



# Schedule for capacity allocation

## Railway undertakings' dialogue Plenary

**Frank Jost**

Single European Railway Area

EU Commission

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# EU legal acts on timetabling

- Decision of Executive Boards of Rail Freight Corridors on the framework for capacity allocation on the rail rail freight corridor of 27 October 2015 ("RFC-FCA")
- Directive 2012/34/EU on a Single European Rail Freight Area ("Directive")
- Regulation (EU) No 454/2011 as last amended on the TSI for the telematics applications for passenger service ("TAP-TSI")

# Objectives of scheduling

*Optimum effective use of the available infrastructure*

*Non-discrimination*

*Synchronisation of different, independent infrastructure managers and facility operators*

*Meeting the changing needs of the market*

# Problems

Passenger RU book earlier (niche for charter trains), whilst freight RU book later, but Annex VII is "one-size-fits-all"

Users face frequent and late changes of the schedule

Coordination (a) between IMs and (b), regarding ad-hoc requests, between IMs and facility operators still not satisfactory

Scheduling possessions of capacity for maintenance remains a problem

# Schedules for capacity allocation I

Directive 2012/34/EU		Rail freight corridors Frame Capacity Allocation Ann. 2	
> X-11	VII, Point 4: Cooperation before opening of the application period and establishment of provisional international train paths	X-19 -> X-16	Preparation PAPs
		X-16 -> X-12	Construction PAPs
		X-12 -> x-11	Approval and publication of PAP
		X-11 -> x-8	requests for the annual time table
< x-12	VII, Point 3: final date for receipt of requests for train paths	X-8	Deadline for submitting path requests

# Schedules for capacity allocation II

Directive 2012/34/EU		Rail freight corridors Frame Capacity Allocation Ann. 2	
> 4 after closure	Point 4: Draft working timetable		Void
	Void	X-8 > X-7.5	Pre-booking phase
	void	X-7.5	return of unused PAPs to the IMs
	Void	X-7.5 > X-5.5	Path construction phase for the "flexible approaches"
	Void	X-5	Publication of the draft timetable for PAPs
	Void	X-5-X-4	Observations from applicants

# Schedules for capacity allocation III

Directive 2012/34/EU		Rail freight corridors Frame Capacity Allocation Ann. 2	
	Void	X-4 > X-3.5	Post-processing and final allocation
	Void	X-8 > X-4	Late path request application
	Void	X-4 > X-2	Late path request allocation
	Void	X-4 > X-2	Planning of ad-hoc reserve capacity
	Information on spare capacity to be made available on demand, Art. 48(1)	X-2	Publication of ad-hoc reserve capacity



# Schedules for capacity allocation IV

COM Reg No 454/2011 SERA Directive		RFC Frame Capacity Allocation Ann. 2	
X-2	Pax RU to exchange and publish 'annual timetable' (TAP-TSI, Reg No 454/2011, Annex I)		N/A
> 5 days before the train run	Working time table for the Performance scheme Annex VI, 2(b)		void
N/A	Art. 48	X-2 – X+12	Application for and allocation of adhoc Paths
N/A	Art. 48 evaluation of need for spare cap. incl. on congested infrastructure	X+12 – X+15	Evaluation



## In sum: FCA vs Annex VII

- FCA provides for distinct and precise time slots
- FCA is specific and comes with deadlines on coordination between infra managers
- FCA addresses schedules for path requests, late path requests, ad-hoc requests and evaluation

# Annual time tabling: Annex VII

- distinct and precise time slots for application, allocation and evaluation
- Allow late requests
- Scheduling on coordination between infra managers
- Information about capacity restrictions
- Ex post evaluation

# Classes of restrictions

<b>Class</b>	<b>Planned duration</b>	<b>Capacity restriction</b>	<b>Coordination with IMS and information of intl RU</b>
I	> 1 week	> 40 %	> 18 months
II	> 3 days	> 20%	> 9 months
III	> 1 day	> 10%	> 7 months

# Information

*Beginning of the works*

*Class I: Number of train paths affected by the restriction - Classes II and III: modified train paths*

*Section(s) of line affected by the restriction*

*Diversiory lines (if available)*

*Duration of the restriction*

## Ad-hoc requests at facilities:

*not more than 24 hours for response on request for capacity in facility*

*cut-off time max 24 hours – after cut-off time the facilities operator rejects requests*

*Longer response time for consecutive uses*



Thank you for your attention