

Railway and Terminal Advisory Group meeting of Amber Rail Freight Corridor

Hotel Lev

Miklosiceva cesta 1, 1000 Ljubljana

19 February 2019 – 10:00-15:30

Participants:

Annex 1-Signed Attendance List

1.	Registration, welcome and coffee
9:30-10:00	-
3.	Welcome and opening
10:00-10:30	<i>Chairperson of the Executive Board, Ms Szilvia Mogyorósi</i> <i>previous Chairman of the Management Board of Amber RFC, Mr Franc Klobučar (SŽ-I)</i>
Presentation	Mr Franc Klobucar welcomed the participants and introduced briefly the goals of the meeting. After a short introductory speech he gave the floor to Ms Szilvia Mogyorósi. She thanked for the nice hosting to the Slovenian colleagues. She said that Hungary had the opportunity to chair the corridor since the official decision of establishment. She expressed her thanks to the MB to be able to participate at the RAG-TAG meeting. She summarized the current position of the corridor. Amber is a special corridor since the „original” 9 corridors which were established by the RFC Regulation 913, Amber was an initiative of the four Member States concerned. It has a special background that counts with a strong political commitment. She highlighted the main conclusions of the previous day’s Executive Board meeting. She told that they were looking for the input of the Management Board and they would like to involve the RAG/TAG Spokesperson actively into their work, what they can do to facilitate the framework, and she expressed their hope for the regular communication.
4.	Amber Rail Freight Corridor became operational
10:10-10:30	<i>previous Chairman of the Management Board of Amber RFC, Mr Franc Klobučar (SŽ-I)</i>
Presentation	Mr Franc Klobucar summarized the previous year when the establishment of the corridor was mainly realised. He made a presentation in which he summed up the activities made so far for making the corridor operational. Ha gave a short overview on the initiatives and all the milestones which enabled the timely implementation of RFC Amber.



	The necessary procedures of the establishment of the corridor were running smooth; the establishment of the C-OSS, RAG-TAG setting up, finalisation of the CID and PaP-catalogue, creation of the website were accomplished. All the necessary documents were approved – route alignment, IP, TMS, CEF PSA, Governance structure, Framework for capacity allocation. The presentation contained the demonstration of the legal background for the establishment of the corridor, which then officially became operational on 14 January 2019.
5.	Achievements and state of play of the Amber Rail Freight Corridor
10:30-10:50	<i>Chairperson of the Management Board of Amber RFC, Mrs Andrea Mosóczi (GYSEV)</i>
Presentation	Mrs Andrea Mosóczi summarized the results achieved so far and the current status of the corridor. She highlighted a roadmap which contained the major milestones during the implementation phase of the corridor and highlighted that the corridor is benefitting of EU co-funding from the PSA programme which also allows the corridor for further development in the future. The milestones laid down in the PSA relating to the corridor set-up phase have been achieved, the most important were the TMS, IP, Website, C-OSS, CID Books. She emphasized that Amber RFC has already participated at the necessary meetings related to the RFC Network and RNE activities – RNE RFC High Level Group, ECCO, C-OSS community, RNE Working Groups, PCS trainings, TEN-T Days, Rail Freight Day, CNC meetings. She informed the participants about the promotional video that it will be ready by the Inauguration event for 18 September 2019. It will be available on RFC Amber website and be shown in public events – conferences, PR events, meetings and to business & cooperation partners. She listed the main focuses for the customer orientation; - Increased customer orientation and frequent exchange, - Development of customer oriented capacity products, - Application of harmonised solutions from IM side, - Addressing the bottlenecks and Identification of infrastructural, operational, administrative and capacity bottlenecks in the form of a Bottleneck Study which will be prepared in consultation with the Rus and Terminals as well. She added that the bottleneck study would be presented by Gerhard Troche in a separate agenda point.
6.	RAG-TAG feedback
10:50-11:30	<i>Spokesperson of RAG-TAG, Mr András Nyíri (RCC)</i>
Presentation	Mr András Nyíri also prepared a presentation for the meeting. Based on the Art 39 (2a) of 1315/2013 EU regulation, by 2030 every TEN-T core network lines have to have the possibility to be used by trains with: <ul style="list-style-type: none"> - 22.5 axle load - 100 km/ h speed - 740 m train length - ETCS



- lines have to be electrified

He emphasized that the Implementation Plan of the corridor contains all information about track renewals and reconstructions being done or planned for the next 5-10 years. Target of axle load has been fulfilled in Slovakia by now, and will be fulfilled in Slovenia (by 2027) and most of the MÁV part on Hungarian infrastructure (by 2024). On the GYSEV part of Hungary and in Poland, there are no plans at the moment to reach this target completely. The target of maximal speed is more or less fulfilled in Slovakia and in Hungary, and will be fulfilled in Slovenia (by 2027). On the Polish part, there are no plans at the moment to reach this target completely. Target of train length has only been fulfilled in MÁV part of Hungary by now. On the GYSEV part of Hungary, in Slovenia, in Slovakia and in Poland, there are no plans at the moment to reach this target completely. He remarked that the renovation and electrification works of railway line Mezőzombor – Sátoraljaújhely - Sátoraljaújhely/Slovenské Nové Mesto border (MÁV section) have started in 2017 and are planned to be finished until the summer of 2019. After the works will be finished, there will be a short gap in the electrification between the border and Slovenské Nové Mesto station.

