



Rail Freight Corridor  
North Sea – Baltic



**State of play on border crossings: Bad Benteim and  
Frankfurt Oder Oderbrücke**

**Zuhal Nalbant/Dirk Ölschläger**  
**RAG/TAG meeting**  
31<sup>st</sup> of March 2021



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# Continuous improvement process for Bad Bentheim

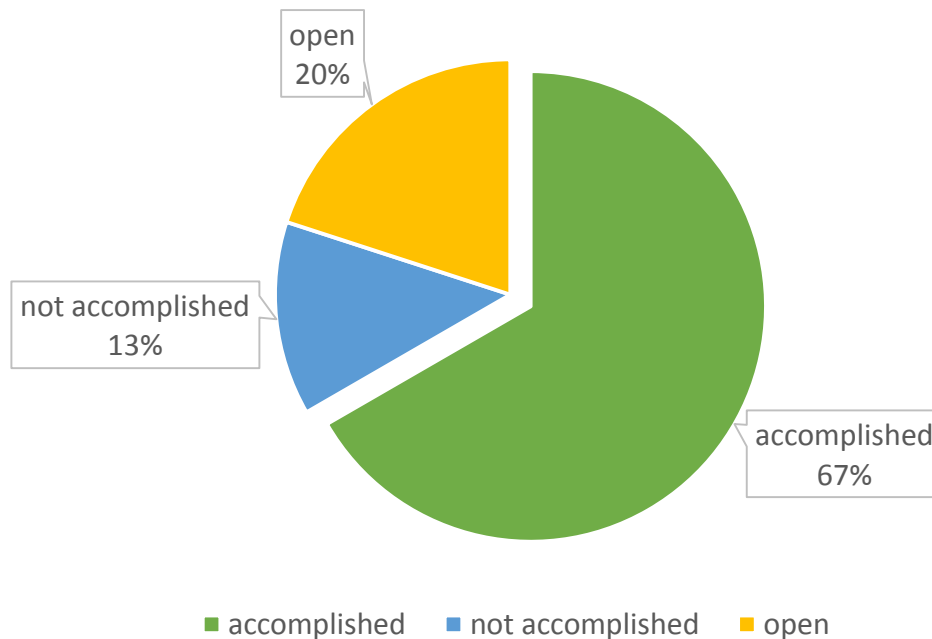


# Many issues from the Action List were solved already

| Action | Description   | Responsibility                            | Involved Stakeholder | Deadline                 | Status end of 2020   |
|--------|---|---|----------------------|--------------------------|--|
| 1      | Establish <b>working group on ad-hoc timetabling issues</b>   | Michael Kitschun                          | IM + RU              | Mission accomplished     | Successfully completed. Working group established  |
| 1 a)   | Investigate if a more flexible approach for the ProRail path construction is possible and allowed   | Erik van der Linden / Richard van Krimpen | IM                   | Mission accomplished     | Successfully analysed. ProRail has an end-to-end timetabling construction requirement but no systematic problems are caused because of it. Only one issue named by RUs. In case of future problems RU can directly contact eric.terlaak@prorail.nl |
| 1 b)   | Review and agree on a process how to manage and apply for the harmonized international train numbers  | DB Netz / ProRail / RUs                   | IM + RU              | open                     | Process for ad-hoc timetabling train number coordination defined. Next step is time tabling coordination --> ToDo in 2021  |
| 1 c)   | Investigate the mentioned (unknown) technical issue that RUs cannot order ProRail train path with the agreed international train numbers                          | Erik van der Linden                       | IM + RU              | Mission accomplished     | Successfully completed. Confirmation by ProRail and RFO that topic can be closed as technical problems are solved  |
| 1 d)   | Harmonization of Timetables in ad hoc: Follow the RFC Rhine-Alpine initiative and adapt the results afterwards  | Erik van der Linde / Michael Kitschun     | IM                   | open                     | Process for ad-hoc timetabling train number coordination defined. Next step is time tabling coordination --> ToDo in 2021  |
| 2      | <b>Empowerment of Grenzdisponent</b> Bad Bentheim   |   |                      |                          |  |
| 2 a)   | Achieve 95 % occupation of the Grenzdisponent   | Erik van der Linden / Richard van Krimpen | IM                   | Mission accomplished     | Successfully completed. 100% occupation achieved   |
| 2 b)   | Improve LEIDIS information displayed for dispatchers at the OCCR in Utrecht   | Guus de Mol / Oliver Sellnick             | IM                   | Mission accomplished     | Successfully completed. ProRail dispatcher have full remote access to LEIDIS   |
