



**Guidelines for Coordination /
Publication of Planned Temporary
Capacity Restrictions
Version 1.00**

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1. Basic information

1.1. Glossary / abbreviations

Glossary/abbreviation	Definition
AB	Allocation Body In this document, only the term Infrastructure Manager (IM) is used. It refers to IMs and also – if applicable – to Allocation Bodies (ABs).
Applicant	Railway undertaking or an international grouping of railway undertakings or other persons or legal entities, such as competent authorities under Regulation (EC) No 1370/2007 and shippers, freight forwarders and combined transport operators, with a public service or commercial interest in procuring infrastructure capacity.
Capacity restrictions	Reduced availability of infrastructure. This can include possessions (see definition below) for maintenance, repair, renewal, enhancement, and/or construction works. This includes also speed, length, profile and weight restrictions or other influences on rolling stock (e.g. diesel only).
Consecutive days	Sequence of calendar days on which TCRs apply on each day, on the same section without any interruption
Consultation	An active exchange process about TCR between the IM and applicants in formal communication channels. These formal communication channels might include: <ul style="list-style-type: none"> • Open meetings e.g. stakeholders are invited to come to an open meeting or a series of meetings • Written information towards the stakeholders with the possibility to post comments IM proactively initiates communication with applicants to inform about the TCR. IMs ask the opinion of applicants about the envisaged measures to be implemented for capacity restrictions for defined thresholds before publishing.
Coordination	The cooperation between IMs aimed at finding the best way to plan TCRs. The aim of coordination efforts between Infrastructure Managers is the safe implementation of railway operations and to find the best solution for planning operational restrictions resulting from construction measures while taking into consideration the requirements of the market.
Corridor Organisation	Governance structure of a Rail Freight Corridor (RFC) according to Article 8 of the Rail Freight Regulation (RFR)
CRR	Trains c ancelled, r erouted or r eplaced by other means of transport
IM	Infrastructure Manager

	<p>“Infrastructure Manager’ means any body or firm responsible in particular for establishing, managing and maintaining railway infrastructure, including traffic management and control-command and signalling; the functions of the Infrastructure Manager on a network or part of a network may be allocated to different bodies or firms’ (Directive 2012/34/EU, Article 3 (2)).</p> <p>In this document, only the term Infrastructure Manager (IM) is used. It refers to IMs and also – if applicable – to Allocation Bodies (ABs).</p>
Impact on other network	If anticipated timetables (e.g. concept timetables) have to be re-scheduled on one network due to TCRs causing the possible re-scheduling of timetables on other networks. Criteria to determine whether a TCR has an impact on other networks have to be defined.
Known TCRs	TCRs known by IMs at the moment of official publication in line with the timeline indicated in Annex VII
Minor, medium, high and major impact	Definition of the impact of specific TCRs according to an internationally agreed cluster based on Annex VII of the Directive 2012/34/EU
M-n	A deadline referring to the day of the start of TCRs (M) and the number of months (n) in advance of this deadline
Possessions	Non-availability of part of the rail network for full use by trains during a period reserved for carrying out works. This can be due to the disconnection or restriction of use of signalling equipment to enable work to be carried out on the equipment. Possession is an operational arrangement that prohibits scheduled train movements, marshalling or shunting activities on the track. Possession can be planned or unplanned. In these guidelines the terms ‘planned temporary capacity restrictions’ and ‘capacity restrictions’ and the abbreviation ‘TCR’ will be used.
Publication	Making information about TCRs available to the stakeholders (e.g. applicants, RUs, neighbouring IMs) in a printed or electronic way. The way to access this information shall be indicated in the Network Statements.
Rail Freight Regulation (RFR)	Regulation (EU) No. 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight
RFC	<p>Rail Freight Corridor</p> <p>A corridor organised and set up in accordance with the Rail Freight Regulation. A ‘List of initial freight corridors’ is provided in the Annex of the RFR.</p>

