

MEETING OF THE RAILWAY UNDERTAKING ADVISORY GROUP

18th of November 2020, Online (Teams meeting)

Participants

Railway Undertakings and associations

Lambert, Eric	CFL Cargo (Vice-Chair of the RAG)
Oelschläger, Dirk	DB Cargo
Penso, Andrea-Marco	DB Cargo (Chair of the RAG ScanMed)
Krasowka, Tim	DB Cargo/ECR
Flesch, André	Hupac
Goethals, Lieven	Lineas (Chair of the RAG)
Corbeel, Nicolas	Lineas
Jacques, Arnaud	Sibelit
Vantalon-Korovitch, Gaëlle	SNCF Fret (Chair of the RAG Atlantic)
Kempf, Ulla	SBB Cargo (Chair of the RAG RFC Rhine-Alpine)
Gehenot, Sandra	UIC
Bannholzer, Constanze	UIC

European Commission

Haller, Reinhard

Executive Board

Avaux, Caroline	SPF Mobilité & Transport, MoT Belgium
Bodiaux, Pierre	SPF Mobilité & Transport, MoT Belgium
Kobler, Milena	Ministère de la Transition Écologique, MoT France

Regulatory Bodies

Panneels, Gretel	Belgian Regulatory Body, Coordinating RB
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Management Board – IMs & ABs – Permanent Team

Kronenberger, Paul	CFL MM (Chair of the TAG) (Guest)
Buyse, Frédéric	Lineas (Vice-Chair of the TAG) (Guest)

Dierickx, Michaël
Schreiner, Britta
Lambert, Claude
Geubelle, Michel
Van Crombruggen, Kris
De Mol, Guus
Hamoniau, Claire
Achermann, Rudi
Haltner, Daniel

Mosmann, Sylvain

Le Floc'h, Yann (YLF)
Menguy, Marie-Anne (MAM)
Quaeyhaegens, Jean (JQ)
Maeselle, Matthieu (MMA)

Chair of the MB
CFL IM (MB member)
ACF (MB member)
Infrabel (MB member)
Infrabel
ProRail (MB member)
SNCF Réseau (MB member)
SBB Infra (MB member)
Trasse Schweiz (MB member)

SNCF Réseau (ERTMS technical expert for the RFC)

Permanent team – Managing Director
Permanent team – Operations & Investments Manager
Permanent team – Capacity Manager – C-OSS
Permanent team – Finance & Communication Manager

Welcome and expectations of the RAG

Y. Le Floc'h, Managing Director of the RFC NSM and L.Goethals, chair of the RAG, welcomes the participants.

Also, the Chairmen of the TAG, Mr. Kronenberger of CFL MM, and Vice-chair, Mr. Buysel of Lineas, were welcomed as observers.

The agenda is proposed.

The RAG members expressed their expectations, discussed during the pre-RAG meeting (see point 3).

Presentations

1. Welcome word by the Managing Director and Chair of the RAG

2. What's new on the corridor:

- Oral points mentioned by Y. Le Floc'h (YLF):
 - o Our C-OSS Manager T. Vanbeveren left the RFC. The RFC welcomed Jean Quaeys as new C-OSS and new member of the Permanent team;
 - o Mister A. Haouchine left his function at the Ministère de la Transition Écologique, the MoT of France. Miss M. Kobler took over from him, and is welcomed as the new French MoT representative within the Executive Board, and in this RAG;
 - o With the installation of RFC Rhine-Danube, RFC North Sea-Med has now a connection with this RFC in Strasbourg. Both RFCs could propose common capacity in the future if it responds to market demand.

3. Expectations of the RAG based on input of the Pre-RAG

The RAG members expressed their expectations, discussed during the pre-RAG meeting. RAG Chair L. Goethals summed up following points to be addressed:

- After welcoming the new participants, L. Goethals stresses the wish to further strengthen the cooperation between the IMs and the RUs on this Corridor;
- On P400: the RAG attendants ask to be informed of the outcomes of the COOPERE working group of SNCF Réseau;
- On the Working Groups and Taskforces: L. Goethals stresses the wish to start the work in the proposed Workgroups and Taskforces, these will be discussed in the meeting (see further in the meeting minutes).

Agreed is to further address the topics raised by the RAG in Point 4, where SNCF Réseau will give a state of Play regarding P400.

4. RFC: Action plan & presentations by the Permanent team and Management Board

- See Presentation 4 made by YLF and Permanent team.

