



Ministry of Infrastructure
and Water Management

Operational issues border Oldenzaal- Bad Bentheim

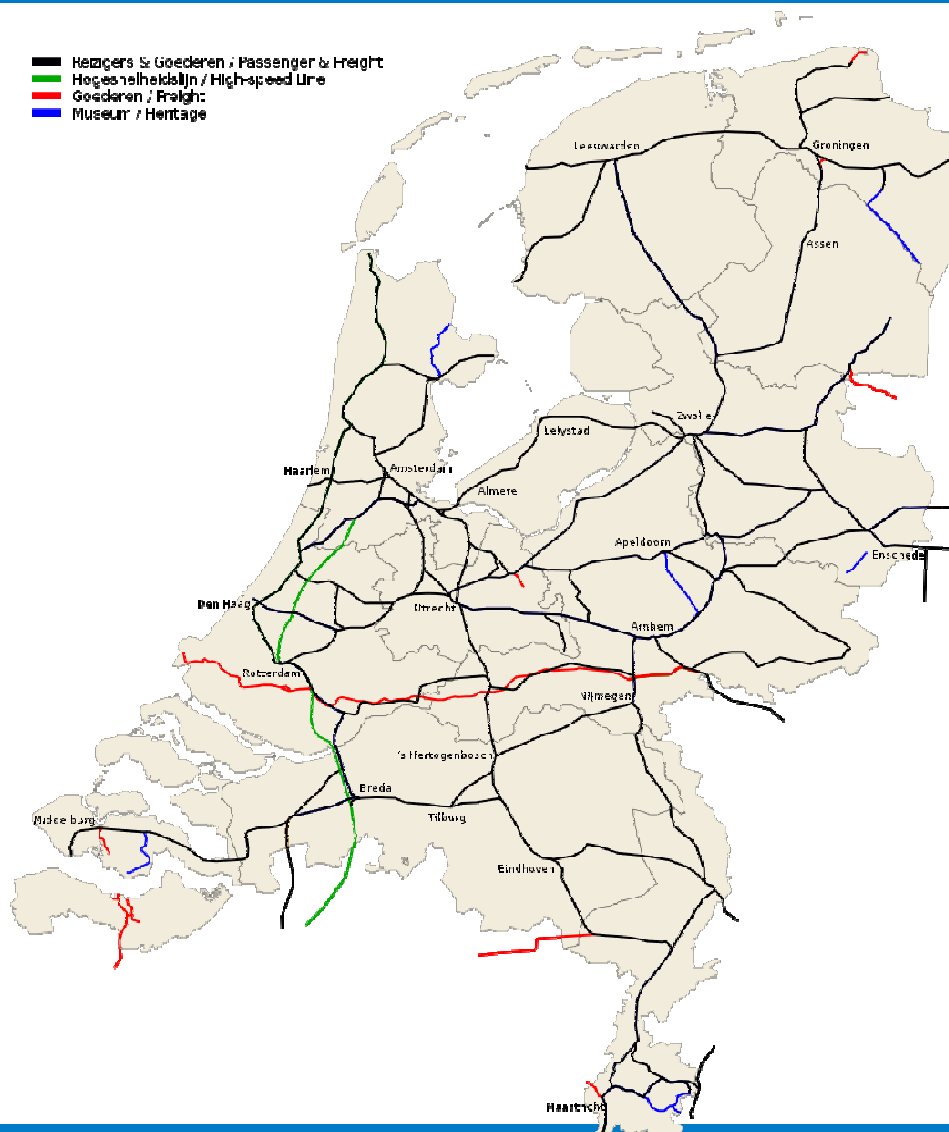
Meeting with RU's 16 August
Marcel Tijs

15 October 2018



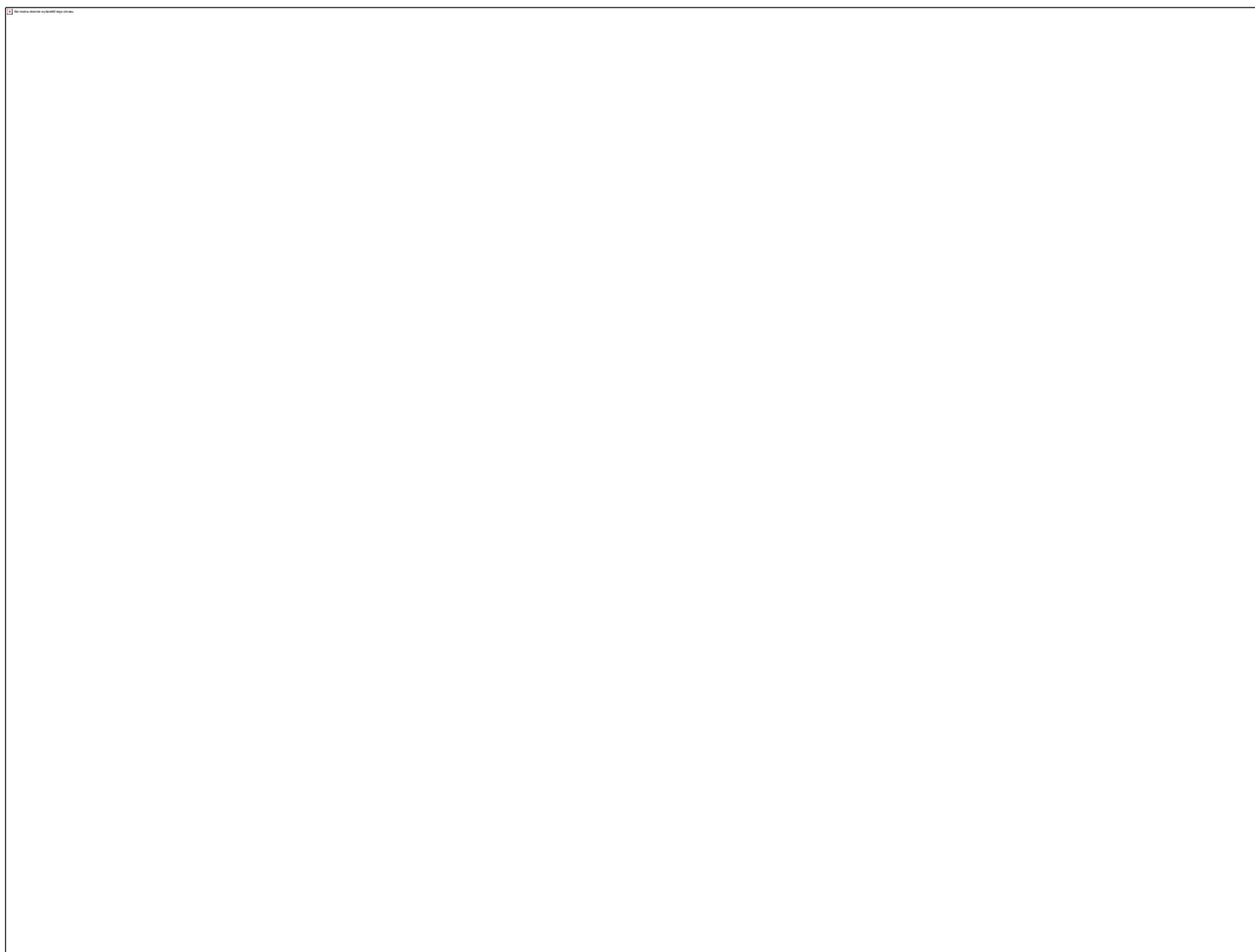
Background

- Rail Freight Corridor NS-B proposal to organize meeting with RU's on operational 'challenges' on this border;
- Meeting was held on 16th of August; ProRail and Ministry both acting on the topic.





Bad Bentheim; 13th of June 2018





Meeting 16th of August

- 5 RU's participated: DB, Lineas, Raillogix, LTE, Captrain;
- Including the NSA, the MoT, the IM.
- Problems occur with the traffic to and from Bad Bentheim: capacity, infrastructure related, operational etc.;
- It took some time to find what operational problems “at the border”.
- **Conclusion: RU's do face lot of problems with traffic via Bad Bentheim.**

Please note: from point of view RU's



Infrastructure related/physical constraints

- Lay out of Bad Bentheim is outdated:
 - No options to run through, so always a stop;
 - Tracks are too short;
 - The longest track (630 m) is 'often' used for regional train, at least this is the perception;
 - In wide neighbourhood NL and DE no waiting alternatives (see Capacity allocation).



Capacity in NL to come from / go to Bad Bentheim seems insufficient