RU	<p>Railway Undertaking</p> <p>'Railway undertaking' means any public or private undertaking licensed according to this Directive, the principal business of which is to provide services for the transport of goods and/or passengers by rail with a requirement that the undertaking ensure traction; this also includes undertakings which provide traction only' (Directive 2012/34/EU, Article 3 (1)).</p>
TCR	<p>Planned Temporary Capacity Restrictions</p> <p>This term covers the earlier used 'works', 'possessions', 'works and possessions' and 'capacity restrictions'. It indicates that the restrictions are planned (no force majeure restrictions) and temporary (no long-lasting bottle-necks).</p>
TCR Corridor Coordinator	<p>Entity in charge of the overall coordination of TCRs along the whole RFC as well as of checking their impact on capacity availability</p>
Terminal	<p>'Terminal' means the installation provided which has been specially arranged to allow either the loading and/or the unloading of goods onto/from freight trains, and the integration of rail freight services with road, maritime, river and air services, and either the forming or modification of the composition of freight trains; and, where necessary, performing border procedures at borders with European third countries' (RFR Article 2 2. (b)).</p>
Works	<p>Any kind of maintenance or engineering works on the infrastructure and its equipment. In these guidelines the terms 'planned temporary capacity restrictions' and 'capacity restrictions' and the abbreviation 'TCR' will be used.</p>
X-n	<p>A deadline referring to the month of the annual timetable change (X) and the number of months (n) in advance of this deadline</p>

1.2. Scope of this document

So far, each IM dealt with TCRs differently, especially regarding the applied timeframe and periods. This was mainly due to different construction and maintenance planning processes which again depend on the budget and finance planning. In addition, differing national legal regulations had influence on TCR management regarding the application of terms and communication with applicants.

The revised Annex VII (recast in 2017) of the Directive 2012/34/EU forces the IMs to involve known and potential applicants, main operators of service facilities and other IMs affected by a TCR at an early stage.

These guidelines target all stakeholders directly involved in the setup of TCRs or those heavily affected by them – mainly IMs/ABs and applicants. These guidelines have been designed to also cover RFC processes and thus replace all previous RNE/RFC guidelines covering this subject.

1.3. Stakeholder interests of the TCR process

Temporary capacity restrictions are necessary to keep the infrastructure and its equipment in good condition and to allow infrastructure development in accordance with market needs. Hence, TCRs are in the best interest of all stakeholders. However, the overall goal is to have the traffic flow despite the capacity-reducing effects of re-investing into the rail infrastructure with the stakeholders' specific interests in mind.

1.3.1 Railway sector

The railway sector itself needs to stay competitive with other modes of transport, especially road transport. This can only be achieved if rail infrastructure is available at all times in adequate quality and quantity to facilitate traffic in line with customers' needs. To plan traffic and communicate with end customers, reliable timetables are required which reflect these market needs.

1.3.2 Railway Undertakings and applicants

As the link between end customers, applicants provide transport services on railways. To be competitive with other modes of transport, the costs caused by TCRs have to be reduced to a minimum. Therefore, the following goals have to be achieved:

- Possibility to connect origins to destinations at any time
 - o Shortest possible timeframe for TCRs in order to reduce production costs
 - o Shortest possible transport time to account for customers' needs and reduce production costs
- Reliable timetables
 - o Provision of alternative reference times already in contracts to prevent recourse claims from end customer
 - o Reduced delays compared to reference times in order to build a reputation as a reliable partner

1.3.3 Infrastructure Managers, Allocation Bodies and Rail Freight Corridors

The aim of IMs/ABs should at all times be safe train operation of rail traffic with maximum performance. Since TCRs cannot be avoided – they even are a means to achieve these goals – the planning of TCRs should be stable and cost efficient.

Since each IM is depending on information by neighbouring IMs when planning timetables and TCRs, the consequences of information either not being available or not being stable would be:

- Additional resources will be needed to re-schedule timetables
- Already timetables created become obsolete
- Possible filing of recourse claims by applicants
- Reliability/reputation of IMs as providers of reliable planning of rail infrastructure is endangered

Therefore, it is in the best interest of all IMs to actively participate in the process and share information in due time.

1.3.4 Regulatory Bodies

Regulatory Bodies have to ensure a non-discriminatory allocation of capacity. In that regard, it is in their interest to actively monitor the TCR planning process in all planning stages to ensure that the availability of capacity reflects this principle of non-discrimination.

