



LE GOUVERNEMENT
DU GRAND-DUCHÉ DE LUXEMBOURG
Ministère de la Mobilité
et des Travaux publics

Administration des chemins de fer



CAPACITY STRATEGY

TIMETABLE 2030

Draft Version

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1. Introduction

TTR and from the TT-year 2031 the EU Regulation 2026/xx expects each IM/AB to publish a Capacity Strategy until 3 years prior to timetable change (X-36). General aim of the Capacity Strategy is to provide indications on key values of capacity planning, i.e., on changes in the availability of the infrastructure, Temporary Capacity Restrictions (TCRs) as well as on commercial capacity for a given timetable.

The Capacity Strategy is the earliest TTR-planning instrument, based on which the Capacity Model (June 2028 for Timetable 2030) and the Capacity Supply (January 2029 for Timetable 2030) will be developed.

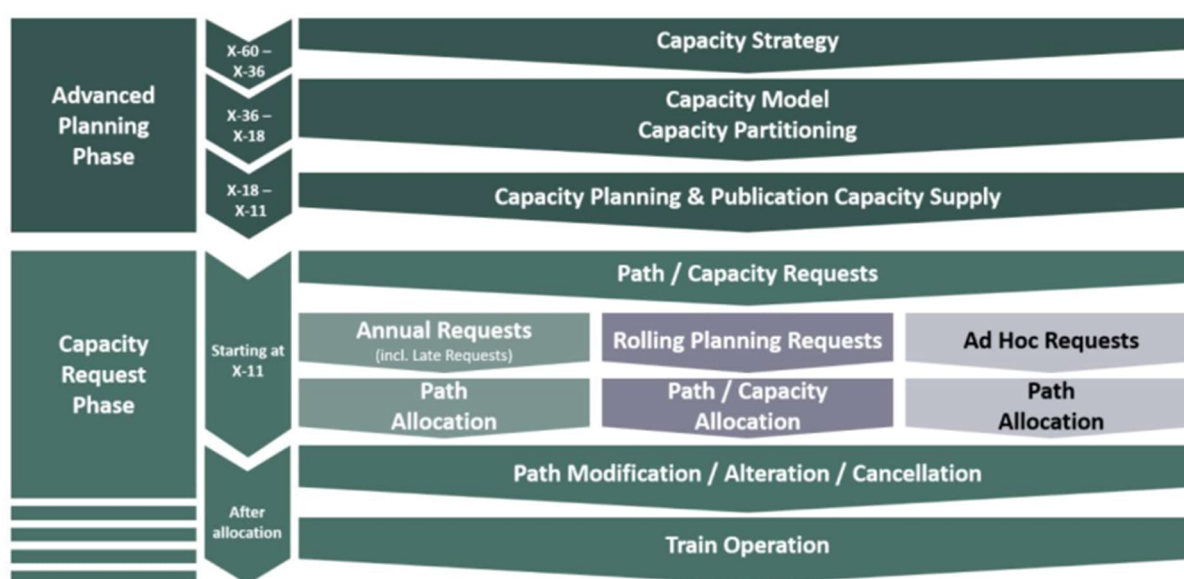


Figure 1: Steps of the TTR process (Source: RNE)

The present document aims at stressing the international character of TTR-end products to the benefit of consistency, coherence, and customer-friendliness. It has been developed based on the RNE's Capacity Strategy Handbook version x.

The present document applies to Timetable 2030 on lines of international relevance. It encloses fourteen main chapters:

1.1. Contact details

Infrastructure Manager - CFL	Function	Reference Mailbox
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Allocation Body - ACF	Function	Reference Mailbox
Olivier BROY	Responsible for long-term timetable & TCRs	olivier.broy@acf.etat.lu
Marc NEUENS	Responsible for passenger trains	marc.neuens@acf.etat.lu
Laurent KASS	Head of path allocation division	laurent.kass@acf.etat.lu
Kathleen PELTE	Head of European project team	kathleen.pelte@acf.etat.lu
Claude MAHOWALD	Director of ACF	claudio.mahowald@acf.etat.lu

2. Geographical scope

The Luxembourg rail network comprises the following lines:



Following lines have junctions with bordering infrastructures:

