TTR
For Smart Capacity Management

Combined (IM/RU) Workshop
Recap of Capacity Models TT25 & "kick off CNAs for TT 26

RNE
RailNetEurope

16/10/2023 – 13:00 – 17:00

Online

Agenda

1. **Capacity Model TT 2025**
    1. **Recap**
    2. **Q&A**

- Break - 5 Minutes

2. Capacity Needs Announcements TT 2026 Kick Off
    1. **Recap – What are CNAs?**
    2. **CNA Status quo**
    3. **Scope of the current pilot**
    4. **General CNA HB Timeline & Timeline of the pilot activities for TT 2026**
    5. **Purpose & Focus of the pilot**
    6. **CNAs & EC Passenger Pilot**

- Break - 20 Minutes

3. ECMT Demo & Introduction

4. Potential Outcomes

1. Capacity Model TT 2025 Recap

Capacity Model – Definition of CMs

Sources to be used during the definition of Capacity Models:

- ✓ **Published Capacity Strategy** (e.g. chapter 3: Traffic planning principles and traffic flows)
- ✓ **Information already available at the IM**:
  - ➢ Capacity Models of previous timetable years **GREAT NEWS !** *No need to start from scratch in each year*
  - ➢ Studies & own forecasts
  - ➢ Historical information stemming from national system / RNE TIS

- ✓ **Submitted Capacity Needs Announcements**
  - ➢ Applicants involved into the capacity planning in an early stage
  - ➢ IMs gain information on Applicants future plans during the definition of Capacity Models
  - ➢ Unified channel to collect the needs on international level → Contribution to the harmonisation on IM level
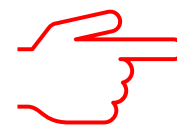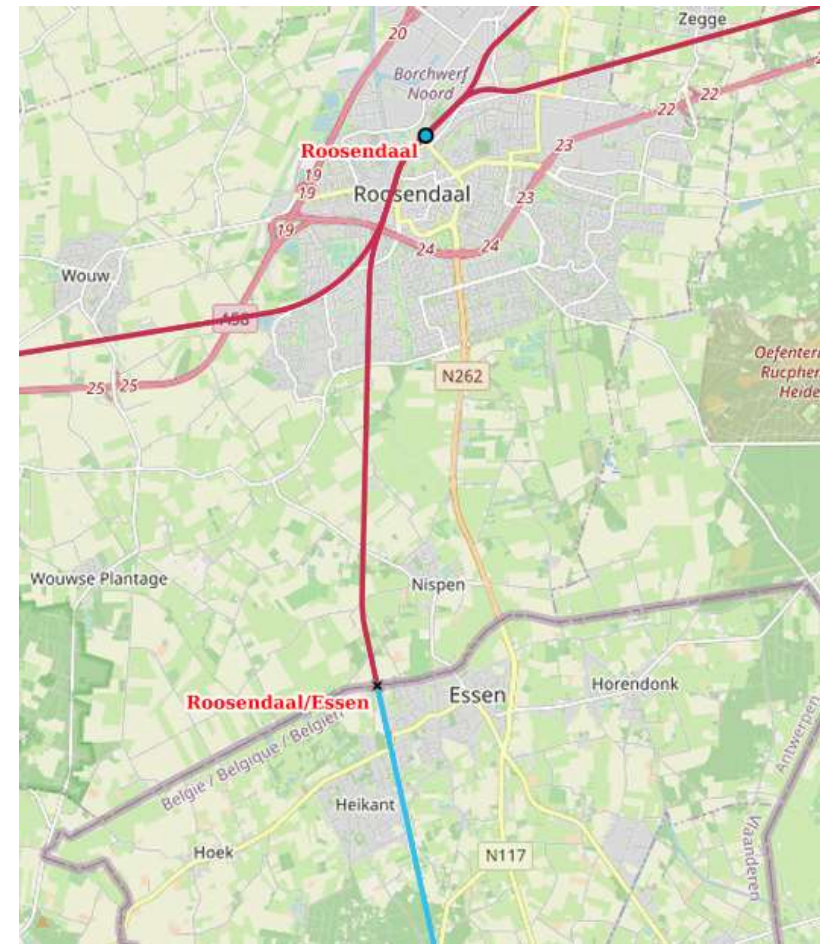
Capacity Model – Essen (BE376) – Roosendaal (NL526)

