

The unspoken costs of rail disruptions:
the consequences of Rastatt on the
economy and customer confidence

General assembly ERFA, 18.04.2018

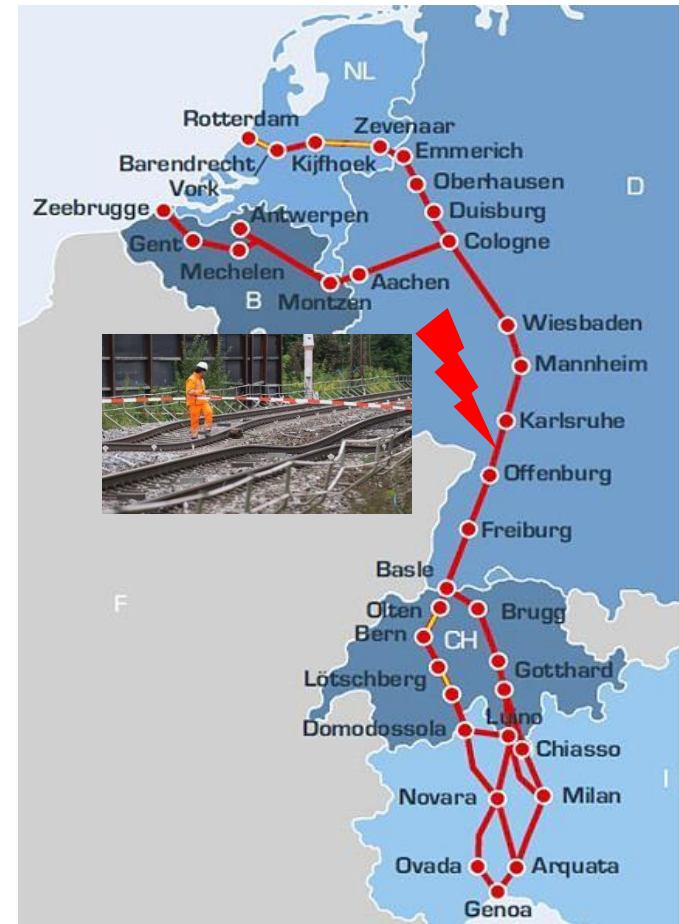
Dirk Stahl, CEO BLS Cargo

A freight train is shown on a track, moving from left to right. The lead locomotive is yellow with blue accents and has 'MULLER' written on its side. It is pulling several green and white intermodal containers. The scene is shrouded in a thick fog, and the ground is covered in green grass and some bushes. The overall atmosphere is misty and overcast.

