

## Terminal & Railway undertaking Advisory Groups meeting 28 September 2022, 9:30 to 12:00 CET

Martin's Brussels EU Hotel  
Boulevard Charlemagne 80 - Bruxelles 1000, Belgique  
& by Teams

### LIST OF PARTICIPANTS

#### RAILWAY UNDERTAKINGS

MEDWAY	Carlos Rodrigues
DB Cargo Group	Dirk Oelschläger
CFL MULTIMODAL	Eric Lambert
Euro Cargo Rail SAS / DB CARGO	Christian Bernard
SNCF LOGISTICS	Gaëlle Vantalón-Korovitch
UIC	Joost Overdijkink
RENFE Mercancías	María Valdés
TRANSFESA	Diego Zaragoza

#### TERMINALS

APDL	Diogo Sousa Magalhães
APDL	Vasco Silva
Lusosider – Aços Planos, SA	Francisco Gaspar
Ludwigshafen KTL	Harald Schlegel
Nantes - Saint Nazaire Port	Philippe Léon
Port Atlantique La Rochelle	Nicolas Menard
Puerto de Bahía de Algeciras	Luis Nuñez Vera
TRANSFESA intercambiador Hendaya	María Dilla

#### EXECUTIVE BOARD

French transport ministry	Milena Kobler
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#### MANAGEMENT BOARD

IP	Rita Veiga
ADIF	Manuel Besteiro
SNCF Réseau	Claire Hamoniau
DB Netz	Christiane Warnecke
C-OSS	Felix Bartolome

#### INFRASTRUCTURE MANAGERS

SNCF Réseau	Anne de Martel
ADIF	Maria Cuadrado
IP	Patrícia Catarrinho

## MINUTES OF THE MEETING

### 1. Introduction, by Managing director

Claire Hamoniau welcomed the participants and apologised for the delay and referred to technical issues of a hybrid meeting.

### 2. Election of the terminal advisory group speaker

Luis Nuñez was proposed as TAG speaker for the RFC Atlantic and was elected as such by the participating TAG members

### 3. Railway undertaking advisory group presentation, by Gaelle Vantalou, RAG Speaker

The following expectations were raised:

- i. Do 1 meeting a year by Teams and another presential in one country and if possible, joined with other RFC (RFC 2, 4, 6)

**RFC** – this can be done but the equity of the participation of several Clients within the 4 countries, needs to be guaranteed

- ii. Split the QCOs dates for logistics and travel reasons

**RFC** – The MB agreed

- iii. The capacity strategy of IP and SNCF Réseau hasn't been published yet – given the deadline 2025, RUs are worried about the feasibility of that those countries can make it –

**RFC** – IP explained that a new person had recently been nominated to the TTR issue and that further updates on this issue regarding Portugal would be expected for the next RAG-TAG meeting. Nevertheless, that all international capacity was already closely coordinated between IP and ADIF.

*[Information after the meeting: the capacity strategy of SNCF Réseau for 2025/2026 will be published in Dec 2022]*

RUs ask for the RFC to develop a **joint TTR Capacity Strategy**

**RFC** – RFC Atlantic's MB will check the feasibility of a joint TTR Capacity Strategy

- iv. Questions from the RUS about the new capacity regulation and the new connections foreseen in the TEN-T revision

**RFC** – explained the replacement of the RFC by the rail freight lines of the European Transport Corridors as foreseen in the new regulation. MB will provide a link to the relevant legislation (article 65 of the TEN-T and respective Annex III) <https://eur-lex.europa.eu/legal-content/EN/ALL/?uri=COM%3A2021%3A812%3AFIN>

- v. Will the RFCs become responsible for the full lifecycle of the PaPs?

**RFC** – mentioned that the future responsibility of the RFC as regards capacity will be defined in the recast of Regulation (EU) 913/2010 for which a first draft is expected around March 2023.

- vi. Questions about the TMS from RNE how will the RUs be involved?

**RFC** – Will convey to RNE the RUs' concern about being more involved and about biases in the results. RFC will also invite Cesar Folgueira who is representing the RFC in the WG to give a more detailed presentation on the ongoing study.

