



ATLANTIC
C O R R I D O R

17th TAG-RAG meeting

Paris, September 17th 2019



Co-financed by the European Union
Connecting Europe Facility



Portugal . España . France . Deutschland

I. WELCOME AND UPDATE/NEWS ON ATLANTIC CORRIDOR

II. CAPACITY OFFER AND REQUEST FOR 2020

III. RU EXPRESSION OF NEEDS FOR 2021, INCLUDING TTR PILOT IMPLEMENTATION

IV. KEY PERFORMANCES INDICATORS ON ATLANTIC CORRIDOR IN 2019 (1ST SEMESTER)

V. RAILWAY UNDERTAKINGS FEEDBACK ON INVESTMENT PRIORITIES FOR TEN T PARAMETERS UNTIL 2030

VI. PRESENTATION OF TRAIN PERFORMANCE MANAGEMENT & INTEROPERABILITY WORKING GROUP ACTIVITY

VII. RAILWAY UNDERTAKINGS & TERMINAL OPERATORS FEEDBACK ON THE ATLANTIC CORRIDOR ICM

VIII. LUNCH (30')

IX. VISIT OF SNCF RESEAU OCC

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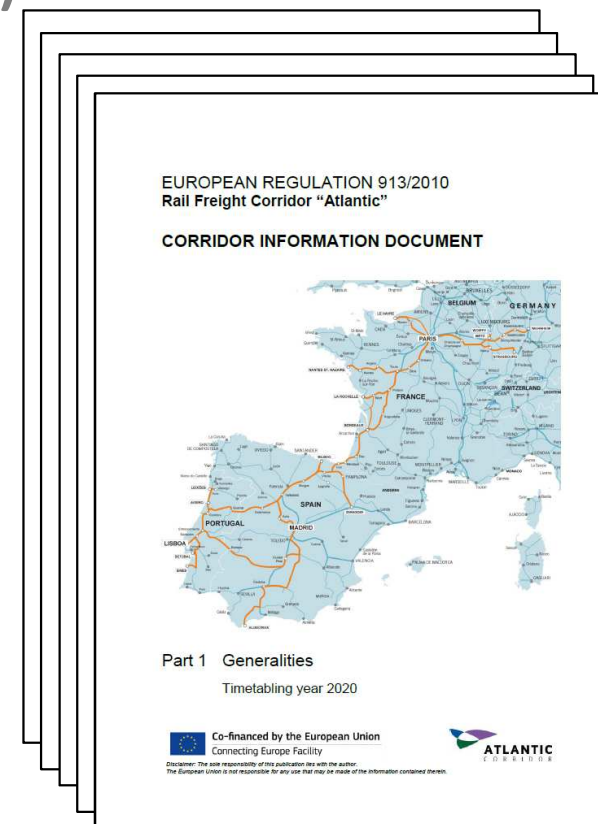
IX. VISIT OF SNCF RESEAU OCC

NEWS

- Welcome and speech of Jean GHEDIRA, head of SNCF Réseau – DGCS
- CID 2021 : single CID for all RFCs, harmonization and simplification of CID Book 3 – Service facilities
- New studies / actions on progress for 2019
- Train Composition Messages: further development expected at short term
- New infrastructure projects – PT Works status
- Satisfaction survey 2019

CORRIDOR INFORMATION DOCUMENT 2021: FORESEEN UPDATES (1/2)

- ❑ **BOOK 1 – One Single Book 1** for the RFCs 1, 2, 4 & 8 as in TT 2020. Adding more of the 11 RFCs and its specificities boxes would produce a more dense Book. The undergoing CID digitalization project should enable the customers to create their customized CID Books depending which RFCs they are using
- ❑ **BOOK 3 –** New simplified version deriving from **Regulation (EU) 2017/2177** on Service Facilities. Due to an expected time lag in the EU Reg. implementation several 4 alternatives are available for the linking of the listed SFs: the Rail Facility Portal <https://railfacilitiesportal.eu/>; a [SF NS on their website](#); a template on the NS of the IM to which network the SF belongs to; or a template with information gathered by the RFC
- ❑ **BOOKS 2, 4 AND 5 –** But for some editorial modifications, no major changes are expected for CIB books 2, 4 & 5.



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STUDIES / ACTIONS ON PROGRESS FOR 2019

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

For France & Germany, gauge measurement achieved in the 2nd trimester 2019, final report expected for autumn 2019.

Atlantic Corridor freight transport observatory

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

Transport Market Study update

Since 2015, no update of the TMS has been implemented on the Atlantic Corridor; a new contract has been signed at the end of June 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. Driver derogation is extended to the end of 2021.

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 RNE TIS Train Information System

Vue Configuration Dashboard Info 16 3901 87jcoutou

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 Jusqu'au point Mannheim Rbf 30/01/2016 00:13:00 +01:00	National Train Number 59831 TIS International Train Last Update 28/01/2016 19:04:39 +01:00
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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-OTZAUARTE	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	
MANNHEIM	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 2020 version.

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TCM FURTHER DEVELOPMENT EXPECTED AT SHORT TERM

Information Train Vue Configuration Tableau de bord Corridors Info 30 3350 87jcoutou 

Information sur les causes de retard

Train Ready Information

Caractéristiques techniques à la dernière modification

Généralités		Vitesse maximale [Km/h]	
Matière dangereuse	Non fourni	Vitesse maximale	/
Wagon lourd	Non fourni	Longueur [Mètre]	
Envoi hors gabarit	Non fourni	Train	/
Ohter non-standard consignement	Non fourni	Longueur du chargement	/
Vent susceptible	Non fourni	<p>Type of locomotive (Electric / Diesel) ?</p> <p>Exceptional transport ?</p>	
Poids (Tonnes)			
Train	/		
Poids du chargement	/		

Real time information about train composition:

existing fields in TIS, not connected to national RUs IT tool.

Pilot on progress with TAKARGO, MEDWAY and IP for PT trains.

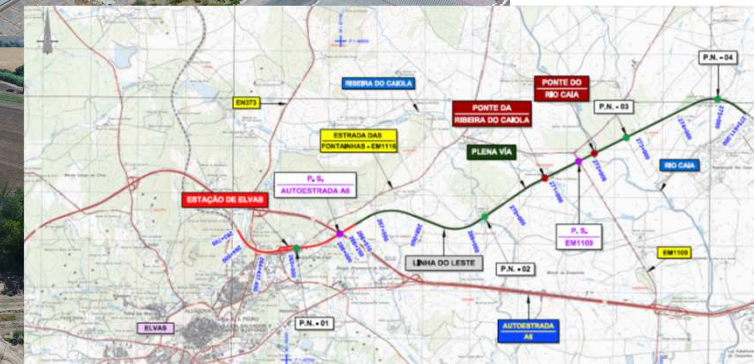
ADIF will check with RENFE Mercancias for the same development.

PT INFRA UPGRADE: INTERNACIONAL SOUTH CORRIDOR – LESTE RAIL LINE (1/2)

MODERNISATION OF THE ELVAS – FRONTIER (SPAIN) STRETCH

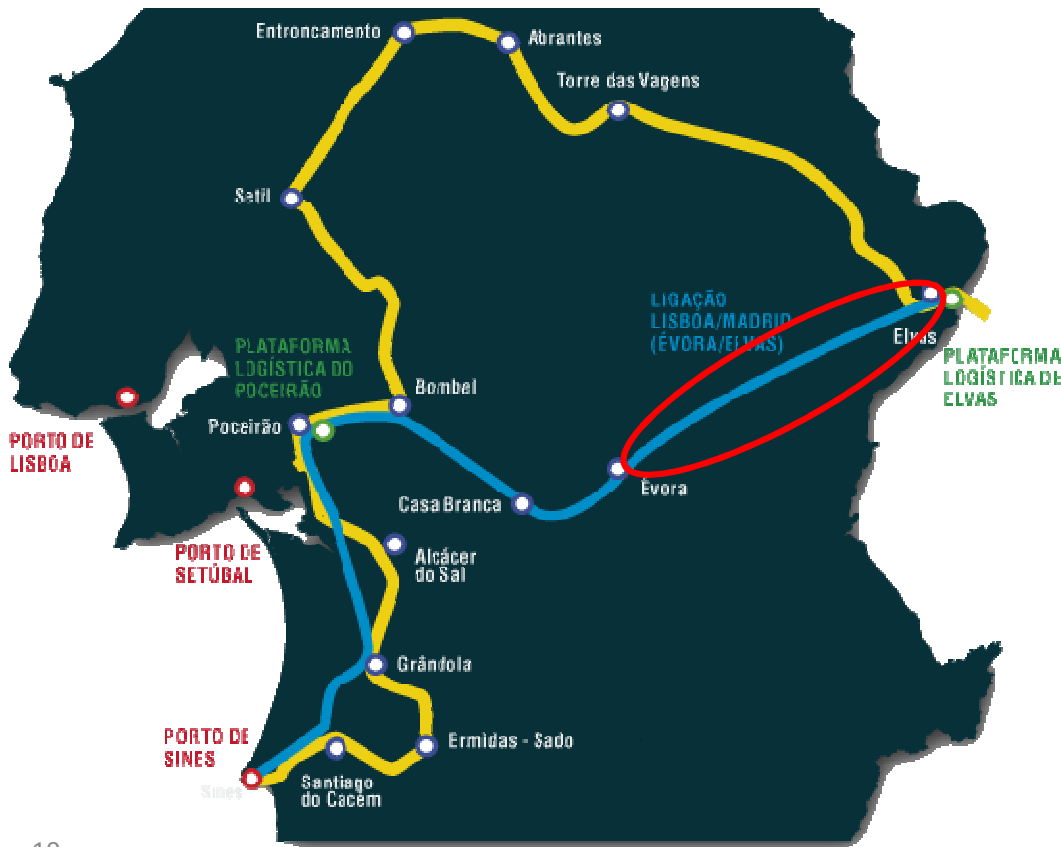
TECHNICAL FEATURES:

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



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PT INFRA UPGRADE: INTERNACIONAL SOUTH CORRIDOR – LESTE RAIL LINE (1/2)



Existing line:
Aprox. 6h30, 452 km

- Uses several sections of Linha do Norte with very little free capacity
- Priority given to the passenger traffic
- Several sections with restrictive track parameters

Future line:
Aprox. 4h30 , 280 km

- **New electrified line between Evora and Caia (SP border)**
- Consistency in the operation of Sines/Elvas section
- Single traction for 1400 tons trains guaranteed
- Frees capacity in Linha do Norte

USER SATISFACTION SURVEY 2019

REQUIRED BY/TO:

Regulation 913/2010/EU concerning the international rail freight traffic in Europe and in particular the Rail Freight Corridors (RFCs), requires a **yearly satisfaction survey** of the RFC users

INTENDED TO:

Analyze the customers satisfaction levels regarding the RFC services and products with the purpose of **increasing their quality for the market**.

