



Minutes of the Mediterranean Rail Freight Corridor 16th Advisory group TAG/RAG meeting

Venue: Online Teams meeting

Date: 10/02/2021 09:30-13:00

	Topic	Speaker	Time
1	Welcome from the corridor (YEAR of RAIL)	Managing Director	09:30 09:40
2	Feedback from TAG and RAG Pre-meetings	TAG RAG Spokesmen	09:40 10:10
3	Feedback from Med RFC to last meeting issues	Managing Director	10:10 10:25
4	State of play of the main bottleneck of the Mediterranean RFC	Managing Director	10:25 10:40
5	Villa Opicina task force and Modane QCO state of play	Managing Director Deputy Director	10:40 10:50
6	New Frejus line: state of play of works and planned features	TELT	10:50 11:10
	Coffee Break		11:10 11:20
7	C-OSS state of play <ul style="list-style-type: none"> • Capacity offer TT2022 • PCS Training week Request and suggestions from TAGs and RAGs	COSS Leader	11:00 11:20
8	CID Books information and Updates Train Performance Management latest news	Deputy Director	11:20 11:40
9	User Satisfaction Survey 2020 results, feedback and Action Plan	Project Manager	11:40 12:10
10	ERTMS window	ERTMS WG Leader	12:10 12:25
11	International End to End Monitoring Pilot - Feedback & outcome of the pilot	Managing Director	12:25 12:40
12	TIS usage for Terminals & Rail Facility Portal	Deputy Director	12:40 12:55
13	Wrap-up of the meeting and main conclusions	Managing Director	12:55 13:00
	End of the meeting		13:00

1. Welcome from the corridor (YEAR of RAIL)

The MD introduced the PMO team, the TAG, RAG speakers, and welcomed the participants to the meeting. The MD summarized the agenda, mentioned the guests and then he informed about the Year of the Railway, adding information about the activities the corridor is planning to do, for instance the plan of organizing national meetings with RUs, Terminals, IMs and Ministries by country during the year.

2. Feedback from TAG and RAG Pre-meetings

As it is practice and according to the procedure for TAG RAG Consultation, the TAG and RAG spokesmen, presented the inputs collected independently during the pre-meetings of the 09/02/2021. At the TAG meeting, were collected samples of terminals in Spain that were able to grow during this pandemic crisis. As shown in the presentation the main lessons learnt were the ability to: diversify the business, to grow and expand the terminal when needed, to give attention to customer and to add more activities/services to the life of the terminal, to balance import-export traffic, to establish a good terminal network (terminal-port).

Additionally, there was a presentation of the new terminal "East-West Gate Terminal" in construction in Hungary at the UA-HU border (opening Q1/2022) for intermodal traffic and transfer from broad gauge to narrow gauge, this will be the gate to the southern route from East to West.

The feedback from the RAG spokesman highlighted the following points:

1. Evaluation of the **possibility of exchange trains between Slovenian and Italian RUs also in Sežana** as well as in Villa Opicina;
2. Evaluate a **possible performance increase in terms of train length (bottleneck of 575m in S. Stino di Livenza)**, this section is restricting the rest of the line which is 650m.
3. **Frejus base tunnel, Turin-Lyon feeder lines and connected terminals:** the progress of the works, state of the art of line design, in particular on the expected technical features and the hypothesized operating model;
4. **St. Jeanne de Maurienne site**, plan for exchange at border point. Information from SNCF Réseau about the functionality of the new line.
5. **Improvement/enhancement of Villa Opicina station** - electrification of the lines, increase length of shunting tracks and improve shunting operations. Strong interest in a **Quality Circle Operation (QCO) at Villa Opicina** as soon as possible.
6. **UIC track gauge lines in Spain (line Mollet – Castellbisbal – Barcelona port):** information on parameters, geometry of pantograph, ETCS implementation. The RUs asked for a dialogue on the possibility, as a derogation, for operation of existing multi-system locomotives with authorization for French area of use without any additional technical requirement but exclusively with operational obligations, like reduced speed.

The Med RFC understood and took note.

3. Feedback from Med RFC to last meeting issues

Regarding the last TAG RAG meeting, the MD made a summary of the topics that were already addressed/solved.

First of all the MD announced the willingness of the RFC to organize specific meetings dealing with planned infrastructural developments along the RFC and these will start with a meeting organized together with ADIF to address the many interventions foreseen in Spain for the benefit of the Mediterranean RFC in the next years.

