



# INDEX

- 1. WELCOME AND UPDATE/NEWS ON ATLANTIC CORRIDOR
- 2. CAPACITY OFFER FOR 2022 & PAP CONSTRUCTION FOR 2023
- 3. TCRs ALONG THE CORRIDOR
- 4. TRAIN PERFORMANCE MANAGEMENT
- 5. QUALITY CIRCLE OPERATION
  - 1. FORBACH-SAARBRUCKEN
  - 2. HENDAYE-IRUN
- 6. PROJECTS FORESEEN IN THE NEXT EU FUNDING PERIOD





# 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

P.5



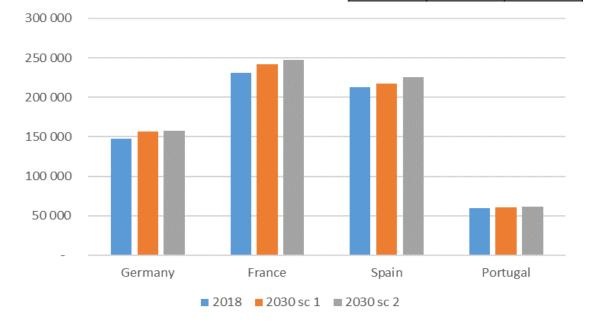
## TRANSPORT MARKET STUDY (1)

## **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)

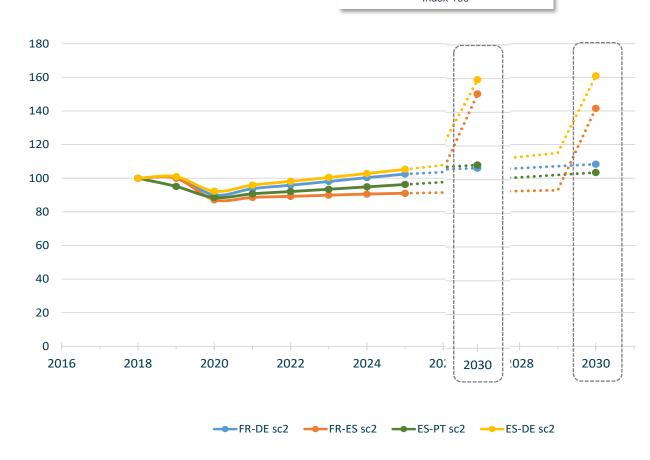
1. Welcome and Update / News on Atlantic Corridor

## 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%)

Rail traffic forecasts on the RFC Atlantic by ODs (both scenarios) Index 100



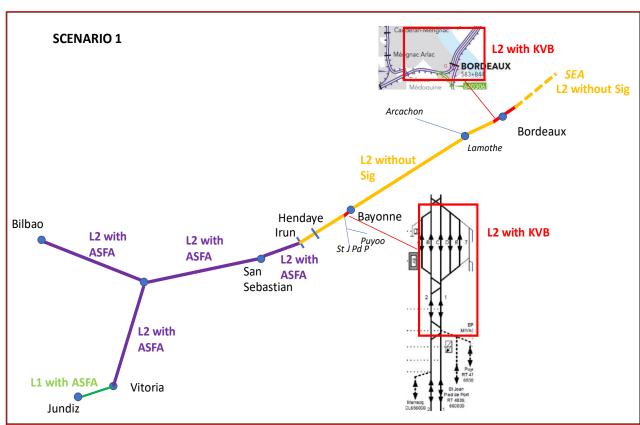
P.7

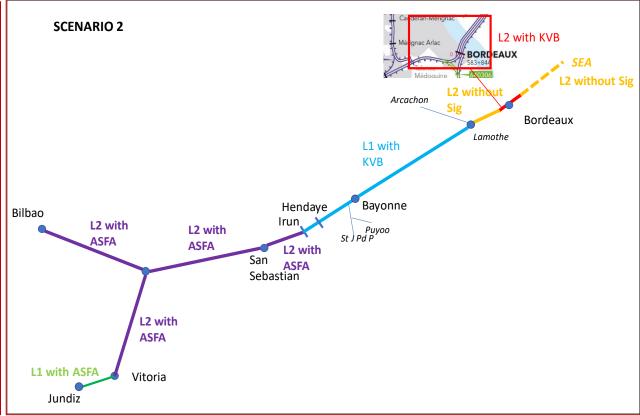


## **ERTMS FEASIBILITY STUDY VITORIA - BORDEAUX**



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 Systel, 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:

