2025

IMPLEMENTATION SCOPE OF TTR

TIMETABLES 2028 & 2029

Version 4.0

Developed under the TTR Programme

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Version History

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1.1	RNE JO IMPL Team	04.09.2023	Not fully updated draft proposal for Subgroup/ImBo
1.2	RNE JO (IMPL/IT Team)	18.09.2023	Finalised proposal for Subgroup/ImBo
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2.1	RNE JO IMPL Team	22.08.2024	First Draft TT27 for Subgroup/ImBo
2.2	RNE JO IMPL Team	11.09.2024	Updated Draft TT27 for Subgroup
2.3	RNE JO IMPL Team	17.09.2024	Final Draft for ImBo
2.4	RNE JO IMPL Team	03.10.2024	Incorporation of ImBo's final comments and updated Annexes
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3.1	RNE JO IMPL Team	10.09.2025	First draft for TT 28 & 29 to NPIMs
3.2	RNE JO IMPL Team	17.09.2025	Addition: Chapter 2
3.3	RNE JO IMPL Team	30.09.2025	Consolidation of NPIM feedback and final draft for ImBo
3.4	RNE JO IMPL Team	14.10.2025	Incorporation of ImBo's final comments and updated Annexes
3.5	RNE JO IMPL Team	17.11.2025	Update Annex 1 (ADIF)
4.0	RNE JO IMPL Team	15.12.2025	Document approved by RNE GA on 10 December 2025

Management Summary

This ‘Railroadmap’ outlines the timeline and strategic approach for implementing the Capacity Regulation in European railway capacity management, in line with previous documents the stepwise approach is being kept. It emphasises the need for advance planning and consideration of lead times, iterative framework development, and harmonised procedures to meet regulatory and market requirements by the early 2030s.

The Capacity Regulation is expected to be adopted in early 2026, with full legal application anticipated around 2031 or 2032. Strategic capacity planning elements developed under TTR will be legally mandated, with processes starting as early as late 2025 or 2026 depending on the timetable year.

The goal extends beyond legal compliance to improving capacity management across Europe in a standardised way aligned with market needs. The years before legal obligation should be used for familiarisation and testing, supported by EU co-funding for process and IT developments.

As one of the main tools for the future, the drafting of the European Framework for Capacity Management (EFCM) must begin before the Regulation’s adoption, following a phased approach with a prototype expected by fall 2027 and a full version by fall 2030 to support future network statements. This involves consultation with operational stakeholders, and endorsement with Infrastructure Managers and Regulatory Bodies.

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1 TTR components implemented in full roll-out (summary)

The following figure and table display TTR core elements as they were developed in the joint sector programme. The TTR Process Description and the Fact Sheets were both approved by the RNE GA in December 2021. The draft EU Regulation on the usage of capacity reflects the technical components of TTR, which is described in more detail in chapter 03.

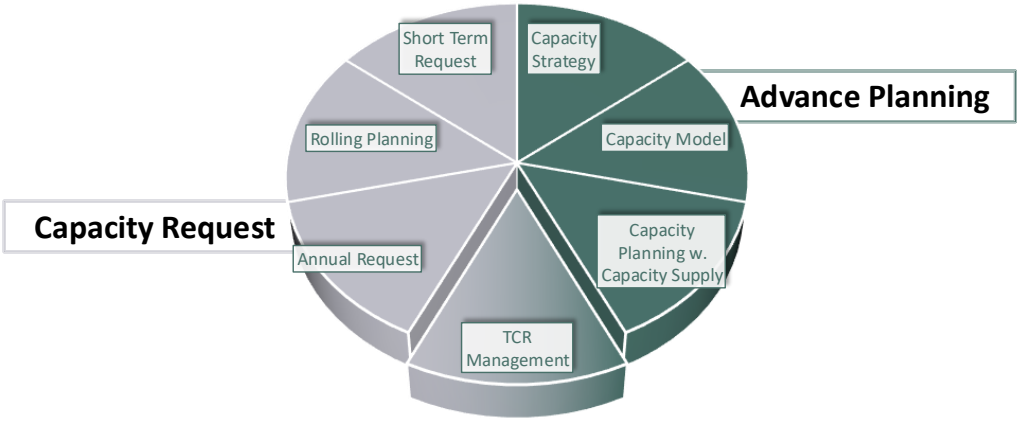


Figure 1: TTR Core Elements

Advance Planning	Capacity Request
Capacity Strategy Definition of ▪ Geographical area ▪ Expected capacity of infrastructure in TT20xx ▪ Temporary Capacity Restrictions (TCRs) ▪ Traffic planning principles and traffic flows	**Annual Request** ▪ Feasibility study request ▪ Full feasibility study request ▪ Annual requests placed on time ▪ Subsequent changes (Path Modification, Path Cancellation, Path Alteration, Path Optimisation) ▪ Annual requests placed after the path request deadline
Capacity Model ▪ Input for traffic part incl. market involvement ▪ Input for TCR part ▪ Capacity Partitioning	**Rolling Planning** ▪ Safeguarded capacity for Rolling Planning requests in Capacity Model ▪ Capacity for Rolling Planning requests in Capacity Supply ▪ Rolling Planning path request ▪ Multi-annual Rolling Planning request

<table>
<tr><td></td><td>Subsequent changes (Path Modification, Path Cancellation, Path Alteration, Path Optimisation)</td></tr>
<tr><td>Capacity Planning
Commercial Share
TCRs
Capacity Planning
Updates after X-11</td><td>Short Term Request
To be applied for both, single and recurrent train runs
Safeguarded capacity for Ad hoc requests in Capacity Model
Ad hoc path request
Subsequent changes (Path Modification, Path Cancellation, Path Alteration, Path Optimisation)</td></tr>
<tr><td colspan="2">TCR Management
Continuous activity overarching the entire TTR process (X-60 to X+12):
Consisting of TCR planning, coordination and consultation
Publication in different time horizons according to Annex VII of DEU Directive 2012/34 and the upcoming Capacity Regulation
“To ensure that the applicants can provide reliable and competitive railway transportation services to the end customers, the negative effects of TCRs must be reduced to a minimum. Therefore, the following goals must be achieved:
Highest possible availability of infrastructure options to connect origins to destinations: Shortest possible timeframe for TCRs to reduce production costs
Shortest possible transport time to account for customers’ needs and reduce production cost”
TCRs need to be coordinated among Infrastructure Managers to further decrease negative impact. Different categories of TCRs can occur in different phases of Capacity Management (e.g. during Strategy, Model and Supply, Annual Timetable, Path Alteration).</td></tr>
</table>

Table 1: Summarised description of TTR components

2 Communication and Project Plan 2026

General state of play

This document is to be understood as a roadmap, illustrating the path until full implementation of the Capacity Regulation. The scoping principles applied follow two main principles:

1) Details will be added gradually to better describe the immediate implementation steps as they get closer

2) The timelines are calculated backwards from the anticipated full implementation as described in the Capacity Regulation.

This means, that – considering the stipulations which are now being discussed in the trilogue – at least the cornerstones of what will be required are already known ('target picture'), while the legal timeline (i.e. entry into force) and the time horizon of full roll-out remain not fully clear yet. As of September 2025, it is expected that the Capacity Regulation will be adopted in the first half of 2026, while the first timetable for full legal application is expected to be either 2031 or 2032.

The main elements of strategic capacity planning (Capacity Strategy, Capacity Model, Capacity Supply Plan; in TTR referred to as 'Advance Capacity Planning') as described in the draft legal framework are likely to be identical to RNE's existing process descriptions, as they were developed under TTR, including their processual timelines. Assuming TT 2031 as one possibility for full application, the Capacity Strategy process must start in December 2025, while for TT 2032 it would be December 2026. Even though there might be shortened process timelines for the Capacity Strategy in the first applicable timetables laid down in the legal text, it shows that lead times must be considered to ensure compliance with the upcoming Regulation, as highlighted in the following graphic.

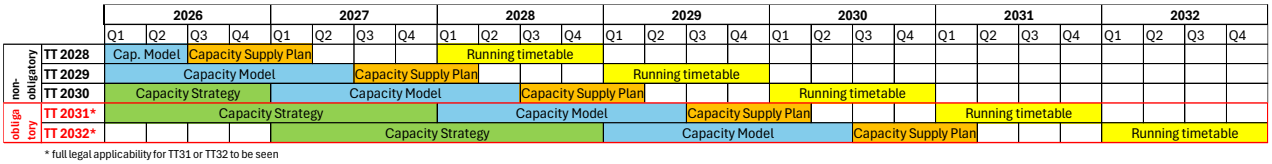


Figure 2: Timetables and ACP lead times

It must be noted that understanding the spirit and motivation of the Capacity Regulation is essential in fulfilling the requirements properly. The sector stakeholders expect significant improvements of Capacity Management. Dissatisfaction bears the risk of further legal actions, like implementing acts. Therefore, we must use the same driver as in TTR to lift Capacity Management to a modern and market-oriented process.

The remaining years until the community is legally obliged to implement and apply certain planning elements should be used for familiarisation and testing. However, in some cases there are additional driving factor for the implementation timeline: Both the RNE Joint Office (JO) and several Infrastructure Managers of EU Member States are being co-funded in their process or IT

developments by the European Union, with considerably different deadlines than stipulated in the draft Regulation.

On another development stream, the timeline to draft the European Framework for Capacity Management (EFCM) – besides other frameworks, which are out of this document's scope – is different than the implementation timelines described above: Independently from the actual entry into force, the draft Regulation foresees the adoption of the first EFCM after 18 months, including consultation loops with operational stakeholders and the European Network of Railway Regulatory Bodies (ENRRB) as well as the endorsement process. This means that even before the Regulation's final adoption, actual work on the content is required and necessary with IM involvement to meet the stipulated timeline.

Of some elements defined in the Capacity Regulation no implementation plans have been defined yet – mostly due to these components not being developed within TTR. Therefore, the drafting and adoption of the EFCM is planned to be done in iterative steps, reflecting the gradual implementation approach.

While the required elements of Capacity Management with at least the minimum content will be covered in the first version (expected in fall 2027, depending on the Regulation's entry into force) and partly in the Prototype, the full version – supporting all required elements with additional details – is anticipated by fall 2030 to feed the Network Statements for TT 2033.

In the graphic below, the planned detailing of the contents for the different versions of the EFCM (without IT developments yet) including their anticipated timeline – as expected as of today – are illustrated:

