

Summary of the 20th meeting with the RFC North Sea – Baltic RAG & TAG

Date: 17th of March 2022 via Microsoft Teams (10h – 15h)

1. Welcome and introduction.

Oliver Sellnick, Chairman of the RFC NS-B Management Board welcomed the participants and presented the agenda proposing to add under AOB a point about the expected impact of the situation in Ukraine and sanctions on the traffic of the Corridor.

2. RAG slot

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

- Maximization of train parameters on RFC lines – adjustment of the parameters on the lines according to TEN-T parameters;

The RAG Speaker emphasized the need of further parameters increase, especially in terms of train length. He stressed the need to adjust also side tracks, as lack of long side tracks have a negative impact on the possibility to construct a timetable and later on the train run itself. Oliver Sellnick reminded that the obligation to 740 m refers to TEN-T corridor lines which are mainly the same as RFCs line, but do not completely overlap. He underlined that IMs focus on the ability to deliver length parameter, with the support from the relevant Ministries.

Paweł Wiechoczek pointed out also an issue of carbon footprint produced by rail and road sector. Transporting containers by rail is five times more ecological than by road transport.

- Eric Nieuwenhuis asked whether the last mile is included in the calculation method, but the RAG Speaker explained that only the main train run is, without the last mile, to simplify the calculation.

- Codification of PLK lines for intermodal consignments

Poland is a blank spot related to this codification. Any over-gauge load transport requires the approval of the IM. Damian Figurski asked for a date of the implementation of this codification in Poland presenting additional procedures that RUs need to fulfill due to lack of standardization. It was asked to codify at least the main lines of the RFC and then gradually extend the information to the whole network.

- TEN-T revision proposal – changes introduced regarding RFC

Lieven Goethals reminded that in December 2021, the Commission has published the proposal to revise the TEN-T Guidelines, as part of the 'efficient and green mobility package' that will modernise the EU transport system. Article 65 of the text, proposes first amendments to the Regulation 913/2010. Lieven Goethals presented the map of the new European Transport corridors that show many differences between the current routing of RFC NS-B:

- Changes in the routing in Poland and Germany;
- Lines in Czech Republic not included;
- New extension to Finland and Sweden.

Oliver Sellnick explained that TEN-T revision of the Regulation, will integrate RFCs into European Transport Corridors. The proposal is under the process of evaluation and development, following the market needs. It was agreed that to follow the topic, a dedicated telco will be organized.

Additionally, Paweł Wiechoczek pointed out an ad-hoc topic of an accident in Oderbrücke - derailing, during which the traffic was re-routed via Horka. It was proposed to review the possibility to establish a direct connection between Węgliniec –Horka and Małaszewicze.

3. TAG slot

Eric Nieuwenhuis, TAG Speaker, explained that terminals in general share the same issues on different RFCs and we should do more together with neighboring or connecting RFCs. During its slot TAG Speaker raised the following issues:

- Rail Freight Portal – the goal is to deliver more accurate information about all terminals to the tool; the exchange between RFC and CIP should be supported without developing new portals;
- CEF support for smaller terminal –the Corridor may issue supporting letters;
- CO₂ calculation: First and last mile – proposal to support RAG in their calculation method;
- Not much change for terminals in TEN-T revision.

4. Follow up on the topics brought up during previous meetings:

- Capacity requirements at border Germany – Poland, route Berlin - Kostrzyn

Oliver Sellnick explained that independently of the traffic increase from China, the capacity on the route Berlin - Frankfurt/Oder – Rzepin - Poznań is sufficient. The line is electrified and there were no paths refused so far, still some reserve capacity is available. Oliver Sellnick recommended RUs to use consultations for path planning in order to understand how to use additional capacity on a main line.

Moreover, an alternative routes to Frankfurt/Oder can be used as well, e.g. Guben or Horka. Upgrading the line Berlin-Kostrzyn is not foreseen so far in the national infrastructure plan of DB Netz, no concrete plans for the electrification of the line on the Polish side.

