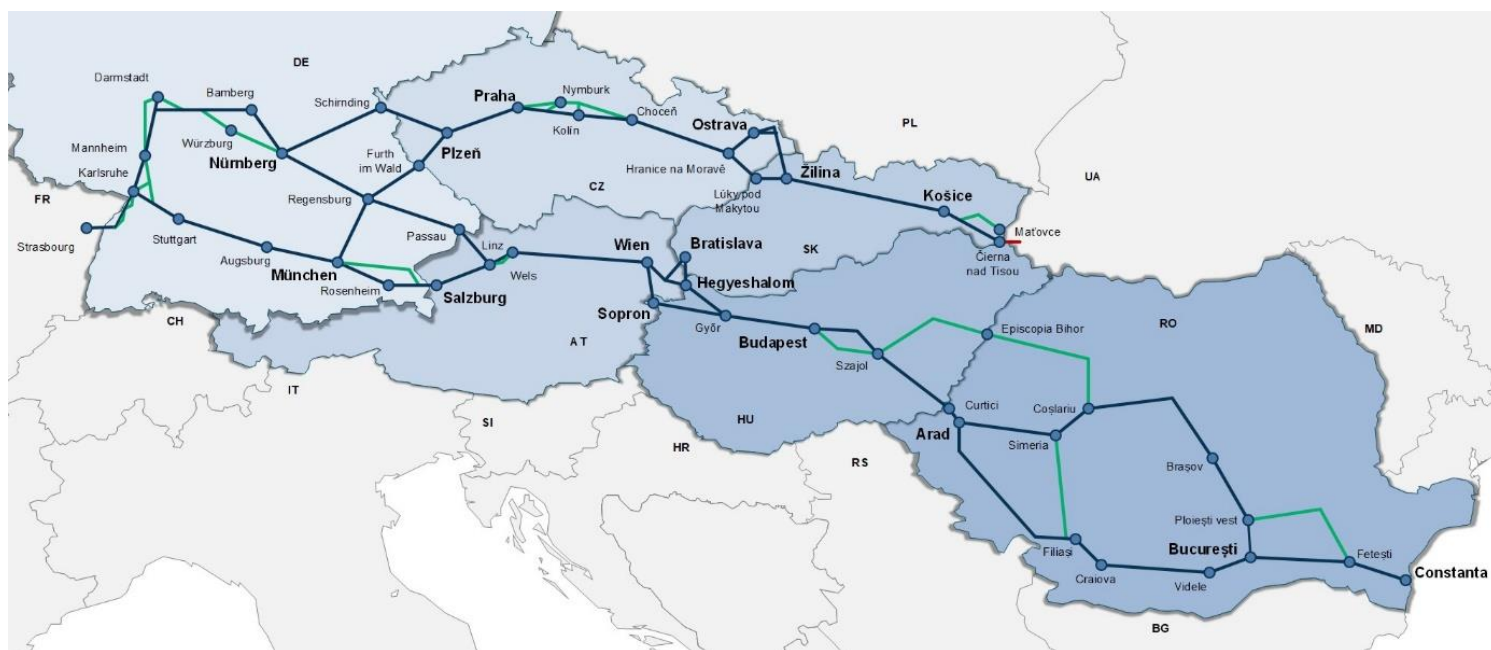




Rail Freight Corridor Rhine-Danube

International Contingency Management



Re-Routing Overview
2022

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VERSION CONTROL

VERSION	AUTHOR	DATE	CHANGES
	Zsolt Ungvári Svenja Roßkopf	29/01/2021	Creation of first draft
	Zsolt Ungvári Svenja Roßkopf	22/02/2021	Creation of second draft
1.0	Zsolt Ungvári Svenja Roßkopf	25/03/2021	Creation of final document
1.1	Svenja Roßkopf	11/08/2021	Change of RFC Coordinator contact details
2.0	Svenja Roßkopf	17/12/2021	Creation of final document

1. General Information

1.1. Introduction

Large incidents, such as Rastatt in 2017, have showed that international measures must be implemented to be able to quickly organize traffic after a major interruption. Therefore, the European Rail Infrastructure Managers (IM) agreed on international processes described in the “Handbook for International Contingency Management”. The document was adopted by the RNE General Assembly on 16th May 2020, it was endorsed by PRIME and the RU Dialogue, and acknowledged by important European sector associations.

An important new element is an international re-routing overview for the Rail Freight Corridors (RFC) and re-routing scenarios for the critical routes.

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 includes scenarios with the possible re-routing options for all critical sections with limited re-routing capacity on RFC Rhine-Danube.

Railway Undertakings (RU) are consulted on re-routing overview and re-routing scenarios, and asked to give information on restrictions from their point of view. The feedback is not part of this document. The re-routing scenarios shall also serve as a basis for the RU contingency management with the objective to increase possible use of deviation routes.

1.2. Publication and updates

The national IMs are responsible to distribute this document, or the contained information with the re-routing scenarios within their own organisation and to the RUs, which run on their network. RFC Rhine-Danube publishes the re-routing overview on the [website of the corridor](#) and organises the consultation with RUs.

The re-routing overview for RFC Rhine-Danube shall be reviewed at least in every two years based on the input given by the infrastructure managers.

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 [Handbook for International Contingency Management](#). They do not replace national incident management procedures but complement them in order to allow for a better international cooperation.

An overview with responsibilities in time of traffic management and timetabling is included in point 4.1 of the Handbook for International Contingency Management.

To organize the international coordination of an international disruption, several key roles on a managerial level are defined in point 5.2 of the Handbook for International Contingency Management.

On RFC Rhine-Danube the “Coordinator of the RFC” role is fulfilled by the Permanent Management Office. The contact details of the concerned managers can be found below:

1. Managing Director
 - Name: Zita Koops-Árvai
 - E-Mail: koops-arvai.zita@mav.hu
 - Phone: +36 30 260 3832
2. C-OSS Manager
 - Name: Bernd Wetzel
 - E-Mail: Bernd.B.Wetzel@deutschebahn.com

1.4. General restrictions

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

In France attention must be paid to the profile limitations and authorisation of locomotives. Due to that RUs should be aware of limited locomotives which fulfil authorisation requirements. Furthermore, train drivers need to speak French.

1.5. Definition of infrastructure parameters

Infrastructure parameters are presented in the accompanying Excel-file as well as in CIP.

1.6. Structure

The re-routing scenarios are published as follows:

- ✓ Chapter 2 – Western Part of the corridor (West of Vienna/Plzeň)
 - Overview map of the critical sections
 - Overview on the critical sections and re-routing lines
 - Detailed re-routing scenarios for each identified critical section, including a schematic map and restrictions (if applicable).
- ✓ Chapter 3 – North-Eastern Part of the corridor (East of Hranice na Moravě)
 - Overview map of the critical sections
 - Overview on the critical sections and re-routing lines
 - Detailed re-routing scenarios for each identified critical section, including a schematic map and restrictions (if applicable).
- ✓ Chapter 4 – Central Part of the corridor (East of Vienna to Budapest)
 - Overview map of the critical sections
 - Overview on the critical sections and re-routing lines
 - Detailed re-routing scenarios for each identified critical section, including a schematic map and restrictions (if applicable).
- ✓ Chapter 5 – South-Eastern Part of the corridor (East of Budapest)
 - Overview map of the critical sections
 - Overview on the critical sections and re-routing lines
 - Detailed re-routing scenarios for each identified critical section, including a schematic map and restrictions (if applicable).

Re-routing options focus on freight trains.

1.7. Disclaimer / Limitation of Liability

These re-routing scenarios serve for information only. Although every care has been taken by RFC Rhine-Danube 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. RFC Rhine-Danube 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.

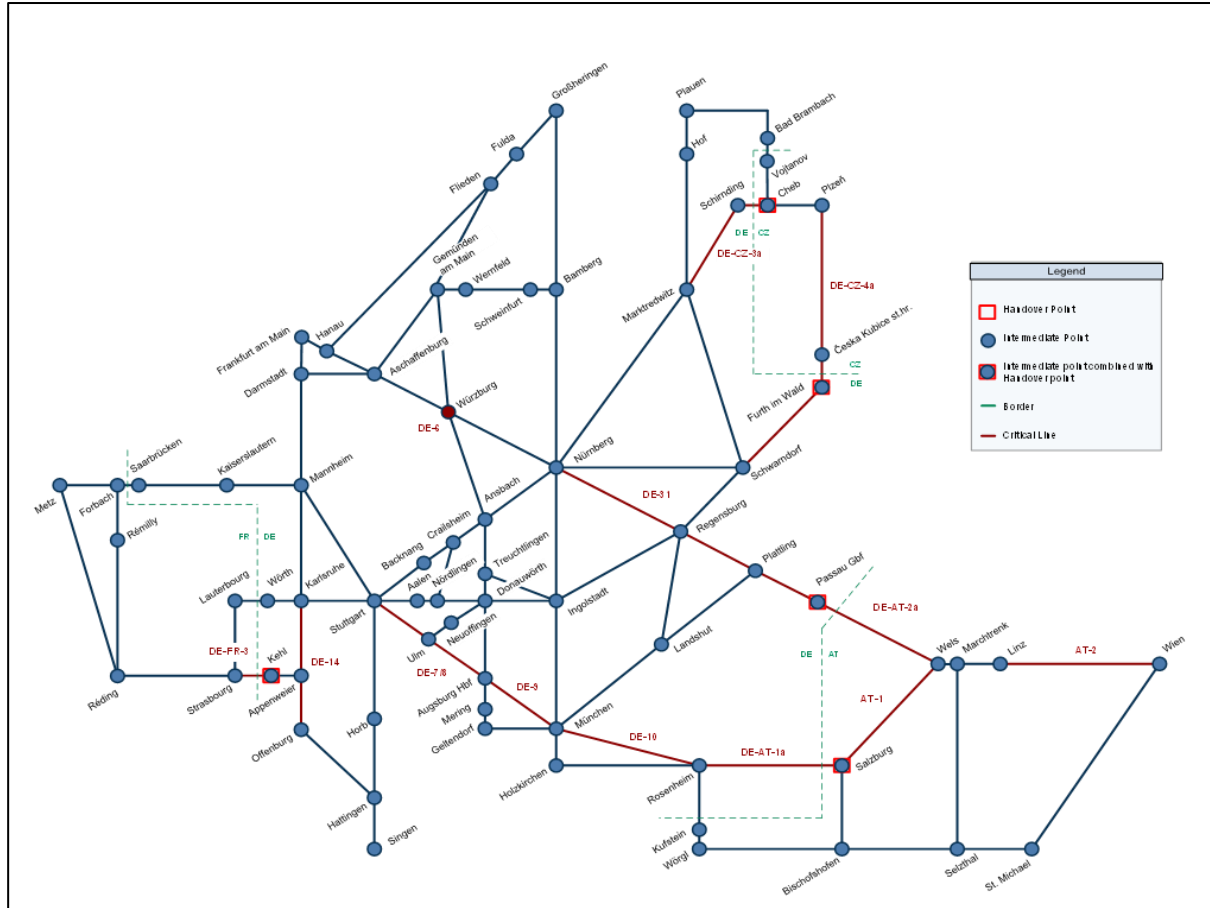
RFC Rhine-Danube reserves the right to alter or remove the content, in full or in part, without prior notice.

2. Western Part

2.1. Overview re-routing options western part

The following sections with limited re-routing possibilities are defined for the western part of RFC Rhine-Danube.

Some re-routing options can be used for various sections.



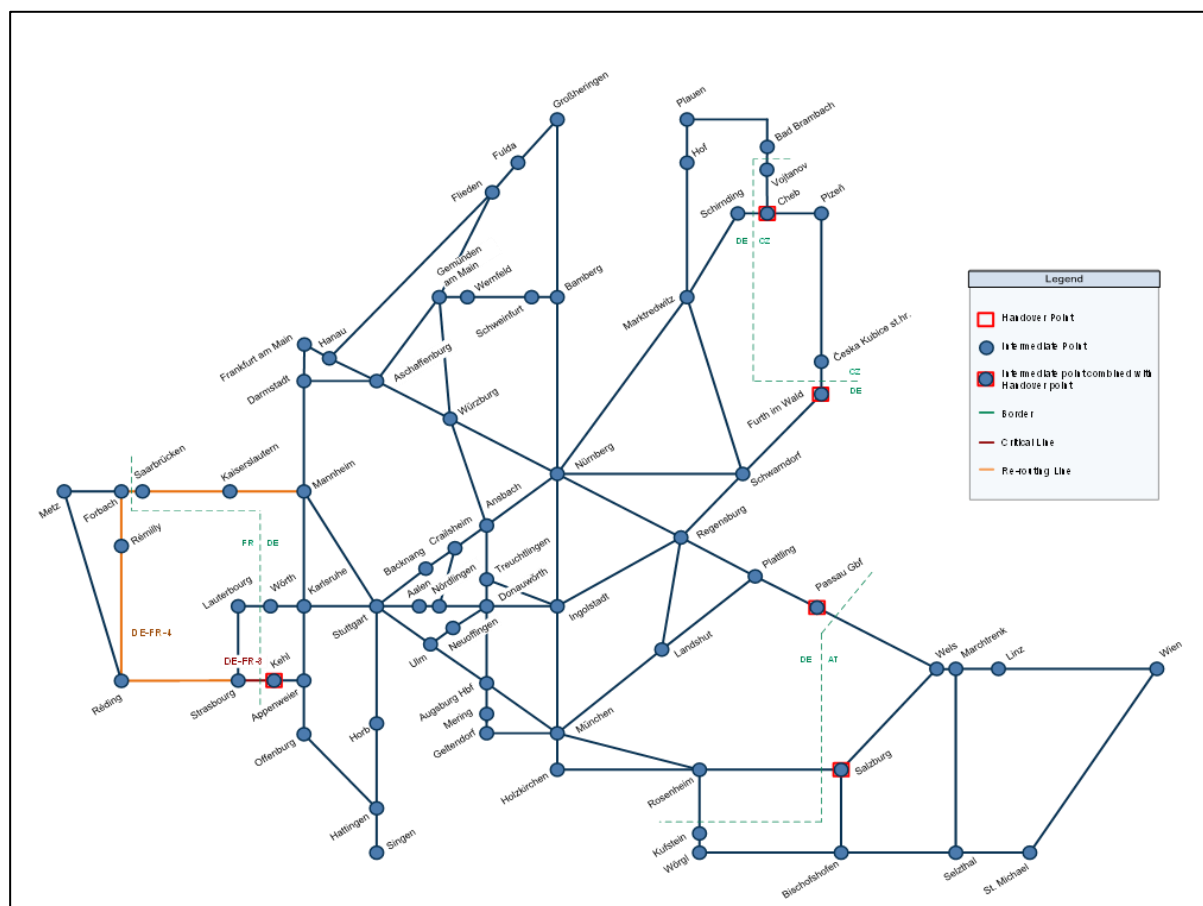
Overview Critical Lines	
Critical Line	Description
AT-1	Salzburg - Wels
AT-2	Linz - Wien Zvbf
DE-10	München - Rosenheim
DE-14	Karlsruhe - Offenburg
DE-6	Hub Würzburg
DE-7/8	Stuttgart - Ulm - Augsburg
DE-9	Augsburg - München
DE-31	Nürnberg - Regensburg
DE-AT-1a	Rosenheim - Salzburg
DE-AT-2a	Regensburg - Passau - Wels
DE-CZ-3a	Marktredwitz - Cheb - Plzeň
DE-CZ-4a	Schwandorf - Furth im Wald - Plzeň
DE-FR-3	Strasbourg - Kehl

Overview Re-routing Lines	
Re-routing Line	Description
AT-4	Salzburg - Bischofshofen - Selzthal - Marchtrenk/Linz
DE-20	Gemünden – Wernfeld – Schweinfurt – Bamberg – Nürnberg
DE-21	Darmstadt – Stuttgart – Backnang – Crailsheim – Ansbach – Nürnberg
DE-22	Hanau – Fliesen – Fulda – Großheringen – Bamberg – Nürnberg
DE-23	Stuttgart – Aalen – Nördlingen – Donauwörth – Augsburg
DE-24a	Stuttgart – Backnang – Crailsheim – Ansbach – Treuchtlingen – Augsburg
DE-24b	Stuttgart – Backnang – Crailsheim – Ansbach – Treuchtlingen – Ingolstadt – München
DE-24c	Stuttgart – Darmstadt – Aschaffenburg – Würzburg – Ansbach – Treuchtlingen – Augsburg
DE-25	(Ulm –) Neuoffingen – Donauwörth – Ingolstadt – München
DE-26	Augsburg - Mering - Geltendorf - München
DE-27	München – Holzkirchen – Rosenheim
DE-28	Nürnberg - Ingolstadt - Regensburg
DE-29	Nürnberg – Ingolstadt – München – Landshut – Plattling
DE-30	Nürnberg – Schwandorf – Regensburg
DE-AT-1b	Nürnberg - Ingolstadt - München - Salzburg - Wels
DE-AT-1c	Regensburg - Landshut - München - Salzburg - Wels
DE-AT-1d	München - Salzburg - Wels
DE-AT-1e	München - Salzburg - Bischofshofen - St. Michael - Wien
DE-AT-2b	München – Plattling – Passau – Wels
DE-AT-2c	München - Passau - Marchtrenk - Selzthal - St. Michael - Wien
DE-AT-IT-1	Rosenheim – Kufstein – Wörgl – Bischofshofen – Salzburg
DE-CH-2	Strasbourg - Offenburg - Hattingen - Horb - Stuttgart
DE-CZ-2	Nürnberg - Marktredwitz - Hof - Plauen - Bad Brambach - Vojtanov - Cheb
DE-CZ-3b	Nürnberg - Marktredwitz - Cheb - Plzeň
DE-CZ-4b	Nürnberg - Schwandorf - Furth im Wald - Plzeň
DE-FR-1	Karlsruhe – Wörth – Strasbourg – Offenburg
DE-FR-2	Mannheim – Metz – Strasbourg – Offenburg
DE-FR-4	Strasbourg - Réding - Rémyilly - Forbach - Mannheim

2.2. Re-routing scenario for section Strasbourg – Kehl

2.2.1. General Description

Schematic map including re-routing options.



When the section Strasbourg – Kehl (DE-FR-3) is blocked re-routing options are:

Re-routing Line	Description
DE-FR-4	Strasbourg - Réding - Rémy - Forbach - Mannheim

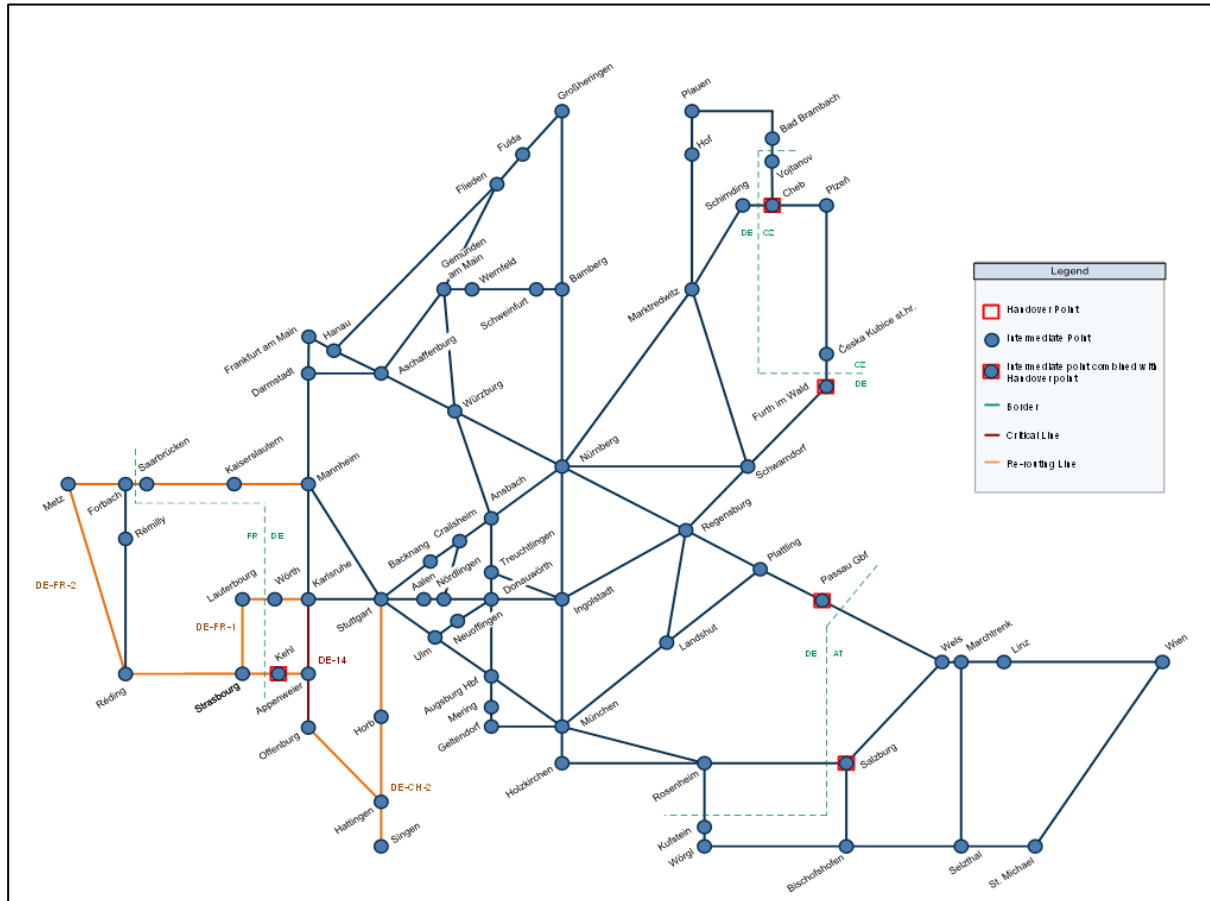
2.2.2. Restrictions

No specific restrictions apply. Please see the Excel file on infrastructure parameters for more information.

