



ATLANTIC
C O R R I D O R

12th TAG-RAG meeting

Madrid, 8th March 2017



Co-financed by the European Union
Connecting Europe Facility



Portugal . España . France . Deutschland

I. WELCOME AND UPDATE/NEWS ON ATLANTIC CORRIDOR

II. RESERVE CAPACITY FOR 2017 AND PRE-ARRANGED PATHS OFFER 2018

III. NEW CAPACITY OFFER BETWEEN GERMANY AND SPAIN EXPECTED FOR 2019

IV. KEY PERFORMANCES INDICATORS 2016

V. USER SATISFACTION SURVEY RESULTS OF 2016

VI. COFFEE BREAK & SNACK

VII. AOB

VIII. PRESENTATION OF ATLANTIC CORRIDOR FREIGHT OBSERVATORY

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NEWS

Corridor Information Document 2018

Part 1.- Generalities

No major evolution from TT2017

Part 2.- Network Statement Excerpts

New version fully harmonized with others RFCs

Part 3.- Terminal Description

No major evolution from TT2017

Part 4.- Capacity and Traffic Management

New version fully harmonized with others RFCs, including an update of Framework for capacity allocation

Part 5.- Implementation Plan

No major evolution from TT2017

EUROPEAN REGULATION 913/2010 Rail Freight Corridor “Atlantic”

CORRIDOR INFORMATION DOCUMENT



Part 1 Generalities

Timetabling year 2018



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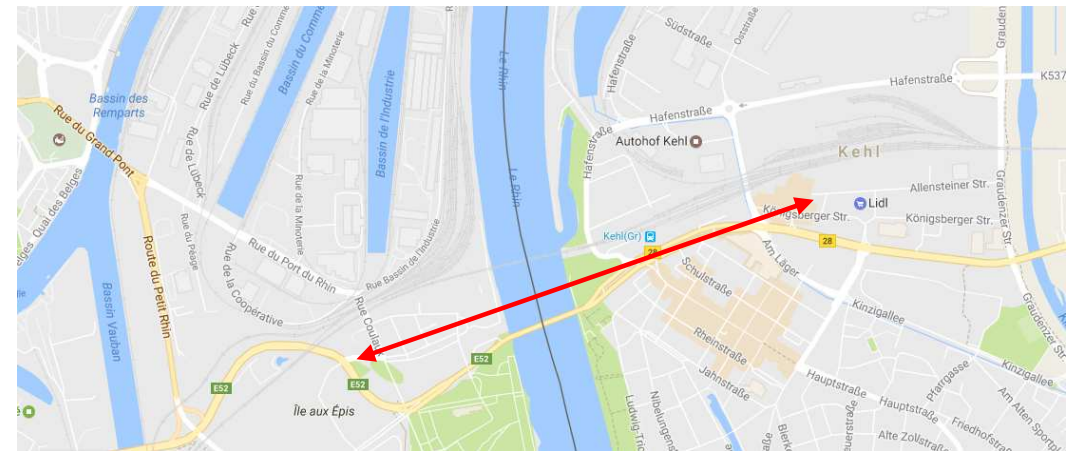
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☐ Extension from Strasbourg (Port du Rhin) to KEHL (German terminal)

- ✓ Executive Board agreed on extending the RFC Atlantic to KEHL
- ✓ **Comments of TAG/RAG members are expected about this extension**
- ✓ In accordance with the feedback of the MB and TAG RAG members, a Letter of Intend will be sent by the Executive Board to the European Commission in the 1st part of 2017.
- ✓ Extension could be operational already in 2019 and at the latest in 2020 (according to Article 5 of Regulation the extension has to be operational at the latest two years after EC decision has been taken)



❑ Intermodal rail freight gauge classification

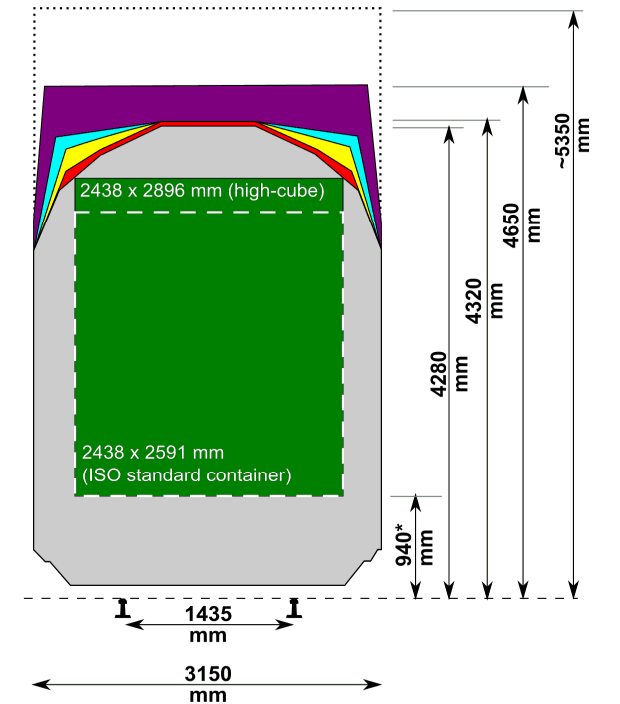
- ✓ Intermodal rail freight gauge classification isn't available actually in Portugal, Spain and France, especially for the upper gauge.
- ✓ RFC Atlantic would like to measure in 2017 the upper gauge in order to provide to the customers the highest goods that could be transported by type of existing wagons in the different sections of the Atlantic Corridor.
- ✓ RFC Atlantic needs an joint agreement with RUs in order to use commercial freight trains running between Madrid and Mannheim, Madrid and Lisbon (Entroncamento).
- ✓ The measurement of upper gauge will concern mainly the existing road bridges and tunnels along the Atlantic Corridor; results are expected for the end of 2017.

Loading gauge
Sagoma

UIC

- GC
- GB+
- GB
- GA
- Universal

- "AF" (non standard)
- Container ISO & High Cube



* 940 mm: standard flat deck wagon



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Bordeaux · La Rochelle · Nantes · **Paris** · Le Havre · Strasbourg · **Mannheim**

☐ RAG / TAG Speaker

- ✓ Many RFCs have elected their own RAG or TAG spokesperson; RFC Atlantic haven't yet elected their representatives as RAG or TAG spokesperson.
- ✓ Election and designation of a representative, as proposed at the previous meeting.



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RESERVE CAPACITY 2017

Running Days in IP network (origin)	Running Days in Adif network (origin)	Running Days in SNCF Réseau network (origin)	Running Days in DB NETZ network (origin)	Portugal								Spain											France								Germany																
				SINES	LISBOA / BOBADELA	LEIXOES	ENTRONCAMENTO	PAMPLHOSA	ELVAS (HP)	VILAR FORMOSO Arrival (HP)	VILAR FORMOSO Departure (HE)	FUENTES DE ONORO	BADAJUZ Arrival (HP)	BADAJUZ Departure (HE)	MERIDA / HUELVA	ALGECIRAS	MADRID	BURGOS	NOAIN / PAMPLONA	GRISEN / ZUERA	BILBAO MERCANCIAS	IRUN (Arrival)	IRUN (Departure)	HENDAYE (Arrival)	HENDAYE (Departure)	BAYONNE	LE HAVRE	NOISY LE SEC	VALENTON / LE BOURGET	VAIRES/TORCY	METZ SABLONS	WOIPPY	FORBACH (ARRIVAL)	FORBACH (DEPARTURE)	STRING WENDEL	SAAREBRUCKEN	EINSIDLERHOF	LUDWIGSHAFEN	MANNHEIM								
RFC04PaP001	1 2 3 4 5 6 7			1 2 4 5																																											
RFC04PaP0009	1 2 3 4 5 6 7			1 2 3 4 5																																											
RFC04PaP0035		1 2 3 4 7																																													
RFC04PaP0037	5 6	6 7																																													
RFC04PaP0039																																															
RFC04PaP0047	5	6																																													

Running Days in DB NETZ network (origin)	Running Days in SNCF Réseau network (origin)	Running Days in Adif network (origin)	Running Days in IP network (origin)	Germany								France								Spain								Portugal																				
				MANNHEIM	LUDWIGSHAFEN	EINSIDLERHOF	SAAREBRUCKEN	STRING WENDEL	FORBACH (ARRIVAL)	FORBACH (DEPARTURE)	WOIPPY	METZ SABLONS	VAIRES / TORCY	VALENTON / LE BOURGET	NOISY LE SEC	LE HAVRE	BAYONNE	HENDAYE (Arrival)	HENDAYE (Departure)	IRUN (Arrival)	IRUN (departure)	BILBAO MERCANCIAS	GRISEN / ZUERA	NOAIN / PAMPLONA	BURGOS	MADRID	ALGECIRAS	MERIDA / HUELVA	BADAJUZ Arrival (HE)	BADAJUZ Departure (HP)	FUENTES DE ONORO	VILAR FORMOSO Arrival (HE)	VILAR FORMOSO Departure (HP)	ELVAS (HP)	PAMPLHOSA	ENTRONCAMENTO	LEIXOES	LISBOA	SINES									
RFC04PaP0004	1 2 3 4 5 6 7	1 3 5			Available slot in Germany (max stopping time 3 hours)								03:22						00:16																													
RFC04PaP0014	1 2 3 4 5 6 7	1 2 3 4 6			Available slot in Germany (max stopping time 3 hours)								15:54																																			
RFC04PaP0050			2 3 4 5																																													
RFC04PaP0038			6 7	1 7																																												
RFC04PaP0040																																																
RFC04PaP0048			6	6																																												

Notes:
 PaPs Germany/France/Spain/Portugal
 PaPs Germany/France/Spain
 PaPs Spain/Portugal
 PaPs France/Germany/Netherlands/Switzerland
Time in Portugal (HP) = time in France/Spain (HE) - 1H00
Logistic Services to be provided by the Freight Terminals shall be agreed between the applicant and the terminal. The foreseen load transfer location is only as informative

PAP OFFER 2018:

- ☐ 20* PaP in **Germany**, 7 days/week
- ☐ 25** PaP in **France**, 4-5 days/week
- ☐ 22 PaP in **Spain**, 1-7 days/week
- ☐ 12 PaP in **Portugal**, 1-3 days/week

