RFC5
Baltic-Adriatic Corridor

Baltic – Adriatic Rail Freight Corridor 5
Re-routing scenarios

Co-financed by the Connecting Europe Facility of the European Union

Table of Contents

1 General information 3

1.1 Introduction 3

1.2 Publication and updates 3

1.3 Processes and communication for international disruptions 3

1.4 General requirements 3

1.5 Definitions of infrastructure parameters 4

1.6 Structure of the document 4

1.7 Disclaimer / Limitation of Liability 4

2 Re-routing options in map view in CIP 5

3 Overview re-routing options 7

3.1 POLAND 7

3.2 CZECH REPUBLIC 8

3.3 SLOVAKIA 9

3.4 AUSTRIA 10

3.5 ITALY 11

3.6 SLOVENIA 12

4 Processes 13

4.1 Disruption Management process flow-chart 13

4.2 Communication management process- flow chart 14

1 General information

1.1 Introduction

Large incidents like the one happened in Rastatt in 2017 show that international measures must be implemented to be able to quickly organize traffic after a major interruption. European Rail Infrastructure Managers (IMs) agreed on international processes described in the "Handbook for International Contingency Management" (ICM Handbook). An important new element is an international re-routing overview for the Rail Freight Corridors (RFCs).

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 describes the possible re-routing options for all sections on Baltic-Adriatic RFC.

1.2 Publication and updates

Baltic-Adriatic RFC publishes the document on its website and organises the consultation with RUs.

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

The document will be updated also in case of update of the content of the ICM Handbook.

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 ICM Handbook . These procedures are described in a graphic manner in section 4 of this document as well. They do not replace national incident management procedures but complement them in order to allow for a better international cooperation.

1.4 General requirements

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

1.5 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
Disturbance between	Section where the disturbance occurs
Deviation including route	Section which replaces the normal routing on the deviation route. When the section stretches along more than one IM, the parameters refer to the IM line marked in red.
Passengers	Section used for passenger traffic
Freight	Section used for freight traffic
Traction power	Catenary voltage / In B also a standard thermal locomotive and a standard electric locomotive are given
Train length	Maximum allowed length for a train (in meters, locomotive included)
Line category	e.g. C3, D4… in the sheets for OEBB this is partly indicated as 22,5t
Number of tracks	Number of tracks on the line section
Gradient	Gradient (in percentage) of the line section
Gauge	e.g. GB, GB1, GC, etc.
Intermodal Freight Code	The information is mostly given with the PC code in standard format, e.g. P/C70/400; exemptions: RFI uses the codes PC45, PC 80 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.
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
Weight	The maximum weight (in tons) which can be handled by one locomotive. Often different per direction, e.g. due to gradient, therefore mostly two figures given, for each direction If not otherwise stated the assumed locos are: CZ: 193, SZ 541 and 664, IT: group A, AT: class 1216 and 2016.
Miscellaneous	This column is used to give any useful extra information

1.6 Structure of the document

The re-routing scenarios are presented per each country of Baltic-Adriatic RFC with detailed table displaying a description of the re-routing options with characteristics and parameters.

The related maps can be found in the Customer Information Platform (CIP) - See section 2

Information on ICM management can be found on our web page as well.

1.7 Disclaimer / Limitation of Liability

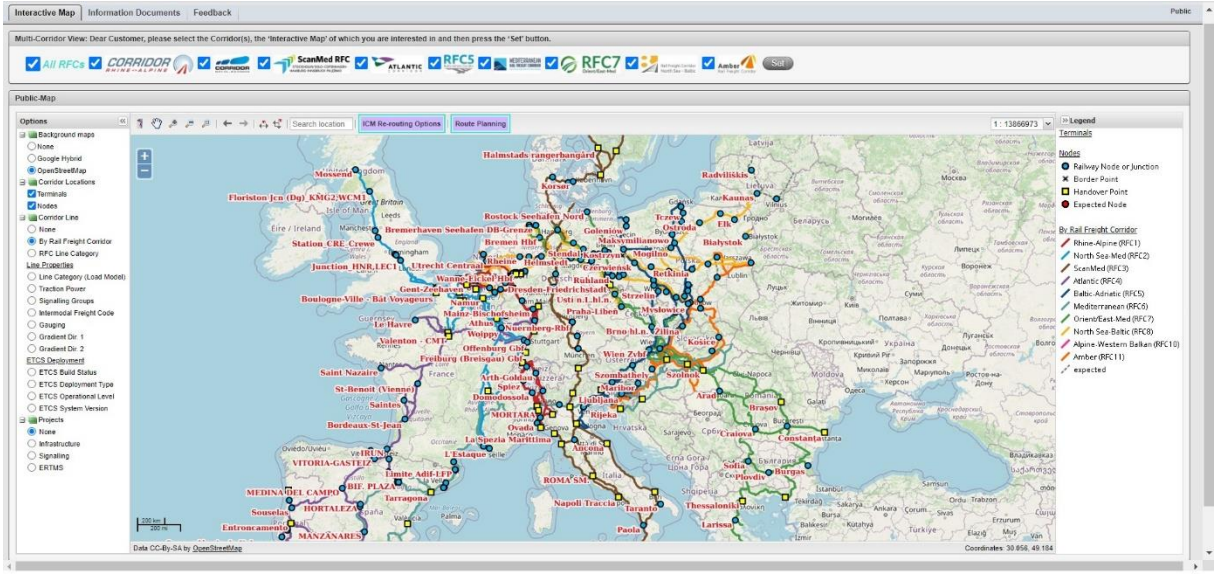
These re-routing scenarios serve for information only. Although every care has been taken by Baltic-Adriatic RFC to ensure the accuracy of the information published, no warranty can be given in respect of the accuracy, reliability, up-to-dateness or completeness of this information. Baltic-

