



Capacity Strategy

For timetable 2030

Draft version 01/10/2026

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Modifications

The following overview displays the most significant modifications **compared to the capacity strategy for timetable 2029**.

chapter	content
all	Updated content and structure in line with RNE Capacity Strategy template, based on the requirements listed in EU Regulation 2026/1184

Table 1

1. Introduction

1.1 Context

The general aim of the Capacity Strategy is to provide indication on key values of capacity planning, such as changes in infrastructure availability, temporary capacity restrictions as well as minimum bookable capacity for a given timetable. It is the earliest strategic capacity planning instrument, based on which the Capacity Model (June 2028 for Timetable 2030) and the Capacity Supply (January 2029 for Timetable 2030) will be developed.

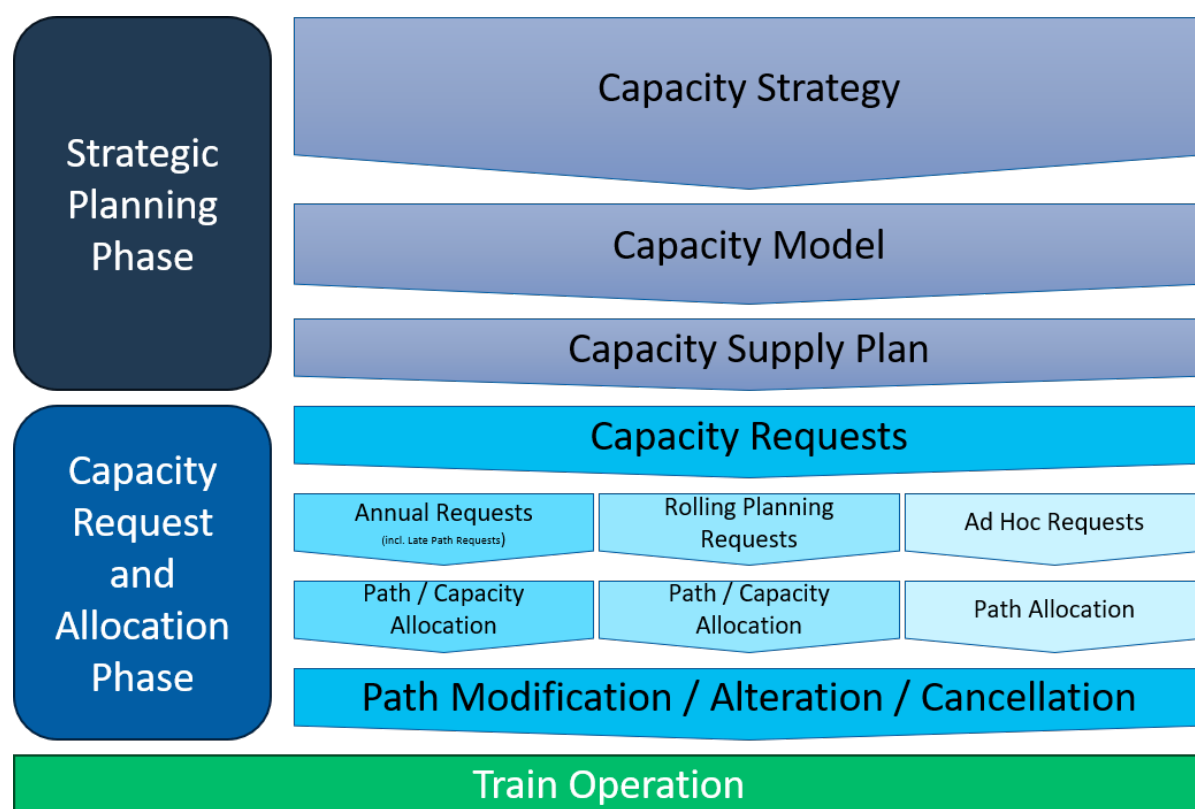


Figure 1: Steps of the Capacity Planning and Allocation process

The present document

- Follows the new RNE Capacity Strategy template, prepared for the draft European Framework for Capacity Management as foreseen by Regulation (EU) 2026/1184,
- focuses for timetable 2030 on all lines of the Infrabel network,

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 non-binding. It applies to Timetable 2030 and builds further on the previous documents. The most important changes compared to previous timetables are the adaptation of the structure and content to the requirements listed in the new Regulation (EU) 2026/1184 as published in June 2026. More in detail, major changes compared to the previous timetable year version and the published draft version are indicated in the table 'modifications'. It is endorsed by the appointed representatives of Infrabel.

From timetable 2027, Infrabel provides a draft version of the document to all stakeholders for consultation purposes. Questions and comments on the draft version for TT2030 could be submitted latest by November 14th 2026 to Infrabel via <mailto:ttr@infrabel.be>.

Infrabel will take the time to answer to all questions and will take the input into account where possible.

1.2 Contact Details

Questions and comments can be provided to the following email-address: ttr@infrabel.be. In case of receipt in the consultation period (X-39-X-37), these will be taken into account as much as possible in the final publication at X-36. Otherwise, we will integrate this input in the conception phase of the next Infrabel Capacity Strategy. All input will receive an individual response.

2. Geographical Area

2.1 Scope

For the TT2030 Capacity Strategy, Infrabel has decided to include the entire network in the geographical scope.

2.2 Relevant Border Points

The following list of border points is included in our current geographic scope of the Capacity Strategy:

Infrabel	
ProRail	Roosendaal/ Essen
	Breda / Meer (HSL)
	Eijsden / Visé
	Budel / Hamont
	Sas van Gent / Zelzate
DB Netz	Aachen-West/ Montzen
	Aachen-Süd/ Hergenrath
ACF	Aubange / Rodange,
	Kleinbettingen / Sterpenich ,
	Athus / Rodange
	Gouvy / Troisvierges
SNCF Réseau	Aubange / Mont-St.Martin,
	Erquelinnes / Jeumont,
	Blandain / Baisieux,
	Mouscron / Tourcoing,
	Wannehain / Esplechin
	Quévy / Feignies

Table 2

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

The Regulation defines a basic harmonised list of transport services which shall be used for the purposes of strategic capacity planning. In addition, national sub-categories can be defined on optional basis. The categories used by Infrabel for this Capacity Strategy and the following strategic planning phases are the following, as also defined in Annex B 4.2.1 chapter 1.1.1 of the Network Statement. The table below shows the corresponding categories as defined in the Regulation (EU) 2026/1184.

European category (EFCM)	National sub-category	Description ¹
Inter-urban	High speed train	If the train is travelling on a dedicated track, i.e. a high-speed line, it must be able to travel with a minimum speed of 220 km/h. If the train is travelling on a different type of track, it must at least meet the criteria for a rapid passenger train.
	Rapid passenger train	Any train capable of running at the speed authorised by the signalling system and with a limited number of stops on the line. The "limited number of stops on the line" is determined as follows: serving less than 3/5 of the stations and/or unguarded stopping points (PANGs) present on the line (3/5 or more = local train)
		Any train with a limited number of stops on the line. The "limited number of stops on the line" is determined as follows: serving less than 3/5 of the stations and/or unguarded stopping points (PANGs) present on the line (3/5 or more = local train)
Urban and regional	Local	Slow passenger train: any other train than a rapid passenger train
	Urban	Slow passenger train: any other train than a rapid passenger train in an urban environment

European category (EFCM)	National sub-category	Description ¹
Freight	Rapid freight train	Any freight train capable of running at a speed equal to or greater than 100 km/h
	Slow freight train	Any other train than a rapid freight train
Other	Other trains	Any train not covered by the above train types

Table 3

4. The strategic guidance on capacity utilisation by member states

Based on Article 3a of the Capacity Regulation, Member States may provide the infrastructure manager with strategic guidance. For timetable 2030, Infrabel has not received any strategic guidance at the time of the publication of this document.

5. Forecasted development of demand for rail transport services

The aim of this chapter is to provide information on the trends on the forecasted demand per type of transport service, as identified based on, at least, the European Transport Market study or other studies.

The European Transport Market Study (ETMS) is defined in the Regulation (EU) 2026/1184, and intends to support the strategic capacity planning by providing data-based insights into future mobility trends for both passenger and freight transport. Its goal is to enable Infrastructure Managers, national and European authorities and other railway stakeholders to make targeted decisions on the use of existing infrastructure and the development of new rail capacities across Europe.

RailNetEurope (RNE) has been mandated and funded by the European Commission to conduct the ETMS, together with expert partners and active stakeholder involvement. It is anticipated that the first ETMS project will be concluded before the end of 2027, while the timetable focus of the first ETMS is timetable 2035. This means that for this version of the Capacity Strategy, no input from the ETMS was yet available.

Infrabel has conducted studies on the evolution of the transport market, specifically aimed at providing forecasts for timetable 2040. The estimated traffic needs for the Infrabel border points listed below

are based on the outcomes of this study combined with the capacity projects communicated to Infrabel.

For timetable 2030, Infrabel has joined a pilot with ProRail to acquire experience on the development of information on traffic forecasts at the border and possible harmonisation.

BE-NE

Table 4 shows the forecasts for traffic demand in trains per direction per day for the border points between the Netherlands and Belgium. The forecasts for ProRail and Infrabel are shown.

