

European freight railway corridor Nantes Budapest proposal

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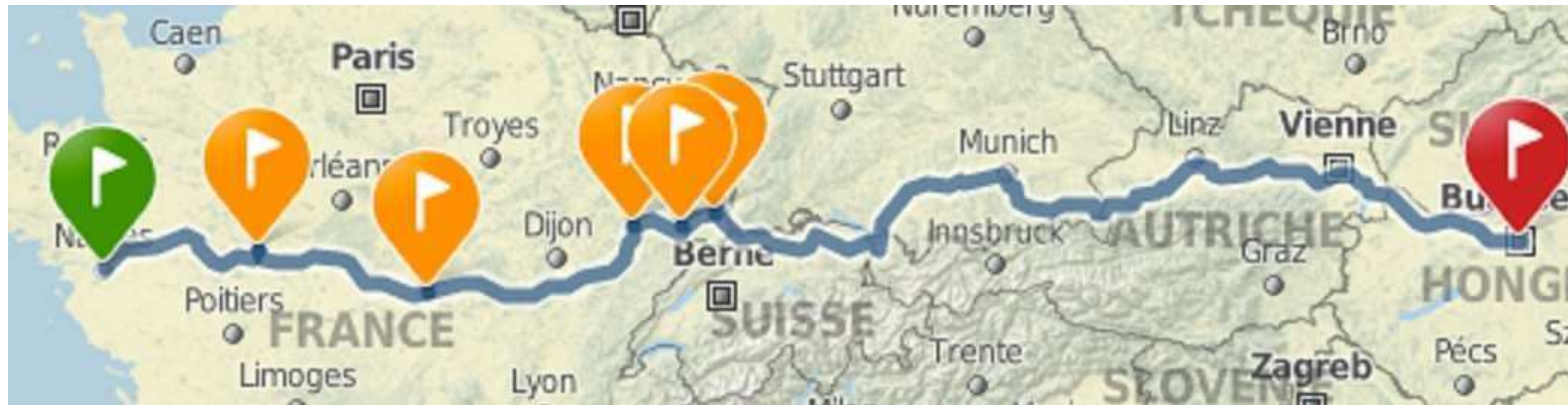
This project that could be qualified as a European structuring project, seems to totally come in frame within the rule(ue) 2015-2017 of the European Parliament's official newspaper and the 25/06/2015 council art16, pL169/4.

At last, we are drawing your attention on the legislative part that could help to this project realization. The fact is that the European Commission should propose in the second part of 2017, a revision of the rule 913/2010 settling European freight railway corridors. This revision could offer a concrete legislative prospect for our project of creating the N°11 European freight corridor by writing down its layout in the rule.

After the study of the file, it appears that the creation of a new corridor n°11 Nantes Budapest postponed the date to 2023, creations of pure freight corridors not depending on the rule 913/2010. Nevertheless, an action is possible as soon as this year within this same rule framework of revision by extending the two already existing corridors:

- The corridor 2
- -the corridor 4

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Regional context

Concerning:

- Haute-Saône: Line 4 is deserted meanwhile RN 19 is overcrowded by the traffic of lorries.
- Franche-Comté: The Belfort Besançon line's size doesn't allow the containers traffic.
- Bourgogne: the crossing of the Dijon's railway knot is a real problem.

The project, besides its concept of European east-west link, also brings a clue to the freight problem between Mulhouse and the north south axis.

Alternative answer to the Grand Canal abandonment problem

The authors are settling steps in order to make things easier for the railway close by operators in Haute Saône.

The opportunity to link again Vesoul to Gray represents an important stake for the collectivity.

The Cci 70 drove us very quickly towards the Alsace Cci and it soon appeared that our step offered a clue to the problems posed by the Grand Canal abandonment.

