



Pilot Information Document

Procedures for Capacity Requests

Valid for process of timetable 2022

2022 timetable year



Version Control

Version number	Date	Chapter changed	Changes
1.0	13.01.2020		Update of the whole document – detailed description on the way to handle and use capacity offer to TT 2021 <i>Integration of the comments / feedbacks received since PID Presentation on TTR ATLANTIC Pilot Meeting RU / IM :</i> <i>Michel DUPUIS, Vincent MOHSEN, Felix BARTOLOME</i>
2.0	12.02.2020		Update of the TTR publication and request description
3.0	26.11.2020		Revision for adjustment to the 2022 Timetable



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1 Introduction

In order to further harmonise the timetabling procedures between European countries, RNE and Forum Train Europe (FTE), in cooperation with the European Rail Freight Association (ERFA), launched the project 'Redesign of the international timetabling process' (TTR). The basic idea behind TTR is to better satisfy the needs of various applicants through an optimised timetabling process which provides capacity for specific purposes and safeguards some of the capacity for requests placed closer to the effective usage of the path ('Rolling Planning requests').

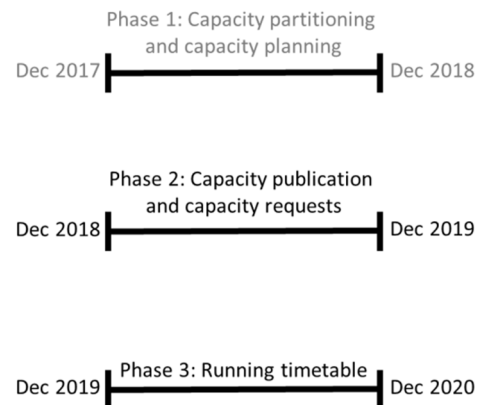
As agreed by the RNE General Assembly (May 2017) and FTE Plenary Assembly (June 2017), TTR will be implemented gradually with pilots to test some of the important and innovative TTR components. RNE and FTE defined three single line pilots, and one network pilot which will be gradually implemented on the ÖBB network from 2021. These pilots will be operative for timetable 2020 and further.

The four TTR-Pilots:



Initial Timeline for the pilots

Pilot phases



The ATLANTIC Pilot covers Mannheim to Miranda de Ebro.

Due to the different needs in Spanish network the capacity products and rules are not exactly the same than in the rest of the pilot line. Therefore in each chapter of this document the general rules and principles apply for requests limited to French and German sections (Mannheim – Hendaye/Irun), while the particular rules for requests between Irun/Hendaye and Miranda de Ebro are described at the end of each chapter when different rules apply.

No specific commercial conditions are taken into account in this document.

The goals of the pilots are:

- Proof of the business reference model's accuracy
- Definition and specification of data reference model for capacity



TTR pilot PID ATL – Mannheim – Miranda de Ebro

- Gathering input for process steering methods (e.g. allocation rules, commercial conditions)
- Gathering input for performance reference model
 - o Comparing capacity model with actual requests
 - o Amount of modifications/alterations
 - o Percentage of safeguarded capacity vs. residual capacity usage.

Goals of pilot phase 1:

In 2018, close participation between involved IMs, RUs and other stakeholders has ended into a need for a capacity band. This phase of the pilot has not been successful as this capacity model could not be respected due to heavy TCRs constraints all over the line.


Goals of pilot phases 2 and 3:

The goals of pilot phases 2 and 3 were:

- Capacity requests for timetable 2020 and further based on the capacity models created in pilot phase 1 (see 3.2. below for main results of this phase). The methods of the pilot lines are similar to each other to allow a comparison of the results.
- Quality of the timeline and allocation
- The proof of the business concept, specifically the correlation of annual timetabling capacity (ATT), capacity for TCRs (in line with the recast Annex VII) and safeguarded capacity for Rolling Planning;
- Inputs for improving the process;
- Inputs for the IT landscape (definition of requirements for IT systems);

More general information about the TTR project is available online on <http://www.rne.eu/sales-timetabling/ttr/>

Contacts:

 Pilot – Mannheim – Miranda de Ebro			
IM	SNCF Réseau	DB Netz	ADIF
Contact	Michel Dupuis	Pascal Kraus	Felix Bartolomé
Email	michel.dupuis@gmail.com	Pascal.Kraus@deutschebahn.com	fbartolomea@adif.es
Phone	+33-(0)6-07-36-77-92	+49 1523 2140941	+34917744774

2 Disclaimer

This ATLANTIC Pilot Information Document (PID) describes the procedures for capacity supply definition and paths requests on the pilot line. It describes all TTR concepts: yearly TT and Rolling Planning. The processes refer to the Network Statements of ADIF, SNCF Réseau and DB Netz as well as to the Corridor Information Document (book IV) of the RFC Atlantic. This document is revised at least every year, based on the experiences in the pilot, and it is updated before the publication of the capacity model.

