

13th TAG·RAG meeting

Paris, 20th September 2017













- 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
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- ☐ 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











6

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IMPLEMENTATION OF TTR PILOT

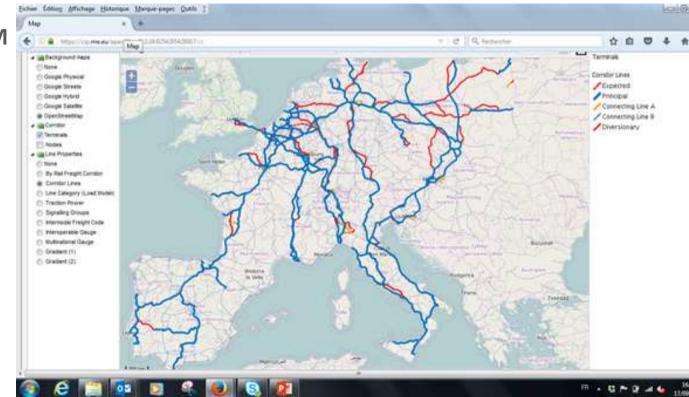
Pilot lines Pilot phases RAIL FREIG HT CORRIDOR (RFCS) MAP 2016 INCLUDING EXTENSIONS FORESEEN IN 2017 AS INDICATED BY THE RFCS Phase 1: Capacity partitioning and capacity planning Dec 2017 Dec 2018 00000 Phase 2: Capacity publication and capacity requests Dec 2018 Dec 2019 00 00 00 0 00 Phase 3: Running timetable Dec 2019 Dec 2020 13th TAG RAG meeting Paris, 20th September 2017



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	e Iberian	Peninsula
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Contract signed with Rail Concept / Fundacion de Ferrocariles 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.









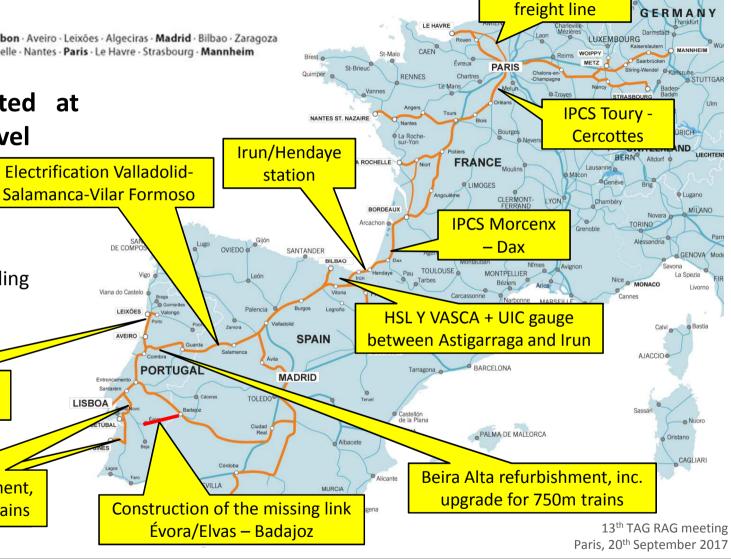
Further development expected at short term at the MS & IMs level

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.

> New terminal and railway upgrade at Porto de Leixões

Infrastructure refurbishment, inc. upgrade for 750m trains



Serqueux-Gisors



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)

PARIS Intermodal rail freight gauge analysis BESANÇON SWITZERLAND FRANCE LA ROCHELLE CLERMONT-FERRAND Implementation of 750m train length + intermodal rail freight gauge analysis GENOVA Mod MONACO PAMPLONA **Cross border section ERTMS** deployment Huesca SPAIN PORTUGAL MADRID LISBOA SETÚBA VALENCIA PALMA DE MALLORCA SINES SEVILLA TCR coordination & cross border interoperability WG

Cross border section ERTMS deployment

GERMANY



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Viena-do Cantelo

LEXÓES

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.

