



# Minutes of the 13<sup>th</sup> TAG-RAG Meeting of the Mediterranean Corridor

**Venue : Grand Port Maritime de Marseille (GPMM), 23, Place de la Joliette - Marseille (France)**

**Date: 27/02/2019 9:30-16:30**

## **Pre-meetings RUs and TMs**

As it is practice since the 6th TAG-RAG meeting of the Mediterranean RFC, the meeting started with a first session where Applicants and Terminal Managers, guided by the TAG and RAG spokesmen, collect inputs, needs and requests to be presented to the Mediterranean RFC management.

### **1. Welcome from the Port of Marseille**

Fabienne Margail, Head of Hinterland Department Development Division of the Grand Port Maritime de Marseille, welcomed the attendees and presented the characteristics and traffics of the Port.

Ms Margail underlined the interest of the Port in being a node of the RFC Network, in particular for the development of its hinterland connections.

The Port is currently investing for the extension of its offer, especially for trailers, which need more space. At the moment the modal shift is 10% for rail and the Port objective is to double the share by 2030. The presentation is available in the documents section: ([RFC\\_MED\\_TAG\\_RAG\\_GPMM\\_27\\_02\\_2019.pdf](#)).

### **2. Last TAG RAG follow-up and new topics**

#### **➤ Spokesmen feedback & presentation;**

Aldo Maietta (Mercitalia Rail), RAG spokesman, gave a presentation about the issues of interest identified within the RAG.

The presentation is available in the documents section: ([MED RFC\\_TAG\\_RAG\\_RAG\\_spokesman\\_Feed-back.pdf](#)).

- Problems and delays at Dobova station (SI) caused by border checks at the border with Croatia and for changing the locomotive – these are generating extra-costs for RUs, lost of paths, causing problems in Villa Opicina and generating bad performances, lack of traffic info, general loss of competitiveness of rail against road.

Gyula Farkas, Rail Cargo Hungary representative, underlined that RUs should be compensated by the IMs for the additional expenses.

- The RAG underlined the importance to tackle the infrastructural and operational capacity problems in Villa Opicina (short tracks, complex shunting operations, limited capacity in section close to the stations, custom service lasting long in Villa Opicina, extraordinary maintenance).
- Applicants highlighted the fact that though the PaP offer between Gyékényes (HU-HR border) and Villa Opicina (IT-SLO border) is more attractive this year, they still do not have the necessary volume in order to cover their expressed wishes (for 2 train pairs per day in every

12 hours, the latest PaP catalogue covers 1 of them, but they need the second one as well (according to *customer capacity wish list* file for C-OSS).

- The Applicants underlined the importance of tackling and prepare in advance for the track closure happening in Slovenia and Austria. RUs also underlined the importance for a proper harmonization of the interruptions along the RFC in order to guarantee a good service.
- The RAG also underlined some bottlenecks that are of crucial importance for traffic development: infrastructural shortages of the Koper – Divaca line (track length), Port of Koper access limitations to be tackled.

The RUs underlined the importance of the Corridor to push and to take a position for the competitiveness of the rail system as regards the construction of new lines (such as TAV) for the improvement of competitiveness against road. SNCF Fret requested to the Corridor to look for the representation of RAG at the next Mediterranean RFC ExBo.

The Managing Director informed the RUs about the date (11/04/2019 Milano) and said that an RU representation is welcomed. SNCF Fret also underlined that the request for the extension of the Corridor to the Marseille-Ventimiglia section is still very important in terms of International Contingency Management Plan.

The C-OSS and the Managing Director underlined the problems with the Ventimiglia section in terms of capacity and infrastructure and in any case the C-OSS reassured that for what concerns TCRs, during bilateral meeting involving SNCF Réseau and RFI, foreseen TCRs affecting Modane AND Ventimiglia were studied together.

Carles Rua (Port of Barcelona), TAG spokesman, informed the attendees about some new services activated from Spain towards the north. A new weekly service, using the LFP tunnel, connects Spain and France from Terminal Intermodal de Monzón (TIM)-Barcelona-Lion changing the gauge in Barcelona.

VIIA activated a new service Barcelona-Bettembourg-Hambourg with 5 roundtrips/week.

A new reefer service will start between Valencia – Barcelona – Rotterdam.

