

# INFRABEL

*Right On Track*

**ANNUAL  
REPORT  
2011**

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# The railway infrastructure manager: always at the ready and proactively building a better future

Every year is crucial for a public enterprise that puts more than 4,000 trains on the right track every day. And so **2011** was definitely just as important for Infrabel as the previous years. Indeed, the considerable efforts made by our 12,364 employees are gradually starting to pay off. This encouraged us to continue and push ahead with these efforts in 2011 as well. At the same time, we have also been preparing ourselves for the future with great determination and enthusiasm.

This ensured that Infrabel recorded improved results in 2011 for the two most important priorities of its customers: safety and punctuality.

**Safety** has always been and remains the number one priority for the Belgian railway network, which continued to improve in line with our step-by-step strategy. The number of signals passed on the main track - to name just one improvement - decreased by 12.5%, an initial result of a very ambitious technical and innovative action plan. One of the most important pillars of this plan comprises the ETCS Master Plan, which is already being regarded as a model example in Europe. Our ultimate goal consists in moving the Belgian railway network into the top three of the safest railway networks in Europe.

The **punctuality** of train traffic also made appreciable progress in 2011, reversing a downward trend, but this does not mean that we do not still have a long way to go. 87% of trains were on time, which corresponds to an increase of 1.3% as compared to 2010. In the coming years as well, our employees will make every effort to maintain this trend and in this way meet the legitimate expectations of our customers, who are indeed entitled to a high-quality service.

The challenge for Infrabel in this regard is to reconcile this quality with increasing quantity: the increasing success of railway traffic in terms of the number of passengers - a trend we obviously greatly welcome - leads to intense use of the railway infrastructure, which in turn means that the smallest incident can have a major impact on punctuality.

These fine results furthermore go hand-in-hand with an operational balance for the 2011 financial year. An **operational balance** has in fact been a constant at Infrabel since its establishment seven years ago, but for 2011 this excellent result must also be seen in the context of the economic crisis, which also puts pressure on Infrabel's results. Due to Infrabel's financial condition, which in general is well balanced and under control, we are able to concentrate on the essence of public service.



These **three pillars form the starting point for all our employees** to further implement large-scale modernisation projects, which have been underway since 2005. Just consider the signal box concentration. This concerns the largest industrial reform in Belgium which will be beneficial to our two top priorities, safety and punctuality, as well as the productivity of our company and the well-being of our employees.

In this respect, **2011 was a pivotal year**. All the resources needed to prepare Infrabel as a public service provider for the future are now in place. Specifically, in 2011 we established an important foundation to continue to fulfil the objectives as concerns our priorities, and in anticipation of the long-term challenges of our role as infrastructure manager we have worked out the following plans:

- A new strategic plan, FOCUS, for the period 2012-2016;
- A proposal for an investment strategy for the period 2013-2025, with three scenarios for rail mobility and a confirmation of the basic principles by the Ecole Polytechnique in Lausanne;

- Preparation of a complete reorganisation of the structure and working processes of Infrabel;
- A finished project proposal - currently under discussion by the government - with solutions for a new North-South connection in Brussels, including a financing study.

Now that all this is finished, Infrabel is ready to take **the next steps in its action plan**. Taking into account the economic and financial context, we are still waiting for the green light in order to effectively carry out these four projects which will guide the activities of our company for the coming ten years. As a safe, high-quality, economical and green means of transportation, the railway needs to address a host of challenges, which will enable it to progressively expand its share in tomorrow's mobility.

**Luc Lallemand**  
Chief Executive Officer

**Christine Vanderveeren**  
Chair of the Board of Directors



## FOCUS ON OUR COMPANY

Infrabel is responsible for managing, maintaining and developing the Belgian railway network. Since its establishment in 2005, it has opened the railway infrastructure for a fee to companies that transport goods or passengers on the Belgian network.

