

# **Regulations governing information on the implementation of networked incident management in the region of the Alps**

Version of 2 May 2012

## **Preamble**

Based on a resolution it adopted on 7 May 2009 in Vienna, and based on the explanations of the Steering Committee of the Zurich Process concerning the regulations dated 13 September 2011 governing the implementation of networked incident management in the region of the Alps, at its meeting held on 2 May 2012 in Leipzig, the Conference of Transport Ministers of Countries in the Alpine Region (Germany, France, Italy, Austria, Switzerland and Slovenia)

herewith decrees as follows:

## **Chapter 1 Definitions**

### **Article 1 Incident**

<sup>1</sup>The term “incident” shall refer to an unscheduled event that represents an immediate threat to, or which has already disrupted, the normal flow of traffic on one of the major transit axes listed in Article 2, and which could severely hamper traffic on the route concerned for at least 48 hours, and thus have also an impact on traffic flow in neighbouring states.

<sup>2</sup>Disturbances that can be scheduled, e.g. closures due to maintenance work or construction-related detours, shall not be classified as incidents in the sense of paragraph 1 above.

### **Article 2 Major transit axes**

The following routes are defined as major transit axes for the purposes of these regulations:

- a. Nice-Ventimiglia (France-Italy)
- b. Fréjus (France-Italy)
- c. Mont Blanc (France-Italy)
- d. Grand St Bernhard (France-Italy-Switzerland)
- e. Simplon (Italy-Switzerland)
- f. Gotthard (Germany/France-Switzerland-Italy)
- g. San Bernardino (Germany/Austria-Switzerland-Italy)
- h. Brenner (Germany-Austria-Italy)
- i. Tauern (Germany-Austria-Slovenia)

- j. Pyhrn (Germany-Austria-Slovenia)
- k. Southern corridor (Austria-Italy)

### **Article 3 National contact points**

<sup>1</sup> Cross-border information concerning incidents and their management shall be provided via a system of networked national contact points (NCPs).

<sup>2</sup> With the exception of Germany, each involved country shall designate one NCP. Germany is to designate two NCPs: one in Baden-Württemberg and one in Bavaria.

<sup>3</sup> NCPs are organisations or units that are in operation 24 hours a day, every day of the year.

<sup>4</sup> The NCPs communicate in their own national language and, if possible, in English. If a recipient does not understand the sender's language, he/she is required to obtain the information by requesting it from another NCP.

<sup>5</sup> The country that provides the webmaster for the information website on the major transit axes shall also be responsible for the administration of the system.

## **Chapter 2: Information flow following the occurrence of an incident**

### **Article 4 Cross-border information flow**

<sup>1</sup> In case of an incident within the meaning of Articles 1 and 2, the NCP of the country concerned shall immediately inform all other NCPs and the webmaster of the information website using a standard checklist. At the same time, the transmitting NCP shall switch the corresponding transit axis to "disruption" on the information website.

<sup>2</sup> Upon receipt of such a report, the webmaster and each NCP shall immediately notify the transmitting NCP that the report has been received. Should the transmitting NCP not receive such notification in a timely fashion, he or she shall follow up and ask for the corresponding receipt.

<sup>3</sup> Cross-border information flow shall take place solely between the NCPs. Internal requests under Article 5 may not be forwarded to NCPs in other countries.

### **Article 5 Internal information flow**

<sup>1</sup> Each country is responsible for its own internal information flow.

<sup>2</sup> Each country shall ensure that, in the event of an incident, its NCP immediately receives the necessary information from the authorities or organisations responsible for dealing with the incident, so that a cross-border report can subsequently be sent without delay.

<sup>3</sup> Each country shall specify the internal authorities and organisations to which its NCP is to pass on incoming incident reports.

## **Chapter 3: Reporting during and after incident management**

### **Article 6 Information flow during and after incident management**

<sup>1</sup> The NCP of the country in which an incident occurs shall specify the intervals at which it will transmit follow-up reports on the status of incident management to the other NCPs and the webmaster. The intervals depend on the type of event and the extent to which other countries are affected.

<sup>2</sup> Cross-border information flow during incident management shall take place in accordance with Article 4, while internal information flow shall take place in accordance with Article 5.

<sup>3</sup> The NCP of the country in which the incident has occurred shall send the other NCPs and the webmaster a final announcement notifying them that the incident is closed. At the same time, the transmitting NCP shall switch the corresponding transit axis to “normal” on the information website.

### **Article 7 Information documents**

<sup>1</sup> Upon completion of the incident management process, the NCP of the country in which the incident occurs shall summarise the main steps taken to provide information on the incident’s management and shall send it to the other NCPs for written opinion.

<sup>2</sup> The NCP of the country in which the incident occurs then evaluates the feedback and forwards the revised summary to the other NCPs and the webmaster. The webmaster forwards the summary to the members of the Monitoring Group established under Article 12.

## **Chapter 4: Information website on the major transit axes**

### **Art. 8 Content and structure of the information website**

<sup>1</sup> The Zurich Process organisation operates an information website as part of the “Information on the implementation of networked incident management in the Alpine region” system.

<sup>2</sup> The website start page (portal) shall contain a schematic map of the major transit axes listed in Article 2. This schematic map indicates that an incident has occurred on one of the axes by means of a change of colour and a reference symbol, but gives no details of the incident. The axes are also the entry points to information pages relating to them.

<sup>3</sup> The portal gives access to four pages for each axis. Three pages contain general information of a permanent nature on the relevant axis, while the other page contains a list of available websites for each axis and for information on general services, and provides links to these websites.

<sup>4</sup> A protected part of the website that is accessible only to the NCPs contains all working documents for the operation of the information system.

### **Art. 9 Design of the website**

<sup>1</sup> The website is available in all national languages of the Alpine region countries and in English.

<sup>2</sup>The NCPs forward to the webmaster in their national language the information to be placed on the network. The webmaster has the documents translated into English. He provides the English version to all NCPs, which arrange for a translation into their national language and send their translation to the webmaster to be placed on the website.

#### **Art. 10      Servicing the information website**

<sup>1</sup>The Monitoring Group established under Article 12 shall appoint a webmaster.

<sup>2</sup>The webmaster makes the up-to-date list of NCPs available to all NCPs in a protected part of the site.

<sup>3</sup>The webmaster periodically updates the contents of the information pages as per Article 8, paragraph 3, based on the documents sent to him by the NCPs in each case upon request.

### **Chapter 5    Concluding clauses**

#### **Article 11    Costs**

<sup>1</sup> Each Alpine country participating in the information system on the implementation of networked incident management in the Alpine region shall bear any costs incurred by its participation.

<sup>2</sup> The country that provides the webmaster of the website on major transit axes shall bear the related costs.

#### **Article 12    Monitoring Group**

<sup>1</sup>The Zurich Process Steering Committee shall establish a Monitoring Group to appoint the webmaster and monitor system evaluation.

<sup>2</sup>The Monitoring Group shall meet every two years, or at the request of one of the member countries.

#### **Article 13    Entry into force, duration**

<sup>1</sup> These regulations shall enter into force on 2 May 2012

<sup>2</sup> They shall remain valid for an unspecified period.

## **Article 14      Termination, dissolution**

<sup>1</sup> Each country participating in the information system on the implementation of networked incident management in the Alpine region may terminate its participation in the system as of the end of a calendar year upon observation of a notice period of 6 months.

<sup>2</sup> The information system on the implementation of networked incident management in the Alpine region and these implementing regulations may be abrogated or amended at any time by a resolution of the transport ministers of the countries of the Alpine region.