EUROPEAN REGULATION 913/2010

**Rail Freight Corridor "Atlantic"**

# INTERNATIONAL CONTINGENCY MANAGEMENT (ICM) PLAN


## Rerouting itineraries

Timetabling year 2019

Co-financed by the European Union

Connecting Europe Facility

ATLANTIC CORRIDOR

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# 1 General information

## 1.1. Introduction

In 2018 European Rail Infrastructure Managers (IMs) agreed on international processes described in the "Handbook for International Contingency Management". An important element of that is an international re-routing overview for the Rail Freight Corridors (RFC) and operational scenarios (re-routing scenarios) for the critical routes.

These re-routing scenarios help traffic management and timetabling with the coordination of the deviation of freight trains in the plannable phase (as soon as possible after an incident) in case of larger incidents with an international impact.

This document includes scenarios with the possible re-routing options for all sections with limited re-routing options on the RFC Atlantic.

The re-routing scenarios should also serve as a basis for the RU contingency management with the objective to increase possible use of deviation routes.

## 1.2. Publication and updates

The RFC Atlantic is owner of this document. The national IMs are responsible to distribute this document or the contained information with the re-routing scenarios within their own organisation and to the RUs which run on their network. RFC Atlantic also publishes the document on its website and organises the consultation with RUs.

The re-routing scenarios for RFC Atlantic are updated every year until the end of November by the corridor organisation together with the IMs of RFC Atlantic.

The initial version of the re-routing scenarios and the re-routing overview will first be published for RAG TAG consultation in April 2019.

## 1.3. Processes and communication for international disruptions

In case of international disruptions, international processes for incident management and incident communication which shall apply during the plannable phase are described in chapter 4 of the Handbook for International Contingency Management (https://www.atlantic-corridor.eu). They do not replace national incident management procedures but complement them in order to allow for a better international cooperation. A summary with an overview of the processes and roles can be found in chapter 2 of this document.

## 1.4. General requirements

RUs crossing a border must take all national rules into account (see network statement). For example: language requirements for the train drivers, other signalling- and power systems.

## 1.5. Definitions

### 1.5.1. Definitions of infrastructure parameters

These definitions apply to information given in both re-routing scenarios and re-routing overview (separate excel document)

| | |
|---|---|
| Line section | Section of the normal RFC routing |
| Deviation route | Section which replaces the normal routing on the deviation route |
| Passengers | Section used for passenger traffic |
| Freight | Section used for freight traffic |
| Traction Power | Catenary voltage |
| Length | Maximum allowed length for a train (in meters, locomotive included) |
| Line category | e.g. C2, C3, D4, D5… |
| Number of tracks | The number of tracks on this section |
| Gradient | The gradient (in percentage) of the line section - mostly important in countries with hills and mountains |
| Gauge | e.g. GHE16, GEB16, FR3.3, GB1, GB+, GA, GB.. or UIC gauge vs. Iberian gauge |
| Tunnel gauge | e.g. PTb+, GHE16, GEB16, GPL-1, G2, GB1, GB2. |
| Intermodal Freight code | This is mostly filled out with the PC code e.g. PC70/400 , P/C 80/400, etc. |
| Signalling | This columns is filled out with the version of ETCS (when in use) or the STM e.g. ATB EG, TBL1, SCMT etc. |
| Max. Speed | This is filled out with either the max speed for a freight train or the maximum speed allowed on the line section (in km/h) |
| Length of re-routing option | In km |
| Max. train weight | Here the maximum weight (in tons) is filled out which can be handled by one locomotive (and/or which is used for capacity allocation). |

### 1.5.2. Capacity which is taken into account

This rerouting overview can only consider free capacity, so remaining after allocation from yearly timetable and ad hoc capacity (estimations on basis of historical information). This has led to situations that some lines are not shown because there is almost no capacity left and that the mentioned capacity in the table is lower than expected.

For heavily used networks discussions are ongoing between legislators and inframanagers to get the possibility to withdraw or reschedule already allocated capacity. This possibility which is not part of the existing European legislation, could give IMs the competence to create space to reallocate the capacity in favour of the rerouting of (international) freight trains.

### 1.5.3. Explanations regarding usability indication

In the event of a major incident there can be several possible re-routing options. For the scenarios the usability of these possible routes is indicated in three categories. This can facilitate the process of re-routing.

The categorization is defined in options A, B and C. There is no fixed definition for the degree of usability, but the assessment depends on several aspects regarding capacity, technical and/or organisational restrictions (possibilities and limitations). The classification is based on the expert estimates of experienced train traffic controllers (aimed at re-routing freight trains). The categories are:

- A: good availability (no major restrictions)
- B: usability is reasonable (with some restrictions)
- C: usability is worst (some major capacity, technical and/or organisational restrictions)

### 1.5.4. Explanations regarding capacity indication

Capacity indications which are given in this document are indications of the free capacity for freight traffic on a deviation route in case of an incident. The assessment is based on the following ranges:

- appr. < 10 trains per day per direction: **extremely limited**
- appr. 10 – 24 trains per day per direction: **limited**
- appr. 25 – 50 trains per day per direction: **good**
- > 50 trains per day per direction: **excellent**

Detailed information regarding the capacity available on a deviation route can only be given in case of an incident. They depend very much on the concrete situation at the time of the incident, for example including the traffic volume at the time of the year/month and the situation regarding temporary capacity restrictions.

## 1.6. Traffic volume on RFC Atlantic

The Atlantic corridor connects the sea ports of Sines, Setúbal, Lisbon, Aveiro and Leixões, in Portugal; Algeciras, Bilbao and Pasajes, in Spain; Bayonne, Nantes, La Rochelle and Le Havre, as well as the inland ports of Bordeaux, Rouen and Strasbourg in France; to the main capitals within the corridor Lisbon, Madrid, Paris, to the East of France, to Mannheim in Germany and subsequently to North and Eastern Europe.

The Atlantic Corridor is part of the homonym multimodal corridor integrated in the TEN-T Core network and connects with the Mediterranean Corridor in Madrid and Zaragoza, with the North Sea-Mediterranean Corridor through Paris, Metz and Strasbourg. Furthermore, the recent extension of the Atlantic Corridor to Mannheim in Germany enabled a direct articulation with two other corridors: the Rhine-Alpine and the future Rhine-Danube, thus increasing outreach of the Atlantic Corridor.

The main international markets and routes for the corridor at this moment are:

- **Netherlands to France & Spain** via Paris (jointly with RFC 2), from Antwerp to Bayonne, Irun and Madrid;
- **Germany to Spain via Paris**, from Mannheim, Einsiedlerhof & Saarebrucken to Le Havre, Bayonne, Madrid, Pamplona-Zaragoza;
- **Germany to Spain via Lyon** (jointly with RFC 2 and RFC 6), from Mannheim & Ludwigshafen to Barcelona, Constanti & Granollers;
- **Germany to France**, from Mannheim & Saarbrucken to Woippy, Dugny, Sorcy, Blainville, Vittel, Vaires (East of Paris), Gevrey, Bayonne;
- **Portugal to Spain,** from Entroncamento to Madrid, Zaragoza & Barcelona (jointly with RFC 6).

## 1.7. Structure of the document

The re-routing scenarios are presented as follows: Chapter 2 focusses on the international processes described in the “Handbook for International Contingency Management”, the corresponding roles and important contact information. Chapter 3 focusses on the re-routing scenarios for the northern part of RFC Atlantic, chapter 4 covers re-routing scenarios for the southern part of RFC Atlantic. Each part is first introduced with an overview map of the relevant sections with limited re-routing possibilities plus short descriptions of the re-routing options. The overview is followed by detailed descriptions of the main re-routing options for each of these sections, including detailed maps and a description of the re-routing options with characteristics and parameters.

The presented re-routing options focus on freight train re-routing.

## 1.8. Disclaimer / Limitation of Liability

These operational scenarios serve for information only. Although every care has been taken by RFC Atlantic to ensure the accuracy of the information published, no warranty can be given in respect of the accuracy, reliability, up-to-dateness or completeness of this information. RFC Atlantic and the involved IMs/AB (Allocation body) accept no liability for direct or indirect damages of material or immaterial nature arising from use or non-use of the published information. Moreover, all responsibility for the content of any external sites referred to by this document (links) is declined.

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The operational scenarios and the described information do not replace national incident management procedures and information from the national Network Statements but complement them in order to allow for a better *international* cooperation. The national incident management and Network Statement are always leading.

# 2 Processes for international disruptions

## 2.1. Introduction

The processes of international disruptions > 3 days are described in Chapter 4 of the "Handbook for International Contingency Management" available on the RailNetEurope (RNE) webpage (*http://www.rne.eu/rneinhalt/uploads/International_Contingency_Management_Handbook_final_v1.5.pdf*). The international agreed processes are:

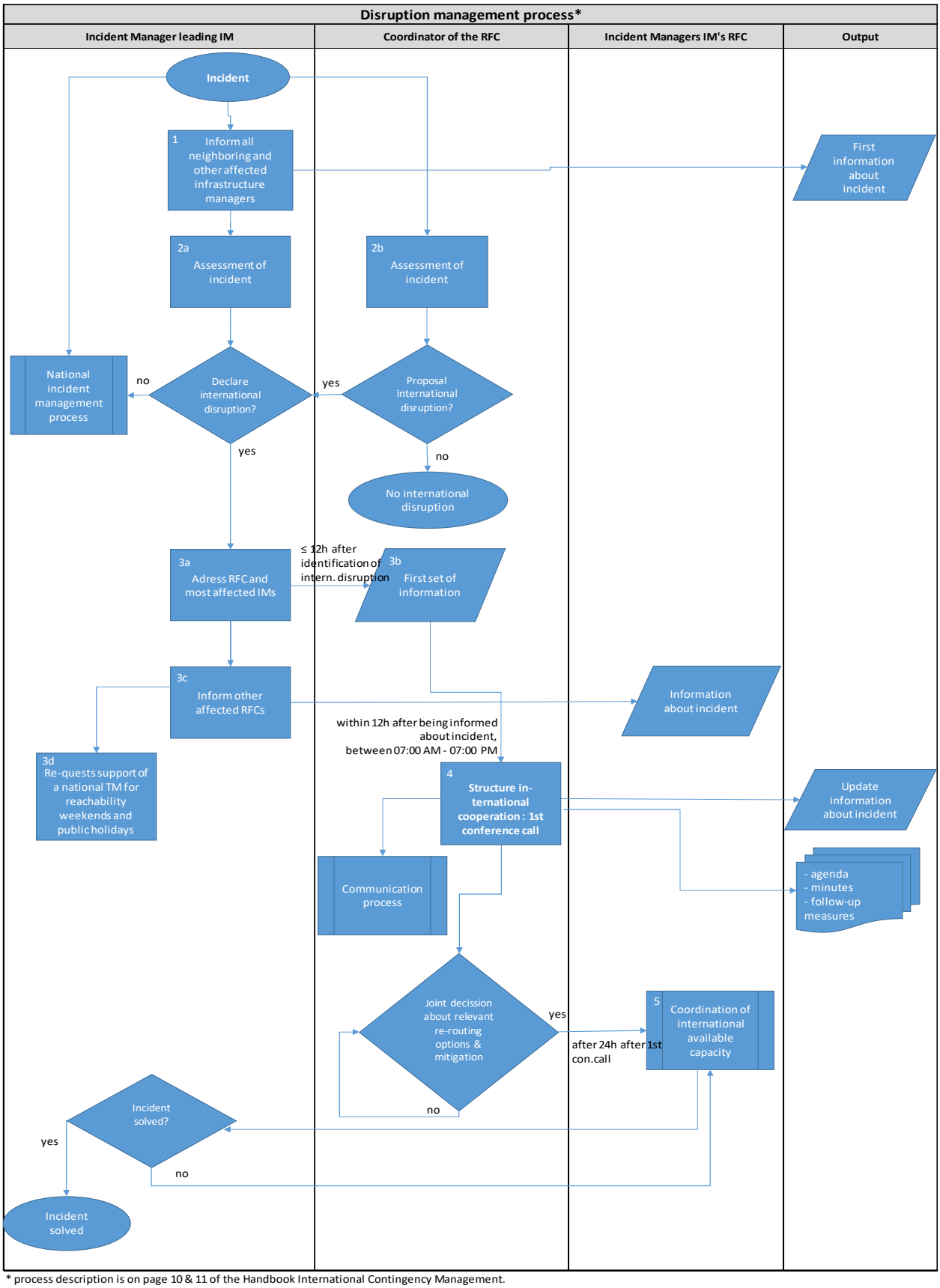
1. Disruption management process;
2. Communication process.

The key roles on a managerial level for these processes are defined in Chapter 5 of this handbook.

This chapter shows a summary of this information.

For the IMs contact information from the persons which should be contacted in case of an international disruption are available on the RailNetEurope (RNE) webpage (https://cms.rne.eu/international-contingency-management/international-disruption-ims-contact-list-1) and annex 1 (internal use only).

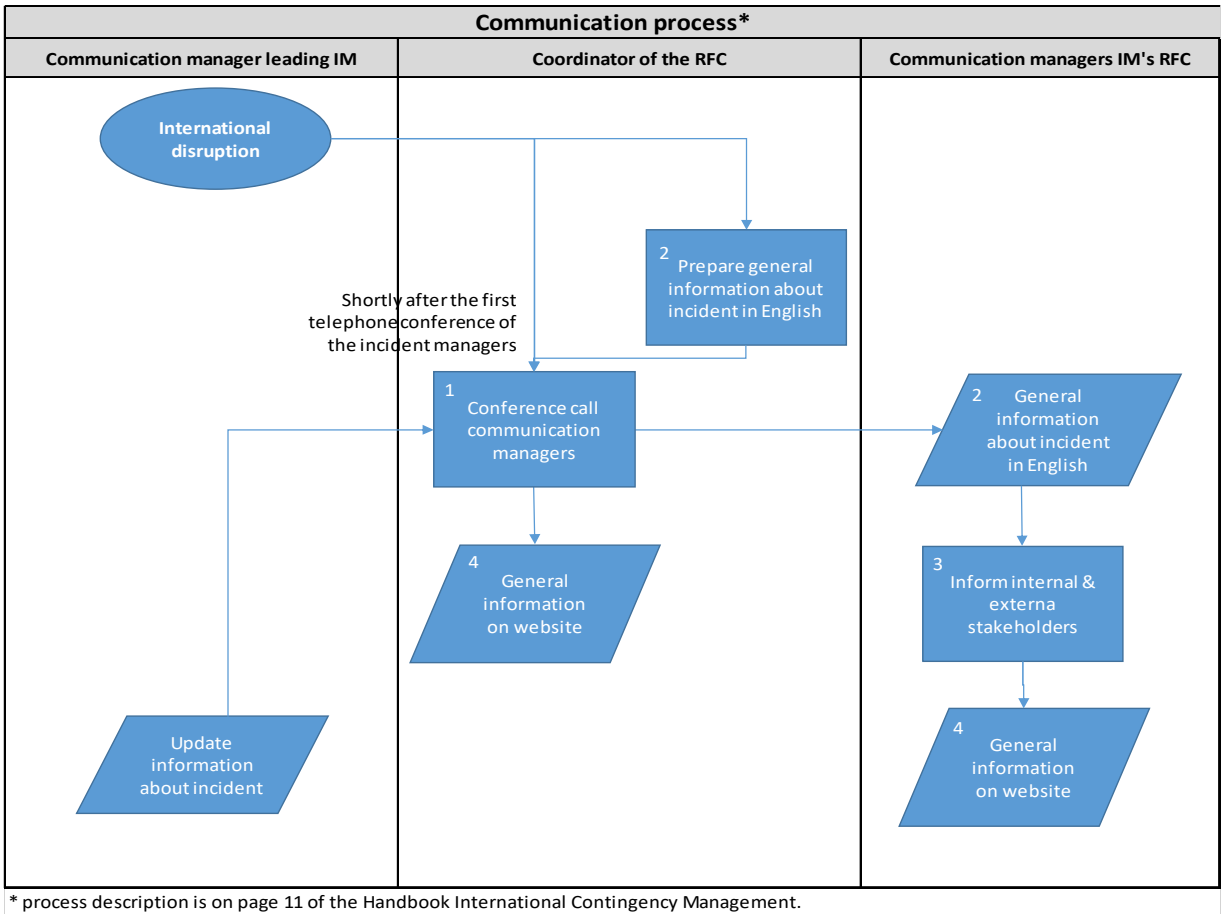
## 2.2. Disruption management process




* process description is on page 10 & 11 of the Handbook International Contingency Management.

The complete disruption management process is described on pages 10 and 11 of the “Handbook for International Contingency Management”.

## 2.3. Communication process



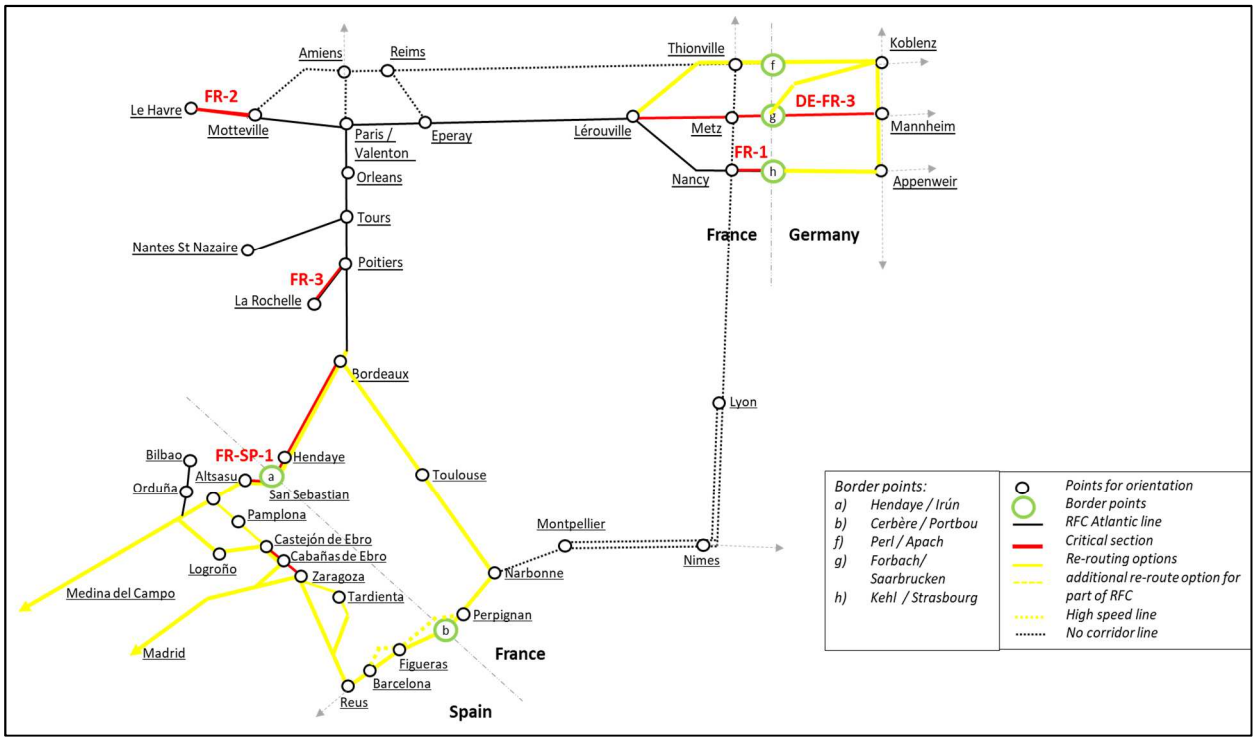

* process description is on page 11 of the Handbook International Contingency Management.

