

# Minutes of the Mediterranean Rail Freight Corridor 20<sup>th</sup> TAG-RAG meeting

**Venue: Teams - Online meeting**

**Date: 25/05/2023, Time: h 09:00-15:30**

## **Attachments:**

**List of participants**

**P3\_RFC 6 RAG meeting 25may2023 - Final.pdf**

**P4\_TAG RAG meeting 25 May 2023\_TAG outcomes and topics.pdf**

**P5.2\_2023.05 TAGRAG - Port Tarragona.pdf**

**P5.2\_2023\_Venezia port\_ferroviano v01.pdf**

**P5\_6\_7\_9\_MedRFC\_20thTAG-RAG final presentation\_2023.05.25.pdf**

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## **1 Welcome from the Med RFC**

The agenda is approved.

## **2 New RAG spokesperson introduction**

The RAG approves Silvia De Rocchi (Captrain IT) as Med RFC RAG speaker and thanks Mr Maietta for the ten years of collaboration.

## **3 RAG pre-meeting outcomes and new topics**

Issues presented by the RAG:

- 1) The RAG suggests using the Villa Opicina - Sežana line as a "border line" with simplified common operating rules.
- 2) The RAG requests updated information about the Lyon-Torino infrastructure works, especially about access routes. They are interested in the position of the French Ministry and on the actual schedule of the overall project. The RAG is worried about the availability of interoperable locos to be used on the new line and ask for a corridor intervention to obtain European support for promoting the development of these new locos.
- 3) The RAG worries about ongoing infrastructure works between Portbou and Figueres, causing inconveniences in extra costs and loss of turnovers for the RUs. They would like alternative paths for international traffic (harmonised from origin to destination) and ask for a stronger collaboration between IMs to manage the maintenance activities.

## **3 Feedback from the Med RFC on ongoing issues**

### ➤ **Modane QCO**

Up to now, the main achievements of the Modane QCO have been:

- 1) Joint presentation by the two IMs of the future capacity restrictions along the corridor axis.  
→ A follow-up is foreseen in 2023;
- 2) Discussion between IMs and interested RUs on the possibility of improving the current parameters limitation (e.g. train length).

- 3) For the harmonisation of rules, based on QCO discussions, RFI launched a consultation among the RUs to revise the PGOS (the document at the basis of the calculation) to conform with international standards (this is still ongoing).

➤ **Feedback on the Management Perpignan FI Station**

The developments on the Spanish network, as far as the standard gauge is concerned, are growing the rail traffic opportunity towards Spain. Rail demand will gradually increase over the next ten years and beyond. New rules are being set to the operating manual of Perpignan station (e.g. limiting the parking times to 5h maximum), starting from TT 2024.

Several RUs requested LFP and ADIF to reduce the closing times of their networks at night to increase available capacity; now:

- LFP opens during nights Sat./Sun. And Sun./Monday since TT 2023
- ADIF opens during nights Sat./Sun. And Sun./Monday since 30/03/2023

The next step envisaged is to add a 3rd night available for traffic during the week and find the best agreement between IMs and RUs.

➤ **Linking of trains workshop**

The workshop date is the 7<sup>th</sup> of June, from 10:00 to 12:00.  
It will be an online Teams meeting, and there is still time to enrol.

➤ **Villa Opicina Taskforce activities.**

Different activities included in the initial plan are currently ongoing:

- The Electronic doc exchange WG performed an "as is" analysis and drew conclusions on possible future developments. Med RFC will organise a plenary meeting to check whether the analysis is still valid and potential progress.
- VOPT compliance monitoring was performed and presented from time to time during plenary meetings to check the compliance by the operators of the VOPT program;
- Med RFC supported stakeholders in managing traffic re-routings from the Karawanken tunnel and Tarvisio.
- Execution of a language program IM-IM; in the future, the idea is to extend the project to IM-RU communication.

With the two IMs, the corridor is monitoring the traffic data and the performance at the cross-border point. In the first quarter of 2023, there was an increase in extraordinary trains, and the dwelling time at the border continues to exceed the planned stops.

**4 TAG pre-meetings outcomes and new topics**

The TAG spokesperson presents the traffic update about ports and terminals belonging to the corridor. In 2022 results were, in general positive.

The main constraints affecting terminals and ports are infrastructure limitations and planned TCRs. Strikes strongly impacted the traffic to terminals in France. Other problems are the increase in energy costs and lack of qualified staff and equipment such as wagons or locos; in general, there has been a loss of reliability of rail services connecting RFC6 ports and terminals with Germany.

The new legislation for decarbonising the maritime sector and its effects on the European ports was discussed.

**5.1 RFI Feedback on the elimination of the book of controls in VO and penalties' application at borders stations**

Since January 2022, marshalling activities at cross-border points were handed over to the RUs, and RFI stopped dealing with them. The register of removable scotch blocks is part of the safety activity

linked to these operations. These operations are entirely in the safety management system of the RUs.