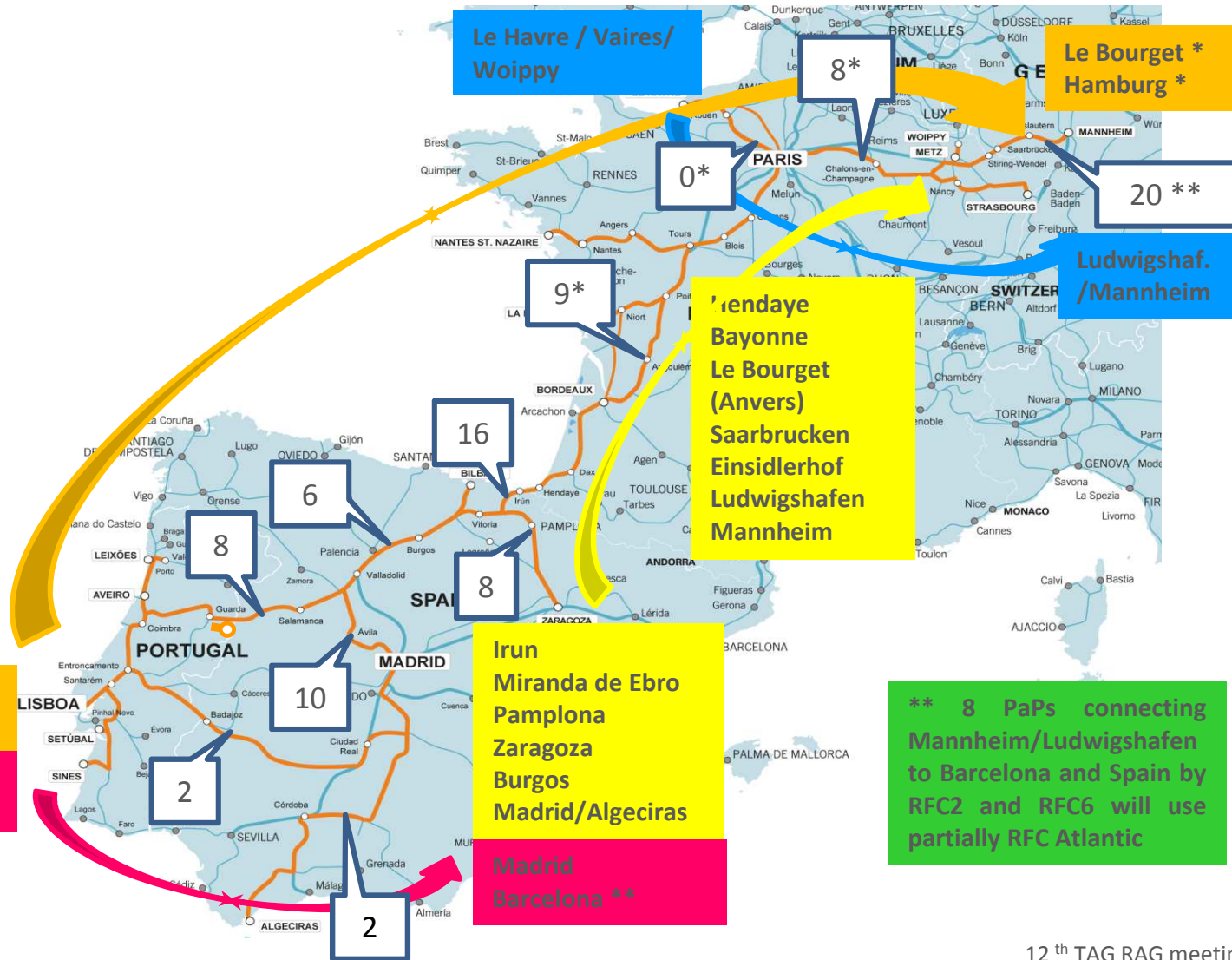
No network PaPs are available.

(*) PaPs managed jointly with RFC2 and RFC2+RFC6

(**) Additional PaPs offer with lower quality is available in the national system of SNCF Réseau

Leixoes
Lisbon

Lisbon
Sines





Running Days in DB NETZ network (origin)	Running Days in SNCF Réseau network (origin)	Running Days in Adif network (origin)	Running Days in IP network (origin)	Germany		France										Spain										Portugal																
				MANNHEIM	LUDWIGSHAFEN	EINSIDLERHOF	SAAREBRUCKEN	FORBACH (ARRIVAL)	FORBACH (DEPARTURE)	WOIPPY	METZ SABLONS	VAIRES / TORCY	VALENTON	NOISY LE SEC	LE HAVRE	BAYONNE	HENDAYE (Arrival)	HENDAYE (Departure)	IRUN (Arrival)	IRUN (departure)	MIRANDA EBRO / BILBAO	NOAIN / PAMPLONA	GRISEN / ZUERA	BURGOS	MADRID	ALGECIRAS	MÉRIDA / HUELVAS	BADAJOS Arrival (HE)	BADAJOS Departure (HF)	FUENTES DE ONORO	VILAR FORMOSO Arrival (HE)	VILAR FORMOSO Departure (HF)	ELVAS (HF)	PAMPILHOSA	ENTRONCAMENTO	LEIXÕES	LISBOA	SINES				
RFC426PaP002	1234567	12345			???	20:14	22:04	22:18	22:30		00:33	to Perpignan (23:05) / Barcelona																														
RFC04PaP0004	1234567					03:57	05:42	05:56	???	taylor made path will be provided by SNCF R										???																						
RFC426PaP006		12345				???	taylor m										???																									
RFC04PaP0008	12345	2345			???	taylor ma	06:58	09:09	09:23	09:37	11:04																															
RFC04PaP0010		123456			???	taylor made path will be provided by SNCF R										???																										
RFC04PaP0012	1234567	12345				???	15:56	16:11	16:14																																	
RFC426PaP0014		12345				???	taylor m	???	22:17		00:26	to Cerbère (13:35)																														
RFC04PaP0016	1234567	12345			???	taylor made path v	14:47	15:07	15:17																																	
RFC04PaP0018	1234567				07:38	09:04	10:38	10:52	???	taylor made path will be provided by SNCF R										???																						
RFC426PaP0022	1234567	1234567			21:03	22:32	00:24	00:38	02:52		04:42	to Cerbère (17:35)																														
RFC04PaP0026		234567			???	taylor made path will be provided by DB Netz AG and SNCF Réseau										???	12:45	via Pamplona coordinated with RFC6					23:40																			
RFC04PaP0028	12345	12345	12345		12:32	13:47	15:25	15:39	15:42							10:13	07:04	07:09	07:14																							
RFC04PaP0030	1234567				03:46	04:46	05:57	06:11	???	taylor made path will be provided by SNCF R										???																						
RFC04PaP0032	1234567	12345	12345			14:36	15:49	16:03	16:06							08:32	05:00																									
RFC24PaP0034		123456																																								
RFC04PaP0036		12345																																								
RFC04PaP0038		3456																																								
RFC24PaP0040		12345	12345																																							
RFC24PaP0042		12345																																								
RFC04PaP0042			67	17																																						
RFC04PaP0044			67	17																																						
RFC04PaP0046		6	7																																							
RFC04PaP0048		135	246																																							
RFC04PaP0050			13																																							
RFC04PaP0052		27	13																																							

For TCR reasons, 60% of long distance PaPs offer will be provided by SNCF Réseau as taylor made in France.



PAP OFFER 2018: DB CARGO DECISION TO NOT REQUEST PAPs IN 2018

DB Cargo considered that final offers via PCS had a poor quality for TT2017 and DB Cargo complained that offers are:

- * Inconsistent
- * Contradictory
- * Partially nonsense
- * Not harmonised
- * Highly complex and require huge efforts to get „deciphered“

Thus, DB Cargo representative announced on the 8th.12.16 that they won't request PaPs and won't use PCS for international capacity request for TT2018.

PAP OFFER 2018: DB CARGO DECISION TO NOT REQUEST PAPs IN 2018

RFCs detected 5 major reasons for the poor quality. The 5 following ones are also relevant for the Atlantic Corridor:

- Negative border times (as shown in the last Executive Board meeting)
- Draft offer provided as attachment document not readable in PCS
- IMs publish several subsidiaries due to TCRs (especially in France) not readable in PCS
- IMs create tailor-made subsidiary timetable in PCS that differs from the allocated PaP timetable
- Different information provided via PCS and the national system for the same product

In order to try to solve quickly these problems, a task force was implemented by RNE, IMs and RFCs at the beginning of 2017.

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Current situation regarding freight paths in France and Germany



- PaPs are very often in conflict with temporary capacity restrictions (TCR) due to works and maintenance, and constrained by rush-hour passenger traffic
- The rate of positive answers to annual freight requests (July X-1) remains low, especially for long-distance trains, even when PaPs have been designed to “direct” orders (before April X-1)
- Generally speaking, the performance of paths is poor, regarding average speed and availability of departure slots.



- Analyses of freight customer behaviors show that after the final offer by the IM (August X-1), almost all customers start changing their path orders.
 - Only 50% of freight paths requested in April X-1 are stable – the rest is cancelled and changed later in the process
 - First changes already occur before the beginning of the annual TT (between September and December X-1/X)
 - On all RFCs (1, 3, 4 and 8), 6 weeks before the beginning of the annual TT 2017, 58% of solutions based on PaPs had already been changed or cancelled by customers.

All these observations, shared by both IMs, have led to look at new ideas to redesign the capacity offer for freight aiming

- a better matching with the market requirements
- a more efficient capacity allocation.

A stimulating context to reinforce cooperation and innovation on capacity issues

- **Bilateral project neXt International** – in progress since September 2015
 - Several issues addressed : IT aspects, coordination of work possessions, improved identification of international path orders and timetabling practices
 - Focus on “long-distance coherence” of TCRs from Mannheim to Hendaye supported by 24-hour graphic view
- **European project Timetable Redesign (TTR)** under the umbrella of RNE and FTE
 - Improved accommodation of international / national freight and passenger traffic needs
 - Introduction of new concepts requiring to be tested for a modernised and harmonised capacity allocation process (*rolling planning, capacity model, “guaranteed capacity”*)
- The objective of the Atlantic Corridor is to offer **a more suitable product with a higher quality to the customer**. Furthermore, the Atlantic Corridor would like to **reduce the number of problems it is facing during the elaboration and allocation process of PaPs** with the IMs.

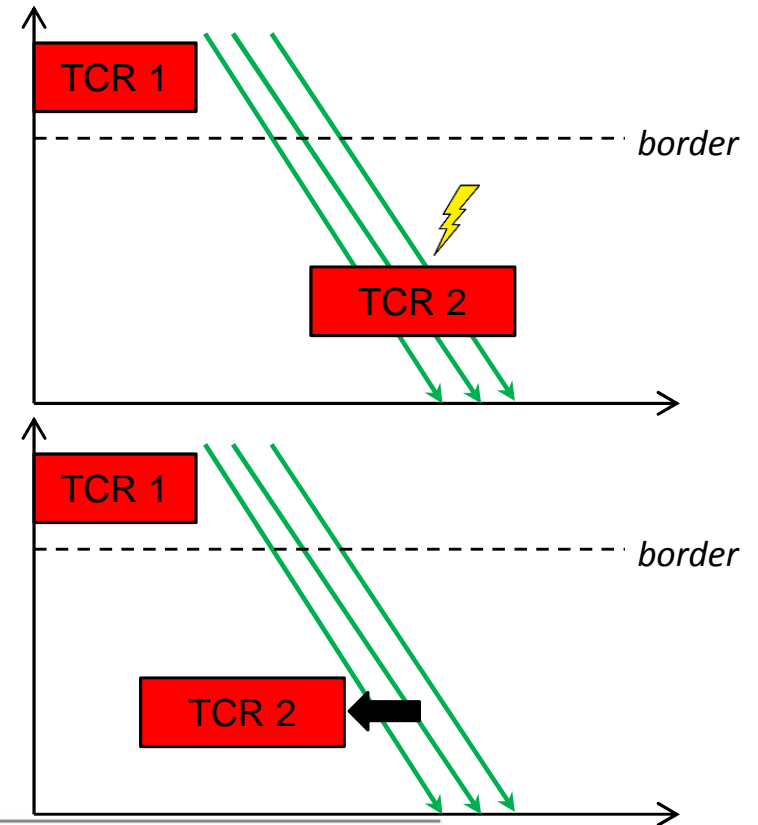
Why so many difficulties to deal with TCRs?

