



ATLANTIC
C O R R I D O R

19th TAG-RAG meeting

Videoconference, October 8th 2020



Co-financed by the European Union
Connecting Europe Facility



Portugal . España . France . Deutschland

I. UPDATE/NEWS ON ATLANTIC CORRIDOR

II. RUS REQUEST, DRAFT AND FINAL OFFER 2021

III. ATLANTIC TTR PILOT PROGRESS & FUTURE

IV. KEY PERFORMANCES INDICATORS 2020 ON ATLANTIC CORRIDOR

V. PROGRESS OF INTEROPERABILITY & TPM WORKING GROUP ACTIVITY

VI. IDEAL CROSS BORDER SECTION FROM THE RUS SIDE (EXAMPLE OF FORBACH-SAARBRUCKEN)

VII. 4F COALITION

VIII. RFC USERS SATISFACTION SURVEY 2020

IX. AOB



ATLANTIC
C O R R I D O R

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



I. WELCOME AND UPDATE / NEWS ON ATLANTIC CORRIDOR

19th TAG-RAG meeting

Videoconference October 8th 2020

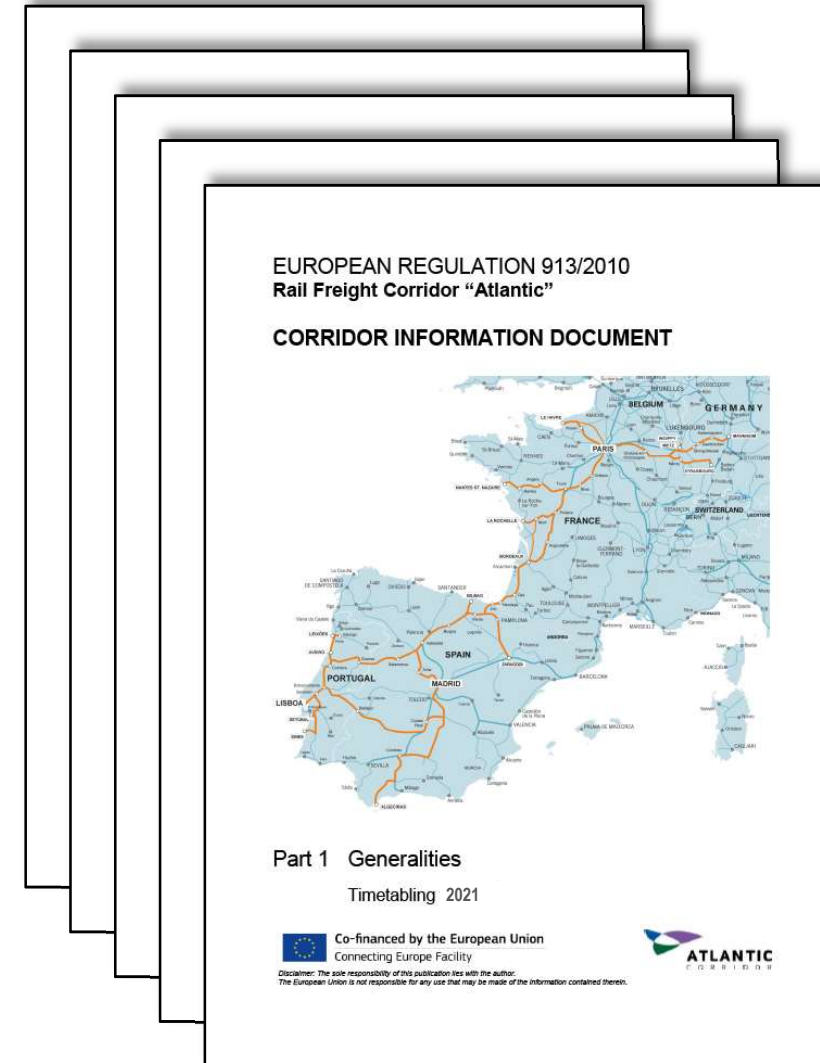
P o r t u g a l . E s p a ñ a . F r a n c e . D e u t s c h l a n d

NEWS

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

CORRIDOR INFORMATION DOCUMENT 2022

- ❑ **ONE SINGLE DOCUMENT** including the old parts 1/2/3/4. Further simplification will be implemented by means of the digitalization NS & CID Project managed by RNE.
- ❑ **IMPLEMENTATION PLAN (EX BOOK 5)** – A deep revision is on progress, especially about the transport market study (article 3) and the update of the investment plan for each country (article 6)
- ❑ **ICM HANDBOOK REVISION (PART OF OLD BOOK 4)** – Minor updates are expected for the end of 2020 and will be included in the CID 2021 & 2022.





RNE CIP: DISPLAY OF ICM- AND RE-ROUTING LINES

Logged in as: PUBLIC Logout Public

Interactive Map | Information Documents | Feedback

Multi-Corridor View: Dear Customer, please select the Corridor(s), the 'Interactive Map' of which you are interested in and then press the 'Set' button.

All RFCs
 CORRIDOR RHINE-ALPINE
 CORRIDOR MEDITERRANEAN
 ScanMed RFC
 ATLANTIC
 RFC5
 MEDITERRANEAN RAIL FREIGHT CORRIDOR
 RFC7
 Rail Freight Corridor North Sea - Baltic
 Amber

Public-Map

Options: Background maps (None, Google Hybrid, OpenStreetMap), Corridor Locations (Terminals, Nodes), Corridor Line (None, By Rail Freight Corridor, RFC Line Category), Line Properties (Line Category, Traction Power, Signalling Groups, etc.), ETCS Deployment, Projects.

Search location: ICM Re-routing Options | Route Planning

1: 6933487 Legend

Re-routing Options:

Expected RFC Lines

Terminals

Nodes

- Railway Node or Junction
- Border Point
- Handover Point
- Expected Node

Instructions

Step 1: Select one of the red ICM lines by clicking on it. The re-routing options for this ICM line will be displayed in green. For dashed ICM lines no re-routing options are available.

Step 2: Select one of the re-routing lines. A pop-up window with the characteristics of the whole re-routing line and of the specific segment will appear. In case of overlapping re-routing lines, one tab will be available for each line.

Step 3: To leave the "ICM Re-routing options" view, click on the ICM Re-routing Options button.

Note: The visualisation of ICM Re-routing options is work in progress. For the complete list of ICM Re-routing options of individual RFCs, please refer to the Documents tab.

Re-routing Line	Node	Value
ICM_LINE_NAME	Badajoz / Elvas (PT/SP border) - Abrantes	
RE-ROUTING_LINE_NAME	Medina del Campo - Salamanca - Fuentes de Oñoro - / Vilar Formoso (PT/SP border) - Pampilhosa - Abrantes	
TRACK_LENGTH		555,84 km
IM		ADIF; Infraestruturas de Portugal
COUNTRY		Portugal; Spain
USAGE		Passenger & Freight
NUMBER_OF_TRACKS		One
LINE_CATEGORY		D4
TRACTION_POWER		not electrified; 25 KV AC
SIGNALLING		upon request; ASFA; EBICAB (700)
SIGNALLING_GROUP		upon request; Class B-System (Legacy)
TRAIN_LENGTH		< 300 m; 500 - 549 m
SPEED		81 - 100 km/h; 101 - 120 km/h
INTERMODAL_FREIGHT_...		upon request
INTEROPERABLE_GAUGE		upon request; PTb+; GHE16
MULTINATIONAL_GAUGE		upon request; PTb+; GHE16
GRADIENT_DIR_1		15 - 20
GRADIENT_DIR_2		15 - 20
MISCELLANEOUS		Iberian track gauge: 1668mm

Coordinates: -1.826, 40.355

2. By clicking on a Re-routing Line, a Pop-Up window will show more detailed information

1. By clicking on a selected ICM-Line, possible Re-routing Lines will be displayed on the map.

STUDIES / ACTIONS ON PROGRESS FOR 2020


- ❑ **Intermodal rail freight gauge classification between Lisbon, Madrid, Paris and Mannheim**
 - For FR&DE, Gauge Measurement achieved in the 2nd trimester 2019, final report received in autumn 2019.
 - Cooperation on progress between RFC Atlantic and Medway for Gauge Measurement northern PT/SP signed, gauge measurement and report expected until the end of 2020.

- ❑ **Transport Market Study update**
 - Contract signed at the end of June 2019, some extensions and BREXIT impact will be tested in Spain and France,
 - Studies on progress, final report expected for February 2021.
 - **Impact of major changes on the Spanish network (Y Vasca commissioning delayed to 2028/2029) to be checked.**

- ❑ **ERTMS deployment on the cross-border Vitoria Bordeaux study**
 - Contract signed in June 2020, studies are on progress.
 - Final report expected for the end of February 2021. **Similar situation than for the TMS update in Spain.**

TCM DEPLOYMENT IN TIS ACCORDING TO TAF-TSI STANDARDS

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 

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
				Jusqu'au point Mannheim Rbf 30/01/2016 00:13:00 +01:00	TIS International Train Last Update 28/01/2016 19:04:39 +01:00

