

Action Plan RFC North Sea - Mediterranean

G Confais Morieux

RAG Meeting 18 September 2019



Co-financed by the Connecting Europe
Facility of the European Union

easier, faster, safer

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 since then. This version takes into account these evolutions, and are organized around the priorities defined by the sector.

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 2019:

- The rolling planning process is implemented for TT2020, via the C-OSS of RFC NSM, **published on PCS and can be requested from 15 August 2019**
- A workshop was steered in January 2019 with all interested RU of the corridor, with participation of the RFC Atlantic pilot and RNE, with the following goal :
 - focus on vision on future role of RFC Capacity within TTR framework
 - Discuss with the RUs their needs in a TTR world
- **Participation of RFC NSM to the setting up of the capacity model and the pilot strategy for TT2021 via the TTR core team**

Actions planned for RFC NSM MB:

- Feedback implementation pilot, with a special focus on the rolling planning activity

Actions planned for RUs:

- **Request to be sent for the rolling planning**
- Participants to the pilot AND non-participants to share their ideas and customer experience feedback
 - **Respecting the Pilot Information Document (PID) process and the capacity model when placing requests on the pilot lines**

Sector Priority 2 - New concepts for capacity offer on RFCs

Action 2: PaP as standard international rail freight product

State of play action:

- Goal of this action: facilitation international path request process and improve international path quality
- Previous steps: all preconstructed capacity is now published in the TT catalogue since 2 years
- Publication Strategy approved and renewed for TT2021
- Results of the pilot presented at the RFC Network Meeting

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), taking into account TTR implementation

Actions planned for RUs:

- Proactively participate in the upgrade of PCS and use the tool for all international capacity requests
- **Use the RAG platform at the other corridors to promote this pilot if feedback is positive**

Sector Priority 2 - New concepts for capacity offer on RFCs

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

State of play action:

- Goal of this action: ensure that the harmonization of 2020 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 from 2018 with continuous evaluation and adaptation**

Next steps:

- Evaluation of the TT2020 process
- According to the evaluation, implement improved procedures for TT2021
- Automated detection of some border inconsistencies via PCS or other information exchange channels

Actions planned for MB:

- Assure timely update of PCS with accurate information

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

State of play action:

- February 2018: update of the PaP catalogue with days where TT 2019 PaPs have a risk of conflicts with works for the French network
- Action investigated for TT2020 (publication Feb 2019) for SNCF Réseau, but no publication was done due to quality defects
- Action proposed for TTR pilot lines Rotterdam-Antwerp and available via PaP Catalogue, with update for Rolling Planning publication
- Action done to provide a similar overview for RC on the following axes:
 - Antwerp – Aubange borders
 - Antwerp - Mouscron

Next steps:

- Evaluation of the TT2020 process and investigating possibility for roll-out on other RFC axes

Actions planned for MB:

The RFC decided to keep a TCR coordinator in charge of the the good coordination of the impact at the corridor level

Actions planned for RUs:

Feedback needed on usefulness TCR impact on published PaPs



Sector Priority 3 - Improving coordination on TCR

Action 5: systematic implication of RUs in TCR process

State of play action :

Goal of this action: involving RUs and lowering the impact of TCRs on train runs, in organizing ad-hoc meetings with relevant IMs/RUs for specific cases

Previous steps:

- meeting with RUs and IMs in 2017 and 2018 to exchange on the planned TCRs.
- TCR recommendations for border points published in June 2018, after exchange with IMs & RUs.
- **Publication of updated TCR list (2020/2021) with new map on most impacting TCRs for 2020**

Next steps:

- **Map the existing processes of exchange of information between IMs throughout the process to identify weak points; creation of specific action plan**

Actions planned for MB:

Development TCR Tool with RNE; Implementation Annex 7

Actions planned for ExBo:

Provide a 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)

State of play Action

- Creation of the PCS user group in 2017, with participation of IMs, RUs & RFCs
- Several releases were planned in 2018 & 2019, for application from TT2021 (PaP definition, single border points, Envelope concept), which will mainly allow a better transparency of path availability in the PCS tool and usability of the tool in general
- PCS trainings steered by RFC NSM and in place for 4 years

Next steps:

- **Extensive training program beginning of 2020 to smooth the implementation of envelope concept for clients**

Actions planned for MB :

- **Implementation envelope concept**
- Provide timely and accurate information in PCS thanks to the development of / improving of automatic interfaces between PCS and national tools and/or via manual updating

Actions planned for MB & RUs:

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

easier, faster, safer



Sector Priority 5 - Improving harmonization of processes at the borders

Action 7: identify and prioritize cross-border issues

State of play action:

- 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
 5. **Exceptional transport announcements**

Actions planned for MB:

- **will be fixed after RAG meeting**

Actions planned for RUs:

- **Describe customer experience in the Exceptional transport authorizations processes**
- Identify problem encountered and impact, and describe needs for each priority



Harmonization Exceptional transport announcements

- Presentation RUs and exchanges with IMs



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)

State of play action:

- On-going pilot ProRail – Infrabel
- Planned project for SNCF R (with a current passenger trains perimeter)

Actions planned for MB

- **State of play pilot to be given end 2019**
- Follow-up ETA/ETH pilot with RNE
- Contribute to a better information on delays
- **Build a deployment plan on the nature and dates of new IT and TAF-TAP deployment**

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

Sub Action 1: scheduling & traffic management

- Goal of this action: allow 740 m trains in more frequent timeslots in BE

Next steps : This action is frozen for the time-being, with a negative answer received from Infrabel due to work impact. **The RUs are also not in favor of using the existing spot on long trains due to the risk of quality of operations, and therefore this subaction is proposed to be stopped.**

Sub Action 2: infrastructure enhancement investments

- Goal of this action: adapt infrastructure to allow 740 m trains on the principal lines in BE throughout the day

State of play of the action

- A study on the needs is being carried out by Infrabel, **with results to be known end 2019**

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 (new)



Actions planned for MB

SBB:

- Following the decision to implement P400 on the Swiss tunnels beyond Basel, SBB is planning an implementation between 2025 and 2030

SNCF

- SNCF Réseau is currently performing a study to define the priority routes on which the new FR400 baseline could be implemented. SNCF Réseau is also steering a working group with the active participation of RUs within the "Coopère" organization. **The results of this study will be known end 2019**

Actions planned for RUs:

RUs have decided to launch a market survey to evaluate the impact of the possible enhancement, with a European vision. These results will be presented to the Ministries of Transport of the Rail Freight Corridor

Market study – socio-economic impact on the enhancement of P400 for RFC NSM

- Presentation RUs



Sector Priority 8 - facilitate concrete ERTMS implementation

Action 11: improve coordination on ERTMS Deployment

State of play action:

- workshop IMs RUs took place in 2018 and in 2019
- **IM Set up in May 2019 a working group on the Mouscron corridor's cross border section that it not equipped yet in ERTMS to coordinate the roll-out (timing, technical solution, etc...)**

Actions planned for MB:

- **Reconduct a workshop to exchange on the implementation experience with IM's and interface issues with OBUs**
- **Consider another working group for other border points (Roosendaal or Calais)**



easier, faster, safer

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

Action 12

Detailed action for 2019:

- 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:

- continue to publish the KPIs and exchange on the results
(see presentation [Performance Report Marie-Anne Menguy](#))

Actions planned for RUs / MB:

- Continue the steering of the corridor in the follow-up of its main KPIs and Consider corrective actions for KPIs with unsatisfactory results

Harmonizing the Corridor Information Document (former Sector Priority 10)

Action 13

State of play action:

- Publication of a common CID for book 1 with RFC 1, 2, 4 & 8 for TT2020
- Launch of a working group to digitalize and customize books 2 & 3
- On going discussion with C-OSS community to finalize the harmonization of Book 4. **Discussions started for a common Book 4, with a low level of interest expressed out of RFC NSM**

Actions planned for MB:

- Draft the CID's update

Actions planned for RUs:

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

Sector Priority 11 – Contingency Management

Action 14: contingency planning

State of play action:

- rerouting overview in case of major disruption defined and published for RFC NSM end 2018, compatible with the handbook for International Contingency Management agreed by the sector.
- Deep cooperation with neighboring RFCs to define coordinated & harmonized solutions and consult these solutions with RUs

Actions planned for MB:

- Prepare a “simulation game” to check the efficiency of the deviation route catalogue

Actions planned for RUs:

- Propose a planning to 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

ICM

- State of play simulation test RFC NSM (presentation RFC)
- ICM developed by the Railway Undertakings (including rerouting strategy, presentation RUs)

Out of Sector Priority – Traffic Management

Action 15: other traffic management and TPM issues

State of play action

- Park or Run pilot launched by Infrabel – ProRail + impacted RUs
- **The communication device of Park or Run will be used during the ICM simulation test organized by RFC NSM**

Actions planned for MB & RUs:

- State of play to be given by participants

The sole responsibility of this publication lies with the author.
The European Union is not responsible for any use that may be made of the information contained there in.

Contact

oss@rfc2.eu

www.rfc-northsea-med.eu

ProRail

INFRABEL
Right On Track

NetworkRail

SNCF
RÉSEAU



CFL



ACF

 **SBB CFF FFS**

trasse.ch
trasse | schweiz | ag
sillon | suisse | sa
traccia | svizzera | sa
swiss | train paths | ltd



Co-financed by the European Union
Connecting Europe Facility