Other 4 considerations were underlined:

- Enhance the visibility of all types of cargo terminals, not only intermodal, which are often the only ones taken into consideration.
- Discussion about balancing discipline & flexibility, the market asks for reliability of the rail traffic but they are also asking for more flexibility. Terminals play a role to balance the requirements of the railways but flexible timetable – modal change.
- Some terminals reported the lack of information regarding train delays on arrival of trains. They highlight the need of improving the traceability and the interaction between the terminal info system and the Infra Managers by Involving both the IMs and the RUs in the system. For example, from Barcelona the information about train shipment ends at the border. The C-OSS underlined that this also happens for the request phase were sometimes international requests are not covering the full journey (causing unlinked trains). DB Cargo informed the attendees about a group on real time info of train characteristics (lead by Paul Mazataud).
- Importance of TCRs coordination.

#### ➤ **12th TAG-RAG meeting follow-up (MD);**

The Managing Director went through the main topics pointed out at the previous TAG-RAG meeting in Budapest which are treated in the following specific sections.

#### ➤ Future developments on the corridor in Spain (ADIF);

This question raised at the TAG-RAG in Budapest by Transfesa was answered by Adif. See presentation available in the documents section: ([RFC MED\\_TAG\\_RAG\\_Adif\\_Vilaseca-Castellón.pdf](#)). The request was to get more information about the implementation of the standard gauge in Spain, with particular reference to the section Vilaseca-Castellón. Adif informed that on this section only standard gauge will be available and it will be equipped with 3.000 Kv traction power.

DB Cargo, representing Transfesa, underlined that it is of utmost importance for the RUs to receive more technical details to permit them to develop the traffic and invited Adif to continue in interacting

with the railway undertakings. The RU also asked Adif whether there is already an idea on access charges of the new line and in general requested to receive formal communication in order to justify business developments as regards: funding in terms of rerouting, buying of new rolling-stock, and underlined the importance to align the works and the financial support.

Adif representative answered that all the questions (including the ones raised during the meeting) can be addressed directly to the Office of the Government Commissioner for the Mediterranean Corridor, who is responsible for the coordination of the Spanish side of the corridor. The contact details are included in the last slide of the presentation.

➤ Schengen border's rail flows situation update (SŽ-I);

A detailed presentation about the delays at Dobova station (border station SI-HR) was given by Mr Kekec (SŽ-I).

This is available in the documents section: ([RFC MED\\_TAG\\_RAG\\_Sz-I\\_Dobova .pdf](#)).

The analysis showed different causes of delays, some are due to technical reasons such as the different electrifications in Slovenia and Croatia, causing the need to change the locomotive. Some other are due to the compulsory border controls of the police at the Schengen border with Croatia. The analysis presented in any case a decrease in delays at Dobova station from 2017 to 2019 as regards external causes delays (Schengen). As far as border controls are concerned this is a Police matter and SŽ-I can only organize meetings with the police administration as it was already done.

➤ Focus on the study max train length: RUs point of view (PM);

The Project Manager presented the future developments along the Mediterranean RFC in terms of max. train length extension. The presentation is available in the documents section: ([MED RFC\\_TAG\\_RAG MARSEILLE 27-02-2019\\_final.pdf](#)).

The RUs underlined that displaying the information in this way is very useful and would request to couple the parameter with the max permitted weight (for instance), and maybe the gradient between Torino and Lyon. Loading Gauge was also mentioned. Finally, Port of Barcelona and ADIF pointed out that there is an agreement, in the process of being completed, for the extension to 740 m of the section Madrid – Barcelona in Spain. This extension will be co-financed by the Port of Barcelona. The Project Manager took note of the information received by the Port of Barcelona and Adif.

The MD agreed to extend in the future the area of analysis, but remarked the importance of a RUs' evaluation of the proposed planning, in terms of adequacy of the proposed planning to RUs' strategies or of an RUs' proposal for different priorities, and asked to the spokesman for a feed-back to the max train length study within next TAG-RAG meeting.

➤ P400 Loading gauge upgrade study (SNCF Réseau) + info about RFI network

SNCF Réseau presented the study launched a few months ago in France for the extension to P400.

Two things are proceeding in parallel: route prioritization and a socio-economic study to see which are the most beneficial lines to be upgraded to P400, then it will be up to the French state to decide. SNCF Réseau is analysing the method of calculation of the distances applied by Switzerland between the rolling stock and the structure.

A group called COOPERE is dedicated to this issue and RUs are welcome to take part to it by contacting Claire Hamoniau. The aim is, on shorter term, to exchange on exceptional traffic process and conditions and on the long-term to exchange on the ongoing studies.

The presentation is available in the documents section: ([RFC MED\\_TAG\\_RAG\\_SNCF Réseau>Loading gauge.pdf](#)).

On the side of RFI the extension to P/C 80/410 on the section from Modane to Torino is very much depending on the investments on the Torino-Lion line, which are still under discussion. An upgrade to P/C 80/410 is also foreseen for the section Rho-Milano Certosa by 2021.

