



Terminal & Railway undertaking Advisory Groups meeting

29 March 2022, online

Minutes

Participants

Terminal advisory group

Amelia Castro, APDL – Port of Leixões
Eric Lambert, CFL Multimodal
Hannes Ortlieb, Captrain Deutschland
Idalino José, APS - Administração dos Portos de Sines e do Algarve
Philippe Léon, Nantes, Saint Nazaire Port
Lucas Teixeira, SPC
Diego Zaragoza Calabuig, Transfesa
Francisco Gaspar, Lulosider
Olivier Fayola, Port de Bayonne
Mannfred Rausch, Port de Strasbourg
Harald Schlegel, Ludwigshafen KTL
Mateusz Nowak, UIRR

Railway undertaking advisory group

Gaëlle Vantalón-Korovitch, Rail Logistics Europe
Antoine Mourier, Rhenus Rail
Carlos Rodrigues, Medway
Christian Bernard, DB Cargo France
Dirk Oelschläger, DB Cargo
Joost Overdijkink, UIC
Maria Valdés Menéndez, Renfe Mercancías
Dirk Metnez, Rhenus Rail
Sacha Honnert, Rhenus Rail
Hannes Ortlieb, Captrain Deutschland

EEIG Atlantic Corridor (Management board of RFC Atlantic)

Claire Hamoniau, SNCF Réseau (managing team)
Rita da Veiga, Infraestruturas de Portugal (managing team)
Christian Minge, DB Netz (managing team)

Manuel Besteiro, ADIF (managing team)
Antonio Filipe, Infraestruturas de Portugal
Denis Prigent, SNCF Réseau
Felix Bartolome, ADIF
Maria Cuadrado, ADIF
Zoé Vrignaud, SNCF Réseau
Sabrina Gonzales, SNCF Réseau
Jose Antonio Gregorio, ADIF

1. Welcome

By Claire Hamoniau, Managing Director of the EEIG Atlantic Rail Freight Corridor.

2. Presentation by the RAG

[See presentation](#)

https://www.atlantic-corridor.eu/media/1536/2022_03_29-rag4.pdf

By Gaëlle Vantalón-Korovitch, spokes-person of the Railway Undertakings Advisory Group of the Atlantic Rail Freight Corridor.

The topics gathered among the RUs concern:

- Rolling Motorways plans in France.
- Recently launched QCO Irún-Hendaye.
- Cross-border Irún-Hendaye.
- Cross-border Forbach-Saarbrücken.
- Temporary Capacity Restrictions (TCR): works in France and Spain, with long term view for strategy purposes.

The questions raised were answered by the Management Board, opening a subsequent discussion.

- Loading gauge enlargement through Atlantic

In France, the upgrade of the gauge of 19 tunnels is planned, with 4 to be performed by 2026. The upgrade of all tunnels should not be finalised before 2029. RUs requested further information on the shape the loading gauge in the French side. The RFC committed to provide information about works on these tunnels in next TAG RAG, as currently this issue is still in discussion. RUs proposed to create a platform in order to provide them with feedback on planning, design and capacity restriction and in order for the RUs to express their needs, and SNCF Réseau will check its feasibility. The Coopere platform was mentioned.

RUs also requested to have a corridor view on P400.

- Language at Cross-border

Firstly ADIF remarked that, as its knowledge of the FR-ES process, it shouldn't be expressed that the Spanish NSA "had introduced same limitation" as French one, as no fact supports it; and about bringing the DE-FR exemption conditions to the FR-ES border, first step should be to analyse the particular conditions, from the safety view, of the first case, by concerned Safety depts. (RUs – IMs).

About the state of play of the KITT Language Tool Pilot at Forbach-Saarbrücken, DB Netz pointed that the system is being tested, pending on the eventual green light from the safety point of view. SNCF Réseau indicated that, on the French side, the project is on hold. It will be relaunched on a more pragmatic basis. The RU representatives asked to have a state of play of the tool at the next TAG RAG meeting.

Finally, coming back to the FR-ES case, the situation of Renfe Mercancías with a second person in cabin as interpreter for the driver, seems to be the local reference. Other alternatives as wide exemptions or automatic translation system should take a certain time to be agreed among the parts and implemented. RUs asked to treat this point in depth within the QCO. The Management Board suggests that, as the departments responsible of this issue at both ADIF and SNCF Réseau are already dealing with the issue together, it seems more reasonable that RUs could contact IMs, regardless of coming to the RFC too. When discussing about the requested scenarios at each side of the border, it came up that the scheme does not need to be exactly symmetric in the solutions that RUs propose and IMs accept, in the framework of the safety assessment.

