

Delegated Acts on TCR Processes

CAPACITY MANAGEMENT

6 OCTOBER 2026

The background of the slide is a photograph of a man with glasses and a white shirt, seen from the side, working at a desk with multiple computer monitors. The monitors display various data visualizations, including a map of Europe and a complex network diagram. The scene is dimly lit, with blue and white tones.

ABCR Plenary Meeting
6.10.26

TCR Delegated Act: Techn. Input to Annex I.8

Organisational issues:

- **Set-up as an Operational Stakeholder Collaboration Platform**
- **Participants**
 - Associations of applicants (ALLRAIL, ASTOC, ERFA, FTE), RUs, Multimodal Transport Operator, IMs, RNE
- **Project work**
 - 9 meetings: 1 hybrid workshop, 1 onsite workshop (simulation), 7 online meetings (between 1,5 and 3 h)
- **Endorsement of results (Techn. Input)**
 - ABCR: Approval (consensus or 2/3 majority)
 - IMs: Approval (consensus or majority)

TCR Delegated Act

Introduction:

- **Delivering a technical input to DG MOVE is a chance for us to influence the content of this TCR DA based on practical knowledge and experiences**
- **By involving the ABCR via the mandate-driven Stakeholder Collaboration, we can enable a practice-orientation and high acceptance by the market.**
- **The report contains serious and realistic proposals that are achievable for the sector.**

TCR DA: Structure of report

Recommendation on content for Delegated Act and future EFCM

Description of relevant process components

Common report on project work, considerations for the process and common as well as different positions of stakeholders with descriptions of arguments (pros/cons)

TCR DA: Recommendation on content for DA and future EFCM

	DA	EFCM
Handling of TCR impacts in the path alteration process: Any impacts arising from TCRs that were not considered in the annual timetable must be addressed as part of the path alteration process.	X	
Preliminary phase: - Implementation/general remarks/interactions/deliverables - Details (e.g. process steps with length and content)	X	X
Path elaboration phase: - Implementation/general remarks/interactions/deliverables - Details (e.g. process steps with length and content)	X	X
TT slices (rescheduling windows): - Implementation/general remarks/involvement of stakeholders - Minimum and maximum duration of TT slice - Duration of TT slice - Start/end date and times	X X	X X

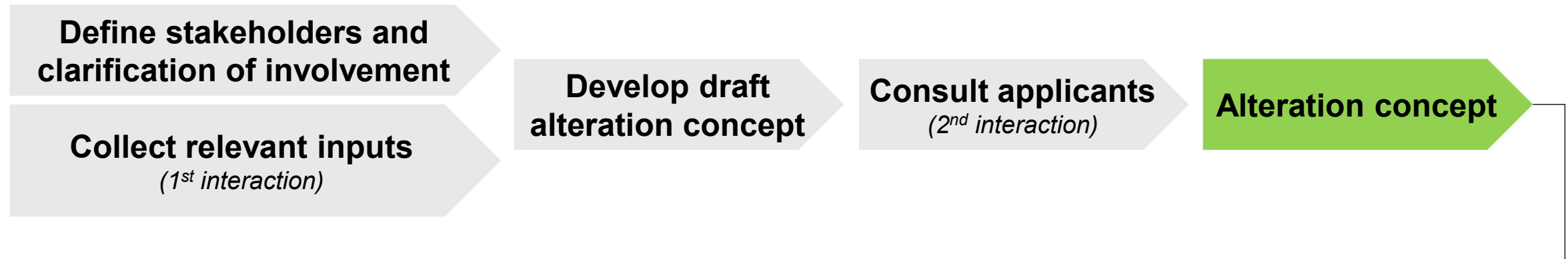
TCR DA: Part of the DA or included in the future EFCM (II)

	DA	EFCM
Frozen period: - Implementation/general remarks - Clarification of details (e.g. duration)	X	X
Alternative path: Final allocation of the alternative paths for freight and passenger services at the latest 120 days before start of TT slice	X	
Path modifications: - General principles - Explanations on how to deal with modifications with positive and negative impacts on alteration process	X	X
Leading/initiating IM: - Role and tasks (<i>already defined in Articles 41(7) & 55(2)(e), Cap. Regulation 2026/1184</i>) - Explanations on involvement, cooperation and coordination with affected IMs and stakeholders		X

