Pilot Information Document

Procedures for Capacity Requests

TTR Pilot Amsterdam-Brussels

Work plan 2023

Contents

1 Version control

Version number	date	Chapter changed	Changes
1	10FEB2023	all	publication
1.1	28FEB2023	5.1	New pilot map

2 Introduction to TTR and the Pilot Project

RailNetEurope (RNE) and Forum Train Europe (FTE), supported by ERFA, have together elaborated a new timetable process via the project Timetabling and Capacity Redesign (TTR). The objective of TTR is to simplify, unify, and solidify improvements to the European rail timetabling system to significantly increase the competitiveness of railways. TTR consists of different components, including in particular an improved planning of the allocation of infrastructure capacity (including temporary capacity restrictions) and the introduction of new capacity allocation processes, which can better serve all market needs and lead to an optimum effective use of the infrastructure. Detailed information of this project can be found on http://ttr.rne.eu/ and http://ttr.rne.eu/pilots/.

Given the dimension of this project, the RNE General Assembly (May 2017) and FTE Plenary Assembly (June 2017) agreed to implement TTR gradually, first with tests conducted in pilots to test some of the innovative TTR components. In a second phase process elements will be implemented gradually until the legal context allows for a complete implementation of the TTR process.

TTR Pilot Amsterdam-Brussels

This TTR Pilot started in December 2017 with the scope "Antwerp-Rotterdam" for timetable year 2020. In 2019 it was agreed to continue the pilot in timetable year 2021. For timetable year 2022, it was decided to extend the pilot with a third Infrastructure Manager SNCF Réseau and to rename the pilot to TTR Pilot Amsterdam – Paris. As SNCF Réseau could not commit to increasing the scope for timetable year 2023, it was decided to continue the project between Amsterdam and Brussels, while the French representatives could remain on board as observer. The same applies for timetable 2024.

The goal of the pilot project is to provide:

- To proof the business reference model's accuracy;
- To define and specify a data reference model for capacity;
- To gather input for process steering methods (e.g. allocation rules, commercial conditions);
- To gather input for a performance reference model:
    - Comparing capacity model with actual requests as well as actual use of planned capacity;
    - Number of modifications/alterations, cancellations and non-used paths at each corner stone of the Pilot process (path request, draft offer, final offer, current timetable);
    - Percentage of safeguarded capacity vs. residual capacity usage.
- To gather input for IT that has to enable the TTR process;
- To gather input for implementation within the participating railway Undertakings and Infrastructure managers;
- To further develop the TTR processes together with all relevant stakeholders.
- To further improve the cooperation between ProRail and Infrabel.

On top of this, the pilot project working groups (core team and advisory group) serve as an ideal basis to raise discussions on TTR and further implementation steps. It has been decided to continue the project because this allows the various concerned parties to gradually get accustomed to the new TTR process elements, thus enabling a smoother TTR full implementation.

In October 2022, the pilot core team drafted an evaluation document on the pilot core tasks up to June 2022, formalising the learnings and enabling transparent discussions on the process on the TTR Programme Level. The document can be found on the Pilot sharepoint page. The assessment of the tasks done resulted in a reviewed Pilot scope from 2023.

3 Aim of this document

The aim of this document is to provide (potential) applicants with information on the scope and the procedures being tested on the Pilot line Amsterdam-Brussels in order to enable them to actively participate in the Pilot project. It focuses on the description of the innovative TTR elements that are tested in this Pilot and on explaining in which concrete points the process on the Pilot line differs to the respective national process. When new and existing processes interact in some points this document will describe which procedure will be enforced. For the existing procedures we refer to the Network Statements of ProRail (https://www.prorail.nl/samenwerken/vervoerders/netverklaring) and Infrabel (https://infrabel.be/en/networkstatement)

On the lines outside the Pilot the standard provisions of the Network Statement remain applicable.

This document serves as the work plan for 2023, mostly covering timetable 2024. However, due to the TTR preplanning phases starting at X-60, capacity strategy and capacity model tasks go well beyond this timetable year. The document is revised at least every year, based on the experiences in the Pilot, and it is aimed to be updated before the publication of the capacity supply. Because of technical issues with the ECMT-tool used for this publication, most notably on the synchronisation of TCRs between ECMT and the TCR-tool, publication of both the PiD and the capacity supply could only take place in early February 2023 (for TT2024).

On a regular basis, the pilot core team will evaluate the progress of the pilot. This can lead to the addition of new elements in the pilot or to the change of procedures. When this occurs this will lead to the publication of an updated version of the Pilot Information Document.

4 Legal aspects

This Pilot is about testing an allocation process which contains innovative elements that are currently not explicitly provided for in the legal framework applicable to the railway sector. The European Commission's Directorate General for Mobility and Transport (DG MOVE) and the Independent Regulators' Group – Rail (IRG Rail) are in general supportive of the TTR project and encourage testing of the ideas in order to meet market demand and increase the modal competitiveness of rail. The Pilot projects can help to identify whether the legal framework for timetabling and capacity allocation needs to be further developed and, if so, in which manner.

Infrastructure managers are obliged to publish the conditions of access to their railway infrastructure, this information is issued by the infrastructure managers involved in the very first Pilots with the aim of ensuring transparent information to all (potential) applicants.

The actors involved in the pilot aim at ensuring the highest possible degree of compliance with applicable legislation in the given context.

