

Capacity Model TT 26 Recap & CNA TT 27 Kick-Off



TIMETABLE REDESIGN

10/10/2024



Agenda

Part 1 - Capacity Model TT 2026 – Recap

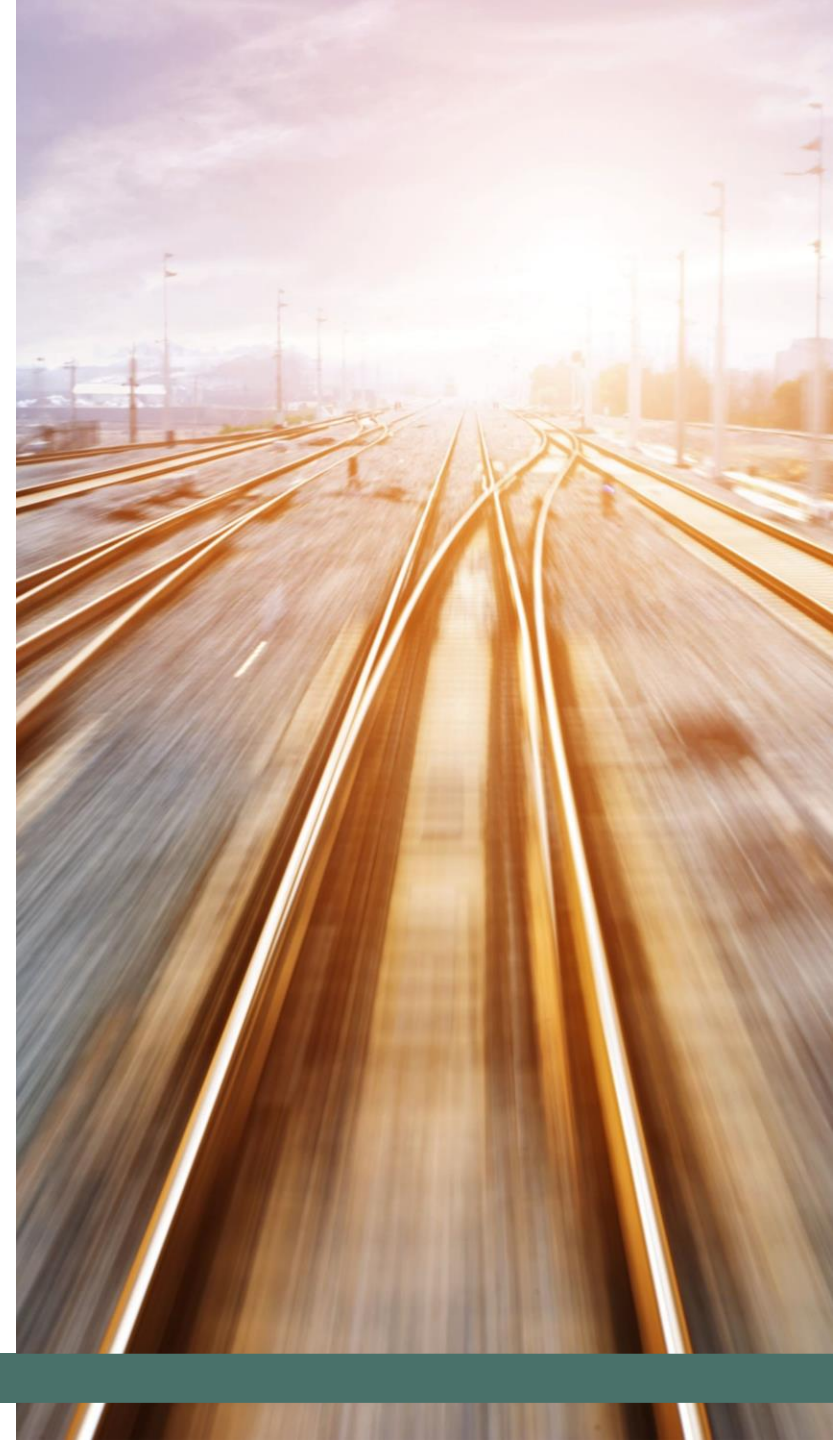
- IMs Capacity Model and where to find them on ECMT
- Feedback from RUs:
 - Did you manage to access the models?
 - Did you find what you were looking for?
 - Do the models provide a benefit for you and the RU's work?
- Current Limitations
 - IMs who prepared models, which are not available in ECMT yet
 - Relevance of Topology Data (RIS)
- Overview Cap. Model TT 2026 in ECMT

