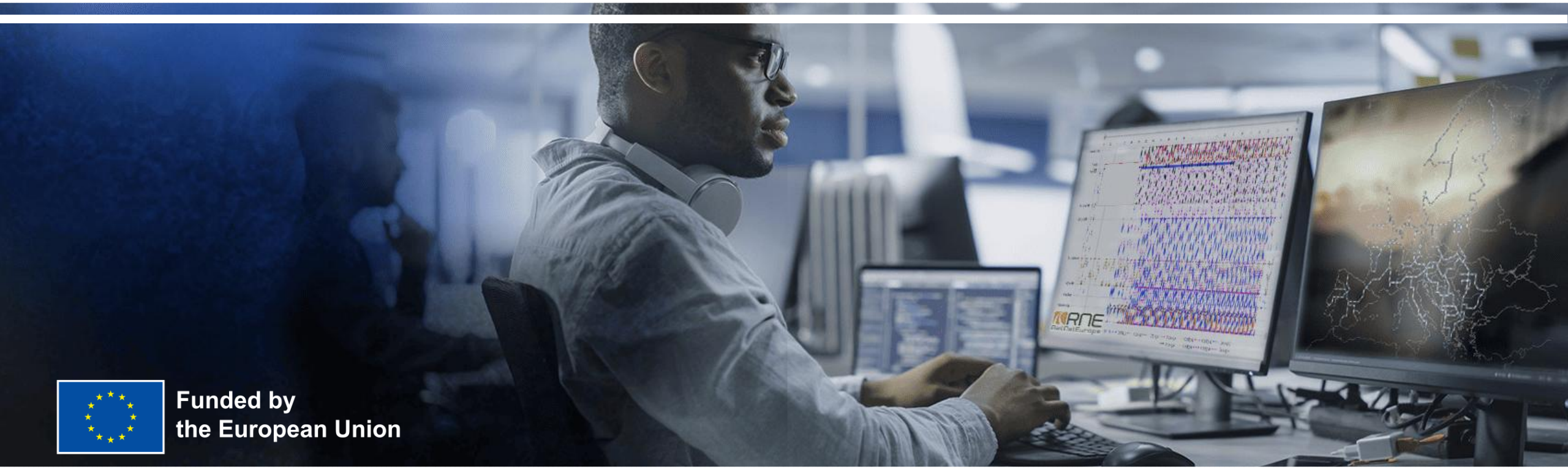
Webinar on Stakeholders' Priority Topics in EFCM

CAPACITY MANAGEMENT

10 SEPTEMBER 2026

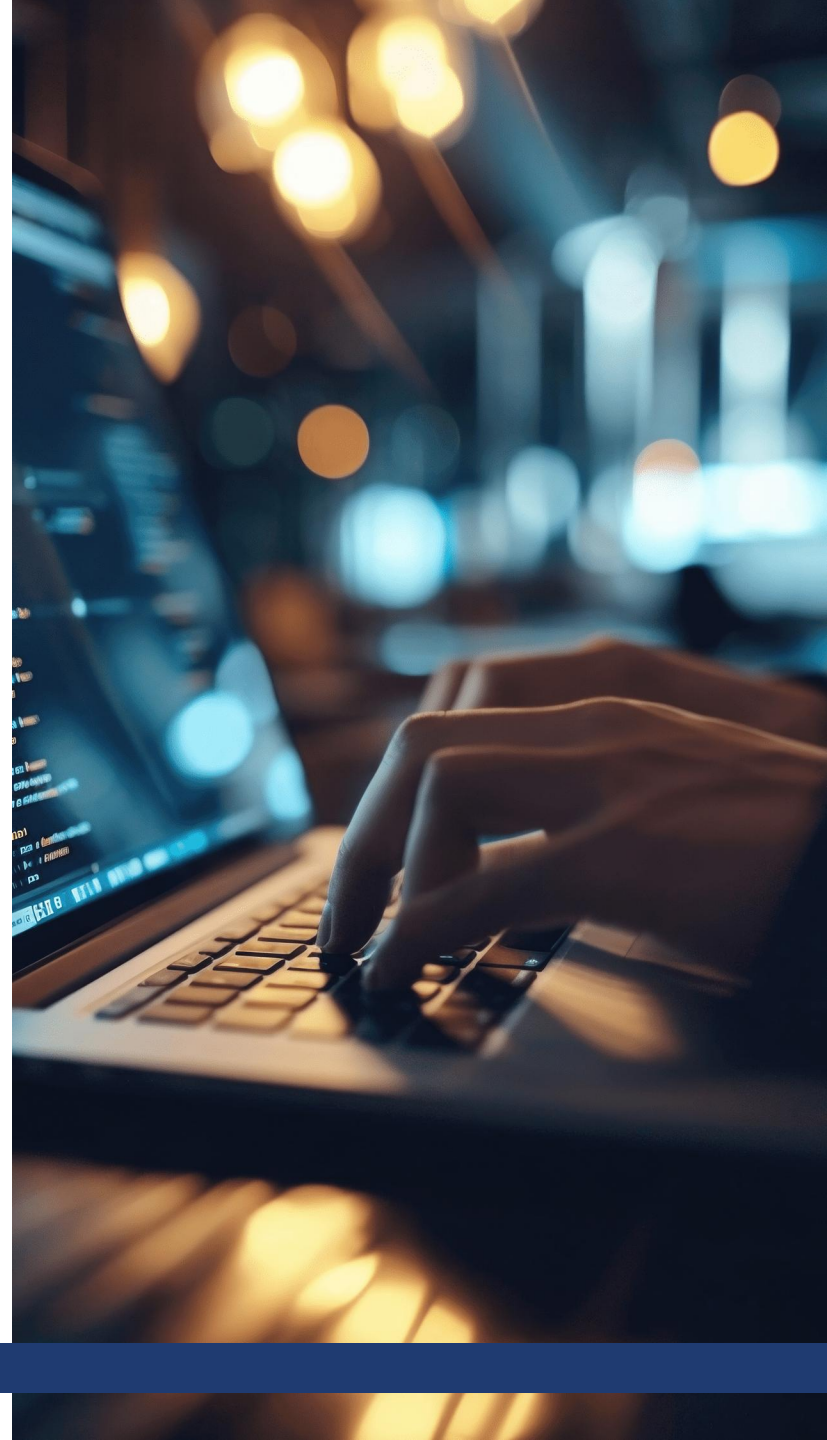


Disclaimer: About this Presentation's Content

- This presentation aims at summarizing content of the draft EFCM (as available on 10 August 2026) – content is still subject to potential change due to ongoing work
- The scope is mostly based on the priority topics submitted via the ABCR (1 July 2026)
- Some questions formulated in the priority topics are not tackled in the EFCM. Such cases are pointed out in this presentation and are not tackled due to:
  - Topics not required by the capacity regulation – if required topics might be added in later iterations of the EFCM
  - Detail level too high for the EFCM – where relevant, content may be provided via implementation guidelines

