Scope of TTR for Timetables 2025-2028
Update 2027

(Version 3.0)

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Version history

VERSION	RESPONSIBLE	DATE	CHANGES
1.0	Josef Zitzler & National Project Implementation Managers	22.06.2022	None; as approved by RNE GA on 31 May 2022
1.1	RNE JO IMPL Team	04.09.2023	Not fully updated draft proposal for Subgroup/ImBo
1.2	RNE JO (IMPL/IT Team)	18.09.2023	Finalised proposal for Subgroup/ImBo
1.3	RNE JO IMPL Team	29.09.2023	Finalised proposal for ImBo incl. changes suggested by IMs
1.3.1	RNE JO IMPL Team	2.10.2023	Minor adjustments in finalized proposal for ImBo
1.4	RNE JO IMPL Team	3.10.2023	As agreed in Implementation Board (3.10.2023) + adjusted table, referring to Cap. Model HB v.3.0 for TT 2026 in Annex 9
2.0	RNE JO IMPL Team	11.12.2023	Document approved by RNE GA on 05 December 2023; inclusion of ADIF in ch. 4.2 (p. 14)
2.1	RNE JO IMPL Team	22.08.2024	First Draft TT27 for Subgroup/ImBo
2.2	RNE JO IMPL Team	11.09.2024	Updated Draft TT27 for Subgroup
2.3	RNE JO IMPL Team	17.09.2024	Final Draft for ImBo
2.4	RNE JO IMPL Team	03.10.2024	Incorporation of ImBo's final comments and updated Annexes
3.0	RNE JO IMPL Team	11.12.2024	Document approved by RNE GA on 10 December 2024

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1. TTR Components Implemented in Full Roll-Out (Summary)

The following chart and table display TTR core elements as covered in the TTR Process Description or the Fact Sheets, both approved by RNE GA in December 2021.
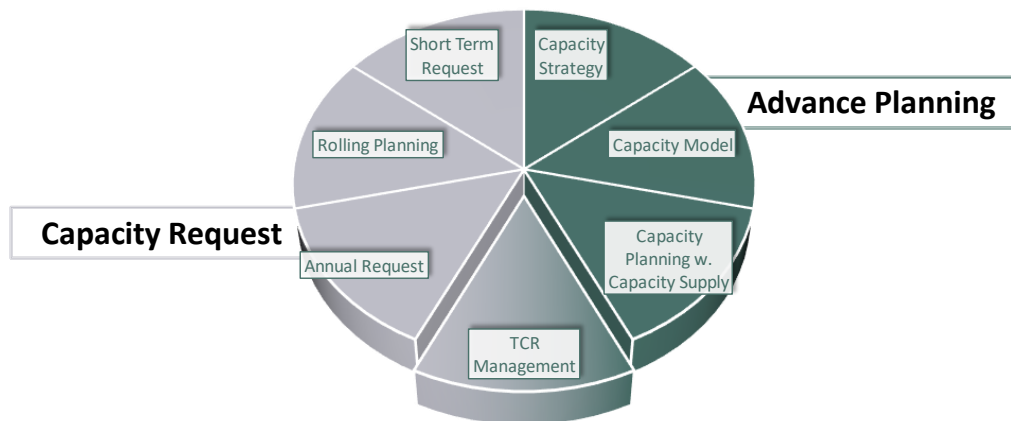

Figure 1: TTR components

Advance Planning	Capacity Request
Capacity Strategy Definition of » Geographical area » Expected capacity of infrastructure in TT20xx » Temporary Capacity Restrictions (TCRs) » Traffic planning principles and traffic flows	Annual Request » Partwise feasibility study » Full feasibility study request » Annual requests placed on time » Subsequent changes (Path Modification, Path Cancellation, Path Alteration, Path Optimisation) » Annual requests placed after the path request deadline
Capacity Model » Input for traffic part » Input for TCR part » Capacity Partitioning	Rolling Planning » Safeguarded capacity for Rolling Planning requests in Capacity Model » Capacity for Rolling Planning requests in Capacity Supply » Rolling Planning path request » Multi-annual Rolling Planning request » Subsequent changes (Path Modification, Path Cancellation, Path Alteration, Path Optimisation)
Capacity Planning » Commercial Share » TCRs » Capacity Planning » Updates after X-11	Short Term Request To be applied for both, single and recurrent train runs » Safeguarded capacity for Ad hoc requests in Capacity Model » Ad hoc path request » Subsequent changes (Path Modification, Path Cancellation, Path Alteration, Path Optimisation)

> TCR Management
> Continuous activity overarching the entire TTR process (X-60 to X+12):
>
> *"To ensure that the applicants can provide reliable and competitive railway transportation services to the end customers, the negative effects of TCRs have to be reduced to a minimum. Therefore, the following goals must be achieved:*
> *• Highest possible availability of infrastructure options to connect origins to destinations: Shortest possible timeframe for TCRs to reduce production costs*
> *• Shortest possible transport time to account for customers' needs and reduce production cost"*

<div align="center">Table 1: Summarized description of TTR components</div>

2. Legal Matters

2.1. Scope of TT 2030: Planned Timeline of Implementation according to the Draft Regulation

TTR has been and will be implemented in a gradual manner. A draft legislative proposal backing the roll-out of TTR has been published by the European Commission on 11th July 2023. The proposed legal framework technically covers – besides stipulations of Traffic Management, Performance Review and Governance – all elements of TTR, including Advance Capacity Planning (as referred to *Strategic Capacity Planning*, Section 2) and Timetabling components (as referred to *Scheduling and Capacity Allocation*, Section 3), while for TCR related aspects – mostly – the existing Directive 2012/34/EU is referred to.

Depending on the actual course of legislative negotiations (see details in chapter 2.2), the European Commission anticipates the regulation's entry into force for EU-Member States by **January 2026** with its provisions being **fully implemented** on European level in **timetable 2030** (i.e. by 8th December 2029).

Given that the process of TTR covers a period of at least six years per timetable period (X-60 until X+12 [X+36 for Rolling Planning]), some of the elements described in the draft regulation are linked to a more differentiated – and earlier – implementation timeline, such as (indicative dates, depending on regulation's actual entry into force) [1]:

- Capacity allocation via digital tools and digital services, including full interoperability via standardized interfaces or common systems: **1st March 2026** [2]
- Exchange of information on traffic management and full digitalization of capacity and traffic management: **13th December 2026**
- Provision of accurate and up-to-date information on the availability of infrastructure capacity throughout the entire capacity management process via digital tools and services: **1st January 2028**
- Elements of Strategic Capacity Planning:
  - o Publication of First Elements of the Capacity Strategy at X-60 [not applicable for timetables 2030 and 2031, applicable for timetable 2032 onwards (**December 2026**)]
  - o Publication of the Draft Capacity Strategy at X-38 (**October 2026**)

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[1] Timeline/proposal extracted from the draft of the legal proposal published by the European Commission in 2023; subject to negotiations.
[2] It should be mentioned that this timeline highly depends on the progress related to the envisaged TSI Telematics Regulation and if all necessary topics relevant for TTR will be covered.