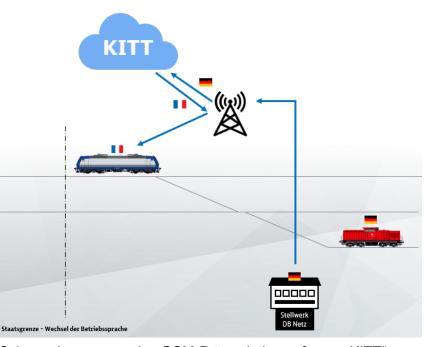
- ✓ Influence of background noise
- ✓ Impairment of speech recognition due to compression of the speech signal within GSM-R
- ✓ Time delay due to software process runtime and transmission.

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



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.



Scheme Interconnection GSM-R translation software "KITT"

Video: Test GSM-R Connection (only DB internal available)

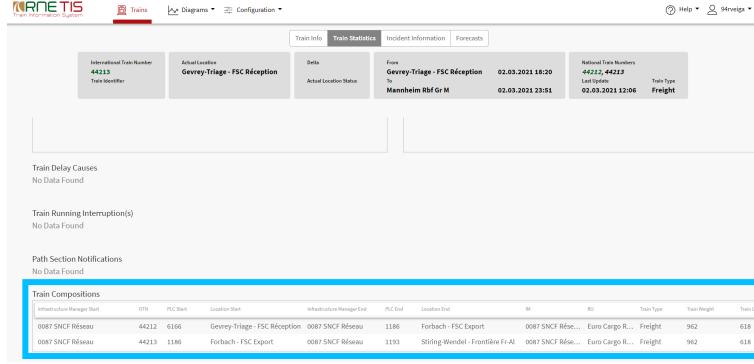
## **TRAIN** INFORMATION SYSTEM (TIS) -RECENT DEVELOPMENT



