



Procedures for Modification of Allocated International Paths

Appendix to the RNE Process Handbook for International Path Allocation for
Infrastructure Managers

Version 2.0

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Version history

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1. Introduction and scope of this document

This handbook describes the process by which applicants may request a modification of allocated international paths from infrastructure managers and allocation bodies (hereafter IMs). This activity is the so-called “**Modification of international path requests**” (or short “Path Modification”). As the freight and passenger markets require such adoptions from the applicants, the path modification process shall provide the means to adapt to market changes.

However, the market should already be respected when placing initial requests. Therefore, IMs/ABs (Hereafter IMs) and applicants shall provide request processes which already respect the volatility of the market in the first place and reduce the need for path modification to a minimum. This subject has been tackled in the project “Redesign of the international timetabling process” (TTR).

A path modification may refer to one single running day, several days or all remaining days in a yearly timetable; it is possible to modify the whole path section or just a part of it. It applies to paths in a yearly timetable and to those booked using the short-term planning process as well.

The handbook focuses on major modifications¹ with international impact or, in other words, those modifications in parameters of allocated international train paths that have a substantial impact on the allocated timetable, therefore, making impossible to respect the allocated train path. The process of modifications that have no international impact is out of the scope of the document. The procedures for all path modifications (with and without international impact) shall be described in the Network Statement of each IM.

2. Reference documents

This handbook follows and is based on the principles set down in:

- Directive 2012/34/EU
- RNE Process Handbook for International Path Allocation
- TAP/TAF TSI Sector Handbook for the Communication between RUs/IMs v1.4
- Commission Regulation (EU) No 454/2011 on the technical specification for interoperability relating to the subsystem ‘telematics applications for passenger services’ of the trans-European rail system (TAP TSI)
- Commission Regulation (EU) No 1305/2014 on the technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union and repealing the Regulation (EC) No 62/2006 (TAF TSI)

3. Path Request System

For best results, it is strongly recommended that applicants use the Path Coordination System PCS (Internet-based communication system for the optimisation of international train path coordination) for initial requests already. Any path modification can then be based on the complete information contained in PCS.

The PCS process is described in the “PCS Documentation” (<https://cms.rne.eu/pcs/pcs-documentation/process-path-modification>). As long as involved IMs have not provided a new path offer in response to the modification request, the initially allocated path remains active.

¹ The differences between major and minor modifications are described in Annex B

4. Path modification process description

4.1 List of involved stakeholders

Stakeholder	Definition/explanation
Initiating applicant	The applicant holding the rights to the allocated path and placing the path modification request.
Coordinating IM	The IM in charge of path allocation on the network where the initiating applicant holds the rights to the allocated path.
Initiating pair	The initiating applicant and the coordinating IM are together referred to as the initiating pair.
Affected IM	Infrastructure managers of the subsequent and preceding path sections, which are affected by the path modification triggered by the initiating applicant.
Affected applicants	The applicants holding the rights to the subsequent and preceding sections of the allocated international path, which are affected by the path modification triggered by the initiating applicant.
Leading IM	The active coordination role in the path modification process is overtaken by the coordinating IM. However, in PCS the leading IM (for the initial path request) remains in the dossier with the right to cancel the entire dossier.

4.2 Submitting the path modification request

It is possible for applicants to place a path modification request any time after a path has been allocated, however, the processing time will depend on the scope of the request and on what types of timetable adjustments are applied by the IMs affected by the path modification request. For more details, see subchapter 4.6.

The applicant holding the rights to the allocated path and placing the path modification request becomes the initiating applicant. The initiating applicant always has the right to withdraw the modification request.² The IM responsible for the network where the initiating applicant submitted a path modification request becomes the coordinating IM.

² Such withdrawal may be subject to a fee (“commercial conditions”), especially if it is sent at very short notice. Information on applicable fees is (to be) provided in the network statement.

4.3 Construction and coordination of modification requests

Firstly, coordinating IM has to evaluate if the modification process will have an international impact. The following definition shall be used for evaluation:

An international impact as the result of the path modification process shall be expected if the agreed running days, border times, path number and or other parameters affecting timetable might be changed. An international impact shall also be expected in a case that the modification would affect the operational concept to the extent that the applicant would have to request additional path modification in one of the subsequent networks (i.e. additional operational stop)³.

A path modification with no international impact may follow the national procedures as there are no other affected IMs.