5 Scope and objective of the Pilot

5.1 Geographical scope

5.1.1 Description of the included original pilot lines

Infrabel	L12	Essen-grens – Y Mariaburg
	L12-1	Y. Sint-Mariaburg – Y. Driehoekstraat
	L27A	Y Driehoekstraat – Y Schijn
	L12	Y.Sint-Mariaburg – Y.Luchtbal
	L25	Y.Luchtbal – Antwerpen Centraal
	L4	Y Luchtbal – Meer Grens
ProRail		Roosendaal grens, Roosendaal, Lage Zwaluwe, Dordrecht, Kijfhoek, Rotterdam Centraal
	HSL-Zuid	Breda grens, Breda, Rotterdam Centraal

5.1.2 Extension lines

Infrabel	L25	Antwerpen-Centraal – Y. Abeelstraat
	L25N	Y. Abeelstraat – Y. Albertbrug
	L36N	Y. Albertbrug – Brussel-Noord
	L0	Brussel-Noord – Brussel-Zuid
ProRail		Rotterdam Centraal – HSL – Schiphol – Amsterdam Centraal

5.1.3 Map of Pilot Lines

Amsterdam - Brussel

Route via Roosendaal
Route via Breda

AMSTERDAM
ROTTERDAM
ROOSENDAAL
BREDA
ANTWERPEN
BRUSSEL

Schaal 1:300.0000

5.2 Duration

The Pilot project Antwerp-Rotterdam started in 2017 for timetable year 2020 and was extended for timetable year 2021. From timetable year 2022 the pilot was extended to Amsterdam, Paris and Calais and was transformed from a testing pilot to an implementation pilot, as part of the gradual implementation of TTR. From timetable 2023, the project focusses on the stretch between Amsterdam and Brussels.

5.3 Elements of TTR being tested.

At the moment, it is not possible to test all innovative elements contained in the TTR process description due to the need for adaptation of the IT-systems, remaining legal uncertainties, etc. For timetable 2024, the scope has been modified considerably after the evaluation of the main pilot elements in summer 2022. After this evaluation, it was decided to put the pilot elements of Rolling Planning and the New Path Request Process on hold until new elements can be added, because at this point the learnings have been well documented. The evaluation paper can be found on the online Pilot sharepoint page. The following (innovative) elements will be tested on this Pilot for timetable 2024 (might be subject to change based on core team discussions):

- Preparation of a Capacity Supply (see Chapter 6.1);
- Preparation of a Capacity Model (TT2025)
- New request procedures specifically aimed at freight services (see Chapter 7.3);
- Harmonization of processes between Infrabel and ProRail. This includes the processes in timetable construction and the harmonization process of TCRs such as:
    - Short term path request procedures
    - Inclusion of TCRs in path offers
- The use of new or adapted IT systems to support the TTR process, for example PCS and the ECMT.
- Harmonised Capacity Model for TT2025, development of variants.
- Development of proposals for a more efficient process regarding Rolling Planning and processing the impact of TCRs in the time table construction.

A comparison between the full TTR process description and the elements tested in this Pilot can be found in Annex 1.

5.4 Participation in the Pilot

On the Pilot line, all applicants must request capacity according to the procedures described in this document. PCS is the single tool for placing and managing international path requests for annual timetable requests placed on time (X-8) on the pilot. For the other periods, the use of PCS is strongly recommended for international path requests.

Access to the tool is free of charge and granted to all applicants who have a valid, signed PCS User Agreement with RNE. To receive access to the tool, applicants have to send their request to RNE via support.pcs@rne.eu.

6 Capacity offer on the Pilot line(s) during the Pilot phase

6.1 Capacity Supply

The capacity offer for the Pilot lines is displayed in the Capacity Supply. The Capacity Supply visualizes at an early stage the share of capacity dedicated to "Annual Planning" (a), "Safeguarded Capacity" (b) and "Temporary Capacity Restrictions" (c).

a) Capacity dedicated to Annual Planning contains:

- Capacity for freight trains, published as RFC 2 North Sea – Mediterranean and RFC 8 North Sea - Baltic Pre-arranged paths (PaPs);
- Capacity for all international passenger trains, inclusion of national passenger trains is optional and linked to the status of the ECMT-tool.

b) **Safeguarded Capacity, designed to meet the needs of dynamic freight traffic contains:**

- A minimum volume and indication of 24 hour spread of catalogue paths that are proposed by IMs. The minimum path volume of the safeguarded capacity is based on IM estimates of how the traffic volumes of freight trains will develop in 2024. Between X-8 and X-5, the concerned IM will make an analysis on the not requested PaPs published at X-11 dedicated to Annual Planning, and decide on:
    - The exact paths indicated as minimum safeguarded capacity, based on the foreseen spread
    - An additional number of paths, based on the booking situation at X-5.5
-

Characteristics of the safeguarded capacity as published at-11:

- A minimum number of 14 freight paths per weekday per direction between Kijfhoek and Antwerpen-Noord, for the following timeframes:

00:00-03:00:	**1** path per direction
03:00-06:00:	2 paths per direction
06:00-09:00:	2 paths per direction
09:00-12:00:	2 paths per direction
12:00-15:00:	2 paths per direction
15:00-18:00:	2 paths per direction
18:00-21:00	2 paths per direction
21:00-00:00:	1 path per direction

- Part of the RFC NSM and RFC NS-B path catalogues published at X-11
- Based on train parameters of RFC NSM or RFC NS-B capacity in PCS;
- Paths include border times and running time;

Characteristics of the safeguarded capacity at-X-5:

- Published as RFC NSM capacity in PCS;
- Based on train parameters of RFC NSM capacity in PCS;
- RFC NSM can act as ILE (international leading entity) in case of request placed via the RFC C-OSS process
- Paths include border times;
- Paths include running time and available calendar days after the publication of minor TCRs in August 2023
- Request via PCS:

    - Ad-hoc request by using path reference
    - Via Reserve Capacity process of RFC NSM
- The paths published as X-5 in the scope of the minimum safeguarded volume will remain available until 48 hours before train run

This capacity is safeguarded, which means:

- The IMs take into account the minimum volumes per timeframe as indicated when elaborating the draft offer between X-8 and X-5.5
- In case the minimum volume can't be respected, the concerned IMs coordinate with the concerned applicants to find the best possible solution
- The indicated capacity is a minimum. The concerned IMs will assess the available capacity at X-5 in order to decide on the total capacity volume that will be republished. Additional capacity might be managed in a flexible way (not guaranteed throughout the process)
- Capacity on days on which TCRs have been published (TCR publication at X-12 and updated at date of republication X-5) are not offered
- In case of changing TCRs, path alterations are offered via the principle of "rolling horizon".

c) Capacity dedicated to Temporary Capacity Restrictions:

- The TCRs with major, high or medium impact that have been published by ProRail and Infrabel on December 12th 2022 together with the minor impact TCRs already scheduled.
- The TCRs with minor impact that are published by ProRail and Infrabel on August 14th 2023.

