Capacity Strategy 2026

December 2023

SNCF RÉSEAU

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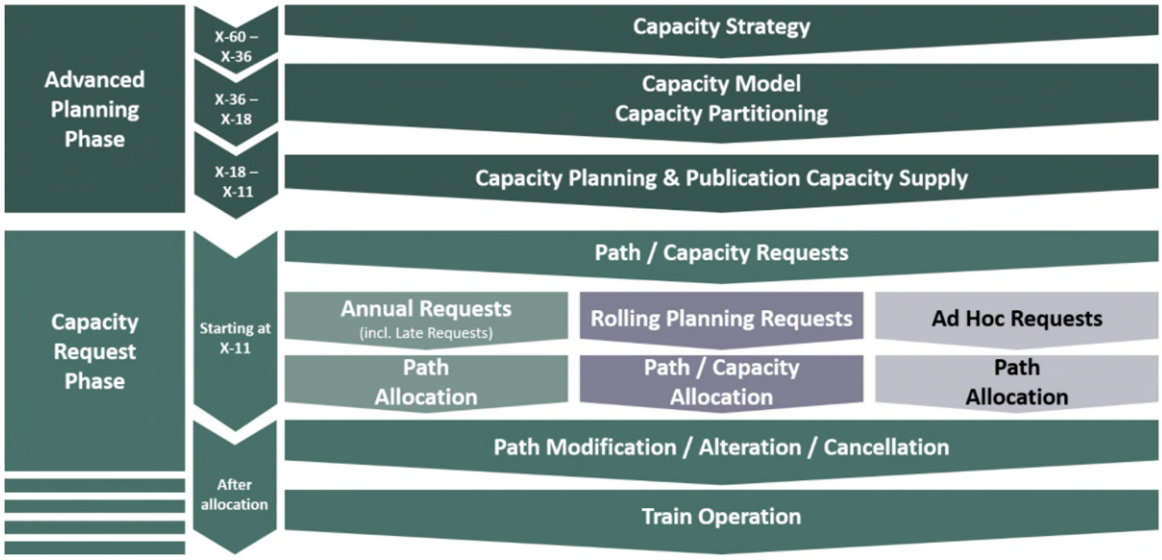
1 Introduction

Within TTR, each Infrastructure Manager is expected to publish until X-30 its Capacity Strategy for Timetable 2026. General aim of the Capacity Strategy is to provide indication on key values of capacity planning, i.e., changes in infrastructure availability, temporary capacity restrictions ("negative capacity") as well as minimum bookable capacity ("positive capacity") for a given timetable.

Steps of the TTR process (Source: RNE)



The present document :

- meets the requirements of RNE's Capacity Strategy Handbook, version 2.0[1] ;
- focuses for Timetable 2026 on lines of international relevance ;
- encloses, beyond the description of the geographical scope, three main chapters:
  - Expected permanent changes in Infrastructure Capacity,
  - Expected Temporary Capacity Restrictions with major impact,
  - Expected Traffic Flows, whereby the values displayed are focused for Timetable 2026 on relevant border points within the geographical scope.

The Capacity Strategy targets Applicants as well as their end customers, Service Facilities and Terminals, Policy decision makers as well as any other stakeholder of rail capacity planning and allocation.

The present document is non-binding. It applies to Timetable 2026.

[1] https://rne.eu/wp-content/uploads/2022/12/HB_Capacity_Strategy_2.0.pdf

2 Geographical scope

2.1 Relevant border points

The lines with international relevance were selected on basis of experience, starting from border points with the highest volume of international traffic, both passenger and freight. It concerns RFC and main lines.

Lignes	Corridor	Section
001000		Paris-Mulhouse
005000	RFC2	LGV
032000	RFC2	
039000	RFC2	
070000	RFC2/4/6	
089000	RFC2/4/6	
090000	RFC2/6	
140000	RFC2/4	
142000	RFC4/9	Strasbourg Port du Rhin
172000	RFC2	Stiring Wendel
178000	RFC2	Apach
180000	RFC2	Zoufftgen
202000	RFC2	Mont St Martin (XB)
202100	RFC2	Mont St Martin (XL)
203000	RFC2	
204000	RFC2	
212000	RFC2	
212000	RFC2	
216000	RFC2	Fréthun Tunnel
226000	RFC2	Wannehain LGV
242000	RFC2	Jeumont
247000	RFC2	Feignies
267000	RFC2	
269000	RFC2	Baisieux
272000	RFC2	
278000	RFC2	Tourcoing
295000	RFC2	
301000	RFC2	
340000	RFC4	
431000	RFC4	LGV
515000	RFC4	
538000	RFC4	
566000	RFC4	LGV
570000	RFC4	
590000		Orléans - Toulouse
640000	RFC4	Sète - Narbonne - Bordeaux
655000	RFC4	Hendaye
677000	RFC6	Cerbère
752000	RFC6	LGV

