

Summary of the 16th meeting with the RFC North Sea – Baltic RAG & TAG on 13th of May 2020

Date: 13th of May 2020 via Microsoft Teams

1. Welcome and introduction.

Oliver Sellnick (Chairman of the RFC NS-B Management Board) welcomed the participants and presented the agenda. He also introduced and welcomed RAG/TAG Speakers: Dirk Zender from DB Cargo AG (RAG Speaker) and Friedrich Stuhmann from MSC Gate Bremerhaven GmbH & Co. KG (TAG Speaker). It was confirmed that the next RFC NS-B RAG/TAG meeting will take place on 16th of September, depending on COVID-19 virus situation it will be organized online or in Berlin. Afterwards all participants introduced themselves.

2. Extension to Latvia and Estonia – State of play

Katarzyna Wachowicz informed that the RFC extension to Latvia and Estonia will be operational in October 2020, therefore the Reserve Capacity for TT 2021 (starting on December 13, 2020) will be published on 12.10.2020 and Pre-arranged paths for TT 2022 (starting on December 12, 2021) will be published in January 2021. KW also presented the state of play of the process of implementation:

- Extension of the Executive Board - Joint Declaration regarding the establishment of the Executive Board of RFC NS-B was signed by Ministries at the beginning of December 2019;
- Extension of the Management Board - Cooperation Agreement between EEIG and LV and EE was signed in January 2020;
- Joining EEIG – LV and EE will join from 01.01.2021;
- Extension of RAG/TAG - RAG/TAG web conference on 13th of May 2020 instead of meeting in Riga on 01.04.2020 with representatives from LV and EE;
- Transport Market Study - TMS final report update was executed in January 2020;
- Implementation Plan is in progress:
 - Consultation with stakeholders – June -July 2020
 - ExBo Approval – September 2020
 - IP Publication – 12.10.2020
- Corridor Information Document Books I – IV
 - CID TT 2021 Book 2 and Book 4 update till July 2020.
 - CID TT 2022 Book 1, 2, 3, 4 preparation process from April 2020 till January 2021.
- Framework for Capacity Allocation – document will be signed for TT 2021 including Latvia and Estonia to be published on 12.10.2020.

3. RAG slot - Feedback from pre-RAG meeting in Poznań

Dirk Zender welcomed the participants and informed that the pre-RAG meeting was very fruitful and he would like to present the outcome as follows:

- **The design and the structure of RFC NS-B PaP catalogue 2021:**

Dirk Zender stated that there is a significant improvement in RFC NS-B PaP catalogue for TT 2021. He pointed out the main advantages:

- The wishes of the wish list are partially respected for the first time in the PaP catalogue.
- A new structure and features of the DigiCat are supporting the user.
- The one person C-OSS Manager is in charge taking care about the PaP - timetables from request up to the offer.

Dirk Zender listed also the fields which needs further improvements:

- Some PaP paths are not offered during the complete timetable period due to capacity restrictions (9 month).
- Alternative routings are not offered.
- Missing interface between PCS and national path ordering systems (double work).
- Regulations and deadline of ordering / cancellation of PaP's.
- Missing flexibility within PaP's (from time slot to capacity slot).
- Domestic timetables are with a better performance and less stops.
- Important border paths are not included (Brest-Terespol).
- Balance between price&quality and missing arguments why RU's should request PaP's – no proper product – missing benefit.
- Bilateral PCS trainings are more effective.

Additionally, Dirk Zender informed that the RAG members indicated how should a PaP look like:

- Offering of a high frequent pre-arranged capacity slots on main routes.
- Noticeable benefits while using a PaP (faster transport time, reliable timetable during construction work incl. alternative routings).
- High priority during the train run in operation due to a booked PaP.

Oliver Sellnick thanked Dirk Zender and passed the floor to Felicia Riedl (RFC NS-B C-OSS Manager). She thanked Dirk Zender for the pre-RAG meeting and the positive feedback.

