ATLANTIC CORRIDOR

Co-financed by the European Union
Trans-European Transport Network (TEN-T)

20TH TAG·RAG MEETING

Videoconference, March 3rd 2021

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ATLANTIC CORRIDOR

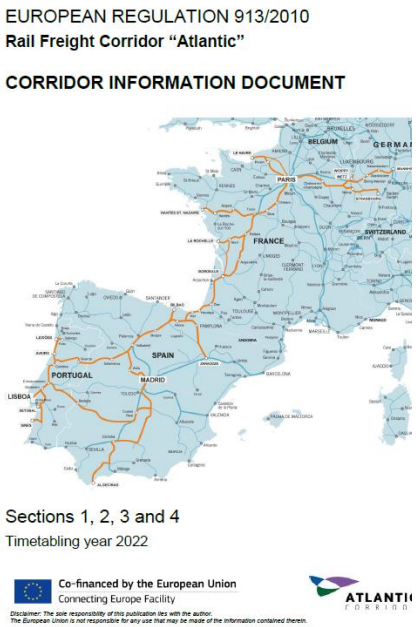
1.
WELCOME AND UPDATE / NEWS ON ATLANTIC CORRIDOR

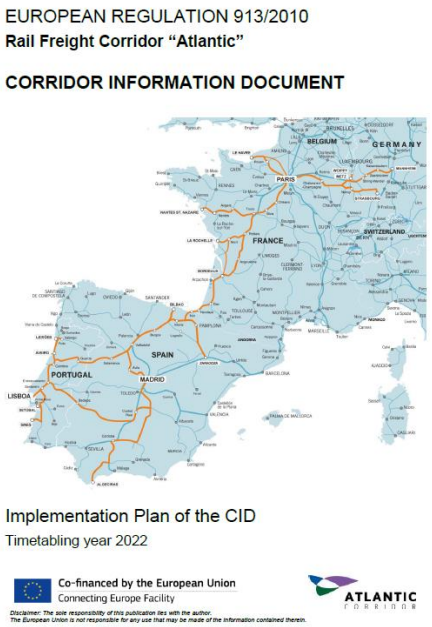
NEWS

- Corridor Information Document 2022
- Customer Information Platform: available rerouting itineraries in case of traffic disruption,
- Studies/actions on progress in 2021
- TCM further development expected at short term

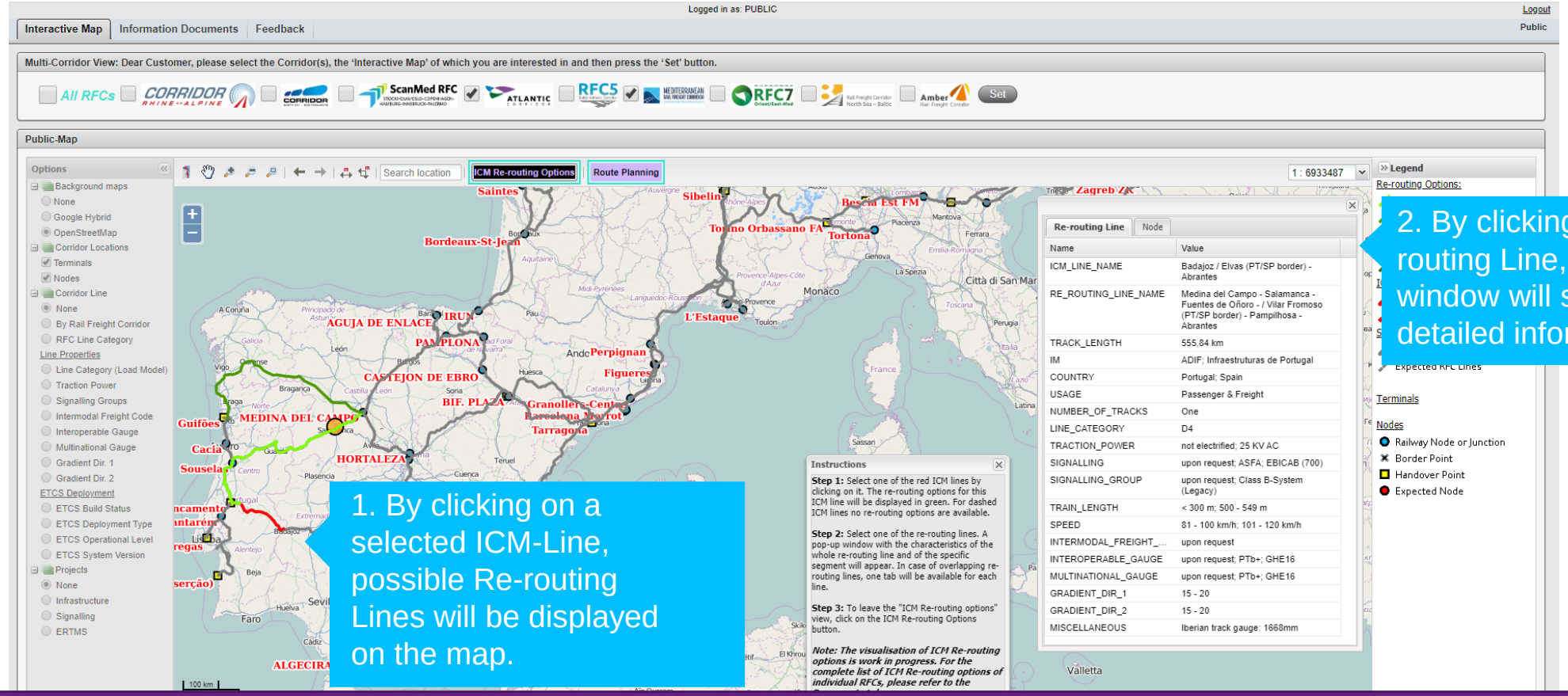
CORRIDOR INFORMATION DOCUMENT 2022

- **CID TT2022 is one single Document** with 1 to 4 sections, duly simplified and harmonized, replacing the homonymous books.
- Book 5 with the **Implementation Plan is still an independent document** with harmonize list of contents
- New **digitalization tool** for CID and NS – NCI – going online by end of April 2021, where TT2021 and TT2022 for all RFCs may be accessed





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



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

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

A New RNE task force has been created in order to use the SFs information in CIP to complete the SFP. Afterwards CIP the IMs will complete the information on the SF they operate. As only a SF manager is able to edit its own information in the SFP, we suggest to the SF managers present in the TAG, to login and complete their relevant information https://railfacilitiesportal.eu/sign-up IT IS FREE!!

STUDIES / ACTIONS ON PROGRESS FOR 2020

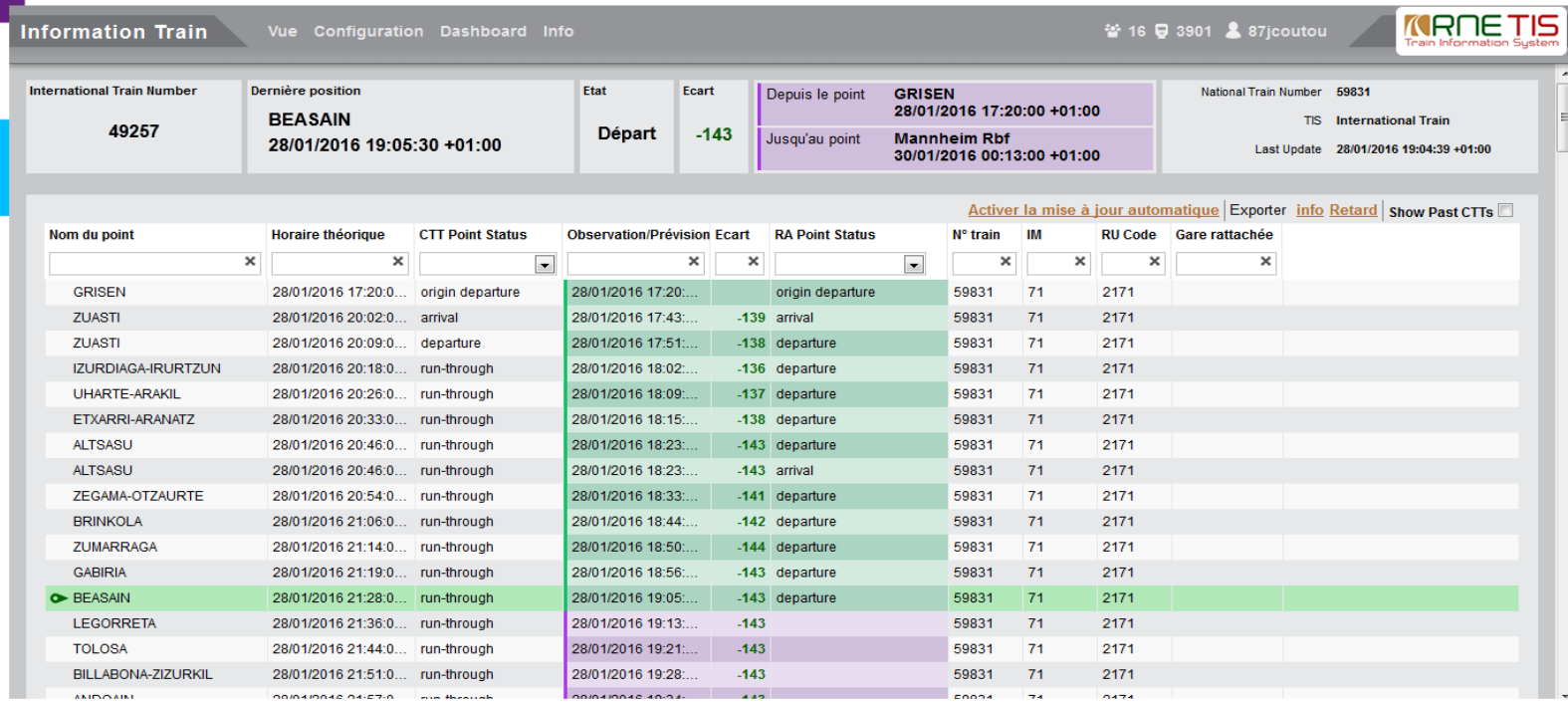
- **Intermodal rail freight gauge classification on the Iberian Peninsula**
  - Due to COVID pandemic situation, the gauge measurement has been canceled. Some gauge measurement results coming from ADIF would be used for rail freight gauge classification in Spain.
- **Transport Market Study update**
  - Contract signed at the end of June 2019, some extensions and BREXIT impact have been checked in Spain and France,
  - Final report expected at the end of March 2021.
- **ERTMS deployment on the cross-border Vitoria Bordeaux study:**
  - European call for applicants will be launched at the beginning of March, studies are planned from May to December 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 for German language speaking at Forbach is extended to the end of 2022.

TAF-TSI TCM INFORMATION IN TIS

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 developed new IT interfaces in order to automatically provide the TAF-TSI TCM information in TIS for Portuguese RUs using TIS.

A display field with the required TAF-TSI information regarding TCM to be provided by RUs is already deployed and visible in TIS.

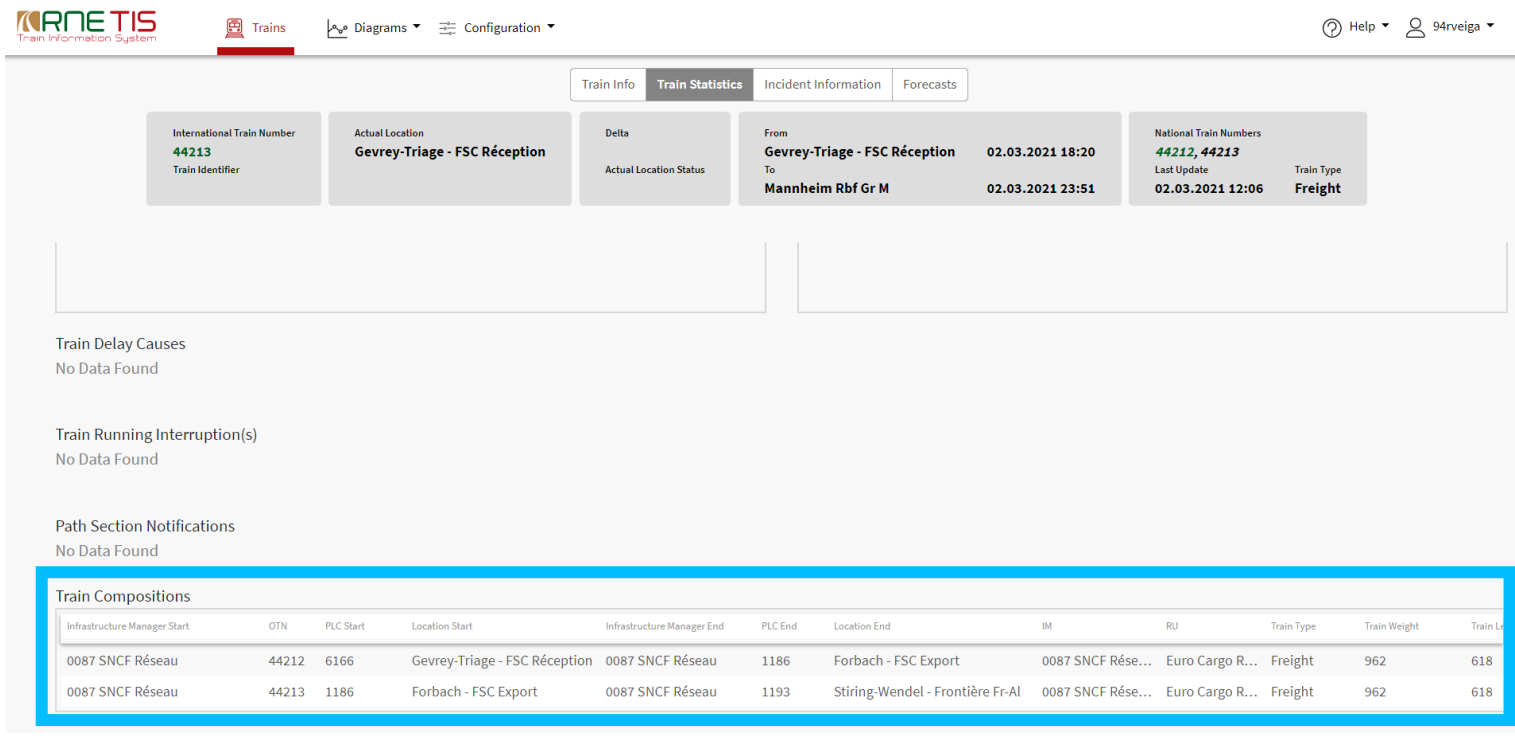


Nom du point	Horaire théorique	CTT Point Status	Observation/Prévision	Ecart	RA Point Status	N° train	IM	RU Code	Gare rattachée
GRISEN	28/01/2016 17:20:0…	origin departure	28/01/2016 17:20:…		origin departure	59831	71	2171	
ZUASTI	28/01/2016 20:02:0…	arrival	28/01/2016 17:43:…	-139	arrival	59831	71	2171	
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	

