



**Follow-Up on the
EGTC Position Paper
“Recommendations in Consequence of
the Rastatt Tunnel Incident”**

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Abbreviations

A.L.E	Autonomous Train Drivers' Unions of Europe
BAK	Bundesarbeitskammer
CCNR	Commission centrale pour la navigation du Rhin
CEF	Connecting Europe Facility
CER	Communauté Européenne du Rail
CNC	Core Net Corridor
EC	European Commission
EEIG	European economic interest grouping
EGTC	European Grouping on Territorial Cooperation
EIM	European Rail Infrastructure Managers
EP	European Parliament
ERA	European Union Agency for Railways
ERFA	European Rail Freight Association
ETC	European Transport Workers' Federation
EU	European Union
HTC	Hanseatic Transport Consultancy
ICM	International Contingency Management
IM	Infrastructure Manager
IWT	Inland Waterway Transport
NEE	Netzwerk Europäischer Eisenbahnen
NSA	National Safety Authorities
PRIME	Platform of Rail Infrastructure Manager in Europe
RFC	Rail Freight Corridor
RNE	RailNetEurope
RU	Railway Undertaking
UIRR	Union for Road-Rail Combined Transport
SRT	Safety in Railway Tunnels
TSI	Technical Specifications for Interoperability
VIDA	Verkehrs- und Dienstleistungsgewerkschaft

1. Summary

The Rastatt tunnel incident has brought the inadequacy of international crisis management in rail transport to the attention of all stakeholders and the general public.

The railway sector responded by publishing a handbook on international contingency management. The handbook defines the procedures at the level of the infrastructure managers: internal communication, communication with the public, re-routing scenarios, allocation principles, etc. It can therefore be assumed that, in case of a similar incident leading to an international disruption, Infrastructure Managers will react much faster and achieve a better level of international coordination than in the past.

Concerning the urgent need to improve cross-border interoperability, several political programs and declarations of intent set a framework for concrete measures that can be realised in the short or medium term. In many cases, it is too early to judge whether these framework conditions and/or announced measures will be sufficient.

Overall, the Rastatt incident has led to a great deal of awareness raising and to first concrete measures in rail transport. At the same time, there is a catalogue of measures that urgently needs to be implemented. Although the whole Rhine-Alpine Corridor with all its modes was concerned by the Rastatt tunnel incident, concrete measures were mostly limited to the railway sector.

The demands formulated in the EGTC position paper for a comprehensive risk analysis for all modes and the preparation of contingency plans for various scenarios using the synchro modality approach are not met, yet. Emergency plans remain limited to the railway sector.

Thus, there is still a need to focus on multimodality in order to strengthen resilience in the entire Rhine-Alpine Corridor.

2. Framework of the Study

2.1 Introduction: The Rastatt Incident and its impact on the corridor

Between 12 August 2017 and 2 October 2017, the railway line between Karlsruhe and Basel, centrally located within the Rhine-Alpine Corridor, remained closed after an incident during construction works at the Rastatt tunnel. The whole Rhine-Alpine Corridor was affected:

Annual reports on rail freight transport in 2017 (i.e. SBB¹ and ProRail: Ontwikkeling spoorgoederenverkeer in Nederland²) show a decrease in freight transport. In both reports, the Rastatt incident is identified as an important – but not as the sole – factor.

In return, reports on the inland navigation (i.e. CCNR: Market Insight 2018³) for 2017 show an increase of the container transportation and point out that more capacities are still available in IWT. A detailed study on the integration of inland waterway transport in the European transport logistics chain from a regulatory, funding and transport economics perspective is announced by the CCNR for January 2019. It will contain specific analyses of the impact of the Rastatt tunnel incident on selected ports in the corridor.

In April 2018, the Hanseatic Transport Consultancy published a study commanded by the European Rail Freight Association (ERFA), Netzwerk Europäischer Eisenbahnen (NEE) and the International Union for Road-Rail Combined Transport (UIRR). The overall economic loss is estimated at 2 billion euros.⁴

Several stakeholders criticized the way the Rastatt incident was handled. For instance, the EGTC identified the following key problems:

- “Incident has exposed rail as the weak part of the integrated and intermodal logistic chain;
- A lack of communication with other modes of transport in order to redirect freight;
- Limited use of the synchro modality concept, allowing to decide day-by-day about which mode to choose for a specific transport task;
- No coordinated construction planning along the Corridor and its neighbouring areas;
- Lack of viable, alternative routes for re-routing;
- National technical and staff requirements with divergent standards proved to be an obstacle for seamless international transport.”⁵

¹ SBB (March 2018): “Facts and Figures. 2017”.

² ProRail (June 2018): “Ontwikkeling spoorgoederenverkeer in Nederland 2017 vergeleken met 2016”.

³ CCNR (Spring 2018): “Market Insight. Inland Navigation in Europe”.

⁴ Hanseatic Transport Consultancy (April 2018): “Volkswirtschaftliche Schäden aus dem Rastatt-Unterbruch - Folgenabschätzung für die schienenbasierte Supply-Chain entlang des Rhine-Alpine Corridor 2017”, p. 6-8.

⁵ Interregional Alliance for the Rhine-Alpine Corridor EGTC (November 2017): “Position Paper. Proposals of Consequences related to the Rastatt Tunnel Incident”, p. 1.

