

# WHY TTR?

*A reform of the timetabling and capacity management process is essential for the future of European railways*



Rail is nine times less CO<sub>2</sub>-intensive than road for freight and air travel for passengers. Therefore, increasing the modal share of rail is crucial for the achievement of the [EU Green Deal](#) target of reducing transport-related greenhouse gas emissions.

However, the current timetabling and capacity management process does not sufficiently meet market needs, thus being an obstacle to further expanding the market share of rail. To achieve its full potential, a new and innovative process for Europe is necessary: Timetable Redesign (TTR) for Smart Capacity Management.

With this joint initiative, both Infrastructure Managers and Railway Undertakings aim at improving the usage of the railway infrastructure for the benefit of the entire railway sector and the general public interest.

# WHAT ARE THE BENEFITS OF TTR?

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Major benefits are to be gained by the implementation of the innovative re-designed TTR for **Smart Capacity Management process:**

## More Available Rail Capacity

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The existing rail network must be used as efficiently as possible to fully realise the potential of the European rail sector. Through streamlined processes and better international coordination, previously wasted capacity can be put to use, and more trains can run on the same infrastructure.

## Economic Benefits

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By maximising the use of existing capacity, the rail network becomes more cost-efficient, profitable and able to compete with other modes of transport. First estimates have shown that 1 billion EUR of total initial investment could translate to up to 2 billion EUR of expected sectorwide benefits per year.

## Higher Product Quality

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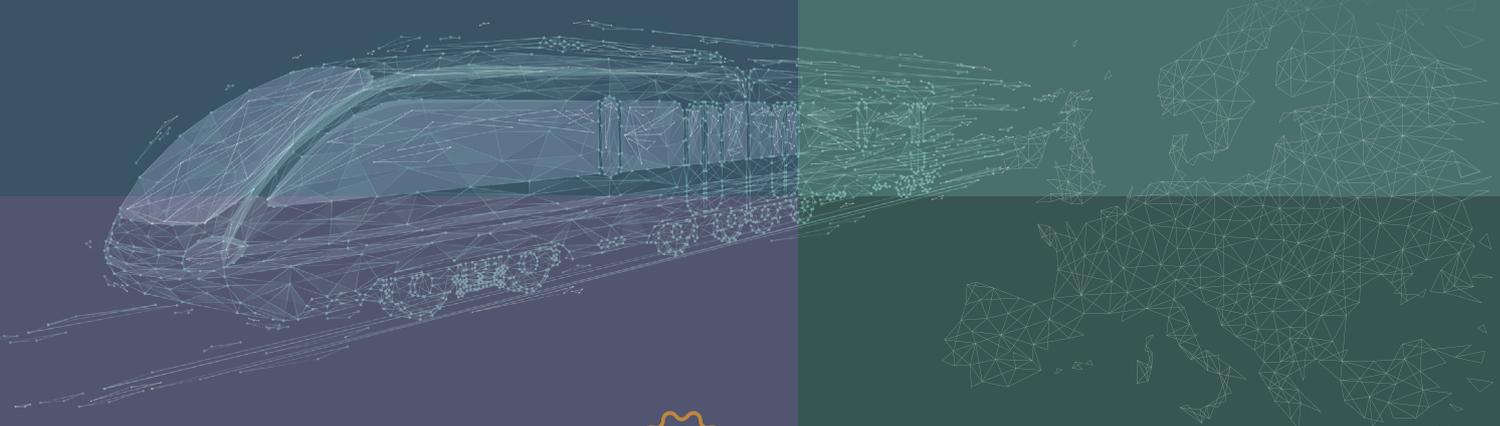
Through better use of existing capacity and better coordination of processes, the rail sector will be able to optimally meet the needs of the market, both in passenger and freight traffic, resulting in higher competitiveness with other modes of transport.

## European Harmonisation

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Digitalisation of the timetabling processes will allow for a Europe-wide harmonisation. TTR will facilitate the coordination of train paths and works throughout Europe. This will result in more stability, especially for international train paths.



# HOW TO ACHIEVE TTR?

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Achieving these benefits and implementing a harmonised timetabling and capacity management process across Europe requires **strong commitment** and, initially, an **investment of resources** from the involved Infrastructure Managers and Railway Undertakings.

**However, these initial efforts will result in considerable savings and increases in profits every year thereafter.**



## Revised Process

The revised timetabling and capacity management process builds on several new and innovative components. It begins with strategic planning several years in advance, but also covers very short-notice capacity requests. It focuses on efficient coordination at international level to best meet and balance the different rail capacity needs



## Digital Capacity Management (DCM)

The goals of implementing a revised process and achieving quick and efficient communication at European level can best be achieved through digitalisation and the support of dedicated and commonly used IT systems that are specifically designed and customised to the process.



## Commercial Conditions

To encourage stakeholders to use the process and capacity products as efficiently as possible, certain commercial conditions have to be agreed and applied to avoid misuse of capacity and ensure consistency at European level.



