Scope of TTR for Timetables 2025-2028

(Version 1.0)

Version history

VERSION	RESPONSIBLE	DATE	CHANGES
1.0	Josef Zitzler & National Project Implementation Managers	22.06.2022	None; as approved by RNE GA on 31 May 2022

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1. TTR Components Implemented in Full Roll-Out (Summary)

The following chart and table display TTR core elements as covered in the TTR Process Description or the Fact Sheets, both approved by RNE GA in December 2021.
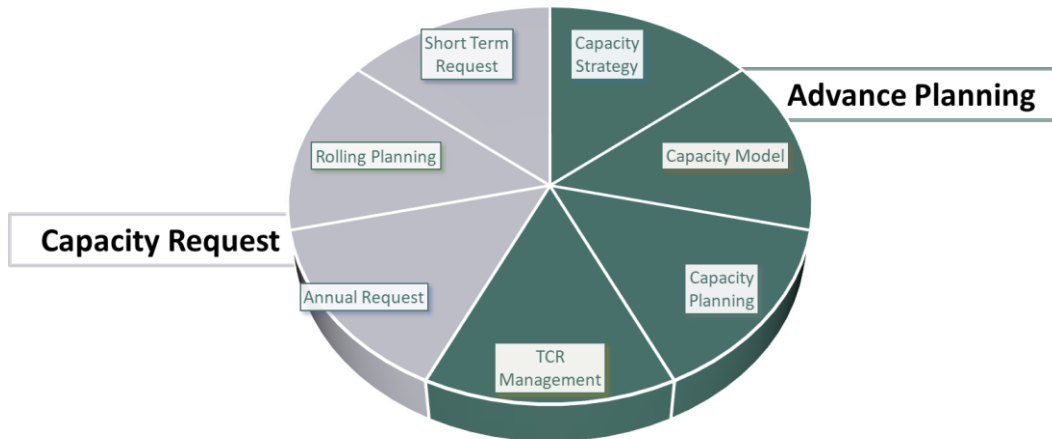

Figure 1: TTR components

Advance Planning	Capacity Request
Capacity Strategy Definition of » Geographical area » Expected capacity of infrastructure in TT20xx » Temporary Capacity Restrictions (TCRs) » Traffic planning principles and traffic flows	Annual Request » Partwise feasibility study » Full feasibility study request » Annual requests placed on time » Subsequent changes » Annual requests placed after the path request deadline
Capacity Model » Input for traffic part » Input for TCR part » Capacity Partitioning	Rolling Planning » Safeguarded capacity for Rolling Planning requests in Capacity Model » Capacity for Rolling Planning requests in Capacity Supply » Rolling Planning path request » Multi-annual Rolling Planning request
Capacity Planning » Commercial Share » TCRs » Capacity Planning » Updates after X-11	Short Term Request To be applied for both, single and recurrent train runs » Safeguarded capacity for Ad hoc requests in Capacity Model » Ad hoc path request » Path Modification, Path Cancellation » Path Alteration » Path Optimisation

TCR Management
Continuous activity overarching the entire TTR process (X-60 to X+12):

"To ensure that the applicants can provide reliable and competitive railway transportation services to the end customers, the negative effects of TCRs have to be reduced to a minimum. Therefore, the following goals must be achieved:
• Highest possible availability of infrastructure options to connect origins to destinations:
Shortest possible timeframe for TCRs to reduce production costs
• Shortest possible transport time to account for customers' needs and reduce production cost"

Table 1: Summarized description of TTR components

2. Blocking Points for Full TTR Implementation in Timetable 2025

» Insufficient legal framework (European and domestic)
  • Some TTR elements are incompatible with existing EU law and/or national law (e.g. shortening of observation phase, multi-annual dimension of RP)
  • Uncertainty regarding lawfulness of some essential elements of TTR (e.g. partitioning and safeguarding of capacity)
  • Apparently different national transposition of existing EU law (e.g. preplanning of capacity; applying priority rules in absence of declaration of congestion)
  • The currently used in daily business deadlines of timetabling need to be introduced in EU law and/or national law in a comprehensive way
  • TCR advance planning (secured financing as one precondition) needs to have a binding legal background based on Annex VII to Dir. (EU) 2012/34
  • Legal definition of escalation processes and parties concerned (ILE)
» Consequently, investment timelines in IT developments on national and central sides must be adapted (no use of implementing IT systems without using them after deployment)
  • Any process, which is currently not defined or not fully harmonised, cannot be incorporated in developing IT landscape. Any IT development needs to be based on a defined and agreed process (via existing or future Handbooks), in order to generate added value for members.
  • Capacity Supply will not provide for added value if central IT and national interfaces cannot be used adequately: there is an unlikeliness that – based on mentioned shortcomings – the tool will lead to added value for stakeholders without relevant legal framework in place.
  • Consequently, this will also influence methodology of capacity requests.
  • TAF/TAP Messages need to be adapted according to TTR requirements.
  • National and central (IT) developments always need to be coordinated in matters of time and content and need to follow shared objectives (better provision of capacity by improved planning)
» Allocating dedicated resources to TTR Programme is a crucial condition to move forward jointly.

