

**ATLANTIC**  
CORRIDOR



# 21<sup>ST</sup> TAG-RAG MEETING

Videoconference, September 15<sup>th</sup> 2021

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A blurred photograph of a freight train in motion, with several brown and orange train cars visible. The background is out of focus, showing a cloudy sky and some industrial structures. The train is moving from left to right across the frame.

**1.  
WELCOME AND UPDATE /  
NEWS ON ATLANTIC  
CORRIDOR**

# RAILWAY UNDERTAKING USER SATISFACTION SURVEY 2021

## AIM

- Direct feedback. Point out areas that need improvement.
- Your feedback is essential to identify possible changes to our products and services to tailor them even more to your exact needs.
- Your opinion is most valuable to our Corridor

## TIMELINE

19 August 2021: **Pre-announcement** email-26 August 2021: **Invitation** email

9 September 2021: **1st Reminder**

17 September 2021: **1st Deadline**

23 September 2021: **2nd Reminder** and prolongation of deadline

1 October 2021: **Final deadline**

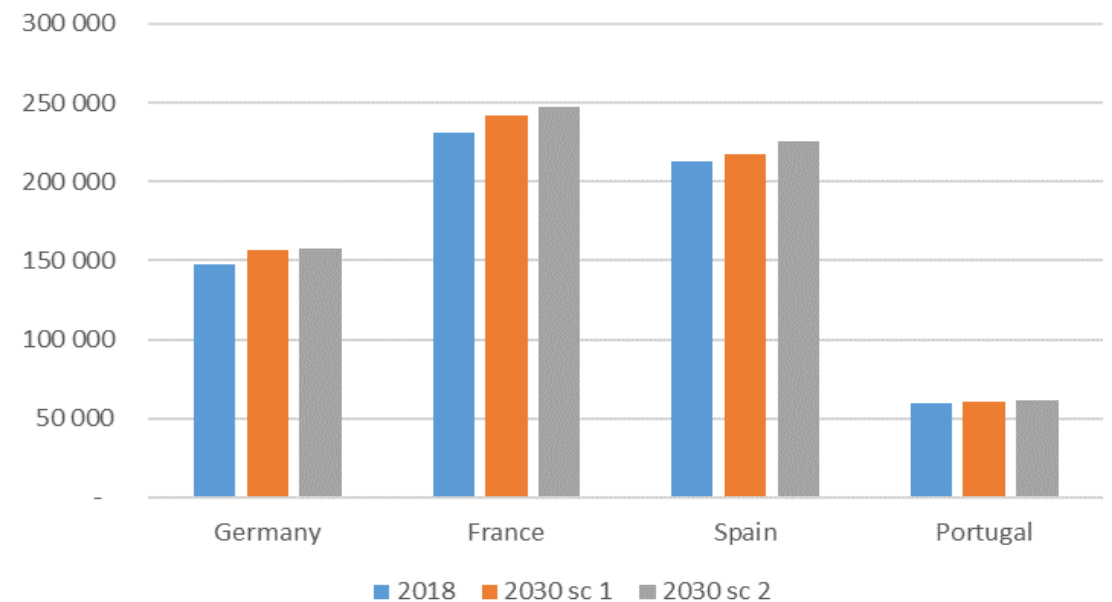
# TRANSPORT MARKET STUDY (1)

## GLOBAL DEMAND PROJECTION IN THE RFC PERIMETER

- Global traffic forecasts vary between 425.2 (+3.6%) and 436.8 (+6.5%) million tonnes by 2030 (comp. to 2018), depending on the scenario
- This small increase is the direct consequence of the 2020 pandemic
- Growth is mainly driven by the dynamics of the countries to the north of the Corridor (Germany, Benelux mainly)
- In the case of scenario 1, the economic recovery after COVID therefore does not always compensate for the fall in 2020, the level of traffic in 2030 is sometimes lower than its level in 2018 for some ODs (flows from the north to Portugal and Spain)

Evolution of freight traffic in the RFC perimeter, 2018-2030, macro-economic scenarios 1 and 2 (thousand tonnes)

	2018-2030 sc1	2018-2030 sc2
Germany	6,0%	6,4%
France	4,5%	6,5%
Spain	1,9%	6,4%
Portugal	0,7%	5,0%



