

ATLANTIC CRRIDOR RAG

28/09/2022



ATLANTIC RAILWAY ADVISORY GROUP



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RFC MEETINGS ORGANISATION 1/2

Hybrid meetings may lose efficiency, we propose:

- 1 meeting in remote
- 1 meeting in presence in a city of the corridor

Proposition to organise a gathering of the RFCs meeting the same week in the same location as proposed in 2019 by ECCO on the model of FTE Meetings to save:

- Money
- Carbon
- Time



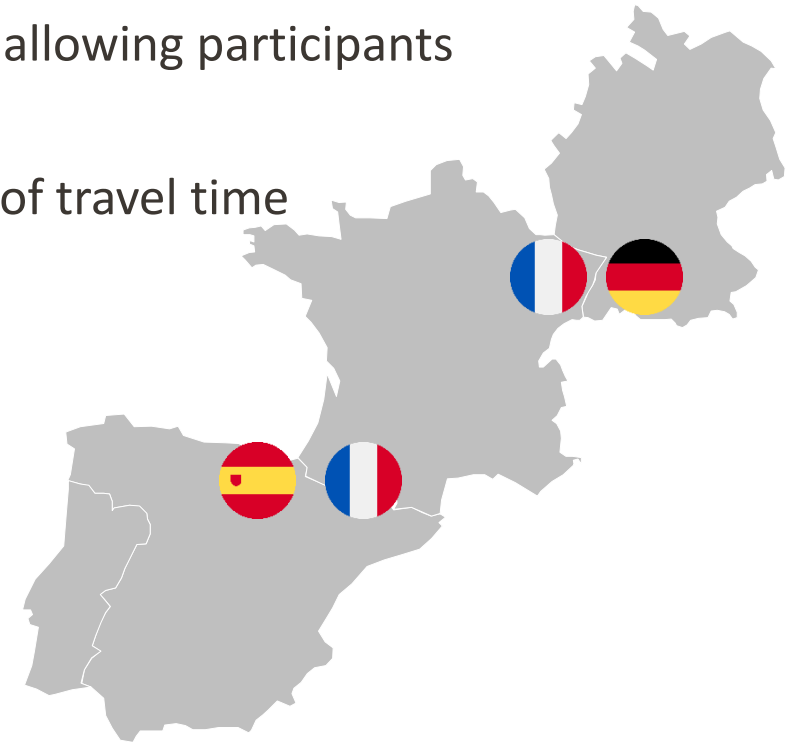
RFC MEETINGS ORGANISATION 2/2

QCO meetings:

- ES-FR: Irun meeting in presence organised on a monday morning not allowing participants from other places to participate
- FR-GER: meeting starting the day after the Irun QCO leading to a day of travel time

Proposition to organise the RFC meetings on different weeks allowing :

- as 3 days of the week are necessary just for QCO meetings
- to reach the location in due time
- to reach a location on a business week day
- the experts to prepare correctly the meetings



TTR CAPACITY STRATEGY 1/2

The Capacity Strategy is the earliest TTR-planning instrument, based on which the Capacity Model (June 2023 for Timetable 2025) and, for some of the first implementing IMs, the Capacity Supply (January 2024 for Timetable 2025) will be developed.



Figure 1: Steps of the TTR process (Source: RNE)