In case the coordinating IM expects international impact as the result of the path modification process, it has to inform about the start of the process all potentially involved stakeholders, especially, infrastructure managers of the subsequent path sections, but also IMs of preceding path sections if they might be potentially affected. These IMs are referred to as affected IMs.⁴

The first affected IM should be the first IM to provide the modified path. The second IM to provide a modified path is the affected IM responsible for the subsequent path section and so forth. The IMs in the process of construction also need to take into account infrastructure availability and check it with their partners. Infrastructure availability may be reduced due to temporary capacity restrictions (TCRs). This work needs to be fully integrated into the process of harmonisation. Appropriate communication between IMs and applicants have to take place (e.g. alternative proposals).

4.4 Path offer

Once the last IM in the chain of construction of the offer has provided his modified path section, it shall inform the coordinating IM that the harmonised and consistent offer is prepared for sending – with remarks if necessary. Remarks may consist of an indication regarding temporarily uncertain times depending on infrastructure availability (TCRs).⁵

Each IM shall inform the applicants and potentially affected IMs as soon as it becomes aware that a modified train path, offered (not yet allocated) to the applicant, is not available any longer. If possible, the IM will provide an alternative proposal.

4.5 Path acceptance/allocation

If all affected applicants agree with the modified path offer, the initiating applicant sends a formal acceptance notification; the original path is still active during the whole process until the end of path acceptance.⁶

³ It should be taken into consideration that a coordinating IM has only limited information on the applicants' operational concept. Therefore, this information should be provided by the initiating applicant.

⁴ Path modification in PCS: the pre-evaluation of an international impact is done by the initiating applicant, which can select affected entities. Nevertheless, it is a final responsibility of IMs to decide whether they are affected or not.

⁵ Path modification in PCS: coordinating IM has to set up light on green. If there are other IMs affected, they have to set up their lights on green too. If all IM lights on green, coordinating IM has to submit path modification offer.

⁶ A formal path allocation is a legal act. For the time being, this remains a national process and contracts are delivered IM by IM.

If any of the applicants disagree with the offer, it has the right to reject it; nevertheless, it has to indicate whether it is interested in an investigation of another alternative or that by the rejection the process of path modification ends. IMs will try to treat any corresponding remark as far as possible. If “No alternatives” are available and the request for an alternative offer is refused, however, the original path still remains active. The applicants should evaluate themselves whether they would like to keep the original path, or they prefer to cancel the allocated path and place a new request.

4.6 Timeline for placement of path modification requests

The process timeline for major/strong international path modification requests⁷ depends on the scope of the requests and on what type of timetable adjustment is used by the affected IMs.

It is highly recommended to submit the request until the internationally agreed editorial deadline associated to the internationally agreed yearly timetable update, which precedes the first running day when the modified path is desired. Only this timely submission guarantees that the path modification request is processed completely by all IMs of the train run.

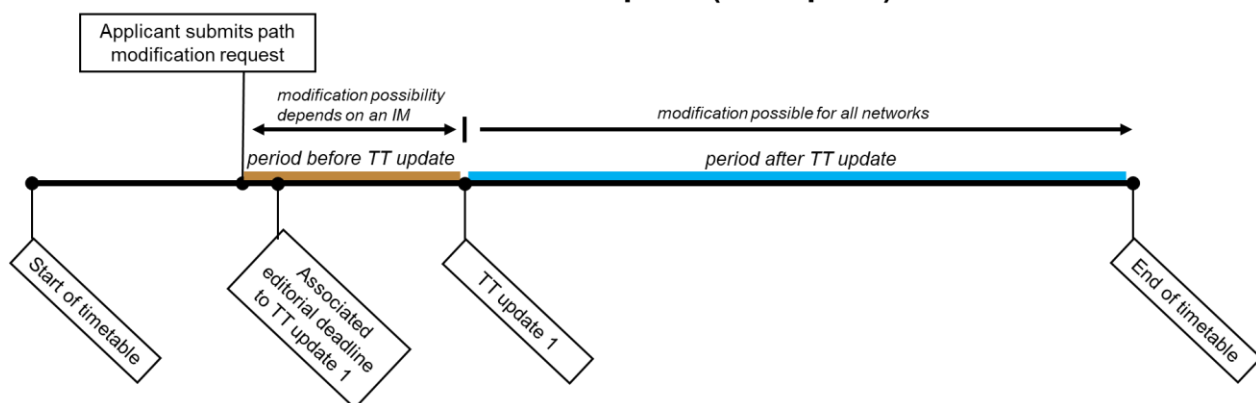
4.6.1 IMs applying internationally agreed timetable updates

Some of the infrastructure managers use internationally agreed timetable updates and editorial deadlines (as published in their network statements). Yearly TT updates and editorial deadlines for each TT are coordinated under the umbrella of RailNetEurope and consulted with applicants in the respective working groups. They can be found published on RNE website: <http://www.rne.eu/sales-timetabling/timetabling-calender/>

Yearly TT update: also called “updated TT publication day”. The day when the yearly timetable is updated and the modified paths requested before the associated editorial deadline are incorporated into the yearly timetable.

