FORUM TRAIN EUROPE

Input to the Impact Assessment

Evidence for topics of:

- Rolling Planning
- Earlier ticket sales
- Need for tailor-made and flexibility in pre-planning
- Missing clarity on congestions

Version 1.1

Disclaimer: This document collects evidence from stakeholders of the FTE community, with data as recent as possible for the Impact Assessment. With process and data widely differing across Europe, data is compiled case-by-case instead of globally. As such it does not represent an officially endorsed document by FTE statutory bodies.

Contents:

Version	Responsible	Date	Description
0.1	Sebastian Carek Sebastian Naundorf	15.06.2022	The initial version created by the FTE office based on the data and documents collected from RUs and other stakeholders.
1.0	Sebastian Carek	22.06.2022	The finalised version for provision to the IA consultants (repealing Reg. 913/2010)
1.1	Sebastian Carek	02.08.2023	Removal of potentially sensitive information, preparation of the document for publication.

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1. Content of the document

This is the third independent document input to the EU impact assessment. The aim of this document is to provide evidence for:

- Rolling Planning
- Earlier ticket sales
- Need for tailor-made and flexibility in pre-planning
- Practical but not legal congestions

This report covers input from 19 FTE members, covering the networks coloured on the right. Simplification, editorial changes and where needed, explanatory comments were added, but otherwise, the input is given as provided, no further investigation or check was conducted.

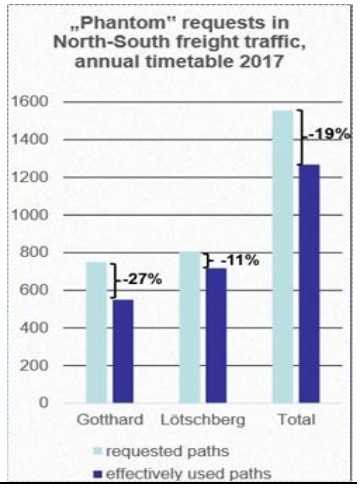
Within the tables in individual chapters the RU names are anonymised. Every three-digit-code (e.g. 2.1.1) reflects one RUs reply.

2. Rolling Planning

The TTR concept prescribes the introduction of a new capacity product called Rolling Planning. There are two characteristics of this product:

- Rolling Planning can be requested only between 4 and 1 month prior to the first running day. Part of the capacity is set aside and safeguarded for this purpose and cannot be requested in Annual Timetable.
- Rolling Planning requests can have multi-annual validity, the current TTR concepts set this up to 36 months.

The safeguarding aspect aims to tackle the problem of "phantom requests" in today's process, where especially freight RUs place their requests 8 months prior to the timetable change (X-8), although their customers have not provided them with the transport details or they have not won the particular contract. It has to be noted that the behaviour of the freight customer cannot be changed due to high competition with other means of transport. These "phantom" or "just in case" requests are afterwards coordinated by the IMs in the creation of the annual timetable. Once the transport details are known and or the contract is won/lost by the RU – these requests/paths are modified or cancelled. As the result, there is unnecessary workload on the side of the RUs and IMs, furthermore, the stable passenger and freight path requests are compromised with these "phantom requests" and thus, their allocated paths are sometimes more far from the original needs, than it would be necessary. It is important to underline why RUs are placing these "phantom requests".



Enclosed on the right is the statistics from TVS (CH Allocation Body) calculating the "phantom requests" in annual

timetable on two important line segments. Freight RUs in FTE estimate a potential market for Rolling Planning, trying to separate the multiannual and safeguarding aspect: There are needs for both, but not all freight RUs need both. Moreover, passenger RUs see diverging needs for Rolling Planning: some understand the need, but some would see it as problematic, namely, there is a fear that safeguarding capacity would limit the flexibility in timetable construction and adaptation. It might also be a challenge not to under/over estimate the Rolling Planning capacity.

Chapter 2.1 provides the input from the FTE freight members. They estimated, based on existing traffic, the share of their trains that would potentially use the Rolling Planning product, either because of the safeguarding aspect and or because of the multiannual aspect.
Chapter 2.2 is the overview of FTE passenger RUs answers, to the question if they see the market need for Rolling Planning on the passenger side as well.

