

<p>RAG meeting</p> <p>Date of meeting: 02 December 2022 Venue: Microsoft Teams Time: 09:00-15:30</p>	
<p>Participants:</p> <p>RU: Ulla Kempf (SBB Caro Int.), Sandra Kuhlmann (DB Cargo), Joost Overdijkink (UIC), Andrea-Marco Penso (DB Cargo), Michael Ruefer (BLS Cargo), Matthias Stoorvogel (Lineas),</p> <p>MoT: Hinne Groot (NL MoT), Wolfgang Bannasch (DE MoT)</p> <p>IM: Elmar Baumgartner (SBB I), Chantal Bieri (SBB I), Kris van Crombruggen (Infrabel), Andreas Gaberthüel (TVS), Andrea Galluzzi (RFI), Michel Geubelle (Infrabel), Carola Kernen (TVS), Saskia Meynhardt (DB Netz), Guus de Mol (ProRail), Alexander Paulus (BLS Netz), Oliver Pflüger (DB Netz)</p> <p>RFC: Marc Adler, Stephanie Bscheid, Philipp Hansel, Matthieu Maeselle (for RFC NSM), Konstantin Meermann</p> <p>Guests: Aleksandar Markelic (RNE), Philipp Scheufler (DB Netz), Dagmar Schindler (DB Netz)</p>	
<p>Enclosures</p> <ul style="list-style-type: none"> - Top 4: Status of Alsace Re-Routing 2024 - Top 6: Infrastructure Developments - Top 8: PaP review and outlook - Top 11: Update OVS RFC 1 - Top 12: Update RNE MVP:STAH - <p>Please note that the data sharing platform CMS will no longer be used, you receive new log-in information in January to the RNE SharePoint.</p>	
<p>Status of document: final</p>	<p>Date of issue: 19.12.2022</p>

	Annex	Topic / content	Who	Time
1		<p>Welcome and approval of agenda</p> <ul style="list-style-type: none"> • Agenda was approved • There are changes in the representatives of BLS Cargo and Mercitalia. <p>To do: UK sends KM the new contacts</p>	UK	ASAP
2		<p>Follow-ups last RAG</p> <ul style="list-style-type: none"> • TCR compensation regimes: The ExB just started an initiative, updates from the meeting on 29 Nov will be given <p>The ExB started the preparation of this topic with a questionnaire to the MoT and Regulatory Bodies. The RAG will be addressed once the preparation is finalised.</p>		

		<ul style="list-style-type: none"> TCR at Rastatt / Alsace Re-routing in 2024: As Top 4 on the agenda 		
3		<p>Revision of 913/2010 and Ten-T Presentation of the state of discussion</p> <p>TEN-T revision</p> <ul style="list-style-type: none"> The draft is currently in the first reading at EU parliament. Discussions appear to be finalised until the end of 2023 with an adoption in early 2024. Under discussion are ERTMS, P400 and 740m trains as well as the minimum speed for passenger trains. Critical is the profile discussion, as France plans with P395 only, not with P400. The RAG adds the prolonged timeline for the decommission of class B signalling systems as critical. The line Karlsruhe-Wörth-Lauterbourg is asked to be included in TEN-T. To do: DB Cargo disseminates paper on this matter. <p>913/2010</p> <ul style="list-style-type: none"> The draft version shows stronger focus on quality and punctuality. The ExB considers the draft as a confirmation of the RFC. The implementation timeline is not well aligned to the TEN-T revision, despite several dependencies. The ExB is aware and already approached EU COM. It is foreseen that RAG and TAG need to be closer involved in the RFC. It was agreed to find a proposal that is both legally proof but does not slow down the decision-making process. To do: RFC RALP prepares a proposal involving the stakeholders <p>EC Com starts a new initiative called Single European Railway Area Forum. All known is that this forum shall include stakeholders from passenger and freight traffic. It shall not be a decision-making body. To do: Ask EU Com for more information</p>	DB Cargo	ASAP
			RFC RALP	Until April RAG
			RFC RALP	ASAP

