



Minutes of the 14th TAG/RAG Meeting of the Mediterranean RFC

Venue: Lučka uprava Rijeka/Port of Rijeka Authority Riva 1 51000 Rijeka, Croatia

Date: 26/09/2019 h 9:30-17:00

	Topic	Speaker	Time
	TAG RAG Pre-meetings	TAG RAG Spokesmen	9:30 10:00
1	Welcome from the Port (Traffics / modal split, use of Corridor...)	Port of Rijeka Authority Denis Vukorepa	10:00 10:30
2	Last TAG RAG follow up and new topics ➤ Spokesmen feedback & presentation; ➤ Specific issues.	Managing Director TAG RAG Spokesmen	10:30 12:00
3	➤ Prioritization of Investments on the Corridor to maximize benefits to End Users in terms of level of Service (DG Move); ➤ Modane disruption feedback; ➤ Other proposals.	MD ALL	12:00 12:30
4	COSS state of play ➤ Offer TT2020; ➤ TT 2021 preparation; ➤ TCRs updates;	COSS leader	12:30 13:00
	Lunch break		13:00 13:30
5	ICM developments ➤ ICM TT2019 ▪ MED RFC Re-routing overview - presentation ▪ IT support to Re-routing Options in CIP ▪ RU's handbook on International Contingency Management ▪ Follow-up meeting on with DG MOVE (17 June 2019) ➤ ICM TT2020 – new elements ➤ Q/A.	Deputy Director	13:30 14:00
6	TPM developments ➤ Meetings with RUs – first conclusions ➤ Q/A.	Deputy Director	14:00 14:30
7	2019 Strategies and Projects for the Corridor ➤ Boost on Rail	Managing Director	14:30 15:30
8	Visit to Terminal		15:30 17:00

Pre-meetings RUs and TMs

As it is practice since the 6th Mediterranean RFC TAG RAG meeting and according to the procedure for TAG RAG Consultation (Ch.8.1.1 of the Implementation plan), the meeting started with a first session where RUs and TMs, guided by the RAG and TAG spokesmen, independently collected inputs, needs and requests to be presented to the Mediterranean RFC Management.

1. Welcome from the port of Rijeka Authority

Mr. Denis Vukorepa, from the Port Authority of Rijeka welcomed the 14th Mediterranean RFC TAG RAG meeting in Rijeka, thanking all participants for their interest in Rijeka's port and thanking Mr Bombardi, Managing Director of Mediterranean rail Freight Corridor for choosing Rijeka as host of this meeting.

Mr Vukopera then started his presentation with a much appreciated film dedicated to the port of Rijeka. The presentation then performed jointly with Mr Vojko Kocijan highlighted the current ongoing developments of the port.

LUCKA UPRAVA RIJEKA is a multipurpose port, involving various concession holders, which consists of 5 basins positioned along the Rijeka coast.

Currently, important investments enable the development of an inland terminal - Skrljevo - where important warehouse facilities are offered and especially a direct access to railway and highway connection.

CEF projects are being performed on the port for a total of more than 132 M euros :

- One important project concerns the cargo part of the Rijeka railway station with the construction of an intermodal Yard at the Zagreb Deep Sea Container Terminal.
- Another one involves the Adriatic Gate container terminal with the construction of a new intermodal terminal, including the upgrade of the railway station of Rijeka-Brajdica and the construction of a new track in the connecting tunnel.
- And another one again regards the upgrade of the Rijeka Port Infrastructure including the reconstruction of Railway tracks and crane rails.
- An IT system for designing and implementing Port Community System solutions is also being implemented.

It was highlighted that all these projects were designed for an objective of 60% of all goods to be handled by Rail which underlines the importance of good communication with the actors present today at the Mediterranean Rail Freight Corridor meeting.

2. Last TAG RAG follow up and new topics

As a start, the MD of Med. RFC came back on the issues presented by the TAG and RAG spokesmen at the previous meeting letting all know that the main Infrastructure issues which were presented will be included in the list of major bottlenecks to be presented to the CNC forum (see next topic).

Regarding the topic of infrastructural and operational capacity problems in Villa Opicina, it was presented by RFI that a specific project for monitoring international trains crossing IT/SI border is currently in development involving also the Baltic Adriatic RFC.

Regarding the implementation of the standard gauge on the Spanish network, a presentation was provided as follow by Mr Joaquin Jimenez Otero from ADIF. The presentation is attached.

The presentation concentrated on 2 points, the works for the extension of UIC track gauge in Spain and the growth foreseen and then the connection between both countries.

Mr Jimenez presented the current status of a common cooperation between the French and the Spanish ministries with the aim to evaluate actions to facilitate the transport of goods by Rail between the two countries.

He then presented the on-going works – including mainly the 3rd rail construction - which aim at connecting the French border to Algeciras along the med. coast up on standard Gauge. The huge financial effort dedicated to these works was highlighted showing the commitment from ADIF. A map of contracts already awarded and ongoing tenders was presented.

