

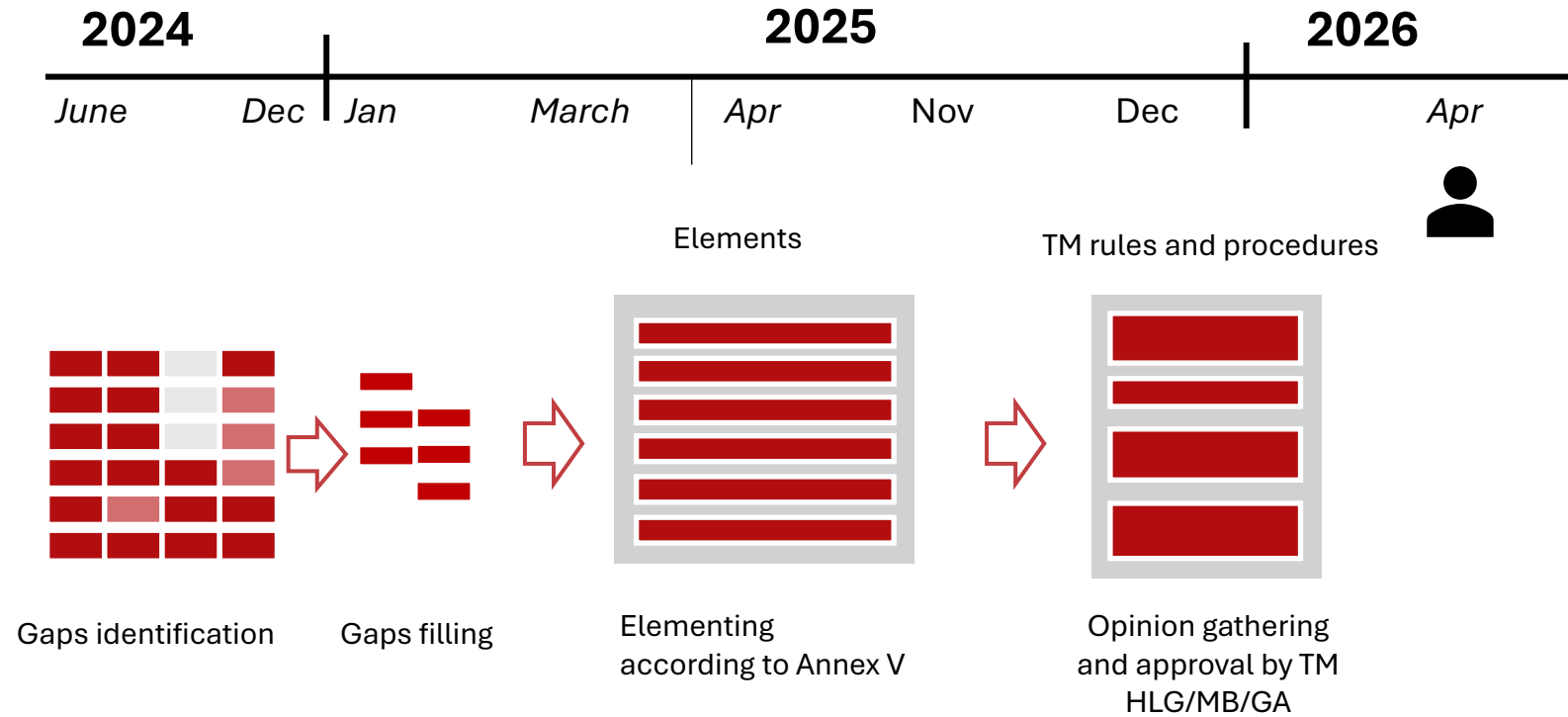
ABCR - Update on EFTM elaboration

TRAFFIC MANAGEMENT

06 OCTOBER 2026



Approach and work of EFTM input 2024-2026



EFTM - European Framework for the coordination of cross-border traffic management, disruption management and crisis management