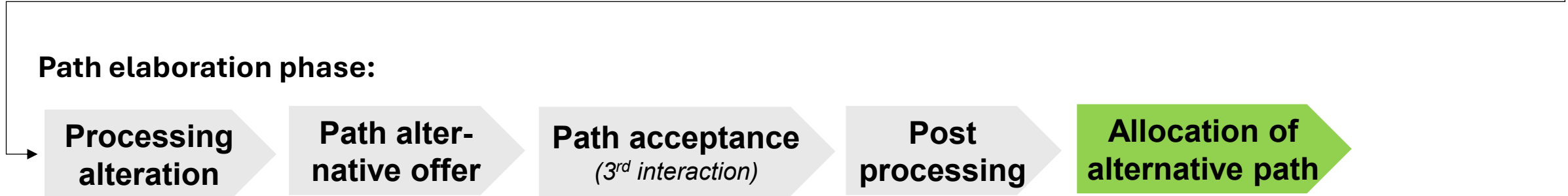
TCR DA Techn. Input to Annex I.8: Key issues

Path alteration process

Preliminary phase:



Path elaboration phase:



TCR DA: Key issues

Path alteration (PA) process covers all TCRs not being already managed in the ATT

- It is not always possible to implement the Capacity Regulation concerning the inclusion of TCRs with major, high and medium impacts in the annual timetable, nor is it always advisable.
- Technical Inputs proposes that the path alteration process therefore, covers all TCRs not considered in the ATT.

Table 1. Classification of capacity restrictions

	Duration	Impact on traffic	Finalisation of first coordination and consultation and publication of draft capacity restrictions	Finalisation of second coordination and consultation on capacity restrictions with impact on more than one network	Publication of final capacity restrictions	Provision of details on the alternative train paths offered
Major impact	More than 30 days	More than 50 %	X-24	X-18	X-12	
High impact	More than 7 days	More than 30 %	X-24	X-13,5	X-12	
Medium impact	7 days or less	More than 50 %		X-13,5	X-12	
Low impact	7 days or less	More than 10 %			X-4	T-4 Passenger T-1 Freight

'X-m' means 'm' months before the date of entry into force of the working timetable ('X') in accordance with Section 4

'T-m' means 'm' months before the start of the train run concerned

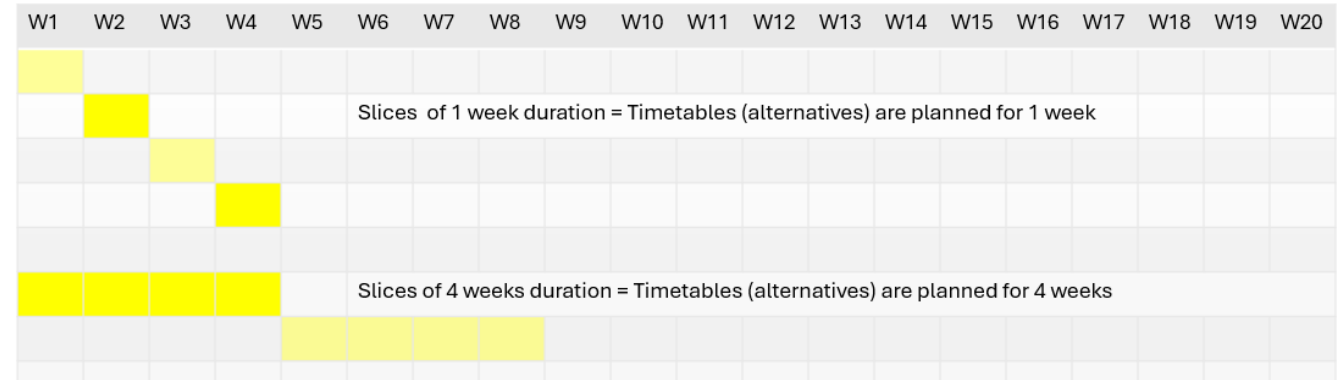
TCR DA: Key issues

Path alteration process consists of a preliminary and a path elaboration phase, incl. up to 3 rounds of consultation (interactions)

- Preliminary phase should improve coordination between all involved stakeholder
- Early consultation of path owners should lead to better quality for re-allocation of alternative path
- Alteration concept will take iterations with applicants into consideration and will be basis for elaboration of path to be re-planned
- This will enable the re-planned paths to be better tailored to the needs of the path owners. It will also reduce workload by avoiding unnecessary re-construction and acceptance of alternatives that do not meet demand.
- Details of the consultation procedures will be defined on in future EFCM

TCR DA: Key issues

TT slices (rescheduling windows)

