

Just to remind to everyone : all over the railways history, track material has been reuse. material coming from main tracks was use for secondy tracks or shunting tracks.

Because it seems that pictures help more than long explanations.

NÎMES (30) Logistical Work Base

2019-2020

SAVINGS : 1 850 000€



Before



After



Début dépose des voies



V3 terrassée. Sous couche de ballast criblé, posée

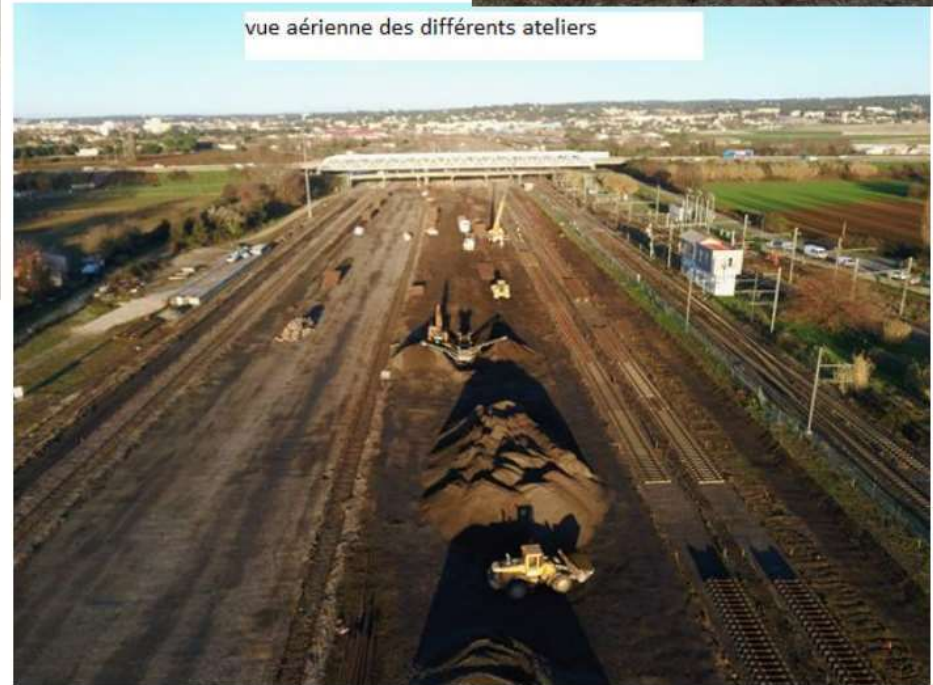
V5 en cours de terrassement



Grutage et pose des 170 panneaux de voie de récupération



La dépose des voies HS est achevée. Evacuation des vieilles TB, des rails. Fin du terrassement V5 et pose des premiers panneaux de voie

