

Forum Train Europe FTE.

The European coordination platform of railway undertakings for cross-border passenger and freight trains.



FORUM TRAIN EUROPE

PLANNING TRAINS TO CONNECT EUROPE



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FTE at a glance

Members:

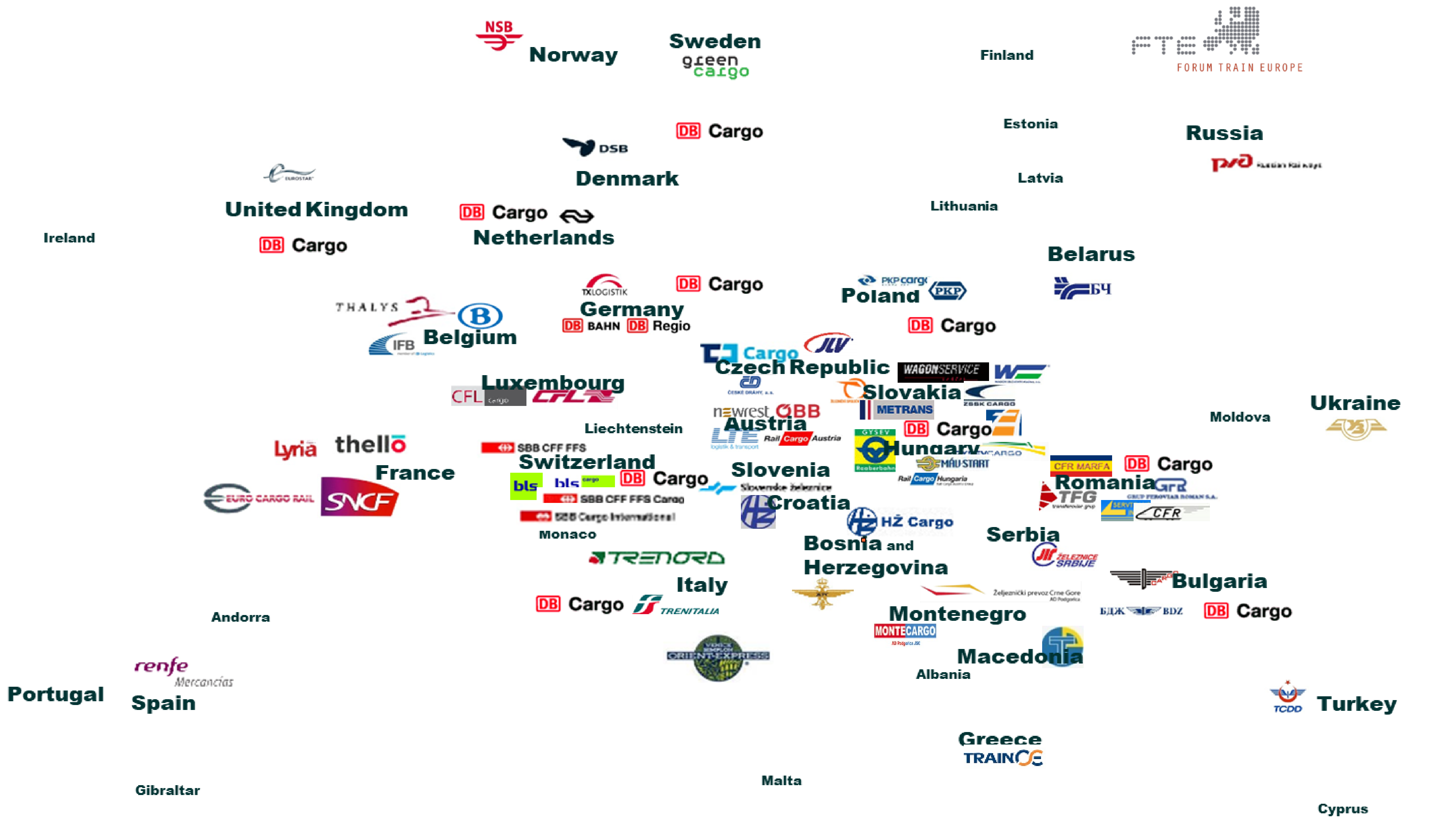
- 🚂 90 RUs in freight and passenger traffic in 31 European countries (49 freight RUs/41 passenger RUs)

