



MINUTES OF THE 10TH TAG-RAG MEETING OF THE MEDITERRANEAN CORRIDOR – RFC6

Date: 14.11.2017, from 9.00 to 17:00

Location: Slovenske železnice - Infrastruktura, d.o.o. headquarters - Kolodvorska 11, 1000 Ljubljana, Slovenija

1. Pre-Meetings RUs and TMs

As it is practice since the 6th Mediterranean Corridor – RFC 6 TAG-RAG Meeting, according to the Mediterranean Corridor – RFC 6 Procedures 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 TAG and RAG representatives, independently collect inputs, needs and requests to be presented to the Mediterranean Corridor Management.

2. Chairman Welcome

The Chairman of the Mediterranean Corridor, Mr Bojan Kekec, opened the 10th TAG-RAG Meeting with a welcome speech.

3. SŽ-Infrastruktura Director presentation

Mr Matjaž Kranic, Director General of SŽ-Infrastruktura, made a presentation on the current investments undergoing or foreseen on the Slovenian Railway Network.

4. Corridor State of Play

The Managing Director(MD) of the Mediterranean Corridor presented an overview of the latest activities organized by the Corridor in 2017. First of all, Mr Galluzzi presented the Letter of Intent signed by the CEOs of the Infrastructure Managers and Allocation Body of the Mediterranean Corridor that was signed in Zagreb on May 23rd, 2017. Taking into consideration the Sector Statement on Rail Freight Corridors "Boosting International Rail Freight", and inputs from Customer Satisfaction Survey and Tag-Rag Meetings, the signatories identified 5 areas for which it is necessary to undertake further short/medium term actions to improve the performance of the Med-Corridor and committed to supporting them by an effective involvement of appropriate resources. This Letter of Intent will be followed by an action plan in 2018.

The presentation of the MD included all the following activities that in some cases were further deepened during the meeting:

- Pilot on Short Term Capacity Allocation (30 days to 8 days - eastern part);
- TT 2018 - Increase of Ratio Requested/Offer Capacity;
- Paps workflow monitoring;
- Full compliance with RNE Guidelines; (full harmonization of procedures/manuals);
- Involvement of Executive Board and MS for Corridor Extension requests;

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- Corridor Conference, Zagreb 23rd May, 2017;
- Cross Corridor workshop with end users' involvement (Frankfurt 21st of February);
- Strong involvement with Corridor Talk/ECCO/corridor organizations to improve the performance of the Corridors;
- Sector Statement working group (SSG);
- ECCO meetings and assessment;
- Development of last mile study;

The Managing Director then gave an overview of what will be next for 2018, listing all future activities. In order to give a valuable feedback to RUs and TMs the MD shortly answered to the remarks and requests placed by the stakeholders at the latest Advisory Group held in Milano. The full version of the response to RUs and TMs will be also published on the Mediterranean-RFC 6 website.

During the session the Project Manager in charge of the Last Mile study shortly presented to the attendees the initiative of collecting RUs and TMs issues about the Last Mile in order to integrate, as far as possible, their inputs into the Mediterranean Corridor Last Mile Study. The Project Manager (PM) presented two Questionnaires, one for RU and one for TM, that would then distributed by e-mail to the whole TAG-RAG list, with the indication of a deadline for returning it. The PM warmly invited all the participants to take this opportunity to express their indications.

SNCF Fret representative informed the PM that already other studies have been issued on the same topic at European level. The PM thanked SNCF Fret and asked her to send the information she has, but also informed the attendees that a careful review of all available studies was done in a way to ensure consistency and avoid duplication.

5. OSS Leader Presentation

First of all, the C-OSS leader opened her presentation with the "[PaPs Results & Feedbacks up to 2018](#)". Mrs. Joncour presented the percentage of days requested for TT 2018 between Spain-France (41%), France-Italy (31%) and eastern side (28%). Then she presented the evolution of FCA KPIs across the years and pointed out that the evolution of the ratio between offered/requested capacity has been growing through the years.

Focus on Reserve Capacity & Short-term Capacity Pilot

The C-OSS presented the situation concerning the state of play of Reserve Capacity for the [TT 2017](#), and illustrated the situation for each IM.

