Task Force
Rolling Planning/Framework Agreements

Intermediate report on the foreseen provisions and open points

Status: 25.09.2024

Task Force introduction

Rolling Planning (RP) was defined some time ago in the TTR project. Despite the general description that can be found in the “Long process description for TTR”, the Task Force has the task of adapting the RP process to the requirements of the draft Regulation EU COM (2023) 443 on the Use of Infrastructure Capacity and providing the process proposal for the European Framework for Capacity Management.

Despite the Commissions Implementing Regulation (EU) 2016/545, **Framework Agreements (FA)** had been implemented in a few countries only, for various reasons. The proposed Regulation 443 introduces the obligation to allow FA requests from applicants, makes possible the international FAs, and potentially mandates the European Commission to adopt further legislation. The Task Force will propose a new international FA product and process for it. The proposal should provide input to the European Framework for Capacity Management, and potentially to the policymakers in case the work on a new legislative act (replacement of Implementing Regulation (EU 2016/545) starts.

Disclaimer: This intermediate report summarises key discussion points of an expert group and reflect by no means decisions endorsed by the companies they belong to.
Inputs submitted before and during the TT WG meeting on Oct. 15/16, 2024 have not yet been included. They will be taken into account in the next intermediate report.

Rolling Planning

Capacity model

Foreseen provisions

- Partitioning of capacity is done for ATT, RP, ad hoc (if applicable) and TCRs
- Handling the requested RP days/period without a final capacity model: (Primarily at the end of an RP request – last requested days/weeks/months): it should be handled as an input to the Capacity Model, with responsibility for the IM to find capacity for these phases/periods.

Open points

- Exact link between the Capacity Needs Announcements and RP capacity
- Decision on the RP volumes (especially those not announced by CNA or RP request) and their distribution over the day
- Methodology for RP parameters
- (Not) safe-guarding capacity for ad hoc – over-fragmentation of capacity
- Inclusion of Service Facilities into the planning.

Capacity Supply / Planning

Foreseen provisions

Published parameters in the Capacity Supply Plan

- Mandatory list of parameters for publication for RP path:
    - Day of offer (calendar)
    - Max weight
    - Max length
    - Minimum speed (reference speed for planning)
    - Reference loco (only as support for RUs, transparency to show how the path was constructed)
- Mandatory list of parameters for publication for RP bandwidth:
    - Day of offer (calendar)
    - Max weight
    - Max length
    - Minimum speed and Maximum speed
- Parameters referring to the route compatibility (e.g. max profile, ETCS) will not be mentioned as the formal and therefore binding publication takes place in the Network Statements *[addendum from FTE: As RU planners do not know all the route related parameters in Europe by heart, a publication in the Cap. Supply Plan would facilitate their work.]*
- Dangerous goods or extraordinary consignments shall be excluded from the RP Capacity Supply since they are very individual.
- Even if the capacity product in the capacity supply is constructed from origin to destination, the IM does not know the real origin and destination, the RUs might use only part of the path. Therefore, the product shall have sectioning based on the parameters, since RU requesting only a section of the product, should be compatible with the parameters of that section.
- The same capacity should not be offered as ATT and RP product. There should be a clear distinction between the two products.

Open points

- Rolling Planning on “not pre-planned” infrastructure (stretches, feeder/outflow lines)

Rolling Planning Requests

Foreseen provisions

- Applicants do not have to check if the requested RP capacity is also available in the following TT year(s), the IM shall take the requested times for the current or next TT year also for the following TT year(s) into account if planned capacity is available. Exception only in case of communicated substantial major change in one or more upcoming TT periods.
- Rolling Planning requests shall be placed between M-4 and M-1, with the following timeline:

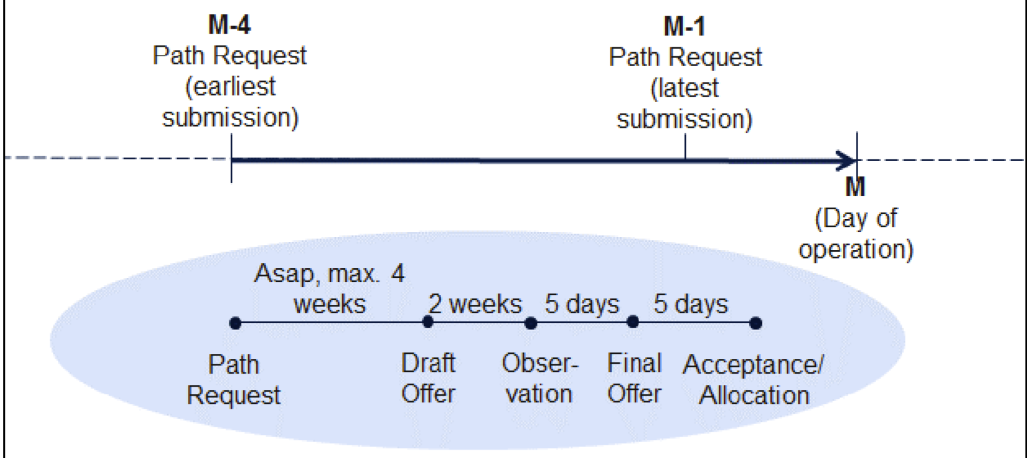

Figure 18: Timeline of Rolling Planning process

Open points

- Request compliance with the published RP capacities.
- Eligibility criteria for RP in terms of the minimum number of requested days, minimum route: yes/no, if yes what.
- Rolling Planning on “not pre-planned” infrastructure (stretches, feeder/outflow lines).
- First/Last mile issue: when is not known in advance

Conversion of capacity commitment (slot) in the consecutive timetable

Foreseen provisions

- Anchor point for path planning: Departure time at origin and arrival time at the selected key locations for production/ commercial activities.
- Prolongation of an existing RP traffic represents a new request, to be placed at the earliest M-4 of the first day of operation after ending the previous RP traffic.
- The timeline:
    - Until X-5: RUs confirm the contracted RP needs,
    - X-5 to X-4: IMs construct draft offers,
    - X-4 to X-3.5: RUs make observations,
    - X-3.5 to X-3: IMs process observations,
    - X-2.75: RUs accept/reject final offers, allocation follows.

Open points

- Anchor point for path planning: Times from the initial RP request or the first allocated path.
- A solution for early informing IMs on the continuation of RP traffic, despite it will be requested only at M-4.

Others
Foreseen provisions • Commercial Conditions are needed to make the bindingness of RP volumes. Changes will always be needed, because of customers and TCRs in the longer horizon. Reciprocal commercial conditions might only be levied if the volume of cancelled/withdrawn capacity exceeds certain quotas, by this bindingness/flexibility can be balanced. **Open points** • Rules for RUs´/IMs´ changes (related to commercial conditions) in the running timetable. • Rules for RUs´/IMs´ changes (related to commercial conditions) in the multi-annual aspect - suitable quotas. • Management of transition from ATT to RP when Regulation 443 enters in force. • Inclusion of the Service Facilities into the RP capacity planning and allocation.

Framework Agreements

Capacity for FAs

Foreseen provisions

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Open points

- Maximum capacity share for FAs on a line section: methodology and decision-making process.
- Partitioning of the FA capacity to market segments/request rounds.
- Priority criteria for the FA (to be defined on how to cooperate with the second ongoing project).

Duration / Timelines of FA process

Foreseen provisions

<u>Duration of FA</u>

- Passenger traffic:
  - Standard duration 5 years – shorter possible
  - longer durations up to 10 or 15 years might be in special cases e.g. due to rolling stock investments
- Freight traffic:
  - Standard duration 5 years – shorter possible

Open points

- Timeline for FAs:
  - Definition of scope and two different rounds
  - Timeline
  - Application
  - Coordination
  - Conclusion
  - Updates
- Principles for the FA coordination rounds.
- Fixed window or rolling period regime: the fixed window regime is considered rigid; the rolling period might be more suitable. Although, there are advantages to having the same start/end year for FAs, especially from a multi-network point of view.