More than 4,580 trains travel daily on our railway lines. Every day some 12,364 staff members give their all so that passengers and goods reach their destinations safely, and according to the expected timetable. Together we are committed to developing a railway network which permanently contributes to the mobility of tomorrow.







## OUR MISSION

As a European rail hub, the mission of Infrabel consists in developing a reliable and high-performance railway network, and in providing passengers, rail operators and industrial enterprises with high-quality services. In order to accomplish this, we must not only guarantee the general safety of the railways, but also contribute to the punctuality of trains and offer sufficient capacity.

Every day, Infrabel ensures that these challenges are carried out in a socially responsible way and with attention being paid to a balanced budget. We are joining forces in order to offer the best possible services to every customer and stakeholder.

Infrabel's task is founded on a management contract with the government and is fleshed out in our strategic plan: FOCUS (the successor of the strategic plan BRIO).

# 3

VALUES: SERVICE // PASSION // TEAM

# 14

RAILWAY OPERATORS ARE ENTITLED TO RUN ON OUR NETWORK

# 3,587

KILOMETRES OF RAILWAY LINES

*Core figures on 31/12/2011*



### Guy Vernieuwe

Manager Strategy, International Affairs & IT

*// We are facing an enormous challenge: reinforcing the railway wherever it is already present. For this we have put the needs of our - direct and indirect - customers centre stage in our thoughts and actions. Supported by this dialogue, we are today constructing a modern high-performance railway network. Our main goal consists in meeting the expectations of our customers with regard to safety, quality and accessibility, and at a reasonable price for the user. //*





OUR ORGANISATION

Infrabel consists of three directorates and six general service departments which are responsible for smooth operations. The Infrastructure directorate is responsible for maintenance and modernization of the installations. Tracks, switches, signals, catenaries, level crossings and engineering structures form the foundation of their activities. The Network directorate organizes and regulates train traffic in real time. Which rail companies can travel where and when forms part of the job responsibilities of the Rail Access directorate. As a neutral moderator it allocates capacity on the network and is in close contact with the various operators.

The six general service departments fulfil a more supporting role in the following areas: Human Resources; Finances and Legal Affairs; Strategy, International Affairs & IT; Corporate & Public Affairs; Procurement and BRIO (Belgian Railway Infrastructure Objectives - Infrabel's strategic plan 2008-2012).



UNDER THE WINGS OF INFRABEL

TUC RAIL S.A. and the Brussels Creosote Centre S.A. are two direct subsidiaries of Infrabel.

As a technical research office, TUC RAIL is known internationally for its expertise in the field of railway technology. This office numbers more than 1,000 employees and coordinates construction and modernisation of the railway infrastructure for large-scale projects such as Diabolo, RER and the second rail access to the Port of Antwerp. The year 2012 will be an important year for TUC RAIL, considering that it will be celebrating its 20<sup>th</sup> anniversary.

The Brussels Creosote Centre in turn produces wooden sleepers and is responsible for creosote impregnation of other wooden railway elements. It also recycles old sleepers and thereby helps to reduce waste.







# Priority 1

## SAFETY FIRST!

From the moment it was established, Infrabel has continually worked on reinforcing the three most important pillars in the area of railway safety: culture, management and technology.

After the train accident in Buizingen, we accelerated the implementation of a number of specific action plans in the frame of this policy.

Thanks to the implementation of safety systems, continuous modernisation of infrastructure and investment in well-trained professionals, the Belgian railway network has become one of the safest transport networks in Europe.

With 12.5% less signal overruns on main lines in comparison to 2010, we are taking a step in the right direction.



THE ETCS MASTER PLAN

Together with SNCB, Infrabel has drawn up a Master Plan to improve safety on its railway network even more. In this regard, the accelerated implementation of TBL1+ (Transmission Beacon Locomotive) constituted our most important objective for 2011.

With a 71% efficiency coverage on 31/12/2011, Infrabel has succeeded in its mission. However, we continue to make efforts so that all important rail junctions will be equipped with this driving aid by the end of 2012. In the next step, we will progressively install ETCS level 1 by means of a few adjustments to the existing software of TBL1+ beacons.