Then, the Short Term capacity pilot (STC pilot) was introduced. The request for having a STC pilot is the result of a combination of requests by RUs (especially in the eastern side of the Corridor) and IMs, in order to solve congestion at border, especially Villa Opicina and Hodos.

The C-OSS illustrated the main features of the STC pilot and the differences from Reserve Capacity:

- **Geographical scope:** *Italy, Slovenia, Croatia, Hungary;*
- **Duration:** *6 months, from 1st December 2017 to 31st May 2018;*
- **Product:** *Harmonized capacity in form of PAPS;*
- **Request Deadline** - *8 Working days (30 for RC Product);*
- **Need for C-OSS coordination** - *Yes, Acts as a guarantee of IMs compliance with the agreed process as for RC product;*
- **Tool to be used:** *PCS as for RC product involving TT teams and C-OSS;*
- **Proposed harmonised paths versus Tailor Made solutions** – *the same as for RC product;*
- **Scope of the products:**
 - ✓ *If booked 30 days earlier: RC Product, all published days can be booked;*
 - ✓ *If booked between 8 and 30 days: dedicated to spot traffic;*

In parallel to this pilot there will be a new cooperation among RFI, SŽ-I and VPE/MAV to display pre-harmonised paths that are likely to be offered by operational teams/dispatchers; the project comes from the need to solve the problems of congestion at borders.

TT 2019 Preparation

The C-OSS leader shortly reminded which are the 3 pillars for the preparation of the RFC PaP catalogue. The C-OSS informed that the volume of PaP at borders should remain stable at every border, but the Corridor is trying to have an increase between Spain & France and France & Italy.

The major PCS evolution for TT 2019 is the addition of C-OSS timetable on top of RU requested TT and IM offered TT. For TT 2020 Foreseen changes are: 1) the empty envelope concept and the revision of PaP definition (bandwidth concept). SNCF Fret informed the C-OSS that they are experiencing important problems because of the incompatibility between PCS and GESICO. SNCF Fret asked Mediterranean Corridor - RFC 6 to put pressure on SNCF Réseau and RNE in order to find a solution.

SNCF Réseau presented its Capacity publication strategy aimed at avoiding the same situation of the previous year: the French IM is thinking to allocate the overall international freight capacity to the corridor (harmonization with neighbouring countries is ongoing). Moreover, they are thinking to make available 365 days of capacity for each PAPS and to reconsider later to withdraw those PAPS affected by works. This method would allow (pending the implementation of the new interface between PCS and GESICO for 2020) to limit as much as possible to have the same interface problems of previous years that affected mainly the booking process of those days not available in PCS (subsidiaries) for given PAPS. The C-OSS informed the attendees that there will be a PCS Training on the 21st-22nd of February in Paris in conjunction with RFC 4 and 2. Probably there will be one more date for a PCS Training in Slovenia.

Temporary Capacity Restrictions

The C-OSS informed all the attendees that a lot of works are carried out along Mediterranean Corridor – RFC 6, but IMs are trying to find alternative solutions when days are not published, and the C-OSS is organizing meetings (bilateral and multilateral) among IMs to check and harmonize as far as possible the TCRs in advance.

6. Corridor extension requests state of play

The Managing Director provided to the TAG-RAG some feedback concerning the requests of Corridor extensions received:

1) Marseille Ventimiglia Genova

The decision is ongoing. At the last Executive Board, the topic was formally discussed: SNCF Réseau underlined that they don't have enough capacity to dedicate to the Corridor in form of PAPS; RFI pointed out that the traffic belonging to the axe Marseille – Genova is not belonging to the Mediterranean Corridor (not generating from or directed to) according to the transport market study. The Executive board is taking into consideration all the inputs provided (RU and IMs) to make a final decision. For the time being, either the IMs or Member States (MS) recognized the need to support the RUs as far as TCRs along the axe Marseille-Genova is concerned and the bilateral working group composed of MSs and IMs dealing with TCR harmonization will be started up again at the beginning of 2018 with the involvement of the interested RUs under the framework of the Mediterranean Corridor – RFC 6.