The complete communication process is described on page 11 of the "Handbook for International Contingency Management".

# 3 Northern part of RFC Atlantic

## 3.1. Overview re-routing options northern part re-routing options

The following sections with limited re-routing possibilities are defined for the northern part of the RFC Atlantic.




Some re-routing options can be used for various sections.

Critical sections for which the alternative routes only go through France are not considered in this document. The necessary information about those sections can be found in the SNCF Réseau's network statement (mainly appendix 5 – principles on the operational management of traffic on the national rail network) and in the document OPE 508 (règles de la gestion opérationnelle des circulations).

On the northern part of RFC Atlantic the following routes can be used for rail freight operations. All of these routes can be used as re-routing options, depending on the line section where an incident happens.

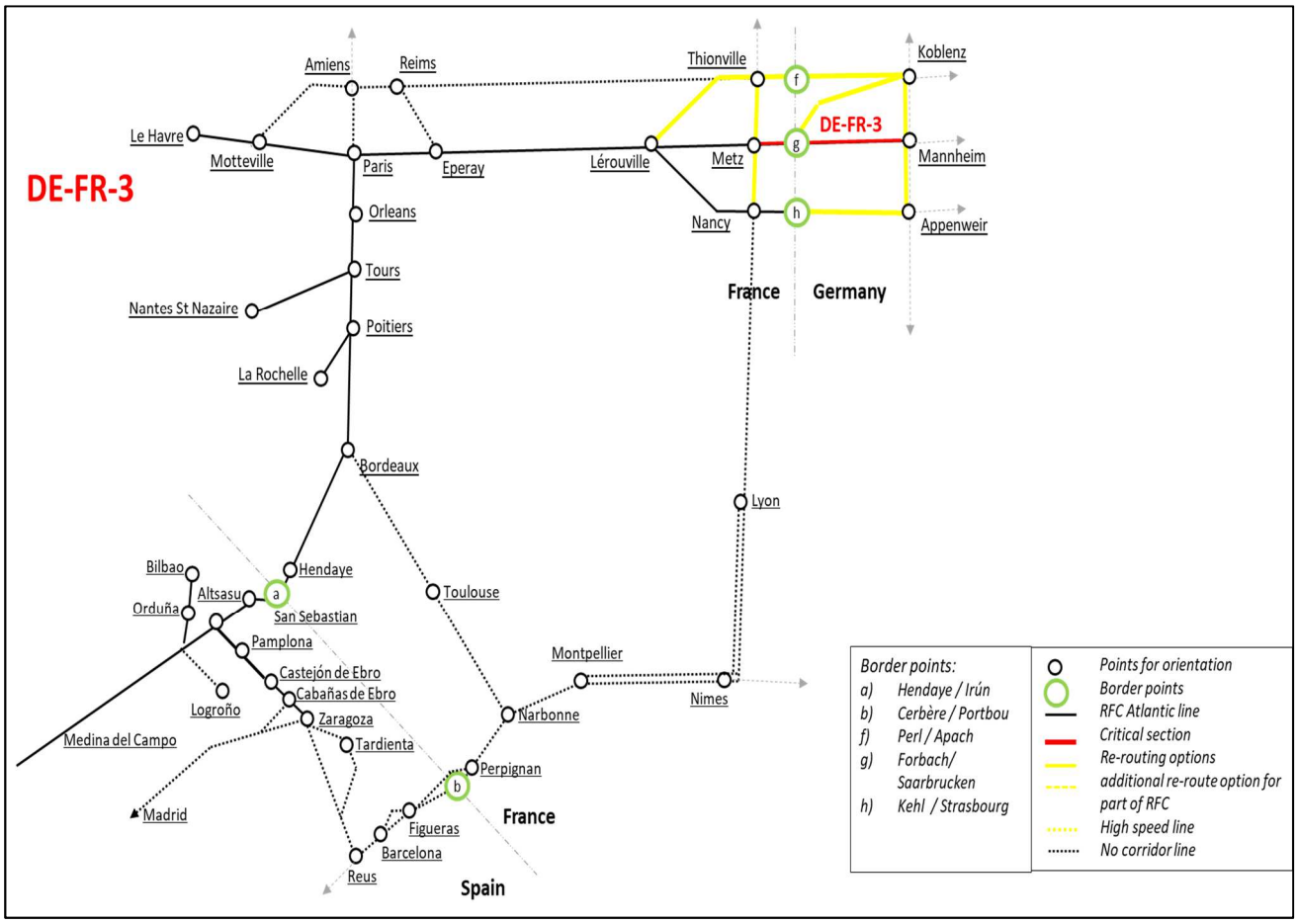
| Critical route | Route |
|---|---|
| DE-FR-3 | Mannheim – Saarbrücken / Forbach (FR/GE border) – Metz |
| FR-1 | Strasbourg – Nancy |
| FR-2 | Le Havre - Motteville |
| FR-3 | La Rochelle - Poitiers |
| FR-SP-1 | Bordeaux - Hendaye / Irún (FR/SP border) - Altsasua |

The parking locations indicated for France in this document are some of the main ones. The operational rules applicable to the parking areas and their description are indicated in the « consigne locale d'exploitation » of the station. The SNCF Réseau's network statement (appendix 5) describes the rules applicable to the parking of a train in case of disturbance.

## 3.2. Re-routing scenario for section Mannheim – Saarbrücken / Forbach (FR/GE border) – Metz

### 3.2.1. General description

Schematic map including re-routing options




When the route Mannheim – Saarbrücken / Forbach (FR/GE border) – Metz is blocked re-routing options are:

| Section ID | Usability | Route |
|---|---|---|
| DE-FR-3-1 | B | Mannheim – Koblenz (via RFC1) – Thionville – Metz / Lérouville |
| DE-FR-3-2 | B | Mannheim – Appenweir – Kehl / Strasbourg - Nancy – Metz - Lérouville |
| DE-FR-3-3 | B | Mannheim - Koblenz - Trier - Forbach / Saarbrücken |

## 3.2.2.**Parameters of re-routing options**

| IM | Deviation including route | Usage | | Infrastructure | | | | Track gauge | Tunnel gauge | Intermodal Freight Code | Signalling | Maximum Speed (km/h) | Length of re-routing option | Max train weight | Maximum gradient (o/ooo) | Border | Miscalleanous | Capacity Indication |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Pass | Frei | Traction power | Maxi train length (m) | Line Category | Number of tracks | | | | | Frei | in km | | | other border | | |
| **Section: Mannheim - Forbach / Saarbrücken (FR-GE border) - Metz** | | | | | | | | | | | | | | | | | | |
| DB Netz | Mannheim - Saarbrücken (FR/GE border) | x | x | AC 15kV 16,7 Hz | 740 | D4 | min. 2 | UIC | upon request | P/C 400 (P/C 70) | PZB | 100 | 142 | 1: 1890t 2: 1935t (E-Tfz DB-185) | - | FR | | |
| SNCF Réseau | Forbach (FR/GE border) - Metz | x | x | AC 25kV | 750 | D4 | 2 | UIC | GB1 | upon request | KVB | 101-160 | 80 | N/A | upon request | - | - | |
| **Mannheim – Koblenz – Perl / Apach - Thionville – Metz / Lerouville** | | | | | | | | | | | | | | | | | | |
| DB Netz | Mannheim - Koblenz - Trier - Perl (FR-GE border ) | x | x | AC 15kV 16,7 Hz | 630 | D4 | min. 2 | UIC | upon request | P/C 400 (P/C 70) | PZB | 100 | 331 | 1: 2135t 2: 2110t (E-Tfz DB-185) | - | FR | | |
| SNCF Réseau | Apach (FR/GE border) - Thionville – Metz | x | x | AC 25kV | 750 | D4 | 2 | UIC | GB1 | upon request | ERTMS/KVB | 101 - 120 | 60 | N/A | upon request | Perl/Apach | - | limited |
| **Mannheim – Appenweir – Kehl / Strasbourg - Nancy – Metz / Lerouville** | | | | | | | | | | | | | | | | | | |
| DB Netz | Mannheim - Appenweier - Kehl (FR-GE border ) | x | x | AC 15kV 16,7 Hz | 740 | D4 | min. 2 | UIC | upon request | P/C 410 (P/C 80) | PZB | 160 | 148 | 1: 2855t 2: 3175t (E-Tfz DB-185) | - | FR | | |
| SNCF Réseau | Strasbourg (FR/GE border)- Nancy – Metz | x | x | AC 25kV | 750 | C4/D4 | 2 | UIC | GB | upon request | KVB | 101 - 120 | 210 | N/A | upon request | Kehl/Strasbourg | C4 between Kehl and Strasbourg | limited |
| **Mannheim - Koblenz - Trier - Forbach / Saarbrücken** | | | | | | | | | | | | | | | | | | |
| DB Netz | Mannheim - Koblenz - Trier - Saarbrücken (FR-GE border ) | x | x | AC 15kV 16,7 Hz | 740 | D4 | min. 2 | UIC | upon request | P/C 400 (P/C 70) | PZB | 100 | 376 | 1: 2110t 2: 2135t (E-Tfz DB-185) | - | FR | | |
| SNCF Réseau | Forbach (FR/GE border) - Metz | x | x | AC 25kV | 750 | D4 | 2 | UIC | GB1 | upon request | KVB | 101-160 | 80 | N/A | upon request | - | - | |

### 3.2.3.**Parking locations & capacity**

| Country | Location | Number of tracks | Maximum train length | Restrictions |
|---|---|---|---|---|
| Germany | RB Mitte | 5 | 600 - 740 m | |
| | RB Südwest | 5 | 600 - 740 m | |
| | Neustadt (Weinstr.) | 1 | 1 x 640 m | |
| | Hochspeyer | 1 | 1 > 700 m | |
| | Homburg | 1 | 1 > 700 m | |
| | Neunkirchen | 1 | 1 > 700 m | |
| | Saarbrücken Rbf | 1 | 1 > 700 m | |
| France | Thionville | > 3 | 380 to 690 m | Restricted capacity |
| | Metz Woippy | 7 | 753 to 763 m | Very restricted capacity |
| | Metz Sablons | > 3 | 700 m | 2 tracks partly electrified |
| | Blainville-Damelevières | 17 | 463 to 749 m | |
| | Champigneulles | 9 | 574 m to 658 m | |
| | Strasbourg | > 3 | 750 m | Hausbergen (railway modernisation) |

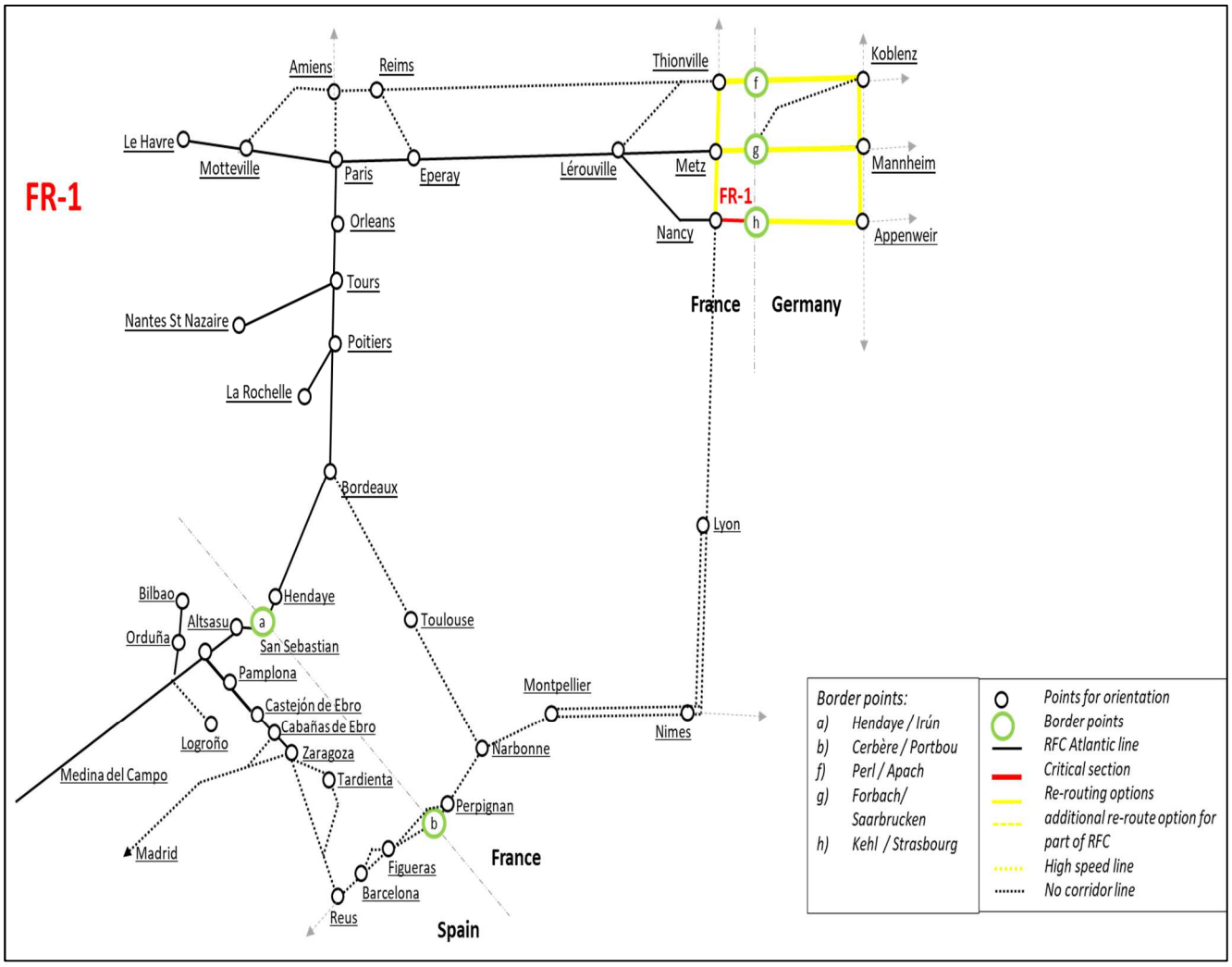
### 3.2.4.**Restrictions**

No specific (other) restrictions given. See for the infrastructure characteristics the table above.

## 3.3. Re-routing scenario for section Strasbourg - Nancy

### 3.3.1.**General description**

Schematic map including re-routing options




When the route Strasbourg - Nancy is blocked, re-routing options are:

| Section ID | Usability | Route |
|---|---|---|
| DE-FR-3 | A | Kehl – Appenweir - Mannheim (via RFC1)– Saarbrucken / Forbach - Metz |
| DE-FR-3-1 | B | Kehl – Appenweir - Mannheim – Koblenz (via RFC1) / Thionville – Metz |

### 3.3.2.**Parameters of re-routing options**

| IM | Deviation including route | Usage | | Infrastructure | | | | Track gauge | Tunnel gauge | Intermodal Freight Code | Signalling | Maximum Speed (km/h) | Length of re-routing option | Max train weight | Maximum gradient (o/ooo) | Border | Miscalleanous | Capacity Indication |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Pass | Frei | Traction power | Maxi train length (m) | Line Category | Number of tracks | | | | | Frei | in km | | | other border | | |
| **Section: Strasbourg - Nancy** | | | | | | | | | | | | | | | | | | |
| SNCF Réseau | Strasbourg - Nancy | x | x | AC 25kV | 750 | D4 | 2 | UIC | GB | upon request | KVB | 101-160 | 150 | N/A | upon request | - | - | |
| **Kehl – Appenweir - Mannheim (via RFC1)– Saarbrucken / Forbach - Metz** | | | | | | | | | | | | | | | | | | |
| DB Netz | Kehl – Appenweir - Mannheim | x | x | AC 15kV 16,7 Hz | 740 | D4 | min. 2 | UIC | upon request | P/C 410 (P/C 80) | PZB | 160 | 148 | 1: 2855t 2: 3175t (E-Tfz DB-185) | - | FR | | |
| DB Netz | Mannheim - Saarbrücken (FR/GE border) | x | x | AC 15kV 16,7 Hz | 740 | D4 | min. 2 | UIC | upon request | P/C 400 (P/C 70) | PZB | 100 | 142 | 1: 1890t 2: 1935t (E-Tfz DB-185) | - | FR | | |
| SNCF Réseau | Forbach (FR/GE border) - Metz | x | x | AC 25kV | 750 | D4 | 2 | UIC | GB1 | upon request | KVB | 101-160 | 80 | N/A | upon request | - | - | |
| **Kehl – Appenweir - Mannheim – Koblenz (via RFC1) / Thionville – Metz** | | | | | | | | | | | | | | | | | | |
| DB Netz | Kehl – Appenweir - Mannheim | x | x | AC 15kV 16,7 Hz | 740 | D4 | min. 2 | UIC | upon request | P/C 410 (P/C 80) | PZB | 160 | 148 | 1: 2855t 2: 3175t (E-Tfz DB-185) | - | FR | | |
| DB Netz | Mannheim - Koblenz - Trier - Perl (FR-GE border ) | x | x | AC 15kV 16,7 Hz | 630 | D4 | min. 2 | UIC | upon request | P/C 400 (P/C 70) | PZB | 100 | 331 | 1: 2135t 2: 2110t (E-Tfz DB-185) | - | FR | | |
| SNCF Réseau | Apach (FR/GE border) - Thionville – Metz | x | x | AC 25kV | 750 | D4 | 2 | UIC | GB1 | upon request | ERTMS/KVB | 101 - 120 | 60 | N/A | upon request | Perl/Apach | - | limited |

### 3.3.3.**Parking locations & capacity**

| Country | Location | Number of tracks | Maximum train length | Restrictions |
|---|---|---|---|---|
| Germany | RB Mitte | 18 | 600 - 740 m | |
| | RB Südwest | 5 | 600 - 740 m | |
| | Mainz-Bischofsheim | 4 | 1x 740 m<br>3x > 600 m | |
| France | Forbach | 9 | 535 to 690 m | Restricted capacity |
| | Thionville | > 3 | 380 to 690 m | Restricted capacity |
| | Metz Sablon | > 3 | 700 m | 2 Tracks partly electrified |

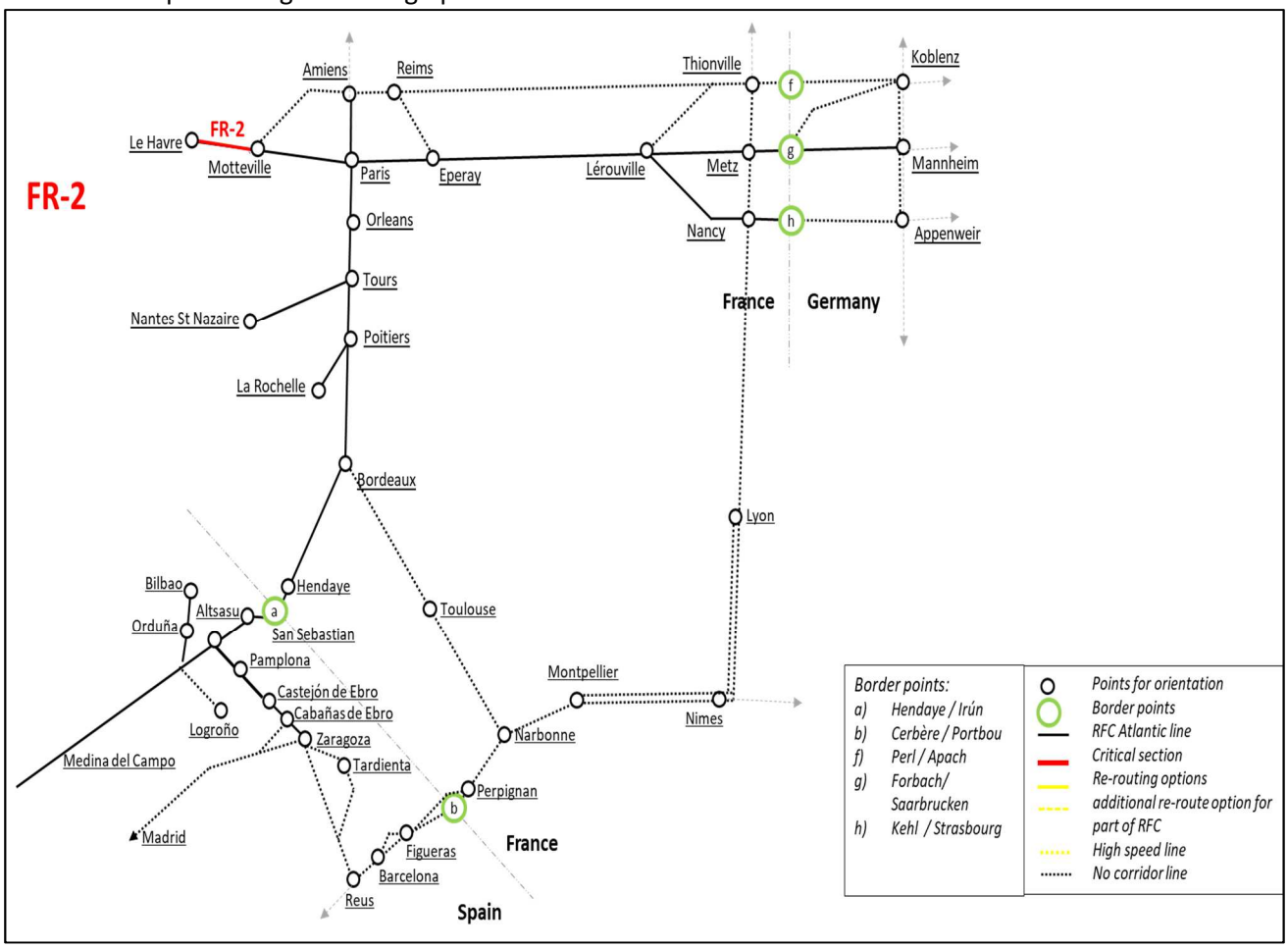
### 3.3.4.**Restrictions**

No specific (other) restrictions given. See for the infrastructure characteristics the table above.

