

Action plan on the demands of the RAG

Guillaume Confais-Morieux

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During the Executive Board meeting on 6 October 2016 and the following RAG Meeting on 11 October 2016, the Railway Undertakings pointed out 6 axis to be improved and/or taken into account by the corridor:

1. Quality of the capacity offered by the IMs, especially with the impact of works ("trous de régime") by SNCF Réseau
2. A better coordination of works, involving more deeply the RUs in the process
3. The demand to postpone the deadline of the ETCS implementation in Luxembourg
4. The possibility to recheck the real limitation of the loading gauge along the corridor
5. The possibility to have more longer trains in BE
6. Answers concerning the future of the UK-Link after the Brexit

Axis prioritized by the RAG

1. Quality of the capacity offered by the IMs
2. Coordination of works
3. ETCS implementation in Luxembourg
4. loading gauge limitation along the corridor
5. more longer trains in BE
6. future of the UK-Link after the Brexit

Quality of the capacity

(1/5)

2 main points named by the RUs: PaP catalogue stability & PCS reliability

Short to medium term objective: PaP catalogue stability / lower the impact of the works for the PaPs published

Action 1: Benchmark on pre-constructed path catalogue stability & TCR impact

- Action under coordination of GCM / RFC NSM and SNCF Réseau, with help of RFC 4 & 6
- Goal of this benchmark: find best practices of neighbouring IMs in terms of pre-constructed path catalogue stability & TCR (temporary capacity restrictions) impact.
- Previous steps:
 - Definition of target IMs for the benchmark (Infrabel, DB Netz, TS/SBB, RFI, Adif)
 - questionnaire sent to each IM
- Next steps:
 - Synthesis to be made with SNCF R when all answers have been received (expected 1Q2017)
 - Results of the benchmark will be shared with RUs



Quality of the capacity

(2/5)

Action 2: monitor the allocation process and the quality of the capacity offered

- Action under coordination of TV / RFC2
- Goal of this action: identify main reasons for quality defects (structural, cyclical, localized ?) in order to have adapted answers from the corridor
- Previous steps:
 - Definition of the task list, and tools
- Timing: expected for TT2018 implementation follow-up
- Next steps:
 - Action will be held by C-OSS WG, with new process to be defined until 1 quarter 2017 for TT2018 implementation follow-up.



Quality of the capacity

(3/5)

Action 3: modification of SNCF Réseau's internal planning in order to take into consideration most works before final publication

- Action under responsibility of SNCF Réseau
- Goal: publish PaPs which have already taken into consideration most works
- Timing: timetable 2018
- Previous steps:
 - Made for the construction of TT 2018
- Next steps:
 - Process to be evaluate during TT2018

Complementary Presentation by SNCF Réseau

Action 4: New IT tool (SIPH) SNCF Réseau which integrates the allocation of possessions and paths

- Action under responsibility of SNCF Réseau
- Goal: publish PaPs which have already taken into consideration all works
- Timing: timetable 2020 to 2021

Complementary Presentation by SNCF Réseau



Quality of the capacity

(4/5)

Short term objective: improve the reliability of the PaP information in PCS

Action 5: publish Flex-PaPs instead of PaPs in some sections of the corridor

- Goal of this action: **have updated information in PCS, with objective not to impact the performances of the path**
 - For RUs: Flex-PaPs will give customers the possibility to skip planned stops
 - For the IM: with Flex-PaPs, the IM can publish all alternative paths in PCS
- Previous steps:
 - Evaluation by SNCF Réseau of the FlexPaP solution in spring 2016
 - Decision to use Flex-PaPs by most IMs in autumn 2016 by the Management Board
- Results: RFC NSM published PaPs for TT2018, composed of
 - Fix PaP in **NL, UK, Eurotunnel**
 - Flex PaP in **FR, LU, CH, BE**



Quality of the capacity

(5/5)

Short term objective: improve the reliability of the PaP information in PCS

Action 6: Automatic interface between PCS and GESICO

- Action under responsibility of SNCF Réseau
- Goal of this action: provide identical information between PCS and the national tool
- Timing: this interface exists and is gradually covering all allocation phases up to the path alteration
- **100% made**

Complementary Presentation by SNCF Réseau



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Improve the coordination of works

Short term objective: include the RUs more deeply in the coordination of works process.

Action 7: coordination for all border points within RFC NSM

([Y-4; Y-2] & [Y-2; Y])

- Action under coordination of MS/ RFC2 with IM's;
- Goal of this action: lowering the impact of Temporary Capacity Restrictions (TCR) caused by works on train runs,
- Previous steps:
 - internal meeting with IMs on 24 November,
 - meeting with customers 30 November,
 - ad hoc meetings for border points foreseen with IM's (several meetings during 1st Half 2017)
- Next Steps: the corridor will organize a meeting where RU's will be invited to react to the TCR coordination output twice a year at least (1st meeting in the first half of 2017, and the 2nd meeting during the second half)



Improve the coordination of works

Short term objective: include the RUs more deeply in the coordination of works process.