Approach and work schedule of TM RP

Capacity Regulation



2025

2026

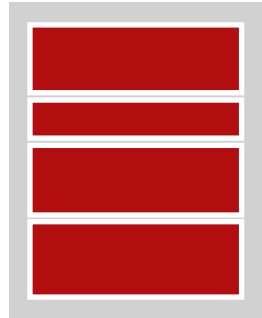
Dec Jan

March

July

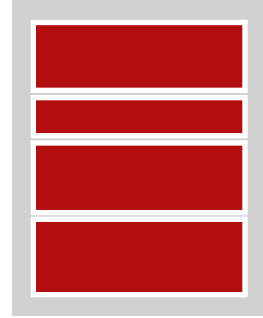
Oct Dec

TM rules and
procedures for
EFTM v0



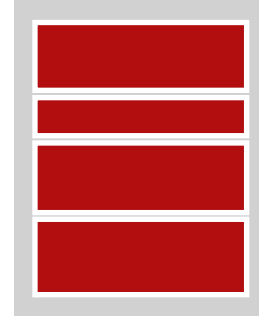
- Rules and procedures approved by GA

TM rules and
procedures for
EFTM v1



- Revision based on Opinion gathering comments

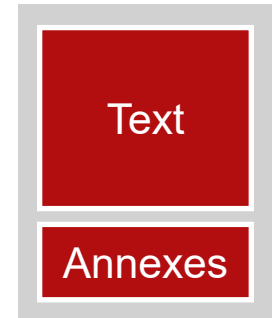
TM rules and
procedures for
EFTM v2



- Revision based on published CapReg

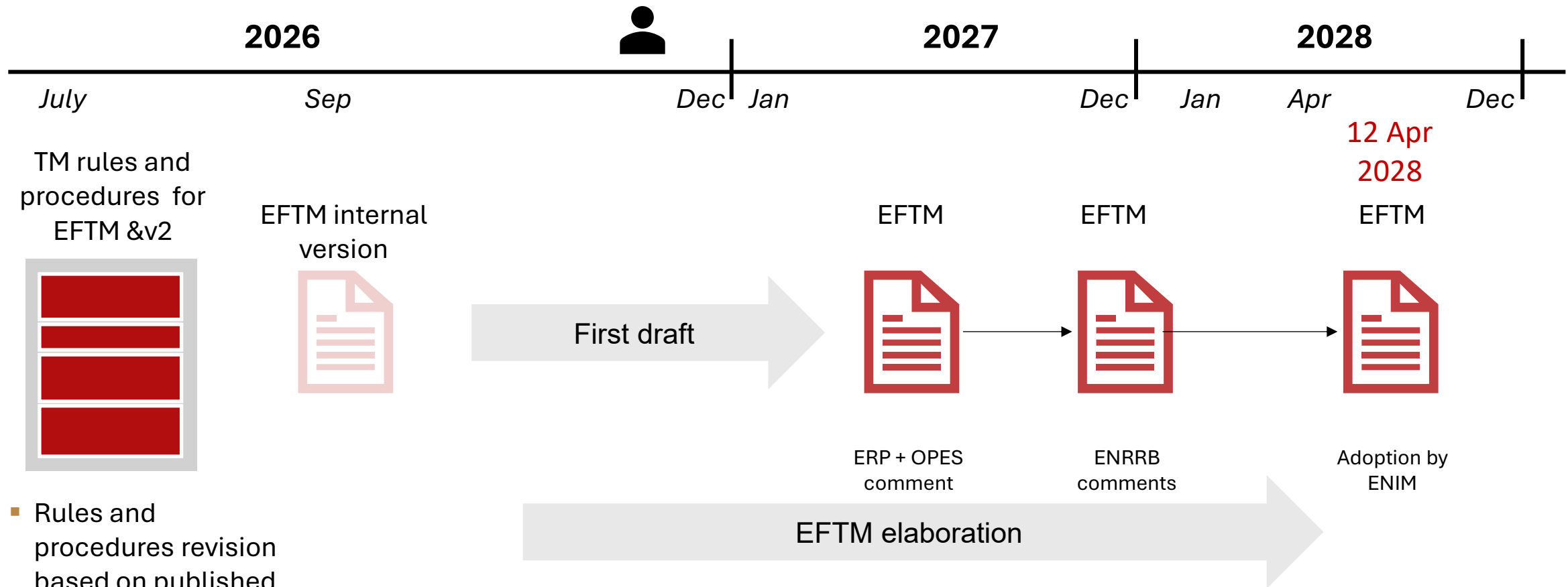
EFTM
elaboration

EFTM Draft



- First draft for TM HLG

Approach and work schedule of input for EFTM



- Rules and procedures revision based on published

EFTM draft – submission to the TM HLG

