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Railway Undertakings' Handbook for International Contingency Management



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Foreword

An International Railway Solution (IRS) is a document drawn up by consensus and applied on a voluntary basis which aims to facilitate and harmonise railway operation.

IRSs are gradually replacing UIC leaflets.

Members of the International Union of Railways (UIC) participate in the creation of IRSs, of which they benefit in full. Furthermore, marketing to railway stakeholders contributes to the sharing and harmonisation of good practices, in accordance with UIC's primary goal.

While IRSs do not have the force of law, they are created and published in a professional manner and with technical approval on the basis of UIC procedures, and have full technical legitimacy in the railway sector.

The "General application" section constitutes the heart of the IRS and contains the working group's expertise applicable in the broadest manner. The addition of a "Specific application" aims to cover factors specific to a region, a type of service, etc.

Some provisions shall be implemented in all cases to ensure correct application and maintain the system's cohesiveness. Certain operational circumstances require that specific provisions be systematically applied by all users of the document.

For the purposes of understanding, the user acknowledges that the expression of:

- obligation indicates requirements to be respected in order to comply with the expertise expressed in the document (usually "shall");
- recommendation indicates options that are favourable but not essential (usually "should");
- permission indicates options that are recognised but without consequence (usually "may");
- capacity indicates possibilities from a technical standpoint and not permissions or probabilities (usually "can").

Obligation, recommendation and capacity can be expressed in the negative to indicate prohibiting, non-recommendation and incapacity.

If applicable, notably for the purposes of compliance with a UIC approval, passages that are recommended or mandatory for the cohesiveness of the system will be accompanied by the letters "R" and "MCS" respectively.

This IRS reflects the following UIC working group expertise:

ECCO, the coordination group of Railway Advisory Group Speakers, Deputy Speakers and ERFA

It integrates in full or in part the following UIC leaflets:

None

It complements the following standards:

European Rail Infrastructure Managers Handbook for International Contingency Management
Version 1.5, 23 March 20

The following IRSs constitute a complementary series:

None

Executive summary

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.

It integrates in full or in part the following UIC leaflets:

None

It integrates in full the following standard:

Railway Undertakings' Handbook for International Contingency Management, Version 1.0, created by ECCO: Efficient Cross Corridor Organisation, published by UIC 17 December 2019

It complements the following standards:

None

Field of application

This IRS applies to contingency planning and contingency management of rail freight traffic in case of large incidents with significant international impact.

It describes preparatory measures and actions in the event of an international disruption.

In [point 4 - page 16](#) it describes additional measures that need further development. In those cases 'application of the IRS' means accepting to develop these measures.

Point [4.5.1 - page 18](#) can only be implemented after implementation of [point 4.3.3 - page 17](#), [point 4.4 - page 17](#) and [point 4.4.1 - page 17](#).

Point [4.5.2 - page 18](#) to [point 4.5.5 - page 19](#) can only be implemented after development of mitigation measures.