ETCS (European Train Control System) is an automatic train control system that continuously monitors the speed limit and can implement emergency braking at any moment should these limits not be respected. Electromagnetic signals will send safety information to the driving cab (ETCS level 1) by means of beacons. On other sections of our railway network, information will be delivered by GSM-R, a digital communication network for transferring data on the track (ETCS level 2). By the end of 2022, we will have fully equipped the railway network with the ETCS safety system (level 1, level 2 and Limited Supervision).

2,229

SIGNALS EQUIPPED WITH THE TBL1+ DRIVING AID SYSTEM \*

€ 202 mio

OF THE 2011 INVESTMENT BUDGET FOR OPERATIONAL SAFETY \*\*

21

LEVEL CROSSINGS ELIMINATED \*\*

\*Core figures on 31/12/2011 // \*\*Achievements in 2011

MODERN SIGNALLING BOXES FOR MORE SAFETY

The rising demand for mobility results in an increasingly busy railway network.

With its New Traffic Management project, Infrabel intends to change the current way of working and to prepare the traffic control of the future with a clear vision. One of the principal changes includes the concentration of signalling boxes.

Of the 368 signalling boxes in use at its creation, Infrabel still uses 229 (31/12/2011). The objective is to reduce the number of signalling boxes to 31 electronically-guided posts by 2014, and to have only 10 modern signalling hubs by 2020.

A new allocation of tasks between signalling boxes and Traffic Control goes hand in hand with this. The areas of action of signalling boxes will expand, so that Traffic Control will be able to concentrate more on its role as national coordinator of train traffic.

The positive side is that this realignment will improve passenger safety, punctuality and access to information.

PREVENTION IS BETTER THAN CURE

Despite the many efforts to reinforce the safety culture, we can never entirely eliminate the possibility of an accident. For this reason, Infrabel prepares as far as possible for such an event in collaboration with the emergency services. The organization of crisis simulations and information sessions is the perfect opportunity to test existing emergency plans and to adapt them where necessary.

In this regard, a field test was conducted at the end of October 2011 in Herentals, where a collision between a train and a car was staged. Approximately 100 people participated in this exercise, including some 40 simulator participants who played the role of victim. Rail companies were also invited to participate as observers. Thanks to this kind of simulation, all involved parties learn how to react in a focused and efficient manner in case of an emergency on the Belgian railway network.

WATCH OUT AT LEVEL CROSSINGS

Many road users still underestimate the danger they face at level crossings. In order to reduce the number of incidents to a minimum, Infrabel is planning to eliminate 200 level crossings by 2015. Including the 21 level crossings eliminated in the past year, the counter stands at 64 since 2008. Alternatives such as tunnels and bridges ensure that rail mobility is not compromised. Unfortunately, it is not possible to eliminate all level crossings. Therefore, together with modernizing essential crossings between rail and road, Infrabel has been taking preventative measures.

In the framework of the project, "Watch out at level crossings", 250 art academy students designed a variety of posters to increase public awareness in an original way. The winning creations were displayed for two weeks in May and December at all Belgian stations and in many bus stops.



Luc Vansteenkiste  
Director-General Infrastructure

// Thanks to close cooperation with railway stakeholders, we have improved various safety indicators. We have incorporated the recommendations of the special Committee on Rail Safety into our action plans and have focused our attention specifically on the safety culture at all levels of our company. //





## SAFETY FIRST

Occupational as well as operational safety must be the starting point of all rail activity.

Since October 2011, Infrabel has started spreading a new, visual identity which should make all employees aware of their role in maintaining safety. The Safety First logo consists of four orange angles which together form a square. A simple but recognizable image which clearly indicates what people should bare in mind, everywhere within our company.

In this way, Infrabel continues to intensify the culture of safety, for make no mistake: safety takes top priority over everything else!







# Priority 2

## TRAINS ON TIME

As with safety, Infrabel is also working closely with railway companies to guarantee a network that is as punctual as possible.