## Real time information about train journey

1. Welcome and Update / News on Atlantic Corridor

- 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

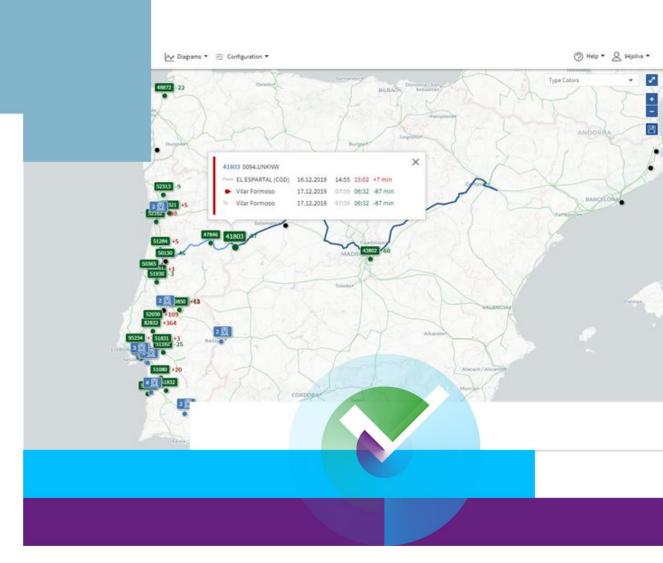




## **EXPECTED FUTURE DEPLOYMENTS IN TIS**

## **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



1. Welcome and Update / News on Atlantic Corridor



## CAPACITY ALLOCATION TIMETABLE 2022 (S → N)

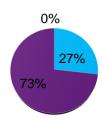
								Portugal					Spain												Germany									
	Running Days in IP network	Running Days in	Running Days in SNCF Réseau network	Running Days in DB NETZ network	LISBOA / BOBADELA	LEIXÕES	PAMPILHOSA	ENTRONCAMENTO	ELVAS (HP)	VILAR FORMOSO Arrival (HP)	VILAR FORMOSO Departure (HE)	FUENTES DE ONORO	BADAJOZ Arrival (HP)	BADAJOZ Departure (HE)	MÉRIDA	ALGECIRAS	MADRID	BURGOS	ZARAGOZA	PAMPLONA	BILBAO	IRUN (Arrival)	IRUN (Departure) HENDAYE (Arrival)	HENDAYE (Departure)	BAYONNE	VAIRES/TORCY	METZ SABLONS/WOIPPY		FORBACH (ARRIVAL)	FORBACH (DEPARTURE)	SAAREBRUCKEN	EINSIDLERHOF	LUDWIGSHAFEN	MANNHEIM
RFC624PaP001			12345	23456																					from Silla or Tarragona	/ Cerbère (7:3	5) 22:47	CEFB08	0:38	0:43	0:57			3:29
RFC624PaP003			12345(6)	23456(7)								1		1		***************************************	1								from Pe	erpignan (10:4	3) <b>23:11</b>	PNFB09	2:30	2:35	2:49			5:22
RFC624PaP005			23456	34567												+									from Barcelona / F	Perpignan 10:1	6 <b>0:06</b>	PNFB10	3:37	3:42	3:56			7:01
RFC624PaP007			12345(6)	23456								1		1		***************************************	1								from	Cerbère (7:4	2) 22:57	CEFB07		4:01	4:15			7:57
RFC04PaP0009			12345	23456								1		1		***************************************	1									22:03		VIFB22	4:55	5:00	5:20			8:18
RFC624PaP011			12345	23456	<b></b>	†******************************		***************************************	************		************	***************************************	<b>***********</b>	***************************************			1	***************************************			***************************************		***************************************	***************************************	from Silla or Tarragona /	Cerbère (15:0	0) 3:50		5:30	5:37	5:53			9:32
RFC624PaP013			123456(7)	234567								1		1		*	1								from Pe	erpignan (18:2	5) <b>8:51</b>	PNFB19	9:54	9:59	10:13			
RFC624PaP015			12345(7)	23456								1		1		*	1								from Barcelona / Perpignan (20:38)			PNFB21		10:11	10:25			13:31
RFC04PaP0017			12345	1234567								1		·		***************************************	····			[					2:26			BYFB00		19:50	20:04			
RFC04PaP0019			1234567	1234567												***************************************						**********				15:08			20:11	20:16	20:30			23:04
RFC24PaP0021			123456	123456																					from	Gevrey (15:3	1) <b>19:25</b>	GVFB15	20:18	20:23	20:37			23:49
RFC624PaP023			123456	123456																					from F	Perpignan (6:4	5) <b>21:54</b>	PNFB07	23:54	23:59	0:13			
RFC04PaP0025		1234567	12345	23456												I			15:09					9 1:50				HEFB02	6:46	6:51	7:05			
RFC4TTRSNN01		1234567	12345	23456																12:45	П	TR Pilot	15:3	5 16:15		TTR Pilot			10:07	10:12		TTR Pilot	t	12:59
RFC4TTRSNN02		234567	12345	23456												I	23:05		via Za	ragoza TI				16:15		TTR Pilot			10:07	10:12		TTR Pilot		12:59
RFC4RPSNN03		1234567	12345	23456																	14:00	Rollin	g Pl. 20:0	8 16:15		Rolling Pl			10:07	10:12		Rolling P		12:59
RFC04PaP0033		12345																12:21					16:5	3 ???	to Lyon Sibelin ???									
RFC42PaP0035		1234567	23456													17:04	9:30		via Zara	agoza		21:03		8:41	HESO09 <b>20</b> :	:32 to Soma	in (23:59)	/ Antwerp						
RFC42PaP0037			12345																						19:35 BYTC19 6:	06 to Tourc	oing (14:42	2) / Antwerp						
RFC04PaP0039		1234567															0:16						10:3	0										
RFC04PaP0041	56	67			15:50			18:48		23:10	1:30												13:0	2										
RFC04PaP0043	56	0 /				13:05	15:07	10.40		23.10	1.30												13:0	_										
RFC04PaP0045	6	2467				Via E	Beira Baixa	20:43		0:56	2:40	3:05					11:49																	
RFC04PaP0047	135	2401		Via Beira Baixa	18:32			20:43		0:56		3.03					11.49																	
RFC04PaP0049	245	245			]			4:33	7:14					10:19																				