2) Inclusion of the corridor Connecting Line Pivka-Rijeka;

The decision is suspended. The Slovenian Ministry requested the Management Board to get clarifications about the real need of this extension (diversionary with or without PAPS);

Diversionary route inclusion between Hungary, Croatia and Slovenia (with PAPS):

3) Murakeresztur-Chakovic-Ormoz;

The decision is suspended. The Slovenian Ministry requested to postpone the decision to better analyse the document.

4) Requests for Terminals inclusions;

- Spanish terminal inclusion: Seat Martorell and Granollers Mercaderias; ADIF accepted it. The CID will be updated accordingly in December;

- Slovenian Terminal inclusion: Revoz Novo Mesto;
SZ Infra accepted it. The CID will be updated accordingly in December;
- Slovenian Terminal inclusion: Gorenje Velenje;
SZ Infra accepted it. The CID will be updated accordingly in December
- Italian Terminals inclusion: Cervignano and Portogruaro terminals;
RFI said that in one case (Cervignano) they will provide the corridor with the info; in the other case (Portogruaro), they have to check with the terminal their availability to provide the info.
- Hungarian Terminal inclusion (corridor initiative): Metrans Budapest;
The terminal accepted to join the Corridor.

7. ECCO Presentation by Sandra Ferrari (the PPT is available as attachment)

Mrs Sandra Ferrari did a presentation on the proposal prepared by ECCO in order to extend available KPIs.

8. TAG-RAG spokesman feedback

RAG representative (Mr. Emanuele Monticelli, Mercitalia Rail, replacing Aldo Maietta) presentation of the outcome of the pre-meeting and collection of issues from RUs participating to Mediterranean Corridor - RFC 6.

The following issues were identified by the RUs:

- The RUs are interested to get an update of the construction of works much in advance;
- Checking the possibility to extend the loading gauge by running an operational test with special equipped wagons (provided for example with optical sensors) as it is currently ongoing within North – Mediterranean Corridor – RFC 2. The test aims at classifying the obstacles and measuring the real profile. The RUs would suggest extending the test along the Mediterranean Corridor - RFC 6;
- The RUs running trains in Spain are interested to get more information about the timing of track gauge adaptation works;
- The RUs are interested to get from RFI the Ten-T parameters implementation plan;
- The RUs requested the corridor to check the possibility to adopt the use of reflective tail lights on Lyon-Modane-Torino and Villa Opicina-Verona sections;
- VIIA requested clarification about priority rules to be applied after the booking phase;
- The RUs requested RFI the possibility to carry dangerous goods via Torino-Novara. RFI clarified that in order to allow dangerous goods through Torino the Mediterranean Corridor – RFC 6 implemented the diversionary route Torino-Tortona-Milano and regularly published PAPS on such a route. The RUs replied that the shortest way via Torino-Novara would be better;
- SNCF Fret reminded the possibility to include the extension to Ventimiglia; The MD replied that this specific topic would be treated in the following part of the meeting;
- CAP Train made a specific remark related to the need to make operations faster at the border. Moreover, CAP Train pointed out that it is difficult to get additional stops in case of emergencies, notably in Italy and especially for ad hoc traffic.

TAG representative (Mr. Carles Rua, Port of Barcelona) presentation of the outcome of the pre-meeting and collection of issues from TMs participating to Mediterranean Corridor – RFC 6.

The following issues were highlighted by TMs:

- The TAG spokesman highlighted the lack of participation from Terminals that at the meeting in Ljubljana were just coming from 2 Countries, Spain and Croatia.
In many cases the Terminals do not feel that it is useful to attend to attend TAG-RAG and to be involved into the RFCs as they are not dealing with International PAPS allocation. The idea of the questionnaire is really good. The Managing Director pointed out that the organization of the TAG RAG has been changed (sharing of the agenda, appointment of TAG RAG spokesman, premeeting before the TAG RAG) in order to improve sector involvement. The Management Board of the Corridor is open to receive suggestion how to further strengthen the participation of terminals within the TAG RAG framework.