Adriatic RFC 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.

Baltic-Adriatic RFC reserves the right to alter or remove the content, in full or in part, without prior notice.

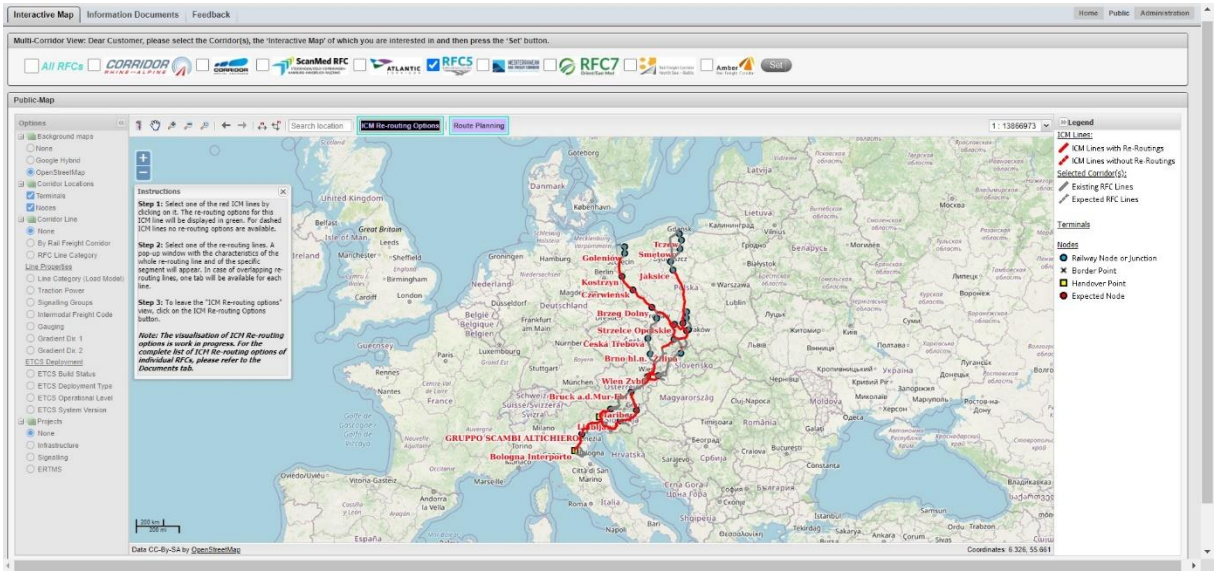
2 Re-routing options in map view in CIP

Re-routing overview of Baltic–Adriatic RFC can be explored on our interactive platform, the Customer Information Platform (CIP).
For accessing the interactive platform, the Customer Information Platform (CIP), just click this link: Customer Information Platform. After accessing the platform, routings of all corridors are displayed, as you can see on the picture bellow.



