



MID-TERM CONFERENCE
DE - Bautzen | 07.11.2018



**Opportunities for improving the cross-border
connections DE - PL**



Railistics GmbH

AGENDA

Introduction and
current
framework

Innovative
vehicle concepts

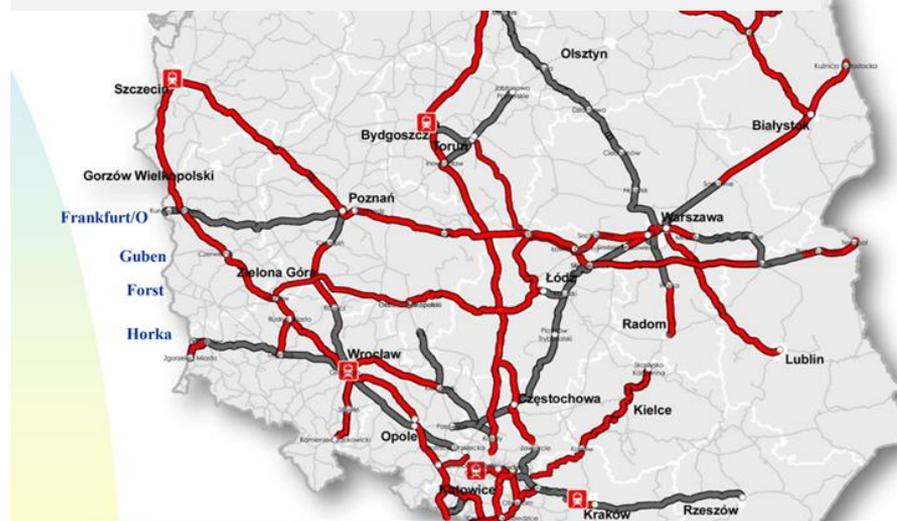
Organisational
and operational
measures

Summary



- As of 2020 the section between Zgorzelec and Wrocław will be completely electrified; new electric railcars have been purchased
- Benefits of an electrification as a long-term opportunity
- The electrification of the Görlitz - Zgorzelec section could be implemented in the medium term
- Short-term solutions are necessary

Strategic investment program for upgrading rail infrastructure in Poland 2015 - 2020



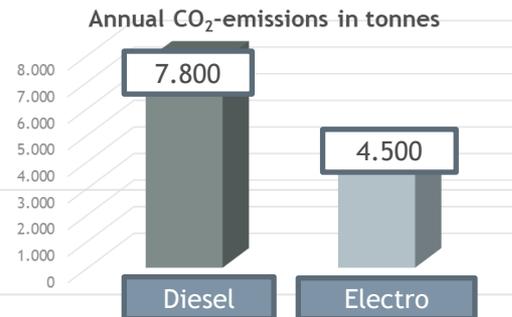
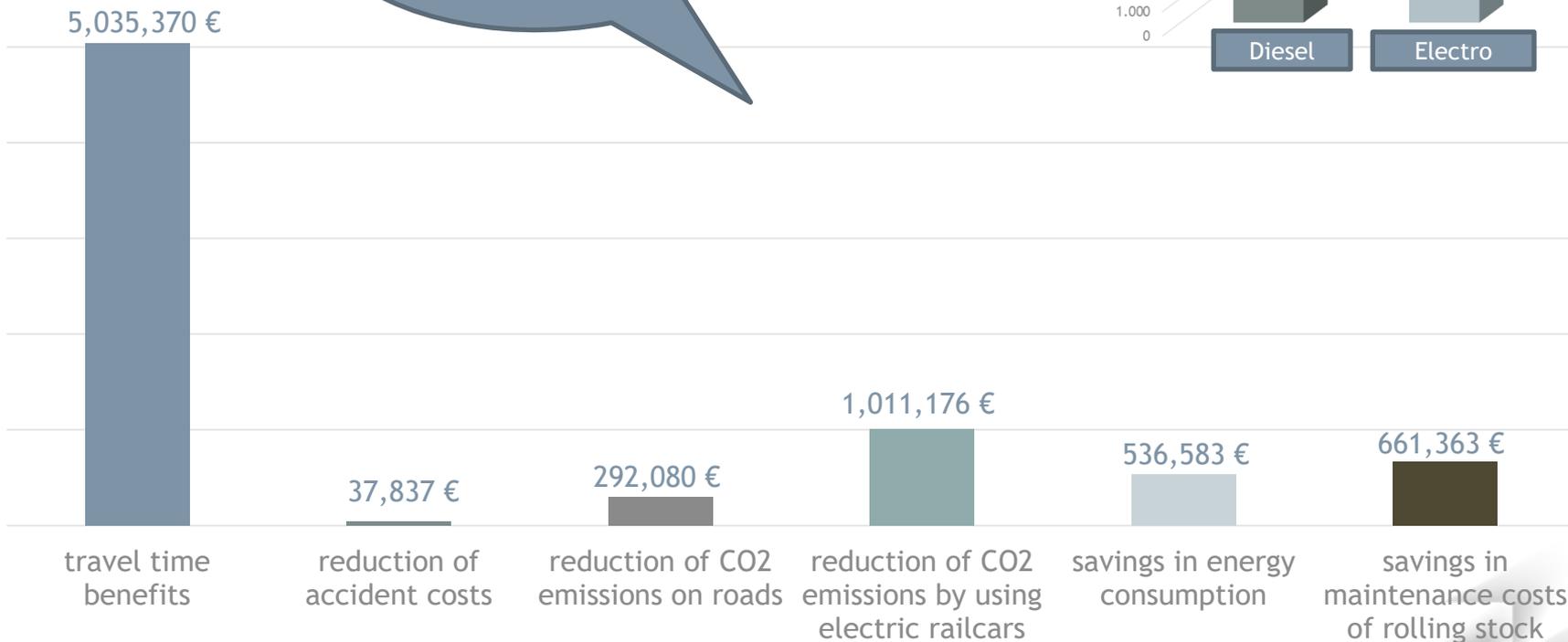
IHK Cottbus: Schienenverkehr zwischen Deutschland und Polen; 2015



