

# Preparing for the role of network coordinator

RailNetEurope

20 NOVEMBER 2025



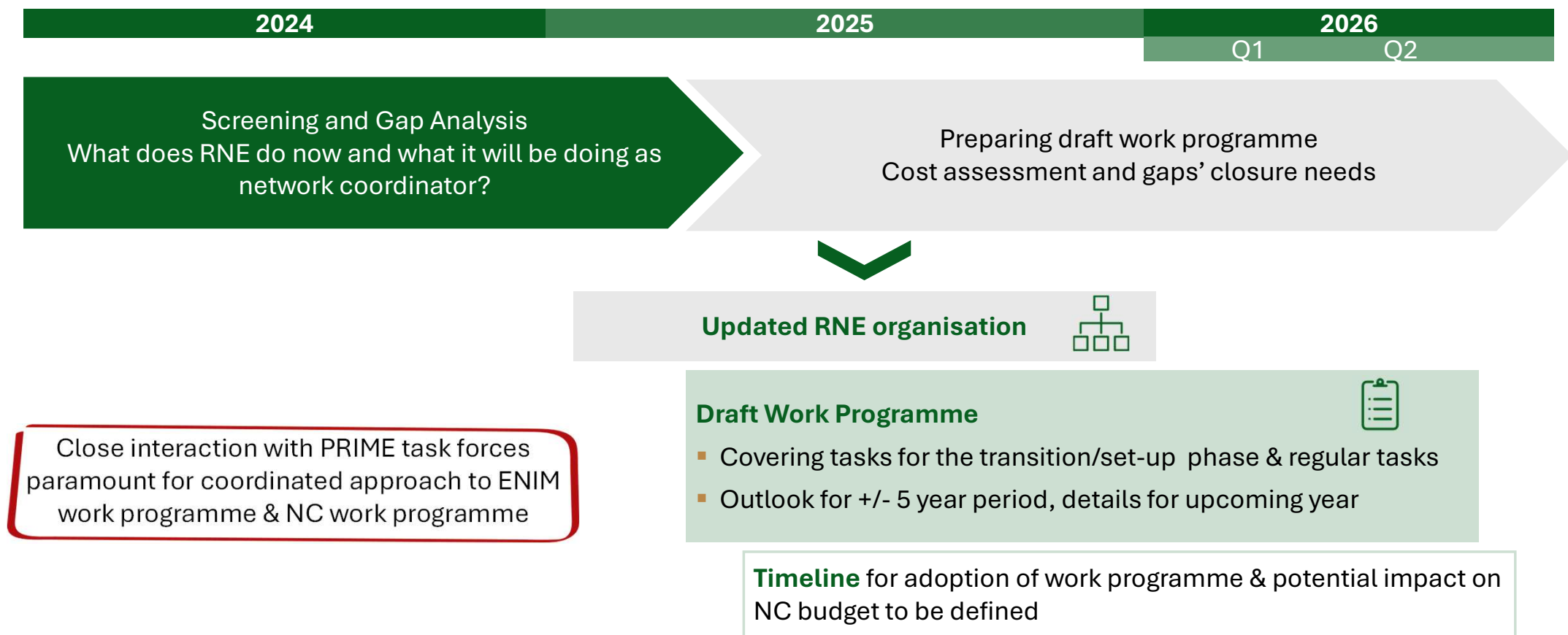
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# Preparing for network coordinator tasks

