



**Guidelines for Coordination / Publication
of Planned Temporary Capacity
Restrictions
Version 2.0**

RailNetEurope
Oelzeltgasse 3/8
AT-1030 Vienna

Phone: +43 1 907 62 72 00

Fax: +43 1 907 62 72 90

mailbox@rne.eu

www.rne.eu

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Annex A

Annex B

Description of columns in the Excel Table

1 Glossary / abbreviations

Glossary/abbreviation	Definition
AB	Allocation Body In this document, only the term Infrastructure Manager (IM) is applied. It refers to IMs and also – if applicable – to Allocation Bodies (ABs).
Capacity restrictions	Reduced availability of infrastructure. This can include times of possessions for maintenance, repair, renewal, enhancement, construction works. This includes also speed, length and weight restrictions or other influences on rolling stock (e.g. diesel only).
Corridor Organisation	Governance structure of a Rail Freight Corridor (RFC) according to Article 8 of the Rail Freight Regulation (RFR)
Corridor OSS	Corridor One-Stop Shop “... a joint body for applicants to request and to receive answers, in a single place and in a single operation, regarding infrastructure capacity for freight trains crossing at least one border along the freight corridor (hereinafter referred to as a ‘One-stop shop’).” (RFR, Article 13).
IM	Infrastructure Manager “‘infrastructure manager’ means any body or firm responsible in particular for establishing, managing and maintaining railway infrastructure, including traffic management and control-command and signalling; the functions of the infrastructure manager on a network or part of a network may be allocated to different bodies or firms” (Directive 2012/34/EU, Article 3 (2)) In this document, only the term Infrastructure Manager (IM) is applied. It refers to IMs and also – if applicable – to Allocation Bodies (ABs).
MB	Management Board Management Board of a RFC according to Article 8 2. of the RFR.
Possessions	Times when parts of the infrastructure are used by the IM in order to manage the infrastructure. The reasons may be any activities of the IM on the infrastructure or its equipment (e.g. maintenance, repair, renewal, enhancement, construction). In these guidelines the terms “planned temporary capacity restrictions” and “capacity restrictions” and the abbreviation “TCR” will be used.
Pre-arranged path (PaP)	A pre-constructed path on a RFC according to Article 14 3. of the RFR. A PaP may be offered either on a whole RFC or on sections of the RFC forming an international path request crossing one or more international borders.
Rail Freight Regulation (RFR)	Regulation (EU) No. 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight
Railway Advisory Group (RAG)	Advisory Group according to Art.8 (8) of the RFR: “The management board shall set up a further advisory group of railway undertakings interested in the use of the freight corridor.”

RFC	<p>Rail Freight Corridor</p> <p>A Corridor organised and set up in accordance with the Rail Freight Regulation. A “List of initial freight corridors” is provided in the Annex of the RFR.</p>
RU	<p>Railway Undertaking</p> <p>“railway undertaking’ means any public or private undertaking licensed according to this Directive, the principal business of which is to provide services for the transport of goods and/or passengers by rail with a requirement that the undertaking ensure traction; this also includes undertakings which provide traction only.” (Directive 2012/34/EU, Article 3 (1))</p>
TCR	<p>Planned Temporary Capacity Restrictions</p> <p>This term covers the earlier used ‘Works’ , ‘Possessions’ , ‘works and possessions’ and Capacity Restrictions. It indicates that the restrictions are planned (no force majeure restrictions) and temporary (no long lasting bottle-necks).</p>
TCR Corridor Coordinator	<p>Function in charge for the overall coordination of TCRs along the whole RFC as well as for checking their impact on the capacity availability</p>
Terminal	<p>“terminal’ means the installation provided along the freight corridor which has been specially arranged to allow either the loading and/or the unloading of goods onto/from freight trains, and the integration of rail freight services with road, maritime, river and air services, and either the forming or modification of the composition of freight trains; and, where necessary, performing border procedures at borders with European third countries” (RFR Article 2 2. (b)).</p>
Works	<p>Any kind of maintenance or engineering works on the infrastructure and its equipment. In these guidelines the terms “planned temporary capacity restrictions” and “capacity restrictions” and the abbreviation “TCR” will be used.</p>
X-n	<p>A deadline referring to the month of the annual timetable change (X) and the number of months (n) in advance of this deadline.</p>

For further definitions, please turn to the RNE Network Statement Glossary:
www.rne.eu/index.php/ns_glossary.html

2 Scope and target group of this document

Based on Article 12 “Coordination of works” of the Rail Freight Regulation (RFR), these guidelines provide procedures for the process of coordinating and publishing activities reducing the available capacity on a Rail Freight Corridor (RFC).