Activer la mise à jour automatique Exporter info Retard Show Past CTTs

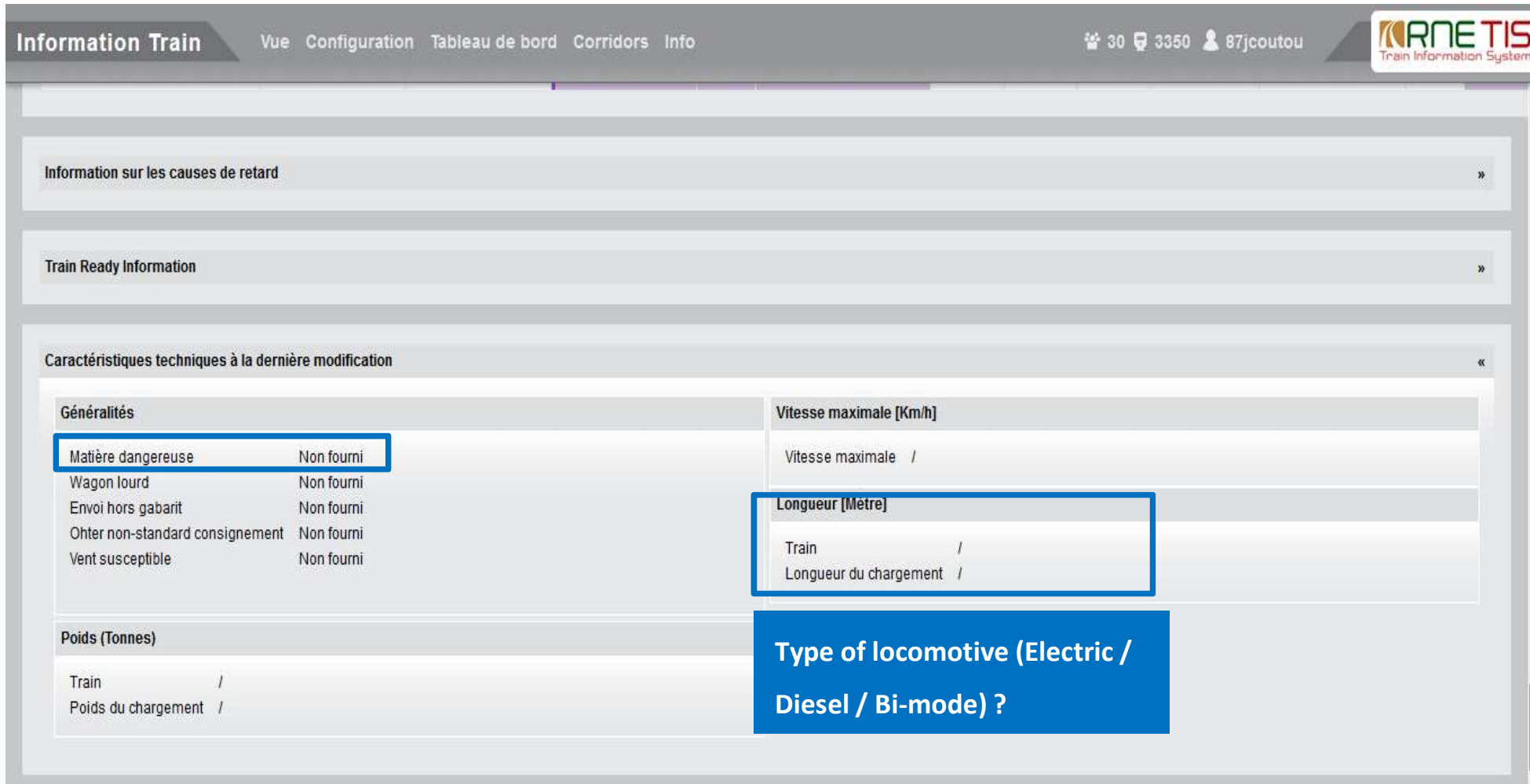
Nom du point	Horaire théorique	CTT Point Status	Observation/Prévision	Ecart	RA Point Status	N° train	IM	RU Code	Gare rattachée
GRISEN	28/01/2016 17:20:0...	origin departure	28/01/2016 17:20:...		origin departure	59831	71	2171	
ZUASTI	28/01/2016 20:02:0...	arrival	28/01/2016 17:43:...	-139	arrival	59831	71	2171	
ZUASTI	28/01/2016 20:09:0...	departure	28/01/2016 17:51:...	-138	departure	59831	71	2171	
IZURDIAGA-IRURTZUN	28/01/2016 20:18:0...	run-through	28/01/2016 18:02:...	-136	departure	59831	71	2171	
UHARTE-ARAKIL	28/01/2016 20:26:0...	run-through	28/01/2016 18:09:...	-137	departure	59831	71	2171	
ETXARRI-ARANATZ	28/01/2016 20:33:0...	run-through	28/01/2016 18:15:...	-138	departure	59831	71	2171	
ALTSASU	28/01/2016 20:46:0...	run-through	28/01/2016 18:23:...	-143	departure	59831	71	2171	
ALTSASU	28/01/2016 20:46:0...	run-through	28/01/2016 18:23:...	-143	arrival	59831	71	2171	
ZEGAMA-OTZAURTE	28/01/2016 20:54:0...	run-through	28/01/2016 18:33:...	-141	departure	59831	71	2171	
BRINKOLA	28/01/2016 21:06:0...	run-through	28/01/2016 18:44:...	-142	departure	59831	71	2171	
ZUMARRAGA	28/01/2016 21:14:0...	run-through	28/01/2016 18:50:...	-144	departure	59831	71	2171	
GABIRIA	28/01/2016 21:19:0...	run-through	28/01/2016 18:56:...	-143	departure	59831	71	2171	
▶ BEASAIN	28/01/2016 21:28:0...	run-through	28/01/2016 19:05:...	-143	departure	59831	71	2171	
LEGORRETA	28/01/2016 21:36:0...	run-through	28/01/2016 19:13:...	-143		59831	71	2171	
TOLOSA	28/01/2016 21:44:0...	run-through	28/01/2016 19:21:...	-143		59831	71	2171	
BILLABONA-ZIZURKIL	28/01/2016 21:51:0...	run-through	28/01/2016 19:28:...	-143		59831	71	2171	
ANDAIN	28/01/2016 21:57:0...	run-through	28/01/2016 19:34:...	-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.

19th TAG RAG meeting
 Videoconference, October 8th 2020

TCM FURTHER DEVELOPMENT EXPECTED AT SHORT TERM



The screenshot shows the 'Information Train' interface with the 'Caractéristiques techniques à la dernière modification' section expanded. The 'Généralités' table is as follows:

Généralités	
Matière dangereuse	Non fourni
Wagon lourd	Non fourni
Envoi hors gabarit	Non fourni
Ohter non-standard consignement	Non fourni
Vent susceptible	Non fourni

The 'Vitesse maximale [Km/h]' section shows:

Vitesse maximale [Km/h]	
Vitesse maximale	/

The 'Longueur [Metre]' section shows:

Longueur [Metre]	
Train	/
Longueur du chargement	/

The 'Poids (Tonnes)' section shows:

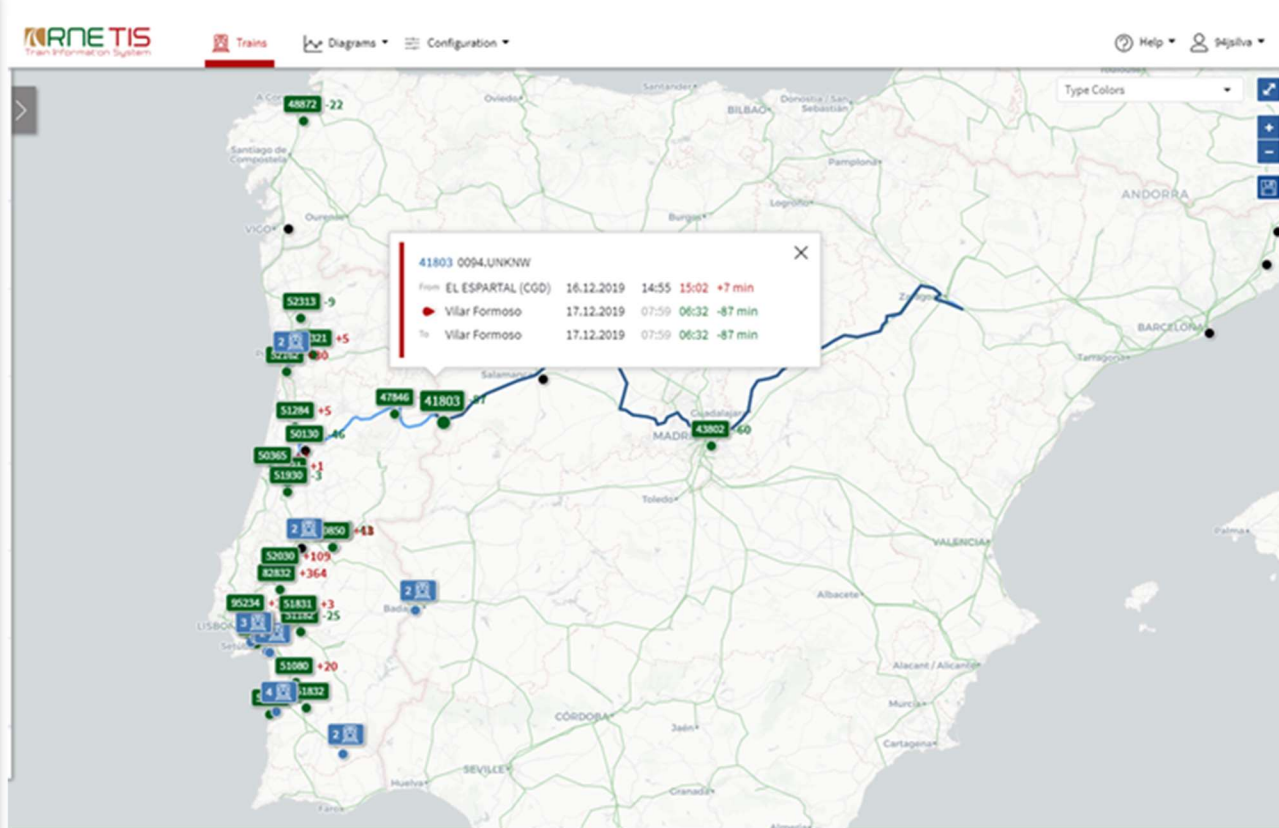
Poids (Tonnes)	
Train	/
Poids du chargement	/

A blue box highlights the text: **Type of locomotive (Electric / Diesel / Bi-mode) ?**

Real time information about train composition:

- No existing fields in TIS 2020 for the moment.
- Pilot on progress with TAKARGO, MEDWAY and IP for PT trains.
- ADIF will check with RENFE Mercancias for the same development.

LEGAL SCOPE OF THE TCM IN TIS DEPLOYMENT

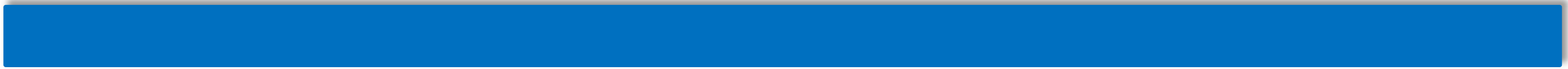
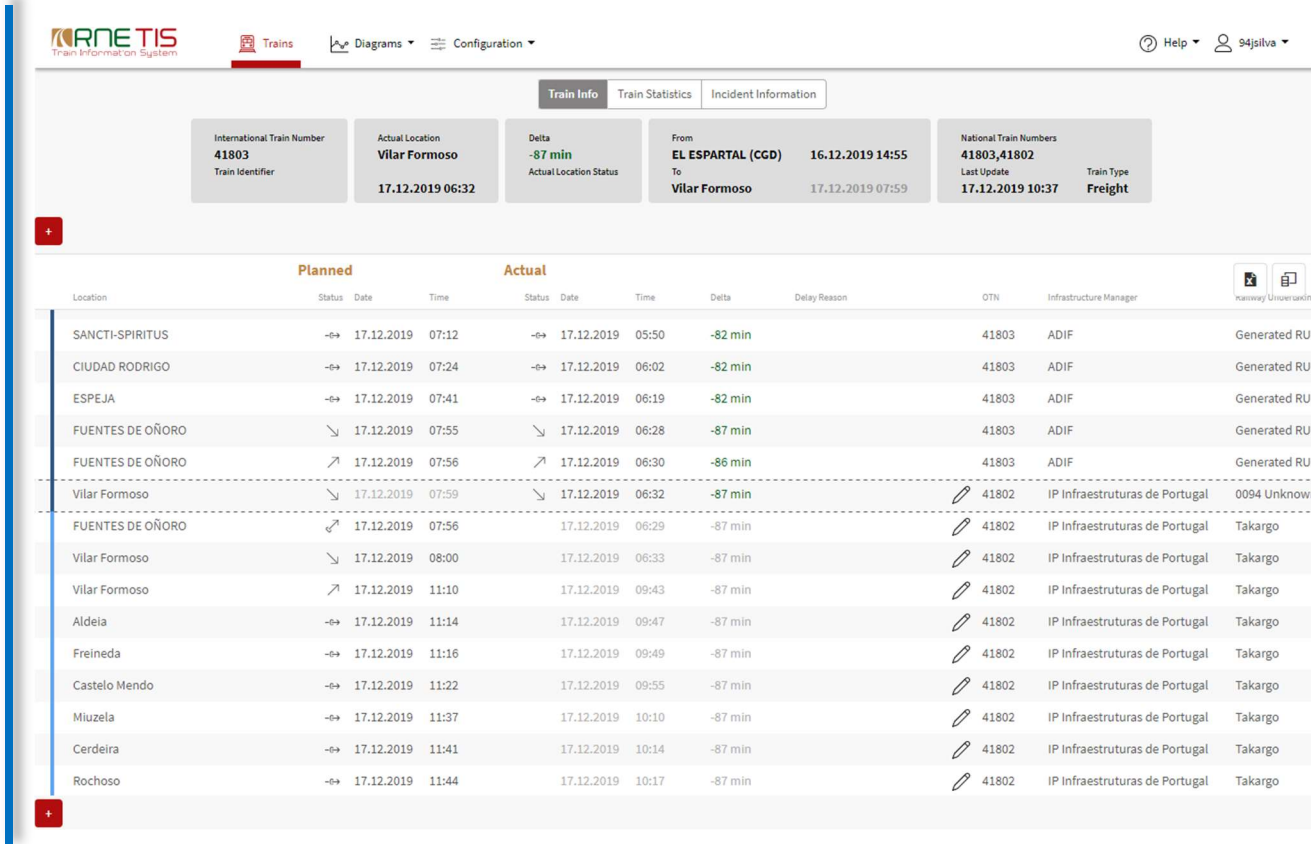