## – towards an annual work programme



# Preparing for network coordinator tasks – towards an annual work programme



# Preparing decisions of ENIM

## - in efficient structures & processes

### Objectives

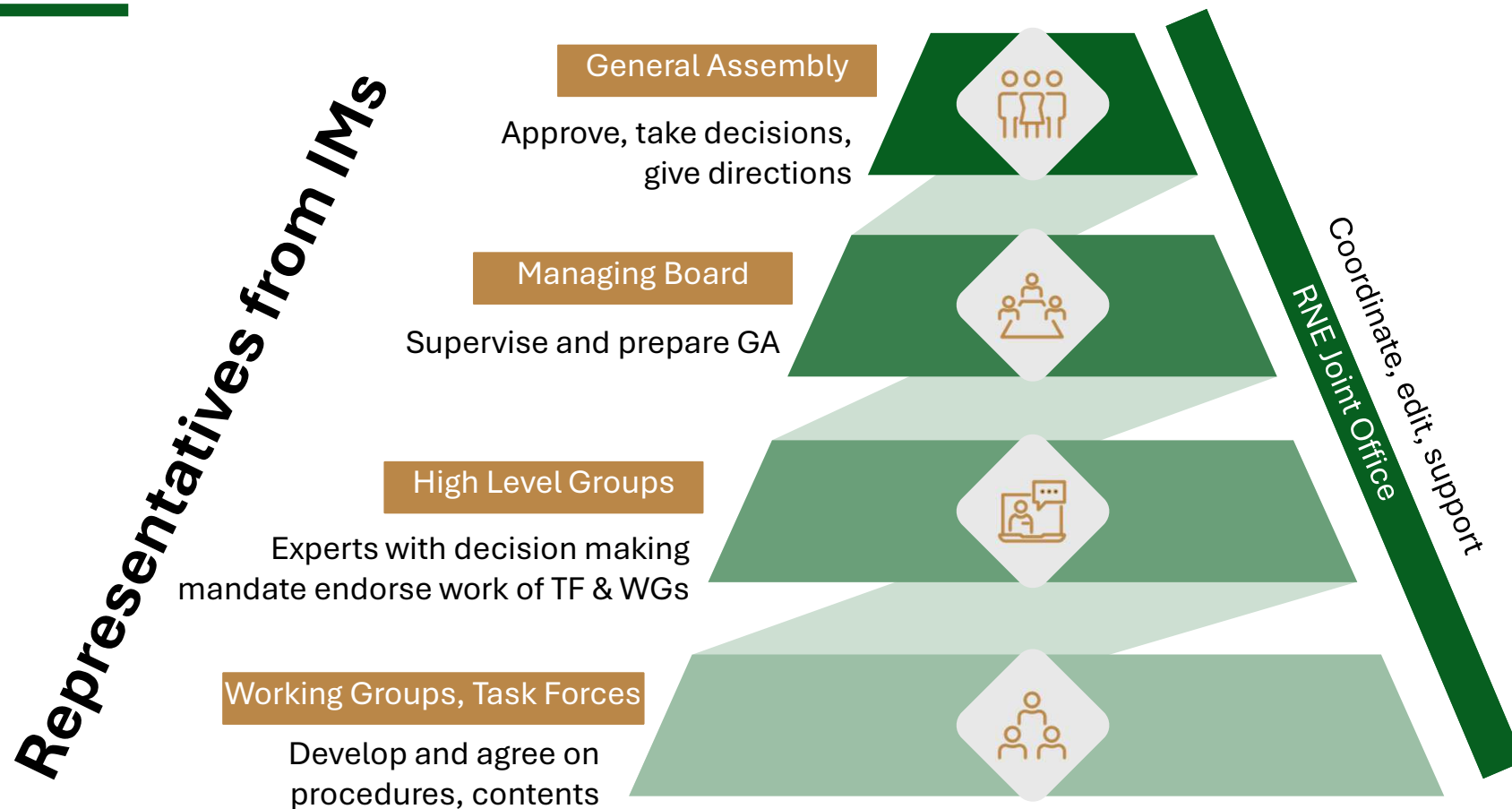
- involving IMs at different levels within RNE
- ensuring interaction with stakeholders (consultation, coordination)
- providing results within timelines defined by Regulation



### Preconditions

- Clear definition of responsibilities of different RNE Groups and Boards
- Complementarity of activities -> requires very good IM internal alignment & appropriate involvement in RNE Groups/Boards
- Efficient stakeholder involvement process – “Capacity Regulation Advisory Board” as starting point
- Reducing lead times to obtain final “green light” within RNE structures

