



## **International Leading Entities in TTR / Capacity Management**

*Input for EU Impact Assessment*

### **Deliverable**

RailNetEurope  
Oelzeltgasse 3/9  
AT-1030 Vienna

Phone: +43 1 907 62 72 00

[mailbox@rne.eu](mailto:mailbox@rne.eu)

[www.rne.eu](http://www.rne.eu)

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## Version history

VERSION	RESPONSIBLE	DATE	CHANGES
0.1	Simona Di Loreto TTR Project Manager	2022-02-22	First version of the Table of Contents and contents' scheme
0.2	Philipp Koiser, Leader TTR Program	2022-02-24	Preparation of document for task force "EU Leading Entity" kick-off meeting and addition of text proposals
0.3	Simona Di Loreto TTR Project Manager	2022-02-24	Editing
0.4	Task Force Daniel Haltner	2022-02-24	Improvements after kick-off meeting Addition of content
0.4.1	SDL	2022-03-07	Inclusion of all comments from TF
0.5	SDL/PK	2022-03-11	New Consolidated version
0.6	Task Force	2022-03-20	Updated version after the second TF meeting (16/03/2022)
0.7	SDL	2022-03-28	Consolidated version after meeting on 25/03/2022
0.8	SDL	2022-03-30	Commented version as basis for last discussion
Final	Task Force/ RNE JO	2022-04-06	Editing – mistakes correction
Final-new	RNE JO/ TTR Legal Task Force	2022-04-20	Input from TTR Legal Task Force integrated
1.0	RNE JO/RNE MB	2022-04-28	Integrated after MB's meeting <ul style="list-style-type: none"> <li>- Explanation for not applicability of IDE for TCR and Feasibility Studies</li> <li>- More details on Traffic Management topic <ul style="list-style-type: none"> <li>- Footnote n.5</li> <li>- Glossary</li> </ul> </li> </ul>
1.1	SDL	2022-05-09	According to FTE feedback: deletion of TTR logo According to CER feedback: <ul style="list-style-type: none"> <li>▪ Specification of the aim of the document in section 1.2 <ul style="list-style-type: none"> <li>▪ Specification of the author of the document in section 1.2</li> </ul> </li> </ul>
2.0	SDL	2022-06-01	Version approved by the RNE General Assembly on 31-05-2021 (Version 1.1 with modifications decided by the GA-see GA resolution)

Table 1 – Versioning table

# Part 1

## MANAGEMENT SUMMARY

# 1 Introduction

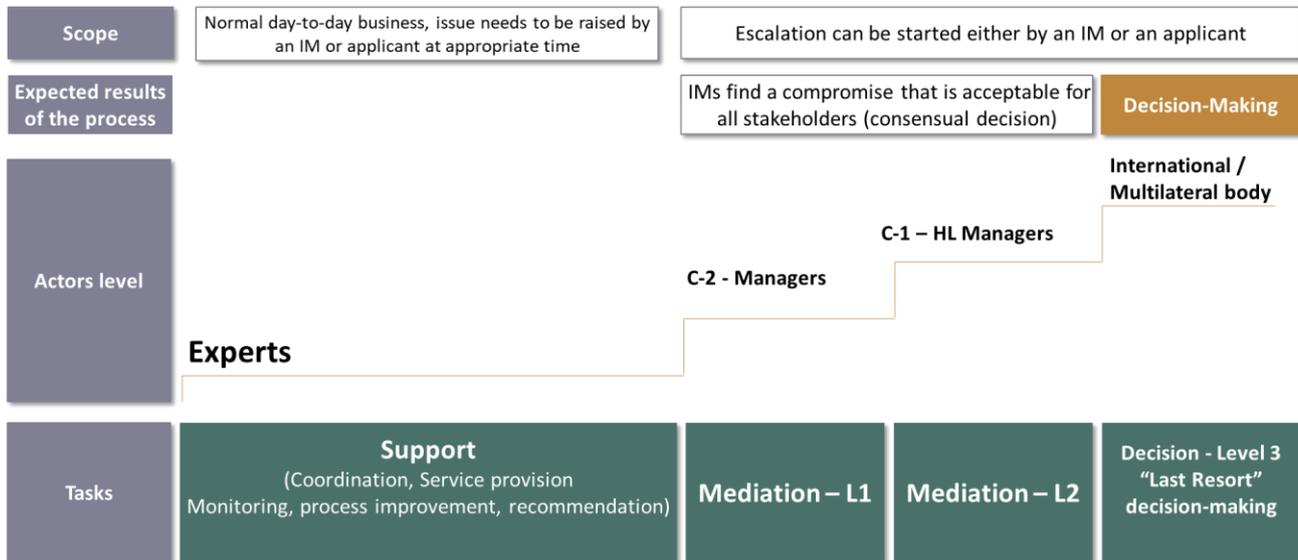
## 1.1 International Leading Entities in the TTR process

The TTR concept definition documentation contains the provision for a **function** called “**International Leading Entities**” (ILEs). The activities connected to this function are described in the “Description of the Timetabling and Capacity Redesign Process”<sup>1</sup> and are being detailed in the implementation documents (Handbooks). The body or bodies which should fulfil this function are also under discussion<sup>2</sup>.

ILEs are expected to be entrusted with different types of tasks with increasing levels of boundness.

The most binding task would be to solve disputes by means of a decision-making power, which a body should be entrusted with. As a decision-making should take place at the most appropriate level (in the same way as by applying a sort of “**subsidiarity principle**”), the last level in this approach would be a last-resort step, yet as close as possible to the problems to be solved and to be taken only in case all previous escalation steps have been carried out unsuccessfully.

The picture below schematically explains the roles that an ILE shall play in the TTR process.



Picture 1 – TTR Process - ILEs tasks in the TTR process

In the first phases of the process (from regular coordination to level 2), a last resort decision-making task is not needed: IMs are expected to find a consensus and escalate up their own management ladder until misalignments are solved.

An international body, when required, might play the following roles<sup>3</sup>:

- Coordination
- Service provision
- Monitoring
- Mediation
- Recommendation
- Process improvement
- Platform for involving existing escalation bodies

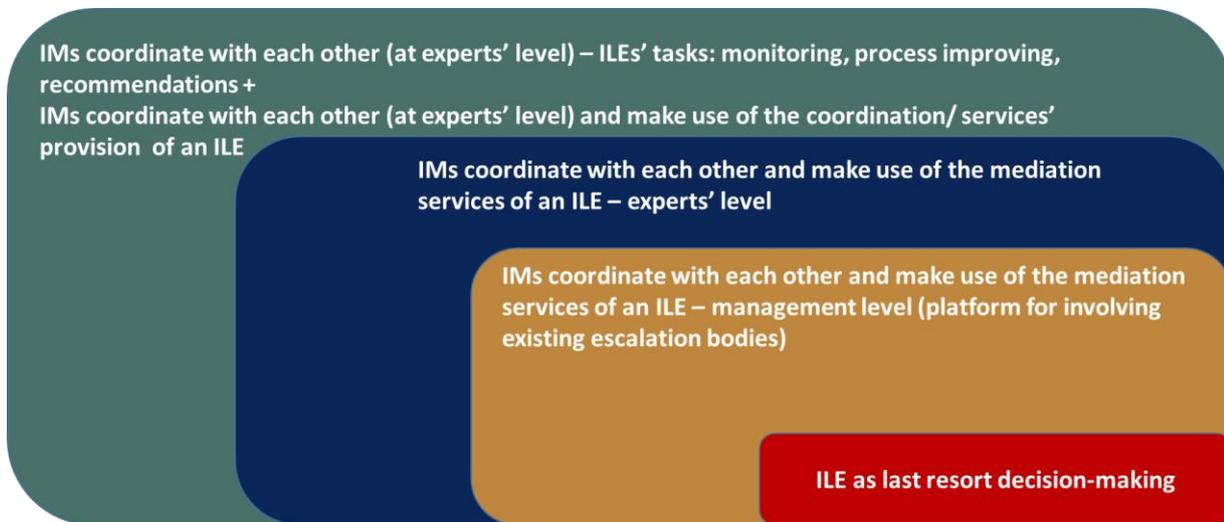
<sup>1</sup> [Annex 2 "Definition of Roles \(Including Responsibilities and Tasks of Leading Entities\), v1.3"](#)

<sup>2</sup> See TTR Program [documents](#)

<sup>3</sup> Details are displayed in Section 5 below

Details are described in paragraph 4 below.

