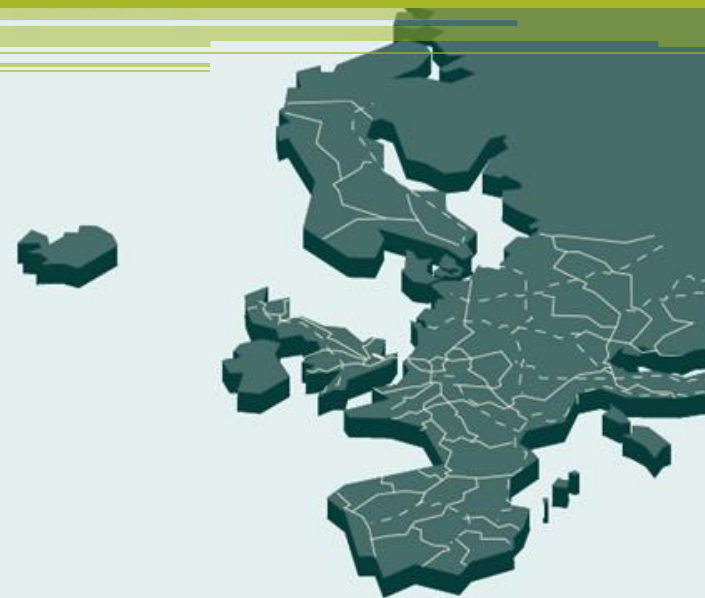


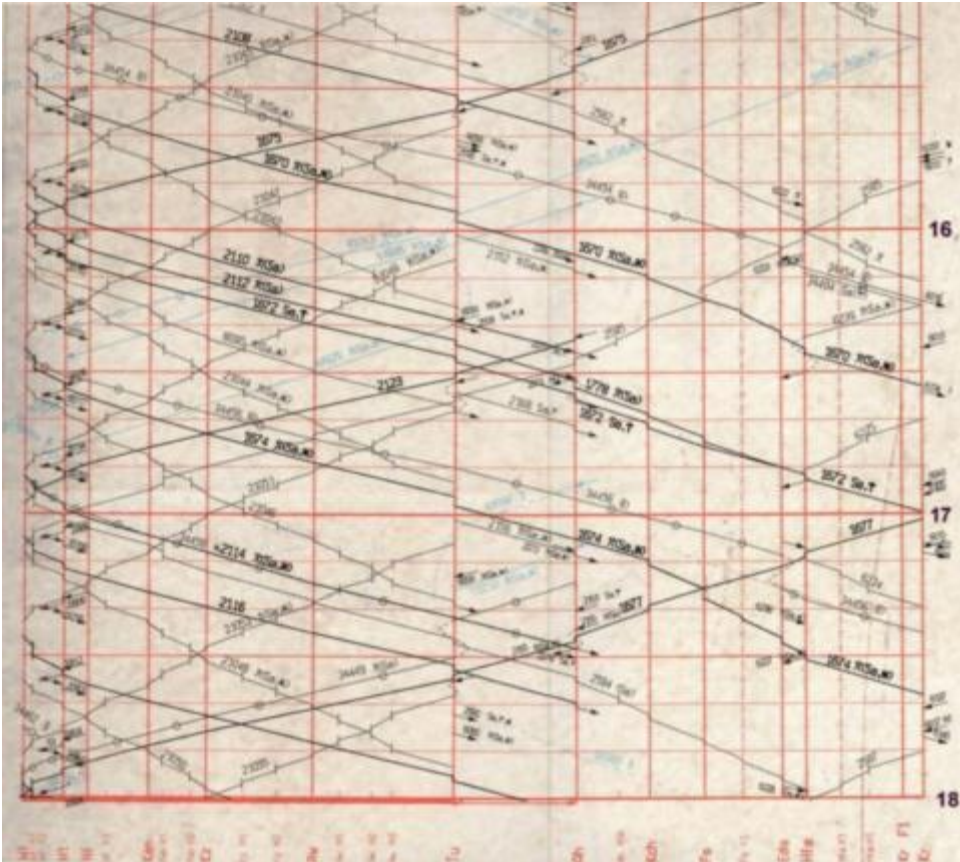
Redesign of the International Timetabling Process (TTR)

