



Minutes of the 15th Advisory group TAG/RAG meeting of the Mediterranean RFC

Venue: Online meeting

Date: 24/09/2020 h 10:00-12.30 morning session

h 14:00-16.30 afternoon session

TAG RAG Pre-meetings will be organized online by the Spokesmen in the previous days

	Topic	Speaker	Time
1	Welcome From the corridor.	Management	10:00 10:15
2	Last TAG RAG follow-up and new topics ➤ TAG/RAG new proposals and issues	TAG RAG Spokesmen	10:15 11:30
3	Feedback from Med RFC to last meeting issues	Managing Director	11:30 11:45
4	International End to End Monitoring Pilot	Managing Director	11:45 12:00
5	ERTMS deployment along Med RFC: involvement and remarks by RUs and Terminals	ERTMS WG Leader	12:00 12:30
	Lunch break		12:30 14:00
6	COSS state of play ➤ Activities 2020; ➤ Offer 2021; ➤ Expression of need 2022; Request and suggestions from TAGs and RAGs.	COSS Leader	14:00 14:30
7	Developments of various topics ➤ Train Performance Management – how to proceed? ➤ International Contingency Management TT2021 developments version 2.1 Request and suggestions from TAG/RAGs; ➤ CID books vs. Customer Information Platform (CIP) Request and suggestions from TAG/RAGs.	Deputy Director Project Manager	14:30 15:00
8	User Satisfaction Survey 2019: main outcomes and suggestions User Satisfaction Survey 2020: new questionnaire	Project Manager	15:00 15:45
9	Wrap-up of the meeting and main conclusions	Managing Director	15:45 16:00
	End of the meeting		16:00

1. Welcome

The MD introduced the PMO team, the TAG and RAG speakers and welcomed the participants to the meeting.

2. Last TAG RAG follow-up and new topics (TAG/RAG new proposals and issues)

The TAG speaker, Carles Rúa from the Port of Barcelona started with the pre-meeting outcomes:

1. Impact of the COVID19 emergency on terminals' traffic:

The analysis considers some ports of the corridor and mainly the inland terminals along the Spanish sections, nonetheless some general conclusions can be made. Generally, the impact has been very high on the traffic, the reduction was not homogeneous but mostly depending on the type of the traffic; for example in the case of containers a reduction of 10-15% (from the port perspective) was witnessed, for the transport of new cars there has been 40% reduction in the traffic and in the worst period the traffic was nearly 0.

It seems that the international traffic has been more affected (40%) than national (20%), at least from the Spanish perspective.

As for the information delivered by the inland terminals (western side) the impact vary a lot. In some cases there was a small increase in the traffic (average of 5%), but on average for the intermodal traffic there has been a reduction of about 20%. This means that there are some traffic which have been growing: for example agro-alimentary traffic, but most have been decreasing during the I semester of 2020. Industrial areas are more resilient than the consumption areas, so terminals more dedicated to import faced more problems than those located in industrial regions.

The TAG speaker expressed his concerns for the impact of the pandemic on the international services, that caused some cancellations. This was worsened by the fact that in 2019 there were long disruptions in south of France caused by the heavy storms and due to the incoming pandemic period those services were not restarted. In any case during the preliminary meetings some ports and terminals shared the view that they expect to recover part of the traffic lost during the I semester in the remaining part of the year.

2. Feedback on the dissemination of information by the RFC Med to terminals:

Regarding the sharing of the information facilitated by the corridors to the terminals, mainly about impact of disruptions and Covid-19, this is considered good and appreciated, but it would be convenient to set a standardize set of minimum information to be asked to all the partners, because some IMs are sending more information compared to others and there are misalignments.

RAG pre-meeting

The spokesperson for RUs, Aldo Maietta (Mercitalia Rail) discussed the outcomes from the pre-meeting. The issues raised during the pre-meeting were presented:

1. State of play of the main bottlenecks of the RFC - if the problems that we have in Spain / Milan area are solved;
2. Updated information about UIC track gauge line in Spain (advancement of the works and Vilaseca- Castellon section details on eventual subsidise for the Iberian national traffic penalized by the works);
3. ICM re-routing options, difficulty in managing alternative routes involving Countries other than those planned (e.g. bypassing Modane via Switzerland), for commercial reasons (availability of resources and commercial agreement with other RUs). It could be useful to request, on a European level, for the application of simplified procedures to obtain driving licenses to run trains in other Countries, for example through distance learning on lines on locomotives, simulators of the other lines that can be used in own country for basic knowledge, simplification of the necessary requirements etc.
4. Involvement of the RUs in the ICM simulations - RUs want to be involved to test both IM and RU handbook like in other RFCs;
5. International End-to-end monitoring pilot – to extend on this pilot also to other traffics, also to traffic that use the RFC only partially;
6. Introducing Quality Circle Operations (plan-do-check cycle) to analyse and optimize rules, processes, infrastructure at the Modane and Villa Opicina borders, based on the x Border approach.

