

Redesign of the International Timetabling Process (TTR)

TTR: Concept for Pilot Phase 1 “Capacity partitioning and capacity planning” (Version 1.1)

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Version history

Version	Date	Description
0.1	16 November 2017	Document created by Philipp Koiser based on the inputs from the TTR Pilot Board meeting (15 November 2017)
0.2	24 November 2017	Inputs from TTR Steering Committee (21 November 2017)
1.0	15 December 2017	Agreed by the RNE General Assembly (6 December 2017)
1.1	4 December 2018	Update based on TTR Steering Committee decisions (8 November 2018) and corrections

1. Introduction

The RNE General Assembly and FTE Plenary Assembly agreed to implement TTR. This implementation plan contained the need to conduct pilots to test new TTR components. According to the implementation plan, the preparation started in June 2017 and the pilots are scheduled to launch in December 2017.

Goals of the TTR pilot are:

- Test the innovative components in real life
- Definition and specification of data reference model for capacity
- Input for process steering methods (e.g. allocation rules, commercial conditions)
- Input for performance reference model
 - o Comparing capacity model with actual requests
 - o Number of modifications/alterations
 - o Percentage of safeguarded capacity vs. unplanned capacity usage

The pilot itself will be conducted in three phases:

- Phase 1: Capacity partitioning and capacity planning
- Phase 2: Capacity publication and capacity requests
- Phase 3: Running timetable

After a nomination process conducted together with the Rail Freight Corridors, three pilot lines have been defined. It was their task to define the requirements to launch pilot phase 1 in December 2017.

This document contains the concept for pilot phase 1, which includes these principles.

2. Concept for pilot phase 1 “Capacity partitioning and capacity planning”

2.1 Goal/deliverables

The goal of pilot phase 1 is to create capacity models with capacity partitioning for timetable 2020. The capacity models of the pilot lines are comparable with each other. The rules (basics) for creating the capacity model are described and the components covered in the capacity model are aligned between the pilot lines.

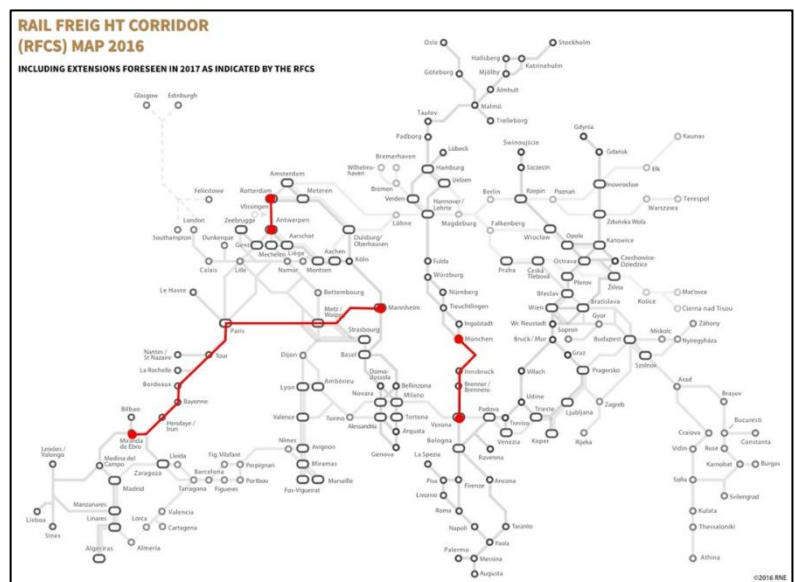
2.1 Scope

The capacity models created in phase 1 will encompass the complete capacity on the pilot lines.

2.2 General setup and organisation of the pilot

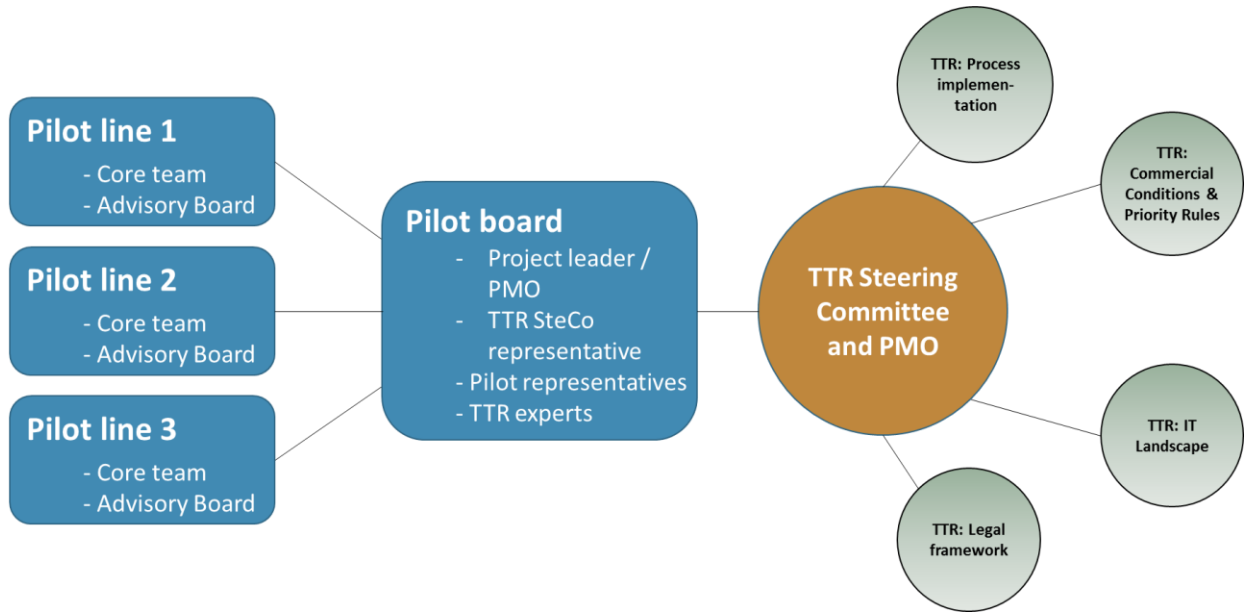
The pilots will be conducted on three lines. Each line has a representative, who also acts as project leader on the respective pilot line. The pilot lines are:

- Mannheim – Miranda de Ebro (represented by Michel Dupuis)
- Munich – Verona (represented by Andri Kopperschmidt)
- Rotterdam – Antwerp (represented by Floris Visser and Freddy Van Der Cruyssen)



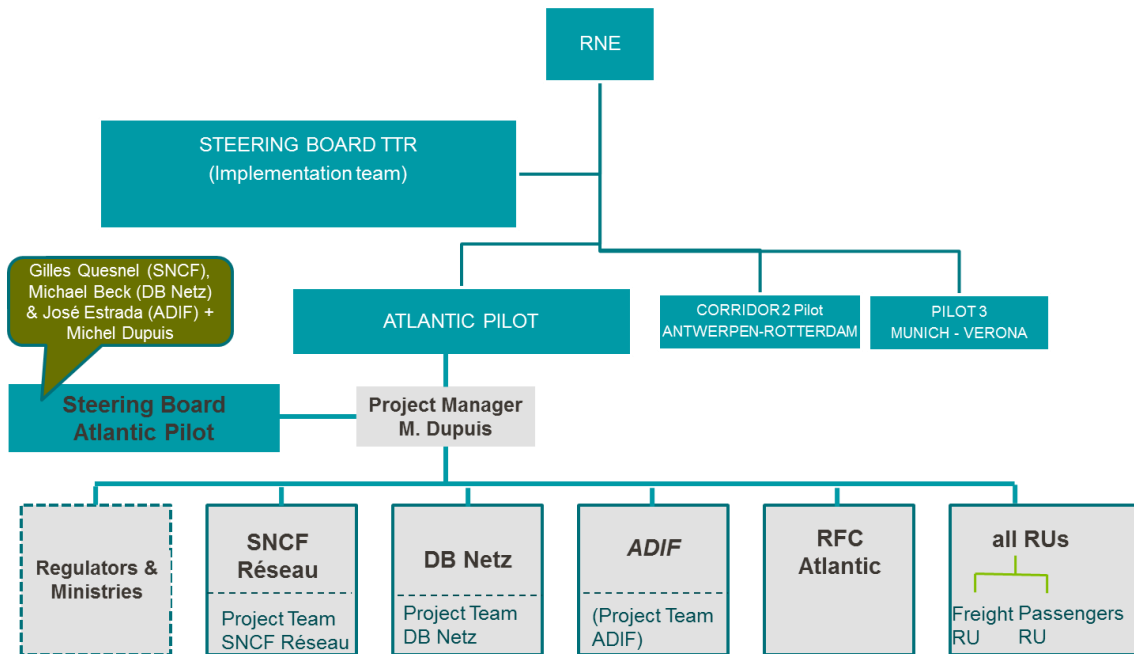
Each pilot is organised in core teams and advisory boards, in which all stakeholders are included with their specific project role. To steer the three pilots with common parameters, a pilot board has been set up. It consists of:

- The project leader (Philipp Koiser, Peter Jäggy)
- A representative of the TTR Steering Committee (Guus de Mol)
- The pilot line representatives
- Experts from other TTR projects (project leaders and deputies)

