

A cooperation between

**ProRail**

**INFRABEL**

 **SBB CFF FFS**

 **RFI**  
RETE FERROVIARIA ITALIANA  
GRUPPO FERROVIE DELLO STATO

 **trasse.ch**

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 **DB NETZE**

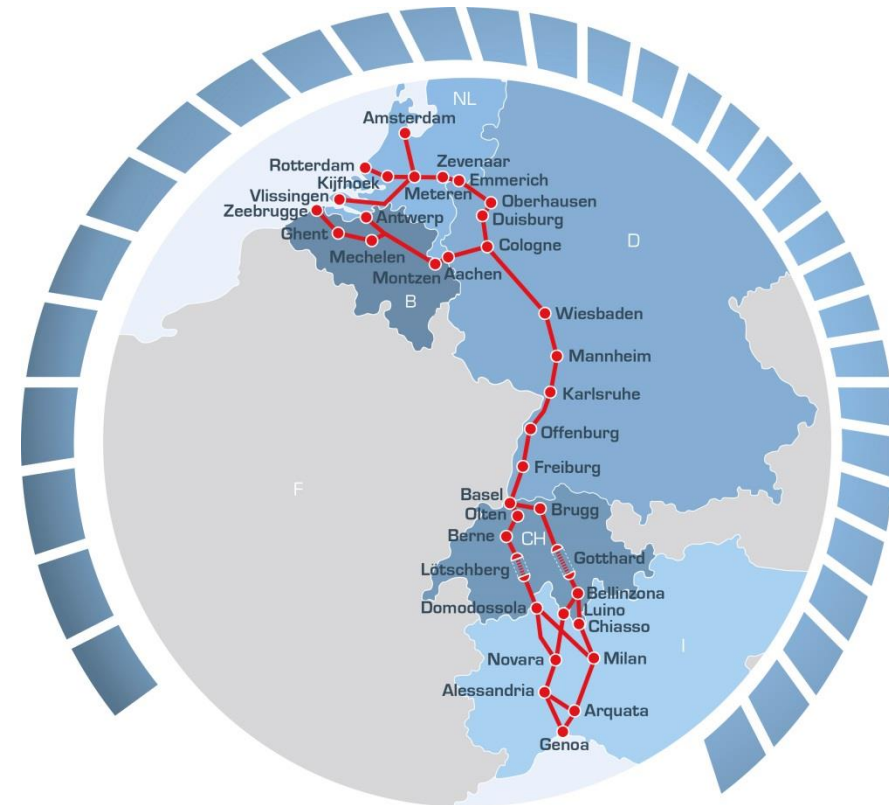


Co-financed by the European Union

Connecting Europe Facility

## Implementation of new ICM processes

- State of play -



Guus de Mol

President Management Board

The Haque, 27 September 2018

# As result of intensive follow-up discussions, several measures for contingency management were identified

„You never want a serious crisis to go to waste. And what I mean by that is an opportunity to do things that you think you could not do before.”-Rahm Emanuel

## 1. Improving international contingency management (ICM)

- Agree on international incident management process supported by RFCs
- Agree on process/check-list for communication supported by RFCs
- Develop multi-national re-routing overview for RFCs
- Define clear capacity allocation rules in case of incidents

**Short term**

**Focus of RFC Rhine-Alpine in 2018**

## 2. Developing frame conditions for a flexible production in rail freight

- Harmonizing operational rules and authorization conditions (at least for incidents)
- Overcome the language barriers for international rail freight

