



ATLANTIC
C O R R I D O R

13th TAG-RAG meeting

Paris, 20th September 2017



Co-financed by the European Union
Connecting Europe Facility



Portugal . España . France . Deutschland

I. WELCOME AND UPDATE/NEWS ON ATLANTIC CORRIDOR

II. PAP OFFER AND REQUESTS FOR 2018

III. RU EXPRESSION OF NEEDS FOR 2019

IV. KEY PERFORMANCES INDICATORS ON ATLANTIC CORRIDOR IN 2017 (1ST SEMESTER)

V. SATISFACTION SURVEY OF ATLANTIC CORRIDOR IN 2017

VI. COFFEE BREAK & SNACK (20')

VII. WORKS PLANNED IN SPAIN AND FRANCE BETWEEN SAN SEBASTIAN & BAYONNE FROM 2017 TO 2020

VIII. ATLANTIC CORRIDOR FREIGHT OBSERVATORY REPORTING

IX. AOB

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NEWS

- Publication of the Activity Report referent to 2016
- Implementation of Time Tabling Redesign (TTR) Pilot on the Atlantic Corridor
- Harmonization of CID Books 1, 2 and 4 in order to simplify the access to the corridors information by the TAG-RAGs members using several RFCs, on progress
- Evolution of Customer Information Platform (multicorridor view)
- New studies on progress for 2017
- Further development expected at short term

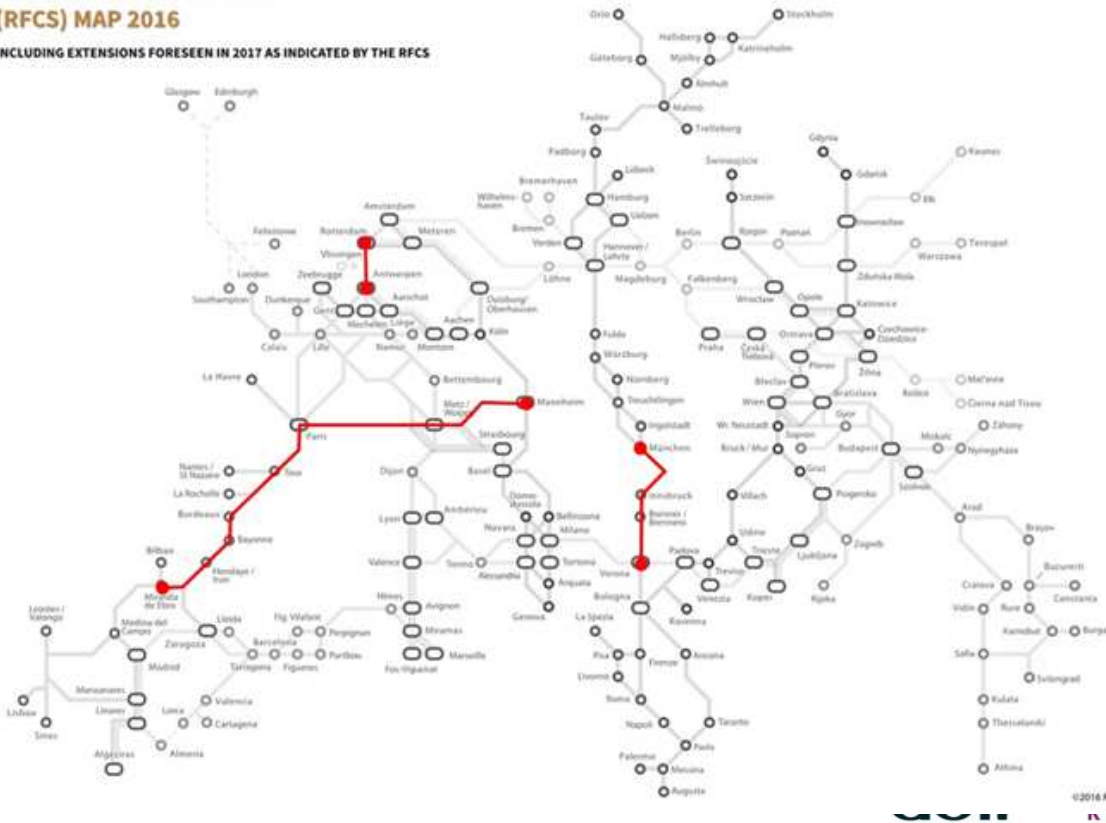
IMPLEMENTATION OF TTR PILOT

- Cooperation agreement signed between DB Netz AG, SNCF Réseau, ADIF and the Atlantic Corridor
- 3 pilot will be implemented by RNE and involved IMs on RFC NSM, RFC ScanMed and RFC Atlantic: TTR project concerns all passengers and freight traffic
- Involvement of all stakeholders needed in the TTR Project : kick off meeting held on the 11th.09.2017 at RNE joint office in Vienna.
- Pilot test expected for active timetable 2020