Legend:
- Passenger National
- Passenger International
- Freight National
- Freight International
- Other National
- Other International
- TCR
- AT — Annual Timetable
- RP — Rolling Planing
- AH — Ad Hoc
- UC — Unplanned Capacity

Link to ECMT

Chiasso

Lissone-Muggio
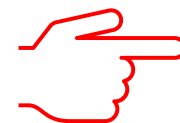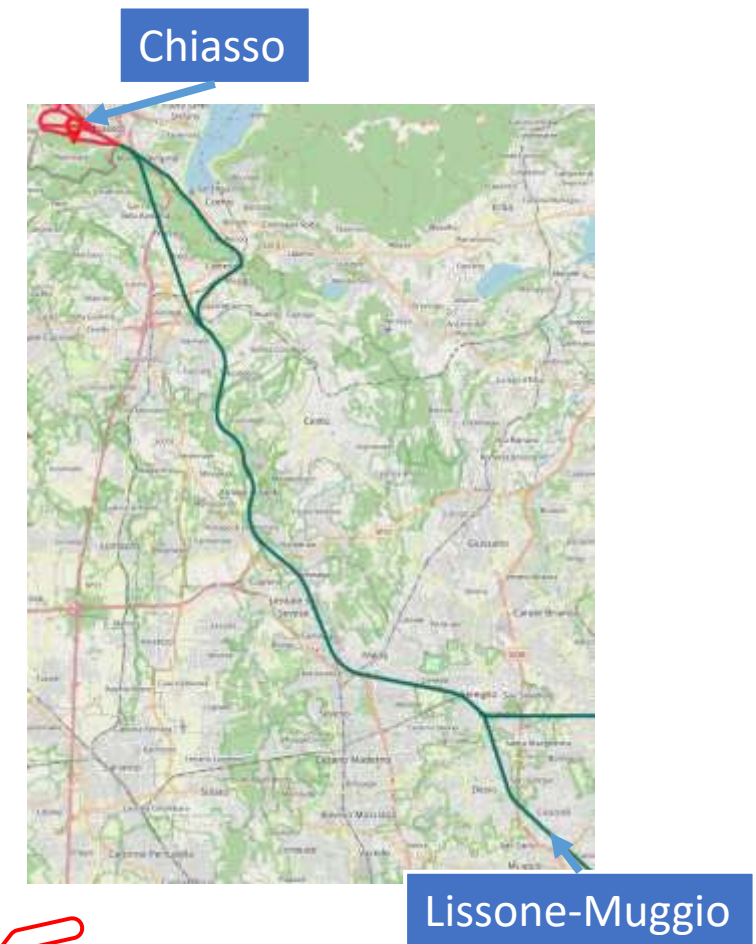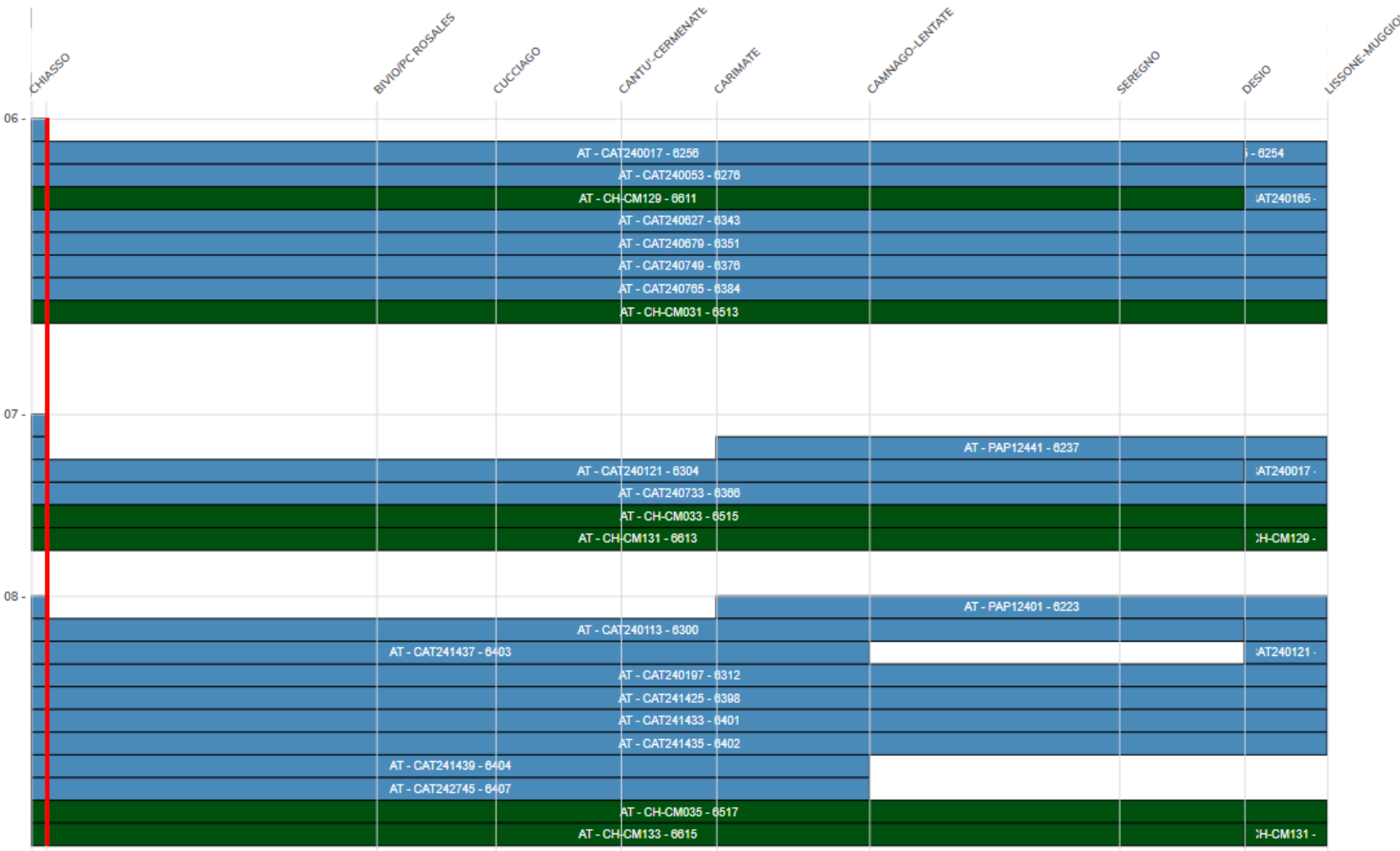
[Link to ECMT](#)