PRIME
Amersfoort, 15 June 2018



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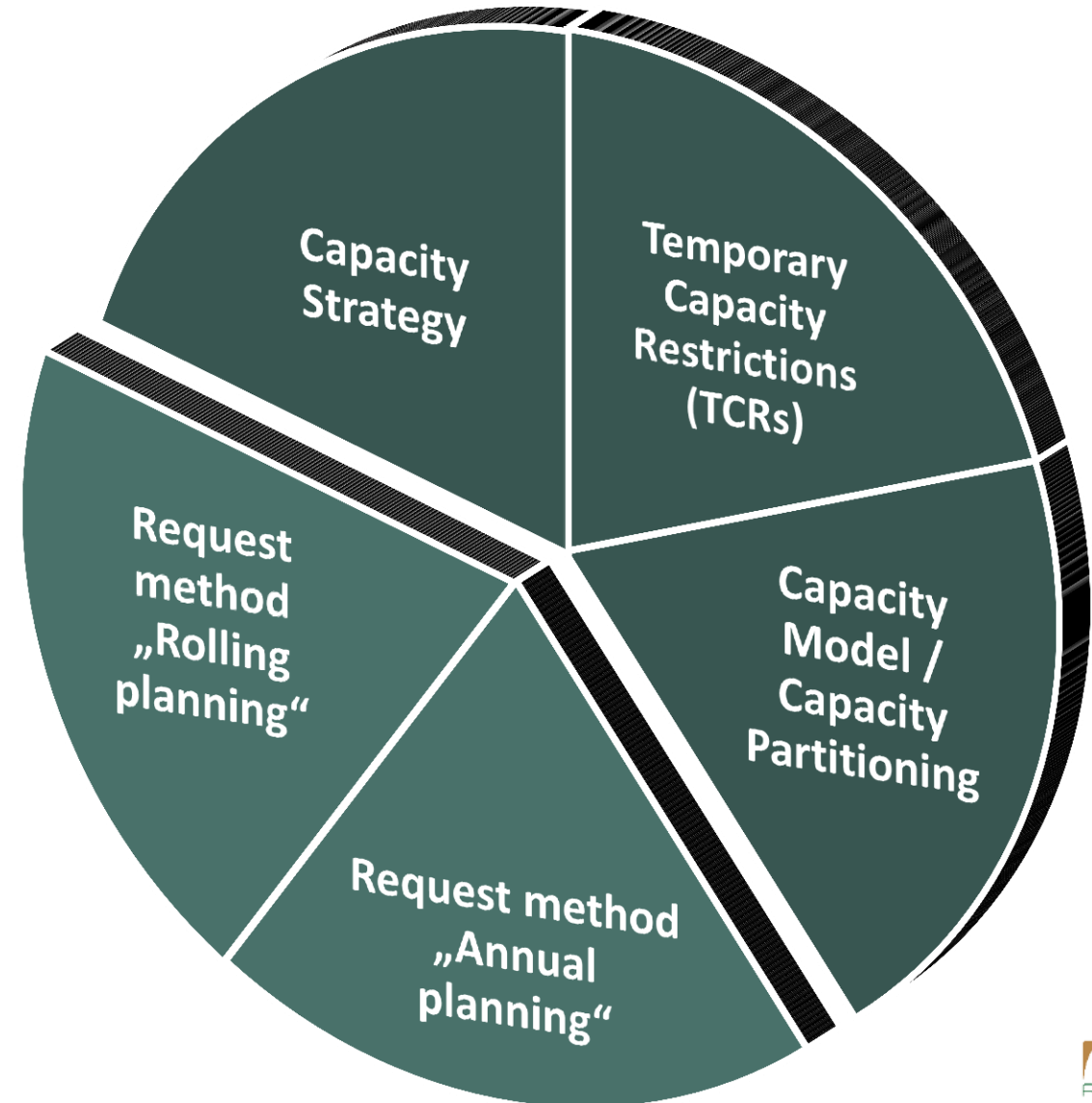
The need for a redesigned TT process



- Out-dated timetabling process
- Missing market orientation
- Lack of harmonisation and cooperation
- Increasing national constraints
- Problem of coordination of works

The redesigned timetabling process

- TTR is a new capacity planning and allocation process, created by the railway sector, which is:
 - Market oriented
 - Efficient
 - Reliable



Business Case

- **Benefits detected in Business Case:**
 - Implementation of all components of TTR ensures maximum benefits and to fulfil client requirements.
 - Increased usage of capacity with resulting high financial benefits for the sector

