



ATLANTIC
C O R R I D O R

16th TAG·RAG meeting

Bilbao, March 13th 2019



Co-financed by the European Union

Connecting Europe Facility



Portugal · España · France · Deutschland

1ST SESSION

- I. WELCOME AND UPDATE/NEWS ON ATLANTIC CORRIDOR.
- II. RESERVE CAPACITY FOR 2019 AND THE OFFER OF PRE-ARRANGED PATHS 2020.
- III. KEY PERFORMANCE INDICATORS 2018.
- IV. SATISFACTION SURVEY ON ATLANTIC CORRIDOR 2018.
- V. COMMENTS ON ATLANTIC CORRIDOR INTERNATIONAL CONTINGENCY MANAGEMENT PLAN.
- VI. PRESENTATION OF TRAIN PERFORMANCE MANAGEMENT WORKING GROUP ACTIVITY, INCLUDING TIS AND OBI TOOLS.

2ND SESSION

- I. RAIL ACTIVITY AT BILBAO PORT.
- II. RAIL FREIGHT CORRIDOR OVERVIEW AND OSS GENERAL FUNCTIONALITY.
- III. JÚNDIZ TERMINAL NEW PROJECT AND UIC TRACK GAUGE FRAMEWORK.
- IV. VISIT TO BILBAO PORT.
- V. LUNCH.

1ST SESSION

- I. **WELCOME AND UPDATE/NEWS ON ATLANTIC CORRIDOR**
- II. RESERVE CAPACITY FOR 2019 AND THE OFFER OF PRE-ARRANGED PATHS 2020.
- III. KEY PERFORMANCE INDICATORS 2018.
- IV. SATISFACTION SURVEY ON ATLANTIC CORRIDOR 2018.
- V. COMMENTS ON ATLANTIC CORRIDOR INTERNATIONAL CONTINGENCY MANAGEMENT PLAN.
- VI. PRESENTATION OF TRAIN PERFORMANCE MANAGEMENT WORKING GROUP ACTIVITY, INCLUDING TIS AND OBI TOOLS.

2ND SESSION

- I. RAIL ACTIVITY AT BILBAO PORT.
- II. RAIL FREIGHT CORRIDOR OVERVIEW AND OSS GENERAL FUNCTIONALITY.
- III. JÚNDIZ TERMINAL NEW PROJECT AND UIC TRACK GAUGE FRAMEWORK.
- IV. VISIT TO BILBAO PORT.
- V. LUNCH.

NEWS

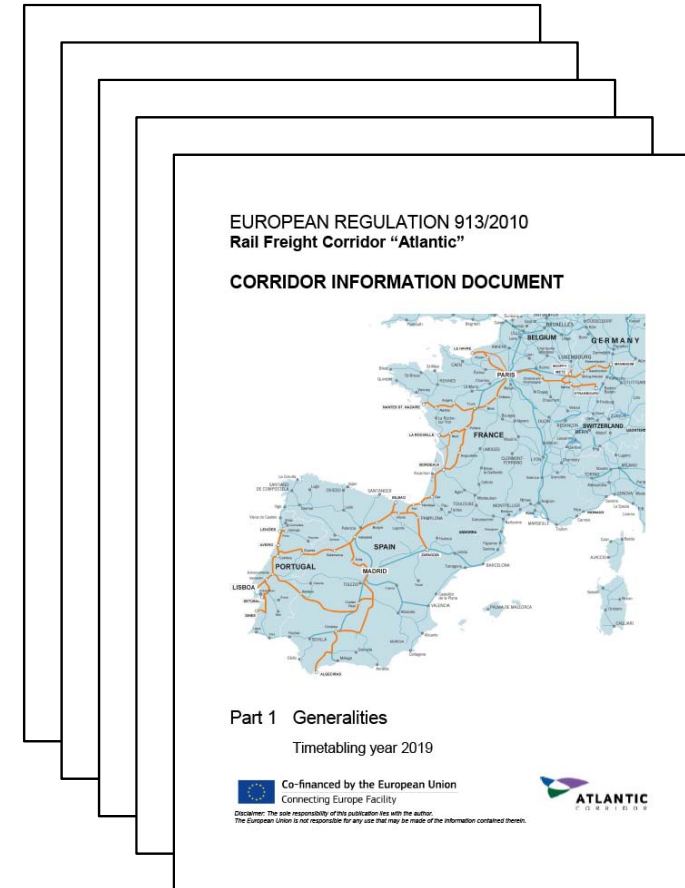
- Publication of the Corridor Information Document – CID 2020
- In progress the work on harmonization and simplification of CID Book 3 – Service facilities and Book 5 – Implementation Plan, as well as its attached Glossary to simplify the consultation by the TAG-RAGs members using several RFCs
- New studies / actions on progress for 2019
- TCM further development expected at short term
- Atlantic TTR Pilot implementation for TT2021
- Internacional South Corridor In Portugal – LESTE RAIL LINE
- ERTMS deployment on the cross border section Woippy-Mannheim

PUBLICATION OF THE CORRIDOR INFORMATION DOCUMENT 2020

- The most relevant change is an updated version of the **Framework for Capacity Allocation (FCA)** between several RFCs. A **single CID book 1** has been implemented by RFC1, 2, 4 & 8.

In order to simplify the consultation of the CID by the TAG-RAGs members using several RFCs

- The RNE Work Group is presently working on the harmonization and simplification of Book 3 – Service facilities and structure harmonization of Book 5 – Implementation Plan for TT2021



STUDIES / ACTIONS ON PROGRESS FOR 2019

Intermodal rail freight gauge classification between Lisbon, Madrid, Paris and Mannheim

In progress, gauge measurement planned in the 2nd trimester 2019, final results at the end of 2019.

Atlantic Corridor freight transport observatory

In progress, draft report 2018 under analysis, final report expected for summer 2019.

English language and Communication at national OCC level (IP, SNCF Réseau and DB Netz)

1st step of English training will be delivered in 2019 for the people working in each national OCC

Transport Market Study update

Since 2015, no update of the TMS has been implemented on the Atlantic Corridor; a new contract will be signed in the 2nd trimester 2019, some extensions will be tested in Spain and France, expected results for the middle of 2020.

Language pilot at the French/German border

With RNE support, SNCF Réseau and DB Netz AG are working on a pilot in order to improve the communication in French between IM and RU at Forbach station.

TCM FURTHER DEVELOPMENT EXPECTED AT SHORT TERM

Missing operational information in TIS like real train length, loco characteristics, dangerous goods information is expected via TAF TSI implementation.

Information Train Vue Configuration Dashboard Info 16 3901 87jcoutou RNETIS Train Information System

International Train Number 49257	Dernière position BEASAIN 28/01/2016 19:05:30 +01:00	Etat Départ	Ecart -143	Depuis le point GRISEN 28/01/2016 17:20:00 +01:00	National Train Number 59831	TIS International Train	Last Update 28/01/2016 19:04:39 +01:00
				Jusqu'au point Mannheim Rbf 30/01/2016 00:13:00 +01:00			

Nom du point	Horaire théorique	CTT Point Status	Observation/Prévision	Ecart	RA Point Status	N° train	IM	RU Code	Gare rattachée
GRISEN	28/01/2016 17:20:00	origin departure	28/01/2016 17:20:00		origin departure	59831	71	2171	
ZUASTI	28/01/2016 20:02:00	arrival	28/01/2016 17:43:00	-139	arrival	59831	71	2171	
ZUASTI	28/01/2016 20:09:00	departure	28/01/2016 17:51:00	-138	departure	59831	71	2171	
IZURDIAGA-IRURTZUN	28/01/2016 20:18:00	run-through	28/01/2016 18:02:00	-136	departure	59831	71	2171	
UHARTE-ARAKIL	28/01/2016 20:26:00	run-through	28/01/2016 18:09:00	-137	departure	59831	71	2171	
ETXARRI-ARANATZ	28/01/2016 20:33:00	run-through	28/01/2016 18:15:00	-138	departure	59831	71	2171	
ALTSASU	28/01/2016 20:46:00	run-through	28/01/2016 18:23:00	-143	departure	59831	71	2171	
ALTSASU	28/01/2016 20:46:00	run-through	28/01/2016 18:23:00	-143	arrival	59831	71	2171	
ZEGAMA-OTZAUURTE	28/01/2016 20:54:00	run-through	28/01/2016 18:33:00	-141	departure	59831	71	2171	
BRINKOLA	28/01/2016 21:06:00	run-through	28/01/2016 18:44:00	-142	departure	59831	71	2171	
ZUMARRAGA	28/01/2016 21:14:00	run-through	28/01/2016 18:50:00	-144	departure	59831	71	2171	
GABIRIA	28/01/2016 21:19:00	run-through	28/01/2016 18:56:00	-143	departure	59831	71	2171	
BEASAIN	28/01/2016 21:28:00	run-through	28/01/2016 19:05:00	-143	departure	59831	71	2171	
LEGORRETA	28/01/2016 21:36:00	run-through	28/01/2016 19:13:00	-143		59831	71	2171	
TOLOSA	28/01/2016 21:44:00	run-through	28/01/2016 19:21:00	-143		59831	71	2171	
BILLABONA-ZIZURKIL	28/01/2016 21:51:00	run-through	28/01/2016 19:28:00	-143		59831	71	2171	
ANDAIN	28/01/2016 21:57:00	run-through	28/01/2016 19:34:00	-143		59831	71	2171	

PSA funding has been dedicated to the Atlantic Corridor in order to implement these new functionalities between national system of each IM/RU and TIS until the end of 2020.

RNE and IP will implement IT interfaces in order to provide automatically these additional information of Portuguese trains in TIS in 2019.

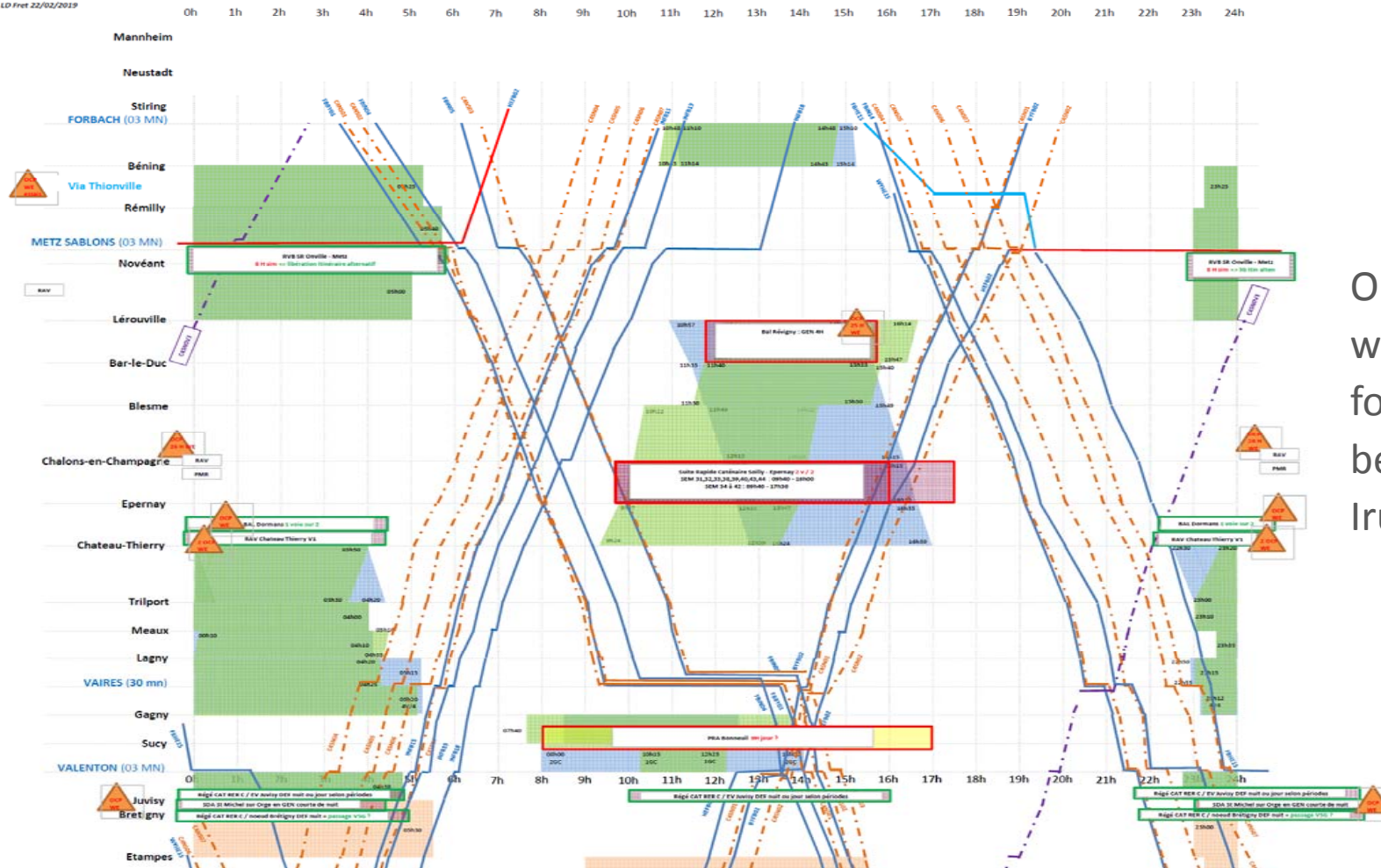
16th TAG RAG meeting
Bilbao, March 13th 2019