Capacity Model – Berlin-Köpenick (DE11047) – Frankfurt (Oder) Pbf (DE13306)

Link to ECMT

Capacity Model – Network overview

Possible capacity shortage	Volume(s) can be found in the analysed period already above the intended capacity usage line
Sufficient capacity	The number of planned volumes is under the intended capacity usage line and consumes in case of ➢ hourly overview more than 80% ➢ daily overview more than 50% of the available capacities under the intended capacity usage line.
Capacity surplus	The number of planned volumes is under the intended capacity usage line and there is room for unplanned capacities to accommodate additional needs (volumes consume in case of hourly overview less than 80% / daily overview less than 50% of the available capacities under the intended capacity usage line).

Capacity surplus   Sufficient capacity   Possible capacity shortage   Ususal route

Geographical Overview

Objects TT 2025 created / published in ECMT (not yet considering the quality, either draft or final)

Objects TT 2025 created but not published in ECMT (not yet considering the quality)

No upload / publication
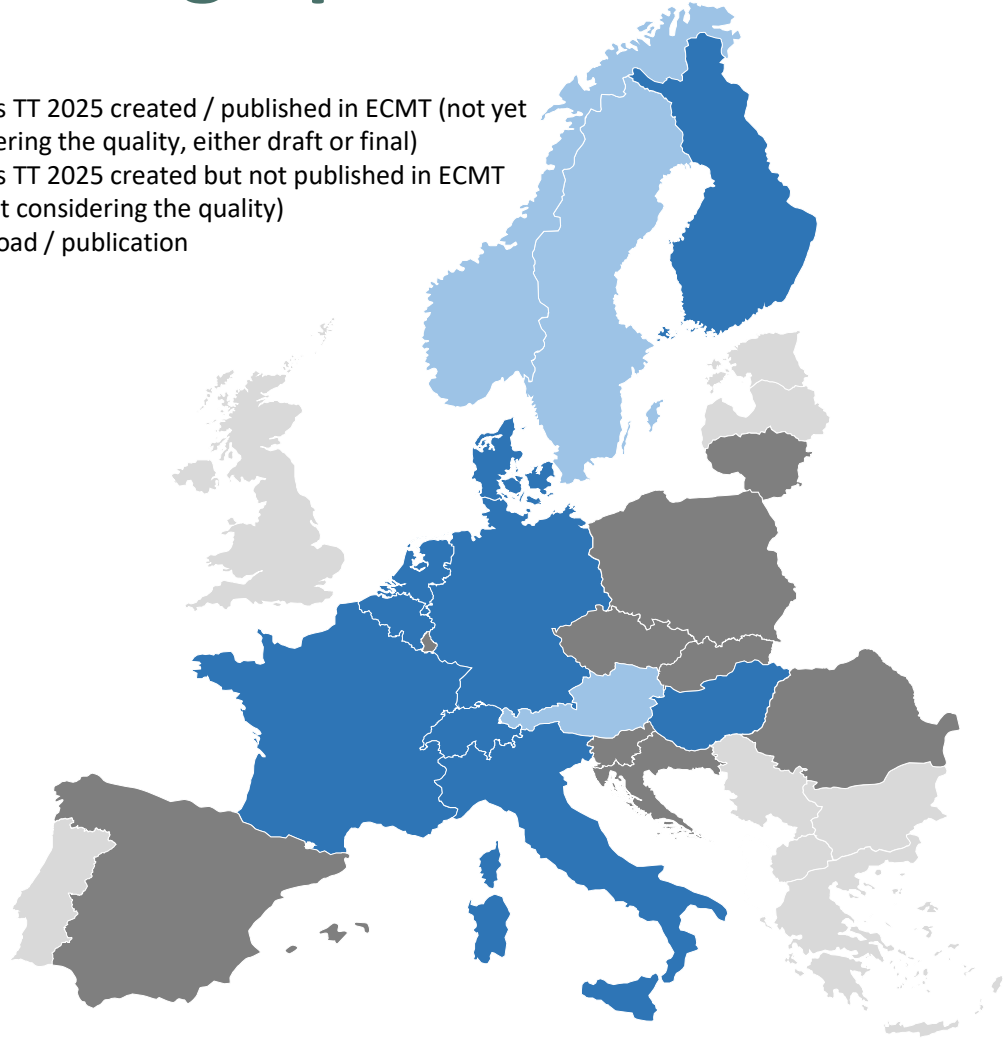
Highly varying extent of CMOs (Data Export 23/6/23)
*ÖBB published a pdf Capacity Model for TT 25

IMs	CMOs in ECMT	Status
Administrator de Infraestructuras Ferroviarias	3	No upload / publication
Bane NOR SF	18	Objects TT 2025 created but not published in ECMT
Banedanmark (RailNet Denmark)	778	Objects TT 2025 created / published in ECMT (either draft or final)
Compania Naţională de Căi Ferate Române	1	No upload / publication
DB Netz AG	39305	Objects TT 2025 created / published in ECMT (either draft or final)
Ferrovie dello Stato Italiane SpA	1214	Objects TT 2025 created / published in ECMT (either draft or final)
Finnish Transport Agency	145	Objects TT 2025 created / published in ECMT (either draft or final)
Infrabel	374	Objects TT 2025 created / published in ECMT (either draft or final)
Magyar Államvasutak Zrt.	432	Objects TT 2025 created / published in ECMT (either draft or final)
ÖBB*	112	Objects TT 2025 created but not published in ECMT
ProRail	2236	Objects TT 2025 created / published in ECMT (either draft or final)
Slovenske železnice - Infrastuktura, d.o.o.	5	No upload / publication
SNCF Réseau SA	443	Objects TT 2025 created / published in ECMT (either draft or final)
Swiss Federal Railways - Infrastructure	1958	Objects TT 2025 created / published in ECMT (either draft or final)
Trafikverket	172	Objects TT 2025 created but not published in ECMT