**Medium to long term**

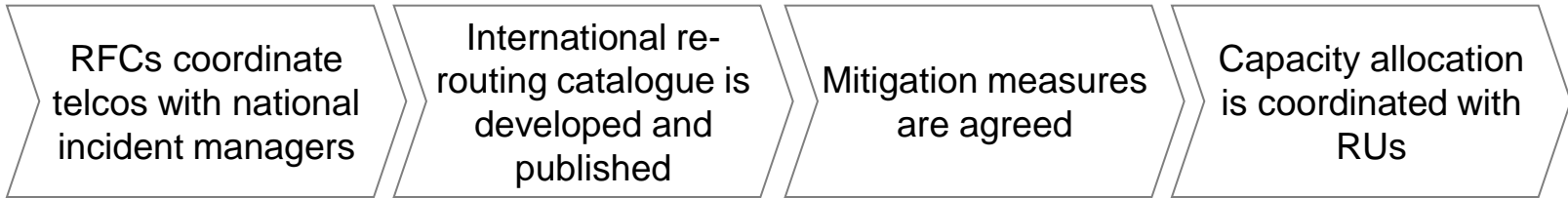
## 3. Improve infrastructure and international coordination of works

- Increase capacity on diversionary lines by improving the infrastructure
- Intensify coordination of works along RFCs in cooperation with customers

**Medium to long term**

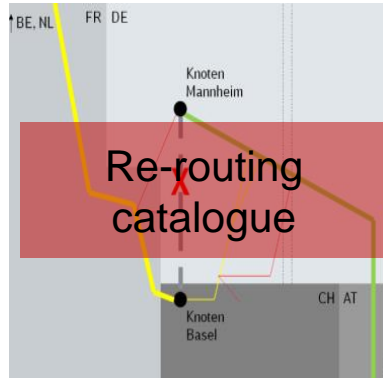
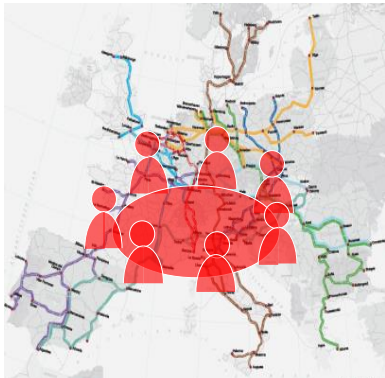
# Telco processes (1/2): details developed according to ICM Handbook

## Disruption management process



**Identification of international disruption by leading IM:**

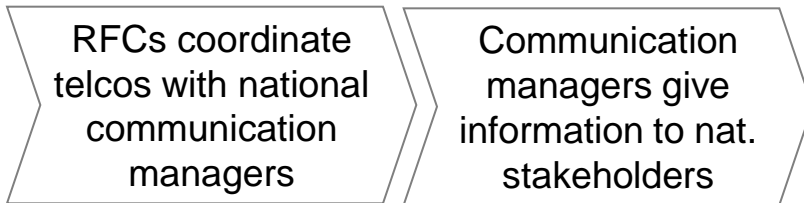
- Duration >3 days
- High impact on internat. traffic



e.g. diesel shuttles, shift of TCR, opening hours dispatching

- 1 Prepare and publish capacity offer
- 2 Coordinate paths with RUs
- 3 Find solutions for path request conflicts
- 4 Allocate capacity based on agreed rules

## Communication process



Please note: This process only relates to general information on the disruption. Train specific coordination with RUs is done on the basis of national processes of IMs