The above-listed tasks can be estimated to be, from a quantity point of view, the largest part of occurrences in a normal capacity management process (see graphic 1 below).



Graphic 1 International coordination in Capacity Management – Rough estimation of cases when a last-resort decision making action will be needed

## 1.2 Aim of this document

The purpose of this document is to be used as a technical input for the Impact Assessment “Revision of Rail Freight Corridor Regulation” of DG MOVE. As the creation of “Union-level entity overseeing the optimisation of cross-border rail traffic and coordination mechanisms for its better integration to the national traffic” (see [Action plan to boost long distance and cross-border passenger rail<sup>4</sup>](#)) is already being considered by DG Move itself, the intention of this document is not to suggest or to endorse such option but to provide a fact-based analysis on the potential impact of such an option in a future scenario where TTR will be in place, in order for DG Move to realistic consider if and when this option is needed, under which condition and what its creation would mean.

The document was elaborated and approved by RNE's members, within its technical and decision-making bodies.

Namely, the aim of the document is to indicate which specific bodies could play the role of ILE in each individual TTR process phase/activity. ILEs should serve as a tool for improving the **cooperation among IMs in international capacity management**.

This document focuses in particular on those activities along the TTR process that imply a last resort **decision-making action** by an international and/or multilateral entity and describes the technical and operational possibilities of different scenarios, with reference to different potential bodies that might play the role of an ILE. The purpose is to substantiate the indication of the potential bodies to play the role of an ILE in decision-making actions with technical expertise, utilising detailed SWOT analyses that can be found in the second part of this document (section 6).

This approach was chosen based, among others, on the following reasons:

- It is in line with the EU objective of “Ensure **that rail capacity management and allocation**, as well as traffic management, are carried out in a way that enables railway undertakings to provide more competitive rail transport services, in particular cross-border ones, and that it contributes to the overarching goal of reducing greenhouse gas emissions of EU transport<sup>5</sup>”.
- TTR is a huge step towards more sustainable/reliable capacity management and customer orientation being taken, therefore it is considered a robust basis for the analysis

<sup>4</sup> [Communication from the Commission to the European Parliament and the Council COM\(2021\) 810 Final - 14 December 2021](#)

<sup>5</sup> Source: [tender for Impact Assessment “Revision of Rail Freight Corridor Regulation”, part 1.4 and annex A](#)

### 1.3 Content of the document

- Management Summary
  - List of activities requiring decision-making actions, where all other preventive measures should fail to result in a commonly agreed solution
  - Overview of the possible roles of an ILE in the international capacity management process according to the TTR process description
  - Conclusions
- Comprehensive document
  - List of all activities identified by the TTR Process Group as relevant for International Leading Entities, with highlight on activities where a last resort-decision making role is envisaged
  - SWOT Analysis of existing entities, which might be able to perform the “last-resort” decision-making activities with minimum change requirement
  - Input regarding Traffic Management
  - Annexes

### 1.4 Source documents

Documents published by European Union bodies

- Action plan to boost long-distance and cross-border passenger rail
- Tender documents for Impact Assessment “Revision of Rail Freight Corridor Regulation”

Process Documents

- TTR Business Process Description V 3.0, Annex 2: Definition of Roles (Including Responsibilities and Tasks of Leading Entities), v1.3 (approved by RNE GA in December 2021)
- Project results from RFC Project “International Coordination in TTR” (approved by project steering board in August 2021)
- Draft document “International Leading Entity (ILE) – Activities and entities in charge” (draft working document of TTR Process Group, version 0.6 from February 2022, not yet approved)

## 2 Activities requiring an ILE as last resort decision-making body

The lists in paragraph 4 show all activities requiring International Leading Entities and are based on TTR agreed and draft documents (under discussion by process experts, supporting the process refinement). Among these activities, table 2 lists those which:

- Require a “last-resort” decision making action (see level 3 picture 1 above) AND
- Could be tackled by a multilateral or international entity

Details description can be found in the second part, in chapter 6.

TTR Process step	Timeframe	Activity	Needed result
Capacity Strategy	X-40 to X-36	Final decision-making in case no consensus could be reached between IMs and Applicants at previous coordination levels. Geographical scope depends on traffic flows requiring international alignment of capacities. The final decision equals final approval of the document	General alignment (fixing bottlenecks)
Capacity Model	X-21 to X-18	Final decision-making in case no consensus could be reached between IMs and Applicants at previous coordination levels. Geographical scope depends on traffic flows requiring international alignment of capacities. The final decision equals final approval of the document	General (more detailed) alignment (fixing capacity constraints)
Capacity Planning	X-13 to X-11	Final decision-making in case no consensus could be reached between IMs and Applicants at previous coordination levels. Geographical scope depends on traffic flows requiring international alignment of capacities. The final decision equals final approval of the document	Perfect match of international train paths' supply
TCR Allocation	X-60 to X+12	None - As the TCR process is integrated into other processes, no need for any dedicated ILE as specific last resort decision-making body was identified.	TCRs' alignment being integrated in other process, no IDE is needed
Feasibility Studies	X-15 to X+12	None - Due to the non-binding nature of Feasibility Studies, no need for any dedicated ILE as specific last resort decision-making body was identified.	Feasibility Studies not being binding, no IDE can be envisaged
Capacity Request and Allocation	Annual requests (New Path Request, Late Path Request) X-8.5 to X+12 Ad hoc Request X-2 to X+12 Rolling Planning M-4 to M+36 (M = First day of operation Path Alteration and Path Modification (X-5.25 to X+12)	Annual TT, Rolling Planning, <i>Ad-hoc</i> capacity and Path Alteration/Modification disagreements - final decision-making in case no consensus could be reached between IMs and Applicants for the final offer <sup>6</sup> at previous coordination levels. Geographical scope depends on traffic flows requiring international alignment of capacities. The final decision equals final approval of the document	Path allocation or rejection acceptance

Table 2 – Overview of activities requiring last resort decision-making tasks

<sup>6</sup> For detailed explanation on the Final Offer process and timeline, please check the TTR process description ([long document](#))