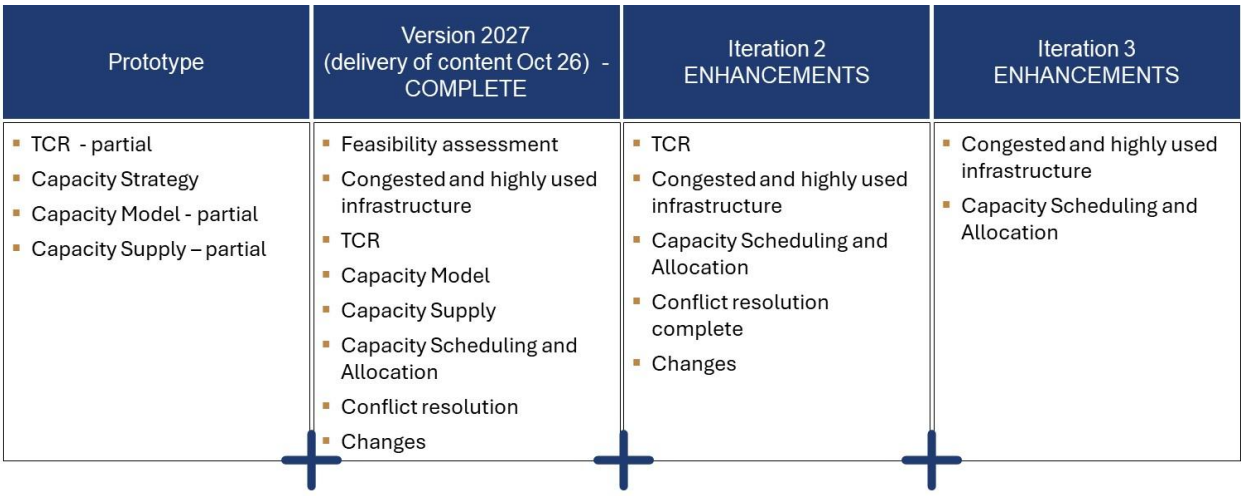
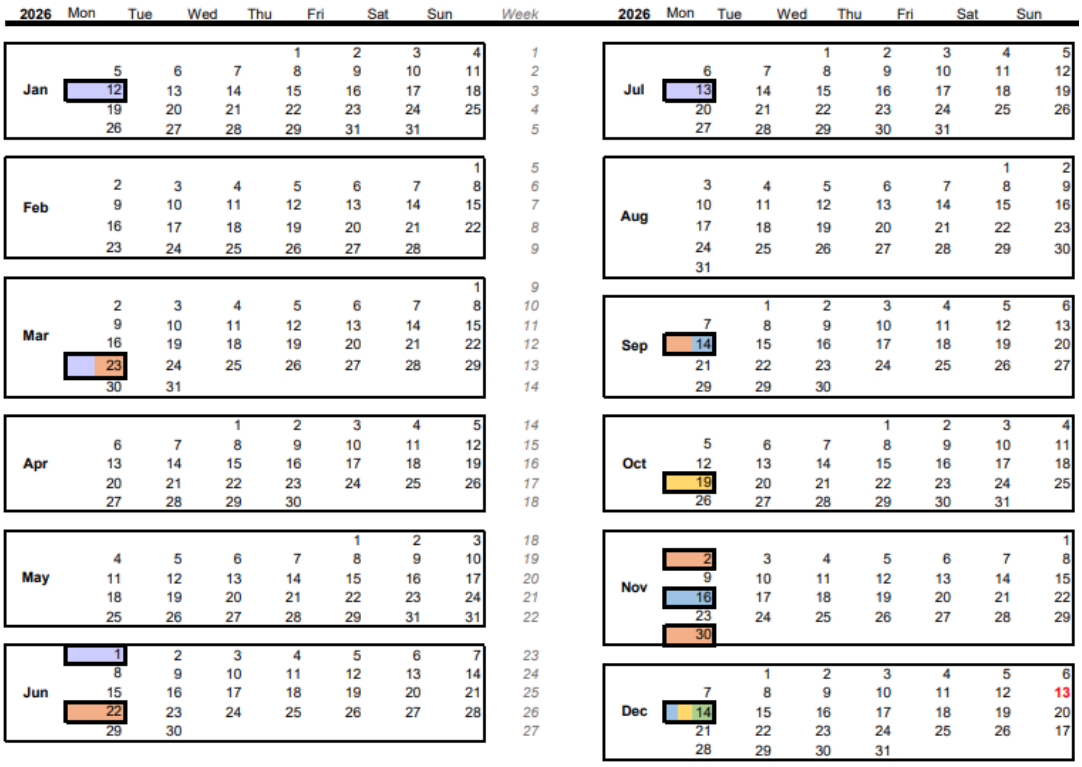


Figure 3: Iterative development of EFCM

Project Plan 2026 and monitoring

As described above, lead times play a key role in strategic capacity planning. Independently from the upcoming Regulation's actual entry into force, in calendar year 2026, six timetable periods are to be tackled in one or other way of strategic planning, as illustrated below in different colours:



2026	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Week
Jan				1	2	3	4	1
	5	6	7	8	9	10	11	2
	12	13	14	15	16	17	18	3
	19	20	21	22	23	24	25	4
	26	27	28	29	31	31		5
Feb							1	5
	2	3	4	5	6	7	8	6
	9	10	11	12	13	14	15	7
	16	17	18	19	20	21	22	8
	23	24	25	26	27	28		9
Mar							1	9
	2	3	4	5	6	7	8	10
	9	10	11	12	13	14	15	11
	16	19	18	19	20	21	22	12
	23	24	25	26	27	28	29	13
	30	31						14
Apr			1	2	3	4	5	14
	6	7	8	9	10	11	12	15
	13	14	15	16	17	18	19	16
	20	21	22	23	24	25	26	17
	27	28	29	30				18
May					1	2	3	18
	4	5	6	7	8	9	10	19
	11	12	13	14	15	16	17	20
	18	19	20	21	22	23	24	21
	25	26	27	28	29	31	31	22
Jun	1	2	3	4	5	6	7	23
	8	9	10	11	12	13	14	24
	15	16	17	18	19	20	21	25
	22	23	24	25	26	27	28	26
	29	30						27

2026	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Jul			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		
Aug						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						
Sep		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
	29	29	30				
Oct				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	
Nov							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						
Dec		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	17
	28	29	30	31			

Milestones based on Capacity Strategy Handbook (v3.0), Capacity Model Handbook (v4.0), Capacity Supply Handbook (v1.0)

Timetable Year 2032	
14.12.2026	Start of the TT32 Capacity Strategy Phase

Timetable Year 2031	
[Whole Year]	Input collection, creation, and harmonisation of TT31 Capacity Strategies

Timetable Year 2030	
14.09.2026	Deadline for IMs to launch input gathering based on mature draft version of TT30 Capacity Strategies
16.11.2026	Deadline for applicants, competent authorities, other involved stakeholders and operators of terminals and service facilities to provide opinions to the mature draft versions of TT30 Capacity Strategies
14.12.2026	Publication and validation of final TT30 Capacity Strategy
14.12.2026	Start of the TT30 Capacity Model Phase

Timetable Year 2029	
19.10.2026	First day to submit CNAs in ECMT for TT29
14.12.2026	Last day to submit CNAs in ECMT for TT29

Timetable Year 2028	
23.03.2026	Draft TT28 Capacity Model publication deadline
22.06.2026	Final TT28 Capacity Model publication deadline
22.06.2026	Beginning of TT28 Capacity Supply pre-planning phase, applicants can place feasibility study requests
14.09.2026	Last day for applicants to submit additional information on their needs for TT28 to IMs
02.11.2026	Deadline for IMs to provide information to applicants on sections with high utilisation of capacity
30.11.2026	Deadline for applicants to comment on information shared by IMs about sections with high capacity utilisation

Timetable Year 2027	
12.01.2026	Final extended TT27 Capacity Model publication deadline
12.01.2026	Deadline for publication of internationally harmonised TT27 Capacity Supply*
23.03.2026	Last day for applicants to comment on published TT27 Capacity Supply*
01.06.2026	Deadline for IMs to show the draft 2027 annual timetable in time space diagram format*
13.07.2026	First day for continuous updates of the TT27 Capacity Supply*

Sunday 13 December 2026, 00:01 Start of Timetable 2027

***TT27 Capacity Supply milestones to be considered only for piloting activities**

Figure 4: ACP Milestones and deliverables in calendar year 2026

These milestones and deliverables are also the basis for the monitoring of national implementation progress during 2026, as outlined in chapter 4.

In terms of request and allocation ('Timetabling'), the following procedures are supposed to be applied in a harmonised manner throughout calendar year 2026, mostly relevant for TT 2027:

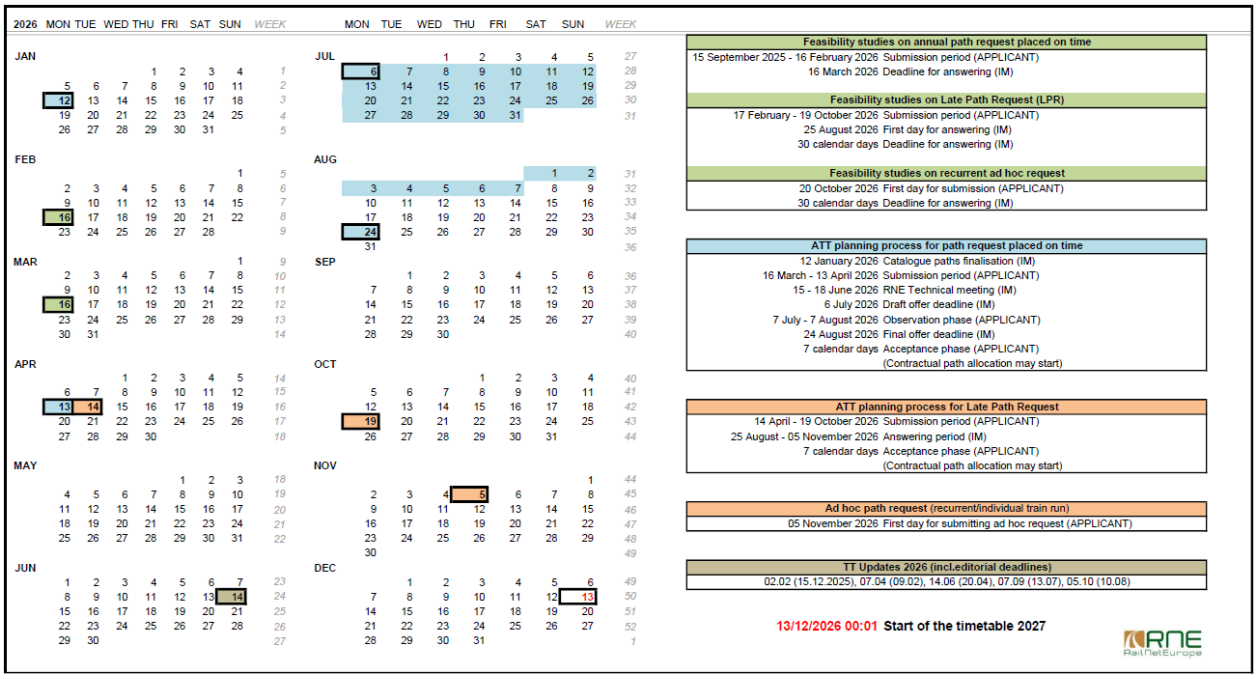


Figure 5: TT Milestones and deliverables in calendar year 2026

The application / finalisation of these processes at the agreed deadlines are being monitored by the RNE JO as well. The project plan of calendar year 2026 is closely linked to the development timeline of central IT tools as well as corresponding developments on national side, which both will be needed to fulfil the above-listed milestones and deliverables. On central side, 2026 will be significant as the PCS – Capacity Broker will be operational, additionally the development of 'Fusion' will be concluded by the end of the year. The national roadmaps are covered in the so-called '3-Step-Plan', while the central development timeline is reflected upon more detailed in chapter 6 and Annex 3.

Summarising, the Infrastructure Managers and the RNE JO have identified a way to reasonably and efficiently bridge the gap between uncertainties of legal timeline and precise requirements on one side and the need for immediate action based on the lengthy lead times on the other side: In preparation of being appointed as the Network Coordinator, the RNE JO already started working on the content of the EFCM, while IMs already gained valuable experience in implementing new elements as required by the Capacity Regulation. This approach is foreseen to be continued and intensified, while it will be re-iterated and challenged considering the legal developments.

3 Legal Matters

Planned timeline of implementation according to the Draft Regulation and trilogue negotiations

The new Capacity Management approach is depicted in the draft legislative proposal published by the European Commission on 11 July 2023. The proposed legal framework technically covers – besides stipulations of Traffic Management, Performance Review and Governance – all elements of what has been developed under the TTR project, including Advance Capacity Planning (as referred to *Strategic Capacity Planning*, Section 2) and Timetabling components (as referred to *Scheduling and Capacity Allocation*, Section 3), while largely shows continuity on most of TCR related aspects of the existing Directive 2012/34/EU (in particular Annex VII).

In its initial proposal, the European Commission considers the Regulation's entry into force for EU-Member States by **January 2026** with its provisions being **fully implemented** on European level in **timetable 2030** (i.e. by 08 December 2029).

