

REDESIGN OF THE INTERNATIONAL TIMETABLING PROCESS (TTR)



Overall Presentation



TTR General Information

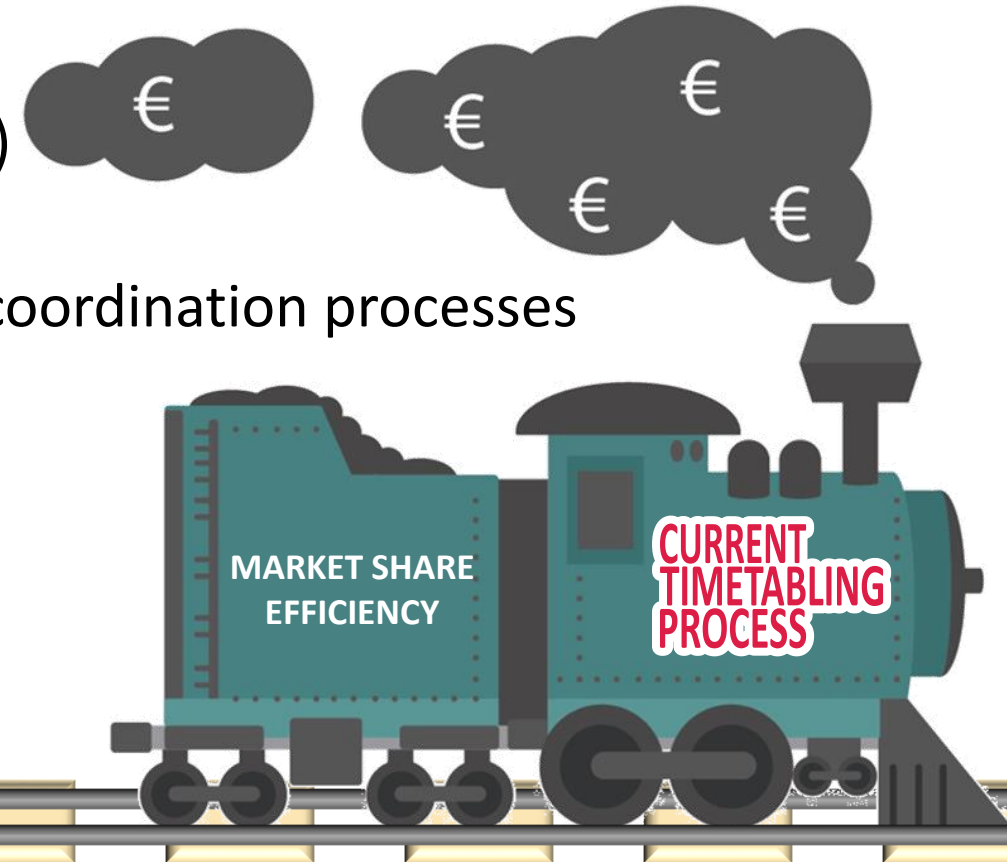
— The Problems with the Current TT Process

The **current timetabling** process does not fulfil the needs of the market and varies from country to country.

This lack of quality leads to a loss of attractiveness :

- Constantly changes in planning (for both RUs and IMs)
- Unused capacity bookings (for both paths and TCRs)
reducing available capacity and causing unnecessary coordination processes
- Different planning procedures in different countries

**Result: High costs, unsatisfied end customers
and missed business opportunities!**



— Current Situation: Examples

- today freight RUs have to order their train paths 8 to 20 months in advance
- therefore freight RUs are booking 'on the safe side'
- Infrastructure capacity therefore heavily overbooked
- just 20-25 % of freight train path requests are stable
- 75-80 % of freight train path requests have to be modified constantly, resulting in a big waste of resources on both sides: RUs and IMs
- leftover capacity does not really exist because of RU requests
- in total: clear situation of capacity waste

— Introduction: What is TTR?

TTR is the joint project of RailNetEurope and Forum Train Europe to

- simplify
- unify
- solidify

improvements to the **European rail timetabling system** to significantly increase **the competitiveness** of railways.

They are being supported by the European Rail Freight Association (ERFA).

— Introduction of RNE, FTE and ERFA

RailNetEurope (RNE)

- Association of 35 IMs and ABs as well as 10 RFCs as Associate Members

www.rne.eu 

Forum Train Europe (FTE)

- Association of more than 90 RUs, authorized applicants and service companies in passenger and freight traffic

www.forumtreineurope.eu 

European Rail Freight Association (ERFA)

- Association of 30 RUs, leasing companies, wagon keepers, freight forwarders and intermodal operators

www.erfarail.eu 

— The TTR Project Team

The TTR project team is made up of around 200 contributors recruited from Railway Undertakings, Infrastructure Managers / Allocation Bodies, and supporting companies.



