

ABCR PLENARY 02 - MINUTES

30 JUNE 2026 - ONLINE

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Opening and welcome

The Chair (RNE) opened the second plenary meeting of the Advisory Board for the Capacity Regulation (ABCR) and welcomed members and observers.

Participants were informed that the meeting was recorded solely for the purpose of preparing the minutes; no objections were raised.

The Chair also welcomed new member that had joined since the first plenary meeting.

The Chair recalled that the objective of the meeting was to continue the structured dialogue with operational stakeholders other than Infrastructure Managers (IMs) in the context of the implementation of the Capacity Regulation, with a stronger focus on interaction and feedback than at the first plenary meeting.

Approval of minutes of the previous meeting and agenda

The draft minutes of the first ABCR plenary meeting had been circulated in advance. As no comments had been received, participants were invited to submit any final remarks by close of business on the day of the meeting. In the absence of further comments, the minutes of the previous meeting would be considered approved.

The agenda of the meeting was presented and adopted. The Chair explained that the meeting would be structured around three main blocks: updates from RNE, contributions from ABCR members and observers, and a more interactive exchange on selected topics.

1. Information session - overview of RNE updates

RNE presented updates on activities in Capacity Management, Traffic Management and stakeholders' engagement, relevant for the ABCR members and observers. Those activities include the preparation of the European Frameworks, the outlook on implementation of the Capacity Regulation by the IMs, the preparation of the consultation guidelines. The exchange confirmed both the breadth of preparatory work already underway and the importance of continuous dialogue with stakeholders throughout the process.

1.1 Update on Capacity Management

1.1.1 Debrief on stakeholder feedback on the scope definition of the European Framework for Capacity Management

RNE presented the outcome of the stakeholder engagement on the scope definition of the European Framework for Capacity Management (EFCM). More than 20 organisations had submitted more than 200 comments. RNE explained that a large share of these comments had already been taken into account in the ongoing drafting work.

The presentation highlighted the following points:

- the continued possibility for applicants to submit tailor-made requests;
- improved coordination between Infrastructure Managers (IMs);
- earlier involvement of applicants in alteration processes;
- work towards standardised conversion of capacity specifications;
- further reflection on open issues such as one-stop-shop responsibilities, commercial conditions and feasibility assessment.

Participants welcomed the overview and raised questions on topics not yet finalised in the first version of the framework. RNE explained that some issues remain under discussion within dedicated working groups and that further engagement would follow where needed. **The presentation is available on RNE website https://rne.eu/wp-content/uploads/1.1.1_Presentation-engagement-EFCM_ABCR.pdf and more information about this early-phase stakeholder engagement is available here <https://rne.eu/market-performance/stakeholder-relations/finalised-stakeholder-engagement-activities/>**

1.1.2 Rolling planning

RNE presented rolling planning as an integrated element of both strategic capacity planning and timetabling. It was explained that rolling planning capacities would need to be reflected in the capacity model and capacity supply, then allocated to applicants in form of capacity specifications and later converted into train paths in a harmonised manner during the timetabling phase.

Participants raised questions on the timing of the conversion of capacity specifications into train paths, especially in view of freight market needs. RNE indicated that discussions in IMs groups had led to the consideration of an additional conversion phase beyond the first annual allocation round.

1.1.3 Service facilities and capacity management

RNE presented ongoing work on the consideration of capacity in service facilities in capacity management. The presentation covered both the strategic planning phase, where capacities on the rail network and in service facilities need to be better aligned, and the scheduling phase, where integrated allocation solutions may be necessary in selected cases.

Participants underlined the practical complexity of considering capacity in service facilities in capacity management and stressed that some concepts under discussion may be difficult to implement in operational reality. RNE acknowledged these concerns and emphasised that a gradual and focused approach would be necessary, starting with areas where additional coordination can bring tangible value.