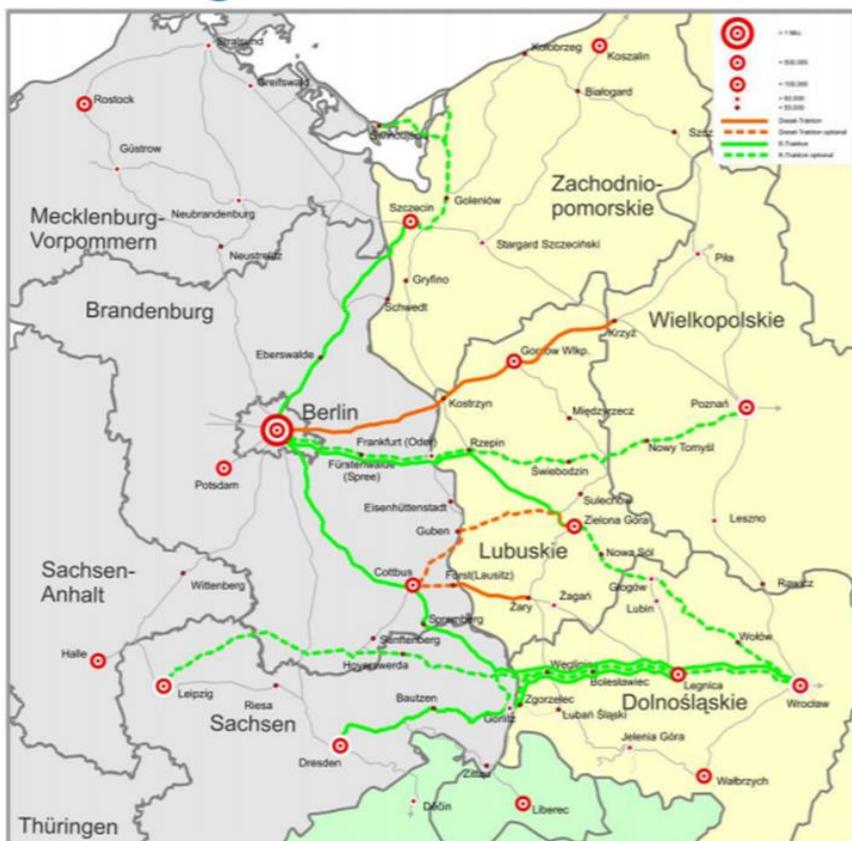
INTRODUCTION AND CURRENT FRAMEWORK

BENEFITS OF AN ELECTRIFICATION DRESDEN- ZGORZELEC

The electrification is very important with an large operational, economical and environmental impact.



