TERMS OF REFERENCE

STUDY ON CAPACITY IMPROVEMENT OF RAIL FREIGHT CORRIDOR NORTH SEA – BALTIC

Analysis of 740m long trains

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1. BACKGROUND AND AIM OF THE STUDY

Background

The establishment of Rail Freight Corridor North Sea – Baltic (hereinafter – the corridor) aims at improving and unifying the conditions for international rail freight transport along the corridor. As one of the main improvements mentioned by the customers is unification of infrastructure parameters along the corridor, especially the maximum permitted length of the train. In order to improve the conditions for international rail freight transport along the corridor, the Management Board of the corridor (MB) has decided to carry out a study on capacity improvement which should identify measures necessary to be implemented to increase the quality of corridor products and enhance its capacity.

The "Study on the Corridor's infrastructure characteristics", conducted and finalized by the Working Group Infrastructure in 2014 resulted in a list of parameters to be looked at in detail in view also of the Regulation (EU) 1315/2013. Since the stakeholders give priority to running 740 m trains on the whole corridor, a separate study on train length will be launched.

The study should address following aspects:

- identifying main infrastructure obstacles to allow long trains,
- identifying measures to remove these infrastructure obstacles, to allow a smooth and undisturbed run of long trains,
- assessment of the effectiveness of such a solution,
- identification of infrastructure investments needed.

The study should result in proposing the most pragmatic and efficient measures (both infrastructure and operational), which may lead to the possibility of running 740m trains on the entire corridor. This will help the RUs to improve the cost/benefit ratio of their trains.

Rail Freight Corridor North Sea – Baltic benefits from CEF co-financing for this study.

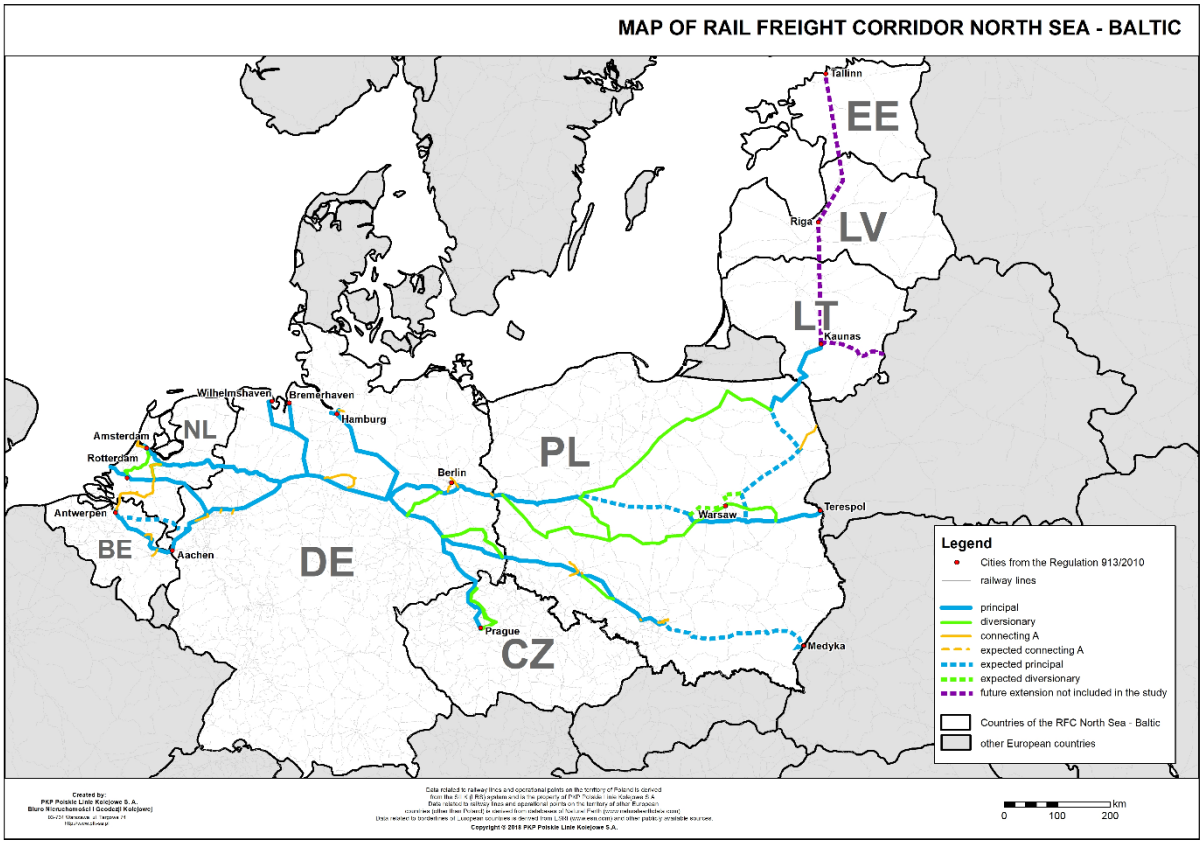
2. SCOPE, TIMEFRAME AND APPROACH OF THE STUDY

