



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

ATLANTIC
CORRIDOR



24TH TAG-RAG MEETING

Videoconference, 27th April, 2023

AGENDA

1. WELCOME

2. TERMINAL ADVISORY GROUP PRESENTATION

3. RAILWAY UNDERTAKING ADVISORY GROUP PRESENTATION

4. MANAGEMENT BOARD PRESENTATION

- CAPACITY
- TRAIN PERFORMANCE MANAGEMENT
- QUALITY CIRCLE OPERATION
- TRANSPORT MARKET STUDY
- RAG CONSULTATION
- RAIL FACILITY PORTAL
- INFRASTRUCTURE UPGRADES
- TCR
- FINANCING ACTION OF PROJECTS ON CORRIDOR

5. CONCLUSIONS





1. WELCOME



2.

TERMINAL ADVISORY GROUP PRESENTATION



3. RAILWAY UNDERTAKING ADVISORY GROUP PRESENTATION



4.
**MANAGEMENT BOARD
PRESENTATION**

A blurred photograph of a freight train in motion, with several brown and red railcars visible. The background is out of focus, showing a cloudy sky and some industrial structures. The text is overlaid on a white rectangular area.

4.1 CAPACITY

CAPACITY OFFER TIMETABLE 2024

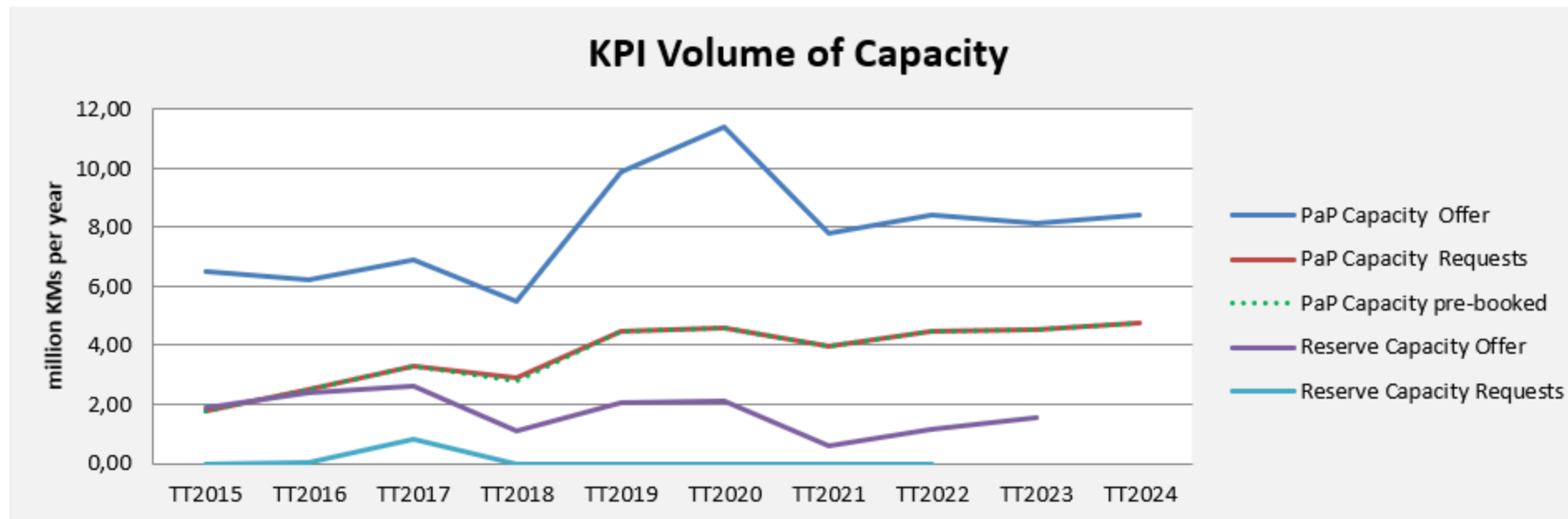
- ❑ Applicant and non-RU applicants (such as shippers, freight forwarders and combined transport operators) can request capacity for the Annual Timetable to the Atlantic Corridor One Stop Shop until 11th of April 2023 via PCS.
- ❑ Conditions are described in Corridor Information Document and in each IM Network Statement.
- ❑ RNE and RFCs held PCS trainings in February 2023 oriented to PaP requests.
- ❑ CID and Capacity Offer are published in Atlantic Corridor website:
 - <https://www.atlantic-corridor.eu/>



A screenshot of the Atlantic Corridor website. The header includes the Atlantic Corridor logo, RNECIP logo, and navigation links for DOCUMENTS and FAQs. The main content area features a news article titled "PERFORMANCE ON TRACK: Powering and Empowering European Rail Freight Transportation". The article is co-financed by the Connecting Europe Facility of the European Union. The article text includes: "Linguistic measures on the Franco-German border sections" and "CUSTOMER INFORMATION PLATFORM (CIP) IS ROLLED OUT TO THE ENTIRE RFC NETWORK". The article is dated December 19, 2021, and July 21, 2021. The background of the article is a photograph of a train on tracks.

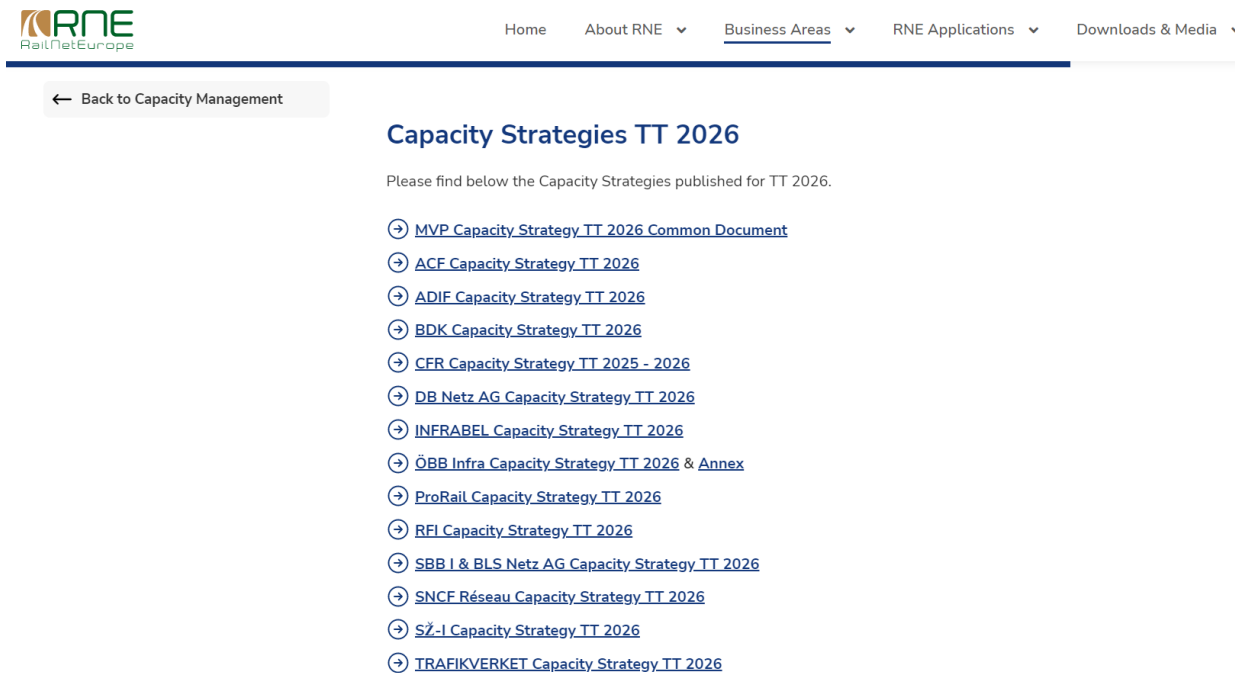
CAPACITY OFFER & ALLOCATION PROCESS TT-2024

- ❑ Capacity offer has been constructed by IMs from the international capacity wishes submitted to the C-OSS + IMs and RFC know-how.
- ❑ Small but positive evolution of the Capacity offer for Timetable 2024
- ❑ All PaPs requested by RUs have been pre-booked by the C-OSS and submitted to IMs for path construction.
- ❑ The C-OSS will monitor and coordinate the construction and allocation process until the Final Offer.



PUBLICATION OF THE CAPACITY STRATEGY

- ❑ DB Netz, SNCF R. and ADIF published their Capacity Strategies for TT-2026
- ❑ They are available in RNEs webpage:
 - <https://rne.eu/capacity-management/capacity-strategies/>



The screenshot shows the RNE (RailNetEurope) website. The header includes the RNE logo and navigation links: Home, About RNE, Business Areas, RNE Applications, and Downloads & Media. Below the header, there is a button labeled "← Back to Capacity Management". The main content area is titled "Capacity Strategies TT 2026" and contains the text "Please find below the Capacity Strategies published for TT 2026." followed by a list of 15 links, each preceded by a right-pointing arrow icon. The links are: MVP Capacity Strategy TT 2026 Common Document, ACF Capacity Strategy TT 2026, ADIF Capacity Strategy TT 2026, BDK Capacity Strategy TT 2026, CFR Capacity Strategy TT 2025 - 2026, DB Netz AG Capacity Strategy TT 2026, INFRABEL Capacity Strategy TT 2026, ÖBB Infra Capacity Strategy TT 2026 & Annex, ProRail Capacity Strategy TT 2026, RFI Capacity Strategy TT 2026, SBB I & BLS Netz AG Capacity Strategy TT 2026, SNCF Réseau Capacity Strategy TT 2026, SŽ-I Capacity Strategy TT 2026, and TRAFIKVERKET Capacity Strategy TT 2026.

