



19TH TAG-RAG MEETING OF THE ATLANTIC CORRIDOR

8th October 2020 via Microsoft TEAMS

Due to COVID pandemic affecting all Europe, it wasn't possible to organize a physical meeting in Germany as it was forecasted in the 2nd part of 2020; by the way, a virtual meeting gave the possibility to our customers to attend this meeting in safe conditions.

1 UPDATE/NEWS ON ATLANTIC CORRIDOR

Jacques Coutou (JC) the Managing-Director of the Atlantic Corridor described in a summary what were the latest news and developments from the RFC, including:

- Corridor Information Document (CID 2022)
- Customer Information Platform: available rerouting itineraries in case of traffic disruption,
- Studies/actions on progress for 2020
- TCM further development expected at short term

1.1 CORRIDOR INFORMATION DOCUMENT (CID) 2022

Regarding the development of CID 2022, the Management Board (MB) have presented the main changes/adaptation on progress as:

- old books 1 to 4 will be merged in a single main book,
- book 5 (about the RFC implementation) will be deeply revised in order to update major changes in term of infrastructures characteristics and investment plan and included as an annex of the main book
- minor changes are expected for the international contingency management (ICM) handbook included in old book 4.

1.2 CUSTOMER INFORMATION PLATFORM

Regarding the development of CIP, the MB have presented the main development achieved, especially rerouting itineraries readable for the customers in case of traffic disruption on the RFC Network. Others development are on progress like TCR visualisation connected to the new TCR tool under development by RNE.



1.3 ON GOING STUDIES

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

In case of the FR&DE RFC sections, the Gauge Measurement was achieved in the 2nd trimester of 2019 and the final report was provided to the MB.

In the meanwhile, a cooperation between RFC Atlantic and Medway is in progress for the Gauge Measurement of the sections between PT and SP. The works are expected to start in Q4 2020.

Transport Market Study update

The contract was signed at the end of June 2019, including some extensions like the northern connect between Valença do Minho and Tui, as well such as, the analyses of the impact the BREXIT may have in Spain and France traffic. Due to COVID crisis, the results are now expected at the end of Q1 2021.

ERTMS deployment on the cross-border Vitoria Bordeaux study:

The contract was signed in June 2020; due to COVID crisis, the studies on progress will be achieved at the end February 2021.

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 at operational level between IM (signal man or dispatcher) and RU (driver) at Forbach station.

Driver derogation for German language speaking at Forbach is extended to the end of February 2021.

1.4 TCM FURTHER DEVELOPMENT EXPECTED AT SHORT TERM

With the scope of the PSA funded works for improving the quality of information provided by the IT tools supporting the RFC management, significant effort has been dedicated to implement new functionalities between national system of each IM/RU and TIS until the end of 2020.

These improvements, in progress, include the connection of international trains in TIS, the follow up of the trains run and the causes for delay in TIS and lately new developments have been made towards displaying the TCM messages according to the TAF-TSI in TIS.

Since the final step of the TCM publication in TIS is depending on the signature of the TIS user agreement by the RUs, the RFC Atlantic has promoted some a workshop about TIS for the interested RUs. The user agreements for the participating RUs is expected to be signed by the end of 2020.



2 CAPACITY REQUEST, DRAFT & FINAL OFFER 2021

In this chapter, Jacques COUTOU presented the results of capacity 2021 requested by the Railway Undertakings (RUs) in April 2020 as well as the draft and final path offer provided by the involved Infrastructures Managers (IMs) respectively in July and August 2020.

For the PaP offer 2021, the RUs have requested 41 dossiers via PCS, including 12 dossiers concerning the long distance TTR product.

Unfortunately, due to COVID pandemic and the implementation of a new path construction tool (SIPH) in France, SNCF Réseau wasn't able to provide the draft and final paths offer on time; this important delay (more than 2 months for some cases) had a huge impact on the coordination process with neighbouring IMs via the C-OSS and some final path offer weren't coordinated on time between Germany and France. A similar situation was also observed for the TTR product request where 100% of the draft path offer & 25% of the final offer weren't delivered by SNCF Réseau on time.

Due to TCR impact planned at the south of Bordeaux in 2021, ECR representative confirmed his company have received yet a partial final offer for one path connecting Bayonne to Forbach. Due to the late capacity offer provided by SNCF Réseau, the coordination with RENFE Mercancias is actually on progress in order to check the impact on the Spanish network.

3 TTR PILOT PROGRESS & FUTURE

According to the slide 20 of the attached presentation, some positive and negative results about the Atlantic TTR Pilot 2021 implementation were registered showing the complexity of long distance capacity model implementation and guaranty by the IMs, especially in France.

As many TCRs are forecasted on the French Network in 2022 and following years, the MB would like to receive from SNCF Réseau some guaranties in order to make the TTR pilot successful for TT2022 even a single capacity band per direction would be available 5 days/week and 48 weeks/year.

4 KEY PERFORMANCES INDICATORS 2020

4.1 CAPACITY OFFER EVOLUTION

Since 2015 the RFC Corridor has increased its offer but for the 2021 TT the published offer in the PCS system decreased. This is not to be considered a real reduction of capacity, because the last 2 years there was a technical need of the PCS tool to publish the full calendar (365 days) instead of the real capacity declared by the RUs in their communication about capacity needs.