In this document the term “TCR” (planned temporary capacity restrictions) will be used instead of “works” which is used by the RFR, or “possessions” which was used in former editions of this document. The term “TCR” describes more accurately the IMs’ need to use their infrastructure for various activities (e.g. maintenance, repair, renewal, enhancement, construction works) reducing the infrastructure capacity – including speed, weight, length or traction restrictions.

These guidelines address all levels of RNE and its Members, both IMs as Rail Freight Corridors. RNE Guidelines are a supporting document for Corridor Organisations, IMs whose infrastructure is part of a RFC, and Railway Undertakings (RUs) using RFCs for international freight trains.

With regard to different requirements of various RFCs, these guidelines provide a framework for a common process and common procedures for the timeframe X-17 until the running timetable. Details may be different for each RFC and subject to the decisions of the Management Boards of the Corridor Organisations, but the common process and common procedures should be respected by both IMs as RFCs.

3 Documentation relevant for these Guidelines

- » Regulation (EU) No 913/2010 concerning a European network for competitive freight
- » Directive 2012/34/EU establishing a single a European railway area (recast)
This Directive replaced Directive 2001/14/EC
- » RNE Guidelines for Pre-arranged Paths
- » RNE Guidelines for Corridor OSS

4 Background

In November 2010, the Regulation (EU) No 913/2010 for a European rail network for competitive freight became an active part of the legislative framework governing international rail freight in Europe. RNE, as service provider of choice for Corridor Organisations, initiated work to provide the future RFCs and other players with recommendations and guidelines concerning the functions that have to be set up to meet the requirements of the Regulation.

5 Requirements concerning TCRs

5.1 Regulation (EU) No 913/2010

These guidelines are based on Article 12 “Coordination of works” of the Rail Freight Regulation. Article 12 allocates the tasks of coordinating and ensuring the publication of planned temporary capacity restrictions to the Management Boards of the RFCs:

“The Management Board shall coordinate and ensure the publication in one place, in an appropriate manner and timeframe, of their schedule for carrying out all the works on the infrastructure and its equipment that would restrict available capacity on the freight corridor.”

Taking into account Section 17 of the preamble of the Rail Freight Regulation it is clear that the Rail Freight Regulation concerns both the coordination and the publication of capacity restrictions.

“(17) For the same reasons,” (according to No 16: ‘In order to guarantee the consistency and the continuity of the infrastructure capacity available along the freight corridor’) “all works on infrastructure and its equipment that would restrict the available capacity on the corridor should also be coordinated at the level of the freight corridor and be the subject of updated publication.”

Following a decision of the RNE General Assembly (GA) in May 2011, these guidelines will therefore cover both aspects: coordination of TCRs at the level of Rail Freight Corridors and the publication of TCRs at RCF level.

These guidelines will not cover investment planning aspects under Article 11 of the RFR.

5.2 RNE Guidelines based on Regulation (EU) No 913/2010

5.2.1 RNE Guidelines for Pre-Arranged Paths

According to Article 14 of the RFR, pre-arranged paths and reserve capacity are a core element of capacity allocation on a RFC. The RNE Guidelines for Pre-arranged Paths are based on Article 14 and provide further details for the management of PaPs.

5.2.2 RNE Guidelines for Corridor OSS (C-OSS)

According to Article 13 of the RFR, the Corridor OSS is responsible for receiving and answering requests for capacity. The RNE Guidelines for Corridor OSS are based on Article 13 and provide further details for C-OSS activities.

According to Article 13 2, the C-OSS “shall display infrastructure capacity available at the time of request”. Based on this requirement the C-OSS is involved in the process of coordination and publication of planned temporary capacity restrictions, because they may reduce the availability of PaPs or reserve capacity.