2.1. Freight RU input overview

2.1.1	**Safeguarding aspect:** Ca. 40% (traffic that currently has no signed contract by X-8) **Multiannual aspect:** 99% of traffic for 1 year or less.
2.1.2	**Safeguarding aspect:** Almost 100% of traffic. **Multiannual aspect:** Currently, our customers wish to conclude the contracts for only 1 year, due to low reliability of paths. Our market research suggests that if this changes around 50% of traffic might be contracted for a period of 3 years.
2.1.3	**Safeguarding aspect:** Between 10-30%, depending on the corridor. **Multiannual aspect:** The most frequent duration is 1 year, a limited number of customer contracts between 3 and 5 years.
2.1.4	**Safeguarding aspect:** 95%. Already today 95% of traffic is contracted only few weeks/months prior to the start. **Multiannual aspect:** Most traffic contracted for 1 year, part of the market for 2 years. Above 2 years almost not. But 1-year contracts are often in two annual timetable periods.
2.1.5	**Safeguarding aspect:** Not possible to estimate. There is a wagonload network, which is used to accommodate the individual needs of customers. Besides, there is a certain market today that is requested in very short term (raw goods, pulpwood

	to/from ports), but it is unclear if the TTR Rolling Planning product with the latest deadline 1 month prior to the start would be suitable, especially, as this cargo might have delay shipping or be affected by TCR in the short term. Example: recently, we requested in ad hoc process one train 5x per week, since these paths have to respect TCRs and not be in conflict with all paths allocated in annual timetable, we received 62 timetable variants. **Multiannual aspect:** 80% of cargo we handle in wagonload is contracted for 3-5 years. For block-trains, the typical contract period is 3-10 years.
2.1.6	**Safeguarding aspect:** - **Multiannual aspect:** 74% of block trains exceed a single timetable period.
2.1.7	**Safeguarding aspect:** 25 % **Multiannual aspect:** 60% of trains exceed a single timetable period.
2.1.8	**Safeguarding aspect:** 50% **Multiannual aspect:** 70% of the traffic exceeds one annual timetable period.

2.2. Passenger RU input overview

2.2.1	**Safeguarding aspect:** Potentially for additional trains for special events and empty train runs. The Rolling Planning capacity shall not be limited to freight only, if a minor impact/late TCR occurs, the safeguarded capacity shall be open for re-routing of the passenger train.
2.2.2	No market need. The aspect of safeguarding, especially if multiannual, is perceived negatively, it can limit the IM to freely optimise the capacity on each section.
2.2.3	Rather no market need.
2.2.4	**Multiannual aspect:** Potential market need for the multiannual aspect. For instance for contracted PSO international trains and maybe some seasonal commercial night trains (e.g. to sea resorts).
2.2.5	No market need, the current ad hoc process is sufficient for passenger needs. Moreover, safeguarding of the capacity that is later not

	booked can negatively affect the passenger annual timetable planning.
2.2.6	No market need, the current ad hoc process is sufficient for passenger needs. The Rolling Planning request timeframe between 4 and 1 month is not attractive for regular passenger trains. Moreover, safeguarding of the capacity that is later not booked might be at the expense of known annual timetable passenger trains.
2.2.7	**Safeguarding aspect:** Potentially for empty train runs. Nevertheless, if Rolling Planning would reduce the "phantom requests" in the annual timetable, there might be a valid benefit.

3. Earlier Ticket Sales

The segment of long-distance, high-speed and night trains are in direct competition with bus and airline services. The critical competitive disadvantage of rail is late ticket sales. While bus operators open ticketing ca 5 months in advance, the airlines do it even 6-11 months in advance.

