



# International Contingency Management (ICM)

## Endorsing the Handbook

# Reducing the impact of international incidents – Speed and flexibility!

## Providing and using capacity on re-routings

**Speed !**

**Flexibility !**

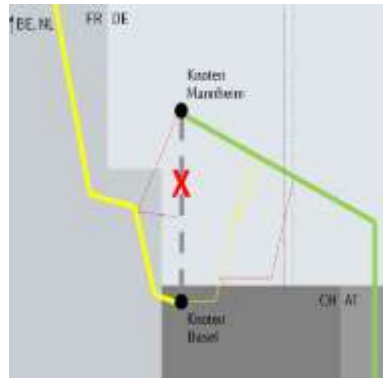
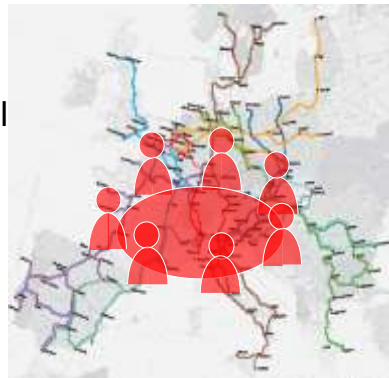
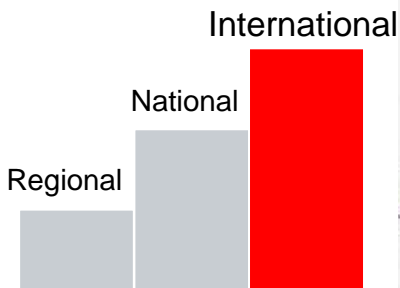
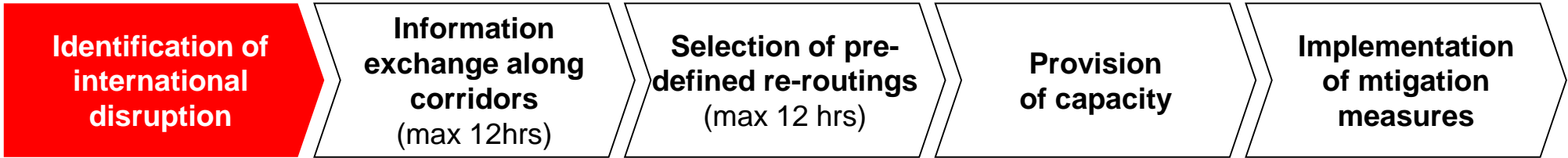
**International  
Contingency  
Management**

Operational  
Harmonisation

Infrastructure  
Harmonisation

# Handbook providing standard process for international contingency management to keep traffic flows high

**International Contingency Mgm.**



- 1 First path catalogue 24h after conference
- 2 Workshop and daily conferences
- 3 Availability to share in annual TT
- 4 Confirmation RUs and allocation

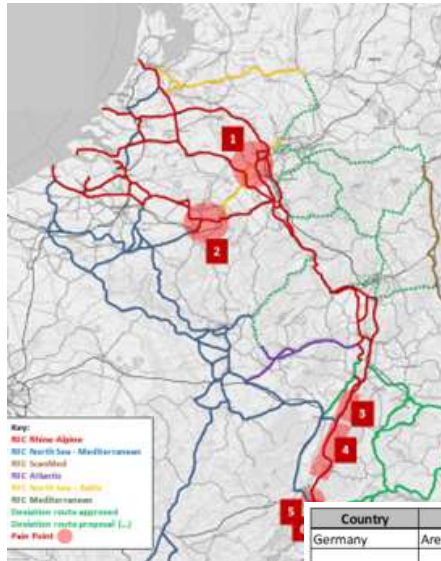


e.g. Diesel-Shuttles

## Handbook of international contingency management

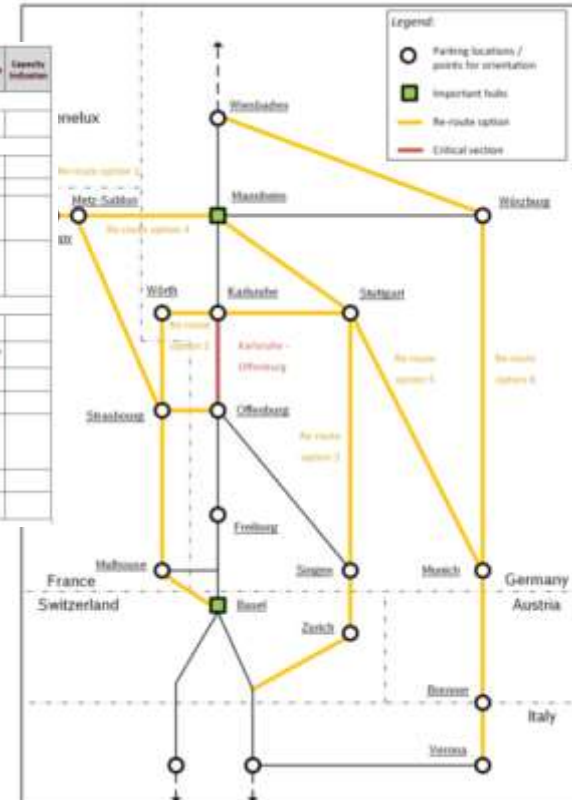
# Re-routing overviews and scenarios along rail freight corridors – to be discussed with RUs