LARGE POTENTIAL FOR USING DUAL-MODE VEHICLE CONCEPTS IN THE CROSS-BORDER REGION



Grenzüberschreitenden SPNV-Relationen

Dieseltraktion:

- Berlin – Kostrzyn – Gorzów – Krzyż
- Cottbus – Guben – Zielona Góra (optional bei Bedarf)
- (Cottbus –) Forst – Żary (– Legnica)

Electric traction (MS-vehicles)

- Berlin – Szczecin – (optional Seebäder)
- Berlin – Zielona Góra (–Wrocław)
- Berlin – Poznań (optional in Abhängigkeit vom Fernverkehrsangebot)
- Berlin – Wrocław (optional via Bielawa Dolna oder Görlitz)
- Dresden – Wrocław
- Leipzig – Hoyerswerda – Wrocław (optional bei Bedarf)

- Strategic Polish investment program for enhancing the rail infrastructure
- Large potential for using multi-system vehicles after electrification of specific railway lines in Germany

ETC/VBB: Fahrzeugtypen für den grenzüberschreitenden SPNV zwischen Deutschland und Polen; Görlitz 2011



OVERVIEW OF DUAL-MODE COMMUTER RAILCARS AND EXAMPLES IN PRACTICAL USE

Practical examples

currently used dual-mode railcars	transport company	side notes/parameters
Stadler Flirt 3-MS 	Abellio Rail NRW is operating on the Niederrhein-Netz between Düsseldorf main station and Arnhem Central	<ul style="list-style-type: none"> • approx. 260 seats (5 parts) • Maximum speed: 160 km/h • Automatic clutch
Stadler Flirt 3-MS 	Keolis Germany is operating the RB 61 between Bielefeld and Hengelo	<ul style="list-style-type: none"> • Signaling system ETCS L 2 and ATB • 266 seats (5 parts) • Maximum speed: 160 km/h • Rented by Alpha Trains
Stadler Kiss-MS 	<ul style="list-style-type: none"> • Ordered by CFL in 2010 • Railcars are particularly designed for traffic between Luxemburg and Koblenz 	<ul style="list-style-type: none"> • 284 seats (3 parts) • Maximum speed: 160 km/h • Equipped with two different signaling systems



OVERVIEW OF VEHICLES ON THE MARKET AND PRESENTATION OF INNOVATIVE DRIVE SYSTEMS

Dual-mode railcars in commuter traffic

side notes/parameters

Alstom Polyvalent



- 220 seats (for 4 parts)
- Maximum speed: 160 km/h (diesel)
- No trains have been delivered to Germany yet

Coradia iLint



- 180 seats - 600 seats
- Maximum speed: 160 km/h
- Pilot testing of different line section in Germany

Train in project “Eco Train” by DB



- Scheduled admission by EBA at the end of 2018
- Operation on the Erzgebirgsbahn is planned for 2022

Stadler Flirt-Akku



- 310 seats
- Maximum speed: 140 km/h
- Max. Range: 80 km



POSSIBILITIES FOR UPGRADING THE ELECTRIC RAILCARS



- Koleje Dolnośląskie has ordered 11 NEWAG IMPULS 5-car trains (type 45WE) in addition to the current fleet
- Due to the electrification on the Polish site, the railway undertaking will use electric railcars exclusively
- Upgrading of NEWAG IMPULS with a small diesel engine or battery is **technically not possible***
- NEWAG is developing a dual-mode vehicles which will be presented in 2019



* Railistics contacted the manufacturer

EVTZ

- Foundation of an European Groupings for Territorial Cooperation DE - PL - CZ



- ÖBB and DB founded a joint-venture in 2007 for the sharing of vehicles in cross-border rail traffic between DE - AT
- Examination of the possibility for procuring joint vehicles in future within the framework of an EGTC*



* European Groupings for Territorial Cooperation (EGTC)

OPERATIONAL MEASURES

Extension of the rail connection from Görlitz to Węgliniec (only for 1-2 years depending on the electrification progress to Żgorzelec)



- Travelling time on the relation Dresden - Wrocław would not be extended
- One additional direct connection between Dresden and Węgliniec with the existing rolling stock