DEPLOYMENT OF TCM IN TIS REQUIRES:

- TCM fields in the new TIS 2020 need to be developed by RNE
- User Agreement for TIS (on going)**
Signed between RUs and RNE enabling the reception by TIS of TCM being send either from RUs, IMs or ERMES.
- Harmonization of **TCM according to TAF-TSI** by RUs and IMs
- RFC is sponsoring a Workshop by RNE to the Iberian RUs to promote TIS use

19th TAG RAG meeting
Videoconference, October 8th 2020

QUALITY OF INFORMATION IN TIS AT THE MOMENT

The screenshot shows the ORNE TIS Train Information System interface. At the top, there are navigation tabs for 'Trains', 'Diagrams', and 'Configuration'. The main content area displays train information for international train number 41803, including its actual location (Vilar Formoso) and a delay of -87 minutes. Below this, a table lists the train's schedule with columns for Location, Status, Date, Time, Delta, Delay Reason, OTN, and Infrastructure Manager. The table shows a sequence of stops from SANCTI-SPIRITUS to ROCHOSO, with a significant delay of -87 minutes recorded at Vilar Formoso.

Location	Status	Date	Time	Status	Date	Time	Delta	Delay Reason	OTN	Infrastructure Manager
SANCTI-SPIRITUS	->	17.12.2019	07:12	->	17.12.2019	05:50	-82 min		41803	ADIF
CIUDAD RODRIGO	->	17.12.2019	07:24	->	17.12.2019	06:02	-82 min		41803	ADIF
ESPEJA	->	17.12.2019	07:41	->	17.12.2019	06:19	-82 min		41803	ADIF
FUENTES DE OÑORO	↘	17.12.2019	07:55	↘	17.12.2019	06:28	-87 min		41803	ADIF
FUENTES DE OÑORO	↗	17.12.2019	07:56	↗	17.12.2019	06:30	-86 min		41803	ADIF
Vilar Formoso	↘	17.12.2019	07:59	↘	17.12.2019	06:32	-87 min		41802	IP Infraestruturas de Portugal
FUENTES DE OÑORO	↗	17.12.2019	07:56		17.12.2019	06:29	-87 min		41802	IP Infraestruturas de Portugal
Vilar Formoso	↘	17.12.2019	08:00		17.12.2019	06:33	-87 min		41802	IP Infraestruturas de Portugal
Vilar Formoso	↗	17.12.2019	11:10		17.12.2019	09:43	-87 min		41802	IP Infraestruturas de Portugal
Aldeia	->	17.12.2019	11:14		17.12.2019	09:47	-87 min		41802	IP Infraestruturas de Portugal
Freineda	->	17.12.2019	11:16		17.12.2019	09:49	-87 min		41802	IP Infraestruturas de Portugal
Castelo Mendo	->	17.12.2019	11:22		17.12.2019	09:55	-87 min		41802	IP Infraestruturas de Portugal
Miuzela	->	17.12.2019	11:37		17.12.2019	10:10	-87 min		41802	IP Infraestruturas de Portugal
Cerdeira	->	17.12.2019	11:41		17.12.2019	10:14	-87 min		41802	IP Infraestruturas de Portugal
Rochoso	->	17.12.2019	11:44		17.12.2019	10:17	-87 min		41802	IP Infraestruturas de Portugal

SIGNIFICANT IMPROVEMENT IN RELIABILITY:

- More data in TIS => More representativeness
- Increased Reliability of the TPM results
- Enabling **real time monitoring** of one's trains and our business partner trains
- Operational **delay causes** with previous update of after PR process

ACCESS TO TIS IS FREE TO IMs AND RUs BY SIGNATURE OF USER AGREEMENT



II. RU REQUEST, DRAFT AND FINAL OFFER 2021

19th TAG-RAG meeting

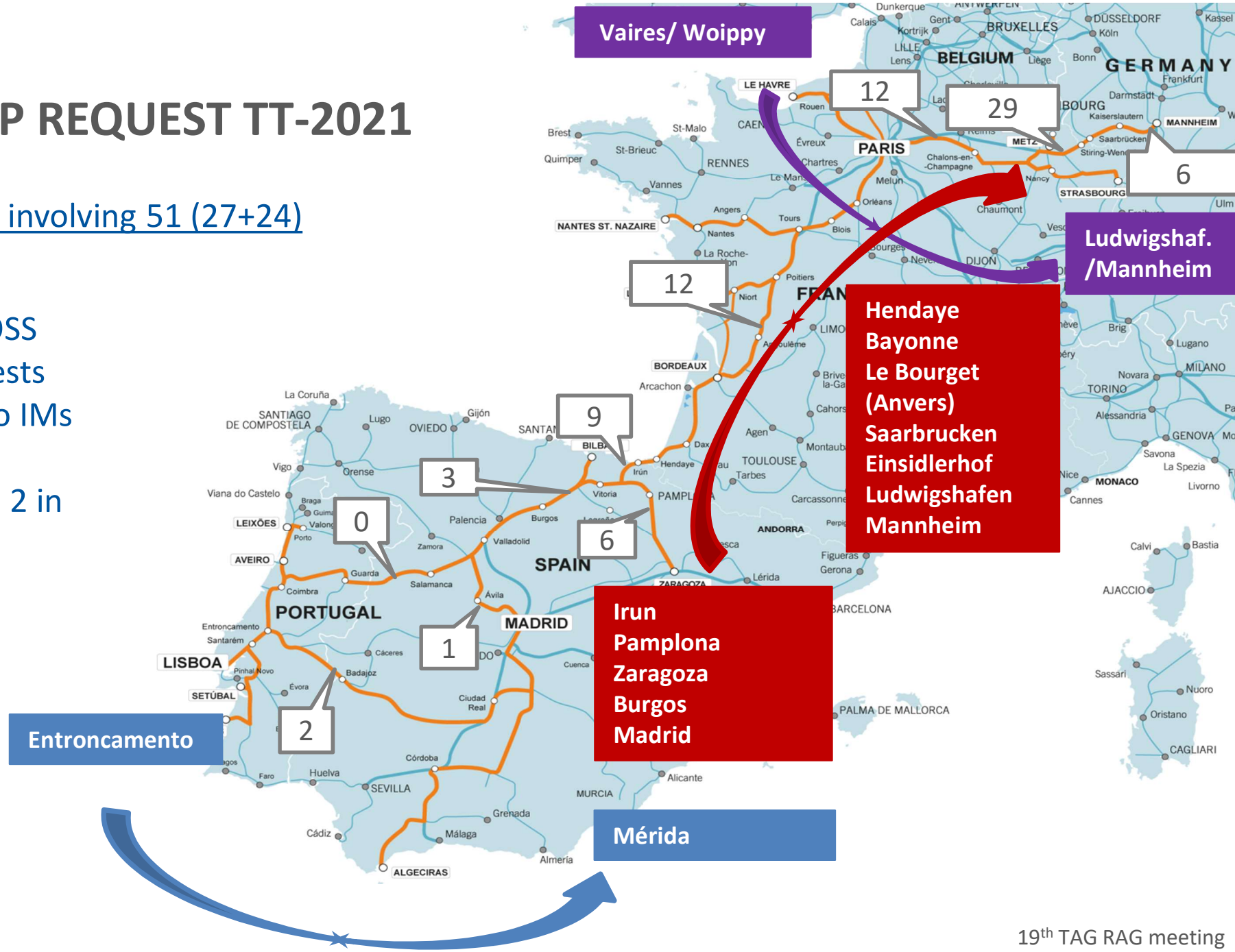
Videoconference October 8th 2020

P o r t u g a l . E s p a ñ a . F r a n c e . D e u t s c h l a n d

41 PaP+feeder/outflow path requests involving 51 (27+24) different national PaP Sections

CAPACITY ALLOCATION PROCESS

- 41 dossiers received by C-OSS
- No conflicts between requests
- All 41 dossiers forwarded to IMs for drafting the offer.
- TTR Capacities: 8 in France, 2 in Germany, 2 in Spain.



19th TAG RAG meeting
Videoconference, October 8th 2020



ATLANTIC
CORRIDOR

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

PAP REQUEST 2021 (2/2)