3. By When Can the Full Roll-Out of TTR Be Expected?

This is highly dependent on current blocking points described in chapter 2, in particular from insufficient legal framework. Hence, the most crucial question for further development of TTR is **by when the international and domestic legal framework will be available** and which consequences will subsequently arise.

» Legal framework fully available means the legislation's entry into force on EU and domestic level X-18 before the Timetable change.
» A first step is the conduction of the impact assessment, triggered by DG MOVE, based on which legislative proposal is planned to be available by the end of 2022.
» Scope and form of EC actions as result of the impact assessment are still open, including at a legislative level.
Therefore, **specific Milestones of legal adaptions can only be roughly estimated**. The implementation plan must /can only be updated as soon as more specific information is available.
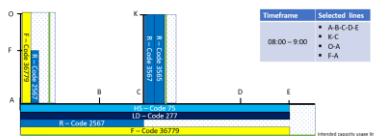
4. Minimum Scope Scenario Timetable 2025

Underlying elements

Component	Proposed Minimum Scope for Timetable 2025	
	National Processes And DCM Usage	Central Processes And DCM Usage
1. Commercial Conditions	1.1 Harmonization of lead times will be further tackled by CC Task Force – in force by Timetable 25 at least among first wave implementers	Centrally no IT solution is needed.
2. Digital Capacity Management (DCM)	2.1 National IT ecosystems will not fully match TAF/TAP TSI standard.	TAF/TAP TSI requires no additional development in central IT
	2.2 PCS Mandatory Interface done and ready for Timetable 25;	All three major tools of central DCM (TCR Tool, ECMT, Capacity Broker/PCS) will be provided for Timetable 25, including relevant Messages between IMs and TCR Tool & Capacity Broker/PCS, as well as between Applicants and Capacity Broker/PCS. Commercially available ("positive") and commercially unavailable ("negative") capacity will be shared with the ECMT. Messages and/or interfaces to/from ECMT will not be possible by Timetable 25, except between ECMT and TCR Tool. *Please also refer to explaining illustration below this table.*

Table 2: Underlying elements of Timetable 2025 Minimum Scope

TTR Core elements

Component	Proposed Minimum Scope for Timetable 2025	
	National Processes And DCM Usage	Central Processes And DCM Usage
3. Capacity Strategy	3.1 Agreement on which border lines to be tackled will be done bilaterally between IMs (not on full networks) and national lines within IMs with recommended criteria in the Capacity Strategy Handbook	
	3.2 At least first-wave implementers will implement this phase by the production and harmonisation of Capacity Strategies by end of June 2022 (Note: The resulting document has no legally binding character)	Collecting the links to the Capacity Strategies and publish them on a single page (e.g. RNE website)
4. Capacity Model	4.1 At least first-wave implementers will elaborate Capacity Models for Timetable 25, possibly covering limited geographical scope and exchange still taking place manually (via the common Excel template): » Displayed as network, line or section overview diagram (see example on the right) differentiating between traffic types (passenger/freight/other) » Representation of 24 hours on a representative standard non-TCR day with no variants » TCRs (major and high impact) can be visualized in the same format to allow comparison between the standard Capacity Models and TCR periods	ECMT available to cover Minimum Scope by Timetable 25: Upload via Import forms of CMs possible in 2022, automatic import of TCRs from TCR Tool in 2023, interfacing communication CMs and CS in 2023. TCR (major and high impact) can be imported via an interface (TCR Tool) or manually (via GUI and Excel).
	4.2 Lines which shall be covered with Capacity Models shall be defined in the Capacity Strategy phase	
	4.3 Capacity Needs Announcements (CNAs) will not be commonly used, but will be available on voluntary basis tackled with central IT.	Detailed CNA process description available in Capacity Model Handbook. CNA function available in central IT by mid-2022.

	~~5.1 Option 1 will not be considered any more since required European legal framework is highly unlikely to be in force by mid-2023.[1]~~	
5. Capacity Planning / Supply	5.2 Option 2: European legal framework allowing capacity dedication in Capacity Supply not available. Following items are applicable at least for first-wave implementers, covering the same limited geographical scope as the Capacity Models (point 4.1): » Provision of catalogues only in countries with supporting legal framework by January 2024 » In countries without legally binding catalogues, Capacity Models shall be updated instead of provision of Capacity Supplies. The updates shall consider the volumes planned after X-18 (e.g. additional ad hoc volumes). In case the final Capacity Model (published at X-18) reflects to the business needs properly, then the creation of updated versions would not be mandatory. The Applicants can submit Feasibility Study requests from X-15. The consistency with neighbouring catalogues will be supported through Feasibility Studies and will be used before X-8 (i.e. before April 2024). Capacity products are provided as incentive and support to RUs to request capacity as pre-defined. » TCRs (major, high) are visualized in a way that RUs can easily see which parts of the Capacity Supply are affected, or » TCRs (major and high impact) can be visualized in the same format to allow comparison between the standard updated Capacity Models and TCR periods	Capacity Model Handbook available, describing all mandatory and optional processes of the Capacity Model (including updating process after X-18). ECMT ready for limited use of capacity selection function (mid-2023).

