

# **Draft Regulation for a new Capacity - and Traffic Management in Europe**

Transport Community, 27.02.2024 Vienna

# Initial situation and goals

Poor Performance in **cross-border** rail traffic

Insufficient capacity to meet a **continuously increasing demand**



More efficient capacity planning and management needed



Strong incentives needed for increasing both performance and capacity usage



A better cross-border coordination and involvement of stakeholders



Usage of digital tools

# Application areas

## Capacity Management

- Planning phases
- Capacity planning, allocation und deviation management

## Incident and crisis management

- Operational phases
- Capacity management during regular operation and in cases of incidents and crisis.

## Performance Review

- Focus on post-operational phases
- Monitoring and improvement of services

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## Coordination among Infrastructure Managers

- IM-network for the support of the cross-border cooperation
- Consultation mechanisms for RUs and relevant stakeholders

## Monitoring by Regulatory Bodies

- Extension of mandate of Regulatory Bodies in accordance with the Regulation
- Establishment of a network of Regulatory Bodies

# Capacity Management Regulation and its impact

## Core Content

TTR- Capacity Planning  
Instruments

Safeguarding capacity  
(Partitioning)

TCR-Coordination

Harmonized framework for  
Commercial Conditions



## Impact

Harmonized rules and  
methodologies

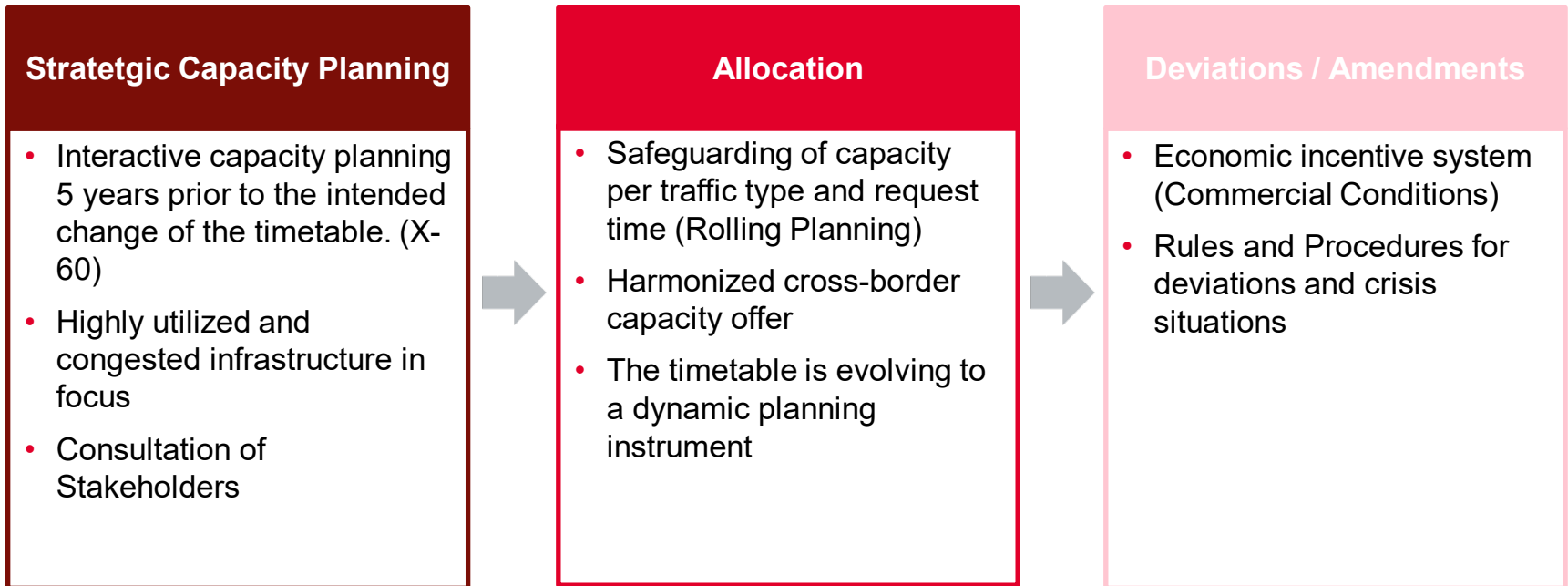
Secured capacity for each traffic  
type and request time