Border crossing the Netherlands – Belgium		ETMS	ProRail (2040)	Infrabel (2040)
Eijsden (NL) – Visé (BE)	Long Distance International		-	-
	Regional		32	32
	Freight		5	<5
Budel (NL) - Hamont (BE)	Long Distance International		-	-
	Regional		-	-
	Freight		<5	<5
Breda HSL (NL) – Meer (BE)	Long Distance International		32x 300 km/h 32x 200 km/h	86
	Regional		16x 200 km/h	-
	Freight		-	-
Roosendaal (NL) – Essen (BE)	Long Distance International		<5	<5
	Regional		32	32
	Freight		20	15
Sas van Gent (NL) – Zelzate (BE)	Long Distance International		-	-
	Regional		-	-
	Freight		<5	<5

Table 4

The forecasts used by Infrabel and ProRail are largely similar. The most important differences (5 trains or more per day) are discussed below:

Breda HSL – Meer:

The total amount of passenger trains forecasted by ProRail is 80 per day, while Infrabel predicts 86 per day. The difference arises because in contrast to the ProRail forecasts, the forecasts used by Infrabel

include a number of night trains via the high speed line and several individual day trains. It is also noteworthy that trains fall into different categories on either side of the border. The reason is that international long-distance trains that do not travel to or from Amsterdam are classified as regional trains according to ProRail's definition, while these will be included in the long distance class at Infrabel side (see also Chapter 3).

Roosendaal – Essen:

ProRail estimates the number of freight trains at 20 per direction per day, while Infrabel estimates 15 trains. There is no clear or evident explanation for this.

6. Traffic Planning Approaches

This chapter provides information on how Infrabel intends to design the capacity. For this, the basic definitions of the traffic planning approaches be described in the (draft) European Framework for Capacity Management are used.

6.1 General Traffic Planning Approaches

The purpose of strategic capacity planning is to address the demands of the market, considering the infrastructure, planning goals, as well as national strategic guidelines. The IM must describe the planning approaches and principles applied in this strategic capacity planning. The following approaches have been defined:

- **Historical approach**
Based on data from previous timetable periods (e.g. traffic mix, train parameters), supplemented by forecast volumes or paths. The objective is to accommodate forecast demand under expected operational parameters rather than to saturate the calculated maximum capacity.
- **Systematic approach**
Aims to fully and optimally utilise available capacity. A timetable concept is first defined for the target network, after which additional volumes or pre-planned paths with standardised parameters are added, potentially up to the calculated maximum capacity of infrastructure elements.
- **Selective approach**
Leaves capacity fully or partially unplanned. The IM may include specific capacity planning elements, such as Framework Agreement paths, safeguarded rolling planning paths, or TCR windows where necessary. Remaining capacity is made available for later requests. Available volumes are indicated using the Intended Capacity Usage Line or other suitable methods. This approach may be applied to single-network, non-congested, and low-utilisation routes.
- **Hybrid approach**
A combination of the approaches described above.

➤ **For the strategic planning for timetable 2030, Infrabel applies a hybrid approach.**

Data from previous timetables, supplemented by forecast volumes are used and added to a basic systematic approach aimed at optimising the available capacity.

6.2 Representative Day

For strategic capacity planning, the representative day, which is planned to be used in the ensuing capacity product the Capacity Model, is defined in the Capacity Strategy. An infrastructure manager can choose among two definitions and details these out in planning approaches.

Option A – Demand-oriented representative day (analytical approach)

Under Option A, a representative day for a Capacity Model or its variants is defined as a standardised, hypothetical day that does not necessarily correspond to any specific calendar day. It is used to display an indicative volume distribution, with the aim of illustrating capacity availability and partitioning over a typical day under defined assumptions.

The representative-day volumes are not linked to any precise calendar date, as the final volumes applicable to individual days are determined only during the Capacity Supply phase. Option A therefore provides an analytical view of expected demand patterns, rather than a commitment to day-specific capacity supply.

The following principles apply:

- Where only one CM is provided without variants, the representative day should reflect a working day in a non-holiday period, with no TCRs scheduled, except for TCR windows occurring on at least 50 % of working days.
- Where a non-TCR variant is provided, a short description (5–6 words) of the type of day represented by the representative day shall be included.

Where a TCR variant is provided, the representative day of that variant should reflect a working day (in a non-holiday period, where applicable) without any other TCRs, except those defining the variant and those clustered with it.

In all cases, it must not be possible to associate the representative day—whether for the CM or its variants—with a specific calendar date. Responsibility for the capacity supply on individual days lies with the IM only upon publication of the final Capacity Supply Plan.

Option B – Supply-based representative day (planning-oriented approach)

Under Option B, the representative day is explicitly supply-based and reflects a working day within the Capacity Model without variants, i.e. excluding holiday periods and TCRs.

The representative day defined under Option B has the following characteristics:

- The planned CMOs meet the forecasted development of demand for rail transport services of the railway market in terms of volumes and capacity partitioning.
- Where an intended maximum capacity has been defined, a margin of unplanned capacity remains between the CMOs and this maximum. This unplanned capacity accommodates flexible, additional, and unpredictable market needs.

Additional Capacity Model variants (e.g. for seasonal or holiday periods, or TCRs) may be developed and shall follow the same supply-based principles. Due to the supply-based nature of the representative day, it may also cover periods of lower demand (e.g. weekends) without requiring adaptation.

To ensure maximum flexibility and cross-border coherence, each IM shall communicate, at the latest by X-24, the specific Capacity Model and the variants it intends to include in the relevant timetable period to the concerned neighbouring IMs and the Network Coordinator.

➤ **Infrabel uses option A for the timetable 2030 strategic planning process.**

6.3 Traffic Planning Principles

The following principles are applied in the design of the basic hourly pattern published in Chapter 10.3.

6.3.1 Build a systematic hourly timetable

The Capacity Strategy 2030 is based on a **systematic hourly timetable pattern** that serves as the reference structure for the entire 2030 timetable period. The timetable is designed on a one-hour cycle but is intended to represent the capacity strategy applicable throughout the timetable year from December 2029 onwards.

6.3.2 Plan capacity for the entire Belgian core network

The planning scope covers:

- The whole Belgian railway network,
- Excluding yards.
- Passenger and freight train paths, plus necessary empty stock movements.

6.3.3 Use a capacity-first planning approach

The train paths are planned and tested to verify the availability of the capacity:

- On open lines.
- In stations.
- At junctions.
- In coordination with the already identified major Temporary Capacity Restrictions (TCRs) for TT2030.

The timetable framework is therefore not only a service concept but also a capacity validation exercise.

6.3.4 Start from the existing timetable and known committed developments

The baseline for 2030 planning is:

- The current timetable.
- Planned timetable developments shared by our clients during the consultation phase.

The strategy deliberately relies on projects that are already sufficiently mature rather than on unconstrained long-term forecasts.

6.3.5 Use realistic train performance assumptions

Train running times are based on:

- Existing train performances from the 12/2025 timetable where infrastructure remains unchanged.
- Recalculated running times whenever infrastructure or rolling stock assumptions differ from today's situation.
- Detailed running time calculations performed where necessary.

This ensures that capacity assessments are based on operationally realistic train performance.

6.3.6 Plan on the basis of the expected 2030 infrastructure

The timetable is developed against a future infrastructure reference scenario consisting of:

- The December 2025 network as baseline.
- Infrastructure projects expected to be completed by December 2029.
- Major station and line upgrades.
- Updated line speeds and layouts.
- Long-term Temporary Capacity Restrictions (TCRs) expected to remain active in 2030.

Examples include TCRs at Mechelen, Dendermonde, Schaerbeek, Brussels South, Ghent-St-Pieters and several line modernisation projects.

6.3.7 Integrate Temporary Capacity Restrictions (TCRs) directly into planning

Known long-duration restrictions are explicitly incorporated into the timetable design rather than assessed afterwards. Examples include:

- Tracks out of service in major stations.
- Temporary single-track operations.
- Long-term construction projects affecting capacity.

This follows the principle that the Capacity Strategy must reflect the network as it is actually expected to be available throughout most of 2030.

6.3.8 Plan both passenger and freight traffic

The timetable framework is designed for:

Passenger traffic

Including:

- National SNCB services.
- Planned SNCB service enhancements.
- International high-speed services.
- International conventional passenger services.

Freight traffic

Including:

- Existing freight demand.
- Additional freight projects identified for the 2030 horizon, such as the Holcim and Carmeuse projects.

6.3.9 Ensure cross-border consistency

A major planning principle is alignment with neighbouring infrastructure managers at border crossings.

The document compares expected train service levels with:

- DB InfraGo (Germany)
- ProRail (Netherlands)
- CFL Infrastructure and ACF (Luxembourg)
- SNCF Réseau (France)

The objective is to ensure that Belgian train path planning remains compatible with planned international services and freight flows.

6.3.10 Distinguish between systematic and occasional train paths

The freight service model differentiates between:

- **Systematic paths:** required during both peak and off-peak periods.
- **Occasional paths:** mainly required during off-peak periods.

This allows capacity to be reserved first for recurring demand while maintaining flexibility for less regular traffic.

6.3.11 Evaluate the timetable against operational quality criteria

The timetable framework is ultimately assessed using three key criteria:

1. Capacity utilisation / occupancy rate
2. Operational robustness
3. Journey time quality

7. Capacity allocated in framework agreements

This chapter provides a transparent overview on the capacity allocated in Framework Agreements already signed and on the planned capacity available for Framework Agreements, which are part of the geographical scope of the strategic capacity planning.

At this point in time, Infrabel does not have any signed Framework Agreements. Modalities for the possible concluding of Framework Agreements are currently being investigated and will be communicated as soon as available.

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

The details of the public service contracts signed by the Belgian state can be found [here](#) (available in French and Dutch).

9. Planned development of physical infrastructure

Every network has a nominal (or theoretical) capacity from which long-duration TCRs and standard maintenance windows have to be subtracted. This leads to the effective capacity for a given timetable year, which is the capacity that can actually be used to plan train paths and TCRs (other than long duration TCRs).