2.1. Geographical outline of the analysis

Corridor lines (see map below): The geographical scope of the corridor is roughly described in the annex of Regulation 913/2010 as amended, as well as in the Commission Implementing Decision 2017/178 amending Decision 2015/1111. Further, the extension from Katowice to Medyka in Poland has to be added.

Analysis of the future corridor extensions to Latvia and Estonia (expected lines in Lithuania, Latvia and Estonia) are not in the scope of this study but may be awarded later on as a repetition of similar services after choosing the Contractor for the current study.

A more detailed list of the exact corridor lines to be considered can be found in the Annex 1.2 to the Tender Rules.



Corridor handover stations and terminals: the study should cover the handover stations/marshalling yards as listed in the Rail Freight Corridor North Sea – Baltic Corridor Information Document Book 3 for TT 2019. Regarding the non IM-terminals, input on track length will be asked via the Terminal Advisory Group to the terminal operators. Only those terminals for which data will be provided voluntarily by the terminal operators will have to be taken into consideration.

2.2. Period under Consideration

2018 – 2030

2.3. Approach

The study regarding the train length should include following work packages:

WP 1 Description of the current situation

The Contractor has to describe the current situation regarding the maximum train length along the corridor lines and the handover stations/marshalling yards and terminals. Basis of the information for the corridor lines comes from the Implementation Plan of the Corridor (Book 5 of the Corridor Information Document) and IMs.

This part should also describe the technical, legal and operational restrictions for running 740 m trains.

Besides the corridor lines the Contractor also has to describe the track length of the handover stations/marshalling yards (information to be provided by the IMs) and the terminals, if available (information to be provided by IMs for IM owned terminals and terminal operators for non-IM terminals via the Terminal Advisory Group).

WP 2 Gap analysis

The Contractor has to make a gap analysis for the corridor lines, handover/marshalling yards and terminals and describe which infrastructure/operational bottlenecks still remain after taking into account already decided or planned investment projects of the corridor based on available information about investments until 2030. Information about investments will be provided by IMs or terminal operators

For BE, NL, DE and CZ the gap analysis is done and IMs will provide the results of the national studies regarding running 740 m long trains. LT is not an issue since 740 m long trains can operate already now. For PL the gap analysis has to be done by the Contractor.

WP 3 Resulting measures and cost estimation

On the basis of the gap analysis in WP2, the Contractor has to describe where and which measures, either infrastructure or operational, are needed to remove the identified remaining bottlenecks. For these measures the Contractor has to estimate the costs. Cost estimation for infrastructure modification and implementation of operational measures should be reliable enough to decide whether it is reasonable to make these modifications.

If in national studies of IMs, measures for 740m trains have already been identified, the IMs will provide these results.