CAPACITY MANAGEMENT

01 Capacity Rights



Capacity Rights: Train Path and Capacity Specifications

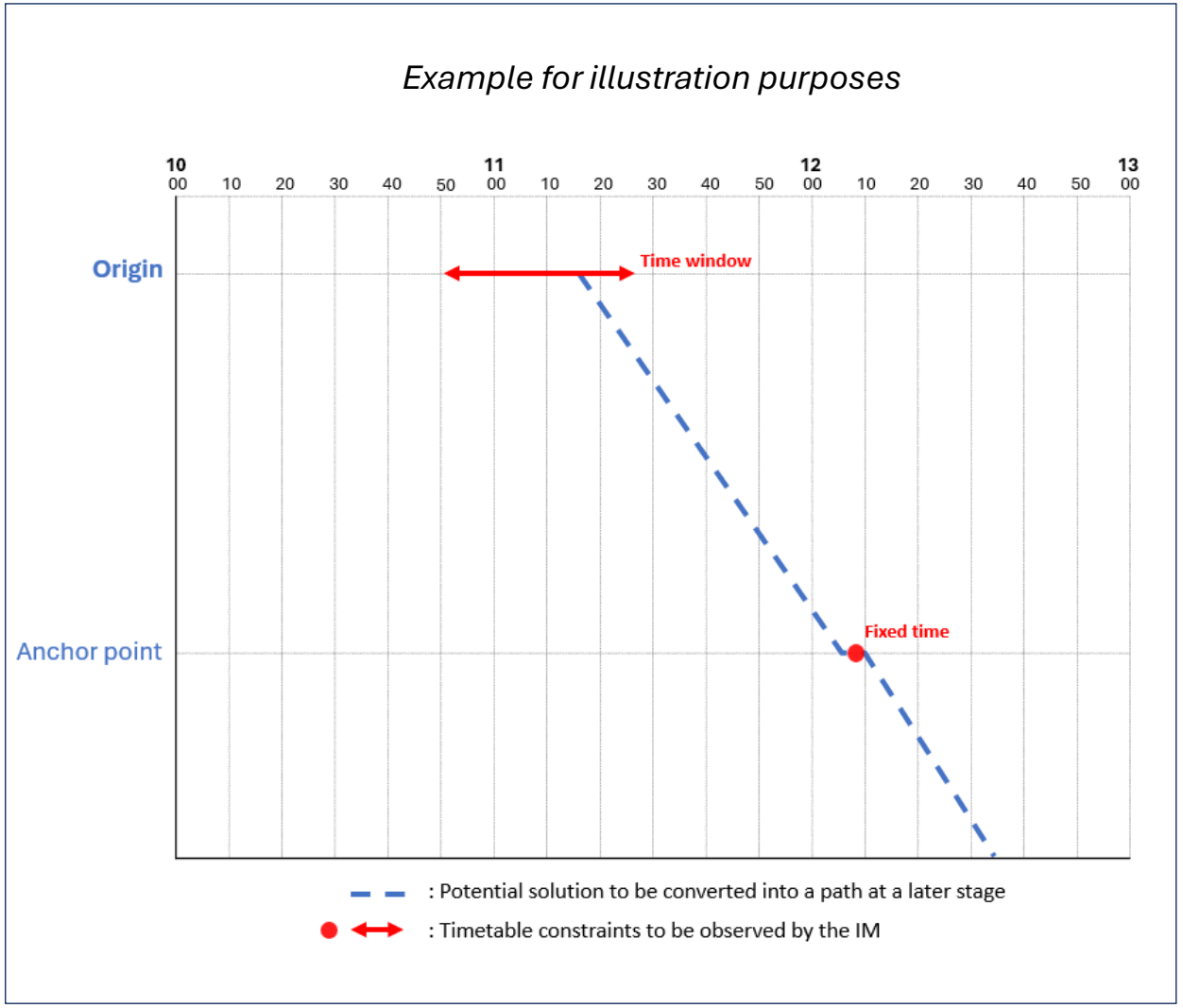
Capacity Right

Train Paths	Capacity Specifications
exact route with timing for that train, including the origin and destination, an entry time and day and an exit time and day, including all locations, also run through and related departure times	commercial and operational characteristics with flexible timing/routing and anchor points

Data Contained in Capacity Specifications

- Commercial and operational characteristics
- Anchor points (fixed operation point and time)
- Time windows

Timing and routing is otherwise flexible



Capacity Rights: Application

	Capacity Specification	Train Path
Framework agreements	Mandatory (Article 33(1))	Not allowed (Article 33(1))
Annual TT	Optional (Article 34(4(a))	Optional (Article 34(4)(b))
Rolling Planning	Optional for the running days during the TT period comprising the 1st running day; Mandatory for all running days beyond the TT period comprising the 1st day of the request (Article 35(2))	Optional for the running days during the TT period comprising the 1st running day (Article 35(2)(a))
Ad Hoc	Not allowed (Article 36(1))	Mandatory (Article 36(1))