# Current Working structure and decision making in RNE





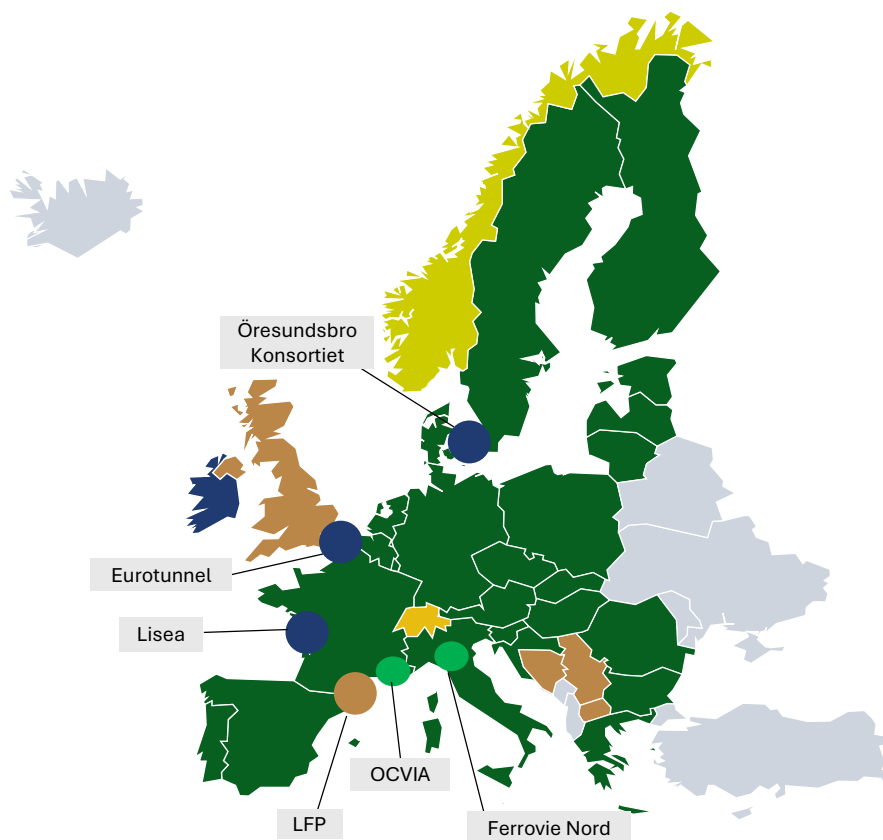
# Membership in RNE/Network Coordinator

## Colour codes

- RNE & PRIME Members today, ENIM Members under draft Regulation
- RNE & PRIME Member today, ENIM Membership likely due to EEA
- RNE & PRIME Member today, ENIM Membership possible subject to Agreement with EU & implementation of Regulation
- Current PRIME & future ENIM Members, not in RNE
- Current RNE Members, not in PRIME
  - UK (NR, HS1) not to become ENIM Member
  - LFP to become ENIM Member
  - South East European countries eligible for ENIM Membership upon implementation of the Regulation & Agreement with EU
- Future ENIM Members neither in PRIME nor RNE today