Luxembourg Network Line (kilometer point)	Luxembourg Border Station	Bordering Infrastructure	Luxembourg Infrastructure line (kilometer point)	Bordering Infrastructure
line 1 (pk 93,431)	Troisvierges	INFRABEL	line 42 (bk 80,123)	Gouvy
line 3 (pk 37,443)	Wasserbillig	DB Netz	line 3140 (km 19,162)	Igel
line 5 (pk 18,765)	Kleinbettingen	INFRABEL	line 162 (bk 207,742)	Arlon
line 8 (pk 0,000)	Bettembourg	SNCF Réseau	line 180 (km 203,7)	Thionville
line 6g (pk 4,092)	Pétange	INFRABEL	line 165 (bk 0,621)	Halanzy
line 6h (pk 5,161)	Pétange	SNCF Réseau	line 2 (km 248,640)	Longwy
line 6j (pk 4,092)	Pétange	INFRABEL	line 167 (bk 214,788)	Athus

Following line segments are part of the RFC North Sea - Rhine - Mediterranean:

- Line 3: Oetrange – Wasserbillig-border
- Line 4: Luxembourg – Syren – Oetrange
- Line 5: Luxembourg – Kleinbettingen-border
- Line 6: Luxembourg – Bettembourg-border
- Line 6a: Bettembourg – Esch/Alzette
- Line 6f: Esch/Alzette – Pétange
- Line 7: Luxembourg – Pétange
- Line 8: Bettembourg – Bettembourg-border

List of involved IMs:

Name	Address	Number & Reference Mailbox
Société Nationale des Chemins de fer Luxembourgeois	Direction Gestion Infrastructure B.P. 1803 L-1018 Luxembourg	-

List of service facilities:

Name	Address	Number & Reference Mailbox
Freight terminal CFL terminals s.a.	Z.A.E. Wolser E L-3437 Dudelange	+352 4996 0108 access@cfl-terminals.lu info@cfl-terminals.lu
Maintenance facilities Société Nationale des Chemins de fer Luxembourgeois Service Trains et Matériel	Division Finances 16, route de Thionville L-2610 Luxembourg	+352 2489 7284 tm.finances@cfl.lu
Maritime and Inland Port Facilities <i>Société du Port de Mertert S.A.</i>	Direction du Port L-6688 Mertert	+352 74 04 64 info@portmertert.lu

3. Rail transport services for the purposes of strategic planning

Name	Description	Train categories	Number & Reference Mailbox
TGV IC	High-speed and Intercity trains	V120, V140	Maximum 16 vehicles, 64 axles, 800 tons, 430m
RE	Express local train	V120, V140	Maximum 16 vehicles, 64 axles, 800 tons, 430m
RB	All stops local train	V120, V140	Maximum 16 vehicles, 64 axles, 800 tons, 430m
fret	Freight train	MA80, MA90, ME100, ME120	Maximum 750m engine(s) included
hlp	Empty loc running	HLP80, HLP100, HLP120	-

Name	Description	Number & Reference Mailbox
V120 V140	Passenger train with maximum speed 120 km/h or 140 km/h	Maximum 16 vehicles, 64 axles, 800 tons, 430m
HPV120 HPV140	Empty passenger material run with maximum speed 120 km/h or 140 km/h	-
MA80 MA90 ME100	Freight train with maximum speed 80 km/h, 90 km/h or 100 km/h	Maximum 750m engine(s) included
HLP80 HLP100 HLP120	Empty loc run with maximum speed 80 km/h, 100 km/h or 120 km/h	-
TS80 TS100 TS120	Service train (mostly for IM internally runs) with maximum speed 80 km/h, 100 km/h or 120 km/h	-

4. The strategic guidance on capacity utilization by Member States

4.1. Stages when strategic guidance should be implemented by the IM/AB

The [National Mobility Plan 2035](#), drawn up by the Ministry of Mobility and Public Transport, serves as the basis for long-term planning of the development of Luxembourg's rail network. It sets out a target service plan for **passenger transport**, whilst identifying the infrastructure projects to be carried out to ensure a service offering tailored to market needs and urban development.

The **freight transport** development strategy is defined based on ongoing consultations and is geared towards the needs of the various stakeholders.

