

MEETING OF THE RAILWAY UNDERTAKING ADVISORY GROUP 1st of December 2022, Online (Teams meeting)

Participants

Railway Undertakings and associations

Lambert, Eric	CFL MM (Vice-chair of the RAG – Retiring with outgoing mandate)
Hodgson, Paul	CFL MM (New Vice-chair of the RAG – mandated at the begin of the meeting)
Oelschläger, Dirk	DB Cargo
Flesch, André	Hupac
Goethals, Lieven	Lineas (Chair of the RAG)
Vantalon-Korovitch, Gaëlle	SNCF Fret
Kempf, Ulla	SBB Cargo International (Chair of the RAG of RFC RALP)

Executive Board

Bodiaux, Pierre	SPF Mobilité & Transport, MoT Belgium (representing the chair of the ExBo)
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Regulatory Bodies

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

Dierickx, Michaël	Chair of the Management Board (partly excused)
Pelte, Kathleen	ACF (MB member)
Schreiner, Britta	CFL IM (MB member)
Geubelle, Michel	Infrabel (MB member)
Van Crombruggen, Kris	Infrabel
De Mol, Guus	ProRail (MB member)
Norgay, Tenzin	SBB (MB member)
Haltner, Daniel	TVS (MB Member)
Stauffer, Floraine	TVS (proxy MB member)
Hamoniau, Claire	SNCF Réseau (MB member)
Le Floc'h, Yann (YLF)	Permanent team – Managing Director
Ozcan, Sibel (SO)	Permanent team – Operations & Investments Manager
Quaeyhaegens, Jean (JQ)	Permanent team – Capacity Manager – C-OSS
Maeselle, Matthieu (MMA)	Permanent team – Finance & Communication Manager
Meermann, Konstantin	Permanent team RFC RALP – RAG responsible 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:

- I. News & Presentations by the Permanent team & Management Board.
- II. Call for input and exchange.

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:

- Appointment of a new Vice-Chair of the RAG: Mister E. Lambert of CFL MM announces his retirement of CFL MM by the end of the year. His mandate as Vice-Chair of the RAG has been opened as vacant to all potential candidates. After discussion and consideration in the Pre-RAG, L. Goethals as Chair of the RAG proposed his successor within CFL MM, representing from now CFL MM within the RAG, mister. P. Hodgson, as new Vice-Chair of the RAG to the other members. This was anonymously accepted by all RAG members. All participants expressed many thanks to Eric Lambert for his commitment during his years as Vice-Chair of the RAG.
- Arrival of the new Operations & Investments Manager: After the leave of Mrs. M.-A. Menguy (MAM) this summer, the permanent team position as Operations & Investments Manager was opened for vacancy. The MD announces the arrival of Mrs. Sibel Ozcan (SO), seconded from SNCF Réseau, as a new permanent team member from 1st of January 2023 on.

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

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

- TT 2024:
 - o The audience took note of the presented information, no remarks were formulated.
- Future TT:
 - o The audience took note of the presented information, no remarks were formulated.

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

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

- Path Alteration:
 - o Chair of the RAG and Lineas representative mentions that the setup of a working group was applied on some Lineas traffics between Antwerp and Dourges, and this was highly appreciated. With the leave of MAM, this was set on hold, but with the arrival of SO in the Permanent team, the intention is to resume this kind of working group.

- Capacity intelligence visualization:
 - o DB Cargo representative asks if the Mirror Groups are already in place, the permanent team mentions not yet, but foreseen in the 3rd quarter of 2023.
 - o DB Cargo representative ask if a presentation of the outcomes of the study, once performed, is foreseen to the RU's. The MD confirms that the results will be at disposal and presented to the RUs.

- QCO Lyon-Bettembourg:
 - o On top of the information presented in the slides, YLF announces that a potential extension with a traffic between Antwerp (Combinant) and Bettembourg could also be followed in the same QCO approach.

II. Call for input and exchange

1. Upcoming TCR's:

- Rastatt closure 2024:
 - o SBB Cargo representative mentions that a shuttle service is agreed upon the impacted Rus. She mentions it concerns 20 trains/day, with 42 drivers needed for.
 - o Same representative, in her capacity as Speaker of RAG RALP, asks the support to the concerned IMs to support the usage of a language tool for translation, between German and French during the rerouting. K. Meermann mentioned that this question has also been addressed within the context of the RAG of RFC RALP.
 - o The new Vice-president and CFL representative mentions that UIC already has set up a system with translation of pre-defined messages.
 - o Hupac representative mentions the importance of maintaining the Würth-Lauterbourg line as a rerouting line even after the 2024 closure, referring to the next point of the DB Netz massifications of TCR.
 - o SNCF Réseau representative mentions that this has also to be seen in the light of potential retrocession of the line to the Région Grand-Est.

