



18TH TAG-RAG MEETING OF THE ATLANTIC CORRIDOR

Gare Marítima Rocha do Conde d'Óbidos – Lisbon Port, held in Lisbon on the 4th of March 2020



The Atlantic Corridor and the meeting's host, the Port of Lisbon, welcomed the participants and presented the agenda of the meeting. 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 attendees.

1 UPDATE/NEWS ON ATLANTIC CORRIDOR

Jacques Coutou (JC) the Managing-Director of the Atlantic Corridor described in a summary what were the latest news and developments from the RFC, including:

- Publication of the Corridor Information Document – CID 2021



- Corridor Information Document: harmonization and simplification of CID Book 3 – Service facilities
- Customer Information Platform: available rerouting itineraries in case of traffic disruption, TCR planned by section linked to the Investment Plan
- New studies on progress for 2020
- FR/DE tunnel gauge measurement on commercial train achieved in 2019
- TCM further development expected at short term

1.1 PUBLICATION OF THE CORRIDOR INFORMATION DOCUMENT – CID 2021

Regarding the development and publication of the CID 2021, MB referred the new format of the harmonized Book 3 about the Service Facilities as their main concern.

After the implementation of the Regulation (EU) 2017/2177 almost only the terminals owned by IMs developed the concerning Networks Statements for their terminals. Given the requirements of the regulation the MB reminded the participants, and the terminals in particular, of the importance of filling in their information in the Rail Facilities Portal at www.railfacilitiesportal.eu

Since the new approved harmonized version of CID Book 3 now mostly provides links either to the Rail Facilities Portal or to the NS of the terminals, the MB kindly asked the participants to help the corridor provide useful and updated information to their customers.

1.2 ON GOING STUDIES

Intermodal rail freight gauge classification between Lisbon, Madrid, Paris and Mannheim

In case of the FR&DE RFC sections, the Gauge Measurement was achieved in the 2nd trimester of 2019 and the final report is before the next TAG-RAG.

In the meanwhile, a cooperation between RFC Atlantic and Medway is in progress for the Gauge Measurement of the sections between PT and SP. The works are expected to start in the first semester of 2020.

Transport Market Study update

The contract was signed at the end of June 2019, including some extensions like the northern connect between Valença do Minho and Tui, as well such as, the analyses of the impact the BREXIT may have in Spain and France traffic. The results are expected until the end of 2020.

ERTMS deployment on the cross-border Vitoria Bordeaux study:

A European call for applicants will be launched at the beginning of March while the studies are planned to be developed from May to December 2020.

Language pilot at the French/German border



With RNE support, SNCF Réseau and DB Netz AG are working on a pilot in order to improve the communication in French at operational level between IM (signal man or dispatcher) and RU (driver) at Forbach station.

Driver derogation for German language speaking at Forbach is extended to the end of 2021.

1.3 OTHER WORKS PROMOTED BY THE RFC ATLANTIC

With the scope of the PSA funded works for improving the quality of information provided by the IT tools supporting the RFC management, significant effort has been dedicated to implement new functionalities between national system of each IM/RU and TIS until the end of 2020.

These improvements, in progress, include the connection of international trains in TIS, the follow up of the trains run and the causes for delay in TIS and lately new developments have been made towards displaying the TCM messages according to the TAF-TSI in TIS.

2 RESERVE CAPACITY FOR 2020 AND CAPACITY OFFER FOR 2021

In this chapter the C-OSS presented the reserved capacity in the RFC Atlantic for 2020 as well as the published capacity for 2021.

In what concerns the Reserved Capacity 2020 the Managing Director of the RFC explained the importance of requesting the capacity between the Iberian Peninsula and Germany, which may stop to be available due to the planned works in France and the lack of apparent interest from the market.

As for the PaP 2021 the corridor published 25 PaP in Germany, 36 PaP in France, 18 PaP in Spain and 10 PaP in Portugal. This capacity enables PaPs of 500 km to 2300 km with a medium speed 55km/h.

2.1 TTR PROJECT ON THE RFC ATLANTIC

Michel Dupuis reminded the two steps approach experimented under TTR label for 2021 for the long-distance freight traffic between Bayonne/Hendaye area and Metz/Mannheim area:

- First step: construction of a capacity supply by the IM's, in that case through a number of possible paths offered in a capacity band of 4/5 paths per day (weekdays only), each way, as guaranteed capacity protected from TCR 48 weeks per year
- Second step: best usage of this supply to provide answer to all 2021 eligible requests to be received on April 15th.

Details are shown in a published pilot information document (PID) attached to the Network statements. Roughly speaking IM's commit to deliver an answer whose variants will stick inside the capacity band to requests put in this capacity band.



Unfortunately, due to high pressure on the TCA side, the band is quite broad, which means that answers to path requests could be, even if in line with the commitment, of poor-quality regarding timings in Hendaye area.