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Actually studied hypothesis

La liaison Rhin- Rhône Ferroviaire Fret :
3 hypothèses de tracé



Hypothesis 1

Option 1 : Belfort-Besançon-Dijon

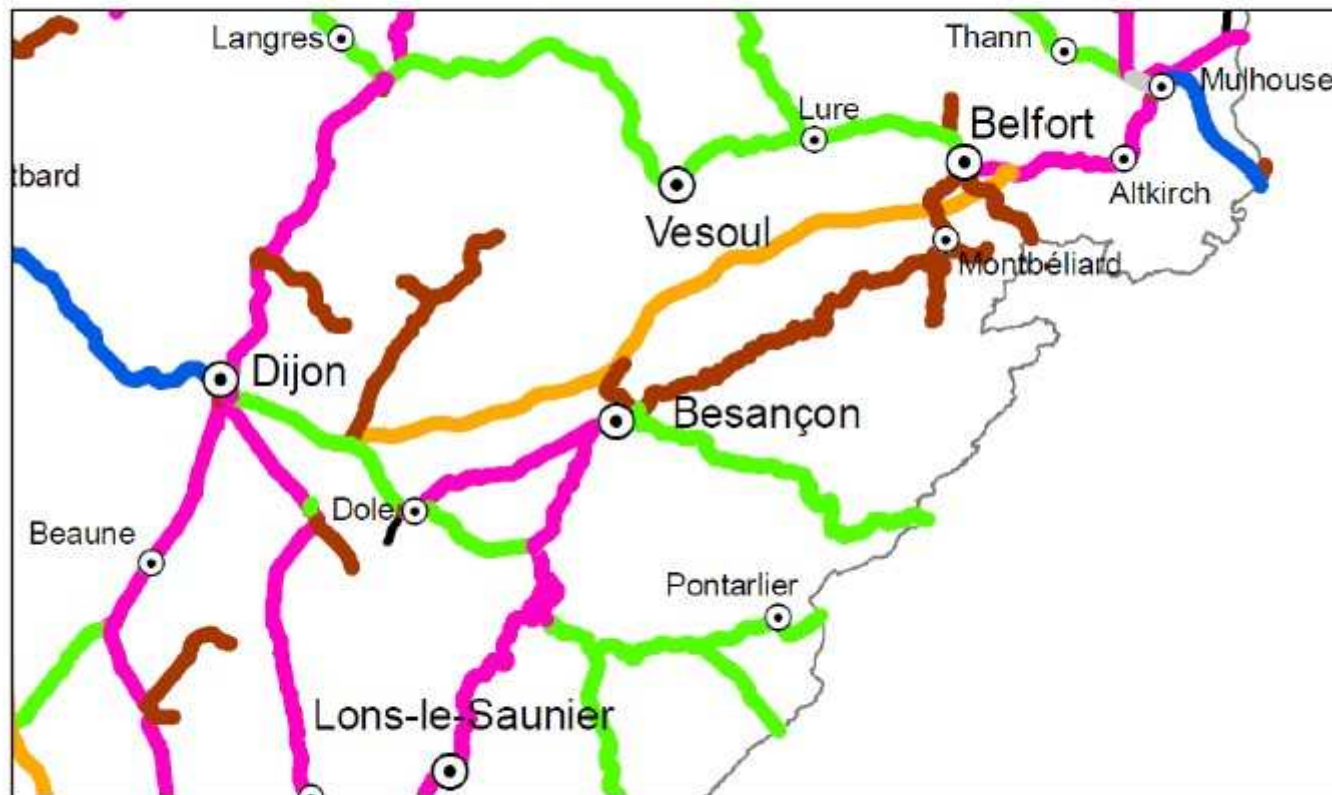
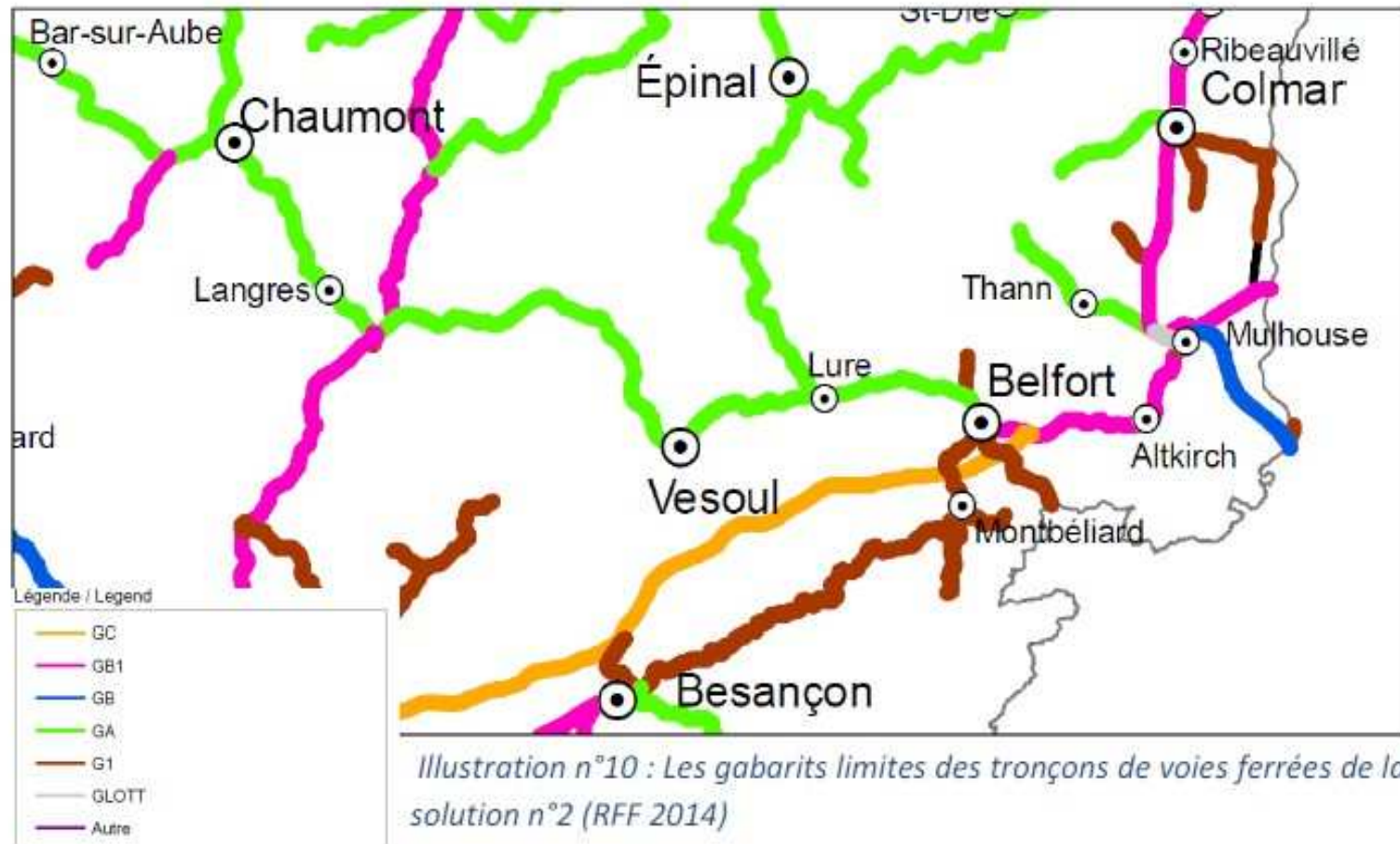


