

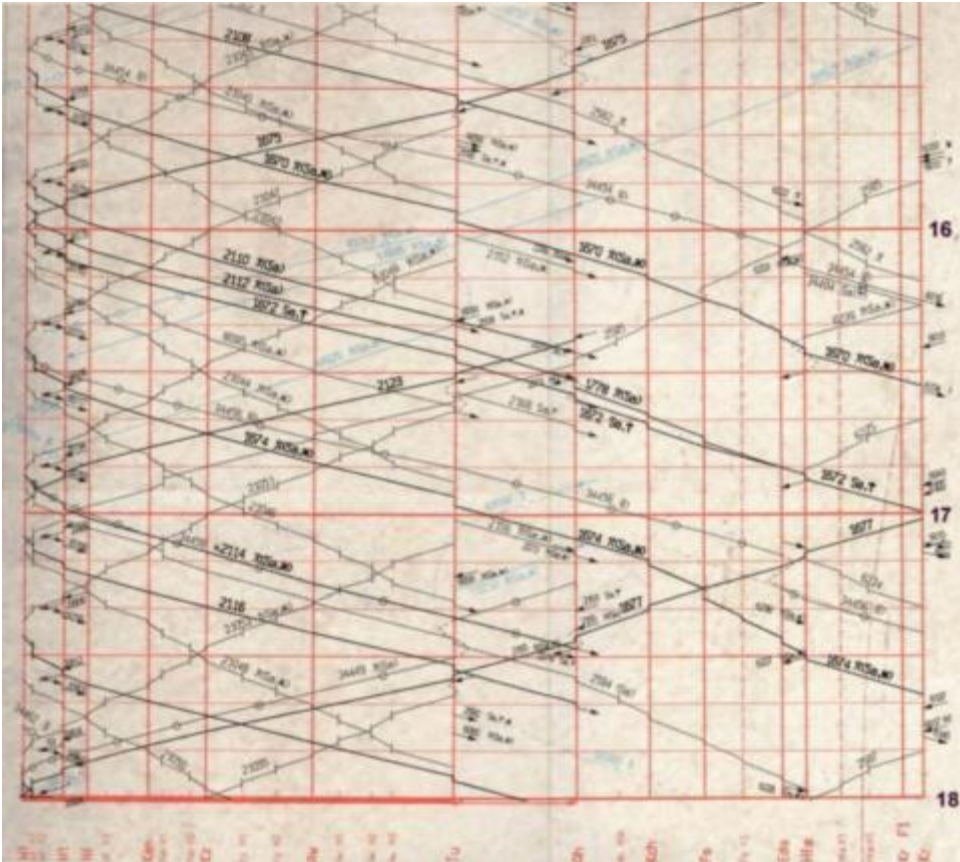
# Redesign of the International Timetabling Process (TTR)

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IRG Rail Forum “Quality on Railfreight Corridors”  
27 September 2018



# The need for a redesigned TT process



- Out-dated timetabling process
- One static path request deadline does not fit to various market needs (e.g. freight traffic)
- Lack of harmonisation and cooperation
- Increasing national constraints
- Problem of coordination of works

2014

2015

2016

2017

2018

2019

2020

2021

2022

2023

2024

2025

# TTR Approach

**Joint project to redesign complete TT process by RNE and FTE**  
(with support of ERFA)

**First step:** Start with a blank piece of paper




- Ask RUs and applicants for their requirements
- IMs design the process based on inputs and feasibility checks
- RUs, applicants and IMs agree on the process

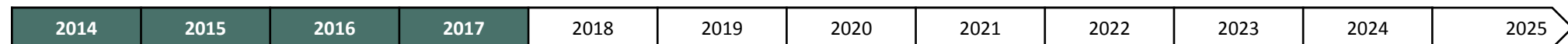
**Second step:** Compare with current situation

- How to use and improve existing process elements?
- Which new elements need to be introduced?