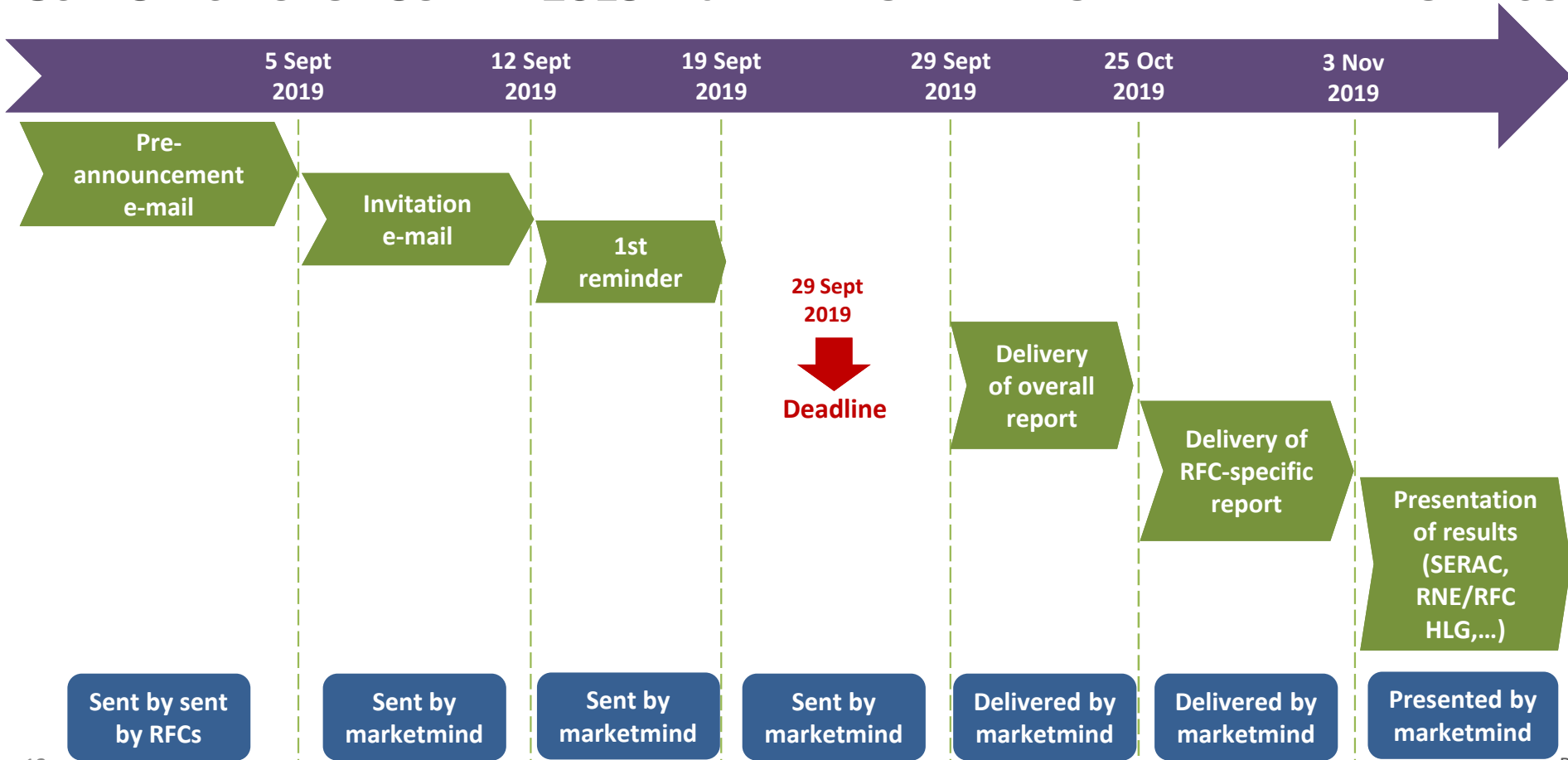
CONSISTS OF:

An **harmonized list of questions** to make the results of the satisfaction survey comparable amongst the various RFCs and the previous years.

CARRIED OUT BY:

An independent market research agency, **Marketmind**, to **guarantee the impartiality** of the results.

USER SATISFACTION SURVEY 2019 – TIMELINE OF FIELDWORK AND DELIVERY OF RESULTS



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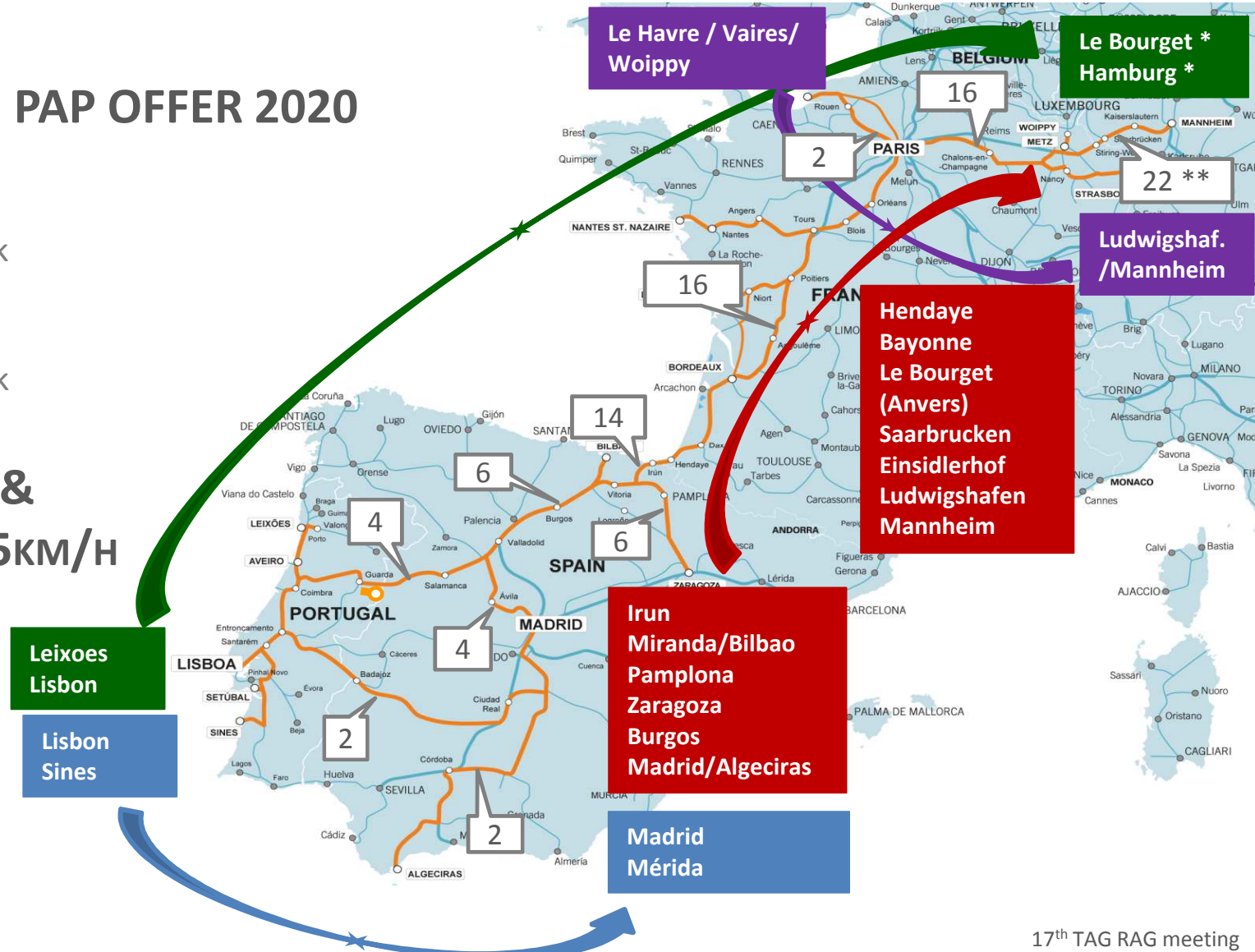
IX. VISIT OF SNCF RESEAU OCC

PAP OFFER 2020

- ❑ 22 PaP in **Germany**, 7 days/week
- ❑ 42 PaP in **France**, 7 days/week
- ❑ 18 PaP in **Spain**, 2-7 days/week
- ❑ 8 PaP in **Portugal**, 1-3 days/week

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

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



PAP REQUEST TT-2020

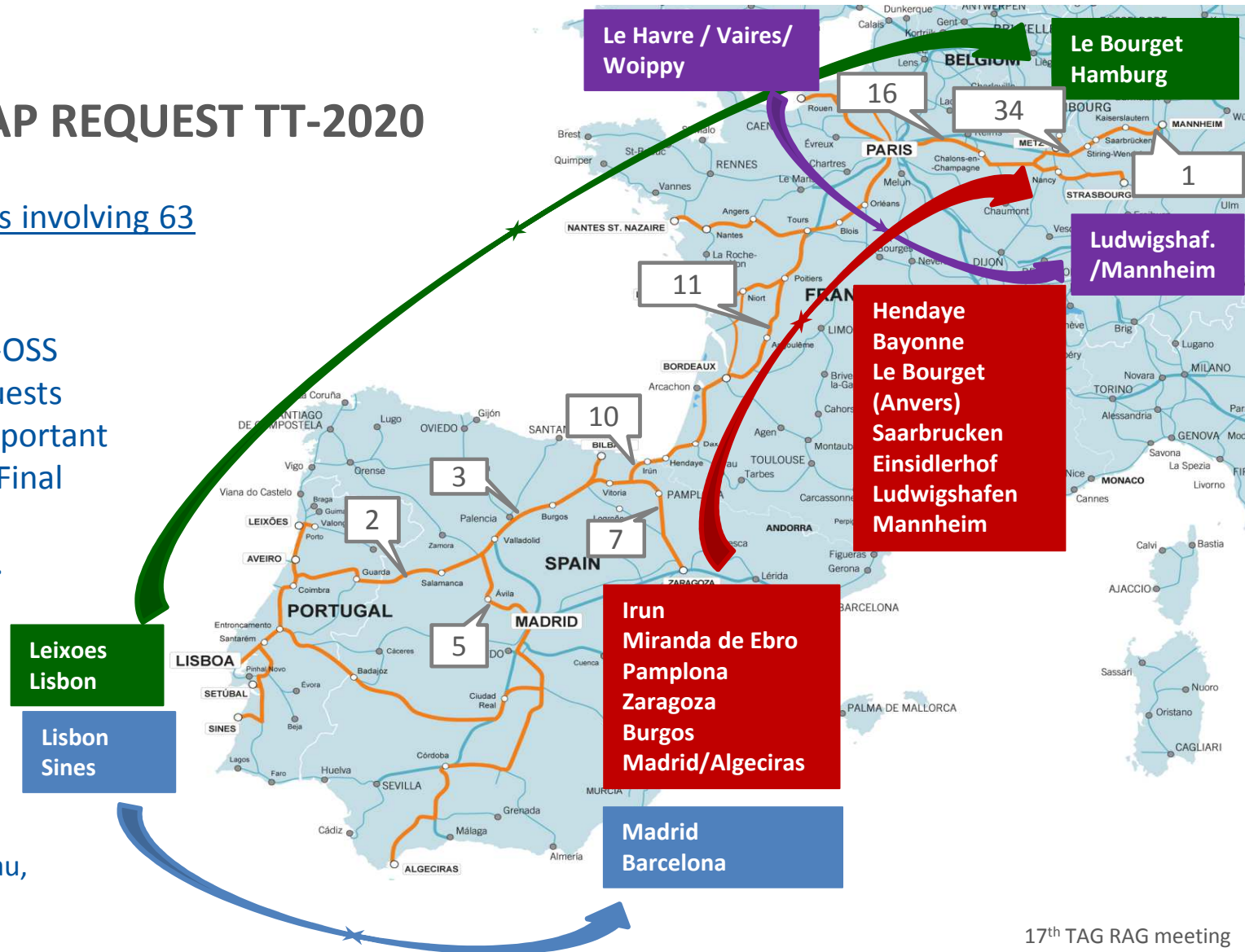
52 PaP+feeder/outflow path requests involving 63 different national PaP Sections

CAPACITY ALLOCATION PROCESS

- 52 requests received by C-OSS
- **No conflicts** between requests
- 51 Requests answered: important delays for the Draft Offer. Final Offer generally on time.
- 1 Request still not drafted.