- All details are in the presentation 4 given by the Permanent team, [Click here to consult it.](#)

Additional comments, remarks and questions on the presented information:

- **Action 1:** give a regular feedback on the pilot Rotterdam – Antwerp on the RFC North Sea- Mediterranean lines:
 - o Action is considered as completed, RUs are included in the RNE TTR governance.
- **On Action 2:** PaP as standard international rail freight product:
 - o Action is considered as completed, is integrated in the TTR concept.
- **On Action 3:** monitor the allocation process and the quality of the capacity offered:
 - o Information is provided in the performance report, the RUs are included in the specific Workgroup.
- **On Action 4:** Better integration of works in the PaP Catalogue:
 - o Action is abandoned at RFC level. Reason was it was very instable, with no accurate information. It is transferred on a higher level at RNE, with the implementation of the RNE TTR tool.
 - o G.Vantalón (SNCF Fret) asks clarification about the higher level, YLF answers that that the process of TCR is led by the IMs, bring it at a RNE higher level should provide a better working process once the TCR and TTR projects implemented.
- **On Action 5:** systematic implication of RUs in TCR:
 - o RUs are consulted by national consultations by each IMs. RFCs is coordination on alternative routes between the IMs;
 - o RFC will ask feedback to the RUs regarding the TCR map, this will be done by a small questionnaire that will be sent out by MMA;
 - o L. Goethals mentions still open conflicts in TT 2022, especially between France and Belgium, and ask the RFC to take action to resolve these conflicts.
 - o A-M. Penso recommends also to have a broader Corridor RU consultation on top of the bilateral meeting between RUs and IMs as this seems to work on RFC RALP;
 - o M.Geubelle stresses the fact that this bilateral way of working is mentioned in the Annex 7 but mentions that Infrabel stands open for a broader Corridor RU consultation.
- **On Action 6:** Enhance use of path coordination system (PCS):
 - o Implementation of the ‘Envelop concept’ has been rolled out in the PCS tool;
 - o Future PCS ongoing change request to improve user experience will be handled within the FTE forum.
- **On Action 7:** identify and prioritize cross-border issues:
 - o On Linking trains: see remarks on the slides;
 - o MAM suggests to look deeper in the process of TCM messages to the common interface of TIS to see if it's easier with the process that is in test on RFC Rhine-Alpine.
- **On Action 8:** Consider the application of the corridor to be one of the RNE pilot for the ETA program (at one corridor border):
 - o A first pilot between Lyon and Bettembourg is organized, this will be further presented in the meeting;
 - o RNE is working on a TIS data quality project to improve running train monitoring;
 - o Still, the permanent team continues its work on having a better in-depth vision on the whole process chain of ETA;
 - o R. Achermann (SBB Infra) mentions that this is heavily related to the Action 7. There the RUs could help to improve the data quality in TIS.

- **On Action 9:** Longer trains in Belgium;
 - o No additional news to announce. Study is ongoing. See specific point on the subject.
- **On Action 10:** Recheck the loading gauge limitation in France & Switzerland;
 - o This point will be discussed in the P400 specific topic.
- **Action 11:** improve coordination on ERTMS Deployment:
 - o This point will be discussed in the ERTMS specific topic.
- **Action 12:** Performance report:
 - o Action is completed.
- **Action 13:** Simplification and digitalization of the CID's:
 - o State of play mentioned on the slides.
- **Action 14:** contingency planning:
 - o State of play mentioned on the slides;
 - o The revision of the RNE handbook is postponed to spring 2021;
- **Action 15:** Follow-up bad trains:
 - o Action is completed.

RFC Approach: Helpdesk – Clients entry point (presentation vision by MD):

- YLF explained the 'ticket' approach within the permanent team. The idea is to improve the traceability and follow-up process of the requests by RUs, Terminals and stakeholders towards the permanent team. The permanent team uses the planner as "To-do"s and addresses it to the concerned departments or persons within the concerned IMs. The permanent team weekly reviews this list every week, and the ticket is closed once the requesting stakeholder mentions it can be closed.