6.2 Capacity Needs Announcements

Concerning the Capacity Needs Announcements process for timetable 2024, the TTR Pilot Amsterdam-Brussels relies on existing national processes. For the timetable 2025, a pilot has been initiated in order to collect experiences on the CNA process and the ECMT module.

6.3 Rolling Planning

The pilot has tested the the TTR "Rolling Planning" concept, which should give applicants, who lack (detailed) information about their specific capacity needs during the annual request phase, the possibility to request capacity at short notice, i.e. between four and one months prior to the first day of operation (for details on schedule for requesting Rolling Planning Capacity see Chapter 7.3), between timetables 2019 and 2023. Because no new elements could be added at the moment, it was decided to put the testing of the concept on hold and replace with the afore mentioned concept of safeguarded capacity. The goal of this is to enrich the discussion on safeguarded capacity within TTR and to try to find an intermediary solution before the complete implementation of TTR and the Rolling Planning concept. More info on the testing of the Rolling Planning concept can be found in the aforementioned evaluation document.

6.4 Publication of Capacity Offer

The capacity offered on the Amsterdam-Brussels Pilot is published:

- in the RNE Electronic Capacity Model Tool (ECMT): https://ecmt-online.rne.eu/
- On the RNE website:
  link to RNE sharepoint to be added when available

- Via the website of Rail freight Corridor North Sea Mediterranean (only concerning the international freight offer):
  https://www.rfc-northsea-med.eu/en/page/capacity

It consists of the types of capacity as set out in Chapter 6.1 of this document.

Schedule for publication of the Capacity Supply:

- On the 9th of January 2023 ProRail and Infrabel publish the Capacity Supply in the RNE ECMT tool. This means that the PaPs and Catalogue Paths, including TCRs will be published. This publication does not take the possible impact of minor TCRs into account.
- By the 31st of July 2023 ProRail and Infrabel publish an updated Capacity Supply in the RNE ECMT-tool. In this update the following updates are provided:
  - Changes in TCRs 2024 (with Major, High and Medium impact) that occurred between 10th of December 2022 and 31st of July 2023;
  - Minor TCRs are added;
  - The safeguarded capacity paths are concretised via the reserve capacity of RFC NSM and in ECMT so that it becomes visible which paths on which calendar days are available.
- From publication, the safeguarded capacity paths will become available to order until 48 hours before theoretical running day.

Publication deadlines are under the condition that the ECMT-tool allows for the scheduled publication. For this reason, the TCR-publication in ECMT for TT2024 will only take place in the course of February 2023.

Detailed information on the schedule for requesting and allocating capacity can be found in Chapter 7.1.

7 Procedure & schedule for submitting and handling of requests

7.1 Schedule for capacity requesting and allocation on Amsterdam-Brussels Pilot for Timetable 2024

The following table provides an overview of the schedule for publication and allocation of the different capacity products offered on the Antwerp-Rotterdam Pilot for Timetable 2022. Applicants participating in the Pilot shall submit their requests in accordance with the deadlines indicated in this table.

Date / Deadline	Date in X-System	Description of Activities
11 December 2022	X-12	Publication of TCRs with Major, High and Medium impact
10 January 2023	X-11	Publication of the Capacity Model, including Pre-arranged paths (PaPs) and Catalogue Paths and Rolling Planning capacity
10 – 24 January 2023	X-11 – X-10.5	Correction phase (corrections of errors to published PaPs)

10 April 2023	X-8	Last day to place on time initial path requests for capacity dedicated to annual planning
3 July 2023	X-5	Publication of draft timetable
4 July – 4 August 2023	X-5 – X-4	Observations and comments from applicants
31 July 2023	X-4'	Publication of updated capacity model including: • Minor TCR's • Changes in TCR's between X-11 and X-5 • Safeguarded freight capacity paths
10 August 2023	X-4	Publication of minor TCR's
12 April – 16 October 2023	X-8 – X-2	Late requests phase (= Requests after deadline)
22 August – 13 November 2023	X-3.5 – X-1	Processing and responding to late requests
21 August 2023	X-3.5	Publication of final offer in the Annual Timetable 2024
10 December 2023 (at 00:01 h)	X	Timetable Change
17 October 2023 – 9 December 2024	X-2 – X+12	Ad hoc requests for TT2024

7.2 Procedure for requesting capacity dedicated to Annual Planning

Capacity dedicated to Annual Planning in the capacity model can be requested via the current international process timeline:

1. Requests placed on time (i.e. by X-8);
2. Requests placed after the deadline for submitting requests/late requests (i.e. after X-8).

These requests follow the respective procedures and timelines described in the Chapter 4 of the Network Statement of ProRail and Infrabel.

The procedure for requests placed on time:

- Requests are placed via PCS by choosing the TTR new path request process (process type)
  For TT2023 it was decided that applicants should place their requests for the whole year, thus not taking into account the published concerned TCRs. Some high impact cases might be agreed beforehand between IM and applicants in order to test the insertion of TCR impacted days in the path offer.