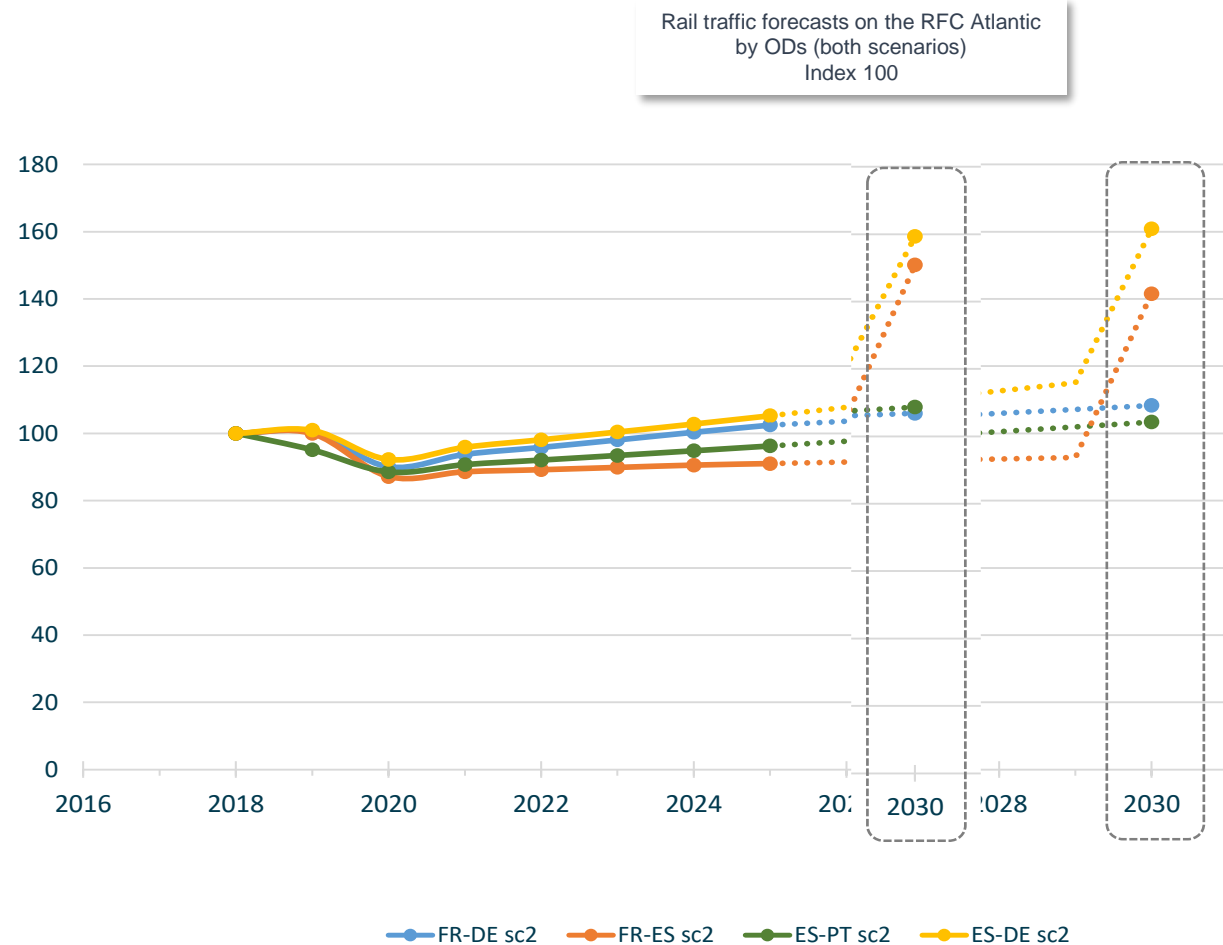


# TRANSPORT MARKET STUDY (2)

## RAIL TRAFFIC FORECAST

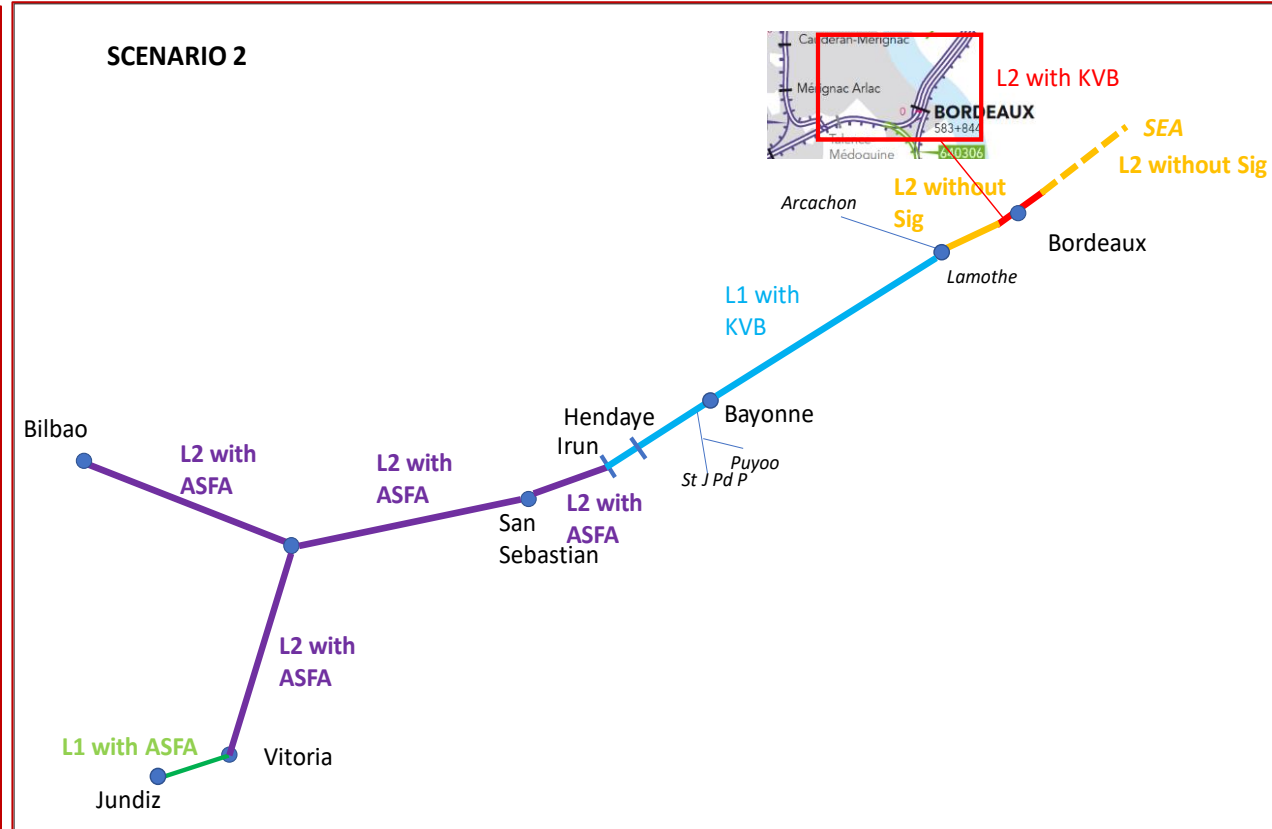
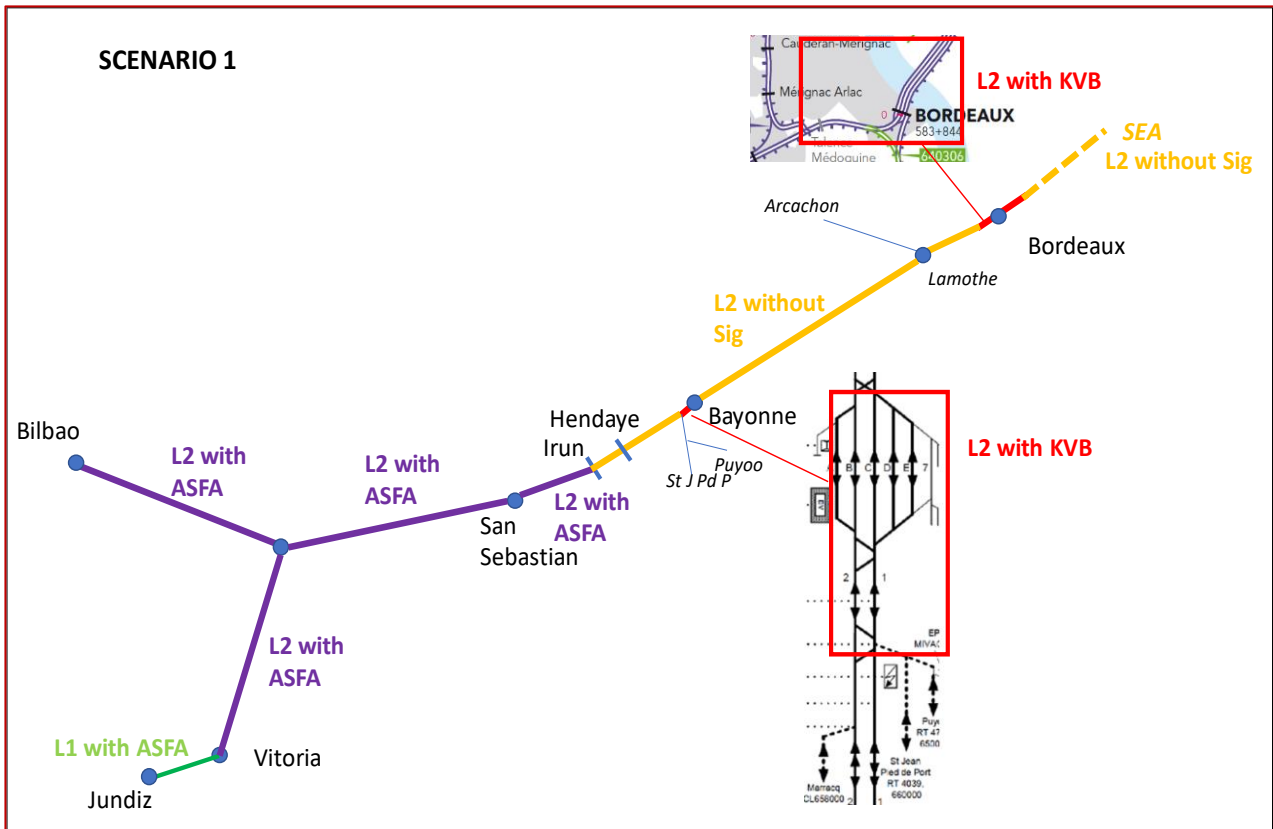
**Scenario 1: 16.6 million tonnes in 2030 (+8.3% / +1.3Mt compared to 2018), modal share is 5.5% (+0.2 pt)**

- Strong increase of rail traffic on cross-Pyrenean origin-destinations (SP-FR +42% and SP-DE +62%) due to the Y Basque (full effect) and other projects in Spain and France
- But cross-Pyrenean traffic does not come back to 2010 levels
- PT-ES traffic only increases slightly despite network upgrade due to low economic growth for the two countries
- FR-DE traffic only increases slightly since there are no significant infrastructure development between France and Germany (2018-30: +18%)



# ERTMS FEASIBILITY STUDY VITORIA - BORDEAUX

Best solution (increase of capacity, speed, reliability and economic advantage)



ERTMS Level 2 Scenario

ERTMS Levels 2 and 1 Scenario

# LANGUAGE PILOT AT THE FRENCH/GERMAN BORDER

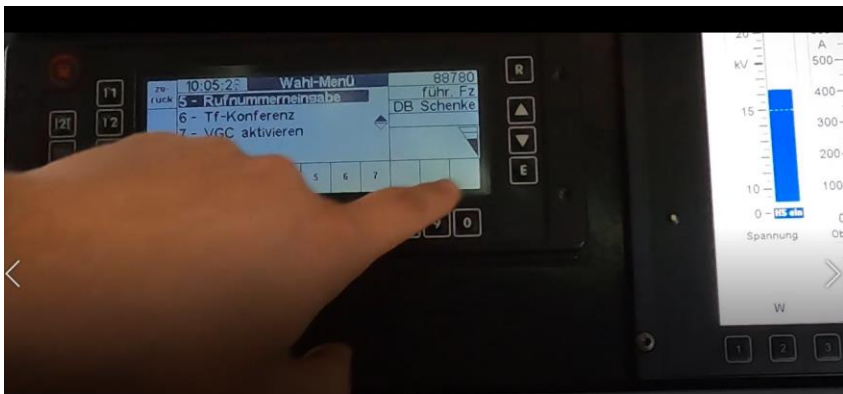
DB System, DB Netz and SNCF Réseau have developed a translation software tailored to the demand of railway operations.

A software-prototype has been trained with railway typical phrases and words, was tested intensively via internet connection and has now been equipped with direct GSM-R interconnection.