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

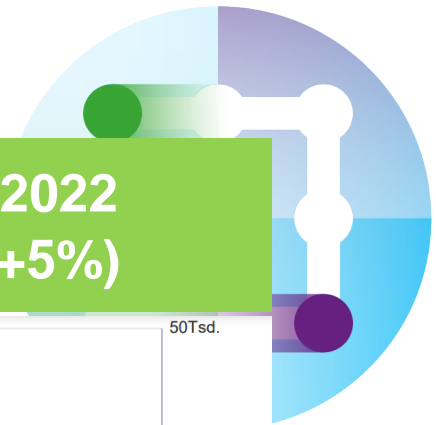
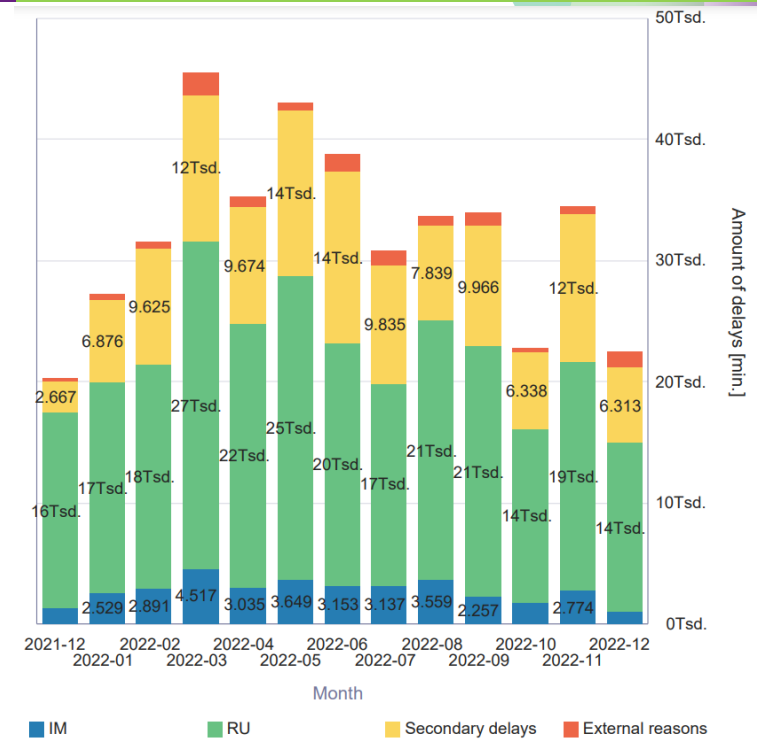
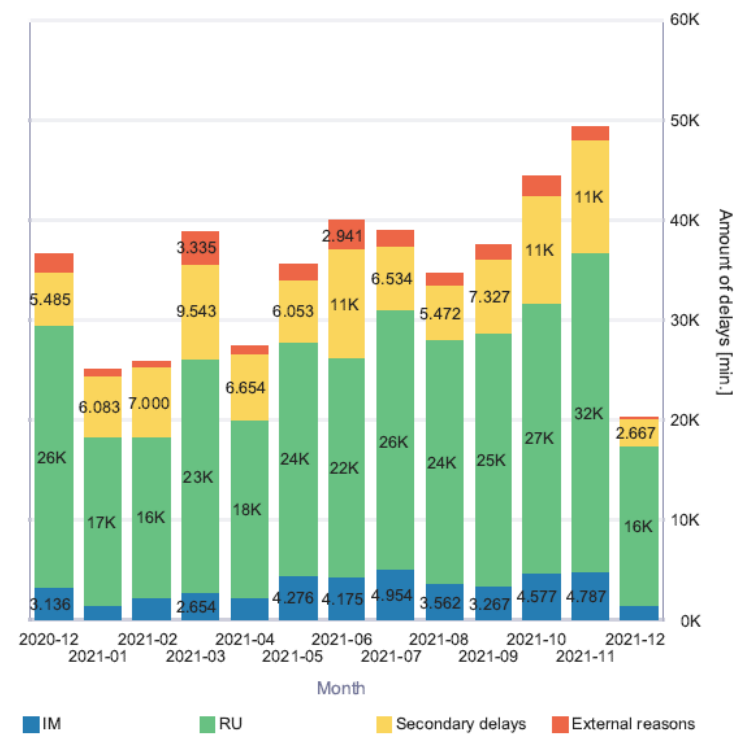
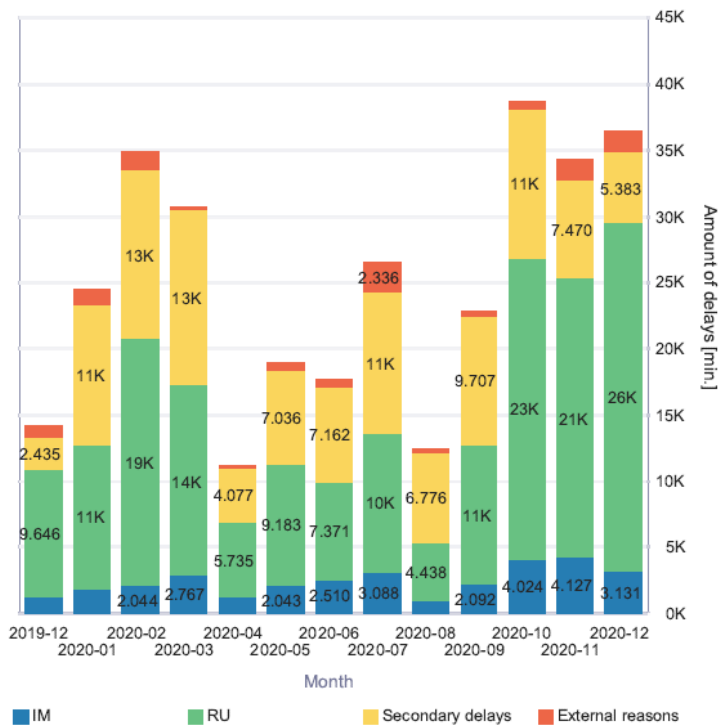
4.2 TRAIN PERFORMANCE MANAGEMENT

TRAFFIC EVOLUTION

West – East 2020
6051 trains

West – East 2021
7669 trains (+ 27%)

West – East 2022
8093 trains (+5%)

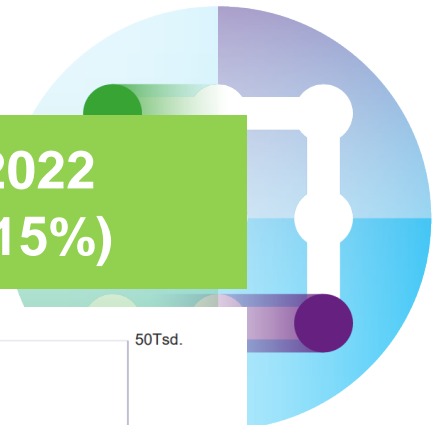
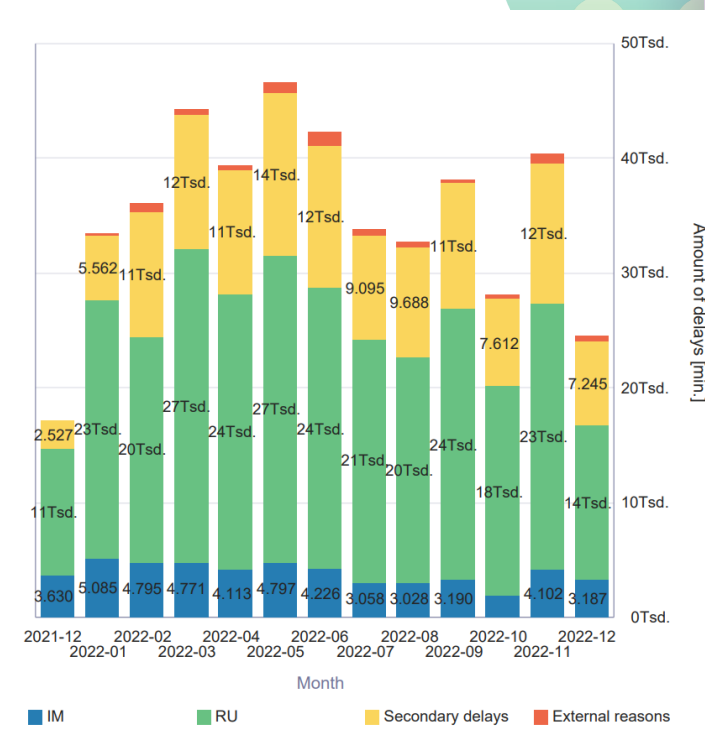
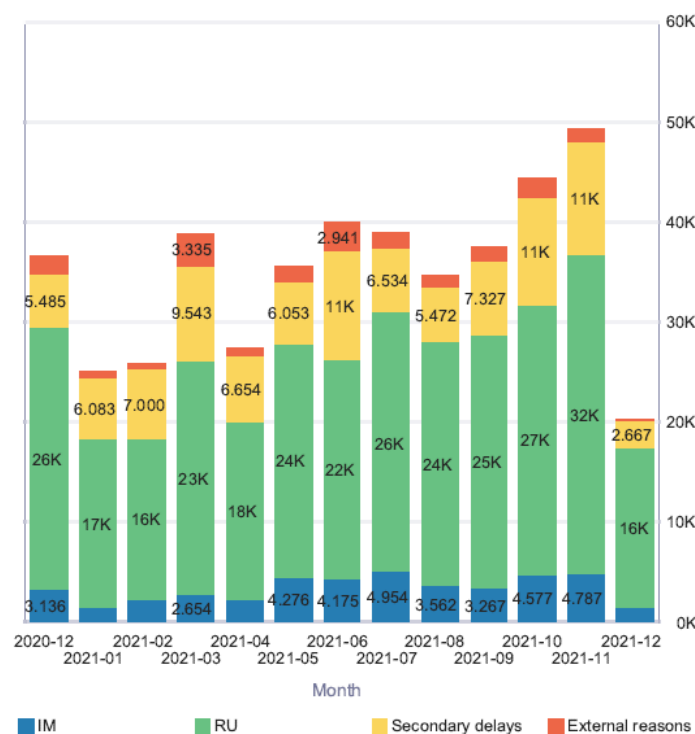
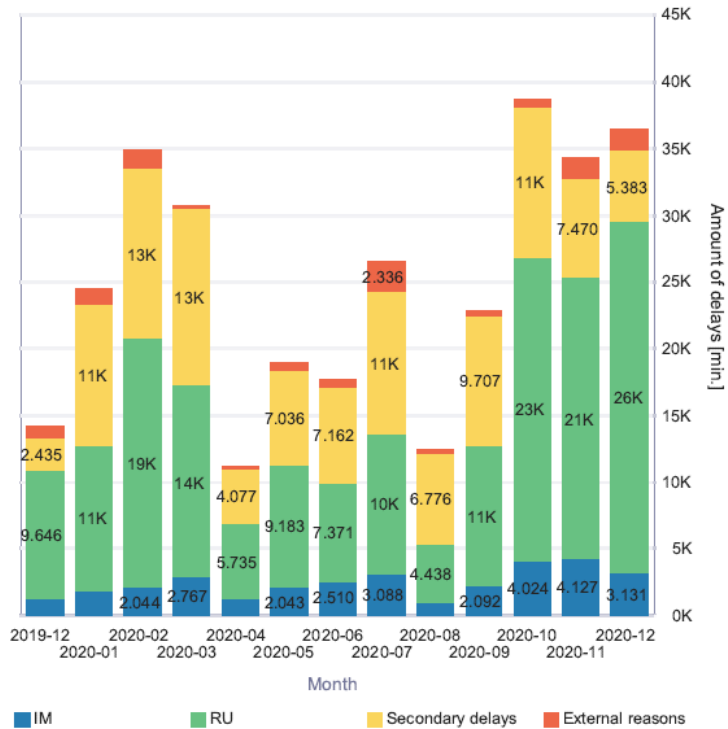


TRAFFIC EVOLUTION

East – West 2020
6526 trains

East – West 2021
7274 trains (+ 12%)

East – West 2022
8549 trains (+15%)