- Their **large number** leads to combine reroutings, cancellations, speed reductions... Alternative solutions can only be provided where alternative routes exist,

TCR are defined too late, and often remain unstable

- The **moment when their timetable consequences are taken into account is thus too late** :

- Paps availability is not stable in due time to allow RU to prepare use them when ordering
- The performance of these lately built alternatives is poor, due to lack of time and axis action,



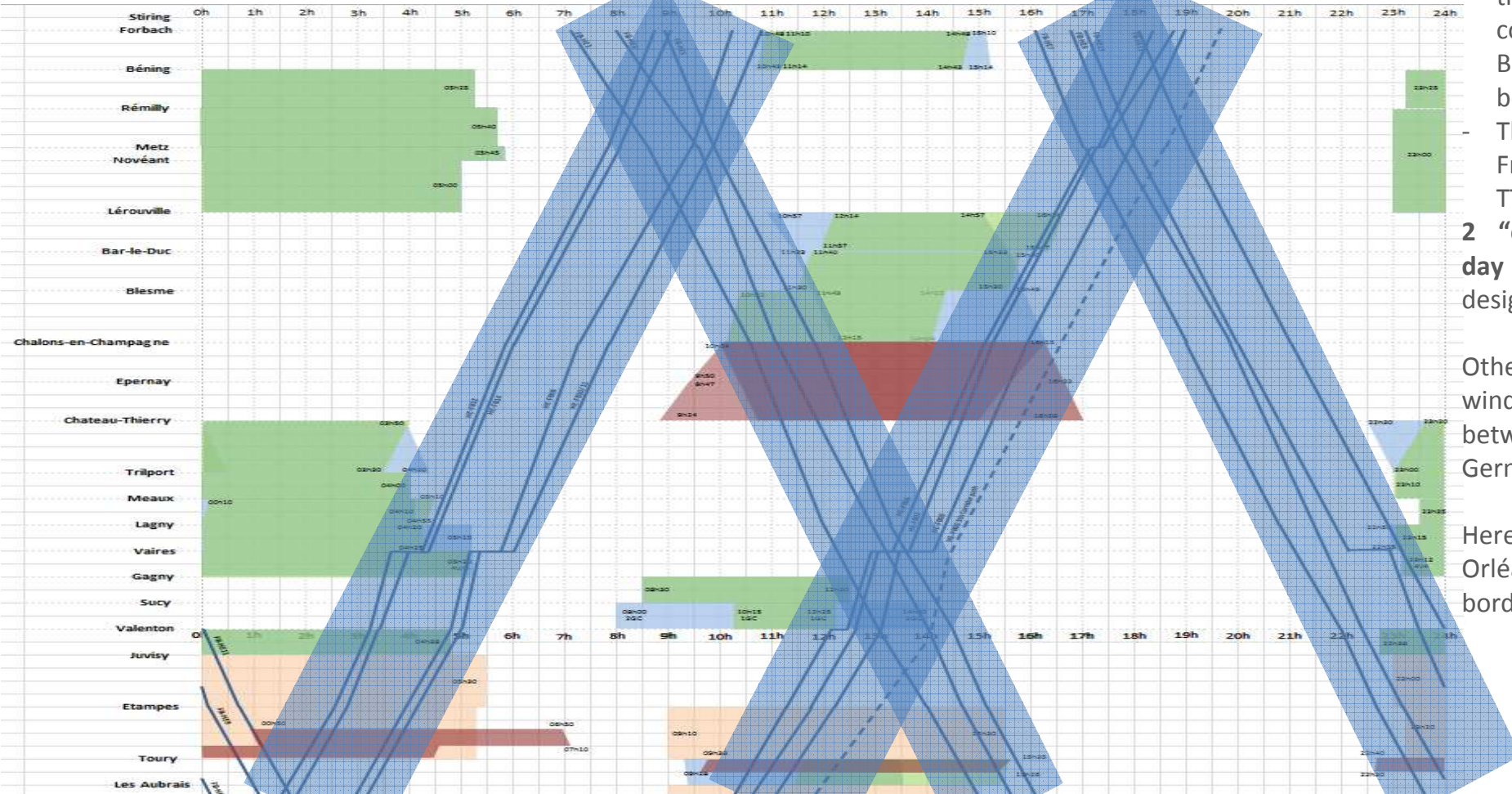
The first capacity model under discussion between SNCF Réseau and DB Netz is based on :

- 7 paths per week-day, each way, between Hendaye and Mannheim,
- Trains with standardized technical characteristics : 100 km/h -1800 tons with TRAX or 37000 loc
- Drivers changes optimized as long a possible to avoid congestion
- Buffer time of 60 minutes beyond standard slack, to integrate specific RU needs or temporary speed restrictions
- Paths built exclusively in the remaining capacity of passengers paths
- Target transit time in these capacity bands as short as possible, to allow, even under significant TCR, an average speed of 65 km/h (21 hours transit time) to compete with road
- All 14 paths except one open way to this performance after taking in account recurrent standard TCR
- The major “2019 TCR” integration phase, presently under study, needs to reconsider together recurrent and 2019 TCR, to build alternative paths with proper average speed. If this crucial phase can be achieved with good harmonization, we hope a significant improvement in the average transit time of these 14 paths.



ATLANTIC CORRIDOR

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According to :

- the existing market connecting Spain and Bayonne to the German border,
 - The TCR planned in France and Germany for TT2019,
- 2 “capacity windows” / day / direction** are designed across France.

Others shorter “capacity windows” will be available between Vaires and the German border.

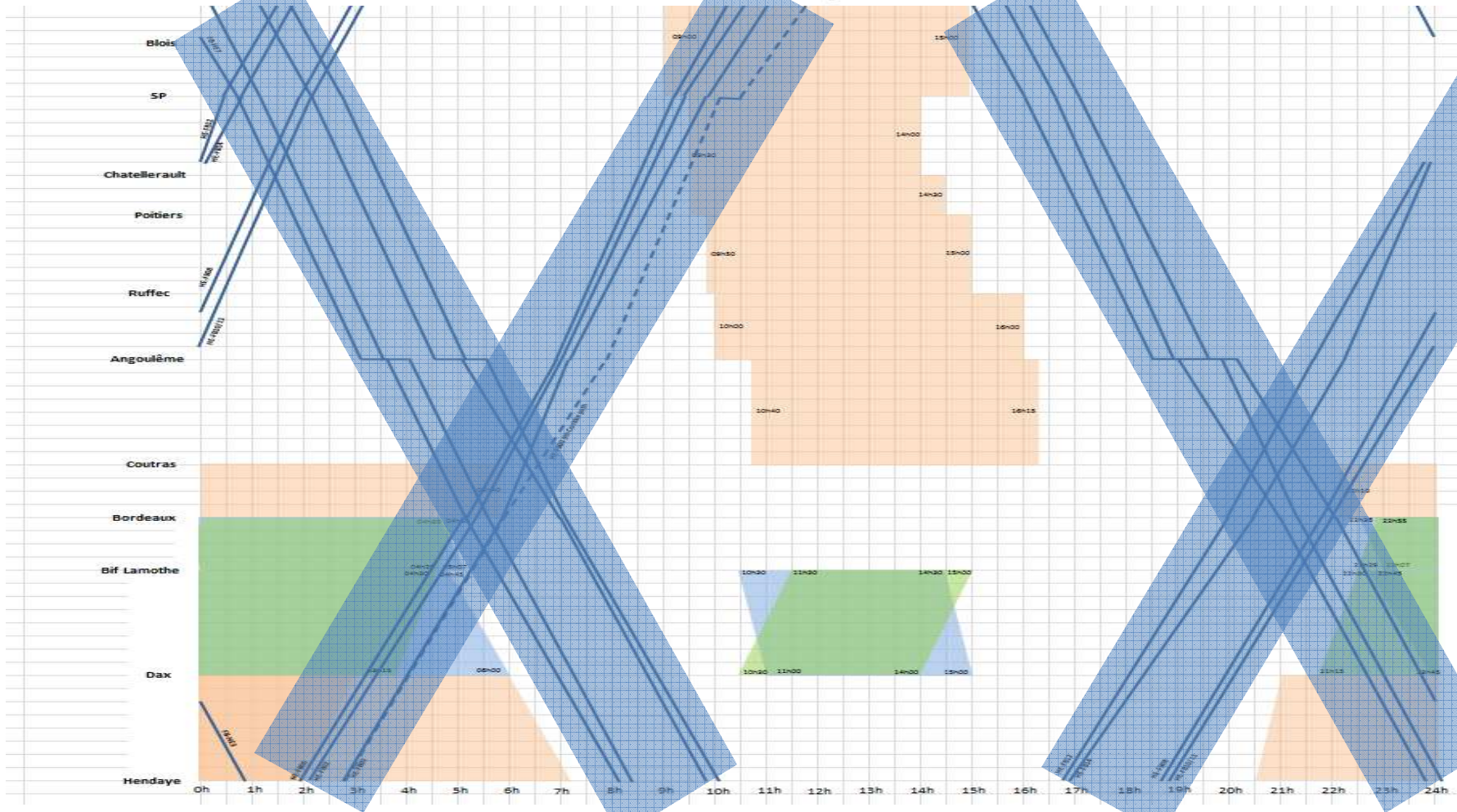
Here is the design between Orléans and German border...

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... and the design between Orléans and Spanish border.