2.2 The EGTC Position Paper:

In November 2017, the EGTC has published a position paper and requested:

1. “A prevailing consequence of the Rastatt incident is the necessity to ensure resilience for the Corridor. Therefore, we ask for a **comprehensive risk analysis** for the Corridor concerning main and alternatives routes, involving all relevant logistics stakeholders;
2. On this basis, **emergency plans** for different risk scenarios need to be elaborated jointly, including relevant stakeholders and experts from all countries along the Corridor. Such plans should comprise adequate pre-defined alternative routes, fit for immediate use in case of necessity, applying the synchro modality approach.
3. Finally, in order to implement the emergency plans, we suggest to establish an **effective crisis management**, which is ready for action if needed.”⁶

2.3 Aim of the report

The following report has two aims:

1. Identification of concrete measures that are taken by the modes of transport on rail, road and waterways in the Rhine-Alpine corridor by the responsible authorities (e.g. ministries and transport companies). The declaration of intentions by the responsible authorities and measures demanded by stakeholders shall equally be listed.
Aspects:
 - Type: concrete action, announced measures, demands, position papers/ press releases etc.
 - Timeframe: realised, short, medium and long-term measures
 - Category: legal, technical and operational measures.
2. A comparison of the measures overview with the demands elaborated in the EGTC position paper as a basis for further action of the EGTC.

2.4 Method

General web search and research on the websites of relevant stakeholders:

- Politics and administration: European, national and regional level
- Modes: Railway, Waterway
- Logistic

Request for information:

- EEIG Corridor Rhine-Alpine: Dr. Christiane Warnecke (no return as of 31 December 2018)
- CCNR: Bruno Georges (request answered on 14 December 2018)

⁶ Interregional Alliance for the Rhine-Alpine Corridor EGTC (November 2017): “Position Paper. Proposals of Consequences related to the Rastatt Tunnel Incident”, p. 2.

2.5 Document Guide

The document starts with an overview of measures that are either being concretely tackled or demanded by all relevant stakeholders. The description of the measure is complemented by a categorization and by an estimation of the time-frame.

In the annexes, the handbook on international contingency management is summarized. The document is accompanied by a digital folder containing the sources and further documents.

3. Overview of measures

Type: **Concrete action** / announced measure / demands, position papers, press releases etc.

Timeframe: **Realised** / short term / medium term / long term

Category: **Legal** / operational / technical

3.1 Reducing National Barriers and Increasing Interoperability (Railway)

Topic	Details of the measure	Type	Category	Time-frame	Origin
Reduce national rules, remove barriers of interoperability	<p>Since 2017: Rail Technical and Operational Issues affecting Interoperability – Logbook, project initiated in March 2017, new follow-up linked to Rastatt in spring 2018, logbook tackles concrete operational interoperability issues</p> <p>The full implementation of the 4th Railway Package is supposed to lead to a drastic reduction of the number of national rules and a simplification of the process for granting single safety certificates when the area of operation covers more than one Member State.</p> <p>The European Union Agency for Railways (ERA) is actively working with the Member States to identify the existing national rules and remove the ones that are either redundant with or contrary to EU legislation. (cf. Bulc, October 2017)</p> <p>Operational rules: the upcoming revision of the OPE TSI will include an appendix with a positive list of topics related to which national rules will still be allowed.</p>	AM-CA	L+O+T	ST-MT 2018-2022	<p>Rail Technical and Operational Issues affecting Interoperability</p> <p>Cf. Violeta Bulc (26.10.2018): Reply to the letter of 29 September 2017”, p. 2</p> <p>ERFA, NEE, UIRR: “Rastatt Anniversary” (2 October 2018)</p> <p>Josef Doppelbauer: “An ERA insight: Removing operational barriers “– Presentation at the TEN-T Days 2018, p. 7-9</p>

Topic	Details of the measure	Type	Category	Time-frame	Origin
	<p>According to ERA, the member states are supposed to be currently “cleaning up” their national rules (2018/2019). National operational rules on other topics will not be allowed anymore once that TSI fully enters into force, which is planned for mid-2019.”</p> <p>ERA currently demands a better implementation of the TSI-OPE by the NSAs. The NSAs need to work with the sector in ensuring that RUs SMS, risk assessment and operational processes/company rules cover the issues currently set out in NRs</p> <p>Revision of the different OPE-TSI subsystems by ERA comes into effect in June 2019.</p> <ul style="list-style-type: none"> • Harmonise key operational interface issues in TSI OPE (Appendix A, B and C) • New Appendix I setting out the topics for operational NRs – if not on the list – cannot be a NR • Promote areas of good practice in TSI OPE Application Guide where it is a RU responsibility (i.e. braking sheets or other industry standards) <p>Commission/Coordinator (M. Grosch)/ERA/RFCs: workshops on removing operational barriers on the corridors (2018/19)</p>				