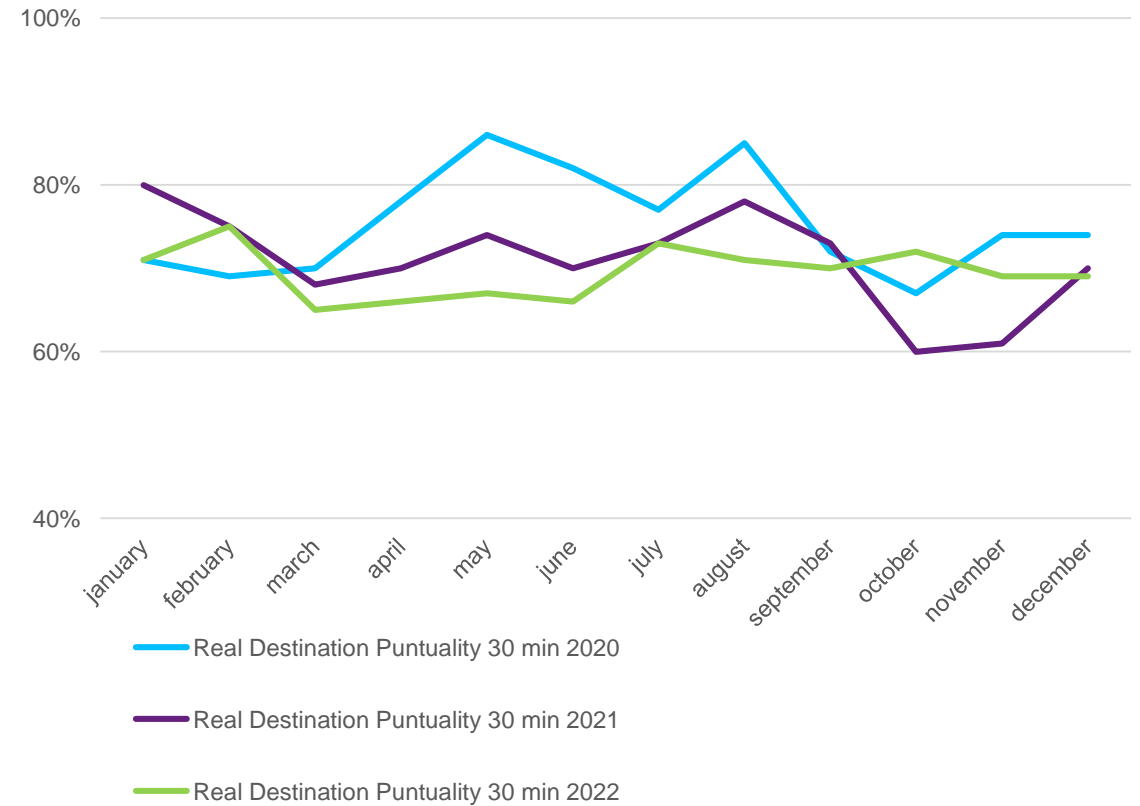


PUNCTUALITY EVOLUTION

2020 – 2022



West - East

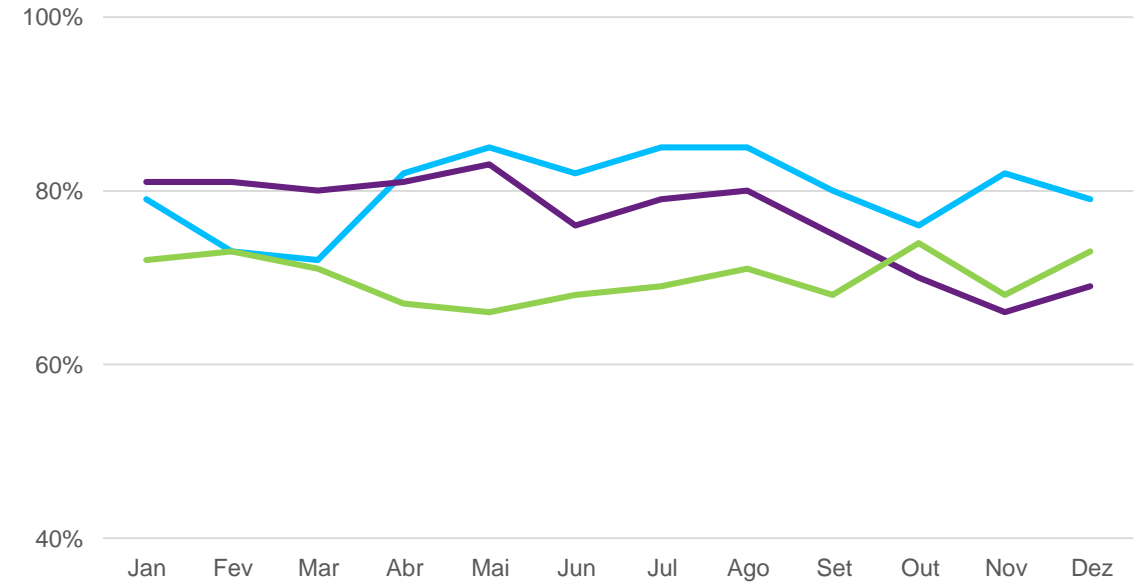


PUNCTUALITY EVOLUTION

2020 – 2022

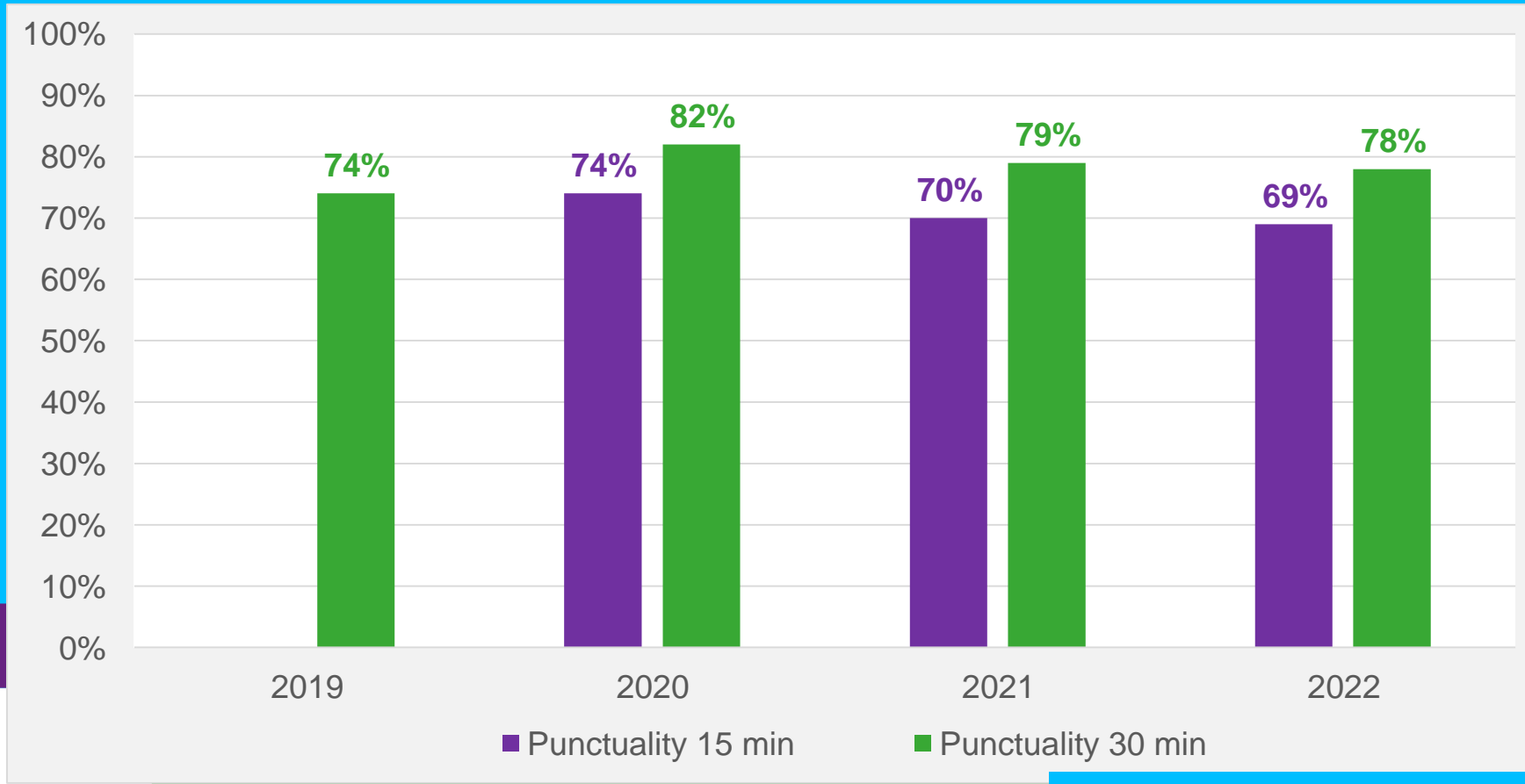


East - West



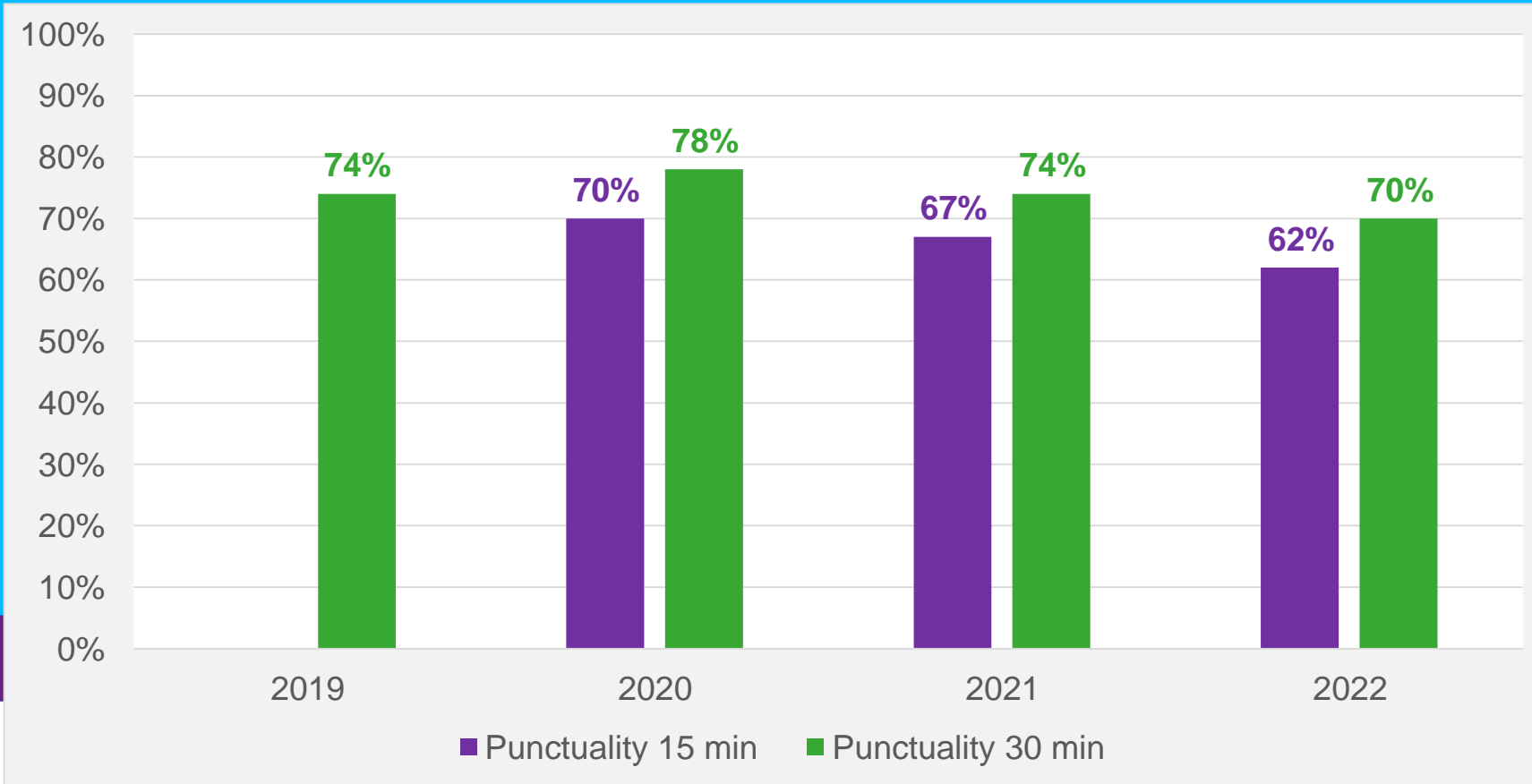
- Real Destination Punctuality 30 min 2020
- Real Destination Punctuality 30 min 2021
- Real Destination Punctuality 30 min 2022