Submission on 25 September 2026 RNE Traffic Management High Level Group

PART I

General & common provisions

- Fundamentals of TM
- Operational conditions
- Preparation phase

PART II — ANNEX VI ELEMENTS

E1

TM & disruption management

E2

Coordination rules & procedures

E3

Capacity during disruptions & crises

E4

Responsibilities & interfaces

E5

Communication & information exchange

E6

Coordination groups

E7

Simulation & training

E8

Impact estimation & incident reporting

E9

Consultation with interested parties

PART III + ANNEXES

Complementary provisions

- Recovery phase
- Performance monitoring
- Implementation & rollout

Annexes

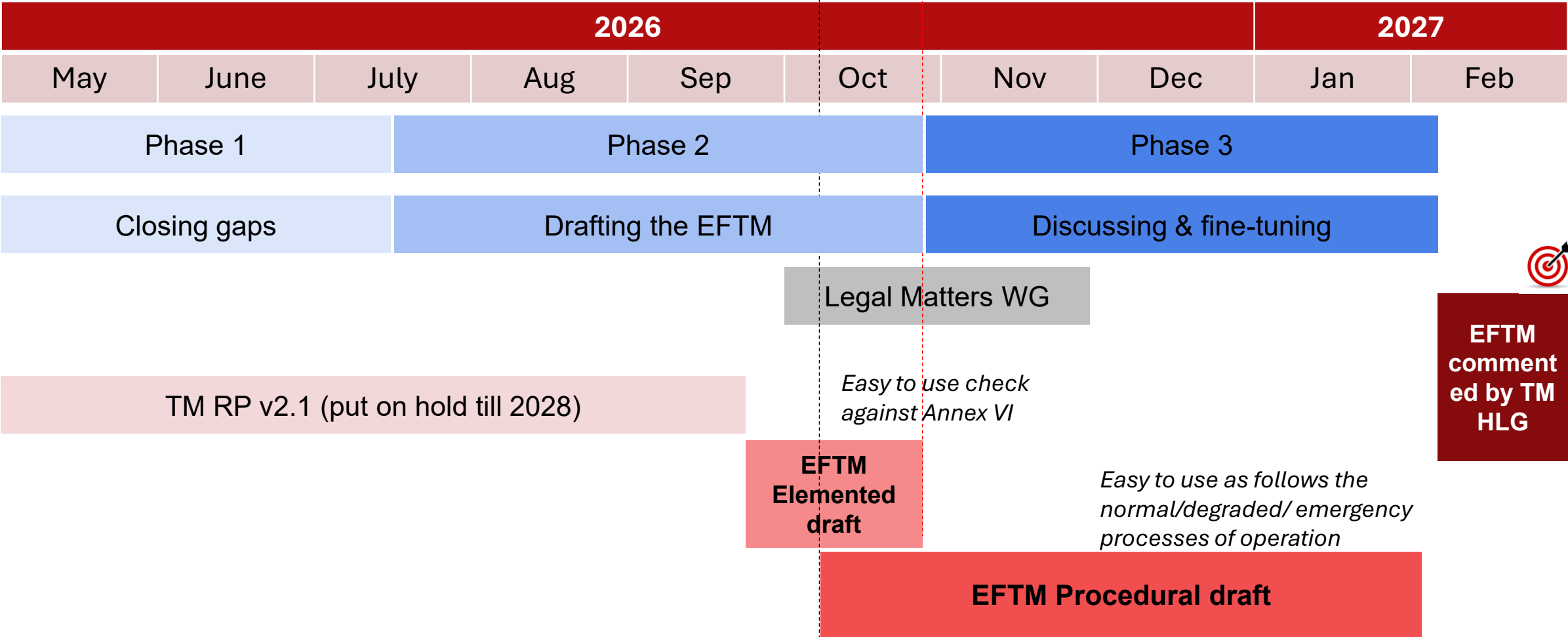
Contingency Planning
TM Tasks Matrix
Rescheduling
Training & Simulation