Main tasks:

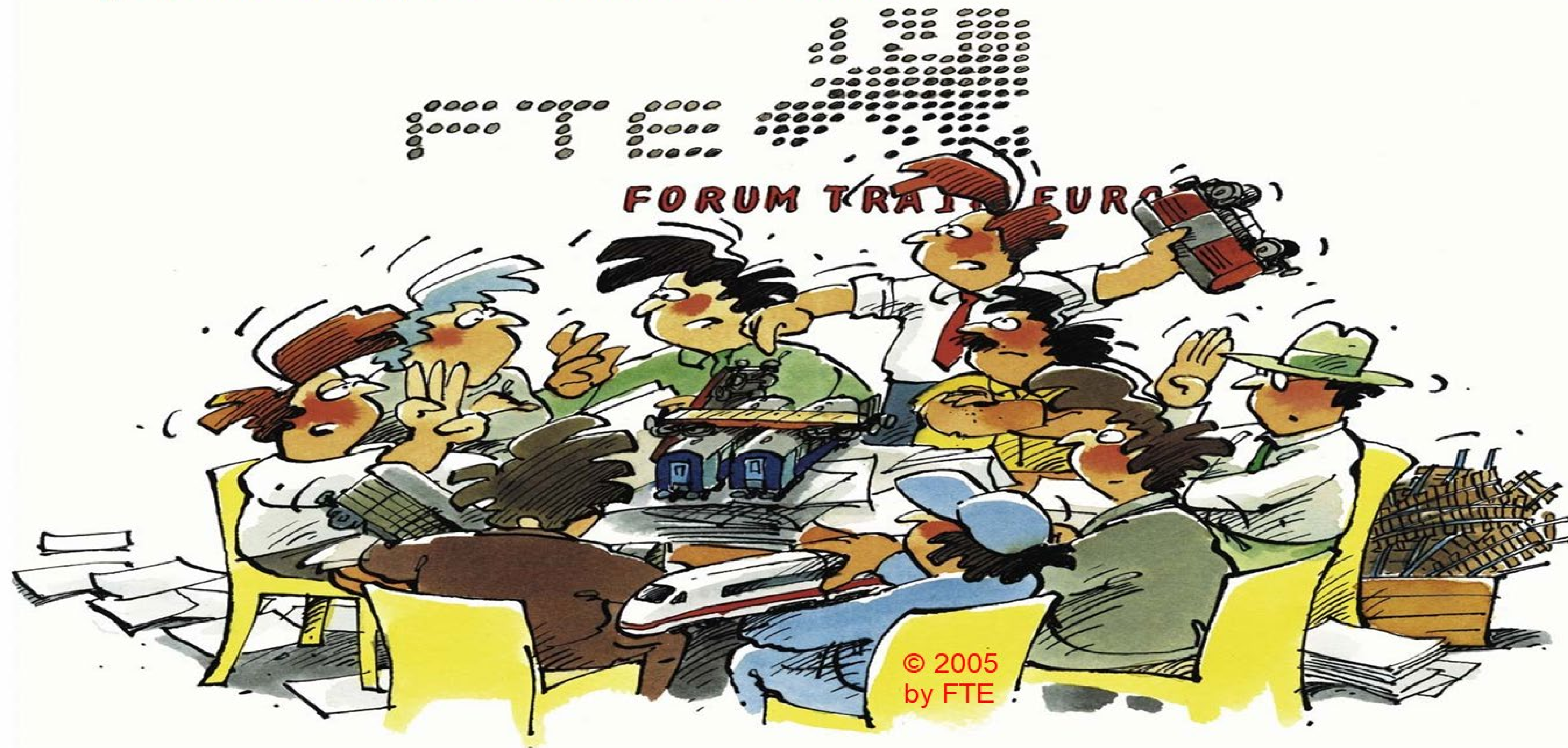
- 🚂 FTE is the coordination platform for the international harmonisation of production plans and path requests
- 🚂 FTE takes over project management and responsibility for the further development, conception and harmonisation of international processes and IT-Systems
→ most important projects: TTR and TAF/TAP-TSI
- 🚂 Supports the cooperation of railway undertakings in superordinate topics for the benefit of the sector («voice of RUs»)