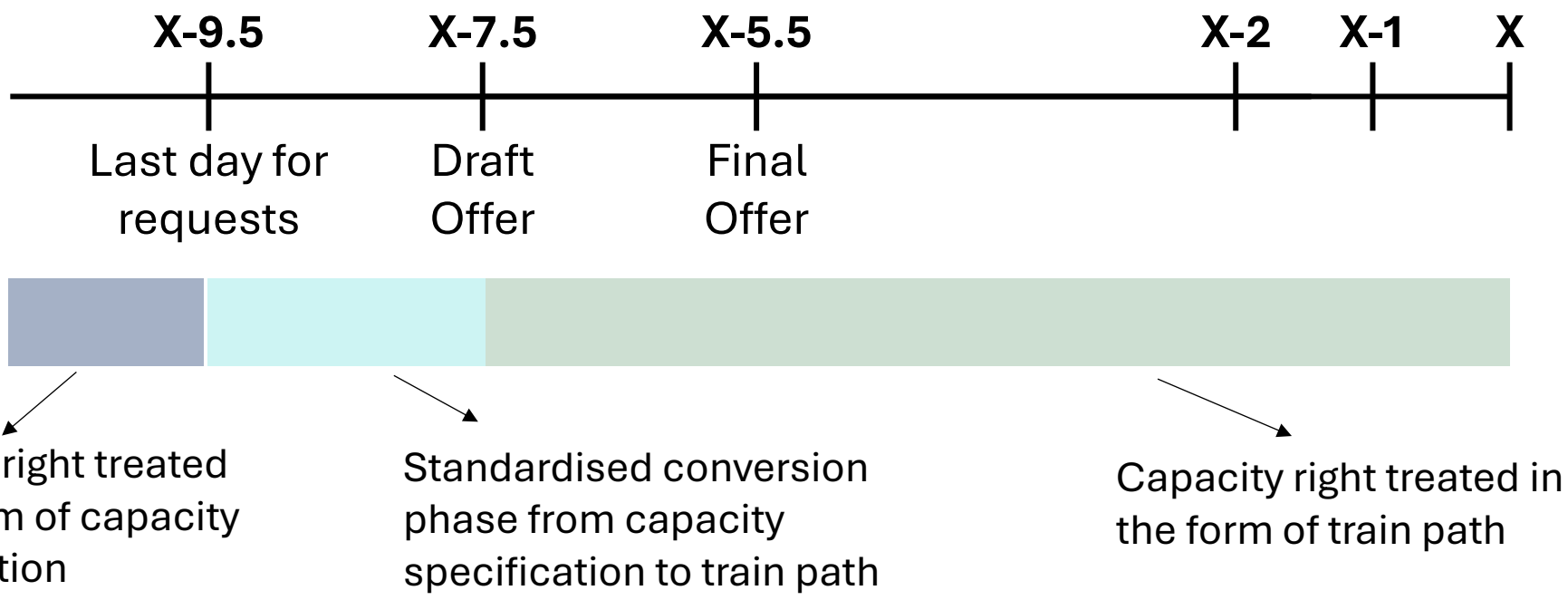
Capacity Specifications in Annual Timetable

Potential application:

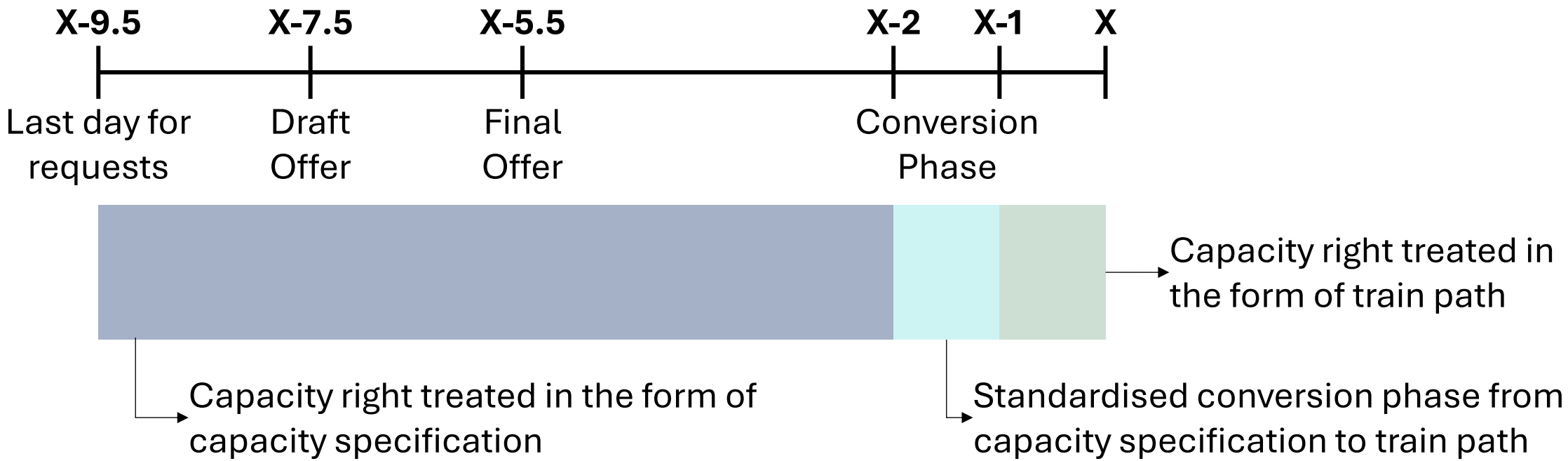
- operational details are not yet fixed,
- flexibility is still required,
- rolling planning or framework agreement-based capacity is involved,
- cross-border and long-term market needs exist before final timetable construction.

Note: The exact use cases are not defined in the EFCM.

Conversion of Capacity Specifications (Framework Agreements)



Conversion of Capacity Specifications (ATT)



- It is **not** foreseen that offers, which were provided as capacity specification in draft offer, are provided as paths in final offer
- The EFCM does not specify if and how IMs get in contact with the applicants

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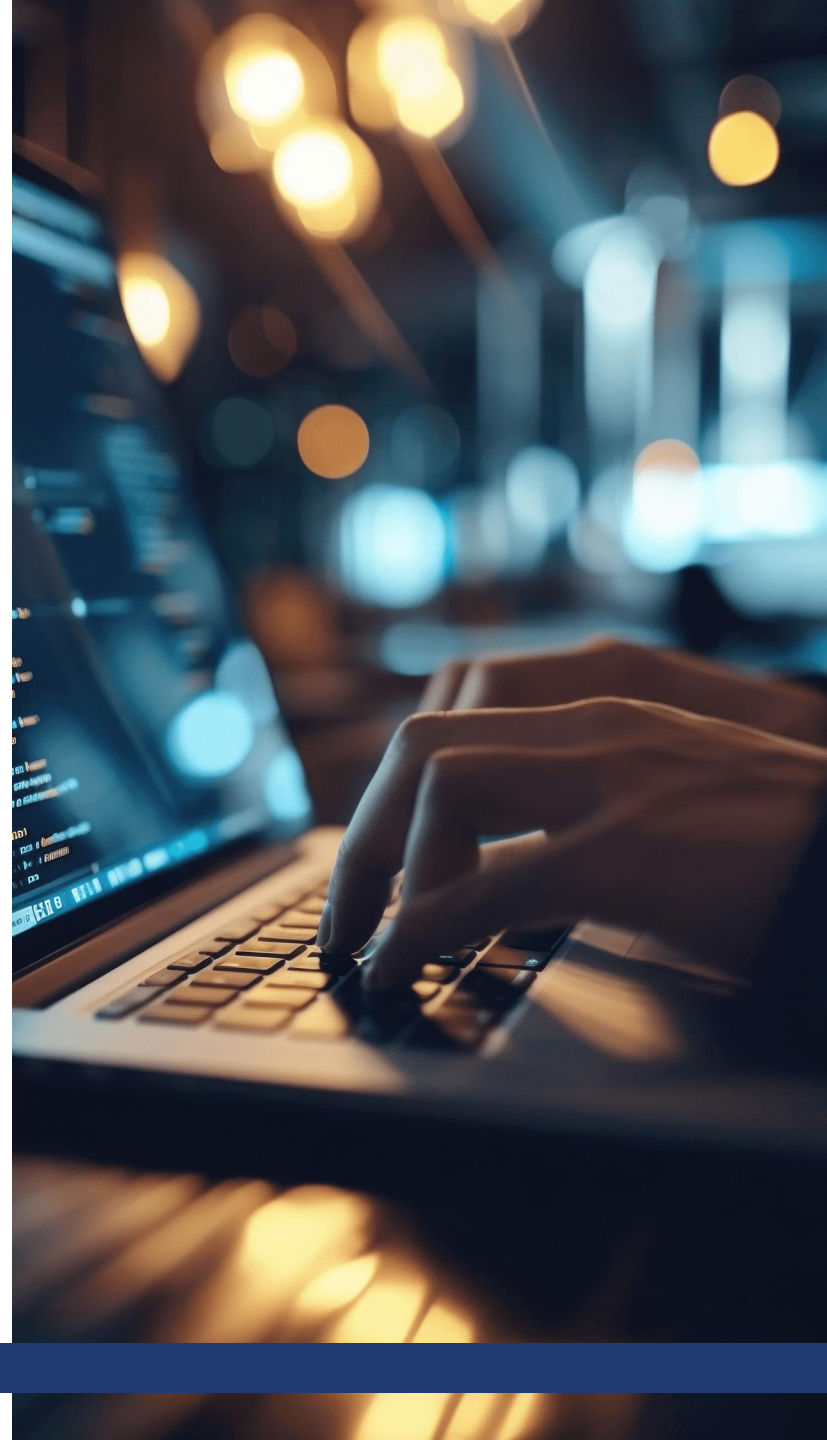
02 Consultation in Capacity Model Phase