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																	
				MANHEIM	LUDWIGSHAFEN	DB Netz Id	SAAREBRUCKEN	FORBACH (ARRIVAL)	FORBACH (DEPARTURE)	SNCF R. Id	METZ SABLONS / WOIPPY	VAIRES / TORCY	VALENTON	LE HAVRE	BAYONNE	HENDAYE (Arrival)	HENDAYE (Departure)	IRUN (Arrival)	IRUN (Departure)	MIRANDA EBRO / BILBAO	NOAIN / PAMPLONA	GRISEN / ZUERA	BURGOS	MADRID	ALGECIRAS	MERIDA	BADAJUZ Arrival (HE)	BADAJUZ Departure (HF)	FUENTES DE ONORO	VILAR FORMOSO Arrival (HE)	VILAR FORMOSO Departure (HF)	ELVAS (HF)	ENTRONCAMENTO	PAMPILHOSA	LEIXÕES	LUSBOA / BOBAELA	SINES							
RFC426PaP02	1 2 3 4 5 6 7	1 2 3 4 5 222032			taylor made offer from Mannheim		23:58	FBNP00	01:36	to Perpignan (16:44) / Barcelona (22:50)																																		
RFC426PaP04	1 2 3 4 5 6 7 221730	1 2 3 4 5 221730			tmo from Einsiedlerhof	99401	01:40	01:55	02:00	FBNP02	04:01	to Perpignan (23:33) / Silla or Tarragona																																
RFC426PaP08	1 2 3 4 5 6 7	1 2 3 4 5 (6) 221562					02:50	99409	04:48	05:48	05:53	FBNP05	06:50	to Perpignan (19:33) / Silla or Tarragona																														
RFC04PaP10	1 2 3 4 5 6 7	1 2 3 4 5					09:01	99413	12:10	12:25	12:39	FBLH12																																
RFC04PaP12	1 2 3 4 5 6 7 221687	1 2 3 4 5 221687			tmo from Mannheim	99405	14:50	15:05	15:11	FBVI15		20:25																																
RFC04PaP14	1 2 3 4 5 6 7	1 2 3 4 5 (7) 223259					12:17	99415	15:55	16:10	16:15	FBVI16		21:28																														
RFC426PaP16	1 2 3 4 5 6 7	1 2 3 4 5 (6) 221530			taylor made offer from Germany				20:45	FBNP21	21:34	to Perpignan (10:26)																																
RFC426PaP18	1 2 3 4 5 6 7	1 2 3 4 5					19:00	99417	21:50	22:05	22:10	FBCE22	23:54	to Cerbère (13:43) / Silla or Tarragona																														
RFC42PaP20	1 2 3 4 5 6 7	1 2 3 4 5 6 7 221798+221801			taylor made offer from Mannheim				22:49 / 20:45	FBGV22	23:44 / 21:35	to Gevrey (3:35 / 1:15)																																
RFC426PaP22	1 2 3 4 5 6 7	1 2 3 4 5 222026					19:32	99419	22:44	22:59	23:04	FBCE23	00:45	to Cerbère (17:18 / 17:21) / Constanti																														
RFC426PaP24	1 2 3 4 5 6 7	1 2 3 4 5 (6) 221534			taylor made offer from Kornwestheim				23:19	FBNP23	01:07	to Perpignan (16:06) / Barcelona (01:35)																																
RFC426PaP26	1 2 3 4 5 6 7	1 2 3 4 5 221516					20:16	99421	23:10	23:25	23:30	FBCE00	01:20	to Cerbère (16:06) / Silla or Tarragona																														
RFC04PaP28	1 2 3 4 5 6	1 2 3 4 5 221900	2 3 4 5 6 7 222559				11:21							11:30		12:54	Via Zaragoza				23:40																							
NS_Capacity_X	1 2 3 4 5 6 221611	1 2 3 4 5 221611	1 2 3 4 5 6 7			Einsiedlerhof	11:21							11:30	16:01	NS_RP_Capacity	19:35 / 22:25																											
RFC04PaP32	1 2 3 4 5 6	1 2 3 4 5 222616	1 2 3 4 7				11:21							11:30	22:05	Via Zaragoza				08:20	08:40																							
NS_Capacity_X		1 2 3 4 5 222559	1 2 3 4 5 6 7 223544				11:21							11:30	18:45	NS_Capacity_1				06:35																								
RFC04PaP36			1 2 3 4 5 223278																	00:12																								
RFC24PaP38		1 2 3 4 5 (7) 222828	1 3 4 5 6 7 222828											18:05						09:20	Via Zaragoza		18:45																					
RFC24PaP40		1 2 3 4 5 (+6) 221302																																										
RFC04PaP42			6 7													06:15										16:48	17:00	16:15								22:08	23:34	01:26						
RFC04PaP44			6 7																																			23:17						
RFC04PaP46			7																																									
RFC04PaP48			1 3 5 6																							01:30	01:37	01:32								06:00								
RFC04PaP50			3 4 5 224262																							19:56	20:57	20:10							20:47	23:09								



PAPs section requested

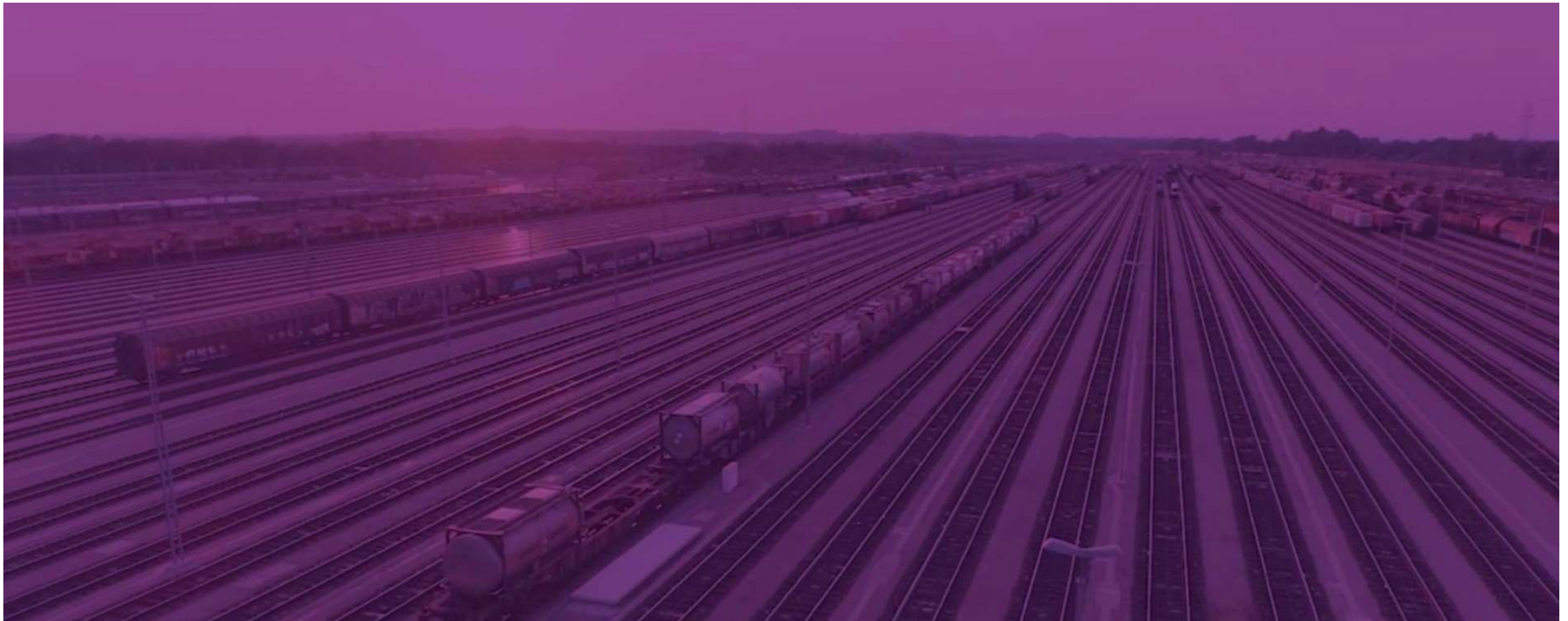
19th TAG RAG meeting
Videoconference, October 8th 2020

Draft offer

- ❑ 11 / 41 dossiers (**27%**) have received a path offer on time,
- ❑ 30 / 34 dossiers (**88%**) didn't receive a path offer from SNCF Réseau on time (**100%** linked to TTR Pilot) and, by the way, weren't coordinated with others IMs draft capacity offer

Final offer

- ❑ 28 / 41 dossiers (**68%**) have received a final offer on time
- ❑ 13 / 34 dossiers (**38%**) didn't receive a path offer from SNCF Réseau on time (**25%** linked to TTR Pilot) and, by the way, weren't coordinated with others IMs final capacity offer
- ❑ One month after the final offer deadline, 5 / 34 dossiers (**15%**) didn't receive a draft offer from SNCF Réseau (**25%** linked to TTR Pilot); 2 dossiers need to be reviewed and coordinated by SNCF Réseau and DB Netz AG.



III. ATLANTIC TTR PILOT PROGRESS & FUTURE

19th TAG-RAG meeting

Videoconference October 8th 2020

P o r t u g a l . E s p a ñ a . F r a n c e . D e u t s c h l a n d



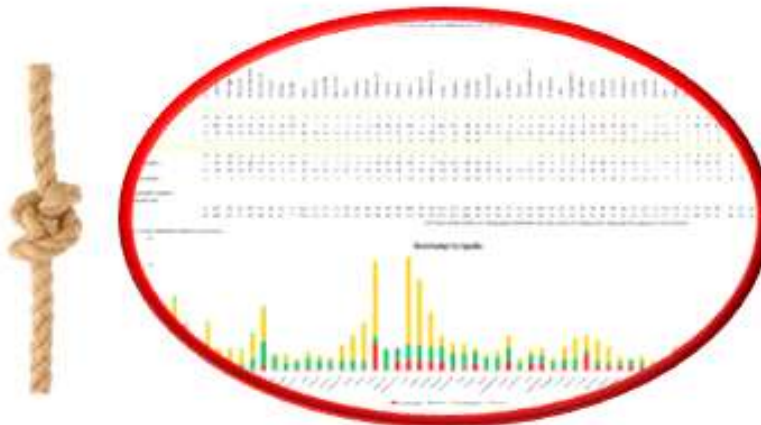
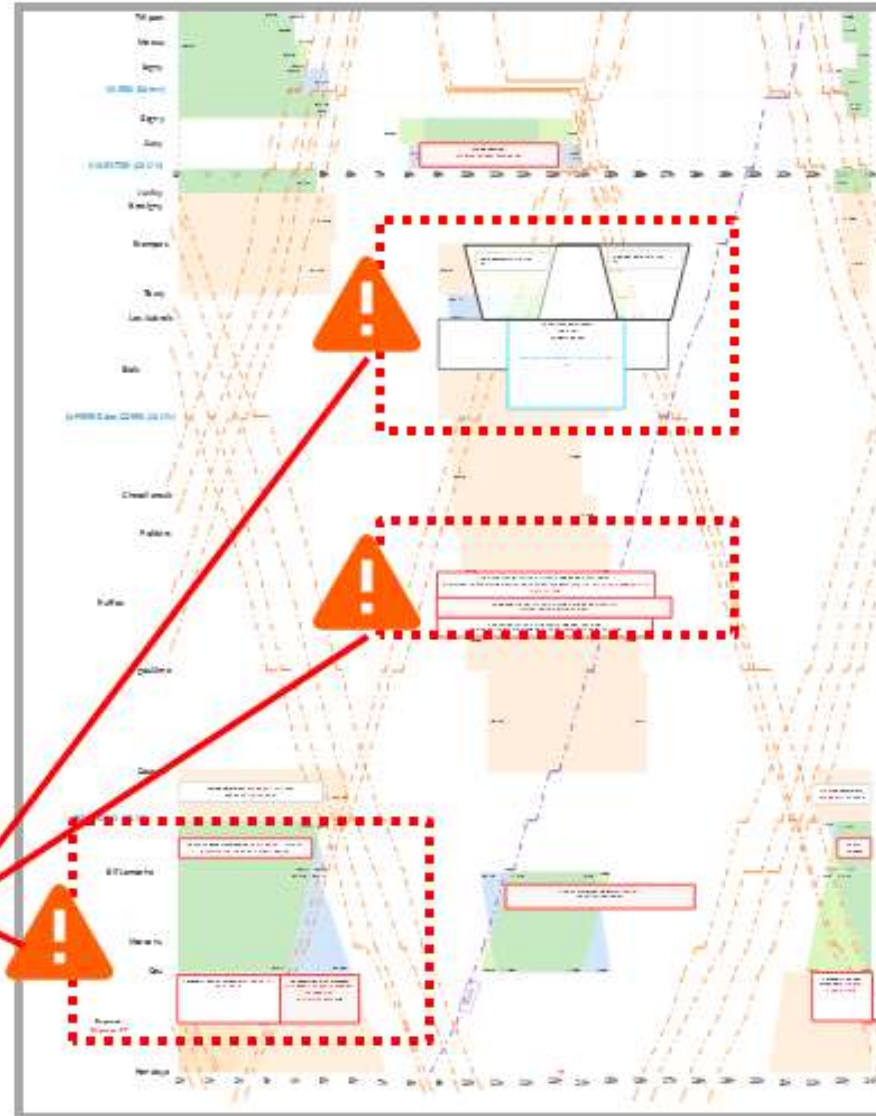
ATLANTIC

Sines · Setúbal · **Lisbon** · Aveiro · Leixões · Algeciras · **Madrid** · Bilbao · Zaragoza



WHAT MAKES ATLANTIC PILOT DIFFERENT FROM OTHER TTR PILOTS?