Topic	Details of the measure	Type	Category	Time-frame	Origin
<p>Language Barrier / communication between traffic controllers and train drivers</p>	<p>ERA: Study developments on use of bilingual signallers/dispatchers' staff (cross-border vs complete network) + financial incentive models; Impacts of unified languages/ standardized sentences and/or technological innovative means;</p> <p>Phase 1: pre-study to identify options (Q1 2018) + feasibility study (Q2 2018) to identify quick wins/longer term actions Phase 2: implement quick-wins (end 2019) Phase 3: develop longer term automated/structured languages (end 2022)</p> <p>Development of Standard messages announced during joint meeting of PRIME and Railway Undertakings' Dialogue in March 2017</p> <p>Legislation: Draft for the Amendment of Annex VI to Directive 2007/59/EC (= train driver directive): RU in cooperation with IM may carry out pilot projects to test alternative means of ensuring effective communication (instead of the current language requirement B1) The pilots may be carried out in two phases:</p> <ol style="list-style-type: none"> 1. Train drivers may be tested acquiring alternative skills, but still fulfilling the existing requirements. 2. If the alternative skills prove to effectively complement the language skills of the driver, then the second phase be carried out where train drivers are employed without the current language requirements 	AM	L + O	2018-2022	<p>Josef Doppelbauer: "An ERA insight: Removing operational barriers"– Presentation at the TEN-T Days 2018, p. 7</p> <p>Cf. Violeta Bulc (26.10.2018): Reply to the letter of 29 September 2017", p. 2</p> <p>Feedback session closed in July 2018 (see annexes for feedback).</p>

Topic	Details of the measure	Type	Category	Time-frame	Origin
	Report on pilots and implementation of best options foreseen for 2019.				
Operational processes	App. A: 2018-2023 App. B: 2022-2023	AM	O	2018-2023	Josef Doppelbauer: “An ERA insight: Removing operational barriers” – Presentation at the TEN-T Days 2018, p. 9.
Rail breakthroughs	„An excellent example for the need to focus on rail breakthroughs is the recent disturbance that happened on Rhine-Alpine CNC/RFC close to Rastatt: significant financial damage to the railway undertakings could have been avoided, if necessary, interoperability related issues had been previously resolved. Just to mention a few: effective contingency plans coordinated between infrastructure managers and communicated to customers or previously agreed pragmatic common language solutions (instead of requiring the knowledge of the neighbouring country) could have avoided such a major damage of freight traffic. Another argument is the seamless cross-border circulation of trains: lengthy and unnecessary waiting time at borders can be avoided through different measures like simple mutual trust, harmonisation of operational or administrative rules of the involved Member States. “	AM	L+T+O	2017-2023	“Prioritisation of Core Network Corridor (CNC) Rail breakthroughs 2017 – 2023“ Annex to the draft “Draft Minutes of Meeting based on the AGENDA Twelfth meeting of the Rhine-Alpine Core Network Corridor Forum, Brussels, 19 November 2018”

Topic	Details of the measure	Type	Category	Time-frame	Origin
	<p>Rail breakthroughs = accelerated actions leading to improvements of the functioning and efficiency of the railway transport sector by implementing e.g. administrative and operational actions at lowest possible cost. They are measures that aim to use the existing railway infrastructure more efficiently without incurring significant additional costs → targeted actions with tangible results</p> <p>Actors: ERA, RFC, CNC Coordinators</p> <p>Future EU investments could be conditionally linked to the operational implementation of the breakthroughs. This would significantly contribute to a better modal share and to the decarbonisation of transport.</p> <p>Examples:</p> <ul style="list-style-type: none"> • Solve as many operational issues as possible identified in the logbook RFC/ ERA including indicative timeline for implementation. • Follow-up the efficiency of Executive Board and Management Board of RFC's in addressing and implementing solutions on interoperability issues (for instance to establish contingency plans) • Cross-border implementation from technical, administrative and operational points of view as it has been agreed upon in the 4 main chapters (15 actions) of the Rotterdam Declaration on the OEM cross border issues of 21st of June 2016: <ul style="list-style-type: none"> ○ Timetable redesign ○ Capacity offer on RFC ○ Coordination on temporary capacity restraints 				

Topic	Details of the measure	Type	Category	Time-frame	Origin
	<ul style="list-style-type: none"> ○ Harmonisation of processes at borders ○ Train tracking and expected time of arrival ○ Monitoring of quality of freight services and shared KPI ○ Harmonizing the corridor information document <p>In addition: work on language requirements and gauge registering.</p> <ul style="list-style-type: none"> ● Achieve substantial results in Implementing the TENT-T parameters of 740 m train length and 22,5 t axle load, loading gauge... ● Harmonise IT policy in terms of ERTMS and the overall train information system (customers and rail personnel) 				

3.2 Incident Management

Organised crisis management	Handbook developed by RNE tackles several issues: definition of an international incident, re-routing scenarios, allocation principles, internal and external communication, definition of roles in crisis management etc.	CA	O	R	RNE: "European Rail Infrastructure Managers Handbook for International Contingency Management" (23.03.2018)
Re-routing scenarios	"Off the shelf" re-routing options that include technical parameters are currently prepared and are announced to enter into effect with the 2019 timetable. RUs are invited to examine such re-routing overviews and give feedback and to improve their own international contingency management plans	CA	O	ST	RNE: "European Rail Infrastructure Managers Handbook for International Contingency Management" (23.03.2018), p. 7 Presentation by RFC1, p.7 "Declaration by transport ministers on international contingency managers on Rail Freight Corridors Rhine-Alpine and North Sea

