

Summary of the meeting with the RFC North Sea – Baltic RAG & TAG 11th March 2016

Venue: *EUROGATE
Präsident-Kennedy-Platz 1a
28203 Bremen*

1. Welcome address from the Hosts – Eurogate and City of Bremen.

The TAG Spokesperson Jörg Schulz from Eurogate GmbH & Co and Dr. Iven Krämer - Head of Department of Port Economy, Infrastructure, Shipping in State of Bremen welcomed the participants of the meeting.

2. Welcome address from the Chairman and the Director.

Oliver Sellnick (Chairman of the RFC NS-B Management Board) and Jakub Kapturzak (Managing Director) welcomed the participants and opened the meeting. Afterwards Jakub Kapturzak presented the draft agenda. The agenda was accepted.

3. Bremen and Bremerhaven – Logistic hub and entry point of our corridor.

Dr. Iven Krämer delivered the presentation regarding the ports of Bremen and their significance within RFC NS-B.

4. Progress report from the Management Board.

Jakub Kapturzak delivered the presentation stressing that the Corridor offer for 2016 (Reserve Capacity) and for 2017 (Prearranged Path) were published in accordance with the regulation. He also informed about two studies (the TMS update and study on capacity improvement) that will be elaborated by the Corridor.

5. Future development of the Corridor.

Oliver Sellnick delivered the presentation. Short discussion took place - the participants of the meeting expressed their ideas and needs.

The topics discussed or solutions proposed by RAG/TAG Members included:

- 1) 740 m train length,
- 2) a common signalling system,
- 3) average speed 70 km/h,
- 4) one regulation,
- 5) easy One-Stop-Shop access,
- 6) one price for path,
- 7) reliability and regular schedule,
- 8) the same operational rules (braking) and harmonized train parameters,
- 9) the same standards and processes for all corridors – harmonization,
- 10) flexibility for train operations - Reserve Capacity,
- 11) long terms orders/planning, are not realistic for the customers
- 12) combine connections – terminal slots with train paths,

- 13) shorten and simplified planning process for path schedule,
- 14) flexible capacity instead of constructed paths,
- 15) capacity order(path definition) 2 weeks before train.

6. Capacity offer

Florian Müller (C-OSS Manager) delivered the presentation introducing the below topics:

- the current offer schedule (TT 2017 PaP and TT 2016 for the Reserve Capacity),
- demonstration of PCS NG – Florian Muller logged in to the PCS NG school system and presented the tool.

RUs input for the creation of the timetable 2018 and feedback on the RC offer – TT 2016

Representatives of DB Cargo AG – Daniel Christoph and PKP Cargo SA – Damian Figurski underlined that more temporal flexibility is needed for border operation, both RUs pointed out that there is not enough time to make all the necessary actions in Frankfurt (O).

Daniel Christoph noticed that RU represented by him is not interested in using the southern path from Rzepin in PL that bypasses Poznań and requires diesel engine on one section. He also raised that number of PaPs offered east of Poznań is far too small. It was mentioned that two 1520 trains in Brest equal three 740m train therefore the Corridor offer to and from Małaszewicze should be increased.

Answering these questions Guus de Mol (representative of ProRail in the MB) pointed out that RUs should order the capacity that they need. This would give a clear signal, where the offer is inadequate to market expectations. Oliver Sellnick noted that RUs could use Reserve Capacity as a tool to book capacity - maybe it is not a best solution for ad hoc services but it also would be taken into account by the Corridor when a discussion on the 2018 offer starts. Florian Müller underlined that he appreciated any feedback that would help to improve the product and he was ready to visit any client or IM.

PKP Cargo raised the problem that different IMs used different dates to change annual TTs. According to this RU different terms for cancelations are obstacle as well. Maria Perkuszevska (representative of PKP PLK in the MB) responded that changes of annual TT in PL were caused by heavy construction works and it was the aim of PKP PLK to use upgraded lines as soon as possible. She added that line E75 had been so far the only one closed during works and changes of annual TT did not affect PaPs. After a discussion it was found that only one date of PKP PLK's changes (October one) was not compatible with the RNE/FTE guidelines (5 standardized dates). Oliver Sellnick noted that changes of assigned capacity may concern feeder/outflow lines and commercial conditions of different IMs may be different – currently RFC RALP tries to harmonize it.

