

11th TAG·RAG

meeting

Frankfurt, 22nd September 2016



Co-financed by the European Union Connecting Europe Facility





I. WELCOME AND UPDATE/NEWS ON ATLANTIC CORRIDOR

II. KEY PERFORMANCES INDICATORS ON ATLANTIC CORRIDOR IN 2016

III. PAP REQUESTS AND OFFER FOR 2017 & RU WISHES FOR 2018

IV. SATISFACTION SURVEY OF ATLANTIC CORRIDOR IN 2016

V. COORDINATION OF WORKS PROCESS ON GOING

VI. COFFEE BREAK & SNACK (20')

VII. PERSPECTIVES ON INTERNATIONAL TRAFFIC FROM A PRIVATE OWNED TERMINAL IN GERMANY (PUHL GMBH, SAARBRÜCKEN)

VIII. IMPLEMENTATION OF THE ATLANTIC CORRIDOR FREIGHT OBSERVATORY

IX. AOB

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IX. PRESENTATION OF DB CARGO OPERATIONS CONTROL CENTER



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News

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- Publication of the Activity Report referent to 2015
- Capacity offer extended to Mannheim (Germany) for TT 2017, according to the customers wishes and the annex II of regulation EU 1316/2013.
- Harmonization of CID Books 2, 3 and 4 in order to simplify the access to the corridors information by the TAG-RAGs members using several RFCs, on progress
- Access to Train Information System (TIS) for RUs and Terminals operational for free, need for the users to sign a contract with RNE.
- Joint RFCs Satisfaction survey 2016 & European wide flows of transport analysis on progress.



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EUROPE-WIDE ANALYSIS OF FREIGHT TRAFFIC FLOWS

- RFCs are currently investigating the possibility of the realization of a joint Europe-wide analysis of European freight traffic flows of all transportation modes with relevance for RFCs, on the basis of a common database of origins & destinations
 - Its coordination would be entrusted to RNE and would be conducted by an external consultant.
 - This joint analysis would serve as an input for the future updates of the individual RFC Transport Market Studies (TMS)
 - The analysis would have a network approach in terms of all freight traffic flows. However, the focus would be on the main strategic axes, on the main origin and destination pairs with an impact on the RFCs
 - The prognosis would cover different time periods, the time period between 2018-2023 and up to 2030 in the long-term as well
 - Market projections for the development of freight transport in the RFCs' catchment area would provide us with valuable inputs, which would help us to plan our offer and products / to plan our business for the increase of the market potential of international rail freight transport



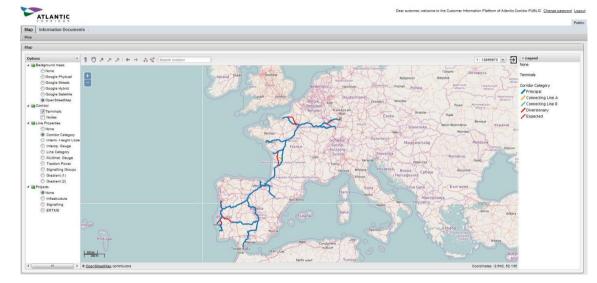
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CUSTOMER INFORMATION PLATFORM (CIP)

- Fully operational for the customers
 of the Atlantic Corridor
- Access to CIP by the website of the Atlantic Corridor www.atlantic-corridor.eu
- You would like to influence the future development of CIP? Give us your feedback:
 <u>Christian.Minge@deutschebahn.com</u>





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ERTMS DEPLOYMENT PLAN

- Different level of implementation forecasted in the 4 countries of the Atlantic Corridor, especially on the passengers lines.
- For freight traffic, priorities to important interoperable system like UIC gauge implementation, electrification, length of train (up to 740 m) forecasted by the MS and the IMs at short, medium and long term...before ERTMS implementation.
- ERTMS business case provided by EC in summer 2016, under checking by the MS and IMs.