Topic	Details of the measure	Type	Category	Time-frame	Origin
					Mediterranean” (23 May 2018), p. 2.
Allocation principles	<p>Transparent allocation rules have been put into place in the handbook.</p> <p>Allocation depends on two scenarios:</p> <ul style="list-style-type: none"> • Sufficient capacity • Insufficient capacity 	CA	O	R	RNE: “European Rail Infrastructure Managers Handbook for International Contingency Management” (23.03.2018), p. 7-10
	<p>If the allocation principles within the handbook are incompatible with national legislation/rules, the responsible national institutions need to synchronise their rules with the handbook</p>	AM	O+L	ST-MT	RNE: “European Rail Infrastructure Managers Handbook for International Contingency Management” (23.03.2018), p. 7-10
Communication (IM crisis management)	<p>English has been adopted as second language of communication among national management centres during international disruptions</p> <p>Another language for the telephone conferences is possible, if accepted by all parties. In any case the written information exchanged needs to be at least in English.</p>	CA	O	R	Cf. RNE: “European Rail Infrastructure Managers Handbook for International Contingency Management” (23.03.2018), p. 13.
	<p>At least one English speaking dispatcher in national traffic control centres will be guaranteed in every shift from 2020.</p>	CA	O	MT	Decision taken by the RNE General Assembly on 6 December 2017. Cf. RNE: “European Rail Infrastructure Managers Handbook for International Contingency Management” (23.03.2018), p. 6
	<p>Replace telephone conferences and complicated communication chains by Internet-based written communication that can be simultaneously accessed by all stakeholders</p>	PR	O	?	ERFA, NEE, UIRR: “Rastatt Anniversary” (2 October 2018), p. 2-3.

Topic	Details of the measure	Type	Category	Time-frame	Origin
	Installation of a platform for railway undertakings to provide information of their resources and assets suited to mitigate the crisis				
Responsibilities	Responsibilities and roles in case of an international disruption have been identified in the handbook. For example: the IM whose railway section is affected takes the lead in coordinating the international cooperation and the communication.	CA	O	R	RNE: "European Rail Infrastructure Managers Handbook for International Contingency Management" (23.03.2018), p. 13
Reaction Time	Definition of reaction times : Within 24 hours, relevant re-routings and mitigation decisions are taken. Within 48 hours, a rough indicative timetable is provided.	CA	O	R	RNE: "European Rail Infrastructure Managers Handbook for International Contingency Management" (23.03.2018), p. 11
Communication (with public)	Process to communicate with the public is defined in the handbook for international contingency management	CA	O	R	RNE: "European Rail Infrastructure Managers Handbook for International Contingency Management" (23.03.2018), p. 11-12.
Compensation for Operational Losses / Liability	Addressing the issue of liability: Still open compensation payments after Rastatt and general insurance policy for the liability of IM "There are, however, no legal provisions on compensation for operational losses at EU level. Where public subsidies are made available at national level, these would need to respect EU State aid rules." (Bulc)	PR	L	?	ERFA, NEE, UIRR: "Rastatt Anniversary" (2 October 2018) Cf. Violeta Bulc (26.10.2018): Reply to the letter of 29 September 2017", p. 2
Incentives to minimise the impact of disruptions on rail service	"EU rail legislation provides that a railway undertaking shall not be charged for the additional costs if the train is diverted at the request of the infrastructure manager. In accordance with Article 37 of Directive 2012/34/EU, infrastructure managers are	OL	L		Open letter from the railway sector

Topic	Details of the measure	Type	Category	Time-frame	Origin
	<p>expected to cooperate on charging schemes, in particular with a view to guaranteeing the optimal competitiveness of international rail services.</p> <p>Infrastructure managers should establish mechanisms between themselves to make sure that additional costs incurred by the diversion of a train - including on neighbouring networks - will not be included in the access charges paid by the railway undertakings on international services.</p> <p>Concerning other additional costs, e.g. for diesel, traction, drivers, etc., there are currently no provisions in EU law.” (Bulc)</p>				Violeta Bulc (26.10.2018): Reply to the letter of 29 September 2017.
Smaller incidents	Development of contingency plans for smaller incidents (less than 3 days)	PR		MT-LT	ERFA, NEE, UIRR: “Rastatt Anniversary” (2 October 2018)
Infrastructure investment	<p>Capacity guarantee of rerouting options. Rerouting options that provide insufficient capacity or are operationally incompatible should be identified as a priority for infrastructure investment in the single European rail network</p> <p>The transport ministers endeavour to improve interoperability between the Rhine-Alpine Corridor and the North Sea Mediterranean Corridor, including the investigation of improvements of relevant infrastructure parameters on the relevant deviation routes</p>	Agenda/ JD/ PR		LT	<p>Agenda RFC1</p> <p>“Declaration by transport ministers on international contingency managers on Rail Freight Corridors Rhine–Alpine and North Sea Mediterranean” (23 May 2018), p. 2.</p> <p>ERFA, NEE, UIRR: “Rastatt Anniversary” (2 October 2018)</p>
Contingency plans of RU	RFCs and the Handbook on ICM request that Rus develop their own contingency managements plan(s)	D	O	ST-MT	<p>Agenda RFC1, p7.</p> <p>“Declaration by transport ministers on international</p>

Topic	Details of the measure	Type	Category	Time-frame	Origin
					contingency managers on Rail Freight Corridors Rhine–Alpine and North Sea Mediterranean” (23 May 2018), p. 2.

