

Redesign of the international Timetabling Process (TTR). The new way of planning international rail capacity. Authors: Philipp Koiser, RNE; Peter Jäggy, FTE

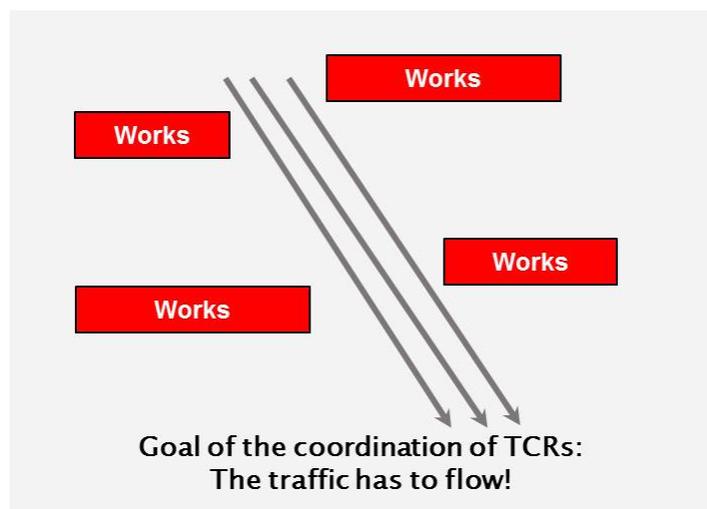
Incomplete harmonisation of timetabling procedures between European countries makes it difficult to cooperate at international level. To remedy this unsatisfactory situation, both RailNetEurope – RNE and Forum Train Europe – FTE agreed that changes to these procedures are needed. These two organisations are united in their goal to improve the timetable planning process. Thus, FTE and RNE launched the TTR project. They are being supported by the European Rail Freight Association – ERFA.

The TTR project team – consisting of experts in the fields of market, timetabling, construction works, IT and legal matters, recruited from all parties concerned - faced the challenge by asking the market to spell out its needs, which are:

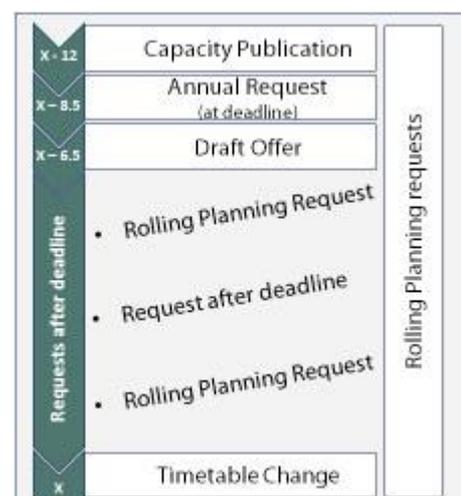
- Flexibility, especially in the freight sector
- Possibility for earlier commercial use of paths, e.g. earlier ticket sales
- Reduction of peak loads and redundant work
- Higher stability and quality of timetables
- etc.

The resulting new timetabling process has been agreed by RNE and FTE in spring 2017. It serves the need of all stakeholders and introduces a completely new approach to design rail capacity. A business case that was based on the TTR project results, demonstrated a most positive effect on the European railway sector, especially in terms of financial benefits due to a higher market share on the European transport market and reduced costs due to increased efficiency in timetabling.

Together with the TTR project results an implementation plan has been created. Its goal is to gradually transfer the current timetabling process to the defined target state. The need to gather experience and to



Picture 1: One of the main components of TTR is the good coordination of temporary capacity restrictions (TCRs).
Source: RNE and FTE web publication



Picture 2: To ensure the right balance between flexibility and stability two request methods will be provided: Annual request (for requests with parameters known and fixed long time before the train starts to operate) and Rolling Planning request (for requests with parameters known only a short period of time before the first operation day).
Source: RNE and FTE web publication

improve the process will be subject of a pilot that will be launched on three Rail Freight Corridor lines.

More information about TTR and its impact on other railway stakeholders can be found with the following links:

- <http://www.rne.eu/sales-timetabling/ttr/>
- <http://www.forumtraineurope.eu/services/ttr-projekt/?L=1>

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Picture 3: The timeline of the redesigned timetabling process

Source: RNE and FTE web publication