

Summary of the 21st meeting with the RFC North Sea – Baltic RAG & TAG

Date: 12.10.2022 10:00 - 14:15

Venue: Radisson Blu

Lange Strasse 40, Rostock D-18055, Germany

1. Welcome and introduction.

Oliver Sellnick, Chairman of the RFC NS-B Management Board welcomed the participants and presented the agenda. All participants introduced themselves.

2. Follow up of the topics from previous meetings

- Codification of lines in Poland

Weronika Karbowskiak presented the topic informing that the codification process has started within PLK, but gathered data needs to be transposed into IT tool. In the meantime, together with PaPs publication in January, relevant information about RFC lines will be passed. However, each applicant requesting path with gauge has been exceeded needs to obtain a permission before submitting path request.

➤ Paweł Wiechoczek, RAG Speaker questioned what is the timeline. Information will be provided later, as no end date, apart from the one in TEN-T revision, has been indicated.

- Proposal to review additional connection between Małaszewicze and Horka/Węglińiec border crossing

Weronika Karbowskiak informed that in the latest TEN-T revision proposal, line to Małaszewicze has changed its status becoming from Biała Podlaska (part of the comprehensive network) and in the future it will neither be a part of the freight corridor lines nor RFC North Sea - Baltic.

- Freight trains display in TIS

Weronika Karbowskiak informed that according to the announcement made during the meeting on 17.03.2022 PKP PLK S.A. displays in TIS all international freight trains. In regard to the national trains publication is made on the basis of the RU's request.

3. RAG slot

Paweł Wiechoczek, RAG Speaker, presented topics pre-discussed with RUs.

➤ Paweł Wiechoczek reminded that one of the topics which were supposed to be discussed is maximalization of parameters which would result in improvement of capacity. RAG Members asked IMs to check if TEN-T requirements can be fulfilled and 750 m trains can run on RFC. The IMs were also asked when the investments will be finalised to make the requirements complete.

The second issue is that thieves are stealing goods at Węglińiec station, he stated that on almost every train there is an issue with missing goods so security companies are hired,

but the procedure continues. He added that as a result of this, DB Cargo clients resign from using rail as the losses are too big and they are increasing.

He also suggested to organize joint RAG/TAG meetings as some RAG/TAG Members participate in meetings of several RFCs, this would help to make them more efficient, save time and reduce costs.

- Lieven Goethals said that due to the political circumstances, there is a drop in volume transported by rail so RUs would like to know if despite that the investments and plans on accommodating big traffic are still ongoing in Małaszewicze.

Oliver Sellnick said that regarding Horka border crossing DB Netz AG opinion is that there is a potential in terms of capacity. Jakub Kapturzak, RFC NS-B ExBo Chairman requested PKP PLK S.A. to provide information and details regarding Węgliniec-Horka border by Friday noon in order to approach Ministry of Foreign Affairs. Regarding Małaszewicze, Jakub Kapturzak confirmed that Polish Ministry of Infrastructure will continue project of Małaszewicze station and its linking to terminals. The project is fully supported by governance and region and the ministry's intention is to submit it for the governmental decision.

4. TAG slot

Eric Nieuwenhuis, TAG Speaker, explained that terminals in general share the same issues on different RFCs and more cooperation is needed with neighbouring or connecting RFCs, because terminals all over Europe have the same questions and problems. For example revision of Regulation is not always clear for terminals as they would like to be informed clearly and on regular basis. The terminals would also like to be more involved in future shape of the Regulation.

Oliver Sellnick proposed that joined TAG meetings of few RFCs can be organized.

Regarding TEN-T Revision Anne Kemmler, ExBo Member from German Federal Ministry of Digital Affairs and Transport explained that at the moment changes are still discussed and remarks can be given. Oliver Sellnick proposed that TAG Members can give suggestions. Erik Nieuwenhuis confirmed that the list will be developed. Marcel Tijs, ExBo Member from Dutch Ministry of Infrastructure and Water Management suggested that RFC's standpoint and not only the national one should be articulated.

5. Information from the C-OSS

Anna Difliff, RFC NS-B C-OSS Manager introduced herself and welcomed the participants of the RAG/TAG meeting. She presented the results of the TT 2023 allocation and first view on the offer TT 2024 according to the presentation as follows:

- In the Draft Offer TT2023, 42 dossiers were published on time and 10 dossiers were delayed, 1 dossier was closed.
- 23 observations were raised for 15 dossiers.
- In the Final Offer, 26 dossiers were published on time and 27 dossiers were not published on time due to TCRs on Czech Republic border sections; 1 dossier was closed;
- PaP construction proposal TT2024:
 - Min. 1 PaP will be offered on the principal corridor lines where no wishes have been expressed
 - Both long and short PaPs will be constructed
 - The final PaP offer TT2024 will be published on Jan 9th, 2023
- The Reserve Capacity (RC) stays equal for TT2023 with 1 RC per path section