Consultation Principles in Capacity Model

- Capacity Needs Announcements (CNAs) are an integral part of the consultation
- Main consultation activity: IMs publish Draft Capacity Models for commenting (X-21 – X-19) and reply to comments with the Final Capacity Models (X-18)
- Applicant feedback is relevant for clarifications, consistency, common understandings (e.g. of CNAs) and avoidance of errors
- Other mandatory consultation steps are not foreseen in the Capacity Model phase, but IMs may conduct further activities

CNA Scope

Included	▪ Changes since last Capacity Model ▪ New demand
Excluded	▪ Concluded Framework Agreements ▪ Multi Annually Allocated Rolling Planning Capacity ▪ Not changing/new needs

CNAs: Principles

- CNAs are used by IMs to forecast demand and build the Capacity Model
- CNAs are submitted in harmonised way on multi-network level (from origin/first known operational point to destination/last known operational point)
- CNAs are not path requests and do not create capacity rights
- Feedback is provided to submitters by X-21.5 (CNA is included/not included/will be included in the Capacity Supply Plan)
- Multi-network CNAs are harmonised between IMs and their efforts are coordinated by the Network Coordinator - plausibility checks are performed by IMs

CNA and Cap Model Consultation Timeline

X-26	Applicants are invited to submit their CNAs
X-24	Applicants submit CNAs via a central tool*
X-22.5	IMs perform plausibility checks, aggregation, harmonisation and demand assessment
X-21.5	IMs provide feedback to submitted CNAs
X-24 – X-21	IMs prepare the Draft Capacity Model
X-19	Applicants can comment
X-19	IMs publish feedback and the Final Capacity Model

**Single-network needs may additionally be submitted via national tools where available*

Permissible Deviations from Consultation Input (1)

For translating consultation input into Capacity Model Objects (CMOs), the EFCM defines the permissible deviations (and consequently limits) as baseline for defining an input as “included”

- Time Parameters:
  - Framework Agreements: flexibility of volumes shall be in line with the deviation margins agreed between the contracting parties.
  - Regional passenger services: ± 1 hour, with the same hour applicable for a significant proportion of PLCs.
  - Inter urban passenger services: ± 2 hours.
  - Freight services: ± 3 hours.

Permissible Deviations from Consultation Input (2)

- Volumes:
  - Each CNA has corresponding CMO (except if the IM has information that different CNAs are pointing to the same transport)
  - Capacity Strategy volumes are matched
- Others:
  - All stops included - exceptions only due to reasons defined in Network Statements
  - No deviation from the needed rail transport service and single/multi-network nature
  - Business needs fulfilment - even if different allocating principle is applied
  - Technical parameters fulfilled and in line with objectives of strategic capacity planning

The reasons for not inclusion of CNAs are not exhaustive and more categories for not inclusion are being elaborated

In case the received input cannot be accommodated within the applicable limits, and the CNA is not in conflict with the Strategic Guidance, the IM shall partition the capacity in line with Article 27 of the Regulation (Socio Economic Criteria).

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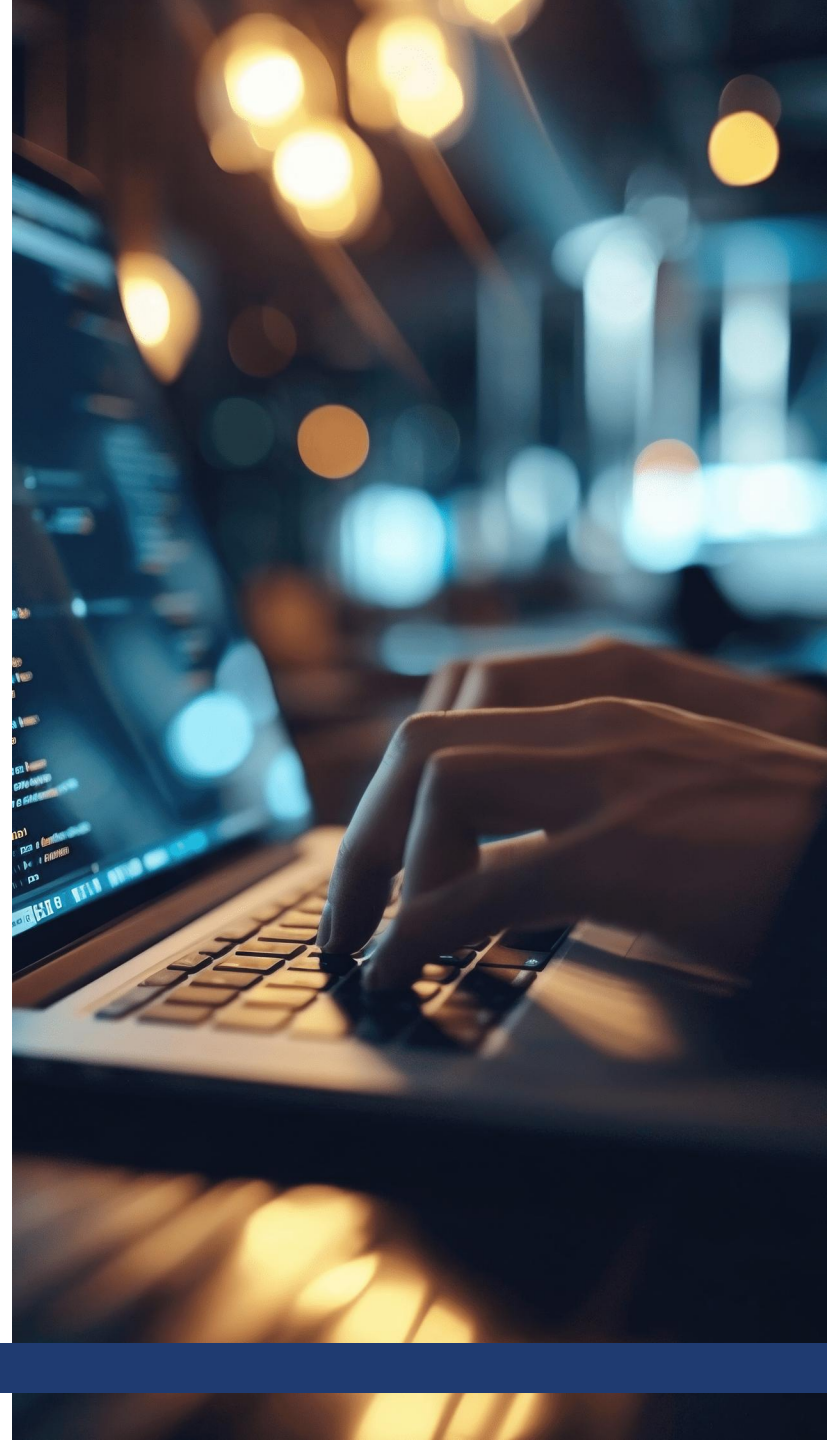
03 Consultation in Capacity Supply Plan Phase