Strategic guidance is implemented progressively by the IM/AB.

4.2. National requirements and guidelines regarding the use of rail infrastructure capacity

The access conditions to use of rail infrastructure capacity are defined in the [Luxembourgish Railway Network Statement](#), chapter 3.

4.3. List of binding elements

- [Luxembourgish Railway Network Statement](#)
- [Loi](#) du 6 juin 2019 relative à la gestion, à l'accès, à l'utilisation de l'infrastructure ferroviaire et à la régulation du marché ferroviaire

4.4. Deviations from strategic guidance

Not applied

4.5. Qualitative impact of strategic guidance on capacity planning

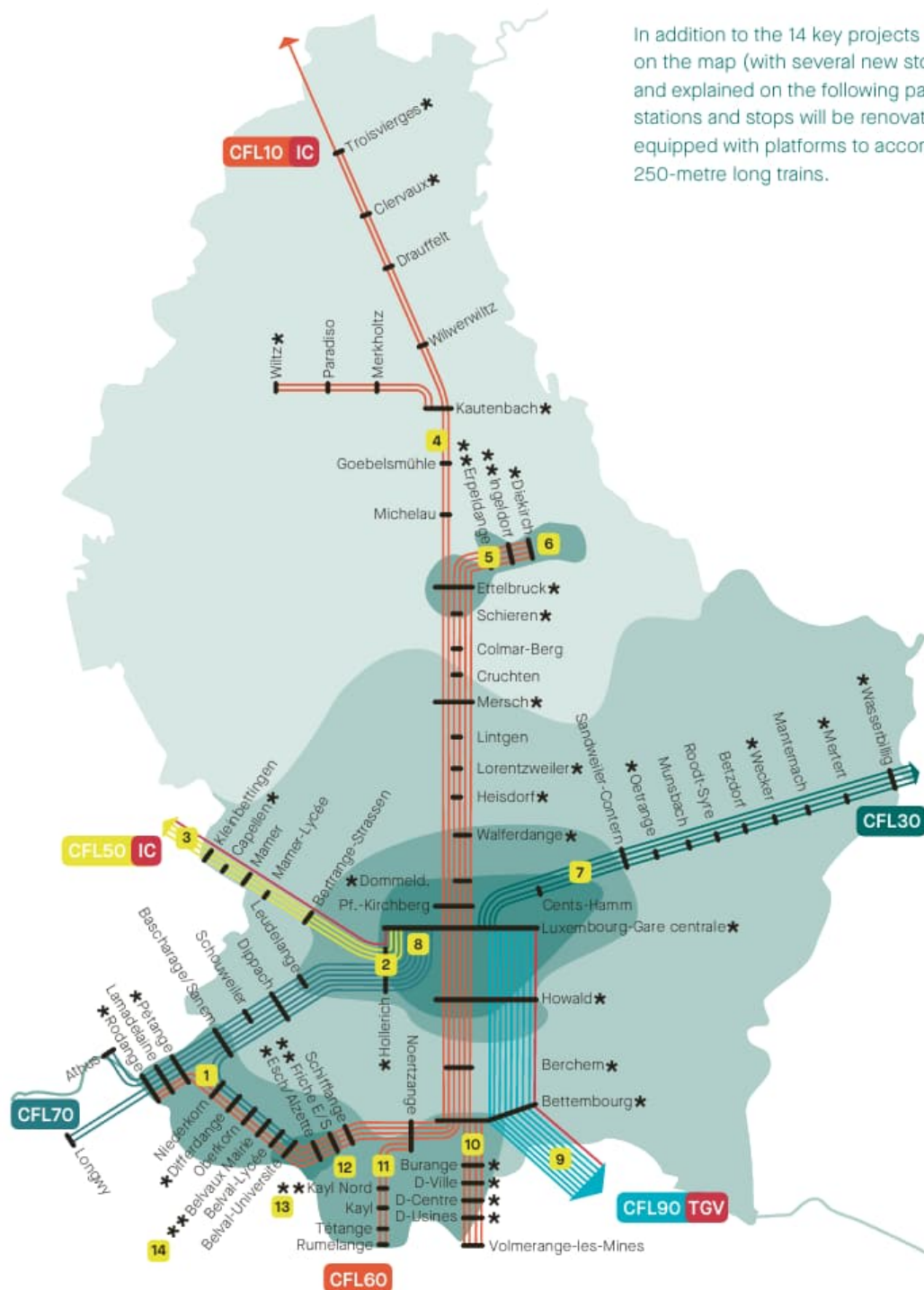
- Flow segregation
- Increase of the infrastructure capacity
- Increase of the punctuality and of the liability of train operations