Part 2 - CNAs for TT 2027 – Kick Off

- Available guidance material & videos - <https://docs.rne.eu/ecmt/>
- Previous learnings
- Main purpose of CNA usage in TT 2027
 - Real Life/Real World Testing
 - Possibility to assess the process & identification of challenges
 - Aim to include the concept of CNAs in Cap. Model preparation
- Geographic Scope
 - Indication of IMs as part of the Scope Document for TT 2027 - (Process Impl. Overview)
 - Scope of Capacity Strategies as starting point for TT 2027
 - If possible early indication by participating IMs
 - Possible scope of CNAs submission by RUs
- Q & A - Session

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1 Recap Capacity Models TT26



Capacity Models

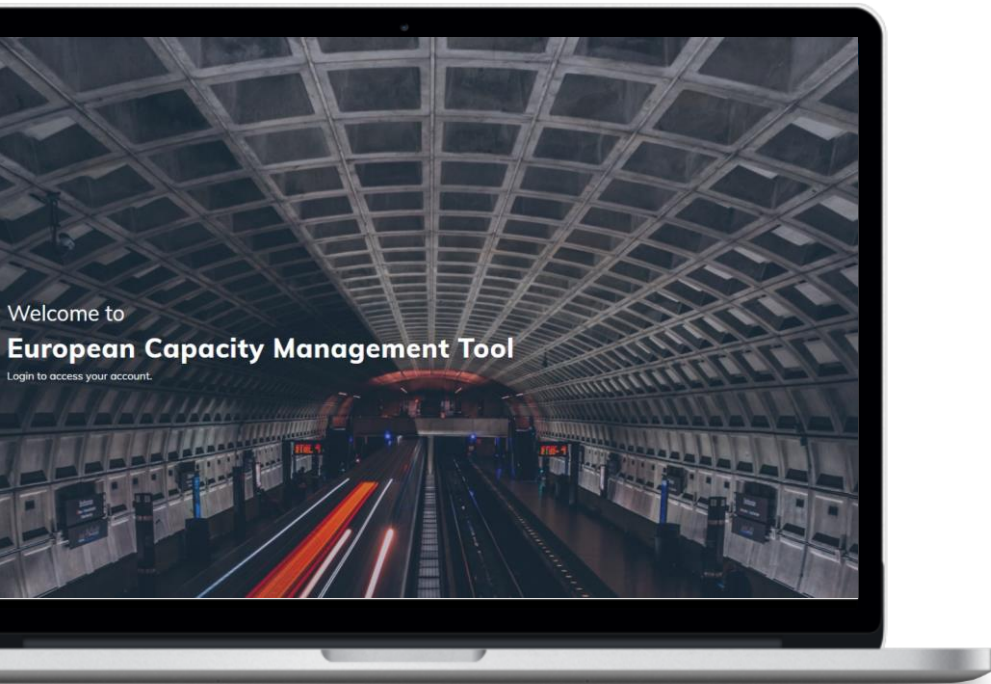
Publications in ECMT by IMs for TT26

- ADIF - Administrador de Infraestructuras Ferroviarias [Spain]
- BDK - Banedanmark (RailNet Denmark) [Denmark]
- CFR - Compania Națională de Căi Ferate SA' [Romania]
- DB InfraGo AG* [Germany]
- Finnish Transport Infrastructure Agency [Finland]
- Infrabel [Belgium]
- ÖBB-Infrastruktur AG* [Austria]
- ProRail B.V. [Netherlands]
- RFI - Rete Ferroviaria Italiana [Italy]
- Slovenske železnice - Infrastruktura, d.o.o. [Slovenia]
- SNCF Réseau [France]
- VPE - Vasúti Pályakapacitás-elosztó Kft./Raaberbahn/GYSEV & MÁV Magyar Államvasutak Zrt. [Hungary]
- ŽSR - Železnice Slovenskej Republiky [Slovakia]

Further IMs to be added...

