

Action Plan RFC North Sea - Mediterranean

G Confais Morieux
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Context

- The action plan of RFC North Sea – Med was launched in January 2017 with the objective to develop with the Railway Undertakings solutions in a transparent way and open communication
- Some actions having been achieved and other reformulated along the year 2017, this version takes into account these evolutions, and are organized around the priorities defined by the sector.
- **A workshop was held with the Railway Undertakings on 30 May 2018 , and led to this final update**

Sector Priority 1 - Following the timetable review project (TTR) implementation

Action 1: give a regular feedback on the pilot Rotterdam – Antwerp on the RFC North Sea- Mediterranean lines

Detailed action for 2018:

- A workshop to be planned in 2018 with all interested RU of the corridor, with participation of the 2 other pilots (RFC Atlantic & ScanMed) and RNE

Goal of this workshop:

- focus on vision on future role of RFC Capacity within TTR framework
- Discuss with the RUs their needs in a TTR world

Actions planned for RFC NSM MB:

- Participation of RFC NSM in the pilot project team

Actions planned for RUs:

- Participants to the pilot AND non-participants to share their ideas

Sector Priority 2 - New concepts for capacity offer on RFCs

Action 2: PaP as standard international rail freight product

Detailed action for 2018:

- Goal of this action: facilitation international path request process and improve international path quality
- Previous steps:
 - PaP publication approach TT2019: harmonised preconstructed path at a corridor border = PaP
 - Pilot at Roosendaal/Essex border and Rodange/Aubange border to publish all available capacity for rail freight as PaP.

Next steps:

- Evaluation process TT2019
- According to the evaluation, implementation of improved procedures and evaluation of the corridor capacity portfolio for TT2020

Actions planned for MB:

- Develop a mid and long term strategy on RFC capacity and role of the C-OSS together with the other corridors (via the C-OSS community and RFC Network)

Actions planned for RUs:

- Proactively participate in the upgrade of PCS and use the tool for all international capacity requests

Sector Priority 2 - New concepts for capacity offer on RFCs

Action 3: monitor the allocation process and the quality of the capacity offered

Detailed action for 2018:

- Goal of this action: ensure that the harmonization of 2019 timetable at cross border points is maintained until the final offer, and identify main reasons for quality defects (structural, cyclical, localized ?) in order to have adapted answers
- Previous steps:
 - Definition of the task list, and tools
 - Action held by C-OSS Community, in cooperation with the RNE high level task force on PaP quality, with new process defined for TT2018 and TT2019
 - Implementation for TT2018 and TT2019

Next steps:

- Evaluation of the TT2019 process
- According to the evaluation, implement improved procedures for TT2020
- Automated detection of some border inconsistencies via PCS

Actions planned for MB:

- Assure timely update of PCS

Actions planned for RUs:

- Regular feedback on field experience to the Corridor, including quality defects in the offer

Sector Priority 2 - New concepts for capacity offer on RFCs

Action 4 : better integration of works in the PaP catalogue

Previous steps:

- February 2018: update of the PaP catalogue with days where TT 2019 PaPs have a risk of conflicts with works for the French network

Next steps:

- Evaluation process TT2019
- According to the evaluation, implementation of improved procedures for TT2020
- Implementation of Annex 7 in each of the IMs processes

Actions planned for MB: see “next steps”

Actions planned for RUs: feedback needed



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Sector Priority 3 - Improving coordination on TCR



Action 5: systematic implication of RU's in TCR

Detailed action for 2018:

Goal of this action: involving RU's and lowering the impact of TCR on train runs, in organizing ad-hoc meeting with relevant IMs/RUs for specific sites

Previous steps:

- meeting with RU's and IM's on January 2017, ad hoc meetings with RUs per border points in June 2017.
- RFC/RU/IM meeting during 1S 2018.
- **TCR recommendations for border points published in June 2018.**

Actions planned for MB:

Transmission of the recommendations to IMs TT & Maintenance departments for their integration, as recommendation only, into their internal processes. RUs ask that the focus from IMs is more targeted on giving the impact on the capacity that on the description of each planned work operation

Actions planned for ExBo:

Give full vision of the investment envelope in order to allow the IM to plan TCR correctly and in accordance with Annex 7 and the RNE guidelines

Actions planned for RUs:

Implement the necessary organization to be able to operate on agreed alternatives

Sector Priority 4 - Enhance use of path coordination system (PCS)

Action 6 : Enhance use of path coordination system (PCS)

Previous steps:

- Creation of the PCS user group in 2017, with participation of IMs, RUs & RFCs

Next steps:

- Several releases will be implemented in 2018 & 2019, for application from TT2020 (PaP definition, single border points, Envelope concept), which will mainly allow a better transparency of path availability in the PCS tool

Actions planned for MB :

- Fill-in all needed information in PCS thanks to the development of / improving of already existing automatic interface between PCS and national tools and/or manual filing
- Organising trainings and training content for RUs considering the major changes planned to the tool

Actions planned for MB & RUs:

- Participate in the PCS user group program to improve the tool
- Respect the Code of conduct in using PCS for international path requests



Sector Priority 5 - Improving harmonization of processes at the borders

Action 7: identify and prioritize cross-border issues

Detailed action for 2018:

- identify and prioritize cross-border issues, in sharing with the RAG members the part of the issue log which concerns RFC NSM, and evaluate together which actions can be performed at RFC level
- Issues prioritized by RFC NSM (with identified project manager):
 1. Braking sheets (NL Ministry – Hinne Groot)
 2. Train composition and cross border checks (RFC7 in cooperation with ERA)
 3. Real time/advanced communication (Paul Mazataud/RNE)
 4. Operational Rules for the ERTMS implementation

