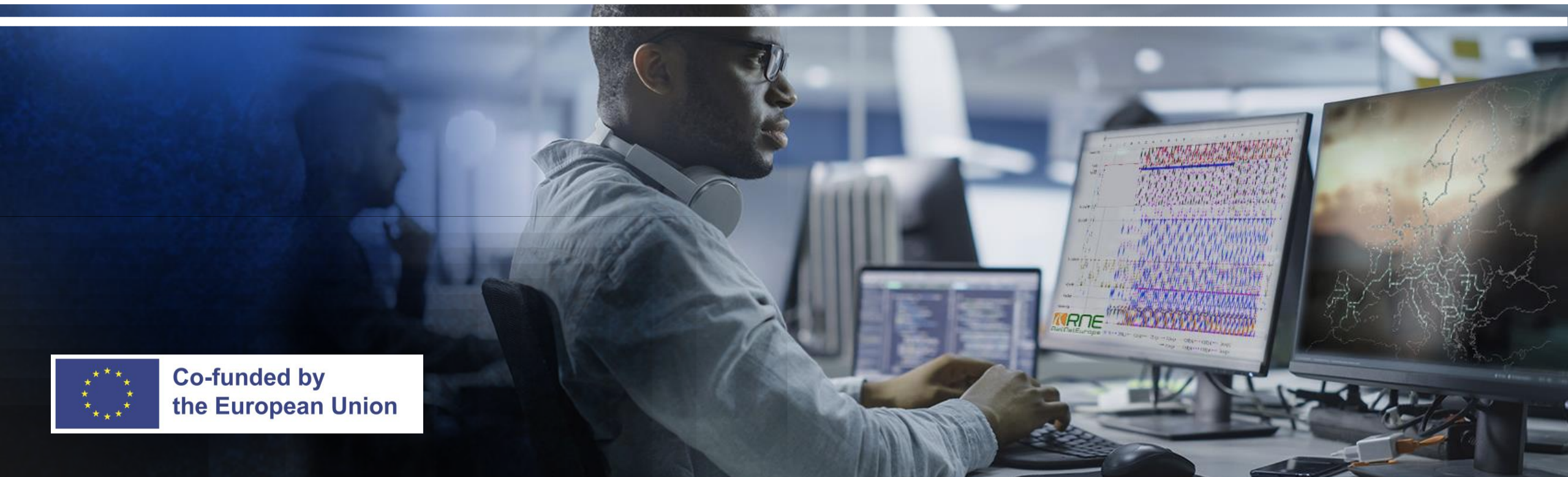


Feasibility Study on Socio-Economic Criteria

CAPACITY MANAGEMENT

10 DECEMBER 2024



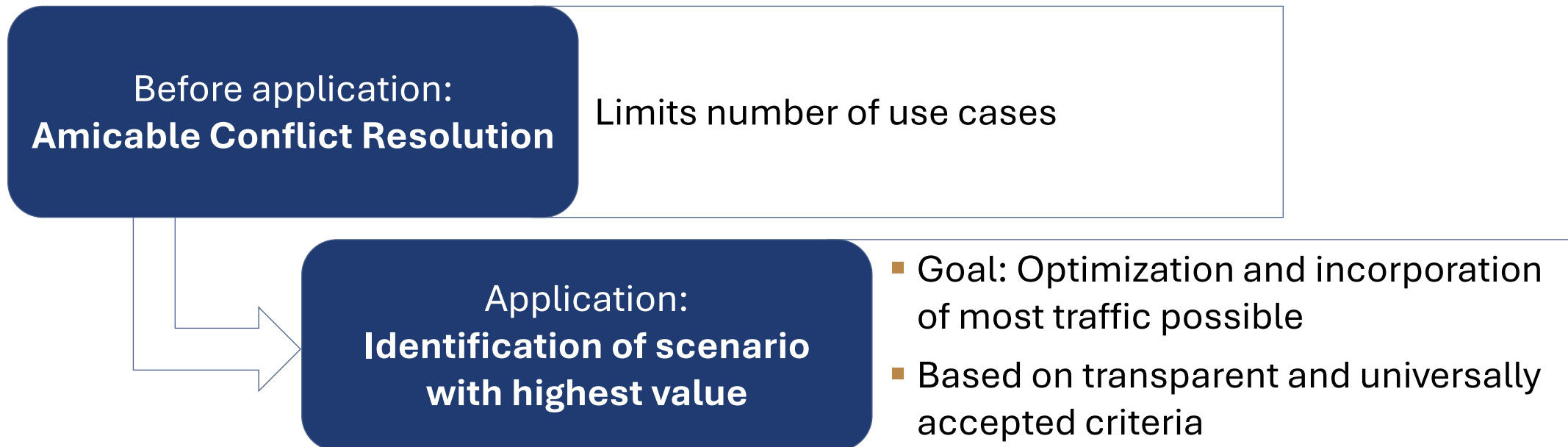
Co-funded by
the European Union

Need for Feasibility Study for Socio-Economic Principles

	Today	Capacity Regulation (anticipated)
Advance Capacity Planning	Not applied at all	To be applied in Europe in case more capacity is expected than available in a) Capacity Models b) Capacity Supply Plans
Allocation	Applied in some Scandinavian countries based on national socio-economic values in case of unresolvable conflict between requests in the annual timetable	To be applied in Europe in case of unresolvable conflicts between ATT requests and conflict situations between short-notice TCRs with already allocated paths

To overcome this lack of experience, RNE and FTE launched a feasibility study on socio-economic criteria in early 2023

Experiences with Socio-Economic Principles in Conflicts



Main Challenges for Socio-Economic Principles

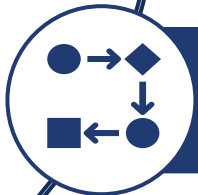
A Swedish consortium (VTI & RISE) was selected to conduct the feasibility study, tackling the following challenges



Agreement on **criteria, values and standards**



Complex calculation requiring **data input and IT solutions**



Definition of **cross-border consequences** of decisions based on socio-economic criteria

The study shall help to define preconditions and to identify if establishing these preconditions is feasible for European socio-economic principles

Feasibility Study: Summary of Results

According to the consortium, the application of socio-economic criteria in Europe **is theoretically feasible if certain preconditions are available**, which still need to be established.

The **parameter values for traffic can be either national or a European average**, depending on data availability and local considerations. **Study provides meta-analysis of available (national and European) data** to define these standardised values.

