

# RU Advisory Group RFC OEM and RhD

RU issues  
Gyula Farkas and Martin Erlinger  
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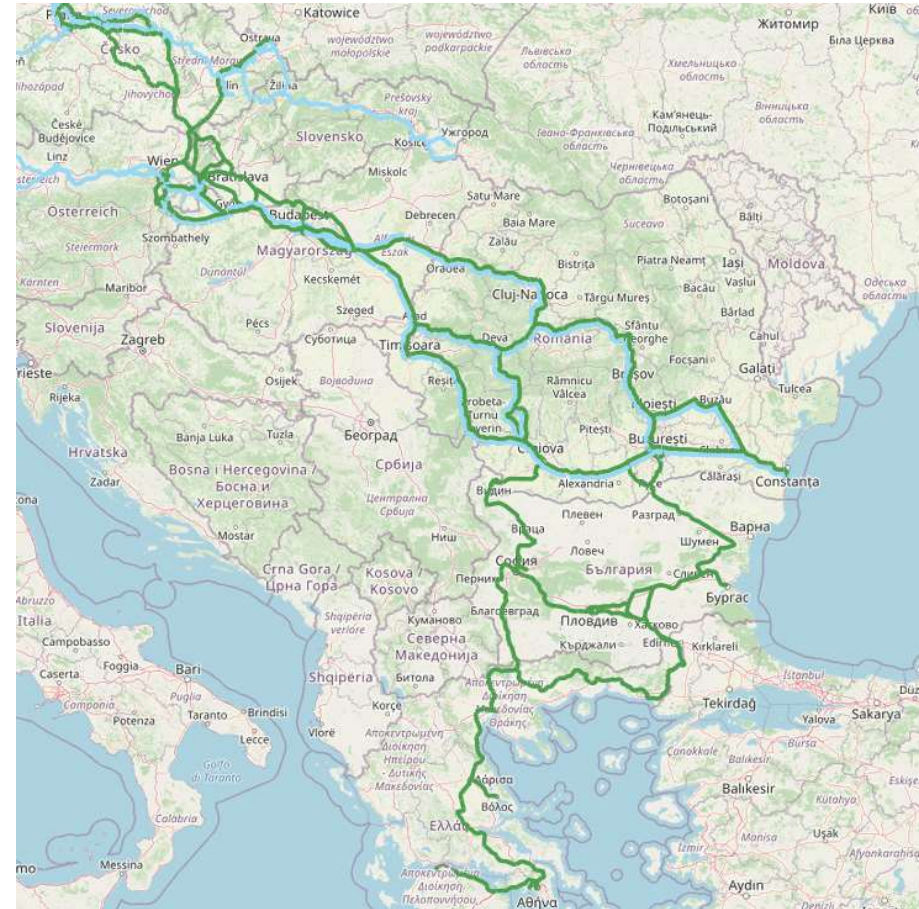
# Agenda issue 2

## Administration

# RFC OEM and RhD RU Advisory Group - new joint approach

Mainly due to a wide overlapping of the two RFCs' routings especially in their south-eastern part this new format could help to

- treat issues jointly which belong together
- discuss issues only once if they are the same for both RFCs
- improve communication, exchange best practices between the two RFCs
- reduce effort in business travel (esp. after end of pandemic) and thus
  - save time, money and CO<sub>2</sub>-emissions
- increase attention, awareness and attendance on all sides



# Representation of the RU's opinion in the RFCs' Executive Boards

## RFC OEM and RhD RU proposal

- RU AG chairs get the ExBo agendas in time to check
- RU AG chairs are invited to agenda items with impact on RUs' business
- RU AG chairs get fix time-slot (e.g. 15 minutes) to submit their current RU-view on the corridor business