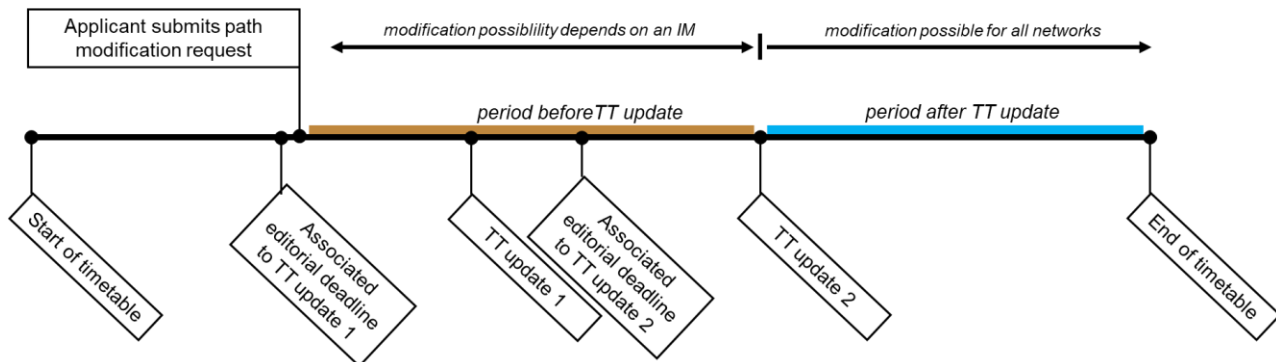
Associated editorial deadline to the yearly TT update: the deadline until when all path modification requests shall be submitted, if the modified paths should be provided and incorporated into the yearly timetable with the next associated TT update (see example 1). In case that a request is placed after the editorial deadline, it will be incorporated only in the next but one TT update (see example 2 below) within the running TT.

Path modification request (example 1)



⁷ Those modifications in parameters of allocated paths that have a substantial impact on allocated timetable, therefore, making it impossible to respect the allocated train path.

Path modification request (example 2)



Request submission by applicants

Path modification requests for the running days after the next international TT update have to be submitted until the associated editorial deadline.

If a particular IM allows applicants to modify also the path for the running days before the next international yearly TT update, this process is described in the Network Statement.⁸

Response from IMs

The IMs shall send a harmonised path offer no later than 2 weeks before the TT update

Acceptance of an offer from applicants

The applicants' acceptance has to be sent within 5 working days from receiving the modified path offer. If no response is provided by the applicants within 5 working days or until the train run, the original path remains active and allocated.

4.6.2 IMs not applying internationally agreed timetable updates

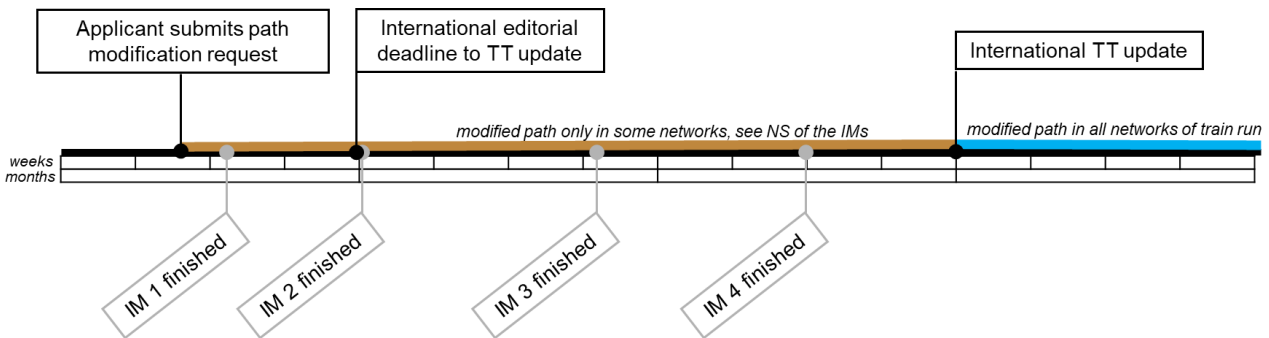
The IMs not applying internationally agreed timetable updates either

- Apply own national fixed TT updates and editorial deadlines, which are more frequent and flexible than the internationally agreed timetable updates
- Apply dynamic TT updates, meaning the path modification is processed and the timetable updated at the latest n days after the path modification request is submitted
- Do not allow major path modifications for any running days, applicants, in order to change the path, have to cancel the allocated path and place a new request.