PUNCTUALITY EVOLUTION 2019 -2022



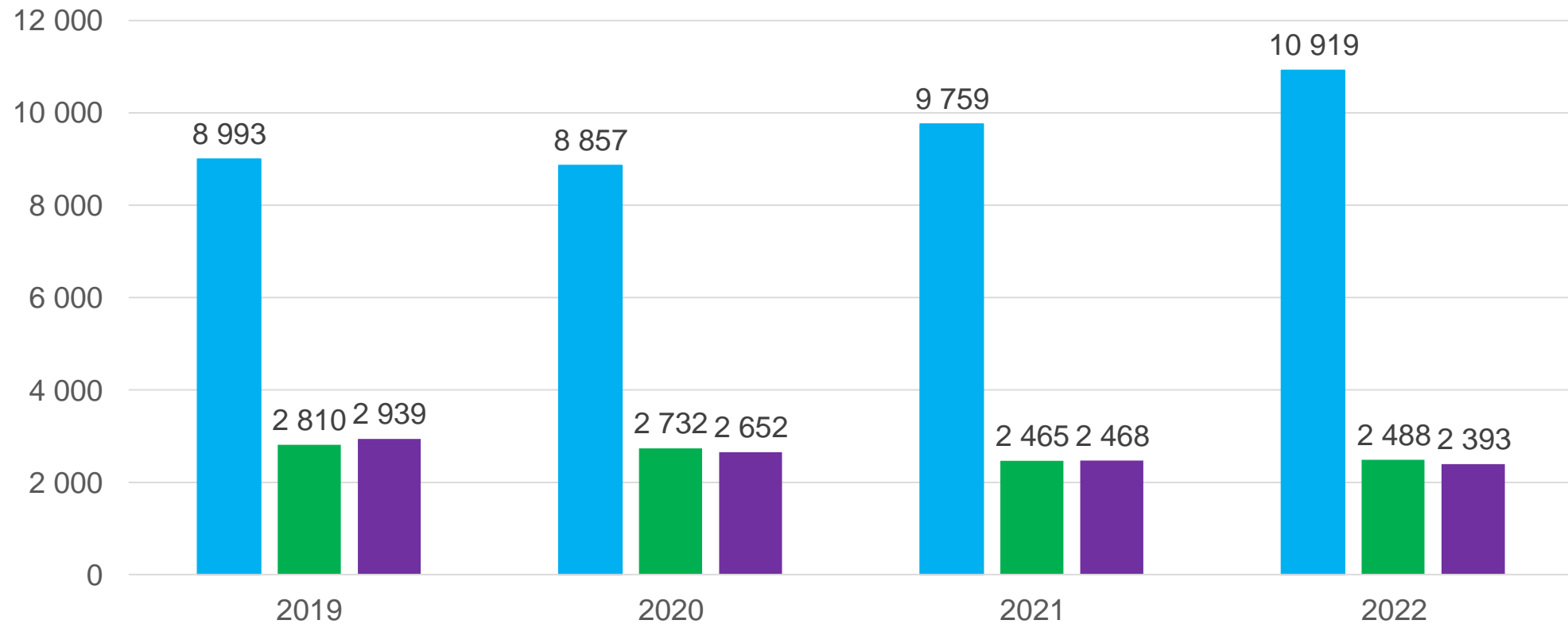
RFC Entry

PUNCTUALITY EVOLUTION 2019 -2022



RFC Exit

TRAIN NUMBER EVOLUTION



■ Trains per border: Total DE - FR
 ■ Trains per border: Total ES - FR
 ■ Trains per border: Total ES - PT



4.3. QUALITY CIRCLE OPERATIONS



FORBACH - SAABRÜCKEN

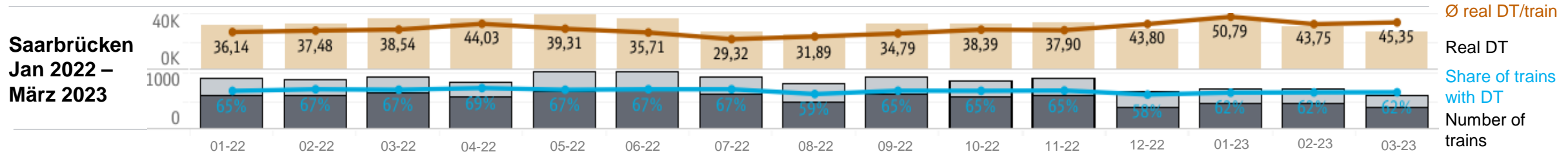




ANNUAL CALENDER 2023 FOR SNCF RÉSEAU & DB NETZ OPERATIONAL AND QUALITY CIRCLE OPERATION MEETINGS – INTENSIVE COORDINATION

← Weekly telco CNOC-NLZ, Thursdays, 11.00h →											
Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
<p>,CNOC NLZ Telco ‘</p> <ul style="list-style-type: none"> IM en tant qu'organisateur avec uniquement la participation IM (CNOC, NLZ, ...) Langue: anglais 5 Telco par an (1,5h) Thèmes : Echange sur la situation opérationnelle (trafic passagers et fret) ; Travaux de construction et autres impacts sur le trafic national 											
<ul style="list-style-type: none"> IM als Veranstalter mit nur IM-Beteiligung (CNOC, NLZ, ...) Englisch Sprache 5 Telkos (1,5 Std.) Themen: Austausch zur betrieblichen Lage (Personen- und Güterverkehr); Bauarbeiten und andere Auswirkungen auf den nationalen Verkehr 											
<p>18 Jan</p> <ul style="list-style-type: none"> CNOC NLZ Telco (IM-IM only) 		<p>15 Mar</p> <ul style="list-style-type: none"> CNOC NLZ Telco (IM-IM only) 		<p>17 May</p> <ul style="list-style-type: none"> CNOC NLZ Telco (IM-IM only) 		<p>20 Sep</p> <ul style="list-style-type: none"> CNOC NLZ Telco (IM-IM only) 		<p>15 Nov</p> <ul style="list-style-type: none"> CNOC NLZ Telco (IM-IM only) 			
<p>,Quality Circle Operation‘</p> <ul style="list-style-type: none"> RFC Atlantic en tant qu'organisateur avec les participants GI + EF Langue : bilingue allemand – français (avec traducteurs) 5x Telco (1,5h) + 1 Atelier Présence Thèmes : Situation opérationnelle, Projets transfrontaliers, Analyse TPM 											
<ul style="list-style-type: none"> RFC Atlantic als Veranstalter mit IM + EVU Teilnehmern Sprache: zweisprachig Deutsch – Französisch (mit Übersetzern) 5x Telco (1,5h) + 1 Präsenzworkshop Themen: Betriebssituation, Grenzüberschreitende Projekte, TPM-Analyse 											
<p>15 Feb</p> <p>QCO Telco (IM+RU) <i>Continuous Improvement Process</i></p>		<p>20 Apr</p> <p>QCO Telco (IM+RU) <i>Continuous Improvement Process</i></p>		<p>13/14 Jun</p> <p>QCO Workshop (IM+RU) <i>Saarbrücken</i></p>		<p>19 Jul</p> <p>QCO Telco (IM+RU) <i>Continuous Improvement Process</i></p>		<p>11 Oct</p> <p>QCO Telco (IM+RU) <i>Continuous Improvement Process</i></p>		<p>13 Dec</p> <p>QCO Telco (IM+RU) <i>Continuous Improvement Process</i></p>	

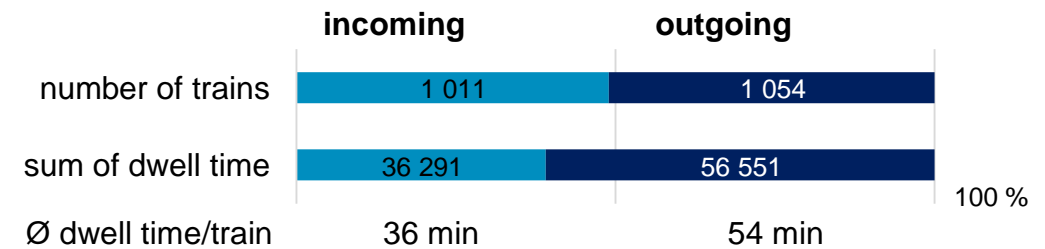
QUALITY CIRCLE OPERATION FORBACH / SAARBRUCKEN: DWELL TIME IN GERMAN BORDER SECTION



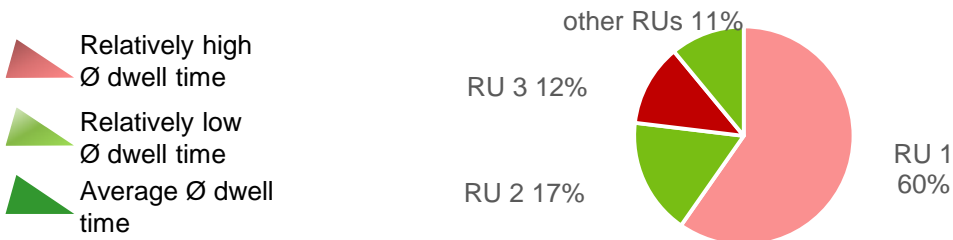
Development real dwell time (DT) Jan-Mar 2023 vs. Jan-Mar 2022

	Sum dwell time, 1.1.-31.3.		Delta	
	Real 2023	Real 2022	absolut	in %
Σ Grenzstandzeit	92.842	102.823	-9.981	-9,71%
Ø Grenzstandzeit/Zug	45	37	8	20,74%
Züge Grenzübertritt ohne Standzeit	910	1.149	-239	-20,80%
Züge Grenzübertritt mit Standzeit	1.166	1.627	-461	-28,33%

Difference incoming – outgoing Jan-Mar 2023



Customers Jan-März 2023, share in number of trains



Comments

- Strong decrease in number of trains in beginning of 2023, especially due to strikes in France
- Increase in average dwell time/train
- In Saarbrücken border area especially high dwell time of few RUs, including longer planned dwell time of outgoing trains

QUALITY CIRCLE OPERATION FORBACH / SAARBRUCKEN: MAIN TOPICS 2023



- **Review communication processes RU-RU and RU-IM;** workshop in January with Fret SNCF and DB Cargo, resulting in improved data exchange for dangerous goods trains and less rejected trains due to missing infos
- **Discussions on how to improve capacity in Saarbrücken marshalling yard,** including follow-up of trains parked on through-going tracks
- **Update of IM's cross-border agreement** with focus on better information on international trains in timetable planning phase
- Management / review of **Saardam closure 31.03. – 05.04.2023**
- **Update on earlier measures:**
 - Correct use of **international train number** for ad hoc trains, to improve coordination of timetables, operational steering and performance data quality
 - Special SNCF-R – DB Netz process for **BZA/ATE trains**