This scheme shows a summary of the main timelines emerging from the EU institutions proposals of the new Regulation:

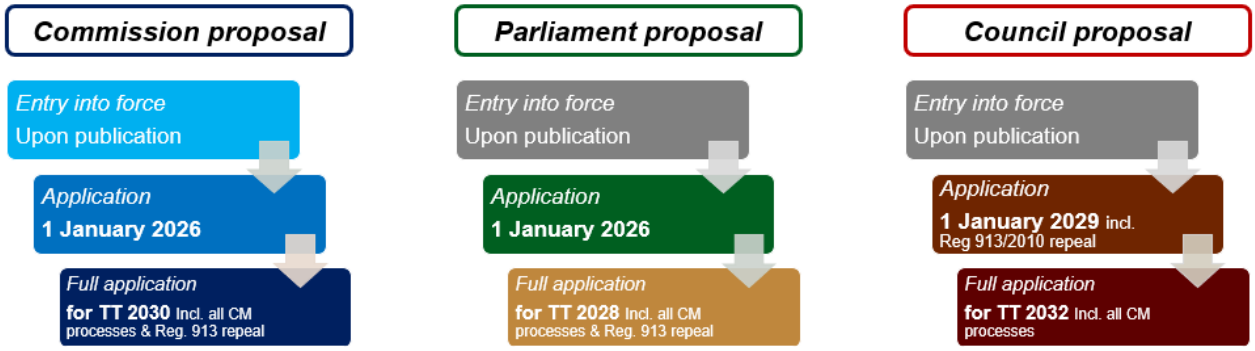


Figure 6: Proposals by co-legislators

However, considering the time needed for the conclusion of the negotiations between the co-legislators (as of September 2025), the expected time horizon for the full applicability of the Regulation's stipulations should be shifted to timetable 2031 (i.e. by 15 December 2030) or timetable 2032. An indicative outlook on remaining legislative procedures on EU level could be estimated with the following timeline:

- Possible end of trilogue (European Parliament / European Commission / Council): December 2025
- Adoption of Regulation by publication in the Official Journal of EU and following

- Entry into force (national laws adaptations timeline to be considered): Q1/Q2 2026
- Application for non-EU Members States according to national transposition laws/agreements: 2nd semester 2026-1st semester 2029

Given that the process of TTR covers a period of at least six years per timetable period (X-60 until X+12 [X+36 for Rolling Planning]), some of the elements described in the draft Regulation are linked to a more differentiated – and earlier – implementation timeline.

According to the Commission proposal, the implementation dates below were initially aimed for in EU Member States. The anticipated outcome of the trilogue (TT 2031 or TT 2032) will most likely shift this timeline for one or two years and will be updated in the next iteration of this document:

- Capacity allocation via digital tools and digital services, including full interoperability via standardised interfaces or common systems: 1 March 20261
- Exchange of information on traffic management and full digitalisation of capacity and traffic management: 13 December 2026
- Provision of accurate and up-to-date information on the availability of infrastructure capacity throughout the entire capacity management process via digital tools and services: 1 January 2028
- Elements of Strategic Capacity Planning:
    - Publication of First Elements of the Capacity Strategy at X-60 [not applicable for timetables 2030 and 2031, applicable for timetable 2032 onwards (**December 2026**)]
    - Publication of the Draft Capacity Strategy at X-38 (**October 2026**)
    - Publication of Final Capacity Strategy at X-36 [Timetables 2030 (**December 2026**) and 2031 (**December 2027)**]
    - Publication of Draft Capacity Model at X-21 (**March 2028**)
    - Publication of Final Capacity Model at X-18 (**June 2028**)
    - Publication of Final Capacity Supply Plan at X-11 (**January 2029**)
    - First and second publication of TCRs lasting more than 7 consecutive days and affecting at least 30% of traffic at X-24 (**December 2027**) and X-12 (**December 2028**) with coordination in between
- Elements of Scheduling and Capacity Allocation (ATT):

[1] It should be mentioned that this timeline highly depends on the progress related to the envisaged TSI Telematics Regulation and if all necessary topics relevant for TTR will be covered.

- Deadline for annual requests: X-8.5 (mid March 2029)
- Deadline for draft capacity offer: X-6.5 (mid May 2029)
- Deadline for final capacity offer: X-5.5 (mid June 2029)
- Deadline for annual capacity allocation: X-5.25 (mid-end June 2029)

- The principles, procedures and methodologies for Capacity Planning and Management will be part of the European Framework for Capacity Management, which will be adopted by ENIM by 18 months (2nd semester / December 2027) after the entry into force of the new Regulation.

Notwithstanding above-mentioned explanations and taking into account the likely shift of full implementation horizon, Infrastructure Managers and Applicants are strongly encouraged to get acquainted with all the processes and respective IT tools as soon as possible.

The strong recommendation by the RNE JO remains valid to start / continue implementing what has been developed under the TTR label as laid down in the Process Handbooks (which will serve as technical basis for drafting the European Frameworks) as ambitiously as possible, also enabling Infrastructure Managers and Applicants to test certain elements prior full legal application.

Legal effects of the new Regulation on RNE members

EU Member States

The EU Regulation will be immediately applicable for Member States, even though it will entail the necessity to also change or adapt the existing legal provisions on national level (this might be the case even considering that they might be directly overruled by the EU Regulation, e.g. Strategic Guidance, Commercial Conditions). Consequently, this may take some actions, but Member States and Infrastructure Managers must comply with the time horizon provided in the EU Regulation. Yet, harmonisation keeps being the key rule to guarantee a smooth transition to the updated legal framework and for implementing the new processes.

Non-EU Member States:

The future EU Regulation will not be directly applicable in non-EU Member States, such as Switzerland and Norway. Nevertheless, non-EU Member States which are part of TEN-T networks have the right be part of ENIM's members.

The provisions of the Regulation must be incorporated into national law in an equivalent manner. This means that a national political process is required, which takes additional time, and it can only start after the official EU publication, which is why the full applicability and roll-out of processes and IT in non-EU Member States may be delayed.

4 Risk analysis

General risks until full implementation

Since all processes developed under the TTR programme and reflected in the draft Capacity Regulation are covering many players in the railway sector across almost the entire continent, at the same time being highly transversal and touching multiple layers of affected stakeholders, it comes by nature that there are risks of timely and full implementation.

The following risks have been identified and categorised:

a) Finance and funding (high)

The future Capacity Regulation and the changes entailed and foreseen by it are demanding not only Human Resources (at least in the first years of implementation), but also significant investments in the process and IT adaptation. While the implementation of new processes is largely related to adaptation and change within the stakeholders concerned (prominent exception: to comply with agreed TCR planning processes, TCRs need to be financed and securely planned in a stable manner requiring stable financial plans in national budgets plus respective stable communication between IMs and MoTs), the development, testing and deployment of needed IT tools on national and central sides also requires a substantial amount of money. On central side, the funding for IT is by and large backed by RNE's Membership contributions and European co-funding via Connecting Europe Facility. For the development of national tools and interfaces, it lies within the Infrastructure Managers' responsibility (but also within the Applicants' one to a certain extent) to secure the funds needed. The possibility of European co-funding of course also exists for national EU Member budgets, as long as the foreseen developments are in line with European objectives.

All these sources mentioned are not to be taken for granted nor guaranteed. The dependency on – substantial – European co-funding or funding from national budgets in case of non-EU Member States to proceed in delivering the IT tools needed on central and national sides is more than evident. On the other side, also national budgets allocated to railway in general or Capacity Management in particular are usually depending on the political environment and IMs' business priorities, which can affect the funding of Digital Capacity Management (DCM) in a positive or negative manner.

Based on the given circumstances and mentioned risks, it needs to be emphasised that allocating dedicated financial resources to the implementation of the Capacity Regulation including IT developments is a crucial condition enabling the sector to move forward jointly. Additionally, close observation needs to be put on the labour market, since experts in this particular field have shown to be scarce over the last years.

b) Uncertainties regarding legal development (medium)

The current legal framework in place (European and national laws) is insufficient for the full implementation of processes which have been developed under the TTR label. However, a comprehensive legal proposal addressing a standardised approach of European Capacity Management has been proposed by the European Commission in July 2023. Since this draft Regulation is still not adopted (trilogue negotiation ongoing, see chapter 3), implementation might be hindered by remaining uncertainties and different interpretations. Depending on the level of bindingness of process and IT harmonisation and roll-out in the final regulative text, different interpretation and approaches might remain a risk even with the legal framework in force, leading to a factual non-effectiveness of the final text (this might be particularly valid for the national transposition in non-EU Member States). Considering the Regulation as legal definition for 'corner stones', the more technical description of what will be implemented will be laid down in the European Framework for Capacity Management (EFCM), and potential accompanying documents. It needs to be anticipated that the drafting process of this EFCM between the RNE JO and Infrastructure Managers might face some interpretation differences as well, resulting in delays. To avoid this kind of mismatching interpretation and non-harmonised implementation, there will be multiple layers of monitoring, ultimately steered by the future body of European Network of Infrastructure Managers (ENIM). Finally, it might remain a challenge to fully deploy the coming Regulation at the same pace in EU Member States, which have not been active stakeholders in the programme yet (e.g. Greece, Baltics).

c) Barriers in Process development and implementation (high)

The harmonised implementation and deployment of new processes under the draft Capacity Regulation and based on TTR remains to be a challenge for many stakeholders, while additionally taking into account that some of the elements are not yet fully defined and therefore blocking national deployment and IT developments. Particularly the potentially different understanding or interpretation of the application of processes or legal requirements, thus different application among IMs, are to be seen as a main barrier hampering process harmonisation across Europe, which could result in a patchwork of TTR implementation. Moreover, harmonising their processes according to the draft Capacity Regulation might be potentially difficult for Infrastructure Managers in non-EU Member States, mostly working on a different legislative basis. Precondition for a successful process application is piloting and testing in 'real life'. Stakeholders need to be aware of and are expected to be available on a reasonable level for piloting and testing activities. This is particularly valid for Railway Undertakings (RUs) and/or Applicants as well, ensuring in-depth evaluation of newly applied processes from the market perspective too.

To add value for the sector, the development of required IT must go hand in hand with the processes laid down in the draft Capacity Regulation and EFCM. Since neither the Regulation, nor the EFCM is in place yet, uncertainties remain hence negatively impacting IT development as such.

The risk of hampering effects due to continued non-harmonisation of common processes is therefore evident and needs to be taken into account when discussing the necessity of proper change management at IMs and Applicants. The draft Capacity Regulation is to be seen as an enabler, though the sector will need its time to adapt and implement accordingly.

d) Barriers in IT development and implementation (high)

As outlined above, IT development and roll-out is and will be the key enabler when applying new processes and procedures. As such, it is paramount that central and national IT tools are capable of serving the business needs for IMs and Applicants alike. Besides the issue of stable financing as described above, to avoid sunk costs due to non-usage or misalignment of implementation, coordinating central and national development and deployment regarding timelines and content and following shared objectives is essential (i.e. better usage of capacity by improved planning and allocation). Consequently, investment timelines in IT developments on national and central sides including necessary interfaces should be coordinated as far as possible (while of course considering milestones given by CINEA in case of EU co-funding), while keeping in mind the difficulties of a stable financial flow as described above. The RNE JO initiated a monitoring procedure related to the development and implementation of national IT tools and respective interfaces, referred to as the '3-Step-Plan' (see chapter 6.3). This plan provides an overview of Infrastructure Managers' efforts to align their IT timelines with the central development roadmap.

Similarly to the roll-out of processes, the precondition for successfully implementing IT tools on central and national sides is piloting and testing them in 'real life'. Stakeholders' awareness and readiness to test and pilot are just as important as for processes. In a similar fashion, to ensure a product-market fit and widespread adoption, proactive participation of not only Infrastructure Managers, but also Applicants / Railway Undertakings during the course of development cannot be overstated. The early identification and timely fixing of bugs, glitches and incorrectly working functionalities of the tool, or improving its overall usability, having it based on real life planning work is crucial.

In the context of testing, it is also a prerequisite that piloting activities are conducted with real-life data to the best possible extent, ensured via appropriate data quality from both, Infrastructure Managers and Applicants. The common 'language' of machine-to-machine communication in the railway sector is the TAF/TAP TSI standard, which will of course be applied in the context of the draft Capacity Regulation as well. National IT developments are expected to follow this proposition to comply with the stipulations in the Capacity Regulation, at the same time considering the standards laid down in the TSI Telematics Regulation.

e) General Barriers associated with change (high)

The feasibility and added value for involved stakeholders of new processes and procedures stemming from the draft Capacity Regulation might not be fully known or visible yet, e.g. due to

extra or manual work common with the introduction of new tools and concepts. Many different national rules and timelines for Capacity Management are to be harmonised, which in some cases could result in shorter timeframes and different procedures than applied today, requiring a comprehensive understanding for the need to change. At the same time – and given the broad horizontal scope of the draft Capacity Regulation – organisational structures within Infrastructure Managers might be subject to be adapted as well.

In total, the European 'spirit' of the draft Capacity Regulation needs to be reflected in IMs' approaches and organisations, which might take some time. Overall change management could therefore be also considered as a risk.