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[1] During discussion, option 1 was considered to be improbable, therefore it has been removed from initial scope.

	PaPs and Reserve Capacity available on RFCs according to Regulation 913/2010	
6. Annual Requests	~~6.1 Option 1 will not be considered any more since required European legal framework is highly unlikely to be in force by mid-2023.[2]~~	
	6.2 Option 2 (without European legal framework available) Following items are applicable at least for first-wave implementers, possibly covering limited geographical scope and/or using Feasibility Studies: Capacity products are available as support for applicants to request capacity to reduce conflict potential with Major/High/Medium impact TCRs known by the applicant at the time of booking	No IT functions available to use feasibility studies according to 6.2. ECMT can display comparison between available capacity and TCRs.
	6.3 Annual requests can be placed by the second Monday of April of 2024 – late requests can be placed between April and October 2024 (unchanged to today's annual and late process). Requests can be placed and answered in PCS via automated interfaces.	Annual and late requests possible in PCS
	6.4 Draft offer provided by all IMs at the same moment (beginning of July 2024)	Annual request can be done in PCS (Note: Potentially, the Capacity Broker might be already available by that time)
	6.5 At least within first-wave implementers: Draft offers are in principle stable (including rerouting options due to TCRs as far as possible), i.e. not just a preview with elaboration still going on, but as representation of the actual offer with the possibility for applicants to provide feedback/comments	Draft offers for annual request can be done in PCS (Note: Potentially, the Capacity Broker might be already available by that time)

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[2] During discussion, option 1 was considered to be improbable, therefore it has been removed from initial scope.

	6.6 Major/High impact TCRs are considered[3] in the draft and final offer in accordance with Annex VII (Directive 2012/34/EU), also the concept of time windows could be applied.	
7. Short Term Requests and Rolling Planning	7.1 Ad hoc requests, path modification, and alteration processes including required national IT and interfaces to central IT (PCS/Capacity Broker) fully implemented in a harmonised way by the beginning of October 2024 with IT available and in full use.[4]	Connecting HBs (ad hoc, path modification, path alteration) will be available containing all relevant updates
	7.2 Shorter (but harmonised) answering times for ad hoc requests (for single train runs) with utilization of central IT implemented; Pre-constructed paths on border sections will reduce the answering time	Handbook for Ad-Hoc Request Management will be available containing all relevant updates Ad hoc request can be done in PCS (Note: Potentially, the Capacity Broker might be already available by that time)
	7.3 Most TCRs known at the time of (single) Short Term Request are considered in the offers (Note: Depending on the lead time between allocation and operation days, late TCRs might still happen, which must be tackled by the alteration process)	
	7.4 Rolling Planning will not yet be available in Timetable 25; based on experienced already gained, the concept of RP will be jointly updated and refined, first activities beginning after RNE GA approval on Timetable 25 Minimum Scope.	

Table 3: TTR Core elements for Timetable 2025

NOTE: Subject to RNE GA approval is the above-described Minimum Scope for Timetable 2025. It may be the case that further specifications or precise adjustments will be incorporated by progressing implementation.

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[3] Considered means: An RU knows that the allocated path it gets in AT is on certain days in conflict with TCRs, OR on these days it does not get a path OR on these days it gets an alternative path OR it requests already an alternative path.

[4] Also depending on the progress of MVP Short Term Ad Hoc Request.
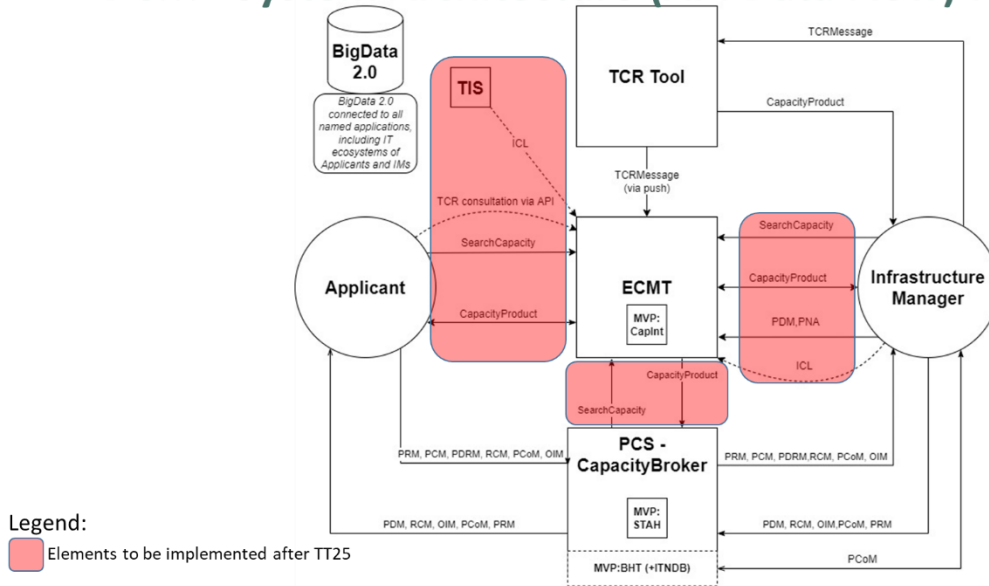
DCM –System Architecture (API Data Flow) for TT25