Actions planned for MB:

- tbd once the discussion with RU launched

Actions planned for RUs:

- Identify problem encountered and impact, and describe needs for each priority



Sector Priority 6 – Train tracking and Estimated Time of Arrival

Action 8:

Consider the application of the corridor to be one of the RNE pilot for the ETA program (at one corridor border)

Next steps:

To be defined depending on the RNE working groups

Actions planned for MB

- Follow-up ETA/ETH pilot with RNE
- Contribute to a better information on delays
 - Improve data exchange quality to be displayed on the screens of the traffic controllers, taking into account new IT tools and TAF-TAP TSI (also for action 14)
 - Build a deployment plan on the nature and dates of new IT and TAF-TAP deployment (also for action 14)

Actions planned for RU/MB

Participate in the quality of the information provided by linking up trains which have different numbers both sides of the border (RNE tool "Link-Up") and the analysis of the identified border issues



| Particularités | Voie |
|-----------------------|------|
| Retard probable: 20mn | D |
| Retard probable: 1h30 | A |
| Retard probable: 1h30 | B |
| Retard probable: 2h30 | D |
| Retard probable: 1h30 | A |
| Retard probable: 1h30 | D |

Sector Priority 7 - Monitoring and supporting rollout of the TEN T requirement

Action 9: Longer trains in Belgium

Detailed action for 2018:

Sub Action 1: scheduling & traffic management

- 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

Sub Action 2: infrastructure enhancement investments

- 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 & Regional Government, in a context of reduction of the investment in Belgium, the investment plan is only partially approved by the government

Next steps:

- A study on the needs is being carried out by Infrabel

Actions planned for MB (Infrabel): share the results of the study and the action plan



Out of the sector priority

Action 10: recheck the loading gauge limitation in France & Switzerland (1/2)

Detailed action for 2018:



Goal of this action: Check the real limitation of the loading gauge along the corridor

- Previous steps:
 - Lohr / RU's study (French tunnels) presented in October 2017 and Swiss part presented in January 2018
 - Several meetings with the engineering department of SNCF Réseau on Nov & Dec 17 and January 2018.
 - GP394/GP400 SNCF R draft baseline presented.

Next steps

- Technical discussions (RUs and IMs) to stabilize the structuring technical parameters with all stakeholders (with implication UIC & ERA), and to define if the UIC leaflet fits the standard market requirement or shall be accompanied with more detailed parameters
- Launch European benchmark with neighbouring IMs to standardize the specifications for the baseline definition.

Out of the sector priority

Action 10: recheck the loading gauge limitation in France & Switzerland (2/2)



Actions planned for MB

SBB:

- check the maximum gauge allowed by the infrastructure with no investment
- recheck the needed investments based on the comparison of the result of the study made by the RU and the internal available data, and based on the new GP400 / GP394 repositories under definition

SNCF Réseau:

- SNCF Réseau will perform a study to define the priority routes that should be able to accept 4 meters semitrailers on standard wagons, and the cost of implementation. These costs will be based on a new GP400 baseline. SNCF Réseau will also steer a working group with the participation of RUs within the "Coopere" organization.

Actions planned for RUs:

Provide the standard technical parameters reflecting the market needs (working group UIC)
Work iteratively with SNCF Réseau to submit ATE (Exceptional Transport Authorization) with the largest possible couple wagon/load

Sector Priority 8 - facilitate concrete ERTMS implementation

Action 11: improve coordination on ERTMS Deployment

Detailed action for 2018: workshop with RUs took place on 5 June 2018

Actions planned for MB:

- share the implementation experience with IM's and interface issues with OBUs
- Set up IM working groups on at least one corridor's cross border section that it not equipped yet in ERTMS (Roosendaal, Mouscron or Calais) to coordinate the roll-out (timing, technical solution, etc...)

Actions planned for RUs:

- Share the implementation experience at OBU level



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Sector Priority 9 - Monitoring the quality of freight services with implemented and shared Key Performance Indicators.

Action 12

Detailed action for 2018:

- Implementation of KPI list discussed with the ECCO Group and harmonized at RFC Network level
- discussion at each RAG Meeting, with KPIs results sent few days before the RAG meetings, so the RUs can come better prepared.

Actions planned for MB:

- publish the KPIs

Actions planned for RUs / MB:

- Consider corrective actions for KPIs with unsatisfactory results

Sector Priority 10 - Harmonizing the Corridor Information Document

Action 13

Detailed action for 2018:

- create a common CID for books 1 to 3 and ideally 4 with other RFC volunteers, following proposal of RFC NSM, with objective to publish it for TT2020

Actions planned for MB:

- Draft the CID and consult the RUs on it

Actions planned for RUs:

- Regular feedback on field experience of the use of CID books to the Corridor

Out of Sector Priority – Contingency Management

Action 14: contingency planning

Detailed action for 2018:

- Define and publish a rerouting overview in case of major disruption applicable for RFC NSM, compatible with the handbook for International Contingency Management agreed by the sector.

Actions planned for MB:

- cooperation with neighboring RFCs to define coordinated & harmonized solutions and consult these solutions with RUs
- Prepare a “simulation game” with RUs (objective 2019 for launch) to check the efficiency of the deviation route catalogue

Actions planned for RUs:

- define their own contingency planning describing their cooperation commitments and processes compatible with the ICM proposed by the IMs and the rerouting overview submitted by RFC NSM

Out of Sector Priority – Traffic Management

Action 15: other traffic management and TPM issues

Actions planned for MB & RU

- Participate in the Park or Run pilot (Infrabel – ProRail + impacted RUs)

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Contact

oss@rfc2.eu

www.rfc-northsea-med.eu

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