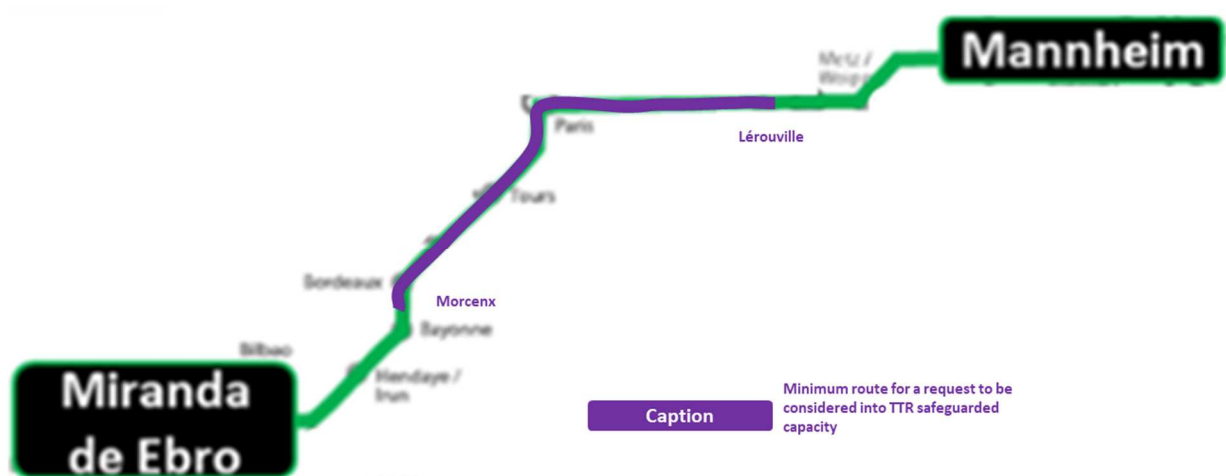


The TTR pilot is accessible for all applicants that fulfil the national requirements of each involved infrastructure territory.

Changes in the legal basis of this document (e.g. changes in EU regulations, Framework for Capacity Allocation or national regulations) will be implemented with each revision. Any changes during the running allocation process will be communicated directly to the applicants through publication by the involved IM.

3 ATLANTIC Pilot description

3.1 Geographical boundaries of the pilot



TTR Atlantic Pilot scope

ATLANTIC Pilot documents are uploaded in RNE CMS Platform (<https://cms.rne.eu/ttr-communication-platform/atlantic-pilot-library>).

3.2 Capacity model and capacity supply

The target of the capacity model is to define and fix 2 years in advance a Capacity partition aiming to, in this pilot step, to safeguard for specific Freight traffic segments, a capacity supply, which will be a binding offer to the applicants, described in PCS

This capacity supply is defined through a standard type of trains defined as:

Speed limit 100 km/h, Weight 1800 tons and train length 750 meters (France) / 650 meters (Germany). On the Spanish network, the speed limit is 100 km/h, there carried weight is 1000 tons and the train length is 450 meters.

In France, six bandwidths are designed in the capacity model to offer, consistently with other paths and planned TCR the respective long distance freight paths :

- One bandwidth for 4 paths between Forbach and Hendaye
- One bandwidth for 4 paths between Hendaye and Forbach
- One bandwidth for 2 paths between Paris area and Hendaye
- One bandwidth for 2 paths between Hendaye and Paris area



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- One bandwidth for 2 paths between Paris area and Forbach
- One bandwidth for 2 paths between Forbach and Paris area

Within the paths reaching Forbach, 2 of them are extended from Forbach to Mannheim and 4 of them are initiated in Mannheim, to join the support path of the bandwidth starting in Forbach.

The capacity supply underlying these bandwidths replaces, on the scope of these traffic flows, individual need formulations by support paths designed with the purpose of higher reliability along the year with a target of 48 weeks in the year.