- ❑ Long distance itinerary (1572 KM) connecting Mannheim (DE) to Miranda de Ebro (SP) via Paris
- ❑ High added value freight traffic, with high complexity in peak hours, important TCRs = room for improvement
- ❑ Needs for coordination on:
 - ❑ TCR/LD paths
 - ❑ Freight/Passenger traffic through major nodes

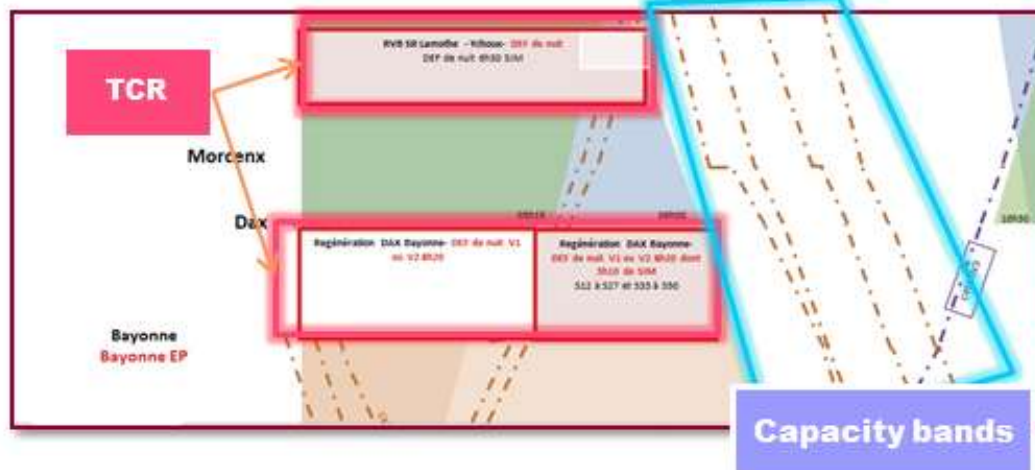
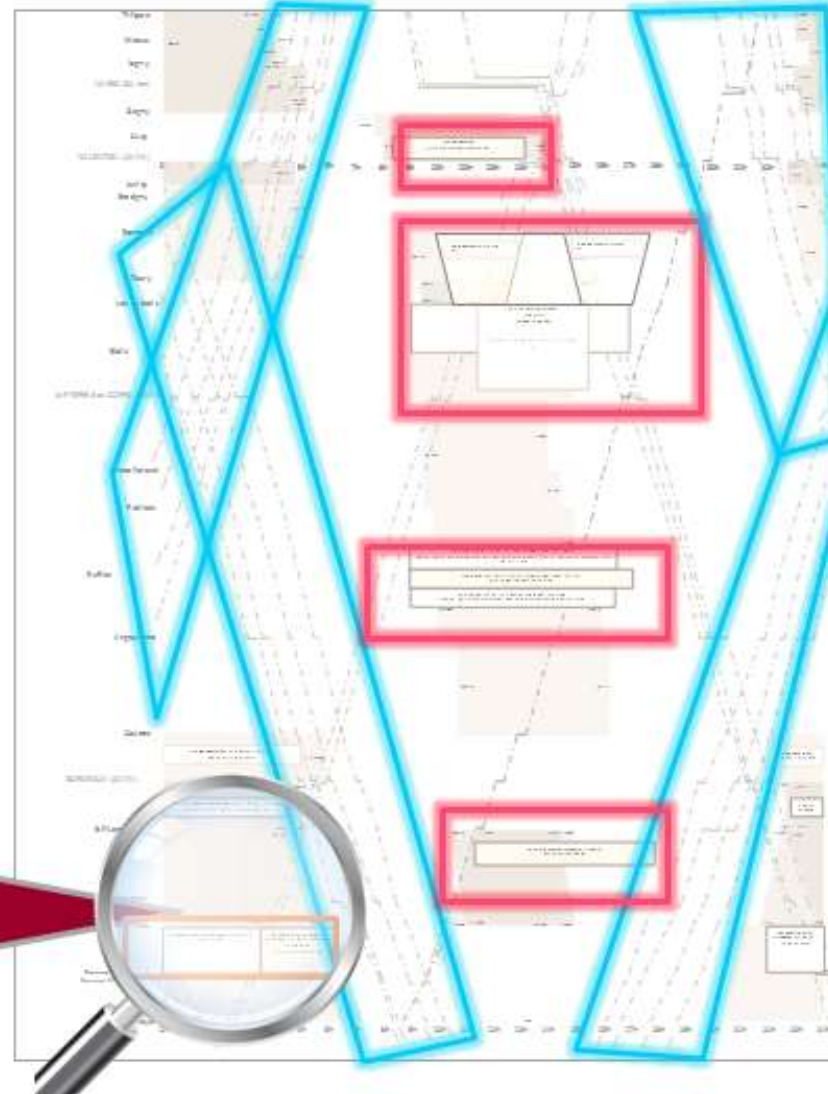


Portugal · España · France · Deutschland



TTR ELEMENTS THAT ARE TESTED IN ATLANTIC PILOT

- ❑ A **capacity model** built in order to contain TCRs and offer in the meantime a good quality capacity
- ❑ Reliable capacity offered through **capacity bands** which sway between TCR along the axis with **1 (SP), 4 (FR) and 3 (DE)** dedicated slots per direction & 5 days/week on 48 weeks/year.
- ❑ A *different approach* compared to others TTR pilots which can offer regular path due to smaller distance covered





RESULTS OF THE ATLANTIC TTR PILOT 2021

POSITIVE	NEGATIVE
<ul style="list-style-type: none"> Capacity bands and products published at X-11 Pilot Information Document (PID) agreed with RUs Task force implemented between involved Ms and the C-OSS at X-7.5 Even the COVID pandemic affected their staff: <ul style="list-style-type: none"> - 6 paths / 6 published for the draft and final offer in DE - 2 paths / 2 published for the draft and final offer in SP perfectly on time. 	<ul style="list-style-type: none"> Capacity bands were affected by many TCRs lately planned in FR No priority given to the RFCs paths construction against TCRs & Regional passenger path in FR, Even a important delay was forecasted by SNCF Réseau, no priority given to the RFCs paths construction with the following consequences for the Atlantic TTR Pilot: <ul style="list-style-type: none"> - 0 paths / 8 published on time for the draft offer in FR, - 6 paths / 8 published on time for the final offer in FR, - 2 paths / 8 were published one month later. Due to the TCR planned in FR, the final capacity offer isn't fitting with RUs request (time at the SP border, travel time) No rolling planning is available on the FR side.

FUTURE OF THE ATLANTIC TTR PILOT FOR TT2022

No decision taken yet at the MB level for implementing a new pilot without a strong commitment of SNCF Réseau board for delivering good performance capacity bands protected against TCR between Forbach and Hendaye.



ATLANTIC
C O R R I D O R

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



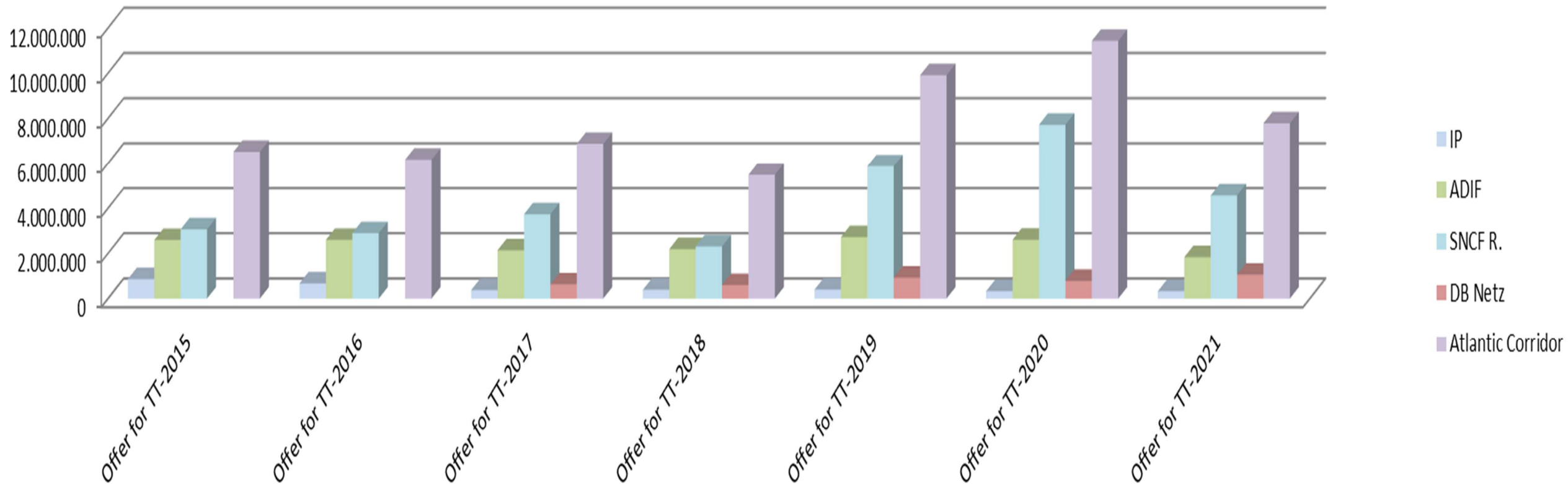
IV. KEY PERFORMANCES INDICATORS 2020

19th TAG-RAG meeting

Videoconference October 8th 2020

P o r t u g a l . E s p a ñ a . F r a n c e . D e u t s c h l a n d

Evolution of Offered Capacity (PaPs km/year)



- Decrease of the offer is due to the publication in PCS according to real weekdays availability. For TT2019 & 2020 in France and Spain, the capacity offer was 365 days/year due to PCS technical issues.
- For TT2021, the decrease of capacity offer for France is also linked to 4 long distance PaPs bad quality offer not published via RFC Atlantic.