Main partners / contacts:

- 🚂 RailNetEurope (RNE), ERFA, CER, CIT, OTIF, UIC, DG MOVE, ERA



- ... optimising international trains is a very intensive and iterative process ...
- ... railway undertakings cannot do it on their own; infrastructure managers must support them in their work!



REDESIGN OF THE INTERNATIONAL TIMETABLING PROCESS (TTR)



OTIF Symposium

Vilnius, 29 October 2019

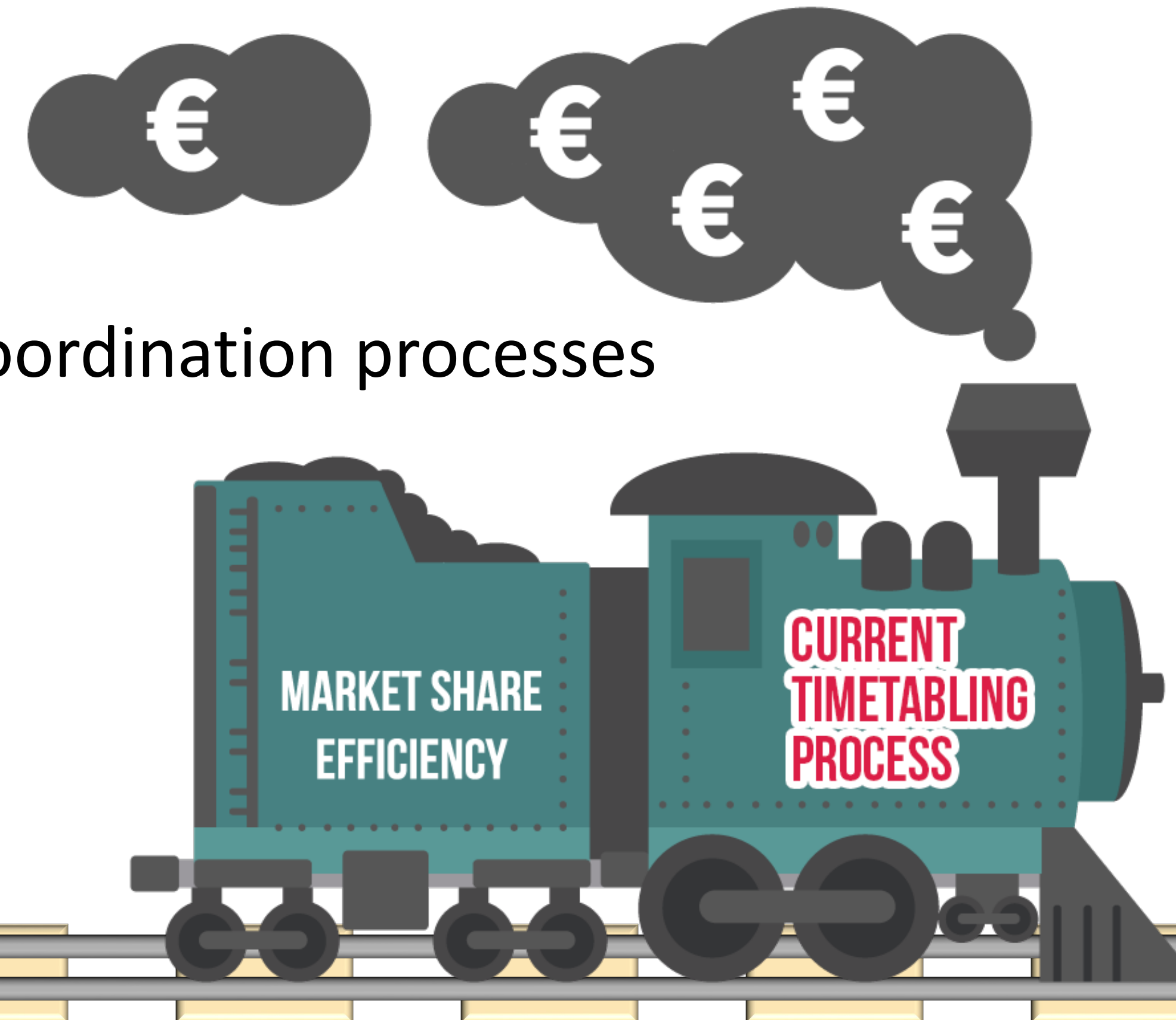
— Why Implement a New Process?