Europe-wide unique planning of  
track works (TCRs)

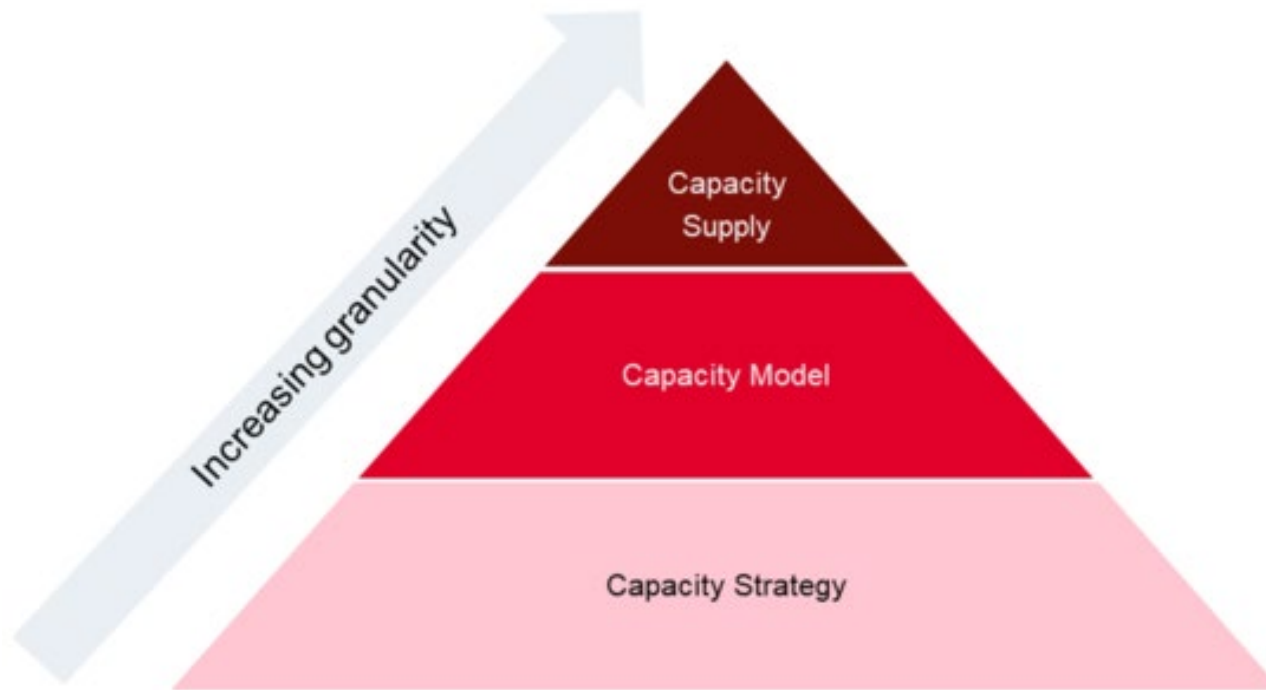
Implementation of Commercial  
Conditions

**Target:** Full international implementation of the new concept foreseen for 2030

# Capacity Management overview



# Phases and Instruments of the Strategic Capacity Planning



# Strategic Capacity Planning Instruments – Capacity Strategy

## Capacity Strategy

3 years before the working timetable change at X-36, the Capacity Strategy provides early information about...:

- the state of the infrastructure,
- major impact Temporary Capacity Restrictions (TCRs)
- and expected traffic flows.

## Capacity Model

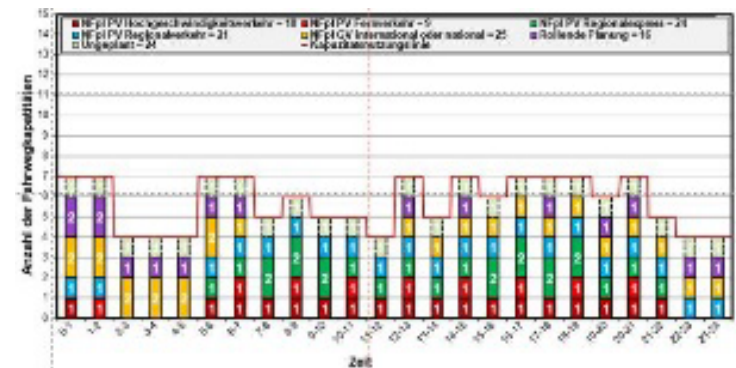
The Capacity Model shows international and national partitioned capacity according to traffic types as well as high and major impact TCRs. It is published approx. 9 months before the main requesting date at X-18.