5. Forecasted development of demand for rail transport services

The [National Mobility Plan 2035](#) sets out the following long-term transport model:

Railway offer in 2035

Each line represents one train per hour.



In addition to the 14 key projects numbered on the map (with several new stops **) and explained on the following pages, many stations and stops will be renovated (*) and equipped with platforms to accommodate 250-metre long trains.

6. Traffic planning approaches

CFL-GI fulfills the role of the Luxembourgish Infrastructure Manager (IM). This entity is responsible for the planning of infrastructure development by considering the market development and political guidelines. It is on its responsibility to maintain the infrastructure, to adapt it to current needs and to coordinate the TCR.

ACF fulfills the role of the Luxembourgish Allocation Body (AB). It takes into account the disponible capacity to allocate it neutrally to the stakeholders, based on the capacity needs.

7. Capacity allocated in framework agreements

ACF can draw up a framework agreement with any applicant. The purpose of this framework agreement is to define the characteristics in terms of railway infrastructure capacities, in particular journey times, time slots, volume and quality of train paths, without defining them in detail.

In principle, the framework agreement is drawn up for a period of five years. In some specific cases, ACF can accept shorter periods.

Compensation may be involved if commitments are not met.

The framework agreement can be amended or limited to allow better use of the railway infrastructure.

The general provisions of each framework agreement shall be made known to all parties concerned.

The conclusion of a framework agreement does not mean that the party concerned is exempted from submitting train path requests under the terms of Chapter 4. It does not rule out the use of the infrastructure covered by the framework agreement by other parties requesting train paths.

A model agreement for the conclusion of framework agreements can be found in Appendix 1A of the [Luxembourgish Railway Network Statement](#).

8. Capacity that may be required to provide transports services under public service contracts

All passenger trains run under public service contract with one exception:

- TGV connection to France.

9. Planned development of physical infrastructure

9.1. Changes with positive impact on the infrastructure

Network segment	Description	Effect	Rough quantifications of the effect	Impact on capacity as of
Luxembourg Central Station	Track reorganisation in the western part of Luxembourg Central Station New platforms in Luxembourg Central Station	Flow segregation between the line Luxembourg – Kleinbettingen and Luxembourg – Pétange	Punctuality improvement	From Mid-2030

9.2. Changes with negative impact on the infrastructure

Not applied.

10. Information about the availability and utilization of railway infrastructure

All volumes on the border sections are per hour and direction.

10.1. Border Luxembourg (ACF/CFL) – Germany (DB InfraGO)

Border point	Inter urban passenger service	Urban and regional service	Freight service per hour
Wasserbillig – Igel	0	3	1

10.2. Borders Luxembourg (ACF/CFL) – Belgium (Infrabel)

Border point	Inter urban passenger service	Urban and regional service	Freight service per hour
Troisverges – Gouvvy	1	0	0

Kleinbettingen – Sterpenich	1	2	0
Rodange – Athus	0	2	1
Rodange – Aubange	0	0	1

10.3. Borders Luxembourg (ACF/CFL) – France (SNCF-Réseau)

Border point	Inter urban passenger service	Urban and regional service	Freight service per hour
Bettembourg – Zoufftgen	1	5	1*
Rodange – Mt-St.Martin	0	2	0

*Off peak-hours only

11. TCR-planning principals

In Luxembourg, four kinds of TCRs can be distinguished:

- **Total closures:** all tracks of a line or a station are continuously closed during a defined time
- **Partial closures:** one or more tracks of a line or a station are closed continuously during a defined time. At least one track remains open.
- **Recurring closures:** all, one more tracks of a line or a station are closed in a defined time window during a defined time.
- **Small impact closures:** short total or partial closures that are programmed mainly in periods outside of regular train traffic

The request should be introduced by the IM and validated by the ACF, namely the Luxembourgish Allocation Body. Considering introduced TCRs, trains are cancelled or re-routed in the real timetable, but not considered in the planned timetable, yearly published by the ACF.