101 pages

Annex VI 9 elements

One consolidated submission draft

Timeline 06/2026 – 02/2027



European Framework for Traffic Management



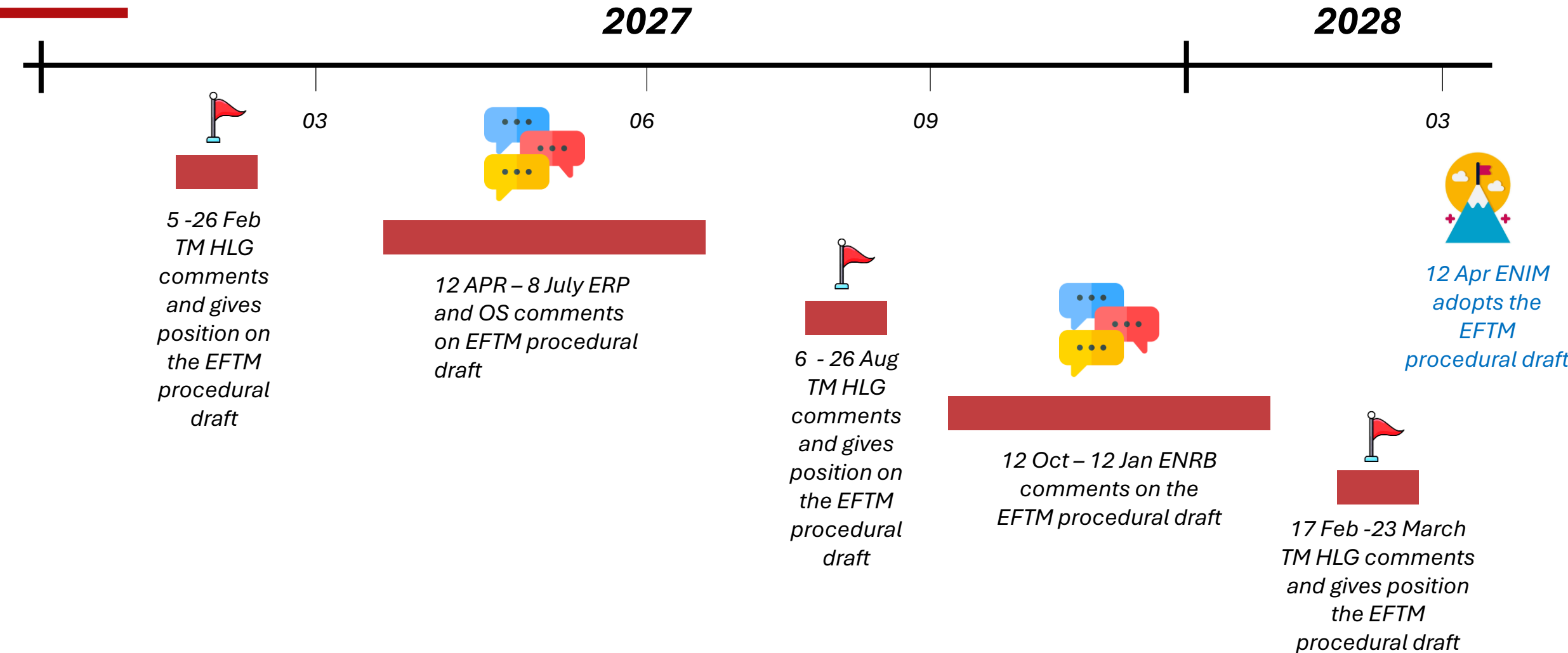
building on the existing Traffic management content and adapting it to the structure and requirements of the Capacity Regulation

Framework organised around operational states



Annex VI requirements integrated within the relevant operational states and processes

Proposed Timeline of the EFTM elaboration and adoption



TRAFFIC MANAGEMENT

EFTM Supporting activities



TRAFFIC MANAGEMENT

Method to estimate disruption duration



Method of estimating disruption duration

Goal :

- Develop a method which will support IMs on estimating disruption duration

Tasks

- Answer CapReg requirements, reflecting the possibilities of using national characteristics of procedures and infrastructure
- Analyse national approaches
- Reach harmonisation across Europe
- First results in autumn 2026 to include in the EFTM

RAILNETEUROPE — CAPACITY REGULATION (EU) 2026

Exit full screen

Incident Impact Calculator

Common method for estimating disruption duration and declaration threshold — Article 48(7) & Annex VII. Select values from the dropdowns; enter traffic counts manually.