Anna Difliff sum up the next steps:

- The Reserve Capacity TT2023 has just been published.
- The PaP construction process TT2024 is ongoing, and the offer will be published on January 9th, 2023 followed by a short correction phase.
- The PCS trainings by COSS/RNE will be proposed in two groups (physical and online)
 - Budapest: week following February 20th
 - Frankfurt: week following January 30th
 - Remote training: week following February 13th

6. State of play on border crossings projects:

• Frankfurt Oder Oderbrücke

Dennis Goll from DB Netz AG presented the state of play on QCO Oderbrücke project according to the presentation:

- Quality Circle Operation eliminates border problems, reduces dwelling time and enables growth in international rail freight
- Limited Capacity in Frankfurt (Oder) Oderbrücke can affect the whole corridor performance, therefore the QCO-Programme was introduced in November 2021 at border crossing
- Currently 6 topics are being worked on:
 - Implementation of minimum criteria for path requests in cross-border agreements
 - Analysis of support for cross-border coordinator (information, IT-tools)
 - Missing restrooms for RU-staff at Oderbrücke
 - Language requirements for train drivers
 - Analysis of unnecessary stopping times in border area (e.g. transmission of written order to train driver)
 - Implementation of dwell time monitoring

Next steps:

- Next QCO meeting is scheduled for 17th of November 2022 to give an update on all open topics
- Dwell Time: Presentation and Implementation of dwell time monitoring
- Action list: Continue working on the items on action list
- QCO Elbe Valley: Initiation of the QCO-Programme at German/Czech border crossing Bad Schandau – Decin on 22nd of November 2022. Additionally, translation tool is in development stage.

- Götz Walter from VDV - Verband Deutscher Verkehrsunternehmen e. V. said that regarding language, it was said that there is a possibility for IMs to introduce a second language on the border crossings and this solution should be further investigated. He addressed the topic of restrooms for the personnel to ExBo Members. Pointing out that restrooms should be part of the regular infrastructure financing, just like it is in case of motorways. Götz Walter added that DB Netz AG published in August changes in rules on operations on border crossings which may make operations more problematic for some RUs. He added that IGTL published some information from RU's perspective, so there is such a publication already for the German-French border, which might be used as a model for publication for German-Polish border.

- **Bad Bentheim**

Zuhal Nalbant, RFC NS-B Management Board Member said that there is a big passenger traffic at this crossing and presented the state of play on QCO Bad Bentheim project according to the presentation:

- Check-In process was finalized and agreed by IMs and RUs by June 2022. Pilot started in June 2022, customers were informed by IMs about the pilot phase.
- Until now only 50% of the traffic uses the process and is checking-in at Bad Bentheim. Even the process is welcomed by customers, the process needs HR capacity and cannot be always fulfilled. Customers not using the process will be contacted again.
- Review and decision on implementation or amendment of the process will be done in November/December 2022.

Next steps:

- Implementation Check-In Process: Finishing the pilot, legal check, implementation
- Implementation and Rollout Mindestbestellkriterien (Minimum order criteria): Consultation of the RUs, Changes Grenzbetriebsvereinbarung (Border agreements), Implementation for Bad Bentheim and other DE/NL Borders
- Follow-up Workshop with RUs: Organization of a Follow-up Workshop and agreement on the future QCO Bad Bentheim Action plan
- Coordination Ad-hoc traffic: Agreement on an optimized process for the coordination of ad-hoc traffic
- Dwelling Time Report: Development and Implementation of a border report to measure the success of the QCO concept

Oliver Sellnick summed up that this project provides transparency regarding planning.

7. TCRs on the Corridor

- **Main TCRs on the Corridor for next TTs**

Weronika Karbowskiak presented the topic informing that presentation will be circulated and published on the website. The Working Group took several preconditions/measures to choose this TCRs so if participants can't see TCRs which are important for them the reason is that one TCR was selected per IM by Experts. All TCRs are available on the RFC NS-B website:

Impact of a major TCR in 2023 at:

- ProRail: Section Roosendaal – Meteren
- Infrabel: Section Antwerpen- Montzen
- DB Netz AG: Section Emmerich Border - Oberhausen Main Station and Section Berlin Ostbahnhof – Frankfurt (Oder)
- PKP PLK: Section Korsze Towarowa – Ełk Towarowy
- LTG Infra: Section Žeimiai-Lukšiai

In case of Latvia and Estonia there is no major restrictions. Patriks Markevics, ExBo Member from Ministry of Transport Republic of Latvia informed that at Riga central station passenger traffic is affected.

- Paweł Wiechoczek pointed out that it was shown that for PKP PLK S.A. there is only one TCR, not all are reflected on the website either - for example, there are big investments in section Poznań and Kostrzyn. If other IMs show all TCRs, what are the

criteria. In separate communication there are lots of TCRs for example on line 3 so the information regarding RFC should be adjusted. Weronika Karbowski confirmed that TCRs will be reviewed as maybe criteria for RFCs publication are to strictly implemented by PLK

- **Presentation of the coordination groups established by IMs on the Corridor lines**

Laura Petersen and Dominika Wachowski from DB Netz AG introduced themselves.

