

# Capacity Supply Guide

December 2023



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# 1 Introduction

## 1.1 Main goal

Essential part of the TTR process is advanced planning. Based on the capacity volumes published in the Capacity Model and additional input provided by the market the Capacity Supply is constructed.

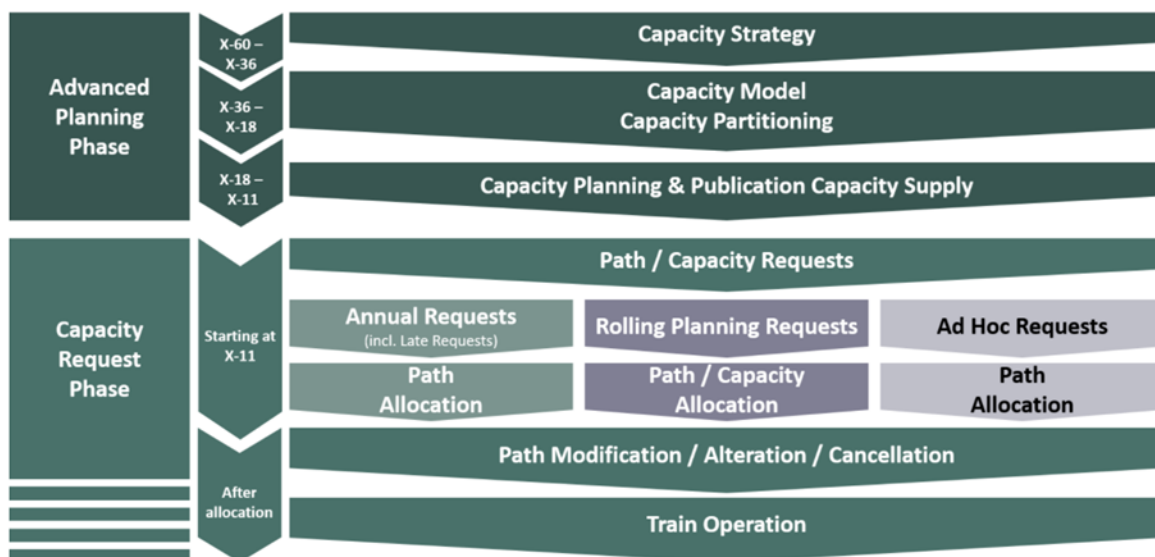
The main benefits obtained from a Capacity Supply are :

- ▶ the transparent overview of 365-days of capacity diagram (positive, negative and unplanned capacity) ;
- ▶ a continuously updated database of paths which can support the path allocation process after X-11 until the end of the related timetable period.

## 1.2 Added value

SIPH with its consulting function makes answer to the objectives of Capacity Supply. SIPH with its three windows, allows to search train's characteristics, show it on a network map and on the diagram surrounded with his path / TCR traffic on whatever time range expected.

Steps of the TTR process (Source : RNE)



## 2 Convergence – Capacity Supply phase

### 2.1 Requirements

SNCF Réseau is close to meeting the capacity supply requirements currently set by TTR handbooks.

For several years, SNCF Réseau has had an upstream structuring phase that gives rise to deliverables, feeding the allocation phase. **The so-called "preconstruction" phase, described in the SNCF Réseau Network Statement, is a suitable foundation to meet Capacity Supply requirements.**

- ▶ It is carried out at a time horizon similar to that expected for capacity supply ;
- ▶ It gives rise to the publication of a catalogue of pre-planned paths (so-called pre-built) and an unplanned capacity that can be used to meet tailor-made requests ;
- ▶ It takes into account part of the capacity reserved for the works ;
- ▶ The SIPH tool, used for this phase, allows a graphical visualization of pre-planned train paths and work capacities considered.

**SNCF Réseau has already taken decisions to ensure a more complete convergence with capacity supply. They are announced to capacity applicants and are being integrated into future versions of the network statement.**

- ▶ Modification of calendar milestones to align them with the TTR process ;
- ▶ Possibility of integrating a form of Rolling Planning, with a desire for experimentation in view of the 2025 Annual Service ;
- ▶ Taking into consideration Capacity Needs Announcement (CNA), in the continuity of the Capacity Model phase.

### 2.2 Risk

The risk of calling this response into question by continuing discussions within TTR on the detailed capacity supply method.