- Not enough paths from Bad Bentheim to and from Rotterdam/Tilburg/Roosendaal (related to BUP);
 - Trains must wait too long for an available path;
 - Trains are not allowed to start before until they can use the whole path. Using only a part of the path (that is free) could give some ease.
 - Paths are due to 6 IC's/hr (Amsterdam - Eindhoven) reduced in length.
- Even during night it occurs that a train must use a path.
- To many TCR's, no train has the same TT every day.

RU's want better capacity (availability of paths, flexibility length of trains)



Operational problems

- The line / Station Bad Bentheim – Osnabruck is closed during two weekend nights (Impact is bigger actually due to the fact that there is anticipation regarding the closure).
- Train numbers are not international.
- It is not allowed to run “left track” on the border.
- Communication ProRail DB Netz not on the Venlo & Emmrich level.
A ‘grenzdisponent’ is missing → ‘grenzdisponent’ in place for TT 2019.
- B1 language level is needed to run to Bad Bentheim.
- Getting locomotives accepted on border section is too complex.
- ‘Grenzbaanvakovereenkomst’ (agreement on border section between the IM’s) seems outdated.

Personal note: expectation was more operational issues.



And now?

- First: more in depth analysis of issues mentioned by RU's by ProRail and MoT NL.
- Next: new meeting with RU's.
- Then: meeting with German stakeholders?