International Capacity requests on the pilot lines placed via the national tools and/or outside the designed process will only be handled after the requests placed meeting these criteria.

7.3 Procedure for requesting safeguarded freight capacity

The procedure for requesting and allocating safeguarded freight capacity follows the timelines defined in the subsequent sections below.

7.3.1 Timing & modalities for placing requests

Safeguarded freight capacity for TT 2024 can be requested starting on the date of publication, which is latest July 31st 2023 until 48 hours before the theoretical running day. Requests shall be in line with the capacity reserve and the parameters published in the capacity supply.

Information on available freight capacity can be obtained from PCS via the reserve capacity catalogue of RFC NSM.

The availability of catalogue paths in the Electronic Capacity Management Tool (ECMT) will be updated regularly, starting in August 2023, just as will be the case with the publication in the RFC NSM catalogue, if ECMT development allows this.

The requests need to indicate the requested running days of timetable year 2024.

Requests via PCS are encouraged.

7.3.2 Process of handling requests

The paragraphs below describe the process how requests are handled.

7.3.2.1 Order of processing requests

Requests are processed in incoming order, following the “first come, first served” principle (also see Chapter 7.4 on Allocation Rules). Allocation rules as defined in Chapter 7.4 will be applied in case of conflicting requests.

7.3.2.2 Consistency check of the applications

The C-OSS of RFC NSM (in the role of ILE) and the infrastructure managers concerned will perform a consistency check of the request. The consistency check refers to:

- Selected train-parameters and traction specifications matching the line equipment (electric-diesel line, safety systems);
- border points (for international requests);
- calendar and times consistency;
- national IM parameters added (in case they are compulsory);
- container profiles;

Dangerous goods may be loaded on trains using safeguarded capacity if both international and national rules concerning the movement of hazardous material are respected (e.g. according to RID –Regulation governing the international transport of dangerous goods by rail). Dangerous goods have to be declared, when making a path request, to both IMs.

Exceptional transport/military and nuclear transports

This kind of transport is out of scope of the pilot because path characteristics for exceptional transports do not match with standard paths that are published in PCS and because they have to comply with specific national conditions.

When the request is inconsistent the C-OSS of RFC NSM or the infrastructure managers will contact the applicant and the applicant will get the opportunity to change his request.

7.3.2.3 Path elaboration phase

Construction process and harmonisation process of ProRail and Infrabel.

7.3.2.4 Draft offer

Applicants will receive a draft offer as soon as possible but at the latest within 15 days after the request has been placed.

7.3.2.5 Observation

Within five working days after receipt of the draft offer, applicants can place observations on the draft timetable offer in PCS.

7.3.2.6 Post processing

This phase is only used if the applicant amends the initial path offer to be changed. ProRail and Infrabel will note the observations made by the applicant and will try to offer an adapted train path within 5 working days.

7.3.2.7 Final offer

Applicants shall receive the final offer no later than 5 working days after they have forwarded their observations to the infrastructure manager. All applicants involved shall accept or reject the final offer within 5 calendar days in PCS. Acceptance will lead to an allocation of the path, while rejection or absence of a response are considered as withdrawal of the request.

7.4 Allocation Rules

7.4.1 Conflicts between requests for capacity for Annual Planning

Conflicts between requests for capacity for Annual Planning (both for requests submitted before the deadline and requests submitted after the deadline) are dealt with in accordance with the respective procedures described in Chapters *4.4.1.2 and 4.4.2* of the Network Statement 2024 of ProRail, European law and national law[1]. For Infrabel the respective procedures are described in the Chapter 4.4.1.1 and 4.4.1.2.

[1] See Directive 2012/34/EU, Articles 46 and Annex VII (European law) and Besluit capaciteitsverdeling hoofdspoorweginfrastructuur, Articles 7 -13 (Dutch national regulation).

7.4.2 Conflicts resulting from requests for capacity dedicated to safeguarded freight capacity submitted during the Annual Timetabling process (including the late request phase)

In order to be able to offer to applicants suitable capacity at a later point in time, such capacity needs to be safeguarded during the allocation phase of the Annual Planning process (also see Chapter 6.3).

In case therequests placed during the annual timetabling phase (i.e. before X-8) or the late request phase (i.e. between X-8 and X-2) do no longer enable the concerned IM(s) to safeguard the minimum number of freight paths for one or more timeframes as described in chapter 6.1, ProRail and Infrabel will coordinate with the concerned applicants in trying to find the best possible solution.

If no solution can be found, national procedures will apply. For ProRail and Infrabel this process is described in the Network Statements 2024 in chapter 4.4.2 (ProRail) and chapter 4.4.1.1 & 4.4.1.2. (Infrabel), the latter which is based on European law[2]. As an alternative the applicant/RU can contact the Regulator.

If a request for maintenance windows, that was not foreseen in the capacity supply, overlaps with safeguarded capacity, the concerned IMs will trigger the path alteration process when the path is allocated. If no solution can be found, national procedures will apply.

7.4.3 Conflicting requests

Capacity requests for safeguarded capacity will, in principle, be allocated according to the 'first come – first served' rule. The paths will be allocated within the safeguarded capacity volume for timetable 2024.

7.5 Rules after path allocation

In principle, the procedures for withdrawal, modification, cancellation and alteration, published in the Network Statements of ProRail and Infrabel are also applicable to the Pilot:

7.5.1 Rules for withdrawal of paths

Withdrawing a request is only possible:

- between the date of placing the request and the receipt of the draft offer.

Withdrawals must be made in PCS.

7.5.2 Rules for path cancellations

Cancellation refers to the phase between the final allocation and the train run. A railway undertaking can cancel one, several or all running days.

If a RU wants to cancel one or several sections of the allocated path this should be requested as a modification. Also the cancellation of one or several running days should be requested with a path modification.