6 The Coordination Process

6.1 Need for Coordination

Temporary capacity restrictions are necessary to keep the infrastructure and its equipment in operational condition and/or to allow changes to the infrastructure necessary to cover market needs. However, there is a high customer demand to know in advance which capacity restrictions they will be confronted with. All Corridor relevant capacity restrictions have to be coordinated, taking into account the interests of the RUs and the impacts on available capacity and on rail traffic in order to

- reduce the impact on customers' traffic and to allow RUs to anticipate and organise as best they can
- secure traffic for IMs.

Simply gathering and publishing information about capacity restrictions without any prior coordination has little value for Corridor Organisations, IMs and Railway Undertakings (RUs).

6.2 Responsibility for Coordination

According to the Rail Freight Regulation, coordination has to be performed at corridor level and responsibility for this process is allocated to the Management Board of the RFC (RFR Articles 8.2 and 12).

The RFCs will initiate the coordination process. The involved IMs will execute this coordination process on Corridor level under the overall coordination of the related RFCs. In the end, the IMs are responsible for the results of the harmonisation and planning of all temporary capacity restrictions.

6.3 Coordination of TCRs

6.3.1 Aim of Coordination

The coordination of TCRs shall ensure that planned capacity restrictions will take into account both the needs of the IMs and the market needs by rationalising and minimising the gravity of impacts and duration of the capacity restrictions.

The coordination process should be based on the following principles:

- 1) In the case of a TCR on one section of the corridor which does not allow re-routings, further restrictions in other sections of the corridor should be avoided, unless they do not affect the total capacity offer (also over a longer period) of the RFC in a negative way.
- 2) In case of total closure the aim should be to plan the maximum amount of works simultaneously if technically possible.
- 3) A TCR on one section of the corridor which requires re-routing of traffic shall be coordinated with capacity available over alternative routes and border crossings to limit the negative impact on the capacity offer of the RFC. This may be done for example by coordinating TCRs on the alternative route.
- 4) TCRs on one corridor which may influence traffic of other corridors should be coordinated between involved corridors.
- 5) A TCR on one section of the corridor which requires re-routing of traffic shall be coordinated or combined with additional restrictions on neighbouring sections of the corridor if the same re-routings may be used. If possible, modifying the time of TCRs shall be taken into consideration.

TCRs should not be planned in such a way that they conflict with already published PaPs. This demands active communication between the possession planning IMs and the C-OSS

6.3.2 Coordination in practice

Coordination is foreseen on three stages (table 6.1):

- 1) In the first stage, the coordination will be performed during regular meetings between neighbouring IMs of the RFC. The time and frequency of meetings may differ from country to country. This process considers at least all the know works in the period X-17 until X-1. The outcome is a list of coordinated works, fixed on data, impact for RUs as far as known, mentioning alternative routes.
The meetings are organised by the IMs, the Corridor Coordinator has to be informed about the results and open issues about TCRs on Corridor lines.
The involvement of the RUs and the information to the RUs about the TCRs is the responsibility of the national IMs. These outcomes are the basis for the coordination on RFC-level and between RFCs.
- 2) The second stage RFCs coordinate the relevant TCRs on RFC level. The input is based on the results of stage 1, the bilateral coordination. The aim of stage two is:
 - to check if all restrictions are covered and coordinated, and
 - to check if the impact of the total of the TCRs on the different networks of the corridor is still acceptable, to ensure the availability of capacity on diversionary lines and to ensure the possibility to give a capacity offer, if possible.The coordinators of all RFCs are responsible for this process and decide how to set up and manage this process. This coordination should be done at least twice a year, according to the principles of the table below.
The results of this coordination have to be published at least twice a year in the Excel-table that is used by the RFCs.
The results of this coordination on RFC level is a pre-condition for stage 3.
IMs and RFCs may agree to merge the stage 1 and stage 2.
- 3) For the third stage, RNE offers the platform to coordinate the TCRs between the RFCs. In this stage conflicts between RFCs can be recognized. This coordination has to be done twice a year in a proper time according to the needs of the Timetable process.