### *The Capacity Model shows...:*

- the capacity per hour per line section
- the capacities, which are partitioned according to traffic types (passenger and freight) and products (requesting times).

### *The model is based on...:*

- historical data
- known service extensions by RUs,
- traffic forecasts and
- capacity needs announcements (CNAs).



# Strategic Capacity Planning Instruments – Capacity Supply

## Capacity Supply

### *The Capacity Supply is based on....:*

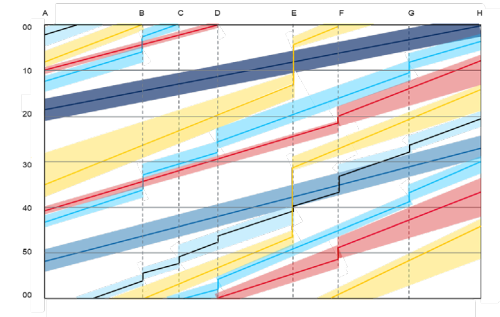
- the volumes published in the Capacity Model and
- comprises time-path diagrams for 24 hours and 365 days

### *The Capacity Supply shows....:*

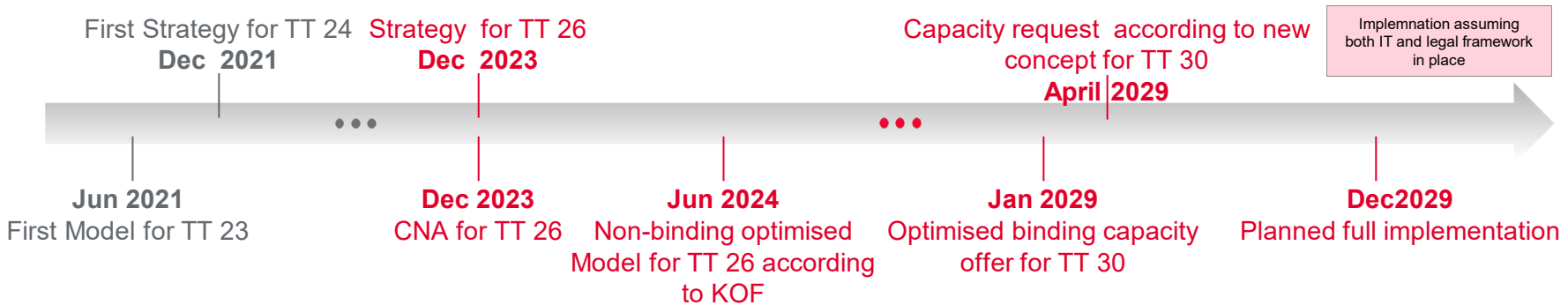
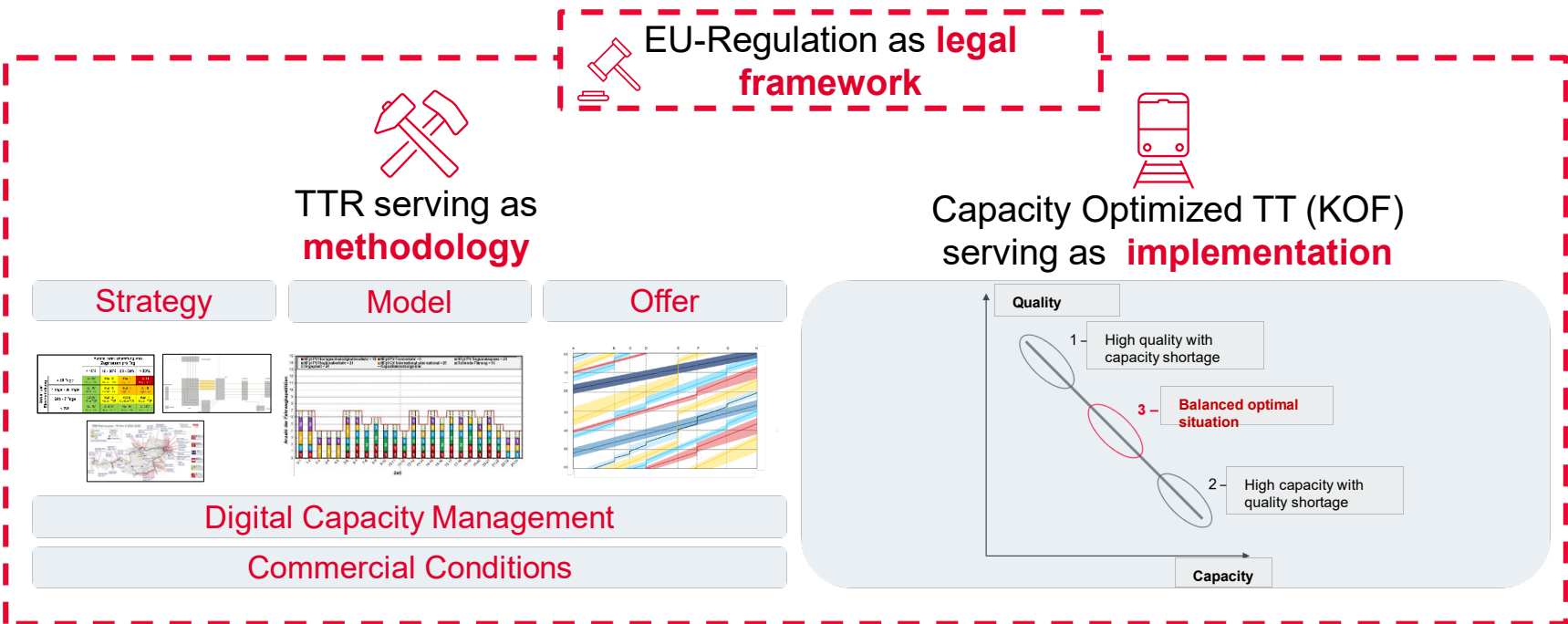
- the capacities in the time-path diagram, which are partitioned according to traffic types and products in line with the capacity model.