- The terminals requested to consider within integrated path the timing related to cross-border operations, (for example Portbou) or Port operations in order to offer very well harmonized capacity;
- The Terminals pointed out that flexibility of the Capacity Allocation is crucial as the new Rail Logistic Operators are coming from the road sector and they don't understand this lack of capacity;
- The Terminals underlined that RFC could be really useful in providing all the involved terminals with additional information concerning the new Commission Regulation on Access to Service facilities. Many Terminals are not aware of this and the RFC can have a positive role by using its network;
- The Terminals (especially the Spanish ones) requested a timeframe and real development for the implementation of the UIC gauge in Spain; the speed is, for the time being, really slow.

Additionally, the TAG representative wanted to express his personal thinking about the evolution of the freight market that is going really slow compared to the evolution of the road market that is evolving and becoming cleaner, even cleaner than rail transport in some cases, so he urged the sector to undertake strong and fast actions to survive.

The staff of the Mediterranean Corridor thanked the TAG and RAG representatives for the useful inputs and took note of all the issues raised by the Corridor Stakeholders. At the following TAG RAG detailed feed back will be provided to all the points that have been raised.

9. Letter of Intent Implementation

The Letter of Intent is mainly dealing with 5 short-mid-term issues for which the CEOs of IMs and AB committed to supporting the corridor with appropriate resources. These are:

- 1) Improvement of the commercial offer provided by the Corridor;
- 2) Implementation of the temporary capacity restrictions (TCR) coordination process;
- 3) Enhancement of infrastructure standards;
- 4) Strengthening of RFC KPI monitoring system harmonized with all the European Corridors;
- 5) Train performance management.

Already some measures are ongoing, but the action plan will be finally approved in 2018.

10. Corridor Information Platform (CIP) state of play

Mr Pakozdi did a presentation concerning the Corridor Information Platform, illustrating all the features that will be implemented between 2017 and 2018.

11. TPM and Customer Satisfaction Survey state of play

Mr. Pakozdi presented the state of play of Train Performance Management in the Mediterranean Corridor – RFC 6. The Managing Director told the audience that the Corridor is willing to complete the involvement of the RUs within the TPM process and he anticipated that at the next TAG RAG that most likely will be held in Valencia, a TPM workshop with the involvement of the RUs will be organized. Then the Deputy Director provided some information to the attendees concerning the Customer Satisfaction Survey (CSS). He informed the attendees that the Mediterranean Corridor – RFC 6 had the higher response rate, but this were not always positive. During the meeting he showed some slides summarizing the outcome of the CSS and showing the most satisfactory topics and the less satisfactory ones as a result of the answers of the customers. At the end of its presentation the Deputy director gave a few information on the newly adopted implementing Regulation on Access to Service Facilities, in particular he informed the attendees that the adoption of a common template to provide information is under discussion at RNE and that the Regulation will apply from 1 June 2019.

12. Last Mile Study

The Project Manager introduced the Last Mile study to the attendees and explained that the management deemed important to undertake such a study for many reasons, among which: the request received from the TAG-RAG to deal with the issue, the growing interest of the EC in the topic and also because it is necessary for the Corridor to get more information on last mile connections to

have a global view on the Corridor infrastructure. The study is included within the Connecting Europe Facility funding 2015-2018. The scope of the study is focused on the intermodal terminals located on the core nodes of the corridor designated combining the nodes identified in Reg. 1315/2013 and Reg. 1316/2013 as far as the Mediterranean Corridor – RFC 6 is concerned. The aim of the Last Mile study is to draft an updated picture of the state of play of the last mile railway connections to intermodal terminals and to collect some features of the Last Mile Infrastructure, in particular TEN-T parameters and accessibility to the terminals. This will be complemented by an overview of existing last mile bottlenecks collected from available studies. The study will include also some specific analysis on specific issues identified by the working group in charge of it.

DB Cargo informed the Project Manager that it will be very reductive to limit the scope of the study only to intermodal terminals. The Project Manager thanked DB Cargo for the comment and informed that this was a decision from the working group of the Mediterranean Corridor – RFC 6 in charge of the study, but suggested to the attendees to put in writing their comments in the Questionnaire distributed in order for the management to take in due consideration their comments and remarks.

13. AOB

Skipped.

At 15:45 the meeting was closed.

The Managing Director



The Secretary