### 3 International Leading entities per escalation level/TTR phase -

	Experts	C-1 - Managers	C-2 – HL Managers	International /Multilateral body	
	Focus: IM find a compromise that is acceptable for all stakeholders (consensual decision)			“Last resort” decision	
	Support (depending on the tasks)	Mediation -Level 1	Mediation -Level 2	Level 3	
<b>Capacity Strategy</b> Needed result: General alignment	RNE & RUs organization(s)	IMs Bi-Trilaterally, including RCs – experts’ level	IMs Bi-Trilaterally, including RCs – mgt level	IMs Bi-Trilaterally Int.al Platform including RUs and MoTs	<b>Potential IDEs:</b> MoTs Platform, RBs Platform, RCs or RNE <b>Potential ISE:</b> RNE
<b>Capacity Model</b> Needed result: General (more detailed) alignment	RNE & RUs organization(s)	IMs Bi-Trilaterally, including RCs – experts’ level	IMs Bi-Trilaterally, including RCs – mgt level	IMs Bi-Trilaterally Int.al Platform including RUs and MoTs*	<b>Potential IDEs:</b> MoTs Platform, RBs Platform, RCs or RNE <b>Potential ISE:</b> RNE
<b>Capacity Supply</b> Needed result: Perfect match of international train paths’ supply	RNE & RUs organization(s)	IMs Bi-Trilaterally, including RCs – experts’ level	IMs Bi-Trilaterally, including RCs – mgt level	IMs Bi-Trilaterally Int.al Platform including RUs and MoTs*	<b>Potential IDEs:</b> MoTs Platform, RBs Platform or RNE <b>Potential ISE:</b> RNE
<b>Temporary Capacity Restrictions</b> Needed result: consent to accept the consequences	RNE & RUs organization(s)	IMs Bi-Trilaterally, including RCs – experts’ level	IMs Bi-Trilaterally, including RCs – mgt level	IMs Bi-Trilaterally Int.al Platform including RUs and MoTs*	TCRs’ alignment being integrated in other process, no IDE is needed
<b>Feasibility Studies</b> Needed result: result of a feasibility study or reasons why a feasibility study could not be carried out	RNE & RUs organization(s)	IMs Bi-Trilaterally, including RCs – experts’ level	IMs Bi-Trilaterally, including RCs – mgt level	IMs Bi-Trilaterally Int.al Platform including RUs and MoTs*	Feasibility Studies not being binding, no IDE can be envisaged
<b>Capacity Requests and Running Timetable</b> Needed result: path allocation or rejection	RNE & RUs organization(s)	IMs Bi-Trilaterally, including RCs – experts’ level	IMs Bi-Trilaterally, including RCs – mgt level	IMs Bi-Trilaterally Int.al Platform including RUs and MoTs*	<b>Potential IDEs:</b> MoTs Platform, RBs Platform or RNE <b>Potential ISE:</b> RNE

\* Depending on timing of the process and which issues are controversial

Picture 2 - Proposal of entities for an ILE role

## 4 Conclusions

According to the outcomes of the SWOT analyses and the following technical discussions, integrated with the input from the TTR Process Group, the conclusions of the Task Force can be summarised as follows. An International Leading Entity, in the meaning of the TTR process description, can assume two different aspects. It can be an:

- International Supporting Entity (ISE), where all the tasks not implying a last resort decision making responsibility are carried out. This entity can be a formalised body (for example RNE or an RFC) or a temporary cooperation platform (IM-IM bilateral groups), according to the task to be carried out and the related process step
- International Decision Entity (IDE) – the body that is entrusted with a last resort decision making task; the IDE is addressed in case of coordination/harmonisation needs, and only when all other steps have been tried and were unsuccessful. **NOTE: for efficiency reasons, an IDE is supported along the entire process by an ISE.**

After the SWOT analysis for each TTR Process component, a **combined solution** was agreed upon:

- An IDE is needed for the last decision-making resort task,
- No preferred options were identified
- In the case of Regulatory Bodies and of Ministries of Transport, in order to guarantee an international view, these entities should be organised, when needed, at a **Euro-regional level**, i.e. in the form of a board set up on an ad-hoc basis and for a limited time, composed of the Member States concerned, which can guarantee independency and bring in technical expertise.
- For all components, it was assessed that the Regulatory Bodies, Ministries of Transport and Rail Corridors might still be lacking from the point of view of the information/data possession, IT Tools and technical/operational expertise and processes knowledge, as well a wider international perspective. Therefore, in these cases, an ISE is needed for triggering, coordinating and supporting the IDE. The identified ISE is always RNE.
- It has to be taken into account that, whatever entity is chosen as IDE, a further appealing step might be necessary (and should be therefore envisaged in the legal framework), in case of persisting disagreement/misalignment between the parties.
- Traffic Management: although the main focus of the document concerns the Capacity Management, as the Impact Assessment mentioned in the introduction also deals with Traffic Management issues, it is worthwhile to briefly address this topic as well (for more details, please refer to in Chapter 7). It has to be underlined, in the first place, that Traffic Management is one of the main activities in RNE' strategy, namely, with the so-called "*European Traffic Management*" (ETM) project and the connected "*Virtual-ETM*" (VETM) concept. An important aspect to be highlighted is the difference between TTR and VETM. The latter, dealing with a real-time business activity, requiring, when needed, immediate action, envisages processes hardly compatible with the intervention of any (ILEs) in the form of an IDE. On the other hand, while the close cooperation among IMs remains essential to the success of the (V)ETM strategy, an International Supporting Entity (ISE) could be the key to strengthen this cooperation and would fit the need to have an accepted and balanced input into the traffic management process.

# Part 2

## COMPREHENSIVE DOCUMENT

## 5 Activities requiring ILEs

### 5.1 Capacity Strategy (X-60 → X-36)

Timeframe	Activity	Tasks
X-60 to X-36	Coordination point in case of misalignments (e.g., discrepancies regarding the geographical scope etc.) between involved IMs	Mediation
X-54 to X-36	Collects and consolidates the feedback from the potential Applicants and forwards them to the IMs	Service provision
X-54 to X-36	In case the IM asks for consistency checks of documents then prepares it and notifies the concerned IM if changes/updates are needed	Service provision
X-54 to X-36	Ensuring the international perspective of Capacity Strategies (e.g., complete transport and traffic flows)	Service provision
<b>X- 40 to X-36</b>	<b>Final decision-making in case no consensus could be reached between IMs and Applicants at previous coordination levels. Geographical scope depends on traffic flows requiring international alignment of capacities. The final decision equals final approval of the document</b>	<b>Decision Making</b>
X-36	Monitoring of the compliance with the Handbook (on-time publication of the validated version, KPI on common structure, EN version available)	Monitoring
X-36	Quality check of the draft/final documents with an international perspective. One survey per IM. Input to the survey from the competent authorities/other involved stakeholders/potential Applicants	<ul style="list-style-type: none"> <li>▪ Monitoring</li> <li>▪ Proposing recommendation</li> </ul>
After X-36	Improvement of the processes from a European O/D perspective based on quantitative and qualitative analysis	Process Improvement