TCM ATLANTIC CORRIDOR PILOTS – RECENT DEVELOPMENT

Real time information about train composition:

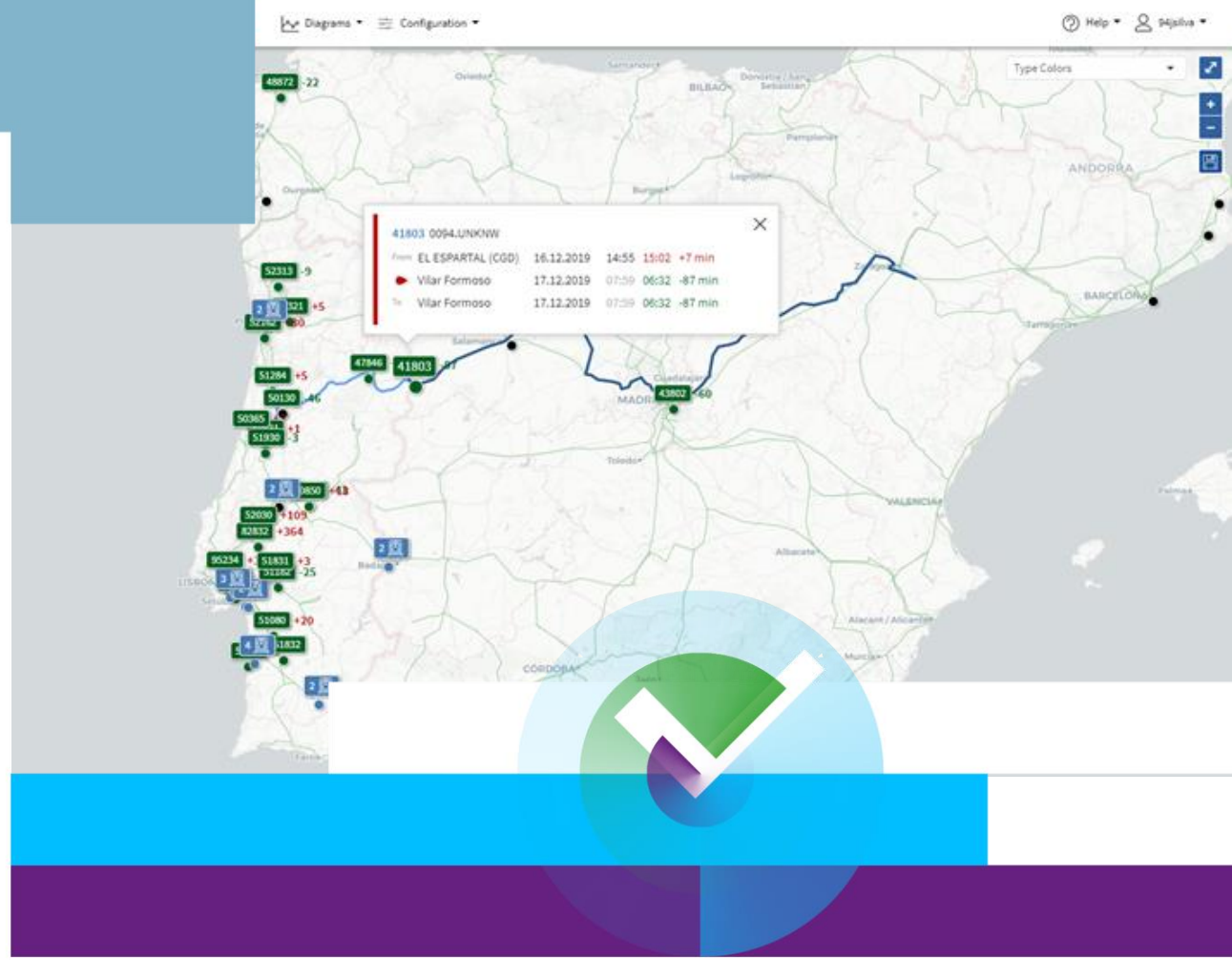
- Beginning of 2021, deployed the TAF-TSI TCM fields in TIS for Pilots sponsored by RNE
- IP Pilot currently receiving TAF-TSI TCM information from the both PT freight RUs – TAKARGO and MEDWAY
- ADIF will check with RENFE Mercancias for the same development.



LEGAL SCOPE OF THE TCM IN TIS DEPLOYMENT

Undergoing works at RNE level:

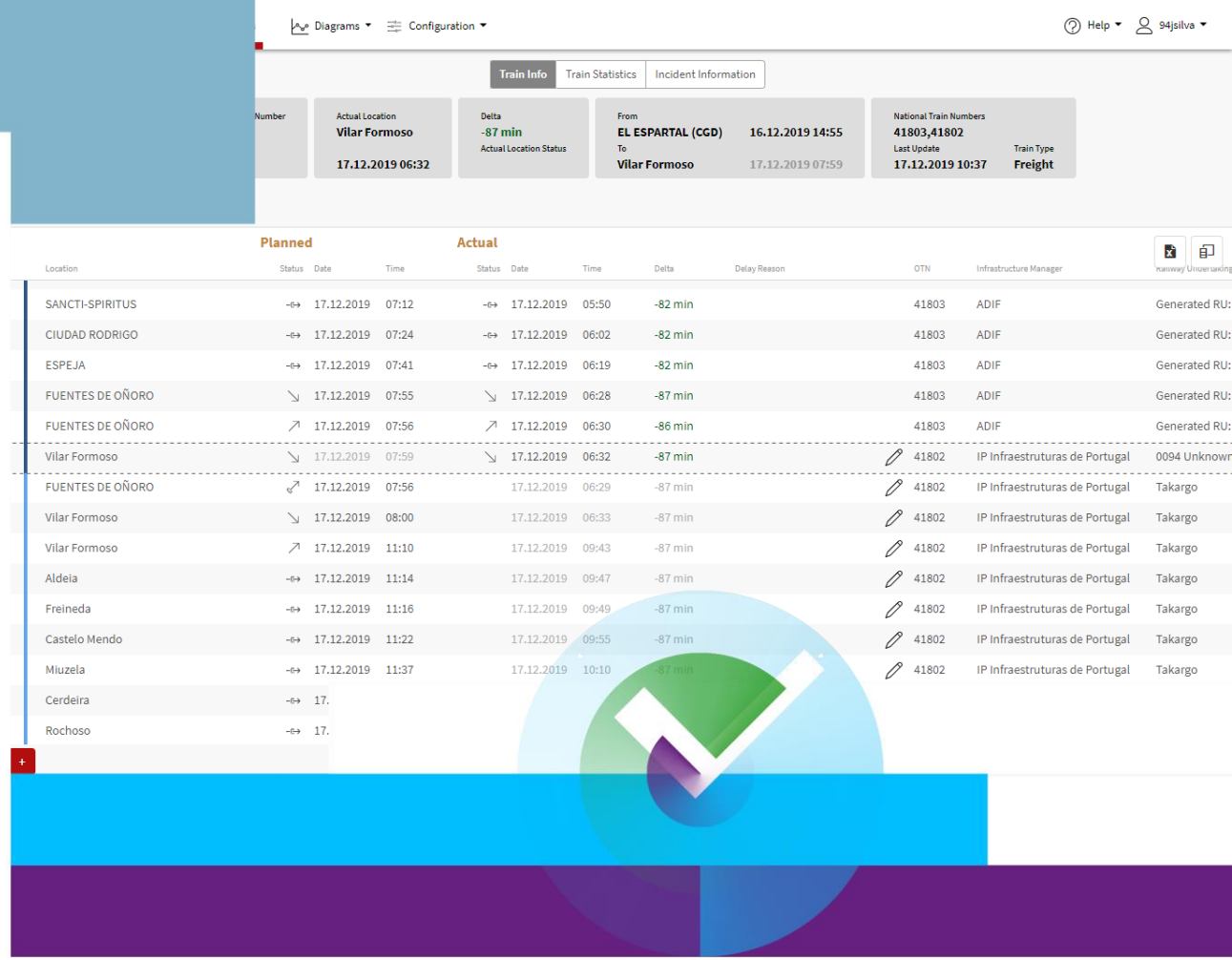
- Within Data Quality Projects, RNE has promoted a discussion on “who and how” this information should be sent to TIS. Possible solutions are:
  - TCM sent by the RUs directly to TIS => an outstanding number of interfaces with TIS, possibly not supported by RNE
  - TCM sent by the IMs => with no control on the TCM QD and possibly with an interface development fee to be charged to the RUs



LEGAL SCOPE OF THE TCM IN TIS DEPLOYMENT

Possibilities and constraints

- Will enable full train journey overview in TIS by connecting the correct trains using TCM
- Exchanged TCM information in TIS is limited to what is required by the TAF-TSI
- The final solution on “who and how” to send TACM information to TIS should me formalized in a contract between RNE and IMs/RUs, e.g., by signing a revised version of the TIS User Agreement



2. RESERVE CAPACITY FOR 2021 AND CAPACITY OFFER FOR 2022

RESERVE CAPACITY FOR 2021

ATLANTIC CORRIDOR

Reserved Capacity Offer for TT-2021

SOUTH-NORTH DIRECTION

PAP Ref.	Running Days in IP network (origin of national path)	Running Days in Adif network (origin of national path)	Running Days in SNCF Réseau network (origin of national path)	Running Days in DB NETZ network (origin of national path)	PORTUGAL: SINES	LISBOA / BOBADELA	LEIXÕES	PAMPILHOSA	ENTRONCAMENTO	ELVAS (HP)	VILAR FORMOSO Arrival (HP)	VILAR FORMOSO Departure (HE)	SPAIN: FUENTES DE ONORO	BADAJOZ Arrival (HP)	BADAJOZ Departure (HE)	MÉRIDA	ALGECIRAS	MADRID	BURGOS	GRISEN	NOAÍN / PAMPLONA	BILBAO / MIRANDA EBRO	IRUN (Arrival)	IRUN (Departure)	FRANCE: HENDAYE (Arrival)	HENDAYE (Departure)	BAYONNE	LE HAVRE	VALENTON	VAIRES/TORCY	METZ SABLONS	SNCFR id	FORBACH (ARRIVAL)	FORBACH (DEPARTURE)	GERMANY: SAAREBRUCKEN	DB Netz Id	LUDWIGSHAFEN	MANNHEIM
RFC04RC43	56	67			Via B. Baixa	15:50			18:48		00:06	01:30	01:38											12:53	13:02														
RFC04RC45	56				Via B. Baixa		13:05	15:07																																
RFC04RC47	6	2467						Via Beira Baixa	20:43		00:56	02:40	03:05					11:49	to Zaragoza & Barcelona																						
RFC04RC49	135				Via B. Baixa	18:32			20:43		00:56								(coordinated with RFC6)																					

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

RC Portugal/Spain | RC Portugal/Spain/France | RC Spain/France | RC France/Germany

PaPs kept by C-OSS for late path request

NORTH-SOUTH DIRECTION

PAP Ref.	Running Days in DB NETZ network (origin of national path)	Running Days in SNCF Réseau network (origin of French path)	Running Days in Adif network (origin of national path)	Running Days in IP network (origin of national path)	GERMANY: MANNHEIM	LUDWIGSHAFEN	DB Netz Id	SAAREBRUCKEN	FRANCE: FORBACH (ARRIVAL)	FORBACH (DEPARTURE)	SNCF R. Id	METZ SABLONS / WOIPPY	VAIRES / TORCY	VALENTON	LE HAVRE	BAYONNE	HENDAYE (Arrival)	HENDAYE (Departure)	SPAIN: IRUN (Arrival)	IRUN (Departure)	MIRANDA EBRO / BILBAO	NOAIN / PAMPLONA	GRISEN / ZUERA	BURGOS	MADRID	ALGECIRAS	MÉRIDA	BADAJOZ Arrival (HE)	BADAJOZ Departure (HP)	FUENTES DE ONORO	PORTUGAL: VILAR FORMOSO Arrival (HE)	VILAR FORMOSO Departure (HP)	ELVAS (HP)	ENTRONCAMENTO	PAMPILHOSA	LEIXÕES	LISBOA / BOBADELA	SINES
RFC04RC42			67	67														06:15		6:24										16:48	17:00	17:40		00:08	01:34	03:27		
RFC04RC44				67																														23:55			01:03	
RFC04RC46			1356	7																			From Zaragoza & Barcelona		16:40					01:30	01:37	02:10		05:52				
RFC04RC48				246																			(coordinated with RFC6)								02:10		06:55			08:11	

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

RC Spain/Portugal | RC France/Spain/Portugal | RC France/Spain | RC Germany/France

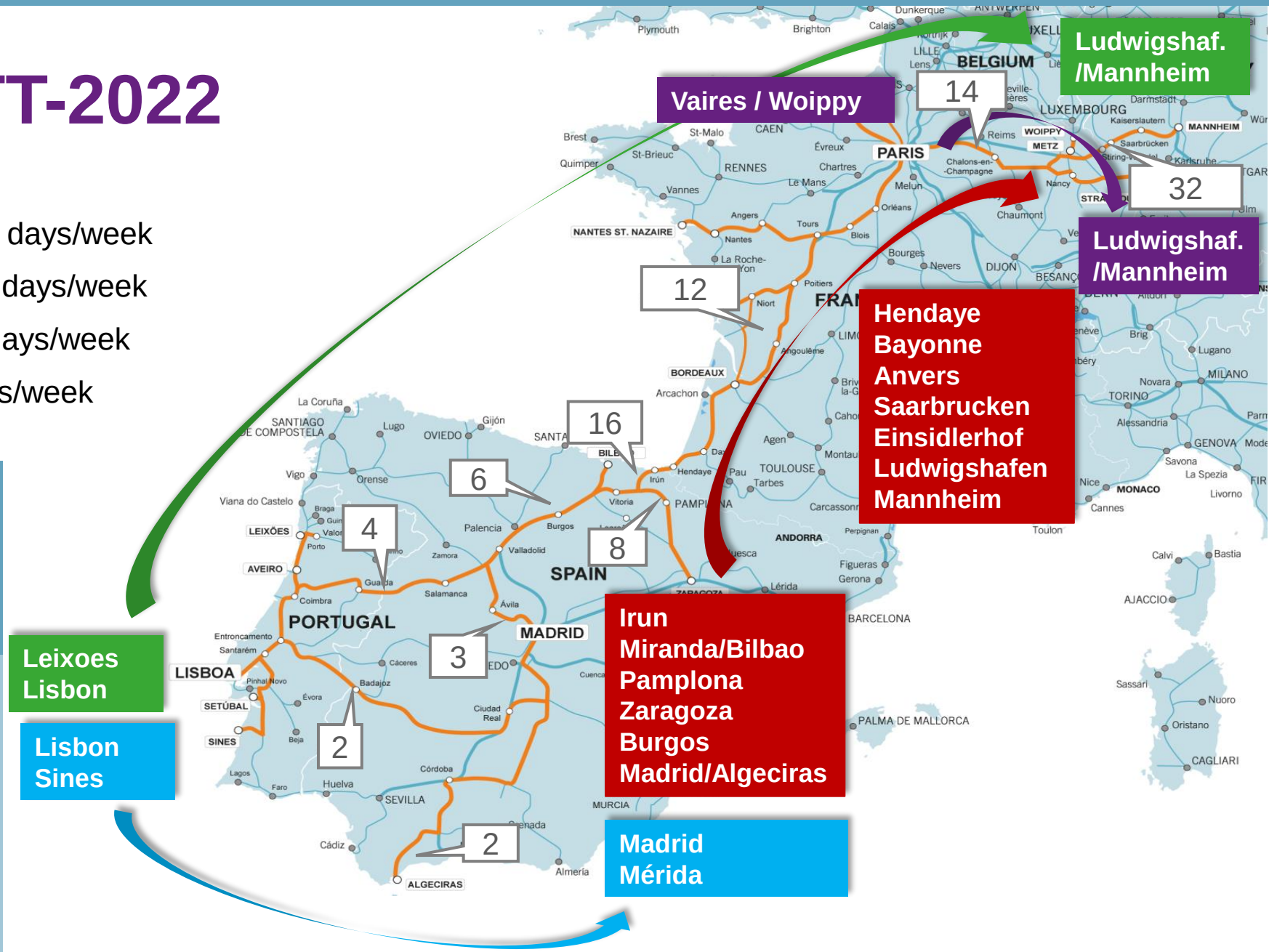
Notes: Logistic Services to be provided by the Freight Terminals shall be agreed between the applicant and the terminal. The foreseen load transfer location is only as informative