| 2 c)   | Redesigning and smoothening the international process within ProRail (between OCCR/ Grenzdisponent and dispatchers at Kijfhoek, Zwolle, Eindhoven and Roosendaal) | vd Linden / van Krimpen,                  | IM                   | Mission accomplished     | Successfully analysed within ProRail   |
| 2 d)   | Benchmark between several types of Grenzdisponenten by comparing the scope of work of the GD of different boarders e.g. Poland, Oderbrücke                        | DB Netz                                   | IM                   | Mission accomplished     | Successfully analysed. Concrete steps to improve communication of Grenzdisponent and RUs defined. Those are reflected in the MoU of the RU.  |
| 3      | <b>RU self-commitment</b> containing the most important operational RU procedures and processes for Bad Bentheim  | Dirk Zender (RAG Speaker, DB Cargo)       | RU                   | Mission accomplished     | RU MoU signed. --> ToDo in 2021 is the implementation of the MoU   |
| 4      | <b>Arbeitsgruppe mit Bad Bentheimer Eisenbahn</b> um Kapazitätsverbrauch durch die Nutzung des Gleis 3 reduzieren   | DB Netz, Michael Kitschun                 | IM + RU              | mission not accomplished | Analysis was done. Conclusion is negative: Adaptation of timetables is not possible due as this would influence negatively the punctuality of the regional passenger trains  |
| 5 a)   | Common meeting with DB Netz Fahrwegmessung in Minden and IL&T (Olthoff Bart) for the application of the Dutch registration of the vehicles.                       | Thomas Schmidt, DB Netz                   | IM                   | open                     | Topic was analysed. The issue is relevant but no solution achieved. --> ToDo in 2021   |
| 5 b)   | Check if Dutch maintenance conflicts with the new opening and coordinate with DB Netz if necessary  | Erik van der Linden                       | IM                   | mission not accomplished | Analysis was done. No change of maintenance concept in 2020 and 2021 possible. Hence, this point is closed unsuccessfully  |
| 6      | Develop the collaboration from one-off workshops to a <b>continuous improvement process</b> involving all stakeholder   | Christian Minge / Erik van der Linden     | IM + RU              | Mission accomplished     | 5 Telco: ProRail + DB Netz and 3 Telco ProRail + DB Netz + RUs   |
| 6 a)   | 1st Telco IM only   | Christian Minge / Erik van der Linden     | IM                   | Mission accomplished     | 5 Telco: ProRail + DB Netz and 3 Telco ProRail + DB Netz + RUs   |
| 6 b)   | 1st Telco IM + RU   | Christian Minge / Erik van der Linden     | IM + RU              | Mission accomplished     | 5 Telco: ProRail + DB Netz and 3 Telco ProRail + DB Netz + RUs   |

