

TERMINAL & RAILWAY UNDERTAKING ADVISORY GROUPS MEETING

13 March 2025, 10:00 to 13:00 CET

by Teams

MINUTES OF THE MEETING

List of Participants

First & Last Name	Company
Agustín Jimenez	Railsider
Álvaro Sebastián Fernández	Algeciras Port
Amelia Castro	APDL
Christiane Warnecke, (CW)	Atlantic Corridor & DB InfraGo
Claire Hamoniau (CH)	Atlantic Corridor & SNCF Réseau
Dirk Oelschläger	DB Cargo
Elisa Oyonarte	Seville Port
Erika Nissi - Salagnac	RLE
Enrique Tros de Ilarduya	Railsider
Fábio Miguel Lucas Pereira	IP
Germán Fonseca	Captrain
Hilario Viera	The Navigator Company
Ignacio Monfort Quintana	INECO
Jorge Devesa Gallego	ADIF
Joost Overdijkink (JO)	UIC
Juan Manuel Cabo	Extremadura Avante
Juliana Gardim	Setubal Port
Luis de Arce Carrillo	ADIF
Luis Nuñez Vera (LN)	Algeciras Port- TAG speaker
Manuel González	Seville Port
Manuel Joaquín Marquez Garcia	Huelva Port
Maria Valdes Menendez (MV)	Renfe Mercancias
Maria Alvarez Cuadrado (MA)	Atlantic Corridor - ADIF
	APEF (Associação Portuguesa das Empresas Ferroviárias)
Miguel Rebelo de Sousa	Atlantic Corridor & IP
Patricia Catarrinho (PC)	Haropa Port
Pierric Robert	ADIF
Pilar Sánchez López	TMZ Zaragoza
Ramón Ade	Atlantic Corridor & IP
Rita da Veiga (RV)	APDL
Rui Cunha	

1. Introduction

By the Managing director

Claire Hamoniau welcomed the participants.

2. Terminal advisory group presentation

By Luis Nuñez, TAG Speaker.

It also included a presentation on the Port of Seville by Manuel González, covering topics such as the railway ring, the Ferroport II platform, and iRail.

3. Railway undertaking advisory group presentation

By María Valdés and Miguel Rebelo de Sousa, RAG speakers.

The discussion focused on the high impact of Temporary Capacity Restrictions (TCRs).

MA (Atlantic Corridor - ADIF): Infrastructure managers understand railway companies' concerns, but works are needed to meet TEN-T high-level infrastructure requirements. Coordination and communication are being improved, though the issue is complex.

LN (TAG): Terminals share the concern of the railway undertaking; financial measures might be necessary.

ET (Railsider): shows concern: things could be done differently. The 6-month notice period for service interruptions does not meet market needs. Concern about the assumption that customers will return once the works are completed.

MA: explains that it is important to inform and highlight the future benefits behind the current disruptions, in order not to lose customers' trust.

JO (UIC): states that the same situation occurs across all corridors. Customers are not interested in the reasons. Raises the issue of financial compensation.

RA (TMZ): also expressed concern about the disruptions caused by the Zaragoza–Madrid works.

RV (Atlantic Corridor- IP): points out the importance of the discussion on the impact of TCRs. Suggests presenting it to the EXBO. Also proposes holding intermediate meetings between TAG-RAG sessions focused specifically on this topic.

Continues with the RAG presentation about track access charges in Portugal.

RV and PC (Atlantic Corridor - IP): This issue is determined by the European regulation which establish how the track access charges must be calculated. After the Covid and the Covid impact on logistics the EU allowed for some flexibilization of the formulas, that bonified period has ended and we now have to apply the legislation as it is written.

Having said that IP informed it considers the lower limits in the coefficients of the formula.

MA: suggests that this issue should be brought to Exbo, as infrastructure managers have a legal framework to comply with and require involvement from Member States.

CH (Atlantic Corridor - SNCF Réseau): CH invites participation in the next Exbo meeting scheduled for May 26 to address these issues.

On automatic translation tools for the IM/RU communication, CH indicates that SNCF Réseau is currently working on a tool “ATHENA”, which shall be tested in autumn this year.

4. Follow up of the Join technical Workshop on International Rail Passenger and Freight Traffic – ETC

By the Management Board

CW presents conclusions and focus areas from the WB in Bordeaux. One of the key issues is the status of language requirements, and it is proposed to hold a meeting on this topic.

CH: reviews the provisions set out in the legal framework and explains that testing of an SNCF simultaneous translation tool will conclude in autumn 2025.

RV: The Commission's position is to ensure the compatibility of the tools.

OJ: notes there are currently four different tools and will consult colleagues to present an overview at the next corridor meeting.

CH: It is also reported that a meeting involving Spanish and French safety agencies, infrastructure managers, and companies will be held on April 26 to address this issue.

5. Transport market study

By Jorge Devesa, ADIF

6. 2024 RFC Atlantic KPIs

By Christiane Warnecke, Atlantic Corridor – DB InfraGO

MV: emphasizes the importance of publishing KPIs, including dwell time, to demonstrate corridor quality.

7. TAG RAG consultations in 2025

Proposal by *the Management Board*:

- Consultation on ETC coordinator's draft project list and investment map conducted via TAG RAG speakers.
- Consultation of implementation plan & developments performed through the TAG RAG speakers

MV: seeks greater representation from RUs and terminals, suggesting closer collaboration with the European Coordinator and other corridor RAGs. Increased cooperation between RUs and Member States is required.

8. Conclusions

By Maria Alvarez.

MA invites participation in the next Exbo meeting on 26th of May to address ETCs, resilience, and consultations.