

**RAIL FREIGHT CORRIDOR CZECH REPUBLIC -  
NETHERLANDS**

**ACTION PLAN 2008-2013**

**July 2006**

**DRAFT**

This action plan has been decided upon by the Ministries of Transport from the Czech Republic and the Netherlands. The action plan is based on the requests from the Ministers as expressed in the Working Plan 2007-2008 of the Memorandum of Understanding for a Program for bilateral cooperation. The action plan has been discussed and accepted by the private and public stakeholders. Germany will be involved in the implementation of certain actions.

## OVERVIEW OF ACTIONS FOR 2008-2013

Nr	Measures	Milestones	Actors
<b>INFRASTRUCTURE</b>			
1	Increase train length	Analyse the possibility of driving trains longer than 600 metres	IM
2	Improve track capacity	Monitor corridor performance, like: punctuality, speed, capacity	IM
		Analyse performance with the aim of eliminating bottlenecks on the Czech and Dutch part of the corridor	IM
3	Increase terminal capacity	Analyse with the aims of eliminating bottlenecks and increasing current terminal capacity in the Prague region and in the port of Rotterdam	MoT, IM, Terminal manager (private sector)
4	Performance clauses for infrastructure services	Encourage the introduction of the European Performance Regime (EPR) and Europtirails	IM
5	Optimise Information and communication	Introduce train numbers which keep their numbers for 24 hours	IM
		Construction works: Inform both IM of neighbouring countries & traction providers direct on planned maintenance	IM
		Information of delay: Inform neighbouring IM, the traction provider and the terminal operator direct once a delay occurs by Europtirails	IM
6	Information in English	All information communicated by the IM should be also available in English. In particular website of IM and communication with One Stop Shop	IM
7	Improve international train path allocation	Optimise the 'One stop shop' (OSS)	IM
		Short term path request: Shorten response time by the full use of all organizational and technical possibilities to ensure response times for short term path requests to 5 days for international train paths	IM
		Long term path request: Encourage the implementation of Pathfinder & EICIS	IM
		Direct access IM timetabling computers to all operators	IM/Regulator

<b>SAFETY</b>			
8	Create Seamless transport flows using the same signalling and control systems	Both Czech Republic and the Netherlands encourage to install ETCS on the corridor Rotterdam-border Germany / Prague - border Germany to encourage seamless transport without changing locomotives.	SA/IM
9	Mutual acceptance of locomotives	Bilateral cross acceptance on basis of EU guidelines on rolling stock and International Requirement List (IRL)	SA
10	Acceptance of locomotives – function of track circuits	Investigate the replacement of old track circuits with working frequencies 25 and 50 Hz by new electronic ones with working frequency 75Hz, respectively 275 Hz within railway stations	IM (CZ)
11	Promote mutual acceptance of train drivers	Encourage cooperation on the basis 3 <sup>rd</sup> Railway Package on driver licenses	SA
<b>MARKET</b>			
12	Ensure market access	Ensure open market access conditions and international capacity allocation according to EU-legislation	Regulator
13	Monitor path allocation process	Monitor whether IM's timetabling personnel deals with all path requests in fair manner and on equal basis	Regulator
14	Monitor access to terminals and allocation of terminal slots	Monitor whether terminal access is open to all operators (in line with EC 2001EC/12 & 2001/14), with equal price structure and conditions; with the exception of private terminals	Regulator & MoT

MoT: cooperating ministries of transport  
IM: cooperating infrastructure managers  
SA: cooperating safety authorities  
RB: cooperating regulatory bodies

# SPECIFICATION OF THE ACTION POINTS

## 1) Increase train length

Increasing train length to 750 metre allows an increase of the number of wagons per train. This measure optimizes the use of the railway network and also the operations of the operators. Currently 600 metres is the maximum length in both the Netherlands as the Czech Republic, with the exemption of the Betuwe line.

*Action:* The IM should analyze in which by-passes, shunting areas and railway stations the track should be increased to allow 750 metres trains on the corridor and report to the MoT.