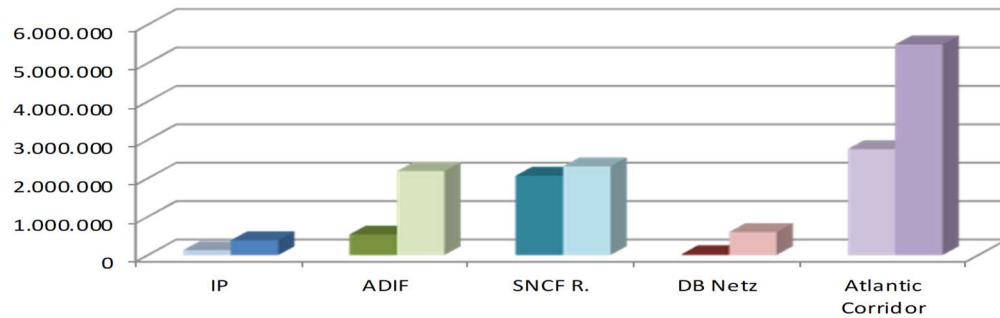
ATLANTIC
C O R R I D O R

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

KEY PERFORMANCES INDICATORS

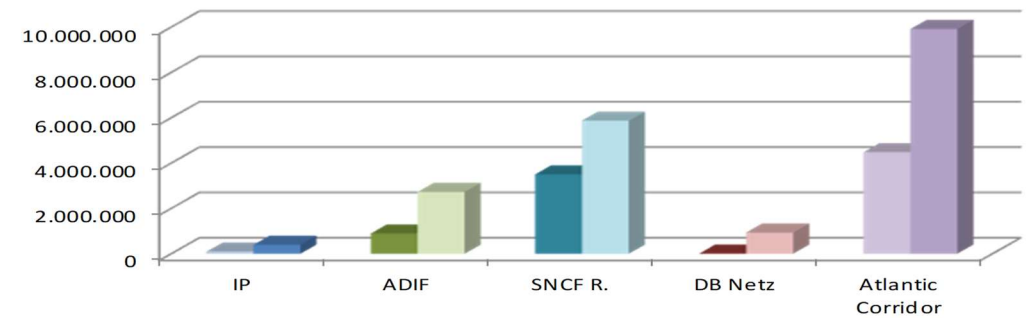
% OF CAPACITY SOLD

% Sold Capacity per IM TT 2018 (km/year) at X-7,5



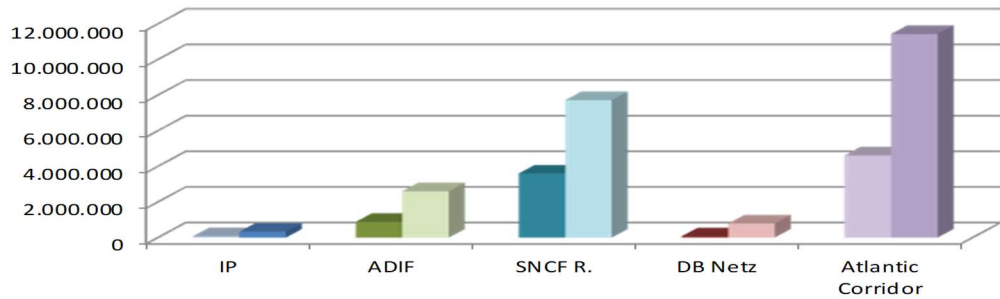
	IP	ADIF	SNCF R.	DB Netz	Atlantic Corridor
Offered Capacity	387.358	2.187.942	2.309.443	598.754	5.483.497
Requested Capacity	130.772	536.586	2.204.925	24.438	2.896.720
Sold Capacity	130.772	536.586	2.066.149	24.438	2.757.944
% Of Sold Capacity	33,76%	24,52%	89,47%	4,08%	50,30%

% Sold Capacity per IM TT 2019 (km/year) at X-7,5



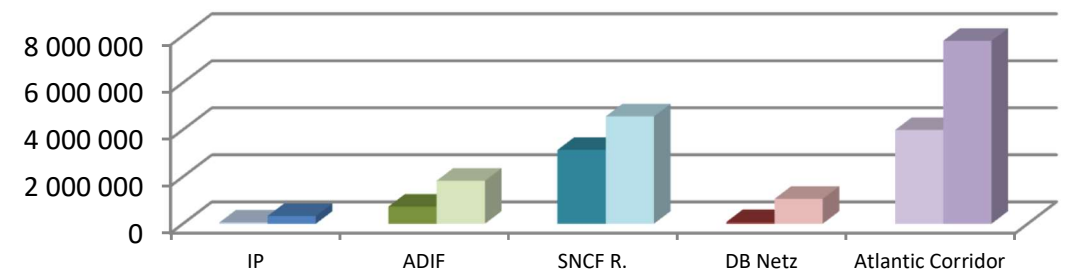
	IP	ADIF	SNCF R.	DB Netz	Atlantic Corridor
Offered Capacity	394.808	2.720.644	5.866.981	928.531	9.910.964
Requested Capacity	88.858	886.341	3.496.546	2.922	4.474.667
Sold Capacity	88.858	886.341	3.496.546	2.922	4.474.667
% Of Sold Capacity	22,51%	32,58%	59,60%	0,31%	45,15%

% Sold Capacity per IM TT 2020 (km/year) at X-7,5



	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%

% Pre-Booked Capacity per IM TT 2021 (km/year) at X-7,5



	IP	ADIF	SNCF R.	DB Netz	Atlantic Corridor
Offered Capacity	328.233	1.830.327	4.565.704	1.058.702	7.782.966
Requested Capacity	49.480	727.253	3.138.008	72.349	3.987.090
% Of Prebooked Capacity	15,07%	39,73%	68,73%	6,83%	51,23%

TRAFFIC KEY PERFORMANCES INDICATORS 2020 (1ST SEM)

January to August 2020	TOTAL			
	FR/DE	FR/SP		SP/PT
		FR side	SP side	
Paths reserved	5 961	1 796	1 842	1 683
Trains running	3 156	1 006	1 347	1 117
% running trains	52,9%	56,0%	73,1%	66,4%
Trains delayed > 30mn	634	222	171	179
% delayed trains	20,1%	22,1%	12,7%	16,0%

January to August 2019	TOTAL			
	FR/DE	FR/SP		SP/PT
		FR side	SP side	
Paths reserved	5 972	1 656	1 864	2 092
Trains running	3 611	1 090	1 499	1 732
% running trains	60,5%	65,8%	80,4%	82,8%
Trains delayed > 30mn	765	231	314	426
% delayed trains	21,2%	21,2%	20,9%	24,6%

Evolution 2020/2019				
Paths reserved	-0,2%	8,5%	-1,2%	-19,6%
Trains running	-12,6%	-7,7%	-10,1%	-35,5%
Trains delayed > 30mn	-17,1%	-3,9%	-45,5%	-58,0%

Traffic reduction is registered at all borders of the Atlantic Corridor probably linked to :

- Rail freight competitiveness decrease on the Iberian Peninsula compared to the last 4 years,
- First impact of COVID 19 pandemic linked to the countries lockdown and factories closure registered in the 2nd trimester 2020,
- Full closure of single track line via Vilar Formoso registered in August 2020

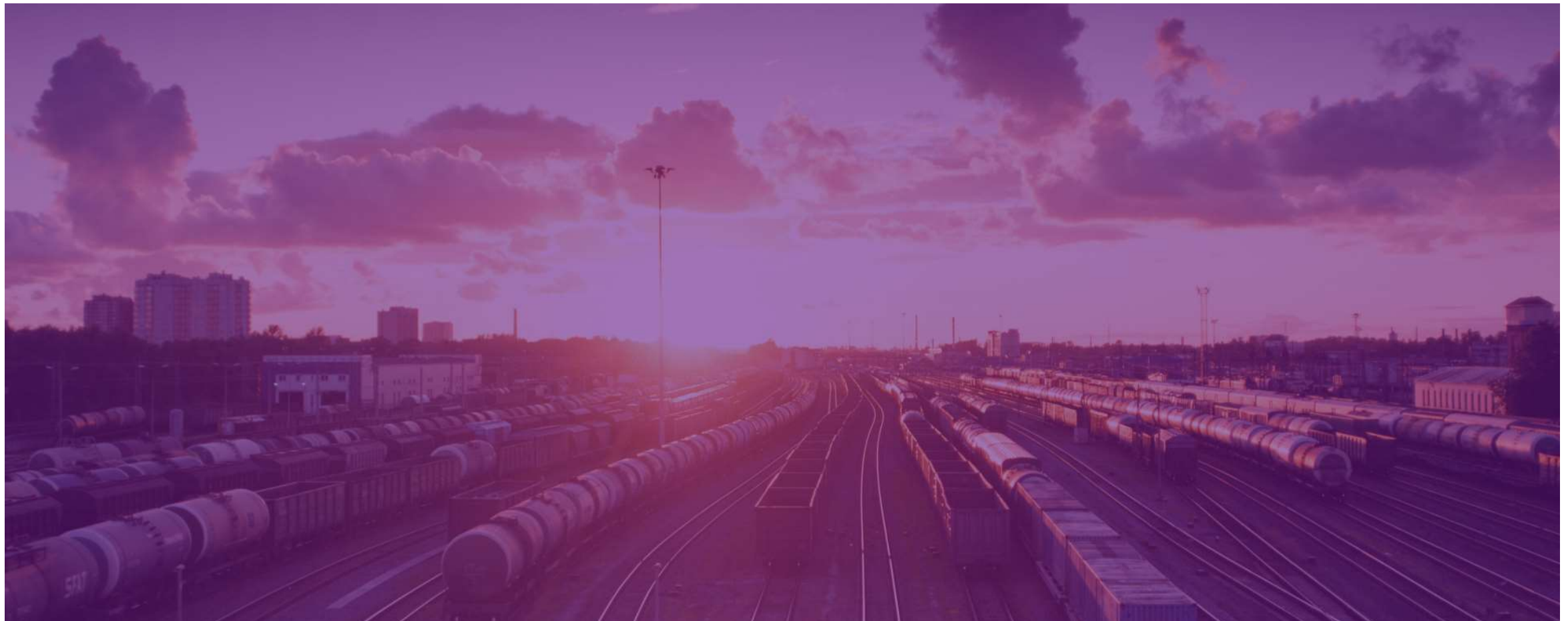
Nevertheless, the punctuality is quite better on all borders of the RFC Atlantic.

