
Summary of the 12th meeting with the RFC 8 North Sea – Baltic RAG&TAG

Date 1st of March 2018
Venue *Hotel Aquino
Hannoversche Str. 5B, 10115
Berlin, Germany*

1. Welcome and introduction address from the Management Board Chairman and the Managing Director

Due to justified absence of the Management Board Chairman Oliver Sellnick, Guus de Mol Member of the RFC NS - B Management Board chaired the meeting. Weronika Karbowskiak (Managing Director of the RFC NS-B) presented the agenda and informed about changes of speakers. Regarding the election of the RAG Speaker which took place before the meeting Weronika Karbowskiak informed that new RAG Speaker Eva Eckert from DB Cargo AG had been elected. Eva Eckert introduced herself.

2. Train Performance Management.

Ann Verstraelen (Infrabel, Performance and Operations Working Group Leader) presented the topic. She stated that since the corridor being operational the IM's have been working on the train performance management, which gives a basis to analyse train performance with the RU's, who will sign the Confidentiality Agreement. The kick-off meeting TPM with RUs is foreseen in second part of the year, she encouraged participants to attend it. Ann Verstraelen added that it is planned to follow the TPM Guidelines of RNE and handbook which is being developed by RFC RALP.

Next Ann Verstraelen presented report with punctuality data for 2017, but without sensitive data, such as train numbers etc. The RAG&TAG members discussed the delay reasons, Eva Eckert pointed out that the reason can be identify according to the coding assigned. Guus de Mol stated that for IM it is not known if the delay is caused by RU or by other stakeholder i.e terminal, for the IM all third parties delays are assigned as RU-caused. Moreover IMs in exceptional cases differs in the coding behaviour. Eva Eckert questioned what will happened with the report. Ann Verstraelen stated that the report will serve as a basis of analysis done together by RUs and IMs experts in the TPM working group with the kick-off meeting announced earlier. Guus de Mol summed up that he hopes that RUs will participate in the meeting as working together is the only way forward for the improvement. WK summarised the next steps:

- Invitation to TPM WG will be send to all RUs attaching the Confidentiality Agreement; RUs will be asked to confirm their willingness to participate in the TPM Working Group and to sing the agreement till end of April;
- The Office will send agreement to IMs and RUs which volunteered to sign – till the end of July;
- Doodle with proposed dates of the kick-off meeting will be send by WG Leader in order to set a date in September.

3. ELETA project update

Ad Toet, coordinator of ELETA project presented the topic stressing that the Sector Declaration is the document where the sector representatives commit themselves to implementing the TAF TSI functions according to the Masterplan and working toward a common ICT architecture wherever possible. IMs and RUs agree to make information on estimated time of arrival available (under the protection of confidentiality clauses,) to their contract partners, including terminals and intermodal operators. Ad Toet presented the ELETA objectives and next steps, milestones to be reached in the nearest future. As the most important issues in ELETA project which have to be dealt he indicated:

- Permissions/authorisation for sharing data;
- Linking all intermodal operators and some terminals to TIS;
- No unique train numbering;
- Putting whole train journey must be in TIS (not only the IM network/network entry/exit point).

During the discussion Guus de Mol stated that according to the findings of the taskforce held by the German Ministry there are no legal obstacles to share the data. Guus de Mol thanked Ad Toet for the update and asked ELETA coordinator to share feedback from the project during upcoming meetings, as this topic is highly important for all railway sector stakeholders.

4. Border Oldenzaal-Bad Bentheim operational workshop

Marcel Tijs (Dutch Ministry of Infrastructure and Water Management) run the presentation regarding pilot on cross border operational issues. He summed up that on RFC NS-B some work has been done on the topic i.e. the table discussed during previous RAG&TAG meetings, but in the same time it is still an issue: among others braking sheets, mobile numbers communication, cross border agreements were recently mentioned by RAG speaker.