## 2) Improve track capacity

- Analysing corridor performance

Improving the track capacity allows to increase the number of trains. Current upgrading projects include the Dutch Harbourline/Betuweroort and on the Czech corridor: tunnel & platform roofs limitation; capacity of Praha railway junction. And extra capacity (especially for trains except of supposed time or in peak hours) may be problematic in sections with interval suburban transport Decín - Ústí n.L. – Lovosice, Lysá n.L. - Nymburk - Kolín, Kralupy n.V. - Praha – Kolín, the railway junction Prague, the railway junction Brno. Reconstruction of the Praha-Liben - Praha-Bechovice section (3rd phase) that is due to be completed in 2015 will remarkably add more capacity in the Prague junction with bi-level crossing and double-tracking of the line to Praha-Malešice.

*Action:* The IM should analyze where improvement of track capacity is most needed and most effective and report to the MoT.

- Analyzing performance

Monitoring track capacity is necessary to ensure that on the corridor use, quality and performance of train paths for international freight is of the highest possible level. Infrastructure managers are responsible for allocating train-paths on the corridor that are in line with the requests from railway undertakings. Infrastructure managers shall co-operate in order to make good connecting train paths. Three aspects are most important here:

- whether the infrastructure managers are able to offer a sufficient number of train paths (quantity) to the railway undertakings;
- whether the infrastructure managers can offer sufficient quality of train paths. E.g. the transit-time from the Netherlands – Czech Republic is important here;
- whether the performance of trains on the allocated train paths is in practice as expected.

*Action:* The infrastructure managers should collect following performance indicators:

- number of train paths (e.g. per week / working day) requested and used by railway undertakings, number of train paths offered by IM for international rail freight for each section of the corridor;
- commercial speed and realised travel time for typical origin-destinations on the corridor;
- average waiting time at border;
- punctuality of train services on the corridor;
  - volume of international rail freight transport on corridor (data source to be assessed).

### **3) Increase terminal capacity**

The terminals capacity is utmost important as the track capacity. Terminals should be able to handle the increase of cargo on the track. Especially in the Prague region and in the port of Rotterdam capacity is lacking behind. The ownership structure of the terminals makes that addressing this issue is delicate. Within the Combined Transport Development Supporting Program in the Czech Republic possibilities for terminal development can be found in the Prague region. The foreseen capacity extension program within the port of Rotterdam covers the needed terminal capacity in the Netherlands.

*Action:* The IM should analyze were terminal capacity is needed and report to the MoT.

### **4) Performance clauses for infrastructure services**

Within the European performance Regime, performance clauses should be introduced. When missing slots due to late arrival at the border or late terminal departure the IM or operator should be invoiced for the missed slot and wait for a next path available. Introducing such measures makes that other operators services are not hindered by late departure or arrival of the train.

*Action:* The infrastructure manager should analyze when such a performance clause can be introduced and on which basis.

### **5) Optimize information and communication**

- Train numbers

In the Netherlands train numbers are issued for 1 hour, whereas in the neighbouring countries train numbers are kept for 1 day. Once a train in the Netherlands has more than 1 hour delay it will get a new number. When arriving at the border the neighbouring infrastructure manager might not have get communicated the new number to the neighbouring infrastructure manager. This can lead to extra delay at the border.

*Action:* Dutch train number should be kept for 24 hours.

- Construction works

*Action:* Infrastructure managers should report to the MoT how the construction works are coordinated between the IM and communicated on time to the operators.

- Information of delays

To prevent extra delay at the border or at the terminal due to delay in the neighbouring country, this delay should be communicated to the neighbouring IM, the traction provider and the terminal operator.

*Action:* Implementation of Europtirails.

### **6) Information in English**

To ensure availability of all needed information for operators and other stakeholders, all IM's information and One Stop Shop information (in all countries along the NL – CZ corridor) must be communicated in English, including all web-sites.

*Action:* IM will report on current situation.

## **7) Improve international train path allocation**

- Optimize the 'One-Stop-Shop'

The allocation process must be improved for designing the regular time-table and dealing with short-term requests for train paths (art 20- 22 plus 23 2001/14/EC). Currently Infrastructure Managers develop a cooperation scheme for the allocation of capacity on the corridor and the railway undertakings ensure their international paths in very different ways, e.g. via the one-stop-shop (OSS), via combined national procedures, via RailNetEurope / FTE. This makes the process not transparent and less efficient for all players. The OSSs are serving as the portals to railway undertakings. Railway undertakings no longer need to address the infrastructure managers of different countries in different languages. The OSS provide a spectrum of advising, co-ordination and sales services, before, during and after the train journey. This includes, for example, assistance to the customer on traffic planning, international co-ordination of tailor-made train paths and information on the level of infrastructure charges.

