

MEETING OF THE RAILWAY UNDERTAKING ADVISORY GROUP

19th of April 2023, Basel-Bad DB

Participants

Railway Undertakings and associations

RAG RFC NSM:

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| Goethals, Lieven | Lineas (Chair of the RAG) |
| Hodgson, Paul | CFL Cargo (Vice-chair of the RAG) |
| Oelschläger, Dirk | DB Cargo |
| Flesch, André | Hupac |
| Vantalon-Korovitch, Gaëlle | Rail Logistics Europe (online) |

Joined for the common RAG:

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| Kempf, Ulla | SBB Cargo int. (Chair of the RAG of RFC RALP) |
| Kuhlmann, Sandra | DB Cargo (New and confirmed co-chair of RFC RALP) |
| Stoorvogels, Matthias | Lineas (New and confirmed co-chair of RFC RALP) |
| Jeiziner, Annik | SBB Cargo int. |
| Penso, Andrea-Marco | DB Cargo |
| Ortlieb, Hannes | Captrain Germany |

Executive Board

RAG RFC NSM:

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| Avaux, Caroline | SPF Mobilité & Transport, MoT Belgium (representing the chair of the ExBo) |
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Joined for the common RAG:

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| Wagner, Matthias | OFT, Swiss MoT |
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Regulatory Bodies

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| Boehler, Christoph | Swiss Regulatory Body, representing the RB network |
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Management Board – IMs & ABs – Permanent Team

RAG RFC NSM:

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| Schreiner, Britta | CFL IM (MB member, Vice-Chair of the Management Board) |
| Geubelle, Michel | Infrabel (MB member) |
| Van Crombruggen, Kris | Infrabel |
| Norgay, Tenzin | SBB (MB member) |

Stauffer, Floraine
Hamoniau, Claire

TVS (MB member)
SNCF Réseau (MB member – Partly Excused – Intervention online)

Le Floc'h, Yann (YLF)
Ozcan, Sibel (SO)
Quaeyhaegens, Jean (JQ)
Maeselle, Matthieu (MMA)

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

Hansel, Philipp

Permanent team RFC RALP – RAG responsible RFC RALP

Joined for the common RAG:

Paulus, Alexander
Baumgartner, Elmar
Kernen, Carola

BLS IM (PMO member RFC RALP)
SBB infra (MB member RFC RALP)
TVS (PMO member RFC RALP)

Bscheid, Stephanie

Permanent team RFC RALP

Welcome and expectations of the RAG

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

The agenda is proposed.

This RAG meeting is split in 2 blocks + an AOB:

- I. News & Presentations by the Permanent team & Management Board (RAG RFC NSM)
- II. Common RAG meeting with the representatives of RFC RALP

The RAG members expressed their expectations, discussed during the pre-RAG meeting. It was agreed to go through the planned presentations and discussion topics, and to address additional topics at the end of the meeting if not already addressed in the foreseen points.

I. News on the RFC & Presentations by the Permanent team & Management Board

1. News on the RFC:

- From the RFC:
 - Daniel Haltner took his retirement at TVS and Floraine Stauffer took over as the TVS representative in the Management Board.
- From the RU's:
 - The RU's mention the very difficult situation regarding the social situation in France:
 - o Even if the Sonar platform set-up by SNCF Réseau is welcomed, still the situation is described by the RUs as a 'nightmare'.
 - o Hupac mentions the problems they are confronted with regarding the traffic passing France.
 - o The participating IM's mentions the fact that the priority rules in case of disturbed traffic as it is in this case, is given by the RUs.

2. Presentations by the Permanent team & Management Board: State of Play TT 2024 + TCR:

See presentation made by JQ, [click here to consult it](#).