CSP Timeline and Consultation Steps

X-18 to X-14	Preparation and coordination phase
X-14	Consultation
X-12	Required changes implemented; TCR publications completed[1]
X-11	Final CSP publication

Basis: Capacity Planning Objects

- market suitability
- TCR impacts
- routing concepts
- timetable concepts
- cross-border continuity
- operational restrictions

Note: Other or deviating mandatory consultation steps are not foreseen in the CSP phase

[1]major/high/medium-impact TCRs

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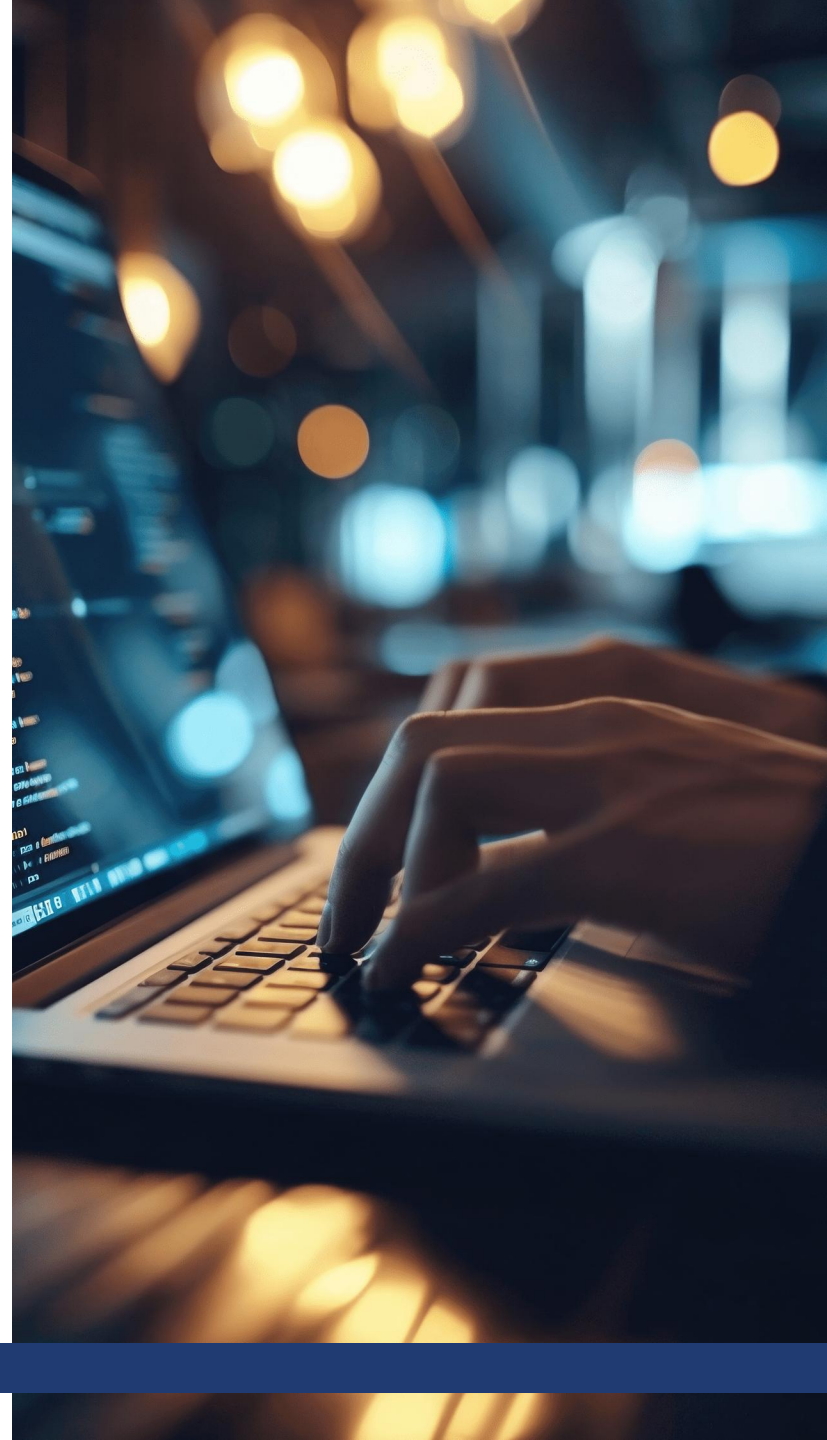
05 Rolling Planning



Purpose of Rolling Planning

Intended for traffic that…

…cannot be fully planned at X-9.5,

…requires longer planning horizons than ad hoc requests,

…needs recurring or multi-annual capacity,

…benefits from capacity safeguarded during strategic planning.