The quantitative level of this supply declines from observations of current traffic and are consistent with RUs' early announcements.

No specific capacity dedication to rolling-planning has been done for TT2022.

Any of the capacities may be requested for national or international traffic as long they fulfil the eligibility criteria.

On the Spanish section, 2 capacity bands per direction are designed for Annual Requests and Rolling-Planning) Requests. In each capacity band a different number of slots are safeguarded. The width of each capacity band is referred to the arrival or departure time at Irún/Hendaye border. The capacity bands are defined as follows:

- Direction Hendaye → Miranda
 - Capacity for 2 trains (1 for Annual Requests + 1 Rolling Planning) from Monday to Sunday for the whole TT departing between 15:30 and 19:30.
 - Capacity for 1 train (for Annual Requests only) from Monday to Sunday for the whole TT departing between 9:45 and 12:45.
- Direction Miranda → Hendaye
 - Capacity for 2 trains (1 for Annual Requests + 1 Rolling Planning) from Monday to Sunday for the whole TT arriving between 15:25 and 20:25.
 - Capacity for 1 train (for Annual Requests only) from Monday to Sunday for the whole TT arriving between 8:30 and 11:30.

Although the TTR pilot is defined in Adif network between Miranda de Ebro and Hendaye, it would be possible for applicants to request capacity to/from other locations in Spain. The eligibility criteria would apply only for the Miranda – Hendaye section and for international freight traffic only.

3.3 Capacity supply – Publication – Path attributions

The Capacity supply for ATT and RP is made available through a set of “virtual” paths which do not represent the support paths prepared by timetable planners of involved IMs (preconstructed Timetable) to represent and preserve the capacity bandwidths in their respective 24h graphic views. The timeline of the published paths represents a kind of median offer for each bandwidth. For each capacity bandwidth, the same virtual path is published many times.

The commitment of the IM's is to deliver an answer in the bandwidth for any path request placed in the bandwidth, until the planned level of capacities per bandwidth.

Specifically requested timing thresholds specified in the applicants request will not be guaranteed as the process is a coordination process, taking into account TCR.