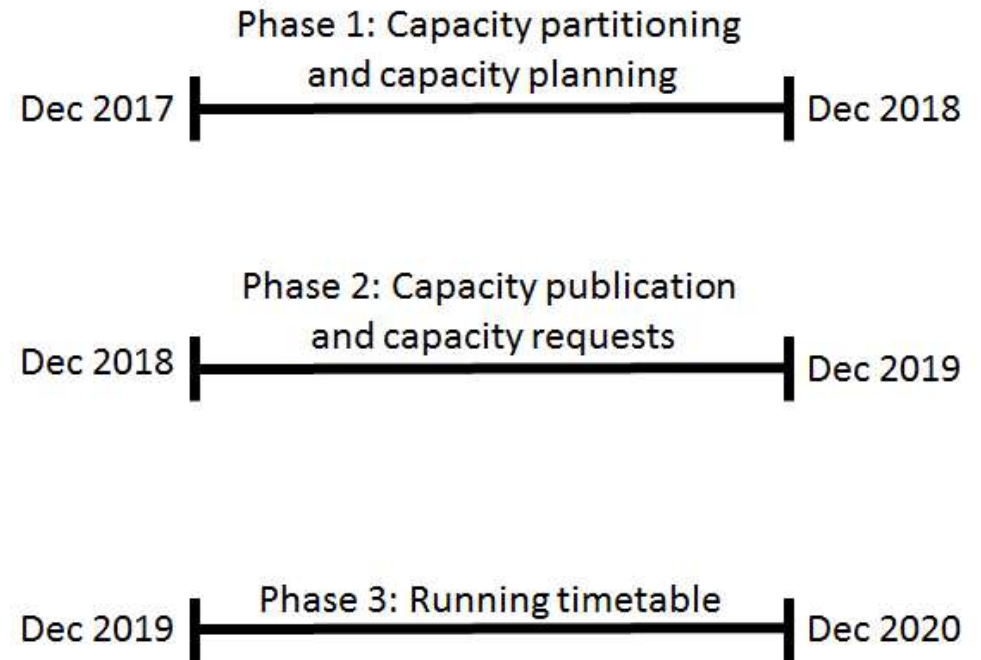
Pilot lines

**RAIL FREIGHT CORRIDOR
(RFCS) MAP 2016**

INCLUDING EXTENSIONS FORESEEN IN 2017 AS INDICATED BY THE RFCS



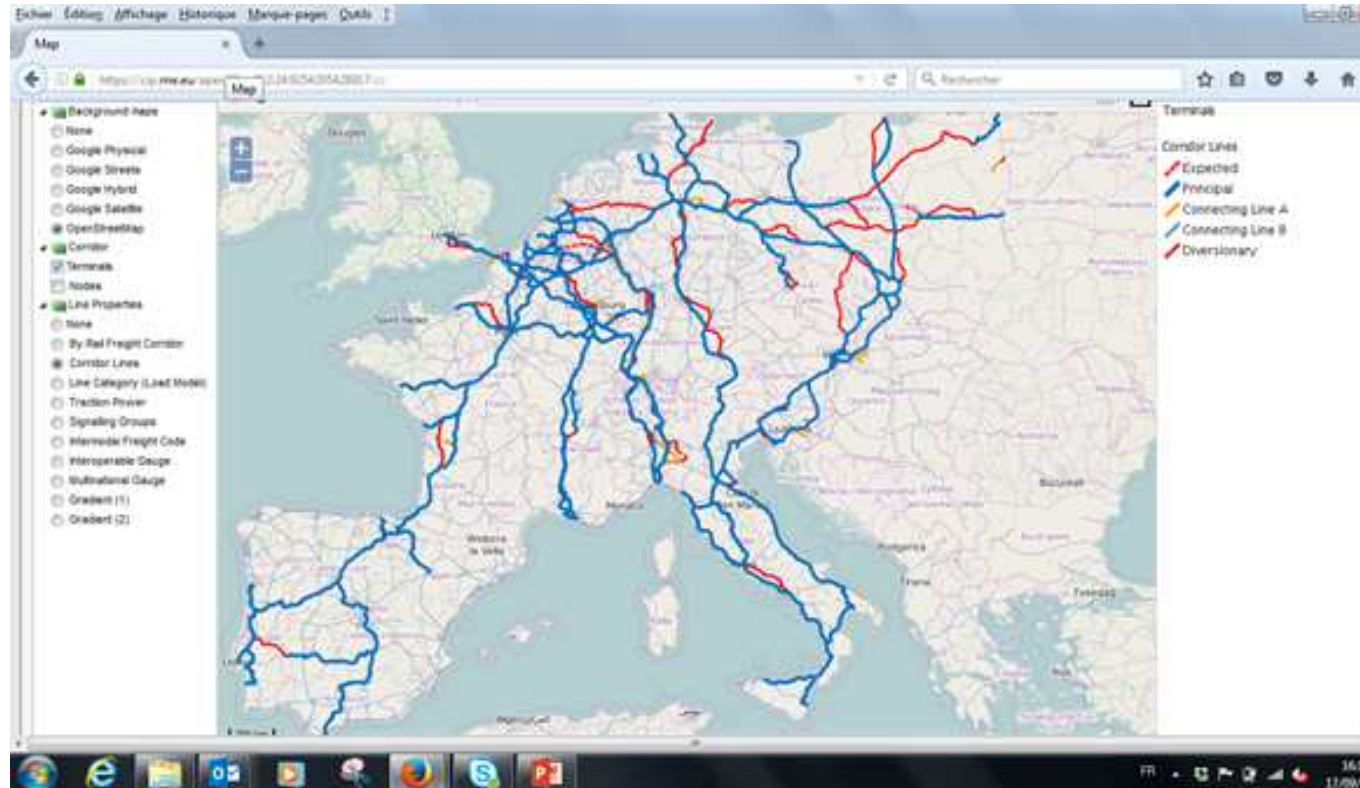
Pilot phases



CUSTOMER INFORMATION PLATFORM

- Fully operational for the customers of the Atlantic Corridor
- Includes a multicorridor view
- Access to CIP by the website of the Atlantic Corridor

www.atlantic-corridor.eu



NEW STUDIES ON PROGRESS FOR 2017

Increase of train length up to 750m on the Iberian Peninsula

Contract signed with Rail Concept / Fundacion de Ferrocarriles Espanoles, duracion 4 months

Implementation of ERTMS on the cross border station Woippy-Mannheim

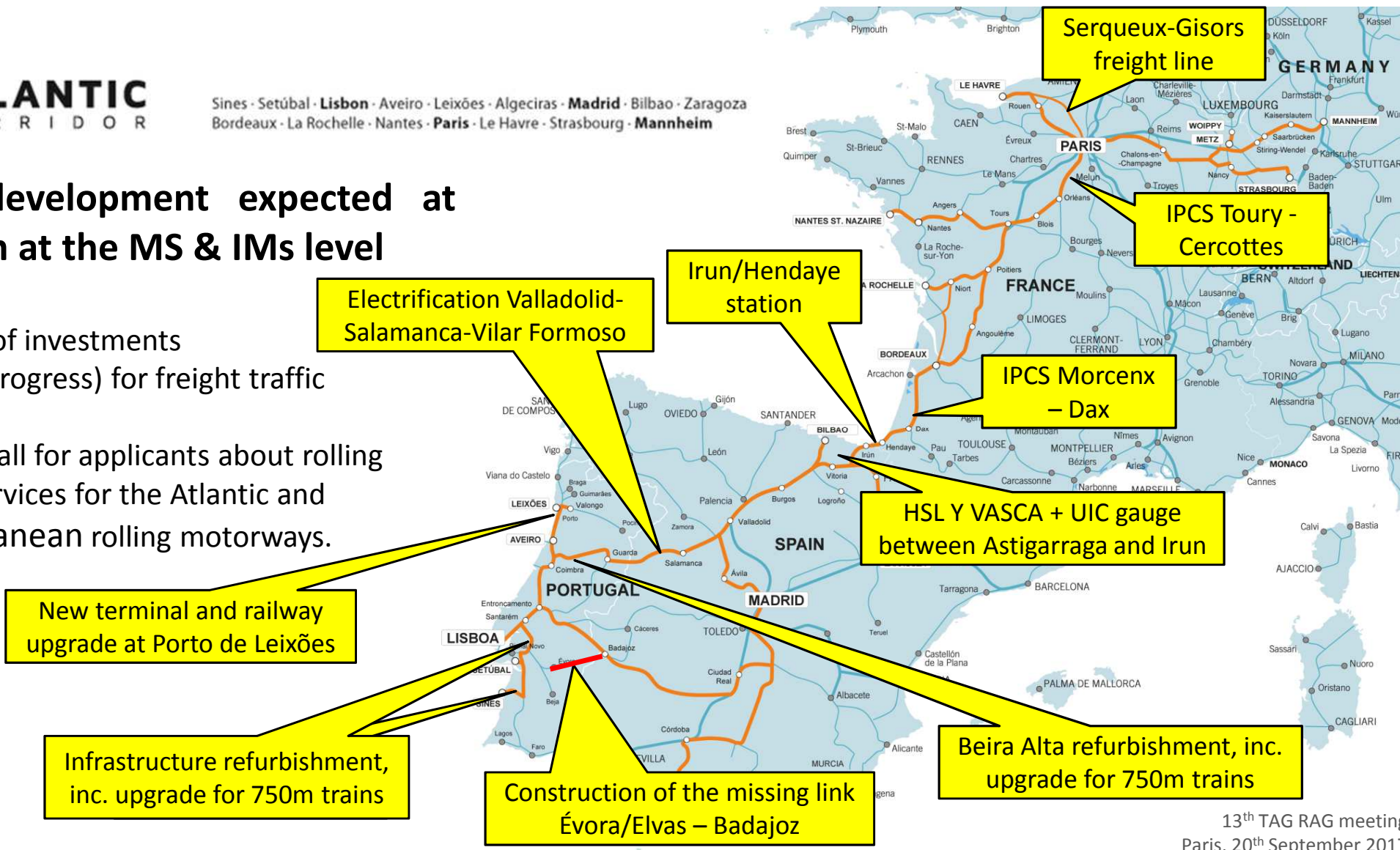
Contract signed with BG Consultant / OBERMEYER, duracion 6 months

