



*Rail Freight Corridor North Sea Baltic – Your East West Rail Bridge across Europe!*

## ICM implementation on RFC NS-B – state of play

RAG/TAG meeting

11<sup>th</sup> of October 2018/Warsaw

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MB Chairman



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## 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 NS-B  
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: details developed according to ICM Handbook, first simulation done

## Disruption management process

RFCs coordinate telcos with national incident managers

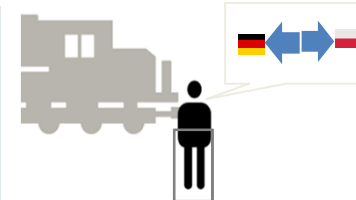
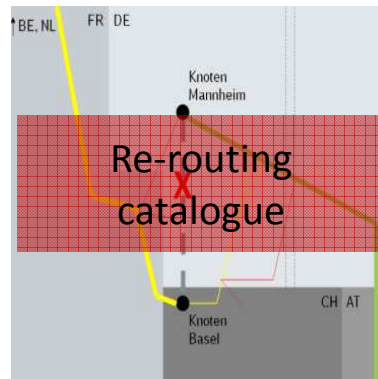
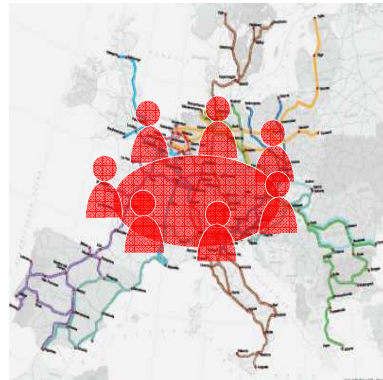
International re-routing catalogue is developed and published

Mitigation measures are agreed

Capacity allocation is coordinated with RUs

### 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

RFCs coordinate telcos with national communication managers

Communication managers give information to nat. stakeholders

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													
Kijfhoek aansl. Zuid - Meteren	Kijfhoek-Breda-Den Bosch-Meteren	X	X	1.5 kV DC	690*	D4	2	-	P/C 80/410	ATB EG			BR 189 2100-2400	No		
	Kijfhoek-Breda-Eindhoven-Venlo	X	X	1.5 kV DC	±650***	D4	2	-	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		
(Amsterdam Westhaven)-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	-	B EG/L 2 versie 2.3.0d <sup>nk</sup>	ATB EG			2100-2400			
	Utrecht - Bostel	X	X	1.5 kV DC	±600**	D4		-	ATB EG				2100-2400			
	Bostel - 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>nk</sup>	D4	2	-	P/C 80/410	ATB EG			2100-2400	yes Bad Bentheim		X

Example

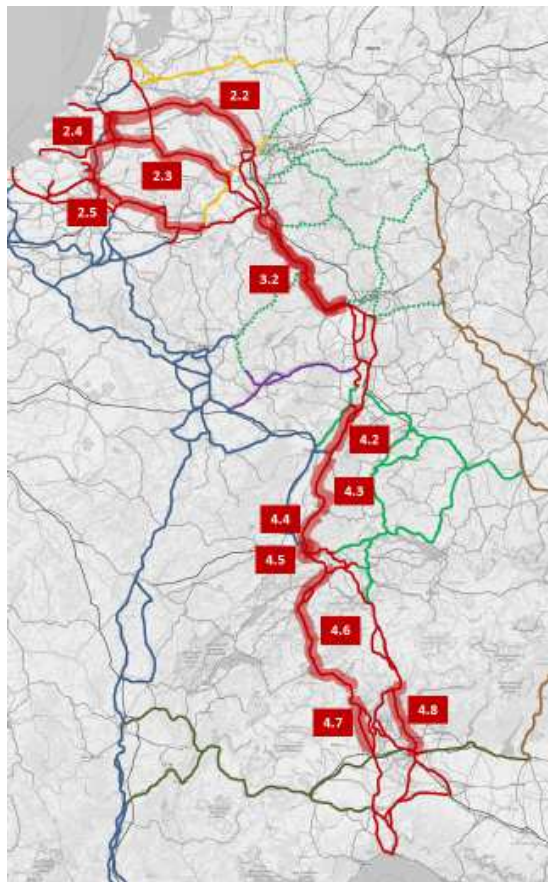
File name: deviation rf1 version 1.4.xlsx

