

## Summary of the 13<sup>th</sup> meeting with the RFC North Sea – Baltic Railway Undertakings and Terminal Advisory Groups (RAG/TAG)

**Date:** 11<sup>th</sup> of October 2018  
**Venue:** Hotel Mercure Warszawa Grand  
28 Krucza Street, 00-522 Warsaw,  
Poland

### 1. Welcome and introduction address from the Chairman

Oliver Sellnick (Chairman of the RFC NS-B Management Board) welcomed the participants. He opened the 13<sup>th</sup> RFC NS–B RAG/TAG meeting and presented the agenda summarizing each topic. Afterwards all participants introduced themselves.

### 2. RAG slot

Eva Eckert (RAG Speaker) gave an overview of the topics discussed during RAG pre-meeting. The following topics were discussed by RU's:

- Service and customer orientation of the corridor;
- Impact of capacity restrictions at the border crossing;
- TTR project, role of the corridor and potential usage of PCS;
- International Contingency planning;
- State of play in pilots allowed by the amendment of Annex VI of the Train Driver Directive;
- Issues Log-Book state of play;
- Results of the User Satisfaction survey 2018.

The RAG would like to be informed about the topics listed above. Oliver Sellnick agreed to discuss those issues during the discussion on the specific points in the agenda.

### 3. TAG slot

Friedrich Stuhmann (TAG Speaker) thanked the Management Board for the possibility to organize TAG pre-meeting, as it helped to improve the communication between TAG members. He summarized points discussed:

- Common template for service facilities and SF portal;
- Update of the Transport Market Study;
- Activities within Terminal Advisory Group.

Both speakers stressed the need to update contact lists of RAG and TAG members.

### 4. International contingency planning

Oliver Sellnick presented International Contingency planning, shortly reminding the background of the topic. He presented the main measures identified:

- Improving international contingency management – which is the focus of the corridor in 2018;
- Developing frame conditions for a flexible production in rail freight;

- In a long term improving infrastructure and international coordination of works.

Oliver Sellnick stated that Handbook for International Contingency Management endorsed by all corridors describes a simple process to speed up the interaction among Infrastructure Managers. Corridors collect all potential re-routings and describe developed operational scenarios. In order to improve the communication process - as one of the Handbook requirements - a list of relevant stakeholders contacts has been elaborated. After informing about the aim and processes Oliver Sellnick presented the timeline of the Handbook's implementation on RFC NS-B. He informed that re-routing overviews and scenarios will be published on the corridor website on 07.12.2018 for Timetable 2019, followed by the RUs consultation phase. He stressed the need of the proper preparation on the RU side, which after revision of re-routing proposals elaborated by IMs/Corridor should prepare their plans.

Eva Eckert asked how language barriers could be overcome and if there was one language foreseen for the communication about incidents; as it could be translated into regular situations also. She asked how the International Contingency Management process possibly contributed to solve this issue. Oliver Sellnick explained that the Handbook did not introduce any solutions in terms of language between IM-RU communication, as the relevant provisions apply, but it provided advanced information about possibilities and as a result, allows earlier preparation for different scenarios. Referring to the general language question, he informed about ongoing initiatives to find a solution that focuses on two approaches: elaboration of standard set of communications, expressions or usage of translation devices (or as a third possibility mix of the above). Annex VI to the Directive allowing pilots will be used to test the possible solutions, but as noted by Michel Geubelle before that the requirement for B1 applies.

Oliver Sellnick mentioned that there was an understanding between IMs about the communication in English between dispatchers' centers from 2020, but some IMs are not convinced anymore that English should be the only language used for the communication between RU – IM (while crossing border). The RAG was asked for its opinion. Eva Eckert noted that language training and its costs are inevitable: either it will be the neighboring IM's language or English. She also stressed the need to establish pilots using language derogation on different stretches of European network.

During the discussion about this topic, a state of play on issues in the Log-Book was given by the European Commission representative. Reinhard Haller presented the Log-Book goal which is to streamline possible solutions and promote them, serving as a coordination structure. He informed that among all issues listed three were identified as priorities which should be solved in the first place:

- Braking;
- Train composition and technical checks;
- Real time communication about train composition.

For those issues a coordination structure has been set up: sponsor - high level representative which provides political support; coordinator who sets up the meetings, develops minutes, do an operational work and project management. Complete structure coordinates different initiatives in different places to make sure they are in line with the national rules. The aim is to develop a common understanding and reduce national rules which are obsolete. Next common informational meeting will be organized to present the progress.

## 5. Capacity offer

Felicia Riedl presented the results of the capacity allocation for Timetable 2019 and steps planned in the next year. She pointed out that RFC NS-B is a very important stretch for the rail transport due to its routing allowing to connect western ports with China.