The cancellation has to be done according to national processes described in Chapter [4.8.4 for ProRail, 4.2.2.5 for Infrabel] of the network statement.

[2] Article 46 of the Directive 2012/34/EU.

7.5.3 Rules for path modifications

At the moment, national rules for path modification apply.

7.5.4 Rules for path alteration (a new proposal will be discussed in 1st trimester of 2023)

The following business cases are possible:

1. The TCRs are published in the Capacity Supply but are not per definition included in the path offer (see also 7.2)
2. Late TCRs (not published in the ECMT) show up and intrude the RU allocated capacity.

   Both cases will lead to the path alteration process, described here after.

Process flow for path alteration:

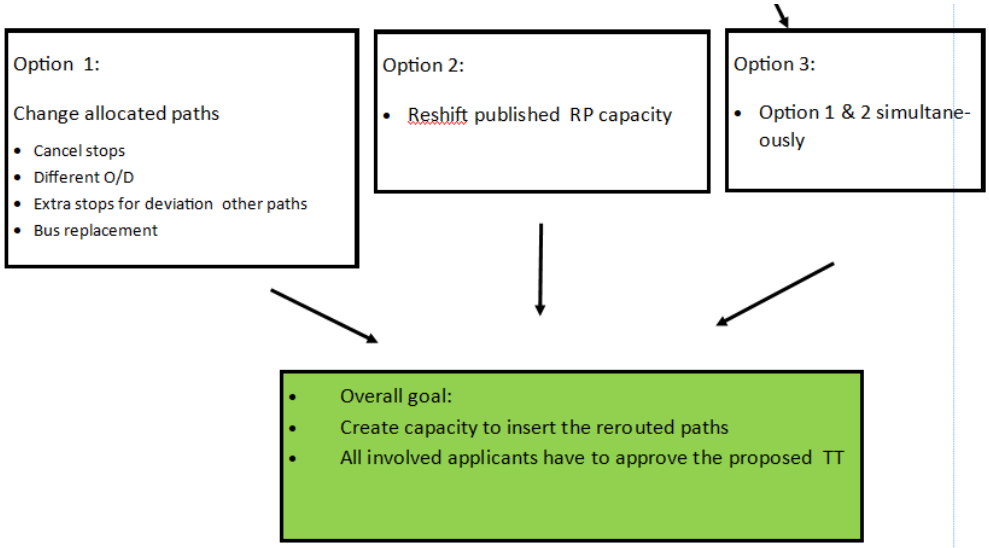
1. The IMs execute a consistent check whether enough capacity will be available on the (rerouting) line to insert the "deviated" paths. For closures on the HS-line, an alternative scenario has already been elaborated. This can be found in annex 2.

   If **sufficient capacity is available,** then path alteration starts.
   Enough rerouting capacity means no change to the current allocated paths and no shift of "safeguarded" (not yet allocated) Rolling planning capacity needed.

   If this is not the case, the following procedure applies:

2. The IM where the TCR is located, starts the harmonisation process of alternative timetables with the neighbouring IM;
3. The alternative timetable development in case no alternative scenario has been prepared takes place in close coordination with all involved applicants to:
   - Prioritise the paths that will be altered (rerouted)
   - Start a re-allocation process on the alternative route.

   The following scenarios, in corporation with the involved applicants, are investigated:



4. The final proposed scenario needs formal approval of all applicants.

The goal of the TTR pilot is to elaborate the possible scenarios as proactive as possible based on the published TCRs. The goal is to gradually elaborate a capacity script in order to minimise work load and maximise transparency in case of path alteration.

Handling strategy in case of overlap between path alteration and safeguarded capacity:

IMs need to respect that the total safeguarded volume is not affected and that the ratio between market segments is not changed.

Non-requested safeguarded capacity might be withdrawn to release sufficient capacity to insert the alteration (deviation) paths, in coordination with the impacted RUs.

The temporary withdrawn safeguarded capacity can be replaced by a publication of new freight capacity (same volume), valid on these particular days, if required by the market.

7.5.5 Fees and deadlines

The fees and deadlines for cancellation and unused paths that are applicable on the Pilot line are published in Chapter 4.6 of the Network Statement.
For ProRail (https://www.prorail.nl/vervoerders/network-statement).
For Infrabel (https://infrabel.be/en/networkstatement).

7.6 Contact

Further information on TTR procedures applied in the Pilot Amsterdam-Brussels can be obtained from:

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Annex 1: Comparison between full TTR process description and the elements tested in the Amsterdam-Brussels Pilot for timetable year 2024

TTR has been developed as the new improved Time Table process that fits better to market needs. Some of the new TTR elements are tested in this pilot, some other elements are not yet tested. This annex shows the relation between the planned and the current scope of the pilot Amsterdam-Brussels and it is explained why there are differentiations.

TTR element	Planned scope (2024)	Current scope (2020-23)	Explanation
Capacity Strategy	In scope from TT2025	Not in scope	Following the TTR implementation plan, the IMs have defined a capacity strategy from TT2025.Via the MVP Capacity Strategy, a joint capacity strategy has been drafted for TT2025 and 2026
Advanced Planning (capacity Need announcements)	In scope	In scope	At the moment national processes and historical data and trends are primarily used. The goal is to refine and harmonise these processes for the concerned IM and align them to the TTR process deadlines. Via the pilot, the new ECMT module that allows the submission and follow-up of CNAs, will be tested, from TT2025.
Capacity Model	In scope	Not in scope	Primary focus lies on the capacity repartitioning and the visualisation towards the capacity supply.
Capacity Supply	In scope	In scope	Primary focus lies on the capacity repartitioning in safeguarded capacity, TCRs and trainpaths. and harmonisation
Rolling Planning	Not in scope	in scope	Rolling planning is developed for the dynamic freight market segment. The eventual goal is to shift the ordering of all freight trains to the Rolling planning process. After 4 years of testing, the test has been put on hold because no new elements could be added and the learnings have been formalised. Until the full roll-out of TTR, the pilot will test new ways to allow safeguarded capacity for freight in a more flexible way.
New deadlines Annual Planning	Not in scope	In scope	After two years of testing of the adapted calendar and process via PCS, the learnings have been listed. As long as the initial scope can't be extended, the test is put on hold.
Multi-Annual RP requests	Not in scope	Not in scope	New legislation is needed for Multi Annual RP. Also planning and booking systems need to be adapted.
Harmonisation TCRs and maintenance	In scope	In scope	The existing coordination processes between Infrabel and ProRail are being evaluated and reviewed where needed.
Adapted IT fase 1	Partly in scope	Partly in scope	Originally the goal was that the pilots should provide input for the IT development only. But this changed during the pilot. PCS has been adapted (for RP and the updated NPR process) and the development of the Electronic Capacity

