

## MEETING OF THE RAILWAY UNDERTAKING ADVISORY GROUP

11 October 2016, Rotterdam

### *Participants*

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#### **Railway Undertakings and associations**

Corbeel, Nicolas	B-Logistics
Goethals, Lieven	B-Logistics
Bartholome, Ghislain	CFL multimodal S.A.
Erlichman, Frédérique	DB Cargo
Coart, François	Europorte
Jacques, Arnaud	Sibelit
Czernecki, Nicolas	Sibelit & Fret SNCF
Toet, Ad	KNV

#### **Executive Board**

Massy, Tim	FOD Mobiliteit, MoT Belgium
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#### **Management Board – Permanent Team**

Biava, Stéphanie	ACF
Thull, Daniel	CFL Infra
Geubelle, Michel	Infrabel
Van Crombruggen, Kris	Infrabel
de Mol, Guus	ProRail
Achermann, Rudi	SBB Infra
Hamoniau, Claire	SNCF Réseau
Haltner, Daniel	Trasse Schweiz
Mosmann, Sylvain	SNCF Réseau (Technical advisor ERTMS for the Permanent Team)
Confais-Morieux, Guillaume	Permanent team
Vanbeveren, Thomas	Permanent team
Salimène, Mohamed	Permanent team
Maeselle, Matthieu	Permanent team

## Expectations of the RAG

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G. Confais-Morieux, Managing Director of the RFC NSM, welcomes the participants. The [agenda](#) is proposed.

L. Goethals, president of the RAG, welcomes the participants and announces the pre-RAG meeting expectations.

1. **L. Goethals, on behalf of the RAG, informs of the railway undertakings' expectations and issues raised, following the pre-RAG meeting:**

I. Feedback presentation RAG-president during Executive Board on 6<sup>th</sup> of October:

- See [Presentation 1](#) that was given by L. Goethals during the last Executive Board (6<sup>th</sup> of October, Brussels).
- On part 1, Capacity: the RAG members express their concerns of the stability of the PAP product offered on RFC NSM. Especially, since there is little to no difference in experiences compared to other pre-constructed path products (Non-corridor/national). The added value of the PaP product as offered today is thus being strongly questioned. Especially the situation on the SNCF-Réseau network is not satisfying.
- On part 2, Temporary Capacity Restrictions (TCR): the RAG members express the need for a better Coordination of Works on the RFC NSM, as the current impact of the corridor in this domain is not seen in practice. MG recognised that the coordination of TCR between IM's leaves much to be desired and that Infrabel could also do better in this matter.

Guillaume Confais-Morieux proposes that RFC NSM sends to the RUs the planned works along the corridor, and that the RUs select 1 or 2 important works they would like the RFC to focus on in a dedicated working group.

- On part 3, ETCS:
  - o The RAG members express their concerns about the roll-out of ERTMS in Luxemburg and asked to postpone the compulsory use of ETCS from 07/2017 till 2019.
  - o D. Thull suggest to the RAG members to send an official letter to the Luxemburg authorities to motivate with arguments and ask for a derogation till 2019.
- On part 4, Loading Gauge:
  - o The RAG member states that the enhancement of the loading gauge on the Lorraine sections is a must for further development of rail freight traffic to Basel.
  - o B-Logistics was confronted with a safety incident due to a human error done by a member of its staff: a container was erroneously put onto a convoy to the Lorraine section where this profile of loading gauge is not allowed. The convoy was stopped in Mulhouse. After visual inspection, no damage was notified on this specific container.
  - o The RAG members propose to run a test train with polystyrene containers.
  - o RFC NMS support the idea, under the condition that the engineering departments of SNCF Réseau validates its conditions for the validation of the results.
  - o C. Hamoniau (SNCF Réseau) volunteers to coordinate the test if it is validated by the Engineering department of SNCF Réseau. She will enquire.
  - o R. Achermann (SBB Infra) reminds that this is not the method used in Switzerland to measure loading gauge and can't support the proposal to let run the test-train on the Swiss network.
  - o R. Achermann (SBB Infra) and D. Haltner (Trasse Schweiz) stress the point that that from the Swiss point of view, these potential investments have to be seen in an overall strategy, in negotiation with the Swiss MoT.
- On part 5, Longer trains:
  - o The RAG members express the need of running 740m trains on RFC NSM.
  - o M. Geubelle (Infrabel) expresses the commitment of Infrabel to check the possibilities to have a larger window for run 740m trains on the Belgian network.

- On part 6, Future UK link after Brexit:
  - o During the last ExBo meeting (6<sup>th</sup> of October), Network Rail and the UK MoT expressed their commitment and support to the Corridor. Nevertheless, the political situation and evolution regarding Brexit process has to be evaluated as well as the model chosen to participate in the Corridor.
  - o The RAG members express their concern that an extension north of London is a must if UK remains in the Corridor.
  - o Guillaume Confais-Morieux answered that having a PaP until London, with feeder / outflow paths above is already a plus, and that the volumes need to be increased in order to build more industrial paths above London.
  - o The RAG members express their concern that the ETCS in UK has to be compatible with the continental version of ETCS when rolled-out after Brexit.

**II. Next steps:**

The concerns expressed above by the RAG members will be taken into account in specific WG with feedback given to the members.