7. Coordinate implementation of the level of ERTMS and other technologies on the specific RFC but also within the same Country (e.g. implementation of UIC gauge in Spain + ERTMS installation);
8. Implementation of Quality circles operations. Stimulate the RFC to set up TPM WG to analyse all the traffic and performance in order to assure improvement for all the actors concerned and take concrete actions to perform better;
9. Linking of trains in TIS, the RUs ask for the possibility to link cross-border trains, but also solve the issue of different train numbers at a regional/national level as well.
10. New PCS tool version, the RUs ask to have more support from IMs and C-OSS leaders, since in the summer there were problems during the allocation process;

Then, the Rag speaker showed the summary of the Impact of Covid-19 outbreak on rail traffic from the RUs point of view.

The analysis on the impact of Covid-19 showed a different impact on the different companies depending on the traffic and on the area where they are operating, anyway a higher impact has been reported from Italian Rus compared to eastern Rus. For the last quarter of 2020 all the companies are expecting stable flows or slightly increasing ones.

The Managing director reported two additional points discussed during the RAG pre-meeting:

11. Dissemination of information by the RFC during disruption events or Covid-19 were considered useful by the Rus, but a more effective communication tool should be foreseen;
12. The Rus asked to the RFC Management to present a focus on governments' subsidies for rail relaunch and development during the Covid-19 emergency.

SNCF R. representative requested clarifications on the simplification of procedure for re-routings (point 3).

The RAG speakers explained with an example: if there is a disruption in Modane, normally the Rus have the possibility to re-route via Switzerland but this re-rerouting generates commercial and technical problems, that's why it would be useful to have simplified procedure to get driving licence abroad or if our drivers has 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. In addition to this there have been technical problems with locos – necessity of a pool of locos. Also, it would be helpful very to simplify the procedure to have licences and save time.

The MD informed that the ICM handbook is currently under revision, unfortunately due to the situation there had been no exchanges on this topic since the last meeting one year ago in Rijeka.

DB Cargo informed that railway undertakings started to think about the option of having easier exchange of locomotives, in order to maximise the transport capacity even if they are in other Countries. There has been a handbook published on this in December. There were a good number of problems regarding the licence and many ideas for the simplification of the problems, so a WG will be activated in the coming month. It will be important to stay informed on these developments.

3. Feedback from Med RFC to last meeting issues

The MD informed about the presentation made to the 14th Mediterranean CNC forum about the investments' prioritization along the Med RFC.

ICM lessons learned were shortly discussed:

- 26/09/2019 TAG/RAG Approval TT2019;
- 08/04/2020 TAG/RAG Approval TT2020;
- Better visibility available in CIP;
- The document is shortened;
- The TT2020 version will be available with excel Annex.

In addition to this, for the ICM procedure, there has been a proposal to have catalogues of international train paths based on residual capacity – to be kept updated on relevant sections.

A Proposal was delivered to DG Move and it is going to be discussed within Med RFC General Assembly since this is one of the main requests coming from the customers from all the corridors.

4. International End to End Monitoring Pilot

The International End to End Monitoring Pilot is the project started by the Med RFC this fall.

The project aims at monitoring end-to-end (including terminals operations) 2 trains between Novara and Noisy and 1 train from Busto Arsizio to Barcelona.

A representative of FERRMED asked if during the pilot the team (traffic monitoring observatory, TMO) can help recover the delay (over 30') of the trains and the MD replied that the scope of the pilot is the monitoring of the quality of the services: considering routes and paths, analysing the coordination of the communication. The collection of the information shared among the parties and the correct use of the ICT tools available, to help the parties to improve the quality of services, increasing the quality and reliability of the rail transport.

