

# TAG Meeting, Lyon Terminal

Expectations TAG for the Corridor  
Paul KRONENBERGER, Frederic BUYSE  
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# Agenda

1. Goal of the discussions
2. Added-value of the terminals
3. Issues and expectations
  1. Governance: Immobilised rolling stock
  2. Leg of information
  3. Train-paths and impact on terminals -> Questions to the corridor
  4. Infrastructur
4. What are the priorities for the members of the TAG NorthSeaMed
5. The way forward. From ideas to plans

# Goal of the discussions

1. Presentation of issues and expectations from the last TAG and discussions with the members
2. What are the priorities for the members of the TAG NorthSeaMed ?
3. The way forward. From ideas to plans

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# Added-value of terminals for the corridors

- Terminals are part of intermodal logistic chains connecting
  - various modes of transport
  - Various services of a single mode of transport
- Terminals delivers value-added services

⇒ The “corridor” they are connected to should facilitate the development of these functions in order to provide better intermodal services than only ‘road haulage’

⇒ **the Corridor should be a lever to quality enhancement in the rail sector**

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# 1. Train-Paths and impact on terminals

## ➤ Issue : On axle Antwerp – Luxemburg – Spain

- Volatility of rail path is about 30% in a range between 60' to 90
- Trains moving on stable railpath slot is about 55%

## ➤ Impact on terminals

- Limited capacities under the crane
  - Cranes
  - Tracks
- Multiple handlings of units instead of direct overload train < > train
- Loss of quality
- Increase of costs

## ➤ Questions to the corridor

- Why not robust?
- How to improve robustness of paths?
- How to minimise the gravity of variations

## Project ongoing

- TTR
- TCR ?

## 2. Lack of information

### ➤ **Issue : Lack of information**

- ❖ About delays
  - ⦿ in time
  - ⦿ During night-time (CS of operators don't work at night)
- ❖ Further information about ETA
  - ⦿ in time
  - ⦿ That gives a real idea of ETA
- ❖ About technical problems and wagons that have been tagged
  - ⦿ To anticipate wagon-set modifications
  - ⦿ To activate "intervention teams" for small repairs at place

### ➤ **Impact on terminals**

- ⦿ Resources on hold
- ⦿ Wrong decisions taken by the planning team
  - ⦿ Delayed trains known/on place could be handled instead

### **Project ongoing**

- ETA project (RhineAlp corridor)
- ELETA project (CTO operators)
- RNE ETA project
- TAF TSI Revision



### 3. Infrastructure

- **Issue 1 : How to improve planning of works & information**
  - ◉ Involve terminals if direct impact
  - ◉ Robustness of the planning and information
    - ◉ Information on real-time works info – in case of issues inform all stakeholders (Term.& CTO at the same level as the RU's)
- **Issue 2 : Consistent Single European Railway Area**
  - ◉ Length of trains (capacity of the network - siding tracks)
  - ◉ Gauge
  - ◉ Capacity of marshaling yards and terminals

#### Project ongoing

- ScanMed Corridor –  
Terminal Integrated Capacity
- TAF TSI Revision

## 4. Governance of marshalling yards

- Issue 1 : How to improve use of network's infrastructure for TERM - Taking into account requirements of the customer (CTO) in any case of request
  - ⦿ Marshalling yards
  - ⦿ Receiving/departure tracks
- **Impact on terminals**
  - Multiple shunts on marshalling yards
  - Delayed Hand-over/take-over to RU's due to no tracks available
  - Increasing of costs for all parties
  - Decrease of quality
- **Example : immobilised rolling stock that blocks marshalling yards and terminals**
  - ❖ Modification of wagon-sets
    - ❖ Flat 60` <> 90`
    - ❖ Flat <> Pocket
  - ❖ Waggons on hold for maintenance and repair
    - ⦿ Due to a lack of capacity in maintenance facilities?
    - ⦿ Due to a lack of shunting capacities from/to maintenance facilities
  - ❖ Waggons/Groups on hold as
    - ⦿ "safety stock"

### Best practices

❖ ?

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# Priorities for the TAG of NorthSea Med



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## Contact

[oss@rfc2.eu](mailto:oss@rfc2.eu)

[www.rfc-northsea-med.eu](http://www.rfc-northsea-med.eu)



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