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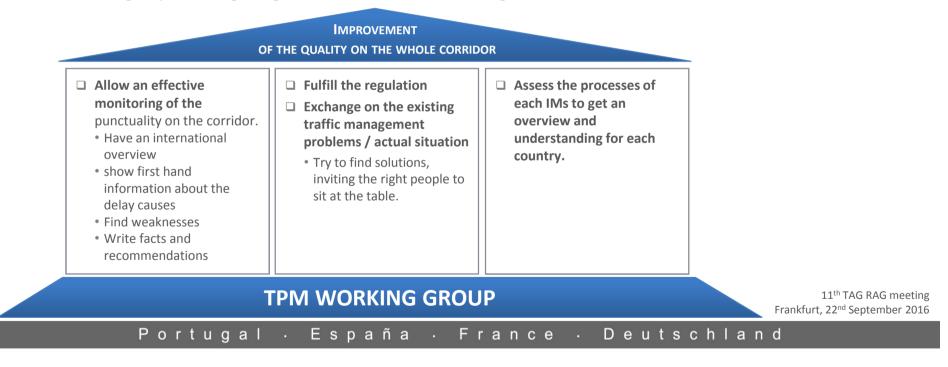
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TRAIN PERFORMANCE MANAGEMENT WORKING GROUP (TPM WG)

□ Last February, the TPM WG has met for the first time, the following goals for the group have been decided on and the group is having a regular videoconference meeting to achieve them





TRAIN PERFORMANCE MANAGEMENT WORKING GROUP (TPM WG)

□ The first column of the pyramid is now being developed.

For that two kind of reports are being developed with the help of RNE.

- 1. With predetermined train numbers (mostly PaP trains)
- 2. With all the trains crossing at least one border and one point of the corridor for a better comprehension of the punctuality across the corridor.

Next steps are now to improve the data quality of the reports before starting the analyses of the weak points of the corridor.



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KPI 1st Semester 2015

2015		Σ IT @ FR/SP & SP/PT borders		
2010	FR/	′SP	SP/PT	IT distance
	FR side	SP side		> 500 km
Paths reserved	1.719	1.747	1.270	3.017
Trains running	1.179	1.325	1.020	2.345
% running trains	68,6%	75,8%	80,3%	66,5%
Trains delayed >30mn	180	365	472	837
% delayed trains	15,3%	27,5%	46,3%	82,3%



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KPI 1st Semester 2016

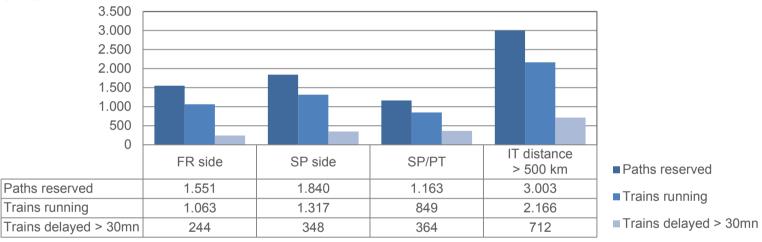
2016		Σ IT @ FR/SP & SP/PT borders					
2010	FR/	′SP	SP/PT	IT distance			
	FR side	SP side		> 500 km			
Paths reserved	1.551	1.840	1.163	3.003			
Trains running	1.063	1.317	849	2.166			
% running trains	68,5%	71,6%	73,0%	67,1%			
Trains delayed >30mn	244	348	364	712			
% delayed trains	23,0%	26,4%	42,9%	74,5%			



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KPI 1ST SEMESTER 2016

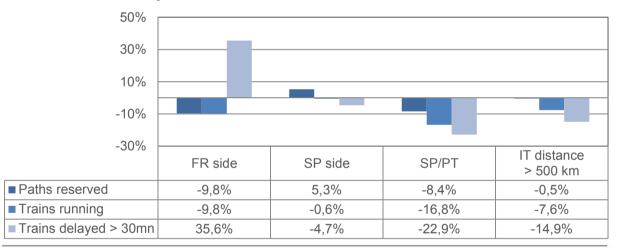




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KPI 1ST SEMESTER EVOLUTION 2016/2015

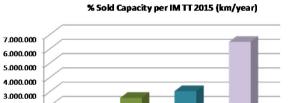




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CAPACITY KPIS: SOLD CAPACITY PER IM WITHIN THE LAST 3 YEARS



SNCF R.