Figure 2: DCM System Architecture in Timetable 2025

Glossary of abbreviations:

Glossary

CapacityProduct	Message for exchange of Capacity Need Announcements (CNAs), Capacity Models (CMs) and published TCRs
ECMT	European Capacity Management Tool
ICL	Intended Capacity Line
ITNDB	International Train Number Database
MVP3	Short Term Ad-Hoc
MVP6	Capacity Intelligence
MVP8	Border Harmonization Tool
OIM	ObjectInfoMessage:This message serves to request an information about the object, to update an information in an object, and to inform about the content of the object
PCM	PathConfirmedMessage:This message is used by the RU to confirm the proposed path ofthe IM (PathDetailsMessage) in response to an RUs Original Request
PCoM	PathCoordinationMessage:This message is used for exchange of information between RUs and between IMs for coordination and data synchronization purposes
PCS-CapacityBroker	The next major version of PCS
PDM	PathDetailsMessage:This message is used by the IM to the RU confirmaing details of the path in response to an RU request
PDRM	PathDetailsRefusedMessage:This message is used by the RU to inform the IM that the PathDetails (with changed values to the request or to earlier booked path) are not acceptable
PNA	PathNotAvailableMessage:Path Not Available message according to Short Term Path Request specification (WG5)
PRM	PathRequestMessage:This message serves to request a train path. The message is sent from the RU to each IM involved.
RCM	ReceiptConfirmationMessage:This message is sent from the recipient of a message to the original sender of the message when the required response cannot be made available within 5 minutes as defined by the TAF TSI chapter 4.4.
SearchCapacity	Message used to search Capacity Models and TCRs
TCR Tool	Temporary Capacity Restricitons Tool
TCRMessage	Message to request the import of a TCR into the TCR Tool. The Message must define the import mode and the TCR which shall be imported
TIS	Train Information System
———————	Dataflow which is planned/active
- - - - - - - - - -	Dataflow which do not have definite state to be deployed

Table 4: Glossary of DCM abbreviations

5. Communication Principles of Timetable 2025 Minimum Scope

5.1. Benefits to be Achieved for Infrastructure Managers and Applicants on Core TTR Elements

Capacity Strategy

The Capacity Strategies for Timetable 2025 (due on 30 June 2022) will give a first comprehensive overview of expected capacity of infrastructure, TCRs known, and traffic flows expected by European Infrastructure Managers. By further harmonizing national Capacity Strategies at the borders, it will firstly give an indication of infrastructure development accessible for all stakeholders while secondly being an important first step towards process coordination and harmonization particularly essential for subsequent process steps of implementing TTR.

Major pioneering works in this context such as the MVP Capacity Strategy (DB Netz, Infrabel, ÖBB Infrastruktur, ProRail, RFI, SBB) as well as the Scandinavian Pilot for Capacity Strategy 2025 (BaneDanmark, BaneNOR, Trafikverket) are already well known within the sector and provide for promising results in terms of cross-border coordination of infrastructure development.

Capacity Model

For Timetable 2025, Capacity Models will be provided at least by first-wave implementers in a reduced geographical scope (coherent with lines selected for the Capacity Strategy). As the relevant central IT Tool will be operative at that time, it will be possible to stakeholders to display expected traffic volumes on a certain network, line or section via ECMT. Based on the interface between TCR Tool and ECMT, also TCRs of major and high impact could be displayed in that way. Dedicated Pilots are already now elaborating Capacity Models for even earlier Timetables, such as by ÖBB Infrastruktur for Timetable 2023.

Moreover, CNAs might be used as additional benefit on a voluntary basis tackled by central IT. This will be emphasized and reflected by carrying out a respective Pilot on IMs-RUs basis.

Capacity Supply

Since it is highly unlikely that there will be legal framework available allowing for capacity dedication, Capacity Planning and Supply as such will not be covered in Timetable 2025. However, in order to enable stakeholders to view and request first Capacity Products, at least first-wave implementers will update their Capacity Models (in geographical coherence with Capacity Strategy and Capacity Model) by adding volumes planned after X-18 including the visualization of major and high impact TCRs. ECMT will be ready for limited use of capacity selection function by mid-2023. Pre-arranged Paths and Reserve Capacity will be available via C-OSS on RFCs according to Regulation 913/2010. In this context, it is important to underline that the Pilot carried out between Amsterdam and Brussels is already gathering first experiences regarding the usage of Capacity Supplies.