***Capacity Model has been created and publication in progress, but not yet available in ECMT**

Access to ECMT & the Capacity Models & Guidance



ECMT: @ <https://ecmt-online.rne.eu/> anonymous or with your dedicated account

Additional material: (e.g. pdf model or accompanying document) @ <https://rne.eu/capacity-management/capacity-models/>

Training Manual: <https://docs.rne.eu/wp-content/uploads/2024/09/ECMT-Training-Manual-v1.0.pdf>

Training Videos: <https://docs.rne.eu/ecmt/>

Documentation: <https://ecmt-online.rne.eu/documentation>

Capacity Model Process Handbooks:

- HB V.3 [TT26]: https://rne.eu/wp-content/uploads/HB_Capacity_Model_3.0.pdf
- HB V.4 [TT27]: https://rne.eu/wp-content/uploads/Capacity_Model-Handbook-4.0.pdf

Feedback from RUs

- Did you manage to access the models?
- Did you find what you were looking for?
- Do the models provide a benefit for you and the RU's work?

Feedback via MS Forms questionnaire (not representative)



Did you manage to access the models?

Most managed to access the CM (5)

Some did not (3)

Did not try to access the CM (1)



Did you find what you were looking for?

Most were partly successful (5)

Some did not find the content (2)

Did not manage to use ECMT (1)

Did not look at CMs (1)



How could it be improved?

German Model still not published

Some inserted CMOs are missing

Unclear which PLCs are next (segment overview)

Difficulties in finding the published capacity (exact station required)

Most common routes should be pre-defined



Which aspects were used/searched?

Pre-planned Capacity at borders

Existence of inserted CMOs

Harmonised border points/cross border capacity

Capacity partitioning between traffic segments & TCR

Display of volumes per business type

Overview of available capacity for strategic business purpose

Current limitations – high level

- Visibility in Network overview depends on Intended Capacity Usage Line (ICL) and not all IMs defined ICL so far
- General information on the availability in ECMT – e.g. IMs who prepared models, which are not available yet
- Relevance of Topology Data (RIS) – underlying data quality affects ECMT/Capacity Models
- Enhanced IT support & improved user experience foreseen in the future [ECMT & TCR fusion]

