

EUROPEAN REGULATION 913/2010 Rail Freight Corridor “Atlantic”

INTERNATIONAL CONTINGENCY MANAGEMENT (ICM) PLAN



Rerouting itineraries



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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” (ICM Handbook). Relevant for this International Contingency Management Plan of RFC Atlantic is the update of the ICM Handbook in 2021. An important element of the handbook 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 regularly by the corridor organisation together with the IMs of RFC Atlantic.

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 6 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 parameter

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

ICM Line section	Section of the normal RFC routing
Re-routing line section	Section which replaces the normal routing on the deviation route
Re-routing line subsection	The re-routing line section to which re-routing line subsection relates to
Usage.	Whether the re-routing line subsection can be used for freight, passenger or both types of traffic
Relevant IM	Description the IM network, to which the re-routing line subsection belongs to
Traction Power.	Catenary voltage
Maximum train 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
Maximum Gradient.	The gradient (in percentage) of the line section - mostly important in countries with hills and mountains
Gauging.	e.g. GHE16, GEB16, FR3.3, GB1, GB+, GA, GB.
Track Gauge	UIC gauge vs. Iberian gauge
Intermodal Freight code.	This is mostly filled out with the PC code e.g. PC70/400, P/C 80/400, etc.
Signalling.	This column 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).
Capacity Indication	Free capacity for freight traffic: Extremely limited, limited, good or excellent.

1.5.2 Capacity which is taken into account

This re-routing 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.

In parallel to the incident traffic management, the capacity and path coordination procedures aiming at creating the new internationally coordinated capacity/paths on the re-routing lines are started following the path alteration timetabling procedures, as described in the RNE Procedures for Alteration of Allocated Paths https://rne.eu/downloads/#downloads_legal

1.5.3 Scenario Selection

The scenarios have been selected among the different sections of the RFC. It has been considered only the ones that, an interruption on them, would need the necessary coordination between the different IMs. The ICM Handbook states in Article 5.1. that: "The re-routing scenarios should be developed as a minimum for those sections of RFC lines when re-routing is not possible without the international coordination with the neighbourhood IMs".

1.6 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.

1.7 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-datedness 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 (https://rne.eu/wp-content/uploads/2022/10/ICM_Handbook.pdf). The international agreed processes are:

1. Disruption management process including capacity and path coordination procedures;
2. Communication processes.

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

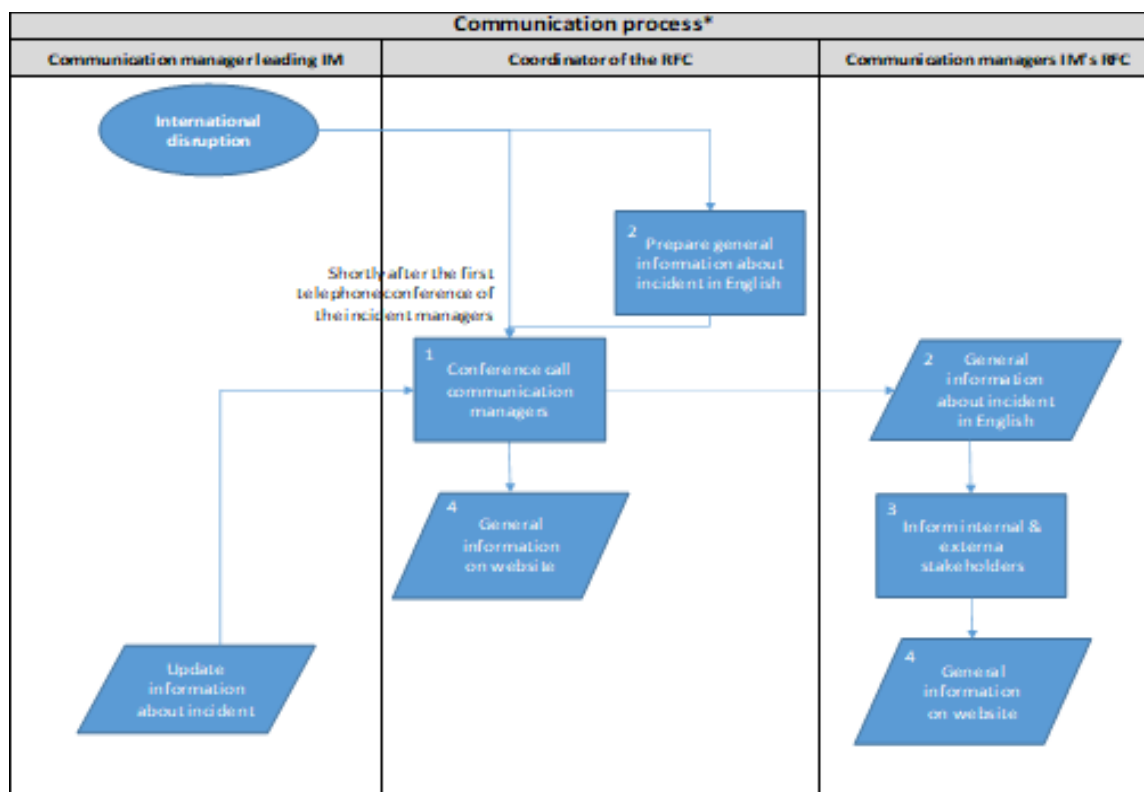
This chapter shows a summary of this information.