# Statistical analysis for 2020

Status of implementation of Action List in 2020

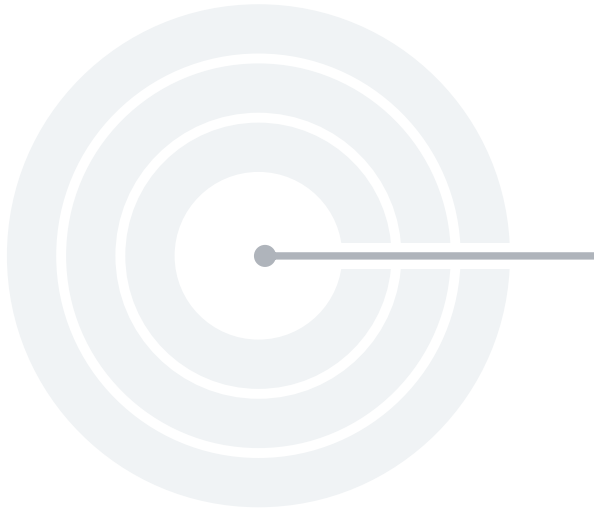


## Conclusion:

- **Our collaboration shows clear results: Most of the defined actions were implemented successfully!**
- **Continuous collaboration helps us to become better**



# But some other issues are still under construction



Implementation of a optimized process for the **coordination of ad-hoc timetable** at NL-DE borders.

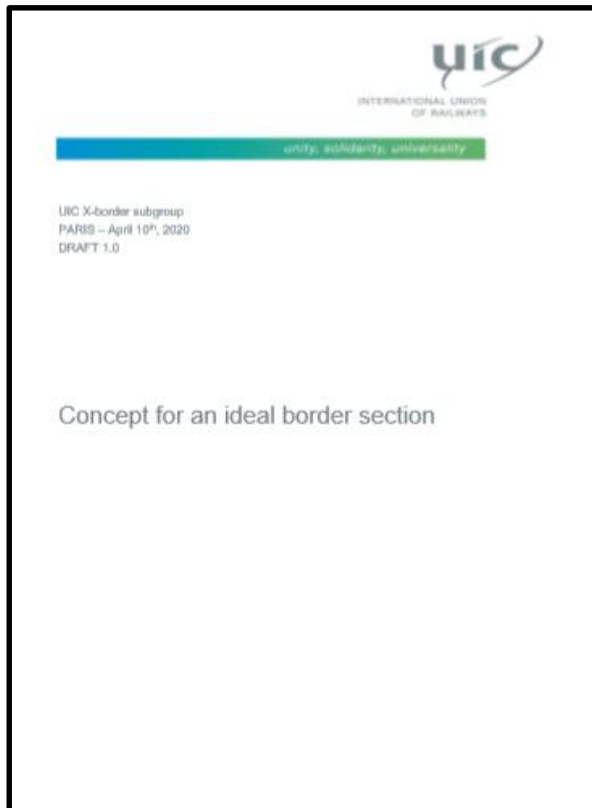
**Implementation** of the Railway Undertakings **MoU**

Development and Implementation of the **Dwelling Time Report**

Get an official authorization for German track **measurement trains to run on the Dutch cross border section**