Overview of ECMT

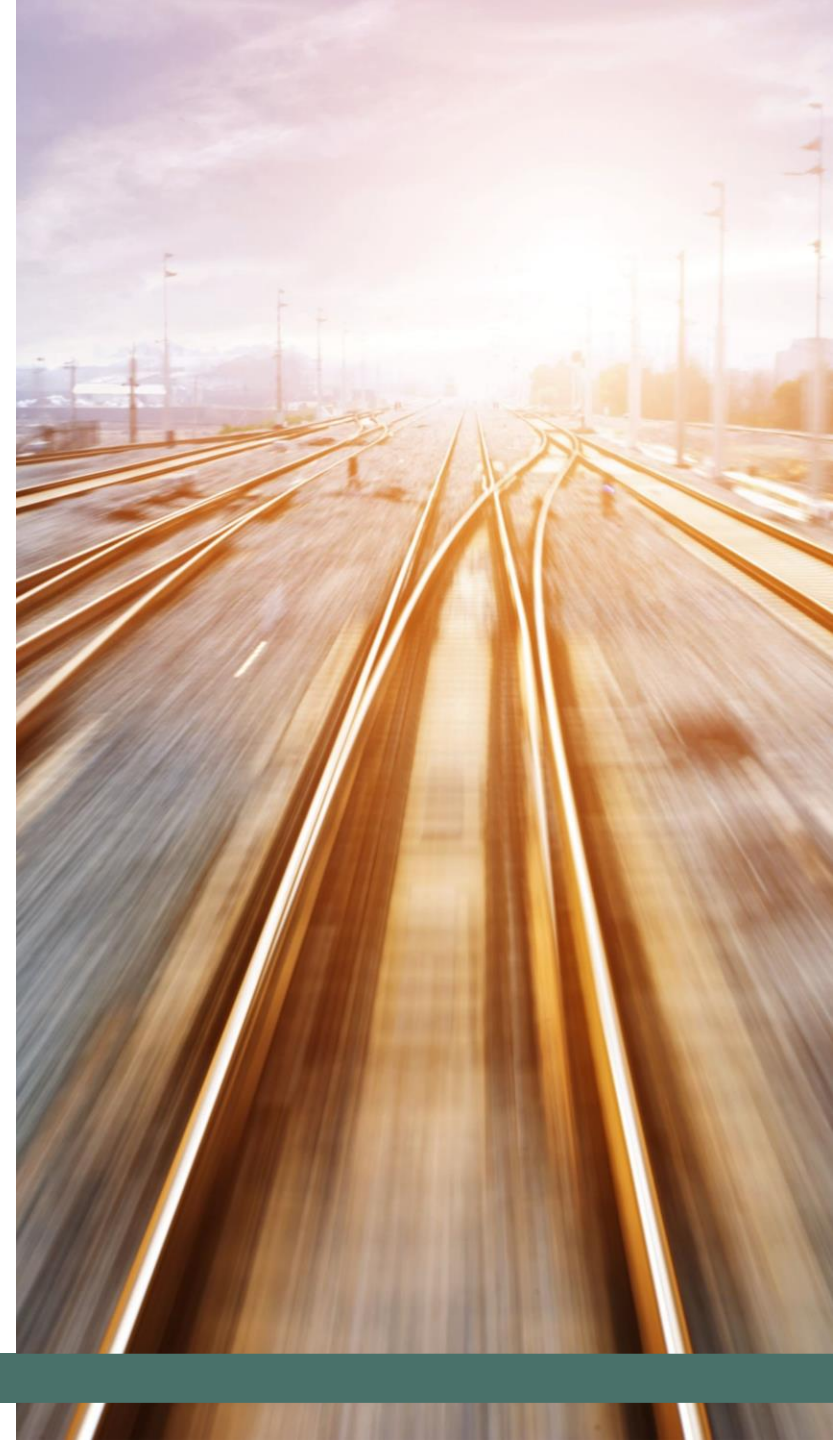
- <https://ecmt-online.rne.eu/>

Questions?

