



**Union Internationale des Sociétés  
de Transport Combiné Rail-Route**

# Train Path Allocation in a Liberalised Market

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*2nd version*



# Directive 2001/14

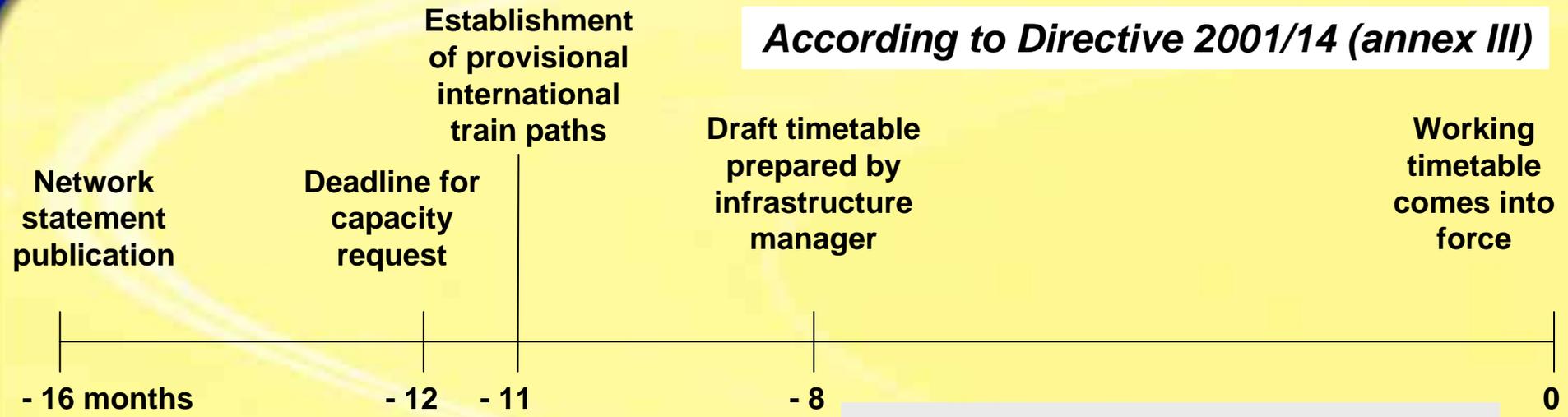
**on the allocation of railway infrastructure capacity  
the levying of charges for the use of railway infrastructure  
and safety certification (26/02/2001)**

- Train path allocation, charging principles**
- Obligations of the infrastructure managers  
(performance regime)**
- Obligations of the applicants**



# International time tabling

**According to Directive 2001/14 (annex III)**



## ***RailNetEurope process today***



- Regular time table processes
  - X-13: discussion between RU
  - X-11 to x-8: IM and RU - studies
  - X-8 ordering
  - X-8 to x-6: construction
  - X-6 to x-5: fine tuning
  - X-5: allocation
  - X-5 to x+12: allocation in free capacity
- Ad-hoc requests during the year



