

# Meeting Minutes 11th RAG-TAG Meeting

## 11th RAG-TAG Meeting

**Date of meeting:** 22nd of September 2016 **Venue:** Frankfurt, DB Cargo headquaters

Time: 10:00-14:00

Participants:	Attachments:
see attendance list enclosed	<ul> <li>List of participants</li> </ul>
	<ul> <li>11th TAG-RAG presentation of the</li> </ul>
	Atlantic Corridor
	<ul> <li>Rail Freight Observatory</li> </ul>
	presentation
Copy: TAG members, MB Members, PMO	Number of pages: 4
Status of document:	<b>Date of issue:</b> 22.09.2016

No.	Content/ Measures/ Responsible	Resp./ deadline
	Please see the presentation attached for more details on the presented	
	topics. In the meeting minutes only comments or special issues are documented.	
	11th TAG-RAG_Atlantic Corridor_Frankfurt_160922.pdf	
I	Welcome & Update/News on Atlantic Corridor	
	Christian Minge welcomes the participants and thanks DB Cargo for hosting	
	the meeting at the premises of DB Cargo headquarters in Frankfurt.	
	Europe-wide analysis of freight traffic flows:	
	RAG/TAG members are invited to deliver input on this project.	all
	TIS:	an
	Comment from Mr PROBST (KTL Ludwigshafen Terminal), concerning the	
	access to TIS he is currently testing: TIS can be a useful tool with potential,	
	but the national trains are missing.	
	Customer Information Plattform:	
	Concerning the evolution of web Customer Information Platform, C. MINGE	



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	is calling for proposal of evolution if new functionalities may appear to be necessary or useful. Two ideas of development at the moment: 1. Multi corridor view and 2. Visualizing the main temporary capacity restriction along the Corridor.  → The RAG/TAG members supported the idea of both developments	all
II	Key Performance Indicators Presented by J. COUTOU, F. BARTOLOME, V. LADOUCEUR	
	Train Performance Management WG on Atlatic Corridor Information from V. LADOUCEUR (Leader of the WG): WG is currently working on monitoring the punctuality in the corridor (mainly using TIS data). This reporting is developed with RNE, for predetermined train number, or for all train crossing at least one border.	
III	PaP Requests and offer for TT2017 & RU wishes for TT2018 Presented by F. BARTOLOME	
	<ul> <li>Comment from F. ERLICHMAN (DB Cargo): concerning path booking, we see a lot of discrepancies between national tools and PCS tools. It is very disturbing not to be able to trust the answer of PCS, and it's a real problem because PCS is the only tool to order international trains.</li> </ul>	
	Answer from J. COUTOU: It is true that we sometimes receive a final offer from the IM with differences with the previous commonly accorded final offer of the C-OSS. We have to improve the process of coordination.	
	<ul> <li>Comment from J. COUTOU concerning PAP wishes: it is important for us to identify coherent needs cross countries. Why some RUs ask for 3 days in a country, and 5 in another one for the same service?</li> </ul>	
	Answer from F. ERLICHMAN (DB Cargo): it is because they adapt to the different rules and behaviours of the national IMs: some IM cancel path more often, some other IM allow to cancel late without penalty, etc	
	<ul> <li>Comment from F. ERLICHMAN (DB Cargo): concerning the cross country wish list Excel template, it's difficult to fill-in, and not really user friendly.</li> </ul>	
	Answer from J. COUTOU: It is a complicated work due to the need to coordinate 3 corridors.	



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IV	Satisfaction Survey Presented by J. COUTOU	
V	Presentation of the coordination of work process Presented by J. COUTOU	
	Request from F. ERLICHMAN (DB Cargo): Maybe for TT2019 a workshop is sensible in order to manage the RU wishes and the TCR in a better way.  → Details for a possible workshop tbd between C. MINGE and F. ERLICHMAN	MINGE/ EHRLICHMAN Nov. 2016
VII	Perspectives on international traffic from a private owned terminal in Germany (PUHL GmbH, Saarbrücken) Presented by S. PUHL	
	Requests from S. PUHL: we could improve operational excellence with more transparent information concerning arrival time, number of wagon, where are the wagon, etc	
	Comment from S. PUHL: we see the corridor organization as a platform to build a strong business network between corridor stakeholders.	
	Requests from S. PUHL: we are interested by exchange of market information.	
VIII	Implementation of the Atlantic Corridor Freight Observatory Presented by J. MARTIN	
	<ul> <li>Request from F. Erlichman (DB Cargo): you should include the following of the "life of the path" with selected path. We offer to provide you RU side information. In order to see the difficulties, problems, fail, we can face during the all life cycle of a path.</li> </ul>	J. MARTIN
	<ul> <li>Request from B. ANDRE (SNCF Logistics): we would like to be involved in the KPI definition, because it's an important topic for us.</li> </ul>	J. MARTIN
	<ul> <li>Request from J. COUTOU: IMs need to know more information concerning the train composition.</li> </ul>	
	Answer from F.ERLICHMAN: the project DYNAMIC in France will make mandatory to share systematically this information at the end of this year.	
	<ul> <li>Request from A. DROUIN (VIIA): We need information about the infrastructure upgrade of the Atlantic Corridor. Currently we can't pass a some trains because of Gauge Restriction.</li> </ul>	



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	Answer from J. COUTOU: In CID book 5, there is a list of projects for gauge improvement, and there is the project of rolling motorway. SNCF Réseau is updating the study about CG needs, but it's for mid/long-term objectives, work may be for 2025 / 2026. In Spain: a contract has been signed for 3 tunnels upgrade between Irun and the new high speed line.	
	Comment from C. MINGE: Because we don't have now enough time to discuss this topic into detail we are going to speak about it in the next RAG/TAG meeting.	
		MB 03/2017
IX	AOB	-
	J. COUTOU asked RAG and TAG members if they would like to name a speaker in order to represent the Atlantic Corridor opinion in some European meetings.	RAG/TAG 03/2017
Х	Presentation of DB Cargo Operations Control Center Presented by R. PRÖHL	

# RAG/TAG-Meeting in Frankfurt 22.09.2016



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