

## MEETING OF THE TERMINAL ADVISORY GROUP

23 September 2015, Paris

### Participants

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#### Terminals

Kate VERSLYPE	Port of Ghent
Krishnaraj DANARAJOU	Ports de Paris
Fabienne MARGAIL	Grand Port Maritime de Marseille
Manfred RAUSCH	Port Autonome de Strasbourg
Anthony PETILLON	Port de Boulogne-Calais
Johan ABEL	Port of Zeebrugge
Koen CUYPERS	Antwerp Port Authority
Eric LAMBERT	CFL Multimodal
Jurgen DECLOEDT	APM Terminals (Zeebrugge)
Ben BEIRNAERT	Combinant (Antwerp)
Marie-Anne MENGUY	VIIA
Piero SOLCA	Hupac Intermodal
Frédérique ERLICHMAN	DB Schenker UK

#### Regulatory body

Sybille RICHARD-COUFFIGNAL	ARAF
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#### Management board

Daniel THULL	CFL
Rudi ACHERMANN	SBB
Kris van CROMBRUGGEN	Infrabel
Guus de MOL	ProRail
Paul MAZATAUD	SNCF Réseau
Guillaume CONFAIS-MORIEUX	Permanent team
Claire HAMONIAU	Permanent team

## Introduction

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

A tour de table is made.

## The performance of the corridor in 2014

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### **Performance of the corridor**

Presentation made by Guillaume Confais-Morieux (see PowerPoint “Performance of the corridor”)

Manfred Rausch wonders if it is possible to compare KPIs between RFCs.

Guillaume Confais-Morieux informs that all corridors have the same KPIs, but it is a decision of the corridors to publish them. The ones of RFC North Sea – Med are published on its website.

Guus de Mol adds that the KPIs are not always measured in the same way in each corridor. Therefore the comparison of KPIs between corridors is currently difficult to perform. A harmonisation process of is on-going and it will then be possible to compare the complete results of the corridor KPIs.

### **Customer satisfaction survey**

Presentation made by Claire Hamoniau (see PowerPoint “Results of the customer satisfaction survey”)

Marie-Anne Menguy asks if it is possible to work with all other corridors to harmonise the information on terminals.

Claire Hamoniau answers that the template for the terminal information has been harmonised with RFC Rhine Alpine and that it is a good idea to further harmonise with the other RFCs. This idea will be proposed during the next RFCs’ common meeting.

Paul Mazataud adds that the RFCs support the fact that the recast of Regulation 913-2010 requests a single CID for all corridors. There would then be a single book describing all terminals in Europe. VIIA would consider this useful.

Eric Lambert informs that UIC has published a combined transport report for 2014 with the list of all terminals and their connections to corridors.

## What’s new on the corridor?

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Presentation made by Guillaume Confais-Morieux (see PowerPoint “What’s new on the corridor”) on the following subjects:

- Extensions of the corridor in November 2016;
- Infrastructure improvements;
- Cooperation between corridors;
- State of play of the RAG working groups;
- Cooperation between CNC and RFC North Sea – Med.

No discussions take place on this presentation.

## Capacity allocation

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Presentation made by Guillaume Confais-Morieux (see PowerPoint “Capacity allocation”).on the following subjects:

- Capacity allocation for the 2016 timetable;
- Consultation phase for the 2017 timetable;

A few questions are asked to better understand the figures shown in the presentation.

## Presentations and expectations of terminals

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### Port of Zeebrugge

Presentation made by Johan Abel (see PowerPoint “Port of Zeebrugge”).

Improvement of last mile: the port authority tries to make RUs work better together, by having one single operator for the last mile who will work for all other RUs.

The main expectations of the port towards the corridor are to have more freight transported by rail. Sometimes, it is difficult to get the train paths to the port on time for the needs of the market (e.g. an answer arrived 7 or 8 months after the request).

### Port of Calais

Presentation made by Anthony Pétillon (see PowerPoint “Port of Calais”).

He indicates that the tracks are available for all traffic, even for traffic not going to UK. The traffic is in average a train a day, it is currently stopped and will be re-launched in January 2016.

Marie-Anne Menguy informs that a VIIA service will be launched in January 2016 in Calais, but that the migrants are a very important issue for this service, as the tracks are not secure enough. Specially, there is a signal stop which can be avoided as there is only VIIA on this track for the moment. Paul Mazataud answers that the site is currently being secured by SNCF Réseau.

Frédérique Erlichman informs that DB Schenker has the same problem with migrants. Also Fréthun is currently closed at night, but DB Schenker would at least like to be able to run diesel trains in this marshalling yard by night.



### Port of Marseille

Presentation made by Fabienne Margail (see PowerPoint “Port of Marseille”).

She specifies that capacity is allocated by SNCF Réseau within the port. The main expectations towards RFC North Sea – Med are Geneva as a new border point, the construction of PaPs to Marseille Fos port, bearing in mind that many trains to and from Marseille stop in a French hub.

### Port of Antwerp

Presentation made by Koen Cuypers (see PowerPoint “Port, terminals and rail corridors, Port of Antwerp”)

Koen Cuypers indicates that on the rail infrastructure of the port, the knowledge of the company which is in charge can be improved. Also information, and specially the standardisation of information, is lacking, as every company has a different information tool. He announces the launch of NVB Railport Antwerpen, a local traction operator whose mission is to give more fluidity to the management of the tracks of the port.

### Terminals of DB Schenker UK

Presentation made by Frédérique Erlichman (see PowerPoint and leaflet “Terminals of DB Schenker UK”).

## Train Information System

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Presentation by Claire Hamoniau (see presentation “TIS”)

Ben Beirnaert informs that his company is not interested in having TIS as this tool doesn't provide information in the terminal, which is crucial as it is the place where bottlenecks are situated.

Eric Lambert shows that CFL Multimodal receives real time information coming from the RUs. It has to be checked if this information comes from TIS.

Piero Solca indicates that the foreseen cost to be able to use TIS is too high and that other sectors provide this information for free.

All terminals agree that the foreseen cost of TIS is not adapted to all terminals as some have very little rail traffic and couldn't afford paying the price described in the presentation. This information will be passed on to RNE.

Guus de Mol informs that the connection of terminals to TIS shall be invoiced at costs price.

## Corridor Information Document (2016 & 2017 forecast)

Presentation made by Guillaume Confais-Morieux (see PowerPoint “Corridor Information Document”) on the following topics:

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

No discussions take place on this presentation.

## Loading gauge enhancement studies on the corridor

Presentation made by Guillaume Confais-Morieux, Paul Mazataud, Daniel Thull and Rudi Achermann (see PowerPoint “Loading gauge enhancement studies”).

Eric Lambert thanks the RFC North Sea – Med and SNCF Réseau for these enhancement projects which can facilitate rail traffic in the future. Nevertheless, the year 2026, as indicated by Rudi Achermann as the next possible date for the enhancement of the 2 tunnels before Basel, is too far away. During this time, some trains are running through Germany.

Fabienne Margail asks if the loading gauge will be performed south of Lyon, in order to have a good alternative to track transport. Paul Mazataud answers that there will soon be a study performed between Lyon and Marseille by SNCF Réseau and that the TAG will be informed of the outcomes of this study.

## Conclusion

Guillaume Confais-Morieux thanks the participants for a fruitful day. He indicates that the traffic of the corridor is developing. This is also due to the terminals which have new traffic and projects. Terminals and the Management board need to communicate, and the latter is also open to face to face discussions.

For the next meeting, Eric Lambert invites the TAG to Bettembourg for the opening of CFL Multimodal’s new terminal.