

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

Date: 04.03.2015 9:00-14:00

Venue:

ProRail HQ

De Inktpot

Moreelsepark 3

3511 EP Utrecht

Meeting room:

E2.08 Nieuweroord zaal

1. Welcome address from the Chairman and the Director

- **Introduction of the new Director and C-OSS**

Guus de Mol (GdM) as the host welcomed all the participants. Oliver Sellnick (OS) introduced the new Director of the Office – Mr. Jakub Kapturzak (JK) and new appointed C-OSS – Mr. Florian Mueller (FM). JK and FM shortly introduced themselves. Afterwards a round of introduction took place. The list of the participants is attached to this Summary (Annex 1).

2. Draft Implementation Plan – presentation of the document and consultation process

- **Definition of lines included in RFC8:**
 - **Lines so far defined as expected on PKP PLK S.A. infrastructure (incl. terminal connections)**
 - **High speed line Hannover-Berlin**
 - **Connection Bremen-Hamburg**

JK introduced the topic. He explained that to prepare the Implementation Plan (IP) is a responsibility of the Management Board (MB) and to adopt it is a responsibility of the Executive Board (ExBo). He informed that on the day before the MB and the ExBo discussed the draft IP and prepared it for public consultation as from today. RAG members requested provision of all documents to be discussed well before the RAG meeting anyhow, even if it would be in a draft version. JK delivered the presentation in order to present the content of the IP and gave the information how the consultation is going to be conducted (Annex 2).

Jörg Schulz (JS) asked how the comments made during the last meeting in Berlin were included in the TMS. GdM informed that as the TMS is already finished, the meeting in Berlin could not have an influence on the current TMS itself. However, following the outcome of that meeting, the MB decided to conduct a study on train parameters.

Andreas Pietsch (AP) asked about the definition of lines in PL. JK explained that there are construction works so PKP PLK S.A. decided to offer capacity for freight on diversionary lines only. AP concluded that this means that in next years no PaPs will be available on the principal line for freight between Poznań and Warsaw, that out of RUs position it does not make sense to offer PAPs via the intended routing (with change of train direction and via non-electrified lines) and that this is a different approach to what DB Netz is offering on the

Zevenaar border-Oberhausen section, where even during the long working period until 2022 PAPs are offered.

AP referred also to the high speed line between Hannover and Berlin, which allows freight trains during the night. OS explained that this line is dedicated mainly to passenger trains but the idea could be considered in future after a successful launch of the corridor. Depending on the customer demand for PaPs and a successful introduction of flex PaPs.

AP asked also about the update of the TMS and OS explained that this will be done in 2018 as the Regulation requires. However if there should be a need for it, the update could be done earlier.

On the request of AP, the consultation phase for the draft IP was prolonged till the 3rd of April. Next steps will be consultation with ExBo and then final approval by 10.11.2015 (IP then to become CID book 5).

Damian Figurski (DF) asked about the exact routing in PL and pointed out that there are many non-electrified lines especially the diversionary line between Głogów and Durzyn. It is not reasonable to offer PaPs on such sections.

Michał Litwin (ML) pointed out that the corridor will be operational from November 2015 but the first PaPs will be prepared only for December 2016. He asked therefore how the reality for RUs is going to change. Michel Geubelle (MG) explained that the Regulation is not in line with timetable construction reality. Therefore only reserve capacity can be offered from November 2015, not PaPs. The C-OSS will be in operation, so this will change the business reality for RUs.

3. Progress report from the Management Board:

- **Study on the corridors infrastructure characteristics – final report**
- **Train parameter including ETCS, especially:**
 - **Train length**
 - **Train weights**
 - **CID – state of play and discussion regarding the terminals involvement**
 - **Status on PaP**
 - **Status of Flexi-PAP discussion**

JK delivered the presentation (Annex 3). ML asked about 1500 m trains. MG underlined that in the Western part of Europe any trains longer than 740m should not even be considered. GdM explained that introducing 750m trains requires huge investments for IMs and Ministries. Maciej Gładys (MGł) agreed this position expressed by GdM. In PL it is not possible to fulfill the requirement of 740m trains due to lack of sufficient funds. Ad Toet (AT) said that he is glad that the study on train parameters will be conducted and asked to include there issue of trains longer than 740m also.