1.1.4 Capacity Needs Announcements pilot for timetable 2029

RNE informed participants of plans to relaunch the Capacity Needs Announcements (CNAs) process for timetable 2029 in a limited pilot format. The main objective is to test new information technology functionality in the capacity planning tool, following the interruption of the process for timetable 2028.

The pilot will focus on the capacity model module only. RNE intends to organise training sessions for IMs and applicants before the start of the pilot. Participants asked which IMs would take part; RNE explained that this would be clarified over the summer on the basis of the pilot description and expressions of interest. **The presentation is available on RNE website** <https://rne.eu/wp-content/uploads/1.1.4-Initiative-on-the-process-of-CNA-for-Capacity-Model-TT-2029.pdf>

1.2 Updates on Traffic Management

1.2.1 Preparation of the European Framework for Traffic Management

RNE presented the ongoing preparation of the European Framework for Traffic Management (EFTM). It explained that this work is based on traffic management rules and procedures already developed internally by IMs, complemented by additional drafting, legal review and coordination work. The provisions on traffic management will be structured across three levels: the European Framework itself, complemented by guidelines and handbooks setting out technical and procedural details.

Participants asked for early access to material and for earlier engagement on the framework preparation. Several stakeholders stressed that traffic management is a particularly sensitive operational area and that late consultation would risk reducing the practical value of the future framework. RNE took note of these remarks and indicated that the message would be relayed to the relevant RNE governance bodies. **The presentation is available on RNE website** https://rne.eu/wp-content/uploads/1.2.1_2026-06-30-RNE-EFTM-status-ABCR.pdf

1.2.2 Language Programme

RNE presented the Language Programme as an initiative to improve multilingual operational communication in railway traffic management. The programme covers communication between Infrastructure Managers (IMs); between Infrastructure Managers (IMs) and Railway Undertakings (RUs); and between Railway Undertakings (RUs) and includes work on predefined messages and language tool prototypes.

Participants asked how this work relates to discussion at European level on driver language requirements. RNE clarified that the Language Programme is focused on operational communication processes and tools and that separate work stream exists (ongoing project) in relation to language derogation requirements. **The presentation is available on RNE website** https://rne.eu/wp-content/uploads/1.2.2_2026-06-30-RNE-Language-Programme-INTRO-ABCR.pdf

1.3 Preparations according to the requirements of Regulation (EU) 2026/1184

1.3.1 Timeline for IMs implementation activities

RNE presented a high-level overview of the implementation timelines expected from IMs under the Capacity Regulation, with a particular focus on the timetable 2031 as a major milestone as well as stakeholders' consultations and key deadlines. The presentation covered strategic capacity planning, allocation and rescheduling processes, traffic management, performance review, digital tools and network statements.

Participants highlighted in particular:

- the importance of strategic guidance from Member States;
- the relevance of bringing strategic guidance onto the ABCR agenda in the future;
- the need for further discussion on digital tools and interfaces.

RNE confirmed that the timelines presented reflect the current legal framework and acknowledged that some practical adjustments may still be needed following ongoing legal checks. **The presentation is available on RNE website https://rne.eu/wp-content/uploads/1.3.1_202606-30-Regulation-Timeline-IM-activities_Reg1184_ABCR.pdf**

1.3.2 Outlook on consultation activities

RNE informed participants about the preparation of consultation guidelines, as required under the Capacity Regulation. The consultation guidelines define the consultation mechanisms at European and cross-border level; the principles and general procedures for implementation-related consultation processes managed by IMs will be defined in the three European Frameworks.