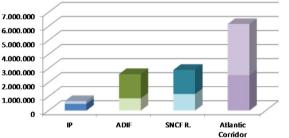
Reserved capacity (PaPs km/year) TT 2015

Atlantic

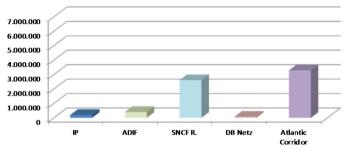
Corridor

ADIF

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



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



Reserved capacity (PaPs km/year) TT 2017

	IP	ADIF	SNCF R.	Atlantic Corridor		IP	ADIF	SNCF R.	Atlantic Corridor		IP	ADIF	SNCF R.	DB Netz	Atlantic Corrie
Offered Capacity	860.904	2.590.920	3.063.291	6.515.114	Offered Capacity	672.125	2.599.543	2.892.827	6.164.494	Offered Capacity	375.330	2.137.096	3.729.136	628.948	6.870.510
Sold Capacity	0	246.054	1.519.036	1.765.090	Sold Capacity	474.591	868.346	1.177.160	2.520.097	Sold Capacity	201.307	404.567	2.616.325	72.315	3.294.514
Not requested capacity	860.904	2.344.866	1.544.255	4.750.025	Not requested capacity	197.534	1.731.197	1.715.667	3.644.398	Not requested capacity	174.023	1.732.529	1.112.811	556.633	3.575.996
% Of Sold Capacity	0,00%	9,50%	49,59%	27,09%	% Of Sold Capacity	70,61%	33,40%	40,69%	40,88%	% Of Sold Capacity	53,63%	18,93%	70,16%	11,50%	47,95%

Reserved capacity (PaPs km/year) TT 2016

NOTE: In 2015 all PaPs were available 7 or 5 days a week. Following years the available days were adjusted to the real market and the works in the networks.

2.000.000

1.000.000

n



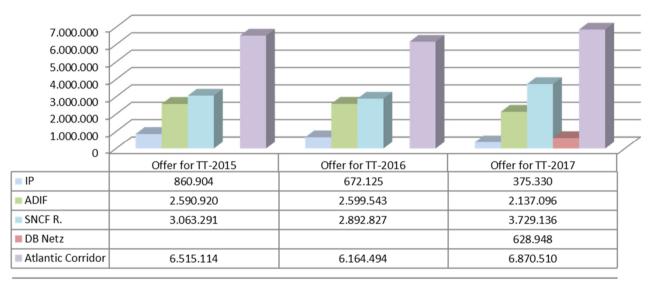


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CAPACITY KPIS: EVOLUTION OF OFFERED CAPACITY (PAPS KM/YEAR)



NOTE: Decrease in PT and SP is due to a better adjustment to the real market (available days).



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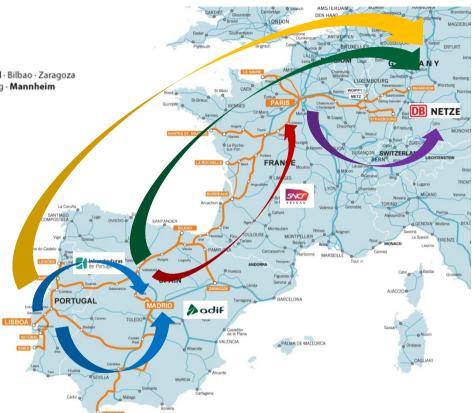
DAILY OR WEEKLY PAP OFFER DEDICATED BY THE IMS TO THE C-OSS FOR 2017:

- □ 12 PaP in **Germany**
- □ 30 PaP in France
- **24** PaP in **Spain**

18

□ 12 PaP in Portugal

INCLUDING MULTICORRIDOR PAP



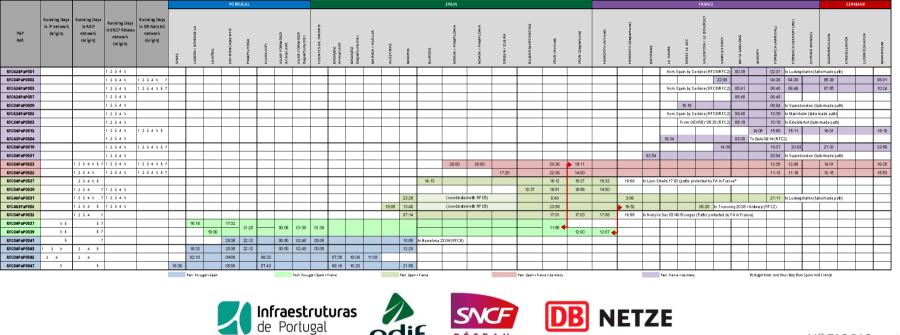
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PAP OFFER 2017