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

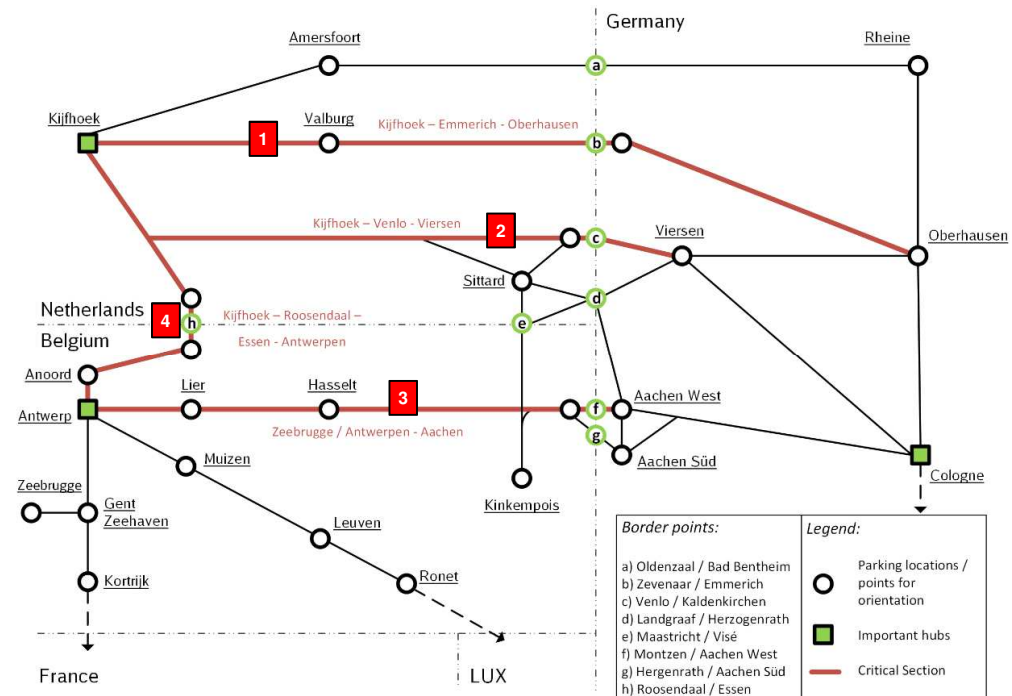
- Usage
- Traction power
- Max. train length
- Line category
- Profile and gauge
- Signaling
- Speed
- Length of deviation route in km
- Max. train weight
- Miscellaneous
- Columns are the same for every country – exception CH with gradient
- Content of columns may vary slightly due to differences in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

## Re-routing scenarios (1/2): 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



## ICM implementation on RFC NS-B timeline

Dates	Actions
03.10-19.10	Gathering the data by taskforce in templates;
22.10	Telco Taskforce: Status update and clarification of the blocking points, if any;
23.10-30.10	Updates/corrections in the templates;
31.10	1 <sup>st</sup> workshop for re-routing scenarios eastern part*;
01.11-07.11	Intermediate report;
01.11-14.11	Experts (of traffic control and timetabling) from the various IMs should check the data which is collected and the usability of the scenarios
16.11	2 <sup>nd</sup> workshop re-routing overviews for the whole corridor
17.11-26.11	Last missing data is collected
28.11-06.12	MB to approve the first version
07.12.2018	<b>Publication</b>
07- 22.12.2018	RUs consultation phase
01.2019	Review of the remarks by the Taskforce
(? (TBC)	Meeting with RUs to answer the remarks (RAG meeting?)
? (TBC)	Update of the overviews

\*western part covered within the work on RFC RALP and updated