

# COMMON CAPACITY STRATEGY TIMETABLE 2030

DRAFT VERSION

14-09-2026



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## Disclaimer

With the present document, the participating Infrastructure Managers (IM) test an integrated approach for delivering Capacity Strategies. The aim beyond the pilot is to reach an understanding of the expected content, which should be harmonized yet detailed enough to feed a single document that covers several, intricately connected networks. After the positive 3 years' experience, it was decided to reply to the pilot of a common document that is the result of a new approach which sees the involvement of the market to obtain their input before final publication, in compliance with the New Capacity Regulation.

The present pilot helps collecting experience and building up know-how together about the content foreseen by the New European Regulation on the use of railway infrastructure capacity in the single European railway area (2026-1084) as the first timetable in scope of the Regulation is expected to be Timetable 203. As of 2029 ÖBB Infrastruktur AG and ZSR decided to publish a national Capacity Strategy. In case of discrepancies between the present document and the national Capacity Strategies, the latter remain the reference documents. For SNCF Réseau, DB InfraGO, RFI, SŽCZ and SŽ Infrastructure the present document is the reference document.

The present document has been prepared in accordance with the New Template for Capacity Strategy to the maximum extent possible defined under EFCM activities (European Framework for Capacity Management) and is intended to be considered as a pilot document to test new elements that will be mandatory under the New Capacity Regulation Framework

# 1. Introduction

List of IMs involved into the harmonisation of the relevant parts of the Common Capacity Strategy.

| Involved Infrastructure Manager(s) | Reference Mailbox                                                                                                                                                                                                                  |
|------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Austria – ÖBB-Infrastruktur        | <a href="mailto:Klaus.petri@oebb.at">Klaus.petri@oebb.at</a><br><a href="mailto:Patricia.Landl@oebb.at">Patricia.Landl@oebb.at</a>                                                                                                 |
| Czech Republic – SŽCZ              | <a href="mailto:TTR@spravazeleznic.cz">TTR@spravazeleznic.cz</a><br><a href="mailto:vyhnanovskym@spravazeleznic.cz">vyhnanovskym@spravazeleznic.cz</a><br><a href="mailto:tehnikr@spravazeleznic.cz">tehnikr@spravazeleznic.cz</a> |
| France – SNCF Réseau               | <a href="mailto:sebastien.boyer@reseau.sncf.fr">sebastien.boyer@reseau.sncf.fr</a>                                                                                                                                                 |
| Germany – DB InfraGO AG            | <a href="mailto:KaZuNovum@deutschebahn.com">KaZuNovum@deutschebahn.com</a>                                                                                                                                                         |
| Italy – RFI                        | <a href="mailto:capacitystrategy@rfi.it">capacitystrategy@rfi.it</a>                                                                                                                                                               |
| Slovenia – SŽ                      | <a href="mailto:sanja.nunic@slo-zeleznice.si">sanja.nunic@slo-zeleznice.si</a>                                                                                                                                                     |
| Slovakia – ŽSR                     | <a href="mailto:kuna.jakub@zsr.sk">kuna.jakub@zsr.sk</a><br><a href="mailto:brna.marek@zsr.sk">brna.marek@zsr.sk</a>                                                                                                               |

Table 1: List of IMs involved

In compliance with New Capacity Regulation the Capacity Strategy is the earliest planning phase, based on which the subsequent phases will be developed.

To be considered this document follows the calendar of TTR Implementation based on which for Timetable 2030, after this Capacity Strategy publication, Capacity Model (June 2028 for Timetable 2030) and, for some of the first implementing IMs, the Capacity Supply (January 2028 for Timetable 2029) 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.

The present document, that applies to Timetable 2030 on lines of international relevance, provides an overview of key aspects related to strategic rail capacity planning, including its geographical scope, the rail transport services considered, and the strategic guidance provided by Member States on capacity utilization. It also covers demand forecasting, traffic planning approaches, capacity allocation in framework agreements, and the role of public service contracts.

In addition, the document addresses infrastructure development plans, information on infrastructure availability and use, principles for traffic and capacity restriction planning, and contingency planning measures.

The Capacity Strategy targets applicants as well as their end customers, service facilities and terminals, policy decision makers as well as any other stakeholder of rail capacity planning and allocation.

The present document is endorsed by the Infrastructure Managers involved but is, however, non-binding.

## 2. Geographical scope

For the geographical scope the lines with international relevance were selected on basis of experience, starting from border points with the highest volume of international traffic, both passenger and freight. An overview of the geographic scope is displayed in the schematic map in Figure 2<sup>1</sup>. For reasons of better visualization, the geographical scope is also visible in an annex;

[260713\\_Common-CS30\\_NetworkMap\\_v0.2\\_Common document\\_incl. submaps](#)

An overview of terminals and service facilities can be found here:

<https://railfacilitiesportal.eu/> The terminals and service facilities themselves are not included in the scope. Only the lines leading to these terminals and service facilities are included in the scope, provided that the lines are included in the geographical scope.

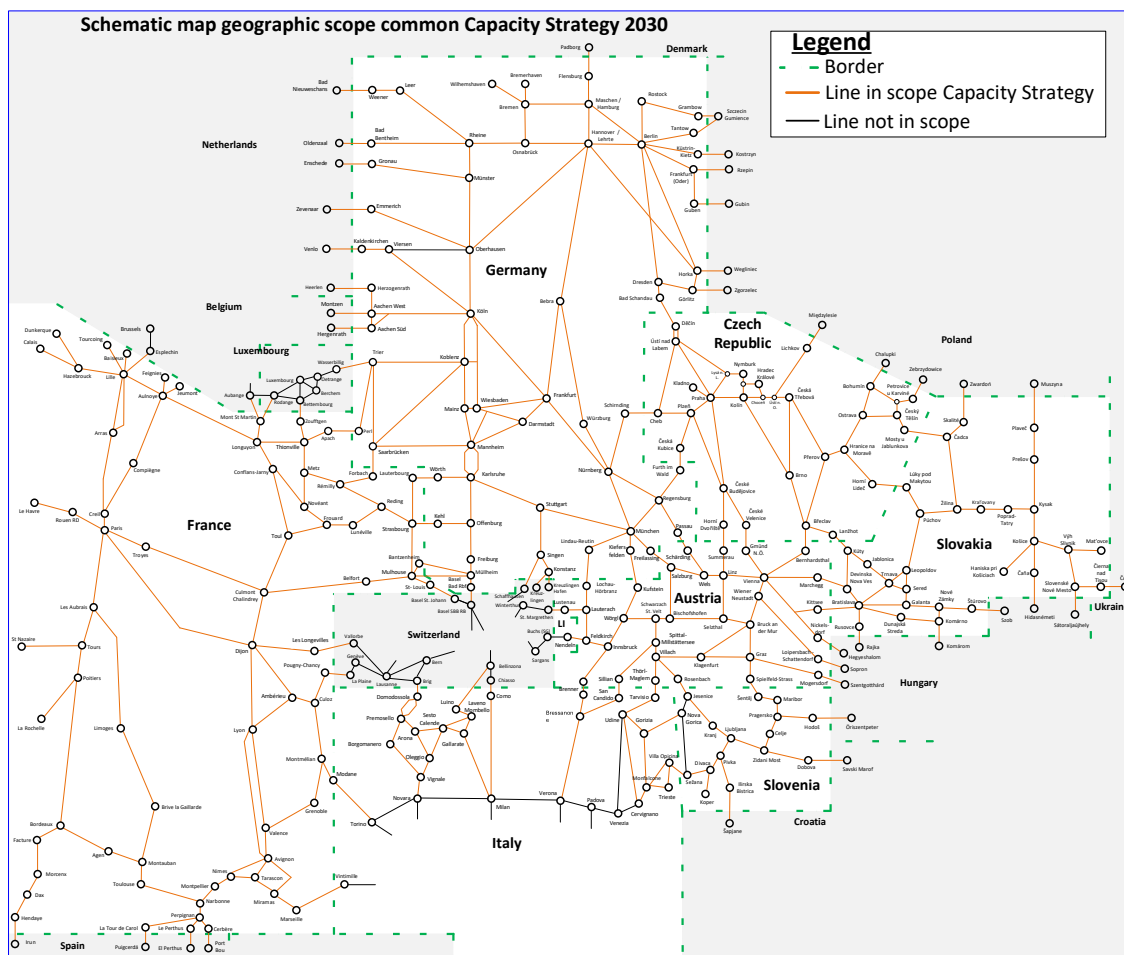


Figure 2: Schematic map geographic scope Common Capacity Strategy 2030

<sup>1</sup> For the complete overview of the Geographical Scope for DB InfraGO AG consider the sections referring to DB InfraGO AG below

## **FRANCE - SNCF-R**

In accordance with the requirements of Article 14 paragraph 6 of the draft regulation 2023/443, we have selected the lines part of the TEN-T core and extended core network referred to in Article 6 of and Annex I to [new TEN-T Regulation].

Infrastructure managers may include other lines and nodes of the network they manage; We added high-speed lines covering the same axes and some transversal ones. We ended up with a list of about 160 lines and nodes.

Regarding the selection itself, the St Nazaire – Mulhouse TEN-T transversal was not selected; as it stands, the route does not yet have the desired coherence (flow, electrification, blocks, etc.). Line 3, L'Impériale and the POLT line have been added for their structuring character. Finally, the border branches left aside such as Feignies, Apach or Ventimiglia have been completed.

<https://www.sncf-reseau.com/fr/drr/timetable-redesign-ttr-english>

## **GERMANY - DB InfraGO AG**

This chapter is dedicated to the geographical scope of the capacity strategy, hence, only to the lines.

The geographical scope is visualised on a network map transparently highlighting the covered sections and nodes in blue.

For DB InfraGO AG the complete geographical scope can be found below.

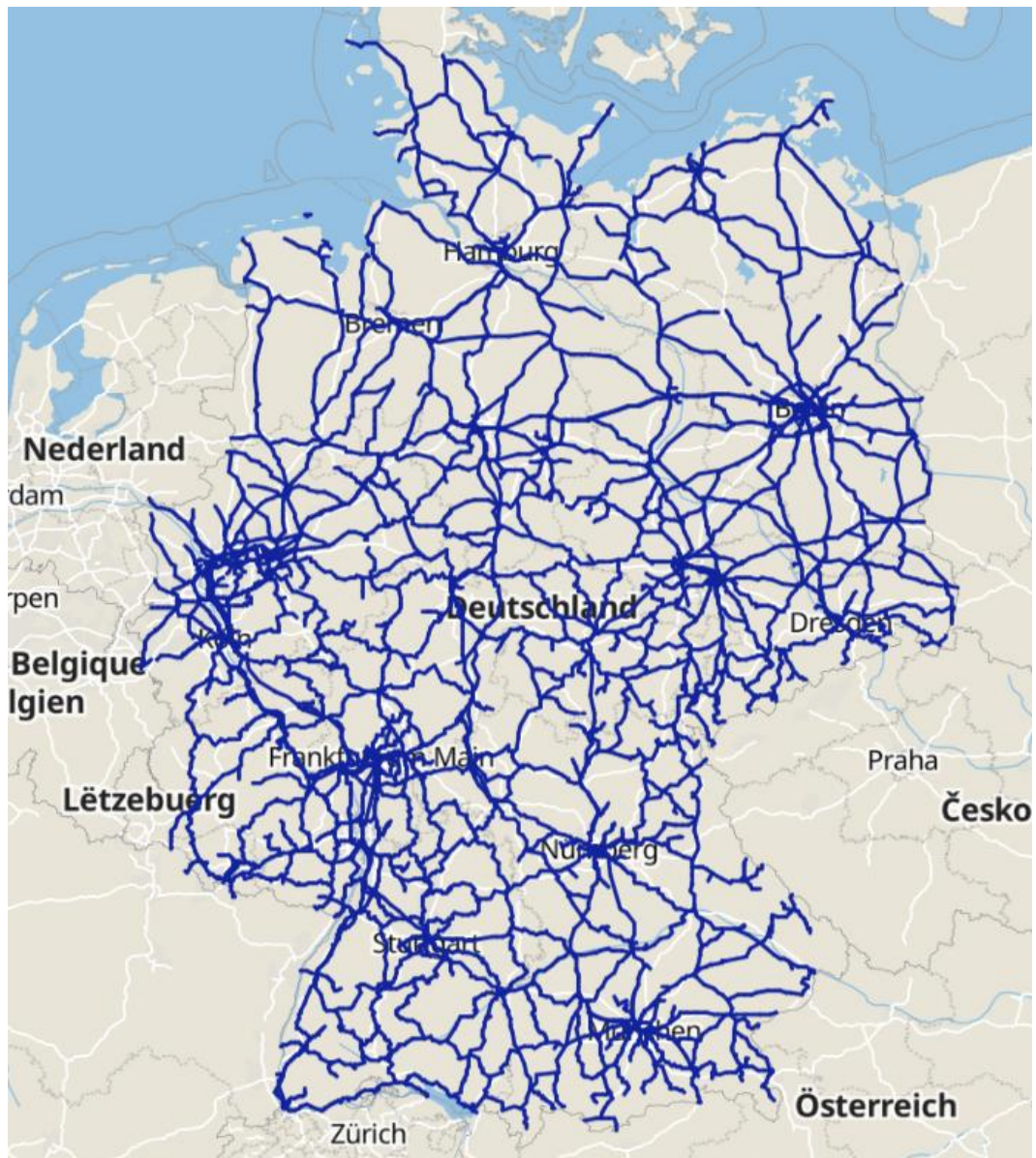


Figure 3: Scope of the Capacity Strategy (source: DB InfraGO AG - Integrierte Kapazitätsmanagementplattform)

### 3. Rail transport services used for the purposes of strategic planning

The European Framework for Capacity Management (EFCM) is expected to define the harmonized list of transport services to be used for the purposes of strategic capacity planning. This list and its related parameters are expected to become applicable starting from 2027. In addition, the IMs can define sub-categories on optional basis.

This list and their related parameters can be found in chapters below subchapter Train Parameters.

#### GERMANY - DB InfraGO AG:

DB InfraGO AG bases its rail transport services on the Art. 14 (2) of the EU Regulation 2026/1184 and does not provide any additional train parameters. The table below and the notes are the relevant sources of information.

| European category<br>EU regulation<br>2026/1184<br>Art. 14 (2) | National sub-category <sup>2</sup><br>(optional)                               | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------------------------------------------------|--------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Inter-urban</b>                                             | Long-Distance Passenger Rail Services<br>(Schienenpersonenfernverkehrsdienste) | Serving the carriage of passengers and are not Local Passenger Rail Services. In addition, all paths in the charter/nostalgia market segment.                                                                                                                                                                                                                                                                                                                      |
| <b>Urban and regional</b>                                      | Local Passenger Rail Services<br>(Schienenpersonen-nahverkehrsdienste)         | Primarily serves the carriage of passengers in urban, suburban, or regional traffic.<br>If in doubt, a service is classified as urban, suburban, or regional if most passengers travel no more than 50 km or one hour. If this majority is unclear, DB InfraGO AG may require proof from authorities regarding public-sector obligations or a representative survey at the applicant's expense to determine the classification or a market study for new services. |
| <b>Freight</b>                                                 | Freight rail services                                                          | All services that exclusively transport freight nationally and/or internationally.<br>If a service is used for the simultaneous transport of goods and passengers within a single train, that train shall be classified as a Passenger Rail Service.                                                                                                                                                                                                               |
| <b>Other</b>                                                   | -                                                                              | -                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

Table 2: Train Categories of DB InfraGo

<sup>2</sup> Passenger rail services are all services that, at a minimum, also transport passengers nationally and/or internationally or fulfil a preliminary function therefor and shall be classified in their entirety as either Long-Distance Passenger Rail Services or Local Passenger Rail Services.

The national sub-categories and descriptions are derived from Chapter 5.2.2 Differentiation of Transport Services of the *Infrastrukturnutzungsbedingungen 2027* (editorial status: 05 June 2026), which is available for more information, e.g. on operational train movements, at the following links:

German: [DB InfraGO AG INB 2027](#)

English: [DB InfraGO AG Network Statement 2027](#)

Please note that in cases of ambiguity/variations the German version of the Network Statement published on [www.dbinfrago.com/inb](http://www.dbinfrago.com/inb) prevails.

## Train Parameters

For TTR planning, the capacity strategy defines basic parameters separately for passenger and freight transport. Parameters of international train lines are also shown in the traffic flow map. These parameters consider specific limitations along the entire route.

- Passenger transport:

In passenger transport, the segments serving the area are defined. For each segment, the basic parameters (Referent trainset speed, Maximum trainset length) that should be complied with by the operating trains are given. The countries in which these parameters are valid are indicated separately in a column. Due to local specificities (e.g. length of platforms) there may be deviations from the values shown.

- Freight transport:

In freight transport, it is very difficult to specify train types due to the generality of the capacity strategy. There are a large number of individual and local limits that make it impossible to reliably specify specific parameters for a large network. The limiting parameters for freight transport include allowed line classes of loading, maximum allowed train length, maximum allowed train weight, track slope and others. More specific freight train types can be specified when the capacity model is developed.

| European category (EFCM) | Country           | National sub-category (optional)             | Description                      |                                                                                                          |
|--------------------------|-------------------|----------------------------------------------|----------------------------------|----------------------------------------------------------------------------------------------------------|
|                          |                   |                                              | Reference trainset speed         | Reference trainset length                                                                                |
| Inter-urban              | FR, IT            | High-Speed trains (HS)                       | 300 km/h                         | 400 m                                                                                                    |
|                          | FR<br>IT, SK      | Long-distance (LD)<br>InterCity<br>Supercity | 160 – 230 km/h<br>160 - 200 km/h | 300–400 m connecting main stations exclusively.<br>Long distance service connecting relevant cities, PSO |
|                          | CZ, IT,<br>SI, SK | Express (Ex)                                 | Max. speed 140-200 km/h          | 200-400 m<br>Long-distance services connecting main stations exclusively.                                |
|                          | CZ, SK            | Rychlík (R), Rýchlik (R)                     | Max. speed 90-160 km/h           | 200-400 m<br>Long-distance services connecting main stations exclusively.                                |
|                          | SK                | Eurocity (EC), Euronight (En)                | Max. speed 90-160 km/h           | 200-400 m<br>Long-distance services connecting main stations exclusively.                                |

|                           |                         |                                                |                                                                                                                                                                    |                                                                                             |  |
|---------------------------|-------------------------|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|--|
|                           | AT                      | symmetrically clock-face scheduled services    | in accordance with the requirements of the Austrian Strategic guidance (chapter 4)                                                                                 |                                                                                             |  |
| <b>Urban and Regional</b> | IT<br>FR, IT, SI,<br>SK | Regionale Veloce (RV)<br>Regional express (RX) | 160 - 200 km/h<br>(on high speed lines)<br>140-160 km/h                                                                                                            | 250 m<br>not serving all stops.                                                             |  |
|                           | FR, IT, SI              | Regional (R)                                   | 140-160 km/h                                                                                                                                                       | 180–250 m<br>serving all stops.                                                             |  |
|                           | CZ                      | Spěšný vlak (Sp)                               | Max. speed 80-160 km/h                                                                                                                                             | 100-200 m<br>Regional services not serving all stops.                                       |  |
|                           | CZ, SK                  | Osobní vlak (Os)                               | Max. speed 80-160 km/h                                                                                                                                             | 100-200 m<br>Regional services mostly serving all stops.                                    |  |
| <b>Freight</b>            | SI                      | Standard 1                                     | 80 km/h                                                                                                                                                            | Freight services with maximum weight and length set by infrastructure limits                |  |
|                           | FR, IT, SI              | Standard 2                                     | 100 km/h                                                                                                                                                           | Freight services with maximum weight and length set by infrastructure limits                |  |
|                           | FR, IT                  | Standard 3                                     | 120 km/h                                                                                                                                                           | Freight services with maximum weight and length set by infrastructure limits                |  |
|                           | CZ, SK                  | Expresní nákladní vlak (Nex)                   | Max. speed 100-120 km/h                                                                                                                                            | Long distance freight service with maximum weight or length set by infrastructure limits.   |  |
|                           | CZ, SK                  | Průběžný nákladní vlak (Pn)                    | Max. speed 80-100 km/h                                                                                                                                             | Medium distance freight service with maximum weight or length set by infrastructure limits. |  |
|                           | CZ, SK                  | Manipulační vlak (Mn)                          | Max. speed 80 km/h                                                                                                                                                 | Short distance freight service.                                                             |  |
|                           |                         | Special<br>(Dangerous/Extraordinary trains)    | Individual                                                                                                                                                         | Individual                                                                                  |  |
|                           | FR                      | Infrastructure control train                   |                                                                                                                                                                    |                                                                                             |  |
| <b>Other</b>              | FR                      | Renewal trains                                 |                                                                                                                                                                    |                                                                                             |  |
|                           | CZ, SK                  | Soupravový vlak (Sv)                           | A train that transfers a passenger trainset between stations without carrying passengers. The parameters depend on the type of train that the set is intended for. |                                                                                             |  |
|                           | CZ, SK                  | Lokomotivní vlak (Lv),<br>Rušňovlak (Rv)       | Train used for transferring locomotive(s) between stations.                                                                                                        |                                                                                             |  |
|                           | CZ, SK                  | Služební vlak (Služ)                           | Train used for maintenance and measurements.                                                                                                                       |                                                                                             |  |
|                           | IT                      | Diagnostica                                    | up to 300 km/h Measurement train                                                                                                                                   |                                                                                             |  |

Table 3:Train Parameters

In case no national sub-categories are defined the description field contains information on the European categories.

## 4. The strategic guidance by Member States

As Austria is currently the only country participating in the Capacity Strategy that has a strategic guidance in place, all subsequent subchapters relate exclusively to Austria and ÖBB Infrastruktur.

In accordance with EU regulation 2026/1184, Strategic guidance may be provided starting with timetable year 2031 for other participating IMs.

### a. Stages when the strategic guidance should be implemented by the IM – *valid for Austria*

#### **AUSTRIA - ÖBB-Infrastruktur:**

The Austrian strategic guidance is entitled “Leitstrategie für den Ausbau und die effektive Nutzung der Eisenbahninfrastruktur” and is available here.

It applies to all three planning instruments: the capacity strategy, the capacity model and the capacity supply plan.

### b. National requirements and guidelines regarding the use of rail infrastructure capacity – *valid for Austria*

#### **AUSTRIA - ÖBB Infrastruktur:**

The Austrian Railway Act 1957 incorporates parts of the capacity supply plan into the capacity model. As a result, the timetable and requirements set out in the Austrian Railway Act and in the strategic guidance are only partly aligned with the Capacity Regulation. Consequently, both the Railway Act and the strategic guidance will have to be amended in the coming years.

At present, a capacity model must be prepared for highly utilized rail sections.

### c. List of binding elements – *valid for Austria*

#### **AUSTRIA - ÖBB Infrastruktur:**

According to the Austrian strategic guidance, the infrastructure manager must take the following principles into account in strategic capacity planning:

- Effective and efficient use of railway infrastructure in line with its intended purpose

- Non-discriminatory management of infrastructure capacity and transparent access to infrastructure capacity, including during infrastructure works, while supporting fair competition
- Facilitating seamless rail transport across multiple networks

In addition, the following technical and content-related principles for passenger and freight transport must be taken into account in the strategic capacity planning instruments: capacity strategy, capacity model and capacity supply plan.

- Symmetrical passenger service patterns based on the node-link model of the railway network specified for the relevant timetable period
- Structure and development of demand for infrastructure capacity based on train path allocations in previous years
- Expected development of transport requirements and the resulting demand for rail transport services and infrastructure capacity, based on market monitoring and market analyses
- Input from consultations with existing and potential authorised applicants
- Expected or planned development of infrastructure capacity
- Planned temporary capacity restrictions, including restrictions in neighbouring countries that affect operations in Austria, such as diversionary traffic
- Ensuring the infrastructure conditions required for high-quality railway operations, including punctuality, reliability and availability
- Capacity-compatible handling of related operational processes, such as service facilities and stabling

#### d. Deviations from the strategic guidance – *valid for Austria*

##### AUSTRIA - ÖBB Infrastruktur:

| Content of the strategic guidance                                                                          | Deviation from the strategic guidance                                                        | Reason                                        |
|------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|-----------------------------------------------|
| Capacity utilisation calculation method according to UIC 406                                               | Calculation method according to the European Framework for Capacity Management               | Harmonised approach across the European Union |
| Procedure at 80% capacity utilization                                                                      | Capacity thresholds according to Annex 2 of the Capacity Regulation                          | Harmonised approach across the European Union |
| Joint publication of the capacity model with the Statement on Network and Network Access Conditions (X-12) | Separate publication of the capacity model in accordance with the Capacity Regulation (X-18) | Harmonised approach across the European Union |

Table 4: Deviations from the strategic guidance

## e. Qualitative impact of the strategic guidance on capacity planning – valid for Austria

### **AUSTRIA - ÖBB Infrastruktur:**

Austrian transport policy, as set out in the Integrated Transport Plan for Austria, aims to shift both freight and passenger traffic from road to more environmentally sustainable modes of transport, in particular rail.

The modal share of rail in overall transport performance is the key indicator of its market position.

Further development of the capacity and quality of railway infrastructure is essential to generate additional demand for rail. This requires equal consideration of the needs of passenger and freight transport.

## 5. Forecasted development of demand for rail transport services

### **AUSTRIA - ÖBB Infrastruktur:**

#### Method:

For the preparation of capacity utilisation analyses, known changes to the infrastructure for timetable year 2030 as well as known infrastructure restrictions (major TCRs) are incorporated into the existing infrastructure baseline of the 2026 network timetable.

The underlying traffic volume for 2030 is based on the following data sources and development assumptions:

- 2026 annual timetable with adjustments due to new infrastructure and modifications resulting from known major TCRs in 2030
- Known planned service expansions for passenger traffic for timetable year 2030
- Systematic approach for freight traffic, applying an approx. 8% increase rounded up to whole trains (period 2026 to 2030: 2% per year)

#### Traffic flows:

Line pattern maps for passenger and freight traffic show the forecast train movements per hour and direction during peak/off-peak periods on a heavily loaded working day (04:30 - 20:30), without departure/arrival times and without infrastructure restrictions ([line pattern maps](#) - only provided in German for now).

### **CZECH REPUBLIC - SŽCZ:**

This chapter will be included starting with Capacity Strategy 2031.

### **FRANCE – SNCF-R:**

This chapter will be included starting with Capacity Strategy 2031.

### **GERMANY - DB InfraGO AG:**

This chapter will be included starting with Capacity Strategy 2031.

### **ITALY - RFI:**

This chapter will be included starting with Capacity Strategy 2031.

### **SLOVENIA - SZ:**

This chapter will be included starting with Capacity Strategy 2031.

### **SLOVAKIA - ŽSR:**

This chapter will be included starting with Capacity Strategy 2031.

## 6. Traffic planning approaches

### **AUSTRIA - ÖBB-Infrastruktur**

ÖBB-Infrastruktur is the allocation body pursuant to the Austrian Railway Act (EisbG) and decides on the allocation of railway infrastructure capacity. ÖBB-Infrastruktur prepares the network timetable based on the submitted requests by applicants, taking into account the principles laid down in the EisbG and the [Austrian Network Statement](#) (SNNB).

### **CZECH REPUBLIC - SŽCZ**

This section explains the national principles of rail capacity allocation and path planning in the Czech Republic. Currently, rail capacity is principally allocated for the duration of one timetable year, based on regular, late, and ad-hoc requests for capacity.

### **FRANCE - SNCF Réseau**

SNCF Réseau distributes and allocates the capacity over the whole of the national rail network (including in passenger stations) and, in so doing, strives to ensure the best possible use of the infrastructure and a balanced development of all rail services. The capacity of a section of line depends, in particular, on the variety and sequencing of the train paths, on the technical characteristics of the infrastructure, and on the target level of regularity. It therefore varies depending on time of day, type of line and type of traffic.

The capacity available for commercial traffic is the time-distance when stations and lines are open, excluding any capacity dedicated to works in the form of windows defined on sections of lines or works capacity granted on sections without windows (station areas, hubs, sidings, etc.).

Beside IM provides information on the planning approaches to be applied in strategic capacity planning. SNCF-R has chosen the selective approach: by using fully and optimally the capacity, available number of volumes is indicated using Intended Capacity Usage Line, or other available method. The rest of capacity is available for any later capacity requests. Selective approach may be used on single network, non-congested and not highly utilized routes.

### **GERMANY – DB InfraGO AG**

Please see below at 6.1 – 6.3 for more information.

### **ITALY- RFI**

In compliance with the Network Statement of RFI, the general approach is to manage the freight timetable construction phase through a pre-planned path offer (path catalogue). As a general statement, on single-track corridor lines, which have a high degree of capacity utilization, path timetable and available channels are defined by a clock-face model that considers pre-determined dwelling times at the cross-border stations, therefore, paths are expected to bear a strong resemblance to what provided by the path catalogue. On other lines, for which there is a lower level of capacity utilization, the available paths are published in pre-planned mode. A certain level of flexibility in the construction of the Timetable is admitted, to consider all market needs.

Passenger trains timetabling is based mainly upon Framework Agreements; further market demands are considered as well, according to the criteria stated in the RFI Network Statement.

## **SLOVENIA - SZ**

An evaluation approach based on historical timetables is used in the preparation of capacity strategies and models. The reference timetable for the 2030 capacity strategy is timetable 2026. When determining the volume of traffic, the average value for the average working day of the week is taken into account. In a later phase, the expected traffic growth based on traffic flow forecasts can also be taken into account.

The number of trains is coordinated with neighbouring IMs and corresponds to average values according to the type of traffic per hour, without distinguishing between peak and off-peak periods. The figures shown show the non-binding average hourly available capacity for long-distance passenger, regional passenger and freight traffic for timetable 2030. Further assessment and more detailed differentiation will be carried out during the preparation of the capacity model and capacity supply.

When planning train paths, the available infrastructure capacity is allocated by the market segments, taking into account current traffic flows and planned capacity constraints. After determining the limits of use necessary for the implementation of large-scale engineering works, the available capacities are classified by segment and level of priority:

- Capacities for long-distance passenger trains within the framework of the implementation of the public service obligation.
- Capacities for regional passenger trains within the framework of the implementation of the public service obligation.
- Capacities for freight trains on Rail Freight Corridors (PaPs) and freight trains with known running days.

The possible offer of Rolling Planning capacity, starting from the predefined and pre-built capacity catalogue, will depend on the regulatory developments currently being proposed at European level for timetable 2030.

## **SLOVAKIA – ŽSR**

This chapter describes the main principles of train path construction for the line sections managed by ŽSR included in this CS (the range of lines RFC 5, RFC 7, RFC 9 and RFC 11), which will be used in the planning of the individual elements in the Capacity Models.

The Railway infrastructure (railway line, service facility) has its maximum capacity set. This is the capability of the facility, how many trains (train paths) of different categories and different types can pass through the facility in different time windows. It is expressed by the number of train paths that can be constructed on a given line section for a given time interval (e.g. 24 hours). The capacity of multi-track sections shall be determined for each track separately. ŽSR allocates railway capacity in accordance with Act No 513/2009 Coll. Act on Railways and on Amendments to Certain Acts, as amended (hereinafter referred to as "Act 513/2009 Z.z.") under the following conditions: IM is, in addition to the basic obligations of the infrastructure manager according to § 30

of Act No. 513/2009 Coll., obliged to allocate capacity in a fair and non-discriminatory manner to railway undertakings until the entire capacity of the railway infrastructure is allocated (§ 34);

ŽSR allocates the capacity of railway infrastructure in the form of a train path from the origin station to the destination station (§ 34);

the capacity of railway infrastructure in the form of a train path may be allocated to an applicant for a maximum period of validity of one timetable of the railway network, i.e. an 'annual timetable' (§ 40).

## 6.1. General Traffic Planning principles

### AUSTRIA - ÖBB-Infrastruktur

[Austrian Network Statement](#) (Chapter 4)

### CZECH REPUBLIC - SŽCZ

Transport planning is carried out in accordance with the Network Statement (NS):

| Topic                                     | Chapter of SŽCZ NS                                                        |
|-------------------------------------------|---------------------------------------------------------------------------|
| Rail capacity application method and form | <a href="#">4.2.1</a> ; <a href="#">4.2.2</a>                             |
| Path allocation process                   | <a href="#">4.5</a>                                                       |
| Dates for timetable preparation           | <a href="#">4.5.1.5</a> ; <a href="#">4.5.1.6</a> ; <a href="#">4.5.2</a> |
| Dispute resolution process                | <a href="#">4.5.4</a>                                                     |
| Access to service facilities              | <a href="#">7.1</a> ; <a href="#">7.2</a> ; <a href="#">7.3</a>           |

The process for allocating rail capacity on cross-border routes is addressed in the applicable Network Statements of both participating infrastructure managers. The construction of train paths is subsequently elaborated in the respective infrastructure interconnection agreements.

### FRANCE - SNCF Réseau

Capacity allocation has to reconcile the needs, both qualitative and quantitative, expressed by applicants, on the one hand, and the possibilities of the combination of infrastructure, safety requirements and line performance, on the other.

The capacity made available to the applicants is a limited resource, the distribution of which must be optimised in the general interests of all users. This overall optimisation is the responsibility of SNCF Réseau.

However, capacity applicants are also responsible for the quality and efficiency of the process, while trying to find a balance between anticipation and stability. As far as possible, they must anticipate the requests corresponding to a proven and confirmed need, in order to enter in the graph only schedules that will not be questioned in a later phase. In fact, the multiplication of train path creation, modification or optimisation requests for the same transport need adds to the workload of the timetable production teams and to the performance of the allocation process.

## **GERMANY - DB InfraGO AG**

Railway infrastructure is scarce and is planned in Germany carefully, over multiple phases to allow for the necessary customer consultation. The ultimate capacity allocation is, in accordance with current law (Eisenbahnregulierungsgesetz 2016), based on submitted capacity requests in the annual timetable, running framework agreements, as well as rules applied in ad-hoc traffic.

The guiding political principle for timetabling in Germany is the network-wide integrated timetable (“Deutschlandtakt”). This timetable concept defines the framework, political goals of rail development, as well as the infrastructure demands that are derived from this desired timetable.

As part of capacity planning at DB InfraGO AG conducts traffic feasibility studies that are done for individual customers and public authorities’ multiple years in advance. These studies provide possible routes, running time approximation and stopping pattern. These studies are purely indicative and do not grant any capacity rights. They are in their core systematic, as they define an optimal target concept in a timetable with no possibility of capacity conflicts. The reference paths are based on the design values of the track and station infrastructure and consider timetabling robustness criteria (e.g. buffer times, dwell times at stations, running time supplements).

Additional steps are included in capacity planning for smaller stretches of the network, when timetabling robustness and congestion analysis studies are done or routing studies, due to larger construction works, as part of TCR planning. These augment the strategic timetable process, as they provide an assessment level for changes to the running timetable. They are based on the most current traffic performance and customer capacity requests and are conducted approximately in the period up to 9 months before the start of the annual timetable process. These studies provide the groundwork for the timetable consultation phase that usually starts 16 months before the start of the annual timetable and is based on historical data, while conducted in a systematic way.

The annual timetable feasibility study is the main preparatory phase before the start of the scheduling process tied to annual timetable and incorporates the findings of all preceding phases. The consultation is accompanied by non-mandatory extensive customer need discussions (“Fahrlagenberatung”) and is ultimately a hybrid timetable approach, as the customer needs are often based on the preceding annual timetable and have a historical dimension, while DB InfraGO AG strives to conduct the timetable consultation phase as systematic as possible, thus to fully and optimally utilize the available capacity based on systematic path elaboration. This is furthermore highlighted by the annual delineation of freight ad-hoc traffic capacity slots, to ensure equitable treatment of all market participants.

With the phase for annual timetable feasibility studies start the preparations for the ATT, which is conducted on capacity requests by railway undertakings. The conflict resolution principles govern the ultimate capacity allocation and can be found under (Network Statement 2027 – under [Chapter 4.2.1](#) and in the [Guideline 402](#) - Capacity Management).” In the same regulatory documents, the principles of ad-hoc traffic planning can be found, that include the short-term planning of capacity, as well as contingency planning mechanisms for construction works-related rescheduling.

## ITALY-RFI

Rail capacity on the Italian railway network is generally allocated on the basis of the annual timetable planning process. Capacity requests may be submitted as regular, late or ad-hoc applications, depending on the applicable planning phase. In addition to the annual allocation process, Framework Agreements may be concluded to define the general characteristics of the infrastructure capacity required over a period exceeding a single timetable year. The detailed allocation of train paths is subsequently performed through the annual timetable process in accordance with the provisions of the RFI Network Statement (PIR).

Transport planning and the allocation of infrastructure capacity are carried out in accordance with the provisions of the RFI Network Statement. Chapter 4 of the Network Statement describes the procedures governing capacity requests, timetable preparation, capacity allocation, planning deadlines, coordination activities, and the applicable rules for annual, late and ad-hoc requests. The Network Statement also provides detailed information regarding access to service facilities and the related application procedures.

| Topic                                           | Chapter of RFI NS |
|-------------------------------------------------|-------------------|
| Rail capacity application method and procedures | 4.2               |
| Capacity allocation process                     | 4.5               |
| Timetable preparation and planning calendar     | 4.5.1–4.5.3       |
| Framework Agreements                            | 4.4               |
| Access to service facilities                    | 7.1–7.3           |

The allocation of rail capacity for cross-border traffic follows the procedures set out in Chapter 4 of the applicable Network Statements. Capacity planning is performed in accordance with RailNetEurope (RNE) rules and procedures, considering the provisions of the Network Statements of both participating infrastructure managers. Train paths are subsequently coordinated through the relevant bilateral infrastructure agreements.

## SLOVENIA- SZ

Transport planning is carried out in accordance with the Network Statement (NS):

| Topic                        | Chapter of SZ NS |
|------------------------------|------------------|
| Capacity Allocation          | 4.2              |
| Reserving Capacity for TCR   | 4.3              |
| Path Allocation process      | 4.5              |
| Dispute resolution process   | 4.5.5            |
| Access to service facilities | 7.3              |

Rail traffic planning in Slovenia aims to maximize infrastructure capacity, ensure reliable and safe operations, support international connectivity, and provide transparent, non-discriminatory access to railway infrastructure for all applicants. Priority rules and capacity management measures are applied to balance passenger

and freight traffic while maintaining network performance.

## **SLOVAKIA – ŽSR**

Transport planning is carried out in accordance with the [Network Statement](#) (NS):

| Topic                           | Chapter of ŽSR NS |
|---------------------------------|-------------------|
| General Principles              | 4.2               |
| Path allocation process         | 4.5               |
| Dates for timetable preparation | 4.5.A.            |
| Dispute resolution process      | 4.5.5             |
| Access to service facilities    | 7. – 7.3.10       |

The process for allocating rail capacity on cross-border routes is addressed in the applicable Network Statements of both participating infrastructure managers. The construction of train paths is subsequently elaborated in the respective infrastructure interconnection agreements.

## **6.2. Traffic Planning principles in Case of Congestion**

### **AUSTRIA - ÖBB-Infrastruktur**

[Austrian Network Statement](#) (Chapter 4)

### **CZECH REPUBLIC – SŽCZ**

[Chapter 4.6](#) of the network statement focuses on congested infrastructure. Czech legislation, specifically Act No. 266/1994 Coll., defines the legal framework for cases of infrastructure congestion. In such cases, it is necessary to conduct analyses of the infrastructure capacity and subsequently develop a plan to alleviate or eliminate infrastructure congestion. These documents are available in Czech on [this page](#).

### **FRANCE - SNCF Réseau**

In application of Article 26 of Decree No. 2003-194, if SNCF Réseau identifies at the end of February Y-1 that a line or section of line is likely to become congested during the timetable Y, SNCF Réseau will make a declaration of foreseeable congestion.

The declaration of foreseeable congestion takes place at the end of the pre-construction period, when SNCF Réseau considers that it is not technically in a position to offer, in the catalogue of train paths, train paths that cover the needs expressed that are admissible or the potential market identified.

The declaration to this effect is published by SNCF Réseau on its website and sent to all interested parties. Applicants are thus advised that, should this situation be confirmed by a declaration of observed congestion at the end of the timetable construction period, additional congestion charges shall be applied\*.

Unless a reinforcement plan has already been implemented on the line or section of line

concerned, SNCF Réseau shall conduct an analysis of the capacities and shall define, in a joint manner, a capacity reinforcement plan. The capacity analysis considers generic, corrective and surveillance TCR windows. The reinforcement plan can include operating measures such as changing the speed of traffic, domestication of train paths, organisation of flows and services, etc. The reinforcement plan can also provide, if the situation lends itself to it, priority criteria for allocating train paths that deviate from those set out below, to enable SNCF Réseau to optimise the use of available capacity.

### **GERMANY - DB InfraGO AG**

The capacity of a railway line depends on several parameters, including infrastructure design, rolling stock characteristics, the mix of train services, the general level of operational disruptions and dispatching decisions.

In cases where capacity requirements during the network timetable planning phase or the processing of framework agreements exceed the thresholds for robust operations, or where consequential changes to operating concepts become necessary as a result of conflict resolution, DB InfraGO AG is required under the German Railway Regulation Act (Eisenbahnregulierungsgesetz, Section 55) to identify the affected line sections and conduct an initial analysis in order to determine whether these sections must be declared congested. Following such a declaration, a Capacity Analysis (Kapazitätsanalyse) and a more comprehensive Capacity Enhancement Plan (Plan zur Erhöhung der Schienenwegkapazität, PEK) must be prepared within six months in each case. Capacity Analysis und Capacity Enhancement Plan include – with different focus or level of detail - an analysis of bottlenecks, a forecast of demand development, and planned infrastructure improvements as well as timetable-related regulatory measures that would increase capacity on the respective line or node, particularly in the short to medium term.

On congested lines, current legislation permits the application of additional capacity regulation measures, and DB InfraGO AG may define supplementary usage rules. Comprehensive traffic management measures, including mandatory traffic mixes that establish priorities among long-distance passenger services, local and regional connectivity, and freight transport requirements, are among the available instruments. These rules supplement the general traffic planning principles, as they constitute binding measures in all phases of railway timetable planning and scheduling. The set of currently applicable additional capacity rules is updated annually in the Network Statement (Annex 4.6.2).