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RÉSEAU

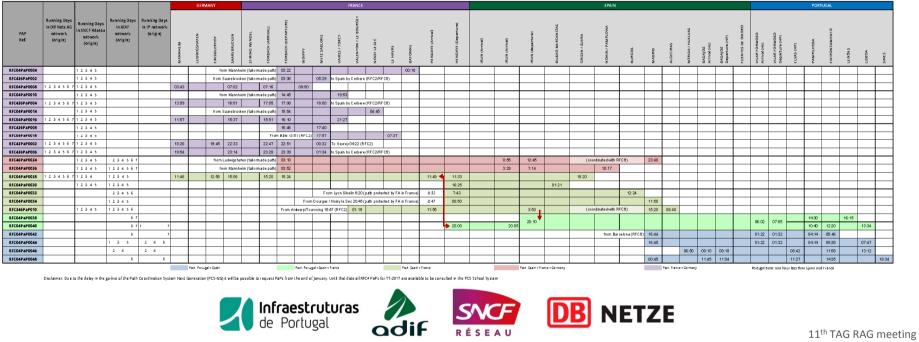
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PAP OFFER 2017

NORTH-SOUTH DIRECTION

20

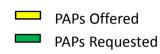


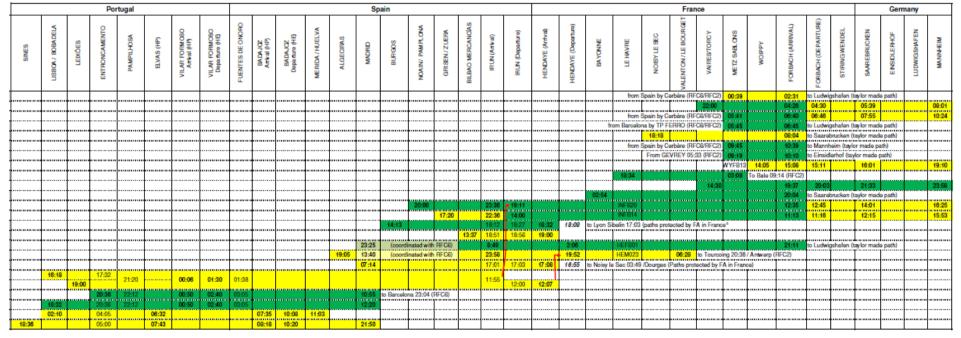
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PAPs REQUESTS RECEIVED FROM RUS FOR 2017 (I)



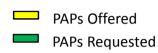


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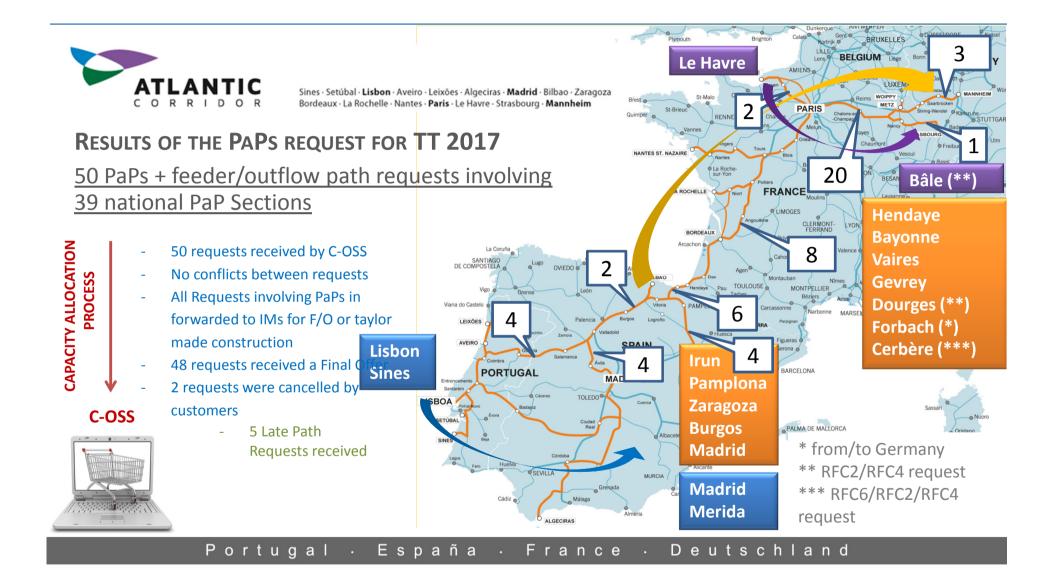
PAPs REQUESTS RECEIVED FROM RUS FOR 2017 (II)



