



# Overview of priority rules in operation – selected dossiers

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# 1. Selection data

## 1.1 Selection criteria

**Search type:** IM

**Filters:** CFL, Network Rail, ProRail, RFF, SBB/BLS, Infrabel

## 1.2 Other information

**Map:** yes

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# 2. Results

**The IMs fulfilling the selected criteria are the following:**

- CFL - LU
- Network Rail - UK
- ProRail - NL
- RFF - FR
- SBB/BLS - CH
- Infrabel - BE

COUNTRY	LUXEMBOURG
RESPONSIBLE PARTNER	CFL
INFO UPDATED AT	2014
EU CORRIDORS INVOLVED	2

LEGAL STRUCTURE	PART OF NATIONAL LAW
RULE STRUCTURE	GENERAL
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> NO
	<i>FREIGHT</i> NO

## DETAILS

### General principles

Priority is given to the train running on time according to the allocated path over the train running late.

If both trains are delayed at the same geographical point, the initially foreseen running order should be respected.

A train is considered as being late if the gap between real-time and schedule assigned differs by more than 5 minutes.

COUNTRY	GREAT BRITAIN
RESPONSIBLE PARTNER	Network Rail
INFO UPDATED AT	2014
EU CORRIDORS INVOLVED	-

LEGAL STRUCTURE	OTHER
RULE STRUCTURE	GENERAL
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> No
	<i>FREIGHT</i> No

## DETAILS

### General principles

The main approach for setting priorities is for the minimisation of overall delay. This requires GB signallers to use their skill and experience to judge the best priority between disrupted services to achieve these ends.

Where regular patterns of disruption occur, GB RUs are allowed to agree amongst themselves, and hence with Network Rail, a specific order of trains during disruption which may not result in the minimisation of overall delay.

Priority rules are considered as an Industrial agreement. The RU can agree with another RU that its service(s) can take priority over the other's. This is normally done as a reciprocal agreement, i.e. the opposite priority will apply on other occasions. Network Rail acts as the "referee".

COUNTRY	The NETHERLANDS
RESPONSIBLE PARTNER	ProRail
INFO UPDATED AT	2013
EU CORRIDORS INVOLVED	1,2,8

LEGAL STRUCTURE	OTHER
RULE STRUCTURE	GENERAL
FAVOURING INTERNATIONAL TRAFFIC	
	PASSENGER NO
	FREIGHT NO

## DETAILS

### General principles

"Other" means the following: there are general preconditions by the government published in an Order of Council and also priority rules developed by ProRail in cooperation with the RUs ("if ..., then..." scenarios). As long as the RUs that aren't participating in an agreement about a scenario are not negatively influenced and KPI's with the government are not negatively influenced, ProRail is allowed to create such priority rules.

ProRail doesn't make any distinction between different types of trains.

ProRail establishes predefined operational rules in cooperation with the RU's.

ProRail establishes predefined operational "if then scenario's" in cooperation with the RU's.

ProRail establishes predefined margins to define whether a train is so late or so early that it represses other trains. In case of (threatening) repression, the following rule is applied: The train which is on time gets priority.

In some places (so called bottlenecks) ProRail aims optimal utilization of the bottleneck. In such places ProRail applies the rule of "first come, first served". The CTT's at these places have been adapted in cooperation with RU's by making the average velocity of all types of trains homogeneous.

ProRail submits to special regulations, issued by political or federal authorities, which possibly conflict with the predefined operational rules; in such cases the RU's are informed about-(and if possible involved in) the final decision to submit these special regulations.

COUNTRY	FRANCE
RESPONSIBLE PARTNER	RFF
INFO UPDATED AT	2013
EU CORRIDORS INVOLVED	2,4,6

LEGAL STRUCTURE	IM
RULE STRUCTURE	GENERAL
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> YES
	<i>FREIGHT</i> YES

## DETAILS

### General principles

They treat in equal way freight and passengers trains following that:

1. Train on time (no more than 5 minutes late) has the priority,
2. In case of conflicts between 2 trains delayed (more than 5 minutes late), priority is given to the fastest train, in case of same speed, priority is given to the passenger train, in case of same trains, priority is given to international traffic, in case of no difference, we keep the initial order.
3. RUs can give priority to specific train within their train (in time to time)

COUNTRY	SWITZERLAND
RESPONSIBLE PARTNER	SBB/BLS
INFO UPDATED AT	2014
EU CORRIDORS INVOLVED	1,2

LEGAL STRUCTURE	Partial regulation by law
RULE STRUCTURE	LIST
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> NO
	<i>FREIGHT</i> NO

## DETAILS

### List of rules

The IM can demand all paths in case of failure for rescue and fire-fighting trains, snow-plough trains, breakdown trains, assistance locomotives, transport of equipment (components of switches, worksite machines).

The RU agrees that the onward transport will be usually granted in the following order:

VIP trains for state visits and high Swiss magistrates

Trains of the systemized services in passenger traffic

Trains of the systemized "Rolling Highway" traffic

Trains of the systemized freight traffic

Block trains of optional-service freight trains that are subject to special regulations issued by political authorities or by a federal office

Trains outside of the systemized services in passenger and freight traffic

Train runs that serve for the maintenance of the installations, as well as trail and measuring train runs

Transfers of rolling stock to the workshops or the manufacturing firm

In emergency situations the order of priority can change. The core group or crisis management group can impose extraordinary measures to which the RU have to submit, always also considering the overall situation and the impact on the whole network.

### Special case: traffic in the Lötschberg-Basis-Tunnel (LBT)

Principle: On-time trains were not delayed by delayed trains.

Priorities if more than one delayed train:

1. On time passenger trains
2. Long distance passenger trains of the national and international systemized service
3. Freight trains

Priorities in case of capacity restriction:

1. Long distance passenger trains of the national and international systemized service
2. Freight trains

COUNTRY	BELGIUM
RESPONSIBLE PARTNER	Infrabel
INFO UPDATED AT	2014
EU CORRIDORS INVOLVED	1,2,8

LEGAL STRUCTURE	PARTIALLY NATIONAL LAW
RULE STRUCTURE	LIST
FAVOURING INTERNATIONAL TRAFFIC	
	<i>PASSENGER</i> Partly
	<i>FREIGHT</i> Partly

## DETAILS

### List of rules

- 1 Rescue train to an accident on main track
- 2 High speed trains
- 3 Passenger trains in international service
- 4 IC-treinen
- 5 IR-treinen
- 6 P-trains with IC-or IR-train path
- 7 ICT-trains (tourist trains) with IC- or IR-train path
- 8 Extra passenger trains with IC- or IR-train path
- 9 Fast freight trains (speed  $\geq 100$  km/h)
- 10 L-trains
- 11 P-trains with L train path
- 12 Slow freight trains ( $80\text{km/h} \leq s < 100$  km/h)
- 13 ICT-trains (tourist trains) with L-trein train path
- 14 Extra passenger trains with L-train path
- 15 Other trains (among others freight trains with a slow train path (snelheid  $< 80$  km/h))

**The order of priority must always be applied judiciously. When there is a big disturbance in real time, measures must be taken to restore the regularity of service as quickly as possible.**



### 3. Map

Selected IMs/Countries

