



## 17TH TAG-RAG MEETING OF THE ATLANTIC CORRIDOR

SNCF Réseau offices, Paris on September the 17<sup>th</sup>, 2019

### 1 LIST OF ATTENDEES:

See attached annex 1.

### 2 PRE-MEETING BETWEEN THE RU ORGANIZED BY THE RAG SPEAKER

As requested by the RUs in the last TAG-RAG Meeting in Paris, in particular by the designated speaker for the RAG of the Atlantic Corridor, a room was provided so that the RUs could meet for about an hour prior to the TAG-RAG Meeting.

### 3 WELCOME AND UPDATE/NEWS ON ATLANTIC CORRIDOR

SNCF Réseau representatives welcomed and wished a fruitful meeting to all participants. A short round table gave the opportunity to present the participants involved in the Atlantic Corridor to each other. There were no additional agenda wishes of the participant

#### 3.1 INTRODUCTION OF THE HEAD OF SNCF RESEAU/DGCS

- Jean GHEDIRA reminded the organisation of the General Direction of Client and Services, clearly business oriented especially for international rail freight traffic. The objective is to run more train on the exiting network and to work more closely with our customers.
- RFCs are very useful for proposing and testing new solutions, like for example language communication and quality circle operation (QCO) implemented recently.
- From SNCF Réseau side, a dedicated project manager for TTR implementation will be nominated in the coming weeks, in order to push the implementation of Atlantic TTR Pilot if possible for TT2021 and for sure for TT2022.
- “Atlantic program for TT2022” is on progress for passenger and freight traffic, in order to give to long distance freight traffic guaranteed capacity on 48 weeks/year.
- As RAG spokesperson, Andrea Marco PENSO appreciated very much the initiative and work of the QCO visit and meeting held on the 28<sup>th</sup> and 29<sup>th</sup>.08.19 in Forbach.

#### 3.2 STUDIES ON PROGRESS ON THE RFC ATLANTIC

- Quick presentation of the studies on progress (Atlantic freight observatory, intermodal rail freight classification, transport market study)



- Intermodal rail freight gauge classification: interesting results of the gauge measurement achieved in the 2<sup>nd</sup> trimester 2019 on the French and German network in cooperation with SNCF Logistics and DB Cargo. Andrea Marco PENSO expect some improvement from SNCF Réseau experts in order to implement quickly new international rail services like rolling motorways.  
→ Jacques COUTOU confirm the results will be checked carefully by SNCF Réseau under the COOPERE working group linked to gauge improvement and associating RUs.

#### 4 PAP REQUESTED AND PAP OFFERED IN 2020

- Pre-arranged paths 2020 asked vs PaP offered had no conflict. There were problems in France regarding the delivery of the draft offer on time. Due to important TCR impacting the capacity, the final offer isn't yet available in France for several long distance paths connecting Netherland and Germany to Spain (both direction). See more details in the presentation attached.

#### 5 CAPACITY OFFER FOR TT2021, IMPACT OF TCR PLANNED IN FRANCE & PORTUGAL

- Following the expression of needs sent by the RUs before summertime, IMs are now working on the PaPs construction. A 1<sup>st</sup> quick analysis of the track renewal planned at the north of Orléans and South of Bordeaux shows a high impact on the long distance capacity expected by the RUs, especially due to a full closure of both tracks at night at the south of Bordeaux.
- Christian Bernard (ECR) and Mrs MORENO (TRANSFESA) would like to receive a clear proposal of capacity offer to be provided by SNCF Réseau in order to check the feasibility of their new international transport plan including freight transshipment and changing bogies in Irun/Hendaye border, at least for the beginning of November.
- Mrs MORENO (TRANSFESA) reminded the decrease of business linked to the strike observed in the 2<sup>nd</sup> trimester 2018 and don't want to be affected again by the impact of these TCR planned 33 weeks in 2021.
- Jacques COUTOU will try to organize a dedicated meeting with SNCF Réseau capacity allocation dpt as soon as this capacity offer will be available.