The limited capacity available, the rising number of passengers and increasing freight volumes, however, have clear consequences for punctuality results. Infrabel is therefore increasing its efforts to be able to provide solutions which can contribute to the success of rail transport. Investment, optimisation and cooperation are the three keys which open the door to even better services.





AUTUMN PLAN KEEPS TRAINS RUNNING

A slippery carpet of leaves, condensation and frost can cause adhesion problems and therefore, in 2011, Infrabel and SNCB further expanded their precautionary measures. From now on, two track-cleaning trains can be used instead of one, and protection nets should be able to counter the masses of falling leaves on railway areas. In addition, Infrabel has signed an agreement with a meteorological service (Meteo Services), which is in daily contact with Traffic Control to point out risk areas.

Together with the autumn plan, we also have a winter plan which should keep the tracks free of snow and ice during the harsh winter months. Our technical staff are also prepared to intervene 24/7 where necessary, also in cases of extreme heat. Whatever the weather, everything is in place to ensure the best possible functioning of rail traffic.

THANK YOU, COLLEAGUES!

Together with SNCB, Infrabel launched in 2011 an internal awareness campaign to emphasize the importance of punctual trains. A delay, indeed, is not just a question of lost time; in many cases it also has consequences for the private lives of passengers and personnel.

25.9%

OF ALL DELAYS DUE TO FAILURE OF ROLLING STOCK

16.5%

OF ALL DELAYS DUE TO INFRASTRUCTURE DISTURBANCES

12.0%

OF ALL DELAYS DUE TO INCIDENTS ON FOREIGN RAILWAY NETWORKS

Core figures on 31/12/2011

RAILTIME: REAL-TIME INFORMATION AT ONE'S FINGERTIPS

RailTime is an online platform which provides immediate information about train traffic. With the rise of mobile technology, Infrabel launched three new applications in the autumn of 2011: RailTime for Android, iPhone and iPad.

From now on, commuters can consult their route immediately and automatically, and My Alarms enables them to catch up on a little sleep. Geolocalization also ensures that search results are automatically coordinated to the nearest station.

Together with the introduction of these applications, Infrabel is also working, together with SNCB Holding, to realize information kiosks in a number of stations. These digital stands offer the possibility of consulting the yellow timetable posters and the RailTime route planner, and also informs passengers about possible interferences to the planned route.

Providing correct information to passengers anywhere, at any time of the day, remains an exciting challenge for the future.

2011 IN STATISTICS

In 2011, Infrabel recorded an overall punctuality of 87% (before neutralization of external causes and communicated investment works). This improvement by 1.3% in comparison to the previous year encourages us to continue our efforts.

As the coordinator of rail traffic, Infrabel measures delays that occur on the entire railway network. In 2011, 42.1% of the total number of delays was attributable to SNCB, 34.5% to third parties and 19.1% to Infrabel.

In order to provide our customers and stakeholders with transparent information, these figures will be published and specified monthly on our updated website [www.infrabel.be](http://www.infrabel.be).



Eddy Clement  
Director-General Network

// In 2011 we improved punctuality on our network thanks to the continuous efforts of our staff, improved dialogue with the operators and implementation of specific action plans. In 2012 we will do all we can to continue this trend. //

2012 ACTION PLANS

Although the punctuality figures show a positive trend compared to 2010, improvements remain necessary.

In collaboration with SNCB, Infrabel has therefore updated its punctuality action plan which should bring about a positive change by 2015 with regard to rolling stock, infrastructure and transport scheduling.

Continuously raising the awareness of staff, efficient diffusion of information and optimizing the timetable are a few of our major objectives for 2012. Under supervision of Punctuality Managers, Infrabel will follow up these activities and make adjustments according to the results achieved.

Through this approach, Infrabel wants to offer high-quality rail transport to more or less 750,000 passengers who take the train every day.