- 22 PaP sections returned to DB Netz
- 18 PaP sections returned to SNCF Réseau,
- 6 PaP sections returned to ADIF
- 0 PaP sections returned to IP



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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)	SNCFR ID	METZ SABLONS / WOIPPY	VAIRES / TORCY	VALENTON		LE HAVRE	BAYONNE	HENDAYE (Arrival)	HENDAYE (Departure)	IRUN (Arrival)	IRUN (Departure)	MIRANDA EBRO / BILBAO	NOAIN / PAMPLONA	GRISEN / ZUIERA	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 / BOADELA	SINES				
RFC426PaP002		23456						0:02																																		
RFC426PaP004	1234567	12345			19:49		22:44	22:59	23:04	0:47																																
RFC04PaP0006	1234567	12345(+7)			12:16		15:47	16:02	16:07			21:29																														
RFC04PaP0008	1234567	12345					14:50	15:05	15:14																																	
RFC426PaP010		1234(5)										0:40																														
RFC426PaP012		123456										1:30																														
RFC426PaP014	1234567	234567			21:40		0:51	1:06	1:11																																	
RFC426PaP016	1234567	123456			19:00		21:55	22:10	22:15			0:15																														
RFC42PaP0018	1234567	1234567					1:27	1:42	1:47																																	
RFC426PaP020		123456										20:55																														
RFC426PaP022		123456										23:17																														
RFC426PaP024	1234567	123456					5:25	5:40	5:45																																	
RFC04PaP0026	1234567	12345			9:01		12:00	12:15	12:20								7:56																									
RFC04PaP0028		1234567															23:56																									
RFC04PaP0030	1234567	1234567	234567	3:04			5:52	06:07	06:12															23:40																		
RFC04PaP0032	1234567	12345	1234567				3:49	4:04	4:09																																	
RFC04PaP0034	(+1)234567	12345	1234				15:21	15:35	15:40																																	
RFC04PaP0036		12345	1234567						15:26																																	
RFC04PaP0056			1234567																																							
RFC04PaP0038			12345																																							
RFC24PaP0040		12345(+7)	1234567																																							
RFC24PaP0042		23456																																								
RFC24PaP0044		23456																																								
RFC04PaP0046			17																																							
RFC04PaP0048			67																																							
RFC04PaP0050			7																																							
RFC04PaP0052		1356	246																																							
RFC04PaP0054		245	245																																							

PAPs section requested

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DRAFT AND FINAL OFFER TT 2020: MAIN POINTS

- **Draft offer:** 25% was missing for France on the 1st.07.2019.
- **Final offer:**
 - 50 dossiers submitted on time thanks to quickness of the RUs/IMs in the Observation/Postprocessing phases
 - 1 non harmonized dossier at the FR/DE border to be harmonized at RNE E meeting
 - 1 draft offer is still not available from SNCF Réseau side
- **Guaranteed Capacity Pilot** was not successful
 - RU only request Guaranteed Capacity in France but not in Germany
 - Guaranteed Capacity Draft/Final offer was not provided on time
- **Much room for improvement:**
 - **IMs still don't fully comply with the agreed international processes and deadlines**
 - **Rate of number of days requested vs allocated** need improvement in France (around 85% of days satisfied in the whole Corridor)
- **Positive feedback:**
 - Dossier Information in PCS was up-to-date (no PDF attachments)
 - Final Offer deadline reached for 50 dossiers, thanks to quickness of RUs & Ms in the Observation /Postprocessing phases

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Running Days in IP network	Running Days in Adif network	Running Days in SNCF Réseau network	Running Days in DB NETZ network	Portugal						Spain											France						Germany								
				SINES	LISBOA / BOBADELA	LEIXÕES	PAMPILHOSA	ENTRONCAMENTO	ELVAS (HP)	VILAR FORMOSO Arrival (HP)	VILAR FORMOSO Departure (HE)	FUENTES DE ONORO	BADAJOS Arrival (HP)	BADAJOS Departure (HE)	MÉRIDA	ALGECIRAS	MADRID	BURGOS	GRISEN	PAMPLONA	NOAIN / PAMPLONA	BILBAO / MIRANDA EBRO	IRUN (Arrival)	IRUN (Departure)	HENDAYE (Arrival)	HENDAYE (Departure)	BAYONNE	LE HAVRE	VALENTON	VAIRES/TORCY	METZ SABLONS/WOIPPY	FORBACH (ARRIVAL)	FORBACH (DEPARTURE)	SAAREBRUCKEN	EINSIDLERHOF
RFC04PaP0001		1234567	1234567																						from Silla or Tarragona / Cerbère (7:30)	???	CEFB07	00:45	00:50					???	
RFC624PaP003		1234567	1234567																						from Perpignan (9:30)	???	PWFB09	02:55	03:00					05:48	
RFC624PaP005		1234567	1234567																						from Barcelona ??? / Perpignan (10:09)	???	PWFB10	03:58	04:03				???		
RFC624PaP007		1234567	1234567																						from Cerbère (7:50)	???	CEFB08	04:11	04:16				???		
RFC624PaP009		1234567	1234567																						22:05	VIFB22	04:25	04:30					08:00		
RFC624PaP011		1234567	1234567																						from Silla or Tarragona / Cerbère (13:30)	???	CEFB13	05:00	05:05				???		
RFC624PaP013		1234567	1234567																						from Perpignan (19:00)	???	PWFB19	10:00	10:05	10:20		to Germany ?			
RFC624PaP015		1234567	1234567																						from Barcelona (???) / Perpignan (21:00)	???	PWFB21	10:15	10:20	10:35		to Kornwestheim			
RFC624PaP017		1234567	1234567																					20:00			???	15:05	15:10				???		
RFC624PaP019		1234567	1234567																					15:20	VIFB15	20:10	20:15						22:43		
RFC624PaP021		1234567	1234567																					from Gevrey (15:30)	???	GVFB15	20:36	20:41					23:53		
RFC624PaP023		1234567	1234567																						00:20	South of Bordeaux TCR impact ?	BYFB02	21:00	21:05	21:20		to Köln (???)			
RFC624PaP025		1234567	1234567																						from Perpignan (7:00)	???	PWFB07	21:30	21:35	21:50		to Germany ?			
RFC04PaP0027	1234567	1234567	1234567													15:09								20:39	01:50	South of Bordeaux TCR impact ?	HEFB02	07:15	07:20				11:00		
RFC04PaP0029	1234567	1234567	1234567														11:40							14:39	15:55		INFB15	12:00	12:05				???		
RFC04PaP0031	1234567	1234567	1234567																						23:05										
RFC04PaP0033	1234567	1234567	1234567																							via Zaragoza		INFB19	12:05	12:10				???	
RFC04PaP0035	1234567																								13:24 / 16:06	19:17	18:00								
RFC42PaP0037	1234567	1234567																																	
RFC42PaP0039		1234567																																	
RFC04PaP0041	1234567				14:49																														
RFC04PaP0043	1234567	1234567	1234567																																
RFC04PaP0045	6																																		
RFC04PaP0047	135	2467																																	
RFC04PaP0049	245	245																																	

Similar timetable than 2019 on the Iberian peninsula

Similar PaP offer TT2013

CAPACITY WISHES FROM APPLICANTS FOR TT 2021

Running Days in DB NETZ network	Running Days in SNCF Réseau network	Running Days in Adif network	Running Days in IP network	Germany				France						Spain										Portugal																
				MANNHEIM	LUDWIGSHAFEN	EINSIDLERHOF	SAAREBRUCKEN	FORBACH (ARRIVAL)	FORBACH (DEPARTURE)	METZ SABLONS / MOIPPY	VAIRES / TORCY	VALENTON	LE HAVRE	BAYONNE	HENDAYE (Arrival)	HENDAYE (Departure)	IRUN (Arrival)	IRUN (Departure)	IRUN (departure)	MIRANDA EBRO / BILBAO	NOAIN / PAMPLONA	GRISEN / ZUERA	BURGOS	MADRID	ALGECIRAS	MERIDA	BADAJOS Arrival (HE)	BADAJOS Departure (HP)	FUENTES DE ONDRO	VILAR FORMOSO Arrival (HE)	VILAR FORMOSO Departure (HP)	ELVAS (HP)	ENTRONCAMENTO	PAMPILHOSA	LEIXÕES	LISBOA / BOBADELA	SINES			
RFC426PaP0002	1 2 3 4 5 6 7	1 2 3 4 5 6 7			???			23:52	00:02	???	to Perpignan (16.43) / Barcelona (???)																													
RFC426PaP0004	1 2 3 4 5 6 7	1 2 3 4 5 6 7				23:08		01:55	02:00	???	to Perpignan (23.05) / Silla or Tarragona																													
RFC426PaP0006	1 2 3 4 5 6 7	1 2 3 4 5 6 7				from Germany ?	03:20	03:30	03:35	???	South of Bordeaux TCR impact ?																													
RFC426PaP0008	1 2 3 4 5 6 7	1 2 3 4 5 6 7			???			05:40	05:45	???	to Perpignan (20:00) / Silla or Tarragona																													
RFC426PaP0010	1 2 3 4 5 6 7	1 2 3 4 5 6 7			???			12:15	12:20																															
RFC426PaP0012	1 2 3 4 5 6 7	1 2 3 4 5 6 7			11:57			15:05	15:10																															
RFC426PaP0014	1 2 3 4 5 6 7	1 2 3 4 5 6 7				14:49		16:10	16:15																															
RFC426PaP0016	1 2 3 4 5 6 7	1 2 3 4 5 6 7				from Germany ?	20:45	20:55	21:00	???	to Perpignan (10:30)																													
RFC426PaP0018	1 2 3 4 5 6 7	1 2 3 4 5 6 7			???			22:10	22:15	???	to Cerbère (13:30) / Silla or Tarragona																													
RFC426PaP0020	1 2 3 4 5 6 7	1 2 3 4 5 6 7			???			22:44	22:49	???	to Gevey (4:10)																													
RFC426PaP0022	1 2 3 4 5 6 7	1 2 3 4 5 6 7			???			22:58	23:04	???	to Cerbère (17:30) / Constanti (???)																													
RFC426PaP0024	1 2 3 4 5 6 7	1 2 3 4 5 6 7				from Kormwestheim	???	23:05	23:10	???	to Perpignan (16:00) / Barcelona (???)																													
RFC426PaP0026	1 2 3 4 5 6 7	1 2 3 4 5 6 7			???			23:25	23:30	???	to Cerbère (16:30) / Silla or Tarragona																													
RFC04PaP0028	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7			21:53		03:25	03:30	???	South of Bordeaux TCR impact ?						01:15	12:14	12:14	Via Zaragoza			23:40																	
RFC04PaP0030	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7			from Germany ?	???	04:25	04:30	???	South of Bordeaux TCR impact ?						07:40	16:25		19:35	22:25																			
RFC04PaP0032	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7			???		14:10	14:15																															
RFC04PaP0034		1 2 3 4 5 6 7	1 2 3 4 5 6 7			14:20		15:20	15:25																															
RFC04PaP0036			1 2 3 4 5 6 7																																					
RFC24PaP0038		1 2 3 4 5 6 7	1 2 3 4 5 6 7																																					
RFC24PaP0040		1 2 3 4 5 6 7																																						
RFC04PaP0042			1 2 3 4 5 6 7																																					
RFC04PaP0044	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7				23:42	23:57	00:02			03:36	South of Bordeaux TCR impact ?						2:46																				
RFC04PaP0046				7																																				
RFC04PaP0048				246																																				
RFC04PaP0050			245	245																																				