TTR is no longer only theory – it is a living process!

2. Questions & Answers – Capacity Model TT 2025

5 minutes break

2. Capacity Needs Announcements TT 2026 Kick Off

What are CNAs?

What are CNAs?

- CNAs are new mean by which applicants (RUs, non-RU applicants and others) can contribute to advance capacity planning.
- Standardised information to IMs about some future capacity needs

In TTR CNAs should serve as:

- Input for Capacity Model
- Input for Capacity Supply (capacity products)
- Where applicable: input for handling the TCR

Consultations

CNA
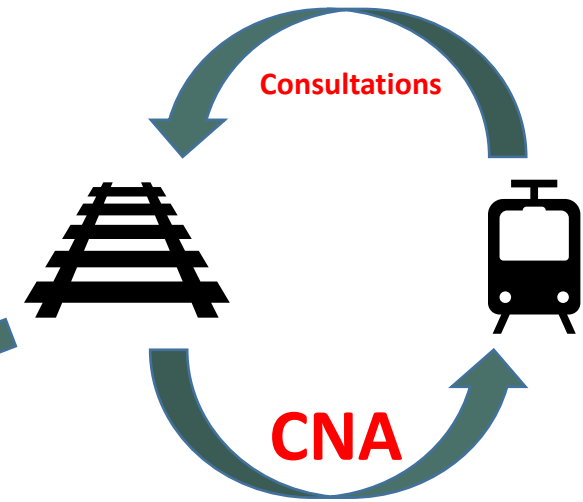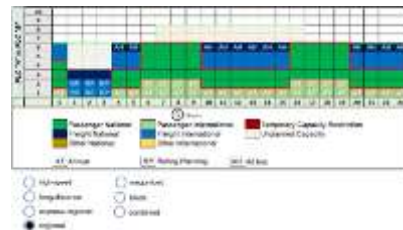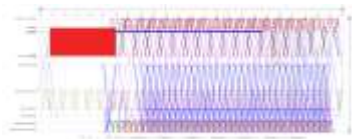
Added value of CNAs for IM planning

- Input for early detection of capacity shortage
  (giving time for IMs and applicants to find alternatives and counter-measures)

- Information about traffic flows that cannot be always predicted by historical data
  (passenger open-access, new wagonload concepts, some combined transport trains)

- Input for alternative traffic solutions for TCR periods.

- Information for IMs when will be the high-demand periods.
  (even if all needs cannot be satisfied in the Models – information for IM when to avoid small TCRs)

- Input for construction of Capacity Supply, without input the IMs might invest time in construction of products not fitting to market needs and potentially not requested
  (experience from the RFCs)

CNAs
Status Quo

What happened yet?

- 1st pilot activities for TT2025, limited success

- ECMT improved, less bugs, identification of underlying challenges (e.g. Data Quality in Geo-Editor), …

- Some CNAs were submitted, but were not used for CMs in TT2025

- Process refinements & adjustment discussions are still ongoing in CM AG, …

- Draft regulation published – Market Involvement is here to stay!