The method and process how to apply for a path modification in networks of these IMs are written in Network Statement of each of the IM. However, it needs to be stressed out that these IMs process all path modification requests in a shorter period of time than those IMs applying internationally agreed editorial deadlines. Thus, if applicants submit a path modification request before the

⁸ It should be taken into consideration that some of the IMs do not allow to place major/strong path modification requests for the period until the next TT update. The applicant in order to change the path shall cancel the allocated path and place a new request.

internationally agreed editorial deadline, all the IMs process the request on time before the yearly TT update (see examples of all process types below).



Example IM1	Example IM 2	Example IM 3	Example IM 4
<p><u>IM1 does not allow path modifications for any running days</u></p> <p>Applicants, in order to change the path, have to cancel the allocated path and place a new ad hoc request for recurrent train path. The request is processed in 5 days.</p> <p>IM 1 always process the new path request before the international TT update</p>	<p><u>IM 2 applies own national fixed TT update</u></p> <p>The regular national TT updates are scheduled for every month. Editorial deadlines to these TT updates (processing time) are 2 weeks.</p> <p>IM 2 always process the modification request before the international TT update</p>	<p><u>IM3 applies dynamic TT updates</u></p> <p>All Path modification requests have to be submitted 40 days before the first day when the modified path is desired. IM 3 updates TT on a daily basis for each modification request individually.</p> <p>IM 3 always process the modification request before the international TT update</p>	<p><u>IM4 applies internationally agreed TT updates</u></p> <p>All path modification requests submitted before the internationally agreed editorial deadline are duly processed and answered for the running days after the associated TT update.</p> <p>IM 4 always process the modification request before the international TT update.</p>

Note: The deadlines in the table above are exemplary, for the process description see NS of IMs

In every case, applicants placing path modification request before the internationally agreed editorial deadline will get a response and will be processed until the next internationally agreed TT update by all IMs.