Annual Requests

Annual and Late Path Requests can be carried out unchanged to today's existing process via PCS, having the Capacity Broker potentially ready by that time. Draft Offers for Annual Requests can be done in PCS (potentially the Capacity Broker) and will be provided widely stable by all IMs at the same deadline (beginning of July 2024). At least first-wave implementers will provide Capacity Products as support and first indication for Applicants coherent in geographical scope and possibly using Feasibility Studies. Major and high impact TCRs are taken into account in the Draft and Final Offers according to Annex VII, while also the concept of TCR windows may be applied.

Short Term Requests

PCS Capacity Broker will enable Applicants to request for (single and recurring) short term ad hoc paths by end of 2024, including processes for path modification and alteration as well as national interfaces to central IT implemented. In this context, also answering times for single ad-hoc requests will be harmonized via usage of central IT, while TCRs known at time of request will also be

considered in the Offers (Note: Depending on the lead time between allocation and operation days, late TCRs might still happen, which must be tackled by the alteration process).

Pioneering MVP Short Term Ad Hoc (DB Netz, SBB; scope expected to be extended) is already tackling the central and national developments required for enabling this kind of request and will be available by end of 2023.

Rolling Planning

Since legal framework allowing for safeguarding capacity and multiannual requests will most likely not be in place for Timetable 2025, this element will not be comprehensively rolled out for this Timetable. However, based on experience already gained in this context (e.g. coming from the Pilot Amsterdam-Brussels), the concept will be updated and refined starting from summer 2022 until summer 2023 in order to fully implement Rolling Planning once the legal basis is adopted and respective Process Handbooks are approved and implemented.

Moreover, IMs are encouraged to pilot activities in this regard considering actual possibilities responding to market needs and flexibility requirements.

5.2. Implementation Expectations and Related Achievements

What are the objectives and benefits to be achieved with the scope of Timetable 2025 ("Minimum Scope" or "Common Denominator")?

1. Start implementation of advance planning elements (in particular Capacity Strategy and Capacity Model) including TCR planning and coordination (considering relevant Handbooks and IT functions in place).

   Benefits:
   » *No big bang implementation – learning curve by stepwise introduction*
   » *First cross-border harmonization providing better planning parameters for requests*
   » *Resulting in better availability of capacity already*

2. Start implementation of capacity requests' core elements (such as Annual and Late Requests, Short Term as far as possible including corresponding IT elements), as far as legally possible and in line with neighbouring IMs.

   Benefits:
   » *Offering better and harmonised capacity products*
   » *Using infrastructure more efficiently*

3. Making use of central IT via appropriate data exchange mechanisms.

   Benefits:
   » *Increased harmonization level for capacity offers*
   » *Increased transparency of correlation between capacity relevant elements (e.g. TCRs and path offers)*
   » *Reduced workload for international coordination with reduced manual process steps*

5.3. What First-Wave Implementers[5] (Without Excluding Other IMs In General) Already Can Do On Top of the Minimum Scope:

1. To continue ongoing activities e.g. in Austria, Belgium, Denmark, France, Germany, Italy, Luxemburg, Netherlands, Norway, Sweden or Switzerland.
2. To continue with MVPs (based on dedicated project plans, Milestones and KPIs), particularly those related to IT landscape: Short Term Ad Hoc Request, Capacity Intelligence and Border Harmonization.
3. To continue with ongoing TTR Pilots (such as Amsterdam-Paris) and contribute to new ones (such as CNA Pilot, later Rolling Planning).
4. To continue being part of Task Forces dedicated to further enforce international use of processes (e.g. Capacity Strategy, TCR Tool Usage, Commercial Conditions).

6. Development of Milestones And Scopes for Timetables Beyond 2025

6.1. Legal Matters

Regarding the legal framework on TTR, it is pointed out that there are more than one ongoing legal initiatives at EU level which might (significantly) influence the TTR implementation plan.

In general, it is very difficult to estimate the exact timeline for the adoption of new EU legislation covering TTR core elements. However, for comprehensive overview it is strongly advised to consult the TTR Legal Task Force, whose mandate is to monitor the legal developments impacting on TTR, for an update on the state of play of those initiatives in light of TTR full roll-out up to Timetable 2028 at the earliest.

At the same time and based on the preliminary evaluation done by the RNE legal team, it is considered that the introduction of the "legal checkpoint" for the TTR EU legislation at the end of 2023 would be fair and transparent intermediate measure for an evaluation of next steps of implementation. This "legal checkpoint" will be essential to build up a robust project plan for TTR roll-out for Timetables beyond 2026 and whether full implementation on the 2028 timetable is feasible (assessment required).
A different kind of checkpoints will be the "planning checkpoints", described in the next subchapter.