State of play Coopere/P400 (SNCF Réseau – feedback participating RUs):

- SNCF Réseau informs the RAG on 2 points:
 - o State of play of the actions SNCF Réseau is taking, also towards the French MoT:
 - Laurent Marseille of SNCF Réseau gives a state of play in the meeting;
 - The selected loading gauge is the LGP400 gauge, which was defined together with the RUs;
 - The enhancement costs have been estimated at €175 million on the Longuyon-Basel stretch;
 - The 4F consortium addressed its wish to see the loading gauge financed in the context of the French recovery plan, this request was related to the French MoT where the request is on their desk;
 - SNCF Réseau is currently investigating the blocking points on the Longuyon - Bâle and on the Bettembourg - Perpignan stretch to run P400 trains;
 - The idea is to progressively enhance the loading gauge. We could work on an intermediate trajectory to run trains with ad hoc operating conditions. However, nothing is committed for these interim stages, which also need to be financed;
 - We are expecting a return of the State at the beginning of 2021 on potential financing within the framework of the recovery plan.
 - E. Lambert asks when it is foreseen to renew the tunnels on the Longuyon - Basel stretch. Mister Marseille mentions there is a renewal program foreseen in a 10-year frame, and also after. SNCF Réseau has asked the State (on behalf of 4F) to finance the increase of loading gauge on the part of the tunnels which will be renewed. This will nevertheless not cover the

- complete opening of the axis to the LGP400 but avoids having to go back on these regenerated portions.
- He also stresses the fact that the foreseen enhancements works do not necessary mean that this will lead to a loading gauge enhancement.
 - G. Vantalon asks 3 questions: answered by Mister Marseille :
 - Concerning a 'permanent ATE' (exceptional transport consignments) is still needed after: probably yes, but on a permanent way;
 - Concerning the optimization of the calculation method: different alternatives are studied, this will probably change the reference;
 - Concerning the reduced speeds in the tunnels: aim is to reduce this constrains of speed after the works gradually.
 - Test to perform in order to validate the LGP400 repository:
 - Gérard Demathieu of SNCF Réseau explains the request to the RAG members;
 - Aim is to carry out test train runs, in order to optimize and validate the LGP 400 repository;
 - This should be tested with the 'worst semitrailer' on the market;
 - The requested characteristics will be communicated to the RAG attendance.
 - Conclusions and next steps:
 - Mr. Demathieu will send the technical data regarding the "worst semitrailer", so that the RAG Members will check on the market to find a specimen of this semitrailer.
 - The RAG Members are requested to send their input regarding the 'worst semitrailer' within 1 month;
 - If necessary, a specific meeting on the topic can be organized with Messrs Marseille and Demathieu and the RUs who are willing to contribute to the semitrailer search.

State of play ERTMS (S. Mossman, ERTMS technical expert):

- Concerning the planning in France:
 - First step will be the equipment between Longuyon - Thionville and Metz planned for the end of 2022;
 - Second step: between Strasbourg and Mulhouse: planned for September 2023;
 - Third step: between Mulhouse and the Swiss border planned for November 2023;
 - Mulhouse station will be installed later; the North route will be equipped.
- Concerning the incompatibility infra BL2 and On Board BL3 in Zoufftgen:
- This very specific issue It has been identified on the two French ERTMS pilots sites : Zoufftgen and Mont St Martin, but it is in the process of being resolved in 2023 for the first one and in a later stage for the second one. This incompatibility identified by SNCF Réseau led to an ERA change request. However, this incompatibility doesn't impact present traffics running on the corridor, as only some specific train categories are concerned.
- R. Achermann (SBB Infra) mentions the following to the RUs:
 Securing the Swiss border lines with PZB is very problematic. In many places, the security for PZB according to the Swiss Safety Regulations can only be guaranteed by capacity restrictions, because the incomplete old system often cannot protect the Swiss slippage.
 The RAG and the European RUs are urged to migrate to ETCS BL3, in particular of the RFC North Sea-Med section between SNCF with PZB and Basel (west side) to Basel RB.
 Any question shall best be addressed to the project leader John Beesley directly.

State of play Long trains (see also proposal RAG chair for a WG):

- Infrabel mentions that it intend to delete the condition in the NS that running >650m trains are prior running to be requested to Infrabel, and this by 2030 in order to be aligned with the TEN-T requirement;
- Therefore, Infrabel conducted a 'wish list' SWOT study, together with a cost-benefit analysis, with a high level of investments;

Terminal on time project: state of play pilot Lyon-Bettembourg (permanent team):

- See presentation 'On time departure', [Click here](#).