The approach in the study is largely based on national definitions. A European approach requires harmonisation. The Study identifies available national and European data, to keep away complexities from end users. The study also concludes that for cross-border traffic it is not a problem if either European values OR national values are used.

It is important to **use the values consistently in the process** from early planning to conflict resolution.

As first step only trains (including connected traffic, such as the turnaround cycles of rolling stock) should be valuated rather than passenger and freight flows.

Feasibility Study: Deliverables and Next Steps

Spreadsheet with potential value calculation as demo for potential approach

Simulation of scenarios

List of components which can be used for prioritisation

Identification of existing studies in Europe to be integrated (e.g. EC studies, research papers, etc.)

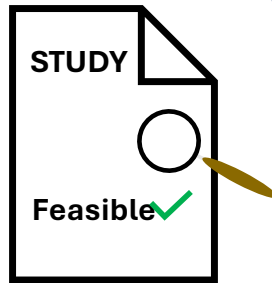
Definition of areas to be developed to implement socio-economic criteria

- Subsequent actions depend on scope of the final Capacity Regulation

RNE Conclusion

Study provides good ideas and knowledge, but contains:

- High **complexity** and many involved stakeholders
- Very theoretical approach with still many **uncertainties** and hypothesis
- Strong **focus on optimization**, without environmental or safety criteria
- Many **preconditions** to be established
- **Data required** for execution



RNE Recommendations

1. Technical input for trilogue: No immediate (big bang) implementation, but long-running gradual implementation ensuring steady establishment of preconditions and learning curve
2. Steps of IMs and RNE to be defined after clearer picture from trilogue
3. Follow-up study to enhance on aspects (e.g. environmental criteria, connections between trains, planning robustness, multi-annual planning, etc.) as basis for first pilots