3.3 Mixed topics, especially multimodality

Vessels	<p>During and after the Rastatt incident, 135 meters long vessels (instead of 110 meters vessels) have been allowed along the Swiss part of the Rhine during and after Rastatt. This project has been in the pipeline before but it seems reasonable to assume that Rastatt acted as a catalyst.</p> <p>According to the directive, certain conditions apply to receive the permission to operate these 135-meter vessels.</p>	CA	O+L	R	<p>Amendment of declaration “Verordnung des UVEK über die Geltung von rheinschiffahrtspolizeilichen Vorschriften auf der Rheinstrecke Basel-Rheinfelden”, §1, §9. (1. April 2018.)</p> <p>Mail Bruno Georges (CCNR)</p>
Planning and scheduling engineering works (rail)	<p>Replacement of Annex VII 012/34/EU</p> <p>Common approach through the IMs for planning and scheduling of engineering work along the corridors.</p> <p>Definition of timeframes based on the annual time-table change</p>	CA	L	R	<p>Commission Delegated Decision (EU) 2017/2075 of 4 September 2017 replacing Annex VII to Directive 2012/34/EU of the European Parliament and of the Council establishing a single European railway area (Text with EEA relevance.)</p>
CEF beyond 2020	<p>European Commission published a proposal for the CEF in June 2018.</p> <p>“In the transport sector, the following actions shall be eligible to receive Union financial assistance under this Regulation: (a) Actions relating to efficient and interconnected networks:</p>	AM	O+L	MT	<p>Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL establishing the Connecting Europe Facility and repealing</p>

Topic	Details of the measure	Type	Category	Time-frame	Origin
	<p>(i) actions implementing the core network in accordance with Chapter III of Regulation (EU) No 1315/2013, including actions relating to urban nodes, maritime ports, inland ports and rail-road terminals of the core network as defined at Annex II to Regulation (EU) No 1315/2013. Actions implementing the core network may include related elements located on the comprehensive network when necessary to optimize the investment and according to modalities specified in the work programmes referred to in Article 19 of this Regulation;</p> <p>(ii) actions implementing cross-border links of the comprehensive network in accordance with Chapter II of Regulation (EU) No 1315/2013, notably the sections listed in Part III of the Annex to this Regulation; [...]</p> <p>(b) Actions relating to smart, sustainable, inclusive, safe and secure mobility: [...]</p> <p>(ii) actions supporting telematic applications systems, including for safety purposes, in accordance with Article 31 of Regulation (EU) No 1315/2013;</p> <p>(iii) actions supporting freight transport services in accordance with Article 32 of Regulation (EU) No 1315/2013;</p> <p>(iv) actions supporting new technologies and innovation, including automation, enhanced transport services, modal integration and alternative fuels infrastructure, in accordance with Article 33 of Regulation (EU) No 1315/2013;</p> <p>(v) actions to remove interoperability barriers, notably when delivering corridor/network effects; [...]</p> <p>(vii) actions improving transport infrastructure resilience to climate change and natural disasters; [...]</p> <p>c) Under the specific objective referred to in Article 3(2)(a)(ii): actions, or specific activities within an action, supporting transport infrastructure on the TEN-T Network in order to adapt it to military</p>				<p>Regulations (EU) No 1316/2013 and (EU) No 283/2014, Article 9</p>

Topic	Details of the measure	Type	Category	Time-frame	Origin
	mobility requirements with the purpose of enabling a civilian-military dual-use of the infrastructure.”				
Shift to lower emission transport modes than road	Three packaged of the “Europe on the move initiatives” by the European Commission (May 2017, November 2017 and May 2018) In particular: Proposal for the revision of Directive 92/106/EC = “the Combined Transport Directive” Only legal instrument at EU level which directly incentivises the shift of long-distance transport away from road to lower emission transport modes.	CA	O+L		Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 92/106/EEC on the establishment of common rules for certain types of combined transport of goods between Member States
3rd Rhine-Alpine Corridor Workplan	Paweł Wojciechowski: “In view of 2018 being the year of multimodality, one cannot underestimate the benefits of efficient coordination and cooperation between modes. These are indeed crucial to ensure efficient and reliable logistic chains. The incident in Rastatt in August of 2017 led to a near two-month closure of the busiest railroad in Europe, between Mannheim and Basel. It showed the vulnerability of one mode acting alone in a Europe , where national rules and regulations still hinder efficiency of rail transport. The Rhine-Alpine Corridor should use to its advantage the fact that high-capacity, performant rail, road and inland waterway infrastructure runs in parallel. The Coordinator in a concerted action with the relevant stakeholders is ready to develop and support measures, which will address lessons, learnt from the Rastatt incident. In addition, recommendations from the Waldhof incident on the Central Rhine of January 2011 should be considered.”				Paweł Wojciechowski: “Rhine-Alpine TEN-T Core Network Corridor, Work Plan of the Coordinator” (February 2018), p. 47.
New working groups in the RALP Corridor Forum	Twelfth meeting of the Rhine-Alpine Core Network Corridor Forum, Brussels, 19 November 2018 After consultation with stakeholders, Menno Menist (Panteia) proposed ideas for topics:	AM		ST	The European Coordinator: “Draft Minutes of Meeting based on the AGENDA

