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Rail Freight Corridor 4 “Atlantic”

PCS NG - Training Session

Brussels

27th-28th January 2016



SUMMARY

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1. Extension to Germany and Zaragoza
 2. Pre-arranged Paths offer for TT 2017
 3. Key factors for requesting Atlantic Corridor PaPs
 4. Use Case of request in Atlantic Corridor
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Extension to Germany and Zaragoza

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Atlantic Corridor Extension to Germany and Zaragoza



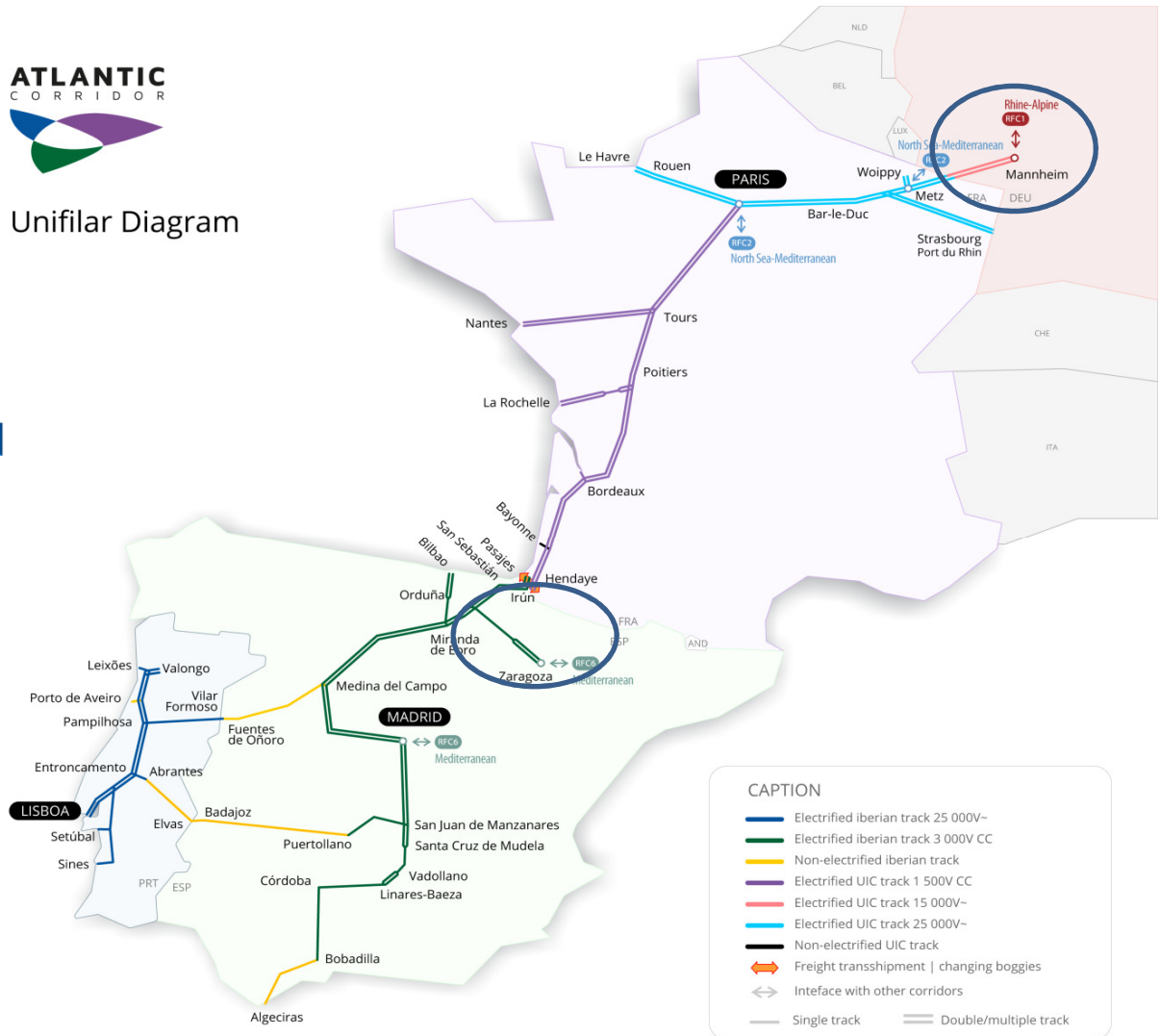
- Around 6 200 km
 - Germany (174 km)
 - France (2,625 km)
 - Spain (2,366 km)
 - Portugal (1,045 km)