			Model ECMT has been started and remains to be one of the major elements of the pilot.
Input legal framework national and international	In scope	In scope	Input will be provided
Commercial Conditions	Not in scope	Not in scope	New commercial conditions are not yet available. Implementation on one line in a network is not possible. Supporting IT and agreements with RUs and adapted Network statements are not available on time. Evaluation of possibility to include commercial conditions in scope will be done on yearly basis.
Updating capacity supply and change management	In scope	In scope	Based on resources and technical possibilities
Adapted National Legislation	Not in scope	Not in scope	Input will be provided
Adapted National IT	Not in scope	Not in scope	Input will be provided

Annex 2: Alternative Capacity Scenario for TT2024 in case of TCRs on High Speed Line (weekends)

Dienstregeling bij TCR HSL Rotterdam C – Breda op R67

Thomas Moerman
Johannes Lok
Frank Westgeest

10 februari 2023

Voorstel lijnvoering TVP HSL Rtd-Bd op R67

Wijzigingen lijnvoering indien HSL Zuid Rtd-Bd buiten dienst is

Reizigers:

- 900 opheffen Rtd-Bd v.v.
- 1100 omleiden via Rtd-Ddr-Bd v.v.
- 9100 omleiden via Rtd-Ddr-Rsd-Atw v.v.
- 9200 opheffen Asd-Bd v.v.
- 9300 omleiden via Rtd-Ddr-Rsd-Atw v.v.

Goederen:

- MKN20 Kfh-Kn uitsluiting indien 9100 rijdt
- MKN40 Kfh-Kn uitsluiting indien 9300 rijdt
- KNM20 Kn-Kfh uitsluiting indien 9300 rijdt
- KNM30 Kn-Kfh uitsluiting indien 9100 rijdt
- Atw-Havens → Rsd; 3e pad vervalt

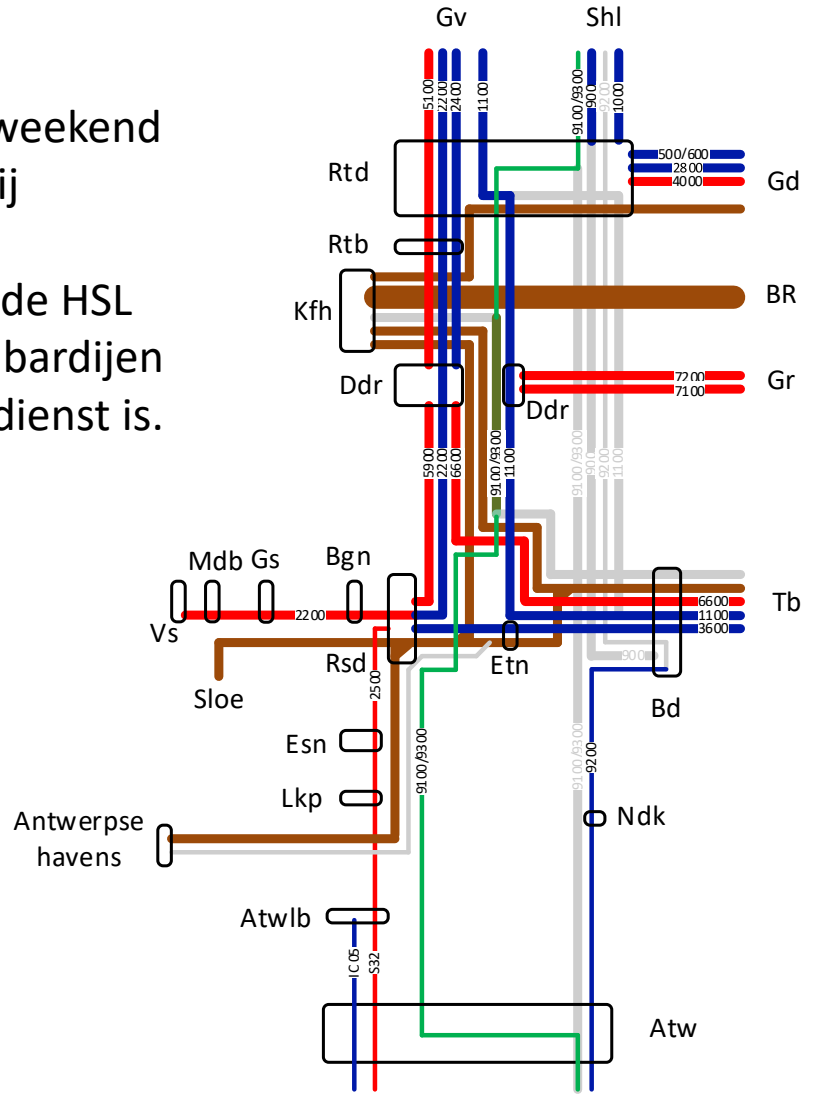
Verder nog een aantal spoorwijzigingen (Rtd, Bd) en kleine tijdswijzigingen.