11.1. Clustering of TCRs to minimize gravity if impact and duration

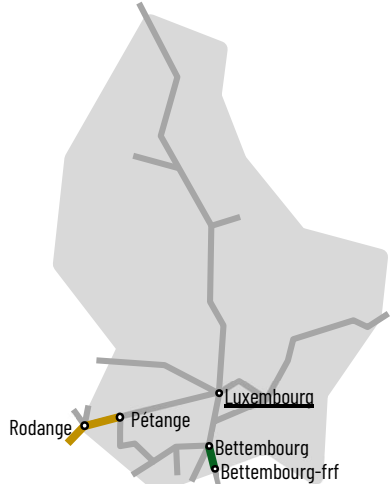
TCR clustering is a common practice to minimize gravity and duration of impact, but also to reduce the involved resources. Most of the time, the IM coordinates large impact TCRs due to renewal or investment projects in advance to combine them on single TCRs. Furthermore, those TCRs are used as well to organize (small) maintenance works if possible. Moreover, TCRs are coordinated with external actors (for example highway infrastructure authority, tram operator) to minimize the national traffic impacts. The clustering starts at X-37, directly by creation of TCRs.

11.2. Description of connected areas where TCRs due to shortage of capacity shall not be planned simultaneously

In Luxembourg, no alternative routes are predefined in case of TCRs. Alternative routes have to be tailor-made and international coordination (DB InfraGO, SNCF-Réseau and Infrabel) has to be done in order to ensure access to:

- Rail Freight Corridor NSRM
- Industrial Railway Network “Réseau Tertiaire”
- Private branches to be as less impacted as possible
- Port Mertert
- Terminal Bettembourg

However, the simultaneous closure of certain segments can lead to conflicts. Therefore, the following principles are considered, if possible:

Principle	Segments
In order to guarantee the traffic on the Rail Freight Corridor NSRM, one of the following axles has to stay opened: ■ Bettembourg – Luxembourg – Pétange ■ Bettembourg – Esch/Alzette – Pétange	
Closure on the segments: ■ Pétange – Rodange-French border ■ Bettembourg – Bettembourg-border are coordinated with SNCF Réseau. One of both border lines must stay open to allow the freight traffic to France:	

In Luxembourg, TCRs are planned according to the following hierarchy:

- **During weekends:** continuously from Saturday morning to Monday morning
- **During school holiday:** continuously (major TCRs in summer)
- **At night:** duration between three and six hours
- **Other periods:** if necessary

11.4. Description of the periods when regular TCR windows will be planned

Most TCRs in Luxembourg are planned on defined periods (ex. all nights from 00:40 to 04:00 for two weeks). TCR windows stay rather exceptional and are only planned for closures with complex works on the segments concerned. In other words, the Luxembourgish IM tries to organize tailor-made TCRs as much as possible in advance to avoid capacity waste. Currently, the large amount of TCRs on the Luxembourgish network gives the IM the possibility to execute unplanned works without creating additional TCRs.

However, in some exceptional cases, TCR windows can be planned. Those tailor-made measures are mostly organized by night and can occur every day with a weekly recurrency. They can be used for any works on the concerned segment. As well as well as regular TCRs, the TCR windows are not considered in the annual timetable. This means that trains have to be delayed or replanned by an ulterior demand.

11.5. TCR allocation process

In Luxembourg, the only entity who is able to distribute the capacity on the national railway network is the Allocation Body ACF. By allocating capacity, the AB ACF has also control over the Temporary Capacity Restrictions. A first consultation between the AB ACF and the IM CFL takes place before the consultations with the neighbouring IMs at X-26. After accepting the TCR planning by ACF and the consultations with the RUs, ACF and IM CFL publish the TCR planning via their distribution channels at X-13.