#### 6 KEY PERFORMANCES INDICATORS (KPI)

Quick presentation of the capacity and traffic KPIs of the Atlantic Corridor. Year by year, more capacity in paths.km is requested by the RUs and sold by the C-OSS (+10% of PaPs.km sold capacity between TT 2017 and TT2020).

For the 1<sup>st</sup> part of the year 2019, Iberian international traffic is increasing for the 4<sup>th</sup> consecutive year; a traffic increase is also observed on the others border with France mainly due to normal traffic conditions (instead of the strike period which affected the French network on the 2<sup>nd</sup> trimester 2018) and despite many TCR affecting also the French network.



## 7 SATISFACTION SURVEY 2019

Process of SS 2019 was presented. The clients agreed that having only one contact to do the SS is the most practical. Jacques Coutou asked for everyone to please participate in this year SS.

## 8 INVESTMENT PRIORITIES FOR TEN-T PARAMETERS UNTIL 2030

Following the DG MOVE request received at the beginning of May, RFC Atlantic asked the RAG spokesperson to provide their overview of infrastructure priorities from the market perspective. In order to answer on time to the DG MOVE, RFC Atlantic and the RAG spokesperson will exchange their own contribution in the next days: an aggregated document will be established by RFC Atlantic for the end of September and sent to DG MOVE until the mid October 2019.

## 9 TRAIN PERFORMANCE MONITORING WG (TPM WG)

Monthly punctuality report of RFC Atlantic is regularly published on the Atlantic Corridor webpage. Closer cooperation between RUs and IMs is needed in order to have a better understanding of the causes of the 10 top trains delayed per country, especially on the Iberian peninsula.

Some improvement are expected via TIS 2020 about the real time train composition and train numbering for international traffic running on the Iberian peninsula : on this way, train monitoring will be easier for all parties (IMs and RUs).

## 10 INTEROPERABILITY WG

Cross border agreement harmonisation: based on SNCF Réseau & DB Netz AG experience, a framework was agreed by the 4 IMs of the Atlantic Corridor in order to find a common presentation of the detailed cross border agreement to be implemented for each border points. RUs would like to be consulted on this harmonized framework.

As it was highlighted at the beginning of the meeting, a dedicated working group composed by the IMs and RUs using Forbach handover point was implemented at the end of August. As it is shown in the presentation, 4 prioritized focus topics were identified by the audience and 3 working group were constituted in order to find quick wins.

A progress report will be provided to the participants of the next RAG TAG meeting planned at the beginning of March 2020 in Lisbon.

## 11 TRAFIC DISRUPTION IN MODANE

M. AMBROGGIO was very much disappointed by the long time needed (around 1 week) for their train rerouting between Bayonne and Italy. He would like to know how the customers priorities are taken into account by the IMs and RUs for traffic rerouting urgency.



## 12 VISIT OF SNCF OCC

MM. JEANJEAN & WEBER (SNCF Réseau OCC) made a detailed presentation of the French OCC located near East station in Paris; people received adhoc information in the dedicated crisis room opened for traffic disruption > level 2 impacting the French rail network (see following picture).



The audience warmly thanks them for their good presentation made in fluent English recently learned, thanks to EU funding dedicated by the Program Status Action (PSA).

## 13 ANNEXES

Annex 1 – List of participants

Annex 2 –17<sup>TH</sup> TAG-RAG Atlantic Corridor Meeting presentation



## ANNEX 1 / LIST OF PARTICIPANTS

| Last Name          | First Name | Company                     | E-Mail   | Function   |
|--------------------|------------|-----------------------------|--|--|
| PENSO              | Andrea M.  | DB Cargo                    | <a href="mailto:andrea-marco.penso@deutschebahn.com">andrea-marco.penso@deutschebahn.com</a>         | Business Development / RAG Speaker   |
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