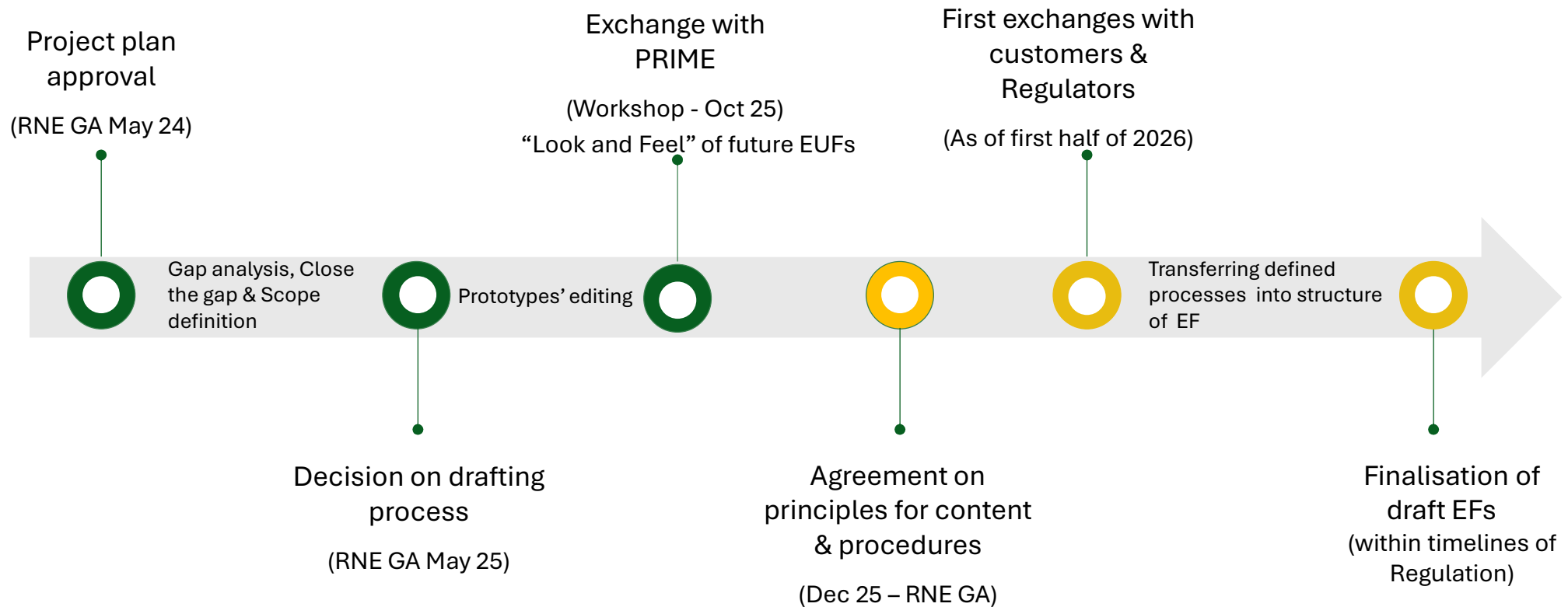
## Envisaged approach

- Maintaining rather **inclusive approach for RNE Membership**
  - RNE Membership can be broader than ENIM Membership
  - For NC activities: possibility for non-ENIM Members to participate in work at RNE Groups; involvement in decision-making to be defined

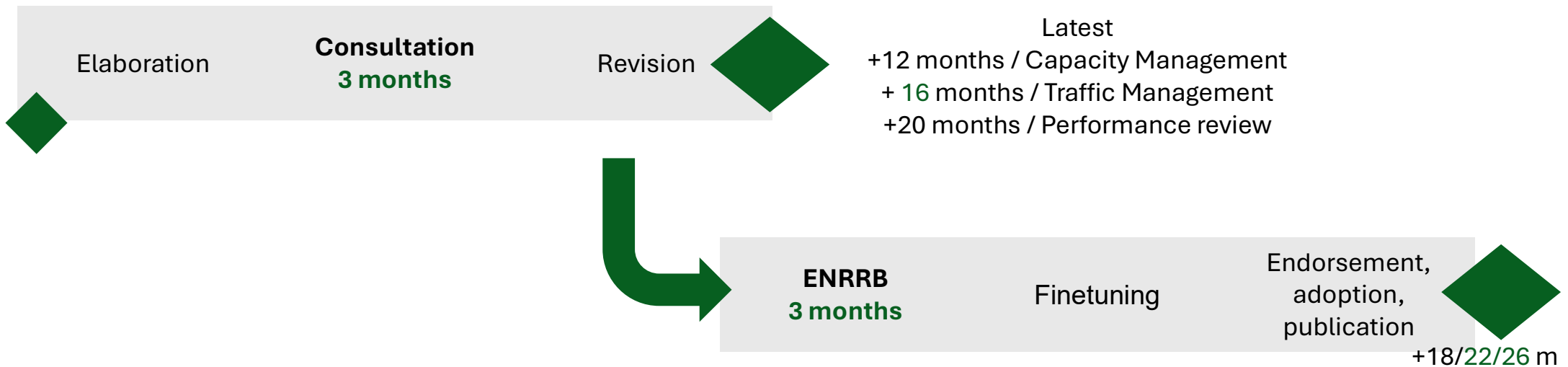


# Preparing European Frameworks (EFs)

## – RNE project timeline



# Adoption Timeline for EFs



- ENIM shall send a **draft to ENRRB** within 12 / 16 / 20 months from entry into force
- **The final adoption deadline is within 18 months (Capacity Management), 22 months (Traffic Management) and 26 months (Performance Review) respectively**
- The Regulation **fixes** the **duration** of 2 of the steps: **consultation of stakeholders** and check by **ENRRB**, both **3 months**



# EF Contents - same start, different paths

The first part of the Table of Content will be the same for all EFs:

0	Executive Summary
1	Purpose and blueprint
1.1	Background of the Framework
1.2	Legal Basis
1.3	Scope of the document
1.4	Intended Audience and Practical Use
1.5	Relationship to Existing Instruments
1.6	Implementation at national level
1.7	Structure and Navigation of this Document
1.8	Adoption and updating process
2	Glossary and abbreviations