STEP 1 — INCIDENT CLASSIFICATION

1 Incident type and severity class

Incident type: — select —

Severity class: — select —

STEP 2 — DURATION MODIFIERS

2 $D_{adjusted} = D_{mode} \times M1 \times M2 \times M3 \times M4$

M1 — Location / access: Normal access ($\times 1.0$)

M2 — Repair resources: Crew on site ≤ 30 min, parts available ($\times 0.9$)

M3 — Season / weather: Normal conditions ($\times 1.0$)

M4 — Line type: Standard line ($\times 1.0$)

M1 $\times 1.0$ M2 $\times 0.9$ M3 $\times 1.0$ M4 $\times 1.0$ Combined $\times 0.9$

STEP 3 — TRAFFIC DATA

3 Affected trains during disruption window [onset → onset + D_{most_likely}]

N_total: 0

N_MN (multi-network): 0

Q_alt (trains/day): 0

Total trains on affected section during D_{most_likely}

International trains operating on >1 network

Available capacity on designated alternative route(s)

Method of estimating disruption duration

Incident typology :

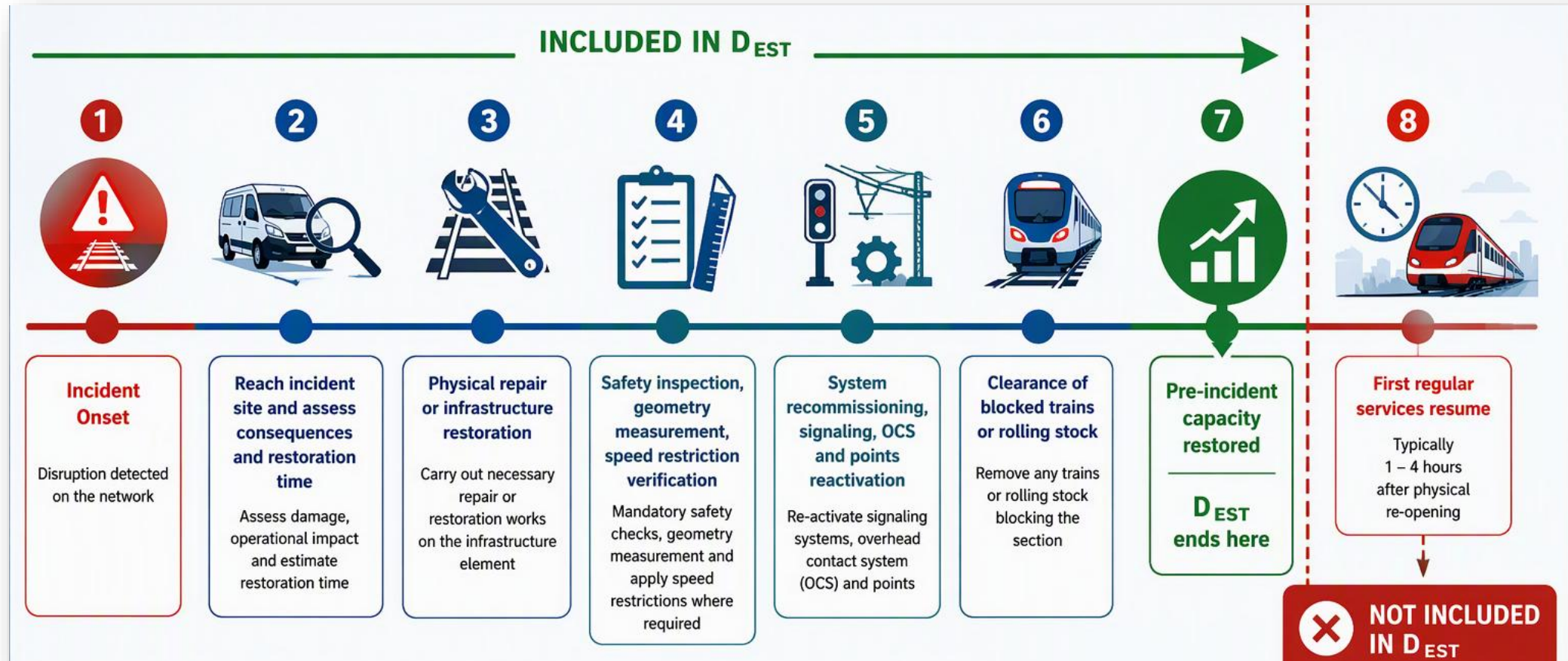
Incident types (T)			
	T-1	Track Infrastructure	- point failure
	T-2	Systems	- interlocking, energy failure
	T-3	External Events	- weather, environmental events
	T-4	Rolling Stock	- trainset faults
	T-5	Planned Works Overrun	- construction or renewal works unfinished