RNE announced that it plans to consult on the ENIM work programme and on the consultation guidelines themselves in October 2026. Participants underlined that consultation should be understood not merely as a formal obligation but as a necessary condition for producing workable and accepted outcomes. **The presentation is available on RNE website https://rne.eu/wp-content/uploads/1.3.2_Consultation-guidelines-update-on-progress-and-outlook-on-further-work.pdf**

1.4 Update on and announcement of stakeholder engagement activities

RNE provided a brief overview of stakeholder engagement activities that are ongoing or planned for the coming months. These include:

1.4.1 Sector collaboration on technical input for a delegated act on TCRs amending sections 3 and 8 of Annex I of the capacity regulation

RNE explained that the timeline for the technical input had become shorter than initially expected because the European Commission intends to adopt a single delegated act amending simultaneously section 8 (on the rescheduling/path alteration process) and section 3 (on the scheduling of TCRs) of Annex I to the capacity regulation. Participants stressed that TCRs remain a top market priority and underlined the need for an ambitious, market-oriented solution. **The presentation is available on RNE website https://rne.eu/wp-content/uploads/1.4.1_2026-06-30-TCR-DA_state-of-play.pdf and more information on the collaboration is available here <https://rne.eu/market-performance/stakeholder-relations/stakeholder-engagement-activities/sector-collaboration-rescheduling-tcrs/>**

1.4.2 Feedback gathering procedure on the guidelines for modulation of penalties for significant changes to capacity rights

RNE announced a dedicated input-gathering exercise with publication of the draft document and a feedback form. Stakeholders welcomed the opportunity and requested that documents be made available as early as possible to take account of the summer holiday period – **the draft guidelines and online form for feedback are available until 31.08.2026 on <https://rne.eu/market-performance/stakeholder-relations/stakeholder-engagement-activities/draft-modulation-guidelines/>**

1.4.3 Further announcements

- second round of stakeholder sessions on the **EuroLink** capacity concepts. More information on EuroLink [here](#) ;
- survey on **framework agreements** for capacity allocation in the context of work led by the European Commission is **now available until 26 August 2026 and accessible here: [SERAF Sub-group on Framework Agreements - Survey \(final\) – Remplir le formulaire](#)**. The survey as a “Word” document is available on RNE website https://rne.eu/downloads/#downloads_market_performance_abcr_plenary2
- a **webinar on the Train Information System (RNE TIS)**: RNE intends to host a Train Information System (TIS) Webinar, bringing together participants from Infrastructure Managers, Railway Undertakings, Terminals, and many other key stakeholders. Attendees will explore how TIS supports international train monitoring by providing real-time train movement data. Date will be decided soon and will be communicated to all parties.
- the **RNE Summer Academy**: RNE organises for the second year its Summer Academy as an annual learning and networking event bringing together railway professionals from across Europe. It provides participants with insights into RNE activities, current industry developments, and practical topics through presentations

and interactive discussions. The event also offers valuable opportunities for knowledge exchange and professional networking. **ABCR participants can register [here](#) until 31 July.**

More information and updates on these and all other stakeholder engagement activities are available in the RNE calendar (https://rne.eu/calendar/?_categories=sea) and under <https://rne.eu/market-performance/stakeholder-relations/stakeholder-engagement-activities/>.

2. Intervention from ABCR participants

2.1 Update on European Railway Platform

Forum Train Europe (FTE) presented the state of play concerning the establishment of the European Railway Platform (ERP). They explained that the proposal had been submitted on the day the Capacity Regulation entered into force and that a response from the European Commission and regulatory bodies was expected in the next months.

FTE presented the envisaged structure of the ERP and emphasised its role in consolidating market positions across stakeholder groups other than IMs. RNE welcomed the initiative and reiterated its openness to adapting the organisation of stakeholder dialogue once the ERP becomes operational, given the ABCR's status as a transitional platform. The future dialogue should be as efficient as possible. **The presentation is available on RNE website https://rne.eu/wp-content/uploads/2.1_2026-06-30_FTE_ERP-for-ABCR.pdf**

3. Interactive session

3.1 EFCM, EFTM, EFPR: experiences so far and lessons learnt

RNE opened an interactive exchange on stakeholder expectations regarding the preparation of the three European Frameworks. RNE recalled that the task is demanding, given the scope of the Regulation, the short timelines and the fact that some topics are entirely new for the sector.