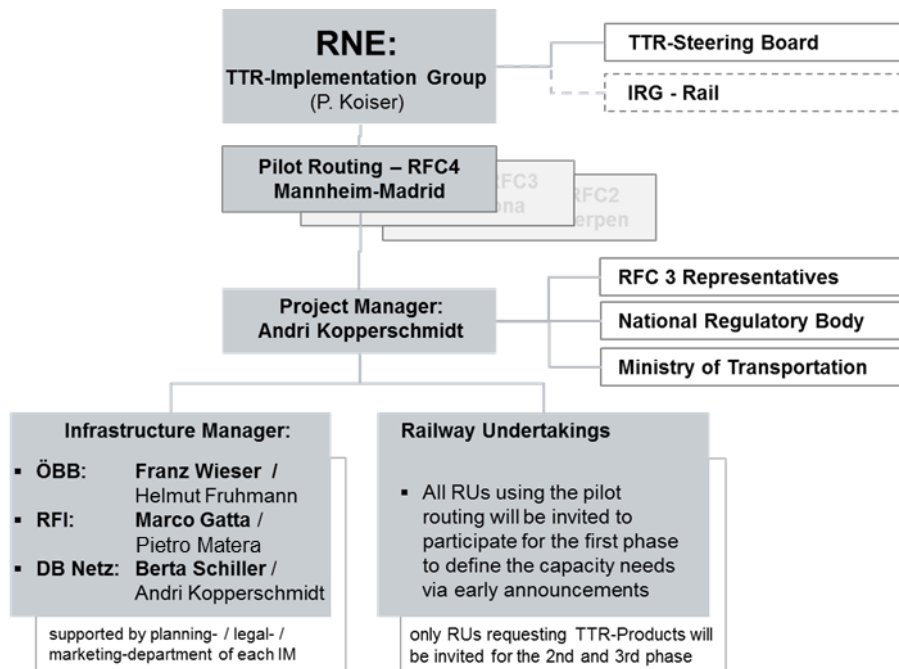


2.3 Organization of the pilot lines

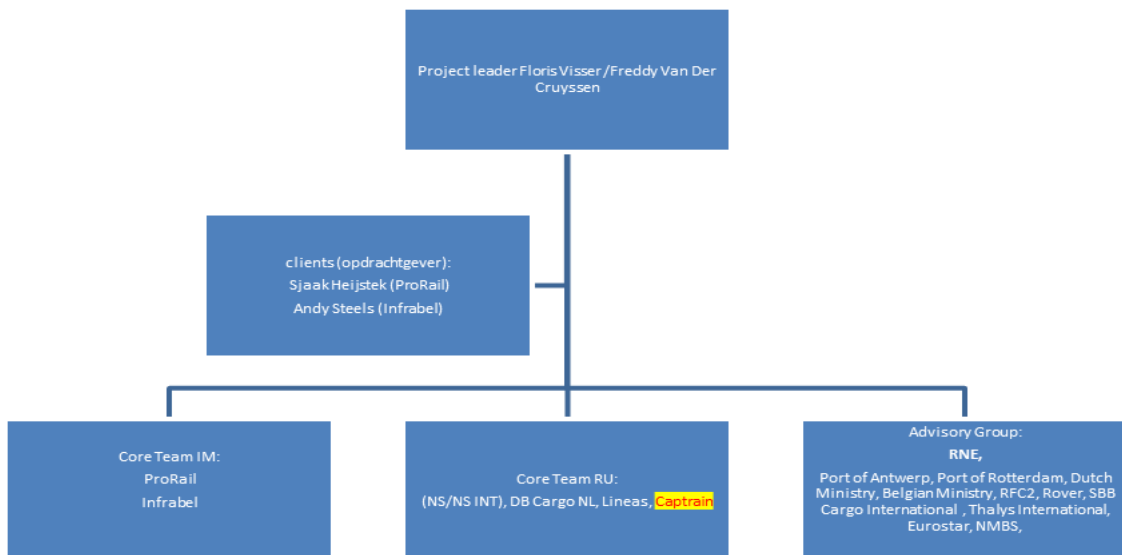
2.3.1 Pilot line Mannheim – Miranda de Ebro



2.3.2 Pilot line Munich – Verona



2.3.3 Pilot line Rotterdam - Antwerp



2.4 Timeline

- End of January 2018: Preview of approach for the capacity models (e.g. presentation of prototypes)
- March 2018: Presentation of components describing the capacity model; Definition of capacity which can be actually requested in phase 2 and 3

- June 2018: Delivery of the draft capacity model TT 2020, start of consultation with stakeholders which are not part of the pilot line core team
- September 2018: End of consultation, presentation of capacity models to the TTR Steering Committee
- December 2018: Delivery of the final capacity model

2.5 Working methods

- Core teams: Meetings to prepare and agree on the capacity model
- Advisory boards: Meetings to find acceptance; Newsletters for information

2.6 Final evaluation method

Starting in December 2018, an evaluation will be done via questionnaire to determine the acceptance by the stakeholders. After the running timetable, the capacity models will be compared with the actual traffic (after December 2020).

2.7 Involvement of stakeholders

Aim: At least 75% of both passenger and freight traffic on the pilot lines is involved in the core team (i.e. RUs). RUs have been invited to join the core teams. Other stakeholders (e.g. Regulatory Bodies, Ministries) must be informed about the progress of the capacity models' creation.

2.8 Connection to pilot phase 2

- The capacity model shall be used as the baseline for pilot phase 2.
- Capacity which can actually be requested has to be defined by March 2018.

2.9 IT System

The following tasks in connection with the project "TTR: IT Landscape" have been defined:

- Input from pilots for capacity model: Storage and communication tool
- Preparation of an IT solution to link the capacity in the capacity model to the capacity/path requests
- Preparation of a tool to handle TCRs in the capacity model

2.10 Legal framework

The project "TTR: Legal Framework" will have the tasks to define the approach of the pilots to ensure that the capacity model is non-discriminatory.