

# News from Rail Systems

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## Vectron: Test runs in Channel Tunnel

Last weekend Eurotunnel and Siemens successfully tested the Vectron locomotive in the Channel Tunnel. The tests represent efforts on the part of Eurotunnel to develop cross-channel rail freight. The tests validated the compatibility of the locomotive with the systems and safety regulations applying to the Channel Tunnel. They were carried out with a Vectron AC locomotive in standard configuration where only the two pantographs had been replaced. The test runs confirmed that the Vectron can operate without any problems in the Channel Tunnel with its gradients of 11 per mille, pulling trains of 1,350 metric tons.



The Vectron locomotive entered the Tunnel through the French portal. This was followed by traction, braking and pantograph tests. The locomotive left emerged from the Tunnel in Folkestone in England before heading back to France for a second test phase. The goal of Eurotunnel is not to have to rely on special six-axle locomotives any more, but to use standard four-axle models to operate rail freight services between the Continent and Great Britain. Michel Boudoussier, Deputy Chief Executive of Groupe Eurotunnel SA, said: "The approval of new rolling stock is the

necessary complement to the open access set up by Eurotunnel. I am pleased that our close cooperation with Siemens is paving the way for new international freight traffic, ensuring a significant reduction in CO<sub>2</sub> emissions. The tests mark Eurotunnel's contribution to the construction of the European railway network."

"We are pleased to have succeeded in demonstrating the exceptional performance of the Vectron here, too. True to the Vectron slogan of "Creating corridors", we have been able to show that it is feasible to operate a standard vehicle safely and reliably in the Channel Tunnel", said Karl-Hermann Klausecker, CEO of the Siemens Business Unit Locomotives and Components.

The Vectron test runs last weekend proved that a standard locomotive conforming to the TSI guidelines can operate services through the Channel Tunnel safely and reliably without the need for any major modifications (apart from the installation of the TVM train protection system).

#### **About Eurotunnel**

Groupe Eurotunnel (Euronext Paris: GET and London Stock Exchange: GETS) manages the infrastructure of the Channel Tunnel and operates accompanied truck shuttle and passenger shuttle (car and coach) services between Folkestone, UK and Calais, France. Eurotunnel holds the concession until 2086 to operate the Channel Tunnel, the fastest, most reliable, easiest and most environmentally friendly way to cross the Channel. In 18 years, nearly 284 million people have used the Channel Tunnel. This unique land crossing has become a vital link between the continent and the United Kingdom. Eurotunnel also runs a rail freight business through its subsidiary Europorte, which offers a wide range of integrated rail freight services.

[www.eurotunnelgroup.com](http://www.eurotunnelgroup.com)

#### **About Europorte**

The first private French rail operator to have obtained, in 2004, a licence authorising the development of rail services throughout the European Union, this rail freight subsidiary of the Eurotunnel Group is the 3<sup>rd</sup> largest operator within the French and British rail network. With more than 1000 employees in France, Europorte provides tailor-made solutions for industrial operators, offering an integrated range of services covering all freight fields: from national and international haulage to logistics, from local services to management of branch lines, including the activities of a local railway operator.

[www.europorte.com](http://www.europorte.com)

You can download the pictures from the test runs in the course of the morning, by 12 noon at the latest, on the Internet at:

[www.siemens.com/railsystems-pictures/Vectron-Eurotunnel](http://www.siemens.com/railsystems-pictures/Vectron-Eurotunnel)

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