## 3.4. Re-routing scenario for section Le Havre - Motteville

### 3.4.1.**General description**

Schematic map including re-routing options




**No alternative routes** are available when the route Le Havre - Motteville is blocked.

### 3.4.2.**Parameters of re-routing options**

| IM | Deviation including route | Usage | | Infrastructure | | | | Track gauge | Tunnel gauge | Intermodal Freight Code | Signalling | Maximum Speed (km/h) | Length of re-routing option | Max train weight | Maximum gradient (o/ooo) | Border | Miscalleanous | Capacity Indication |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Pass | Frei | Traction power | Maxi train length (m) | Line Category | Number of tracks | | | | | Frei | in km | | | other border | | |
| | | | | | | | | | | | | | | | | | | |
| Section: Le Havre - Motteville | | | | | | | | | | | | | | | | | | |
| SNCF Réseau | Le Havre - Motteville | x | x | AC 25kV | 750 | D4 | 2 | UIC | GB1 | upon request | KVB | 121-160 | - | N/A | upon request | - | - | |
| | | | | | | | | | | | | | | | | | | |
| No alternative | | | | | | | | | | | | | | | | | | |

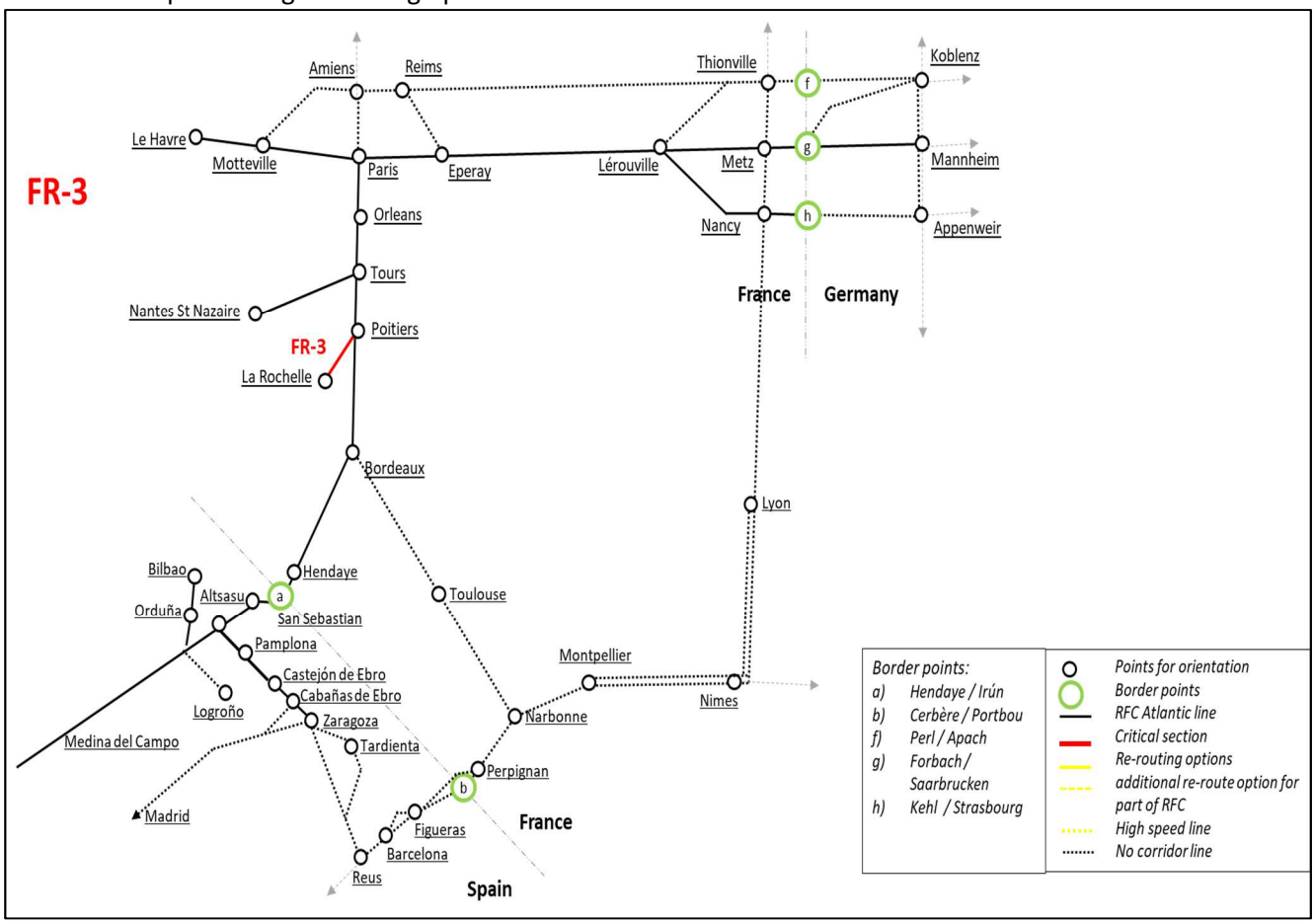
### 3.4.3.**Parking locations & capacity**

| Country | Location | Number of tracks | Maximum train length | Restrictions |
|---|---|---|---|---|
| France | Rouen | 8 | 750 m | No Exceptional transport |

## 3.5. Re-routing scenario for section La Rochelle - Poitiers

### 3.5.1. General description

Schematic map including re-routing options




There are **no alternative routes** when the route La Rochelle - Poitiers is blocked.

### 3.5.2.**Parameters of re-routing options**

| IM | Deviation including route | Usage | | Infrastructure | | | | Track gauge | Tunnel gauge | Intermodal Freight Code | Signalling | Maximum Speed (km/h) | Length of re-routing option | Maximum gradient (o/ooo) | Maximum gradient (o/ooo) | Border | Miscalleanous | Capacity Indication |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Pass | Frei | Traction power | Maxi train length (m) | Line Category | Number of tracks | | | | | Frei | in km | | | other border | | |
| | | | | | | | | | | | | | | | | | | |
| Section: La Rochelle - Poitiers | | | | | | | | | | | | | | | | | | |
| SNCF Réseau | La Rochelle - Poitiers | x | x | AC 25kV | 750 | D4 | 1-2 | UIC | GA | upon request | KVB | 101-120 | - | - | upon request | - | - | |
| | | | | | | | | | | | | | | | | | | |
| No alternative | | | | | | | | | | | | | | | | | | |

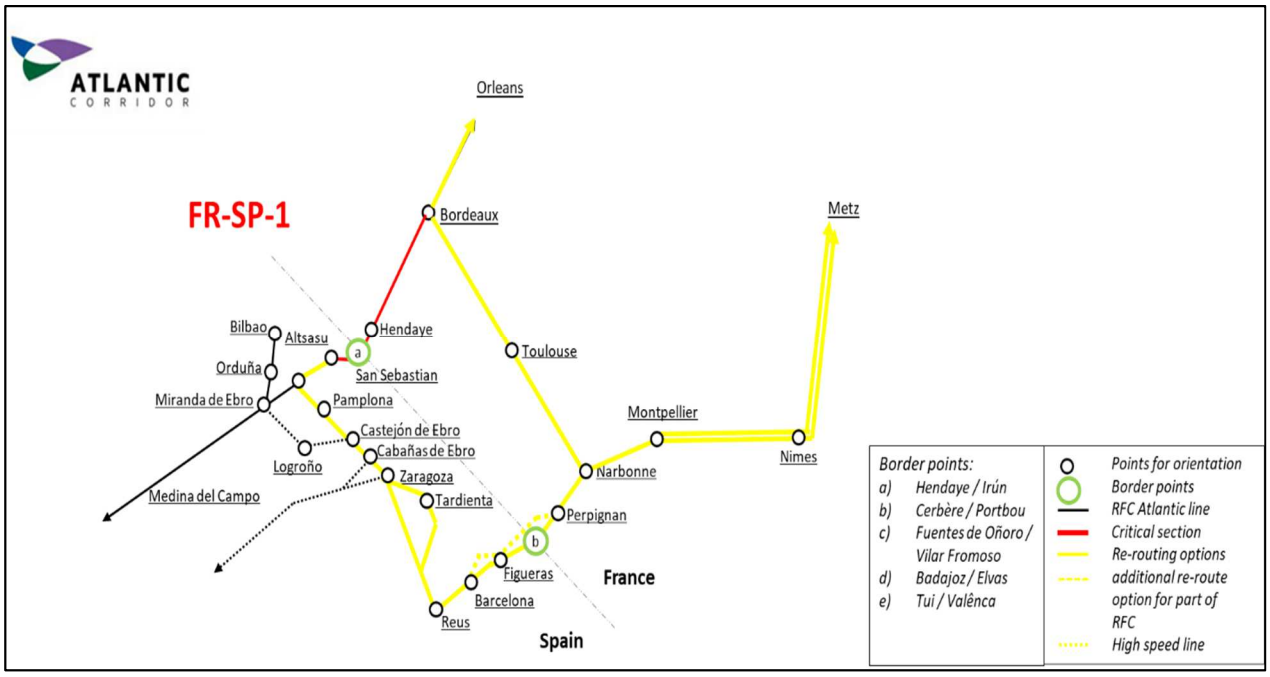
### 3.5.3.**Parking locations & capacity**

| Country | Location | Number of tracks | Maximum train length | Restrictions |
|---|---|---|---|---|
| France | Poitiers | 9 | 500 to 899 m | |
| | Tours SPDC | 4 | 664 to 769 m | |

## 3.6. Re-routing scenario for section Bordeaux - Hendaye / Irún (FR/SP border) - Altsasu

### 3.6.1.General description

Schematic map including re-routing options




When the route Bordeaux - Hendaye / Irún (FR/SP border) - Altsasu is blocked re-routing options are:

| Section ID | Usability | Route | Gauge |
|---|---|---|---|
| FR-SP-1-1 | B | Bordeaux – Toulouse – Narbonne – Cerbère/Port Bou (FR/SP border) - Sant Viçenc de Calders - (via Reus or via La Plana-Picamoixons - Tardienta) - Zaragoza - Altsasu (vía Logroño or vía Pamplona) | UIC/Iberian |
| FR-SP-1-2 | B | Metz – Nimes - Narbonne – Cerbère/Port Bou (FR/SP border)) - Sant Viçenc de Calders - (via Reus or via La Plana-Picamoixons - Tardienta) - Zaragoza - Altsasu (vía Logroño or vía Pamplona) | UIC/Iberian |
| FR-SP-1-3 | B | Bordeaux – Toulouse – Narbonne – (LFP international section) - Figueres Vilafant- Bif. Mollet - Barcelona Can Tunis | UIC |
| FR-SP-1-4 | B | Metz – Nimes - Narbonne – (LFP international section) - Figueres Vilafant- Bif. Mollet - Barcelona Can Tunis | UIC |

## 3.6.2.**Parameters of re-routing options**

| IM | Deviation including route | Usage | | Infrastructure | | | | Track gauge | Tunnel gauge | Intermodal Freight Code | Signalling | Maximum Speed (km/h) | Length of re-routing option | Max train weight | Maximum gradient (o/ooo) | Border | Miscalleanous | Capacity Indication |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Pass | Frei | Traction power | Maxi train length (m) | Line Category | Number of tracks | | | | | Frei | in km | | | other border | | |
| **Section: Bordeaux - Hendaye / Irún (FR/SP border) - Altsasu** | | | | | | | | | | | | | | | | | | |
| SNCF Réseau | Bordeaux - Hendaye / Irún (FR/SP border) | x | x | 1500 V DC | 750 | D4 | 2 | UIC | GB | upon request | KVB | 61-160 | 240 | N/A | upon request | - | - | |
| ADIF | Hendaye / Irún (FR/SP border) - Altsasu | x | x | 3 kV DC | 450 | D4 | 2 | IB | | | ASFA | estriction up to | 104 | 1300t Elect. | 18 | | Different tracks in FR / SP: France 1435 mm / Spain and Portugal 1668 mm (Iberian gauge) | Good |
| **Bordeaux – Toulouse – Narbonne – Cerbère/Port Bou (FR/SP border) - Sant Viçenc de Calders - (via Reus or via La Plana-Picamoixons - Tardienta) - Zaragoza - Altsasu (vía Logroño or vía Pamplona)** | | | | | | | | | | | | | | | | | | |
| SNCF Réseau | Bordeaux – Toulouse – Narbonne – Cerbère/Port Bou (FR/SP border) | x | x | 1500 V DC | 750 | D4 | 2 | UIC | GB | upon request | KVB | 121 -160 | 500 | N/A | upon request | Cerbère-Portbou | last stretch before Cerbère is 61 to 100 km/h | limited |
| ADIF | Cerbère/Port Bou (FR/SP border) - Sant Viçenc de Calders - (via Reus or via La Plana-Picamoixons - Tardienta)- Zaragoza - Altsasu (vía Logroño or vía Pamplona) | x | x | 3 kV DC | 500 | D4 | 1-2 | IB | | | ASFA | 40-120 | 716 (excl. France) | 1400t Elect. | 19 | Portbou (FR) | Different tracks in FR / SP: France 1435 mm / Spain and Portugal 1668 mm (Iberian gauge) | Good level capacity except section Massanet – Mollet – Castellbisbal - Sant Viçenc de Calders, which could be Limited. |
| **Metz – Nimes - Narbonne – Cerbère/Port Bou (FR/SP border)) - Sant Viçenc de Calders - (via Reus or via La Plana-Picamoixons - Tardienta) - Zaragoza - Altsasu (vía Logroño or vía Pamplona)** | | | | | | | | | | | | | | | | | | |
| SNCF Réseau | Metz – Nimes - Narbonne – Cerbère/Port Bou (FR/SP border) | x | x | AC 25kV / 1500 V DC | 750 | D4 | 2 | UIC | GA | upon request | KVB | 101-120 | 1000 | N/A | upon request | Cerbère-Portbou | last stretch before Cerbère is 61 to 100 km/h | limited |
| ADIF | Cerbère/Port Bou (FR/SP border) - Sant Viçenc de Calders - (via Reus or via La Plana-Picamoixons - Tardienta)- Zaragoza - Altsasu (vía Logroño or vía Pamplona) | x | x | 3 kV DC | 500 | D4 | 1-2 | IB | | | ASFA | 40-120 | 716 (excl. France) | 1400t Elect. | 19 | Portbou (FR) | Different tracks in FR / SP: France 1435 mm / Spain and Portugal 1668 mm (Iberian gauge) | Good level capacity except section Massanet – Mollet – Castellbisbal - Sant Viçenc de Calders, which could be Limited. |
| **Bordeaux – Toulouse – Narbonne – (LFP international section) - Figueres Vilafant- Bif. Mollet - Barcelona Can Tunis** | | | | | | | | | | | | | | | | | | |
| SNCF Réseau | Bordeaux – Toulouse – Narbonne – Cerbère/Port Bou (FR/SP border) | x | x | 1500 V DC | 750 | D4 | 2 | UIC | GB | upon request | KVB | 121 -160 | 500 | N/A | upon request | Cerbère-Portbou | last stretch before Cerbère is 61 to 100 km/h | limited |
| ADIF | (LFP international section) - Figueres Vilafant- Bif. Mollet - Barcelona Can Tunis | x | x | 25 kV AC / 3kV DC | 750 | D4 | 2 | UIC | | | ERTMS N1 / ASFA | no restriction up to 120 | | 1500t Elect. | 30 | LFP International section | Different tracks within SP network: Barcelona Can Tunis - Bif. Mollet three rails track with both 1435/1668 mm and Bif. Mollet - LFP International section 1435 mm (UIC gauge) | Good level capacity except section Figueres Vilafant- Bif. Mollet - Barcelona Can Tunis which could be Limited. |
| **Metz – Nimes - Narbonne – (LFP international section) - Figueres Vilafant- Bif. Mollet - Barcelona Can Tunis** | | | | | | | | | | | | | | | | | | |
| SNCF Réseau | Metz – Nimes - Narbonne – Cerbère/Port Bou (FR/SP border) | x | x | AC 25kV / 1500 V DC | 750 | D4 | 2 | UIC | GA | upon request | KVB | 101-120 | 1000 | N/A | upon request | Cerbère-Portbou | last stretch before Cerbère is 61 to 100 km/h | limited |
| ADIF | (LFP international section) - Figueres Vilafant- Bif. Mollet - Barcelona Can Tunis | x | x | 25 kV AC / 3kV DC | 750 | D4 | 2 | UIC | | | ERTMS N1 / ASFA | no restriction up to 120 | | 1500t Elect. | 30 | LFP International section | Different tracks within SP network: Barcelona Can Tunis - Bif. Mollet three rails track with both 1435/1668 mm and Bif. Mollet - LFP International section 1435 mm (UIC gauge) | Good level capacity except section Figueres Vilafant- Bif. Mollet - Barcelona Can Tunis which could be Limited. |

### 3.6.3.**Parking locations & capacity**

| Country | Location | Number of tracks | Maximum train length | Restrictions |
|---|---|---|---|---|
| France | Hourcade | 48 | Up to 750m | |
| | Saint Jory | 5 | Up to 750m | |
| | Perpignan-Le Soler | >7 | Up to 789 m | |
| Spain | Along the sections of the line there are enough stations and tracks to park trains in case of deviation route. Some main locations are: | | FR-SP-1-1 & 2: 500 m<br>FR-SP-1-3 & 4: 750 m | |
| | Lleida | 3 | 542 m | |
| | Mora la Nova | 5 | 655 m | |
| | L'Árboç | 2 | 593 m | |
| | Girona Mercaderies | 3 | 464 m | |
| | Albacete Mercancías | 4 | 840 m | |
| | Sagunt Mercaderies | 6 | 698 m | |

### 3.6.4.**Restrictions**

Each re-routing option has specific restrictions:

FR-SP-1-1: Bordeaux – Toulouse – Narbonne – Cerbère/Port Bou (FR/SP border) - Sant Viçenc de Calders - (via Reus or via La Plana-Picamoixons - Tardienta) - Zaragoza - Altsasu (vía Logroño or vía Pamplona)

Because the gauge is different in Spain (Iberian instead of UIC), freight have to be moved to another train. Limited resources for freight transhipment and changing bogies at Port Bou and Cerbère.

