

Action plan RFC NSM

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Action plan RFC NSM

The Action Plan has been opened since January 2017 and is based out of 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 usability of PCS, and of the amount of paths available on the main axis
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 ([action now closed](#))
4. The possibility to recheck the real limitation of the loading gauge along the corridor, and to push for long term solutions
5. The possibility to have more longer trains in BE
6. 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)

Main objective: PaP catalogue stability & PCS reliability

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 completed by the IMs
 - Analysis on actual situation
- Next steps:
 - Internal analysis SNCF Réseau of PaP construction (Six-Sigma)
 - Consultation users on the basis of the results



Quality of the capacity

(2/5)

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

- Action under coordination of TV / RFC NSM
- 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
 - Action held by C-OSS WG, in cooperation with the RNE high level task force on PaP quality, with new process defined for TT2018 implementation.
 - Implementation for TT2018
- Next steps:
 - Evaluation process TT2018
 - Implementation improved procedures for TT2019



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 PaP publication

- Action under responsibility of SNCF Réseau
- Goal TT2018: publish PaPs which have already taken into consideration most works
- Evaluation timetable 2018
 - Situation concerning planned TCRs is not stable enough at X-12
 - Focus on transparency
- Implementation PaP publication strategy TT2019 (publication 365 days, FlexPaP with possibility to switch to tailor made paths)



Next steps:

- Empty envelope concept will solve the readability of the available offer in PCS (foreseen TT2020)
- TTR pilot on RFC Atlantic

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

Quality of the capacity

(4/5)

Action 5: publish Flex-PaPs instead of fix-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 give customers the possibility to skip planned stops
 - For IMs: with Flex-PaPs, the IM can modify the main timetable in PCS and provide subsidiaries for days for which the PaPs are not available (if marked as such at publication)
- Previous steps:
 - Implementation Flex PaPs for Switzerland, Belgium, Luxembourg and France
 - Evaluation TT2018 strategy with publication of Flex PaPs
 - Implementation PaP publication strategy for TT2019

Next steps:

- As the solution is implemented, it will be replaced in the future by the implementation of the empty envelope concept



Quality of the capacity

(5/5)

Action 6: Automatic interface between PCS and GESICO

- Action under responsibility of SNCF Réseau
- Goal of this action: provide identical information via PCS and the national tool
- Timing: this interface exists and is gradually covering all allocation phases up to the path alteration
- Problems continued to exist especially for PaPs for TT2018
- Next steps:
 - The interface covers all phases up to final allocation path alteration)
 - Testing underway to assure proper functioning of the interface when implementing the PaP publication strategy for TT2019



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Improve the coordination of works

Action 7: coordination for all border points within RFC NSM

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

- Action under coordination RFC NSM with involved IMs
- Goal of this action: lowering the impact of Temporary Capacity Restrictions (TCR) caused by works on train runs
- Previous steps:
 - internal meeting with IM's on 16 November 2017, and 11 January 2018.
- 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 2018 (Athus Works)
 - 2nd meeting in the 2nd half 2018 following the TCR data update.



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)

- 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 in December 2017
 - meeting with RU's and IM's on January 9,
 - ad hoc meetings for border points: with RUs on 20 June and 26 June 2017.
- Next steps:
 - 1st meeting with RU's and IM's before the end of the 1st half of 2018 : scope /all works.
 - Publication of TCR on RFC NSM website before June 30th, 2018.
 - Publication of TCR recommendations for border points in February 2018.



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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 has been sent in December to the RUs having a safety 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, is now closed at the level of RFC NSM



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Enhance the loading gauge along the corridor

Action 9: recheck the loading gauge limitation in France & Switzerland

- Action under coordination of RFC NSM with support SNCF Réseau / CFF
- 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:
 - Lohr / RU's study (French tunnels) presented in October 2017
 - Several meetings with the engineering department of SNCF Réseau on last November, December and January 2018.
 - GP394/GP400 SNCF R repositories presented.
- Next steps
 - Meeting in January 2018 with RUs, SNCF R & SBB
 - Technical discussions (RUs and IMs) to stabilize the structuring technical parameters with all stakeholders
 - Make sure that the UIC leaflet fits the standard market requirement, and launch and launch European benchmark with neighbouring IMs to standardize the specifications for the framework definition.



Enhance the loading gauge along the corridor

Action 10: test train along the corridor

- Action merged with action 9



Enhance the loading gauge along the corridor

Action 11: loading gauge infrastructure enhancement investments

- Action under coordination of RFC North Sea – Med and Railway undertakings
- 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 in 2016
 - Realization & 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 inter alia at regional level for France, with possible support and participation of RFC if needed. Meeting and details of the actions to be defined by RUs



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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. This action is frozen for the time-being

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
- A study on the needs is being carried out



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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.

Previous step 2017:

UK MoT & Network Rail have supported the extension of RFC NSM above London.

With the publication of TT2019, Mossend (linking Glasgow & Edinburgh) is now part of the corridor with a dedicated capacity offer. Felixtowe & Southampton, are as well officially part of the corridor, although not offering capacity in the timetable catalogue.

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

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