Similar timetable than 2019 on the Iberian peninsula

Time in Portugal (HP) = time in France/Spain (HE) - 1H00

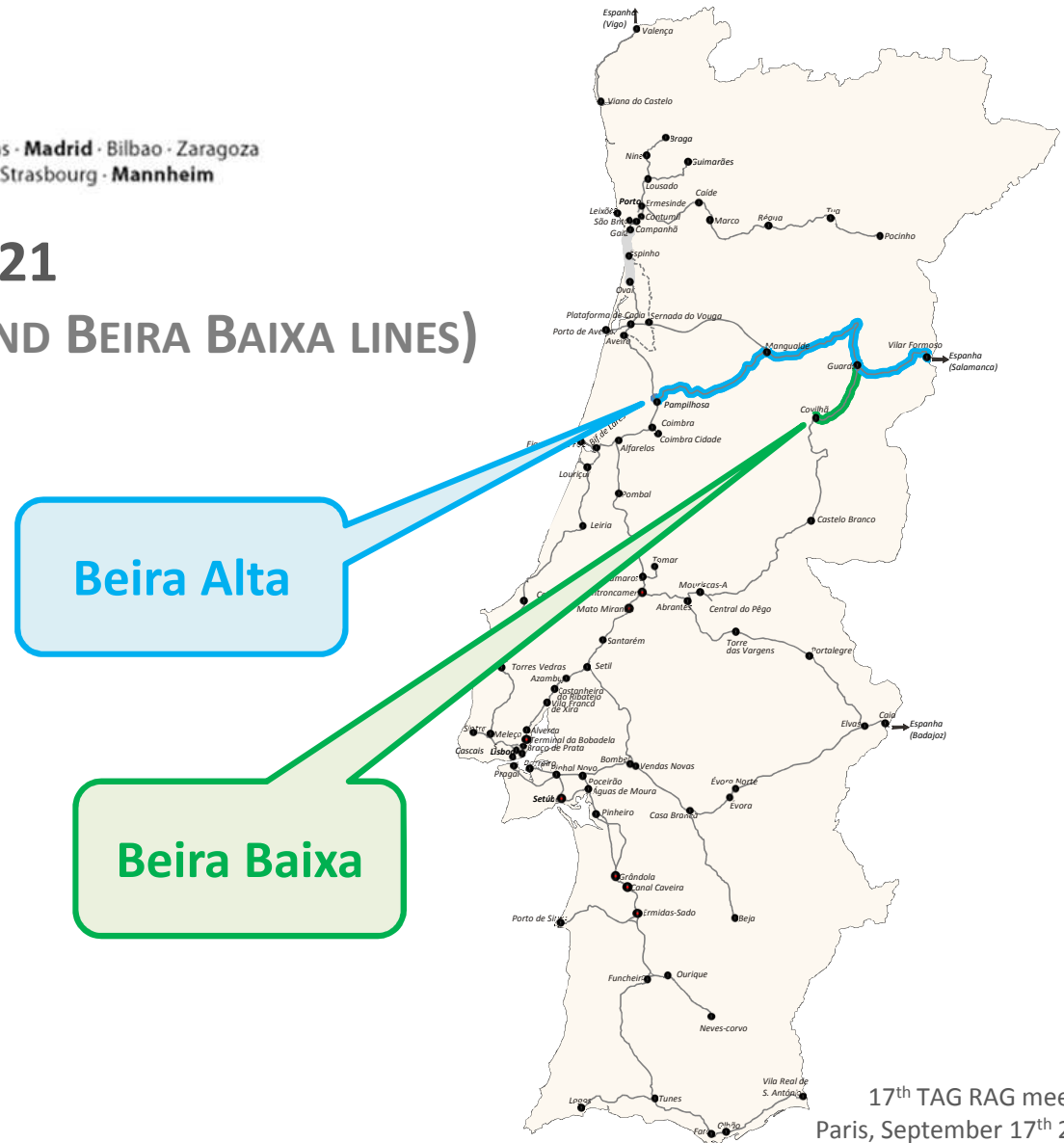
■ PaPs Germany/France/Spain/Portugal
 ■ PaPs France/Spain/Germany
 ■ PaPs Spain/Portugal
 ■ PaPs France/Germany

17th TAG RAG meeting
 Paris, September 17th 2019

Impact of TCR in Portugal for 2020/2021

INTERNATIONAL NORTH LINES (BEIRA ALTA AND BEIRA BAIXA LINES)

- ❑ Improving the rail link between northern and central Portugal with Europe
- ❑ Increase capacity to more than double: from 14 trains/day, 500 m length to 25 trains/day, 750 m length
- ❑ Improving safety conditions with the elimination of level crossings and installation of electronic signaling ETCS



LINHA DA BEIRA ALTA – TCR 2020

Pampilhosa - Guarda (single track line)

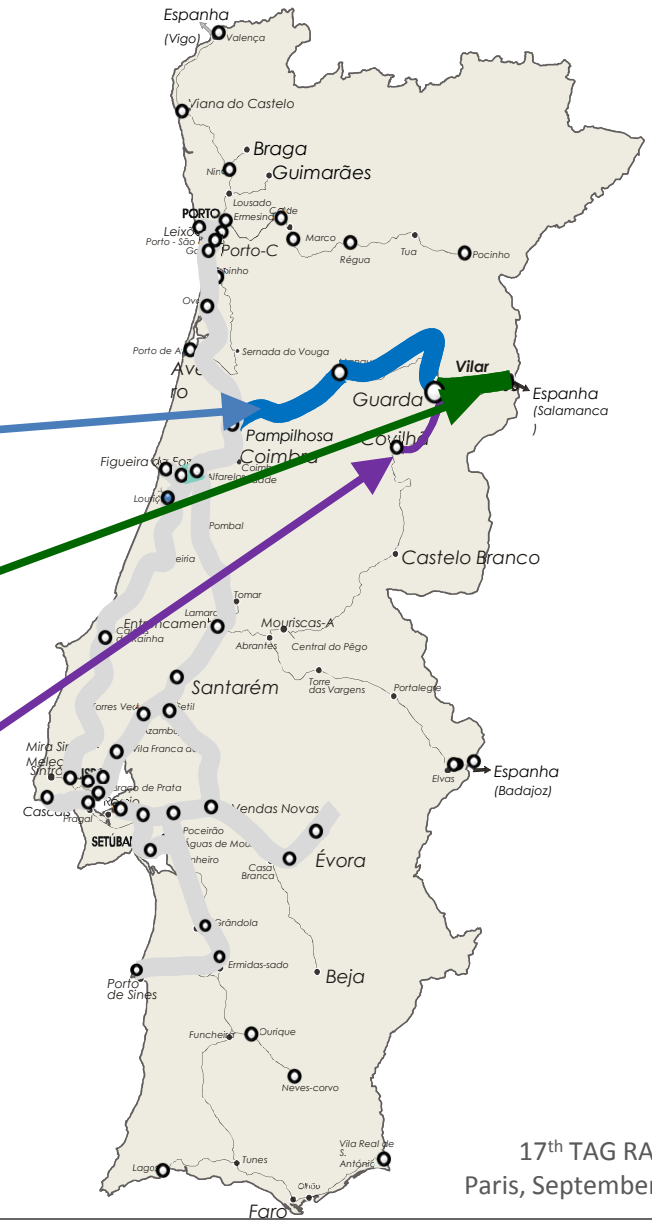
- Track and catenary renewal
- 48 hours – weekend
- 8 hours (3h-11h) – week

Guarda – Vilar Formoso

- Track and catenary renewal
- 13 hours – weekend
- 8 hours (3h-11h) – week

Linha da Beira Baixa (single track line)

June 2020 - Opening of the section
Covilhã – Guarda, allowing the
ALTERNATIVE ROUTE - Vilar Formoso-
Lisboa / Sines / Leixões



17th TAG RAG meeting
Paris, September 17th 2019

LINHA DA BEIRA ALTA – TCR 2021

Pampilhosa - Guarda

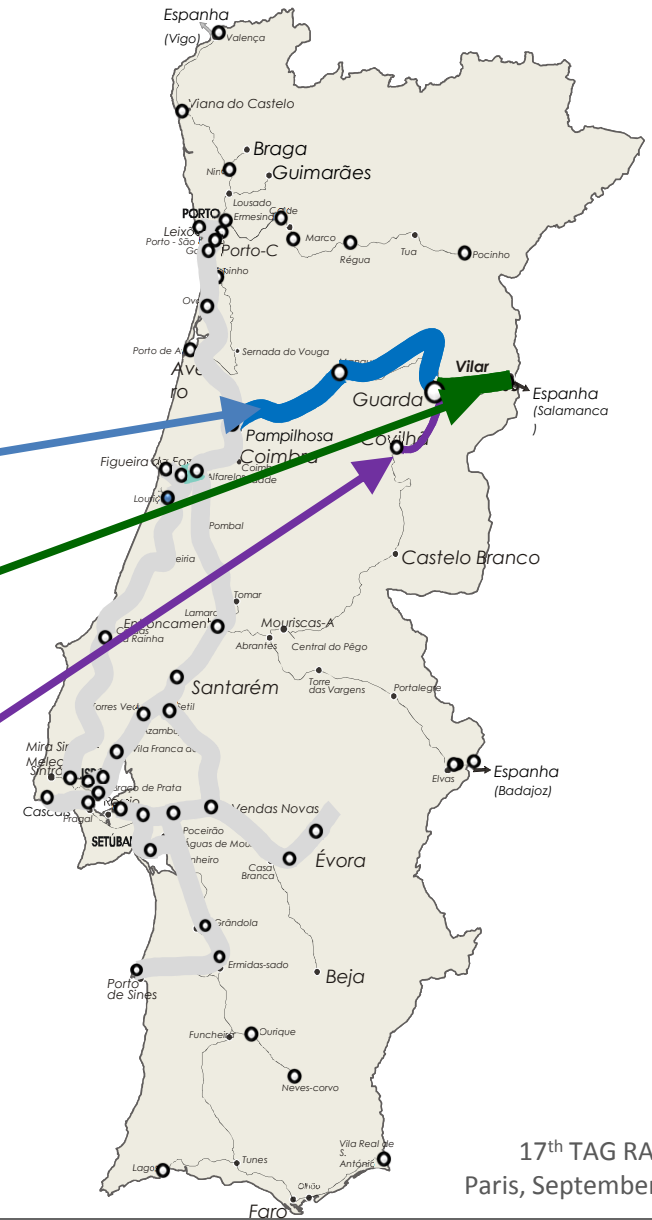
- Closure 7 days a week

Guarda – Vilar Formoso

- Track and catenary renewal
- 13 hours – weekend
- 8 hours (3h-11h) – week

Linha da Beira Baixa (single track line)

The section Covilhã – Guarda allows the **ALTERNATIVE ROUTE** for Vilar Formoso-Lisboa/Sines/Leixões



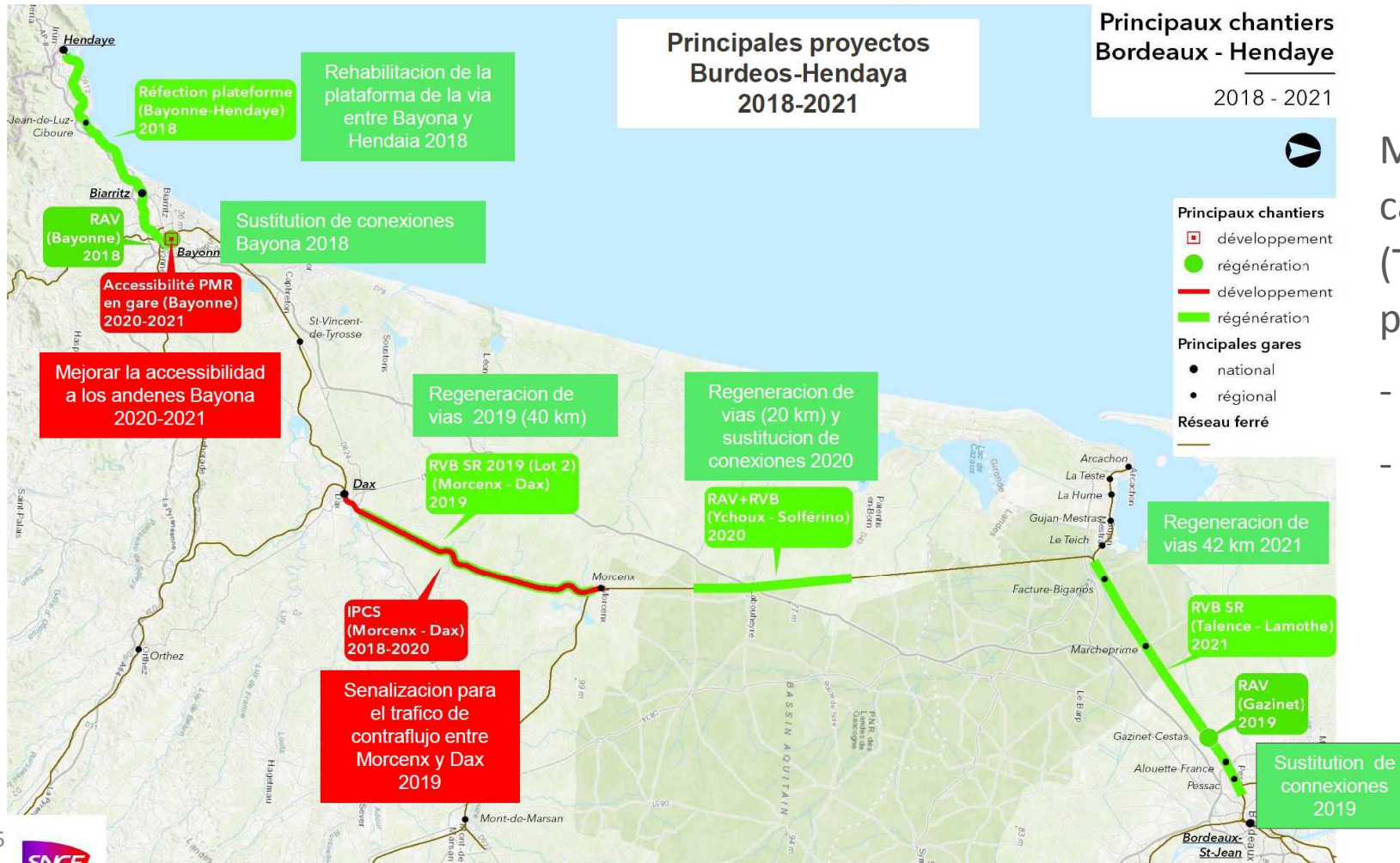
17th TAG RAG meeting
Paris, September 17th 2019

