

## Coal from Amsterdam

Railion Nederland appears to be facing competition in bulk transport from the port of Amsterdam, as private operators have taken over a coal transport contract. With effect from 1 January 2006 SBB (Swiss Federal Railways) has been moving coal from Amsterdam to Freiburg. SBB is a fully licensed operator in Germany, but not in the Netherlands, so these trains are being worked in the Netherlands by the Dutch open-access undertaking ACTS, with hand-over in Emmerich. The service runs once a week on average. *Quintus Vosman*

## Betuweroute ETCS late?

ETCS Level 2 may not be ready for use when the Betuweroute new freight line comes into service in early 2007, so the line is also to be equipped with the ATB-NG (new generation) automatic train protection system. Regular readers will recall that this was not considered an option for the new HSL Zuid high-speed line (p58, last month).

Locomotives equipped with ETCS can work with the ATB-NG system. If the Betuwe line does come into service without ETCS, it will be worked as two single lines between Kijfhoek Yard (south of Rotterdam) and Zevenaar (close to the German border). The length of block sections will be about 8km and all intermediate sets of points will be clamped for the straight road, thus preventing trains from changing track. Eventually the sole signalling system on the line will be ETCS Level 2. *Quintus Vosman*

## SPAIN

### Suburban trains ordered

RENFE (Spanish National Railways) has placed a contract with a Siemens/CAF consortium for the supply and maintenance for six years of 40 CIVIA suburban train units (200 vehicles). CAF is the principal contractor, while Siemens has developed the traction system; the CAF share of the order is worth about Euro 200million. The new build will follow on from the previous lot of 182 cars currently under construction, with the first delivery due this May. Production is now expected to continue until the early months of 2010. This is the third contract for this type of train (following the previous lots of 14 and 80 units) since its development was completed in 2002.



## SWEDEN

### Arriva wins franchise

British company Arriva has won a contract to operate trains in the Skåne region of southern Sweden, around the city of Malmö. The company beat off competition from several other bidders, including the Swedish and Danish state railways, SJ and DSB, to win the contract. The franchise runs for nine years from June 2007 with a possible two-year extension.

Arriva Tog, as the new Swedish subsidiary will be known, will operate 26 Litra X11 trains owned by Skånetrafikken, the local transport authority. Arriva will work with Skånetrafikken to purchase new trains over the course of the franchise.

Arriva's rail operations include the Welsh network and a regional network in Jutland, Denmark, while on the bus side Arriva is the largest private operator in Italy, Denmark and the Netherlands and the largest operator in London. Arriva operates in eight European countries (Denmark, Italy, Germany, the Netherlands, Portugal, Spain, Sweden and the UK) and in the last five years the turnover of the company's mainland European operations has increased by more than 250% to Euro 746million (£514.8million).



## SWITZERLAND

### Gotthard to close?

It is reported that after the opening of the Gotthard Base Tunnel SBB (Swiss Federal Railways) would like to close the historic line, arguing that annual maintenance costs of SFR70million will not be offset by any earnings. The railway also argues that for maintenance or emergencies there will be one line available on the new route because of the two-tube construction, and that in normal cases blockages will last for only a matter of hours. The Federal Council does not agree with SBB and wants to see the line become a World Heritage Site as soon as possible, as this would hinder any closure.

**Siemens is building 35x4-car sets of doubledeck stock for the Zurich S-Bahn. Here one of the new trains is seen on the test circuit at Cerhenice, east of Prague in the Czech Republic, performing trials during the extreme cold snap in January.** *Quintus Vosman*