Intermodal rail freight gauge classification between Lisbon, Madrid, Paris and Mannheim

Cooperation agreement on progress with RENFE Mercancias, no feedback from SNCF Logistics and ECR/DB Cargo in France and Germany; gauge measurement probably delayed in 2018.

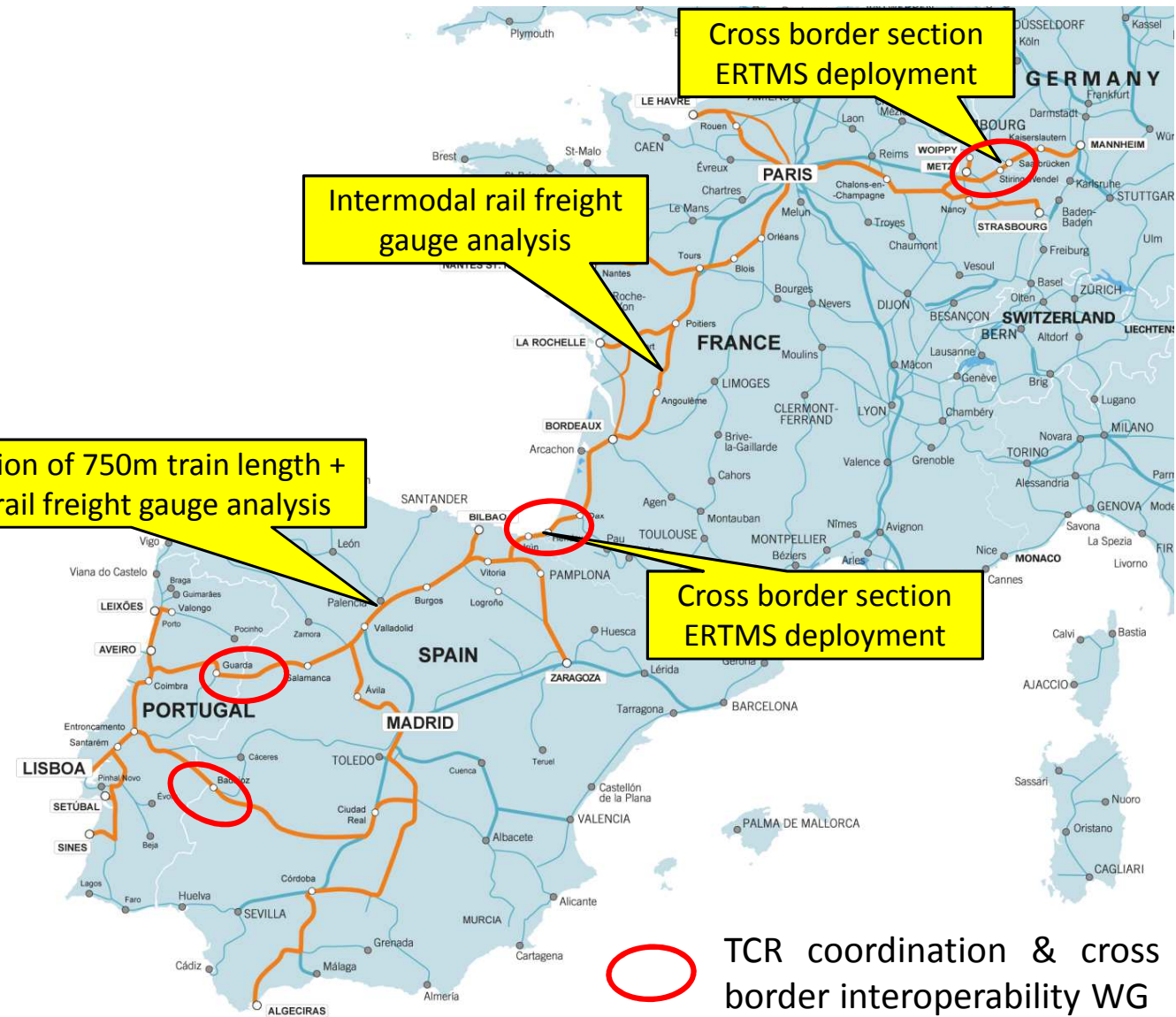
Further development expected at short term at the MS & IMs level

- Exemples of investments (work on progress) for freight traffic
- On going call for applicants about rolling stock & services for the Atlantic and Mediterranean rolling motorways.



Further development expected at short term at the Atlantic Corridor level

- Exemples of studies and working group planned
- On going Train Performance Management working group linked to Train Information System (TIS)



