**2nd RAG TAG meeting**

**of the Alpine-Western Balkan RFC**

**Venue: Microsoft Teams**

**Date: September 18, 2020**

**Time: 9.30-12.00**

**Minutes of the meeting**

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| **Welcoming RAG/TAG participants and opening of the meeting**  The meeting was opened by Mr. Miloš Rovšnik, the PMO Executive Manager of Alpine-Western Balkan RFC who welcomed the participants and thanked them for the participation via MT in this special occasion due to COVID-19. Then he gave the floor to the Chairman of AWB RFC General Assembly, Mr. Harald Hotz.  Mr. Hotz greeted the participants and sad that although not too many participants signed up for today’s meeting, it was the decision to carry out this meeting in order to keep participants informed of the latest developments on the Corridor.  He informed that the CID for TT2021 is published on the web site of Corridor and invite all potential users to use the Corridor products.  He pointed out that the border times have to be in our strong focus because we are losing too many times on the borders and it has to be improved. He reminded that today there is only 18% rail share in freight traffic and referred to the initiative of the Rail Freight Forward coalition called “30 by 2030”, which aims to increase the modal share of rail freight to 30% by 2030, and transform rail freight into the high-performing, efficient and sustainable backbone of a multi-modal European transport sector. This cannot be achieved only by investing in infrastructure in which a lot is already being invested, but also by the organizational measures. This is what we are doing with TTR, to regain the capacity which is block so far. The AWB RFC has decided to start a TTR pilot project on part of the Corridor, between Austria and Slovenia. The goal is to be prepared for TT2023. | Miloš Rovšnik/  Harald Hotz |
| Mr Rovšnik introduced the members of PMO. He is acting as the Executive manager, Ms. Biserka Keller (HŽI) as the Infrastructure manager and Mr. Milan Šegan (IŽS) as C-OSS and Operations manager.  The participants were also invited to introduce themselves. After the tour de table, the conclusion was that there is not too many participants on the meeting, that is a pity that there was no one representative of the terminals on the meeting, but that is was very positive that one of the customer was present on meeting. | Miloš Rovšnik |
| **AWB RFC Achievements - State of Play** |  |
| * CID (Corridor Information Document)   Ms. Keller informed the participants that the structure of the CID (Corridor Information Document) is changing with reference to the decision of the RFC Network to redesign/simplify and further on to digitalise CIDs under the umbrella of Rail Net Europe. The new structure will be applied from TT2022 onwards.  There will be no longer 5 Books. It will be one single document, with 4 sections and Implementation Plan as an annex. The FCA (Framework Capacity Agreement) also will be amended by NexBo (Network Executive Board). It is expected to be available in November. Also the belonging Glossary is streamlined, too.  Besides the publishing on the Corridor web site, the CID will be published on the digital portal: <http://nci.rne.eu/>.   * CIP (Customer Information Platform)   Ms. Keller introduced the CIP (Customer Information platform) to the participants. The Customer Information Platform (CIP) is an interactive, internet-based information tool. By means of a Graphical User Interface (GUI), CIP provides precise information on the routing, terminals, infrastructure investment projects and maintenance works as well as basic track properties of the participating Rail Freight Corridors (RFCs).  At the moment, CIP displays information on railway infrastructure in 24 European countries, covering the network of 8 out of 11 RFCs: Rhine-Alpine (RFC1), North Sea–Mediterranean (RFC 2), Scandinavian – Mediterranean (RFC 3), Atlantic (RFC 4), Baltic – Adriatic (RFC 5), Mediterranean (RFC 6), Orient-East Med (RFC 7) and North Sea – Baltic (RFC 8). The remaining RFCs are scheduled to implement CIP by the end of 2020.  For the Railway Undertakings and any other Applicants interested in using the services offered by RFCs, the CIP is a single source of harmonized corridor information, 24 hours a day, 7 days a week. | Biserka Keller |
| * AWB RFC Capacity offer TT2021 and TT 2022   Mr. Rovšnik informed the participants that PaPs were offered for the TT2021: two on the route Wels Hbf-Svilengrad-Wels and two on the route Salzburg Hbf-Zagreb RK-Salzburg Hbf, connected to Corridor RFC 6.  At 14 April 2020 SŽ – Tovorni promet has submitted a request for one PaP on the Beograd Ranžirna – Zagreb RK - Ljubljana Zalog route. According to the calendar, the trainsruns three days per week.  There will be also offered one PaP for the Reserve Capacity, on the route Jesenice (Maribor) Svilengrad, 7/week. Due to the works on the Jesenice - Rosenbach line and the organization of bypass traffic on the Maribor - Spielfeld Strass line, OBB Infra could not provide reserve capacity for the timetable for 2021. The works are planned to last until July 10, 2021. The informed that ICM Handbook is in progress and it will be published in December 2020. | Miloš Rovšnik |
| **Railway Undertakings keynote observations**  No separate session for the RAG TAG members was held this time due to the specific organisation of the meeting via the MT. Also no one TAG member was present on the meeting.  The chairpersons of the RAG, Mr. Damjan Pangerc greeted all the participants. He stated that:   * this Corridor is not as the others, because it crosses one country which is not the EU member and therefore we have specific situation on the respective borders; * this Corridor is the most frequent migrants route, with a huge problems on the borders, especially in border crossing Dobova. The problems with migrants requires longer procedural activities leading to disturbances and delays; * it is a good cooperation with Executive manager and C-OSS and operations manager regarding the PaPs organizing; * in his opinion and regarding to the experience with other RFCs, our customer will slowly start to use the PaPs. The first year is always critical, but then it will go better and better; * he thinks that the volume of traffic on the Corridor will increase because there are a lot of potential goods coming from Syria (in both direction: via Hungary and via Croatia)   Mr. Brkić (RCC HR) pointed out that their usage of about 330 km of this Corridor is a very positive. They have a good cooperation with Serbia on the cross border. But still the main problem on the borders, both with Serbia and with Slovenia is not knowing the conditions of police authorities. This is the issue which has to be improved.  Mr. Merlak (Adria Combi) said that his company is very much interested in use of the Corridor and expressed his hope that the next year it would be possible to run the intermodal block trains from Slovenia to Serbia. He thinks that the Corridor is going in a good way and looks forward to the next meeting to exchange the views again. | Damjan Pangerc  SŽ-Tovorni promet |
| **Terminals keynote observations**  Unfortunately, the representatives of the terminals are not present at this meeting today. |  |
| **Concluding remarks, next steps**  Mr. Rovšnik conclude that it is good that we have organized this meeting in these specific times, even as a remote meeting, and that it is good that we are exchanging the views and opinions as much as possible. He thanked all the participants for the fruitful discussion and invited them to use the offered PaPs and also to help create the new ones according to their needs.  He said that is a pity that today no representatives of the terminals were present but we have to be aware that the terminals are also very important link in a successful transport chain. |  |

Minutes made by:

Biserka Keller