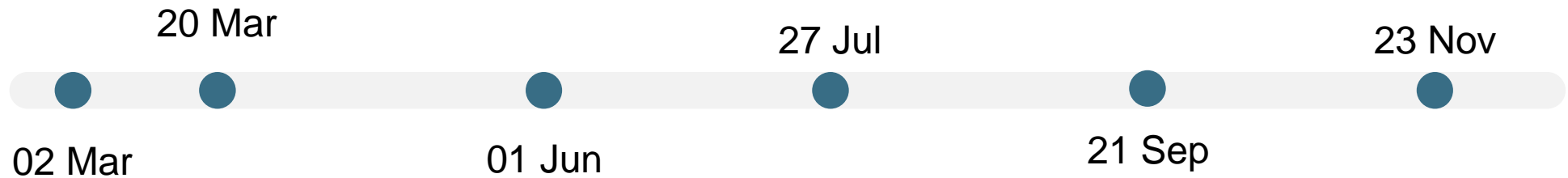
HENDAYE – IRUN



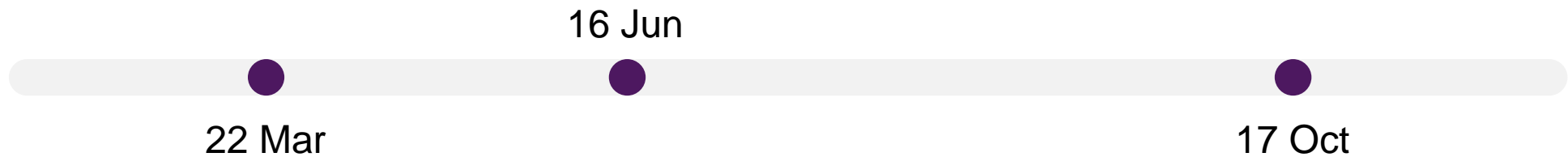


Annual calendar 2022

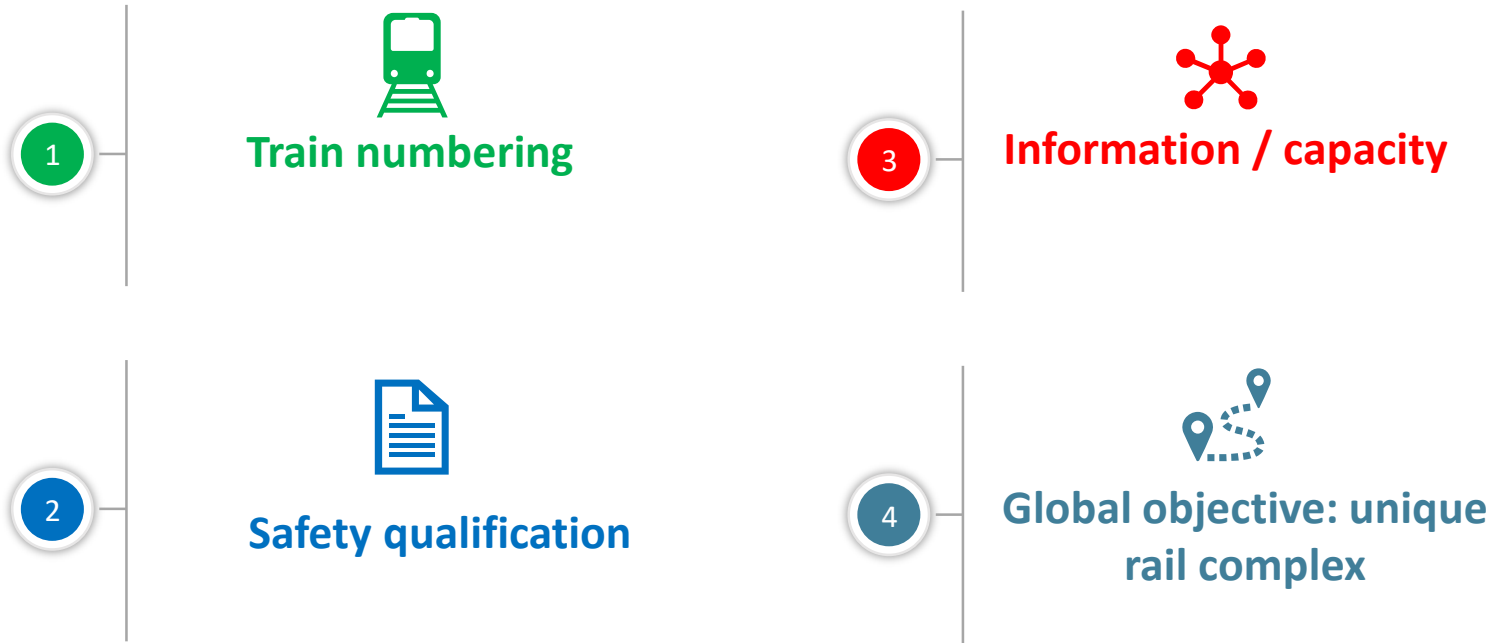
CNO – H24



QCO IRÚN - HENDAYE



4 PRIORITY LINES OF ACTION



MAIN OUTCOME FROM WORKSHOPS AND ONGOING TOPICS



- 50 to 75% time saving (around 30 min per trip) from Hendaye to TECO (Irun) thanks to a change in ADIF **safety habilitations**
- **Single complex:** different solutions are currently being studied (mainly concerning the driver and the path)
- **Access to train run data :** TIS and train run data exchange between IMs
- **Train numbering**



KEYS TO PROJECT SUCCESS



Open dialogue
between parts



Update on works
from IM side



Short-term results
achievement



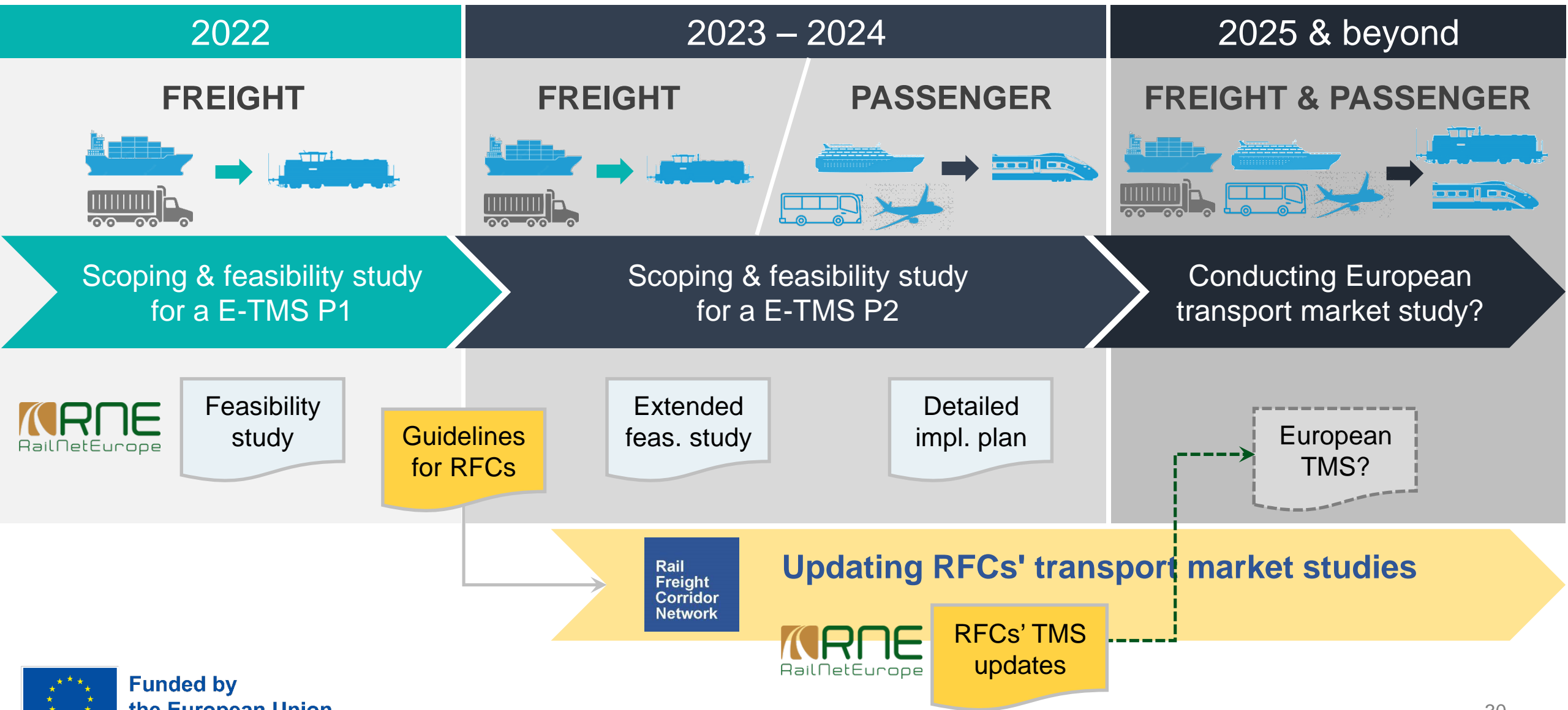
Strong cooperation and
generosity from all sides

A blurred background image of a freight train in motion, with several colorful horizontal bars (blue, purple, green) overlaid on the image. The text is centered on a white rectangular area.

4.4

**EUROPEAN TRANSPORT
MARKET STUDY**

EUROPEAN TMS PROJECT – OVERALL TIMELINE



A blurred background image of a train track with a white text box overlay. The text box contains the section number '4.5' and the title 'CUSTOMER USER SATISFACTION SURVEY'. There are also decorative colored bars: a blue bar above the text, a purple bar to the left, and a green bar below the text.

4.5 CUSTOMER USER SATISFACTION SURVEY

USER SATISFACTION SURVEY 2022: MAIN CONCLUSIONS

Low response rate

- 6 respondents
- 7 evaluations*
- 19 invitations sent

** DB Cargo responded but not in the Survio tool*

Main reasons for dissatisfaction

- Difficulties in obtaining an international path. This situation has been made worse due to TCRs
- Works on the main lines

67%

Generally satisfied

Major satisfaction increase compared to 2021

- International Contingency Management (from 33% to 50%)
- RU/Terminal Advisory Group (from 17% to 50%)

Most wish áreas for improvements

- Parameters of PaPs (train length/weight)
- Relations PaPs origins/destinations
- Time-table of PaPs
- Protection of PaPs from TCRs

USER SATISFACTION SURVEY 2023. PROPOSALS FOR CHANGE

Qualitative approach

Open answers → More specific comments

Option A → Improved Online survey (in Survio)

Main benefits:

- Results comparable to previous years

Main disadvantage:

- The quality of the open answers can't be controlled as there is no possibility to ask further if it's unclear

Pre-Information –highlighting that experts should be consulted instead of giving random answers (survey can be paused)

Option B → Interviews in person or virtual (around 6 participants per RFC)

Main benefits:

- May lead to a **better understanding of problems**
- If prepared together with the RU, asking their own experts could result in more quality in answers

Main disadvantage:

- Results partly comparable to previous years (the bigger part of the open answers will be qualitative input which is not comparable).

Pre-information: highlighting that experts should be included for certain topics

A blurred photograph of a freight train in motion, with several brown and red 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.