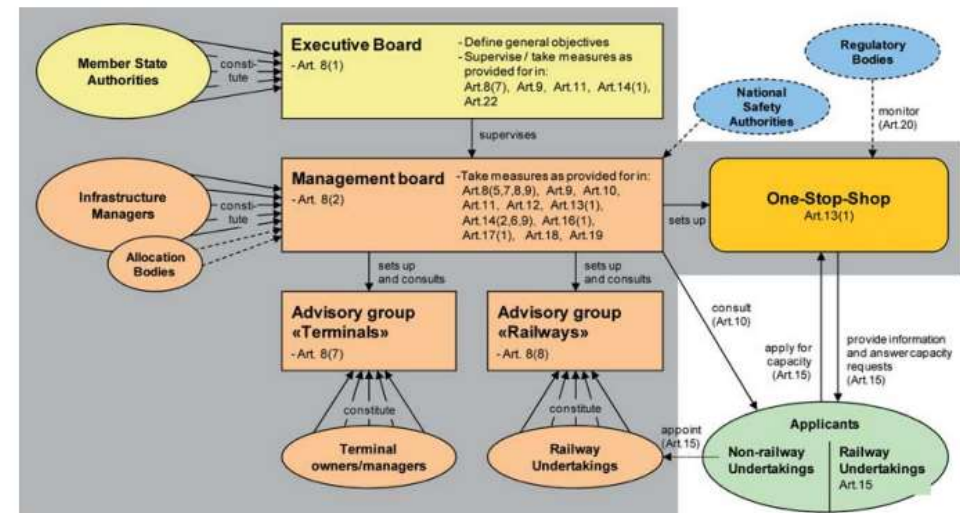


Fig. 4: Governance structure of a Rail Freight Corridor / Source: Author/EU Commission

# Agenda issues 4/5

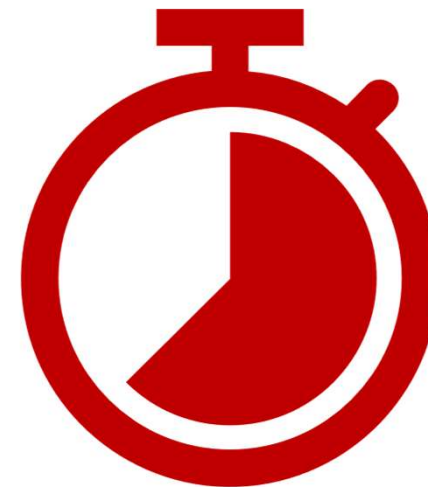
Operations

Quality/Train Performance

## Train inspections as a key driver for long dwell times

Increase the efficiency of **activities in border stations which largely impact on rail competitiveness**, such as

- **train inspections of the border police** which shall prevent illegal immigration into the Schengen area and avoid accidents with people on freight trains
- such inspections create long stops and sum up to a mayor share of the overall dwell times