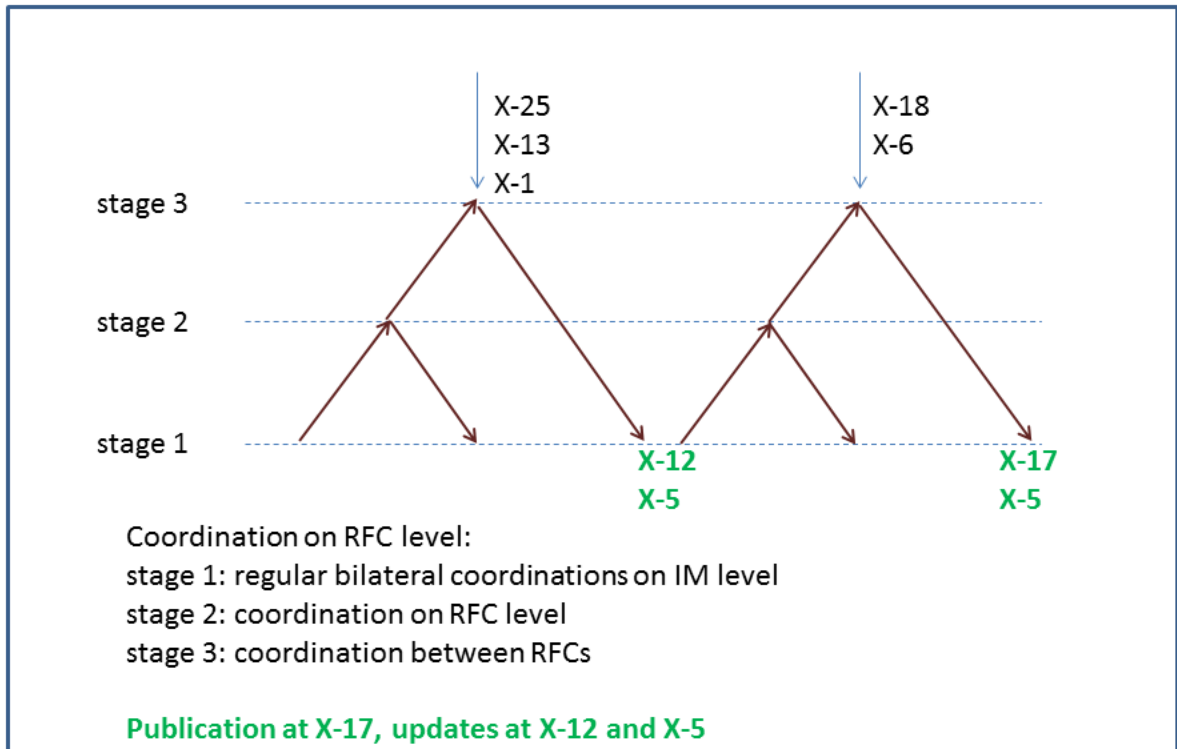


Table 6.1: cycle of coordination and publication.

6.3.3 Involvement of Terminals

According to Article 14.9 of the Rail Freight Regulation, the process of capacity allocation between IMs shall take into account access to Terminals. Therefore TCRs affecting access to Terminals have to be included in the coordination and publication process of the RFCs.

Restrictions regarding rail infrastructure or loading/unloading facilities inside terminal areas are the responsibility of terminal owners/operators. If terminal owners/operators provide information about these restrictions, they have to be taken into consideration in the coordination process and the information may be published by using the Rail Freight Corridors' tool.

6.3.4 Management of Conflicts between TCRs

During the TCR planning and coordination phase, conflicts between different TCRs may occur. The process designed to manage conflicts between IMs is following the 6 steps described below.

- 1) Conflicts in the first stage should be identified and solved during the regular coordination meetings between IMs. Unsolved conflicts will be reported to the concerned IMs. The internal processes of the IMs to come to a solution is out of the scope of this Guideline.

- 2) Conflicts in the second stage should be identified primarily during the regular coordination process of the RFC's coordinators, aiming to reach a shared solution. Unsolved conflicts will be reported to the MB.
- 3) IMs involved in the conflict will initiate the conflict-solving process (e.g. by initiating specific bi/trilateral meetings under the supervision of the RFC). Results will be reported to the MB.
- 4) If there is still no agreement, the reasons and possible solutions will be reported to the MB.
- 5) The MB will recommend a solution to the IMs.
- 6) The final decision will be taken by the responsibility of the IMs.