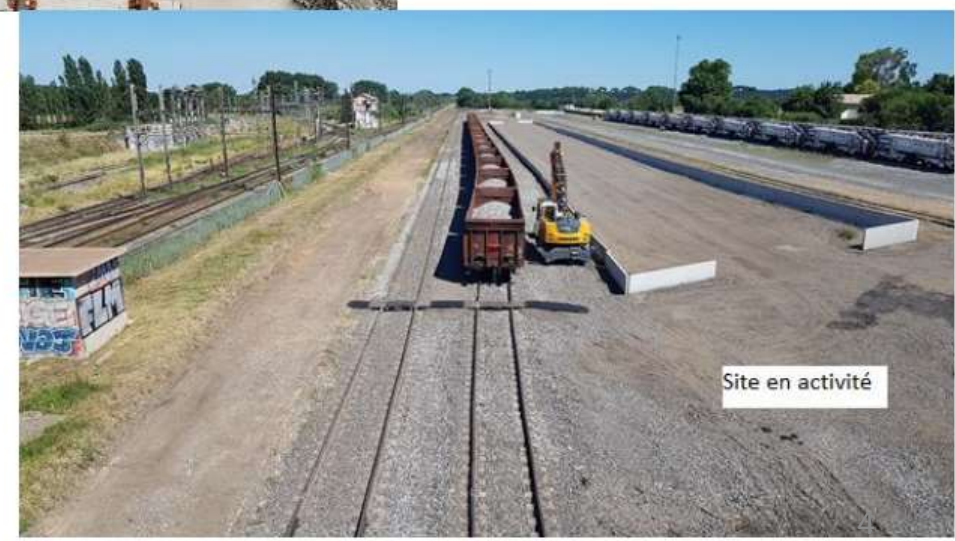
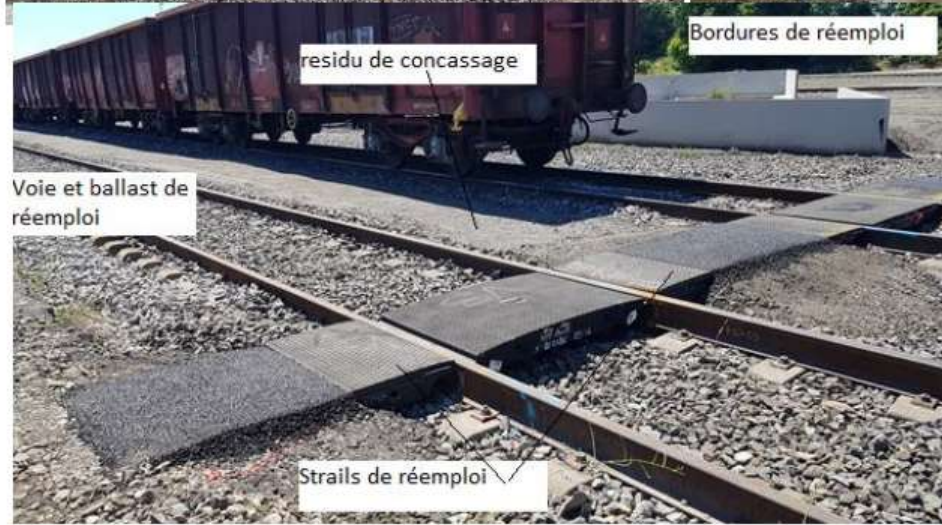
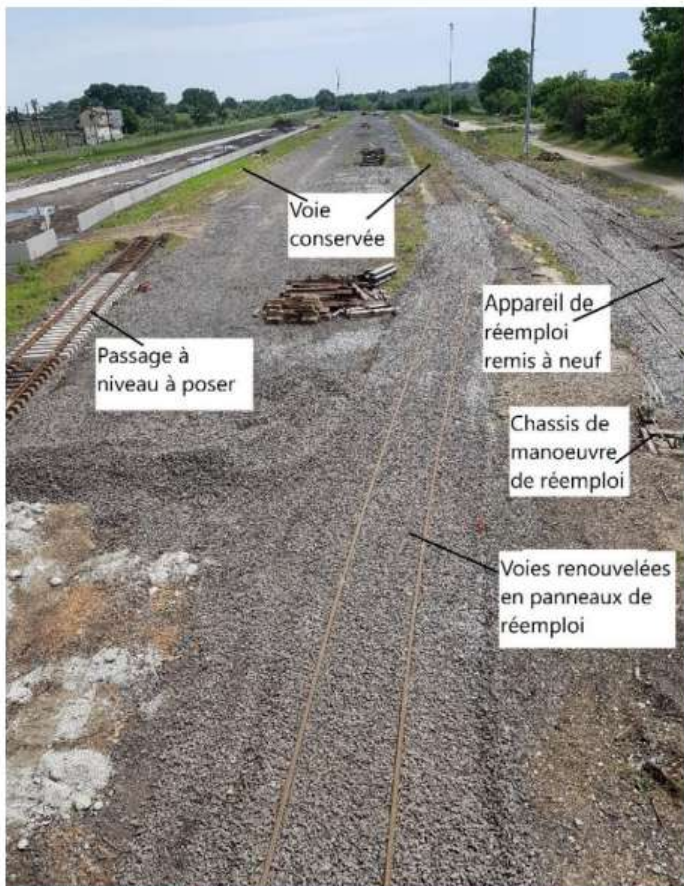