PAP OFFER TT-2022

- 32 PaP/Slots in **Germany**, 7 days/week
- 36 PaP/Slots in **France**, 5-7 days/week
- 20 PaP/Slots in **Spain**, 4-7 days/week
- 10 PaP in **Portugal**, 2-4 days/week

DISTANCE BETWEEN 500 KM & 2300 KM

20 Multicorridor PaPs connecting Germany, France, Belgium and Spain by RFC2, RFC4 & RFC6



CAPACITY OFFER 2022: NORTH – SOUTH DIRECTION

					Germany				France									Spain												Portugal						
	Running Days in DB NETZ network	Running Days in SNCF Réseau network	Running Days in Adif network	Running Days in IP network	MANNHEIM	LUDWIGSHAFEN	EINSIDLERHOF	SAAREBRUCKEN	FORBACH (ARRIVAL)	FORBACH (DEPARTURE)		METZ SABLONS / WOIPPY	VAIRES / TORCY	VALENTON		BAYONNE	HENDAYE (Arrival)	HENDAYE (Departure)	IRUN (Arrival)	IRUN (departure)	BILBAO	NOAIN / PAMPLONA	ZARAGOZA	BURGOS	MADRID	ALGECIRAS	MÉRIDA	BADAJOZ Arrival (HE)	BADAJOZ Departure (HP)	FUENTES DE ONORO	VILAR FORMOSO Arrival (HE)	VILAR FORMOSO Departure (HP)	ELVAS (HP)	ENTRONCAMENTO	PAMPILHOSA	LEIXÕES	LISBOA / BOBADELA
RFC426PaP002	123456	2345			21:58			0:40	0:55	1:00		3:00	to Cerbère (17:49) / Silla or Tarragona																								
RFC04PaP0004	1234567	12345						5:03	5:20	5:25						0:04																				
RFC426PaP006	12345	12345					3:39	5:10	5:25	5:35		7:48	to Perpignan (23:11) / Silla or Tarragona																								
RFC426PaP008	1234567	1234567			2:23			4:56	5:11	5:16		6:11	to Perpignan (20:17) / Silla or Tarragona																								
RFC4TTRNSN01	12345	12345			13:38	TTR Pilot			16:25	16:30	TTR Pilot		21:30																								
RFC4TTRNSN02	12345	12345			13:38	TTR Pilot			16:25	16:30	TTR Pilot		21:30																								
RFC426PaP014	12345	12345						20:19	20:40	20:45		21:34	to Perpignan (11:07)																								
RFC42PaP0016	12345	12345			19:00			22:29	22:44	22:49		23:45	to Gevrey (3:31)																								
RFC426PaP018	12345	12345			19:35			22:44	22:59	23:04		2:04	to Cerbère (16:45) / Constanti																								
RFC426PaP020	12345	12345			19:45			22:59	23:14	23:19		1:07	to Perpignan (16:13) / Barcelona																								
RFC426PaP022	23456	34567						23:42	23:57	0:02		3:35	to Perpignan (16:43) / Barcelona																								
RFC426PaP024	12345	12345			20:16			23:10	23:25	23:29		1:18	to Cerbère (16:09) / Silla or Tarragona																								
RFC04PaP0026	1234567	12345	234567		2:49			5:25	5:40	5:45							01:13			12:56	Via Zaragoza			23:51												
RFC4TTRNSN03	12345	12345	1234		13:38	TTR Pilot			16:25	16:30	TTR Pilot						9:30	11:15	TTR Pilot				17:50														
RFC4TTRNSN04	12345	12345	124567		13:38	TTR Pilot			16:25	16:30	TTR Pilot						9:30	18:45	TTR Pilot						6:35	8:40										
RFC4RPNSN05	12345	12345	1234567		13:38	Rolling Pl.			16:25	16:30	Rolling Pl.						9:30	16:09	Rolling Pl.		22:25																
RFC04PaP0034	12345	12345	12345													From Lyon Sibelin		19:55						0:12												
RFC24PaP0036		23457	134567								From Antwerp /Somain (2:45)			6:25			18:09			9:20	Via Zaragoza			18:45												
RFC4TTRNSN06		12345									From Antwerp / Tourcoing (15:25)			22:35		9:30	TTR Pilot																			
RFC04PaP0040			1234567															22:05			Via Zaragoza			8:39												
RFC04PaP0042			67	67														5:15												15:29	18:22		0:50	2:16	4:08	
RFC04PaP0044				67																													0:40			1:48
RFC04PaP0046			1356	7																				16:40					1:30	1:37	2:21		6:12			
RFC04PaP0048				246																											2:21		7:19			8:43
RFC04PaP0050			245	245																						15:58	16:48	15:50				18:32	21:14			

CAPACITY OFFER 2022: SOUTH – NORTH DIRECTION

					Portugal							Spain											France										Germany			
	Running Days in IP network	Running Days in Adif network	Running Days in SNCF Réseau network	Running Days in DB NETZ network	LISBOA / BOBADELA	LEIXÕES	PAMPILHOSA	ENTRONCAMENTO	ELVAS (HP)	VILAR FORMOSO Arrival (HP)	VILAR FORMOSO Departure (HE)	FUENTES DE ONORO	BADAJOZ Arrival (HP)	BADAJOZ Departure (HE)	MÉRIDA	ALGECIRAS	MADRID	BURGOS	ZARAGOZA	PAMPLONA	BILBAO	IRUN (Arrival)	IRUN (Departure)	HENDAYE (Arrival)	HENDAYE (Departure)	BAYONNE		VALENTON	VAIRES/TORCY	METZ SABLONS/WOIPPY		FORBACH (ARRIVAL)	FORBACH (DEPARTURE)	SAAREBRUCKEN	EINSIDLERHOF	LUDWIGSHAFEN	MANNHEIM
RFC624PaP001			12345	23456																						from Silla or Tarragona / Cerbère (7:35)				22:47		0:38	0:43	0:57			3:29
RFC624PaP003			12345	23456																							from Perpignan (10:43)				23:11		2:30	2:35	2:49			5:22
RFC624PaP005			23456	34567																						from Barcelona / Perpignan 10:16				0:06		3:37	3:42	3:56			7:01
RFC624PaP007			12345	23456																								from Cerbère (7:42)		22:57		3:56	4:01	4:15			7:57
RFC04PaP0009			12345	23456																									22:03			4:55	5:00	5:20			8:18
RFC624PaP011			12345	23456																						from Silla or Tarragona / Cerbère (15:00)				3:50		5:30	5:37	5:53			9:32
RFC624PaP013			123456	234567																							from Perpignan (18:25)				8:51		9:54	9:59	10:13			
RFC624PaP015			12345	23456																							from Barcelona / Perpignan (20:38)				9:17		10:06	10:11	10:25			13:31
RFC04PaP0017			12345	1234567																						2:26						19:45	19:50	20:04			
RFC04PaP0019			1234567	1234567																									15:08			20:11	20:16	20:30			23:04
RFC24PaP0021			123456	123456																								from Gevrey (15:31)		19:25		20:18	20:23	20:37			23:49
RFC624PaP023			123456	123456																							from Perpignan (6:45)			21:54		23:54	23:59	0:13			
RFC04PaP0025		1234567	12345	23456															15:09					20:39	1:50							6:46	6:51	7:05			
RFC4TTRSNN01		1234567	12345	23456																12:45	TTR Pilot			15:35	16:15	TTR Pilot						10:07	10:12	TTR Pilot			12:59
RFC4TTRSNN02		234567	12345	23456													23:05	via Zaragoza		TTR Pilot	10:05				16:15	TTR Pilot						10:07	10:12	TTR Pilot			12:59
RFC4RPSNN03		1234567	12345	23456																	14:00	Rolling Pl.		20:08	16:15	Rolling Pl						10:07	10:12	Rolling Pl			12:59
RFC04PaP0033		12345																12:21						16:53		to Lyon Sibelin											
RFC42PaP0035		1234567	23456													17:04	9:30	via Zaragoza				21:03			8:41			20:32	to Somain (23:59) / Antwerp							
RFC42PaP0037			12345																							19:35		6:06	to Tourcoing (14:42) / Antwerp							
RFC04PaP0039		1234567															0:16							10:30												
RFC04PaP0041	56	67			15:50			18:48		23:10	1:30													13:02												
RFC04PaP0043	56					13:05	15:07																													
RFC04PaP0045	6	2467				Via Beira Baixa		20:43		0:56	2:40	3:05					11:49																				
RFC04PaP0047	135			Via Beira Baixa	18:32			20:43		0:56																											
RFC04PaP0049	245	245						4:33	7:14				7:29	10:19	11:09																					

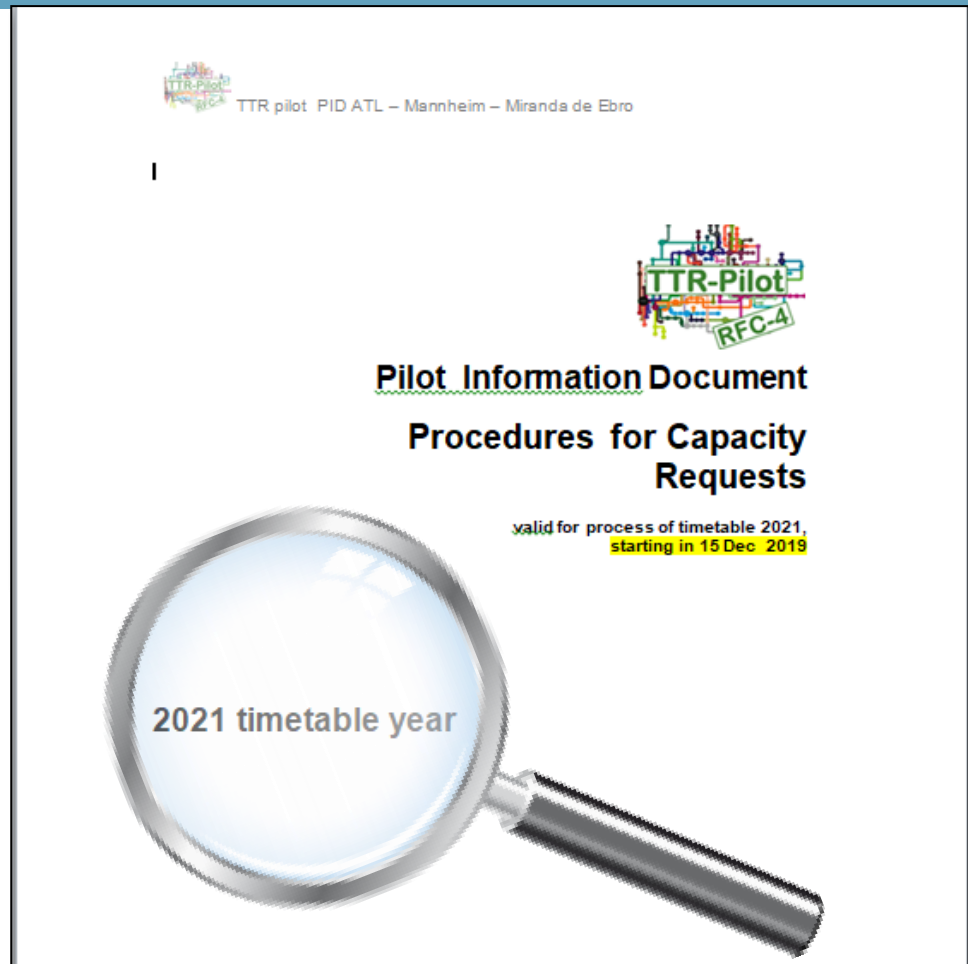
ATLANTIC PILOT –
PILOT INFORMATION DOCUMENT DELIVERABLE

Base concepts have been shared through "Pilot Information Document"

- A capacity band is the favorite timing to attribute long distance trains paths
- A specific capacity has been safeguarded (system paths) for these traffics
- Eligibility criteria have been defined

Next steps :

- On April 15, a task force IMs+RFC will consider all eligible received requests together
- The support paths will be distributed to the most relevant requests (+ feeder outflow when necessary)
- Priority criteria have been defined in case of scarcity
- Unused support paths will be deleted except one per direction
- This remaining support path will be the bone for rolling planning, using PCS to monitor its day-by-day availability and the requests/answers.



Pilot Information Document has been published within TTR ATLANTIC Pilot CMS *(within RNE)*

TTR PILOT MANNHEIM - HENDAYE/IRUN – MIRANDA DE EBRO FOR TT2022

- ADIF, SNCF Réseau and DB Netz jointly supported by RFC ATL prepared for TT2021 a redesigned capacity offer for international freight trains mixing two products:
  - a new product, available for path requests between Metz / Mannheim area and Bayonne / Hendaye area & Irun to Miranda de Ebro, in the form of available slots within capacity bandwidths, called **“Guaranteed Capacity” (GC)** for annual requests and for Rolling Planning;
  - a traditional product, available for all other international path requests, in the form of **Flex-PaPs (for all IMs in the Corridor)**.
- The approach is **consistent with** the upcoming implementation of **TTR concepts** and processes.
- **Publication in PCS** of the “TTR Pilot Capacity” has been done **as “traditional Flex PaPs** as *“virtual paths”* represented by bandwidths.
- Pilot Information Document will be available with further details.

