OBJECTIVES FOR VEGETATION ON TRACKS

UIC CONFERENCE – WHAT IS THE FUTURE FOR HERBICIDES?

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YVES FOURDIN
SNCF RESEAU
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

Operational corridor

Pathway

Tracks

Pathway

Zero vegetation
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