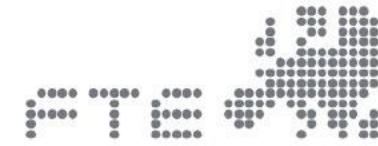


Forum Train Europe FTE

The European coordination platform of
Operational Stakeholders



FORUM TRAIN EUROPE

PLANNING TRAINS TO CONNECT EUROPE

Framework Agreements Key Requirements

ABCR Board 6 October



Framework Agreements (FAs) are a fundamental instrument to provide predictability for investments and customers – enabling rail to increase its modal share.

Passenger

A new passenger connection requires substantial investments in rolling stock, stabling, maintenance and cleaning facilities.

- > **A predictable, sufficiently long period of operation to recover these investments.**

Freight

Stable, supply-driven point-to-point services without pre-contracted customers. Applicants invest in terminals and commercial activities.

- > **High predictability and protection of business cases against IM-driven changes.**

International

The right to request multi-network FAs creates an internationally usable capacity product.

- > **Available earlier than Rolling Planning, longer horizon, more certainty for train concepts.**

Key message: Applicants to be the driving force for FAs, not IMs. Strategic documents should follow the market demand in the mid-term horizon, not the opposite.

$\leq 70\%$ Framework Agreements*

**Reserve for later Capacity requests
(e.g. Rolling Planning, ad-hoc)**

* Usual limit per line section / node – to constitute the European standard

Why a limit

- > Ensure operational flexibility
- > Avoid over-allocation in long-term capacity products
- > Keep capacity available for later requests and evolving market needs

How it is defined

- > For each line section / node – no uniform share across the network
- > Based on one- or two-hour intervals
- > Subject to infrastructure characteristics and market needs

Justified deviations

Different shares possible for:

Day / night

Rush hour

and specialized infrastructure

High-speed

Freight corridors

Conditions:

- 1 Harmonised, transparent methodology
- 2 Stakeholder consultation
- 3 No negative impact on new services

Framework conditions

Strategic guidance

Consider all capacity already covered by existing strategic guidance.

Mandatory basis

“Capacity per line” as defined in the Network Statement, plus node specifications incl. operating times.

Multi-network use

Usable by (cooperating) applicants for multi-network operations.

First timetable

Long-term FA requests – investment-driven projects (e.g. new rolling stock)

Request up to 5 years ahead
(X-60)

FA duration 10–15 years

Regular FA requests – at least two timetable periods

until X-24

FA duration up to 5 years

–5 years

–2 years

0

+5 years

+10/15 years

Additional rules for long-term requests

Lower share

A lower share of capacity than the overall FA limit applies.

General commitments

Room for optimisation and coordination, no undue restrictions on subsequent requests.

Transparency

All IMs publish early requests in a harmonised way – competitors can request the same route.

Process

Strategic planning integrates Service Facilities and applicants, aligned across borders, including consultation and coordination with freight market segments

Digital and customer-oriented, avoiding fragmentation.

Continuous communication between applicants and IMs throughout the capacity lifecycle.

Fair Commercial Conditions for both sides

APPLICANTS

Penalties for unjustified capacity blocking

INFRASTRUCTURE MANAGERS

Penalties for IM-driven changes or non-allocation

BOTH:

Standardised compensations to ensure a European harmonized approach

Benchmark: proportionate to the economic impact on the applicant's business.

“These requirements are essential to improving the competitiveness of the rail sector.” – FTE

Minimum eligible criteria will be defined in the Applicant Vision.

Do you need further information?



Read the FTE Key Requirements on Framework Agreements in detail

The complete document is available as a PDF on the FTE homepage.

[Open the document \(PDF\) →](#)



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