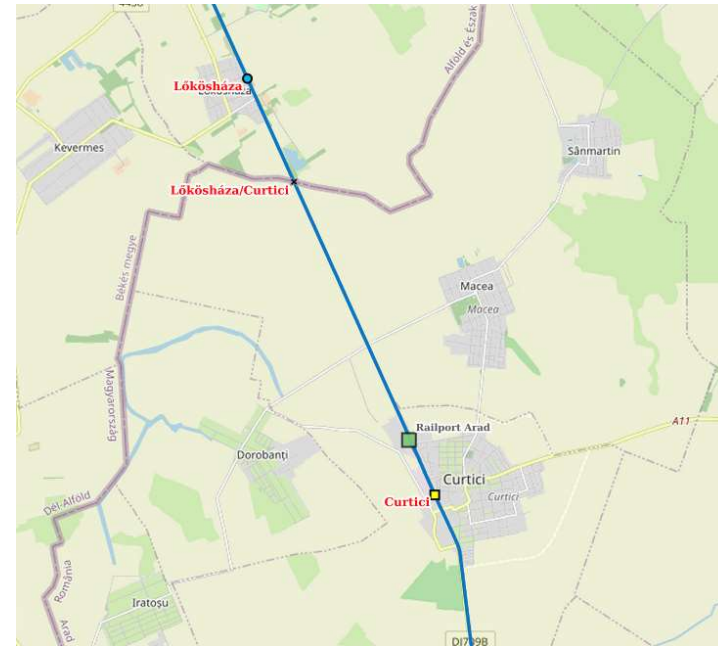
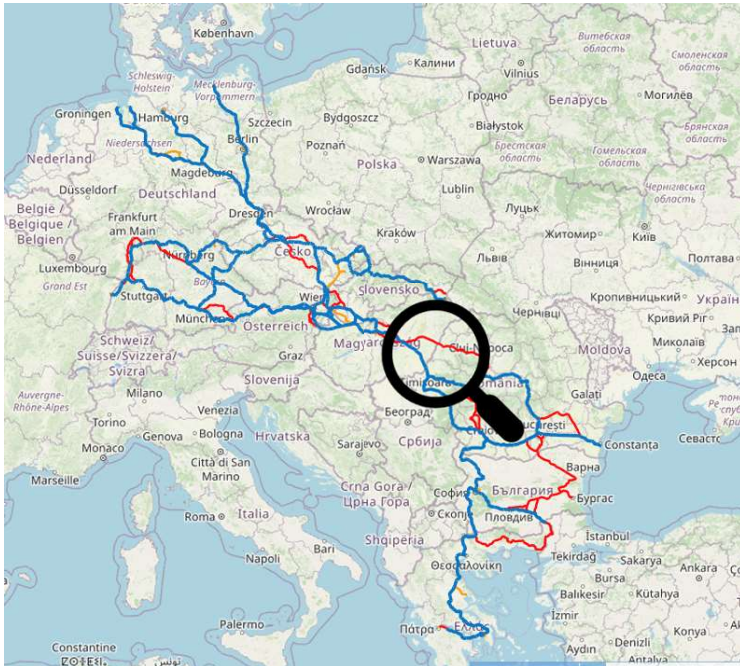




