

Minutes
Alpine - Western Balkan Rail Freight Corridor
Railway Undertakings & Terminals Advisory Groups Meeting 2023

20.04.2023

10:00 – 14:30

Venue: SŽ-Infrastruktura, Kolodvorska 11, 1000 Ljubljana

Participants:

Present on sight:

1. Helga Steinberger (OBB-I)
2. Saša Jerele (AWB RFC)
3. Tihomir Španič (AWB RFC)
4. Dino Džafo (AWB RFC)
5. Franc Klobučar (SŽ-I)
6. Nikolina Ostrman (HŽ-I)
7. Boris Previšić (ENNA Transport)
8. Miran Pirnar (SŽ-I)
9. Robert Žnidaršič (SŽ-TP)
10. Peter Lešnik (SŽ-I)
11. Damjan Petrc (SŽ-I)
12. Sanja Nunić (SŽ-I)
13. Silva Kristan (SŽ-I)
14. Tonči Čulina (Rail&Sea HR)
15. Josip Kleković (Rail&Sea HR)
16. Željko Smuđ (Rail&Sea HR)
17. Thomas Wiesel (RCA)
18. Uroš Zupan (SŽ-I)
19. Boris Žebalc (SŽ-I)
20. Peter Šišolak (RNE)
21. Slavko Ivanda (HŽ-I)

Present via MS Teams

22. Toni Yancheva (BG MoT)
23. Roman Bricelj
24. Camille Dachincourt (AT MoT)
25. Dirk Oelschläger (DB Cargo)
26. Maja Stanojević (IŽS)
27. Mario Pavić (HR MoT)
28. Miloš Rovšnik (SŽ-I)
29. Damjan Rak (RCC SLO)
30. Iva Roman
31. Srbija Cargo
32. Marko Boban (HR MoT)
33. Marko Jeremić (IŽS)
34. Franko Pahor (RCC SLO)
35. Goran Korošec (DRSI)

1	Welcome and opening
	<p>All presents were invited to introduce themselves, after which Mrs. Helga Steinberger greeted everyone and gave an opening speech on behalf of AWB RFC as the chairperson of the general assembly. Challenges have been set, and effective communication and coordination between all system participants (Infrastructure Managers, Railway Undertakings) have been listed as the main challenge.</p> <p>Mr. Franc Klobučar, as representative of SŽ-Infrastruktura also gave an opening speech and mentioned the challenges, highlighting how the new TNT standards are coming out. There are many things that need to be done. Among other things, the waiting time for trains at borders, i.e., border stations, where the new regulations set a limit of 15 minutes as the goal. A special greeting to Mr. Šišolak from RNE who will present the Train Information System (TIS), which is very important and which all RUs should use, otherwise the system itself becomes useless.</p> <p>Mr. Robert Žnidaršič from SŽ-Tovorni promet and as the spokesperson of RUs also greeted the attendees and expressed satisfaction and congratulations on a much larger number of people than at the previous RAG TAG meeting. He expressed satisfaction with the good relations created with the PMO of AWB RFC, and expressed a little dissatisfaction that there was no representative of the terminal among those present. It is necessary for list of RUs and Terminals to be renewed and updated, and he is free for any help that the AWB RFC needs from him.</p> <p>Mrs. Saša Jerele also greeted those present as Executive Manager of AWB RFC and sent two messages. The first is a thank to everyone for coming and for having faith in us as a corridor, and the second is a message for the need to meet more often and discuss the problems plaguing Railway Undertakings.</p> <p>After the opening speeches, Mrs. Saša Jerele gives the floor to Mr. Šišolak from RNE, and the first presentation of the meeting.</p>
2	RNE Train Information System (TIS) – functions and benefits for users
	<p>Mr. Šišolak gave a presentation about the RNE application Train Information System (TIS) with special reference to its functions as well as benefits for application users.</p> <p>A special discussion was opened about the language possibilities of the TIS itself as well as the possibilities of the TIS with a language tool for communication.</p> <p>Mr. Klobučar from SŽ-Infrastruktura informed those present about the pilot project and the system is also being improved for communication with train drivers. He proposed a short presentation of the same by Mrs. Silva Kristan, also from SŽ-Infrastructure. It was briefly mentioned that train-driver communication is 100% accurate for predefined messages, but not so much for normal conversation. Mr. Šišolak added that the "Free speech" option is very demanding and very expensive, and predefined messages should be used more.</p> <p>Mr. Dirk Oelschläger from DB Cargo said that he would like to establish contact with Mrs. Silva Kristan who just presented the language issue via e-mail for further clarification of some issues.</p> <p>After a very detailed presentation of TIS, Mr. Klobučar thanked Mr. Šišolak, and asked if he would be free to present the same at the meeting with RUs on that topic, to which Mr. Šišolak stated that he would be very happy to respond.</p> <p>Mr. Boris Žebalc, from SŽ-Infrastruktura sent a message to the group that TIS is a very good tool only if the users use it and sent a message to everyone to feel free to contact the administrators with suggestions so that everything could be even better. He also mentioned the continuation of improvements with the linking of trains</p>