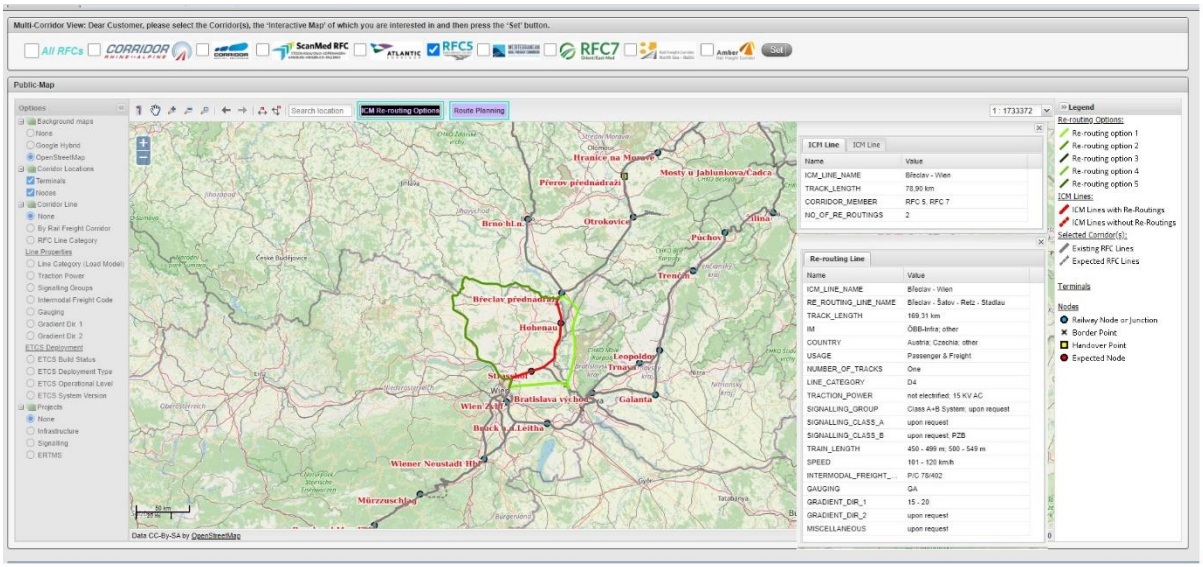
Picture X – Corridors routings in Customer Information Platform

After selecting the Baltic-Adriatic RFC in the row above the map and clicking “Set”, the routing of just Baltic-Adriatic RFC is displayed. After clicking on “ICM Re-routings Option”, the Baltic-Adriatic RFC ICM lines will appear together with the instructions how to use the function, as you can see on the picture X.



Picture X – ICM lines of Baltic-Adriatic RFC in Customer Information Platform

After selecting the desired ICM line, by clicking on it, its re-routing (re-routings) will appear together with the ICM line information. By clicking on desired re-routing line, the detailed information about this line will appear as well, as you can see on the picture X.



Picture X – ICM line and its re-routings options in Customer Information Platform

3 Overview re-routing options

3.1 POLAND

			Re-routing Infrastructure															
Line section	**Disturbance between**	**Deviation including route**	**Passenger-traffic**	**Freight-traffic**	**Traction power**	**Train-Length**	**Line category**	**Gradient (‰)**	**Gauge**	**Intermodal freight code**	**Command Control Signalling**	**Number of tracks**	**Capacity**	**Speed**	**Weight**	**Length of re-route option**	**Border**	**Miscalleanous**
Międzylesie / Chałupki / Zebrzydowice - Świnoujście / Gdynia	**Zebrzydowice - Wrocław**	**Chałupki - Wrocław**	x	x	DC 3 kV	600	C3	upon request	upon request	n. a.	SHP	2	depends on time	50 - 120	2000	174	Chałupki	
	Zebrzydowice - Bytom	**Chałupki - Bytom**	x	x	DC 3 kV	600	C3	upon request	upon request	n. a.	SHP	2	depends on time	30 - 120	2000	105	Chałupki	
	Chałupki - Opole	**Zebrzydowice - Opole**	x	x	DC 3 kV	600	C3	upon request	upon request	n. a.	SHP	2	depends on time	30 - 120	2000	185	Zebrzydowice	
	Wrocław - Szczecin	**Głogów - Szczecin**	x	x	DC 3 kV / partly non electrified	620	C3	upon request	upon request	n. a.	SHP	1 and 2	depends on time	60 - 100	1500	480		
	Bytom - Inowrocław	**Kalety - Inowrocław**	x	x	DC 3 kV	600	C3	upon request	upon request	n. a.	SHP	2	depends on time	50 - 100	2000	325		

