

# Forum Train Europe FTE

The European coordination platform of railway undertakings



FORUM TRAIN EUROPE

PLANNING TRAINS TO CONNECT EUROPE

A large photograph of a railway yard at sunset. The sun is low on the horizon, casting a warm orange glow over the scene. Numerous freight trains, including tank cars and boxcars, are parked on the tracks. In the background, there are some buildings and a tall light pole.

## Night train business from the capacity management view

21 April 2023, Round Table 2023 – Night Trains in Europe

# What is FTE?



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**Forum Train Europe** is the organiser  
of European timetabling conferences

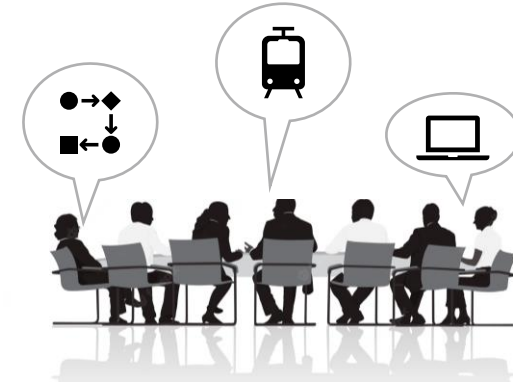
Tradition of more than 150 years



# 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

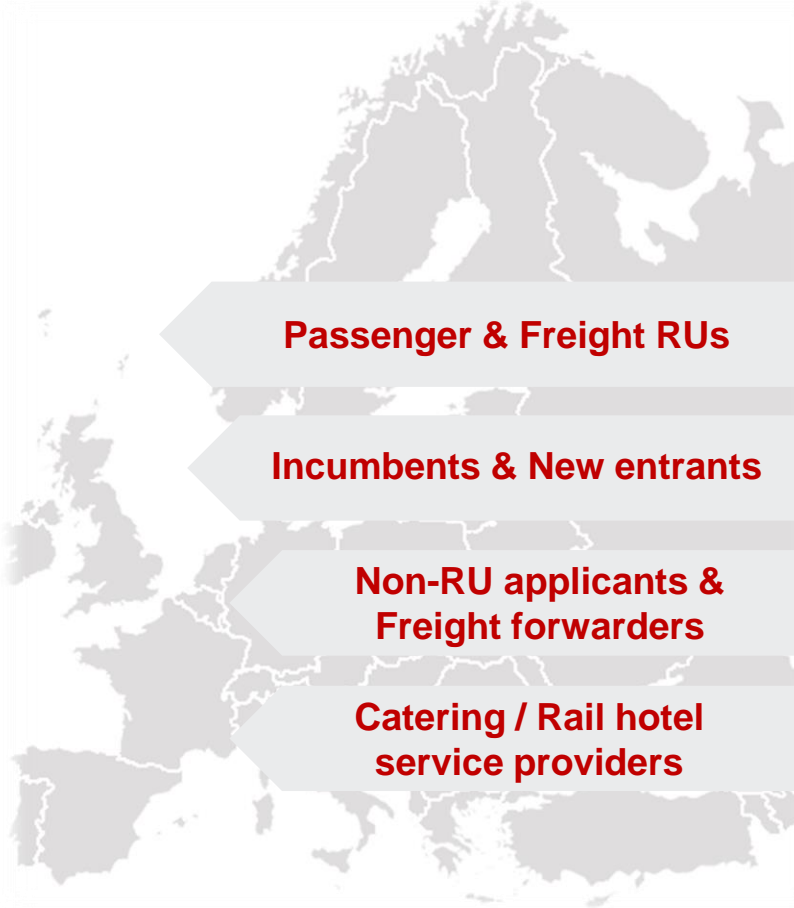


FTE D Freight  
Coordination conference.  
July 2019, Ljubljana.  
© FTE Archive

# FTE Community



84 members from whole Europe



# Night trains and Capacity Management

## Rolling stock issue

- > Shortage of old coaches
- > High costs for new rolling stock (€ 2.85M+)
- > Mostly operative only overnight
- > Homologation and national authorisation

**Investment into the night train rolling stock is a high business risk...**

**Introduction of a night train service on commercial basis is a very high risk...**



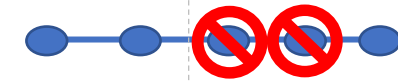


## Annual timetabling process

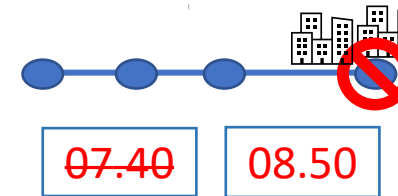
Deadline	Process step
X-15	<b>Announcement</b> to the Regulatory Bodies*
X-11	Deadline to submit timetable <b>feasibility study</b>
X-9	Final answer of the <b>feasibility study</b>
X-8	Deadline to submit <b>path request</b>
X-5	<b>Draft timetable</b> offered by the IMs (not fully harmonised in Europe)
X-4	Deadline for RUs to place observations
X-3.5	<b>Final timetable</b> offer (not fully harmonised in Europe)
X	Annual <b>timetable change</b>
X to X+12	Start of the operation