6.2. Methodology of Scoping

Indicative Milestones listed in chapter 7 are representing the latest point in time to have certain components implemented to be operational in a certain Timetable.
In addition to the checkpoint of legal framework, there will be "planning checkpoints", when it will be decided which central and national TTR elements will be implemented for a certain Timetable. Once there is a decision on which elements to implement in a certain Timetable, the respective project plan will be filled in with detailed substance including deadlines.
Table 5 below shows indicative Milestones for project implementation in order to achieve full roll-out in Timetable 2028 at the latest. They will turn into deadlines once there is the decision to definitely implement certain TTR elements in a certain Timetable. The colour coding indicates the status of each Milestone:

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[5] As of February 2022 in alphabetical order: ACF/CFL, Banedanmark, Bane NOR, DB Netz, Infrabel, ÖBB Infrastruktur, ProRail, RFI, SBB Infra/BLS Netz/TVS, SNCF Reseau, SŽCZ, Trafikverket

» Green: Milestone has been met already
» Orange: Milestone needs to be discussed (also reflecting the "living" nature of the table)
» Red: Milestone is not feasible to be met and needs to be re-scheduled
» White: Milestone is required at a certain time in order to meet the scoping agreements or an update needs to be carried out.
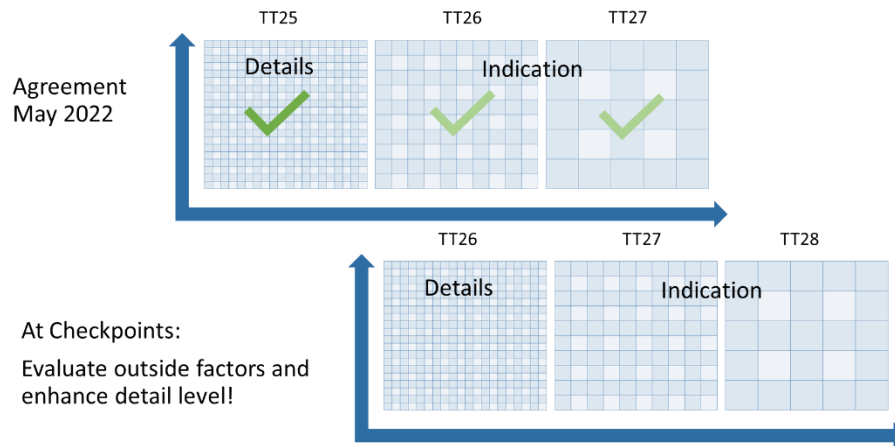» Blue: Milestone indicates an optional Process or IT update

Figure 3: Visualization of enhancing detail level

6.3. Scoping the Timetables Beyond 2025

Basis for project plans is the agreed Minimum Scope of Timetable 2025 including its timeline and deadlines. For development of project plans beyond, there are two streams:
» Geographical enlargement of implementation
  • Number of implementing IMs
  • Within implementing IMs, scopes are increasing as well (e.g. network/line coverage in TTR)
» Incremental implementation of additional TTR components – driven by DCM and further implementation of DCM components

The development of project plans for Timetables beyond 2025 is dynamic/living (the more in the future the vaguer) considering information available at respective time horizons, depending on legal and planning checkpoints. This circumstance is reflected in the proposed methodology. Sufficient lead times for national implementation of Processes and IT systems will be scheduled accordingly.

6.4. Central IT Developments

The intended timeline for implementing central IT elements is ambitious, though not unrealistic. RNE strives for providing relevant Tools including interfaces on central side as well as technical specifications necessary for building national counterparts and interfaces during 2023-2024, enabling increasing usage for Timetables 2026, 2027 and – if the case – 2028.
TAF/TAP TSI Messages (including new Message types) must be defined and available until end of first quarter of 2023 on European basis.
Again, it needs to be emphasized that vagueness is increasing with Timetables lying in farther future – also from a developing point of view – which is why an overall iterative approach should be chosen also in this context
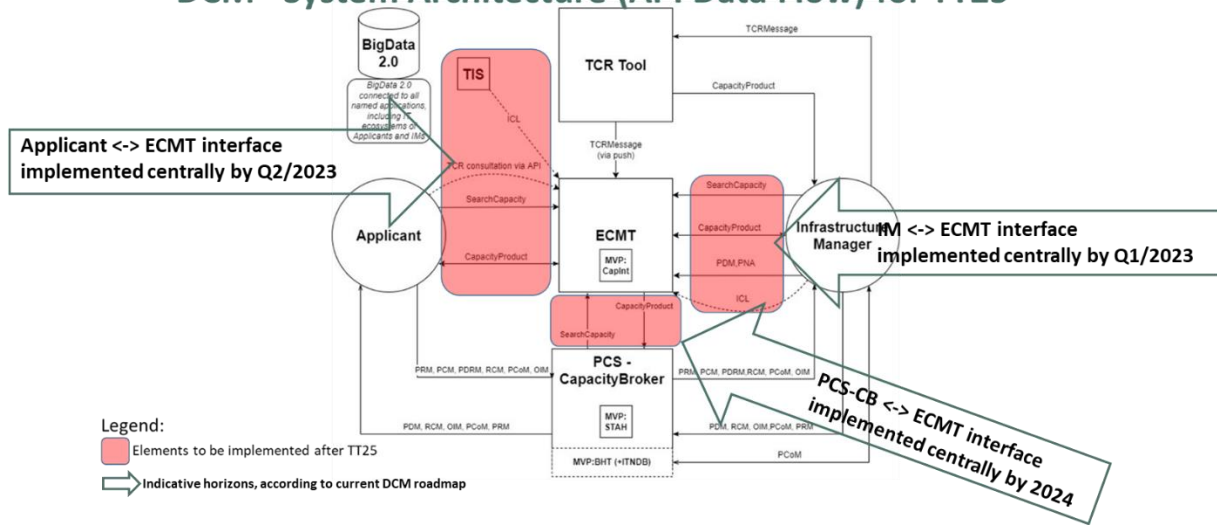
Figure 4: DCM System Architecture in Timetables 2025 and beyond