- Multiple characteristics of rail infrastructure

- Gauge of tracks and tunnels
- Number of tracks
- Electrification
- Signaling systems
- Maximum gross load
- Maximum gradient



Unifilar Diagram





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Pre-arranged Paths offer for TT 2017

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Key factors for requesting Atlantic Corridor PaPs

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Key factors for placing requests (I)



□ How to place the request in PCS due to the different track gauge between French and Spanish Networks:

A. Eg. Change bogies/axles in Transfesa changer located in Hendaya.

Interchange and handover point

Station	IM	RU	Arrival	Departure
Forbach	SNCF R.	French RU		00:23
Hendaye	SNCF R.	French RU	21:54	-
Hendaye	ADIF	Spanish RU	-	7:15
Irún	ADIF	Spanish RU	7:25	7:30
Madrid Abroñigal	ADIF	Spanish RU	18:12	

B. Eg. Change load/containers in Irún (normally) facilities.

Interchange and handover point

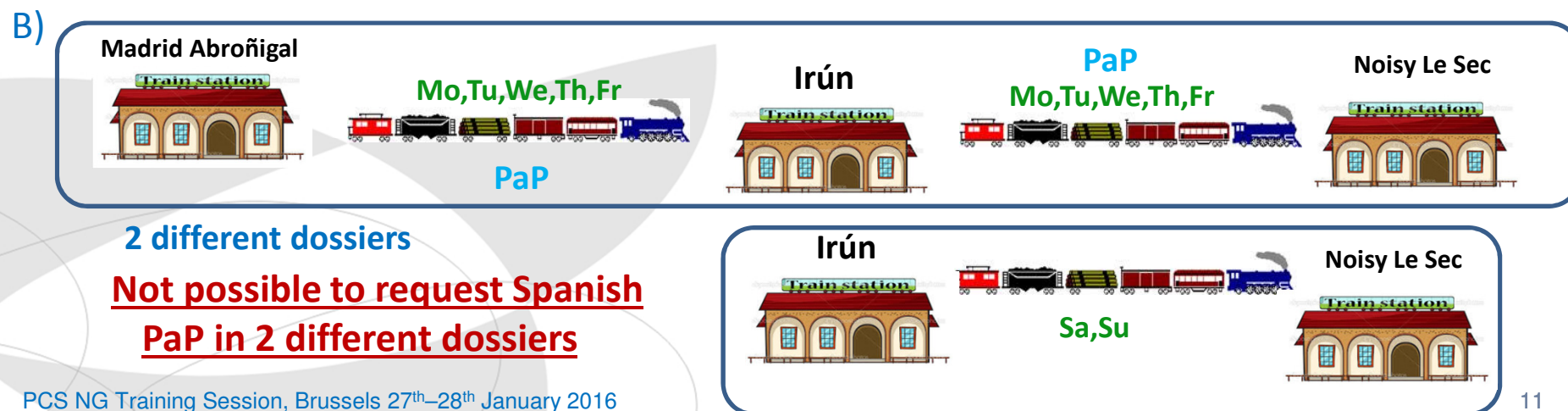
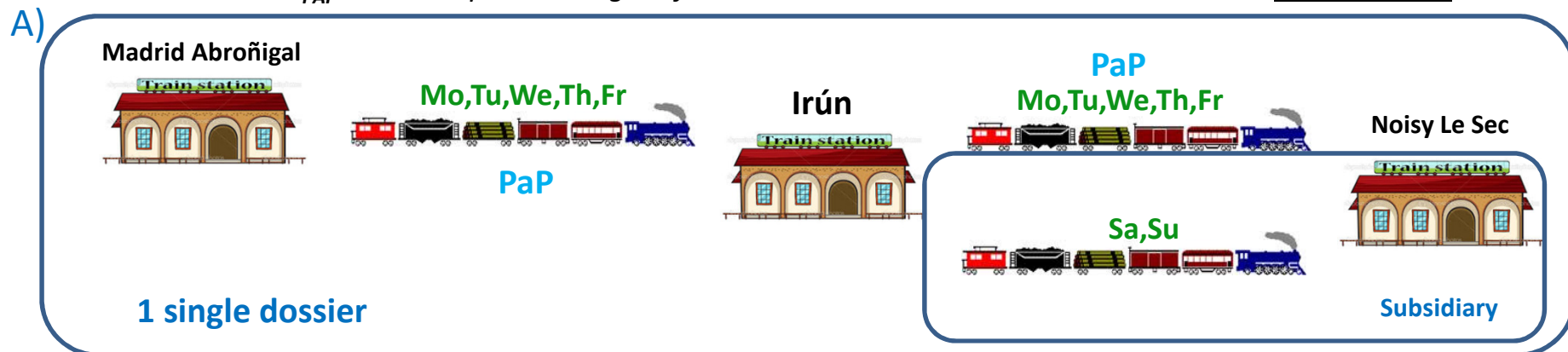
Station	IM	RU	Arrival	Departure
Forbach	SNCF R.	French RU		12:23
Hendaye	SNCF R.	French RU	9:44	9:54
Irún	SNCF R.	French RU	10:04	-
Irún	ADIF	Spanish RU	-	18:30
Madrid Abroñigal	ADIF	Spanish RU	5:04	