- o Publication of Final Capacity Strategy at X-36 [Timetables 2030 (**December 2026**) and 2031 (**December 2027)**]
  - o Publication of Draft Capacity Model at X-21 (**March 2028**)
  - o Publication of Final Capacity Model at X-18 (**June 2028**)
  - o Publication of Final Capacity Supply Plan at X-11 (**January 2029**)
  - o First and second publication of TCRs lasting more than 7 consecutive days and affecting at least 30% of traffic at X-24 (**December 2027**) and X-12 (**December 2028**) with coordination in between
- Elements of Scheduling and Capacity Allocation (ATT):
  - o Deadline for annual requests: X-8.5 (mid March 2029)
  - o Deadline for draft capacity offer: X-6.5 (mid May 2029)
  - o Deadline for final capacity offer: X-5.5 (mid June 2029)
  - o Deadline for annual capacity allocation: X-5.25 (mid-end June 2029)
- Indicative outlook on remaining legislative procedures on EU level:
  - o Trilogue (European Parliament / European Commission / Council): expected launch in October 2024
  - o Adoption of regulation
  - o Entry into force upon publication in the European Journal
  - o Application from January 2026 (immediate application in EU Member States without transposition)

These steps and respective developments will be closely tracked by RNE JO experts and National Project Implementation Managers, allowing a continuous and timely exchange of information, especially if further action on either side needs to be tackled. The communication and discussion of 'legal checkpoints' with other sector stakeholders is ensured via various TTR Groups, particularly including the TTR Legal Task Force and the Implementation Board. Acknowledging the ongoing discussions within the frame of the preparation project for the Network Coordinator, this document does not cover any assumptions on the future governance and/or decision-making of TTR, Capacity Management and/or European Frameworks.

Notwithstanding above-mentioned explanations, the originally planned roll-out in timetable 2028 remains untouched for the means of extensive piloting and "voluntary" implementation, similar to the implementation of Capacity Strategies and Capacity Models so far to allow further testing & refining processes, etc. and additionally enabling some more proactive Infrastructure Managers to continue their efforts already put into place. Nonetheless, and taking into account that the draft regulation will be applicable in all EU Member States, all Infrastructure Managers without any differentiation are strongly recommended to anticipate the legal timeline in their own project and implementation planning.

2.2. Comparison to EP/Council proposals

Based on the proposal published by the European Commission in July 2023, in March 2024 the European Parliament voted positively on the amendments elaborated by the Committee on Transport and Tourism. The main differences between these amendments – which comprises the Parliament's negotiating position for the trilogue later on – and the initial EC proposal could be summarized as follows:

- Adaptations in governance, especially related to ENIM, ERA, RBs/ENRRB and the Network Coordinator
- Stronger involvement of applicants via a dedicated platform within the overall governance structure
- More bindingness of harmonized processes

- More active role of Regulatory Bodies and ENRRB
- Earlier implementation of selected aspects of proposal envisaged, particularly digital tools

In parallel, also Member States started analyzing and discussing the EC proposal via the Land Transport Working Party (LTWP) in the Transport Council. The Transport Council agreed on its General Approach – which comprises the Council's negotiating position for the trilogue later on – in June 2024, mainly differentiating to the initial EC proposal in following aspects:

- Adaptations in governance, particularly focusing on the role of ENIM and the Performance Review Body
- Stronger role for Member States, as Strategic Guidance may be binding, however European Frameworks may be not; succeeding working format of RFC Executive Boards needed
- Revised delegation powers to European Commission in terms of Implementing or Delegated Acts
- Common methodology for capacity utilization rate to be elaborated
- Less application of rules on socio-economic and environmental criteria for management of scarce capacity
- Capacity partitioning optional on highly utilized or congested lines
- National digital implementation plans should be developed by Infrastructure Managers
- Later application of regulation, hence shifted implementation timeline

Commission proposal

Entry into force
Upon publication

Application
1 January 2026

Full application
for TT 2030 Incl. all CM processes & Reg. 913 repeal

Parliament proposal

Entry into force
Upon publication

Application
1 January 2026

Full application
for TT 2028 Incl. all CM processes & Reg. 913 repeal

Council proposal

Entry into force
Upon publication

Application
1 January 2029 incl. Reg 913/2010 repeal

Full application
for TT 2032 Incl. all CM processes

Figure 2: Main differences between EC/EP/Council proposals

With the three general negotiating positions now complete and available, the trilogue is expected to be launched in October 2024[3], with a possible adoption of the regulation in the course of 2025. While the positions are naturally differing, particularly regarding the implementation timeline, the strong recommendation by RNE JO remains valid to start / continue implementing TTR as laid down in the Process Handbooks (which will serve as technical basis for drafting the European Frameworks) as ambitiously as possible, also enabling Infrastructure Managers and Applicants to test certain elements prior full legal application.

2.3. National implications

EU Member States
Assuming the EU Regulation enters into force by end of 2025, it will entail the necessity to also change or adapt a relatively high number of legal provisions on national level (this might be the

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[3] Indicative timeframe no guarantee at time of writing.

case even considering that they might be directly overruled by the EU Regulation, e.g. Strategic Guidance, Framework Agreements etc.). Even this may take some time (usually a time horizon to comply is provided in the EU Regulation), harmonization keeps being the key rule.

Non-EU Member States:
The future EU Regulation will not be directly applicable in non-EU Member States. The provisions must be incorporated into national law in an equivalent manner. This means that a national political process is required, which takes additional time. This political process can only start after the official EU publication, which is why the introduction of TTR in non-EU Member States may be delayed.

3. High-level risk analysis

3.1. General risks until full implementation

Since TTR is a programme covering many players in the railway sector across almost the entire continent, at the same time being highly transversal and touching multiple layers of affected stakeholders, it comes by nature that there are risks of timely and full implementation.
The following risks have been identified and categorized:

a) Finance & funding (high)

TTR and the changes entailed and foreseen by it are demanding not only Human Resources (at least in the first years of implementation), but also significant investments in the process and IT adaptation. While the implementation of new processes is largely related to adaptation and change within the stakeholders concerned (prominent exception: to comply with agreed TCR planning processes, TCRs need to be financed and securely planned in a stable manner requiring stable financial plans in national budgets), the development, testing and deployment of needed IT tools on national and central sides also requires a substantial amount of money. On central side, the funding for IT is by and large backed by RNE's membership contributions and European co-funding via Connecting Europe Facility. For the development of national tools and interfaces, it lies within the Infrastructure Managers' responsibility (but also within the Applicants' one to a certain extent) to secure the funds needed. The possibility of European co-funding of course also exists for national budgets, as long as the foreseen developments are in line with European objectives.