IMPLEMENTATION OF TTR PILOT FOR TT2021

- Involvement of all stakeholders needed in the TTR Project : last meeting held on the 25th.01.2019 at DB Netz AG office in Mannheim.
- As no agreement for capacity model 2020 has been reached in France at the moment, no rolling planning offer will be published at X-4 between Mannheim and Irun on the Atlantic Corridor.
- Only traditional flex PaPs have been offered for the annual TT2020 and published at X-11.
- Atlantic TTR Pilot is delayed for TT2021 under the conditions of project manager nomination at each IM capacity allocation dpt level & IMs+RUs High level steering committee implementation.
- Capacity bands definition for TT2021 is on progress at SNCF Réseau level (one / day / direction, including 4 to 5 paths per direction); additional flex PaP offer will be provided by SNCF Réseau

IMPLEMENTATION OF TTR PILOT FOR TT2021

MAJ RST LD Fret 22/02/2019



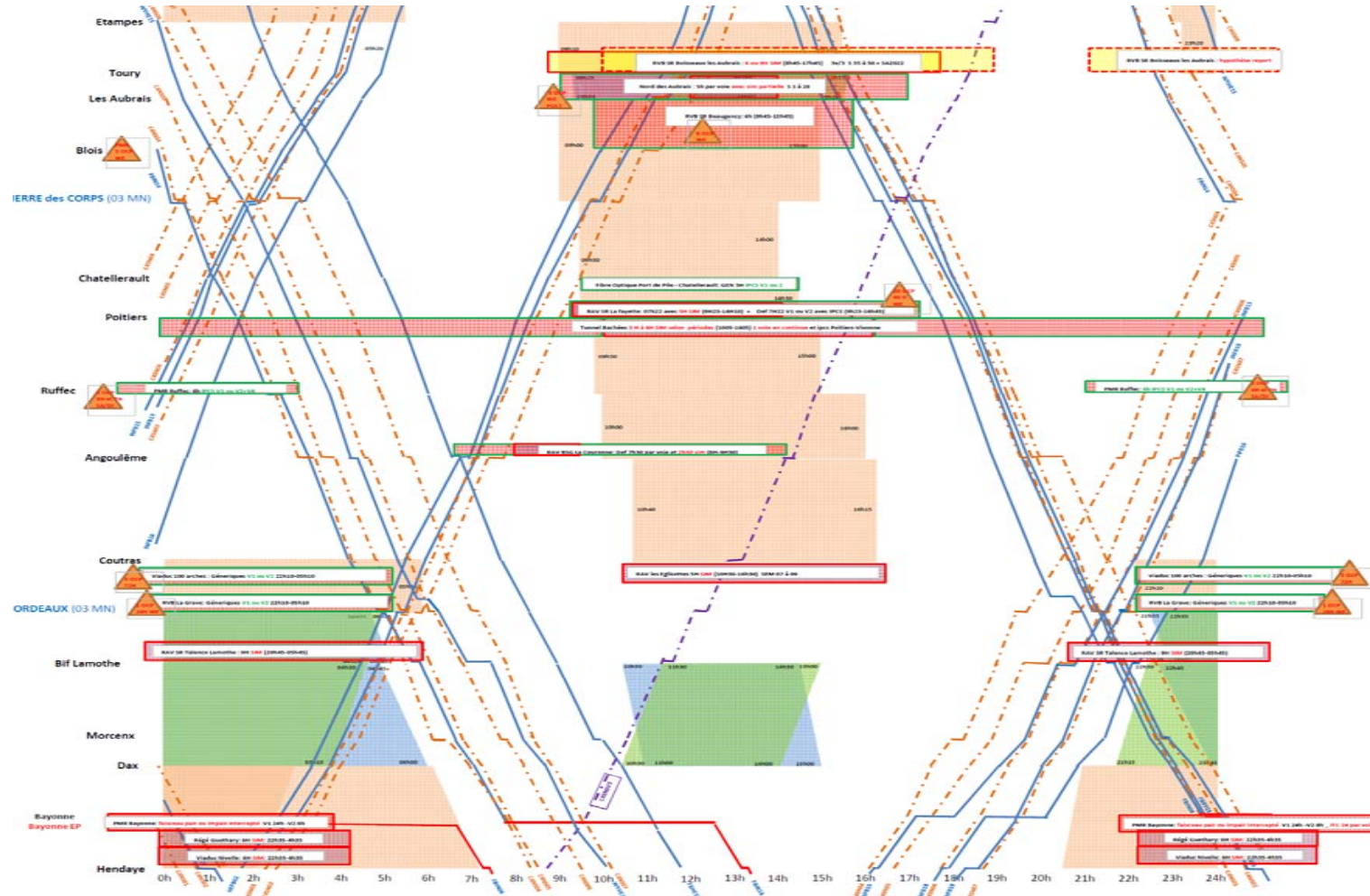
Only one capacity band will be available in 2021 for crossing France between Forbach and Irun (both direction)

16th TAG RAG meeting
Bilbao, March 13th 2019



ATLANTIC CORRIDOR

Sines · Setúbal · **Lisbon** · Aveiro · Leixões · Algeciras · **Madrid** · Bilbao · Zaragoza
Bordeaux · La Rochelle · Nantes · **Paris** · Le Havre · Strasbourg · **Mannheim**



IMPLEMENTATION OF TTR PILOT FOR TT2021

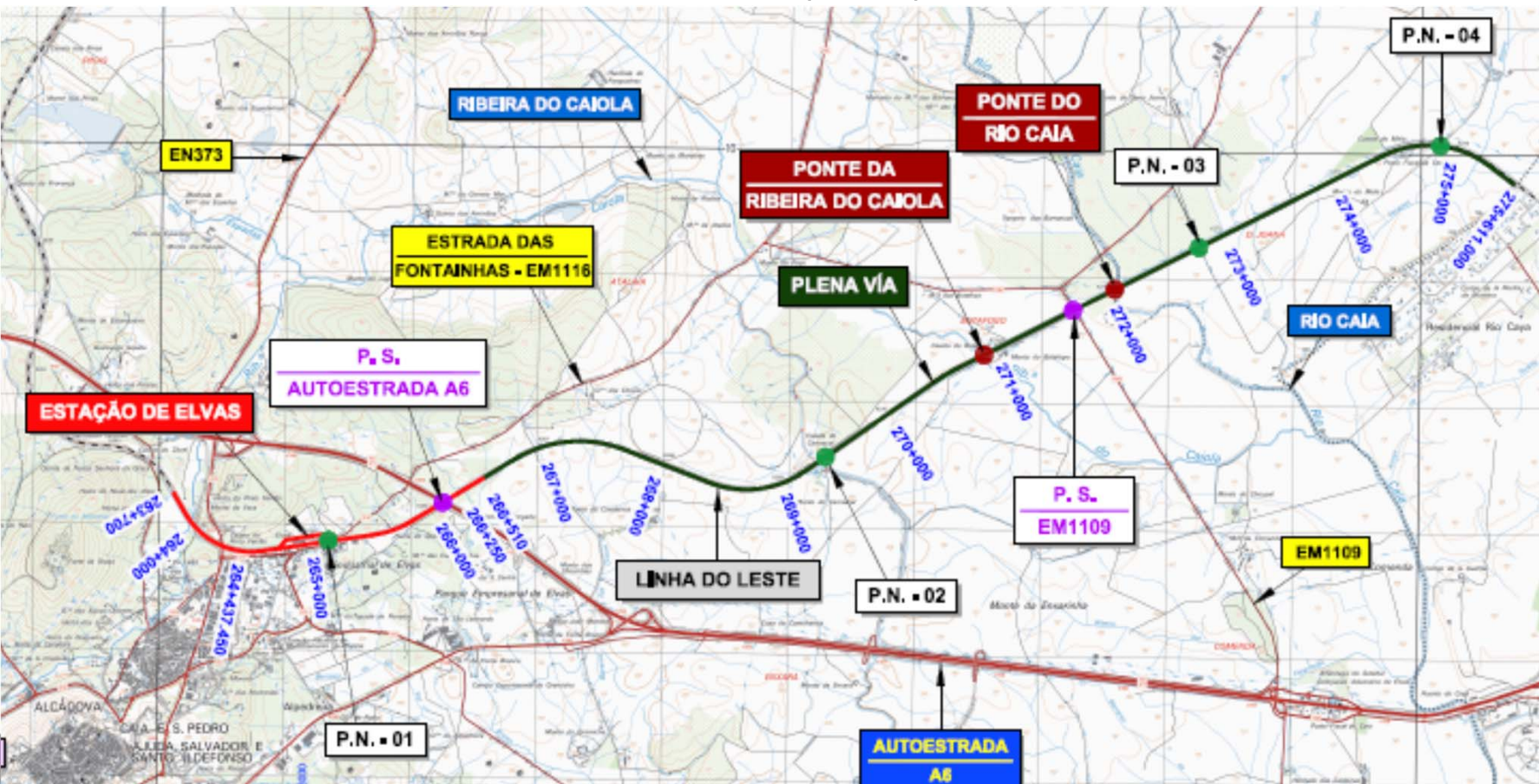
Only one capacity band will be available in 2021 for crossing France between Forbach and Irun (both direction)

16th TAG RAG meeting
Bilbao, March 13th 2019

Portugal · España · France · Deutschland

INTERNACIONAL SOUTH CORRIDOR IN PORTUGAL – LESTE RAIL LINE (1/2)

MODERNISATION OF THE ELVAS – FRONTIER (SPAIN) STRETCH



Investment:
27 M€

The beginning of
the new **South**
international
Corridor

Foreseeing a new
line between Évora
& Elvas / Fronteira.

INTERNACIONAL SOUTH CORRIDOR IN PORTUGAL – LESTE RAIL LINE (2/2)

EXISTING VS NEW

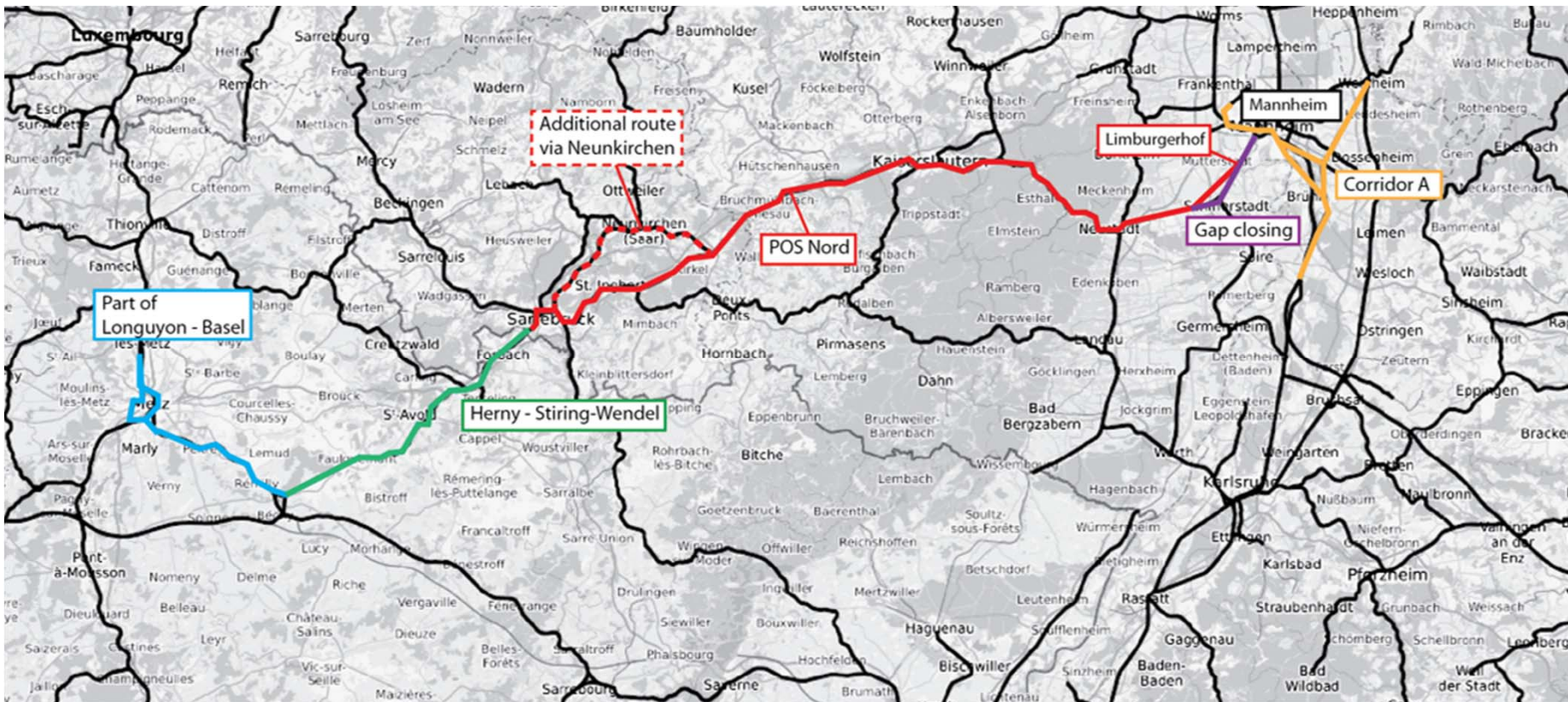
Current line Characteristics

- Elvas – Frontier (Spain) – 12 km
- Wood sleepers, 45 kg/m rail , short rail, rigid fastening
- Passengers and freight Station (Elvas)
- 4 Level Crossings
- 2 Bridges - Caiola (34 meters, single span) and Caia (81 meters, 3 spans);
- Current top speed – 40 km/h.