There are two reasons for late rail ticketing:

- **Too late annual timetable capacity allocation**: due to unharmonised deadlines and late TCR planning the allocation is done depending on the country from the end of August to November. The timetable change is on the second Saturday in December. Almost all RUs stated in their input that this is not satisfying the market needs.
- **Unstable TCR planning**: there is an extensive number of Late TCRs and changes in TCRs, the situation in Europe is found to be catastrophic.[1] Due to this fact, the RU has to decide if either:
    - Takes the commercial risk and opens the ticketing. If the timetable is changed later due to TCR, the RU suffers financially[2] and faces complaints from passengers. Note that in case of personal contact details not recorded when selling tickets, it is impossible to inform the passenger about the changed timetable – it sometimes happens that the passengers arrive to the departure station and the train already left earlier. Some passenger RUs reported that even in the online sales part of, passengers do not provide their real contact details to not be tracked.
    - Waits until the IM provides the final TCR timetable: which can be very late to provide a competitive ticketing opening.

FTE passenger RU members provide the current situation with the ticket opening below. In order to increase rail competitiveness to a sufficient level, the timetable for long-distance, high speed and night trains shall be stabilised by IMs the latest 5 months in advance.[3]

[1] See also FTEs "Input to the Impact Assessment: evidence of unsatisfactory TCR planning and the need for IM incentives" version 2.0, containing evidence of the critical problem in TCR planning that the market faces, and that causes shift to road and high level of dissatisfaction of passenger and freight customers.
[2] Regulation
[3] For more details, see FTE positions on TCR process: https://www.forumtraineurope.eu/services/ttr/fte-positions-on-ttr/

3.1. Start of ticketing in the new annual timetable

3.1.1	Second half of September.
3.1.2	Beginning of September.
3.1.3	Beginning of November.
3.1.4	For international trains: beginning of October, but it happens quite often that it is postponed due to late allocation to November. For national trains: beginning of November
3.1.5	Beginning of November.
3.1.6	Middle of October.
3.1.7	Beginning of November.
3.1.8	First week of October.
3.1.9	Middle of October.

3.2. Start of ticketing during the annual timetable period

3.2.1	For long-distance/night trains: 180 days in advance. The biggest challenge is the TCR periods, this problem occurs in the networks of all IMs where we run our trains. The selling period is often reduced to less than 30 days.
3.2.2	Usually 120 days in advance. For some days, the TCRs are not fixed even 120 days, so we wait until the TCR timetable is given. We would wish to open ticketing much earlier if the timetable is stable.
3.2.3	For international trains: 60 to 90 days in advance For national trains: 60 days in advance
3.2.4	For international trains: 60 days in advance, due to TCR planning. We would wish to open ticketing 180 days in advance. For national trains: 30 days in advance, due to TCR planning. We would wish to open ticketing at least 90 days in advance.
3.2.5	180 days in advance. But the final TCR timetable for some trains comes after the tickets are sold and there is the need to inform the passengers about the time-change / alternative connections.
3.2.6	60 days in advance. If the IM announces the TCR, sales are immediately blocked, until the timetable is received. It also happens that the IM announces a late TCR only few days prior to the departure, when a lot of tickets are already sold.
3.2.7	120 days in advance. When a TCR is announced, passengers are contacted via email or phone if possible.
3.2.8	180 days in advance. The goal is that the CER ticketing roadmap project allows the extension of the sales to 6-12 months in advance.

4. Need for tailor-made and flexibility in pre-planning

The IMs would like to introduce with the new TTR process a higher level of capacity standardisation and some new deadlines, for instance, X-24[4] for RUs to provide their capacity needs announcements. Although standardisation might lead to more optimal usage of capacity, in order to offer competitive services, it is necessary that:

1. Any capacity pre-construction is based on the internationally aligned market dialogue with RUs, otherwise, the standardised capacity will not be requested and or will not provide optimal and efficient timetable structures.
2. IMs allow also tailor-made requests since there are market segments that cannot use the standardised capacity products.
3. IMs take into consideration market developments and new realities that also happen after X-24 or after X-18[5].
4. IMs use the opportunity to partition capacity in bandwidths for Annual Timetable and Rolling Planning and allow for tailor-made requests (and potential coordination) within these bandwidths during the path request phase, as allowed within the TTR Process goals.

Below, you find some additional and detailed explanations provided by FTE RUs.