Requirements



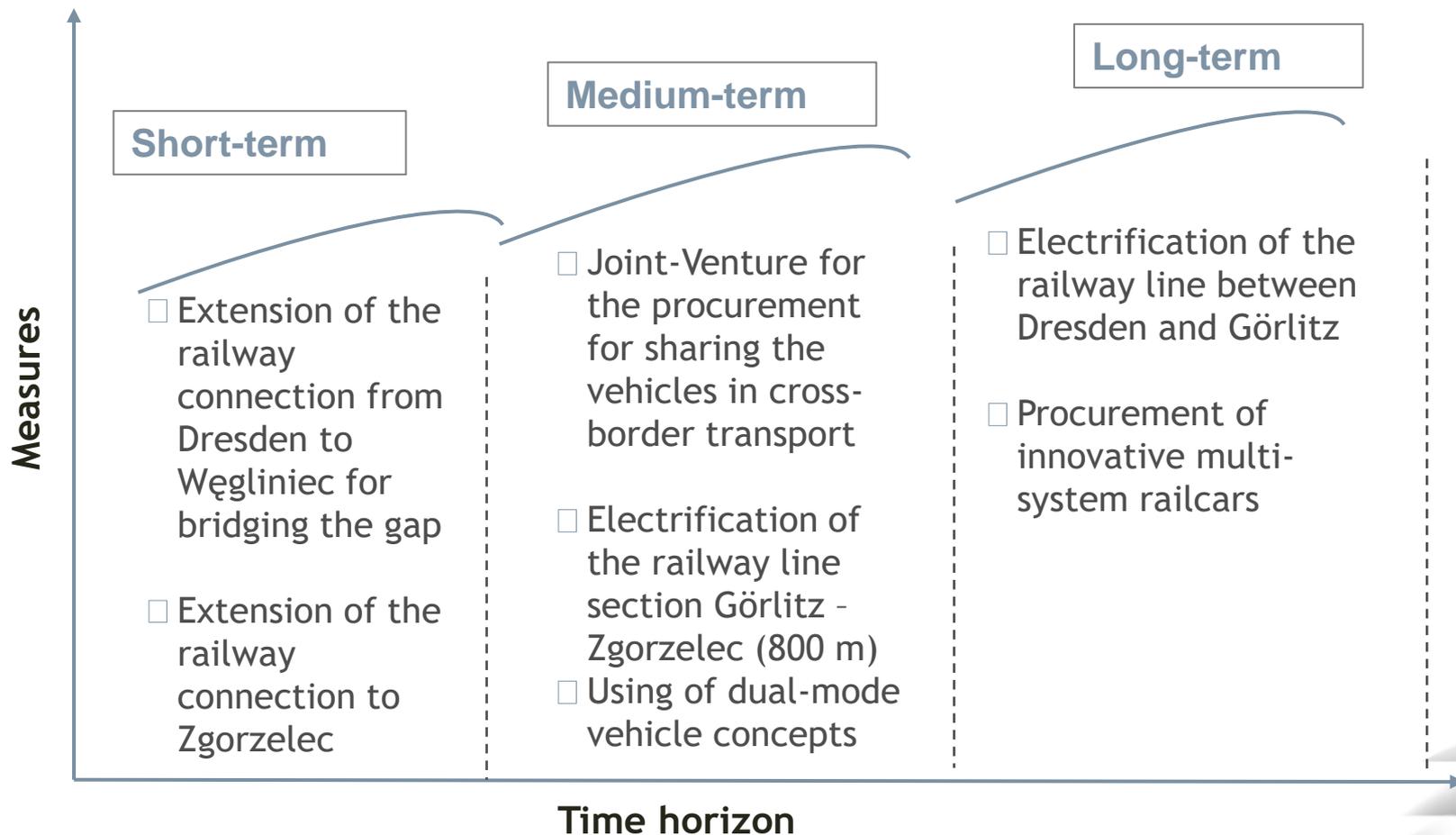
<http://b.mtbb.de/about/>

- Węgliniec as a junction station with good connections
- Clarification of the financial issues

The improvements can be achieved in the short term.



Possible measures





Thomas Kocholl
Railistics GmbH
TRANS-BORDERS

railistics
I I I I



www.railistics.de



t.kocholl@railistics.de



+49 611 44788 24

