



Procedures for Cancellation of Allocated International Paths triggered by applicants

Appendix to the Procedures for designing the annual timetable

Version 1.0

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Disclaimer, application, and transition period

This document is intended as a handbook for the implementation of the *Procedures for Cancellation of Allocated International Paths triggered by applicants* as described by RNE. As neither legislation nor IT-systems are currently adapted to enable all the elements of TTR, individual TTR elements can only be implemented by the infrastructure managers to a limited extent for the upcoming timetable periods, starting in December 2024. If and when the legislation and IT-systems fully enable the implementation of all the elements of TTR, the different RNE handbooks on those elements should be adapted and applied to the process. The exact details for the transitional period are defined in the “*Scope of TTR for Timetables 2025-2028*”¹.

Infrastructure Managers and Allocation Bodies should adapt their internal processes and the Network Statement in line with the *Procedures for Cancellation of Allocated International Paths triggered by applicants* from X-3.25, where X denotes the first timetable referring to the complete roll-out of TTR

Note that the process described in the Handbook does not fully reflect the targeted TTR elements, it is expected that the handbook will be subject to update or refinement.

¹ Accessible via: <https://rne.eu/downloads/>

Version history

| VERSION | RESPONSIBLE | DATE | CHANGES |
|---------|---|------------|---|
| 0.1 | Alessandro Bianchi Timetabling Manager | 2023-02-10 | Document created by Alessandro Bianchi. |
| 0.2 | Alessandro Bianchi Timetabling Manager | 2023-03-08 | Inclusion of remarks from TT WG and CM AG and preliminary legal check by the RNE JO Legal Team. |
| 0.3 | Alessandro Bianchi Timetabling Manager | 2023-03-20 | Inclusion of additional remarks from TT WG and LM WG. |
| 0.4 | Alessandro Bianchi Timetabling Manager | 2023-03-24 | Inclusion of the remarks raised and discussed during the TT WG meeting. |
| 1.0 | RNE General Assembly | 2023-05-31 | Document approved by the RNE GA |

1 Introduction and scope of this document

In the daily business of applicants, it may happen that an already allocated path has to be cancelled for various reasons, such as:

- Loss of partner RU or business by the Applicant;
- Volatility of the market requiring more or less frequent transport services;
- Unforeseen circumstances (e.g. operational problems).

This activity is the so-called **“Cancellation of Allocated International Paths”** (or “Path Cancellation” for short).

Applicants holding an allocated train path, in the annual or short-term allocation process, should always be able to cancel or use only some of the allocated running days.

The following process applies to international paths in the annual timetable and to those allocated using the short-term planning process, including pre-arranged paths on the RFCs. In addition, path cancellation may refer to one single day, several days, or all remaining operation days. It is also possible to cancel the entire train run (all paths) or just one or more paths that are part of the international train path).

Procedures described in this document may be subject to commercial conditions, defined by the relevant IM., Commercial conditions are not intended to create revenue for the IMs, but to guide and optimise capacity utilisation on the existing infrastructure².

2 Reference documents

This handbook follows and is based on the principles set down in:

- Directive 2012/34/EU
- Regulation 913/2010
- Regulation (EU) No 1305/2014 of 11 December 2014 on the technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union and repealing the Regulation (EC) No 62/2006
- Commission Regulation (EU) No 454/2011 of 5 May 2011 on the technical specification for interoperability relating to the subsystem ‘telematics applications for passenger services’ of the trans-European rail system
- TAF TSI – Annex D.2: Appendix F – TAF TSI Data and Message Model
- B.30 Schema — messages/datasets catalogue needed for the RU/IM communication of TAP TSI
- TAP/TAF TSI Sector Handbook for the Communication between RUs/IMs v3.2
- Procedures for designing the annual timetable v1.0
- RNE Handbook for Alteration of Allocated Path v3.0
- RNE Handbook for International Contingency Management Version 2.0

3 Path Request System

For best results, it is strongly recommended that applicants use the Path Coordination System PCS (Internet-based communication system for the optimisation of international train path coordination) for all international path requests. Any path cancellation can then be based on the complete information contained in PCS.

² Most of the national commercial conditions focus on the behaviour of RUs in a progressive way - which means that path cancellations are penalised according to the principle ‘the closer the cancellation - the higher the penalty’.

The PCS functionalities are described in the “PCS Documentation” (<https://rne.eu/it/rne-applications/pcs/documentation/>) and shall ensure that:

- Path cancellation is a stand-alone function in PCS. It means that, as an example, path cancellation does not allow to request new days for the same train path as long as no other function is triggered (e.g. ad-hoc or modification);
- PCS has to prevent disruptions in the path between origin and destination. Such use cases are not allowed (see sub-chapter 4.2 on partial cancellation);
- Cancellation function only applies to already allocated paths and cannot refer to the already operated run days.