This design includes also the expected rolling stock planning at the borders. (locomotive)

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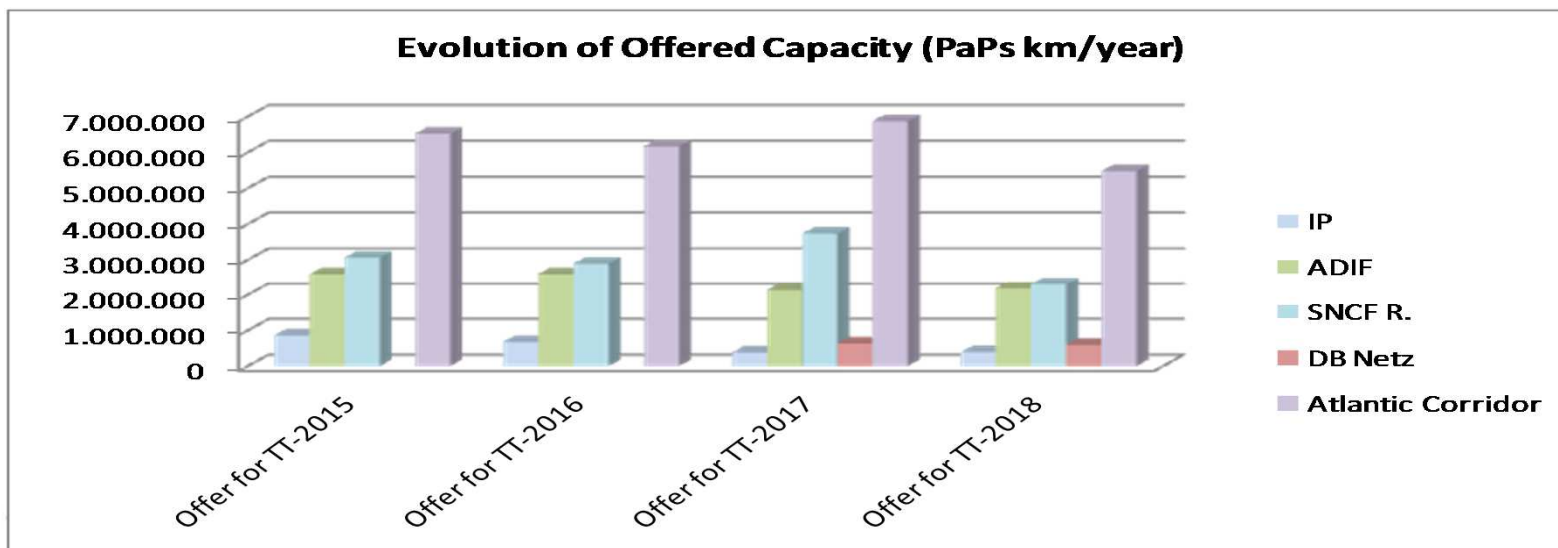
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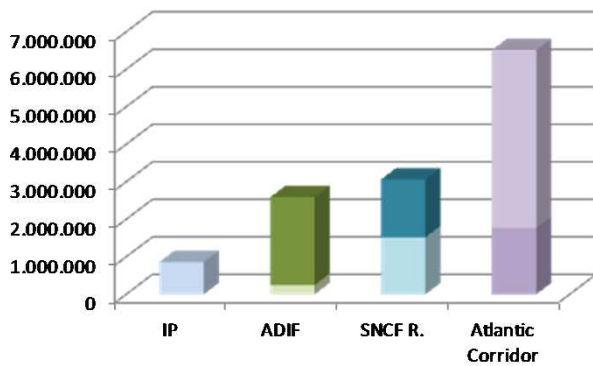
CAPACITY KPIS. OFFERED CAPACITY

	Offer for TT-2015	Offer for TT-2016	Offer for TT-2017	Offer for TT-2018
IP	860.904	672.125	375.330	387.358
ADIF	2.590.920	2.599.543	2.137.096	2.187.942
SNCF R.	3.063.291	2.892.827	3.729.136	2.302.478
DB Netz			628.948	598.754
Atlantic Corridor	6.515.114	6.164.494	6.870.510	5.476.532

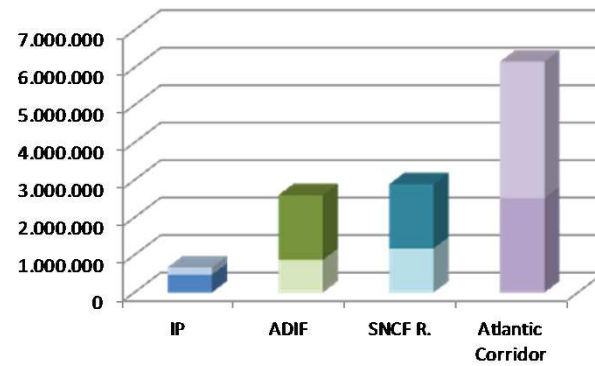


CAPACITY KPIs. CAPACITY REQUESTED VS OFFERED

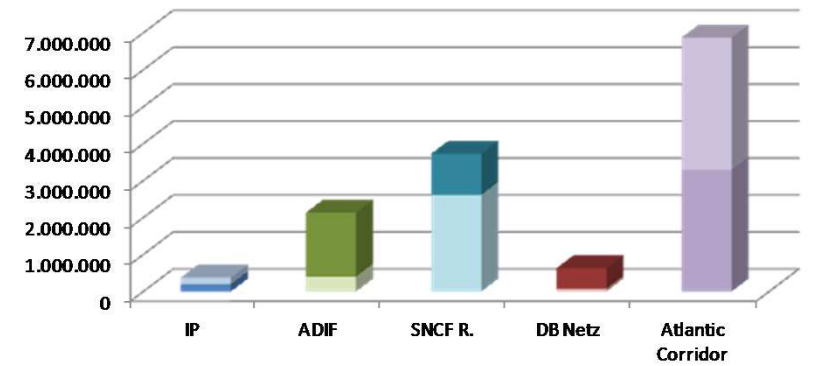
% Sold Capacity per IM TT 2015 (km/year)



% Sold Capacity per IM TT 2016 (km/year)



% Sold Capacity per IM TT 2017 (km/year)



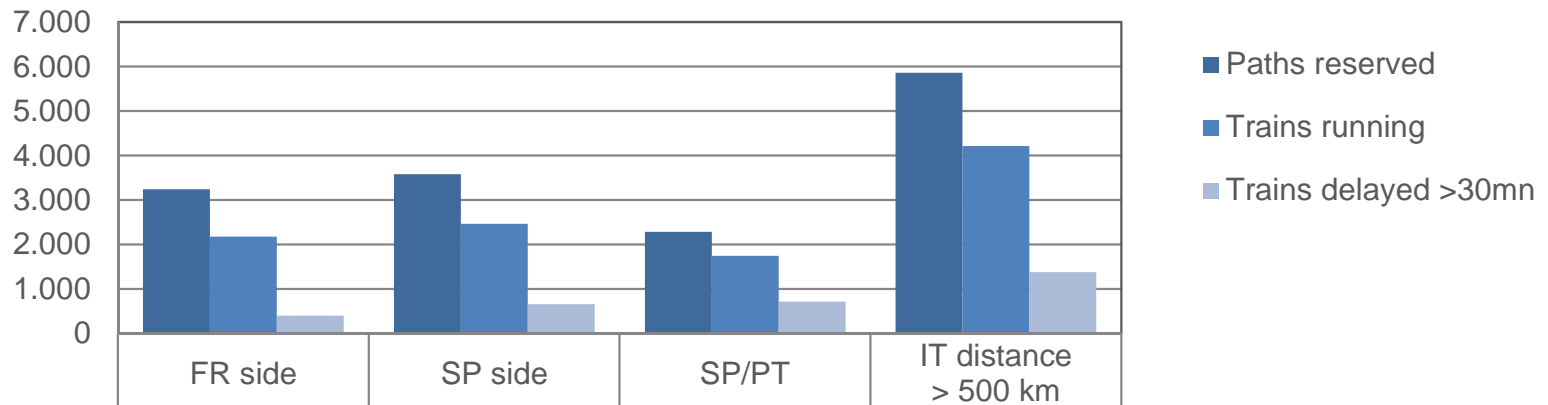
* Late and ad-hoc Path Requests not included

KPI 2015 / KPI 2016

2015	ANNUAL (trains)			Σ IT @ FR/SP & SP/PT borders
	FR/SP		SP/PT	IT distance > 500 km
	FR side	SP side		
Paths reserved	3.482	3.698	2.563	6.261
Trains running	2.401	2.669	2.050	4.719
% running trains	69,0%	72,2%	80,0%	75,4%
Trains delayed >30mn	303	668	876	1.544
% delayed trains	12,6%	25,0%	42,7%	32,7%

2016	ANNUAL (trains)			Σ IT @ FR/SP & SP/PT borders
	FR/SP		SP/PT	IT distance > 500 km
	FR side	SP side		
Paths reserved	3.240	3.583	2.283	5.866
Trains running	2.179	2.467	1.745	4.212
% running trains	67,3%	68,9%	76,4%	71,8%
Trains delayed >30mn	403	663	718	1.381
% delayed trains	18,5%	26,9%	41,1%	32,8%

KPI 2016

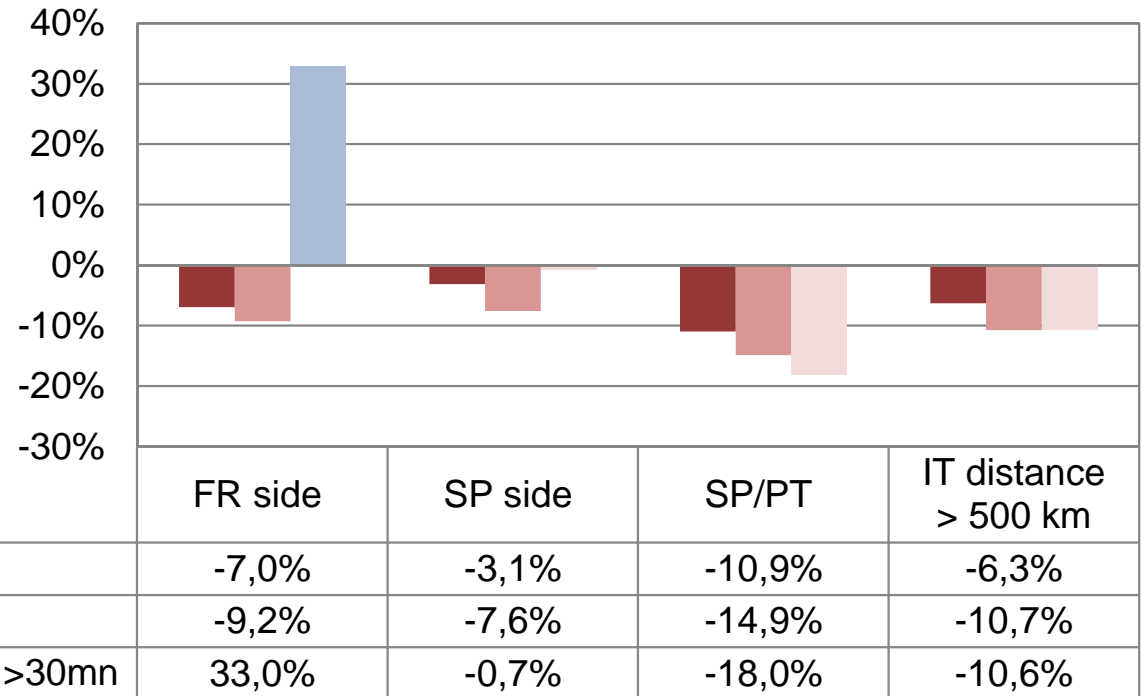


Paths reserved	3.240	3.583	2.283	5.866
Trains running	2.179	2.467	1.745	4.212
Trains delayed >30mn	403	663	718	1.381

KPI EVOLUTION 2016/2015

Important decrease of traffic were observed in:

- France in June (linked to strikes?) and December (urgent works linked to storms ?),
- Spain and Portugal (linked to rail market demand)



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USER SATISFACTION SURVEY 2016