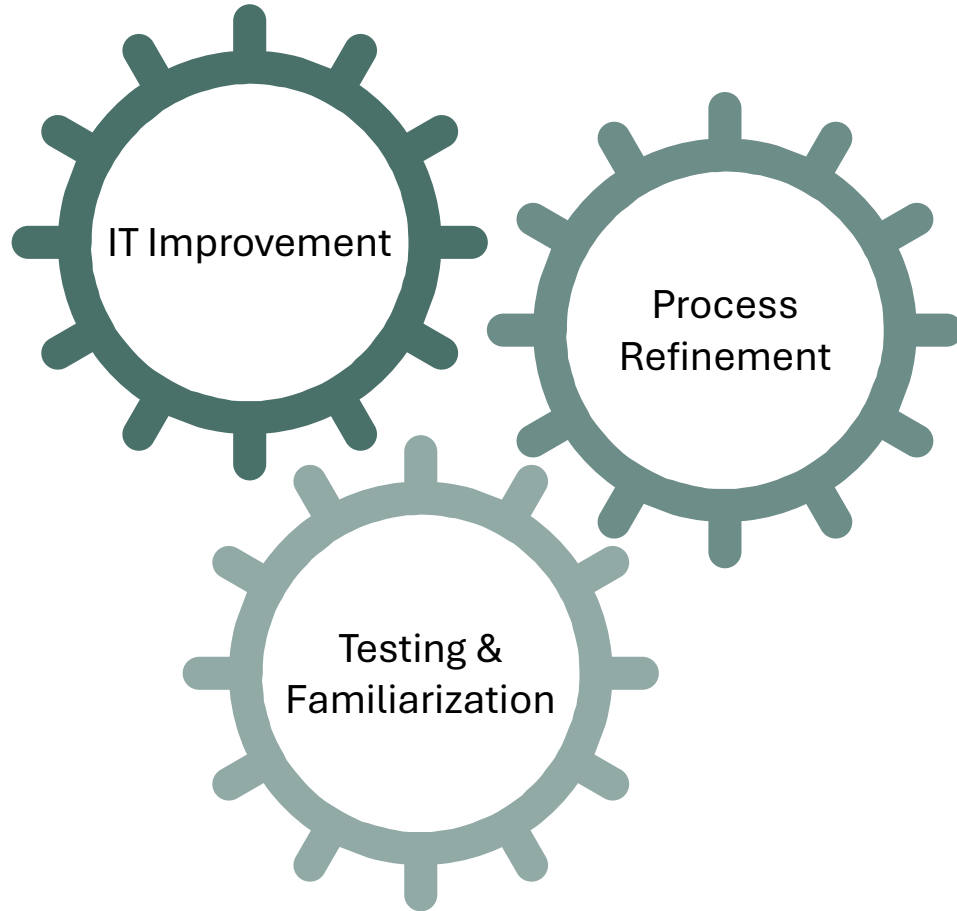


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2 Kick-Off CNAs TT27



Why do we need to further test the CNA process?



IT improvements

Bug fixes

Improvement of Import Sheets

Improved Data quality of RIS data

Process refinement

Clarification/refinement of processes & requirements

Focus on New & Changing Needs

Testing & Familiarization

Use of CNAs instead of other (national) processes

Provision of the appropriate information/data (required for CNAs) – e.g. only “new & changing needs”

Assessment of CNAs

Use of CNAs for Capacity Model creation

Stepwise Testing & Implementation of the CNA processes



Pilot TT 2025

- First attempt of a new process
- Different/unclear understanding across the sector
- Numerous bugs/challenges in ECMT
- No indication of new/changing needs possible

→ **No consideration of CNAs in Capacity**

Models



Pilot TT 2026

- Familiarisation with IT tools
- Bug fixes & (some) improvement of ECMT
- Focus on new and changing needs

→ **Limited consideration of CNAs in Capacity Models**



Testing the “regular” Process TT 2027

- Real-world testing of “full” process would be beneficial
- Increased harmonisation of market involvement
- Input for further (process & IT) improvements
- Consideration of CNAs in CMs would be a positive sign towards the market

Multiple “testing workstreams”

1

“Real World” testing in ECMT [production environment]

- Focus on “new & changing needs”
- Submission of “real” data (e.g. based on new services or data submitted to IMs in other forms)
- Assessment and replies to submitters possible
- Further use in Capacity Model creation

2

(Internal) Training [ECMT School Environment]

- “real” data from Production environment
- Possibility to train/practice internally

3

IT Testing [Staging Environment]

- IT familiarization
- Independent from Process timelines
- Fictional Data can be used to test creation & uploads of CNAs or use for CMO Creation

Why is (more) testing essential?

- Testing activities are required to make it work in the long run
- Relevant input for further process & IT development requires proper testing
 - Larger scale testing
 - Including testing of the complete CNA process
- Overall, the aim is to test ECMT and familiarize stakeholders with the IT tool and CNA processes
- So far only parts of the CNA process were tested

Major Deadlines for TT 2027



- **21 October 2024:** IMs invite Applicants to submit CNAs into



- **16 December 2024:** Last day for Applicants to submit CNAs into



Second step [not implemented by all IMs – depending on Impl. Scope]