TTR PILOT CAPACITY MIRANDA DE EBRO-IRUN/HENDAYE-MANNHEIM FOR TT2022

Origin	Köln		Antwerp					Antwerp
Mannheim	???	???		12:25	*12:39*	*12:54*	*13:29*	
Saarbrucken	03:05	03:25		14:51	15:05	15:20	15:55	
Forbach	03:25	03:45		15:11	15:25	15:40	16:15	
Vaires				20:25			21:28	
Valenton			???					???
Bordeaux								
Bayonne	23:50	01:50	11:40					
Hendaye		01:40			11:55	13:20		18:00
Irun		12:14	???		18:55	11:25		09:20
Alsasua		???				???		???
Miranda Ebro					???			
Destination		Madrid			Madrid	Grisen		Madrid
TTR PILOT DE+FR				X	X	X	X	
TTR PILOT FR-SP			X		?	?		

Night capacity band

Destination	Köln				Antwerp			Antwerp
Mannheim	???	22:43	08:20	11:00		13:40	*14:15*	
Saarbrucken	20:05	20:31	05:15	07:35		10:55	11:30	
Forbach	19:45	20:11	04:55	07:15		10:35	11:10	
Vaires		15:08	22:05					
Valenton					???			???
Bordeaux								
Bayonne	02:45							19:35
Hendaye				03:15	09:15	16:00	18:15	
Irun				20:29	21:03	14:29	10:05	
Alsasua				???	???	???		
Miranda Ebro							???	
Origin				Grisen	Madrid	Pamplona	Madrid	
TTR PILOT DE+FR						X	X	
TTR PILOT FR-SP						?	?	X

Night capacity band

TTR PILOT MIRANDA DE EBRO – IRUN/HENDAYE – MANNHEIM FOR TT2022

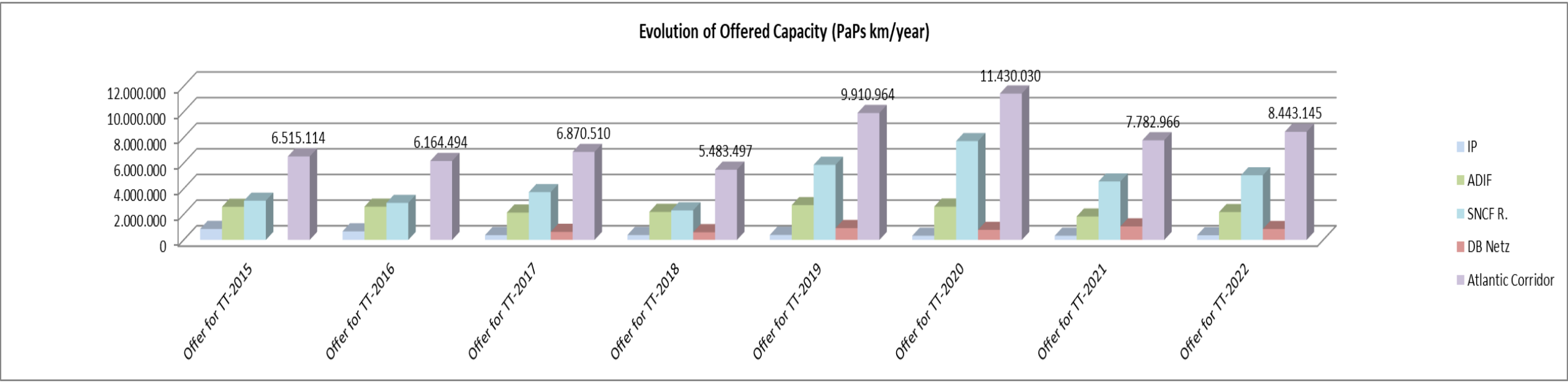
- As for traditional PaPs, the paths requested inside the capacity bandwidths will be taken into account by the IMs during the Path elaboration phase **according to the detailed requests placed in PCS or the national system (for national requests)**. If RUs place requests respecting the features of the capacity bandwidths, they should expect to receive an **offer as close as possible to the wished timetable**.

- A task force between involved IMs and C-OSS **will coordinate the use of the safeguarded capacity according to the full received requests (national and international)**, in order to provide an answer to the customers in due time.

- In case of higher number of requests than the dedicated safeguarded capacity offer, **the priority will be given to the requests having the highest product length of journey * number of days** (same rule than for conflicting PaP requests).

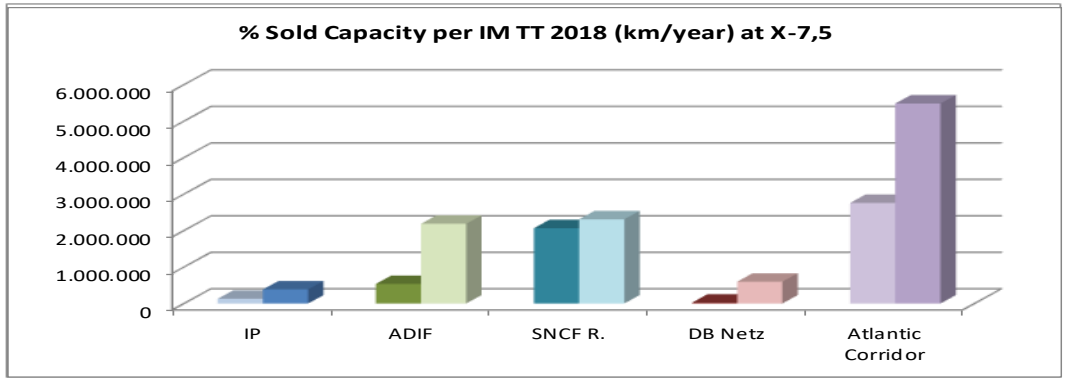
3.
KEY PERFORMANCES INDICATORS 2020

KEY PERFORMANCES INDICATORS CAPACITY OFFER EVOLUTION

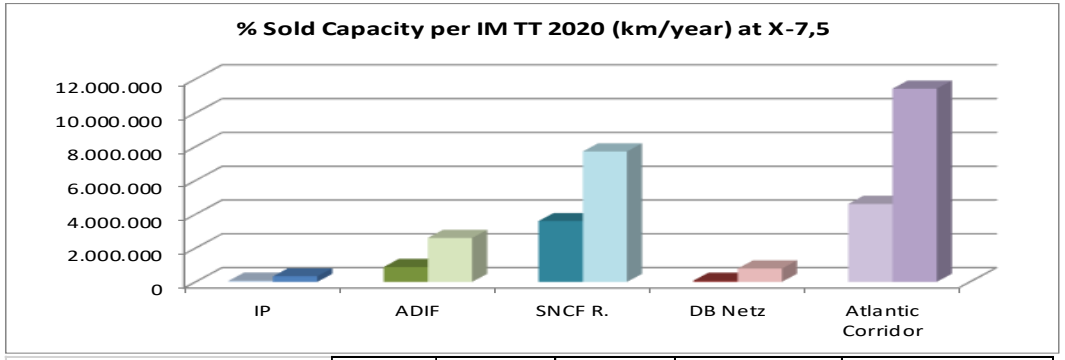


Minor decrease in Germany because for TT-2021 the Rolling Planning capacity was included in this KPI in Jan-21 and not for TT-2022. RP Capacity would be published in August 2021.

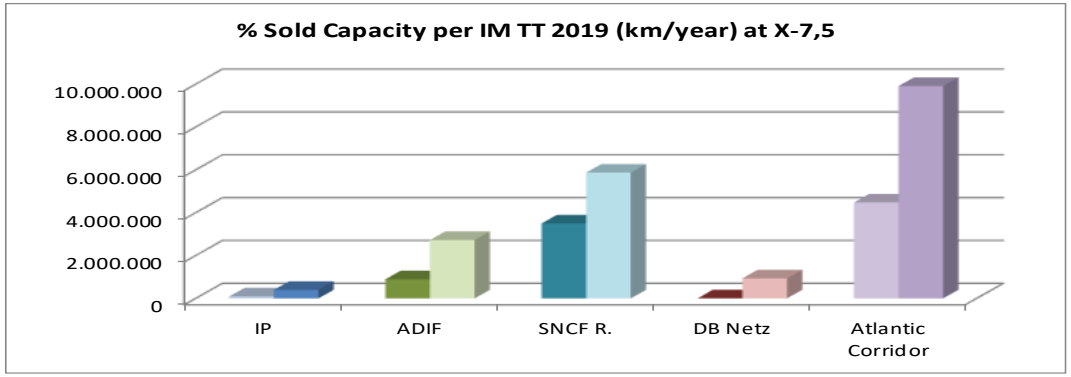
KEY PERFORMANCES INDICATORS % OF CAPACITY SOLD



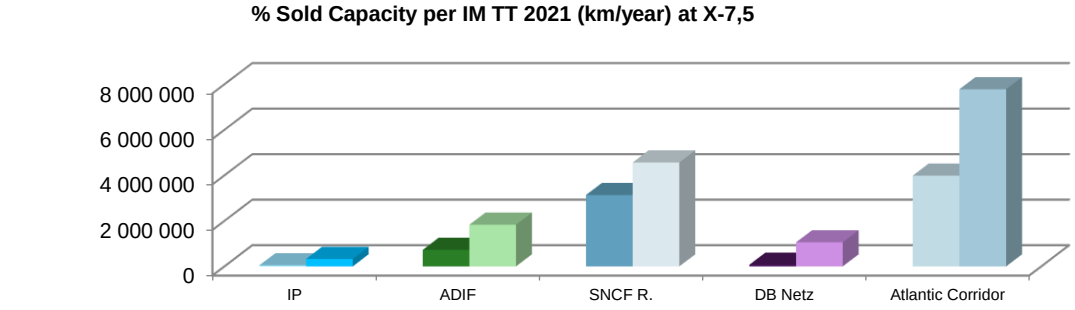
	IP	ADIF	SNCF R.	DB Netz	Atlantic Corridor
Offered Capacity	387.358	2.187.942	2.309.443	598.754	5.483.497
Requested Capacity	130.772	536.586	2.204.925	24.438	2.896.720
Sold Capacity	130.772	536.586	2.066.149	24.438	2.757.944
% Of Sold Capacity	33,76%	24,52%	89,47%	4,08%	50,30%



	IP	ADIF	SNCF R.	DB Netz	Atlantic Corridor
Offered Capacity	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%



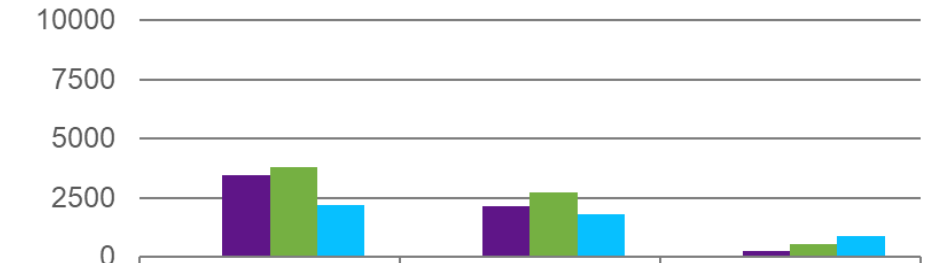
	IP	ADIF	SNCF R.	DB Netz	Atlantic Corridor
Offered Capacity	394.808	2.720.644	5.866.981	928.531	9.910.964
Requested Capacity	88.858	886.341	3.496.546	2.922	4.474.667
Sold Capacity	88.858	886.341	3.496.546	2.922	4.474.667
% Of Sold Capacity	22,51%	32,58%	59,60%	0,31%	45,15%



	IP	ADIF	SNCF R.	DB Netz	Atlantic Corridor
Offered Capacity	328.233	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%

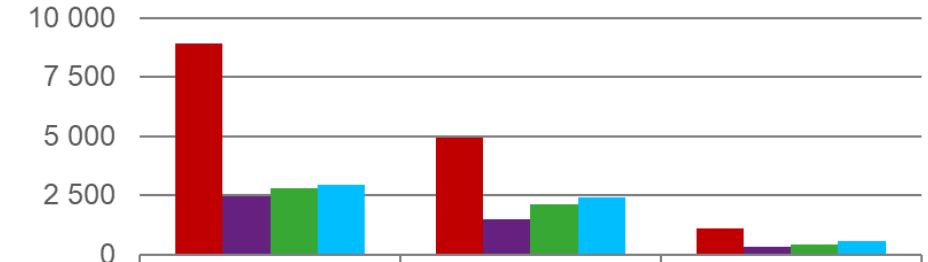
TRAFFIC KEY PERFORMANCES INDICATORS 2020

2014



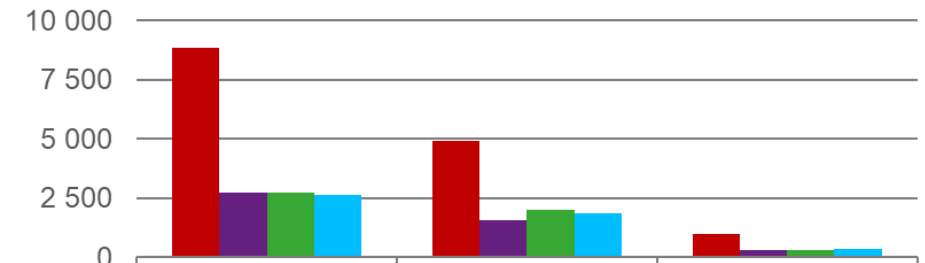
	Paths reserved	Trains running	Trains delayed > 30mn
FR/DE	0	0	0
FR side	3 432	2 163	253
SP side	3 768	2 745	526
SP/PT	2 205	1 794	901

2019



	Paths reserved	Trains running	Trains delayed > 30mn
FR/DE	8 933	4 909	1075
FR side	2 432	1 498	334
SP side	2 810	2 117	428
SP/PT	2 939	2 392	582

2020



	Paths reserved	Trains running	Trains delayed > 30mn
FR/DE	8 857	4 943	977
FR side	2 713	1 552	333
SP side	2 732	2 007	287
SP/PT	2 652	1 849	356

Evolution 2019/2014	TOTAL				
	FR/DE	FR/SP		SP/PT	Total FR/SP/PT
		FR side	SP side		
Paths reserved	N/A	-29,1%	-25,4%	33,3%	-3,8%
Trains running	N/A	-30,7%	-22,9%	33,3%	-0,7%
Trains delayed > 30mn	N/A	32,0%	-18,6%	-35,4%	-29,2%

Evolution 2020/2019	TOTAL				
	FR/DE	FR/SP		SP/PT	Total FR/SP/PT
		FR side	SP side		
Paths reserved	-0,7%	9,7%	-1,7%	-9,8%	-6,3%
Trains running	-11,8%	-7,4%	-8,6%	-32,5%	-12,3%
Trains delayed > 30mn	-17,8%	-6,3%	-39,4%	-50,9%	-31,5%

TRAFFIC KEY PERFORMANCES INDICATORS 2020

Additional analysis for the international rail traffic SP/DE evolution 2016-2020

- Different figures have been observed in the past years for the international traffic crossing France.
- For the traffic connecting the western part of Spain, **8% of decrease** have been registered
- For the traffic connecting the eastern part of Spain, **58% of increase** have been registered