Main implementation barriers identified by Infrastructure Managers

During 2025, Infrastructure Managers collected and discussed several specific barriers hindering them from implementing certain elements. They were jointly analysed, clustered and prioritised. The following overview of barrier clusters should give an idea how the high-level risks described above do transform into concrete issues in everyday life.

With the highest priority, ideally still in **2025**, the following barrier clusters should be resolved:

1. Problems related to **IT**, such as e.g. expanding compliance to TAF TAP TSI (centrally and nationally) where needed / required and adapting national and central tools in line with the draft Capacity Regulation's requirements (given weight: 35)
2. Problems related to **Process**, such as e.g. defining missing implementation details on elements like Rolling Planning, Ad Hoc or the Capacity Supply (given weight: 23)
3. Problems related to the **legal** environment, such as e.g. the legally required implementation timeline and application horizon or the delay of the Telematics Regulation (given weight: 16)
4. **Other** problems, such as e.g. faulty communication between the RNE JO and IMs, highly fragmented implementation statuses across Europe or lacking piloting of TCR processes (given wight: 7)

With a slightly lower priority, the following barrier clusters should be resolved in **2026**, based on IMs' weighting:

1. Problems related to **Process**, such as e.g. the refinement of the Capacity Needs Announcement (CNA) process or the clarification of EFCM or Handbook application (given weight: 32)
2. Problems related to **IT**, such as e.g. sequence of development → IT follows process in an integrated manner or how to include future infrastructure in DCM (given weight: 19)
3. Problems related to the **legal** environment, such as e.g. making sure that a common European interpretation is applied to the draft Capacity Regulation and EFCM (given weight: 14)

4. **Other** problems, such as e.g. promoting and further testing CNAs or bringing Commercial Conditions in line with market needs (given weight: 13)

Considered as a third priority, following barriers clusters should be resolved in **2027**, based on IMs' weighting:

1. Problems related to **IT**, such as e.g. ensuring operational end-to-end automation and communication between national and central tools taking into account potential process refinements, or TAF TAP TSI compliant interfaces (given weight: 36)
2. **Other** problems, such as e.g. continued harmonised application of legally required processes) or catching up potential implementation delays (given weight: 19)
3. Problems related to **Process**, such as e.g. harmonised classification of TCRs and respective criteria (given weight: 12)
4. Problems related to the **legal** environment, such as e.g. aligning with Regulatory Bodies on nationally required changes, or legally balancing the needs for clock-face timetables and open access (given weight: 11)

Finally, based on IM's weighting, following barrier clusters should be tackled in **2028** and subsequent years:

1. Problems related to the **legal** environment, such as e.g. making sure a common understanding of bindingness of new processes under the draft Capacity Regulation and EFCM, or preventing a patchwork implementation in Europe (given weight: 33)
2. Problems related to **IT**, such as e.g. delayed IT developments (central and national) and required adaptations of national systems (given weight: 29)
3. Problems related to **Process**, such as e.g. harmonising market involvement / consultation in all phases of Strategic Planning, or applying common standards/criteria in all phases of Strategic Planning (given weight: 14)
4. **Other** problems, such as e.g. applying common standards for Feasibility Studies (given weight: 2)

5 Implementation Scope Timetables 2028 & 2029

The implementation of Timetables 2028 and 2029 will be a continuation of the stepwise implementation started for Timetable 2025.

Compared to the implementation scope of Timetables 2025 to 2027 this will entail:

- A further extension of the geographical scope (more Members implementing TTR elements, larger scope within IM's network)
- Increasing complexity and content of involved TTR deliverables (e.g. increase of ICL preparation as part of Capacity Models – after a clearer common understanding – and an introduction of TCR variants in Capacity Models, by selected IMs)
- Incremental implementation of additional TTR components – driven by DCM and further implementation of DCM components (also refer to chapter 5)
- Coherence with stipulations of the draft Regulation as overarching objective
- Overall, IMs are encouraged and invited to go beyond this scope.

A detailed overview of processes planned to be implemented by the IMs on national level for TT 2028 and TT 2029 in terms of Advance Capacity Planning and Timetabling can be found in Annex 1.

Advance Capacity Planning

Capacity Strategy

Capacity Strategies for TT 2028 were published by the end of 2024. Overall, more lines were tackled compared to previous timetables and some IMs decided to publish a common document instead of individual Capacity Strategies. A coordinated approach for market consultation has been implemented by most IMs who prepared a Capacity Strategy for TT 2028, though the consultation process was not fully compliant with the timelines and consultation requirements agreed in the latest update of the Capacity Strategy process Handbook.

As of September 2025, the Capacity Strategy for TT 2029 is in preparation. For TT 2029, nine selected IMs (RFI S.p.A., DB Infra GO, ÖBB Infrastruktur AG, ProRail, SNCF Réseau, CFL, SŽ Infrastruktura, SŽCZ and ŽSR) continued the approach of a common document covering the networks of multiple IMs involving FTE and RUs within the preparation of a Common Capacity Strategy document – as already done for previous timetables – beyond the currently defined consultation frame in the process handbook.

Overall, IMs plan to increase the efforts of harmonisation of contents of upcoming Capacity Strategies and plan to increase the geographical coverage of upcoming Capacity Strategies towards full network coverage.

Capacity Model

In line with the overall spirit of stepwise implementation, IMs are encouraged to extend their efforts in drafting Capacity Models in terms of line kilometres and number of implementing IMs. Depending on the import volumes into ECMT, the Models can be uploaded via Excel import sheets or API, while the basic familiarisation with the process of Capacity Modelling is also possible via other ways (similar to the Capacity Supply).

As most IMs will only connect via machine-to-machine interface, once the TCR tool and ECMT are modularly combined (working title 'FUSION'), Capacity Model creation/import will likely remain manual (via GUI or individual upload) for TT 2028 and TT 2029 as well.

For the upcoming Timetable years, IMs plan to increase Cross-Border Harmonisation of Capacity Models and start to prepare and include TCR variants in Capacity Models.

While the inclusion rate of ICLs in the Capacity Models for TT 2028 was rather limited, IMs plan to test common and harmonised calculation methods to include / increase provision of ICLs in the Capacity Model for TT 2029.

As the finalisation and publication of the Capacity Regulation is due soon, it might be possible to initiate a piloting of the creation of a Capacity Model for TT 2029 in countries currently facing legal restrictions (e.g. Trafikverket in Sweden).

While market input in the form of Capacity Needs Announcements (CNAs) during the creation of the Capacity Models is currently rather limited (while national streams do exist), the CNA process has been put on hold for TT 2028. Presuming there will be more clarity about the process (and corresponding IT needs) in the Capacity Regulation, the CNA process as one form of market input for the Capacity Models is subject to be re-applied for TT 2029 again.

Capacity Planning / Supply

While for TT 2027 Capacity Supplies were only foreseen as pilot activities, selected IMs might attempt to prepare non-binding Capacity Supplies for TT 2028 or TT 2029. This can be conducted as ‘static X-11 deliverable’ or ‘dynamic automated updates after X-11’.

Timetabling

Annual Requests

While an increased use of Feasibility Studies would be supported, it is not yet clear for some IMs whether they will offer Feasibility Studies for TT 2028 or TT 2029 at all.

Increased alignment and compliance with the timelines and deadlines of the Timetabling calendar are foreseen, but not all IMs plan to stick to those deadlines. Faster communication of request processes, including Late Path Requests, will be enabled via PCS Capacity Broker.

Further harmonisation of international deadlines based on continuous KPI monitoring should be envisaged, increased alignment to the timelines foreseen by the TTR process handbooks is pivotal to ensure European harmonisation.

Overall, the aim is to aid the stepwise compliance with international deadlines included in the legal proposal via the further / increased use of PCS, in case of TT 2028 and TT 2029 the upcoming Capacity Broker. Some IMs plan on piloting PCS usage for post-allocation adjustments, aiming for a more harmonised approach.

Short Term Requests

Ad hoc request will be possible to be processed in PCS Capacity Broker starting from TT 2026. As the MVP Short Term Ad hoc is live within a limited scope since July 2025, it is planned to integrate and scale the application in the PCS Capacity Broker at a later stage. For TT 2028 and TT 2029 selected IMs aim to trial usage of PCS for Ad hoc and Short Term Ad hoc.

Rolling Planning

As of autumn 2025, the concept of Rolling Planning is still in development. Due to the complex nature of Rolling Planning and its missing legal basis – which will be overcome with the Capacity Regulation – it is unlikely to be implemented in TT 2028 and TT 2029. Depending on the outcomes of the Capacity Regulation, it might be possible for selected IMs to trial the Concept, though it is not clear if this is feasible to be attempted in TT 2028 or TT 2029 (also due to currently contradicting national laws).

Roadmap to Regulation via stepwise implementation

In the workshop hosted by the RNE JO in July 2025, plans for further implementation efforts of Advance Capacity Planning and Timetabling components of TTR have been shared and coordinated amongst participating IMs.

Overall, the aim for the upcoming Timetable years is to stepwise increase the implementation and complexity of TTR deliverables to familiarise and prepare the sector stakeholders for the transition towards the deliverables and requirements of the Capacity Regulation.

One of the main aims of the stepwise implementation of TTR is to increase implementation efforts gradually. In view of the upcoming Capacity Regulation, this is particularly important, to avoid a 'big bang' implementation. Although the exact details of the Regulation are not yet known, as the Regulation is not yet finalised or published, based on the currently available information it is likely that the original target Timetable year of TT 2030 will be adjusted and instead the formal implementation is likely to start with TT 2032. This will provide additional time for IMs and other sector stakeholders to trial and test components in the upcoming TT years.

Within the workshop in late July 2025, the participating IMs discussed ways to jointly improve implementation efforts for the next TT years, particular details for TT 2028 and TT 2029 can be found in the overview table below:

IMs	**What (TTR component, exact process steps, used IT etc.)**[2]	**Geo (corridor, border section, etc.)**	**Timetable(s)**
AT/HU/SK/SI/CZ	Cap. St. harmonisation more in depth, on certain lines	Harmonisation of specific lines (international relevance)	2028/2029
AT/HU/SK/SI/CZ	TCR handling in different phases of planning (stability towards neighbours)		2028/2029
AT/HU/SK/SI/CZ	Data provision in TCR Tool		2028/2029
AT/HU/SK/SI/CZ	Data transfer from Cap. Model to Cap. Supply		2028/2029
CH*/IT/NE/BE/DE/LU/FR (likely different set of IMs per subproject) *The participation of CH will be defined on a case-by-case basis.	Tests on ICL (in relation to the UIC/RNE Capacity Utilization Project), Cap. Model harmonisation (incl. variants in case of TCRs), Rollout of final Cap. Model	Corridor NSRM	2028/2029
SE/NO	Harmonisation of Cap. Strategy	Full Network	2028
SE/NO	Testing of Cap. Model aspects on borderlines in ECMT		2028

[2] also based on implementation overview of national processes TT 2028 and 2029, see Annex 1

SE/NO	Cap. Model Pilot, consideration of ICL		2029
SE/NO	Cap. Supply testing		2028
SE/NO	Testing TCR Tool		2028
BE/NE/DE/IT/CH* (likely different set of IMs per subproject) *The participation of CH will be defined on a case-by-case basis.	Harmonisation of ad hoc and post-allocation processes, potential pilot PCS usage	Corridor NSRM	2028/2029
NO/SE	Alignment on PCS usage		2028/2029

Table 2: Regional implementation clusters

Basis for monitoring: Main Milestones for Timetables 2028 & 2029

In order to allow monitoring the progress of implementation, as for the previous Timetable years' TTR deliverables, Infrastructure Managers will be systemically asked by the RNE Joint Office's implementation team about their progress status of TTR deliverables in pre-defined intervals. This process is embedded in RNE's project management tool Easy Project and already well established. While for Advance Capacity Planning (ACP) elements, it is easier to monitor upfront, the Timetabling elements will likely be incorporated at a later stage.