Table 3 - List of tasks for the TTR Progress Component: Capacity Strategy

## 5.2 Capacity Model (X-36 → X-11)

Timeframe	Activities	Tasks
X-36 to X-11	Mediation point in case of misalignments (cross-border harmonisation, etc.) between involved IMs	Mediation
X-21 to 14	Claims of the potential Applicants (mishandling of CNAs, missing alignment of Capacity Models, issues concerning partitioning or consultation)	Mediation
X-36 to X-11	In case of invitation proposes mitigation measures (IMs, Applicants and other stakeholders)	Service provision
X-36 to X-11	Ensuring the international perspective of Capacity Models (e.g., complete transport and traffic flows)	Service provision
X-36 to X-11	Providing analysis and reports (IMs, Applicants and other stakeholders)	Service provision
X-36 to X-11	Facilitating the creation of the Capacity Model TCR variants	Service provision
X-36 to X-11	Facilitating the consultation process of the Capacity Model	<ul style="list-style-type: none"> <li>▪ Service provision</li> </ul>
X-36 to X-11	Preparing consistency checks of the Capacity Models and notifying the IMs if changes/updates are needed	<ul style="list-style-type: none"> <li>▪ Service provision</li> </ul>
<b>X-21 to X-18</b>	<b>Final decision-making in case no consensus could be reached between IMs and Applicants at previous coordination levels. Geographical scope depends on traffic flows requiring international alignment of capacities. The final decision equals final approval of the document</b>	<ul style="list-style-type: none"> <li>▪ Decision Making</li> </ul>
X-21, X-18, X-13.5, X-11	Monitoring of compliance with the Handbook (on-time publication and accessibility of the Capacity Model, availability of mandatory CM variants, harmonisation level of cross-border sections, traffic/TCR content of the CMs)	<ul style="list-style-type: none"> <li>▪ Monitoring</li> <li>▪ Mediation</li> </ul>
After X-18	Quality and quantity check of the Capacity Model creation (incl. capacity partitioning) survey(s) per IM for the whole CM process. Input to the survey from the Applicants	<ul style="list-style-type: none"> <li>▪ Monitoring</li> <li>▪ Proposing recommendation</li> </ul>
After X-18	Improvement of the processes based on quantitative and qualitative analysis	<ul style="list-style-type: none"> <li>▪ Process Improvement</li> </ul>
After x- 5.25, X-2 and X+12	Evaluation of the planned Capacity Models with the reality – best practices, lessons learned	<ul style="list-style-type: none"> <li>▪ Process Improvement</li> </ul>
X-36 to X-11	Mediation point in case of disagreements between IM-Applicant (e.g., potential mistreatment of Applicants) and misalignments between IMs/e.g. regarding traffic volumes, segmentation and Temporary Capacity Restrictions coordination).	Mediation

Table 4 - List of tasks for the TTR Progress Component: Capacity Model

### 5.3 Capacity Supply (X-18 → X-11)

Timeframe	Activities	Tasks
X-18 to X-9	Mediation point in case of misalignments (cross-border harmonisation, etc.) between involved IMs and in case of disputes between IM-Applicant (e.g. potential mistreatment of Applicants)	Mediation
X-18 to X-9	In case of invitation proposes mitigation measures (IMs, Applicants and other stakeholders)	Service provision
X-18 to X-9	Ensuring the international perspective of Capacity Supplies (e.g., complete transport and traffic flows)	Service provision
X-18 to X-9	Providing analysis and reports (IMs, Applicants, and other stakeholders)	Service provision
X-18 to X-9	Facilitating the creation of the Capacity Supply (special focus on the periods affected by major, high and medium impact Temporary Capacity Restrictions)	Service provision
X-18 to X-9	Facilitating the consultation process of the Capacity Supply	Service provision
X-18 to X-9	Preparing consistency checks of the Capacity Supply and notifying the IMs if changes/updates are needed	Service provision
<b>X-13 to X-11</b>	<b>Final decision-making in case no consensus could be reached between IMs and Applicants at previous coordination levels. Geographical scope depends on traffic flows requiring international alignment of capacities. The final decision equals final approval of the document</b>	Decision Making
X-13, X-12, X-11, X-9	Monitoring of the compliance with the Handbook (on-time publication and accessibility of the Capacity Supply)	<ul style="list-style-type: none"> <li>▪ Monitoring</li> <li>▪ Mediation</li> </ul>
After X-9	Quality and quantity check of the Capacity Supply creation. One survey per IM for the whole CM process. Input to the survey from the Applicants	<ul style="list-style-type: none"> <li>▪ Monitoring</li> <li>▪ Proposing recommendation</li> </ul>
After X-9	Improvement of the processes based on quantitative and qualitative analysis.	Process Improvement
After X- 5.25, X-2 and X+12	Evaluation of the planned Capacity Models with the reality – best practices, lessons learned	Proposing recommendation

Table 5 List of tasks for the TTR Progress Component: Capacity Supply

## 5.4 Temporary Capacity Restrictions / TCRs (X-60 → X+12)

As the TCR process is integrated in other processes, no need for any dedicated ILE as specific last resort decision-making body was identified.

Timeframe	Activities	Tasks
X-38,5, X-26,5, X-22, X-14,5, X-10	Organisation of the TCR Conferences (In the first phase on bilateral/regional level. The final goal would be the organisation of European-wide coordination conferences)	Coordination
After the TCR conferences	A survey conducted on the results of the TCR alignment	Coordination
After the TCR conferences	Discussion on the results of the survey, lessons learned.	Coordination
X-38,5 to X-12	Preparing consistency checks of the coordination of major, high and medium impact TCRs	Service provision
X-38,5 to X-4	Involved in the planning of the TCR windows to contribute to the international harmonisation of them	Service provision
X-38,5 to X+12	Proposing mitigation measures (IMs, Applicants and other stakeholders)	Service provision
X-24, X-12, X-6,5, X-4	Monitoring of the compliance with the Handbook (on-time publication of TCRs, the status of TCRs)	<ul style="list-style-type: none"> <li>▪ Monitoring</li> <li>▪ Mediation</li> </ul>
X-24, X-12, X-4	Quality and quantity check of the TCR Management. One survey per IM for the whole CM process. Input to the survey from the Applicants	<ul style="list-style-type: none"> <li>▪ Monitoring</li> <li>▪ Proposing recommendation</li> </ul>
After X-38,5	Escalation point (IM-IM, IM-IM-Applicant-international)	Support
After X-38,5	Escalation point (IM-Applicant-national/domestic)	Support
After X+12	Evaluation of the planned and realised TCRs - monitoring	<ul style="list-style-type: none"> <li>▪ Monitoring</li> <li>▪ Proposing recommendation</li> </ul>
After X+12	Evaluation of the planned and realised TCRs - recommendation	<ul style="list-style-type: none"> <li>▪ Monitoring</li> <li>▪ Proposing recommendation</li> </ul>

Table 6 List of tasks for the TTR Progress Component: TCRs

## 5.5 Feasibility Studies (X-15 → X+12)

Due to the non-binding nature of Feasibility Studies, no need for any dedicated ILE as specific last resort decision-making body was identified.

Timeframe	Activities	Tasks
X-15 to X-9	Mediation point in case of IM-IM misalignments, (cross-border harmonisation, etc.)	Mediation
X-15 to X+12	Assisting the Stakeholders in finding the feasibility of new traffic needs and supporting them concerning the formulation of the right kind of requests.	Service provision
X-13, X-12, X-11, X-9	Monitoring of compliance with the Feasibility Study Handbook	<ul style="list-style-type: none"> <li>▪ Monitoring</li> <li>▪ Mediation</li> </ul>
After X-9 and X+12	Quality and quantity check of the Feasibility Study creation. One survey per IM. Input to the survey from the Applicants	<ul style="list-style-type: none"> <li>▪ Monitoring</li> <li>▪ Proposing recommendation</li> </ul>
After X-9	Improvement of the processes based on quantitative and qualitative analysis.	Process Improvement
X-15 to X+12	Escalation point in case of disputes between IM-Applicant in case of non-answering	Involving existing national escalation bodies