International Contingency Mgm.



| ID  | Line section   | Start | End | Length  | Number of tracks | Restrictions            | Weight | Capacity | Notes   |
|---|--|-------|-----|---------|------------------|-------------------------|--------|----------|---|
| <b>Critical section Karlsruhe - Offenburg</b>   |  |       |     |         |                  |                         |        |          |   |
| 001   | Karlsruhe - Offenburg  | DE    | DE  | 16,7 km | 2                | only in direction south | 200    | 100      | no parking possibilities, only stop for driver change |
| <b>Re-route option 1 Rotterdam/Amsterdam - Belgium - Luxembourg - France - Basel</b>    |  |       |     |         |                  |                         |        |          |   |
| 002   | Rotterdam/Amsterdam - Belgium - Luxembourg - France - Basel    | NL    | FR  | 1000 km | 4                | capacity very limited   | 1000   | 500      | capacity limitations                                  |
| <b>Re-route option 2 Karlsruhe - Würzburg - Stuttgart - Basel (S1) / Offenburg (S2)</b> |  |       |     |         |                  |                         |        |          |   |
| 003   | Karlsruhe - Würzburg - Stuttgart - Basel (S1) / Offenburg (S2) | DE    | DE  | 1000 km | 4                | capacity very limited   | 1000   | 500      | capacity limitations                                  |

| Country | Location             | number of tracks   | Maximum track length | restrictions  |
|---------|----------------------|--------------------|----------------------|---|
| Germany | Area Wiesbaden       | 1-2                | max. 600 meters      | only in direction south                               |
|         | Area Mannheim        | 6-7                | max. 700 meters      | in direction north                                    |
|         | Karlsruhe            | 1-2                | max. 700 meters      |   |
|         | Stuttgart            | 4                  | max. 700 meters      |   |
|         | Offenburg            | ??                 | ??                   |   |
| Swiss   | München north / east | 3-4??              | ??                   |   |
|         | Basel Bad            | ?                  | max. 650 meters      | capacity very limited                                 |
|         | Basel Weil           | 5 on passenger sta | ??                   | no parking possibilities, only stop for driver change |
| France  | Basel Mulhouse       | ??                 | max. 750 meters      | capacity limitations                                  |
|         | Mulhouse             | 5                  | max. 750 meters      |   |
|         | Hausbergen           | ??                 | max. 750 meters      |   |
|         | Woippy               | ??                 | ??                   |   |
|         | Metz                 | ??                 | ??                   |   |

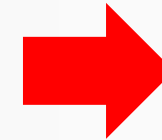


Preparation for incidents

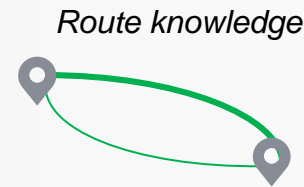
# Re-routing overviews and scenarios as basis for contingency management of RU