4.1. Freight RU input overview

4.1.1	<u>Tailor-made:</u> • On congested lines, we understand the need to compromise for standardised capacity. However, this standardised capacity must in any case, allow runs with standard TEN-T parameters: length 750m train, profile P400 and weight 2.500t. • On other lines, IMs shall allow construction of capacity to optimise costs (train driver change, loco change, alignment with optimal slots in terminals) <u>Flexibility:</u> • It is obvious that at X-24 we can only make a capacity assumption/estimation based on our / our customers' market experience. As the world constantly changes, there is a need for an iterative narrowing to the actual need. Freight RUs for many means of transport will not exactly know the details, until the path request. The direction of the multiannual path contracts can stabilise the situation. It could be of value to re-check at X-12 if the values of X-24 are still ok. However, also then, there might not be a clear picture of market behaviour available. Therefore, it needs to be defined with care how intensely we re-plan. There is a high risk for waste of planning-resources.
4.1.2	<u>Tailor-made:</u>

[4] 24 months prior to the timetable change.
[5] Envisaged capacity partitioning 18 months prior to the timetable change. Besides market changes, other “new realties” can include e.g. requirements from authorities to re-introduce border controls.

	• The speed lowering may occur to perform the prescribed braking percentage. Therefore, some regular traffic can run only with 80km/h. This has to be either reflected in the standardised capacity or allowed for a tailor-made timetable. • There might be ad hoc cases (especially military transport and extraordinary shipments with strict regulation) when tailor-made capacities are needed. <u>Flexibility:</u> • Our customers continuously have new demands for changing or new traffic (or cancellations). It is absolutely necessary, if we want to keep competitiveness to allow the update/modification of Capacity Needs Announcements after X-24.

4.1.3	<u>Tailor-made:</u>
	• The market asks for it – the market behaviour makes it necessary.
	• Each RU has different production concepts (different locations for loco changes, operational stops, and other loco types). Some standardisation might be possible on the main lines, but still:
	  ○ Capacity for heavier trains is needed as well.
	  ○ There is high inter- and intra-modal competition, the timetables shall reflect the wishes of the customers and particular turnaround possibilities.
	
	<u>Flexibility:</u>
	• Rail freight needs enough flexibility. If a new business is contracted, there must be a possibility to get it on the tracks. The freight competition also requires flexibility on a daily basis for ad hoc, and monthly basis for regular traffic.
	• Additionally, some unexpected incidents (such as COVID or the war in Ukraine) occur, which are not predictable at all, and these situations need adjustments. Logistic streams/routes are re-routed and logistic chains rebuilt and railways need to provide acceptable answers/solutions here too.

4.1.4	<u>Tailor-made:</u> • The rail is only a link in the chain for a much larger process that includes industrial manufacturing to the needs of the consumption market. The customers require a certain specific time for loading/unloading; unless the standardised capacity matches these times, it will be performed by road (absolutely against the green deal idea, society goals). The tailor-made is necessary to construct time-efficient and cost-effective timetables and to reduce the carbon dioxide emissions. • The opinion that freight is not in a hurry and can run off peaks belongs to a bygone era. <u>Flexibility:</u> Some subsidised market segments might be predictable. Nevertheless, the deadline X-24 cannot be the last one, if we do not reflect the new realities afterwards or even within the running timetable, railways will either not be