4.6

MEETING OUR PARTNERS

Invitation



At the occasion of the SITL "Journée du Fret Ferroviaire", Rail Freight Corridors North Sea-Med, Atlantic and Mediterranean are happy to invite you to a special

"Rail Freight Corridors coffee & viennoiseries"

30th March 2023, 9:00 to 10:00 am
SNCF Réseau Booth, Stand M068



Transport Logistics 2023

We are pleased to inform you that **from 9th to 12th May** the RFC Network and RNE will participate in the Transport Logistic 2023 fair in **Munich, Germany**.

This event is an international exhibition for logistics, mobility, IT and supply chain management.

We are on site
and look forward
to your visit.

transport
logistic

May 9-12, 2023
Messe München

You can find our stand in Hall B5,
stand number 129.

We are looking forward to seeing
you there!

To find out more about the event,
click [here](#).



RAIL FACILITY PORTAL

WWW.RAILFACILITIESPORTAL.EU

The screenshot displays the Rail Facilities Portal interface. At the top, there is a navigation bar with links: WELCOME, NEWS, ABOUT, IMPRINT, LEGAL NOTICE, FEEDBACK, ADMIN, and a user profile icon. A search bar is located on the right side of the map area.

On the left side, there is a filter panel with the following sections:

- Facility Type:**
 - Marshalling yard
 - Storage siding
 - Maintenance facility
 - Other technical facility
 - Relief facility
 - Refuelling facility
 - Mobile service provider
- Area type**
- My facilities**
- Data provision acc. Reg. (EU) 2017/2177**
- Services**
- Country / Postal code**
- Location on Rail Freight Corridor:**
 - Not located on RFCs
 - RFC1 Rhine - Alpine
 - RFC2 North Sea - Mediterranean
 - RFC3 Scandinavian - Mediterranean
 - RFC4 Atlantic

The central map shows Europe with several facility icons overlaid. A legend at the bottom right of the map identifies the icons:

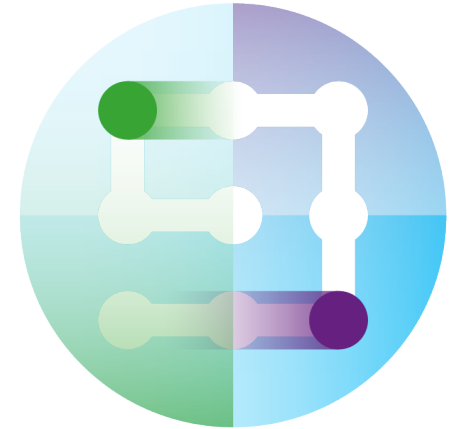
- Passenger Station (blue train icon)
- Intermodal Terminal (green square with 'I')
- Multifunctional Rail Terminal (green square with 'M')
- Public Siding (green square with 'S')

On the right side, a panel titled "Facilities visible on the map" lists the following:

Type	Name
	Algeiras Mercancías RENFE MERCANCIAS, S.A
	Beckingen Puhl GmbH
	Cacia Aveiro TERMINAL DE CONTENEDORES CP
	Cognac Naviland Cargo
	Contargo Ludwigshafen Contargo Ludwigshafen Rhein GmbH

Below the list, there are navigation controls: "1-5 of 33" with left and right arrows, and "Rows per page: 5" with a dropdown arrow.

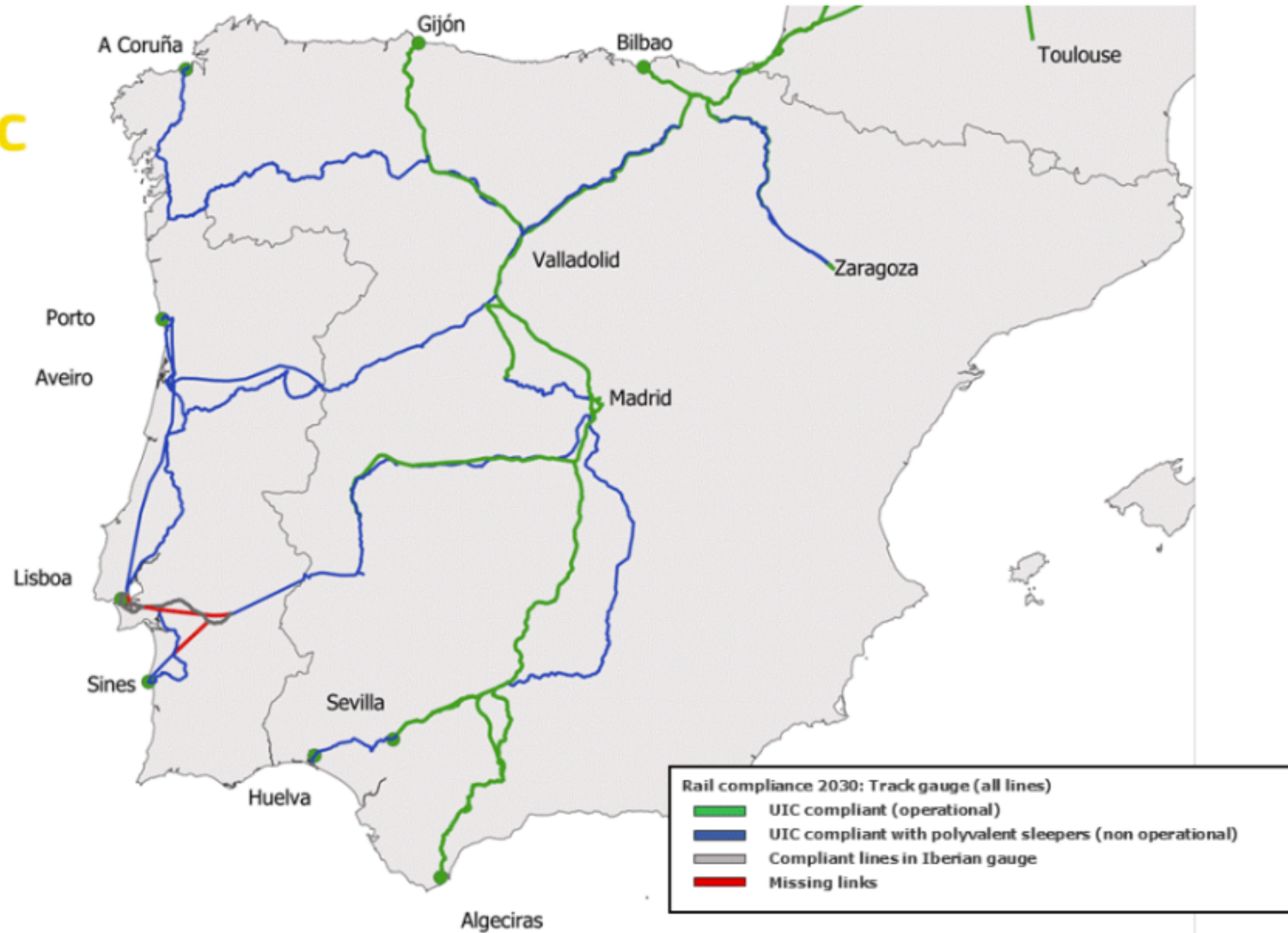
At the bottom left of the map area, there is a logo for the European Commission with the text "Funded by the European Commission".



A blurred background image of a train on tracks, with a white rectangular text box overlaid on the right side. The text box contains the section header. There are also decorative colored bars: a blue bar at the top left, a purple bar below it, and a green bar at the bottom right.

4.7 INFRASTRUCTURE UPGRADES

UIC TRACK GAUGE



750M TRAINS ON RFC ATLANTIC



Implemented



Under Construction



Projected



ERTMS ON RFC ATLANTIC



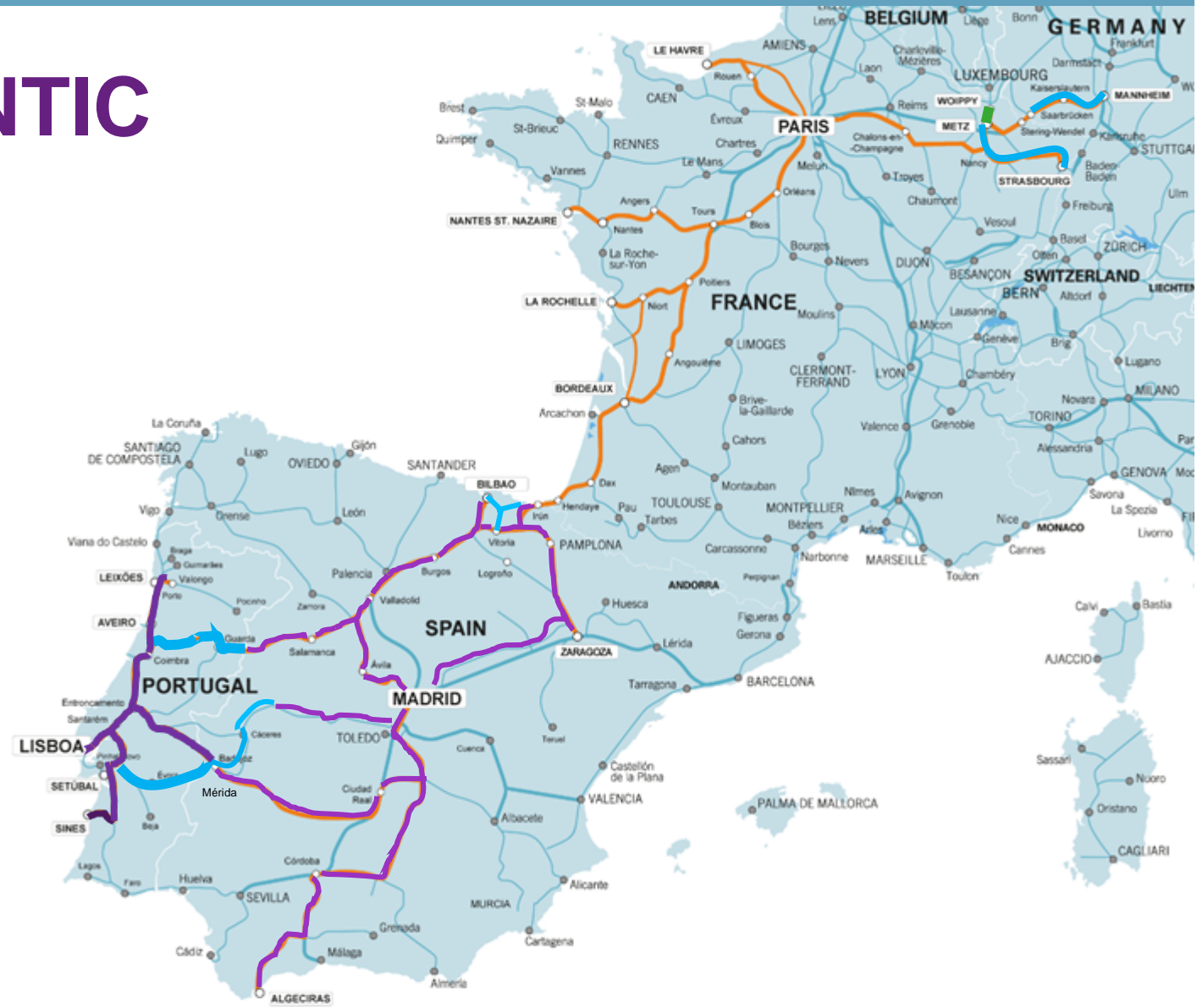
Implemented



Under Construction



Projected



A blurred photograph of a freight train in motion, with various colored railcars (brown, orange, white) visible. The background is out of focus, showing a hazy sky and some structures.