All these sources mentioned are not to be taken for granted nor guaranteed. The dependency on – substantial – European co-funding or funding from national budgets in case of non-EU Member States to proceed in delivering the IT tools needed on central and national sides is more than evident. The latest decision of CINEA to not fully grant the application submitted by RNE JO and several IMs as co-beneficiaries in the CEF II 2023 Transport Call confirms this in an unfavourable way. On the other side, also national budgets allocated to railway in general or TTR in particular are usually depending on the political environment and IMs' business priorities, which can affect the funding of DCM in a positive or negative manner.
Based on the given circumstances and mentioned risks, it needs to be emphasized that allocating dedicated resources to the programme is a crucial condition enabling the sector to move forward jointly. Additionally, close observation needs to be put on the labour market, since experts in this particular field have shown to be scarce over the last years.

b) Uncertainties regarding legal development (medium)

The current legal framework (European and national frameworks) in place is insufficient for full TTR implementation. However, a comprehensive legal proposal addressing a standardized

approach of European Capacity Management has been proposed by the European Commission in July 2023. Since this draft regulation is still not in its final state (negotiation ongoing, see chapter 2.2.), implementation might be hindered by remaining uncertainties and different interpretations. Depending on the level of bindingness of process and IT harmonization and roll-out in the final regulative text, different interpretation and approaches might remain a risk even with the legal framework in force, leading to a factual non-effectiveness of the final text (this might be particularly valid for the national transposition in non-EU Member States). Moreover, it might remain a challenge to fully deploy TTR at the same pace in EU Member States, which have not been active stakeholders in the programme yet (e.g. Greece, Baltics).

c) Barriers in Process development and implementation (high)

The harmonized implementation and deployment of new processes based on TTR remains to be a challenge for many stakeholders, while additionally taking into account that some of the elements are not yet fully defined and therefore blocking national deployment and IT developments. Particularly the potentially different understanding or interpretation of the application of processes or legal requirements, thus different application among IMs, are to be seen as a main barrier hampering process harmonization across Europe, which could result in a patchwork of TTR implementation. Moreover, harmonizing their processes according to TTR might be potentially difficult for Infrastructure Managers in non-EU Member States, mostly working on a different legislative basis. Precondition for a successful process application is piloting and testing in 'real life'. Stakeholders need to be aware of and are expected to be available on a reasonable level for piloting and testing activities. This is particularly valid for Railway Undertakings and/or Applicants as well, ensuring in-depth evaluation of newly applied processes from the market perspective too. To add value for the sector, any IT development must be based on a defined and agreed process (via existing or future Handbooks). As such, the current circumstance of those lacking or not fully harmonized cascades its negative effect to the IT landscape development.
The risk of hampering effects due to continued non-harmonization of common processes is therefore evident and needs to be taken into account when discussing the necessity of proper change management at IMs and Applicants.

d) Barriers in IT development and implementation (high)

As outlined above, IT development and roll-out is and will be the key enabler when applying new procedures of TTR. As such, it is paramount that central and national IT tools are capable of serving the business needs for IMs and Applicants alike. Besides the issue of stable financing as described above, to avoid sunk costs due to non-usage or misalignment of implementation, coordinating central and national development and deployment regarding timelines and content, and following shared objectives is essential (i.e. better usage of capacity by improved planning and allocation). Consequently, investment timelines in IT developments on national and central sides including necessary interfaces should be coordinated as far as possible, while keeping in mind the difficulties of a stable financial flow as described above.
Similarly to the roll-out of processes, the precondition for successfully implementing IT tools on central and national sides is piloting and testing them in 'real life'. Stakeholders' awareness and readiness to test and pilot are just as important as for processes. In a similar fashion, to ensure a product-market fit and widespread adoption, proactive participation of not only Infrastructure Managers, but also Applicants/Railway undertakings during the course of development cannot be overstated. The early identification and timely fixing of bugs, glitches and incorrectly working functionalities of the tool, or improving its overall usability, having it based on real life planning work is crucial.
In the context of testing, it is also a prerequisite that piloting activities are conducted with real-life data to the best possible extent, ensured via appropriate data quality from both, Infrastructure Managers and Applicants. The common 'language' of machine-to-machine communication in the

railway sector is the TAF/TAP TSI standard, which will of course be applied in the environment of TTR as well. National IT developments are expected to follow this proposition to successfully fill the entire TTR IT landscape with life.

e) General Barriers associated with change (high)

The feasibility and added value for involved stakeholders of new concepts associated with TTR are not yet fully known or visible, e.g. due to extra or manual work common with the introduction of new tools and concepts. Additionally, as a harmonisation of timelines across Europe is part of TTR, in some cases this affects current time frames, which in some cases could result in shorter timeframes. Additionally, some of the IT tools required for TTR implementation phase are not yet ready for a full rollout across Europe, as they have been developed for a first test phase. Also, interrelations with other tools presented challenges, as the underlying data quality (e.g. of PLCs) impacted the preparation of Capacity Models for TT 2025 & 2026.

4. Implementation Scope Timetable 2027

The implementation of Timetable 2027 will be a continuation of the stepwise implementation started for Timetable 2025.

Compared to the implementation scope of Timetable 2025 & Timetable 2026 this will entail:

» An extended geographical scope (more members implementing TTR elements, larger scope within)
» Increasing complexity and content of involved TTR deliverables (e.g. potential introduction of TCR variants in Capacity Models, by some IMs which were originally foreseen already for TT 2026, etc.)
» Incremental implementation of additional TTR components – driven by DCM and further implementation of DCM components (also refer to chapter 5.1)
» Coherence with stipulations of the draft regulation as overarching objective
» Overall, IMs are encouraged and invited to go beyond this scope.

A detailed overview of processes planned to be implemented by the IMs on national level for TT 2027 in terms of Advance Capacity Planning and Timetabling can be found in Annex 1.

4.1. Advance Capacity Planning

Capacity Strategy
Capacity Strategies were published by the end of 2023. Overall, more lines were tackled compared to Timetable 2025 & 2026 and some additional TTR members provided capacity strategies for TT 2027.

Capacity Model
More lines to be tackled compared to Timetable 2025 & 2026 (depending on workload involved – IT functionality under ongoing improvement and additional development); more TTR members provide capacity models via ECMT.

As most IM-s will only connect via machine-to-machine interface, once the TCR tool and ECMT are modularly combined (working title 'FUSION'), Capacity Model creation/import will likely remain manual (via GUI or individual / supplier upload) for TT27 as well.

Market input should be considered to a higher extent than in model creation for Timetable 2025 & 2026. The CNA Process is planned to be introduced as a regular part of ACP processes after two years of pilot activities in fall 2024, focussing on "new and/or changing needs" to enable a practical "real-world" testing of the CNA Process.

For TT 2027, cross-border harmonization of Capacity Models presents a priority after first attempts of IMs to harmonize their Capacity Models in the preparation for TT 2026.

Inclusion of TCRs should be tackled in preparation of Capacity Models in Timetable 2027 as far as possible, as this hasn't been successful in Timetable 2026. Currently a preparation of TCR variants require a high manual workload and overall inclusion of TCRs in a Capacity Model would result in high number of variants, therefore some testing might happen for TT 2027, but no overall inclusion of TCR Variants in the Capacity Model will take place in TT 2027.

Capacity Planning / Supply

For Timetable 2027, based on the newly introduced Capacity Supply Handbook, processes and deliverables associated with the Capacity Supply are possible to be tested within pilot activities in ECMT.