The present chapter provides an overview of significant additional (also called positive changes) or reduced (also called negative changes) available capacity for Timetable 2030, compared to the infrastructure available in December 2026. The capacity assumptions presented below are based on the best information currently available. They do not constitute a commitment regarding the execution of works or the commissioning of infrastructure. The delivery of these measures remains conditional upon funding, statutory approvals, project maturity, stakeholder alignment and the relevant governance decisions. As a result, future revisions of the Capacity Strategy may lead to adjustments of project scope, implementation schedules and capacity impacts.

Unlike TCRs which are mentioned in chapter 11, the projects listed in this chapter have a permanent impact on In the map at the end of the chapter. Green bullets locate the projects that provide available capacity, red bullets locate the projects that provide negative capacity.

9.1 Changes with positive impact on the infrastructure

A common table structure has been defined which specifies the level of details of the required information about the infrastructure measures taken into consideration.

Additional Available Capacity					
ID	Network segment	Description	Effect	Financing secured	Effective from [if available]
2026					
1	L161 Watermael-Ottignies	Full commissioning 4 tracks	Project RER	Yes	Dec-26

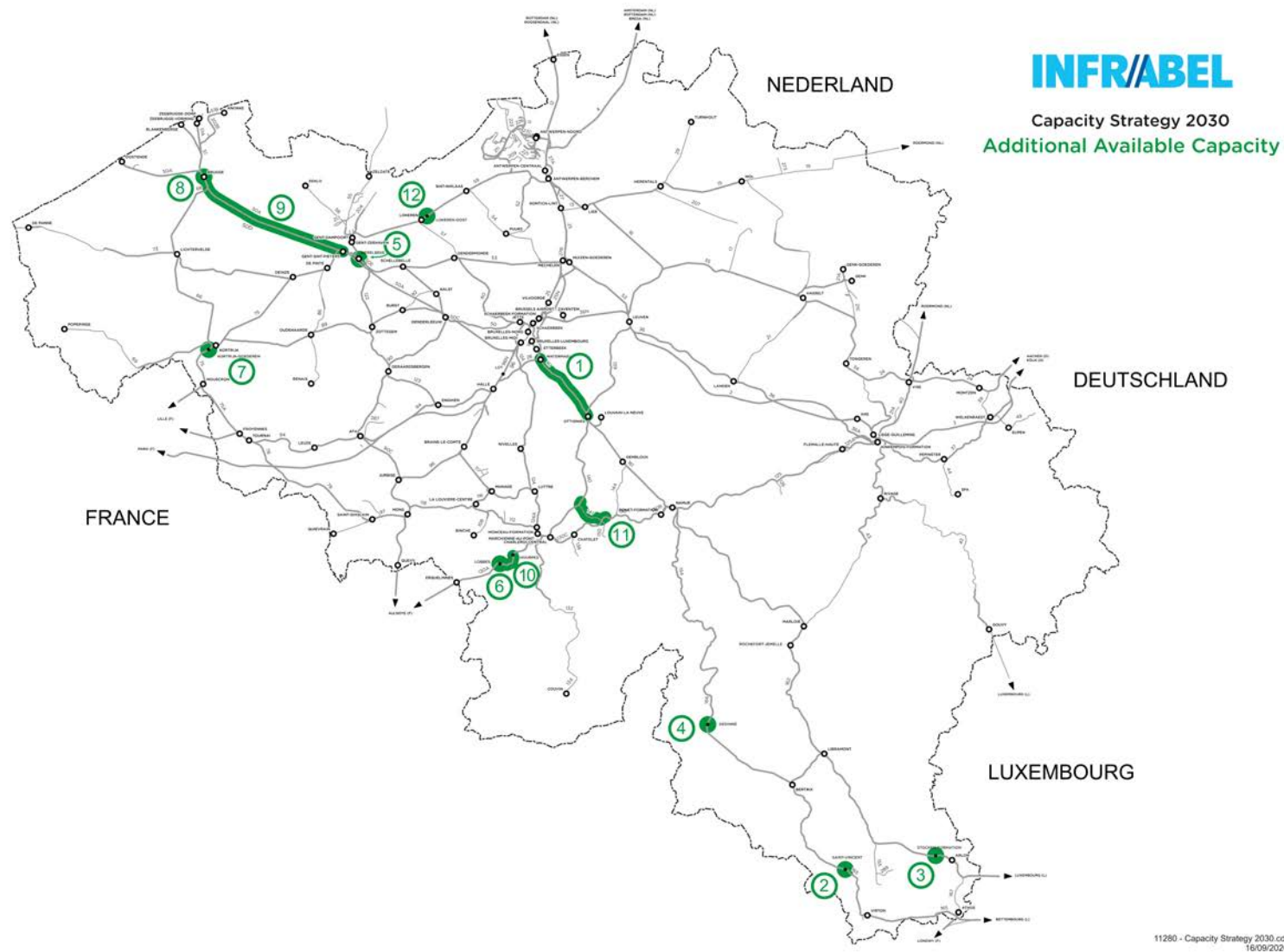
Additional Available Capacity						
2	L165 Saint-Vincent	750m siding track	capacity expansion	Yes	Dec-26	
3	L162 Stockem	750m siding track	capacity expansion	Yes	Dec-26	
2027						
4	L166 Gedinne	750m siding track	capacity expansion	Yes	Dec-27	
5	L50 / L50E / L58 Merelbeke	750m siding track	capacity expansion	Yes	Dec-27	
6	L130A Lobbes	750m siding track	capacity expansion	Yes	Dec-27	
7	L75 Kortrijk	750m siding track	capacity expansion	Yes	Dec-27	
2028						
8	L50A Brugge	750m siding track	capacity expansion	Yes	Jun-28	
2029						
9	L50D Gent-Brugge	Full commissioning 4 tracks	capacity expansion	Yes	Dec-29	
10	L130A Hourpes-Lobbes	Commissioning second track	removal of single track section	No	Dec-29	
11	L147	Commissioning second track	capacity expansion	Yes	Dec-29	
12	L59 Lokeren-Oost	750m siding track	capacity expansion	Yes	Jun-29	

Table 5

9.2 Changes with negative impact on the infrastructure

Changes with negative impact on the infrastructure refer to measures resulting into permanent capacity reductions in contrast to Temporary Capacity Restrictions (TCRs), which are considered in the chapter “Temporary Capacity Restrictions”. At the moment, no such changes are foreseen on the Infrabel network for timetable 2030.

9.3 Geographical Overview



10. Information about the availability and utilisation of railway infrastructure

10.1 Context

The aim of this chapter is to provide a transparent view of the availability and possible utilisation of railway infrastructure. For the purpose of multi-network harmonisation, a non-binding overview of the expected traffic flows at the Infrabel border points is provided (Ch. 10.2), including neighbouring IMs visions. As these figures represent only the border points, they should not be interpreted as only being paths on certain long distance O/Ds.

For more details on the possible connection to long distance path, a basic hourly pattern map is provided (Ch. 10.3) containing a non-binding overview of the traffic flows per traffic type foreseen on our network for timetable 2030.

The figures will be used as a basis for the construction of future capacity models. Figures are estimations of systematic (hourly) traffic flows and thus not exhaustive nor binding. They represent the standard hourly pattern per hour per direction. Figures might be higher than the demand forecast because of flexibility reasons and a full completion of all paths might not be possible for all hours of the day. More information on the planning principles can be found in Ch.6.

10.2 Border Points

International harmonization on volumes at the border takes place ahead of the publication of the draft Capacity Strategy (as well as of the Capacity Model and Supply Plan) and is all the more crucial, because IMs use different datasets depending on pre-existing national processes. Figures below have been verified with our neighbouring IMs and discussed where differences occurred. They are based on the basic hourly pattern map for the Infrabel network as shown in chapter 10.3. Small nuance differences between 10.2 and 10.3 may occur because of level of detail or rounding of figures.

Infrabel	DB InfraGo
Montzen	Aachen-West
- Inter-urban	- 0
- Regional	- 0
- Freight	- 3 ²
Hergenrath	Aachen-Süd
- Inter-urban	- 2
- Regional	- 1
- Freight	- 0

Table 6

Infrabel	ProRail
PASSENGER	FREIGHT
Zelzate	Sas van Gent
- Inter-urban	- 0
- Regional	- 0
- Freight	- Non-systemic
Essen	Roosendaal
- Inter-urban	- 2
- Regional	- 0
- Freight	- 2
Meer	HSL Breda grens
- Inter-urban	- 4
- Regional	- 0
- Freight	- 0
Hamont	Budel
- Inter-urban	- 0
- Regional	- 0

² In the Infrabel Network Statement, 5 time slots per hour per direction are foreseen and harmonised between Infrabel and DB Netz. This is however only for flexibility reasons and to optimise the path construction and harmonisation process between the two countries. A full usage of all time slots with paths in one hourly timeframe would in most cases not be possible because of capacity constraints.

Infrabel	ProRail
- Freight	- Non-systemic
Visé	Eijsden
- Inter-urban	- 0
- Regional	- 1
- Freight	- 1

Table 7

Infrabel	ACF/CFL
Aubange-Lux	Rodange
- Inter-urban	- 0
- Regional	- 0
- Freight	- 1 ³
Sterpenich	Kleinbettingen
- Inter-urban	- 2
- Regional	- 2
- Freight	- 0
Athus	Rodange
- Inter-urban	- 0
- Regional	- 2
- Freight	- 1
Gouvy	Rodange
- Inter-urban	- 1
- Regional	- 0
- Freight	- 0

Table 8

³ If the corresponding slot via Aubange-FR is used, this slot becomes obsolete, and vice-versa.