Table 7 - List of tasks for the TTR Progress Component: Feasibility Studies

## 5.6 Capacity Request and Allocation (X-11 → X+36)

Timeframe	Activities	Tasks
X-9 to X+12	Monitoring the lack of harmonisation between RUs	Monitoring
X-9 to X+12	Facilitating the path alteration process (with special focus on international rerouting in case of late Temporary Capacity Restrictions)	Service provision
X-9 to X+12	Facilitating the path optimisation process	Service provision
X-9 to X+12	Monitoring of compliance with the: <ul style="list-style-type: none"> <li>• Annual TT Handbook</li> <li>• Rolling Planning Handbook</li> <li>• Ad-hoc Handbook</li> <li>• Path Alteration Handbook</li> <li>• Path Modification Handbook</li> </ul>	<ul style="list-style-type: none"> <li>▪ Monitoring</li> <li>▪ Mediation</li> </ul>
<ul style="list-style-type: none"> <li>- Annual requests (New Path Request, Late Path Request) X-8.5 to X+12</li> <li>- Ad-hoc Request X-2 to X+12</li> <li>- Rolling Planning M-4 to M+36 (M = First day of operation)</li> <li>- Path Alteration and Path Modification (X-5.25 to X+12)</li> </ul>	Annual TT, Rolling Planning, Ad-hoc capacity and Path Alteration/Modification disagreements - final decision-making in case no consensus could be reached between IMs and Applicants for the final offer at previous coordination levels. Geographical scope depends on traffic flows requiring international alignment of capacities. The final decision equals final approval of the document	<b>Decision Making</b>
After X-9 and X+12	Quality and quantity check of the Running Timetable. One survey per IM. Input to the survey from the Applicants	<ul style="list-style-type: none"> <li>▪ Monitoring</li> <li>▪ Proposing recommendation</li> </ul>
After X-9	Improvement of the processes based on quantitative and qualitative analysis	Process Improvement
X-9 to X+12	Escalation point in case of disputes IM-IM & IM-Applicant (e.g., potential mistreatment of Applicants)	Involving existing national escalation bodies

Table 8 - List of tasks for the TTR Progress Component: Capacity Requests and Running Timetable

## 6 Potential International Leading Entities for Activities Potentially Requiring an EU Leading Entity

### 6.1 Capacity Strategy (X-60 → X-36)

#### 6.1.1 Description of the activity

**Activity:** Final decision-making in case no consensus could be reached between IMs and Applicants at previous coordination levels. Geographical scope depends on traffic flows requiring international alignment of capacities. The final decision equals final approval of the document between X-40 and X-30

**Details:** An escalation can be started at the moment of the publication of a Capacity Strategy. The escalation can be triggered in case of misalignments. Before the last resort decision-making step, there will be the regular steps of the escalation process (see picture 1). In case no solution is found, a third step will be needed, where IMs (or the IM) will be asked to mandatorily take a decision or fix the identified bottleneck(s). The entity which will have the responsibility to enforce this third step is discussed in the next paragraph. The decision needs to have a solid factual basis (KPIs), regardless of the entity in charge.

#### 6.1.2 SWOT Analysis for Different Stakeholders

##### RNE as International Leading Entity

Deep knowledge of the TTR process	S	W	<ul style="list-style-type: none"> <li>RNE has no role in designing capacity</li> <li>RNE has no/few insights into capacity matters/strategies (market issues)</li> <li>RNE is not involved in the financial consequences that might arise from a decision on the Capacity Strategy disputes</li> </ul>
<ul style="list-style-type: none"> <li>Possibility to start a new “operational” capacity coordination at international level</li> <li>Possibility to document all activities to make escalations more tangible and transparent for the EC and sector</li> </ul>	O	T	<ul style="list-style-type: none"> <li>RNE represents IMs that are the main actors in the previous escalation steps</li> <li>Risk to undermine the relationship between RNE and its Members in case of negative decisions against some of them</li> <li>Need for institutionalised representation of RUs</li> </ul>

##### Rail Corridors<sup>7</sup> as International Leading Entity

The general concept (including governance) already introduced in the legal EU and national frameworks Market knowledge	S	W	Existing role in designing capacity
Possibility to document all activities to make escalations more tangible and transparent for the EC and sector	O	T	<ul style="list-style-type: none"> <li>Lack of human resources</li> <li>Decision-making scope can be a problem, in case it will not be allowed outside the future geographical scope of the Rail Corridors</li> </ul>

<sup>7</sup> The wording Rail Corridors instead of Rail Freight Corridors is used on purpose, to take into account the potential future set up of European Corridors and the fact that TTR also covers passenger traffic

**RBs (involved in the case to be solved) as International Leading Entity<sup>8</sup>**

RB are neutral independent bodies	S	W	<ul style="list-style-type: none"> <li>Currently, RBs are only required to consult neighbours, not to coordinate/align</li> </ul>
Possibility to start a new “operational” capacity coordination at international level	O	T	<ul style="list-style-type: none"> <li>Do all RBs have the degrees of freedom to align capacity strategies?</li> <li>Completely new task for RB</li> <li>It could be that an IM and an RB need to take the decision together</li> <li>Possible need for legal changes</li> </ul>

**Ministries of Transport (involved in the case to be solved) as International Leading Entity<sup>9</sup>**

<ul style="list-style-type: none"> <li>Ministries of Transport are responsible for national transportation strategies (usually 10+ years prognosis)</li> <li>Ministries of Transport can design the capacity offer to fit their strategy and give it a “legal” status</li> <li>Market knowledge (if Executive Board)</li> <li>Involvement of RUs (RAG – if Executive Board)</li> <li>Political level involvement and awareness of financial consequences</li> </ul>	S	W	<ul style="list-style-type: none"> <li>Currently, Ministries of Transport are not capable of/used to taking such an internationally aligned decision (this must be healed in a regulation)</li> <li>Today, most of the experts in the Executive Boards are not in charge of capacity</li> <li>Current geographical focus is limited (only Corridor axis – if Executive Board)</li> <li>Availability (timewise)</li> </ul>
<ul style="list-style-type: none"> <li>Starting a new “operational” capacity coordination at international level</li> <li>Involvement of Ministries of Transport can bring stability for the subsequent process steps</li> </ul>	O	T	<ul style="list-style-type: none"> <li>National versus international perspectives could interfere with each other</li> <li>Need for institutionalised representation of RUs (if no Executive Board or Network of Executive Boards)</li> <li>Overlapping sections between Corridors: area of competence should be defined (if Executive Board)</li> <li>Need for legal change (see in particular EU- Directive 2012/34, as well as Decisions from the European Court of Justice (EUCJ, 09.11.2017 - C-489/15, CTL Logistik; EUCJ, 24.06.2021 - C-12/20, DB Netz; EUCJ, 28.02.2013 - C-483/10 Commission - Spain; EUCJ, 11.07.2013 - C-545/10, C-627/10, C-412/11 Commission/Czech Republic) following which either IMs or Regulatory Bodies are in charge of Capacity Management</li> <li>Potential threat for independence of IMs according to Art. 4 and 7 of Directive 2012/34/EU</li> </ul>

<sup>4</sup>From Executive Boards of the Rail Corridors, from Network of Executive Board, from SERAC or an ad-hoc platform, to be decided.

<sup>9</sup> From Executive Boards of the Rail Corridors, from Network of Executive Board, from SERAC or an ad-hoc platform, to be decided.

### 6.1.3 Preferred Option for IDE

**Platform of Ministries of Transport** (also organised at Euro-regional level, if needed – i.e., a board set up on an ad-hoc basis and for a limited time, composed of the Member States concerned, which can guarantee independency and bring in technical expertise).