- DB Netz massifications of TCR's the coming years:
 - o K. Meermann mentioned that RFC RALP already worked on 'impact sheets.
 - o See comments of Hupac representative point above.

- TCR Emmerich-Oberhausen:

- ProRail representative mentioned that the works at the Emmerich border are mainly impacting RFC RALP, with little to no impact on RFC NSM. Also, Infrabel representative mentioned that the re-routing via Belgium is foreseen on a route of RFC RALP, and no re-routing is foreseen till now via RFC NSM.
- Also, the Infrabel representative stress the point that the concerned IM's will offer the capacity that is asked by the RUs during these TCR and invites them to address these requests to the concerned IMs ProRail and Infrabel.

2. TCR list publications and visualization:

- Question: is the way we publish for you useful? Do you use it? Any improvements you could suggest us? What are your expectations of the RNE TCR tool that is in development and upcoming pilot?
- In general, the participating RU's mention that the reliability of the information is key in the publication of TCR. Also, they must be complete, and give a good overview.
- ProRail representative in his capacity as RNE Management Board member, mentions that this is the aim of the new RNE TCR tool that is in implementation. Once implemented, the TCR tool should be a single and reliable source of TCR.

3. User Satisfaction Survey (USS):

- Question: Feedback from the side of the RUs, improvements, added value to propose online interview or not?
- SNCF Fret representative confirms that indeed, as mentioned by MMA, there is a 'Survey Fatigue' among the solicited Rus during the USS campaign.
- DB Cargo representatives mentions that the answer by written letter was deliberately because it is internally impossible to answer more than a 10 time to the same survey, as DB Cargo is active on almost all RFCs in Europe.
- The Chair of the ExBo mentions the fact that a yearly survey is in the 913/2010 regulation, but it doesn't mention the way this has to be conducted.
- ProRail representative mentioned also that the way it is conducted till now, is because the respective ExBo's asked for a way to compare the different RFC's. Chair of the ExBo mentioned that the aim was indeed to have a view on offer and marked demands on the different RFCs, but that the actual set-up of the USS needs indeed a review.
- MMA, in charge of the USS for RFC NSM took good note of all mentioned points, will address them during the evaluation of the USS 2022, and will work together with the other RFCs to a 're-thinking' of the way of surveying. MMA will report in next RAG meeting about the potential outcomes of these discussions among the RFCs.

4. Revision of the TEN-T and RFC (913) regulations:

- Question: RUs opinions and points of view on the proposed regulations revisions. Open discussion.
- Chair of the ExBo gives a small state of play of the revision of the TEN-T and expected timeline. On the table is the revision of the TEN-T regulation, that will only revise partially, mainly the alignment of the TEN-T and RFC corridors in both regulations.
- Indeed, ProRail representative mentions that this is of particular impact for RFC RALP & NSM, as they are in the foreseen revision to be merged in 1 single RFC.
- Regarding the TEN-T parameters, the Vice-Chair mentions the importance of the compulsory implementation of P400 loading gauge standard (referring to a CER discussion recently), ERTMS implementation, and 740m trains, as important commitments to infrastructure.
- Vice-Chair also mentions the ERFA Open letter of European rail associations to European Transport Ministers ahead of the Transport Council of the 5 December, [click here to consult it](#).

- ProRail representative mentions that it is indeed good that there is sight on the harmonisation of these parameters across the European Railway network. Nevertheless, the key question will be how this all be financed.
- Referring the P400 loading gauge parameters, SNCF Fret representative mentions that in France, the P394 standard could conflict, as P400 will be the standard in Spain, and in Germany. France, in between, could bottleneck P400 traffics. Only special wagons, as used by VIIA now, would comply. Hupac representative mentions that these types of wagons are very expensive.
- DB Cargo representative mentions that it is of valuable importance that EU Co-financing is leading to priority investments in the concerned Member States. Also, a Europe wide integrated approach of the ERTMS implementation plan, more than a by MS implementation plan of ERTMS is essentially needed. And in General, he mentions that 'the spirit is to try to do, not to block'.
- SNCF Fret representative concludes that in the case of, and in the light of the merger of RFC RALP & NSM, an enhancement of the operability of both RFCs is urgently needed. Hupac representative confirms this, mentioning that a repositioning is needed.

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
- MMA mentions, as previously communicated, it is the intention to 'reapproach' the RAGs of RFC RALP and NSM, organizing them onto 2 adjacent days. Common topics will then be addressed in the afternoon of the 1st consecutive day of the RAG. For information, the RAG of RFC RALP was held the day after this RAG meeting, on 2nd of December.
- The Next RAG meeting, is agreed to be a physical RAG meeting:
 - o RAG NSM: 19th of April 2023
 - o RAG RALP: 20th of April 2023
 - o Place for both: Initially Strasbourg, but Vice-Speaker mentions that it is plenary session of the EU parliament that week. MMA and K. Meermann will check for an alternative ASAP, Basel was suggested as possible venue.