## CAPACITY ALLOCATION TIMETABLE 2022 (N → S)

														Spain Dartural																			
			Germany			France								Spain										1	Portugal								
	Running Days in Running Days in DB NETZ SNCF Réseau network network	Running Days in F Adif network	Running Days in IP network	MANNHEIM	LUDWIGSHAFEN	SAAREBRUCKEN	FORBACH (ARRIVAL)	FORBACH (DEPARTURE)	METZ SABLONS / WOIPPY	VAIRES / TORCY	VALENTON	BAYONNE	HENDAYE (Arrival)	HENDAYE (Departure)	IRUN (Arrival)	IRUN (departure)	ВІГВАО	NOAIN / PAMPLONA	ZARAGOZA BURGOS	MADRID	ALGECIRAS	MÉRIDA	BADAJOZ Arrival (HE)	BADAJOZ Departure (HP)	FUENTES DE ONORO	VILAR FORMOSO Amval (HE)	VILAR FORMOSO Departure (HP)	ELVAS (HP)	ENTRONCAMENTO	PAMPILHOSA	LEIXÕES	LISBOA / BOBADELA	
RFC426PaP002	123456 2345			21:58		0:40	0:55	1:00	FBCE01 3:00	to Cerbère (17	7:49) / Sil	la or Tarragona																					
RFC04PaP0004	1234567 12345					5:03	5:20	5:25	FBBY03			0:04																					
RFC426PaP006	12345 12345				3:39	5:10	5:25	5:35	FBPN02 <b>7:48</b>	to Perpignan (	(23:11) / 3	Silla or Tarragona					**********			***************************************				***************************************			***************************************	***************************************					
RFC426PaP008	1234567 1234567			2:23		4:56	5:11	5:16	FBPN06 <b>6:11</b>	to Perpignan (	(20:17) / 3	Silla or Tarragona																1					
RFC4TTRNSN01	12345 12345			13:38	TTR Pil	ot	16:25	16:30	TTR Pilot	21:30																		***************************************					
RFC4TTRNSN02	12345 12345			13:38	TTR Pil	ot	16:25	16:30	TTR Pilot	21:30																		***************************************					
RFC426PaP014	12345(6) 12345(6)					20:19	20:40	20:45	FBPN21 21:34	to Perpignan (	(11:07)									***************************************		***************************************		***************************************		·						***************************************	
RFC42PaP0016	12345 12345			19:00		22:29	22:44	22:49	FBGV22 <b>23:45</b>	to Gevrey (3:3	31)																	1					
RFC426PaP018	12345 12345			19:35		22:44	22:59	23:04	FBCE23 2:04	to Cerbère (16	6:45) / Co	nstanti																***************************************					
RFC426PaP020	12345(6) 12345(6)			19:45		22:59	23:14	23:19	FBPN23 1:07	to Perpignan (	(16:13) / I	Barcelona																					
RFC426PaP022	23456 (2)34567					23:42	23:57	0:02	FBPN00 3:35	to Perpignan (	(16:43) / I	Barcelona								***************************************		***************************************		***************************************		·						***************************************	
RFC426PaP024	12345 12345			20:16		23:10	23:25	23:29	FBCE00 1:18	to Cerbère (16	6:09) / Sil	la or Tarragona														<u> </u>		1					
RFC04PaP0026	1234567 12345	234567		2:49		5:25	5:40	5:45	FBIN05				01:13			12:56		Via Zan	agoza	23:51			•••••					1					
RFC4TTRNSN03	12345 12345	1234		13:38	TTR Pilot		16:25	16:30		TTR Pil	lot		9:30	11:15		TTR Pi	lot		17:50														
RFC4TTRNSN05/04	12345 12345	124567		13:38	TTR Pil	ot	16:25	16:30		TTR Pil			9:30	18:45			TTR Pilo	ot		6:35	8:40			***************************************			***************************************	***************************************					
RFC4RPNSN05	12345 12345	1234567		13:38	Rolling	PI.	16:25	16:30		Rolling	PI.		9:30	16:09	Rollin	g Pl.	22:25							***************************************			***************************************	***************************************					
RFC04PaP0034		12345										From Lyon S	ibelin ???	19:55					0:12														
RFC24PaP0036	23457	134567							From Antwerp /So	main (2:45)	6:25	SOHE02	18:09			9:20		Via Zan	agoza	18:45													
RFC4TTRNSN06	12345								From Antwerp / Tource	oing (15:25)	22:35	TCBY15 9:30	TTR Pilo	t																			
RFC04PaP0040		1234567												22:05				Via Zan	agoza	8:39												***************************************	
RFC04PaP0042		67	67											F.4F												45.00	40.00		0:50	2:16	4:08		
RFC04PaP0044		07	67											5:15												15:29	18:22		0:40			1:48	
RFC04PaP0046		1356	7																	- 16:40				_	1:30	1:37	2:21		6:12				
RFC04PaP0048		1330	246																	10.40					1.30	1.37	2:21		7:19			8:43	
RFC04PaP0050		245	245																			15:58	16:48	15:50				18:32	21:14				