# Re-routing overview: Detailed information collected – in finalisation phase

Line section	deviation including route	Usage		Traction power	Length	Line category	Number of tracks	Gauge	Intermodal freight code	Signalling	Speed	Length of deviation route in km	Weight	Border other border	Miscellaneous	In re-routing scenarios? (internal purpose)
		Pass	Frei													
													BR 189			
Kijfhoek aansl. Zuid - Meteren	Kijfhoek-Breda-Den Bosch-Meteren	X	X	1.5 kV DC	690*	D4	2	-	P/C 80/410	ATB EG			2100-2400	No		
	Kijfhoek-Breda-Eindhoven-Venlo	X	X	1.5 kV DC	±650***	D4	4 (Boxtel-Eindhoven)	-	P/C 80/410	ATB EG			2100-2400	Yes Venlo		X
Amsterdam Westhaven-Utrecht(Me	Amsterdam Westhaven-Weesp-Hilversum-Utrecht	X	X	1.5 kV DC	t.b.d	D4	2	-	P/C 80/410	ATB EG			2100-2400	No		
Utrecht-Meteren-Utrecht-Me	Utrecht-Arnhem-Zevenaar	X	X	1.5 kV DC	690*	D4	2	-	P/C 80/410	ATB EG			2100-2400	No		
Meteren - Zevenaar	Kijfhoek-Breda-Den Bosch-Arnhem	X	X	1.5 kV DC	690*	D4	2	-	P/C 80/410	ATB EG			2100-2400	No		
	Amsterdam Westhaven-Utrecht-Arnhem-Zevenaar	X	X	1.5 kV DC	690*	D4	2	-	P/C 80/410	ATB EG			2100-2400	No		
Zevenaar - Emmerich	Amsterdam Westhaven-Amsterdam Bijlmer	X	X	1.5 kV DC	±600**	D4	2	-	P/C 80/410	ATB EG			2100-2400	Yes Venlo		
	Amsterdam Bijlmer - Utrecht	X	X	1.5 kV DC	±600**	D4	4	-		ATB EG	B EG/L 2 versie 2.3.0d <sup>4</sup>		2100-2400			
	Utrecht - Boxtel	X	X	1.5 kV DC	±600**	D4		-		ATB EG			2100-2400			
	Boxtel - Eindhoven	X	X	1.5 kV DC	±600**	D4		-		ATB EG			2100-2400			
	Eindhoven-Venlo	X	X	1.5 kV DC	±600**	D4		-		ATB EG			2100-2400			
	Kijfhoek-Breda-Eindhoven-Venlo	X	X	1.5 kV DC	±650***	D4		-	P/C 80/410	ATB EG			2100-2400	Yes Venlo		X
Kijfhoek - Venlo	Kijfhoek-Meteren-Zevenaar	-	X	25 kV AC	690*	E5	2	-	P/C 80/410	L2 - 2.3.0d			2100-2400	Yes Zevenaar Oost		X
Maasvlakte - Kijfhoek	No deviation available	-	-	-	-	-	-	-	-	-						
Vlissingen Sloehaven - Roosendaal	No deviation available	-	-	-	-	-	-	-	-	-						
Roosendaal - Kijfhoek(Zvo)	Roosendaal - Breda - Den Bosch - Arnhem	X	X	1.5 kV DC	690*	D4	2	-	P/C 80/410	ATB EG			2100-2400	No		
	Roosendaal-Breda-Den Bosch-Meteren	X	X	1.5 kV DC	690*	D4	2	-	P/C 80/410	ATB EG			2100-2400	No		
	Meteren-Zevenaar Oost	-	X	25 kV AC	690*	E5	2	-	P/C 80/410	L2 - 2.3.0d						
Vlissingen Sloehaven - Kijfhoek	No deviation available	-	-	-	-	-	-	-	-	-						
Kijfhoek - Emmerich - Basel	Kijfhoek - Lage Zwaluwe	X	X	1.5 kV DC	740	D4	2	-	P/C 80/410	ATB EG			2100-2400	yes Roosendaal		X
Kijfhoek - Emmerich - Basel	Lage Zwaluwe - Roosendaal border	X	X	1.5 kV DC	740	D4	2	-	P/C 80/410	ATB EG			2100-2400	yes Roosendaal		X
Emmerich + Venlo closed	Amersfoort - Bad Bentheim	X	X	1.5 kV DC	590 <sup>4</sup>	D4	2	-	P/C 80/410	ATB EG			2100-2400	yes Bad Bentheim		X