2.3. Re-routing scenario for section Karlsruhe - Offenburg

2.3.1. General Description

Schematic map including re-routing options.



When the section Karlsruhe - Offenburg (DE-14) is blocked re-routing options are:

Re-routing Line	Description
DE-FR-1	Karlsruhe – Würth – Strasbourg – Offenburg
DE-FR-2	Mannheim – Metz – Strasbourg – Offenburg
DE-CH-2	Strasbourg - Offenburg - Hattingen - Horb - Stuttgart

2.3.2. Restrictions

DE-FR-1:

- Change of direction in Würth necessary, coming from either direction.
- Track between Würth and Strasbourg / Hausbergen is not electrified, diesel locomotives are required.
- Single track between Würth – Lauterbourg: No turnouts on single track line.
- Change of direction in Würth.
- Capacity limitations in Würth (track length and occupancy).

- Limited capacity in Lauterbourg between 6.00 – 21.00 hours due to at grade platform access.
- Profile limitations: Intermodal Gauge C45 (mainly Strasbourg).
- Change of direction in Hausbergen.
- Capacity limitations between 6.00 – 21.00 hours because of Strasbourg passenger station.
- Capacity limitations in Kehl (no change of driver or locomotive).

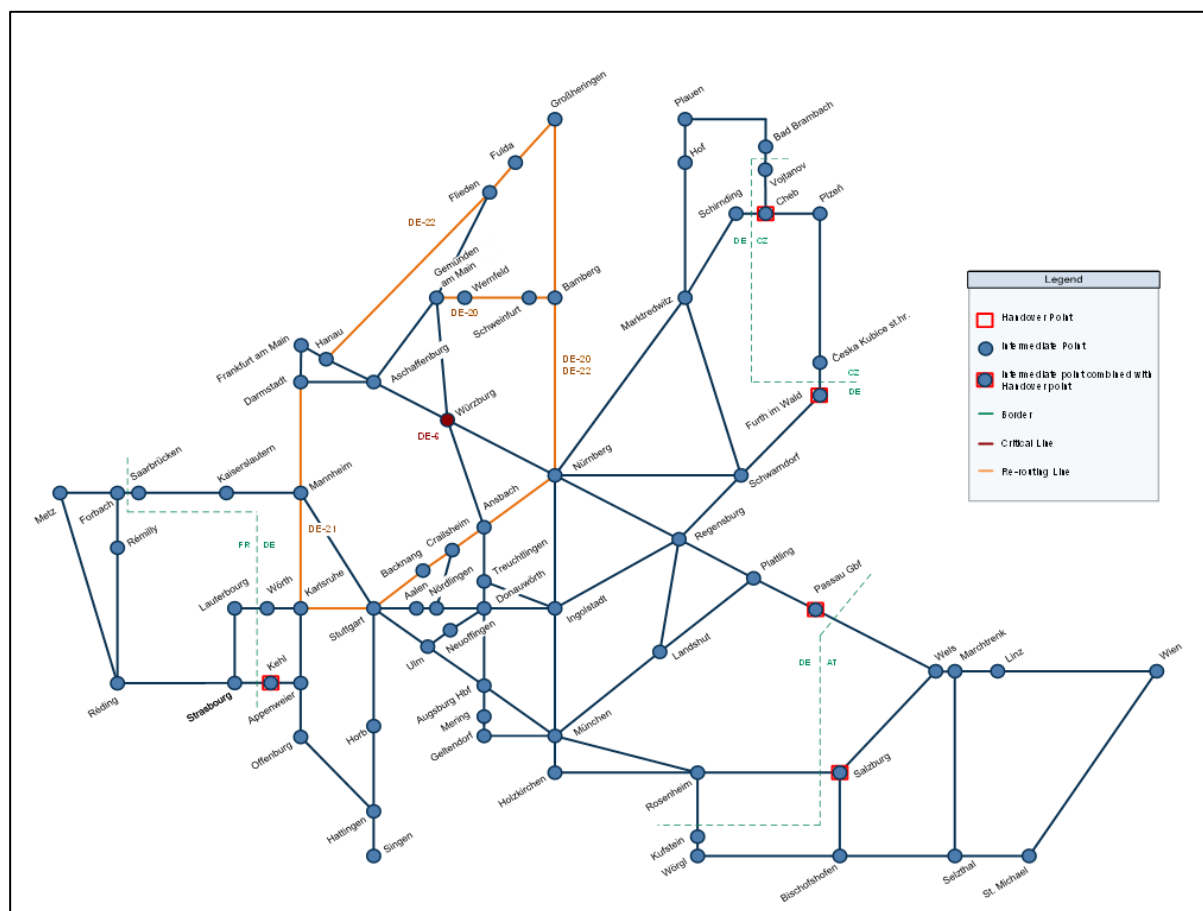
DE-CH-2:

- Change of direction necessary in Singen (Hohentwiel) and eventually in area Stuttgart.

2.4. Re-routing scenario for hub Würzburg

2.4.1. General Description

Schematic map including re-routing options.



When the hub Würzburg (DE-6) is blocked re-routing options are:

Re-routing Line	Description
DE-20	Gemünden – Wernfeld – Schweinfurt – Bamberg – Nürnberg
DE-21	Darmstadt – Stuttgart – Backnang – Crailsheim – Ansbach – Nürnberg
DE-22	Hanau – Flieden – Fulda – Großheringen – Bamberg – Nürnberg

2.4.2. Restrictions

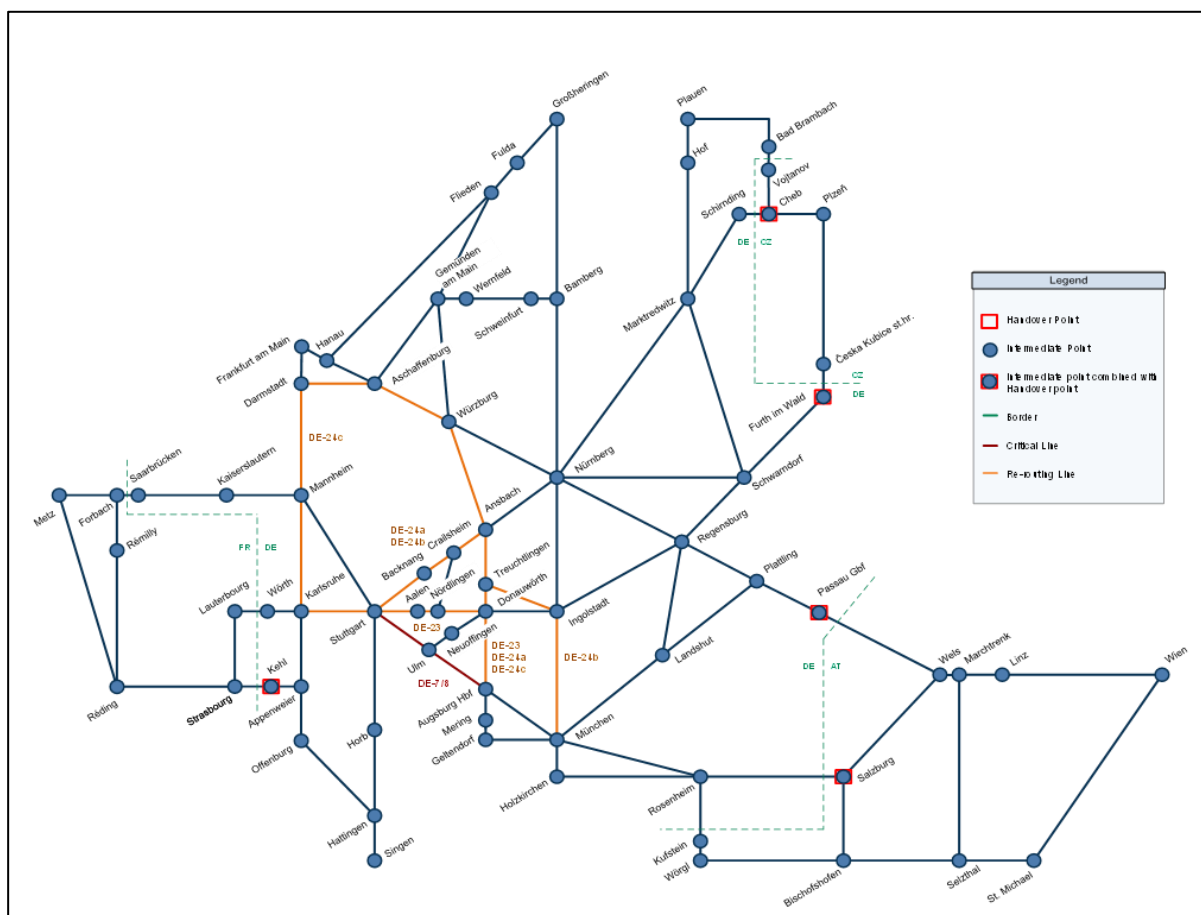
DE-21: Change of direction in Kornwestheim necessary.

DE-22: Weight can be increased by pushing loco between Großheringen and Bamberg.

2.5. Re-routing scenario for section Stuttgart - Ulm - Augsburg

2.5.1. General Description

Schematic map including re-routing options.



When the section Stuttgart - Ulm – Augsburg (DE-7/8) is blocked re-routing options are:

Re-routing Line	Description
DE-23	Stuttgart – Aalen – Nördlingen – Donauwörth – Augsburg
DE-24a	Stuttgart – Backnang – Crailsheim – Ansbach – Treuchtlingen – Augsburg
DE-24b	Stuttgart – Backnang – Crailsheim – Ansbach – Treuchtlingen – Ingolstadt – München
DE-24c	Stuttgart – Darmstadt – Aschaffenburg – Würzburg – Ansbach – Treuchtlingen – Augsburg

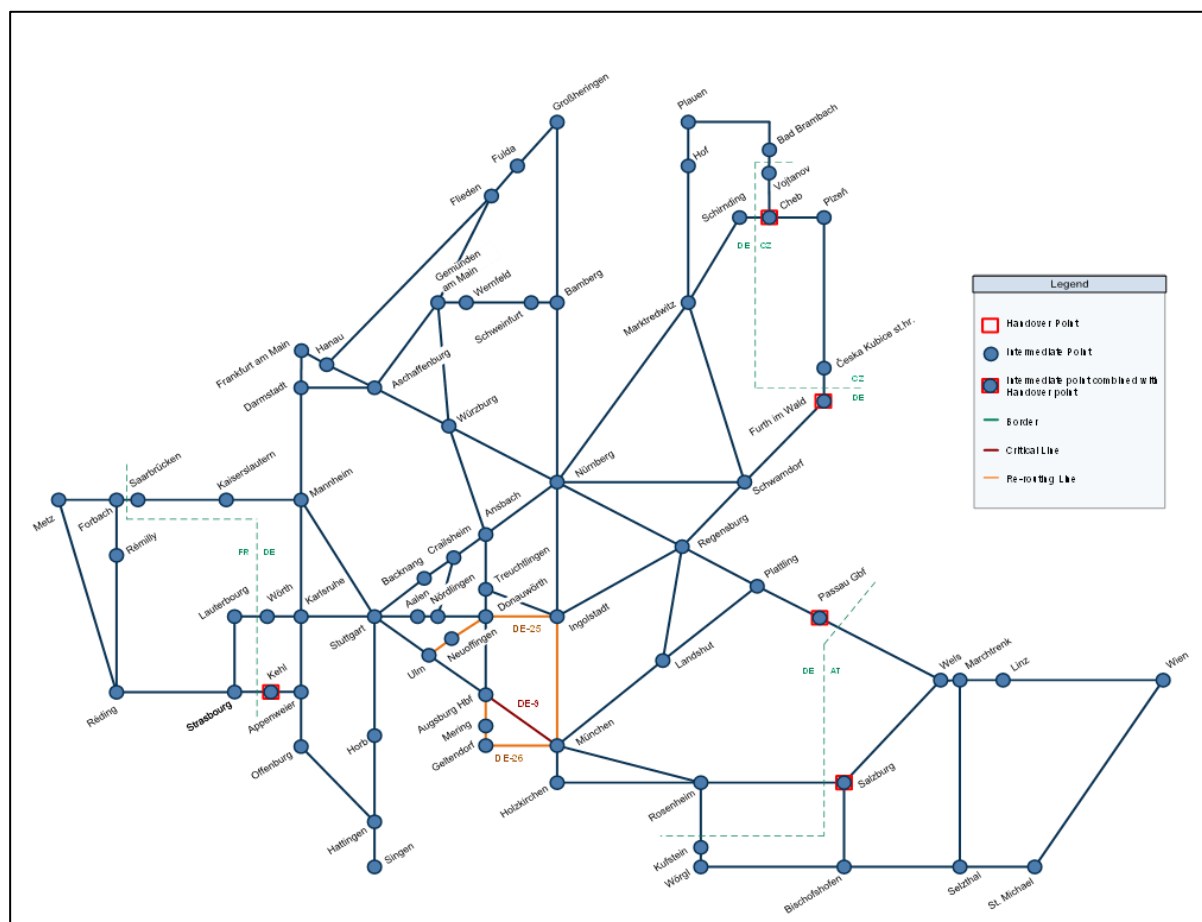
2.5.2. Restrictions

No specific restrictions apply. Please see the Excel file on infrastructure parameters.

2.6. Re-routing scenario for section Augsburg - München

2.6.1. General Description

Schematic map including re-routing options.



When the section Augsburg – München (DE-9) is blocked re-routing options are:

Re-routing Line	Description
DE-25	(Ulm –) Neuoffingen – Donauwörth – Ingolstadt – München
DE-26	Augsburg - Mering - Geltendorf - München

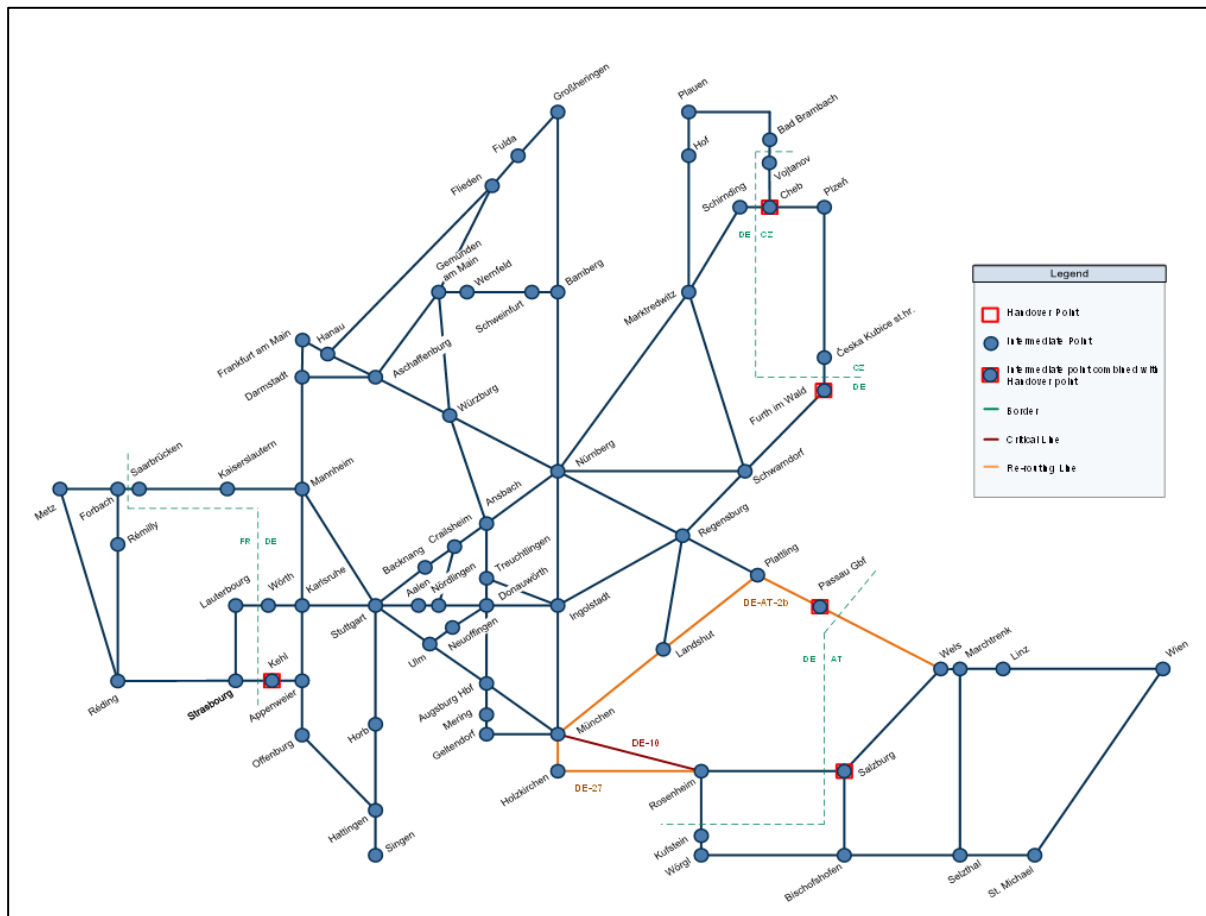
2.6.2. Restrictions

DE-25: Change of direction in Ingolstadt necessary.

2.7. Re-routing scenario for section München - Rosenheim

2.7.1. General Description

Schematic map including re-routing options.



When the section München – Rosenheim (DE-10) is blocked re-routing options are:

Re-routing Line	Description
DE-27	München – Holzkirchen – Rosenheim
DE-AT-2b	München – Plattling – Passau – Wels

2.7.2. Restrictions

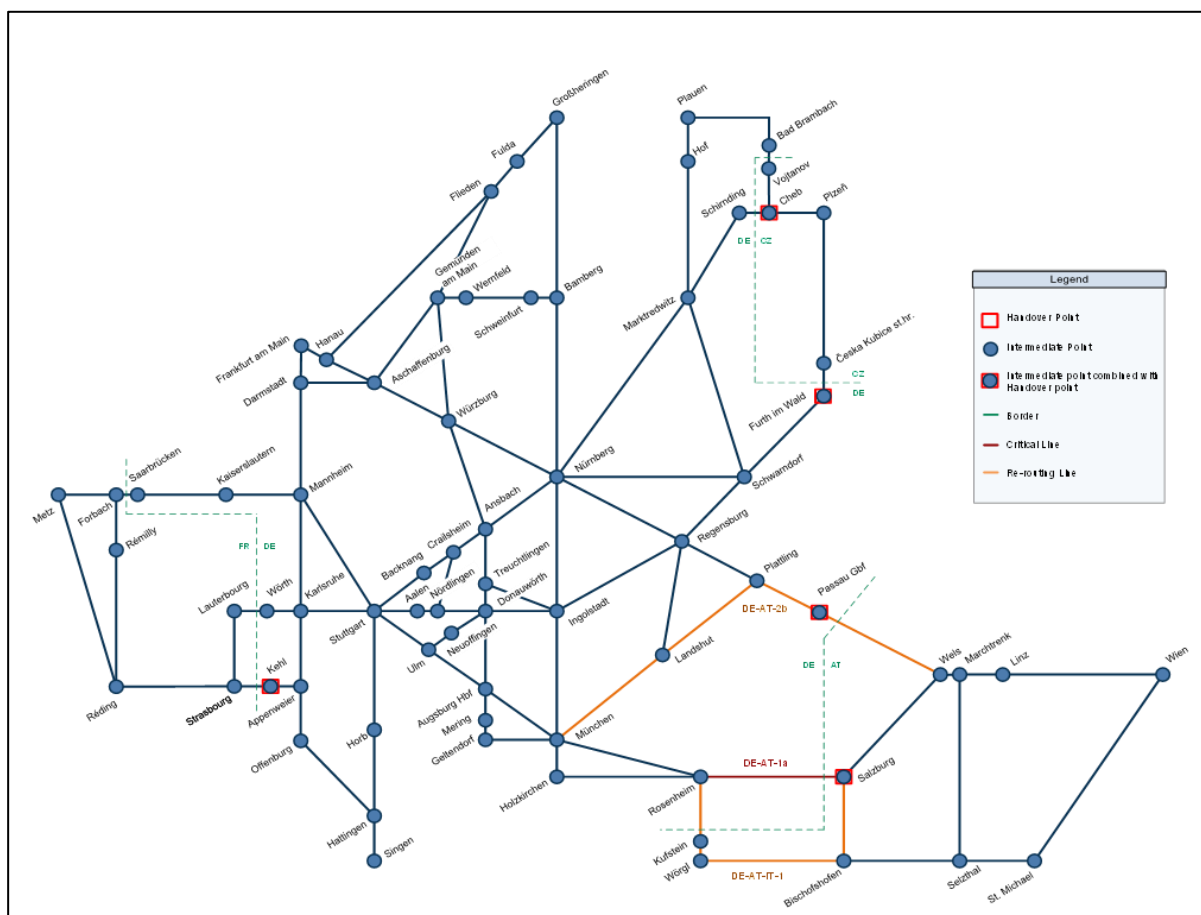
No specific restrictions apply. Please see the Excel file on infrastructure parameters.