Topic	Details of the measure	Type	Category	Time-frame	Origin
	<p>Mr Menno Menist (Panteia) has been consulting stakeholders, he presented the ideas on topics:</p> <ul style="list-style-type: none"> • resilient corridor (infrastructure options when issues occur on one section), issues can occur when there is a lack of maintenance or incidents (idea by the Dutch provinces of Noord-Brabant, Zuid Holland, Limburg, Gelderland); • cross-border issues (idea by the province of Gelderland); • [...] 				<p>Twelfth meeting of the Rhine-Alpine Core Network Corridor Forum, Brussels, 19 November 2018”, p.5</p>

4.Rastatt: EGTC demands fulfilled?

The previous overview shows a range of measures in different stages of implementation.

Most substantially, the handbook on international contingency management raises the hope that incidents comparable to Rastatt will not lead to the same devastating consequences.

However, the comparison of the realised and announced measures with the demands within the EGTC position papers shows that several gaps remain:

Measures demanded by the EGTC	Realised measures by different actors	Remaining gaps
<p>1. “A prevailing consequence of the Rastatt incident is the necessity to ensure resilience for the Corridor. Therefore, we ask for a comprehensive risk analysis for the Corridor concerning main and alternatives routes, involving all relevant logistics stakeholders;</p>	<p>Comprehensive analysis and re-routing scenarios on the railway lines are soon to be available for RUs and other logistic organisations for the rail sector.</p> <p>Strong stakeholder involvement in railway sector.</p> <p>Current CNC study explores the status of the separated transport modes (railway, road, inland navigation) and identifies bottlenecks for each mode.</p>	<p>So far, no comprehensive risk analysis that focusses explicitly on corridor resilience and that takes into account all modes of transport and involves all relevant stakeholders.</p>
<p>2. On this basis, emergency plans for different risk scenarios need to be elaborated jointly, including relevant stakeholders and experts from all countries along the Corridor. Such plans should comprise adequate pre-defined alternative routes, fit for immediate use in case of necessity, applying the synchro modality approach.</p>	<p>Emergency plans exist for major disruptions on the railway lines, they were elaborated by the IMs and include feedback from logistic stakeholders.</p>	<p>No information whether RU and logistic companies elaborated their own risk analysis.</p> <p>No information on multimodal emergency plans found.</p>

5.Sources

ALE (May 2018): “Submissions from A.L.E. on the Proposed Modification of The Annex Vi Of The Directive 2007/59/EC of 23 October 2007, On The Certification Of Train Drivers”

BAK (July 2018): “Feedback to the proposal for amending Annex VI to Directive 2007/59/EC”.

Bulc, Violeta (October 2017): “To the attention of the representatives of the European rail logistics”.

CER (July 2018): “Train Drivers Directive Revision of language requirements for train drivers to allow pilots exploring alternative options”.

Commission Delegated Decision (EU) 2017/2075 of 4 September 2017 replacing Annex VII to Directive 2012/34/EU of the European Parliament and of the Council establishing a single European railway area (Text with EEA relevance).

COMMISSION REGULATION (EU): “Draft amending Annex VI to Directive 2007/59/EC of the European Parliament and of the Council on the certification of train drivers operating locomotives and trains on the railway system in the Community”

Cornelius, Peter (June 2018): “Feedback to the proposal for amending Annex VI to Directive 2007/59/EC”.

Corridor Rhine-Alpine EEIG: (2 October 2018): “Implementation of new ICM processes. State of play.” (internal document)

Doppelbauer, Josef (April 2018): “An ERA insight: Removing operational barriers”– Presentation at the TEN-T Days 2018”

EIM (July 2018): “Feedback to the proposal for amending Annex VI to Directive 2007/59/EC”.

ERFA (2018): “ERFA’s feedback on amendment of Annex VI of the train driver directive”.

ERFA, NEE, UIRR (2 October 2018): “Rastatt 1-year anniversary: Is the rail system today better equipped to deal with disruptions?”

ETF (June 2018): “ETF position commission regulation (EU) .../... amending Annex VI to Directive 2007/59/EC of the European Parliament and of the Council on the certification of train drivers”.

European Coordinator for the TEN-T Rhine-Alpine Corridor (4 December 2018): “Draft Minutes of Meeting based on the AGENDA. Twelfth meeting of the Rhine-Alpine Core Network Corridor Forum, Brussels, 19 November 2018”.

European Coordinator for the TEN-T Rhine-Alpine Corridor (February 2018): “Rhine-Alpine TEN-T Core Network Corridor, Work Plan of the Coordinator”.

Hanseatic Transport Consultancy (April 2018): “Volkswirtschaftliche Schäden aus dem Rastatt-Unterbruch - Folgenabschätzung für die schienenbasierte Supply-Chain entlang des Rhine-Alpine Corridor 2017“.

