



Bundesnetzagentur

# ***Case Rastatt***

**3<sup>rd</sup> ENRRB – PRIME meeting**

**Warszawa 12<sup>th</sup> October 2017**

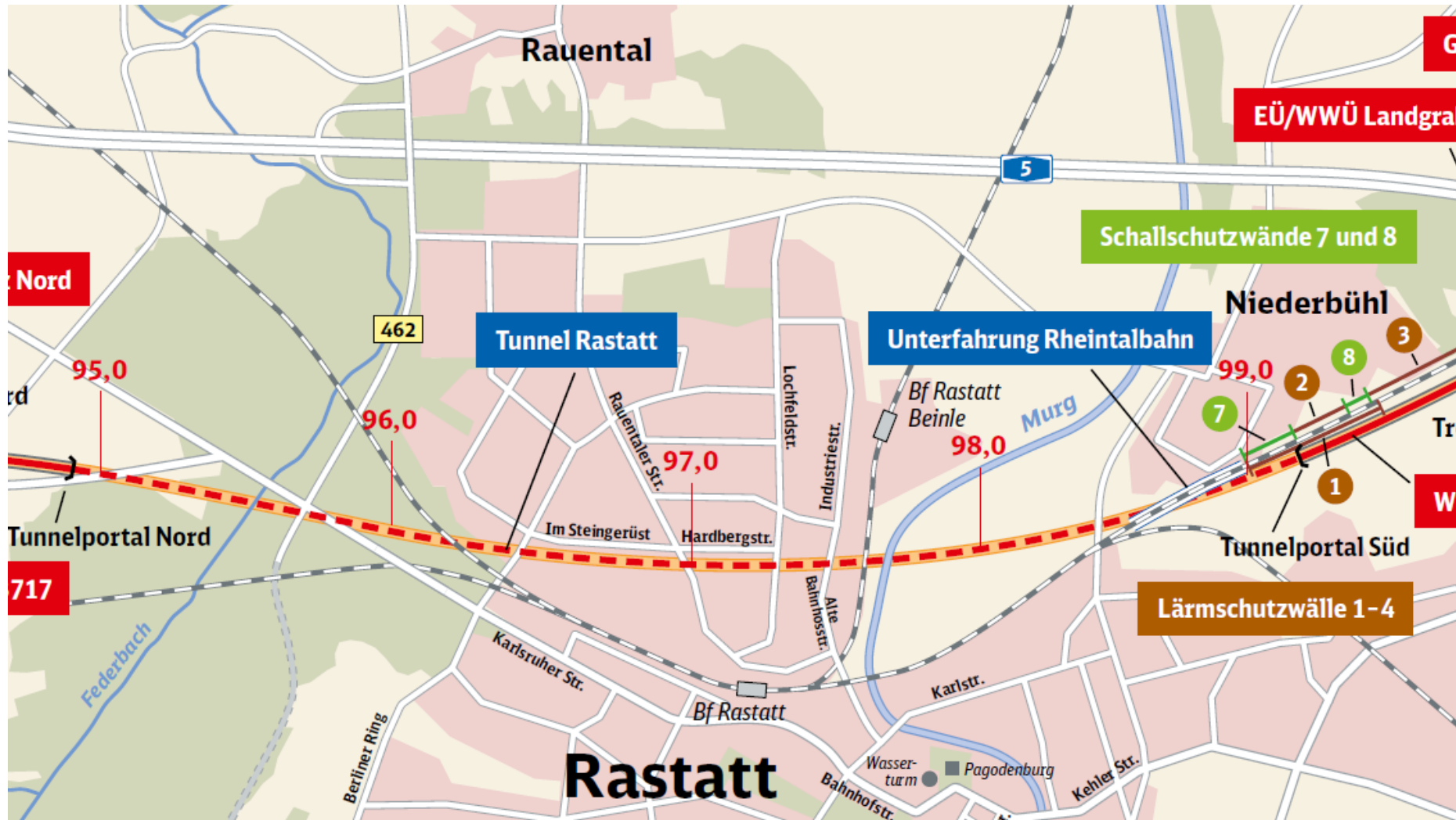


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# Four track upgrade between Karlsruhe - Basel