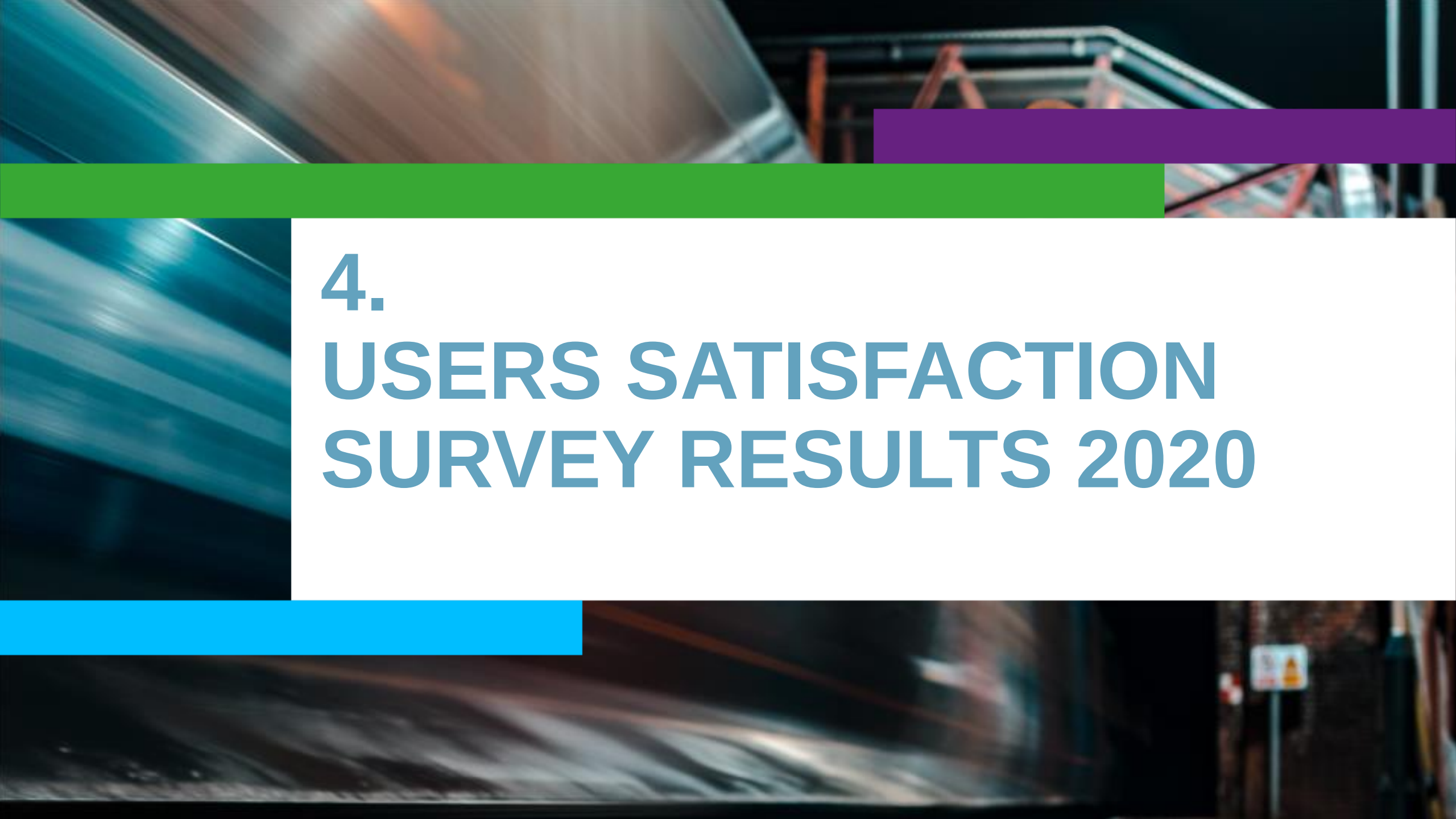
with the same penalties affecting the international traffic (strikes, COVID, etc.)

Additional analysis on the capacity offer evolution 2016-2020 :

For this period, the long distance traffic **capacity offer evolution** :

- **16% of decrease** have been registered at Hendaye,
- **19% of increase** have been registered at Forbach,

Higher capacity offer for the eastern part of Spain = less TCR affecting the FR Network via Lyon ?, more dynamic rail market linked to UIC connection to Barcelona ? **and, by the way, more yearly traffic…**



4.
USERS SATISFACTION SURVEY RESULTS 2020

USER SATISFACTION SURVEY 2020

	Overall respondents		Overall evaluations		CORRIDOR RHINE-ALPINE	CORRIDOR	ScanMed RFC	ATLANTIC CORRIDOR	RFC5	MEDITERRANEAN RAIL FREIGHT CORRIDOR	RFC7 Orient/East-Med	Rail Freight Corridor North Sea – Baltic	RFC9 CSCORRIDOR	Alpine-Western Balkan rail freight corridor	Amber Rail Freight Corridor
Total	**76**	(+12)	**134**	**(+9)**	**14** (-5)	**12** (-3)	**13** (-1)	**6** (-4)	**19** (+5)	**21** (+/-0)	**14** (-6)	**16** (+4)	**7**	**5**	**7**
RUs/non-RUs	54		106		9	7	9	5	14	16	14	13	7	5	7
Terminals/Ports	22		28		5	5	4	1	5	5	0	3	0	0	0
Invitations sent	273	(-29)	273	(-29)	44 (-14)	43 (-43)	35 (-2)	13 (-42)	26 (-2)	16 (+/-0)	68 (+6)	35 (+2)	20	70	36
Response rate overall (RFCs 1-11 in 2020)	**28%**	(+7%)	**49%**	(+8%)	**32%** (-1%)	**28%** (+10%)	**37%** (-1%)	**46%** (+28%)	**73%** (+23%)	**131%** (+/-0)	**21%** (-12%)	**46%** (+9%)	**35%**	**7%**	**19%**
RFCs 1-8 as in 2019:															
Response rate overall	35%	(+14%)													
Total evaluations:	74														
Invitations sent:	211														

USER SATISFACTION SURVEY 2020 SUMMARY – SATISFACTION RATTING

Customer satisfaction

**Answers given were very satisfied, satisfied and slightly satisfied.*

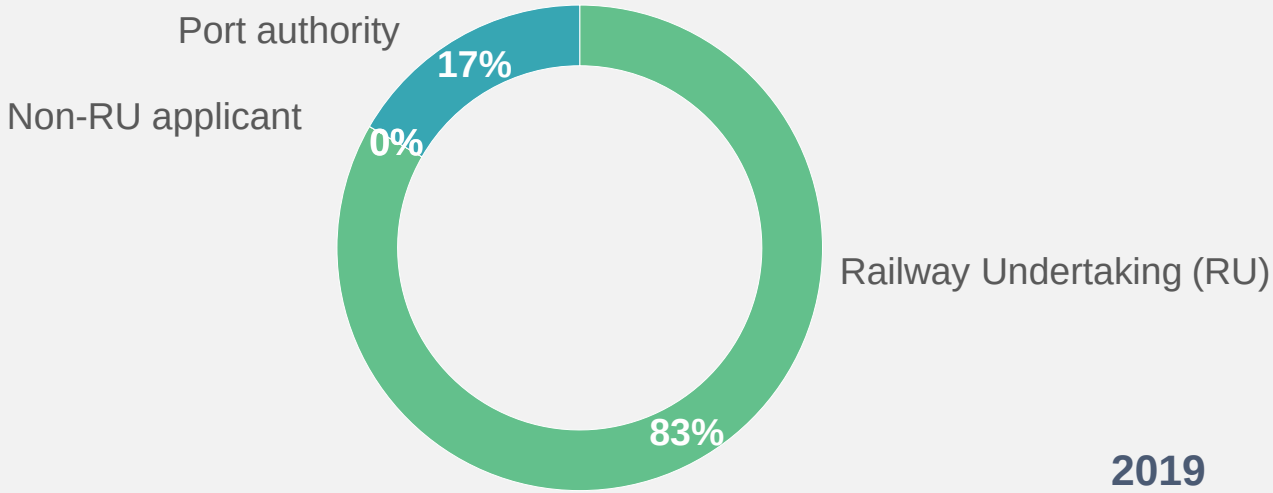
6

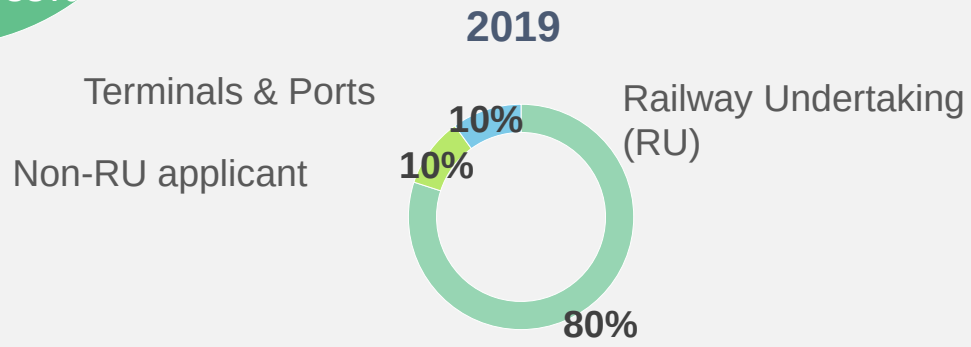
evaluations

This is a decrease in evaluations of 40% compared to the previous year.

Evaluations 2019: 10

Target groups in %





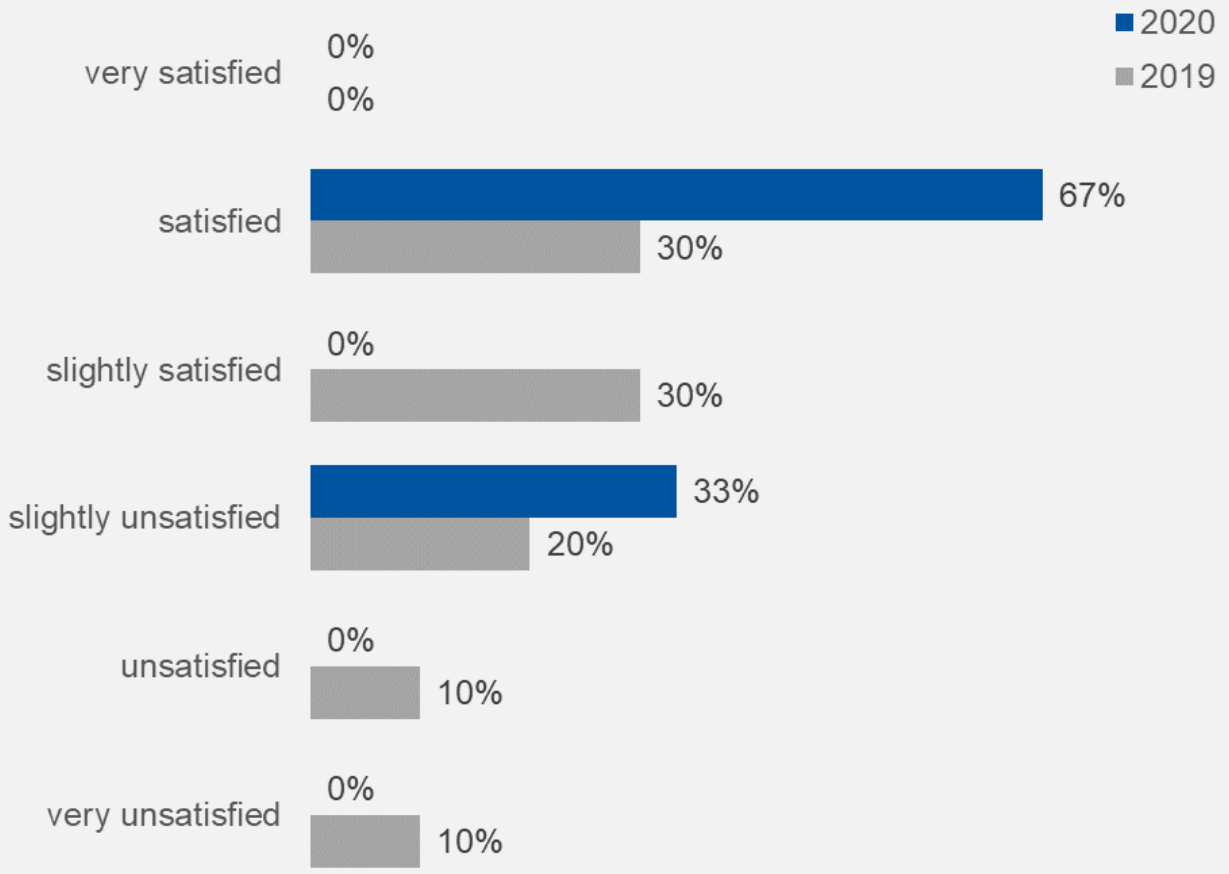
USER SATISFACTION SURVEY 2020 SUMMARY - SATISFACTION RATING WITH THE CORRIDOR

- Overall, how satisfied are you as a user of the RFC?
- Answered by: RUs/non-RUs, Terminals/Ports
- sample size = 6

67%
Generally satisfied

**Answers given were very satisfied, satisfied and slightly satisfied.*

7%
Increase of satisfaction

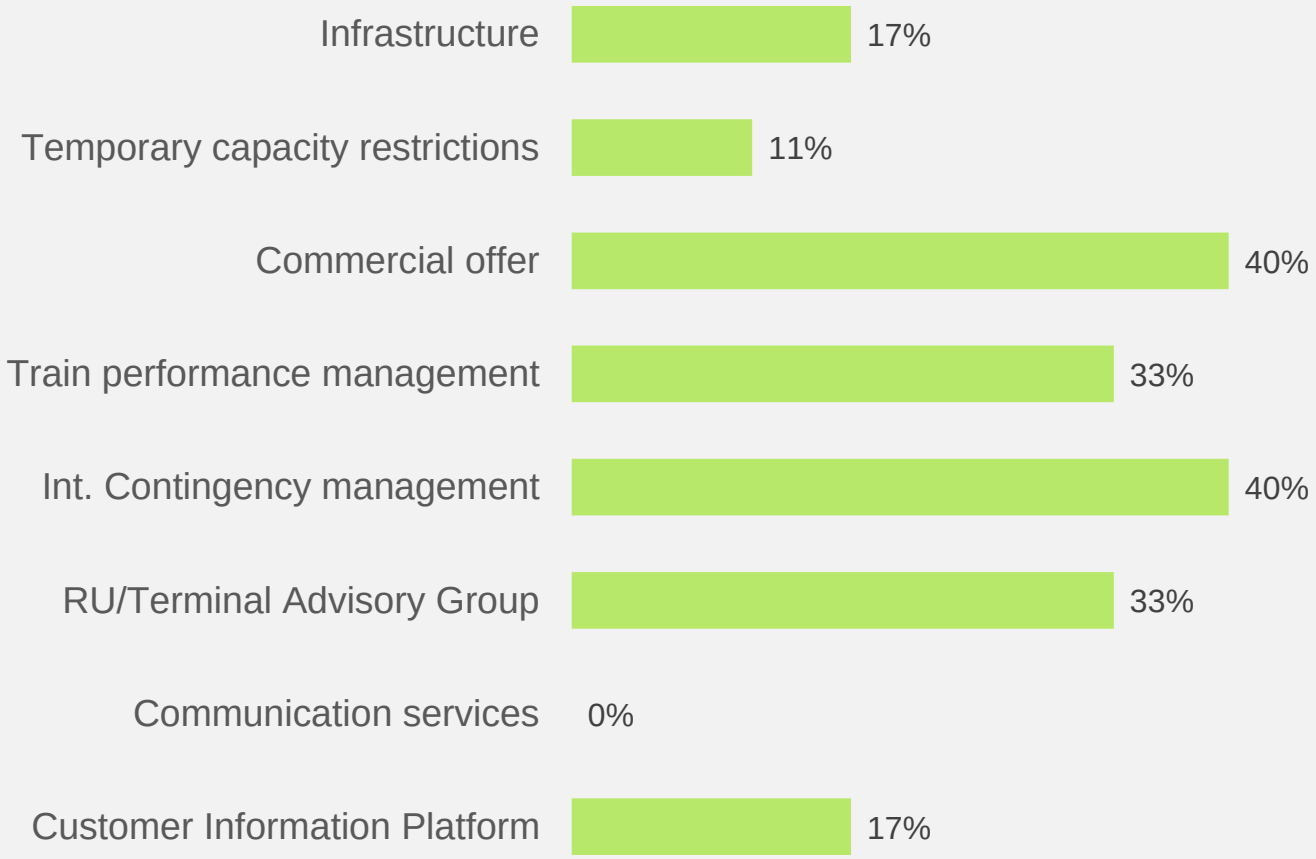


USER SATISFACTION SURVEY 2020 SUMMARY – SATISFACTION RATING OF EACH TOPIC

- General satisfaction with each topic
- This question was not asked in all topics of the survey
- Answered by: RUs/non-RUs, Terminals/Ports
- Different sample sizes on every topic