4.2. Timetabling

Annual Requests
For Timetable 2027, an increased use of Feasibility Studies would be supported, though it is not yet clear for some IMs whether they will offer Feasibility Studies for TT 2027 at all.
Increased alignment and compliance with the timelines and deadlines of the timetabling calendar are foreseen, but not all IMs plan to stick to those deadlines. Faster communication of request processes, including Late Path Requests, will be enabled via PCS Capacity Broker.
Further harmonization of international deadlines based on continuous KPI monitoring should be envisaged.

Overall, the aim is to aid the stepwise compliance with international deadlines included in the legal proposal via the further/increased use of PCS, in TT 2027's case the Capacity Broker.

Short Term Requests
Ad hoc request will be possible to be processed in PCS Capacity Broker starting from TT 2026. In the coming years, the MVP Short Term Ad hoc is planned to be fully operational and integrated in the PCS Capacity Broker.

Rolling Planning
The Concept of Rolling Planning is not expected to be applicable for Timetable 2027.

5. Digital Capacity Management

5.1. Planned IT development timeline and functionalities available on the central level

There are two parallel streams of development going on, each with its own roadmap. The one to digitally support the – new – processes of Advance Capacity Planning (ACP) in a more streamlined manner, while the other relates to the Timetabling phase.

The first is the project referred to above – combining ECMT and the TCR tools into one in a modular way, improving the communication between the two, and enabling shorter times for proceeding to the next step in Advance Capacity Planning. Feature rollout is expected to happen in three main stages, all of which is planned to include the related TAF/TAP message-based communication.

1. First, features relating to the Capacity Supply Plan (CSP), i.e. ways of importing Capacity Supply Objects (CSO), and the access management matrix regarding the relevant stakeholders. This is expected by June 2026 (TCR tool still being separate).
2. The second, scheduled to happen in August 2026, is about the support for Capacity Needs Announcements (CNA).
3. Third, scheduled for October 2026, encompasses the complete inclusion of TCR tool functionalities, as well as Capacity Model Object (CMO), and Intended Capacity Usage Line (ICL) importing possibilities, including – the previously not supported – method via TIS connection.

All the above is planned to enable IM-s and Applicants to use the – Fusion – upgrade for TT29 to its fullest.

As for Timetabling, the existing version of the PCS is to be upgraded to PCS-CB (Capacity Broker). All the processes currently supported by PCS-EC will be supported in PCS-CB as well. Moreover, the cancellation process will become supported as well. Furthermore, the Short Term Ad hoc MVP is foreseen to be scaled and integrated into PCS-CB. A comprehensive and inclusive testing and training period for the Capacity Broker is planned for Q2-Q3 2025, with a full roll-out to production foreseen in autumn 2025, in time for ATT 2027. The final User Acceptance Testing will conclude months before the migration from PCS-EC to PCS-CB. As per Rolling Planning, it is out scope for the time being as the related exact process is yet to be defined. The primary data source for PCS CB will be RIS, aggregating multiple – secondary – databases, like CRD. The new Common Interface is live since April 2024.

For the detailed and comprehensive development roadmap of both work streams, please see Annex 3.

5.2. National reflection and respective plans

Although the aim is to provide ample head time for IT implementation compared to the timeline stipulated in the draft regulation, coordinated efforts are still lacking here. All IM-s are urged to provide a roadmap – best case based on the central development timeline – on their side as well, especially to accommodate the growing demand from applicants' side, since they would allocate their development efforts in turn accordingly. Information on national IT implementation will be elaborated in the next iteration of the document.

6. Piloting activities

As highlighted in other chapters, testing TTR elements and components – both process- and IT-wise – in view of their functionality, workflow, feasibility, robustness and resilience is a crucial pre-condition for a successful roll-out. Considering the proposed legal timeline until full deployment of TTR, the time being left for these testing purposes is limited. Hence, trialling and challenging all – especially new and innovative – processes, such as Capacity Supply and bandwidths, and IT solutions is an inevitable prerequisite to ensure a smooth transition to smart European Capacity Management. It is important to note that all relevant stakeholders (IMs and Applicants) need to

collaborate in a constructive way when testing to enable a timely identification of potential misfunctions or gaps.

Several pilots have been conducted since 2018 or are still ongoing to test various elements, also adding value to the programme development as such and contributing to the overall learning curve (list not exhaustive):

- Early phases of Capacity Partitioning and Modelling
- Early phases of Capacity Publication and Requests
- CNA Pilot TT 2025 and 2026
- Common Capacity Strategy TT 2025, 2026, 2027 & 2028
- Short Term Ad Hoc (cross-border request IT application)
- Border harmonization (cross-border IT application)

One of the longest-running and most comprehensive TTR Pilot, testing and challenging many different TTR components, is the so-called BE-NE Pilot (formerly known as Rotterdam-Antwerpen, (Paris-)Amsterdam-Brussels).

The BE-NE pilot continues to offer a platform for continuous interaction between Infrabel and ProRail and the applicants on the network. This enables the participating stakeholders to discuss on and test various TTR specific elements and push the development of related international IT solutions and continue to learn from each other with a focus on international harmonisation and provide input and recommendations for the refinement and evolution of the different process element handbooks. The work plan currently looks as follows (non-exhaustive):
- Feedback on capacity strategy
- Gathering of market input (CNAs)
- Elaboration and communication of capacity model and capacity supply plan
- Integration of variants in case of TCRs
- Stability of TCRs
- Solutions for short term capacity

The work program is continuously evaluated and updated.

7. Commercial Conditions

One main objective of TTR is the reduction and avoidance of wasting capacity and unresourceful behaviour, on both IM and RU sides. A fair level playing field is necessary to be implemented, incentivizing the reasonable and resourceful usage of capacity. Hence, the introduction and implementation of Commercial Conditions could be considered as key enabler on the road to the full roll-out of TTR.
A dedicated Task Force working on Commercial Conditions was established in 2017, the latest iteration of the work plan was approved by the RNE General Assembly in December 2023. This plan covers three phases of implementation which could be described as follows:
- Phase 1 (2024-2026): Continuous improvement of Commercial Conditions Guidelines, based on and taking into account the development of the legal framework
- Phase 2 (2026-2028): Exact definition of activities needed for full implementation, based on the timeline currently stipulated in the legal draft
    - o Piloting and simulations are crucial in this phase to gather data enabling IMs to test
    - o depending on the exact and final stipulations in the legal framework, the final deployment plan is expected to be drafted in 2026/2027

- Phase 3 (2028-2030): Full implementation and monitoring – TT2030 being envisaged as the first timetable providing full Commercial Conditions in the Network Statement or national law.