-10,9%
-23,7%
-52,7%



ATLANTIC
C O R R I D O R

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



V. PROGRESS OF TPM & INTEROPERABILITY WORKING GROUP

19th TAG-RAG meeting

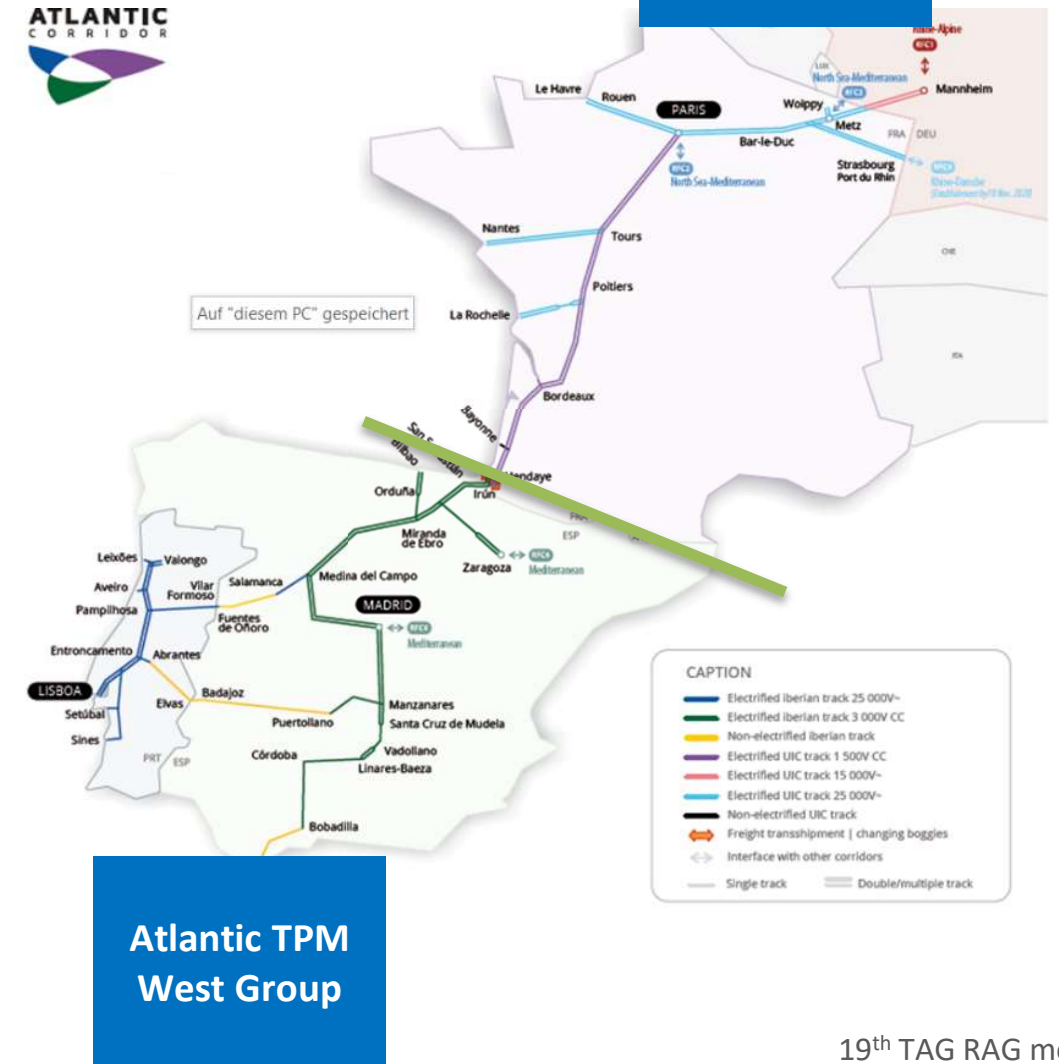
Videoconference October 8th 2020

Portugal · España · France · Deutschland

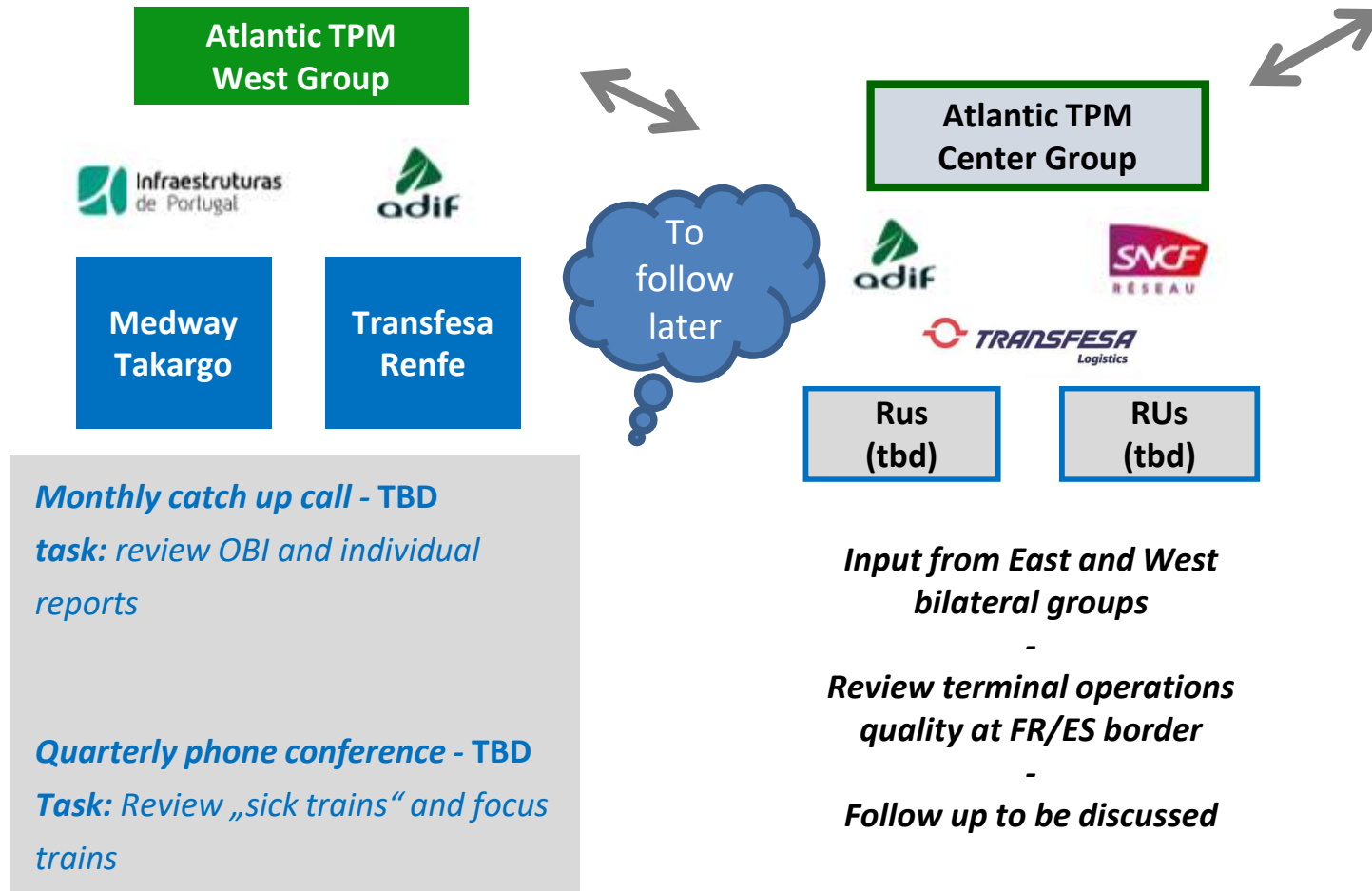
TPM WG – RESULTS 2019

- ❑ Monthly TPM Reports by RNE/RFC4 published in CIP with an agreed format within the WG (KPIs on Punctuality and number of trains)
- ❑ The length of the corridor is a big challenge:
 - **physical fraction** at the French / Spanish border due to different infrastructure systems (change of gauge)
 - **very different problems at the borders** in the western and eastern part
 - TIS Data is not (yet) systematically available



=> Result: **new TPM structure with regional groups**








SET UP TPM 2020 -> BI-LATERAL WORKING GROUPS



Atlantic TPM East Group






Monthly catch up call
SNCF R / DB Netz TPM representatives
Task: review RFC4 and IM reports and follow up on RU feedback

Quarterly phone conference (1h each)

- SNCF Fret/ DB Cargo
- SNCF Fret / Captrain Allemagne
- SNCF Fret / Rhenus Logistic
- ECR / DB Cargo

Task: Review „sick trains“ and focus trains

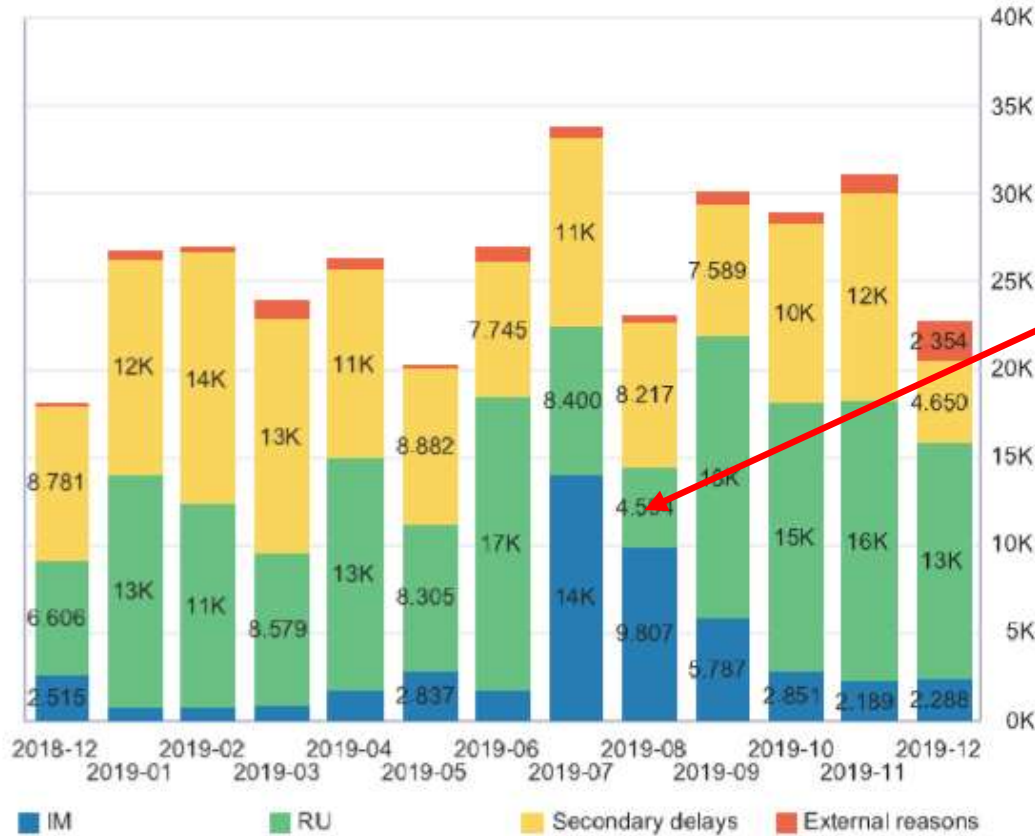


Testphase
1st Q/2020

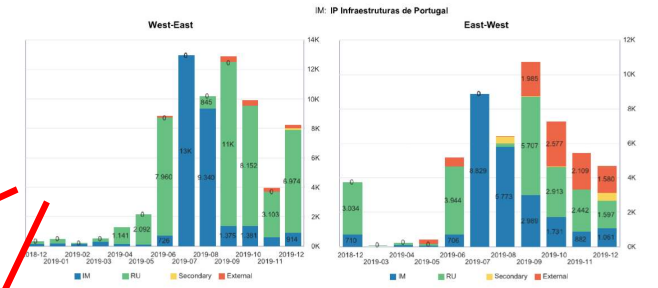
TPM RESULTS 2019

Amount and Distribution of Delays over period of 13 months

West-East



East-West



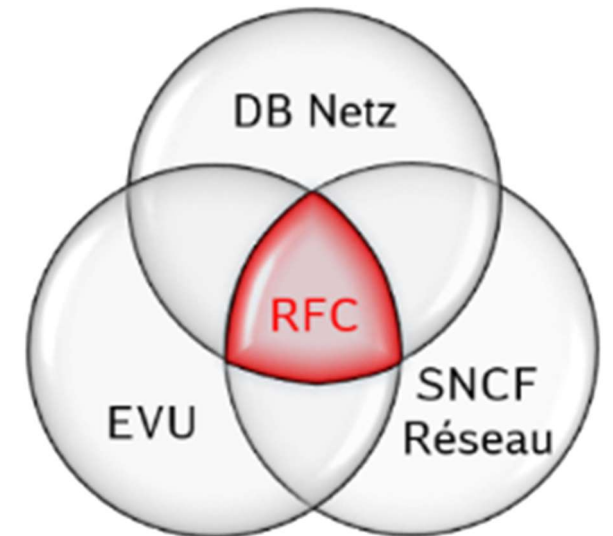
Strike in France leads to raise of external reasons!