The table below indicates respective questions on national implementation progress as well as which deliverable and phase they are related to. Since there are significant lead times for the realisation of ACP components, some of the questions (e.g. on the Capacity Strategy for TT 2030) have been already addressed to IMs and relevant results have been discussed and archived. It is planned to include the Capacity Supply as part of the regular implementation scope for the first time in timetable 2028, while it is not yet sure how many IMs will be able to successfully implement the Capacity Supply in TT 2028 and TT 2029, the plans currently foreseen are indicated on an IM basis in the tables part of Annex 1. Based on these first experiences a wider implementation of Capacity Supplies across Europe for TT 2030 seems likely.

Deliverable	Phase	Criteria/question in Easy Project per IM	Monitoring date	TT28	TT29
Capacity Strategy	Deployment phase	Have you allocated resources, such as funding and staff, to start the implementation of the Capacity Strategy?	X-62	8/31/2023	10/31/2023
		Will you be able to start the implementation of the Capacity Strategy without any obstacles or barriers?			
		Will you be able to use knowledge gained from previous Capacity Strategy for this TT year's Capacity Strategy?			
	Realisation phase	Have you started the preparation of the Capacity Strategy Process?	X-59	9/30/2023	1/31/2024
		Have you been able to harmonize your document according to the HB?	X-42	6/30/2024	6/30/2025
		Have you been able to finish the draft version of the document?	X-38	10/31/2024	10/31/2025
		Have you been able to involve the market as defined in the Handbook?	X-37	11/30/2024	11/30/2025
Capacity Model	Deployment phase	Have you allocated resources, such as funding and staff, to start the implementation of the Capacity Model?	X-38	10/31/2024	10/31/2025
		Will you be able to start the implementation of the Capacity Model without any obstacles or barriers?			
		Will you be able to use knowledge gained from previous Capacity Model for this TT year's Capacity Model?			
	Realisation phase	Have you started the preparation of the Capacity Model Process?	X-35	1/31/2025	1/31/2026
		Have you launched the agreed CNA Process?	X-25	11/30/2025	11/30/2026
		Have you launched the harmonisation process as defined in the HB?			
		Have you been able to finish the draft CM?	X-21	3/31/2026	3/31/2027
		Have you been able to finish the Final CM?	X-18 (via ECMT)	6/30/2026	6/30/2027
Capacity Supply (Preplanning Process)	Deployment phase	Have you allocated resources, such as funding and staff, to start the implementation of the Capacity Supply?	X-21	3/31/2026	3/31/2027
		Will you be able to start the implementation of the Capacity Supply without any obstacles or barriers?			
		Will you be able to use knowledge gained from previous Capacity Supply for this TT year's Capacity Supply?			
	Realisation phase	Have you started the preparation of the Capacity Supply Process?	X-17	7/31/2026	7/31/2027
		Have you been able to follow the CS process according to the HB	X-15	9/30/2026	9/30/2027
		Have you been able to harmonize your CS for X-border sections?	X-14		
		Have you been able to finish the draft version of the internationally harmonised CS (including non-TCR, Major and High impact TCR)	X-12	12/31/2026	12/31/2027
		Have you been able to finish the draft CS (including NON-TCR, TCR window ^ Major + High TCR)	X-11	1/31/2027	1/31/2028
TCR		Are you planning for a first publication of Major and High Impact TCRs at X-24?	X-25	11/30/2025	11/30/2026
		Are you planning to Consult and Coordinate the TCRs?			
		Have you been able to publish Major, High and Medium Impact TCRs at X-12?	X-11	1/31/2027	1/31/2028
		Have you been able to incorporate Major Impact, High Impact and Medium Impact TCRs into the final offer for the ATT at X-5.5?	X-5	7/31/2027	7/31/2028

Figure 7: National Monitoring questions TT28 & TT29

6 Digital Capacity Management

The tools aiding Advance Capacity Management and Timetabling are undergoing continuous development in accordance with the central development and testing roadmap, and in line with the agreed-on processes they are meant to support.

In parallel, on the implementation side, there is commonly accepted stepwise implementation proposal called the '3-step plan', which aims to align the national implementation with the central development.

As it was mentioned in Chapter 05, Implementation Clusters 28-29, further components envisioned in the TTR programme will be provided for testing and piloting, inevitable for the programme's success in transitioning towards a compliant framework in line with the draft Capacity Regulation. A high-level overview of central IT developments planned in the coming years is shown below.

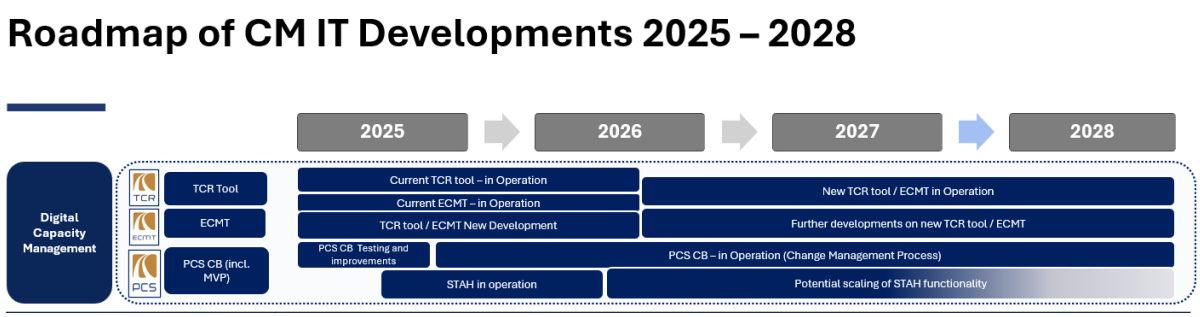


Figure 8: Roadmap of CM IT developments 2025-2028

Therefore, the following achievements are to be expected for the Timetables 28 and 29 respectively.

Advance Capacity Planning

Thanks to the unified solution development project FUSION, the current TCR and ECMT tools will be replaced by a single integrated system. This will entail shared databases, the enhancement of current capabilities and features – like user experience, TAF/TAP TSI compliance, impact assessment, harmonisation workflows, or filtering and reporting, organised into a modular architecture.

For Timetable 2028, IMs could already define their Capacity Supply and manage capacity products like catalogue paths, bands and paths.

For Timetable 2029, coordinating and managing TCRs, CNAs and CMOs will also become available.

As for Capacity Strategies, the need for a digitally harmonised format as a dedicated module of the NCI tool was raised, however, if realised, its impact is not foreseen within the scope of 28-29.

Timetabling

After the migration from the PCS Envelope Concept, PCS Capacity Broker will reach full maturity regarding its requested functionalities during 2026. Therefore, every process to be supported for compliance with the draft Regulation should be available for Timetable 2028. The proposed timeline for test cycles, migration, operation and continuous usability improvements is indicated in the figure below.

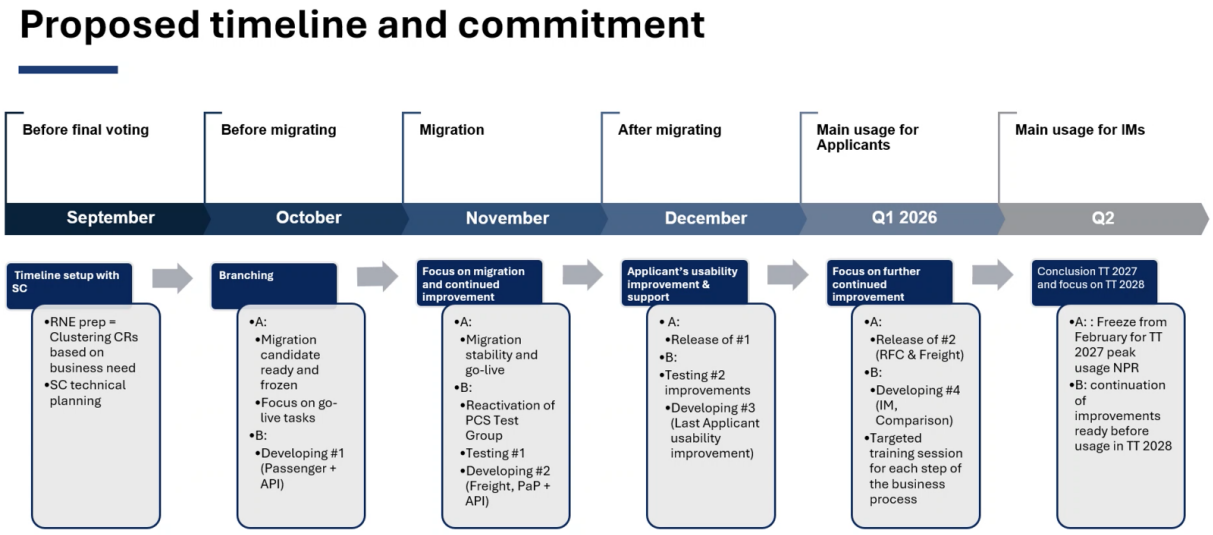


Figure 9: Proposed timeline for PCS-CB

Though some IMs already foresee their connection developed for Timetable 2027, the scope for TT28 is in line with the responses - during step 2 (as explained in chapter 6.3) - of those IMs expecting a delay in readiness to connect. Nonetheless, for a limited scope and/or via GUI only, IMs in general see themselves ready. Moreover, some IMs will also connect partially to the central IT environment, such as e.g. not supporting all timetabling processes at the same time. Without exact time of year and scope confirmed, for Timetable 2029, the fully functional PCS Capacity Broker is planned to integrate the functionalities of the - currently in standalone MVP stage - STAH and - potentially - Border Harmonization tools, which would provide access to their functionalities to all PCS-CB users.

On the other hand, direct synchronisation of the Capacity Supply from TCR-ECMT FUSION to PCS-CB is only foreseen at a later stage, probably for the next scoping document.

3-Step-Plan

The initially agreed on timeline, meant to align central development with national testing and implementation, purposefully applied a buffer time of six months to ensure individual deviations do not compromise the overall plan. Nevertheless, a survey among IMs brought a more granular picture about actual readiness on the individual level. It became clear that for many IMs, especially regarding connection to the Advance Capacity Planning platform FUSION, will most probably be out of scope for the Timetable years 2028 and 2029 ("Step 2"), as it is summarised in the following illustration. Nonetheless, it is important to underline that the comparably low rates of connection readiness are mostly related to the intended exchange of data via automated interface, not necessarily excluding IM efforts to connect manually (i.e. via Excel or GUI) in the meantime.

	Connection to PCS-CB	Connection to TCR Module of 'Fusion'	Connection to ECMT Module of 'Fusion'
Target TT[1]	TT 2027	TT 2030	TT 2030
Deadline[2]	Dec 2025	June 2027	June 2027
On time	10 of 22 IMs (**45%**)	8 of 22 IMs (**36%**)	7 of 22 IMs (**32%**)
Average delay	ATT 2028	>+5 months	>+5 months

(1) See draft Capacity Regulation, Article 77 (2) According to agreement in step 1 of the 3-Step-Plan

Table 3: Results of Step 2 (May 2025)

Though the 3rd and final round of information collection and consolidation is yet to be finalised as of autumn 2025, the preliminary findings show less ambiguity on each IMs side, and a more refined confirmation on their previous answers.

It must be noted though, that the third step, also known as 'Step-3 refinement talks', was meant to unravel the background of different delaying factors, focusing on national particularities. This gave the opportunity to have bilateral talks and to reach out to those IMs less progressed in their national roadmap or those, who did not manage to give an answer in the previous round. At the same time this required operating at a reduced scope and made it unfeasible to include every IM or previous survey respondent in this round. Therefore, it is to be considered more of a fragmented elaboration, rather than an overall update on the previous round. The final report of these 'Step-3 refinement talks' is a separate deliverable, which is expected to be brought forward to the RNE GA in December 2025 and would exceed this document's scope.

Compliance at risk?

From the central side, RNE is well on track with the development project of both integrated solutions (PCS-CB and TCR-ECMT FUSION) considering the support of both Advance Capacity Planning and Timetabling. Although implementing connections on the national side are varying, recent trilogue developments suggest, that full support of all processes via central tools have a prolonged deadline.

It is important though, that scoping documents stay as ambitious as possible, as the extended regulatory timeline should not be taken as ‘extra’ time, but for preparing, testing and training.

7 Commercial Conditions

One main objective of TTR is the reduction and avoidance of wasting capacity and unresourceful behaviour, on both IM and RU sides. A fair level playing field is necessary to be implemented, incentivising the reasonable and resourceful usage of capacity. Hence, the introduction and implementation of Commercial Conditions could be considered as key enabler on the road to the full roll-out of TTR.

