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Agenda item No. 7



Redesign of the International Timetabling Process (TTR): Strategic significance

Thomas Isenmann, Managing Director Trasse Schweiz



Current timetabling process not in line with market requirements

Current timetabling process



Market requirements

Passenger traffic

Flights	
Basel - Brussels	25/10/2018
Brussels - Basel	26/10/2018
Adult(s)	1
Price	EUR 141,69

- Aviation: booking system in operation one year before trip
 - Competitive disadvantage of rail
- 3rd Monday in August is too late!

Freight traffic

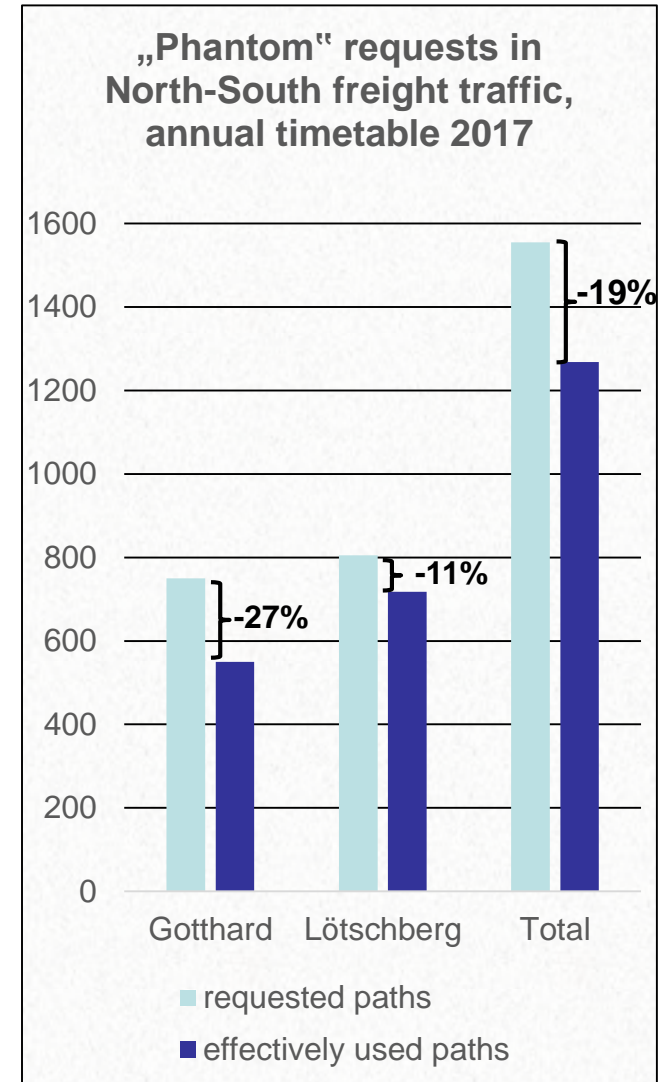


- Contract conclusion Shippers/ RUs usually in the 4th quarter
- Annual contracts as standard, callable at short notice

→ 2nd Monday in April is too early!

