



## RFC ATLANTIC - 13<sup>TH</sup> TAG/RAG MEETING

Paris, 20<sup>th</sup> SEPTEMBER 2017, 10:30 – 13:30

### MEETING REPORT

#### WELCOME

SNCF Réseau representative welcomes and wishes a fruitful meeting to all participants.

A short round table gave the opportunity to present the following people involved in the Atlantic Corridor.

First Name	Last Name	Company	Function
Antoine	HAOUCHINE	French Ministry	Atlantic Corridor Representative
Sandra	FERRARI	UIC	Senior Freight Advisor
Clara	BENTZ	HAROPA	Directrice des Réseaux
Frédérique	ERLICHMAN	Novatrans	Directrice Commerciale
Tim	KRASOWKA	Euro Cargo Rail	Directeur du Planning
Andrea	PENSO	DB Cargo	Corridor Management
Eric	LAMBERT	CFL multimodal	Senior Business Development Manager
Gaëlle	VANTALON KOROVITCH	SNCF Logistics	International & EU Public Affairs Manager
Prudencio	IZQUIERDO ARAGON	RENFE Mercancias	International Program Manager
Michel	DUPUIS	SNCF RESEAU	SNCF RESEAU Representative
Valérie	LADOUCEUR	DB NETZ AG	International Performance Management
Jacques	COUTOU	EEIG ATLANTIC CORRIDOR	Managing Director
Sabrina	GONZALEZ	EEIG ATLANTIC CORRIDOR	Administrative & Financial
Christian	MINGE	EEIG ATLANTIC CORRIDOR	Deputy Director
Rita	MARTINS DA VEIGA	EEIG ATLANTIC CORRIDOR	Corridor Manager
Lorenzo	JARO	EEIG ATLANTIC CORRIDOR	Deputy Director
Felix	BARTOLOME	EEIG ATLANTIC CORRIDOR	One-Stop Shop Manager
Pierre	MAIZY	SYSTRA	Atlantic Corridor Observatory Project Leader
Susa	TULIKOURA	SYSTRA	Atlantic Corridor Observatory Project planner



## 1. GENERAL INFORMATION

### TTR Pilot (Michel Dupuis, SNCF Réseau)

- Michel Dupuis is the project manager for TTR pilot on the Atlantic Corridor and informs about the project status as shown in the attached presentation.
- Following the kick off meetings held on the 4<sup>th</sup>.09.2017 in Paris and 11<sup>th</sup>.09.2017 in Vienna, participants of the TAG/RAG meeting are invited to join the second Kick-Off meeting for TTR pilot planned on 17<sup>th</sup>.10.2017 in Frankfurt.
- The objective is to implement the TTR Pilot on the Atlantic Corridor for TT 2020.

### Customer Information Platform (Christian Minge, EEIG Atlantic Corridor):

- CIP is a valuable source of information for all stakeholder with regards to the RFC 1, 2, 3, 4, 5 and 8 available with the following link ([https://cip.rne.eu/apex/f?p=cip:65:::::P65\\_CORRIDOR:4](https://cip.rne.eu/apex/f?p=cip:65:::::P65_CORRIDOR:4)) and (will) provides the following information
  - Interactive multi-corridor map shows routing and infrastructure characteristics (Links, Nodes, Terminals)
  - most important documents (CIDs, PaP Catalogue, TCR tables, etc.)
- Project planned for the next future:
  - Display of infrastructure projects (e.g. electrification, ERTMS, etc.) in the interactive map (End of 2017)
  - Display of TCRs in the interactive map (Mid of 2018)
  - Display of PaPs in the interactive map (End of 2018)
- In order to display as much information as possible on CIP, the Atlantic Corridor would need to receive even more information from stakeholders (for instance from terminal managers and ports)

For SNCF Logistics, it would be useful to see the consequences of planned TCRs on the available paths offer in CIP. As the PaPs offer normally escapes the TCRs planned by the IMs, it won't be possible to see this information in CIP.