Infrabel	SNCF Réseau
Aubange-Fr	Mont-St.Martin
- Inter-urban	- 0
- Regional	- 0
- Freight	- 1 ⁴
Esplechin	Wannehain
- Inter-urban	- 5
- Regional	- 0
- Freight	- 0
Mouscron	Tourcoing
- Inter-urban	- 0
- Regional	- 1
- Freight	- 1
Blandain	Baisieux
- Inter-urban	- 0
- Regional	- 1
- Freight	- Non-systemic
Erquelinnes	Jeumont
- Inter-urban	- 0
- Regional	- 1
- Freight	- 1
Quévy	Feignies
- Inter-urban	- 1
- Regional	- 0
- Freight	- 1

Table 9

⁴ no systemic traffics foreseen but one offered due to the link with the Athus-Meuse and Aubange-Lux. If corresponding slot via Aubange-Lux is used, this slot becomes obsolete, and vice-versa.

10.3 Expected traffic volume on the geographical scope

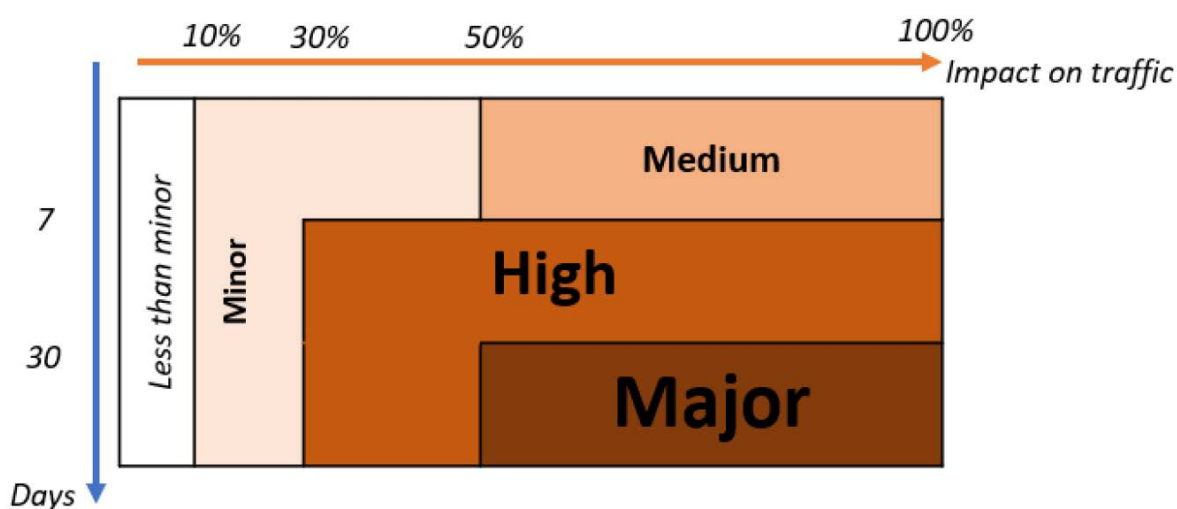
A graphical overview of the basic hourly pattern on the Infrabel Network for timetable 2030 has been drafted based on the traffic planning approaches detailed in chapter 6. Two overviews are provided. The first shows the intended basic hourly pattern map for the nominal capacity, the second one includes the TCRs covering most of the timetable 2030. For usability reasons, these overviews can be found in Annex 1 (nominal capacity) and Annex 2 (including scheduled TCRs covering most of the year).

11. TCR Planning Principles

The goal of this chapter is to describe the principles and typology for the planning of TCRs on the Infrabel network and the coordination process linked to it.

Infrastructure Managers are required to plan TCRs following “Annex VII”:

Annex VII sets the frame for TCR-planning, the aim of which is to promote early planning, international coordination among Infrastructure Managers, transparency towards customers and planning stability, thereby pursuing the goal of an increased performance and competitiveness of rail services.



11.1 Maintenance Windows

11.1.1 Introduction

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

Tying the planning of maintenance to a recurring principle also means that less effort is required to create the planning. This will make the planning process more efficient. The rotation plan is part of the Capacity Strategy and the Capacity Based Planning (CBP) is developed to ensure that sufficient capacity

is available to carry out the maintenance. At the same time, alternative routes for freight and long-distance passenger services are safeguarded.

11.1.2 The Rotation Plan

The rotation plan is build out of a number of maps and a rotation schedule. The maps indicate how the trains will be rerouted in order to free up capacity for works. These maps apply on working days from Monday to Friday.

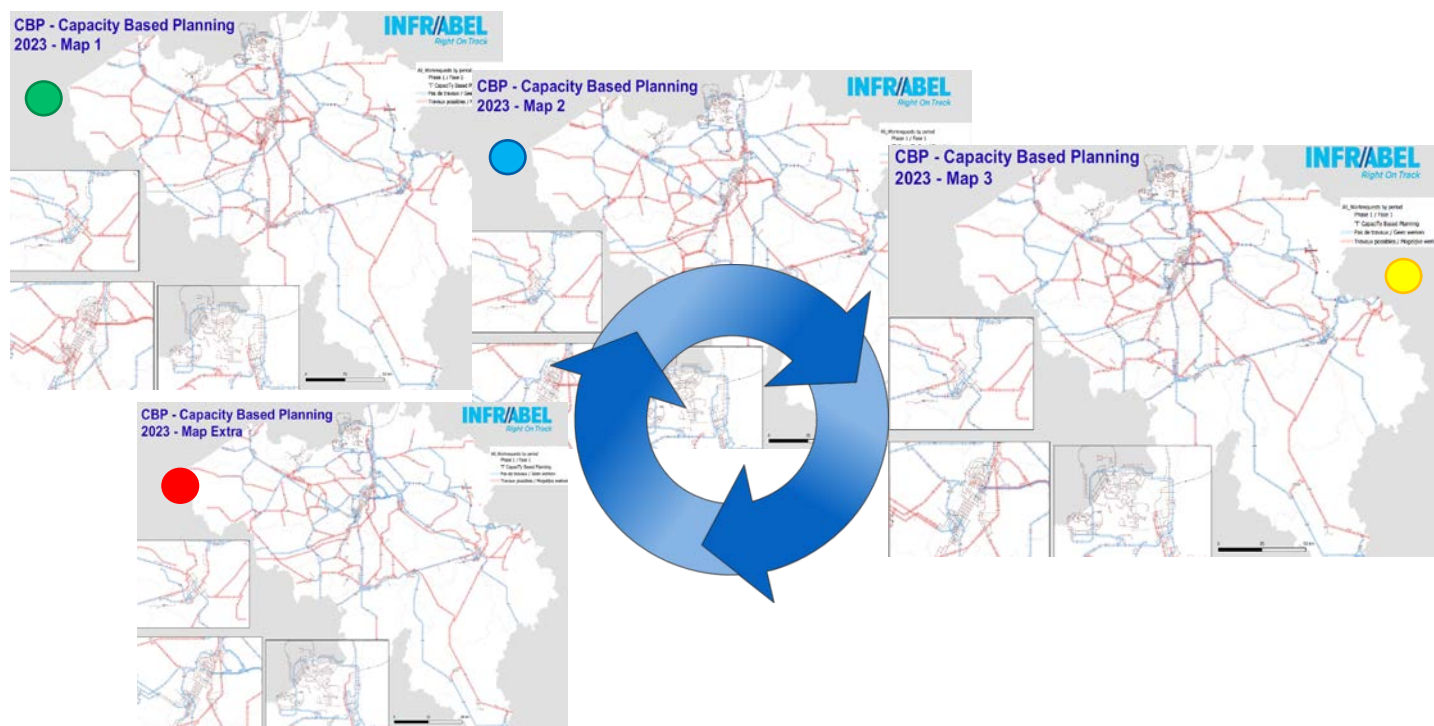
11.1.3 The Rotation Schedule

The rotation schedule looks as follows: a grouping of multiple weeks where one rotation map applies. Every year, the rotation starts with a different map in order to ensure a fair spread of maintenance windows during winter and summer periods, and vacation periods. An example can be found below.

Rotation planning 2022 to 2025																																																					
2022																																																					
WEEK		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52
MAP 1																																																					
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MAP 3																																																					
EXTRA																																																					
2023																																																					
WEEK		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52
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MAP 1																																																					
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MAP 1																																																					
MAP 2																																																					
MAP 3																																																					
EXTRA																																																					

Four different rotations exist: rotation 1+2+3 apply for the vast majority of lines, while the rotation EXTRA applies for difficult to obtain infrastructure. Maps 1,2 and 3 apply on average 16 times a year, while the map EXTRA applies 4 times a year.

On the maps below, the red lines represent the capacity reserved for nightly maintenance windows, while the blue lines represent the capacity left free for freight and passenger flows.



11.1.4 Amplitude of maintenance Windows

The objective of Infrabel is to gradually move towards standardized TCRs that will enable us to limit the impact on traffic as much as possible. Apart from certain specific projects and works, Infrabel will therefore move towards the following methodology of work organization:

1. Single track operations of 7 hours on weekdays for periodic infrastructure maintenance.
2. Total line closure of 7-hours on weekdays on certain local lines for periodic infrastructure maintenance.
3. Minimum total line closure of 6-hours on weeknights based on Capacity Based Planning.