FR-SP-1-2: Metz – Nimes - Narbonne – Cerbère/Port Bou (FR/SP border)) - Sant Viçenc de Calders - (via Reus or via La Plana-Picamoixons - Tardienta) - Zaragoza - Altsasu (vía Logroño or vía Pamplona)

Because the gauge is different in Spain (Iberian instead of UIC), freight have to be moved to another train. Limited resources for freight transhipment and changing bogies at Port Bou and Cerbère.

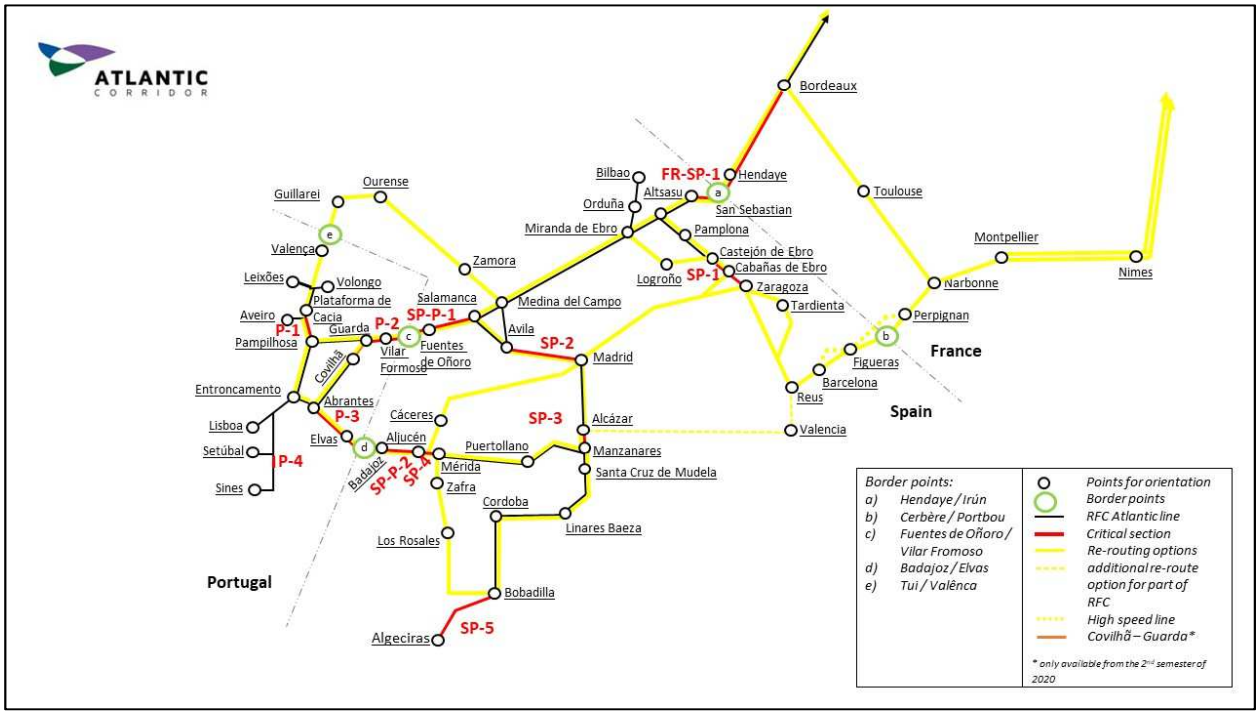
FR-SP-1-3 & 4: (LFP international section) - Figueres Vilafant- Bif. Mollet - Barcelona Can Tunis

This line is operated by LFP. This line is only usable to/from Barcelona and not to other locations in Spain. From Perpignan to Barcelona, currently the trains should run with Locos that have integrated 3 voltage types (1,5 kV DC, 25 kV AC, 3 kV DC).

# 4 Southern Part of RFC Atlantic

## 4.1. Overview re-routing options southern part

The following sections with limited re-routing options are defined for the southern part of RFC Atlantic.




Some re-routing options can be used for various sections.

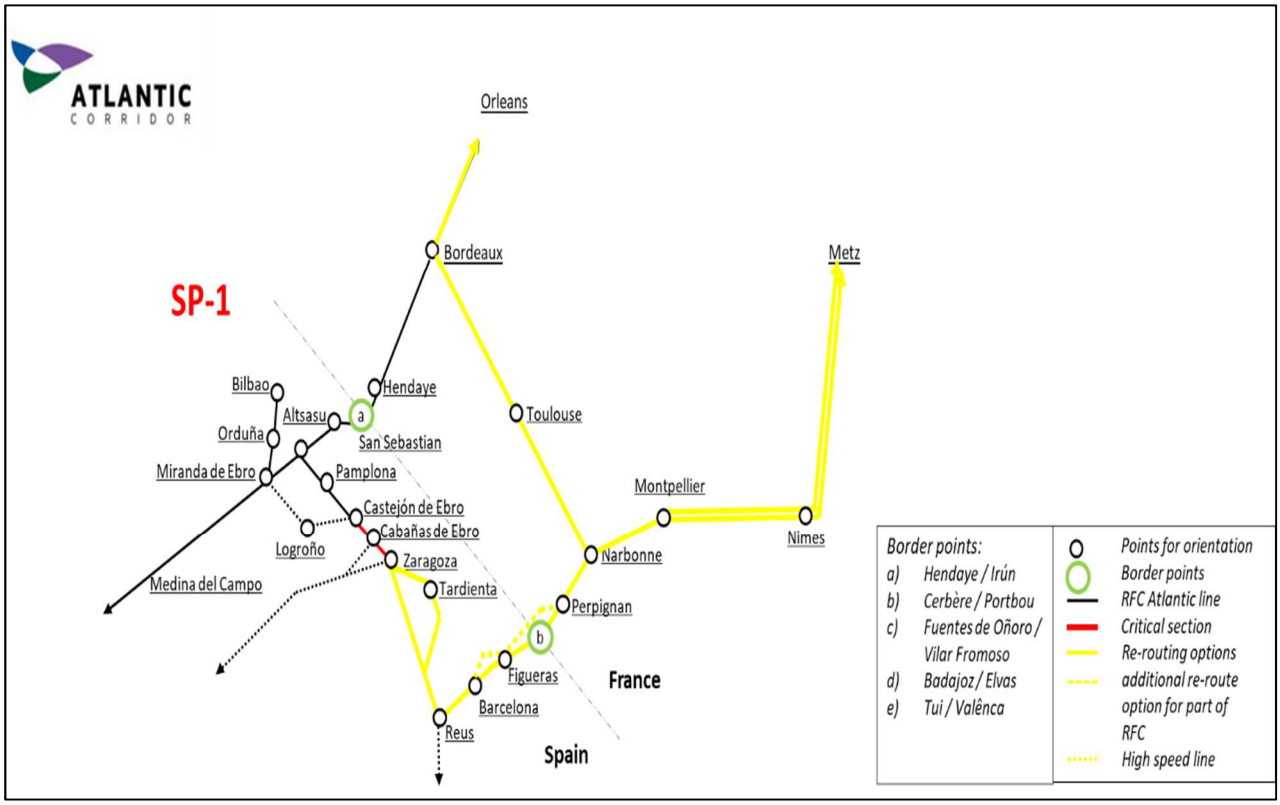
On the southern part of RFC Atlantic the following routes can be used for rail freight operations. All of these routes can be used as re-routing options, depending on the line section where an incident happens.

| Critical route | Route |
|---|---|
| SP-1 | Castejón de Ebro - Zaragoza |
| SP-2 | Ávila - Madrid |
| SP-3 | Alcázar - Manzanares |
| SP-4 | Mérida - Aljucén |
| SP-5 | Bobadilla - Algeciras |
| SP-P-1 | Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) |
| SP-P-2 | Aljucén – Badajoz / Elvas (PT/SP border) |
| P-1 | Pampilhosa - Plataforma de Cacia |
| P-2 | Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Guarda |
| P-3 | Badajoz / Elvas (PT/SP border) - Abrantes |
| P-4 | Águas de Moura-Norte - Pinheiro |

## 4.2. Re-routing scenario for section Castejón de Ebro - Zaragoza

### 4.2.1. General description

Schematic map including re-routing options




When the route Castejón de Ebro - Zaragoza is blocked re-routing options are:

| Section ID | Usability | Route | Gauge |
|---|---|---|---|
| FR-SP-1-1 | B | Bordeaux – Toulouse – Narbonne – Cerbère/Port Bou (FR/SP border) - Sant Viçenc de Calders - (via Reus or via La Plana-Picamoixons - Tardienta) - Zaragoza | UIC/Iberian |
| FR-SP-1-2 | B | Metz – Nimes - Narbonne – Cerbère/Port Bou (FR/SP border) - Sant Viçenc de Calders - (via Reus or via La Plana-Picamoixons - Tardienta) - Zaragoza | UIC/Iberian |
| FR-SP-1-3 | B | Bordeaux – Toulouse – Narbonne – (LFP international section) - Figueres Vilafant- Bif. Mollet - Barcelona Can Tunis | UIC |
| FR-SP-1-4 | B | Metz – Nimes - Narbonne – (LFP international section) - Figueres Vilafant- Bif. Mollet - Barcelona Can Tunis | UIC |

## 4.2.2.**Parameters of re-routing options**

| IM | Deviation including route | Usage | | Infrastructure | | | Number of tracks | Track gauge | Tunnel gauge | Intermodal Freight Code | Signalling | Maximum Speed (km/h) | Length of re-routing option | Max train weight | Maximum gradient (o/ooo) | Border | Miscalleanous | Capacity Indication |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Pass | Frei | Traction power | Maxi train length (m) | Line Category | | | | | | Frei | in km | | | other border | | |
| **Section: Castejón de Ebro - Zaragoza** | | | | | | | | | | | | | | | | | | |
| SNCF Réseau | Bordeaux - Hendaye / Irún (FR/SP border) | x | x | 1500 V DC | 750 | D4 | 2 | UIC | GB | upon request | KVB | 61-160 | 240 | N/A | upon request | - | - | |
| ADIF | Castejón de Ebro - Zaragoza | x | x | 3 kV DC | 500 | D4 | 2 | IB | | | ASFA | no restriction up to 120 | 78 | 1300t Elect. | 10 | | Iberian gauge | Good |
| **Bordeaux – Toulouse – Narbonne – Cerbère/Port Bou (FR/SP border) - Sant Vicenc de Calders - (via Reus or via La Plana-Picamoixons - Tardienta) - Zaragoza** | | | | | | | | | | | | | | | | | | |
| SNCF Réseau | Bordeaux – Toulouse – Narbonne – Cerbère/Port Bou (FR/SP border) | x | x | 1500 V DC | 750 | D4 | 2 | UIC | GB | upon request | KVB | 121 -160 | 500 | N/A | upon request | Cerbère-Portbou | last stretch before Cerbère is 61 to 100 km/h | limited |
| ADIF | Cerbère/Port Bou (FR/SP border) - Sant Vicenc de Calders - (via Reus or via La Plana-Picamoixons - Tardienta)- Zaragoza - Altsasu (vía Logroño or vía Pamplona) | x | x | 3 kV DC | 500 | D4 | 1-2 | IB | | | ASFA | 40-120 | 716 (excl. France) | 1400t Elect. | 19 | Portbou (FR) | Different tracks in FR / SP: France 1435 mm / Spain and Portugal 1668 mm (Iberian gauge) | Good level capacity except section Massanet – Mollet – Castellbisbal - Sant Vicenc de Calders, which could be Limited. |
| **Metz – Nimes - Narbonne – Cerbère/Port Bou (FR/SP border)) - Sant Vicenc de Calders - (via Reus or via La Plana-Picamoixons - Tardienta) - Zaragoza** | | | | | | | | | | | | | | | | | | |
| SNCF Réseau | Metz – Nimes - Narbonne – Cerbère/Port Bou (FR/SP border) | x | x | AC 25kV / 1500 V DC | 750 | D4 | 2 | UIC | GA | upon request | KVB | 101-120 | 1000 | N/A | upon request | Cerbère-Portbou | last stretch before Cerbère is 61 to 100 km/h | limited |
| ADIF | Cerbère/Port Bou (FR/SP border) - Sant Vicenc de Calders - (via Reus or via La Plana-Picamoixons - Tardienta)- Zaragoza - Altsasu (vía Logroño or vía Pamplona) | x | x | 3 kV DC | 500 | D4 | 1-2 | IB | | | ASFA | 40-120 | 716 (excl. France) | 1400t Elect. | 19 | Portbou (FR) | Different tracks in FR / SP: France 1435 mm / Spain and Portugal 1668 mm (Iberian gauge) | Good level capacity except section Massanet – Mollet – Castellbisbal - Sant Vicenc de Calders, which could be Limited. |
| **Bordeaux – Toulouse – Narbonne – (LFP international section) - Figueres Vilafant- Bif. Mollet - Barcelona Can Tunis** | | | | | | | | | | | | | | | | | | |
| SNCF Réseau | Bordeaux – Toulouse – Narbonne – Cerbère/Port Bou (FR/SP border) | x | x | 1500 V DC | 750 | D4 | 2 | UIC | GB | upon request | KVB | 121 -160 | 500 | N/A | upon request | Cerbère-Portbou | last stretch before Cerbère is 61 to 100 km/h | limited |
| ADIF | (LFP international section) - Figueres Vilafant- Bif. Mollet - Barcelona Can Tunis | x | x | 25 kV AC / 3kV DC | 750 | D4 | 2 | UIC | | | ERTMS N1 / ASFA | no restriction up to 120 | | 1500t Elect. | 30 | LFP International section | Different tracks within SP network: Barcelona Can Tunis - Bif. Mollet three rails track with both 1435/1668 mm and Bif. Mollet - LFP International section 1435 mm (UIC gauge) | Good level capacity except section Figueres Vilafant- Bif. Mollet - Barcelona Can Tunis which could be Limited. |
| **Metz – Nimes - Narbonne – (LFP international section) - Figueres Vilafant- Bif. Mollet - Barcelona Can Tunis** | | | | | | | | | | | | | | | | | | |
| SNCF Réseau | Metz – Nimes - Narbonne – Cerbère/Port Bou (FR/SP border) | x | x | AC 25kV / 1500 V DC | 750 | D4 | 2 | UIC | GA | upon request | KVB | 101-120 | 1000 | N/A | upon request | Cerbère-Portbou | last stretch before Cerbère is 61 to 100 km/h | limited |
| ADIF | (LFP international section) - Figueres Vilafant- Bif. Mollet - Barcelona Can Tunis | x | x | 25 kV AC / 3kV DC | 750 | D4 | 2 | UIC | | | ERTMS N1 / ASFA | no restriction up to 120 | | 1500t Elect. | 30 | LFP International section | Different tracks within SP network: Barcelona Can Tunis - Bif. Mollet three rails track with both 1435/1668 mm and Bif. Mollet - LFP International section 1435 mm (UIC gauge) | Good level capacity except section Figueres Vilafant- Bif. Mollet - Barcelona Can Tunis which could be Limited. |

### 4.2.3.**Parking locations & capacity**

| Country | Location | Number of tracks | Maximum train length | Restrictions |
|---|---|---|---|---|
| France | Hourcade | 48 | Up to 750m | |
| | Saint Jory | 5 | Up to 750m | |
| | Perpignan | >7 | Up to 789 m | |
| Spain | Along the sections of the line there are enough stations and tracks to park trains in case of deviation route. Some main locations are: | | FR-SP-1-1 & 2: 500 m<br>FR-SP-1-3 & 4: 750 m | |
| | Castejón de Ebro | 4 | 633 m | |
| | Lleida | 3 | 542 m | |
| | Mora la Nova | 5 | 655 m | |
| | LÁrboç | 2 | 593 m | |
| | Girona Mercaderies | 3 | 464 m | |
| | Albacete Mercancías | 4 | 840 m | |
| | Sagunt Mercaderies | 6 | 698 m | |

### 4.2.4.**Restrictions**

Each re-routing option has specific restrictions:

FR-SP-1-1: Bordeaux – Toulouse – Narbonne – Cerbère/Port Bou (FR/SP border) - Sant Viçenc de Calders - (via Reus or via La Plana-Picamoixons - Tardienta) - Zaragoza

Because the gauge is different in Spain (Iberian instead of UIC), freight have to be moved to another train. Limited resources for freight transhipment and changing bogies at Port Bou and Cerbère.

FR-SP-1-2: Metz – Nimes - Narbonne – Cerbère/Port Bou (FR/SP border) - Sant Viçenc de Calders - (via Reus or via La Plana-Picamoixons - Tardienta) - Zaragoza

Because the gauge is different in Spain (Iberian instead of UIC), freight have to be moved to another train. Limited resources for freight transhipment and changing bogies at Port Bou and Cerbère.

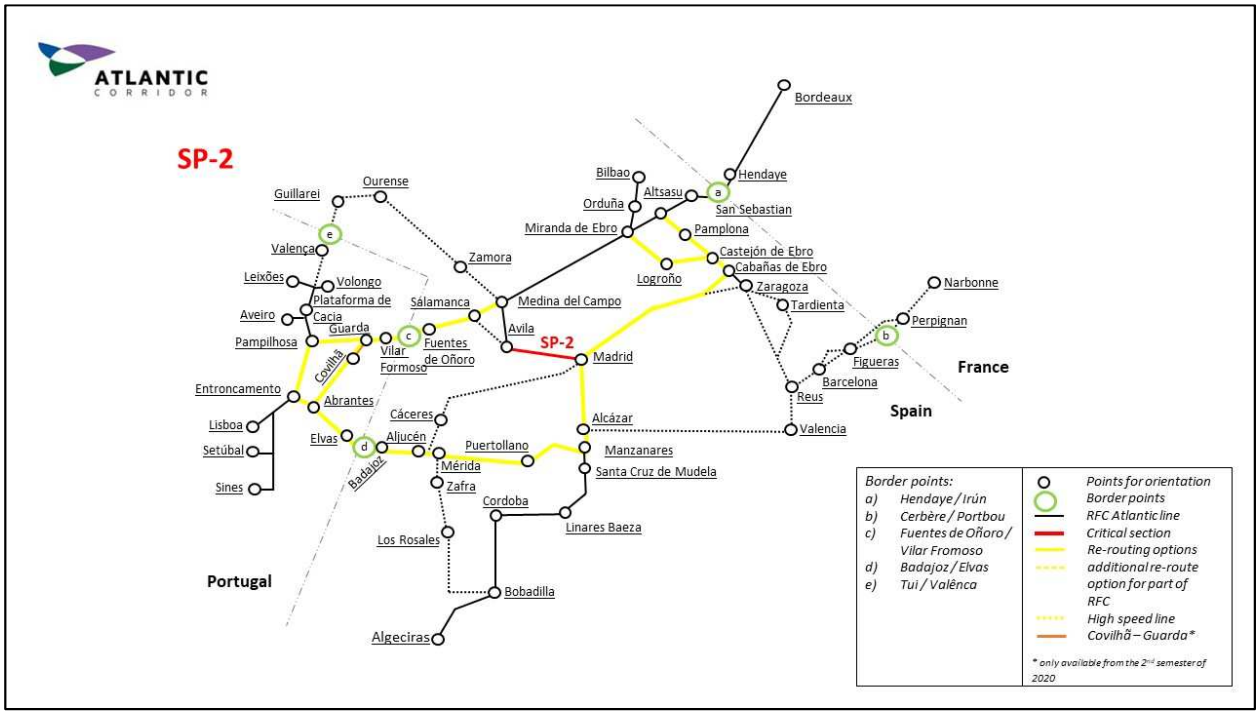
FR-SP-1-3 & 4: (LFP international section) - Figueres Vilafant- Bif. Mollet - Barcelona Can Tunis

This line is operated by LFP. This line is only usable to/from Barcelona and not to other locations in Spain. From Perpignan to Barcelona, currently the trains should run with Locos that have integrated 3 voltage types (1,5 kV DC, 25 kV AC, 3 kV DC).