1.4. Documentation relevant for these Guidelines

Legal requirements:

- » Directive 2012/34/EU establishing a single a European railway area
- » Commission Delegated Decision (EU) 2017/2075 replacing Annex VII to Directive 2012/34/EU
- » Regulation (EU) No 913/2010 concerning a European network for competitive freight

Further requirements:

- » Process description of the 'Redesigned Timetabling Process'

2. Clustering TCRs

2.1. Criteria for capacity restrictions to be coordinated and published

Capacity restrictions may vary widely as regards their duration and impact on rail traffic. Therefore, publication criteria have to be defined for TCRs, depending on their effects on capacity and rail traffic. These guidelines provide a framework of criteria and thresholds to be used as a reference for the publication of TCRs.

The specific conditions and needs of the various IMs may be different. This should be taken into consideration; if necessary additional criteria and/or more stringent thresholds than those described in these guidelines may be defined. IMs should seek to handle TCRs (coordination, publication and consultation) in a way to best suit the market requirements, even if not required by the definition of the Guidelines.

To provide guidance on how each TCR should be handled, an impact cluster has been created based on the recast Annex VII (both criteria must be fulfilled):

	Consecutive days	Impact on traffic (estimated traffic cancelled, re-routed or replaced by other modes of transport)
Major impact TCR¹	More than 30 consecutive days	More than 50% of the estimated traffic volume on a railway line per day
High impact TCR¹	More than 7 consecutive days	More than 30% of the estimated traffic volume on a railway line per day
Medium impact TCR¹	7 consecutive days or less	More than 50% of the estimated traffic volume on a railway line per day
Minor impact TCR²	undefined	More than 10% of the estimated traffic volume on a railway line per day

1) Annex VII of Directive 2012/34/EU, article (11);

2) Annex VII of Directive 2012/34/EU, article (12).

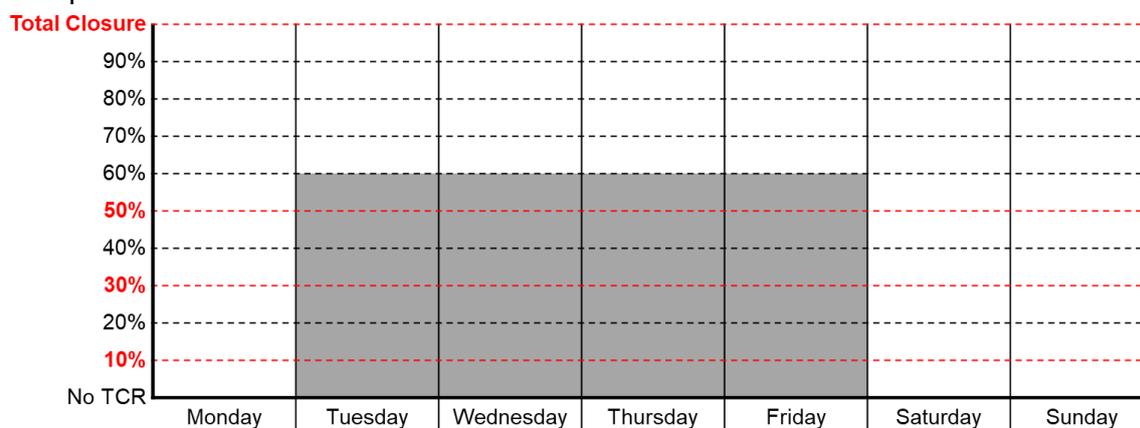
2.2. Definition of ‘Consecutive days’

To calculate the consecutive days to classify TCRs, various models can be used. The calculation shall be done before the respective deadlines (e.g. before publication) and has to be based on the representative day described in chapter 2.3 and take into consideration the volume of traffic impacted.

Model 1: Model with no change of traffic volume affected in terms of cancellation, rerouting or replacement

- The complete TCR takes place in an uninterrupted manner from start to finish of the TCR
- The traffic volume affected does not vary significantly
- Calculation: Amount of TCR days

Example:



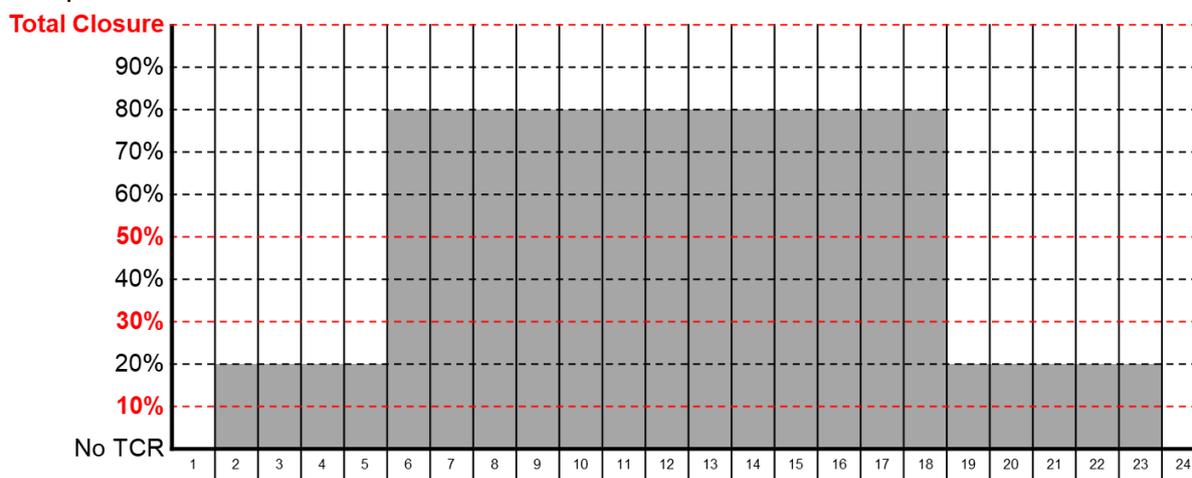
Result: 4 consecutive days (Tuesday to Friday, ca. 60% impact on traffic)

Model 2: Model with variance in volume affected:

- The complete TCR takes place in an uninterrupted manner from start to finish of the TCR
- The traffic volume affected changes significantly (e.g. preparation of main works)

- Calculation: Periods with similar traffic volume affected have to be calculated individually (split)

Example:



Calculation: There are three TCR periods:

- Period "P1": 4 consecutive days (day 2 to 5, ca. 20 % impact on traffic)
- Period "P2": 13 consecutive days (day 6 to 18, ca. 80% impact on traffic)
- Period "P3": 5 consecutive days (day 19 to 23, ca. 20% impact on traffic)

Result: The treatment of each TCR period is different. However, the publication of the TCR will show all 3 periods (22 days) as one combined TCR:

- P2 is published/treated as a high impact TCR with 13 consecutive days
- P1 and P3 are published/treated as minor impact TCRs with 4 and 5 consecutive days.

2.3. Calculation method for 'Impact on traffic'

Since the impact of TCRs is calculated significantly earlier than the complete timetable for a given period becomes available, the baseline for the calculation is:

- The last running timetable available
- All known changes incorporated, e.g. inclusion of new system paths
- Requested (not allocated) capacity – during the TT construction phase*

* only after Rolling Planning implementation

Out of the basic timetable within the TCR duration, a representative day with high traffic volume must be chosen.

It is important to keep the calculation simple. Therefore, in the calculation only the line section of the respective TCR is taken into consideration - at this stage without secondary effects from TCRs on other line sections.

- On the chosen day, all paths within the geographic range of the TCR together serve as baseline ('Number of paths on representative day').
- To compare it with the situation of having the TCR in place, a basic timetable must be created and the paths not available for that situation must be counted ('Number of affected paths in TCR calculation'). Note that a simulated timetable requires the assistance of IT systems. IMs may use such sophisticated systems in their calculations.

Finally, the number of paths in the simulated TCR timetable are compared with the number of paths on the representative day. Therefore, the calculation is:

$$[\text{TCR impact on traffic in \%}] = \left(\frac{[\text{Number of affected paths in TCR calculation}]}{[\text{Number of paths on representative day}]} \cdot 100 \right)$$