1. **State of play of the main bottlenecks of the RFC** As requested by the attendees in the last meeting, the MD will present an overview of the main bottlenecks as they are identified in the Implementation plan (further point 4 of the Agenda). The RFC will try to give regular information about this topic as requested.
2. **Introduce Quality Circle Operations (plan-do-check cycle)** to analyse and optimize rules, processes, infrastructure at the Modane and later at Villa Opicina borders, based on the X Border approach. The MD informed that last year the RFC in cooperation with SŽ-I and RFI has started a taskforce in Villa Opicina. After a preliminary discussion about critical issues and data collection between the IMs,

the objective is to include RUs in the discussion too. The other QCO that is foreseen along the corridor is in Modane.

Captrain representative underlined the importance of maximising the efforts in Villa Opicina where issues and traffic are steadily growing year by year; and where customers keep requesting performance improvements.

RFI and the MedRFC underlined that the majority of the efforts and of human resources (from RFI and SŽ-I) were involved in Villa Opicina taskforce, after preliminary discussions between IMs (in the first traffic analysis), it was clarified that there were many problems of cooperation between RUs partners as well.

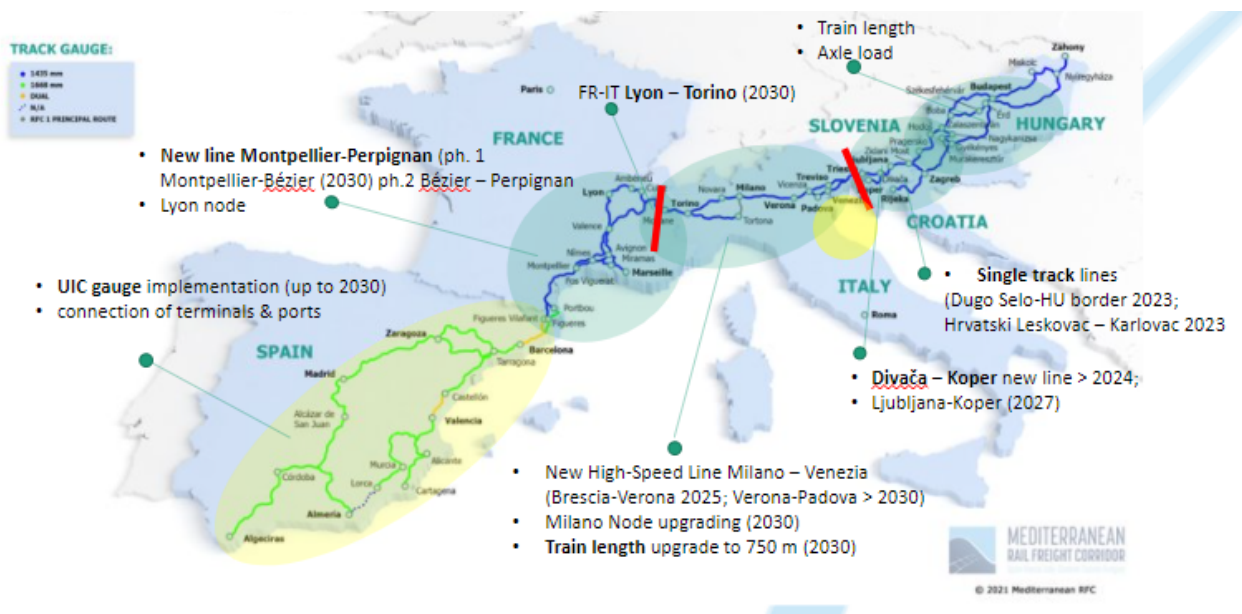
3. **Linking of trains** in TIS is going on. The reasons behind the issues have been clarified.
4. **New PCS tool** version, the RUs asked to have more support from IMs and C-OSS manager. So, the C-OSS manager will address this point in his presentation.

While the ones not solved /ongoing were:

5. **Involvement of the RUs in the ICM simulations** - RUs want to be involved to test both IM and RU handbook like in other RFCs; but the ICM handbook is under a major revision; once ready information will be given. New steps will be soon available.
6. **Extend the International End-to-end monitoring pilot.** The possibility exists in the corridor future plans.
7. **Simplification of procedures in case of ICM** - simplified procedure to get driving licence abroad or if our drivers have to drive on some Kms of line in Switzerland it needs to have the licence for all the Swiss network, it would be preferable to get licence by line.

4. State of play of the main bottleneck of the Mediterranean RFC

About this topic the MD showed a map highlighting the main infrastructural bottlenecks of the RFC as they are indicated in the Implementation plan, but also more operational bottlenecks. The idea is to address some of these bottlenecks during specific meetings to be held during the Year of Rail and organized by the RFC in cooperation with its Member IMs.



