



Ministry of Infrastructure
and Water Management

Pilot border Oldenzaal- Bad Bentheim

Workshop 22 March 2019 in
Rheine (DE)

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Background

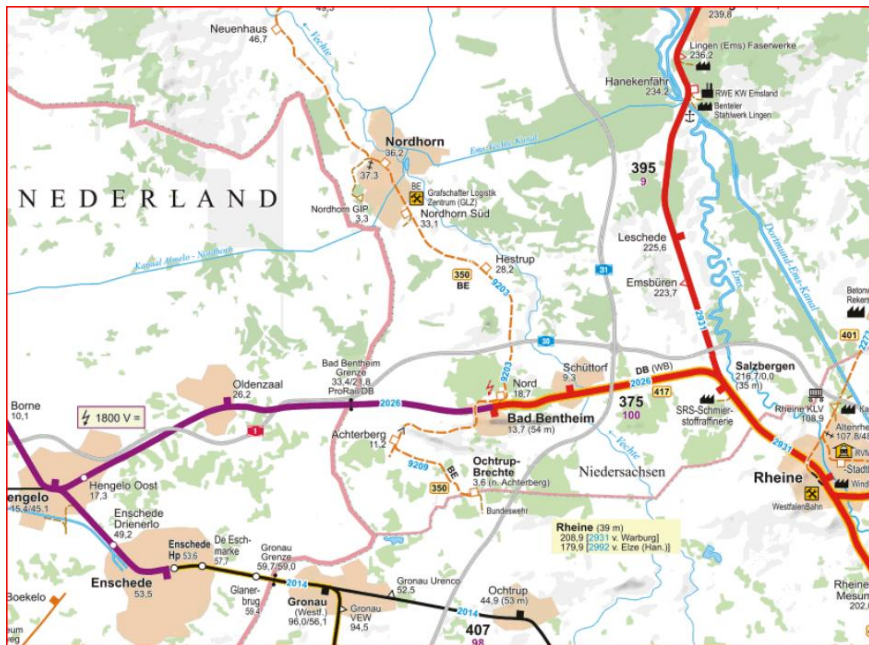
- Rail Freight Corridor NS-B proposal to organize meeting with RU's on operational 'challenges' on this border;
- Meeting was held on 16 August 2018; RU's, Safety Authority, ProRail and Ministry;
- Meeting on 22 March 2019 with NL and DE stakeholders.



- Enkelspoor / Single-Track
- Dubbelspoor / Double-Track
- Driesporig / Three-Track
- Viersporig of meer / Four-Track or more



Oldenzaal – Bad Bentheim





Meeting 16 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



Meeting 22 March 2019

- 4 RU's participated: DB (NL and DE), Lineas, LTE, Bentheimer Eisenbahn
- Including the NSA, the MoT, the IM + Province Overijssel
- Very positive atmosphere and willingness among stakeholders to jointly look for quick wins, discuss the state of play, listen to each other.
- **First time all these stakeholders sat together to discuss a border crossing between NL and DE!**
- Much of the problem's concentrated on the outcomes of the first workshop:
 - Capacity/Availability of paths
 - Operations (e.g. train numbers)
 - Infrastructure



Problem	Lösungsansätze
1. Züge stehen zu lange in Bentheim	1.1 Schneller Adhoc Trassen durch ProRail
	1.2 Durchgehende internationale Zugnummern
	1.3 Keine Trassen nur bis Bad Bentheim
	1.4 PreCheck / Kommunikation
	1.5 WTU-Vertrauenszug (check of train)
	1.6 Wagenliste / Bremszettel – unterschiedliche Anforderungen
	1.7 fehlende Ressourcen EVU
1. Zu wenig Platz in Bad Bentheim (Infrastruktur)	2.1 Gleise / länge 740m im Bahnhof und Zulauf / GWB / left track / Transition
	2.3 Kurve Osnabrück - Nordhorn
	2.4 Lokwechsel / Personalwechsel / WTU an anderen Orten (z.B. Almelo)
1. Strecke nachts und an Wochenenden geschlossen	3.1 Öffnung Bad Bentheim – Osnabrück nachts
	3.2 Koordination Baufenster zwischen ProRail & DB Netz AG
	3.3 eingleisige Sperrungen in NL ermöglichen
1. Gelbe Flotte auf Grenzbetriebsstrecken	4.1 Anforderungen ProRail



Meeting 22 March 2019

Next steps:

- Different stakeholders will have to do some homework in the coming months.
- Next meeting Q3
- Success will depend on possibilities to solve problems and willingness among stakeholders...



Infrastructure related/physical constraints (16 August)

- 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 D no waiting alternatives (see Capacity allocation)



Capacity seems insufficient (16 August)

- 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 (16 August)

- 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.