# Undercut of Rhine railway line

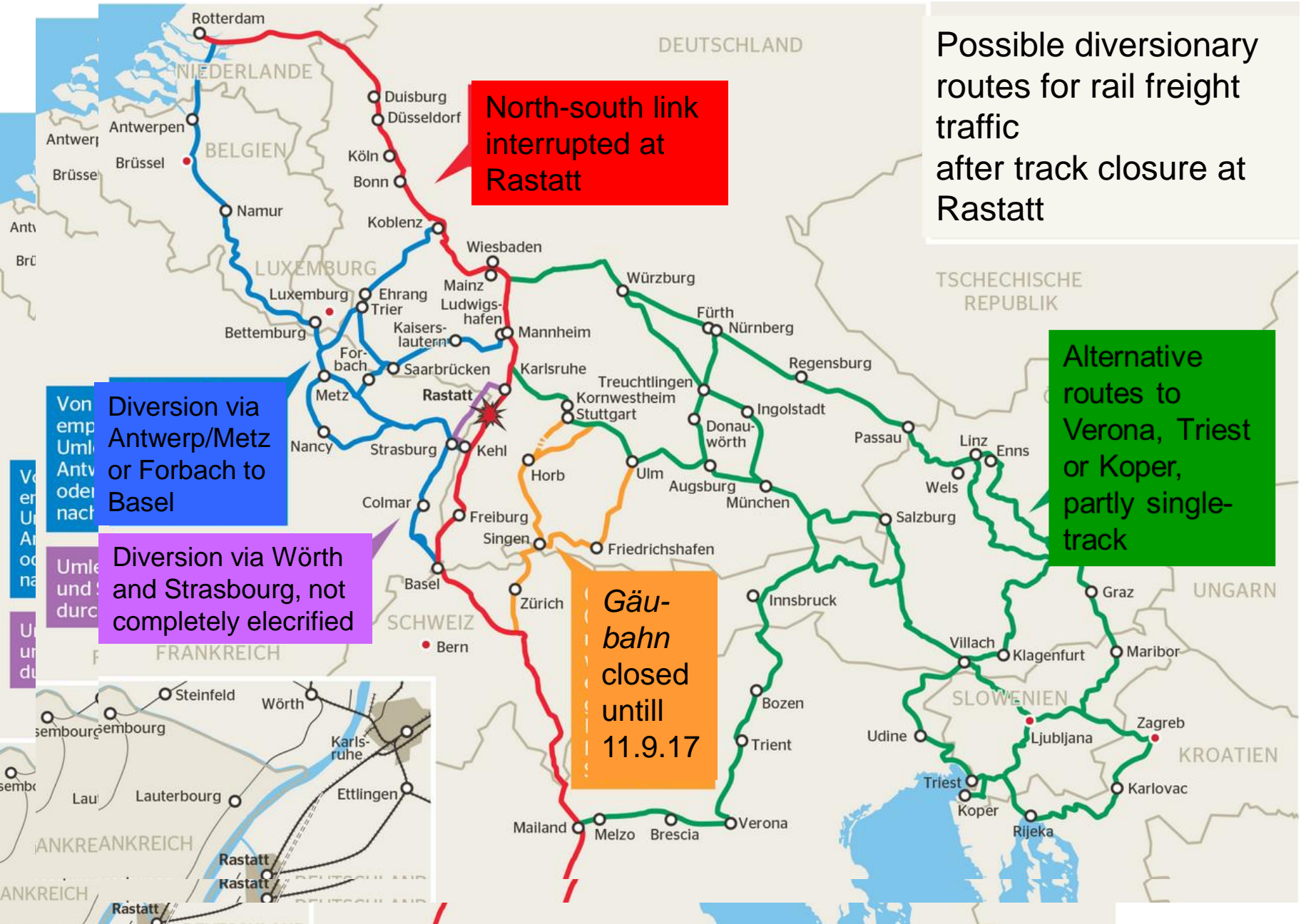


# The track disruption





# Diversion routes after accident



North-south link interrupted at Rastatt

Possible diversionary routes for rail freight traffic after track closure at Rastatt

Diversion via Antwerp/Metz or Forbach to Basel

Alternative routes to Verona, Triest or Koper, partly single-track

Diversion via Würth and Strasbourg, not completely electrified

Gäubahn closed until 11.9.17



- Usually 200 freight trains a day, at present 25% on re-routings via Germany, France and Austria
- Intermodal transport less than 15% of volume
- Lack of locomotive drivers - main reason for unused capacity
- Majority of trains have to be cancelled or run with extreme delays of several days
- Traffic shift from rail to ship/road



- European freight system was about to collapse
- Transshipment terminals along Rhine-Alpine Corridor were congested
- Supply shortages and production stops occur
- Economy, industry, railways, operators have huge damages
- Rail traffic will be lost to the road
- Class action law suits from logistic companies and RUs in preparation



## **Case: Unplanned access problem**

### **Investigation of Bundesnetzagentur**

- cooperation between infrastructure managers
- distribution of scarce capacity on diversionary routes
- compensation for alternative routes
- liability of track access contract
- fallback solutions (transparent rules, e.g. restricted capacity on diversionary routes, distribution of capacity)
- prevention of disruptions (emergency teams of IMs to cooperate with other IMs, RUs)
- others





What regulatory aspects are relevant?

Decisions necessary?

What conclusions can be drawn from this case?

*Thank you for your attention*



Christoph Döbber, Federal Network Agency,  
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Access to rail infrastructure