

# OBJECTIVES FOR VEGETATION ON TRACKS

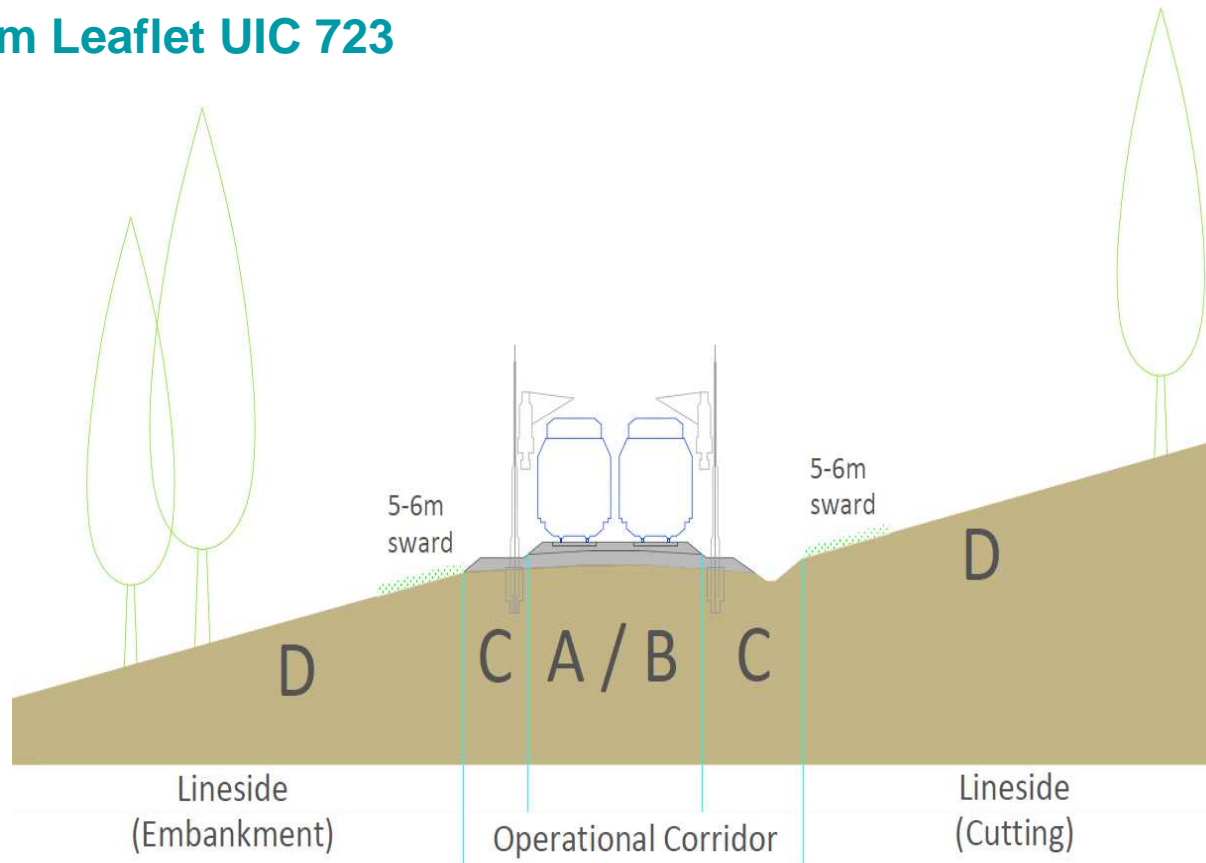
UIC CONFERENCE – WHAT IS THE FUTURE FOR HERBICIDES?