Legenda

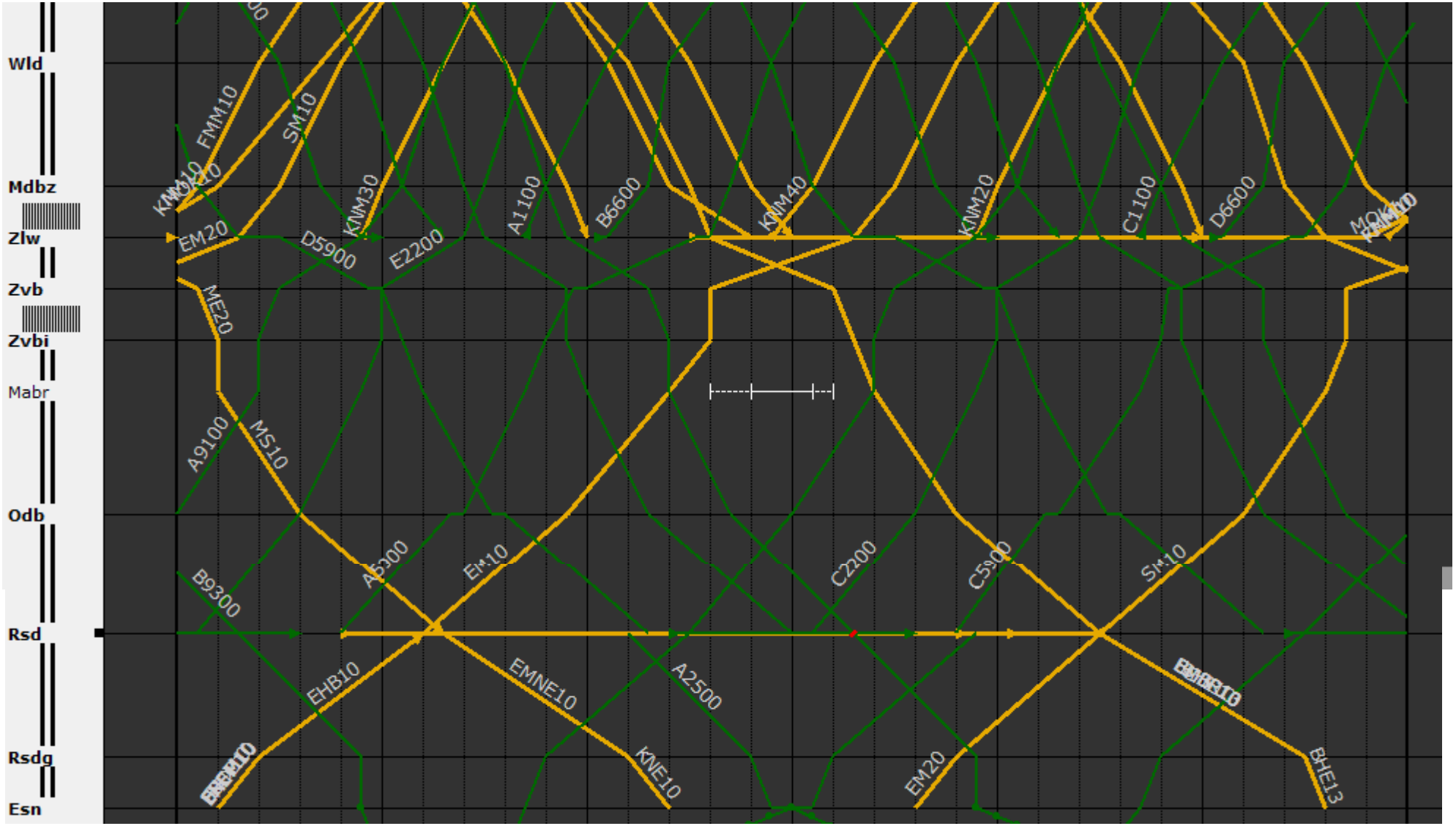
Opgesteld op 10-2-2023
Frank Westgeest

2x per uur per richting	1x per uur per richting	
		Hoge SnelheidsTrein
		Intercity: stopt alleen op aangegeven stations
		Stoptrein: stopt op alle tussengelegen stations
		Reizigerstrein rijdt alleen in de spits
		Goederenpad
		Goederenpad elk uur, benutting <10 goederentreinen per dag in beide richtingen samen *Goederenroutes die niet op de kaart staan zijn maatwerk: zie goederenkaarten*
		Opgeheven trein
		Station waarop aangegeven reizigerstreinen halteren
		Station waarop helft van aangegeven treinen per uur halteert

Lijnvoering voor R67 (weekend dienstregeling), waarbij aangegeven is wat de wijzigingen zijn indien de HSL tussen Rotterdam Lombardijen en Breda grens buitendienst is.