# Priority 3

## A NETWORK FOR ALL THE TRAINS OF TOMORROW

With rising numbers of passengers and limited capacity, Infrabel applies a specific and efficient philosophy: use and reinforce capacity as much as possible for future projects.

At the heart of Europe, Infrabel is therefore making every possible effort to further develop and fully optimize railway lines. Building up our rail mobility at the crossroads with other European networks, however, takes time. What follows is an overview of progress made in 2011.







### ACCESSING BRUSSELS AIRPORT AT HIGH SPEED

In 2012, the Diabolo project will put into operation the underground rail link between the Brussels National Airport station and the Schaerbeek - Mechelen double railway line along the central reservation of the E19 motorway. This northern railway access will significantly improve the access to and from Brussels Airport. The infrastructure works entered their final phase in the course of 2011. Two significant achievements in this regard are the installation of the safety system and the digital communication network (ETCS and GSM-R) across the entire Diabolo railway line.

The result of these projects means a new decisive step for high-speed traffic in the direction of Amsterdam, Paris and Frankfurt.

The first commercial train journey on this brand-new railway line is planned for 10 June 2012.



INTERMODAL THINKING  
AS ECONOMIC DRIVING FORCE

Intermodal transport is on the rise. The inauguration of the new, trimodal Garocentre terminal in La Louvière at the beginning of October 2011 is evidence of this trend and also demonstrates the dynamic interaction between road, rail and waterway. In the framework of the expansion policy, Belgian ports are increasingly being viewed as multi-modal platforms.

From the conviction, "the more capacity, the more space for intermodality", Infrabel is further expanding its rail infrastructure in the ports of Antwerp and Zeebrugge as well as in the international freight corridors which criss-cross our country. More than ever, this international blossoming will have a positive influence on our contribution to the Belgian and European economy.

EASY TRANSIT FROM  
LEFT BANK TO RIGHT BANK

In order to travel from the left bank to the right bank of the River Scheldt in the Port of Antwerp, trains today must make a large detour through the Kennedy railway tunnel. The Liefkenshoek rail link will offer a fast and efficient alternative which will substantially unburden this hub.

Tunnel works for this direct freight access were completed in 2011. A first in Belgium, for with a length of 6,752 metres and a depth of 40 metres, the longest railway tunnel in our country is now a reality. Since then, installation of the railway infrastructure has been in full swing, also including the introduction of the ETCS system to guarantee absolute safety. The end of the infrastructure works is expected in the course of 2014.



**Ann Billiau**  
Director-General Rail Access

*// In its White Paper on Transport, the European Commission aims at reducing by half the use of conventionally-fuelled cars in urban transport (by 2030). Within that same time span, they would like 30% of road freight over 300 km, to shift to other modes such as rail or waterborne transport. If we want to help achieve these targets, we must drastically improve the accessibility of our ports and cities. If the necessary resources are made available, we are prepared more than ever to face this challenge. //*

DO YOU ALSO COMMUTE?

Infrabel intends to resolutely tackle mobility problems in and around Brussels by means of the Regional Express Network (RER). A doubling from two to four tracks should enable a larger train offer on the main axes. The Brussels – Halle and Brussels – Leuven lines already have four tracks. In 2011, works continued on the Brussels – Denderleeuw, Brussels – Ottignies and Brussels – Nivelles lines.

Construction of the Schuman-Josaphat tunnel also constitutes an important element of the RER project. Construction of this new railway connection will increase the accessibility of the European quarter. Furthermore, this will also create an alternative North-South route which will significantly alleviate the North-South connection.

