

Forum Train Europe FTE

The European coordination platform of railway undertakings



FORUM TRAIN EUROPE

PLANNING TRAINS TO CONNECT EUROPE



Market-Needs from the EU Capacity Law Revision

16 May 2023, SmartRail Europe 2023



What is FTE?



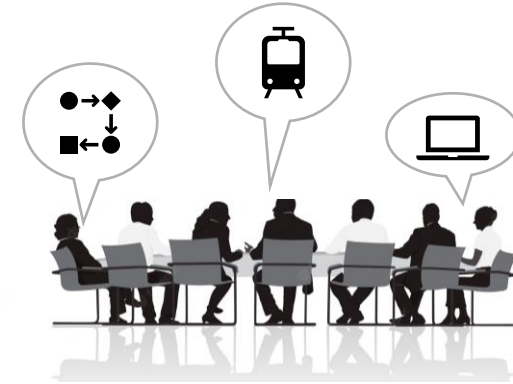
Forum Train Europe is the organiser of European timetabling conferences

Tradition of more than 150 years

What is FTE?

Mission

FTE is the European platform for Railway Undertakings and market-players for **Capacity Management and Timetabling**



What is FTE about?

- > Exchange platform for RUs to consolidate the positions towards projects and key stakeholders (e.g. IMs)
- > Promotion of European-wide standardisation
- > Advisor and co-developer of European capacity management processes (e.g., TTR program) and IT (PCS, ECMT)
- > Timetabling conferences to coordinate international trains
- > Networking

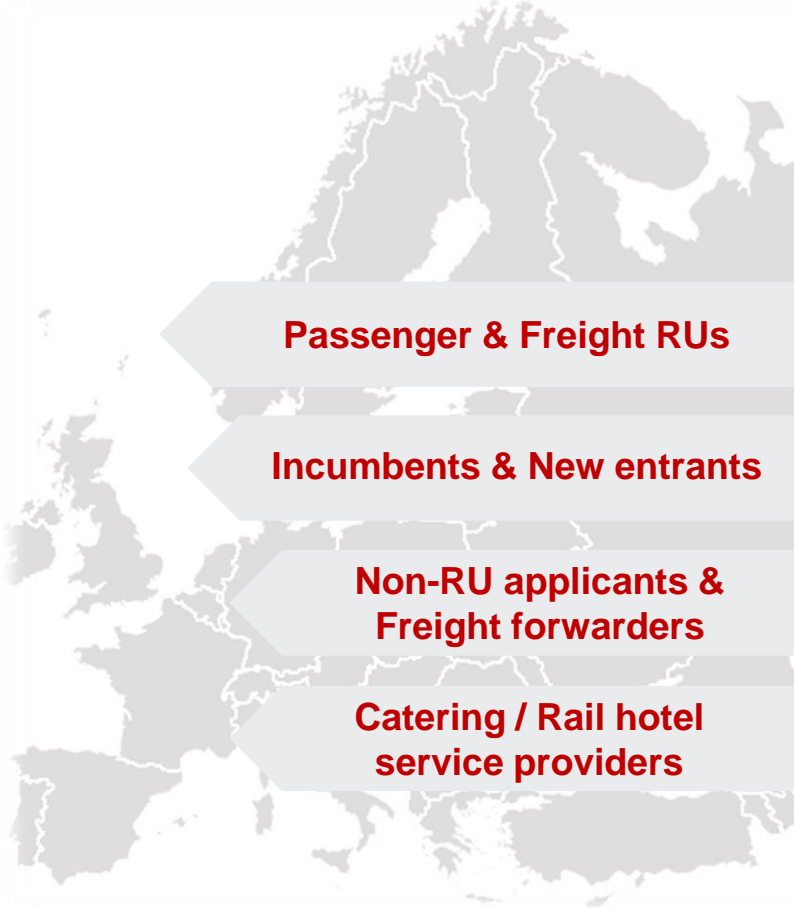


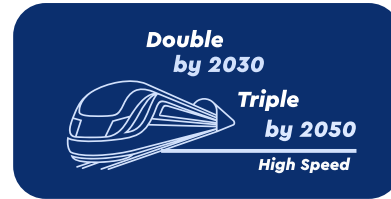
FTE D Freight
Coordination conference.
July 2019, Ljubljana.
© FTE Archive

FTE Community



84 members from whole Europe





**Many European goals,
but capacity is scarce!**

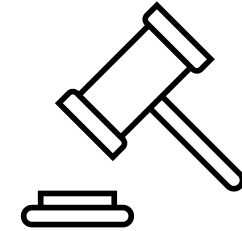


Building new rails is necessary, but will not help the problem now!