Regarding Spain, new implementation is on going in Spain with an impressive plan of investments in order to implement the standard gauge.

Regarding Modane where the historical line is reducing its capability and so it is needed an optimization of the traffic. The new set up will be available in 2029-2030.

Regarding Ventimiglia, formally, it is not possible to include the line within the RFC, but temporarily the opportunity to better manage the capacity at Ventimiglia border will be considered.

Regarding the Villa Opicina a task force was set up and it is currently working on the issue.

About the tunnel Lyon-Turin, works are ongoing and during this meeting a presentation by TELT will be given.

5. Villa Opicina task force and Modane QCO state of play

The MD explained that idea behind the taskforce is monitoring, finding the weakness and provide new procedures pushing the stakeholders to use the tools to improve communication and consequently the flows that at the moment are suffering of the traffic increase due to the closure of the Karawanken Tunnel. The Villa Opicina terminal is shared by 2 corridors. The monitoring resulted in detailed statistics describing the increase of traffic, the delays and other significant issues that are worsening the traffic.

Sežana terminal is involved in this issue too, indeed its trend is pretty similar to the one of Villa Opicina with a strong increase of delays.

In addition to this, the MD showed the statistics following the idea of continuing the international End to End traffic monitoring pilot in Modane.

The idea behind was that the removal of border barriers can lead to an optimization of the operative quality; were described the steps towards the optimization called: *Drive – through* philosophy which means “Driving a train through Europe must become as easy as driving a truck”.

At the beginning of March the first point will be to agree the most important steps and actions. This also will be connected to the Quality Circle Operations topic. DB Cargo representative asked if the taskforce made an analysis on the delays and if they planned already the solutions. The MD explained that the taskforce was in the middle of both actions; one of the difficulties was getting clear and precise information about the flows. That required a strong involvement of the RUs and also Terminals, so the plan will be to stress this need of improving in the communication through all the available tools and have strictly procedures. Because as a good network would do, with the increase of volume is crucial that the cooperation becomes efficient. In addition to this, the problem it is crucial to create a common point to manage trains verifications and checks and then use other implants to avoid bottlenecks.

Captrain representative asked why to dedicate time and efforts on Modane that is a good-performing terminal. She also asked when will be organized the Bilateral meetings. Finally, she suggested why not to stay focus only on Villa Opicina terminal that has a long-time emergency.

RFI clarified that the taskforce collected more information on the problems and was getting to the right solutions, indeed actions were ongoing. The main direction was to collaborate firstly within IMs and then involved all the actors working in Villa Opicina to fix step by step all the issues along the chain.

Furthermore, the Deputy Director (DD) of the MedRFC reminded that the decision about Modane QCO project was taken in November, during the TPM meeting with RUs.

He clarified that it was due to the major availability of the human resources needed in the monitoring on the sides of IMs', RUs' and terminal. Instead, for the Villa Opicina emergency the current task force was set up after a discussion among IMs (RFI and SZ-I) and listening to the many inputs received from the RUs. the MD clarified that the cooperation among all the parties was the topic, which can be called *QCO* or *Taskforce* but the goal is the same: to improve the rail flows.

FRET SNCF representative had questions about the plans for Ventimiglia/Vintimille, about improving the safe capacity and about the coordination of the works. The MD replied that the idea was to improve what is existing (during the constructions of the Frejus tunnel); to improve procedures on the usage of the tunnel with Quality Circle Operations and to use Vintimille available capacity, increasing the path available for the corridor. This idea is the starting point from which the discussion will start since the constructions will last a long time.

FRET SNCF representative understood and gave the total support to give the RUs point of view.

6. New Frejus line: state of play of works and planned features

TELT (Tunnel Euralpin Lyon Turin), was the company managed by Italy and France in charge of the realization of the tunnel. The speaker, Alessandro Jannetti, presented the state of play of the Frejus tunnel. This was the last tunnel among the major 6 and use all the expertise gathered from the experience of all the European tunnels constructions. The project involved SNCF Réseau and RFI. The employees who were coming from many companies would be 200 by the end of this year and would include 50% of women. The end of works was planned by 2030.

These constructions were not involving only the underground but also the hills. He showed the projects and the phases, the operational sites and the cities involved. Since the works took place in different parts of a very complex area, they involved more technologically challenging solutions. So then, mr Janetti showed the difference between the operational site and the timeline.

