

ERFA Workshop

Contingency management

- Timeline
- Common approach to develop principles for capacity allocation on diversionary routes
 - **RUs contingency management plans**

DG MOVE, Unit C3

21 November 2018







Timeline set up by RFC RALP and RNE **NEXT STEPS**



European Rail Infrastructure Managers Handbook for International Contingency Management

By mid 2018 the handbook shall be finalised and endorsed by the relevant bodies of the sector

17 January Discussion at PRIME and RU Dialogue Extended Ad Hoc Meeting

Further process for handbook

22 February Screening and incorporation of comments to final draft by editorial group** (Frankfurt)

16 March Discussion of final draft handbook, including Member States, RBs and NSAs EU Commission ensures involvement of Regulatory Bodies and Ministries and information of NSAs

16 May Acceptance of final handbook by RNE GA

In between:

- re-rerouting scenarios
- RU exchange on cooperation in contignecy case
- discussion on allocation rules

7 March Discussion of final draft handbook by IMs (Vienna)

Gathering of

comments until 16 February*

27 / 28 March Presentation and acceptance of final handbook at RNE / RFC HLG and RNE MB

14 / 15 June Endorsement at PRIME Plenary and CER / EIM HLIM and official acceptance by infrastructure managers

> Endorsement also foreseen at RU Dialogue, European Shippers Council and others

20 Februar√ for RU Dialogue

Representatives of RFC Rhine-Alpine, SBB Infrastruktur, DB Netz, RNE, RU Dialogue

17 June 2019

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Meetina hosted by EC:

Evaluation, progress and achieve-

ments



DB Netz AG | 2018-01-17

Main elements of the handbook

- Definition of international disruption more than 3 days with a high impact on international operations (>50% of trains affected)
- Elements of business continuity management:
 - Pre-defined re-routing overview
 - Allocation principles
 - Disruption management process
 - Communication process
- General agreements and roles



Figure 1: Indicative allocation principles (pg. 9, Handbook)

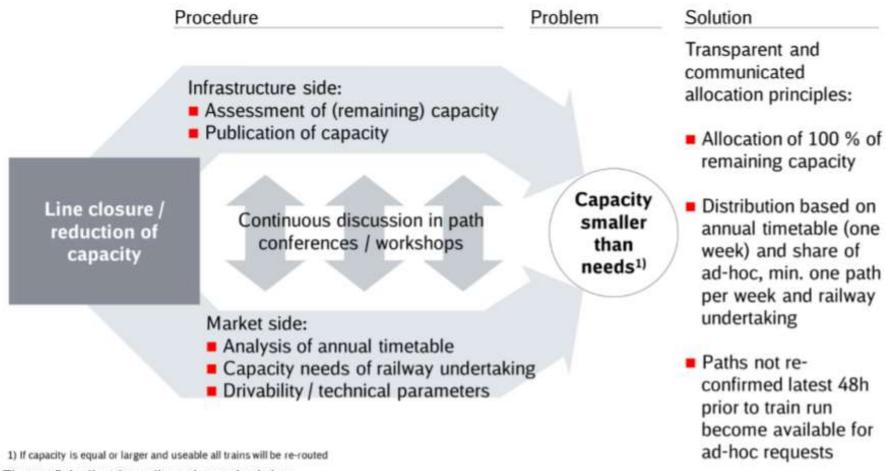


Figure 2 Indicative allocation principles



Open questions:

- Do any of the described processes conflict with existing national rules?
- How do RUs proceed with their contingency management plans?
 - What have RUs learned during Rastatt?
 - Can cooperation of RUs be "planned"?
 - What are your obstacles?
- Is there a possibility to allow a withdrawal of paths on diversionary routes to optimize the usage of remaining capacity?

Further developments – to be noted

- ⇒ Re-routing scenarios of
 - RFC RALP, other corridors follow the example and develop re-routing overviews, e.g. RFC NSM
 - Re-routing overview shall be ready by the end of this year
 / beginning of the next year
- ⇒RUs are invited to develop own contingency management plans and raise open issues
- ⇒ Member States are invited to
 - verify compliance with national legislation
 - reflect on option to withdraw/re-arrange the existing paths on diversionary routes, e.g. Swiss example.