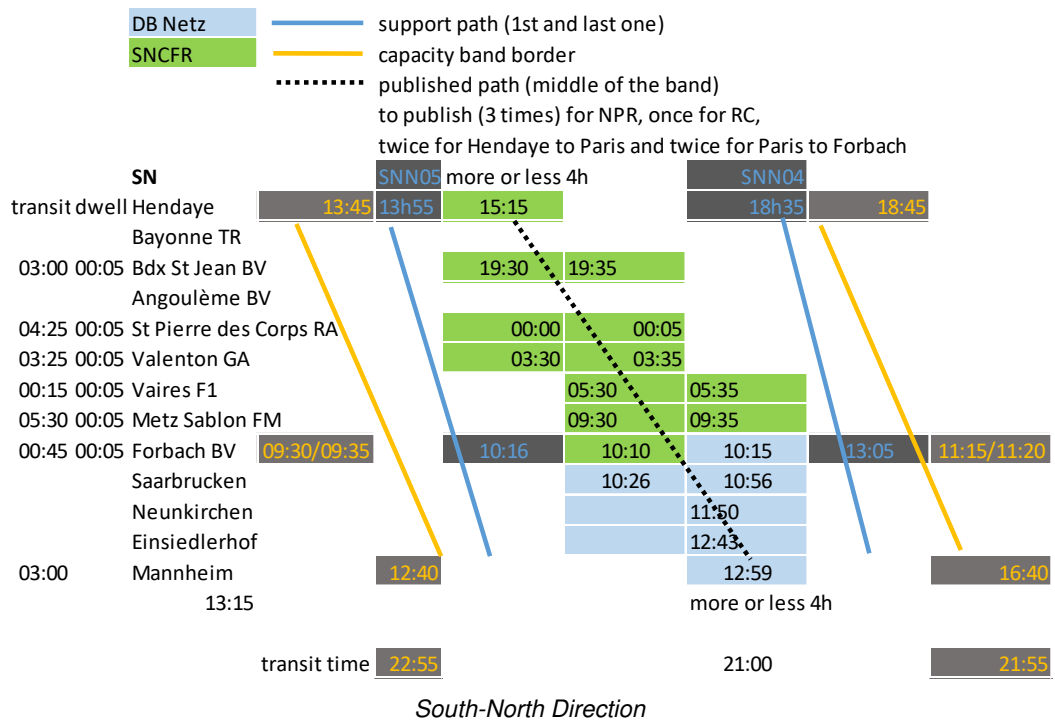
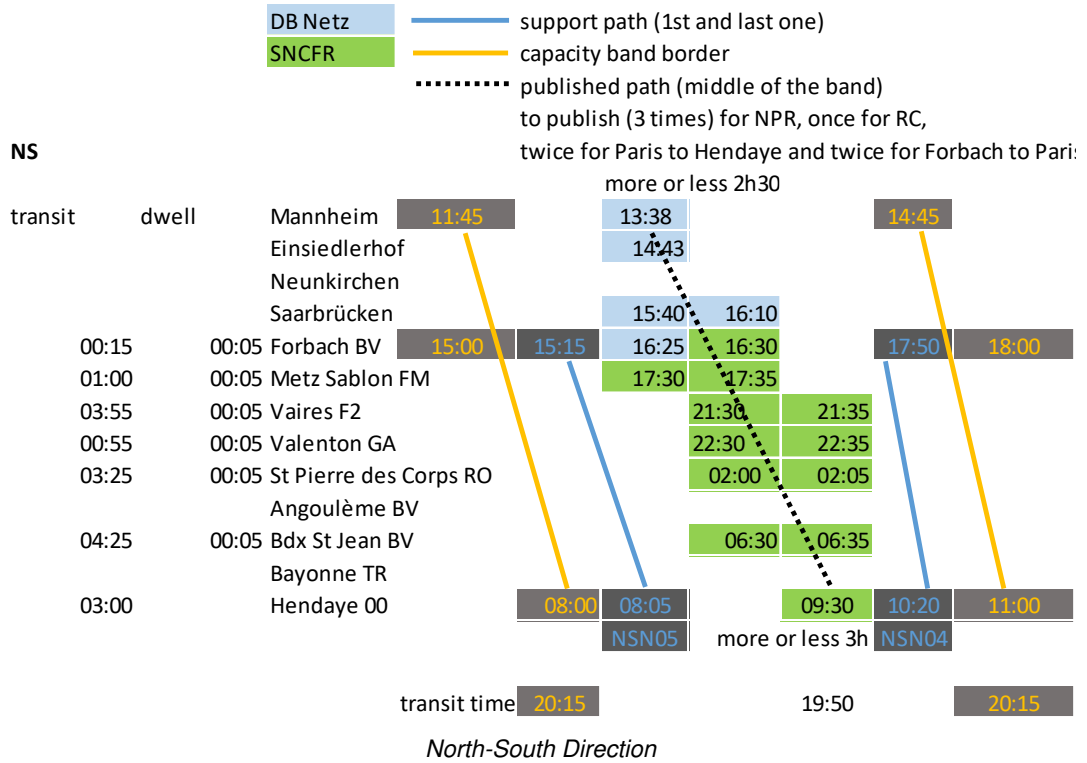


TTR pilot PID ATL – Mannheim – Miranda de Ebro

In case of scarcity, priority will be given to the requests having the higher product “number of requested days x length of the total journey of the requested path”.

The answers will be built as close as possible of the received requests, either by TT coordination or by direct use of the prepared capacities + feeders/outflows.

In case variants are not delivered in the draft offer, they will be delivered under the alteration process, strictly kept into the bandwidth of the relevant part of the journey.