### Measurement of Intermodal rail freight gauge classification (Jacques Coutou, EEIG Atlantic Corridor):

- Draft cooperation agreement has been sent to the RUs. So far, feedback is expected from DB Cargo and SNCF Logistics. For Renfe Mercancias, some legal issues need to be clarified.
- CFL Multimodal (Eric Lambert) elaborated on a similar project implemented on RFC2.
  - No safety risk as it was worked with a standard container running on a standard wagon which was equipped with a laser measurement system.
  - A wagon was used which was shortly before revised and it was loaded with 16 to of loading.
  - Every 3 cm was measured and connected with GPS coordinates.
  - The train run with normal speed and without any further operational restrictions.
  - The analysis was done in collaboration with SNCF Réseau.
- DB Cargo (Andrea Penso) confirmed that his company is interested in participating in the project.

### Feasibility study of ERTMS implementation on the cross border section Woippy - Mannheim (Jacques Coutou):

- Participants were informed about the content and the target of the study.
- Kick-Off Meeting is on the 20th of September 2017 in Paris. Expected duration 6 months.



- Contractor is a consortium of BG (France) and Obermayer (Germany)
- RUs did welcome the study. → RFC Atlantic / Contractor will contact RUs in order to gather information regarding RU ETCS plans for the relevant trains.

### Report on the TPM WG (Valérie Ladouceur, DB Netz):

- A TPM WG manual was developed which describes the targets and the process of the working group. It will be distributed to the TAG-RAG members after the meeting. Main topics:
  - Quality improvements of the TIS reports
  - Identification of highly and systematically delayed trains
  - Improvement of the identified trains in collaboration with the RUs
- A strong involvement/participation of the RUs would benefit to the outcomes of this process.
- Next WG meeting is on the 19th of October 2017 in Frankfurt. The RAG speaker is invited to join the afternoon session in order to give feedback on general issues like the process or the confidentiality.
- CFL Multimodal (Eric Lambert) welcomes the interactive focus of the TPM WG and would like to see more RFCs to follow that path. It will be discussed in the next ECCO meeting (support by Sandra Ferrari). Eric Lambert elaborates that trains with recurrent delays are the biggest problem for the RUs (even if the time of delay is a valuable information, it is the frequency of a recurring delay, on a given train, that determines which issue is to be addressed as a priority).
- Decision on the process of the improvement of the most delayed trains:
  - TPM WG will identify the most delayed trains and start a first analysis.
  - Results will be sent to the affected RUs for the identified trains 2-3 weeks before the meeting.
  - Affected RUs and TPM WG have a meeting to identify the reasons for delay and to implement measures.

### 2. RAG-TAG Organization

RAG Speaker: Andrea Penso (DB Cargo) volunteered to be the RAG-Speaker. He was elected today by the represented RUs.

TAG Speaker: Frédérique Erlichman (Novatrans) will contact others TAG representatives in order to elect a TAG spokesperson.

Pre-RAG Meeting: RUs and Terminals requested the RFC to provide the conditions for the Advisory Groups to meet at minimum one hour before the next TAG-RAG meeting in order to organize themselves and coordinate opinions.

### 3. TT2018 Request, draft and final offer

EEIG Atlantic Corridor (Jacques Coutou): Is wondering why the requests of the capacity product in Germany is so low (5%) in comparison to France (90%), while the PaPs offer was designed to be the synthesis of RUs' needs and IMs' capacities. DB Cargo (Andrea Penso) considers that border crossing generates troubles and by the way it is preferred to ask feeder/outflow paths in Germany. C-OSS (Felix Bartolome) explains that the corridor product is very flexible and can be customized to the customer needs in Germany.



SNCF Logistics (Gaelle Vantalou-Korovitch) confirmed the need to have a good working PCS Tool and to stop to send Excel sheet or PDF documents to RUs for the draft and final offer provided by SNCF Réseau. It results in double work for the RUs between PCS and GESICO.

DB Cargo (Andrea Penso): The problem is not only linked to PCS but also with the modification done by the IM before/after the draft/final offer not readable into PCS (single tool supposed to engage the IMs about the reliability of their offer): PCS claims to guarantee the presented paths, and it doesn't even inform users about path modifications.