RFC User Satisfaction Survey 2016



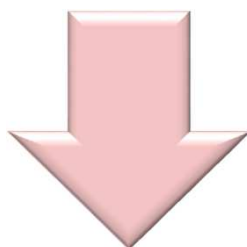
- ▶ **21 respondents**
19 RFC4 users / 2 non-users
20 full interviews / 1 partial interviews
19 nominated by RFC4 / 2 nominated by other RFCs
5 agreed to forward name
3 used topic-forward
- ▶ Computer Aided Web Interviews (CAWI)
- ▶ Contacts (e-mail address) delivered by RFCs
- ▶ 80 e-mail invitations sent
- ▶ Field Phase: 13 September to 17 October 2016

USER SATISFACTION SURVEY 2016



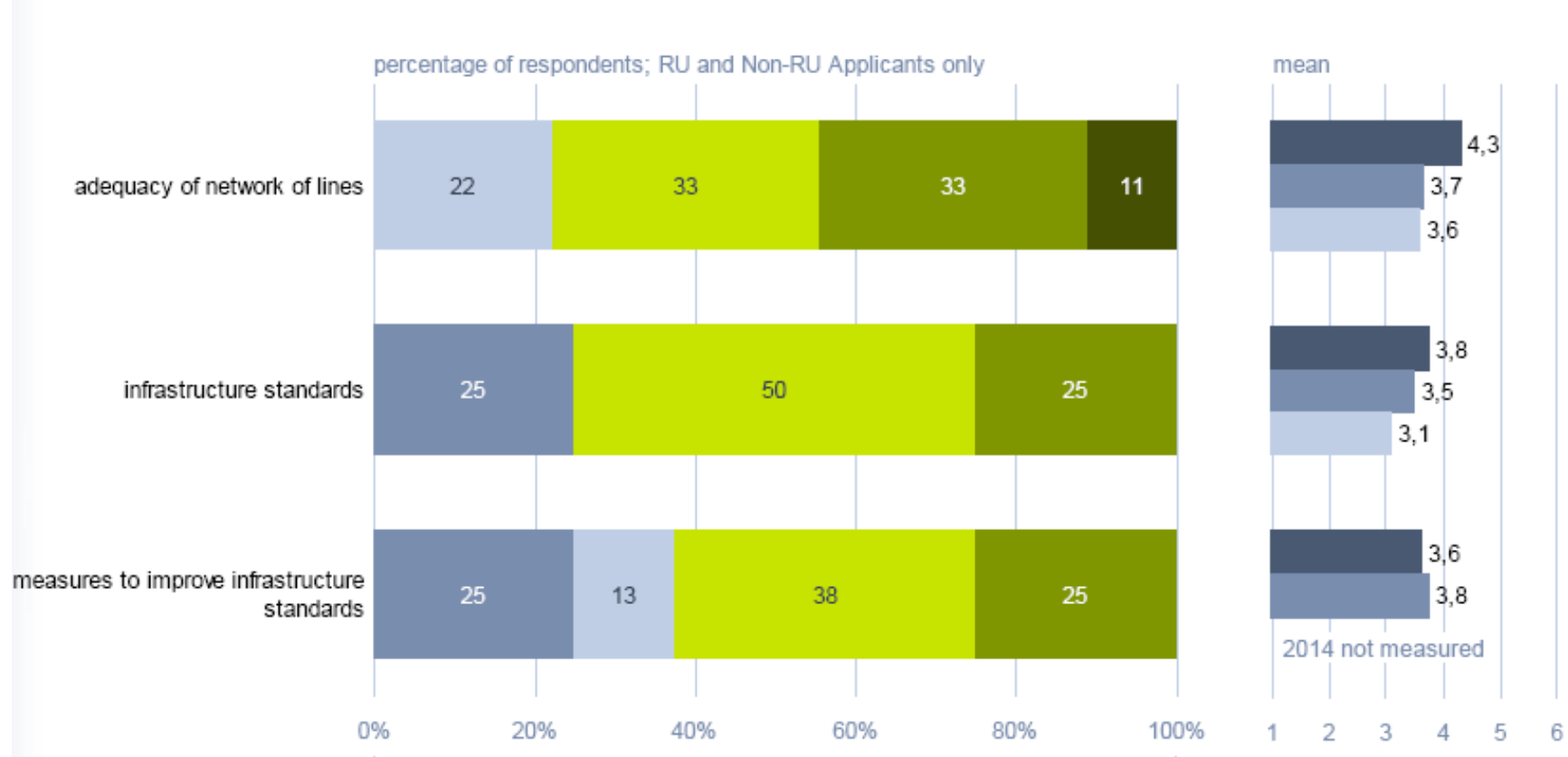
- Infrastructure
- Corridor Information Document (CID)
- Path allocation. PAP and C-OSS
- PCS
- Terminal Services
- Traffic Management
- Overall RFC Communication

RESULTS
2015

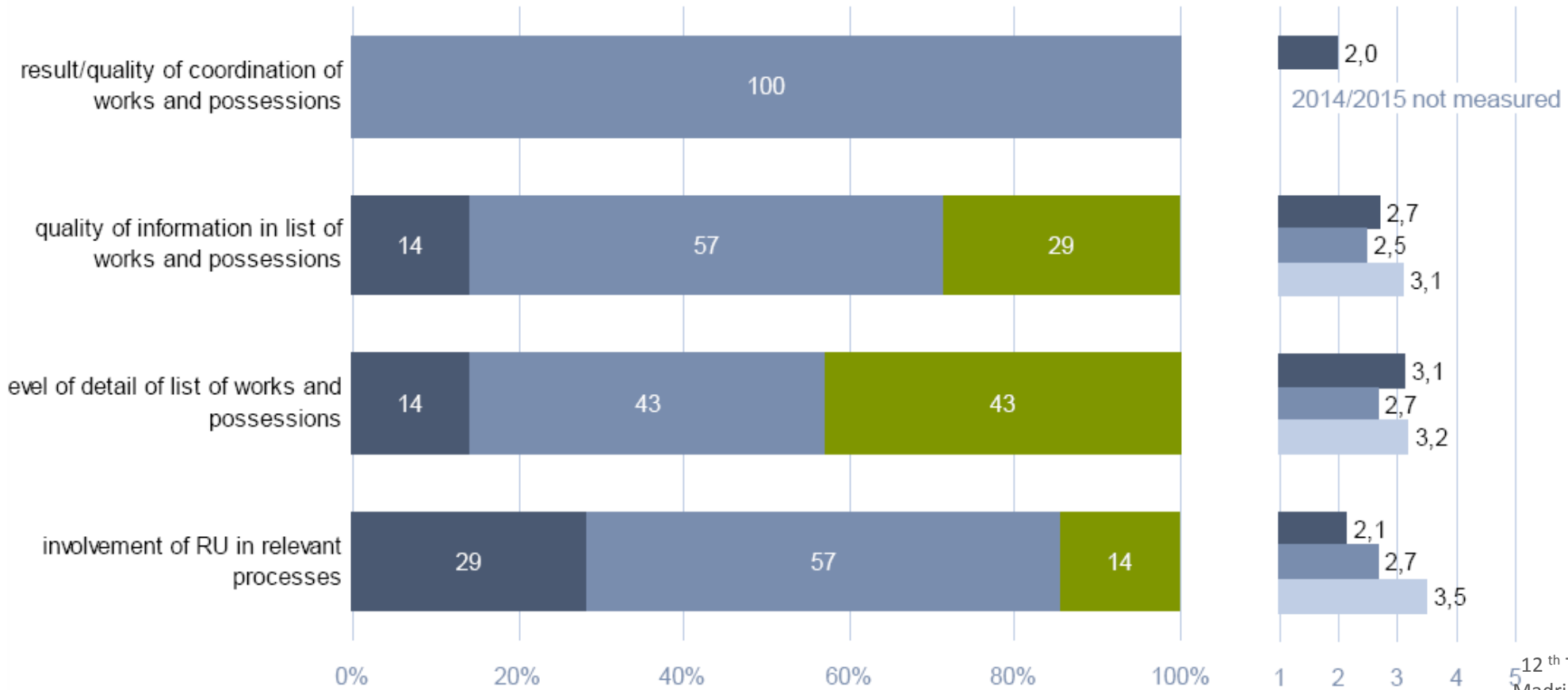


- Coordination of Works & Possessions
- Train Performance Management
- Co-operation with the RFC Management Board