**III. Input from the RAG for the next ExBo of RFC NSM:**

- The RAG members express the need of agending 2 points at the next ExBo:
  - o Basisnet: Transport of dangerous goods in NL.
  - o Works on Moerdijk bridge.
- The RAG members agree that the presentations concerning these topics are prepared by the president of the RAG assembly, coordinated with the permanent team.
- After the meeting G. de Mol (ProRail) provided more information on the works on the Moerdijk bridge: [see factsheet Moerdijk](#).

## ***Presentations***

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**2. What's new on the corridor:**

- [See Presentation 2](#) made by G. Confais-Morieux.
- The RAG members present express their doubts about the extension to Geneva and would like to stress that the RFC NSM has to focus on its main strategic issues and core lines.
- S. Mosmann announces that the first ETCS border point is to be put in service on 17th October between Luxembourg and France. Commercial service of TGVs 2N2 running in ETCS L1 between Thionville and Luxembourg will start on 11th December.

**3. Strategic Discussion: Perspective 2020**

- [See presentation 3](#) made by G. Confais-Morieux.
- The RAG members ask to take into account feedback of the pre-RAG meeting into the strategy of the RFC NSM.
- The RAG Members strongly believe that a higher frequency of publishing KPI's is necessary, to be able to clearly follow up the impact of the corridor. Today KPIs are published yearly in the performance report (first quarter of the year).

**4. State of Play 'Working Groups':**

**4.1. State of play working group 'ETCS:**

- [See Presentation 4.1](#) made by M. Salimène.
- For the ERTMS Work Plan business case of the EC, see [annex of presentation 4.1](#).
- The RAG members remind that no ERTMS locos are available with the kit of 3 historical signalling systems: KVB, TBL 1+ and Memor.

#### 4.2. State of play working group 'TCR':

- [See Presentation 4.2](#) made by M. Salimène.
- As stated in the point 1 (expectations and issues raised, following the pre-RAG meeting) G. Confais-Morieux proposed to organise a ConfCall between the RAG members and the IM's on selected works considered as strategic for IMs.
- G. de Mol (ProRail) states that coordination of works is an important priority in the sector declaration.

#### 5. Capacity TT2017, TT2018:

- [See Presentation 5](#) made by T. Vanbeveren.
- The RAG members strongly emphasised the need for a better alignment of the data in PCS and the national tools. Discrepancies lead to situations where it is not always clear for clients which timetables are the correct ones. Moreover, this impact the operational oversight on the works of the C-OSS, in terms of coordination at the borders in the period after X-8. T. Vanbeveren expressed that in a first step, for TT2018, the corridor will aim to have identical situations at final offer in PCS and the national tools. For this, several publication methods for TT2018 are being studied (purely technical). A final solution will be available through the development of PCS from TT2019. Moreover, an improved stability of the product and the use of PCS through the entire allocation process remain stronger than ever the focus of the corridor.

#### 6. Feedback Consultation RAG:

- [See Presentation 6](#) had to be made by M. Maeselle.
- No additional comments were added by the RAG members.

#### 7. TSI on noise:

- Presentation was foreseen on the previous RAG meeting in London, but postponed due to timing issues.
- [See Presentation 7](#) made by M. Salimène.
- This point was for information, no additional comments were added by the RAG members.
- L. Goethals suggests to add argumentation on this point as an extra item during the RAG window in the ExBo.

#### 8. Introduction to TAF TSI:

- Presentation was foreseen on the previous RAG meeting in London, but postponed due to timing issues.
- [See Presentation 8](#)
- RAG members agree with the argument that the issues are mainly linked to the interface between the national systems and e.g. PCS. The TAF TSI data exchange standard aims to address these issues in the future, as far as the process of exchange of data between is fixed.
- So far, following contact persons for TAF TSI have been identified during the meeting:
  - o SNCF Fret: [benoit.thinon@sncf.fr](mailto:benoit.thinon@sncf.fr)
  - o CFL RU: [Christian.kittmann@cfl.lu](mailto:Christian.kittmann@cfl.lu)
  - o SBB RU: [Ulrike.makower@sbb.ch](mailto:Ulrike.makower@sbb.ch)
  - o B-Logistics: [nicolas.corbeel@blogistics.be](mailto:nicolas.corbeel@blogistics.be)
  - o ProRail: [floris.visser@prorail.nl](mailto:floris.visser@prorail.nl)
  - o SBB IM: [philipp.schultz@sbb.ch](mailto:philipp.schultz@sbb.ch)
  - o RFC NSM: Mohamed Salimène
  - o DB Cargo: [juergen.hiller@deutschebahn.com](mailto:juergen.hiller@deutschebahn.com)
  - o CFL Cargo: [lori.paquet@cflcargo.lu](mailto:lori.paquet@cflcargo.lu)

- SNCF Réseau: [jean\\_marc.pourchier@reseau.sncf.fr](mailto:jean_marc.pourchier@reseau.sncf.fr)
- Infrabel : [michel.geubelle@infrabel.be](mailto:michel.geubelle@infrabel.be)
- A meeting or ConfCall should be organised to have a state of play of the implementation of TAF TSI within our organisations.
- We kindly ask to all RAG members and participants to check if the contact persons are correct and if some contact persons are missing, to send them to M. Salimène of the permanent team.

**9. Open Points and AOB:**

- The RAG members agree to hold the next RAG on Wednesday 25<sup>th</sup> of January 2017, in Paris.