A dedicated Task Force working on Commercial Conditions was established in 2017, the latest iteration of the work plan was approved by the RNE General Assembly in May 2024. This plan covers three phases of implementation which could be described as follows:

- Phase 1 (2024-2026): Continuous improvement of Commercial Conditions Guidelines, based on and taking into account the development of the legal framework
- Phase 2 (2026-2028): Exact definition of activities needed for full implementation, based on the timeline currently stipulated in the legal draft
    - Piloting and simulations are crucial in this phase to gather data enabling IMs to test
    - Depending on the exact and final stipulations in the legal framework, the final deployment plan is expected to be drafted in 2026/2027
- Phase 3 (2028-2030): Full implementation and monitoring – TT2030 being envisaged as the first timetable providing full Commercial Conditions in the Network Statement. In individual cases, the new conditions need to be transposed into national law (e.g. in Non-EU Member States).

Based on the above-mentioned timeline, it needs to be outlined that for TT2027 the harmonised Commercial Conditions will not yet be in force, but testing or piloting might be ongoing. However, the activities foreseen particularly in phases 1 and 2 are dynamic and recurrent in part, as the findings are updated according to the evolution of the procedural and legal framework.

The harmonised Guidelines, which are expected to be updated by December 2025, might be processed as input for the European Framework of Capacity Management (EFCM) and the Network Statement Common Structure (NS CS).

As for the time being, following major blocking points have been identified:

- Commonly agreed procedures of relevant Timetabling Handbooks (i.e. alteration, modification) are largely not applied. This is considered as a key precondition for proceeding in the implementation
- The IT system strongly depends on the common procedures, which are not applied yet; PCS-CB would basically be capable of processing, however national systems are mostly considered as bottlenecks

- Unstable legal framework both at European and national level

The introduction of Commercial Conditions for the railway sector as enabling factor is a fundamental prerequisite to achieve a more efficient behaviour to avoid the waste of capacity. While the draft Regulation has already set important cornerstones, the actual way of implementing requires a major effort at national level, also considering that European Framework of Capacity Management (EFCM) will only provide the main scheme of the incentive mechanism, as provided by the future legislation. IT tools to support such system, which is strictly related to capacity management data, requires meaningful actions from the Infrastructure Managers. The 2023 Harmonised Guidelines and the implementation plan 2024 can be considered as a solid basis on the way to success, nonetheless there are still substantial issues to be overcome.

8 Development of milestones and scopes for Timetables beyond 2029

Methodology of scoping

In addition to continuous monitoring related to the developments of the legal framework (see chapter 3), there will be "planning checkpoints", when it will be decided which central and national TTR elements will be implemented for a certain timetable. This is supposed to be discussed in the responsible groups, namely NEP (and its succeeding format) and the Capacity Management High Level Group as decision-making entity. Once there is a decision on the scope described above, the respective project plan will be filled in with detailed substance including deadlines. A new way of scoping implementation clusters was introduced with this document version update (see chapter 5.3), which will likely be continued and finetuned in potential updates.

This process is planned to be conducted on a regular basis, ensuring the most appropriate implementation steps and scopes for the upcoming timetables, though this is also affected by the finalisation and publication of the upcoming Capacity Regulation. The following roadmap of scoping implementation is supposed to be applied:

- TT 2028 and TT 2029: Scope and implementation clusters as agreed in this document, specified IM implementation plans as laid down in Annex 1
- TT 2030 / TT 2031[3]: Implementation scope potentially to be updated in the frame of this document
- TT 2031[3] / TT 2032: Full scope of implementation based on the draft Capacity Regulation

As indicated in the previous chapter on the implementation scope of timetables 2028 and 2029 (see chapter 5), the format of the "Subgroup 26-28" has been adjusted by the RNE JO and the participating IMs to improve the ways of working, as well as increase the IM participants involvement. A workshop has been hosted in Vienna to shift towards a more interactive format, in particular to identify ways to ramp up the implementation efforts of the upcoming Timetable years 2028 and 2029 as part of the preparation for the upcoming Capacity Regulation and a transition from the sector driven TTR project towards implementation of the coming Regulation.

Scoping the Timetables beyond 2029

[3] Depending on the actual applicability of the upcoming Regulation's stipulations.

Based on the current knowledge the implementation of the upcoming Capacity Regulation is likely to start with TT 2031 or 2032. This means, compared to previous assumptions, IMs will have more time to prepare and trial implementation until the requirements of the Regulation take effect. Therefore, the timetable years up to 2031/2032 could serve as a preparation for the implementation of the Capacity Regulation, to avoid a "big bang implementation" for the first timetable year covered by the Regulation.

The general basis for project plans is the agreed scope of timetables 2028 and 2029 including its timeline and deadlines. For development of project plans beyond, there are four streams:

- Geographical enlargement of implementation
- Number of implementing IMs
- Within implementing IMs, scopes are increasing as well (e.g. network / line coverage in TTR)
- Increasing complexity and content of involved TTR deliverables (e.g. potential introduction of TCR variants in Capacity Models, etc.)
- Incremental implementation of additional TTR components – driven by DCM and further implementation of DCM components
- Coherence with stipulations of the draft Regulation anticipating the proposed implementation timeline as overarching objective

The development of project plans for Timetables beyond 2029 is generally based on agreed timelines including the delivery of certain milestones but is dynamic / living to a certain extent considering information available at respective time horizons. This circumstance is reflected in the proposed methodology. Sufficient lead times for national implementation of Processes and IT systems will be scheduled accordingly.

As of autumn 2025, the deliverable of the Capacity Strategy for TT 2029 is in preparation, while some IMs are already working on the Capacity Strategy for TT 2030 in the background. This is reflecting the process timeline, as IMs are supposed to work on more than one document at the same time. But, at the moment, the general IM approach (with exceptions, as some IMs have started preparatory works for the subsequent timetable) is to focus on the finalisation of one document after the other and use the previous year's document as a starting point for the upcoming Capacity Strategy. Therefore, the practical work to gather information and draft a document for TT 2030 will only be started after the publication for TT 2029 (December 2025) in January 2026. As a reminder for IMs, the national monitoring includes questions on the deployment and preparation of deliverables for each TT year. These reminders, aim to shift towards a simultaneous approach covering multiple TT years and their deliverables in parallel.

The following table provides an indication of deliverable deadlines and milestones, as defined in the TTR Process Handbooks. Depending on the actual outcome of the legal framework, these dates may be adjusted.

Deliverable	Phase	Criteria/question in Easy Project per IM	Monitoring date	TT30	TT31
Capacity Strategy	Deployment phase	Have you allocated resources, such as funding and staff, to start the implementation of the Capacity Strategy?	X-62	10/31/2024	10/31/2025
		Will you be able to start the implementation of the Capacity Strategy without any obstacles or barriers?			
		Will you be able to use knowledge gained from previous Capacity Strategy for this TT year's Capacity Strategy?			
	Realisation phase	Have you started the preparation of the Capacity Strategy Process?	X-59	1/31/2025	1/31/2026
		Have you been able to harmonize your document according to the HB?	X-42	6/30/2026	6/30/2027
		Have you been able to finish the draft version of the document?	X-38	10/31/2026	10/31/2027
		Have you been able to involve the market as defined in the Handbook?	X-37	11/30/2026	11/30/2027
Capacity Model	Deployment phase	Have you allocated resources, such as funding and staff, to start the implementation of the Capacity Model?	X-38	10/31/2026	10/31/2027
		Will you be able to start the implementation of the Capacity Model without any obstacles or barriers?			
		Will you be able to use knowledge gained from previous Capacity Model for this TT year's Capacity Model?			
	Realisation phase	Have you started the preparation of the Capacity Model Process?	X-35	1/31/2027	1/31/2028
		Have you launched the agreed CNA Process?	X-25	11/30/2027	11/30/2028
		Have you launched the harmonisation process as defined in the HB?			
		Have you been able to finish the draft CM?	X-21	3/31/2028	3/31/2029
		Have you been able to finish the Final CM?	X-18 (via ECMT)	6/30/2028	6/30/2029
Capacity Supply (Preplanning Process)	Deployment phase	Have you allocated resources, such as funding and staff, to start the implementation of the Capacity Supply?	X-21	3/31/2028	3/31/2029
		Will you be able to start the implementation of the Capacity Supply without any obstacles or barriers?			
		Will you be able to use knowledge gained from previous Capacity Supply for this TT year's Capacity Supply?			
	Realisation phase	Have you started the preparation of the Capacity Supply Process?	X-17	7/31/2028	7/31/2029
		Have you been able to follow the CS process according to the HB	X-15	9/30/2028	9/30/2029
		Have you been able to harmonize your CS for X-border sections?	X-14	10/31/2028	10/31/2029
		Have you been able to finish the draft version of the internationally harmonised CS (including non-TCR, Major and High impact TCR)	X-12	12/31/2028	12/31/2029
		Have you been able to finish the draft CS (including NON-TCR, TCR window ^ Major + High TCR)	X-11	1/31/2029	1/31/2030
TCR		Are you planning for a first publication of Major and High Impact TCRs at X-24?	X-25	11/30/2027	11/30/2028
		Are you planning to Consult and Coordinate the TCRs?			
		Have you been able to publish Major, High and Medium Impact TCRs at X-12?	X-11	1/31/2029	1/31/2030
		Have you been able to incorporate Major Impact, High Impact and Medium Impact TCRs into the final offer for the ATT at X-5.5?	X-5	7/31/2029	7/31/2030

Figure 10: National Monitoring Questions TT30 and TT31

The timelines and deadlines of this national monitoring is currently based on the TTR project, meaning that once the Regulation is finalised and published timelines for those upcoming TT years (presumably TT32 onwards) might be a bit different, as they will be based on the Capacity Regulation's requirements.

9 ANNEXES

Annex 1: Planned national process implementation for Timetables 2028 and 2029 (ACP & TT)

