

Meeting of the Railway undertaking advisory group

27 May 2015 - Paris

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Participants

Applicants

Régis Vircondelet, Fret SNCF, President of the RAG
Marie-Anne Menguy, Fret SNCF
Arnaud Jacques, Sibelit
François Coart, Europorte
Guislain Bartholomé, CFL Multimodal SA
Lieven Goethals, B-Logistics
Nicolas Corbeel, B-Logistics
Eli Pernot, B-Logistics
Thomas Remond, Naviland Cargo
Norman Wenkel, DB Schenker Rail AG

European Commission

Alexis Padoy

Ministries

Julie Buy, BE
Peter Geens, BE
Brigitte Jacquemont, FR

Regulatory body

Sibylle Richard-Couffignal, ARAF (FR)

Management board

Rudi Achermann, SBB
Daniel Thull, CFL
Guus de Mol, ProRail
Maurice Faramelli, ACF
Paul Mazataud, SNCF Réseau
Ella Bernier, SNCF Réseau
Sylvain Mosmann, SNCF Réseau
Alain Queval, SNCF Réseau
Emmanuel Thiry, Infrabel
Michel Geubelle, Infrabel
Andri Mathis, Trasse Schweiz

Permanent team

Guillaume Confais-Morieux
Claire Hamoniau
Thomas Vanbeveren

Introduction

Régis Vircondelet welcomes the participants of the meeting.

Guillaume Confais-Morieux also welcomes the participants and gives information on the historical interest of the venue.

A tour de table is made.

The corridor in 2014

Customer satisfaction survey

Presentation made by Claire Hamoniau

RAG working groups: RUs ask to be better informed on these groups (aim of the group, timelines, name of members ...). They also ask that these groups are managed as projects.

Claire Hamoniau informs that an EDMS (electronic data management system) will soon be implemented for the RAG, which means that all documents of the RAG working groups will be available to all RUs.

Instead of sending the questionnaire to many people within the same company, RUs agree to have it sent to one single representative per company. This person will himself send the questions that he can't answer to the relevant expert.

Performance of the corridor

Presentation made by Thomas Vanbeveren

No comments by participants.

What's new on the corridor?

Presentation made by Guillaume Confais-Morieux on the following subjects:

- Extensions of the corridor in November 2016;
- Infrastructure improvements, including ERTMS;
- Cooperation between corridors;
- RAG working groups – state of play;
- Outcomes from the ECCO/RNE meeting of 27 April 2015.

Extensions

Thomas Remond suggests adding a link between Paris and Dijon to be able to connect Antwerp to Lyon, via Paris Valenton where their traction is located. He asks how Naviland Cargo can forward their request.

Paul Mazataud answers the following:

- This kind of decision will have to be approved by the Executive board;
- The link Paris – Dijon can also be an RFC Mediterranean line;
- The main issue is the congestion of Paris. We need to make sure that we could deliver the quality of service you would be expected to have;
- The corridor is already a “spider web”. Do we want to make it a bigger “spider web” or do we want to focus on certain lines?

Guillaume Confais-Morieux reminds that the RAG received a questionnaire for the expression of needs for timetable 2017 and that the extensions needs should be included in this feedback.

Brigitte Jaquemont explains that the request of Naviland Cargo will be studied by the French transport ministry and Julie Buy proposes to add this topic in the next Executive board agenda.

Régis Vircondelet wonders why RFC North Sea – Med should be extended from Lyon to Marseille, as this section is already part of RFC Mediterranean. Paul Mazataud answers that it is to make a match between the RFC and CNC and that RFC North Sea - Med and RFC Mediterranean might have common PaPs.

François Coart says that the information given on HS1 is a good news and asks what are the plans for north of London. Guillaume Confais-Morieux answers that for the moment feeders will be made to connect the north of London.

Working group on cross border acceptance

Régis Vircondelet suggests that a meeting is organized with all stakeholders and mainly with RFC Rhine Alpine.

Language

Régis Vircondelet explains that this topic also concerns the issue of safety certificate as there are differences between countries.

Michel Geubelle informs that this subject will be discussed at the common RAG meeting which will take place in December 2015 and explains that the language is not a problem on RFC North Sea - Med.

Guus de Mol informs that the problem of language comes from an EU directive, which has to be implemented in national law, but which doesn't suit our needs.

Alexis Padoy informs that this issue is being tackled by the Commission.

Light Cross acceptance

Lieven Goethals informs that the discussion in the Netherlands is completely blocked as the Dutch ministry only accepts freight locomotives with ATB until Roosendaal. He informs that this position will not help increase traffic volumes. The RAG asks to have a coordinated action with RFC Rhine Alpine on light cross acceptance subjects.

Works in France

Régis Vircondelet would like pressure to be put on SNCF Réseau as he thinks that the amount of works in France is too high.

François Coart informs that his company lost DFDS traffic because of works which were performed with total possession of tracks. Lieven Goethals adds that the customer therefore decided to stop the traffic via France. A letter was addressed to SNCF Réseau to ask help to resolve this problem.