Mogelijk basisuur patroon Rsdg-Ddr op R67



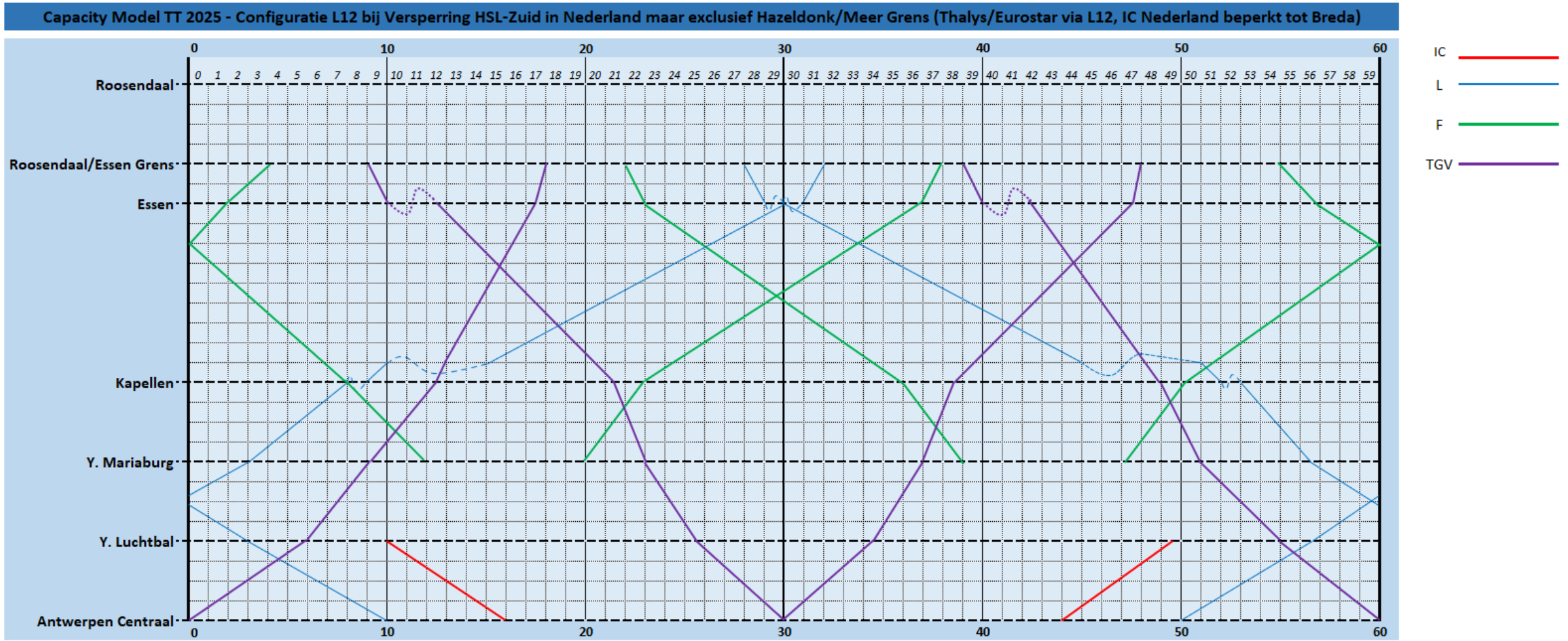
Treinaantallen grens:

- 2x/uur goederenpad (GO)
- 1x/uur stoptrein (ST)
- 2x/uur omgeleide HST

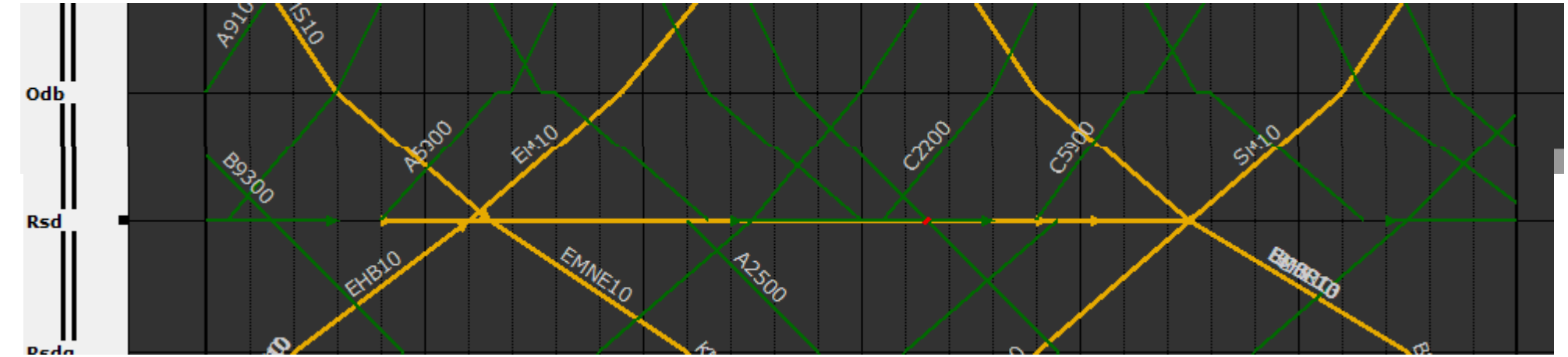
Mogelijk basisuur patroon Lijn 12 op R67

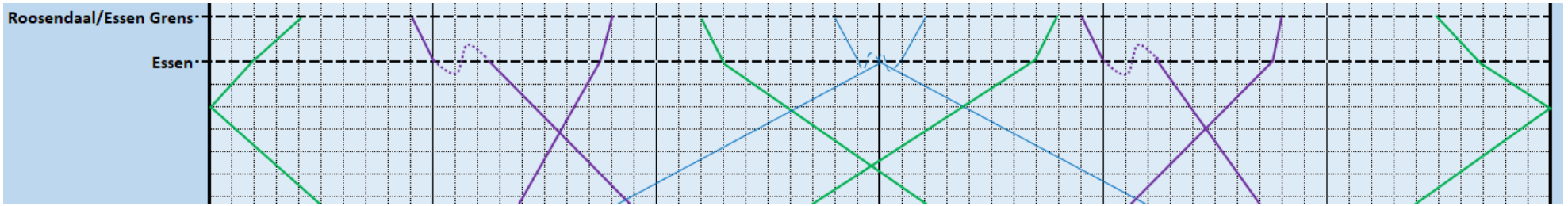
Treinaantallen grens:

- 2x/uur goederenpad (F)
- 1x/uur stoptrein (L)
- 2x/uur omgeleide HST (TGV)



Harmonisatie grens Essen-Roosendaal R67





IC
L
F
TGV

Harmonisatie grens:

- De plantijden op grens Essen-Roosendaal komen overeen.