	Handbook/Basis	Sub-Process	Component/Sub-Process step	Austria (ÖBB-I)	Belgium (Infrabel)	Croatia (HZ Infrastruktura)	Czech Republic (SZCZ)	Denmark (BDK)	Finland (FTIA)	France (SNCF-R)	Germany (DBInfraGO)	Hungary (MAV)	Italy (RFI)	Lithuania (LTG Infra)	Luxembourg (ACF)	Netherlands (ProRail)	Norway (BaneNOR)	Poland (PKP-PLK)	Portugal (IP)	Romania (CFR)	Slovenia (SZ-I)	Slovakia (ZSR)	Spain (ADIF)	Sweden (Trafikverket)	Switzerland (TTR@CH)
Advanced Capacity Planning TT 2028	Capacity Strategy (HB v.3.0)	Drafting Process	Drafting Cap. St. Including gathering input from stakeholders	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES		YES	YES	YES	NO			YES	YES	NO	YES	YES
			Publication of Draft Cap. St.	YES	YES	NO	YES	NO	YES	YES	YES	YES	YES		YES	YES	NO	NO			YES	YES	NO	YES	NO
		Input gathering process	Input gathering/Consultation on Draft Cap. St.	YES	YES	NO	YES	NO	YES	YES	YES	YES	YES		YES	YES	YES	NO			YES	YES	NO	YES	YES
		Final Publication Process	Publication of Final Capacity Strategy	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES		YES	YES	YES	NO			YES	YES	YES	YES	YES
	Capacity Model (HB v.4.0)	Intended Capacity Usage Line (ICL)	Definition of ICL values	NO	No	Maybe	YES	YES	YES	YES	NO	YES	YES		NO	YES	Maybe	NO			Maybe	YES	YES	NO	NO
		~~CNA Processes~~	~~Assessment of CNAs~~																						
		Preparation of Capacity Model Processes	Creation of CMOs (i.e. Standard non-TCR working day variant)	NO	YES	Maybe	YES	YES	YES	YES	YES	YES	YES		YES	YES	Maybe	NO			YES	YES	YES	NO	NO
			Creation of (TCR) Variants	YES	Maybe	NO	NO	Maybe	Maybe	NO	Maybe	NO	NO		Maybe	YES	Maybe	NO			NO	Maybe	NO	NO	NO
		International Harmonisation	Harmonisation with other IMs (draft and/or final Capacity Model)	YES	YES	Maybe	NO	YES	NO	YES	YES	YES	YES		YES	YES	Maybe	Maybe			YES	YES	YES	NO	NO
		Publication Processes	Publication of Draft Cap. Model	NO	YES	NO	YES	Maybe	Maybe	Maybe	Maybe	YES	YES		YES	YES	Maybe	NO			YES	YES	Maybe	NO	NO
			Publication of Final Capacity Model	YES	YES	Maybe	YES	YES	YES	YES	YES	YES	YES		YES	YES	Maybe	NO			YES	YES	YES	NO	NO
			Publication of (draft/final version of) extended Capacity Model	YES	NO	Maybe	Maybe	Maybe	Maybe	NO	Maybe	NO	Maybe		NO	NO	Maybe	NO			YES	YES	NO	NO	NO
	Capacity Supply (HB v.1.0)	Capacity Supply	Does the IM pilot the Capacity Supply?	NO	YES	NO	NO	Maybe	YES	YES	Maybe	NO	NO		YES	YES	NO	NO			NO	Maybe	Maybe	NO	NO
			Is ECMT used for pilot purposes?	NO	YES	NO	NO	Maybe	Maybe	NO	Maybe	NO	NO		Maybe	YES	NO	NO			NO	Maybe	Maybe	NO	NO
			Publication of a (Draft) Capacity Supply	NO	YES	Maybe	NO	Maybe	YES	YES	NO	NO	NO		YES	YES	NO	NO			NO	Maybe	Maybe	NO	NO
	Procedures for Temporary Capacity Restriction Management (HB v.2.0*)	TCR windows	TCR windows used by IM	YES	YES	NO	Maybe	YES	Maybe	YES	Maybe	NO	YES		YES	YES	YES	Maybe			Maybe	YES	YES	YES	YES
		TCR windows	Publication of TCR windows as part of the Cap. Model	NO	YES	NO	Maybe	Maybe	Maybe	NO	NO	NO	Maybe		YES	YES	Maybe	NO			NO	YES	YES	NO	NO
		TCR Publication in TCR Tool	Publication of Major & high impact TCRs at X-24 in TCR Tool	YES	YES	NO	Maybe	YES	NO	YES	NO	YES	YES			YES	NO	YES			Maybe	YES	YES	YES	YES
			Publication of medium impact TCRs at X-12 in TCR Tool	YES	YES	NO	Maybe	YES	NO	YES	NO	YES	YES			YES	NO	Maybe			YES	Maybe	Maybe	YES	Maybe
			Publication of minor impact TCRs at X-4 in TCR Tool	NO	Maybe	NO	Maybe	Maybe	NO	YES	NO	NO	Maybe			YES	NO	NO			NO	Maybe	NO	NO	NO

*currently available HB, there might be updates taking place until actual implementation of TT 2028

	Handbook/Basis	Sub-Process	Component/Sub-Process step	Austria (ÖBB-I)	Belgium (Infrabel)	Croatia (HZ Infrastruktura)	Czech Republic (SZCZ)	Denmark (BDK)	Finland (FTIA)	France (SNCF-R)	Germany (DBInfraGO)	Hungary (MAV)	Italy (RFI)	Lithuania (LTG Infra)	Luxembourg (ACF)	Netherlands (ProRail)	Norway (BaneNOR)	Poland (PKP-PLK)	Portugal (IP)	Romania (CFR)	Slovenia (SZ-I)	Slovakia (ZSR)	Spain (ADIF)	Sweden (Trafikverket)	Switzerland (TTR@CH)
Advanced Capacity Planning TT 2029	Capacity Strategy (HB v.3.0)	Drafting Process	Drafting Cap. St. Including gathering input from stakeholders	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES		YES	YES	YES	YES			YES	YES	NO	YES	YES
			Publication of Draft Cap. St.	YES	YES	NO	YES	YES	YES	YES	YES	YES	YES		YES	YES	YES	YES			YES	YES	NO	YES	NO
		Input gathering process	Input gathering/Consultation on Draft Cap. St.	YES	YES	NO	YES	YES	YES	YES	YES	YES	YES		YES	YES	YES	Maybe			YES	YES	NO	YES	YES
		Final Publication Process	Publication of Final Capacity Strategy	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES		YES	YES	YES	Maybe			YES	YES	YES	YES	YES
	Capacity Model (HB v.4.0)	Intended Capacity Usage Line (ICL)	Definition of ICL values	NO	Maybe	Maybe	YES	YES	YES	YES	NO	YES	YES		Maybe	YES	YES	YES			Maybe	YES	YES	NO	NO
		CNA Processes	Assessment of CNAs		Maybe	NO	YES			YES	Maybe							Maybe			Maybe		Maybe	NO	NO
		Preparation of Capacity Model Processes	Creation of CMOs (i.e. Standard non-TCR working day variant)	Maybe	YES	YES	YES	YES	YES	YES	YES	YES	YES		YES	YES	YES	Maybe			YES	YES	YES	No	NO
			Creation of (TCR) Variants	YES	Maybe	NO	NO	Maybe	Maybe	Maybe	Maybe	NO	Maybe		YES	YES	YES	NO			NO	YES	NO	NO	NO
		International Harmonisation	Harmonisation with other IMs (draft and/or final Capacity Model)	YES	YES	YES	Maybe	YES	NO	YES	YES	YES	YES		YES	YES	YES	Maybe			YES	YES	YES	NO	NO
		Publication Processes	Publication of Draft Cap. Model	NO	YES	NO	YES	Maybe	Maybe	YES	Maybe	YES	YES		YES	YES	YES	NO			YES	YES	Maybe	NO	NO
			Publication of Final Capacity Model	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES		YES	YES	YES	NO			YES	YES	YES	NO	NO
			Publication of (draft/final version of) extended Capacity Model	YES	NO	Maybe	Maybe	Maybe	Maybe	NO	Maybe	NO	Maybe		NO	NO	YES	NO			YES	YES	NO	NO	NO
	Capacity Supply (HB v.1.0)	Capacity Supply	Does the IM pilot the Capacity Supply?	YES	YES	NO	NO	Maybe	YES	YES	Maybe	NO	NO		YES	YES	NO	NO			NO	YES	Maybe	NO	NO
			Is ECMT used for pilot purposes?	Maybe	YES	NO	NO	Maybe	Maybe	NO	Maybe	NO	NO		YES	YES	NO	NO			NO	YES	Maybe	NO	NO
			Publication of a (Draft) Capacity Supply	NO	YES	Maybe	NO	Maybe	YES	YES	NO	NO	NO		YES	YES	NO	NO			NO	YES	Maybe	NO	NO
	Procedures for Temporary Capacity Restriction Management (HB v.2.0*)	TCR windows	TCR windows used by IM	YES	YES	Maybe	NO	YES	Maybe	YES	Maybe	NO	YES		YES	YES	YES	Maybe			Maybe	YES	YES	YES	YES
		TCR windows	Publication of TCR windows as part of the Cap. Model	NO	YES	NO	NO	Maybe	Maybe	NO	NO	NO	Maybe		YES	YES	YES	NO			NO	YES	YES	NO	NO
		TCR Publication in TCR Tool	Publication of Major & high impact TCRs at X-24 in TCR Tool	YES	YES	Maybe	Maybe	YES	NO	YES	NO	YES	YES			YES	Maybe	YES			Maybe	YES	YES	YES	YES
			Publication of medium impact TCRs at X-12 in TCR Tool	YES	YES	Maybe	Maybe	YES	NO	YES	NO	YES	YES			YES	Maybe	YES			YES	YES	Maybe	YES	Maybe
			Publication of minor impact TCRs at X-4 in TCR Tool	NO	Maybe	Maybe	Maybe	Maybe	NO	YES	NO	NO	Maybe			YES	Maybe	NO			NO	YES	NO	Maybe	NO

*currently available HB, there might be updates taking place until actual implementation of TT 2029

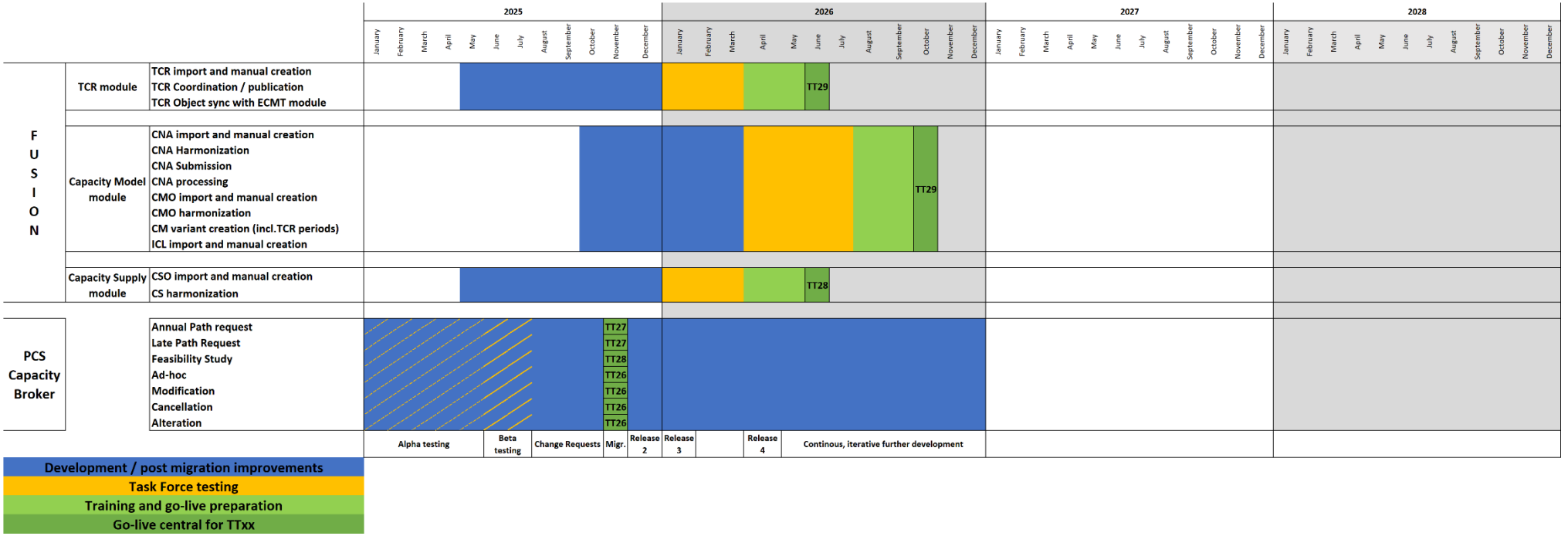
		Handbook/Basis	Sub-Process	Component/Sub-Process step	Austria (ÖBB-I)	Belgium (Infrabel)	Croatia (HZ Infrastruktura)	Czech Republic (SZCZ)	Denmark (BDK)	Finland (FTIA)	France (SNCF-R)	Germany (DBInfraGO)	Hungary (MAV/VPE)	Italy (RFI)	Lithuania (LTG Infra)	Luxembourg (ACF)	Netherlands (Prorail)	Norway (BaneNOR)	Poland (PKP-PLK)	Portugal (IP)	Romania (CFR)	Slovenia (SZ-I)	Slovakia (ZSR)	Spain (ADIF)	Sweden (Trafikverket)	Switzerland (TTR@CH)
Timetabling Processes/Phase TT 2028	Request Processes	Procedures for Designing the Annual Timetable (HB v.2.0*)	New Path Request Processes	Harmonized Single Path deadline (TT Calendar)	YES	YES	YES	YES	YES	YES	YES	NO	YES	YES		YES	YES	NO	No			YES	YES	Maybe	YES	YES
				Provision of deadline for final answers to customers	NO	YES	YES	YES	YES	YES	YES	Maybe	Maybe	YES		YES	YES	YES	YES			YES	YES	YES	YES	YES
			Late Path Request Processes	Late Path Request Process in place	YES	YES	YES	YES	NO	NO	YES	Maybe	YES	YES		YES	YES	YES	No			YES	YES	YES	YES	YES
				Last day for LPR as defined in TT Calendar	Maybe	YES	YES	NO	NO	NO	YES	NO	Maybe	YES		YES	YES	YES	No			YES	YES	Maybe	YES	YES
				Last day for LPR answers as defined in TT Calendar	Maybe	YES	YES	NO	NO	NO	YES	NO	Maybe	YES		YES	YES	NO	No			YES	YES	Maybe	YES	Maybe
		Management of Ad-Hoc Requests (HB v.4.0*)	Ad-Hoc Request Processes	IM provides "first come - first served" principle	YES	YES	YES	YES	YES	YES	YES	Maybe	YES	YES		YES	YES	YES	YES			YES	YES	YES	YES	YES
				IM offers ad-hoc requests for single and recurring train paths	YES	YES	YES	YES	YES	YES	YES	NO	YES	YES		YES	YES	YES	YES			NO	YES	YES	YES	YES
				harmonized deadlines and timelines of HB implemented	Maybe	NO	Maybe	NO	YES	Maybe	YES	NO	NO	Maybe		YES	NO	Maybe	Maybe			YES	YES	Maybe	YES	Maybe
	Feasibility Study Process	Procedures for Feasibility Studies (HB v.1.0*)	Feasibility Study Processes	IM offers & answers feasibility studies	YES	YES	NO	Maybe	NO	NO	YES	YES	Maybe	Maybe		YES	YES	YES	Maybe			YES	YES	YES	NO	YES
				Are you using the harmonized Deadline for FS answer (TT Calendar)	Maybe	Maybe	NO	Maybe	YES	NO	YES	NO	Maybe	Maybe		YES	YES	YES	Maybe			YES	YES	YES	NO	Maybe
	Path Modification, Alteration & Cancellation Processes	Procedures for Modification of Allocated International Paths (HB v. 5.0*)	Path Modification Processes	Differentiation between "major" and "minor" modifications	YES	NO	NO	NO	YES	NO	NO	NO	NO	NO		NO	NO	YES	No			NO	YES	YES	YES	NO
				Are you complying with the HB timelines (deadlines, acceptance times, ...)	Maybe	NO	Maybe	NO	NO	NO	YES	NO	YES	NO		YES	Maybe	YES	Maybe			YES	YES	Maybe	YES	NO
				Are you allowing path modification requests in PCS	NO	NO	YES	NO	NO	NO	YES	Maybe	Maybe	YES		YES	Maybe	Maybe	No			YES	YES	YES	YES	NO
				Original path is kept active until modified path is accepted	YES	NO	YES	YES	YES	NO	NO	NO	NO	YES			YES	Maybe	Yes			YES	Maybe	YES	YES	NO
		Procedures for Alteration of Allocated International Paths (HB v.3.0*)	Path Alteration Processes	when an alternative path is offered the applicant can accept, reject, ask for a second alternative offer	NO	YES	YES	YES	YES	NO	YES	NO	NO	YES		Maybe	YES	YES	Yes			NO	YES	YES	NO	NO
				harmonized deadlines and timelines of HB implemented	Maybe	NO	NO	NO	YES	NO	YES	NO	NO	NO		Maybe	Maybe	YES	No			NO	YES	Maybe	YES	NO
				Are you handling the path alteration process in PCS (in addition to the national systems)?	NO	NO	NO	NO	NO	NO	YES	Maybe	NO	Maybe		Maybe	Maybe	YES	No			NO	YES	YES	YES	NO
		Procedures for Cancellation of Allocated International Paths triggered by applicants (HB v. 1.0*)	Path Cancellation Processes	Complete cancellation process in place	YES	YES	YES	YES	YES	NO	YES	Maybe	Maybe	Maybe		YES	YES	YES	Yes			YES	YES	YES	YES	YES
				Partial cancellation process in place	YES	YES	NO	YES	YES	NO	YES	Maybe	Maybe	Maybe		YES	YES	YES	Yes			YES	YES	YES	YES	YES
				Are you allowing & elaborating path cancellation requests in PCS (without interfaces)	NO	NO	YES	NO	NO	NO	YES	Maybe	NO	Maybe		YES	Maybe	YES	No			YES	YES	YES	YES	NO