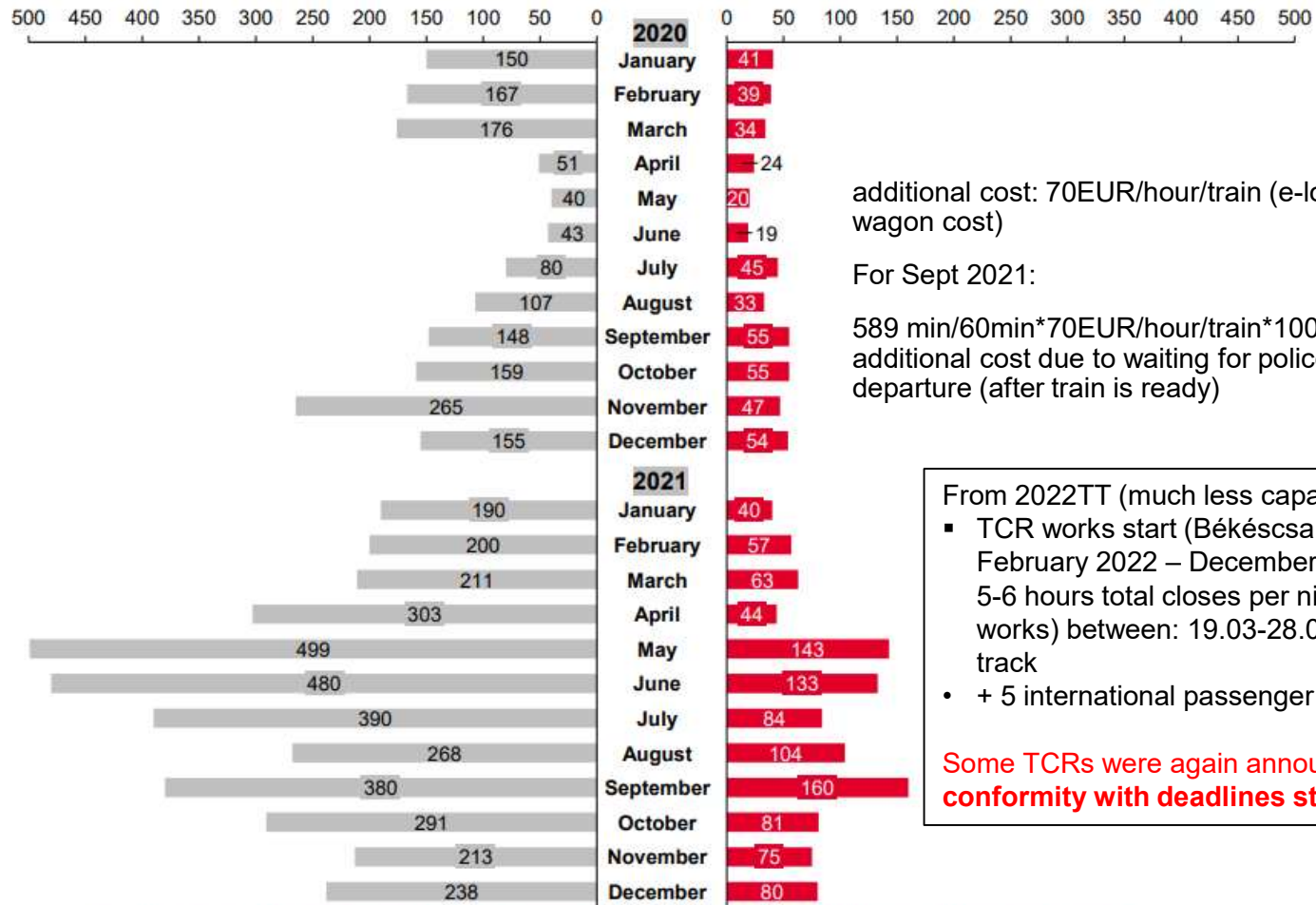
# Stops Curtici and Lőkősháza as a significant source of poor transport speed

For the OrientEastMed and RhineDanube Rail Freight Corridors we do face such challenges in the border stations of

## Curtici (RO) and Lőkősháza (HU)



## Waiting time for border-police checks at Curtici station - RO-HU direction (minutes)



additional cost: 70EUR/hour/train (e-locomotive, 1 loco driver, parking fee, wagon cost)

For Sept 2021:

589 min/60min\*70EUR/hour/train\*100trains/month = **68717EUR/month**  
additional cost due to waiting for police border control and waiting for departure (after train is ready)

From 2022TT (much less capacity for freight trains):

- TCR works start (Békéscsaba.Lókösháza gr.) between February 2022 – December 2023!  
5-6 hours total closes per nights (no parallel close with line 101 works) between: 19.03-28.03 and 20.04-29.04 total close of track
- + 5 international passenger trains pairs (RO-HU) run

Some TCRs were again announced far too late and in **non-conformity with deadlines stated in EU Dir 2012/34 Annex VII**

Waiting for police border control (after requesting)

Waiting for departure (after train is ready)



## Proposals for a way forward

An urgently needed **significant dwell-time reduction** will especially require

- a **one stop only** policy for train runs in **both directions**
- **quicker availability** of the police staff to **start** with the inspections **earlier**
- **more staff** or **technical support** to **perform more inspections in parallel**
- .....

We have invited the representatives of the involved countries' ministries to discuss with us proposals for an urgently needed improvement.

After the recent first positive reactions of the HU and RO ministries RUs are now waiting for concrete talks to start.