Conflict between RFCs

During the third stage of the coordination phase, conflicts between different RFCs may occur. The process designed to manage conflicts between RFCs is following the 5 steps described below.

- 1) Conflicts in the third stage should be identified primarily during the coordination meetings between the RFC's coordinators, aiming to reach a shared solution. Unsolved conflicts will be reported to the IMs and MBs of the involved RFCs.
- 2) IMs involved in the conflict will initiate the conflict-solving process (e.g. by initiating specific bi/trilateral meetings under the supervision of the involved RFC). Results will be reported to the MBs.
- 3) If there is still no agreement, the reasons and possible solutions will be reported to the MBs.
- 4) The MBs will recommend a solution to the IMs.
- 5) The final decision will be taken by the responsibility of the involved IMs.

6.4 Timeline for Coordination and Publication

6.4.1 Coordination

The collection of information start whenever relevant data are available. The coordination process on RFC-level can start at X-25 if data are available, but has to start 18 months in advance of the timetable change with the first publication of major TCRs at X-17 (see Section 7).

Initial information about TCRs is provided by the IMs and published on the website of the participating RFCs.

Taking into account the coordination process of the RFCs which has to be done at least twice a year, the updating of information regarding TCRs will be done according to Section 6.4.2.

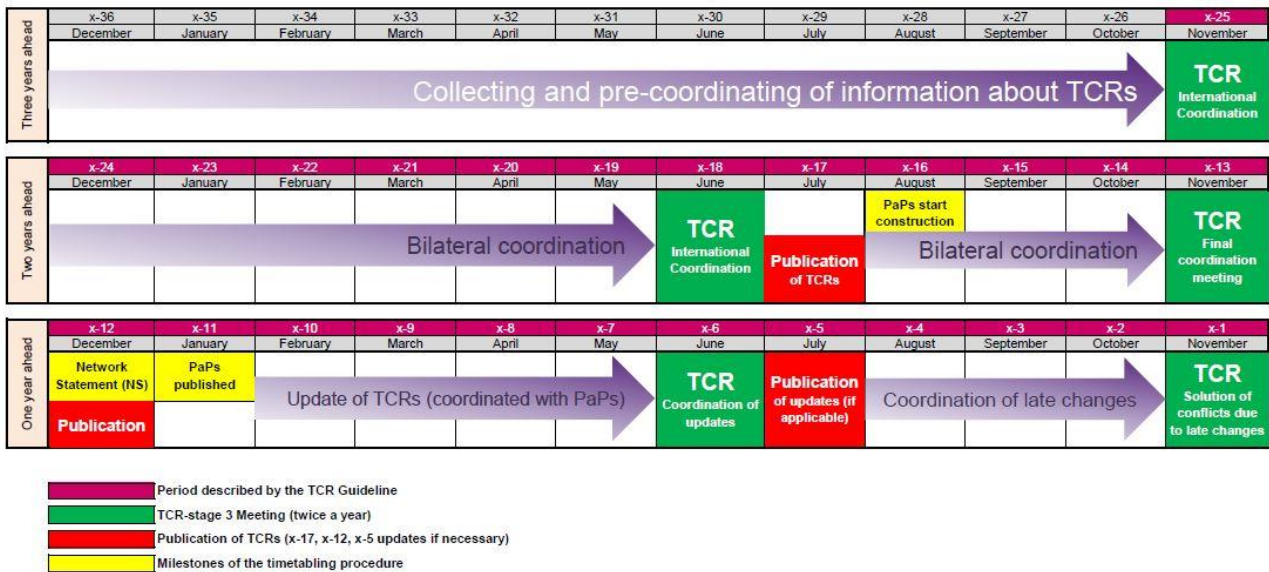


Table 6.4: Timeline for coordination and publication

In case this process results in changes TCRs (e.g. capacity restrictions to be shifted, to be deleted or to be added), these changes should be published accordingly.