	the preferred mean of transport and or we endanger some of the working industries. Few examples: • In the forest industry, the ability to load pulpwood depends on the weather conditions, the first-mile transport selects the terminal based on local conditions, so nobody can predict where we will load the trains. • Some customers due to operational disruptions such as fire, broken manufacturing machines, strikes move the production between the factories – and this unpredictably changes the origins and destinations. • Much later than X-24, a new ship relation was introduced to one port. We have been asked to transport to various destinations 60 000 TEUs (850 trains). If the rail is not able – it goes to the road. Comment: The capacity standardisation seems to fit the needs of PSO passenger trains, but not our freight needs. We are also worried about the increasing supply of passenger PSO trains, they often carry only 20-100 passengers, but displace a freight train – this results in an additional 35-50 trucks on the roads. We underline that there are ecologically suitable alternatives for passenger transport of a lower load, while there are no such alternatives for freight.
4.1.5	Tailor-made: • For instance, specific needs in the TCR re-routing (expansion of length from 510m to 580m). We would ask for more tailor-made variants for re-routing to select the optimal resource one. Flexibility: The precondition of CNAs is TCR stability. We experience a very high amount of TCRs planned in short notice. We do not have an overview of the available capacity of infrastructure at X-24 to place stable CNAs. Unfortunately, stability is not ensured even in the annual timetable. The best strategy for RUs would be not to apply for the annual timetable at all, but only to report the fact that the transport will take place in the next 24 months or more (CNA - Capacity needs announcement). Until then, IMs should not close the infrastructure and select a contractor who will enter the construction site after this period. And that should be certain. Otherwise, RUs have serious problems with concluding contracts and with optimal resource planning.
4.1.6	Tailor-made: In general: everything that deviates from the standard length and weight of the train, and we have to comply also with the national law. • Heavy steel trains (special permission, only selected lines), • Chlorin trains can run only at night with 60km/h speed in NL, • Permission for rubbish-carrying trains is given only for one border point. Flexibility:

	• Change of the logistic streams (ship ends in different port) • New contracts and new concepts • Market tendencies – an unpredictable decrease in the production of some goods • Geo-economical-political changes (war, factory closure, nature disasters)

4.2. Passenger RU input overview

4.2.1	<u>Tailor-made:</u> • Night trains and some tourist trains <u>Flexibility:</u> • Unpredictable change in demand (pandemic, migration crisis) • Changes in PSO trains (new or late requests from PSO authorities) • Unexpected changes in the fleet (manufacturer tells RU that the new rolling stock will be late)
4.2.2	<u>Tailor-made:</u> • In general, there shall be sufficient capacity to allow such tailor-made cases. The optimisation must not lead to the situation when one RU would lose long-term capacity, which is needed and even booked. • We can imagine a tailor-made approach for some night train services, but in our opinion, it is not the main market need. <u>Flexibility:</u> In general, and theoretically, if all stakeholders involved will follow the rules, there should not be any reason. However, the current reality is: • The infrastructure in the central and east European regions is unpredictable. The IMs announce TCRs after the deadlines a lot of TCRs are not stable. The RUs are missing technical information about the available infrastructure on time, and once this is updated, it causes the need to adapt timetables. The current conditions cause that the IM can not predict (plan in a stable way) important investments which affects the capacity. • Life brings changes, so in case of any infrastructure limits (e.g. due to force majeure, accidents, damages etc.) or significant changes on the market (drop of demand, rise of demand, additional transportation needs) you need to have a process to adapt to such situations. • PSO authorities (majority of trains) change their requirements in shorter notice and repeatedly. The economic situation, and passenger demand development are stated as the reasons.
4.2.3	<u>Tailor-made:</u> • Deviations from basic hourly patterns should be possible in order to differentiate for varying market needs on a particular day.

	• Tailor-made solutions are absolutely necessary during the TCR periods. <u>Flexibility:</u> • We are designing new night train connections, and those were not properly foreseen in the optic of TTR deadlines like X-24. Thus there is need to allow new announcements after X-24 and give the possibility to update the first general announcements with more details.
4.2.4	<u>Tailor-made:</u> • Night trains, • Tourist trains, • Special trains like Venice-Orient Express, • Needs that deviate from the mainly used clock phase system (special international express trains) • Additional services at peak hours. <u>Flexibility:</u> The RUs only benefit from CNA if the CNA applications result in a binding obligation with regard to training path allocation. This is currently not the case.
4.2.5	<u>Tailor-made:</u> Standardised capacity might not match with the market requirements, block other segments and we might waste capacity. • Specific production requirements, such as early and late trains with different stopping patterns. <u>Flexibility:</u> • market-evolution should be taken into account, for instance, more touristic trains, pandemic impact, refugee trains due to war, and oil-price increase. • production-evolution (delays of deployment of coaches/engines, cost-optimisation in the production planning, quality-optimisation especially for punctuality and offer)

