



## Pre RAG Meeting RFC 8

3rd March 2020

Poznan, Poland



Co-financed by the European Union  
Connecting Europe Facility



# What is the aim of pre RAG Meetings?

## Who is joining today?

## List of participants of the pre RAG Meeting Poznan

[illegible]



# Agenda

## 1 Welcome and Introduction

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## 2 News RFC 8

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## 3 Status Quo Contingency Management Handbook

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## 4 PaP Catalogue RFC 8

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## 5 RU expectations to Rail Freight Corridors 8

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## 6 Preparation Malaszewicze workshop 16<sup>th</sup> 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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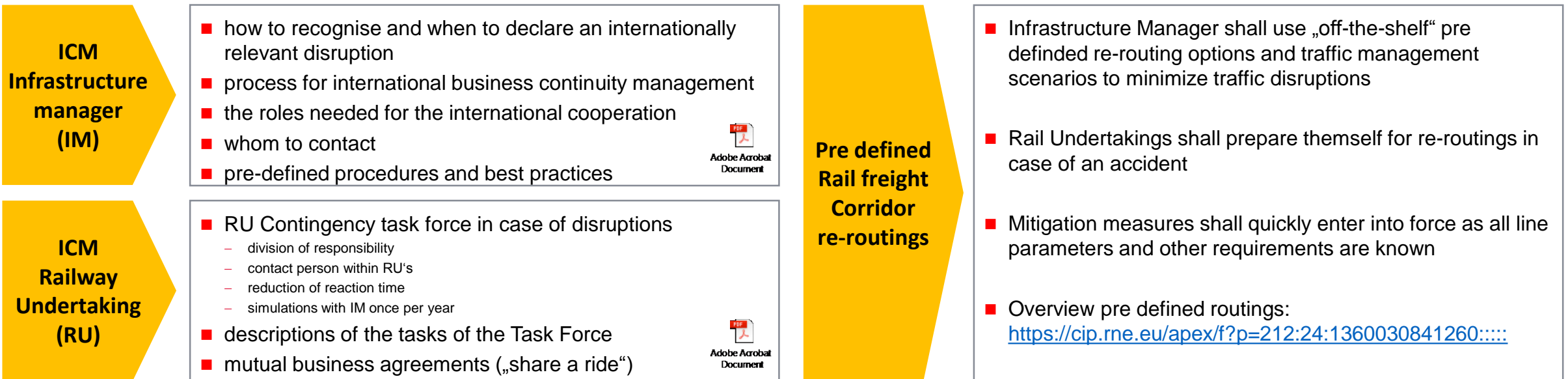
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## International Contingency Management (ICM) handbook is established by RailNetEurope (RNE) and the implementation of Phase I was confirmed by RFC's in November 2019

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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## Geographical map

Long  
distance

### Long PaP sections

Just move the cursor over the "PaP ID" to display the tab & view the timetable

Direction	PaP ID	Start	End
VW-E (to South/East Europe via CZ)	RECBZPaP0103	Rostock Seeshafen	Curtici
	RECBZPaP0103	Rostock Seeshafen	Wien
	RECBZPaP0109	Biedertitz	Brno
	RECBZPaP0107	Biedertitz	Cascha Teltow
	RECBZPaP0109	Bismarckshafen	Quinapka Streda
	RECBZPaP0109	Antwerp / Amsterdam	Uttich via Bad Emsheim
	RECBZPaP0113	Antwerp	Praha
	RECBZPaP0117	Antwerp	Praha
	RECBZPaP0115	Maastricht	Praha
	RECBZPaP0115	Bismarckshafen/Wilhelmshaven	Praha
E-VW (from South/East Europe via CZ)	RECBZPaP0119	Džmín	Quinapka Streda
	RECBZPaP0113	Džmín	Slovakia út rend
	RECBZPaP0106	Curtici	Rostock
	RECBZPaP0102	Wien	Rostock
	RECBZPaP0109	Quinapka Streda	Biedertitz
	RECBZPaP0106	Cascha Teltow	Biedertitz
	RECBZPaP0108	Cascha Teltow	Bismarckshafen
	RECBZPaP0110	Uttich	Antwerp / Kuflovak
	RECBZPaP0110	Uttich	Antwerp / Kuflovak
	RECBZPaP0112	Praha	Antwerp / Amsterdam
RECBZPaP0114	Praha	Maastricht	
RECBZPaP0118	Slovakia út rend	Džmín	
RECBZPaP0120	Bratislava	Džmín	

Direction	PaP ID	Start	End
W-E (NW/SE PL/LT)	RF-CMBPaPQ201	Falshenberg	Jaworzno-Szczakowa
	RF-CMBPaPQ203	Falshenberg	Jaworzno-Szczakowa
	RF-CMBPaPQ205	Falshenberg	Jaworzno-Szczakowa
	RF-CMBPaPQ207	Falshenberg	Jaworzno-Szczakowa
	RF-CMBPaPQ209	Falshenberg	Jaworzno-Szczakowa

## 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 pathes 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 pathes 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



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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







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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)

Malaszewicze workshop input RU's RFC 8