PORTUGAL Irun MADRID Miranda de Ebro 10 LISBOA Pamplona Lisbon Zaragoza Lisbon Burgos Sines Madrid/Algeciras Madrid Barcelona * ALGECINAS

Le Havre / Vaires/

Woippy

16

* 8 PaPs connecting
Mannheim/Ludwigshafen to
Barcelona and Spain by RFC2 and
RFC6 will use partially RFC Atlantic

CHXEMBOURG

FRA' Hendaye Bayonne

TOULOUSE &

Le Bourget (Anvers)

Saarbrucken

Einsidlerhof

Mannheim

PALMA DE MALLORCA

Ludwigshafen

20 *

Ludwigshaf.

/Mannheim

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PAP REQUEST For 2018

Finally, 28 daily paths were allocated by IMs

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

· 29 requests received by C-OSS CAPACITY ALLOCATION PROCESS

1 conflict between 2 requests (Hendaye-Toucoing)

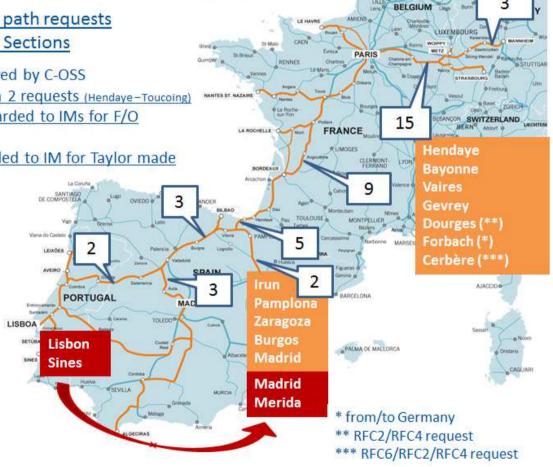
• 28 Requests forwarded to IMs for F/O construction

· 1 Request forwarded to IM for Taylor made solution

C-OSS

 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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PAPs Offered PAPs Requested

PAPS REQUESTS RECEIVED FROM RUS FOR 2018 (I)

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PAPs Offered
PAPs Requested

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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 <u>number of days yearly offered</u>















CAPACITY WISHES FROM APPLICANTS FOR TT 2019

■ Coordinated consultation

between all RFCs made in May

2017 in order to collect

Applicants international

capacity wishes for TT 2019,

especially for multicorridors

wishes involving RFC 2, 4 & 6













CAPACITY WISHES FROM APPLICANTS FOR TT 2019

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CAPACITY WISHES FROM APPLICANTS FOR TT 2019

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KPI 1ST SEMESTER 2016 (REMINDER)

2016		1st Semester (trains)		Σ IT @ FR/SP & SP/PT borders
2010	FR/	SP	SP/PT	IT distance
	FR side	SP side	3F/F1	> 500 km
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			mester ins)		Σ IT @ FR/SP & SP/PT borders
2017	DE/FR	F	R/SP	SP/PT	IT distance
		FR side	SP side	01711	> 500 km
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



■ Paths reserved

■ Trains running

■ Trains delayed >30mn







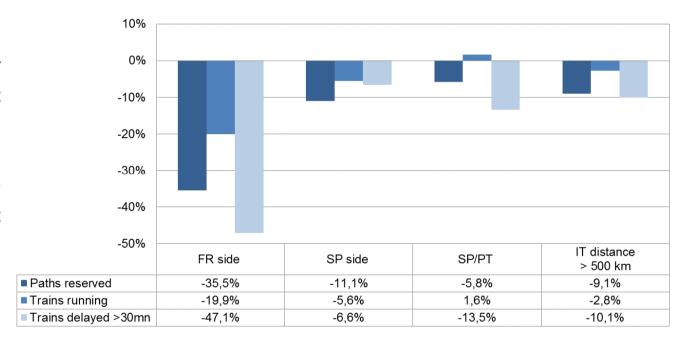




KPI 1ST SEMESTER EVOLUTION 2017/2016

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.