- Felicia Riedl explained that some PaPs are not offered on all TT and the reason is TCR, therefore the diversionary lines are offered. She agreed that missing interfaces is an issue. Oliver Sellnick pointed out that the TAF (Telematics Application for Freight and Passengers) implementation will improve it. FR also added that long distance PaPs were offered for the first time and this will be improved.
- Oliver Sellnick also added that improvement in synchronising dispatching was an inspiration for EU to support the new dispatching system. Implementation of this system will allow to define which trains should be prioritised, so progress in next 2-3 years is foreseen. Dirk Zender pointed out that RUs in general should work on the missing interface, not only IMs.
- Andreas Pitch (Kombiverkehr KG) stated that the deadline to order international path for TT 2021 has been changed by some IMs and was not equal. He questioned how this is coordinated by the IMs in EU. Oliver Sellnick offered a conference call in order to discuss the topic bilaterally.
- Marcel Tijs (Executive Board Chairman) asked is it possible to define what percentage of the capacity is not used as it doesn't meet the needs. Oliver Sellnick informed that

any demand from RAG will be responded: pre-arranged PaPs, national PaPs. He added that maybe not all requests can be delivered but in general there is no traffic lost. Dirk Zender presented the RAG expectations, wishes and ideas to the RFC NS-B indicated during the pre-RAG meeting. The participants discussed the below topics:

- RU's doesn't see the unique selling position of RFC products, no prioritization in operation, dispatchers do not even note, that the constructed path is a PaP in operation. There is no financial benefit, etc. To that issue, Oliver Sellnick informed that:
 - Pre-arranged Paths are coordinated from the beginning,
 - Capacity allocation phase - prearrange Paths have priority,
 - Ordering PaPs in one system is possible - of course double work but if RUs use national system, PCS comes on top of it – this disadvantage can be eliminated,
 - Border problems - RFC works on improvement on boarders: Oldenzaal-Bad Bentheim
 - KPIs can be analysed by the RFC NS-B PM&O WG if the RFC is addressed.
- Terminal slots must be part of RFC products to offer a complete product with added values

Dirk Zender stated that in some cases a good international path is offered but terminals are not harmonised so RUs have to stop, so the question is how to develop RFCs. Oliver Sellnick suggested to contact RFC which terminals are interested to participate in pilot.

- TPM Quality check of RFC NS-B products

Topic was brought up by Damian Figurski DB Cargo Polska as the timetables are not harmonised on the border. Trains are effected by construction works and every train has different timing in German TT and in Polish TT. This Issue is important for carriers. Damian was asked to give more detailed information about this topic to C-OSS Manager.

- Friedrich Stuhmann pointed out that the landscape of every terminal is different and first we have to identify where are the terminals bottlenecks. Many terminals are very flexible, maybe it will be possible to have a slot.

- Luxembourg request

Dirk Zender informed that RAG members are working on the extension to Luxembourg. Eric Lambert (CFL Multimodal) added that they are working on the request from Luxembourg on the Ministries level.

4. TAG slot

Friedrich Stuhmann (TAG Speaker) thanked the Management Board for the RAG/TAG meeting. He added that during last meeting some topics were requested:

- ERTMS deployment plan – Friedrich Stuhmann pointed out that regarding the Implementation Plan, TAG Members should be informed if anything is expected from terminals.
- Oliver Sellnick stated that there is EU ERTMS Deployment Plan and National Deployment Plan. Michel Geubelle (General Assembly Member) informed that all ERTMS Jumping Jacks will be included in Implementation Plan and RUs can provide comments during the consultations process.

Additionally, Michel Geubelle question, he informed that there are 3 levels in ETCS. Level 3 allows to reduce the length of section by applying what is called variable blocks. If level 3 is not implemented capacity can't be gained. The level 3 is not foreseen in RFC NS-B by 2030. He also proposed that if there are any technical questions, participants may contact him directly after the meeting in order to receive answers from experts.

- 740 m trains approach – Friedrich Stuhmann stated that the topic is important for terminals as they have to prepare. There should be alignment with TEN-T network as well. Oliver Sellnick informed that the RFC NS-B is in final stage of the Capacity Improvement Study which will be circulated in June/July and discussed during the next RAG/TAG meeting.
- Terminal message standardisation – it was requested to provide the RAG/TAG with the information from the ELETA project.
 - Oliver Sellnick informed that Katarzyna Wachowicz is in contact with Mr Hinne Groot and topic will be followed. He added that there is a proposal to connect terminals to TIS (Train Information System). The pilot is conducted by the RFC Scandinavian-Mediterranean with Italian terminals.
- RFC Evaluation Questionnaire – Friedrich Stuhmann thanked for circulating the questionnaire and added that he hopes that the feedback will be beneficial. The feedback was sent directly to the European Commission.
 - Oliver Sellnick informed that European Commission is trying to gain really detailed feedback as evaluation started last year and the outcome will be delivered this year.
- Transport Market Study - Friedrich Stuhmann pointed out that the focus in the TMS was on the international traffic only. For the next study, he recommends to include also national traffic as national trains are using the capacity.
 - Oliver Sellnick confirmed that he took note on the information but the next TMS will be run probably after 8 years.