Based on the above-mentioned timeline, it needs to be outlined that for TT2027 the harmonised Commercial Conditions will not yet be in force, but testing or piloting might be ongoing. However, the activities foreseen particularly in phases 1 and 2 are dynamic and recurrent in part, as the findings are updated according to the evolution of the procedural and legal framework. However, the harmonised Guidelines might be already collected and processed as input for the European Framework of Capacity Management (EFCM) and the Network Statement Common Structure (NS CS).
As for the time being, following major blocking points have been identified:
- Commonly agreed procedures of relevant Timetabling Handbooks (i.e. alteration, modification) are largely not applied. This is considered as a key precondition for proceeding in the implementation
- The IT system strongly depends on the common procedures, which are not applied yet; PCS-CB would basically be capable of processing, however national systems are mostly considered as bottlenecks.

The introduction of Commercial Conditions for the railway sector as enabling factor is a fundamental prerequisite to achieve a more resourceful behaviour to avoid the waste of capacity. While the draft regulation has already set important cornerstones, the actual way of implementing requires a major effort at national level, also considering that European Framework of Capacity Management (EFCM) will only provide the main scheme of the incentive mechanism, as provided by the future legislation. The work programme of 2023 and the implementation plan 2024 can be considered as a solid basis on the way to success, nonetheless there are still substantial issues to be overcome.

8. Communication Principles of Timetable 2027

8.1. Benefits to be Achieved for Infrastructure Managers and Applicants on Core TTR Elements

Capacity Strategy
The Capacity Strategies for Timetable 2025 (due on 30 June 2022), Timetable 2026 (due on 31 December 2022) and Timetable 2027 (due on 20 December 2023) gave a comprehensive overview of expected capacity of infrastructure, TCRs known, and traffic flows expected by European Infrastructure Managers. By further harmonizing national Capacity Strategies at the borders, it will firstly give an indication of infrastructure development accessible for all stakeholders while secondly being an important first step towards process coordination and harmonization particularly essential for subsequent process steps of implementing TTR.

Major pioneering works in this context such as the MVP Capacity Strategy (DB Netz[4], ACF/CFL, Infrabel, ÖBB Infrastruktur, ProRail, RFI, SBB & BLS) as well as the Scandinavian Pilot for Capacity Strategy 2025 (BaneDanmark, BaneNOR, Trafikverket) are already well known within the sector and provide for promising results in terms of cross-border coordination of infrastructure development.

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[4] In the meanwhile, the name of the German IM, DB Netz has been changed to DB Infra GO.

The additional preparation of a common Capacity Strategy was continued by DB Netz, Infrabel, ÖBB Infrastruktur, ProRail, ACF/CFL, SNCF-R, RFI, SBB & BLS for Timetable 2026. For timetable 2027 another common Capacity Strategy has been jointly prepared by: DB Netz, Infrabel, ÖBB Infrastruktur, ProRail, ACF/CFL, SNCF-R, RFI, SBB & BLS and SŽ-Infrastruktura. While most IMs prepared the common Capacity Strategy in addition to their national document, some of the involved IMs (DB Netz & ProRail) decided to pilot a new approach for this timetable year and only participated in the preparation of a Common Capacity Strategy for timetable 2027 without preparing a national document.

Capacity Strategies present the first part of TTR which evolved from TTR project phase towards a regular part of Capacity Management (e.g. in Sweden a Capacity Strategy is prepared for the whole network).

Capacity Model

For Timetable 2025, Capacity Models were provided by most first-wave implementers in a reduced geographical scope (not always coherent with lines selected for the Capacity Strategy, but roughly based within the scope of Capacity Strategies) for a non TCR standard day. As the relevant central IT Tool was in place and used by IMs for the first time, certain limitations have been identified alongside and have been addressed. Generally, it was possible to stakeholders to display expected traffic volumes on a certain network, line or section via ECMT.

In summer 2024, the second round of Capacity Models have been published by selected IMs in ECMT, though due to increased geographical scope and an increase in data provided by IMs, limitations of the current state of play of ECMT became visible. E.g. work arounds for data uploads were necessary as the current import capabilities proved to be insufficient for larger Capacity Models. While it was originally intended to further include TCR variants in the Capacity Models for TT 2026, this was not possible.

Moreover, within pilot activities, also CNAs have been submitted by selected RUs to familiarise the relevant stakeholders with the tool, as well as identify challenges present to enable an increased usage and submission of CNAs for TT 2027 and onwards to further increase the scope and quality of Capacity Models.

Capacity Supply

Since there will be no legal framework yet in place allowing for capacity dedication, Capacity Planning and Supply as such will not be covered in Timetable 2027. However, in order to enable stakeholders to view and request first Capacity Products, at least some IMs are expected to update their Capacity Models (in geographical coherence with Capacity Strategy and Capacity Model) by adding volumes planned after X-18 including the visualization of major and high impact TCRs. ECMT is ready for limited use for pilot activities on the Capacity Supply.

In this context, it is important the mentioned BE-NE Pilot keeps on gathering practical experiences regarding the usage of Capacity Supplies.

Annual Requests

Annual Requests on time and Late Path Requests can be carried out unchanged compared to the existing process via PCS. Providing Draft Offers for Annual Requests for TT 2027 will be possible in PCS CB and will be adopted widely stable by all IMs at the harmonized deadline (beginning of July 2026). At least some IMs are likely to provide Capacity Products as support and first indication for Applicants coherent in geographical scope and possibly using Feasibility Studies. Major and high impact TCRs are taken into account in the Draft and Final Offers according to Annex VII, while also the concept of TCR windows may be applied.

Ad Hoc Requests

Currently, Ad Hoc requests are mainly done in national systems even though available in PCS EC, too. The introduction of the PCS Capacity Broker will improve the usability. Therefore, as soon as a

new version of PCS will be deployed, Ad Hoc requests are expected to increased processing via PCS CB (see also chapter 4).

Short Term Ad Hoc Requests
Pioneering MVP Short Term Ad Hoc (DB Netz, SBB; scope expected to be extended) is already tackling the central and national developments required for enabling this kind of request and will be embedded in PCS CB in the coming years.

Rolling Planning
Since legal framework allowing for safeguarding capacity and multiannual requests will not be in place for Timetable 2027 yet, this element will not be comprehensively rolled out for this Timetable. However, based on experience already gained in this context (e.g. coming from the BE-NE Pilot), first discussions on this concept have already started and will continue and are supposed to be intensified until the end of the year 2024 via a dedicated Task Force on Rolling Planning and Framework Agreements.

Nevertheless, IMs are encouraged to pilot activities in this regard considering actual possibilities responding to market needs and flexibility requirements.

8.2. Benefits of stepwise implementation

For timetable 2027, the stepwise implementation of TTR will be continued, with the following benefits identified:

- » No big bang implementation – learning curve by stepwise introduction until legal obligations for TTR implementation are binding.
- » First cross-border harmonization providing better planning parameters for requests
- » Resulting in better availability of capacity already
- » Offering better and harmonised capacity products
- » Using infrastructure more efficiently
- » Increased harmonization level for capacity offers
- » Increased transparency of correlation between capacity relevant elements (e.g. TCRs and path offers)
- » Reduced workload for international coordination with reduced manual process steps

9. Development of Milestones and Scopes for Timetables Beyond 2027

9.1. Methodology of Scoping

In addition to continuous monitoring related to the developments of the legal framework (see chapter 2), there will be "planning checkpoints", when it will be decided which central and national TTR elements will be implemented for a certain Timetable. This is supposed to happen in the existing format of the 'Subgroup 26-28'. Once there is a decision on the scope described above, the respective project plan will be filled in with detailed substance including deadlines.