4.8 TEMPORARY CAPACITY RESTRICTIONS 2023/2024

- INFORMATION ON MAJOR TCRS -

TCR MAP 2023

PORTUGAL

Track and catenary renewal

- Pampilhosa – Guarda (Total Closure until November; Wk: 8h/ Wknd: 48h),
- Guarda – Vilar Formoso (Wk: 8h/Wknd: 2x13h),
- Espinho – Gaia (Wk: 6h single line/Wknd: 8h total closure)
- Mato Miranda – Entroncamento (Wk: 5h single line /Wknd: 12h total closure)
- Elvas – Elvas fronteira (5+4h)
- Linha de Sines (Wk: 8h/Wknd: 12h or 48h)

Station renewal

- Pampilhosa (Wk: 6h/Wknd: 8h total closure)
- Canal Caveira e Ermidas Sado (Wk: 8h/3Wknd 30h)



TCR MAP 2024

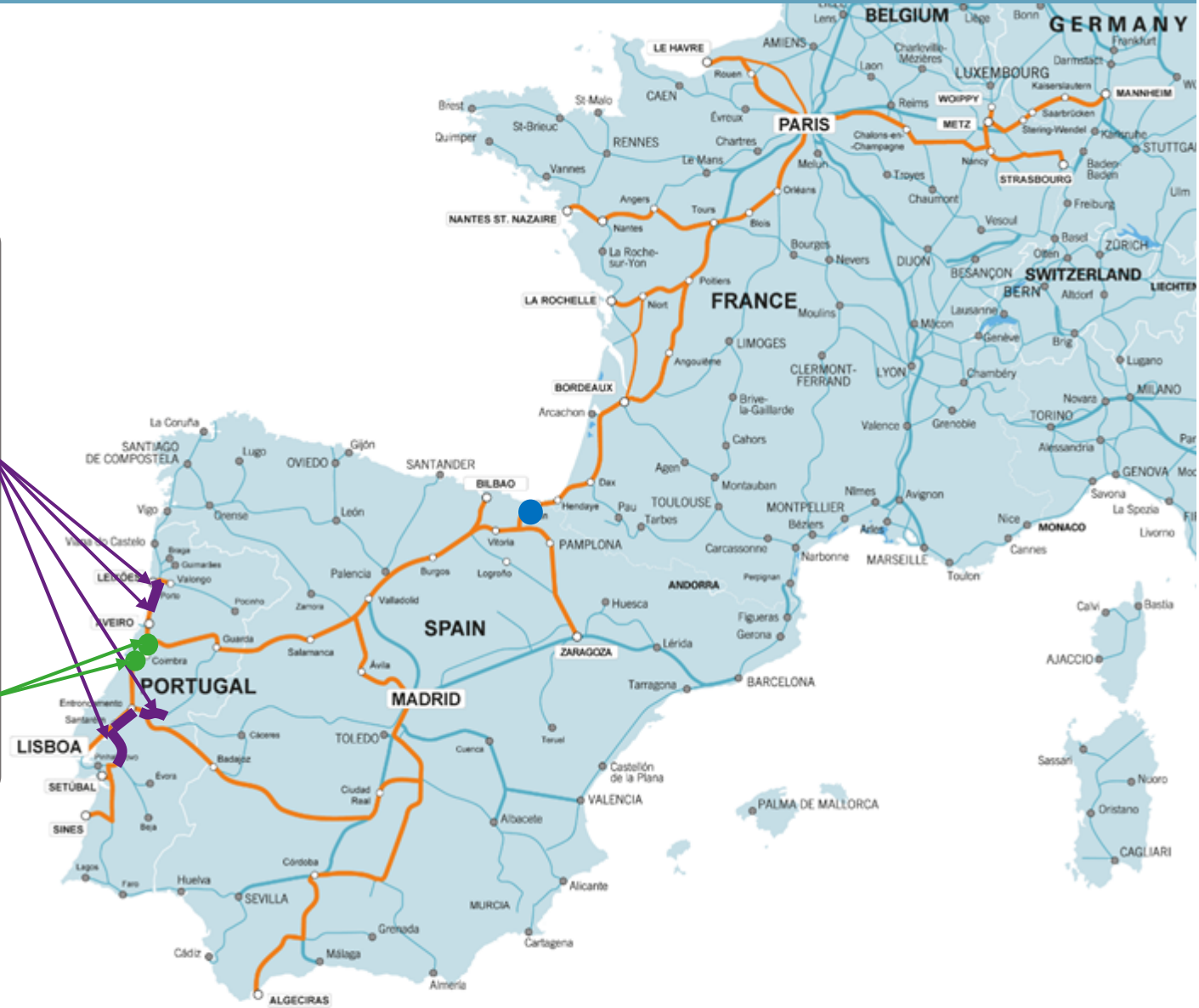
PORTUGAL

Track and catenary renewal

- Linha da Beira Baixa (Barquinha – Mouriscas) (Wk: 5 h)
- Linha de Leixões (Wk: 6h)
- Ovar – Espinho (Wk: 6h/Wknd: 8h)
- Mato Miranda – Entroncamento (Wk: 5h single line /Wknd: 12h total closure)
- Setil – Bombel (Wk: 8h/Wknd: 12, 24 or 48h)

Station renewal

- Pampilhosa (Wk: 6h/Wknd: 8h total closure)
- Alfarelos (Wk: 6h, single line / Wknd: 6h, total closure)