- TT 2024:
 - o The audience took note of the presented information.
 - o TVS representative mentions the difficulties of PCS requests with train paths with a part on DB Netz.
 - o Hupac representative mentions the increase of requests of train paths in Basel.
- TCR:
 - o The audience took note of the presented information.
 - o Concerning the TCR, regarding the planned works by RFI
 - The RU's ask to include RFI

- The C-OSS of our RFC will consult with the C-OSS of RFC RALP and RFC Med.
- They will do the proposal to the leading IM

3. Presentations by the Permanent team & Management Board: Projects and initiatives on the RFC:

See combined presentation made by YLF, [click here to consult it](#).

- QCO Lyon-Bettembourg:
 - On top of the information presented in the slides, YLF announced RFC NSM started the extension with a traffic between Antwerp (Combinant) and Bettembourg in the same QCO approach.
- Capacity intelligence visualization:
 - The updated and anonymised O/D diagrams are presented by YLF, [click here to consult them](#).
 - YLF asked the RU' to have a closer look at the O/D diagrams and asks them for input regarding....
 - Also, YLF gave an update of the kicked-off capacity visualization study, explained the aim of the study and showed some first diagrams.
 - The RU's will be invited to participate to 'Mirror groups' in the capacity visualization study the upcoming months.
- European Traffic Management (ETM) collaborative network approach, RCDM:
 - The RCDM approach as developed by RFC RALP and now transferred to RNE, will be presented in a upcoming webinar.
- Performance report 2022:
 - The Performance report 2022 has been published on our website, [click here to consult it](#).
 - The report has been presented during the meeting, following questions have been formulated:
 - Is there an indicator that measures the speed of other train paths than PaPs? Not yet, the permanent team will investigate the question (e.g. with RNE or national IM's) if this is possible and will come back to the RAG audience with an answer. Permanent team will first focus on one or a couple of O/D's to do this feasibility check.
 - Question by the Hupac representative: could there be a more localized possibility to measure the performance, in a more microscopic way? The permanent team will investigate and come back to the RAG audience.
 - Set-up of a 'Marketing WG' within RFC NSM:
 - The limited drop in traffic on RFC NSM, leading to a fifth year of decline in train numbers in 2022, drew the full attention of the Management Board, who asked the Permanent Team to further analyse the situation and come with proposals to reverse this negative trend. In that regard, a 'Marketing Working Group' was asked by the Management Board in 2022, to investigate the reasons behind this drop. The activities of the Marketing WG will take full force in the second half of 2023.
 - RU's will be asked to participate and will be consulted by the permanent team.
- State of Play merger between RFC RALP & NSM (discussion RAG RFC NSM only):
 - As a recall: The proposal by the European Commission for the new TEN-T regulation foresees in an alignment between the CNCs and RFCs, but also a merger of the CNC and RFC RALP and NSM.
 - This is representing a logic of major freight flows in Europe.
 - The proposal is published and the 'trilogues' are expected to start soon. Yet, no timeline is known, but nevertheless, the Management Boards of both RCFs are already preparing the potential upcoming merger.

- The RAG audience is asked if in that regard, we already partially or fully merge the RAG meetings of both RFC. It was agreed that we keep the actual set-up, with 3 timeslots: RAG RALP – Common RAG – RAG RFC NSM, and this on 1 day.
- In that regard, it was agreed to discuss in the Common RAG (see hereunder) the upcoming RAG meeting, with 3 timeslots, with proposed place and on the planned date of the RAG of RFC NSM, and this on 18th of October, in Antwerp.