This process is planned to be conducted on an annual basis, ensuring the most appropriate implementation steps and scopes for each timetable, as schematically illustrated following:
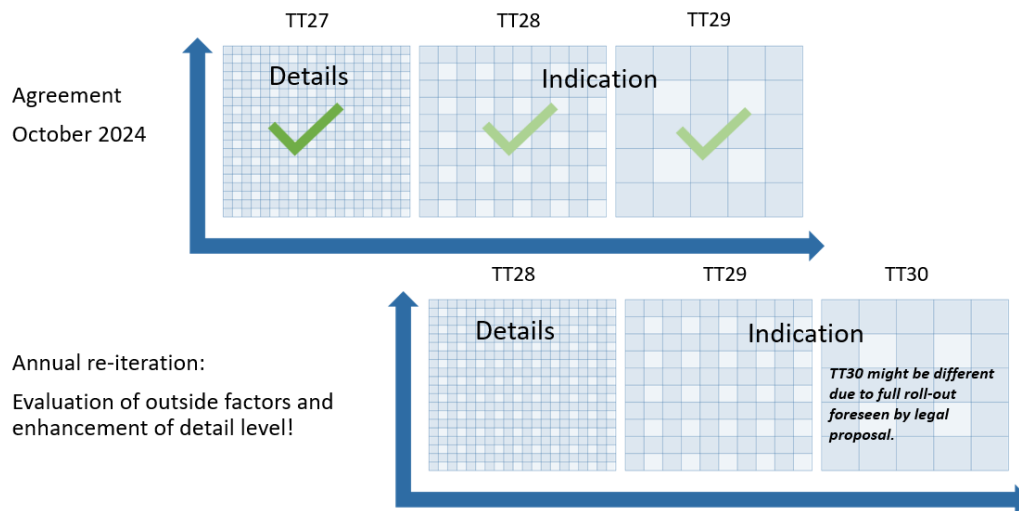
Figure 3: Visualization of enhancing detail level

9.2. Scoping the Timetables Beyond 2027

Basis for project plans is the agreed Scope of Timetable 2027 including its timeline and deadlines. For development of project plans beyond, there are four streams:

» Geographical enlargement of implementation
  • Number of implementing IMs
  • Within implementing IMs, scopes are increasing as well (e.g. network/line coverage in TTR)
» Increasing complexity and content of involved TTR deliverables (e.g. potential introduction of TCR variants in Capacity Models, etc.)
» Incremental implementation of additional TTR components – driven by DCM and further implementation of DCM components
» Coherence with stipulations of the draft regulation anticipating the proposed implementation timeline as overarching objective

The development of project plans for Timetables beyond 2027 is generally based on agreed timelines including the delivery of certain milestones but is dynamic/living to a certain extent considering information available at respective time horizons. This circumstance is reflected in the proposed methodology.

Sufficient lead times for national implementation of Processes and IT systems will be scheduled accordingly.

At the time of writing, the Capacity Strategy for TT 2028 is in preparation. For TT 2028 some IMs (ProRail, SNCF Réseau, DB Infra GO, ÖBB Infrastruktur AG, RFI S.p.A., and SŽ Infrastruktura and SŽCZ) are testing another pilot approach of a common document involving FTE and RUs within the preparation of a Common Capacity Strategy document, beyond the currently defined consultation frame in the process handbook.

9.3. Basis for monitoring: Main Milestones for Timetables 2027

In order to allow the progress of implementation, Infrastructure Managers will be systemically asked about their progress status of TTR deliverables in pre-defined intervals. This process is embedded in RNE's project management tool Easy Project and already well established. While for

Advance Capacity Planning elements is easier to monitor upfront, the Timetabling elements will likely be incorporated at a later stage.

The table below indicates respective questions on national implementation progress as well as which deliverable and phase they are related to. Since there are significant lead times for the realization of ACP components, most of the questions have been already addressed to IMs and relevant results have been discussed and archived. The Capacity Supply will not be part of the regular implementation scope of TT 2027 (see also chapter 4.1.), hence it is not yet covered in the systemized monitoring and the questions are to be seen as indicative.

Deliverable	Phase	Criteria/question in Easy Project per IM	Monitoring date	TT27*
Capacity Strategy	Deployment phase	Have you allocated resources to start implementation of CSt?	X-62	X-44 30.4.23
		Will there be any barriers hindering you from starting implementation of the CSt?		
		Will you be able to incorporate learnings from previous CSt?		
	Realisation phase	Have you started the preparation of the document?	X-59	X-43 31.5.23
		Have you been able to harmonize your document according to the HB?	X-42	X-39 30.9.23
		Have you been able to finish the draft version of the document?	X-38	X-38 31.10.23
		Have you been able to involve the market as defined in the Handbook?	X-37	X-37 30.11.23
Capacity Model	Deployment phase	Have you allocated resources to start implementation of CM?	X-38	X-38 31.10.23
		Will there be any barriers hindering you from starting implementation of the CM?		
		Will you be able to incorporate learnings from previous CMs?		
	Realisation phase	Have you started the preparation of the CM?	X-35	X-35 31.1.24
		Have you launched the agreed CNA Process?	X-25	X-25 30.11.24
		Have you launched the harmonisation process as defined in the HB?	X-25	X-25 30.11.24
		Have you been able to finish the draft CM?	X-21	X-21 31.3.25
		Have you been able to finish the Final CM?	X-18 (via ECMT)	X-18 30.6.25
Capacity Supply (Preplanning Process)	Deployment phase	Have you allocated resources to start implementation of CS?	X-21	Piloting only, no systemized monitoring
		Will there be any barriers hindering you from starting implementation of the CS?	X-21	
	Realisation phase	Have you started the preparation of the CS?	X-17 or X-16 (tbd)	
		Have you been able to follow the CS process according to the HB	X-15	
		Have you been able to harmonize your CS for X-border sections?	X-14	
		Have you been able to finish the draft version of the internationally harmonised CS (including non-TCR, Majo and High impact TCR)	X-12	
		Have you been able to finish the draft CS (including NON-TCR, TCR window ^ Major + High TCR)	X-11 (via ECMT)	
				* deviation of monitoring date due to ongoing approximation to process timeline

Figure 4: National Monitoring questions

10. ANNEXES

10.1. ANNEX 1: Overview sub-processes of national implementation TT27 per IM

Overview IMs and National Process Implementation TT 2027 - Advance Capacity Planning Processes