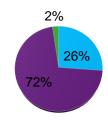
## **CAPACITY ALLOCATION TIMETABLE 2022 - DRAFT RESULTS**

TT-2021



### **DRAFT OFFER**

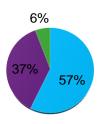
- dossiers ready for draft offer deadline without major quality defects
- dossiers not ready for draft offer deadline
- dossiers with green light but with major quality defects



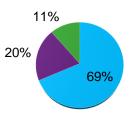
## **FINAL OFFER**

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

### **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

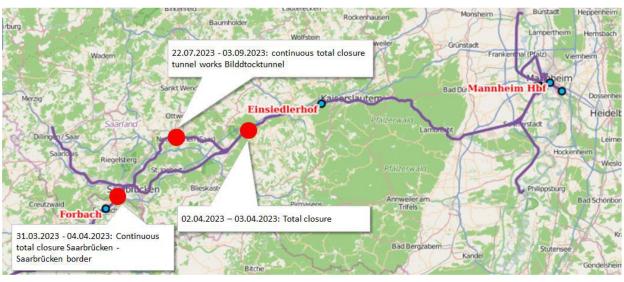


- dossiers ready for final offer deadline without major quality defects
- offer not finalized yet
- dossiers with green light but with major quality defects



## **DB NETZ**







PRESENTATION NAME 00.00.0000 **P.17** 

## **SNCF RESEAU**

2021 - 2022

4. Bordeaux St Jean
operations
Until Dec 2022
Day or night
Possible station track
restrictions

6. Lamothe – Ychoux rerailing & ballast Nov 2022 till 2023
6h night possession with simultaneous track possession & speed restriction

7. Dax – Bayonne
catenary replacement
Sept – Oct 2022
9 hours night
3 hours simultaneous
track possession

5. Gazinet rail renewal February to April 2022 6 hours night operation Simulateous track ossession and speed restriction 1. Viaduc des 100 **Arches** October to December 7 hours night Speed restriction 2. Talence-Lamothe rerailing + ballast Until February 2022 Night (8 to 9 hours) with simultaneous track possession 3. Bayonne operations Until end 2021 Day or night

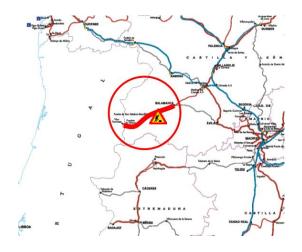
Possible track restriction in yards



North of Orléans
 works
 All 2022

Day works (4 to 5 hours)
 Simultaneous track
 restriction





#### LINEA 120 MEDINA DEL CAMPO – VILAR FORMOSO

3. Temporary capacity Restrictions

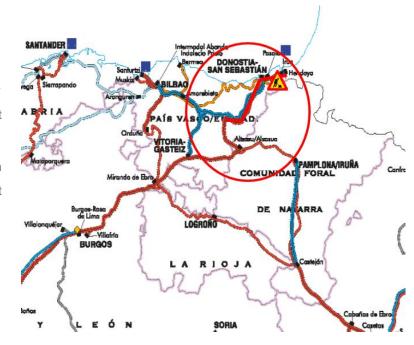
- Section: Salamanca Fuentes de Oñoro
- Dates: From January 2020 to December 2021 (possible extension)
- Description: Electrification 25 KV between Salamanca and Fuentes de Oñoro
- Impact: Rescheduling of international train paths (already coordinated)

#### 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.

• 2022/2023

single line

Weekend – 8 hours –

## 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

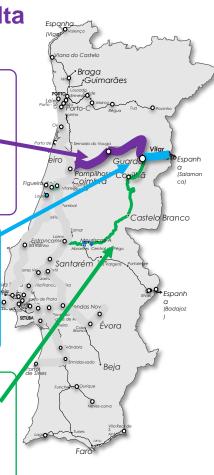
• Jun. 2021/ Jun. 2023 8 hours (3h-11h) – week 2x13 hours (3h-16h) – weekend