Commission Draft Regulation for capacity planning

- The goal of advance planning is to ensure that capacity is used the <u>best way to fulfill market needs</u>

- Consulting the market on capacity needs is <u>already mandatory</u> (Article 7e of SERA Directive)

- Commission draft regulation further specifies this requirement:
  - Consultation shall take place <u>coordinated between IMs</u> (Art. 13(2)) and <u>through digital tools </u>(Art. 53(2a))
  - The <u>Capacity Strategy </u>(Art. 16(5)) and <u>Capacity Model</u> (Art. 17(4)) shall be consulted
  - ENIM shall include market consultation into the <u>European Framework</u> of Capacity Management (Art. 54(1))

- **Conclusion: CNAs can be developed as the digital tool to fulfill requirements of coordinated, digital market consultation within TTR**

Scope of the pilot

Scope of this pilot

- **Practical testing** of CNA submission
  - Getting familiar with ECMT
  - GUI Input & import via Excel

- Which kind of data & which level of detail is required?

Reminder: CNAs indicate a capacity need (in terms of volume), it's not a (minute sharp) path request!

Testing activities are required to make it work in the long run and provide valuable input for process refinement!

Overall, the aim is to test ECMT and familiarize stakeholders with the new IT tool.

Actual responses & use of CNAs in a capacity model might happen in exceptional cases: on
- Netherlands (Prorail) & Belgium (Infrabel): Amsterdam-Brussels pilot lines
- Romania (CFR): Curtici – Arad – Simeria line
- Austria (ÖBB): "Western Axis incl. Eastern Axis": Hegyeshalom – Vienna – Salzburg/Passau & "Southern Axis incl. North Axis": Břeclav – Vienna – Graz – Klagenfurt – Tarvisio (incl. "Koralm-Bahn" which is currently in construction)

General CNA TT 2026 Timeline

CNA-Timeline based on current Handbook (1)

➢ **16 October 2023:** IMs invite Applicants to submit CNAs into ![TTR ECMT European Capacity Management Tool]

➢ **10 December 2023:** Last day for Applicants to submit CNAs into ![TTR ECMT European Capacity Management Tool]

➢ **4 January 2024:** Notification about the results of first analysis of submitted CNAs (Acknowledged/To be updated/Not (fully) considered)

➢ **18 February 2024:** Update the CNAs (in case it was requested by the IM)

Consultation on not fully considered CNAs

CNA-Timeline based on current Handbook (2)

➢ **03 March 2024:** Conclusion on the submitted CNAs (ECMT status of CNAs)

➢ **07 April 2024:** Publication of draft Capacity Models.
Acknowledged CNAs considered during the creation

✓ IM – Applicant consultation on those CNAs, which cannot be fully in considered in the final Capacity Model. Aim is to try to find alternative solutions.

➢ **30 June 2024:** Publication of final Capacity Models

Consultation on not fully considered CNAs

CNA-pilot Timeline for pilot TT 2026!

➢ **16 October 2023:** IMs invite Applicants to submit CNAs into **TTR ECMT** European Capacity Management Tool

➢ **10 December 2023:** Last day for Applicants to submit CNAs into **TTR ECMT** European Capacity Management Tool

Optional second step, where applicable or feasible!

➢ **4 January 2024:** Notification about the results of first analysis of submitted CNAs (Acknowledged/To be updated/Not (fully) considered)

➢ **18 February 2024:** Update the CNAs (in case it was requested by the IM)

Purpose of the current CNA pilot activities

Purpose of the pilot activities

- Logical continuation of the first activities in TT 2025

- Practical testing is essential for new processes & tools, particularly if new IT systems are involved!

- Efficient use of time, shifting all challenges to TT 2027 and further is not an option!

Some agreements were made, testing of focus on new & changing needs!
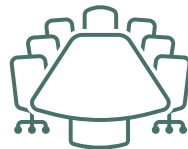
Shaping a common understanding of the purpose of CNAs – sharing Capacity Needs

Providing input for process refinement

Clarification of requirements, e.g. level of detail

…

What can be expected?

Gradual Implementation
- **Better use of IT tools**
- **Familiarization with tools**
- **Stepwise implementation of processes**

RU CNA Submission
- New Needs
- Changing Needs
- Appropriate level of detail!

Focus of pilot TT 2026!

