

Summary of the 19th meeting with the RFC North Sea – Baltic RAG & TAG on 13th of October 2021

Date: 13th of October 2021 via Microsoft Teams

1. Welcome and introduction.

Jarosław Majchrzak, representing RFC NS-B Management Board, welcomed the participants. Jarosław Majchrzak presented the agenda and informed that the meeting is scheduled till 14:00. The agenda was adopted with the additional topic to be presented under AOB about proposed infrastructural improvement on line between Krzyż – Kostrzyn – Berlin.

2. RAG slot

Lieven Goethals, RAG vice-speaker presented new speaker elected during RAG pre-meeting – Paweł Wiechoczek from DB Cargo Polska. Paweł Wiechoczek introduced himself. Lieven Goethals added that during the pre-RAG meeting, many important Corridor issues were discussed and the feedback will be presented under specific points of the agenda. Lieven Goethals pointed out that on the same day as RAG/TAG meeting there are two other meetings organized by PKP PLK and PL MoT that gives RU's no opportunity to participate in all of them. Jarosław Majchrzak and Weronika Karbowskiak explained that it is an unusual situation which was caused by extraordinary needs. For the future the coordination of meetings dates will be improved.

At the end of the RAG slot, Lieven Goethals thanked for fruitful cooperation and informed that he will continue supporting the Corridor in the advisory group.

3. TAG slot

WK informed that previous TAG Speaker Friedrich Stuhmann resigned in March from his position. She introduced Erik Nieuwenhuis from Rail Terminal Rzepin who agreed to take over the tasks of TAG Speaker. Erik Nieuwenhuis expressed his wish to involve more terminals in the Corridor work. Marcel Tijs from Dutch MoT asked if ministries could support Corridor in encouraging terminals to be more active. Weronika Karbowskiak thanked for this initiative. She explained that in the past there were several topics where terminals were involved more actively. She underlined that in the past it was also considered to organize cross-corridor TAGs meetings, topics are mostly same, although terminals differs from each other but it was decided to keep the current organization.

4. Rail Baltica – information on the ongoing works

Representatives of Rail Baltica JSC from Estonia and Latvia and LTG Infra from Lithuania presented the status of the project. Parameters on newly built line will be as follows:

- Rail Baltica line length – 870 km;
- Speed – 249 km/h for passenger trains and 120 k/h for freight trains;
- Max freight train length – 1050 m;
- Number of tracks – double track electrified;
- Axle load – 25 t;

- Traffic management – ERTMS L2.

Heigo Saare presented the project status in Estonia:

- 213 km of RB in Estonia;
- Ongoing design phase;
- Terminals construction in 2021 ;
- Procurement announced;
- First phase of land acquisition completed.

Janis Eiduks presented the project status in Latvia:

- 265 km of RB in Latvia;
- Construction works started in Riga airport and passenger central station;
- Procurement for terminal design ongoing;
- Planning of 16 regional sections started;
- Land acquisition ongoing.

Arenijus Jackus presented the project status in Lithuania:

- 392 km of RB in Lithuania;
- Finished 1435 mm intermodal terminal;
- Operation has started to Kaunas with 16 trains per week;
- Land acquisition completed;
- Procurement on the construction works announced in 2020;
- Territorial planning is ongoing, signaling already started.

The Rail Baltica goal is to provide an easy access to infrastructure, railway undertakings and customers with estimated start on 2026. The Action plan was implemented to achieve the planned goals. Rail Baltica respective bodies took discussion also with PKP PLK on the scope of the project and share the plans on the Poland side to have a similar parameters in the corridor.

- Dirk Ölschläger asked RB Latvian representative regarding the procurement status of Salaspils terminal?
- Janis Eiduks explained that projects is focused to connect central Latvia to East in direction to Russia and Belarus and the existing lines in a broad gauge to rail facilities. It is a preliminary design, as some local difficulties occurred best location is still to be confirmed. The study will reveal the best location of the terminal.

5. Information from the C-OSS

Felicia Riedl welcomed the participants and thanked for their participation in the RAG/TAG meetings of RFC NS-B.