*currently available HB, there might be updates taking place until actual implementation of TT 2028

		Handbook/Basis	Sub-Process	Component/Sub-Process step	Austria (ÖBB-I)	Belgium (Infrabel)	Croatia (HZ Infrastruktura)	Czech Republic (SZCZ)	Denmark (BDK)	Finland (FTIA)	France (SNCF-R)	Germany (DBInfraGO)	Hungary (MAV/VPE)	Italy (RFI)	Lithuania (LTG Infra)	Luxembourg (ACF)	Netherlands (Prorail)	Norway (BaneNOR)	Poland (PKP-PLK)	Portugal (IP)	Romania (CFR)	Slovenia (SZ-I)	Slovakia (ZSR)	Spain (ADIF)	Sweden (Trafikverket)	Switzerland (TTR@CH)
Timetabling Processes/Phase TT 2029	Request Processes	Procedures for Designing the Annual Timetable (HB v.2.0*)	New Path Request Processes	Harmonized Single Path deadline (TT Calendar)	YES	YES	YES	YES	YES	YES	YES	NO	YES	YES		YES	YES	NO	No			YES	YES	Maybe	YES	YES
				Provision of deadline for final answers to customers	NO	YES	YES	YES	YES	YES	YES	Maybe	Maybe	YES		YES	YES	YES	YES			YES	YES	YES	YES	YES
			Late Path Request Processes	Late Path Request Process in place	YES	YES	YES	YES	NO	YES	YES	Maybe	YES	YES		YES	YES	YES	No			YES	YES	YES	YES	YES
				Last day for LPR as defined in TT Calendar	Maybe	YES	YES	NO	NO	YES	YES	NO	Maybe	YES		YES	YES	YES	No			YES	YES	Maybe	YES	YES
				Last day for LPR answers as defined in TT Calendar	Maybe	YES	YES	NO	NO	YES	YES	NO	Maybe	YES		YES	YES	No	No			YES	YES	Maybe	YES	Maybe
		Management of Ad-Hoc Requests (HB v.4.0*)	Ad-Hoc Request Processes	IM provides "first come - first served" principle	YES	YES	YES	YES	YES	YES	YES	Maybe	YES	YES		YES	YES	YES	YES			YES	YES	YES	YES	YES
				IM offers ad-hoc requests for single and recurring train paths	YES	YES	YES	YES	YES	YES	YES	NO	YES	YES		YES	YES	YES	YES			NO	YES	YES	YES	YES
				harmonized deadlines and timelines of HB implemented	Maybe	NO	Maybe	NO	YES	YES	YES	NO	NO	Maybe		YES	YES	Maybe	Maybe			YES	YES	Maybe	YES	Maybe
	Feasibility Study Process	Procedures for Feasibility Studies (HB v.1.0*)	Feasibility Study Processes	IM offers & answers feasibility studies	YES	YES	NO	Maybe	NO	NO	YES	YES	Maybe	Maybe		YES	YES	YES	Maybe			YES	YES	YES	Maybe	YES
				Are you using the harmonized Deadline for FS answer (TT Calendar)	Maybe	Maybe	NO	Maybe	YES	NO	YES	NO	Maybe	Maybe		YES	YES	YES	Maybe			YES	YES	YES	Maybe	Maybe
	Path Modification, Alteration & Cancellation Processes	Procedures for Modification of Allocated International Paths (HB v. 5.0*)	Path Modification Processes	Differentiation between "major" and "minor" modifications	YES	NO	NO	NO	YES	NO	Maybe	NO	NO	NO		NO	NO	YES	No			NO	YES	YES	YES	NO
				Are you complying with the HB timelines (deadlines, acceptance times, ...)	Maybe	NO	Maybe	NO	NO	NO	YES	NO	YES	NO		YES	Maybe	YES	Maybe			YES	YES	Maybe	YES	NO
				Are you allowing path modification requests in PCS	NO	NO	YES	NO	NO	NO	YES	Maybe	Maybe	YES		YES	Maybe	Maybe	No			YES	YES	YES	YES	NO
				Original path is kept active until modified path is accepted	YES	NO	YES	YES	YES	NO	Maybe	NO	NO	YES			YES	Maybe	Yes			YES	Maybe	YES	YES	NO
		Procedures for Alteration of Allocated International Paths (HB v.3.0*)	Path Alteration Processes	when an alternative path is offered the applicant can accept, reject, ask for a second alternative offer	NO	YES	YES	YES	YES	NO	YES	NO	NO	YES		Maybe	YES	YES	Yes			NO	YES	YES	Maybe	YES
				harmonized deadlines and timelines of HB implemented	Maybe	NO	NO	NO	YES	NO	YES	NO	NO	NO		Maybe	Maybe	YES	No			NO	YES	Maybe	YES	NO
				Are you handling the path alteration process in PCS (in addition to the national systems)?	NO	NO	NO	NO	NO	NO	YES	Maybe	NO	Maybe		Maybe	Maybe	YES	No			NO	YES	YES	YES	NO
		Procedures for Cancellation of Allocated International Paths triggered by applicants (HB v. 1.0*)	Path Cancellation Processes	Complete cancellation process in place	YES	YES	YES	YES	YES	NO	YES	Maybe	Maybe	Maybe		YES	YES	YES	Yes			YES	YES	YES	YES	YES
				Partial cancellation process in place	YES	YES	NO	YES	YES	NO	YES	Maybe	Maybe	Maybe		YES	YES	YES	Yes			YES	YES	YES	YES	YES
				Are you allowing & elaborating path cancellation requests in PCS (without interfaces)	NO	NO	YES	NO	NO	NO	YES	Maybe	NO	Maybe		YES	Maybe	YES	No			YES	YES	YES	YES	NO

*currently available HB, there might be updates taking place until actual implementation of TT 2029

Annex 2: Applicable Handbooks per Timetable

Indication of the Version applicable for each Timetable year	**Overview Timetable Years and applicable Process Handbooks** (Version 16.09.2025) **Timetable-Years ([1]Stepwise TTR Implementation started; [2]Likely first TT year applicable in EC regulation) n.a.= not applicable; [3]to be applied for pilots only; [4]Current Working Title subject to editorial change; TBA*=To be announced, in case no update of a HB is foreseen, the latest approved one will be used by default!**										
	Title (HB= Handbook)	TT 2022	TT 2023	TT 2024	TT 2025[1]	TT 2026	TT 2027	TT 2028	TT 2029	TT 2030	TT 2031/32[2]
	Capacity Strategy HB	n.a.	n.a.	n.a.	1.0	2.0	3.0	3.0	3.0	3.0	TBA*
	Capacity Model HB	n.a.	n.a.	n.a.	3.0	3.0	4.0	4.0	TBA*	TBA*	TBA*
	Capacity Supply HB	n.a.	n.a.	n.a.	n.a.	n.a.	1.0[3]	TBA*	TBA*	TBA*	TBA*
	Ad-Hoc Request Management HB	2.1	3.0	3.0	3.0	4.0	TBA*	TBA*	TBA*	TBA*	TBA*
	Procedures for Modification of Allocated International Paths	2.0	2.0	2.0	3.0	4.0	5.0	5.0	5.0	TBA*	TBA*
	Procedures for Alteration of Allocated International Paths	2.0	2.0	2.0	3.0	3.0	TBA*	TBA*	TBA*	TBA*	TBA*
	Harmonised Process in Case of Delays HB	1.0	1.0	1.0	1.0	1.0	TBA*	TBA*	TBA*	TBA*	TBA*
	Procedures for Temporary Capacity Restriction Management HB	n.a.	n.a.	n.a.	2.0	2.0	3.0	TBA*	TBA*	TBA*	TBA*
	Procedures for Feasibility Studies HB	n.a.	n.a.	1.0	1.0	1.0	TBA*	TBA*	TBA*	TBA*	TBA*
	RNE Process Handbook for International Path Allocation for Infrastructure Managers	2.0	2.0	2.0	Replaced by "Procedures for Designing the Annual Timetable HB"!						
	Procedures for International Late Path Request Management HB	1.0	1.0	1.0							
	Procedures for Designing the Annual Timetable HB	n.a.	n.a.	n.a.	1.0	2.0	TBA*	TBA*	TBA*	TBA*	TBA*
	Procedures for Cancellation of Allocated International Paths triggered by applicants HB	n.a.	n.a.	n.a.	1.0	1.0	TBA*	TBA*	TBA*	TBA*	TBA*
	Rolling Planning HB[4]	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	TBA*

Annex 3: Central IT development timeline