For the Austrian corridor network a train length up to 740m is basically possible under regular operating regulations, due to restrictions in timetabling and operational situations the actually possible train length can be influenced.

2.8. Re-routing scenario for section Rosenheim - Salzburg

2.8.1. General Description

Schematic map including re-routing options.



When the section Rosenheim – Salzburg (DE-AT-1a) is blocked re-routing options are:

Re-routing Line	Description
DE-AT-IT-1	Rosenheim – Kufstein – Wörgl – Bischofshofen – Salzburg
DE-AT-2b	München – Plattling – Passau – Wels

2.8.2. Restrictions

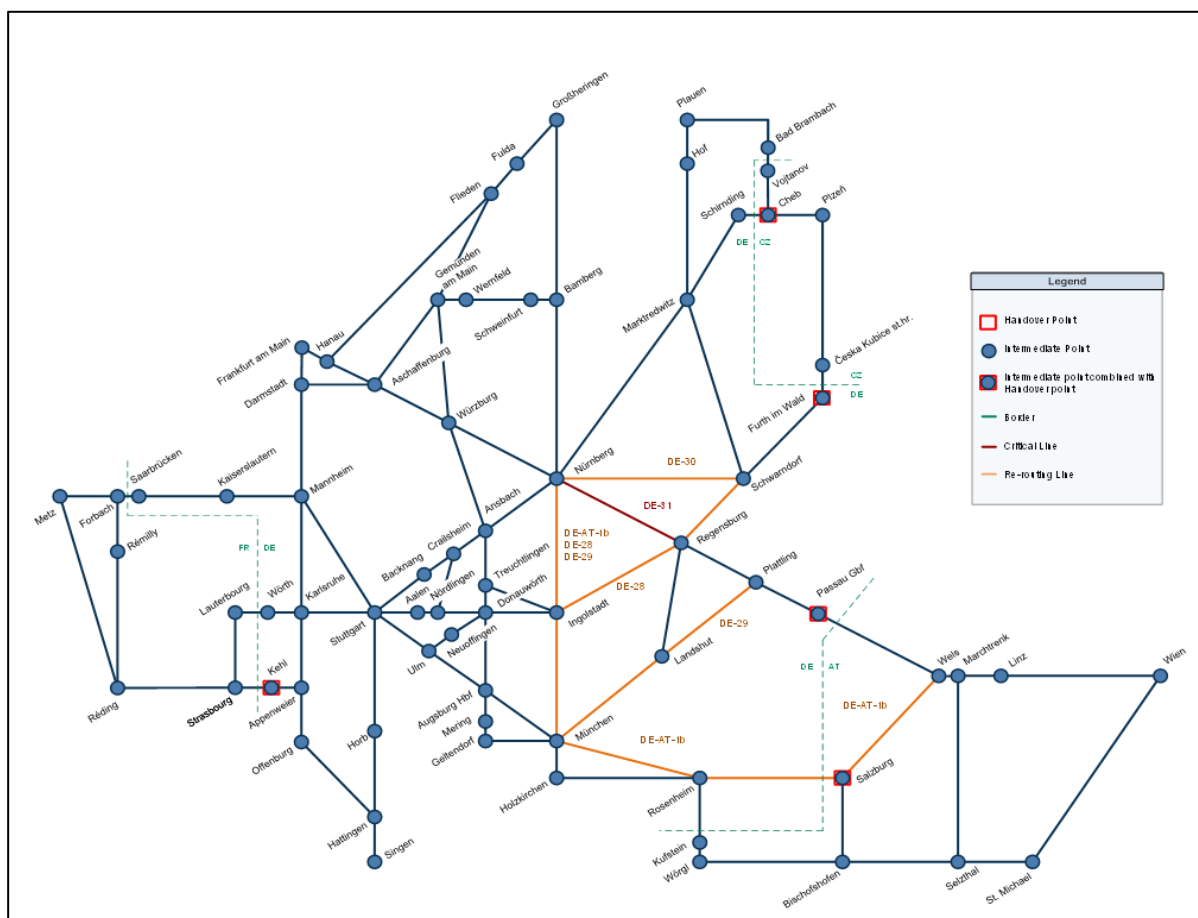
No specific restrictions apply. Please see the Excel file on infrastructure parameters.

For the Austrian corridor network a train length up to 740m is basically possible under regular operating regulations, due to restrictions in timetabling and operational situations the actually possible train length can be influenced.

2.9. Re-routing scenario for section Nürnberg - Regensburg

2.9.1. General Description

Schematic map including re-routing options.



When the section Nürnberg – Regensburg (DE-AT-2a) is blocked re-routing options are:

Re-routing Line	Description
DE-AT-1b	Nürnberg - Ingolstadt - München - Salzburg - Wels
DE-28	Nürnberg - Ingolstadt - Regensburg
DE-29	Nürnberg – Ingolstadt – München – Landshut – Plattling
DE-30	Nürnberg – Schwandorf – Regensburg

2.9.2. Restrictions

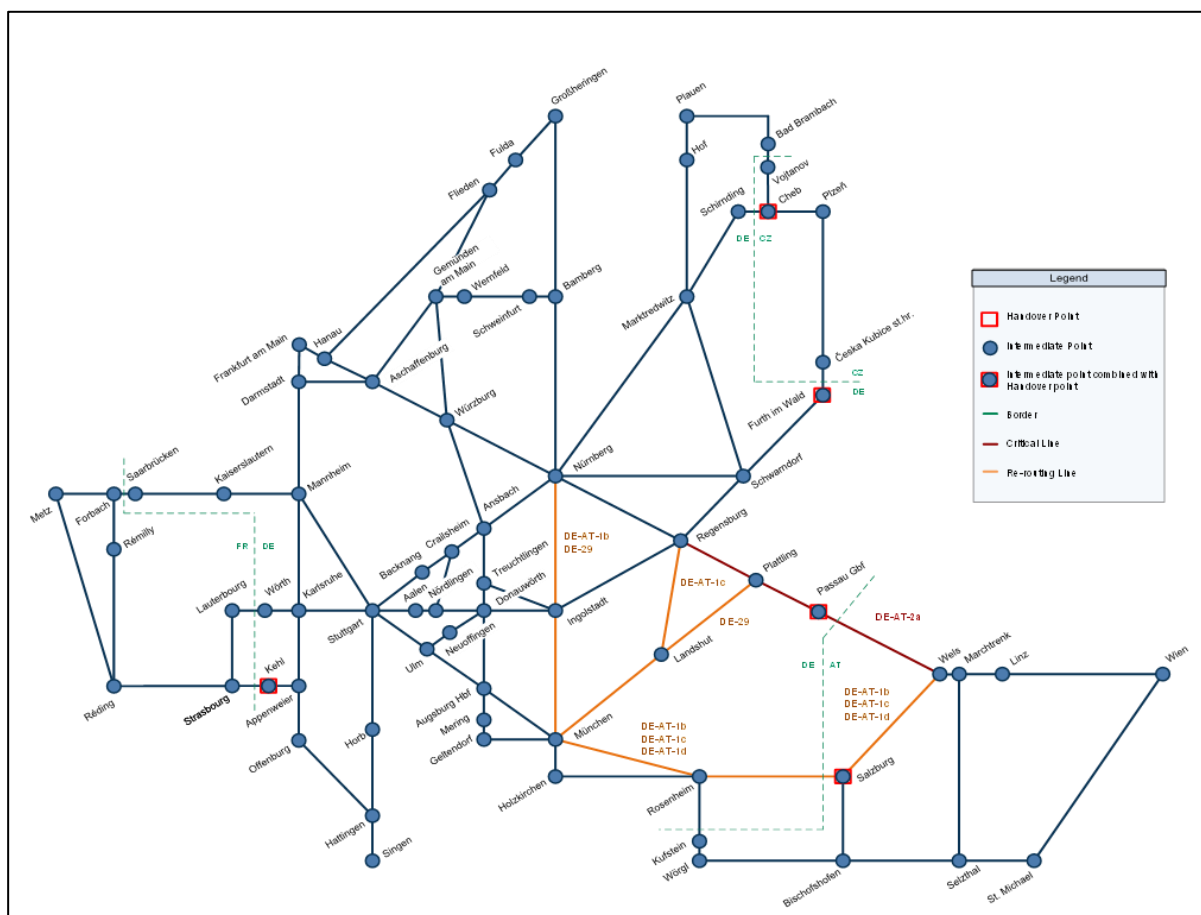
No specific restrictions apply. Please see the Excel file on infrastructure parameters.

For the Austrian corridor network a train length up to 740m is basically possible under regular operating regulations, due to restrictions in timetabling and operational situations the actually possible train length can be influenced.

2.10. Re-routing scenarios for section Regensburg - Passau - Wels

2.10.1. General Description

Schematic map including re-routing options.



When the section Regensburg - Passau - Wels (DE-AT-2a) is blocked re-routing options are:

Re-routing Line	Description
DE-AT-1d	München - Salzburg - Wels
DE-AT-1b	Nürnberg - Ingolstadt - München - Salzburg - Wels
DE-AT-1c	Regensburg - Landshut - München - Salzburg - Wels
DE-29	Nürnberg – Ingolstadt – München – Landshut – Plattling

2.10.2. Restrictions

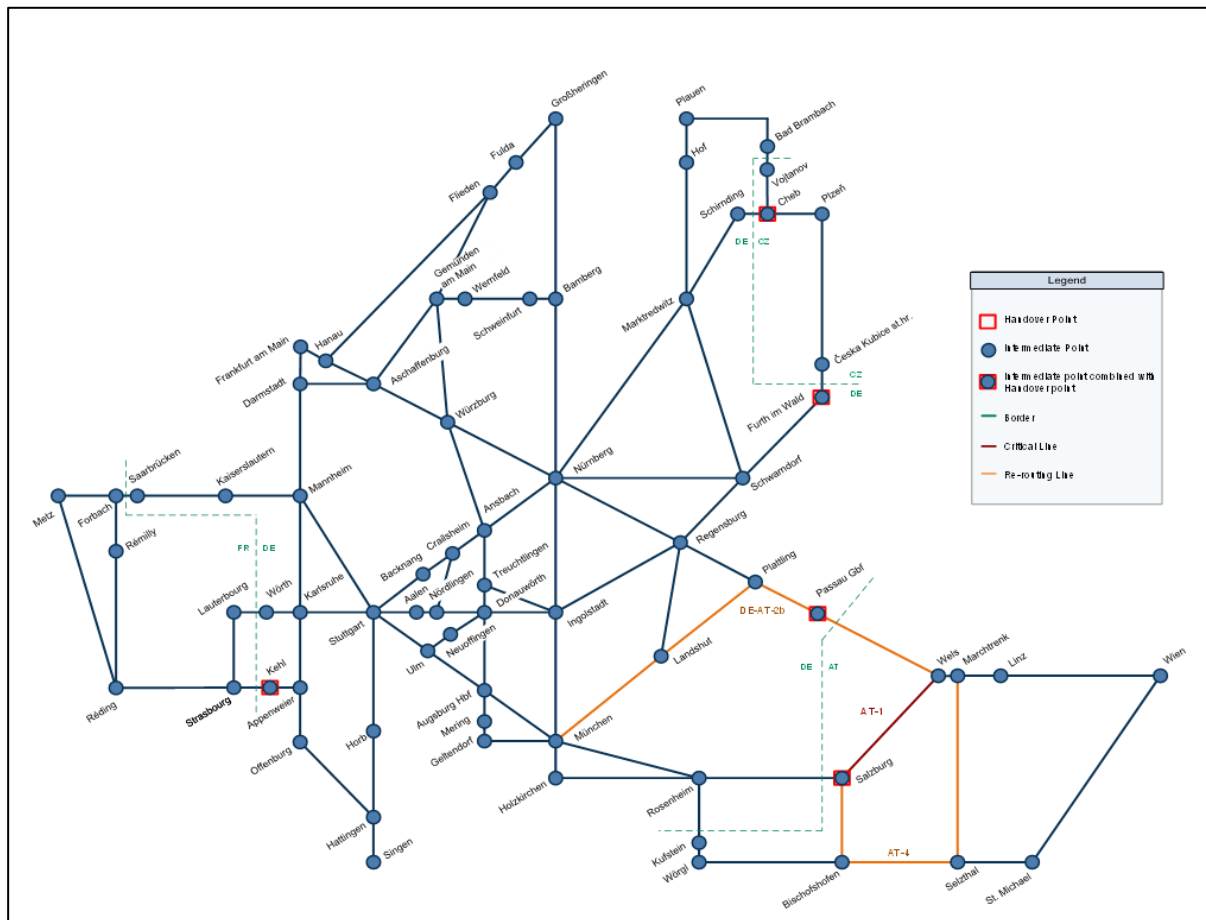
No specific restrictions apply. Please see the Excel file on infrastructure parameters.

For the Austrian corridor network a train length up to 740m is basically possible under regular operating regulations, due to restrictions in timetabling and operational situations the actually possible train length can be influenced.

2.11. Re-routing scenario for section Salzburg - Wels

2.11.1. General Description

Schematic map including re-routing options.



When the section Salzburg - Wels (AT-1) is blocked re-routing options are:

Re-routing Line	Description
DE-AT-2b	München – Plattling - Passau - Wels
AT-4	Salzburg - Bischofshofen - Selzthal - Marchtrenk/Linz

2.11.2. Restrictions

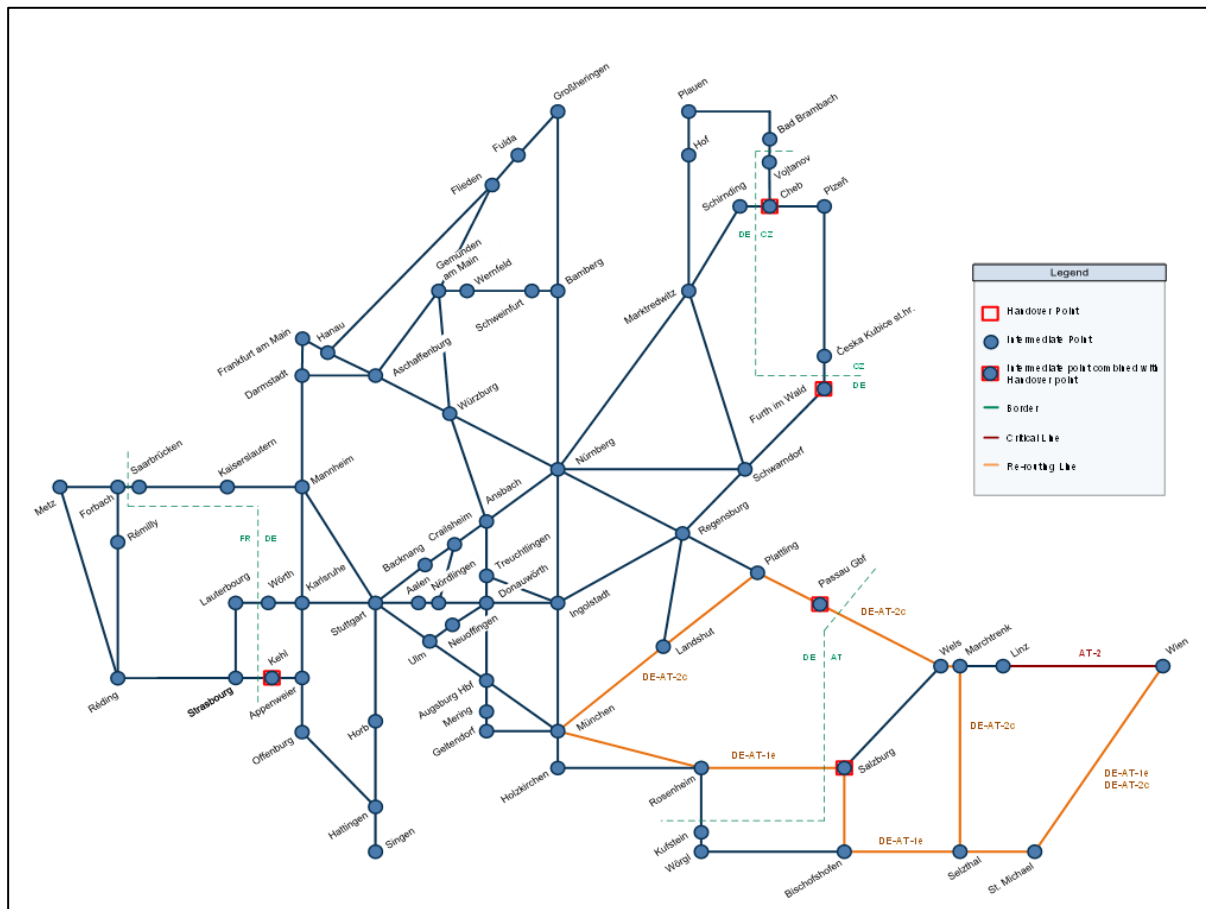
- Freight trains need to change direction in Bischofshofen
- Capacity on the section Selzthal – Linz is limited during the day

For the Austrian corridor network a train length up to 740m is basically possible under regular operating regulations, due to restrictions in timetabling and operational situations the actually possible train length can be influenced.

2.12. Re-routing scenario for section Linz - Wien Zvbf

2.12.1. General Description

Schematic map including re-routing options.



When the section Linz - Wien Zvbf (AT-2) is blocked re-routing options are:

Re-routing Line	Description
DE-AT-1e	München - Salzburg - Bischofshofen - St. Michael - Wien
DE-AT-2c	München - Passau - Marchtrenk - Selzthal - St. Michael - Wien

2.12.2. Restrictions

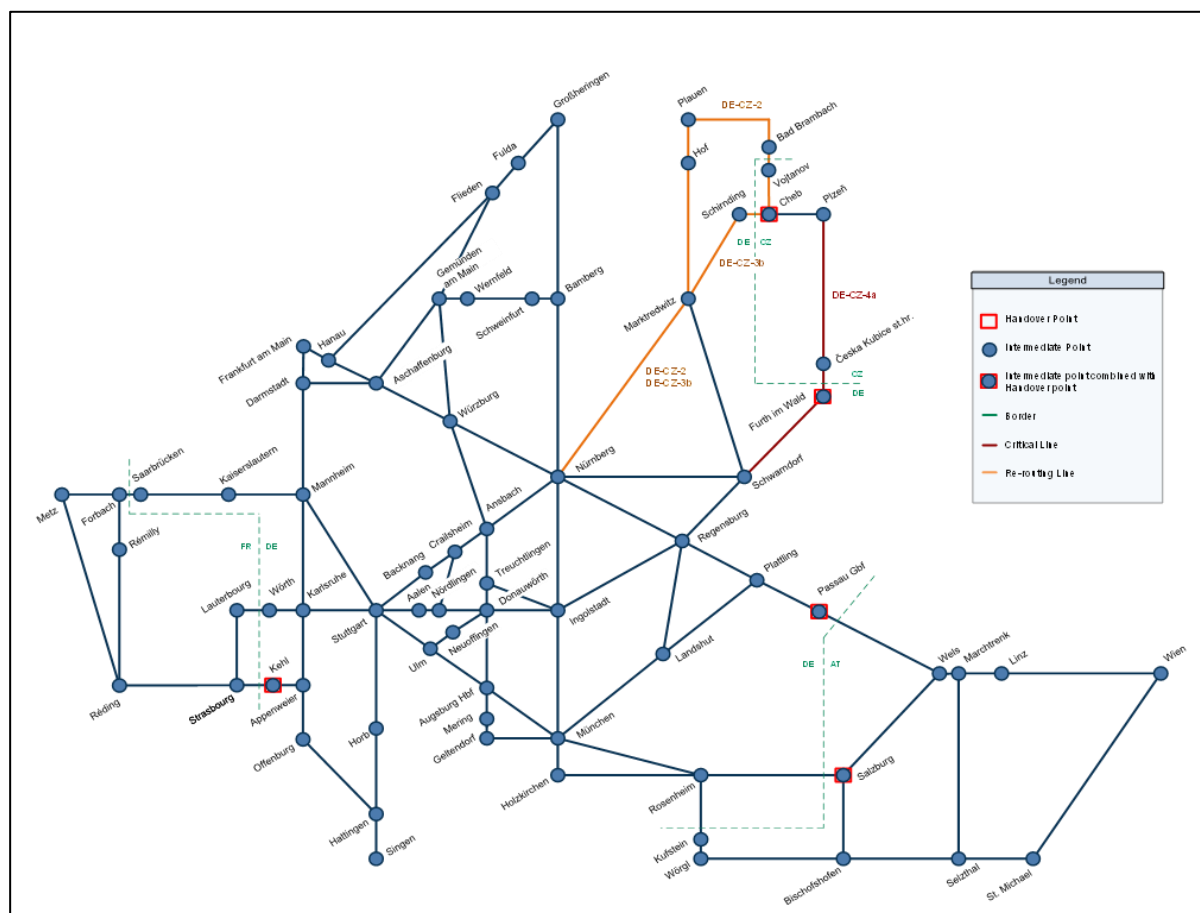
No specific restrictions apply. Please see the Excel file on infrastructure parameters.