## 4.3. Re-routing scenario for section Ávila - Madrid

### 4.3.1. General description

Schematic map including re-routing options




When the route Ávila - Madrid is blocked re-routing options are:

| Section ID | Usability | Route |
|---|---|---|
| RFC-4 | B, due to a substantial increase in km | Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Pampilhosa – Abrantes - Elvas / Badajoz (PT/SP Border) - Aljucén - Manzanares - Alcázar - Madrid Belt |
| SP-P-3 | B | Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Guarda – Abrantes - Elvas / Badajoz (PT/SP Border) - Aljucén - Manzanares - Alcázar - Madrid Belt |
| SP-2-1 | A | Altsasua - Pamplona - Cabañas de Ebro - Madrid Belt |
| SP-2-2 | A | Miranda de Ebro - Logroño - Castejón - Cabañas de Ebro - Madrid Belt |

## 4.3.2.**Parameters of re-routing options**

| IM | Deviation including route | Usage | | Infrastructure | | | Number of tracks | Track gauge | Tunnel gauge | Intermodal Freight Code | Signalling | Maximum Speed (km/h) | Length of re-routing option | Max train weight | Maximum gradient (o/ooo) | Border | Miscalleanous | Capacity Indication |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Pass | Frei | Traction power | Maxi train length (m) | Line Category | | | | | | Frei | in km | | | other border | | |
| **Section: Ávila - Madrid** | | | | | | | | | | | | | | | | | | |
| ADIF | Ávila - Madrid | x | x | 3 kV DC | 480 | D4 | 2 | IB | | | ASFA | no restriction up to 120 | 121 | 1300t Elect. | 18 | | Iberian gauge | Good |
| **Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Pampilhosa – Abrantes - Elvas / Badajoz (PT/SP Border) - Aljucén - Manzanares - Alcázar - Madrid Belt** | | | | | | | | | | | | | | | | | | |
| ADIF | Medina del Campo - Salamanca - Fuentes de Oñoro / Vilar Formoso (SP/PT border) | x | x | 25 kV / not electrified | 550 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | appr. 202 (excl. Portugal) | 1300t Diesel | 18 | Fuentes de Oñoro (PT Border) | Iberian gauge | Good |
| IP | Fuentes de Oñoro / Vilar Formoso (SP/PT border) - Guarda | x | x | 25 kV | 515 | D4 | 1 | IB | CPb+ | | Convel | 120 | 46 | 1000 (siemens 5600) | 19 | SP | Iberian gauge | |
| IP | Guarda - Pampilhosa - Entroncamento - Abrantes | x | x | 25 kV | 260-340 | D4 | 1-2 | IB | CPb+ | | RCT/Convel | 90 - 120 | 307 | 900 (siemens 5600) | 22 | | Iberian gauge | |
| IP | Elvas / Badajoz (PT/SP Border) - Abrantes | x | x | - | 385 | D4 | 1 | IB | CPb | | RCT | 90 | 141 | 1180 (vossloh euro 400) | 17 | SP | Iberian gauge | |
| ADIF | Elvas / Badajoz (PT/SP Border) - Aljucén - Manzanares - Alcázar - Madrid Belt | x | x | 3 kV DC / not electrified | 400 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | appr. 610 (excl.Portugal) | 1300t Diesel | 17 | Badajoz (PT Border) | Iberian gauge | Good, except sections within Madrid Belt which could be Limited |
| **Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Guarda – Abrantes - Elvas / Badajoz (PT/SP Border) - Aljucén - Manzanares - Alcázar - Madrid Belt** | | | | | | | | | | | | | | | | | | |
| ADIF | Medina del Campo - Salamanca - Fuentes de Oñoro / Vilar Formoso (SP/PT border) | x | x | 25 kV / not electrified | 550 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | appr. 202 (excl. Portugal) | 1300t Diesel | 18 | Fuentes de Oñoro (PT Border) | Iberian gauge | Good |
| IP | Fuentes de Oñoro / Vilar Formoso (SP/PT border) - Guarda | x | x | 25 kV | 515 | D4 | 1 | IB | CPb+ | | Convel | 120 | 46 | 1000 (siemens 5600) | 19 | SP | Iberian gauge | |
| IP | Guarda - Abrantes | x | x | 25 kV | 500 | D2 | 1 | IB | CPb+ | | Convel | 100 | 212 | 900 (siemens 5600) | 22 | | Iberian gauge | |
| IP | Elvas / Badajoz (PT/SP Border) - Abrantes | x | x | - | 385 | D4 | 1 | IB | CPb | | RCT | 90 | 141 | 1180 (vossloh euro 400) | 17 | SP | Iberian gauge | |
| ADIF | Elvas / Badajoz (PT/SP Border) - Aljucén - Manzanares - Alcázar - Madrid Belt | x | x | 3 kV DC / not electrified | 400 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | appr. 610 (excl.Portugal) | 1300t Diesel | 17 | Badajoz (PT Border) | Iberian gauge | Good, except sections within Madrid Belt which could be Limited |
| **Altsasua - Pamplona - Cabañas de Ebro - Madrid Belt** | | | | | | | | | | | | | | | | | | |
| ADIF | Altsasu - Pamplona - Cabañas de Ebro - Madrid Belt - Medina del Campo | x | x | 3 kV DC | 480 | D4 | 1-2 | IB | | | ASFA | no restriction up to 120 | 756 | 1300t Elect. | 17 | | Iberian gauge | Good, except sections within Madrid Belt which could be Limited |
| **Miranda de Ebro - Logroño - Castejón - Cabañas de Ebro - Madrid Belt** | | | | | | | | | | | | | | | | | | |
| ADIF | Miranda de Ebro - Logroño - Castejón - Cabañas de Ebro - Madrid Belt - Medina del Campo | x | x | 3 kV DC | 450 | D4 | 1-2 | IB | | | ASFA | no restriction up to 120 | 762 | 1300t Elect. | 18 | | Iberian gauge | Good, except sections within Madrid Belt which could be Limited |

Note: the connection between Linha da Beira Alta and Linha da Beira Baixa: Section Covilhã – Guarda will only be available from 2nd semester of 2020

### 4.3.3.**Parking locations & capacity**

| Country | Location | Number of tracks | Maximum train length | Restrictions |
|---|---|---|---|---|
| Spain | Along the sections of the line there are enough stations and tracks to park trains in case of deviation route. Some main locations are: | | RFC 4: 550 m<br>SP-2-1: 480 m<br>SP-2-2: 450 m | Electrified/Not electrified |
| | Castejón de Ebro | 4 | 633 m | |
| | Medina del Campo | 4 | 505 m | |
| | Mérida Mercancías | 4 | 440 m | Not electrified |
| | Cáceres | 9 | 633 m | Not electrified |
| Portugal | Vilar Formoso | 5 | 583 m<br>483 m<br>341 m<br>277 m<br>211 m | |
| | Guarda | 6 | 386 m<br>686 m<br>621 m<br>536 m<br>710 m<br>122 m<br>202 m | |
| | Elvas | 2 | 388 m<br>325 m | Not electrified |

### 4.3.4.**Restrictions**

Each re-routing option has specific restrictions:

RFC-4: Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Pampilhosa – Abrantes - Elvas / Badajoz (PT/SP Border) - Aljucén - Manzanares - Alcázar - Madrid Belt

- Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border)
  - non-electrified lines
- Abrantes - Elvas / Badajoz (PT/SP Border):
  - Non-electrified lines
  - Single track with telephone block signalling system
  - Short length station limiting the running train length
- Elvas / Badajoz (PT/SP Border) - Puertollano:
  - non-electrified lines

SP-P-3: Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Guarda – Abrantes - Elvas / Badajoz (PT/SP Border) - Aljucén - Manzanares - Alcázar - Madrid Belt

- Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border)
  - non-electrified lines
- Abrantes - Elvas / Badajoz (PT/SP Border):
  - Non-electrified lines
  - Single track with telephone block signalling system
  - Short length station limiting the running train length
- Elvas / Badajoz (PT/SP Border) - Puertollano: non-electrified line

SP-2-1: Altsasua - Pamplona - Cabañas de Ebro - Madrid Belt

No specific (other) restrictions given. See for the infrastructure characteristics the table above.

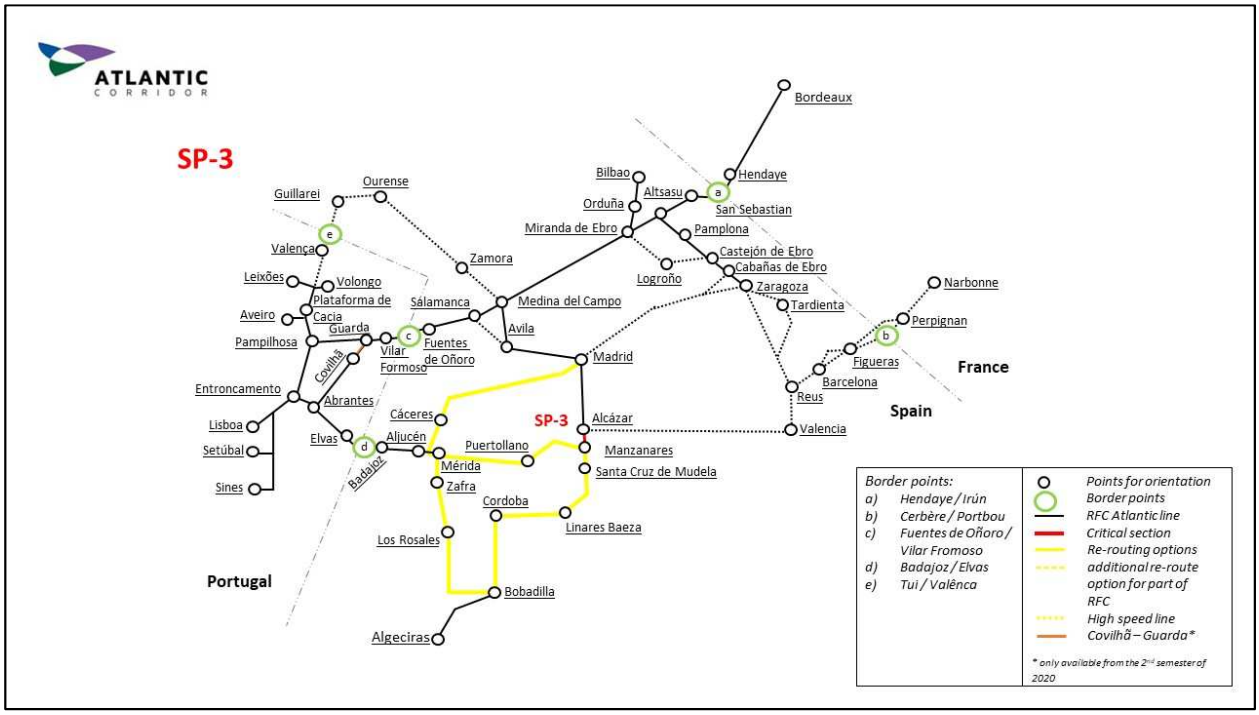
SP-2-2: Miranda de Ebro - Logroño - Castejón - Cabañas de Ebro - Madrid Belt

No specific (other) restrictions given. See for the infrastructure characteristics the table above.

## 4.4. Re-routing scenario for section Alcázar - Manzanares

### 4.4.1. General description

Schematic map including re-routing options




When the route Alcázar - Manzanares is blocked re-routing options are:

| Section ID | Usability | Route |
|---|---|---|
| SP-3-1 | A | Aljucén - Cáceres - Villaluenga Yuncler - Madrid Belt |
| SP-3-2 | A | Santa Cruz de Mudela – Cordoba - Bobadilla - Sevilla Belt - Los Rosales - Zafra - Mérida - Aljucén - Cáceres - Villaluenga Yuncler - Madrid Belt |

## 4.4.2.**Parameters of re-routing options**

| IM | Deviation including route | Usage | | Infrastructure | | | | Track gauge | Tunnel gauge | Intermodal Freight Code | Signalling | Maximum Speed (km/h) | Length of re-routing option | Max train weight | Maximum gradient (o/ooo) | Border | Miscalleanous | Capacity Indication |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Pass | Frei | Traction power | Maxi train length (m) | Line Category | Number of tracks | | | | | Frei | in km | | | other border | | |
| Section: Alcázar - Manzanares | | | | | | | | | | | | | | | | | | |
| ADIF | Alcázar - Manzanares | x | x | 3 kV DC | 500 | D4 | 2 | IB | | | ASFA | no restriction up to 120 | | 1400t Elect. | 6 | | Iberian gauge | Good |
| Aljucén - Cáceres - Villaluenga Yuncler - Madrid Belt | | | | | | | | | | | | | | | | | | |
| ADIF | Aljucén - Cáceres - Villaluenga Yuncler - Madrid Belt | x | x | 3 kV DC / not electrified | 420 | D4 | 1-2 | IB | | | ASFA | no restriction up to 120 | appr. 450 | 1100t Diesel | 22 | | Iberian gauge | Good, except sections within Madrid Belt which could be Limited |
| Santa Cruz de Mudela – Cordoba - Bobadilla - Sevilla Belt - Los Rosales - Zafra - Mérida - Aljucén - Cáceres - Villaluenga Yuncler - Madrid Belt | | | | | | | | | | | | | | | | | | |
| ADIF | Bobadilla - Sevilla Belt - Los Rosales - Zafra - Mérida - Aljucén - Cáceres - Villaluenga Yuncler - Madrid Belt | x | x | 3 kV DC / not electrified | 350 | D4 | 1-2 | IB | | | ASFA | no restriction up to 120 | appr. 1150 | 1100t Diesel | 28 | | Iberian gauge | Good: except sections within Madrid and Sevilla Belts which could be Limited. |

## 4.4.3.**Parking locations & capacity**

| Country | Location | Number of tracks | Maximum train length | Restrictions |
|---|---|---|---|---|
| Spain | Along the sections of the line there are enough stations and tracks to park trains in case of deviation route. Some main locations are: | | SP-3-1: 420 m<br>SP-3-2: 350 m | Electrified/Not electrified |
| | Mérida Mercancías | 4 | 440 m | Not electrified |
| | Cáceres | 9 | 633 m | Not electrified |

### 4.4.4.**Restrictions**

SP-3-1: Aljucén - Cáceres - Villaluenga Yuncler - Madrid Belt:

- non-electrified lines

SP-3-2: Santa Cruz de Mudela – Cordoba - Bobadilla - Sevilla Belt - Los Rosales - Zafra - Mérida - Aljucén - Cáceres - Villaluenga Yuncler - Madrid Belt

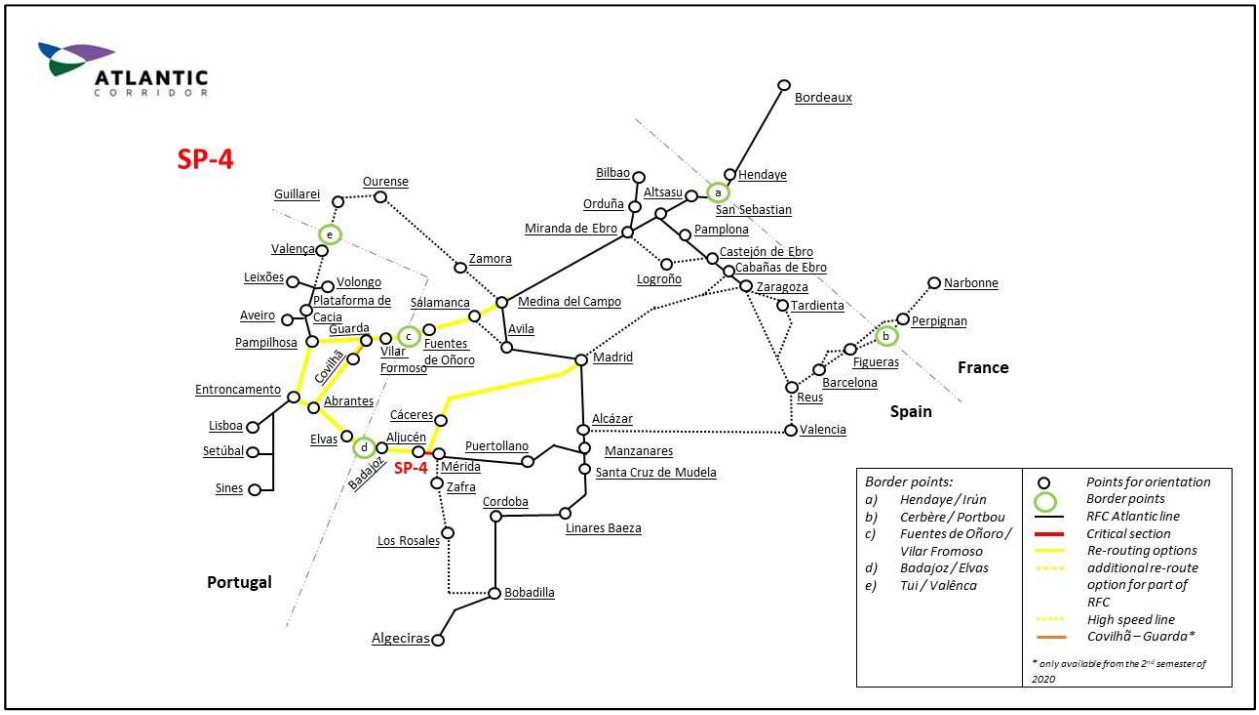
Bobadilla - Sevilla Belt - Los Rosales - Zafra - Mérida - Aljucén - Cáceres - Villaluenga Yuncler - Madrid Belt:

- non-electrified lines

## 4.5. Re-routing scenario for section Mérida - Aljucén

### 4.5.1.General description

Schematic map including re-routing options




When the route Mérida - Aljucén is blocked re-routing options are:

| Section ID | Usability | Route |
|---|---|---|
| RFC-4 | A | Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Pampilhosa – Abrantes - Elvas / Badajoz (PT/SP Border) - Aljucén - Manzanares - Alcázar - Madrid Belt |
| SP-P-3 | B | Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Guarda – Abrantes - Elvas / Badajoz (PT/SP Border) - Aljucén - Manzanares - Alcázar - Madrid Belt |
| SP-3-1 | A[1] | Aljucén - Cáceres - Villaluenga Yuncler - Madrid Belt |

[1] Maybe because of works the usability can be changed to B.