4.2.6	<u>Tailor-made:</u>
	• Standardised capacity does not guarantee the use of relevant technical or commercial train characteristics.
	  ○ Path performance not adequate due to different parameters of used for the standardised capacity
	  ○ IMs have no access to information about the production resources – thus cannot check if the standardised capacity suits. IMs role is not to decided on the RUs' commercial offer.
	  ○ The commercial offer will be worse for passengers: standardised stopping pattern
	  ○ Optimisation out of the clock-phase pattern can satisfy more train requests – not excluding the loser. Especially in the TCR period, the clock-phase pattern might not be optimal usage of capacity.
	• Standardised capacity does not make RU able to cover market variability

	○ For long-distance traffics, transport demand from passenger is not linear. It is designed around peak-periods in the day, in the week (intraweek variability) and in the year (seasonality). ○ Capacity being standardised, a catalogue path made without considering RU needs will not cover these marker needs. ○ We raise the issue that some IMs establish criteria for being considered in the standardised offer (minimum number of running days). This meant that RU needs were not eligible and not considered. The RU had a decreased quality during annual timetable: increased number of non-allocated days, increased number of running days with partial journey, increased number of running days with higher journey time, and so forth. ○ Being able to offer passenger services during market variability is one condition for growth of rail traffics, especially in countries where long distance traffics are key for the passenger rail market. <u>Flexibility:</u> • PSO authorities change their requirements in short notice (need to cut costs, more services). • Unpredictable changes in the market demand. E.g. COVID-19 changed totally the demand on Thursdays also in the potential post-covid phase. • Earlier/later delivery of new rolling stock: changing the path performance. • Unstable TCRs, earlier/later opening of new infrastructure. • Optimisation of timetables to allow connections between some trains.

5. Missing clarity on congestions

The European legislation defines the general rules for congestions and the congestion declaration. The law is interpreted and applied in a non-harmonised way nationally, as reported by IRG-rail.[6]

How often is congestion declared in different countries?

Country	2014	2015	2016	2017	2018	2019
Italy	0	0	0	0	0	314
Sweden	5	6	4	6	19	12
Romania	4	4	5	6	6	8
Norway	5	3	3	4	5	5
Netherlands	4	0	1	4	8	3
Lithuania	0	0	0	0	2	4
United Kingdom	2	2	2	2	2	2
Austria	1	1	1	1	1	1
Germany	1	1	1	1	1	0
Switzerland	1	0	0	2	0	1
Hungary	0	0	0	0	1	0
Poland	1	0	0	0	0	0
Spain	0	0	0	0	0	3
Slovenia	0	0	0	0	0	1
Estonia	0	0	0	0	0	0
North Macedonia	0	0	0	0	0	0
Czech Republic	0	0	0	0	0	0
Belgium	0	0	0	0	0	0
Slovakia	0	0	0	0	0	0
Croatia	0	0	0	0	0	0
Finland	0	0	0	0	0	0
Luxembourg	0	0	0	0	0	0
France	0	0	0	0	0	0
Latvia	0	0	0	0	0	0
Greece	0	0	0	0	0	0
Portugal	0	0	0	0	0	0

source: IRG-Rail

When we asked FTE members why the congestions are not declared, they stated these reasons:

- Some IMs are hesitant to declare the congestions, the declaration would mean for them the preparation of the capacity analysis and capacity enhancement plans (HR burden) and take the respective actions (HR burden, extra funding needed for enhancements).
- In many networks, RUs do not support the congestion declaration, because of the consequences for them. The congestions would result in the application of the priority rules, some train categories might benefit from this, but the capacity usage will be far from optimal, and many RUs completely displaced from timetables. This motivates mainly freight RUs, and some passenger operators to compromise or accept the given "low-quality" timetable. We also received an input stating that sometimes the IM guides the RU to request in a different way not to reach the state of congestion.