vue aérienne des différents ateliers



Atelier de Criblage du ballast

isable SNCF RESEAU



few explanation

- The reuse of material was common in the past time; it is still the case in southern countries
- On the French network, since the end of the 1980s, we have stopped investing in secondary and shunting tracks.
- So there is no need to reuse material on a large scale anymore.
- Perhaps, at the same time, a change of mentality: a new cultural behavior, resulting from the "consumer society", based on the systematic need for new material, the "old" being "cheesy".
- After 20/30 years, a loss of skills,
- At the same time a new society based on systematic processes: everything must be described clearly, processes must be clear, no room for doubt. These processes are hardly compatible with the specific organization required by reuse.
- A novelty: the global commitment to reduce the carbon footprint. Rail networks will have to drastically reduce their emissions to comply with these obligations. Reuse is one of the most obvious solutions.
- Now the question remains: how can we scale it up?

BÉZIERS CAPISCOL Shunting tracks

2014

SAVINGS : 2 355 000€

**100% reuse
(just the
tracks)**



before



After

SÈTE: Logistical Work Base

2015

SAVINGS : 2 000 000



Before



During

CARCASSONNE (11) Logistical Work Base

2016

SAVINGS : 1 840 000€



BEFORE



AFTER

CARCASSONNE Logistical Work Base

2016



Before



during

**100% of reuse
:concrete
sleepers, rail
and ballast**



After

**New
turnouts**

PORT-LA-NOUVELLE: Logistical Work Base

2018

SAVING: 150 000€



Before



After

NÎMES Shunting tracks

2018

SAVING: 130 000€



Before



After

BÉZIERS: Shuntig

2020

Saving: 134 000€

100% reuse



Before

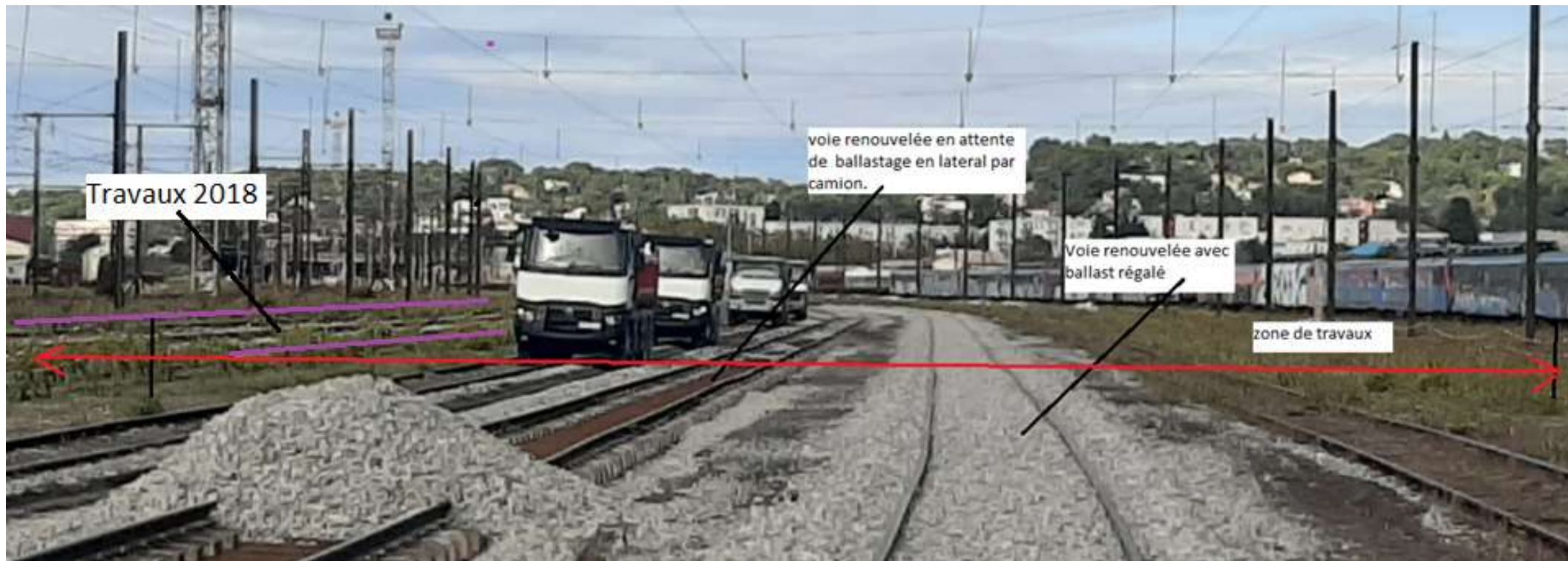


After

NÎMES Shunting Tracks

2020

Saving: 500 000€



During

CEILHES (34)