	Handbook/Basis	Sub-Process	Component/Sub-Process step	Austria (ÖBB-I)	Belgium (Infrabel)	Croatia (HZ Infrastruktura)	Czech Republic (SZCZ)	Denmark (BDK)	Finland (FTIA)	France (SNCF-R)	Germany (DB Infra GO)	Hungary (MAV)	Italy (RFI)	Lithuania (LTG Infra)	Luxembourg (ACF)	Netherlands (ProRail)	Norway (BaneNOR)	Poland (PKP-PLK)	Romania (CFR)	Slovenia (SZ-I)	Slovakia (ZSR)	Spain (ADIF)	Sweden (Trafikverket)	Switzerland (TTR@CH)
Advanced Capacity Planning	Capacity Strategy (HB v.3.0)	Drafting Process	Drafting Cap. St. Including gathering input from stakeholders	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	NO		YES	YES	Maybe	YES	YES	YES	YES	YES	YES
			Publication of Draft Cap. St.	NO	YES	NO	YES	YES	YES	YES	YES	YES	YES	NO		YES	NO	Maybe	NO	YES	YES	Maybe	YES	NO
		Input gathering process	Input gathering/Consultation on Draft Cap. St.	Maybe	YES	NO	YES	YES	YES	YES	YES	YES	YES	NO		YES	NO	Maybe	NO	YES	YES	Maybe	YES	YES
		Final Publication Process	Publication of Final Capacity Strategy	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	NO		YES	NO	Maybe	YES	YES	YES	YES	YES	YES
	Capacity Model (HB v.4.0)	Intended Capacity Usage Line (ICL)	Definition of ICL values	Maybe	NO	Maybe	YES	YES	YES	YES	NO	YES	YES	NO		YES	Maybe	Maybe	YES	YES	YES	YES	Maybe	NO
		CNA Processes	Assessment of CNAs	YES	YES	Maybe	Maybe	NO	NO	YES	NO	YES	Maybe	NO		YES	Maybe	Maybe	YES	YES	YES	YES	NO	NO
		Preparation of Capacity Modell Processes	Creation of CMOs (i.e. Standard non-TCR working day variant)	YES	YES	Maybe	Maybe	YES	YES	YES	YES	YES	YES	NO		YES	Maybe	Maybe	YES	YES	YES	YES	NO	NO
			Creation of (TCR) Variants	Maybe	YES	NO	NO	NO	Maybe	NO	Maybe	NO	NO	NO		Maybe	Maybe	Maybe	Maybe	NO	Maybe	NO	NO	NO
		International Harmonisation Processes	Harmonisation with other IMs (draft and/or final Capacity Model)	YES	YES	NO	YES	Maybe	Maybe	NO	YES	YES	YES	NO		YES	NO	Maybe	Maybe	YES	YES	Maybe	NO	NO
		Publication Processes	Publication of Draft Cap. Model	YES	YES	NO	Maybe	NO	YES	YES	Maybe	YES	YES	NO		YES	NO	Maybe	YES	YES	YES	Maybe	NO	NO
			Publication of Final Capacity Model	YES	YES	Maybe	Maybe	YES	YES	YES	YES	YES	YES	NO		YES	NO	Maybe	YES	YES	YES	YES	NO	NO
			Publication of (draft/final version of) extended Capacity Model	NO	NO	NO	Maybe	NO	NO	NO	Maybe	NO	Maybe	NO		NO	NO	Maybe	YES	YES	Maybe	Maybe	NO	NO
	Capacity Supply (HB v.1.0)	Capacity Supply Pilot Phase TT 2027	Does the IM pilot the Capacity Supply?	Maybe	YES	NO	NO	Maybe	Maybe	YES	NO	NO	NO	NO		YES	NO	Maybe	Maybe	Maybe	NO	NO	NO	NO
			Is ECMT used for pilot purposes?	NO	YES	NO	NO	Maybe	Maybe	NO	NO	NO	NO	NO		YES	NO	Maybe	Maybe	Maybe	NO	Maybe	NO	NO
			Publication of a (Draft) Capacity Supply	NO	YES	NO	NO	Maybe	Maybe	YES	NO	NO	NO	NO		YES	NO	Maybe	Maybe	Maybe	NO	Maybe	NO	NO
	Procedures for Temporary Capacity Restriction Management (HB v.2.0*)	TCR windows	TCR windows used by IM	YES	YES	Maybe	Maybe	YES	Maybe	YES	Maybe	NO	YES	NO		YES	Maybe	Maybe	Maybe	YES	Maybe	YES	YES	YES
		TCR windows	Publication of TCR windows as part of the Cap. Model	Maybe	Maybe	Maybe	Maybe	NO	Maybe	YES	Maybe	NO	Maybe	NO		Maybe	Maybe	Maybe	Maybe	NO	YES	YES	YES	NO
		TCR Publication in TCR Tool	Publication of Major & high impact TCRs at X-24 in TCR Tool	YES	YES	Maybe	YES	YES	Maybe	YES	Maybe	NO	YES	NO		Maybe	YES	Maybe	Maybe	Maybe	YES	YES	YES	YES
			Publication of medium impact TCRs at X-12 in TCR Tool	YES	YES	NO	YES	YES	Maybe	YES	Maybe	YES	YES	NO		Maybe	YES	Maybe	Maybe	YES	NO	Maybe	YES	Maybe
			Publication of minor impact TCRs at X-4 in TCR Tool	Maybe	YES	NO	YES	NO	Maybe	NO	Maybe	YES	YES	Maybe		Maybe	YES	Maybe	Maybe	NO	NO	NO	YES	NO

*currently available HB, there might be updates taking place until actual implementation of TT 2027