Interregional Alliance for the Rhine-Alpine Corridor (November 2018): “Recommendations in Consequence of the Rastatt Tunnel Incident”

Lahounik, Gregor (July 2018): "Feedback to the proposal for amending Annex VI to Directive 2007/59/EC".

PKP PLK S.A.'s (2018): "PKP PLK S.A.'s position on language requirements in the public consultation of the European Commission regarding a draft regulation amending Annex VI to Directive 2007/59"

"Prioritisation of Core Network Corridor (CNC) Rail breakthroughs 2017 – 2023"(European Coordinator for the TEN-T Rhine-Alpine Corridor (4 December 2018): "Draft Minutes of Meeting based on the AGENDA. Twelfth meeting of the Rhine-Alpine Core Network Corridor Forum, Brussels, 19 November 2018")

Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 92/106/EEC on the establishment of common rules for certain types of combined transport of goods between Member States.

Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL establishing the Connecting Europe Facility and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014.

ProRail (June 2018): "Ontwikkeling spoorgoederenverkeer in Nederland 2017 vergeleken met 2016"

Rail Technical and Operational Issues affecting Interoperability - Logbook Explanatory document

Representatives of the European rail logistics (September 2017): "Open letter from the European Railway Sector".

RNE (23 May 2018): "European Rail Infrastructure Managers. Handbook for International Contingency Management"

Transport Ministers (23 May 2018): "Declaration by transport ministers on international contingency managers on Rail Freight Corridors Rhine–Alpine and North Sea Mediterranean".

Transport Styrelsen (July 2018): "Swedish Transport Agency feedback on the public consultation for proposed amendment on annex VI of the Directive 2007/59/EC"

"Verordnung des UVEK über die Geltung von rheinschiffahrtspolizeilichen Vorschriften auf der Rheinstrecke Basel-Rheinfelden".

VIDA (July 2018): "Feedback to the proposal for amending Annex VI to Directive 2007/59/EC".

6. Annexes

6.1 The Handbook for International Contingency Management

The Rastatt Incident resulted in intensive follow-up discussions between infrastructure managers, Railway Undertakings and sector associations.

RFC Rhine-Alpine EEIG

Infrastructure Managers: ProRail, Infrabel, DB Netz and RFI.

Contractors: Swiss IMs SBB Infrastruktur, BLS Netz and Trasse CH

Rail Freight Corridor Rhine-Alpine EEIC (RFC1) developed a working agenda consisting of three main aspects:

Short term:

1. Improving international contingency management (ICM)
 - Agree on international incident management process supported by RFCs
 - Agree on process/ check-list for communication supported by RFCs
 - Develop a multi-national re-routing overview for RFCs
 - Define clear capacity allocation rules in case of incidents

Medium to long term:

2. Developing frame conditions for a flexible production in rail freight
 - Harmonizing operational rules and authorization conditions (at least for incidents)
 - Overcome language barriers for international rail freight
3. Improve infrastructure and international coordination works
 - Increase capacity on diversionary lines by improving the infrastructure
 - Intensify coordination on works along RFCs in cooperation with customers

On the proposal of Rail Freight Corridor Rhine-Alpine all European Infrastructure Managers have developed a handbook international contingency management.

Rail Net Europe (RNE)

37 members: rail Infrastructure Managers and/or Allocation Bodies, for example ProRail, Infrabel, DB Netz, RFI, SNCF + SNCF Réseau, BLS, SBB, Trasse.ch

13 associate members: RFC1-13

This handbook was edited by Rail Net Europe. The editorial team integrated comments from the following parties: IM/RNE community, RFC, Ministries of Transport, EU, RB, PRIME/RU Dialog.

On May 16 2018, the RNE General Assembly adopted the „Handbook for International Contingency Management “. PRIME and the RU Dialogue endorsed the handbook. Important European sector associations acknowledged the handbook (cf handbook p. 5). This process allows for a European-wide application of the handbook, starting with the new timetable for 2019.

Scope and content of the handbook

Handbook to be used in case of international disruptions:

- Actual and expected disruptions with a forecasted impact on the affected section of more than three calendar days.
- Disruptions with a high impact on international traffic.
- Rule of thumb : 50% of the trains on the affected section need an operational treatment (several small incidents can add up to a disruption)

Core elements:

- Pre-defined RFC rerouting overview: combination of national re-routing plans. The overview is publicly available and shows pre-defined, categorised routing plans including all relevant and available information regarding technical parameters, other operational requirements, and a rough indication of capacity
- Allocation principles: To be used by all IM and allocation bodies without conflicting national laws. Train paths need to be allocated consistently by infrastructure managers and allocation bodies and according to the requests of the railway undertakings. Definition of the procedures on the IM/allocation body side and on the market side. Different procedures depending on sufficient or non-sufficient capacity.
- Disruption management process : The major steps are : The leading IM informs all concerned IMs immediately, especially traffic control centres, solving of the most crucial safety issues, assessment and eventually declaration of a disruption, the principally concerned RFC coordinates the process and informs other RFCs, supported by the IM, the coordinating RFC structures the international cooperation on management level by organising telcos between IMs for exchanging information and deciding on re-routing concepts and mitigation measures, a rough indicative timetable is to be provided 24 hours after the first telco based on pre-defined rerouting concepts, mitigation measures selection of re-routings to be accomplished as soon as possible
- Communication process : concerns the general information of the public, process is started by a telephone conference with the responsible communication managers of the responsible IM and the concerned IMs, the leading infrastructure manager hands out information in English that is distributed by the other IMs internally and externally, a stakeholder checklist exists, RFC publish information on their websites, telcos to be held for updates
- Distribution of roles within the international contingency management process

6.2 Overview: Digital Annexes

EGTC Position Paper:

Interregional Alliance for the Rhine-Alpine Corridor (November 2018): “Recommendations in Consequence of the Rastatt Tunnel Incident”.