Same as new nuclear powerplants will not solve the energy crisis now.



We must find solutions for the mid-term...



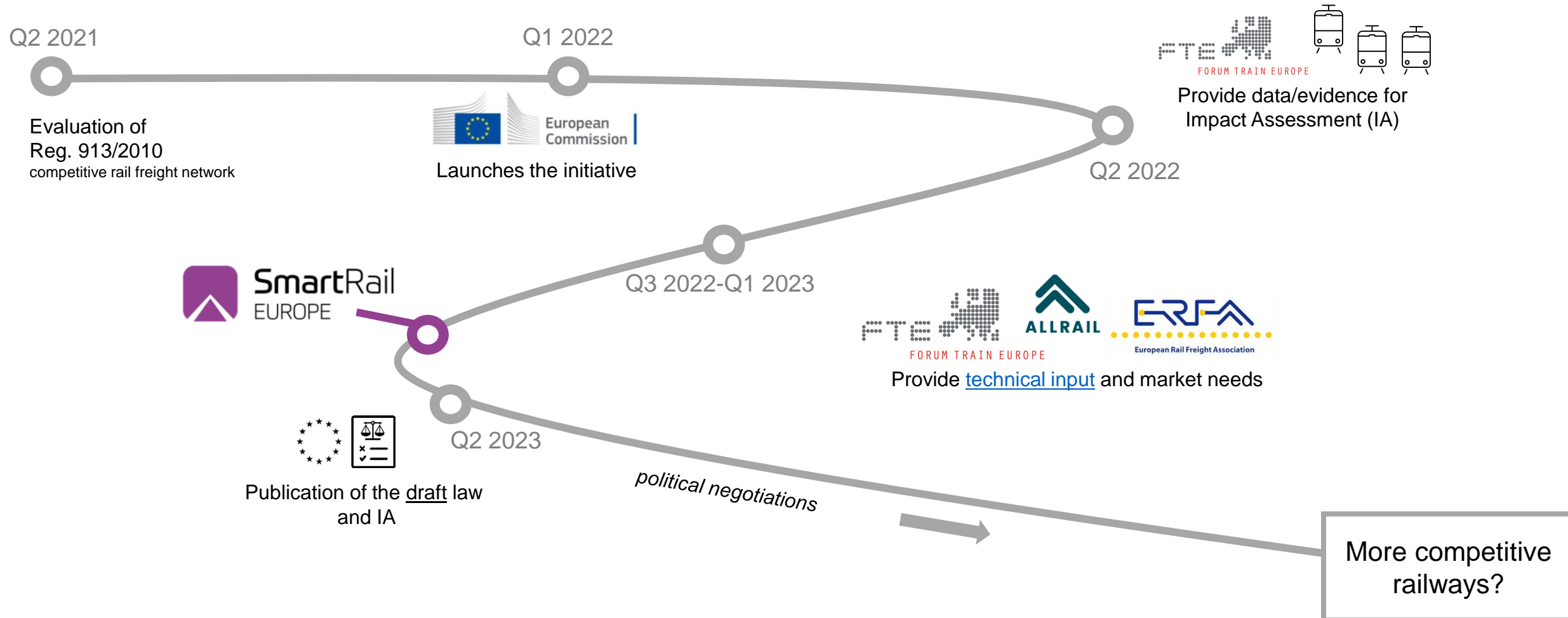
OPPORTUNITY



LOADING...

EU Capacity Law Revision

History and outlook on the revision



Disclaimer: the EU capacity law revision (Greening Transport Package) is fully in the hand of the EC and legislators. The role of the associations is solely in data/evidence and position provision to demonstrate where the law can improve the competitiveness of the railway sector.