In the phases until X-12 it may not be possible for every IM involved in a RFC to provide detailed information due to different procedures for planning and financing construction works (due to national laws and regulations). Nonetheless all information known at that time, at least for major TCRs, should be provided.

6.4.2 Publication

Coordinated TCRs shall be published at least on the following dates:

- X-17 Information on major coordinated TCRs , also based on results of the national consultation of RUs and the harmonisation between IMs - can be taken into consideration before starting the construction of pre-arranged paths (PaPs)
- X-12 Detailed coordinated TCRs – issued prior to the publication of PaPs at X-11
- X-5 Update of already published TCRs- prior to final allocation and for planning of reserve capacity for ad-hoc trains.

The TCR Corridor Coordinators will calculate and define the exact dates for publication.

After initial publication at X-17 and during the process described in these guidelines, available information will be more detailed, and changes and additional TCRs will have to be taken into consideration. After coordination between all IMs involved in the RFC, the results will be published.

According to the Rail Freight Regulation, PaPs must be published at X-11 (RFR Article 14.3: “not later than 3 months before the final date for receipt of requests for capacity”). To have the PaPs ready for publication, IMs have to start constructing the PaPs at X-16 (RNE Guidelines for Pre-arranged Paths section 8.5). Before starting PaP construction, IMs should take into account the known TCRs listed in the X-17 update.

Between the dates listed above and also during the active timetable period, updates should be provided at regular intervals or at least if major changes occur. The TCR Corridor Coordinators will calculate and define the exact dates for publication. Every update may only include information previously coordinated with the IMs concerned.

6.5 Involvement of RUs

Before and after coordination of TCRs in the first stage between the neighbour-IMs, the RUs should be given the possibility to advise about and to comment on the planned TCRs. This process should be managed by every individual IM.

After coordination of TCRs in the second stage between IMs involved in the RFC and publication of the coordinated restrictions, RUs should be given the possibility to comment on the planned activities. Comments should be sent to the Corridor Organisations.

The comments of RUs have only an advisory and supportive character but shall be taken into consideration. Regular meetings of the Railway Advisory Group (RAG) of the RFCs should be used as information platform regarding the planning of TCRs. For the second stage RFC coordination meetings, the RAG chairperson can be invited on request of RAG as advisor. If necessary, RFCs/IMs will initiate special meetings with RUs/Applicants for discussing and solving open issues.

7 Criteria for capacity restrictions to be coordinated and published

Capacity restrictions may vary widely in duration and impact on rail traffic. Therefore publication criteria have to be defined for TCRs, depending on their effects on capacity and rail traffic: which should be published and which not?

These guidelines provide a framework of criteria and thresholds to be used as a reference for the publication of TCRs. Published information should include: the duration of TCRs the impact on available capacity, and the impact on rail traffic, which could be more important than duration.

The specific conditions and needs of the various RFCs may be different. This should be taken into consideration; if necessary additional criteria or different thresholds than those described in these guidelines may be defined. The MB of a RFC is responsible for this decision. Deviations from these guidelines must be made available to all parties concerned.

According to the Rail Freight Regulation, temporary capacity restrictions have to be coordinated and published. To provide an overall picture of the activities on the corridor and because corridors are used for various kinds of traffic, all temporary capacity restrictions on a corridor meeting the criteria for publication should be published. Publication should not be restricted to restrictions with an impact on international trains only. RUs and other interested parties should have all information about TCRs available on the railway lines included in a RFC in the same tool.

List of criteria – impact on infrastructure

In order to cover the main activities on a RFC that may reduce available capacity, especially in the early phases of the coordination process (i.e. X-17), the following publication criteria shall be applied:

- Continuous total closure of a line for more than 72 hours (3 days) in a row
- Periodical total closure (e.g. every night) for more than 30 days in a row
- Any other temporary (e.g. 3 hours every afternoon) or continuous TCR for more than 30 days in a row (e.g. closure of one track of a double track line, temporary TCR on a station along the RFC). Included in this category are speed, length or weight restrictions.
-

In order to cover the main activities on a RFC that may reduce available capacity, especially in the early phases of the coordination process (i.e. X-12), the following publication criteria shall be applied:

- Continuous total closure of a line for more than 24 hours (1 days) in a row
- Periodical total closure (e.g. every night) for more than 14 days in a row
- Any other temporary (e.g. 3 hours every afternoon) or continuous TCR for more than 14 days in a row (e.g. closure of one track of a double track line, temporary TCR on a station along the RFC). Included in this category are speed, length, weight or traction restrictions.

