



# Pool Away!

Project on Pooling Resources  
in International Contingency Management

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ICM

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# RU Handbook for ICM

## UIC International Railway Solution (IRS) 20240:

[Railway Undertakings' Handbook for International Contingency Management \(shop-ETF.com\)](https://shop-ETF.com)

This IRS outlines the following:

1. RU risk management preparatory measures that should be taken and that can be drawn upon in the event of an international disruption.
2. The essential steps to be taken by RUs during an international disruption to minimise disruption to trade flows.
3. In detail processes and procedures that RUs should take in communication with other RUs, Infrastructure Managers (IMs) and end customers.
4. The definition of scenarios for the pooling of resources of RUs and the identification of ad-hoc risk mitigation measures that would allow such pooling in case of an officially declared "contingency case".

It is primarily addressed to those within Railway Undertakings responsible for production, time-tabling (railway infrastructure/service facilities), resource planning / deployment (capacity, staff, rolling stock), traffic contingency management, client relations. The section dealing with pooling of resources is addressed also to RU staff dedicated to the development of new operational practices and Railway Advisory Group (Deputy) Speakers. This section needs to be worked out by the RUs.

# Motivation and general scope of the project

## Motivation of the project

- Major and longer-term disruptions in the rail network have a huge negative impact on society beyond the effects on revenue and profit of the RUs and IMs (i.e. disruption of essential trade flows, such as coal transports)
- In a case of major disruptions it is of utmost importance to make full use of the remaining capacity dedicated to rail freight
- Historically, the remaining capacity was only used to a limited extent, mainly due to lack of capability of the sector to pool resources (load, paths, driver, locomotives)

## General scope of the project

- Identify obstacles to pooling of resources on the level of processes and regulatory issues
  - Load
  - Paths
  - Drivers
  - Locomotives
- Outline of approach to overcome identified obstacles as a starting point for focused initiatives
- Test approach along identified use cases
- Currently out of scope: Commercial terms on identified pooling options

# There are several parameters which can be pooled

Root cause for pooling

Remaining load capacity on assigned path

and/or

- No capability to use assigned path, i.e.
- No drivers with sufficient route knowledge
  - No locomotive available to RU