Two levels of consultation can be distinguished:

- **National consultations:** all aspects of TCR planning, including TCR scenarios (number, duration, tracks) are discussed with the RUs.
- **International:** they include the neighbouring IMs (DB Netz, SNCF Réseau and Infrabel) and additionally the concerned IMs by the RFC (SBB). During those meetings, only TCR schedules date, time) are discussed. It is planned to extend the consultation to corresponding international RUs.

Regular consultation meetings are organized yearly (October-November). Additional meetings can be planned during the year by request from the RUs.

11.6. International coordination

The Luxembourgish Railway Network takes part to an international coordination group, composed of 5 IMs:

- **ACF/CFL** representing Luxembourg
- **Infrabel** representing Belgium
- **DB InfraGO** representing Germany
- **SNCF Réseau** representing France
- **SBB Infra** representing Switzerland

Six meetings are organized yearly to synchronize the major and high TCRs on both sides of a border point and to plan the deviation routes, considering the available and needed capacities for re-routing.

Additionally, ACF and CFL regularly coordinate with Infrabel and SNCF Réseau all TCRs with impact on each other's neighboring network, starting from x-33. Ulterior TCRs to the current Capacity Strategy can also be discussed. Sporadically meetings with DB InfraGO are organized if needed. Parallel, a coordination of the border point Troisvierges-frb is organized with Infrabel to ensure the electric supply of the national and neighboring networks if works are planned.

11.7. Escalation process in case of disagreement of the involved stakeholders

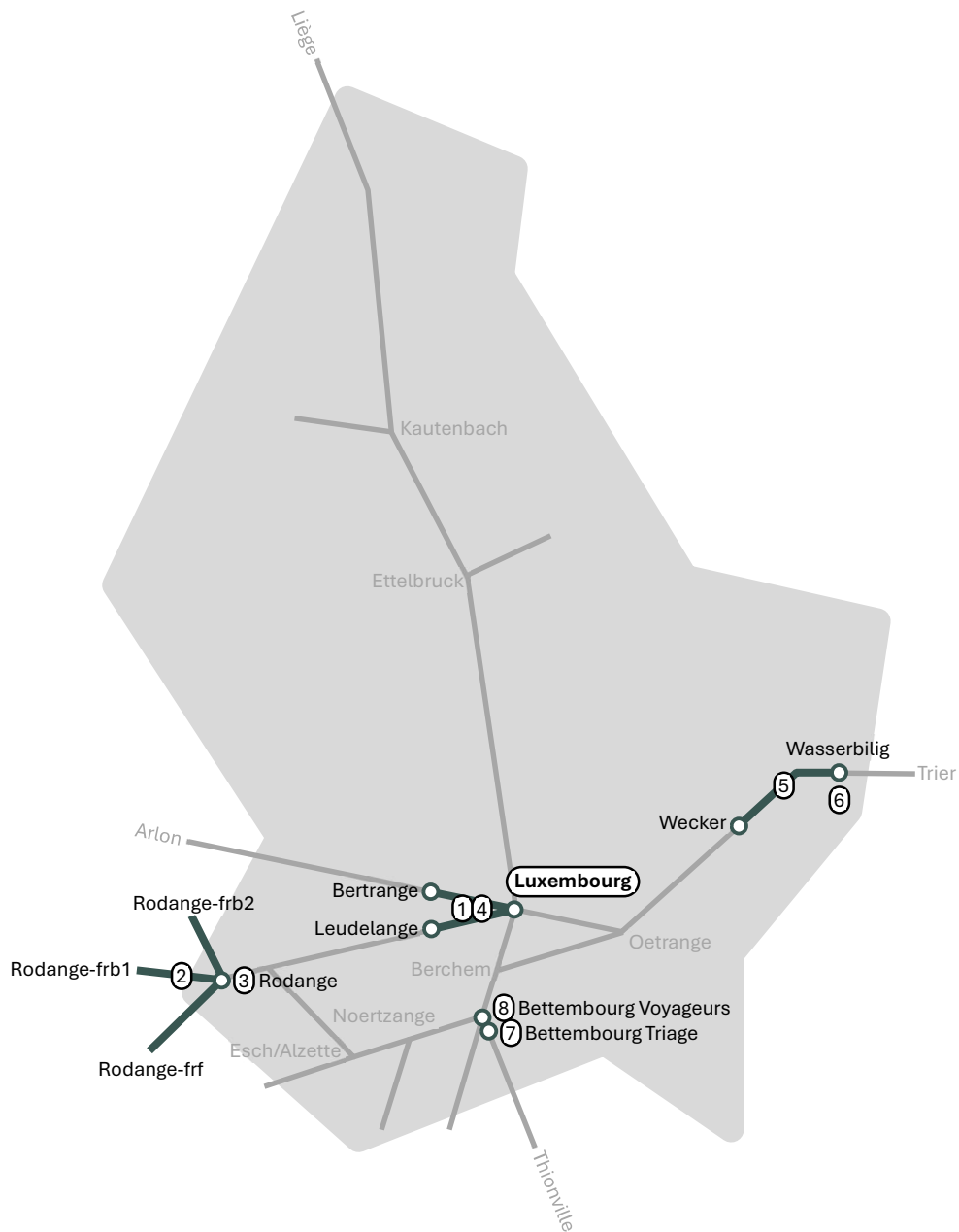
In case of disagreement of the involved national stakeholders, they can make protest by the national regulatory body **Institut Luxembourgeois de Régulation**. It is the public authority to be contacted by any applicants who consider that they have suffered unfair treatment, discrimination or any other prejudice.