TCR MAP 2023*

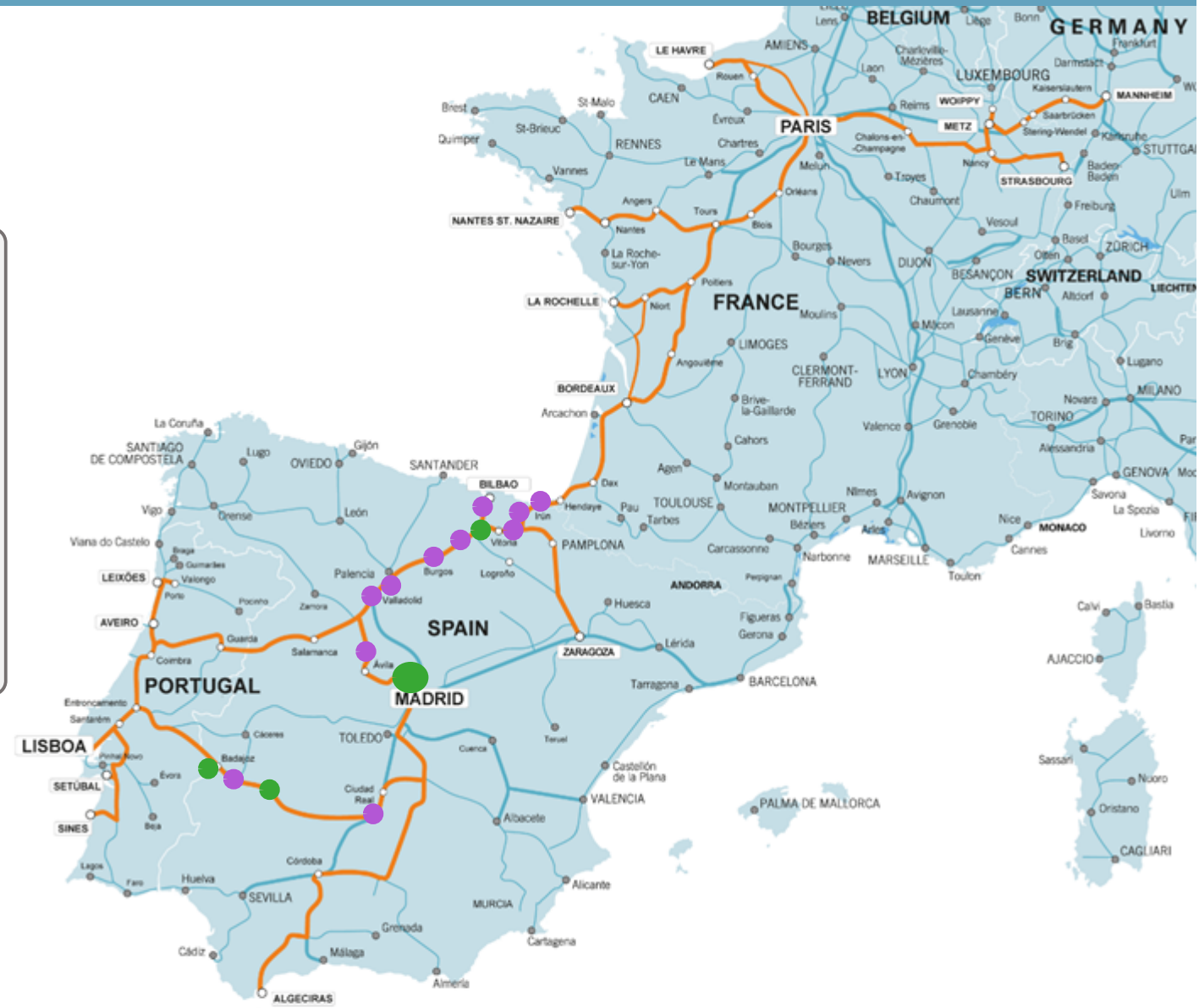
SPAIN

Track and catenary renewal

- N° of Works: 12
- None total closures

Station renewal

- N° of Stations affected: 3
- N° of Freight Terminals affected: 2



*The information provided is simplified

TCR MAP 2024*

SPAIN

Pacial Track Closures

- Nº of Works: 11

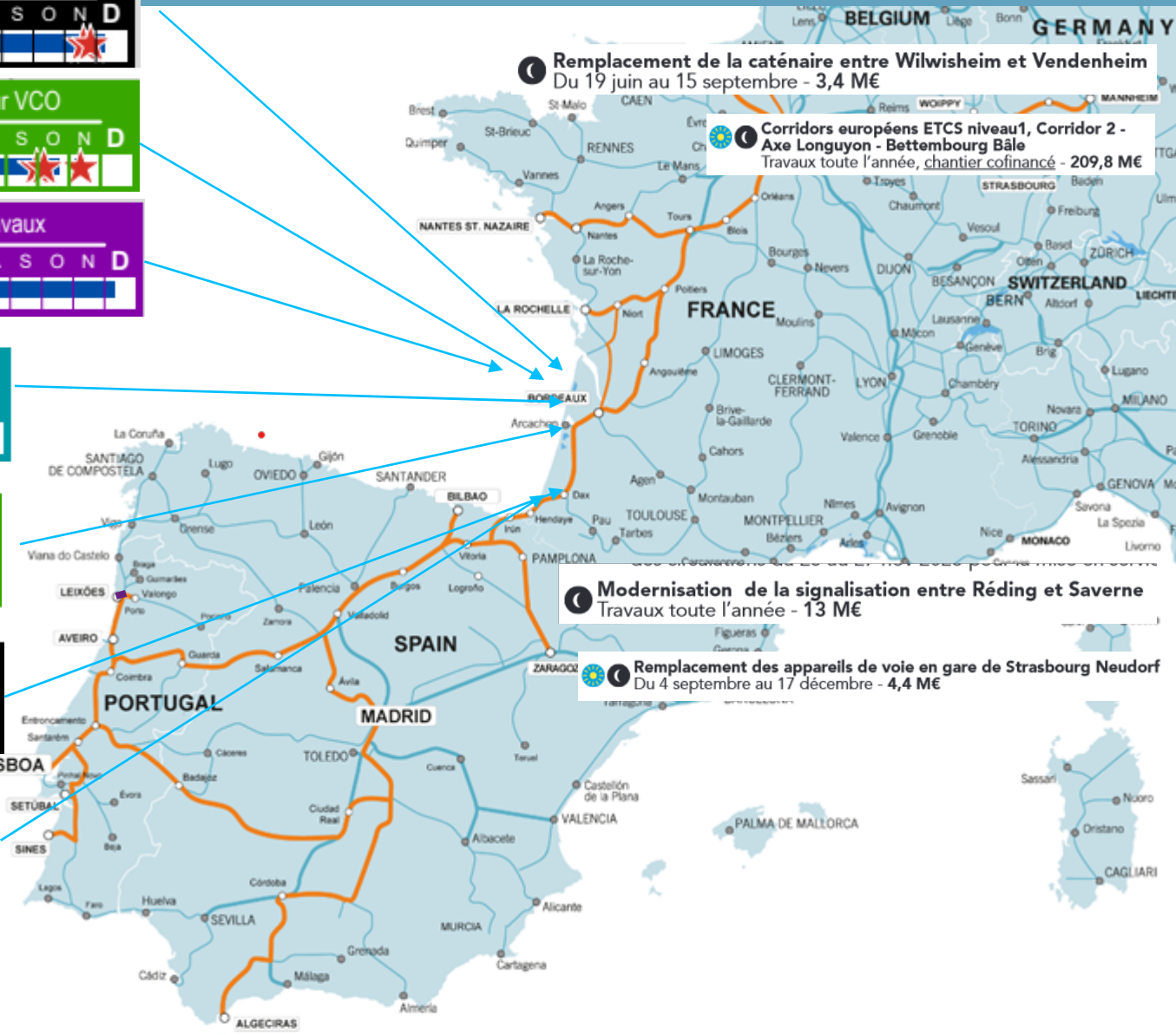
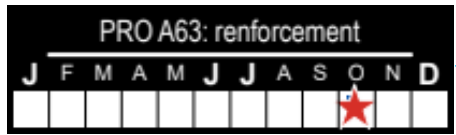
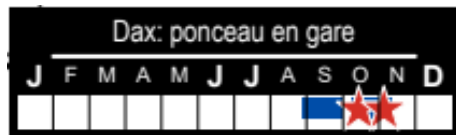
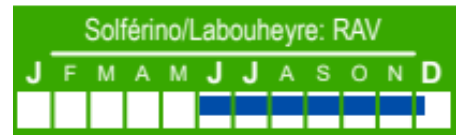
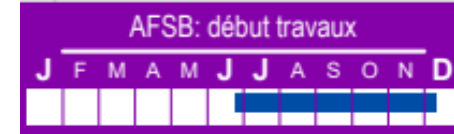
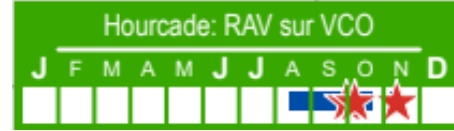
Station renewal

- Nº of Stations affected: 6
- Nº of Freight Terminals affected: 0



*The information provided is simplified

TCR MAP2023



SNCF RÉSEAU

- Gare
- Ouvrage d'art et en terre
- Travaux de voie, dont Suite Rapide
- Aiguillage
- Projet de développement



- Travaux de nuit
- Travaux de jour
- Travaux en fermeture de ligne
- Travaux en WE

Capacity information is taken from TCAP (SNCF Réseau's work planning tool) and is given for information only; it is subject to change.

TCR MAP2024

FRANCE

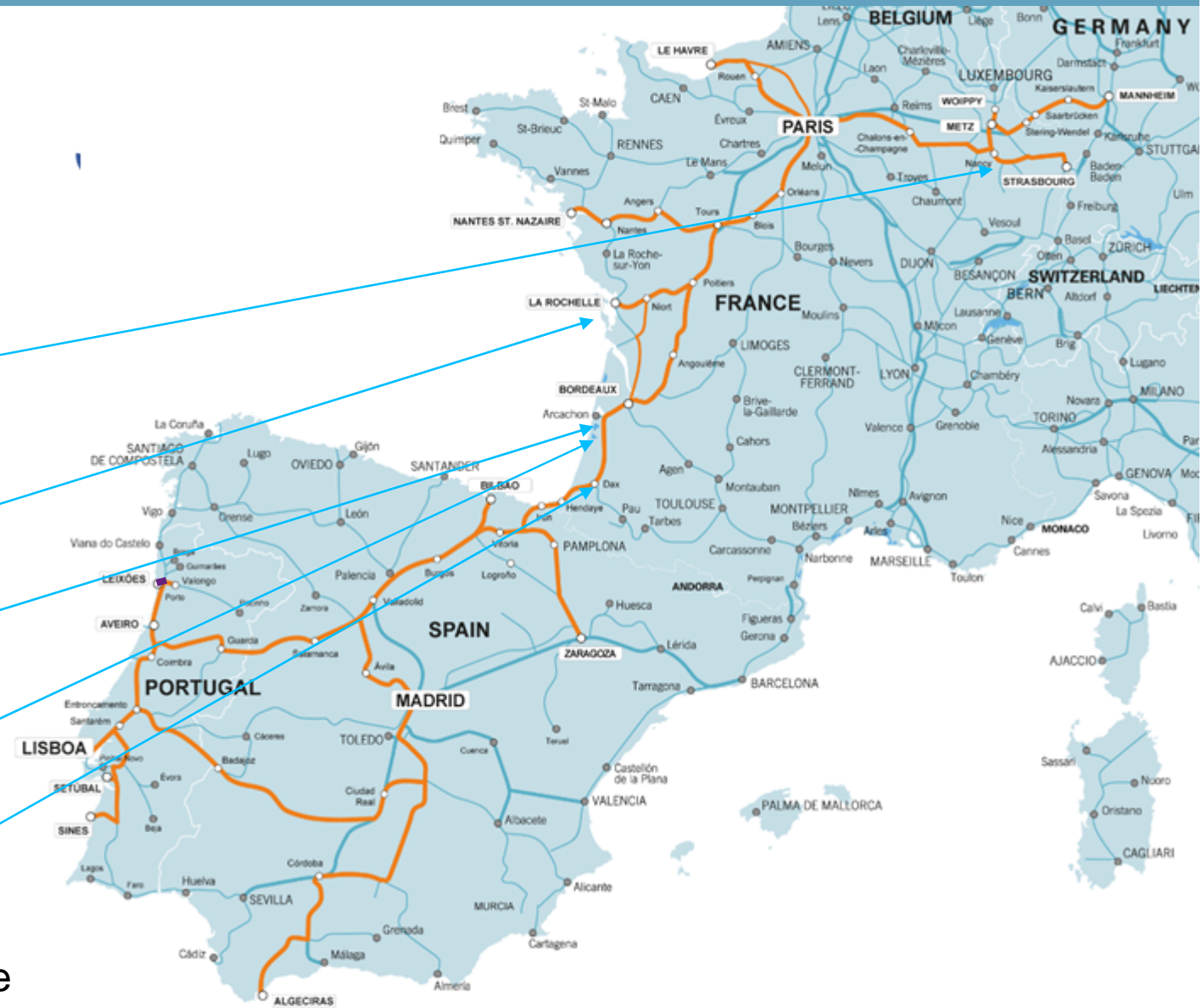
Réding-Saverne: regeneration (Jan. to Dec except July & August, week with deformed "plages-travaux")

Maintenance works in Saint-Benoit – La Rochelle

Développements South of Bordeaux, 3rd track
Railway node of Bordeaux (AFSB) (5h per night on both tracks)

Lamothe – Ychoux: February to April (night closure 5h30 - 8H) *

Catenary generation Dax – Bayonne (sept – end 2024 5h night simultaneous – both tracks) continues until 2030



*Lamothe-Ychoux: part of the « Path Securing programme » with around 8 M€ extrat costs to save almost 1000 freight day-paths in 2023 & 2024

Capacity information is not contractual and is subject to change.

TCR MAP2023

GERMANY

Miscellaneous, track and catenary renewal

- Saarbrücken Hbf (renewal switches): total closure on 04.06.2023 from 04:30-08:30
- Hochspeyer Ost – Weidenthal (track works): single track closure during the nights from 05.06.-10.06. (23:30-04:50) and on 12 weekends from 08.09.-27.11.2023 (Fri 22:30-Mon 05:00 continuous)
- Kaiserslautern Hbf – Ludwigshafen-Rheingönheim (signalling works): total closure during Sunday nights from 11.06.-17.07.2023 (22:50-05:00)
- Neunkirchen/Saar: several temporary track closures from 04.08.-13.09.2023
- Neubauer Hübel – Kindsbach (new ESTW Landstuhl): single track closures during the nights from 01.09.-12.12.2023 (21:00-05:00)
- Ludwigshafen main station (catenary works): total closures on weekends from 16.09.-09.10.2023 (Sat 02:00-Mon 05:00)
- Dudweiler – Saarbrücken Hbf (track works): total closure during nights from 26.10.-01.11.2023 (00:30-04:30)
- Dudweiler – Sulzbach (track works): total closure during nights from 02.11.-08.11.2023 (00:30-04:30)

Bridge/tunnel renewal

- Bildstocktunnel tunnel works with continuous total closure from 22.07.-03.09.2023



TCR MAP2024

GERMANY

Track renewal, signalling works, miscellaneous

- Saarbrücken Hbf (switch renewals): single track closure and catenary switched off from 22.03-05.04.2024
- Kaiserslautern Hbf - Einsiedlerhof (new ESTW Kaiserslautern): single track closures during the night from 02.02-09.02., 01.03.-08.03., 06.05.-09.05., 13.09.-20.09., 27.09.-11.10. and 20.10.-22.10.2024
- Kaiserslautern Hbf – Einsiedlerhof (track works): total closures from
 - 19.05.-20.05.2024 (Sun 06:00-Mon 04:00)
 - 24.05.-27.05.2024 (Fri 22:00-Mon 04:00)
 - Periodical from 28.05.-15.06.2024 (Tue-Sat, always 00:00-05:00)
- Einsiedlerhof – Landstuhl (construction sound barrier): single track closures during the night from 21.05-28.06. (Tue-Sat), 07.09.-11.10. (Tue-Sat), 13.10.-16.10. and 21.10.-23.10. + total closures during nights 19.05.-20.05, 28.06.-29.06., 06.09.-07.09., 23.10.-24.10.2024



A blurred background image of a train track with several colorful horizontal bars (blue, purple, green) overlaid. The text is centered on a white rectangular background.

4.5 FINANCING ACTION OF PROJECTS ON CORRIDOR

IN 2023, ATLANTIC CORRIDOR WILL PROVIDE SOME FINANCIAL MEANS TO IMPROVE INTERNATIONAL RAIL FREIGHT ON THE CORRIDOR

Eligible projects

- Projects aiming at improving coordination between IMs, RUs, intermodal operators and terminals
- Projects aiming at improving operational conditions for international rail freight services (mainly planning, traffic management and performance management)
- Projects to be performed between July and December 2023

Who can apply?

RUs, intermodal operators and terminals

Amount of the financing

30 k€ in total, with a maximum of 10 K€ per project



5. CONCLUSIONS

www.atlantic-corridor.eu