## 4.5.2.**Parameters of re-routing options**

| IM | Deviation including route | Usage | | Infrastructure | | | | Track gauge | Tunnel gauge | Intermodal Freight Code | Signalling | Maximum Speed (km/h) | Length of re-routing option | Max train weight | Maximum gradient (o/ooo) | Border | Miscalleanous | Capacity Indication |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Pass | Frei | Traction power | Maxi train length (m) | Line Category | Number of tracks | | | | | Frei | in km | | | other border | | |
| Section: Mérida - Aljucén | | | | | | | | | | | | | | | | | | |
| ADIF | Mérida - Aljucén | x | x | not electrified | 500 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | 35 | 1400t Diesel | - | | Iberian gauge | Good |
| Medina del Campo - Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Pampilhosa – Abrantes - Elvas / Badajoz (PT Border) | | | | | | | | | | | | | | | | | | |
| ADIF | Medina del Campo - Salamanca - Fuentes de Oñoro / Vilar Formoso (SP/PT border) | x | x | 25 kV / not electrified | 550 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | appr. 202 (excl. Portugal) | 1300t Diesel | 18 | Fuentes de Oñoro (PT Border) | Iberian gauge | Good |
| IP | Fuentes de Oñoro / Vilar Formoso (SP/PT border) - Guarda | x | x | 25 kV | 515 | D4 | 1 | IB | CPb+ | | Convel | 120 | 46 | 1000 (siemens 5600) | 19 | SP | Iberian gauge | |
| IP | Guarda - Pampilhosa - Entroncamento - Abran | x | x | 25 kV | 260-340 | D4 | 1-2 | IB | CPb+ | | RCT/Convel | 90 - 120 | 307 | 900 (siemens 5600) | 22 | | Iberian gauge | |
| IP | Elvas / Badajoz (PT/SP Border) - Abrantes | x | x | - | 385 | D4 | 1 | IB | CPb | | RCT | 90 | 141 | 1180 (vossloh euro 400) | 17 | SP | Iberian gauge | |
| ADIF | Aljucén - Badajoz / Elvas (SP/PT Border) | x | x | not electrified | 500 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | appr. 75 | 1400t Diesel | - | | Iberian gauge | Good |
| Medina del Campo - Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Guarda – Abrantes - Elvas / Badajoz (PT Border) | | | | | | | | | | | | | | | | | | |
| ADIF | Medina del Campo - Salamanca - Fuentes de Oñoro / Vilar Formoso (SP/PT border) | x | x | 25 kV / not electrified | 550 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | appr. 202 (excl. Portugal) | 1300t Diesel | 18 | Fuentes de Oñoro (PT Border) | Iberian gauge | Good |
| IP | Fuentes de Oñoro / Vilar Formoso (SP/PT border) - Guarda | x | x | 25 kV | 515 | D4 | 1 | IB | CPb+ | | Convel | 120 | 46 | 1000 (siemens 5600) | 19 | SP | Iberian gauge | |
| IP | Elvas / Badajoz (PT/SP Border) - Abrantes | x | x | - | 385 | D4 | 1 | IB | CPb | | RCT | 90 | 141 | 1180 (vossloh euro 400) | 17 | SP | Iberian gauge | |
| ADIF | Aljucén - Badajoz / Elvas (SP/PT Border) | x | x | not electrified | 500 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | appr. 75 | 1400t Diesel | - | | Iberian gauge | Good |
| Aljucén - Cáceres - Villaluenga Yuncler - Madrid Belt | | | | | | | | | | | | | | | | | | |
| ADIF | Aljucén - Cáceres - Villaluenga Yuncler - Madrid Belt | x | x | 3 kV DC / not electrified | 420 | D4 | 1-2 | IB | | | ASFA | no restriction up to 120 | appr. 410 | 1100t Diesel | 22 | | Iberian gauge | Good, except sections within Madrid Belt which could be Limited |

Note: the connection between Linha da Beira Alta and Linha da Beira Baixa: Section Covilhã – Guarda will only be available from 2nd semester of 2020

### 4.5.3.**Parking locations & capacity**

| Country | Location | Number of tracks | Maximum train length | Restrictions |
|---|---|---|---|---|
| Spain | Along the sections of the line there are enough stations and tracks to park trains in case of deviation route. Some main locations are: | | RFC 4: 550 m<br>SP-3-1: 420 m | Electrified/Not electrified |
| | Medina del Campo | 4 | 505 m | |
| | Mérida Mercancías | 4 | 440 m | Not electrified |
| | Cáceres | 9 | 633 m | Not electrified |
| Portugal | Vilar Formoso | 5 | 583 m<br>483 m<br>341 m<br>277 m<br>211 m | |
| | Guarda | 6 | 386 m<br>686 m<br>621 m<br>536 m<br>710 m<br>122 m<br>202 m | |
| | Elvas | 2 | 388 m<br>325 m | Not electrified |

### 4.5.4.**Restrictions**

Each re-routing option has specific restrictions:

RFC-4: Medina del Campo - Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Pampilhosa – Abrantes - Elvas / Badajoz (PT/SP Border)

- Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border):
  - Non-electrified lines
- Abrantes - Elvas / Badajoz (PT/SP Border):
  - Non-electrified lines
  - Single track with telephone block signalling system
  - Short length station limiting the running train length

SP-P-3: Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Guarda – Abrantes - Elvas / Badajoz (PT/SP Border) - Aljucén - Manzanares - Alcázar - Madrid Belt

- Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border):
  - Non-electrified lines
- Abrantes - Elvas / Badajoz (PT/SP Border):
  - Non-electrified lines
  - Single track with telephone block signalling system
  - Short length station limiting the running train length

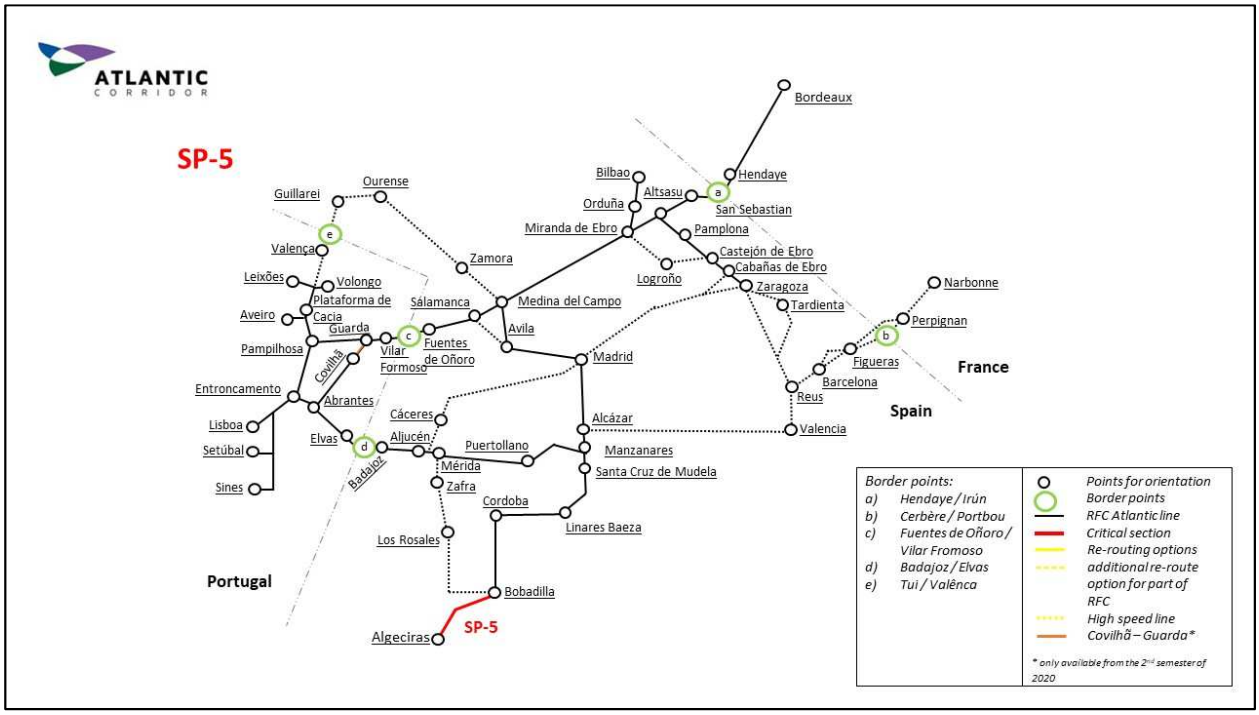
SP-3-1: Aljucén - Cáceres - Villaluenga Yuncler - Madrid Belt

- Non-electrified lines

## 4.6. Re-routing scenario for section Bobadilla - Algeciras

### 4.6.1. General description

Schematic map including re-routing options




There are **no alternative routes** when the route Bobadilla - Algeciras is blocked.

### 4.6.2.**Parameters of route**

| IM | Deviation including route | Usage | | Infrastructure | | | | Track gauge | Tunnel gauge | Intermodal Freight Code | Signalling | Maximum Speed (km/h) | Length of re-routing option | Max train weight | Maximum gradient (o/ooo) | Border | Miscalleanous | Capacity Indication |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Pass | Frei | Traction power | Maxi train length (m) | Line Category | Number of tracks | | | | | Frei | in km | | | other border | | |
| Section: Bobadilla - Algeciras | | | | | | | | | | | | | | | | | | |
| ADIF | Bobadilla - Algeciras | x | x | not electrified | 600 | D5 | 1 | IB | | | ASFA | no restriction up to 120 | 176 | 1100t Diesel | 24 | | Iberian gauge | Good |
| No alternative | | | | | | | | | | | | | | | | | | |

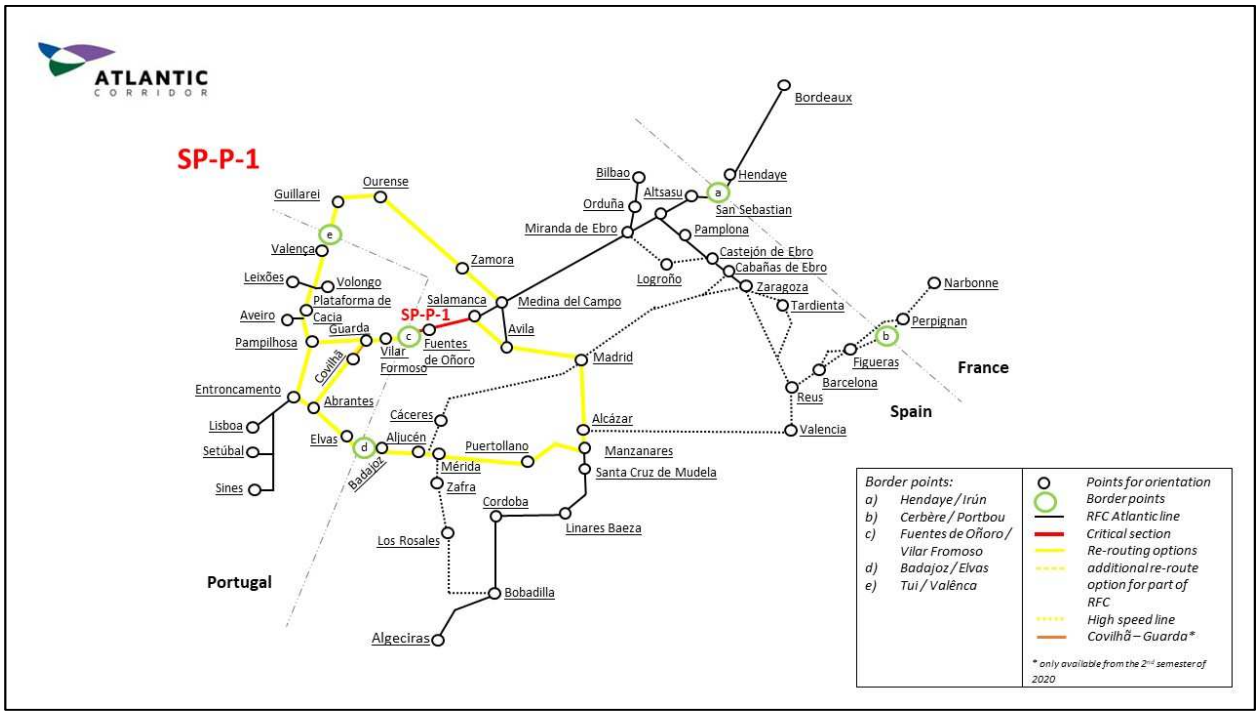
### 4.6.3.**Parking locations & capacity**

| Country | Location | Number of tracks | Maximum train length | Restrictions |
|---|---|---|---|---|
| Spain | Along the sections of the line there are enough stations and tracks to park trains in case of deviation route. | | RFC 4: 550 m<br>SP-3-2: 320 m | |
| | Sevilla La Negrilla | 4 | 400 m | Temporary modal shift road-rail to/from Algeciras Port is necessary |

## 4.7. Re-routing scenario for section Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border)

### 4.7.1. General description

Schematic map including re-routing options




When the route Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) is blocked re-routing options are:

| Section ID | Usability | Route |
|---|---|---|
| RFC-4 | A | Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Guarda - Pampilhosa – Abrantes - Elvas / Badajoz (PT/SP Border) - Aljucén - Manzanares - Alcázar - Madrid Belt - Avila – Salamanca |
| SP-P-3 | B | Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Guarda - Abrantes - Elvas / Badajoz (PT/SP Border) - Aljucén - Manzanares - Alcázar - Madrid Belt - Avila – Salamanca |
| SP-P-1-1 | A | Medina del Campo - Zamora - Ourense – Tui/ Valença (PT/SP Border) - Ermesinde – Pampilhosa – Guarda |

## 4.7.2.**Parameters of re-routing options**

| IM | Deviation including route | Usage | | Infrastructure | | | | Track gauge | Tunnel gauge | Intermodal Freight Code | Signalling | Maximum Speed (km/h) | Length of re-routing option | Max train weight | Maximum gradient (o/ooo) | Border | Miscalleanous | Capacity Indication |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Pass | Frei | Traction power | Maxi train length (m) | Line Category | Number of tracks | | | | | Frei | in km | | | other border | | |
| Section: Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) | | | | | | | | | | | | | | | | | | |
| ADIF | Salamanca - Fuentes de Oñoro / Vilar Formoso (SP/PT border) | x | x | not electrified | 550 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | 125 | 1300t Diesel | 18 | | Iberian gauge | Good |
| Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Guarda - Pampilhosa – Abrantes - Elvas / Badajoz (PT/SP Border) - Aljucén - Manzanares - Alcázar - Madrid Belt - Avila – Salamanca | | | | | | | | | | | | | | | | | | |
| IP | Fuentes de Oñoro / Vilar Formoso (SP/PT border) - Guarda | x | x | 25 kV | 515 | D4 | 1 | IB | CPb+ | | Convel | 120 | 46 | 1000 (siemens 5600) | 19 | SP | Iberian gauge | |
| IP | Guarda - Pampilhosa - Entroncamento - Abrantes | x | x | 25 kV | 260-340 | D4 | 1-2 | IB | CPb+ | | RCT/Convel | 90 - 120 | 307 | 900 (siemens 5600) | 22 | | Iberian gauge | |
| IP | Elvas / Badajoz (PT/SP Border) - Abrantes | x | x | - | 385 | D4 | 1 | IB | CPb | | RCT | 90 | 141 | 1180 (vossloh euro 400) | 17 | SP | Iberian gauge | |
| ADIF | Aljucén - Badajoz / Elvas (SP/PT Border) | x | x | not electrified | 500 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | appr. 75 | 1400t Diesel | - | | Iberian gauge | Good |
| ADIF | Elvas / Badajoz (PT/SP Border) - Aljucén - Manzanares - Alcázar - Madrid Belt - Avila - Salamanca | x | x | not electrified | 500 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | appr. 870 (excl. Portugal) | 1300t Diesel | - | Badajoz (PT Border) | Iberian gauge | Good, except sections within Madrid Belt which could be Limited |
| Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Guarda - Abrantes - Elvas / Badajoz (PT/SP Border) - Aljucén - Manzanares - Alcázar - Madrid Belt - Avila – Salamanca | | | | | | | | | | | | | | | | | | |
| IP | Fuentes de Oñoro / Vilar Formoso (SP/PT border) - Guarda | x | x | 25 kV | 515 | D4 | 1 | IB | CPb+ | | Convel | 120 | 46 | 1000 (siemens 5600) | 19 | SP | Iberian gauge | |
| IP | Guarda - Abrantes | x | x | 25 kV | 500 | D2 | 1 | IB | CPb+ | | Convel | 100 | 212 | 900 (siemens 5600) | 22 | | Iberian gauge | |
| IP | Elvas / Badajoz (PT/SP Border) - Abrantes | x | x | - | 385 | D4 | 1 | IB | CPb | | RCT | 90 | 141 | 1180 (vossloh euro 400) | 17 | SP | Iberian gauge | |
| ADIF | Aljucén - Badajoz / Elvas (SP/PT Border) | x | x | not electrified | 500 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | appr. 75 | 1400t Diesel | - | | Iberian gauge | Good |
| ADIF | Elvas / Badajoz (PT/SP Border) - Aljucén - Manzanares - Alcázar - Madrid Belt - Avila - Salamanca | x | x | not electrified | 500 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | appr. 870 (excl. Portugal) | 1300t Diesel | - | Badajoz (PT Border) | Iberian gauge | Good, except sections within Madrid Belt which could be Limited |
| Medina del Campo - Zamora - Ourense – Tui/ Valença (PT/SP Border) - Ermesinde – Pampilhosa – Guarda - Fuentes de Oñoro / Vilar Formoso (PT/SP border) | | | | | | | | | | | | | | | | | | |
| ADIF | Medina del Campo - Zamora - Ourense - Tui (PT Border) | x | x | 3 kV DC/not electrified | 400 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | 442 (excl. Portugal) | 1100t Diesel | 18 | Tui (PT Border) | Iberian gauge | Good |
| IP | Tui / Valença (SP/PT border) - Ermesinde | x | x | - | 300 | D4 | 1 | IB | CPb | | RCT/Convel | 120 | 391 | 1210 (vossloh euro 4000) | 18 | SP | Iberian gauge | |
| IP | Pampilhosa - Plataforma de Cacia | x | x | 25 kV | 450 | D4 | 2 | IB | CPb+ | | Convel | 120 | 47 | 1310 (siemens 5600) | 16 | | Iberian gauge | |
| IP | Guarda - Pampilhosa - Entroncamento - Abrantes | x | x | 25 kV | 260-340 | D4 | 1-2 | IB | CPb+ | | RCT/Convel | 90 - 120 | 307 | 900 (siemens 5600) | 22 | | Iberian gauge | |
| IP | Fuentes de Oñoro / Vilar Formoso (SP/PT border) - Guarda | x | x | 25 kV | 515 | D4 | 1 | IB | CPb+ | | Convel | 120 | 46 | 1000 (siemens 5600) | 19 | SP | Iberian gauge | |

Note: the connection between Linha da Beira Alta and Linha da Beira Baixa: Section Covilhã – Guarda will only be available from 2nd semester of 2020