IM – receiver of CNAs*
- New Need or Change to previous TT?
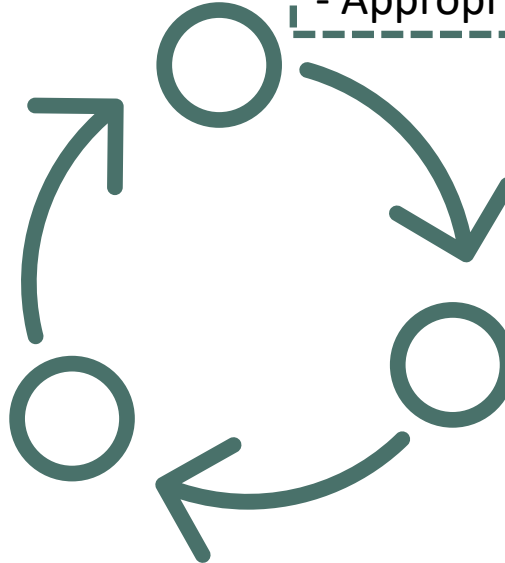- Supposed to provide some feedback in ECMT & ask for more information, if required

CNAs & Capacity Models*
- CNAs are designed to provide standardized input for Capacity Models
- Information for RUs on capacity on the network

*depending on IM: optional activities in pilot activities on TT 2026!

CNA TT 2026
Pilot focus

Focus of the pilot activities

Focus on new and changing needs! – Additional input

Focus on mandatory fields! (<u>minute sharp wishes are not necessary! – Volumes in CM!</u>)

Working with ECMT and familiarization of stakeholders with ECMT!

Testing and (further) improving ECMT!

Cornerstones

Examples for new & changing needs:

➢ A new freight service from a harbour to a logistic centre which runs twice per week ➔ link

➢ A new daily passenger service between two nodes, with pre-defined stopping pattern, border points and max travel time ➔ link

➢ A daily passenger service with extended/changed route, with pre-defined stopping pattern, border points and max travel time ➔ link

Appropriate level of information

    focus on mandatory fields!
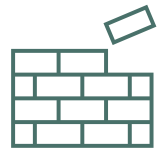
CNAs should **provide an input for the CM**

    no minute sharp information is required for volumes!

Quality instead of Quantity!

    No need to export all RU data to ECMT!

„Overlap" CNA Pilot & EC Passenger Pilot

„Overlap" CNA Pilot & EC Passenger Pilot program

- 10 Pilot services selected by European Commission for technical assistance in market entry

- Most services planned to launch about TT2026 – new or changing capacity needs

- RNE contracted for the capacity management issues – synergy with TTR

- Passenger Pilot RUs are encouraged to submit CNAs

- Could be a test case to pilot the good level of IM-RU dialogue following up a CNA

- Lessons learned could refine capacity regulation proposal

EC Passenger Pilot lines

Q&A intermediate

20 minute break

ECMT Demo/Introduction

Indication of New & Changing Needs

- **Changing Needs:**

Reference to train or any capacity object

- OTN: Indication to compare to current timetable (TT2023)

- RPTI fields

- **New Needs:**

Everything else will be considered as a new need!

What to keep in mind:

- **PLCs**
  - Same codes as in CRD!

- ECMT is depending on correct Geo-Editor Data
  - E.g. We are aware of some incorrect PLC data e.g. in France

- Core Element is mandatory! – in the GUI it can be generated!

- Be careful when filling out the template (e.g. weekly =/= week)

GUI & Excel Import

Access ECMT production

✉ support.ecmt@rne.eu

Expectations

Conclusions & planned outcomes

- Get to know/learn how to use ECMT

- Identification of additional room for improvement

- (Additional) Input for process refinement

- Better understanding of the concept of CNAs

- Provision of input for planned Fusion version of ECMT

Q&A final

Thank you for your attention and contribution!

Felix Beck
TTR Process Implementation
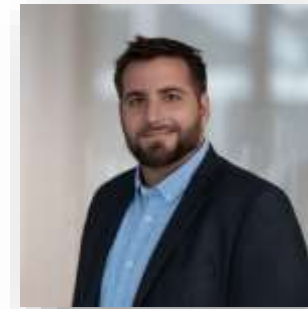Manager

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