He presented that the renovation works of the Karawankentunnel on SI-AT border will start in 05/2020 and are planned to last until 06/2021. The works are causing the need of rerouting international freight trains via Villa Opicina / Sežana border or Spielfeld-Sträß / Šentilj border. As Villa Opicina station is often overcrowded, Spielfeld border crossing may be preferred. RUs are waiting for the commitment of SŽ-Infrastructure to finish all works on Spielfeld – Zidani Most line until the beginning of the works of the Karawankentunnel, and to prepare this line with D4 line category. He noticed serious capacity problems at Terespol/Małaszewicze area; lack of coordination in track works, lack of capacity, missing alternative routes/ border crossing points, wide gauge lines always congested. Regarding the published PaP catalogue he concluded some remarks, such as; in SI there are 2 trains/ direction/ day between Koper and Hodoš, transit time is around 10-11 hours, maximal train length is 525 m, line category is C3 which seems that corridor cannot provide better circumstances than now. – One PaP offer from Koper leads to Kelebia, with around 30 hours transit time; is much faster to run via Croatia from SI to RS. - There is no connection between Koper (or SI) and Poland covered by PaPs. There are some PaPs with quite good quality between Hungary and Eastern-Slovakia, but they don't give good connections to the other PaPs in HU. Mr Nyíri raised the issue about the definition of the corridor train. He drew the attention that this definition has to be included into the CID. Finally he mentioned the responsibility of capacity allocation on overlapping sections for double, triple and multi-corridor sections. He indicated that there is a protocol worked out which regulates the common offer management and the capacity management on overlapping section with RFC 6 and 7 but not with RFC5.



	<p>After the presentation of Mr Nyíri, the floor was open for exchanges with the audience. Mrs Andrea Mosóczy reflected to the comments addressed regarding the GYSEV related projects. She said that GYSEV does not have the plans available yet due to the fact that their network elements do not form part of the TEN-T Core network and to the Comprehensive network the minimum TEN-T requirements were not yet obligatory to deploy, therefore they had no concrete plans.</p> <p>On behalf of SZ-I, Mr Franc Klobucar noted that regarding the planning of the works on the section Spielfeld-Zidani Most it is foreseen to provide the D4 category by the time the works of the Karawankentunnel start (estimated by September 2020).</p> <p>An exception will be the upgrading of the node Pragersko where a special traffic regime will be introduced by the aforementioned date which will enable trains with 22,5t axle load.</p> <p>However, it is important that official information from the ministry (as investor) will be given in a few months' time and following that the relevant information will be officially published in the network statement of SZ-I.</p>
7.	Presentation and demonstration of the Amber Rail Freight Corridor website
11:30-11:50	<i>Member of the Management Board of Amber RFC, Jaroslav Majchrzak, PLK</i>
Presentation	Mr Jaroslav Majchrzak presented the operation of the corridor website. The webpage is available since January 2019 via the following link: https://rfc-amber.eu . He presented the main menus and the downloadable documents with a slideshow how the menu bars look like. In addition other important websites for the corridor have been mentioned, such as dedicated pages of major RNE IT tools.
9.	Coffee break
11:50-12:20	
Presentation	-
10.	Customer Information Platform, Time Table redesign – new functionalities
12:20-12:50	<i>Senior RFC Manager, Mr Miloslav Kogler (RNE)</i>
Presentation	Mr Miloslav Kogler presented an important RNE IT tool, the Customer Information Platform (CIP) into which RFC Amber will be implemented in 2019. He indicated that the most important developments will be the map produced by CIP. The detailed map can be used much more easily and efficiently by customers, it also will enable to search for routes. All the important information about the routes are available from the database. CIP can provide necessary information for the customers about multiple corridors at the same time. The participants received information about the current and planned developments.