### 4.7.3.**Parking locations & capacity**

| Country | Location | Number of tracks | Maximum train length | Restrictions |
|---|---|---|---|---|
| Spain | Along the sections of the line there are enough stations and tracks to park trains in case of deviation route. Some main locations are: | | RFC 4: 400 m<br>SP-P-1-1: 400 m | Electrified/Not electrified |
| | Medina del Campo | 4 | 505 m | |
| | Mérida Mercancías | 4 | 440 m | Not electrified |
| | Cáceres | 9 | 633 m | Not electrified |
| | Ourense | 8 | 527 m | |
| | Tui | 3 | 400 m | Not electrified |
| Portugal | Vilar Formoso | 5 | 583 m<br>483 m<br>341 m<br>277 m<br>211 m | |
| | Guarda | 6 | 386 m<br>686 m<br>621 m<br>536 m<br>710 m<br>122 m<br>202 m | |
| | Elvas | 2 | 388 m<br>325 m | Not electrified |
| | Valença | 4 | 450 m<br>325 m<br>325 m<br>417 m | Not electrified |

### 4.7.4.**Restrictions**

Each re-routing option has specific restrictions:

<u>RFC-4: Guarda - Pampilhosa – Abrantes - Elvas / Badajoz (PT/SP Border) - Aljucén - Manzanares - Alcázar - Madrid Belt - Avila - Salamanca</u>

- Abrantes - Elvas / Badajoz (PT/SP Border):
  - Non-electrified lines
  - Single track with telephone block signalling system
  - Short length station limiting the running train length
- Elvas / Badajoz (PT/SP Border) - Puertollano:
  - non-electrified lines
- <u>Avila – Salamanca:</u>
  - non-electrified lines

<u>SP-P-3: Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Guarda - Abrantes - Elvas / Badajoz (PT/SP Border) - Aljucén - Manzanares - Alcázar - Madrid Belt - Avila – Salamanca</u>

- Abrantes - Elvas / Badajoz (PT/SP Border):
  - Non-electrified lines
  - Single track with telephone block signalling system
  - Short length station limiting the running train length
- Elvas / Badajoz (PT/SP Border) - Puertollano:
  - non-electrified lines

- Avila – Salamanca:
    - non-electrified lines

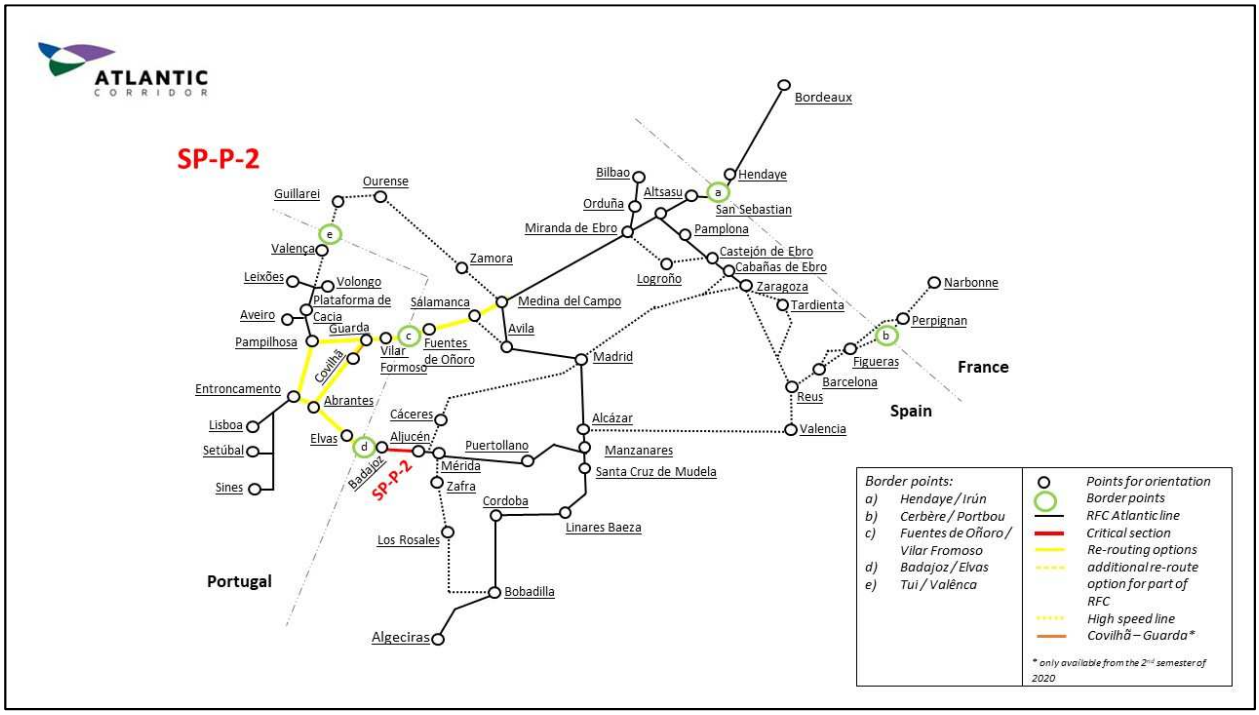
SP-P-1-1: Medina del Campo - Zamora - Ourense – Tui/ Valença (PT/SP Border) - Ermesinde – Pampilhosa - Guarda

- Medina del Campo - Zamora - Ourense – Tui/ Valença (PT/SP Border):
    - Non-electrified lines
- Valença (PT/SP Border) - Ermesinde:
    - Non-electrified lines
    - Single track with telephone block signalling system
    - Short length station limiting the running train length

## 4.8. Re-routing scenario for section Aljucén – Badajoz / Elvas (PT/SP border)

### 4.8.1. General description

Schematic map including re-routing options




When the route Aljucén – Badajoz / Elvas (PT/SP border) is blocked re-routing options are:

| Section ID | Usability | Route |
|---|---|---|
| RFC-4 | A | Medina del Campo - Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Pampilhosa – Abrantes - Elvas / Badajoz (PT/SP- Border) |
| SP-P-3 | B | Medina del Campo - Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Guarda – Abrantes - Elvas / Badajoz (PT Border) |

## 4.8.2.**Parameters of re-routing options**

| IM | Deviation including route | Usage | | Infrastructure | | | Number of tracks | Track gauge | Tunnel gauge | Intermodal Freight Code | Signalling | Maximum Speed (km/h) | Length of re-routing option | Max train weight | Maximum gradient (o/ooo) | Border | Miscalleanous | Capacity Indication |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Pass | Frei | Traction power | Maxi train length (m) | Line Category | | | | | | Frei | in km | | | other border | | |
| Section: Aljucén – Badajoz / Elvas (PT/SP border) | | | | | | | | | | | | | | | | | | |
| ADIF | Aljucén - Badajoz / Elvas (SP/PT Border) | x | x | not electrified | 500 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | appr. 75 | 1400t Diesel | - | | Iberian gauge | Good |
| Medina del Campo - Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Pampilhosa – Abrantes - Elvas / Badajoz (PT Border) | | | | | | | | | | | | | | | | | | |
| ADIF | Medina del Campo - Salamanca - Fuentes de Oñoro / Vilar Formoso (SP/PT border) | x | x | 25 kV / not electrified | 550 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | appr. 202 (excl. Portugal) | 1300t Diesel | 18 | Fuentes de Oñoro (PT Border) | Iberian gauge | Good |
| IP | Fuentes de Oñoro / Vilar Formoso (SP/PT border) - Guarda | x | x | 25 kV | 515 | D4 | 1 | IB | CPb+ | | Convel | 120 | 46 | 1000 (siemens 5600) | 19 | SP | Iberian gauge | |
| IP | Guarda - Pampilhosa - Entroncamento - Abrantes | x | x | 25 kV | 260-340 | D4 | 1-2 | IB | CPb+ | | RCT/Convel | 90 - 120 | 307 | 900 (siemens 5600) | 22 | | Iberian gauge | |
| IP | Elvas / Badajoz (PT/SP Border) - Abrantes | x | x | - | 385 | D4 | 1 | IB | CPb | | RCT | 90 | 141 | 1180 (vossloh euro 400) | 17 | SP | Iberian gauge | |
| Medina del Campo - Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Guarda – Abrantes - Elvas / Badajoz (PT Border) | | | | | | | | | | | | | | | | | | |
| ADIF | Medina del Campo - Salamanca - Fuentes de Oñoro / Vilar Formoso (SP/PT border) | x | x | 25 kV / not electrified | 550 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | appr. 202 (excl. Portugal) | 1300t Diesel | 18 | Fuentes de Oñoro (PT Border) | Iberian gauge | Good |
| IP | Fuentes de Oñoro / Vilar Formoso (SP/PT border) - Guarda | x | x | 25 kV | 515 | D4 | 1 | IB | CPb+ | | Convel | 120 | 46 | 1000 (siemens 5600) | 19 | SP | Iberian gauge | |
| IP | Guarda - Abrantes | x | x | 25 kV | 500 | D2 | 1 | IB | CPb+ | | Convel | 100 | 212 | 900 (siemens 5600) | 22 | | Iberian gauge | |
| IP | Elvas / Badajoz (PT/SP Border) - Abrantes | x | x | - | 385 | D4 | 1 | IB | CPb | | RCT | 90 | 141 | 1180 (vossloh euro 400) | 17 | SP | Iberian gauge | |

Note: the connection between Linha da Beira Alta and Linha da Beira Baixa: Section Covilhã – Guarda will only be available from 2nd semester of 2020

### 4.8.3.**Parking locations & capacity**

| Country | Location | Number of tracks | Maximum train length | Restrictions |
|---|---|---|---|---|
| Spain | Along the sections of the line there are enough stations and tracks to park trains in case of deviation route. | | RFC 4: 550 m | Electrified/Not electrified |
| | Medina del Campo | 4 | 505 m | |
| | Mérida Mercancías | 4 | 440 m | Not electrified |
| | Cáceres | 9 | 633 m | Not electrified |
| Portugal | Vilar Formoso | 5 | 583 m<br>483 m<br>341 m<br>277 m<br>211 m | |
| | Guarda | 6 | 386 m<br>686 m<br>621 m<br>536 m<br>710 m<br>122 m<br>202 m | |
| | Elvas | 2 | 388 m<br>325 m | Not electrified |

### 4.8.4. **Restrictions**

Each re-routing option has specific restrictions:

RFC-4: Medina del Campo - Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Pampilhosa – Abrantes - Elvas / Badajoz (PT Border)

- Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border):
  - Non-electrified lines
- Abrantes - Elvas / Badajoz (PT/SP Border):
  - Non-electrified lines
  - Single track with telephone block signalling system
  - Short length station limiting the running train length

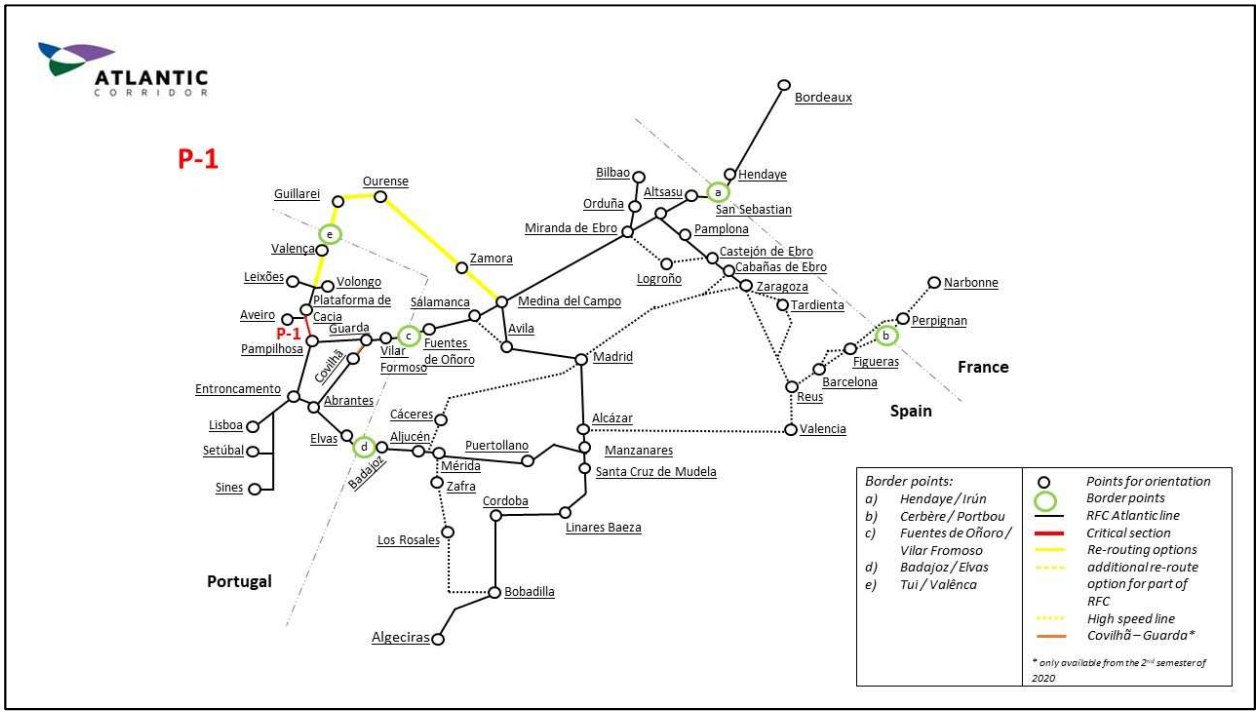
SP-P-3: Medina del Campo - Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Guarda – Abrantes - Elvas / Badajoz (PT Border)

- Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border):
  - Non-electrified lines
- Abrantes - Elvas / Badajoz (PT/SP Border):
  - Non-electrified lines
  - Single track with telephone block signalling system
  - Short length station limiting the running train length

## 4.9. Re-routing scenario for section Pampilhosa - Plataforma de Cacia

### 4.9.1. General description

Schematic map including re-routing options




When the route Pampilhosa - Plataforma de Cacia is blocked re-routing options are:

| Section ID | Usability | Route |
|---|---|---|
| SP-P-1-1 | A | Medina del Campo - Zamora - Ourense – Tui/ Valença (PT/SP Border) - Contumil |

### 4.9.2.**Parameters of re-routing options**

| IM | Deviation including route | Usage | | Infrastructure | | | | Track gauge | Tunnel gauge | Intermodal Freight Code | Signalling | Maximum Speed (km/h) | | Max train weight | Maximum gradient (o/ooo) | Border | Miscalleanous | Capacity Indication |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Pass | Frei | Traction power | Maxi train length (m) | Line Category | Number of tracks | | | | | Frei | in km | | | other border | | |
| **Section: Pampilhosa - Plataforma de Cacia** | | | | | | | | | | | | | | | | | | |
| IP | Pampilhosa - Plataforma de Cacia | x | x | 25 kV | 450 | D4 | 2 | IB | CPb+ | | Convel | 120 | 47 | 1310 (siemens 5600) | 16 | | Iberian gauge | |
| **Medina del Campo - Zamora - Ourense – Tui/ Valença (PT/SP Border) - Contumil** | | | | | | | | | | | | | | | | | | |
| ADIF | Medina del Campo - Zamora - Ourense - Tui (PT Border) | x | x | 3 kV DC/not electrified | 400 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | 442 (excl. Portugal) | 1100t Diesel | 18 | Tui (PT Border) | Iberian gauge | Good |
| IP | Tui / Valênca (SP/PT border) - Contumil | x | x | - | 300 | D4 | 1 | IB | CPb | | RCT/Convel | 120 | 184 | 1210 (vossloh euro 4000) | 18 | SP | Iberian gauge | |

### 4.9.3.**Parking locations & capacity**

| Country | Location | Number of tracks | Maximum train length | Restrictions |
|---|---|---|---|---|
| Spain | Along the sections of the line there are enough stations and tracks to park trains in case of deviation route. | | SP-P-1-1: 400 m | |
| | Ourense | 8 | 527 m | |
| | Tui | 3 | 400 m | |
| Portugal | Valença | 4 | 450 m<br>325 m<br>325 m<br>417 m | Not electrified |

### 4.9.4.**Restrictions**

Each re-routing option has specific restrictions:

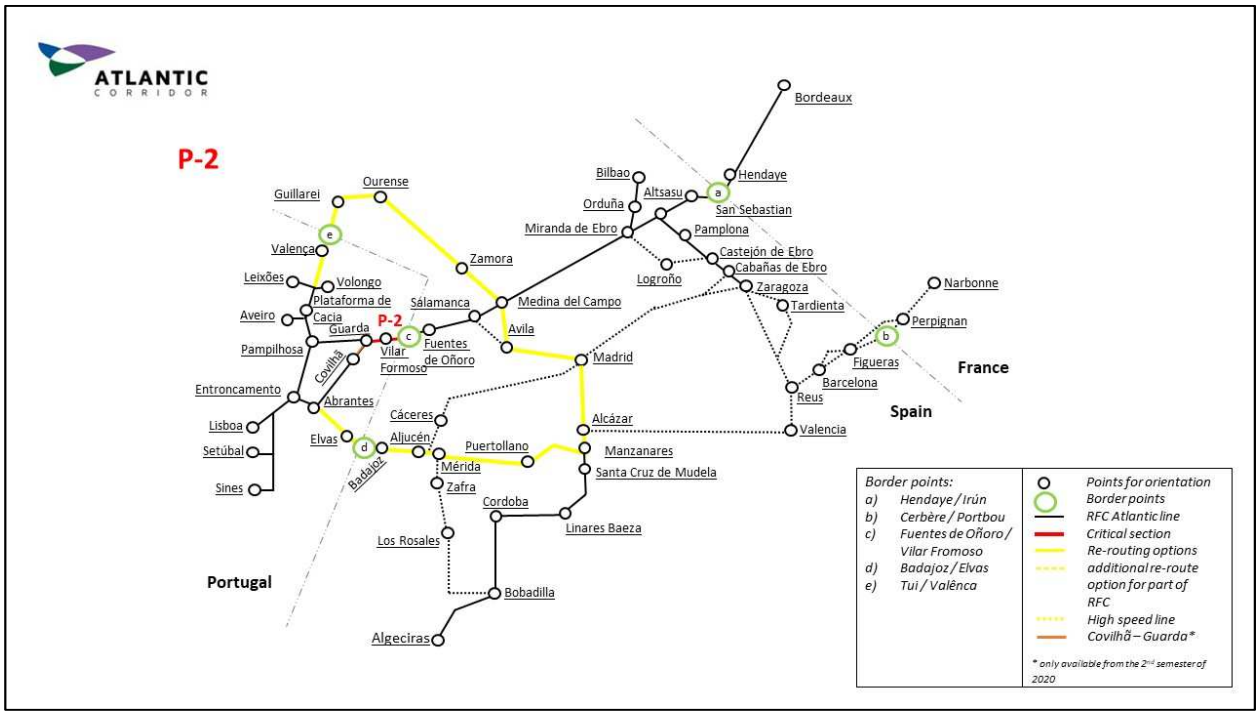
SP-P-1-1: Medina del Campo - Zamora - Ourense – Tui/ Valença (PT/SP Border) - Contumil

- Medina del Campo - Zamora - Ourense – Tui/ Valença (PT/SP Border):
  - Non-electrified lines
- Valença (PT/SP Border) - Contumil:
  - Non-electrified lines
  - Single track with telephone block signalling system
  - Short length station limiting the running train length

## 4.10. Re-routing scenario for section Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Guarda

### 4.10.1. **General description**

Schematic map including re-routing options




When the route Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Guarda is blocked re-routing options are:

| Section ID | Usability | Route |
|---|---|---|
| RFC-4 | A | Medina del Campo - Avila - Madrid Belt - Alcázar - Manzanares - Aljucén – Badajoz/ Elvas (PT/SP Border) - Abrantes |
| SP-P-1-1 | A | Medina del Campo - Zamora - Ourense – Tui/ Valença (PT/SP Border) - Ermesinde - Contumil |