#### Linha da Beira Baixa

May 2021 Opening of the section

**Covilhã – Guarda,** allowing the alternative route

Entroncamento - Guarda



## Linha do Norte 2021 to 2022 .> Braga •Guimarães Ovar - Gaia Track and catenary renewal • 2021 to Dez. 2023 Week - 6 hours, single line Weekend – 8 hours – total closure **Pampilhosa** Castelo Branco Station renewal • 2022/2023 Weekend – 10 x 8 spanha hours - total closure **Alfarelos** Station renewal

## Linha de Sines 2021 to 2022

## Track and catenary renewal • Set. 2021 / Dec. 2023

8 hours – week and 12, 24 or 48 hours – weekend

Setil - Bombel

#### **Ermidas - Sines**

Track and catenary renewal

Set. 2021 / Dec. 2023
8 hours – week and
12 or 48 hours –
weekend





## **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 bilateral TPM WGs started in the East group (DE/FR)

# FEASIBILITY IS DEPENDENT ON THE RUS COOPERATION

### **Processual targets:**

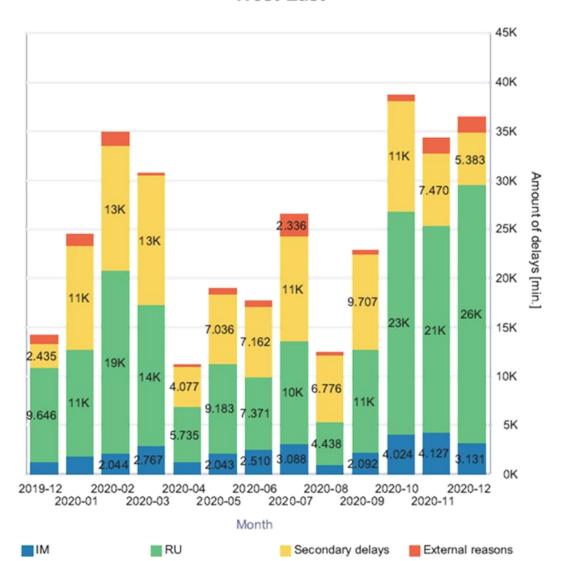
- 1. CHANGE APPROACH OF TPM WORK INTO "BILATERAL" WGS
  - CREATE EAST AND WEST WORKING GROUP
     CENTER WORKING GROUP TO BE DISCUSSED
     BETWEEN ADIF AND SNCF
- 2. EACH BILATERAL WORKING GROUP TO INSTALL
  THEIR OWN PROCESS FOR REVIEW OF TPM RFC4
  TRAINS WITH RU'S
  - MONTHLY BILATERAL REVIEW BETWEEN 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
- 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)

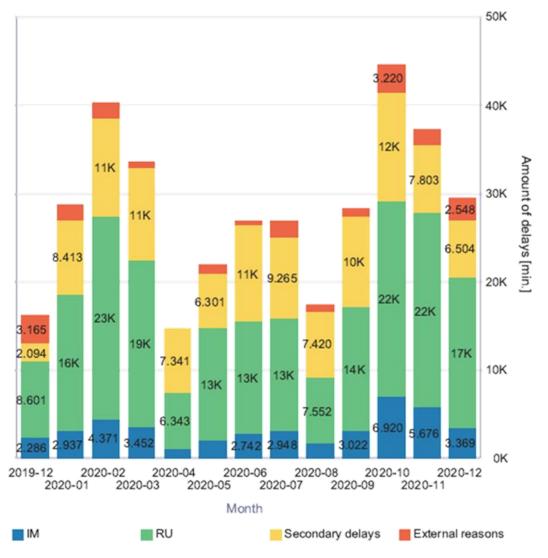
## **TPM RESULTS 2020**

#### **West-East**



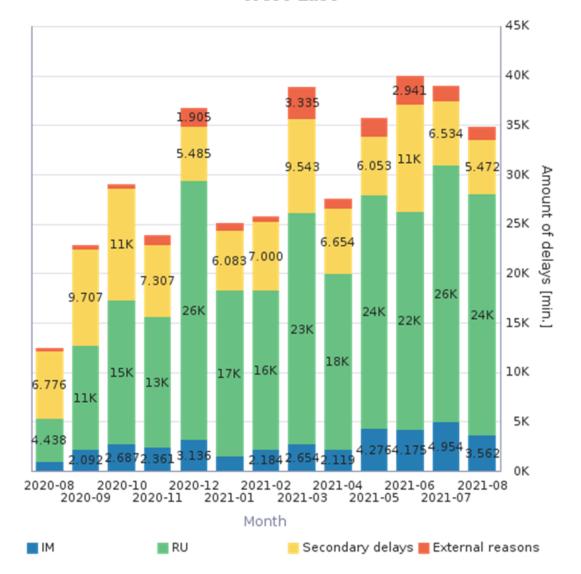
# 7994 trains Monitored in TIS between Jan. and Ago. 2020