3.2 CZECH REPUBLIC

			Re-routing Infrastructure															
Line section	Disturbance between	Deviation including route	Passenger-traffic	Freight-traffic	Traction power	Train-Length	Line category	Gradient (‰)	Gauge	Intermondal freight code	Command Control Signalling	Number of tracks	Capacity	Speed	Weight	Length of re-route option	Border	Miscallean ous
Chalupki / Petrovice u Karviné - Břeclav	Chalupki - Bohumín	PLK Opole - Zebrzydowice - SŽDC Petrovice u Karviné - Bohumín	x	x	DC 3 kV	600	C3	upon request	upon request	n. a.	SHP	2	depends on time	30 - 120	2000	185	Zebrzydo wice	
		PLK Opole - Zebrzydowice - SŽDC Petrovice u Karviné - Bohumín	x	x	3 KV	700	D4	4	Z-GC	80/410	LS	2	depends on time	140	193: T4 3200 t, S 2500 t, U 1650 t	19	Petrovice u Karviné	
	Zebrzydowice - Petrovice u Karviné - Dětmarovice	PLK Bytom - Chalupki - SŽDC Bohumín	x	x	DC 3 kV	600	C3	upon request	upon request	n. a.	SHP	2	depends on time	30 - 120	2000	105	Chałupki	
		PLK Bytom - Chalupki - SŽDC Bohumín	x	x	3 KV	650	D4	4	Z-GČD	80/410	-	1	depends on time	100	193: T4 3200 t, S 2350 t,	7	Chałupki	
	Polanka nad Odrou - Hranice na Moravě	SŽDC Bohumín/Petrovice u Karviné - ŽSR Čadca - Žilina - SŽDC Horní Lideč - Hranice na Moravě	x	x	3 KV	550	D4	18	Z-GCZ3	67/391	LS	2	good	160	193: T4 1300 t, S 1050 t, U 900 t	.137/127	Čadca, Horní Lideč	
		SŽDC Bohumín/Petrovice u Karviné - ŽSR Čadca - Žilina - SŽDC Horní Lideč - Hranice na Moravě	x	x	3 KV	640	D4	18	GB	67/391	LS	2	good	140	193: T4 1300 t, S 1050 t, U 900 t	137/127	Čadca, Horní Lideč	
	Hranice na Moravě - Přerov	SŽDC Bohumín/Petrovice u Karviné - ŽSR Čadca - Trnava - Kúty - SŽDC Břeclav	x	x	Bohumín/Petrovice u Karviné - Čadca 3 KV, Kúty - Břeclav 25 KV 50 Hz	640	D4	18	Z-GC	80/410	LS	2	good	160	193: T4 1200 t, S 1050 t, U 1000 t	.91/81	Čadca, Kúty	
		SŽDC Bohumín/Petrovice u Karviné - ŽSR Čadca - Trnava - Kúty - SŽDC Břeclav			Bohumín/Petrovice u Karviné - Púchov 3 KV, Púchov - Kúty - Břeclav 25 KV 50 Hz	650	D4/ D3	8	GB/GC	70/400		2	middle depends on time	160	ES189 - 2400t/2016 - 2100t	295	Čadca, Kúty	

3.3 SLOVAKIA

			Re-routing Infrastructure															
Line section	**Disturbance between**	**Deviation including route**	**Passenger-traffic**	**Freight-traffic**	**Traction power**	**Train-Length**	**Line category**	**Gradient (‰)**	**Gauge**	**Intermondal freight code**	**Command Control Signalling**	**Number of tracks**	**Capacity**	**Speed**	**Weight**	**Length of re-route option**	**Border**	**Miscalleanous**
Wien - Čadca	**Wien - Marchegg-Devínska Nová Ves**	**ÖBB Wien - Breclav-ZSR Devinska N.V.**	x	x	15 KV 16,7 Hz	650 m	D4; 22,5t (8,0 t/m)	28	GA, G1, G2	P/C 80/410	PZB, ETCS L2	2	x	140 km/h	1150 t one loco 1216	71 km	Breclav	
		ÖBB Wien - SZDC Breclav- ZSR Devinska N.V.	x	x	25 KV 50 Hz	658 m	22,5t (7,2 t/m)	5	GA, G1, G2	P/C 80/410	LS	2	Good	160 km/h	2400 t one loco 1216	21 Km	Breclav	
		ÖBB Wien - Breclav-ZSR Devinska N.V.	x	x	25 kV 50 Hz / Diesel from DNV	700 m	22,5 t - 7,2 t / 22,5 t - 8,0t from DNV	7	GB / GC from Petržalka	P/C/ 70/400	GSM-R	1	middle depends on time	120 / 80 km/h from DNV	2100 t loco 1216 / 2200 t one loco 2016	75 Km	Devínska Nová Ves	
	Wien - Marchegg-Devínska Nová Ves	**ÖBB Wien -Kittsee - Bratislava Petr**	x	x	15 KV 16,7 Hz	600 m	D4; 22,5t (8,0 t/m)	20	GA, G1, G2	P/C 80/410	PZB	1 teiw. 2		140 km/h	1450 t one loco (1216)	84 km	Petrzalka	change direction
		Wien -Kittsee -Bratislava Petr	x	x	25 kV 50 Hz	690	22,5 t - 7,2 t / 22,5 t - 8,0t from DNV	8	GB / GC from Petržalka	P/C/ 70/400 - P/C/ 80/400 from Petržalka	GSM-R	1	middle depends on time	120 / 80 km/h from Bratislava	2100 t one loco 1216	104 km	Bratislava Petržalka	
	Wien -Kitssee-Bratislava	**ÖBB Wien - Marchegg-ZSR Devinska NV**	x	x	Diesel	600 m	D4; 22,5t (8,0 t/m)	12,5	GA, G1, G2	P/C 80/410	PZB	1		120 km/h	850 t one loco (2016)	36 km	Marchegg	
		Wien - Marchegg- ZSR Devinska NV	x	x	Diesel/25 kV 50 Hz	600 m	D4; 22,5t (8,0 t/m)	8	GB	P/C/ 70/400 - P/C/ 80/400 from Petržalka	GSM-R	1	middle depends on time	120	ES189 - 2100t/loco 2016- 2100t	37 km	Marchegg	
	Čadca - Mosty u Jablunkova	**Púchov - Horní Lideč**	x	x	3 KV	550	D4	18	Z-GCZ3	67/391	LS	2	good	90	193: T4 1300 t, S 1050 t, U 900 t	28 km	Čadca, Horní Lideč	