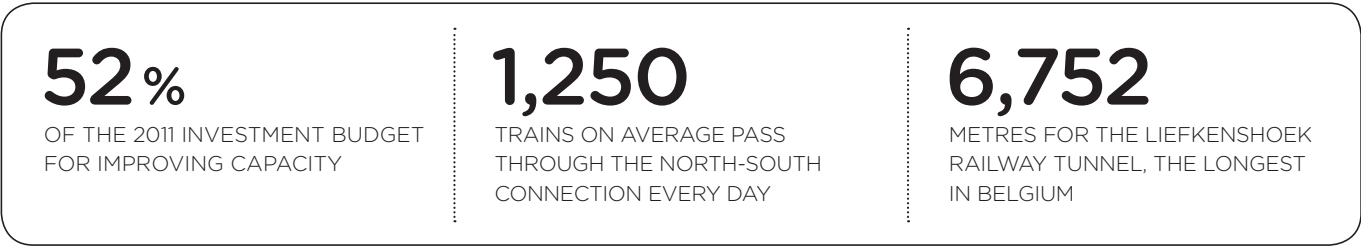
If everything goes well, the RER project will be completed by 2020.

A MOBILE FUTURE ON THE HORIZON

The development of the Belgian railway network is an enormous challenge. Infrabel is therefore investigating the possibilities for increasing the capacity of the entire Belgian network even more. Three specific situations by way of illustration.

- Some 1,250 trains pass through the North-South connection in Brussels every day. This makes this line one of the most heavily travelled rail axes in the world. However, even the smallest incident can lead to disrupted train traffic and long delays on our network. In order to accommodate the problems which go together with this inevitable saturation, Infrabel is currently conducting various studies to map out the alternatives.
- In Charleroi, Infrabel is studying the accessibility by rail of Brussels South Charleroi Airport. In this way it intends to improve the access to the airport as well as further capacity enhancement.
- In the ports, Infrabel is working together with the port authorities and various railway operators to react to traffic developments, and thus be able to meet their needs for the next 20 years.

As the crossroads of Europe, these investments are essential to strengthen the position of Belgium in the rail traffic of tomorrow.









# Priority 4

## A FINANCIALLY SOUND COMPANY

Infrabel is one of the largest investors in Belgium and in this way plays a key role in the socio-economic development of our country. In 2011 Infrabel invested more than one billion euros in mobility improvements in Belgium.

The scope of these investments demands strict and precise monitoring of budgets and progress of each project. Activities which promote the railway as an environmentally friendly means of transport often carry a heavy price tag. A responsible and consistent attitude with regard to the use of public money is also an absolute necessity. This has served as a guiding thread in our company ever since the founding of Infrabel.







STRIVING FOR BUDGETARY BALANCE

The 2011 financial year closed with a positive gross operating result (EBITDA) of €13 million. The overall operating income (EBT) amounted to -€6 million. Both results demonstrate that the crisis also put Infrabel's results under pressure. Nevertheless, Infrabel remains fundamentally healthy from a financial standpoint. After all, with €12.9 billion in material fixed assets on a total balance of €15.4 billion we have a strong financial basis.

Infrabel has succeeded in acquitting itself of all its financial debts since its inception. This demonstrates that we are building a healthy enterprise which can fully concentrate on developing a safe and punctual railway network.

TRANSPARENT MANAGEMENT

Efficient use of government funds is the guiding thread throughout our business management. We spend the available funds in accordance with our strategic priorities and in this way we ensure that Infrabel can achieve its objectives.

Efforts in the areas of safety, punctuality and capacity, however, should never threaten the financial health of our company. Targeted management of costs is the message and forms the foundation of a stable future.



**Marc Smeets**  
General Manager Finance & Administration

*// Infrabel is also feeling the effects of the economic downturn as a result of the financial crisis and its impact on government grants. But thanks to a sound approach and efficient management of our resources we are doing all we can to keep our finances under control. This sound basis enables us to perform well in this field and to focus on addressing our strategic challenges. And that is how Infrabel can offer safe, high-quality and cost-effective services to its customers and society as a whole. //*



A GLANCE AT OUR SOURCES OF FINANCING

As a public enterprise, we receive capital and operational grants from the federal government. A second important source of income consists of infrastructure fees paid to us by transport companies in exchange for the use of railway infrastructure.