In the event of a train delay or any other event affecting the punctuality of monitored rail flows the TMO has the following duties:

1. to alert the others stakeholders;
2. to collect and share information on the actual estimated timing of shipment;
3. To compare the real traffic data with information provided by existing ICT tools so to verify the completeness and quality of ICT Train monitoring systems;
4. To perform with the Final Report an evaluation of the Pilot and a Return on Experience (analysis with the goal to identify critical areas within the selected services and processes and to focus on areas of improvement able).

This should allow:

- to establish best practices for a permanent monitoring of traffics flows in RFCs;
- to improve coordination among the parties and consequently quality/reliability of the services
- to improve the data quality of ICT systems monitoring the trains;
- to improve the quality of the PaPs in the next TimeTable (by improving the integration with terminals, reducing the idle times and enhancing the commercial speed).

RFI representative underlined that the running of the pilot is a very important achievement and said that a similar format was proposed also to other RFCs but there was no agreement, therefore he thanked SNCF R. and ADIF for their cooperation. The pilot, he continued, could seem a small project, but it goes in the direction of improving the performance, the communication, the monitoring and the available IT tools. In any case, this pilot is only the first step, according to the results it will be also considered the prosecution to finally go in the direction of deeply improving the performance having the cooperation of the terminals.

5. ERTMS deployment along Med RFC: involvement and remarks by RUs and Terminals

The MD introduced Stefano Marcoccio the Med RFC ERTMS leader who presented his activity and the state of play of ERTMS/ETCS projects along the RFC.

The scope of the group is to work for the harmonization. To take into account the national decisions about ETCS installation and try to harmonize what are the technical solutions, to discuss and find the best way to implement ETCS at the borders.

According to ETCS specifications it is possible to create one specific system for Country, so the idea is to work together in order to find technical and operational solution for the border interoperability.

The national deployment plan is published by each state minister - in Italy, from Torino to Slovenian borders the lines will be equipped with ETCS by end 2023. At the borders it is already operating.

On the East there is a variety of situation, we have some sections that would be ready by 2023 and other by 2026.

For France the installation is planned to start beyond 2023, the status of national plan is not that clear, but they are starting to work in dynamic transition on the Ventimiglia block. And then this solution will be also applicable at the Modane border.

Status of ERTMS WG.

The ERTMS WG follows the activities related to ERTMS/ETCS implementation which can be divided into 3 main pillars/subgroups: 1) monitoring the installation in the different Countries, 2) bilateral working

groups (to test the interoperability at border points), in this context it was tested the dynamic transition at the SI-HU border in Óriszentpéter. At the moment, a bilateral group started the dynamic transition from IT-SI and vice-versa creating a trackside that gives the possibility to build the dynamic transition for the trains (without the need to stop at border).

3) Operational rules necessary to make ETCS work; these are national and the scope of the group is not to create a unique Med RFC operational rule set, but instead it is to identify a set of core operational rules which are valid from Spain up to the last km of Hungary; the target is ambitious but for 2023 the ERTMS leader is confident to reach the goal.

Then, he explained internal interoperability, ERTMS is always in evolution, therefore there are several levels and different versions, which are different release of the same product and also different version of on-board unit. There is a possible risk about interoperability, the solution is to have the right train for the right ETCS trackside. The final goal is to have a ETCS fully integrated with the interlocking so to have a pure digital line and not electromechanical as it actually is.

Reduce the fragmentation and eliminate the necessity to install different Class B system move to one single block, this means to save money (avoid a loco equipped with several Class B system) but equipped with ETCS only.

Another innovation is the ETCS specification n. 2, concerning shunting operations, the only protection given to a shunting loco is to have a fixed maximum speed value without any protection.

To use ETCS «braking cars» in order to increase the safety of shunting operations.

The ERTMS leader underlined the latest news:

1. it was performed a dynamic test between SI-HU as said;
2. a MoU was signed between Italy and Slovenia for the cooperation at the borders, possibility for the cooperation in the whole installation along the 2 Countries, an Italian ETCS loco will run on Slovenian lines in order to perform integration tests. This is an example of good cooperation.
3. last year it has been started the WG concerning the operational rules for RFC Med.

DB Cargo representative thanked the ERTMS leader and the corridor, for giving attention and resources to the topic. He presented some remarks. First, he underlined that the most important issue is to ensure interoperability and dynamic transition; getting the right train on the right track caused to the RU big headache, for example his company spent important amount of money for equipping the locomotives to later discover that after some years they turned to be outdated and not able to work. It is really difficult for the market to stay in line with ETCS evolution, that's why it's important to fix for one level, one baseline one specification to let the market cover the gap between trackside and on-board unit.