7. Indicative Main Milestones for Timetables 2025-2028

COMPONENT	SUB-PROJECT	LEVEL	FORMALISATION PHASE (HANDBOOK - approvals and updates - AND IT REQUIREMENTS)				DEVELOPMENT PHASE (IT AND PROCESS DEPLOYMENT and following updates)				ROLLOUT PHASE (PUBLICATIONS/ REALISATION)			
			TT 2025	TT 2026	TT 2027	TT 2028	TT 2025	TT 2026	TT 2027	TT 2028	TT 2025	TT 2026	TT 2027	TT 2028
Capacity Strategy	Business Process	Central (C)	07.12.2021	-	-	31.05.2024	N.A				N.A			
		National (2) (1)	N.A ->				12.07.2021	30.06.2022	30.06.2023	30.06.2024	30.06.2022	31.12.2022	31.12.2023	31.12.2024
Capacity Model	Business Process	Central (G)	07.12.2021	31.05.2022	31.05.2023	31.05.2024	N.A				N.A			
		National (5) (3)	N.A ->				30.06.2022	31.12.2022	31.12.2023	31.12.2024	30.06.2023	30.06.2024	30.06.2025	30.06.2026
	IT	Central (N)	N.A ->				31.05.2022	30.11.2022	30.11.2023	30.11.2024	N.A			
		National (7)	N.A ->				30.06.2022	31.05.2023	31.12.2023	31.05.2024	N.A			
TCR Coordination and Allocation	Business Process	Central (I)	31.12.2022	31.05.2023	30.06.2024	30.06.2025	N.A				N.A			
		National (6) (4)	N.A ->				-	31.12.2023	31.12.2024	31.12.2025	-			
	IT	Central (H)	N.A ->				-	30.11.2023	31.12.2024	31.12.2025	N.A			
		National (20)	N.A ->				31.05.2022	31.03.2024	31.03.2025	31.03.2026	N.A			
Capacity Planning/Supply	Business Process	Central (K)	-	31.05.2023	31.05.2024	31.05.2025	N.A				N.A			
		National (10) (8)	N.A ->				-	30.06.2024	30.06.2025	30.06.2026	-	10.01.2025	10.01.2026	10.01.2027
	IT	Central (V.1)	N.A ->				-	30.06.2024	30.06.2025	30.06.2026	N.A			
		National (11)	N.A ->				-	30.06.2024	30.06.2025	30.06.2026	N.A			
DRIIS	IT	Central (T)	N.A ->				-	30.06.2023	-	-	N.A			
		National (9)	N.A ->				-	-	30.06.2024	30.06.2025	N.A			
Annual TT	Business Process	Central (L)	-	31.05.2023	31.05.2024	31.05.2025	N.A				N.A			
		National (14) (13)	N.A ->				-	31.08.2024	31.08.2025	31.08.2026	-	31.01.2025	31.01.2026	31.01.2027
	IT	Central (V.2)	N.A ->				31.05.2022	30.09.2024	30.09.2025	30.09.2026	N.A			
		National (11.2)	N.A ->				31.12.2023	31.12.2024	31.12.2025	31.12.2026	N.A			
Feasibility Studies	Business Process	Central (W)	07.12.2021	31.05.2023	31.05.2024	31.05.2025	N.A ->				N.A			
		National (14.1) (12)	N.A ->				-	31.08.2024	31.08.2025	31.08.2026	-	30.09.2024	30.09.2025	30.09.2026
	IT	National (11.3)	N.A ->				-	31.07.2024	31.07.2025	31.07.2026	N.A			
Rolling Planning	Business Process	Central (M)	-	31.12.2023	31.05.2024	31.05.2025	N.A				N.A			
		National (17) (16)	N.A ->				-	31.07.2025	31.07.2026	31.07.2027	-			
	IT	Central (V.3)	N.A ->				-	-	30.06.2025	30.06.2026	N.A			
		National (11.4)	N.A ->				-	-	31.07.2026	31.07.2027	N.A			
Ad-Hoc Planning	Business Process	Central (P)	-	31.12.2023	31.05.2024	31.05.2025	N.A				N.A			
		National (18) (21)	N.A ->				-	31.03.2025	31.03.2026	31.03.2027	-	30.09.2025	30.09.2026	30.09.2027
	IT	Central (V.4)	N.A ->				31.12.2022	31.07.2025	31.07.2026	31.07.2027	N.A			
		National (11.5)	N.A ->				-	30.09.2025	30.09.2026	30.09.2027	N.A			
Path Modification and Alteration	Business Process	Central (Q)	-	31.05.2023	31.05.2024	31.05.2025	N.A				N.A			
		National (19) (22)	N.A ->				30.06.2024	30.06.2025	30.06.2026	30.06.2027	-	30.09.2025	30.09.2026	30.09.2027
	IT	Central (V.5)	N.A ->				31.12.2022	30.09.2025	31.07.2026	31.07.2027	N.A			
		National (11.6)	N.A ->				-	30.09.2025	30.09.2026	30.09.2027	N.A			
Allocation Principles	Business Process	Central (S)	-	31.05.2023	31.05.2024	31.05.2025	N.A				N.A			
		National (15)	N.A ->				-	30.06.2025	30.06.2026	30.06.2027				
Commercial Conditions	Business Process	Central (R)	-	31.12.2023	n.a	n.a	N.A				N.A			
		National (24)	N.A ->				-	30.05.2024	30.05.2025	30.05.2026	N.A			
ILE definitions (O)	n.a	n.a	31.12.2022				N.A				N.A			
Network Statements	IT input E)	Central	15.12.2022	15.12.2023	15.12.2024	15.12.2025	N.A				N.A			
	Process Input (J)	Central	15.12.2022	15.12.2023	15.12.2024	15.12.2025	N.A				N.A			
	Common Structure (F)	Central	31.05.2023	31.05.2024	31.05.2025	31.05.2026	N.A				N.A			
	Publication (23)	National	N.A ->				N.A				09.12.2023	31.12.2024	31.12.2025	31.12.2026

