

MEETING OF THE TERMINAL ADVISORY GROUP (TAG)

3th of December 2020, Online meeting (Teams)

Participants

Terminals and associations

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| Cuypers, Koen | Port of Antwerp |
| Schuylenburg, Maurits van | Port of Rotterdam |
| Silveri, Sébastien | Marseille – Fos Port Authority (GPMM) |
| Fleerackers, Dirk | Hupac |
| Declercq, Steve | DP World Antwerp |
| Kronenberger, Paul | CFL MM, Chair of the TAG |
| Buyse, Frédéric | Lineas Terminals, Vice-Chair of the TAG |
| Ersek, Akos | UIRR |

Executive Board

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| Avaux, Caroline | Representing the Chair of the Executive Board, Belgian MoT |
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Regulatory Bodies

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| Panneels, Gretel | Belgian Regulatory Body, Coordinating RB |
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Management Board – Permanent Team –Invitees

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| Goethals, Lieven | Lineas (Chair of the RAG) (Guest) |
| Lambert, Eric | CFL Cargo (Vice-Chair of the RAG) (Guest) |
| Vantalon-Korovitch, Gaëlle | SNCF Fret (Chair of the RAG Atlantic) (Guest- Partly) |
| Warnecke, Christiane | Managing Director RFC Rhine-Alpine (Guest) |
| Fattorini, Alessandro | Corridor Manager RFC Rhine-Alpine (Guest) |
| Schreiner, Britta | CFL IM (MB member) |
| Van Crombruggen, Kris | Infrabel |
| De Mol, Guus | ProRail (MB member) |
| Hamoniau, Claire | SNCF Réseau (MB member) |
| Achermann, Rudi | SBB Infra (MB member) |



Haltner, Daniel

Trasse Schweiz (MB member)

Le Floc'h, Yann (YLF)

Permanent team – Managing Director

Menguy, Marie-Anne (MAM)

Permanent team – Operations & Investments Manager

Quaeyhaegens, Jean (JQ)

Permanent team – Capacity Manager – C-OSS

Maeselle, Matthieu (MMA)

Permanent team – Finance & Communication Manager

Welcome and expectations of the TAG

1. Welcome word by the Managing Director and Chairmen:

Y. Le Floc'h, Managing Director of the RFC North Sea-Med, welcomes the participants.

The TAG chair, Mr. Kronenberger of CFL MM, and Vice-chair, Mr. Buyse of Lineas, also welcome the participants.

Also, the chairpersons of the RAG, Mister Goethals of Lineas, and Mister Lambert of CFL Cargo, were welcomed as observers.

Last, the colleagues of RFC Rhine-Alpine, Miss Warnecke and Mister Fattorini, were welcomed as observers as well.

The agenda is proposed.

The TAG members expressed their expectations, see point 3.

Presentations

2. What's new on the corridor:

- Oral points mentioned by Y. Le Floc'h (YLF):
 - o Our C-OSS Manager T. Vanbeveren left the RFC. The RFC welcomed Jean Quaeys as new C-OSS and new member of the Permanent team;
 - o Mister A. Haouchine left his function at the Ministère de la Transition Écologique, the MoT of France. Miss M. Kobler took over from him, and is welcomed as the new French MoT representative within the Executive Board, and in this RAG;
 - o With the instauration of RFC Rhine-Danube, RFC North Sea-Med has now a connection with this RFC in Strasbourg. Both RFC's will propose common capacity in the future.

3. Expectations of the TAG + Tour de table impact COVID-19 crisis:

- The TAG audience suggested following topics to be discussed during the first TAG window of the upcoming Executive Board:
 - o Impact of long trains and needed investments and funding more in general;
 - o More capacity for RFC network is needed (see next point)
 - o The importance of Business Continuity (See also presentation)
- Tour de table impact COVID-19:
 - o UIRR representative refer to their newsletter Q3 2020, you can consult it [by clicking here](#);
 - o In general, the participants mentioned that the punctuality improved a little bit due to the COVID-19 crisis, mainly related to the fall down of passenger traffic;
 - o Same situation seems to be confirmed on RFC Rhine-Alpine, by means of A. Fattorini;
 - o The TAG audience concluded that this illustrates that more capacity for Rail Freight is needed on the Corridor.

4. Presentation by RFC permanent team and MB/IM member:

- See Presentation 4 made by YLF and Permanent team.

- All details are in the presentation 4 given by the Permanent team, [Click here to consult it](#).