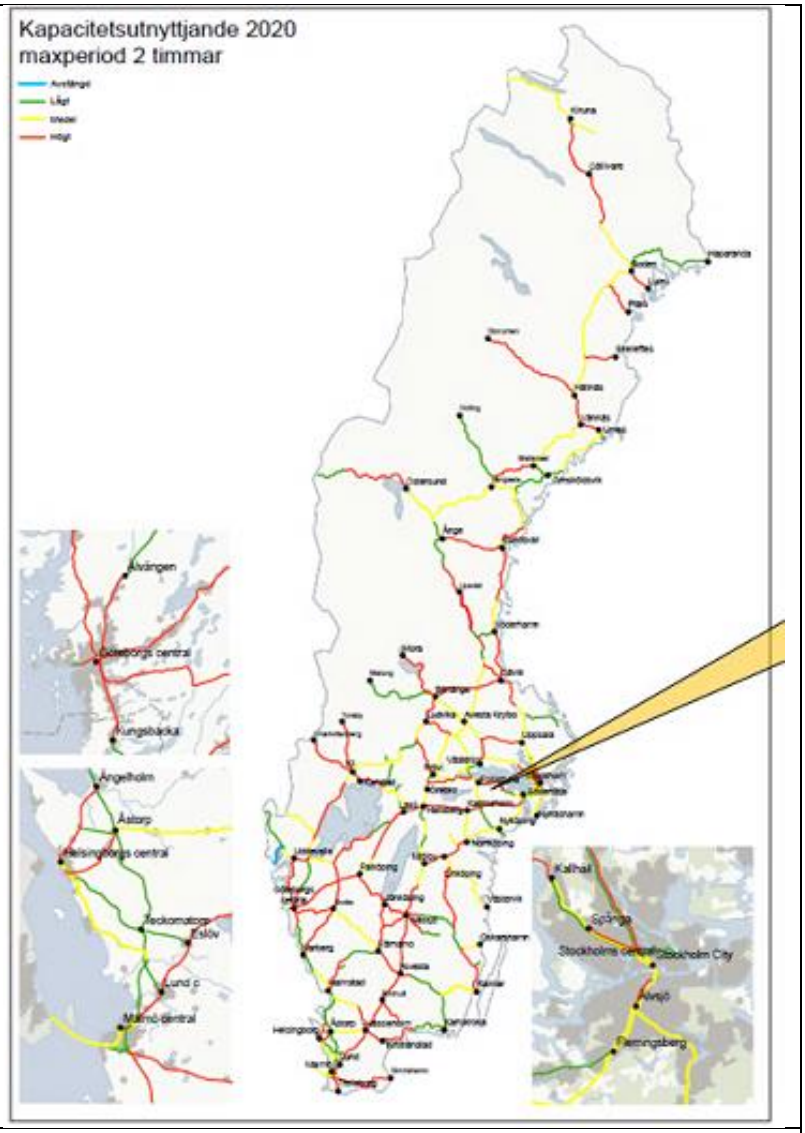
In general, there are many network sections with extremely high saturation that are practically congested (but not legally). Sometimes this is only temporary due to TCRs, but there are also sections where the lack of capacity is permanent and is often not tackled (at all, or in the long-term only). Examples are stated below, but there is no transparent European overview of the "practically congested" lines.

Location	Comment
5.1 North-south axis of Rhine-Alpine RFC	• There are little or no slots for extra trains • There are little or no slots for delayed trains (therefore higher cancellation number of trains)
5.2	• At peak-hours the line is totally overloaded

[6] IRG-Rail: A survey of congested infrastructure, priority criteria and capacity charges in Europe, 15 November 2019, WG Access.