TCR planned at the south of Bordeaux from 2018 to 2021

Principales proyectos Burdeos-Hendaya 2018-2021

Principaux chantiers Bordeaux - Hendaya

2018 - 2021

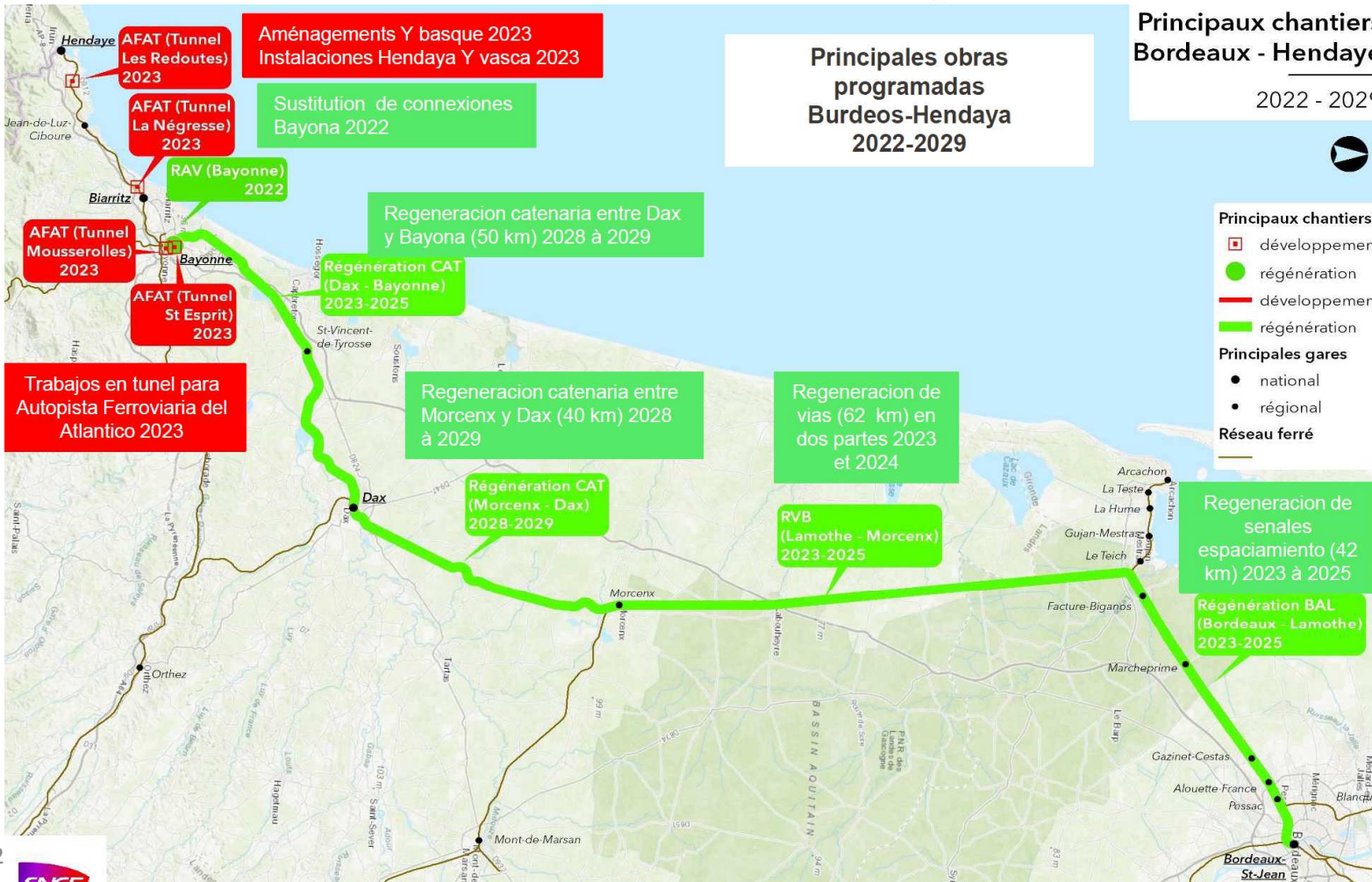


Many temporary capacity restrictions (TCR) are on progress or planned linked to :

- full track renewal,
- deployment of signalling system on Dax-Morcenx section (IPCS)

17th TAG RAG meeting
Paris, September 17th 2019

TCR planned at the south of Bordeaux from 2022 to 2029



Many TCR are on progress or planned linked to:

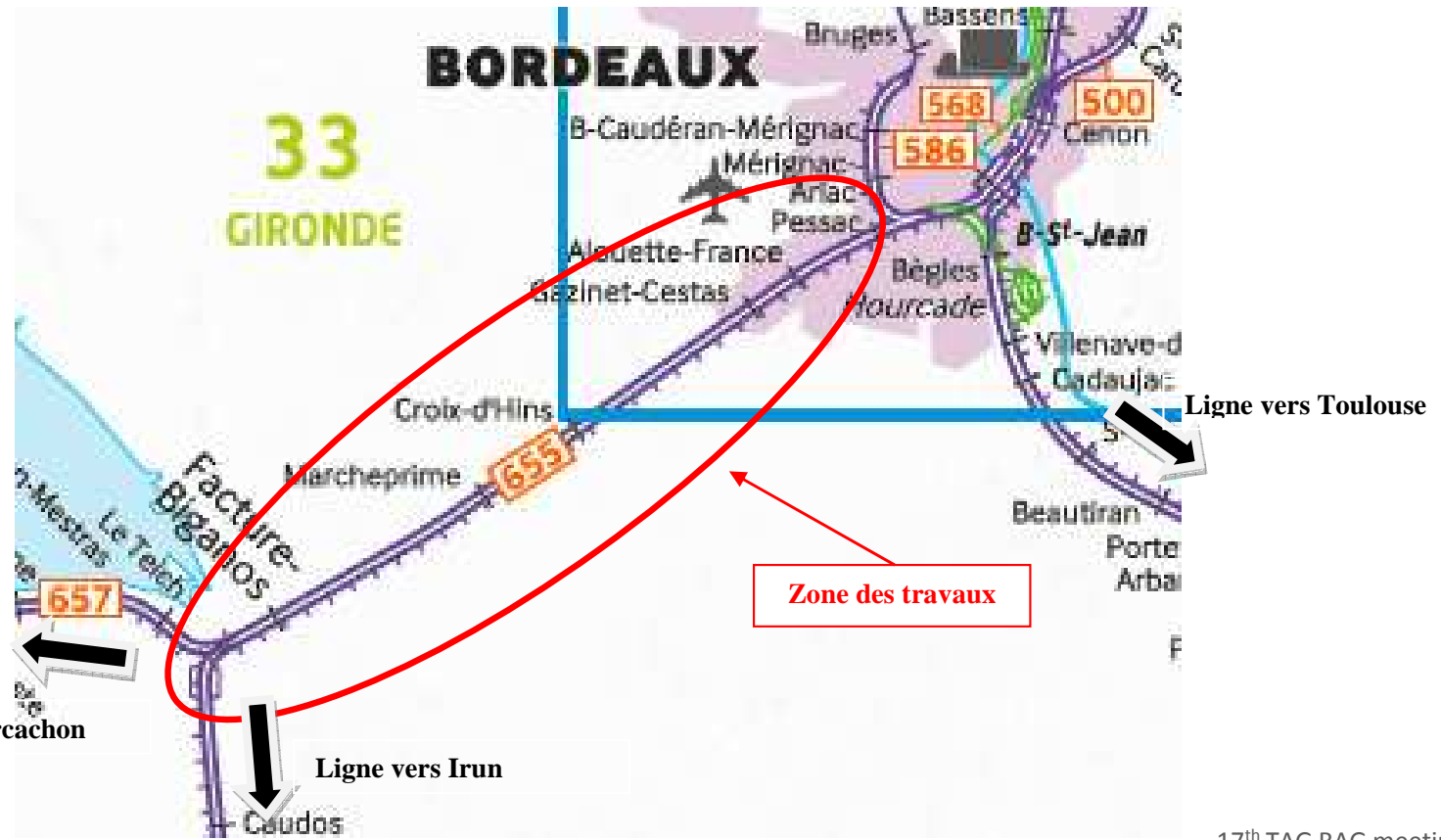
- full track renewal,
- full catenary renewal,
- tunnel gauge increase for the implementation of rolling motorway services (to be confirmed)

17th TAG RAG meeting
Paris, September 17th 2019



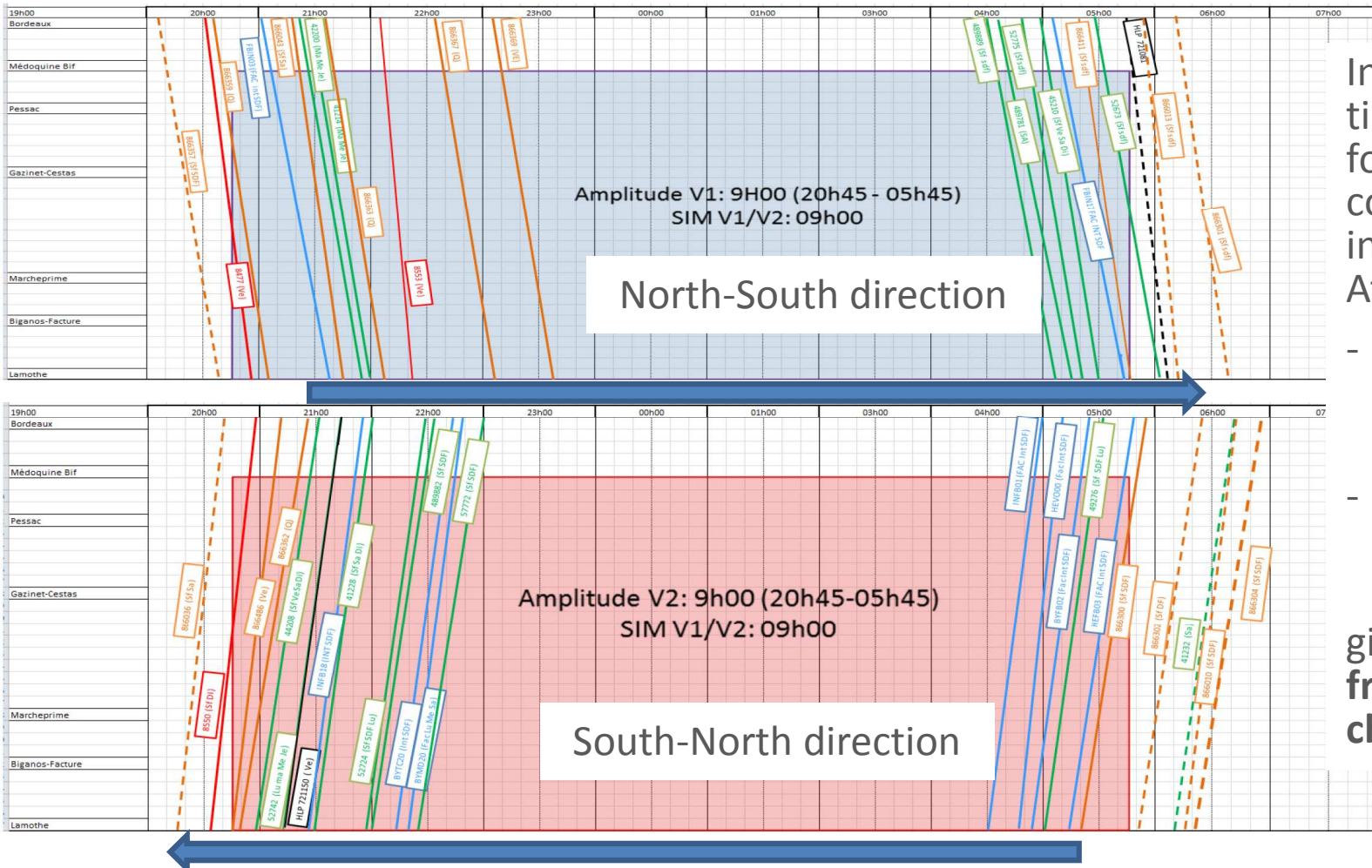
TCR planned at the south of Bordeaux for TT 2021

- Complete tracks renewal between Gazinet and Lamothe needing a **full closure (maximum 9 hours) at night during 33 weeks in 2021.**
- **No alternative route** for connecting Hendaye/Irun & Bayonne rail freight terminals.
- **45% of the Atlantic Corridor long distance freight traffic** running in 2019 would be affected by this full closure.
- **Negative feedback of RUs & TO** delivered to SNCF Réseau.



