



Schedule for capacity allocation Reviewing Annex VII

SEETO Railway Working Group

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Single European Railway Area
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EU legal acts on timetabling

- Decision of Executive Boards of Rail Freight Corridors on the framework for capacity allocation on the rail freight corridor of 27 October 2015 ("RFC-FCA")
- Directive 2012/34/EU on a Single European Rail Freight Area ("Directive")
- Regulation (EU) No 454/2011 as last amended on the TSI for the telematics applications for passenger service ("TAP-TSI")

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RailNetEurope

- Guidelines for coordination / publication of planned temporary capacity restrictions of 3 Dec 2015
- Project to review timetabling rules "TTR- Project"
- Sub-project on temporary capacity restrictions "TCR"

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Objectives of scheduling

Optimum effective use of the available infrastructure

Non-discrimination

Synchronisation of different, independent infrastructure managers

Synchronising with service facilities

Meeting the changing needs of the market

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Problems

Users are not consulted on major capacity restrictions

Users are not informed about restrictions when requesting capacity under the annual timetabling

Users face frequent and late changes of the schedule

Coordination (a) between IMs and (b) between IMs and facility operators still not satisfactory

Scheduling possessions of capacity for maintenance remains a problem

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"Late requests"

Path requests between the final date for application at x-8 and the beginning of the timetable period.

Second final date at x-4 and decision afterwards

Or

Allocation upon request

IM must indicate in the network statement the lines where second final date applies.

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Classes of restrictions

Class	Planned duration	Trains affected	Coordination with IMS and information of RU
I	> 1 week	> 40 %	> 18 months
II	> 3 days	> 20%	> 9 months
III	> 1 day	> 10%	> 6 months

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Information

Beginning and planned end of the works

*18 months in advance (Class I): Number of train paths affected by the restriction -
7 months (Classes II and III): modified train paths*

Section(s) of line affected by the restriction

Diversiory lines (if applicable)

Duration of the restriction

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Task Force

*Lessons learnt from "Brenner Sperre" in 2014
In case of a major planned capacity restriction
Affecting trains crossing two or more networks:
->*

*Infrastructure managers and facility operators
should meet and decide about necessary
restrictions, diversionary routes, time tables for
different trains in a task force more than 18
months before the start of the restriction.
Applicants may join*

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Ad-hoc requests

*Response time: "As quickly as possible, but no
more than 5 days" and information on spare
capacity on demand (Art. 48(1) of Directive
2012/34/EU)*

*To synchronise: Access to facilities (stations,
terminals) and supply of transshipment services:
< 24 working hours as cut-off time and response
time*

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Thank you for your attention

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