Scope of works:

- Complete renovation of the track superstructure
- Adaptation of the Elvas station layout to allow 750 m trains
- Eliminate existing level crossings
- Replacement of decks and reinforcement of piers in bridges
- Electrification at 25kv-50Hz and Electronic Signalling and Telecommunications (ETCS Level 2 and GSM-R)
- Future top speed of 120 km/h

ERTMS DEPLOYMENT ON THE CROSS BORDER SECTION WOIPPY-MANNHEIM (250 KM)



16th TAG RAG meeting
Bilbao, March 13th 2019

ERTMS DEPLOYMENT ON THE CROSS BORDER SECTION **WOIPPY-MANNHEIM (250 km)**

- ❑ Based on the technical information provided by SNCF Réseau and DB Netz AG, a feasibility study has been achieved in 2018 for the ERTMS deployment at short term.
- ❑ **Issue 1:** For strategic reasons, SNCF Réseau decided recently to implement only ERTMS level 2 on the section Herny-Forbach-DE border at medium term, instead of ERTMS level 1 on progress on the section Longuyon – Herny – Bâle (RFC North Sea Mediterranean) at short term.
→ No ERTMS deployment is forecasted at short term on the French side between Herny and Forbach
- ❑ **Issue 2:** The ERTMS business case for freight trains will only work if the main line for rail freight trains via Neunkirchen will be equipped with ERTMS. This is currently not foreseen in the national deployment plan of Germany.

1ST SESSION

- I. WELCOME AND UPDATE/NEWS ON ATLANTIC CORRIDOR.
- II. RESERVE CAPACITY FOR 2019 AND THE OFFER OF PRE-ARRANGED PATHS 2020.**
- III. KEY PERFORMANCE INDICATORS 2018.
- IV. SATISFACTION SURVEY ON ATLANTIC CORRIDOR 2018.
- V. COMMENTS ON ATLANTIC CORRIDOR INTERNATIONAL CONTINGENCY MANAGEMENT PLAN.
- VI. PRESENTATION OF TRAIN PERFORMANCE MANAGEMENT WORKING GROUP ACTIVITY, INCLUDING TIS AND OBI TOOLS.

2ND SESSION

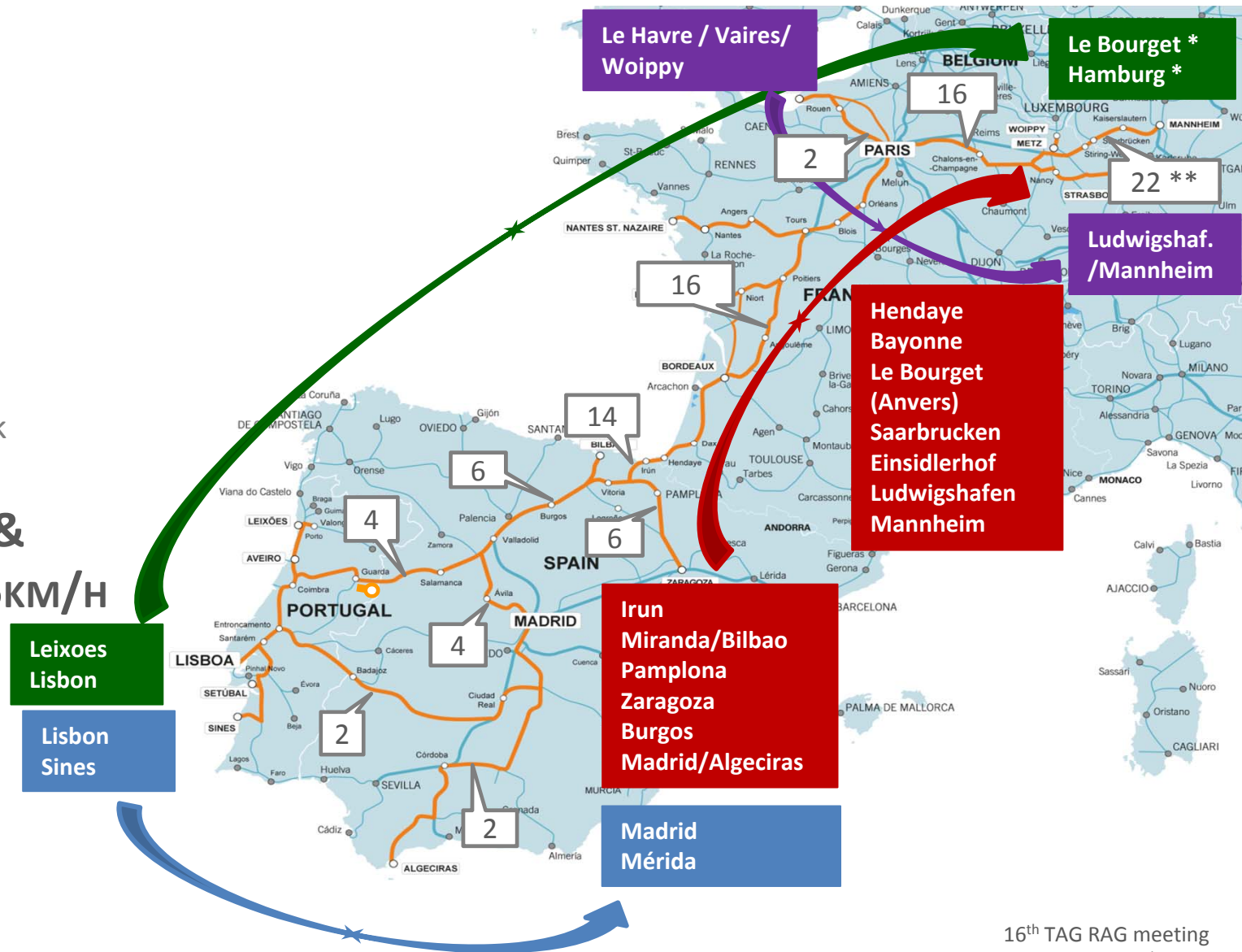
- I. RAIL ACTIVITY AT BILBAO PORT.
- II. RAIL FREIGHT CORRIDOR OVERVIEW AND OSS GENERAL FUNCTIONALITY.
- III. JÚNDIZ TERMINAL NEW PROJECT AND UIC TRACK GAUGE FRAMEWORK.
- IV. VISIT TO BILBAO PORT.
- V. LUNCH.

PAP OFFER 2020

- ... PaP in **Germany**, 7 days/week
- ... PaP in **France**, 7 days/week
- ... PaP in **Spain**, 2-7 days/week
- ... PaP in **Portugal**, 1-3 days/week

DISTANCE BETWEEN 500 KM & 2300 KM, MEDIUM SPEED 55KM/H

(*) 14 PaPs connecting Mannheim/Saarbrucken to Barcelona and Spain by RFC2 and RFC6 will use partially RFC Atlantic





Sines · Setúbal · **Lisbon** · Aveiro · Leixões · Algeciras · **Madrid** · Bilbao · Zaragoza ·
Bordeaux · La Rochelle · Nantes · **Paris** · Le Havre · Strasbourg · **Mannheim**

PAP OFFER 2020 (2/2)

Running Days in DB NETZ network	Running Days in SNCF Réseau network (RFC 4 origin)	Running Days in Adif network	Running Days in IP network	Germany				France						Spain										Portugal																			
				MANNHEIM	LUDWIGSHAFEN	EINSIDLERHOF	SAAREBRUCKEN	FORBACH (ARRIVAL)	FORBACH (DEPARTURE)	METZ SABLONS / WOIPPY	VAIRES / TORCY	VALENTON	LE HAVRE	BAYONNE	HENDAYE (Arrival)	HENDAYE (Departure)	IRUN (Arrival)	IRUN (Departure)	MIRANDA EBRO / BILBAO	GRISEN / ZUERA	BURGOS	MADRID	ALGECIRAS	MÉRIDA	BADAJOS Arrival (HE)	BADAJOS Departure (HP)	FUENTES DE ONORO	VILAR FORMOSO Arrival (HE)	VILAR FORMOSO Departure (HP)	ELVAS (HP)	ENTRONCAMENTO	PAMPILHOSA	LEIXÕES	LISBOA / BOBADELA									
RFC426PaP002	1234567	23456						imo	0:02	1:45	to Perpignan (16:43) / Barcelona 22:50																																
RFC426PaP004	1234567	12345			19:49		22:44	22:59	23:04	0:47	to Cerbère (17:45)																																
RFC04PaP0006	1234567	12345			12:16		15:47	16:02	16:07		21:29																																
RFC04PaP0008	1234567	12345					14:50	15:05	15:14		20:00																																
RFC426PaP010	1234567	1234						imo	22:51	0:40	to Perpignan (23:30)																																
RFC426PaP012	1234567	123456						imo	23:30	1:30	to Cerbère (16:15) / Silla or Tarragona																																
RFC426PaP014	1234567	234567			21:40		0:51	1:06	1:11	2:57	to Cerbère (18:10) / Silla or Tarragona																																
RFC426PaP016	1234567	123456			19:00		21:55	22:10	22:15	0:15	to Cerbère (13:39) / Silla or Tarragona																																
RFC42PaP0018	1234567	1234567					1:27	1:42	1:47	2:38	to Gevrey (6:11)																																
RFC426PaP020	1234567	123456						imo	20:55	21:44	to Perpignan (10:23)																																
RFC426PaP022	1234567	123456						imo	23:17	1:21	to Perpignan (15:22) / Barcelona (1:35)																																
RFC426PaP024	1234567	123456			2:50		5:25	5:40	5:45	6:34	to Perpignan (19:41)																																
RFC04PaP0026	1234567	12345			9:01		12:00	12:15	12:20			7:56																															
RFC04PaP0028	1234567	1234567						imo	3:25		day D	23 Day D+1																															
RFC04PaP0030	1234567	1234567	234567		3:04		5:52	06:07	06:12							1:23	12:14	Via Zaragoza		23:40																							
RFC04PaP0032	1234567	12345	1234567				3:49	4:04	4:09							7:36	16:25	19:35 / 22:25																									
RFC04PaP0034	234567	12345	1234				15:21	15:35	15:40				13:14	11:15			18:47																										
RFC04PaP0036	1234567	12345	1234567					imo	15:26				11:56	18:45					5:14	8:40																							
RFC04PaP0038			12345										19:55					0:12																									
RFC24PaP0040		12345	1234567					From Antwerp (19:40) / Somain (2:45)				6:07	18:06			9:20	Via Zaragoza		19:25																								
RFC24PaP0042		23456						From Antwerp / Somain (19:46)				Day D	11:32																														
RFC24PaP0044		12345						From Antwerp (12:55) / Tourcoing (15:19)				1:20	11:40																														
RFC04PaP0046			17																																								
RFC04PaP0048			67																																								
RFC04PaP0050																																											
RFC04PaP0052		1356																																									
RFC04PaP0054		245																																									

Portugal . España . France . Deutschland

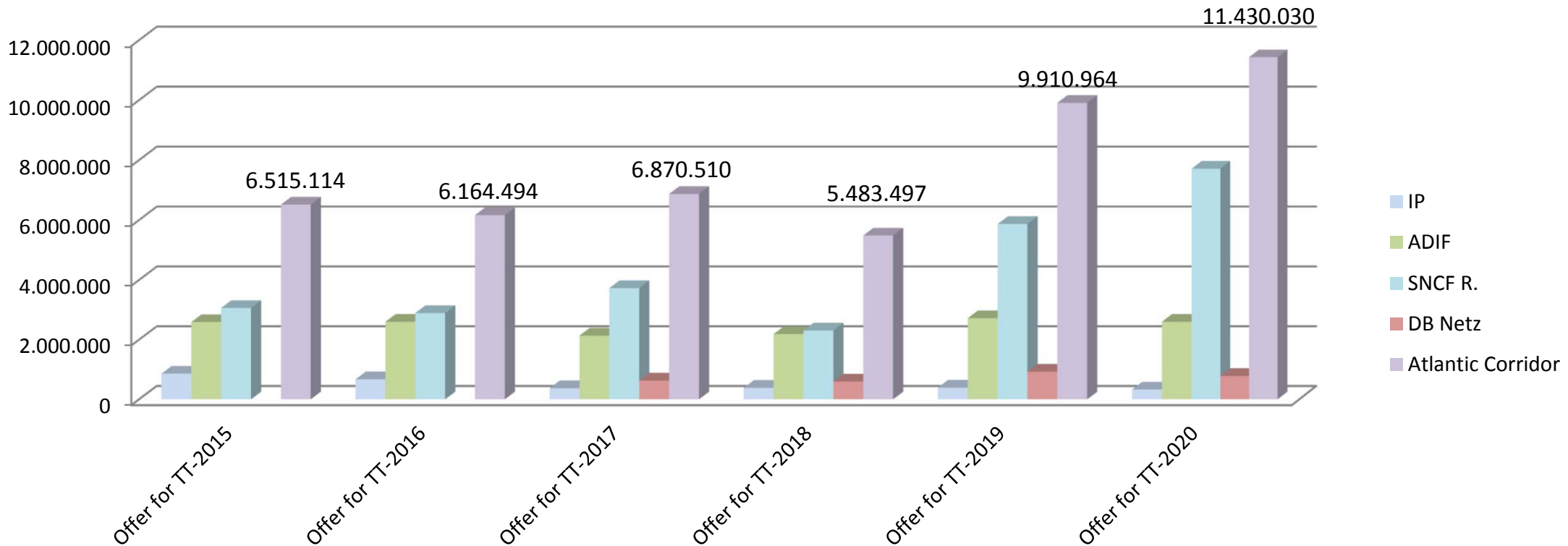
1ST SESSION

- I. WELCOME AND UPDATE/NEWS ON ATLANTIC CORRIDOR.
- II. RESERVE CAPACITY FOR 2019 AND THE OFFER OF PRE-ARRANGED PATHS 2020.
- III. KEY PERFORMANCE INDICATORS AND SATISFACTION SURVEY ON ATLANTIC CORRIDOR 2018**
- IV. SATISFACTION SURVEY ON ATLANTIC CORRIDOR 2018.
- V. COMMENTS ON ATLANTIC CORRIDOR INTERNATIONAL CONTINGENCY MANAGEMENT PLAN.
- VI. PRESENTATION OF TRAIN PERFORMANCE MANAGEMENT WORKING GROUP ACTIVITY, INCLUDING TIS AND OBI TOOLS.