Position Papers and related documents:

Bulc, Violeta (October 2017): “To the attention of the representatives of the European rail logistics”.

ERFA, NEE, UIRR (2 October 2018): “Rastatt 1-year anniversary: Is the rail system today better equipped to deal with disruptions?”

Representatives of the European rail logistics (September 2017a): “[First] Open letter from the European Railway Sector”.

Representatives of the European rail logistics (September 2017b): “[Second] Open letter from the European Railway Sector”.

Political Statements and Programmes (EU):

European Coordinator for the TEN-T Rhine-Alpine Corridor (4 December 2018): “Draft Minutes of Meeting based on the AGENDA. Twelfth meeting of the Rhine-Alpine Core Network Corridor Forum, Brussels, 19 November 2018”.

European Coordinator for the TEN-T Rhine-Alpine Corridor (February 2018): “Rhine-Alpine TEN-T Core Network Corridor, Work Plan of the Coordinator”.

IRG Rail (September 2018): “Disruption management in NED, BEL, D and CH – A comparative short study”. Presentation.

“Prioritisation of Core Network Corridor (CNC) Rail breakthroughs 2017 – 2023“(European Coordinator for the TEN-T Rhine-Alpine Corridor (4 December 2018): “Draft Minutes of Meeting based on the AGENDA. Twelfth meeting of the Rhine-Alpine Core Network Corridor Forum, Brussels, 19 November 2018”.

Transport Ministers (23 May 2018): “Declaration by transport ministers on international contingency managers on Rail Freight Corridors Rhine–Alpine and North Sea Mediterranean”.

Incident Management:

Corridor Rhine-Alpine EEIG: (2 October 2018): “Implementation of new ICM processes. State of play.” [internal presentation, not attached]

Doppelbauer, Josef (April 2018): “An ERA insight: Removing operational barriers“– Presentation at the TEN-T Days 2018”

ERFA (November 2018): “Progress Report: RU Dialogue Legislation/Implementation/Soft Measures Subgroup „Coordination of Infrastructure works (Annex VII)“”. Presentation.

RNE (23 May 2018): "European Rail Infrastructure Managers. Handbook for International Contingency Management"

Logbook

Rail Technical and Operational Issues affecting Interoperability (April 2018). Excel-Sheets.

Rail Technical and Operational Issues affecting Interoperability - Logbook Explanatory document.

Economic Studies:

CCNR (Spring 2018): "Market Insight. Inland Navigation in Europe".

Hanseatic Transport Consultancy (April 2018): "Volkswirtschaftliche Schäden aus dem Rastatt-Unterbruch - Folgenabschätzung für die schienenbasierte Supply-Chain entlang des Rhine-Alpine Corridor 2017".

ProRail (June 2018): "Ontwikkeling spoorgoederenverkeer in Nederland 2017 vergeleken met 2016"

SBB (March 2018): "Facts and Figures. 2017".

Legal Texts and related documents:

ALE (May 2018): "Submissions from A.L.E. on the Proposed Modification of The Annex VI Of The Directive 2007/59/EC of 23 October 2007, On The Certification Of Train Drivers"

ANNEX to the COMMISSION DELEGATED DECISION replacing Annex VII to Directive 2012/34/EU of the European Parliament and of the Council establishing a single European railway area

BAK (July 2018): "Feedback to the proposal for amending Annex VI to Directive 2007/59/EC".

CER (July 2018): "Train Drivers Directive Revision of language requirements for train drivers to allow pilots exploring alternative options".

Commission Delegated Decision (EU) 2017/2075 of 4 September 2017 replacing Annex VII to Directive 2012/34/EU of the European Parliament and of the Council establishing a single European railway area (Text with EEA relevance).

COMMISSION REGULATION (EU): "Draft amending Annex VI to Directive 2007/59/EC of the European Parliament and of the Council on the certification of train drivers operating locomotives and trains on the railway system in the Community"

Cornelius, Peter (June 2018): "Feedback to the proposal for amending Annex VI to Directive 2007/59/EC".

EIM (July 2018): "Feedback to the proposal for amending Annex VI to Directive 2007/59/EC".

ERFA (2018): "ERFA's feedback on amendment of Annex VI of the train driver directive".

ETF (June 2018): “ETF position commission regulation (EU) .../... amending Annex VI to Directive 2007/59/EC of the European Parliament and of the Council on the certification of train drivers”.

Lahounik, Gregor (July 2018): “Feedback to the proposal for amending Annex VI to Directive 2007/59/EC”.

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Transport Styrelsen (July 2018): “Swedish Transport Agency feedback on the public consultation for proposed amendment on annex VI of the Directive 2007/59/EC”.