Severity	Operational Impact	Capacity	Typical scenario
S1	Minor	75–100%	Reduced speed, trains run with delay
S2	Moderate	~75%	Cancellation of some planned trains is required
S3	Severe	~50%	One track closed on double track
S4 (NEW)	Major restriction	~25%	Significant interlocking failure, only one track available from two double-track lines
S5	Critical – total blockage	0%	Total blockage at critical node / junction or cross-border section



Method of estimating disruption duration

Incident Duration – D_{EST}



TRAFFIC MANAGEMENT

Crisis RP – project status



Crisis Rules & Procedures input to the EFTM

Rules and procedures for the management of large-scale crisis situations (project „CRISIS RP“)

CRISIS (Article 49 CapReg)

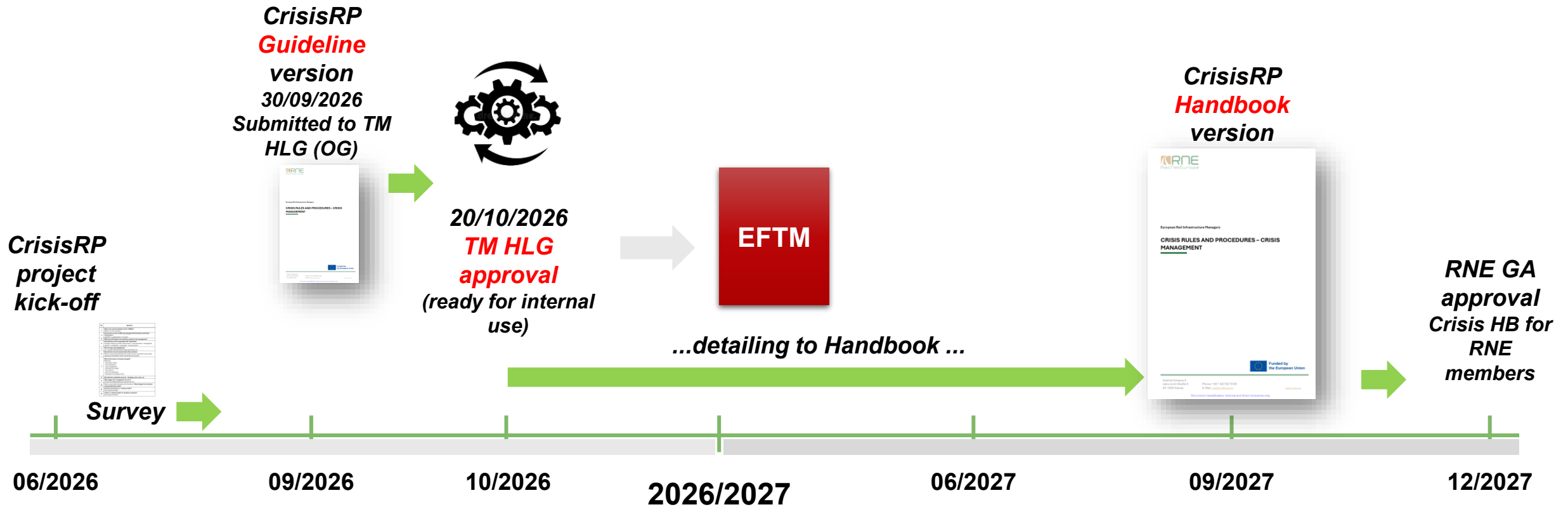
Crisis situation – related to public safety, health epidemics, natural disasters or the environment that have or are expected to have a critical effect on the supply or demand of rail transport services.



Task & Scope

- Draft version of the crisis “ document “ structure is ready 09/2026 (approval TM HLG on 20 Oct 2026)
- Rules and procedures for managing large-scale crises and indicators for monitoring the implementation by IMs = Guideline
- Next step to elaborate a detailed handbook by end of 2027

Timeline for elaboration of the Crisis RP handbook





Peter Šišolák

Head of Traffic Management

+43 676 553 86 72
peter.sisolak@rne.eu

RailNetEurope
Austria Campus 3
Jakov-Lind-Straße 5
1020 Vienna, Austria
www.rne.eu