Furthermore, in cases of congestion related to Temporary Capacity Restrictions (TCRs), a time-limited congestion declaration may be issued, following a process analogous to that described above. The rules governing such time-limited congestion are incorporated through the regular update process of the Network Statement (Annex 4.6.2) and apply only to a single annual timetable period.

### **ITALY - RFI**

Specific section of the Italian Network Statement (PIR Chapter 4.6) express rules and procedures to be applied. If the IM declares an infrastructure element to be congested,

including as a result of the conditions described in the Capacity Strategy, the Coordination Procedure shall be applied until the organisational and/or infrastructure measures aimed at resolving the congestion have been implemented.

During this period, the available capacity shall be allocated in accordance with the applicable priority criteria, considering, where relevant, the designation of the infrastructure for specific types of traffic, as defined in the National Network Statement (PIR). This approach ensures a transparent, fair and non-discriminatory allocation of railway capacity while maintaining the efficiency and reliability of railway operations.

#### **SLOVENIA-SZ**

Traffic planning and capacity allocation on the Slovenian railway network are carried out in accordance with Section 4.6 of the Network Statement relating to congested infrastructure. Where capacity requests cannot be fully accommodated, infrastructure is declared congested and priority is given based on the societal importance of the service and the significance of international freight traffic. Capacity allocation is performed through a transparent and non-discriminatory process, supported by capacity enhancement measures and infrastructure development projects, including the Divača–Koper second track.

#### **SLOVAKIA – ŽSR**

*Network statement Chapter 4.6.*

Congested infrastructure shall mean a section of a railway network managed by ŽSR for which demand or infrastructure capacity cannot be fully satisfied during certain periods or period of the day, even after negotiation with applicants and coordination pursuant Chapter 4.5.4 of the different requests for infrastructure capacity. The same applies also to railway lines or their sections on which it can be foreseen will suffer from insufficient capacity in the near future. When such situation occurs, ŽSR shall immediately declare a disputed railway network section managed by ŽSR for certain period or period of the day to be congested railway infrastructure (publish on the ŽSR website [www.zsr.sk](http://www.zsr.sk) in the section “Railway Infrastructure/Marketing /Information for RUs/Announcements”). At the same time it shall carry out a capacity analysis; this shall not apply unless infrastructure capacity enhancement plan is already being implemented. The purpose of capacity analysis is to determine the restrictions on infrastructure capacity, which prevent requests for capacity from being adequately met, and to propose method of enabling it. The capacity analysis result shall be the identification of the reasons for the railway infrastructure congestion and what measures might be taken in the short and medium term to ease the congestion.

### **6.3. Representative Day**

#### **AUSTRIA - ÖBB-Infrastruktur**

A representative traffic day is a heavily utilized operating day, whose traffic volume and operational processes correspond to regular conditions.

Exceptional influencing factors, such as public holidays, holiday periods, major events, or operational disruptions, are not considered.

### **CZECH REPUBLIC – SŽCZ**

A representative day is selected to reflect a typical high-demand operating situation (e.g. Thursday). This workday should capture the usual pattern of trains and operational activities under standard conditions. Days affected by non-routine circumstances, such as TCRs, public holidays, school holidays, seasonal holidays, major events or operational disturbances, are excluded in order to prevent the observed traffic pattern from being distorted by exceptional conditions.

### **FRANCE - SNCF Réseau**

To make the reticular, Viriato application bases himself on the first week of January, composed of the same representative day. The TCR is not taken into account at this stage. The data from the 24-hour frame is therefore constant over the entire ATT. We are therefore not currently able to produce a Capacity Model variant. Only the evolution of our tools will allow us to get closer to European recommendations. We plan to do so by TT31.

### **GERMANY- DB InfraGO AG**

Currently on the German railway network, the representative day is distinct between the different steps of capacity planning, as ultimately a hybrid approach between systematic analysis and historical data is utilized in preplanning capacity needs on the rail network.

The two main approaches currently in use are:

Systematic representative weekday, usually a two-hour window, without differentiation between workday and weekend in feasibility studies and the network-wide optimization models. The focus is on the elaboration of the optimal situation given infrastructure design, rolling stock characteristics and mix of train services. The approach does not consider demand peaks during the day and works with the assumption of maximal load per two-hour window.

Hybrid representative week that assesses the capacity demand fluctuations during the day, as well as week, and incorporates more of the annual timetabling assumptions. This approach is used in timetabling robustness and routing studies tied to the TCR Planning.

The two approaches complement each other by offering different insights in preplanning capacity and each approach has its own merits.

### **ITALY- RFI**

Until the full the implementation of the Regulation and taking into account what will be defined within the European Framework for Capacity Management (EFCM) RFI conventionally uses the second Wednesday of March as the representative average weekday for all the planning activities including specific simulations where needed.

### **SLOVENIA-SZ**

A representative day is defined as a weekday with high demand and normal operating conditions. Based on traffic data, Thursdays and Fridays generally represent the busiest days on the network. The selected day is chosen from this period, considering the lowest impact of temporary capacity restrictions, minimal track closures, and the

absence of significant operational disturbances, thereby providing a realistic representation of standard traffic demand and infrastructure usage.

### **SLOVAKIA - ŽSR**

A representative day is selected to reflect a typical high-demand operating situation. This workday (not weekend) reflects the usual volumes of trains and operational activities under standard conditions. Days affected by non-routine circumstances, such as TCRs, public holidays, school holidays, seasonal holidays, major events or operational disturbances, are excluded to prevent the observed traffic pattern from being distorted by exceptional conditions.

## 7. Capacity allocated in framework agreements

### Introduction

#### **AUSTRIA - ÖBB-Infrastruktur**

Currently not available.

#### **CZECH REPUBLIC – SŽCZ**

As stated in [chapter 3.3.1](#) of the network statement, Správa železnic does not offer framework agreements and, as a result, none are currently on record.

#### **GERMANY - DB InfraGO AG**

Please see below at 7.1. for more information.

#### **FRANCE - SNCF Réseau**

In accordance with the procedures set out in Directive 2012/34/EU and Commission Implementing Regulation (EU) 2016/545 of 7 April 2016 on the procedures and criteria for framework agreements for the allocation of railway infrastructure capacity, SNCF Réseau must draw up a "Framework Capacity Declaration" after the conclusion, substantial modification or cancellation of a framework agreement. To take account of the signing of the first Passenger Framework Agreements on the Paris – Lyon Part Dieu / Perrache by LGV, Paris – Lille by LGV and Paris – Strasbourg by LGV framework lines, SNCF Réseau published on 15 July 2024 the first framework capacity declaration for these 3 framework lines.

Following the conclusion of new passenger framework agreements on the Paris-Lyon Part Dieu / Perrache framework line by LGV, SNCF Réseau hereby publishes an updated framework capacity statement in accordance with the provisions of Article 3(4) of Commission Regulation (EU) 2016/545 of 7 April 2016. The purpose of this declaration is to inform potential candidates for a passenger framework agreement by giving them an overview of the framework capacity already allocated on these 3 framework lines, as well as an indication of the volume and nature of the capacity remaining available on these same lines.

[https://www.sncf-reseau.com/medias-publics/2025-07/declaration\\_capacite\\_cadres\\_voyageurs\\_lignes-cadres\\_paris-lille\\_paris-strasbourg\\_paris-lyon\\_par\\_lgv\\_juillet\\_2025\\_1.pdf?VersionId=9KZil3lBkM43D.FSFfCHkwP\\_cmrTV1uo](https://www.sncf-reseau.com/medias-publics/2025-07/declaration_capacite_cadres_voyageurs_lignes-cadres_paris-lille_paris-strasbourg_paris-lyon_par_lgv_juillet_2025_1.pdf?VersionId=9KZil3lBkM43D.FSFfCHkwP_cmrTV1uo)

#### **ITALY- RFI**

Framework Agreements provide a mechanism for reserving infrastructure capacity over a multiannual period, supporting medium- and long-term planning while ensuring the efficient use of railway infrastructure. The allocation of capacity through Framework Agreements is carried out in accordance with the applicable European and national regulatory framework and the provisions set out in the National Network Statement (PIR). A Framework Agreement defines the characteristics of the capacity reserved for an Applicant but does not itself constitute the allocation of individual train paths, which are assigned through the annual timetable planning process.

The allocation of capacity under Framework Agreements shall be based on transparency, non-discrimination and efficient use of the available infrastructure. Where competing requests arise, the Infrastructure Manager shall apply the relevant coordination and capacity allocation principles in accordance with the National Network Statement (PIR), ensuring a balanced use of the network while taking account of operational and infrastructure constraints.

Framework Agreement requests shall be managed according to the planning process and timetable established in the National Network Statement (PIR). Following the assessment of the requests, the Infrastructure Manager allocates framework capacity in accordance with the applicable planning criteria. The subsequent allocation of train paths remains subject to the annual timetable process and the applicable operational rules.

### **SLOVENIA - SZ**

As stated in Chapter 3.3.1 of the network statement in Slovenia, applicants and the Infrastructure Manager (SŽ-Infrastruktura) may conclude a Framework Agreement covering a period longer than a single timetable period. The agreement defines the rights and obligations relating to future infrastructure capacity and associated charges. It does not allocate specific train paths but provides assurance that suitable capacity will be available to meet the applicant's long-term commercial needs. Framework Agreements are regulated by Article 15.e of the Railway Transport Act and require approval from the Regulatory Body before entering into force.

### **SLOVAKIA - ŽSR**

As the infrastructure manager, the Railways of the Slovak Republic (ŽSR) offer the option of concluding framework agreements with applicants for the 2026 annual timetable and subsequent timetables. These framework agreements will serve to reserve infrastructure capacity on railway lines managed by ŽSR.

The provisions of a framework agreement must not exclude other applicants from using the railway infrastructure; at the same time, they should allow for ongoing modifications or limitations to the contractual terms to facilitate better utilization of infrastructure capacity.

Framework agreements are generally concluded for a term of five years, with the possibility of extending their validity for a period equal to the original term. Upon an applicant's proposal, ŽSR may conclude a framework agreement for a longer or shorter period. However, concluding a framework agreement for a period exceeding five years must be justified by the existence of commercial contracts, specific investments made, or anticipated risks.

A template for the framework agreement is provided in Network statement/ Annex 3.3.1 and is subject to modification in the event of legislative changes or in other justified cases.

## **7.1. Overview of allocated framework agreements**

### **AUSTRIA - ÖBB-Infrastruktur**

Currently is not available.

## **CZECH REPUBLIC – SŽCZ**

As stated in [chapter 3.3.1](#) of the network statement, Správa železnic does not offer framework agreements and, as a result, none are currently on record.

## **FRANCE - SNCF Réseau**

[https://www.sncf-reseau.com/medias-publics/2025-07/declaration\\_capacite\\_cadres\\_voyageurs\\_lignes-cadres\\_paris-lille\\_paris-strasbourg\\_paris-lyon\\_par\\_lgv\\_juillet\\_2025\\_1.pdf?VersionId=9KZiI3lBkM43D.FSfCHkwP\\_cmrTV1uo](https://www.sncf-reseau.com/medias-publics/2025-07/declaration_capacite_cadres_voyageurs_lignes-cadres_paris-lille_paris-strasbourg_paris-lyon_par_lgv_juillet_2025_1.pdf?VersionId=9KZiI3lBkM43D.FSfCHkwP_cmrTV1uo)

## **GERMANY- DB InfraGO AG**

This chapter provides a transparent overview on the capacity allocated in Framework Agreements already signed, which are part of the geographical scope of the Capacity Strategy.

Disclaimer: The displayed information is based on the status of contracted framework agreements as valid in March 2026. The concrete shape for TT 2030 may be lower and/or slightly differ due to ongoing changes and cancellations of specific FA capacities within the limits of EU Regulation 2016/545.

The ratio of capacity consumption on a 2-hour basis displayed in the “Infrastrukturregister” is calculated on basis of the method described in annex 4.4.1. a) of our Network Statement 2027.

### **7.1.1. Maps – Germany – DB Infrago AG**





Figure 4 : Map of Germany-DB InfraGo

### 7.1.2 Table - Germany – DB Infrago AG

| Line                                                                                                             | Type of transport service              | Ratio on a 2-hour-basis (control period <sup>3</sup> )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                         |      |                   |                                        |               |           |               |           |       |                |                            |     |             |  |                 |  |           |  |                   |               |                      |      |                |                  |                  |      |                          |  |      |         |          |                                         |      |         |         |      |      |         |         |      |      |         |         |      |      |         |         |       |      |         |          |       |      |         |
|------------------------------------------------------------------------------------------------------------------|----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|------|-------------------|----------------------------------------|---------------|-----------|---------------|-----------|-------|----------------|----------------------------|-----|-------------|--|-----------------|--|-----------|--|-------------------|---------------|----------------------|------|----------------|------------------|------------------|------|--------------------------|--|------|---------|----------|-----------------------------------------|------|---------|---------|------|------|---------|---------|------|------|---------|---------|------|------|---------|---------|-------|------|---------|----------|-------|------|---------|
| See attached 2 map screenshots for concerned lines in Northern Germany and between Frankfurt-Heidelberg/Mannheim | Urban and Regional (PSO)               | Detailed information per line is available under link <a href="#">Infrastrukturregister</a>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                         |      |                   |                                        |               |           |               |           |       |                |                            |     |             |  |                 |  |           |  |                   |               |                      |      |                |                  |                  |      |                          |  |      |         |          |                                         |      |         |         |      |      |         |         |      |      |         |         |      |      |         |         |       |      |         |          |       |      |         |
|                                                                                                                  |                                        | <p>Please click in the map on the concrete line and choose under drop down menu “Betrieb” chapter “Kapazitätsverbrauch RV” a detailed table will open like shown here</p> <div><div>▼ Abschnitt: Str 3601 KM 18,6 + 11 bis 22,3 + 77 ...</div><table><tr><td>Streckennummer</td><td>3601</td></tr><tr><td>Streckenabschnitt</td><td>Erzhausen - Darmstadt-Arheilgen, W 851</td></tr><tr><td>Von-Kilometer</td><td>18,6 + 11</td></tr><tr><td>Bis-Kilometer</td><td>22,3 + 77</td></tr><tr><td>Gleis</td><td>Richtungsgleis</td></tr><tr><td>Länge des Abschnittes [km]</td><td>3,8</td></tr><tr><td colspan="2">➤ Allgemein</td></tr><tr><td colspan="2">➤ Infrastruktur</td></tr><tr><td colspan="2">▼ Betrieb</td></tr><tr><td>Betriebsverfahren</td><td>FV-DB Rll 408</td></tr><tr><td>Notbremsüberbrückung</td><td>nein</td></tr><tr><td>Pufferzeit Fpl</td><td>1,0 Minuten Soll</td></tr><tr><td>Digitaler Befehl</td><td>nein</td></tr><tr><td colspan="2">▼ Kapazitätsverbrauch RV</td></tr><tr><td>Jahr</td><td>lseg id</td><td>Zeitraum</td><td>Kapazitätsverbrauch durch Rv in Prozent</td></tr><tr><td>2026</td><td>1459744</td><td>0-2 Uhr</td><td>5,40</td></tr><tr><td>2026</td><td>1459744</td><td>2-4 Uhr</td><td>0,00</td></tr><tr><td>2026</td><td>1459744</td><td>4-6 Uhr</td><td>7,10</td></tr><tr><td>2026</td><td>1459744</td><td>6-8 Uhr</td><td>18,60</td></tr><tr><td>2026</td><td>1459744</td><td>8-10 Uhr</td><td>16,10</td></tr><tr><td>2026</td><td>1459744</td><td>10-12 Uhr</td><td>15,40</td></tr></table></div> | Streckennummer                          | 3601 | Streckenabschnitt | Erzhausen - Darmstadt-Arheilgen, W 851 | Von-Kilometer | 18,6 + 11 | Bis-Kilometer | 22,3 + 77 | Gleis | Richtungsgleis | Länge des Abschnittes [km] | 3,8 | ➤ Allgemein |  | ➤ Infrastruktur |  | ▼ Betrieb |  | Betriebsverfahren | FV-DB Rll 408 | Notbremsüberbrückung | nein | Pufferzeit Fpl | 1,0 Minuten Soll | Digitaler Befehl | nein | ▼ Kapazitätsverbrauch RV |  | Jahr | lseg id | Zeitraum | Kapazitätsverbrauch durch Rv in Prozent | 2026 | 1459744 | 0-2 Uhr | 5,40 | 2026 | 1459744 | 2-4 Uhr | 0,00 | 2026 | 1459744 | 4-6 Uhr | 7,10 | 2026 | 1459744 | 6-8 Uhr | 18,60 | 2026 | 1459744 | 8-10 Uhr | 16,10 | 2026 | 1459744 |
| Streckennummer                                                                                                   | 3601                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                         |      |                   |                                        |               |           |               |           |       |                |                            |     |             |  |                 |  |           |  |                   |               |                      |      |                |                  |                  |      |                          |  |      |         |          |                                         |      |         |         |      |      |         |         |      |      |         |         |      |      |         |         |       |      |         |          |       |      |         |
| Streckenabschnitt                                                                                                | Erzhausen - Darmstadt-Arheilgen, W 851 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                         |      |                   |                                        |               |           |               |           |       |                |                            |     |             |  |                 |  |           |  |                   |               |                      |      |                |                  |                  |      |                          |  |      |         |          |                                         |      |         |         |      |      |         |         |      |      |         |         |      |      |         |         |       |      |         |          |       |      |         |
| Von-Kilometer                                                                                                    | 18,6 + 11                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                         |      |                   |                                        |               |           |               |           |       |                |                            |     |             |  |                 |  |           |  |                   |               |                      |      |                |                  |                  |      |                          |  |      |         |          |                                         |      |         |         |      |      |         |         |      |      |         |         |      |      |         |         |       |      |         |          |       |      |         |
| Bis-Kilometer                                                                                                    | 22,3 + 77                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                         |      |                   |                                        |               |           |               |           |       |                |                            |     |             |  |                 |  |           |  |                   |               |                      |      |                |                  |                  |      |                          |  |      |         |          |                                         |      |         |         |      |      |         |         |      |      |         |         |      |      |         |         |       |      |         |          |       |      |         |
| Gleis                                                                                                            | Richtungsgleis                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                         |      |                   |                                        |               |           |               |           |       |                |                            |     |             |  |                 |  |           |  |                   |               |                      |      |                |                  |                  |      |                          |  |      |         |          |                                         |      |         |         |      |      |         |         |      |      |         |         |      |      |         |         |       |      |         |          |       |      |         |
| Länge des Abschnittes [km]                                                                                       | 3,8                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                         |      |                   |                                        |               |           |               |           |       |                |                            |     |             |  |                 |  |           |  |                   |               |                      |      |                |                  |                  |      |                          |  |      |         |          |                                         |      |         |         |      |      |         |         |      |      |         |         |      |      |         |         |       |      |         |          |       |      |         |
| ➤ Allgemein                                                                                                      |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                         |      |                   |                                        |               |           |               |           |       |                |                            |     |             |  |                 |  |           |  |                   |               |                      |      |                |                  |                  |      |                          |  |      |         |          |                                         |      |         |         |      |      |         |         |      |      |         |         |      |      |         |         |       |      |         |          |       |      |         |
| ➤ Infrastruktur                                                                                                  |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                         |      |                   |                                        |               |           |               |           |       |                |                            |     |             |  |                 |  |           |  |                   |               |                      |      |                |                  |                  |      |                          |  |      |         |          |                                         |      |         |         |      |      |         |         |      |      |         |         |      |      |         |         |       |      |         |          |       |      |         |
| ▼ Betrieb                                                                                                        |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                         |      |                   |                                        |               |           |               |           |       |                |                            |     |             |  |                 |  |           |  |                   |               |                      |      |                |                  |                  |      |                          |  |      |         |          |                                         |      |         |         |      |      |         |         |      |      |         |         |      |      |         |         |       |      |         |          |       |      |         |
| Betriebsverfahren                                                                                                | FV-DB Rll 408                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                         |      |                   |                                        |               |           |               |           |       |                |                            |     |             |  |                 |  |           |  |                   |               |                      |      |                |                  |                  |      |                          |  |      |         |          |                                         |      |         |         |      |      |         |         |      |      |         |         |      |      |         |         |       |      |         |          |       |      |         |
| Notbremsüberbrückung                                                                                             | nein                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                         |      |                   |                                        |               |           |               |           |       |                |                            |     |             |  |                 |  |           |  |                   |               |                      |      |                |                  |                  |      |                          |  |      |         |          |                                         |      |         |         |      |      |         |         |      |      |         |         |      |      |         |         |       |      |         |          |       |      |         |
| Pufferzeit Fpl                                                                                                   | 1,0 Minuten Soll                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                         |      |                   |                                        |               |           |               |           |       |                |                            |     |             |  |                 |  |           |  |                   |               |                      |      |                |                  |                  |      |                          |  |      |         |          |                                         |      |         |         |      |      |         |         |      |      |         |         |      |      |         |         |       |      |         |          |       |      |         |
| Digitaler Befehl                                                                                                 | nein                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                         |      |                   |                                        |               |           |               |           |       |                |                            |     |             |  |                 |  |           |  |                   |               |                      |      |                |                  |                  |      |                          |  |      |         |          |                                         |      |         |         |      |      |         |         |      |      |         |         |      |      |         |         |       |      |         |          |       |      |         |
| ▼ Kapazitätsverbrauch RV                                                                                         |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                         |      |                   |                                        |               |           |               |           |       |                |                            |     |             |  |                 |  |           |  |                   |               |                      |      |                |                  |                  |      |                          |  |      |         |          |                                         |      |         |         |      |      |         |         |      |      |         |         |      |      |         |         |       |      |         |          |       |      |         |
| Jahr                                                                                                             | lseg id                                | Zeitraum                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Kapazitätsverbrauch durch Rv in Prozent |      |                   |                                        |               |           |               |           |       |                |                            |     |             |  |                 |  |           |  |                   |               |                      |      |                |                  |                  |      |                          |  |      |         |          |                                         |      |         |         |      |      |         |         |      |      |         |         |      |      |         |         |       |      |         |          |       |      |         |
| 2026                                                                                                             | 1459744                                | 0-2 Uhr                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 5,40                                    |      |                   |                                        |               |           |               |           |       |                |                            |     |             |  |                 |  |           |  |                   |               |                      |      |                |                  |                  |      |                          |  |      |         |          |                                         |      |         |         |      |      |         |         |      |      |         |         |      |      |         |         |       |      |         |          |       |      |         |
| 2026                                                                                                             | 1459744                                | 2-4 Uhr                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 0,00                                    |      |                   |                                        |               |           |               |           |       |                |                            |     |             |  |                 |  |           |  |                   |               |                      |      |                |                  |                  |      |                          |  |      |         |          |                                         |      |         |         |      |      |         |         |      |      |         |         |      |      |         |         |       |      |         |          |       |      |         |
| 2026                                                                                                             | 1459744                                | 4-6 Uhr                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 7,10                                    |      |                   |                                        |               |           |               |           |       |                |                            |     |             |  |                 |  |           |  |                   |               |                      |      |                |                  |                  |      |                          |  |      |         |          |                                         |      |         |         |      |      |         |         |      |      |         |         |      |      |         |         |       |      |         |          |       |      |         |
| 2026                                                                                                             | 1459744                                | 6-8 Uhr                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 18,60                                   |      |                   |                                        |               |           |               |           |       |                |                            |     |             |  |                 |  |           |  |                   |               |                      |      |                |                  |                  |      |                          |  |      |         |          |                                         |      |         |         |      |      |         |         |      |      |         |         |      |      |         |         |       |      |         |          |       |      |         |
| 2026                                                                                                             | 1459744                                | 8-10 Uhr                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 16,10                                   |      |                   |                                        |               |           |               |           |       |                |                            |     |             |  |                 |  |           |  |                   |               |                      |      |                |                  |                  |      |                          |  |      |         |          |                                         |      |         |         |      |      |         |         |      |      |         |         |      |      |         |         |       |      |         |          |       |      |         |
| 2026                                                                                                             | 1459744                                | 10-12 Uhr                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 15,40                                   |      |                   |                                        |               |           |               |           |       |                |                            |     |             |  |                 |  |           |  |                   |               |                      |      |                |                  |                  |      |                          |  |      |         |          |                                         |      |         |         |      |      |         |         |      |      |         |         |      |      |         |         |       |      |         |          |       |      |         |

### ITALY - RFI

In compliance with the provisions of Article 23, paragraph 9 of Legislative Decree No. 112/2015, as well as Article 3 of Regulation (EU) 2016/545, concerning the “ Declaration of Framework Agreement Capacity”, the Infrastructure Manager (IM):

- publishes, in the “Information for Applicants” section of the ePIR web portal<sup>4</sup>, the technical annex entitled “Capacity Allocated Under Framework Agreements, by time slot and by line section”, indicating, for each line section and for each year,

<sup>3</sup> As defined by Article 2 of Commission Implementing Regulation 2016/545

<sup>4</sup> <https://www.rfi.it/it/Offerta/accesso-alla-rete/prospetto-informativo-della-rete.html>

up to the expiry date of the existing Framework Agreements, the following information: hourly commercial capacity, maximum hourly capacity that can be allocated under a Framework Agreement, and the number of train paths allocated under Framework Agreements for each time slot;

- publishes, on its website (in the “Network Statement” section), a summary document concerning the existing Framework Agreements, containing, for each Framework Agreement, general information including at least the following elements: expiry date, routes/lines/line sections subject to pre-allocation of capacity, as well as the percentage of capacity pre-allocated under the Framework Agreement on such routes/lines/line sections for each time slot, the content of any clawback clauses, and the content of any penalty clauses.

Please note that the table referring to the capacity allocated by time slot and by line relates to the 2026/2027 timetable year.

### **SLOVENIA - SZ**

No Framework Agreements are currently in force on the Slovenian railway network. Any such agreement would be concluded between the Infrastructure Manager and the applicant and would require approval from the regulatory body.

### **SLOVAKIA – ŽSR**

Železnice Slovenskej republiky as the infrastructure manager offer the possibility to conclude framework agreements with applicants for the Timetable 2027 and other timetables. These framework agreements will be used for reserving infrastructure capacity on railway lines managed by ŽSR.

The provisions of the framework agreement must not exclude other applicants from the use of the railway infrastructure and should at the same time allow for changes or limitations to the contractual conditions to be made from time to time in order to make better use of the capacity of the railway infrastructure.

A framework agreement shall normally be concluded for a period of five years, renewable for the same period as that for which it was concluded. The infrastructure manager may, at the proposal of the applicant, conclude a framework agreement for a longer or shorter period. However, the conclusion of a framework agreement for a longer period than five years must be justified by the existence of commercial contracts, the specific investments made or the risks foreseen.

Template Framework agreement is presented in [Annex 3.3.1](#) and is subject to amendments in case of changes to legislation and in other justified cases.

## **7.2. Overview of planned framework agreements and free capacity**

### **AUSTRIA - ÖBB-Infrastruktur**

Currently is not available.

### **CZECH REPUBLIC – SŽCZ**

As stated in [chapter 3.3.1](#) of the network statement, Správa železnic does not offer

framework agreements and, as a result, none are currently on record.

#### **FRANCE - SNCF Réseau**

| Location                                        | TT Period | Type         | Ratio on a 2 hour basis | Status    |
|-------------------------------------------------|-----------|--------------|-------------------------|-----------|
| Paris Gare du Nord – Fréthun Tunnel Portail Sud | 2031      | HS passenger |                         | Foreseen  |
| Paris Gare de Lyon - Marseille                  | 2026      | HS passenger |                         | Allocated |
| Paris Nord - Wannehain                          | 2029      | HS passenger |                         | Foreseen  |
| Paris Montparnasse - Rennes                     | 2028      | HS passenger |                         | Foreseen  |
| Paris Montparnasse - Nantes                     | 2028      | HS passenger |                         | Foreseen  |
| Paris Montparnasse - Bordeaux                   | 2028      | HS passenger |                         | Foreseen  |
| Paris Gare de Lyon – Lyon Part Dieu             | 2026      | HS passenger |                         | Allocated |
| Paris Nord - Lille                              | 2027      | HS passenger |                         | Foreseen  |
| Paris Gare de l'Est - Strasbourg                | 2027      | HS passenger |                         | Foreseen  |

#### **GERMANY - DB InfraGO AG**

This chapter will be included starting with Capacity Strategy 2031, as no new framework agreements are planned for timetable 2030.

#### **ITALY- RFI**

Taking into consideration the provisions set out in the RFI Network Statement (PIR), Section 4.4.2, regarding the maximum capacity limits that can be allocated through FA and the existing regulations governing capacity, the available capacity must be determined by deducting the values reported in the table published in the above mentioned ePIR web portal table.

#### **SLOVENIA - SZ**

Currently is not available.

#### **SLOVAKIA - ŽSR**

The request for the conclusion of a framework agreement must be submitted by the applicant at the latest X – 18 months before the validity of the timetable from which it requests the reservation of infrastructure capacity. For the period of validity of these "Network Statement 2027", ŽSR does not register any concluded Framework Agreements.

## 8. Capacity that may be required to provide transport services under public service contract

### AUSTRIA - ÖBB-Infrastruktur

In Austria, ÖBB-Infrastruktur is not a party to the public service contracts. The public service contracts currently in force, as well as those that will become effective in the future, can be found at the following link:

<https://www.bmimi.gv.at/themen/mobilitaet/transport/nahverkehr/finanzierung/verkehrsdienservertraege.html>

### CZECH REPUBLIC – SŽCZ

In the Czech Republic, passenger rail transport under PSO contracts is ordered both for long-distance services, via the Ministry of Transport, and for regional services, via the individual regions, which contract transport within their own areas. For this reason, there is a relatively large number of PSO authorities here – 15.

### FRANCE - SNCF Réseau

The reference operating plan is a multi-year object whose design can start at the beginning of A-5. It is therefore not intended to be revised with a view to each Annual Service, but only in the event of a necessary and structuring change in the capacity offer.

The PER is made up of a summary note and technical objects (2-hour reticulars, accompanied, where appropriate, by 24-hour models giving for each time slot for information purposes, hypotheses of the type and number of train paths, the latter being available on the Customer Area).

The target is to publish the P/E before the end of A-4 and to meet the following milestones at the latest: End of October A-3 (general case) and June A-3 (if the capability framework changes).

The PER does not create any rights or obligations, either for SNCF Réseau or for capacity applicants.

Compliance with the PER of train paths designed in the rest of the process is a good practice that promotes the optimization of capacity, and the efficiency of the scheduling process, for the benefit of all. **It is therefore recommended that train path applicants refer to the PER for the formulation of their expressions of needs in the rest of the process.**

The TTR deliverables coordinated between European infrastructure managers consume the data from the PERs, in particular for the *capacity strategy*.

<https://www.sncf-reseau.com/fr/drr/per-plan-exploitation-reference>

### GERMANY - DB InfraGO AG

In Germany the regional transport authorities are responsible for the implementation of the *EU Regulation 1370/2007* that defines “how competent authorities may act in field of public passenger transport to guarantee the provision of services of general interest which are among other things more numerous, safer, of a higher quality or provided at a

lower cost than those that market forces alone would have allowed<sup>5</sup>".

The public service obligation model can be described more broadly as competition for a market, instead within a market. In Germany the tendering and competitive selection of the operators is based on a planned network by the transport authorities, with different lot sizes and risk distributions, depending on the region, to which different railway undertakings can bid on.

In the annual timetable, the PSO service providers compete with other operational stakeholders on equal footing and have no preferential treatment.

#### **ITALY- RFI**

In Italy, as stated in the NS chapter 3.3.1. the capacity for the provision of public transport services is managed through the conclusion of Framework Agreements with the competent authorities including the Regions and Autonomous Provinces for local public transport service as, as well as Framework Agreements signed with the State for long distance services. The duration of Framework Agreements may be aligned with the duration of the service contract for the provision of the relevant local public transport services, and it is typically 5 years with possibility of renewal.

A complete overview of signed Framework Agreement, both Public Services Obligations and Open Access, can be found at the following link:

<https://epir.rfi.it/arcgis/apps/sites/#/epir/items/1aa0219500ea4420b87fd06c4237c8f2?fullScreen=true>

No separate estimate or overview of the capacity reserved specifically for public service contracts is currently publicly available. The available information is published only in an aggregated form.

#### **SLOVENIA - SZ**

In Slovenia, these are passenger train services operated under a public service contract between the Republic of Slovenia and Slovenske železnice Passenger Transport (SŽ-Potniški promet) for the provision of public rail passenger transport services.

#### **SLOVAKIA - ŽSR**

In Slovakia, PSO contracts, that covers passenger rail transport is ordered via Ministry of Transport or Hight territorial unit - HTU (a self-governing region). There are 8 HTU

## **8.2. List of relevant public authorities requesting public service contracts**

#### **AUSTRIA - ÖBB-Infrastruktur**

In Austria, ÖBB-Infrastruktur is not a party to the public service contracts. The public service contracts currently in force, as well as those that will become effective in the future, can be found at the following link:

<https://www.bmimi.gv.at/themen/mobilitaet/transport/nahverkehr/finanzierung/verkehrsdienstevertraege.html>

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<sup>5</sup> Regulation (EC) No 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road and repealing Council Regulations (EEC) Nos 1191/69 and 1107/70

## CZECH REPUBLIC – SČZ

### Relevant authorities in Czech Republic

A large proportion of PSO authorities have valid transport service plans that run until 2026, and plans for the subsequent period (covering 2030) are currently being developed.

- **Ministry of transport (Ministerstvo dopravy)**  
[Informational Link](#)  
The transport authority has announced that a new transport service plan is currently being worked on and is expected to be published at the end of 2026.
- **Capital city of Prague (Hlavní město Praha, ROPID)**  
[Informational Link](#)  
[City Map 2026](#)  
[Regional Map 2026](#)
- **Central Bohemian Region (Středočeský kraj, IDSK)**  
[Informational Link 1](#)  
[Informational Link 2](#)  
[Regional Maps 2026](#)  
[Regional Map 2026](#)
- **South Bohemian Region (Jihočeský kraj)**  
[Informational Link](#)  
[Regional Maps 2026](#)
- **The Pilsen Region (Plzeňský kraj, POVED)**  
[Informational Link](#)  
The transport authority has announced that a new transport service plan will be published.
- **Karlovy Vary Region (Karlovarský kraj, KIDS KK)**  
[Informational Link](#)
- **Ústí nad Labem Region (Ústecký kraj)**  
[Informational Link](#)  
The transport authority has **announced** that a new transport service plan will be published.  
[Regional Map 2026](#)
- **Liberec Region (Liberecký kraj, KORID LK)**  
[Informational Link](#)
- **Hradec Králové Region (Královéhradecký kraj)**  
[Informational Link](#)  
The transport authority has announced that a new transport service plan is currently being worked on.
- **Pardubice Region (Pardubický kraj)**  
[Informational Link](#)  
The transport authority has announced that a new transport service plan is currently being worked on and is expected to be published at the end of 2026.
- **Vysočina Region (Kraj Vysočina)**  
[Informational Link](#)

- **South Moravian Region (Jihomoravský kraj, KORDIS JMK)**  
[Informational Link](#)
- **Olomouc Region (Olomoucký kraj, KIDSOK)**  
[Informational Link](#)  
[Regional Map 2026](#)
- **Zlín Region (Zlínský kraj, KOVED)**  
[Informational Link 1](#)  
[Informational Link 2](#)  
[Regional Map 2026](#)
- **Moravian-Silesian Region (Moravskoslezský kraj, KODIS)**  
[Informational Link](#)

## **FRANCE - SNCF Réseau**

The regional transport plan is the responsibility of the political entity "Region", which is designated as an Organizing Authority (AO) and has the power to decide on the relations and frequency of rail transport within its territory. It owns the rolling stock and allocates it to the chosen railway undertaking in order to carry out its public service mission. The transport plan drawn up by the AO is given priority in the regional perimeter, which makes contractualization unnecessary.

## **GERMANY -DB InfraGO AG**

### **Relevant authorities in Germany**

- **Bayerische Eisenbahngesellschaft (BEG)**

Informational Link: [Fahrplan - Die BEG](#)

Regional Map: [Map](#)

Specific Maps:

Munich: [Map - S-Bahn](#)

- **Verkehrsverbund Bremen und Niedersachsen (VBN)**

Informational Link: [Verkehrsangebot](#)

Regional Map: [Map](#)

- **Hamburger Verkehrsverbund (HVV)**

Informational Link: [hvv - Alle hvv Pläne im Überblick](#)

Regional Map: [Map](#)

- **Nahverkehrsverbund Schleswig-Holstein (Nah S.H)**

Informational Link: [Karten | NAH.SH](#)

Regional Map: [Map](#)

- **Die Landesnahverkehrsgesellschaft Niedersachsen mbH (LNVG)**

Informational Link: [SPNV-Konzept 2030+ und 2040+](#)

Regional Map: [Map](#)

- **Verkehrsgesellschaft Mecklenburg-Vorpommern (VMV)**

Informational Link: [Personennahverkehr auf der Schiene - VMV-Verkehrsgesellschaft Mecklenburg-Vorpommern](#)

Regional Map: [Map](#)

- **Verkehrsverbund Brandenburg Berlin (VBB)**

Informational Link: [Liniennetze im VBB Verkehrsverbund Berlin-Brandenburg | VBB](#)

Regional Map: [Map](#)

- **Nahverkehrsverbund Sachsen-Anhalt (NASA)**

Informational Link: [ÖPNV-Plan des Landes Sachsen-Anhalt - NASA GmbH](#)

Regional Map: [Map](#)

- **Rhein-Main Verkehrsverbund (RMV)**

Informational Link: [RMV.DE - Fahrplan](#)

Regional Map: [Map](#)

- **Zwecksverband go.Rheinland**

Informational Link: [Linien - go.Rheinland](#)

Regional Map: [Map](#)

- **Thüringer Landesamt für Bau und Verkehr (TLBV)**

Informational Link: [Schienenpersonennahverkehr | Landesamt Bau und Verkehr \(TLBV\)](#)

Regional Map: [Map](#)

- **Zweckverband Verkehrsverbund Ostsachsen (ZVVO)**

Informational Link: [ZVVO - Der neue Zweckverband - ZVON - Ihr Mobilitätsportal für die Oberlausitz/Niederschlesien](#)

Regional Map: [Map 1](#) & [Map 2](#)

- **Zweckverband für den Nahverkehrsraum Leipzig (ZVNL)**

Informational Link: [Nahverkehrsplan – ZVNL](#)

Regional Map: [Overview - including Maps](#)

- **Verkehrsverbund Mitte-Sachsen (VMS)**

Informational Link: [Fahrplan - VMS](#)

Regional Map: [Map](#)

- **Verkehrsverbund Vogtland GmbH**

Informational Link: [Liniennetzkarten Vogtland](#)

Regional Map: [Map 1](#) & [Map 2](#)

- **Nordhessischer Verkehrsverbund (NVV)**

Informational Link: [NVV: Liniennetz](#)

Regional Map: [Map](#)

- **Regionalverband Großraum Braunschweig (RGB)**

Informational Link: [Angebot](#)

Regional Map: [Map](#)

- **Verkehrsverbund Großraum-Verkehr Hannover (GVH)**

Informational Link: [Eisenbahn - Hannover.de](#)

Regional Map: [Map](#)

- **Verkehrsverbund Rhein-Neckar GmbH (VRN)**

Informational Link: [VRN | Schematische Pläne](#)

Regional Map: [Map](#)

- **Nahverkehrsgesellschaft Baden-Württemberg mbH (NVBW)**

Informational Link: [Zukunftsnetzwerk ÖPNV | SPNV in Baden-Württemberg](#)

Regional Map: [Map](#)

- **Verband Region Stuttgart (VRS)**

Informational Link: [Verband Region Stuttgart: Regionalverkehrsplan](#)

Regional Map: [Regionalverkehrsplan - Schienennetz, Bestand und Ausbaustufen](#) & [Map](#)

- **Zweckverband Öffentlicher Personennahverkehr Rheinland-Pfalz Süd (ZÖPNV Süd)**

Informational Link: [Projekte | Zweckverband ÖPNV Rheinland-Pfalz Süd](#)

Regional Map: [Map](#)

- **Zweckverband SchienenPersonenNahVerkehr Rheinland-Pfalz Nord (SPNV Nord)**

Informational Link: [Schienenverkehr | Mobilität verbindet Rheinland-Pfalz](#)

Regional Map: [Map](#) & [moveMap | Interaktive Karte - Mobilität verbindet Rheinland-Pfalz](#)

- **Zweckverband Personennahverkehr Saarland (ZPS)**

Informational Link: [Schiene - ZPS-Online](#)

Regional Map: [Map 1](#) & [Map 2](#)

- **Nahverkehr Westfalen-Lippe (NWL)**

Informational Link: [Zielnetz 2032/40 – Vom Fahrplan zum Ausbau | NWL](#) & [Nahverkehrsplan für den NWL | NWL](#)

Regional Map: [Map 2032](#) & [Map NRW](#)

- **Verkehrsverbund Rhein-Ruhr AöR (VRR)**

Informational Link: [VRR-Nahverkehrsplan 2025 | VRR](#) & [Schienenverkehr der Zukunft: schnell, direkt und komfortabel | VRR](#)

Regional Map: [Map\\_NRW](#)

## **ITALY – RFI**

As stated in the Network Statement chapter 3.2, Requests for capacity may be made:

i) in terms of long-term capacity, for the purpose of entering into a Framework

Agreement; or

ii) in terms of train paths and services, for the purpose of the signing of an access contract, by the Applicants belonging to one of the categories referred to in article 3(cc) of Legislative Decree 112/15, consisting of:

- licensed railway undertakings,
- individuals and corporations with a business or public service interest in acquiring infrastructure capacity to deliver rail services.

At a practical level, public contracts are usually signed by Regions and Autonomous Provinces for Regional services and National Government (Ministero Infrastrutture e Trasporti - MIT) for Long distance PSO trains.

## **SLOVENIA - SZ**

In Slovenia, public service contracts (PSCs) for rail passenger transport services are concluded between the following parties:

Competent Authority / Signatory on behalf of the State: [Ministry of the Environment, Climate and Energy \(MOPE\)](#) – acts as the competent state authority responsible for transport policies and funding.

Operator: [SŽ-Passenger Transport \(SŽ-Potniški promet, d.o.o.\)](#) – the operational company within the Slovenske železnice Group (Slovenian Railways) that actually operates the train services.

Management and Regulatory Authority: [Public Transport Management Company \(DUJPP d.o.o.\)](#) – a 100% state-owned company that operationally manages, coordinates, integrates, and monitors the implementation of these contracts.