USER SATISFACTION SURVEY 2016

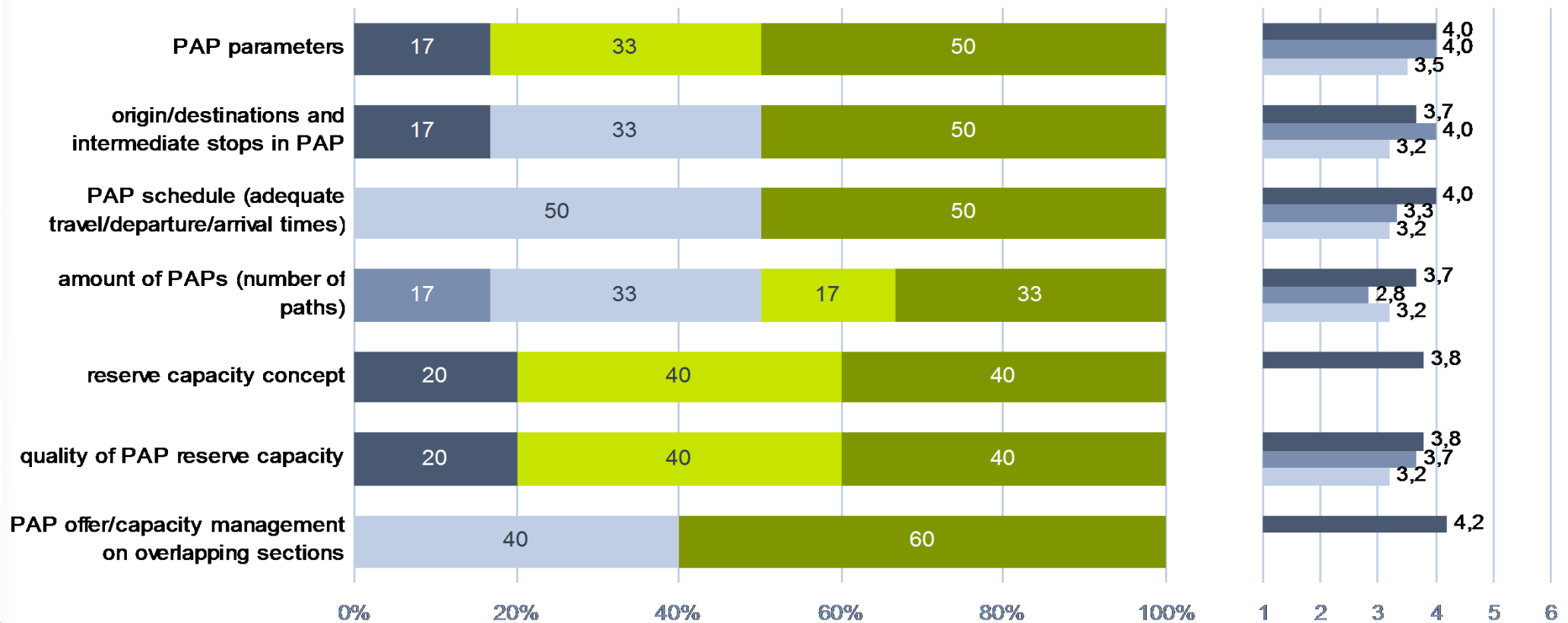


USER SATISFACTION SURVEY 2016



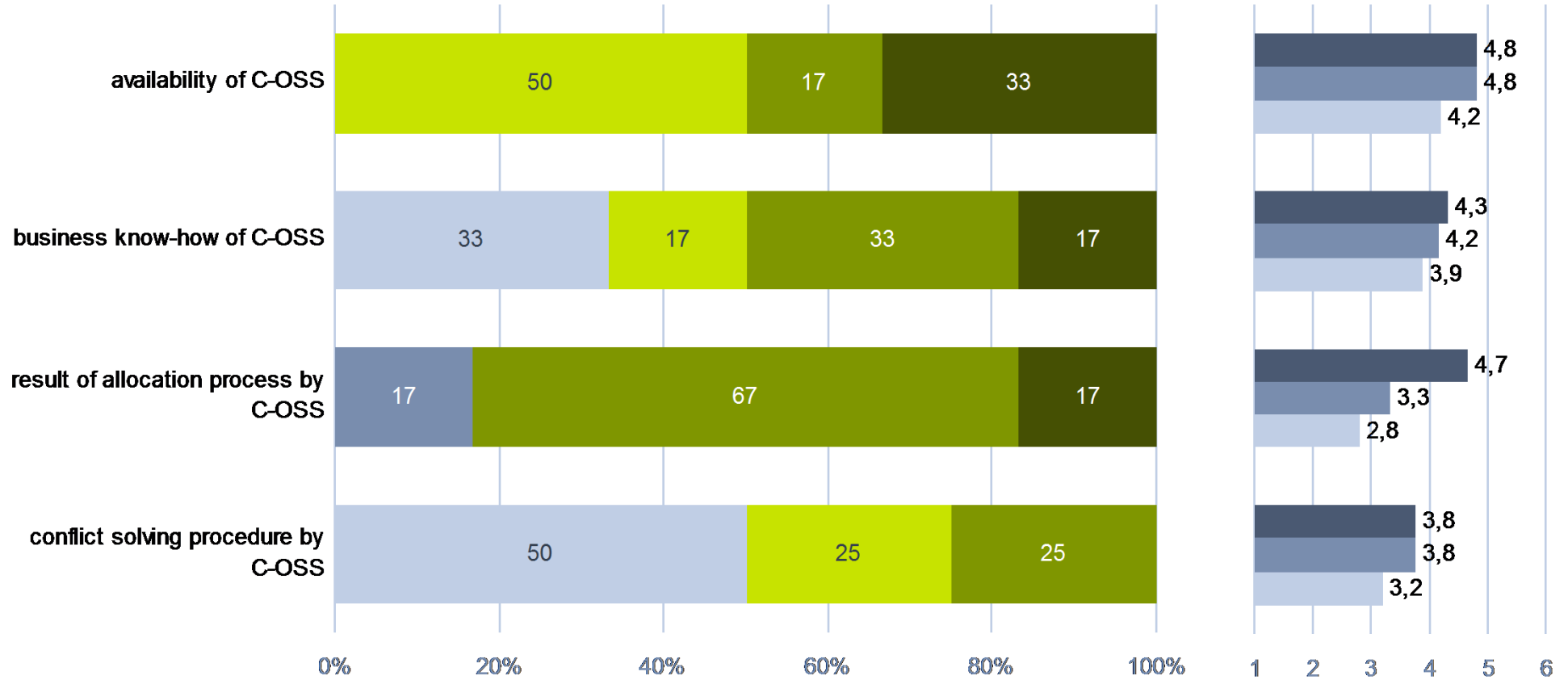
USER SATISFACTION SURVEY 2016

percentage of respondents; RU and Non-RU Applicants only

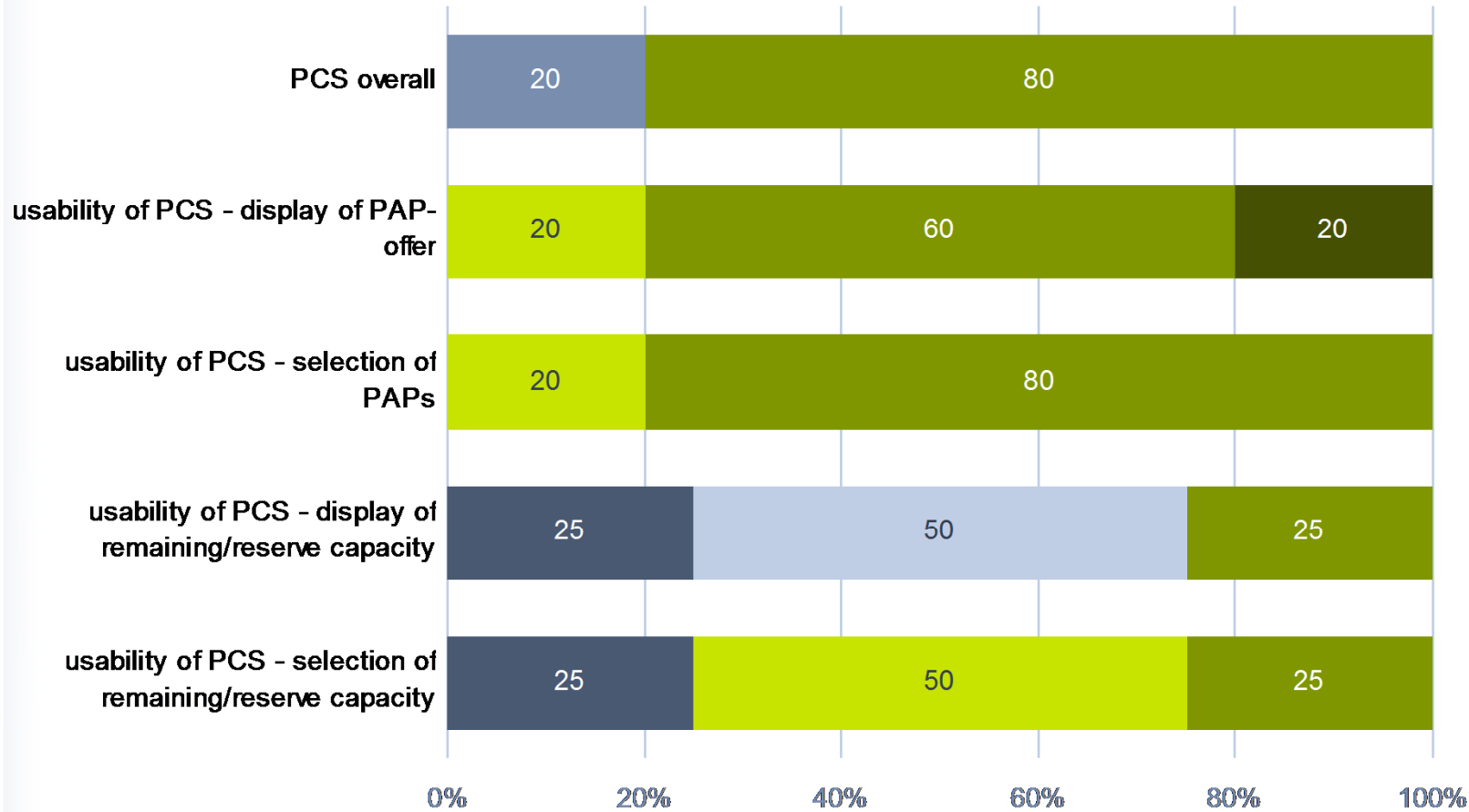


USER SATISFACTION SURVEY 2016

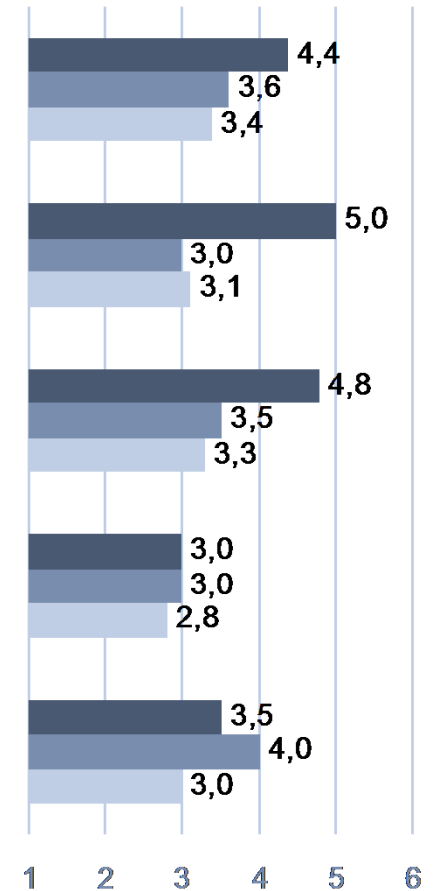
percentage of respondents; RU and Non-RU Applicants only