He also gave some information on the capacity model planned for 2022, with the target to offer two capacity bands per day, each way, instead of one in 2021.

3 KEY PERFORMANCES INDICATORS & SATISFACTION SURVEY RESULTS ON ATLANTIC CORRIDOR IN 2019

3.1 KEY PERFORMANCES INDICATORS CAPACITY OFFER EVOLUTION

Since 2015 the RFC Corridor has increased its offer but for the 2021 TT the published offer in the PCS system decreased. This is not to be considered a real reduction of capacity, because the last 2 years there was a technical need of the PCS tool to publish the full calendar (365 days) instead of the real capacity declared by the RUs in their communication about capacity needs.

For TT-2021 the capacity published is more realistic as there was no need by PCS to publish the full calendar days.

3.2 TRAFFIC KEY PERFORMANCES INDICATORS 2019

Relatively to the previous years the corridor has seen a decrease of Path requests in the overall of the corridor. However, the number of international freight trains has increased globally since the beginning of the creation of the RFC Atlantic in particular with the Iberian Peninsula and lately between France and Germany.

The reliability of the traffic has also improved since the beginning of the operation of the Corridor, with a significant reduction of traffic delayed over 30 min.

3.3 USER SATISFACTION SURVEY 2019

The RFC presented the results from the User Satisfaction Survey (USS) developed by RailNetEurope (RNE) with the support of an independent contractor marketmind.

The main concern of the MB in the TAG-RAG meeting was to try to understand the reasons for the lesser good punctuations in things such as communication, handling of complaints and C-Oss availability, striving to afterwards discover together with the clients present in the meeting, how the MB could improve in each of the specific points.

Furthermore, the RFC Atlantic saw a significant decrease of participation from the users and potential users since the beginning of the USS, to what the MB asked the attendees if there was a specific reason for this lack of interest/participation on the Survey.

It was the RFC believe that this should be of interest to its clients as the survey enabled the RFC users to anonymously convey their opinion about the corridor activity and provide information to



the MB and the ExBo so that they could improve their activities in line with the wishes of the RFC Atlantic clients.

It was explained by the clients that the questions in the RNE surveys did not meet their interest on what they wished to share with the RFC and where they wished the RFC to focus its cooperation with the market.

The RFC Atlantic decided to try in 2020 to develop a simpler but more market-oriented survey to promote clients participation and to be able to get a clearer idea of how the RFC Atlantic could help the market.

4 RAILWAY UNDERTAKING INTERNATIONAL CONTINGENCY MANAGEMENT HANDBOOK

From the IMs side of the Atlantic Corridor, a traffic disruption test was successfully implemented on the 26th.09.2019, during which all processes were reviewed, and the people connected by TELCO were able to easily talk and understand English language.

In the meanwhile, a new test will be planned in 2020 with ADIF's coordination.

The MB also gave some feedback regarding the Railway Undertakings agreement on their own International Contingency Management handbook, presented to European Commission (SERAC group) on the 28th.01.20 in Brussels.

In addition, and according to the RAG Speaker, the RUs ICM handbook also has the agreement of all RUs involved in the Atlantic Corridor.

As for the IMs side, is it planned by the RAG spokesperson to write some specific rules/suggestions to involved RUs for rerouting itineraries forecasted in case of traffic disruptions on the RFC Atlantic?

In the meanwhile, the RFC has also deployed in the Customer Information Platform (CIP), the alternative routes and scenarios for public consultation.

Moreover, the new CIP upgrades now help the Customers to plan an itinerary, by clicking on the CIP, which provides information about the possible infrastructure, costs and the available terminals.

5 TRAIN PERFORMANCE MANAGEMENT: PUNCTUALITY ANALYSIS ON FOCUS TRAIN VIA TIS

The MB informed that in 2019 the Monthly TPM Reports by RNE/RFC4 published in CIP and the RFC website with an agreed format within the WG, providing information on KPIs for Punctuality and number of trains.



The leader of TPM WG describes the major difficulties of a satisfactory performance management deriving from length of the corridor, the physical fraction at the French / Spanish border due to different infrastructure systems and the big difference between problems at the borders in the western and eastern part of the RFC. The particularity resulted therefore in a new TPM working strategy to further built up a comprehensive RFC approach respecting different regional needs..

Therefore, this year (2020) the group has defined a new strategy for the TPM work with the focus shifted to bilateral WGs. In a first step there will be regional sub-working groups East (FR/DE) and West (ES/PT) and later also a focus shall be put on the Irun-Hendaye border. The regional groups can be steered more easily in the structure of corridor Atlantic. Also the RUs are invited to be involved in TPM work on the regional level to ensure efficient problem solving on a local level for our clients, e.g. by setting up quarterly quality dialogues. The MB also described the Quality Circle Operation in Forbach as a blueprint for further initiatives at other borders, namely PT/ES, e.g. Vilar Formoso – Fuentes de Oñoro. The feasibility of new pilots at other border points is however dependent on the RUs demonstration of interest and guarantee of cooperation/participation.