## **SLOVAKIA- ŽSR**

Below is list of authorities and hyperlinks to their public transport service plan (*Plán dopravnej obslužnosti*), that will be the blueprint for public service contracts in the future:

- [Ministry of Transport of Slovak republic](#)
- [Banskobystrický samosprávny kraj](#)
- [Bratislavský samosprávny kraj](#)
- [Košícký samosprávny kraj](#)
- [Nitriansky samosprávny kraj – to be updated \(Q4-2026\)](#)
- [Prešovský samosprávny kraj](#)
- [Trenčiansky samosprávny kraj](#)
- [Trnavský samosprávny kraj](#)
- [Žilinský samosprávny kraj](#)

## 9. Planned development of physical infrastructure

In this chapter positive and negative impact on infrastructure is declared separately.

### 9.1. Positive impact on infrastructure

In general, most TCR actions, push the speed/safety/ train service or other boundaries one step further of current status. This chapter provides list of projects that have positive impact on the infrastructure at the start of timetable period 2030 that is compared with timetable 2026

Modernization/ Stage of modernization, that is finished to the end of TT2029 which increases the level, safety or technology of affected section and will be finished are also mentioned below.

| Country                      | ID | TT Period | IM line num. | Network segment                                    | Category                | Improved characteristics                                                     | Note |
|------------------------------|----|-----------|--------------|----------------------------------------------------|-------------------------|------------------------------------------------------------------------------|------|
| <b>CZECH REPUBLIC – SŽCZ</b> |    |           |              |                                                    |                         |                                                                              |      |
| CZ                           | 1  | 2027      | 308          | Border to Slovakia – Vsetín                        | Power supply            | Conversion of the power supply system - shortening of the electrical headway |      |
| CZ                           | 2  | 2027      | 705, 706     | České Velenice – České Budějovice – Horní Dvořiště | ETCS                    | Improved safety, flexibility in traffic management                           |      |
| CZ                           | 3  | 2028      | 324          | Žďár nad Sázavou – Sázava u Žďáru                  | Speed increase          | Capacity increase                                                            |      |
| CZ                           | 4  | 2028      | 504          | Kyjice – Chomutov                                  | Speed increase          | Capacity increase                                                            |      |
| CZ                           | 5  | 2028      | 502          | Kutná Hora – Kolín                                 | Speed increase          | Capacity increase, new track that eliminates conflicting routes              |      |
| CZ                           | 6  | 2028      | 526          | Praha Masarykovo nádraží                           | Station expansion, ETCS | Increased number of station tracks, improved safety                          |      |
| CZ                           | 7  | 2028      | 712          | Plzeň – Nýřany – Chotěšov                          | Speed increase          | Capacity increase                                                            |      |
| CZ                           | 8  | 2029      | 525          | Praha-Smíchov                                      | Speed increase          | Increased number of platforms                                                |      |

|                                    |    |                     |               |                                                |                                    |                                                                                             |  |
|------------------------------------|----|---------------------|---------------|------------------------------------------------|------------------------------------|---------------------------------------------------------------------------------------------|--|
| CZ                                 | 9  | 2029                | 528           | Praha-Ruzyně – Kladno                          | Capacity increase                  | Adding second line track                                                                    |  |
| CZ                                 | 10 | 2030                | 505           | Hradec Králové – Týniště nad Orlicí            | Capacity increase                  | Adding second line track                                                                    |  |
| CZ                                 | 11 | 2030                | 505           | Týniště nad Orlicí                             | Operational parameters improvement | Capacity increase, introducing new operational concepts                                     |  |
| <b>FRANCE - SNCF Réseau</b>        |    |                     |               |                                                |                                    |                                                                                             |  |
| FR                                 | 1  | Phase 4 beyond 2030 | 900000        | From St Jean de M. to the Italian border       | New line                           | New border point                                                                            |  |
| FR                                 | 2  | TT 2030             | 930000        | From Marseille to the Italian border           | ETCS                               | Increasing capacity                                                                         |  |
| FR                                 | 3  | Phase 5 for 2031    | 640000        | From Toulouse towards Bordeaux                 | HSL                                | Increasing speed                                                                            |  |
| FR                                 | 4  | TT 2032             | 640000        | From Bordeaux towards Toulouse                 | HSL                                | Increasing speed                                                                            |  |
| FR                                 | 5  | TT 2032             | 70000 & 42000 | Nancy                                          | Control Center                     | Update technology                                                                           |  |
| <b>AUSTRIA - ÖBB-INFRASTRUKTUR</b> |    |                     |               |                                                |                                    |                                                                                             |  |
| AT                                 | 1  | Dec 2027            |               | Linz Hauptbahnhof Westseite                    | expansion to four tracks           | Capacity enhancement and bottleneck elimination on the Weststrecke                          |  |
| AT                                 | 2  | Dec 2027            |               | Terminal Wels                                  | Modernisation Terminal             | Terminal upgrade, including the construction of bidirectional entry and exit access         |  |
| AT                                 | 3  | Dec 2027            |               | Himberg                                        | Station expansion                  | Enhancement of station capacity and construction of tracks suitable for long freight trains |  |
| AT                                 | 4  | Dec 2027            |               | Wien Meidling - Floridsdorf, Stammstrecke Wien | Line upgrade                       | Line upgrade, capacity enhancement of the line and stations, platform extensions,           |  |

|    |    |          |  |                                            |                                                         |                                                                                                       |  |
|----|----|----------|--|--------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------------------------------------------------|--|
|    |    |          |  |                                            |                                                         | and deployment of ETCS Lvl 2                                                                          |  |
| AT | 5  | Dec 2027 |  | Pottendorfer Linie, Wampersdorf –Ebenfurth | Line upgrade                                            | Capacity increase through the new high-performance line between Wien Meidling and Wiener Neustadt Hbf |  |
| AT | 6  | Dec 2027 |  | Friedburg - Braunau/Inn                    | Line upgrade and electrification                        | Electrification and upgrade                                                                           |  |
| AT | 7  | Dec 2027 |  | Wiener Neustadt - Loipersbach-Schattendorf | Line upgrade and electrification                        | Line upgrade and electrification, freight-train-length tracks, selective double-tracking              |  |
| AT | 8  | Dec 2027 |  | St. Pölten - Hainfeld/Freil and            | Line upgrade and electrification                        | Electrification and upgrade                                                                           |  |
| AT | 9  | Dec 2027 |  | Bad Fischau-Brunn – Puchberg a. Schneeberg | Line upgrade                                            | Upgrade through VzG speed increases                                                                   |  |
| AT | 10 | Dec 2027 |  | Mixnitz-Bärenschützklamm                   | Station remodelling                                     | Increase in station capacity and construction of freight-train-length tracks                          |  |
| AT | 11 | Dec 2027 |  | St. Anton am Arlberg - Langen am Arlberg   | VzG speed increase in the Arlberg Tunnel (110/140 km/h) | Capacity increase and quality improvement                                                             |  |
| AT | 12 | Oct 2027 |  | Graz Ostbahnhof-Messe - Aulal              | Line electrification                                    | Electrification from Graz Ostbf up to and including Aulal                                             |  |
| AT | 13 | Dec 2027 |  | Gänserndorf - Dürnkru                      | Northern Railway upgrade project                        | Implementation of shorter block sections to increase capacity in subsequent construction phases       |  |
| AT | 14 | Dec 2028 |  | Kledering                                  | Connection of the airport link –                        | Grade-separated exit and entry connection of the airport link from the Ostbahn;                       |  |

|    |    |          |  |                                                |                                                                                              |                                                                                                                                                                     |  |
|----|----|----------|--|------------------------------------------------|----------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|    |    |          |  |                                                | Ostbahn                                                                                      | elimination of crossing conflicts                                                                                                                                   |  |
| AT | 15 | Dec 2028 |  | Kledering                                      | Connection of the airport link – S-Bahn                                                      | Grade-separated exit and entry connection of the airport link from the airport S-Bahn; elimination of crossing conflicts                                            |  |
| AT | 16 | Dec 2028 |  | Bf. Völs                                       | Station remodelling                                                                          | Capacity increase through track speed increase and construction of a new automatic block section Völs 1, as well as an increase in turnout speed in deviation cases |  |
| AT | 17 | Dec 2028 |  | Wien Meidling – Wien Hütteldorf – Wien Penzing | Vienna connecting railway project                                                            | Partial commissioning: capacity increase through double-track expansion (Hütteldorf 1 junction – Wien Hütteldorf)                                                   |  |
| AT | 18 | Dec 2028 |  | Lieboch - Köflach                              | Electrification                                                                              | Electrification                                                                                                                                                     |  |
| AT | 19 | Dec 2028 |  | Autal – Gleisdorf                              | Line upgrade and electrification                                                             | Electrification of the Graz–Gleisdorf line                                                                                                                          |  |
| AT | 20 | Apr 2029 |  | Innsbruck Hbf                                  | Expansion of stabling facilities                                                             | Increase in stabling capacity for regional passenger services                                                                                                       |  |
| AT | 21 | Dec 2029 |  | Bruck a.d. Mur - Graz                          | Conversion to right-hand running and quality improvement programme including speed increases | Increase in line capacity                                                                                                                                           |  |
| AT | 22 | Dec 2029 |  | Bludenz - Braz                                 | Double-track expansion                                                                       | Capacity increase through a new 1.5 km double-track section;                                                                                                        |  |

|             |    |             |  |                                                                                      |                                                                                                            |                                                                                                                                                      |  |
|-------------|----|-------------|--|--------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|             |    |             |  |                                                                                      | n<br>Bludenz–<br>Bings                                                                                     | quality improvement<br>expected through the<br>handling of train<br>crossings also before<br>Bludenz station                                         |  |
| AT          | 23 | Dec<br>2029 |  | Bahnhof<br>Kufstein                                                                  | Construc<br>tion of a<br>turnback<br>facility                                                              | Turnback option for<br>passenger services at<br>Kufstein station                                                                                     |  |
| AT          | 24 | Dec<br>2029 |  | Wiener<br>Neustadt Hbf                                                               | Four-<br>track<br>expansio<br>n of the<br>northern<br>approach<br>to Wiener<br>Neustadt<br>Hauptba<br>nhof | Capacity increase for<br>the line and station<br>through a four-track<br>approach                                                                    |  |
| AT          | 25 | Dec<br>2029 |  | Gloggnitz -<br>Mürzzuschlag<br>,<br>Neubaustrec<br>ke<br>(Semmering-<br>Basistunnel) | Commiss<br>ioning of<br>the<br>Semmeri<br>ng Base<br>Tunnel                                                | Increase in line<br>capacity, reduction in<br>journey time,<br>establishment of flat-<br>route characteristics<br>and loading gauge                  |  |
| AT          | 26 | Dec<br>2029 |  | Weststrecke                                                                          | New<br>tunnel<br>construct<br>ion,<br>extension<br>of<br>conducto<br>r rail in<br>tunnel                   | New construction of<br>the Pielach Tunnel<br>(loading gauge),<br>installation of<br>conductor rail in the<br>Sittenberg Tunnel<br>(higher VzG speed) |  |
| AT          | 27 | ongoi<br>ng |  | The whole<br>scope                                                                   | ETCS<br>train<br>control                                                                                   | <u>ETCS expansion in<br/>Austria</u>                                                                                                                 |  |
| ITALY - RFI |    |             |  |                                                                                      |                                                                                                            |                                                                                                                                                      |  |
| IT          | 1  | 2027        |  | Torino P. Susa<br>- To.<br>Rebaudengo<br>F.                                          | New<br>interlocki<br>ng                                                                                    | 4' headway, increase<br>in flexibility                                                                                                               |  |
| IT          | 2  | 2028        |  | Milano<br>Smistamento                                                                | New yard<br>connecte<br>d to<br>Teralp<br>new<br>terminal                                                  | 750 m trains enabled<br>to the new Teralp<br>terminal                                                                                                |  |

|    |    |                                      |  |                                        |                                              |                                                                                               |  |
|----|----|--------------------------------------|--|----------------------------------------|----------------------------------------------|-----------------------------------------------------------------------------------------------|--|
| IT | 3  | First Phase 2027<br>Final Phase 2028 |  | Brescia Scalo                          | Freight terminal upgrade                     | Tracks upgraded to 750 m                                                                      |  |
| IT | 4  | 2026                                 |  | Trieste C.M.                           | 750 m tracks and new interlocking            | Adaptation to TSI; Increased transportation capacity to 20 arrivals and 20 departures per day |  |
| IT | 5  | 2027                                 |  | Udine                                  | New interlocking                             | Increase in flexibility                                                                       |  |
| IT | 6  | 2027                                 |  | Settimo T. - Chivasso - B. Castelrosso | New interlocking                             | 4' headway, increase in flexibility                                                           |  |
| IT | 7  | 2027                                 |  | Chivasso                               | New interlocking and 750 m track             | Adaption to TSI and increase in flexibility                                                   |  |
| IT | 8  | 2027                                 |  | Milano Porta Garibaldi                 | New interlocking and track layout            | Increase in capacity and flexibility                                                          |  |
| IT | 9  | 2027                                 |  | Brescia Est - Verona Ovest             | New High Speed / High Capacity 2-tracks line | Increase in capacity, running times reduction                                                 |  |
| IT | 10 | 2028                                 |  | Bretella di Riga                       | New 1-track link                             | Direct southward connection from the Pusteria Valley line to the Brenner line                 |  |
| IT | 11 | 2029                                 |  | Venezia Airport link                   | New 2-tracks line                            | New link branching from the Venezia - Trieste line                                            |  |
| IT | 12 | 2027                                 |  | Portogruaro - Ronchi d.L. Sud          | New interlocking                             | 5' headway, increase in regularity                                                            |  |
| IT | 13 | To be confirmed.                     |  | Venezia Mestre - Ronchi d.L. Sud       | Infrastructural enhancement                  | Speed limitations for heavy trains removal                                                    |  |
| IT | 14 | 2027                                 |  | S. Giorgio di Nogaro                   | 750 m passing tracks                         | Adaptation to TSI                                                                             |  |
| IT | 15 | 2028                                 |  | Cervignano Smistamento                 | New interlocking                             | Possibility of 750 m through trains                                                           |  |
| IT | 16 | 2027                                 |  | Villa Opicina                          | New                                          | Adaption to TSI and                                                                           |  |

|    |    |                                           |  |                                        |                                              |                                                     |  |
|----|----|-------------------------------------------|--|----------------------------------------|----------------------------------------------|-----------------------------------------------------|--|
|    |    |                                           |  |                                        | interlocking and 750 m tracks                | increase in flexibility                             |  |
| IT | 17 | First Phase 2028<br>Second Phase 2030+    |  | Rho - Parabiago                        | New Line Layout with 4 tracks                | Increasing in capacity                              |  |
| IT | 18 | 2028                                      |  | Torino Orbassano                       | New interlocking                             | Increase in capacity and flexibility                |  |
| IT | 19 | 2029                                      |  | Milano Certosa                         | New interlocking and 750 m passing tracks    | Adaptation to TSI; increase in flexibility.         |  |
| IT | 20 | 2028                                      |  | Trento Belt Line                       | New 2-tracks line                            | New freight line shunting Trento                    |  |
| IT | 21 | 2029                                      |  | Verona Quadrante Europa                | New interlocking                             | Increase in flexibility and regularity              |  |
| IT | 22 | First Phase 2028<br><br>Second Phase 2029 |  | Verona Porta Nuova                     | New interlocking and track layout            | Increase in capacity and flexibility, faster routes |  |
| IT | 23 | 2027                                      |  | Verona P.V. - B. Vicenza               | New High Speed / High Capacity 2-tracks line | Increase in capacity, running times reduction       |  |
| IT | 24 | 2028                                      |  | Venezia Mestre - Portogruaro           | New interlocking                             | 5' headway, increase in regularity                  |  |
| IT | 25 | 2029                                      |  | Gorizia direct link                    | New 1-track link                             | Direct southward route from Slovenia                |  |
| IT | 26 | 2028                                      |  | Bivio d'Aurisina - Villa Opicina       | Technological upgrade                        | Increase in capacity                                |  |
| IT | 27 | 2029                                      |  | Torino Porta Susa - Torino Porta Nuova | New 2-tracks line                            | Increase in capacity                                |  |
| IT | 28 | 2029                                      |  | Bolzano                                | New layout with 3 tracks (New                | Increase in capacity                                |  |

|              |    |      |  |                                     |                                                                                          |                                                                               |  |
|--------------|----|------|--|-------------------------------------|------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|--|
|              |    |      |  |                                     | Virgolo Tunnel)                                                                          |                                                                               |  |
| IT           | 29 | 2029 |  | Verona                              | West Node                                                                                | Increase in capacity                                                          |  |
| IT           | 30 | 2028 |  | Novara Boschetto                    | New freight tracks with length of 750 m                                                  | Freight trains with length of 740m can start/end at Novara Boschetto          |  |
| IT           | 31 | 2030 |  | Avigliana - Bussoleno               | Technological and Infrastructural Upgrade of Bussoleno - Avigliana line (First Phase)    | New Signalling Block System aiming to increase capacity (4' Headway)          |  |
| IT           | 32 | 2029 |  | Iselle - Domodossola                | Infrastructural upgrading (Stations Layout and Loading gauge upgrading in short section) | Higher capacity for trains with rolling highways and semi-trailers            |  |
| IT           | 33 | 2029 |  | Domodossola - Arona - Sesto Calende | Loading Gauge Upgrading                                                                  | Higher capacity for trains with rolling highways and semi-trailers            |  |
| IT           | 34 | 2029 |  | Arona - Oleggio                     | Loading Gauge Upgrading                                                                  | Higher capacity for trains with rolling highways and semi-trailers            |  |
| IT           | 35 | 2029 |  | Fortezza-Ponte Gardena              | New 2-tracks line between Fortezza - And Ponte Gardena                                   | Increase in capacity, Operation of 740 m length trains, Reducing Travel Time, |  |
| IT           | 36 | 2030 |  | Verona                              | East Node                                                                                | Increase in capacity, Operation of 740 m length trains, Reducing Travel Time, |  |
| SLOVAKIA-ZSR |    |      |  |                                     |                                                                                          |                                                                               |  |

|                      |   |         |                |                  |                       |                                                                                        |  |
|----------------------|---|---------|----------------|------------------|-----------------------|----------------------------------------------------------------------------------------|--|
| SK                   | 1 | Q4-2026 | Q4-2026        | Q4-2026          | Q4-2026               | Q4-2026                                                                                |  |
| <b>SLOVENIA - SZ</b> |   |         |                |                  |                       |                                                                                        |  |
| SI                   | 1 | 2027    | 10,20,50,80,21 | Ljubljana        | Removing a bottleneck | Upgrade the railway station and the sections between the stations                      |  |
| SI                   | 2 | 2027    | 20,70          | Jesenice         | Removing a bottleneck | Upgrade the railway station and the sections between the stations                      |  |
| SI                   | 3 | 2027    | 60, 61         | Divača-Koper     | Capacity increase     | Building new track                                                                     |  |
| SI                   | 4 | 2030    | 50             | Ljubljana-Sežana | Capacity increase     | Extension of running tracks lengths at stations for 740m, speed and capacity increase. |  |

Table 5: Positive Impact on Infrastructure

## DB InfraGO AG

The following list does not show any electronic interlocking measures with block improvements or optimizations of the signalling and control system. We plan to enlarge the scope of this list for the Capacity Strategy of the following year.

The following list includes new construction, infrastructure expansion (including 740m sidings<sup>6</sup>), and electrification measures with status 30<sup>th</sup> June 2026:

| ID | TT Period | Network segment        | Category <sup>7</sup> (free text) | Improved characteristics                                                                                       |
|----|-----------|------------------------|-----------------------------------|----------------------------------------------------------------------------------------------------------------|
| 1  | 2027      | Station Fangschleuse   | Upgrade                           | New sidings                                                                                                    |
| 2  | 2027      | Basheide – Rastatt Süd | New construction                  | 250 km/h permitted speed, 225 kN permitted axle load                                                           |
| 3  | 2027      | Troisdorf – Bonn-Beuel | New construction                  | Suburban Trackline                                                                                             |
| 4  | 2027      | Gardelegen             | 740m Siding                       | Systematic increase of rail capacity due to the possibility of running 740m trains                             |
| 5  | 2027      | Sangerhausen           | 740m Siding                       | Systematic increase of rail capacity due to the possibility of running 740m trains                             |
| 6  | 2027      | Röblingen am See       | 740m Siding                       | Systematic increase of rail capacity due to the possibility of running 740m trains                             |
| 7  | 2027      | Hanover - Berlin       | Electrification                   | 3. Track electrified infrastructure<br>160 km/h permitted speed, 225 kN permitted axle load                    |
| 8  | 2028      | Angermünde - Szczecin  | Electrification and upgrade       | Electrified infrastructure<br>2. Track Passow - Tantow<br>160 km/h permitted speed, 225 kN permitted axle load |
| 9  | 2028      | Lübbenau -             | Upgrade                           | 2. Track Passow - Tantow                                                                                       |

<sup>6</sup> Based on "Monitoring der Bundesschienenwegeinvestitionen zum 2. Quartal 2026"

<sup>7</sup> Contains the short description of the project or just the category

|    |      |                                                      |                                  |                                                                                          |
|----|------|------------------------------------------------------|----------------------------------|------------------------------------------------------------------------------------------|
|    |      | Cottbus                                              |                                  | 160 km/h permitted speed,<br>225 kN permitted axle load                                  |
| 10 | 2028 | Regionalstation<br>Köpenick                          | Upgrade                          | 3. Track within the station                                                              |
| 11 | 2028 | Haltingen – Weil<br>am Rhein                         | New construction                 | 250 km/h permitted speed,<br>225 kN permitted axle load                                  |
| 12 | 2028 | Görlitz – Görlitz<br>Border D/PL                     | Electrification                  | Electrified infrastructure                                                               |
| 13 | 2028 | Basel –<br>Schaffhausen                              | Electrification                  | Electrified infrastructure<br>160 km/h permitted speed,<br>225 kN permitted axle load    |
| 14 | 2028 | „Verbindungskurve<br>Wemmetsweiler“                  | Electrification                  | Electrified infrastructure<br>50 km/h permitted speed,<br>225 kN permitted axle load     |
| 15 | 2028 | Wilhelmshaven<br>Ölweiche –<br>Wilhelmshaven<br>Nord | Electrification                  | Electrified infrastructure<br>25 km/h permitted speed,<br>225 kN permitted axle load     |
| 16 | 2028 | Sechtem Gl. 6                                        | 740m Siding                      | Systematic increase of rail capacity<br>due to the possibility of running 740m<br>trains |
| 17 | 2028 | Einsiedlerhof                                        | 740m Siding                      | Systematic increase of rail capacity<br>due to the possibility of running 740m<br>trains |
| 18 | 2029 | Hürth-Kalscheuren<br>- Ehrang                        | Electrification                  | Electrified infrastructure<br>140 km/h permitted speed,<br>225 kN permitted axle load    |
| 19 | 2029 | Bonn - Euskirchen                                    | Electrification                  | Electrified infrastructure<br>110 km/h permitted speed,<br>225 kN permitted axle load    |
| 20 | 2029 | Euskirchen – Bad<br>Münstereifel                     | Electrification                  | Electrified infrastructure<br>60 km/h permitted speed,<br>225 kN permitted axle load     |
| 21 | 2029 | Homburg -<br>Zweibrücken                             | Electrification and reactivation | Electrified infrastructure<br>90 km/h permitted speed,<br>225 kN permitted axle load     |
| 22 | 2029 | Berkenbrück Gl. 3                                    | 740m Siding                      | Systematic increase of rail capacity<br>due to the possibility of running 740m<br>trains |
| 23 | 2029 | Priort                                               | 740m Siding                      | Systematic increase of rail capacity<br>due to the possibility of running 740m<br>trains |

Table 6: Positive Impact on Infrastructure for Germany-DB InfraGO

## 9.2. Negative impact on infrastructure

In general, this refers to any intervention in the infrastructure from a previous period (X-36) that resulted in negative constraints compared to the normal operating state of a section, station, or infrastructure component—whether involving permanent restrictions on speed, train length, or the layout of service facilities etc., or resulting from \*force majeure\*. In the provided list are results from TT2026 that still affect the capacity of infrastructure (reduction), even in TT2030.

### DB InfraGO AG

Currently there are no closures and decommissionings of lines.

| Country <sup>[1]</sup> | ID | Network segment | Category | Reduction characteristics |
|------------------------|----|-----------------|----------|---------------------------|
| <b>SLOVAKIA</b>        |    |                 |          |                           |
| SK                     | -  | none            | none     | none                      |
| <b>ITALY</b>           |    |                 |          |                           |
| IT                     | -  | none            | none     | none                      |
| <b>SLOVENIA</b>        |    |                 |          |                           |
| SI                     | -  | n/a             | n/a      | n/a                       |
| <b>CZECH REPUBLIC</b>  |    |                 |          |                           |
| CZ                     | -  | none            | none     | none                      |
| <b>AUSTRIA</b>         |    |                 |          |                           |
| AT                     | -  | none            | none     | none                      |
| <b>FRANCE</b>          |    |                 |          |                           |
| FR                     | -  | none            | none     | none                      |

Table 7: Negative Impact on Infrastructure

<sup>[1]</sup> Abbreviations countries; AT= Austria, CZ= Czech Republic, DE=Germany, FR=France, IT=Italy, SI = Slovenia, SK= Slovakia

## 10. Information about the availability and utilisation of railway infrastructure

### **AUSTRIA - ÖBB-Infrastruktur**

For the calculation of capacity utilisation for timetable year 2030, known infrastructure changes (in accordance with Chapter 9) as well as known infrastructure restrictions (major TCR, in accordance with Chapter 12) are incorporated.

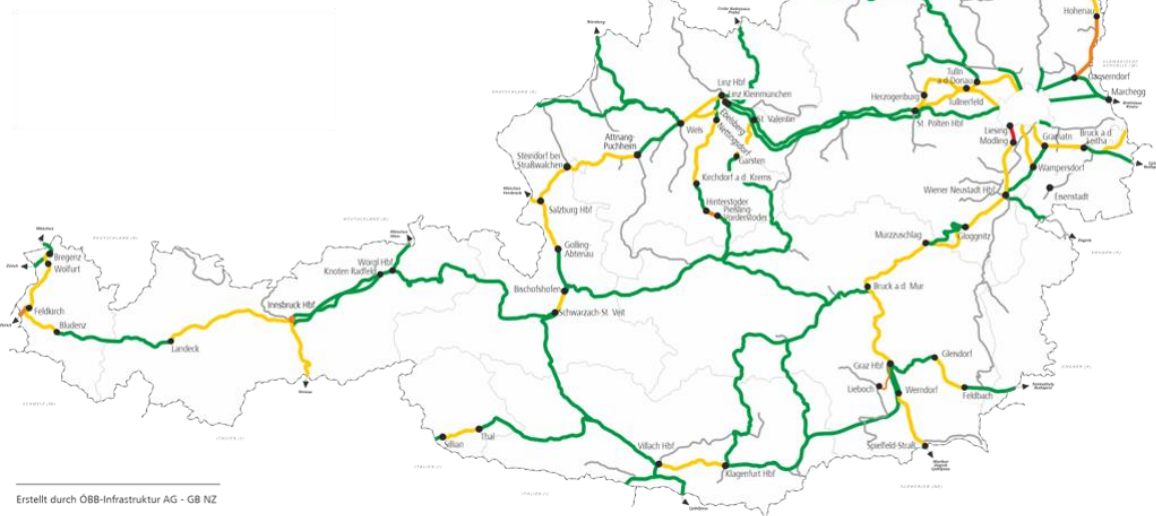
Capacity utilisation

The capacity utilisation level is shown according to the following legend:

- **Red:** Congested infrastructure element
- **Yellow:** Highly utilised infrastructure element
- **Green:** Infrastructure element that is neither congested nor highly utilized
- **Orange:** Line sections with major-impact TCR in timetable year 2030
- **Grey:** No capacity evaluation

In accordance with the method set out in UIC Leaflet 406 (“leaflet method” or “compression method”), the expected utilisation level for each line is determined by compressing all occupation times of the underlying infrastructure capacity over 24 hours for 2030. A quality factor (25%–75% of the occupation time), depending on the traffic mix, is added.

## Kapazitätsauslastung Kapazitätsstrategie 2030



## Kapazitätsauslastung Kapazitätsstrategie 2030

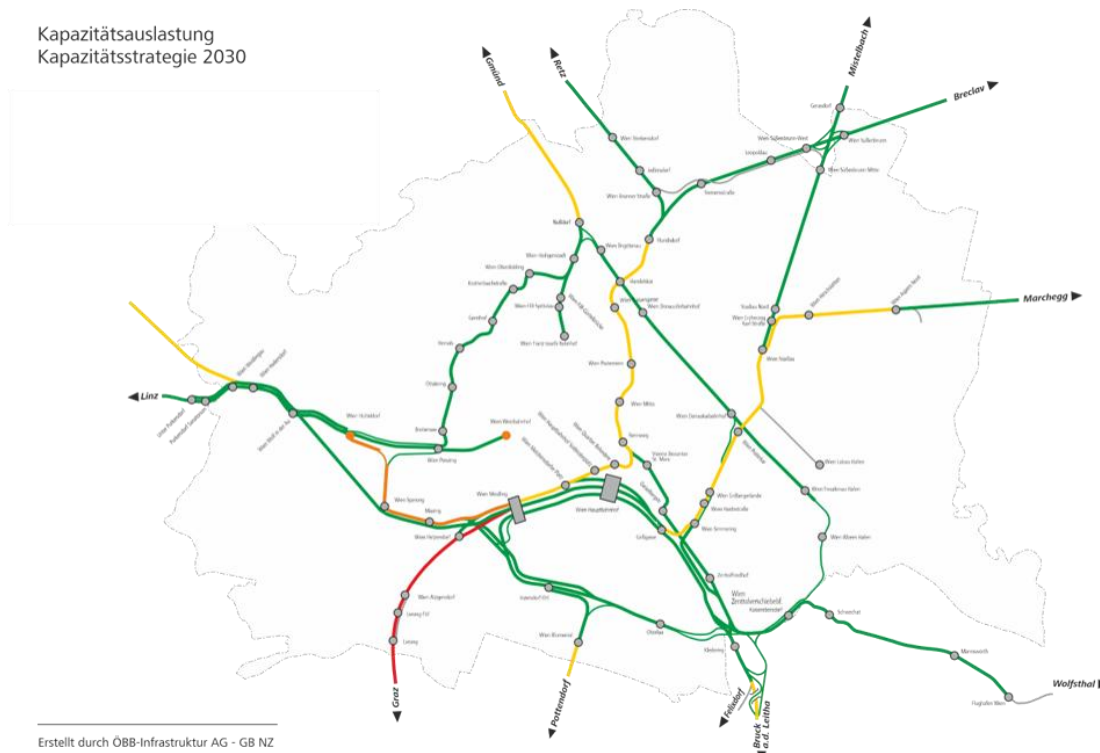


Figure 5: Map of Line Capacity Utilisation of OBB Infra

## CZECH REPUBLIC - SŽCZ

This part is expected to be included starting with Capacity Strategy 2031.

## FRANCE - SNCF Réseau

Congested infrastructure means a section of the rail network on which, even after negotiation with applicants and coordination, it is not possible to adequately meet the demand for railway capacity at a particular time or part of the day (§ 46).

If the coordination has not achieved a satisfactory result and the railway infrastructure has been declared congested for a given period or a given section of the day, IM shall

apply the following priorities when allocating railway infrastructure capacity to the congested infrastructure:

- It follows from the above that the allocation and allocation of railway capacity described in the TTR rules cannot be used in the case of a declaration of congested infrastructure until a legislative change in this area is made.

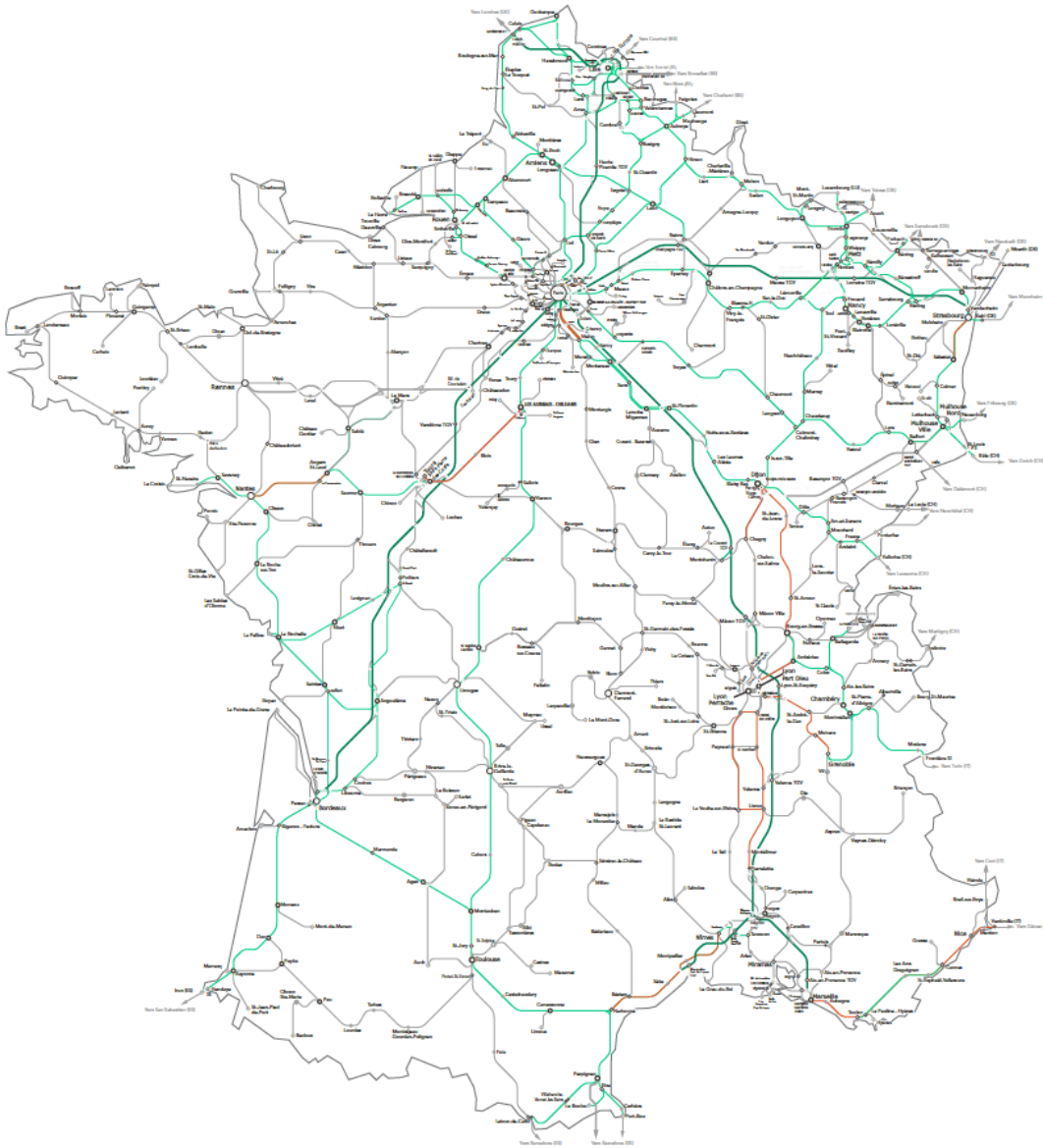


Figure 6: Work in progress; it will not be the published version

### GERMANY- DB InfraGO AG

The known<sup>8</sup> highly utilised and congested infrastructure elements are visualised on the following network map. The latter includes both, railway lines that are already congested and railway lines that are set to become congested in the future. Where foreseeable

<sup>8</sup> The information on the temporary congestions (e.g. as a result of major impact TCRs) will be highlighted in the upcoming planning phases (e.g. Capacity Model/Supply Plan). However, where this information is already available, these can be checked on the [central overview page](#) for highly utilised and congested lines.

demand exceeds supply, lines can be designated as congested not only on the basis of past timetable periods, but also in view of future increases in traffic based on internal capacity planning products.

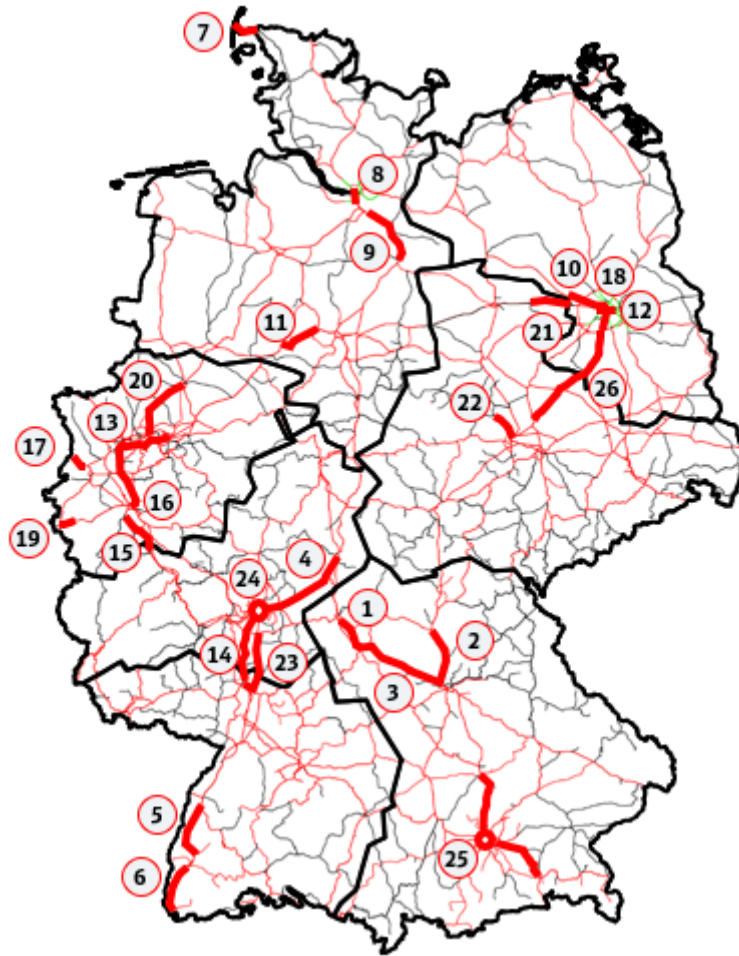


Figure 7: Declared Congested Infrastructure Elements, Data as of ATT<sup>9</sup> 2025

| Declaration from                  | No.             | Line No.   | Section                           |
|-----------------------------------|-----------------|------------|-----------------------------------|
| ATT 2008                          | 1               | 5200       | Gemünden (Main) – Würzburg Hbf    |
|                                   | 2               | 5900       | Fürth (Bay) Hbf – Bamberg         |
|                                   | 3               | 5910       | Würzburg – Fürth (Bay) Hbf        |
| ATT 2009                          | 4               | 3600       | Hailer-Meerholz – Fulda           |
|                                   | 5               | 4000       | Offenburg – Abzw. Gundelfingen    |
|                                   | 6               | 4000       | Abzw. Leutersberg – Weil am Rhein |
| FA <sup>10</sup> 2011-15/ATT 2020 | 7               | 1210       | Niebuß – Westerland (Sylt)        |
|                                   | 8 <sup>1</sup>  | 2200, 6100 | Hamburg-Harburg – Hamburg Rainweg |
| ATT 2012<br>ATT 2021              | 9               | 1720       | Uelzen – Stelle                   |
|                                   | 10 <sup>2</sup> | 6100       | Berlin-Spandau - Nauen            |
| ATT 2013                          | 11              | 1700       | Wunstorf – Minden                 |

<sup>9</sup> Annual Timetable

<sup>10</sup> Framework Agreement

|                         |    |                                       |                                                                                                                            |
|-------------------------|----|---------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| ATT 2014                | 12 | 6109                                  | Berliner Stadtbahn                                                                                                         |
| ATT 2015                | 13 | 2650, 2184, 2300, 2160, 2158          | Köln-Mülheim – Duisburg Hbf – Dortmund Hbf (Rhein-Ruhr-Achse)                                                              |
| EBWU <sup>11</sup> 2015 | 14 | 4010                                  | Mannheim-Waldhof – Zeppelinheim                                                                                            |
| ATT 2017                | 15 | 2630                                  | Hürth-Kalscheuren – Remagen                                                                                                |
| ATT 2018                | 16 | 2633, 2639, 2650, 2652, 2658, 2659    | Köln Hbf – Köln-Mülheim                                                                                                    |
| ATT 2019 / EBWU         | 17 | 2510                                  | Viersen – Kaldenkirchen Gr                                                                                                 |
| ATT 2020                | 18 | 6107, 6170, 6171, 6134, 6132          | Berlin-Spandau Ost / Berlin-Gesundbrunnen – Großbeeren Süd                                                                 |
| ATT 2020                | 19 | 2600, 2550                            | Stolberg Hbf – Aachen West                                                                                                 |
| ATT 2021                | 20 | 2650, 2200                            | Gelsenkirchen Hbf – Münster Hbf                                                                                            |
| ATT 2021                | 21 | 6185                                  | Wustermark - Rathenow                                                                                                      |
| ATT 2022                | 22 | 6344                                  | Halle-Trotha - Könnern                                                                                                     |
| EBWU 2022               | 23 | 3601<br>4000                          | Darmstadt Hbf – Neu-Edingen/MA-Friedrichsfeld<br>Mannheim Hbf – Mannheim-Friedrichsfeld<br>Südeinfahrt/Ausfahrt            |
| mKoK <sup>12</sup> 2028 | 24 | 3520, 3600, 3601, 3660, 4010 and more | Node Frankfurt am Main and adjacent lines (Frankfurt Hbf – Zeppelinheim, Frankfurt Hbf – Hanau – Hailer-Meerholz and more) |
| mKoK 2028               | 25 | 5500, 5501, 5503, 5504, 5505, 5510    | Node München and adjacent lines (München Hbf – Ingolstadt, München Hbf – Rosenheim, München Hbf – Olching and more)        |
| ATT 2026                | 26 | 6132                                  | Großbeeren Süd – Bitterfeld                                                                                                |

Table 8: List of Declared Congested Infrastructure Elements

## ITALY- RFI

RFI publishes a document annually on the ePIR portal entitled '*Gradi di utilizzo dell'infrastruttura: infrastruttura a capacità limitata e infrastruttura saturata*' (Infrastructure utilisation levels: capacity-constrained infrastructure and saturated infrastructure). The purpose of this document is to provide the market with an overview of the level of utilisation and the hourly distribution of traffic on the various sections of the network; furthermore, it aims to provide a swift and preliminary assessment of saturation or limited capacity on those sections of the network not already subject to a declaration of saturation due to a failure of the coordination process. The declaration of limited capacity is immediately valid for determining the scope of approval of cancellation charges for train paths by the railway undertaking, as referred to in paragraph 5.4.6 of the NS.