3. Capacity offer for 2023 and path request

See presentation (also for points 4, 6 & 7)

<https://www.atlantic-corridor.eu/media/1533/rfc-atlantic-presentation-by-the-mb.pdf>

The OSS of the RFC presented the picture for the 2023.

Discussion raised about the capacity model, and the proposal of the RFC.

DB Cargo requested that, in the next TAG RAG, the Management Board shared its vision of capacity, ie how it intends to plan capacity in the long term. He gave the example of the French *plan d'exploitation de référence*.

UIC representative also requested that the Management Board has a long-term vision, and especially a long term TCR coordination. In this aim, he also asks the member states to make long term financial planning.

Temporary capacity restrictions

In Spain, capacity restrictions, which are due to works that will be carried out close to the French border, between Astigarraga and Irún, were presented. These works are aimed to allow the possibility to run standard gauge trains through the existing Iberian track, by deploying the so-called "third rail track". The main restrictions, which will be both partial and total closures, are:

Partial:

- Loiola Tunnel: during 2023.

Total:

- Several days in 2022: 4-5th June, 25-26th June, 23-25th July, 9-11th September.
- The most important total cut is foreseen to take place in the Capuchinos Tunnel: probably in summer 2024.

In Portugal, planned restrictions over 2022 and 2023, were explained for three main lines:

- Linha de Beira Alta.
- Linha do Norte.
- Linha de Sines.

RAG speaker claimed to integrate national information along Atlantic RFC, in order to have an overall view, looking at RFC 1 experience.

Finally, the RUs requested to have further information on the catenary renewal plan in France.

4. User satisfaction survey

Due to the low level of participation at the 2021 survey, the RFC opened this subject with a question to promote the debate during the meeting, in order to get more involvement from the railway undertakings in the future. Several attempts have been made to this aim, and now RFC is discussing new ideas in full open way.

Personal feedback from RAG speaker: time consuming, staff shortage, comes back too often and language difficulties from experts' side.

Atlantic RFC Survey leader proposed five minutes interview in the national language with different experts to answer the survey.

5. Infrastructure and services platform on the French network

See presentation

<https://www.atlantic-corridor.eu/media/1533/rfc-atlantic-presentation-by-the-mb.pdf>

SNCF Réseau representative in charge of the *plateforme services et infrastructure Atlantique* explained the aim of the taskforce designed to meet the passengers and freight demands by shaping the future western French railway network. So, in order for the French network to be shaped according to market's needs, she asked the participants to express their capacity needs on the French part of the RFC for the 10 next years, by contacting her after the meeting (zoe.vrignaud@reseau.sncf.fr)

It was welcome by SNCF Fret.

6. Train performance management (TPM)

RFC launched the question if RUs are interested in continuing to participate in the joint TPM meetings organized by the RFC Atlantic, or do they prefer that some of the TPM topics are dealt in the QCO meetings?

All RUs agreed that the QCO platform could be used to discuss TPM topics.

7. Quality circle operation (QCO)

At this point RFC gave feedback from QCO and also about IMs national control centers (NCC) periodic contact.

Forbach – Saarbrücken: the topics on the table are: operational situation, cross border Project, TPM analysis, Dwelling time reduction. In the QCO the meetings are also held on a bi-monthly basis (IM +RU).

DB Netz – SNCF Réseau NCCs: the calendar of bimonthly meetings scheduled at the telco of Network Control Center Frankfurt/Paris is shown. Next meeting 18 May (CNOG IM-IM only). Well organized meeting, weekly and bimonthly, with a closed agenda and common Sharepoint, professional experts of each topic included in the agenda.

Irún – Hendaye: recent kick-off on 22nd of March, with wide range of participation and interest from the attendees. Prior Working Lines are now assessed to be launched, as 3 or 4 matching task forces. Next meeting Doodle is to be prepared for a meeting end of May or June.

8. Rail Facility Portal: data collection on terminals

See presentation

<https://www.atlantic-corridor.eu/media/1534/rfc4-data-collection-for-rail-facilities-portal.pdf>

UIRR presented the Rail Facility Portal and the need for Terminals to enter their data in the portal. The Management Board suggested to do a follow up in the next TAG RAG meeting.

9. Closing of the meeting

Meeting was closed by the Managing Director of the RFC, asking to the attendees to come ahead to the RFC if they would have specific expectations for the next meeting, which is scheduled for 28th September 2022.