Focus of the presentation

- > Late and unreliable planning of TCRs
- > Missing European view and coordination
- > Incompatible patchwork of national markets and policies
- > Rigidity and instability of Annual Timetables

Other key issues

- > Missing multi-annual capacity commitments
- > Risk of rigid and non-competitive IM-driven-supply system
- > Outdated and suboptimal capacity distribution
- > Missing integration (collaboration) with rail connected facilities



More detailed information on the market-needs are available on the FTE page
<https://www.forumtraineurope.eu/services/ttr/fte-positions-on-ttr/>

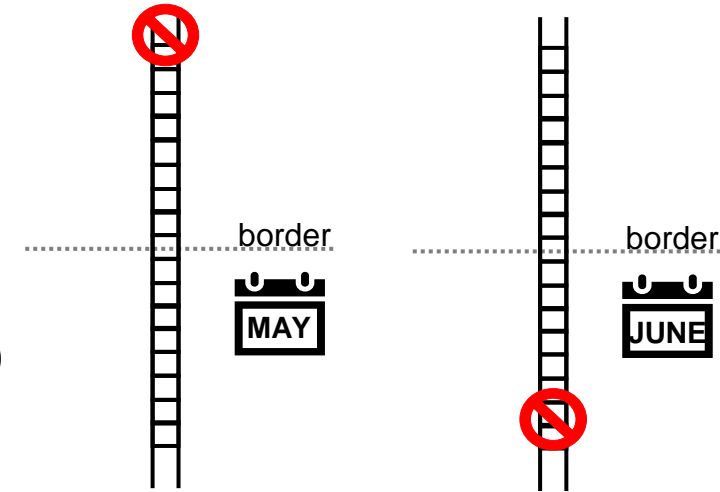


TCR = Temporary Capacity Restriction (works and possessions)



Consequences

- > Suffering passenger-satisfaction (timetable changes, delays, cancellations)
- > Late ticket sales and changes occurring after tickets are sold
- > Unreliable rail services for freight customers (cancellations, re-routings, later delivery)
- > Higher and uncompetitive costs of rail (born by RUs and rail customers)
- > Wastage of capacity



Arrival on ticket:
Changed arrival:

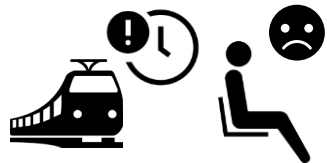
07.30

10.00



Solution

- > Introduce motivating financial incentives for IMs
- > Set as target “minimisation of TCR impact on customers”
- > Enforce harmonisation of IMs’ planning milestones
- > Enforce multi-annual and stable IM budgets



Planned arrival:
Real arrival:

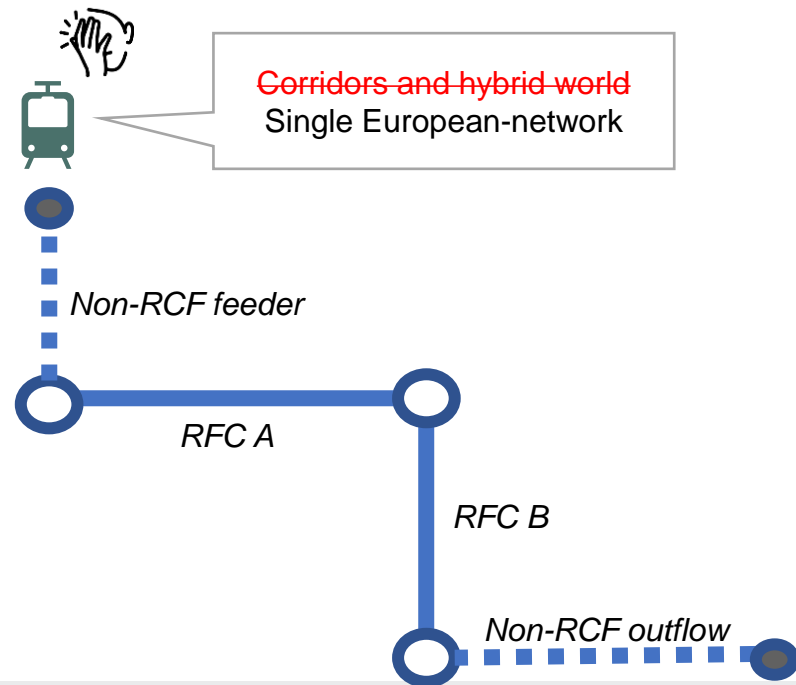
18.00

18.30

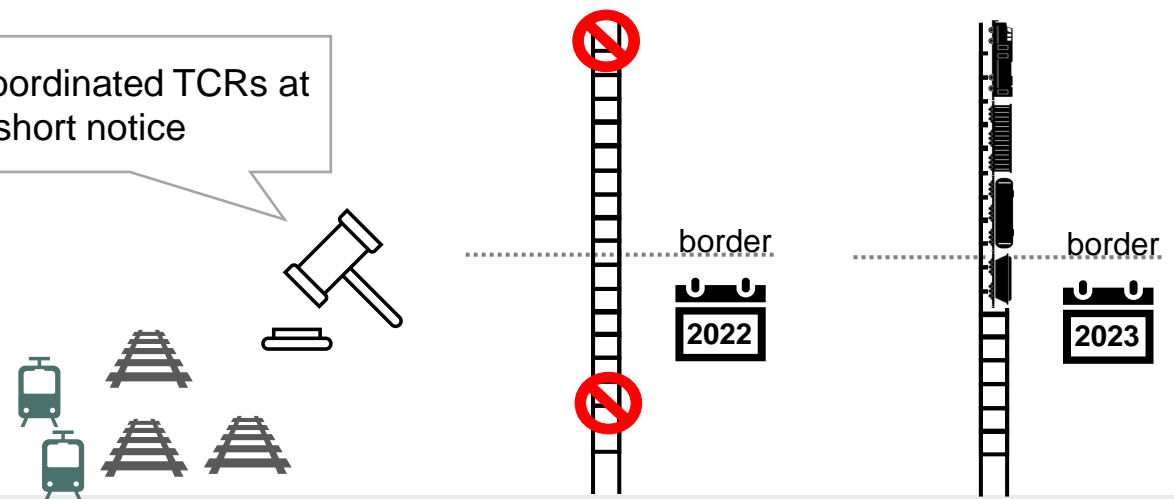


Solution

- > Oblige IMs to work as single European Network
- > Make EU funding conditional on TCR coordination and traffic impact consultation
- > Create sector-independent governance supervision in case IMs and RUs disagree on alignment, and that is applicable cross-border



No uncoordinated TCRs at short notice





Consequences

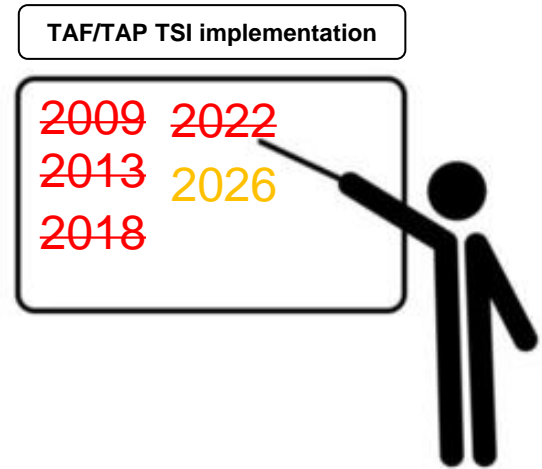
Only modest harmonisation achieved despite continuous efforts by the sector and through law (missing enforcement of already binding EU law)

Higher bureaucracy to operate in more networks
(more staff and IT needed to comply with national rules)
→ Higher prices for customers

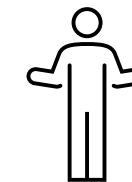


Solution

Create sector-independent governance supervision to enforce sector-defined rules/norms within limited timeframes (harmonised processes and common IT standards) and applicable cross-border



