

# TTR from the perspective of Railway Undertakings

IRG-Rail Forum 2021 “TTR in practice – from capacity demand  
to train operation”

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# Why RUs ask for a change?

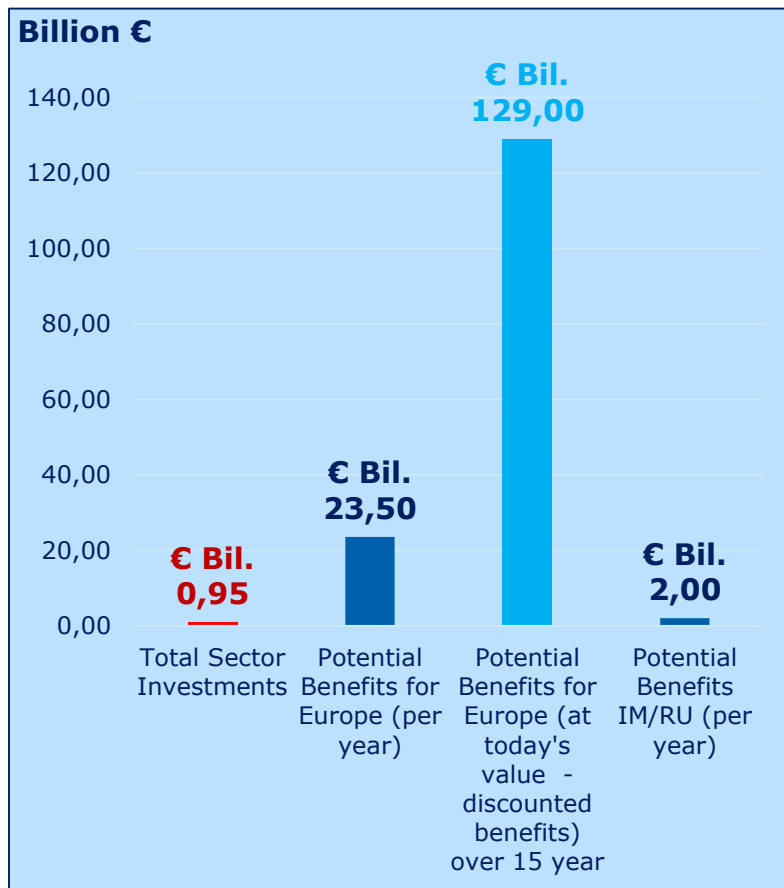
- 1. scarcity of capacity** => need for more capacity in the future => building new infrastructure is long-term and costly
- 2. capacity processes are not harmonised** across the EU ⇔ most freight traffic is cross-border
- 3. current "one size fit all" capacity management system doesn't fit different market needs:**
  - **passenger operators cannot book capacity sufficiently early** for passengers to book ahead ⇔ flights can be booked up to a year ahead
  - **freight operators cannot respond to customers' short-notice demands** as there is no good capacity left available ⇔ not an issue for road transport (& freight RUs book capacity they later might not use)
- 4. in practise not possible to safeguard capacity for several years** (FAs offer only a very early booking before the ATT process + IMs don't offer FAs due to high administrative burden)
- 5. late & unharmonized planning of capacity restrictions** (construction works) => undermined competitiveness of rail

# Why RUs support TTR?

- was originally **envisioned by RUs** (FTE)
- **better addresses market needs of rail sector:**
  - good quality capacity can be reserved short-term (👍 for freight)
  - capacity can be reserved much earlier (👍 for passenger traffic)
- **supports cross-border traffic:**
  - capacity allocation & timetabling harmonized all over Europe
  - cross-border harmonization & long-term planning of construction works
- provides **better usage of existing capacity** (a solution for densely used, congested networks)
- offers **multiannual capacity commitments** for traffic with long and short lead times
- further supports sector's **contribution to EGD**

# Why RUs support TTR?

## Very positive Cost Benefit



- 15-Year discounted benefits (at today's €-value): €bil129
- Investment Return = 346 times the investment
- Positive cash flow as from 2025

# What are the EU legal issues?

- it is unclear whether TTR is in line with provisions of Directive 2012/34
- it is **possible to interpret Directive 2012/34 as allowing to accommodate TTR** (with some 'lower level' changes necessary, e.g. Annex VII)
- some legal experts follow narrow interpretation of Directive 2012/34, i.e. TTR cannot be accommodated => revision is necessary
- **revision of Directive would delay envisaged roll out of TTR (Dec 2024) by many years**
- it is important to find pragmatic solution
- + regulation of TTR on 'lower level' would ensure **necessary flexibility** for later process adjustments

# What RUs want to stress?

improvements of capacity management are **urgently needed** for competitiveness & modal shift

important to **overcome national thinking** and ensure cross-border harmonisation

assistance and **support of regulators** on all above points is a key

**pragmatic solutions** to legal issues need to be supported

**sufficient flexibility** to adjust details of the process after its implementation need to be ensured

# For further information:

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