FR presented the latest results of PaP allocation:

- Prearranged Paths for TT2022 were published in PCS on January 2021,
- In the Draft Offer, 41 dossiers were published in active TT; 1 dossier was delayed due to conflict findings and published on the 21.07.2021,
- In the Observation phase, 31 dossiers included full harmonized timetables and 11 dossiers included 20 observations,
- In the Final Offer, 38 dossiers were published on time, 4 dossiers were not published, because the path was cancelled,
- The number and types of observations indicated by the applicants increased slightly for TT2022 compared to the observations in the previous year TT2021,

- 14 of 20 observations in 11 dossiers were solved by the IMs for TT2022; 6 observations have to be solved after Active TT within in Path alteration via national systems.

In regard to the PaP construction for TT2023, Felicia Riedl informed as follows:

- Customer wishes include 6 different countries,
- 9 applicants replied and expressed 82 wishes for traffic flows which could be constructed as a PaP for TT2023,
- 11 of the 82 wishes belong to different RFCs 1, 3, 5,
- The wishes cover all 4 directions and involve 6 countries beyond RFC NS-B (Austria, Denmark, Hungary, Norway, Slovakia, Sweden). No wishes were sent for Estonia and Latvia,
- The wishes include common sections or combined relations with four other RFCs: RFC 1-Rhine-Alpine (for the first time), RFC 3- Scan Med, RFC 5 Baltic-Adriatic (for the first time), RFC 7 Orient/East-Med.
- The number of the Reserve Capacity (RC) stays equal for TT2022 – 1 RC per path section.

At the end, the C-OSS Manager presented the next steps as follows:

- Publication of the PaPs TT2023 and DigiCat TT2023 will take place on 10.01.2022 in PCS,
- Small PaP correction triggered by the IMs expected until 20.01.2022,
- Final correction triggered by the C-OSS till 24.01.2022,
- PCS Trainings in February/March will be organized by the C-OSS and RNE.

6. State of play on border crossings projects:

- Bad Bentheim - Continuous Improvement Process (QCO)

Zuhal Nalbant presented the state of play of the process improvement on Bad Bentheim border:

- Task force members meet regularly every month to solve issues on the border,
- Prorail and Infrabel is very active in improving the communication at the border and monitor the implementation,
- Check-in process improvement of the advance train information to the dispatcher at Bad Bentheim station is now at the consultation phase,
- Dedicated meeting is planned at the end of October 2021 to start piloting.
- Aachen & Bad Schandau - Implementation of Quality Circle Operation
- RFC NS-B is not in lead on those border crossings projects, but those initiatives are relevant for DB Netz, Infrabel and SZCZ and customers using those border crossings,;
- workshops with RU's are planned at the end of this year. RFC NS-B will inform about progress.
- Quality Circle Operation Frankfurt Oder Oderbrücke

WK informed as follows:

- First workshop with customers is planned on 9th November 2021,
- Customers are invited to share issues identified in advance or during the workshop,
- DB Netz and PKP PLK will present information on pre-identified issues which are listed in the agenda of the workshop.
- Terespol – Brest border crossing: ILEA project proposal and PL MoT workshop
- ILEA project state of play:

With the CEF Transport Call published on 16.09.2021 the Taskforce consisting of representatives of corridors involved is currently reviewing whether the activities proposed in sub-projects are eligible under the Call.

- Workshop Małaszewicze:

Weronika Karbowski informed that as requested earlier, a physical form of the workshop is necessary. The proposal is to organize the workshop at the beginning of 2022, but she will contact the PL Ministry for further details on that issue. Jakub Kapturzak from PL MoT who joined the AGs meeting for this point of the agenda, informed that the workshop in Małaszewicze was not organized till now due to travelling being still restricted. He agreed with the proposal to postpone it and organize it in March or April 2022.

- Lieven Goethals informed that during pre-RAG meeting, members presented opinion that establishment of border coordinator on the PL-BY border would be a good idea.
- Jarosław Majchrzak appreciated the initiative and will transfer the expectation to the specific department in PKP PLK. This issue will be discussed during the next RAG/TAG meeting.

Jakub Kapturzak informed in addition that today, meeting takes place with RUs concerning the Terspol - Brześć border with the working group consisting of relevant Ministries, border control and sanitary bodies. Inauguration meeting and two meetings were organized with RU's, currently feedback from customers is being consolidated but it seems that the biggest problem is with the additional staff needed.

