



The RER (Regional Express Network)



Description

Infrabel's RER programs are aimed at increasing the capacity of lines converging in Brussels to achieve a higher frequency of trains within a radius of 30 km around the city. They also seek to improve service quality on IC/IR trains.

These programs include:

1. the establishment of a new rail link between Watermael-Schuman-Josaphat
2. increasing the number of tracks to 4 on Line No. 161 between Watermael and Ottignies and the Louvain-La-Neuve railway link
3. increasing the number of tracks to 4 on Line No. 124 between Uccle and Nivelles
4. increasing the number of tracks to 4 on Line No. 50A between Brussels and Liedekerke
5. the construction of stations and parking lots on Line Nos. 36 (Brussels-Louvain), 50A (Brussels-Liedekerke), 161 (Schuman and stations between Watermael and Ottignies) and 124 (Uccle-Nivelles).



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TUC RAIL's mission

As part of the implementation of RER programs, TUC RAIL has been commissioned to deliver the following complete set of services:

- To provide project management for the programs (budget, planning, risks, etc.)
- To undertake preliminary studies and take all administrative measures needed to obtain the necessary permits for the implementation of the works
- To undertake implementation studies for all works (civil engineering, tracks, catenaries, signalling, etc.)
- To manage all service contracts (procurement, contract management, etc.)
- To obtain the required technical approval ("homologation") authorizing commercial operations.

TUC RAIL's solutions to the program constraints

Undertaking a program of this scale invariably requires finding solutions to problems and constraints in the area of security, mobility, environment, town planning, etc.

In the case of the RER program, TUC RAIL has succeeded in:

- 1) minimizing expropriations in high population density neighborhoods (road embankment/track excavation)
- 2) minimizing sound pollution by erecting sound-muffling walls
- 3) improving local mobility, all modes of travel by widening roads intersecting the rail line or by creating new cycle tracks
- 4) developing parking (vehicles, but also bikes and two wheelers in general) around railway stations and stops in order to ensure intermodality

- 5) greatly improving intermodality with other means of public transport: stations in common with the metro, expanded/improved bus stations, connections with tram stops, etc.
- 6) giving due respect to the existing architectural heritage to the extent possible and contributing to a new contemporary heritage
- 7) implementing sustainable construction by using anti-graffiti materials
- 8) minimizing the impact of the works on adjoining areas/neighborhoods and the environment and on railway operations
- 9) meeting its legal obligation to assist local residents through informational sessions and meetings (to respond to enquiries from the public) both prior to commencement and during the works

[Click here](#) to view pictures of the RER (Regional Express Network).