

## MEETING OF THE TERMINALS ADVISORY GROUP (TAG)

11<sup>th</sup> of December 2018, Zeebrugge

### *Participants*

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#### **Terminals and associations**

Abel, Johan	Port of Zeebrugge Authority
Silveri, Sébastien	Marseille – Fos Port Authority
Verlsype, Kate	North Sea Port
De Wannemaeker, Tom	DFDS (Ghent)
Gommeren, Geert	Euroports
Fleerackers, Dirk	Hupac (Antwerp)
Willem, Geert	P&O ferries (Zeebrugge)
Van Opstal, Fernanda	Zuidnatie (Antwerp)
Ersek, Akos	UIRR
Goethals, Lieven	Lineas (representing the TAG chair)

#### **European Commission** (Joined at the end of the morning part of the meeting)

Prof. Balázs, Péter	CNC Coordinator North Sea – Mediterranean
Padoy, Alexis	CNC Coordination Staff member

#### **Management Board – Permanent Team**

Van Crombruggen, Kris	Infrabel
de Mol, Guus	ProRail
Philips, Max	ProRail
Hamoniau, Claire	SNCF Réseau
Haltner, Daniel	Trasse Schweiz
Confais-Morieux, Guillaume	Permanent team
Maeselle, Matthieu	Permanent team
Vanbeveren, Thomas	Permanent team

## *Expectations of the TAG*

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G. Confais-Morieux, Managing Director of the RFC NSM, welcomes the participants and thanks the Port of Zeebrugge for hosting the TAG meeting. The [agenda](#) is proposed.

Mr. Abel, Logistics manager of the Port of Zeebrugge 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; are excused for the meeting, and were represented by Mr. Goethals of Lineas.

**1. Mr. Abel, starts with a presentation of the Port of Zeebrugge as a kick-off of the open discussion about the expectations of the TAG members regarding the meeting:**

- See [Introduction Presentation](#) that was given by Mr. Abel.
- The presenter points among other points the Brexitness ready of Zeebrugge, the rail investments made and the intermodal offer in Zeebrugge. He also points out the importance of non-accompanied trailers market share in the port of Zeebrugge.
- The presentation has been followed by a presentation of Mr. Willem of P&O Zeebrugge, presenting the activities of P&O as also how the P&O terminal is linked to rail. The presentation can be found in the second part of the Introduction Presentation.
- Mr. Abel briefly presents the Digital platform of the Port of Zeebrugge:
  - o <http://intermodal.portofzeebrugge.be>;
  - o Integration with other ports is foreseen in the future.
- Partnership with Chinese partners: for the moment there is only sea connections, but the intention is to start up rail connections to China.
  - o The question regarding the use of TIS (Train information system of RNE): getting the information from train operator or undertaker is very important for the last mile operator in order to decide and organise it's activities

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

- Mr. Willem of P&O in the name of the TAG assembly kicked off the open discussion with following points:
  - o The challenges for the rail operator working with the intermodal ferry terminals:
    - Introduce new services better adapted to shipper's needs and with view on rail infra development.
    - Enhance competitiveness by offering more service quality and new technology at reduced cost.
    - Partnerships or alliances to optimise asset deployment and offer frequency.
  - o The challenges for the terminals are the following:
    - Pressure on the terminal operator, labour and equipment, to keep to a tight schedule is huge.
    - The more connections and transport modes available in one CT terminal the better (rail-road, inland waterways, seagoing vessels).
    - The CT terminal must offer flexibility to rail operators and their customers. This not only by offering sufficient track slots to accommodate train schedules, but also sufficient capacity to overcome schedule shortfalls, to cope with delays.
    - The ferry companies need to optimise the use of their ships. Timely transshipment between train and ship is key for the terminal and customers.
    - Terminal operator's experience that even the slightest problem on the international path has a serious knock-on effect all week, there is very little slack in the schedules.