Examples:

- freight operators with uncertain customer demand
- intermodal services under development,
- new market entrants
- traffic requiring flexibility in start dates or operating days

Rolling Planning Preparation

(X-60 – X-36)

IMs may start estimating RP capacities

Capacity Model (X-36 – X-18)

RP capacity is safeguarded and displayed as volumes

Based on:

- market expectations
- historical demand data
- minimum service offers
- strategic forecasts

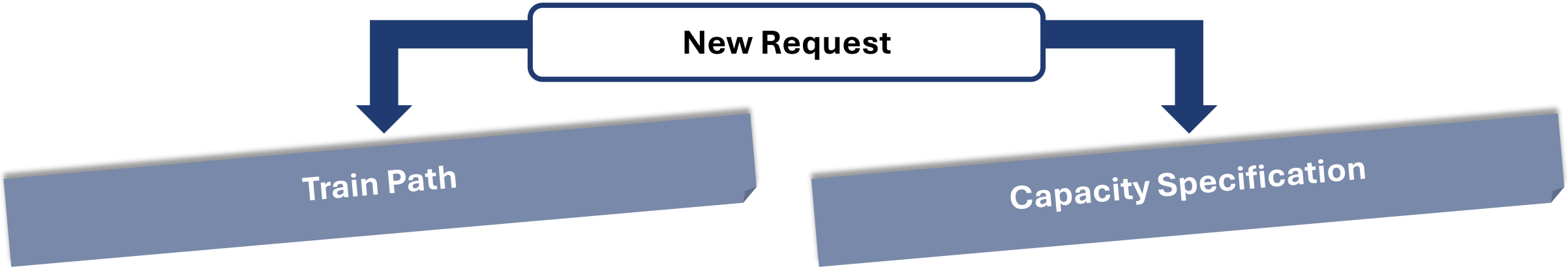
Capacity Supply Plan (X-18 – X-11)

RP capacity translated into Capacity Planning Objects (CPOs) with:

- routes
- timings
- train characteristics
- technical parameters
- cross-border connections

Rolling Planning Request

New RP requests can be submitted
between 1 and 4 months before the first operation day and
for a period of maximum 36 months

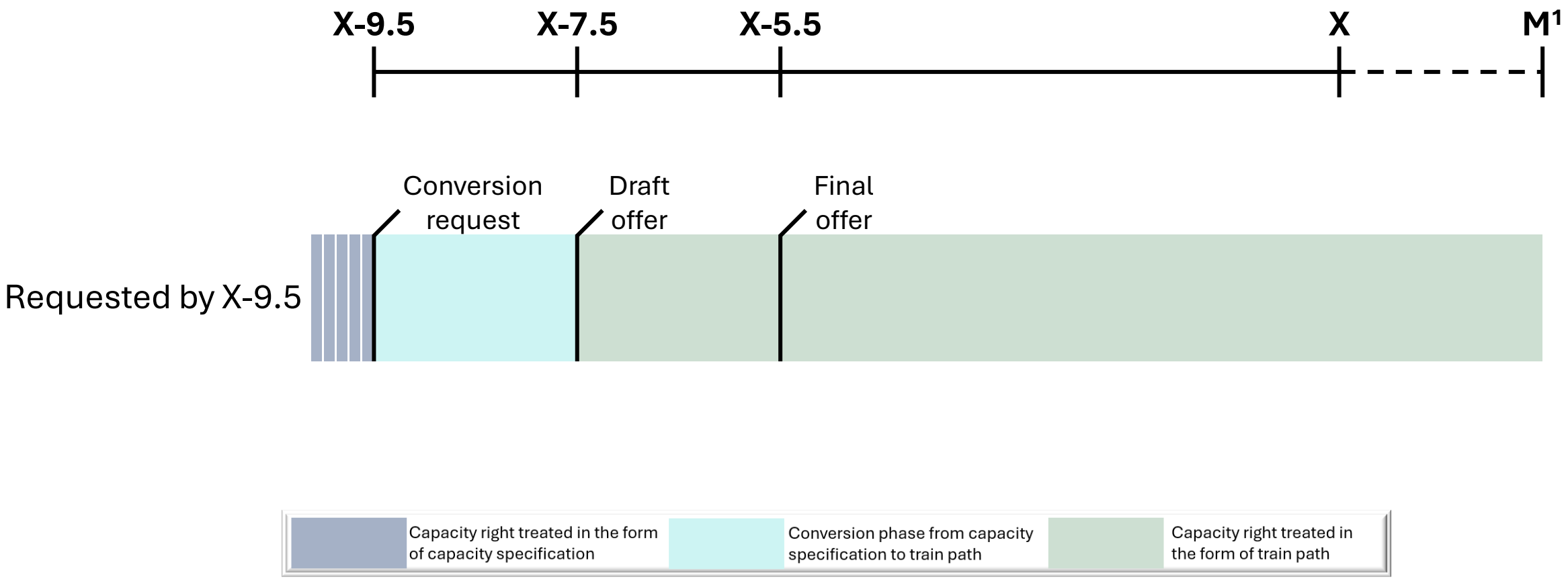


for running/current TT period

for upcoming TT periods

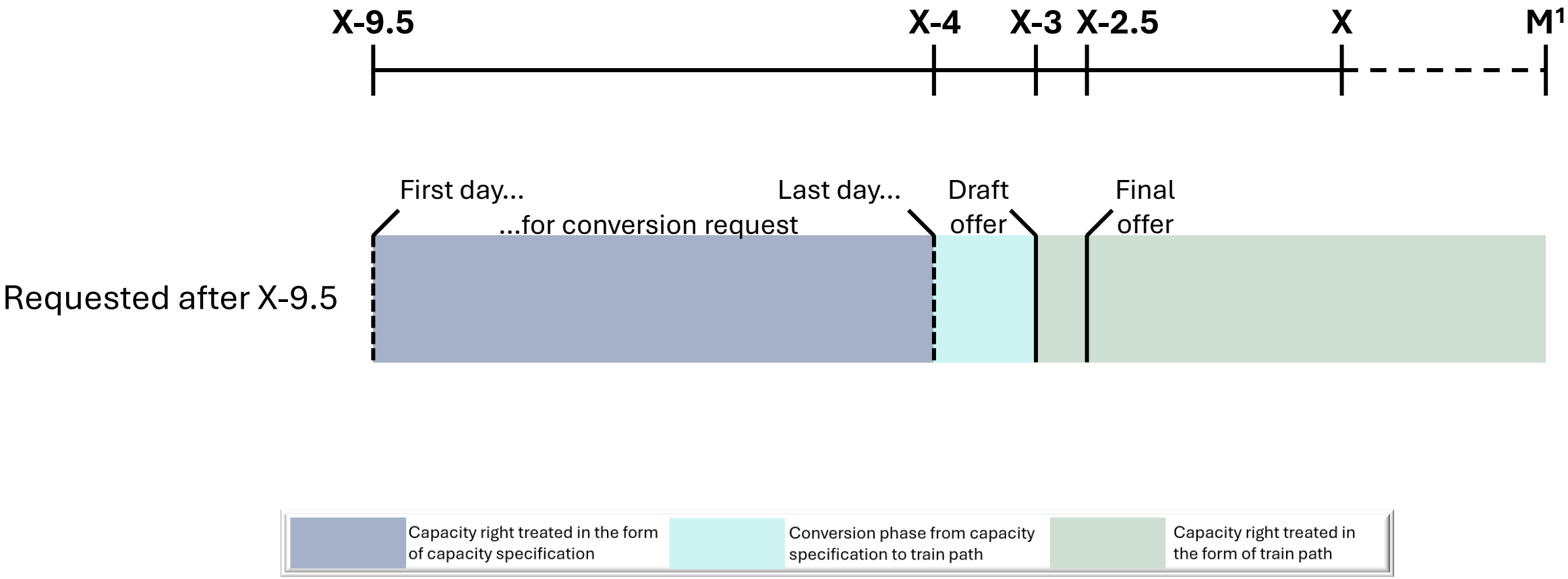
(Conversion to be requested before or after X-9.5)

