**Draft Minutes**

**Railway Undertakings & Terminals Advisory**

**Groups Meeting 2022**

**Thursday, November 10, 2022**

**Physical meeting**

**Ljubljana, Slovenia**

**SŽ -I Headquarters**

**09.00 – 12:00**

**Participants:**

1. Helga Steinberger (ÖBB-I)
2. Anto Krajina (HŽ-I)
3. Nikolina Ostrman (HŽ-I)
4. Damjan Rak (RCC SLO)
5. Franc Klobučar (SŽ-I)
6. Damjan Janez Pangerc (SŽ-I)
7. Robert Žnidaršič (SŽ-I)
8. Peter Lešnik (SŽ-I)
9. Matic Tržan (SŽ-I)
10. Uroš Zupan (SŽ-I)
11. Boris Žebalc (SŽ-I)
12. Miran Pirnar (SŽ-I)
13. Tihomir Španić (AWB RFC)
14. Saša Jerele (AWB RFC)

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| **1** | **Welcome and opening addresses** |
|  | Helga Steinberger, Madame Chair of the General Assembly of the Alpine - Western Balkan Rail Freight Corridor (ÖBB-I), Franc Klobučar (SŽ-I) and Janez Pangerc spokesperson of the Railway Undertakings group (SŽ-I)  Welcomed participants. Available agenda: <https://p.sz.si/x8tya2gy> |
| **2** | **Confirmation of presence and change of the Railway Undertakings Group spokesperson** |
|  | Janez Pangerc informed all the attendees that during the summer 2022 the tasks of spokesperson position were transferred do Mr. Robert Žnidaršič and proposed that the Railway Undertakings group (RAG) spokesperson activities should be handled by Robert Žnidaršič in the future. Robert Žnidaršič welcomed the attendees, gave his consent to the motion and proposed drafting the formal notification letter to be send to all members of the Railway Undertakings group.  During the opening discussion Helga Steinberger pointed out that it is necessary to pay special attention to representatives of terminals and ports with purpose to motivate or attract them to participate in RAG TAG future meetings. Above all, it is important to exchange information regarding optimisation of the available capacity, temporary capacity restrictions in order to meet need and demands of railway undertakings, terminals and ports.  Since the TAG s spokesperson is unknown the proposal to new appointed spokesmen of RAG Robert Žnidaršič was made with purpose to engage representatives of TAG into future active participation. |
| **To do** | **1. Information about the spokesperson of the Railway Undertakings Group handover to be delivered to all the members of the** **Railway Advisory Group in the form of the notification letter.**  **2.Invitation for future more active engagement of TAG representatives.** |
| **3** | **TIME TABLE REDESIGN** |
|  | Uroš Zupan presented current development and key elements of TTR process with focus on advanced capacity planning. Introduction to TTR Advance Planning and Capacity Needs Announcements (hereafter CNA) including general timeline of Capacity Model was presented through key elements of TTR process. Implementation of the new TTR process foresees the introduction of the so-called Capacity Needs Announcement (CNA) process. The process should give Applicants the possibility to provide preliminary information on what traffic they intend to run in approx. two years' time. The CNAs are to be used in the future by the IMs as one of several inputs to create reliable Capacity Models (pilot focus), Capacity Supply and they also serve as input for consultation of selected significant Temporary Capacity Restrictions. This is a very new process for the sector, thus it has required appropriate tests. Forum Train Europe community ran from April to July 2022 the first CNA pilot phase, this RU-only phase focused on the creation and harmonisation of the first CNAs and provided important findings for data structure, process and practical implementation. The first phase is now followed by the IM-RU pilot phase, where IMs and RUs together aim to make more comprehensive and iterative tests, targeting timetable 2025. You can find the report, presentation and the documentation from the IM-RU phase kick-off below.  In further discussion Janez Pangerc emphasized that short-term planning is more important for railway undertakings than the mid- or long-term planning provided by TTR due to the fact that they have to be flexible to the railway transport market and meet needs of their customers. Such flexibility RUs also expect from Infrastructure Managers regarding capacity allocation and availability of the infrastructure. |
|  | Presentation by Uroš Zupan: <https://p.sz.si/43v3llar> |
| **4** | **REDUCING DWELLING TIMES – PILOT PROJECT DOBOVA** |
|  | Matic Trzan presented current development regarding ongoing pilot project Reducing dwelling times at border station Dobova.  Ongoing activities and needs for realization of measurements with expected effects. Identification of the most time consuming procedures at Dobova border station; with foundation for future meetings with RUs representatives with foundation for implementation of solutions.  Representative of RCC Slo expressed his opinion that lack of tracks for garaging locomotives is significant problem for railway undertakings. Mr. Trzan confirmed that this reason for longer dwelling time has been recognized and it will be taken into consideration in this pilot project. |
|  | Presentation by Matic Tržan: <https://p.sz.si/d7zm3qoq> |
| **5** | **TRAIN INFORMATION SYSTEM** |
|  | Boris Žebalc presented application that supports international train management by delivering real-time train data concerning national and international freight trains, providing running information, forecast and delay reasons with visualisation available via <https://tis.rne.eu>  The relevant data is obtained directly from the Infrastructure Managers' systems and exchange based on common agreed principles. The upgrade of the so-called train linking system was presented with several options that are already in place. Presentation included Incident Management tool and live demo. |
|  | Presentation by Boris Žebalc: <https://p.sz.si/h29annj9> |
| **6** | **RFC 10 Key performance indicators** |
|  | Key Performance Indicators (KPIs) have been done for the PaP Capacity Offer, PaP Capacity  Requests and PaP Capacity pre-booked.  KPIs for the capacity volume and the figures on the commonly applicable ‘non-capacity’ RFC KPIs for 2021 were presented. Number of requests was 8.  The first time this year corridor AWB published the punctuality at corridor entry - 30 minutes threshold; punctuality at corridor exit - 30 minutes threshold; punctuality at corridor entry - 15 minutes threshold; punctuality at corridor exit - 15 minutes threshold with an overall number of international trains crossing a border of an RFC based on data in RNE’s TIS.  For TT 2023 an increase of capacity offer development by 4.6% is indicated. Also, there is an increase in the development of capacity requests and pre-booked capacities by 22%. |
|  | Presentation by Tihomir Španić: <https://p.sz.si/dcjbnpob> |
| **7** | **TRANSITION FROM RFC TO ETC** |
|  | Ms. Helga Steinberger presented New Corridor Landscape regarding transition from RFC to ETC under consideration of the revision of TEN-T and 913/ 2010. The change from an RFC to an ETC could require a similar effort for the responsible stakeholders, esp. taking into account that some RFCs are expected to be merged, one new corridor to be established and several corridors to be modified in their geography and composition of partners, leading to more players, switching of corridor sections and new interfaces. The proposed time frame for the adjustment from an RFC to an ETC is 12 months from date of entry into force of the regulation. Implementation period of 2 years – currently implementation planned 1.1.2024.  Presentation of the revision of TEN-T regulation with impact on geographical and governance points and revision 913/2010 followed by changes on governance and tasks highlighted few concerns regarding timeline and alignment of changes and requirements on different levels and within the RFC network. |
|  | Presentation by Helga Steinberger: <https://p.sz.si/qrzgifru> |
|  | December 2022 |