This would create a new HSL along the coast with mixed freight and passengers and speed limits wouldn't need to be too high for the passengers as a first step (hypothesis: 200km/h for passengers, 120 for Freight).

The ports of Ford in Valencia and Seat in Tarragona are expecting UIC lines. UIC line is expected by 2022/23 in Tarragona and a high rise is foreseen through LFP Tunnel as a follow up. Also, the port of Valencia was recently isolated following heavy rains and the alternative was only on the road.

The potential growth through the LFP tunnel of Perpignan studied by the 2 countries has been estimated as follows:

- From 4408 trains in 2019 to 22301 in 2026
- With an increase of 500% for the freight traffic

As per reference, the LFP tunnel was inaugurated in 2010 and the traffic went up from 2012 to 2017 by 50%, 27% additional from 2017 to 2019 and additional 70% are foreseen from 2019 to 2020.

This line also offers the possibility for longer and heavier trains to circulate compared to the Cerbere/Portbou road.

The 2 countries are especially studying the bottleneck of Le SOLER where waiting times are concentrated on 800 meters.

The scenario presented the day before to the coordinator provides an access to 25000 V Electrified tracks either on Le SOLER international (4 tracks over 8), but also on the terminal St. Charles in order to allow seamless connection in Le soler.

Also, the works on the French side, on the conventional lines will highly contribute to the growth described earlier.

A last point was underlined regarding the efforts which should still be made in reducing the costs of the powerful locos needed when several electrical system and signalling systems are needed.

3.a Prioritization of Investments on the Corridor to maximize benefits to End Users in terms of level of Service (DG Move);

The Mediterranean RFC Managing Director introduced the request from DG Move to collect Rail Area investments prioritisation and thanked the RU for the document already provided and to be presented. He also underlined the need not to forget about basic requirements which we often assume as being fulfilled but on some sections of lines, some of them still need to be provided (double tracking, electrified lines).

Maps of the corridor with the main parameters were presented highlighting the sections of lines where the following parameters are yet provided:

Train length up to 740 m

- Axle load up to 22,5 tons
- Intermodal Gauge PC 80/400

The list of main bottleneck but also "soft" issues and smart investments to be forwarded and presented at the next CNC FORA was presented by the RU spokesman and by the Mediterranean RFC on behalf of the Terminal spokesman (all details are attached in the presentation).

A discussion took place on the necessity of all declared bottleneck and ideas for smart investment to be evaluated before the presentation to the CNC FORA.

It was reminded also that, the motivation of the CNC coordinator, when organising this roadshow, was to collect inputs - and also new ones which might not be already considered but could then be discussed with the concerned authorities. This should be considered as a first step of a bottom up process.

The list to be provided to the CNC FORA was approved.

3.b Modane disruption feedback

The Med RFC Managing Director then came back on the major disruption which occurred in July 2019 leaving the Modane line closed between France and Italy following bad weather and mud slides.

SNCF R, RFI and the Mediterranean corridor presented their views about the International Contingency Management Plan application and common lessons learned as a return on experience (the presentation is attached).

These were presented in 3 steps, regarding the ICM process itself, focusing on the communication flows and in general regarding the process effectiveness.

Then the RUs also provided their feedback (presentation attached) and highlighted the followings:

- Even though Ventimiglia is not included in the corridor, RU would like to see this line more considered in case of similar disruption.
- Information and communication issues along the process (incoherence between diverse sources, updates on websites)
- Suggestions were made regarding additions to the Med RFC ICM maps.
- RUs reckon having difficulties being reactive and a help foreseen would be through catalogues of international train paths based on residual capacity – to be kept updated on relevant sections.
- Also a list of additional costs which would face the RUs would help them.
- The additional costs have been discussed, RUs asking IMs to introduce reductions of the access fees in contingency cases in order to compensate the additional costs generated by re-routings.
- It was mentioned that a pilot is on-going with PRIME regarding the withdrawal of the access costs
- RUs reminded also that RUs are working on their own ICM handbook and the challenge they face is whether and how to create solidarity in a competitive environment.

It was suggested and accepted to gather all these proposals to be presented mid-December during an ICM Meeting.

4. C-OSS State of Play

The C-OSS presented a state of play of his activities. The presentation is attached.

Regarding the TT 2020, she highlighted the increase in PCS dossiers received and pap volume requested.

Not only the volume increased but more dossiers were complete this year, meaning including all national sections in one unique PCS dossier and this is a great step as the tool needs to gather all part of the considered traffic in order to be as efficient and interesting for all.

The quality of the offer sent to RUs in August 2019 is also globally increasing.

Still, there is room for improvement on the side of IMs for respecting deadlines and offering all days requested as Paps. And also on the side of RUs regarding information to IMs and RFCs about the confirmation of the traffic requested.

Regarding TT 2021, it was underlined that inputs from collection of needs could still be received for some part of the corridor where IMs do not anticipate their pre-construction.