6 INTEROPERABILITY WORKING GROUP

6.1 QUALITY CIRCLE OPERATION AT FORBACH

The MB gave an explanation about the pilot promoted by the RFC Atlantic at Forbach, starting by the participants.

The RFC Atlantic, SNCF Réseau and DB Netz provided a platform for two days dedicated for operational cross border process optimization in Forbach including a sight visit, an interactive workshop and a networking dinner. More than 30 participants from SNCF Logistic, EUROCARGORAIL, CFL Cargo, DB Cargo, Rhenus Rail, SNCF Réseau, DB Netz and RFC Atlantic attended the pilot and a very positive spirit by the participants was demonstrated in order to improve collaboration for better cross-border performance of rail.

In the meeting a list of cross-border issues was identified by the participants. Three topics were prioritized as focus topics by the all participants and then more deeply analyzed in sub-groups for “quick wins”. From that meeting the following topics were prioritized and treated in 4 independent taskforces:

1. **Improve Exceptional Transport process for ad-hoc trains:** The exceptional transport process for regular trains was improved in the last months. A group of volunteers (IM + RU) will now monitor quality/quantity of exceptional transport ad-hoc trains in order to specify the problem and hence, justify more measures.
2. **Inconsistent Train numbering for ad-hoc trains cause operational problems:** Currently train numbering for cross-border trains is inconsistent as there are no common criteria for the IMs. This shall be changed. One IM shall be responsible for the management of the train numbers.



3. **Real time train information sent from RUs:** for traffic management and tracks allocation, SNCF Réseau operators needs receive the most accurate and detailed information about the train composition coming from RUs, especially about train length and dangerous goods or missing driver/locomotive at the handover point.
4. **Pilot of an automated translation tool “Assistify”**

6.2 ASSISTIFY APPLICATION

The app “Assistify” enables better communication (non-safety related) via instantaneous message translations and has been implemented as a pilot between DB Netz and SNCF Réseau.

6.3 LANGUAGE TRAINING OF NATIONAL OPERATIONAL CONTROL CENTER

As a result, from the Rastatt incident, RNE General Assembly decided on May 2018, that the Infrastructure Managers should implement English-speaking dispatchers at all national control centres until 31 December 2020.

Consequently, with the support of EU-Funding, EEIG Atlantic facilitated the English Training of IMs identified dispatchers. Presently the status of this activity is the following:

- DB Netz: training has started in Sept. 2018 (34 persons)
- SNCF Réseau: training has started at the beginning of 2019 (17 persons)
- ADIF: training started at the beginning of October 2019 (10 persons)
- IP: English training has started in October 2018 (64 persons)

This expertise has already been put to the test during the ICM simulations.

6.4 CBA STRUCTURE & SCOPE

At the beginning of this WG the RFC has started to promote the harmonization and revision of the expired Cross-Border Agreements between the RFC IMs.

Presently the general agreement between SNCF Réseau and ADIF has already been signed in January 2020 and the equivalent agreement between IP and ADIF is under revision.

Both operational agreements between SNCF and ADIF as well as between ADIF and IP, are in progress.

7 TCR COORDINATION PLANNED BETWEEN PORTUGAL & SPAIN FOR 2020/21

ADIF and IP explained the works foreseen for 2020 and 2021.

In what concerns IP infrastructure the works with foreseen impact in the international traffic will happen in Linha da Beira Alta - SECTION: Guarda - Vilar Formoso (single track line) for Track and catenary renewal involving until August 2020 the closure of the line for 8h on Monday to Friday



between 3:00-11:00 and on Saturdays and Sundays the closure of the line for 13h from 3:00 to 16:00.

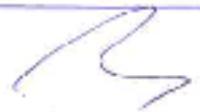
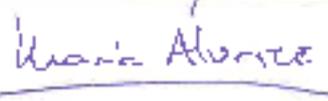
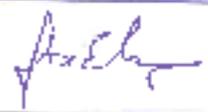
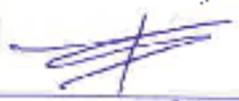
In ADIF's side the works expected during August 2020 will mean a 3-4 weeks of single-track closure between Salamanca and the border. As agreed in a joint meeting promoted Atlantic RFC at the end of 2019, ADIF is directly informing RUs licensed in Spain and also IP about the conditions, and then IP is flowing the proper information to the RUs licensed in Portugal.

8 ANNEXES

Annex 1 – 18TH TAG-RAG Atlantic Corridor Meeting presentation

Annex 2 – Lisbon Port presentation

Annex 3 – List of participants

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