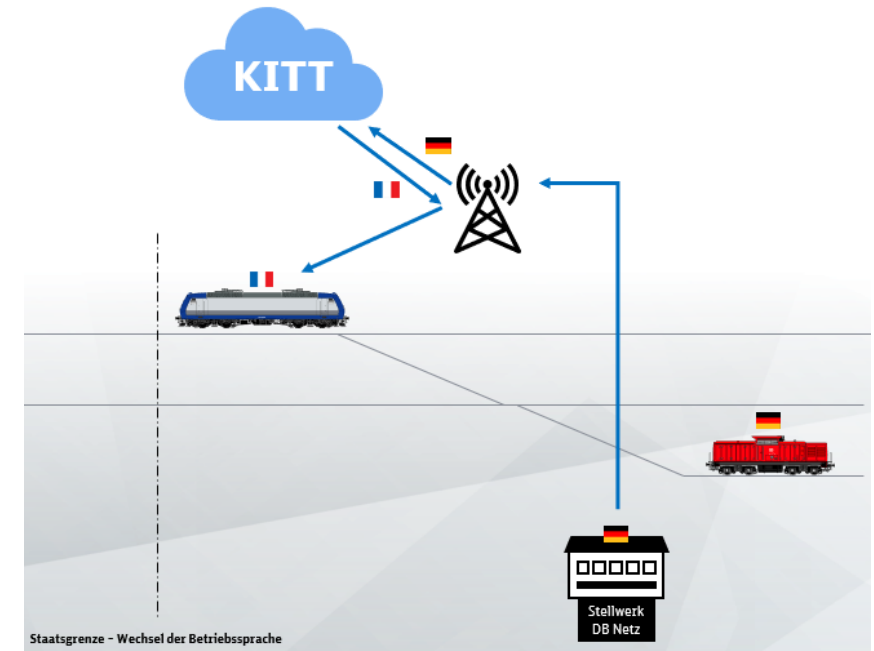
The connection is currently one-way, the result of the translation is sent back to the sender. Herewith we check:

- ✓ Influence of **background noise**
- ✓ Impairment of speech recognition due to **compression** of the speech signal within GSM-R
- ✓ **Time delay** due to software process runtime and transmission

In a next step a bidirectional GSM-R interconnection will be implemented.



[Video: Test GSM-R Connection \(only DB internal available\)](#)



Scheme Interconnection GSM-R translation software „KITT“

GSM-R tests are carried out on the German network, RUs are asked for support and are welcome to join our tests.

Due to resource issues within SNCF Réseau the language pilot itself could not be launched yet as administrative preparatory work must be carried out first.



# TRAIN INFORMATION SYSTEM (TIS) – RECENT DEVELOPMENT

## Real time information about train journey

- Most IMs have now all trains in TIS both passengers and freight, national and international;
- Train linking of both national and international trains is now possible using the TCM compulsory in the TAF-TSI
- IMs have established streamlined process to avoid duplication of information at the border section
- ICM has been included in TIS to facilitate the incident management



**ORNETIS** Train Information System

Trains | Diagrams | Configuration

Help | 94rveiga

Train Info | **Train Statistics** | Incident Information | Forecasts

International Train Number <b>44213</b> Train Identifier	Actual Location <b>Gevrey-Triage - FSC Réception</b>	Delta Actual Location Status	From <b>Gevrey-Triage - FSC Réception</b> To <b>Mannheim Rbf Gr M</b>	<b>02.03.2021 18:20</b> <b>02.03.2021 23:51</b>	National Train Numbers <b>44212, 44213</b> Last Update <b>02.03.2021 12:06</b>	Train Type <b>Freight</b>
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Train Delay Causes  
No Data Found

Train Running Interruption(s)  
No Data Found

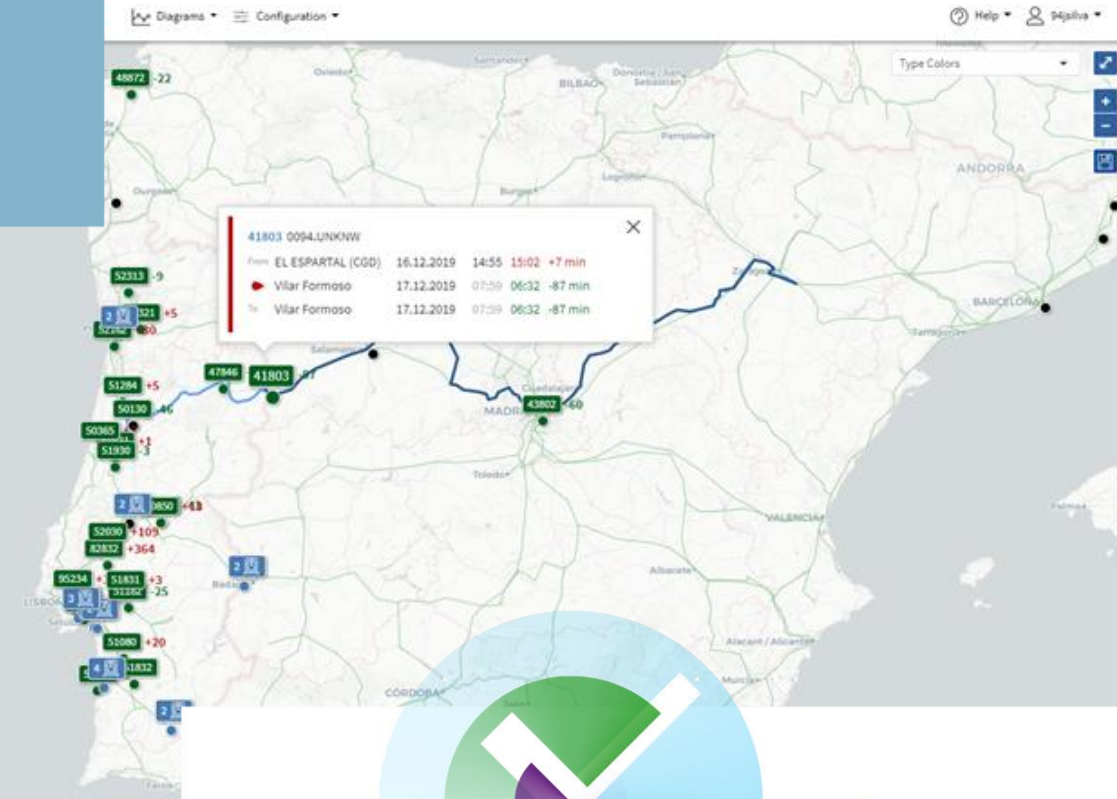
Path Section Notifications  
No Data Found

Train Compositions											
Infrastructure Manager Start	OTN	PLC Start	Location Start	Infrastructure Manager End	PLC End	Location End	IM	RU	Train Type	Train Weight	Train L
0087 SNCF Réseau	44212	6166	Gevrey-Triage - FSC Réception	0087 SNCF Réseau	1186	Forbach - FSC Export	0087 SNCF Rése...	Euro Cargo R...	Freight	962	618
0087 SNCF Réseau	44213	1186	Forbach - FSC Export	0087 SNCF Réseau	1193	Stiring-Wendel - Frontière Fr-Al	0087 SNCF Rése...	Euro Cargo R...	Freight	962	618

# EXPECTED FUTURE DEPLOYMENTS IN TIS

## Undergoing works:

- Provide a more realistic picture of the train journey by:
  - ✓ Improve the network definition to include the movement of the train even in private owned rail yards and estimate running time for points represented in the network without automatic measurements - w/RNE
  - ✓ Reflect in the real run-throughs and train stops as defined in the TT - w/RNE
  - ✓ Prepare IMs and RUs to use TIS during an International contingency as foreseen in the ICM – IMs and RFC





# 2. 2022 CAPACITY ALLOCATION

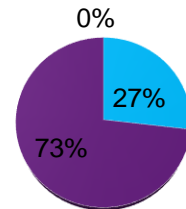




# CAPACITY ALLOCATION TIMETABLE 2022 - DRAFT RESULTS

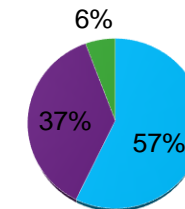
## DRAFT OFFER

TT-2021



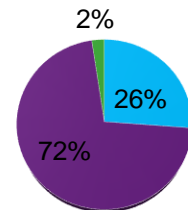
- dossiers ready for draft offer deadline without major quality defects
- dossiers not ready for draft offer deadline
- dossiers with green light but with major quality defects

TT-2022

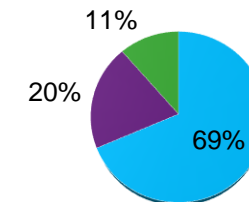


- dossiers ready for draft offer deadline without major quality defects
- dossiers not ready for draft offer deadline
- dossiers with green light but with major quality defects

## FINAL OFFER



- dossiers ready for final offer deadline without major quality defects
- offer not finalized yet
- dossiers with green light but with major quality defects