2021

Saving : 200 000€



Before



After



After

ILLE SUR TET

2022

Saving : 125 000€



Before



After

CHADENET (48)

2022

Saving : 500 000€



Before



during

MENDE (48)

2022

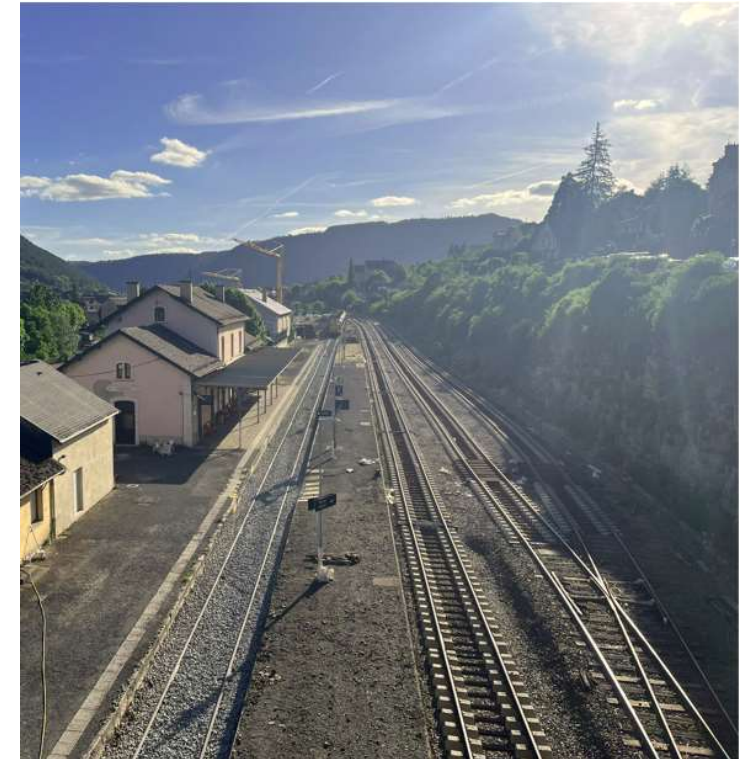
Saving : 700 000€



Before: full double head rail



During: with local screened Ballast



Today: all the tracks are linked, starting the ballast and sleepers tamping

KEYS for SUCCESS

- Local team
- Strong involvement of all actors. Everyone must be convinced;
- Knowledge of all available materials
- Ideally: whoever has removed the material should reuse it.
 - That may improve the quality of materials, avoid handling;
- Anticipate the purchasing strategy;
- Have a large logistical area to store available materials with access by train and truck;
- All works must be designed with the reuse in mind :
 - Include transfer and storage in the removal contract;
 - Clearly explain the need for careful removal;
 - Encourage the dismantling of the track by panels (without separating the components of the track);
 - Avoid pollution of materials (ballast, etc.)
- Anticipate contracts and needs with companies;
- Take care in drawing up the specifications to enable the companies to find the best organisation.

What is difficult today

- **No clear company specifications to encourage people to reuse.**
- **We talk a lot about recycling, not enough about direct reuse, even if the material is available;**
- **To convince the Engineering community**
- **Not enough recognition of the people involved in the process.**
- **For all actors: much more work**

What are we aiming regarding « small tracks »

- All the modernisation of the 735 km long is based on « overstock » or « reuse » materials
- The main difficulty is the rails (we need « small rails » to try to create Long Welded rails with small radius of curvature , under 300m); The rails available are mostly 60^{E1}.
- The most efficient is the screening of the ballast.
- We need to convince the contractors to find technical solutions and engines to do the job with those new conditions