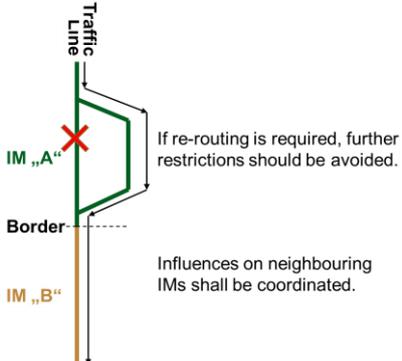
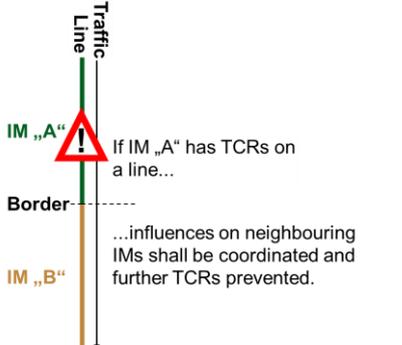
3. The TCR coordination process

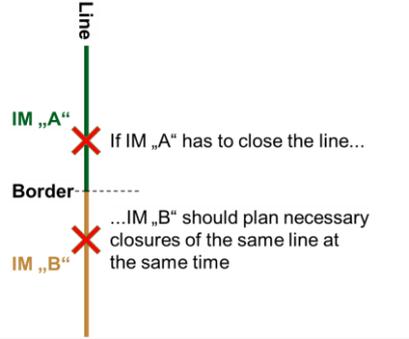
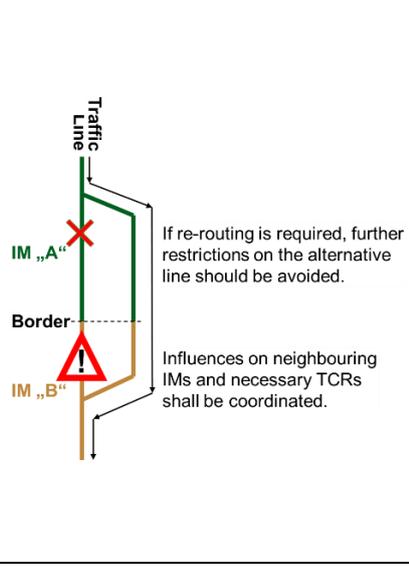
3.1. Aim of TCR coordination

Simply gathering and publishing information about capacity restrictions without any coordination has little value for IMs and applicants. The coordination of TCRs shall ensure that planned capacity restrictions will consider the needs of both the IMs and the market by rationalising and minimising the gravity of impact and duration of the capacity restrictions.

The aim of the coordination phase is to guarantee the possibility to all IMs to carry out their respective TCRs, optimising their mutual interferences and minimising the impact on applicants.

The coordination process should be based on the following principles:

<p>1. TCRs of one IM which may influence traffic of other IMs should be coordinated between involved IMs.</p>	
<p>2. In the case of a TCR on one section of the network which does not allow re-routings, further restrictions in other sections of the network should be avoided, unless they do not affect the total capacity offer (also over a longer period) of the network in a negative way.</p>	

<p>3. In case of total closure, the aim should be to plan the maximum amount of works simultaneously (clustering of works) if technically possible and compatible with all kinds of traffic (passenger, freight, local trains).</p>	
<p>4. A TCR on one section of the network which requires re-routing of traffic shall be coordinated with capacity available over alternative routes and border crossings to limit the negative impact on the capacity offer of the IMs. This may be done for example by avoiding, or at least coordinating, TCRs on the alternative route. Train operation must be ensured.</p> <p>5. A TCR on one section of the network which requires re-routing of traffic shall be coordinated or combined with additional restrictions on a neighbouring IMs affected network if the same re-routings may be used. If possible, modifying the times of TCRs shall be taken into consideration. If possible, both IMs should work at the same time in the same operation mode.</p>	

3.2. Timeline to coordinate TCRs

Depending on the impact cluster of the TCRs, different timelines and actions are required. Also, influence on neighbouring IMs has to be taken into consideration.