4 Path Cancellation process

4.1 List of involved stakeholders

| Stakeholder | Definition |
|--|---|
| Initiating applicant | The applicant holding the rights to the allocated path and placing the path cancellation request. |
| Coordinating IM | The IM in charge of path cancellation on the network where the initiating applicant holds the rights to the allocated path. |
| Affected applicant(s) | The applicants holding the rights to the preceding and the subsequent sections of the allocated international path, which are affected by the path cancellation triggered by the initiating applicant. |
| Affected IM | Infrastructure managers of the preceding and the subsequent paths, which are affected by the path cancellation request triggered by the initiating applicant. |
| Lead IM <i>(only applicable if the initial request was placed in PCS)</i> | The active coordination role in the path cancellation process is overtaken by the coordinating IM. However, in PCS the lead IM (for the initial path request) remains in the dossier with the right to cancel the entire dossier once it reaches back the active timetable phase. |

4.2 Submitting the path cancellation request

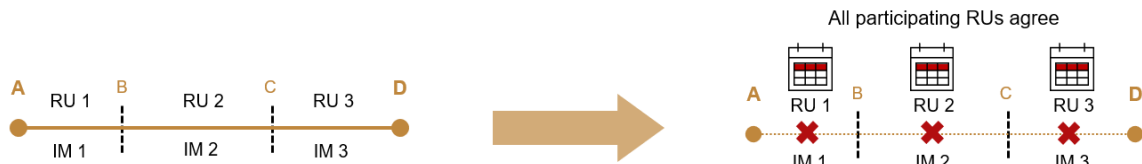
It is possible for applicants to place a path cancellation request at any time after a path has been allocated.

The applicant holding the rights to the allocated path and placing the path cancellation request becomes the initiating applicant. The pre-condition for a path cancellation request is that the initiating applicant must cancel his entire path (from origin/handover to destination/handover point) for, at least, one operational day. The initiating applicant always has the right to withdraw the cancellation request until it is processed by the IMs. The IM responsible for the network in which the initiating applicant submitted a path cancellation request becomes the coordinating IM.

Based on the cancellation request proposed by the initiating applicant, the affected applicant(s) may also submit a cancellation request or keep their allocated paths for other traffic needs. These options can generate two types of requests:

1. Complete cancellation: cancellation of the same train runs by all applicants

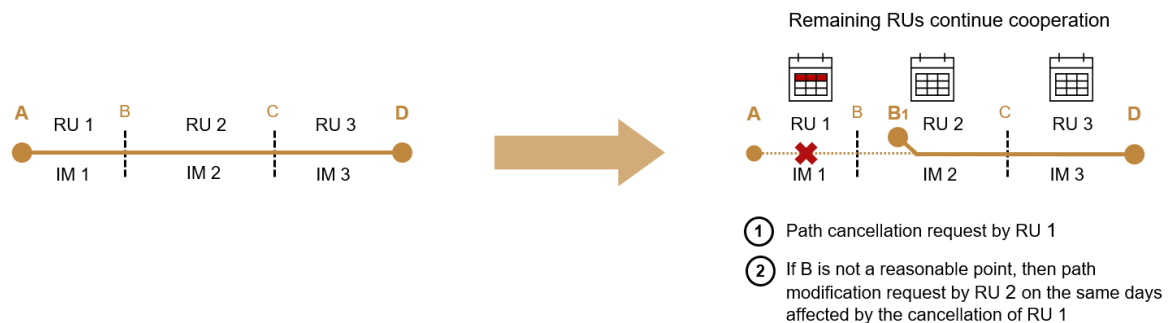
The affected applicant(s) agrees on the proposed cancellation and then proceeds with the creation of a harmonized cancellation request of the complete path, from origin to destination, for the same train runs (e.g., one single day, several days, or all remaining operational days);



2. Partial cancellation: at least 1 applicant does not cancel his path

At least one affected applicant would like to keep its path as it will be used later on for other traffic needs, so cancellation will only be requested by some applicant(s). To not destroy the path and avoid operational issues, this solution is only possible if the remaining applicants would like to continue the cooperation and are located in sequence on the networks concerned.

In this case, the new origin/destination of the remaining path might not be a reasonable point of the infrastructure (e.g. location B, shown in the figure below, is a run-trough point). If this is the case, the affected applicant, who still wishes to use its path for another traffic, should submit a path modification request (or at least communicate the intention to submit it) to adjust the origin/destination (e.g., according to the figure, the origin will be changed from B to B1). This action should be taken at the same time that the initiating applicant sends their request for cancellation.



4.3 Elaboration of the cancellation request

Once the cancellation request is agreed among the applicants concerned, the cancellation request can be submitted. Cancellation requests shall be processed and confirmed accordingly³.

Coordinating IM informs affected IM(s) about the cancellation request placed by initiating applicant. If affected IM(s) has received a cancellation request by the relevant applicant for the same train runs, then a complete cancellation can be processed. If this is not the case, the affected IM(s) should check if one of the following conditions is fulfilled

- the new origin/destination of the remaining path is a reasonable point of the infrastructure
- a path modification request (or at least the communication to do so) is submitted by the affected applicant to adjust the origin/destination of the path.