In the end, he said financially the European Commission supported the project by the 50% up to now, but he underlined that the next important phase in 2021 will be the negotiations to confirm the financial support. Among the feedback at the end of the presentation, the RAG speaker asked if it was planned to have a specific site to change the locos. Mr Jannetti clarified that this will be part of a major bilateral discussion that TELT will organize in order to give feedback to the RUs involved.

7. C-OSS state of play

The COSS leader presented the state of play of the capacity offer TT2022. The publication took place on the 11th of January. 14 M.km have been published for the whole corridor (-10%).

The volume is similar to last year, the decrease is due the modification of the RFC2 offer, but the number of offered PaPs was good, with a total of 133 PaPs, of which 37 for the East, 54 Centre, 42 for the West part of the corridor.

Followed a presentation with the table and the all the details of the paths. For 2022 all the PaPs will be flexible. The Capacity will be allocated via PCS, according the rules in CID book 4.

Then details about the quantity and quality of the offers were presented. There were some agreements between some RUs and IMs, which affected these percentages. In total, were received 131 requests, for 109 answers and 75 were compliant. The requests would be possible until the 12th of April, but the COSS manager insisted to receive it before the deadline; he also said he will call the RUs to give support, to make sure their needs are respected when they apply for the TT2022.

The next point was about the PCS training that will be organized online (due to COVID19 emergency) between 15-19 February. It will be differentiated into 3 options:

1. "Beginners" Presented by RNE PCS experts (2 sessions)
2. "Advanced" Presented by RNE PCS experts (2 sessions)
3. "RFC training" Presented by C-OSS (2 sessions common with RFC 2, 4, 6 and 8).

First and second trainings will be managed only by RNE experts, but the third training option will be also supported by the COSS managers.

Finally, among all the feedbacks from TAGs and RAGs it was asked where to register for PCS. He informed the news and the link were on the website, but links will be sent again by email.

8. CID Books information and Updates/TPM News

Firstly, the DD presented the state of play of the CID books 2022. CID books have been simplified, shortened and structured in one book divided in sections (1-4), and the Implementation Plan (book 5) is an annex, and everything is in PDF format. Everything is available on the MedRFC website and on the CIP tool.

Secondly, the DD gave an update on the latest TPM topics.

- About the linking of trains as part of the Data Quality Project 1, there have been meetings managed by RNE. The final draft will be available by end of March, to be approved by RNE GA in May 2021. Therefore, in June we need to decide when to start our MED RFC specific workshop.
- ICM Handbook Revision Training/simulation can be planned for September, the earliest. The revised Handbook will be available after RNE GA approval in May. So, the dedicated workshop is available in September, including simulation and training, the new Capacity & Path coordination procedures and finally TIS Incident management tool.

The Quality Circle Operation for improving the border crossing procedures can start at Villa Opicina in September. The goal is to optimize the cross-border procedures. The experts to be involved will come from IMs and RUs. **UIRR representative then** asked if authorized applicant (Non-RU Applicant) could be included in the QCO? The DD replied that is possible, and they could participate to other meetings for instance the TPM meeting with RUs.

9. User Satisfaction Survey 2020

The PM showed action plan and results of the 2020 User Satisfaction Survey. The survey was organized by the RFC Network in cooperation with RailNetEurope without external companies, indeed it was used a computer-aided web evaluation (Survio). The survey had 11 RFCs participating, there were 273 e-mail invitations sent of which 21 by Med RFC. For 2020 the questionnaire was shortened and, it was given a focus

on priority areas of improvement. In general, the Med RFC received a good rate of participation, however it is evident both from the overall number of participating Port Authorities/terminals and from the analysis of the answers that it is more difficult to receive the feedback and engage Terminals; this is a point on which the RFC shall work. The percentage of satisfaction with the RFC is 67%.

The PM showed the main areas of improvement identified by the respondents and for each of these areas she identified the measures already in place and the measures foreseen to improve the information sharing or to tackle the problems identified. The top 3 focus for improvements were: 1) TCR – information; 2) Infrastructure parameters and 3) Information on RFC website. The first two points were deepened during the presentation, the third was generally covered.

In particular, the main open comments regarding the infrastructure parameters were answered in the presentation. Additionally, the PM underlined which are the current tool with updated information: CIP - displays on the map all the Infrastructure / ETCS / Signalling projects foreseen on the RFC and regularly updated and Implementation plan (on website). Specific meetings will be held during this year and the RFC will engage to set up specific communications on website/Linkedin about status of works and projects.

TCR information: the PM highlighted that the RFC has only a coordination role and made some example of successful coordination. She made the example of TCR coordination between IT-FR where it was achieved coordination for 2021 of generic windows and major works. It was illustrated that the General information about TCRs were online for the customers.