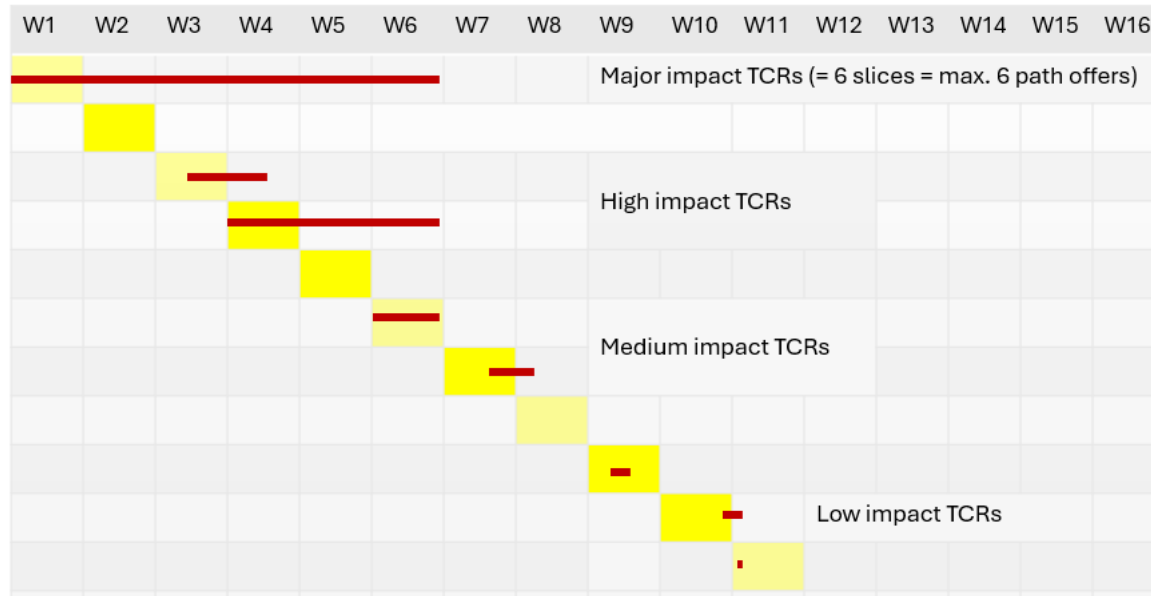


- Will last at least 7 calendar days (details (duration and start/end date and times will be fixed in the future EFCM)
- One alteration concept for all TCRs per TT slice per network, not an individual concept per TCR.
- TT slices will group together path alterations due to TCRs within a clearly defined time frame. Regardless of the duration of these TT slices, there will always be TCRs that span two or more of these TT slices.
- As regards the duration of the TT slice, no consensus has yet been reached.
 - Some companies (IMs & applicants) prefer short TT slices (e.g., one week); this keeps the number of cases to be processed manageable and allows for a more flexible response.
 - Other stakeholders (IMs & applicants) favour longer TT slices (e.g., four weeks); this eliminates the need to re-discuss and re-evaluate a long-term TCRs on a weekly basis, thereby providing earlier stability.

TCR DA: Key issues

TCRs affecting more than one TT slice

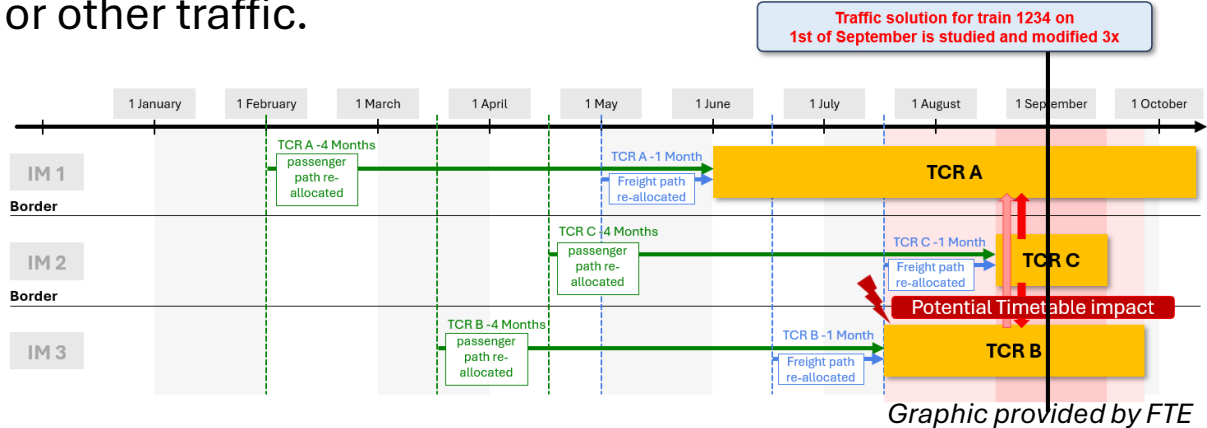
TT slices of 1 week



- These must be dealt with separately for each TT slice.
- Re-allocated alternative path may be identical across all relevant TT slices for the same TCR.
- If further TCRs are added along the train's route in any of the TT slices involved, deviations in the path allocation are possible.
- No guarantee for applicants that re-allocated path will have the same times throughout the duration of the TCR.