Pooling of load of RUs


Pooling of driver

Pooling of locomotive

Pooling of driver and locomotive

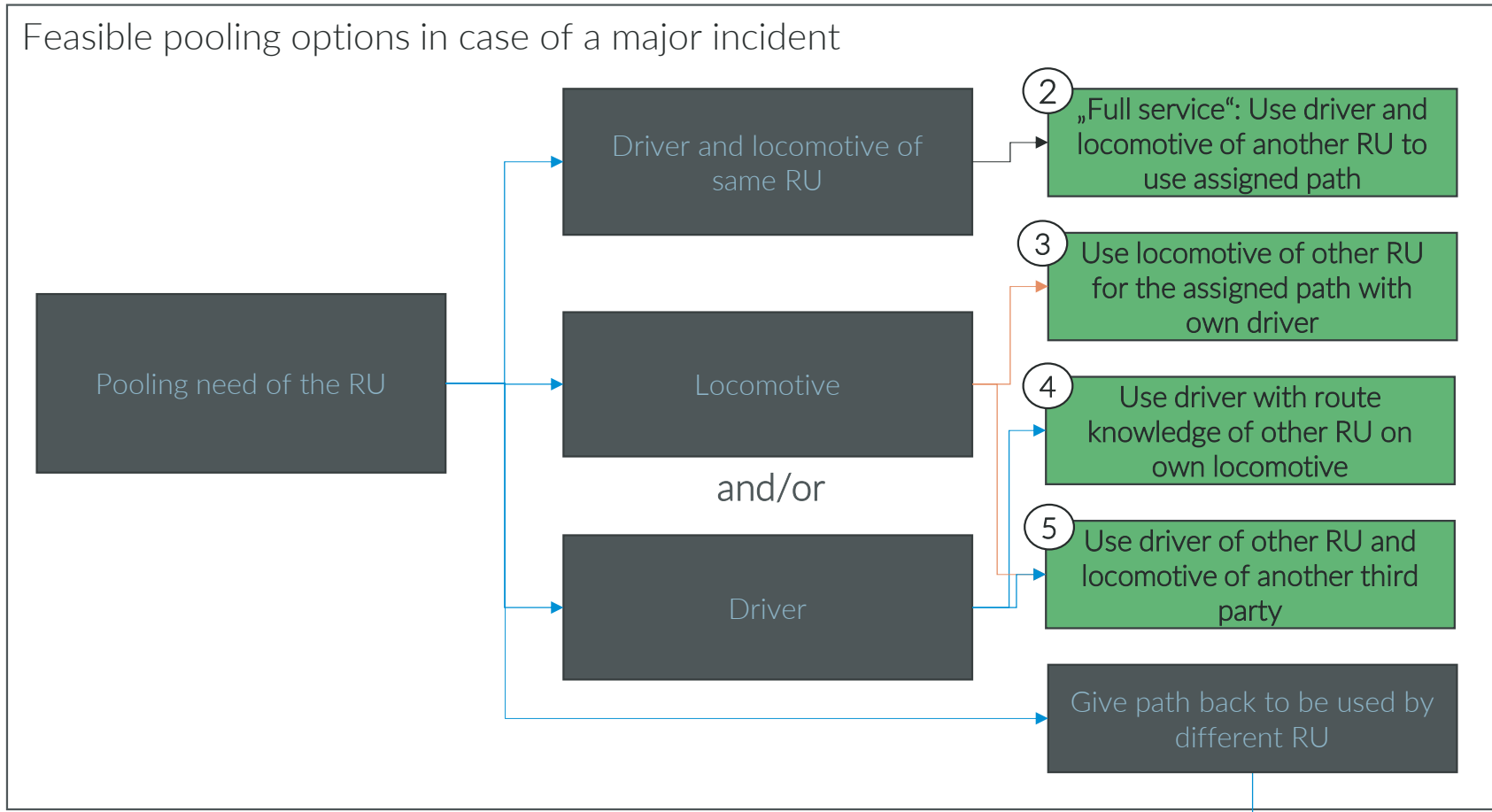


# There are different options for pooling

 Current focus of the project

**1**  
Default case:  
RU is able to fully  
operate the new  
path with its own  
ressources:

- Load pooling  
with other RUs
- Check for  
relaxation of  
route knowledge  
in order to use  
own driver



# Different principles of pooling

Commercial  
framework and  
processes to be  
established

- Load pooling: Fast response to consolidate transport needs with remaining capacity on assigned paths
- Path pooling: Easy framework to reassign paths to RUs which are capable of using path capacity – to be coordinated with load pooling

Regulatory  
framework and  
processes to be  
established

- Driver pooling: Use driver with route knowledge on locomotive of RU which owns the path and the locomotive
- Locomotive pooling: Use driver of RU who owns the path on a locomotive of another RU
- Driver and locomotive pooling: Use driver and locomotive of other RU(s) on path of RU

Current focus of the project

# Requirements need to be met in order to pool resources

## Vehicle Authorisation

- Vehicle needs to be certified to travel on the deviation route

## Route knowledge

- The driver needs to be authorised to travel on the deviation route, or
- Mitigation measure guaranteeing safety (without conforming to Route Knowledge requirements)

## Language

- The driver needs to be able to operate in the geography, or
- Safe mitigation measure (like language tool)

## Drivers' certification

- The driver is certified to drive the vehicle and has medical docs etc, training of RUs own procedures;
- RU delegating driver holds at least part A of the Safety Certificate in country concerned, or
- Safe mitigation measures

Goal of the project is to identify options to reduce legal requirements with two effects:

- Effect 1: Reduce the need to pool for RUs, as own resources can be more easily used on deviation routes
- Effect 2: Enlarge the possibilities to match existing resources



# Status

Project started with deepening of problem statement into identification of sub-problems per field: Operations, Driver & Safety certification, Route knowledge, Traffic management, Commercial conditions

Next steps:

- Locomotive pooling
- Operations
- Traffic management process (together with IMs)
- Commercial conditions
- Define the work packages for follow up project

Current focus:

- 2 use cases to keep the project connected to real-life uses: Nürnberg-Regensburg and Karlsruhe-Kehl
- focus on driver pooling and the identification of blocking issues, such as different driver manuals per RU in DE (and other countries)
- Identify blocking issues Safety Management Systems (RU, NSA, EU)

Nürnberg-Regensburg rerouting

- Nürnberg - Ingolstadt - München - Salzburg - Wels (DE-AT)
- Nürnberg - Ingolstadt - Regensburg (DE)
- Nürnberg - Ingolstadt - München - Landshut - Plattling (DE)
- Nürnberg - Schwandorf - Regensburg (DE)

Karlsruhe-Kehl rerouting

- Via France (several options)
- Via Gäubahn
- Via RFC 9 and Brenner