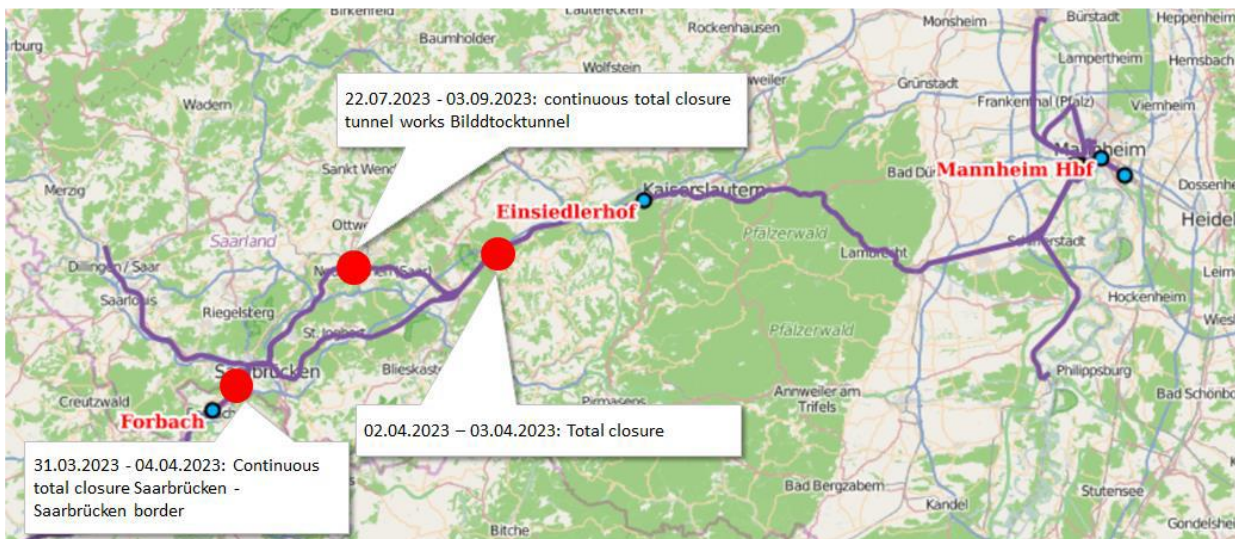
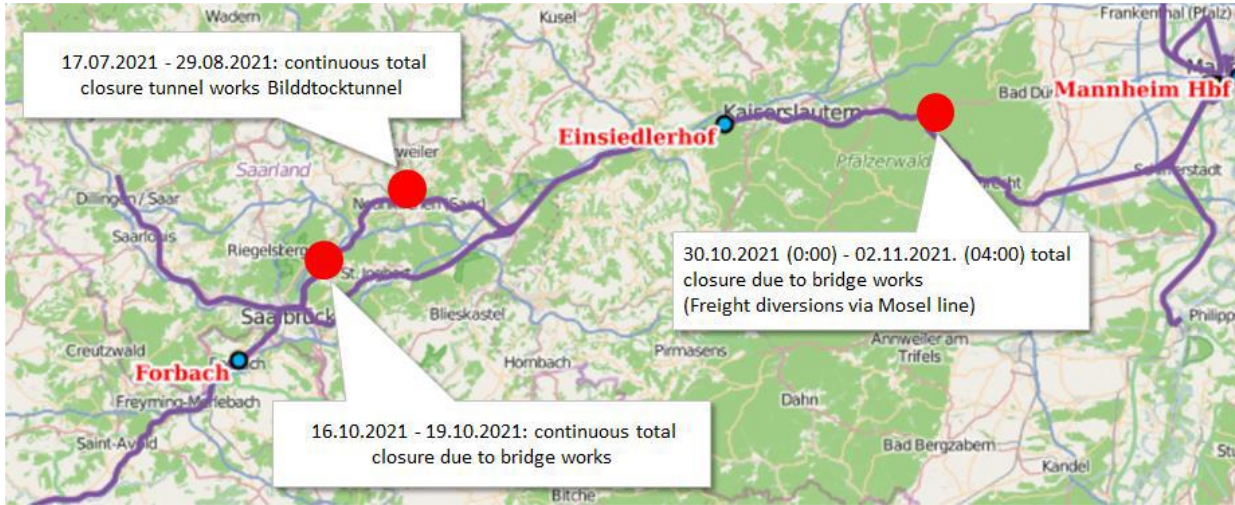
- dossiers ready for final offer deadline without major quality defects
- offer not finalized yet
- dossiers with green light but with major quality defects





# **3. TEMPORARY CAPACITY RESTRICTIONS ON THE CORRIDOR**

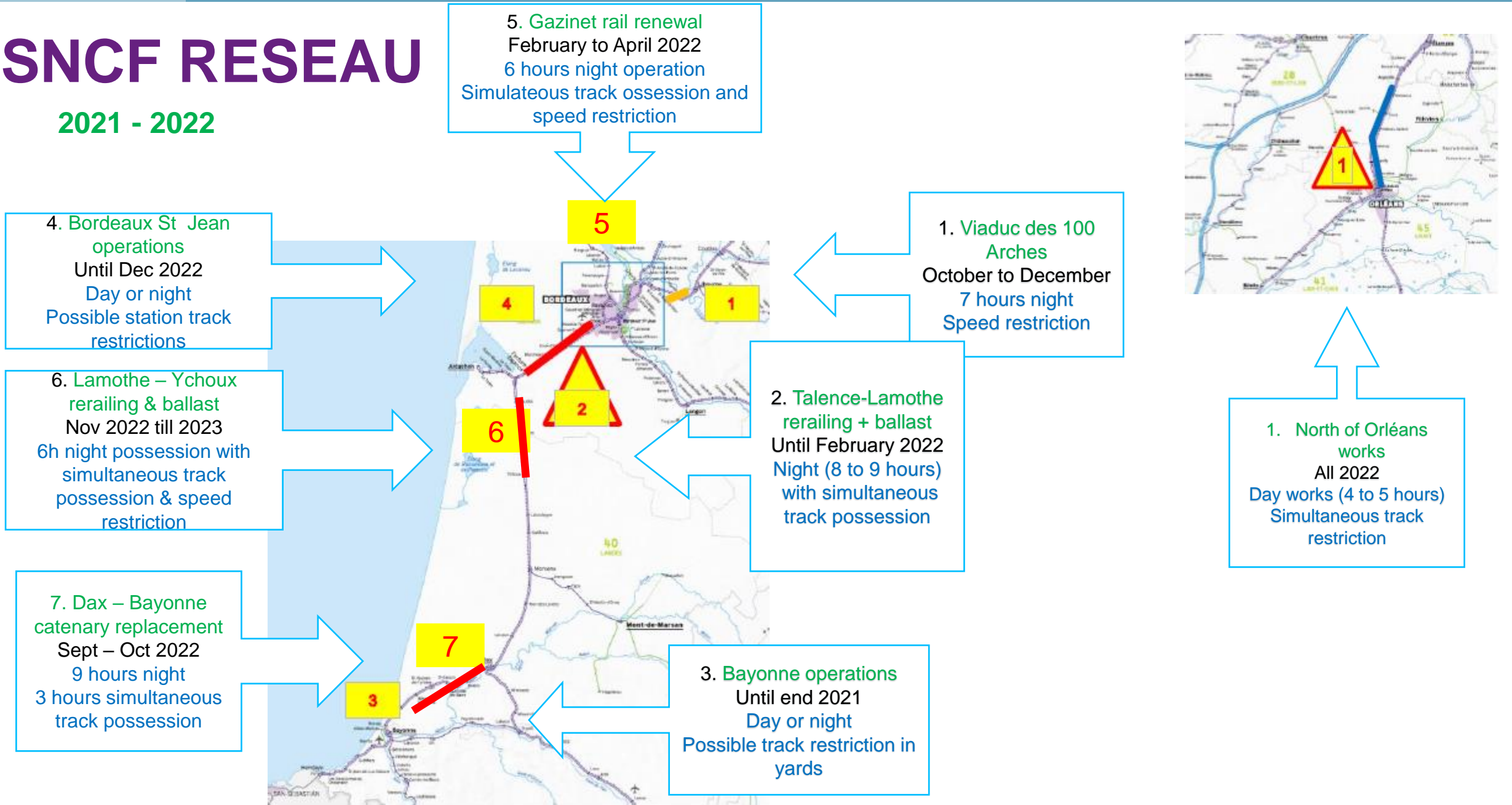
# DB NETZ



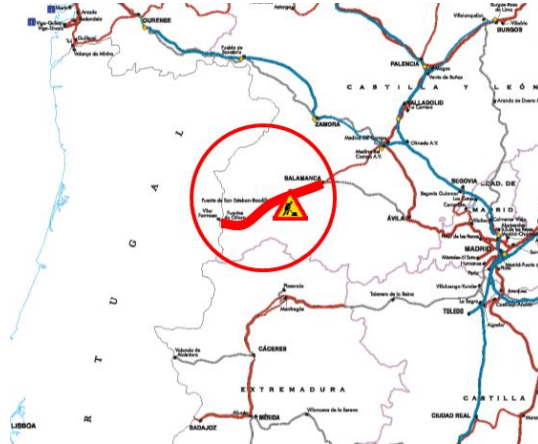


# SNCF RESEAU

2021 - 2022



# ADIF



## LINEA 120 MEDINA DEL CAMPO – VILAR FORMOSO

- Section: Salamanca – Fuentetaja
- Dates: From January 2020 to December 2021 (possible extension)
- Description: Electrification 25 KV between Salamanca and Fuentetaja
- Impact: Rescheduling of international train paths (already coordinated)

