



MINUTES OF THE 7TH TAG – RAG MEETING OF THE EUROPEAN ECONOMIC INTEREST GROUPING FOR RAIL FREIGHT CORRIDOR 6 MEDITERRANEAN CORRIDOR

**Date: 19.11.2015, from 9.15 to 13:00
Visit to the Terminal from 14:00 to 15:30**

Venue: Budapest (Hungary), Rail Cargo Terminal – BILK Zrt, Európa utca 4 – 1239.





Agenda:

PT	Topic	Speaker	Timing
	Welcome Coffee-Registration Distribution of questionnaires		9:15-9:30
1	Pre – meeting RU TM with representatives		9:30-10:00
2	Opening of the meeting and welcome to the RUs and TMs representatives ➤ Adoption of the agenda; ➤ Appointment of the secretary of the Meeting;	Chairman	10:00-10:05
3	Introduction of the Managing Director ➤ Results 2016 ➤ CEF Call - studies to be developed ➤ PPs revision of the Regulation	MD	10:05-10:25
4	BILK Terminal presentation	BILK	10:25-10:35
5	MÁV presentation VPE presentation	MÁV/VPE	10:35-10:45
6	Extension to Croatia State of Play and deadlines CID ➤ Presentation of HŽI representative	DD/HŽI	10:45-10:55
7	RFC 6 Mediterranean Corridor OSS ➤ TT 2016 – Summary and analysis ➤ TT 2017 ➤ RC 2016 ➤ Works and possessions	OSS	10:55-11:15
	Coffee Break		11:15-11:30
8	TAG/RAG coordinator presentation and discussion ➤ Results of the questionnaires ➤ Q&A	TAG Representatives RAG Representatives	11:30-12:30
9	TPM presentation	DD	12:30-12:45
10	Information on Common RAG	MD	12:45-13:00
	LUNCH BREAK		13:00-14:00
	Visit to BILK Terminal		14:00-15:30





1.1 Adoption of the Agenda

The EEIG Chairman welcomed the attendees and requested one minute of silence to be dedicated to the victims of the Paris terrorist attacks.

After that, he made a speech highlighting the positive developments of the Mediterranean corridor especially for what concerns the evolution of the Capacity request coming from the RUs using the Corridor.

The TAG RAG approved the Agenda of the meeting.

1.2 Appointment of the secretary of the meeting

The Chairman appointed Mr Pierre Chauvin as Secretary of the Meeting.

2. Introduction of the Managing Director

The Managing Director made a presentation summarizing the state of play of the Corridor Activity. He started with an overview on the Corridor Organization and he outlined the very good results in terms of Capacity request for the TT 2016. He showed the direct link between the increase in capacity offer (plus 40%) compared to the previous TT period and the consequent increase in requested Capacity (plus 100%). He continued by saying that the experience from the opening of the Corridor has been very demanding, both for the Corridor Management and the Infrastructure Managers/Allocation Bodies, but the results are very encouraging. The Managing Director stated that this first period was a positive test creating the conditions for bigger development of the corridors in order to support the international rail freight transport in the near future; being aware that many features and procedures can be improved.

The Corridor is working with all the stakeholders with a view to boost the harmonization with other corridors, better taking into account all the customers' needs and contributing to the identification of all the possible recommendation in order to improve the legal framework and technical tools.

He continued the presentation with the main results of the Customer Satisfaction Survey 2015. The good signal is that the number of respondents is increasing, which means that the network of all actors interested in the use of the corridor is growing. The main results of the Survey can be summarized as follows:

- Acknowledgment of the good governance structure;
- Improvement of the COSS procedures in the Capacity Allocation Phase;
- Improvement in the Communication approach (TAG RAG-Annual report-Website);
- Better Corridor Information Document;
- PCS improvement is not enough;
- Worse perception of the Traffic management procedures put in place by the Corridor;
- Need to improve the Train Performance Management;

The MD continued by saying that the Corridor already put in place WGs in order to deal with the areas identified week by the respondents. Finally, the MD mentioned future activities of the corridor that will be financed by the EC under the umbrella of the CEF funds for the period 2015-2018. Those activities include the extension of the EEIG to HŽI (the Croatian Infrastructure Manager) at the end of 2016, the strengthening of the COSS, some studies aimed at identifying all possible improvements for last mile issues, train length etc.

He concluded asking all the participants to express as many inputs as possible during the TAG-RAG in order to be in the position to collect clear drivers and inputs to be followed in the future activities of the Corridor, notably concerning the Capacity Offer proposal (presented later by the COSS Manager). He proposed to receive specific comments from the attendees **by the end of the first week of December 2015** on the Draft Capacity offer related to the TT 2016 (included in the attached slides presented by the COSS). He stressed that this is the opportunity provided by the governance to express appreciation or disagreement concerning the most important feature of the Corridor: the Capacity Offer.