2ND SESSION

- I. RAIL ACTIVITY AT BILBAO PORT.
- II. RAIL FREIGHT CORRIDOR OVERVIEW AND OSS GENERAL FUNCTIONALITY.
- III. JÚNDIZ TERMINAL NEW PROJECT AND UIC TRACK GAUGE FRAMEWORK.
- IV. VISIT TO BILBAO PORT.
- V. LUNCH.

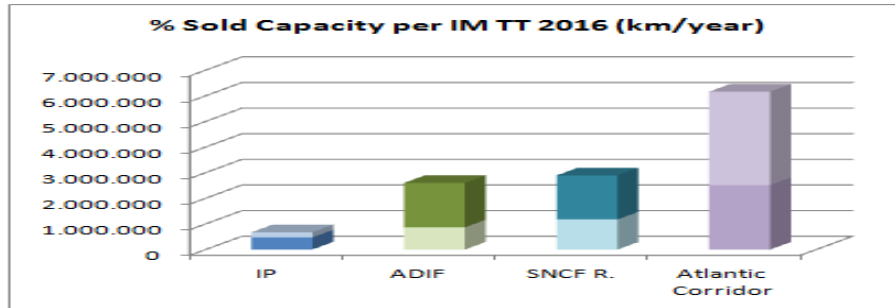
Evolution of Offered Capacity (PaPs km/year)



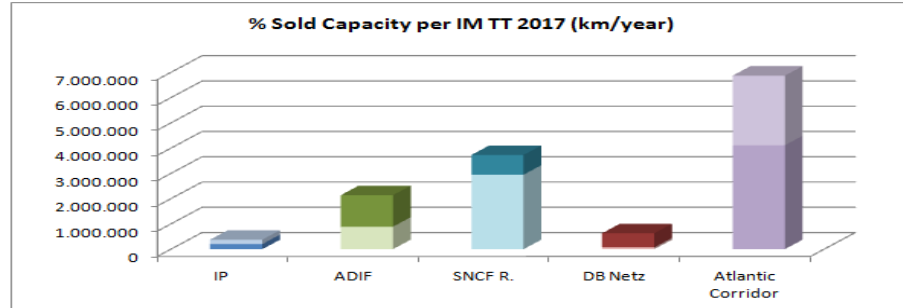


KEY PERFORMANCES INDICATORS

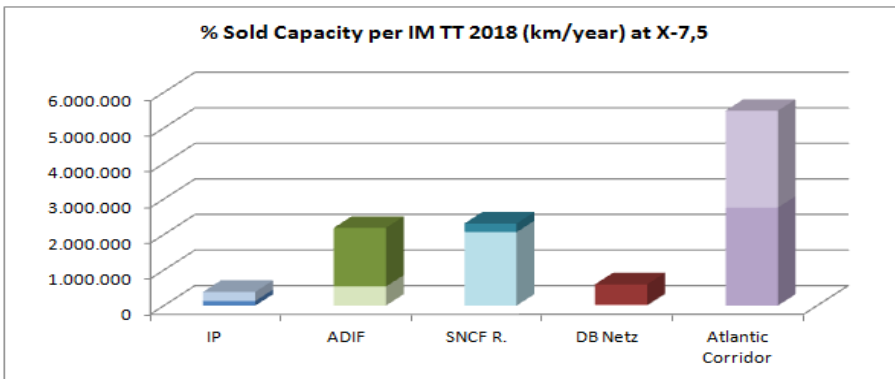
% OF CAPACITY SOLD



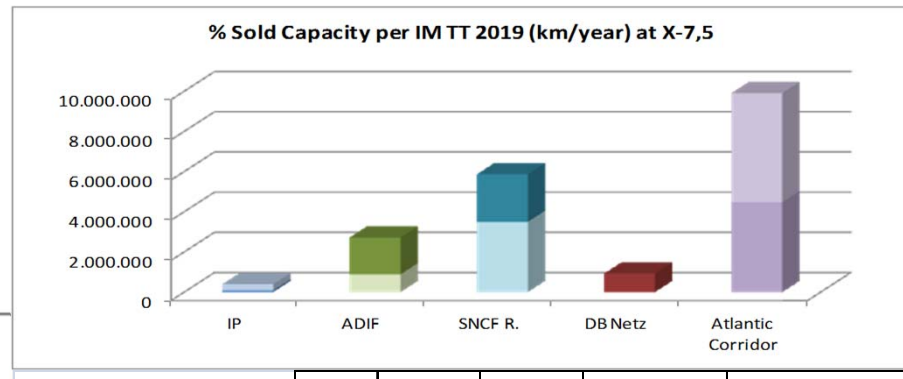
	IP	ADIF	SNCF R.	Atlantic Corridor
Offered Capacity	672.125	2.599.543	2.892.827	6.164.494
Sold Capacity	474.591	868.346	1.177.160	2.520.097
% Of Sold Capacity	70,61%	33,40%	40,69%	40,88%



	IP	ADIF	SNCF R.	DB Netz	Atlantic Corridor
Offered Capacity	375.330	2.137.096	3.729.136	628.948	6.870.510
Sold Capacity	201.307	889.680	2.949.541	72.315	4.112.843
% Of Sold Capacity	53,63%	41,63%	79,09%	11,50%	59,86%



	IP	ADIF	SNCF R.	DB Netz	Atlantic Corridor
Offered Capacity	387.358	2.187.942	2.309.443	598.754	5.483.497
Requested Capacity	130.772	536.586	2.204.925	24.438	2.896.720
Sold Capacity	130.772	536.586	2.066.149	24.438	2.757.944
% Of Sold Capacity	33,76%	24,52%	89,47%	4,08%	50,30%



	IP	ADIF	SNCF R.	DB Netz	Atlantic Corridor
Offered Capacity	394.808	2.720.644	5.866.981	928.531	9.910.964
Requested Capacity	88.858	886.341	3.496.546	2.922	4.474.667
Sold Capacity	88.858	886.341	3.496.546	2.922	4.474.667
% Of Sold Capacity	22,51%	32,58%	59,60%	0,31%	45,15%

KEY PERFORMANCES INDICATORS TRAFFIC 2018

1st Trimester 2018	JANUARY				FEBRUARY				MARCH			
	FR/DE	FR/SP		SP/PT	FR/DE	FR/SP		SP/PT	FR/DE	FR/SP		SP/PT
		FR side	SP side			FR side	SP side			FR side	SP side	
Paths reserved	583	189	259	265	643	234	232	235	741	274	257	246
Trains running	445	139	190	211	413	151	181	176	431	161	190	182
% running trains	76,3%	73,5%	73,4%	79,6%	64,2%	64,5%	78,0%	74,9%	58,2%	58,8%	73,9%	74,0%
Trains delayed > 30mn	111	34	56	53	109	61	53	62	123	38	47	50
% delayed trains	24,9%	24,5%	29,5%	25,1%	26,4%	40,4%	29,3%	35,2%	28,5%	23,6%	24,7%	27,5%

2nd Trimester 2018	APRIL				MAY				JUNE			
	FR/DE	FR/SP		SP/PT	FR/DE	FR/SP		SP/PT	FR/DE	FR/SP		SP/PT
		FR side	SP side			FR side	SP side			FR side	SP side	
Paths reserved	694	284	246	234	758	276	249	229	752	249	236	232
Trains running	279	71	151	186	290	63	158	195	240	88	153	173
% running trains	40,2%	25,0%	61,4%	79,5%	38,3%	22,8%	63,5%	85,2%	31,9%	35,3%	64,8%	74,6%
Trains delayed > 30mn	67	13	54	80	65	18	64	83	56	21	50	59
% delayed trains	24,0%	18,3%	35,8%	43,0%	22,4%	28,6%	40,5%	42,6%	23,3%	23,9%	32,7%	34,1%

3rd Trimester 2018	JULY				AUGUST				SEPTEMBER			
	FR/DE	FR/SP		SP/PT	FR/DE	FR/SP		SP/PT	FR/DE	FR/SP		SP/PT
		FR side	SP side			FR side	SP side			FR side	SP side	
Paths reserved	657	231	242	274	736	267	213	286	733	306	236	254
Trains running	351	142	177	231	351	143	144	217	435	162	162	209
% running trains	53,4%	61,5%	73,1%	84,3%	47,7%	53,6%	67,6%	75,9%	59,3%	52,9%	68,6%	82,3%
Trains delayed > 30mn	84	26	68	85	58	22	37	84	70	18	36	66
% delayed trains	23,9%	18,3%	38,4%	36,8%	16,5%	15,4%	25,7%	38,7%	16,1%	11,1%	22,2%	31,6%

4th Trimester 2018	OCTOBER				NOVEMBER				DECEMBER			
	FR/DE	FR/SP		SP/PT	FR/DE	FR/SP		SP/PT	FR/DE	FR/SP		SP/PT
		FR side	SP side			FR side	SP side			FR side	SP side	
Paths reserved	783	329	240	282	692	289	241	267	673	264	220	241
Trains running	415	159	183	225	456	132	190	208	349	117	157	185
% running trains	53,0%	48,3%	76,3%	79,8%	65,9%	45,7%	78,8%	77,9%	51,9%	44,3%	71,4%	76,8%
Trains delayed > 30mn	80	28	68	78	109	30	56	75	93	25	34	66
% delayed trains	19,3%	17,6%	37,2%	34,7%	23,9%	22,7%	29,5%	36,1%	26,6%	21,4%	21,7%	35,7%

KEY PERFORMANCES INDICATORS TRAFFIC 2018 (WITH/WITHOUT STRIKE)

2018	TOTAL			
	FR/DE	FR/SP		SP/PT
		FR side	SP side	
Paths reserved	8 445	3 192	2 871	3 045
Trains running	4 455	1 528	2 036	2 398
% running trains	52,8%	47,9%	70,9%	78,8%
Trains delayed > 30mn	1 025	334	623	841
% delayed trains	23,0%	21,9%	30,6%	35,1%

2017	TOTAL			
	FR/DE	FR/SP		SP/PT
		FR side	SP side	
Paths reserved	5 860	2 759	3 157	2 390
Trains running	5 695	1 727	2 329	1 947
% running trains	97,2%	62,6%	73,8%	81,5%
Trains delayed > 30mn	1 285	298	658	725
% delayed trains	22,6%	17,3%	28,3%	37,2%

Evolution 2018/2017				
Paths reserved	44,1%	15,7%	-9,1%	27,4%
Trains running	-21,8%	-11,5%	-12,6%	23,2%
Trains delayed > 30mn	-20,2%	12,1%	-5,3%	16,0%

With

Total FR/SP/PT	
FR/DE	6,7%
FR/SP	3,7%
SP/PT	5,9%

2018	TOTAL			
	FR/DE	FR/SP		SP/PT
		FR side	SP side	
Paths reserved	7 744	2 969	2 948	3 045
Trains running	5 119	1 722	2 179	2 398
% running trains	66,1%	58,0%	73,9%	78,8%
Trains delayed > 30mn	1 173	343	629	841
% delayed trains	22,9%	19,9%	28,9%	35,1%

2017	TOTAL			
	FR/DE	FR/SP		SP/PT
		FR side	SP side	
Paths reserved	5 860	2 759	3 157	2 390
Trains running	5 695	1 727	2 329	1 947
% running trains	97,2%	62,6%	73,8%	81,5%
Trains delayed > 30mn	1 285	298	658	725
% delayed trains	22,6%	17,3%	28,3%	37,2%

Evolution 2018/2017				
Paths reserved	32,2%	7,6%	-6,6%	27,4%
Trains running	-10,1%	-0,3%	-6,4%	23,2%
Trains delayed > 30mn	-8,7%	15,1%	-4,4%	16,0%

Without

Total FR/SP/PT	
FR/DE	8,0%
FR/SP	7,0%
SP/PT	6,3%

KEY PERFORMANCES INDICATORS TRAFFIC EVOLUTION 2018 / 2014

2018	TOTAL			
	FR/DE	FR/SP		SP/PT
		FR side	SP side	
Paths reserved	8 445	3 192	2 871	3 045
Trains running	4 455	1 528	2 036	2 398
% running trains	52,8%	47,9%	70,9%	78,8%
Trains delayed > 30mn	1 025	334	623	841
% delayed trains	23,0%	21,9%	30,6%	35,1%

2014	TOTAL			
	FR/DE	FR/SP		SP/PT
		FR side	SP side	
Paths reserved	NC	3 432	3 768	2 205
Trains running	NC	2 163	2 745	1 794
% running trains	NC	63,0%	72,9%	81,4%
Trains delayed > 30mn	NC	253	526	901
% delayed trains	NC	11,7%	19,2%	50,2%

Evolution 2018/2017				Total FR/SP/PT	
Paths reserved		-7,0%	-23,8%	38,1%	-1,0%
Trains running		-29,4%	-25,8%	33,7%	-2,3%
Trains delayed > 30mn		32,0%	18,4%	-6,7%	2,6%