### *The Capacity Supply allows to....:*

- optimize the usage of the existing infrastructure
- safeguard capacity according to market-demand regarding volume and quality
- assure the necessary flexibility for short-term requests, especially in rail freight, by safeguarding capacity beyond the main requesting date



# Implementation of a European Capacity Management in Austria



# Ordinary European Legislation Procedure (Codecision procedure)

## European Commission (Right of Initiative)

Legislative Proposal of  
European Commission

## European Parliament (Representation of Citizens)

## Council (Representation of Member States)

1. Reading  
(Amendments by the EP)

1. Reading  
(Amendments by the Council)

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2. Reading  
(Amendments by the EP)

2. Reading  
(Amendments by the Council)

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3. Reading  
(Conciliation procedure)

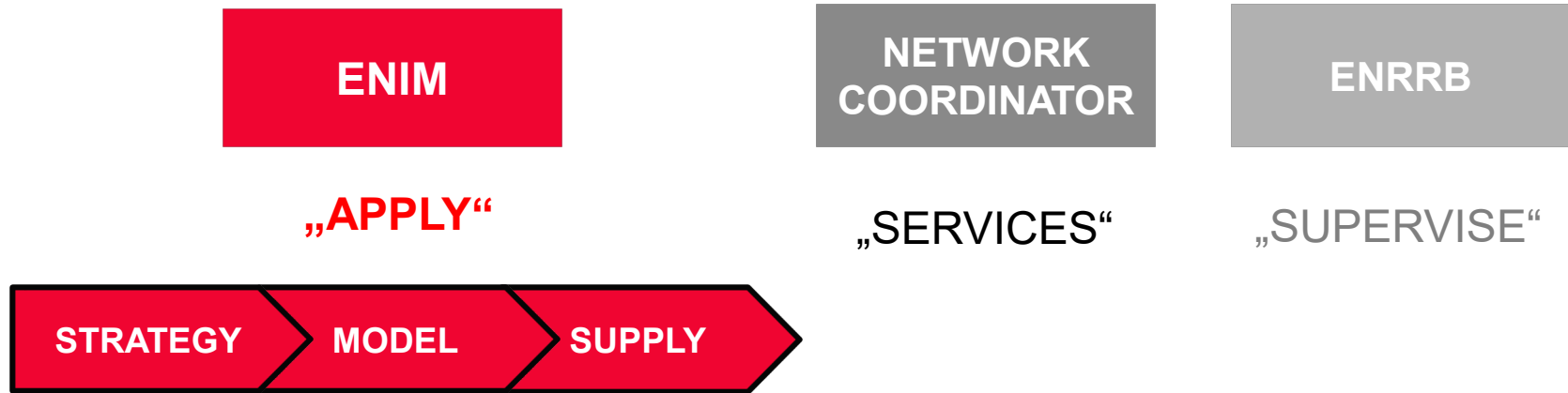


3. Reading  
(Conciliation procedure)

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To speed up and safeguard the process, the informal triad between the Commission - Parliament - Council usually starts already after the 1st reading