Together with these important sources of financing, there are also a number of special investment mechanisms, such as the RER Fund, European grants and Public Private Partnership (PPP). The latter is used for financing large-scale projects such as Diabolo or the Liefkenshoek rail connection. In such instances, a private partner is responsible for the financing and construction of the infrastructure.

€ 662,4mio

STATE FUNDING

€ 308,2mio

INVESTMENTS MADE IN THE RER PROJECT

€ 13mio

EBITDA

Core figures for 2011









# Priority 5

## IN TUNE WITH SOCIETY

Railway transport forms an integral part of the most sustainable business sectors. Still, Infrabel is aware that expectations and societal trends do not stand still. We are facing enormous economic, social and ecological challenges.

Infrabel intends to continue its efforts to provide a high-quality railway network which responds to the needs of our current and future stakeholders, and helps clear the way for sustainable mobility. To this end, year after year, numerous promising initiatives are being launched. Thanks to the motivation of our staff, Infrabel tackled some remarkable challenges in 2011.





A LISTENING EAR TO OUR STAKEHOLDERS

Infrabel is fully committed to entering into a permanent and constructive dialogue with its stakeholders. To this end, the Federal Affairs department organized in 2011 five roundtable discussions with passenger organizations to promote open communication.

Listening to our internal and external partners is essential for providing high-quality services. The Rail Access directorate is almost every day in contact with the 14 railway operators. It also informs them about important changes with regard to regulations and safety management by means of bimonthly Safety Desks.

The local residents unit of the Corporate & Public Affairs department also organised 43 information sessions to inform local residents about construction sites in their neighbourhood. Additionally, citizens can phone our free number (0800/55000) for all their questions about our mobility projects.

Benoît Gilson

General Manager Corporate & Public Affairs

// *Being in tune with society, means giving consideration to the expectations of all parties concerned, internal as well as external. It is a step which is already more important today than yesterday, but which will only increase in significance tomorrow.* //



COMMITTED VOLUNTEER STAFF

On 22 February 2011, Infrabel participated in the pilot project "Discover Your Talent". This is an initiative concerning corporate volunteer work which gave a hundred youth from the Cureghem area in Brussels the chance to participate in various interactive workshops.

There they learned to discover their personal talents and received useful tips to achieve the best possible results in their search on the job market. This initiative is fully in line with efforts provided by organizations to help youngsters in Brussels to find a job.

This day was made possible thanks to the voluntary efforts of our staff and four other companies. They organized various workshops and guided the youth all day with a view to the future.











ECO-DRIVING

Infrabel has a fleet of cars, mainly consisting of intervention vehicles, which in 2011 formed the basis of a pilot project concerning eco-driving. The essence of the research contains three parameters: inspecting the condition of the vehicles, installing the control boxes and training the drivers.

Test results not only show an actual decrease in fuel consumption, but also a noticeable increase in safety as a result of ecological driving. Alongside the positive response to this project, a satisfaction survey has furthermore demonstrated that our staff consider the investment in eco-driving as an improvement of well-being at work.

GREEN ENERGY AT THE END OF THE TUNNEL

The first train journey powered by solar energy took place in mid-2011 through the Peerdsbos Tunnel in Antwerp. The roof of this tunnel is covered with 16,000 solar panels which provide the necessary energy to trains as well as to railway infrastructure. More than 4,000 trains can pass through the tunnel annually using green energy.

Infrabel also extended this initiative to the Deinze station. This past year, more than 200 solar panels were installed on the roof over the platforms, which accounts for 90% of the total energy needs in the station. In future, more and more trains will also be using similar renewable energy sources.





## INFRABEL IN FIGURES AND PICTURES

**Discover more on the CD-ROM accompanying this annual report:** it includes, among others, a section which explains our 2011 financial reports, various films about our company, as well as an electronic version of this publication.

**Even more safety, punctuality and quality:** these are the priorities which will drive our activities in 2012.

*\* Please share your comments and/or reactions to this publication with us: [annualreport@infrabel.be](mailto:annualreport@infrabel.be)*





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