



# Memorandum of Understanding

## Standardized short term timetable ordering

16th September 2020



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# Memorandum of Understanding

between

the Infrastructure Manager of RFC 8 North-Sea-Baltic

and

the Railwayundertakings of RFC 8 North-Sea-Baltic



## Introduction

The road transport sector has set up a high benchmark of transport quality corresponding to the demands of the customers to transport services – operators, shippers, industry etc. Facing the need of achieving a competitive transport performance, the rail freight sector needs to establish, maintain and continually improve a high quality level of its transport services. Due to growing industries in the south-east European countries, it will be expected that international transport volumes will increase remarkably on this corridor. To win a high share of these volumes for rail, it is viable that rail transport offers a competitive quality level compared to road transport.

The Rail Freight Corridor established a Quality Circle Operations with all stakeholders which take place several times per year. The major focus is to identify general or corridor specific quality gaps.

As a result of the Quality workshop RFC 8 on the 25<sup>th</sup> February 2020 which took place in Arnhem, Netherlands the working group agreed to establish a “Memorandum of Understanding” (MoU) concerning

### **“Ordering of short term timetables”**

due to the best practice example of RFC NSB at the German-Polish border crossing point “Oderbrücke”

The final target is to reduce the dwelling time at the border, based on KPI’s evaluated by RFC 8.

The commitment should signed by all Railway undertakings which are crossing the border.

## Content of the MoU

Infrastructure Manager (IM) noticed a lack of information in ordering of short term timetables. The result of missing information are extended border crossing stop over times and additional delays by providing international timetables from origin to the final destination

The aim of the MoU is to get more transparency of the border crossing process. All Railway Undertakings of the corridor RFC 8 oblige to provide the following data while ordering an international short term timetable:

- **apply for international train number**
- **name final destination of train run**
- **give detailed information about cross-border procedures to IM when ordering timetable (e.g. waggon check, loco change, etc.)**
- **assure resources of RUs before entering Bad Bentheim station**
- **agree on a standardized format to provide these information**
- **All involved RUs shall make sufficient effort to improve the quality of wagons and cargo (including lashing, securing and labelling). If it is proven that specific trains, over certain timeframes, have been delivered according to quality standards, RUs are able to eliminate checks at the border**
- **aspire to become a member of ATTI or alternative to simplify the border crossing procedure to avoid waiting time due to wagon checks**

All information are mandatory when ordering short term international timetables



## Railway Undertakings RFC 8 via Bad Bentheim

### Name of the company

- Bentheimer Eisenbahn
- Rail Force One
- Rotterdam Railfeeding
- RTB
- LTE
- DB Cargo AG
- Lineas
- Locon
- Captrain
- HSL Logistiek

### Name

Raymond Broere

Remon van t'Veer  
Gönke Kraft

### Signature