	<p>Mr Miloslav Kogler listed the needs for the redesigned timetabling process as the current one is an out-dated timetabling process, one static path request deadline does not fit to various market needs, lack of harmonisation and cooperation, increasing national constraints, problem of coordination of works. The current Timetable scheduling become obsolete, the methods and deadlines cannot adapt to market needs. The aims of the TTR is to stabilize a new scheduling process by the end of 2024. Hopefully with the TTR, deadlines can adapt to the needs of the market. Timetable scheduling will be more efficient and reliable. At the main focuses, there is more efficient use of existing infrastructure than building new lines. TTR needs three very important things: setting up a legal background, harmonizing trading conditions and creating IT tools. Several test programs have been launched in order to try the ideas to finally work with the best solution. Finally the participants also got an insight into the TTR implementation plan. The goal is the implementation of the complete process (i.e. all process components as agreed by RNE and FTE) latest by the end of 2024 (Timetable 2025). Mr Kogler showed the main elements of the redesigned timetabling process; Railway sector created a new TTR process (capacity strategy, TCRs, capacity model, request methods-annual planning, rolling planning.) He summarized the benefits of the TTR for the sector. The complete implementation of all components will provide access to large financial benefits due to: Improved usage of available infrastructure (increased capacity/quality) and subsequent higher market share of railways in the modal split, - Increased efficiency of IMs and applicants when planning and allocating capacity with minimization of redundant work steps.</p>
11.	Amber Rail Freight Corridor capacity offer 2020/2021
12:50-13:30	<i>C-OSS manager of Amber RFC, Roman Stanczak (PLK)</i>
Presentation	<p>Mr Roman Stanczak the C-OSS manager presented the PaP offer for TT2020/2021, together with the relevant parts of the website. The customers were able to find out the deadlines that could be associated with scheduling their requests. The PaP catalogues for TT2020/2021 had already been published on the website on 14 January 2019, and the feedback was good. Also a pop up message was published about the offer, and a C-OSS newsletter to the customers was also dispatched to the RAG-TAG mailing list by the C-OSS manager.</p> <p>He presented the main dates for the C-OSS in 2019 in an international timetabling calendar. He listed up the activities of the C-OSS within this year such as trainings and participation on meetings, events, C-OSS community. He specified the tasks and challenges of the C-OSS; - Prepare good services, introduce additional procedures and improve coordination between IMs for easing cross-border rail freight traffic, - Carry out procedures for coordinating traffic management along RFC11 and set up mechanisms to promote and monitor the performance of the rail traffic mainly with the procedures worked out by the Traffic Management and Operations Working</p>



	Group; - Take initiatives for better interconnections with non-EU countries, - Establish good relations with customers and other RFCs, - Preparation of the best possible offer.
12.	Corridor study and customer orientation
13:30-13:50	<i>Managing Director of Amber RFC, Mr Gerhard Troche (GYSEV)</i>
Presentation	Mr Gerhard Troche introduced himself as the newly elected Managing Director of the corridor, and presented his previous works. He summarized the studies planned by the corridor. Regarding the Bottleneck study he said that the contracting procedure with Kontúr Csoport Kft. was running smooth, the signature of the contract was accomplished on 4 January 2019. According to the Terms of Reference, the mentioned preliminary informal meeting was organised within 30 days after conclusion of the contract with the contractor and the sub-contractor (Kontúr Csoport and Trenecon). According to the agreement with the Contractor an international kick-off meeting is to be organised in Budapest sometime late February early March. Intermediate results are expected in the beginning of 2020. The main purpose of the bottleneck study will be not only to lobby for funding for the infrastructure, but also the administrative and practical constraints should be identified and solved on the long term. The study can help to decide on infrastructure investments and make border station crossings more efficient in the future. In addition the goal of the corridor will be to match the entire corridor infrastructure to the TEN-T minimum parameters, but a complete survey is required. The issues raised by the Advisory Groups will be examined and taken into consideration at the elaboration of the study, that is why the Spokesperson of the RAG-TAG is invited to the discussions with the Contractors. The Advisory Groups will be regularly informed by the Managing Director who may request a personal meeting with them. Naturally the opinion of the clients is important beyond the study, too, so it is possible to expect regular consultations and after the first operational year the annual satisfaction survey can help the corridor in the guidance of its activities. The Executive Board also signalled the willingness to cooperate with the RAG-TAG and aims for the identification of issues where their cooperation would be necessary to solve the problems.
13.	Future tasks and expectations of RAG-TAG discussion
13:50-14:15	<i>Open session with the RAG-TAG representatives</i>
Presentation	-
14.	Concluding remarks, next steps
14:15-14:30	<i>Chairperson of the Management Board of Amber RFC, Mrs Andrea Mosóczi (GYSEV)</i>
Presentation	After a short wrap-up of the meeting the major conclusions were drawn by Mr Gerhard Troche. He emphasized that on his first RAG-TAG meeting as Managing Director of RFC Amber he learned a lot of important things from the participants and that he is sure that there will be a fruitful relationship between the management of the corridor and



	<p>its clients. The corridor enters a new phase in this year, we are beyond the difficulty of setting up the corridor, so from January 2019 onwards there will be a lot more time to put focus on having more contact with the customers. Thanks to the European Union PSA funding, the corridor received a lot of financial support during the setup phase, which is still to be further continued until the end of 2020 but now the emphasis shall be put on the development of the services. The above mentioned Bottleneck Study will provide an excellent basis for further proceeding in the development. Mr Troche emphasized that he is open towards the customers for personal meetings and to build good relationship with them.</p>
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