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://rne.eu/wp-content/uploads/2022/10/Annex-8-Access-to-ICM-related-contact-lists.pdf>) and annex 1 (internal use only)

2.2 Communication and disruption management process

The complete disruption management process is described in the “Handbook for International Contingency Management”, which can be found here: <https://rne.eu/wp-content/uploads/RNE-International-Contingency-Management-handbook-v-2.0.pdf>

More precisely, the detail maps of the harmonized process can be found here: <https://rne.eu/wp-content/uploads/Annex-11-ICM-Process-maps.pdf>



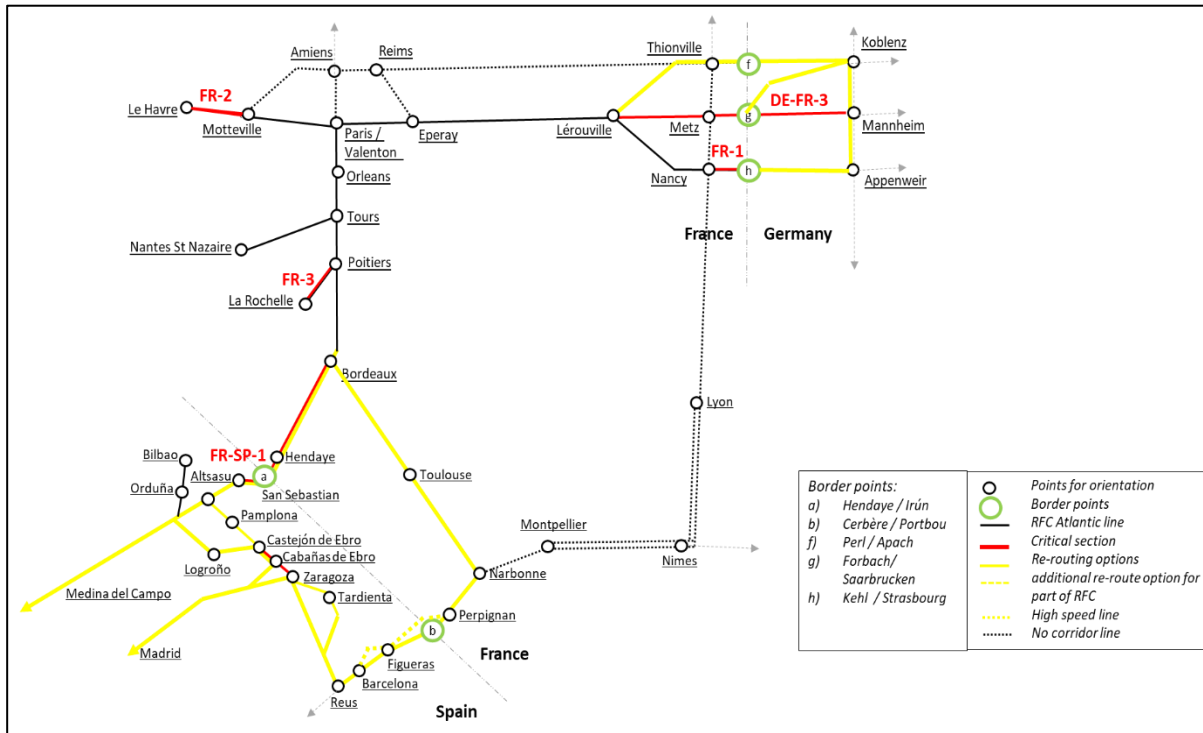
* process description is on page 11 of the Handbook International Contingency Management.

3 Northern part of RFC Atlantic

3.1 Overview re-routing options northern re-routing scenarios

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

The re-routing options can also be found in CIP <https://cip.rne.eu/apex/f?p=212:65>, including all relevant information concerning each rerouting option available.



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.