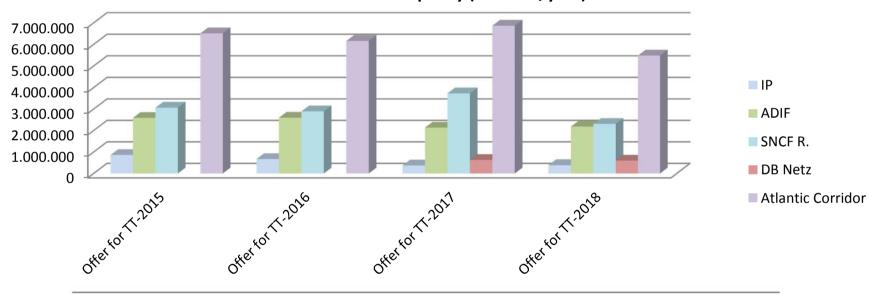






CAPACITY KPIS: EVOLUTION OF OFFERED CAPACITY (PAPS KM/YEAR)



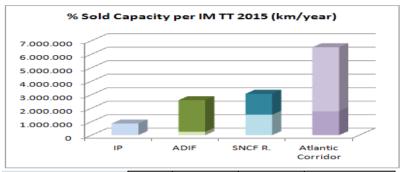


Reduction of PaPs offer 2018 in France is linked to quality performance available for the full timetable (some PaPs offered by SNCF Réseau were rejected by the Atlantic Corridor before publication at X-11).

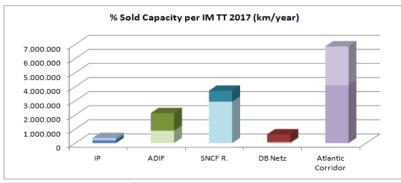


CAPACITY KPIs: SOLD CAPACITY PER IM WITHIN THE LAST YEARS

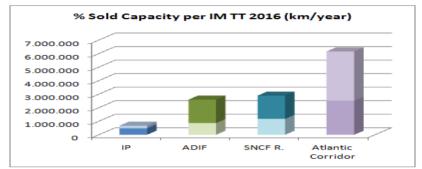
Sines · Setúbal · **Lisbon** · Aveiro · Leixões · Algeciras · **Madrid** · Bilbao · Zaragoza Bordeaux · La Rochelle · Nantes · **Paris** · Le Havre · Strasbourg · **Mannheim**



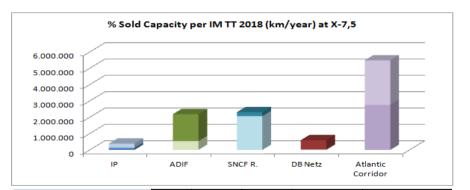
	IP	ADIF	SNCF R.	Atlantic Corridor
Offered Capacity	860.904	2.590.920	3.063.291	6.515.114
Sold Capacity	0	246.054	1.519.036	1.765.090
% Of Sold Capacity	0,00%	9,50%	49,59%	27,09%



	IP	ADIF	SNCF R.	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.	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	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, <i>Marketmind</i> , to guarantee the impartiality of the results.

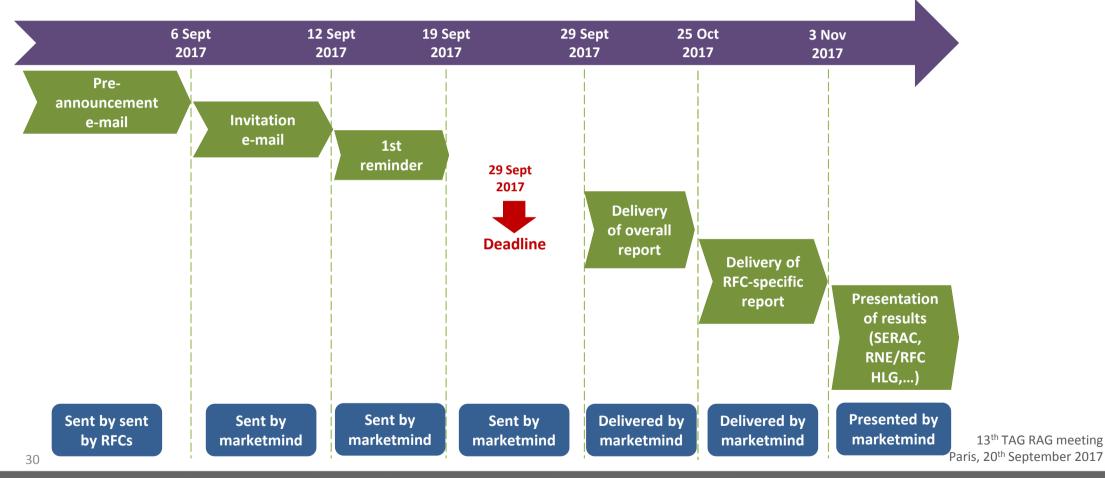








USER SATISFACTION SURVEY 2017 - TIMELINE OF FIELDWORK AND DELIVERY OF RESULTS





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TCR SAN SEBASTIAN - IRUN

Sines - Setúbal - **Lisbon** - Aveiro - Leixões - Algeciras - **Madrid** - Bilbao - Zaragoza Bordeaux - La Rochelle - Nantes - **Paris** - Le Havre - Strasbourg - **Mannheim**