## LINEA 100 HENDAYA– MADRID CHAMARTIN

### ❖ Various track works between Hendaya – Alsasua

- Dates: From 2021 to 2022
- Description: Several works at different points of the section for standard gauge adaptation
- Track works between Hernani and San Sebastian
- Impact: Punctual total closure in enlarged maintenance period or weekends

### ❖ Lezo tunnel

- Dates: From 2017 to 2023
- Description: Standard Gauge adaptation between Astigarraga and Irún
- Impact: Single track since the start of the works. All trains were rescheduled at that moment

### ❖ Capuchinos tunnel

- Dates: Expected during summer 2024
- Description: Tunnel enlargement between Pasaia and Lezo-Rentería
- Impact: 6 weeks total closure in summer period (while low freight traffic period)



# INFRAESTRUTURAS DE PORTUGAL, S.A.

## Linha da Beira Alta 2021 to 2023

### Pampilhosa - Guarda

- Track and catenary renewal
- Jan. 2021 / Sep. 2021 and Jul. 2022 / Dec. 2023
  - 8 h in w + 48 hours weekend
  - Oct. 2021 / Jun. 2022
  - Total closure

### Guarda – Vilar Formoso

- Track and catenary renewal
- Jun. 2021/ Jun. 2023
  - 8 hours (3h-11h) – week
  - 2x13 hours (3h-16h) – weekend

### Linha da Beira Baixa

- May 2021 Opening of the section Covilhã – Guarda, allowing the alternative route Entroncamento - Guarda



## Linha do Norte 2021 to 2022

### Ovar - Gaia

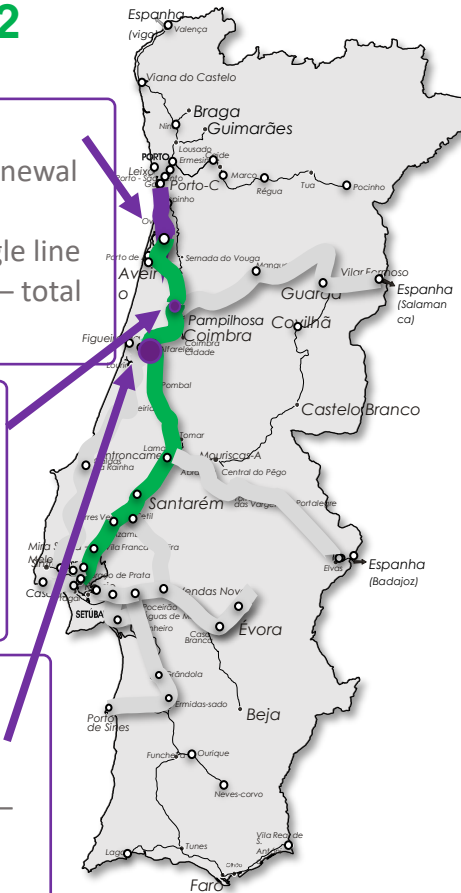
- Track and catenary renewal
- 2021 to Dez. 2023
  - Week - 6 hours, single line
  - Weekend – 8 hours – total closure

### Pampilhosa

- Station renewal
- 2022/2023
- Weekend – 10 x 8 hours – total closure

### Alfarelos

- Station renewal
- 2022/2023
- Weekend – 8 hours – single line



## Linha de Sines 2021 to 2022

### Setil - Bombel

- Track and catenary renewal
- Set. 2021 / Dec. 2023
  - 8 hours – week and 12, 24 or 48 hours – weekend

### Ermidas - Sines

- Track and catenary renewal
- Set. 2021 / Dec. 2023
  - 8 hours – week and 12 or 48 hours – weekend



A blurred photograph of a freight train in motion, with several brown and orange freight cars visible. The train is moving from left to right, creating a sense of speed. The background is out of focus, showing a hazy sky and some distant structures.

# 4. TRAIN PERFORMANCE MANAGEMENT (TPM)



# TPM GOALS 2020

- ❑ The group had defined a new strategy for the TPM work. The focus shifted to **bilateral WGs** *(Done)*
- ❑ **Quality Circle Operation** in Forbach as a blueprint for further initiatives at borders *(Done)*
- ❑ A new monitoring approach was being introduced with regards to creating bi-lateral TPM WGs – **started in the East group (DE/FR)** *(Done)*

**FEASIBILITY IS  
DEPENDENT ON THE  
RUS COOPERATION**

## Processual targets:

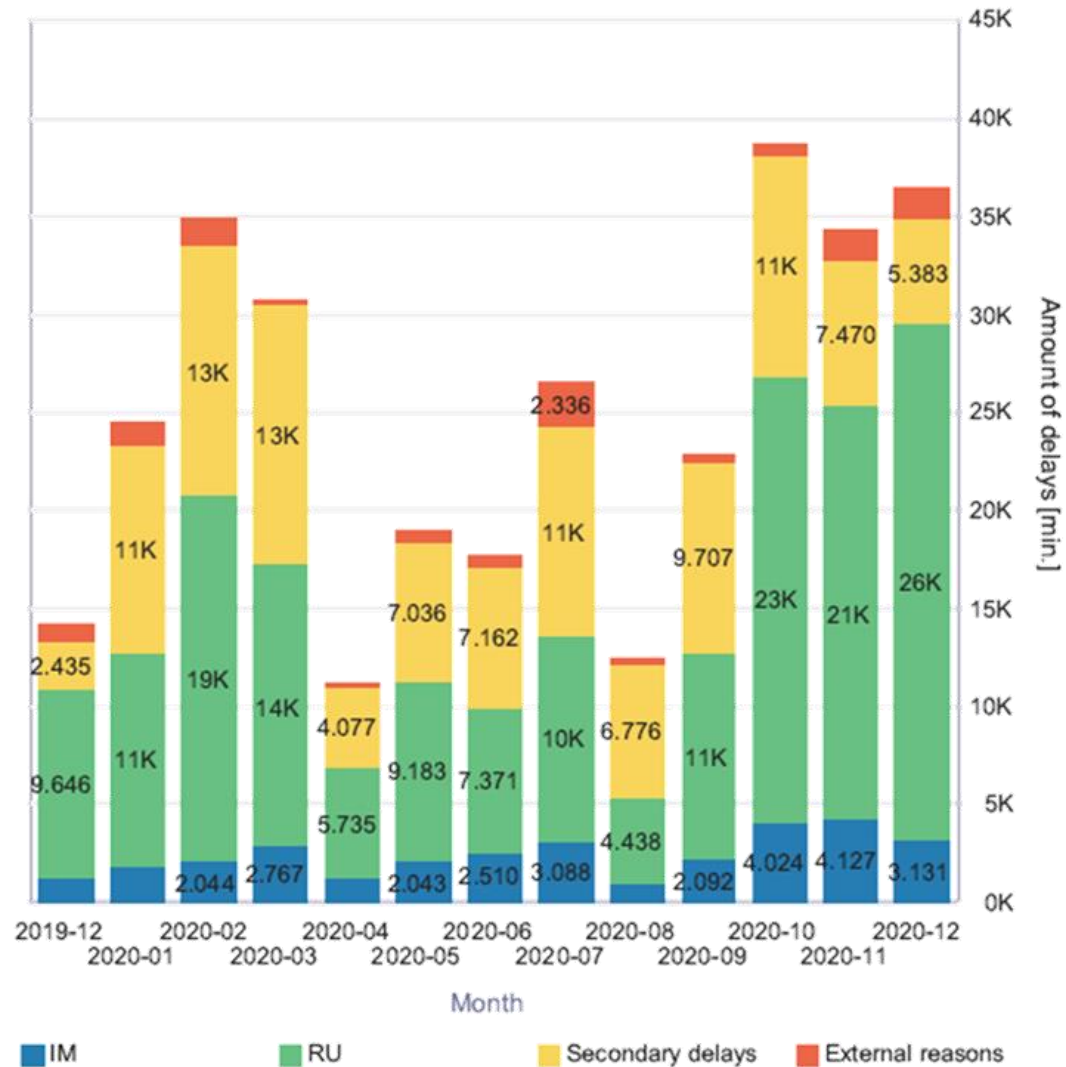
1. CHANGE APPROACH OF TPM WORK INTO “BILATERAL” WGS
  - CREATE EAST AND WEST WORKING GROUP
  - CENTER WORKING GROUP TO BE DISCUSSED BETWEEN ADIF AND SNCF
2. EACH BILATERAL WORKING GROUP TO INSTALL THEIR OWN PROCESS FOR REVIEW OF TPM RFC4 TRAINS WITH RU’S
  - MONTHLY BILATERAL REVIEW BETWEEN IMS
  - QUARTERLY REVIEW OF PERFORMANCE WITH INTERNATIONAL RU PARTNERS (IN PAIRS)
  - DOCUMENT RESULTS ON JOINT SHAREPOINT (PROVIDED BY IP)

