

# Action Plan RFC North Sea - Mediterranean

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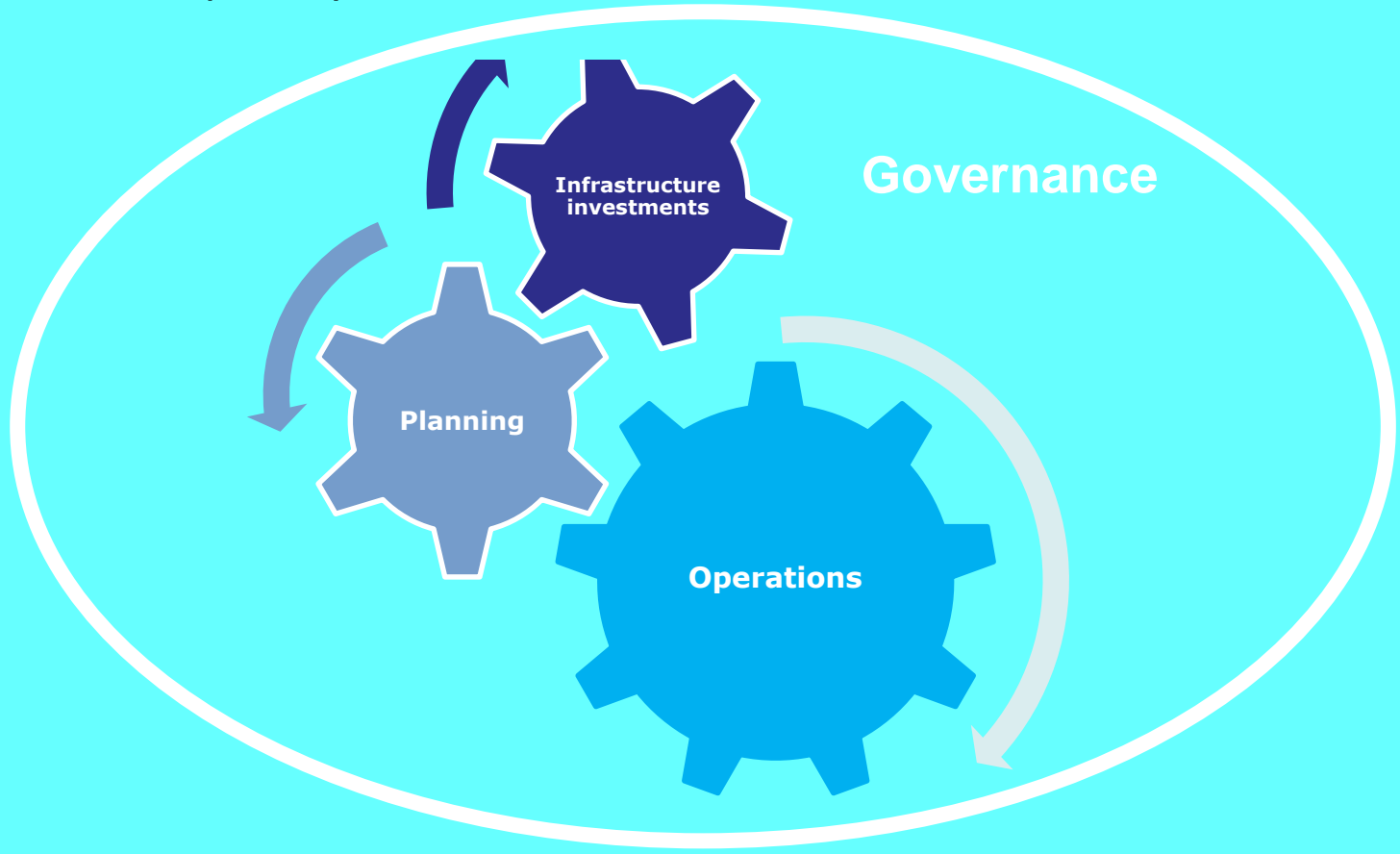
# Agenda

1. Reminder – The 10 priorities of the Sector
2. Action Plan RFC North Sea - Med

# Opening RFC Strategy Sessions - Rail Freight Day Dec 2016

Building together shared priorities for international freight

4 priority clusters defined with the sector



# Opening RFC Strategy Sessions - Rail Freight Day Dec 2016

Shared priorities / Planning



1. Following the timetable review project (TTR) implementation for infrastructure managers and railway undertakings composing the corridor
2. Improving the capacity offer given by the corridor, which has to pinpoint the expectations of the customers (more robust paths, less impact of temporary capacity restrictions (TCR), priority eventually given...)
3. Improving coordination on TCR, with better involvement of railway undertakings in the process
4. Enhance use of path coordination system (PCS) e.g. for all international path requests, in developing with RNE a better and usable version of PCS for all players, and improve the handling of PCS requests by respecting the agreed processes & deadlines.



# Opening RFC Strategy Sessions - Rail Freight Day Dec 2016

Shared priorities / Operations



5. Improving harmonization of processes at the borders, with support from executive boards
6. Following Estimated Time Arrival implementation for all stakeholders, including estimated time of handover, implementation of telematics applications for freight service (TAF-TSI) & information of Train Information System (TIS) included in national systems.