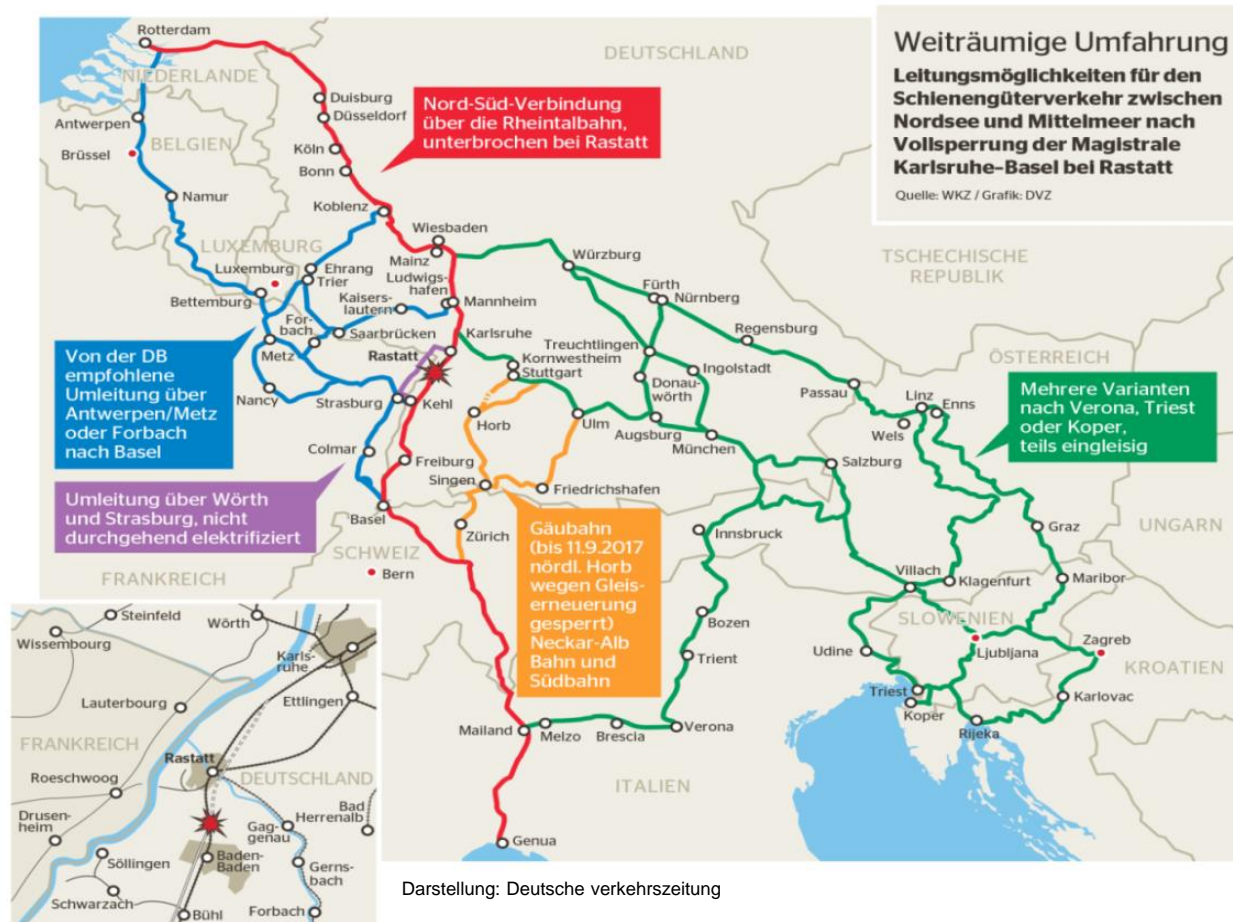
«Rastatt: once-in-a-hundred-
years event with dramatic
consequences»

12.August - 2.October 2017: 50 days of exceptional circumstances

- Around 200 freight trains pass daily Rastatt
- Long uncertainty about the duration of the interruption
- No alternative deviation concept existing. While planning the construction site, no awareness for the risks of a possible interruption
- Deficient international crisis management of IM
- Difficult access to deviation routes because of national requirements (length, weight, profile) and lack of driver capacities