11.1.5 Capacity Based Planning (CBP)

The CBP is the precise planning of the rotation scheme for the year in question. After the planning of the long-term TCRs, major projects and works with a high capacity impact, i.e. after the planning of phase 1 TCRs (see art. 2.3), the rotation scheme for the year in question is adapted to take into account these constraints. We then obtain the Capacity Based Planning for year A. From this moment on, Infrabel can plan the minor TCRs in the maintenance windows both for the maintenance of its assets and for preparatory or finishing work for renewal or modernisation projects on its network.

11.1.6 Maintenance on lines not included in the rotation plan

This concerns either regional lines on which there is no freight traffic or, on the contrary, major freight routes on which there is no alternative way of diverting the flow of freight.

- For lines with **no freight traffic**, Infrabel provides systematic nightly work windows. This ensures that maintenance is possible.
- For lines with **a lot of freight traffic** at night and for which there is currently no alternative, maintenance has to be planned separately, via daytime windows or weekend windows.

11.1.7 Planning of TCRs in CBP

Minor TCRs are planned in the maintenance windows (see planning phase 4 Art. 2.3.) and this is done both to ensure the maintenance of assets and to prepare or finish work for renewal or modernisation projects of the network.

During this phase, the maintenance windows can be adjusted:

- Either reduced if the minor TCR amplitude is less than the maintenance window. The residual capacity is then de facto freed up and can be used for the allocation of ad hoc train paths.
- Or extended if the residual capacity after the path allocation procedure allows it, without impact on the allocated paths.

11.2 TCR Planning

11.2.1 Main Phases

Infrabel plans the TCRs in different coordination phases, in order to align the planning of the different types of TCRs with the particularities of Infrabel's network, with its needs in terms of resources and with the needs of applicants in terms of information, as well as in compliance with Annex VII of Directive 2012/34/EU.

RNE Definitions	TCRs	Consecutive days	Impact on traffic (estimated traffic cancelled, re-routed or replaced by other modes of transport)	Planification and coordination phases		
Major impact TCR	More than 30 consecutive days	More than 50% of the estimated traffic volume on a railway line per day		Phase 1		
High impact TCR	More than 7 consecutive days	More than 30% of the estimated traffic volume on a railway line per day				
Medium impact	7 consecutive days or less	More than 50% of the estimated traffic volume on a railway line per day			Phase 2	Phase 3
Minor impact TCR	unspecified	More than 10% of the estimated traffic volume on a railway line per day				
Less than Minor TCR impact	unspecified	Less than 10% of the estimated traffic volume on a railway line per day		Phase 4		
Not Defined	unspecified	No impact		Phase 5 ⁵		

Table 10

Phase 1: Major construction projects with a major impact on train circulation and any capacity restrictions affecting a foreign network.

- Total Line Closure of 4 consecutive days or more
- Single Track Operation for 7 consecutive days or more.
- Non-accessibility of a railway connection 4 consecutive days or more
- Total Line Closure with impact on neighboring IMs (See Map in 2.3.3.)
- Other work with a major impact on capacity
- Work not respecting the recommendations of the RUs

Including nights and/or WE for preparation and finishing works and Temporary Speed Restriction

Phase 2: Works with impact on train traffic on weekends (consecutive weekends)

- Total Line Closure less than 4 consecutive days (WE, long WE and/or public holiday)
- Non-accessibility of a railway connection less than 4 consecutive days
- Single Track Operation for 1 day to 6 consecutive days including at least one working day
- Works lasting several consecutive weekends of total line closure

⁵ Phase 5 integrated in the short term process

Including nights and/or WE for preparation and finishing works and Temporary Speed Restriction

Phase 3: Works with impact on train traffic on weekends (individual weekends)

- Total line closure on individual weekends on lines other than those dealt with in phase 1 and 2 (including the planning of the outages for preparation of the works and linked temporary speed restrictions)
- Continuous single track service during the weekend or on public holidays

Including nights for preparation and finishing works and Temporary Speed Restriction

Phase 4: Works with impact on train traffic during nights or days

- Total line closure during the night or during the day outside peak hours
- Single track services outside peak hours

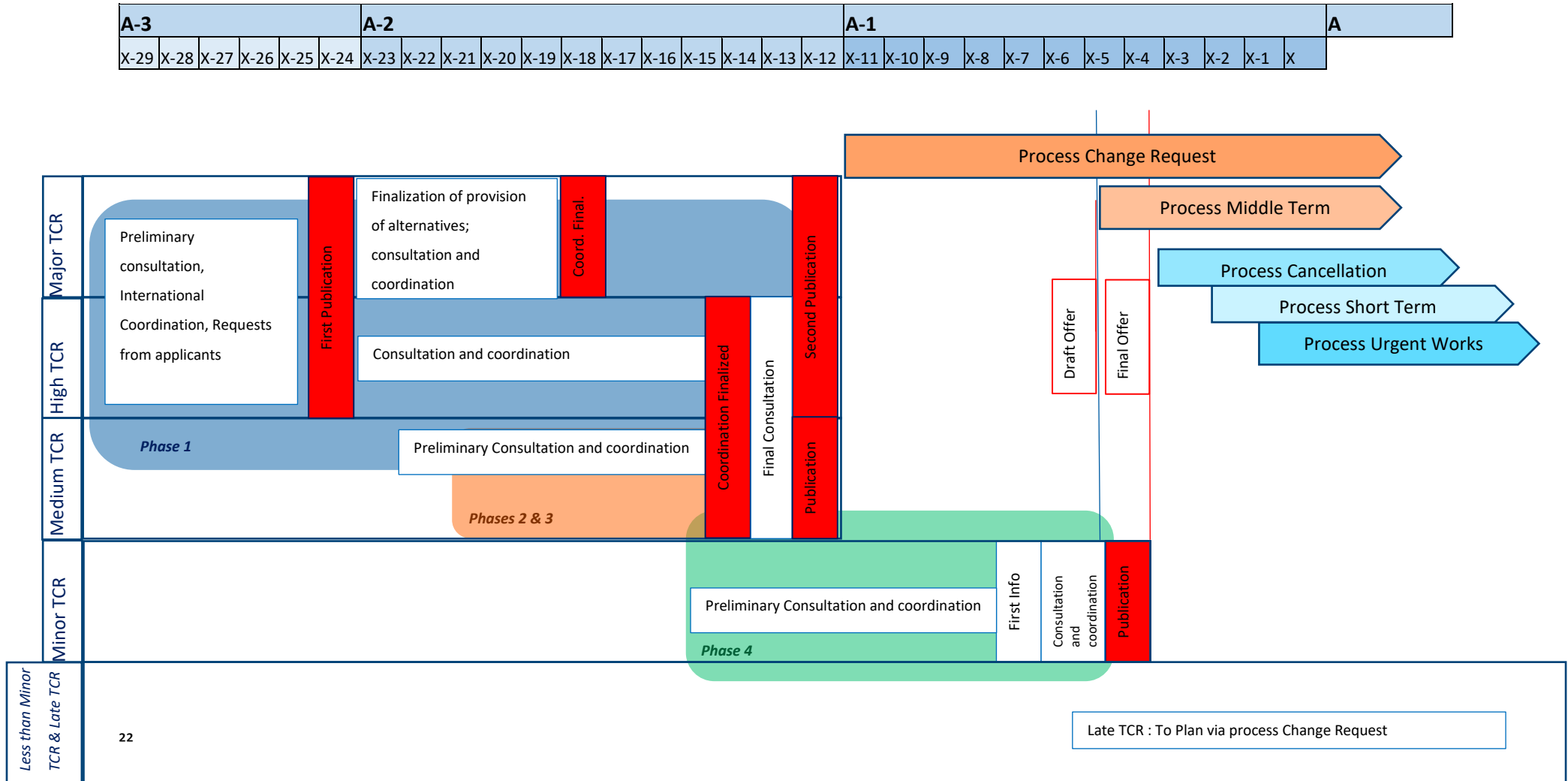
Including Temporary Speed Restriction

Phase 5: Works without impact on the circulation

Works planned in the short term within the residual capacity without impact on traffic

Table 11

11.2.2 TCR process – timeline



11.2.3 Description of the process of planning and coordination of long-term works

11.2.3.1 Definition of the planning and coordination phases of the TCRs

Phase 1:

The TCR-planning and coordination in phase 1 deals with major TCRs, high TCRs, medium TCRs of 4 consecutive days or more and all medium TCRs that impact foreign networks. To facilitate the planning and coordination process, Phase 1 is divided into three sub-phases.

- *Phase 1.1. - Preliminary Phase*

During this phase, Infrabel draws up a list of important modernisation projects without necessarily having a precise schedule yet.

- *Phase 1.2 - Planning*

During this phase Infrabel plans the TCRs related to these major projects and adds the TCRs related to the other renewal and modernisation projects.

- *Phase 1.3 - Coordination*

During this phase, Infrabel coordinates all the TCRs that correspond to the definition of "Planning and coordination phase 1".

Phase 2

Phase 2 planning and coordination of TCRs deals with medium TCRs of less than 4 consecutive days, which do not fall under the criteria of Phase 1.

The medium TCRs to be considered in Phase 2 are medium TCRs that cannot be separated.

These are, for example, several total line closure-weekends which, in the context of the same modernisation or renewal project, cannot be separated.

Phase 3

Phase 3 TCR planning and coordination deals with medium TCRs of less than 4 consecutive days, which do not have an impact on foreign networks and can be planned individually.

Phase 4

Phase 4 TCR planning and coordination deals with minor and less than minor TCRs.

11.2.3.2 Long Term Planning

Long-term planning is based on :

- Infrabels multi-annual investment plan;
- Long-term programmes for major projects;
- Long-term programmes for renewal works (classic major works);
- All available information relating to major construction projects announced in the long term that may have an impact on traffic (government projects, SNCB-Stations modernisation projects for stations and major private projects located near the railway lines, etc.).