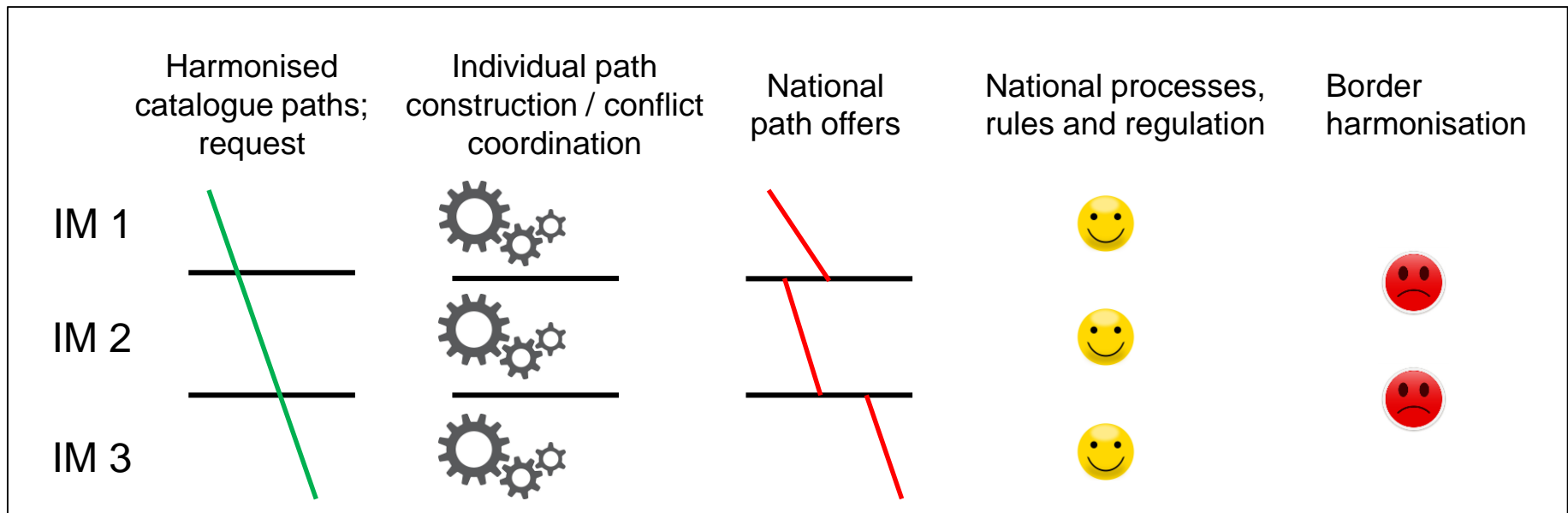
Consequences: low efficiency / quality

- Freight RUs requesting paths without knowing all of their transport assignments
- The higher the network utilisation, the higher the need for „phantom“ requests
- Swiss north-south freight transport: one-fifth of the requested paths cancelled before TT change
 - **Inefficient:** solving of virtual path conflicts
 - **Loss of quality:** limited scope of action during conflict coordination phase; trains not on the best possible path
 - **Restrictive effects on competition:** RUs with high shares of traffic can easier adapt their production concept to the allocated paths



Consequences: Limited cross-border harmonisation

- Path catalogues and requests mostly harmonised
- Short time for path elaboration and conflict resolution → parallel planning
- Effect: best possible national solutions, but NOT for the overall itinerary



The approach of TTR

- **More efficient timetable elaboration** (Path Elaboration, Observation Phase) due to an **intensified preparation phase** (Capacity Strategy, Capacity Model)
- **Internationally harmonised capacity strategy**
 - Well in advance coordinated **Temporary Capacity Restrictions (TCRs)** as one element of this harmonised capacity strategy
 - Internationally coordinated periodical review considering developments
- **Two request methods** for two market segments with different requirements
 - Annual request deadline with earlier allocation
 - Rolling planning method for requests at any time within four months before the first train run
 - Capacity safeguarding for market segments (capacity partitioning)

The impact of TTR

- **Better market orientation**
- **Improvement in quality**
 - No more „phantom“ requests blocking capacity → better path offers
 - Rolling planning enables sequential planning → cross-border-harmonised path offers
- **Improvement in efficiency**
 - No unnecessary coordination of „phantom“ requests by IMs
 - Internationally harmonised capacity strategy → optimised capacity utilisation
 - Rolling planning → less peaks in workload
 - Rolling planning with multiannual capacity confirmation up to 3 years → Higher reliability, less investment risks for new transport services
 - Internationally harmonised and well in advance communicated TCRs → lower production costs for RUs

Challenging implementation

- TTR is promising, but also challenging
- The Swiss experience with capacity strategy and safeguarding: Involvement of all instances concerned as key success factor
 - Passenger transport RUs
 - Regional authorities ordering PSO transports
 - Freight sector representatives (appointed by the sector)
 - IMs, allocation bodies
- TTR is a common project of IMs (RNE), RUs (FTE, ERFA) and even supported by Forwarders (ERFA)

