EUROPEAN
COMMISSION

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PART 3/5

COMMISSION STAFF WORKING DOCUMENT

EVALUATION

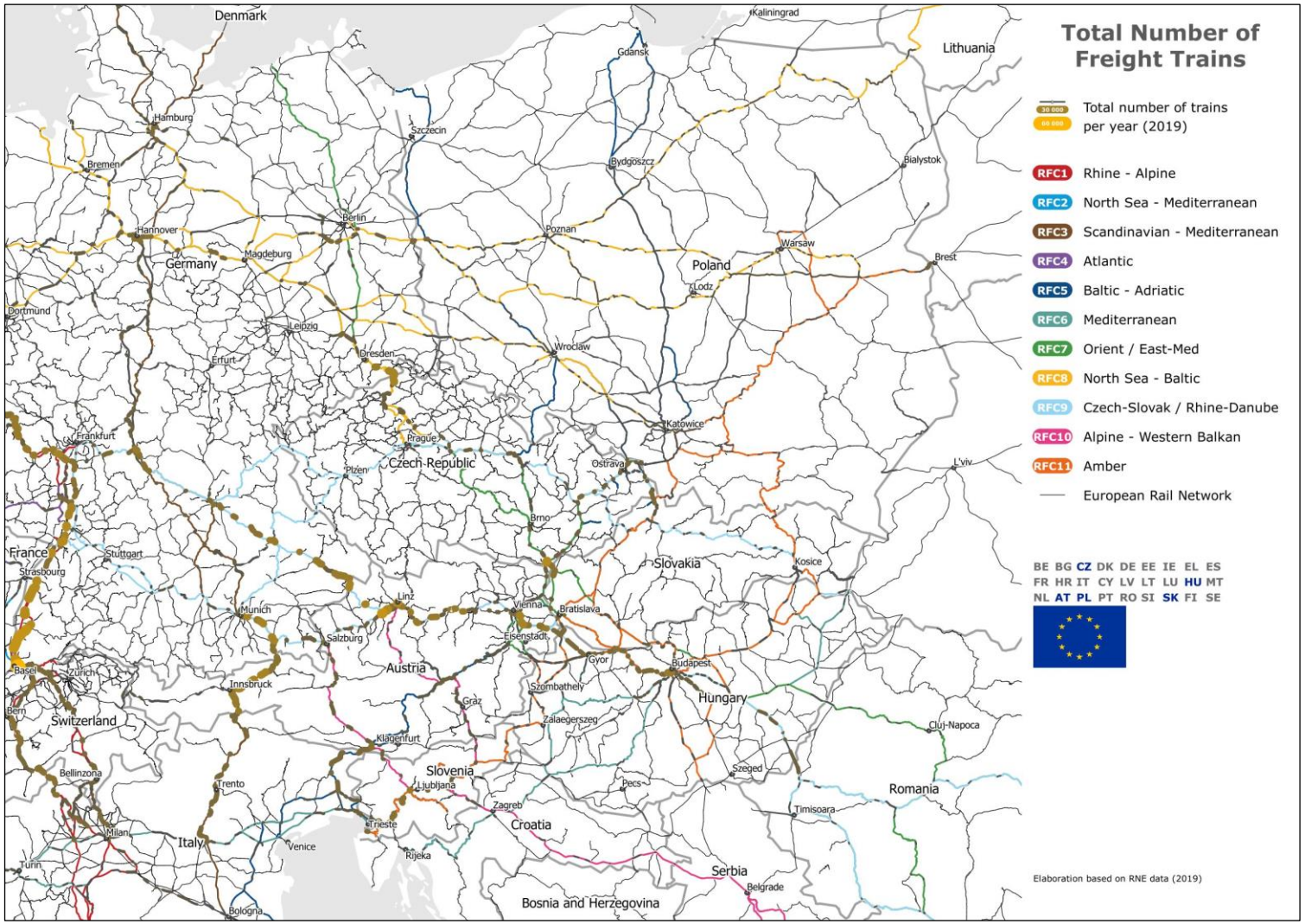
of

Regulation (EU) No 913/2010

concerning a European rail network for competitive freight