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3. BILK presentation (see presentation attached)

The BILK representative presented the most important characteristic of the Terminal including information related to the main traffic flows and business.

4. MAV/VPE presentation (see presentations attached)

MÁV and VPE representatives made a presentation showing their core business and their positive involvement in Corridor Activities.

5. Extension to Croatia State of Play and deadlines (see presentation attached)

HŽI representative made a presentation showing the main characteristics of the Croatian rail infrastructure manager and the state of play of future involvement in the EEIG.

6. RFC 6 Mediterranean Corridor OSS

The COSS leader presented the state of play highlighting the big growth registered for the TT 2016. Although there were some delays in delivering the draft offer, the allocation process went very well with the 94% of requests reaching the active Timetable. The COSS presented the ongoing work on the "Planning of Timetable 2017 offer". All parties are invited to take the opportunity to express their needs; this will always constitute the best possible basis for the future offer. The full presentation made by the OSS is available on RFC 6 Website (<https://www.railfreightcorridor6.eu/RFC6/web.nsf/OnePager/index.html>), Advisory Groups section.

COSS distributed a questionnaire to the participants and collected some of them during the meeting. For those who have not yet provided their responses, we are urging them to do so by **the 5th of December** in order to collect the results.

The results will be presented at the next TAG-RAG meeting.

7. TAG/RAG representatives' presentation and discussion

According to the EEIG TAG-RAG procedures, defined after the TAG-RAG meeting held in Madrid on April 2015, two TAG-RAG representatives were identified. Before the beginning of the meeting, they have chaired a separate session for TAG and RAG in order to better define the elements to be proposed to the TAG-RAG. The MD thanked the representatives for the preparation of the meeting and for their commitment aimed at strengthening the involvement of all stakeholders in the life of the corridor.

Mr Guerra, the TAG representative, made a presentation showing the elements identified in the questionnaire circulated by the EEIG in the weeks before the meeting. The following rank of corridor related issues was presented accordingly (from the most critical to the less critical):

- Speed up Compliance with the TEN-T Regulation, key technical parameters (gauges, train length, axle load etc.);
- Improve communication between IMs/RUs/Terminals;
- Develop better coordination of traffic between O-D terminals, contact points. I.e. coordination between the operation of the railway infrastructure and the terminals;
- Develop better coordination of traffic with a special focus on multimodal feature of the business;
- Develop better and more reliable forecasts of train arrivals;

Mr Guerra also underlined that the number of respondents was very limited compared to those contacted.

Mr Maietta, the RAG representative, made a presentation (see attached) with all the issues that the RUs jointly considered to affect the activity of all the freight corridors; even though in the specific case of the Mediterranean Corridor he admitted that many of them are on their way to be managed and fixed. The MD





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Slovenske železnice



committed to provide a detailed answer point by point to those issues underlining all the corrective actions and initiatives that put in place in order to deal with them. SNCF Fret made a presentation related to the possibility to consider the future extension of the corridor between France and Italy through the cross border point of Ventimiglia. The MD will propose the topic to the next EEIG General Assembly.

Mr Maietta concluded his presentation showing the UIC lead initiative (UIC ECCO Project) of the Common TAG-RAG (next meeting in Vienna on the 3rd of December 2015), where all the TAG-RAG representatives will periodically meet the Corridors' Managers in order to have an exchange of views related to the most important issues affecting Corridors' activities. He clarified that he will participate to this initiative as representative of RFC 6 TAG-RAG and he wanted to be sure to have explicit mandate for doing this. The audience approved.

The Chairman thanked and gave the floor to the UIRR representative who made a presentation (attached) of the organization and its role.

8. TPM Presentation + CID Books

The Deputy Director made a presentation concerning the state of play of the Train Performance Management activity he leads.

In the case of TPM Monthly Reports, the measuring points will be fixed at the next TPM WG meeting on 24th November in Milan together with the train list for 2016 to be monitored. In case of Yearly Performance Report on 2016 trains' run, the first draft of the report structure will be discussed on the same meeting. For that reason, common KPIs of all RFCs defined by RNE (new) were already developed and adopted.

There is need for CID update for two main reasons. Reason one is DIRECTIVE 2012/34/EU, establishing a single European railway area (Recast). Reason two is the extension of RFC 6 to Croatia, effective 10th November 2016. The involved lines are Zidani Most – Zagreb and Rijeka – Zagreb – Budapest. There will be six additional terminals coming to be part of the TAG of our corridor. The changes will be governed by the requirements of Common Structure of Corridor Information Document Version 6, prepared by RNE.

The GA Chairman thanked all the participants and after having realized that no further issues were raised concluded the Meeting.

The Chairman

Bojan Kekec

The Secretary

Pierre Chauvin