3.4 AUSTRIA

			Re-routing Infrastructure															
Line section	Disturbance between	Deviation including route	Passenger-traffic	Freight-traffic	Traction power	Train-Length	Line category	Gradient (‰)	Gauge	Intermondal freight code	Command Control Signalling	Number of tracks	Capacity	Speed	Weight	Length of re-route option	Border	Miscalleanous
Breclav - Spielfeld/Tarvisio	Breclav - Wien	SZDC Breclav - Devinska N.V.	x	x	25 KV 50 Hz	658 m	22,5t (7,2 t/m)	5	GA, G1, G2	P/C 80/410	LVZ	2	Good	160 km/h	2400 t one loco 1216		Kúty	
		ZSR Devinska N.V. - Marchegg	x	x	25 kV 50 Hz / Diesel from DNV	700 m	22,5 t - 7,2 t / 22,5 t - 8,0t from DNV	7	GB / GC from Petržalka	P/C/ 70/400	GSM-R	1	medium, depends on time	120 / 80 km/h from DNV	2100 t loco 1216 / 2200 t one loco 2016			
		ÖBB Marchegg - Stadlau	x	x	Diesel	600 m	D4; 22,5t (8,0 t/m)	12,5	GA, G1, G2	P/C 80/410	PZB	1		120 km/h	850 t one loco (2016)	36km	Marchegg	
	Breclav - Wien - Wiener Neustadt	SZDC Breclav - Devinska N.V.	x	x	25 KV 50 Hz	658 m	22,5t (7,2 t/m)	5	GA, G1, G2	P/C 80/410	LVZ	2	Good	160 km/h	2400 t one loco 1216		Kúty	
		Devinska N.V. - ZSR Petrzalka - Kittsee			25 kV 50 Hz	690	22,5 t - 7,2 t / 22,5 t - 8,0t from DNV	8	GB / GC from Petržalka	P/C/ 70/400 - P/C/ 80/400 from Petržalka	GSM-R	1	medium, depends on time	120/80 km/h from Bratislava	2100 t one loco 1216			
		Petrzalka - ÖBB Kittsee - Wiener Neustadt	x	x	15 KV 16,7 Hz	600 m	D4; 22,5t (8,0 t/m)	20	GA, G1, G2	P/C 80/410	PZB	1 teiw. 2		140 km/h	1450 t one loco (1216)	84 km	Petrzalka	change direction
	Breclav - Wien	SZDC Breclav - Satov - Retz	x	x	Diesel	481 m	22,5t (8,0 t/m)	12	GA, G1, G2	P/C 78/402	partly LVZ	1	low depends on time	120 km/h	1100 t one loco 2016		Šatov	
		Breclav - Satov - ÖBB Retz - Stadlau	x	x	15 KV 16,7 Hz	520 m	D4; 22,5t (8,0 t/m)	19	GA, G1, G2	P/C 80/410	PZB	1		120 km/h	1150 t one loco (1216)	89 km	Satov	
	Bruck a.d. Mur - Spielfeld	ÖBB Bruck a.d.Mur - Villach - Rosenbach	x	x	15 KV 16,7 Hz	590 m	D4; 22,5t (8,0 t/m)	23,3	GA, G1, G2	P/C 80/410	PZB	1 teilw. 2	Good	100 km/h	1100 t one loco (1216)	225 km	Jesenice	
		Rosenbach - SZ Jesenice	x	x	3 KV AC	515 m	22,5t (8,0 t/m)	19	GA, G1, G2	P/C 99/429	PZB	1	depends on time	100 km/h	1100 t one loco		Jesenice	
	Villach - Tarvisio	ÖBB Villach - Rosenbach	x	x	15 KV 16,7 Hz	590 m	D4; 22,5t (8,0 t/m)	23,3	GA, G1, G2	P/C 80/410	PZB	1		100 km/h	1100 t one loco (1216)	25 km	Jesenice	
		Rosenbach - SZ Jesenice - Sežana/Villa Opicina	x	x	3 KV AC	515 m	22,5t (8,0 t/m)	19	GA, G1, G2	P/C 99/429	PZB	1 teilw. 2	depends on time	100 km/h	1100 t one loco		Jesenice	
		SZ Jesenice - Nova Gorica/Gorizia	x	x	Diesel	480 m	20t (6,4 t/m)	24	GA, G1, G2	P/C 60/380	Block System	1	Good	70 km/h	800 t one loco		Jesenice	
		Villach - Rosenbach - Jesenice - RFI Udine	x	x	3 KV DC	575 m	22,5t, (8,0t/m)	20		P/C 80/410	SCMT	2	depends on time and track works	140/150/160/180			Tarvisio	