24%

average of each topic, respondents used the answer 'generally satisfied'

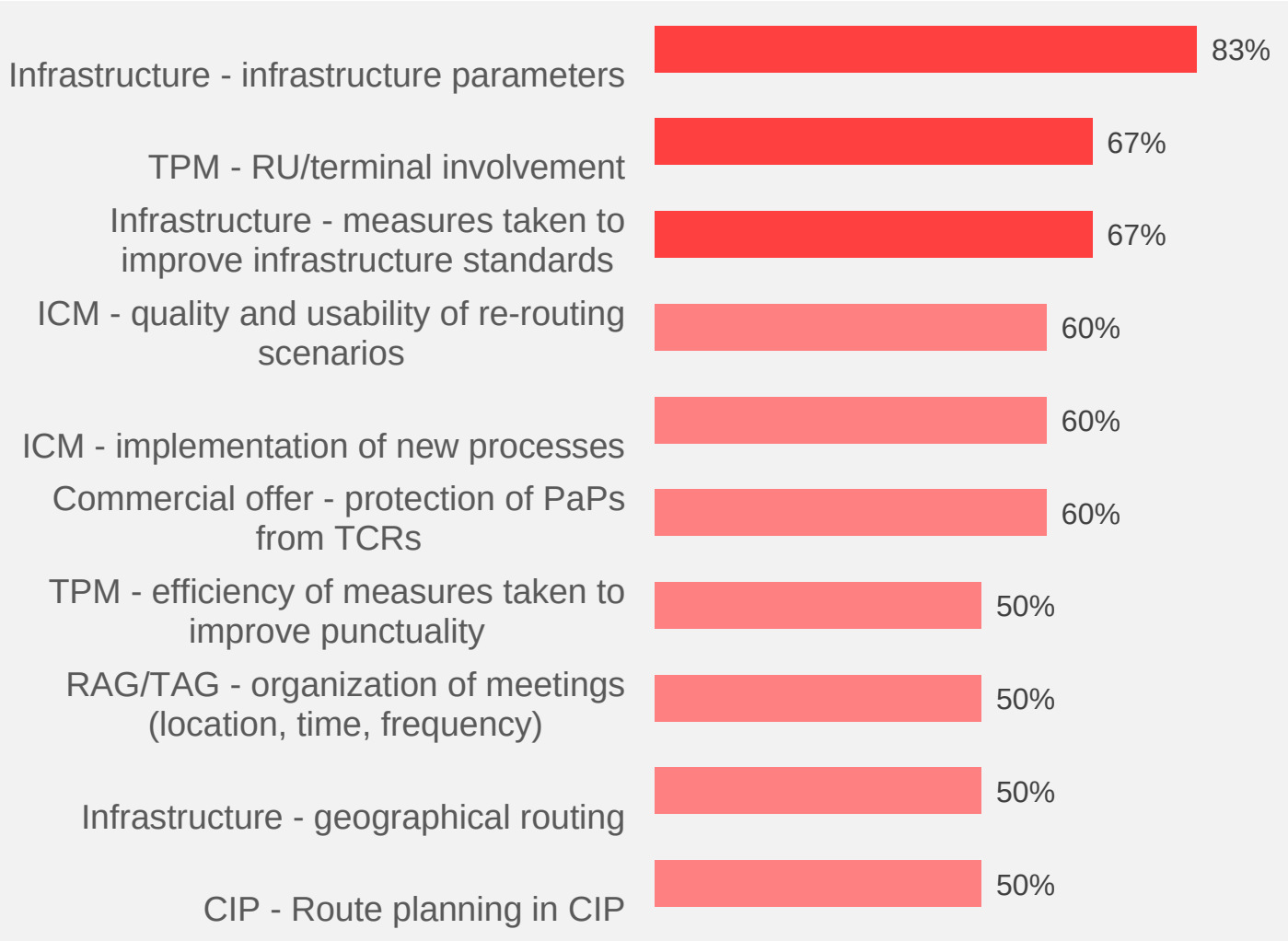


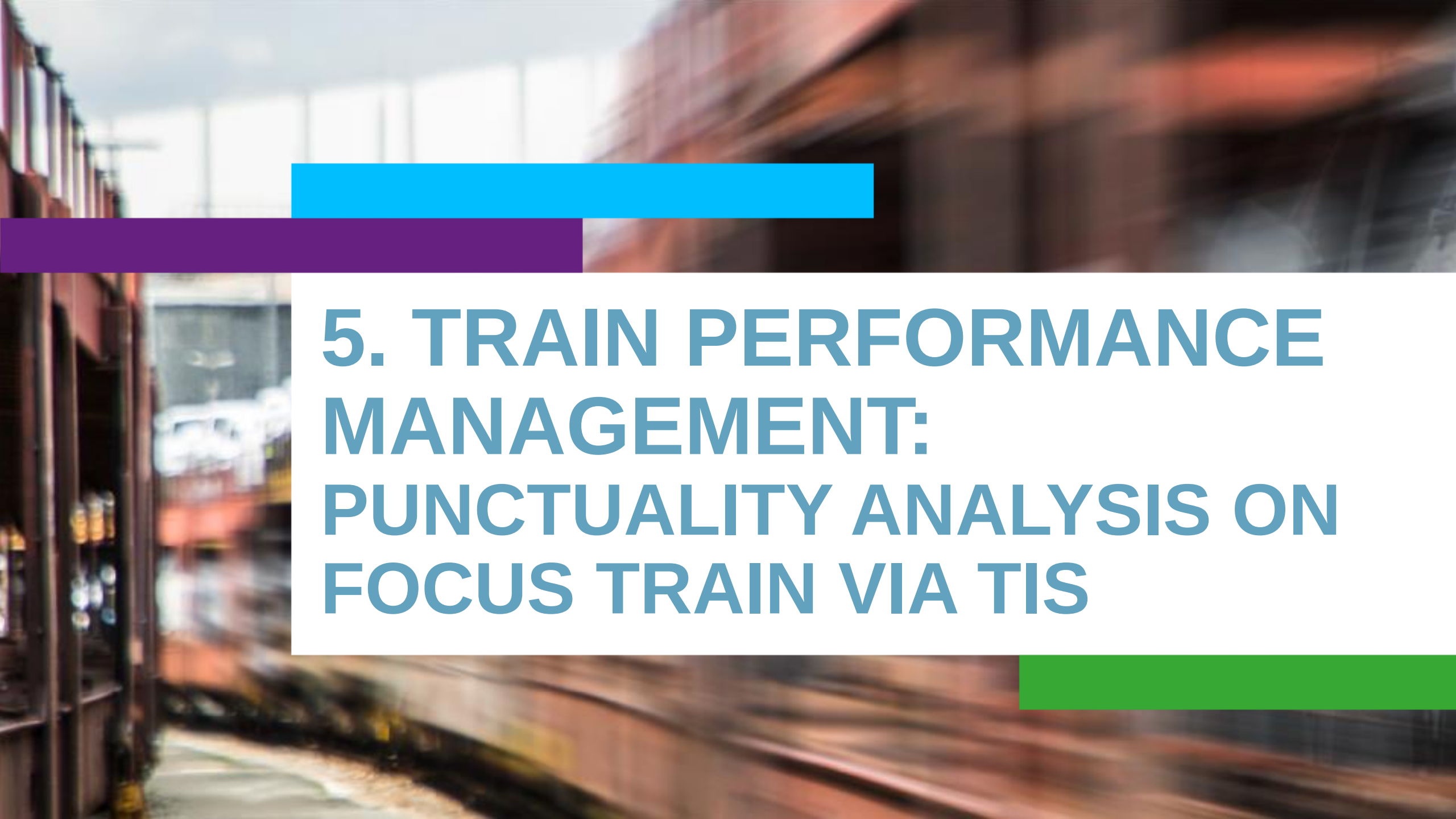
USER SATISFACTION SURVEY 2020 SUMMARY- TOP 10 FOCUS TOPICS

- Top 10 of focus topics chosen
- Answered by: RUs/non-RUs, Terminals/Ports
- Different sample sizes on every topic (answered by RUs&Terminals 6, answered by RUs only 5)

3 Most important topics

1. Infrastructure parameters
2. TPM – RU/terminal involvement
3. Measures to improve infrastructure standards





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

ONGOING BI-LATERAL WORKING GROUPS

Definition of bilateral Working Groups

Atlantic TPM West Group

Catch up call

IP / ADIF TPM representatives
Task: review OBI and IM reports and traffic flows between Portugal and Spain

Regular contacts

a) Medway

Task: Analysis of systematically delayed trains, analysis of the causes and search for solutions to improve performance

Atlantic TPM Center Group

Rus (tbd)

RUs (tbd)

Input from East and West bilateral 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 feeback

Quarterly phone conference (1h each)

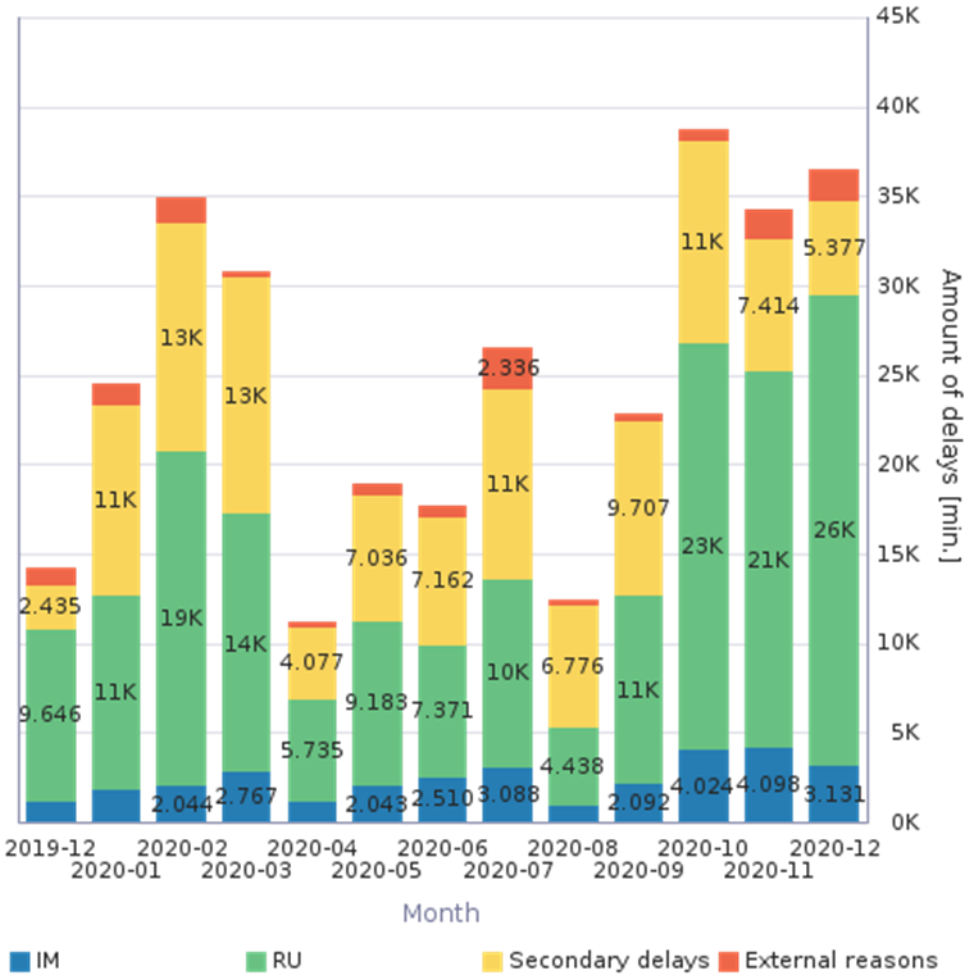
a) SNCF Fret/ DB Cargo
b) SNCF Fret / Captrain Allemagne
c) SNCF Fret /Rhenus Logistic
d) ECR / DB Cargo