The declaration of saturation is subsequently confirmed by means of a specific capacity analysis.

<sup>11</sup> Capacity Analysis (Eisenbahnbetriebswissenschaftliche Untersuchung)

<sup>12</sup> Medium-term strategy for optimised capacity utilisation (Mittelfristiges Konzept für eine optimierte Kapazitätsnutzung), [KaZu Novum – Kapazitätsplanung und -zuweisung der Zukunft](#)

The ‘*Gradi di utilizzo dell’infrastruttura: infrastruttura a capacità limitata e infrastruttura satura*’ document correlates the scheduled traffic on the average reference day (conventionally the second Wednesday in March), as recorded in the systems on the first day the timetable comes into effect, in its hourly breakdown, with the capacity figures available at the time of publication for the sections under analysis – where these are available from previous AdC reports – or with standard capacity figures. It also specifies the percentage utilisation thresholds which, if reached or exceeded, result in a declaration of Limited Capacity and Saturation.

The standard capacity values and the utilisation threshold values are set out, in relation to the general characteristics of the lines and the relevant signalling system, in Table 2.6 of the NS.

If the saturation threshold is reached or capacity is limited, even in a single time slot, the IM shall declare the relevant section to be ‘saturated’ or ‘at a limited capacity’ in advance.

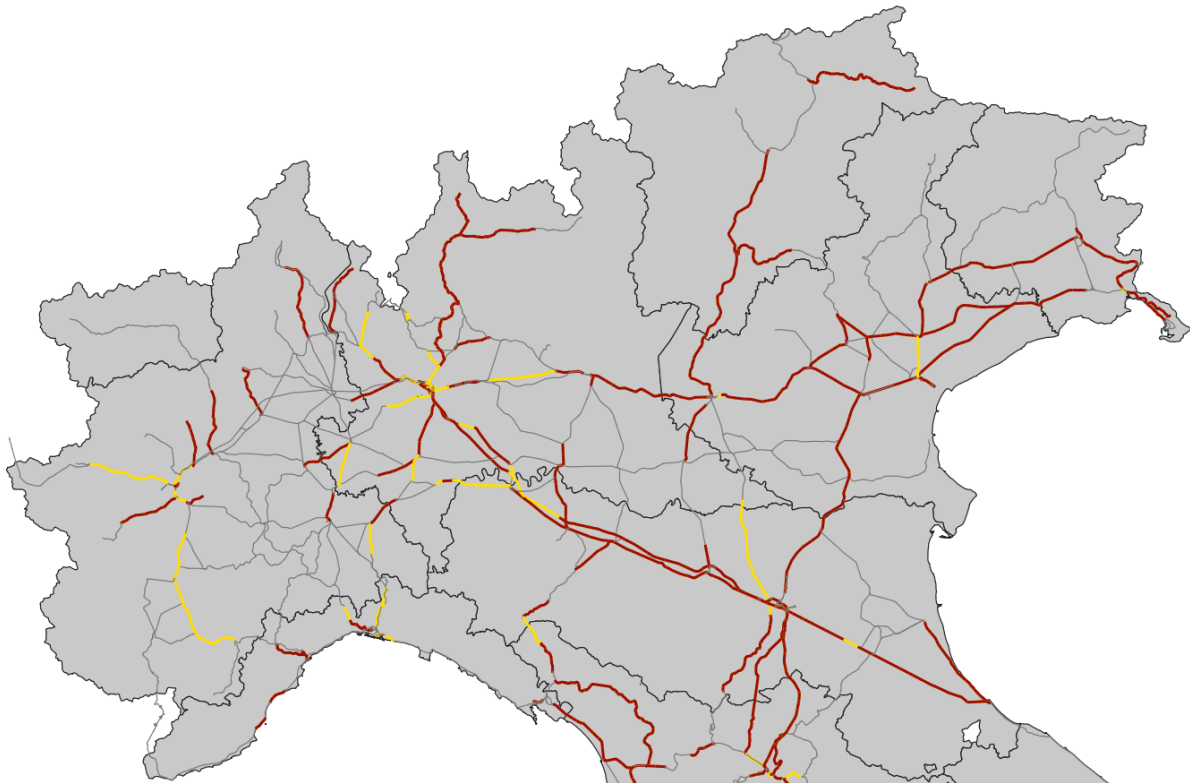


Figure 8: Declared Congested Infrastructure Elements, Data as of ATT2026. In red stretches declared in saturation in advance, in yellow stretches declared at a limited capacity in advance.

## SLOVENIA - SZ

The process for declaration of congested infrastructure begins when the Infrastructure Manager (IM) officially declares a specific section as congested infrastructure due to conflicting capacity requests or expected capacity constraints. In Slovenia, two line sections are currently declared under this protocol: **Line 60 between Divača and Prešnica junction** and **Line 62 linking Prešnica junction with Koper**.

For such sections, the IM must conduct a capacity analysis and produce a capacity-enhancement plan, while train path allocation gives priority to the socioeconomic importance of the rail service and the significance of international freight transport. If

operators on these lines share the same level of priority, a financial bidding process for the infrastructure charge is triggered, and the entire auction process and final allocation decision must be strictly approved and supervised by the regulatory authority, AKOS.

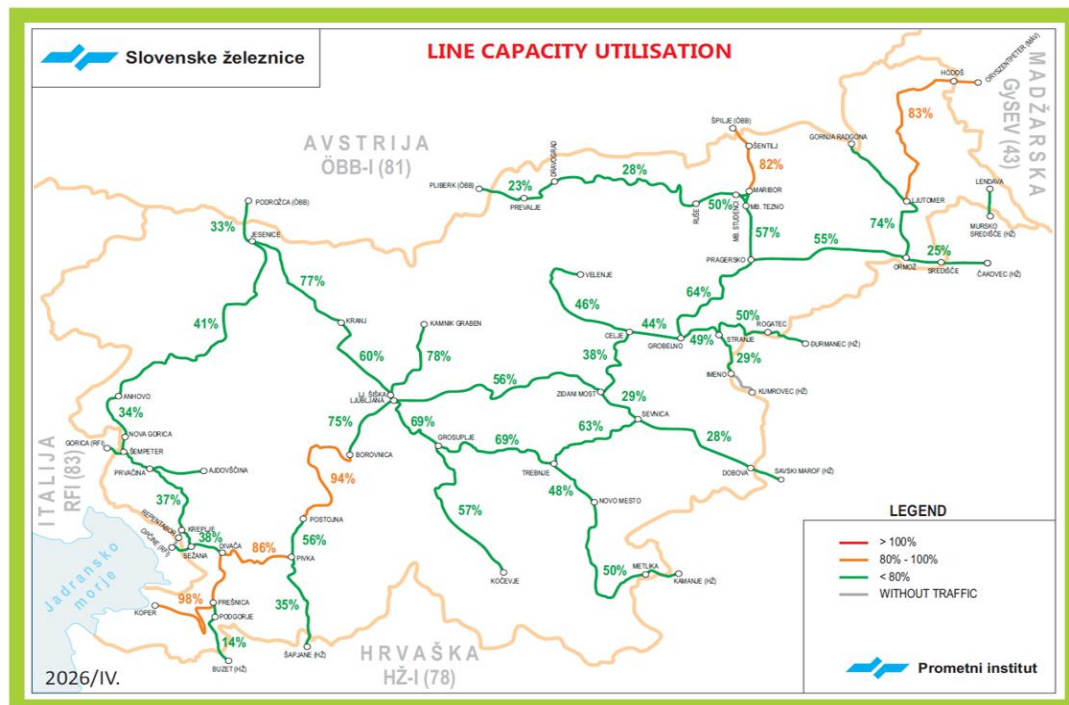


Figure 9: Map of Line Capacity Utilisation of SZ

## SLOVAKIA - ŽSR

Congested infrastructure shall mean a section of a railway network managed by ŽSR for which demand or infrastructure capacity cannot be fully satisfied during certain periods or period of the day, even after negotiation with applicants and coordination pursuant Chapter 4.5.4 of the different requests for infrastructure capacity. The same applies also to railway lines or their sections on which it can be foreseen will suffer from insufficient capacity in the near future. When such situation occurs, ŽSR shall immediately declare a disputed railway network section managed by ŽSR for certain period or period of the day to be congested railway infrastructure (publish on the ŽSR website [www.zsr.sk](http://www.zsr.sk) in the section “Railway Infrastructure/Marketing /Information for RUs/Announcements”). At the same time it shall carry out a capacity analysis; this shall not apply unless infrastructure capacity enhancement plan is already being implemented.

The purpose of capacity analysis is to determine the restrictions on infrastructure capacity, which prevent requests for capacity from being adequately met, and to propose method of enabling it. The capacity analysis result shall be the identification of the reasons for the railway infrastructure congestion and what measures might be taken in the short and medium term to ease the congestion.

A capacity analysis shall be completed within six months after declaring the railway

infrastructure as congested.

Within six months of the completion of a capacity analysis, ŽSR shall be obliged in cooperation with the congested infrastructure users to produce a capacity enhancement plan.

When the railway infrastructure is congested, ŽSR is entitled to apply the following priority rules:

a) on the main railway lines in the following order:

1. transport services in the public interest implemented by a systemic or tactical distribution of paths,
2. agreed international train paths for passenger services operated in the public interest,
3. other agreed international train paths for passenger services,
4. agreed international train paths for freight,
5. transport services in the public interest not covered by the first and second points,
6. other international passenger transport services,
7. other international freight transport services,
8. other transport services.

b) on secondary railway lines in the following order :

1. transport services in the public interest,
2. passenger transport services,
3. freight transport services,
4. other transport services.

In determining the priorities of the allocation process, ŽSR may also take into account the previous level of use of specific train paths in the case of equal priority of two or more applications.

In the case that given line section is declared to be congested, ŽSR shall offer to applicant's other paths with sufficient capacity and shall examine the possibilities for increasing the capacity on the congested line section. The applicant does not have to agree with suggested tracks and may propose a suitable alternative himself.

ŽSR may require the railway network user to surrender the train path, which over a period of one month has been used less than 50 %; this shall not apply unless this was due to non-economic reasons beyond the user's control, in particular through limitation of the operation by ŽSR

If the railway undertaking continues to use the train path less than 50 % even after the notice of ŽSR, ŽSR has the right to withdraw the train path from the user.

## 10.1. Estimated overview of the expected traffic flows at the common border point

In this chapter, information is provided for the purpose of harmonizing the capacity of the railway lines at border sections, an overview of the expected traffic volumes at the common border crossing points. For TT2030, expected intensities on the border

sections have been coordinated with the NPIMs across. The values in the table below are the volumes of trains per hour at both the entry and exit points.

## AUSTRIA - ÖBB-Infrastruktur

### Neighbouring IM: DB InfraGO

#### Per direction

| ÖBB Infra                                                                                                                               | DB InfraGO                                                                                |
|-----------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| <b>Ehrwald Zugspitzbahn – Griesen</b>                                                                                                   |                                                                                           |
| 1 per hour Urban and regional passenger service                                                                                         |                                                                                           |
| <b>Lochau-Hörbranz – Lindau-Reutin</b>                                                                                                  |                                                                                           |
| 2,5 per hour Urban and regional passenger service<br>0,5 per hour Inter-urban passenger service<br>Non systematic Freight service / day |                                                                                           |
| <b>Schärding – Passau</b>                                                                                                               |                                                                                           |
| 1 per hour Urban and regional passenger service                                                                                         |                                                                                           |
| 1 per hour Inter-urban passenger service                                                                                                | 0,5 per hour Inter-urban passenger service + non-systematic                               |
| 3,5 per hour freight service                                                                                                            | 3 per hour freight service<br>+ 0,5 freight service per hour only in direction to Austria |
| <b>Vils – Pfronten-Steinach</b>                                                                                                         |                                                                                           |
| 1 per hour Urban and regional passenger service                                                                                         |                                                                                           |
| <b>Scharnitz – Mittenwald</b>                                                                                                           |                                                                                           |
| 1 per hour Urban and regional passenger service<br>Non systematic Freight service / day                                                 |                                                                                           |
| <b>Kufstein – Kiefersfelden</b>                                                                                                         |                                                                                           |
| 1 per hour Urban and regional passenger service<br>2,5 per hour Inter-urban passenger service<br>2,5 per hour freight service           |                                                                                           |
| <b>Salzburg – Freilassing</b>                                                                                                           |                                                                                           |
| 6 per hour Urban and regional passenger service<br>3 per hour Inter-urban passenger service                                             |                                                                                           |
| 2 per hour freight service                                                                                                              | 1,5 per hour freight service                                                              |
| <b>Braunau am Inn – Simbach</b>                                                                                                         |                                                                                           |
| 1 per hour Urban and regional passenger service<br>Non systematic Freight service / day                                                 |                                                                                           |

### Neighbouring IM: RFI

#### Per direction

| ÖBB Infra                                                                                                                           | RFI |
|-------------------------------------------------------------------------------------------------------------------------------------|-----|
| <b>Arnoldstein-Tarviso Borsoverde</b>                                                                                               |     |
| 0,5 per hour Urban and regional passenger service<br>0,5 per hour Inter-urban passenger service<br>2 per hour Freight service / day |     |
| <b>Silian-San Cardido/Innichen</b>                                                                                                  |     |
| 2 per hour Urban and regional passenger service<br>Non systematic Freight service / day                                             |     |
| <b>Brennersee Terminal-Brennero</b>                                                                                                 |     |
| 1 per hour Urban and regional passenger service<br>1 per hour Inter-urban passenger service                                         |     |

|                                  |
|----------------------------------|
| 3 per hour Freight service / day |
|----------------------------------|

### Neighbouring IM: SZCZ

#### Per direction

| ÖBB Infra                                                                                                                                        | SZCZ |
|--------------------------------------------------------------------------------------------------------------------------------------------------|------|
| <b>Summerau–Horni Dvoriste Cardido/Innichen</b>                                                                                                  |      |
| 0,5 per hour Urban and regional passenger service<br>0,5 per hour Freight service / day                                                          |      |
| <b>Gmünd–Ceske Velenice</b>                                                                                                                      |      |
| 0,5 per hour Urban and regional passenger service<br>Non systematic Inter-urban passenger service<br>0,5 per hour Freight service / day          |      |
| <b>Bernhardsthal–Breclav</b>                                                                                                                     |      |
| 1 per hour Urban and regional passenger service<br>1 per hour + non systematic Inter-urban passenger service<br>2 per hour Freight service / day |      |

### Neighbouring IM: ZSR

#### Per direction

| ÖBB Infra                                                                                                                         | ZSR |
|-----------------------------------------------------------------------------------------------------------------------------------|-----|
| <b>Marchegg–Devinska Nova</b>                                                                                                     |     |
| 1 per hour Urban and regional passenger service<br>1 per hour Inter-urban passenger service<br>1 per hour Freight service / day   |     |
| <b>Kittsee–Bratislava Petržalka</b>                                                                                               |     |
| 1 per hour Urban and regional passenger service<br>0,5 per hour Inter-urban passenger service<br>1 per hour Freight service / day |     |

### Neighbouring IM: SZ

#### Per direction

| ÖBB Infra                                                                                                                             | SZ |
|---------------------------------------------------------------------------------------------------------------------------------------|----|
| <b>Spielfeld–Straß–Sentilj</b>                                                                                                        |    |
| Non Systematic Urban and regional passenger service<br>1 per hour Inter-urban passenger service<br>1,5 per hour Freight service / day |    |
| <b>Rosenbach–Jesenice</b>                                                                                                             |    |
| 0,5 per hour Urban and regional passenger service<br>0,5 per hour Inter-urban passenger service<br>1,5 per hour Freight service / day |    |

### Neighbouring IM: SBB

#### Per direction

| ÖBB Infra                                       | SBB |
|-------------------------------------------------|-----|
| <b>Lustenau–St. Margrethen</b>                  |     |
| 3 per hour Urban and regional passenger service |     |

|                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------------------------|
| 0,5 per hour Inter-urban passenger service<br>0,5 per hour Freight service / day                                                      |
| <b>Schaan-Vaduz-Buchs</b>                                                                                                             |
| 0,5 per hour Urban and regional passenger service<br>0,5 per hour Inter-urban passenger service<br>0,5 per hour Freight service / day |

## Neighbouring IM: MAV

### Per direction

| <b>ÖBB Infra</b>                                                                                                                  | <b>MAV</b> |
|-----------------------------------------------------------------------------------------------------------------------------------|------------|
| <b>Nickelsdorf–Hegyeshalom</b>                                                                                                    |            |
| 1 per hour Urban and regional passenger service<br>1,5 per hour Inter-urban passenger service<br>2 per hour Freight service / day |            |
| <b>Mattersburg–Sopron</b>                                                                                                         |            |
| 2 per hour Urban and regional passenger service<br>Non systematic Freight service / day                                           |            |
| <b>Fehring–Szentgotthard</b>                                                                                                      |            |
| 1per hour Urban and regional passenger service<br>Non systematic Freight service / day                                            |            |

## CZECH REPUBLIC – SŽCZ

The estimated frequency of traffic at the border with neighbouring infrastructure managers is shown in the following tables.

## Czech Republic – Austria

### Per direction

| <b>SŽCZ</b>                                                                                                                                             | <b>ÖBB Infra</b> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| <b>Horní Dvořiště (CZ) - Summerau (AT)</b>                                                                                                              |                  |
| 0,5 <sup>A</sup> per hour Inter-urban passenger service<br>0 <sup>A</sup> per hour Urban and regional passenger service<br>0,5 per hour Freight service |                  |
| <b>České Velenice (CZ) - Gmünd (AT)</b>                                                                                                                 |                  |
| non systematic <sup>B</sup> Inter-urban passenger service<br>0,5 per hour Urban and regional passenger service<br>0,5 per hour Freight service          |                  |
| <b>Šatov (CZ) - Retz (AT)</b>                                                                                                                           |                  |
| No Inter-urban passenger service<br>0,5 per hour Urban and regional passenger service<br>Non systematic Freight service                                 |                  |
| <b>Břeclav (CZ) - Bernhardsthal (AT)</b>                                                                                                                |                  |
| 1per hour Inter-urban passenger service + non systematic<br>1 per hour Urban and regional passenger service<br>2 per hour Freight service               |                  |
| <b><sup>A</sup>EC trains interspersed with regional express trains</b>                                                                                  |                  |

<sup>B</sup>2 pairs per day, operate in Austria as a regional passenger train

## Czech Republic – Germany

### Per direction

| SŽCZ                                                                                                                                                                         | DB Infrago                                         |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|
| <b>Děčín (CZ) – Bad Schandau (DE)</b>                                                                                                                                        |                                                    |
| 1 per hour Inter-urban passenger service                                                                                                                                     |                                                    |
| 0,5 per hour Urban and regional passenger service + non systematic                                                                                                           |                                                    |
| 3,5 per hour Freight service                                                                                                                                                 |                                                    |
| <b>Cheb (CZ) - Schirding (DE)</b>                                                                                                                                            |                                                    |
| 0,5* per hour Inter-urban passenger service                                                                                                                                  | No* Inter-urban passenger service                  |
| 0,5* per hour Urban and regional passenger service                                                                                                                           | 1* per hour Urban and regional passenger service   |
| 0,5 per hour Freight service                                                                                                                                                 |                                                    |
| <b>Česká Kubice (CZ) - Furth im Wald (DE)</b>                                                                                                                                |                                                    |
| 0,5* per hour Inter-urban passenger service                                                                                                                                  | No* Inter-urban passenger service                  |
| No* Urban and regional passenger service                                                                                                                                     | 0,5* per hour Urban and regional passenger service |
| Non systematic Freight service                                                                                                                                               |                                                    |
| <b>* Differences in frequency per passenger traffic type due to different perceptions of the traffic types by the IMs. The IMs agree on the total number of frequencies.</b> |                                                    |

## Czech Republic – Slovakia

### Per direction

| SŽCZ                                              | ŽSR |
|---------------------------------------------------|-----|
| <b>Mosty u Jablunkova (CZ) - Čadca (SK)</b>       |     |
| 1 per hour Inter-urban passenger service          |     |
| 0,5 per hour Urban and regional passenger service |     |
| 2 per hour Freight service                        |     |
| <b>Horní Lideč (CZ) - Lúky pod Makytou (SK)</b>   |     |
| 0,5 per hour Inter-urban passenger service        |     |
| 0,5 per hour Urban and regional passenger service |     |
| 0,5 per hour Freight service                      |     |
| <b>Lanžhot (CZ) - Kúty (SK)</b>                   |     |
| 1 per hour Inter-urban passenger service          |     |
| 0,5 per hour Urban and regional passenger service |     |
| 2 per hour Freight service                        |     |

## Czech Republic – Poland

### Per direction

| SŽCZ                                        | PKP PLK* |
|---------------------------------------------|----------|
| <b>Lichkov (CZ) - Międzyzlesie (PL)</b>     |          |
| 0,25 per hour Inter-urban passenger service |          |

|                                                                                      |  |
|--------------------------------------------------------------------------------------|--|
| 0,25 per hour Urban and regional passenger service                                   |  |
| 0,25 per hour Freight service                                                        |  |
| <b>Bohumín passenger (CZ) - Chalupki (PL)</b>                                        |  |
| 0,5 per hour Inter-urban passenger service                                           |  |
| 0,5 per hour Urban and regional passenger service                                    |  |
| 0,25 per hour Freight service                                                        |  |
| <b>Bohumín-Vrbice (CZ) - Chalupki (PL)</b>                                           |  |
| No Inter-urban passenger service                                                     |  |
| No Urban and regional passenger service                                              |  |
| 1 per hour Freight service                                                           |  |
| <b>Petrovice u Karviné (CZ) - Zebrzydowice (PL)</b>                                  |  |
| 0,5 per hour Inter-urban passenger service                                           |  |
| No Urban and regional passenger service                                              |  |
| 1 per hour Freight service                                                           |  |
| <b>*The data in this table have not been aligned and are solely endorsed by SŽCZ</b> |  |

### Explanation of the cross-border section Bohumín – Chalupki

On the Czech side, the Bohumín – Chalupki cross-border railway connection consists of two separate single-track lines. One branches off from the track group at Bohumín-Vrbice, serving traffic from Ostrava. The other departs from the Bohumín passenger station, handling traffic from Ostrava when long-distance passenger trains stop in Bohumín for boarding and alighting, and also serving trains heading towards Žilina (and occasionally Katowice, although this route is rarely used). These two single-track lines are not interconnected and form a triangular track layout near the Czech – Polish border.

For this reason, the following two cross-border sections are listed separately in the strategy:

- Bohumín-Vrbice – Chalupki,
- Bohumín passenger station – Chalupki.

This distinction reflects the actual infrastructure layout and allows for a more precise representation of train flows and planning constraints on each route.

### FRANCE – SNCF Réseau

#### Per direction

|                                |     |
|--------------------------------|-----|
| SNCF-R                         | ACF |
| <b>Zoufftgen - Bettembourg</b> |     |

|                                                                                                                                                                  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 per hour Inter-urban passenger service<br>5 per hour Urban and regional passenger service + non-systematic<br>1 per hour Freight service, off peak hours only. |
| <b>Mont Saint Martin - Rodange</b>                                                                                                                               |
| 2 per hour Urban and regional passenger service                                                                                                                  |

| SNCF-R                                                                                                                 | Infrabel |
|------------------------------------------------------------------------------------------------------------------------|----------|
| <b>Mont St Martin - Aubange</b>                                                                                        |          |
| 0 Freight service / day                                                                                                |          |
| <b>Feignies - Quévy</b>                                                                                                |          |
| 0 per hour Urban and regional passenger service<br>1 per hour Inter-urban passenger service<br>1 Freight service / day |          |
| <b>Tourcoing - Mouscron</b>                                                                                            |          |
| 1 per hour Urban and regional passenger service<br>1 Freight service / day                                             |          |
| <b>Jeumont - Erquelinnes</b>                                                                                           |          |
| 1 per hour Urban and regional passenger service<br>1 Freight service / day                                             |          |
| <b>Baisieux - Blandain</b>                                                                                             |          |
| 1 per hour <i>Urban and</i> regional passenger service<br>0 Freight service / day                                      |          |
| <b>Wannehain</b>                                                                                                       |          |
| 5 per hour Inter-urban passenger service                                                                               |          |

| SNCF-R                                                                                                                   | SBB infra |
|--------------------------------------------------------------------------------------------------------------------------|-----------|
| <b>Saint Louis - Basel</b>                                                                                               |           |
| 4 per hour Urban and regional passenger service<br>0,5 per hour Inter-urban passenger service<br>2 Freight service / day |           |
| <b>Pougny – Chancy - La Plaine (Genève).</b>                                                                             |           |
| 3 per hour Urban and regional passenger service<br>0,5 per hour Inter-urban passenger service                            |           |
| <b>Les Longevilles - Vallorbe</b>                                                                                        |           |
| 0 per hour Urban and regional passenger service<br>0,5 per hour Inter-urban passenger service                            |           |

| SNCF-R                                                                                                                  | ADIF |
|-------------------------------------------------------------------------------------------------------------------------|------|
| <b>Figères V. – Perpignan BV</b>                                                                                        |      |
| 0 per hour Urban and regional passenger service<br>1* per hour Inter-urban passenger service<br>0 Freight service / day |      |
| <b>Figères V. – Perpignan BV (Le Soler)</b>                                                                             |      |
| 0 per hour Urban and regional passenger service<br>0 per hour Inter-urban passenger service<br>1* Freight service / day |      |
| <b>Cerbère - Portbou (via UIC)</b>                                                                                      |      |
| 1 per hour Urban and regional passenger service<br>0 per hour Inter-urban passenger service<br>1 Freight service / day  |      |

|                                                                                                                               |
|-------------------------------------------------------------------------------------------------------------------------------|
| <b>Cerbère - Portbou (via iberica)</b>                                                                                        |
| 1 per hour Urban and regional passenger service<br>0 per hour Inter-urban passenger service<br>0** Freight service / day      |
| <b>Irun - Hendaya (via UIC)</b>                                                                                               |
| 0 per hour Urban and regional passenger service<br>0,5 per hour Inter-urban passenger service<br>0,5 Freight service / day    |
| <b>Irun - Hendaya (via iberica)</b>                                                                                           |
| 1,5 per hour Urban and regional passenger service<br>0 per hour Inter-urban passenger service<br>0** per hour freight service |
| <b>Puigcerdá-Latour de Carol (via iberica)</b>                                                                                |
| 1 per hour Urban and regional passenger service                                                                               |

\* Linea Figueras Perpignan S.A.

\*\* A value of "zero" does not indicate the absence of traffic on this section, but rather a volume below the perceptible threshold. A unit is only counted if it reaches at least 1 train every 2 hours

## GERMANY - DB InfraGO AG

### Neighbouring IM: Banedanmark

#### Per direction

| Banedanmark                                                                       | DB InfraGO                                                     |
|-----------------------------------------------------------------------------------|----------------------------------------------------------------|
| <b>Padborg - Flensburg Friedensweg</b>                                            |                                                                |
| 1 per hour Inter-urban passenger service                                          | 0,5 per hour Inter-urban passenger service +<br>non-systematic |
| 0,5 per hour Urban and regional passenger service<br>1,5 per hour Freight service |                                                                |

### Neighbouring IM: PKP PLK

#### Per direction

| PKP Polskie Linie Kolejowe                                                        | DB InfraGO                                                                                                                                      |
|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Stubice - Frankfurt/Oder</b>                                                   |                                                                                                                                                 |
| 1,5 per hour Inter-urban passenger service<br>2 per hour Freight service          | 1 per hour Inter-urban passenger service<br>2 per hour Freight service in direction Poland<br>1,5 per hour Freight service in direction Germany |
| 0,5 per hour Urban and regional passenger service                                 |                                                                                                                                                 |
| <b>Szczecin Gumieńce - Tantow</b>                                                 |                                                                                                                                                 |
| Inter-urban passenger service - demand is<br>currently unknown                    | 0,5 per hour Inter-urban passenger service                                                                                                      |
| 1 per hour Urban and regional passenger service<br>Non-systematic Freight service |                                                                                                                                                 |
| <b>Węgliniec - Horka</b>                                                          |                                                                                                                                                 |
| 0,25 per hour Inter-urban passenger service                                       | Non-systematic Inter-urban passenger service                                                                                                    |
| 1 per hour Freight service                                                        |                                                                                                                                                 |

### Neighbouring IM: SZCZ

#### Per direction

| SZCZ | DB InfraGO |
|------|------------|
|------|------------|

| <b>Děčín – Bad Schandau</b>                                                                                                                    |                                                   |
|------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|
| 1 per hour Inter-urban passenger service<br>0,5 per hour Urban and regional passenger service + non-systematic<br>3,5 per hour Freight service |                                                   |
| <b>Cheb – Schirnding*</b>                                                                                                                      |                                                   |
| 0,5 per hour Inter-urban passenger service<br>0,5 per hour Urban and regional passenger service                                                | 1 per hour Urban and regional passenger service   |
| 0,5 per hour Freight service                                                                                                                   |                                                   |
| <b>Česká Kubice – Furth im Wald*</b>                                                                                                           |                                                   |
| 0,5 per hour Inter-urban passenger service                                                                                                     | 0,5 per hour Urban and regional passenger service |
| Non-systematic Freight service                                                                                                                 |                                                   |

\* Differences in frequency per passenger traffic type due to different perceptions of the traffic types by the IMs. The IMs agree on the total number of frequencies.

### Neighbouring IM: ÖBB-Infra

#### Per direction

| ÖBB Infra                                                                                                                               | DB InfraGO                                                                                |
|-----------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| <b>Ehrwald Zugspitzbahn – Griesen</b>                                                                                                   |                                                                                           |
| 1 per hour <i>Urban and</i> regional passenger service                                                                                  |                                                                                           |
| <b>Lochau-Hörbranz – Lindau-Reutin</b>                                                                                                  |                                                                                           |
| 2,5 per hour Urban and regional passenger service<br>0,5 per hour Inter-urban passenger service<br>Non systematic Freight service / day |                                                                                           |
| <b>Schärding – Passau</b>                                                                                                               |                                                                                           |
| 1 per hour Urban and regional passenger service                                                                                         |                                                                                           |
| 1 per hour Inter-urban passenger service                                                                                                | 0,5 per hour Inter-urban passenger service + non-systematic                               |
| 3,5 per hour freight service                                                                                                            | 3 per hour freight service<br>+ 0,5 freight service per hour only in direction to Austria |
| <b>Vils – Pfronten-Steinach</b>                                                                                                         |                                                                                           |
| 1 per hour <i>Urban and</i> regional passenger service                                                                                  |                                                                                           |
| <b>Scharnitz – Mittenwald</b>                                                                                                           |                                                                                           |
| 1 per hour <i>Urban and</i> regional passenger service<br>Non systematic Freight service / day                                          |                                                                                           |
| <b>Kufstein – Kiefersfelden</b>                                                                                                         |                                                                                           |
| 1 per hour <i>Urban and</i> regional passenger service<br>2,5 per hour Inter-urban passenger service                                    |                                                                                           |
| 3 per hour freight service                                                                                                              | 2,5 per hour freight service                                                              |
| <b>Salzburg – Freilassing</b>                                                                                                           |                                                                                           |
| 6 per hour <i>Urban and</i> regional passenger service<br>3 per hour Inter-urban passenger service                                      |                                                                                           |
| 2 per hour freight service                                                                                                              | 1,5 per hour freight service                                                              |
| <b>Braunau am Inn – Simbach</b>                                                                                                         |                                                                                           |

|                                                                                                |
|------------------------------------------------------------------------------------------------|
| 1 per hour <i>Urban and</i> regional passenger service<br>Non systematic Freight service / day |
|------------------------------------------------------------------------------------------------|

## Neighbouring IM: SBB Infra

### Per direction

| SBB Infra                                                                                                                    | DB InfraGO                                                          |
|------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| <b>Basel SBB / Basel SBB RB (CH) – Basel Bad / Basel Bad Rbf (D)</b>                                                         |                                                                     |
| 1,5 per hour Inter-urban passenger service                                                                                   |                                                                     |
| 3 per hour Urban and regional passenger service                                                                              | 2 per hour Urban and regional passenger service<br>+ non-systematic |
| 8 per hour freight service <sup>13</sup>                                                                                     | 4,5 per hour freight service + non-systematic                       |
| <b>Kreuzlingen – Konstanz</b>                                                                                                |                                                                     |
| 1 per hour Inter-urban passenger service<br>4 per hour Urban and regional passenger service                                  |                                                                     |
| <b>Kreuzlingen Hafen – Konstanz</b>                                                                                          |                                                                     |
| 1 per hour Urban and regional passenger service                                                                              |                                                                     |
| <b>Singen – Schaffhausen</b>                                                                                                 |                                                                     |
| 1 per hour Inter-urban passenger service<br>3,5 per hour Urban and regional passenger service*<br>1 per hour freight service |                                                                     |

\* Additionally, there is 1 capacity per hour foreseen only between Schaffhausen PB and Thayngen.

## Neighbouring IM: SNCF Réseau

### Per direction

| SNCF Réseau                                                                                                                                  | DB InfraGO |
|----------------------------------------------------------------------------------------------------------------------------------------------|------------|
| <b>Apach – Perl</b>                                                                                                                          |            |
| 0,5 per hour Urban and regional passenger service<br>0,5 per hour Freight service                                                            |            |
| <b>Forbach – Saarbrücken</b>                                                                                                                 |            |
| 0,5 per hour Inter-urban passenger service<br>1 per hour Urban and regional passenger service<br>2 per hour Freight service                  |            |
| <b>Port du Rhin – Kehl</b>                                                                                                                   |            |
| 1 per hour Inter-urban passenger service<br>2 per hour Urban and regional passenger service<br>1,5 per hour Freight service + non-systematic |            |
| <b>Lauterbourg – Berg</b>                                                                                                                    |            |
| 1 per hour Urban and regional passenger service                                                                                              |            |
| <b>Mulhouse – Neuenburg</b>                                                                                                                  |            |

<sup>13</sup> 6 train paths direction Weil am Rhein - Landesgrenze and 2 train paths Basel Bad Bf - Rheinhafen

1 per hour Urban and regional passenger service  
non-systematic freight service

### Neighbouring IM: Infrabel

#### Per direction

| Infrabel                                                                                      | DB InfraGO                                                                                    |
|-----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| <b>Montzen – Aachen West</b>                                                                  |                                                                                               |
| 3 per hour Freight service                                                                    | 2 per hour Freight service + non-systematic                                                   |
| <b>Hergenrath – Aachen Süd*</b>                                                               |                                                                                               |
| 1,5 per hour Inter-urban passenger service<br>1 per hour Urban and regional passenger service | 1 per hour Inter-urban passenger service<br>1,5 per hour Urban and regional passenger service |

\* Differences in frequency per traffic type due to different perceptions of the traffic types by the IMs. The IMs agree on the total number of frequencies.

### Neighbouring IM: ACF/CFL

#### Per direction

| ACF/CFL                                                                       | DB InfraGO |
|-------------------------------------------------------------------------------|------------|
| <b>Wasserbillig – Igel</b>                                                    |            |
| 3 per hour Urban and regional passenger service<br>1 per hour Freight service |            |

### Neighbouring IM: ProRail

#### Per direction

| ProRail                                                                                                                                                                                               | DB InfraGO |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| <b>Heerlen - Herzogenrath</b>                                                                                                                                                                         |            |
| 2 per hour Urban and regional passenger service<br>Non-systematic Freight service                                                                                                                     |            |
| <b>Venlo - Kaldenkirchen</b>                                                                                                                                                                          |            |
| 1 per hour Urban and regional passenger service<br>3 per hour Freight service                                                                                                                         |            |
| <b>Zevenaer - Emmerich</b>                                                                                                                                                                            |            |
| 1 per hour Inter-urban passenger service<br>1 per hour Urban and regional passenger service<br>4 per hour Freight service in direction Germany<br>3 per hour Freight service in direction Netherlands |            |
| <b>Enschede - Gronau</b>                                                                                                                                                                              |            |
| 2 per hour Urban and regional passenger service                                                                                                                                                       |            |
| <b>Oldenzaal - Bad Bentheim</b>                                                                                                                                                                       |            |
| 1 per hour Inter-urban passenger service<br>1 per hour Urban and regional passenger service<br>2 per hour Freight service                                                                             |            |
| <b>Bad Nieuweschans – Weener</b>                                                                                                                                                                      |            |

1 per hour Urban and regional passenger service  
Non-systematic Freight service

## ITALY – RFI

The estimated frequency of traffic at the border with neighboring infrastructure managers is shown in the following tables.

| Border points<br>Italy – France  | Name of the IM<br>responsible for<br>each cross-<br>border section | Passenger train paths per hour per<br>direction |          | Freight train paths<br>per hour per<br>direction |
|----------------------------------|--------------------------------------------------------------------|-------------------------------------------------|----------|--------------------------------------------------|
|                                  |                                                                    | Long distance                                   | Regional |                                                  |
| Modane – Bardonecchia            | RFI                                                                | 1                                               | 1        | 1,5                                              |
| Menton-<br>Garavan – Ventimiglia | SNCF-R                                                             | 1                                               | 2*       | 0,5                                              |

| Border points<br>Slovenia – Italy | Name of the IM<br>responsible for<br>each cross-<br>border section | Passenger train paths per hour per<br>direction |          | Freight train paths<br>per hour per<br>direction |
|-----------------------------------|--------------------------------------------------------------------|-------------------------------------------------|----------|--------------------------------------------------|
|                                   |                                                                    | Long distance                                   | Regional |                                                  |
| Sežana - Villa Opicina            | SZ                                                                 | 0,5                                             | 0,5      | 3                                                |
| Nova Gorica-Gorizia               | RFI                                                                | 0                                               | 0,5      | 0,5                                              |

| Border points<br>Austria-Italy      | Name of the IM<br>responsible for<br>each cross-<br>border section | Passenger train paths per hour per<br>direction |          | Freight train paths<br>per hour per<br>direction |
|-------------------------------------|--------------------------------------------------------------------|-------------------------------------------------|----------|--------------------------------------------------|
|                                     |                                                                    | Long distance                                   | Regional |                                                  |
| Arnoldstein-<br>Tarvisio Boscoverde | ÖBB Infra                                                          | 0,5                                             | 0,5      | 2                                                |
| Sillian-San<br>Candido/Innichen     | ÖBB Infra                                                          | 0                                               | 2        | non- systematic                                  |
| Brennersee Terminal-<br>Brennero    | ÖBB Infra                                                          | 0,5                                             | 1*       | 3                                                |

| Border points<br>Italy – Switzerland | Name of the IM<br>responsible for each<br>cross-border<br>section | Passenger train paths per hour per<br>direction |          | Freight train<br>paths per hour<br>per direction |
|--------------------------------------|-------------------------------------------------------------------|-------------------------------------------------|----------|--------------------------------------------------|
|                                      |                                                                   | Long distance                                   | Regional |                                                  |
| Domodossola-Brig                     | SBB                                                               | 0,5                                             | 0        | 3,5                                              |
| Chiasso-Como<br>SG/Rosales           | RFI                                                               | 1                                               | 4        | 4                                                |
| Luino-Cadenazzo                      | SBB                                                               | 0                                               | 0,5      | 2                                                |

## SLOVENIA - SZ

### SZ-HŽI

| Border points<br>Slovenia-Croatia | Name of the IM<br>responsible for | Passenger train paths per hour per<br>direction | Freight train<br>paths per hour |
|-----------------------------------|-----------------------------------|-------------------------------------------------|---------------------------------|
|-----------------------------------|-----------------------------------|-------------------------------------------------|---------------------------------|

|                          | each cross-border section |               |          | per direction |
|--------------------------|---------------------------|---------------|----------|---------------|
|                          |                           | Long distance | Regional |               |
| Dobova-Savski Marof      | SŽ I                      | 0,5           | 0,5      | 1             |
| Ilirska Bistrica-Šapjane | HŽI                       | 0             | 0,5      | 0             |
| Središče-Čakovec         | HŽI                       | 0             | 0,5      | 0,5           |

### SŽ-GYSEV Zrt.

| Border points<br>Slovenia-Hungary | Name of the IM<br>responsible for<br>each cross-<br>border section | Passenger train paths per hour per<br>direction |          | Freight train<br>paths per hour<br>per direction |
|-----------------------------------|--------------------------------------------------------------------|-------------------------------------------------|----------|--------------------------------------------------|
|                                   |                                                                    | Long distance                                   | Regional |                                                  |
| D<br>Hodoš-Őriszentpéter          | SŽ I                                                               | 0,5                                             | 0,5      | 0,5                                              |

Long-term, non-binding European capacity concepts, such as those developed in the RNE Working Group EuroLink, are to be considered to strengthen the European dimension of cross-border passenger and freight planning.

### SLOVAKIA - ŽSR

| Border points ŽSR                    | IM<br>responsible<br>for each<br>cross-<br>border<br>section | Freight<br>volume | Inter-urban<br>volume* | Urban and<br>Regional<br>volume* | Ad Hoc |
|--------------------------------------|--------------------------------------------------------------|-------------------|------------------------|----------------------------------|--------|
| Bratislava-Petržalka - Kittsee       |                                                              | 1,25              | 1                      | 2                                | 0,25   |
| Čadca - Mosty u Jablunkova*          |                                                              | 2                 | 0,5                    | Upon request                     | 2      |
| Čaňa - Hidasnémeti                   |                                                              | N/a               | N/a                    | N/a                              | N/a    |
| Čierna n/Tisou - Čop                 |                                                              | N/a               | N/a                    | N/a                              | N/a    |
| Devínska Nová Ves - Marchegg         |                                                              | 2                 | 2                      | 2                                | 0      |
| Komárno - Komárom                    |                                                              | 1                 | 0                      | 0                                | 0,21   |
| Kúty - Lanžhot*                      |                                                              | 2                 | 1                      | 0,5                              | 2      |
| Lúky pod Makytou - Horní Lideč*      |                                                              | 0,5               | 0,5                    | 0,5                              | 1      |
| Plaveč - Muszyna                     |                                                              | N/a               | N/a                    | N/a                              | N/a    |
| Rusovce - Rajka                      |                                                              | 1,5               | 0,5                    | 0,5                              | 0,33   |
| Skalité - Zwardoń                    |                                                              | 0                 | 0                      | 0,5                              | 1      |
| Slovenské Nové Mesto - Sátorajújhely |                                                              | N/a               | N/a                    | N/a                              | N/a    |
| Štúrovo - Szob                       |                                                              | 1                 | 0,5                    | 0                                | 0,61   |

\*-Weekday passenger traffic volume per hour, during daytime

## 11. TCR-planning principles

Please note that the references to the Network Statements are indicative only, since the Network Statements for Timetable Year 2030 will be only published, as per the regular process, in autumn 2028. Therefore, the references in the document refer to the sites where recently published Network Statements are available.

