

Agenda joint TAG meeting RFC Rhine-Alpine and RFC North Sea - Mediterranean

Date of meeting: 24 March 2021

Venue: Microsoft Teams

Time: 09:30 - 12:30

Participants (as of 22 March):

- Markus Bangen, Duisport, TAG speaker RFC Rhine-Alpine
- Paul Kronenberger, CFL Terminals, TAG speaker RFC North Sea-Med
- Ákos Ersek, UIRR
- Koen Cuypers, Port of Antwerp
- Emanuele Profice, Ports of Genoa
- Maurits van Schuylenburg, Port of Rotterdam
- Johan Abel, Port of Zeebrugge
- Isabelle Arnold, CCI Alsace
- Eric Günther, Delta3
- Kate Verslype, North Sea Port
- Ben Beirnaert, Combinant
- Marco Battilana, Hupac
- Sascha Altenau, Hupac
- Mario Franzone, Ports of Genoa
- Caroline Avaux, representing the Presidency of the Executive Board RFC Rhine-Alpine and North Sea-Med
- Christiane Warnecke, Managing Director RFC Rhine-Alpine
- Yann Le Floch, Managing Director RFC North Sea-Med
- Matthieu Maeselle, Corridor Manager RFC North Sea-Med
- Marie-Anne Menguy, Corridor Manager RFC North Sea-Med
- Guus de Mol, ProRail, President of the Management Board RFC Rhine-Alpine and Management Board member of RFC North Sea-Med
- Michel Geubelle, Infrabel, Management Board member RFC Rhine-Alpine and North Sea-Med
- Andrea Galluzzi, RFI, Management Board member RFC Rhine-Alpine
- Claire Hamoniau, SNCF, Management board member RFC North Sea-Med
- Daniel Haltner, Trassenvergabestelle Switzerland, Management Board member RFC Rhine-Alpine and North Sea-Med
- Chantal Bieri, SBB Infrastructure
- Kris van Crombruggen, Infrabel and working group leader Infrastructure & Terminals
- Alessandro Fattorini, Corridor Manager RFC Rhine-Alpine
- Konstantin Meermann, Corridor Manager RFC Rhine-Alpine (partly)
- Hinne Groot, Executive Board RFC Rhine-Alpine (partly)

Copy: PMO, WG leaders

Status: Final

Date of issue: 06.04.2021

	Topic / Content	Who	Deadline
1	Start TAG meeting - Welcome		
	<p>Agenda check – additional topics?</p> <p>Difference between agenda (until 12:30) and teams invitation (until 12:00), so the agenda will be slightly adapted to manage main discussions until 12:00.</p> <p>The two TAG speakers are happy to welcome the participants to the first joint TAG meeting of RFC NSM and RFC RALP and look forward to the discussion. Both corridors are strongly interlinked and partly depend on each other, so some topics can and need to be discussed together.</p>		
2	Presentation Port of Antwerp and Port of Zeebrugge		
	<p>Presentation and background information on the plan/process to merge the ports until the end of the year.</p> <p>Expected growth in maritime containers shows need for further capacity development of the Port of Antwerp. Planned development: a) building more container terminals, b) extension and rebuilding of existing terminals and developing logistics/industrial zones and c) transport corridor development. The latter includes a legal obligation to reach 15% market share of rail (today 8%) and 42% of barge (today 38%). A study is ongoing how to develop intermodal / rail transport.</p> <p>One challenge is how best to handle the imbalance of exports and imports. Antwerp is currently focussed on exports.</p> <p>Create level playing field for truck, barge and rail transport. They are trying to find ways to find the right environment for efficient/cheap last mile transport.</p>		
3	Discussion on growth perspective		
	<p>Presentation on planned rail freight growth until 2030-35. Overview of plans for IMs/MoTs of the two RFCs, based on national planning.</p> <p>The high objectives for rail freight growth on the two corridors are presented and put into the context of existing and longer term bottlenecks. Enabling growth for both rail freight and passenger rail on the IM infrastructure will be a challenge, except for the southern</p>		

	<p>part of RFC RALP (IT-CH) where many infrastructure works are already finalised.</p> <p>Participants express their discontent especially with the infrastructure development in Germany.</p> <p>CW proposes that the RFCs collect more information on the planned growth in terminals/ports on the corridors – in addition to the information already included in the intermodal terminal survey of RFC NSM. TAG members are asked to provide information on development plans to the corridor offices. Also the TAGs could address the Executive Boards / MoTs that speeding up of infrastructure development is urgently needed.</p> <p>RFC NSMed will share results of an intermodal terminal survey on growth perspectives.</p> <p>On the request of its ExBo, RFC NSM conducted a survey regarding the potential investments that intermodal terminals foresee the coming years. The ExBo welcomed the results of the survey and asked to open up the survey to the terminals of RFC RALP. This will be further clarified between the offices.</p> <p>Presentation of the Duisburg Gateway project and general discussion of development plans at terminals and ports.</p> <p>Shifted to one of the upcoming workshops on innovation/development.</p>		
4	KPI Market development		
	<p>Presentation of the report volume of trains at borders for 2020 and exchange on experiences, also considering the corona impact.</p> <p>Effect of Corona varying per border on RFC RALP. Highest decline on CH-IT border, lowest decline between NL and DE.</p> <p>On RFC NSM, continuous decline since 2018. This is mainly influenced by social instability/strikes and a high number of TCRs in France. Impact from Corona in 2020 is -11%. YLF confirms that RFC NSM has enough remaining capacity.</p> <p>AE states that UIRR does not see such a strong decline as shown by RFC RALP in intermodal traffic and expects that the decline comes especially from conventional traffic. CW/GdM confirm this – also discussions with RUs/RAG show this development.</p>		