SNCF Réseau (Michel Dupuis): PCS is not the issue: the IMs need to improve their internal process in order to provide and update the right information in PCS (use of existing path alteration functionality).

EEIG Atlantic Corridor (Jacques Coutou): In any case, it is important to keep the C-OSS in the loop when making observation to the draft offer. Hence, observation should be also made in PCS.

#### 4. Capacity Offer for TT2019

EEIG Atlantic Corridor (Jacques Coutou) explains that for the first time, the expression of need of all RFCs users were collected by using a common and harmonized document. An increase of 40 to 50% of the needs was expressed by RUs especially for multicorridor (2, 4 and 6) PaPs connecting Germany to Spain via the Mediterranean corridor.

The new offer also features a daily PaP linking Port of Le Havre and Manheim.

#### 5. Key Performances Indicators (KPIs) 1<sup>st</sup> semester 2017

EEIG Atlantic Corridor (J. COUTOU) shows a decrease of traffic in France (-20%): rail-road flows were probably canceled due to better price for the full trip by road (low price of oil). Part of these rail traffic have be rerouted to Bordeaux Hourcade and integrated in a local rail traffic connecting Bordeaux-Hourcade to Hendaye (not monitored by the Corridor).

Yearly KPIs also display a reduction of the offered PaPs.km, but an increase in the requests, which reflects an evolution

#### 6. Satisfaction Survey 2017

Participants were invited/reminded to answer to the joint satisfaction survey of the 9 RFC implemented. EEIG Atlantic Corridor (J. COUTOU) recalled the importance of its clients' feedback in order to improve on the services rendered. It was also highlighted that the number of questions has been reduced in the questionnaire 2017, especially for PCS: there will be a separate survey conducted by RNE.



## 7. TCR between San Sebastian and Bayonne

EEIG Atlantic Corridor (J. COUTOU) confirmed the information provided in the last RAG TAG in Madrid, which means a need of full closure of the existing line between Bayonne and Hendaye for 8 weeks, now forecasted in spring 2020.

RUs ask to change full closure (8 weeks) to the summer period, as spring period is the high season for freight traffic. At the same time, summer period seems to be the high season for passengers' traffic on the Atlantic seaside.

Atlantic Corridor and involved IMs are working to provide alternative solutions to the users: loading/unloading in Novatrans's Mouguerre Terminal, alternative paths on the Mediterranean Corridor, etc. A close cooperation with RUs and Terminal operators is needed to fix the model of rerouting early.

## 8. Atlantic Freight Observatory

SYSTRA (Pierre Maizy) presents a sum up of the survey results by displaying the main concerns expressed by the respondents

CFL (Eric Lambert) points out that ERTMS is a key topic to be discuss and should be appearing.

SYSTRA told that these results can still evolve as soon as any new answer is received: any user who wants to participate is very welcome to do so and contact the representative of the contractor in his own country (SYSTRA in France, INECO in Spain, IP Enghanera in Portugal and MFIVE in Germany).

EEIG Atlantic Corridor (Jacques Coutou) presents some current working topics of the Atlantic Corridor, which happen to be addressing most of the concerns expressed by the users. Most of these topics involved infrastructure refurbishments and upgrades namely: electrification, ETMS deployment, 750m feasibility (open track and terminals)

SYSTRA (Pierre Maizy) asked the participants to provide to his team some ideas on how they would like to be kept up to date on the Corridor business (news, PaPs, RNE tools, studies, TCR, etc.)

## 9. AOB

### Train driver language directive

On the cross border section Saarebrücken-Forbach, RUs complained that SNCF Réseau will not allow applying derogations according to the Train Driver Directive from mid December 2017: only the French language will be spoken between Forbach and the German border. The consequence is that upon train drivers from/to Germany won't be anymore allowed to drive a train from/to Forbach as they only have A1 and not B1 French language skills (for example, about 30 train drivers are affected for DB Cargo). No official communication has been done by SNCF Réseau so far to the involved RUs.

SNCF Réseau representative will analyze the situation internally and inform RAG participants on the current status.



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**Appendix:**

- EEIG Atlantic Corridor presentation
- TPM WG presentation
- Atlantic freight observatory survey results presentation