

CAPACITY NEEDS ANNOUNCEMENT PILOT TT2029 PILOT DESCRIPTION

For TT2029 applicants and RUs are once again invited to take part in Capacity Needs Announcements. While previous exercises identified process and IT shortcomings, this year's iteration of the pilot is purely focusing on the new and refined Capacity Planning Tool (CPT) which will be used for the preparation of Infrastructure's Capacity Models for the first time.

Besides the familiarization with a new IT tool, it is also a chance for relevant stakeholders to prepare themselves for the upcoming requirements of the [Regulation on the use of railway infrastructure capacity in the single European railway area](#). The Capacity Needs Announcements present a type of market involvement within the strategic capacity planning processes. These processes are currently defined in the upcoming European Framework for Capacity Management. A draft will be shared for stakeholder consultation in December 2026, and the finalized text is to be published in December 2027 in time to fulfill the requirements of the Regulation for TT2031.

In this intermediate phase, the IT testing of this pilot will be undertaken based on the previously prepared [Process Handbook for Capacity Models \(V. 4.0\)](#), while further refined process details could only be tested next year for TT2030.

In this sense, time to prepare all involved stakeholders is limited, and therefore the first testing of the new tool within this pilot provides significant benefits.

A formal introduction and training session for the new CPT tool, particularly including the CNA functionalities, will be held by RNE.

- **CNA online training session for IMs and Applicants/RUs: 10.09.2026 (10:00-12:00)** – focus on applicant related aspects, focus on applicant POV in CPT:
- **(MS Teams meeting - Meeting ID: 394 113 543 083 663 Passcode: Ca6mB6xQ)**
- **CPT Capacity Model module training for IMs: 10.09.2026 (13:00-15:00)** – Introduction of the Capacity Model module (CPT) for IMs and presentation of the creation, visualisation and harmonisation of CMO objects.

The main deadlines for this pilot activity are:

- **CNA Submission period: 19.10.2026 – 14.12.2026**
- **Feedback on CNAs to be shared by IMs until: 01.02.2027**
- [If applicable: **Deadline for applicants decide on alternative CNA options for TT29: 01.03.2027**]

1. Formal Basis of the pilot:

- IT tool to be used for CNA submission: **Capacity Planning Tool (CPT)**
- Availability of CPT phase 1 Capacity Model module
- Process Basis CPT development and Capacity Model TT2029: [Capacity Model HB V.4.0 + Deviations due to aspects of the Regulation on the use of railway infrastructure capacity in the single European railway area](#)
- CNA Import Excel Sheet: Draft Template available – In case any final adjustments take place a revised CPT import sheet for TT2029 will be shared prior the CNA period starts

2. Aims of the pilot:

- Testing and familiarization of new IT tool CPT (submitting & receiving CNAs)
- Further familiarization with the concept of CNAs and the preparation and testing to support obligations of the [Regulation on the use of railway infrastructure capacity in the single European railway area](#).
- Increase readiness and test the newly developed IT tool prior the European Framework for Capacity Management sets the procedural scope of Capacity Needs Announcements for the mandatory implementation required by the EU regulation.

3. What's a CNA and what are they used for?

The aim of CNAs is to contribute to the more precise long-term planning of volumes by providing additional information on future needs, and to facilitate the identification of capacity bottlenecks.

A CNA submission does not result in pre-allocation! CNAs can be considered as an additional source of information on future business needs for the long-term planning activities of IMs.

4. What's expected by applicants/RUs and who are supposed to submit CNAs?

In order to ensure that all relevant actors are involved in the collection of future needs, the following stakeholders especially are encouraged to submit CNAs:

Passenger needs

- PSO authorities for PSO traffic
- Railway undertakings (RU) for Non-PSO traffic

Freight needs

- Railway Undertaking (for production models)
- Shipper/intermodal operator (for trends)

A Duplication of CNAs should be avoided (e.g. in case of PSO traffic the RUs shall contact the PSO authority to agree on who will submit a CNA).

For international CNAs, a harmonized submission should be ensured (e.g. in case of passenger traffic from origin to destination and regarding freight needs from/to the first/last known location)

Information on new or changing needs to be shared via CNA

Applicants shall provide mandatory information on the contractual status of new or changed traffic needs using the “traffic contracted” and “type of contract” fields in the CPT.

5. What's expected by IMs?

IMs can decide whether to include or not include the received CNAs in the Capacity Model for TT2029.

IMs should prepare single or multiple CMOs on the included CNAs, a direct linkage between CNAs & CMOs will not be possible in CPT phase 1.

Provision of (high-level) answer to applicant/RU: Consideration of CNA in Cap. Model: yes/no (no detailed reasoning/justification by IM to be provided!) at X-22,5. (Complete CNA workflow will become available in CPT Phase 2.)

6. (Geographical) Scope of the pilot

Selective submission of Capacity Needs Announcements – aim to test the new IT:

- New needs
- Changing needs (positive or negative changes)
- Quality not quantity → RUs should focus on a few qualitative submissions rather than a vast submission of CNAs – Please submit changing/new needs and not the whole annual TT data of a previous year
- Submission of selected pilot CNAs is sufficient for testing the new IT tool
- RUs should base them on realistic assumptions

Geographical scope:

- Focus on geographical coverage of [Capacity Strategies TT2029](#)
- Not all IMs are preparing [Capacity Models](#) prior TT2031 → No consideration of CNAs, but RUs can trial CNA submission and familiarize themselves with the new tool.
- IMs might indicate selected lines which are most suitable for CNA submission in the TT2029 pilot → Details to be shared at the beginning of submission period

In case you have any questions feel free to contact:

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