	<p>PK expects that volumes from rail will be lost to road again after the Corona crisis, also because many road transport companies which used to operate with UK now focus on NL/BE/FR.</p> <p>MB comments that rail freight on RFC RALP is also influenced strongly by the German decision to go out of coal. The coal volumes disappear also in Duisburg and will never come back. He expects the same development in the medium/long term for bulk trains with fuel/kerosene. GdM comments that also the decrease in the automotive industry contributes to lower traffic volumes.</p>		
5	Performance topics		
	<p>RCDM: update on the feasibility study and next steps. Presentation will be distributed after the meeting.</p> <p>Consultants from Hacon and To70 present the intermediate results of the R-CDM feasibility study. They see that Concept Elements of Airport CDM can in full or partly be transferred to the railway sector and details on an R-CDM approach have already been developed.</p> <p>GdM emphasises that all stakeholders involved in the train run have to exchange information regarding predicted train run.</p> <p>AF proposes that next steps can be presented in a next meeting on innovation for terminals. Presentation will be shared as soon as it will be approved by the RFC RALP MB.</p> <p>End-to-end monitoring: further development, possibly including DUSS terminals, to be coordinated among RU, IMs, intermodal operator and terminal.</p> <p>The end-to-end monitoring on the traffic flow between Lyon and Bettembourg and the integration of DUSS terminals into TIS will be presented in the next joint workshop on innovation.</p> <p>KPI for operations 2020 (as written information) <u>RFC Rhine-Alpine</u> RFC Entry: 70% within 30' and 62% within 15' RFC Exit: 59% within 30' and 51% within 15'</p>		

	<p>RFC North Sea-Mediterranean</p> <p>RFC Entry: 79% within 30' and 70% within 15'</p> <p>RFC Exit: 71% within 30' and 63% within 15'</p>		
6	Overview of European transport policy developments	AE	11:35-11:50
	<p>Information on developments will be presented by the UIRR representative.</p> <p>AE presents the developments related to climate change / climate protection (see presentation in the enclosures). UIRR expects that a European climate law will be decided soon. Shift to rail is a major element of the EU climate change policy.</p> <p>Important updates of regulations are on the table for 2021/2022. Huge funds from the EU recovery programme are available and a huge new CEF infrastructure co-financing programme will start in 2021.</p>		
7	User Satisfaction Survey	YLF/CW	11:50-11:55
	<p>Short information on the User Satisfaction Survey was given. Results are published on the website and/or in the Customer Information platform. The next survey will be carried out using in the same shape with minor adjustments.</p>		
8	Joint initiative "Innovation at terminals"	YLF/MM	11:55-12:05
	<p>We initiated together with RFC North Sea-Med a telco to present innovation projects at terminals. If you would like to present specific topics you are pushing as a terminal operator, please get in touch with the RFC offices.</p> <p>Proposals for next topics:</p> <ul style="list-style-type: none"> - Gateway project presentation from Duisport - End-to-end approach with view on whole train run, e.g. (DUSS terminals connected to TIS, R-CDM, end-to-end monitoring Lyon-Bettembourg) - Feasibility study of QELETA 		
9	740m trains		12:05-12:20
	<ul style="list-style-type: none"> - RFC RALP: presentation on 740m report <p>KvC explains the updates compared to last year's report and shows maps with existing situation and planned situation for 2025 and 2030. In addition to the provisions regarding train length, RFC Rhine-Alpine also monitors the possibility to run 740 m trains in operations.</p>	<p>KvC</p> <p>MG</p>	

	<p>There are continuous improvements regarding train length on RFC RALP, but no full compliance until 2030.</p> <p>CW adds that there is a big development regarding train length on the southern part of the corridor as on the most relevant line sections in CH and IT 740m trains are made possible. So we see much more requests for longer trains up to 740m trains (before only up to 500/600 m).</p> <ul style="list-style-type: none"> - RFC NSM: mainly Infrabel, rest is almost fully compliant. <p>RUs on RFC NSM want to initiate a working group to see how they can best profit from the possibilities to run 740m trains in CH and IT.</p>		
10	Corridor Information Document (CID) – written information		
	<p>The CID structure was simplified for easy consultation and better comparison among different corridors. A new tool for the publication of the CID is currently under preparation but technical issues hindered the timely publication of the CID document via the tool. RNE, the developers and the RFC team are intensively working on improvements. Stakeholders will be informed once the tool is operating.</p>		
11	Any other business		12:20-12:30
	<ul style="list-style-type: none"> - Proposal for next meetings: 1 joint meeting yearly; regular workshops/exchanges on innovation and developments at ports and terminals; individual RFC TAGs to be organised in case of specific needs. Next date? <p>The proposal is agreed.</p>		