## 4.10.2. **Parameters of re-routing options**

| IM | Deviation including route | Usage | | Infrastructure | | | | Track gauge | Tunnel gauge | Intermodal Freight Code | Signalling | Maximum Speed | Length of re-routing | Max train weight | Maximum gradient (o/ooo) | Border | Miscalleanous | Capacity Indication |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Pass | Frei | Traction power | Maxi train | Line Categor | Number of tracks | | | | | Frei | in km | | | other border | | |
| Section: Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Guarda | | | | | | | | | | | | | | | | | | |
| IP | Fuentes de Oñoro / Vilar Formoso (SP/PT border) - Guarda | x | x | 25 kV | 515 | D4 | 1 | IB | CPb+ | | Convel | 120 | 46 | 1000 (siemens 5600) | 19 | SP | Iberian gauge | |
| Medina del Campo - Avila - Madrid Belt - Alcázar - Manzanares - Aljucén – Badajoz/ Elvas (PT/SP Border) - Abrantes | | | | | | | | | | | | | | | | | | |
| ADIF | Medina del Campo - Ávila | x | x | 3 kV DC | 480 | D5 | 2 | IB | | | ASFA | no restriction up to 120 | 86 | 1300t Elect. | 10 | | Iberian gauge | Good |
| ADIF | Ávila - Madrid | x | x | 3 kV DC | 480 | D4 | 2 | IB | | | ASFA | no restriction up to 120 | 121 | 1300t Elect. | 18 | | Iberian gauge | Good |
| ADIF | Elvas / Badajoz (PT/SP Border) - Aljucén - Manzanares - Alcázar - Madrid Belt | x | x | 3 kV DC / not electrified | 400 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | appr. 610 (excl.Portugal) | 1300t Diesel | 17 | Badajoz (PT Border) | Iberian gauge | Good, except sections within Madrid Belt which could be Limited |
| IP | Elvas / Badajoz (PT/SP Border) - Abrantes | x | x | - | 385 | D4 | 1 | IB | CPb | | RCT | 90 | 141 | 1180 (vossloh euro 400) | 17 | SP | Iberian gauge | |
| Medina del Campo - Zamora - Ourense – Tui/ Valença (PT/SP Border) - Ermesinde - Contumil | | | | | | | | | | | | | | | | | | |
| ADIF | Medina del Campo - Zamora - Ourense - Tui (PT Border) | x | x | 3 kV DC/not electrified | 400 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | 442 (excl. Portugal) | 1100t Diesel | 18 | Tui (PT Border) | Iberian gauge | Good |
| IP | Tui / Valênca (SP/PT border) - Contumil | x | x | - | 300 | D4 | 1 | IB | CPb | | RCT/Convel | 120 | 184 | 1210 (vossloh euro 4000) | 18 | SP | Iberian gauge | |

### 4.10.3. **Parking locations & capacity**

| Country | Location | Number of tracks | Maximum train length | Restrictions |
|---|---|---|---|---|
| Spain | Along the sections of the line there are enough stations and tracks to park trains in case of deviation route. | | RFC 4: 400 m<br>SP-P-1-1: 400 m | Electrified/Not electrified |
| | Medina del Campo | 4 | 505 m | |
| | Mérida Mercancías | 4 | 440 m | Not electrified |
| | Cáceres | 9 | 633 m | Not electrified |
| | Ourense | 8 | 527 m | |
| | Tui | 3 | 400 m | Not electrified |
| Portugal | Valença | 4 | 450 m<br>325 m<br>325 m<br>417 m | Not electrified |
| | Vilar Formoso | 5 | 583 m<br>483 m<br>341 m<br>277 m<br>211 m | |
| | Guarda | 6 | 386 m<br>686 m<br>621 m<br>536 m<br>710 m<br>122 m<br>202 m | |
| | Elvas | 2 | 388 m<br>325 m | Not electrified |

### 4.10.4. **Restrictions**

Each re-routing option has specific restrictions:

RFC-4: Medina del Campo - Avila - Madrid Belt - Alcázar - Manzanares - Aljucén – Badajoz/ Elvas (PT/SP Border) - Abrantes

- Puertollano - Elvas / Badajoz (PT/SP Border):
  - non-electrified line
- Abrantes - Elvas / Badajoz (PT/SP Border):
  - Non-electrified lines
  - Single track with telephone block signalling system
  - Short length station limiting the running train length

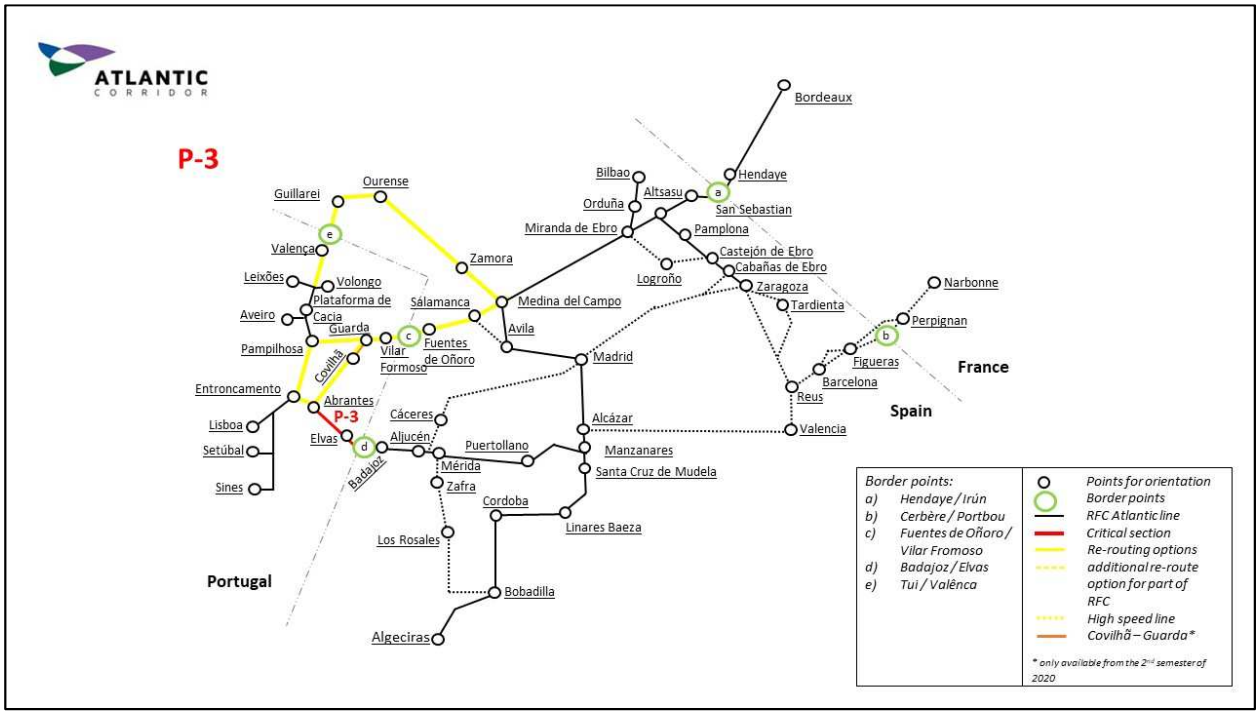
SP-P-1-1: Medina del Campo - Zamora - Ourense – Tui/ Valença (PT/SP Border) - Contumil

- Medina del Campo - Zamora - Ourense – Tui/ Valença (PT/SP Border):
  - Non-electrified lines
- Valença (PT/SP Border) - Contumil:
  - Non-electrified lines
  - Single track with telephone block signalling system
  - Short length station limiting the running train length

## 4.11. Re-routing scenario for section Badajoz / Elvas (PT/SP border) - Abrantes

### 4.11.1. General description

Schematic map including re-routing options




When the route Badajoz / Elvas (PT/SP border) - Abrantes is blocked re-routing options are:

| Section ID | Usability | Route |
|---|---|---|
| RFC-4 | A | Medina del Campo - Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Pampilhosa – Abrantes |
| SP-P-3 | B | Medina del Campo - Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Guarda – Abrantes |
| SP-P-1-1 | A | Medina del Campo - Zamora - Ourense – Tui/ Valença (PT/SP Border) - Ermesinde - Contumil |

## 4.11.2. **Parameters of re-routing options including capacity indication**

| IM | Deviation including route | Usage | | Infrastructure | | | | Track gauge | Tunnel gauge | Intermodal Freight Code | Signalling | Maximum Speed | Length of re-routing | Max train weight | Maximum gradient (o/ooo) | Border | Miscalleanous | Capacity Indication |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Pass | Frei | Traction power | Maxi train length (m) | Line Category | Number of tracks | | | | | Frei | in km | | | other border | | |
| Section: Badajoz / Elvas (PT/SP border) - Abrantes | | | | | | | | | | | | | | | | | | |
| IP | Elvas / Badajoz (PT/SP Border) - Abra | x | x | - | 385 | D4 | 1 | IB | CPb | | RCT | 90 | 141 | 1180 (vossloh euro | 17 | | Iberian gauge | |
| Medina del Campo - Salamanca - Fuentes de Oñoro / Vilar Fromoso (PT/SP border) - Pampilhosa – Abrantes | | | | | | | | | | | | | | | | | | |
| ADIF | Medina del Campo - Salamanca - Fuentes de Oñoro / Vilar Formoso (SP/PT border) | x | x | 25 kV / not electrified | 550 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | appr. 202 (excl. Portugal) | 1300t Diesel | 18 | Fuentes de Oñoro (PT Border) | Iberian gauge | Good |
| IP | Fuentes de Oñoro / Vilar Formoso (SP/PT border) - Guarda | x | x | 25 kV | 515 | D4 | 1 | IB | CPb+ | | Convel | 120 | 46 | 1000 (siemens 5600) | 19 | SP | Iberian gauge | |
| IP | Guarda - Pampilhosa - Entroncamento - Abrantes | x | x | 25 kV | 260-340 | D4 | 1-2 | IB | CPb+ | | RCT/Convel | 90 - 120 | 307 | 900 (siemens 5600) | 22 | | Iberian gauge | |
| Medina del Campo - Salamanca - Fuentes de Oñoro / Vilar Fromoso (PT/SP border) - Guarda – Abrantes | | | | | | | | | | | | | | | | | | |
| ADIF | Medina del Campo - Salamanca - Fuentes de Oñoro / Vilar Formoso (SP/PT border) | x | x | 25 kV / not electrified | 550 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | appr. 202 (excl. Portugal) | 1300t Diesel | 18 | Fuentes de Oñoro (PT Border) | Iberian gauge | Good |
| IP | Fuentes de Oñoro / Vilar Formoso (SP/PT border) - Guarda | x | x | 25 kV | 515 | D4 | 1 | IB | CPb+ | | Convel | 120 | 46 | 1000 (siemens 5600) | 19 | SP | Iberian gauge | |
| IP | Guarda - Abrantes | x | x | 25 kV | 500 | D2 | 1 | IB | CPb+ | | Convel | 100 | 212 | 900 (siemens 5600) | 22 | | Iberian gauge | |
| Medina del Campo - Zamora - Ourense – Tui/ Valença (PT/SP Border) - Ermesinde - Contumil | | | | | | | | | | | | | | | | | | |
| ADIF | Medina del Campo - Zamora - Ourense - Tui (PT Border) | x | x | 3 kV DC/not electrified | 400 | D4 | 1 | IB | | | ASFA | no restriction up to 120 | 442 (excl. Portugal) | 1100t Diesel | 18 | Tui (PT Border) | Iberian gauge | Good |
| IP | Tui / Valência (SP/PT border) - Contumil | x | x | - | 300 | D4 | 1 | IB | CPb | | RCT/Convel | 120 | 184 | 1210 (vossloh euro 4000) | 18 | SP | Iberian gauge | |

Note: the connection between Linha da Beira Alta and Linha da Beira Baixa: Section Covilhã – Guarda will only be available from 2nd semester of 2020

### 4.11.3. **Parking locations & capacity**

| Country | Location | Number of tracks | Maximum train length | Restrictions |
|---|---|---|---|---|
| Spain | Along the sections of the line there are enough stations and tracks to park trains in case of deviation route. | | RFC 4: 550 m<br>SP-P-1-1: 400 m | Electrified/Not electrified |
| | Medina del Campo | 4 | 505 m | |
| | Mérida Mercancías | 4 | 440 m | Not electrified |
| | Cáceres | 9 | 633 m | Not electrified |
| | Ourense | 8 | 527 m | |
| | Tui | 3 | 400 m | Not electrified |
| Portugal | Valença | 4 | 450 m<br>325 m<br>325 m<br>417 m | Not electrified |
| | Vilar Formoso | 5 | 583 m<br>483 m<br>341 m<br>277 m<br>211 m | |
| | Guarda | 6 | 386 m<br>686 m<br>621 m<br>536 m<br>710 m<br>122 m<br>202 m | |
| | Elvas | 2 | 388 m<br>325 m | Not electrified |

### 4.11.4. **Restrictions**

Each re-routing option has specific restrictions:

RFC-4: Medina del Campo - Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Pampilhosa – Abrantes

- Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border):
  - Non-electrified lines

SP-P-3: Medina del Campo - Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border) - Guarda – Abrantes

- Salamanca - Fuentes de Oñoro / Vilar Formoso (PT/SP border):
  - Non-electrified lines

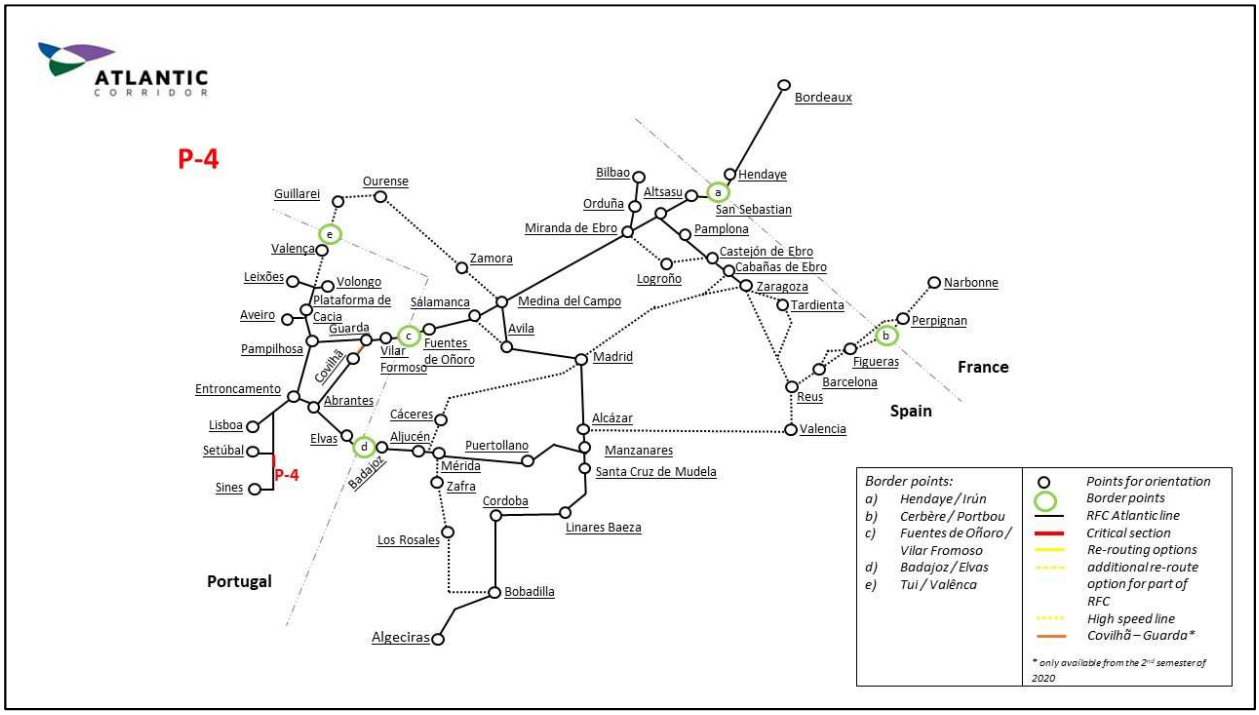
SP-P-1-1: Medina del Campo - Zamora - Ourense – Tui/ Valença (PT/SP Border) - Contumil

- Medina del Campo - Zamora - Ourense – Tui/ Valença (PT/SP Border):
  - Non-electrified lines
- Valença (PT/SP Border) - Contumil:
  - Non-electrified lines
  - Single track with telephone block signalling system
  - Short length station limiting the running train length

## 4.12. Re-routing scenario for section Águas de Moura-Norte - Pinheiro

### 4.12.1. **General description**

Schematic map including re-routing options




When the route Águas de Moura-Norte - Pinheiro is blocked there is **no re-routing option** available.

### 4.12.2. **Parameters of re-routing options**

| IM | Deviation including route | Usage | | Infrastructure | | | | Track gauge | Tunnel gauge | Intermodal Freight Code | Signalling | Maximum Speed (km/h) | Length of re-routing option | Max train weight | Maximum gradient (o/ooo) | Border | Miscalleanous | Capacity Indication |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Pass | Frei | Traction power | Maxi train length (m) | Line Category | Number of tracks | | | | | Frei | in km | | | other border | | |
| Section: Águas de Moura-Norte - Pinheiro | | | | | | | | | | | | | | | | | | |
| IP | Águas de Moura-Norte - Pinheiro | x | x | 25kV | 630 | D4 | 1 | IB | CPb+ | | Convel | 160 | 14 | 1660 (siemens 5600) | 10 | | Iberian gauge | |
| No alternative | | | | | | | | | | | | | | | | | | |

### 4.12.3. **Parking locations & capacity**

| Country | Location | Number of tracks | Maximum train length | Restrictions |
|---|---|---|---|---|
| Portugal | Vilar Formoso | 5 | 583 m<br>483 m<br>341 m<br>277 m<br>211 m | |
| | Guarda | 6 | 386 m<br>686 m<br>621 m<br>536 m<br>710 m<br>122 m<br>202 m | |
| | Elvas | 2 | 388 m<br>325 m | Not electrified |

# 5 Annex 1: contact information (internal)

In case of an international disruption > 3 days, the following contacts can be used:

**RFC Coordinator (during office hours)**

The leading IM will inform the following contact of his country

- For France: Jacques COUTOU (+33 676 12 73 47 / jacques.coutou@reseau.sncf.fr)
- For Germany: Christian MINGE (+49 152 37515982 / Christian.Minge@deutschebahn.com)
- For Spain: Manuel BESTEIRO (+34 659 83 91 46 / mbesteiro@adif.es)
- For Portugal: Rita VEIGA (+351 916 403 733 / ana.veiga@infraestruturasdeportugal.pt) and the Head of Business Development José PENA (+351 918 912 315 / jose.pena@infraestruturasdeportugal.pt)

**Backup organisation (national holiday, week end & out of offices hours)**

If a traffic disruption is registered:

- Case 1 : in one country except for Germany, the IM of this country will contact by phone and e-mail the neighbouring IMs and the RFC coordinator of his country,
- Case 2 : in Germany, DB Netz AG will contact by phone and e-mail the following persons
    - Christian MINGE (+49 152 37515982 / Christian.Minge@deutschebahn.com )
    - Jacques COUTOU (+33 676 12 73 47 / jacques.coutou@reseau.sncf.fr)

in order to start the ICM process as soon as possible, that means by organizing a 1st IMs TELCO in 12 hours after the disruption declaration by the leading IM.

The following overviews (only for internal use) show which department is responsible for re-routing trains in case of an international disruption.

The following overviews (only for internal use) show which department is responsible for re-routing trains in case of an international disruption.