Conversion of RP Capacity Specifications into Train Paths for upcoming TT periods (1)



(1) First train run

Conversion of RP Capacity Specifications into Train Paths for upcoming TT periods (2)



(1) First train run

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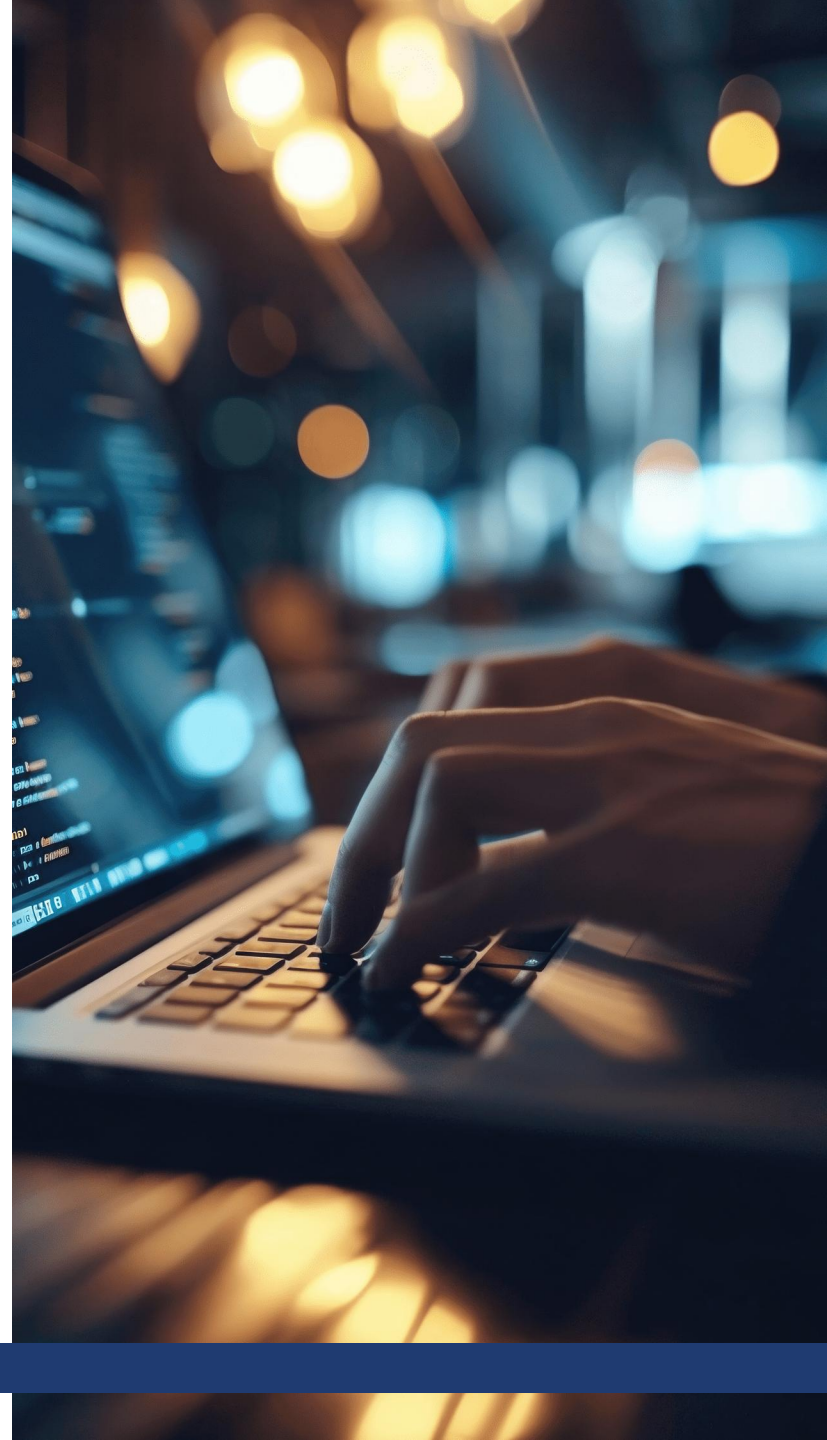
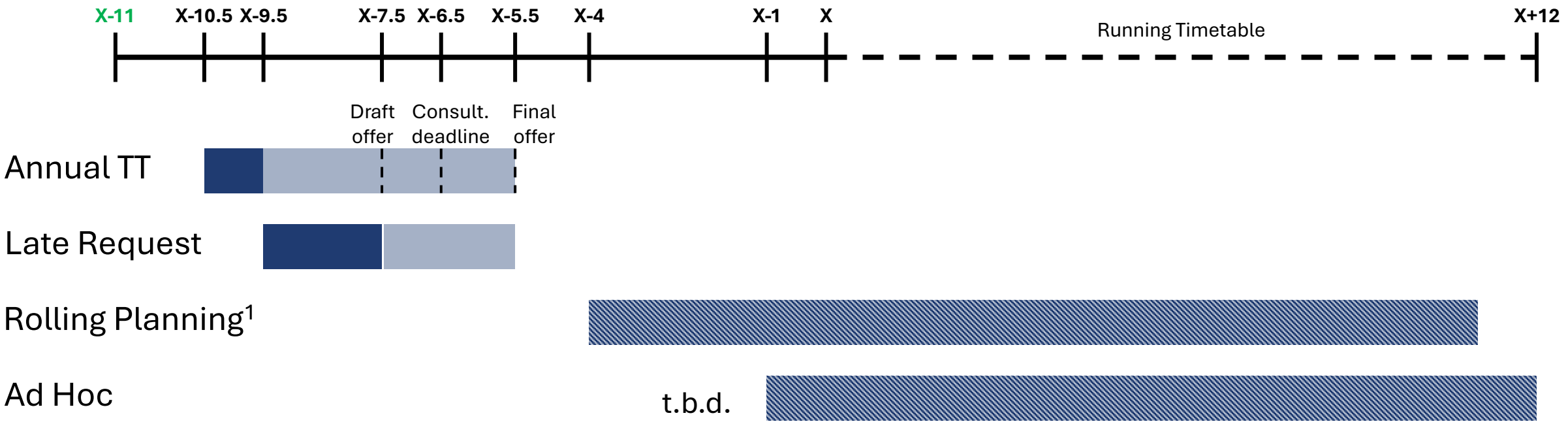
06 New Capacity Request Overview



