

MEETING OF THE TERMINAL ADVISORY GROUP (TAG)

8th of October 2019, Port of Lyon Terminal (France)

Participants

Terminals and associations

Bacha-Himeur, Samira	Port of Lyon Terminal Authority (Deputy Director – Host of the meeting)
Queniat, Grégory	Port of Lyon Terminal Authority (Maintenance and QSE Manager)
Silveri, Sébastien	Marseille – Fos Port Authority (GPMM)
Le Petit, Philippe	Port of Zeebrugge Authority

Kronenberger, Paul	CFL MM, Chairman of the TAG
Buyse, Frédéric	Lineas Terminals, Vice-Chairman of the TAG

Ersek, Akos	UIRR
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European Commission

Haller, Reinhard	DG Move representative
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Executive Board

Bodiaux, Pierre	Chair of the Executive Board, Belgian MoT
Avaux, Caroline	Belgian MoT
Haouchine, Antoine	French MoT

Management Board – Permanent Team – IM invitees

Dierickx, Michaël	Infrabel (President of the Management Board)
Van Den Heede, Gerda	Infrabel
de Mol, Guus	ProRail (Management Board member)
Hamoniau, Claire	SNCF Réseau (Management Board member)
Boicard, Eric	SNCF Réseau
Gesquieres, Pascal	SNCF Réseau
Haltner, Daniel	Trasse Schweiz (Management Board member)

Confais-Morieux, Guillaume	Permanent team – Former Managing Director
Le Floc'h, Yann	Permanent team – New Managing Director
Maeselle, Matthieu	Permanent team – Finance & Communication Manager

Expectations of the TAG

Y. Le Floc'h, as new Managing Director of the RFC NSM, welcomes the participants and thanks the Port of Lyon Terminal for hosting the TAG meeting. The [agenda](#) is proposed.

Ms. Himeur, Deputy Director of the Port of Lyon Terminal Authority, welcomes the participants as host of this TAG meeting.

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

1. Presentation of the Port of Lyon Terminal:

- See [Introduction Presentation](#) that was given by Ms Himeur and Mr Queniat.
- The following highlights were pointed out by the presenters:
 - o Lyon Terminal is a subsidiary of 'La Compagnie Nationale du Rhône', see slide 2;
 - o CFL MM is proximity operator (tendered every 3 years), and is the only who can shunt trains within the port;
 - o 50% of the share of the traffic is intermodal traffic;
 - o Lyon Terminal is member of Medlink Ports, associating the French ports on the Mediterranean Sea and those upstream on the Rhône river. Besides, Mrs Bacha-Himeur suggested the RFC NSM to organise a meeting with the association.
 - o Lyon Terminal is an extended gateway to several Origin/Destinations within Europe, wherefrom a lot by rail freight traffic (see slides).

2. Open discussion regarding expectations TAG members of the meeting:

- The TAG chair, Mr. Kronenberger and Mr. Buyse, kick-off the discussion with a presentation ([see presentation 2](#)) based on the expectations expressed during the last TAG meeting in Zeebrugge, completed by the discussed expectations with the TAG members;
- Concerning the expectations expressed by the members during the TAG meeting in Zeebrugge, an excerpt of the expectations (see [meeting minutes TAG Zeebrugge](#)) were presented orally to the audience;
- On Point 3 of the presentation, Issues and expectations :
 - o Following issues where terminals are confronted with were mentioned:
 - Train paths and impact on terminal operations (slide 7);
 - Lack of information and ETA solutions (slide 8);
 - Infrastructure: planning and information on works, uniform infrastructure standards (slide 9);
 - Governance of Marshalling Yards (slide 10).
- Point 4 of the presentation 'Priorities for the TAG of North Sea - Med' kicked off an open discussion to collect the input of the TAG audience. Following were pointed out as possible priorities to work within the TAG community:
 - o Develop a test case for terminal communication with TIS;
 - o Test case based on a model of the Airport collaborative system Eurocontrol, more information is on the website of Eurocontrol: <https://www.eurocontrol.int/concept/airport-collaborative-decision-making> . R. Haller of DG Move will check if DG Move can provide more information regarding this topic to the TAG community;
 - o TCR's: the TAG members expressed their will to be more informed and involved in the process, especially in case of late planned works, and their impact on the train runs. Also, they want to have real-time information on works directly impacting their activities;
 - o Blocking wagons were mentioned, with the impact on terminal operations. This issue could be shared with de RU Advisory Group (to be planned ahead)
- Following top priorities from the TAG members were agreed:

- Train length: the possibility to operate 740m trains on the network, but also to handle them within the terminals;
- Loading gauge: mainly, the possibility to run P400 trains on the whole corridor.
- Following pilot was agreed at the end of the discussion:
 - Draw out the general arrival and departure process in relation with the information process and data exchange, (Regarding the commission, the Eurocontrol system could be used as a benchmark);
 - Concrete test/pilot case: sharing data with TIS, on traffic between the terminals of Bettembourg and Lyon Terminal;
 - The Permanent team of RFC NSM will steer the pilot in cooperation with both Terminals, who volunteered to participate to the pilot.

Presentations

3. What's new on the corridor:

- See [Presentation 3](#) made by Y. Le Floc'h;
- The changes in the Permanent team were mentioned (slide 2);
- The RFC North Sea – Med performed a simulation test of the International Contingency Management (ICM). As a reminder, all documents regarding ICM are [published on our website](#);
- Also, the extension to Terneuzen as a connecting line on RFC Rhine-Alpine and North Sea-Med Hoin was mentioned in the meeting.
- The [performance report of 2018](#) and the [Intermediate update of the Performance report 2019 1st Semester](#) are published on the website;
- The EC launched the evaluation process of the 913/2010 Regulation and the RFC efficiency, after having published the roadmap in Feb 2019. All information can be found on the EC [website via following link](#);
- The new way of publishing TCR's is mentioned, including an interactive map. All information on TCR's can be found on our website ([click here to consult the TCR page](#)).

4. Discussion: how to develop intermodality with rail in the south of France + Reduction carbon footprint:

- The discussion regarding this point was partly mentioned during the TAG expectations on point 2 of the agenda. Due to a lack of time, the discussion on that topic was shortened to a minimum.
- The case of Contargo Switzerland was mentioned as a good practice. A benchmark is to be planned, Port of Lyon Terminal volunteered.
- In the next TAG it is proposed to share the state of play on carbon footprint.

5. Presentation of the User Satisfaction Survey 2018:

- See [Presentation 5](#) made by M. Maeselle;
- No further questions were raised by the audience.

6. Implementing the Service facilities act: open discussion:

- The Rail facilities portal was presented by the TAG Chair : <https://railfacilitiesportal.eu/> ;
- A state of play was given during the presentation by F. Buyse (Vice-chair TAG) and A. Ersek of UIRR;
- No other points than mentioned in the presentation were raised by the audience, as well as some related topics were discussed in the previous points;
- UIRR committed to keep updated the Terminals about the implementation regarding the Service Facility act.

7. Open Points and AOB:

- The permanent team will propose a time for a new TAG meeting by mail.