**We are at your full disposal to come to (hopefully) quick and tangible improvements!**

## RUs' requirements for an RFC Train Performance Management (TPM)

### Possible **efficiency criteria** for a future RFC TPM

- **Train samples** for regular monitoring should be **jointly set up** by RFC and RUs
- **Reporting** should be **automatic based and on TIS data** (which will require linking of trains with train number change)
- **Performance monitoring** shall be **regular** (monthly/quarterly? tbc)
- **Meetings** shall be held as **Teams conferences** whenever possible between TPM/Operations experts to discuss **quality issues arising from the performance reports** (1 to 2 physical meetings per year if possible)
- **Activities** shall be **complementary to national TPM activities** of RFCs' IMs and **strictly focus on international resp. interoperability-related** issues (avoid double work)

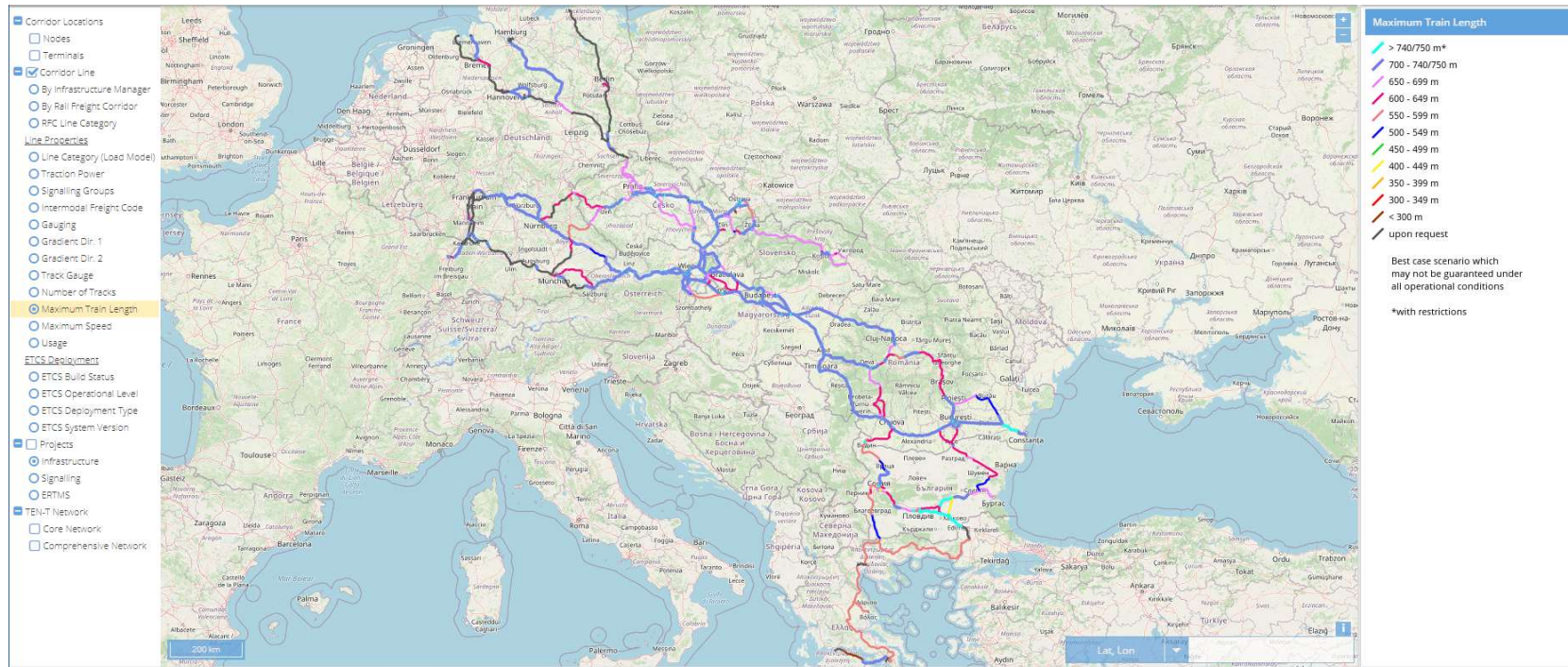
# Agenda issue 7 AoB

# Amendment of TEN-T and RFC Regulations

## RFC OEM and RhD are fully part of the current and future<sup>1</sup> TEN-T Network

This seems to be very important as there are still mayor parts of both RFCs where the mandatory TEN-T Infra Parametres are still far from being realised:

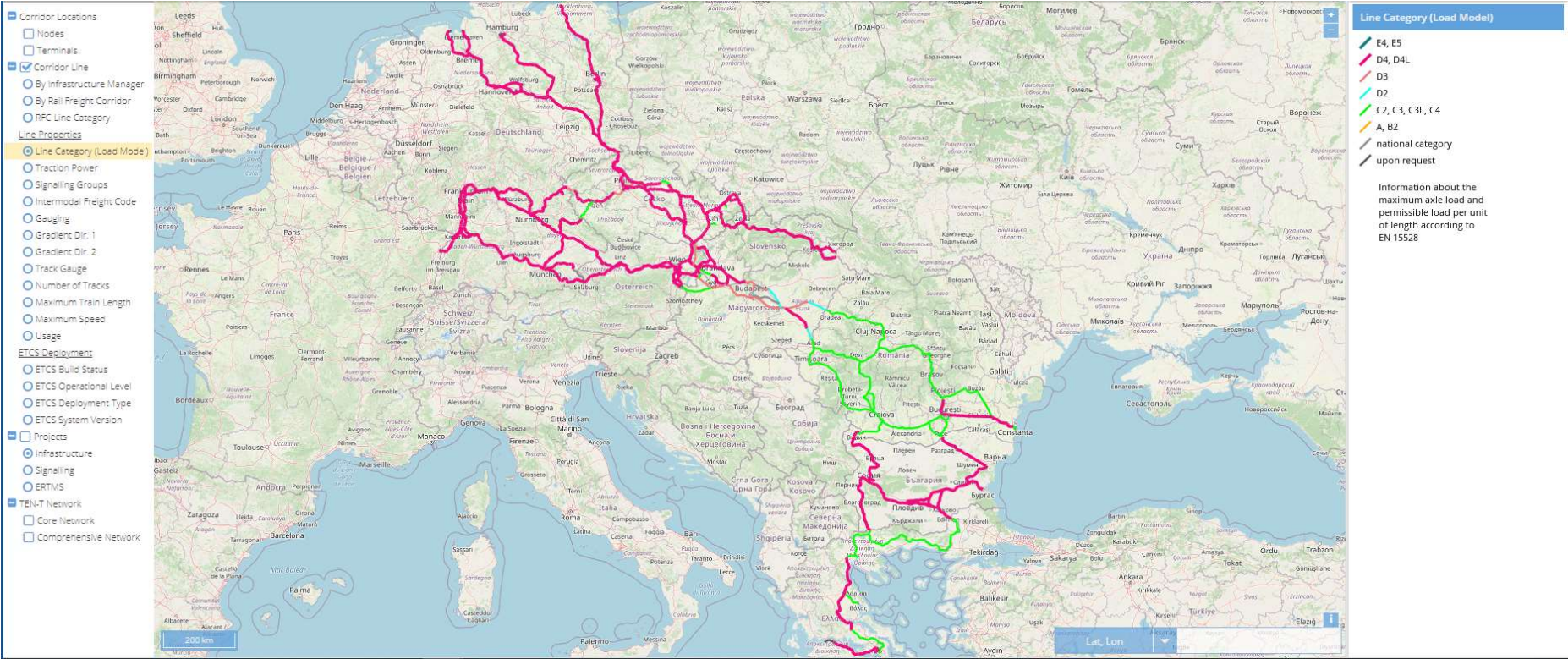
### Train Length



<sup>1</sup>according to published draft new TEN-T Regulation from 14 December 2021



# Line Category (Load Model)





# Intermodal Freight Code