Additional comments, remarks and questions on the presented information:

- **Action 1:** give a regular feedback on the pilot Rotterdam – Antwerp on the RFC North Sea- Mediterranean lines:
 - o Action is considered as completed; the TAG members will be updated about the RNE TTR governance in next meetings.
- **On Action 4:** Better integration of works in the PaP Catalogue:
 - o Action is abandoned at RFC level. Reason was it was very instable, with no accurate information. It is transferred on a higher level at RNE, with the implementation of the RNE TTR tool.
- **On Action 5:** systematic implication of RU's in TCR:
 - o The TAG members mention their interest in being kept informed of the TCR's. This helps them to foresee potential impacts on their activities.
- **On Action 8:** Consider the application of the corridor to be one of the RNE pilot for the ETA program (at one corridor border):
 - o A first pilot between Lyon and Bettembourg is organised, this will be further presented in the meeting;
 - o RNE is working on a TIS data quality project to improve running train monitoring;
 - o Still, the permanent team continues its work on having a better in depth vision on the whole process chain of ETA;
 - o The TAG members express their particular interest in being updated about the evolution of this action point;
 - o The UIRR representative mentions the importance of the Q-Eleta project;
- **On Action 9:** Longer trains in Belgium;
 - o No additional news to announce. Study is ongoing. See specific point on the subject.
- **On Action 10:** Recheck the loading gauge limitation in France & Switzerland;
 - o This point will be discussed in the P400 specific topic.
- **Action 12:** Performance report:
 - o Action is completed.
- **Action 13:** Simplification and digitalization of the CID's:
 - o State of play mentioned on the slides.
- **Action 14:** contingency planning:
 - o State of play mentioned on the slides;
 - o The revision of the RNE handbook is postponed to spring 2021;
- **Action 15:** Follow-up bad trains:
 - o Action is completed.

RFC Approach: Helpdesk – Clients entry point (presentation vision by MD):

- YLF explained the 'ticket' approach within the permanent team. The idea is to improve the traceability and follow-up process of the requests by RU's, Terminals and stakeholders towards the permanent team. The permanent team uses the planner as 'To-do's', and addresses it to the concerned departments or persons

within the concerned IM's. The permanent team weekly reviews this list every week, and the ticket is closed once the requesting stakeholder mentions it can be closed.

- A. Ersek (UIRR representative) asks regarding the follow up of 'bad trains' if more involvement of the Terminals could be taken into account, also in the light of the Q-Eleta project. The permanent team took good notice of it and will communicate and involve on a regular basis towards the TAG community. Mister Lambert also announced the involvement of the RU's in the Q-Eleta project; this was welcomed by the TAG community.

State of play Coopere/P400 (SNCF Réseau – feedback participating RU's):

- State of play of the actions SNCF Réseau is taking, also towards the French MoT:
 - o The selected loading gauge is the LGP400 gauge, which was defined together with the RUs;
 - o The cost to upgrade the tunnels has been estimated €175 million, on the Longuyon-Basel stretch;
 - o The 4F consortium addressed its wish to see the loading gauge financed in the context of the French recovery plan, this request was related to the French MoT where the request is on their desk;
 - o SNCF Réseau is currently investigating the blocking points on the Longuyon-Basel and Bettembourg-Perpignan stretch to run P400 trains;
 - o The upgrades will be dependant of the future financing, to be defined by the State
- A. Ersek (UIRR representative) stresses the urgent need to upgrade the loading gauge on the North Sea Mediterranean Rail Freight Corridor. He refers to the common letter ERFA and UIRR sent to Mister Jean-Baptiste Djebbari, French State Secretary for Transport, you can [consult it by clicking here](#);
- R. Achermann from SBB Infra added that Hupac after the Auggen incident run a test train between Offenburg and Basel on an ATE successfully in the Swiss tunnel, nevertheless a permission is still needed. An upgrade of the Swiss tunnel is pending at the Swiss MoT, decision will be taken soon.

State of play Long trains (see also proposal RAG chair for a WG):

- Infrabel mentions that it intend to delete the clausal in the NS that running >650m trains are prior running to be requested to Infrabel, and this by 2030 in order to be aligned with the TEN-T requirement;
- Therefore, Infrabel conducted a 'wish list' SWOT study, together with a cost-benefit analysis, with a high level of investments;
- A. Ersek (UIRR representative) recalls the presentation he has given during the RAG meeting in Basel

Terminal on time project: state of play pilot Lyon-Bettembourg (permanent team):

- See presentation 'On time departure', [Click here](#).