RFI introduced penalties starting 1<sup>st</sup> January 2023 for stops at border stations exceeding the dwelling time foreseen by the NS. Penalties are applied transparently, and a cap (max. 3% of the track access charges invoiced throughout the year) was introduced. Penalties are applied only when the delay cause is in the responsibility of the RU. This measure was asked to be introduced by the Italian Regulatory Body, mainly to tackle situations such as those experienced in Villa Opicina.

### **Port of Venice presentation (A)**

The responsible for planning and strategic department presents the Port of Venice. The presentation is available at: <https://www.medrfc.eu/adv-group/>

### **Port of Tarragona**

The commercial coordinator presents the Port of Tarragona and the issues regarding accessibility and the network adjacent to the port. The presentation is available at: <https://www.medrfc.eu/adv-group/>

He asked for clarification about planned works in Lleida and commented on the choice of adapting to P400, only one of the two single-track lines connecting Zaragoza and Tarragona.

The speaker from the port of Algeciras was not available at the time of the slot, so the presentation is not given today.

## **6 C-OSS state of play**

- TT 2024 summary

The C-OSS leader presents the situation of TT2024. Compared to TT2023, it's a better offer; only the requested days, according to the wish list, were offered, so there was no increase in the offer, but the offer complies with the needs. The request for TT2024 increased by 44%.

The preparation of TT2025 has started, and the C-OSS **highlights the importance of receiving the wishes of the applicants**. The deadline for replying to the wish list is the **15<sup>th</sup> of August**. The C-OSS leader is at the disposal for all needed support by email, phone and directly at the next FTE Meeting.

The C-OSS asks the attendees if they need better train path coordination between terminals/ports and the international offer (something like TICO), book international capacity, plus last/first-mile capacity.

Only RENFE shared a view on this point. The MD asks to send feedback also via e-mail or in another form.

## **7 Main TCRs Update & consultation on needs and expectations as regards the corridor publication**

The C-OSS leader presents the maps of the construction works up to 2025 for all the networks involved in the Med RFC. The maps and the Excel file to show the possessions along the RFC are published at least twice per year on the website and in the Customer Information Platform.

RCC Slo asks for more information concerning the July 2024 / 2-week total closure of the Pontebba line in Italy. The RFI representative and the C-OSS confirm these works are scheduled on the BAC corridor.

DB Cargo IT points out that RFC Rhine Alpine has planned closure for the first three weeks of August 2024, and a significant number of trains will be re-routed through Brenner and further Verona-Brescia-Milano. They have concerns about the overlapping with the Tarvisio closure. RFI

representative explains that the latest information, published in the annex to the NS, is that the closure of Ugovizza-Tarvisio will happen in July, therefore not overlapping with Rastatt and Domodossola closures.

## **8 ICM Simulation 2023 with the involvement of the RUs**

Despite the ongoing ICM case in Hungary, in November (dates TBD), ADIF will probably run an ICM simulation. The decision is foreseeable in June at the Med RFC GA.

## **9 Results of 2022 USS and presentation of the new USS concept for 2023: Personal interviews vs online survey**

The results of the User Satisfaction Survey 2022 are presented. The USS is a compulsory activity that the RFC shall perform yearly per the RFC Regulation. Results are published on the Med RFC website (<https://www.medrfc.eu/>) and the Customer Information Platform.

The following year's survey will be shorter, and there will be more open questions to add specific comments and motivate them. The biggest news is the possibility of choosing between a personal interview and an online survey; the preferred option shall be communicated by the end of July 2023.

## **10. Wrap-up of the meeting and main conclusions**

Main topics for follow-up:

- 1) Port Authority of Tarragona - request for information about TCRs on the Adif network on the line to Lleida;
- 2) Lyon-Turin project meeting organisation (Sep./Oct. 2023) to update on the developments involving IMs and Ministries;
- 3) Concerns by RUs regarding the availability of interoperable locos for the new Lyon-Turin line, plus a request for subsidies;
- 4) Spain-France TCR problems causing concerns among RUs;
- 5) Call for suggestions/ideas to terminals/ports/RUs to understand whether they are interested in a different management of the rail capacity within the port and terminal facilities. According to the feedback, we will decide if it makes sense to define different management of the capacity;
- 6) Check on the planned TCRs envisaged in 2024 on RFC5 and RFC1 if the coexistence of these works can cause problems for possible re-routings.

## **11 Next TAG-RAG date and venue**

The President of the Med RFC proposes to have the next AG meeting in person and joint with RFC Atlantic. The meeting is planned for 16 November 2023 in Cordoba. Additional activities are foreseen on the 14 and 15 November. The program will be circulated soon.

## **12 AOB**

The attendees raise no other questions; the President and the Managing Director thank the attendees and declare the end of the meeting.