Phase 1

Between X-60 and X-30 (phase 1.1)

Infrabel identifies the major modernisation projects planned for year A. This identification concerns projects that are considered to have a high capacity impact (projects that fall into the category of major and high TCRs). This identification also covers projects or phases of projects of lesser duration but which have an impact on neighbouring networks and/or which impact on lines used by international trains either on the RFC (Rail Freight Corridor) or on the HSL (High Speed Lines). This identification also covers the facilities or access to facilities necessary for the operation of this type of traffic. This corresponds to part of the medium TCR. When the impact of these TCRs is not limited to its own network, Infrabel initiates the international coordination process with the Infrastructure Managers affected.

When identifying the major projects of Phase 1.1., Infrabel takes into account, on the basis of the general recommendations and the Corridor Book Process, the recommendations in terms of diversionary routes and other alternatives for all applicants, in a balanced and non-discriminatory manner.

X-30

Infrabel provides initial information to the applicants about the major TCRs and, as far as possible, the relevant information known about the other phase 1 TCRs. This initial information is provided at the half-yearly spring meeting.

X-29 to X-27

The applicants analyse this initial information and send Infrabel their requests, remarks or proposals for alternatives (another execution period or another operating mode). Infrabel takes these requests into account as reasonably as possible in order to plan these TCRs. Infrabel initiates the consultation process in order to ensure that the TCRs are coordinated in such a way as to limit, as reasonably as possible, the impact on capacity and on the applicants.

X-27 to X-24

Infrabel plans all the TCRs of Phase 1.1. and adds other renewal, modernisation and extension projects to its network (Phase 1.2.). When the impact of these TCRs is not limited to its own network, Infrabel starts the international coordination process with the Infrastructure Managers affected. When planning Phase 1 TCRs, Infrabel takes into account, on the basis of the general recommendations and the Corridor Book Process, the recommendations in terms of exclusion and diversionary routes and other alternatives for all applicants, in a balanced and non-discriminatory manner. Infrabel shall communicate to the applicants, in the form of a list/schedule, the majors, high and medium TCRs with an impact on foreign networks, known, and in the form of maps showing part of the projects with a high capacity impact, with concerned details.

For the projects with a high capacity impact planned in phase 1, Infrabel invites the applicants to participate in the biannual meeting in November. At this meeting, the various projects are presented to the applicants with a view to an exchange between the parties. Clarifications and answers to the applicants' questions can be given live by Infrabel and will be recorded in the minutes of the meeting.

Remark:

At the request of the applicants, Infrabel provides a comparison of the conditions encountered, with at least two capacity restriction alternatives. Infrabel will then draw up these alternative scenarios together with the applicant on the basis of the information provided by the them at the time of their applications.

For each scenario, the comparison must include at least the following elements

- The duration of the capacity restriction ;

- The expected indicative infrastructure charges (based on current charges);
- Available capacity on diversionary routes;
- Alternative routes available;
- Indicative journey times.

Before making a choice between the alternative capacity restriction scenarios, Infrabel consults interested applicants and takes into account the impact of the different scenarios on these applicants and on service users. This consultation is carried out in consultation meetings with the potentially concerned applicants.

Criteria for diverting traffic and redistributing capacity for major TCRs

For major TCRs on the core network, Infrabel will determine the types of traffic that can be diverted, taking into account the criteria published in the Network Statement.

The application of these criteria is discussed with the applicants during the consultation meetings relating to the TCRs concerned. At these meetings, for major TCRs, the provisional allocation of remaining capacity for the different types of rail services is communicated to the applicants.

X-24

Infrabel assures the first publication of the major, high and medium TCRs with impact on foreign networks on its website (TCRs of phase 1).

Between X-24 and X-23

On the basis of the published TCRs and the comments of the applicants, Infrabel initiates the consultation process in order to coordinate the TCRs in such a way as to limit, as far as possible, the impact on capacity and the applicants.

X-23 to X-20

On the basis of the results of the various consultations, Infrabel finalises the coordination of the TCRs of phases 1.1 and 1.2 that have been validated and adds, if necessary, other projects for the renewal, modernisation and extension of its network (Phase 1.3). In the event of conflicts between TCRs, IMs must ensure that these conflicts are resolved. When coordinating Phase 1 TCRs, Infrabel shall take into account, on the basis of the general recommendations and the Corridor Book Process, the

recommendations in terms of diversionary routes and other alternatives for all applicants in a balanced and non-discriminatory manner.

X-18

Infrabel invites applicants to participate in the June biannual meeting.

With regard to the Phase 1 TCRs

Infrabel informs the applicants of the result of the coordination of the TCRs and publishes an update of the planning of these TCRs, in the form of an Excel-list and maps. The maps only include a part of the projects with a high capacity impact.

If, following the coordination of the Phase 1 TCRs, changes have been made to the planning, the consultation process is triggered a second time in order to ensure the validation of the coordination.

The TCRs that have not been modified in Phase 1.3 are validated.

TCRs that have been modified in terms of date, increase in duration or increase in impact on traffic will be presented to the applicants for further validation. Modifications that reduce the duration of the TCR or that reduce the impact on traffic are communicated to the applicant but are not subject to a new validation.

Infrabel provides the applicants with a first draft list of infrastructure constraints, linked to the TCRs of Phase 1.

Infrabel, in collaboration with the applicants, determines the major projects that will be the subject of a monitoring file (SIRU)⁶ and an STS⁷ working group.

⁶ SIRU: Specific Information for Railway Undertakings. Document drawn up by Infrabel to monitor major projects and/or projects with several execution phases that have a differing impact on capacity. Additionally, the concerned meetings are called "SIRU meetings".

⁷ Special train service organised jointly between Infrabel and the applicant(s) concerned in the event of a TCR not integrated into the service timetable and affecting the basic train service.

from X-18 to X-13.5

Infrabel finalises the coordination of the TCRs of Phase 1.

Infrabel draws up the monitoring files for the major projects (SIRU) and monitors them in the subsequent processes via a working group and regular meetings.

X-13

For TCRs planned in phase 1, Infrabel invites the applicants to participate in the November biannual meeting and confirms to the applicants the planning, coordination and validation of major, high and medium TCRs with impact on foreign networks.

X-12

Infrabel publishes the updated major and high TCRs and the medium TCRs with impact on foreign networks via its website.

For each type of TCR, Infrabel publishes the following details:

- The period,
- The duration,
- The affected line section,
- If applicable, the time losses due to temporary slowdowns, the routes kept free for the organisation of diversions and the capacity on these routes.

Infrabel publishes the list of infrastructure constraints linked to this type of TCR. Infrabel will take these constraints into account when preparing the annual service.

From X-12 onwards, any modification to be made to the published major, high or medium TCRs or any addition of a new TCR of this type ("Late TCR") must be subject to the specific change request process.

Phase 2 and 3

from X-23 to X-18

Infrabel plans the TCRs for phases 2 and 3 and, on the basis of the general recommendations and the Corridor Book Process, and takes into account the recommendations in terms of diversionary routes and other alternatives for all applicants in a balanced and non-discriminatory manner.

X-18

Infrabel invites the applicants to the June biannual meeting.

Infrabel informs the applicants of these TCRs by sending them a list / Excel schedule and map overviews. These maps only include a part of the projects with a high capacity impact.

On the basis of this information and depending on the comments of the applicants received, Infrabel launches the consultation process in order to validate the coordination of the TCRs of phase 2 and 3.

from X-18 to X-13.5

Infrabel finalises the coordination of the TCRs of Phases 2 and 3. If necessary, Infrabel integrates these TCRs into the monitoring files for major projects (SIRU).

X-13

For the TCRs planned in phases 2 and 3, Infrabel invites the applicants to the November biannual meeting and confirms to the applicants the planning, coordination and validation of the TCRs planned in these phases.

X-12

Infrabel publishes the medium TCRs via its website in the form of an Excel list/schedule.

For each type of TCR, Infrabel publishes the following details:

- The period,
- The duration,
- The section of line affected,

- If applicable, the time losses due to temporary slowdowns, the routes kept free for the organisation of diversions and the capacity on these routes.

Infrabel will update the list of infrastructure constraints, including the constraints linked to the TCR planned in phases 2 and 3. Infrabel will take these constraints into account when preparing the annual service.

From X-12 onwards, any modification made to the published Major, High or Medium TCRs or any addition of a new TCR of this type ("Late TCR") must be subject to the Change Request process.

Phase 4

from X-11 to X-8

Infrabel plans the TCRs for phase 4 (minor TCRs and less than minor TCRs not planned in the previous phases) and takes into account, on the basis of the general recommendations and the Corridor Book Process, the recommendations of all applicants on diversionary routes and other alternatives, in a balanced and non-discriminatory manner.

from X-6.5 to X-4

Infrabel communicates the schedule of minor TCRs and less than minor TCRs to the applicants

Infrabel publishes on its website at X-6, in the form of an Excel list/schedule, for minor and less than minor TCRs, the following details:

- The period,
- The duration,
- The section of line affected,
- If applicable, the time lost due to temporary slowdowns, the routes kept free for the organisation of diversions and the capacity on these routes.

The consultation of applicants on Minors TCR is part of the medium term process, starting from X-6.

Infrabel publishes the updated list of infrastructure constraints for the timetable service.

Annual planning for year A

At X-6, Infrabel publishes the complete annual planning for year A. This includes all known major, high, medium, minor and "less than minor" TCRs. On the same date, Infrabel publishes the list of infrastructure constraints to be taken into account when drawing up the annual service.