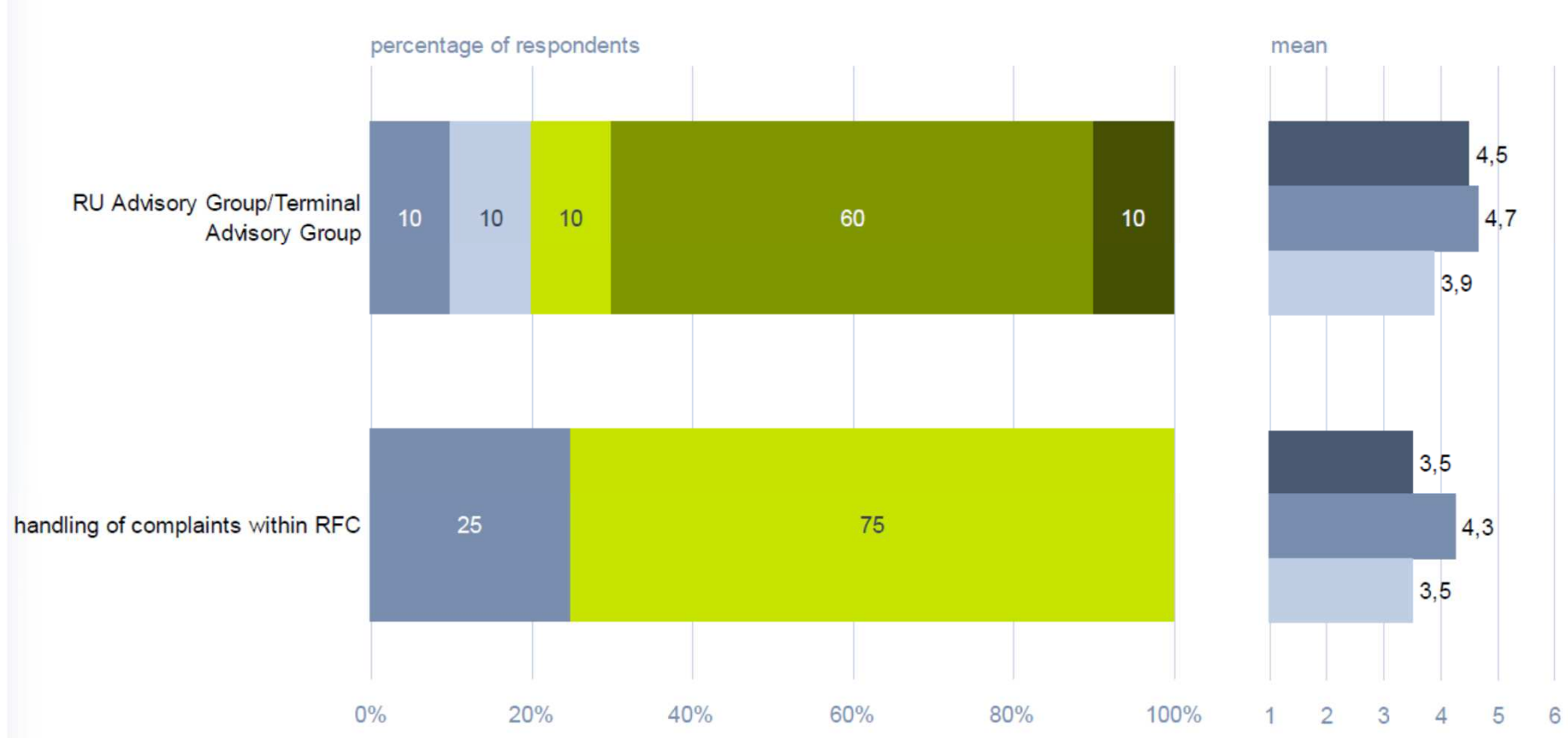
percentage of respondents; RU only - PCS is used (always/frequently/seldom)



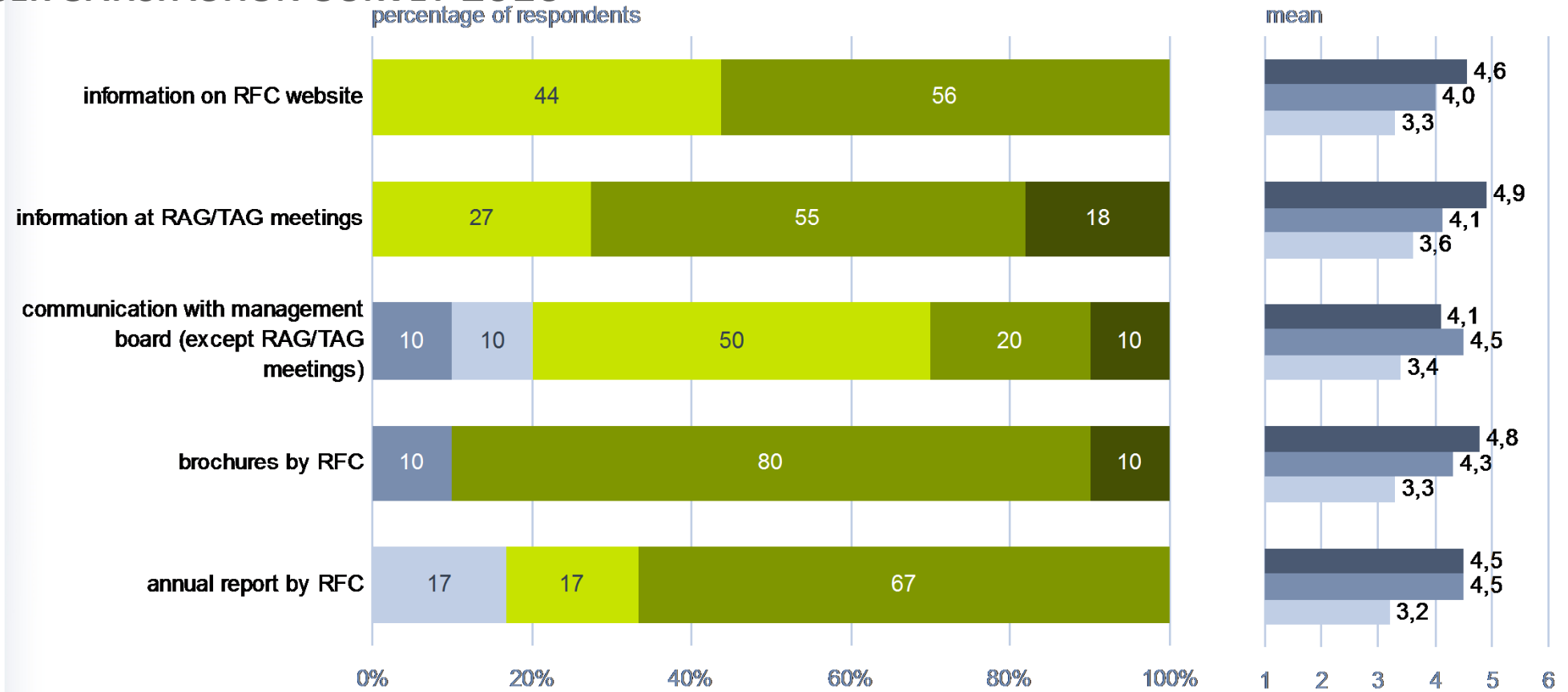
mean



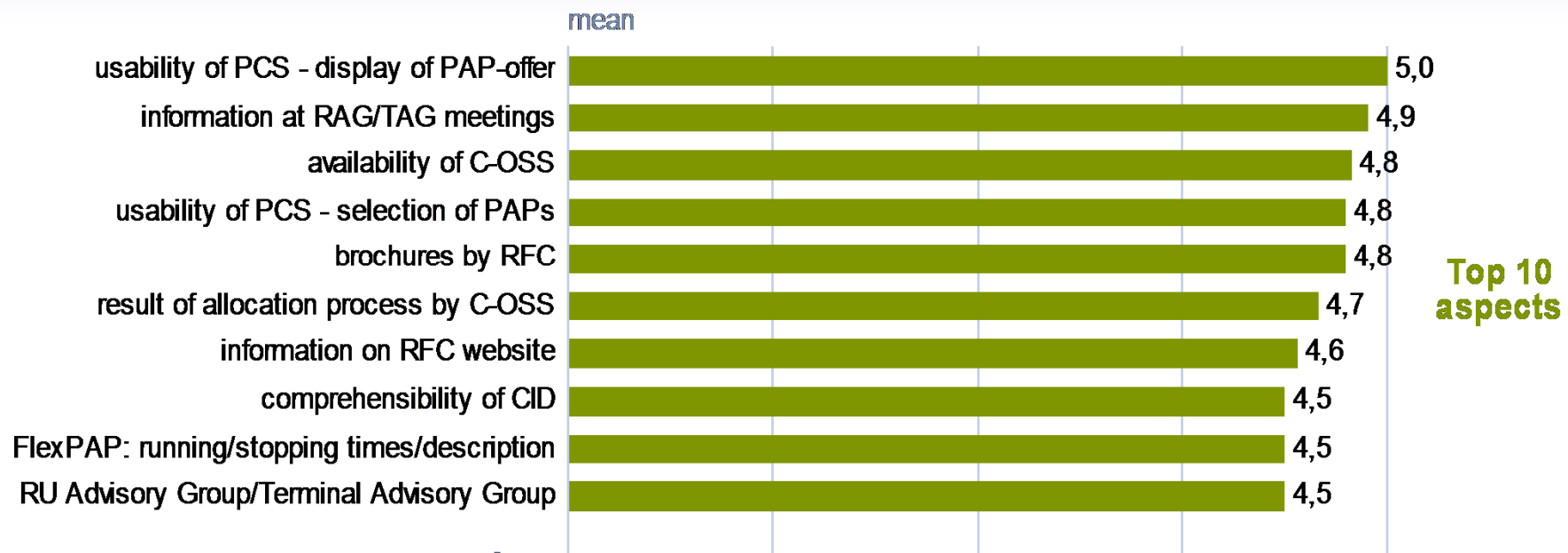
USER SATISFACTION SURVEY 2016



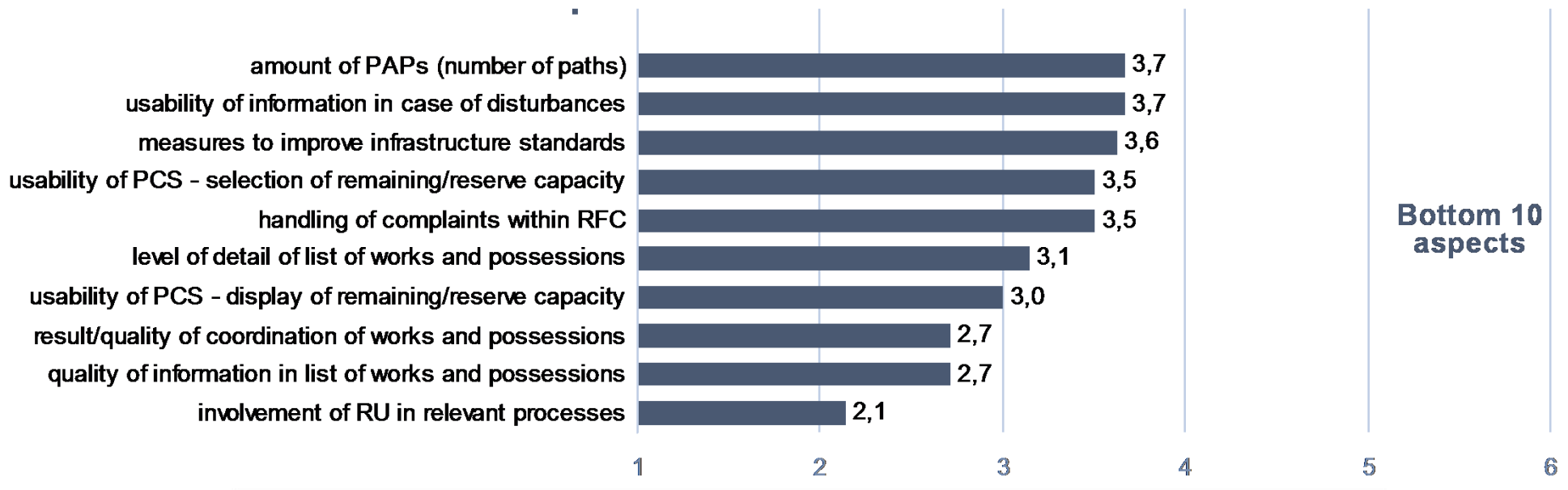
USER SATISFACTION SURVEY 2016



USER SATISFACTION SURVEY 2016



USER SATISFACTION SURVEY 2016



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ECCO FEEDBACK

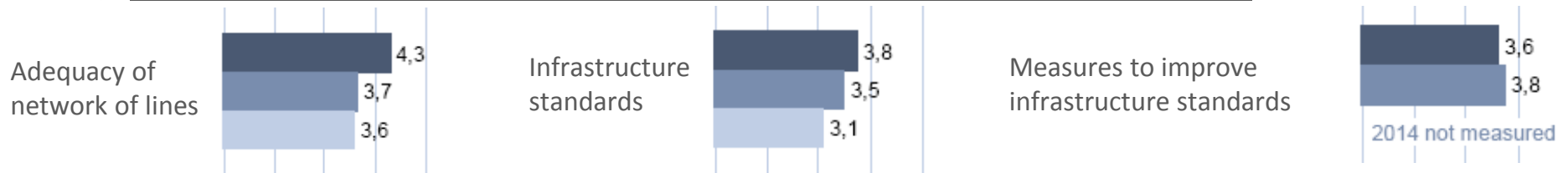
Topic	ECCO requirements 2014	RFC n° 4 Achievement to date (Nov 2016)	
Transport Market Studies	Establish working group to discuss forecasts and quality of studies	n/a	
	Develop a common transport modelling approach	RUs were Informed by RNE about a harmonised initiative but no real RU involvement yet	

- ✓ Evolution of Europe-wide analysis of freight traffic flows informed en last TAG/RAG
- ✓ Rail Freight Corridor Observatory

ECCO FEEDBACK

Topic	ECCO requirements 2014	RFC n° 4 Achievement to date (Nov 2016)
Infrastructure Bottlenecks	Establish working groups and keep RAGs updated	No achievement to date

✓ Study "Assessment impact of the infrastructure constraints on Railway Undertakings operations" identified the bottleneck of corridor



✓ Infrastructure Bottlenecks: Although we are doing quite some interesting studies about the infrastructure the RUs still give us a negative feedback.

