

MEETING OF THE RAILWAY UNDERTAKING ADVISORY GROUP

31st of January 2018, Basel

Participants

Railway Undertakings and associations

Corbeel, Nicolas	Lineas
Goethals, Lieven	Lineas
Lambert, Eric	CFL multimodal S.A.
Penso, Andrea Marco	DB Cargo
Jacques, Arnaud	Sibelit
Czernecki, Nicolas	Sibelit
Staeubli, Christian	BLS Cargo
Flesch, André	HUPAC
Kempf, Ulla	SBB Cargo International
Berkeley, Tony	GB Rail Freight Group
Toet, Ad	ELETA
Oser, Sibylle	FTE

Executive Board

Bodieux, Pierre	SPF Mobilité, MoT Belgium
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European Commission

Haller, Reinhard	DG Move
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Regulatory Bodies

Oppliger, Andreas	RB Switzerland
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Management Board – IM's & AB's – Permanent Team

Geubelle, Michel	Infrabel (MB member)
Van Crombruggen, Kris	Infrabel
Thiry, Emmanuel	Infrabel
de Mol, Guus	ProRail (MB member)
Hamoniau, Claire	SNCF Réseau (MB member)
Achermann, Rudi	SBB Infra (MB member)
Schneider, Sarah	SBB Infra

Haltner, Daniel	Trasse Schweiz (MB member)
Confais-Morieux, Guillaume	Permanent team
Vanbeveren, Thomas	Permanent team
Salimène, Mohamed	Permanent team
Maeselle, Matthieu	Permanent team

Welcome and expectations of the RAG

G. Confais-Morieux, Managing Director of the RFC NSM, welcomes the participants. The [agenda](#) is proposed.

R. Achermann, Management Board member for SBB Infra and host of the venue at Basel, welcomes the participants (Point 1 of the agenda).

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

Presentations

2. What's new on the corridor:

- See [Presentation 2](#) made by G. Confais-Morieux (GCM).
- On the point 'Catalog TT2019 and CID are published': all information has been published on our website.
- On the point 'Results Customer satisfaction survey': will be presented in point 5.
- On the point 'The Eurasian corridors are on track': GCM gave a state of play.
- On the point 'The coordination between corridors following the Rastatt situation is ongoing':
 - o GCM gave a state of play concerning the handling of the Rastatt incident, especially concerning the contingency handbook that is drafted for the moment.
- On the point 'RFC NSM was speaker during the CCRCC conference of EUAR':
 - o EUAR recognised the role of the RFC in the ERTMS implementation as a platform for concertation with the RU's.
- On the point 'The working group to check loading gauge ability with RU's and RFC NSM':
 - o GCM mentioned the meeting organised the day before the RAG meeting.
- On the point 'RFC NSM organised a press trip along the Corridor':
 - o The articles that have been published can be consulted directly on the website of the organising journalist, [by clicking here](#).

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:

- Growth on the RFC's is still too small. The problems encountered on the corridor are often very difficult to explain to end customers RU's feel. Therefore, they ask the RFC to organise an event where EC communication and investments are linked with the current state of the network.

- Little results are booked in the working groups, RFC is asked to improve effectiveness of the working groups.
- Need for investments on diversionary routes as this is lacking for the moment. Lord Berkeley added a question on the need for investments on diversionary routes, where GCM mentioned the need for links between the RFC's for these routes is indeed necessary. Nevertheless, GCM pointed out that it will be difficult to ask for funding of investments on these routes given that they will only be used in case of very exceptional incidents, such as the Rastatt incident (once in 10 years incident).

4. Action plan following previous RAG

- See [presentation 4](#) made by G. Confais-Morieux.