Legend:
- met (green)
- to be discussed (yellow)
- to be re-scheduled (red)
- optional updates if deemed necessary (blue)
- required Milestone (white)

Figure 5: Indicative Milestones for Timetables 2025-2028

8. ANNEX: Description of Proposed Scopes for Timetables Beyond 2025

8.1. Scope of Timetable 2026

Scope of Timetable 2025 plus:
- » Extended geographical scope (more members implementing TTR elements, larger scope within)
- » extended DCM functionalities (all central interfaces to ECMT, TCR Tool and PCS/CB available)
- » IMs are encouraged and invited to go beyond this scope.

Further refinements of Working Packages and Deliverables will be tackled together with existing Task Force dealing with Timetable 2025 and beyond composed of National TTR Implementation Managers, TTR experts and representatives of FTE.
- » Renew Task Force's mandate to cover Timetables 2026 and 2027 (particularly Rolling Planning concept and anticipated implementation timeline)
- » Launch of works after RNE GA 31 May 2022

Component	Proposed Minimum Scope for Timetable 2026	
	National processes and DCM usage	Central processes and DCM usage
1. Commercial Conditions	» t.b.d.	
2. Digital Capacity Management (DCM)	» DRIIS (Digital Railway Infrastructure Informational System)6 » TAF/TAP TSI	

Table 5: Underlying elements of Timetable 2026

Component	Proposed Minimum Scope for Timetable 2026	
	National Processes and DCM usage	Central Processes and DCM usage
3. Capacity Strategy	More lines to be tackled compared to Timetable 2025; all TTR members provide capacity strategies	Conference held in second quarter 2023 to determine common capacity strategy for Timetable 2026.

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[6] "Big Data 2.0": Central database of infrastructure parameters connected to ECMT (providing for one-way data flow DRIIS -> ECMT) allowing mesoscopic display and processing. This will enable ECMT to show and handle data in better granularity.

4. Capacity Model	More lines to be tackled compared to Timetable 2025; all TTR members provide capacity models Increased use of IT with interfaces between national and central tools; Further processing of data from Timetable 2025	Leading entities to stimulate processes operational Provision of interface national IM to ECMT (SearchCapacity, CapacityProduct, Path Details Message, Path Not Available Message, Intended Capacity Line) – Q1/2023 Provision of interface applicant to ECMT (TCR consultation via API) →Q2/2023
5. Capacity Planning / Supply	Updated Capacity Models Applicants can search for available capacity products via interface – or minimum via web applications	Provision of interface applicant to ECMT (TCR consultation via API, SearchCapacity, CapacityProduct) →Q2/2023
6. Annual Requests	Increased use of Feasibility Studies Faster communication of annual request processes, including late PR via DCM Further harmonization of international deadlines (not yet with shifted path request deadline)	
7. Short Term Requests and Rolling Planning	» More ad hoc via IT » Faster communication of path modification/alteration/optimisation/cancellation	

Table 6: TTR Core elements in Timetable 2026

8.2. Scope of Timetables 2027 / 2028

Depending on internal and external factors and development of national IT and law (to be evaluated at checkpoints), the full roll-out of TTR will be carried out in 2028 at the earliest. The methodology explained in chapter 6 applies.