# Appreciation by customers

## Long term path requests

- Faster than directive requires, but still too slow for customers**

## Medium term paths requests

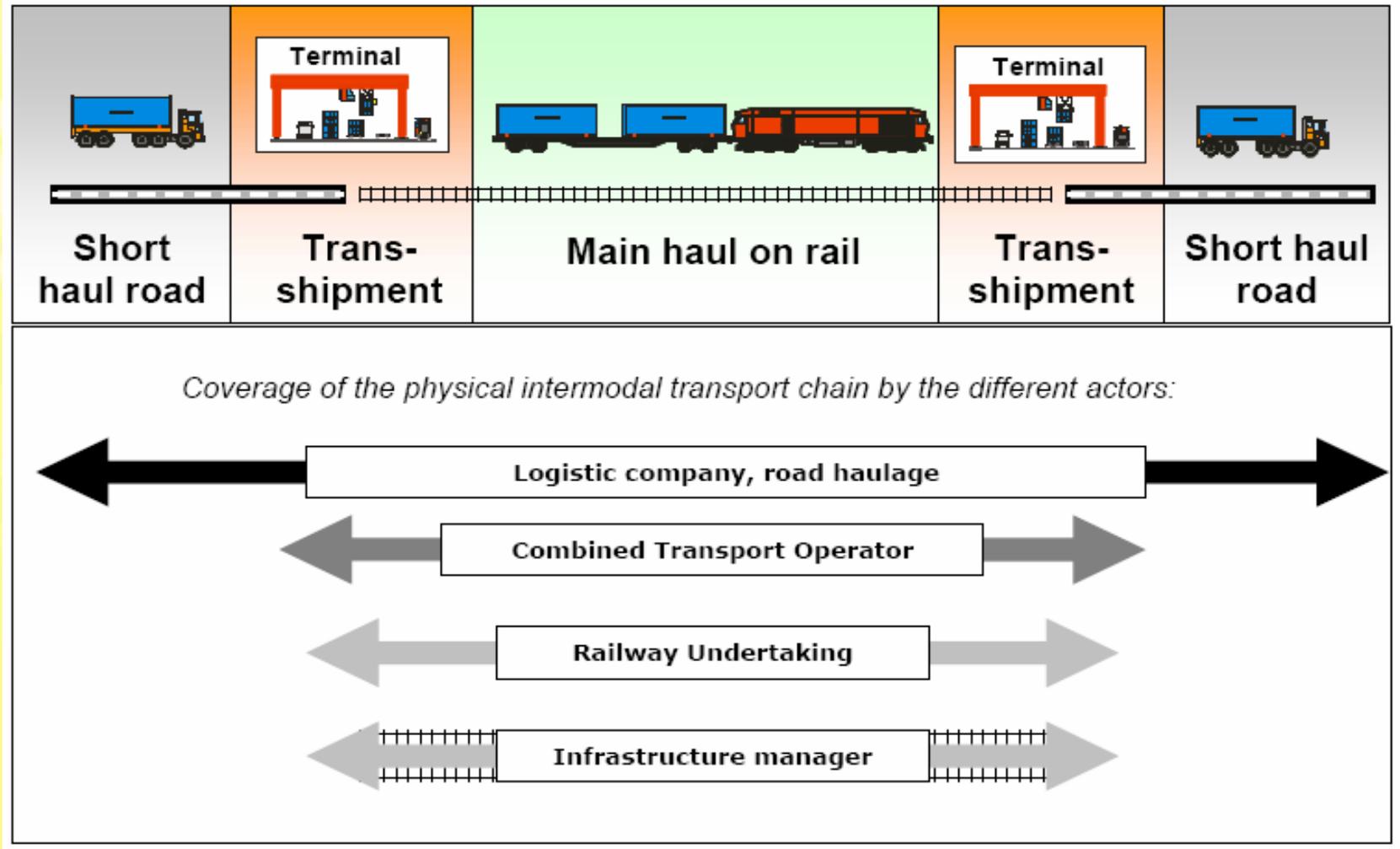
- Rapid solution: catalogue train paths**

## Short term paths requests

- More flexibility in operations needed**



# The actors and their roles



**The CT operator is the commercially responsible partner ordering a train.**



**“Applicants may apply to the infrastructure manager to request infrastructure capacities against a charge”**

**“Applicant” means (article 2)**

- **Railway undertakings (or grouping of RU)**
- **Legal entities with**
  - **public service**
  - **commercial interest as shippers, freight forwarders and combined transport operators**



**Liberalisation will only become a reality if the commercially responsible (CT-operator) is free to change the service provider (railway undertaking)**