## Goals 2020:

1. TAKE ALL NECESSARY MEASURES PER IM AND AS A GROUP TO RAISE DATA QUALITY IN TIS
2. INTENSIFY RELATIONS TO THE RUS/TERMINALS AND INCLUDE THEIR FOCUS TRAINS INTO THE ANALYSIS.
3. BILATERAL MEASURES AND/OR “TRAFFIC MANAGEMENT PROJECTS” ON THE EAST AND WEST WORKING GROUP TO BE IDENTIFIED AND RAISED TO MB FOR DECISION
4. PUBLISH RNE (OBI) MONTHLY REPORT (SUMMARY VERSION)
5. REVIEW REPORTING OPTIONS FROM OBI AND DECIDE IF NEW REPORTING FORMATS ARE NEEDED (WHICH CAN BE DEVELOPED IN COOPERATION WITH RNE)

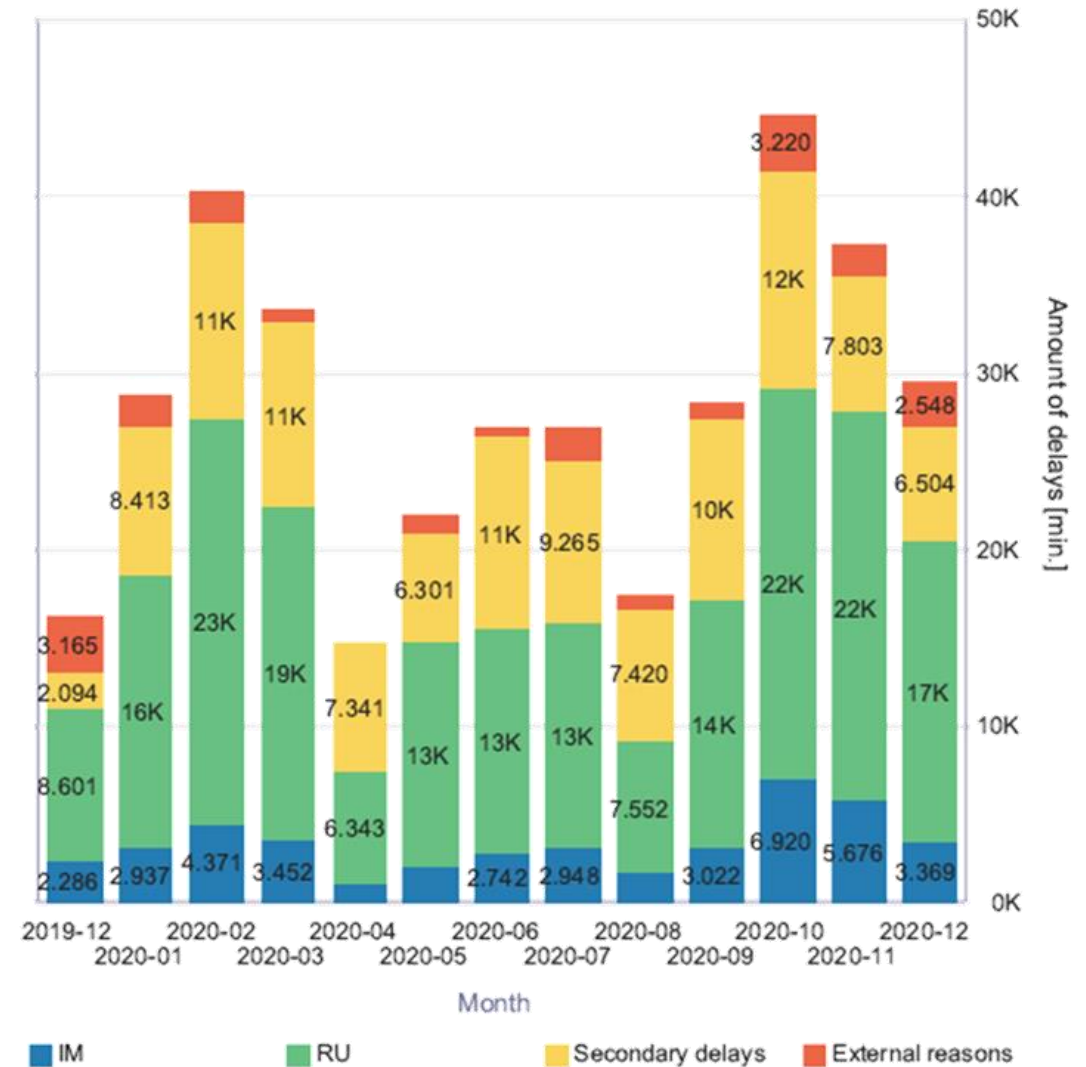
# TPM RESULTS 2020

## West-East



## 7994 trains Monitored in TIS between Jan. and Ago. 2020

## East-West

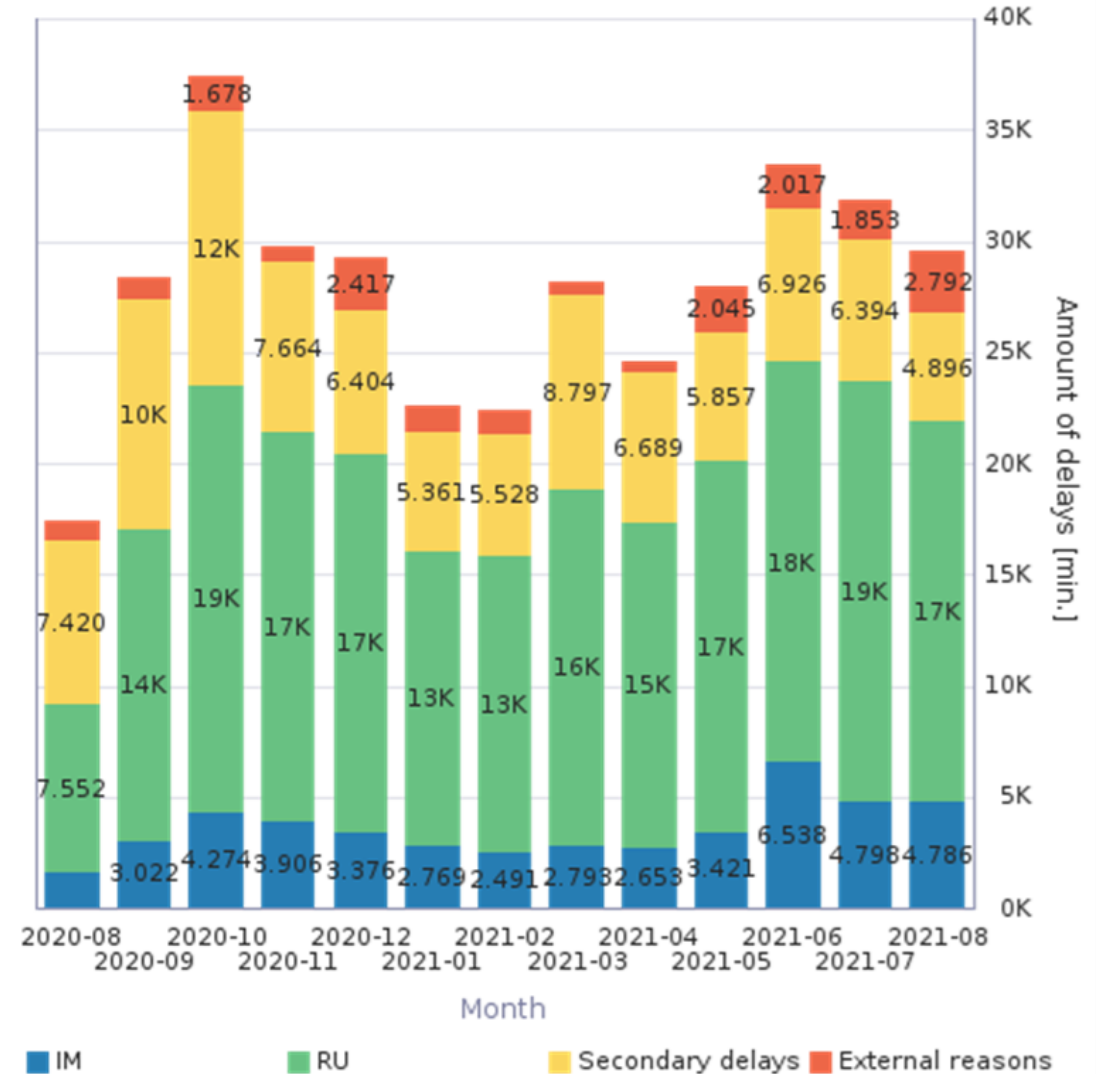
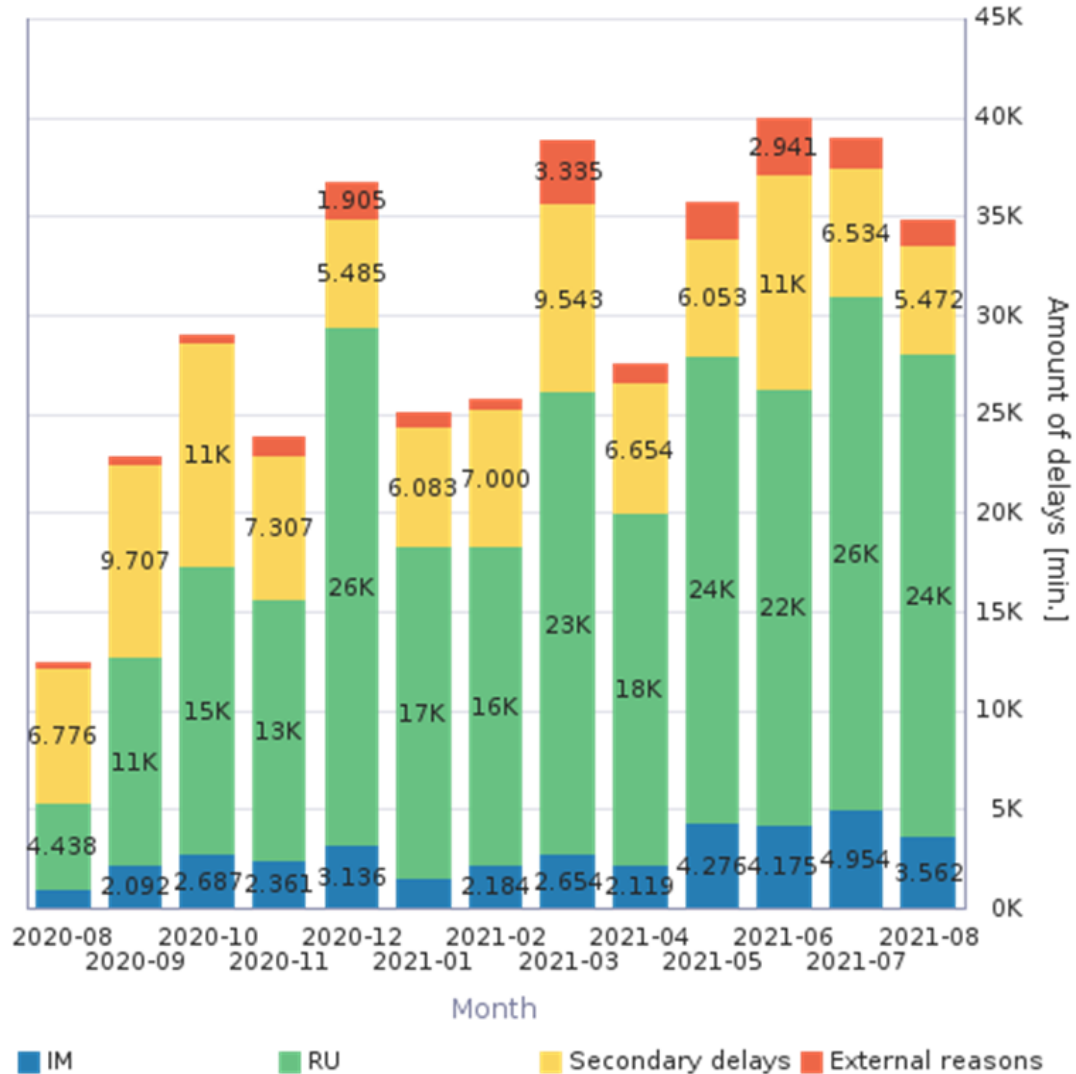