The C-OSS also commented some interesting inputs received from the User Satisfaction survey which is also a valuable input when it comes to creating a new offer.

It was highlighted that for TT 2021, the new PCS envelope concept will be used. The system will go live on the 16th October and all are invited to get connected to the new system in order to get used with the changes. Trainings will be offered by RNEs and RFCs in January/February 2020 and RUs are invited to sign up to which is the most convenient in term of locations or even to several if this can help.

As a TCR coordinator along the corridor, the C-oss reminded of this role and presented the main Temporary capacity restrictions to take place along Med. RFC lines in 2020 (Attached in the presentation).

The C-OSS answered questions about the unused capacity after the Annual campaign and reminded that on Med. RFC, any capacity requested back from the IMs at the end of April was given back. And, from next year onward, this would be given back to all IMs (within PCS EC) and the c-oss would then be in charge of uploading new capacity for Late Path Request Phase.

A discussion took place about the difficulty to adjust the dwelling time at borders in the pre-construction. On most of the borders of the corridor, we do not have run through borders and the dwelling time can vary a lot.

5. ICM developments

5.1 ICM TT2019

5.1.1 MED RFC Re-routing overview - presentation

The Deputy Director summarised the key features of the Re-routing overview for TT2019.

First was talking about the alternative routes for diversion, in case of needs. A map together with the scenarios have been presented, emphasizing the geographic, technical and other limitations. He added that after the RU consultation a simulation will be carried out together with the MED RFC members, one on the WEST and one on the EAST.

The attending RUs approved the Re-routing overview for TT2019

5.1.2 IT support to Re-routing Options in CIP

He communicated that an IT Tool in the framework CIP, will be ready soon, to display the Re-routing options to the RUs. The IT application is already available, the RFCs are testing and uploading the data from the pdf versions of Re-routing Overviews. It will be available by December 2019.

5.1.3 RU's Handbook on International Contingency Management

He stressed the importance of the RU's handbook on International Contingency Management, being tool to

- answer to the activation of the Re-routing Overview by an IM
- coordinate the activities of the RUs concerned

He shared that a TASK Force under the umbrella of UIC-ECCO with ERFA is compiling the document. The RU community is represented by CFL Cargo, DB Cargo, LINEAS, SNCF Fret, without having any RU from Central and Eastern Europe.

The aim of this important job is to put together steps to be taken by RUs during an international disruption to minimise disruption to trade flows, activating processes and procedures to be taken by one RU in communication with other RUs, IMs and End-Users in order to optimise the rerouting options, with a sort of rerouting catalogue to identify potential diversionary routes, including access to service facilities, terminals etc.

Decisions are also desired by the RUs in order to invest in additional rail equipment, drivers, route knowledge and to stay cost competitive. A chapter of critical issues is still in preparation to fix mutual sharing of RUs' resources in order to optimise transport flows. The endorsement of the RU ICM Handbook is foreseeable at the next Freight Forum in November 2019.

Closing this topic, he summarised the follow-up meeting with DG MOVE on 17 June 2019 in Brussels. The event was a progress report of RFC Network to the Commission and other stakeholders, together with UIC-ECCO/ERFA feedback on the existing Re-Routing Overviews by the RFCs.

It was told by the RFC that simulations will be carried out in autumn 2019.

The Commission is planning to introduce a special CEF Financing of diversionary routes to better absorb traffic if needed from the Principal lines and upgrade these line as per the TEN-T Regulation. This idea will be raised on the Core Network Corridors forum in November in Brussels.

2 open issues were raised. One by the RFCs, for further clarification that in case of these incidents there is no legal obligation on the IMs' side to compensate the RUs for costs raised in case of re-routings. Capacity issues were also raised by the RUs, in case of the re-routing options, where one of the solutions could be to withdrawal of all paths on diversionary lines concerned. This might occur in case of freight and passenger trains. The Legal Service of the Commission will be checking the issue and next time will come back with the findings.

5.2 ICM TT2020 – new elements

He shared that new routes will be developed and added including

- Switzerland
- Austria and
- Slovakia

for better serving the RUs and offering them better re-routing opportunities, when needed.

The attending RUs took note

6. TPM State of Play

6.1 Meetings with RUs in May

He summarised the outcomes of the meeting, the representation of the RUs, the key topics and common topics to be followed in the future.

6.2 Second meeting

He communicate the day 26 November, with a venue in Milan at the PMO, with aim to see more attendee RUs in order to set the goals and necessary steps for the benefit of the RU sector.

7. 2019 Strategies and Projects for the Corridor (Boost on Rail)

The Med RFC Managing Director briefly illustrated the State of Play of the projects that in course of development by the Mediterranean RFC and in particular of Boost-on-Rail, a project in partnership with Federchimica, the Italian Association of the Chemical Firms.

8. Terminal Visit

At the end of the meeting a visit to the Rijeka Port Authority has been performed.