³ It is also in the interest of the IMs to process the request immediately in order to release capacity for other needs

In case neither condition is met, the cancellation request can be rejected. In such a case, the concerned path(s) will not be cancelled. This procedure ensures that there will be no operational issues caused on the previous/next network of the cancelled path(s).

4.4 Acceptance of the cancellation

Since the cancellation will be done as requested by the applicant(s), acceptance of the offer is not needed (so-called “pre-acceptance”).

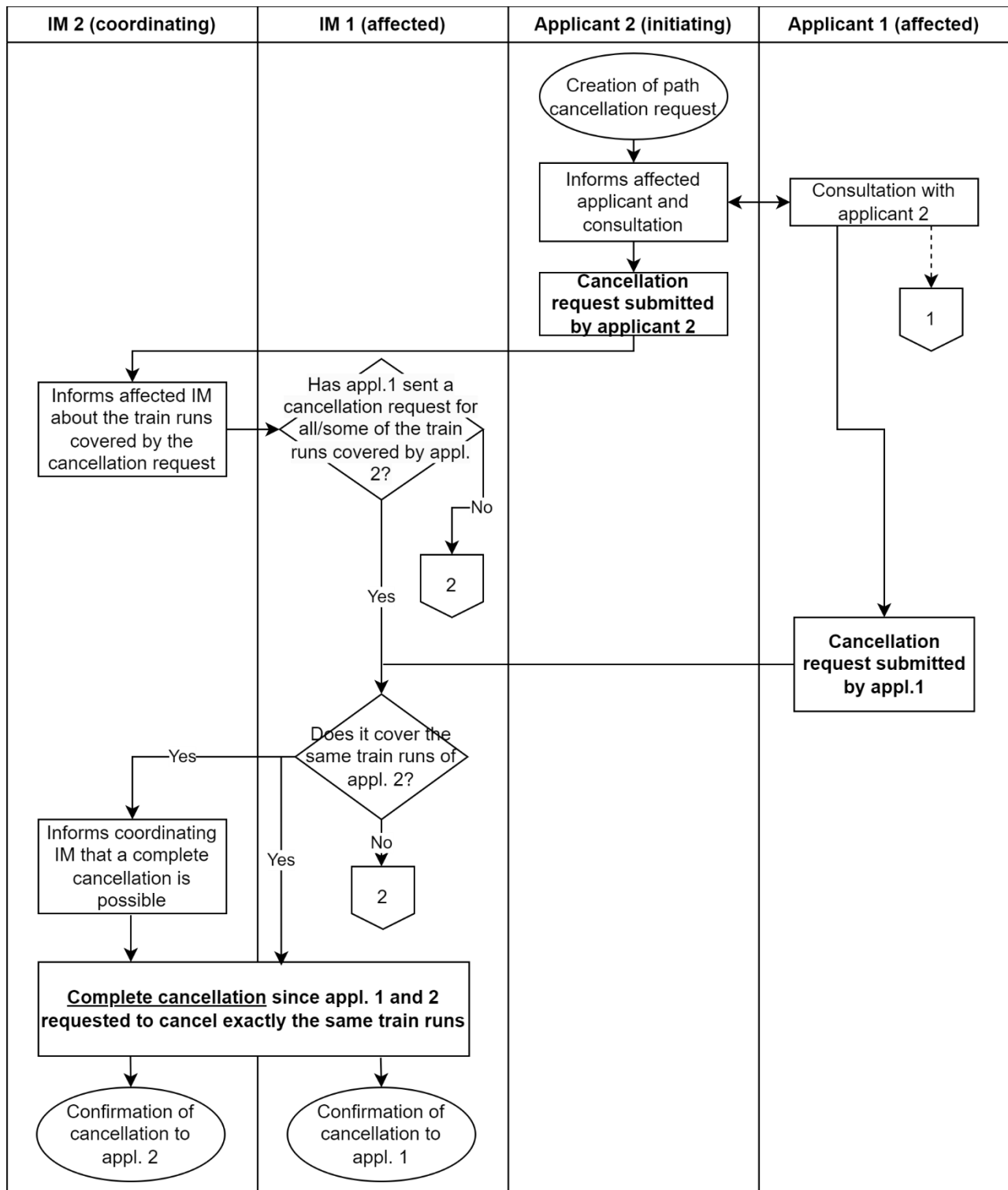
Each Infrastructure Manager has set up specific contact points (One-Stop-Shop, or OSS) to ensure efficient handling of the international path requests.

Contact details: <http://www.rne.eu/organisation/oss-c-oss/>

5 Annex A – Diagram complementing chapter 4

The process diagrams below display a situation when a train runs over two networks in order IM1, IM2. In each network a different applicant has been granted the right to use the path, i.e. RU1 in network of IM1 and so forth. A path cancellation request is placed by applicant 2, which operates the train in the second sequence of the international path.

The following process diagram describes the complete cancellation of an allocated international path.



The following process diagram describes the partial cancellation of an allocated international path. The initiating applicant requests to cancel his path and applicant 1 does not cancel his path for some/all of the running days covered by the request of the initiating applicant.