For the Austrian corridor network a train length up to 740m is basically possible under regular operating regulations, due to restrictions in timetabling and operational situations the actually possible train length can be influenced.

2.13. Re-routing scenario for section Schwarndorf - Furth im Wald - Plzeň

2.13.1. General Description

Schematic map including re-routing options.



When the section Schwarndorf - Furth im Wald - Plzeň (DE-CZ-4a) is blocked re-routing options are:

Re-routing Line	Description
DE-CZ-2	Nürnberg - Marktredwitz - Hof - Plauen - Bad Brambach - Vojtanov - Cheb
DE-CZ-3b	Nürnberg - Marktredwitz - Cheb - Plzeň

2.13.2. Restrictions

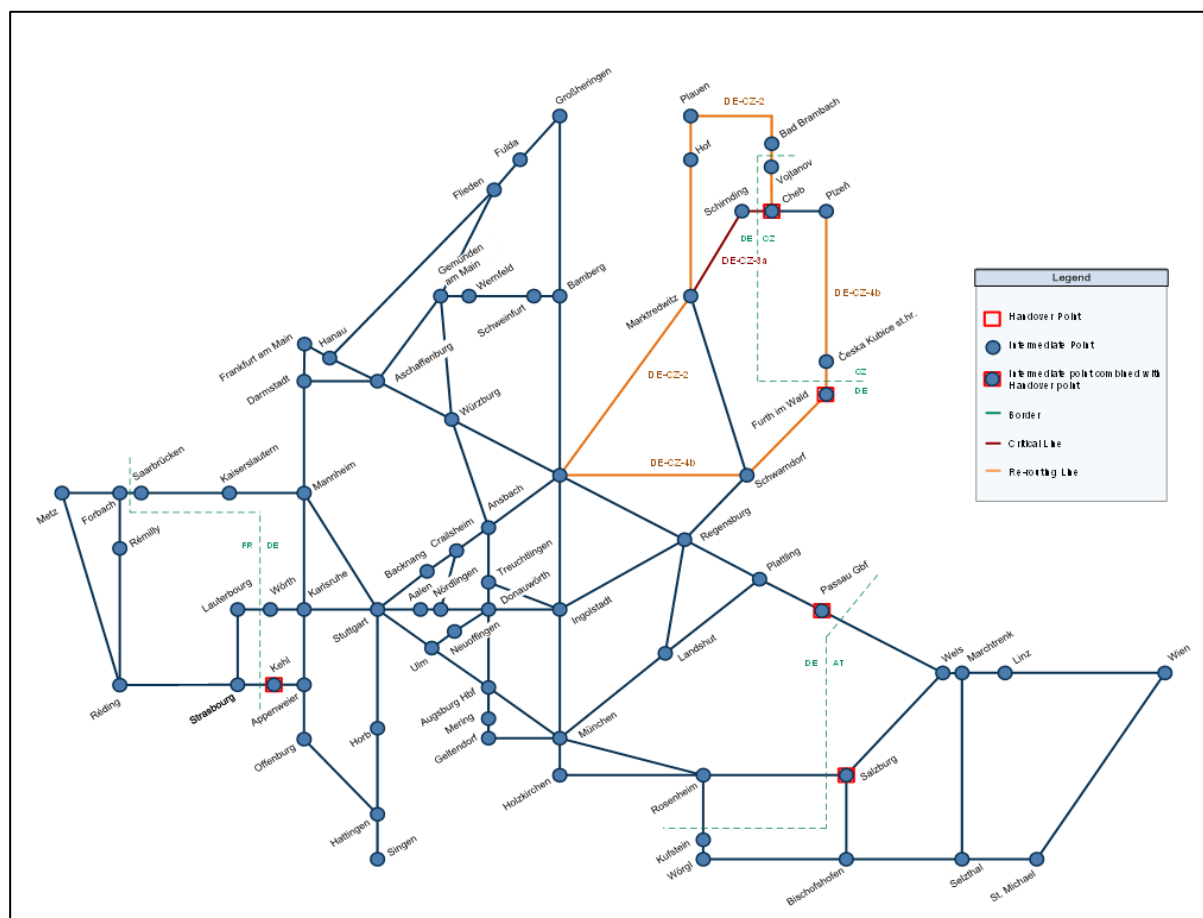
DE-CZ-2: Change of direction in Plauen necessary.

DE-CZ-3b: Change of direction in Cheb necessary.

2.14. Re-routing scenario for section Marktredwitz - Cheb - Plzeň

2.14.1. General Description

Schematic map including re-routing options.



When the section Marktredwitz - Cheb – Plzeň (DE-CZ-3a) is blocked re-routing options are:

Re-routing Line	Description
DE-CZ-2	Nürnberg - Marktredwitz - Hof - Plauen - Bad Brambach - Vojtanov - Cheb
DE-CZ-4b	Nürnberg - Schwandorf - Furth im Wald - Plzeň

2.14.1. Restrictions

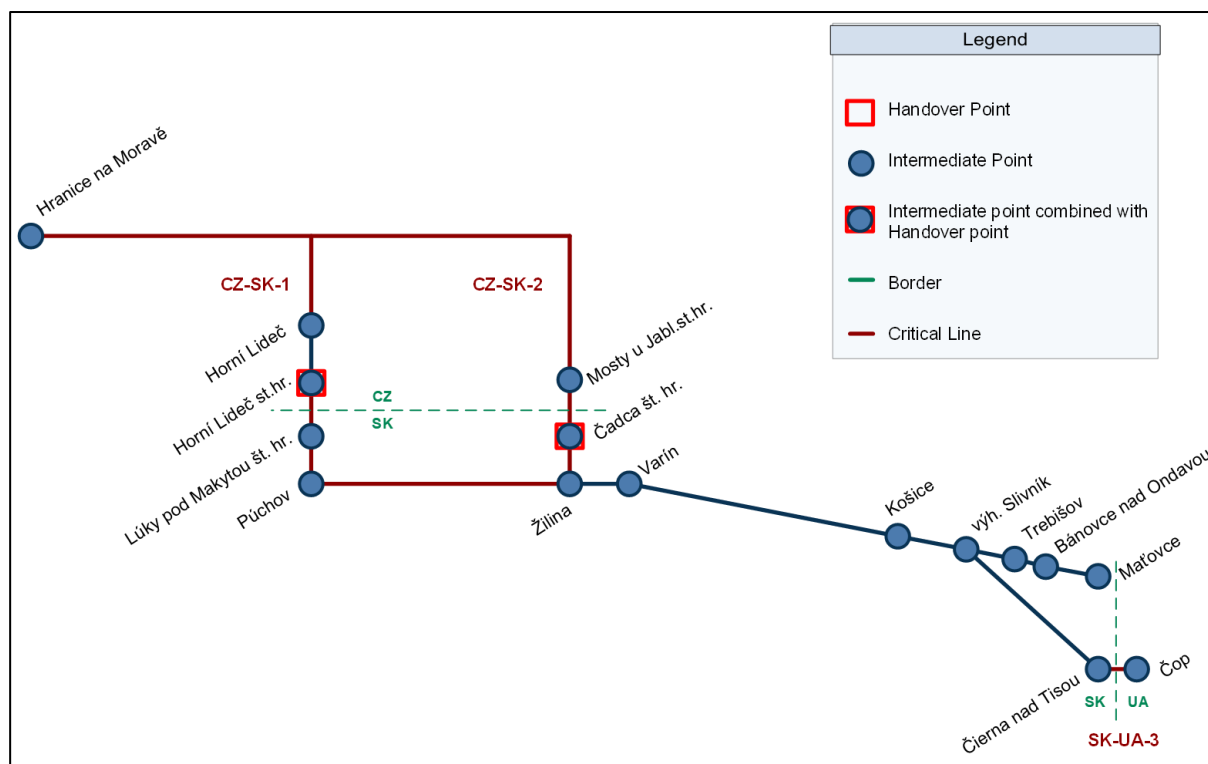
DE-CZ-2: Change of direction in Plauen necessary.

3. North-Eastern Part

3.1. Overview re-routing options north-eastern part

The following sections with limited re-routing possibilities are defined for the north-eastern part of RFC Rhine-Danube.

Some re-routing options can be used for various sections.



Overview Critical Lines

Critical Line	Description
CZ-SK-1	Hranice na Moravě - Horní Lideč - Žilina
CZ-SK-2	Hranice na Moravě - Čadca - Žilina
SK-UA-3	Čierna nad Tisou - Čop

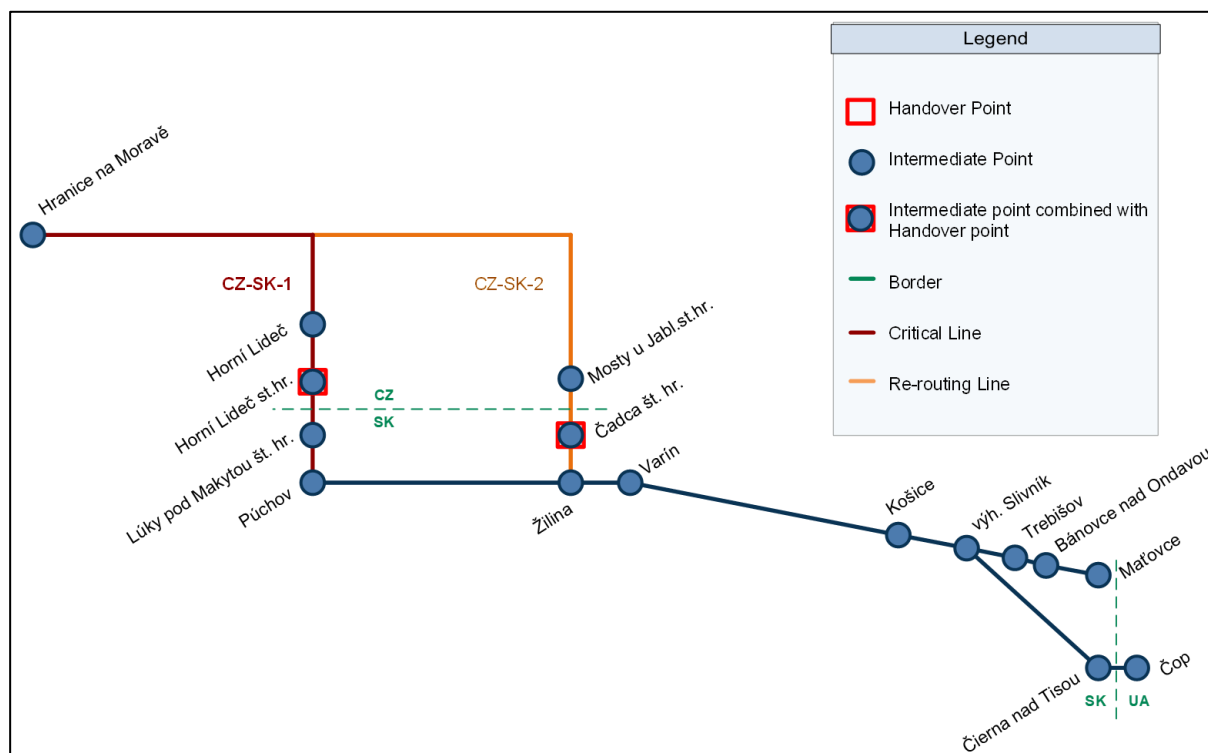
Overview Re-routing Lines

Re-routing Line	Description
CZ-SK-1	Hranice na Moravě - Horní Lideč - Žilina
CZ-SK-2	Hranice na Moravě - Čadca - Žilina
SK-1	Košice - Bánovce nad Ondavou - Maťovce

3.2. Re-routing scenario for section Hranice na Moravě - Horní Lideč - Žilina

3.2.1. General Description

Schematic map including re-routing options.



When the section Hranice na Moravě - Horní Lideč – Žilina (CZ-SK-1) is blocked re-routing options are:

Re-routing Line	Description
CZ-SK-2	Hranice na Moravě - Čadca - Žilina

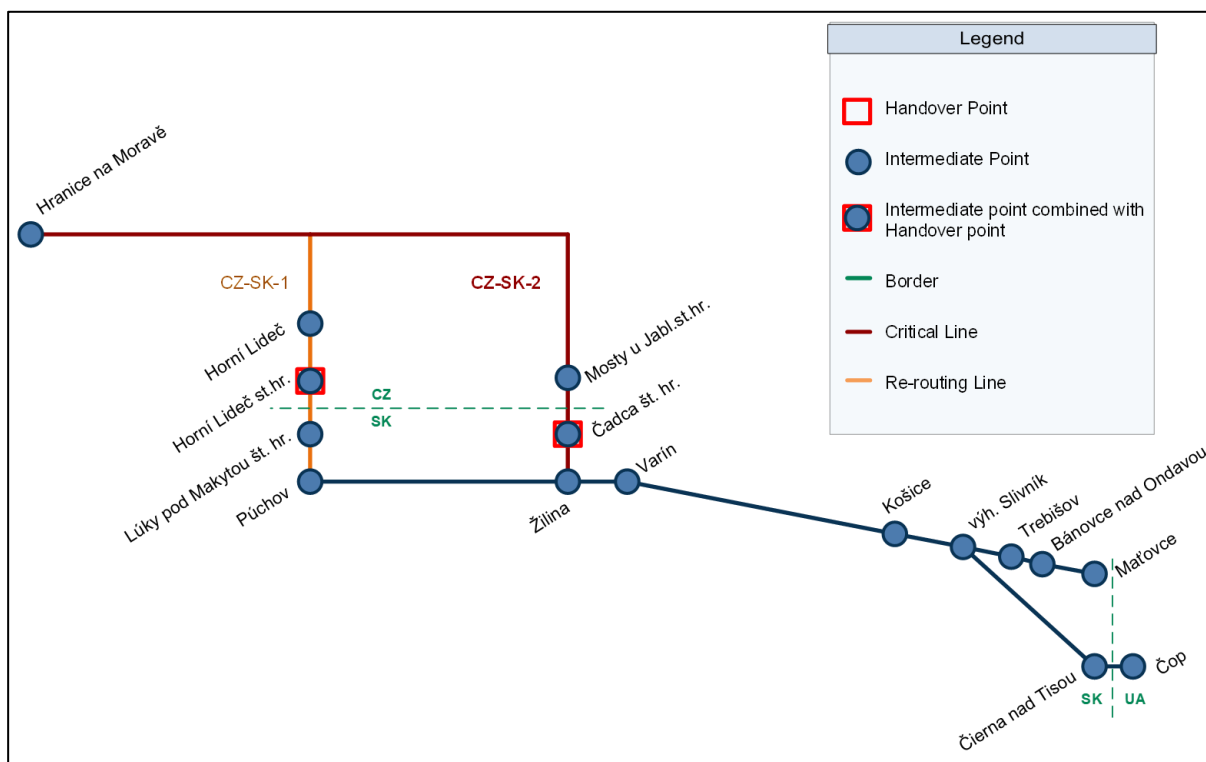
3.2.2. Restrictions

No specific restrictions apply. Please see the Excel file on infrastructure parameters.

3.3. Re-routing scenario for section Hranice na Moravě - Čadca - Žilina

3.3.1. General Description

Schematic map including re-routing options.



When the section Hranice na Moravě - Čadca – Žilina (CZ-SK-2) is blocked re-routing options are:

Re-routing Line	Description
CZ-SK-1	Hranice na Moravě - Horní Lideč - Žilina

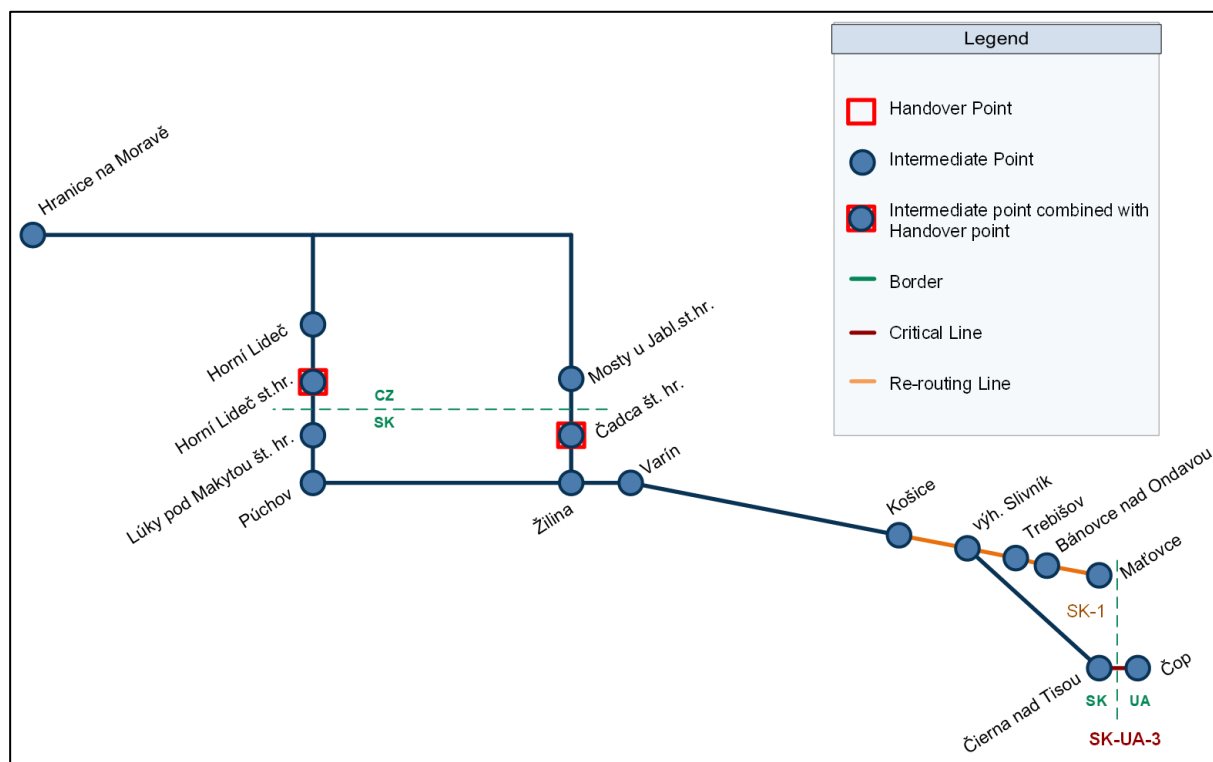
3.3.2. Restrictions

No specific restrictions apply. Please see the Excel file on infrastructure parameters.

3.4. Re-routing scenario for section Čierna nad Tisou - Čop

3.4.1. General Description

Schematic map including re-routing options.