Illustration n°9 : Les gabarits limites des tronçons de voies ferrées de la solution n°1 (RFF 2014)

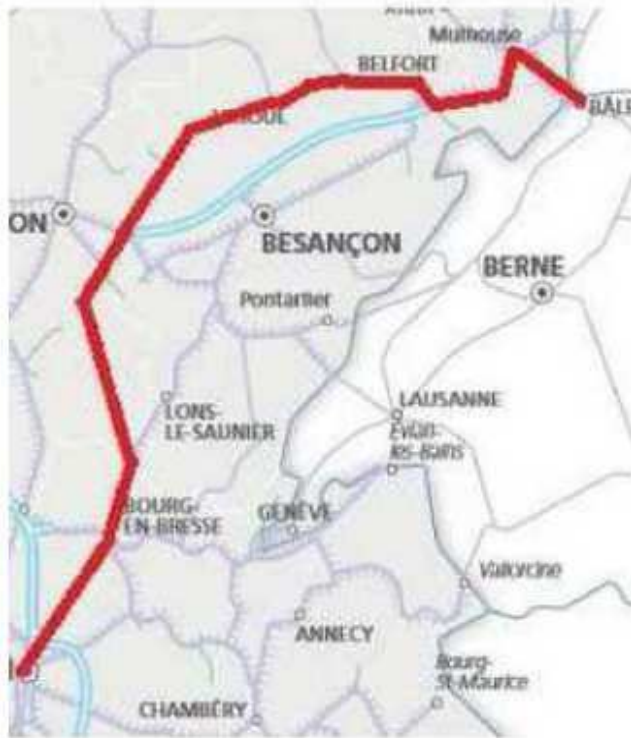
Hypothèse 2

Option 2 : Belfort – Culmont-Chalindrey



Hypothesis 3

Option 3: connection between the line 4 Paris Bale and the line of the Bresse



Layout between Vaivre and St Usage

Reopen the section between Vaivre and Mercey sur Saone on the axis Vesoul Gray



Layout between Vaivre and St Usage

Reopen the section between Villers les Pots and Saint Usage on the axis Gray – Line of the Bresse



What you must remember:

In conclusion, hypothesis 3 is defined as a simple and inexpensive solution for the problem of the corridor Rhin Rhône and opens new horizons for the European corridor n ° 10.

The first half of 2017 is crucial in our proposal for a European corridor, due to the revision of the regulations announced for the second half of 2017 by the EEC.