	Gern	nany							Fra	nce						Spain										Portugal									
MANNHEIM	LUDWIGSHAFEN	EINSIDLEPHOF	SAAREBRUCKEN	STIRING WENDEL	ГОВАСН (АВВИАЦ)	FORBACH (DE PARTURE)	WOIPPY	METZ SABLONS	VAIRES / TORCY	VALENFON/ LE BOURCE	NOISY LE SEC	LE HAVRE	BAYONNE	HENDAYE (Arrival)	HENDAYE (Departure)	IRUN (Artival)	IRUN (departure)	BILBAO MERCANCÍAS	GRISEN / ZJERA	NOAN / PAMPLONA	BURGOS	MADRID	ALCECIPAS	MÉRIDA / HUELVAS	BADAJOZ Arritval (HE)	BAD A.DZ Departure ()+P)	FUENTES DE ONORO	VLAR FORMOSO Artival (HE)	VILAR FORMOSO Departure (I-P)	ELVAS (HP)	PAMPILHOSA	ENTRONCAMENTO	LEIXÕES	LISBOA	SINES
		from	Saarobruck	en (taylor n	nade path)	03:36		05:29	to Spain	by Cerbere	(RFC2/R	FC6)	00:16																						
03:43	1	fr	07:02 om Mannhe	im (taylor n	07:16 nade path)	14:45	09:50		19:53																								-		
13:59		15:15	16:51	en (taylor n	17:05	17:08		18:00		by Cerbere																									
11:57		from		ion (taylor n		16:46		17:40	21:27 to Barcel	ona by TP	FERRO (I		6)																						
		19:45	22:33		Er 22:47	rom Bâle 13 22:51	2:51 (RFC2)	17:57 00:32	To Gevre	y 04:22 (R	FC2)	07:37																							
19:54		from	Ludwigshal	ion (taylor n	nade path)	03:10				by Cerbere						0:55	12:45		(coord	inated with	RFC6)	23:40													
11:46		12:58	15:06	im (taylor n	15:20	15:24						FBIN04 FBEH15		11:49	11:33	3:29			18:20	10:17															
							Core Do	L	Lyon Sibe	lin 6:20 (pa c 20:45 (pa	th protect	ed by FA i	n France)	8:32 8:47	16:25 7:43 00:50			01:21			12:24	11:50													
		-				From Ant	werp/Touro	oing 16:4	7 (RFC2)	01:19		MOHE15	1		1		3:50		(coord	inated with	RFC6)	11:50	08:40								14:30		16:15		
		-													20:00	20:06				om Barcelo		18-44						06:02 01:22	07:05 01:32			12:20	10:10	13:34	
																					 	16:45		06:50	08:10	08:18		01:22	01:32	08:42	04:14	06:36		07:47	
																						00:45			11:45	11:04				11:27		14:35			18:34

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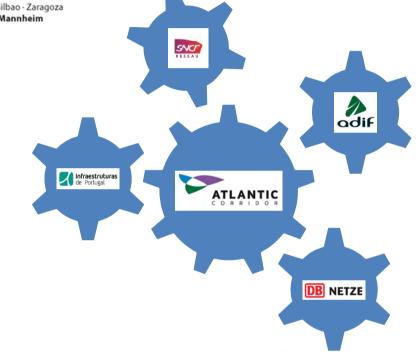
ISSUES TO IMPROVE

PaP Offer:

- Increase the available "PaP days" offered
- Improve the reliability of the PaPs offered
- If possible publish only one variant per PaP -Adjust timings on a later phase?