In May/June 2017 the RNE General Assembly and FTE Plenary Assembly agreed to gradually implement the redesigned TT process

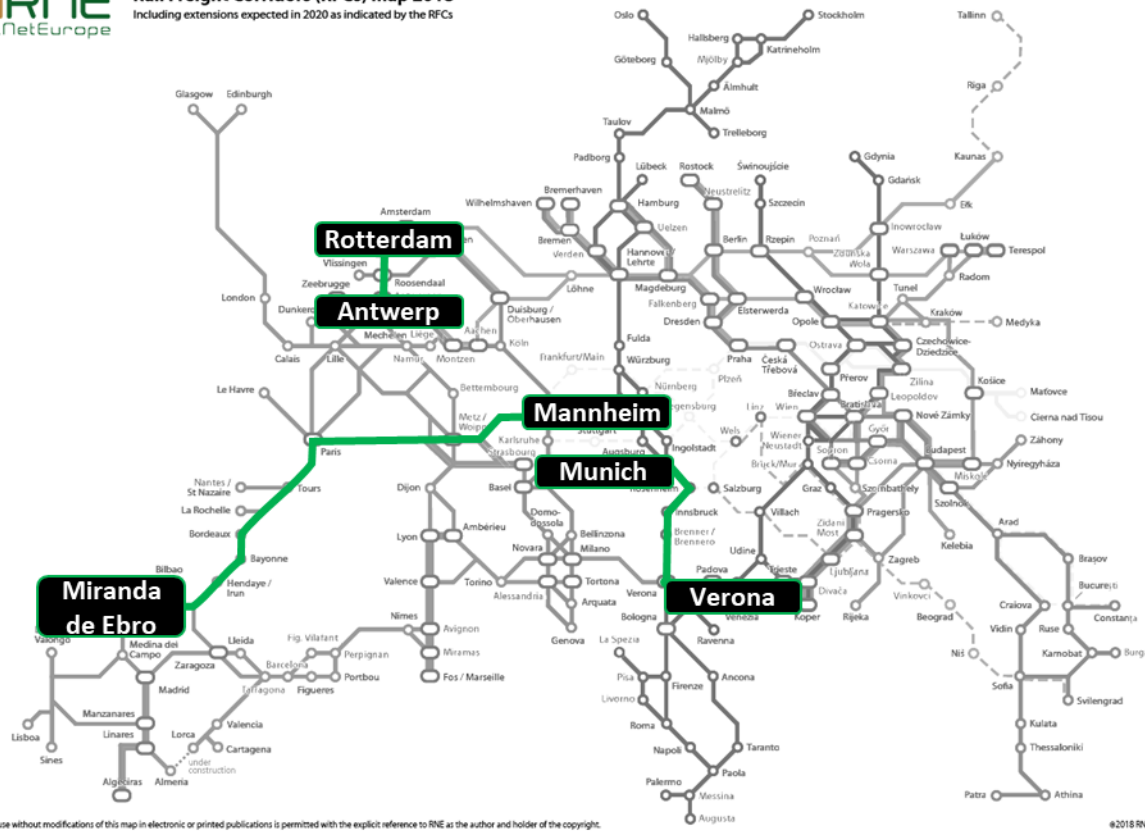
Proof of Monotonicity:
Lots

Pilot lines and phases

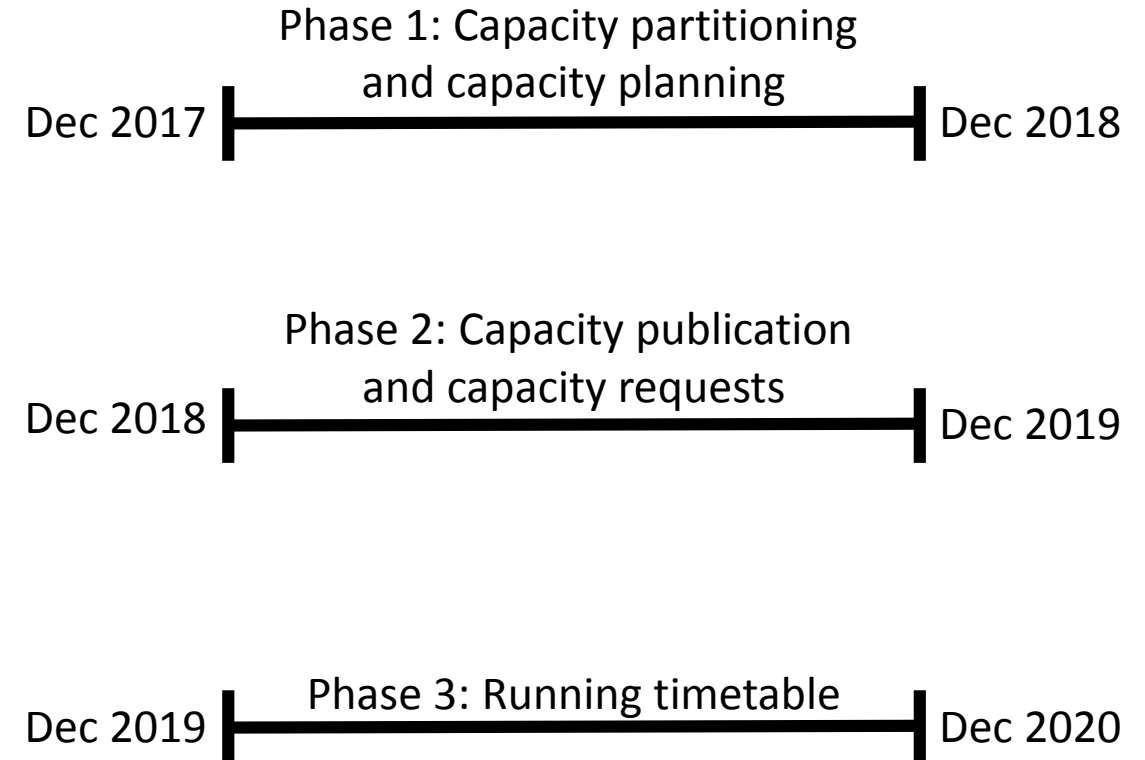
Pilot lines



Rail Freight Corridors (RFCs) map 2018
Including extensions expected in 2020 as indicated by the RFCs

