



Operational issues

- Cross border interoperability within the RFC's: still an issue → some general examples: Train loading, Tests and checks before departure, Train composition, Transfer of information at borders, Operational rules, Tail lights vs tail plates, Braking sheets, Braking percentages, Technical checks and trusted handover, Buffer wagons, language (and probably others..)
- Different initiative's ongoing: Workshops have taken place TSI OPE (march 2017) - NSA working group - Issues-log ERA: listing the issues hampering smooth international rail freight traffic from a technical interoperability point of view.
- Conclusions RFD 2017:Point 5: Solving cross border issues for international traffic is essential especially for ERTMS and deployment of ERTMS should be closely monitored. (implementation for ERTMS in NL part not foreseen yest)
- Work is being done in order corridors: Italy tail lights pilot



Operational issues (general RFC NSB)

- In RFC NSB some work has been done on cross border issues: table cross border issues, discussed during previous meetings
- RFC NSB: From RAG meetings 2016-2017 we learn that operational issues are still an issue for the RU's
- Recently: braking sheets, mobile numbers communication, cross border agreements



Border NL-DE (Oldenzaal-Bad Bentheim)

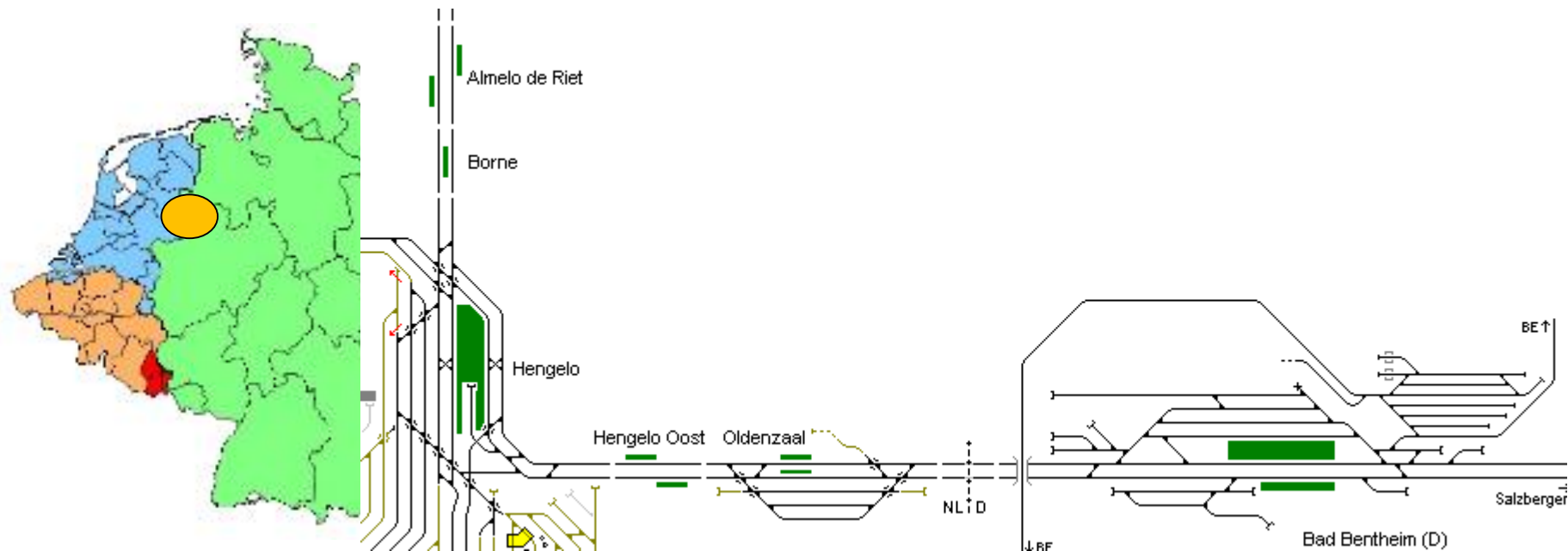
- This stretch became a principal line by decision of ExBO (TT2018)
 - **Line Amsterdam – Löhne via Bad Bentheim will be principal line and PaPs will be provided**
 - learning of the rerouting the 3rd track
 - significant growth of traffic
 - **Line Magdeburg – Berlin will be changed in order to meet traffic flows**
 - Biederitz – Roßlau stays principal line
 - Roßlau – Berlin via Belzig will be diversionary line
 - Biederitz – Berlin via Brandenburg will be principal line
- NL infra goes to Bad Bentheim
- RU's: Many 'spot' trains/spot market, combination of RU's
- Change of locs 1500 V vs 15000 V (technical but also for optimisation of Locs)



Border NL-DE (Oldenzaal-Bad Bentheim)



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Border NL-DE, what issues?

RU's:

- Train lengths (580 vs 630): RU's → differences between max length (border agreements IM's?)
- Train numbering
- No capacity IM? (Gelegenheidstrassen, Line closing part of the week)
- Complaints about coordination of Paths between IM's
- Maintenance/restrictions impacts business

NL ministry:

- Border agreements NL-DE (1958?)
- Border agreements IM's (ProRail/DB)
- Language



Operational issues

- taskforce/working group with:
 - 2 IM's
 - 2 involved ministries
 - (2 regulators)
 - 2 safety authorities
 - 2/3 RU
 - other?
- Why: problem ownership – in depth analysis with all the stakeholders → achieving result/positive economic impact
- Focus on the cross border issues not Corridor



Proces

- Februari 2018:** Discussions/meetings with NL RU's, IM, regulator (ACM), Safety Authority (ILT) + presentation in ExBO/RagTag **(done)**
- March/April 2018:** Project Document, putting issues on paper, preparing workshop
- May 2018:** workshop with stakeholders + identifying next steps /who does what: **action plan?**
- July 2018:** discussing results/proces in ExBo/MaBo
- September 2018:** second workshop/discussions with stakeholders about results/proces + ExBo/MaBo/RagTag
- December 2018:** end of pilot/conclusions in Exbo/Mabo