{SWD(2021) 135 final}

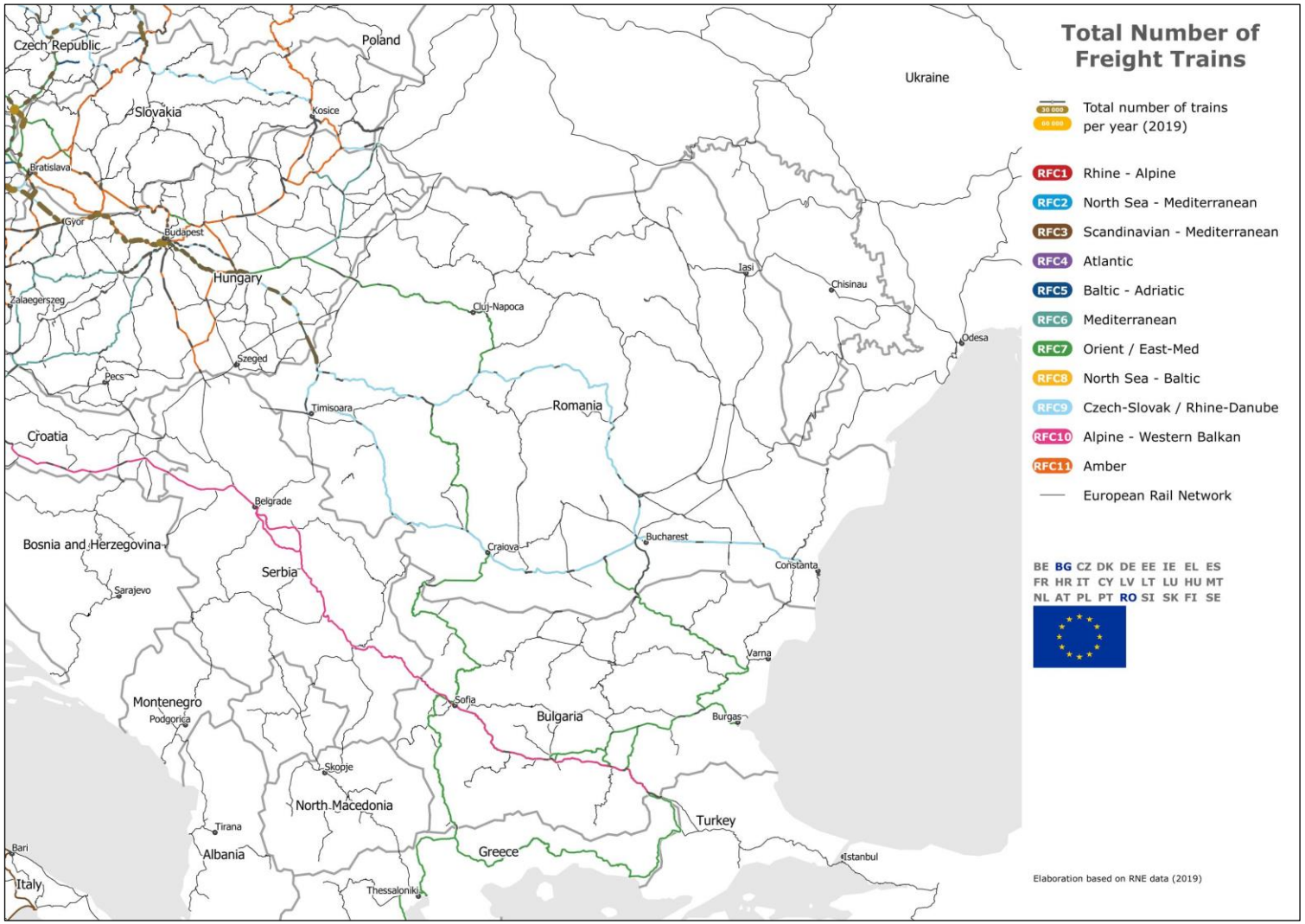
Networks completely covered: Czechia, Hungary, Austria, Poland, Slovakia, Hungary, Slovenia



Note:

Information is incomplete or missing in Poland (discontinuity in the number of freight trains at borders).