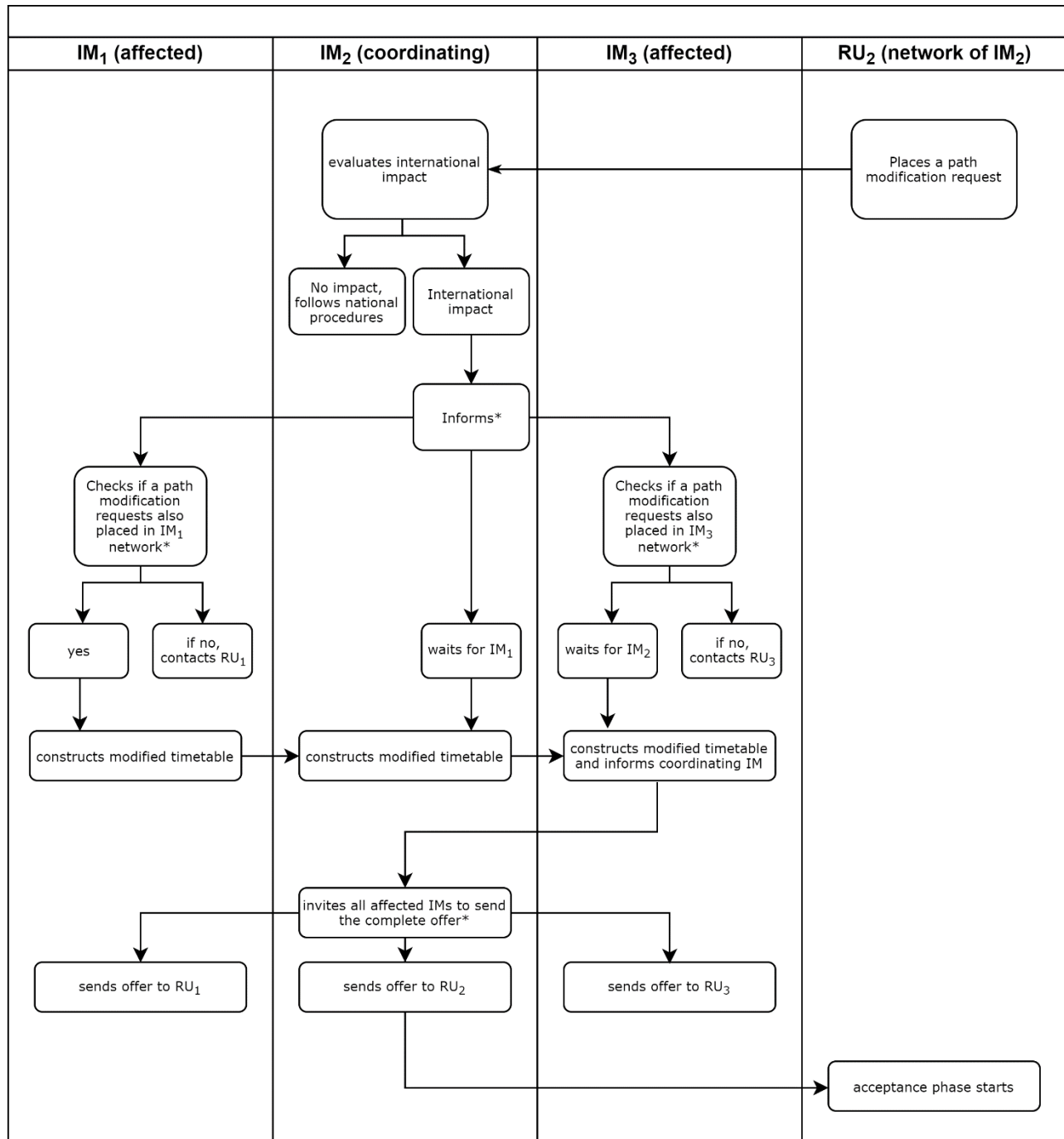
5. Transitional period

The Procedures for Modification of International Path Requests become effective immediately by the approval of the RNE General Assembly. IMs should adapt their internal processes and the Network Statement for timetable 2022. The Path Coordination System PCS should be used for the modification process as soon as the bidirectional interface between PCS and national IT systems is in production.

Each Infrastructure Manager/Allocation Body has set up specific contact points (One-Stop-Shop, or OSS) to ensure efficient handling of the international path requests.
Contact details: <http://www.rne.eu/organisation/oss-c-oss/>

Annex A – Diagram complementing sub-chapters 4.3 and 4.4

The process diagram below displays a situation when a train runs over three networks in order IM1, IM2 and IM3. In each network a different RU has been granted the right to use the path, i.e. RU1 in network of IM1 and so forth. A path modification request is placed by RU2, which operates the train in the middle sequence of the international path.



*) The process step is not necessary if the bidirectional interface between PCS and the national IT systems is in production

Annex B – Minor/Major Modification of Allocated Paths

The table below shows the differences between minor and major modifications of already allocated paths. The table is also annex 2 to “Description of the Redesigned Timetabling Process” version 0.21.

Modification Request	Major	Minor
Times		
Departure at origin	Y	
Arrival at destination	Y	
Stop times	Y, (impact on other paths)*	Y, (no impact on other paths)
Number of stops		
Fewer	Y, impact on other paths	Y, no impact and required stopping time may be used as buffer time
More	Y	
Journey		
Route deviation (national)	Y	
Route deviation (international border point change)	Y	
Train parameters		
Length	Y: if it has an impact on own and/or another path	Y: if it has no impact and/or shorter than requested
Weight	Y: if it has an impact on own and/or another path	Y: if it has no impact and/or lighter than requested
Speed	Y: (e.g. slower, faster) if it has an impact on own and/or another path (if applicant wishes to modify times)	Y: if it has no impact on another path
Exceptional Gauge	Y	
Load profile (combined traffic)	Y: if the load profile exceeds the indicated path parameters (leads probably to a rerouting/exceptional transport)	Y: smaller or if it is bigger but still complies with the path parameters
Traction type	Y: if it has an impact on the original path	Y: performance improvement
Number of traction units	Y: influences max. length and performance	Y: if fewer units – but only if performance is unchanged
Number of days of operation (calendar)		
More	No modification to allocated path, but new request needed	
Fewer		No modification, just partial cancellation
Any other changes		
Change of operating partner RU	Y: if it has an impact on own or another path (new RU has different needs)	Y: only if the parameters are complied with
Replace scheduled rolling stock	Y, if it has an impact on own and/or another path (e.g. if parameters (tech.	Y, complies with originally scheduled rolling stock

	equipment) are not identical with originally scheduled rolling stock)	
Rerouting in station (e.g. another platform for short connection)	Y, if it has an impact on own and/or another path	Y, if no influence on path

*) decision to be taken by IM