5. EC Topics: (input by EC representative R. Haller):

- Brexit: State of play, Short term consequences and impact, mitigation measures:
 - o The EC representative asks to bundle the issues encountered by RUs;
 - o The permanent team asks to the participating RUs to send all their input to MMA that will bundle it towards the EC.
- Revision Regulation 913/2010: State of play:
 - o The revision report is in a final phase;
 - o The EC will inform the RFCs and the stakeholders accordingly once published.
- L. Goethals asks the EC representative to be aware about the P400 discussion. R. Haller take the point and confirm that his CNC colleague (A. Padoy) is on the topic.

6. Common topics (RUs – RFCs):

- Proposal for a WG with RUs running on RFC RALP and ATL:
 - o Aim is to analyse the impact and opportunities of the opening of the Gotthard and Ceneri Base tunnels: Longer trains, heavier axle load;
 - o The RUs agreed to set-up such a working group, the outcome of this working group is to see business opportunities and low hanging fruit, not to prioritise future investments (at the issue of a question coming from Infabel).
- impact TCR on DBNetz (Karlsruhe-Basel) in 2024;
 - o See presentation given by the RFC Rhine-Alpine RAG chair, U.Kempf, [click here](#);
 - o Infrabel mentioned that it is not sufficient to say that we will reroute on NSM. It has to be deeply studied due to limited capacity on our RFC, SBB infra also mentioned the state of play of the Basel tunnel upgrade;
 - o A-M. Penso (DB Cargo) stress the importance of a quick approach of minimal interventions that could permit P400-transports on the base of an exceptional transport authorization. YLF stress the fact that this could be difficult, referring to the P400 discussions here above.
 - o A. Flesch confirms that Hupac-trains with P400 profile did run on the Kehl – Strasbourg – St.Louis – Basel SBB route on the base of an authorization as exceptional transport (BZA/ATE) during the Auggen interruption in 2020.
 - o U.Kempf ask to have a quick view on the possible capacity to run on exceptional transport authorisation. The RAG members agree to quickly have a task force before the March 2021 meeting organised by DB Netz (mentioned by A. Flesch of Hupac) on this subject.
- Members of the Management Board agree to take the subject to the next MB to discuss and give feedback to Corridor RhineAlpine on participation on a taskforce to prepare the 2024 re-routings. It is stated that it will be a great opportunity for Corridor NSM and RALP to challenge their mutual cooperation and provide a substantial benefit to the sector. Discussion RUs – RFC: Modal Shift:
 - o Longer trains à capacity increase: from IM side, productivity increase from RU side (less shorter trains to run on the network). This was discussed partly in the first point of this common topics.
- User Satisfaction survey 2020:
 - o MMA gave a short feedback on the User Satisfaction Survey results. The detailed results will be presented in the next RAG meeting;
 - o A-M. Penso mentioned an improvement suggestion regarding the evaluation of multiple RFCs by the same person. Point will be taken in the USS working group;

- He also mentioned why not perform a survey over several years, nevertheless, the actual 913 regulation enforce to have this survey every year.

7. RU Topics:

- ICM: Tour de table RUs:
 - G. Vantalon mentions the 'pooling system' that is set up regarding the ICM, pooling the rolling stock, train drivers, capacity and train paths;
 - Therefore there will have to be take into account the regulatory framework;
 - The outcomes of this study by the RUs will be presented when ready.
- Crossborder project UIC : state of play by participating RUs + UIC:
 - Details are in the presentation given by S. Gehenot and C. Bannholzer of UIC, [click here](#);
 - YLF mentions that on the subject of language issues, on our RFC there are no big issues regarding the language. Nevertheless, this can be benefical regarding the language competences of the train driver (mentioned by G. Vantalon);
 - The X-Border section presentation has been skipped due to time constrains, nevertheless the topic has been touched in the previous point. You can consult it [by clicking here](#).
- Tour de table: exchange of production assets (locs – drivers) under RUs ("Sibelit system"):
 - Due to time constrains, this subject has been skipped, nevertheless, it has been mentioned in the ICM tour de table
 - The RAG agreed to have a dedicated RAG meeting to address this discussion. Details will be sent out by MMA.

8. Open Points and AOB:

- The RAG members agreed to hold a next RAG meeting on the 25th of March 2021. Exact timing and location will be send out by MMA to the RAG members. Thanks to online meetings, Mr De Mol suggested that 1 or 2 more RAG could be organized in a reduce format but, in this way, on a more regular basis. RAG members agreed to test this proposal in 2021.