17th TAG RAG meeting
Paris, September 17th 2019

Impact of TCR planned at the south of Bordeaux for 2021



In both direction, new timetable need to be found with the following consequences for the international traffic of the Atlantic Corridor:

- **NS direction: the trains will arrive later at the FR/SP border,**
- **SN direction: the trains will start sooner from the FR/SP border**

giving a shorter time for freight transhipment or changing boggies.

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V. RAILWAY UNDERTAKINGS FEEDBACK ON INVESTMENT PRIORITIES FOR TEN T PARAMETERS UNTIL 2030

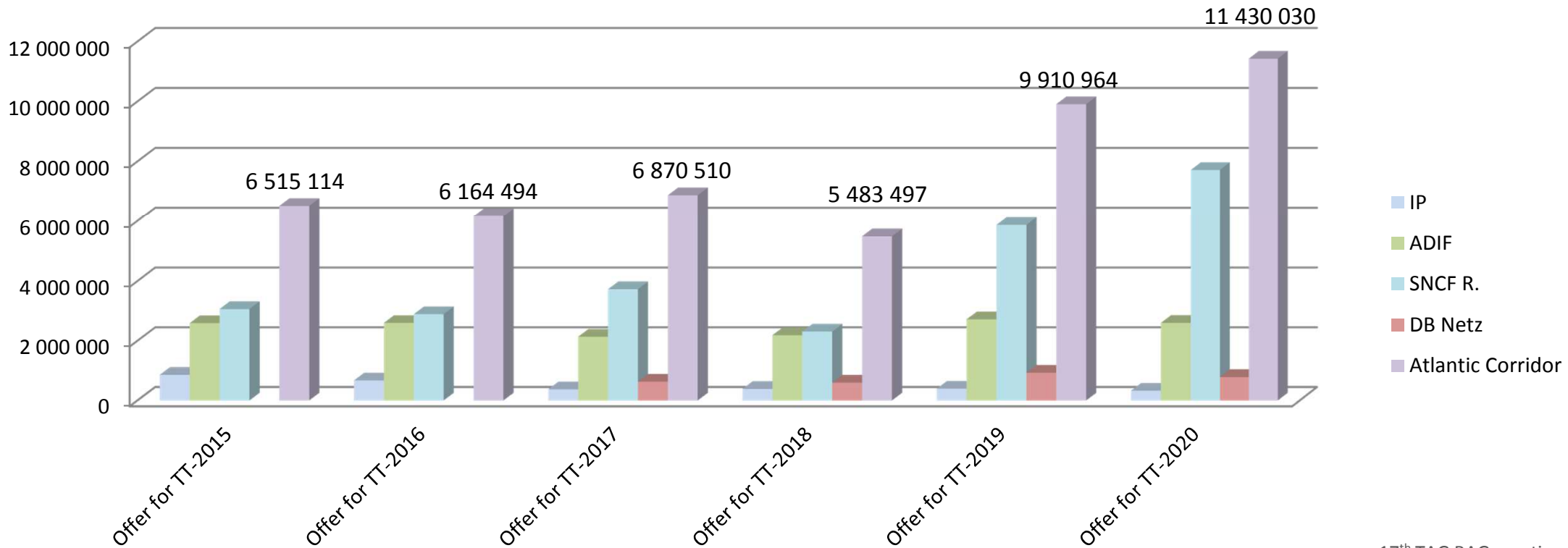
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VIII. LUNCH (30')

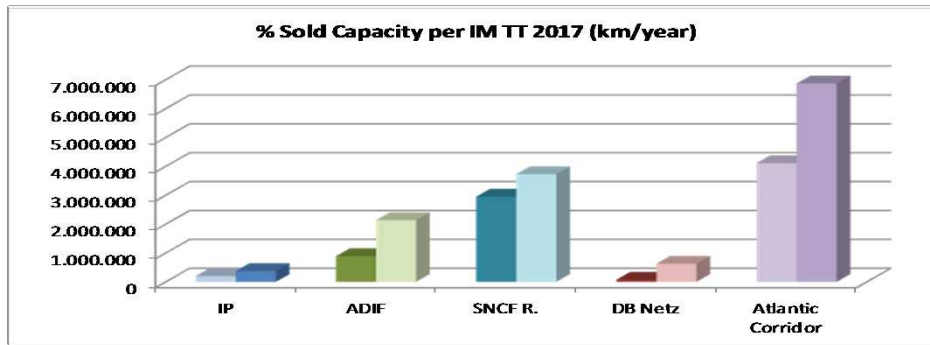
IX. VISIT OF SNCF RESEAU OCC

Evolution of Offered Capacity (PaPs km/year)

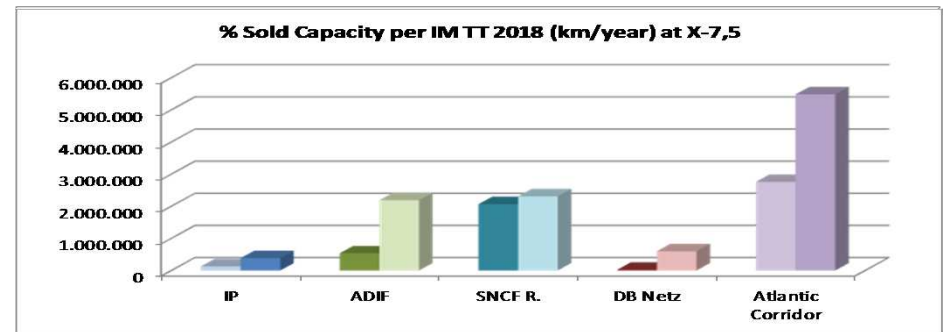


KEY PERFORMANCES INDICATORS

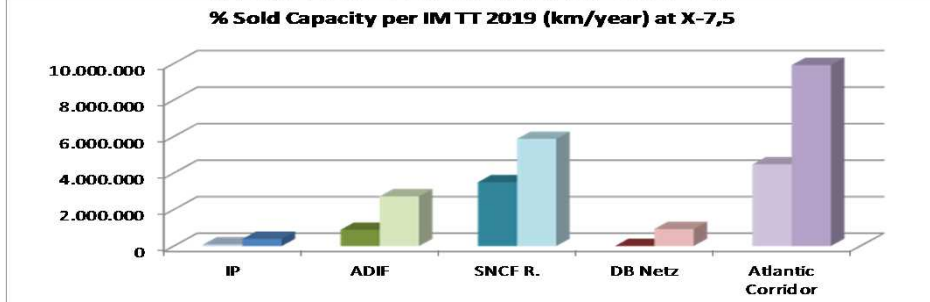
% OF CAPACITY SOLD



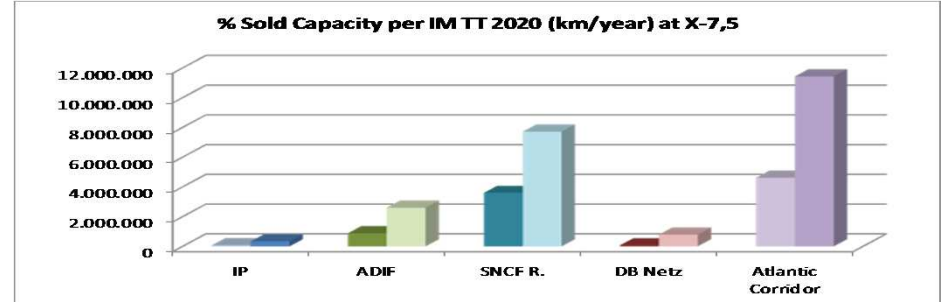
	IP	ADIF	SNCF R.	DB Netz	Atlantic Corridor
Offered Capacity	375.330	2.137.096	3.729.136	628.948	6.870.510
Sold Capacity	201.307	889.680	2.949.541	72.315	4.112.843
% Of Sold Capacity	53,63%	41,63%	79,09%	11,50%	59,86%



	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%



	IP	ADIF	SNCF R.	DB Netz	Atlantic Corridor
Offered Capacity	328.233	2.601.128	7.714.980	785.688	11.430.030
Requested Capacity	69.114	876.976	3.596.578	67.675	4.610.344
Sold Capacity	69.114	876.976	3.596.578	67.675	4.610.344
% Of Requested Capacity	21,06%	33,72%	46,62%	8,61%	40,34%

TRAFFIC KEY PERFORMANCES INDICATORS 2019 (1ST SEMESTER)

1st Trimester 2019	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	728	205	259	278	698	216	238	265	810	240	248	282
Trains running	472	119	199	219	451	142	198	212	503	157	216	238
% running trains	64,8%	58,0%	76,8%	78,8%	64,6%	65,7%	83,2%	80,0%	62,1%	65,4%	87,1%	84,4%
Trains delayed > 30mn	123	29	52	39	113	25	53	61	104	27	52	76
% delayed trains	26,1%	24,4%	26,1%	17,8%	25,1%	17,6%	26,8%	28,8%	20,7%	17,2%	24,1%	31,9%

2nd Trimester 2019	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	671	229	192	268	800	184	246	266	731	178	237	236
Trains running	439	130	164	230	491	148	201	224	436	116	183	197
% running trains	65,4%	56,8%	85,4%	85,8%	61,4%	80,4%	81,7%	84,2%	59,6%	65,2%	77,2%	83,5%
Trains delayed > 30mn	86	33	38	59	78	25	32	64	108	35	27	38
% delayed trains	19,6%	25,4%	23,2%	25,7%	15,9%	16,9%	15,9%	28,6%	24,8%	30,2%	14,8%	19,3%

KEY PERFORMANCES INDICATORS 2019 (1ST SEMESTER)

1st semester 2019	TOTAL			
	FR/DE	FR/SP		SP/PT
		FR side	SP side	
Paths reserved	4 438	1 252	1 420	1 595
Trains running	2 792	812	1 161	1 320
% running trains	62,9%	64,9%	81,8%	82,8%
Trains delayed > 30mn	612	174	254	337
% delayed trains	21,9%	21,4%	21,9%	25,5%

1st semester 2018	TOTAL			
	FR/DE	FR/SP		SP/PT
		FR side	SP side	
Paths reserved	4 171	1 506	1 479	1 441
Trains running	2 087	673	1 023	1 123
% running trains	50,0%	44,7%	69,2%	77,9%
Trains delayed > 30mn	531	185	324	387
% delayed trains	25,4%	27,5%	31,7%	34,5%

Evolution 2019/2018	Total FR/SP/PT				
Paths reserved	6,4%	-16,9%	-4,0%	10,7%	3,3%
Trains running	33,8%	20,7%	13,5%	17,5%	15,6%
Trains delayed > 30mn	15,3%	-5,9%	-21,6%	-12,9%	-16,9%

- ❑ On the 1st semester 2019, it is observed a general increase of international long distance traffic for all countries.
- ❑ In France and Germany, the rail freight traffic came back despite the important strike period registered on the 2nd trimester 2018 : by the way, Spain has been positively affected by these good results.
- ❑ Regular international long distance Iberian traffic continue to grow for the 3rd consecutive year.
- ❑ Punctuality is quite better for all countries.