Overview IMs and National Process Implementation TT 2027 - Timetabling Processes

Phase	Handbook/Basis	Sub-Process	Component	Austria (ÖBB-I)	Belgium (Infrabel)	Croatia (HZ Infrastruktura)	Czech Republic (SZCZ)	Denmark (BDK)	Finland (FTIA)	France (SNCF-R)	Germany (DB Infra GO)	Hungary (MAV)	Italy (RFI)	Lithuania (LTG Infra)	Luxembourg (ACF)	Netherlands (ProRail)	Norway (BaneNOR)	Poland (PKP-PLK)	Romania (CFR)	Slovenia (SZ-I)	Slovakia (ZSR)	Spain (ADIF)	Sweden (Trafikverket)	Switzerland (TTR@CH)
Request Processes	Procedures for Designing the Annual Timetable (HB v.2.0*)	New Path Request Processes	Harmonized Single Path deadline (TT Calendar)	YES	YES	YES	YES	YES	YES	YES	NO	YES	YES	YES		YES	NA	Maybe	Maybe	YES	YES	YES	YES	YES
			Provision of deadline for final answers to customers	YES	YES	YES	NO	YES	YES	YES	Maybe	Maybe	YES	NO		YES	NA	Maybe	Maybe	YES	YES	YES	YES	YES
		Late Path Request Processes	Late Path Request Process in place	YES	YES	YES	YES	NO	NO	YES	Maybe	YES	YES	YES		YES	YES	Maybe	Maybe	YES	YES	YES	YES	YES
			Last day for LPR as defined in TT Calendar	NO	YES	YES	NO	NO	NO	NO	NO	Maybe	YES	NO		YES	YES	Maybe	Maybe	YES	YES	YES	YES	YES
			Last day for LPR answers as defined in TT Calendar	NO	YES	YES	NO	NO	NO	YES	NO	Maybe	YES	NO		YES	YES	Maybe	Maybe	YES	YES	YES	YES	Maybe
	Management of Ad-Hoc Requests (HB v.3.0*)	Ad-Hoc Request Processes	IM provides "first come - first served" principle	YES	YES	YES	YES	YES	YES	YES	Maybe	YES	YES	YES		YES	YES	Maybe	Maybe	YES	YES	YES	YES	YES
			IM offers ad-hoc requests for single and recurring train paths	YES	YES	YES	YES	YES	NO	YES	NO	YES	YES	YES		YES	YES	Maybe	Maybe	Maybe	YES	YES	YES	YES
			Harmonized deadlines and timelines of HB implemented	NO	NO	Maybe	NO	YES	NO	Maybe	NO	NO	Maybe	NO		NO	Maybe	Maybe	Maybe	YES	YES	NO	YES	Maybe
Feasibility Study	Procedures for Feasibility Studies (HB v.1.0*)	Feasibility Study Processes	IM offers & answers feasibility studies	YES	YES	NO	YES	NO	YES	NO	Maybe	Maybe	YES	NO		YES	YES	Maybe	Maybe	YES	YES	YES	Maybe	YES
			Are you using the harmonized Deadline for FS answer (TT Calendar)	YES	YES	NO	NO	YES	NO	YES	NO	Maybe	Maybe	NO		YES	Maybe	Maybe	Maybe	YES	YES	YES	Maybe	Maybe
Path Modification, Alteration & Cancellation Processes	Procedures for Modification of Allocated International Paths (HB v. 3.0*)	Path Modification Processes	Differentiation between "major" and "minor" modifications	NO	NO	NO	YES	YES	NO	NO	NO	NO	NO	YES		NO	YES	Maybe	Maybe	NO	YES	YES	Maybe	NO
			Are you complying with the HB timelines (deadlines, acceptance times, …)	NO	NO	YES	NO	NO	NO	YES	NO	YES	NO	NO		Maybe	YES	Maybe	Maybe	YES	YES	YES	YES	NO
			Are you allowing path modification requests in PCS	YES	YES	YES	NO	NO	NO	YES	NO	Maybe	YES	NO		Maybe	NO	Maybe	Maybe	YES	YES	YES	YES	NO
			Original path is kept active until modified path is accepted	YES	YES	YES	YES	YES	NO	NO	NO	NO	YES	YES		NO	NO	Maybe	Maybe	YES	Maybe	YES	Maybe	NO
	Procedures for Alteration of Allocated International Paths (HB v.3.0*)	Path Alteration Processes	When an alternative path is offered the applicant can accept, reject, ask for a second alternative offer	YES	YES	YES	Maybe	YES	NO	Maybe	NO	NO	YES	YES		NO	Maybe	Maybe	Maybe	NO	YES	YES	YES	YES
			Harmonized deadlines and timelines of HB implemented	NO	NO	NO	Maybe	YES	NO	YES	NO	NO	NO	NO		NO	Maybe	Maybe	Maybe	NO	YES	YES	YES	NO
			Are you handling the path alteration process in PCS (in addition to the national systems)?	NO	NO	NO	NO	NO	NO	NO	NO	NO	Maybe	NO		Maybe	YES	Maybe	Maybe	NO	YES	YES	Maybe	NO
	Procedures for Cancellation of Allocated International Paths triggered by applicants (HB v. 1.0*)	Path Cancellation Processes	Complete cancellation process in place	YES	YES	YES	YES	YES	NO	YES	Maybe	Maybe	Maybe	NO		YES	Maybe	Maybe	Maybe	YES	YES	YES	YES	YES
			Partial cancellation process in place	YES	YES	NO	YES	YES	NO	YES	Maybe	Maybe	Maybe	NO		Maybe	Maybe	Maybe	Maybe	Maybe	YES	YES	YES	YES
			Are you allowing & elaborating path cancellation requests in PCS (without interfaces)	NO	YES	YES	NO	NO	NO	YES	NO	NO	Maybe	NO		Maybe	Maybe	Maybe	Maybe	YES	Yes	YES	YES	NO

*currently available HB, there might be updates taking place until actual implementation of TT 2027

10.2.   ANNEX 2: Overview Timetable Years and applicable Process Handbooks

	Overview Timetable Years and applicable Process Handbooks (Version 21.08.2024)									
	Timetable-Years ([1]Stepwise TTR Implementation started; [2]first TT year applicable in EC regulation) n.a.= not applicable; *planned to be approved at General Assembly 12/2024; [3]to be applied for pilots only; [4]Current Working Title subject to editorial change; TBA=To be announced, in case no update of a HB is foreseen, the latest approved one will be used by default!**									
	Title (HB= Handbook)	TT 2022	TT 2023	TT 2024	TT 2025[1]	TT 2026	TT 2027	TT 2028	TT 2029	TT 2030[2]
Indication of the Version applicable for each Timetable year	Capacity Strategy HB	n.a.	n.a.	n.a.	1.0	2.0	3.0	3.0	3.0	TBA**
	Capacity Model HB	n.a.	n.a.	n.a.	3.0	3.0	4.0	4.0	TBA**	TBA**
	Capacity Supply HB	n.a.	n.a.	n.a.	n.a.	n.a.	1.0[3]	TBA**	TBA**	TBA**
	Ad-Hoc Request Management HB	2.1	3.0	3.0	3.0	4.0*	TBA**	TBA**	TBA**	TBA**
	Procedures for Modification of Allocated International Paths	2.0	2.0	2.0	3.0	4.0	4.0	5.0*	TBA**	TBA**
	Procedures for Alteration of Allocated International Paths	2.0	2.0	2.0	3.0	3.0	TBA**	TBA**	TBA**	TBA**
	Harmonised Process in Case of Delays HB	1.0	1.0	1.0	1.0	1.0	TBA**	TBA**	TBA**	TBA**
	Procedures for Temporary Capacity Restriction Management HB	n.a.	n.a.	n.a.	2.0	2.0	3.0*	TBA**	TBA**	TBA**
	Procedures for Feasibility Studies HB	n.a.	n.a.	1.0	1.0	1.0	TBA**	TBA**	TBA**	TBA**
	RNE Process Handbook for International Path Allocation for Infrastructure Managers	2.0	2.0	2.0	Replaced by "Procedures for Designing the Annual Timetable HB"!					
	Procedures for International Late Path Request Management HB	1.0	1.0	1.0						

**	Procedures for Designing the Annual Timetable HB	n.a.	n.a.	n.a.	1.0	2.0	TBA**	TBA**	TBA**	TBA**
	Procedures for Cancellation of Allocated International Paths triggered by applicants HB	n.a.	n.a.	n.a.	1.0	1.0	TBA**	TBA**	TBA**	TBA**
	Rolling Planning HB⁴	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	1.0*³	TBA**	TBA**

The Handbooks and the indication of the relevant timetable years can be found at: https://rne.eu/downloads/#downloads_capacity_process

Central Implementation Timeline - IT functionalities (production)