□ Answers to requests:

- Improve coordination at borders
- Reduce the number of days not offered



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CAPACITY WISHES FROM APPLICANTS FOR TT 2018

- □ Coordinated consultation
 - between Corridors
 - Mediterranean, Atlantic and
 - North Sea-Mediterranean made in may 2016 in order to collect Applicants international
 - capacity wishes for TT 2018.





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-> GERMANY ??? **CAPACITY WISHES FOR TT 2018** 4 daily PaP both direction 2* weekly PaP both direction WOIPPY MANNHEIM LE HAVRE UDWIGSHAFEN MANN. / HAMB. □ Agreement of Atlantic GEVREY MANNHEIM 4 LISBOA SAARB. / MANN VAIRES-TORCY EINSID. / MANN Ciempoz/Zuera GRISEN/PAMPL. 2 MANNHEIM Corridor in the Capacity 2 NOISY/MUREAUX NOVARRA SINES LUDWIG / KOLN BAYONNE Saarbrucken/Köl Volume (quantity and 2 PAMPLONA EINSIDLERHOF BARCELONA ENTRONCAMENTO ZARAGOZA BORDEAUX O/Ds) to be offered for TT LE HAVRE BALE VITORIA/BILBAO 2 2 2018 BAYONNE GAND LE BOURGET 2+2 ANVERS LEIXOES BURGOS 2 -> LYON SIBELIN BARCELONA MANNHEIM □ PaP construction process GRISEN / CONSTANTI / EINSIDLERHOF for TT 2018 just initiated GRANOLLERS PaP protected by framework agreement PaP beetween 2 or 3 countries multicorridor Pap (not available for C-OSS) **Infraestruturas** de Portugal **DB** NETZE adif

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USER SATISFACTION SURVEY 2016

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:

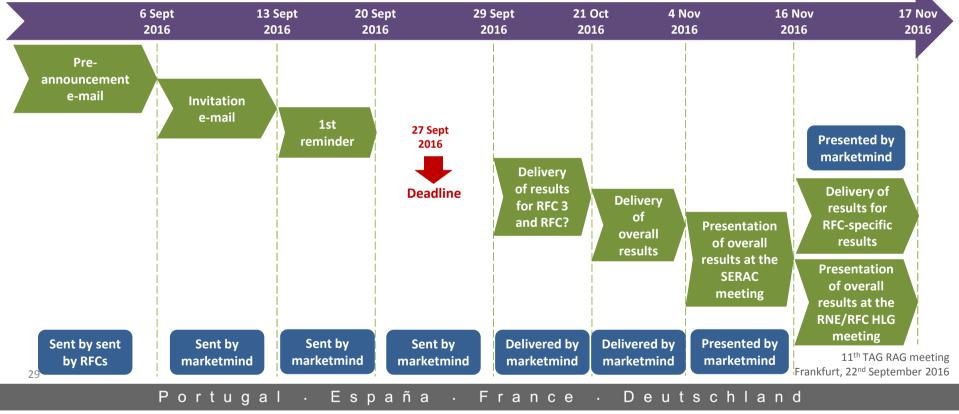
An independent market research agency, *Marketmind*, to guarantee the impartiality of the results.



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USER SATISFACTION SURVEY 2016 - TIMELINE OF FIELDWORK AND DELIVERY OF RESULTS





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TCR PROCESS AND RESULTS

- Atlantic Corridor is setting up an internal document for Coordinating and Publishing TCRs
- Based on RNE guidelines harmonized for all RFCs and agreed by RNE members
- Devication of TCRs in the website in a harmonized template
- □ Publication of TCRs for TT-2018 not yet achieved



MAP VIEW - ATLANTIC CORRIDOR

GERMAN



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ANY OTHER BUSINESS?





TAG-RAG \rightarrow Closer Cooperation / Future

Closer Relation between **the RFC and its TAG-RAG** members

- Including Visits to the Facilities;
- To better Understand the Client's Needs;
- Enable joint work in maintaining the Information updated (e.g. CID)
- Promote the use of the RNE Tools such as CIP, and TIS
- Nationally support the clients in the use of PCS Procedures for requesting PaPs and Reserved Capacity



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