- Paweł Wiechoczek stated that Kostrzyn – Berlin is a one possibility. Guben is electrified but on the Polish side there is only one track. RUs appreciate both IMs to further exchange on the possible rerouting of good quality.
- Initiative of RAG to establish a border coordinator at Horka –Węgliniec

Paweł Wiechoczek presented RUs position about the need to establish a border coordinator on the Horka – Węgliniec border crossing. RUs agreed that during regular operations the border coordinator won't be necessary on a daily basis but in case of an incident or major closures on the Frankfurt Oder Oderbrücke – Rzepin when Horka serves as a diversionary border crossing.

Weronika Karbowskiak thanked for that clarifications, IMs will further analyze the proposal.

5. Information from the C-OSS - PaP capacity offer TT2023

Felicia Riedl welcomed the participants of the RAG/TAG meeting and presented the PaP capacity offer TT2023 according to the presentation.

The C-OSS Manager presented the next steps:

- PCS guidance to create, harmonize & observe the PCS-dossiers;
- PaP allocation in PCS, pre-booking information to applicants;
- PCS & product development in RFC and RNE working groups.

- Paweł Wiechoczek referred to the beginning of PCS tool, he stressed that the tool has improved a lot and DigiCat is very helpful. He appreciated that the offer is still adjusted to RUs needs. He pointed out that IM should also adjust the parameters, that is very important from an operational point of view.
- Łukasz Bieniasz from PKP Cargo pointed out that he faced some problems with ad-hoc requests stating that it consumes a lot of time. Felicia Riedl invited him and potentially other RUs interested for a bilateral consultation.

6. RFC NS-B User Satisfaction Survey 2021 Results

Weronika Karbowski presented the USS results for 2021. The full report on RFC North Sea - Baltic 2021 specific results can be found on the RFC website. She pointed out that the topic of infrastructure parameters and TCRs could be brought up for next RAG/TAG meeting to be discussed in detail.

7. State of play on border crossing projects:

Weronika Karbowski informed that currently on the Corridor two borders are being analyzed in the Quality Circle Operations formula and improvements are to be tested.

- QCO Frankfurt Oder Oderbrücke

Dennis Goll presented QCO program shortly which aims to increase the capacity on the network, better use of capacity and reduction of dwell times at the borders. From RUs perspective, the dwell times consume valuable resources: locomotives, drivers and additionally induce noticeable delays for the end customer. During QCO, solutions are defined as QCO gives a platform for the stakeholders to discuss and work on the problems.

First QCO workshop was organized on 09.11.2021 with 70 participants. The result of the workshop is the action list to be worked on.

The main issues identified at the Frankfurt Oder border are as follows;

- Limited capacity in a train station;
- Different train control systems;
- Language barriers.

Dennis Goll presented the next steps planned:

- Next QCO workshop on 28.03.2022
- Continuing work on the action list.
- Eric Nieuwenhuis pointed out that there shouldn't be any language problem as on each side of the border there is German and Polish personnel. He also proposed more parking places for trains, for example in Rzepin where the trains can park. Dennis Goll will take up those issues into consideration during next workshops.
- Jarosław Majchrzak also admitted that he will consult internally on the problem on the border and signaling system in Rzepin.

- Check-In process Bad Bentheim. Project status and outlook

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

- Border is heavily used due to high passenger traffic,

- Check-in process will give more efficient use of capacity and reduce the dwell time at the border,
- Consultation phase with customers takes place till the end of March,
- Pilot will start in April 2022.

Zuhail Nalbant invited participants to participate in the consultation phase if interested.

- QCO Aachen
 - The QCO Aachen is run by RFC RALP, but involves also members of RFC NS-B: DB Netz and Infrabel,
 - The working group collects problems and works on the solutions with regular telco's for monitoring the process improvement, using RNE dwell time reports.
- Małaszewicze workshop – next steps

Weronika Karbowski informed that the workshop in Małaszewicze was supposed to be organized in June 2022 but due to the war in Ukraine, PL Ministry informed of further postponing the workshop to September 2022 under these circumstances.