In order to tackle those issues a proposal of organizing a pilot workshop has been made by NL MoT for the border between Germany and the Netherlands: Oldenzaal-Bad Bentheim. Marcel Tijs informed that some works has already been done toward the preparation and presented the draft timeline. Eva Eckert from DB Cargo AG confirmed willingness to participate in the workshop. Lieven Goethals (LINEAS) stated that the train length and locomotives topic should be looked closer during the workshop. All participants welcomed this initiative. Outcome and next steps taken will be shared with RAG&TAG members during upcoming meetings with the proposal to focus on other border crossings.

5. Capacity offer for TT 2019

Felicia Riedl - new RFC NS-B C-OSS Manager introduced herself. She informed that the PaPs for TT 2019 were uploaded and published on 8th of January 2018 in PCS and on the RFC NS-B website. She mentioned that the printed handout PaP catalogue is available for the participants. FR explained the process steps for PaPs requesting and allocation phase, including responsibilities and deadlines up to the final offer. Lieven Goethals questioned if any action will be taken regarding the list of customers wishes. FR stated that wishes had been taking into account as far as construction made it possible, changes in already published PaP catalogue for TT 2019 are no longer possible, but customers may always request feeder/outflow paths.

Guus de Mol pointed out that the prearranged paths offer increased but the usage is still quite low. He added that RFC follows the customer wishes, however due to low number of requests it is counterproductive to increase the number of PaPs for the next timetables.

Florian Fisher (METRANS Rail) stated that PaPs published for TT 2019 does not meet the customer needs, as they are not available for the whole timetable, additionally parameters should be harmonized. Felicia Riedl explained that during TCR when PaPs are not available in PCS customers may place a request for subsidiary offer. She offered support regarding PCS dossier creation during the next weeks. Moreover, customers shall not hesitate contacting her for any kind of questions.

Lieven Goethals presented map developed on RFC North Sea - Mediterranean in order to provide easier overview of PaPs available on the RFC. Felicia Riedl questioned the participants whether they would like to use this kind of overview on the C-OSS homepage of RFC NS-B. There was no immediate feedback regarding the topic, but in general customer friendly display should be considered.

Guus de Mol asked the participants which RUs going to use pre-arrange offer which is available already. LINEAS confirmed that will ask for capacity on the corridor, some RUs are still considering requesting the capacity via C-OSS.

6. Follow up last RAG&TAG meeting.

6.1 State of play on development of the common template for the service facilities information.

Friedrich Stuhmann (MSC Gate Bremerhaven GmbH & Co. KG, TAG Speaker) presented the feedback from the meeting held in February 2018 regarding the development of Common Template for Service facilities, which is elaborated on the basis of the Commissions Implementing Regulation (EU) 2017/2177 of 22 November 2017. The Implementing Regulation obliges in general operators of a service facility to publish certain information. FS described the proposed structure of the template and proposed timeline of its approval mentioning that the Implementing Regulation should apply from 1 June 2019. Common Template should be approved by RNE GA on 16th of May 2018. TAG speaker stated that general approach toward the template seems to be a pragmatic one, as the scope of information shall be limited to the expectations placed in the Implementing Regulation. It is also foreseen to make the assessment of the template in 2020.

6.2 Future role of RFC North Sea – Baltic in the traffic between Europe and China – information about actions taken/planned to increase the capacity between Poland /Belarus;

Jakub Kapturzak (Polish Ministry of Infrastructure), presented the topic of the investments and other actions (cooperation with border guards etc.) to increase the capacity on the Polish-Belorussian (Malaszewicze) border - concentrating on:

- Overview of the RFCs running through Poland: RFC 5, RFC 8 and RFC 11
- Main corridors for the rail freight transport Europe – China
- Coordination among public agencies
- Reopening of rail border crossing Czeremcha – Vysokolitovsk – which will be completed in 2020

Participants discussed the topic. Lieven Goethals suggested that there should be organized a workshop for the RUs who are operating between Poland and Belarus to explain these issues. Jakub Kapturzak informed that the Ministry already requested the list of RUs using the border

crossing from PKP PLK S.A. and has already met with these RUs. Guus de Mol asked whether another workshop could be organized with support of RFC NS-B GA. Jakub Kapturzak confirmed that in such a case PL MoT is open for cooperation.