## 6.2 Capacity Model (X-36 → X-11)

### 6.2.1 Description of the activity

**Activity:** Final decision-making in case no consensus could be reached between IMs and Applicants at previous coordination levels. Geographical scope depends on traffic flows requiring international alignment of capacities. The final decision equals final approval of the document between X-21 and X-18

**Details:** An escalation can be started at the moment of the publication of a Capacity Model. The escalation can be triggered in case of capacity constraints. Before the last resort decision-making step, there will be the regular steps of the escalation process (see picture 1). In case no solution is found, a third step will be needed, where IMs (or the IM) will be asked to mandatorily take a decision or fix the identified issues with capacity constraints. The entity which will have the responsibility to enforce this third step is discussed in the next paragraph. The decision needs to have a solid factual basis (KPIs), regardless of the entity in charge.

### 6.2.2 SWOT Analysis for Different Stakeholders

#### RNE as International Leading Entity

<ul style="list-style-type: none"> <li>RNE has deep knowledge of the TTR process</li> <li>RNE manages the relevant IT tools</li> <li>RNE has no role in partitioning capacity (neutral role)</li> </ul>	S	W	<p>RNE is not involved in the financial consequences that might arise from a decision on the Capacity Model disputes (especially Temporary Capacity Restrictions and Commercial Conditions)</p>
<p>Starting a new “operational” capacity coordination at international level</p>	O	T	<ul style="list-style-type: none"> <li>RNE represents IMs that are the main actors in the previous escalation steps</li> <li>Risk to undermine the relationship between RNE and its Members in case of negative decisions against some of them</li> <li>Need for institutionalised representation of RUs</li> <li>Lack of human resources</li> </ul>

#### Rail Corridors as International Leading Entity

<ul style="list-style-type: none"> <li>The general concept (including governance) already introduced in the legal EU and national frameworks</li> <li>Market knowledge</li> </ul>	S	W	<p>Rail Corridors are not involved in the financial consequences that might arise from a decision on the Capacity Model disputes (especially Temporary Capacity Restrictions and Commercial Conditions)</p>
<ul style="list-style-type: none"> <li>Possibility to document all activities to make escalations more tangible and transparent for the EC and sector</li> </ul>	O	T	<ul style="list-style-type: none"> <li>Lack of human resources</li> <li>Decision-making scope can be a problem, in case it will not be allowed outside the future geographical scope of the Rail Corridors</li> </ul>

**Ministries of Transport (involved in the case to be solved) as International Leading Entity<sup>10</sup>**

<ul style="list-style-type: none"> <li>▪ Market knowledge (if Executive Board)</li> <li>▪ Involvement of RUs (RAG – if Executive Board)</li> <li>▪ Political level involvement and awareness of financial consequences</li> </ul>	S	W	<ul style="list-style-type: none"> <li>▪ Currently, Ministries of Transport are not capable of/used to taking such an internationally aligned decision (this must be healed in a regulation)</li> <li>▪ Today, most of the experts in the Executive Boards are not in charge of capacity</li> <li>▪ Current geographical focus is limited (only Corridor axis – if Executive Board)</li> <li>▪ Availability (timewise)</li> <li>▪ In some countries Ministries of Transport can be parties in the dispute</li> </ul>
<ul style="list-style-type: none"> <li>▪ Starting a new “operational” capacity coordination at international level</li> <li>▪ Involvement of Ministries of Transport can bring stability for the subsequent process steps</li> </ul>	O	T	<ul style="list-style-type: none"> <li>▪ National versus international perspectives could interfere with each other</li> <li>▪ Need for institutionalised representation of RUs (if no Executive Board or Network of Executive Boards)</li> <li>▪ Overlapping sections between Corridors: area of competence should be defined (if Executive Board)</li> <li>▪ Lack of human resources</li> </ul>

**Platform of Regulatory Bodies as International Leading Entity<sup>11</sup>**

<ul style="list-style-type: none"> <li>▪ Neutral platform at European level, if entitled by the law</li> <li>▪ Experience from the current legislation at national level</li> </ul>	S	W	<p>Currently, RBs are not capable of/used to taking such an internationally aligned decision (this must be healed in a regulation)</p>
<p>Early involvement of RB can lead to more process stability in the later process steps</p>	O	T	<ul style="list-style-type: none"> <li>▪ Human resources and tools needed</li> <li>▪ Possible disagreements in the “interpretation” of the law</li> </ul>

<sup>10</sup> From Executive Boards of the Rail Corridors, from Network of Executive Board, from SERAC or an ad-hoc platform, to be decided.

<sup>11</sup> Such as an enlarged IRG-Rail

## 6.3 Capacity Supply (X-18 → X-9)

### 6.3.1 Description of the activity

**Activity:** Final decision-making in case no consensus could be reached between IMs and Applicants at previous coordination levels. Geographical scope depends on traffic flows requiring international alignment of capacities. The final decision equals final approval of the document between X-13 and X-11

**Details:** An escalation can be started at the moment of the publication of the draft Capacity Supply (X-13) and in case of dissatisfaction with the offer compared to the demand. The escalation can be triggered by an IM in case of non-harmonised capacity planning. Before the last resort decision-making step, there will be the regular steps of the escalation process (see picture 1). In case no solution is found, a third step will be needed, where IMs (or the IM) will be asked to mandatorily take a decision or fix the identified issues with capacity constraints. The entity which will have the responsibility to enforce this third step is discussed in the next paragraph. The decision needs to have a solid factual basis (KPIs), regardless of the entity in charge.

### 6.3.2 SWOT Analysis for Different Stakeholders

#### RNE as International Leading Entity

<ul style="list-style-type: none"> <li>▪ RNE has deep knowledge of the TTR process</li> <li>▪ RNE manages the relevant IT tools</li> <li>▪ RNE has no role in capacity planning (neutral role)</li> </ul>	<b>S</b>	<b>W</b>	RNE is not involved in the financial consequences that might arise from a decision on the Capacity Planning disputes (especially Temporary Capacity Restrictions and Commercial Conditions)
Starting a new “operational” capacity coordination at international level	<b>O</b>	<b>T</b>	<ul style="list-style-type: none"> <li>▪ RNE represents IMs that are the main actors in the previous escalation steps</li> <li>▪ Risk to undermine the relationship between RNE and its Members in case of negative decisions against some of them</li> <li>▪ Need for institutionalised representation of RUs</li> <li>▪ There could be the need for more human resources</li> </ul>

**Ministries of Transport (involved in the case to be solved) as International Leading Entity<sup>12</sup>**

<ul style="list-style-type: none"> <li>▪ Market knowledge (if Executive Board)</li> <li>▪ Involvement of RUs (RAG – if Executive Board)</li> <li>▪ Political level involvement and awareness of financial consequences</li> </ul>	S	W	<ul style="list-style-type: none"> <li>▪ Currently, Ministries of Transport are not capable of/used to taking such an internationally aligned decision (this must be healed in a regulation)</li> <li>▪ Today, most of the experts in the Executive Boards are not in charge of capacity</li> <li>▪ Current geographical focus is limited (only Corridor axis – if Executive Board)</li> <li>▪ Availability (timewise)</li> <li>▪ In some countries Ministries of Transport can be parties in the dispute</li> </ul>
<ul style="list-style-type: none"> <li>▪ Starting a new “operational” capacity coordination at international level</li> <li>▪ Involvement of Ministries of Transport can bring stability for the subsequent process steps</li> </ul>	O	T	<ul style="list-style-type: none"> <li>▪ National versus international perspectives could interfere with each other</li> <li>▪ Need for institutionalised representation of RUs (if no Executive Board or Network of Executive Boards)</li> <li>▪ Overlapping sections between Corridors: area of competence should be defined (if Executive Board)</li> <li>▪ There could be the need for more human resources</li> </ul>

**Platform of Regulatory Bodies as International Leading Entity<sup>13</sup>**

<ul style="list-style-type: none"> <li>▪ Neutral platform at European level, if entitled by the law</li> <li>▪ Experience from the current legislation at national level</li> </ul>	S	W	<p>Currently, RBs are not capable of/used to taking such an internationally aligned decision (this must be healed in a regulation)</p>
<p>Early involvement of RBs can lead to more process stability in the later process steps</p>	O	T	<ul style="list-style-type: none"> <li>▪ Human resources and tools needed</li> <li>▪ Possible disagreements in the “interpretation” of the law</li> </ul>

<sup>12</sup> From Executive Boards of the Rail Corridors, from Network of Executive Board, from SERAC or an ad-hoc platform, to be decided.