To facilitate easy access of network statement processes, documents and timelines per IM, the following table presents the network statements websites per country:

| Country | IM                                                     | Link to Network Statements on IM website                                                                                                                                                                |
|---------|--------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| AT      | ÖBB Infra                                              | <a href="https://infrastruktur.oebb.at/en/partners/rail-network/network-statement">https://infrastruktur.oebb.at/en/partners/rail-network/network-statement</a>                                         |
| CZ      | Správa železnic (SŽCZ)                                 | <a href="https://www.spravazeleznic.cz/web/en/our-railway/how-to-operate-on-our-railway">https://www.spravazeleznic.cz/web/en/our-railway/how-to-operate-on-our-railway</a>                             |
| DE      | DB InfraGO AG                                          | <a href="https://www.dbinfrago.com/web-en/rail-network/network_statement">https://www.dbinfrago.com/web-en/rail-network/network_statement</a>                                                           |
| FR      | SNCF Réseau                                            | <a href="https://www.sncf-reseau.com/en/rail-network/network-statements">https://www.sncf-reseau.com/en/rail-network/network-statements</a>                                                             |
| IT      | RFI                                                    | <a href="https://www.rfi.it/en/railway-infrastructure-access-/Network-statement.html">https://www.rfi.it/en/railway-infrastructure-access-/Network-statement.html</a>                                   |
| SI      | Slovenske železnice-Infrastruktura (SŽ-Infrastruktura) | <a href="https://infrastruktura.sz.si/en/partners/access-to-infrastructure-for-rus/network-statement/">https://infrastruktura.sz.si/en/partners/access-to-infrastructure-for-rus/network-statement/</a> |
| SK      | ŽSR                                                    | <a href="https://www.zsr.sk/en/railway-undertaking/infrastructure/network-statement">https://www.zsr.sk/en/railway-undertaking/infrastructure/network-statement</a>                                     |

Table 9:Link to NS on IM website

### Clustering of TCRs to minimize the gravity of impact and duration

Clustering of works geographically and timewise, with the aim of deriving a single alternative transport concept, can be an effective way to minimize the gravity of impact and/or the duration of impact of TCRs for RUs. From an IM point of view, working with multiple projects close to each other, or taking advantage of larger TCRs to organize small TCR or maintenance works is possible if it's technically possible, if works logistics are permitting and if the plannings of the individual projects have the required flexibility to plan the works simultaneously. Clustering of works is continuous process.

|                                                   | AT   | CZ                            | DE                | FR   | IT                             | SI   | SK   |
|---------------------------------------------------|------|-------------------------------|-------------------|------|--------------------------------|------|------|
| Clustering is done to minimize gravity of impact  | Yes  | Yes                           | See below at 11.1 | Yes  | Yes                            | Yes  | Yes  |
| Clustering is done to minimize duration of impact | Yes  | Yes                           |                   | No   | No                             | Yes  | Yes  |
| Clustering for other reasons                      | Yes  | Yes                           |                   | Yes  | Yes                            | No   | Yes  |
| Clustering process starts at ...                  | X-30 | X-28                          |                   | X-28 | X-26                           | X-28 | X-12 |
| Pre-defined agreements with RUs on clustering     | No   | Yes                           |                   | Yes  | No                             | No   | No   |
| Reference to network statement, where available   | -    | <a href="#">Chapter 2.5.1</a> |                   |      | <a href="#">Chapter 4.3.2.</a> | -    | -    |

Table 10: Clustering of TCRs to minimize the gravity of impact and duration

### **Description of connected areas where TCRs due to shortage of capacity shall not be planned simultaneously**

To avoid an (extra) shortage of capacity during TCRs, IMs can define areas where TCRs shall not be planned simultaneously. That includes deviation routes. IMs have several approaches of defining and handling deviation routes:

- A “Corridorbook” like approach, with pre-defined deviation route(s) which need to be applied if a certain line is closed
- A “Corridorbook” like approach, with multiple pre-defined deviation routes per line, of which at least one needs to be open

No pre-defined deviation routes are described or agreed on, but deviation possibilities are reviewed while planning TCRs

Besides deviation routes there can be other connected areas where TCRs shall not be planned at the same moment.

|                                                                                         | AT  | CZ                                                          | DE                | FR                                                            | IT                            | SI  | SK                            |
|-----------------------------------------------------------------------------------------|-----|-------------------------------------------------------------|-------------------|---------------------------------------------------------------|-------------------------------|-----|-------------------------------|
| Pre-defined deviation routes available - fixed                                          | Yes | Yes                                                         | See below at 11.1 | Yes                                                           | Yes                           | Yes |                               |
| Multiple pre-defined deviation routes available – one (or more) to be left free of TCRs | Yes | Yes                                                         |                   | Yes                                                           | Yes                           | No  | -                             |
| No pre-defined deviation routes described, tailor made during planning                  | No  | No                                                          |                   | No                                                            | -                             | No  | -                             |
| Other reasons for not planning TCR simultaneously in connected areas                    | Yes | Yes                                                         |                   | No                                                            | -                             | Yes | -                             |
| Major public events are considered in the planning of TCRs                              | Yes | Yes                                                         |                   | No                                                            | Yes                           | No  | -                             |
| This topic is covered in the network statement (including annexes)                      | No  | Partially                                                   |                   | No                                                            | Partially                     | No  |                               |
| Reference to network statement, where available                                         | -   | <a href="#">Chapter 2.5.1</a> & <a href="#">Chapter 4.3</a> |                   | <a href="#">Chapter 4.3.2 (Determining Capacity for TCRs)</a> | <a href="#">Chapter 4.3.2</a> |     | <a href="#">Chapter 4.3.1</a> |

Table 11: Connected Areas with TCR Planning Restrictions

### Description of the periods when regular TCRs will be executed if their nature makes it possible (nights, weekends)

In general, TCR are planned in all countries on periods with reduced traffic to minimize their impact on passengers: during (extended) nights, weekends, school holidays or in summer (marked in blue in the table below). However, some IMs don't necessarily distinguish the periods by traffic intensity and can also plan during daytime or at workdays. Because of the intensification of construction and maintenance activities, IMs can be obliged to spread more equally the TCR to preserve costs and resources. All the exceptions observed in the working group are described in the paragraph "National specificities".

|                                                                                               | AT | CZ | DE                | FR | IT | SI | SK |
|-----------------------------------------------------------------------------------------------|----|----|-------------------|----|----|----|----|
| During school holidays                                                                        | ★  | ★  | See below at 11.1 | ☆  | ★  | ★  | ★  |
| During summer                                                                                 | ★  | ☆  |                   | ☆  | ★  | ★  | ★  |
| During weekends                                                                               | ★  | ★  |                   | ☆  | ★  | ☆  | ★  |
| During nights                                                                                 | ★  | ☆  |                   | ☆  | ★  | ☆  | ⊗  |
| Economically justified                                                                        | ☆  | ☆  |                   | ☆  | ☆  | ⊗  | ★  |
| During daytime                                                                                | ☆  | ☆  |                   | ☆  | ☆  | ☆  | ★  |
| During daytime in hours with less traffic demand                                              | ☆  | ★  |                   | ☆  | ☆  | ★  | ★  |
| Period depending on a rational assessment between impact on traffic and cost                  | ☆  | ★  |                   | ⊗  | ☆  | ☆  | ★  |
| More equally spread all over the days of the year, because of a feasible plan for contractors | ⊗  | ★  |                   | ⊗  | ⊗  | ☆  | ★  |

★ favored option; ☆ alternative option; ⊗ exceptional or impossible option

Table 12: Regular TCR Execution Periods

### Description of the periods when TCRs will be planned (nights, weekends)

The maintenance of the infrastructure is repetitive in nature. Every asset must be maintained regularly. Planning can be based on this regularity and does not have to start from scratch every time. By elaborating regular planning with blocked capacity, maintenance can be facilitated, which will positively affect the availability of the infrastructure.

Tying the planning of maintenance to a recurring principle of TCR Windows also means that less effort is required to create the planning. This will make the planning process more efficient.

|                                                                                                                                  | AT                  | CZ | DE                | FR                                                            | IT                                   | SI                                          | SK |
|----------------------------------------------------------------------------------------------------------------------------------|---------------------|----|-------------------|---------------------------------------------------------------|--------------------------------------|---------------------------------------------|----|
| Types of TCR windows: recurring all year                                                                                         | Yes                 | No | See below at 11.1 | Yes                                                           | Yes                                  | Yes                                         | No |
| Types of TCR windows: recurring during a limited number of weeks                                                                 | No                  | No |                   | No                                                            | No                                   | No                                          | No |
| Typical duration of TCR windows [hours]                                                                                          | 6-8                 | -  |                   | 6                                                             | 4                                    | 6-9                                         | -  |
| Typical cycle time of recurring TCR windows                                                                                      | available every day | -  |                   | Weekly                                                        | Weekly                               | Every second week                           | -  |
| Number of windows per cycle per location                                                                                         | 5 - 7               | -  |                   | between 2 & 4                                                 | 2-7                                  | 2-4                                         | -  |
| Typical impact                                                                                                                   | single-track        | -  |                   | Single                                                        | Total or single-track closure        | Single track closure on double track lines, | -  |
| Time-positioning of TCR windows                                                                                                  | Night               | -  |                   | Night                                                         | Night or day                         | Day                                         | -  |
| Days of the week                                                                                                                 | all                 | -  |                   | All                                                           | Depending on the line                | Weekend, Mon                                | -  |
| Lines covered by TCR windows                                                                                                     | ~90%                | -  |                   | 100%                                                          | 100%                                 | 30%                                         | -  |
| TCR windows at stations and yards                                                                                                | No                  | -  |                   | 100%                                                          | 0%                                   | 50%                                         | -  |
| TCR windows are released if not used at ... days                                                                                 | -                   | -  |                   | Week-5                                                        | 30 days                              | x-14                                        | -  |
| TCR windows can be used for small maintenance                                                                                    | Yes                 | -  |                   | Yes                                                           | Yes                                  | Yes                                         | -  |
| TCR windows can be used by other projects                                                                                        | Yes                 | -  |                   | Yes                                                           | Yes                                  | Yes                                         | -  |
| Safeguarding of alternative routes or freight, long distance passenger services, and/or night train services in TCR window model | Yes                 | -  |                   | Yes                                                           | Yes                                  | Yes                                         | -  |
| Cancellation of TCR windows on deviation routes of regular TCRs                                                                  | if possible         | -  |                   | Yes                                                           | Partially                            | Yes                                         | -  |
| In annual timetable (no replanning of trains needed in later phases)                                                             | Yes                 | -  |                   | Yes                                                           | Yes                                  | No                                          | -  |
| Works can be planned in the allocated TCR Windows without further consultation of RUs or coordination with neighboring IMs       | Yes                 | -  |                   | No                                                            | Yes                                  | Yes                                         | -  |
| Reference to network statement, where available                                                                                  | -                   | -  |                   | <a href="#">Chapter 4.3.2 (Determining Capacity for TCRs)</a> | <a href="#">Chapter 4.3.2 (TCRs)</a> | -                                           |    |

Table 13: Periods for TCR Planning

## 11.1. National Specificities

### AUSTRIA - ÖBB-Infrastruktur

#### Methodological approach

Expansion of stabling facilities

- Description of the areas in which TCRs should not be planned simultaneously due to capacity bottlenecks
- Description of the periods during which TCRs are carried out, where possible due to their nature (at night, on weekends)
- Description of the periods during which regular maintenance windows are planned (at night, on weekends)
- Description of what the TCR allocation process will look like and how coordination and consultation will be ensured
- Description of the existing national, bilateral or trilateral escalation procedures in case the stakeholders involved do not reach agreement

#### Categorisation and publication of restrictions

The impacts of restrictions on railway infrastructure depend to a large extent on the available railway infrastructure and the specific timetable structure.

Based on the provisions of Annex VII to Directive 2012/34/EU establishing a single European railway area, planned restrictions at ÖBB-Infrastruktur AG are categorised as follows.

|                         |                  | Ausfall oder Umleitung von Zugtrassen pro Tag |                       |                       |                       |
|-------------------------|------------------|-----------------------------------------------|-----------------------|-----------------------|-----------------------|
|                         |                  | < 10%                                         | 10 - 30%              | 30 - 50%              | > 50%                 |
| Dauer der Einschränkung | > 30 Tage        | Kat IV<br>Minor TCR                           | Kat III<br>Medium TCR | Kat II<br>High TCR    | Kat I<br>Major TCR    |
|                         | 7 Tage - 30 Tage | Kat IV<br>Minor TCR                           | Kat III<br>Medium TCR | Kat II<br>High TCR    | Kat II<br>High TCR    |
|                         | 24h - 7 Tage     | Kat IV<br>Minor TCR                           | Kat III<br>Medium TCR | Kat III<br>Medium TCR | Kat III<br>Medium TCR |
|                         | < 24h            | Kat IV<br>Minor TCR                           | Kat IV<br>Minor TCR   | Kat IV<br>Minor TCR   | Kat IV<br>Minor TCR   |

Figure 10: Categorisation of restriction

For the publication of restrictions in the Network Statement (SNNB), the deadlines pursuant to Annex VII to Directive 2012/34/EU are applied.

If capacity restrictions affect more than one network, they are coordinated between the infrastructure managers concerned. The deadlines for completing coordination can be taken from the figure below.

Each publication in the Network Statement (SNNB) is preceded by a consultation of applicants and operators of service facilities.

|                                            |                              | Veröffentlichungsfristen |                         |                         |                         |                        |
|--------------------------------------------|------------------------------|--------------------------|-------------------------|-------------------------|-------------------------|------------------------|
|                                            |                              | X-24                     | X-18                    | X-13,5                  | X-12                    | X-6*                   |
| Kategorie                                  | <b>Kat I</b><br>Major TCR    | Erste Veröffentlichung   | Abschluss Koordinierung |                         | Zweite Veröffentlichung | Update                 |
|                                            | <b>Kat II</b><br>High TCR    | Erste Veröffentlichung   | -                       | Abschluss Koordinierung | Zweite Veröffentlichung | Update                 |
|                                            | <b>Kat III</b><br>Medium TCR | -                        | -                       | Abschluss Koordinierung | Erste Veröffentlichung  | Update                 |
|                                            | <b>Kat IV</b><br>Minor TCR   | -                        | -                       |                         | -                       | Erste Veröffentlichung |
| *Als Grundlage für den Netzfahrplanentwurf |                              |                          |                         |                         |                         |                        |

Figure 11: : Publication deadlines

The capacity strategy only addresses restrictions classified as “Category I – Major impact TCR”.

### Regulation of restrictions in the timetable

Restrictions of railway infrastructure (TCRs) are classified as timetable-relevant in the planning of railway infrastructure capacity if at least one of the two criteria listed below is met.

- Changes to railway infrastructure capacity are required
- Cancellation
- Diversion
- Change in timing
- Changes to train parameters are required
- Train length
- Type of traction
- aS profile
- etc.

Delays alone do not constitute timetable relevance of restrictions of railway infrastructure. Timetable-relevant restrictions of railway infrastructure are regulated either already in the network timetable or later by means of temporary changes in the construction timetable or ad hoc timetable.

For regular railway infrastructure maintenance works pursuant to Section 65a EisebG, the following principles apply in the 2030 network timetable period as part of the network timetable preparation:

On single-track line sections, no train paths are allocated for a defined period of time. The planned weekday, interval, duration of the closure, as well as the start and end times are determined specifically for each line section on the basis of the railway infrastructure capacity of the draft network timetable and following consultation of the applicants entitled to request capacity, in accordance with the provisions of Point 12 of Annex VII to Directive 2012/34/EU, and announced no later than four months before the beginning of the network timetable period. Details can be found in the SNNB annexes.

On double-track line sections, increased running time allowances are applied, as part of the network timetable preparation, for passenger trains during the period from 22:00 to 04:30 in order to carry out regular railway infrastructure maintenance works required to maintain the

safety and order of railway operations without temporary adjustments to the network timetable. At least 12% of the running time is applied as a standard allowance to requests for railway infrastructure capacity for passenger trains.

It follows that planned restrictions of railway infrastructure (major and high-impact TCRs) that are to be regulated in the network timetable are incorporated into the "Capacity Model" in the form of time windows.

### **Premises for the planning of restrictions of railway infrastructure**

Planned construction works are generally carried out in such a way that the impacts on railway services are kept as low as possible.

#### **1. Type of closure**

Full closures (line closures) on double-track lines are only planned if this is indispensable for construction-related reasons and/or occupational safety reasons and no other construction method can be selected.

#### **2. Importance of the line in the network / function of the line**

In network segments A1, A2, A3 and B (connecting function is the priority), restrictions are planned to be as short as possible so that the impacts on railway operations can be minimised in terms of duration.

In network segments R1, R2 and G (accessibility function is the priority), closures are planned in such a way that the accessibility function, in particular for freight customers, can be maintained as far as possible. As a rule, this is associated with a longer duration of the works or restrictions.

#### **3. Bundling of construction measures**

If a restriction makes it absolutely necessary to temporarily adjust the timetable for inter-urban volume services based on the node-edge model by means of a deviation timetable (change in timing), further construction sites are bundled in terms of time and location on the affected line section or axis so that the modified timetable, usually with extended running times, can be used optimally.

If a restriction makes it necessary to temporarily reduce the timetable (cancellation and/or diversion in passenger or freight services), further construction sites are bundled in terms of time and location on the affected line section or axis so that the reduced capacity requirement can be used optimally for further restrictions.

Use of periods with reduced demand

When planning restrictions, periods with lower capacity utilisation, such as nights and weekends, are scheduled as a priority. This is intended to ensure that the impacts on railway traffic can be kept as low as possible. On lines with high demand from education-related and commuter traffic, capacity restrictions are to be concentrated in holiday periods.

#### **4. Specific market requirements**

Specific customer requirements are taken into account in the planning process, provided they are already known at the time the restriction is planned. In freight traffic, this includes, for example, company shutdown periods at large industrial sites. In passenger traffic, examples include tourist use or events such as MotoGP, Formula 1 or the Hahnenkamm races.

## **CZECH REPUBLIC – SŽCZ**

In the Network Statement, only the major TCRs affecting traffic are listed in "Annex S – Temporary Capacity Restrictions" (hereinafter also referred to as DOK).

## Planning and negotiation of TCRs on SZCZ

1. Long-term plans (3, 2 and 1 year ahead)
  - a) DOK<sup>14</sup> - Long-term capacity limitation (according to the European law - 3 and 2 years ahead)
  - b) RVP<sup>15</sup> - Annual closure plan (according to the national Railway law - 1 year ahead)
2. 2- Medium-term plans (4, 3, 2 months ahead)<sup>16</sup>
3. 3- Short-term plans (weekly)
4. 4- Long-term and medium-term plans are discussed and consulted with railway undertakings (106), contracting and coordinating authorities for public transport (15), and professional associations in the rail sector (2), all hereinafter referred to as "participants".

In principle, all types of planning and coordination follow this procedure:

- Internal compilation of draft plans based on individual requirements, including those from CPS (a foreign legal entity).
- Distribution of the draft plans to all participants for comments.
- Incorporation of received comments, with every effort made to accommodate them.
- Circulation of the revised plans to all participants prior to the hearing.
- Conference call with all participants.
- Incorporation of comments following the hearing.
- Publication of the final negotiated plans on the Rail Infrastructure Manager's Operations Portal.
- Participants are notified at all stages (invitations, documents, minutes) via Data Box or email. The annual plans and any subsequent amendments are approved by the Authority.

## Brief timeline of long-term plan discussions during the calendar year

**January – March:** Compilation of closure requests at the level of Construction Departments and Regional Directorates. Distribution of the draft plan to the participants.

**March - April:** Discussion of lockout requirements at the regional level with regular participants.

Resulting draft Annual Plan is sent to all participants for comments as a basis for national coordination.

**May:** Incorporation of comments received from participants.

Conference discussion at annual nation-wide meeting

Plan update in the DOK document (*Temporary Capacity Restriction*)

**June:** Distribution of the coordinated version of the documents following the nation-wide meeting for comments.

Settlement of received comments

Final discussion with all participants

**July:** Request to DOK for approval of the Annual Plan.

**Autumn:** Publication of the Annual Plan (depending on the duration of the administrative procedure).

**September:** Internal drafting of DOK X-24 (this year will be 2029) and update of DOK X-12

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<sup>14</sup> DOK = Dočasná omezení kapacity (Temporary Capacity Restrictions)

<sup>15</sup> RPV = Plán výluk na následující rok (TCR Plan for the Next Year)

<sup>16</sup> These terms may change in future, planned (6, 5, 4 months ahead)

(2028).

**October:** Distribution of DOK documents X-24 and X-12 to all participants for comment.

**November:**

- Incorporation of participants' comments into the DOK plans and redistribution as a basis for consultation.
- Consultation of DOK plans with all participants.

**December:** Publication of DOK X-24 and X-12 before the start of the new Timetable.

### **Medium-term planning**

New requirements and changes to the already approved Annual Plan are coordinated and discussed on a monthly basis. Only new requests for X-4 and changes to X-3 and X-2 are considered.

**First week of the month:** Compilation of new requirements and changes from the Annual Plan. Documents are sent out for regional lockout meetings.

**Second week of the month:** Regional lockout meetings are held.

**Third week of the month:** Incorporation of agreed changes from regional lockout meetings and distribution of updated documents to all participants for the monthly nation-wide lockout meeting(s).

**Last Thursday of the month:** Regular monthly national lockout meeting is held.

**First week of the following month:** Minutes of the regular monthly national lockout meeting are sent to all participants for comments.

**Second week of the following month:** Minutes are finalized and individual requests are submitted to the Authority for approval of the discussed changes to the approved Annual Plan.

### **Short-term planning**

**Friday:** Summarize weekly plans, including the addition of necessary lockouts to address known emergency situations or natural disasters.

**Monday and Tuesday:** Review of all planned lockouts to ensure that the appropriate lockout orders have been issued and that they align with the agreed scope of restrictions.

**Wednesday:** Issuance of the *Schedule of Authorized Lockouts* for the following week, which also serves as formal authorization for the execution of individual lockouts.

## **FRANCE – SNCF Réseau**

See DRR 4.3.1

The capacities allocated for works needs are the object of "works windows" defined on sections with windows. Several types are available:

"generic windows", "corrective" and "surveillance", which correspond to capacity for the most common works carried out during periods of reduced commercial demand;  
 "distorted windows" apply to a limited number of weeks and are likely to have a significant impact on train paths.

With regard to the station zones and railway hubs, these are not the object of windows, bearing in mind the wide variety of railway routes that may be shared to operate there. These zones are the subject of "works capacities" on sections/tracks without windows.  
 For such operations, SNCF Réseau will base its decisions case-by-case on efforts to strike the best possible technical and economic balance, which may result in the following operational measures:

Total stoppage of traffic for a given period on the track concerned or on both tracks, if necessary;

Temporary speed restrictions (TSR) on the track concerned and on adjacent tracks.

Temporary Restrictions of Commercial Capacity (RTC) of railway lines for reasons such as carrying out infrastructure works, including temporary restrictions of speed, axle load, train length, traction or gauge, in accordance with EU Directive 2012/34/, are subject to the classification and processes.

## GERMANY – DB InfraGO AG

DB InfraGO is required to develop Temporary Capacity Restrictions (TCRs) following "Annex VII" (Commission Delegated Decision (EU) 2017/2075 of 4 September 2017 replacing Annex VII to Directive 2012/34/EU of the European Parliament and of the Council establishing a single European railway area), which sets the framework for TCR-planning, the aim of which is to promote early planning, international coordination among Infrastructure Managers (IMs), transparency towards Applicants and planning stability. Ultimately, it pursues the goal of increased performance and competitiveness of rail services.

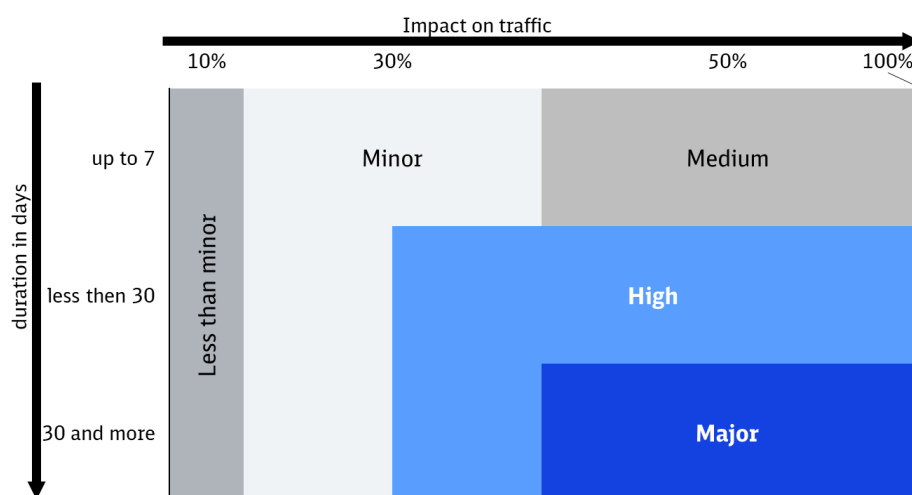


Figure 12: Overview of Annex VII-categories of TCRs (Source: RNE)

The first consultation phase concentrates on bundling TCR-windows in space ("TCR corridors") and time (weekdays, weekends, days and/or nights), taking into consideration the extent of the capacity restriction (total or one-track-closure). The objective is to reduce the impact on traffic to the largest extent possible. The first consultation phase starts

approximately 40 months ahead of timetable change (X-40) with the first publication (here) of intended TCR-windows, based on which the final draft is published at X-24. The second consultation phase that starts from X-24 focuses on updating the TCR-planning and detailing the effect of a TCR on path concepts following such criteria as total train routing, train routing from the end of the TCR-stretch to its destination, travel time incl. extensions because of TCRs, network effects of a cancellation or a deviation, potential for further delays and operational costs. Depending on the outcome of the evaluation, the TCRs will be taken in the Annual Timetable as capacity not available for commercial use and around which annual path requests will be planned. The second consultation phase may include minor or less than minor TCRs, not considered during the first consultation phase. The third consultation phase addresses non-ATT relevant TCRs. See *Infrastrukturnutzungsbedingungen der DB InfraGO AG (INB) 2027* for further information.

The processes of regular TCR-Planning, consultation and international coordination described in this Chapter are subject to further adjustments based on Annex VII in subsequent years that will be duly explained in the following Capacity Strategies.

### **Planning regular TCR**

DB InfraGO is gradually introducing a TCR-planning process structured in three consultation phases. The first consultation phase aims at the publication of high and major impact TCRs until X-24, whereas the second consultation phase aims at the publication of high and major impact TCRs as well as of medium impact TCRs until X-12. The third consultation phase is dedicated to minor impact TCRs to be published until X-4. DB InfraGO further detailed the TCR fourfold typology of Annex VII, which is depicted in Figure 12, into eight TCR-categories from the lowest impact TCRs in Category 1 (very low time impact, less than 10% impact on traffic volume) to the highest impact TCRs in Category 8 (time impact over 30 days and impact on traffic volume over 50%).

DB InfraGO AG plans construction measures preferably in the form of containers. Containers are standardized blocking times and blocking sections. Construction activities for both maintenance and investment are bundled into these containers to create reliable and standardized TCRs. This way, more construction volume is ensured while also creating more construction-free time. Invest-Container are scheduled as multiple blocks of 4 weeks up to 24 weeks.

### **Description of connected areas where TCRs due to shortage of capacity shall not be planned simultaneously**

To avoid an (extra) shortage of capacity during TCRs, IMs can define areas where TCRs shall not be planned simultaneously. That includes deviation routes and other reasons why areas are connected. We approach this by using a “Corridorbook” for the authorized parties with multiple pre-defined deviation routes per line, of which at least one needs to be open, a capacity- determined set of connected areas to ensure sufficient capacity and a list of major public events. See Richtlinie 402.0305 as reference to network statement.

Description of the periods when TCRs will be executed if their nature makes it possible (nights, weekends)

Construction works are scheduled within the timetable year according to their urgency in such a way that the impacts on traffic for customers are kept to a minimum. For this purpose, traffic restrictions and event-related restrictions are defined.

### **Description of the periods when regular TCR windows will be planned (nights, weekends)**

The maintenance of the infrastructure is repetitive in nature. Every asset must be maintained regularly. Planning can be based on this regularity and does not have to start from scratch every time. By elaborating a regular planning schedule with blocked capacity, maintenance can be facilitated, which will positively affect the availability of the infrastructure.

Tying the planning of maintenance to a recurring principle of TCR Windows also means that less effort is required to create the planning. This will make the planning process more efficient. The maintenance of the infrastructure is generally carried out at night (every four to eight weeks).

### **ITALY – RFI**

The planning of the periodic maintenance windows (IPO) is recurring on an annual basis, but can be subject to remodulation according to significant TCRs on alternative traffic lines. Generally, no trains are planned during IPOs; in few cases related to PSO trains, special timetable arrangements are taken to manage them during one-track closures. The (IPO) maintenance windows along all the entire networks are published annually in the Network Statement and can be consulted by the RUs on the RFI ePIR portal.

### **SLOVENIA – SZ**

Currently, there is no officially defined escalation process in case of disagreement between railway undertakings and the infrastructure manager. If stakeholders cannot reach an agreement regarding planned track closures, stakeholders first try to resolve disagreements through internal meetings and working groups.

Unresolved issues may be referred to the relevant ministry or addressed through administrative or legal procedures.

On single-track lines, within the framework of the maintenance windows, there is a complete interruption of traffic, while on double-track lines, one track of the double-track line is closed. Maintenance windows are not planned simultaneously on interconnected sections. They are distributed throughout the year and last between 6 and 9 hours. Typically, maintenance windows are scheduled every second week. Most maintenance windows are scheduled during weekends when there is less passenger traffic and on Mondays when there is less freight traffic. Maintenance windows are not taken into account in the annual timetable, the train timetable is adjusted operationally.

Maintenance windows are planned for approximately 30% of the public railway infrastructure network, namely on lines with higher traffic density. On other lines, maintenance is carried out between trains.

If the individual maintenance window will not be used, the IM will cancel it 14 days before the scheduled window. Maintenance windows can also be used for other works within the project. If this requires an extension of the maintenance windows, this is not done without prior consultation with neighbouring IMs, insofar as they affect the traffic of international trains.

### **SLOVAKIA - ŽSR**

General principles of TCR planning in ŽSR:

There is a process of planning, consultation and coordination of long-term and continuous planning of temporary capacity restrictions (TCR):

A) "long-term" TCR planning activity, which includes the development of multi-year,

three-year, two-year, and annual TCR plans and activities:

- regular production, updating and publication of long-term TCR plans,
- coordination of TCR within the ŽSR internal units,
- coordination with neighbouring IMs and members on the relevant rail freight corridors (RFC/ETC) within the framework of international activities of ŽSR,
- coordination meetings with the parties concerned;

B) "continuous" TCR planning activity, the so-called "late" TCR:

- elaboration, updating of four-monthly/monthly TCR plans on the basis of the long-term TCR plan and the current requirements of the relevant Regional Directorate
- for capacity restrictions,
- internal negotiation of late TCRs with respect to the lockouts,
- coordination meetings with the participation of affected applicants and carriers,
- communication and mutual information/approval of TCRs with neighbouring IMs;

Minor Maintenance works resulting from immediate or preventive maintenance and requiring a certain "smaller time space" should not have a significant impact on the railway capacity restriction and should be solved in the so-called "Railway Maintenance Windows", which ŽSR determine in advance and announce in the form of allocation of the necessary part of the railway line capacity for the relevant period in the form of SROV 's (collection of track/line closure orders) before the validity of the relevant ATT in accordance with the regulation of ŽSR DP 4 "Track/Line Closure Activity of ŽSR".

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

| Cou<br>ntry         | ID | Line Nr in<br>IM<br>system | Network<br>segment                                    | Purpose                                                                                                  | Time of<br>execution | Start<br>( <i>quarterly<br/>basis</i> ) | Impact<br><br>( <i>total closure/single<br/>track operation etc.</i> )                                                                         | Estimated<br>impact on<br>traffic<br>( <i>optional - if it<br/>is known</i> ) | Financing<br>Secured |
|---------------------|----|----------------------------|-------------------------------------------------------|----------------------------------------------------------------------------------------------------------|----------------------|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|----------------------|
| Austria – ÖBB Infra |    |                            |                                                       |                                                                                                          |                      |                                         |                                                                                                                                                |                                                                               |                      |
| AT                  | 1  |                            | Weststrecke<br>Wien Westbahnhof                       | Redimensioning                                                                                           | 01/2030 -<br>12/2030 | Q1/2030                                 | Passenger Trains:<br>Restrictions in<br>production                                                                                             | 10–30%<br>capacity<br>restriction at<br>Wien<br>Westbahnhof<br>station        | Yes                  |
| AT                  | 2  |                            | Weststrecke<br>Wien Hütteldorf                        | Station remodelling                                                                                      | 01/2030 -<br>12/2030 | Q1/2030                                 | restricted train path<br>availability                                                                                                          | 10–30%<br>capacity<br>restriction at<br>Wien<br>Hütteldorf<br>station         | Yes                  |
| AT                  | 3  |                            | Verbindungsbahn<br>Wien Hütteldorf - Wien<br>Meidling | Line upgrade                                                                                             | 01/2030 -<br>12/2030 | Q1/2030                                 | restricted train path<br>availability                                                                                                          | 10–30%<br>capacity<br>restriction                                             | Yes                  |
| AT                  | 4  |                            | Weststrecke<br>Linz Vbf West – Linz<br>Signalbrücke   | Through connection of<br>the four-track<br>Weststrecke including<br>Franckviertel local<br>transport hub | 01/2030 -<br>12/2030 | Q1/2030                                 | Passenger Trains:<br>journey time<br>extension with a<br>temporary timetable<br>adjustment<br>Freight Trains:<br>Restrictions in<br>production | 1–10%<br>capacity<br>restriction at<br>Linz Vbf node                          | Yes                  |

|                                         |    |     |                                                          |                                        |                      |         |                                                                                            |                                                             |     |
|-----------------------------------------|----|-----|----------------------------------------------------------|----------------------------------------|----------------------|---------|--------------------------------------------------------------------------------------------|-------------------------------------------------------------|-----|
| AT                                      | 5  |     | Weststrecke<br>Linz - Marchtrenk                         | Four-track expansion                   | 01/2030 -<br>12/2030 | Q1/2030 | Passenger Trains:<br>journey time<br>extension with a<br>temporary timetable<br>adjustment | 1–10%<br>capacity<br>restriction                            | Yes |
| AT                                      | 6  |     | Arlbergachse<br>Feldkirch – Buchs (SG)                   | Line upgrade                           | 08/2030 -<br>08/2030 | Q3/2030 | restricted train path<br>availability                                                      | 100% capacity<br>restriction                                | Yes |
| AT                                      | 7  |     | Brennerachse<br>Innsbruck<br>Frachtenbahnhof             | Construction of IIZ<br>BBT<br>Reinvest | 08/2030 -<br>10/2030 | Q3/2030 | Freight Trains:<br>Restrictions in<br>production                                           | 100% capacity<br>restriction at<br>Innsbruck Fbf<br>station | Yes |
| AT                                      | 8  |     | Südstrecke<br>Meidling - Mödling                         | Four-track expansion                   | 01/2030 -<br>12/2030 | Q1/2030 | restricted train path<br>availability                                                      | 10–30%<br>capacity<br>restriction                           | Yes |
| AT                                      | 9  |     | Pyhrnstrecke<br>Hinterstoder - Pießling-<br>Vorderstoder | Double-track<br>expansion              | 08/2030 -<br>09/2030 | Q3/2030 | restricted train path<br>availability                                                      | 100% capacity<br>restriction                                | Yes |
| AT                                      | 10 |     | Nordbahn<br>Abschnitt Gänserndorf -<br>Hohenau           | Line upgrade                           | 01/2030 -<br>12/2030 | Q1/2030 | restricted train path<br>availability                                                      | 10–30%<br>capacity<br>restriction                           | Yes |
| AT                                      | 11 |     | Graz Köflacher Bahn<br>Graz (a) – Lieboch (a)            | Line enhancement                       | 07/2030 -<br>08/2030 | Q3/2030 | temporarily limited<br>train path availability                                             | 100% capacity<br>restriction                                | Yes |
| <b>Czech Republic – Správa železnic</b> |    |     |                                                          |                                        |                      |         |                                                                                            |                                                             |     |
| CZ                                      | 1  | 305 | Polom – Suchdol nad<br>Odrou                             | Line modernization                     | 02/2029–<br>11/2030  | Q2/2029 | single track operation                                                                     |                                                             | Yes |
| CZ                                      | 2  | 305 | Prosenice – Lipník nad<br>Bečvou                         | Connecting of HSR                      | 9/2029–<br>8/2035    | Q3/2029 | single track operation                                                                     | 50%                                                         | Yes |
| CZ                                      | 3  | 305 | Hranice na Moravě –<br>Ostrava-Svinov                    | Connecting of HSR                      | 9/2029–<br>8/2035    | Q3/2029 | single track operation                                                                     | 50%                                                         | Yes |

|    |    |          |                                           |                                                                       |                   |         |                                                                                                             |  |     |
|----|----|----------|-------------------------------------------|-----------------------------------------------------------------------|-------------------|---------|-------------------------------------------------------------------------------------------------------------|--|-----|
| CZ | 4  | 305      | Ostrava-Svinov                            | Modernization of station, connecting to HSR                           | 1/2029–12/2031    | Q1/2029 | single track operation, total closure in direction Odra                                                     |  | Yes |
| CZ | 5  | 305      | Hranice na Moravě                         | Modernization of station, connecting to HSR                           | 11/2028–12/2033   | Q4/2028 | 2/3-line track operation, two-month single track operation                                                  |  | Yes |
| CZ | 6  | 308      | Hranice na Moravě – Střelná               | ETCS and GSM-R implementation                                         | 4/2028–12/2030    | Q2/2028 |                                                                                                             |  | Yes |
| CZ | 7  | 309      | Brodek u Přerova                          | Connecting of HSR                                                     | 1/2030–12/2033    | Q1/2030 |                                                                                                             |  | Yes |
| CZ | 8  | 309      | Brodek u Přerova – Prosenice              | Connecting of HSR                                                     | 9/2029–8/2035     | Q3/2029 |                                                                                                             |  | Yes |
| CZ | 9  | 324      | Brno – Žďár nad Sázavou                   | ETCS and remote-control implementation                                | 1/2030–12/2031    | Q1/2030 |                                                                                                             |  | Yes |
| CZ | 10 | 326      | Brno-Židenice – Brno-Černovice/Brno hl.n. | Modernization of station                                              | 4/2028–6/2030     | Q2/2028 |                                                                                                             |  | Yes |
| CZ | 11 | 501      | uzel Česká Třebová                        | Complete modernization of node                                        | 1/2025–7/2032     | Q1/2025 | reduced track availability in freight part of the station, activation of new station interlocking           |  | Yes |
| CZ | 12 | 501      | Choceň                                    | Renovation of side wall                                               | 10/2030 – 10/2031 | Q4/2030 | single track operation, reduced track availability                                                          |  | Yes |
| CZ | 13 | 501      | Praha-Běchovice - Praha-Libeň             | New line track, connecting of HSR                                     | 10/2029 – 10/2035 | Q4/2029 | reduced track and platform availability in Praha-Libeň, 2/3-line track operation, short 1/3 track operation |  | Yes |
| CZ | 14 | 501, 525 | Praha-Libeň - Praha-Malešice              | Building of grade-separated junction, increasing the number of tracks | 01/2030 – 12/2032 | Q1/2030 | reduced track availability in freight part of the station                                                   |  | Yes |

|    |    |          |                                              |                                                          |                   |         |                                                             |      |     |
|----|----|----------|----------------------------------------------|----------------------------------------------------------|-------------------|---------|-------------------------------------------------------------|------|-----|
| CZ | 15 | 503      | Kolín - Litoměřice dolní nádraží             | ETCS implementation                                      | 1/2030 - 12/2033  | Q1/2030 |                                                             |      | Yes |
| CZ | 16 | 503      | Děčín východ dolní nádraží                   | Station modernization                                    | 05/2030 – 10/2032 | Q2/2030 |                                                             |      | Yes |
| CZ | 17 | 505      | Odb. Kanín - Chlumeck nad Cidlinou           | Line and station modernization, adding second line track | 01/2028 – 12/2032 | Q1/2028 | no catenary                                                 |      | Yes |
| CZ | 18 | 505      | Chlumeck nad Cidlinou - Hradec Králové       | Line and station modernization, adding second line track | 01/2029 – 06/2032 | Q1/2029 | total closure                                               | 100% | Yes |
| CZ | 19 | 505      | node Hradec Králové hl.n.                    | Station modernization                                    | 11/2025 – 12/2031 | Q4/2025 | reduced track availability in passenger part of the station |      | Yes |
| CZ | 20 | 505, 501 | Týniště nad Orlicí - Choceň                  | Line and station modernization, adding second line track | 01/2030 – 12/2033 | Q1/2030 |                                                             |      | Yes |
| CZ | 21 | 521      | Černošice - Odb. Berounka                    | Line and station modernization                           | 01/2028 – 12/2031 | Q1/2028 | single track operation                                      |      | Yes |
| CZ | 22 | 521      | Odb. Berounka - Karlštejn                    | Line and station modernization                           | 01/2028 - 12/2033 | Q1/2028 | single track operation                                      |      | Yes |
| CZ | 23 | 525      | Praha hl.n. - Výh. Praha-Vyšehrad            | Line and station modernization                           | 01/2029 – 12/2030 | Q1/2029 |                                                             |      | No  |
| CZ | 24 | 525      | Výh. Praha-Vyšehrad - Praha-Smíchov          | Railway bridge                                           | 09/2028 – 10/2032 | Q3/2028 |                                                             |      | Yes |
| CZ | 25 | 527      | státní hranice Německo - Kralupy nad Vltavou | ETCS implementation, interlocking modernization          | 01/2028 – 12/2031 | Q1/2028 | several restrictions around the route                       |      | Yes |
| CZ | 26 | 527      | Lovosice - Prackovice nad Labem              |                                                          | 06/2028 – 04/2030 | Q2/2028 | single track operation                                      |      | Yes |

|                                                     |    |                     |                                            |                                                 |                   |         |                                                        |                                         |     |
|-----------------------------------------------------|----|---------------------|--------------------------------------------|-------------------------------------------------|-------------------|---------|--------------------------------------------------------|-----------------------------------------|-----|
| CZ                                                  | 27 | 528                 | Praha-Výstaviště - Praha-Dejvice           | Line and station modernization                  | 02/2028 – 12/2032 | Q1/2028 | total closure                                          | 100%                                    | Yes |
| CZ                                                  | 28 | 528                 | Praha-Dejvice - Praha-Veleslavín           | Line and station modernization                  | 02/2028 – 12/2032 | Q1/2028 | total closure                                          | 100%                                    | Yes |
| CZ                                                  | 29 | 528                 | Praha-Veleslavín - Praha-Ruzyně            | Line and station modernization                  | 03/2028 – 06/2031 | Q1/2028 | total closure                                          | 100%                                    | Yes |
| CZ                                                  | 30 | 528                 | Praha-Ruzyně - Praha-Letiště Václava Havla | New line to Prague international airport        | 03/2028 – 06/2031 | Q1/2028 | -                                                      | -                                       | Yes |
| CZ                                                  | 31 | 528                 | Praha-Letiště Václava Havla                | New line to Prague international airport        | 03/2028 – 06/2031 | Q1/2028 | -                                                      | -                                       | Yes |
| CZ                                                  | 32 | 528                 | Letiště Václava Havla - Kladno/Praha       | New line to Prague international airport        | 06/2028 – 01/2032 | Q2/2028 | -                                                      | -                                       | Yes |
| CZ                                                  | 33 | 712                 | Plzeň - Stod                               | Line modernization                              | 01/2028 – 06/2030 | Q1/2028 | total closure                                          | 100%                                    | Yes |
| CZ                                                  | 34 | 320, 326            | Modřice - Adamov                           | ETCS implementation                             | 02/2028 – 12/2030 | Q1/2028 | several restrictions around node Brno                  |                                         | Yes |
| France – SNCF Réseau                                |    |                     |                                            |                                                 |                   |         |                                                        |                                         |     |
| SNCF- R did not identify any major impact for 2030. |    |                     |                                            |                                                 |                   |         |                                                        |                                         |     |
| Italy – RFI                                         |    |                     |                                            |                                                 |                   |         |                                                        |                                         |     |
| IT                                                  | 1  | 04201, 04301, 04302 | Brennero - Verona                          | Brenner wall                                    | 2027-2028         | Q3/2027 | Closure of tracks 8, 9, 10, 11, 12 in Brennero station | Re-routing, cancellations, remodulation | Yes |
| IT                                                  | 2  | 06202               | Tarvisio Boscoverde - Udine                | Extraordinary maintenance of Zuc Dal Bor tunnel | 2027-2028         | Q2/2027 | Total closure                                          | Re-routing, cancellations, remodulation | Yes |

|                                                      |   |                     |                               |                                                                             |           |         |                                                                   |                                                              |     |
|------------------------------------------------------|---|---------------------|-------------------------------|-----------------------------------------------------------------------------|-----------|---------|-------------------------------------------------------------------|--------------------------------------------------------------|-----|
| IT                                                   | 3 | 02301               | Iselle - Domodossola - Milano | Adjustment to P/C80 profile of the line                                     | 2024-2029 | 2024    | Line closure                                                      | Re-routing, cancellations, remodulation                      | Yes |
| IT                                                   | 4 | 02402               | Pino Tronzano - Luino         | Extraordinary maintenance of artworks                                       | 2026-2031 | Q4/2026 | Line closure                                                      | Re-routing, cancellations, remodulation                      | Yes |
| IT                                                   | 5 | 00201               | Torino - Modane               | Extraordinary maintenance of tunnels                                        | 2026-2030 | Q3/2026 | Track closure                                                     | cancellations + remodulation                                 | Yes |
| IT                                                   | 6 | 04201, 04301, 04302 | Verona - Vicenza              | Works for HS/HC line                                                        | 2029-2030 | Q3/2029 | Line closure                                                      | cancellations + remodulation                                 | Yes |
| <b>Slovenia – Slovenske železnice-Infrastruktura</b> |   |                     |                               |                                                                             |           |         |                                                                   |                                                              |     |
| SI                                                   | 1 |                     | Dobova d.m.-Zidani Most       | Modernising the traffic control centres, increasing level of traffic safety | 2027-2030 | 2026    | Single track operation on a specific section between two stations | Estimated capacity reduction 30-40%, replacement bus service | -   |
| SI                                                   | 2 |                     | Ljubljana- Sežana             | Increase in capacity                                                        | 2027-2030 | 2021    | Single track operation on a specific section between two stations | Estimated capacity reduction 30-40%, replacement bus service | -   |
| <b>Slovakia - Železnice Slovenskej republiky</b>     |   |                     |                               |                                                                             |           |         |                                                                   |                                                              |     |
| SK                                                   | 1 | n/a                 | n/a                           | n/a                                                                         | n/a       | n/a     | n/a                                                               | n/a                                                          | n/a |

Table 14: Planned infrastructure works resulting in capacity restrictions with major impact

## GERMANY- DB InfraGO AG

This chapter contains the available details of the planned infrastructure works resulting in capacity restrictions with major impact in the concerned working timetable period (e.g. Capacity Strategy for TT2031 contains information on major impact closures planned between 15 December 2030 & 13 December 2031). The overview summarises the information on specifics and possible impact to passenger and freight traffic flows.

