



Coordination between rail infrastructure and terminal operations

Terminal Advisory Group

Thomas Vanbeveren

07/03/2013



1. Overview

- During our last TAG (27/06/2012) this topic was suggested
- We propose to talk about two subjects:
 - The set-up of our Pre-Arranged Paths and the way this has an impact on the Terminals along the Corridor
 - TIS (Train Information System) and the development to open the tool to Terminal Operators

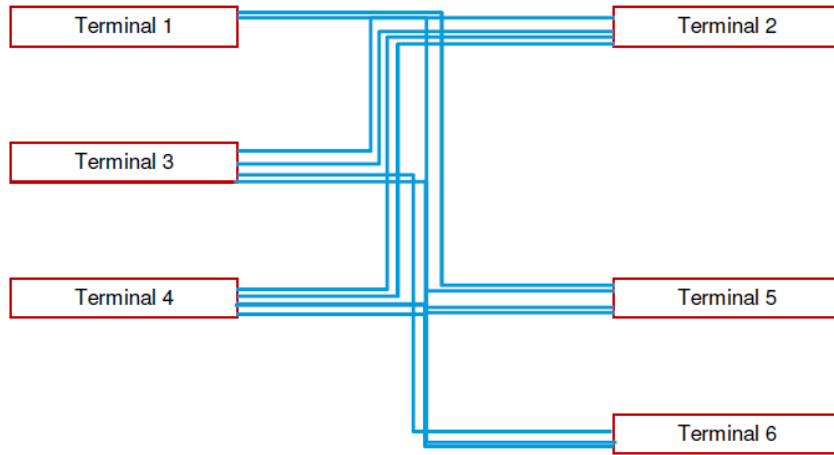
If you have questions or other topics you would like to see discussed, please feel free!

2. Allocation and Regulation (2)

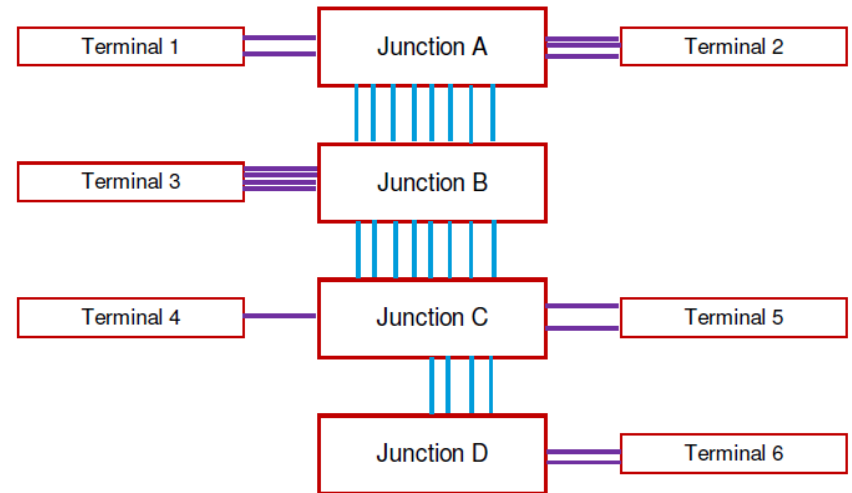
Goal of PAPs = better offer with higher flexibility

2 possible approaches:

Demand offer model



Supply offer model



In certain cases, junctions are entrances of terminals (e.g. Rotterdam-Klijfhoek or Antwerp-Schijnpoort)

RFC2 has chosen the supply offer model

2. Allocation and Regulation ⁽³⁾

Implication for Terminals:

'Terminal' is used here in the broadest sense. This means that for example the Port of Antwerp is one terminal

- A terminal can be linked to a Corridor, even though the tracks in the terminal, and thus the terminal itself, is not part of the Corridor.
- Regulation 913/2010 only relates to pure Corridor lines.
- This means that pre-arranged paths (PaPs) will be constructed between junction points on the Corridor, which for instance can be entrances to a major terminal.

2. Allocation and Regulation (4)

Terminology of lines				
	Definition	Subject to Regulation 913/2010	PaPs	ERTMS
Principal lines	Lines used by the international fret traffic along the corridor except, possibly, in case of major works or in case of disturbances	Yes	Yes	Depends on Control Command TSI and on plan for the deployment of interoperable systems
Diversiory lines	Lines that may be used by international fret traffic when a principal line is temporarily not available	Yes	PaPs may temporarily be considered in case of long lasting major works on the principal lines	Depends on Control Command TSI and on plan for the deployment of interoperable systems
Connecting lines	Lines belonging to the national rail network and connecting RFC2 terminals to a principal or a diversiory line	No	No	Depends on Control Command TSI and on plan for the deployment of interoperable systems
Lines within a terminal	Lines located within a terminal as this word is defined in art 2.2.c of regulation 913/2010	No	No	Depends on Terminal lines characteristics

2. Allocation and Regulation (3)

Current catalogue set-up overview:

Corridor Junctions:

1. Rotterdam Kijfhoek
2. Antwerpen Schijnpoort
3. Lille Délivrance
4. Aubange
5. Bettembourg
6. Thionville
7. Basel SBB RB
8. Strasbourg
9. Lyon Vénissieux

Corridor Sections:

Start	End
Antwerpen	Aubange
Aubange	Bettembourg
Aubange (Mont Saint Martin)	Thionville
Bettembourg	Thionville
Thionville	Basel SBB RB
Antwerpen	Lille Délivrance
Antwerpen	Rotterdam
Lille Délivrance	Lyon
Lille Délivrance	Strasbourg
Lille Délivrance	Basel SBB RB



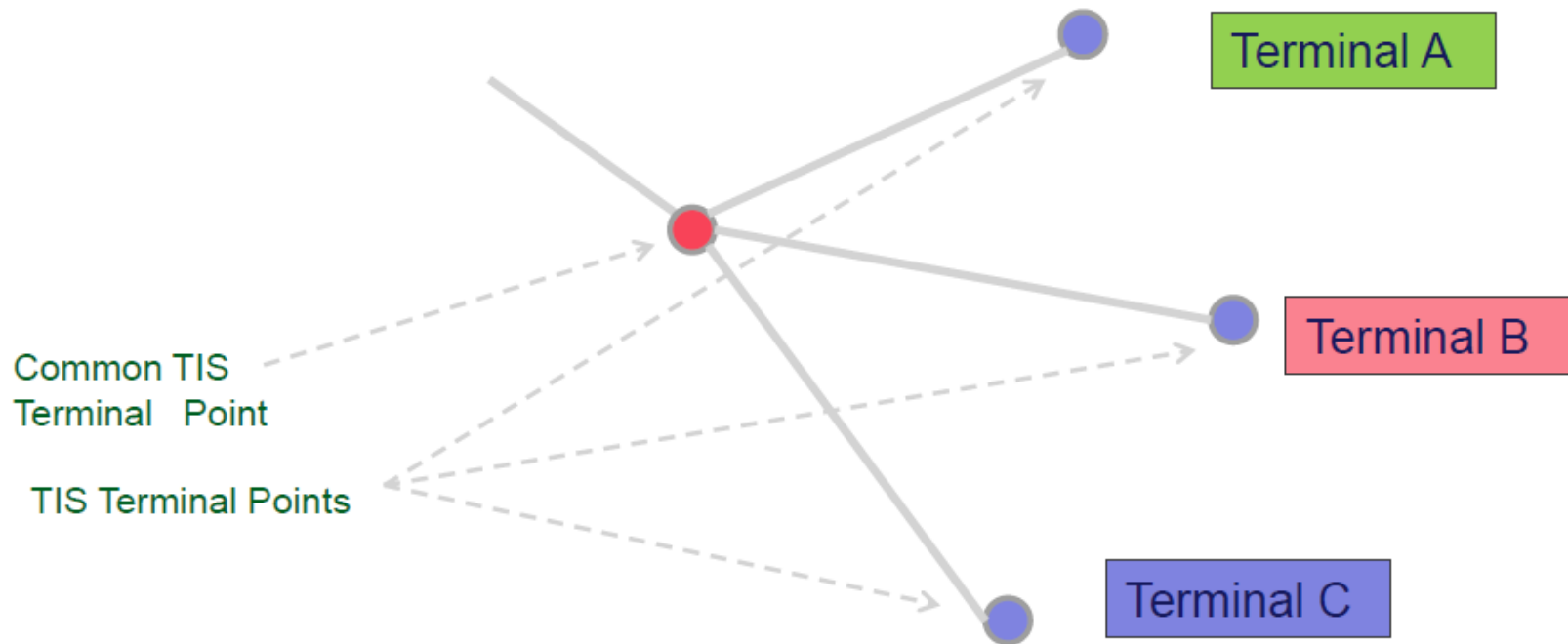
3. TIS ⁽¹⁾

- RNE (RailNetEurope), the developer of TIS (TrainInformationSystem) intends to open the online tool for terminals
- A demo of this tool was shown during our last TAG meeting (27/06/2012)
- A Terminal will be defined by a list of TIS measuring points.
 - When the Terminal operator-user signs the user agreement he will be able to:
 - See all trains running through a point associated to the Terminal
 - See information content based on signed agreements with concerning RUs
 - For these trains, the Terminal operator-user will be able to see
 - Train information (detailed info about a single train run)
 - Space Time Diagram (schematic representation of the trains in relation to space)
 - Connection diagram (schematic representation of the train on a selected point)
 - Train request page (a list of trains with actual information for a given time period)

3. TIS (2)

Distribution of information in case of common points

It might happen that information for some Terminals (points) cannot be filtered uniquely based on the infrastructure condition. In this case the Terminals will see all trains from Terminal A, Terminal B and Terminal C running through the common point



3. TIS ⁽³⁾

Timeline:

- Testing is taking place as we speak
- The Go Live is expected in the coming months

Terminals:

- The Terminal Operator has to come to an agreement with every RU operating trains in a specific terminal
- Agreement will be defined in TIS to provide only data based on this agreement
- Decision on possible charges has yet to be taken