4.1. Quality of the capacity:

- T. Vanbeveren presented the actions 1 to 5 (see presentation 4)
- The extra value of PaP's was questioned by the RU's, leading to the discussion on publication that does not reflect the reality. TV explains that for the example made (only half of the PaPs between Namur and Aubange have a continuation from/to Antwerp), given the current density of the traffic around Antwerp, it is impossible to block all this capacity, given the fact that these paths will in any case not all be requested. Finding the right balance between blocking capacity and leaving enough room for flexibility is indeed a difficult task.
- Regarding the tailor made solutions: the aim is to recover the construction of all paths affected by works during the construction phase.

4.2. Catalogue TT 2019:

- T. Vanbeveren presented the TT catalogue 2019, see [presentation 4.2](#).

4.3. Temporary Capacity Restrictions:

- TCR philosophy presented by M. Salimène: Action 7 and 8 in the action plan (see presentation 4)
- Specific case of Athus terminal presented by E. Thiry, [see presentation 4.3.2](#).
 - o Consequences: it is very unlikely that additional traffic can be foreseen due to the planned Athus works. Hupac's demand to switch 10 trains/days to the right bank of Rhine cannot be fulfilled before the end of the works.
 - o RU's asks that RFC is in the front line to communicate via a coordinated vision to all concerned RUs, and that instead of a single coordination with the RUs is not done IM per IM coordinating.
 - o The RUs point out the need to have flexibility in the CEF Calls in terms of deadlines : in putting pressure for the realization of the works, EC does not allow the IMs to coordinate works in advance and in an effective way.
- Annex 7 presentation MS: [see presentation](#) and [attachment](#).
 - o A-M. Penso asks how this will be implemented in the network statements and how homogeneous it will be? G. de Mol (as member of the Management Board of RNE) stated that RNE will propose new guidelines of interpretation.

4.4. ERTMS:

- Participants agreed on organizing a joint workshop on the ERTMS topics, grouping IMs & RUs, covering following subjects:
 - o Entry data will be the implementation plan RFC NSM + ERTMS DAP;
 - o Aim to raise all potential operational issues faced by the RUs.

4.5. State of play loading gauge:

- See [presentation 4.5](#) made by M. Salimène
- RU's ask SNCF Réseau to recheck data in France in the same way SBB Infra proposed for the Swiss part.

- RU's point out that no leading person is in charge of loading gauge at SNCF Réseau. This is a problem. There should be a single point of contact (one stop shop) for this issue.
- RU's want that the IM's to define what is the maximum acceptable gauge without investments.
- RU's admitted an error when announcing the first convoy which was sent by mistake: it was C68 and not a P400 as previously stated.

5. Presentation of the results of the Customer Satisfaction Survey

- See [presentation 5](#) made by M. Maeselle.
- The permanent team points out that feedback from the RU's will help to build the update of the action plan:
 - o The update will be discussed during next MB meeting
 - o A version will be sent to the RU's beginning of March 2018
 - o RU's ask to have a special workshop in May 2018 to validate the content of this new action plan (see point 8)

6. Presentation 'Train Performance management: Work plan 2018'

- See [presentation 6](#) made by T. Vanbeveren.
- No additional questions or comments were formulated by the RAG members.

7. Presentation of the ELETA project

- See [presentation 7](#) and [attachment](#) made by A. Toet
- No additional questions or comments were formulated by the RAG members.

8. Open Points and AOB:

- Brexit: Information for the audience provided by Lord Berkeley:
 - o In the actual state of play, security terminals are to be used for customs as well;
 - o Increase of costs is to be foreseen, with a risk to loose economic attractiveness.
- The RAG members agree to hold the next RAG before the Summer, mostly dedicated to the update of the workplan. Wednesday 30th of May 2018 in the afternoon, in Brussels (Belgium). Further venue details will be communicated by the permanent team.
- A dedicated ERTMS working group will be planned, date and venue to be defined. The permanent team will communicate to the RAG members as soon as planned.
- The RAG members also agree to hold the extra RAG this year after the summer holidays, on Monday 24th of September 2018 in the afternoon, in Paris (France). Further venue details will be communicated by the permanent team.