**Example**

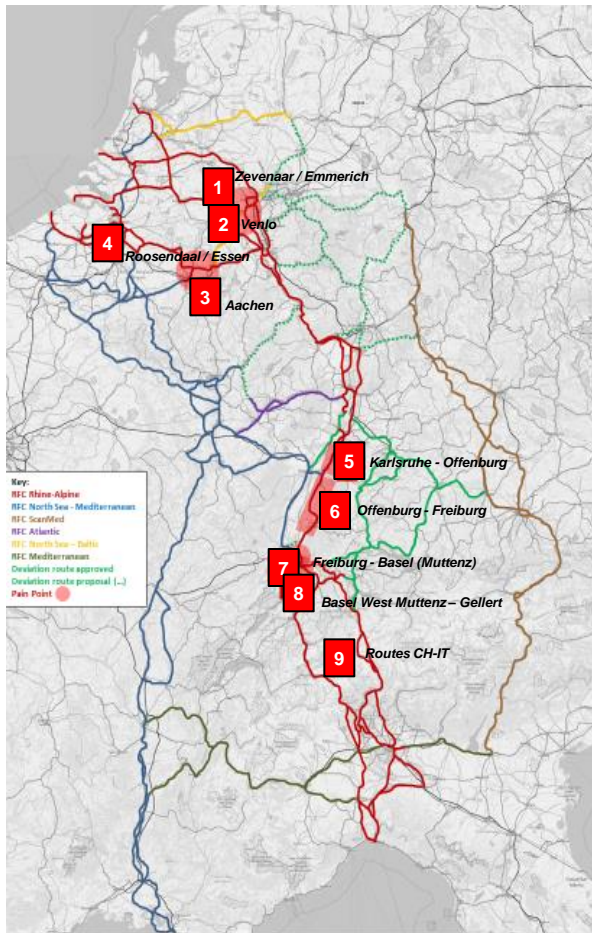
File name: deviation rf1 version 1.4.xlsx

## Included info / parameters for all re-routing options of RFC RALP:

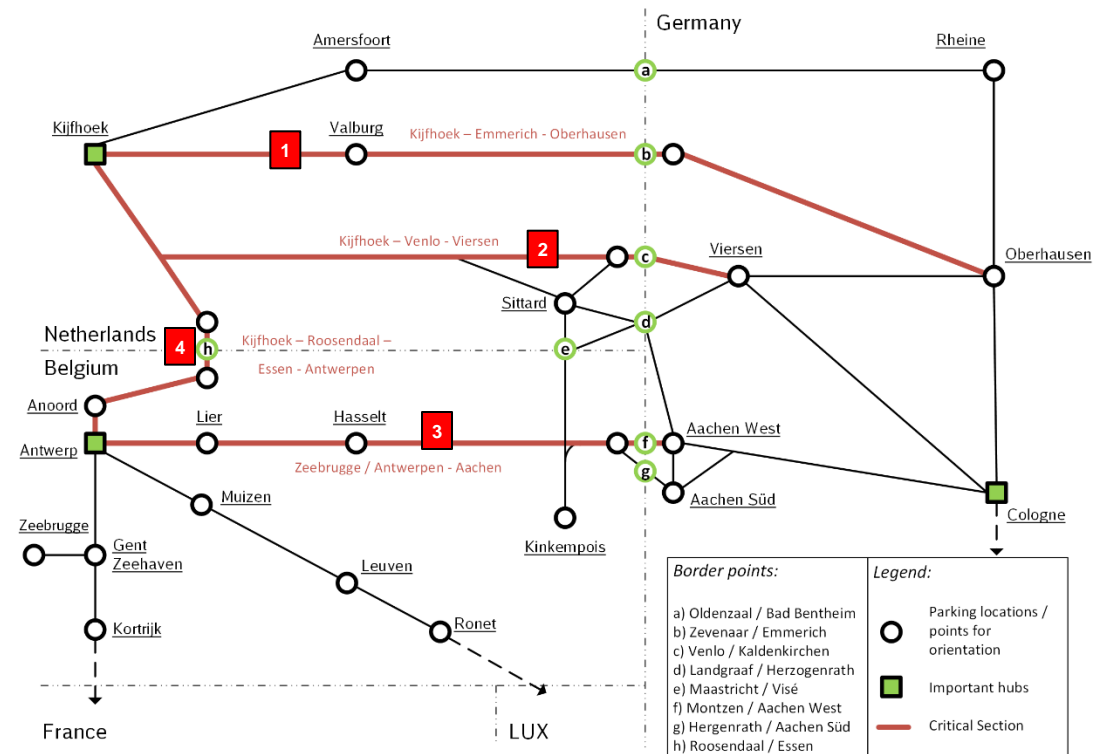
- Usage
- Profile and gauge
- Max. train weight
- Traction power
- Signaling
- Border
- Max. train length
- Speed
- Miscellaneous
- Line category
- Length of deviation route in km
- Columns are the same for every country – exception CH with gradient
- Content of columns may vary slightly due to differences in public information per country