*Action:* Optimizing the use of the One-Stop-Shop.

- Short term path request

Shortening response time for short term path request is possible when allocating pre-constructed and tailor-made train paths on a full cross border basis by infrastructure managers to railway undertakings and other applicants.

*Action:* IM report on how short term path request could be improved on the basis of pre-constructed and tailor-made train paths on a full cross border basis.

- Long term path request

Long term path request can be improved using the Pathfinder and EICIS programs.

*Action long term path request:* Pathfinder and EICIS should be introduced.

- Direct access to the IM timetabling computers

Only the incumbents in the Netherlands and the Czech Republic have direct access to the time-tabling computers of the IM (CD and Railion). However in CZ it is going to change – timetabling personnel will move to IM during this year and allocate all path requests on equal basis. And, as a consequence of this, CD will not have access to timetabling computers.

*Action:* The regulator should analyze whether the incumbents have competitive advantage over other private operators while having direct access and report to the MoT.

## **8) Create seamless transport flows using the same signalling and control systems**

Without national signalling systems international locomotives can use the corridor with just ETCS on-board equipment by completing ETCS in the infrastructure. This also leads to make the homologation of new locomotives easier. Moreover this improves border crossing time.

*Action:* The IM will continue in deployment of ETCS on the corridor in accordance with national development plans of ERTMS.

### **9) Mutual acceptance of locomotives**

The EU guideline on rolling stock provides a basis for mutual acceptance. The International Requirements List (IRL) specifies in detail the requirements per country per locomotive in NL and GE among others. Rail Authority in Czech Republic did not join partners of IRL. One of the key elements is to achieve electromagnetic compatibility in CZ first, then joining IRL can be taken into account.

*Action:* Czech Republic – The safety authority will study whether and on which basis CZ can join the IRL.

### **10) Acceptance of locomotives – function of track circuits**

There is a problem of the compatibility of locomotives with drives with asynchronous motors and track circuits with frequency of 25 and 50 Hz that are used in large scale on Czech railway network. Conductive dangerous currents generated by rolling stock with asynchronous drives can negatively affect proper function of track circuits. Old locomotives produced by Škoda were adjusted to this situation and are fully compatible. New locomotives by Siemens, Alstom etc. are not compatible and it hampers cross border operations.

*Action:* Czech republic – IM will prepare a program for changing the track circuits for new electronic ones that are resistant to conductive dangerous currents generated by asynchronous motors.

### **11) Promote mutual acceptance of train drivers**

Mutual acceptance of train drivers prevents that trains have to stop at the borders to change drivers which increase the average speed of the train. Within the new EU Directive on train drivers the general qualifications fit for cross border recognition are specified and these should be the basis for corridor level acceptance of train drivers.

Note ad 10) and 11): Mutual acceptance of locomotives and train drivers are only technical-administrative prerequisites. We must view the whole thing with respect to working time of train drivers and necessity of their changing as well. Labour-law provisions on length of a shift, duty roster etc. can be different in NL, GE and CZ.

*Action:* Implementation of cross border recognition of general qualifications of train drivers on bilateral basis and report on the progress to the MoT.

### **12) Ensure market access**

Among others the access to services and the capacity allocation process provides an indicator of the corridor functioning and the international freight transport on the corridor. The regulatory bodies should develop mutual the framework of indicators to avoid that the indicators cannot be compared on corridor level.

*Action:* Regulatory bodies develop monitoring framework and report to MoT about the result.

### **13) Monitor path allocation process**

The incumbents have direct access to the IM's timetabling computers, where the private operators do not have this direct access.

*Action:* Regulatory bodies will monitor whether IM's timetabling personnel deals with all path requests in fair manner and on equal basis.

### **14) Monitor access to terminals and allocation of terminal slots**

The regulatory bodies of the Czech Republic and the Netherlands have to develop mutual understanding how terminal access and terminal slots are monitored.

*Action:* Regulatory bodies develop monitoring framework and report to MoT about the result.