**International Contingency Mgm.**

*Scenarios for re-routings*



*Availability of required resources*



*Certification*

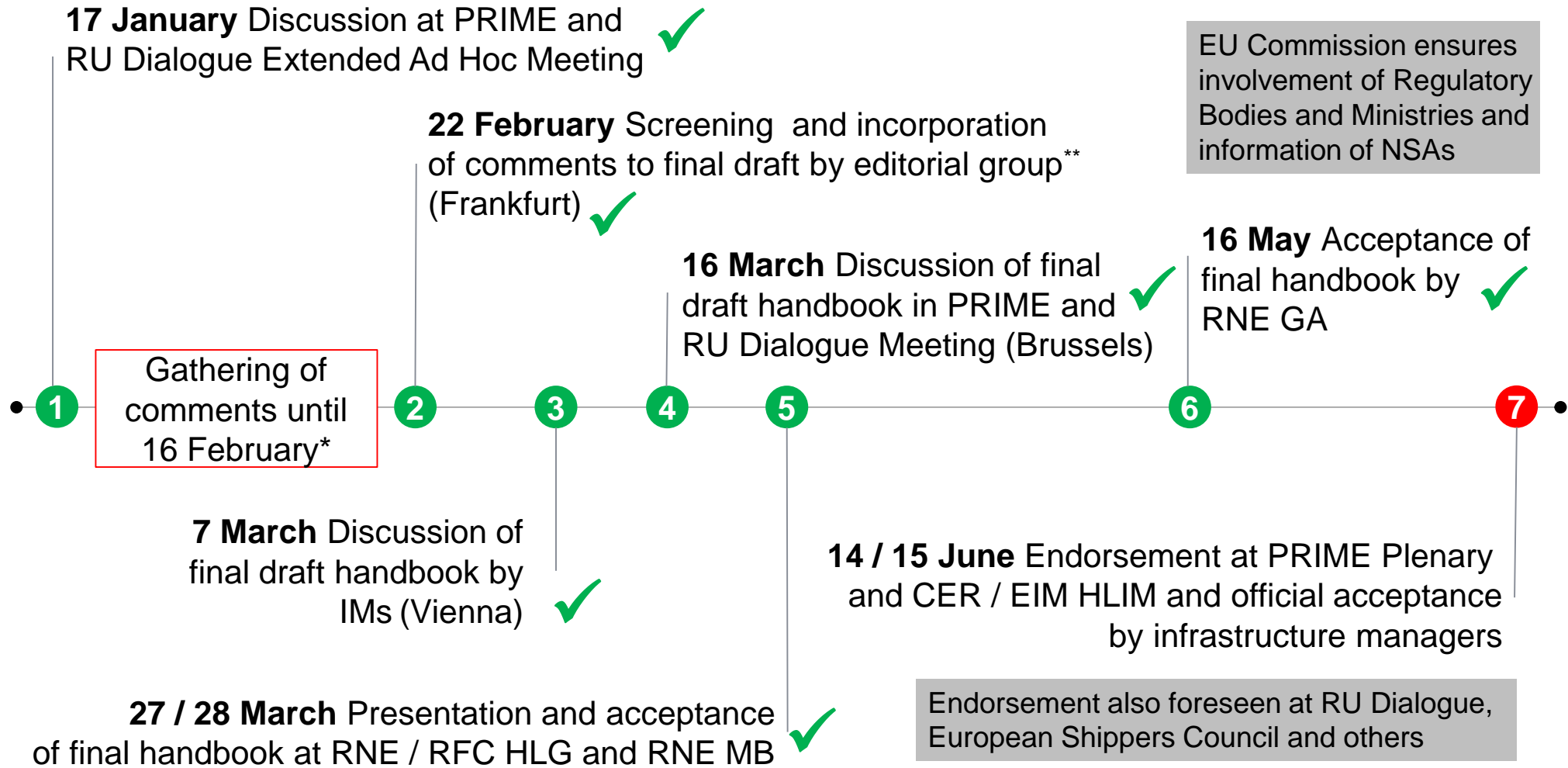


*Operational co-operation for incidents*



RNE GA decided unanimously on 16 May (implementation still 2018) – Let us endorse the Handbook as PRIME, today!

