

# Rolling Planning Requirements

## Market View

Applicants and Railway Undertakings (hereafter “RUs”) consider the “Rolling Planning” product as the fundamental element of TTR and the Capacity Regulation. By overcoming the legacy of annual timetabling, a unique product is to serve a concrete demand, once it emerges. Rolling Planning has great potential to bring innovation and flexibility to the capacity management. This potential shall not be wasted or hindered by inconsistent provisions, interpretations, or diverging implementation. Below RUs set out the key requirements on the Rolling Planning product and process, which will ensure customer-oriented, benefit-bringing results.

### RUs place one single request for capacity:

- At any time, including when the first train is scheduled in less than month.
- From origin to destination, including tailor-made stretches, also on infrastructure that is not pre-planned, and including service facilities.
- For a period up to 36 months, without any limitation.

### IMs respond to the requests:

- max. 5 days for ad-hoc running days within one month.
- With internationally harmonised offers from origin to destination, aligned with service facilities.
- For the current and or upcoming timetable period with a path
- For consecutive timetable periods with capacity that does not deviate by more than 30 minutes for passenger and freight RUs at commercial/production stops, where the path, allocated in the first timetable period, must be considered as anchor point and
  - any kind of deviation above 30 mins (for instance, due to Temporary Capacity Restriction) must be aligned with the applicants,
  - conversion of capacity into path shall be done 5 to 2,5 months prior to the start of new working timetable.

### The process shall:

- Include the integrated development of strategic planning documents with essential service facilities and interested RUs.
- Produce internationally harmonised strategic planning documents, for instance pre-planned Rolling Planning capacities that match across borders.
- Allow RUs to perform feasibility checks for potential train concepts at any time.
- Support proactive RU–IM communication about changes throughout the allocated capacity lifecycle, including consultation and coordination.
- Be customer-orientated, avoid patchwork solutions and be reasonable digitalised.
- Include fair and reasonable “Commercial Conditions” for both IMs and RUs

We are convinced that following these requirements will help improve the competitiveness of the rail sector and reflect the needs of RUs and their customers.

Requirement	Reasoning
Single request any time, even if the first train is under 1 month	Freight customers sometimes want to start the service in days or weeks. Rail shall not bind itself to 1-month latest deadline to apply, when trucks can be ordered as fast as a few hours.
Provide a quality ensured safeguarded capacity for a sufficient extent aligned to traffic-mix and requirements of the market	Without international harmonised and good quality of the capacity, RUs might not use Rolling Planning at all.
Single request for a period up to 36 months	RUs want a simple single request method. Today it is a patchwork of several requests via multiple IT systems at different points in time, and the burden of workload and coordination is on RUs. A customer-oriented approach is, when RUs do not care whether the capacity is provided via ad hoc, rolling planning, or a framework agreement.
Request/allocation from origin to destination, including tailor-made stretches, even on infrastructure which is not pre-planned	Freight customers want transport from point A to B. They are not interested in solutions where RUs can only get close to A or B. Rolling Planning shall not be limited only to pre-planned capacity products or parts of the network and shall not be a patchwork of requests for pre-planned and non-preplanned stretches.
Integrating service facilities	Rail path is not enough for carriage by rail; activities such as (un)loading, stops, and parking are essential for the execution and costs. Integration of service IMs' facilities and reasonable integration of private facilities must be ensured.
IMs' response in 5 days for running days in less than 1 month	RUs need more competitive response times from IMs, to get closer to road-transport companies, which give customers answers in hours or a day.
IMs response for the running and or upcoming timetable period with a path.	Freight RUs need certainty in the form of a train path. Exact timetable details are needed for production planning. It would be a higher level of unpredictability than today, if IMs have the mandate to change routes, stopping and travel times.
For Consecutive timetable periods with capacity that does not deviate by more than 30 minutes at commercial/production stops with the path allocated in the first Timetable period. Deviations above 30 minutes must be aligned between IMs/RUs.	The future is not fully predictable, nor for IMs, nor for RUs, certain flexibility is to the benefit of the system. However, too benevolent deviation option for the IMs, might cause the train run is no longer possible according to the customer's wish and with envisaged costs. A deviation of more than 30 minutes for freight could make the matching slot in a terminal/port unusable. Customer consultation must be ensured.
RU conversion of the capacity to a path 5 to 2 months prior to the start of the new working timetable	Exact timetable details are needed for production planning, and the certainty gives only the train path. Nevertheless, the conversion from "capacity specifications" to "path" shall not happen too early (under the annual timetable allocation process) when the exact customer needs are not defined.
Feasibility check possibility for RUs of the concept at any time	Customers can approach RUs any time. RUs need a good service provider in IMs, who is able to check their train path concept at any time and with a competitive response time.
Integrated development of strategic planning documents with essential service facilities and interested RUs	Strategic planning documents create binding rules for RUs on how they can operate the trains. Thus, it is absolutely essential that RUs and relevant service facilities are actively involved, and their needs seriously considered in the IMs' planning.
Internationally harmonised strategic planning documents as for instance pre-	A customer-orientated approach is not a patchwork of requests for rolling planning and non-rolling planning stretches. The rolling planning capacity shall be

planned Rolling Planning capacities that match over borders.	internationally harmonised over the border and planned until the next node where matching capacity is available.
Proactive RU/IM communication through the whole allocated capacity life cycle	Active communication is absolutely necessary to ensure market-bearable solutions and early involvement to any kind of changes.
Reasonable "Commercial Conditions" for both IMs and RUs	Capacity commitments shall be kept. The commercial conditions shall be reciprocal, but not equal, while IM is able to resell the capacity to other applicants, the damage for the RUs not able to fulfil the customer-contracts has more serious economic and reputational consequences.