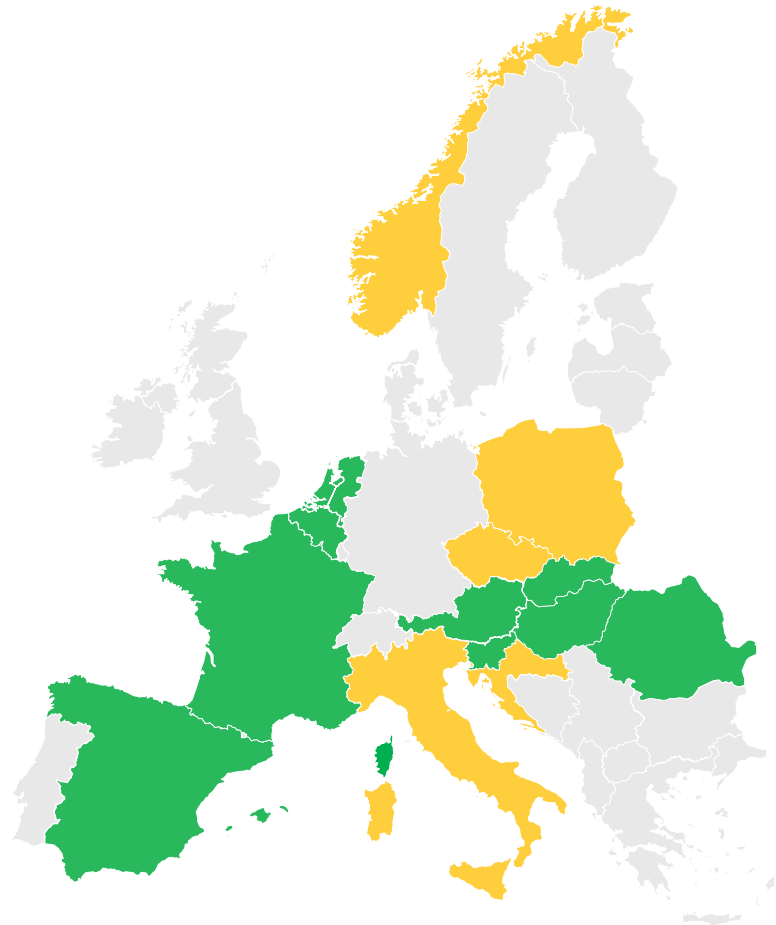





- **3 February 2025:** Notification of Applicants in ECMT about the results of the IM



- **10 March 2025:** Deadline for applicants decide on alternative CNA options for TT27

Geographical Scope CNAs TT 27



-  CNA assessment foreseen for TT27
-  CNA assessment unclear for TT27
-  CNA assessment not foreseen OR currently no TTR implementation

Geographical Scope

- IM's indication of implementation plans foreseen for TT27 (Scope Document update 2024)
 - Assessment of CNAs to be implemented or not
- Capacity Strategy TT27
 - Indication of lines/parts of the network to be covered by Capacity Model TT27
- IM information
 - E.g. specific parts of the network only, etc.

How to “test” CNAs in TT 2027?

- Use of Data/information from other existing/national processes for CNA creation
- Identification of relevant data sources within RUs to provide relevant information/data
- Identification of information available to enable CNA submission for freight
- Quality instead of Quantity, e.g. focus on specific lines (e.g. indicated in the capacity strategy)
- Focus on CNAs for IMs planning to assess CNAs in TT 2027 (or international ones with at least one IM planning to assess them)
- Consideration of received CNAs as input for later harmonization stage (e.g. if only one IM implemented CNA process)
- ...

Cornerstones



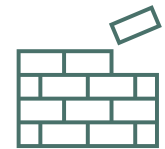
Examples for new & changing needs:

- A new freight service from a harbour to a logistic centre which runs twice per week
- A new daily passenger service between two nodes, with pre-defined stopping pattern, border points and max travel time
- A daily passenger service with extended/changed route, with pre-defined stopping pattern, border points and max travel time



Appropriate level of information

- focus on mandatory fields!



CNAs should provide an input for the CM

- no minute sharp information is required for volumes!



Quality instead of Quantity!

- No need to export all RU data to ECMT!

Expected outcomes



Process implementation

Testing,
Familiarization, input
for CMs



Learnings

Enable process & IT
improvements



CNAs in TT28/29
Regular part of the
process, common
usage



Implementation of Capacity Management Regulation

Sector is ready to use the
mandatory processes

Questions?





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