800000	RFC6	
810000	RFC6	
830000	RFC6	Paris - Dijon - Lyon
843000	RFC6	
849000	RFC6	
860000	RFC6	
880000	RFC6	
883000	RFC6	
890000	RFC6	Pougny-Chancy
900000	RFC6	Modane
905000	RFC6	
908000	RFC6	
909000	RFC6	
925000	RFC6	

The relevant border points are listed in the following table:

Selected border crossings for MVP 2026

	InfraBel	DB Netz	SBB	RFI	ACF	ADIF
SNCF Réseau	Feignies/Quévy Jeumont/Erquelinnes Baisieux/Blandain, Tourcoing/Mouscron	Apach/Perl Forbach/Saarbrücken Port du Rhin/Kehl	St Louis/ Basel Les Longevilles/Vallorbe Pougny-Chancy/La Plaine	Modane/Bardonecchia Vintimille/Ventimiglia	Mont-Saint Martin/Aubange Zoufftgen/Bettembourg	Hendaye/Irun, Cerbère/Port Bou, Le Perthus/El Perthus

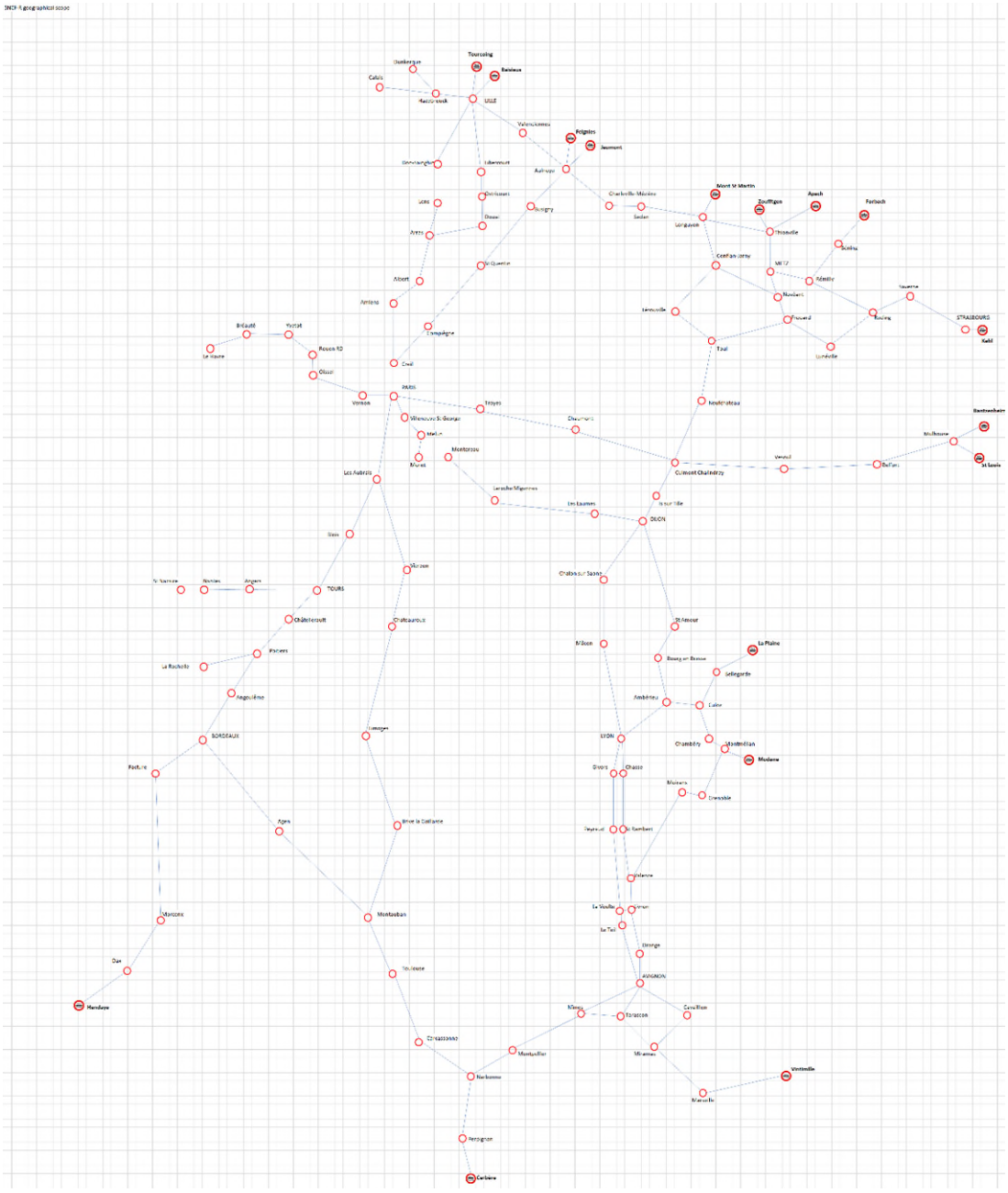
2.2 Service facilities

Terminals and services facilities are described in chapter 7 of the Network Statement:
https://www.sncf-reseau.com/fr/document-reference-reseau/horaires-service-2024-0

2.3 Geographic Scope

The above-mentioned border points connect in a network as shown in the following schematic map:

Schematic Map MVP Capacity Strategy



3 Expected capacity of the infrastructure

3.1 General principles

The present chapter provides an overview on any significant positive or negative changes to the available capacity. The projects listed in this chapter fulfill the following criteria:

- The project has a permanent impact on the available capacity, unlike TCRs (Chapter 2),
- The project unfolds its effect on capacity between Timetable 2022 and Timetable 2025. Subsequent Capacity Strategies will provide annual updates,