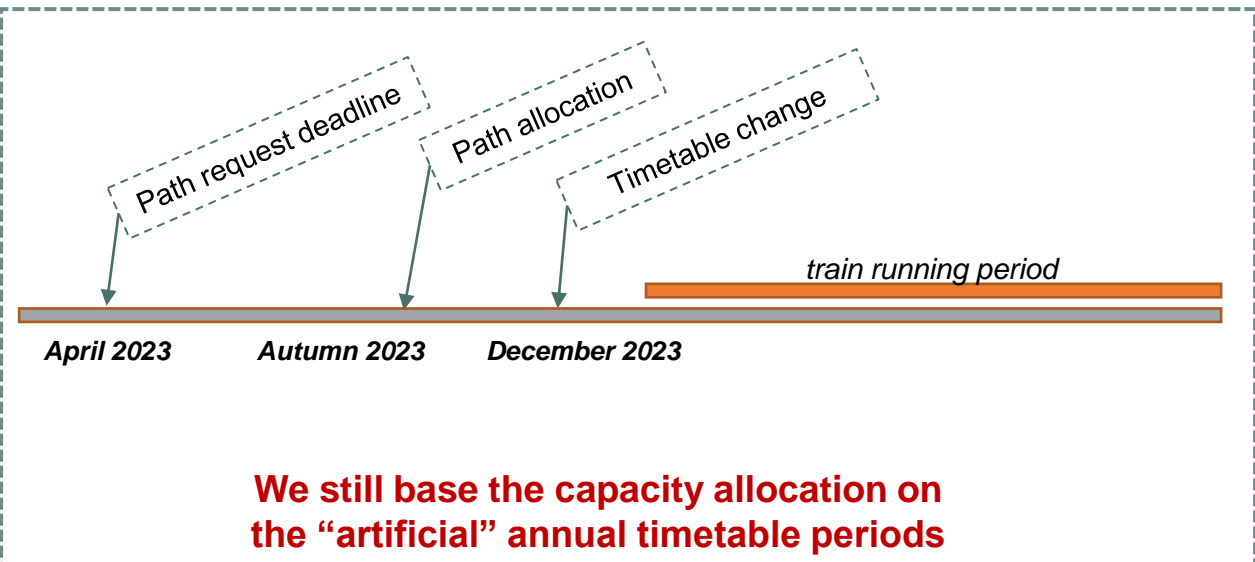
First publication of Major/High impact TCRs*



IM 1	510 days
IM 2	752 days
IM 3	611 days
IM 4	239 days
IM 5	540 days
IM 6	609 days
IM 7	391 days
IM 8	254 days

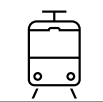
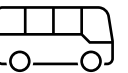

* Commission Delegated Decision (EU) 2017/2075, which entered in force already in 2017 requires publication 730 Days in advance. Note that this date says nothing about stability and reliability of the information.

Rigidity and instability of Annual Timetables




The allocation for passenger RUs is too late!

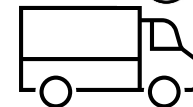
Current start of ticket sales for Christmas

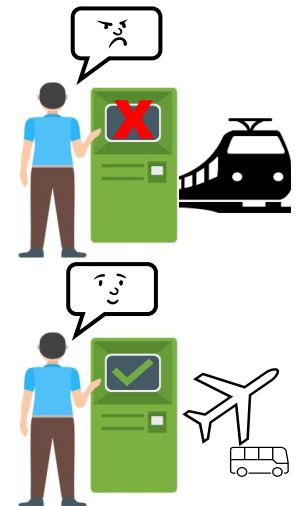
	1-2 months in advance
	4-5 months in advance
	6-11 months in advance

The allocation for freight RUs is too early!


Capacity must be booked months in advance

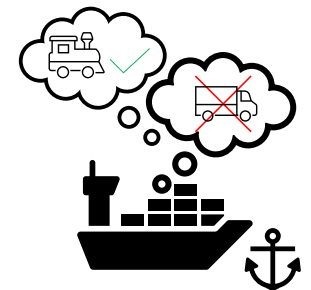

Goods must be shipped on short notice

 Just tell me the day before



Solution

- > Do the capacity allocation of the Annual Timetable earlier than today
→ earlier ticket sales
- > Set aside capacity for later times when the business demand is clearly specified
Oblige IMs to decide on the amount and quality of this capacity in dialogue with RUs
→ higher flexibility and service quality for freight customers
→ lower workload for IMs/RUs in replanning
- > Introduce motivating financial incentives for IMs to stick to allocated capacities
→ earlier ticket sales and no “unpleasant surprises” for passengers
→ higher predictability and better services for freight customers



The EU capacity law revision is our big



Let's not miss it

Let's work together as a sector on solutions that will help freight and passengers...



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Thank you

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