TCR coordination & cross border interoperability WG

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PAP OFFER 2018

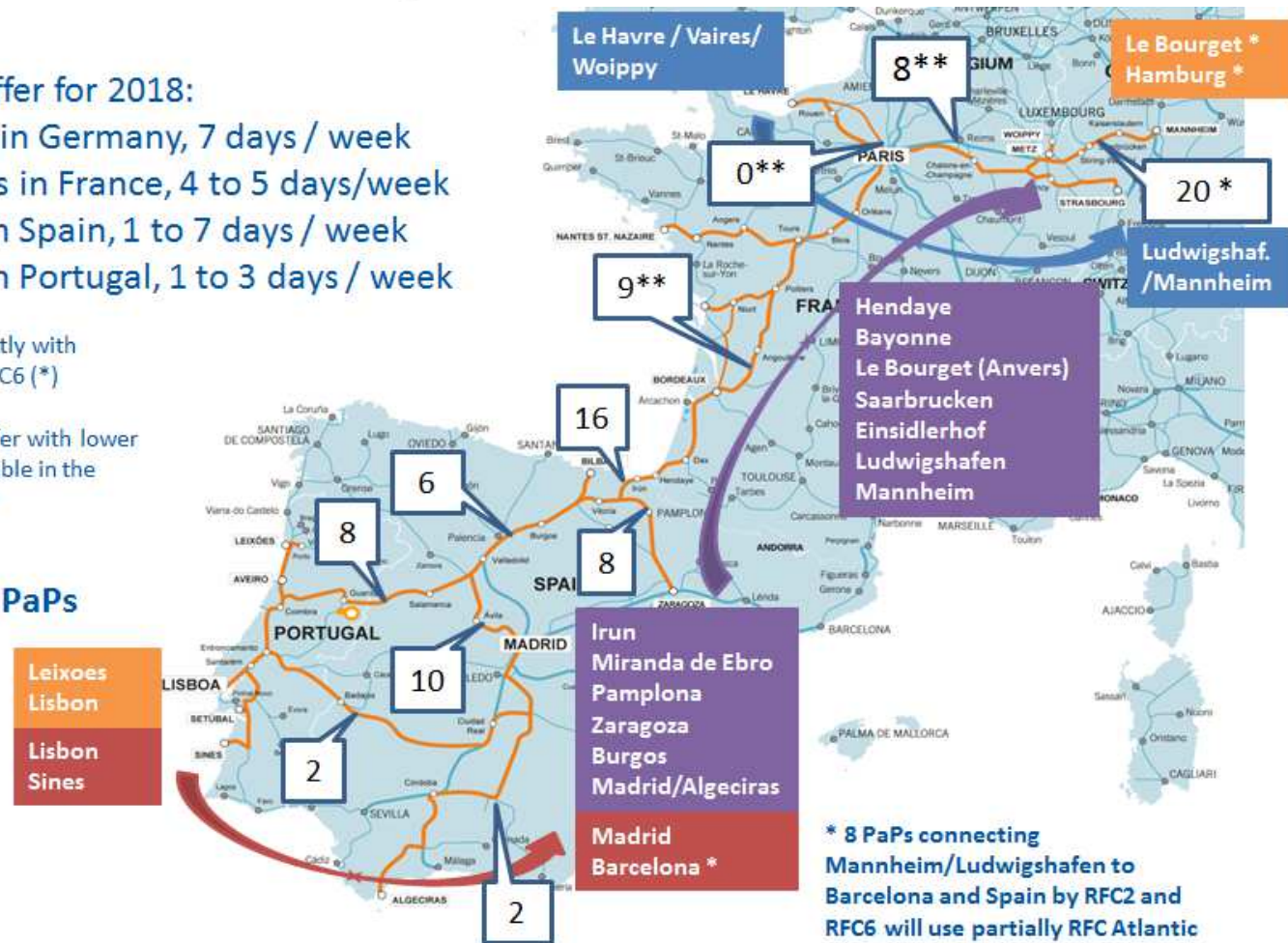
Daily PaPs offer for 2018:

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

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

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

No network PaPs were available.



PAP REQUEST FOR 2018

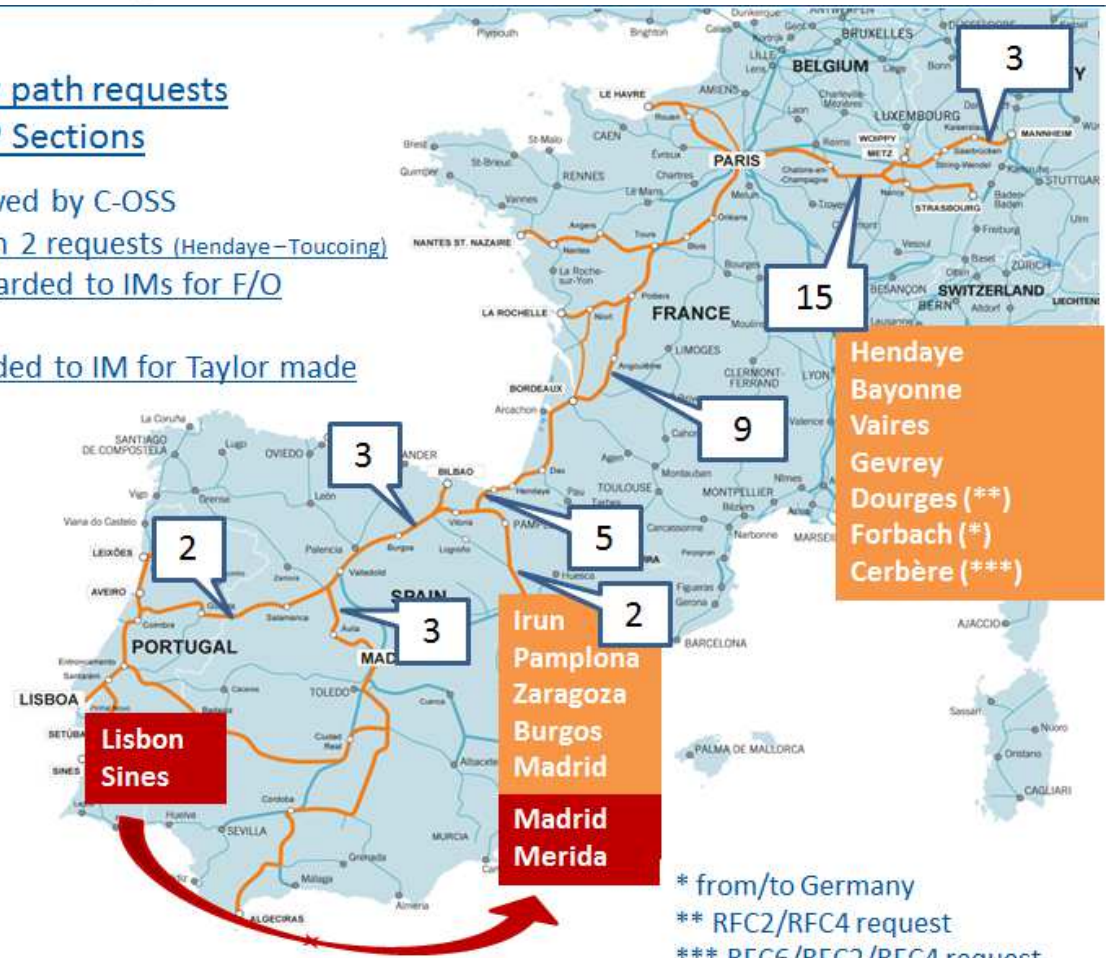
29 PaPs + feeder/outflow path requests involving 39 different PaP Sections

- CAPACITY ALLOCATION PROCESS**
- 29 requests received by C-OSS
 - 1 conflict between 2 requests (Hendaye–Toucoing)
 - 28 Requests forwarded to IMs for F/O construction
 - 1 Request forwarded to IM for Taylor made solution



Finally, 28 daily paths were allocated by IMs

- 19 PaP sections returned to DB Netz
- 2 PaP sections returned to SNCF Réseau,
- 7 PaP sections returned to ADIF
- 7 PaP sections returned to ADIF



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ISSUES TO IMPROVE FOR 2019

PaP Offer:

- Increase the available “PaP days” offered
- Improve the reliability of the PaPs offered
- Implement new guaranteed capacity concept linked to TTR between Mannheim and the FR/SP border

Answers to requests:

- Reduce the travel time of rail traffic with a better coordination of works
- Increase the number of days yearly offered



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KPI

1ST SEMESTER 2016 (REMINDER)

2016	1st Semester (trains)			Σ IT @ FR/SP & SP/PT borders
	FR/SP		SP/PT	IT distance > 500 km
	FR side	SP side		
Paths reserved	1.551	1.840	1.163	3.003
Trains running	1.063	1.317	849	2.166
% running trains	68,5%	71,6%	73,0%	72,1%
Trains delayed >30mn	244	348	364	712
% delayed trains	23,0%	26,4%	42,9%	32,8%