- ❑ Important decrease of reserved capacity **(-7%)** and traffic running **(-30%)** at the FR/SP border.
- ❑ This decrease is probably linked to the decrease of oil barrel giving a better competitiveness to the road traffic, the rail capacity restrictions linked to important works on progress on the French rail network et the major strikes of the 2nd trimester 2018 in France.
- ❑ The train punctuality >30' has been also affected at the FR/SP border **(+32%)**
- ❑ New rail market were developed between PT and SP producing an important traffic increase **(+34%)** and a better train punctuality >30' **(-7%)**
- ❑ **More trains were crossing the SP/PT border than the FR/SP border in 2018 !!!**

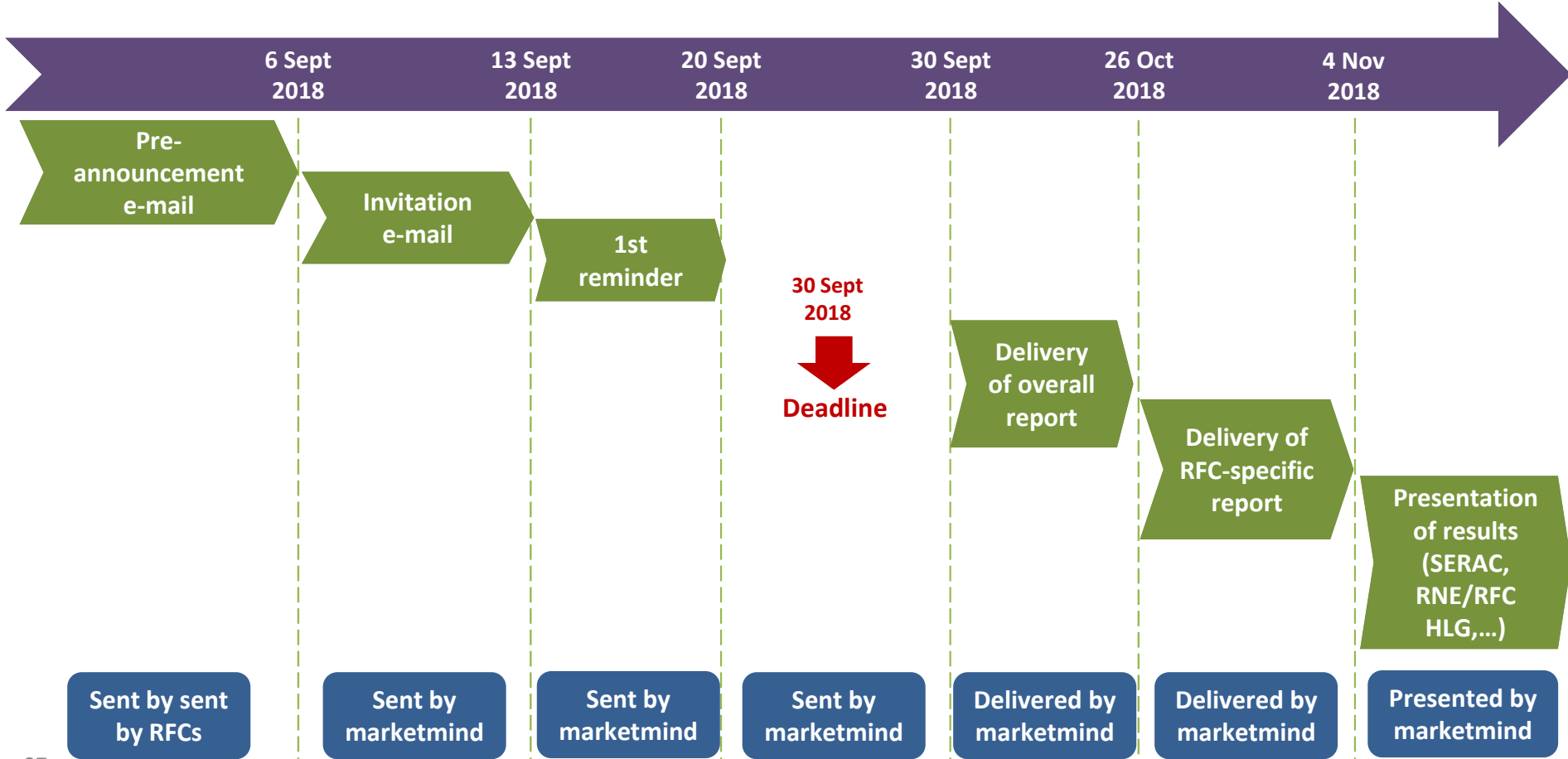
1ST SESSION

- I. WELCOME AND UPDATE/NEWS ON ATLANTIC CORRIDOR.
- II. RESERVE CAPACITY FOR 2019 AND THE OFFER OF PRE-ARRANGED PATHS 2020.
- III. KEY PERFORMANCE INDICATORS 2018.
- IV. SATISFACTION SURVEY ON ATLANTIC CORRIDOR 2018**
- V. COMMENTS ON ATLANTIC CORRIDOR INTERNATIONAL CONTINGENCY MANAGEMENT PLAN.
- VI. PRESENTATION OF TRAIN PERFORMANCE MANAGEMENT WORKING GROUP ACTIVITY, INCLUDING TIS AND OBI TOOLS.

2ND SESSION

- I. RAIL ACTIVITY AT BILBAO PORT.
- II. RAIL FREIGHT CORRIDOR OVERVIEW AND OSS GENERAL FUNCTIONALITY.
- III. JÚNDIZ TERMINAL NEW PROJECT AND UIC TRACK GAUGE FRAMEWORK.
- IV. VISIT TO BILBAO PORT.
- V. LUNCH.

USER SATISFACTION SURVEY 2018 – TIMELINE OF FIELDWORK AND DELIVERY OF RESULTS



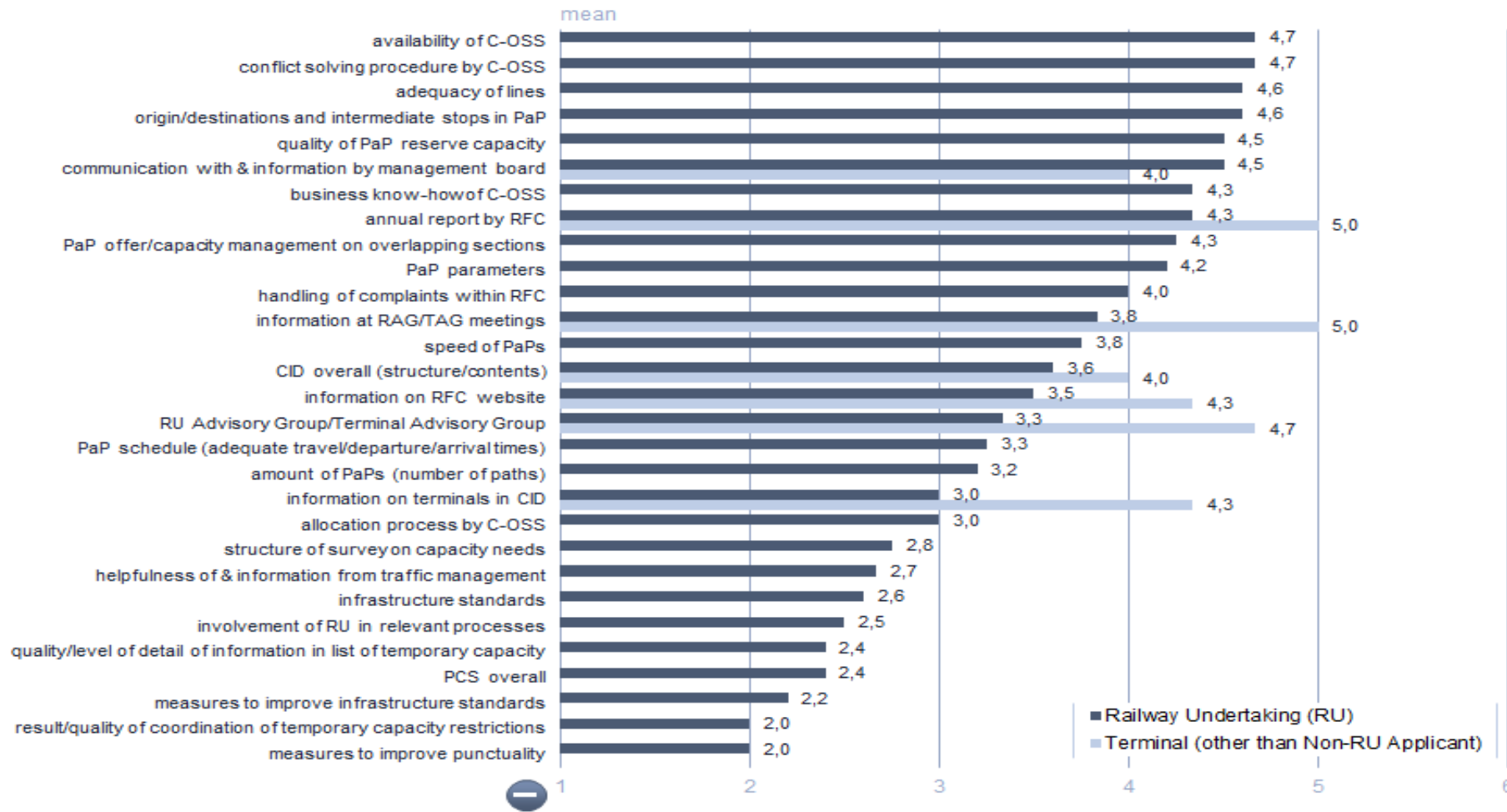
Overall



Total number of interviews	68 (-8)	19 (-3)	21 (+3)	10 (-2)	10 (-4)	12 (-1)	21 (-6)	19 (+2)	15 (-)
Full interviews	65 (-7)	17 (-4)	17 (-3)	9 (-)	10 (-3)	11 (-2)	21 (-5)	18 (+1)	13 (-1)
Partial interviews	3 (-1)	2 (+1)	2 (+1)	1 (-2)	0 (-1)	1 (+1)	0 (-1)	1 (+1)	2 (+1)
Interviews (users)	64 (-6)	19 (-3)	17 (-2)	10 (-1)	9 (-4)	12 (-1)	21 (-4)	18 (+1)	15 (-)
Interviews (potential users)	4 (-2)	0 (-)	2 (-)	0 (-1)	80 (-1)	0 (-)	0 (-2)	1 (+1)	0 (-)
Invitations sent	309 (-15)	58 (-8)	75 (-9)	33 (-1)	10 (-)	19 (-12)	16 (-20)	69 (+1)	37 (-7)
Response rate	25% (+2%)	29% (+3%)	17% (-4%)	21% (-3%)	13% (+1%)	26% (-6%)	69% (+16%)	20% (-1%)	30% (+5%)

USER SATISFACTION SURVEY 2018

RESULTS PER CATEGORY



16th TAG RAG meeting
Bilbao, March 13th 2019

SATISFACTION SURVEY 2018 RESULTS ANALYSIS & LESSONS LEARNED

➤ Questionnaire had been considerably shortened this year.

Objective:
increase participation.



➤ Atlantic RFC result: **BIG DECREASE** compared to 2017



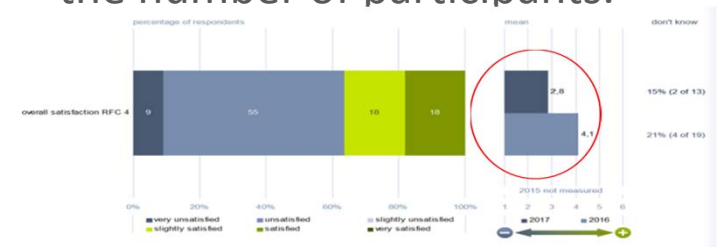
➤ Main aspects that decrease compared to last year



➤ Ideas for the future

- Need for change of focus topics? Split RUs and Terminal results ?
- What if we invite the most operational personnel, and not high-level personnel in each company?

There hasn't been an increase in the number of participants.



- Infrastructure
- Path allocation
- PCS Overall
- Traffic Management
- RFC Governance



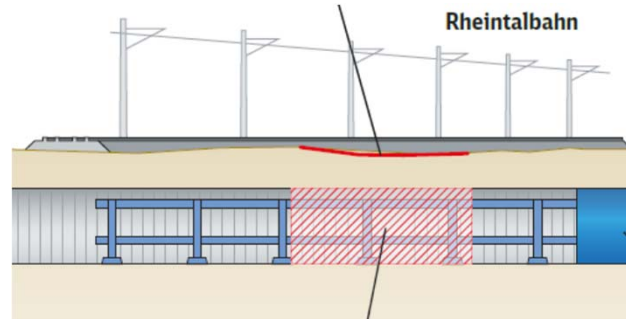
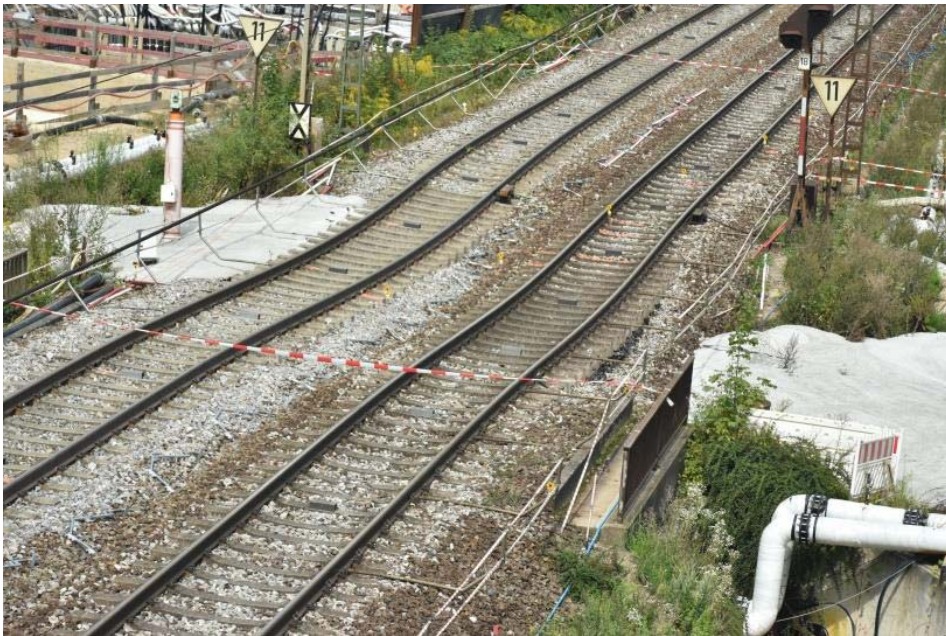
1ST SESSION

- I. WELCOME AND UPDATE/NEWS ON ATLANTIC CORRIDOR.
- II. RESERVE CAPACITY FOR 2019 AND THE OFFER OF PRE-ARRANGED PATHS 2020.
- III. KEY PERFORMANCE INDICATORS 2018.
- IV. SATISFACTION SURVEY ON ATLANTIC CORRIDOR 2018.
- V. COMMENTS ON ATLANTIC CORRIDOR INTERNATIONAL CONTINGENCY MANAGEMENT PLAN**
- VI. PRESENTATION OF TRAIN PERFORMANCE MANAGEMENT WORKING GROUP ACTIVITY, INCLUDING TIS AND OBI TOOLS.