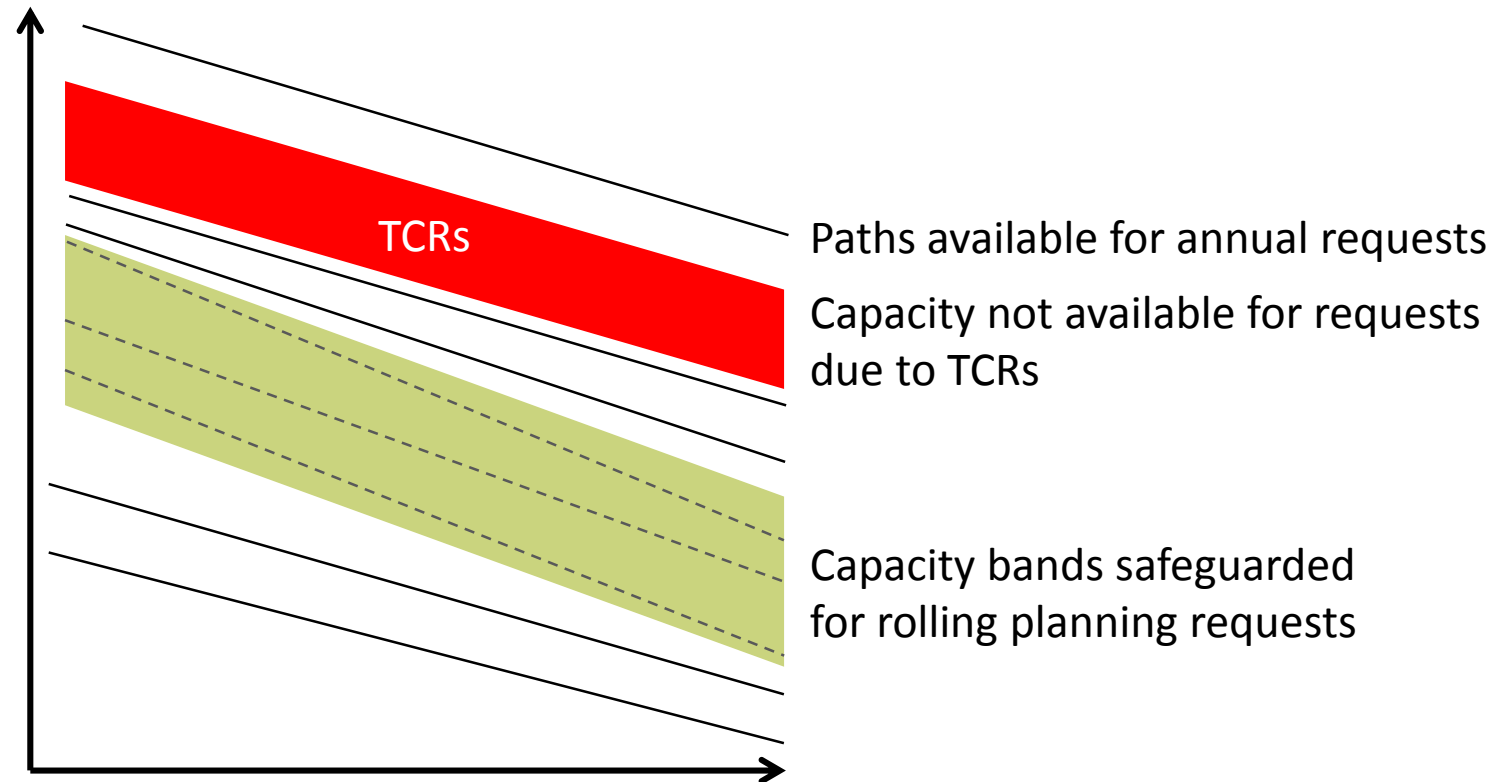


Pilot phases



Capacity Model (with Capacity Partitioning)

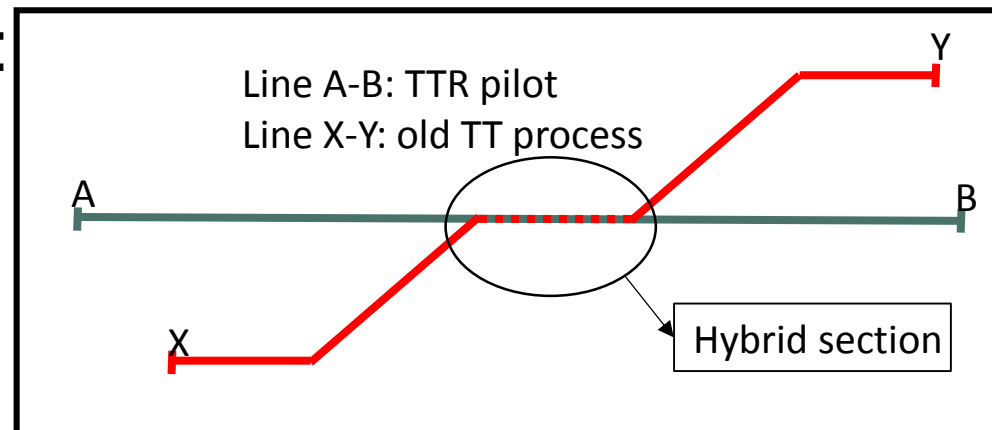
- Before the path requests, a capacity model with partitioned capacities is being designed on each pilot line:



- The capacity products will be published at X-11 (January)