<sup>13</sup> Such as an enlarged IRG-Rail

## 6.4 Temporary Capacity Restrictions / TCRs (X-60 → X+12)

No SWOT analysis needed

## 6.5 Feasibility Studies (X-15 → X+12)

No SWOT analysis needed

## 6.6 Capacity Request and Allocation

### 6.6.1 Description of the activity

**Activity:** Final decision-making in case no consensus could be reached between IMs and Applicants at previous coordination levels. Geographical scope depends on traffic flows requiring international alignment of capacities. The final decision equals final approval of the document between:

- X-8.5 to X+12 for Annual TT (New Path Request, Late Path Request)
- X-2 to X+12 for Ad-hoc Planning
- M-4 to X+36 for Rolling Planning (M-first day of operation)
- X-5.25 to X+12 for Path Modification/Alteration

**Details:** An escalation can be started after X-8.5 (path request deadline publication) and for the entire timetable year, in case of dissatisfaction with the allocation of capacity (priority rules). Before the last resort decision-making step, there will be the regular steps of the escalation process (see picture 1). In case no solution is found, a third step will be needed, where IMs (or the IM) will be asked to mandatorily take a decision or fix the identified issues with capacity constraints. The entity which will have the responsibility to enforce this third step is discussed in the next paragraph. The decision needs to have a solid factual basis (KPIs), regardless of the entity in charge.

### RNE as International Leading Entity

<ul style="list-style-type: none"> <li>▪ RNE has deep knowledge of the TTR process</li> <li>▪ RNE manages the relevant IT tools</li> <li>▪ RNE has no role in capacity allocation (neutral role)</li> </ul>	S	W	<p>RNE is not involved in the financial consequences that might arise from a decision on the Capacity Allocation disputes (especially Temporary Capacity Restrictions and Commercial Conditions)</p>
<p>Starting a new “operational” capacity coordination at international level</p>	O	T	<ul style="list-style-type: none"> <li>▪ RNE represents IMs that are the main actors in the previous escalation steps</li> <li>▪ Risk to undermine the relationship between RNE and its Members in case of negative decisions against some of them</li> <li>▪ Need for institutionalised representation of RUs</li> <li>▪ There could be the need for more human resources</li> </ul>

**Ministries of Transport (involved in the case to be solved) as International Leading Entity<sup>14</sup>**

<ul style="list-style-type: none"> <li>▪ Market knowledge (if Executive Board)</li> <li>▪ Involvement of RUs (RAG – if Executive Board)</li> <li>▪ Political level involvement and awareness of financial consequences</li> </ul>	S	W	<ul style="list-style-type: none"> <li>▪ Currently, Ministries of Transport are not capable of/used to taking such an internationally aligned decision (this must be healed in a regulation)</li> <li>▪ Today, most of the experts in the Executive Boards are not in charge of capacity</li> <li>▪ Current geographical focus is limited (only Corridor axis – if Executive Board)</li> <li>▪ Availability (timewise)</li> <li>▪ In some countries Ministries of Transport can be parties in the dispute</li> </ul>
<ul style="list-style-type: none"> <li>▪ Starting a new “operational” capacity coordination at international level</li> <li>▪ Involvement of Ministries of Transport can bring stability for the subsequent timetable years</li> </ul>	O	T	<ul style="list-style-type: none"> <li>▪ National versus international perspectives could interfere with each other</li> <li>▪ Need for institutionalised representation of RUs (if no Executive Board or Network of Executive Board)</li> <li>▪ Overlapping sections between Corridors: area of competence should be defined (if Executive Board)</li> <li>▪ There could be the need for more human resources and expertise</li> </ul>

**Platform of Regulatory Bodies as International Leading Entity<sup>15</sup>**

<ul style="list-style-type: none"> <li>▪ Neutral platform at European level, if entitled by the law</li> <li>▪ Experience from the current legislation at national level</li> </ul>	S	W	<ul style="list-style-type: none"> <li>▪ Currently, RB are not capable of/used to taking such an internationally aligned decision (this must be healed in a regulation), partly also because of diverging national implementation of Directive</li> <li>▪ Lack of market knowledge</li> <li>▪ Double role of RBs: as decision-making body and as complaint resolution body (to be dealt with in case a party wants to file a complaint against a decision taken by the RBs)</li> </ul>
<p>Early involvement of RBs can lead to more process stability in the later timetable years.</p>	O	T	<ul style="list-style-type: none"> <li>▪ Human resources, expertise and tools needed</li> <li>▪ Possible disagreements in the “interpretation” of the law</li> </ul>

## 7 Connection with Traffic Management

### 7.1 Foreword

As mentioned in the introduction, this document represents an input for the Impact Assessment “*Revision of Rail Freight Corridor Regulation*” by DG MOVE of this document, which includes both the Capacity and the Traffic Management aspects. Although it focuses on the former aspects, for the sake of completeness, a

<sup>14</sup> From Executive Boards of the Rail Corridors, from Network of Executive Board, from SERAC or an ad-hoc platform, to be decided.

<sup>15</sup> Such as an enlarged IRG-Rail

chapter is dedicated to the Traffic Management aspect as well. The reason is that harmonisation of processes and improvement of performance in the field of Traffic Management is one of the strategic tasks to which RNE's Members have committed.

## 7.2 RNE project: European Traffic Management (ETM)

### 7.2.1 RNE's Members' strategic goals compliant with EU strategy in the field of Traffic Management

RNE Members fully share the vision of the EU transport strategy focused on green and digital transformation and have become more resilient to future crises, through a smart, competitive, safe, accessible and affordable transport system. All Members' activities contribute to the European Commission's ambition to strengthen the competitiveness of the European rail network system in the coming years and to make it more attractive to customers by improving its performance.

Therefore, RNE Members, with the support of the Rail Freight Corridors, already declared their commitment to implement joint actions aimed at achieving a more effective international railway traffic management. The commitment was expressed in the RNE Members' "[Declaration of Intent on the Virtual European Traffic Management Network](#)" (VETMN) in 2021. This declaration and proposed concept were also supported by the CER/EIM Position paper – "[Striving for a virtual European Traffic Management](#)"<sup>16</sup>.