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 :

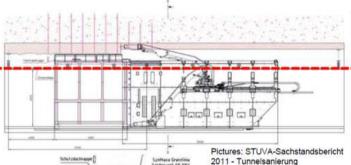
- Limited passenger and freight traffic 5 days / week both direction (international traffic has been reorganized without affection on the French side),
- Night closure of 8 hours and 1 weekend total closure (20th 21st May 2018).



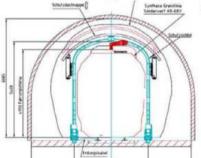
TCR SAN SEBASTIAN - IRUN

HERRENKNECHT AG | UTILITY TUNNELLING | TRAFFIC TUNNELLING

ENLARGEMENT OF RAILWAY TUNNELS. ENLARGEMENT IN ELECTRIFIED TUNNEL.







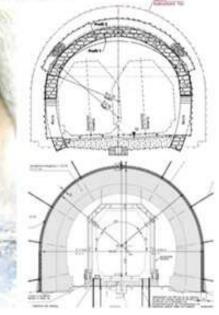
Alternatives:

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

HERRENKNECHT AG | UTILITY TUNNELLING | TRAFFIC TUNNELLING

ENLARGEMENT OF RAILWAY TUNNELS. TUNNEL ENLARGEMENT DURING TRAIN OPERATION.





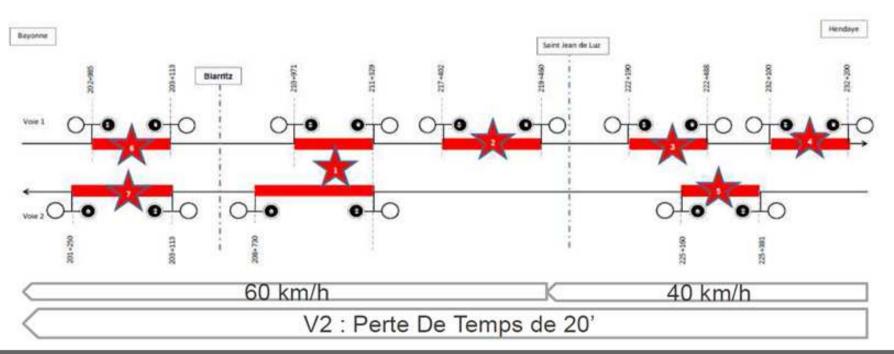


TCR BETWEEN BAYONNE & HENDAYE

Sines · Setúbal · Lisbon · Aveiro · Leixões · Algeciras · Madrid · Bilbao · Zaragoza Bordeaux · La Rochelle · Nantes · Paris · Le Havre · Strasbourg · Mannheim

Tracks stability on both direction between Bayonne and Hendaye isn't aceptable 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.

V1: 60 km/h, Perte De Temps de 11'



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.



TCR BETWEEN BAYONNE & HENDAYE

Sines - Setúbal - **Lisbon** - Aveiro - Leixões - Algeciras - **Madrid** - Bilbao - Zaragoza Bordeaux - La Rochelle - Nantes - **Paris** - Le Havre - Strasbourg - **Mannheim**

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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13th TAG RAG meeting Paris, 20th September 2017



EEIG • Atlantic Corridor

c/o SNCF Réseau 174, avenue de France · 75013 PARIS · France Phone: +33 153 943 411

www.atlantic-corridor.eu

Atlantic Corridor • OSS

c/o ADIF C/Hiedra, s/n Edifício 23 Estación de Chamartín · 28036 MADRID · Spain Phone: +34 917 744 774

e-mail: oss@atlantic-corridor.eu













11th TAG RAG meeting Frankfurt, 22nd September 2016