### 3. UIRR Presentation (Service Facilities Portal).

Akos Ersek, UIRR, presented the service facility portal implementing regulation 2017/2177 – info of all types of service facilities, intermodal terminals, sidings will be included. The mandatory way according to the Regulation is through the Network Statement of IMs or optional on their own website and then

link the info into the NS. Alternatively, there is a common portal for publication owned by DG MOVE (the service facility portal). This portal is under construction at the moment by a project consortium. The portal will display static and dynamic information. Static mean Service Facility Descriptions, in the meanwhile dynamic messages will be available (saturation/works).

At the moment there is no obligation to present digitalized information, but as huge number of pdf documents are not manageable, better to start immediately with a digital version. The remaining tasks are testing, refinement/bug-hunting, initial data feeding, demonstration. To further facilitate the construction and the feeding of the website in May 2019, there will be a stakeholders' conference in Brussels. Finally, service facility data feeding is welcome also from MED RFC data owners on the one side and maximum 2 test users are requested among the MED RFC users. The presentation is available in the documents section: ([RFC MED\\_TAG RAG\\_UIRR\\_Rail-Facility-Portal.pdf](#)).

#### **4. C-OSS state of play**

The OSS gave an overview of the most important topics (PaP offer TT2020, commercial speed, important dates for request, TCRs).

The presentation is available in the documents section: ([MED RFC\\_TAG RAG MARSEILLE 27-02-2019\\_final.pdf](#)).

SNCF Fret, reacting to the TT 2020 PaP Offer being less important on the side of RFI at Modane, underlined the importance of having enough PaPs offered on the Italian side of the Modane border in order to be fully aligned with the volume offered by SNCF Réseau, especially considering that trains up to 740m can run on the French side and only up to 600 on the Italian side.

#### **5. ICM developments**

The Deputy Director, Istvan Pakozdi, presented the state of play of the International Contingency Management. The Mediterranean RFC is a bit delayed with Re-routing overview preparations. The data of IMs are collected and validation of the set of information is foreseeable to be completed by mid-March. By the end of March the overview with the outing scenarios is foreseen to be finished. This includes alternative routes, geographical coverage, additional capacity available, and traffic management information. In March 2019 the final draft will be published on the website and the RFC will request RUs' feedback, also from the RUs/applicants not attending the TAG-RAG will be contacted. The preparation of version TT2020 will be started in May and planned to complete by November 2019. The EC will open a new funding program in 2020 only for the development of these network elements. The full presentation is available in the documents section: ([MED RFC\\_TAG RAG MARSEILLE 27-02-2019\\_final.pdf](#)).

#### **6. TPM developments**

The Deputy Director presented the recent and future developments in the field of train performance management as for Mediterranean RFC, with particular attention to the setting up of TPM WG meetings with the RUs for the discussion of the Punctuality report and the needs of the RUs in order to analyse delay causes and find common points of improvement for the overall railway system. The DD invited the RUs to select a date among the ones proposed for 2019: May 14, 22, 23, - 1 out of these 3 days to be selected and November 19, 25, - 1 out of these 2 days to be selected. The DD and RUs attending the meeting agreed to set the date via e-mail; the DD will send out a doodle just after the meeting.

#### **7. CIP and Last Mile**

The Project Manager formally informed the Advisory Groups about the successful implementation of the Customer Information Platform for the Mediterranean RFC, which was achieved at the beginning of December. The CIP is a single source of harmonized information for all RFCs (at the moment 9 RFCs are part of the platform). Access is free and without need of registration. It can be reached either from the link: <https://cip.rne.eu/> or from each of the participating RFCs' websites.

The Project Manger presented the features of the platform and invited all the attendees to test it and give a feedback about the information or suggestions for future development of the tool.

The presentation is available in the documents section: ([MED RFC\\_TAG RAG MARSEILLE 27-02-2019\\_final.pdf](#)).

The Project Manager also informed the attendees that the Last Mile study was completed and approved by the Management Board of the Med RFC and it will soon be published on the website.

## **8. 2019 Strategies and Projects for the Corridor**

The Managing Director informed the attendees about future important dates for Med RFC meetings:

- **TAG-RAG meeting:**  
26 September 2019 Zagreb
  
- **Other events:**  
SITL – Paris, 26-28 March 2019  
Transport Logistic Fair Munich, 4-7 June 2019

He also presented the last release of the Customer Satisfaction Survey and the projects and objectives for the Med RFC for 2019-2020.

The MD invited all the attendees and in general the Advisory Group to express their expectations towards the Mediterranean RFC.

The presentation is available in the documents section: ([MED RFC\\_TAG RAG MARSEILLE 27-02-2019\\_final.pdf](#)).