

## MEETING OF THE RAILWAY UNDERTAKING ADVISORY GROUP

25<sup>th</sup> of March 2021, Online (Teams meeting)

### *Participants*

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

Oelschläger, Dirk	DB Cargo
Coart, François	Europorte
Flesch, André	Hupac
Goethals, Lieven	Lineas (Chair of the RAG)
Corbeel, Nicolas	Lineas
Vantalon-Korovitch, Gaëlle	SNCF Fret (Chair of the RAG Atlantic)
Ottmann, Christian	SNCF Fret
Bazeghi, Parinaz	UIC (partly)
Overdijkink, Joost	UIC (partly)

#### **Executive Board**

Avaux, Caroline	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**

Meermann, Konstantin	(RFC Rhine-Alpine, guest)
Schreiner, Britta	CFL IM (MB member) (partly)
Geubelle, Michel	Infrabel (MB member)
Van Crombruggen, Kris	Infrabel
De Mol, Guus	ProRail (MB member)
Hamoniau, Claire	SNCF Réseau (MB member)
Achermann, Rudi	SBB Infra (MB member)
Norgay, Tenzin	SBB Infra (Deputy MB member)
Haltner, Daniel	TVS (MB member)



Stauffer, Floraine

TVS (Deputy MB member)

Le Floc'h, Yann (YLF)

Permanent team – Managing Director

Menguy, Marie-Anne (MAM)

Permanent team – Operations & Investments Manager

Quaeyhaegens, Jean (JQ)

Permanent team – Capacity Manager – C-OSS

Maeselle, Matthieu (MMA)

Permanent team – Finance & Communication Manager

Mosmann, Sylvain

Permanent team – ERTMS technical advisor (partly)

## *Welcome and expectations of the RAG*

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

The agenda is proposed.

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

## *Presentations*

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### **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 RFC members Network Rail and Eurotunnel unfortunately left the RFC by the 1<sup>st</sup> of January 2021. Although Network Rail and Eurotunnel left the corridor on the 1st January, the United Kingdom and their national rail network remains connected to the European rail network via the Channel Tunnel and open for international Rail freight traffic. Co-ordination of trains to and from the UK can still be facilitated and coordinated with the RFC North Sea-Med One stop Shop who will collaborate with both Network Rail and Eurotunnel to review capacity to best meet your needs;
  - o SBB and TVS have each a new deputy representative in the Management Board:
    - For SBB, Mrs. Tenzin Norgay will assist Mr. Achermann as deputy MB member;
    - For TVS, Mrs. Floraine Stauffer will assist Mr. Haltner as deputy MB member;
  - o Stéphane Legay of SNCF Réseau is leaving his functions and will be replaced by Sarah Franchini.

### **3. Expectations of the RAG and feedback RAG Window Executive Board of 17<sup>th</sup> of March**

The RAG members expressed their expectations, discussed during the pre-RAG meeting.

Related to that, RAG Chair L. Goethals summed up following points to be addressed in the Executive Board:

- Discuss the problematic 'Reverse modal shift' and cabotage from rail back to road, due to the Brexit (free exchange at the issue of this point mentioned);
- Address the problem of longer trains in Uckange;
- Ask a state of play on the Loading Gauge.

At the issue of the RAG window preparation of the Executive Board, SNCF Fret representative Mrs. Vantalon-Korovitch asked for an improved coordination prior to the Management Boards and Executive Boards RAG windows. As requested, these are the dates of the upcoming Management Boards and Executive Boards in 2021:

- Management Boards: 14<sup>th</sup> of April, 26<sup>th</sup> of May, 22<sup>nd</sup> of September, 25<sup>th</sup> of November,
- Executive Boards: 10<sup>th</sup> of June, 23<sup>rd</sup> of September, 30<sup>th</sup> of November.

Following the request of the Hupac representative, Mr. Flesh, agreed was to shift Point 8 (Update state of Play investments: P400, 740m trains and ERTMS) and 9 (Start of the WG with RU's running on RFC RALP and ATL) as the next points to be discussed before addressing other topics (renumbered in this minutes).

#### **4. Update state of Play investments**

- On the Loading gauge/P400:
  - o At the issue of the remark of the Europorte representative, the RAG members call for a pragmatic approach regarding the Loading Gauge issue solving, especially in France;
  - o Europorte representative Mr. Coart, mentioned the importance of the Swiss contribution for construction works in France upstream of Switzerland;
  - o The attendants ask that the loading gauge construction works TCR should be sustainable for the freight traffics.
- On the ERTMS part:
  - o The permanent team and IM representatives mention that the aim is still to have the stretch between Antwerp and Basel to be equipped in ERTMS by end of 2025.
  - o On the breaking curve issue at the Belgian-Luxemburg and France borders, Lineas representative Mr. Corbeel, mentioned that there was a coordination meeting with SNCF Réseau with a REX.
- On the 740m trains: No additional announcements.