TTR pilot PID ATL – Mannheim – Miranda de Ebro

		PCS view						Capacity Band		
								from	to	
DB Netz	Parameters	Path ID								
		Train lenght								
		weight of Set of carriage								
		Train max Speed								
		Running days								
		PCS Note								
	Mannheim	dep	13h38	13h38	13h38	13h38				
		arr	13h50	13h50	13h50	13h50				
	Ludwigshafen	dep								
		arr								
Einsiedlerhof	dep									
	arr	14h43	14h43	14h43	14h43					
Neunkirchen	dep									
	arr									
Saarbrücken	dep									
	arr	15h40	15h40	15h40	15h40					
Forbach	dep	16h10	16h10	16h10	16h10					
	arr	16h25	16h25	16h25	16h25					
<i>Protected Border</i>										
SNCF R	Parameters	Path ID	NS-NPR1	NS-NPR2	NS-NPR3	NS-NPR4	NS-NPR5	NS-RP1		
		Train lenght	750	750	750	750	750	750		
		weight of Set of carriage	1800	1800	1800	1800	1800	1800		
		Train max Speed	100	100	100	100	100	100		
		Running days	1-5	1-5	1-5	1-5	1-5	1-5		
		PCS Note	Any	Any	Any	Any	Any	Any		
	Forbach	dep	16:30	16:30	16:30	16:30	16:30	16:30	15h00	18h00
		<i>Protected Border</i>		<i>no</i>						
	Metz	arr	17h30	17h30	17h30	17h30	17h30	17h30	16h00	19h00
		dep	17h35	17h35	17h35	17h35	17h35	17h35		
	Vaires	arr	21h30	21h30	21h30	21h30	21h30	21h30	20h00	23h00
		dep	21h35	21h35	21h35	21h35	21h35	21h35		
	Valenton	arr	22h30	22h30	22h30	22h30	22h30	22h30	21h00	00h00
		dep	22h35	22h35	22h35	22h35	22h35	22h35		
	St Pierre	arr	02h00	02h00	02h00	02h00	02h00	02h00	00h30	03h30
		dep	02h05	02h05	02h05	02h05	02h05	02h05		
	Angoulême	arr								
		dep								
	Bordeaux	arr	06h30	06h30	06h30	06h30	06h30	06h30	05h00	08h00
dep		06h35	06h35	06h35	06h35	06h35	06h35			
Bayonne	arr	09h00	09h00	09h00	09h00	09h00	09h00	07h30	10h30	
	dep	09h05	09h05	09h05	09h05	09h05	09h05			
Hendaye	arr	09h30	09h30	09h30	09h30	09h30	09h30	08h00	11h00	
	dep									

Description of the Virtual paths – North-south direction

		PCS view						Capacity Band		
								from	to	
SNCF R	Parameters	Path ID	SN-NPR1	SN-NPR2	SN-NPR3	SN-NPR4	SN-NPR5	SN-RP1		
		Train lenght	750	750	750	750	750	750		
		weight of Set of carriage	1800	1800	1800	1800	1800	1800		
		Train max Speed	100	100	100	100	100	100		
		Running days	1-5	1-5	1-5	1-5	1-5	1-5		
		PCS Note								
	Hendaye	dep	16h15	16h15	16h15	16h15	16h15	16h15	13h45	18h45
		arr								
	Bayonne	dep								
		arr								
Bordeaux	arr	19h30	19h30	19h30	19h30	19h30	19h30	17h00	22h00	
	dep	19h35	19h35	19h35	19h35	19h35	19h35			
Angoulême	arr									
	dep									
St Pierre	arr	00h00	00h00	00h00	00h00	00h00	00h00	21h15	02h45	
	dep	00h05	00h05	00h05	00h05	00h05	00h05			
Valenton	arr	02h45	02h45	02h45	02h45	02h45	02h45	00h00	05h30	
	dep	02h50	02h50	02h50	02h50	02h50	02h50			
Vaires	arr	05h30	05h30	05h30	05h30	05h30	05h30	04h30	06h30	
	dep	05h35	05h35	05h35	05h35	05h35	05h35			
Metz	arr	09h30	09h30	09h30	09h30	09h30	09h30	08h30	10h30	
	dep	09h35	09h35	09h35	09h35	09h35	09h35			
Forbach	arr	10h07	10h07	10h07	10h07	10h07	10h07	09h30	11h15	
	<i>protected border</i>		<i>no</i>							
DB Netz	Parameters	Path id								
		Train lenght								
		weight of Set of carriage								
		Train max Speed								
		Running days								
		PCS Note								
	Forbach	dep	10h12	10h12						
		<i>Protected Border</i>								
	Saarbrücken	arr	10h26	10h26						
		dep	10h56	10h56						
	Neunkirchen	arr								
		dep								
	Einsiedlerhof	arr	11h50	11h50						
dep										
Ludwigshafen	arr	12h43	12h43							
	dep									
Mannheim	arr	12h59	12h59							
	dep									

Description of the Virtual paths –South-North direction



For the Spanish section the support paths have been described in chapter [§3.2](#)

3.4 TT2022 process timeline

The overview with the deadlines for the different requests of capacity can be described as following:

Date / Deadline	Date in X-System	Description of Activities
12 January 2021	X-11	Publication of the TTR offer in the PID
12 April 2021	X-8	Last day to request SC capacity ATT process, placed on time
12 August 2021 – 11 November 2022	X-4 - X+11	Application phase for RPR
12 August 2021 – 02 December 2022	X-4 - X+12	Allocation phase for RPR

3.5 How to request capacity

Requests placed with following eligibility criteria should receive an answer inside the capacity offered described in [§3.2](#)

3.5.1 Eligibility criteria for the safeguarded (“SC”) capacity

Bandwidth	Start area	End area	Amount of safeguarded capacities	Journey Eligibility criteria	Timing Eligibility criteria
1	Forbach	Hendaye	4	Minimum journey Lerouville Morcenx, with less than 60 mn requested stopping time on the related section	consistent with transit in Morcenx between 07:00 and 11:00
2	Hendaye	Forbach	4	Minimum journey Morcenx Lerouville, with less than 60 mn requested stopping time on the related section	consistent with transit in Lérouville between 08:00 and 10:00



3	Forbach	Paris	2	Minimum journey Lerouville Vaires, with less than 60 mn requested stopping time on the related section	consistent with transit in L�rouville between 16:00 and 20:00
4	Paris	Forbach	2	Minimum journey Vaires Lerouville, with less than 60 mn requested stopping time on the related section	consistent with transit in L�rouville between 08:00 and 10:00
5	Paris	Hendaye	2	Minimum journey Valenton Morcenx, with less than 60 mn requested stopping time on the related section	consistent with transit in Morcenx between 07:00 and 11:00
6	Hendaye	Paris	2	Minimum journey Morcenx Valenton, with less than 60 mn requested stopping time on the related section	consistent with transit in Morcenx between 16:00 and 20:00

If ever the request contains Saturday / Sunday, it remains globally acceptable and might lead to two different offers with different performance levels and time.

For the Spanish territory the required features are:

- Freight services
- International traffic only
- Timetable to be inside the band in all the route
- 1000 tons, 450 meters, 100km/h and electric traction. Technical parameters can be upgraded under acceptance of the IM.

3.5.2 Tools for placing requests

Applicants have the following choice on the tool they use to place their TTR eligible orders.

PCS is the single tool for placing and managing international path requests linked to capacity displayed in it (i.e. safeguarded capacity and remaining RFC ATL's PaPs) on the pilot.

National tools (GESICO in France, TPN in Germany) are also used to manage requests on the national sections of the TTR Pilot line.

4 Annual timetable requests

4.1 Impact TTR pilot on Annual timetable requests

The annual timetable process and deadlines on the pilot line are unchanged. The Pilot does not aim at testing all new aspects (including change X-8 => X-8.5 as new deadline for annual requests) of the TTR project.



4.2 Timeline

Applicants can request capacity during the already existing timeframe mentioned in Network Statement documents.

4.3 Handling of requests

A task force between involved IMs and C-OSS will coordinate the use of the safeguarded capacity according to the full received requests (national and international), in order to provide an answer to the customers in due time (X-7,5) for international request received by the C-OSS.

In case of higher number of requests than the dedicated safeguarded capacity offer, the priority will be given to the requests having the highest product length of journey * number of days.

Timetable construction rules

The actual existing rules are implemented, as described in the network statements of SNCF Réseau, ADIF and DB Netz

The only impact the pilot has on the annual timetable process is related to the safeguarded capacity: as stated in [§3.2](#), one part of the slots included in the capacity bandwidths is open for requests placed before the deadline (X-8) and another part of the slots is open for rolling planning requests (i.e. at earliest from X-4), provided in both cases they fit to the characteristics defined (see [§3.5](#)).

As part of the TTR pilot, based on data provided by SNCF Réseau, ADIF and DB Netz, the Atlantic C-OSS will publish in PCS safeguarded capacity for rolling planning requests. This capacity needs to remain unspoilt during the annual timetable process on the pilot line.

In case annual requests overlap with safeguarded capacity for rolling planning requests the IM's will apply the following rules:

- If it's possible inside the bandwidth, the support path is changed, and the ATT request is provided.
- If it's not possible, the answer to the other train request is given with a proposal consistent with the support path dedicated to rolling planning.