At the end of the slot, Mr. Andres Uusoja from HHLA TK Estonia gave information regarding Amber Train project:

- Amber Train project – Andres Uusoja informed about the key facts regarding the Amber Train project, stating that the main challenge is how to connect Finland. Felicia Riedl pointed out that the project is really interesting and the RFC NS-B will offer connection to Kaunas where PaP will be offered, therefore she appreciates more information. Oliver Sellnick thanked Andres Uusoja for contribution. The Amber Train project presentation is attached to the Summary.

Summarizing the RAG and TAG slot, Oliver Sellnick informed that the Management Board wants to cooperate more with the TAG and RAG Advisory Group. Therefore, the agendas will be shared with RAG and TAG Speakers and followed by quick conference call in order to give Speakers possibility to: ask questions, add topics or participate in Management Board meetings.

5. Pre-booking result TT 2021

Felicia Riedl thanked Dirk Zender and Friedrich Stuhmann for their valuable feedback. She gave a presentation annexed to the summary describing the Pre-booking result for TT 2021. She informed that the number of requests in April increased intensively as there was 42 requests including 30 without conflict and 12 conflict dossiers. 19 Applicants requested traffic flows including new routes to Czech, Slovakia, Austria and Hungary. The timetables requested in 23 Dossiers will be constructed in cooperation with RFC 1,3,7.

Felicia Riedl also summarised the next steps to be taken:

- Revise in WG TT/COSS the outcome of the product „long distance PaPs“;
- Proposal of how to continue with the PaP product for TT2022 taking the pre-booking results & response from the applicants of the Pre-RAG meeting as far as possible into account;
- Getting the RFC extension with Latvia & Estonia started for the Product „Reserve capacity“, starting from 12th of October 2020;
- Organize a digital PCS Training via Teams for applicants from Estonia and Latvia;
- Accompany the phases draft offer, observation, final offer up to the Active Timetable up to the 28th of August 2020.

6. User Satisfaction Survey 2019 – discussion on the results and actions

Oliver Sellnick informed that the User Satisfaction Survey was run 5 times already. He thanked RUs for participation in the survey. He pointed out that the Rail Freight Corridors in cooperation with RNE (Rail Net Europe) are working together in order to improve the survey, therefore, a new more customer friendly format will be delivered this year. Oliver Sellnick presented results of the User Satisfaction Survey performed in 2019, presenting top/ten aspects and actions taken by the Corridor to improve the aspects rated as the bottom ten. He also answered the questions asked by the User Satisfaction Survey 2019 participants.

7. AOB:

Questions & Answers on additional documents

Oliver Sellnick invited participants to ask additional questions. There was no questions to the AOB points.

Topics for the next RAG/TAG meeting in September 2020

It was agreed that the Office in cooperation with the C-OSS Manager will review the topics discussed during the meeting and contact Speakers for clarifications if needed for the upcoming meeting.

Summary:

It was agreed that next meeting will take place on September 16th. Dirk Zender informed that there will be a bilateral meetings so some activities may be required in between.

Oliver Sellnick thanked the participants for taking part in the meeting, their feedback and cooperation.

List of annexes and presentations:

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

- 1) 1. Agenda RAG TAG Meeting RFC North Sea - Baltic 13 May 2020
- 2) 2. Extension to LV and EE - state of play
- 3) 3. Feedback from pre-RAG Poznań
- 4) 4. Amber Train project Presentation
- 5) 5. RAG_TAG meeting 13.05.2020_Pre-booking results_final
- 6) 5.1 RFC News_COSS NS-B
- 7) 5.2 DigiCat TT2021_NorthSea-Baltic_final
- 8) 6. USS 2019_results_rag_tag_v24.03.2020
- 9) 7.1 TMS RFC NS-B
- 10) 7.2 Estonian Railways presentation
- 11) 7.3 LDZ presentation

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