UIRR representative questioned about Authorized applicants' involvement to the survey. MedRFC confirmed that Authorized applicant were invited to the survey.

Finally, the PM thanked all those who participated in the USS and in general all those who are actively attending TAG-RAG meetings which are the primarily source of exchange between the RFC and its stakeholders. She reminded that it is crucial for the RFC to receive feedback on initiatives and suggestions.

10. ERTMS window

The Med RFC ERTMS Leader gave an update on the state of play of the ERTMS system finalized and implemented along the corridor informing about the finalization of some sections and the milestones of the 2020.

This year it was gained the authorization Novara-Rho line, concerning ERTMS L2 on the Med RFC. All the processes will go in services in April 2021 and are ongoing to be finalized.

Also, in April RFI will send all the ESC tests that an operator needs to perform in order to go on service in ETCS mode of that part of the line. This is the basis of the ETCS application along the corridor, it is a small section but it belongs to Med RFC.

In the end, it will be finalized in 2022.

In addition to this, he also informed about ADIF breaking news related to 2019 and 2020 activities in RFC6.

In July 2019: it has been awarded the contract for the 116 km double track L2 Valencia - La Encina section.

In January 2020 it has been commissioned 45 km double track L1 in Tarragona – Vandellós section.

11. International End to End Monitoring Pilot - Feedback & outcome of the pilot

The MD presented the traffic monitoring pilot with its results. This was performed during the second half of 2020. Were involved RFI – SNCF Réseau. It was set up a small traffic monitoring team. The goal was to monitor the quality of the selected services and to verify the liability of the ICT systems. The information on the traffic period considered and the results were collected into a final report.

The monitoring itself was performed in October and November. There were considered mainly 2 indicators: Quantitative indicators regarding the Process/Traffic performance and sharing/collection of the correct information. Quantitative indicators regarding the Check of the ICT consistency.

Among the issues found there were:

- poor communication-exchange of information among dispatchers.
- poor use of TIS.

The solutions needed:

- better promotion;
- better cooperation among all parties;
- Integrated planning of rail service connected;

He underlined that RFCs were the proper organisation to develop and manage full cooperation among stakeholders at European and regional level with the task forces and QCO. In any case, the final goal was to set up the implementation of performance pacts offering reliable integrated rail system for end users. UIRR representative thanked for the report, informed that at European level a Quality circle action linked to ELETA project will take care of study these results and others coming from other corridors to change and fulfil the good actions needed.

Then, UIC representative mr. Overdijkink pointed out that there was a checklist for dangerous goods to be filled by RUs when entering the Italian borders and asked if this issue was tackled during the Pilot. The MD explained that regarding the dangerous goods, specific rules were applied in Italy, due to the incidents happened in the last years. RFI added that the dangerous goods list was a ministerial initiative but, in the framework of the general discussion within European laws, it is now on going a plan for the harmonization of these rules all over Europe.

12. TIS usage for Terminals & Rail Facility Portal

The DD explained that this topic was one of the outcomes of the International End to End monitoring pilot. He informed that Terminals were satisfied to receive information from the TMO. As positive outcome a terminal decided to join TIS. Consequently, this could encourage the Terminals to join TIS in order to receive information about shipments and give feedbacks to improve communication with other stakeholders. In the end, this could affect the draft revision of the TAF - TSI Regulation No 1305/2014.

As a first step, RNE was approached by Port of Rotterdam (European largest seaport) to share TIS data with global shipping companies as Maersk, MSC, Hapag-Lloyd, who are their key customers, via their application *OnTrack*. Finally, other terminals (30) were interested to join TIS.

The DD informed about the Rail Facility Portal which was a platform where will be possible to gather all the information about terminals and other rail related service facilities to foster correct communication. Then, He showed a short summary of the actual RNE actions taken with the IMs. As a first achievement the Rail Facility Portal (RFP) already stored data of more than 10.000 service facilities, 10 countries in Europe. Finally, he showed more details about the plan, its 3 milestones (main date: 1 May-1 December 2021 and 1 May 2022), and how the IMs would be involved.

13. Wrap-up of the meeting and main conclusions

The MD asked for other feedbacks. The meeting was appreciated from all the participants, finally they say it was a very concrete, interesting discussion. The attendees will be informed about the many initiatives foreseen. Minutes, slides and attendance list will be given within 15 days. The next 17th TAG RAG meeting will be on the 14th September, confirmation will follow. A save the date will be send 2 months before. Then he declared the end of the meeting.