TTR CAPACITY STRATEGY 2/2

RFC POSITION ON TTR PROJECT

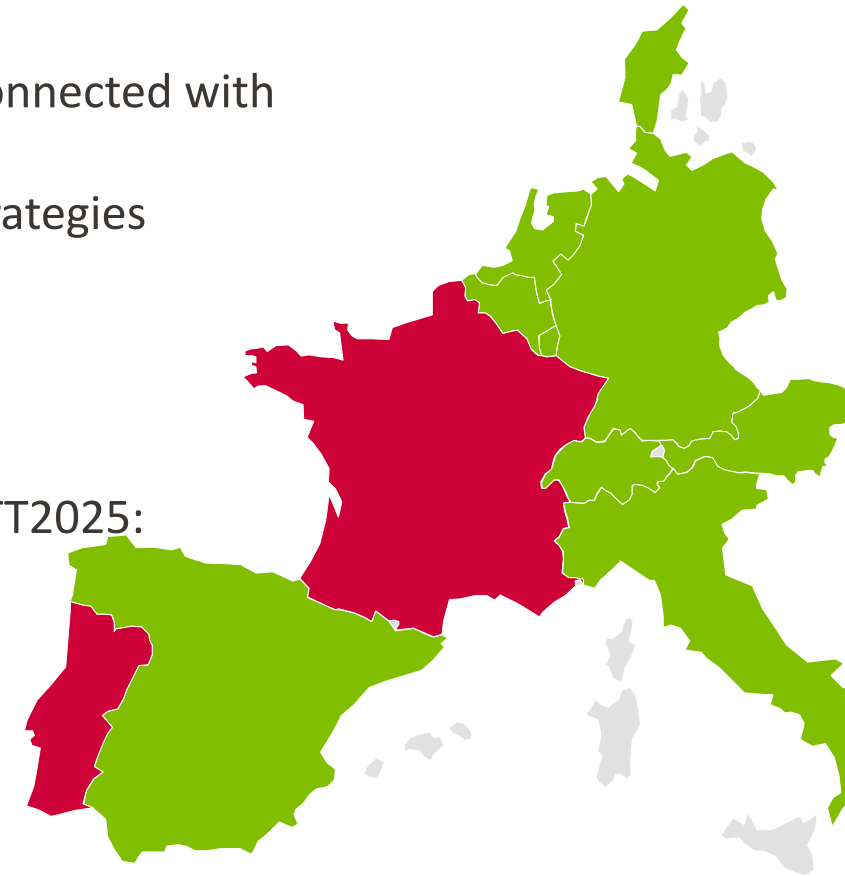
TTR capacity strategy for TT 2025 came out:

- harmonisation is not promoted as published by each 8 IM and traffics not connected with neighbouring traffics
- Except document coordinated for RFC 1 & RFC 3 but replaced by national strategies
- Document difficult to access, to read and unharmonized
- Document uncoordinated with RUs
- SNCF Réseau and IP did not publish their capacity strategy

ProRail made a gap analysis between current situation and target situation for TT2025:

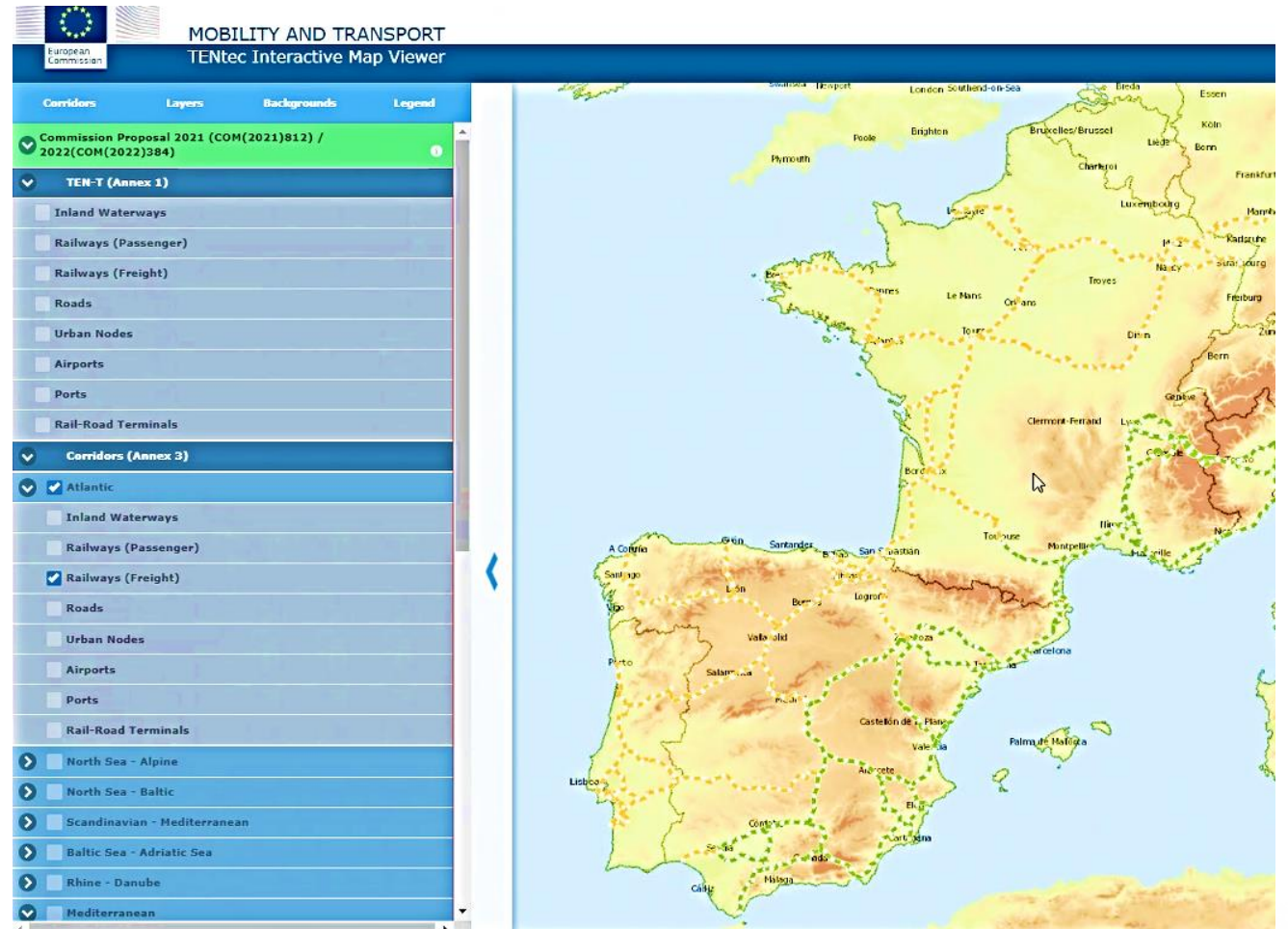
- It helps the comprehension of the situation
- Have the other IMs documents an added-value? If yes, which one?