2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
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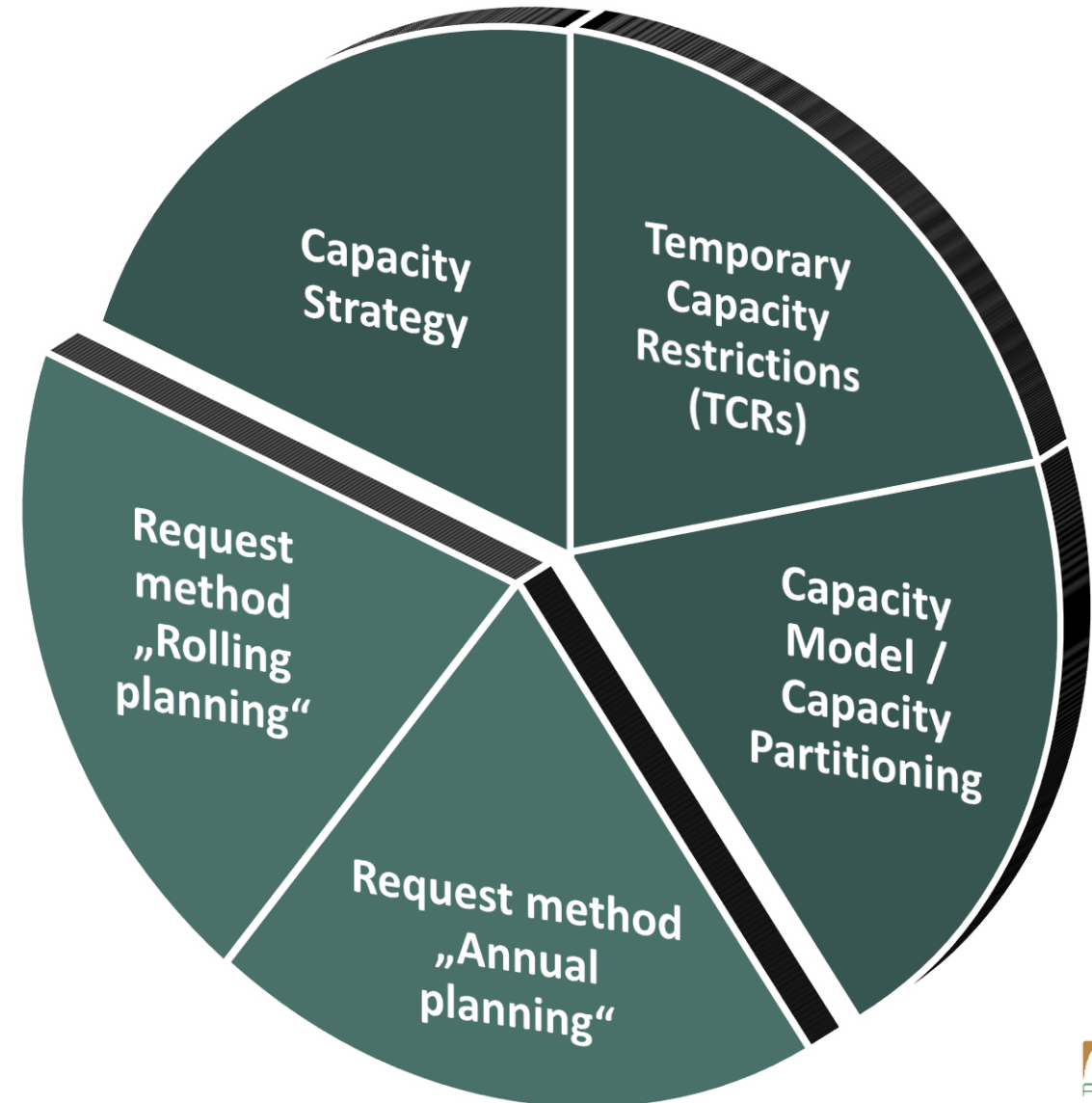
# Timeline of TTR creation