FA Request

Foreseen provisions

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Open points

- Right to request FA for RUs: Who should initiate the FA (RU or IM driven)?
  - Should the RU request that it be tailored to its business needs?
  - The IM should offer it in a pre-determined format? (following market consultation)
- Minimum traffic volume needed to be eligible for the conclusion of a Framework Agreement.
- Relation of the FA request to:
  - Capacity Needs Announcements
  - Announcements to RBs (X-18)

Specification of capacity in the FA contract

Foreseen provisions

General or strict timetable approaches:

- For FAs, IMs shall allocate the right to use infrastructure capacity to applicants in the form of capacity specifications, not train paths.

Passenger traffic items:

- Number of trains per each day of the week
- Key commercial and production stations to be served (route not necessarily fixed) with bandwidths of X mins
- Regularity pattern (if it must be kept or not, for which part of day)
- Maximum journey time between origin/destination and/or main stations
- Associations between trains (time for turnarounds, min/max transfer times for passengers)
- Needed minimum train length
- Capacity of the related service facilities needed for the train journey and necessary time for shunting

Further points:

- The FA should be tailor-made (business orientated); thus, the flexibility depends on the specific need and on the line (mixed traffic, level of congestion). Alternatively, can be segmented into a few standardised market segments.
- The flexibility might change over time (get narrow), when the line gets congested only later, during the FA validity and when a particular ATT is approaching.
- IT should help the IM to keep an overview of the FA commitments to act where they overlap.

Freight traffic items:

- Days of operation
- Origin, destination and selected important points for commercial or production purposes with the flexibility of ±X mins at each point.
- Maximum journey time between origin/destination and/or selected important points
- Associations between trains (e.g. backward journey or wagon feeding train from single wagon load network)
- Expected traction (electrification/hauling power)
- Max weight
- Max axle load
- Max length
- Max profile
- Capacity of the related service facilities needed for the train journey and necessary time for shunting

Further points:

- Under Origin and Destination is meant the start or end location of the FA contract (no requirement to be identical to the origin/destination of the train run, for example, if the first/last mile not be covered by an FA - decided later e.g. in running timetable)

Open points

- Passenger traffic items:
  - Need for electrified route, qualitative elements, business continuity.

- Freight traffic items: flexibility at each key point (latest proposal ±60 mins)

Others

Foreseen provisions

- Commercial Conditions are needed to make the bindingness of concluded FAs. Changes will be always needed, because of customers and TCRs over this long horizon. Reciprocal commercial conditions might only be levied if the volume of cancelled/withdrawn capacity exceeds certain quotas, by this bindingness/flexibility can be balanced.
- Management of the transition: due to limited experience, the duration of the first FA might be limited, to allow lessons learnt.

Open points

- Rules for RUs´/IMs´ changes (related to commercial conditions), for instance, suitable quotas.
- Management of the transition when Regulation EU COM (2023) 443 enters into force.
- Service Facilities not owned by the IMs, the obligation to cooperate and for instance join the FA will be necessary if the whole chain is to be harmonised.

List of abbreviations:

ATT	Annual Timetable
CC	Commercial Conditions
CNA	Capacity Needs Announcement
FA	Framework Agreement
IM	Infrastructure Manager / Allocation Body
M	The first day of the train operation. (M-4 meaning 4 months prior to this day)
RB	Regulatory Body
RP	Rolling Planning
RU	Railway Undertaking
SF	Service Facility
TCR	Temporary Capacity Restriction
TT	Timetable
TTR	Timetabling and Capacity Redesign
X	Change of annual timetable (X-4 meaning 4 months prior to the timetable change)