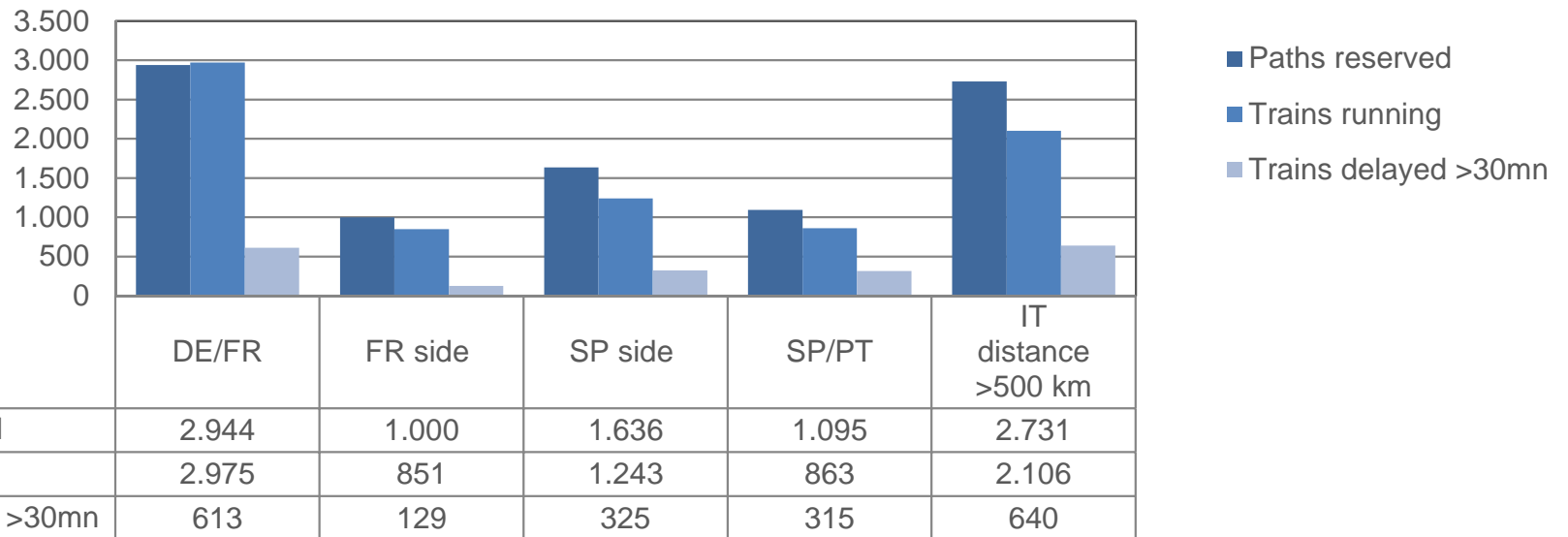
KPI 1ST SEMESTER 2017

First data available at the FR/DE border concerning long distance traffic in France; important short distance traffic isn't monitored, on line with TMS of the Atlantic Corridor.

2017	1st Semester (trains)				Σ IT @ FR/SP & SP/PT borders
	DE/FR	FR/SP		SP/PT	IT distance > 500 km
		FR side	SP side		
Paths reserved	2.944	1.000	1.636	1.095	2.731
Trains running	2.975	851	1.243	863	2.106
% running trains	101,1	85,1%	76%	78,8%	77,1%
Trains delayed >30mn	613	129	325	315	640
% delayed trains	20,6%	15,2%	26,1%	36,5%	30,4%