Participants welcomed the use of a scoping document for the European Framework for Capacity Management (EFCM) and expressed support for using a similar approach for the other frameworks. At the same time, they stressed several expectations:

- Early-on involvement on content, i.e. before formal consultation;

- greater transparency on deviations from previous sector work, especially from the Timetable Redesign for Smart Capacity Management initiative;
- more detailed feedback on comments already submitted;
- prioritisation of topics of greatest relevance, such as rolling planning, late path requests, feasibility assessments regarding infrastructure capacity, capacity supply plans and the conversion of capacity specifications in train paths.

RNE acknowledged these requests and explained that while not each and every comment submitted during an early-phase stakeholder engagement activity could be answered individually in writing, more detailed replies and earlier engagement on selected topics would be pursued where possible. RNE also confirmed that the approach of engaging first on a scoping document would be considered for the other frameworks.

3.2 Collection of stakeholder input on performance review

RNE introduced the early preparatory work for the European Framework for Performance Review and used the session to gather first views from participants on priorities and possible contributions from operational stakeholders. RNE emphasised that performance review should not become a purely statistical exercise, but should focus on identifying problems, setting targets and enabling concrete improvements.

Through interactive exchange, participants identified a number of key issues that they considered particularly relevant for future performance review, including:

- temporary capacity restrictions (TCRs);
- predictability and reliability;
- coordination and harmonisation;
- capacity availability;
- border crossing performance and related cross-border issues

Participants also highlighted areas where operational stakeholders could contribute, such as:

- identifying relevant indicators and market needs;
- providing case studies and practical examples;
- evaluating measures;
- contributing views from end customers and the market side.

Participants from the market side stressed the need to be involved from the start in defining the performance approach and highlighted previous work already undertaken by stakeholder organ-

isations on possible performance indicators. RNE welcomed these contributions and stressed that performance review must support real operational improvement and not become an end in itself. **The presentation from RNE, as well as an input from FTE are available on RNE website** https://rne.eu/wp-content/uploads/3.2_20260630_ABCR_PR_interactive.pdf **and** https://rne.eu/wp-content/uploads/3.2_FTE-Input-Performance-Review-V2.pdf

3.3 Digital Capacity Management

3.3.1 Update on the DCM governance and the engagement with operational stakeholders

RNE presented **new governance arrangements for Digital Capacity Management (DCM)**, including stakeholders and users' groups related to the Capacity Planning Tool (CPT) and the Path Coordination System (PCS). RNE explained that these groups are intended to ensure structured technical exchange with current and future users of the tools. **Information on DCM is available [here](#)**. The **call for nomination** is open to ABCR members, who are also invited to forward this invitation to their own members. **The nomination shall be done via an online application [form](#), showing that they meet the criteria described [here](#)**. The call for nomination is open until 24th July.

3.3.2 Information and discussion to prepare a dedicated DCM webinar (7 October 2026)

RNE announced a dedicated **webinar for applicants planned for 7 October 2026**, with the purpose of discussing digital tools, implementation needs and user priorities in view of both the Capacity Regulation and the telematics framework. **Participants are invited to suggest topics for the webinar via this [registration link](#)**. The presentation is available on RNE website <https://rne.eu/wp-content/uploads/3.3.2-DCM-webinar-for-applicants.pdf> and further information on the webinar will be provided here <https://rne.eu/market-performance/stakeholder-relations/stakeholder-engagement-activities/dcm-webinar/>

4. Next steps and closure

Due to lack of time, the agenda item on cross-border joint consultation of stakeholders and one-stop-shop functionality was postponed to the next ABCR plenary meeting. RNE considered that the topic required a dedicated discussion and should not be treated in a rushed manner.

RNE invited participants to provide feedback on the meeting, including views on the timing and possible format of the next plenary meeting. RNE tentatively plans the next ABCR meeting in September or October 2026, taking into account views of ABCR members and observers and possible developments regarding the European Railway Platform (ERP). RNE will circulate a save-the-date in due course. The Chair thanked all participants for their active participation and constructive feedback and closed the meeting.