4	X	<p>Status of the Alsace Re-Routing in 2024</p> <p>With support from the ExB first discussions with all French stakeholders (SNCF Réseau, EPSF, FR MoT) were organised. The status of these discussions will be presented.</p> <ul style="list-style-type: none"> • The FR stakeholders require a risk assessment to adapt the training requirement for train drivers by a FR RU as the standard process foresees. Currently, discussions are difficult to find a French RU as they have little benefit from this re-routing and the organisation efforts are large. • Captrain / Fret SNCF assess if stronger involvement is possible • DB Netz organises capacity workshops on 23/24 January for Gäubahn and 26/27 January for Alsace re-routings • The RAG assumes that the Alsace re-routing will be used regularly as constructions of the rhine valley line are ongoing until 2041. During the RAG of RFC NSM a joint project on a language tool was discussed. 		
5		<p>BAV conference (12 / 13 September)</p> <p>Presentation of the outcomes and the discussion of follow-up actions that can be proposed to the MB / ExB</p> <ul style="list-style-type: none"> • The Swiss Ministry of Transport (CH MoT, BAV) organised a conference with RU, terminals, operators, MoT, IM and RFC RALP and NSM. Participants were mostly higher management levels up to C-level. The RAG welcomed this initiative. • Key messages confirmed the ongoing discussions in the sector and added some more details and new perspectives. Key issues are a high pressure on RFCs RALP and NSM (and the whole network) with scarce available capacity and low operational quality. • The ExB follows-up the conference by starting a quality core group. This group shall start in Q1/Q2 2023 with creating an overview of the issues, the ongoing initiatives, and the gaps in-between. <ul style="list-style-type: none"> ○ Kick-off telco on 31 January 2023 To do: Invite participants of BAV conference in order to increase their commitment to the quality core group 	NL / CH MoT	ASAP

		<ul style="list-style-type: none"> ○ The group shall remain small. All stakeholder groups are asked to nominate 2-3 representatives. The RAG suggests that the coordination of the nominees could be done by the ExB ○ Role and responsibility of all stakeholder groups to be clarified, e.g. MoT in charge of a benefitting legal framework. <ul style="list-style-type: none"> • To do: Disseminate conclusions/summary of BAV conference to RAG. 	CH MoT	ASAP
		Break		
6	X	<p>Infrastructure developments</p> <p>The Infrastructure and Terminals WG prepared overviews for the parameters 740m, intermodal gauge, profile of the RFC. Also, feedback to the comments from the last USS will be given.</p> <ul style="list-style-type: none"> • All documents with an outlook for the coming years include projects with a secured funding. • To do: For detailed questions to the document, please contact the office of RFC RALP. <p>740m</p> <ul style="list-style-type: none"> • The late upgrade of the stretch Offenburg-Basel is considered by the RAG as a slow-down of the development of the entire RFC. <ul style="list-style-type: none"> To do: The I&T WG of RFC RALP will ask DB Netz / DE MoT for an explanation and ask to assess if the upgrade can be accelerated. To do: The RAG raises this issue at the respective work group at BMDV that looks on the new construction philosophy. • With the opening of the new Terzo Valico line more capacity for 740m trains will be offered. The existing lines will remain with their current parameters but will be less used by freight trains. • In Belgium mostly sidings need to be improved to allow 750m trains. A study was conducted and the objective of 750m trains is included in the official plan for freight transport. Financing is currently under discussion. <p>Profile:</p>	<p>ALL</p> <p>I&T WG</p> <p>RAG</p>	<p>ASAP</p> <p>ASAP</p> <p>ASAP</p>

		<ul style="list-style-type: none"> The RAG asked which measures would be needed to increase the profile of Offenburg-Basel to P/C 80/410. To do: The I&T WG asks the respective expert <p>USS:</p> <ul style="list-style-type: none"> RFI is looking on the capacity offer in the Milano and Pavia nodes as both passenger and freight traffic are growing. One measure to increase capacity is high density ERTMS. To do: Ask the RFI expert for some insights during the ERTMS WG meeting with the RU. 	I&T WG	ASAP
			RFC RALP	ASAP
7		<p>Slot for RFC North Sea-Mediterranean Update on the initiatives of this RFC</p> <ul style="list-style-type: none"> Paul Hodgens of CFL Cargo is new vice president of the RAG of RFC NSM. A study is commissioned to see if the intelligent capacity visualisation project can be prolonged for the entire Antwerp-Basel stretch. During the RAG on 1 Dec 2022 a discussion was started on how to present the TCR planning of the IM best. As the TCR tool is not available in the short term, both RFC are asked to discuss how to align or merge their individual representations. Also, the profile planning of SNCF Réseau / the FR MoT (P395 instead of P400) was discussed (see Top 3). To do: The RAG of RFC RALP will address the ExB and ask that the issue is raised towards the FR MoT To do: The RU will raise it in ECCO and ask the individual CEO of the RU to address the topic to the FR MoT. 	RAG	ASAP
			RAG	ASAP
8	X	<p>PAP (review TT2023/outlook TT2024) Presentation of the preparation of the TT 2023 and outlook for TT2024</p> <ul style="list-style-type: none"> Actions for improvement and planned number of PaPs were presented. Like during other big TCRs, it's planned to cut out days during the TCR in Rastatt in 2024. This allows the IM a higher flexibility in the planning. It shall be discussed if a quality buffer (e.g. lower average speed) in PaPs would improve the 		