Listed are all planned infrastructure works with duration of at least 28 days.

All infrastructure works in this Table are purposed to bundle a variety of infrastructure refurbishments and other types of work, which are plannable and will concern the capacity.

The estimated impact of traffic is in all cases cancellation of regional passenger services, depending on the capacity impact fully or partially, generally re- routing of freight services and passenger services if the service is re- routable.

Numbers in brackets in "network segment" indicate the affected route number as in the national system numbered (VzG)

In addition, a network map is added (via a PDF below) on which all TCRs are shown.

| ID | TCR- ID      | Network segment                        | Time of execution           | Impact               |
|----|--------------|----------------------------------------|-----------------------------|----------------------|
| 1  | 1000-SKM2030 | Ulm – Aulendorf                        | 18. Oct 2030 - 15. Nov 2030 | single track closure |
| 2  | 1001-MKM2029 | Nevinghof – Lechtenberg (2931)         | 08. Mar 2030 - 05. Apr 2030 | total closure        |
| 3  | 1013-MKM2029 | Frankfurt Ost                          | 11. Jan 2030 - 08. Feb 2030 | total closure        |
| 4  | 1014-MKM2029 | Frankfurt Ost                          | 03. May 2030 - 28. Jun 2030 | total closure        |
| 5  | 1016-MKM2029 | Dreieich Buchschlag – Dieburg (S-Bahn) | 08. Mar 2030 - 03. May 2030 | total closure        |

|           |              |                                                            |                             |                                               |
|-----------|--------------|------------------------------------------------------------|-----------------------------|-----------------------------------------------|
| <b>6</b>  | 1018-SKM2030 | Offenburg – Hattingen                                      | 03. May 2030 - 28. Jun 2030 | total closure                                 |
| <b>7</b>  | 1071-MKM2029 | Berlin Verbindungskurven Großbeeren, Jüterbog – Falkenberg | 05. Apr 2030 - 13. Dec 2030 | total closure                                 |
| <b>8</b>  | 1084-MKM2029 | Frankfurt Höchst                                           | 03. May 2030 - 28. Jun 2030 | total closure                                 |
| <b>9</b>  | 1086-MKM2029 | Nürnberg – Weiden                                          | 05. Apr 2030 - 31. May 2030 | total closure                                 |
| <b>10</b> | 1086-SKM2030 | Graben Neudorf – Bruchsal                                  | 31. May 2030 - 28. Jun 2030 | total closure                                 |
| <b>11</b> | 1089-MKM2029 | Oberhausen – Duisburg (2275/2650)                          | 28. Jun 2030 - 18. Oct 2030 | single track closure                          |
| <b>12</b> | 1100-MKM2029 | Offenburg – Freiburg                                       | 26. Jul 2030 - 23. Aug 2030 | total closure                                 |
| <b>13</b> | 1118-MKM2029 | Kassel Rbf Berg – Kassel Wilhelmshöhe                      | 05. Apr 2030 - 28. Jun 2030 | total closure                                 |
| <b>14</b> | 1128-MKM2029 | Wiesbaden – Niedernhausen/Wallauer Spange                  | 31. May 2030 - 28. Jun 2030 | 33 % total closure, 67 % single track closure |
| <b>15</b> | 1129-MKM2029 | Wiesbaden Biebrich – Wiesbaden Ost Gbf                     | 03. May 2030 - 28. Jun 2030 | single track closure                          |
| <b>16</b> | 113-SKM2030  | Saalfeld – Bamberg                                         | 03. May 2030 - 28. Jun 2030 | total closure                                 |
| <b>17</b> | 1130-MKM2029 | Wiesbaden Ost Gbf – Mainz Bischofsheim                     | 03. May 2030 - 28. Jun 2030 | single track closure                          |

|           |              |                                                       |                             |                                                  |
|-----------|--------------|-------------------------------------------------------|-----------------------------|--------------------------------------------------|
| <b>18</b> | 1131-MKM2029 | Wiesbaden Biebrich – Wiesbaden Ost Gbf                | 03. May 2030 - 28. Jun 2030 | single track closure                             |
| <b>19</b> | 1133-MKM2029 | Mainz Bischofsheim – Darmstadt                        | 08. Feb 2030 - 08. Mar 2030 | total closure                                    |
| <b>20</b> | 1134-MKM2029 | Mainz Bischofsheim Pbf                                | 08. Feb 2030 - 08. Mar 2030 | total closure                                    |
| <b>21</b> | 1135-MKM2029 | Bischofsheim                                          | 08. Feb 2030 - 08. Mar 2030 | total closure                                    |
| <b>22</b> | 1143-MKM2029 | Niedervellmar/Kassel Rbf Berg – Kassel Rbf Süd        | 05. Apr 2030 - 28. Jun 2030 | total closure                                    |
| <b>23</b> | 1146-MKM2029 | Mainz Mombach – Mainz Bischofsheim Pbf<br>(3510/3520) | 08. Mar 2030 - 03. May 2030 | total closure                                    |
| <b>24</b> | 1147-MKM2029 | Mainz Mombach – Mainz Bischofsheim Pbf<br>(3510/3520) | 08. Mar 2030 - 03. May 2030 | total closure                                    |
| <b>25</b> | 1148-MKM2029 | Wiesbaden Hbf – Biebrich/Wiesbaden Ost Gbf            | 28. Jun 2030 - 13. Dec 2030 | total closure                                    |
| <b>26</b> | 1148-SKM2030 | Würzburg – Nürnberg                                   | 28. Jun 2030 - 26. Jul 2030 | total closure                                    |
| <b>27</b> | 1149-MKM2029 | Fliesen – Hanau                                       | 20. Sep 2030 - 13. Dec 2030 | single track closure                             |
| <b>28</b> | 1150-MKM2029 | Fliesen – Hanau                                       | 08. Feb 2030 - 28. Jun 2030 | single track closure                             |
| <b>29</b> | 1152-MKM2029 | Frankfurt – Mannheim                                  | 11. Jan 2030 - 08. Feb 2030 | 52 % total closure, 48<br>% single track closure |

|           |              |                                                                    |                             |                                               |
|-----------|--------------|--------------------------------------------------------------------|-----------------------------|-----------------------------------------------|
| <b>30</b> | 1153-MKM2029 | Frankfurt – Mannheim                                               | 11. Jan 2030 - 08. Feb 2030 | 52 % total closure, 48 % single track closure |
| <b>31</b> | 1160-MKM2029 | Stendal – Wustermarke Rbf, Uelzen – Stendal, Wittenberge – Stendal | 08. Mar 2030 - 31. May 2030 | single track closure                          |
| <b>32</b> | 1168-MKM2029 | Darmstadt/Hanau – Groß Umstadt Wiebelsbach – Eberbach              | 03. May 2030 - 28. Jun 2030 | total closure                                 |
| <b>33</b> | 1175-MKM2029 | Mainz Bischofsheim                                                 | 03. May 2030 - 28. Jun 2030 | single track closure                          |
| <b>34</b> | 1176-MKM2029 | Frankfurt Kelsterbach                                              | 08. Feb 2030 - 08. Mar 2030 | total closure                                 |
| <b>35</b> | 1177-MKM2029 | Frankfurt Riedbahn II                                              | 11. Jan 2030 - 08. Feb 2030 | 52 % total closure, 48 % single track closure |
| <b>36</b> | 1182-MKM2029 | Ludwigsburg – Marbach am Neckar                                    | 23. Aug 2030 - 20. Sep 2030 | total closure                                 |
| <b>37</b> | 1187-MKM2029 | Kronberg/Bad Soden – Frankfurt West                                | 08. Mar 2030 - 31. May 2030 | 18 % total closure, 82 % single track closure |
| <b>38</b> | 1188-MKM2029 | Kronberg/Bad Soden – Frankfurt West                                | 08. Mar 2030 - 05. Apr 2030 | total closure                                 |
| <b>39</b> | 1195-MKM2029 | Limburg an der Lahn – Niedernhausen                                | 23. Aug 2030 - 20. Sep 2030 | single track closure                          |
| <b>40</b> | 1199-MKM2029 | Frankfurt Höchst                                                   | 23. Aug 2030 - 20. Sep 2030 | total closure                                 |
| <b>41</b> | 1205-SKM2030 | Buchloe – München                                                  | 31. May 2030 - 20. Sep 2030 | total closure                                 |

|           |              |                                                                                   |                             |                      |
|-----------|--------------|-----------------------------------------------------------------------------------|-----------------------------|----------------------|
| <b>42</b> | 1216-MKM2029 | Lübbenau – Calau – Senftenberg                                                    | 31. May 2030 - 26. Jul 2030 | total closure        |
| <b>43</b> | 1221-SKM2030 | Stuttgart – Ulm                                                                   | 11. Jan 2030 - 28. Jun 2030 | total closure        |
| <b>44</b> | 1222-MKM2029 | Freiburg – Basel                                                                  | 28. Jun 2030 - 20. Sep 2030 | single track closure |
| <b>45</b> | 1223-MKM2029 | Freiburg – Basel                                                                  | 26. Jul 2030 - 23. Aug 2030 | total closure        |
| <b>46</b> | 1229-MKM2029 | Freiburg – Basel                                                                  | 23. Aug 2030 - 20. Sep 2030 | single track closure |
| <b>47</b> | 1234-MKM2029 | Darmstadt Arheiligen – Darmstadt Hbf                                              | 08. Feb 2030 - 08. Mar 2030 | total closure        |
| <b>48</b> | 1244-SKM2030 | Plochingen – Oberboihing                                                          | 20. Sep 2030 - 18. Oct 2030 | total closure        |
| <b>49</b> | 1250-MKM2029 | Köln Hbf – Köln Mülheim/Köln Frankfurter Straße/Köln Steinstraße Abzweig (S-Bahn) | 15. Nov 2030 - 13. Dec 2030 | total closure        |
| <b>50</b> | 1268-MKM2029 | Frankfurt Höchst                                                                  | 03. May 2030 - 31. May 2030 | total closure        |
| <b>51</b> | 1271-MKM2029 | Mainz Kostheim – Frankfurt Höchst                                                 | 31. May 2030 - 28. Jun 2030 | total closure        |
| <b>52</b> | 1272-MKM2029 | Mainz Kostheim – Frankfurt Höchst                                                 | 28. Jun 2030 - 26. Jul 2030 | single track closure |
| <b>53</b> | 1273-MKM2029 | Frankfurt Höchst                                                                  | 31. May 2030 - 28. Jun 2030 | single track closure |

|           |              |                                                                |                             |                                               |
|-----------|--------------|----------------------------------------------------------------|-----------------------------|-----------------------------------------------|
| <b>54</b> | 1287-MKM2029 | Frankfurt MST II + Offenbach                                   | 08. Feb 2030 - 03. May 2030 | 52 % total closure, 48 % single track closure |
| <b>55</b> | 1288-MKM2029 | Offenbach Bieber                                               | 03. May 2030 - 26. Jul 2030 | single track closure                          |
| <b>56</b> | 1306-SKM2030 | Stendal – Magdeburg                                            | 11. Jan 2030 - 28. Jun 2030 | total closure                                 |
| <b>57</b> | 1313-MKM2029 | Muhrhaag – Offenburg (4280), Windschläg – Offenburg (4000)     | 26. Jul 2030 - 23. Aug 2030 | total closure                                 |
| <b>58</b> | 1314-MKM2029 | Dresden – Bischofswerda                                        | 05. Apr 2030 - 13. Dec 2030 | single track closure                          |
| <b>59</b> | 1314-SKM2030 | Witten – Hagen Gbf/Hagen Hbf (2801)                            | 23. Aug 2030 - 20. Sep 2030 | total closure                                 |
| <b>60</b> | 1315-MKM2029 | Düsseldorf – Gerresheim (2525), Düsseldorf – Gerresheim (2550) | 03. May 2030 - 31. May 2030 | total closure                                 |
| <b>61</b> | 1326-MKM2029 | Koblenz – Mainz                                                | 08. Mar 2030 - 05. Apr 2030 | total closure                                 |
| <b>62</b> | 1327-MKM2029 | Mainz Kaiserbrücke                                             | 08. Mar 2030 - 05. Apr 2030 | total closure                                 |
| <b>63</b> | 1328-MKM2029 | Mainz Kaiserbrücke                                             | 08. Mar 2030 - 05. Apr 2030 | total closure                                 |
| <b>64</b> | 1329-MKM2029 | Mainz Kaiserbrücke                                             | 08. Mar 2030 - 05. Apr 2030 | total closure                                 |
| <b>65</b> | 1330-MKM2029 | Mainz Kaiserbrücke                                             | 05. Apr 2030 - 03. May 2030 | total closure                                 |

|           |              |                                      |                             |                                               |
|-----------|--------------|--------------------------------------|-----------------------------|-----------------------------------------------|
| <b>66</b> | 1331-MKM2029 | Mainz Kaiserbrücke                   | 05. Apr 2030 - 03. May 2030 | total closure                                 |
| <b>67</b> | 1332-MKM2029 | Mainz Kaiserbrücke                   | 05. Apr 2030 - 03. May 2030 | total closure                                 |
| <b>68</b> | 1333-MKM2029 | Koblenz – Mainz                      | 05. Apr 2030 - 03. May 2030 | total closure                                 |
| <b>69</b> | 1346-SKM2030 | Troisdorf – Siegen                   | 26. Jul 2030 - 23. Aug 2030 | total closure                                 |
| <b>70</b> | 1350-MKM2029 | Dresden – Grenze (6240)              | 07. Dec 2029 - 15. Nov 2030 | 35 % total closure, 65 % single track closure |
| <b>71</b> | 1351-MKM2029 | Dresden – Pirna (6239)               | 07. Dec 2029 - 15. Nov 2030 | 33 % total closure, 67 % single track closure |
| <b>72</b> | 1356-SKM2030 | Mönchengladbach – Neuss              | 14. Dec 2029 - 08. Mar 2030 | total closure                                 |
| <b>73</b> | 1357-SKM2030 | Rheine – Münster                     | 08. Mar 2030 - 05. Apr 2030 | total closure                                 |
| <b>74</b> | 1360-SKM2030 | Enschede – Münster                   | 08. Mar 2030 - 18. Oct 2030 | total closure                                 |
| <b>75</b> | 1362-MKM2029 | Leckwitz/Großenhain – Coswig         | 08. Mar 2030 - 18. Oct 2030 | 69 % total closure, 31 % single track closure |
| <b>76</b> | 1364-MKM2029 | Elsterwerda – Radebeul (6248)        | 26. Jul 2030 - 18. Oct 2030 | total closure                                 |
| <b>77</b> | 1367-MKM2029 | Bischofswerda/Löbau – Rumburk/Zittau | 11. Jan 2030 - 05. Apr 2030 | total closure                                 |

|           |              |                                                                                    |                             |                                               |
|-----------|--------------|------------------------------------------------------------------------------------|-----------------------------|-----------------------------------------------|
| <b>78</b> | 1370-MKM2029 | Zeithain – Elsterwerda                                                             | 07. Dec 2029 - 18. Oct 2030 | 27 % total closure, 73 % single track closure |
| <b>79</b> | 1371-MKM2029 | Falkenberg – Zeithain                                                              | 18. Oct 2030 - 15. Nov 2030 | total closure                                 |
| <b>80</b> | 1371-SKM2030 | Münster – Lünen                                                                    | 08. Mar 2030 - 05. Apr 2030 | total closure                                 |
| <b>81</b> | 1377-MKM2029 | Dresden Pieschen – Dresden<br>Friedrichstraße/Dresden Hbf<br>(6241/6244/6246/6247) | 03. May 2030 - 31. May 2030 | total closure                                 |
| <b>82</b> | 1377-SKM2030 | Trier – Koblenz                                                                    | 11. Jan 2030 - 08. Feb 2030 | total closure                                 |
| <b>83</b> | 1397-MKM2029 | Riesa Stw 4 – Riesa (6255)                                                         | 20. Sep 2030 - 15. Nov 2030 | total closure                                 |
| <b>84</b> | 1398-MKM2029 | Coswig bei Dresden – Dresden Neustadt (6363)                                       | 08. Mar 2030 - 31. May 2030 | 17 % total closure, 83 % single track closure |
| <b>85</b> | 1399-MKM2029 | Coswig bei Dresden – Dresden Neustadt (6239)                                       | 11. Jan 2030 - 08. Mar 2030 | single track closure                          |
| <b>86</b> | 14-SKM2030   | Worms – Biblis                                                                     | 05. Apr 2030 - 03. May 2030 | total closure                                 |
| <b>87</b> | 1400-MKM2029 | Coswig bei Dresden – Dresden Friedrichstadt<br>(6248/6249)                         | 08. Mar 2030 - 26. Jul 2030 | single track closure                          |
| <b>88</b> | 1405-MKM2029 | Falkenberg – Ruhland                                                               | 26. Jul 2030 - 18. Oct 2030 | total closure                                 |
| <b>89</b> | 1406-MKM2029 | Glasower Damm Ost – Elsterwerda                                                    | 07. Dec 2029 - 26. Jul 2030 | single track closure                          |

|            |              |                                                                                                                                                         |                             |                                               |
|------------|--------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|-----------------------------------------------|
| <b>90</b>  | 1427-MKM2029 | Euskirchen – Bonn, Köln – Bonn – Koblenz                                                                                                                | 11. Jan 2030 - 15. Nov 2030 | total closure                                 |
| <b>91</b>  | 145-MKM2029  | Trier – Koblenz                                                                                                                                         | 05. Apr 2030 - 03. May 2030 | total closure                                 |
| <b>92</b>  | 1466-MKM2029 | Hannover Hbf – Hannover Linden/Hannover Wülfel (1756/1760), Hannover Hbf – Hannover Wülfel (1732/1733)                                                  | 05. Apr 2030 - 03. May 2030 | 67 % total closure, 33 % single track closure |
| <b>93</b>  | 1505-MKM2029 | Marktredwitz – Regensburg                                                                                                                               | 20. Sep 2030 - 13. Dec 2030 | total closure                                 |
| <b>94</b>  | 1509-MKM2029 | Heidelberg – Bruchsal, Mannheim – Heidelberg                                                                                                            | 07. Dec 2029 - 28. Jun 2030 | single track closure                          |
| <b>95</b>  | 1512-MKM2029 | Hannover Burg – Hannover Hbf (1700), Hannover Burg – Hannover Hbf (1710), Hannover Hbf – Hannover Wülfel (1732/1733), Hannover Hbf – Lehrte West (1730) | 08. Feb 2030 - 28. Jun 2030 | single track closure                          |
| <b>96</b>  | 1513-MKM2029 | Hannover Burg – Hannover Hbf (1700), Hannover Burg – Hannover Hbf (1710), Hannover Hbf – Hannover Wülfel (1732/1733), Hannover Hbf – Lehrte West (1730) | 18. Oct 2030 - 13. Dec 2030 | single track closure                          |
| <b>97</b>  | 1514-MKM2029 | Rosenheim – Salzburg                                                                                                                                    | 08. Mar 2030 - 05. Apr 2030 | total closure                                 |
| <b>98</b>  | 1515-MKM2029 | Markt Schwaben – Simbach am Inn (5600)                                                                                                                  | 28. Jun 2030 - 20. Sep 2030 | total closure                                 |
| <b>99</b>  | 1530-MKM2029 | Stendal – Magdeburg                                                                                                                                     | 07. Dec 2029 - 11. Jan 2030 | total closure                                 |
| <b>100</b> | 1572-MKM2029 | Magdeburg Neustadt – Magdeburg Hbf (6406)                                                                                                               | 28. Jun 2030 - 26. Jul 2030 | single track closure                          |
| <b>101</b> | 1618-MKM2029 | Offenburg – Freiburg                                                                                                                                    | 23. Aug 2030 - 20. Sep 2030 | total closure                                 |

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| <b>102</b> | 1626-MKM2029 | Essen – Gelsenkirchen                                  | 18. Oct 2030 - 13. Dec 2030 | total closure                                 |
| <b>103</b> | 1638-MKM2029 | Hof – Marktredwitz, Oberkotzau – Selb/As, Plauen – Hof | 08. Mar 2030 - 18. Oct 2030 | total closure                                 |
| <b>104</b> | 1661-MKM2029 | Frankfurt – Mannheim                                   | 07. Dec 2029 - 26. Jul 2030 | 39 % total closure, 61 % single track closure |
| <b>105</b> | 1670-MKM2029 | Gemünden/Würzburg – Bamberg (5102/5230)                | 03. May 2030 - 31. May 2030 | total closure                                 |
| <b>106</b> | 1677-MKM2029 | Bentwisch – Stralsund                                  | 05. Apr 2030 - 03. May 2030 | total closure                                 |
| <b>107</b> | 1680-MKM2029 | Waldhausen – Hannover Wülfel (1753)                    | 28. Jun 2030 - 18. Oct 2030 | total closure                                 |
| <b>108</b> | 1681-MKM2029 | Waldhausen/Hannover Wülfel – Lehrte West (1750/1754)   | 28. Jun 2030 - 18. Oct 2030 | total closure                                 |
| <b>109</b> | 1687-MKM2029 | Essen Steele Ost – Dortmund, Essen-Steele – Hattingen  | 26. Jul 2030 - 23. Aug 2030 | total closure                                 |
| <b>110</b> | 1703-MKM2029 | KRM                                                    | 08. Mar 2030 - 05. Apr 2030 | total closure                                 |
| <b>111</b> | 1731-MKM2029 | Frankfurt Kelsterbach                                  | 07. Dec 2029 - 03. May 2030 | single track closure                          |
| <b>112</b> | 1737-MKM2029 | Riesa – Chemnitz                                       | 18. Oct 2030 - 13. Dec 2030 | single track closure                          |
| <b>113</b> | 1746-MKM2029 | Stendal – Wustermark Rbf                               | 26. Jul 2030 - 18. Oct 2030 | total closure                                 |

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| <b>114</b> | 175-MKM2029  | Trier – Dillingen                           | 11. Jan 2030 - 08. Feb 2030 | total closure |
| <b>115</b> | 1750-MKM2029 | Großheringen – Saalfeld                     | 08. Mar 2030 - 05. Apr 2030 | total closure |
| <b>116</b> | 1759-MKM2029 | Darmstadt Arheiligen – Darmstadt Hbf (3688) | 28. Jun 2030 - 13. Dec 2030 | total closure |
| <b>117</b> | 176-MKM2029  | Ludwigsfelde – Bitterfeld                   | 18. Oct 2030 - 13. Dec 2030 | total closure |
| <b>118</b> | 1763-MKM2029 | Schifferstadt – Wörth – Berg Grenze         | 26. Jul 2030 - 20. Sep 2030 | total closure |
| <b>119</b> | 1782-MKM2029 | KRM                                         | 03. May 2030 - 31. May 2030 | total closure |
| <b>120</b> | 1783-MKM2029 | Frankfurt Riedbahn II                       | 11. Jan 2030 - 08. Feb 2030 | total closure |
| <b>121</b> | 1784-MKM2029 | Frankfurt Riedbahn II                       | 03. May 2030 - 28. Jun 2030 | total closure |
| <b>122</b> | 1785-MKM2029 | Mainz Kaiserbrücke                          | 08. Mar 2030 - 03. May 2030 | total closure |
| <b>123</b> | 1786-MKM2029 | Mainz Kaiserbrücke                          | 08. Mar 2030 - 03. May 2030 | total closure |
| <b>124</b> | 1788-MKM2029 | Mainz Pbf/Gbf – Mainz Hbf                   | 08. Mar 2030 - 03. May 2030 | total closure |
| <b>125</b> | 1800-MKM2029 | Frankfurt S-Bahn Offenbach – Hanau          | 08. Feb 2030 - 08. Mar 2030 | total closure |

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| <b>126</b> | 1818-MKM2029 | Flieden – Hanau                                                    | 11. Jan 2030 - 08. Feb 2030 | total closure                                 |
| <b>127</b> | 1820-MKM2029 | Frankfurt Ost                                                      | 03. May 2030 - 28. Jun 2030 | total closure                                 |
| <b>128</b> | 1841-MKM2029 | Frankfurt MST II + Offenbach                                       | 08. Feb 2030 - 03. May 2030 | total closure                                 |
| <b>129</b> | 1858-MKM2029 | Hannover Linden Hafen – Hannover Linden (1750)                     | 28. Jun 2030 - 18. Oct 2030 | total closure                                 |
| <b>130</b> | 1859-MKM2029 | Hannover Linden – Waldhausen (1750)                                | 28. Jun 2030 - 18. Oct 2030 | total closure                                 |
| <b>131</b> | 1860-MKM2029 | Wustermark – Potsdam Park S (Berliner Außenring)                   | 28. Jun 2030 - 23. Aug 2030 | total closure                                 |
| <b>132</b> | 1861-MKM2029 | Golm – Saarmund (Berliner Außenring),<br>Magdeburg – Werder – Golm | 28. Jun 2030 - 23. Aug 2030 | total closure                                 |
| <b>133</b> | 1862-MKM2029 | Ruhland – Senftenberg                                              | 05. Apr 2030 - 18. Oct 2030 | 50 % total closure, 50 % single track closure |
| <b>134</b> | 1872-MKM2029 | Ruhland – Senftenberg                                              | 08. Mar 2030 - 18. Oct 2030 | 50 % total closure, 50 % single track closure |
| <b>135</b> | 1911-MKM2029 | Schorndorf – Goldshöfe                                             | 28. Jun 2030 - 23. Aug 2030 | total closure                                 |
| <b>136</b> | 1913-MKM2029 | Goldshöfe – Donauwörth                                             | 28. Jun 2030 - 23. Aug 2030 | total closure                                 |
| <b>137</b> | 1921-MKM2029 | Horb – Tübingen                                                    | 08. Mar 2030 - 03. May 2030 | total closure                                 |

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| <b>138</b> | 1931-MKM2029 | Hamburg Hbf – Hamburg Rothenburgsort (1245)                                                                                          | 07. Dec 2029 - 15. Nov 2030 | total closure        |
| <b>139</b> | 1932-MKM2029 | Hamburg Hbf –<br>Norderelbbrücke/Oberhafen/Rothenburgsort<br>(1250/1291/1292)                                                        | 07. Dec 2029 - 15. Nov 2030 | total closure        |
| <b>140</b> | 1938-MKM2029 | Neukirchen – Irrenlohe                                                                                                               | 31. May 2030 - 26. Jul 2030 | single track closure |
| <b>141</b> | 1939-MKM2029 | Würzburg – Nürnberg                                                                                                                  | 14. Dec 2029 - 08. Mar 2030 | single track closure |
| <b>142</b> | 1941-MKM2029 | Crailsheim – Nürnberg                                                                                                                | 05. Apr 2030 - 31. May 2030 | single track closure |
| <b>143</b> | 1942-MKM2029 | Berlin Verbindungskurven Großbeeren, Golm –<br>Saarmund (Berliner Außenring), Michendorf –<br>Genshagener Heide (Berliner Außenring) | 05. Apr 2030 - 28. Jun 2030 | total closure        |
| <b>144</b> | 195-SKM2030  | Altenbeken – Kassel                                                                                                                  | 05. Apr 2030 - 28. Jun 2030 | total closure        |
| <b>145</b> | 1950-MKM2029 | Roßlau – Beelitz Heilstätten                                                                                                         | 08. Feb 2030 - 05. Apr 2030 | total closure        |
| <b>146</b> | 1980-MKM2029 | Aeschach – Hergatz                                                                                                                   | 31. May 2030 - 28. Jun 2030 | total closure        |
| <b>147</b> | 2034-MKM2029 | Landshut – Plattling                                                                                                                 | 26. Jul 2030 - 13. Dec 2030 | total closure        |
| <b>148</b> | 2072-MKM2029 | Potsdam – Seddin (6115), Wilhelmshorst – Seddin                                                                                      | 08. Feb 2030 - 05. Apr 2030 | total closure        |
| <b>149</b> | 2076-MKM2029 | Jüterbog – Falkenberg                                                                                                                | 18. Oct 2030 - 15. Nov 2030 | total closure        |

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| <b>150</b> | 2077-MKM2029 | Roßlau – Falkenberg                                                | 18. Oct 2030 - 13. Dec 2030 | total closure        |
| <b>151</b> | 2080-MKM2029 | Falkenberg – Ruhland                                               | 18. Oct 2030 - 15. Nov 2030 | total closure        |
| <b>152</b> | 2082-MKM2029 | Ludwigshafen Oggersheim – Ludwigshafen Üst Nord (3522)             | 08. Mar 2030 - 03. May 2030 | total closure        |
| <b>153</b> | 2095-MKM2029 | Hamm – Altenbeken                                                  | 05. Apr 2030 - 28. Jun 2030 | total closure        |
| <b>154</b> | 2097-MKM2029 | Hamm Pbf – Gallberg                                                | 05. Apr 2030 - 28. Jun 2030 | total closure        |
| <b>155</b> | 2106-MKM2029 | Stuttgart – Hattingen                                              | 08. Mar 2030 - 05. Apr 2030 | total closure        |
| <b>156</b> | 2107-MKM2029 | Stuttgart – Hattingen                                              | 08. Feb 2030 - 08. Mar 2030 | single track closure |
| <b>157</b> | 2131-MKM2029 | Bamberg – Fürth                                                    | 20. Sep 2030 - 13. Dec 2030 | single track closure |
| <b>158</b> | 2140-MKM2029 | Großheringen – Saalfeld                                            | 03. May 2030 - 28. Jun 2030 | single track closure |
| <b>159</b> | 2172-MKM2029 | Ziltendorf – Cottbus                                               | 15. Nov 2030 - 13. Dec 2030 | total closure        |
| <b>160</b> | 2173-MKM2029 | Cottbus – Forst Grenze                                             | 15. Nov 2030 - 13. Dec 2030 | total closure        |
| <b>161</b> | 2194-MKM2028 | Berlin Greifswalder Straße – Berlin Ostkreuz/Berlin Lichtenberg B1 | 28. Jun 2030 - 13. Dec 2030 | total closure        |

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| <b>162</b> | 2208-MKM2029 | Bad Kleinen – Hagenow Land/Ludwigslust | 20. Sep 2030 - 15. Nov 2030 | total closure        |
| <b>163</b> | 2254-MKM2029 | Zeithain – Kottewitz                   | 26. Jul 2030 - 18. Oct 2030 | total closure        |
| <b>164</b> | 2255-MKM2029 | Elsterwerda – Radebeul (6248)          | 26. Jul 2030 - 18. Oct 2030 | total closure        |
| <b>165</b> | 2279-MKM2029 | Mühldorf am Inn – Freilassing          | 20. Sep 2030 - 13. Dec 2030 | total closure        |
| <b>166</b> | 2280-MKM2029 | Mühldorf am Inn – Freilassing          | 07. Dec 2029 - 28. Jun 2030 | total closure        |
| <b>167</b> | 2295-MKM2029 | Zwickau – Chemnitz                     | 07. Dec 2029 - 13. Dec 2030 | single track closure |
| <b>168</b> | 2296-MKM2029 | Leipzig – Zwickau                      | 07. Dec 2029 - 13. Dec 2030 | single track closure |
| <b>169</b> | 2298-MKM2029 | Plauen – Bad Brambach                  | 05. Apr 2030 - 20. Sep 2030 | total closure        |
| <b>170</b> | 2308-MKM2029 | Falkenstein – Kraslice                 | 18. Oct 2030 - 15. Nov 2030 | total closure        |
| <b>171</b> | 2327-MKM2029 | Fallersleben – Nahrstedt               | 31. May 2030 - 28. Jun 2030 | total closure        |
| <b>172</b> | 2333-MKM2029 | Olching – München Nord Rbf             | 20. Sep 2030 - 15. Nov 2030 | total closure        |
| <b>173</b> | 237-MKM2029  | Roßlau – Bitterfeld                    | 08. Mar 2030 - 05. Apr 2030 | single track closure |

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| <b>174</b> | 2382-MKM2029 | Unterfarnbach Abzw – Fürth Hbf (5900)                                                                         | 23. Aug 2030 - 13. Dec 2030 | single track closure                          |
| <b>175</b> | 239-MKM2029  | Berlin Südkreuz – Birkengrund Süd (6132)                                                                      | 05. Apr 2030 - 31. May 2030 | total closure                                 |
| <b>176</b> | 2397-MKM2029 | Glasower Damm Ost – Elsterwerda                                                                               | 26. Jul 2030 - 18. Oct 2030 | total closure                                 |
| <b>177</b> | 2402-MKM2029 | Neuss – Köln                                                                                                  | 14. Dec 2029 - 08. Mar 2030 | 67 % total closure, 33 % single track closure |
| <b>178</b> | 2487-MKM2029 | Nienburg – Minden                                                                                             | 03. May 2030 - 28. Jun 2030 | total closure                                 |
| <b>179</b> | 2499-MKM2029 | Fulda – Würzburg (SFS)                                                                                        | 26. Jul 2030 - 20. Sep 2030 | single track closure                          |
| <b>180</b> | 2503-MKM2029 | Hallstadt – Bamberg                                                                                           | 03. May 2030 - 28. Jun 2030 | single track closure                          |
| <b>181</b> | 2506-MKM2029 | Hohe Marter/Nürnberg Reichelsdorf – Nürnberg Rbf – Nürnberg Dutzendteich (5940/5943/5960/5961/5692/5964/5965) | 18. Oct 2030 - 15. Nov 2030 | total closure                                 |
| <b>182</b> | 2519-MKM2029 | Nürnberg Hbf – Nürnberg Reichelsdorf (5320)                                                                   | 18. Oct 2030 - 13. Dec 2030 | single track closure                          |
| <b>183</b> | 2521-MKM2029 | Fürth Hbf – Nürnberg Hbf/Nürnberg Minervabrücke (5900/5952)                                                   | 08. Mar 2030 - 03. May 2030 | total closure                                 |
| <b>184</b> | 2524-MKM2029 | Nürnberg Eibach – Nürnberg Hafen DB Grenze (5941)                                                             | 15. Nov 2030 - 13. Dec 2030 | total closure                                 |
| <b>185</b> | 2543-MKM2029 | Halle – Leipzig (6403)                                                                                        | 20. Sep 2030 - 18. Oct 2030 | total closure                                 |

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| <b>186</b> | 2566-MKM2029 | Berlin – Küstrin                                                                                              | 23. Aug 2030 - 15. Nov 2030 | total closure                                 |
| <b>187</b> | 2569-MKM2029 | Glasower Damm – Grünauer Kreuz (Berliner Außenring)                                                           | 15. Nov 2030 - 13. Dec 2030 | total closure                                 |
| <b>188</b> | 2621-MKM2029 | Hattingen – Singen – Schaffhausen                                                                             | 07. Dec 2029 - 11. Jan 2030 | 52 % total closure, 48 % single track closure |
| <b>189</b> | 2625-MKM2029 | Singen – Konstanz                                                                                             | 07. Dec 2029 - 11. Jan 2030 | 52 % total closure, 48 % single track closure |
| <b>190</b> | 2631-MKM2029 | Marbach am Neckar – Backnang                                                                                  | 20. Sep 2030 - 18. Oct 2030 | total closure                                 |
| <b>191</b> | 2672-MKM2029 | München S-Bahn Stammstrecke West                                                                              | 08. Mar 2030 - 03. May 2030 | total closure                                 |
| <b>192</b> | 269-MKM2029  | Fulda – Würzburg (SFS)                                                                                        | 11. Jan 2030 - 28. Jun 2030 | single track closure                          |
| <b>193</b> | 2691-MKM2029 | Magdeburg Buckau – Schönebeck (6403)                                                                          | 28. Jun 2030 - 26. Jul 2030 | single track closure                          |
| <b>194</b> | 2697-MKM2029 | Hamm Pbf – Hamm Rbf (2250), Hamm Rbf (2911)                                                                   | 18. Oct 2030 - 13. Dec 2030 | total closure                                 |
| <b>195</b> | 2698-MKM2029 | Löhne – Minden (G-Bahn)                                                                                       | 31. May 2030 - 28. Jun 2030 | total closure                                 |
| <b>196</b> | 2699-MKM2029 | Bremen Hbf – Bremen Sebaldsbrück (1401),<br>Bremen Hbf – Bremen Sebaldsbrück (1740), Vahr<br>– Hastedt (1402) | 05. Apr 2030 - 03. May 2030 | single track closure                          |
| <b>197</b> | 270-MKM2029  | Fulda – Würzburg (SFS)                                                                                        | 20. Sep 2030 - 18. Oct 2030 | single track closure                          |