2ND SESSION

- I. RAIL ACTIVITY AT BILBAO PORT.
- II. RAIL FREIGHT CORRIDOR OVERVIEW AND OSS GENERAL FUNCTIONALITY.
- III. JÚNDIZ TERMINAL NEW PROJECT AND UIC TRACK GAUGE FRAMEWORK.
- IV. VISIT TO BILBAO PORT.
- V. LUNCH.

ONE YEAR AGO : RASTATT INCIDENT ON RFC1 WITH FULL CLOSURE DURING 2 MONTHS



After this incident, action plan was pushed by all European rail actors in order to implement quickly an harmonized International Contingency Management plan at each RFC level.

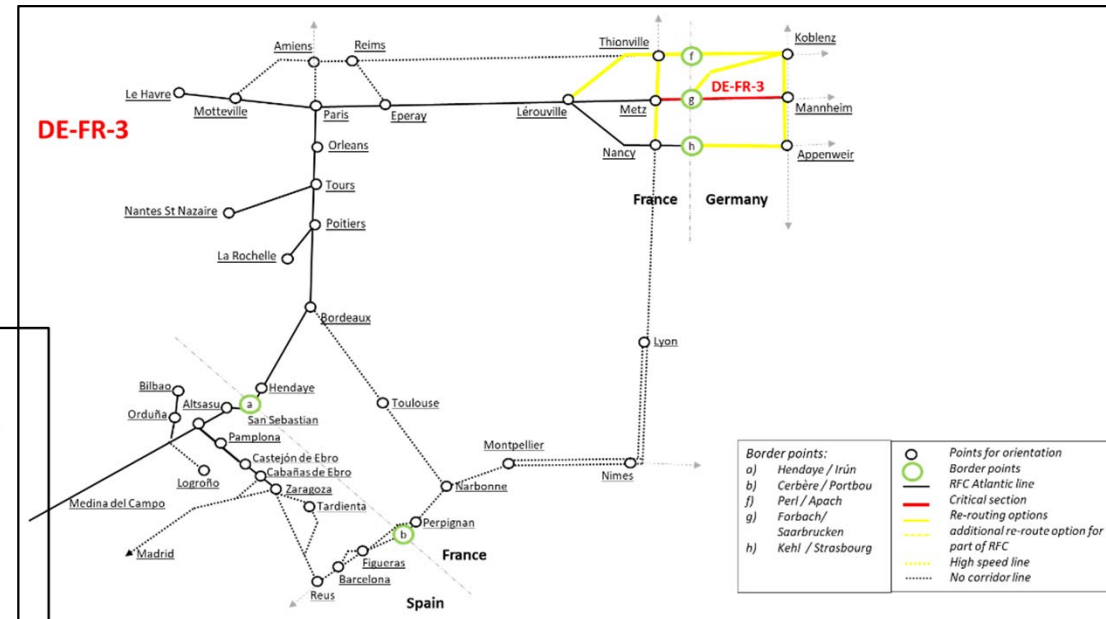
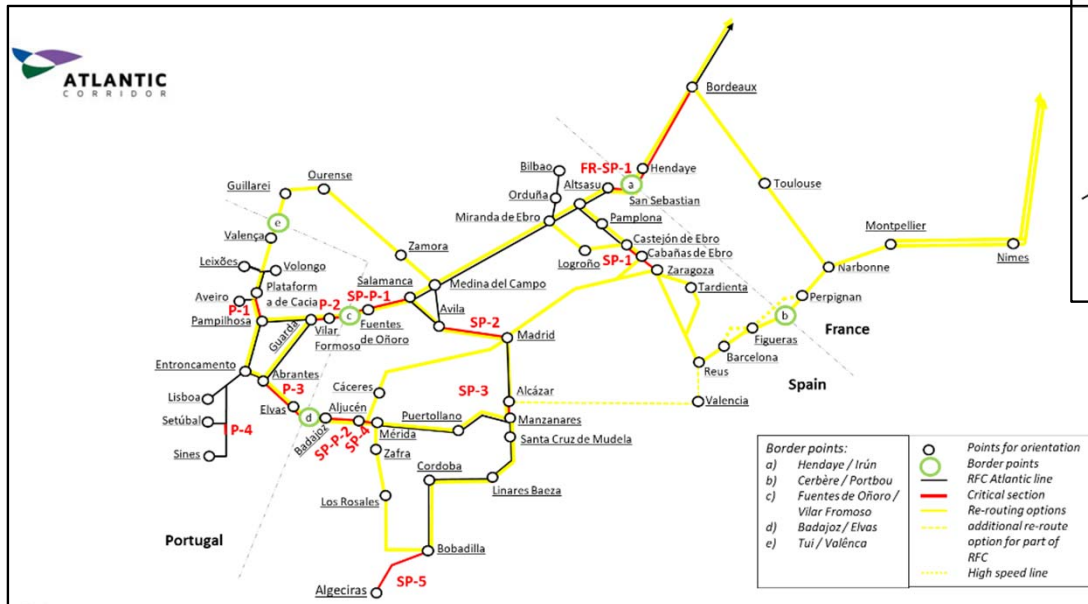
INTERNATIONAL CONTINGENCY MANAGEMENT PLAN (2/3)

- Handbook approved by the prime & RU dialogue members (16th.03.2018), and by the GA of RNE (16th.05.2018) & FTE.
- Framework of the RFC Atlantic ICM approved by the General Assembly of RFC Atlantic held on the 11th.06.2018.
- Workshop between IMs held in Madrid & Paris in 2018 Q4, draft document on progress at the Atlantic Corridor level.
- RU consultation expected in April 2019 in order to give a feedback to the Executive Board members on the 23rd.05.19 in Berlin.
- Approval of the final version of ICM Atlantic by the GA of the Atlantic Corridor expected on the 3rd.06.2019.

INTERNATIONAL CONTINGENCY MANAGEMENT PLAN (3/3)

As many options are available for crossing France, no detailed information about national section will be provided in the ICM.

Southern part of the Corridor



Northern part of the Corridor

For each rerouting itinerary, infrastructure characteristics are described including expected parking locations.

1ST SESSION

- I. WELCOME AND UPDATE/NEWS ON ATLANTIC CORRIDOR.
- II. RESERVE CAPACITY FOR 2019 AND THE OFFER OF PRE-ARRANGED PATHS 2020.
- III. KEY PERFORMANCE INDICATORS 2018.
- IV. SATISFACTION SURVEY ON ATLANTIC CORRIDOR 2018.
- V. COMMENTS ON ATLANTIC CORRIDOR INTERNATIONAL CONTINGENCY MANAGEMENT PLAN.
- VI. PRESENTATION OF TRAIN PERFORMANCE MANAGEMENT WORKING GROUP ACTIVITY, INCLUDING TIS AND OBI TOOLS**

2ND SESSION

- I. RAIL ACTIVITY AT BILBAO PORT.
- II. RAIL FREIGHT CORRIDOR OVERVIEW AND OSS GENERAL FUNCTIONALITY.
- III. JÚNDIZ TERMINAL NEW PROJECT AND UIC TRACK GAUGE FRAMEWORK.
- IV. VISIT TO BILBAO PORT.
- V. LUNCH.

- ❑ This year the group has reached its goal of having the action list as the main document to have a follow up on actions.
- ❑ DB Netz and SNCF have started telcos with ECR, SNCF Fret and DB Cargo.
- ❑ The telco with ECR and DB Cargo should be continued because there is a lack of cooperation between them and the corridor can make pressure for them to get more punctual.
- ❑ IP has contacted Takargo and Medway and is continually in contact with ADIF to discuss the problems at the border.

3- GOALS AND ACTIONS FOR THE YEAR 2018

Ongoing Actions:	Goals* will be reviewed February 2018 with all IM:
<ol style="list-style-type: none"> 1. TO MAKE THE ACTION LIST THE MAIN LIVING DOCUMENT FOR THE TPM GROUP 2. EACH IM TO ANALYSE 1-5 TRAINS PER QUARTER 3. HAVE A CONTINUOUS EXCHANGE WITH THE RU OF THE CORRIDOR 	<ol style="list-style-type: none"> 1. BY MEANS OF THE ACTION LIST EACH IM SHALL DEEPLY ANALYSE 3 TO 10 REPEATEDLY DELAYED TRAINS. 2. EACH IM SHALL IMPLEMENT AT LEAST ONE MEASURE IN ITS COUNTRY TOGETHER WITH THE CONCERNED RU.