7. International Contingency Management:

- Pooling of resources

Lieven Goethals informed about the initiative under UIC/ECCO umbrella:

- The project is focused on pooling scenarios on which 5 levels were identified,
 - Pilot on pooling resources with total line closure of the Rhine Valley in 2024 (not on RFC NS-B)
 - The goal of the project is to agree on the general measures on every RFC including agreement on commercial conditions.
- Weronika Karbowski thanked Lieven Goethals for the valuable presentation and added that the process will be observed by RFC NS-B.
- RFC NS-B Handbook revision, update of scenarios:

WK informed that ICM rerouting scenarios of the Corridor will be updated this year, to include information for Latvia and Estonia.

8. TCRs on the Corridor

Jan Deeleman from TCR WG informed that RFC NS-B uses an impact sheets which were introduced in 2018 to display the most important information of TCR's for the next years. He presented main TCR's with significant impact which will take place in 2022 for the following IMs:

- ProRail - section Roosendaal – Meteren, total closure for 3 weeks;
- Infrabel section Antwerpen- Montzen, total closure for 1 week;
- DB Netz - section Dresden – Bad Schandau, partial closure for 6 months;
- SZCZ – section Děčín východ – Prostřední Žleb, total closure for 8,5 months;
- LTG Infra - section Žeimiai-Lukšiai, partial closure for 8 months.

9. Conclusions from the User Satisfaction Survey 2020

Weronika Karbowskiak presented the USS results for 2020 as this topic could not be discussed during previous meeting due to time constraints but she stressed that new survey for 2021 field phase has just ended.

Three topics were indicated by respondents as most important ones: infrastructure parameters, TCR coordination and ICM information. Weronika Karbowskiak invited participants to visit RFC NS-B website to be acknowledged with the Capacity study improvement final report. She also informed that ICM simulation was postponed as the real incident took place but the next year the simulation will be performed.

- Lieven Goethals requested to organize on the Corridor meetings to tackle train performance. Weronika Karbowskiak confirmed that it is on the Corridor agenda but this task is dependent on the RUs contribution so she encourage customers to actively participate in the future activities in this matter.

10. AOB:

Dirk Ölschläger proposed to establish Poznań - Krzyż – Kostrzyn – Berlin route as an alternative to Rzepin – Frankfurt Oder Oderbrucke due to growing traffic from China explaining as follows:

- Passenger traffic is growing on German side,
 - The alternative route has double track in Poland but not electrified, and only one track in Germany,
 - On Polish side, the electrification is planned,
 - There is a big potential of this line for corridor traffic,
 - PLK and DB Netz is requested to develop the line.
- Jarosław Majchrzak complemented that it would be a great opportunity to have this line on corridor but a common agreement is necessary.
 - Zuhail Nalbant also confirmed that the proposal would need to be investigated thoroughly.

- Topics for the next RAG/TAG meeting

Weronika Karbowskiak summarized the discussion listing the following topics:

- Follow – up on border crossing projects
- Follow up on the proposal on Kostrzyn – Krzyż line
- Train performance with RUs
- AGs meetings in 2022:
 - 17.03.2022 Warsaw or Berlin
 - 12.10.2022 Teams or hybrid (TBD)
- Information on the Implementation Plan update:

Weronika Karbowskiak reminded participants that deadline for consultation is 20.10.2021

On behalf of the RFC NS-B Management Board, Jarosław Majchrzak thanked for the participation and all speakers for their presentations and their involvement.

List of annexes and presentations:

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

- 1) Agenda for the RAG-TAG meeting on 13.10.2021
- 2) Annex 1. Agenda topic 4. 20211013_Rail Baltica state of play
- 3) Annex 2. Agenda topic 5. Draft & Final offer results TT2022_RFC 8
- 4) Annex 3. Agenda topic 5. RC TT2022_PaP TT2023_construction_29.09.2021
- 5) Annex 4. Agenda topic 6. Annex 4 Status_borders
- 6) Annex 5. Agenda topic 7. Pool away! -ICM - Exbo RFC8_LG210611
- 7) Annex 6. Agenda topic 8. presentation ragtag 20211013.02
- 8) Annex 7. Agenda topic 9. USS_2020_results_for_rag_tag_meeting
- 9) Annex 8. Agenda topic 10. AOB 21H4 Profile of Axis Berlin - Kostrzyn - Krzyz
- 10) Annex 9. Agenda topic 10. AOB

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