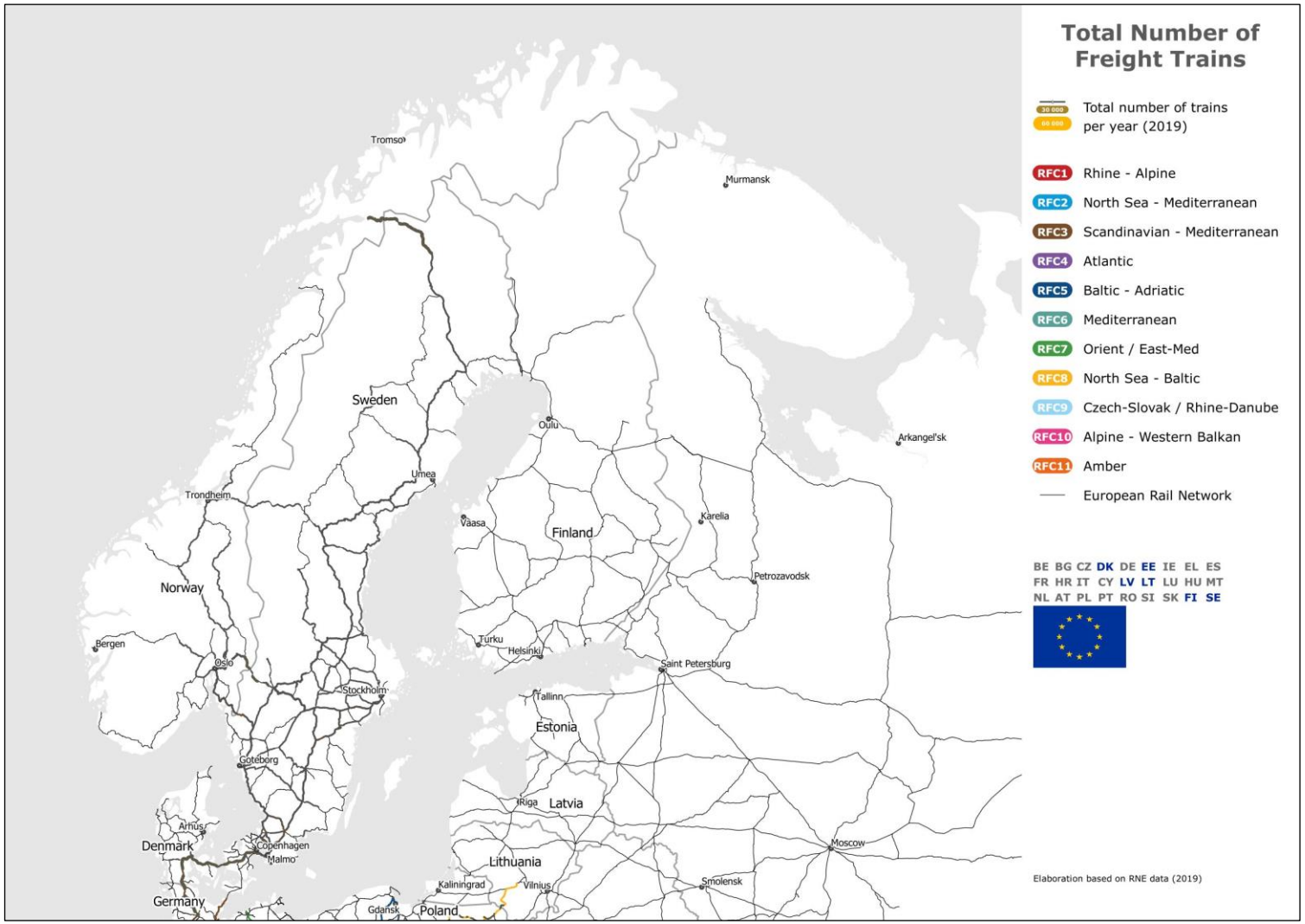
Networks completely covered: Bulgaria, Romania



Note:

Information is incomplete or missing in Bulgaria and Romania (discontinuity at borders and sparse or no information on the number of freight trains).

Network completely covered: Denmark, Estland, Latvia, Lithuania, Finland, Sweden, Norway



Note:

Information is incomplete or missing in Estland, Latvia, Lithuania, Finland and Norway (discontinuity at borders and sparse or no information on the number of freight trains).