They presented the topic of Annex VII implementation by DB Netz AG according to the presentation, including:

- Coordination and publications according to Annex VII
- DB Netz Timeline for international coordination meetings with respective TCR volume
- Implementation of the cross-border requirements - basic concept
- Stakeholders who get involved and work together on short- and long-term improvements
- Border Areas
- Success factors of the Brenner working group for the coordination of TCRs for the Munich – Verona route
- The Elbe Valley Group coordinates TCRs from a single source – the Brenner group as a role model

- Laura Petersen said that proposal for neighbours is to coordinate in May and September and to have the same model on all borders, the implementation is ongoing. In November 2021 kick off meeting took place with over 80 participants in total. Customers see a high added value and express wish for enhancements.
- Dominika Wachowski presented cooperation between PKP PLK S.A. and DB Netz AG regarding TCR process according to the presentation. There are two PKP PLK S.A. and DB Netz AG meetings per year in May and October. Dominika Wachowski informed that the topic of Annex VII implementation by DB Netz AG will be also presented during the upcoming PKP PLK S.A. and DB Netz AG bilateral conference. Oliver Sellnick thanked for the presentations and suggested that discussion may continue during the PKP PLK S.A. and DB Netz AG bilateral conference.

8. Solidarity Lanes with UA

Bartłomiej Siudak, RFC NS-B ExBo Member from Polish Ministry of Infrastructure presented the topic according to presentation. There is significant rise of grain transport, Poland is one of the most transporting countries. There are 3 major border points:

- Dorohusk
 - January 2022 – 56 trains in both directions
 - July 2022 – 241 trains in both directions
- Werchrata
 - January 2022 – 28 trains in both directions
 - July 2022 – 77 trains in both directions
- Medyka
 - January - 166 trains in both directions (dominance on 1520 mm track)
 - July 2022 – 267 trains in both directions (dominance on 1435 track)

Identified problems:

- Shipment of loads of different volume by the Ukrainian RUs
- Shipment of loads of different kind – problems with veterinary and phytosanitary checks– last much longer
- Shipment from UA inconsistent with the timetable
- Shipment of wagons that cannot be classified as any type – each single car has to be approved by the Polish IM

Oliver Sellnick asked about organization with such a rise of grain transport. Bartłomiej Siudak answered that in order to optimize the process several measures were implemented:

- Polish authorities resigned from carrying out veterinary checks of feed not containing animal tissue shipped via EU to other countries
 - Resignation of grain checks by Polish authorities
- Götz Walter asked for simplification in rolling stock authorization.
- Paweł Wiechoczek said that DB Cargo Polska trains wait 1 to 10 days and are controlled by 4 different authorities, sometimes it's not possible to know what kind of control it is as subcontractors are doing them so sometimes it's even 2 weeks. It is not a short term problem. The problem was already addressed using platforms introduced by EU/EC.
- Paweł Wiechoczek proposed to optimize the process of traffic management by organizing daily teleconferences between PLK UA and RUs.

Bartłomiej Siudak will send questions to experts in Polish Ministry of Infrastructure who are coordinating above topics.

9. Other topics

Luxemburg request to join RFC

RFC and ExBo received Lux's request to join RFC.

Weronika Karbowskiak stated that such a request should be followed by TMS. At the moment ExBo and MB are analyzing this possibility. Question was asked on the date of the formal answer.

USS 2022

Weronika Karbowskiak reminded that USS is ongoing as every year, this year the deadline is 3rd of November. There is also possibility to request interview instead of completing the online USS.

CEF 2 Call 2022

Weronika Karbowskiak informed that RFC issued a supporting letter regarding projects which were proposed by terminals.

Next RAG/TAG meetings

16.03.2023 Riga

11.10.2023 Frankfurt am Main

Online participation should be possible as well.

Point regarding joint RAG/TAG meetings will be discussed before next meeting.

Oliver Sellnick closed the meeting, thanked all participants for a very fruitful discussion.

List of annexes and presentations:

All the presentations and annexes are available on the RFC NS-B website in the Download area <https://rfc8.eu/downloads/>.

- 1) Agenda for the RAG-TAG meeting on 12.10.2022
- 2) Annex 1. RAG_TAG follow up
- 3) Annex 2. RAG TAG meeting PaP TT2024 and RC TT2023
- 4) Annex 3. QCO Frankfurt
- 5) Annex 4. QCO Bad Bentheim update
- 6) Annex 5. TCRs on the Corridor
- 7) Annex 6. 2022_10_12 Annex VII at DB Netz_V03
- 8) Annex 7. UA SL
- 9) Annex 8. AOB

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