Annex 4.9 to the Network Statement 2023 of SBB Infrastructure, BLS Netz AG, SOB Infrastruktur, Sensetalbahn AG und Hafenbahn Schweiz AG

TTR for Smart Capacity Management

Amendments

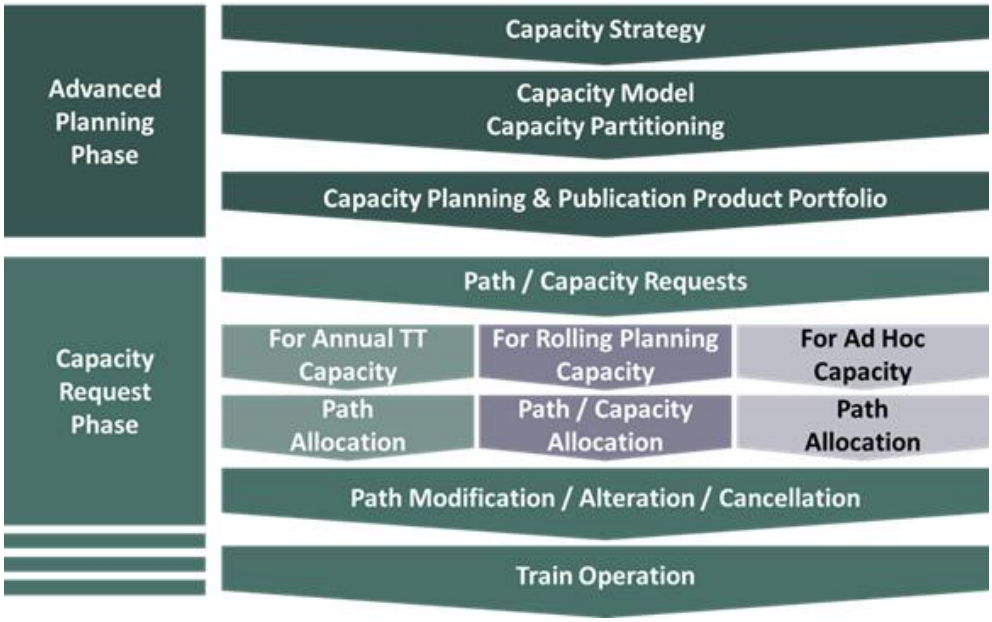
Version	Date	Amendment
1.0	10.12.2021	Publication

1 Objectives of TTR (Addition to the chapter 4.9.1 of NS 2023)

RailNetEurope (RNE) and Forum Train Europe (FTE), supported by the European Rail Freight Association (ERFA) are working on a project called TTR to harmonise and improve the timetabling system to increase the competitiveness of rail.
It consists of an improved planning of the distribution of capacity (including temporary capacity restrictions) and a capacity allocation process. The purpose is to better serve market needs and achieve an optimised use of existing capacity. For passenger traffic it will mean earlier availability of the final timetable allowing earlier and more reliable ticket purchasing for passengers. For freight traffic, it will mean more possibilities for path request options closer to the first day of operation and thus more flexibility.
TTR is planned to be fully implemented for the timetable 2025 provided that it is supported by the European and national legal framework.

2 Process Components (Addition to the chapter 4.9.2 of NS 2023)

The TTR process is built around the following components:



The essential components are described in further detail below:

- Capacity Strategy (X-*60 to X*-36 months): The capacity strategy is the long-term capacity planning of the IM for a dedicated line, a part of a network or entire network. The major aim of the capacity strategy is to provide a first overview of available capacity on the infrastructure in the future and of future capacity needs. It enables the IM to share future capacity needs with neighbouring IMs and applicants and agree on the main principles to be used for the capacity model construction.

- Capacity Model (X*-36 to X*-18 months) with Capacity Partitioning: The capacity model gives a more detailed definition of the demand forecast, and allows the partitioning of capacity into Annual Planning, Rolling Planning, and Temporary Capacity Restrictions and unplanned capacity (where available). Applicants have the possibility to give input into the capacity model by announcing their capacity needs and can provide their reaction on the proposed capacity partitioning. The capacity needs announcements and the capacity model are described respectively in chapters 4.9.3.1 and 4.9.3.2.

- International alignment on TCRs: Temporary Capacity Restrictions (TCR) may occur in case of maintenance, renewal, or building of the infrastructure or other restrictions of use, which have an impact on the available capacity on a line. They refer to TCRs with major, high, medium and minor impact as well as to possessions (unavailability of paths due to e.g. maintenance). TCRs are necessary to keep the infrastructure and its equipment in good condition and to allow infrastructure development in accordance with market needs (see chapter 4.3 for more information).

Path/Capacity Requests:

- Capacity for Annual requests: Capacity to be coordinated at a defined deadline or made available for requests placed after this deadline.

- Capacity for Rolling Planning requests: Dedicated capacity based on capacity bands for a defined time window or path, with specific requesting deadlines.

- Capacity for ad hoc requests: Unplanned capacity or residual capacity for requests submitted after X-2.

- Capacity for short-term ad hoc requests: Unplanned capacity or residual capacity for requests submitted less than 30 days before operation.

**X stands for the day of timetable change 2025*