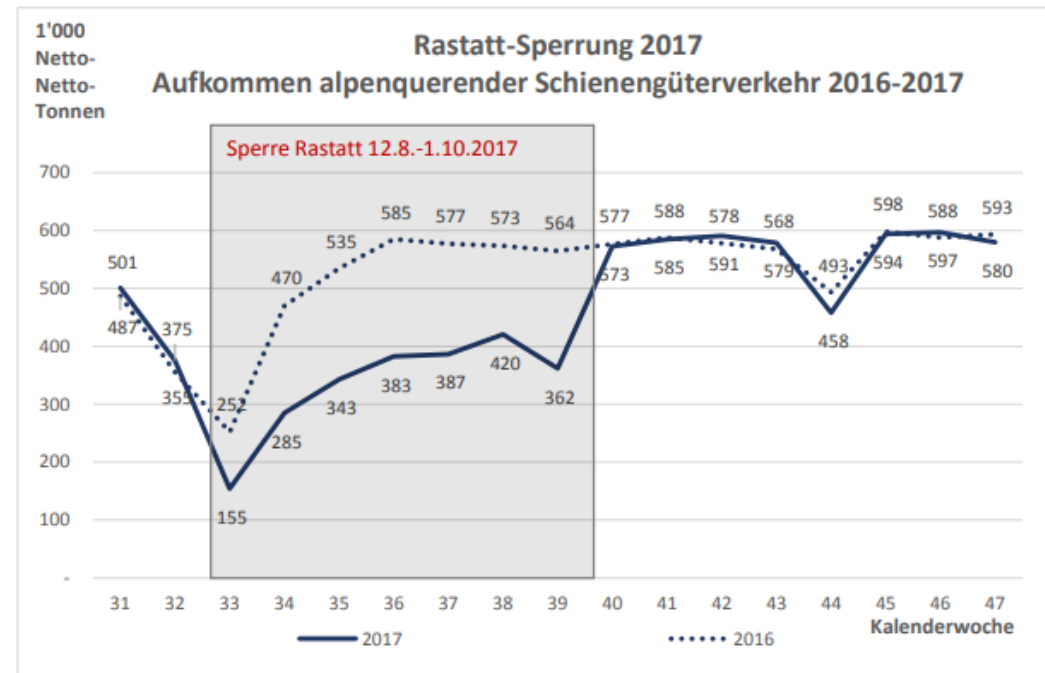


Complicated possibilities for deviation



Impact of the interruption on the rail freight traffic in Switzerland

- Heavy reduction of transport volume
- Only around 2/3 of the expected traffic in cross-Alpine rail freight traffic ran
- No augmentation of road traffic
- 2017 reduction of share of rail freight on the modal split from 71% to 70%



Impact of the interruption on BLS Cargo

- About 1/3 of regular BLS Cargo trains affected by the interruption:
 - Ca. 450 trains deviated via France and Germany (Singen)
 - Ca. 370 planned trains cancelled
- International crisis-management and fast reaction of BLS Cargo
- Reduction of turnover of about 4 Mio. CHF, profit 2017 reduced of around 2 Mio. CHF
- BLS Cargo demanded compensation via partner RU to DB Netz



What we learnt?

- High importance of international rail freight for the provision of the European economy. Road is not able to compensate the whole volume.
- Main obstacle within the rail system: lack of flexibility in deployment of locos and drivers because of national requirements. Will to consequent harmonisation insufficient.
- Lack of international crisis-management of IM. No preparation of such an interruption

Demands of BLS Cargo in the context of “Rastatt”

- North-south corridors to be lead internationally as well as construction works on corridors. Corridors 1 & 2 to be developed to ensure redundancies
- More regulations for IM for planning construction works:
 - For regular constructions (e.g. Luino), infrastructure has to offer 100% deviation capacities (on a weekly basis)
 - For every construction on infrastructure a serious risk management has to be installed, that foresees concepts of possible deviations for about 80% of the traffic on this route
- Professional, anticipatory and international crisis management of IM
- General harmonisation of infrastructure requirements, no national rules to be accepted: second language (English), harmonised requirements for locos and drivers and train parameters.
- Tightened liability of infrastructure and concrete compensation by DB Netz for Rastatt-interruption

Activities after Rastatt – first results



RNE - Contingency handbook* (1/2)

- High Awareness and intensive work of IM and RU is positive
- Contingency Plans will be introduced in sector statement
- Good basis for further operationalisation, but operationalisation necessary:
 - Concrete plans on each corridor
 - Simulations of crisis communication between IM and RU
 - Compatibility of Contingency handbook with national regulation
 - All day international cooperation of IM (organisation, language)



* Subject to approval
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RNE - Contingency handbook* (2/2)

- Improvements necessary:
 - Acceptance of responsibility/ liability of IM (financial, operational)
 - General customer orientation of IM
 - Communication: instant information, main flow IM – RU
 - Position of small RU in slot allocation
 - Position of rail freight towards passenger trains



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