	<p>at the borders, noting that all involved "neighbours" must participate. He also expressed that it is great to cooperate with RUs who are interested in monitoring their trains on an international level.</p> <p>Mr. Klobučar sent a message to RUs to check which of them use TIS, and to send a questionnaire with questions to all RUs and hopes to get answers. He also tasked the PMO to participate with RUs on the same.</p> <p>For questions about data for countries that do not yet use TIS, Mr. Šišolak stated that there is only one solution, and that is that in these countries someone must provide data on connecting trains.</p>
3	TTR for Smart Capacity Management
	<p>Mr. Uroš Zupan and Mr. Damjan Petrc, both from SŽ-Infrastruktura, held presentation about TTR for Smart Capacity Management. The detailed presentation covered the areas of background, expansion of the TTR concept, enlargement of the geopolitical area, core elements of TTR, key phases, additional component planning, connection of TCR (Temporary Capacity Restrictions) to TTR, TCR tool and TTR implementation steps.</p> <p>Mr. Klobučar asked when TTR project will be finished. Mr. Zupan said that the next step is with RUs until 2026, and that annual meetings are held with the ministry and that EU legislation is awaited, which is the basis for implementing the entire project. The first draft of the legislation should come out on June 21, 2023, and after that there will be 2 years for implementation.</p>
4	Reducing dwelling times – Pilot Project Dobova
	<p>Mrs. Saša Jerele (PMO AWB RFC) presented pilot project in station Dobova regarding reducing of dwelling times of trains. The presentation consists of an explanation of the project plan, an introduction of Dobova station, the main reasons for the long dwelling time of trains classified into infrastructure reasons, border authority's reasons as well as RUs reasons. The presentation also includes a presentation of the collected data that is in the processing phase. The plan is to transfer a similar project to other border crossings of the corridor, primarily between Croatia and Serbia as well as Serbia and Bulgaria.</p> <p>Mr. Rak Damjan (Rail Cargo SLO) said that if the plan for Dobova was done as it is done for Villa Opicina (all RUs and all IMs involved) then could have all needed numbers of the trains. He also said regarding dwelling time in Dobova, some steps can be done immediately, not waiting for result of paper project till 9/2024. That is: 1. start to prepare daily plan for station Dobova between SŽ Infra and HŽ Infra (operational stuff are there, RU's data are available, just to determine the rules (existing and same as for Villa Opicina). 2. push the Government/DRSI of Slovenia to start project of building new tracks in Dobova for locomotive parking - EU funds option? 3. track 9 and 10 to be open (electrified) again - needed communication with Ministry of internal affairs - general Police department. 4. IM's representative in station Dobova should have access to TIS and link manually the trains in the system. Maybe sounds too pushy, but I am sure, based on my experience at SŽ Infrastruktura, that it is possible, and it would have several benefits to all IMs and RUs. He also asked if it is possible for Ministry of Infrastructure to start to plan some additional short tracks for parking locomotives in Dobova station?</p> <p>Answer came from Mrs. Camille Dachicourt (AT MoT) with lots of thanx for suggestions and that she will put this point on the next ExBo meeting. Mr. Klobučar also thanked for the questions/suggestions and that SŽ-Infrastruktura will communicate the information - suggestion to the ministry in charge (proposal of recent upgrades of the Dobova station) and check the possibilities to introduce the daily planning of exchanges of the trains via Dobova.</p> <p>Mrs. Helga Steinberger suggested that this issue could be discussed at the next ExBo meeting held on June 7, 2023.</p>

	<p>Mr. Rak Damjan also said that it is not only a problem of keeping trains in Dobova station itself, but there is also a problem of trains waiting in other stations in Croatia due to not receiving them from Dobova station.</p> <p>Mentioned issue is currently being analysed with the previously mentioned collected data when the real reasons for dwelling trains will be determined.</p> <p>The question of potential new 15-minute retention targets was also brought up again. All those present agree that in rail transport with all the actions on the train, this figure is still too small, but they also agree that the dwelling time should be reduced.</p>
5	RFC 10: Key Performance Indicators (KPI) & Temporary Capacity Restrictions (TCR) for TT 2023/2024
	<p>Mr Tihomr Španić (AWB RFC) held the presentation on Key Performance Indicators (KPI) for RFC 10 for TT 2023 and partly for 2024 that were available at that time. Presentation consists of Pre-arranged Train Paths (PaPs) for TT 2024, which was followed by Pre-arranged Path (PaP) requests for Timetable 2024. As 10 PaPs were offered, 6 of PaPs were requested. The numbers in the presentation show a slight decrease in the offered train kilometres, which is the result of many ad hoc trains, which therefore cannot be corridor trains. At the time of the presentation, the data on the requested routes had not yet been calculated and therefore were not presented.</p> <p>Non-capacity RFC KPIs for 2022 such as punctuality at origin and destination, within threshold of 30 and 15 minutes, also showing slight decrease. Despite that, number of trains on borders and overall number of international trains crossing a border of an RFC based on data in RNE's TIS is showing increase, which also can be explained with significant numbers of Ad-hoc trains.</p> <p>Train speed of offered PaPs is also slightly decreased in 2024 compared with 2023, which can be explained by lots of TCRs which is on going and which influences planned train speed.</p> <p>Mr. Dino Džafo (AWB RFC) held presentation on Temporary capacity restrictions for TT 2023 and TT 2024 for all 5 countries which are members of RFC 10 (Austria, Slovenia, Croatia, Serbia, and Bulgaria). The conclusion is that a lot of work is planned for the TT 2023/2024 in almost all countries, mostly in Slovenia as well as in Bulgaria. In addition, a special TCR in Serbia stands out, namely the reconstruction and electrification of the Niš - Dimitrovgrad section.</p> <p>Conclusion from Mrs. Helga Steinberger was that there are lots of planned TCRs, but that we are all hoping that it will not have great affect RUs businesses.</p>
6	Infrastructure investments
	<p>Mr. Goran Korošec (Ministry of Infrastructure) held a detailed presentation on current and future infrastructure investments in railway infrastructure in Slovenia.</p>

April 2023.