When the section Čierna nad Tisou - Čop (SK-UA-3) is blocked re-routing options are:

Re-routing Line	Description
SK-1	Košice - Bánovce nad Ondavou - Maťovce

3.4.2. Restrictions

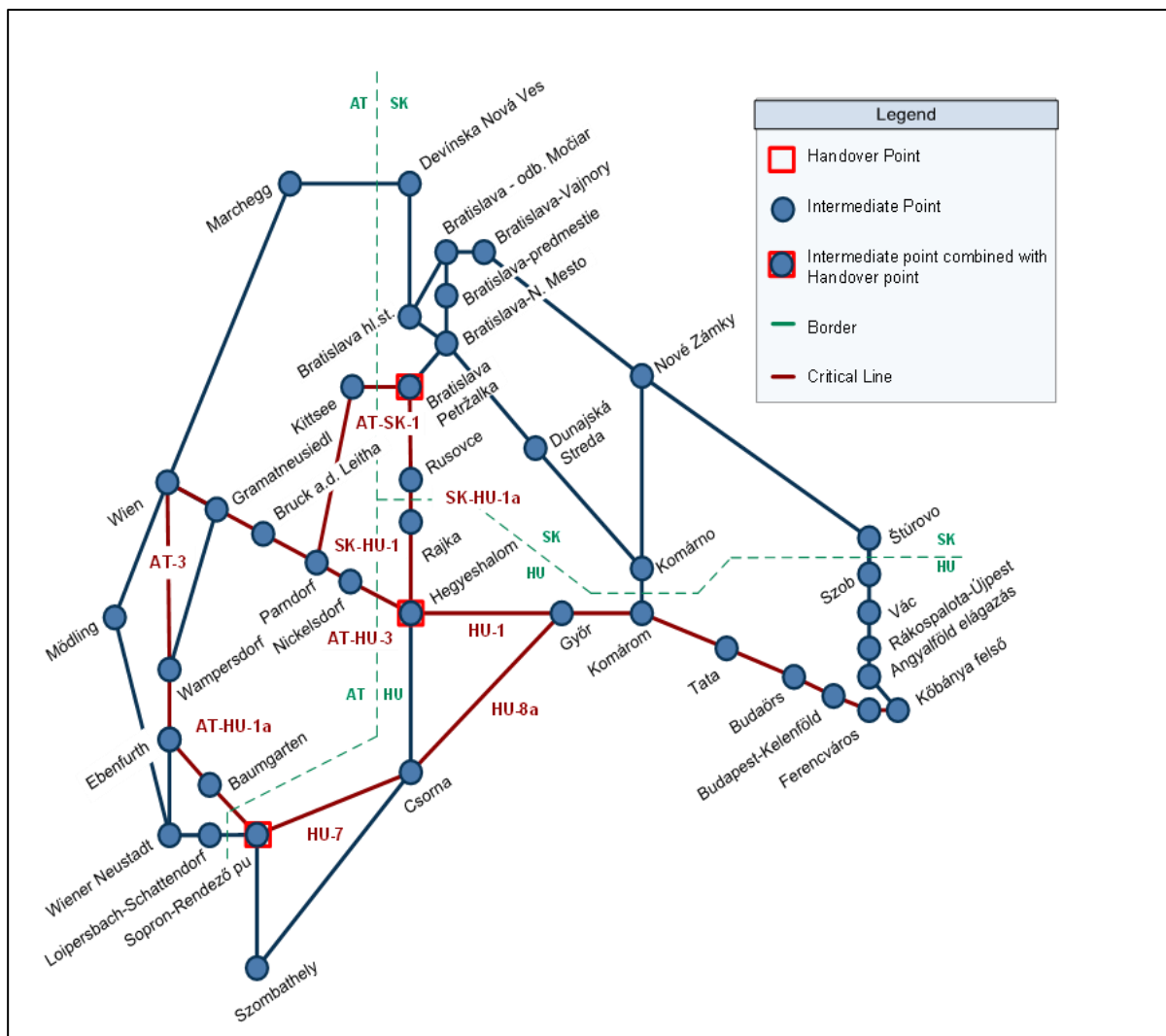
No specific restrictions apply. Please see the Excel file on infrastructure parameters.

4. Central Part

4.1. Overview re-routing options central part

The following sections with limited re-routing possibilities are defined for the south-eastern part of RFC Rhine-Danube.

Some re-routing options can be used for various sections.



Overview Critical Lines

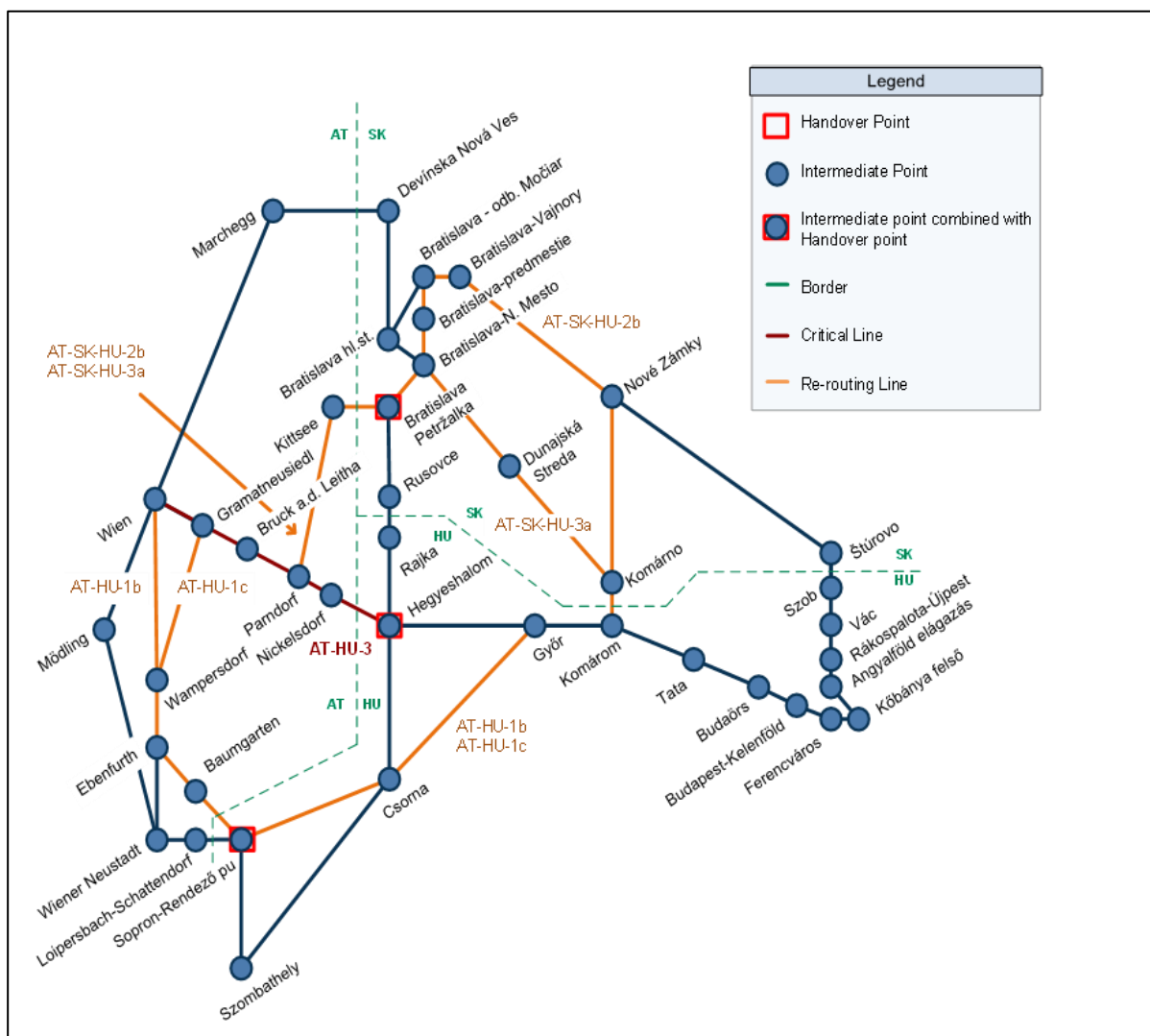
Critical Line	Description
AT-3	Wien - Ebenfurth
AT-HU-1a	Ebenfurth - Sopron
AT-HU-3	Wien - Hegyeshalom
AT-SK-1	Wien - Bratislava-Petržalka
HU-7	Sopron - Csorna
HU-8a	Csorna - Győr
HU-1	Hegyeshalom - Győr - Komárom - Budapest
SK-HU-1	Bratislava-Petržalka - Rajka - Hegyeshalom

Overview Re-routing Lines	
Re-routing Line	Description
AT-5	Wien - Gramatneusiedl - Ebenfurth
AT-6	Wien - Mödling - Wiener Neustadt - Ebenfurth
AT-HU-1b	Wien - Ebenfurth - Sopron - Győr
AT-HU-1c	Gramatneusiedl - Ebenfurth - Sopron - Győr
AT-HU-2	Ebenfurth - Wiener Neustadt - Sopron
AT-SK-2a	Wien - Marchegg - Devínska Nová Ves - Bratislava hl.st. - Bratislava-N. Mesto - Bratislava-Petržalka
AT-SK-2b	Wien - Marchegg - Devínska Nová Ves - Bratislava hl.st. - Bratislava-Vajnory - Bratislava predmestie - Bratislava-Petržalka
AT-SK-HU-1a	Bratislava hl.st. - Nové Zámky - Štúrovo - Szob
AT-SK-HU-1b	Wien - Bruck a. d. Leitha - Parndorf - Kittsee - Bratislava - Nové Zámky - Štúrovo - Budapest
AT-SK-HU-2a	Wien - Bruck a. d. Leitha - Parndorf - Kittsee - Bratislava - Nové Zámky - Komárom
AT-SK-HU-2b	Parndorf - Bratislava-Petržalka - Nové Zámky - Komárom
AT-SK-HU-2c	Bratislava-Petržalka - Nové Zámky - Komárom
AT-SK-HU-2d	Bratislava hl.st. - Nové Zámky - Komárno - Komárom
AT-SK-HU-3a	Parndorf - Bratislava-Petržalka - Dunajská Streda - Komárom
AT-SK-HU-3b	Bratislava-N. Mesto - Dunajská Streda - Komárno - Komárom
AT-SK-HU-3c	Bratislava-Petržalka - Dunajská Streda - Komárno - Komárom
AT-SK-HU-4	Parndorf - Hegyeshalom - Rajka - Bratislava-Petržalka
HU-4	Sopron - Szombathely - Csorna
HU-5	Csorna - Hegyeshalom - Győr
HU-8b	Hegyeshalom - Csorna - Győr

4.2. Re-routing scenario for section Wien - Hegyeshalom

4.2.1. General Description

Schematic map including re-routing options.



When the section Wien – Hegyeshalom (AT-HU-3) is blocked re-routing options are:

Re-routing Line	Description
AT-HU-1b	Wien - Ebenfurth - Sopron - Győr
AT-HU-1c	Gramatneusiedl - Ebenfurth - Sopron - Győr
AT-SK-HU-2b	Parndorf - Bratislava-Petržalka - Nové Zámky - Komárom
AT-SK-HU-3a	Parndorf - Bratislava-Petržalka - Dunajská Streda - Komárom

4.2.2. Restrictions

AT-SK-HU-2b: Bratislava Petržalka - traction power AC 15 kV 16,7Hz and AC 25 kV 50Hz

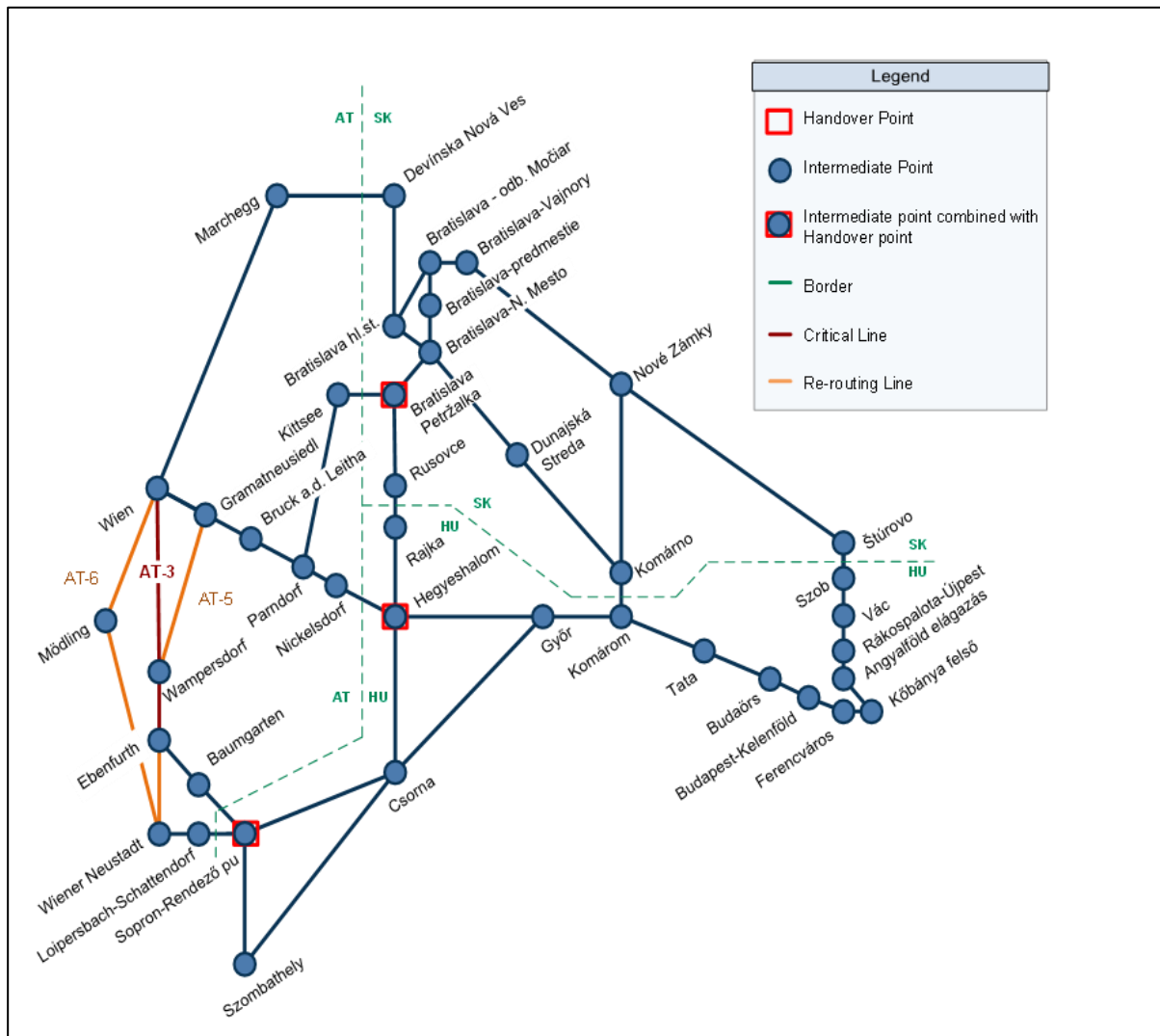
AT-SK-HU-3a: Bratislava Petržalka - traction power AC 15 kV 16,7Hz and AC 25 kV 50Hz;
Komárom and Bratislava-N.Mesto AC 25 kV 50hz

For the Austrian corridor network a train length up to 740m is basically possible under regular operating regulations, due to restrictions in timetabling and operational situations the actually possible train length can be influenced.

4.3. Re-routing scenario for section Wien - Ebenfurth

4.3.1. General Description

Schematic map including re-routing options.



When the section Wien - Ebenfurth (AT-3) is blocked re-routing options are:

Re-routing Line	Description
AT-5	Wien - Gramatneusiedl - Ebenfurth
AT-6	Wien - Mödling - Wiener Neustadt - Ebenfurth

4.3.2. Restrictions

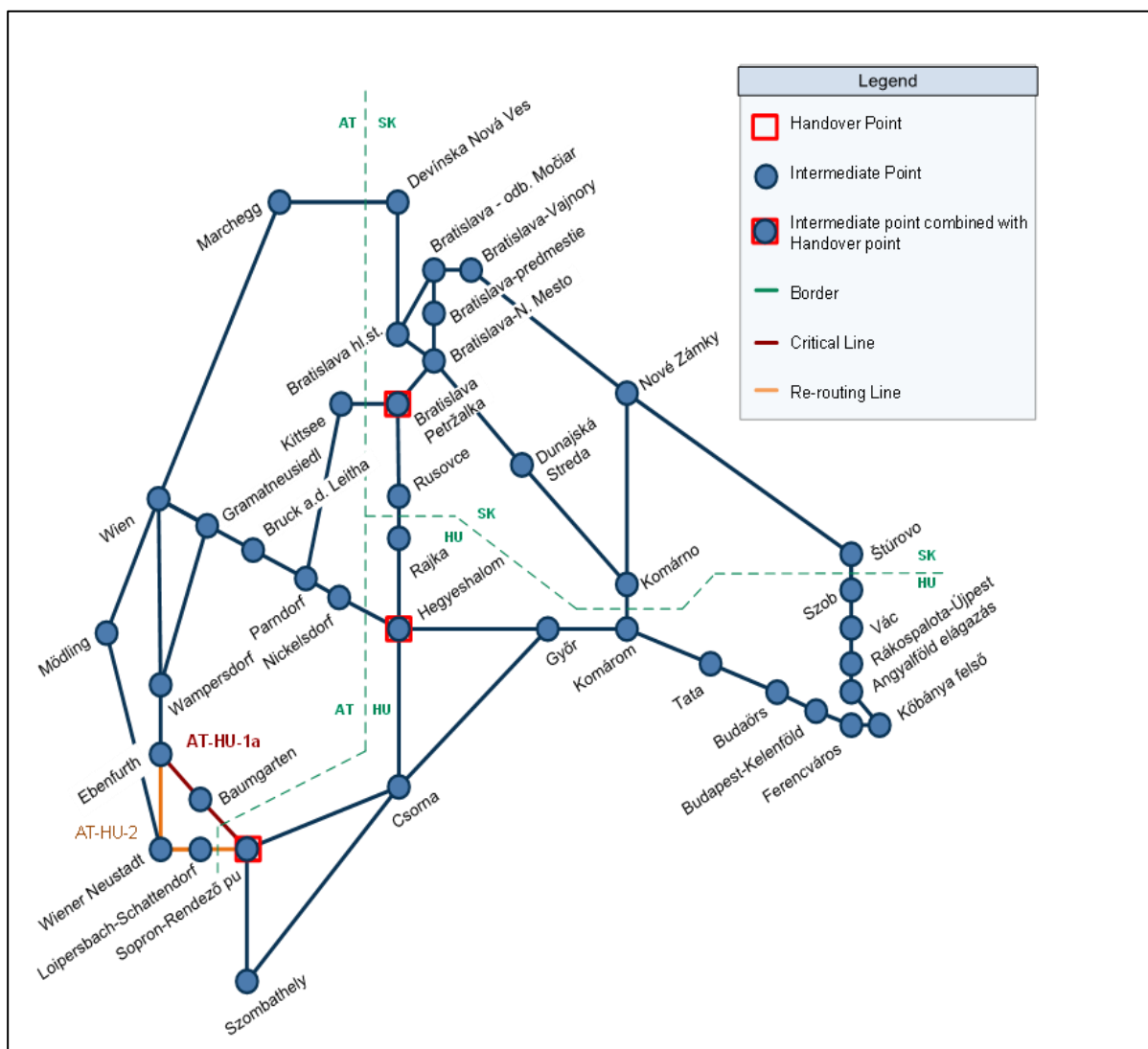
AT-6: Change of direction in Wiener Neustadt necessary.

For the Austrian corridor network a train length up to 740m is basically possible under regular operating regulations, due to restrictions in timetabling and operational situations the actually possible train length can be influenced.

4.4. Re-routing scenario for section Ebenfurth - Sopron

4.4.1. General Description

Schematic map including re-routing options.



When the section Ebenfurth – Sopron (AT-HU-1a) is blocked re-routing options are:

Re-routing Line	Description
AT-HU-2	Ebenfurth - Wiener Neustadt - Sopron

4.4.2. Restrictions

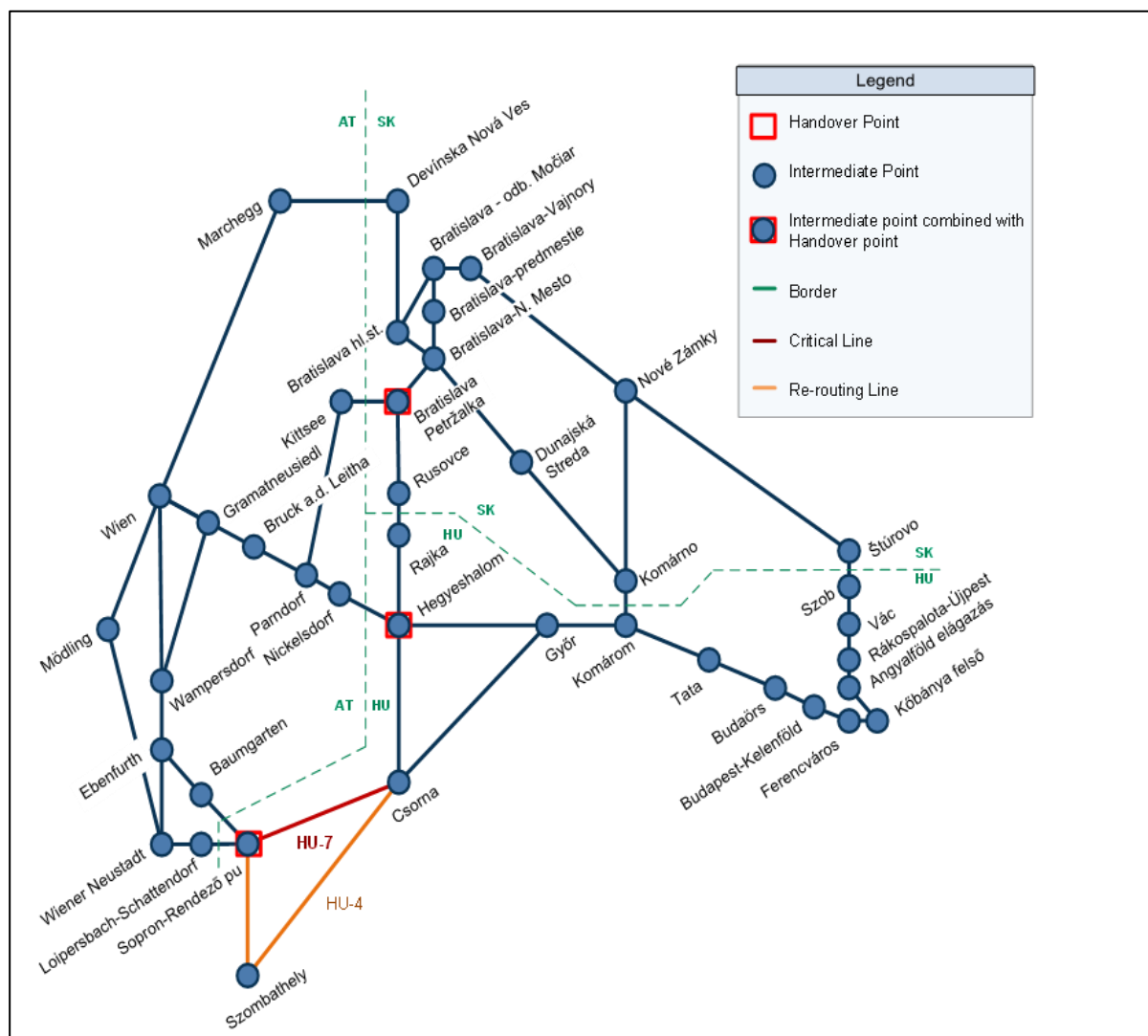
No specific restrictions apply. Please see the Excel file on infrastructure parameters.

