

# International Contingency Management (ICM)

Working Party on Transport Trends and Economics

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# Objectives of ICM

- Service continuity
- Least impact on downstream and upstream production and marketing
- customer confidence through transparency and predictability.
- viability of business models
- Use capacity as effectively as possible
- Share traction (“pooling” of rolling stock)
- Restore traffic to normal as soon as possible



# Risks and threats of emergencies

- Rail freight is shifted to trucks, and might not come back to rail
- Adapted shift plans for train drivers not prepared and not agreed
- uncertainty and intransparency from shippers' point of view
- Re-routing by train is too costly for RU - > business model under threat
- Additional traction, push locos and rolling stock not available
- Delays and cancellations of trains
- Capacity of re-routing and re-scheduling infrastructure is not swiftly available
- Alternative routes not available due to constraints of interoperability (driver's route knowledge, language, electrification, command-control-signalling)



# What are ‘international contingencies’?

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- Causes: natural disasters (flood, tempest), pandemics, accidents, collateral damage from track works (Rastatt 2017)
- Type: unforeseen, unplanned disruptions
- Duration: minimum 3 consecutive days
- Severe impact on rail traffic
- Impact on international freight or passenger services

Out of scope: labor action, short and light incidents

# Process

- Preparatory phase:
  - Update simulations at least once a year,
  - develop re-routing scenarios.
  - Designate staff for task forces at RU and task force leaders to uphold coordination
  - IT based
  - Coordination: list all bodies to be informed in the event of an emergency. Designate task force leaders at the RU.
  - RU conclude pooling contracts to share rolling stock.
- Immediately after and throughout the emergency:

Coordinate between IM and RU, communicate. Activate pooling of rolling stock. Allocate remaining capacity in a non-discriminatory way. Priority rules for non-discriminatory allocation of infrastructure capacity. Shippers revise their transport plans.

# Recommendations for authorities:

- a. Require a contingency plan, including process to prepare for and activate.
- b. Review bilateral cross-border agreements
  - a. joint checks at a single border crossing station in accordance with the Harmonisation Convention and Annex IV of the AGTC -> flexible relocation of border control.
  - b. Where time and local circumstances allows, move checks from waiting passenger trains to on-board the moving train.
  - c. Temporary relaxation of restrictions, as appropriate, to re-route traffic and to enhance the opportunities for by-pass routes.
  - d. Checks not at the border but at the nearest major station, creating a 'zone' in accordance with Article 4 of the AGTC.
  - e. Upgrade, together with the infrastructure managers, the network of important international combined transport lines in accordance with Annex III to the AGTC.



# Recommendations for stakeholders

- Recommendations for infrastructure managers:
  - a. Prepare, consult and publish contingency plans .
  - b. Establish and implement the required ICM processes
  - c. Exercise emergency situations on a regular basis for the main corridors.
  
- Recommendations for railway undertakings:
  - a. Provide for pilots to join drivers in the cabin to provide route knowledge and ensure voice communication in the required language.
  - b. Classify train services to request line and service facility capacity according to indications of the infrastructure managers and the needs of the shippers.
  - c. Conclude contracts with other railway undertakings to pool resources in case of an emergency.
  - d. Take part in simulations to test and improve contingency plans. Use the outcome of the simulations to conclude and update pooling arrangements.

# Possible next steps

- Members of WP.5: comments to secretariat with cc to [jostfra@outlook.com](mailto:jostfra@outlook.com)
- Suggestions for a first draft on ICM:
  - integrate comments of WP.5 members
  - Extend scope to include inland waterways and road
  - Submit multi-modal draft on ICM

Thank you for your attention!