- 
**2014:** RNE and FTE joined forces to reconsider the path allocation process for freight traffic (supported by ERFA):  
Start of the TTR project
- 
**2015:** New scope:  
The complete capacity approach
- 
**2017:** RNE and FTE approval of the redesigned timetabling process and start of implementation; TTR results considered in recast Annex VII of Directive 2012/34



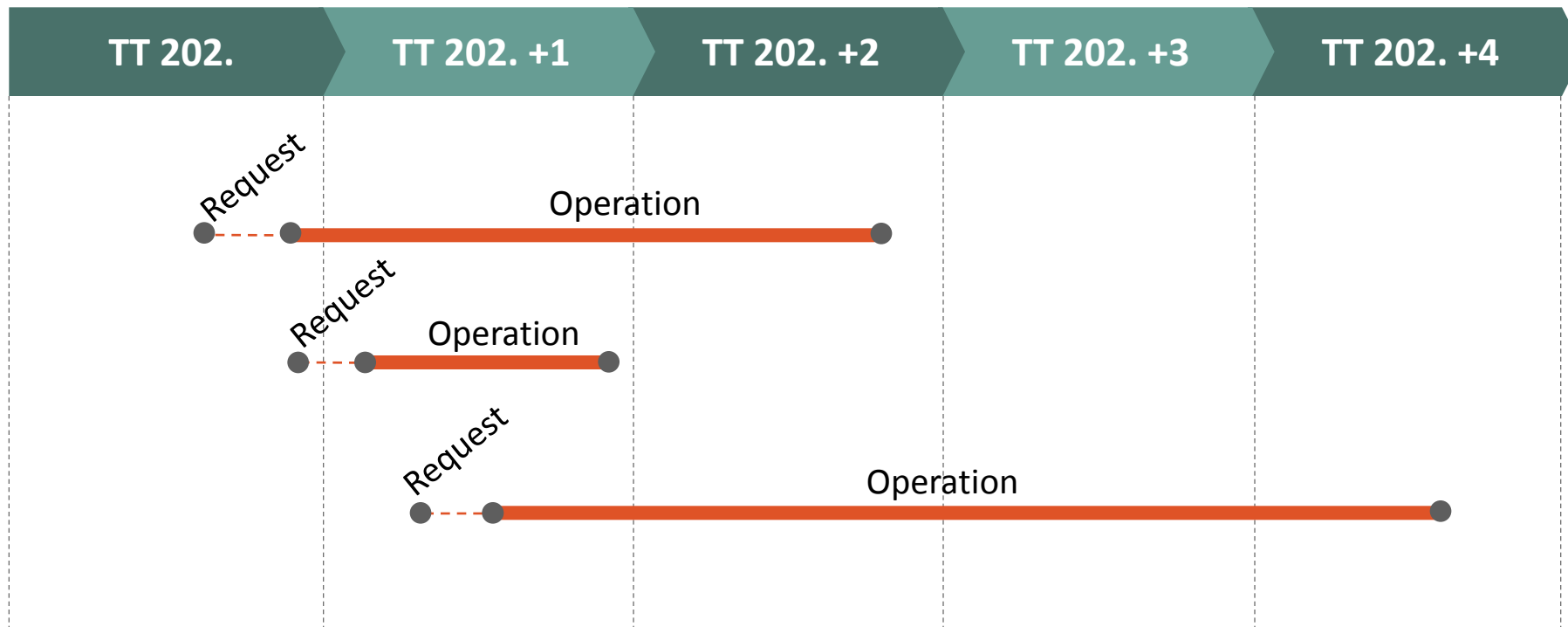
# The redesigned timetabling process

- TTR is a new capacity planning and allocation process, created by the railway sector, which is:
  - Market oriented
  - Efficient
  - Reliable



# Rolling Planning

- Rolling Planning request
  - at any time between 4 and 1 month before the first operation day
  - valid for any period of time (max. 36 months)
  - Answers based on safeguarded capacity