For the Austrian corridor network a train length up to 740m is basically possible under regular operating regulations, due to restrictions in timetabling and operational situations the actually possible train length can be influenced.

4.5. Re-routing scenario for section Sopron - Csorna

4.5.1. General Description

Schematic map including re-routing options.



When the section Sopron – Csorna (HU-7) is blocked re-routing options are:

Re-routing Line	Description
HU-4	Sopron - Szombathely - Csorna

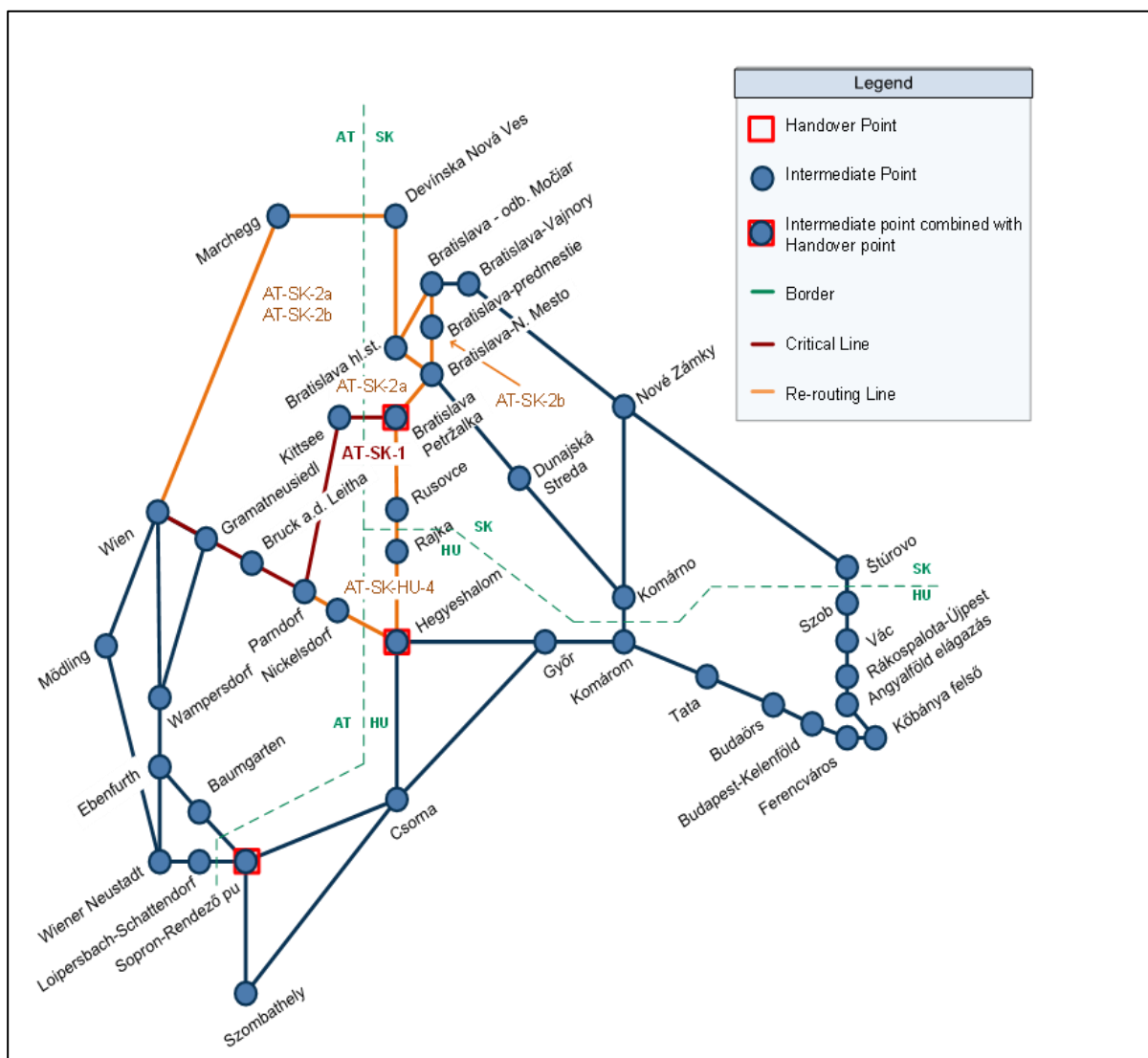
4.5.2. Restrictions

No specific restrictions apply. Please see the Excel file on infrastructure parameters.

4.7. Re-routing scenario for section Wien - Bratislava-Petržalka

4.7.1. General Description

Schematic map including re-routing options.



When the section Wien - Bratislava-Petržalka (AT-SK-1) is blocked re-routing options are:

Re-routing Line	Description
AT-SK-2a	Wien - Marchegg - Devínska Nová Ves - Bratislava hl.st. - Bratislava-N. Mesto - Bratislava-Petržalka
AT-SK-2b	Wien - Marchegg - Devínska Nová Ves - Bratislava hl.st. - Bratislava-Vajnory - Bratislava predmestie - Bratislava-Petržalka
AT-SK-HU-4	Parndorf - Hegyeshalom - Rajka - Bratislava-Petržalka

4.7.2. Restrictions

AT-SK-2a: Wien - Marchegg - Devínska Nová Ves - diesel; Bratislava Petržalka - traction power AC 15 kV 16,7Hz and AC 25 kV 50Hz

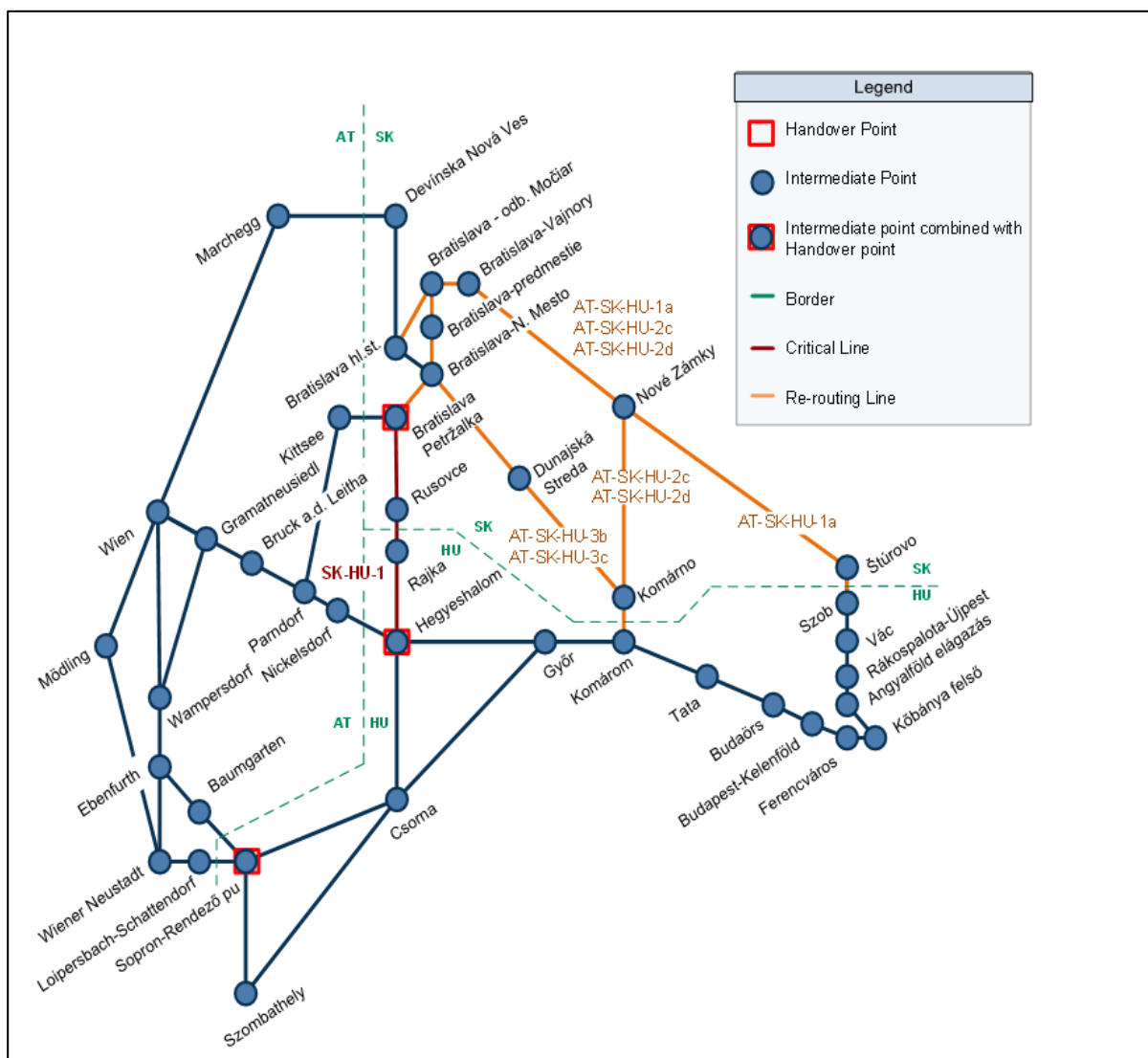
AT-SK-2b: Wien - Marchegg - Devínska Nová Ves - diesel; Bratislava Petržalka - traction power AC 15 kV 16,7Hz and AC 25 kV 50Hz

For the Austrian corridor network a train length up to 740m is basically possible under regular operating regulations, due to restrictions in timetabling and operational situations the actually possible train length can be influenced.

4.8. Re-routing scenario for section Bratislava-Petržalka - Rajka - Hegyeshalom

4.8.1. General Description

Schematic map including re-routing options.



When the section Bratislava-Petržalka - Rajka – Hegyeshalom (SK-HU-1) is blocked re-routing options are:

Re-routing Line	Description
AT-SK-HU-1a	Bratislava hl.st. - Nové Zámky - Štúrovo - Szob
AT-SK-HU-2c	Bratislava-Petržalka - Nové Zámky - Komárno - Komárom
AT-SK-HU-2d	Bratislava hl.st. - Nové Zámky - Komárno - Komárom
AT-SK-HU-3b	Bratislava-N. Mesto - Dunajská Streda - Komárno - Komárom
AT-SK-HU-3c	Bratislava-Petržalka - Dunajská Streda - Komárno - Komárom

4.8.2. Restrictions

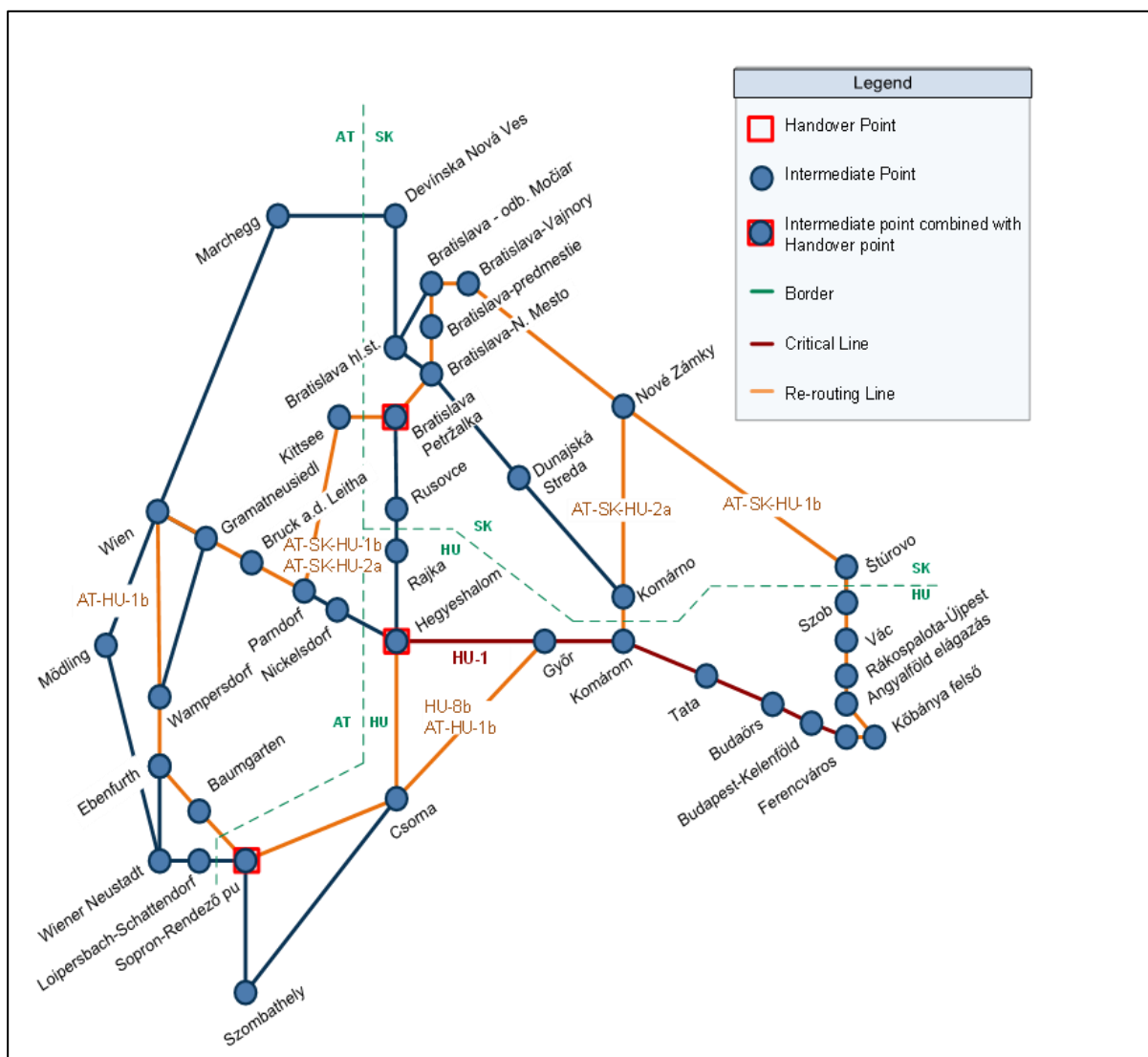
AT-SK-HU-3b: Komárno and Bratislava-N.Mesto AC 25 kV 50hz

AT-SK-HU-3c: Bratislava Petržalka - traction power AC 15 kV 16,7Hz and AC 25 kV 50Hz;
Komárno and Bratislava-N.Mesto AC 25 kV 50hz

4.9. Re-routing scenario for section Hegyeshalom - Győr - Komárom - Budapest

4.9.1. General Description

Schematic map including re-routing options.



When the section Hegyeshalom - Győr - Komárom – Budapest (HU-1) is blocked re-routing options are:

Re-routing Line	Description
AT-HU-1b	Wien - Ebenfurth - Sopron - Győr
HU-8b	Hegyeshalom - Csorna - Győr
AT-SK-HU-2a	Wien - Bruck a. d. Leitha - Parndorf - Kittsee - Bratislava - Nové Zámky - Komárom
AT-SK-HU-1b	Wien - Bruck a. d. Leitha - Parndorf - Kittsee - Bratislava - Nové Zámky - Štúrovo - Budapest

4.9.2. Restrictions

AT-SK-HU-2a: Bratislava Petržalka - traction power AC 15 kV 16,7Hz and AC 25 kV 50Hz

AT-SK-HU-1b: Bratislava Petržalka - traction power AC 15 kV 16,7Hz and AC 25 kV 50Hz

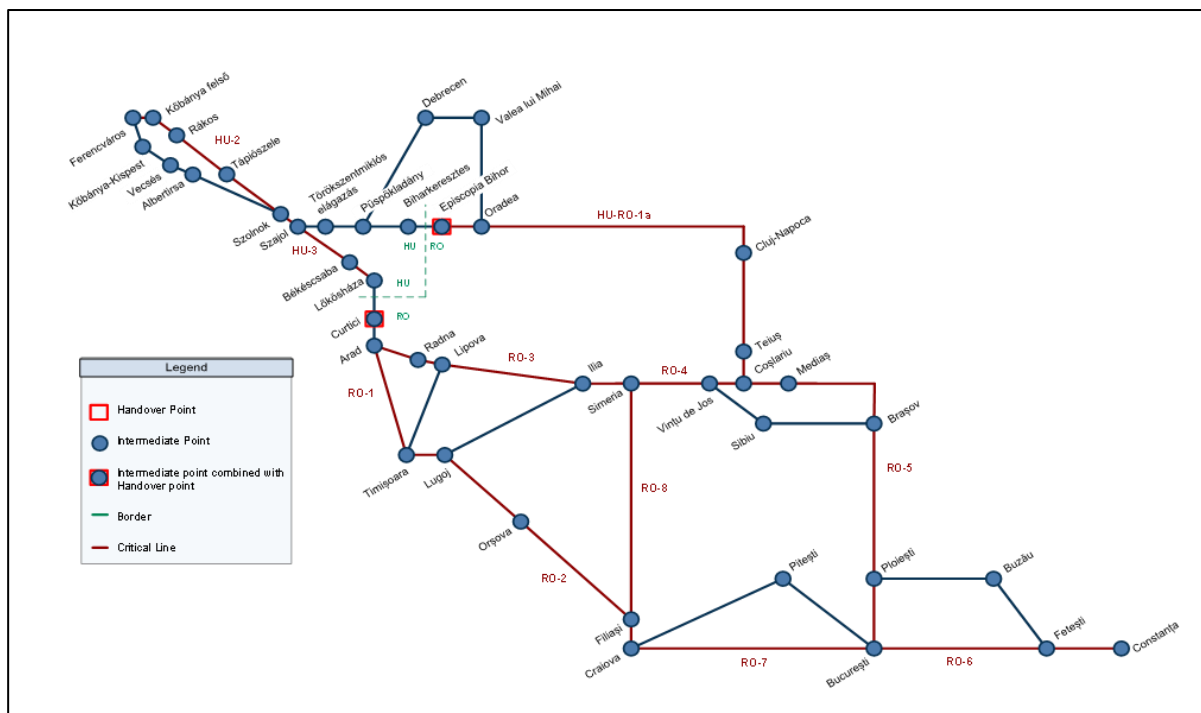
For the Austrian corridor network a train length up to 740m is basically possible under regular operating regulations, due to restrictions in timetabling and operational situations the actually possible train length can be influenced.

5. South-Eastern Part

5.1. Overview re-routing options south-eastern part

The following sections with limited re-routing possibilities are defined for the south-eastern part of RFC Rhine-Danube.

Some re-routing options can be used for various sections.