**International Contingency Mgm.**



# Strong support from political side

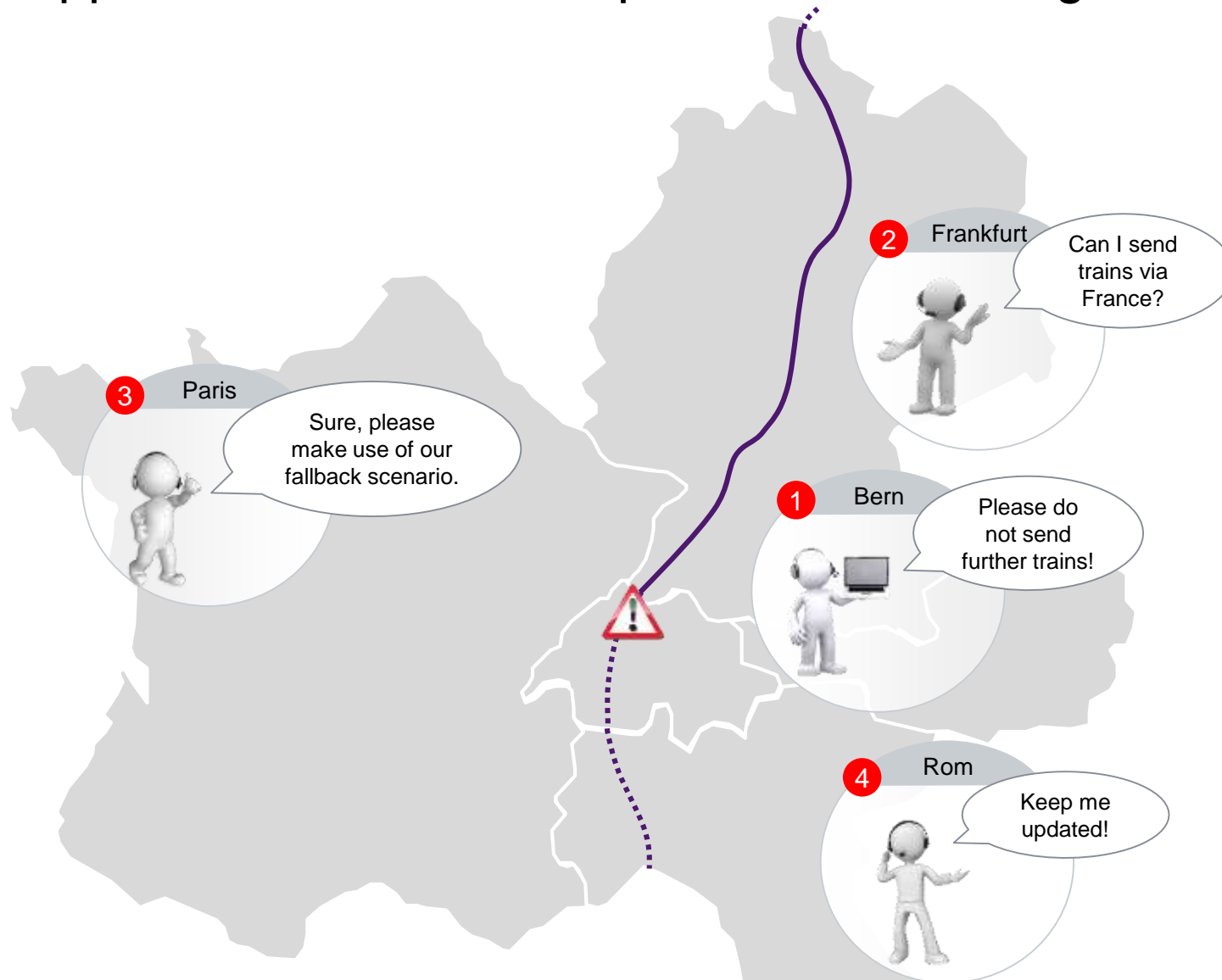
International  
Contingency Mgm.



## Transport ministers

of Corridors Rhine-Alpine and North Sea – Med giving strong support to International Contingency Management by signing Declaration 23 May in Leipzig at the margin of the International Transport Forum (ITF)

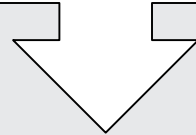
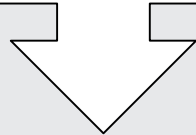
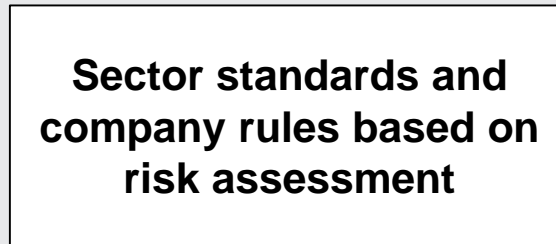
# English communication between national centers to be developed into a virtual European Traffic Management





# Flexibility of production system for incidents and daily business – Replace national rules

## New Railway Safety Directive 2016/798



**National Rules – reduce!**

### Issue Log and others

- Breaking
- Tail lights
- Wagon composition
- Border checks
- Route knowledge
- ...

# Increasing resilience of rail production system with infrastructure investments

## Selected Investments e.g. RFC ScanMed

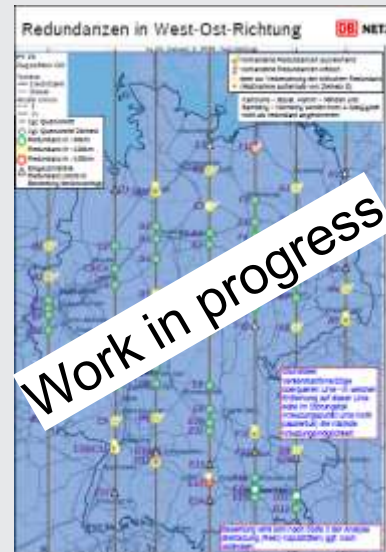
### Fehmarn Belt Fixed Link



### Brenner Base Tunnel



## Analysis of redundancies in complete network



**Eligibility for federal financing required!**

Thank you very much for your attention!

