General Assembly Meeting

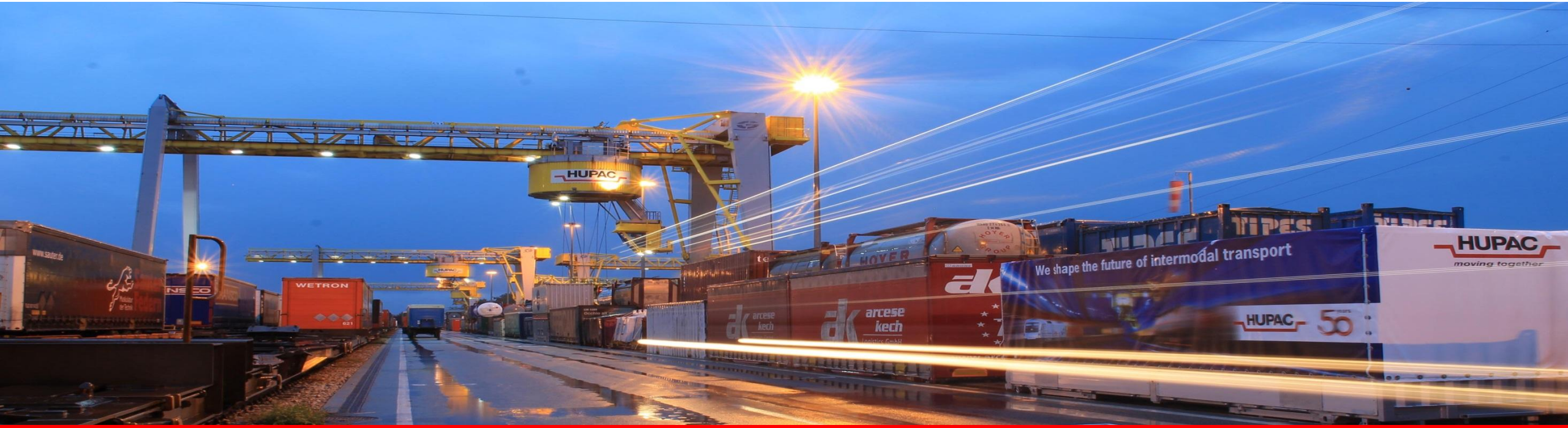
Annual Event

Zurich, 1 June 2018

HUPAC

Roland Bosch

CEO of DB Cargo



Hupac General Assembly Meeting

Annual Event – Round Table Roland Bosch

Zurich, 1st June 2018

European incident management procedures improved after the Rastatt-disruption

Incident Management by RNE[1]

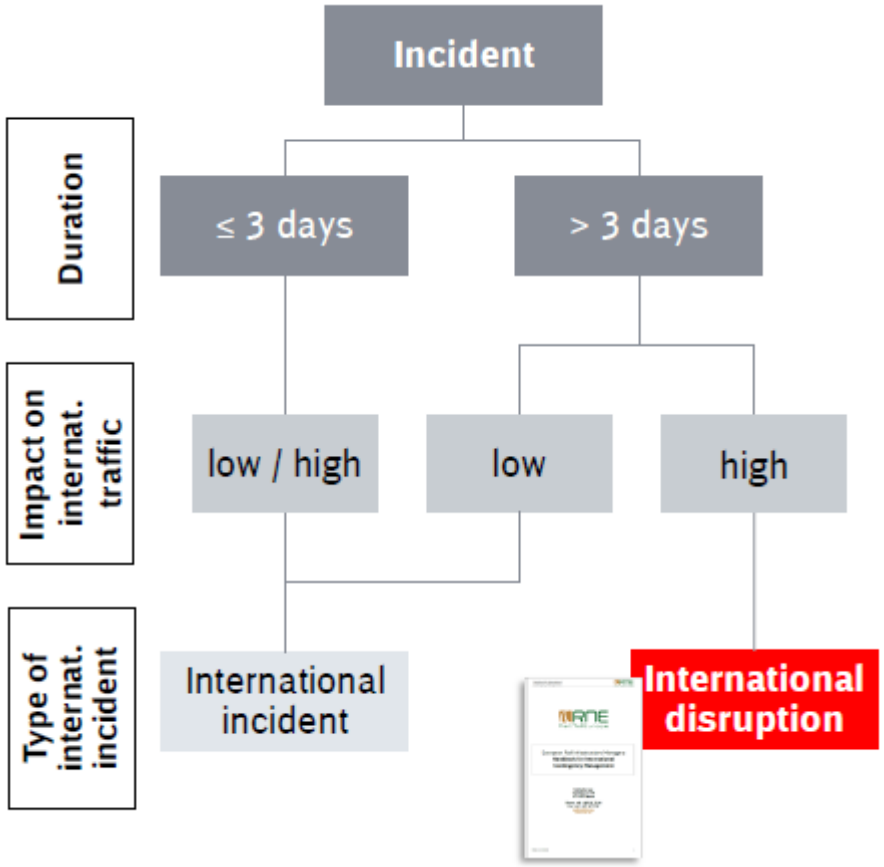
International contingency management handbook

- Implemented from Timetable period 2019
- Standards for continuation of traffic flows at an international disruption
- process for international business continuity management

Park or run tool – Dispatching of freight trains in disrupted situations

- Piloting until end of 2018
- Identify trains directly affected by an interruption
- Online communication between affected IMs and RUs

Definition of an international disruption



1 RailNetEurope

We as railway undertakings have to focus on four crucial measures to improve the system for our customers

The European rail patchwork must become **one single rail system**

Become **easier**

- Easier access to diversions abroad
  - 1. Harmonize operational rules and procedures
  - 2. Introduce a second language

Think **broader**

- Enhance the corridor thinking
- going beyond today's corridor definition
- implement an international crisis management on corridors

Be **prepared**

- Concepts have to be prepared to be much faster in such events
- infrastructure has to be upgraded to create more capacity on diversions …
- infrastructure works have to be harmonized and coordinated

Work **together**

- Infrastructure managers, railway undertakings, operators, customers, terminals, regulatory bodies and legislators have to **cooperate** and involve each others in **the problem solving** process