Action 8: systematic implication of RU's in TC

([Y-4; Y-2] & [Y-2; Y] periods)

- The corridor will organize a meeting with RU's and IM's to present the output of TCR coordination before the end of the 1st half of 2017.
- Goal of this action: involving RU's and lowering the impact of TCR on circulations, in organizing ad-hoc meeting with relevant IMs/RUs for specific sites
- Previous steps:
 - Publication of the main TCR planned along the corridor on December 2016
- Next steps: 1st meeting with RU's and IM's before the end of the 1st half of 2017)



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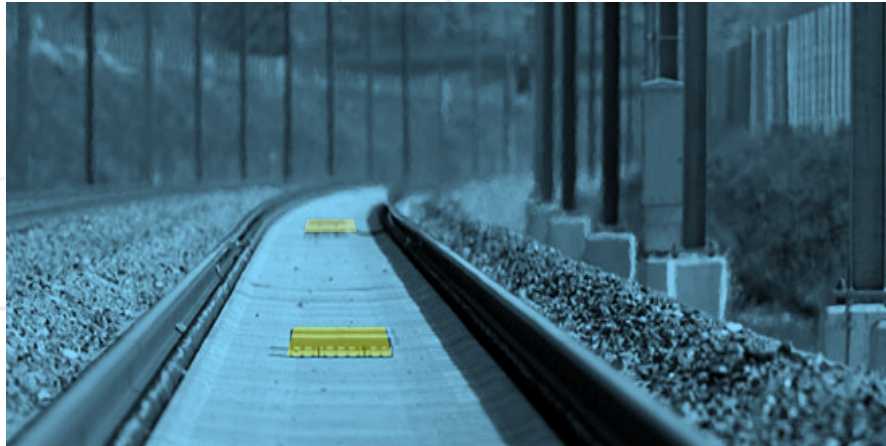
Action plan following the demands from the RAG

3. demand to postpone the deadline of the ETCS implementation in Luxembourg

This demand is directly monitored by CFL Infra, who invited the impacted RUs to send a letter to ACF and CFL Infra, explaining the reason for the delay of the implementation, and open a derogation instruction.

A letter from ACF explaining the process have been sent in December to the RUs having a security certificate in LU. Those RU have to communicate this information to the RU partners, operating in LU with their safety certificate.

Next steps: this action, being individual and on voluntary base of Railway Undertakings, will not be followed in the future on the action plan



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Enhance the loading gauge along the corridor

Action 9: recheck the loading gauge limitation in France

- Action under coordination of MS/ RFC NSM with support SNCF Réseau
- Goal of this action: Check the real limitation of the loading gauge along the corridor, based on the recent measures made by the engineering department of SNCF Réseau
- Previous steps:
 - 1st Meeting engineering department of SNCF Réseau on November
 - Localisation of blocking points sent mid-November to the engineering department of SNCF Réseau
 - First partial results sent to RFC North Sea Med on January 2017 (cf. ad hoc presentation)
- next steps
 - The Engineering department will indicate timing and cost to reprocess the data in order to analyse the gauge
 - Proposal to be made by RFC NSM once full costs known



Enhance the loading gauge along the corridor

Action 10: test train along the corridor

- Action under coordination of RUs and SNCF Réseau (CH)
- Goal of this action: check the discrepancies between the official figures and the observed one
- Previous steps:
 - Meeting engineering department on 7 November to check condition of loading gauge test validation
- **Next steps to be defined by the RUs**



Action plan following the demands from the RAG

4. Enhance the loading gauge along the corridor (2/2)

Action 11: loading gauge infrastructure enhancement investments

- Action under coordination of RFC North Sea – Med
- Goal of this action: allow P396 and / or P400 trains to run on the corridor on the long term
- Previous steps
 - Complete study made by SNCF Réseau and CFL during years 2015 & 2016 to estimate the necessary investments
 - The Montmédy and Vachemont tunnels in France were upgraded to AFM427 (close to P396) in 2016
 - Realisation & publication of business case based on the results communicated in September 2016 by the RUs
 - Presentation of the results of the business case during the Executive Board and the RAG meeting in October 2016
- Timing: financing solutions to be found with the help & pressure of all stakeholders



Next steps: lobbying action needed from RUs at regional level for France

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5. Possibility to have more longer trains in Belgium

Action 12: scheduling & traffic management

- Action under coordination of Infrabel / MG
- Goal of this action: allow 740 m trains in more frequent timeslots in BE
- Previous steps
 - Internal inquiry with capacity department of Infrabel
- Timing: hardly no short term solution foreseen

Next steps : negative answer from Infrabel due to work impact



Action 13: infrastructure enhancement investments

- Action under coordination of Infrabel & BE MoT
- Goal of this action: adapt infrastructure to allow 740 m trains on the principal lines in BE
- Previous steps
 - New investment plan presented by Infrabel
- Timing: decision to be taken by BE MoT and Federal Government

Next steps: Reduction of the investment in Belgium and investment plan not yet approved by the government.

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6. future of the UK-Link after the Brexit

This demand is directly monitored by Network Rail and UK MoT, who indicated that the implication on the corridor is still at the highest level.

Next steps: RFC North Sea – Med will keep the RAG group updated as soon as possible concrete impact are known from the Network Rail & the UK government concerning its implication on RFC activities.

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Contact

oss@rfc2.eu

www.rfc-northsea-med.eu

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