

Introduction of harmonized thresholds for path cancellation for timetable 2025 for TTR first wave implementers

(Version 1.0)



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Version history

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1. Goal of Commercial Conditions

The goal of the TTR Commercial Conditions is to become an enabler of the successful implementation of TTR by motivating both IMs/ABs and applicants to manage and use capacity as efficiently as possible to reduce waste of capacity. The introduction of harmonized commercial conditions, most importantly for modifying or cancelling paths should motivate applicants to order only the capacity they ultimately need. In addition, IMs should be motivated to plan TCRs in such a way that the number of subsequent alteration and cancellation of already allocated paths is minimized.

The TTR Commercial Conditions apply the following scope and principles:

- » Commercial Conditions must be non-discriminatory and balanced between IMs/ABs and applicants.

Commercial Conditions are applicable:

- both to national and international traffic,
- both to passenger and freight traffic,
- to the whole TTR process starting from the Annual timetable, and Ad-hoc requests, ending with the multi-annual requests.

As a first step IMs of the first wave implementers agree to introduce harmonised thresholds for path cancellation by Applicants in Timetable (TT) 2025 at earliest.

2. Geographical scope

The agreed Commercial Conditions shall be applied, as soon as the legal or regulatory constraints at European or national level are removed, on the entire networks of the first wave implementers of TTR, which currently consist of:

- » Trafikverket
- » BaneNor
- » Infrabel
- » ProRail
- » SNCF Réseau
- » DB Netz
- » ÖBB – Infrastruktur
- » SBB / BLS Netz (as in Switzerland the Commercial Conditions are set by the MoT, the Commercial Conditions will apply to the whole country)
- » RFI

3. Exclusions

a. Exclusion of applicability of Commercial Conditions

The TTR Commercial Conditions will not be applied in following cases:

- » Force majeure
- » Performance schemes/incentives related to RUs/IM performance during the train run

b. Exclusion of TTR Commercial Conditions project scope

The TTR Commercial Conditions Project will not work on the following aspects:

- » Compensation requests from RUs or third parties due to IM path cancellation for TCRs, which follows the complaints' process defined by each IM.
- » Harmonization of the monetary value of financial penalties.
- » Administration fees and reservation fees (particularly at the requesting stage), because they are unilateral (i.e. only applicable to applicants).
- » Invoicing issues

4. Incentives for Applicants and RUs

4.1 Path cancellation (requested by Applicant) and applicable thresholds

a. Definition

This process applies to paths in the annual timetable, Rolling Planning (once introduced) and ad-hoc requests. An applicant may always cancel an allocated path. This path cancellation may refer to one single day, several days or all remaining operation days. It is also possible to cancel the entire train run (all path sections) or just one or more sections of the train run (one path section). Major modifications as defined in Annex 1.5 for the TTR Process Description (https://rne.eu/downloads/#downloads_capacity_ttr_process) made by applicants also lead to cancellation of the paths.

b. Application of Commercial Conditions

Commercial Conditions are being applied when applicants cancel an originally requested, allocated and accepted path, due to the responsibility of the Applicant, for reasons that are not force majeure and not caused by an IM.

c. Common thresholds for path cancellations

Following thresholds will be included in the Network Statements by IMs listed in chapter 2 starting with TT 2025 in cases of path cancellations due to responsibility of the Applicant.

Path cancellation threshold before train run*

- » more than 60 days before the train run
- » 60 to 31 days before the train run
- » 30 to 5 days before the train run
- » 4 days to 24 hours before train run
- » less than 24 hours before the timetabled departure of the train up to the timetabled departure of the train*
- » After timetabled departure time

**The train's timetabled departure is the time when the train enters the train-path pricing system of the respective IM*

IMs are free to merge or not apply certain threshold levels according to the cancellation patterns in coordination with national Authorities (RB, MoT). If technical or legal constraints are present at national level, IMs may decide temporarily to keep some threshold in addition to the thresholds listed above.

d. Monitoring of steering effects per threshold

IMs will establish a monitoring system of cancellations volumes per each threshold defined in chapter 4.1.c, at least:

- » number of paths and
- » path-km

To continuously evaluate the steering effect and – if needed – to undertake necessary adjustments in coordination with national Authorities (RB, MoT), IT developments at RNE level and/or national level may be required.

The monitoring and/or simulation should already start at TT 2023/24 before the relevant TTR components (e.g. Rolling Planning) are available.