- The projects have a significant size and are located on network segments relevant for international traffic, whereby each Infrastructure Manager evaluates the fulfillment of this criteria on its own.

3.2 Additional available capacity

The following projects fulfill the above listed criteria:

List of MVP-relevant infrastructure projects

with positive capacity effects expected active by TT2026

Country	Network Segment	Description	Effect	Impact on capacity as of	Remark (e.g., to indicate status)
France	Hendaye / Irun	Y Basque	Capacity increase	2026/27	
France	TELT Saint Jean de Maurienne	Entry of Lyon-Torino Tunnel	Capacity increase	Q3 2026	Phase 2
France	Marseille	Racc de Moureplace	Re-open	2026	

3.3 Reduced available capacity

List of MVP-relevant infrastructure projects

with negative capacity effects expected active by TT2026

Country	Network Segment	Description	Effect	Impact on capacity as of	Remark (e.g., to indicate status)
France	None				

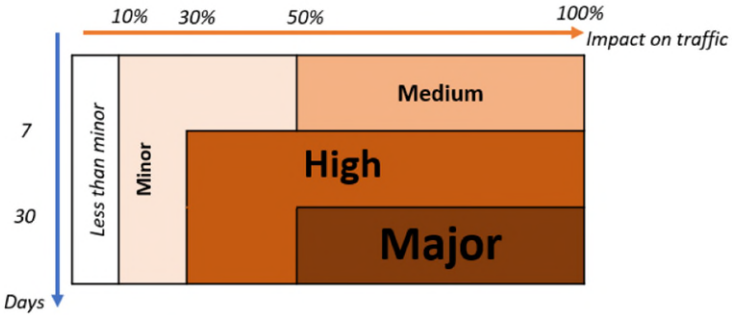
4 Expected Temporary Capacity Restrictions with major impact

4.1 General principles

Infrastructure Managers are required to plan TCRs following "Annex VII"[2].

Annex VII sets the frame for TCR-planning, the aim of which is to promote early planning, international coordination among Infrastructure Managers, transparency towards customers and planning stability, thereby pursuing the goal of an increased performance and competitiveness of rail services.