#### East-West



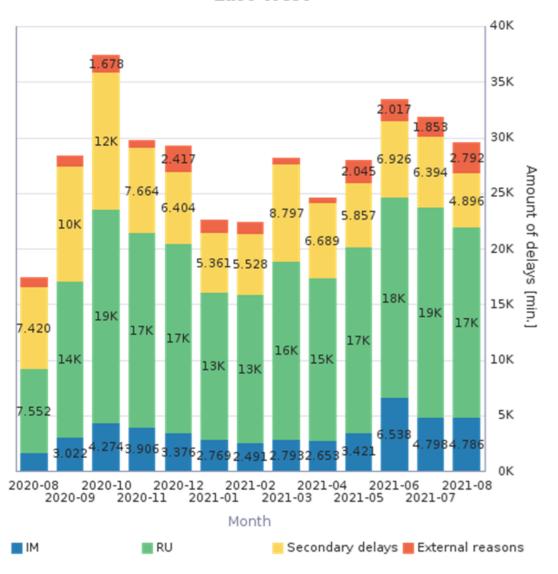
## **TPM RESULTS 2021**

#### **West-East**



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

#### **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)
- 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
- 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





## 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

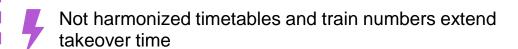


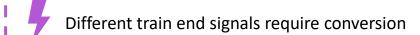
Operational quality improvement aims to reduce border barriers with the objective of seamless border crossing



Operational quality depends on both IMs and RUs

Selected border barriers which lead to longer dwelling time





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

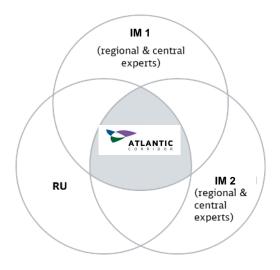


# THE QUALITY CIRCLE OPERATION PROGRAM WILL REDUCE CROSS-BORDER BARRIERS WITH SUSTAINABLE WORKING STRUCTURES AND TRANSPARENT TOOLS & KPI

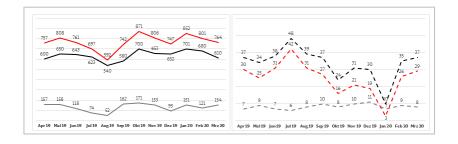
Interoperability working group: Quality Circle Operation on border points



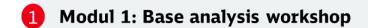
#### Involvement of all relevant stakeholder



### **Clear & Transparent KPI: Dwelling time**



## **Sustainable working group structure**





- Collection of problems and solutions approaches with prioritization and definition of clear measures
- 2 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



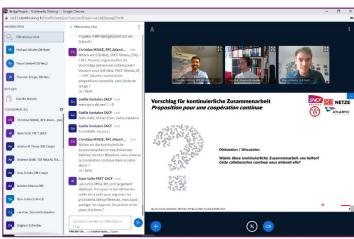
eedback shows Together we are on track!













## QUALITY CIRCLE OPERATION FORBACH / SAARBRUCKEN: CURRENT TOP PROJECTS



- 1. Pilot of DB Netz/SNCF Réseau timetable departments to harmonize train path coordination of adhoc 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

# TIS Train Linking P.31

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

Disponent/



## **Project Update:**

 DB Cargo achieves linking rate of more than 90% with ECR

- SNCF Fret is testing its TCM interface in September

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

Fahrdienstleiter/

kombi verkehr

Qualité

Disponent/

Kunde/

Qualität/

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



# 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



## 28th - 30th 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 differents companies that work together.
- Traffic organization and sites.
- Production difficulties.
- Explain the QCO concept and gather opinions, looking for issues to focuss on.





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

### **Infrastructure Manager**

- ADIF: Circulation regional and local,T erminal 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.



## **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?