3.5 ITALY

			Re-routing Infrastructure															
Line section	**Disturbance between**	**Deviation including route**	**Passenger-traffic**	**Freight-traffic**	**Traction power**	**Train-Length**	**Line category**	**Gradient (‰)**	**Gauge**	**Intermondal freight code**	**Command Control Signalling**	**Number of tracks**	**Capacity**	**Speed**	**Weight**	**Length of re-route option**	**Border**	**Miscalleanous**
Tarvisio / Villa Opicina - Udine - Padova - Bologna	**Tarvisio - Udine**	**Villa Opicina - Cervignano**	x	x	3 KV DC	600 m	D4	13	B1	PC80	SCMT	2	Limited	75 / 85 / 100 km/h	Depending on RU authorization	43 km	Villa Op.	
		Cervignano - Udine	x	x	3 KV DC	625 m	D4	9	B1	PC80	SCMT	1	Limited	100 km/h	Depending on RU authorization	28km		
	Villa Opicina - Udine	**Tarvisio - Udine**	x	x	3 KV DC	625 m	D4	6	C	PC80	SCMT	2	Enough	140 km/h	Depending on RU authorization	89km	Tarvisio	
	Udine - Padova	**Udine - Cervignano**	x	x	3 KV DC	625 m	D4	9	B1	PC80	SCMT	1	Limited	100 km/h	Depending on RU authorization	28km		
		Cervignano - Venezia Mestre	x	x	3 KV DC	575 m	D4	9	B1	PC80	SCMT	2	Limited	140 km/h	Depending on RU authorization	102km		
		Venezia Mestre - Padova	x	x	3 KV DC	625 m	D4	3	B1	PC80	SCMT	2	Limited	140 km/h	Depending on RU authorization	29km		
	Padova - Bologna	**Padova - Verona**	x	x	3 KV DC	625 m	D4	5	B1	PC80	SCMT	2	Limited	140 km/h	Depending on RU authorization	82km		
		Verona - Bologna	x	x	3 KV DC	600 m	D4	7	B1	PC80	SCMT	2	Enough	140 km/h	Depending on RU authorization	114km		