Timeline for New Capacity Requests



(1) For new requests for the subsequent TT period - due to multi-annual request possibilities, requests can be placed earlier
(2) Under discussion: Extension of Ad Hoc opening to start at X-5.25

Comparing Annual, Late and Ad Hoc Requests

	Annual Request	Late Request	Ad Hoc (multi-network[1])
Submission Start	X-10.5	X-9.5	t.b.d.
Deadline	X-9.5	X-7.5	X+12
Draft Offer	X-7.5	n.a.	n.a.
Consultation	X-7.5 - X-6.5	n.a.	n.a.
Final Offer/Allocation	X-5.5/ X-5.25	X-5.5/ X-5.25	within 7 days[2]
Type	Simultaneous Allocation	First Come - First Served	First Come - First Served
Deliverable	Harmonized Capacity Rights	Harmonized Capacity Rights	Aim: Full harmonized path If unavailable: Partial Offer/path
Remarks			Option for pre-acceptance

(1) For single network requests, the timelines can be different but may not be less favourable than multi-network deadlines
(2) If request is placed at least 8 calendar days before the scheduled operation and request is harmonized

Option for Partial Offer in Ad Hoc

Harmonised path request

IM 1 cannot allocate this request. The involved applicants (RU1 and RU2) are informed

IM 2 adjusts the path with an alternative origin

Conditions: remaining IMs should check if this change does not cause operational issues

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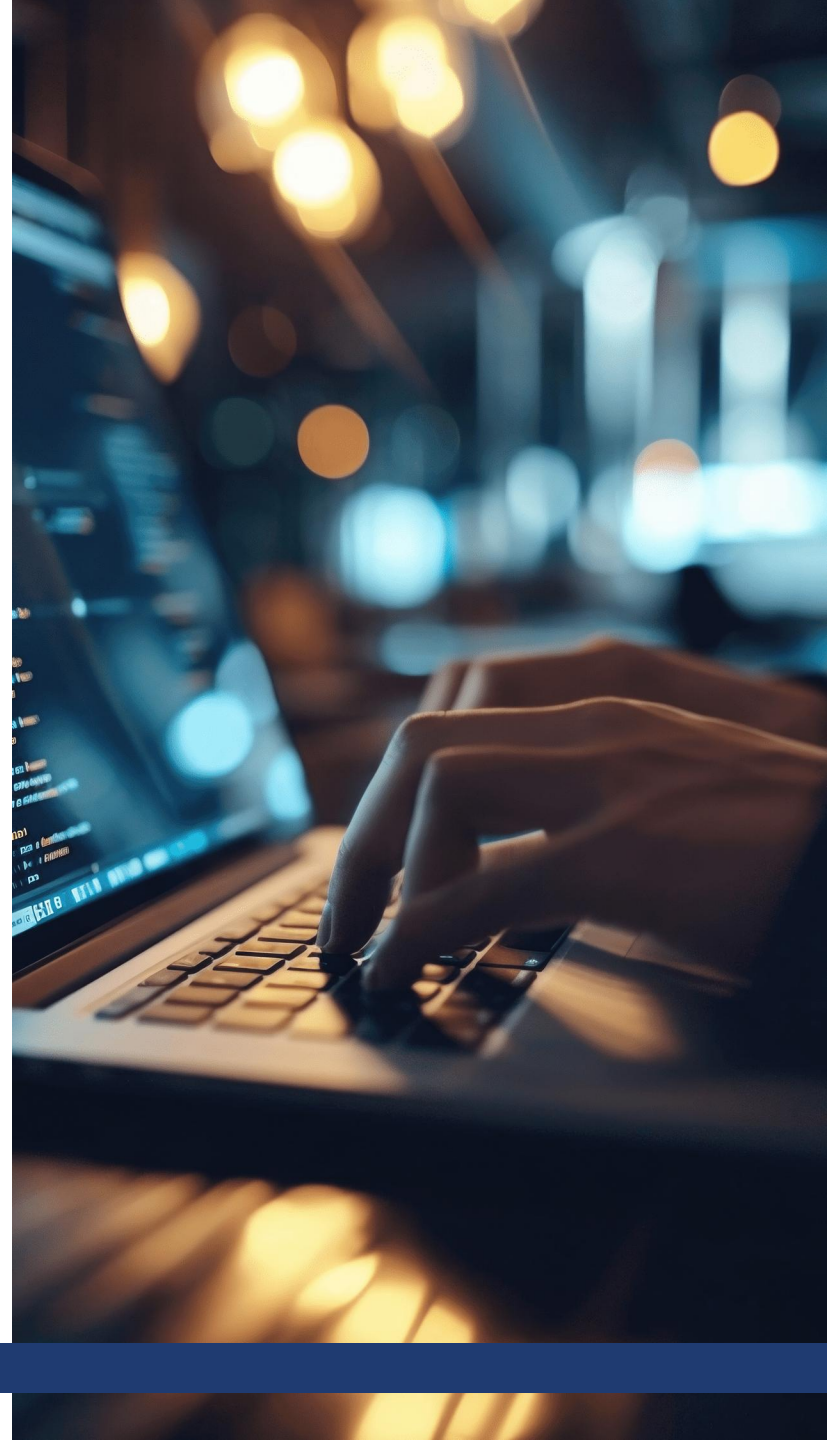
04 Other Items



Other Topics Requested by ABCR

- The EFCM for TT2031 does not contain a detailed process for Feasibility Studies
  - The Capacity Regulation contains only one reference to Feasibility Assessments, in Art. 10.3.
  - Information on available capacity is provided mostly via the Capacity Supply Plan
  - Note: The Feasibility Studies will remain a function in PCS - it is planned to provide a process description at a later stage in form of an Implementation Guideline as well as possible inclusion of the process in later versions (TT203*) of EFCM

Contact

EFCM
Drafting Procedure

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EFCM
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