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

Peter Jäggy
FTE Deputy Secretary General
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 pro-
cess …

... railway undertakings cannot do it on their own; infrastructure mana-
gers 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:

- **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!**