The **current timetabling** process does not completely fulfil the needs of the market and varies from country to country.

This lack of quality leads to a loss of attractiveness :

- Permanent changes in planning (for both RUs and IMs)
- Unused capacity bookings (for both paths and TCRs)
reducing available capacity and causing unnecessary coordination processes
- Different planning procedures in different countries

**Result: High costs, unsatisfied end-customers
and missed business opportunities!**

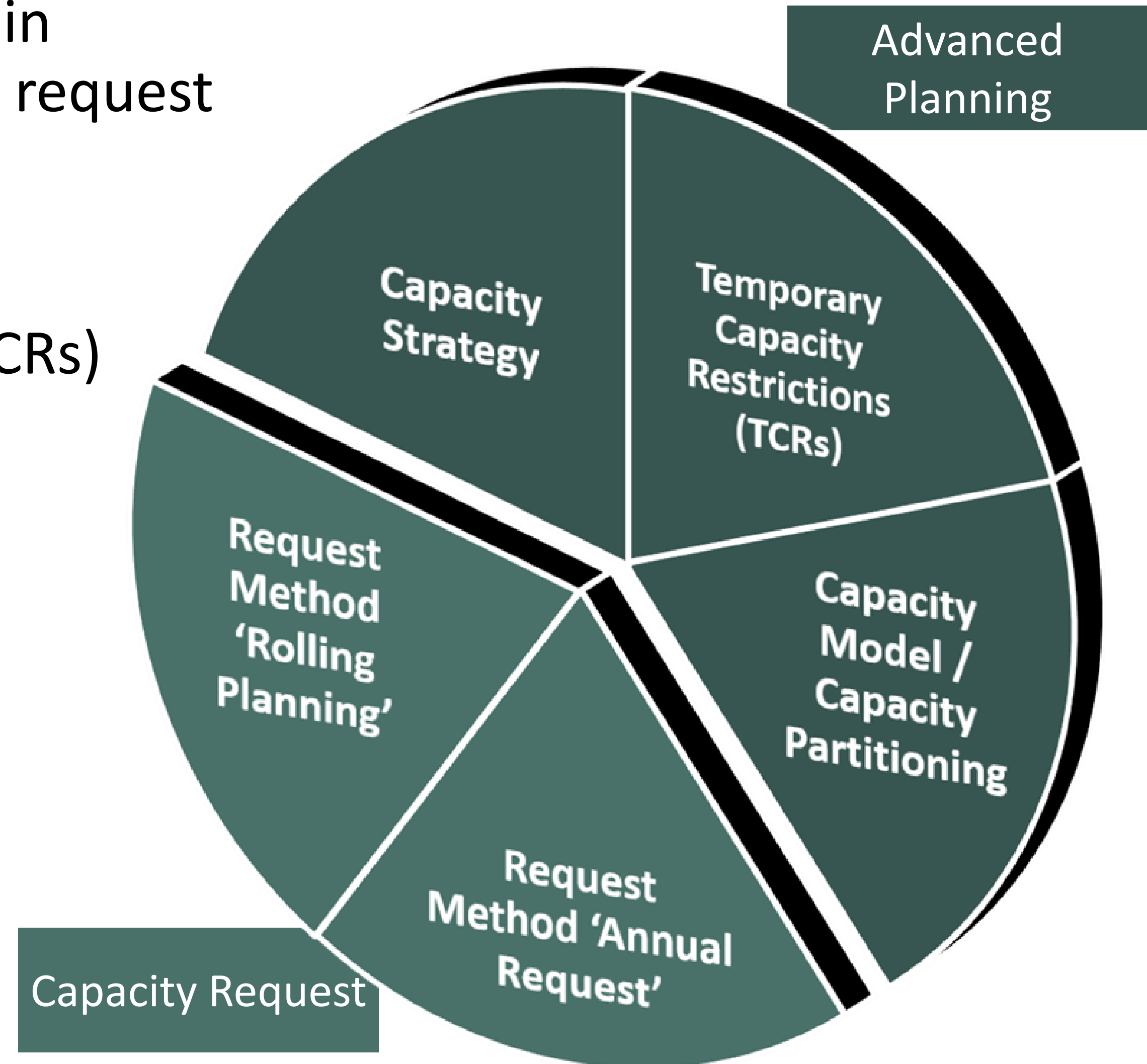


TTR Approach

An expert group of IMs and RUs agreed: Planning in advance is required to allow better stability in the request and allocation phase!

- Planning of Temporary Capacity Restrictions (TCRs) and the impact on the available IM capacity
- Planning of traffic knowing its requirements long in advance (Annual Timetable)
- Planning of traffic knowing its requirements at a later stage (Rolling Planning)

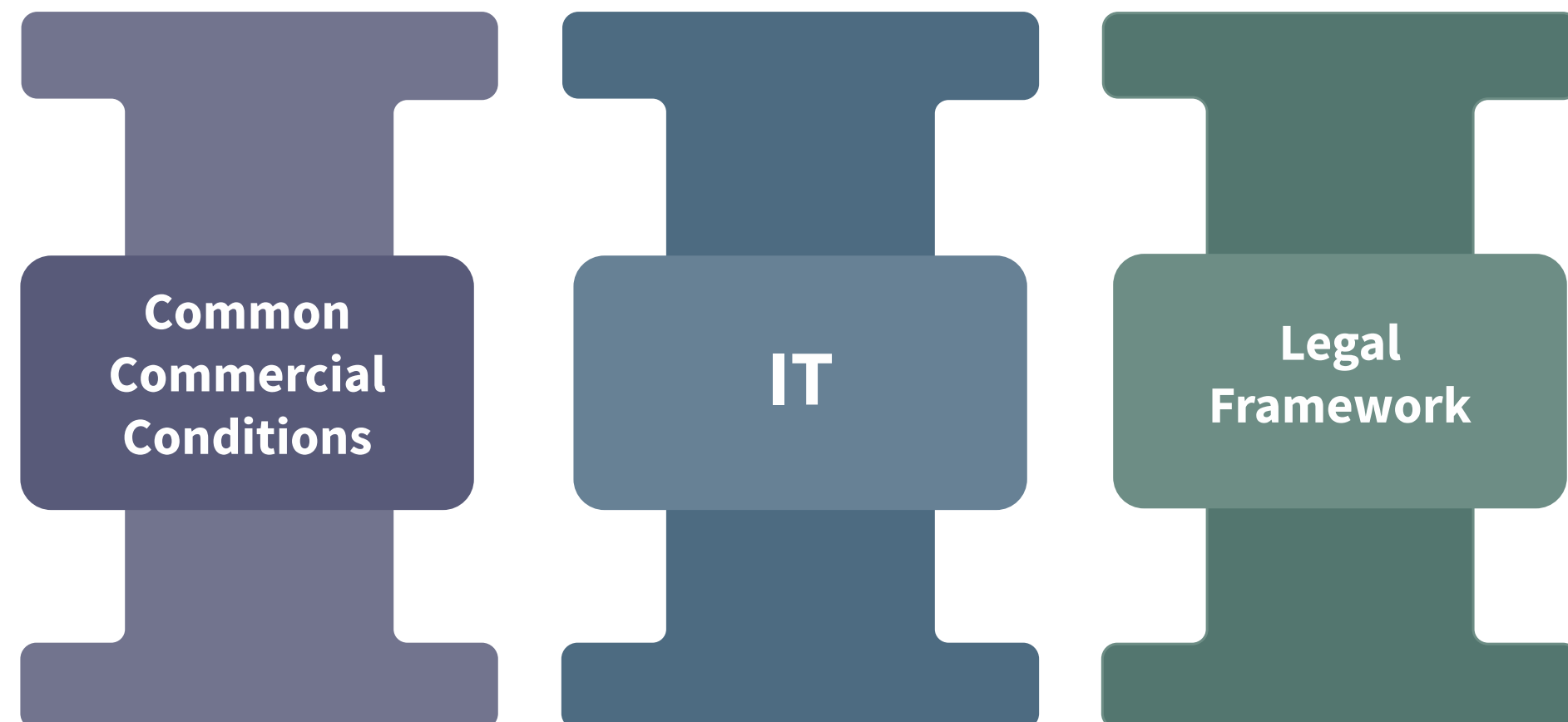
All aspects included in the 'Capacity Model'