The RFC also explained that the appointment of RNE to lead this study, resulted from the nature and prerequisites of the TMS:

- The TMS is compulsory for all the RFCs and has been developed independently by each RFC until now, providing only a regional insight on the Market – which would be the same if the CNC would be responsible for developing, only with a more encompassing view of the several other competitive modes
- That the answer to the previous requisite would be given a harmonized way by all RFCs in a joint TMS, providing a European scope of the Market

- vii. General remarks about QCO

**RFC** – As RAG speaker asked about Language scheme at Cross-border Irun / Hendaye, Manuel Besteiro pointed out that there is already an ongoing forum between French and Spanish National Safety Authorities, which invite respective IMs in order to discuss the global picture about this matter. Proper IMs and NSAs are in contact with the corresponding RUs, which Safety depts. are putting on the table B1 derogation. Renfe Mercancías is including for more than one year ago a second person in driver cabin for translation when speaking to the SNCF Réseau dispatcher. And SNCF Fret and DB Cargo France are operating at the border section by a partnership agreement with Spanish RUs Captrain and Transfesa, as temporary solution, in the meanwhile the B1 derogation application is being prepared seeking for ADIF approval.

The RAG speaker conveyed that the RUs asked for a forecast on when this situation will be solved, and asked for a meeting between the RUs, IMs and

Safety Authorities. Manuel Besteiro, answered that firstly, today's situation is strongly marked by the French approach on Renfe Mercancías case, and secondly, that as far as he knows, Safety Authorities are in frequent contact with the concerned RUs already (Safety departments at least), suggesting to follow up this official channel on which ERA is attentive.

Regarding the general claim about a wide B1 derogation from Spain to the French RUs, Manuel Besteiro explained that beyond the currently applicable solutions, the steadier one, from ADIF point of view, seems to be a Language Tool, as the one in development by DB group, showed recently at Innotrans.

Manuel Besteiro also explained further about a new showed up in the RAG presentation about UIC gauge plans for the mid Pyrenees connection between ES-FR, which is working just in the Spanish side, and is not part of the CNC.

viii. Involvement of the SNCF R on the KITT pilot

**RFC** – Claire Hamoniau and Christiane Warnecke gave an update on the issue. The development is done by DB Systel and DB Netz. Strasbourg-Kehl will be used for a pilot for French-German translation. French speaking train drivers are needed in the current process to further improve the tool with typical communication. RUs are asked to get in contact with Christiane Warnecke if they had train drivers who would like to give an input.

#### 4. Management board presentation, by Management team

i. P400

Presentation of the MAP of the RFC about the P400 with specific information from each IM

Concerning the Cherbourg-Mouguerre project, SNCF Réseau is currently performing concept studies with the following gauges: LGP400 and AFG.

The RUs raised a strong concern on the fact that AFG gauge could be chosen, as this would mean that RUs must purchase specific wagons (type Modalhor, Cargobeamer) and this gauge is not interoperable with other P400 lines.

ii. Capacity

Announcement of the Joint TCR meeting for further IM coordination nation promoted by the RFC

iii. Quality Circle Operation

Christiane Warnecke made a presentation about the 2022 achievement and current discussions at Forbach-Saarbrücken QCO (FR-DE) – see slides in the attached MB presentation.

María Alvarez made a presentation about the FR/ES QCO, started recently in March 2022, including four Working Lines as targets (one of which has been successfully achieved) - see slides in the attached MB presentation.

iv. Corridor IT tools (CIP & TIS)

Christiane Warnecke presented CIP as good source for information on RFC infrastructure and documents.

Rita Veiga presented updates on TIS, more specifically in the pilot ongoing between RNE and the RUs for an onboard application for the drivers, with real time information provided by GPS

v. User satisfaction survey

Maria Alvarez explained that this year there were 2 options to answer to the survey, either by the link or with an online or presential meeting, with one of the RFC members.

But please reply by the 3<sup>rd</sup> of the November

vi. Rail facility portal

Claire Hamoniau reminded the importance for the terminals to fill in the information on the RFP because, as agreed by Joost Overdijkink, it is very useful information when studying new markets or alternatives in case of ICMs

## 5. Conclusions, by Managing director

Comments on the limits of P400 in France (especially technology) from Gaelle Vantallon and Eric Lambert.

Milena Kobler will provide further information on the French situation in France.

Claire Hamoniau thanked all for their participation.