## Legal Framework

Due to its innovative nature, TTR is not fully compatible with existing EU and national law, as it reflects old, outdated capacity planning and allocation processes, which no longer meet market needs. To enable TTR implementation, action on the legal framework is required. Possibilities to adapt the legal framework are being discussed and receive broad support by European Commission, Ministries of Transport and Regulatory Bodies.

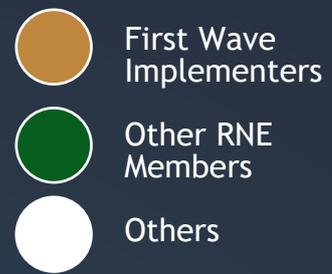


## Implementation

Implementation of the re-designed process and all its components is finally the most important step, in which the commitment and efforts of all players will be key to the success of the programme. Some process components and IT systems are already being implemented as Minimum Viable Products (MVPs) and overall implementation is spearheaded by a group of 'First Wave Implementers', IMs who will be front-runners, paving the way for the redesigned approach.

# TTR ROLLOUT

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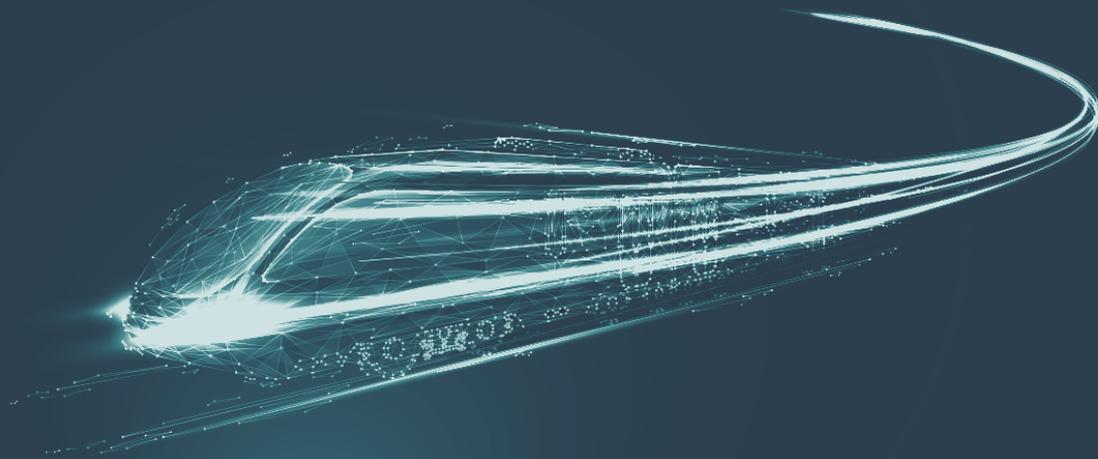
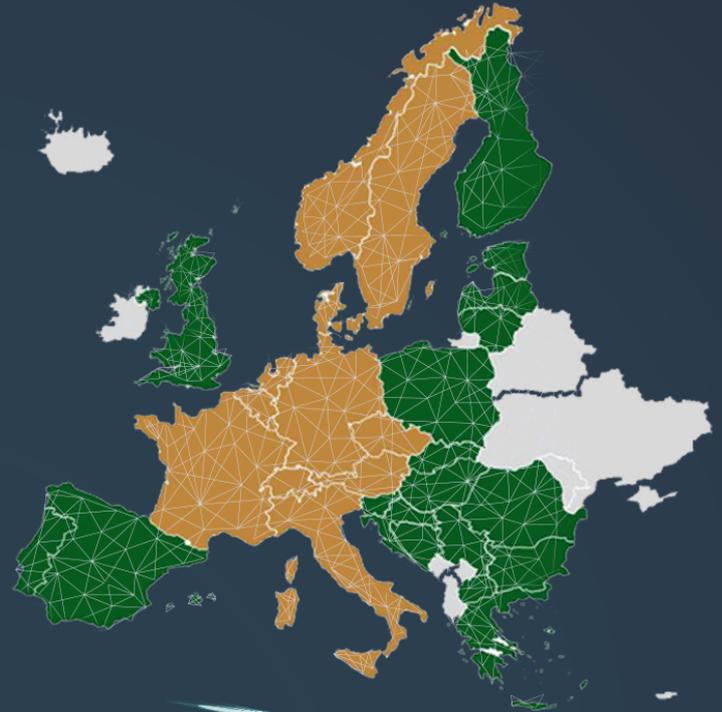


All Members of RNE have committed to implementing main components of TTR starting for timetable period 2025.

Due to TTR's significance for the sector and the Green Deal, the European Union provides possibilities to co-fund its implementation.

Some countries are experiencing a more pressing need to implement parts of TTR ahead of schedule, in order to meet market requirements.

They represent the first wave of TTR implementers and increase implementation speed through earlier and increased investments.



## MORE INFORMATION ON TTR

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For more detailed information on the TTR Programme, please visit the TTR website at [www.ttr.rne.eu](http://www.ttr.rne.eu)  
Or contact us at: [ttr@rne.eu](mailto:ttr@rne.eu)