		operational quality. It shall be assessed if and where this could be further discussed To do: C-OSS (SB) organises first exchange with UK and GdM	C-OSS	ASAP
		Break		
9	X	<p>TCR Presentation of the updated TCR impact sheets</p> <ul style="list-style-type: none"> The just updated impact sheets can be found here. For questions, please approach the C-OSS, she will connect you to the respective experts. ProRail and NL MoT discuss how to increase the capacity during the TCR on Emmerich-Oberhausen via timetable measures. ProRail prepares the infrastructure so that during the long Emmerich-Oberhausen closures, the Dutch re-routing lines can be open. This is a follow-up measure from the consultations between DB Netz and ProRail. The Arona-Strese line will be upgraded to P400 in four phases, starting 2024 and will be finalised in 2028. The TCR Tool is developed, but only few IT interfaces to the national tools have been implemented. <p>To do: An update on the timeline will be given in the next RAG.</p>	RFC RALP	February RAG
10		<p>Next RAGs / Planning 2023 Proposed dates in 2023:</p> <ul style="list-style-type: none"> One physical meeting (20 April) and three short online meetings (dates to be set during the RAG) Planned: Mini RAG on TCR compensation regimes (after finalisation of survey by ExB), Mini RAG DAC What shall be the topics the RAG follows-up in 2023? <p>Meetings in 2023:</p> <ul style="list-style-type: none"> February: Date to be found via doodle - online (short) Topics: Quality core group, quality buffer in PaP, intro to the capacity representation of RFC NSM, Operations project an SBB I April (19 April afternoon, joint RAG with RFC NSM; 20 April RAG of RFC RALP) - in presence 		

		<p>Topics: TCR overview, language tool, role of RAG in the light of the revisions</p> <ul style="list-style-type: none"> • End of June - online (short) • October - online (short) <p>Topics: Update OVS RFC 1</p> <ul style="list-style-type: none"> • December - online (short) <p>To do: After the approval of the MB, the office will send the doodle/invitations</p>	RFC RALP	19 Dec
11	X	<p>Update OVS RFC 1</p> <p>Presentation of the project and the current status</p> <ul style="list-style-type: none"> • The participants welcome the initiative by DB Netz and will contact the respective experts within the RU regarding a participation in the different working groups. <p>To do: DB Netz disseminates supporting documents that explain the participation possibilities closer.</p> <p>To do: DB Netz prepares an overview of how neighbouring IM are involved, e.g. SBB I has a similar project.</p> <p>To do: Ask SBB I to present their project in next RAG.</p> <p>To do: Discuss how DB Netz and RU can further develop the project.</p>	DB Netz DB Netz RFC RALP RFC RALP	DONE ASAP February RAG October RAG
12	X	<p>RNE Minimum Viable Product: Short Term Ad-Hoc</p> <p>Presentation of the project and the current status</p> <ul style="list-style-type: none"> • Document can be found on CMS. • The MVP shall go live on 31 Dec 2023, but RU will be involved before (around August 2023). • The RAG welcomes the project and the RU involvement so far. 		
13		<p>AOB</p> <ul style="list-style-type: none"> • The state government of Baden-Württemberg installed care takers of rail freight. The care takers shall act as the intermediate between stakeholders and the state ministry of transport. If the RAG is interested a contact can be created. • Lineas wants to raise the question of available capacity at DB Netz in the light of the introduction of framework contracts <ul style="list-style-type: none"> ○ Lineas mentions that the framework contracts are exempted from the “Verkehrsartenmix” (mixture of traffic types). This leads to little available 		

		<p>capacity for rail freight from Troisdorf to Basel. Also, the offer for framework contracts is delayed for TT 2024.</p> <p>To do: DB Netz replies in writing.</p> <p>Answer by DB Netz (14.12.22): In the context of the reintroduced framework agreements, the question raised by Lineas was whether there is enough capacity for PaPs and rail freight in general.</p> <p>There is no direct connection between the concept of annually-oriented PaPs versus 5-years-oriented framework agreements. The PaP is a concretely defined train path that is allocated for one timetable, whereas the framework agreement only refers to capacity. Rights from framework agreements are only applied when there are conflicts between applications for the annual timetable.</p> <p>With regard to capacity for rail freight in general, on all three planning levels there is sufficient capacity planned, namely:</p> <ul style="list-style-type: none"> • Long-term planning (mKoK - mittelfristiges Konzept für operative Kapazität - mid-term concept for operational capacity): The capacity concept was derived based in the input from all categories of rail transport (RU - neutral). • Mid-term planning: The mid-term planning consists of two elements: capacity framework contracts (and capacity usage plan). The framework contracts allow RUs to secure revolving demands for a few years based on the shares of the respective category secured in the mKoK. Additionally, as requested by the BNetzA (RB) also to support rail freight traffic, the overall share in capacity for framework contracts is limited to 60% of the overall capacity btw 6 am and 10pm. This leaves > 40% to remaining annual and ad hoc requests during this time window and 100% during the remaining night. • Short-term planning: There is no change in the commonly established regime to request paths 	DB Netz	DONE
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14		<p>Feedback and Closing</p> <ul style="list-style-type: none"> A participation of more RU would be welcomed by the MB. 		