

MEETING OF THE RAILWAY UNDERTAKING ADVISORY GROUP

26th of February 2020, Brussels (Infrabel – Rue de France)

Participants

Railway Undertakings and associations

Corbeel, Nicolas	Lineas
Goethals, Lieven	Lineas
Oelschläger, Dirk	DB Cargo

Executive Board

Avaux, Caroline	SPF Mobilité & Transport, MoT Belgium
Bodiaux, Pierre	SPF Mobilité & Transport, MoT Belgium

Regulatory Bodies

Panneels, Gretel	Belgian Regulatory Body
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Management Board – IM's & AB's – Permanent Team

Dierickx, Michaël	Chair of the MB
Schreiner, Britta	CFL IM (MB member)
Lambert, Claude	ACF (MB member)
Hamoniau, Claire	SNCF Réseau (MB member)
Achermann, Rudi	SBB Infra (MB member)
Haltner, Daniel	Trasse Schweiz (MB member)

Le Floc'h, Yann	Permanent team
Vanbeveren, Thomas	Permanent team
Menguy, Marie-Anne	Permanent team
Maeselle, Matthieu	Permanent team

Welcome and expectations of the RAG

Y. Le Floc'h, Managing Director of the RFC NSM, welcomes the participants.

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

2. What's new on the corridor:

- Oral points mentioned by Y. Le Floc'h (YLF):
 - o Our C-OSS Manager T. Vanbeveren will leave the RFC. No specific date for his replacement is fixed, the recruitment procedure is ongoing;
 - o The European Commission has launched a consultation regarding the future financing of the RFC's, financing that will be more project based in the future. RFC NSM has answered in the form of a 'non-paper' and is exchanging ideas with DG Move regarding the financing;
 - o On the subject of the Brexit: the European Commission confirmed us that Network Rail still can be represented within our Management Board during the transition period;
 - o It is agreed to handle a AOB regarding the COVID-19 outbreak at the end of the meeting.

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:

- On P400: the RAG attendants to be informed of the outcomes of the Coopere working group of SNCF Réseau.
- On the strikes in France: The RU's point out they have heavily suffered of the strike situation in France. Some traffics from/to Italy and Spain were severely hit by the strikes.
- On ICM: RU's ask for feedback regarding the ICM's, as there were the Maurienne valley incident and the Béziers incident;
- On ERFA: the RU's expressed their wish to motivate ERFA to participate to the upcoming meetings.

Agreed is to further address the topics raised by the RAG in the action plan presented in Point 4 Action Plan as it is covered there, at the exception of the last 2 points.

4. RFC: New style Action plan/presentations by the Permanent team

- See [Presentation 4](#) made by YLF and Permanent team.
- **All details are in the presentation 4 given by the Permanent team.**

Additional comments, remarks and questions on the presented information:

Sector Priority 1: Following the Time Tabling Review project (TTR) implementation:

- T. Vanbeveren gave a state of play of:
- **Action 1:** give a regular feedback on the pilot Rotterdam – Antwerp on the RFC North Sea- Mediterranean lines;
- Concerning the TTR pilot Rotterdam-Antwerp:
 - o Lineas asked for a ‘sacralisation’ of the commercial capacity and points out this is dependent of the capacity model of IM;
 - o Lineas also pointed out that lessons learned on the pilots should become compatible to move to a complete roll-out.
- A presentation of the FTE TTR implementation plan from RUs could be plan for a future meeting.

Sector Priority 2: New concepts for capacity offer on RFC's:

- T. Vanbeveren presented actions 2 to 4.
- **On Action 2:** PaP as standard international rail freight product;
He gave a state of play on merging the PaP concept with Rolling Planning concept in a TTR landscape.
- **On Action 3:** monitor the allocation process and the quality of the capacity offered
There is an automated detection of inconsistencies in the new PCS tool. The C-OSS will continue to follow up the coordination process in detail, now with extra IT-support.
- **On Action 4:** Better integration of works in the PaP Catalogue:
The RFC choose to have TCR coordinator facilitating coordination internationally impacting TCRs at the corridor level.
RU's are asked to provide feedback if they need to know the TCR impact on published PaP's at X-11.
YLF asks the RUs to send the unsatisfactory parameters (length, load, locos..) for working on the quality of the train path.

Sector Priority 3: Improving coordination on TCR:

- **On Action 5:** systematic implication of RU's in TCR presented by T. Vanbeveren;
- See [specific presentation](#) for further details.

Sector Priority 4: Enhance of the use of PCS:

- **On Action 6:** Enhance use of path coordination system (PCS) presented by T. Vanbeveren;
 - o Implementation of the ‘Envelop concept’ has been rolled out in the PCS tool, including the following improvements:
 - Calendar consistency check;
 - Border harmonization;
 - RU-IM pair based work.
 - o Lineas mentioned the loss of coherence between PCS and the national systems with the new version of PCS. Also, more steps has to be done in the tool now with the new version. T. Vanbeveren responded that with a new tool a learning period is needed, and that the new tool will have a big impact on the number of dossiers to create because bundling of variants is now much easier, so the overall impact on time spend for entering all needed dossiers should be rather low (after the learning curve).

Sector Priority 5 - Improving harmonization of processes at the borders:

- **On Action 7:** identify and prioritize cross-border issues presented by M-A. Menguy

- On Communication between TT departments: communication at border between 2 stations are done by telephone or mail. There are no written process, except the “consigne frontalière”. It was agreed to focus on a concrete case, naming the Aubange – Mt.-St.-Martin case, M-A. Menguy will kick off the case study;
- On Linking trains: Data quality issue to be solved with RNE. More cooperation with RU and PLANNING to be organized. RFC Atlantic will also be involved on the study of the concrete case of Forbach-Saarbrücken.

Sector Priority 6 – Train tracking and Estimated Time of Arrival:

- **On Action 8**: Consider the application of the corridor to be one of the RNE pilot for the ETA program (at one corridor border).
- A first pilot between Lyon and Bettembourg is organised, all details explained on slide 13.

Sector Priority 7 - Monitoring and supporting rollout of the TEN T requirement:

- **On Action 9**: Longer trains in Belgium;
 - o No additional news to announce.
- **Action 11**: improve coordination on ERTMS Deployment:
There was a relaunch of the working group at the end of 2019. All details are on slide 17. The RU's mentioned problems with retrofit of the locs, naming the ‘re-echelonage’;
- **Action 12**: Performance report:
See slide 19 and 20. The full and detailed performance report 2019 can be [consulted by clicking here](#). The RU's asked to isolate Essen-Rosendaal.
- **Action 14**: contingency planning: a state of play was given by M-A. Menguy. A state of play was presented, see slide 24.

5. RU's: (input by RAG members):

- Business situation post French industrial action:
 - o Led to a loss in confidence of the working of the French Network;
 - o Some important customers decided to shift traffic to another RFC or to stop the traffic by rail.
- Wagons parked on sidings and capacity issue (Terminal request):
 - o Seems more a problem led by the loaders;
 - o The RU's ask for more clarification to the TAG community. The permanent team will organise an exchange between the chair of the RAG and the TAG in order to discuss the problem. Feedback will be given in the next RAG.

6. Open Points and AOB:

- Covid-19 outbreak: traffic to Italy seems the most impacted by the moment;
- Short feedback on the [User Satisfaction Survey results](#).
- The RAG members agreed to hold **a doodle for next RAG meeting**. Exact timing and location will be send out by Matthieu Maeselle to the RAG members.