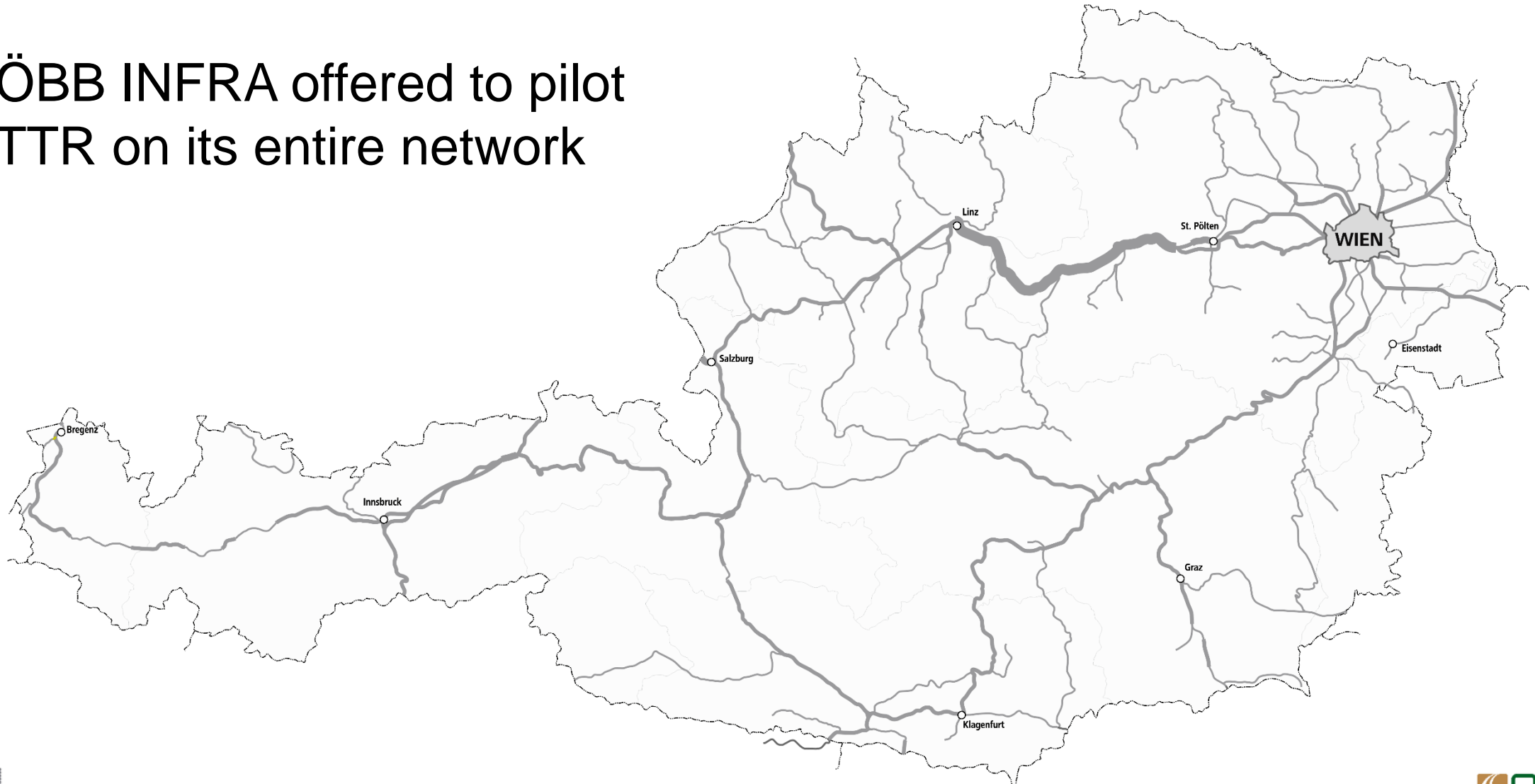
Limitations of recent pilot concept

- Various interpretation of national legal frameworks
- Involvement of small RUs/applicants
- Lack of common commercial conditions
- „Hybrid situation“:



Therefore: Pilot on complete network

- ÖBB INFRA offered to pilot TTR on its entire network



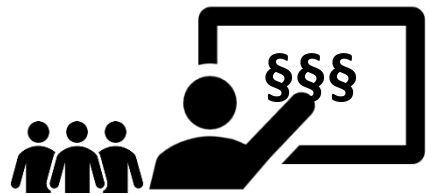
||||e x t |||t e p s

Setup of detailed TTR implementation plan until Dec 2018



- Definition of Commercial Conditions

- Complete legal evaluation of the individual TTR elements



- Analysis of pressure points
- Evaluation of pragmatic solutions (no 5th railway package!)
- Project group together with CER, EIM and CIT



- IT Landscape: Definition of modules

The TT implementation plan will include all implementation steps until 2024 (finalization) and consider the results of the pilots.

Key factors for successful implementation of TTR

- TTR needs to be implemented on European and national level
 - Early involvement by all IMs and stakeholders
 - Commitment to define common process elements and enablers (e.g. IT, Commercial Conditions) is necessary
- The alternative 'status quo' is no solution!

Thanks for all your contribution so far – let's keep up the speed!

Railways' success on the market can only be achieved by applying competitive planning and production processes.

Thank you!



**TTR Deputy Project Manager
Peter Jäggy**

**FTE Project Manager
+41 79 760 82 66
peter.jaeggy@forumtraineurope.eu**



**TTR Project Manager
Philipp Koiser**

**RNE Sales & Timetabling Manager
+43 1 907 62 72 15
philipp.koiser@rne.eu**