✓ Proposal: We offer the RUs to explain our study results more into detail in the RAG meeting and furthermore focus on certain issues if they like.

✓ Good example for the future:

- ✓ Intermodal Freight Code measurement
- ✓ 740 m train study on the Iberian Peninsula

ECCO FEEDBACK

Topic	ECCO requirements 2014	RFC n° 4 Achievement to date (Nov 2016)	
Cross border interoperability	Develop a harmonised overview of applicable rules per border	Issue mentioned regularly at RAG level over the past years. Overview per corridor asked to all RFCs in December 2015.	Yellow
	RFC to indicate chosen driver language and level per border	Driver language rules remain one of the top problems to be solved. Although EU Legislation has recently been adapted in favour of more pragmatic and realistic solutions, their actual implementation is still unclear.	Red

MB is considering a proposal to establish an Interoperability WG, as another RFCs.

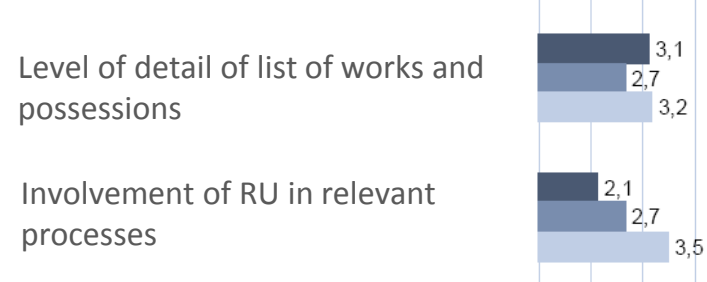
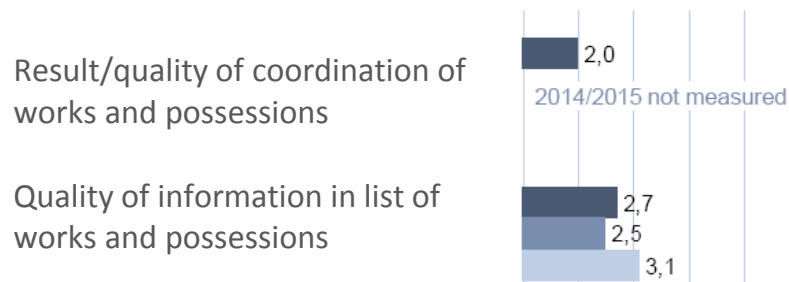
Operational issues:

- Uniform structure of border agreements
 - Implementation of transnational training courses for traffic controllers
 - Implementation of a border dispatcher between two control centers of neighboring IMs
 - Analyses of delays on border sections and stations as well as taking countermeasures in close cooperation with the support of WG
- TPM
- Application of the Pre-Check procedure
 - Defining of existing safety measures
 - Application of operational processes in maintenance and measuring vehicles running only to a border station
 - Support of and coordination with different operational departments, such as timetable, energy and construction
 - Implementation of TSI specifications, such as train rear signals, language requirements for RU personnel

ECCO FEEDBACK

Topic	ECCO requirements 2014	RFC n° 4 Achievement to date (Nov 2016)	
Coordination of Infrastructure Works	Introduce specific measures to minimise disruption from infra works	no information yet it greatly impacts RU operation and rail competitiveness	
	Establish working groups	WG between DB Netz and SNCF Réseau exists.	
	Define process for consultation and coordination of infra works	It's done already between DB Netz and SNCF R in order to solve 'trou de régime' issues at the French-German border. It's informally done between Spain and Portugal.	

- ✓ WG: Coordination / Publication of TCRs in Atlantic Corridor procedure on going
- ✓ Increased customer involvement: Bilateral TCR planning meeting for TT2019 of SNCF Réseau and DB Netz with involvement of RUs (13.03.2017, Paris)
- ✓ Publication in website



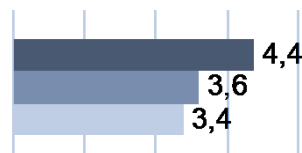
ECCO FEEDBACK

Topic	ECCO requirements 2014	RFC n° 4 Achievement to date (Nov 2016)
TMP	Harmonise dispatching and operating rules, data and systems	ECCO work handed over to RNE. Some consultation of RUs/RAGs is beginning but no joint work yet.

- ✓ WG: Train Performance Management Working Group on going
- ✓ Harmonization of dispatching and operating rules only for RFC4 is not realistic as all RFCs are concerned.

Topic	ECCO requirements 2014	RFC n° 4 Achievement to date (Nov 2016)
PCS	Improve coordination between the IMs to ensure that PaPs are published in PCS as end to end paths	Rus consulted regarding their PAP needs for 2018 timetable
	Improve coordination of paths between a single RFC, multiple RFCs and feeder routes	no information
	Harmonise cancellation penalties	No achievement to date
	Develop interfaces PCS/national path ordering/management systems/RU internal systems	Work on empty envelope in progress between RNE FTE /Rus
	Improve process for booking PaPs	no need for further improvement

PCS overall

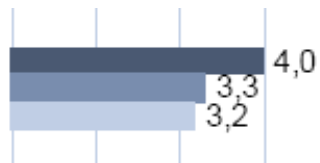


- ✓ Cancellation penalties: This is an important issue but can't be solved only for RFC4.

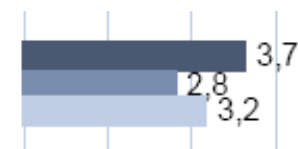
ECCO FEEDBACK

Topic	ECCO requirements 2014	RFC n° 4 Achievement to date (Nov 2016)	
Timetabling / PaPs		PAP quality good but more PAPs needed and further improvements in terms of protection from infra works required.	

PAP schedule (adequate travel/departure/arrival times)



amount of PAPs (number of path:



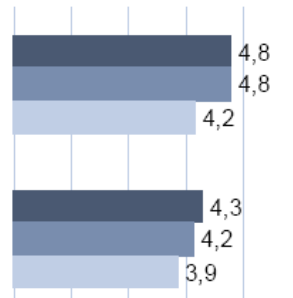
- ✓ On the Iberian peninsula RUs seem to not ask for more PaPs.
- ✓ Guaranteed Capacity pilot addresses the issue of path protection from infra works

ECCO FEEDBACK

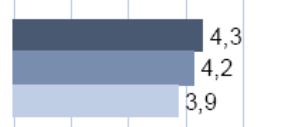
Topic	ECCO requirements 2014	RFC n° 4 Achievement to date (Nov 2016)	
C-OSS	Unique commercial window	Need to implement ECCO recommendations contained in its C-OSS position paper.	
	Harmonised framework for all RFCs	no information available	
	C-OSS is in charge until « train-run	improvement needed	

- ✓ **Harmonized framework:** RFCs ExBo agreed on a common FCA and RFCs strive for harmonization of CID book 4.

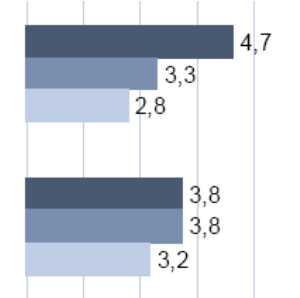
Availability of C-OSS



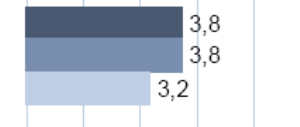
Business Know-how of C-OSS



Results of allocation process by C-OSS



Conflict solving procedure by C-OSS



ECCO FEEDBACK

Topic	ECCO requirements 2014	RFC n° 4 Achievement to date (Nov 2016)	
Train Parameters	740m train length	No achievement to date	
	1500m in long term	No achievement to date	
	PC70/P400 loading gauge	No achievement to date	
	22.5 tonnes wagon axle weight (25 tonnes - new build infra)		
	Define these parameters clearly in the Network Statements	No clear definition	

- ✓ Information is given in CIP (infrastructure parameter in map)
- ✓ Studies about interoperability are foreseen:
 - ✓ Measurement of gauge to classify Intermodal Freight Code
 - ✓ Increment of train length to 750 m

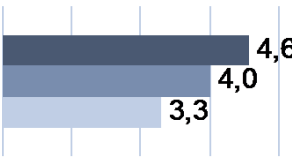
ECCO FEEDBACK

Topic	ECCO requirements 2014	RFC n° 4 Achievement to date (Nov 2016)
KPI	develop harmonised KPIs for the RFCs	ECCO proposal is being discussed with RNE to assess implementation possibilities
	implement them	RFC4 follows 3 KPIS (IMs paths offer for international traffics, train circulation, analysis of delays of 30 mins and +). RFC4 follows also capacity allocation. Other KPIs are hard to implement for now. New data will be presented with the use of PCS tool for 2017.
	publish on RFC website	They are published in the annual activity report of the corridor on the web site.

- ✓ Information is given in TAG/RAG and Activity report (published in website)
- ✓ Implementation possibilities for new KPIs (proposed by ECCO) are currently being evaluated by a RNE WG.

Topic	ECCO requirements 2014	RFC n° 4 Achievement to date (Nov 2016)
RFC Websites	Develop extranet RFC websites with links to the other RFCs	Corridor specific website exists with a CIP. However there is an urgent need to harmonize RFC websites in order to have easy access to information such as PAP catalogues for instance.

Information on RFC Website



✓ The CIP is currently being improved. From May 2017 on it will have a graphical Multi Corridor View and a document area to provide CIDs, PaP catalogues, etc. for all participating RFCs in one place.

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ATLANTIC

C O R R I D O R