- TT 2025 is close!
- TTR capacity strategy not coordinated
- RUs not been involved
- SNCF Réseau & IP planned to publish capacity strategy?
- RUs look forward EU Capacity Regulation



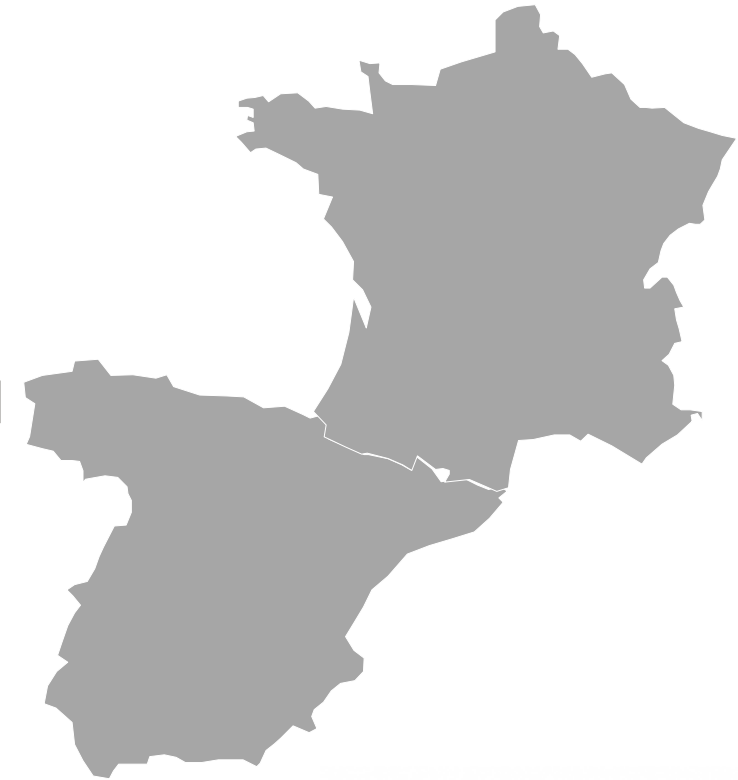
RFC 4 POSITION ON THE FUTURE

- TEN-T revision: superposition of the TEN-T lines with RFC lines? (transversale sud)
- New capacity regulation in march 2023 : is the corridor going to turn into a capacity allocation body for international path allocation :
 - managing the life of a path
 - coordinating TCRs
- The European transport market study conducted by European commission which commissioned RNE : why are the corridors not used? Is the study going to be neutral?