# Opening RFC Strategy Sessions - Rail Freight Day Dec 2016

## Shared priorities / Infrastructure Investments



7. Monitoring and supporting rollout of the TEN T requirement on Rail Freight Corridors & Infrastructure Managers with a focus on 740m trains
8. Following ETCS implementation decided by Member States.

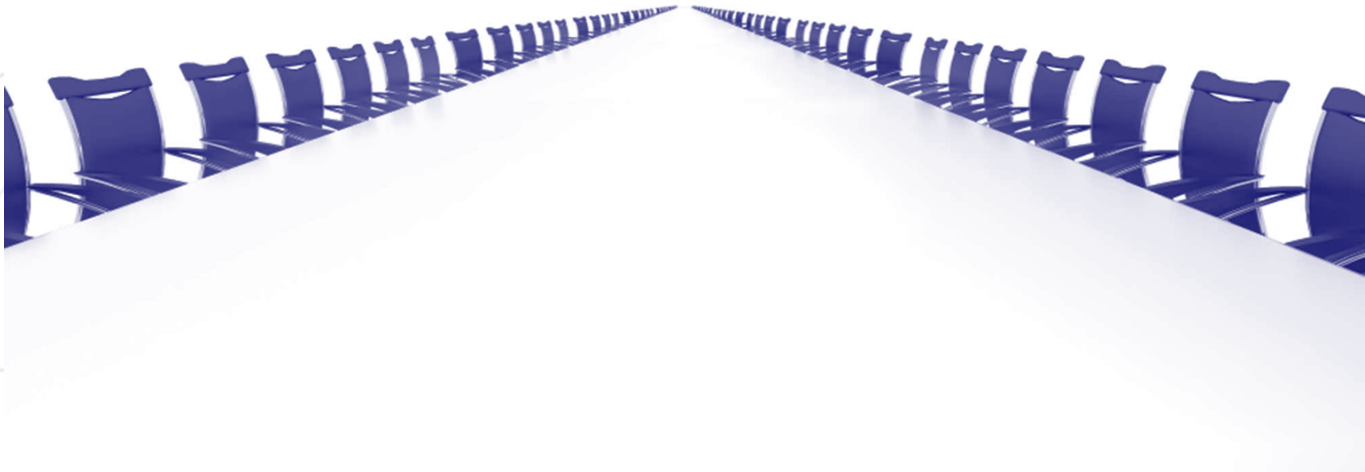


# Opening RFC Strategy Sessions - Rail Freight Day Dec 2016

Governance

## shared priorities / Governance

9. Monitoring the quality of freight services with implemented and shared Key Performance Indicators.
10. Harmonizing the Corridor Information Document (for all books except for Book V)



# Opening RFC Strategy Sessions - Rail Freight Day Dec 2016

## How to implement the priorities?

- Locally/ under the responsibility of Rail Freight Corridors (Management Boards, Executive Boards, Terminal Advisory Group & Railway undertaking's Advisory Group meetings) to implement topics with local content
- Globally: for cross border projects, under the responsibility of existing platforms (RFC Talks, RNE, ECCO Meetings, common Terminal Advisory Group meetings)
- For what concerns the 9 corridors: define a common structure of "must do" projects and give also enough space to Rail Freight Corridors to define their own priority list out of this "must do" list. This common structure is based on the priorities defined above.
- For all stakeholders (at the Member State & European Commission level): create a monitoring structure, in order to have an authority able to fix ambitious objectives for rhythm & the content of implementation
- The results of this continuous improvement approach should be presented each year at the Rail Freight Conference under the authority of EC





# Agenda

1. Reminder – The 10 priorities of the Sector

2. Action Plan RFC North Sea - Med

# 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.

# 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:**

- Regular update RFC NSM with the pilot project team members

### **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/Essen 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 for TT2020
- Evaluate the capacity portfolio offered by the corridor

### Actions planned for MB:

- Identification of available capacity for a pilot on short distance border stretches (focus NL-BE & LU-BE)

### 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 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 of the TT2018 process
- According to the evaluation, implement improved procedures for TT2019

#### **Actions planned for MB:**

- In case of PaP modification, maintain harmonized times at border points

#### **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**



## 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.

#### **Next steps:**

- RFC/RU/IM meeting during 1S 2018.
- Publication of TCR recommendations for border points in 1S2018.

#### **Actions planned for MB:**

Transmission of the recommendations to IMs TT & Maintenance departments for their integration, as recommendation only, into their internal processes

#### **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

### 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

### Actions planned for MB:

- tbd once the discussion with RU launched

### Actions planned for RUs:

- Identify and prioritize needs



# 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 not yet being 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

### 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.

### 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 to implement P400 and the cost of implementation. These costs will be based on a new GP400 baseline.

### Actions planned for RUs:

Provide the standard technical parameters reflecting the market needs

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 planned in May 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



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

Governance

## 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

### 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 planning

## Action 14: contingency planning

### Detailed action for 2018:

- Define and publish a rerouting overview in case of major disruption applicable for RFC NSM

### 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

# 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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