Secondly, the DB Cargo representative underlined that it's important to focus, other than on border crossings, also on internal borders. For instance, there is the situation that when you run in the Figueras-Perpignan tunnel you need to have ETCS but to enter the Barcelona port you still need the Spanish Class B system. Therefore, he suggested to focus also on these extended last mile topics.

Last comment is about focusing on the operational rules simplification, which is the only interesting part of ETCS implementation for freight Rus. This is the only big advantage for the freight Rus in having ETCS lowering the cost for the training of the loco drivers. The Rules which depends on the signaling system is the majority of the operational rules, so if we get simplification there this is really what makes ETCS interesting for Rus. He also underlined that it is very important that the specifications of the chosen ETCS versions are compatible as well if not the operational rules won't be compatible.

The ERTMS leader appreciated the comments, especially on the operational rules. These remarks will be brought to the working groups. The ERTMS Leader confirmed and acknowledged the necessity to frozen the ETCS versions, so that the operators can make the right investments and informed that ERA has already understood this problem and for example RFI will equip its line with (ETCS baseline 3 published 2 years ago).

DB Cargo representative underlined the need that even if the ETCS installation is a national decision, nonetheless above all this is a European decision and so CNCs and RFCs shall strive for homogeneous implementation.

Then, RFI representative Andrea Galluzzi remarked that the RFC should foster harmonization along the corridor that's why it was decided to establish a specific working group within the RFC Mediterranean and it fully agrees that national initiatives are not welcomed in the field of ERTMS.

The UIC representative intervened and informed that this topic is on the top of the priorities of the ECCO group, as it was highlighted in other meetings, he was glad and not surprised to hear that the RFC management is of the same opinion in the need for an harmonized implementation of the ETCS

across Countries. At the meeting where Rus and RFCs are together, for example SERAC, we can easily speak with one voice to the rest of the railway community about this important topic. He also appreciated the presentation and said this is a very good example for other RFCs.

The UIRR representative thanked for the extensive presentation on signaling system bottlenecks along the RFC and asked whether there would be the possibility to get a general overview of the status of other bottlenecks, such as: train length between ES-FR or train path capacity FR-IT, loading gauge issues in France and axle load in HU, together with an overview of the works foreseen to resolve the bottlenecks in the next 12-24 months and what was already realized in the previous 12-24 months.

The MD replied that these are information that the Corridor is collecting and the RFC can prepare this kind of information in a summary overview for the next advisory groups. RFI representative agreed and pointed out that some of these information are available on the book 5, Implementation plan and Customer Information Platform.

The MD remarked on some points:

1. that ERTMS is a complex issue which requires the cooperation of all the partners, at least the cooperation of three bodies IM, RUs, and the industries, also the most we are able to have harmonized solution the less expensive they become.
2. operational rules is as important as the technological support.
3. one of the point of strength of rail transportation is the attention to safety and environmental topics for which investments are on the long run. ERTMS is important for the safety it brings on every phase of the operations.

6. COSS state of play

Presentation reference -> MED RFC Presentation for 15th TAG-RAG Meeting Online 24-09-2020

- Activities 2020
- Offer 2021
- Expression of needs 2022
- TCR tool
- Requests and suggestions from TAG - RAG

• Activities 2020

The COSS leader summarized the events of 2020 explaining the issues given from TT2020 started with a long strike in France up to the end of January and then the Covid19 crisis (had a large impact for the economy and the freight. Flows are currently low (about 80 to 90% compared to 2020).

An unstable situation that is unfavorable to the economic development

All the meetings have been cancelled (as PCS meeting in Milano) or postponed in the first time and made in virtual in a second time as the same of today.

At the beginning of the pandemics the flows had a big decrease; there were no total closures apart in France for certain time of the day.

• Offer 2021

The prevision of international exchange was down for 2nd quarter of 27% making of the 2020 a bad year with different bad news that perturbed the activity of the C-OSS.

For TT2021 there were 86 requests, a data less than last year but with the same million Km we had 4 conflicts all in Italy - 6.36 million km requested and reserved 6.17 million km.

- 86 requests, 4 conflicts all in Italy (during the week all resolved with very light modifications of the schedules and one cancellation);
- 6.36 M Km requests and 6,17 M Km reserved;
- 40% of the Offer requested.