— Detecting Market Needs

The TTR concept is based on the following market needs:

- **Flexibility**, especially in the freight sector
- **Possibility for earlier commercial use of paths**, e.g. earlier ticket sales
- **Reduction in load peaks and redundant work**
- **Higher stability and quality of timetables**



— TTR Vision

Implementation of the TTR process started with a clear vision:

- **Main focus on freight and passenger market needs with optimised request deadlines**
- **Improved reliability and stability incl. temporary capacity restrictions (TCRs)**
- **Binding implementation and application of the redesigned timetabling process (TTR)**
- **Increased efficiency (capacities, resources) in order to avoid duplication of work and planning efforts**

— Benefits of TTR

- **Optimised usage of infrastructure capacity**
 - more efficiency
 - more flexibility
- **Heavily decreased effort for path requests**
 - ordering at any point of time
 - no more wasted resources for constant amendments

TTR is needed to keep railways competitive!



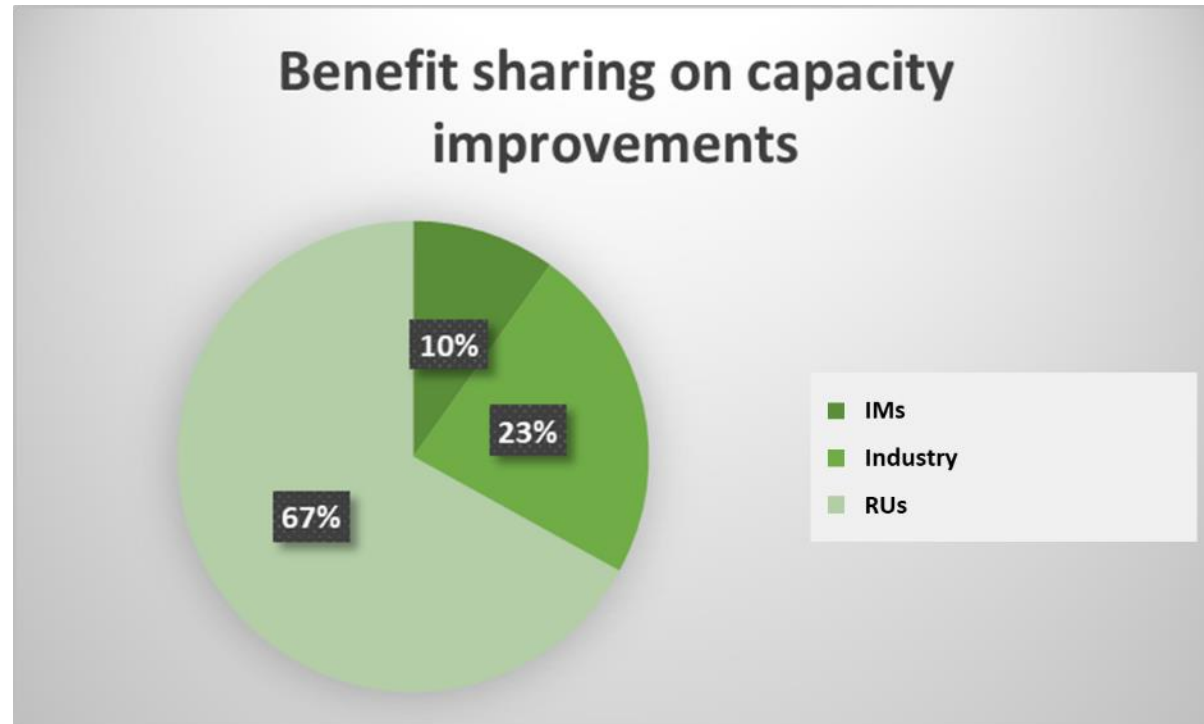
Financial Benefits of TTR

Total Costs ~ 1 BEUR

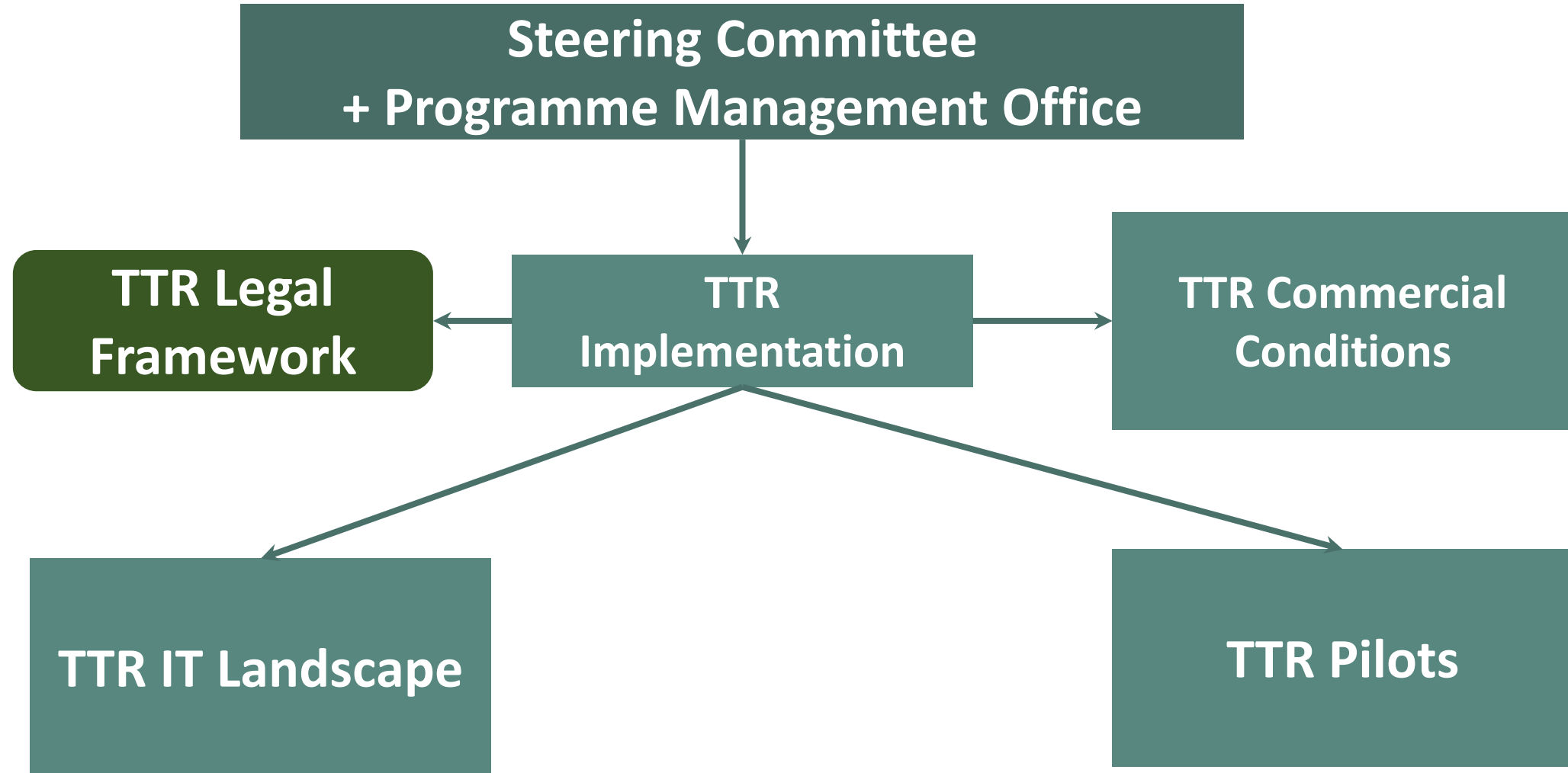
- Investments and IT
- Change Management and HR costs

Potential Benefits ~2 BEUR/year

- Modal shift and increased use of infrastructure capacity
- Cost reduction due to efficient planning procedures



— TTR Basic Organisation



— TTR Governance: PMO and Steering Committee

Programme Management Office (PMO)

- Philipp Koiser (Co-Leader TTR Programme)
- Martin Kreiter (Co-Leader TTR Programme)
- Aurelio Di Paola (Implementation Project Leader)
- Sebastian Naundorf (Deputy Leader TTR Programme)