## Risks

**Access limited/rejected**



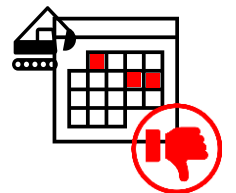
**Timetable not feasible**



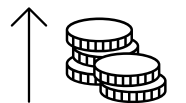
**Timetable not competitive**



**More running days not available**



**Path allocation contract potential fees in case of cancellation**

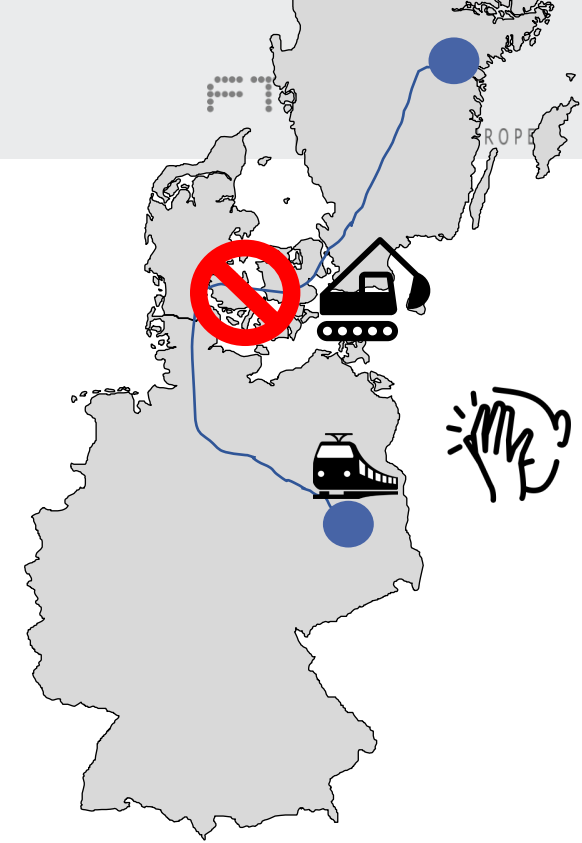


\*Article 38(4) of SERA Directive + implementing Regulation 2018/1795 on Economic Equilibrium Test

# Introduction of new night train services

## Temporary Capacity Restrictions\* (TCRs)

	Number of consecutive days	Impact on traffic*	Date for publication
Major impact TCR	> 30	> 50%	X-24/12
High impact TCR	> 7	> 30%	X-24/12
Medium impact TCR	7 <=	> 50%	X-12
Minor impact TCR	7 <=	> 10%	X-4



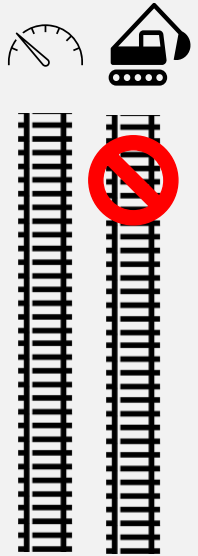
Example: 4 hour night maintenance window can easily not qualify even for minor TCR!



\*classification under (EU) 2017/2075, \*\* cancelled, re-routed, replaced by other mean of transport



## Temporary Capacity Restrictions (TCRs)



**Announcement of TCR**

20 June – 17 August 2023

TCR measures

- Single track operation (capacity -70%)
- Reduced speed

**Your train might be affected...**



I have regular night train. **What does it mean for me?** Am I in the remaining 30% capacity? What it would cost me? Will the timetable still attractive for passengers?



I want to introduce a new night train? I ordered rolling stock, **will there be even capacity?**

## Temporary Capacity Restrictions (TCRs)

- > In part of Europe, many TCRs are not incorporated into the timetable (roulette)



Arrival on ticket:  
Real arrival:

08.20  
08.50



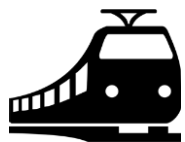
Arrival on ticket:  
Real arrival:

08.50  
08.50



## Ticket sales issue

- > **In the start of new timetable period**
  - > Sales based on draft timetable offer (X-5): to risky
  - > Sales based on final timetable offer (X-3.5): quite late
- > **During the year (TCRs)**
  - > EU regulation\*: IMs shall provide details on the offered train paths for passenger trains no later than four months before TCR start
    - > IMs interpret this differently OR do not respect it
    - > A chain is no stronger than its weakest link