7. International contingency planning

Guus de Mol presented the topic. He stated that Rastatt accident made it clear that there is a need to elaborate international contingency plans. He stated that the key factors included in draft handbook and discussed recently are:

1. Protocol including contact data between IM and IM (English speaking person in traffic control centres);
2. Allocation procedures during accidents;
3. Rerouting plans and ideas.

Regarding the available capacity for rerouting Guus de Mol stated that in worst cases even with capacity available rerouting is not possible due to different restrictions (language etc.), in most scenarios it is, but the parameters of the infrastructure may be worse.

Eva Eckert pointed out that the good part of the Rastatt situation was that for the first time cross-border cooperation between IMs was actually visible, however the handbook is simply not enough as it doesn't show the concerns of the RUs – not practical enough, not enough solutions. She recommended that the document should be quickly past not only to customers but also third parties.

Guus de Mol informed that according to the timeline all proposed changes (by different stakeholders, not only IMs) will be discussed during the Contingency Meetings on 7th of March and PRIME meeting 16th of March. He stressed that work being done by IMs and RFCs is only a first step and RUs active involvement is also a must.

8. Results and to do's of the User Satisfaction Survey 2017

Weronika Karbowski summarised the results of the User Satisfaction Survey 2017 and actions taken by RFC. Eva Eckert stated that participants appreciate that survey being conducted, but especially actions being mentioned which are taken according to the results.

WK informed that the separation of RAG&TAG meeting was suggested by some of the USS participants. However during the discussion the RAG&TAG members decided not to change the upcoming meeting formula as it is also beneficial for the terminal owners to get more details about daily work of the corridor. WK reminded that if RAG&TAG members would like to include any topics in the meeting agenda, which is shared with them in advance, they are more than welcomed.

Regarding the terminal information she informed participants that terminals are being visible in CIP and if any terminal would like to be displayed EEIG or TAG speaker should be contacted.

9. Transport Market Study update: Terms of Reference consultation.

Zuhal Nalbant (DB Netz, TMS Working Group Leader), reminded that during previous meetings participants were informed about the planned RFC NS-B TMS in the view of usage the data from the TRIMODE project, however the TRIMODE project has been postponed. Due to the timeline of the corridor extension to the Baltic states decision was taken to conduct TMS still in 2018/19. She presented the topic according to the presentation attached as Annex 9 Transport Market Study update presentation, focusing on:

- Overview of extensions of the RFC;
- Expected Results:

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- Definition of the corridor area;
 - Socio-economic development;
 - Analysis of transport market;
 - Rail Baltica Global Project.
 - Data Provision by IM/AB and Consultant;
 - Evaluation & Analysis Periods;
 - Timeline.

Friedrich Stuhmann proposed to actively involve the RAG and TAG in the study as they often have first of all a good view on the local development and secondly own forecasts/market studies already developed.

10. AOB

The next RFC NS-B RAG/TAG meeting will take place on 11th of October 2018 in Warsaw.

List of annexes:

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

- 1) Annex 2a Train Performance Management presentation
- 2) Annex 2b RFC 8 Punctuality report - Punctuality 2017
- 3) Annex 3 ELETA project update presentation
- 4) Annex 4 Border Oldenzaal-Bad Bentheim operational workshop
- 5) Annex 5 Capacity offer presentation
- 6) Annex 6.1 Future role of RFC North Sea – Baltic
- 7) Annex 6.2 a State of play on development of the common template
- 8) Annex 6.2 b RNE Common Template
- 9) Annex 8 Results and Action Plan of the User Satisfaction Survey 2017
- 10) Annex 9 Transport Market Study update presentation

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