II. Common RAG meeting with RFC RALP

- State of Play merger between RFC RALP & NSM (discussion common all RAG members):
 - If the publication will not happen by end of this year then the TT 2027 can not be done.
 - YLF suggests to start to merge both RAGs now already, as discussed during the RAG RFC NSM.
 - Ulla Kempf states that meetings within RALP there have been more meeting within the year (3-4 small ones and 1 big one incl. 5-6 RUs). YLF supports this idea and brings in the idea of making more webinars on certain ideas perhaps one big meeting in a year.
 - Konstantin Meerman used to organize the meeting with Ulla Kempf/ Marc Adler will take over this task until a successor for Konstantin Meerman
 - It has been decided among all participants to do one big meeting and 3-4 smaller meetings virtually with the idea to provide information as a webinar.
 - Common RAG on 18th of October in Antwerp has been agreed.
- RU data for RNE/TIS:
 - At the issue of the webinar TCM in TIS: What can RNE, and the RFC's bring to help the RU's to improve the quality of data (transfer) of the TCM towards TIS?
 - Call to the RUs: RNE is receiving the data from the RUs (knowing this information is confidential) this can improve the international monitoring. The RAG audience is supporting this and calls for a increase of the provision of this data.
 - If there is any issue please contact the TIS team or RNE.
- Focus Topic: Migration to Digital Automatic Coupling (DAC): [Click here to consult the presentation](#)
 - DAC presented by Andreas Lipka, [Click here to consult the presentation](#).
 - He is responsible for the implementation and not the funding.
 - The system will be similar as in the passenger traffic (Schaffenbergkupplung).
 - Retrofitting concepts and staff resources for the workshops are being discussed.
 - Procurement and public funding programs are also an issue.
 - A retrofit of 1 wagon cost roughly € 20k, total cost is estimated around € 12-15 billion. Infrabel representative marks: we need also to take into account the costs for the IM to replace the buffers.
 - Retrofitting will take place on the weekends when the wagons are not in use.
 - There are different strategies for the DAC migration such as block, big bang, simple retrofit, DAC ready approach (use the coupler).
 - The whole process will take 6 years (depending on the type of traffic the Rus will be affected).
 - View point from Hupac they have 7000 wagons he states if the start will win 30min and the wagon will still be delay between Antwerp and Basel so this improvement will not be effected.
- Rastatt 2024 closure: Tour de table: [Click here to consult the presentation](#)
 - Rastatt 2024 status update by Annik Jeiziner

- Most relevant rerouting Elsass - Diesel shuttle has been set up (two drivers will be on the locomotive a German and French driver).
- The compensation topic still must be discussed between the RU's and DB Netz.
- 20 trains for each direction so 40 in total will be driving on the rerouting.

- USS 2023: State of play and invitation to online interview:
 - User satisfaction survey for the next year online interviews are planned in order to collect the data.
 - Idea in the future is not to have a huge survey but more specifically questions on how to improve the collaboration and work done.
 - RUs are kindly invited to participate to the online interviews. Communication and invitation for this will follow before the launch of the survey, shortly after the summer break.

- Topic asked by the RAG chair: The entrance of Basel in ETCS (both sides French and German): Topic for discussion:
 - The commissioning of ETCS on the line Luterbach - Basel on the French side should be possible at the end of 2025
 - The commissioning of ETCS on the German border to Switzerland is planned at the end of 2024
 - Information was asked from SNCF réseau but they could not give a clear answer yet, information will follow.
 - From DB Netz side: this topic must be focus on in the next meeting of the RAG, also Harald Heusner of DB Netz will be invited.

III. AOB

- No other AOB were mentioned by the RAG audience. All topics discussed during the pre-RAG and the expectations of to discuss topics were met during the meeting

- The Next RAG meeting, is agreed to be a physical RAG meeting:
 - 18th of October, in Antwerp, with 3 timeslots: RAG RFC RALP, Common RAG, RAG RFC NSM
 - Post Meeting information:
 - We agreed during the Basel meeting that a RAG meeting, split in 3 timeblocks, will be held on 18th of October, and this in Antwerp, hosted by Lineas.
 - In the meantime, the RAG chair of RFC NSM was asking to shift the Antwerp venue to the spring RAG 2024 and looking for another venue place. Reason: in Spring 2024, Belgium is President of the EU Council, and Lineas would like to couple the RAG to an event in (the Port of) Antwerp.
 - We will come back to you when an alternative venue is found.