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| <b>198</b> | 2711-MKM2029 | Sudmühle – Mecklenbeck (2200)             | 11. Jan 2030 - 08. Mar 2030 | total closure        |
| <b>199</b> | 272-MKM2029  | Kassel – Fulda (SFS)                      | 11. Jan 2030 - 28. Jun 2030 | single track closure |
| <b>200</b> | 274-MKM2029  | Göttingen – Kassel Ihringshausen (SFS)    | 11. Jan 2030 - 28. Jun 2030 | single track closure |
| <b>201</b> | 2776-MKM2029 | Oldenburg – Bremen                        | 15. Nov 2030 - 13. Dec 2030 | total closure        |
| <b>202</b> | 2792-MKM2029 | Halle – Bitterfeld                        | 11. Jan 2030 - 08. Feb 2030 | total closure        |
| <b>203</b> | 2815-MKM2029 | Magdeburg – Halle                         | 28. Jun 2030 - 26. Jul 2030 | total closure        |
| <b>204</b> | 2818-MKM2029 | Berlin Hbf – Gesundbrunnen (6170/6171)    | 08. Mar 2030 - 05. Apr 2030 | total closure        |
| <b>205</b> | 2819-MKM2029 | Magdeburg Neustadt – Magdeburg Hbf (6406) | 20. Sep 2030 - 18. Oct 2030 | single track closure |
| <b>206</b> | 2848-MKM2029 | Magdeburg Hbf – Schönebeck (6406)         | 23. Aug 2030 - 18. Oct 2030 | single track closure |
| <b>207</b> | 2849-MKM2029 | Cuxhaven – Stade                          | 18. Oct 2030 - 15. Nov 2030 | total closure        |
| <b>208</b> | 2851-MKM2029 | Regensburg Ost – Obertraubling (5500)     | 03. May 2030 - 28. Jun 2030 | single track closure |
| <b>209</b> | 2894-MKM2029 | Kehl – Appenweiler                        | 23. Aug 2030 - 13. Dec 2030 | single track closure |

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| <b>210</b> | 2895-MKM2029 | Großheringen – Großkorbetha                                                                                                  | 11. Jan 2030 - 08. Feb 2030 | total closure                                 |
| <b>211</b> | 2900-MKM2029 | Berlin Ostkreuz – Grünau (6142)                                                                                              | 03. May 2030 - 15. Nov 2030 | single track closure                          |
| <b>212</b> | 2904-MKM2029 | Ludwigsfelde – Bitterfeld                                                                                                    | 11. Jan 2030 - 18. Oct 2030 | single track closure                          |
| <b>213</b> | 2913-MKM2029 | Singen – Konstanz                                                                                                            | 11. Jan 2030 - 08. Mar 2030 | 52 % total closure, 48 % single track closure |
| <b>214</b> | 2919-MKM2029 | Singen – Konstanz                                                                                                            | 05. Apr 2030 - 03. May 2030 | total closure                                 |
| <b>215</b> | 2936-MKM2029 | Petershausen – München Nymphenburg (5544)                                                                                    | 08. Mar 2030 - 03. May 2030 | total closure                                 |
| <b>216</b> | 2966-MKM2029 | Gemünden/Würzburg – Bamberg (5102/5230)                                                                                      | 28. Jun 2030 - 26. Jul 2030 | total closure                                 |
| <b>217</b> | 2970-MKM2029 | Eichgestell – Grünauer Kreuz (Berliner Außenring),<br>Glasower Damm – Grünauer Kreuz (Berliner<br>Außenring)                 | 08. Mar 2030 - 26. Jul 2030 | 63 % total closure, 38 % single track closure |
| <b>218</b> | 2971-MKM2029 | Groß Gleidingen – Beddingen (1922), Groß<br>Gleidingen – Braunschweig Rbf (1910),<br>Nordstemmen – Hildesheim – Braunschweig | 28. Jun 2030 - 26. Jul 2030 | 25 % total closure, 75 % single track closure |
| <b>219</b> | 2976-MKM2029 | Ruhland – Senftenberg                                                                                                        | 08. Feb 2030 - 05. Apr 2030 | total closure                                 |
| <b>220</b> | 2980-MKM2029 | Düsseldorf – Gerresheim (2550)                                                                                               | 11. Jan 2030 - 08. Feb 2030 | total closure                                 |
| <b>221</b> | 3-SKM2030    | Frankfurt – Heidelberg                                                                                                       | 28. Jun 2030 - 13. Dec 2030 | total closure                                 |

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| <b>222</b> | 3002-MKM2028 | Berlin Gesundbrunnen – Berlin Greifswalder Straße (6170) | 28. Jun 2030 - 13. Dec 2030 | total closure                                 |
| <b>223</b> | 3004-MKM2029 | Ingolstadt – München (5501)                              | 11. Jan 2030 - 08. Mar 2030 | single track closure                          |
| <b>224</b> | 3011-MKM2029 | Berlin – Frankfurt an der Oder                           | 08. Mar 2030 - 28. Jun 2030 | total closure                                 |
| <b>225</b> | 3012-MKM2029 | Berlin – Frankfurt an der Oder                           | 08. Mar 2030 - 28. Jun 2030 | total closure                                 |
| <b>226</b> | 3020-MKM2029 | Frankfurt – Mannheim                                     | 11. Jan 2030 - 08. Feb 2030 | 52 % total closure, 48 % single track closure |
| <b>227</b> | 3022-MKM2029 | Bielefeld – Löhne (G-Bahn)                               | 28. Jun 2030 - 26. Jul 2030 | single track closure                          |
| <b>228</b> | 3030-MKM2029 | Singen – Konstanz                                        | 08. Mar 2030 - 05. Apr 2030 | total closure                                 |
| <b>229</b> | 3036-MKM2029 | Ulm – Augsburg                                           | 23. Aug 2030 - 13. Dec 2030 | total closure                                 |
| <b>230</b> | 3038-MKM2029 | Frankfurt – Mannheim                                     | 03. May 2030 - 31. May 2030 | 52 % total closure, 48 % single track closure |
| <b>231</b> | 3039-MKM2029 | Frankfurt – Mannheim                                     | 31. May 2030 - 28. Jun 2030 | 52 % total closure, 48 % single track closure |
| <b>232</b> | 3040-MKM2029 | Frankfurt – Mannheim                                     | 31. May 2030 - 28. Jun 2030 | 52 % total closure, 48 % single track closure |
| <b>233</b> | 3041-MKM2029 | Frankfurt – Mannheim                                     | 03. May 2030 - 31. May 2030 | 33 % total closure, 67 % single track closure |

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| <b>234</b> | 3042-MKM2029 | Frankfurt Riedbahn II                                              | 03. May 2030 - 31. May 2030 | 33 % total closure, 67 % single track closure |
| <b>235</b> | 3043-MKM2029 | Frankfurt Riedbahn II                                              | 31. May 2030 - 28. Jun 2030 | 52 % total closure, 48 % single track closure |
| <b>236</b> | 3044-MKM2029 | Frankfurt – Mannheim                                               | 31. May 2030 - 28. Jun 2030 | 52 % total closure, 48 % single track closure |
| <b>237</b> | 3045-MKM2029 | Frankfurt – Mannheim                                               | 03. May 2030 - 31. May 2030 | 33 % total closure, 67 % single track closure |
| <b>238</b> | 3048-MKM2029 | Lalendorf – Neubrandenburg                                         | 08. Mar 2030 - 31. May 2030 | total closure                                 |
| <b>239</b> | 3052-SKM2030 | V-Obervellmar – Kassel Rbf Berg                                    | 05. Apr 2030 - 28. Jun 2030 | total closure                                 |
| <b>240</b> | 3054-MKM2029 | Wannsee – Potsdam Hbf/Wilhelmshorst                                | 23. Aug 2030 - 20. Sep 2030 | total closure                                 |
| <b>241</b> | 3059-MKM2029 | Stralsund – Pasewalk                                               | 03. May 2030 - 13. Dec 2030 | 50 % total closure, 50 % single track closure |
| <b>242</b> | 308-SKM2030  | Uelzen – Stendal                                                   | 28. Jun 2030 - 13. Dec 2030 | total closure                                 |
| <b>243</b> | 3086-MKM2029 | Oberhausen West Orm/Duisburg Ruhrort Hafen – Duisburg Hochfeld Süd | 08. Mar 2030 - 05. Apr 2030 | total closure                                 |
| <b>244</b> | 3092-MKM2029 | Dortmund – Lünen/Horstmar                                          | 08. Mar 2030 - 05. Apr 2030 | total closure                                 |
| <b>245</b> | 3097-MKM2029 | Hamm Gbf – Bielefeld (G-Bahn)                                      | 07. Dec 2029 - 11. Jan 2030 | total closure                                 |

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| <b>246</b> | 3102-MKM2029 | Weimar – Jena                                                                                                                                                                                                                                                  | 08. Mar 2030 - 13. Dec 2030 | total closure        |
| <b>247</b> | 3104-MKM2029 | Mainz Pbf/Gbf – Mainz Hbf                                                                                                                                                                                                                                      | 14. Dec 2029 - 11. Jan 2030 | single track closure |
| <b>248</b> | 3105-MKM2029 | Mainz Mombach – Mainz Bischofsheim Pbf (3510/3520)                                                                                                                                                                                                             | 14. Dec 2029 - 11. Jan 2030 | single track closure |
| <b>249</b> | 3106-MKM2029 | Mainz Mombach – Mainz Bischofsheim Pbf (3510/3520)                                                                                                                                                                                                             | 14. Dec 2029 - 11. Jan 2030 | single track closure |
| <b>250</b> | 3107-MKM2029 | Mainz Bischofsheim                                                                                                                                                                                                                                             | 14. Dec 2029 - 11. Jan 2030 | single track closure |
| <b>251</b> | 3108-MKM2029 | Mainz Kaiserbrücke                                                                                                                                                                                                                                             | 14. Dec 2029 - 11. Jan 2030 | single track closure |
| <b>252</b> | 3109-MKM2029 | Mainz Kaiserbrücke                                                                                                                                                                                                                                             | 14. Dec 2029 - 11. Jan 2030 | single track closure |
| <b>253</b> | 3110-MKM2029 | Mainz Kaiserbrücke                                                                                                                                                                                                                                             | 14. Dec 2029 - 11. Jan 2030 | single track closure |
| <b>254</b> | 3116-MKM2029 | Mainz Mombach – Mainz Bischofsheim Pbf (3510/3520)                                                                                                                                                                                                             | 11. Jan 2030 - 08. Feb 2030 | total closure        |
| <b>255</b> | 3118-MKM2029 | Berlin Greifswalder Straße – Berlin Ostkreuz/Berlin Lichtenberg B1, Berlin Lichtenberg B1 – Berlin Lichtenberg (6139), Berlin Lichtenberg B1 – Berlin Rummelsburg (6152/6140), Berlin Ostkreuz – Berlin Lichtenberg B1 (6139), Berlin Ostkreuz – Grünau (6142) | 07. Dec 2029 - 11. Jan 2030 | total closure        |
| <b>256</b> | 3133-MKM2029 | Berlin Lichtenberg B1 – Berlin Lichtenberg (6139)                                                                                                                                                                                                              | 11. Jan 2030 - 05. Apr 2030 | total closure        |

|            |              |                                            |                             |                      |
|------------|--------------|--------------------------------------------|-----------------------------|----------------------|
| <b>257</b> | 3139-MKM2029 | Tübingen – Oberboihing                     | 28. Jun 2030 - 23. Aug 2030 | total closure        |
| <b>258</b> | 3143-MKM2029 | Waiblingen – Backnang                      | 18. Oct 2030 - 15. Nov 2030 | total closure        |
| <b>259</b> | 3147-MKM2029 | Horb – Tübingen                            | 28. Jun 2030 - 23. Aug 2030 | total closure        |
| <b>260</b> | 3151-MKM2029 | Sangerhausen – Halle                       | 28. Jun 2030 - 23. Aug 2030 | total closure        |
| <b>261</b> | 3152-MKM2029 | Sangerhausen – Halle                       | 23. Aug 2030 - 18. Oct 2030 | single track closure |
| <b>262</b> | 3153-MKM2029 | Sangerhausen – Halle                       | 18. Oct 2030 - 13. Dec 2030 | single track closure |
| <b>263</b> | 3154-MKM2029 | Eichenberg – Sangerhausen                  | 28. Jun 2030 - 23. Aug 2030 | single track closure |
| <b>264</b> | 3155-MKM2029 | Eichenberg – Sangerhausen                  | 23. Aug 2030 - 18. Oct 2030 | total closure        |
| <b>265</b> | 3156-MKM2029 | Eichenberg – Sangerhausen                  | 18. Oct 2030 - 13. Dec 2030 | total closure        |
| <b>266</b> | 3166-MKM2029 | Kassel Wilhelmshöhe – Kassel Ihringshausen | 11. Jan 2030 - 05. Apr 2030 | single track closure |
| <b>267</b> | 3168-MKM2029 | Grunewald/Halensee – Wedding (6170)        | 08. Mar 2030 - 05. Apr 2030 | total closure        |
| <b>268</b> | 3169-MKM2029 | Eichenberg – Sangerhausen                  | 08. Feb 2030 - 05. Apr 2030 | single track closure |

|            |              |                                                          |                             |                      |
|------------|--------------|----------------------------------------------------------|-----------------------------|----------------------|
| <b>269</b> | 3171-MKM2029 | Sangerhausen – Halle                                     | 08. Feb 2030 - 08. Mar 2030 | single track closure |
| <b>270</b> | 3176-MKM2029 | München Flughafen – München Hbf (5500)                   | 03. May 2030 - 26. Jul 2030 | total closure        |
| <b>271</b> | 3178-MKM2029 | Karlsruhe Hbf – Brunnenstück                             | 26. Jul 2030 - 18. Oct 2030 | total closure        |
| <b>272</b> | 3179-MKM2029 | Karlsruhe Gbf – Brunnenstück                             | 26. Jul 2030 - 18. Oct 2030 | single track closure |
| <b>273</b> | 3180-MKM2029 | Karlsruhe Gbf – Dammerstock                              | 26. Jul 2030 - 18. Oct 2030 | single track closure |
| <b>274</b> | 3209-MKM2029 | Bebra – Blankenheim/Faßdorf                              | 05. Apr 2030 - 03. May 2030 | single track closure |
| <b>275</b> | 3213-MKM2029 | Halle Nietleben – Angersdorf Ost                         | 14. Dec 2029 - 13. Dec 2030 | total closure        |
| <b>276</b> | 3226-MKM2029 | Bebra – Blankenheim/Faßdorf                              | 05. Apr 2030 - 03. May 2030 | total closure        |
| <b>277</b> | 3227-MKM2029 | Bebra – Fulda                                            | 05. Apr 2030 - 03. May 2030 | total closure        |
| <b>278</b> | 3237-MKM2029 | Westend – Wedding                                        | 14. Dec 2029 - 31. May 2030 | total closure        |
| <b>279</b> | 3241-MKM2029 | Berlin Ostkreuz – Berlin Lichtenberg (6078)              | 11. Jan 2030 - 05. Apr 2030 | total closure        |
| <b>280</b> | 3242-MKM2029 | Berlin Lichtenberg – Berlin Biesdorfer Kreuz West (6078) | 11. Jan 2030 - 05. Apr 2030 | total closure        |

|            |              |                                                               |                             |                      |
|------------|--------------|---------------------------------------------------------------|-----------------------------|----------------------|
| <b>281</b> | 3245-MKM2029 | Wiesbaden Ost Gbf – Mainz Bischofsheim                        | 28. Jun 2030 - 13. Dec 2030 | single track closure |
| <b>282</b> | 3246-MKM2029 | Wiesbaden Biebrich – Wiesbaden Ost Gbf                        | 28. Jun 2030 - 13. Dec 2030 | single track closure |
| <b>283</b> | 3252-MKM2029 | Wiesbaden Hbf – Biebrich/Wiesbaden Ost Gbf                    | 28. Jun 2030 - 13. Dec 2030 | single track closure |
| <b>284</b> | 3253-MKM2029 | Berlin Lichtenberg – Berlin Biesdorfer Kreuz West (6060/6072) | 11. Jan 2030 - 05. Apr 2030 | single track closure |
| <b>285</b> | 3254-MKM2029 | Berlin Lichtenberg – Berlin Biesdorfer Kreuz West (6060/6072) | 05. Apr 2030 - 31. May 2030 | single track closure |
| <b>286</b> | 3278-MKM2029 | Halle Pbf Kurzverbindung – Halle Kasseler Bahn (6350)         | 03. May 2030 - 31. May 2030 | total closure        |
| <b>287</b> | 328-MKM2029  | Siegen – Gießen                                               | 28. Jun 2030 - 26. Jul 2030 | total closure        |
| <b>288</b> | 3281-MKM2029 | Großheringen – Saalfeld                                       | 18. Oct 2030 - 13. Dec 2030 | total closure        |
| <b>289</b> | 3294-MKM2029 | Köln Worringen – Köln Ehrenfeld/Köln Hbf (S-Bahn)             | 26. Jul 2030 - 20. Sep 2030 | total closure        |
| <b>290</b> | 3297-MKM2029 | Backnang – Crailsheim                                         | 15. Nov 2030 - 13. Dec 2030 | total closure        |
| <b>291</b> | 3300-MKM2029 | Goldshöfe – Crailsheim                                        | 28. Jun 2030 - 23. Aug 2030 | total closure        |
| <b>292</b> | 3301-MKM2029 | Plochingen – Oberboihing                                      | 28. Jun 2030 - 23. Aug 2030 | total closure        |

|            |              |                                                       |                             |                                               |
|------------|--------------|-------------------------------------------------------|-----------------------------|-----------------------------------------------|
| <b>293</b> | 3304-MKM2029 | Plochingen – Oberboihing                              | 28. Jun 2030 - 23. Aug 2030 | total closure                                 |
| <b>294</b> | 3308-MKM2029 | Berlin Hbf – Gesundbrunnen (6170/6171)                | 05. Apr 2030 - 03. May 2030 | single track closure                          |
| <b>295</b> | 3309-MKM2029 | Grunewald/Halensee – Wedding (6170)                   | 05. Apr 2030 - 03. May 2030 | single track closure                          |
| <b>296</b> | 3311-MKM2029 | Trier – Koblenz                                       | 03. May 2030 - 28. Jun 2030 | 43 % total closure, 57 % single track closure |
| <b>297</b> | 412-MKM2029  | Darmstadt/Hanau – Groß Umstadt Wiebelsbach – Eberbach | 05. Apr 2030 - 03. May 2030 | total closure                                 |
| <b>298</b> | 413-MKM2029  | KRM                                                   | 03. May 2030 - 31. May 2030 | total closure                                 |
| <b>299</b> | 414-MKM2029  | KRM                                                   | 31. May 2030 - 28. Jun 2030 | 33 % total closure, 67 % single track closure |
| <b>300</b> | 415-MKM2029  | Frankfurt KRM                                         | 03. May 2030 - 31. May 2030 | single track closure                          |
| <b>301</b> | 433-MKM2029  | Wiesbaden – Niedernhausen/Wallauer Spange             | 03. May 2030 - 31. May 2030 | total closure                                 |
| <b>302</b> | 450-MKM2029  | Wiesbaden Hbf – Biebrich/Wiesbaden Ost Gbf            | 03. May 2030 - 28. Jun 2030 | single track closure                          |
| <b>303</b> | 476-SKM2030  | Mainz Mombach – Mainz Bischofsheim Pbf (3510/3520)    | 08. Mar 2030 - 03. May 2030 | total closure                                 |
| <b>304</b> | 508-SKM2030  | Kassel – Friedberg                                    | 28. Jun 2030 - 20. Sep 2030 | total closure                                 |

|            |             |                                                                                                                                                                                                                                                        |                             |                                               |
|------------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|-----------------------------------------------|
| <b>305</b> | 548-MKM2029 | Bad Friedrichshall – Bietigheim Bissingen                                                                                                                                                                                                              | 05. Apr 2030 - 03. May 2030 | single track closure                          |
| <b>306</b> | 556-MKM2029 | Vaihingen – Filderstadt                                                                                                                                                                                                                                | 28. Jun 2030 - 23. Aug 2030 | single track closure                          |
| <b>307</b> | 560-MKM2029 | Leipzig – Zwickau                                                                                                                                                                                                                                      | 14. Dec 2029 - 23. Aug 2030 | 44 % total closure, 56 % single track closure |
| <b>308</b> | 571-SKM2030 | Köln Ehrenfeld – Köln Hbf (2600), Köln Ehrenfeld/Köln Hbf – Hürth Kalscheuren (2613/2614/2615/2617/2640), Köln Hbf – Hürth Kalscheuren/Köln Süd (2630/2642), Köln Süd Abzweig – Köln Bonntor (2641), Köln Worringen – Köln Ehrenfeld/Köln Hbf (S-Bahn) | 07. Dec 2029 - 13. Dec 2030 | total closure                                 |
| <b>309</b> | 597-MKM2029 | Wiederitzsch/Leipzig Petzscher Markt – Leipzig Miltitzer Allee/Markkleeberg Gaschwitz                                                                                                                                                                  | 05. Apr 2030 - 28. Jun 2030 | total closure                                 |
| <b>310</b> | 622-SKM2030 | Bochum Langendreer – Dortmund Signal Iduna Park, Dortmund – Holzwickede, Witten – Dortmund (2801)                                                                                                                                                      | 07. Dec 2029 - 13. Dec 2030 | total closure                                 |
| <b>311</b> | 633-SKM2030 | Münster – Recklinghausen                                                                                                                                                                                                                               | 11. Jan 2030 - 08. Mar 2030 | total closure                                 |
| <b>312</b> | 643-MKM2029 | Roßlau – Falkenberg                                                                                                                                                                                                                                    | 18. Oct 2030 - 13. Dec 2030 | total closure                                 |
| <b>313</b> | 660-SKM2030 | Augsburg – München Nord Rbf (5581)                                                                                                                                                                                                                     | 05. Apr 2030 - 03. May 2030 | total closure                                 |
| <b>314</b> | 662-SKM2030 | Mainz – Worms – Ludwigshafen                                                                                                                                                                                                                           | 08. Mar 2030 - 03. May 2030 | total closure                                 |
| <b>315</b> | 668-SKM2030 | Kronberg/Bad Soden – Frankfurt West                                                                                                                                                                                                                    | 23. Aug 2030 - 20. Sep 2030 | single track closure                          |

|            |             |                                                                                                                                                                                              |                             |                                              |
|------------|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|----------------------------------------------|
| <b>316</b> | 703-SKM2030 | BASF – Oggersheim (3411)                                                                                                                                                                     | 20. Sep 2030 - 13. Dec 2030 | total closure                                |
| <b>317</b> | 708-SKM2030 | Rheydt – Köln                                                                                                                                                                                | 08. Mar 2030 - 26. Jul 2030 | total closure                                |
| <b>318</b> | 743-SKM2030 | Köln Frankfurter Straße – Porz Wahn                                                                                                                                                          | 15. Nov 2030 - 13. Dec 2030 | total closure                                |
| <b>319</b> | 846-SKM2030 | Dortmund Mengende – Dortmund, Dortmund – Hamm, Gelsenkirchen Hbf – Herne<br>Horsthausen/Wanne, Herne – Bochum<br>Hbf/Bochum Langendreer, Herne – Dortmund (2650), Recklinghausen Ost – Herne | 05. Apr 2030 - 28. Jun 2030 | 97 % total closure, 3 % single track closure |
| <b>320</b> | 881-MKM2029 | Trier – Dillingen                                                                                                                                                                            | 03. May 2030 - 28. Jun 2030 | single track closure                         |
| <b>321</b> | 882-MKM2029 | Friedberg – Frankfurt                                                                                                                                                                        | 28. Jun 2030 - 20. Sep 2030 | total closure                                |
| <b>322</b> | 893-SKM2030 | Köln Mülheim – Bergisch Gladbach                                                                                                                                                             | 18. Oct 2030 - 13. Dec 2030 | total closure                                |
| <b>323</b> | 913-MKM2029 | Herne – Dortmund (2650), Oberhausen Osterfeld Ost – Herne Baukau/Rottbruchstraße/Herne Wanne, Recklinghausen Ost – Herne                                                                     | 11. Jan 2030 - 08. Mar 2030 | total closure                                |
| <b>324</b> | 915-MKM2029 | Duisburg – Prosper Levin – Bottrop Süd/Bottrop Hbf, Oberhausen – Gelsenkirchen (2277/2650)                                                                                                   | 28. Jun 2030 - 26. Jul 2030 | total closure                                |
| <b>325</b> | 922-MKM2029 | Mecklenbeck/Lechtenberg – Sudmühle (2010/2011)                                                                                                                                               | 11. Jan 2030 - 08. Mar 2030 | total closure                                |
| <b>326</b> | 955-MKM2029 | Hamm – Bielefeld (P-Bahn)                                                                                                                                                                    | 26. Jul 2030 - 23. Aug 2030 | total closure                                |
| <b>327</b> | 963-MKM2029 | Mainz Bischofsheim                                                                                                                                                                           | 08. Feb 2030 - 08. Mar 2030 | total closure                                |

|            |             |                                                                                       |                             |               |
|------------|-------------|---------------------------------------------------------------------------------------|-----------------------------|---------------|
| <b>328</b> | 964-MKM2029 | Bischofsheim – Mönchwald                                                              | 08. Feb 2030 - 08. Mar 2030 | total closure |
| <b>329</b> | 965-MKM2029 | Wiesbaden Ost Gbf – Mainz Bischofsheim                                                | 08. Feb 2030 - 08. Mar 2030 | total closure |
| <b>330</b> | 966-MKM2029 | Mainz Kaiserbrücke                                                                    | 08. Feb 2030 - 08. Mar 2030 | total closure |
| <b>331</b> | 967-MKM2029 | Wiesbaden Hbf – Wiesbaden Ost Gbf                                                     | 08. Feb 2030 - 08. Mar 2030 | total closure |
| <b>332</b> | 968-MKM2029 | Mainz Mombach – Mainz Bischofsheim Pbf (3510/3520), Mainz Pbf/Gbf – Mainz Hbf         | 08. Feb 2030 - 08. Mar 2030 | total closure |
| <b>333</b> | 969-MKM2029 | Mainz Mombach – Mainz Bischofsheim Pbf (3510/3520)                                    | 08. Feb 2030 - 08. Mar 2030 | total closure |
| <b>334</b> | 971-MKM2029 | Koblenz – Mainz                                                                       | 08. Feb 2030 - 08. Mar 2030 | total closure |
| <b>335</b> | 972-MKM2029 | Mainz – Worms – Ludwigshafen                                                          | 08. Feb 2030 - 08. Mar 2030 | total closure |
| <b>336</b> | 975-MKM2029 | Mainz Kaiserbrücke                                                                    | 08. Feb 2030 - 03. May 2030 | total closure |
| <b>337</b> | 979-MKM2029 | Wiesbaden Hbf – Wiesbaden Ost Gbf                                                     | 08. Mar 2030 - 03. May 2030 | total closure |
| <b>338</b> | 980-MKM2029 | Mainz Kaiserbrücke                                                                    | 08. Mar 2030 - 03. May 2030 | total closure |
| <b>339</b> | 981-MKM2029 | Bischofsheim, Bischofsheim – Mönchwald, Frankfurt Kelsterbach, Mainz Bischofsheim Pbf | 08. Mar 2030 - 03. May 2030 | total closure |

|            |             |                                                    |                             |                      |
|------------|-------------|----------------------------------------------------|-----------------------------|----------------------|
| <b>340</b> | 982-MKM2029 | Mainz Bischofsheim, Mainz Bischofsheim – Darmstadt | 08. Mar 2030 - 03. May 2030 | total closure        |
| <b>341</b> | 983-MKM2029 | Wiesbaden Ost Gbf – Mainz Bischofsheim             | 08. Mar 2030 - 03. May 2030 | total closure        |
| <b>342</b> | 989-MKM2029 | Mainz Mombach – Mainz Bischofsheim Pbf (3510/3520) | 11. Jan 2030 - 08. Feb 2030 | single track closure |
| <b>343</b> | 990-MKM2029 | Mainz Bischofsheim                                 | 11. Jan 2030 - 08. Feb 2030 | single track closure |

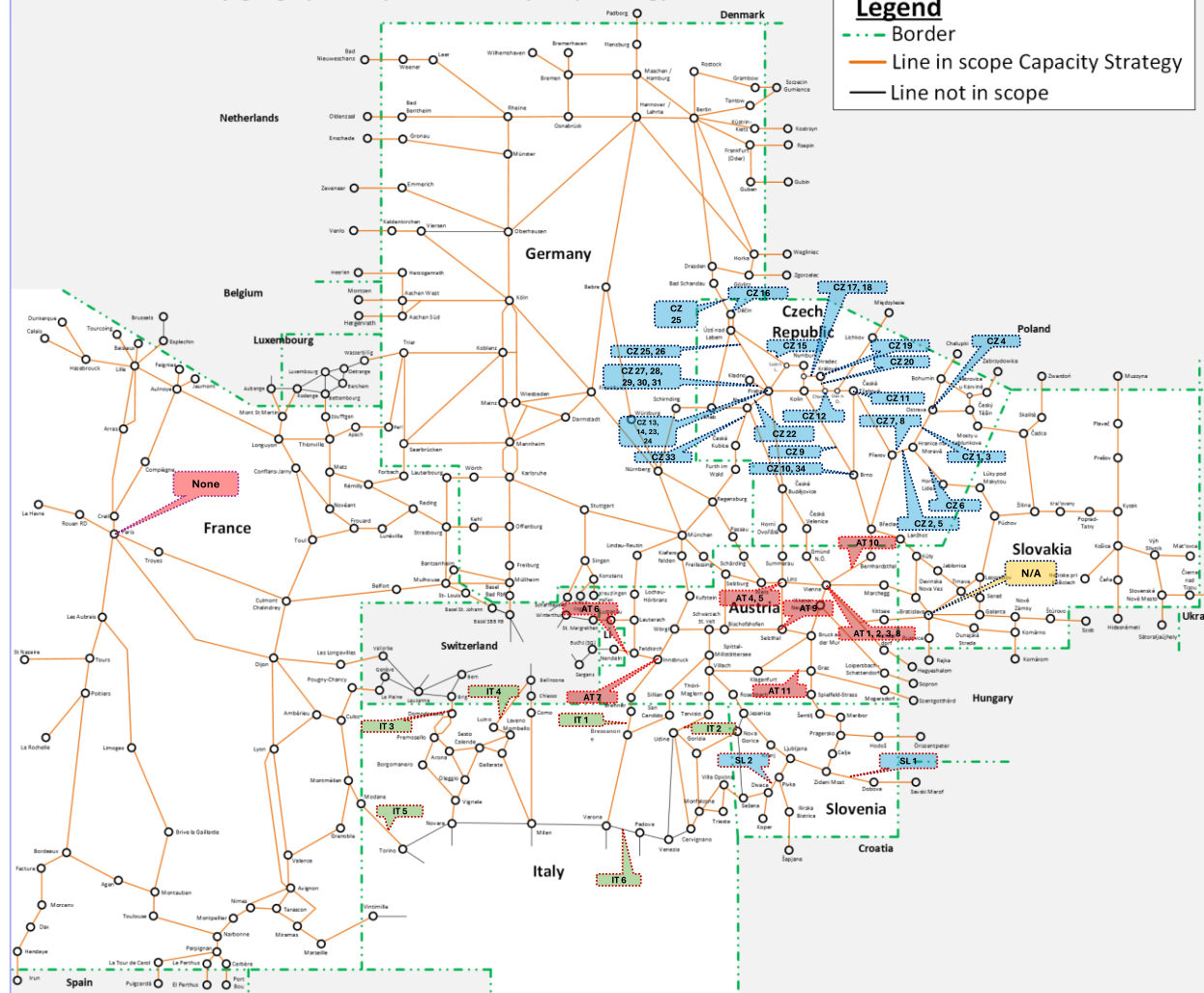
Table 15: Planned infrastructure works resulting in capacity restrictions with major impact for Germany- DBInfrago

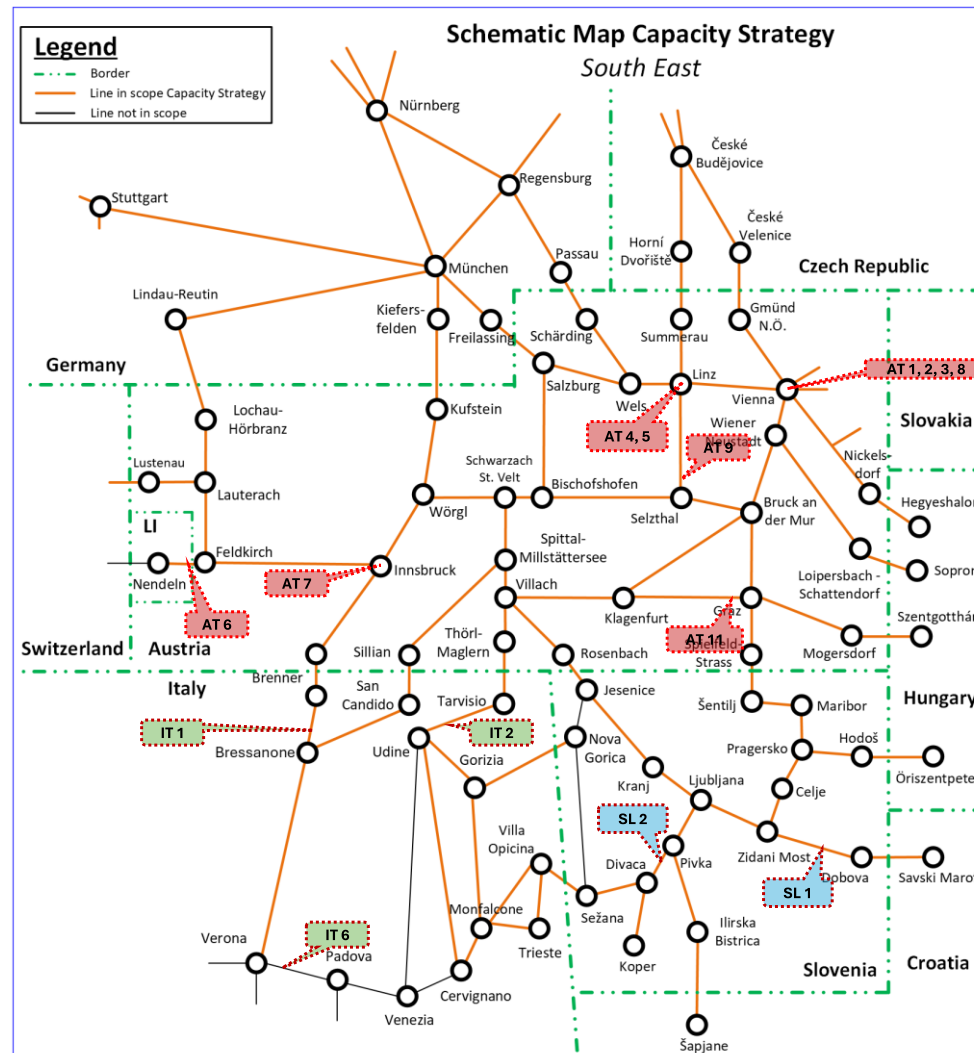
## 12.1. Maps of planned infrastructure works resulting in capacity restrictions with major impact

### Germany – DB InfraGO AG

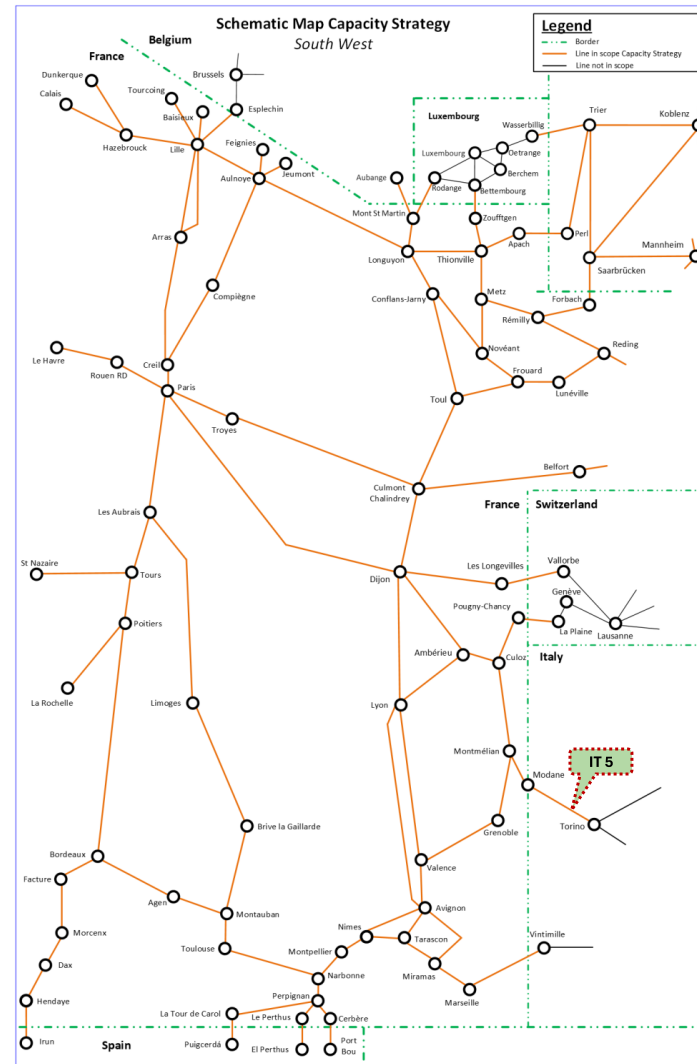
TCR Maps can be found here: [Major Impact TCRs - DB InfraGO AG - Maps.pdf](#)

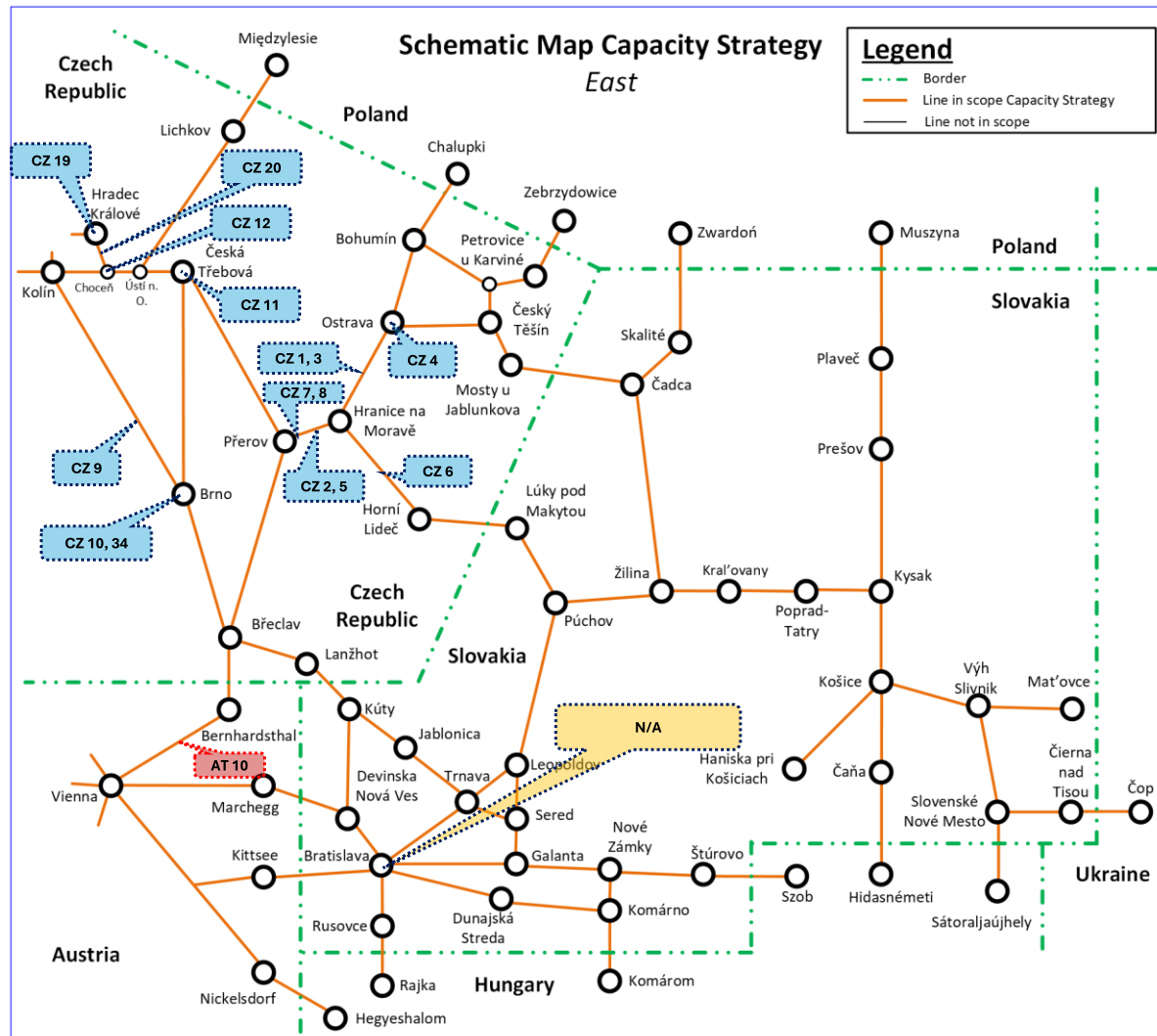
Schematic map geographic scope common Capacity Strategy 2030

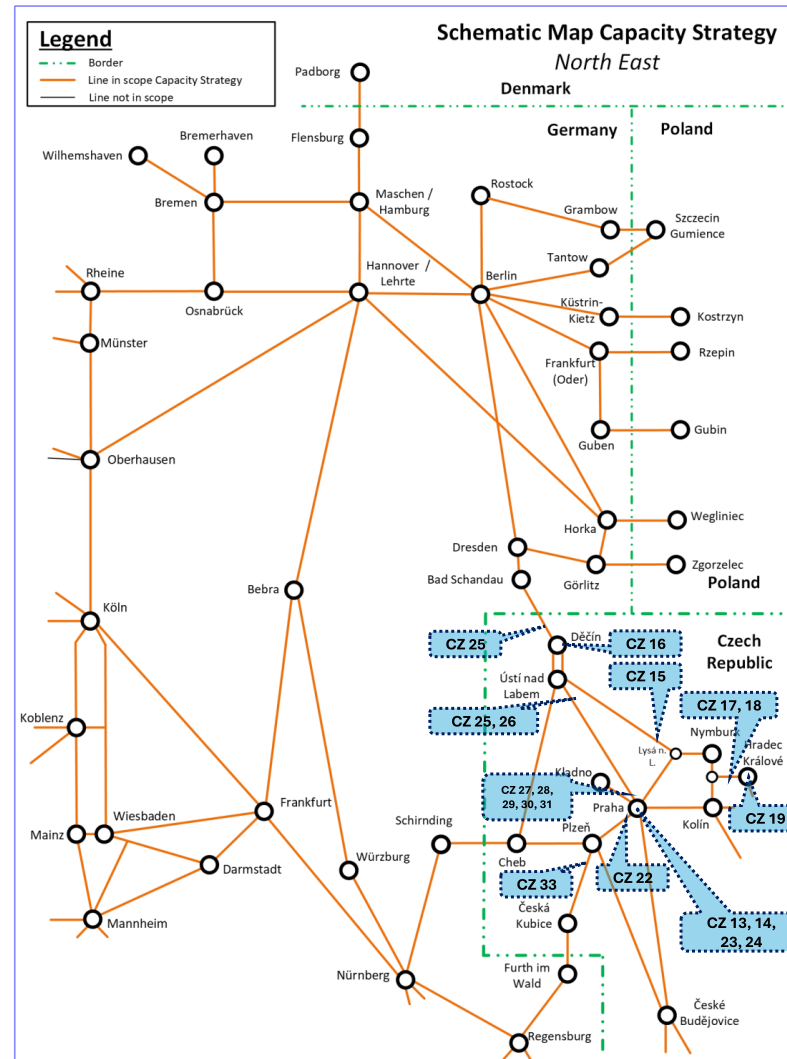












## 13. Contingency planning

Incidents on the railway network can cause significant disruption to railway operations. Most incidents are managed at national level by the relevant infrastructure manager. If neighboring networks are affected, the relevant IMs are informed and involved in the incident management process. For major incidents with a significant international impact, effective coordination between infrastructure managers, applicants and relevant authorities is essential. It is also important to keep other stakeholders informed.