Name	Address	Number & Reference Mailbox
Institut Luxembourgeois de Régulation Secteur Ferroviaire	17, rue du Fossé L-1536 Luxembourg	+352 28 228 228 +352 28 228 229 (fax) ferroviaire@ilr.lu

12. Planned infrastructure works resulting in capacity restrictions with major impact

	Network segment	Purpose	Time of execution	Start (quarterly basis)	Impact (total closure/single track operation/speed restriction)	Impact on passenger & freight traffic
1	Luxembourg – Leudelange/ Bertrange	Reorganisation of track connections in Luxembourg Central Station + construction of a new train station in Luxembourg Hollerich	07.2030 – 09.2030	Q3 2030	Total closure	Re-routing of all freight trains via Esch/Alzette. Passenger trains replaced by bus.
2	Rodange – Rodange-frb1/frb2/frf (all boarders)	Reorganisation of track connections in the western part of the station to connect the new maintenance center	05.2030 – 10.2030	Q2 2030	Total closure	Re-routing of all freight trains via France and Belgium. Passenger trains replaced by bus.
3	Rodange	Reorganisation of track connections in the western part of the station to connect the new maintenance center	06.2030 – 10.2030	Q2	Partial closure of the passenger station	Limited track availability in the passenger station. Limited access to the industrial rail network.
4	Luxembourg – Leudelange/ Bertrange	Reorganisation of track connections in Luxembourg Central Station and construction of a new passenger station in Hollerich	04.2027 – 2034	Q1	Partial closure of the passenger station Hollerich. Single track on lines Luxembourg – Leudelange and Luxembourg – Bertrange.	Decrease of 50% of the capacity due to single tracks. Timetable adaptations and re-routing if possible. Passenger trains replaced by bus if necessary.

5	Wecker – Wasserbillig	Reconstruction of the passenger station in Wasserbillig	08.2030 – 09.2030	Q3	Total closure	Re-routing of all freight trains via France and Germany. Passenger trains replaced by bus
6	Wasserbillig	Reconstruction of the passenger station	09.2029 – 09.2030	Q1	Partial closure of the passenger station	1 less platform in the passenger station
7	Bettembourg Triage	Renewal of the shunting yard	2030	Q1	Partial closures of the shunting yard and of the main line Bettembourg – Thionville	Limited track availability in the shunting yard. Alternative concepts for freight trains. Passenger trains partially replaced by bus.
8	Bettembourg Voyageurs	Reconstruction of the passenger station	08.2029 – mid-2031	Q1	Partial closure of the passenger station. Single track in the station available for the national traffic between Berchem and Noertzange.	Limited capacity between Berchem and Noertzange. Adapted timetables.



13. Contingency Planning

The operations regulation is described in the [Network Statement](#) (chapter 6.3.2).

14. Validation

M. HOFFMANN Marc

Director of IM CFL

Luxembourg, x September 2026

M. MAHOWALD Claude

Director of ACF

Esch-sur-Alzette, x September 2026