24-25 MAY 2016  
**YVES FOURDIN**  
SNCF RÉSEAU



# OBJECTIVES

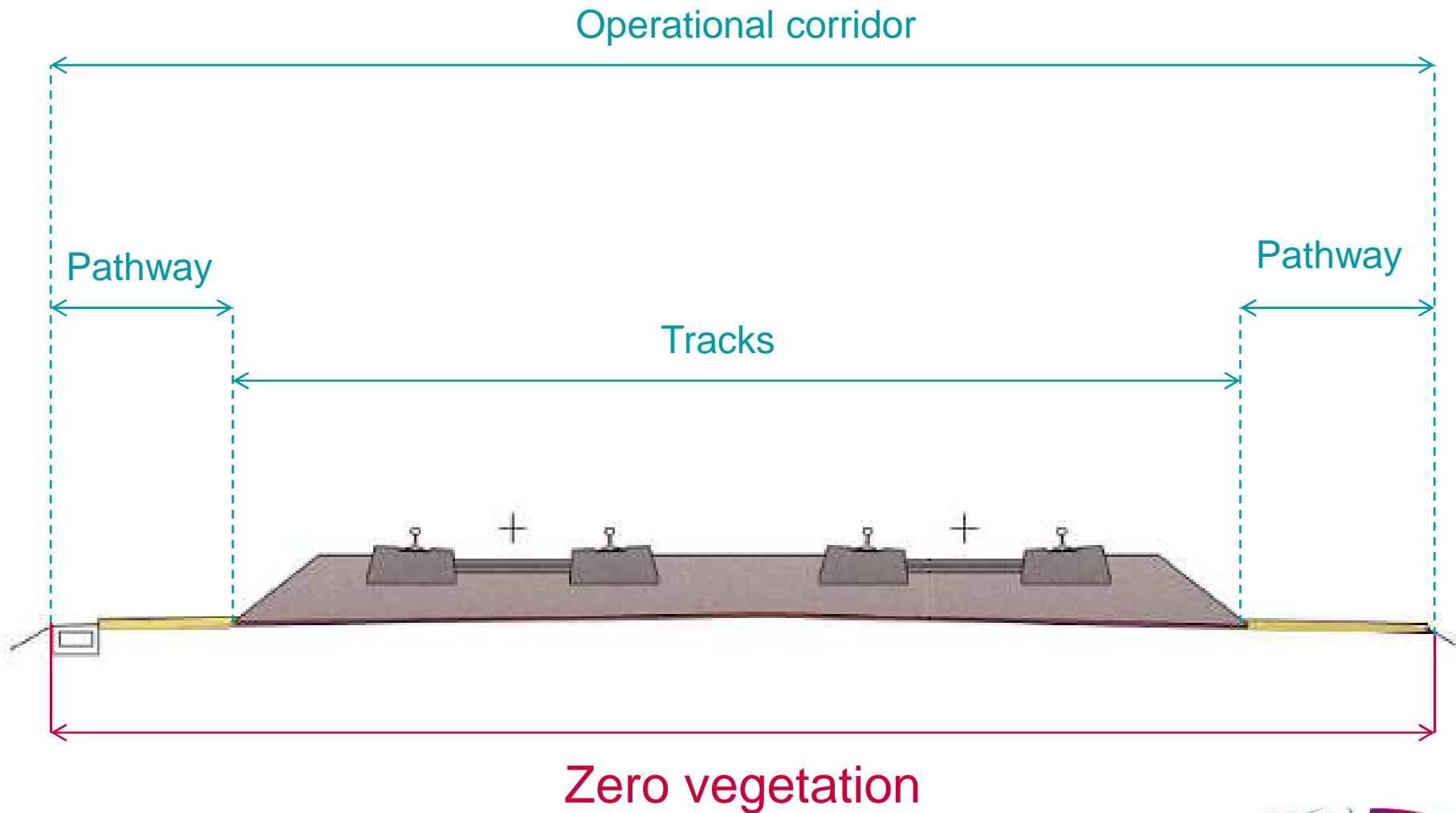
## Extract from Leaflet UIC 723



**Note** - Where the railway comprises more than two roads, Area C can occur between each pair of tracks

# OBJECTIVES

ZOOM



# WHY?

## SAFETY REASONS

- + Affect braking and starting power of trains, through loss of adhesion
- + Restrict sighting of ground signals (especially in rail yards) and level crossing
- + Reduce safety for railway workers



# WHY?

## SAFETY REASONS

- + Close emergency routes



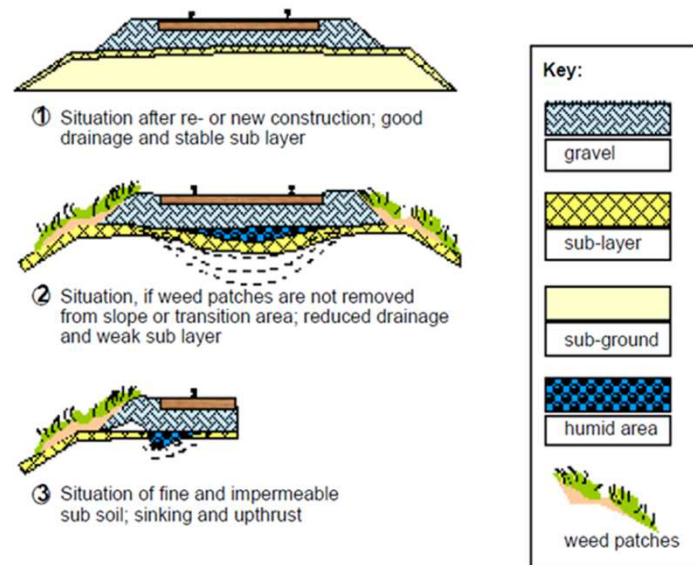
- + Increase risk of fire



# WHY?

## OPERATIONAL AND TECHNICAL REASONS

- + Have an influence on track quality (e.g decrease elasticity of ballast bed) which can have safety impacts
- + Impair resistance to frost (by reducing drainage efficiency of ballast bed)
- + Weaken sub-layers and enable material to be pumped up to the surface (thereby impairing drainage)



- + Affect electrical signal systems along the track (by increasing humidity and thus electrical conductivity)

# WHY?

## OPERATIONAL AND TECHNICAL REASONS

- + Carry out maintenance and survey on track components : Ballast, sleepers, rails, fastening system and allow optical measurement of track geometry



*Optical measurement of track geometry*





# WHY?

## ECONOMIC REASONS

- + Deterioration in quality and performance of ballast (e.g. by binding in fines and pollutants)
- + Reduced hardware lifespan due to increased track-level humidity (e.g. rusting of metal fastenings, accelerated decay of wooden sleepers)
- + Increased track stability maintenance cycle (e.g. by weakening sub-layers)
- + Shortened cleaning intervals (necessary to purge ballast of fines and pollutants)





# THANK YOU FOR YOUR ATTENTION

THAT 'S WHAT HAPPEN IF YOU DON'T CONTROL THE VEGETATION