Information about potential diversion routes can be accessed on the [RNE CIP platform](#) using the ICM Lines (International Contingency Management) feature.

### AUSTRIA - ÖBB-Infrastruktur

The relevant provisions are set out in the applicable version of the Deviation Management Directive (DA Abweichungsmanagement).

[Austrian Network Statement](#) (Chapter 6.3.2)

### CZECH REPUBLIC – SŽCZ

This issue is addressed in [Chapter 6.3.3 Disturbances](#), of the Network Statement, which sets out possible solutions for network disruptions.

Additionally, contingency plans have been developed for major nodes, along with measures for passenger transport in the event of disturbances. These are listed in the implementing regulation "[PND7 část B](#)" (only available in Czech), which can be found on [this page](#) of the portal.

### FRANCE – SNCF Réseau

On Tuesday, July 11, 2023, the European Commission published its draft regulation on capacity management. This text is relatively important in terms of its scope, 77 articles, including Article 21, which deal with the crisis management strategy. Its positioning in the capacity component of the project designates SNCF-Réseau as the prime contractor for contingency planning.

#### Article 21

The article focuses on emergency planning, with the goal of preparing for disruptions and crisis situations.

Paragraph 2 describes in 5 points what an emergency plan includes:

*2. Contingency planning shall involve in particular:*

*a) The designation of alternative routes allowing to re-route traffic in the event of non-availability of the lines included in the core and extended core TEN-T network as set out in Article 6 of and Annex I to [new TEN-T Regulation];*

*(b) an indicative planning of the infrastructure capacity available on the alternative routes designated in accordance with point (a) providing transparency about infrastructure capacity available on such lines, which can be utilized in the case of incidents and, in particular, network disruptions in accordance with Article 46;*

(c) the definition of rules and procedures for traffic and crisis management, including the sharing of information between infrastructure managers, other operational stakeholders and other stakeholders such as public authorities in charge of rail or security and emergency response, as well as criteria for the activation of these procedures;

(d) the identification and listing of bodies to be informed in the event of serious incidents or serious disruptions to train movements;

(e) any other preparations necessary to perform disruption management and crisis management in accordance with Article 42 and with the European framework for the cross-border coordination of traffic management, disruption management and crisis management referred to in Article 44.

## Analyse

### a) Alternative routes

The paragraph follows the geographical perimeter of the TEN-T: It is a set of structuring lines, essentially following the route of the international freight corridors.



TEN-T Regulation Annex I

Alternative routes exist and their path has been identified. They are intended to moderate the consequences of TCR with a major and high-capacity impact. Their use is since a work window positioned on one of the routes leads to the availability of the other on the entire

regime of the TCRs installed. As the two routes cannot be equivalent, compensatory times and capacity limitations are sometimes necessary, to limit or even cancel the impact of the TCRs.

So, unless the decision is taken to suspend the TCR (from a period of 3 days), which is sometimes not possible, these capacities are already consumed.

<https://www.sncf-reseau.com/fr/drr/timetable-redesign-ttr-english>

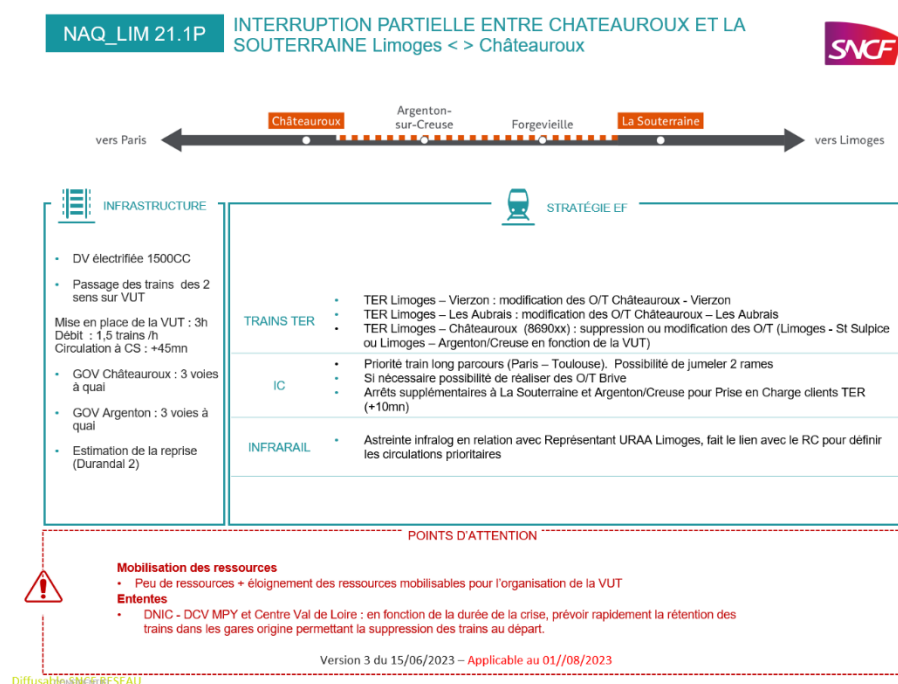
## b) Availability of alternative capacity

The capacity that replaces itself during a crisis episode will therefore not mainly take the form of alternative routes: SNCF-R has the **Durandal 2** system, Listing all routing scenarios at the regional level.

They are all based on the same model, described in the regulations RRA00367. It is not always a question of postponing to another route, the actions to be taken to manage the situation are defined.

Different decisions are made depending on the type of traffic. SNCF-R, considering that under these conditions, the capacity allocation is reducing, a choice on the routes to be preferred had to be put in place, in the form of alternative transport plans.

However, it is in no way comparable to a limited transportation plan following a strike, which can be anticipated.



The incidents were analyzed and classified in the charts of the **Excalibur** application. Depending on the type of incident, it is possible to estimate its duration, which has a direct impact on the level of response to the disturbance.

Écran : Édition Affichage Historique Marque-page Outils

Portail Clients et Partenaire... Intrant EXCALIBUR

https://excalibur.off.fr/Portail/ Toutes les fonctionnalités de l'application

Rechercher

Accueil Intranet SNCF

Consultant Grand public

### Référentiel Incidents

| Type d'incident                                   | Numéro type | Nombre d'incidents | Centrie 5  | Centrie 25 | Médiane     | Centrie 75     | Centrie 95      | Durée moyenne   |
|---------------------------------------------------|-------------|--------------------|------------|------------|-------------|----------------|-----------------|-----------------|
| accident de train (collision, déraillement, etc.) | 1.01        | 1.017              | 52 min     | 1 h 44 min | 2 h 17 min  | 2 h 57 min     | 4 h 22 min      | 2 h 10 min      |
| arrêt de maintenance                              | 4.09        | 610                | 23 min     | 1 h 9 min  | 3 h 38 min  | 7 h 29 min     | 11 h 15 min     | 8 h 5 min       |
| difficulté d'accès                                | 2.21        | 79                 | 15 min     | 34 min     | 57 min      | 1 h 47 min     | 7 h 37 min      | 2 h 13 min      |
| difficulté d'accès                                | 2.22        | 42                 | 15 min     | 25 min     | 45 min      | 1 h 12 min     | 2 h 25 min      | 85 min          |
| difficulté d'accès                                | 4.01        | 714                | 5 min      | 12 min     | 27 min      | 1 h 14 min     | 5 h 36 min      | 9 h 53 min      |
| difficulté d'accès                                | 2.01        | 5411               | 12 min     | 25 min     | 47 min      | 1 h 19 min     | 2 h 51 min      | 6 h 3 min       |
| difficulté d'accès                                | 3.01        | 228                | 5 min      | 22 min     | 38 min      | 1 h 5 min      | 5 h 18 min      | 1 h 58 min      |
| difficulté d'accès                                | 2.02        | 33                 | 5 min      | 19 min     | 28 min      | 52 min         | 2 h 17 min      | 44 min          |
| difficulté d'accès                                | 3.02        | 2                  | 1 h        | 1 h 4 min  | 1 h 9 min   | 1 h 14 min     | 1 h 18 min      | 1 h 9 min       |
| difficulté d'accès                                | 3.03        | 3                  | 54 min     | 2 h 34 min | 4 h 40 min  | 5 h 42 min     | 6 h 32 min      | 3 h 58 min      |
| difficulté d'accès                                | 3.04        | 851                | 9 min      | 22 min     | 35 min      | 1 h 5 min      | 3 h 30 min      | 2 h 3 min       |
| difficulté d'accès                                | 3.05        | 13                 | 5 min      | 1 h 21 min | 2 h 43 min  | 5 h 10 min     | 11 h 45 min     | 7 h 11 min      |
| difficulté d'accès                                | 3.06        | 239                | 15 min     | 51 min     | 2 h 48 min  | 10 h 29 min    | 11 h 53 min     | 11 h 21 min     |
| difficulté d'accès                                | 5.02        | 1435               | 20 min     | 39 min     | 1 h 5 min   | 2 h 4 min      | 8 h             | 4 h 37 min      |
| difficulté d'accès                                | 5.01        | 211                | 20 min     | 43 min     | 1 h 15 min  | 2 h 11 min     | 4 h 48 min      | 3 h             |
| difficulté d'accès                                | 6.03        | 172                | 13 min     | 35 min     | 1 h 15 min  | 2 h 10 min     | 6 h 43 min      | 7 h 28 min      |
| difficulté d'accès                                | 1.02        | 1914               | 18 min     | 35 min     | 1 h 5 min   | 1 h 58 min     | 4 h 15 min      | 4 h 34 min      |
| difficulté d'accès                                | 2.03        | 6                  | 13 min     | 21 min     | 44 min      | 1 h 44 min     | 2 h 16 min      | 1 h 5 min       |
| difficulté d'accès                                | 1.03        | 61                 | 35 min     | 2 h 23 min | 5 h 40 min  | 20 h 32 min    | 4 h 21 min      | 1 h 18 h 15 min |
| difficulté d'accès                                | 1.04        | 1168               | 40 min     | 1 h 47 min | 2 h 54 min  | 5 h 17 min     | 10 h 41 min     | 6 h 3 min       |
| difficulté d'accès                                | 1.05        | 78                 | 23 min     | 2 h 3 min  | 5 h 20 min  | 10 h 30 min    | 21 h 16 min     | 21 h 16 min     |
| difficulté d'accès                                | 2.04        | 30                 | 22 min     | 51 min     | 1 h 47 min  | 3 h 58 min     | 20 h 29 min     | 7 h             |
| difficulté d'accès                                | 5.04        | 39                 | 20 min     | 42 min     | 1 h 28 min  | 8 h 32 min     | 4 h 10 h 11 min | 22 h 42 min     |
| difficulté d'accès                                | 2.05        | 0                  | 0 h        | 0 h        | 0 h         | 0 h            | 0 h             | 0 h             |
| difficulté d'accès                                | 3.08        | 10                 | 14 min     | 20 min     | 35 min      | 56 min         | 3 h 4 min       | 1 h             |
| difficulté d'accès                                | 3.09        | 4                  | 19 min     | 28 min     | 47 min      | 1 h 36 min     | 2 h 51 min      | 1 h 15 min      |
| difficulté d'accès                                | 3.10        | 79                 | 17 min     | 55 min     | 1 h 56 min  | 6 h 31 min     | 11 h 7 min      | 10 h 30 min     |
| difficulté d'accès                                | 6.01        | 2802               | 55 min     | 2 h 32 min | 5 h 44 min  | 17 h 35 min    | 8 h 4 min       | 21 h 43 min     |
| difficulté d'accès                                | 3.07        | 12                 | 15 min     | 46 min     | 1 h 46 min  | 2 h            | 7 h 41 min      | 1 h 32 min      |
| difficulté d'accès                                | 5.05        | 59                 | 15 min     | 21 min     | 32 min      | 1 h 11 min     | 1 h 6 min       | 8 h 5 min       |
| difficulté d'accès                                | 1.07        | 2499               | 1 h 57 min | 6 h 53 min | 11 h 40 min | 17 h 13 min    | 21 h 38 min     | 21 h 38 min     |
| difficulté d'accès                                | 4.02        | 80                 | 10 min     | 32 min     | 1 h 37 min  | 4 h 4 min      | 10 h 48 min     | 6 h 8 min       |
| difficulté d'accès                                | 2.15        | 635                | 18 min     | 61 min     | 1 h 48 min  | 4 h 18 min     | 10 h 15 min     | 6 h 27 min      |
| difficulté d'accès                                | 4.02        | 26149              | 24 min     | 1 h 14 min | 2 h 50 min  | 4 h 29 min     | 10 h 5 min      | 22 h 18 min     |
| difficulté d'accès                                | 4.03        | 265                | 24 min     | 1 h 20 min | 3 h 6 min   | 7 h 42 min     | 11 h 19 min     | 9 h 2 min       |
| difficulté d'accès                                | 4.04        | 310                | 35 min     | 1 h 48 min | 4 h 7 min   | 6 h 10 min     | 11 h 44 min     | 11 h 13 min     |
| difficulté d'accès                                | 4.05        | 5                  | 1 h 32 min | 3 h 2 min  | 4 h 8 min   | 1 h 3 h 24 min | 3 h 15 h 40 min | 10 h 56 min     |
| difficulté d'accès                                | 4.06        | 47                 | 11 min     | 10 min     | 20 min      | 3 h 14 min     | 13 h 55 min     | 3 h 16 min      |
| difficulté d'accès                                | 5.06        | 79                 | 11 min     | 1 h        | 1 h 32 min  | 2 h 26 min     | 5 h 31 min      | 2 h 10 min      |
| difficulté d'accès                                | 4.06        | 74                 | 5 min      | 15 min     | 42 min      | 2 h 13 min     | 11 h 20 min     | 2 h 49 min      |
| difficulté d'accès                                | 4.07        | 52                 | 13 min     | 31 min     | 1 h 32 min  | 2 h 52 min     | 6 h 53 min      | 2 h 21 min      |
| difficulté d'accès                                | 7.01        | 79                 | 34 min     | 2 h 13 min | 3 h 38 min  | 6 h 38 min     | 21 h 26 min     | 21 h 35 min     |
| difficulté d'accès                                | 5.07        | 16343              | 32 min     | 1 h 20 min | 2 h 7 min   | 3 h 6 min      | 6 h 10 min      | 12 h 22 min     |
| difficulté d'accès                                | 5.08        | 160                | 21 min     | 43 min     | 1 h 17 min  | 2 h 43 min     | 12 h 55 min     | 14 h 51 min     |
| difficulté d'accès                                | 5.09        | 705                | 47 min     | 1 h 38 min | 2 h 10 min  | 3 h 35 min     | 11 h 28 min     | 16 h 18 min     |
| difficulté d'accès                                | 5.07        | 301                | 17 min     | 30 min     | 1 h 3 min   | 2 h 1 min      | 4 h 22 min      | 13 h 54 min     |
| difficulté d'accès                                | 5.08        | 4                  | 39 min     | 42 min     | 1 h 9 min   | 8 h 14 min     | 10 h 14 min     | 8 h 10 min      |

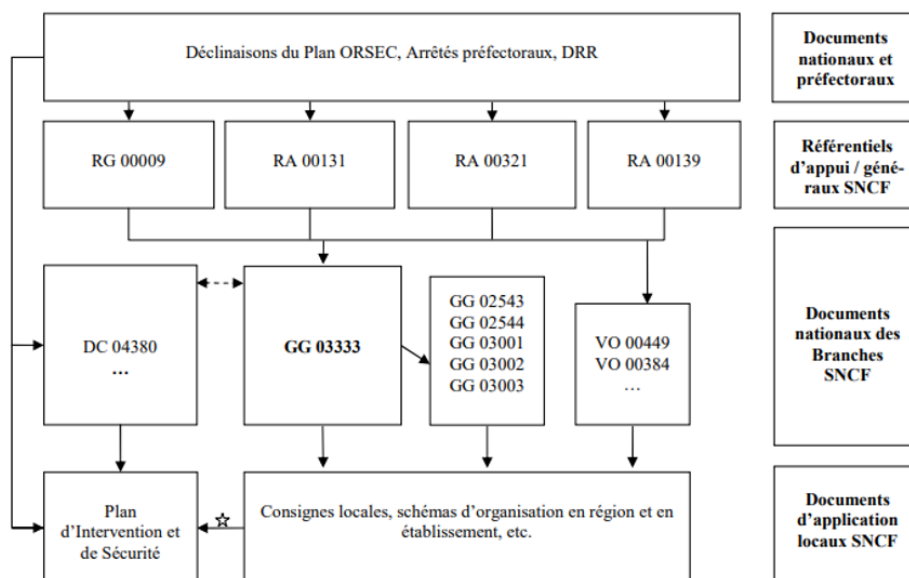
The availability of alternative routes is described in ICM Annex II.

<https://www.sncf-reseau.com/fr/drr/timetable-redesign-ttr-english>

### c) Definition of rules and procedures for traffic and crisis management

SCNF-R has a hierarchy of texts to be implemented.

Le schéma ci-dessous permet d'appréhender la correspondance entre les différents documents principaux apportant un cadrage de la gestion des situations perturbées et de crise en gare.



☆ Tout document d'application locale utile à la gestion des situations perturbées ou à la gestion de crise en gare doit alimenter le PIS. A cet effet, l'entité en charge de la rédaction de la consigne locale doit renseigner le représentant local de la DCF en charge du Plan d'Intervention et de Sécurité (PIS).

The regulation GG0333 gives us the principles for managing disrupted situations and crisis situations in stations.

In accordance with the **Document de Référence des Gares (DRG)**, published in accordance to Article 14-1 of the decree of March 7, 2003 modified station, the Station Manager must offer, according to the consistency and equipment of each station, a **Prestation de Base (PB)** made up of a base of services and equipment common to all the RUs present in the station.

In the event of a disruption or crisis at the station, certain events may force the Station Manager to adapt its production and its organization dedicated to the provision of the Basic Service.

The DRG sets a number of obligations relating to the management of disrupted situations in stations by Railway Undertakings, in particular concerning the responsibility for taking care of its customers in the event of train delays (« **Obligations d'exploitation / extract from DRG 2014** »).

In a disrupted situation or in a crisis situation, the missions of the Station Manager are carried out:

- at the national level, by the **member of the COMEX** on-call duty Général & Production SNCF or the **Directeur National des Opérations SNCF (DNO)**,
- at the regional level, through the **Directeur de Région SNCF** or the **Directeur de crise régional** or its delegate (Directeur Régional des Opérations [DRO], Regional on-call duty, etc.),
- at the level of the SNCF Passenger Establishment, by the **Directeur d'Etablissement (DET)**. By delegation, the representative of the DET (Directeur des Gares, DUO, Chef d'Escale, etc.) and the on-call duty of the establishment carry the missions of the Station Manager.

The following are excluded from the scope of this recommendation:

- services provided on behalf of and/or at the request of an RU, other than those defined in the PB,
- services provided within the framework of a Pôle d'Echange Multimodal (PEM), defined by and for the actors of the PEM within the framework of an agreement.

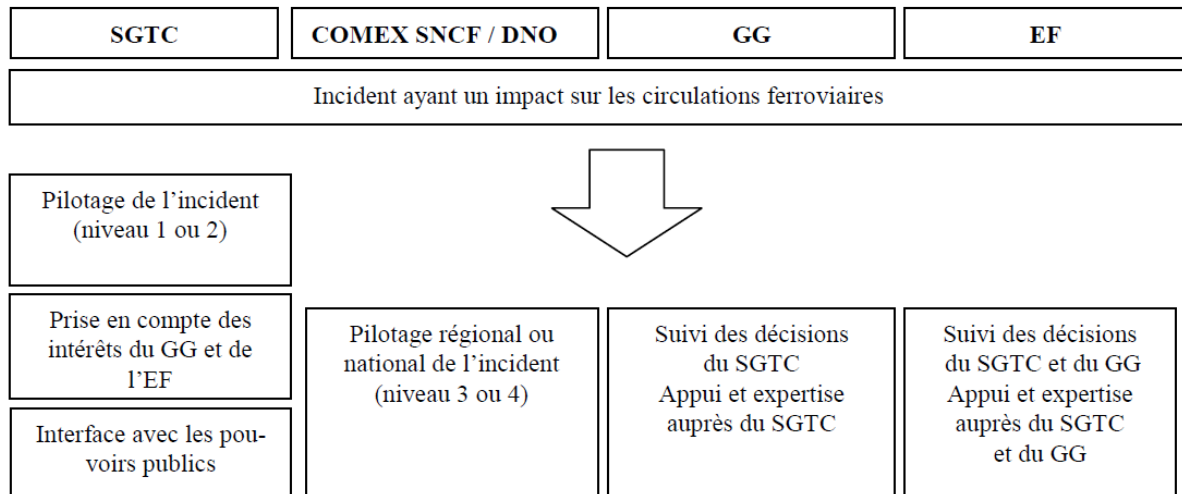
In the case of an incident with an impact on traffic, the **Service Gestionnaire du Trafic et des Circulations** is in charge of the situation, whether it is disrupted or crisis-related, in accordance with the text DC 04380. This recommendation sets out the terms and conditions for managing the incident.

#### **d) Identification and list of organizations to be informed**

If the situation requires it, a representative of the Terminal Manager may be dispatched to the scene of the incident to the local TCMS representative.

The **Guide d'Intervention en Milieu Ferroviaire** specifies that it is the responsibility of the **Chef d'Incident Local (CIL)** of the SGTC :

- to ensure the liaison and interfaces between the various services concerned by the incident (Commandant des Opérations de Secours, Officier de Police Judiciaire, etc.)
- to have the protective measures taken with regard to railway and electrical risks necessary for the intervention of the emergency services,
- Discuss with the authorities on site the measures to limit the consequences of the incident.



This scheme applies in the event of a disrupted situation as well as in the event of a crisis situation.

It is up to the General & Production Executive Committee on call, as well as the National Director of Operations (DNO) or the Regional Director of Operations (DRO), to qualify the situation at the station as a crisis.

The Station Manager may request the intervention of the competent State authorities to be assisted in the care of passengers and the public, and more particularly sensitive people.

In the event of exceptional measures decided by the public authorities, such as the care of victims, the Station Manager assists the public authorities, to the extent of his or her competence.

When the situation requires it (request from the police services or case of proven danger to the safety of people at the station), part or all of the station may be closed by the Station Manager. As soon as a situation of this type evolves and has an impact on traffic, the Traffic and Traffic Management Service is in charge of the situation.

The Railway Intervention Guide specifies that a **Chef d'Incident Gares (CIG)**, a representative of the Station Manager and identifiable, is dispatched to the scene of the incident to:

- ensure the liaison and interfaces between the various services concerned by the incident (Commander of Rescue Operations, Judicial Police Officer, etc.) or having to know him.
- discuss with the authorities on site the measures to limit the consequences of the incident.

The designated CIG identifies itself to the authorities upon arrival. In all cases, it notifies the TCMS and keeps it informed.

It is the responsibility of the Station Manager's representative to specify in the station's local instructions on disrupted situations the procedures for designating and mobilizing the CIG.

The incident pilot has the following essential missions:

1. Defining the strategies to be applied.
2. Managing the disruption and monitoring the implementation of the instructions transmitted.
3. The interface with the Railway Companies and the station manager.
4. The information historical.

Responsibility for operational relations with the Railway Undertakings and the station manager as well as responsibility for operational institutional relations follow, in principle, the responsibility for the incident management mission. However, without necessarily taking over

the incident management mission, the higher level of production can decide to ensure these relationships at its level.

The designation of the incident pilot is recorded in the information sharing tools (Portail Cœur Incident Ferroviaire (SPID et Durandal 2)).

As soon as the incident is known and once the first emergency measures have been taken, the railway companies and the station manager are informed in accordance with the standards laid down by the DRR.

The incident pilot notifies or causes to be notified of the incident to the designated correspondents of the Railway Undertakings and the station manager.

The information includes:

1. The location and nature of the incident,
2. An estimate of the foreseeable duration of the incident,
3. The list of affected trains,
4. Possibly, one or more additional pieces of information (e.g. situation diagram, etc.),
5. The principles adopted for the restoration (diversion, deletion, total or partial reuse, etc.), including notice of application of the capacity restriction rule,

Miscellaneous notifications (provision of resources, etc.) may be subject to other formal procedures.

#### **e) Disruption management and crisis management in the European framework for cross-border coordination.**

1. The European strategic dimension of border coordination needs to be deepened. What can an IM plan for international coordination in a disrupted situation?
2. The national strategic dimension refers to the DC04380, Gestion des situations perturbées :

Even if some of the following phases overlap, the handling of the incident requires that each of them be undertaken in the defined order.

These phases are independent of the types of organizations put in place depending on the scale of the incident.

#### **Immediate or emergency measures**

**Phase 1.** First traffic measures (retention, diversion, wrong-way traffic, etc.).

**Phase 2.** Internal and external information and designation of the pilot.

**Phase 3.** Activation of the first means of intervention.

#### **Analysis and processing**

**Phase 4.** Estimated impact of the incident on traffic. Then determination of an Estimated Time of Takeover (HRE).

**Phase 5.** Definitions of the disturbance management strategy and the recovery strategy.

**Phase 6.** Related transactions: Supplemental Notices.

1. Complementary actions to phase 2 (means of intervention).
2. Effective implementation of the two jointly defined strategies.
1. Updating HRE information and the consequences of the incident.

**Phase 7.** Return to normal situation and communication of the Actual Resumption Time (HRR).

**The definition of the strategy is the role of the Crisis Room when it is activated.**

Some incidents allow for a choice between different recovery and disturbance management scenarios. The incident manager makes this choice, in consultation with the crisis management collective or their operational representative if the crisis room is not open. A plan "B" must be sought to ensure a way out of the incident. These different solutions must lead in parallel.

This close and rapid consultation makes it possible to enlighten the pilot on the priorities of each party and their ability to modify their transport plan: care, passenger information, road transfer, presence of dangerous or radioactive goods, etc.

Its choices must also be guided by the constraints exerted on the Track Occupancy Graphs of the stations concerned by the incident.

### **Disturbance Management Strategy**

The incident pilot defines the traffic flow scenario until the situation returns to normal.

When the cumulative exploitation of the different possibilities is not sufficient to handle all the traffic, and if the incident is long-term, the pilot decides to implement the capacity restriction rule or receives authorisation from the CNOC as defined in the OP 00508 reference framework "Rules for operational traffic management".

Residual capacity must be notified to the Railway Undertakings.

### **Strategy for restoring the situation to normal**

The incident manager defines the scenario for restoring the normal situation, when a choice is possible, in conjunction with the various crisis management actors of SNCF Réseau, the Railway Companies and the station manager.

The incident pilot communicates the strategies for managing and recovering from the disturbance to the same recipients as the first notification.

### **Activation of the Crisis Room**

As far as arbitration and decisions relating to the strategy of managing disruptions and returning to the normal situation are concerned, these prerogatives become those of the crisis room. The transfer of these prerogatives is recorded in the information-sharing tools.

### **NS Technical Documentation: Coordination of Crisis Management.**

Following the National Rail Network Registration Document, the RA00321 shed light on it.

One of them is devoted to the "**Coordination of crisis management**" by SNCF Réseau.

It has several components relating to:

1. Document storing obligation
2. Preparation for crisis management, through the facilitation of Business Continuity Plans (BCPs) and SCENARIO.
3. Information by sending the weekly note from the National Centre for Railway

Operations (NCRO note) and inviting companies that are members of the Network Anticipation Coordination Committee (CCAR) every week.

4. The provision of premises (crisis rooms) means of communication and related training.

- Territorial rooms, distributed according to a grid defined by SNCF Réseau;

- A national room, also known as the CNOF Situation Room.

1. Leading a continuous improvement process, by analyzing feedback, sharing good practices, etc.

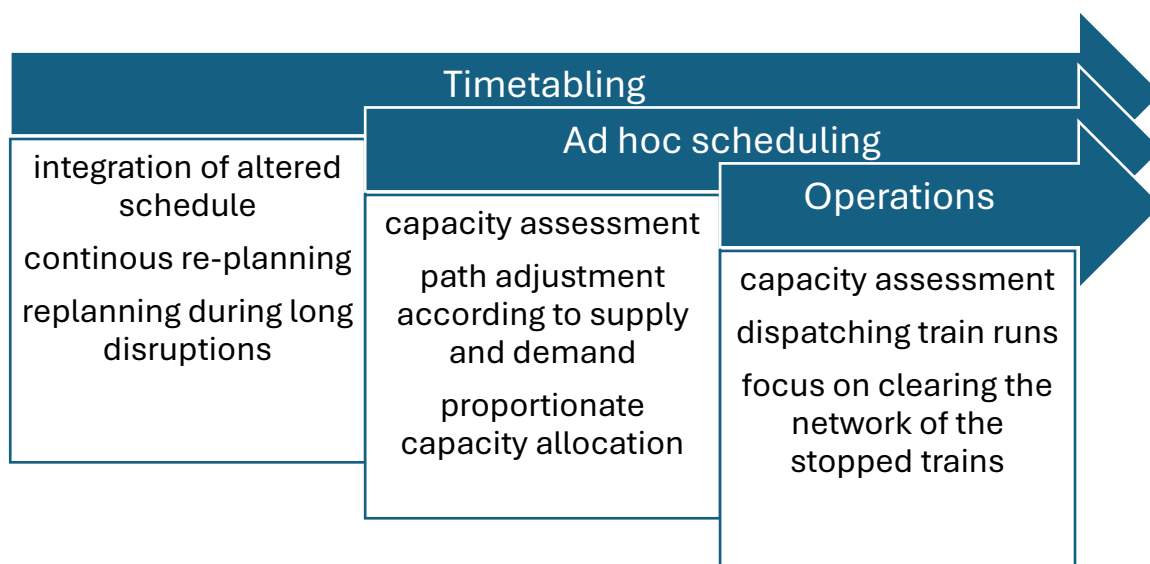
2. Consistency of the measures envisaged by the RUs with each other and with its own measures.

This document covers the planning of information and the means of its implementation.

## GERMANY – DB InfraGO AG

Contingency Planning in the network of DB InfraGO AG is the common effort in railway operations and scheduling during major disruptions. The planning is done in multiple phases and has the goal of ensuring a non-discriminatory, transparent and proportionate allocation of railway capacity to railway undertakings during a disruption. Contingency planning thus defines distinct approaches designed around the circumstances and is different according to each phase of rail operations disruption.

DB InfraGO AG approach is based on responsibilities as defined by the ICM (International Contingency Management) process in chapter 6.2.1. in version 3.0 of the [ICM Handbook](#). For a high-level overview, see the following attached figure.



### Initial phase - Germany – DB Infrago AG

During the initial phase of the contingency plan, following the disruptions, the focus of operations is on clearing the affected network segments, while ensuring safety and appropriate provision of railway service capacity to all interested railway undertakings. This is achieved by the operations department by providing dedicated scenarios for closures of

railway stretches, as variants, including minimum infrastructure parameters and available rerouting options for the affected trains. Furthermore, the operations department dispatches train-runs on the affected network segments, to limit the pressures on the network, prioritizing different train runs, to control the return to the normal schedule, during all phases. More information can be found under: [Handbuch für Dispositionskonzepte im SGV](#)

### **First stabilization phase - Germany – DB Infrago AG**

After a disruption occurs, the first stabilization phase of the contingency plan commences. This phase covers the period between the start of the disruption and the ensuing timeframe up to 72 hours, depending on the severity. The principal focus is on ad hoc rescheduling, while considering proportionate capacity allocation, prioritization to limit pressures in the network and the coordination with the affected railway undertakings. Depending on the expected duration of the disruption, different approaches may apply.

### **Existing free capacity (for disruptions expected to 5 days or less) - Germany – DB Infrago AG**

The approach uses existing capacity, including non-allocated free capacity, as well as ad-hoc reserved capacity for freight on certain corridors, to find new temporary solutions, due to the disruption. The method differentiates between the long-distance, urban and regional rail and freight sectors, with urban and regional being primarily solved by mode switch to bus substitution services, while long-distance and freight are more easily rerouted, in situationships of free capacity on alternative stretches.

The relevant current guidelines, that apply to non-disruption, apply in equal manner to this process ([Ril 402](#), [Ril 420](#), [INB](#)).

The existing free capacity method is the main operational practice in case of contingencies.

### **Contingency re-planning upon large scale disruption (for disruptions expected to last more than 5 days)**

In cases of longer-term disruptions or large-scale changes to infrastructure capacity, DB InfraGO AG is currently developing the process for reassessment of the capacity requirements of all existing capacity along the given affected corridor, with clear new rules on how new capacity offers can be planned and offered to the market participants. The idea is to distribute the remaining capacity of the affected and the alternative routes in a fair manner. The new re-planning rules are planned to be published as part of the Network Statement 2028 process and would have an effect also on the capacity allocation in the timetable 2030.

## **ITALY – RFI**

Based on the provisions of the Network Statement, RFI publishes on the ePIR portal (Digital Network Statement) all Contingency Plans (CPs) that may have been prepared in advance. Contingency Plans define, with reference to specific types of events or situations, the actions and measures that the competent departments and entities are required to implement in order to ensure the effective management of events that have, or may potentially develop, characteristics of particular significance, with possible negative impacts on railway operations.

A Contingency Plan must be prepared for all situations and events that cause, or may potentially cause, significant reductions in capacity or compromise the regularity of railway operations. These events are, in any case, planned or foreseeable.

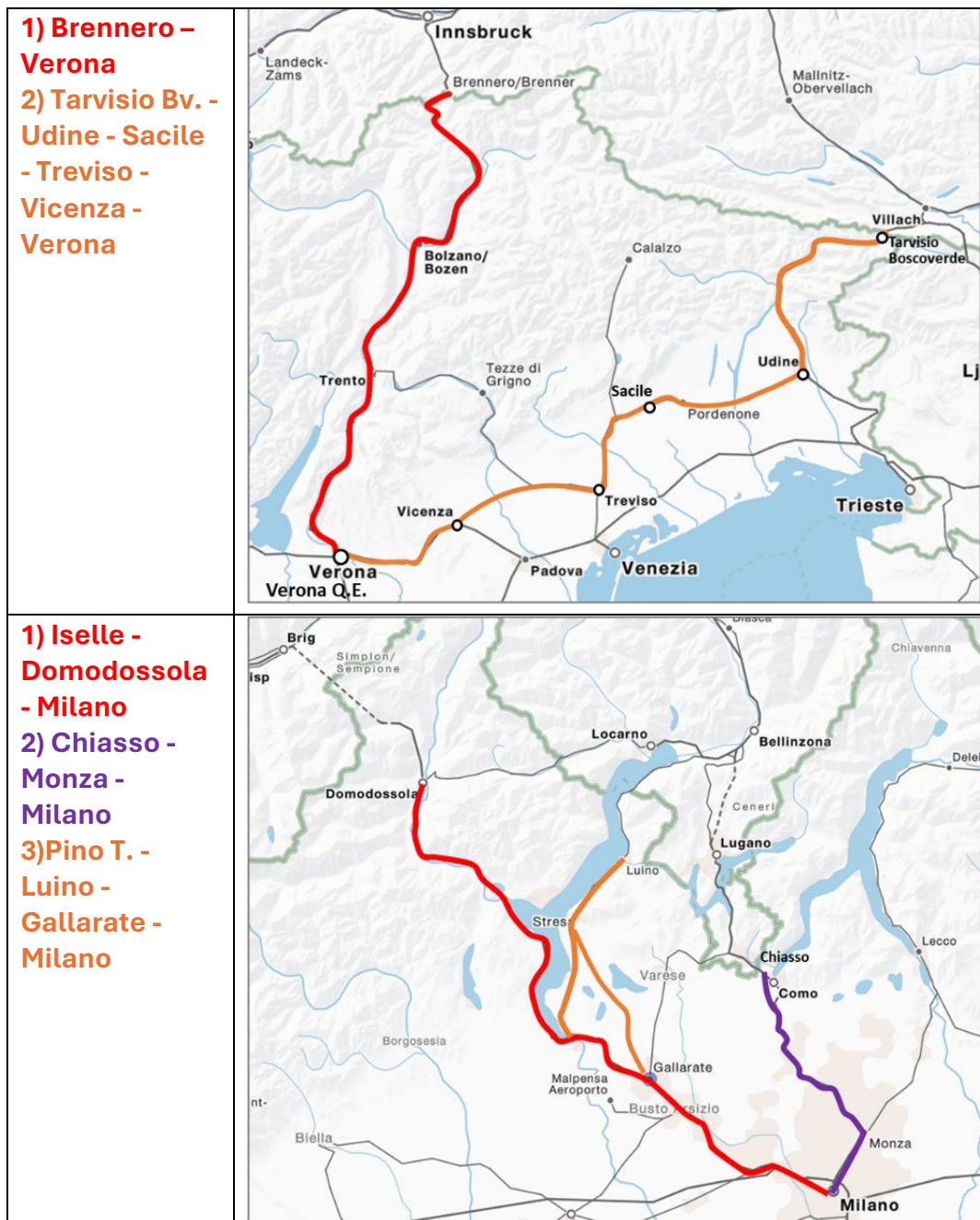
These documents set out the measures to be adopted in the event of Abnormal Events affecting the different line sections under the relevant jurisdiction, with particular attention to situations involving the unavailability of nodes and major traffic routes, taking into account the specific characteristics of the different transport segments.

By way of example, and without limitation, the following are situations and events for which a Contingency Plan is required:

- Unavailability of strategic facilities:
  - resulting in a partial or total planned reduction in station capacity lasting more than 2 hours
  - due to works on strategic assets (installation/replacement of turnouts or crossings, system shutdown);
- Opening of new lines or line sections to commercial service.
- Infrastructure and/or technological commissioning activities.
- Planned closures of line sections requiring the rescheduling of services.
- Significant planned maintenance activities on IT systems dedicated to railway traffic management, including related services

For the border's section including in geographical scope of this Common Capacity Strategy RFI coordinates with neighboring Infrastructure Managers (IMs) to define re-routing options. All IMs collect detailed information on the available capacity and on the technical and operational characteristics of the alternative routes. Subsequently, **for each planned TCR** they jointly meet with the involved Railway Undertakings (RUs) to consult on Temporary Capacity Restrictions (TCRs) and their impact on traffic, in order to gather any feedback from customers. Below is a table describing the main rerouting options:

| Alternative routes | Maps |
|--------------------|------|
|--------------------|------|



## SLOVENIA – SZ

Pursuant to Section 6.3.3 of the Network Statement, the Infrastructure Manager (IM) must notify operators of planned disruptions in advance. Under Decree UL 73/2025, railway undertakings are exempt from paying usage fees from 2026 to 2027, meaning they are also not entitled to disruption compensations during this period.

In emergencies where no agreement is reached, the IM makes the final decision by giving absolute priority to passenger trains over all other traffic.

Finally, if an international disruption lasts more than three days, a coordinated international contingency process is automatically activated.

## SLOVAKIA - ŽSR

Whole article can be found Network statement; Chapter 6.3.3

In the event of a disruption to railway operations caused by a technical failure, an extraordinary event, or an accident, ŽSR and the railway undertaking shall endeavor to immediately implement measures in accordance with the emergency plan and measures necessary to restore normal operations as soon as possible. To this end, ŽSR, in cooperation with the railway undertaking, has established an emergency plan that complies with the Railways Act.

In the event of unplanned operational restrictions, ŽSR and the railway undertaking shall proceed in accordance with the provisions of ŽSR regulation Z 17 "Accidents and Extraordinary Events."

**Criteria for determining the rerouting of trains due to infrastructure capacity restrictions lasting more than 30 consecutive days.**

In the event of infrastructure capacity restrictions lasting more than 30 consecutive days that affect more than 50% of the estimated traffic volume on a railway line, ŽSR shall establish criteria to determine which trains of each traffic type are to be rerouted, taking into account commercial and operational constraints imposed on the applicant, provided that such operational constraints do not result from the applicant's own managerial or organizational decisions.

## 14. Validation

The present document adds to but does not replace national Capacity Strategies where published. The present document will be made accessible by RNE on its own webpage directly or by means of a weblink from the page dedicated by any participating IM to its own national Capacity Strategy.

| IM                          | Validation date |
|-----------------------------|-----------------|
| Austria – ÖBB-Infrastruktur | 04/09/2026      |
| Czech Republic – SŽCZ       | 03/09/2026      |
| Germany – DB InfraGO AG     | 04/09/2026      |
| France – SNCF Réseau        | 02/09/2026      |
| Italy – RFI                 | 07/09/2026      |
| Slovenia – SŽ               | 04/09/2026      |
| Slovakia – ŽSR              | 04/09/2026      |