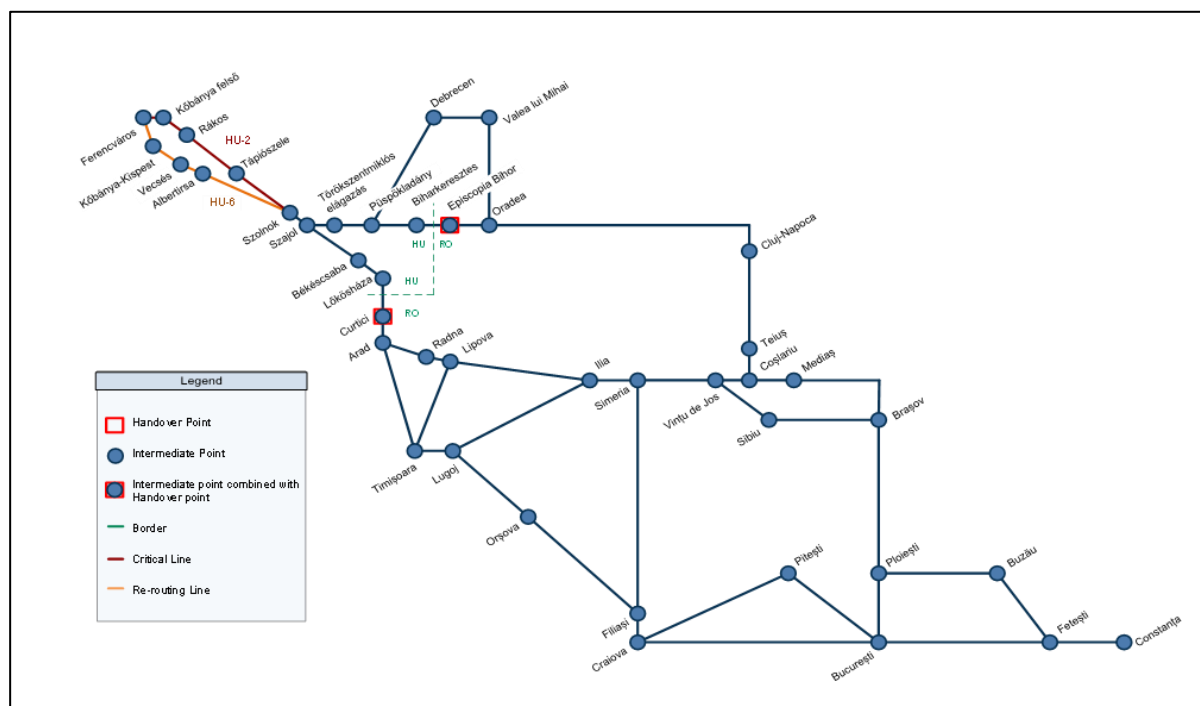
Overview Critical Lines	
Critical Line	Description
HU-2	Budapest - Szolnok
HU-3	Szolnok - Lőkösháza/Curtici
HU-RO-1a	Biharkeresztes - Coșlariu
RO-1	Arad - Timisoara
RO-2	Timisoara - Craiova
RO-3	Arad - Simeria
RO-4	Simeria - Mediaș - Brașov
RO-5	Brașov - București
RO-6	București - Constanța
RO-7	Craiova - București
RO-8	Simeria - Filiasi

Overview Re-routing Lines	
Re-routing Line	Description
HU-6	Budapest - Cegléd - Szolnok
HU-RO-1b	Szolnok - Püspökladány - Biharkeresztes - Episcopia Bihor - Cluj-Napoca - Coşlariu
HU-RO-2	Szajol - Curtici - Arad - Simeria - Coşlariu
HU-RO-3	Püspökladány - Debrecen - Valea Lui Mihai - Oradea
RO-9	Arad - Radna- Timisoara
RO-10	Timisoara - Arad - Simeria - Filiasi - Craiova
RO-11	Arad - Timisoara - Orsova - Filiasi - Simeria
RO-12	Simeria - Sibiu - Brasov
RO-13	Bucureşti - Ploiesti - Buzau - Fetesti - Constanţa
RO-14	Craiova - Pitesti - Bucureşti
RO-15	Simeria - Ilia - Lugoj - Filiasi
RO-16	Braşov - Simeria - Craiova - Bucureşti

5.2. Re-routing scenario for section Budapest - Szolnok

5.2.1. General Description

Schematic map including re-routing options.



When the section Budapest – Szolnok (HU-2) is blocked re-routing options are:

Re-routing Line	Description
HU-6	Budapest - Cegléd - Szolnok

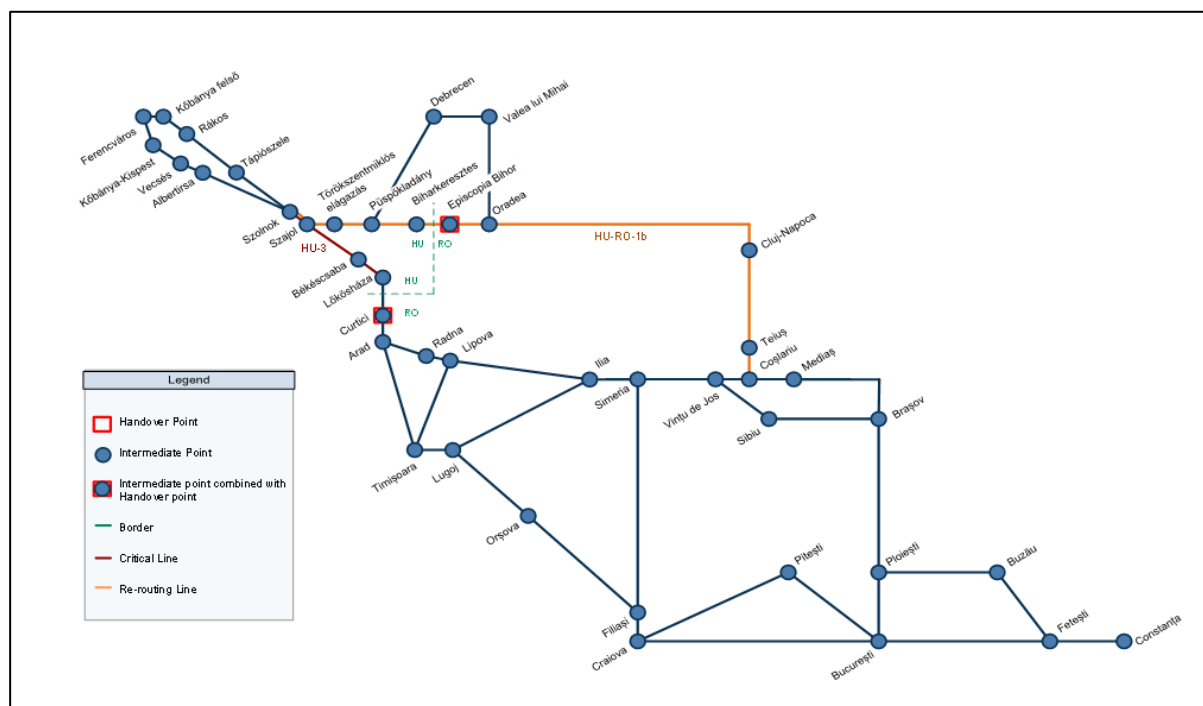
5.2.2. Restrictions

No specific restrictions apply. Please see the Excel file on infrastructure parameters.

5.3. Re-routing scenario for section Szolnok – Lőkösháza/Curtici

5.3.1. General Description

Schematic map including re-routing options.



When the section Szolnok – Lőkösháza/Curtici (HU-3) is blocked re-routing options are:

Re-routing Line	Description
HU-RO-1b	Szolnok - Püspökladány - Biharkeresztes - Episcopia Bihor - Cluj-Napoca - Coşlariu

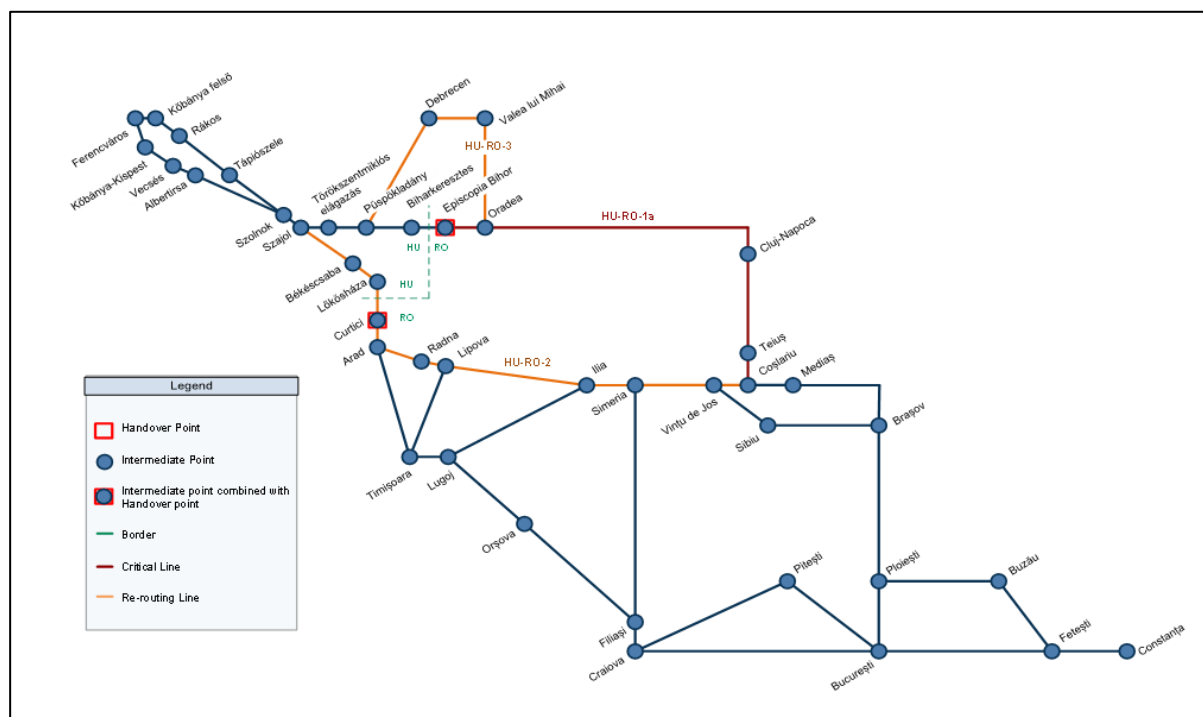
5.3.2. Restrictions

No specific restrictions apply. Please see the Excel file on infrastructure parameters.

5.4. Re-routing scenario for section Biharkeresztes - Coslariu

5.4.1. General Description

Schematic map including re-routing options.



When the section Biharkeresztes – Coslariu (HU-RO-1a) is blocked re-routing options are:

Re-routing Line	Description
HU-RO-2	Szabolcs - Curtici - Arad - Simeria - Coșlariu
HU-RO-3	Püspökladány - Debrecen - Valea Lui Mihai - Oradea

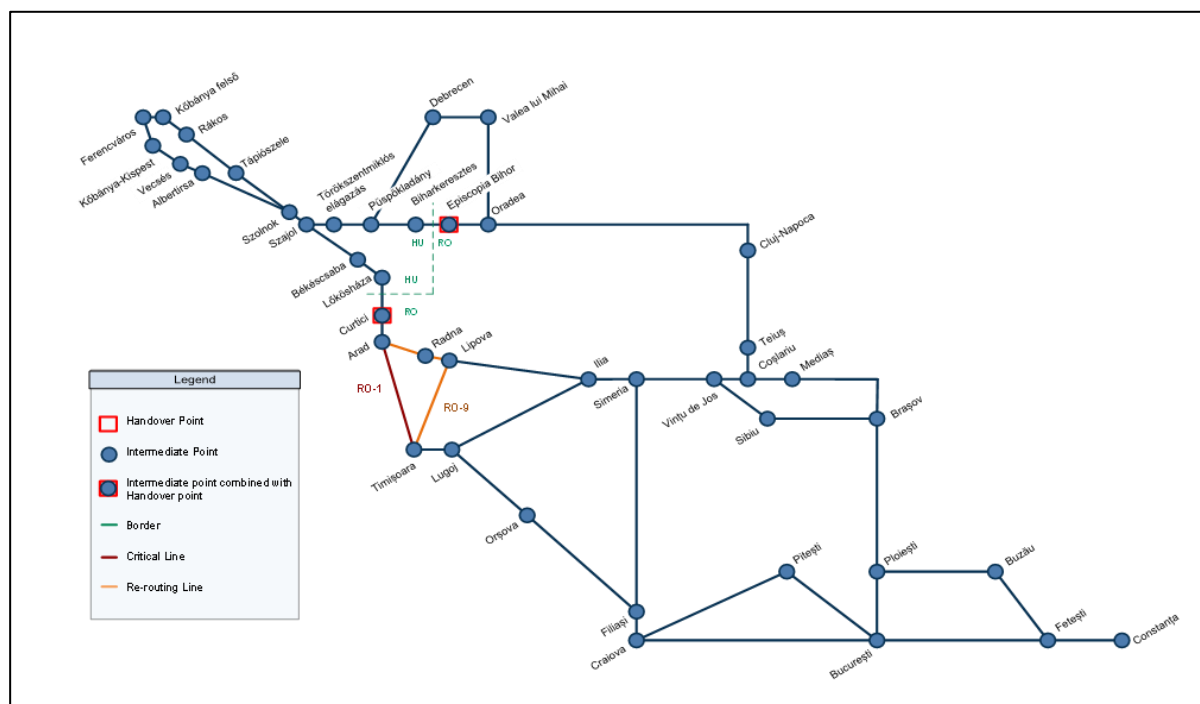
5.4.2. Restrictions

No specific restrictions apply. Please see the Excel file on infrastructure parameters.

5.5. Re-routing scenario for section Arad - Timișoara

5.5.1. General Description

Schematic map including re-routing options.



When the section Arad - Timișoara (RO-1) is blocked re-routing options are:

Re-routing Line	Description
RO-9	Arad - Radna- Timișoara

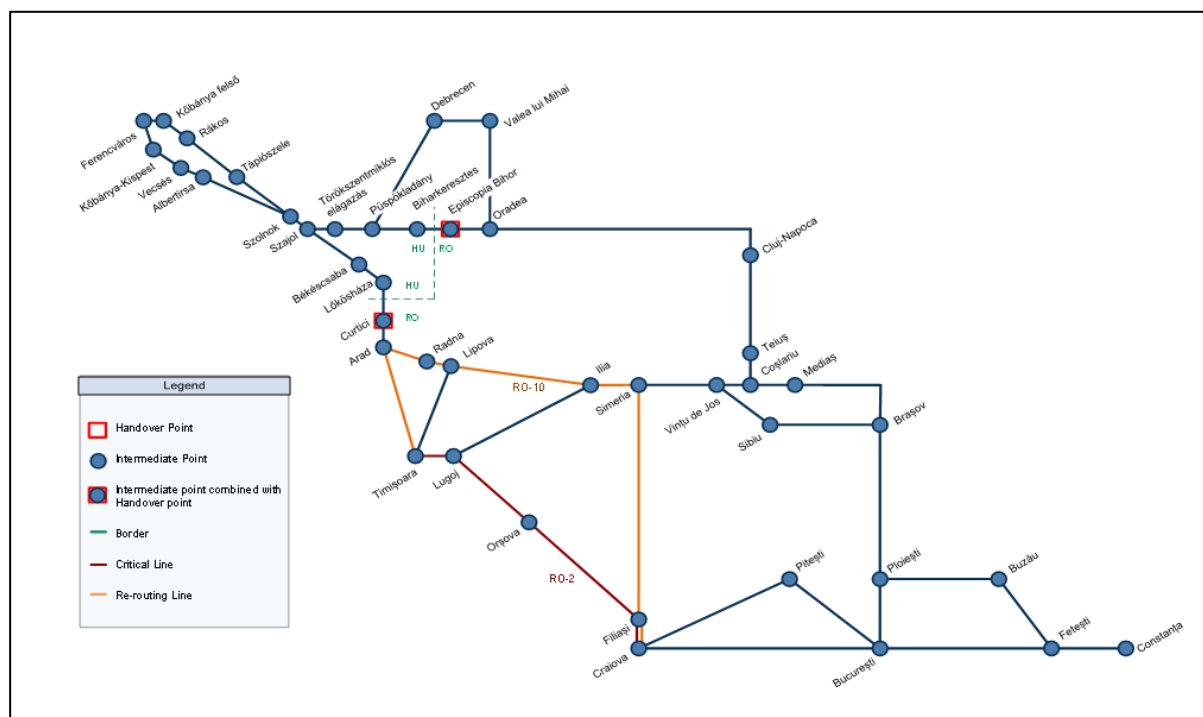
5.5.2. Restrictions

No specific restrictions apply. Please see the Excel file on infrastructure parameters.

5.6. Re-routing scenario for section Timișoara - Craiova

5.6.1. General Description

Schematic map including re-routing options.



When the section Timișoara – Craiova (RO-2) is blocked re-routing options are:

Re-routing Line	Description
RO-10	Timișoara - Arad - Simeria - Filiași - Craiova

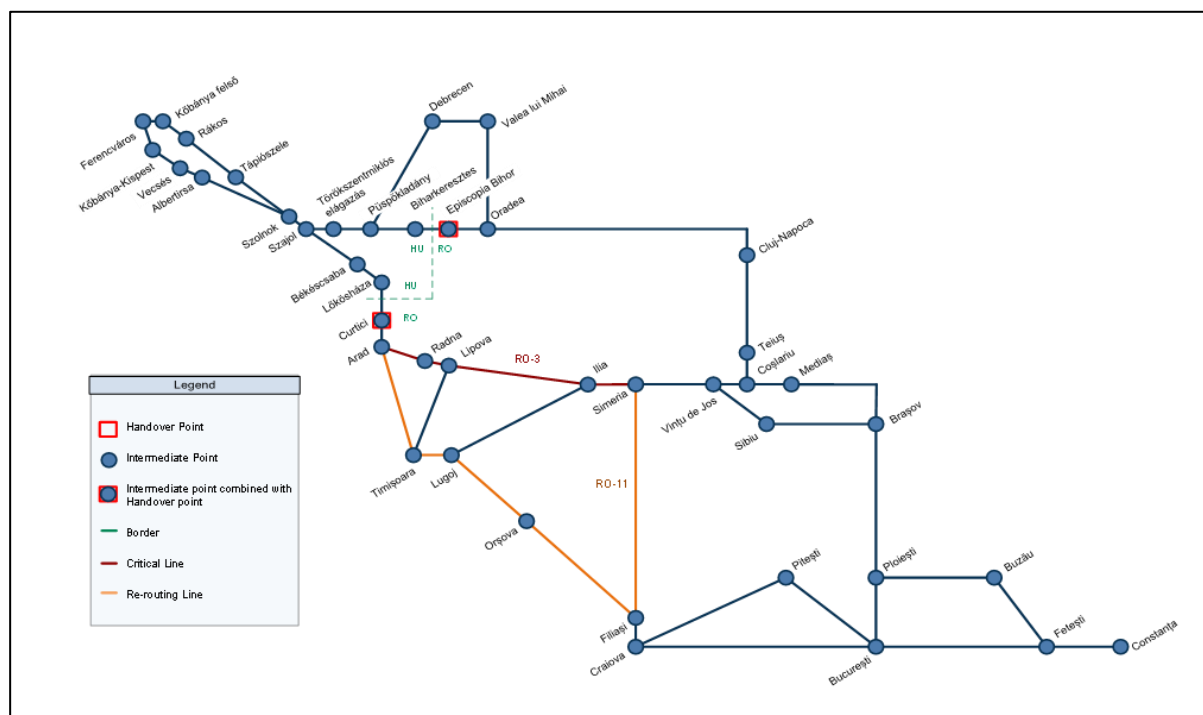
5.6.2. Restrictions

No specific restrictions apply. Please see the Excel file on infrastructure parameters.

5.7. Re-routing scenario for section Arad - Simeria

5.7.1. General Description

Schematic map including re-routing options.



When the section Arad – Simeria (RO-3) is blocked re-routing options are:

Re-routing Line	Description
RO-11	Arad - Timișoara - Orșova - Filiași - Simeria

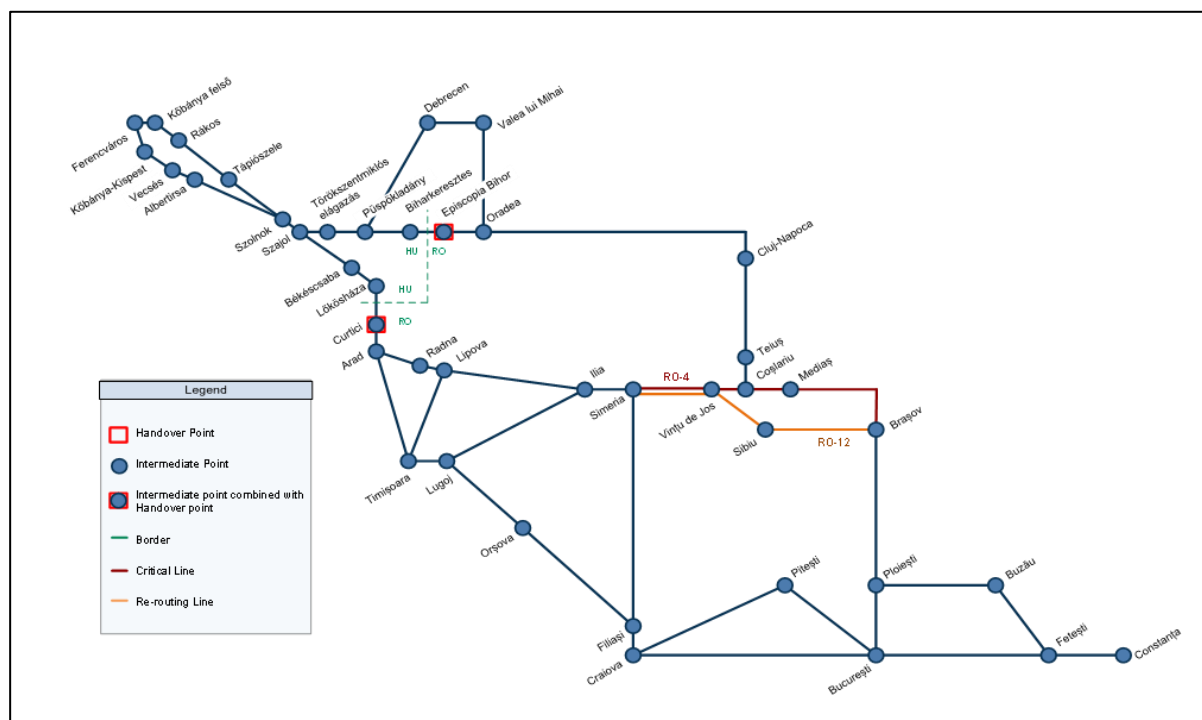
5.7.2. Restrictions

No specific restrictions apply. Please see the Excel file on infrastructure parameters.