Prague - Česká Třebová	• In the case of a TCR, it is necessary to re-route passenger trains and extend journey times to highly unattractive times for passengers. Sometimes it is necessary to combine more trains together to save some capacity. The freight trains are offered extremely long journey time and often parked during the day for several hours. • The declaration of the congestion would make it impossible to fulfil all the PSO authorities' requirements. The commercial passenger services will get timetables most likely not sufficiently cost-efficient to run them. Many freight trains will be displaced. • The solution to this undesirable situation is only possible with a new or higher-capacity infra-structure; any other solution (such as limiting the number of trains, especially of present ones with allocated capacity and which are planned to be operated in the similar pattern also further on) is unacceptable in terms of maintaining the competitiveness of rail transport services. In general, there should be ensured stability for actual train service offer.
5.3 Drinje-Koprivnica, Gyékényes-Koprivinca (2022-2024)	• Due to the high number of TCRs (often changed, late TCRs) the capacity of the border is now at 50-60% of the normal operation. Both passenger and freight traffic is affected. There is a lack of information from IMs about the permeability of the border, so freight RUs have to look for alternative re-routings themselves.
5.4 Wien Meidling - Mödling	• Congestion charges already been levied.
5.5 Wien Zentralverschiebebahnhof Kledering - Pandorf	• Morning peak-hours passenger operation only
5.6 DB Netz network	• General observation. The extensive number of TCRs gives very little residual capacity for growing passenger and freight demands. • Deutschlandtakt seems to be in danger due to announced budget cuts by the German Ministry of Digitalisation and Transport. • Freight traffic is already being shifted into partly less attractive time slots during the night. High extra costs currently arise due to TCR-triggered re-routings (higher costs for locos, drivers and especially traction energy) • One RU reported that the annual timetable path offer in the ultimate number of cases do not deviate more than 120 minutes.
5.7 Jesenice-Ljubljana-Koper	• Long single-track lines sections, the train length restrictions severely decrease the profitability of traffics
Curtici - Lökösházа	• Exceeding dwell times for trains (esp. RO-HU, entering the Schengen area) mainly due to border police checks (detect illegal immigration) at Curtici and Lökösházа. • Not sufficient border patrols to maximise the traffic flows.
5.8 Bratislava-Trnava	• Capacity at the limits, but no legal congestion
5.9 Małaszewicze - Brest	• Capacity is not sufficient to satisfy all needs. • The IM distributed the capacity to RUs based on their share from the past and usage. The contracted traffic had no priority and was not considered. This was not fulfilling the market

	needs and also not optimal, RUs could have optimised the path distribution only in mutual negation. • Some of the given paths were affected later with late TCRs.
5.10 Sweden	In the picture below, you can see the capacity utilisation in 2020 for a maximum period of 2 hours on the Swedish railway network. • Green = low saturation • Yellow = average saturation • Red = high saturation The small pictures specify the capacity around the three larger cities in Sweden, the Capital Stockholm (bottom right), Gothenburg (middle left) and Malmö (bottom left). As can be seen from the picture, during the two busiest hours (daytime), most of the railway network is almost congested. The capacity is consumed by the local PSO passenger traffic. The freight is mostly displaced to nights (especially when TCRs occur) Insufficient capacity for freight during the day has consequences: • Higher production cost (night). • Many people must work at night, which is not a fully healthy working condition. Moreover, it is difficult to recruit new staff. • Competitors on the road have 24/7 access to road • Very poor utilisation of locomotives and freight wagons which often stand still for most of the day • The average speed of freight transport by rail during timetable 2022 is 58 km / h in Sweden, despite the fact that most of these transports can and may be driven at 100 km/h . But since the timetables mostly end up during night-time, the transports stay at the marshalling yards for several hours and waits for the next slot.

	
5.11 Amsterdam-Deventer-Bad Bentheim- Hannover Hbf	• No congestion was declared, although more conflicts in the annual timetable appeared. • A compromise was reached by the involved RUs, but this deviates from the wished timetable.
5.12 Belgium (several lines)	• Infrabel avoids the declaration of congestions and contacts RUs to find an alternative solution with a different timetable. • Positive: one RU reported that in last 6 years, except periods with major impact TCRs, there was never a situation when Infrabel not provided a path offer. • Negative: one RU reported that the high level of saturation leaves no capacity available for ad hoc requests.
5.13 Lausanne – Geneva, Access to CEG (centre d'entretien Genève), Oberwinterthur maintenance facility	• Due to the high level of saturation, it is often difficult to make some train runs in ad hoc.