- Direct reservation of new train paths**
- Disposal of existing train paths**



# Proposal of UIRR: Register

## Register to be maintained by infrastructure managers with:

1. Railway Undertaking who has booked the path
2. Ownership: commercially responsible for whom the path was booked

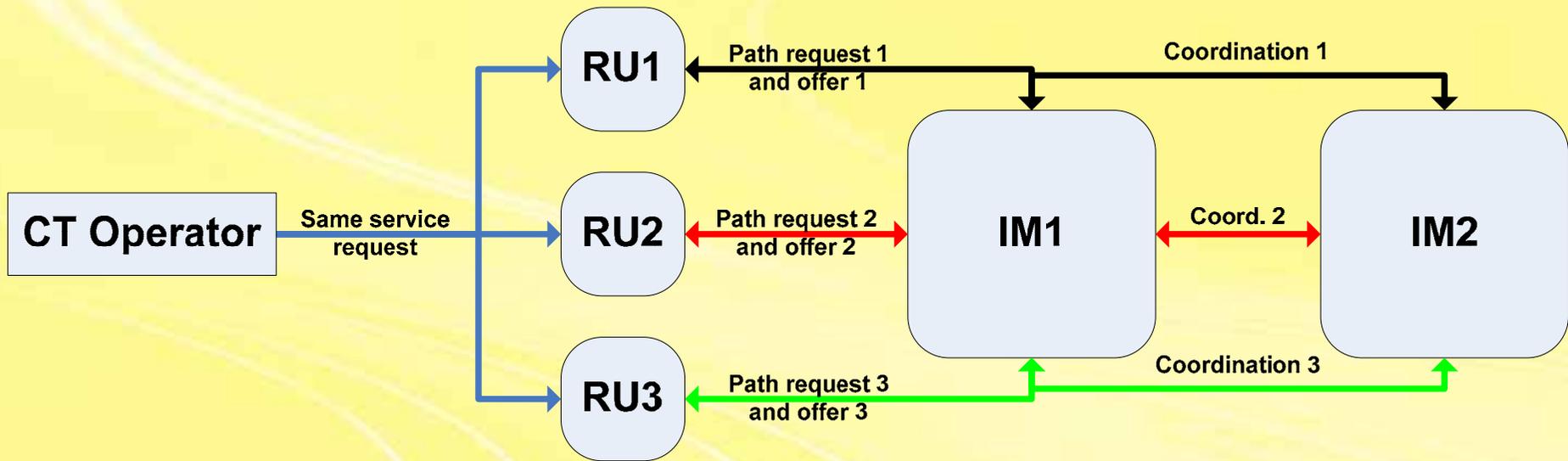
## Advantages

- If the owner changes the RU, he may still keep the train path (*This is no secondary path trade.*)
- No multiple requests for the same path (*Current system is inefficient when operators ask several RU's for an offer and IM's will receive several path requests.*)



# Current process for path request RU/IM

## Path request: current situation

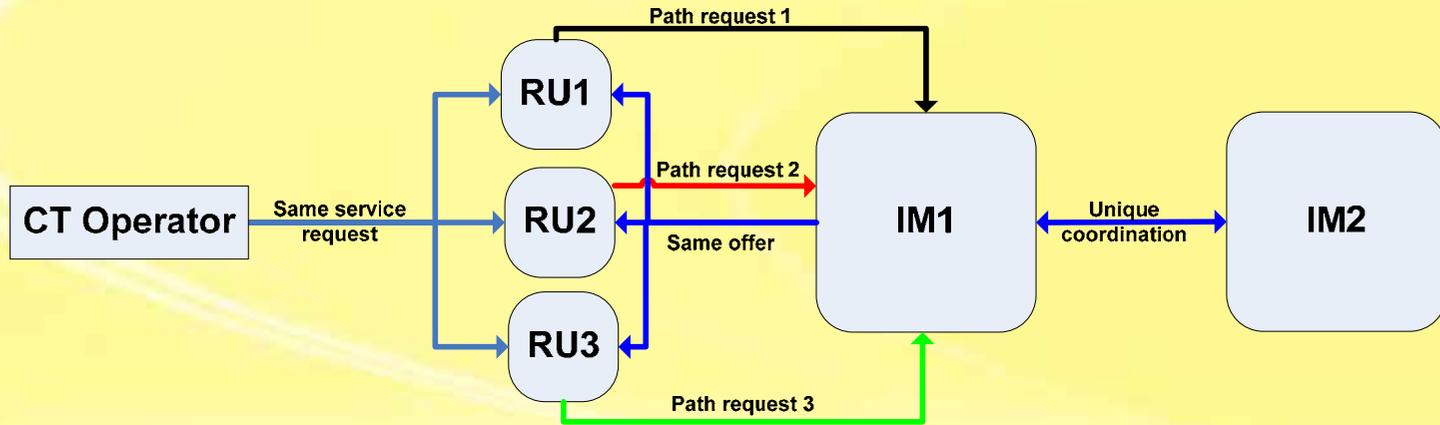


**Inefficient: demand for one train leads to multiple path requests**



# Path request: proposed future situation

## Path request: register



## Path request: applicant