# European **Capacity** Management – the **big picture**



To establish a **powerful European capacity management** we need

- a **framework** (processes, governance, performance)
- an **organization**

regarding the following **key principles**:

- applicant centric
- simple and transparent
- (European) standardized and non-discriminatory

# Political timeline as of December 2023

**July 11<sup>th</sup>**  
Presentation of Commission proposal

**November 27<sup>th</sup>**  
First consultations of the proposal of within the TRAN Committee of the EP

**Working Groups of the Council**

Elaboration of the general approach under the Belgian presidency in the first half of 2024

**Adoption** of the legislative proposal with Parliament & Council amendments

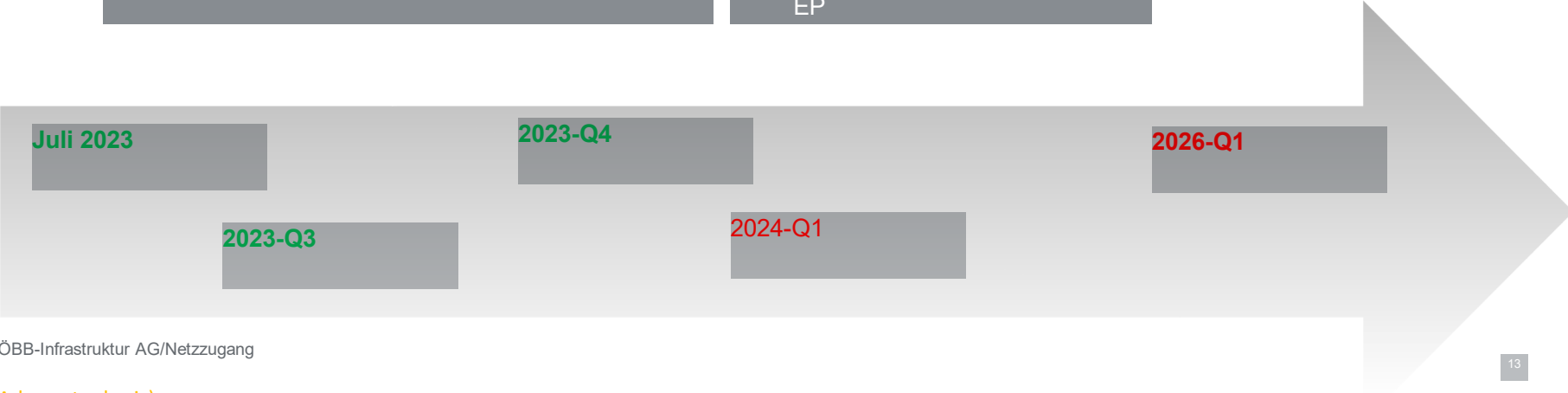
30.11. Report of the Rapporteur

05.12. Deadline for Amendments

23.01 CER event on Capacity in the European Parliament

04.03 Voting in the TRAN Committee

11.03.Voting in the Plenary of the EP



**Thank you for your  
attention !**