4.2 Origin and destinations of traffic at a selection of strategic locations

Maps are provided at https://ec.europa.eu/transport/modes/rail/infrastructures/rail_freight_oriented_network_en.

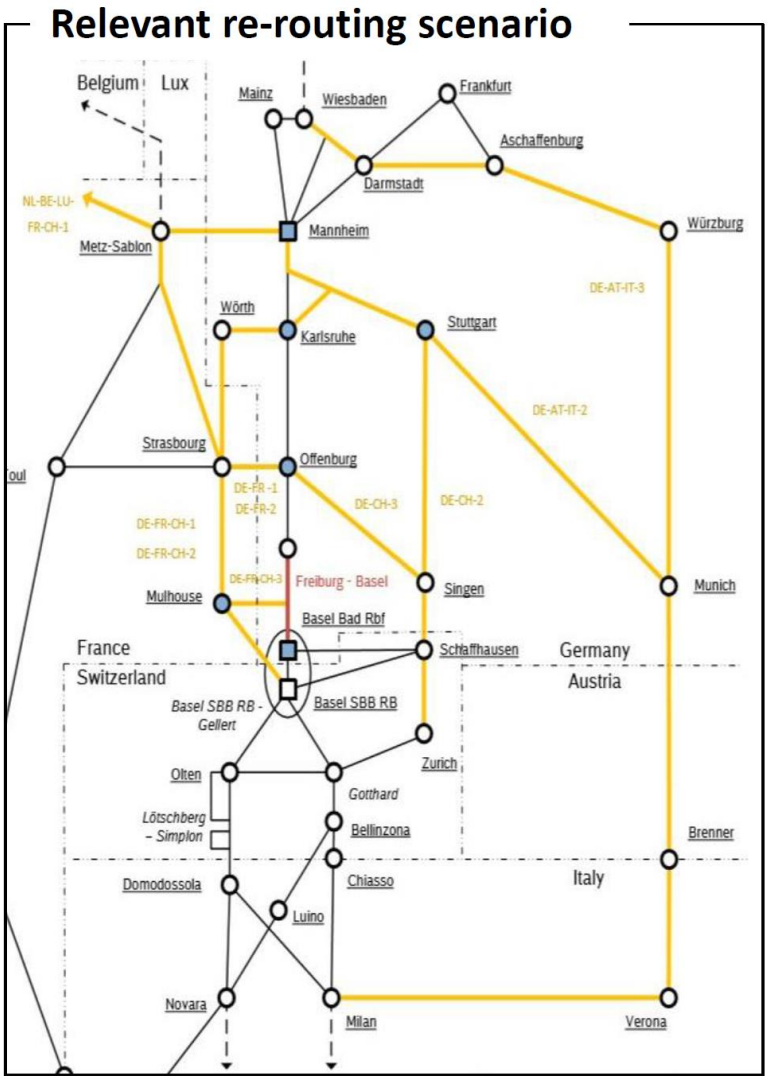
5 MANAGEMENT OF DISRUPTIONS AND THE DESIGNATION OF 'DIVERSIONARY LINES'

This section illustrates the interrelation between the designation of diversionary lines to the corridors (in line with Article 2(2)(a) of the Regulation) and its effectiveness in managing disturbances of traffic (in line with Article 17 of the Regulation). The illustration focusses on the section Karlsruhe – Basel of Rhine-Alpine corridor. This line is one of the major axes for international rail freight transport in the EU.

The section was the site of a major disruption following the collapse of a tunnel under construction and crossing the line to Rastatt in August 2017, resulting in a total closure of the line during 7 weeks. In April 2020, another major disruption due to the collapse of a bridge crossing the line close to Auggen also resulted in a total closure.

5.1 Diversionary lines used during the 2020 disruption close to Auggen

The figure below shows the re-routing scenario relevant for this incident.



Out of the 870 trains scheduled during the 6 days of the disruption (19.50 on 2 April 2020 to 19.50 on 8 April), only 23% were actually re-routed[150]. Out of these approximately 200 trains, 174 were re-routed via Schaffhausen (CH) and Singen (DE), i.e. re-routing options DE-CH-2 and DE-CH-3. Only a few train paths were requested for the alternative routes via France and Austria.

[150] The extent to which reductions in transport volumes due to the COVID-19 pandemic contributed to the reduction in traffic could not be established.