Task: Review „sick trains“ and focus trains

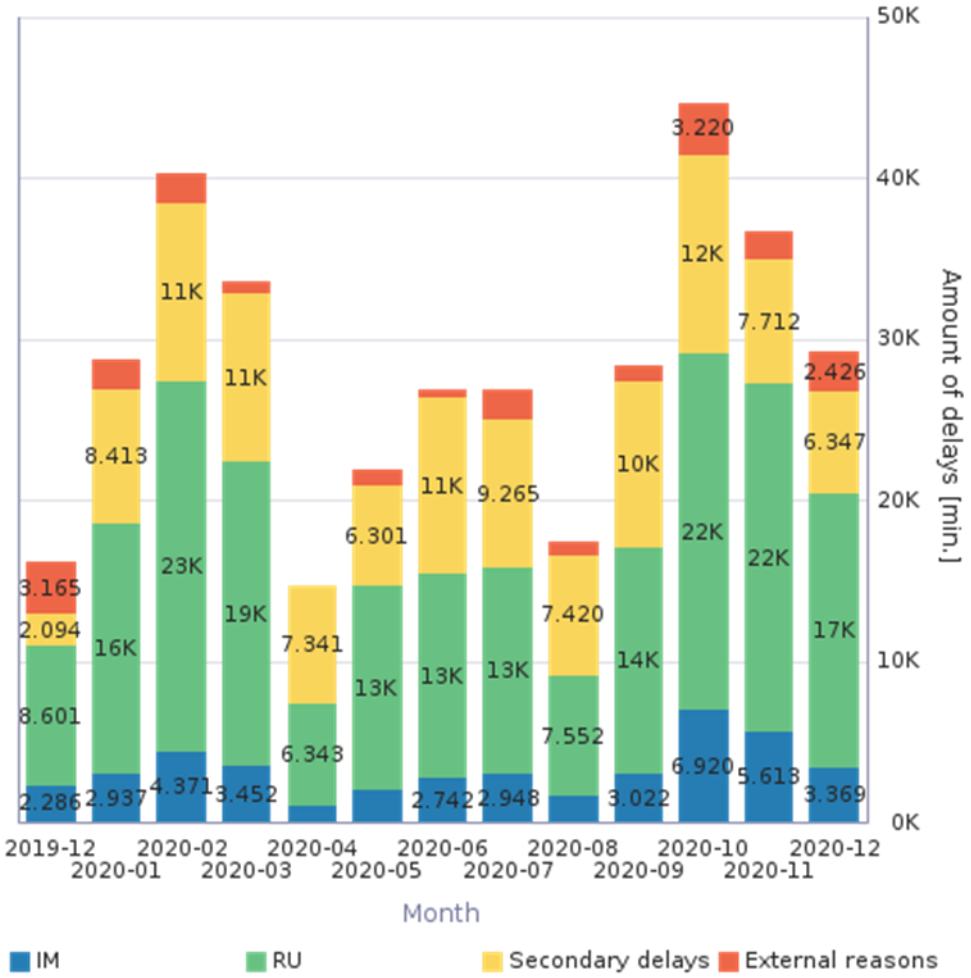
TPM RESULTS 2020

Amount and distribution of delays over period of 13 months

West-East



East-West



RNE TPM WG – RESULTS 2020

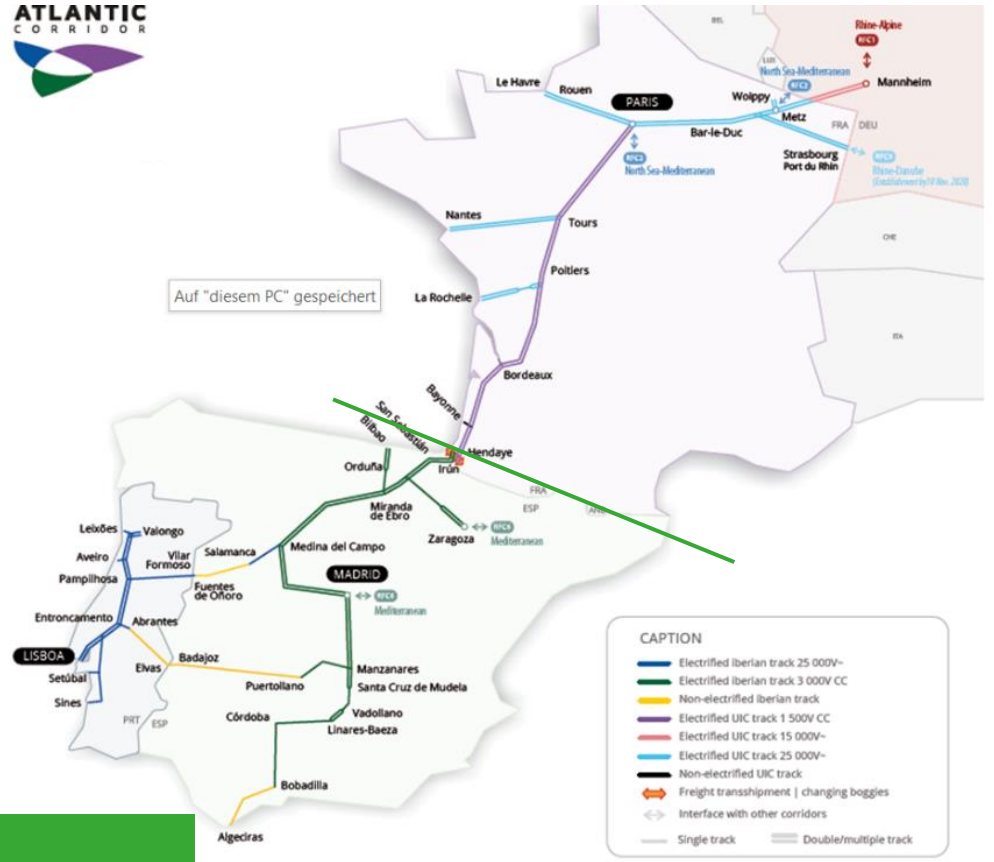
❑ RNE PM WG

- Performance management in Border section areas
- Data Quality in the border section areas in TIS, including connections between trains
- Monitoring and contributing to the development of reports in OBI
- Monitoring of dwell times in the border section areas and creation of support reports

❑ RNE KPI WG

- Contribution to the definition of KPIs and respective reports
- Monitoring period applied for KPI calculation

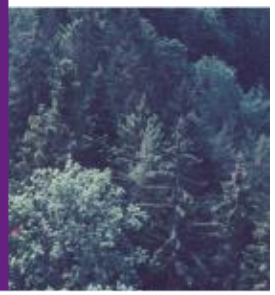
Atlantic TPM East Group



Atlantic TPM West Group

TPM WORKGROUP

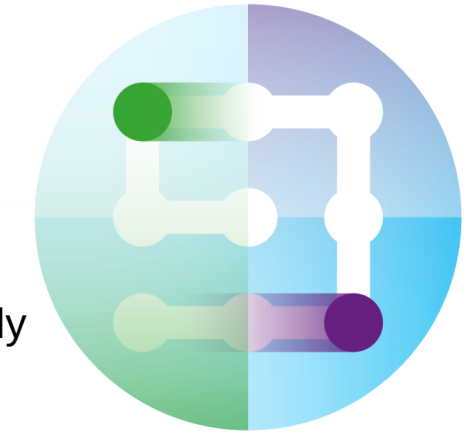
2021 GOALS



Expected results by 31st of December

1. Intensify relations with the RUs and include their focus trains into the analysis:
   - East Group: continue quarterly meetings
   - West Group: Start regular meetings with Medway and Renfe Mercancias
2. Publish TPM reports based on the information from TIS (OBI), according to RNE guidelines
3. Develop new reports based on the output of the RNE's DQ WG to reflect the results of the 2 subgroups:
   - DE-FR-ES
   - ES-PT
4. Develop Dwell Time reports at Borders to provide to QCO by the end of 2021
5. Support the MB with the necessary TPM data to enable informed decisions by the MB

TPM WORKGROUP 2021 ACTIONS



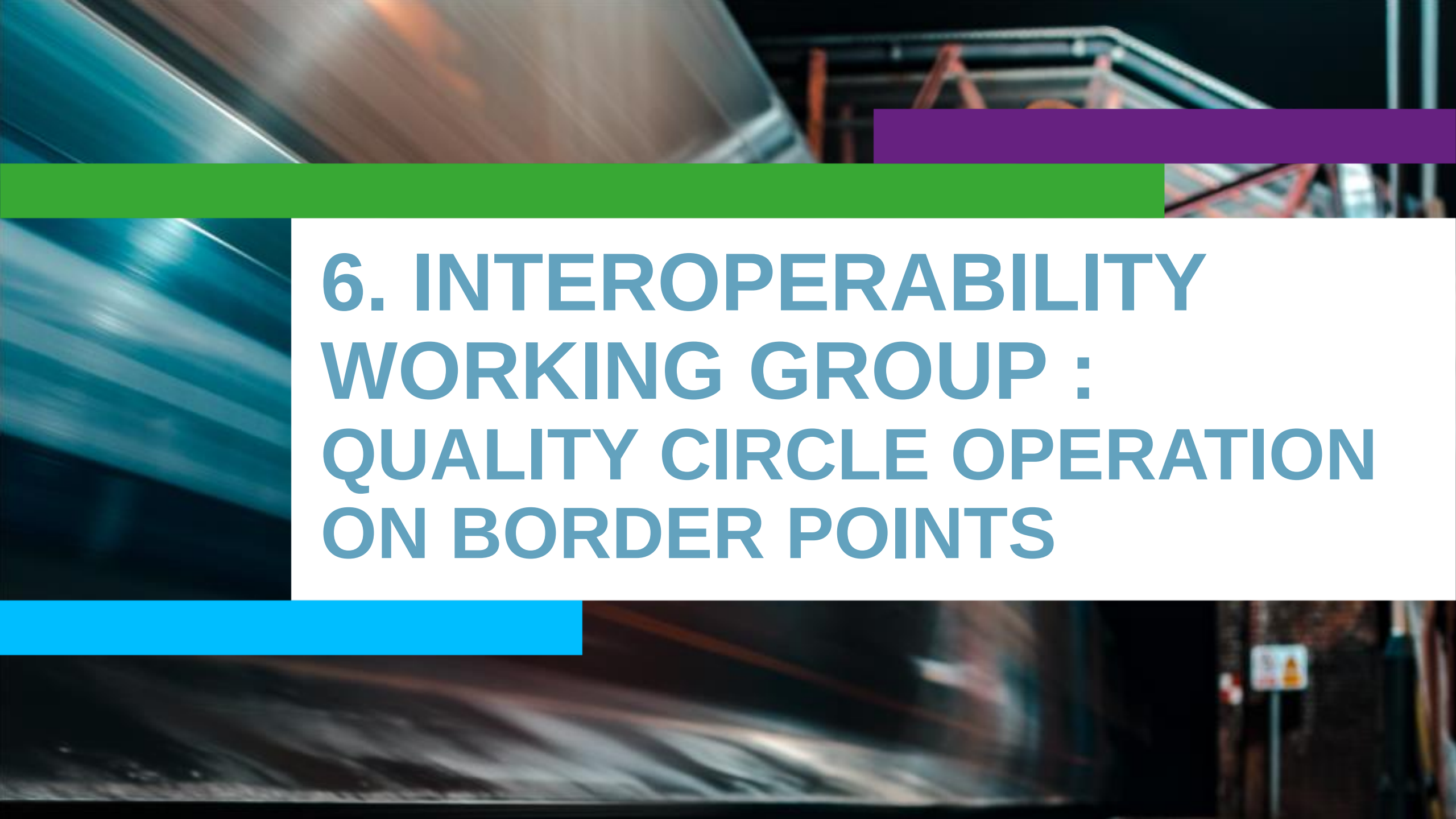
1. Improve train Monitoring:
   a) DE-FR-ES and comprehensive RU relations for long distance traffic (mainly automotive)
   b) Spanish-Portuguese Traffic

2. SNCF R should guarantee the adequate involvement in the development of the TIS reports using OBI

3. Invite Transfesa to join Linking Trains project with ECR and DB Cargo (TIS / RNE visibility of traffic Flows)

4. Cooperate with RNE in the DQ WGs related to border reporting and dwelling times at the border sections (TIS DQ and reporting)

5. Promote closer coordination between the TPM working group and the MB (including RAG/TAG support)

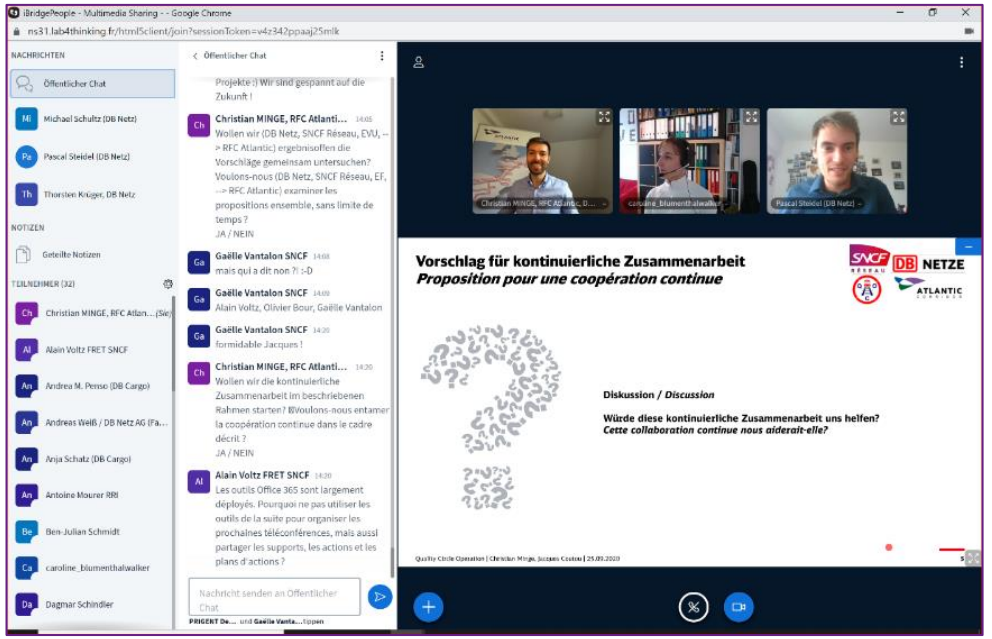


6. INTEROPERABILITY WORKING GROUP : QUALITY CIRCLE OPERATION ON BORDER POINTS

QUALITY CIRCLE OPERATION FORBACH / SAARBRUCKEN

- RFC Atlantic provides a platform to discuss with IMs and RUs operational cross border problems
- Meeting history:
  - 09/2019: Workshop with focus on on Forbach
  - 08/2020: Online workshop with focus on Saarbrücken
  - 02/2021: Start of the Continuous improvement process
- Regularly 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

→ **Feedback shows Together we are on track!**



QUALITY CIRCLE OPERATION FORBACH / SAARBRUCKEN: PROJECTS AND RESULTS

1. Extension of the pilot of the DB Netz/SNCF Réseau timetable departments:
   from train number harmonisation in 2020 to operational **train path coordination of ad-hoc timetables** via chat translation tool **Assistify** in 2021