Paul Mazataud informs that the trains involved tend not to leave Calais on time and therefore hit work possessions. We therefore need to investigate on the reasons for late departure at Calais and find ways to optimise the work possessions.

Loading gauge enhancement studies on the corridor

Presentation made by Guillaume Confais-Morieux, Paul Mazataud, Daniel Thull and Rudi Achermann.

Paul Mazataud informs that, on the contrary to Calais - le Boulou, where trains have to run with very low wagons (23 cm) and very low speed in the tunnels, the studies performed on the corridor are to allow higher wagons (27cm) and no speed restriction.

François Coart asks what can be operated before 2026 and where. Paul Mazataud answers that we will have to wait until the end of the studies this year to have the answer.

ERTMS

Presentation made by Peter Geens.

Questionnaire on operational rules

- The RAG agrees to have transparency between RUs on the answers of the RUs;
- The new deadline to answer the questionnaire is the 5 June 2015;

Norman Wenkel asks that operational rules are harmonised at European level and not on a corridor basis.

BE MoT clarified that **ETCS cross-border operations will be possible on RFC North Sea – Med next year** and that if ERA is not ready to provide the required support, the corridor would have to undertake the necessary steps by itself.

Data entry by the driver

Sylvain Mosmann informs that there is a risk that the demonstration of GAME (globalement au moins équivalent) leads to the request of the use of a minimum lambda in France. The impact of it could lead to a decrease of the corridor's performances in term of capacity, and/or an additional procedure for the programming of the lambda for the RU's.

Alexis Padoy indicates that DG Move supports a common approach, involving the RFCs and ERA. The organization of a seminar is envisaged, where ERA would explain how it sees interoperability on corridors and which would cover e.g. the revised OPE TSI and the Commission recommendation DV-29 bis (2014/897/EU)

Julie Buy informs that the next meeting with the NSA, RUs and RFC North Sea - Med will take place on 11 June 2015. ERA will also be invited to that meeting. She insists that the answers to the questionnaire are sent beforehand as it is in the interest of the RUs to cooperate.

Removal of the Memor crocodile (Royal Decree of 9 July 2013)

Peter Geens indicates that on lines equipped with ETCS and TBL1+, even if the MEMOR is still active, it is mandatory to run with TBL1+ or ERTMS, Infrabel will not allow anymore to run with MEMOR onboard as from January 2016.

Guillaume Confais-Morieux asks that RUs give a detailed feedback with information on the traffic which will consequently be impacted.

Works in Belgium between Namur and Ottignies

Presentation made by Emmanuel Thiry.

The main information given is:

- line 144 will be reduced to single track which will extend the loading gauge profile;
- there will be no change in allowable loading weight in both directions;
- some works are postponed to 2019 at the earliest on L130.

Infrabel informs that they will not start works in Ottignies without having gone through all the different possibilities together with the RUs. Lieven Goethals asks if the works can be done between Xmas and New-Year. Infrabel will study this request.

Capacity allocation

Presentations made by Thomas Vanbeveren on the following subjects:

- Exchange on 2016 PaPs;

- Consultation planning for the 2017 PaPs;
- Results of the consultation on flexible PaPs;
- Feedback from applicants on PCS.

Consultation on Flex PaPs

Some RUs express their wish to answer to the questionnaire even if the deadline is already passed. RFC North Sea - Med will send it again to those who haven't answered.

Régis Vircondelet indicates that we have to take into account the economical part of train runs, for example by preventing the need of a second driver. For example, the Flex-PaPs lead to an increase of the slot which necessitates in some cases (Sibelit between Bettembourg and Basel) to hire another driver, due to the fact that one driver can't perform the whole journey. We have to work together, within a workshop to know if the concept of Flex-PaPs is a good idea or not.

Michel Geubelle informs that the work of the C-OSS ends when the path is allocated, therefore the cancellation rule which applies is a national one.

Corridor Information Document (CID)

Presentation made by Thomas Vanbeveren on:

- The main changes in the 2016 timetable CID;
- The planning for the 2017 timetable CID.

Régis Vircondelet informs that the terminal of Schijnpoort is not use by Fret SNCF anymore.

Conclusion

Régis Vircondelet closes this meeting by informing that the RAG would like to be more involved in the RFC North Sea - Med working groups, not by creating new workshops but by taking the opportunity of existing ones to involve RUs and build something common together. He adds that there is always a will of good cooperation in RFC North Sea - Med.

Guillaume Confais-Morieux concludes that RFC North Sea - Med will have a big work load in 2015 with a higher collaboration with the other RFCs and ambitious projects like loading gauge enhancement studies and the implementation of the new extensions. We will also have to face many challenges in 2015, such as the ERTMS implementation and the work on PaPs. The PaPs demand is increasing and has doubled for timetable 2016. We have open discussions in the RAG and have to continue this way.