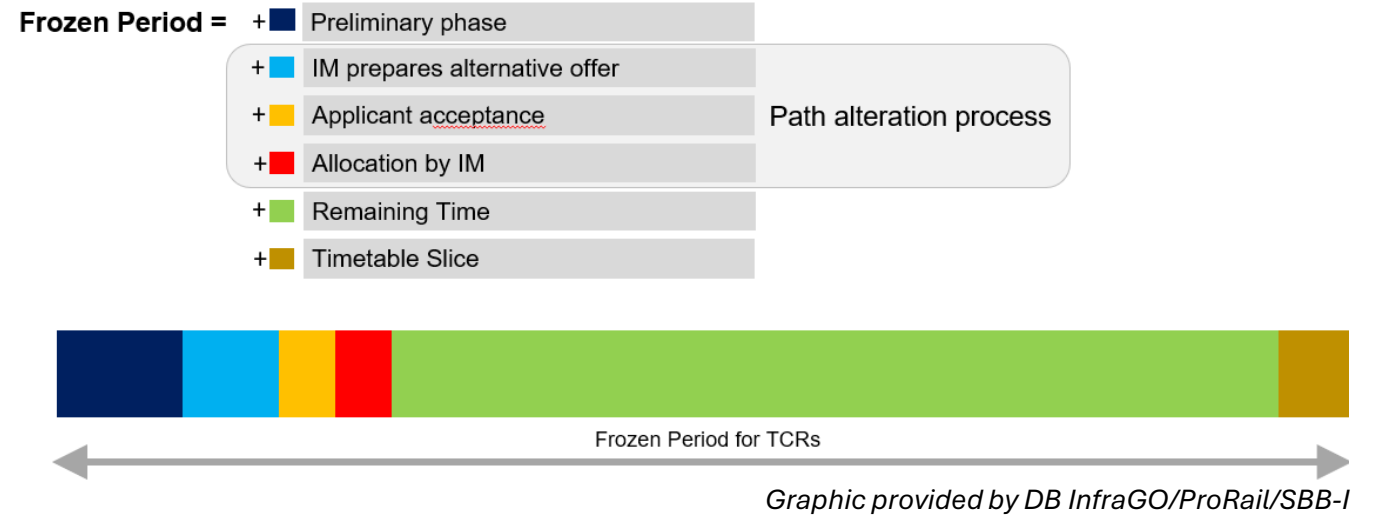
TCR DA: Key issues

Availability of path details for altered path for passenger and freight services

- Cap. Regulation, Annex I.3: 120 days prior to TCR for passenger, 30 days for freight services
 - Preparation of alteration concept and path elaboration: IMs simultaneously seek solutions for all affected paths, regardless of whether they involve passenger, freight or other traffic.
 - In case of several TCRs along the train run with different start dates, path details would be submitted on several occasions by respecting the current valid Annex I.3.
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- Graphic provided by FTE
- Thus, IMs can submit the details/times for the re-allocated path for all types of traffic at the same time, at the latest 120 days before the start of the corresponding TT slice.

TCR DA: Key issues

Frozen period



- Timeframe from which planned TCRs can no longer be altered
- Part of the frozen period: Preliminary Phase, Path Elaboration Phase, Time duration between re-allocation of the altered path and the start of the TT slice, duration of the TT slice
- Starts in the preliminary and ends at the end of the relevant TT slice.
- Subsequent changes within the frozen period are only possible in very limited circumstances. Such changes generally require renewed consultation with the applicants concerned, as described in Art. 37(5).

TCR DA: Key issues

Path modification

- Preliminary and path elaboration phases: Permitted if it generates additional capacity; not allowed if it has a negative impact on the alteration concept
- After re-allocation of altered path (<120 days before the start of the TT slice): no restrictions

TCR DA Techn. Input to Annex I.8: Next steps

Endorsement

- Written opinion-gathering was distributed on the 1st of October 2026 with deadline 15 October 2026, 12:00 CET
- Members of the ABCR will be asked to:
 - Endorse the deliverable of Work Package 1 of the TCR DA project, comprising the report and technical input concerning TCRs and Annex I.8; and
 - Agree to its submission to DG MOVE through the respective SERAF group as the sector's technical input.