8. Performance Management on RFC North Sea-Baltic

Jayne van Ham, leader of the Working Group Performance Management & Operations, presented the WG's major tasks as follows:

- Analyse performance of the international freight trains during its journey on the North Sea-Baltic corridor and traffic monitoring,
- observation of the circumstances regarding the train punctuality using data and reports from the Train Information System (TIS) from RNE,
- yearly publication of performance report showing the commonly agreed operational KPIs relevant to the performance on the corridor,
- The WG reports to the Management Board via KPIs: "Number of trains" and "Punctuality"; a new KPI "dwell time" is still under development of the RNE/WG.

Additionally, Jayne van Ham presented the statistics of KPI's 2021 in comparison to 2020 and 2019. Data quality improved in 2020 and 2021 compared to 2019, figures are more reliable, Moreover, WG PM&O uses the monthly reports to monitor the performance:

- the reports show delays and delay reasons and also an overview of the highly delayed trains, the "Top 10" worst trains. This is used as a basis for further analysis into the delay causes
- reports further show all delay causes categorised using a coding system, based on information from TIS, which interfaces with IM systems
- data shows that the RUs often have a large share of the delay however it is at this moment not possible to determine delay reasons at terminals.

At the end, Jayne van Ham pointed out that the WG is not in power to solely solve the punctuality issues, this can be only achieved with RUs involvement. Terminals are important stakeholders and can become more actively involved in the performance management of the corridor. She expressed the opinion that terminals could also join TIS. WG welcomes RUs to cooperate together on the train performance. If an RU would like to launch a cooperation it should contact either the Office or WG Leader.

- Damian Figurski pointed out that the data for domestic trains running on PKP PLK network is not available in TIS. Jarosław Majchrzak confirmed that DB Cargo has requested to PLK to send the data to TIS but it is not yet possible.

Weronika Karbowskiak supplemented the discussion informing that international trains are sent to TIS by default, but national trains upon RU request. The process will be fully implemented from June 2022.

- Eric Lambert from CLF Cargo pointed out that data exchange needs to be agreed with all stakeholders due to sensitivity of data.

9. AOB:

- Topics for the next RAG/TAG meeting and location proposal
 - TCRs;
 - Discussion on the bottlenecks;
 - Proposed location for the next meeting is Rostock (12.10.2022).
- Info on RNE/RFCs dedicated sessions

RFC Network and RNE initiative to have dedicated sessions which are a good platform for discussions. Next session will be organized on 28 of April focusing on CIP and Rail Facility Portal. Next session will take place on 16 of May for TAG members dedicated to RFP.

- Impact of war in Ukraine

The participants exchanged information on the current situation regarding the war in Ukraine:

- Eric Lambert informed the goods from the “black list” that are forbidden, cannot be transported directly or indirectly, terminals and operators face difficulties how to check the goods when the container cannot be opened, sometimes it is difficult to check who is the receiver of goods.

The meeting was closed by Oliver Sellnick who thanked participants for the fruitful exchange.

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 RFC NS-B RAG-TAG meeting on 17.03.2022
- 2) Annex 1. Agenda topic 2. RFC8 RAG slot 17.03.2022
- 3) Annex 2. Agenda topic 4. Capacity requirements at border Germany Poland Route Berlin Kostrzyn_v2
- 4) Annex 3. Agenda topic 5. PaP capacity offer TT2023
- 5) Annex 4. Agenda topic 6. RFC NS-B User Satisfaction Survey 2021 Results
- 6) Annex 5. Agenda topic 7.1. Check-In process Bad Bentheim
- 7) Annex 6. Agenda topic 7.2. QCO Frankfurt Oder Oderbrucke
- 8) Annex 7. Agenda topic 7.3. 220203_QCO AAachen Presentation RAG TAG
- 9) Annex 8. Agenda topic 8. Performance Management on RFC North Sea-Baltic