# TPM RESULTS 2021

11507 trains Monitored in TIS  
between Jan. and Ago. 2021

West-East

East-West



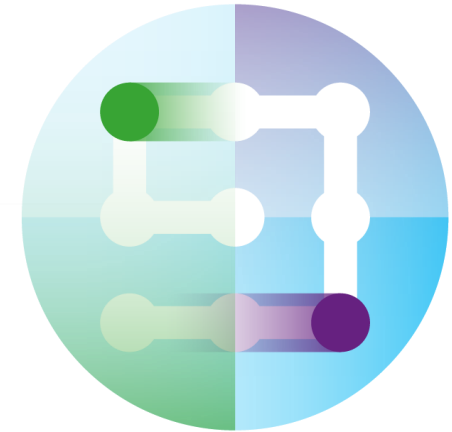
# GOALS AND ACTIONS FOR THE YEAR 2021

## Processual targets: How? What?

1. Improve Monitoring:
  - DE-FR-ES and comprehensive RU relations for long running Traffic (mainly automotive)
  - Spanish-Portuguese Traffic
2. SNCF R to improve TIS data Quality
3. Invite Transfesa to join Linking Trains project with ECR and DB Cargo (TIS / RNE visibility of traffic Flows)
4. Collaborate on RNE Taskforce Borders (TIS DQ and reporting)
5. Increase transparency of the TPM working group (more contact to MB and RAG/TAG)

## Goals 2021: Results at year end

1. Intensify relations to the Rus and include their focus trains into the analysis:
  - East Group: continue quarterly meetings
  - West Group: Start regular meetings with Medway
2. Publish the RNE monthly report
3. Extend Reporting for Purpose of separate WGs:
  - DE-ES-FR
  - ES-PT
4. Develop Dwell Time reports at Borders to Offer to QCO as of end of 2021



# DIFFICULTIES IN ACHIEVING 2021 GOALS



## East Group (FR – DE)

**Lack of interest** from the RUs in maintaining periodic meetings with the TPM WG

## West Group (PT – ES)

The RU keeps its position of **preferring to deal directly with the IM** on a case-by-case basis

**The RFC will reconsider the TPM activities based on the feedback from the RUs**



A blurred photograph of a freight train in motion, with several brown and orange train cars visible. The background is out of focus, showing a cloudy sky and some industrial structures. The train is moving from left to right across the frame.

4.

**QUALITY CIRCLE OPERATION**  
*REMOVING CROSS BORDER BARRIERS*



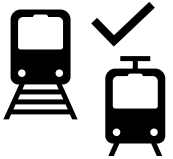
# THE REMOVAL OF BORDER BARRIERS LEADS TO OPTIMIZED OPERATIVE QUALITY



## Border barriers affect the operative quality



Border barriers **block international traffic flow** and **lead to unnecessary and time-consuming** border processes



Operational quality improvement aims to **reduce border barriers** with the objective of **seamless border crossing**



Operational quality depends on both **IMs** and **RUs**

## Selected border barriers which lead to longer dwelling time

- ⚡ Not harmonized timetables and train numbers extend takeover time
- ⚡ Different train end signals require conversion
- ⚡ Technical wagon checks block track capacity
- ⚡ Lack of train run information complicate processes at border station
- ⚡ Language barrier lead to inefficient, flawed operational processes
- ⚡ ...

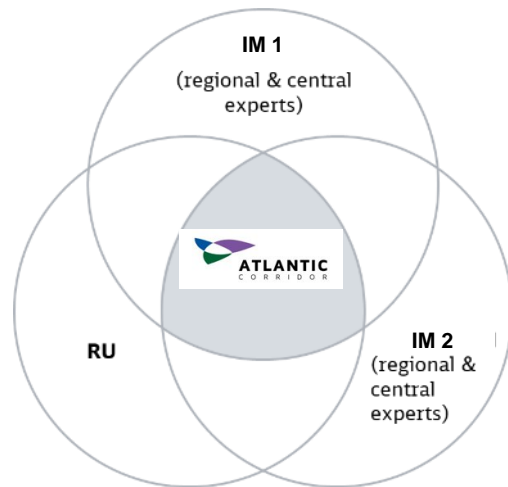


The same border barriers can be found at several international borders

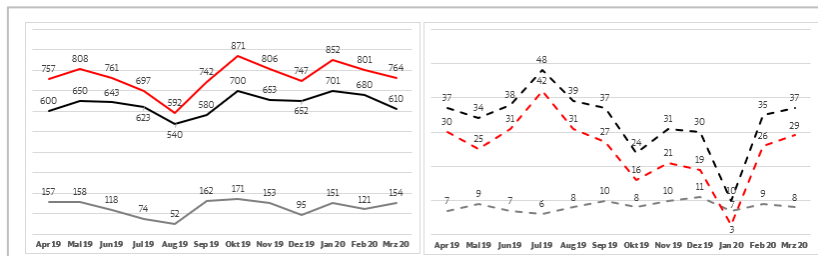
# THE QUALITY CIRCLE OPERATION PROGRAM WILL REDUCE CROSS-BORDER BARRIERS WITH SUSTAINABLE WORKING STRUCTURES AND TRANSPARENT TOOLS & KPI



## Involvement of all relevant stakeholder



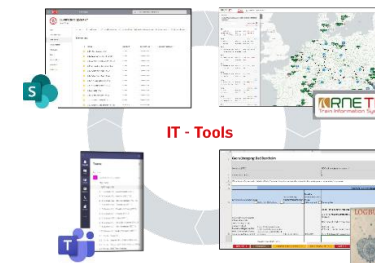
## Clear & Transparent KPI: Dwelling time



## Sustainable working group structure

- Modul 1: Base analysis workshop**
  - Collection of **problems** and **solutions approaches** with **prioritization** and definition of **clear measures**
- Modul 2: Continuous improvement process**
  - **Regular Telcos** to **monitor implementation** of defined measures and discussion about **operative day-to-day business**

## IT-Tools to steer and collaborate



# QUALITY CIRCLE OPERATION FORBACH / SAARBRÜCKEN



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

Microsoft Teams meeting interface showing a chat window on the left and a presentation slide on the right. The chat window contains messages from participants like Christian MINGE, Gaëlle Vantales, and Alain Volz. The presentation slide is titled 'Vorschlag für kontinuierliche Zusammenarbeit' and 'Proposition pour une coopération continue' and includes a large question mark graphic and the text 'Diskussion / Discussion: Würde diese kontinuierliche Zusammenarbeit uns helfen? Cette collaboration continue nous aiderait-elle?'.