REGULAR FOLLOW UP IN BI-LATERAL TPM WG´S QUALITY CIRCLE OPERATIONS CONCEPT (1/2)

Basic concept

- ❑ Developing a cross-border, **modular Working Concept**
- ❑ Focus on sustained cooperation (**Continuous Improvement Process**)
- ❑ **Involving IMs and RUs together**
- ❑ Making **use of existing bilateral structures**
- ❑ Systematic approach towards Cross Border Issues → **QCO Logbook**
- ❑ Rail-Freight-Corridors could serve as a **neutral platform for cooperation**
- ❑ Enhancing a network of expertise → Collaborative IT-Environment





REGULAR FOLLOW UP IN BI-LATERAL TPM WG'S SUPPORTS THE QUALITY CIRCLE OPERATIONS CONCEPT (2/2)

How could a modular concept look like

- Kick-off with a Base Analysis:** Defining a common understanding and commitment for actions at a specific border; Bringing together the right experts from IMs and RUs involved to identify problems and possible solutions at a specific border; 1-2 Workshops; could be repeated on demand (e.g. after 2 years)
- Regular Follow-up:** Possible focus points: Implementation of measures agreed on in the Base analysis; Review of recent operational incidents; Exchange on foreseeable future issues
- Current Operations:** If necessary and useful a regular exchange on current operations between network control center of IMs involved could be set up (e.g. weekly phone-call)
- Next meeting to be planned by VICO at the end of October 2020**

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
- ❑ 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”.





QUALITY CIRCLE OPERATION FORBACH – RESULTS: QUICK WINS REGISTERED

- 1. Improve Exceptional Transport process for regular trains:** Exchange of information via ASSISTIFY operational between SNCF Réseau and DB Netz AG operators at Forbach and Apach borders.
- 2. Train numbering for ad-hoc trains :** agreement between regional capacity allocation dpt of DB Netz and SNCF Réseau for the same international train numbering delivered by DB Netz AG
- 3. Real time train information sent from RUs:** an experimentation is on progress at DB Cargo level in order to automatically link the French (ECR) and German (DB Cargo) trains number in TIS.
- 4. Pilot of an automated translation tool “Assistify”:** currently used by Forbach and Apach IMs operators for Exceptional transport communication, dedicated channel would be opened in the last part of 2020 for non safety communication between ECR traffic dispatching and SNCF Réseau operators in Forbach (test).

Very positive feedback registered by the participants of the VICO held on the **25th September 2020**, need to **increase the cooperation with regular meetings** (1/trimester) in 2021.



ATLANTIC
C O R R I D O R

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



VI. : IDEAL CROSS BORDER SECTION DEFINITION

19th TAG-RAG meeting

Videoconference October 8th 2020

Portugal · España · France · Deutschland



ATLANTIC
C O R R I D O R

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

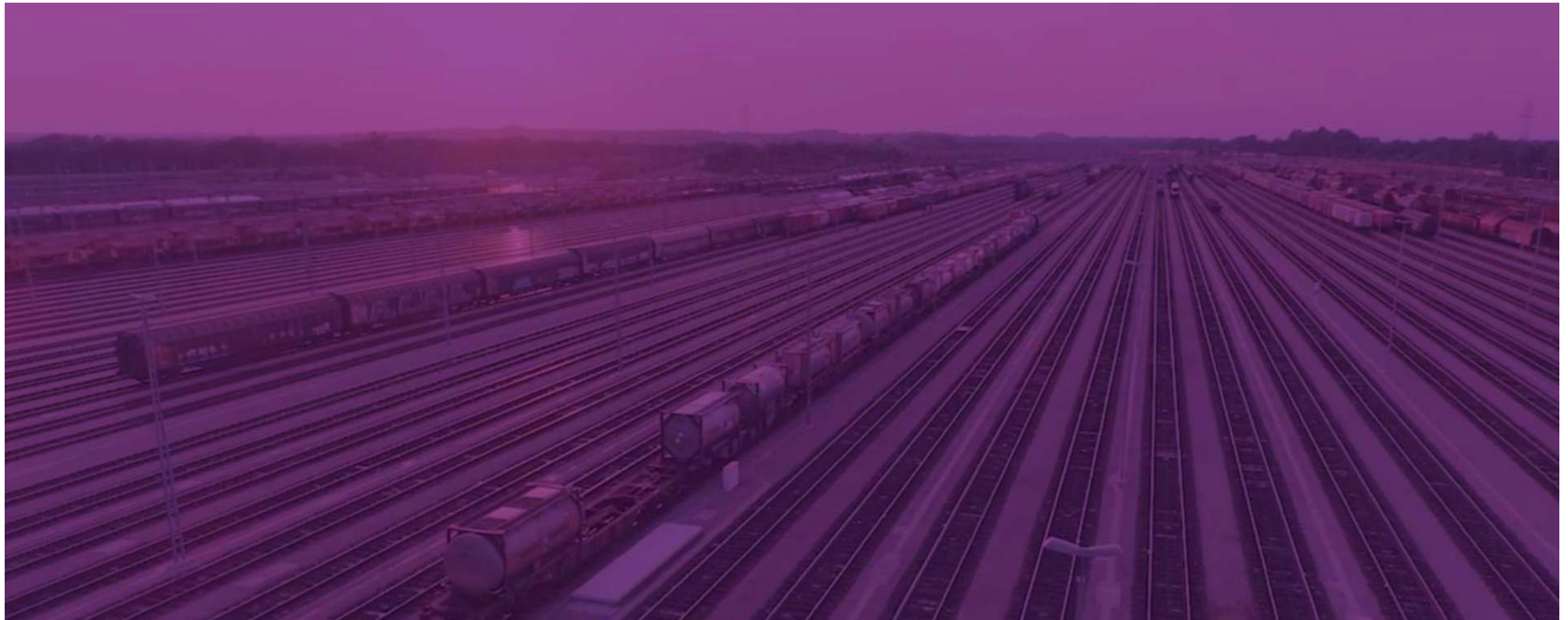


VII. 4F COALITION

19th TAG-RAG meeting

Videoconference October 8th 2020

P o r t u g a l . E s p a ñ a . F r a n c e . D e u t s c h l a n d



VIII. USERS SATISFACTION SURVEY 2020

19th TAG-RAG meeting

Videoconference October 8th 2020

P o r t u g a l . E s p a ñ a . F r a n c e . D e u t s c h l a n d

USER SATISFACTION SURVEY 2020

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.**

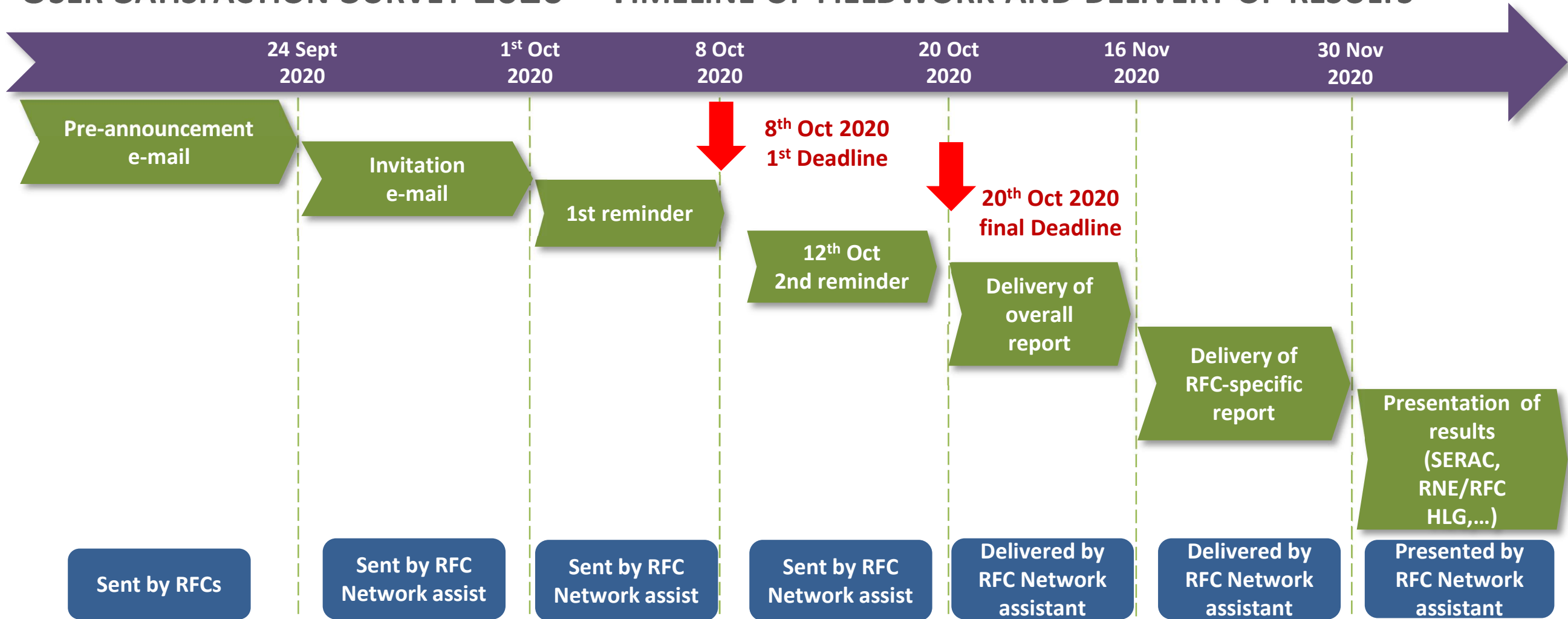
CONSISTS OF:

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:

RFC Network assistant with the technical support of SURVIO tool.

USER SATISFACTION SURVEY 2020 – TIMELINE OF FIELDWORK AND DELIVERY OF RESULTS



19th TAG RAG meeting
Videoconference, October 8th 2020



ATLANTIC
C O R R I D O R

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



IX. : AOB

19th TAG-RAG meeting

Videoconference October 8th 2020

P o r t u g a l . E s p a ñ a . F r a n c e . D e u t s c h l a n d



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)

*Disclaimer: The sole responsibility of this publication lies with the author.
The European Union is not responsible for any use that may be made of the information contained therein.*

19th TAG RAG meeting
Videoconference, October 8th 2020

P o r t u g a l . E s p a ñ a . F r a n c e . D e u t s c h l a n d



ATLANTIC

C O R R I D O R



Portugal . España . France . Deutschland