Minor impact TCRs	Medium impact TCRs	High impact TCRs	Major impact TCRs		
Preliminary consultation and coordination	Consultation and coordination	Preliminary consultation of applicants Coordination with neighbouring IMs		Before X-24	
		First publication of TCRs		X-24	
		Consultation and coordination	Consultation and coordination	Requests from applicants	X-23
				Provision of alternatives; coordination and consultation	X-22
					X-21
					X-20
					X-19
					Update of published TCRs
				Coordination finalized	X-17
					X-16
					X-15
					Coordination finalized
		Final consultation	X-13		
		Publication	Second publication of TCRs	X-12	
				X-11	
				X-10	
				X-9	
				X-8	
				X-7	
	First information		X-6		
Consultation and coordination		X-5			
Publication		X-4			

Timeline of activities

A precondition for adhering to this workflow, including the compliance with milestones, is the stable planning of TCRs within individual IMs as well as generally among all involved IMs. In case of destabilising circumstances (such as processes enforcing late budgeting of TCRs by governances and the European Union, non-matching tendering processes) IMs might not be able to fulfil the necessary requirements. Entities causing such destabilisation will be informed about these circumstances and will be asked to adapt such processes accordingly.

3.3. Process steps for TCRs

3.3.1 Process steps for coordinating all known major impact TCRs

Until X-24

If the impact of TCRs is not limited to one network, the IMs concerned, including IMs that might be impacted by the rerouting of trains, shall coordinate among themselves regarding capacity restrictions that could involve a cancellation, re-routing of a train path or replacement by other modes. The IM responsible for the TCR shall share all known information about the planned TCR (period, duration, section of the line affected, possible impact on capacity and plans about cancelling, rerouting train paths or replacement by other modes) with IMs, applicants and the main operators of service facilities that might be impacted by the TCR.

All IMs shall coordinate TCRs in such a way that their impact on capacity and applicants is as low as reasonably possible, the use of infrastructure as efficient as reasonably possible (no non-parallel works on the same line, etc.). Coordination shall be facilitated through bilateral (or multilateral) meetings of neighbouring IMs. In case of conflicting TCRs according to point 3.1, IMs have to make sure that these conflicts are being resolved.

First publication at X-24

Each IM shall publish on its web page the following information about its TCRs at X-24:

- a) Planned day
- b) Time of day, and, as soon as it can be set, the hour of the beginning and of the end of the capacity restriction
- c) Section of line affected by the restriction
- d) Where applicable, the capacity of diversionary lines
- e) Criteria for which trains of each type of service should be re-routed

An international tool for displaying TCRs shall be created to publish TCRs on European level (see chapter 6).

Request for alternatives before X-23*

Upon applicants' request, IMs shall provide them with a comparison of the conditions to be encountered under at least two alternatives of capacity restrictions. IMs shall design those alternatives on the basis of the input provided by the applicants at the time of their requests and in cooperation with them. Applicants shall place their requests no later than 5 weeks after the first publication of TCRs. The comparison shall, for each alternative, include at least:

- a) The duration of the capacity restriction;
- b) The expected indicative infrastructure charges due (based on currently valid charges);
- c) The capacity available on diversionary lines;
- d) The available alternative routes;

e) The indicative travel times.

* - by the decision of the IM requests for alternatives can be placed during preliminary consultations before X-24

Studies for alternatives X-23 – X-18

Before making a choice between the available alternatives, the IMs shall consult the applicants who had indicated their interest in alternatives and take into account the impact of the different alternatives on those applicants and on the users of their services.

A decision on one of the alternatives shall be made according to the results of consultations with applicants, coordination among the IMs involved and without prejudice as regards the aim of reducing IMs' costs. In case of conflicting TCRs, IMs have to make sure that these conflicts are being resolved.

Update of published TCRs X-18 and second publication at X-12

Each IM shall update published TCRs according to the results of coordination and consultation at X-18.

Each IM shall publish on its web page the following information about its TCRs at X-12:

- a) Planned day
- b) Time of day, and, as soon as it can be set, the hour of the beginning and of the end of the capacity restriction
- c) Section of line affected by the restriction
- d) Where applicable, the capacity of diversionary lines
- e) Criteria for which trains of each type of service should be re-routed

An international tool for displaying TCRs shall be created to publish TCRs on European level (see chapter 6).

3.3.2 Process steps for coordinating all known high impact TCRs

Until X-24

If the impact of a given TCR is not limited to one network, the IMs concerned, including IMs that might be impacted by the rerouting of trains, shall coordinate among themselves any capacity restrictions that could involve a cancellation, re-routing of a train path or replacement by other modes. The IM responsible for the TCR shall share all information about the planned TCR (period, duration, section of the line affected, possible impact on capacity and plans about cancelling, rerouting train paths or replacement by other modes) with IMs, applicants and the main operators of service facilities that might be impacted by the TCR.