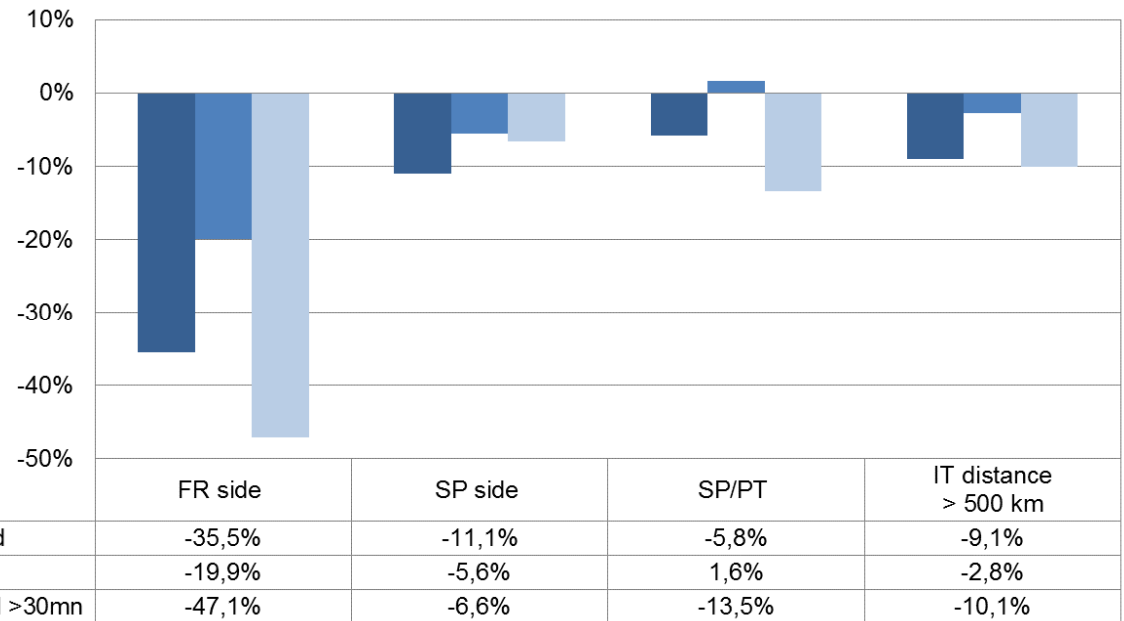
KPI

1ST SEMESTER 2017

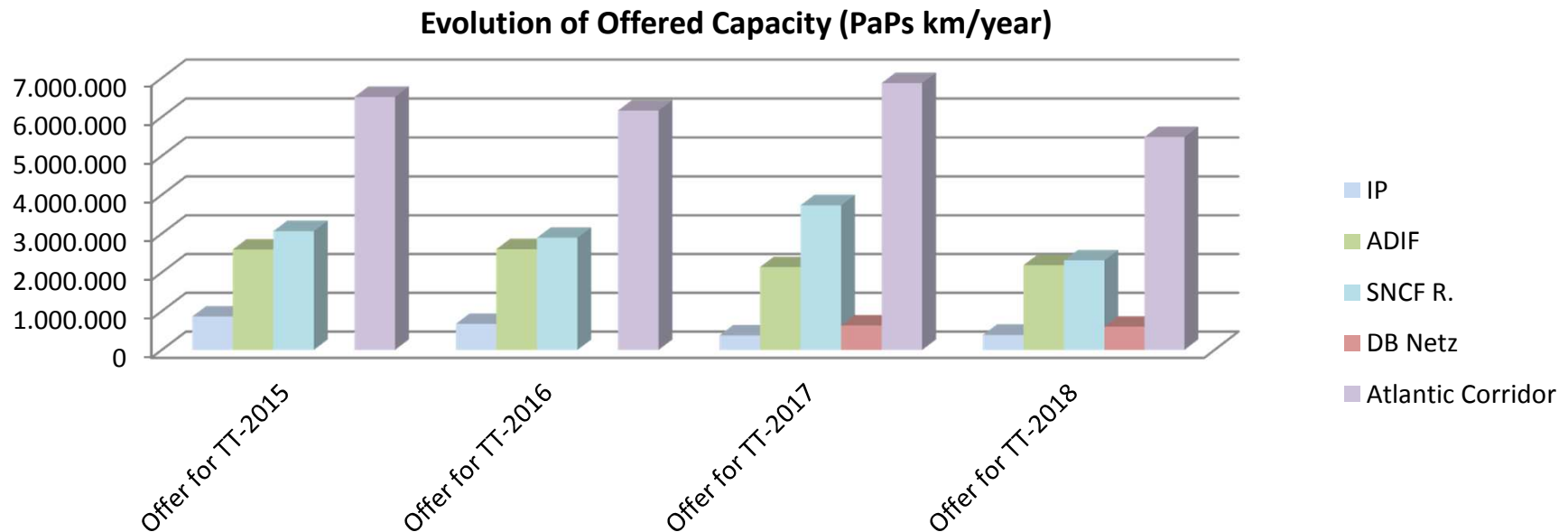


Important traffic reduction (-24%) of traffic at the FR/SP border linked to the rail road traffic cancellation observed in France.

Better punctuality observed in the 3 countries of the Atlantic Corridor.

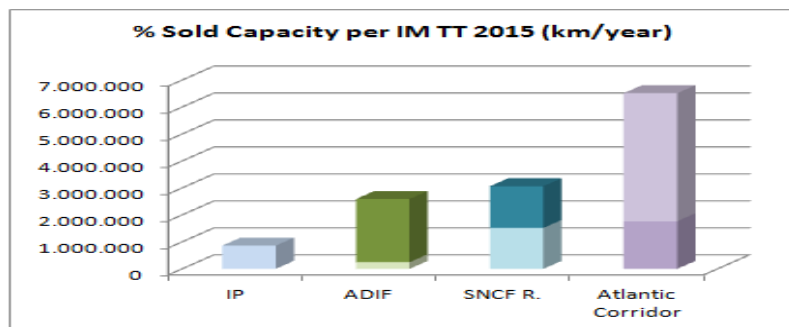


CAPACITY KPIs: EVOLUTION OF OFFERED CAPACITY (PaPs KM/YEAR)

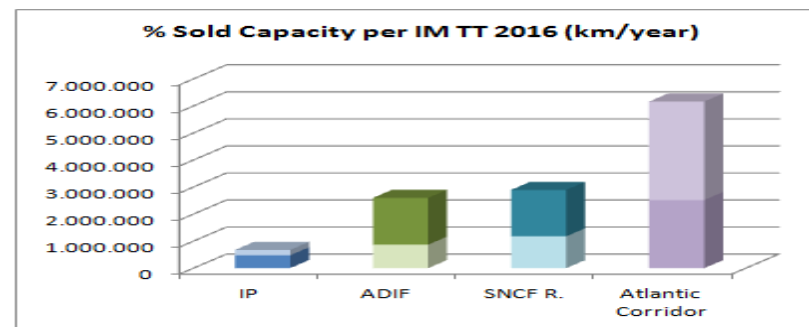


Reduction of PaPs offer 2018 in France is linked to quality performance available for the full timetable (some PaPs offered by SNCF Réseau were rejected by the Atlantic Corridor before publication at X-11).

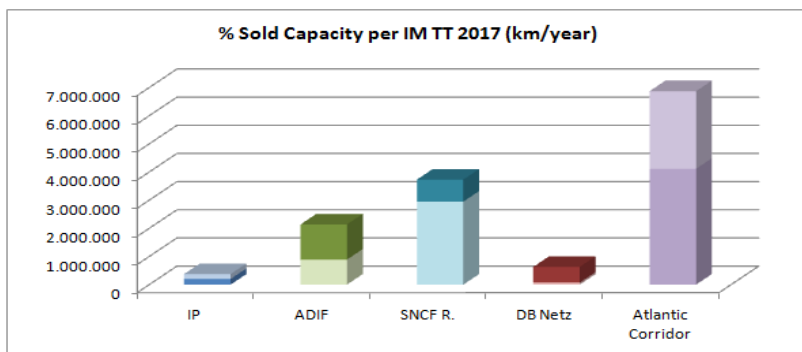
CAPACITY KPIs: SOLD CAPACITY PER IM WITHIN THE LAST YEARS



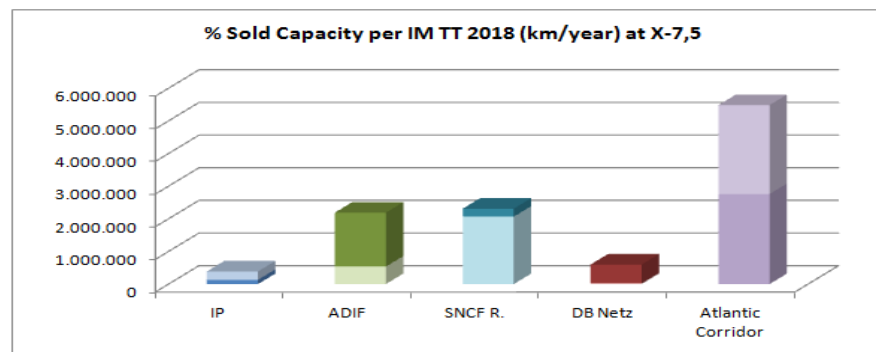
	IP	ADIF	SNCF R.	Atlantic Corridor
Offered Capacity	860.904	2.590.920	3.063.291	6.515.114
Sold Capacity	0	246.054	1.519.036	1.765.090
% Of Sold Capacity	0,00%	9,50%	49,59%	27,09%



	IP	ADIF	SNCF R.	Atlantic Corridor
Offered Capacity	672.125	2.599.543	2.892.827	6.164.494
Sold Capacity	474.591	868.346	1.177.160	2.520.097
% Of Sold Capacity	70,61%	33,40%	40,69%	40,88%



	IP	ADIF	SNCF R.	DB Netz	Atlantic Corridor
Offered Capacity	375.330	2.137.096	3.729.136	628.948	6.870.510
Sold Capacity	201.307	889.680	2.949.541	72.315	4.112.843
% Of Sold Capacity	53,63%	41,63%	79,09%	11,50%	59,86%



	IP	ADIF	SNCF R.	DB Netz	Atlantic Corridor
Offered Capacity	387.358	2.187.942	2.309.443	598.754	5.483.497
Requested Capacity	130.772	536.586	2.204.925	24.438	2.896.720
Sold Capacity	130.772	536.586	2.066.149	24.438	2.757.944
% Of Sold Capacity	33,76%	24,52%	89,47%	4,08%	50,30%

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USER SATISFACTION SURVEY 2017

REQUIRED BY/TO:

Regulation 913/2010/EU concerning the international rail freight traffic in Europe and in particular the Rail Freight Corridors (RFCs), requires a **yearly satisfaction survey** of the RFC users

INTENDED TO:

Analyze the customers satisfaction levels regarding the RFC services and products with the purpose of **increasing their quality for the market.**

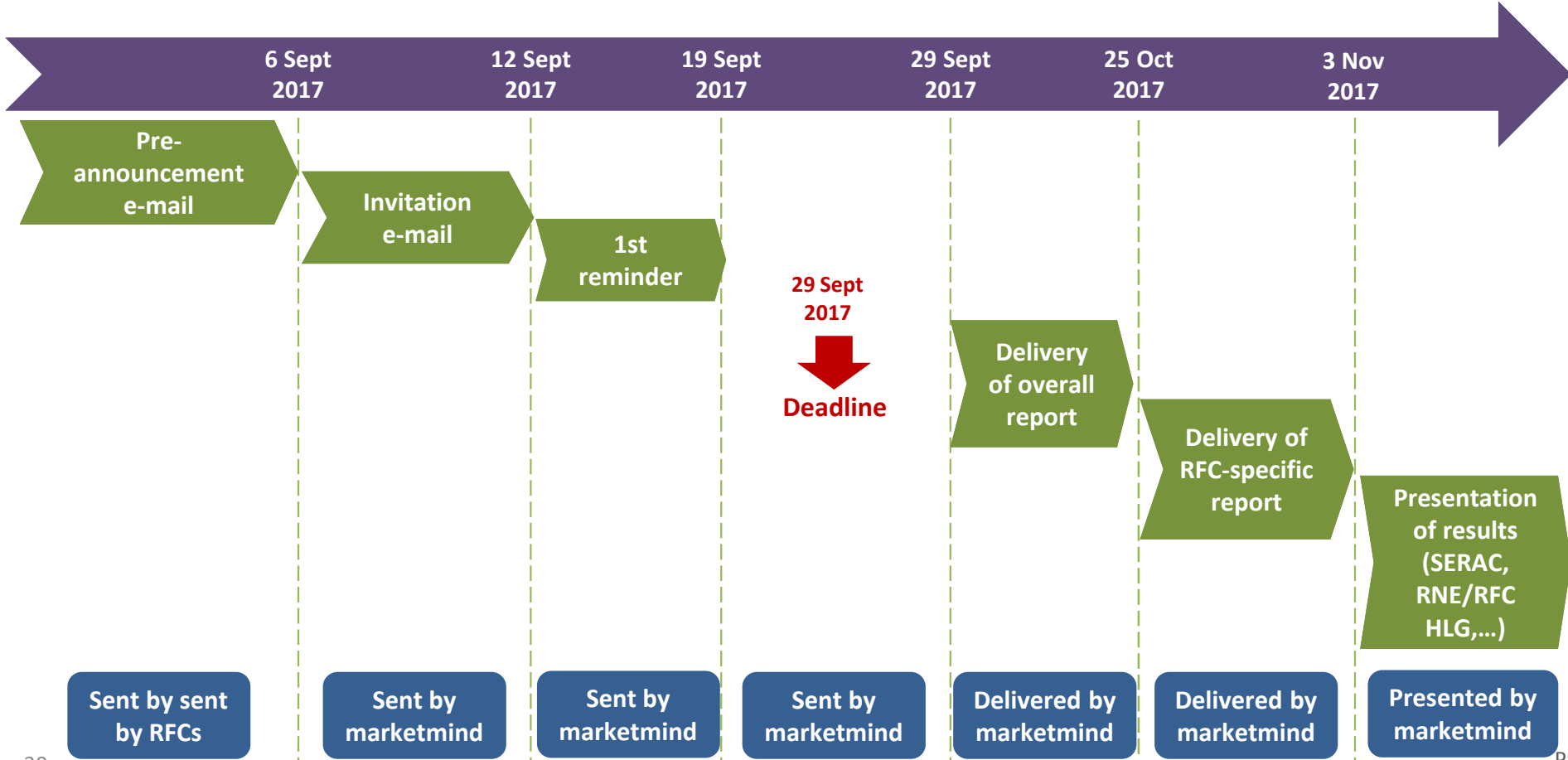
CONSISTS OF:

An **harmonized list of questions** to make the results of the satisfaction survey comparable amongst the various RFCs and the previous years.

CARRIED OUT BY:

An independent market research agency, **Marketmind**, to **guarantee the impartiality** of the results.

USER SATISFACTION SURVEY 2017 – TIMELINE OF FIELDWORK AND DELIVERY OF RESULTS



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Between Irun and Hernani (south of San Sebastian), **important investments are planned on the existing line from 2017 to 2019** like the following:

- Implementation of 3rd rail on both track for UIC traffic coming via the new HSL Y Vasca (connecting Bilbao and Vitoria to San Sebastian and the French network in Irun),
- Increase of the 3 tunnel's gauge on the exiting line for safety reasons and for the implementation of RoMo services at medium term,
- Remodeling of San Sebastian and Irun station linked to the increase of passengers and freight rail traffic expected via the new HSL Y Vasca

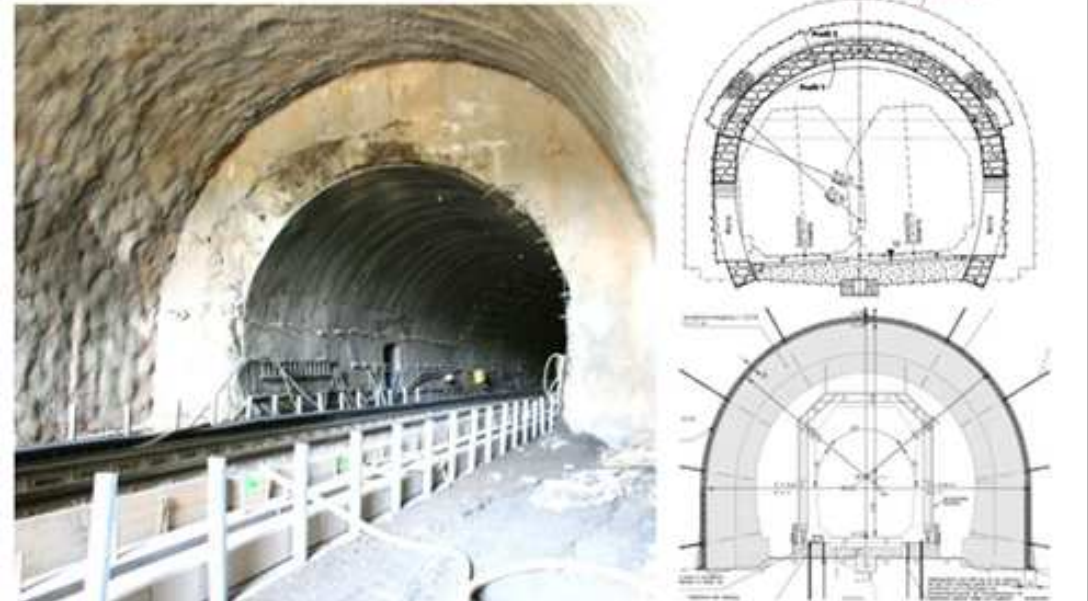
For the gauge increase of the 3 existing tunnels, the implementation of a temporary single track will provide some capacity restriction like :

- Limited passenger and freight traffic 5 days / week both direction (international traffic has been reorganized without affection on the French side),
- Night closure of 8 hours and 1 weekend total closure (20th - 21st May 2018).