Damian Figurski also indicated that PCS is a good tool to overview Corridor tasks however for a RU it is not possible to operate on this basis because a detailed information from national IM IT system is required – as a result a RU is given 3 or 4 TTs when ordered a long PaP. Answering Michel Geubelle (representative of Infrabel in the MB) emphasized that those TTs were harmonized and that was the real added value of RFCs. According to Damian Figurski

RUs are able to obtain the same by using national systems (even in respect of invoicing – since C-OSS is unable to issue a single invoice). Guus de Mol replied that in medium term it would be possible to issue one invoice for a capacity by C-OSS and Michel Geubelle added that for this we should offer a majority of capacity for international services by C-OSS.

Jan Deeleman (Leader of the RFC NS-B Working Group TT/C-OSS) delivered the presentations regarding the below topics:

- Coordination of Works,
- Upcoming fundamental changes in timetable process. Including the works which are performed by the RNE and FTE,

Iven Krämer said that Bremen harbours would like to have an access to standardized information on TCRs , e.g. to be informed if works include night shift activities and know the exact impact on railway operations. In case of Germany Iven Krämer wanted to know if harmonization process includes other IMs that DB Netz.

Wolfgang Gross (Bundesnetzagentur) noted that restrictions caused capacity scarcity which led to need of priority rules. Therefore he asked if just discussed process regards only international freight traffic. Jan Deeleman answered that impact analysis are common for freight and passenger traffic.

7. The latest status on cross-border interoperability: NL, DE, BE, PL, CZ, LT.

Jan Ilik (representative of CZ MoT) presented an annex to the EC directive amending directive 2007/59/EC of the EP and of the Council as regards language requirements. It was underlined by Bernard Swartenbroekx (representative of BE MoT) that the document had been agreed by RISC, therefore it may be considered as final although yet not signed, published and implemented in national law. Daniel Christoph admitted that proposed solution could work but there was a time gap, because since January nobody had known what to do. And at the moment DB Cargo plans to teach drivers Polish. Guus de Mol indicated Article 3a of the document which determines that initiative to obtain any exemptions are the first responsibility of the RUs.

In case of other interoperability issues (homologations, certificates) Jan Ilik emphasized that the issues were very broad. Therefore (if needed) it would be appreciated if RUs raised more specific questions.

8. Małaszewicze issue.

The topic was presented by the representative of PL MoT – Mateusz Urasiński and the representative of the PL RB – Andrzej Kinel. The plan of railway infrastructure in Terespol area was presented. It was underlined that PL/BY border may be reached by both: PKP PLK's infrastructure (1435 line to Brest) and Cargotor line (if reloading/boogies change is planned in PL) and big number of RUs used both ways.

The following discussion focused on the issue of the RB acceptance of Cargotor price list (access charges). Andrzej Kinel confirmed that the 2015 Pricelist was not accepted and the 2013 list was in use.

9. The first common TAG organized by UIRR – evaluation/exchange of opinions.

Oliver Sellnick informed that the common TAG meeting (supported by UIRR) was preliminary scheduled for June 8 in Vienna and in mid-April a telco for TAGs' Spokesperson was planned.

10. New RNE Guidelines – Key Performance Indicators of Rail Freight Corridors as minimum standard for each RFC.

Jakub Kapturzak held the presentation on new RNE guidelines concerning KPIs for RFCs. He pointed out that the new guidelines had been accepted by the RNE GA and the main effort was to coordinate cooperation between the RFCs. The discussion took place. The RAG/TAG Members including the representatives of DB Cargo questioned is it worth to measure the traffic volume at the beginning of January as there is hardly any traffic. It was agreed that RAG/TAG Members could send their comments (additional proposals) regarding KPIs.

The next RAG/TAG meeting was planned for 15th of September 2016 in Prague.

List of annexes:

Annex 1 – list of attendance

All the meeting presentations are available on the [corridor's website](#) in RAG & TAG subpages.

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