- Due to the concept of the point-point (i.e. Bloc trains) trains, the number of non-ship related moves, is increasing, what we call dryport activity (e.g. once at the terminal, a container is not shipped oversea but transported to another point over land). We need to allow the rail operator to make a service economically viable by optimizing the train utilization but these additional volumes are an extra burden for the terminal.
  - Because of the increasing pressure on the CT terminals, and because of the tight schedules, the first and last mile are vital. This with respect to not only the productivity of the terminal but also the quality of the rail services and customer satisfaction.
  - We need to be attentive to the perception of green improvements in our terminals if we want to play that pivotal role in the transport chain offering an ecological and economical alternative to road haulage.
- Speaking for terminals: the Corridor should be a lever to quality enhancement in the rail sector;
  - ETA (Estimated Time of Arrival): more precise information about train delays is needed. Bad quality information has an impact on harbour labour planning;
  - Terminals points out the importance of being directly connected to rail network, in the case of the present terminals, to the Infrabel network,
  - The Terminals raise the awareness of the importance of implementing 750m trains on the whole European Rail network. It is also important for terminals as well as ports and marshalling yards to have a business plan how to handle 750m trains,
  - The Terminals raise the same awareness regarding the importance of the P400 gauge, especially important of the transport of non-accompanied trailers.

## *Presentations*

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### **3. What's new on the corridor:**

- [See Presentation 2](#) made by G. Confais-Morieux.
- The RFC North Sea – Med took actively part in the realization of the International Contingency Management (ICM) book. Also, a first simulation has been done at SNCF Réseau and was considered as sufficient proof. All documents regarding ICM are [published on our website](#);
- SNCF Réseau launched the Coopere/P400 workgroup, following the working group steered by RFC NSM in 2017/2018. This will be in 2 steps: conclusions of the workgroup at the end of 2019, and decision of the French MoT after analysing the conclusions;
- The performance report of the first semester 2018 can be found via [following link](#);
- RFC NSM actively supports projects regarding rail investments on its Corridor. For this, RFC NSM regularly drafts a support letter for EU funding. Terminals were invited to submit their request for being mentioned in the letter of support by mail.

### **4. Discussion: how to develop intermodality with rail:**

- The discussion regarding this point was already kicked off during the TAG expectations on point 2 of the agenda.
- Following points were mentioned as important factors to develop the intermodality with rail
  - Smoothless integration with other transport modes;
  - A more 'End to end' view is needed by all actors in the logistic chain;
  - For a high throughput: alignment with trains is needed;
  - Rail connections to the east are a key challenge in the future;
  - A smooth Brexit is key for the sector;

- Value for money in order to improve quality & flexibility;
  - Most trains are now Bloc trains, dealing with the single wagon is still a challenge for the sector (example: Railport in Antwerp);
  - Tackling P400 (see above points);
  - Last mile improvements are really needed;
  - Lack of container wagons and the maintaining of these wagons should be improved;
  - The audience asks RFC NSM to bring to the Executive boards topics related to rail infrastructure in ports when expressed by the TAG;
  - Optimising the shunting out of the terminal is a challenge;
  - The low Rhine this summer showed the increasing importance of the intermodal shift to rail;
  - Poor performance of the rail freight transport should urgently be addressed.
- The audience asked that the Chair of the TAG would list up the important topics as discussed above, and to share it with the Terminals, in order to continue the interesting strategic discussion that could be discussed in specific meeting with volunteers TAG participants.

**5. Presentation CIP multi Corridor View:**

- [See Presentation 5](#) should be made by M .Maeselle;
- Due to a lack of time, this presentation has been postponed to an online demonstration via webconference on the 18<sup>th</sup> of December.

**6. Presentation of the User Satisfaction Survey 2018:**

- [See presentation 6](#) made by M. Maeselle;
- No further questions were raised by the audience.

**7. Implementing the Service facilities act: open discussion:**

- [See presentation 7](#) as introduction to the discussion;
- A state of play was given during the presentation by G. Confais-Morieux and A.Ersek of UIRR;
- No other points as mentioned in the presentation were raised by the audience, as well some related topics were discussed in the previous points;
- UIRR committed to keep updated the Terminals about the evolutions regarding the Service Facility act.

**8. Open Points and AOB:**

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

**The Meeting was closed by a speech of Prof. Péter Balázs, the Core Network Coordinator of North Sea Mediterranean at the European Commission. In the afternoon, a guided visit of the Port of Zeebrugge was organised, focussing on the intermodality and rail infrastructure in the port.**