In general, there is a change of distribution of flows, less in the west and more in the east. Same million Km but the offer was higher that the last TT, so the percentage is lower.

Distribution of running days at cross-border in running days 3 major flows the most important is between ES-FR_Northern Europe (Belgium-UK-DE) 42% of the days were requested, less than the previous TT (17%less).

Concerning flows from Adriatic to Hungary and North of Europe (32% requested) there was an increase of 17%. Between Italy-France 26%, less 7%, and this is the flow between Lyon and Torino.

For the Construction TT2021 there was no delay for the IMs except for SNCF R;
5-6 weeks of delays due to new tool and Covid19 outbreak effects.

Once seen the delay in accordance with RNE the choice has been to accept and give green light in PCS if the border was harmonized; but the deadlines have not been respected and all the process was delayed.

In the end, the final offer deadline August 24th state of play:

- 44% of the dossiers were in time,
- 82% is finalized,
- still 11 dossiers are in Path elaboration.

In 2 weeks COSS leader will finish the construction.

- **Expression of needs 2022**

The COSS leader explained that for 2022, all the requests have been received from the RUs, in spite of a confuse situation not stabilized yet, the corridor recorded the same number of requests as in 2021 with some new flows. Considering the main deadlines for 2022 calendar.

- **C-OSS TCR tool –**

The COSS leader informed about the Temporary Capacity Restriction tool available through RNE, is in development for the time being; It is an important tool for the future construction of the future TT.

Progressive commissioning during 2021 with alimentation by the IMs, the data quality and reliability of the information will be the keys to the success of this tool; It will be efficient at 100% in the long run.

The objective is to have a total implementation with the TTR project to improve highly the TT constructions

The TCR has 3 fundamental functionalities

- 1) graphical overview of all TCRs;

The key for the usefulness of the tool is the reliability of the information for IMs and Applicants,

The 3 main fundamental functions are the possibility to have a geographical overview of all planned TCRs which are individually customizable and available for IMs and applicants, then the notification system which fosters the exchange of information between the IMs keeping the system constantly updated, and the harmonization of TCR.

7. Developments of various topics:

Presentation reference -> MED RFC Presentation for 15th TAG-RAG Meeting Online 24-09-2020

- **Train Performance Management how to proceed**

The DD informed about the actions taken from the 3 TPM WG meetings with RUs started last year, which were interesting and useful meetings happening during the year even if online due to the outbreak and the busy schedules of the invited RUs that find time to participate to the meetings. But the number of participants should increase for the future, so it was decided how to proceed in order to foster improvements and find the proper solutions for all the issues raised for the next future.

Problem listed are the following:

- Border crossings;
- Lines to develop;
- Measures to introduce;
- Performance regime update;

The topics touched were

- Informative TPM reports
- Data sharing & analysis
- Establish a common basis for a discussion on quality
- Effective interventions to eliminate obstacles
- Performance improvement
 - End-users
 - Forwarders
 - IMs
 - Terminals
 - RUs
 - RFCs

Re-routing overview TT2021

Last time at the 14th TAG RAG meeting (September 2019) was discussed the issue and it was later managed to approve the first version, the second version for this TT year was approved April this year. In As almost all the data have been collected, in November the version for TT2021 will be ready for approval

Last year some additional routes have been added and realized a huge increase of the document size. So, this time it was restructured

to have shorter document with simplified data. CAPACITY and TM data sheets were replaced with 2 additional columns on the technical parameters the data sheet. As an outcome the length of the document was decreased of almost 50pages. Which is typical win-win solution for everyone. Also, this time there won't be any new route, and as requested we will attach an excel sheet versions for a better visibility of the data.

➤ **International Contingency Management Handbook revision**

The revision of the ICM handbook started in June 2020 will continue up to May 2021.

It has been started with setting up 7 task forces

- 1- Communication support
- 2- Roles and responsibilities
- 3- Implementation
- 4- Capacity allocation: Operation & Planning level
- 5- Description of processes
- 6- Simulation & Trainings
- 7- ICM lines and geographical scope of re-routings

The first 4 TFs have already started its operation. In the Task Force #4, among others (legal aspects) ICM allocation rules have been touched, with respect to Path Alteration. Infrastructure managers and allocation bodies can alternate, adjust/replace or withdraw already allocated paths. Path alteration is a process coming from TAF/TAP TSI Regulation and it is not a path modification! The RNE GA agreed to the RNE Path Alteration TT Handbook in December 2019, which is applicable from TT2022.