All IMs shall coordinate TCRs in such a way that their impact on capacity and applicants is as low as possible and the use of infrastructure as efficient as possible (no non-parallel works on the same line, etc.). Coordination shall be facilitated through bilateral (or trilateral) meetings of neighbouring IMs. In case of conflicting TCRs, IMs have to make sure that these conflicts are being resolved.

First publication at X-24

Each IM shall publish on its web page the following information about its TCRs at X-24:

- a) Planned day

- b) Time of day, and, as soon as it can be set, the hour of the beginning and of the end of the capacity restriction
- c) Section of line affected by the restriction
- d) Where applicable, the capacity of diversionary lines
- e) Criteria for which trains of each type of service should be re-routed

An international tool for displaying TCRs shall be created to publish TCRs on European level (see chapter 6).

Consultation and coordination X-24 – X-13.5

Based on the published TCRs, IMs trigger the consultation of applicants who may place their comments and concerns.

IMs perform the coordination of TCRs according to the results of the consultation phase in such a way that impact on capacity and applicants is as low as reasonably possible, the use of infrastructure as efficient as reasonably possible (no non-parallel works on the same line, etc.). Coordination shall be facilitated through bilateral (or trilateral) meetings of neighbouring IMs. In case of conflicting TCRs IMs have to make sure that these conflicts are being resolved.

Update of published TCRs X-13.5 – X-12 and final consultation

Each IM shall update published TCRs according to the results of coordination and consultations.

IMs consult the applicants on these results. Decisions made during consultations with the applicants should reflect the aim of reducing IMs' costs and minimising the impact on applicants.

Second publication at X-12

Each IM shall publish on its web page the following information about its TCRs at X-12:

- a) Planned day
- b) Time of day, and, as soon as it can be set, the hour of the beginning and of the end of the capacity restriction
- c) Section of line affected by the restriction
- d) Where applicable, the capacity of diversionary lines
- e) Criteria for which trains of each type of service should be re-routed

An international tool for displaying TCRs shall be created to publish TCRs on European level (see chapter 6).

3.3.3 Process steps for coordinating all known medium impact TCRs

Consultation and coordination before X-13.5

In due time before X-13.5, IMs shall inform applicants and affected IMs about known medium impact TCRs with international impact. Based on this information, IMs trigger the consultation of applicants, who may place their comments and concerns.

IMs perform the coordination of TCRs according to the results of the consultation phase in such a way that impact on capacity and applicants is as low as reasonably possible, the use of infrastructure as efficient as reasonably possible (no non-parallel works on the same line, etc.). Coordination shall be facilitated through bilateral (or trilateral) meetings of neighbouring IMs. In case of conflicting TCRs IMs have to make sure that these conflicts are being resolved.

Final consultation X-13.5 – X-12

Coordination shall be finalised at X-13.5, after which IMs consult applicants on the results.

Publication at X-12

Each IM shall publish on its web page the following information about its TCRs at X-12:

- a) Planned day
- b) Time of day, and, as soon as it can be set, the hour of the beginning and of the end of the capacity restriction
- c) Section of line affected by the restriction
- d) Where applicable, the capacity of diversionary lines
- e) Criteria for which trains of each type of service should be re-routed

An international tool for displaying TCRs shall be created to publish TCRs on European level (see chapter 6).

3.3.4 Process steps for coordinating all known minor impact TCRs

Before X-6.5

IMs shall start consultations and coordination (if needed) with affected IMs and applicants as soon as possible after they start planning TCRs. For that purpose, all information about minor impact TCRs shall be provided to applicants and affected IMs as soon as it is available.

X-6.5 – X-4: Consultation of applicants and coordination

In order to trigger the consultation and coordination process, information shall be made available to applicants and affected IMs at X-6.5 at the latest. Decisions made during consultations with the applicants should be in line with the aim of reducing IMs' costs and minimising the impact on applicants.

X-4: Publication of minor impact TCRs

Each IM shall publish on its web page the following information about its TCRs at X-4:

- a) Planned day
- b) Time of day, and, as soon as it can be set, the hour of the beginning and of the end of the capacity restriction
- c) Section of line affected by the restriction
- d) Where applicable, the capacity of diversionary lines
- e) Criteria for which trains of each type of service should be re-routed

An international tool for displaying TCRs shall be created to publish TCRs on European level (see chapter 6).