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Key factors for placing requests (II)

- ❑ Placing dossiers for complex traffics (majority)
 - Complex question due to PCS functionality
 - Consider new FCA priority rule:

$$L_{PaP} = \text{Total requested length of all PaP sections on all involved RFCs included in one dossier}$$

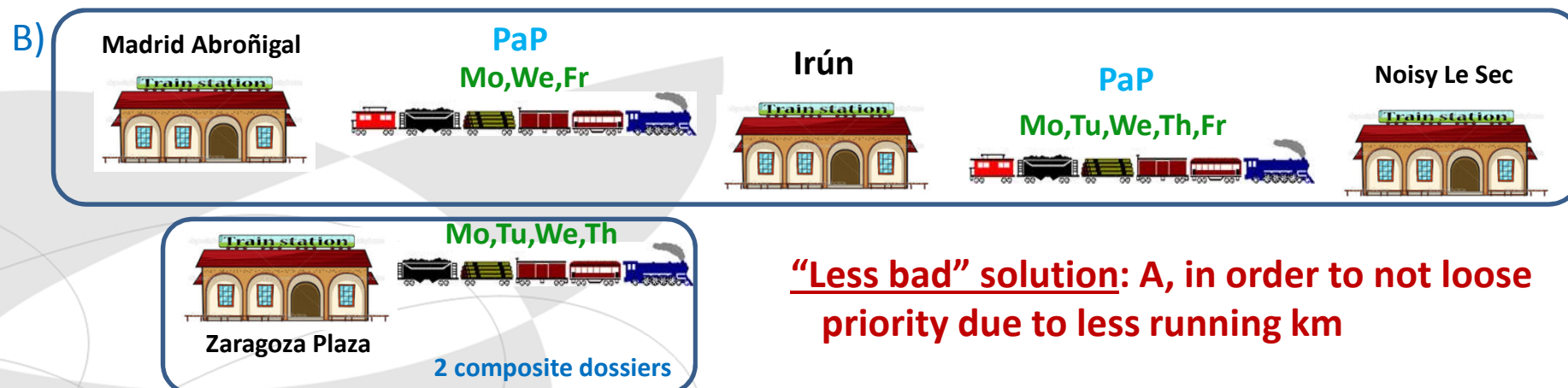


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Key factors for placing requests (III)

- ❑ Placing dossiers for complex traffics (majority)
 - Complex question due to PCS functionality
 - Consider new FCA priority rule:

$$L_{PaP} = \text{Total requested length of all PaP sections on all involved RFCs included in one dossier}$$



“Less bad” solution: A, in order to not lose priority due to less running km

- ❑ Urgent need of developing PCS functionality in order to allow complex traffic requests
 - Short timeframe:
 - Allowing requesting PaPs in Subsidiaries
 - Modifying management of subsidiaries in order to avoid wrong offsets
 - Medium timeframe:
 - Developing new functionality for requesting complex traffics (not pure trains)

- ❑ Allowing requesting PaPs in Subsidiaries is also needed for PaPs published in different dossiers due to different variants along the year (Eg. SNCF Reseau PaPs).

□ General considerations:

- Place the request from “first origin” to “final destination” (complete route).
- Be careful to place same requests in national systems than in PCS (in cases both requests are needed).
- Select carefully the structure of the requests when creating the dossier as Leading RU: subs, changing the load in Irun/Hendaye, splitting the trains in different peaces and joining them again, etc.



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THANK YOU FOR YOUR ATTENTION