Overview of Annex VII-categories of TCRs (Source: RNE)



Extract from Network Statement 2024M - Chapter 4.3

Catégorie		Jours consécutifs		Incidence sur le trafic
1	RTC avec incidence majeure	Plus de 30 jours consécutifs	et	Plus de 50% du volume de trafic estimé sur une ligne ferroviaire par jour
2	RTC avec incidence importante	Plus de 7 jours consécutifs		Plus de 30% du volume de trafic estimé sur une ligne ferroviaire par jour
3	RTC avec incidence moyenne	7 jours consécutifs ou moins		Plus de 50% du volume de trafic estimé sur une ligne ferroviaire par jour
4	RTC avec incidence mineure	Indéfini		Plus de 10% du volume de trafic estimé sur une ligne ferroviaire par jour

The TCRs listed in this Chapter fulfill the following criteria:

- The TCR falls in the category of major TCRs,
- Within this category, the TCR is expected to have a significant impact on international traffic due to its duration, its volume and/or location, whereby each Infrastructure Manager evaluates the fulfillment of this criteria on its own,
- The TCR will impact capacity of Timetable 2026, regardless of its start and completion date.

[2] COMMISSION DELEGATED DECISION (EU) 2017/ 2075 - of 4 September 2017 - replacing Annex VII to Directive 2012/ 34/ EU of the European Parliament and of the Council establishing a single European railway area (europa.eu)

4.2 National specificities

SNCF-R offers two permanent alternatives, the first is a modify request outside the periods impacted by TCRs. The second is a modify request for alternative path: the impact of TCRs is limited by using alternative routes when the infrastructure facilities allow it. The general principle is to keep always at least one of the paths open. The two courses can be not equal in time, it is then necessary to apply compensation.

4.3 TCR Windows & Regular TCR's

The capacities allocated for works needs lead to the definition of "works windows" on line sections. Several types are available:

- « **Regular windows** » corresponding to capacity for the most common works carried out during periods of reduced commercial demand.
  - "generic": 6 h, usually at night
  - "corrective": during from Sunday night to Monday morning
  - "surveillance": for maintenance, 1 h during the day.
- « **Distorted windows** » applied to a limited number of weeks and likely to have a significant impact on train paths.
  - "déformé": 8h; the pattern is based on a "generic" window with extended hours.

There are no "works windows" in the station zones and railway hubs, due to the wide variety of railway routes that may be shared to operate there. These zones are the subject of "works capacities" on sections/tracks without windows.

For such operations, SNCF Réseau will base its decisions case-by-case on efforts to strike the best possible technical and economic balance, which may result in the following operational measures:

- Total stoppage of traffic for a given period on the track concerned or on both tracks, if necessary;
- Temporary speed restrictions (TSR) on the track concerned and on adjacent tracks.

4.4 Consultation process

SNCF Réseau communicates to candidates before November Y-3 the category 1 RTCs planned on the national railway network. At the request of the candidates, SNCF Réseau must provide a comparison of the conditions encountered, with at least two capacity restriction scenarios. SNCF Réseau draws up these alternative scenarios on the basis of the information provided by the candidates at the time of their requests and jointly with them. The comparison must, for each scenario, include the following elements at the very least:

- the duration of the capacity restriction;
- the indicative amount of infrastructure user fees;
- the available capacity on the diversion routes;
- the alternative routes available;
- the indicative journey times.

Before making a choice between alternative capacity restriction scenarios, SNCF Réseau consults with the candidates concerned and takes into account the impact of different scenarios on these candidates and on the users of services.

All candidates (including AOTs) may participate in the works consultation bodies (presentations of works portfolios, consultations on generic windows/exclusion days/alternative routes, reviews of macro axes and consultations of high capacity impact (FIC) work sites, preparatory meetings, work impacts consultation bodies (RPO, etc.), regional technical committees) according to the following conditions, while it should be remembered, in accordance with the law, that SNCF Réseau shall remain, in the final analysis, the sole party able to decide on the allocation of capacities and the planning of work:

- only candidates that have formulated expressions of needs of commercial capacities (or, as a minimum, have sent a prior letter of intent to SNCF Réseau for the order of capacities for the timetables concerned by such bodies) are able to speak at such meetings. In the event that several representatives (e.g., AOT and railway undertaking) express the same need, only one of them (to be appointed between them) will be authorised to take a final position, with the other nevertheless able to speak during discussions;
- the other candidates (i.e. those who have not formulated expressions of needs as indicated above) may attend discussions as observers.

SNCF Réseau shall remain the sole decision-maker with regard to capacity allocation and the planning of works.

The following table lists, based on what already exists at the date of publication of this Network Statement, these bodies, the pilot body within SNCF Réseau and the deadlines for holding the discussions. These bodies may change over time, with regard to developments in the associated processes.

If they wish to participate in these bodies, candidates are invited to contact their dedicated national or regional account manager or, if there is no identified contact person, the One Stop Shop to find out about the procedures for participation.