If a request for TCR that was not foreseen in the capacity model conflicts with safeguarded capacity for rolling planning, the IM will respect this safeguarded capacity and will find another solution for the maintenance request. Force majeure situations are exceptions to this rule. Already attributed paths are dealt with Annex VII rules.

The part of safeguarded capacity open for annual requests shall only be requested to serve eligible traffic. Support paths prepared by IMs for internal management of the bandwidths can be adapted only if the features of these bandwidths remain untouched in terms of performance, availability and number of possible slots. These requests have the same level of priority as requests for PaPs or national preconstructed paths.

5 Late path request

5.1 Impact TTR pilot on late path request

The request after deadline process is similar to the current late path request process and is unchanged on the pilot lines. The only impact the pilot has on the late path request process is related to the safeguarded capacity for rolling planning. This process is described in [§5.3](#).



5.2 Timeline

The applicant can place requests in the time starting **from the 13th of April 2021**.

5.3 Timetable construction rules

The actual existing rules are implemented, as described in the network statements of SNCF Réseau, ADIF and DB Netz

As part of the TTR pilot, based on inputs provided by SNCF Réseau, ADIF and DB Netz, the Atlantic C-OSS will publish in PCS safeguarded capacity for rolling planning requests. This capacity needs to remain unspoilt during the Late Path Request process on the pilot line. In case late path requests overlap with safeguarded capacity for rolling planning requests the same rules as [§0](#) apply.

6 Rolling planning requests

The first goal of RP is to offer RUs the possibility to request at a later moment with the guarantee to have the same performance as an ATT request (no earlier than X-4 and generally speaking in a “rolling way” from M-4 to M-1 before the first day of operation) prespecified capacity as described in the capacity model to make a better fit to the market demands.

This means that requests can be placed for one day to 1 year. In concrete terms, the capacity assigned to “Rolling Planning” in the capacity model can be requested starting on 12th of August 2021 for requests over TT2022. Out of the TTR guaranteed capacity, one capacity would be dedicated to Rolling-planning test.

It has been decided that for the time being, multi annual aspects for RP requests will not be experienced within TTR Pilots. The answer provided by IM(s) is therefore a train path limited to the ongoing timetable.

6.1 Timeline

Rolling planning requests can be triggered between one month and four months from the first day of requested operation.

6.2 Scope for Rolling Planning requests

The scope of RP requests covers a specific family of standardised paths. The closer from standards they are, the more likely it is to provide a quality answer to the requests.

After D-30, RP capacity is no longer available and unused capacity is shifted back to conventional allocation process. Requests placed after D-30 are not eligible to Rolling Planning, such requests should be placed under the late request process.

6.3 Operative process

The IM strictly applies the ‘first come – first served’ rule during the pilot phase. The paths will be constructed within the RP safeguarded capacity volume for timetable 2022.



If there is remaining capacity in RP safeguarded capacity, capacity is delivered for all requested days. If RP capacity is already used on some operations days, rejection is expressed day by day. RU has to place a late request for rejected days.

Applicants may request RP capacity for periods from 1 day to the end of Timetable 2022.

6.4 Publication of Rolling Planning available capacity, and conditions of the paths

Based on input provided by SNCF Réseau, ADIF and DB Netz, the Rolling Planning capacity and the conditions of the paths are published by the Atlantic C-OSS in PCS.

6.5 Timeframes of the safeguarded rolling planning capacity

RP capacity is safeguarded until 30 days before day of operation. After 30 days the safeguarded capacity is used by the IM for any kind of path request or TCRs.

6.6 Tools for handling the requests

The leading tool for placing the international requests is PCS.

For national requests, applicants sending requests for RP to the IM shall use PCS or GESICO / TPN.

The following matrix shows for each step of the process which tool is considered as the leading tool.

Phase	Application and allocation (X-2 till X+12)	Withdrawal	Modification	Cancellation	Alteration
Tools	PCS (International or national request) GESICO / TPN (national request)	GESICO / TPN	GESICO TPN	GESICO TPN	GESICO TPN

6.7 Draft offer

Applicants will receive a draft offer as soon as possible but at the latest within 30 days after the RP request has been placed.

6.8 Final offer

Applicants shall receive the final offer no later than 10 calendar days before train run. All applicants involved shall accept or reject the final offer within 5 calendar days in PCS for international capacity, in GESICO & TPN for national capacity.

- Acceptance > leads to allocation
- Rejection > leads to withdrawal of the request