2018-07-04

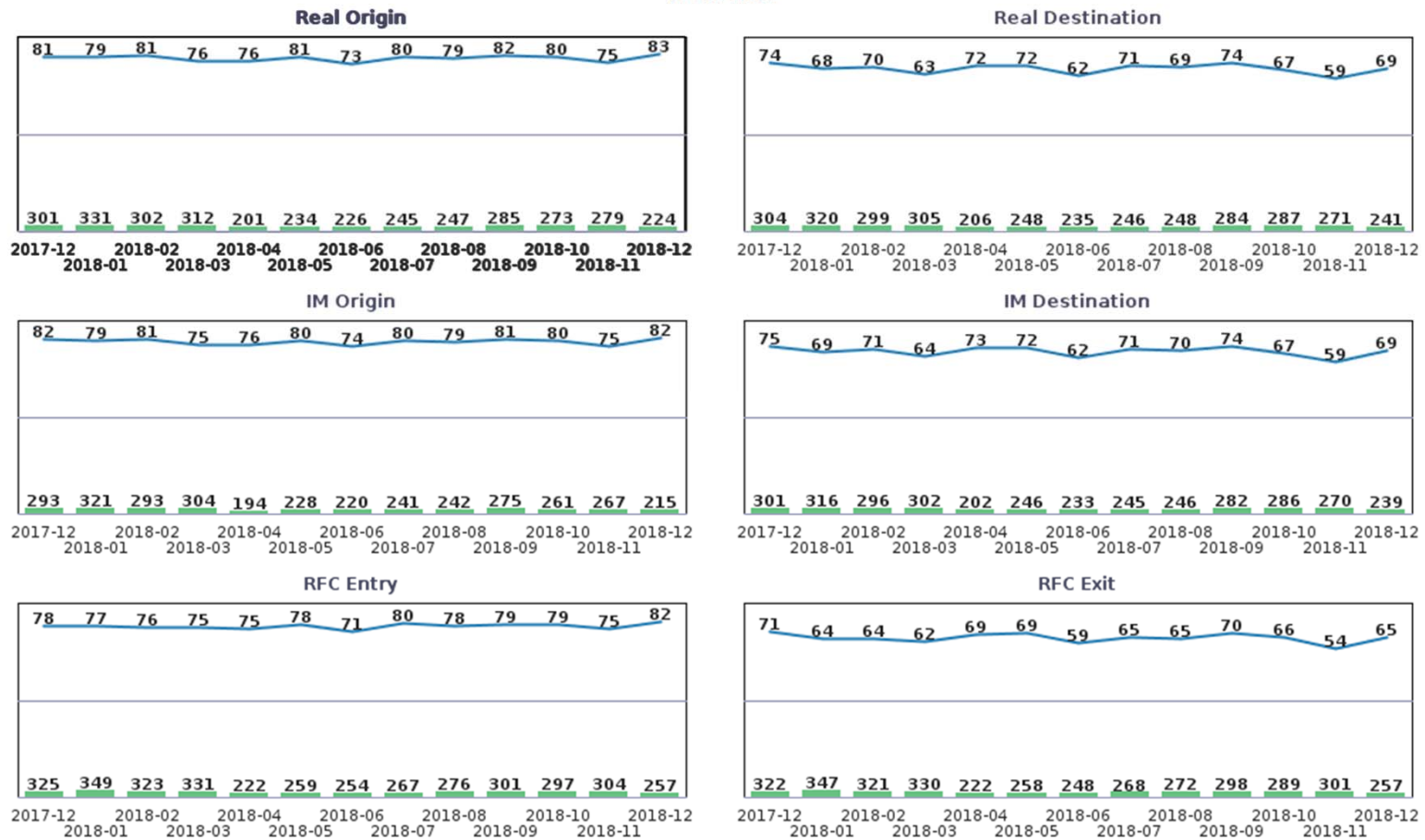
TPM WG Presentation

3

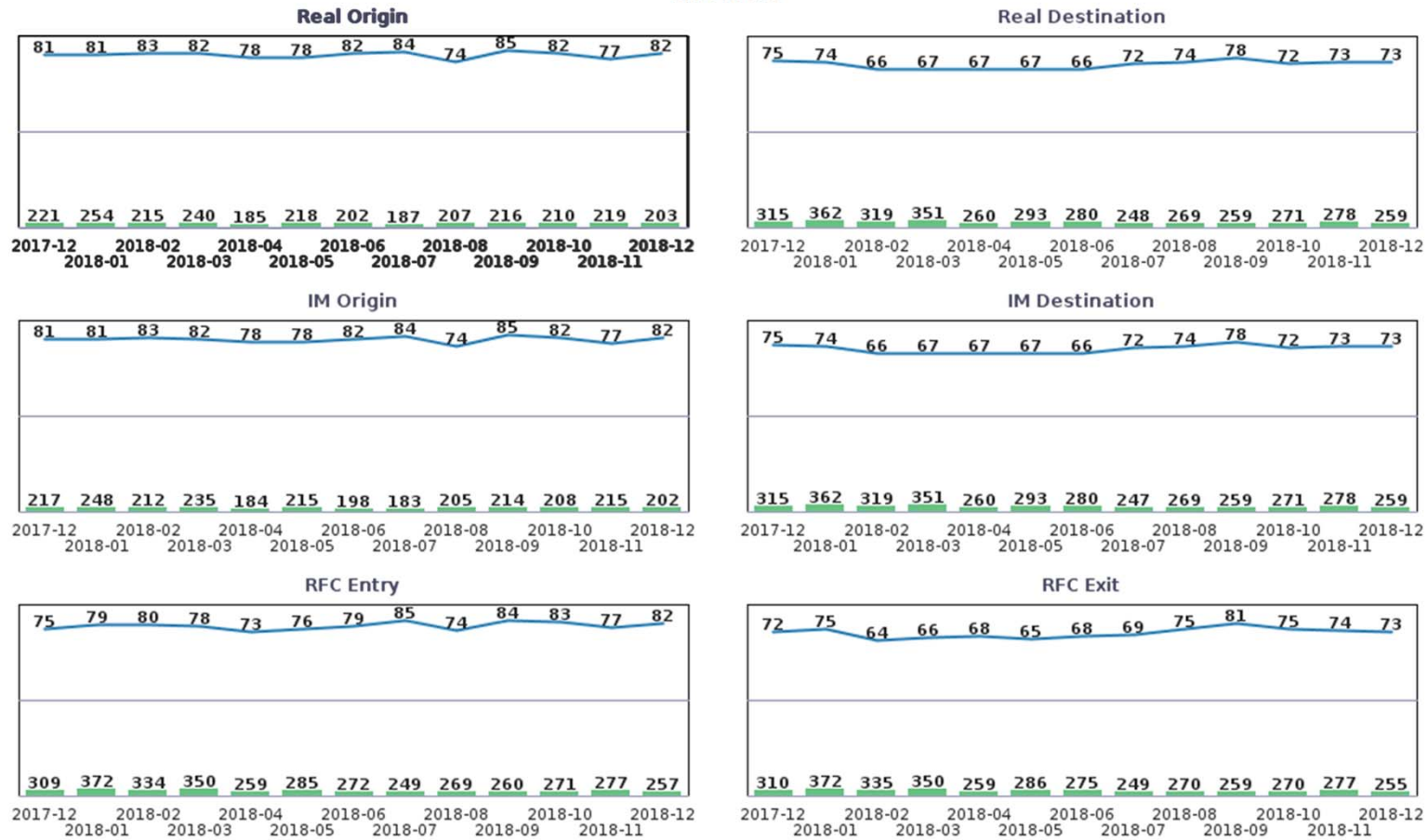
16th TAG RAG meeting
Bilbao, March 13th 2019

Punctuality Development Over Period of 12 Months

West-East

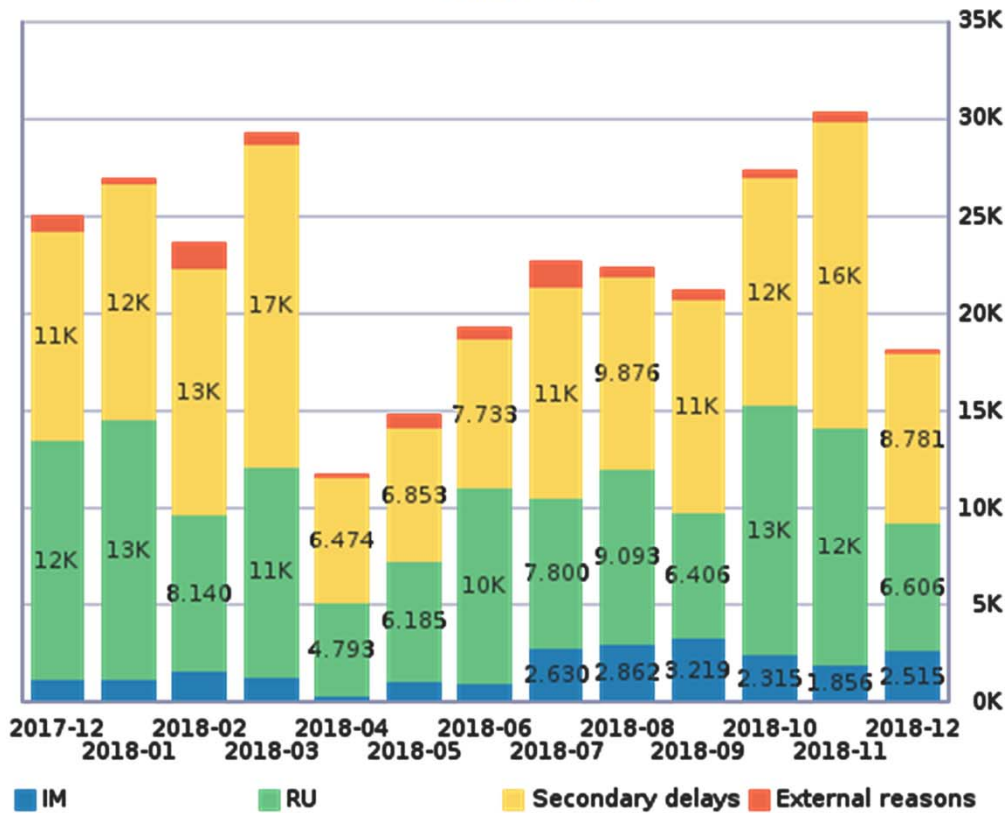


Punctuality Development Over Period of 12 Months East-West

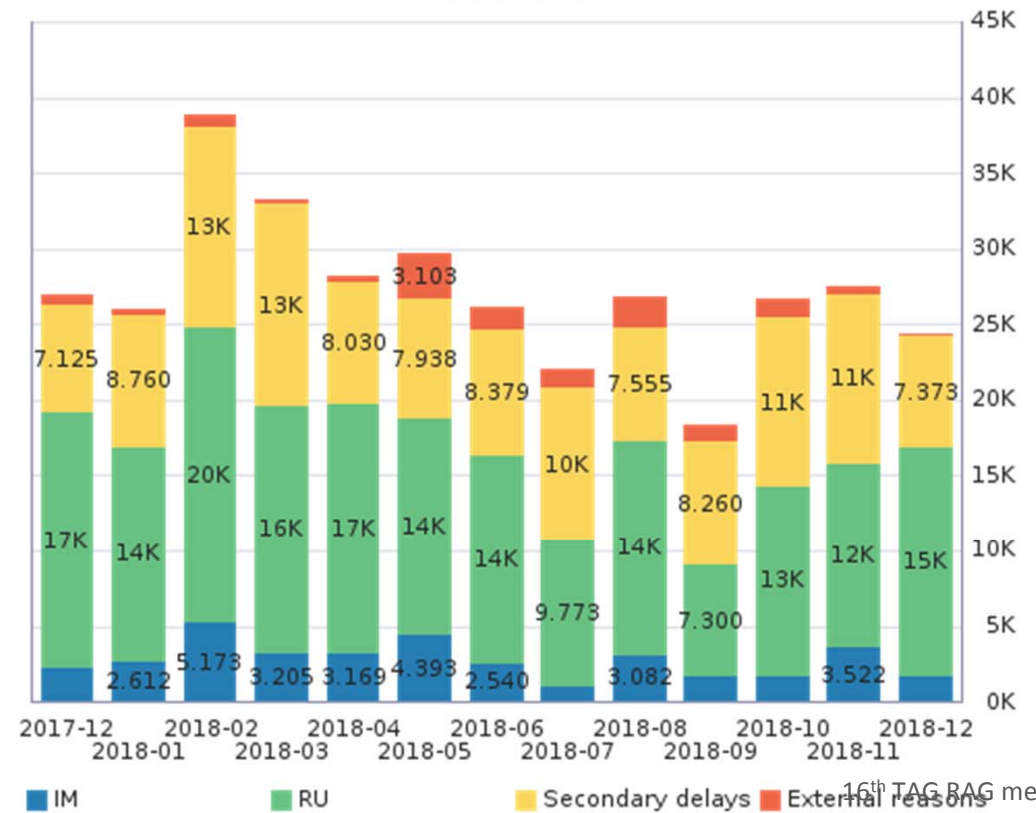


Amount and Distribution of Delays during chosen time period

West-East



East-West



1ST SESSION

- I. WELCOME AND UPDATE/NEWS ON ATLANTIC CORRIDOR.
- II. RESERVE CAPACITY FOR 2019 AND THE OFFER OF PRE-ARRANGED PATHS 2020.
- III. KEY PERFORMANCE INDICATORS 2018.
- IV. SATISFACTION SURVEY ON ATLANTIC CORRIDOR 2018.
- V. COMMENTS ON ATLANTIC CORRIDOR INTERNATIONAL CONTINGENCY MANAGEMENT PLAN.
- VI. PRESENTATION OF TRAIN PERFORMANCE MANAGEMENT WORKING GROUP ACTIVITY, INCLUDING TIS AND OBI TOOLS.

2ND SESSION

- I. RAIL ACTIVITY AT BILBAO PORT**
- II. RAIL FREIGHT CORRIDOR OVERVIEW AND OSS GENERAL FUNCTIONALITY.
- III. JÚNDIZ TERMINAL NEW PROJECT AND UIC TRACK GAUGE FRAMEWORK.
- IV. VISIT TO BILBAO PORT.
- V. LUNCH.

1ST SESSION

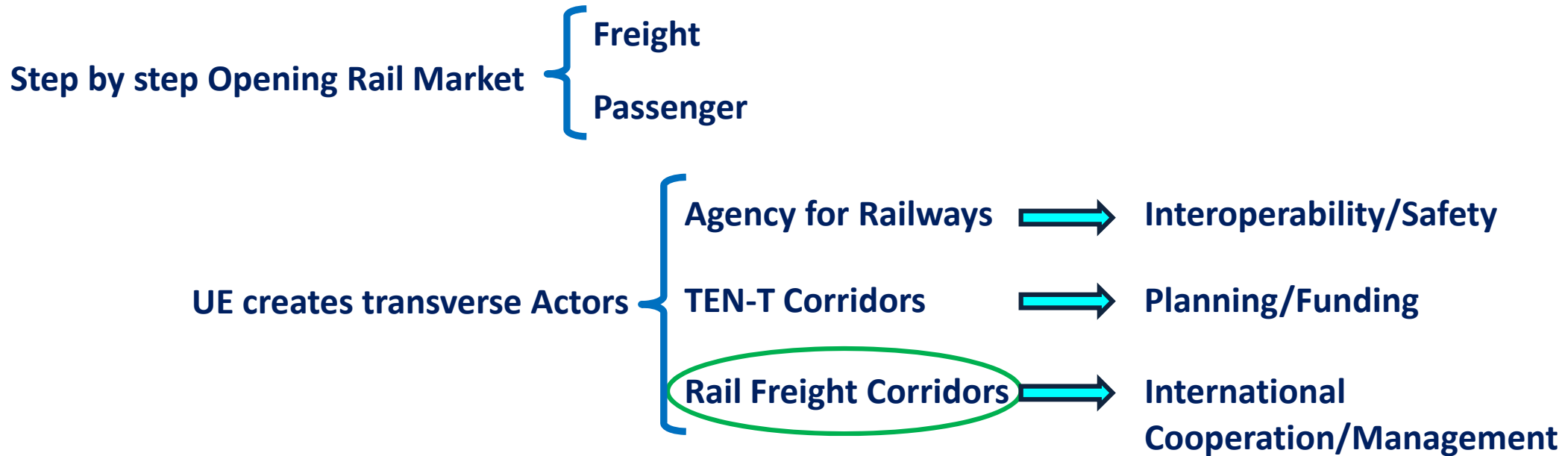
- I. WELCOME AND UPDATE/NEWS ON ATLANTIC CORRIDOR.
- II. RESERVE CAPACITY FOR 2019 AND THE OFFER OF PRE-ARRANGED PATHS 2020.
- III. KEY PERFORMANCE INDICATORS 2018.
- IV. SATISFACTION SURVEY ON ATLANTIC CORRIDOR 2018.
- V. COMMENTS ON ATLANTIC CORRIDOR INTERNATIONAL CONTINGENCY MANAGEMENT PLAN.
- VI. PRESENTATION OF TRAIN PERFORMANCE MANAGEMENT WORKING GROUP ACTIVITY, INCLUDING TIS AND OBI TOOLS.