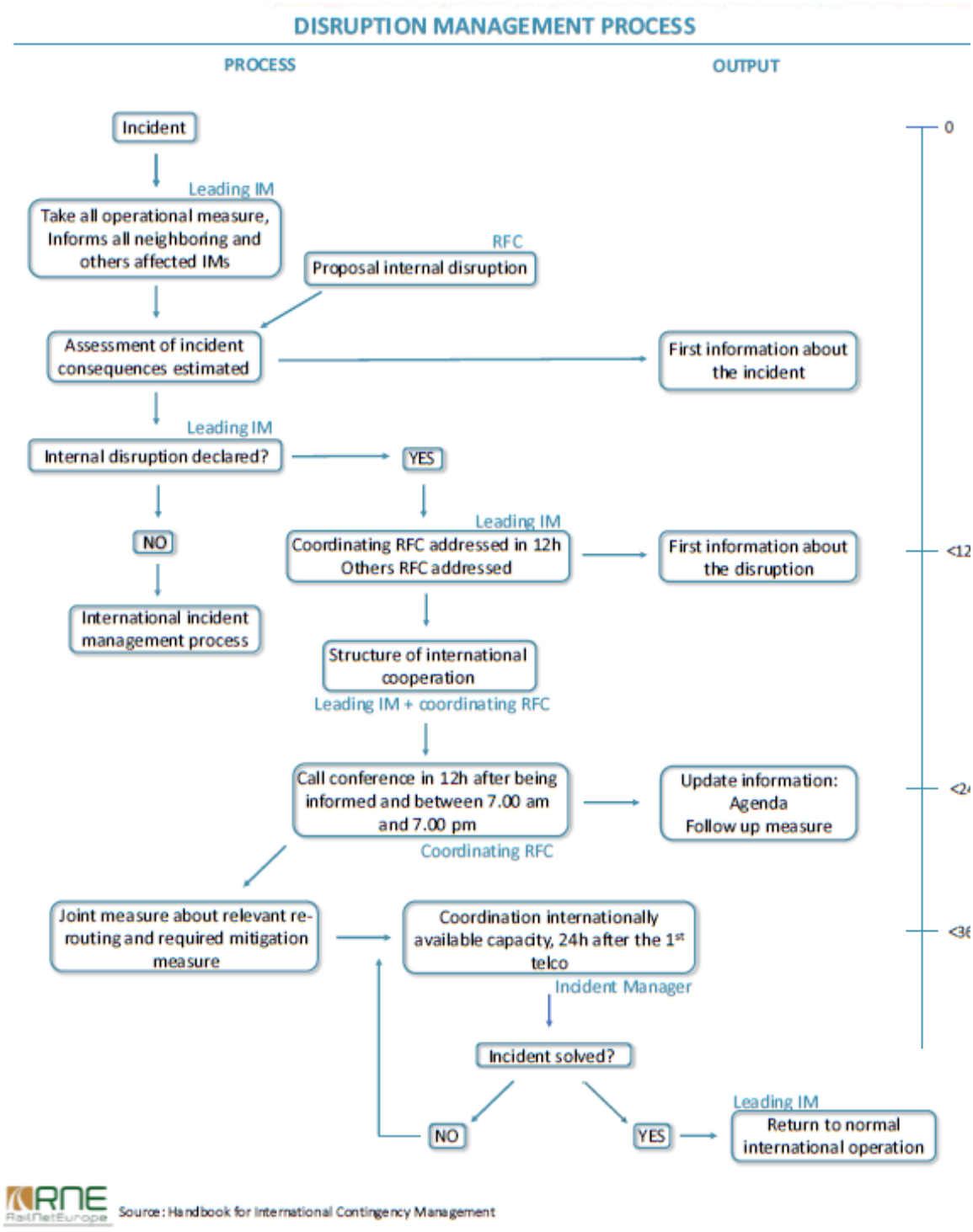
3.6 SLOVENIA

			Re-routing Infrastructure															
Line section	Disturbance between	Deviation including route	Passenger-traffic	Freight-traffic	Traction power	Train-Length	Line category	Gradient (‰)	Gauge	Intermondal freight code	Command Control Signalling	Number of tracks	Capacity	Speed	Weight	Length of re-route option	border	Miscalleanous
VILLA OPICINA (BORDER) - LJUBLJANA	Villa Opicina (border) - Sežana	Villa Opicina - Gorizia (RFI)	X	X	3 kV DC	595 m	D4	15‰	B1	PC80	SCMT	2	limited	60 / 100	Depending on RU authorization	94 km		
		Gorizia (RFI) - Nova Gorica - Sežana	X	X	diesel	510 m	C3	26‰	GA, GB	P/C 70/390	Operating block posts	1	extremely limited	70	1640/765 t one loco 664		Nova Gorica (SŽ)	
	Sežana - Ljubljana	Sežana - Nova Gorica - Jesenice	X	X	diesel	480 m	C3	26‰	GA, GB	P/C 60/380	Operating block posts	1	extremely limited	60	800/765 t one loco 664	194 km		
		Jesenice - Ljubljana	X	X	3 kV DC	515 m	D4	16‰	GA, GB	P/C 99/429	ARB	1	extremely limited	80	2500/1260 t one loco 541			
LJUBLJANA - ŠENTILJ	Ljubljana - Zidani Most	Ljubljana - Trebnje	X	X	diesel	460 m	C3	14‰	GA, GB	P/C 80/400	Operating block posts	1	limited	70	1420/1420 t one loco 664	91 km		
		Trebnje - Sevnica	X	X	diesel	550 m	C3	20‰	GA, GB	P/C 78/400	Operating block posts	1	limited	60	1110/915 t one loco 664			
		Sevnica - Zidani Most	X	X	3 kV DC	570 m	D4	4‰	GA, GB	P/C 99/429	ARB	2	limited	80	2500/2500 t one loco 541			
	Zidani Most - Šentilj	Ljubljana - Jesenice - Rosenbach (ÖBB)	X	X	3 kV DC	515 m	D4	16‰	GA, GB	P/C 99/429	ARB	1	extremely limited	80	2500/1260 t one loco 541	398 km	Jesenice (SŽ)	
		Rosenbach - Villach - Bruck an der Mur (ÖBB)	X	X	15 KV 16,7 Hz	590 m	D4	23,3 ‰	GA, G1, G2	P/C 80/410	PZB	2, partly 1 (Rosenbach - Villach)	Good	100 km/h	1100 t one loco (1216)			
		Bruck an der Mur - Spielfeld (ÖBB) - Šentilj	X	X	15 kv 16,7 Hz	590 m	D4	N/A	GA, G1, G2	P/C 80/410	PZB	2, partly 1 (Graz - Šentilj)	depends on time	160 km/h	1200 t (one loco 1216)		Spielfeld Strass (ÖBB)	
	Pragersko - Šentilj (border)	Pragersko - Ormož	X	X	3 kV DC	600 m	D4	5‰	GA, GB	P/C 80/401	ARB, RTC	1	limited	100	2000/2000 t one loco 363	344 km		
		Ormož - Hodoš	X	X	3 kV DC	600 m	D4	11‰	GA, GB	P/C 80/410	RTC	1	limited	100	1900/1610 t one loco 363			
		Hodoš (border) – Őriszentpéter - Zalalövő - Zalaszentiván (MAV)	X	X	25 kV AC	650 m	D4	12‰	GC	C21/340	GSM-R	1	limited	120	N/A		Hodoš (SŽ-I)	
		Zalaszentiván – Szombathely – Szentgottartd (GYSEV)	X	X	25 kV AC	600 m	C2	13,6‰	GA, GB	C21/340	EVM	1	limited	100	N/A		Szentgotthárd (GYSEV)	
		Szentgotthard - Graz Hbf (ÖBB)	X	X	Diesel	550 m	D4	16,17 ‰	GA, G1, G2	P/C 80/410	PZB	1	N/A	120	800 t (one loco 2016)			