- Daniel Haltner (Substitute Leader TTR Programme)

Steering Committee (SteCo)

- For RNE
 - Harald Hotz (President)
 - Guus de Mol
 - Bettina Wunsch-Semmler
 - Michael Beck
 - Ann Billiau
 - Paul Mazataud
 - Joachim Kroll (Secretary General)
 - Harald Reisinger (CIO)
- For FTE
 - Stephan Pfuhl (President)
 - Thorsten Dieter
 - Catherine Perrinelle
 - Maurizio Capotorto
 - Wolfgang Fritz
 - Edgar Schenk (Managing Director)
- For ERFA
 - Wolfgang Gross

— TTR Governance: Project and Task Force Leaders

TTR Pilots Project

- Daniel Haltner
- Philipp Koiser (substitute)

TTR Implementation Project

- Aurelio Di Paola
- Philipp Koiser (substitute)

TTR Legal Framework Task Force

- Elisabeth Hochhold
- Tsvetan Tanev (substitute)

TTR IT Landscape Project

- Mario Toma
- Seid Maglajlic (substitute)

TTR Commercial Conditions Project


- Zuhail Nalbant (co-chair)
- Zita Koops-Árvai (co-chair)

— Useful Links (TTR in General)


- TTR general overview:
<http://ttr.rne.eu/general/>
- Business Case:
<https://cms.rne.eu/ttr-documents/content/financial-framework>
- TTR Forum:
<https://cms.rne.eu/ttr-forum>
- TTR project results as approved by the RNE GA in May 2017:
 - <http://rne.eu/wp-content/uploads/TTR-Project-Results.pdf>
 - <http://rne.eu/wp-content/uploads/TTR-Project-Results Annex-01 Basic-IT-analysis.pdf>
 - <http://rne.eu/wp-content/uploads/TTR-Project-Results Annex-02 Draft-Implementation-Plan.pdf>

— Contacts TTR Programme Management Office

If you have further questions, please do not hesitate to contact either of the leaders of the TTR programme, **Mr Philipp Koiser** and **Mr Martin Kreiter** or the deputy programme leader, **Mr Sebastian Naundorf**.



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