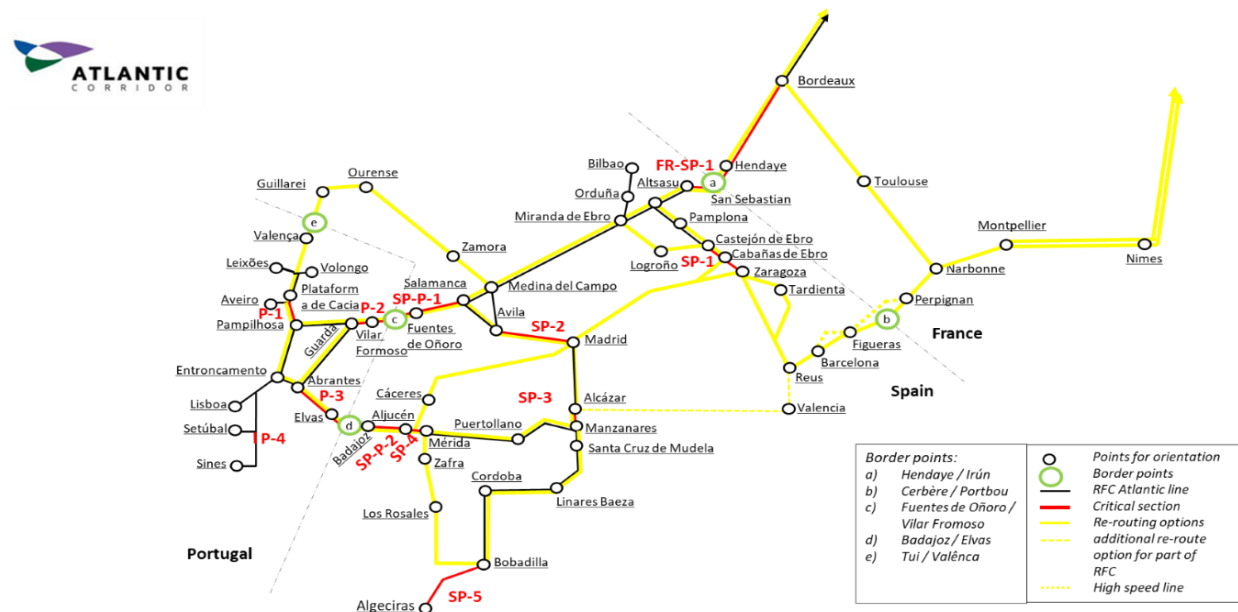
Critical route	Route
DE-FR-3	Mannheim – Saarbrücken / Forbach (FR/GE border) – Metz
FR-1	Strasbourg – Nancy
FR-2	Le Havre - Motteville
FR-3	La Rochelle - Poitiers
FR-SP-1	Bordeaux – Hendaye / Irún (FR/SP border) – Alsasua

4 Southern Part of RFC Atlantic

4.1 Overview re-routing options southern part, re-routing options

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

The re-routing options can also be found in CIP <https://cip.rne.eu/apex/f?p=212:65>, including all relevant information concerning each rerouting option available.



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

5 Annex 1: contact information (internal)

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





Coordinator of the RFC (during office hours)

During office hours, any of the four directors of the corridor may be contacted by phone. Communication by email should be addressed to all four directors.

Name	email	Telephone
Claire Hamoniau (managing director)	Claire.hamoniau@reseau.sncf.fr	+33 6 89 95 24 64
Dr. Christiane Warnecke (deputy director)	christiane.warnecke@deutschebahn.com	+49 1714180239
Manuel Besteiro (deputy director)	mbesteiro@adif.es	+34 913 007 772
Rita Veiga (deputy director)	ana.veiga@infraestruturasdeportugal.pt	+351 916 403 733

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

If a traffic disruption is registered in one country, the IM of this country will contact by phone and e-mail the neighbouring IMs in order to start the ICM process as soon as possible. The following overviews (only for internal use) show which department is responsible for re-routing trains in case of an international disruption.

Train run	now	in 24 h	in 48 h	in 72 h
	Rerouting Program: National Control Center Frankfurt		Timetable: Coordination: DB Netz Headquarter Frankfurt	
	Rerouting Timetable: Regional Operation Center		Creation of Timetable : Regional Timetable	
	DNC			
	Wait for respond of SNCF			
	Centre de Gestión de Red H24 Subdirección de Tráfico			
	Centre de Gestión de Red H24 is responsible during time of disruption. Time tabling will make new time tables under the responsibility of de Centre de Gestión de Red 24H.			
	PCC – Posto de Comando Central			
	PCC – Posto de Comando Central is responsible during time of disruption and Time tabling department will make new time tables.			

Contact - Operations		Phone	E-Mail	Language
DB Netz	NCC Frankfurt	+49 6926519759	FFM.NLZ- BKG@deutschebahn.com ffm.xx-nlznk@deutschebahn.com	German/English
SNCF Reseau	Incident manager	+33 6 29 53 70 23	dnc@sncf.fr	French
Contact – Time table		Phone	E-Mail	Language
DB Netz	Regionalbereich Südwest (Karlsruhe) Border crossing: Kehl – Strasbourg Saarbrücken - Forbach	+49 721938 4380	ta-suedwest @deutschebahn.com	German
	Regionalbereich Mitte (Frankfurt) Border crossing: Perl - Apach	+49 6926537102	ta-mitte@deutschebahn.com	
SNCF Reseau	Incident manager	+33 6 29 53 70 23	dnc@sncf.fr	French

Contact – Operations		Phone	E-Mail	Language
ADIF	Incident and Communications manager	+34 917 744 643	fvega@adif.es tecnicosregh24@adif.es	Spanish
IP	Incident and Communications manager	+351 918 912 453	antonio.pereira@infraestruturasdeportugal.pt	Portuguese

Contact – Timetable		Phone	E-Mail	Language
ADIF	Incident and Communications manager	+34 917 744 643	fvega@adif.es tecnicosregh24@adif.es	Spanish
IP	Incident and Communications manager	+351 918 912 453	antonio.pereira@infraestruturasdeportugal.pt	Portuguese