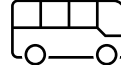



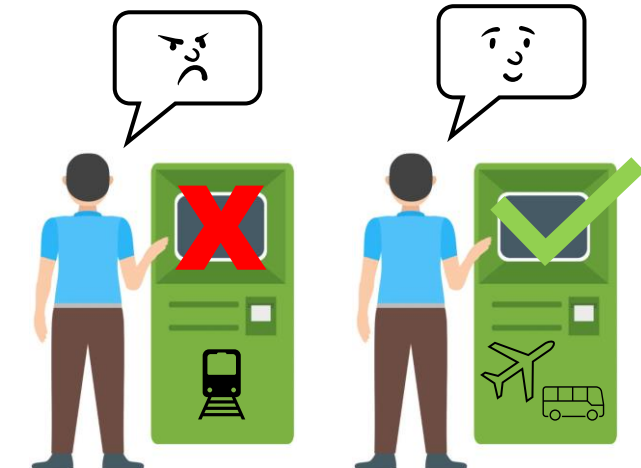
To take the risk?

Departure on ticket: 19.30  
 Real departure: 18.50



Current start of Christmas ticket sales

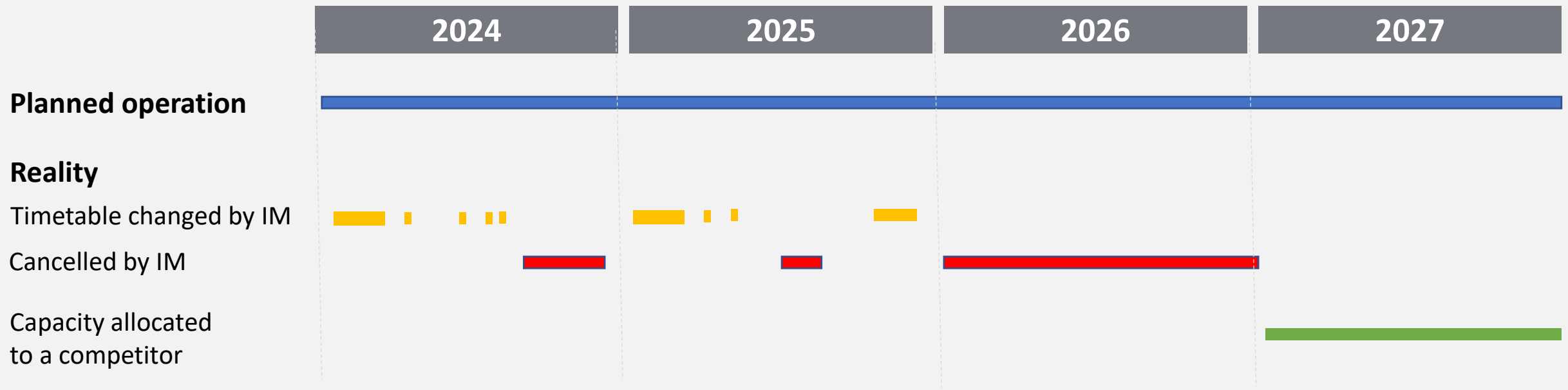
	1-2 months in advance
	4-5 months in advance
	6-11 months in advance





## Stability of the new service

- > Introduce a service costs more than just rolling stock (marketing, HR)
- > There is **no guarantee** that the product can be kept more years and have the planned quality/costs



**Unpredictable environment for open-access operation and investments?  
How to make bids for PSO contracts? How to manage the unpredictability?**

## Framework Agreements today \*

- > Regulation allows up to 5 years ahead of operation to **make multi-annual contract between RU and IM**, but...
  - > They are generally not offered by IM (except IT, DE?, SK?), usually with the argument of high bureaucracy
  - > They give certainty in path conflict rather than no capacity available from IMs
  - > Any **compensation** for destroying the business model can be **only on voluntary basis** by IMs (so not used)
  - > They are national, not international (origin to destination)

**The ongoing EU capacity law revision (Greening Transport Package) is our big**





**Thank you for attention**

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# Back-up



## What if the European law considers some new aspects?

- > IM-RU multi-annual capacity contracts must be offered universally throughout Europe
- > The contracts:
  - > From origin to destination (cross-border)
  - > Concludable on short notice (not overly bureaucratic)
  - > For periods as long as the duration of PSO/freight contracts and at least up to several years for open access
    - to ensure investment stability, business-customer predictability, and lower risk for bidders in PSO/freight tenders (thus lower price)
  - > Including motivating compensation mechanism if not respected

**DRAFT for the round-table open discussion**