QUALITY CIRCLE OPERATION ON BORDER POINTS

- Thanks for the organisation of the QCO on Irún-Hendaye border
- Nevertheless, a monday morning is difficult for participants to come
- Representatives coming from other places than the border will not make it
- But RUs are still looking forward to work on suitable local solutions treating local issues



CROSS BORDER HENDAYE-IRÚN

Language Hendaye – Irún (and Cerbère – Port Bou)

- EPSF required French B1 for Spanish RUs reaching Hendaye
- RENFE proposed 2nd French speaking person in the cabin as mitigation measure (expensive)
- After that derogation until end of January 2022 introduced. Required at least until TT2023
- AESF introduced same limitation on Spanish side
- Communication protocol exists between IMs that permit them to speak in their own language (simplified speech?)

⇒ **RUS NEED A CROSS BORDER EXEMPTION LIKE FOR FR-DE BORDER UNTIL 2023.**

ANY UPDATES FROM THE CORRIDOR?

HENDAYE-IRÚN PATH ALLOCATION 1/2

On July 1st 2021, SNCF Réseau and ADIF published a new agreement to define the rules of operation at the border section Irún/Hendaye :

- SNCF Réseau is responsible of the tracks from the border point to France /
- ADIF is responsible from the border point to Spain
- In terms of path elaboration, SNCF Réseau should provide the stretch from Hendaye to Hendaye-Frontière
- ADIF should provide a stretch from PK 641 (Spanish border) to another point of its network

Previously to July 1st 21, RUs made path requests through PCS:

- RUs requested ADIF on its national system the paths from/to Hendaye. ADIF allocated a path with a train number from origin to destination, valid throughout the route.

HENDAYE-IRUN PATH ALLOCATION 2/2

After July 1st 21:

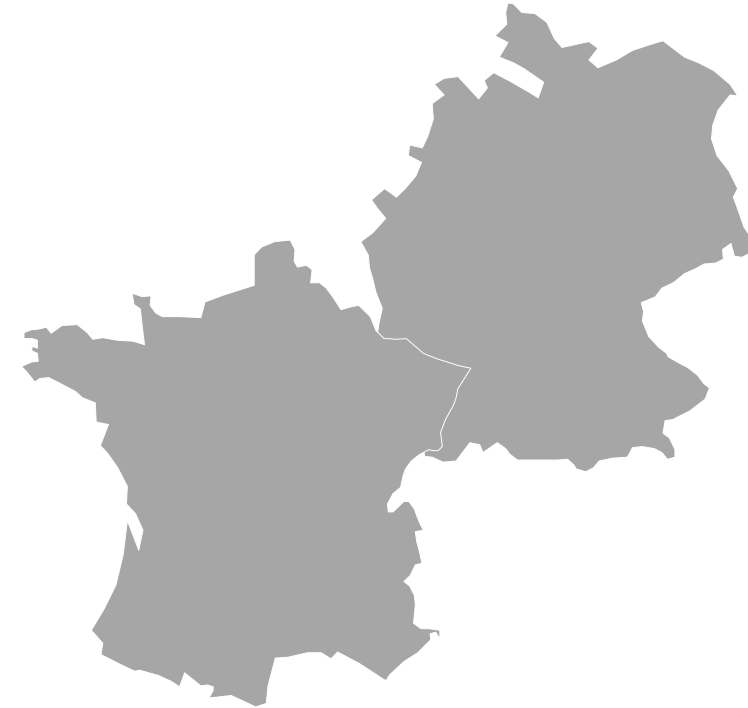
- ADIF allocates the paths from/to PK 641, as agreed with SNCF Réseau,
- but no answer from SNCF Réseau was received with respect to the stretch managed by SNCF Réseau (green light on PCS, no train number) and no harmonisation with ADIF,
- One of the IM has updated its procedures to the agreement and the other one hasn't.

To summarise:

- How the IMs are going to deal with the traffics running through Irún/Hendaye section border?
- How can IMs give guarantee to RUs that trains won't be stopped at Irún as it happened in January?
- Will they harmonised the train number? (important for RUs in terms of train documentation)
- Can ADIF confirm that paths affected by works will be able to run in France? How can we know that the trains will be admitted in France? (RUs receive the adapted path in Spain)

CROSS BORDER FORBACH-SAARBRUCK

- QCO meeting organised the day after Irun QCO
- Language Forbach – Saarbrücken
 - Derogation of SNCR Réseau until Language Pilot successful completed: deadline?
 - SNCF Réseau project update?
 - DB Netz willing to restart the SNCF Réseau-DB Netz language project after presentation of KITT IT Tool
 - **State of Play of the bilateral translation KITT IT Tool needed**
- Extension of derogation?
 - Extension SSC on border sections Forbach – Saarbrücken
 - E.g. inclusion of German stretch of Forbach – Saarbrücken line in EBA guideline



ANY UPDATES FROM THE CORRIDOR?