11.2.4 General Recommendations and Corridor Book Process

Introduction

As part of its task of providing information on the temporary capacity restrictions necessary to maintain, renew and extend its network, Infrabel draws up a schedule of works taking into account these TCRs and the routes or corridors that must remain free of any capacity constraints in order to ensure the continuity of traffic.

In order to facilitate the planning of the works and to facilitate the consultation process, general recommendations are agreed between Infrabel and the applicants. Infrabel uses these general recommendations as a basis for determining which corridors should remain open and for coordinating the annual planning of the works. The TCRs and the routes left open are published annually in the form of a Corridor Book. This Corridor Book is made available to applicants on the Business Corner.

Design

The general recommendations are drawn up in consultation with and validated by all applicants. These general recommendations include, among other things

- The overview of the corridors, axes and/or track sections that must remain free when other track sections are unavailable.
- Specifically for the passenger sector:
 - o A map showing by line or section which periods are preferred for planning long weekday daytime TCRs.
 - o Guidelines on when sections of track or lines should remain open so as not to impede the flow of passengers to tourist attractions (coastline, theme - and wildlife parks)

When designing the annual Corridor Book, Infrabel takes into account the general recommendations and the commercial needs of each applicant in a balanced and non-discriminatory way. It also takes

into account its own interests and priorities, which are essential for maintaining a safe and efficient network.

Examples:

- Avoid planning capacity restrictions on heavily used routes during the summer period
- In the event of a capacity restriction on a line/section, ensure that the alternative routes proposed in the recommendations can absorb the diverted flows

Wherever possible, the annual Corridor Book will propose several alternative route scenarios for the planning of the same TCR.

Usage

The general recommendations are published on the Business Corner and form a working basis for the planning and coordination process of the TCRs for year "A". Infrabel takes these recommendations into account in order to ensure stability in terms of the possibilities of using the alternatives. On this basis, Infrabel draws up and publishes the Corridor Book for the year in question. The annual Corridor Book indicates on the one hand the validated temporary capacity restrictions and on the other hand the planned routes for the organisation of diversions and alternatives. The Corridor Book is a dynamic tool which is first published at X-12 and is used during the path allocation process and the updates at X-4 after the final offer. It is then updated according to changes in the schedule, including those resulting from change requests to the TCRs.

It must be noted however that for certain points and sections in the network, there is no possible rail alternative to reach the destination.

For each phase of planning and coordination of the TCRs, Infrabel checks, on the basis of the general recommendations, whether it is possible to keep traffic flows free via the recommended alternative routes. If none of the scenarios set out in the general recommendations is available, Infrabel will inform the applicant(s) concerned. This information is given at the various half-yearly meetings, consultations or specific meetings:

- at X-30, X-24 and/or X-18 for TCRs planned in phase 1
- at X-18 and/or X-12 for RCWs planned in phases 2 and 3
- at M-6 for RCWs planned in phase 4.

In case of disagreement following this consultation, the applicant can activate the escalation process.

11.2.5 International Coordination

If the impact of TCR is not limited to Infrabel's network alone, the infrastructure managers concerned, including the infrastructure managers who might be affected by the change of train routes, shall coordinate capacity restrictions among themselves. Infrabel shall share all information on the planned TCRs (period, duration, section of line affected, possible impact on capacity and plans for cancellation, rerouting of train paths or replacement by other modes) with IMs, applicants and major service facility operators likely to be affected by the TCRs.

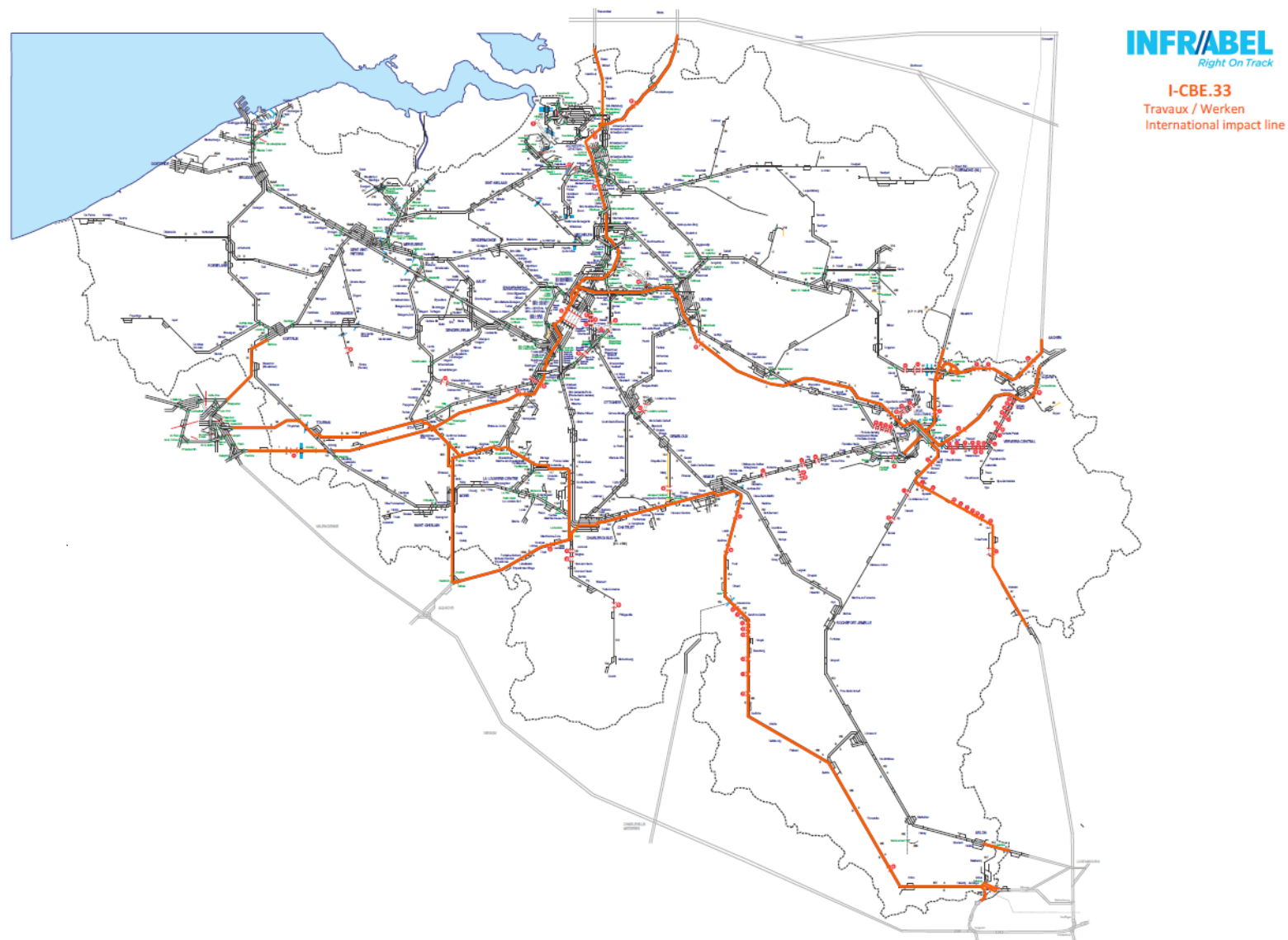
Infrabel coordinates the concerned TCRs on two levels (X-33 – X-24):

- Coordination between the IMs via the RFC RALP, NSM or NS-B: for TCRs located on these Rail Freight Corridor lines
- Coordination via the established IM trilateral working groups for all TCRs impacting the borders (freight and passenger combined):
 - o DB-Netz, Infrabel, ProRail
 - o SNCF Réseau, Infrabel, CFL/ACF

As these meetings have a regular and recurrent character, no leading IMs have been designated.

To determine where TCR's have to be located on the network in order to have an impact on the neighbouring network, a perimeter per trilateral working group has been agreed upon.

In phase 1 the following perimeter for TCRs with International Impact to be coordinated with neighbouring IMs has been defined:



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

With expected major impact TCRs, we want to provide an overview of “once-in-a-lifetime”-TCRs that are already known years ahead of their realization. In general, relevant criteria to select the TCRs to fall in the category of “Crucial Major Impact TCRs” are the impact on capacity and the location of the TCR.

The capacity assumptions presented below are based on the best information currently available. They do not constitute a commitment regarding the execution of works or the commissioning of infrastructure. The delivery of these measures remains conditional upon funding, statutory approvals, project maturity, stakeholder alignment and the relevant governance decisions. As a result, future revisions of the Capacity Strategy may lead to adjustments of project scope, implementation schedules and capacity impacts.