RFCs may decide to publish TCRs with durations less than indicated above.

8 Platform and Tool for the Publication of capacity restrictions

8.1 Platform for Publication of capacity restrictions

The RFCs are required to publish the information concerning TCRs. RUs/Applicants searching for information about RFCs will start the search at the RFC websites and so they will have information about planned temporary capacity restrictions accessible directly via these websites. The RFCs will be responsible for the content of the website. Regarding TCRs, the information will be provided by the IMs involved in the RFCs.

RNE may also provide basic information about Rail Freight Corridors, including a link to the list of planned capacity restrictions for each RFC.

8.2 Tool for Publication of capacity restrictions

To have an overview of all planned TCRs which is easily available to all involved parties, common templates and a common Excel IT tool is being used. This tool contains all necessary data about TCRs. Because the information is needed for capacity planning and timetabling, all impacts of the capacity restrictions regarding the availability of the infrastructure should be described (e.g. closure of the line, single line operations), including estimated impacts on rail traffic (e.g. expected delays,

necessary re-routings, alternate routes) and the duration of the restrictions (e.g. period, all day, specific dates and times).

After initial publication of capacity restrictions further details may be added when they are available.

The annex A shows the template of the common Excel IT tool.

The annex B shows the fields to be filled in in the template.

Annex A

Map Show all New Changed Deleted																
IM	ID	Section	Direction	Line		Year		Week		Period from		Period to		Duration	Time of day	Reason for restriction
				From	To	From	To	From	To	Date from	Time from	Date to	Time to			

Traffic impact		Traffic measures							Description	International coordination	In yearly timetable	IM Project ID (Optional)
Total Closure	Reduced Track Availability	Speed Restrictions	Weight, Length, Profile	Diesel only	Cancellation	Re-routing	Train replacement	Delays	Other			

Screenshots of the common Excel-table that is used for the publication on the RFCs' websites










Annex B

Description of columns in the Excel Table

(Text in brackets)	Name of the column in the template
<i>Green italic text</i>	<i>Number of columns</i>
<i>(Blue italic text in brackets)</i>	<i>Consecutive column-number</i>
Dark red text	Layout of the column
<u>Blue underlined text</u>	<u>Indicates if a column has to be filled mandatory or optional</u>

- a) Responsible Infrastructure Manager (IM) – *1 column (1)*; **Drop-Down Menu**; mandatory
Acronym
- b) TCR Identifier (ID) – *1 column (2)*; mandatory
ID-number identifying the TCR on the corridor to be allocated by the IM or corridor organisation.
It has to be a unique ID within an IM’s responsibility. To keep it a unique ID even in the overall database, a distinct number or alphanumeric code identifying the IM must be added.
- c) Section of the corridor (Section) – *1 column (3)*; **Drop-Down Menu**; mandatory
Defined by two operating points (from – to, or section number)
Pre-definition for the whole corridor is required, so that the according section can be selected by the user by a drop-down list. Preferable after inserting the IM’s Acronym only the sections of the referring area should be displayed. Each section should be named by the names of start- and end-station and possibly a unique section number. To clear, whether a named station is included in the section or not, each included station is followed by “(i)”, and each excluded station is followed by “(e)”.
- d) Affected direction (Direction) – *1 column (4)*; **Drop-Down Menu**; mandatory
Indication if both or only one direction is affected; if only one direction is affected, the direction should be indicated.
- e) Location(s) of the section where a TCR is in effect (Line; From – To) – *2 columns (5,6)*; **preferable Drop-Down Menu (if possible)**; mandatory
Names of the operating points (From – To, if only one station is affected, the same name will be shown in the “From” and “To” columns or the name of the “To-station” is left out).
- f) Year (Year; From – To) – *2 columns (7,8)*; **possibly self-calculating out of h)**; mandatory
Displaying the calendar year(s) when the TCR is in effect. If the whole TCR affects just one year, the “To” year number is left out.
- g) Week (Week; From – To) – *2 columns (9,10)*; **possibly self-calculating out of h)**; mandatory
Calendar week when the TCR starts and calendar week when the TCR ends. This information may be used in early stages if exact days are not yet known or for IMs using calendar weeks in their planning processes.
Like the Year-columns, these could also be used to insert TCRs that have not been fixed exactly regarding dates.