TCR SAN SEBASTIAN - IRUN

HERRENKNECHT AG | UTILITY TUNNELLING | TRAFFIC TUNNELLING

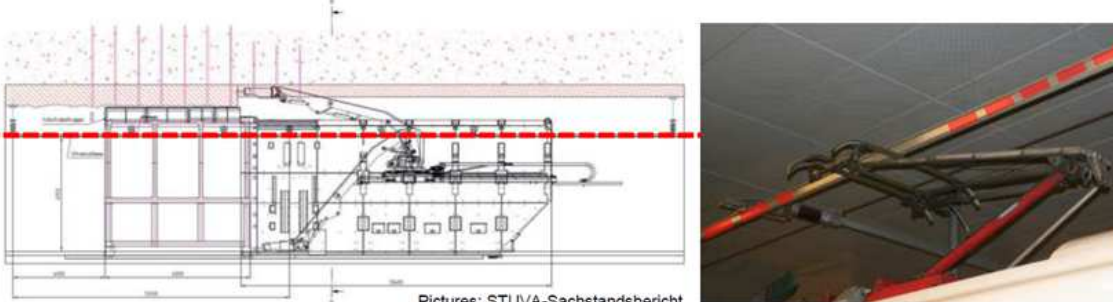
ENLARGEMENT OF RAILWAY TUNNELS. TUNNEL ENLARGEMENT DURING TRAIN OPERATION.



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HERRENKNECHT AG | UTILITY TUNNELLING | TRAFFIC TUNNELLING

ENLARGEMENT OF RAILWAY TUNNELS. ENLARGEMENT IN ELECTRIFIED TUNNEL.

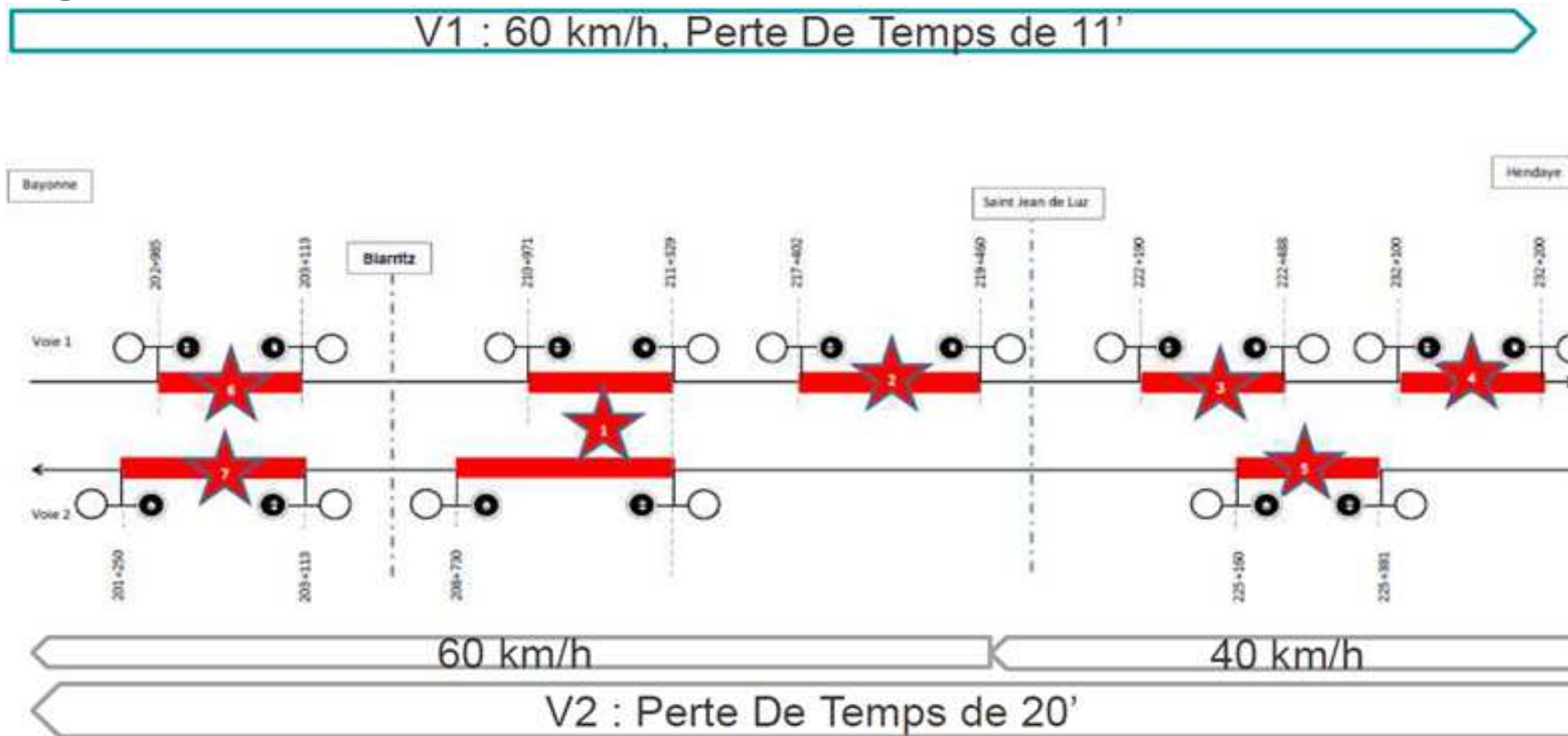


Pictures: STUVA-Sachstandsbericht 2011 - Tunnelerweiterung

- Alternatives:
 - 1. Electrification with power line profile.
 - 2. Electrification with train rolling through excavation area.

TCR BETWEEN BAYONNE & HENDAYE

Tracks stability on both direction between Bayonne and Hendaye isn't acceptable for security reason : speed restriction has been implemented by SNCF Réseau at the end of 2017 with the following impact for passenger and freight traffic.



Need of Works (35 M€) with full closure both tracks for:

- long week end (96h) in autumn 2018,
- 8 weeks in spring 2020, confirmed by SNCF Réseau.

Direct impact during 8 weeks of full closure in Spring 2020 for the following partners :

- TRANSFESA (changing boggies)
- SIDERAIL (terminal operator of container for rail road traffic in Hendaye)
- SNCF Logistics (terminal operator of freight for rail road traffic in Hendaye)
- ADIF Terminales (terminal operator for rail road traffic in Irun)

Rail road market will be cancelled for RUs between Antwerp and Irun (TRANSFENNICA), Woippy and Hendaye (SNCF Logistics), Mannheim and Irun (ECR)

Impact for others international traffic (Antwerp / Mannheim / Paris / Lyon / Zaragoza / Burgos / Madrid) need to be checked deeply with an **hypothesis of rail freight traffic deviation by the Mediterranean Corridor**: a task force involving SNCF Réseau, ADIF, RUs and Terminal operators will be implemented in autumn 2017 in order to check carefully the alternative solution (including rail road transshipment in Bayonne Mouguerre).

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Co-financed by the European Union

Trans-European Transport Network (TEN-T)

11th TAG RAG meeting
Frankfurt, 22nd September 2016



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