The mentioned statements are aligned with the EU "[Action plan to boost long-distance and cross-border passenger rail](#)" (see section 1.3), as the underlying strategic goals are to contribute to the improvement of the monitoring and the optimisation of the performance of trains running on the Union network with a special focus on international train runs and their integration into national traffic. Furthermore, they envisage actions aimed at strengthening the relationship between capacity and traffic management including all involved stakeholders. Specifically, the need for well-functioning and reliable international railway transport calls for improvements in operational procedures, multilateral cooperation and information exchange to meet customers' needs and fulfil European strategies today and tomorrow. The pace of harmonisation needs to be increased in order to meet the ambitious sector goals to improve the overall efficiency of the railway sector by improving specifically punctuality and capacity utilisation and raising average speeds. Additionally, reducing persisting dwelling times at borders is also a challenge for IMs and RUs alike. In order to achieve this, all train related information must be accessible and reliable for all stakeholders at all times. This cannot be done without a European mindset of knowing that we need to work together with all parties involved along the logistical chain.

### 7.2.2 RNE's strategy in the field of Traffic Management translated into actions

The RNE Members, aware of the presented facts, came up with a proposal for improved international traffic management. The new concept of the virtual network creates sound cooperation on the level of national traffic control centres, ensuring more international focus on railway transport, especially on wide cross-border traffic management. The virtual ETM network concept focuses on the cooperation and coordination between the Traffic Control Centres (TCCs) and stakeholders involved in the train runs. The current activity's goal is to define how the IMs can contribute to the EU Strategy aiming to improve traffic management processes, especially regarding the management of international trains. The train run is influenced by all levels of traffic management, starting on a local level via regional to the national level at the top of the process. The proposed concept aims to strengthen current practices and solutions as well as to introduce new ones towards a more harmonised and developed level. An assessment of the current practices, facts and figures, shows that a good starting point is to use the experience of the already functioning relationships and working practices that are built upon the regional and national levels of TCCs also on the basis of initiatives promoted by RFCs. The systematic establishment of virtual interconnections of TCCs should be the cornerstone of ETM, with direct support from other levels of traffic control centres.

<sup>16</sup> [Striving for a virtual European Traffic Management](#)

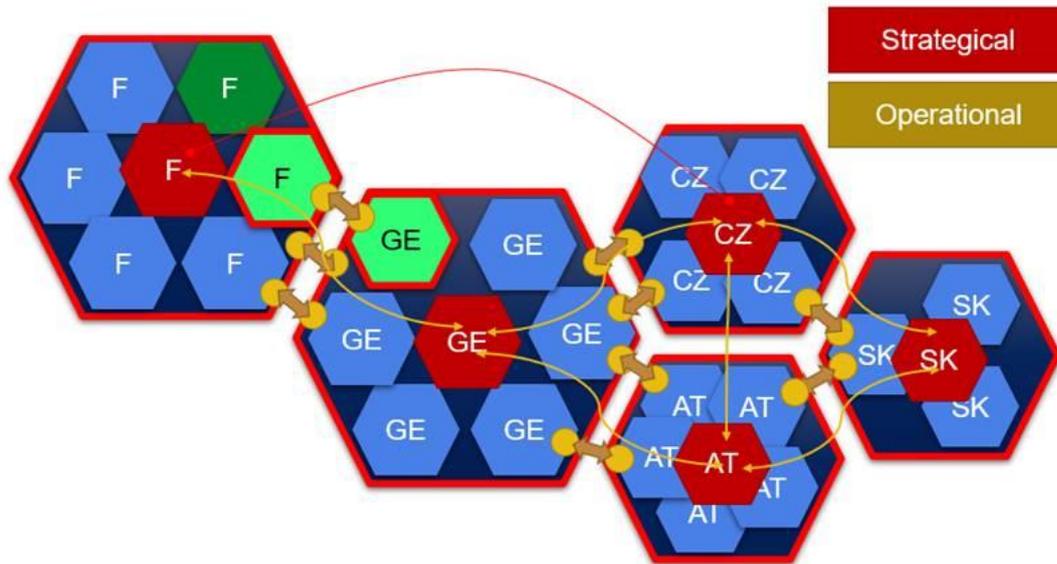


Figure 1 – Interconnections between strategic and operational level at European scope for Rail Traffic Management

Differently from TTR, the VETM concept currently does not envisage any “**International Leading Entities**” (ILEs) to be entrusted with a specific task, since traffic management is a real-time business activity that requires, in case of disturbances, immediate action – often to be agreed between neighbouring IMs - hardly compatible with escalation practices involving an ILE, in the form of an IDE (International Decision-Making Entity).

The close cooperation with the TTR project however is beneficial and inevitable for the new virtual ETM network concept. The proposed International Supporting Entity (ISE) fits the need to have an accepted and balanced input into the traffic management process in the form of effective paths for international trains, preventing bottlenecks, train delays and unnecessary dwell time.

Therefore, according to our assessment, in order to meet the goals expressed in the above-mentioned action plan, the approach designed by the Declaration of Intent is a sufficient strategic basis to support a significant improvement of cross-border traffic performance, without the need of establishing a supranational entity, nor to envisage any legislative modification at European or national level.

## 7.3 Annexes

### 7.3.1 Annex 1 - Process Charts

The process charts are taken from the [TTR Process description](#).

### 7.3.2 Annex 2 – Glossary and abbreviations

Abbreviation	Term	Explanation	Reference in the document
C-Level	Chief Officer Level	Level of officers and managers, in an organisation, holding strategic roles at the top management level	Introduction, picture 1, page 5
CM(s)	Capacity Model(s)	For the purposes of this document, refers to the TTR process component "Capacity Model" - see related explanation in Annex 1	Several sections in the document
CNA(s)	Capacity Needs Announcement	Tools by means of which Applicants provide the IMs with all necessary information and parameters, in order for IMs to plan capacity according to their needs - see more details in the explanation in Annex 1	Several sections in the document
DG Move	Directorate General for Mobility and Transport	Directorate General inside the European Commission	Introduction
EC	European Commission		Several sections in the document
ETM	European Traffic Management	Concept elaborated under the umbrella of an RNE project, connected with VETM (see later)	Section 7, pages 27-28
EU	European Union		Several sections in the document
EUCJ	Court of Justice of the European Union		Several sections in the document
HL	High Level		Several sections in the document
IDE	International Decision Entity		Several sections in the document
ILE	International Leading Entity		Several sections in the document
IM(s)	Infrastructure Manager(s)		Several sections in the document
ISE	International Supporting Entity		Several sections in the document
KPI	Key Performance Indicators		Several sections in the document
MoT(s)	Ministry(ies) of Transport		Several sections in the document
O/D	Origin/ Destination		Several sections in the document
RAG	Railway Undertakings Advisory Group	Advisory Body set up within the Rail Freight Corridors' organisation as required by the EU Regulation 913/2010	Several sections in the document

Abbreviation	Term	Explanation	Reference in the document
RBs	Regulatory Bodies		Several sections in the document
RC	Rail Corridors		Several sections in the document
RNE GA	Rail Net Europe General Assembly	RNE Decision Making Body	Several sections in the document
RU(s)	Railway Undertaking		Several sections in the document
SWOT	Strengths, Weaknesses, Opportunities, Threats Analysis		Several sections in the document
TCC(s)	Traffic Control Centres		Several sections in the document
TCR(s)	Temporary Capacity Restrictions		Several sections in the document
TTR	Timetable and Capacity Redesign	See <a href="https://ttr.rne.eu/">https://ttr.rne.eu/</a>	Several sections in the document
VETM	Virtual European Traffic Management	See <a href="#">Striving for a virtual European Traffic Management</a>	Section 7, pages 27-28