5.8. Re-routing scenario for section Simeria - Mediaş - Braşov

5.8.1. General Description

Schematic map including re-routing options.



When the section Simeria - Mediaş - Braşov (RO-4) is blocked re-routing options are:

Re-routing Line	Description
RO-12	Simeria - Sibiu - Braşov

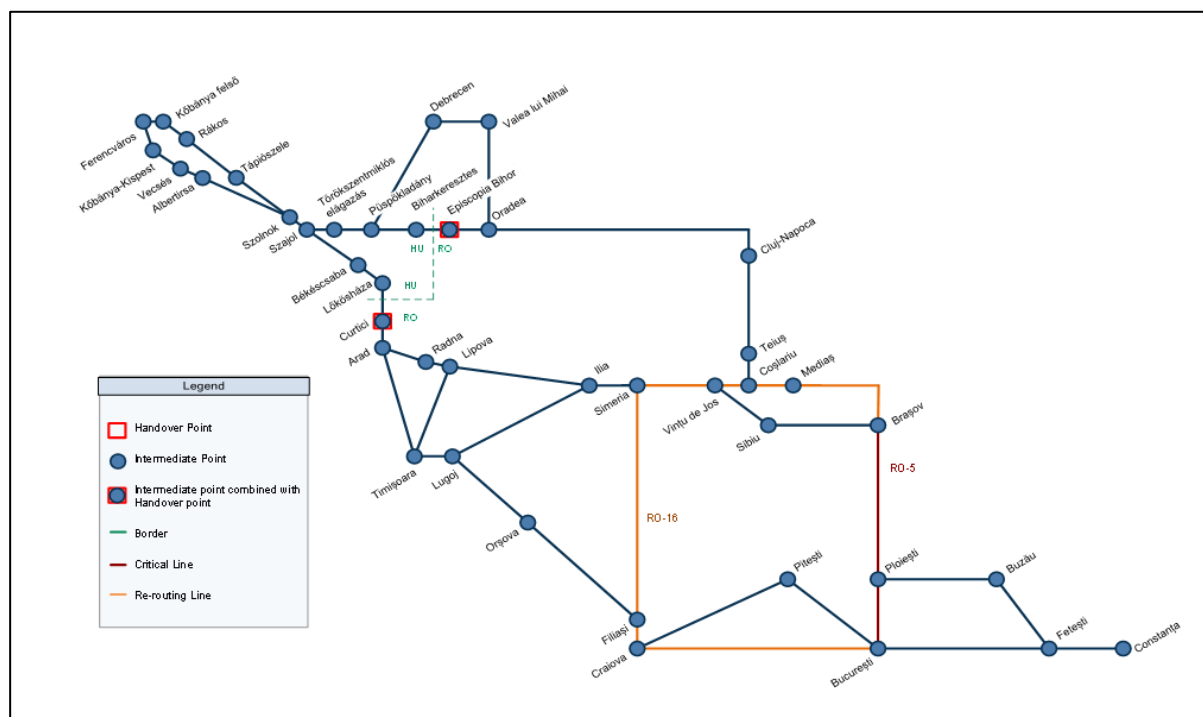
5.8.2. Restrictions

No specific restrictions apply. Please see the Excel file on infrastructure parameters.

5.9. Re-routing scenario for section Braşov - Bucureşti

5.9.1. General Description

Schematic map including re-routing options.



When the section Braşov – Bucureşti (RO-5) is blocked re-routing options are:

Re-routing Line	Description
RO-16	Braşov - Simeria - Craiova - Bucureşti

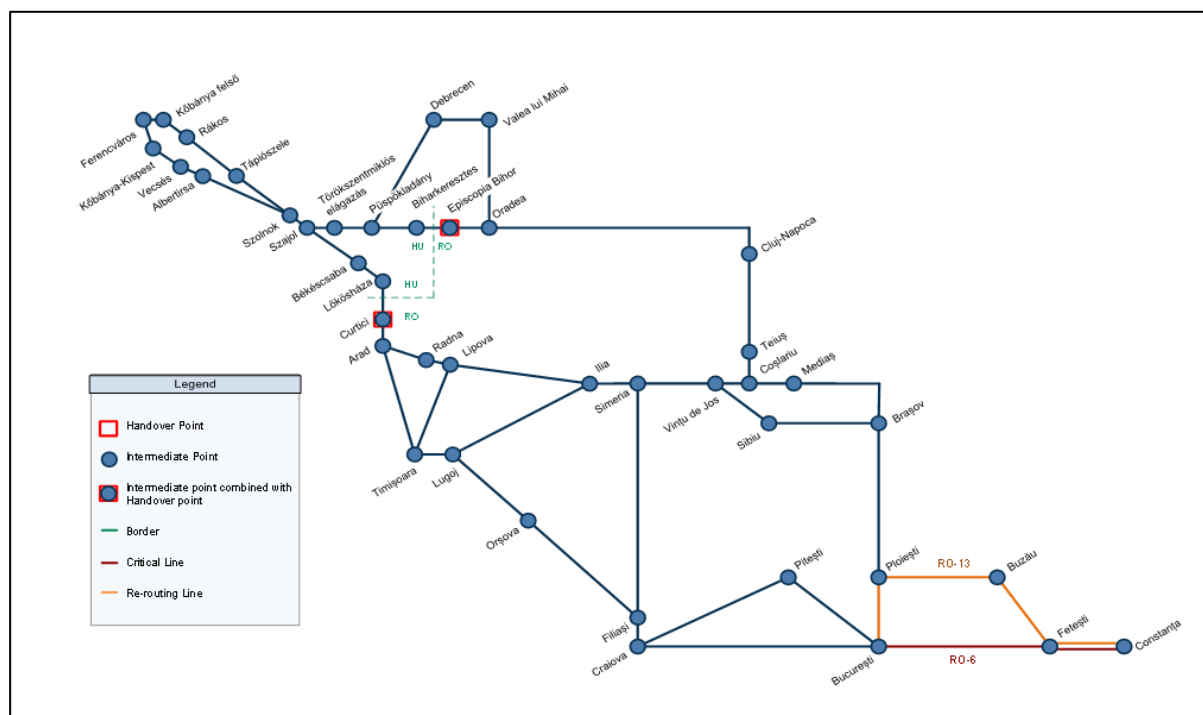
5.9.2. Restrictions

No specific restrictions apply. Please see the Excel file on infrastructure parameters.

5.10. Re-routing scenario for section București - Constanța

5.10.1. General Description

Schematic map including re-routing options.



When the section București – Constanța (RO-6) is blocked re-routing options are:

Re-routing Line	Description
RO-13	București - Ploiești - Buzău - Fetești - Constanța

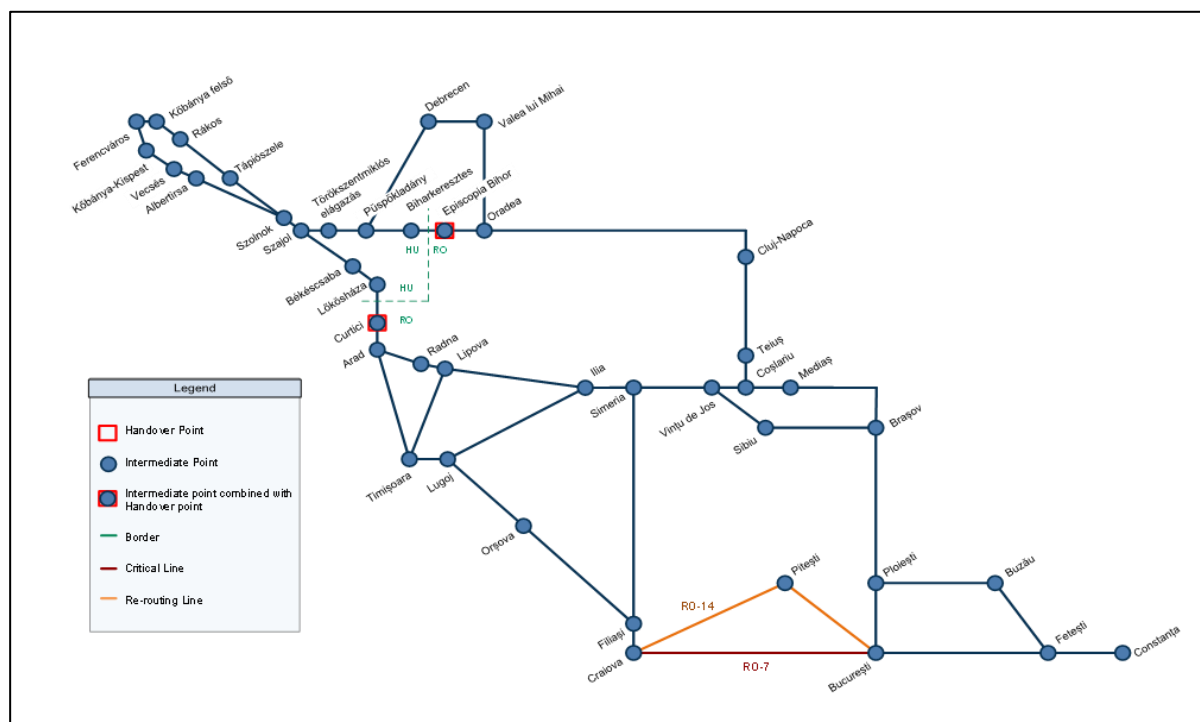
5.10.2. Restrictions

No specific restrictions apply. Please see the Excel file on infrastructure parameters.

5.11. Re-routing scenario for section Craiova - București

5.11.1. General Description

Schematic map including re-routing options.



When the section Craiova – București (RO-7) is blocked re-routing options are:

Re-routing Line	Description
RO-14	Craiova - Pitești - București

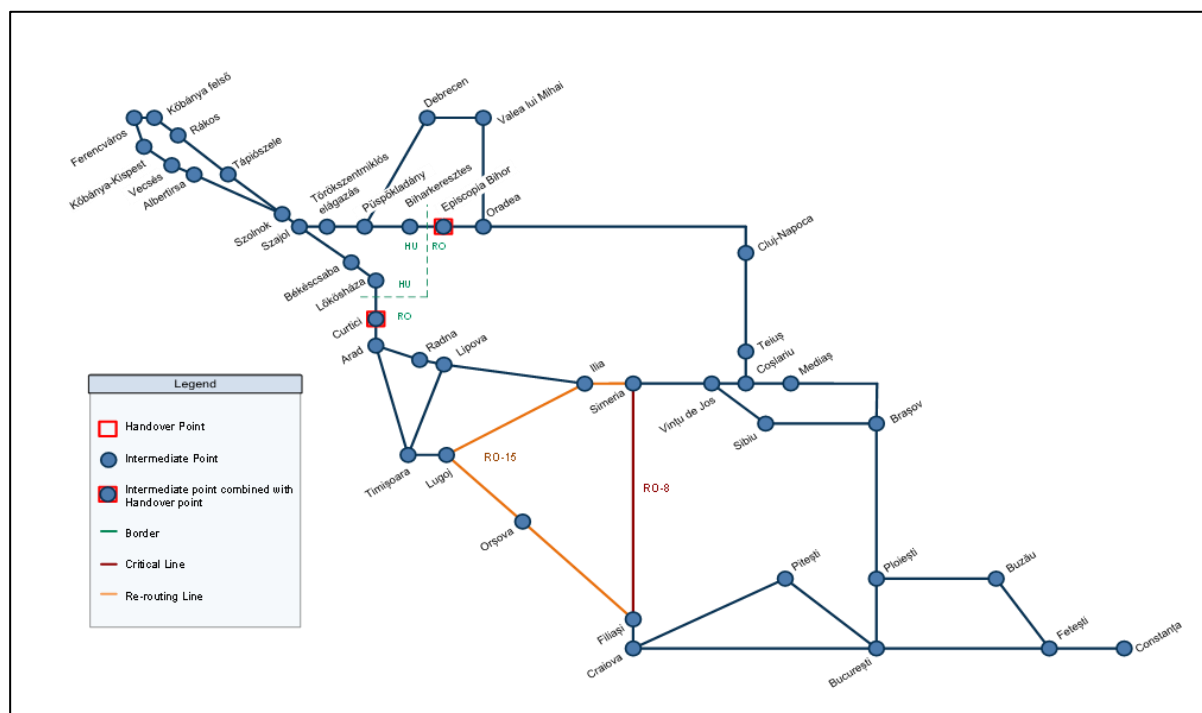
5.11.2. Restrictions

No specific restrictions apply. Please see the Excel file on infrastructure parameters.

5.12. Re-routing scenario for section Simeria - Fiași

5.12.1. General Description

Schematic map including re-routing options.



When the section Simeria – Fiași (RO-8) is blocked re-routing options are:

Re-routing Line	Description
RO-15	Simeria - Ilia - Lugoj - Fiași

5.12.2. Restrictions

No specific restrictions apply. Please see the Excel file on infrastructure parameters.

Annex 1: Overview of critical lines on RFC Rhine-Danube

Critical Line	Description
AT-1	Salzburg - Wels
AT-2	Linz - Wien Zvbf
AT-3	Wien - Ebenfurth
AT-HU-1a	Ebenfurth - Sopron
AT-HU-3	Wien - Hegyeshalom
AT-SK-1	Wien - Bratislava-Petržalka
CZ-SK-1	Hranice na Moravě - Horní Lideč - Žilina
CZ-SK-2	Hranice na Moravě - Čadca - Žilina
DE-10	München - Rosenheim
DE-14	Karlsruhe - Offenburg
DE-6	Hub Würzburg
DE-7/8	Stuttgart - Ulm - Augsburg
DE-9	Augsburg - München
DE-31	Nürnberg - Regensburg
DE-AT-1a	Rosenheim - Salzburg
DE-AT-2a	Regensburg - Passau - Wels
DE-CZ-3a	Marktdreitz - Cheb - Plzeň
DE-CZ-4a	Schwandorf - Furth im Wald - Plzeň
DE-FR-3	Strasbourg - Kehl
HU-1	Hegyeshalom - Győr - Komárom - Budapest
HU-2	Budapest - Szolnok
HU-3	Szolnok - Lőkösháza/Curtici
HU-7	Sopron - Csorna
HU-8a	Csorna - Győr
HU-RO-1a	Biharkeresztes - Coşlariu
RO-1	Arad - Timisoara
RO-2	Timisoara - Craiova
RO-3	Arad - Simeria
RO-4	Simeria - Mediaş - Brasov
RO-5	Brasov - Bucureşti
RO-6	Bucureşti - Constanţa
RO-7	Craiova - Bucureşti

RO-8	Simeria - Filiasi
SK-HU-1	Bratislava-Petržalka - Rajka - Hegyeshalom
SK-UA-3	Čierna nad Tisou - Čop

Annex 2: Overview of re-routing lines on RFC Rhine-Danube

Re-routing Line	Description
AT-4	Salzburg - Bischofshofen - Selthal - Marchtrenk/Linz
AT-5	Wien - Gramatneusiedl - Ebenfurth
AT-6	Wien - Mödling - Wiener Neustadt - Ebenfurth
AT-HU-1b	Wien - Ebenfurth - Sopron - Győr
AT-HU-1c	Gramatneusiedl - Ebenfurth - Sopron - Győr
AT-HU-2	Ebenfurth - Wiener Neustadt - Sopron
AT-SK-2a	Wien - Marchegg - Devínska Nová Ves - Bratislava hl.st. - Bratislava-N. Mesto - Bratislava-Petržalka
AT-SK-2b	Wien - Marchegg - Devínska Nová Ves - Bratislava hl.st. - Bratislava-Vajnory - Bratislava predmestie - Bratislava-Petržalka
AT-SK-HU-1a	Bratislava hl.st. - Nové Zámky - Štúrovo - Szob
AT-SK-HU-1b	Wien - Bruck a. d. Leitha - Parndorf - Kittsee - Bratislava - Nové Zámky - Štúrovo - Budapest
AT-SK-HU-2a	Wien - Bruck a. d. Leitha - Parndorf - Kittsee - Bratislava - Nové Zámky - Komárom
AT-SK-HU-2b	Parndorf - Bratislava-Petržalka - Nové Zámky - Komárom
AT-SK-HU-2c	Bratislava-Petržalka - Nové Zámky - Komárno - Komárom
AT-SK-HU-2d	Bratislava hl.st. - Nové Zámky - Komárno - Komárom
AT-SK-HU-3a	Parndorf - Bratislava-Petržalka - Dunajská Streda - Komárom
AT-SK-HU-3b	Bratislava-N. Mesto - Dunajská Streda - Komárno - Komárom
AT-SK-HU-3c	Bratislava-Petržalka - Dunajská Streda - Komárno - Komárom
AT-SK-HU-4	Parndorf - Hegyeshalom - Rajka - Bratislava-Petržalka
CZ-SK-1	Hranice na Moravě - Horní Lideč - Žilina
CZ-SK-2	Hranice na Moravě - Čadca - Žilina
DE-20	Gemünden – Wernfeld – Schweinfurt – Bamberg – Nürnberg
DE-21	Darmstadt – Stuttgart – Backnang – Crailsheim – Ansbach – Nürnberg
DE-22	Hanau – Fliesen – Fulda – Großheringen – Bamberg – Nürnberg
DE-23	Stuttgart – Aalen – Nördlingen – Donauwörth – Augsburg
DE-24a	Stuttgart – Backnang – Crailsheim – Ansbach – Treuchtlingen – Augsburg
DE-24b	Stuttgart – Backnang – Crailsheim – Ansbach – Treuchtlingen – Ingolstadt – München

DE-24c	Stuttgart – Darmstadt – Aschaffenburg – Würzburg – Ansbach – Treuchtlingen – Augsburg
DE-25	(Ulm –) Neuoffingen – Donauwörth – Ingolstadt – München
DE-26	Augsburg - Mering - Geltendorf - München
DE-27	München – Holzkirchen – Rosenheim
DE-28	Nürnberg - Ingolstadt - Regensburg
DE-29	Nürnberg – Ingolstadt – München – Landshut – Plattling
DE-30	Nürnberg – Schwandorf – Regensburg
DE-AT-1b	Nürnberg - Ingolstadt - München - Salzburg - Wels
DE-AT-1c	Regensburg - Landshut - München - Salzburg - Wels
DE-AT-1d	München - Salzburg - Wels
DE-AT-1e	München - Salzburg - Bischofshofen - St. Michael - Wien
DE-AT-2b	München – Plattling – Passau – Wels
DE-AT-2c	München - Passau - Marchtrenk - Selzthal - St. Michael - Wien
DE-AT-IT-1	Rosenheim – Kufstein – Wörgl – Bischofshofen – Salzburg
DE-CH-2	Strasbourg - Offenburg - Hattingen - Horb - Stuttgart
DE-CZ-2	Nürnberg - Marktredwitz - Hof - Plauen - Bad Brambach - Vojtanov - Cheb
DE-CZ-3b	Nürnberg - Marktredwitz - Cheb - Plzeň
DE-CZ-4b	Nürnberg - Schwandorf - Furth im Wald - Plzeň
DE-FR-1	Karlsruhe – Wörth – Strasbourg – Offenburg
DE-FR-2	Mannheim – Metz – Strasbourg – Offenburg
DE-FR-4	Strasbourg - Réding - Rémyilly - Forbach - Mannheim
HU-4	Sopron - Szombathely - Csorna
HU-5	Csorna - Hegyeshalom - Győr
HU-6	Budapest - Cegléd - Szolnok
HU-8b	Hegyeshalom - Csorna - Győr
HU-RO-1b	Szolnok - Püspökladány - Biharkeresztes - Episcopia Bihor - Cluj-Napoca - Coşlariu
HU-RO-2	Szajol - Curtici - Arad - Simeria - Coşlariu
HU-RO-3	Püspökladány - Debrecen - Valea Lui Mihai - Oradea
RO-10	Timisoara - Arad - Simeria - Filiasi - Craiova
RO-11	Arad - Timisoara - Orsova - Filiasi - Simeria
RO-12	Simeria - Sibiu - Brasov
RO-13	Bucureşti - Ploiesti - Buzau - Fetesti - Constanţa
RO-14	Craiova - Pitesti - Bucureşti

RO-15	Simeria - Ilia - Lugoj - Filiasi
RO-16	Braşov - Simeria - Craiova - Bucureşti
RO-9	Arad - Radna- Timisoara
SK-1	Košice - Bánovce nad Ondavou - Maťovce