ERFLS CEF ACTION
EUROPEAN RAIL FREIGHT LINE SYSTEM

ERFLS
European Rail Freight Line System
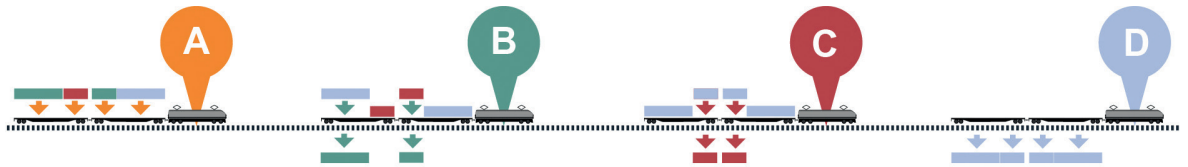
Rhine-Alpine Corridor
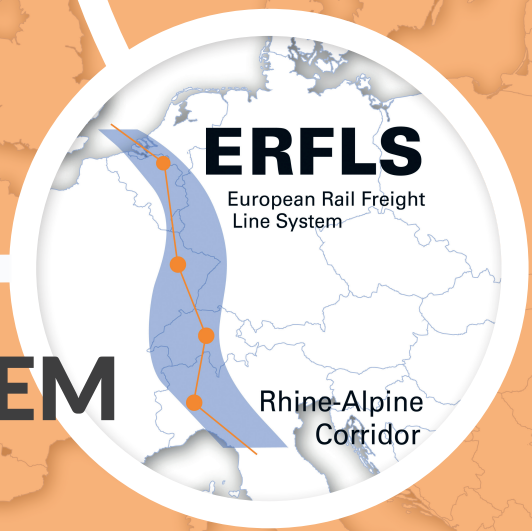
CURRENTLY

From shuttle trains fully loaded at origin and fully unloaded at destination...
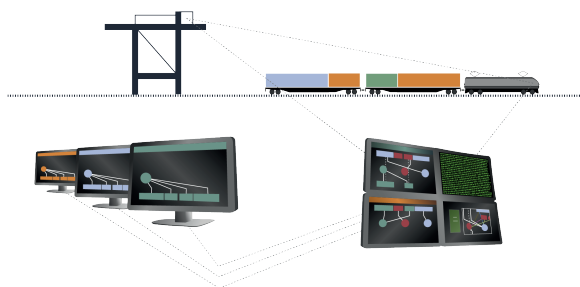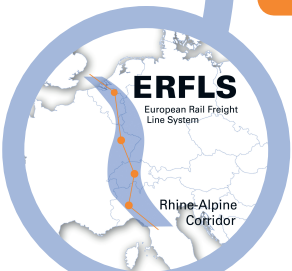
A

B

WITH ERFLS

...to liner trains with short intermediate stops where they are partly loaded/unloaded.

A   B   C   D

TELEMATICS SOLUTIONS

ERFLS telematics will be a layer linking terminals, trains, slots, and operators

ERFLS
European Rail Freight Line System

Rhine-Alpine Corridor

1 EACH OPERATOR MAY KEEP USING ITS OWN SYSTEMS AND DATA FORMATS

2 RELIABLE REAL TIME INFORMATION WITH CURRENT TECHNOLOGIES

3 E-CONSIGNMENT NOTE AND ADVANCE INFORMATION TO TERMINALS

4 OPTIMISED OPERATIONS AT TERMINALS AND ROAD-SIDE

5 SALE OF SLOTS ON TRAINS AS THEY ARE RUNNING, WITH VISIBILITY OF TRAINS POSITION AND EMPTY SLOTS

Six terminals along the whole Rhine Alpine Corridor were examined as case examples and all can become ERFLS smart terminals.
Terminal transformation options are available along with required times and costs.
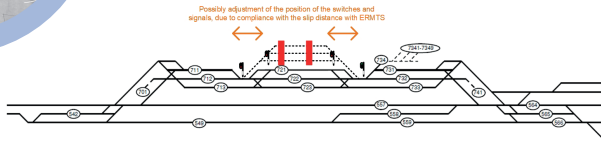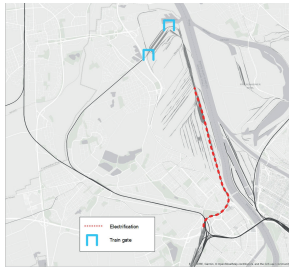
VALBURG

planned layout and operations are similar to those of a smart terminal. Need to make momentum access and direct exit possible on line with ERTMS level 2
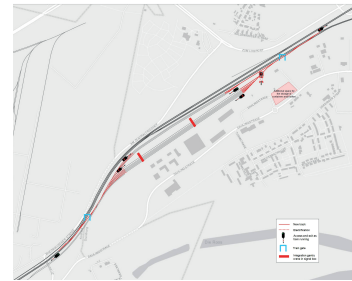
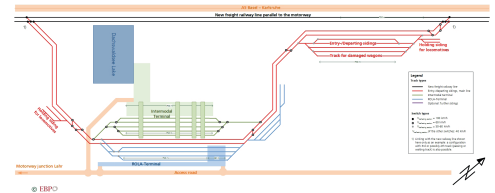### LUDWIGSHAFEN

2 options for minor transformation

DUISBURG
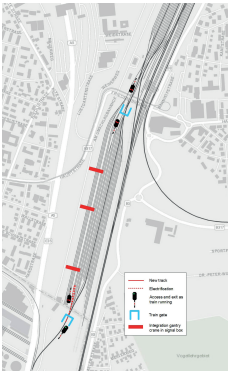
LOGPORT III: 2 adaptation options

LAHR

terminal in planning, 2 possible layouts, both with tracks for momentum access and to smart terminal standards

BASEL WEIL AM RHEIN

one adaptation option with regular usage of through tracks

NOVARA

4 transformation options, from minor changes to a possible new terminal

provincie Gelderland

UNIVERSITÄT DUISBURG ESSEN Open-Minded

Stadt Lahr L

UNIONTRASPORTI

SiTI Istituto Superiore sui Sistemi Territoriali per l'Innovazione