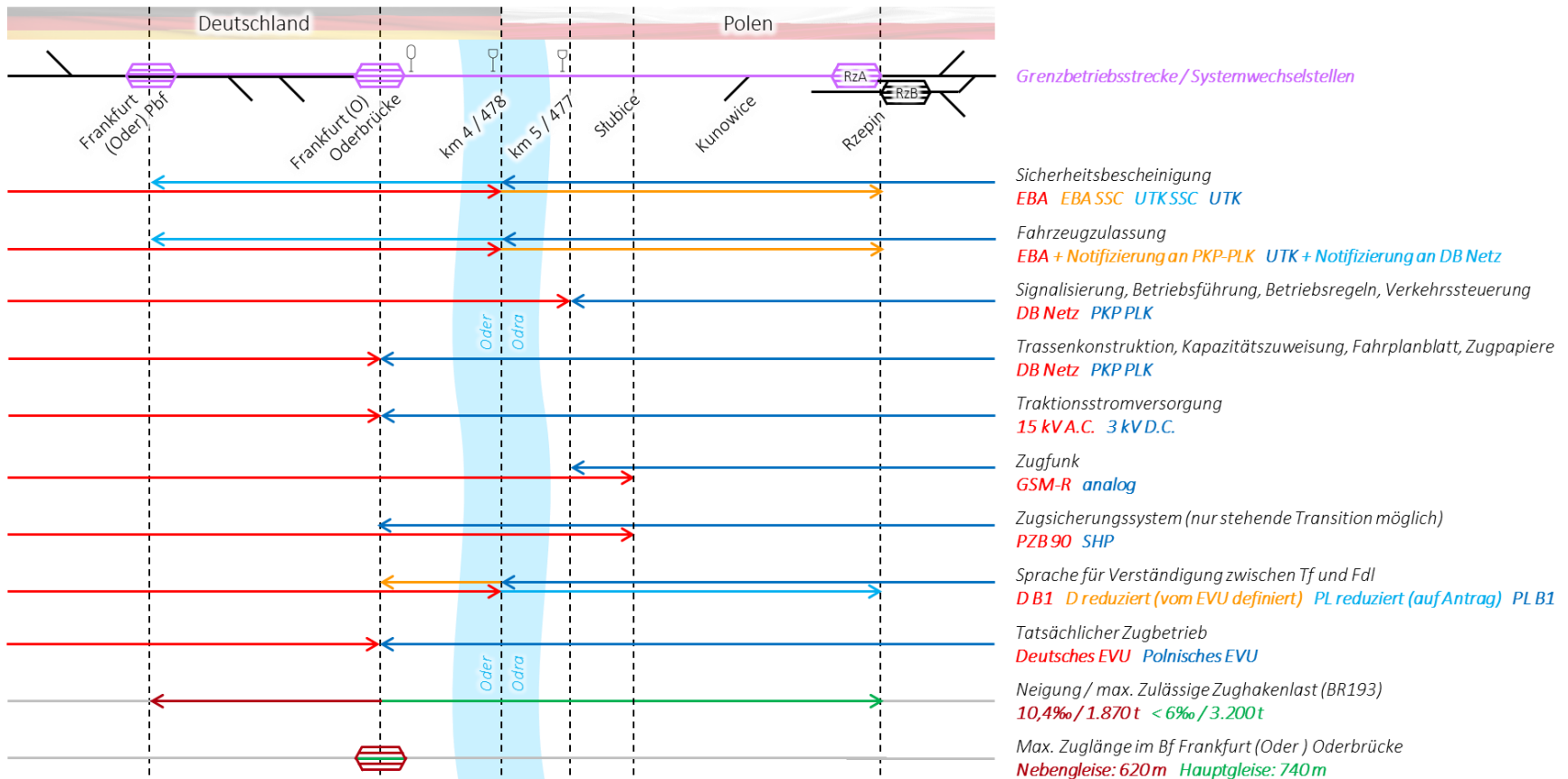
Improvement of **communication between Grenzdisponent & Traffic Management** Bad Bentheim

# UIC X-Border Subgroup describes the ideal border section

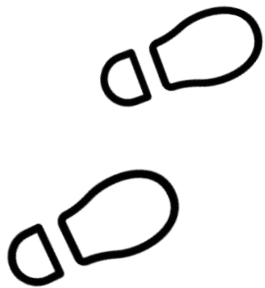


- Handbook shows **the ideal border section** from RUs perspective
- **Involved:** UIC, SBB, RCG, DBC, SNCF, Lineas, BLS & VDV
- **Goal** of the described measures: **increase in productivity by simplification** of processes and **resource-saving optimization** of international rail freight
- **Handbook should serve as technical reference** for:
  - optimization of interoperability
  - small adjustments on existing border sections
  - Optimization of processes on RU and IM side
  - Amendments of border agreements as well as new border agreements

# DB Cargo took initiative to adress border section Frankfurt/Oder as to be discussed



# In order to discuss problems and implement measures...



**ToDo IMs:** Establishing a platform where individual problems could be discussed together with all interested RUs and measures to be decided

**ToDo RUs:** Interested RUs are asked to get in touch with us (DB Netz AG, PKP PLK) if they would like to be involved

**Next steps:** Common Kick-off workshop will be organized for May/June 2021