



DB NETZ

DRAFT HANDBOOK

**CONCEPT DISPATCHING RAIL FREIGHT
TRAINS**

21th. November, Brussels, ERFA

Draft handbook dispatching rail freight trains



Basis: Contingency handbook

Necessary measures in the case of blocked lines for a longer time for rail freight traffic

Draft 22.03.18, effective from timetable 2019

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Content

1. General section

- guiding principles
- processes
- supply control rail freight

2. Details

- overview maps of the whole network
- responsible OCCs/IMs
- diversionary routes with train parameter
- railway sidings
- process owners for timetable changes
- capacity overview on diversionary routes (only prepared, no details, only general reference concerning, cancellation of local passenger services...)
- IT-Tool „Park oder Run“ (POR) supply control

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General section - emergency situation

- RU send train list to DB Netz incl. train parameters – IM check if redirection is possible/available
- IM give response to RU with conditions
- Telco with all involved RUs
- Allocation of capacity on diversionary routes

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Entwurf

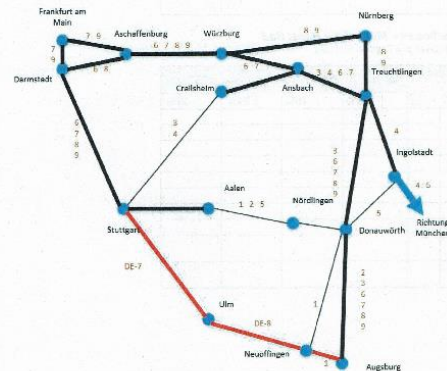
3.4 Stuttgart – Ulm – Augsburg

Die Filstalbahn ist eine zwei bzw. teilweise viergleisige Eisenbahnstrecke von Stuttgart über Plochingen und Göppingen nach Ulm. Sie verläuft von Plochingen bis Geislingen an der Steige im Filstal. Im Bereich von Geislingen überwinden die Züge die Geislinger Steige. Hier sind bei schweren Zügen Schub-Tfz erforderlich. Die Schub-Tfz müssen auf dem Abschnitt Geislingen West bis Amstetten verkehren.

3.4.1 Streckencharakteristik

Strecke	Traktionsart	Betriebliche Zuglänge [m]	Streckenklasse	Profil	Signalisierung	Grenzlast [t]	Belegung in Zugfahrten / d	Internationale Bezeichnung
Stuttgart-Ulm-Augsburg	AC 15 kV 16,7Hz		D4	P/C 410 (P/C 80)	PZB	1: 930t 2: 1385t (C-Tfz - DB 185)	belieb. frei	DE-7 / DF-8

3.4.2 Umleitungskarte



LMPB 3 (DE) Netzcharakteristika - Handbuch Dispositionskarte im SCV 46

For example

in red: blocked line Stuttgart – Ulm – Augsburg with train parameters

dark: diversionary routes

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Questions/uncertainties

- Processes in case of conflicts/reduced capacity – which RU get offers?
- Capacity mix on diversionary routes – no legal regulation how to act if there is no capacity available (for instance 100% allocation of passenger trains?)
- Necessity for publishing in Network Statements?
- Involvement of Regulatory Bodies?