- 9 customers were involved in 21 dossiers/requests in PCS;
- not harmonised parameters and border times were pointed out by the customers in the observation phase;
- in the final offer 53% of dossiers were well harmonized; 47% of the dossiers had quality gaps, from which 70% could not be evaluated properly as they did not reach the active Timetable;

Eva Eckert asked how to deal with this problem? The C-OSS Manager answered that issues are being solved internally in the WG TT/C-OSS and Management Board firstly, and could be tackled together with RUs and IMs. A workshop has been proposed by Felicia Riedl for deeper analysis.

- PaP requests for TT 2020 – Felicia Riedl invited applicants to take part in PCS trainings; at the beginning of 2019 there will be more than 3 PCS trainings for applicants.

Discussion took place. Eva Eckert pointed out that some RUs find themselves in the position that they would very much like to use more capacity and order PaPs, however, the offered options are not matching the requirements / parameters of the trains.

Therefore, Eva Eckert and Dirk Zender from DB Cargo AG listed two points which in their opinion would result in more request for capacity asked via C-OSS:

- PaPs should possibly consider all temporary capacity restrictions and should provide as an alternative offer at least two re-routing possibilities;
- As in the most of cases, traffic is not known for the annual timetable deadlines, a shorter request time should be allowed for.

Weronika Karbowski mentioned that during previous RAG/TAG meeting discussion about the deadline took place and RUs stated that a 30 days deadline is still too long. RUs would like a 72 hours deadline. She informed that on several corridors ad-hoc capacity pilots take place and their results are being observed by RFC NS-B C-OSS. If the deadline placed of 30 days before the train run would be - after consideration – deemed sufficient for some RUs, it could be reassessed by C-OSS and the Management Board whether or not to offer more slots for Reserve Capacity (for now there is one slot by day by direction in the reserve capacity). Felicia Riedl proposed to recheck with the customers.

Michel Geubelle noted that in the future TTR (timetable redesign project) will solve this issue for applicants as it will introduce shorter deadlines for freight traffic and in the same time assure that capacity is available.

Andreas Pietsch mentioned that sometimes quality of ad hoc timetable is quite low as the running time may be very long due to many capacity restrictions on the Polish network.

Oliver Sellnick proposed that more information will be send to Felicia Riedl and Weronika Karbowski and proper analysis and answer will be provided.

## 6. Border Oldenzaal-Bad Bentheim operational workshop – information about first results

Marcel Tijs gave a presentation regarding operational issues on the Bad Bentheim border. He informed that the meeting was held on 16<sup>th</sup> of August with 5 RU's participating, also representatives of NSA, MoT and IM from Netherlands. He stated that first analysis showed that there are not many operational issues and problems are being caused by other factors, i.e. related to capacity or infrastructure. Main identified reasons of the current situation are:

- tracks not long enough;
- not enough paths from and to Bad Bentheim;
- too many TCR's, trains run according to different TTs;
- B1 language requirement;
- agreement on border section between the IMs is outdated;
- train numbers are not international.

As a conclusion Marcel Tijs summarized that RUs want better capacity and longer paths. The challenge is to reach a solution. He presented the next steps in the pilot:

- More analysis of issues pointed out by RU, Prorail and NL MoT;
- New meetings with RU's;
- Meeting with German stakeholders.

Eva Eckert confirmed that she herself together with expert for DB Cargo Group (including Germany) Dirk Zender will attend the workshop.

She also mentioned a project on RFC Orient/East-Med where all border crossings were analyzed in terms of stopping time on the border longer than two hours. She wondered if the same approach could be applied by RFC NS-B. On proposal of Oliver Sellnick, all parties agreed to review results of RFC OEM on example of border crossing Bad Schandau - Decin during next RAG/TAG meeting on 27<sup>th</sup> of March 2019 in Berlin, together with result of the second stage of the Bad Bentheim pilot.

## **7. Customer Information Platform – presentation of the last developments**

Patrycja Urbańska presented new developments in the Customer Information Platform structure, pointing out that it is a single source of the harmonized information regarding RFCs. Relevant documents, such as CID, are also uploaded in one tool for all corridors.

She ran a live presentation of the CIP showing step by step how platform can be used including: general layout, infrastructure and ERTMS projects and details along the route tool. She encouraged participants to provide feedback as their opinion would help to improve the system.

Friedrich Stuhmann asked who provides the information available in CIP. Patrycja Urbańska explained that information is provided by every IM. He also asked if information from service facilities portal could be integrated in CIP, but for the time being there are no plans as such. Moreover, it has to be noted that CIP provides the information relevant for RFCs routing, not all IMs infrastructure.

