

Timetabling and Capacity Redesign (TTR).

Overview of changes

Version	Date	New
0.1	04.12.2020	Initial version

1 Objectives of TTR

RailNetEurope (RNE) and Forum Train Europe (FTE), supported by European Rail Freight Association (ERFA) are currently working on a Redesign of the International Timetabling Process (TTR). The objective of TTR is to harmonize and improve the European rail timetabling system to significantly increase the competitiveness of railway transports.

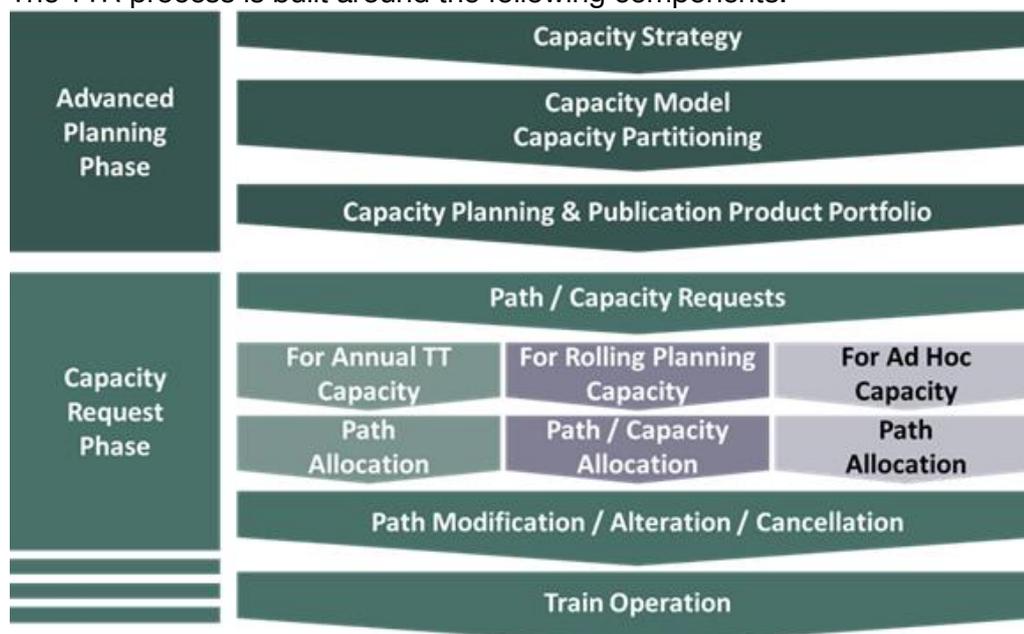
TTR consists of different components, including in particular an improved planning of the distribution of infrastructure capacity (including temporary capacity restrictions) and the introduction of new capacity allocation processes.

The purpose is to better serve all market needs and lead to an optimised use of existing infrastructure capacity. In particular for passenger traffic, it will mean earlier availability of the final timetable allowing passengers sooner and more reliable ticket purchase. For the majority of freight traffic, it will mean more possibilities for short term path requests and thus more flexibility to better meet customers' needs.

Detailed information on the project can be found on ttr.rne.eu

2 Process Components

The TTR process is built around the following components:



The essential ones 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.
- Capacity Model (X*-30 to X*-18 months) with Capacity Partitioning: The capacity model gives a more detailed definition of the demand forecast, and 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.
- 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). TCR are necessary to keep the infrastructure and its equipment in good condition and to allow infrastructure development in accordance with market needs.
- 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 paths, all these being used with specific requesting deadlines.
- Capacity for 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*

3 Implementation of TTR

With the Network Utilization Concept (NUC) and the corresponding Network Utilization Plans (NUP), Switzerland has for some time now the necessary instruments in the areas of capacity strategy and capacity model. At the European level, work will start in 2022 on the preparation of capacity models for the 2025 timetable, with the participation of path applicants. The capacity model 2025 for Switzerland has already been drawn up and published (NUP 2025). The implementation work in Switzerland in 2022 will therefore focus on coordinating the Swiss capacity model with the neighbouring IMs.