AP finds the idea of the flex PaPs interesting. AP pointed out, however, that RUs are considering if the timetable in its present format will be needed in future, perhaps just the departure and arrival times would be enough. It is one of the topics that will be raised during

the common RAG meeting. OS agreed that preparing the timetable a year ahead is not in line with market needs. The Regulation aim is however to guarantee capacity for international freight and that the IMs coordinate traffic at the borders. Flex PaPs idea is already an idea that is looking ahead of the Regulation. OS underlined that the C-OSS will start with the flex PaPs, not fixed PaPs, and future evaluation will lead to improvement. It would be good to have this discussion also with the EC.

ML asked if he could already send suggestions for PaPs to FM as the C-OSS and it was confirmed.

4. Status on Common RU requirements (ECCO project)

- **Crossborder Interoperability**
 - **Language**
 - **Loco acceptance**
 - **B certificate acceptance**

AP presented the problem of cross border interoperability: language, acceptance of locomotives and B certificates (Annex 4). He focused on the language question.

AP informed that after discussions with the ExBo on the day before and RAG preparatory meeting, it seems that the second language option with a longer implementation phase of 3 years is the best possible solution for the RU's. This however needs to be checked if it is possible. Discussions with the EC will follow. OS said that the MB decided to address this problem to the EC during the meeting of Mr. Vinck Group. He explained that situation is different in each country, so apart from discussion with the EC, however also discussion on the national level with IMs and MoTs may be useful.

- **Coordination of works**
 - **WG cooperation**
- **PCS changes for TT 2016**
- **C-OSS role**
 - **Latest status: implementation of C-OSS**

Jan Deeleman (JD) and FM delivered the presentation (Annex 5). It was pointed out that the first joint meeting of group responsible for coordination of works between RFC 1 and 8 will take place in May 2015. Afterwards AP will be contacted in order to coordinate input of RAG.

A PCS training workshop for RFC8 will take place in November, right after Next Gen PCS is implemented.

5. Preparation for the common RFCs RAG meeting

OS introduced the topic. He explained that all 9 corridors are forming a common European network. The Member States involved in this process already organized joint meetings. In parallel, also meetings of RFCs (RFC Talks) and RNE –RFC for the MB are organized. There is a

need for a joint platform to discuss common problems with the customers. A preparatory meeting will be organized now in Vienna in April.. OS asked what issues should be discussed there: timetable, OSS, flex PaPs? AP underlined that the corridor network approach should be considered. Having the experience of the last two years with corridors that are already operational, the majority of problems are the common corridors problem. The Idea of common RAG meetings would help to ensure a coherent approach and would also save time.

It was asked if the meeting in April is also open for TAG. The MB members answered that it should be open. JK pointed out that the April meeting is a preparatory meeting for the December meeting which is open for TAG also. This issue will be raised during the next RFC Talks meeting and the message afterwards will follow.

OS advised the AGs members to send to him or to the Office ideas of topics that should be discussed during the common meeting.

JS asked to get the papers from the MB before the meetings. This would help to prepare for the meeting and enable the RAG/TAG to act as a real advisory group. OS said that this would be done for the next time.

6. AOB

- **Signing of Rules of Cooperation**

The document was signed by the AGs Spokesperson and the Chairman of the MB (Annex 6).

- **Status on 44 tons max. weight for intermodal trucks in PL**

MGĹ explained that the directive is not yet adopted; however a domestic regulation is being elaborated. It is in line with the scope of the directive, limitations are removed, provisions regarding tracks are incorporated. Internal and social consultations are done and now a final draft is being prepared and the regulation will be in force by the end of year. AT said to be glad that this is done.

Paweł Skowroński (PS) offered to circulate via the Office a document regarding changes in Polish law in this respect.

List of annexes:

Annex 1 – list of attendance

Annex 2 – presentation on draft IP

Annex 3 – presentation on the progress report

Annex 4 – presentation on cross-border interoperability - language

Annex 5 – presentation on C-OSS and coordination of works

Annex 6 - Guideline for cooperation