
Subject: Relief facilities

Posted by [Torben Brand](#) on Mon, 15 Dec 2025 16:03:48 GMT

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With reference to posting #3841 "ISO RailDax TSI Telematics (TAF/TAP) mapping"

Telematics LocationSubsidiaryTypeCode defines a type not available in railML3.3:

61 - Relief facility: Facilities providing equipment and infrastructure used to overcome a disruption (derailment, collision or other accidents). Physical part of Primary Location.

Does anybody have a UC requirement for this?

We have such relief facilities in Norway. For instance a parked diesel locomotive with wagons for evacuation and light firefighting for the high mountain regions. I would assume this could be easily modelled with a new enumeration of a <serviceSection>@isReliefFacility

Subject: Re: Relief facilities

Posted by [Fredrik Jönsson](#) on Wed, 11 Feb 2026 13:56:27 GMT

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Input to the subject but with a different way of representing a relief service. An example from Trafikverket about towing service that is part of the Network statement.

In this case the service is more about information of the network thats covered under a specific service rather than pointing at a facility/operational point where the rescue towing locomotive normally being stationed/parked.

Its currently described in this PDF map

<https://bransch.trafikverket.se/globalassets/dokument/regeringsuppdrag/karta-tidsfrister-evakuering-och-rojning-samt-tackningsimraden-rojningstjanst.pdf>

Subject: Re: Relief facilities

Posted by [Fredrik Jönsson](#) on Wed, 20 May 2026 08:05:16 GMT

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Adding a bit more to this topic.

The type of service i mentioned above is likely to be described at Line/ Line sections and Operational point level. Each area then having a attribute "type of service"

- Passenger evacuation and towing
- Passenger evacuation
- Towing

*Not all lines/Operational points in the network is covered under this type of service.

To add a complexity different areas also have timed based service levels that can depend of what day it is and the time of the day. In the example (pdf) those different levels called can be translated to something like this:

- Big city network lines (within 60 min passenger evacuation shall be started, within 120 min towing shall be started)
- Mixed network lines (Days - non holidays between 06:00-09:00 & 15:00-18:00 this level applies: within 60 min passenger evacuation shall be started, within 120 min towing shall be started) (The rest of time this applies: within 120 min passenger evacuation shall be started, within 180 mintowing shall be started)
- Other network lines (within 120 min passenger evacuation shall be started, within 180 min towing shall be started)

We dont see the real need to implement this right now.

The relief service @Torben refering to also applies to us, thats where the towing locomotive being stationed, on a certain track and serviceSection belonging to Operational Point.

Subject: Re: Relief facilities

Posted by [Lukas Affolter](#) on Mon, 01 Jun 2026 12:14:24 GMT

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Dear railML-community

From the last meeting, there was the question about evacuation times.

There are no defined evacuation times in Switzerland.

However, there is a general quality target that passengers can continue their journey within 60 minutes in the event of a disruption (including evacuation scenarios).

For underground structures and tunnels, there are time limits for reaching a safe place. Specific examples include:

15 minutes in Zurich Airport train station

90 minutes in the Gotthard Base Tunnel

These times are determined by the building itself and the fire protection measures implemented there.

We do not plan to include these times in our model.

Best regards

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