We see discussions in the project bodies, aimed at clarifying the manufacturing method of the capacity supply. While the requirements for this phase are defined, the manufacturing method is not standardized and not fully specified at this stage.

We note that several RNE members who do not have prerequisites on upstream structuring, legitimately question these questions of method, and their implementation in their own organization. It seems to us that these discussions could lead to :

- ▶ a re-questioning of the very requirements of capacity supply, as currently defined by handbooks ;
- ▶ the production of method elements on the manufacture of Capacity Supply, useful for some RNE members.

There is a risk of ending up with proposals which:

1. deviate from previously agreed requirements;
2. diverge, or even be contradictory or inconsistent with the manufacture of SNCF Réseau's pre-built deliverable, even if we look for adaptations to this pre-built one.

## 2.3 Deepening

A deepening to which SNCF Réseau is open, subject to conditions.

SNCF Réseau is open to discussions on capacity supply, and to the search for a lowest common denominator, which will allow progress in terms of international coordination between infrastructure managers, as well as in terms of ease of access for capacity seekers.

However, SNCF Réseau will participate within the limits of compatibility of the options considered with the existing pre-construction phase. Indeed :

- ▶ It largely meets the agreed requirements on capacity supply, and is already being modified for more complete convergence ;
- ▶ As the implementation of TTR is underway, it is neither desirable nor reasonable to question the global orientations allowing convergence with TTR ;
- ▶ The pre-construction phase has a recognized added value and is widely used by SNCF Réseau customers during the construction phase for capacity allocation.

It seems to us that the elements of detailed method that may emerge from the workshops, and useful to some members of RNE, should not be mandatory and prescriptive, except when it is necessary for good convergence: everyone must be able to meet the requirements set with latitude on the detailed method and tools.

These possible mandatory elements will obtain a favorable opinion from SNCF Réseau, provided they are compatible with the pre-construction phase.

### 3 Exchange agreement

This document proposes to use SIPH Consultation as a tool for visualizing the SNCF Réseau's Capacity Offer, in exchange for consultation access to your traffic graph visualization system.

As part of the international coordination, SNCF Réseau organizes the sharing of deliverables in a consistency and milestones recommended by TTR. One of them, Capacity Supply, makes it possible to know, from Y-1, the pre-built paths and the main TCRs', on the entire network, in a dynamic way. SIPH, in its "Consultation" function, proposes to answer this requirement.

This exchange agreement sets out the terms and conditions of access and use by SNCF Réseau's IT Services Partner, for its internal and exclusive use.

The purpose of access to these IT services is to allow the Partner, for its own needs :

- ▶ To consult the availability of the graphic at border points with SNCF Réseau ;
- ▶ To monitor the availability of the graphic retrospectively at the border points between the Partner and SNCF Réseau ;
- ▶ To improve the process of harmonizing schedules between the two RU.

Regarding this use in the exercise of the Partner's missions and in a logic of cooperation, access to these IT services is provided in a derogatory manner free of charge, it being understood that the Partner undertakes to act in a reciprocal manner towards SNCF Réseau.

As such, the Partner, for SNCF Réseau's own needs, will also grant access to its information systems and/or make available information of the same nature as that contained in the IT services made available to enable SNCF Réseau to meet objectives equivalent to those of the Partner.

This agreement must be signed by the Partner and SNCF Réseau, before being able to access SNCF Réseau's IT services.

For more informations, contact :

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Tel : +33 9 72 72 27 29

## 4 Access to information systems

### 4.1 Technical requirements

- ▶ Best under OS WINDOWS (OS MAC et LINUX could fit but there has been no testing)
- ▶ 3 22' screens, minimum résolution of 1280X1024
- ▶ Import plug-in Citrix Workspace 19.12
- ▶ Highlighting phenomenon in the presence of an AMD RADEON graphics card version 30 (but works in version 27)

### 4.2 Access procedure

Contact customer support :



09 72 72 27 29 (+33 9 72 72 27 29) - Monday to Friday, 07:30 to 19:00 (working days)



[supportclients.si@reseau.sncf.fr](mailto:supportclients.si@reseau.sncf.fr)

### 4.3 Technical support

Contact ASU support :



09 72 72 12 70 (+33 9 72 72 12 70) Monday to Friday, 07:30 to 19:00 (working days)



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