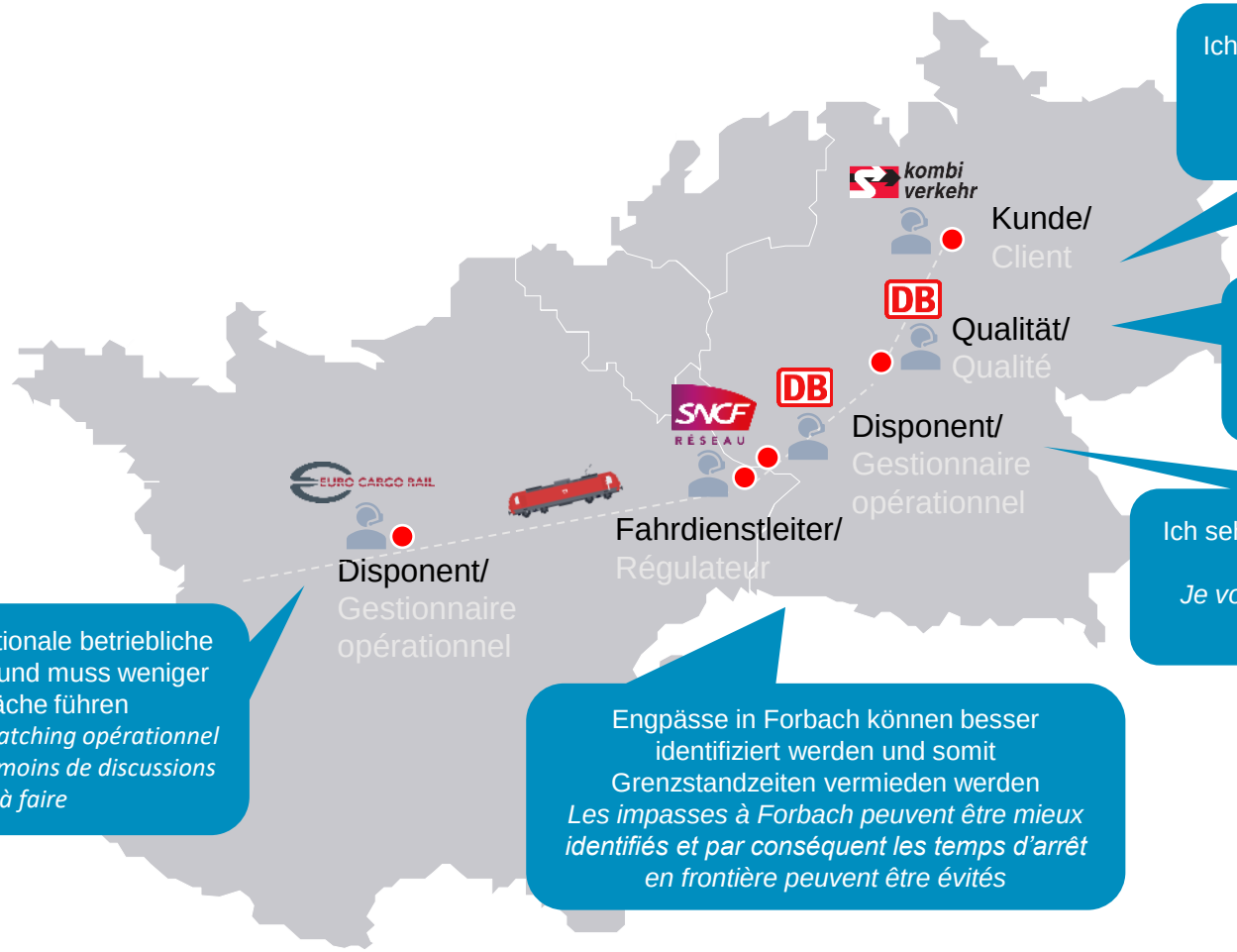
2. Extension of the **TIS Train Linking Pilot** to other RUs (SNCF Fret, Captrain, CLF Cargo)
   with the aim of improving international real-time information in TIS

3. Working group to optimize **the loco driver change** in Forbach for the direction FR to DE

4. **Exceptional transports Process**: IM/RU are satisfied with the results in 2020. DB Netz will on top pilot
   a fallback level on the weekend via shift workers

5. Evaluation of the RU proposals within the **UIC X-Border project "Concept for an ideal border section”**

TRAINS ARE LINKED IN TIS AUTOMATICALLY BASED ON THE TRAIN COMPOSITION MESSAGE (TCM). THIS GENERATES MANY ADVANTAGES FOR RUS AND IMS



Ich weiß nun genau, wann mein Zug verladen wird
Je sais maintenant exactement quand mon train sera chargé

Die Datenqualität der Berichte ist besser geworden
La qualité des données dans les rapports s'est améliorée

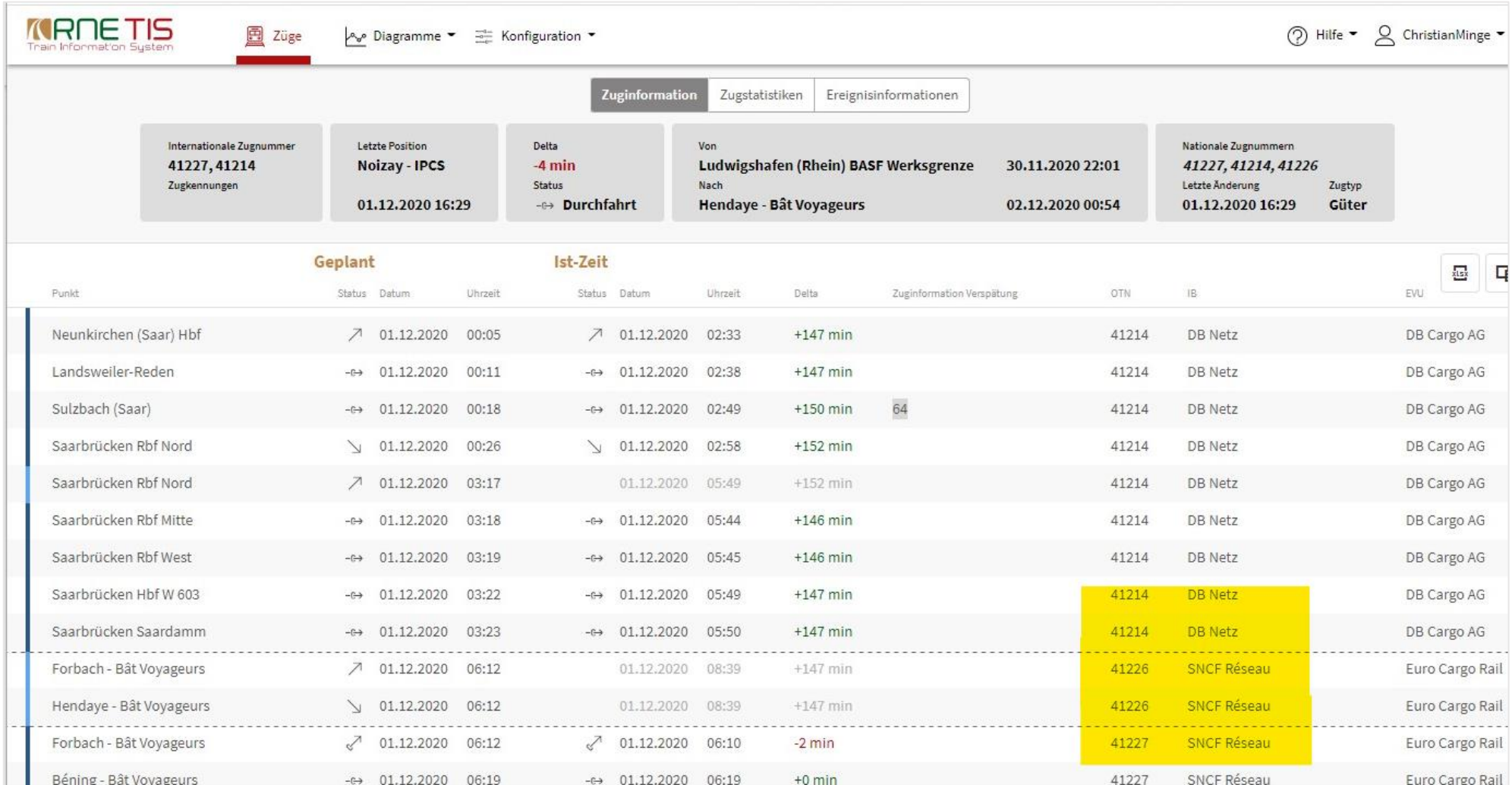
Ich sehe verlinkte Züge in meinem System der operativen Zugsteuerung
Je vois les trains liés dans mon système de contrôle opérationnel des trains

Ich kann TIS für die internationale betriebliche Zugdisposition verwenden und muss weniger Abstimmungsgespräche führen
Je peux utiliser TIS pour le dispatching opérationnel international des trains et j'ai moins de discussions de coordination à faire

Engpässe in Forbach können besser identifiziert werden und somit Grenzstandzeiten vermieden werden
Les impasses à Forbach peuvent être mieux identifiés et par conséquent les temps d'arrêt en frontière peuvent être évités

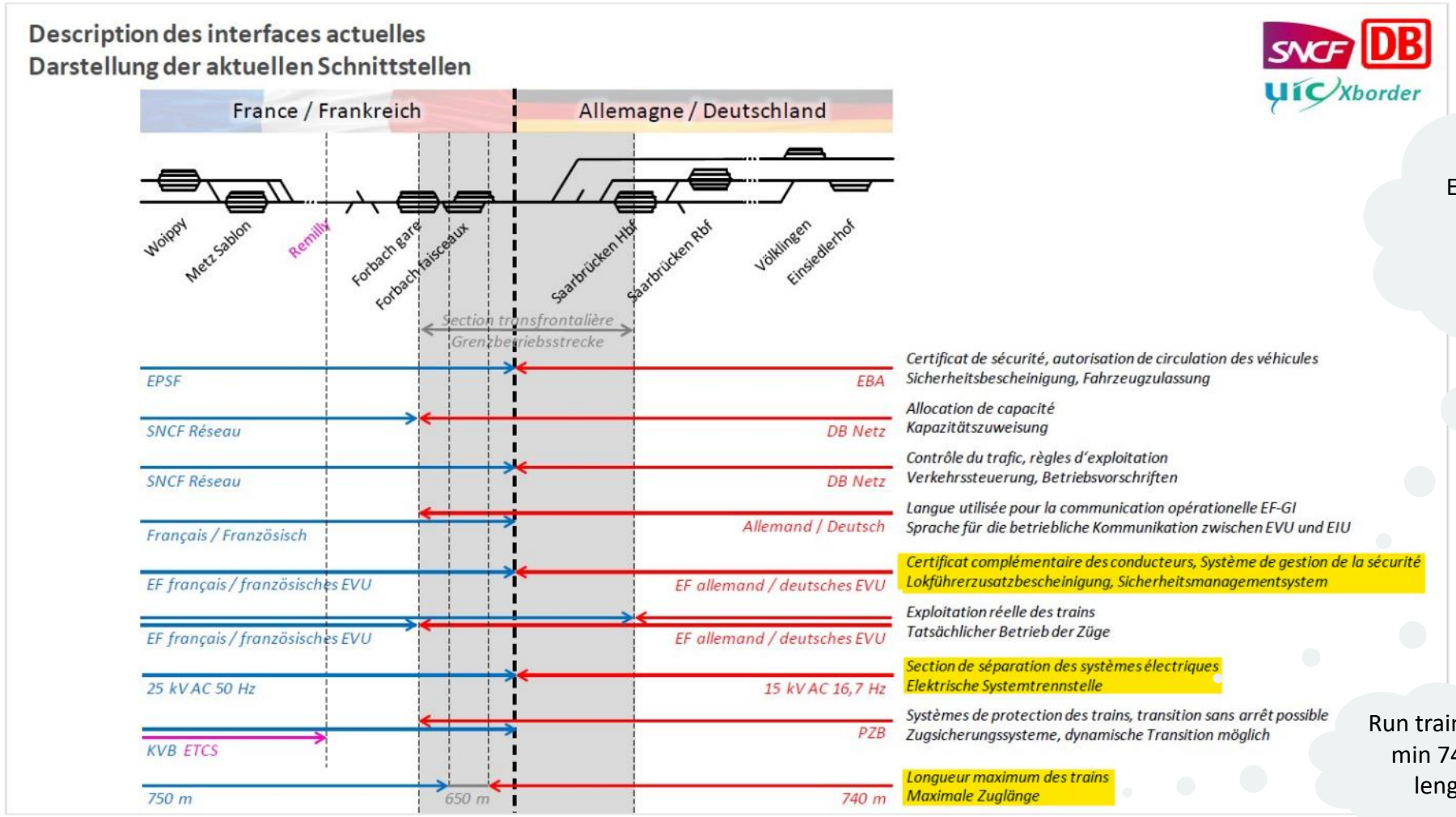
TIS Train Linking

ON THE 1ST OF DECEMBER 2020, THE FIRST DB CARGO GROUP TRAIN WAS LINKED AUTOMATICALLY IN TIS. STILL SOME WORK TO DO BUT WE ARE ON TRACK!



TIS Train Linking

EVALUATION OF THE RU PROPOSALS WITHIN THE UIC X-BORDER PROJECT "CONCEPT FOR AN IDEAL BORDER SECTION". DEDICATED MEETING PLANNED FOR 11TH OF MARCH 2021



Extension of the cross border section to a cross border area

Switchable voltage DE/FR in Forbach

Run trains with min 740 m length

UIC X-Border

7.
MAIN RESULTS OF THE TRANSPORT MARKET STUDIES

8.
ACTIONS AND STUDIES FORECASTED IN THE NEXT EU FUNDING PERIOD

FOR RAILWAYS, THE FOLLOWING ACTIONS WILL BE SUPPORTED BY EU FUNDING

- construction/upgrading of cross-border and missing links;
- capacity and performance upgrade of existing lines, including removal of level-crossings and upgrades necessary for 740 meters long trains;
- capacity increase in nodes, including as regards a better articulation of long-distance and local traffic;
- interconnections between rail and other modes of transport, in particular inland waterway and maritime transport and actions aimed at the integration of the rail and air networks to make the feeder network for long-haul flights more sustainable. Actions located exclusively within the perimeter of inland ports and maritime ports shall be submitted under those priorities respectively;
- connections of freight terminals to the Core Network;
- electrification of line tracks and upgrade of electrification systems.
- Support will not be given to railway stations, except for railway infrastructure components. If the Action includes such components, they shall be presented as a separate work package. Neither shall support be given to activities related to the Class B systems. Actions shall comply with the provisions of Directive 2016/797 on the interoperability of the rail system and with the related Technical Specifications for Interoperability. Where relevant, Actions shall also be compatible with the alignment of operating procedures across borders in order to ensure the most effective use of the supported infrastructure.

FOR ROADS, RAIL-ROAD TERMINALS AND MULTIMODAL LOGISTICS PLATFORMS, THE FOLLOWING ACTIONS WILL BE SUPPORTED BY EU FUNDING :

- pre-identified road links as stipulated in Section 1 and 2 of Part III of the Annex of the CEF Regulation, in particular cross-border links and missing links on the Core Network;
- components of the Core and Comprehensive road Networks located in Member States which do not have a land border with another Member State as stipulated in the Section 3 of Part III of the Annex of the CEF Regulation;
- improving road connections to maritime and inland ports and rail-road terminals if this contributes to less congestion in urban areas or is necessary for the expansion of the capacity of the ports and rail-road terminals;
- construction or upgrade of rail-road terminals as defined in Annex II of Regulation (EU) No 1315/2013, combined transport transhipment points and other publicly accessible multimodal logistics platforms located in nodes of the TEN-T Network, including connecting or siding tracks, power connections, safe and secure truck waiting areas, adaptations for 740 m train length, clean transhipment equipment for intermodal loading units, including specific equipment for rolling motorways and the transportation of semi-trailers by rail, and ICT equipment and applications.
- Support will not be given to buildings, storage and warehouse facilities.

9.
ANY OTHER BUSINESS

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