# QUALITY CIRCLE OPERATION

## FORBACH / SAARBRUCKEN: CURRENT TOP PROJECTS



1. **Pilot** of DB Netz/SNCF Réseau timetable departments to harmonize **train path coordination of ad-hoc timetables** via chat translation tool **Assistify** in 2021
2. **TIS Train Linking Pilot** has the aim of improving international real-time information in TIS
3. **Implementation of 740 m trains running via Forbach / Saarbücken**
4. **Implementation of Dwelling Time Report** to monitor and steer operational quality on the cross-border area

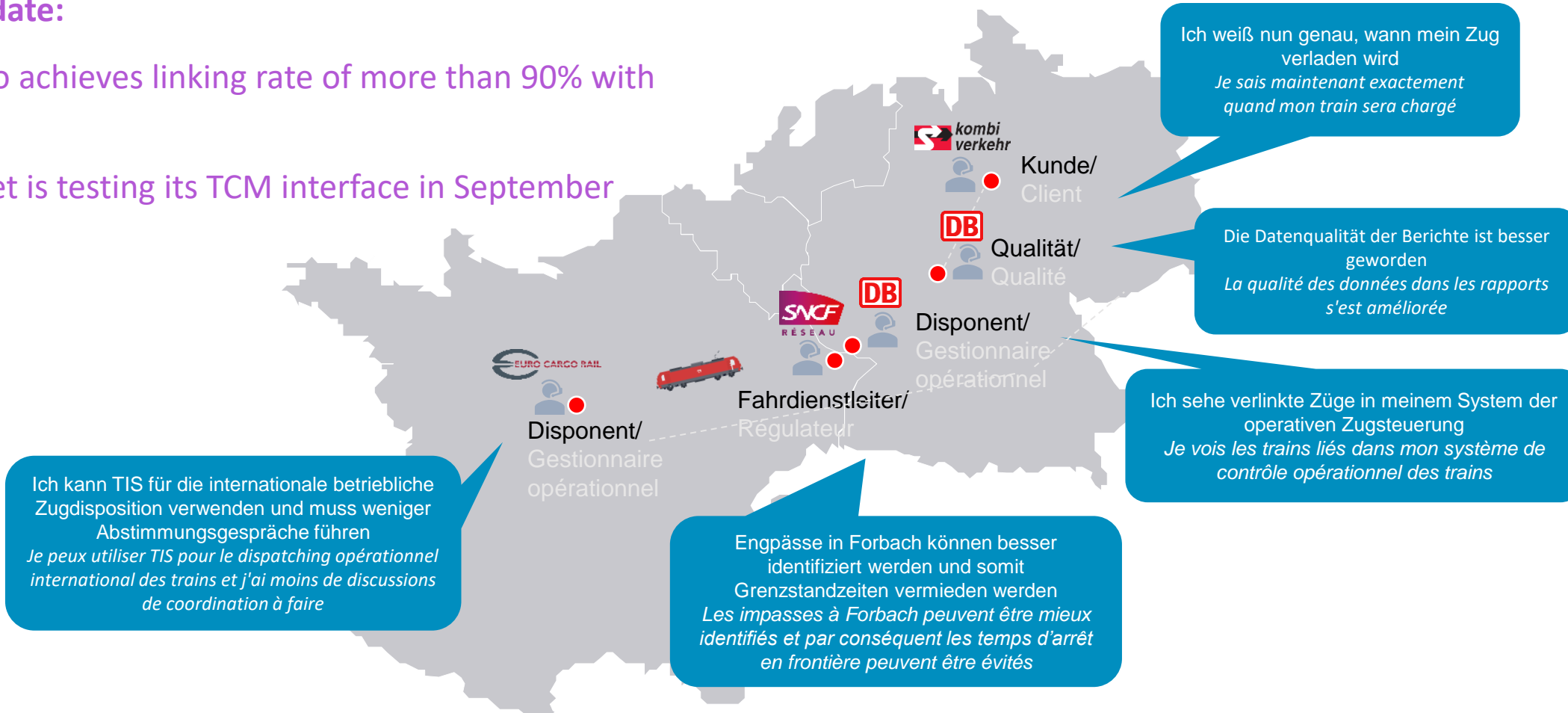
Extra slide

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



## Project Update:

- DB Cargo achieves linking rate of more than 90% with ECR
- SNCF Fret is testing its TCM interface in September



# PROPOSAL FOR QUALITY CIRCLE OPERATION HENDAYE / IRUN: TO AGREE ON PROJECT SHAPE



## Recent References:

### ■ From France:

April 2019: point Hendaye SNCF RESEAU / RU

2019 / 2020 / 2021 : IM / RU discuss different topics (and automotive); monthly.

### ■ From Spain:

Autum 2018: IM (Terminal) / RU (open to Spanish and French ones) ; daily.

From February 2021, shunting services provider has joined to this daily scheme.



# PROPOSAL FOR QUALITY CIRCLE OPERATION HENDAYE / IRUN: TO AGREE ON PROJECT SHAPE



**28<sup>th</sup> – 30<sup>th</sup> September**

SNCF RESEAU and ADIF representatives in the Atlantic RFC are organising visits on site (Hendaye & Irún), as well as contacts with the local actors (IM, RU, Terminals).

## **Aims:**

- **Knowledge of the different companies that work together.**
- **Traffic organization and sites.**
- **Production difficulties.**
- **Explain the QCO concept and gather opinions, looking for issues to focus on.**



# PROPOSAL FOR QUALITY CIRCLE OPERATION HENDAYE / IRUN: TO AGREE ON PROJECT SHAPE

## Infrastructure Manager

- ADIF: Circulation regional and local, Terminal manager, Company providing facilities services (UTE).
- SNCF Réseau: regional experts and long way national.

## Railway Undertaking

- Local representatives will be meet; open to RFC Atlantic RAG-TAG feedback.

## RFC Atlantic

- Managing Director, Deputy Director, experts.

**Other volunteers with a qualified interest are welcome.**

From the organizational point of view, it is being planned as several, different visits and contacts during 28th – 30th of September.



**6.**  
**PROJECTS FORESEEN IN THE  
NEXT EU FUNDING PERIOD**

# CEF PERIOD 2021-2027

- ❑ **Commission Implementing Decision of 5.8.2021** on the financing of the Connecting Europe Facility - Transport sector and the adoption of the work programme for 2021-2027 and its annex
  
- ❑ **First calls to be published on 16th September** (3 billion €), followed by CINEA info day on 27th September
  
- ❑ **For 2021 – 2024, RFC Atlantic can benefit from**
  - Technical assistance for infrastructure managers (10 M€ for all RFCs)
  - Technical assistance supporting RNE (13 M€)
  - Classic CEF projects in the area of interoperability
    - Actions supporting **new technologies and innovation**, including automation, integrated infrastructure capacity and traffic management, enhanced transport services, modal integration
    - Actions **removing interoperability barriers** in compliance with the TSIs

# CEF PERIOD 2021-2027

## PROJECTS BY THE RFC ATLANTIC

Main issues to be tackled by the RFC Atlantic

- ❑ **Quality Circle Operation:** including Cross-border harmonization and reduction of dwelling time
- ❑ **Closer cooperation with Terminals:** including integration of TIS information with Multimodal IT planforms (e.g. JUL, Simple, Nexus)
- ❑ **Support to international traffic operations:** International Ad-hoc requests, ICM handbook, TCRs coordination, TTR deployment





# CEF PERIOD 2021-2027

## RUs FEEDBACK

Do you see any **ADDED VALUE FOR YOU** and the Rail Freight business?

Would you like to **SUGGEST A TOPIC TO BE DEVELOPED** with the support of the RFC Atlantic?

Would you like to **COOPERATE WITH US** in any of these subjects?



[www.atlantic-corridor.eu](http://www.atlantic-corridor.eu)