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VIII. LUNCH (30')

IX. VISIT OF SNCF RESEAU OCC

OVERVIEW OF INVESTMENT PRIORITIES FOR TEN T PARAMETERS IMPLEMENTATION UNTIL 2030

- Request sent by DG MOVE to ExBo & MB members at the beginning of May 2019.
- Executive report of existing studies sent by RFC Atlantic to RAG spokesperson at the beginning of July for consultation.
- Feedback of RUs expected at the middle of September** in order to prepare a draft answer for the ExBo members for the beginning of October.
- Approval of the draft answer by the RFC Atlantic MB expected at the middle of October.
- ExBo consultation expected from the middle of October to the beginning of November 2019.
- RFC Atlantic answer will be presented to the Atlantic CNC planned on the 19th.11.2019

ATLANTIC CORRIDOR / TEN T PARAMETERS EVOLUTION

Section Paris-Madrid

2019	Paris	Tours SPDC	Bordeaux	Dax	Bayonne	Hendaye/Irun	San Sebastian	Vitoria	Burgos	Valladolid	Medina del Campo
CONVENTIONAL LINE											
Track gauge	1435mm					1668mm					
Electrification	1500V CC					3000V CC					
Maximum train length	750m					550m					
Signalling system	BAL + KVB					BAB + ASFA					
Maximum weight/axle	22,5 tons					22,5 tons					
HIGH SPEED LINE											
Track gauge	1435mm									1435mm	
Electrification	25000V~									25000V~	
Maximum train length	480m									400m	
Signalling system	TVM430	ERTMS2+TVM430									ERTMS2
Maximum weight/axle	22,5 tons									22,5 tons	

DRAFT EXAMPLE

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TRAIN PERFORMANCE MANAGEMENT WG



RNE TPM WG - RESULTS

- ❑ New Monthly TPM Reports by RFC published in CIP with an agreed format within the WG
- ❑ Corridor performance KPIs have been discussed and established by the WG, including:
 - ❑ Number of international trains (plus definition of what is an international train)
 - ❑ Punctuality
 - ❑ Causes for train delay



Train Performance Report - Management Summary

Time period:	Report displays the performance during last 12 from months, from report time period: 2019-01
Trains included in the report:	All international freight trains crossing at least one pair of predefined points on RFC. For the detailed definition of pairs of points, the relevant RFC working group has to be consulted (e.g. TPM working group).
Punctuality threshold:	Trains with delay equal or lower than 30 minutes are considered as punctual.

Punctuality development

For calculation of punctuality, only those trains were considered, for which the delta time value for relevant location was delivered to RNE TIS system. The exact amount of trains considered for punctuality calculation can be seen in the graphs (green columns).

Punctuality development (blue line) is calculated in percentage for each direction, for the last 12 months from report time period. It is calculated separately for the following locations:

Real origin:	Real origin is the location, where train run has started (first point for which the timetable information was delivered to TIS)
Final destination:	Final destination is the location, where train run has ended (last location in train run, for which the timetable information was delivered to TIS)
RFC origin*:	As RFC origin only those real origins are considered, which are within the network of IMs belonging to RFC.
RFC destination*:	As RFC destination only those final destinations are considered, which are within the network of IMs belonging to RFC.
RFC Entry	RFC entry is the location, where the train first enters onto RFC line (first point in the train run belonging to RFC)
RFC Exit	RFC exit is the location, when the train last time leaves RFC line (last point in the train run belonging to RFC)

* Calculation of punctuality in RFC Origin and RFC Destination is based on the special feature, which was introduced in TIS only in May 2017. Therefore, the information for the months before May 2017 are not available.



TPM Results 2018/2019 (1/2)

- ❑ This year the group has defined a new strategy for analyzing Corridor trains. Instead of an IM analysis the focus shifted to train analysis.
- ❑ DB Netz and SNCF Réseau keep telcos with ECR, SNCF Fret and DB Cargo.
- ❑ The telco with ECR and DB Cargo should be continued because there is a need of cooperation in order to improve the punctuality of trains running between DE & SP.
- ❑ IP maintains contacts with Medway and Takargo in the monitoring of Corridor trains even though there has been a significant improvement in punctuality in recent months.

40

2- GOALS AND ACTIONS FOR THE YEAR 2019

Processual targets:	Goals 2019:
<ol style="list-style-type: none"> 1. CHANGE THE ACTION LIST INTO A "TRAIN FOCUSED ONE" INSTEAD OF AN IM ONE 2. EACH IM TO ANALYSE 1-5 TRAINS PER QUARTER 3. HAVE A CONTINUOUS EXCHANGE WITH THE RU OF THE CORRIDOR 4. INCREASE TRANSPARENCY OF THE TPM WORKING GROUP (MORE CONTACT TO MB AND RAG/TAG) 	<ol style="list-style-type: none"> 1. INTENSIFY RELATIONS TO THE RUS AND INCLUDE THEIR FOCUS TRAINS INTO THE ANALYSIS. 2. EACH IM SHALL IMPLEMENT AT LEAST ONE MEASURE IN ITS COUNTRY TOGETHER WITH THE CONCERNED RU. 3. PUBLISH THE RNE MONTHLY REPORT

2019-01-21

TPM WG Presentation

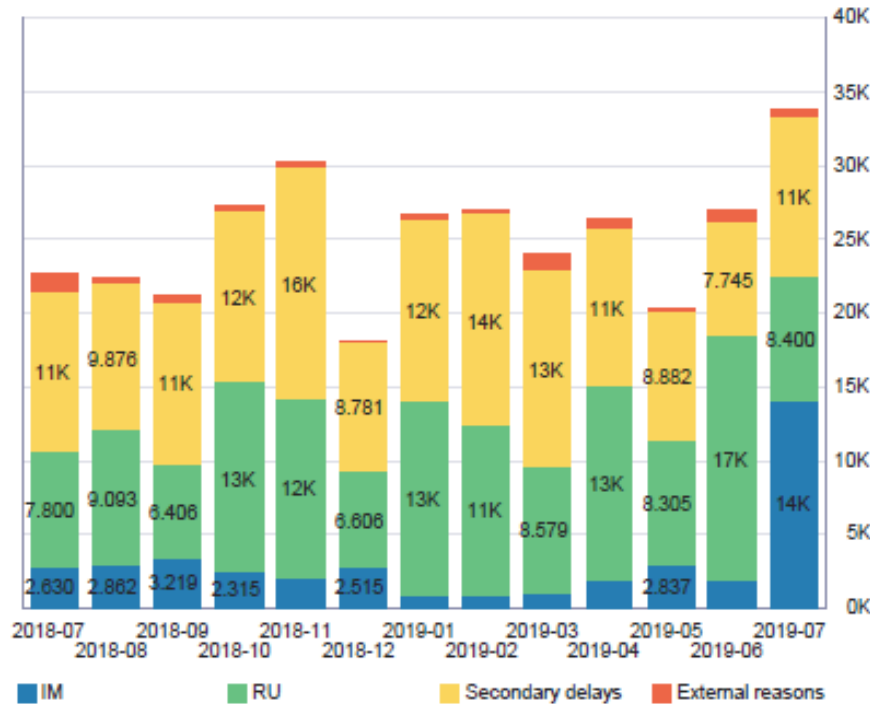
3

17th TAG RAG meeting
Paris, September 17th 2019

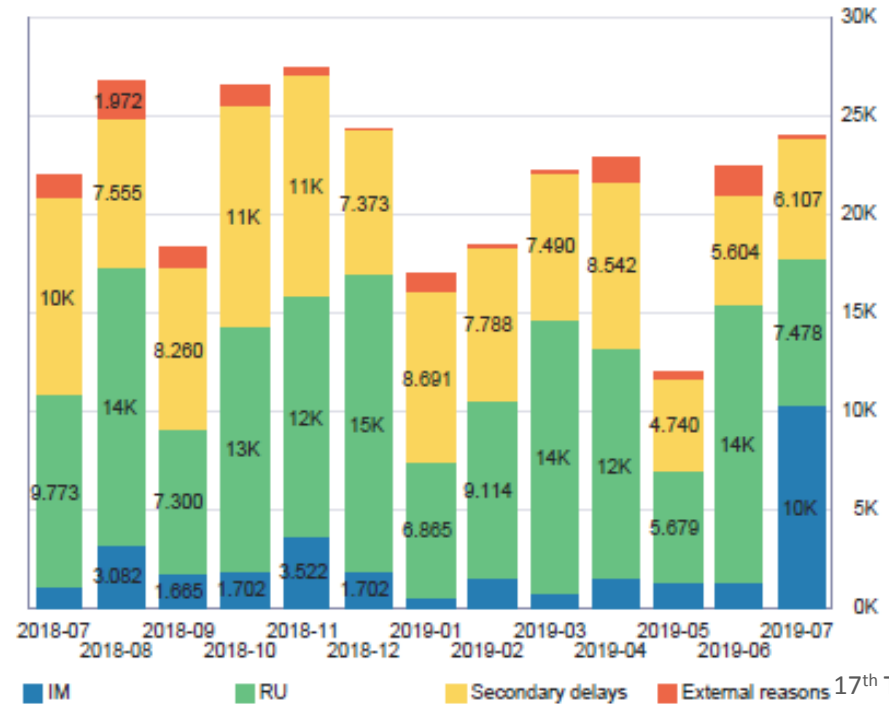
Amount and Distribution of Delays over period of 13 months

The graphs below display the total amount of delay minutes reported to TIS (represented by the total height of the column) for all trains running on RFC per direction during last 13 months from the report time period. The different color sections of columns represent the share of responsibilities for these delays.

West-East



East-West

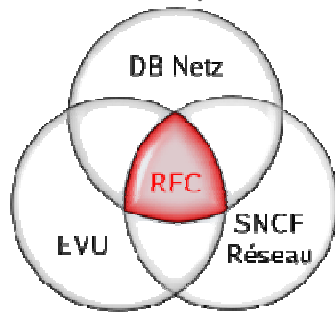


INTEROPERABILITY WG



QUALITY CIRCLE OPERATION AT FORBACH

- ❑ RFC Atlantic, SNCF Réseau and DB Netz provided a platform for two days dedicated for operational cross border process optimization in Forbach including a sight visit, an interactive workshop and a networking dinner



- ❑ More than 30 participants from SNCF Logistic, EUROCARGORAIL, CFL Cargo, DB Cargo, Rhenus Rail, SNCF Réseau, DB Netz and RFC Atlantic
- ❑ Very positive spirit by the participants to improve collaboration for better cross-border performance of rail





QUALITY CIRCLE OPERATION FORBACH - RESULTS

Working method: A list of cross-border issues was identified by the participants. Three topics were prioritized as focus topics by the all participants and then more deeply analyzed in sub-groups for “quick wins”.

Prioritized focus topics:

1. **Improve Exceptional Transport process for ad-hoc trains:** The exceptional transport process for regular trains was improved in the last months. A group of volunteers (IM + RU) will now monitor quality/quantity of exceptional transport ad-hoc trains in order to specify the problem and hence, justify more measures.
2. **Inconsistent Train numbering for ad-hoc trains cause operational problems:** Currently train numbering for cross-border trains is inconsistent as there are no common criteria's for the IMs. This shall be changed. One IM shall be responsible for the management of the train numbers.
3. **Real time train information sent from Rus :** for traffic management and tracks allocation, SNCF Réseau operators needs receive the most accurate and detailed information about the train composition coming from RUs, especially about train length and dangerous goods or missing driver/locomotive at the handover point.
4. **Pilot of an automated translation tool “Assistify”:** see next slide



“ASSISTIFY” ENABLES BETTER COMMUNICATION VIA INSTANTANEOUS TRANSLATION AND WILL BE PILOTED BETWEEN DB NETZ AND SNCF RÉSEAU



“Assistify” ensures direct and flexible communication between the regional traffic control centers

This prevents delays and backlogs based on communication barriers through swift and easy information chains