N°	Instance	Pilote	Période
1	**Présentation des portefeuilles de chantiers issus de la commande stratégique**	DGOP	Avril A - 3
2	**Concertations fenêtres génériques / jours d'exclusion / itinéraires alternatifs.** L'objet de la concertation est d'échanger sur les demandes d'évolution formulées par DGOP et par les EF.	DAC	Oct A-3
3	**Macro revues d'Axe / Concertation des chantiers FIC** Présentation aux EF des chantiers FIC avec les résultats des premières études capacitaires et présentation des macro-ordonnancements permettant de disposer de premières visions d'axe en termes d'interception et de LTV.	DAC	Nov. A-3
4	**Réunions de concertations Pré-RP0** Réunions de préparation des concertation relatives aux chantiers sur LGV et aux RVB/SR.	Infrapoles	Nov A-3 à Janvier A-2
5	**Réunions de concertations RP0** Réunions de concertations concernant les incidences des travaux sur les circulations	Infrapoles	Février à Juin A-2
11	**COTEC Régionaux** Suivi régional des instances capacitaires	Directions territoriales	Périodique

4.5 Major Impact TCRs

List of MVP-relevant Crucial Major Impact TCRs with temporary capacity impacts during TT2026

Country	Network Segment	Purpose	Duration	Start (at quarterly level)
France	Mantes la Jolie	Zone EOLE : Supersrtucture renewal	2024-2027	Q3 2024
France	Etoile 74 : La Roche sur Foron	Modernisation signalisation	2026	Q2 2026
France	Compiègne	CCR : Control center modification	2026-2027	
France	South Lyon	CCR : Control center modification	2026	Q1 2026

5 Expected traffic flows

5.1 General Principles

Traffic flows are quantified in the present document at border points. Figures derive from national estimates and respond to no methodology that would be common to the involved Infrastructure Managers.

Unless stated otherwise, the figures are harmonized and correspond to average values per traffic type per hour, without a differentiation between peak and off-peak hours.

Though non-binding, they provide an estimate of the minimum bookable capacity for Timetable 2026. Further assessment and more detailed differentiation will occur with the Capacity Model and the Capacity Supply.

5.2 National Specificities

In order to present the Capacity Strategy, we are using the reticular documents, elaborated in one hand with our historical data, and on the other hand with the forecasts provided from the marketing department, in link with our main business partners. We share then these data with our neighbors, to coordinate the result.

5.3 Traffic flows

5.3.1 DB Netz

Border point	Passenger train paths per hour		Freight train paths per hour
	Long distance	Regional	
Apach / Perl	-	0,5	-
Forbach / Saarbrücken	0,5	1,5	2
Port du Rhin / Kehl	0,5	2	1,5
Lauterbourg / Berg	-	1	-
Neuenburg / Mülheim		1	1

5.3.2 ACF

Border point	Passenger train paths per hour		Freight train paths per hour
	Long distance	Regional	
Zoufftgen / Bettembourg	1	5	-

5.3.3 Infrabel

Border point	Passenger train paths per hour		Freight train paths per hour
	Long distance	Regional	
Feignies / Quévy	-	0,5	0,5
Tourcoing / Mouscron	-	0,5	0,5
Jeumont / Erquelinnes	-	-	0,5
Baisieux / Blandain	-	0,5	-
Mont St Martin / Aubange	-	-	0,5
Wannehain / Esplechin	0,5	-	-

5.3.4 TTR@CH

Border point	Passenger train paths per hour		Freight train paths per hour
	Long distance	Regional	
St Louis / Basel	0,5	4	3
Pougny-Chancy / La Plaine (Genève)	-	2	-
Les Longevilles / Vallorbe	1	1	-

5.3.5 RFI

Border point	Passenger train paths per hour		Freight train paths per hour
	Long distance	Regional	
Modane / Bardonecchia	N/A	-	0,5
Vintimille / Ventimiglia	1	2	1

5.3.6 ADIF

Border point	Passenger train paths per hour		Freight train paths per hour
	Long distance	Regional	
Cerbere / Port Bou	1	-	2
Hendaye / Irun	-	-	1
Le Perthus / El Perthus (tunnel TP Ferro)	1	-	-

5.4 Capacity Strategy harmonization among the Infrastructure Managers

The border traffic flows have been harmonized with DB Netz, ACF, Infrabel (only on Mont St Martin), and TTR@CH (only for Basel).