# Benefits of TTR for the sector

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- **Benefits detected in Business Case:**

The complete implementation of all components will provide access to large financial benefits due to:

- Improved usage of available infrastructure (increased capacity/quality) and subsequent higher market share of railways in the modal split
- Increased efficiency of IMs and applicants when planning and allocating capacity with minimization of redundant work steps

# The TTR vision

- Clear focus on freight and passenger **market needs** with optimised request deadlines
- Improved **reliability, consistency and stability** incl. planning and execution of Temporary Capacity Restrictions (TCRs)
- **Binding** implementation and application of the redesigned timetabling process TTR
- Improvement of **efficiency** (capacities, resources, IT) in order to avoid multiple planning/work
- Making best **use of existing Infrastructure capacity**

The goal is the implementation of the **complete process (i.e. all process components as agreed by RNE and FTE) latest by the end of 2024 (Timetable 2025)**



# Timetable period 2020

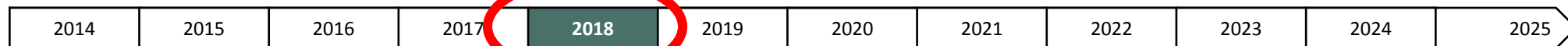


- 3 pilot lines run a first test of innovative TTR elements
- Rough timeline:
  - Creation of capacity model (2018)
  - Capacity publication and path requests (2019)
  - Active timetable with further requests (2020)



# First successes of running pilots

- Successful cooperation between RUs/applicants and IMs
- Near completion of the Capacity Models
- Removal of insufficiencies in cooperation between IMs
- First IT systems for displaying capacity under development



# TTR Pilots: Contacts

- If you have further questions regarding the first 3 pilot lines, you may get in contact with:
  - Mannheim – Miranda de Ebro  
> Mr Michel Dupuis
  - Antwerp – Rotterdam  
> Mr Freddy Van Der Cruyssen or Mr Floris Visser
  - Munich – Verona  
> Mr Andri Kopperschmidt



Contact details to be found on

<http://www.rne.eu/sales-timetabling/ttr/>

2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
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# Timetable period 2021



- ÖBB INFRA will pilot TTR on its core network
  - Neighbouring IMs will be asked to (partially) join the pilot
- The existing 3 pilot lines will continue
  - Implementation of Commercial Conditions
  - Potential improvement of detected pressure points
  - Further development of IT systems
  - Test of multi-annual aspects
- Rough timeline:
  - Creation of capacity model (2019)
  - Capacity publication and path requests (2020)
  - Active timetable with further requests (2021)



# Between timetable periods 2021 and 2024



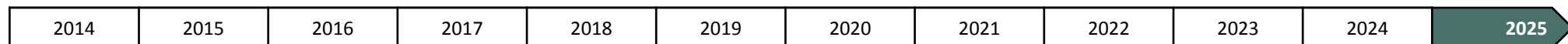
- Neighbouring IMs will be asked to gradually include their lines in the pilot
- Enablers (IT systems, Commercial Conditions and Legal Framework) will be created, adopted and improved simultaneously
- Based on findings from previous pilot activities, the process itself will also be improved continuously
- Quick wins will be implemented European wide immediately, if feasible



# Starting timetable period 2025



- Starting with timetable period 2025, TTR will be fully implemented
- Therefore, all preconditions shall be available by the end of 2024:
  - IT Systems
  - Commercial Conditions and Allocation Rules
  - Legal framework



# Successful implementation of TTR

- Critical changes must be supported:
  - Creation of Commercial Conditions to steer the process
  - Allowing/enforcing implementation of components (e.g. safeguarding capacity)
- Financing must be ensured (funding/sector)
- Pragmatic legal solutions are required (e.g. FCA, Annexes to Directives similar to Annex VII of Directive 2012/34 regarding TCRs)
  - No national particularities
- The alternative 'status quo' is no solution!

**Railways' success on the market can only be achieved by applying competitive planning and production processes.**

# Thank you!



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