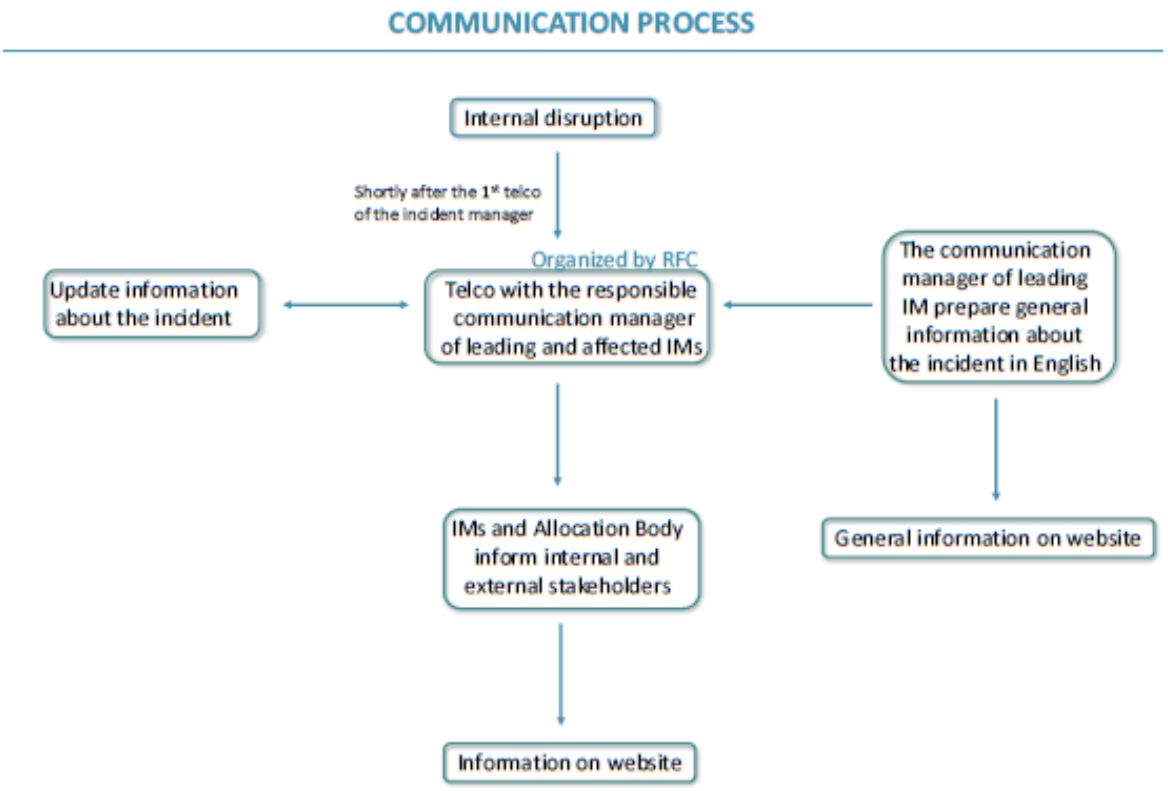
* rerouting time is informative and approximate, it depends on several factors - origin/destination, border procedures, loko changes...

4 Processes

4.1 Disruption Management process flow-chart



4.2 Communication management process- flow chart



Source: Handbook for International Contingency Management

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