“ASSISTIFY” – GRAPHICAL INTERFACE

Tool Menu



List of Channels & Chats

Input Field



Channel / Chat Settings

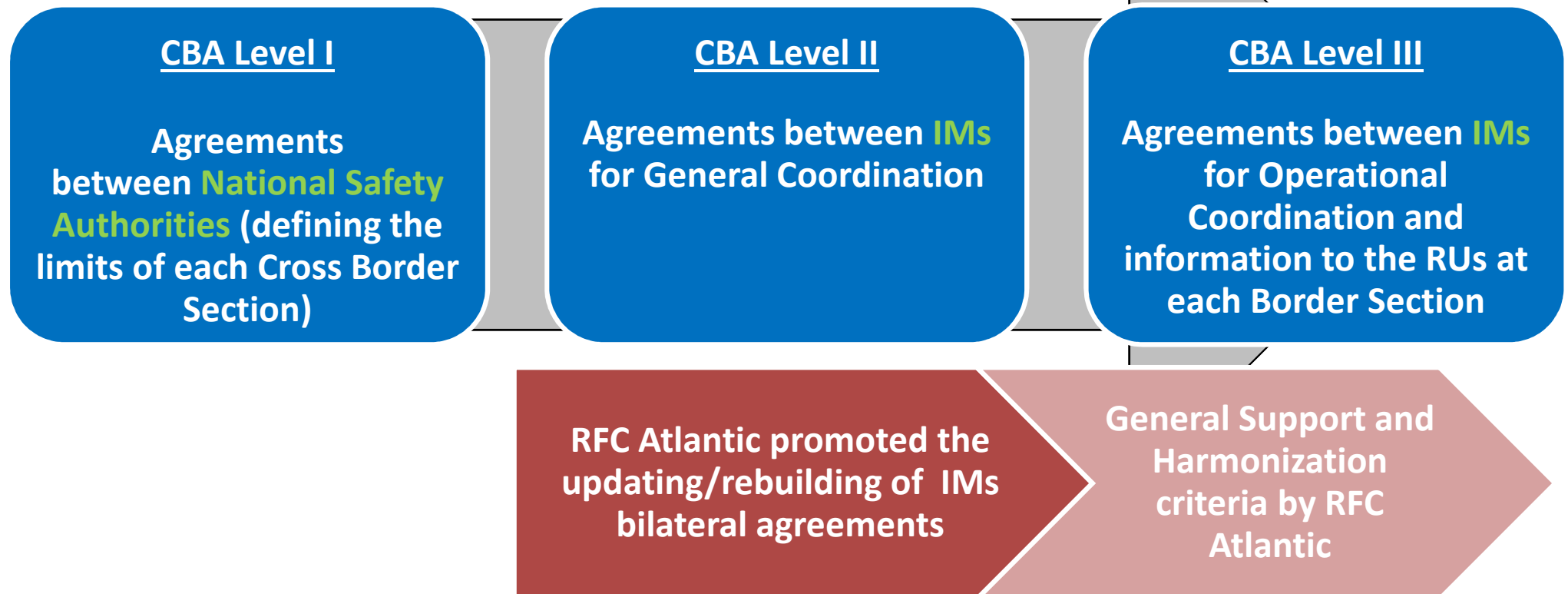
File Upload

Chosen Language ←  ← 

LANGUAGE TRAINING OF NATIONAL OPERATIONAL CONTROL CENTER

- According to RNE General Assembly decision of May 2018, Infrastructure Managers will implement English-speaking dispatchers at national control centers until 31 December 2020.
- By means of EU-Funding, EEIG Atlantic facilitates the English Training of IMs.
- Status:
 - DB Netz: training has started in Sept. 2018 (34 persons)
 - SNCF Réseau: training has started at the beginning of 2019 (17 persons)
 - ADIF: training will start at the beginning of October 2019 (10 persons)
 - IP: English training has started in October 2018 (64 persons)

CBA STRUCTURE & SCOPE



CROSS BORDER AGREEMENTS (CBA) TASKFORCE: PRESENT STATUS

- ❑ The WG has developed into bilateral WGs which are already giving some fruits such as a **General Coordination Agreement** between SNCF and ADIF, now in the final phase for approval and signature;
- ❑ 1st Working session between people responsible in ADIF and SNCF Réseau to prepare the **Operational documentation for Irún-Hendaye** border is holding at Bordeaux the 24th September 2019.
- ❑ Meanwhile IP was appointed to develop until September 7th of 2018, a first draft of the **Operational Coordination Agreement** specific for each border. IP has participated in several RFC4 Interoperability WG meetings within this scope;
- ❑ The joint force between ADIF and IP is being established, to work on a **General Coordination Agreement** based on the previous document between SNCF Réseau and ADIF and on an operational document(s) for the 3 borders
- ❑ **Bilateral meetings** supported by the ministry and requested by the WG coordinator are now being organized within the scope of the AVEP consortium : consequently **these documents were taken out of the scope of the interoperability WG** and transferred to the sphere of the IMs and the concerning experts on these issues.

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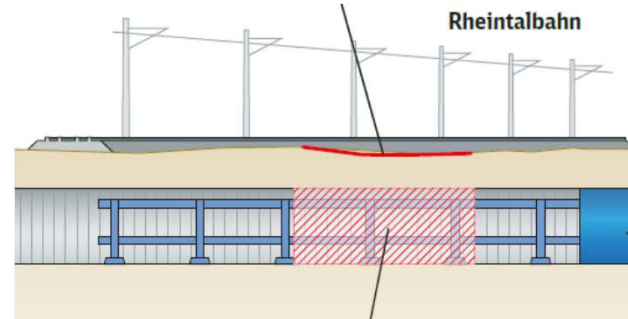
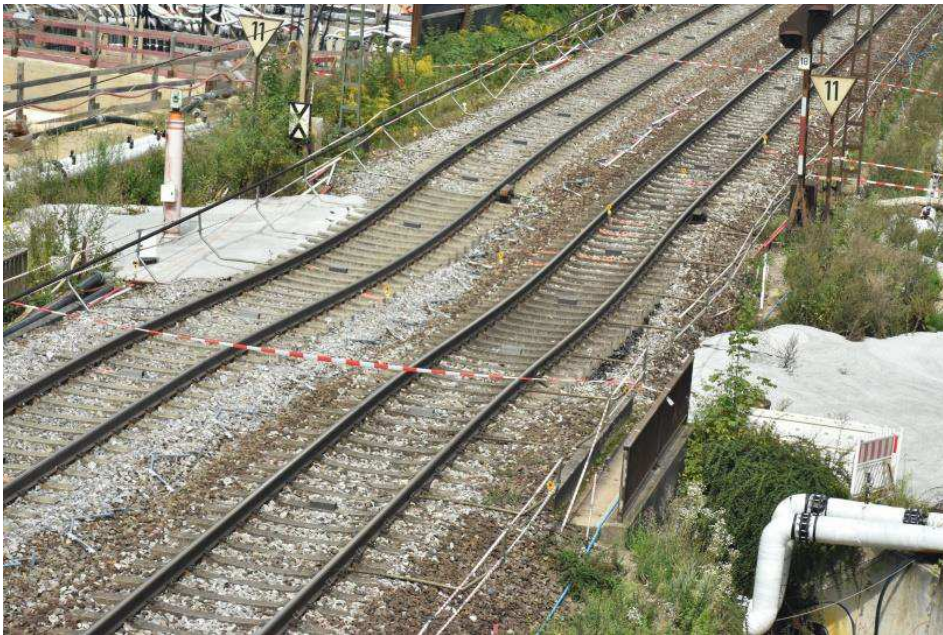
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IX. VISIT OF SNCF RESEAU OCC

TWO YEARS 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.

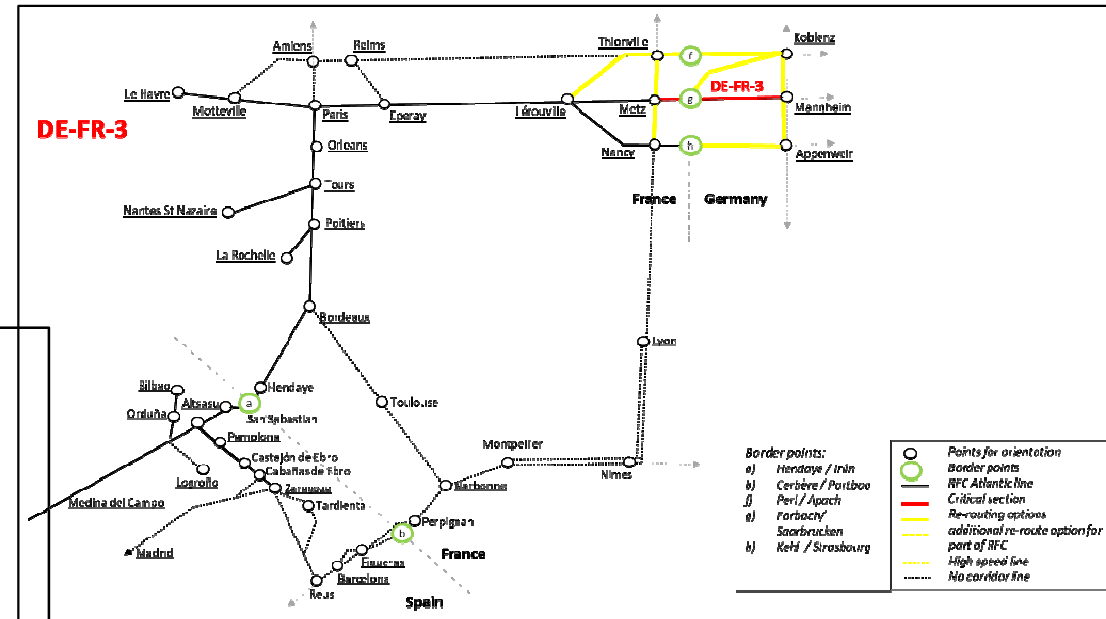
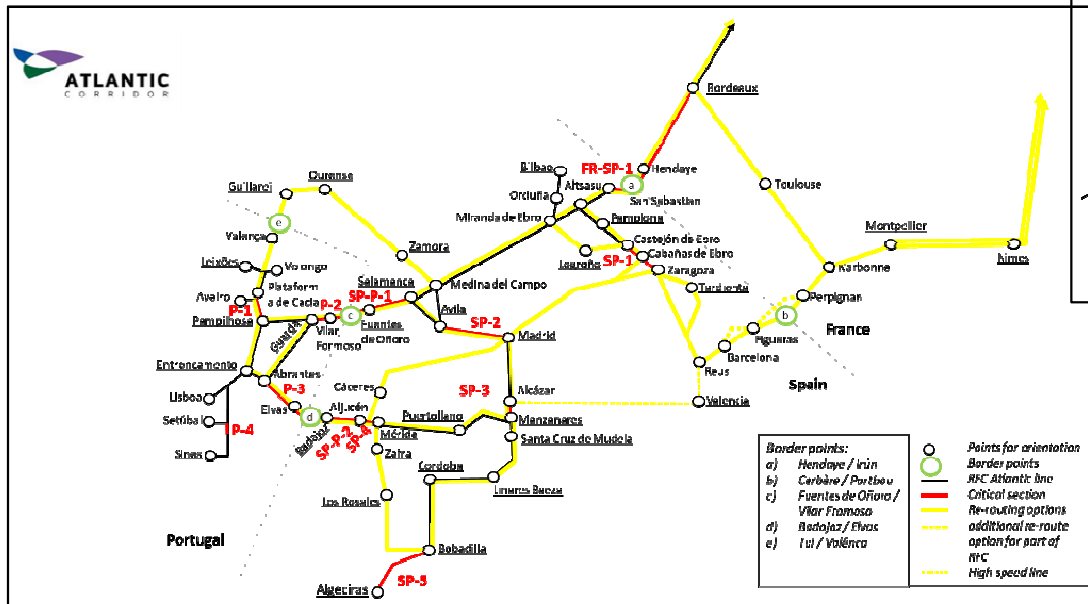
INTERNATIONAL CONTINGENCY MANAGEMENT PLAN (2/3)

- 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, Atlantic ICM approved by the General Assembly held on the 21st.06.2019 in Francfort.
- **No RU feedback on the draft ICM received by the RFC Atlantic** at the end of the RU consultation closed in June.
- A test of the Atlantic ICM implementation is planned on the IM side at the end of September.

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.

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III. RU EXPRESSION OF NEEDS FOR 2021, INCLUDING TTR PILOT IMPLEMENTATION

IV. KEY PERFORMANCES INDICATORS ON ATLANTIC CORRIDOR IN 2019 (1ST SEMESTER)

V. RAILWAY UNDERTAKINGS FEEDBACK ON INVESTMENT PRIORITIES FOR TEN T PARAMETERS UNTIL 2030

VI. PRESENTATION OF TRAIN PERFORMANCE MANAGEMENT & INTEROPERABILITY WORKING GROUP ACTIVITY

VII. RAILWAY UNDERTAKINGS & TERMINAL OPERATORS FEEDBACK ON THE ATLANTIC CORRIDOR ICM

VIII. LUNCH (30')

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ATLANTIC CORRIDOR

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

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