

Disruption management in NED, BEL, D and CH – A comparative short study

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State of work



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Schiedskommission im Eisenbahnverkehr

1. Motivation / trigger for the study
2. Goals and methodology
3. Legal basis
4. National practises and standards
5. Next steps

- **Rastatt-case** showed the lack of coordinated and intergrated concepts for the cross-bordering control of a line disruption with huge impact*
- **Cooperation among IM** is one of the **focused topics for the RB** in the European context. The RFC-approach is the main playing field to motivate IM for co-operation
- **Disruption management** is a a core part of traffic management and the daily business of IM with a discriminatory potential
- *Suitable topic to try out **new methodological approach** for cooperation among RB and with players of the branch*

Thematic focus

- Transparency about supranational, national legal bases and in-house rules for disruption management
- Comparison of national practise and standards in disruption management by incumbent IM in 4 countries on RFC-RALP
- Best Practice examples for other IM as guidance to improve, complete their own concepts

Foster cooperation among RB

- Team of voluntary RB, who wants to participate (not all Members)
- Cooperation of RB in an actual and focused topic to gain competence and knowledge
- Create transparency in daily business of national suppliers

European Level

- EU-Directive 2012/34 «Recast»
Article 54 «Special Measures to be taken in the event of disturbance»
Annex V Contractual agreements between authorities and IM
8. rules for dealing with major disruptions of operations and emergency situations, including contingency plans and early termination of the contractual agreement, and timely information to users
- *EU-Regulation 913/2010*
Article 17: IM defines priority rules for the case of disturbances

National Level

- *National Railway Acts [all countries]*
- *Besluit Spoorverkeer (National Traffic Decree) and Beheerconcessie (Management Contract) [NED]*
- *Eisenbahnregulierungsgesetz [D]*
- *Netzzugangsverordnung [CH]*

IM level

- Further specifications in Network Statement
- Specific inhouse prescriptions and guidelines (partly public in GER)

EU *Main points of EU-legislation 2012/34 – Article 54*

- a. Responsibility for elimination of disruption (=IM)
- b. IM has to communicate with RU and various other bodies
 - Presence of RU staff in operations centre (NED, D, BEL)
- c. Withdrawal of allocated capacity in case of emergency
 - Right of direction of IM
- d. Obligation of support by RU
 - Compensation of RU by IM (BEL + D)
 - Right of direction of IM (NED)
- e. Contingency Plan
 - Consulted contingency plan (NED)
 - Quality assurance for contingency plan (NED)
 - Presence of RU-staff in operation centres (BEL, D, NED)

CH

- a. ✓ (implicit)
- b. ✓
- c. ✓
 - General right of direction of IM
 - Withdrawal of capacity on rerouting line possible
- d. ✓
- e. ✓ with single points
 - Emergency organization
 - Rules for capacity allocation on rerouting lines
 - Replacement operation jointly agreed btw RU/IM















IMPLICIT TARGETS FOR THE HANDLING OF DISRUPTIONS APPLIED BY ALL IM

- Detection as quickly as possible
- Return to normal operation at the earliest possible moment
- Communication with and limitation of impacts for passengers
- Return to normal operation at the earliest possible moment

Measures in four categories
(national specificities next slide)

Organisation Procedures	Communication	Fall-back concepts	Handling of freight traffic
① Central element of daily traffic management	④ Task forces and their duties	⑤ Replacement concepts	⑧ Replacement concepts
② Responsibility for handling, elimination		⑥ Re-routing options	
③ Support by RU		⑦ Capacity allocation on re-routing lines	

National specificities for the existing measures

Organisation	Communication	Fall-back operation	Freight traffic
<p>① Daily operation</p> <p></p> <p>② Responsibility IM</p> <p></p> <p>③ Support by RU</p> <p><i>General duty</i></p> <p></p> <p><i>Compensation rules</i></p> <p></p>	<p>④ Task forces</p> <p><i>As principle foreseen</i></p> <p></p> <p><i>Installed in specific types of disruptions on a regular base</i></p> <p></p> <p><i>Major disruptions: Telcos with stakeholders</i></p> <p></p>	<p>⑤ Concepts</p> <p><i>Legally binding of fall-back in Pass. Transp.</i></p> <p></p> <p><i>Task of RU</i></p> <p></p> <p><i>Presence of RU-staff in OCC</i></p> <p></p> <p><i>Integrally elaborated</i></p> <p></p> <p>⑥ Re-routing option</p> <p></p> <p>⑦ Capacity allocation</p> <p></p>	<p>⑧ Handling of FT</p> <p></p>

Written report to IRG-Rail plenary
Including recommendations to IM-community

November 2018

Further topics at the interface IM-RU
to be elaborated following the same
methodology

*under
consideration*