



Pre RAG Meeting RFC 8

3rd March 2020

Poznan, Poland





What is the aim of pre RAG Meetings?

Who is joining today?



Agenda

1 Welcome and Introduction

2 News RFC 8

3 Status Quo Contingency Management Handbook

4 PaP Catalogue RFC 8

5 RU expectations to Rail Freight Corridors 8

6 Preparation Malaszewicze workshop 16th march 2020



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Rail Freight Corridors (RFCs) map 2018

Including extensions expected in 2020 as indicated by the RFCs



News:

- Regulation 913/2010
 - Questionnaire to RU's finished in summer 2019
 - new Questionnaire 2020 (candidates welcome)
 - DG MOVE interview (candidates welcome)
- Streamline RAG meetings
- request to link RFC 8 with Luxembourg
- new PaP offers to Baltic countries
- adoption of an International Contingency Management
- implementation of Train performance management (TPM) Quality Circle



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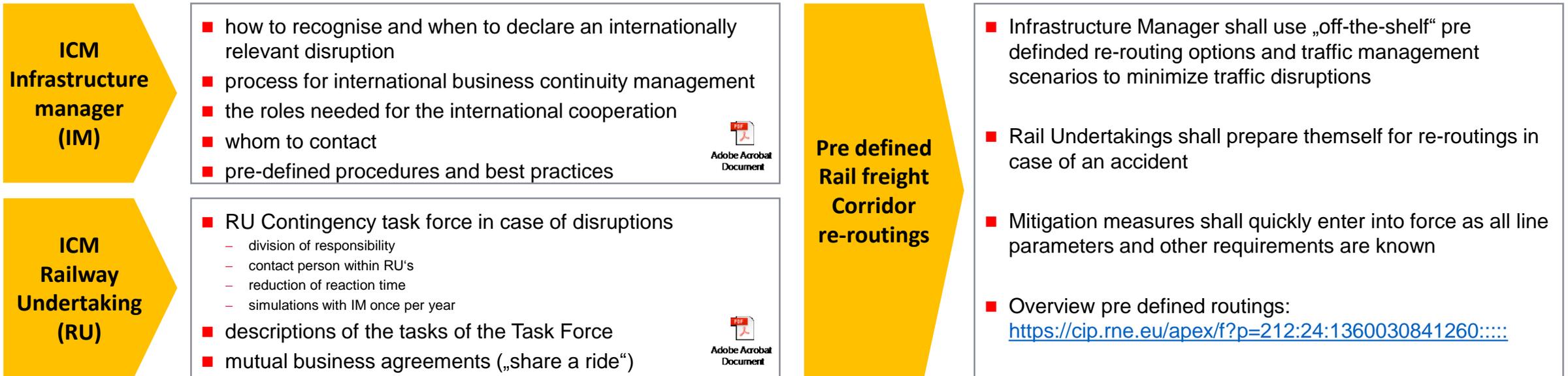
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International Contingency Management (ICM) handbook is established by RailNetEurope (RNE) and the implementation of Phase I was confirmed by RFC's in November 2019

Incidents with durations of 3 days or less are managed carefully based on the existing mostly bilateral daily cooperation of national traffic management centers

ICM structure valid(>3days) for all Rail Freight Corridors



Before the International Contingency Management (ICM) process can be started we have to prepare some steps but there are some open topics with are still in progress...

Our tasks

Phase I

- every RU should establish its own internal Task Force that can be activated in case of disruptions as defined in the ICM handbook
- every RU shall identify one mandated leader who represents the company within the ICM triggered by the leading IM
- identification potential diversionary routes based on the re routing overview
- feedback to RFC if you are not able to use specific reroutings options or if that is very difficult even with cooperation partners
- preparation of cooperation contracts with other RU's
- organisation of joint trainings and exercises with other RU's and participation in ICM simulations with IM's

Open topics

- Phase II pooling of trains with different scenarios:
 - Load pooling “share a ride”
 - pooling of locos, RU keeps its own path
 - Pooling of loco with path
 - Pooling of loco and driver on RU's own path
 - Pooling of loco, third party path
- RFC's may be asked for the support of RU's



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The RU feedback concerning the PaP catalogue 2020/2021 identified potential aspects for improvement...

Pro

- wishes of the wish list are partially respected for the first time in the PaP catalogue
- new structure and features of the DigiCat are supporting the user
- C-OSS – one person in charge taking care about the PaP - timetables from request up to the offer

Contra

- some PaP paths are not offered during the complete timetable period due to capacity restrictions (9 month)
- alternative routings are not offered
- missing interface between PCS and national path ordering systems (double work)
- regulations and deadline of ordering / cancellation of PaP's
- missing flexibility within PaP's (from time slot to capacity slot)
- domestic timetables are with a better performance and less stops
- important border paths are not included (Brest-Terespol)
- balance between price&quality and missing arguments why RU's should request PaP's – no proper product – missing benefit
- bilateral PCS trainings are more effective

How should a PaP look like

- offering of a high frequent pre arranged capacity slots on main routes
- noticeable benefits while using a PaP (faster transport time, reliable timetable during construction work incl. alternative routings)
- high priority during the train run in operation due to a booked PaP

RAG/ITAG Meeting



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What are our expectations, wishes and ideas to the RFC 8 which we want to adress in the next RAG/TAG meeting 1st April 2020 in Riga?

- RU's doesn't see the unique selling position of RFC products?
- Terminal slots must be part of RFC products to offer a complete product with added values
- TPM Quality check of RFC 8 products
 - PaP offer during the complete timetable period incl. alternative reroutings
 - harmonized border crossing pathes (incl. Feeder)
 - harmonized parameter on border crossing pathes
- Management of RFC 8 must be deeply involved in construction work on the corridor
 - Management board must be involved in the planning period of construction work (just the RFC's are having the complete overview of clients & products)
 - long train runs must be in the focus (RFC 8 is having extremly long train runs)
- RAG Speaker must be invited to the Management board
- missing feedback of questionnaire (oversized USS – User Satisfaction Survey – should be shorter)
- Open topics ICM
 - training concept once per year unclear

RAG/TAG Meeting





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Preparation of the Malaszewicze workshop 16th march 2020

1. History of the workshop and what is the aim of the meeting in Malaszewicze?

2. List of participants:

- Lineas
- DB Cargo Polska
- Metrans
- PKP Cargo
- Captrain

3. Which pre condition must be fulfilled and just can not be solved by RU's?

- complexe custom procedure
- Complexe phytosanitary control (detachment of wagons)
- Unclear process how IM's are managing the traffic flow with (see best practice border crossing coordination at Oderbrücke)
 - different RU's
 - several terminals
 - different gauges
- Visa restrictions of loco driver and technical staff (see Visa on Arrival airport Minsk)

