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## ProRail infrastructure manager renews Kijfhoek • Possible impact on wagon turnaround time due to major disruption in still operational hillside area

## In brief:

- From 24 June 2023 to the end of December 2024, Kijfhoek will have limited use due to renewal works
- The automatic hill system at Kijfhoek is currently being renewed, so half of the hump system has been out of use since June 2023 due to renewal works. The other part of the hill system has been out of use since 15 September due to water damage
- The shunting of wagons at Kijfhoek is now done in a regular manner without the use of the hump system, according to applicable laws and regulations. Despite the situation being manageable, inconvenience may arise in the coming period with consequences for wagon turnaround times

On Friday 15 September, a construction pit - made for the renewal of the automatic hill system - flooded. When the water was pumped out, it entered the cellars, where the electric motors of the evacuation and relief system are located. These 126 electric motors were damaged.

After consultation with DB Cargo (currently the only railway undertaking using the hump system) and Siemens as supplier of the existing and new hump system, infrastructure manager ProRail decided not to repair the damage that had occurred. Repair would be temporary and for a very limited duration. Because from 1 April 2024, the disused part of the hump is scheduled to be renovated. Moreover, the impact of the repair options on the logistics process would be too great.

To guarantee service to its customers as much as possible, DB Cargo currently shunts exclusively with locomotives at Kijfhoek. This process is running well but it is time-consuming and requires more capacity. The good weather conditions of the recent period as well as support from the sorting station Köln Gremberg have contributed to the situation being stable at the moment.

Should you have any further questions please contact your contact person within DB Cargo NL's Customer Service Centre.