2ND SESSION

- I. RAIL ACTIVITY AT BILBAO PORT.
- II. **RAIL FREIGHT CORRIDOR OVERVIEW AND OSS GENERAL FUNCTIONALITY**
- III. JÚNDIZ TERMINAL NEW PROJECT AND UIC TRACK GAUGE FRAMEWORK.
- IV. VISIT TO BILBAO PORT.
- V. LUNCH.

Target ...

Single European Rail Area

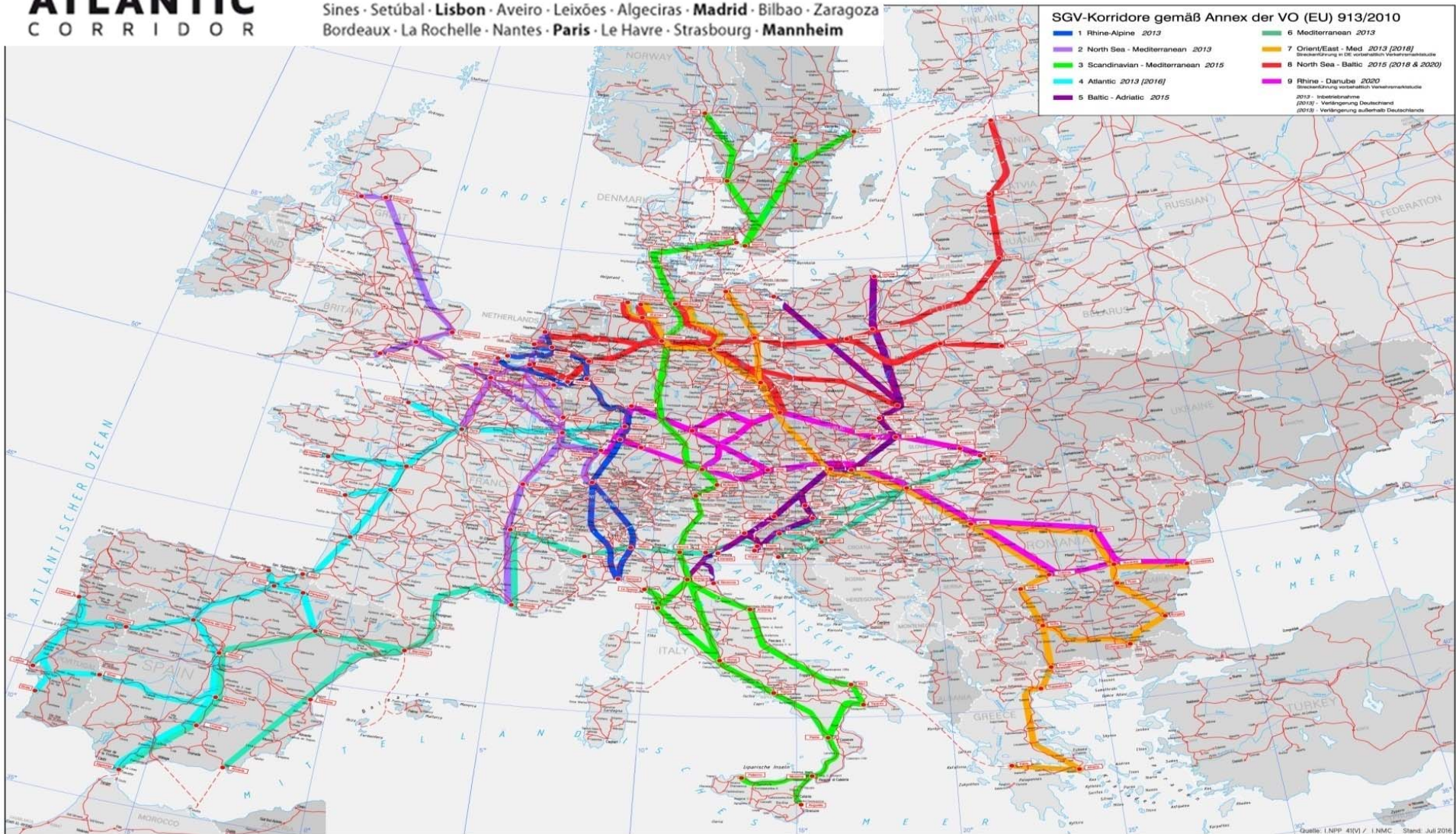


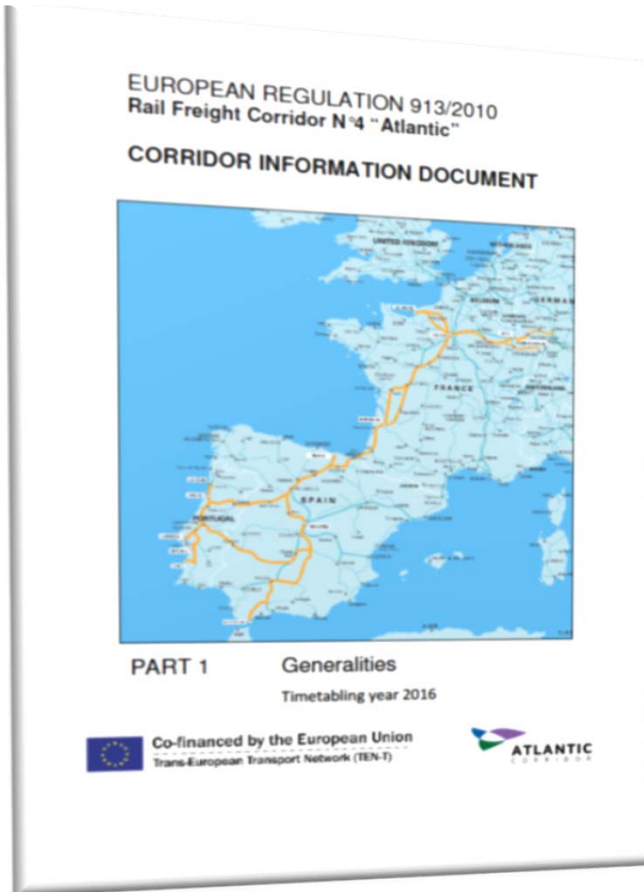


ATLANTIC
CORRIDOR

Sines · Setúbal · **Lisbon** · Aveiro · Leixões · Algeciras · **Madrid** · Bilbao · Zaragoza
Bordeaux · La Rochelle · Nantes · **Paris** · Le Havre · Strasbourg · **Mannheim**

CORRIDOR OVERVIEW AND ONE STOP SHOP (2/5)





Part 1

- Generalities

Part 2

- Network Statement of the Corridor

Part 3

- Terminals Description

Part 4

- Capacity and Traffic Management

Part 5

- Implementation Plan

✓ Web-site www.atlantic-corridor.eu

Ventanilla Única para la asignación de capacidad: “órgano común para que los candidatos soliciten y reciban respuestas, en un solo lugar y con un solo trámite en relación a la capacidad de infraestructura para los trenes de mercancías que atraviesen al menos una frontera a lo largo del corredor”.

Inbox		Search And Reporting		Pre-constructed Products		Details		Control		Administration			
IM timetable													
Days in service on this path						Reference point							
						IRUN / ADIF							
Timetable period: 15.12.2013-14.12.2014						Edit reference calendar							
No.	Train no.	arr.	dep.	Location	Comment	IM							
	Path no.	-arr.	-dep.	Detail	Train parameters								
		+arr.	+dep.										
1	13		10:45	IRUN	Train length = 450 Train weight = 900 Loco type number=253/335	ADIF, Administrador...	M	T	W	T	F	S	S
2	13	18:28	18:58	MEDINA DEL CAM	Activity type = Change engine	ADIF, Administrador...	M	T	W	T	F	S	S
3	13	23:51	23:56	FUENTES DE ONC	Activity type = Change engine	ADIF, Administrador...	M	T	W	T	F	S	S
4	4	23:01	23:30	VILAR FORMOSO	Activity type = Change engine	REFER, Rede Ferrovia...	M	T	W	T	F	S	S
5	4	02:40		PAMPILHOSA		REFER, Rede Ferrovia...	M	T	W	T	F	S	S
6			03:00	PAMPILHOSA		REFER, Rede Ferrovia...	M	T	W	T	F	S	S

Interlocutor único para tratar las peticiones de surcos internacionales del corredor.

Garantía de los surcos asignados por la ventanilla única en la totalidad de los países del corredor.



Oferta de surcos coordinada entre países teniendo en cuenta el tráfico de viajeros, el mantenimiento y las obras programadas en el corredor.

Utilización del sistema informático de gestión de Capacidad (PCS) común a todos los corredores europeos de mercancías




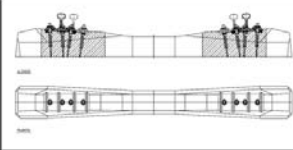
Coordinación con el resto de OSS de los Corredores para la construcción y asignación de las capacidades.

1ST SESSION

- I. WELCOME AND UPDATE/NEWS ON ATLANTIC CORRIDOR.
- II. RESERVE CAPACITY FOR 2019 AND THE OFFER OF PRE-ARRANGED PATHS 2020.
- III. KEY PERFORMANCE INDICATORS 2018.
- IV. SATISFACTION SURVEY ON ATLANTIC CORRIDOR 2018.
- V. COMMENTS ON ATLANTIC CORRIDOR INTERNATIONAL CONTINGENCY MANAGEMENT PLAN.
- VI. PRESENTATION OF TRAIN PERFORMANCE MANAGEMENT WORKING GROUP ACTIVITY, INCLUDING TIS AND OBI TOOLS.

2ND SESSION

- I. RAIL ACTIVITY AT BILBAO PORT.
- II. RAIL FREIGHT CORRIDOR OVERVIEW AND OSS GENERAL FUNCTIONALITY.
- III. **JÚNDIZ TERMINAL NEW PROJECT AND UIC TRACK GAUGE FRAMEWORK**
- IV. VISIT TO BILBAO PORT.
- V. LUNCH.

SYSTEMS	TECHNIQUES THAT REQUIRE SPECIFIC ROLLING STOCK + WORKSHOP			TECHNIQUES THAT REQUIRE SPECIFIC TRACK LAYOUT	
	Axles Interchange	Automatic Shift for Variable Gauge Axles - PASSENGERS	Automatic Shift for Variable Gauge Axles - FREIGHTS	3 Rails Track	Polyvalent Sleeper
Picture			ON TRIALS FOR VALIDATION		
Installations	Large workshops in spanish-french borders at Hendaye and Cerbere. Intallations franchised by Transfesa (shareholded by DB and Renfe)	Small workshops located at link points between Iberian and UIC gauge (not only borders Spain-France but as well connections between High Speed and Conventional lines within spanish network)		Based on a sloopor designed to put togheter an ADDITIONAL third rail. To install third rail on an existing track, sleepers must be changed and some specific adjustments are needed for traffic control and signalling systems. Due that longitudinal train axle shifts few cm. when running on each gauge, energy supply over-wire needs some offsets. As well for this reason, room gauge standars compliance has to be checked, mainly on tunnels, steel bridges and platforms	Based on specific sleeper design, which includes several holes in order to let the ALTERNATIVE to fix the two rails as Iberian or as UIC gauge (not both simultaneously).
Operations	The trains has to be stabled over a long pit, where axles are released from the wagon. Then the wagon is lifted and "new gauge" axles come to be assembled to the wagon. 1 hour to change a whole train	The trains pass through a mechanical device installed on track bottom, which shifts automatically the Variable Gauge Axles to the "new" gauge. No train stop is required, gauge change is made in real time meanwhile train runs at low speed		A line can be operated free on Iberian or UIC gauge if 3 Rails Track is laid out	Line can only be operated on one of the gauges. If an Iberian line built once with polyvalent sleeper is planned change to UIC gauge, then track-works deal with shifting rails from their position to the new one. There is almost no more impact on rail systems. In any case to reach a proper line operation, track gauge change must be accompanied by a plan to count as well with new gauge rolling stock.
Rolling Stock	Currently used for Freight Wagons with specific interchangeable axles	Currently valid only for passengers rolling stock designed by Talgo or CAF. A Variable Gauge Axle Iberian/UIC for Freights is being tested in Spain (developments in Germany and Poland too)		Valid for all kinds of typical passenger and freight rolling stock	Valid for all kinds of typical passenger and freight rolling stock
Historic references	Deployed since 1950	Deployed since 1969		Old deployment for ports, yards and freight dedicated lines in some countries. New scenario to reach typical passengers speeds has been developed in Spain since 2001, based on a test section. First commercial section opened in 2003. Then for recent 3 Rails Track projects new switches were developed to increase gently the maximum speed pass by straight and deviate way. ERTMS for both gauges has been tested although not deployed by the moment	This system was conceived for lines that need to be renewed and because of their location in the spanish network could be subject to eventual gauge change in the future.



ATLANTIC CORRIDOR

Sines·Setúbal·**Lisbon**·Aveiro·Leixões – Algeciras·**Madrid**·Bilbao·Zaragoza
Bordeaux·La Rochelle·Nantes·**Paris**·Le Havre·Strasbourg – **Mannheim**

EEIG • Atlantic Corridor

c/o SNCF Réseau
174, avenue de France · 75013 PARIS · France
Phone: +33 153 943 411

www.atlantic-corridor.eu

Atlantic Corridor • OSS

c/o ADIF
C/Hiedra, s/n Edificio 23
Estación de Chamartín · 28036 MADRID · Spain
Phone: +34 917 744 774
e-mail: oss@atlantic-corridor.eu



Co-financed by the European Union

Trans-European Transport Network (TEN-T)



ATLANTIC

C O R R I D O R