#### **5. Start of the WG with RU's running on RFC RALP and ATL**

- Reminder: aim of the WG is analyzing the impact and opportunities of the opening of the Gotthard and Ceneri Base tunnels: Longer trains, heavier axle load potentials;
- Vice chair of the RAG, CFL MM representative Mr. Lambert, is in charge of leading and organizing the WG;
- Kick-off is foreseen before this summer, the RAG chairmen will inform the RAG audience accordingly, asking for candidates to participate to this WG;
- In the light of this WG, Hupac representative Mr. Flesh, mentioned the 'Italy issue' he faces, naming 72/day P400 trains on RFC RALP on RFC NSM towards Italy.

#### **6. State of play traffic 2020:**

- State of play: the permanent team give a short insight on the latest traffic volumes, [click here to consult the presentation](#);
- Hupac representative mentions the P400 possibilities with Modalohr wagons;
- Europorte representative mentions the possibility at Calais-Fréthun for customs clearance upon destination possibilities that are benefic for the traffic flows between the continent and the UK
- DB cargo representative Mr. Oelschläger, mentions the importance of following points:
  - o On short- and medium-term, it is more clever to think of a better use of the existing infrastructure rather than waiting for upgrades or new lines to be built; in this respect there are thoughts of how to profit from the existing 850m corridor in France for longer trains from Germany (Mannheim) via the RFC ATL;
  - o The P400 issues on the axis Metz – Strasbourg – Basel need to be solved in order to unfold the potential of RFC NSM as a re-routing option for RFC RALP;
- SNCF Fret representative, Mr. Ottmann, mentions the request for capacity from Calais to Italy with semitrailers;
- Lineas representatives mentions the issue of rolling stock between RFCs RALP and NSM, on RALP, most RUs having Siemens Vectron locs can drive the whole journey with the same loc, which is not the case on NSM. On the other hand RFC NSM has the advantage of less km train run.

#### **Additional point discussed during this exchange: TCR DB Netz in 2024:**

- Hupac representative mentions, based on the slides presented by DB Netz, the 3 head-tail movements, [click here to see the slides](#) mentioned by Hupac representative;

- The MD mentions that the RFC NSM IM's are involved to deliver capacity, in cooperation with DB Netz. Working groups are ongoing.

## **7. Perspective on the traffic and success conditions:**

- SNCF Réseau set up an identification LT trafics process:
  - o Elaboration of a long term freight plan ('plan d'exploitation fret') in cooperation with the RU's;
  - o A dedicated to freight taskforce, gathering all SNCF R departments;
  - o A national 'Plateforme nationale et territoriale fret' has been set up under the umbrella of the French MoT.
- Green deal objectives of all Member states are presented;
- Aim is to double the market share of rail;
- Lineas and DB Cargo representatives stress the fact that despite the market needs, there is a lack of capacity that hinders the growth ambitions. Also, Lineas stresses the need performance and quality on both IM's and RU's side;
- Europorte representative mentions also the need of an improved regulatory framework for an equal playing level field in this growth perspectives, as well as simplification of the procedures. European funding, especially for ERTMS is needed. And finally, a particular attention is also needed for the 'capillary network'.

## **8. State of play punctuality**

- A presentation of the KPI's, and a presentation of the evolution of TPM in 2020 and 2021, [click here to see the presentation](#);
- Tour de table on the actions from RU side: agreed was to discuss this within the TPM working group.

## **9. Update TT 2022:**

- As the request phase is still ongoing, only a short state of play is given, [click here to see the presentation](#);
- SNCF Fret representative suggests to organize the RAG of spring 2022 begin of April, so that an extended state of play regarding TT 2023 can be given by the permanent team, followed by a tour de table with the RU's, this proposal was welcomed by the other participating RU's.

## **10. User Satisfaction survey 2020:**

- A short presentation of the USS results is presented by the permanent team, [click here to see the full presentation](#) of the results of the USS 2020;
- DB Cargo representative ask to see within the USS WG to have a more convenient solution for evaluating multiple RFC's in the survey, the permanent team participating to this WG will take the point to the WG;
- No further comments were formulated due to a shortage of time.

## **11. Open Points and AOB:**

- The RAG members agreed to hold **next RAG meeting**:
  - o A short and dedicated RAG workshop on a specific theme (2h max) before the summer break in June (doodle will be sent out);
  - o A joint RAG with RFC RALP, in September or October (date will be checked with RFC RALP and both chairpersons of the RAG);
- UIC representative mentioned that the pooling of production assets by RU's, the WG is ongoing (Chairpersons of RAG of RFC RALP and NSM are participating);
- The RFC NSM ERTMS technical expert, Mr. S. Mosmann, announced that a dedicated WG regarding the transition to ETCS and the impact on speed limits with the G90 /MA 100 categories will be organized. The permanent team will inform the impacted RU's to participate.