State of play traffic on the RFC 2020 + perspectives 2021:

- See presentation 'State of play traffic on the RFC 2020', [click here](#);
- Discussion: need of good governance, quality of the traffic management and coordination between the IM's (TAG Chair):
- A. Ersek (UIRR representative) recalls the point mentioned at the begin of the meeting, that the expectation is a less fall in Q3 and Q4 compared to Q1 and 2 in 2020, and a recovery is overall expected in 2021, but still not at the level of 2019;
- The TAG chair mentions that handling long trains and in-time arrival are key for the Terminals;
- YLF mentions that during the COVID-19 crisis, this led to the closing of some signal boxes affecting the rail freight traffic. SNCF Réseau did all it could to mitigate the impact during the first wave of the crisis.
- F. Buyse suggests to have a discussion about Business Continuity in a short term in order to develop a strategy around this;
- C. Hamoniau (SNCF Réseau representative) mentions that the signal box concentration that is ongoing, will contribute largely to the improvement of Business Continuity.

5. Common topics (Terminals – RFC's):

Impact of the long trains implementation:

- The attendees discuss the need to assess the impact on terminals, and also the need of coordination with IB's for planning of works;
- The RAG members requested in their last RAG meeting, a Working group to be installed:
 - o Aim is to analyse the impact and opportunities of the opening of the Gotthard and Ceneri Base tunnels: Longer trains, heavier axle load;
 - o The RU's agreed to set-up such a working group, the outcome of this working group is to see business opportunities and low hanging fruit, not to prioritise future investments.
- The RAG chairpersons invite the TAG chairpersons as well as the TAG members who would like to participate, to join the Working group, that will be set up in spring 2021. All TAG members that volunteer to participate are kindly asked to send their candidature to MMA.

Rail facilities portal (RFP):

- State of play implementation: See presentation given by the UIRR representative A. Ersek, [click here](#);
- Tour de table data input and use + potential improvements:
 - o The TAG audience welcomed the progress that has been presented by Mister Ersek;
 - o MMA as a member of the RNE working groups CID and CIP welcomes as well the progress made regarding the RFP and stresses the importance of the RFP, containing up to date information concerning the multimodal and rail connected terminals in Europe.
 - o Concerning IM's role and involvement, K. Van Crombruggen (Infrabel representative) mentioned the importance that the IM is informed when a terminal chooses to publish its information via the portal. A. Ersek takes the point and will see with the developers to e.g. send a weekly report to the IMs.

Governance & sector initiatives and subsidies:

- Presentation of the 4F consortium and discussion on potential impact on terminals. Miss Vantalou of SNCF Fret was kindly invited to present the 4F consortium in France, [click here](#) to see the presentation;
- The TAG audience welcomed the initiative, and stress the importance of Axis 7 in the 4F strategy, naming: Modernisation of the railway connected terminals (combined transport, installations of the rail connected terminals and ports);
- Adjacent, Mister Buyse, Vice-chair, presented the case of the Case of Crane subsidies in Germany, [click here](#) to see the presentation:
 - o YLF mentions it could be interesting to have a similar audit of the situation on our RFC as presented by F. Buyse;
 - o C. Warnecke ask to present this in the TAG and Executive Board of RFC Rhine-Alpine, she stresses also the important information that 30% to 50% of the cost is related to the handling in the first and last mile;
 - o

6. Terminals topics:

- Innovations in processes and technologies in terminals : Tour de table:
 - o This point was postponed due to time constraints;
 - o Agreed was to test in 2021 dedicated online short "TAG Innovation workshops" with the TAG members of RFC Rhine-Alpine to have a more broad exchange about these topics. C. Warnecke, Managing Director of RFC Rhine-Alpine mentions she's very supportive of the idea of having this common dedicated workshop;
 - o M. Maeselle for RFC North Sea-Med and A. Fattorini of RFC Rhine-Alpine will inform the respective TAG members accordingly.

7. Open Points and AOB:

- E. Lambert refers more in general to the 2020 Report on Combined Transport in Europe by UIC and UIRR, [click here to consult it](#). He also refers to the Agora workgroup, more information on their website [by clicking here](#);
- The permanent team will propose a time for a dedicated TAG workshop regarding innovation (see point above) by mail;
- A new full TAG meeting is proposed to be held in the 24th of March 2021. If there is the possibility to have a physical meeting, this will be organized as a common RFC Rhine-Alpine and North-Sea Med meeting. If not due to the still ongoing COVID-19 crisis, both RFC's will evaluate if a common meeting is meaningful or not.