## **8. Follow up last RAG/TAG meeting: Information about the investments and operations on the PL/BY border**

Jakub Kapturzak presented the topic regarding increasing the capacity on the Polish-Belarusian border in Terespol starting with the presentation of the current situation:

- infrastructure capacity in freight traffic volumes to 14 pairs of trains per day on the wide gauge track;
- average capacity utilization is around 12 pairs of trains per day.

He informed that two kinds of measures were taken:

- Short and medium-term measures to improve stakeholder's cooperation for better capacity usage and to prevent problems during the winter time as faced this year;
- Long term measures with infrastructure projects to increase the capacity in the future. He pointed out that as a result of these developments and modernization plans additional temporary restrictions will occur at the border, therefore alternative solutions have been elaborated: for example, opening next year of Czeremcha – Wysokie Litewskie border.

Jakub Kapturzak presented current infrastructure of Małaszewicze areas pointing out again that the goal is to maximize capacity at the Małaszewicze border with developing the infrastructure. Some projects are proceeded and will be completed, but some points still needs to be agreed with neighboring partner:

- Construction of group of 9 tracks of Terespol Szerokotorowy station 1520 mm by 2023;
- Construction of new Małaszewicze West Station by 2023;
- Construction of group of 10 tracks Biała Podlaska Towarowa by 2020;
- Modernization of: Terespol, Małaszewicze and Biała Podlaska stations;
- Extension of Kobylany station by 2023 - second scanner to be installed to separate passenger and freight trains;
- Construction of the new border bridge (upon the agreement with Belarus Railways) by 2025;

The following effects are expected:

- Increasing the capacity for freight traffic, from 2 bridges with two single tracks to 3 bridges with 4 tracks;
- separation of passenger and freight traffic;
- increasing the capacity of the scanning devices.

He pointed out that the modernization plan will enable to achieve capacity of up to 55 pairs of trains per day on 1520 mm track.

Eve Eckert thanked Jakub Kapturzak for detailed presentation as it answered most of the RUs questions. She asked when the first positive results can be expected? Jakub Kapturzak answered that first effects are expected in the beginning of 2019 when short term measures will be applied to prevent any issues during winter.

Additionally, it was agreed that impact sheets will be published by the corridor.

## **9. AOB:**

### **Information about the studies to be performed by the RFC NS-B and the Advisory Groups involvement**

Weronika Karbowskiak informed the participants about the Transport Market Study and Capacity Improvement Study. The timeline of the TMS was presented briefly, Weronika Karbowskiak also reminded that the tender procedure is being finalized and that a kick-off meeting with the consultant is planned in mid-November. She confirmed as agreed before that RAG/TAG members will be invited for the first meeting.

Regarding the study on capacity improvement Weronika Karbowskiak informed that after considerations the Management Board decided to study one parameter: train length. Weronika Karbowskiak informed TAG about the need of terminal cooperation in the study by delivering the data to the consultant regarding the length of the tracks in terminals and their future plans. TAG Speaker presented an open position to that issue.

### **User Satisfaction Survey 2018**

WK mentioned that the deadline for filling the survey is 12<sup>th</sup> of October 2018.

It was suggested that 15 minutes is too short for the survey, it takes around 30 minutes for RU to fill it in. In case of DB Cargo with 16 national entities, it takes a little longer to collect all feedback and based on this, fill out the questionnaire. So RUs would appreciate an extended timeline for answering greatly (4 weeks). RAG and TAG members confirmed their willingness to participate in the survey and to see the results of the USS together with the plans taken upon the feedback. Weronika Karbowskiak informed that it will be presented at the first RAG/TAG meeting of the next year.

### **Meeting calendar 2019**

The next RAG/TAG meeting is planned on 27<sup>th</sup> of March 2019 in Berlin.

The second meeting is scheduled for 25<sup>th</sup> of September 2019 in Warsaw.

Weronika Karbowskiak proposed to keep the pre-meetings starting at around 9. It was also confirmed to hold the RAG and TAG meeting together.

Oliver Sellnick and Weronika Karbowskiak thanked the participants for taking part in the meeting.

### **List of annexes and presentations:**

All the presentations and annexes are available on the RFC NS-B website in the [Download area](#).

- 1) Annex 1 - Agenda for RAG-TAG meeting 11.10.2018
- 2) 4. ICM RAG\_TAG OS
- 3) 5. C-OSS state of play\_RAG\_TAG\_11.10.18\_FINAL\_V2
- 4) 6. 20180816 outcomes meeting RU's Oldenzaal - Bad Bentheim
- 5) 7. Customer Information Platform presentation of the last developments
- 6) 8. PL MoT presentation on PL\_BY border
- 7) 9. AOB information