After X-4

IMs shall provide details on the offered train paths for passenger trains to affected applicants no later than four months and for freight trains no later than one month prior to the start of the capacity restriction, unless IMs and affected applicants agree on a shorter lead time.

3.4. Impact on neighbouring network

In some cases, the way to handle a TCR depends on the impact on neighbouring networks. Criteria to define whether such an impact is at hand are:

- a) TCR is on a border section;
- b) TCR causes a diversion of trains through another border section;
- c) TCR causes cancelation of international trains;
- d) TCR is located on a diversionary line using a border point;
- e) TCR is located on a line without diversionary route and would lead to a considerable number of international trains being cancelled

4. Process for late TCRs

The above-described process contains all elements for planning known TCRs. Due to missing details, some medium and minor impact TCRs might be known only after the above-mentioned deadlines. These TCRs are referred to as 'Late TCRs'.

To allow for the need to plan TCRs late, individual solutions have to be implemented, respecting the following principles:

- It is the responsibility of the IM requiring new TCRs to inform all stakeholders. These are:
 - o Applicants whose trains are affected by the TCR and service facilities
 - o Neighbouring IMs, if the TCRs have an impact on other networks.

If already allocated paths are affected, the IM has to trigger a path alteration process as soon as the new TCR is known to provide the applicants with an alternative path. If the allocated path is no longer available, the IM must inform the applicant as soon as this fact is known. Afterwards, applicants and IMs jointly define in which way the alternative offer should be prepared.

For TCRs becoming known after the dedicated coordination/publication deadline but still prior to path allocation the approval of affected applicants is sufficient. If no agreement with the applicants can be reached, IMs are required to take the final decision.

Exception: TCRs caused by force majeure (i.e. natural disasters or accidents) are not considered late TCRs.

5. Responsibilities

To ensure the implementation of the process steps described in chapter 3 (coordination, consultation, publication), each IM has to assign and make public a responsible TCR coordinator(s) (contact point for TCRs). Such coordinators must also be established on the

Rail Freight Corridors, where their tasks encompass the coordination of TCRs on the respective RFC lines.

6. Platform and tool for the publication of capacity restrictions

The IMs are required to publish the information concerning TCRs. Each IM shall publish in its Network Statement information on where to find the published and updated list of TCRs.

To provide a common European publication, RNE will develop a tool through which the publication, coordination and consultation can be managed. As soon as the tool is deployed, the IMs are required to provide the data for the tool. RNE provides a common template – also as MS Excel table ('import sheet') – to ensure that IMs can provide the required data in time.

The development of the tool and the required data are subject to individual workflows. However, the minimum requirements are defined in this document. Every IM can decide to publish the same information in a national tool.

7. Implementation of the process

These guidelines come into effect as of timetable period 2019

Exceptions are:

- The second publication of major, high and medium (internationally relevant) impact TCRs (X-12), which shall be done for the first time in timetable period 2020
- The first publication of major and high impact TCRs (X-24), which shall be done for the first time in timetable period 2021.

Activities (publication of TCRs) throughout the transition period:

	August 2018	December 2018	December 2018	August 2019	December 2019	December 2019
Major		X (second publication)	X (first publication)		X (second publication)	X (first publication)
High		X (second publication)	X (first publication)		X (second publication)	X (first publication)
Medium		X (international impact)		X (national impact)	X (international impact)	
Minor	X			X		
	For TT 2019	For TT 2020	For TT 2021	For TT 2020	For TT 2021	For TT 2022

Annex I: Further developments of the TCR Guidelines

Several parts of the TCR Guidelines will be included in the next versions:

- Diversionary routes for main axis
- Involvement of Regulatory Bodies
- Decision making process for 'Known TCRs'
- Conflict resolution process
- European high-level IM meetings to exchange national TCR plans
- Requirements of RFCs (Regulation 913/2010) to replace the RFC TCR Guidelines
- Inclusion of TCR process design workflow (stakeholder involvement for designing TCR process items)
- Inclusion of description of coordination process before first publication (i.e. ex ante coordination of TCRs)
- Alteration process for already published TCRs (e.g. shifting of TCRs)