For TT-2021 the capacity published is more realistic as there was no need by PCS to publish the full calendar days.



4.2 TRAFFIC EVOLUTION (Q1 TO Q3)

Due to COVID pandemic, a traffic decrease was observed at all borders of the Atlantic Corridor (-8% to -13%) but a stronger traffic decrease (-36%) was observed between Spain and Portugal probably linked to major impact of factories closure and better performance of the road traffic during this period.

At the same time, it was observed a better punctuality at all borders, especially between Spain and Portugal; as the passengers traffic was subsequently reduced during the countries lockdown and all TCR cancelled in France, the freight traffic punctuality was very high, showing at the end the performance of this traffic without passenger traffic impact

According to some member states decisions linked to COVID pandemic, some discount have been/will be applied about the fees paid usually by the RUs like for France (100% discount for the 2nd semester 2020, 50% discount for 2021), Germany (50% discount for the full year 2020) and Portugal (no penalties applied for freight path cancellation). RENFE Mercancias confirms no discount was adopted in Spain for freight traffic.

5 TRAIN PERFORMANCE MANAGEMENT: PUNCTUALITY ANALYSIS ON FOCUS TRAIN VIA TIS

Therefore, this year (2020) the group has defined a new strategy for the TPM work with the focus shifted to bilateral WGs. For 2020 TT a new monitoring approach is being introduced with regards to creating bi-lateral TPM WGs – beginning in the East (DE/FR) and developing afterwards to the West WG (PT/ES).

Bilateral meetings with RUs are regularly held by the TPM representative for the French/German border punctuality analysis; similar bilateral meetings with RUs will start in 2021 for the Spanish/Portuguese borders.

As usually, a monthly TPM report is prepared by the TPM working group leader and regularly published on the Atlantic Corridor webpage.

The MB also described the Quality Circle Operation in Forbach as a blueprint for further initiatives at other borders, namely PT/ES, e.g. Vilar Formoso – Fuentes de Oñoro. The feasibility of new pilots at other border points is however dependent on the RUs demonstration of interest and guarantee of cooperation/participation.

6 INTEROPERABILITY WORKING GROUP

6.1 QUALITY CIRCLE OPERATION AT FORBACH

Following the 1st meeting held at Forbach on the 28th and 29th.08.2019, a new physical meeting was forecasted in Saarbrücken in September 2020. Unfortunately, due to COVID pandemic, it was decided to held this meeting on the 23rd.09.2020 via Microsoft TEAMS.



The progress of the following three topics was presented to all participants:

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 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”**

As for today meeting, a presentation of the UIC border project concerning an “ideal” cross border section definition was presented by DB Cargo and commented by the participants.

Finally, it was decided to increase the cooperation between involved IMs and RUs by implementing regular TELCO (1 / trimester) and a physical meeting / year in the concerned border points.

7 IDEAL CROSS BORDER SECTION DEFINITION

Based on the attached presentation, DB CARGO representative explained the objective of this UIC project for the international rail freight business with different actions involving the IMs and the National Safety Authorities (NSA) of the involved countries.

The MB welcomed the UIC initiative and add the following observations in order to start a fruitful cooperation on Forbach/Saarbrücken border as soon as possible:

- on the RUs side, needs to define the benefit for each proposed action and make a similar presentation to the NSA of each country in order to receive also a 1st feedback,
- on the IMs side, needs to nominate some national and regional representative in order to handle the proposed actions and attend common working group to be implemented in 2021.

8 4F COALITION

Based on the attached presentation, SNCF Logistics representative explained the objective of 4F coalition implemented for the development of rail freight traffic in France expected for the next 10 years with the support of the French Ministry and cooperation of SNCF Réseau.



9 USERS SATISFACTION SURVEY 2020

According to slide 36 & 37 of the attached presentation, Jacques COUTOU reminded to the participant the calendar of the common RFCs user satisfaction survey 2020 starting today and asked our customers and partners to answer to this annual survey on time.

10 ANNEXES

Annex 1 – 19TH TAG-RAG Atlantic Corridor Meeting presentation

Annex 2 – UIC X Border project presentation

Annex 3 – 4F Coalition

Annex 4 – List of participants



ANNEX 4 / LIST OF PARTICIPANTS

APDL (Portos do Douro, Leixões)	Amelia CASTRO
CAPTAIN Deutschland	Jens FEHRENBACH
DB Cargo	Andre Marco PENSO
	Dirk OELSCHLÄGER
EURO CARGO RAIL (ECR)	Christian BERNARD
MEDWAY	Carlos RODRIGUES
RENFE Mercancias	Maria VALDES MENENDEZ
SNCF Logistics	Gaelle VANTALON-KOROVITCH
TRANSFESA	Diego ZARAGOZA CALABUIG
	Mercedes MORENO
UIC	Jost OVERDIJKINK
VFLI	Laurent VITTOZ
DB Netz AG	Dagmar SCHINDLER
	Ben Julian SCHMIDT
Infraestruturas de Portugal	Jose PENA
RFC Atlantic	Jacques COUTOU (SNCF Réseau)
	Olvido MERELO, C-OSS (ADIF)
	Manuel BESTEIRO (ADIF)
	Rita VEIGA (Infraestruturas de Portugal)