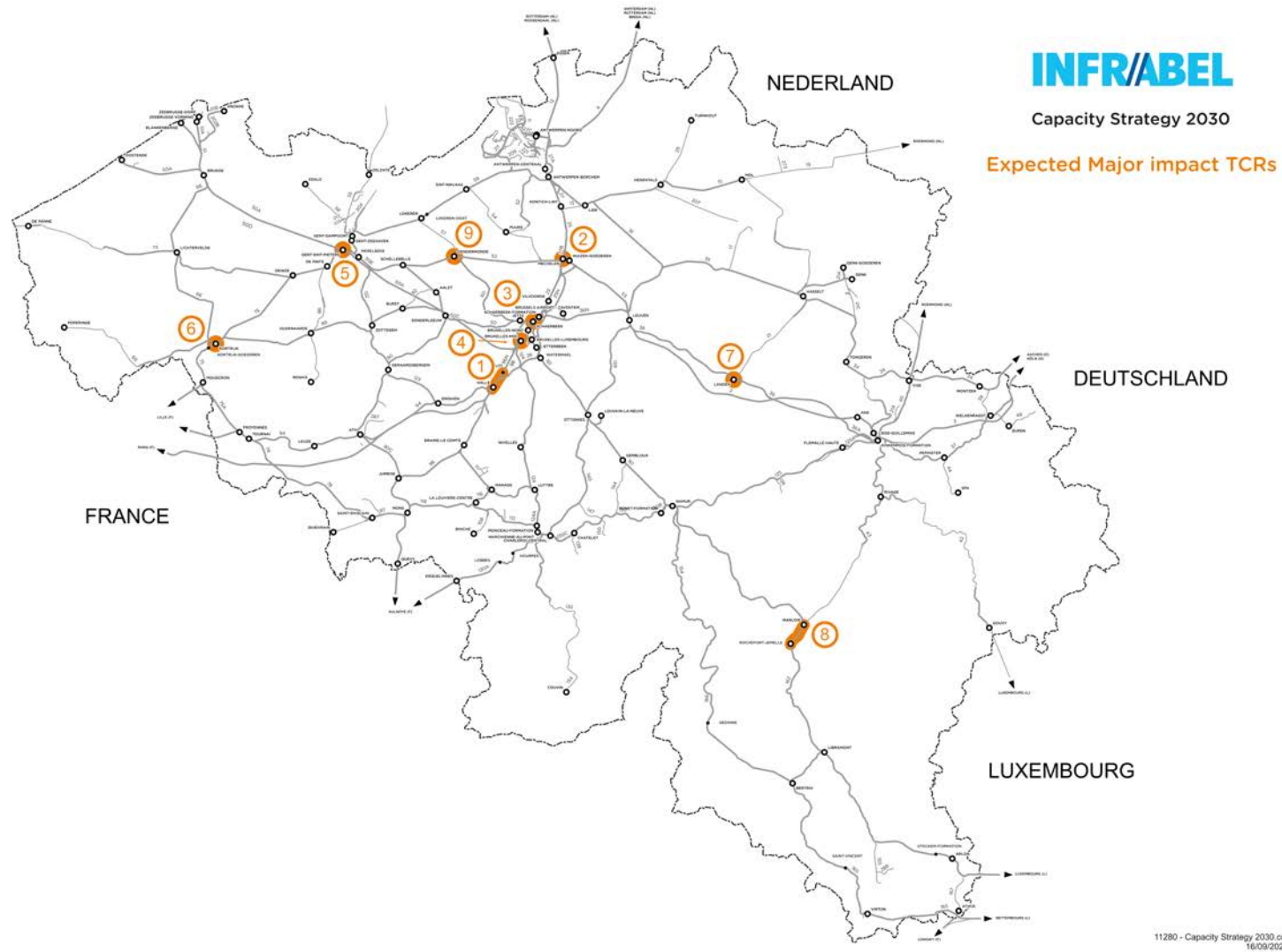
12.1 Table Overview

Expeted Major Impact TCRs				
Nr.	Network segment	Location	Time of execution	Impact
1	L96	Halle (PX Halle)	12/29 - 12/30	Single Track Halle-Lot
2	L25-27	Station Mechelen	02/30 - 10/30	Tracks 5, 6, 7 and 8 out of service
3	L26B	Station Schaerbeek	12/29 - 12/30	Tracks 14 & 15 out of service
4	L124	Station Bruxelles-midi	12/29 - 12/30	Tracks 18 & 19 out of service
5	L50A	Station Gent-Sint-Pieters	12/29 - 12/30	Track 1 out of service

6	L75	Station Kortrijk	12/29 - 06/30	Track 1 out of service
7	L36	Station Landen	08/29-03/30	Track 4 out of service
8	L162	Axe 3	06/29-12/31	Single Track Marloie-Jemelle
9	L53	Dendermonde	09/29-06/30 06/30-04/31	Tracks 2 & 3 out of service Tracks 8 & 9 out of service

Table 12

12.2 Schematic Overview



13. Contingency Planning

The basic principles concerning contingency planning applied by Infrabel are described in the Infrabel Network Statement chapter 6.3.3. No strategic changes are foreseen for timetable 2030.

On top of this, Infrabel is implementing the requirements linked to Directive (EU) 2022/2557 (“Critical Entities Resilience “(CER) Directive), aimed amongst other things at reducing vulnerabilities of the Infrabel Network and improving preparedness for network disruptions.

14. Validation

The draft Capacity Strategy for timetable 2030 is an indicative document describing the planning procedures on the Infrabel Network for the concerned timetable in line with the TTR principles and the Regulation (EU) 2026/1184 on the use of railway infrastructure capacity in the single European railway area. The goal of this Capacity Strategy is to test the process in anticipation of the new European legal framework, currently being drafted. This draft document has been endorsed by the Infrabel Executive Committee on 29/09/2026 and is published as a document for consultation purposes to all stakeholders on 01/10/2026.

Annex 1

Infrabel Capacity Strategy for timetable 2030
Basic Hourly Pattern Map - Nominal Capacity
Draft Version 29-09-2026

LEGENDA

Train Type

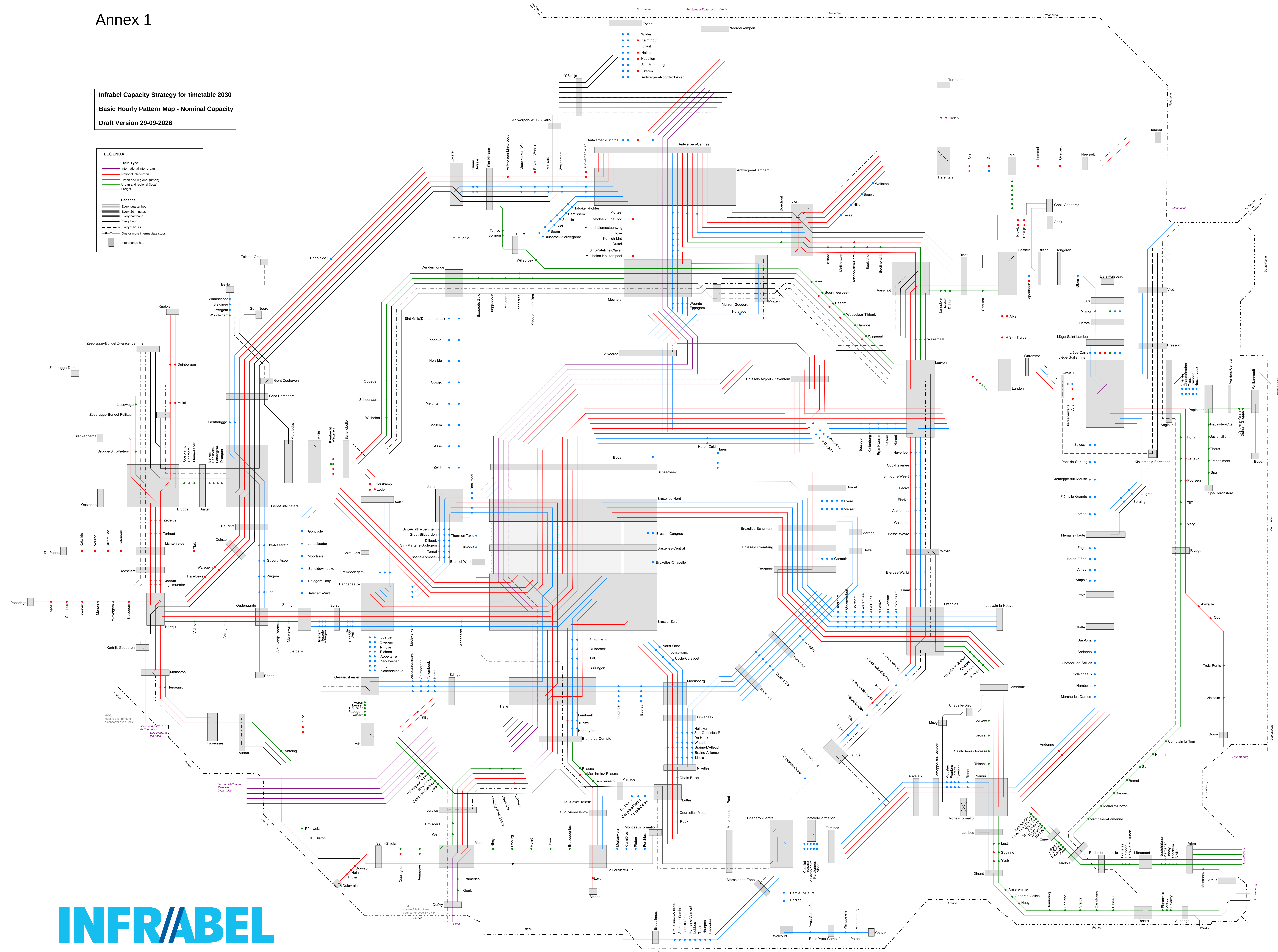
- International inter-urban
- National inter-urban
- Urban and regional (urban)
- Urban and regional (rural)
- Freight

Cadence

- Every quarter hour
- Every 20 minutes
- Every half hour
- Every hour
- Every 2 hours

One or more intermediate stops

Interchange hub



Annex 2

Infrabel Capacity Strategy for timetable 2030
Basic Hourly Pattern Map - TCR included
Draft Version 29-09-2026

LEGENDA

Train Type

- International inter-urban
- National inter-urban
- Urban and regional (urban)
- Urban and regional (rural)
- Freight
- Path reserved by TCRs

Cadence

- Every quarter hour
- Every 20 minutes
- Every half hour
- Every hour
- Every 2 hours
- One or more intermediate stops
- Interchange hub