QUESTIONS?

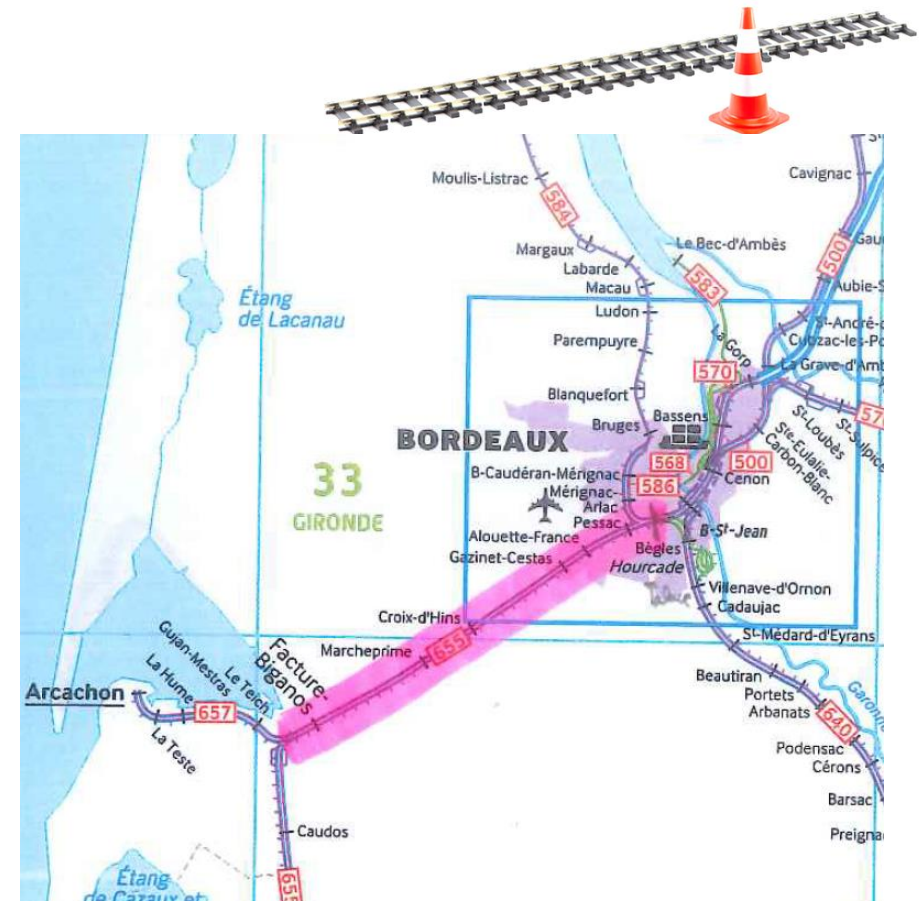


WORKS IN FRANCE

- Planned from 2021 to 2024 (total renewal of tracks)
- on 64 km between Talence and Lamothe (1st phase)
- during 8 months/year
- total closure concerns the 2 tracks during the whole night
- No installations of two-ways double tracks operations are planned (ITCS/IPCS): they were planned but for economic reasons, were cancelled
- impacts international freight trains from Germany + Belgium

• Impacted industries :

- Steel: no other option possible for Arcelor – heavy goods
- Combined transport: terminals are closing, adaptation of handling times by ADIF not yet given
- Petrochemicals: high volumes of coke feeding ovens
- Automotive: Hispanauto



Questions from RUs:

- will the resulting new corridor line be adapted for through-going P400 loading gauge profile?
- could a more suitable capacity model for TT2022 be developed together (RUs+RFC+IMs)?

WORKS IN FRANCE

TOTAL CLOSURE OF THE TRACKS

18 weeks of works from 22h30 au 05h

= during 6h30 (travaux connexes)

- Impacted trains for Fret SNCF : 180
- Impacted trains for ECR : 10/day

16 weeks of works from 20h45 à 05h45

= during 9h (travaux principaux-suite rapide)

- Impacted trains for Fret SNCF : 288
- Impacted trains for ECR : 14/day

Financial impact on the RUs: several Millions € / RU



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| juin 2021 | | | | | | |
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| juillet 2021 | | | | | | |
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| décembre 2021 | | | | | | |
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