- h) Date & Time (Date from, Time from – Date to, Time to) – **4 columns (11-14)**; **date mandatory**; **time optional**
These columns show the first and the last day of the TCR (including starting time on first day and ending time on last day). If a TCR appears periodically, the time-columns are used to indicate the starting and ending times of each interruption.
- i) Duration – **1 column (15)**; **self-calculating out of h) or individual value / text**
Shows the total time period the TCR is in effect during the period given in h). If the TCR is in effect just periodically, the duration is indicated by the number of repetitions a “x” and the duration of each TCR (e. g. 4 x 3h).
If there is a TCR e. g. each weekend or every working day, each weekly appearance has to be recorded in a separate line.
Information whether the TCR is periodically or not is given in column j).
- j) Time of day – **1 column (16)**; **Drop-Down Menu**; **mandatory**
Indication if the TCR is in effect all day or only part of the day.
Multiple-choice between “All day”, “Day” and “Night”. “Day” or “Night” indicates that the TCR is periodically and not running through.
- k) Reason for restriction – **1 column (17)**; **Drop-Down Menu**; **mandatory**
A short description about the type of work which is being performed
The following categories are at disposal (colours may be used if a tool provides that possibility):

	Signal
	Switch
	Track & Rail
	Catenary
	Tunnel
	Bridge
	Miscellaneous*
	Maintenance
	Others**

*) mainly for rebuilding of stations or new infrastructure

**) e. g. works on platforms, walls, noise protection walls, special installations etc.

- l) Traffic impact – **5 columns (18-22)**; **Drop-Down Menu**; **mandatory**
Gives information about the impact on traffic caused by the infrastructure. The following five columns are used (at least one of them has to be filled in):
1. Total closure (“T” or blank)
 2. Reduced track availability (e. g. single line operations or reduced number of available tracks in nodes (stations or yards); (“LT”, “ST”, “LT+ST” or blank).
 3. Speed restrictions (“S” or blank; leads to values in column m/4)
 4. Weight, length or/and profile restrictions (“W”, “L”, “P”, “W+L”, “W+P”, “L+P”, “W+L+P” or blank).
 5. Diesel only (“D” or blank)

m) Traffic measures – **5 columns (23-27); Drop-Down Menu; optional**

Gives information concerning train operations; the following five columns are used:

1. Cancellation (“C” or blank)
2. Re-routing (“R” or blank)
3. Train (Bus) replacement (“B” or blank)
4. Delays (freight trains)(estimated value of delay in minutes or blank)
5. Other (“O” or blank)

The use of abbreviating letters instead of “X” provides better readability and cares for a better overview.

n) Description (Description) – **1 column (28); Free Text; optional**

Allows an IM to insert extra information (visible to RUs also) about the according works (English).

o) International coordination – **1 column (29); Free Text; optional**

Information about the status of international coordination; this column contains e. g. the date of the coordination meeting, when international coordination was performed or any additional information concerning IMs’ coordination prior to publication. **This column must not be visible to others but the IMs.**

p) In yearly timetable – **1 column (30); Drop-Down Menu; optional**

This column gives information, whether the traffic measures (m) have already been considered when the yearly timetable has been worked out.
Possible answers: “Y(es)”, “N(o)”, “P(artly)”

q) IM Project ID – **1 column (31); optional**

The (national) IM Project ID may be inserted here which may help to identify the activity listed here in national tools.
If the national ID of the work is already part of column b, this column is at disposal for additional IDs frequently used within IM’s responsibility.

r) Affected borders – **X columns (32-x); mandatory**

Name(s) of the border station(s) where trains will arrive delayed or where re-routed trains will pass. In the case of re-routing trains via another border station, both – the original and the new border shall be named.