# Re-routing scenarios (1/3): Developed for northern and southern part of RFC Rhine-Alpine

## Re-routing overview RFC RALP with critical sections

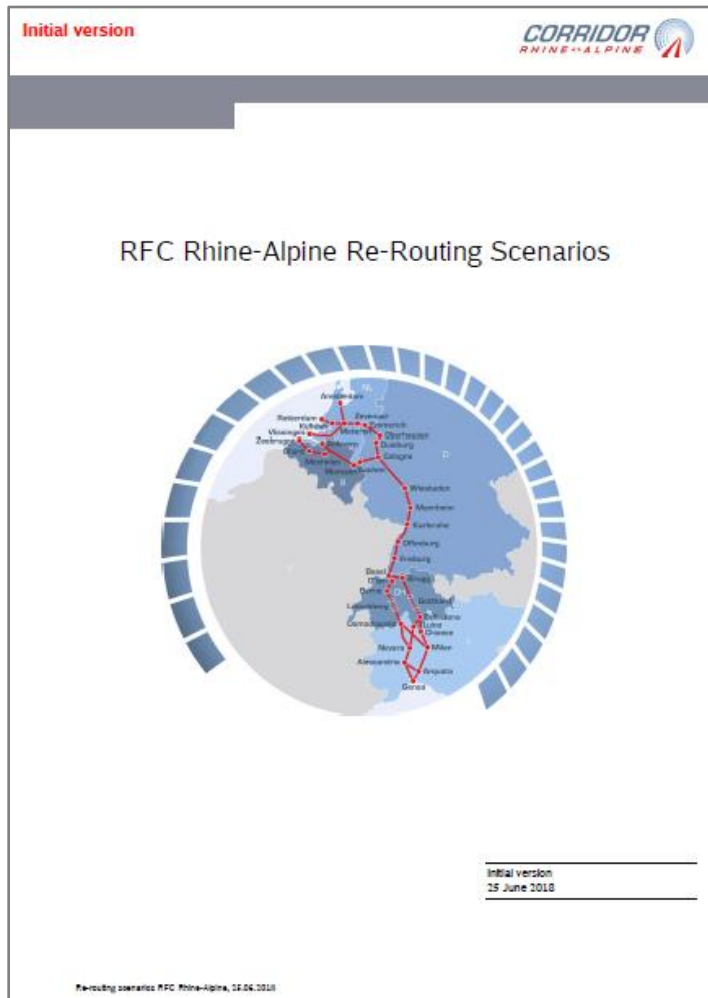


## Schematic map with re-routing options northern part RFC RALP from scenarios





# Re-routing scenarios (3/3): Consultation with RUs is ongoing, several comments received



## RU feedback/questions received

- from RUs in the **RAG**
- From **railgood** (dutch RU organisation)

## Next steps

- Check at IMs, which RU comments can be taken into account
- Feedback to / discussion with RUs in next RAG meeting, 2 October
- Requesting RUs that they develop their own contingency management plan(s)

# Challenges and next steps

## Challenge:

- To provide a capacity indication

Agreed in ICM Handbook, but even on a rough level hard due to difference of demand also.

## Next steps

- Finalization of RU consultation
- Finalization of re-routing overview and re-routing scenario
- New rules for re allocating existing capacity
- Agreement on approach for analysis of infrastructure measures on deviation routes
- Preparation on alternative routes by RU's
- Discussion of possible improvements for incidents < 3 days together with RNE

# Thank you for your attention!