The Contractor will also be asked to make a proposal or recommendations for enlarging tracks in the described terminals with the assistance of terminal operators.

WP 4 Summary and recommendations

This part should be a summary of the main findings with recommendations.

2.4. Data base

The information provided by the EEIG or IMs is listed below. The central contact person for the provision of the information by the IMs is the leader of the Working Group Infrastructure of Rail Freight Corridor North-Sea – Baltic

EEIG/IMs	Contractor
Provided information (free of charge): • Implementation Plan (Book 5) + Corridor Information Document Book 3 • Current track length of corridor lines and handover stations/marshalling yards, if available; • result of the operational and capacity studies by IMs; • relevant national studies; • corridor investment plan; • national investment plans; • estimated cost of relevant currently foreseen measures (included in current national investment plans and other, if available); • legal obstructions for running 740m trains	Collecting necessary information from the IMs via WG Infrastructure Collecting data concerning track length in non IM-terminals (provided voluntarily by terminal operators) via the Terminal Advisory Group Processing the information, providing documents/presentations and minutes according to the ToR

The Contractor will not be held responsible for not receiving the feedback from terminals.
The Contractor does not have to carry the risk of not receiving the data from IMs in due time as agreed in the project schedule by WG Infrastructure and the Contractor.
The Contractor has to advise the Contracting party about the conflicting or insufficient information, risk assessment, which he identifies while preparing his offer or carrying out the study.

2.5. Tasks of the Contractor

The Contractor has to:

- Consolidate and analyze the data received, identify the bottlenecks, propose measures, calculate the costs and describe the results and give recommendations.
- Hold a kick-off meeting with the WG Infrastructure and prepare and present the requested reports and results as specified in chapter 3 and 4 of these ToR. Regular progress meetings with the WG Infrastructure should also be planned.
- Produce the minutes of the Kick-off and progress meetings.
- All costs to carry out the study including Contractor travel costs are borne by the Contractor.

3. MILESTONES

The Contractor carries out the study achieving all the milestones mentioned below. During the process WG Infrastructure provides support on IM specific matters.

The Contractor starts the work after signing the contract and finishes with the approval of the final report by the Management Board/General Assembly of the EEIG North Sea – Baltic Rail Freight Corridor EZIG 12 months later.

- Kick-off meeting of WG Infrastructure and the Contractor within 1 month from the date of contract signing;
- Intermediate report, delivered by the Contractor not later than 5 months from the date of contract signing, containing WP 1 and 2;
- Draft Final report has to be delivered by the Contractor within 8 months from the date of contract signing;
- Final report, including an executive summary, has to be delivered by the Contractor within 10 months from the date of contract signing.

Regular meetings with the WG Infrastructure shall be held in order to validate the work packages and ensure best progress/quality. The rooms and equipment for the regular meetings will be provided by one of the IMs (free of charge).

Means of verification of achieved milestones: Minutes of the meetings provided by the Contractor and delivered documents/presentations/approval of the Final report by the Management Board/General Assembly of the EEIG North Sea – Baltic Rail Freight Corridor EZIG.

4. **SCOPE OF DELIVERY AND PRESENTATION OF RESULTS**

- Presentation during the kick-off meeting: approach, project schedule, data collection;
- Intermediate report: as PPT containing results for WP 1 and 2;
- Draft Final report has to be delivered as a full written document in order to enable making corrections and including modifications + a PPT;
- Final report, including an executive summary, as written report (word) + presentation of results (PPT);
- Number of live presentations: 4 (3 presentations for the WG Infrastructure: kick-off meeting, Intermediate report, draft final report and 1 presentation of the Final report for the MB. The presentations will be done in the form of PPT);
- Location for presentations: in central Europe (in one of the countries of the corridor);
- All documents (presentations/ reports/ final report after approval) should be delivered electronically via e-mail to the leader of the WG Infrastructure five workdays before each meeting, in addition 3 hard copies of the final report must also be send to the EEIG.
- The working language is English.