




# SUMMARY

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- INTRODUCTION OF THE NEW RAG SPEAKERS
- REVIEW
- NEW TOPICS
- A.O.B



**ATLANTIC**  
CORRIDOR



ATLANTIC CORRIDOR RAIL ADVISORY GROUP  
April 17th, 2024

## INTRODUCTION OF THE NEW RAG SPEAKERS

- The spokesperson for the Rail Advisory Group will be shared by María Valdés (Renfe Mercancías) and Christian Ottmann (FRET SNCF).
- Each of us will bring an expertise in different aspects such as operations, interoperability, capacity planning, information technology, international groups, etc.
- We aim to boost freight transport by rail on the Atlantic Corridor from Portugal to Germany



## ATLANTIC CORRIDOR TOPICS REVIEW



### LANGUAGE HARMONISATION

- Exemptions at the borders are not enough to minimize costs.
- Translation tools :
  - need for harmonisation (one tool out of three to be chosen).
  - Will IM accept the downgrading of drivers' linguistic level if translation tools are used?
- What are the next steps? A single, coordinated model or several solutions depending on the border and the IM?



### QUALITY CIRCLE OPERATIONS

- Pragmatic approach and good work to local solutions to treat local issues
- Local solutions achieved.
- Positive balance sheet



### TCR INTERNATIONAL COORDINATION

- TCR dates are not coordinated between IM and some traffics are affected in different countries on different dates.
- Example of good practices: Forbach/Saarbrücken, Portugal/Spain. Why is it different at the Spanish/French borders?
- Creation of TCR harmonisation Working Group for the border Irún/Hendaye.



### TCR ECONOMIC COMPENSATION

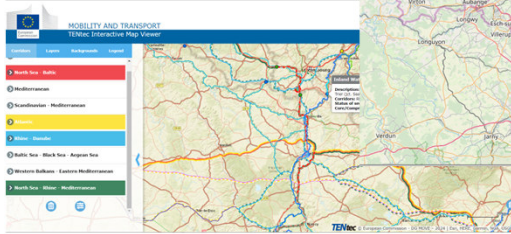
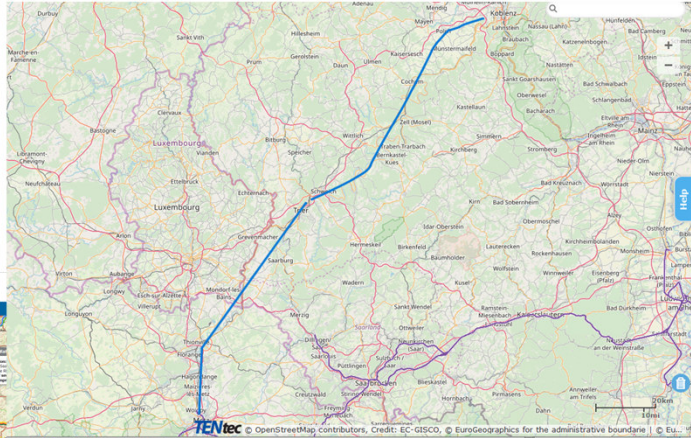
- Extra costs caused by re-routing, total closures, extra locomotives, etc... borne by RU
- Compensation schemes are needed for RU.
- ECCO group UIC is working on a proposal regarding compensation schemes. It will be presented at the TTR CC WG, to RB, SERAF, etc.

**UNILATERAL OR UNCOORDINATED DECISIONS BY IM AFFECT THE VIABILITY AND PROFITABILITY OF INTERNATIONAL TRAFFICS INCREASING COSTS AND STOPPING THE DEVELOPMENT OF NEW TRAFFICS**



# SAARBRÜCKEN AND AXLE THIONVILLE-APACH-KOBLENZ

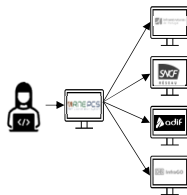
- Scarce of capacity in Saarbrücken Rbf Station : Topic raised at the Forbach/Saarbrücken QCO. Need for solutions
- Corridor extension to Apach : to solve the saturation of RFC 1, an alternative route through axle Thionville / Koblenz can be added to RFC 4.
- Coordination works : Better coordination is needed at Apach border:
  - Improve Coordination of Capacity (capacity restrictions in Apach only taken into account for the short term)
  - Improve Coordination of Operation: staff, alternative to Saarbrücken to Mannheim in case of works, etc.
  - Improve Coordination of works between SNCF Réseau and DB InfraGo
- Atlantic RFC surveillance requested



# ANNUAL TIMETABLING PROCESS



- PCS is the tool for New path requests according to the Annual Timetabling Process (mainly for PaP)
- Same requests on each national capacity tool as on PCS
- Work multiplies, risk of inconsistencies, lack of time for both RU and IM
- International paths are handled as a patchwork of national paths



Coordination will improved using one system for all the international requests:

- No redundancy
- Avoid mistakes
- Save time
- INFRABEL requests to use only PCS for international traffics, what about the others IM?



## NEW TEN-T REGULATION

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A monographic meeting organised by the Corridor to explain:

- Key points of the new Regulation
- Main changes compared to the previous regulation
- Benefit for Railway Undertaking
- Other topics of interest



A.O.B.

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THANK YOU!