It is available the--Handbook for International Path Alteration Management <https://rne.eu/downloads/>
In phase 2 in order to redefine the Supporting tools/functions which will be available by May 2021.

One of the tools supporting the International Contingency Management is the CIP, Customer Information Platform. Mainly, the CIP provides for the display of the ICM lines and the different re-routing scenarios on the interactive map. Clicking on the each re-routing (different shades of green) the user can get information on the technical parameters of the lines as they were collected in the Re-routing overview published by the RFC. The re-routing overview document is also available in CIP under the Information documents section. The completion of the all the re-routings overview in CIP will be finalized by the end of 2020.

The PM underlined that the Med RFC and all other RFCs are investing efforts in the Customer Information Platform and they want it to be useful for the users, therefore the PM is always available to collect suggestions and other requests from the stakeholders.

➤ **CID books vs. Customer Information Platform (CIP) – request and suggestions from TAG/RAG**

The DD informed about 2 important topics:

1. Simplification of CID Books
2. Digitalisation of Network Statements/CID Books

Simplification means, a shortening of Book 1-2-3 and merge all with Book4. Book 5 with the same content will remain an annex of the merged documents. At the end there will be 1 single CID Document, effective TT2022.

Digitalisation means, the all the Network Statements and Corridor Information Documents are going to transfer digital, so after the registration to the NCI system, all the customers can log in and do search of various CID documents, including dedicated topics of interest. Effective TT2022.

This will give many Benefits less workload, more added value for everyone.

COVID-19 relief measures to rail freight/Proposal for a Regulation on establishing measures for a sustainable rail market in view of the COVID-19 pandemic

The MD and DD informed that European Commission, seen the actual COVID19 outbreak effects on the rail market, a new regulation has been written in order to set measures on how to survive the crises. Some temporary solutions were collected by UIRR and commented by the DD. The regulation is a document available also in English and will be in any language once published on the Official Gazette of the European Union.

The Regulation will allow Member States to:

- Waive track access charges and mark-ups applicable to freight trains
- Waive reservation fees that apply to cancelled freight train paths

The European Commission is authorized to extend the 1 March – 31 December 2020 validity of the Regulation in case the pandemic would continue disrupting the rail freight market.

8. USS 2019: main outcomes and suggestions

Presentation reference -> MED RFC Presentation for 15th TAG-RAG Meeting Online 24-09-2020

The PM showed the results of the survey, which was already published on the website but could not be presented to the last meeting due to its cancellation. The response rate is good and stable through the years, the policy of the RFC Med was to invite to the survey the users who requested capacity during the previous TT year through the C-OSS, but this year (2020 survey) terminals will be included again to get more feedback and involvement.

The overall satisfaction concerning the RFC management was positive, with most of the respondents in the satisfied range. The top 10 aspects were mainly related to the communication activities such as the website and other communication tools, while the top bottom 10 aspects were related to PCS, path allocations, TCRs and Infrastructure standards. The PM underlined that even if during the TAG-RAG meetings open responses are not commented, this doesn't mean we are not taking care of these comments, on the contrary these are very much appreciated, carefully analysed and presented to the General Assembly for further improvements of the RFC performance.

USS 2020: new questionnaire

This year said the PM there will be a shorter and new questionnaire which was distributed to the invitees during the day. The invitees should receive the invitation from the RFC Network office assistant. The new questionnaire is performed with an online survey platform named Survio. The PMO already sent out pre-announcement e-mails one week ago. The PM underlined the importance to participate in the survey and leave a feedback because this is very valuable to us and suggested not to wait the last minute to fill it in. The companies nominated by more than one RFC shall fill it in for each of the RFC inviting the company.

The MD discussed shortly about the topic causing non-satisfaction and underlined the importance to get a feedback from the terminals and Porth Authorities in order to better involve them and address their needs.

9. Wrap-up of the meeting and main conclusions

In the end the MS summarized the final conclusions and next steps:

- To deliver monitor main request/bottleneck state of play.
- To support ICM procedures development in cooperation with RUs (simplification, common simulations).
- To continue the information sharing relevant events among MED RFC Stakeholders with more effective tools.
- To improve the information/best practices sharing on members states support to rail relaunch development.
- To develop further end-to-end traffic monitoring even with terminal out of Med RFC (feedback from available RU and terminals).

No questions or remarks were added and the MD thanked the attendees and declared the end of the meeting.