— Preconditions

Several preconditions have to be provided to roll-out TTR:

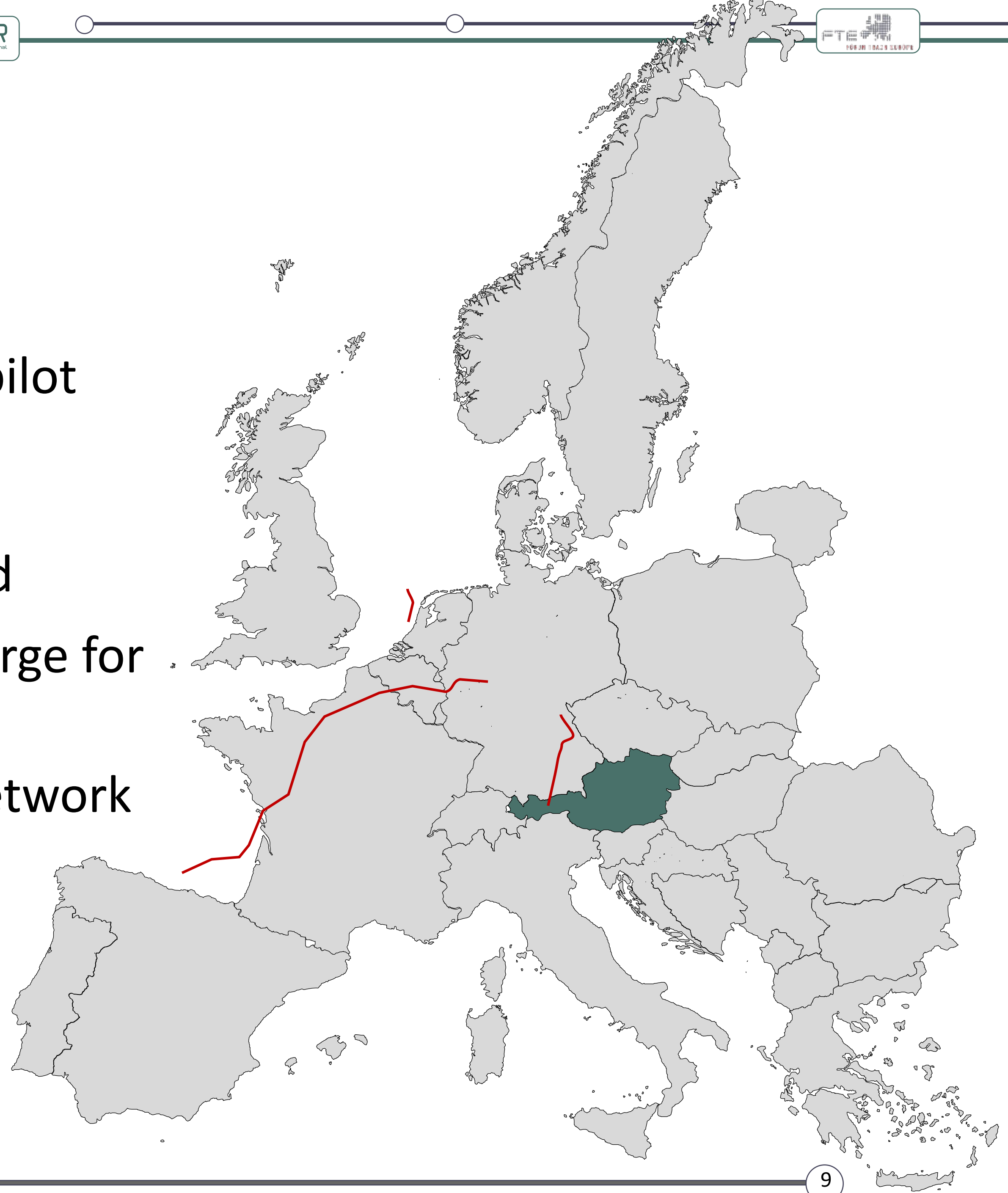
TTR Process



- **Common commercial conditions**
(to steer stakeholders' behaviours)
- **IT landscape**
(to ensure high-quality information)
- **Legal framework**
(to ensure a binding implementation)

— Test of TTR: The TTR Pilots

- Since 2017, TTR is being tested on various pilot lines
- 3 pilot lines (Atlantic, Rotterdam-Antwerp, Brenner) in function and one (ÖBB) planned
- Since 2019, the project 'TTR Pilots' is in charge for any changes of the process description
- For timetable 2021, 3 pilot lines and one network pilot will be active



— Benefits of TTR

New process supports the market needs and makes railways more competitive:

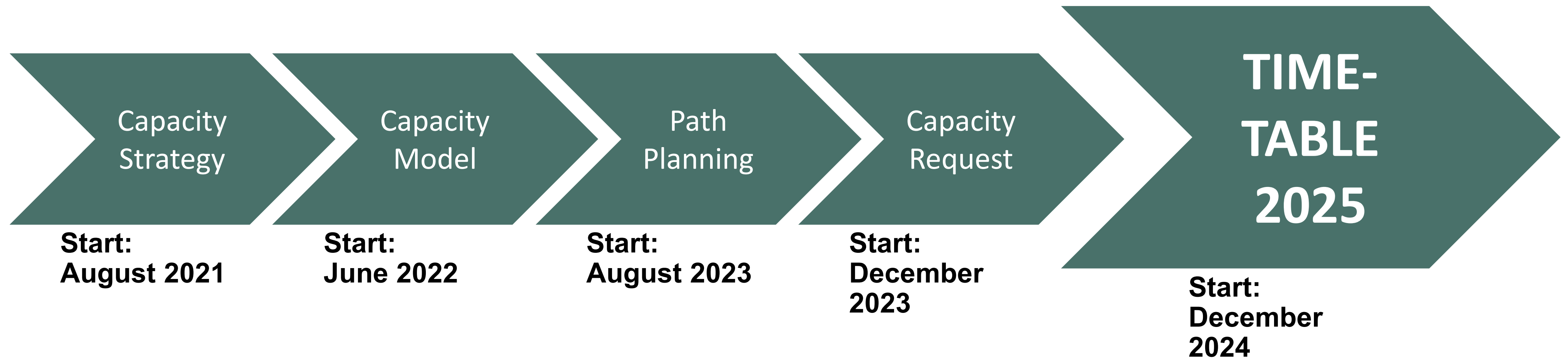
- Possibility for early provision of timetables and earlier ticket sales
- Possibility for later path request of timetables and higher planning flexibility
- High planning performance and reduced redundant work due to permanent changes of available IM capacity
- One harmonized process for all Europe for TCRs
- The roll-out of a harmonised incentive fees mechanism, between RUs and IMs, based on reliability of the capacity requests and the allocated capacity

Consequence: Higher market share with higher revenues and vastly improved cost efficiency



— Implementation of TTR

Preconditions must be provided in time to start each TTR phase:



All preconditions **must be implemented nationally** as well
 >>> national implementation projects will be launched.

To meet the anticipated rollout for TT 2025, the **implementation must start now!**