**First draft**

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**First draft**

The further structure of the documents will be different:



## Capacity Management: process-oriented

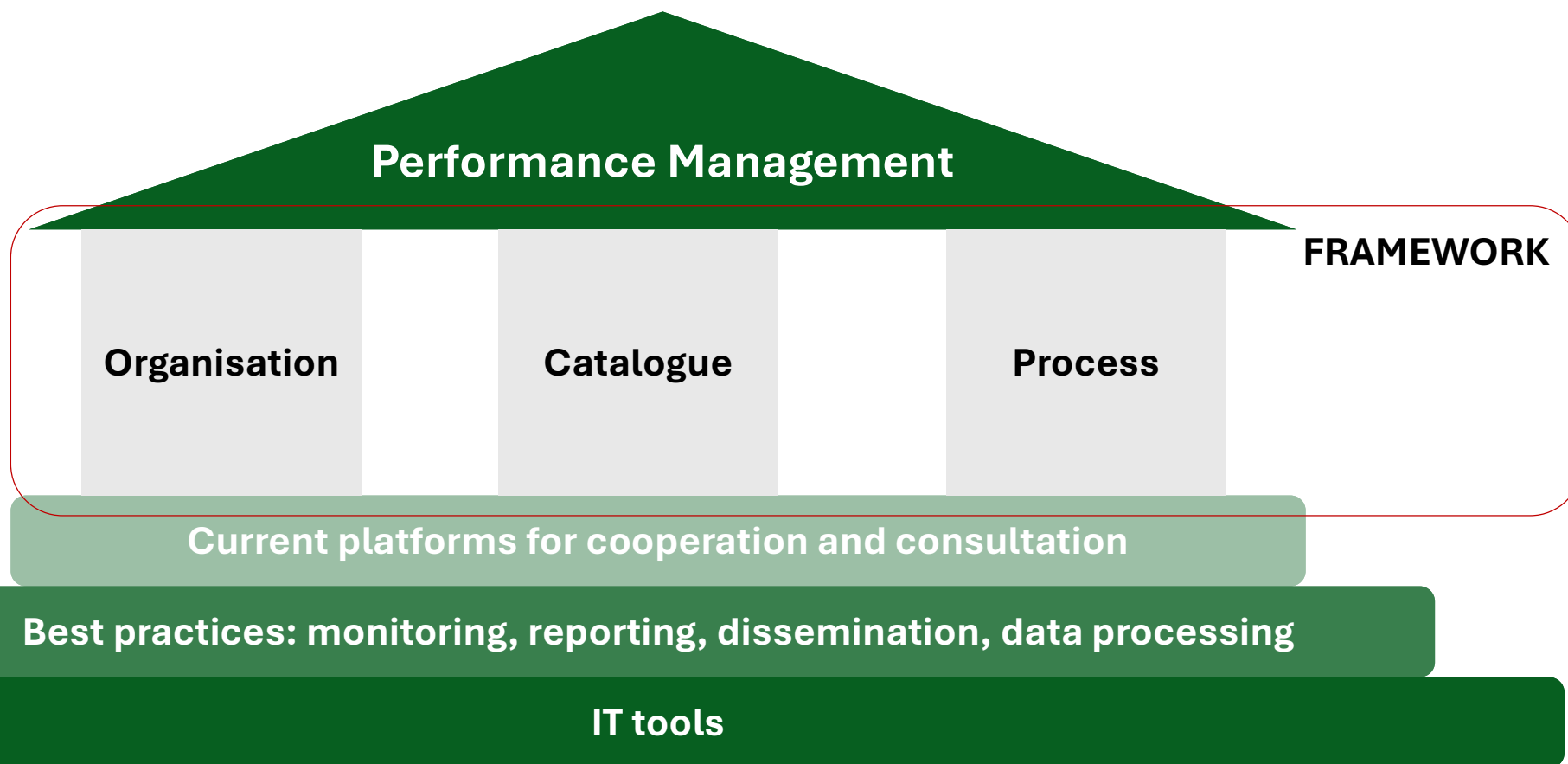
Describes the capacity management process phase by phase  
(strategic planning, allocation & scheduling, changes)



## Traffic Management: situation-oriented

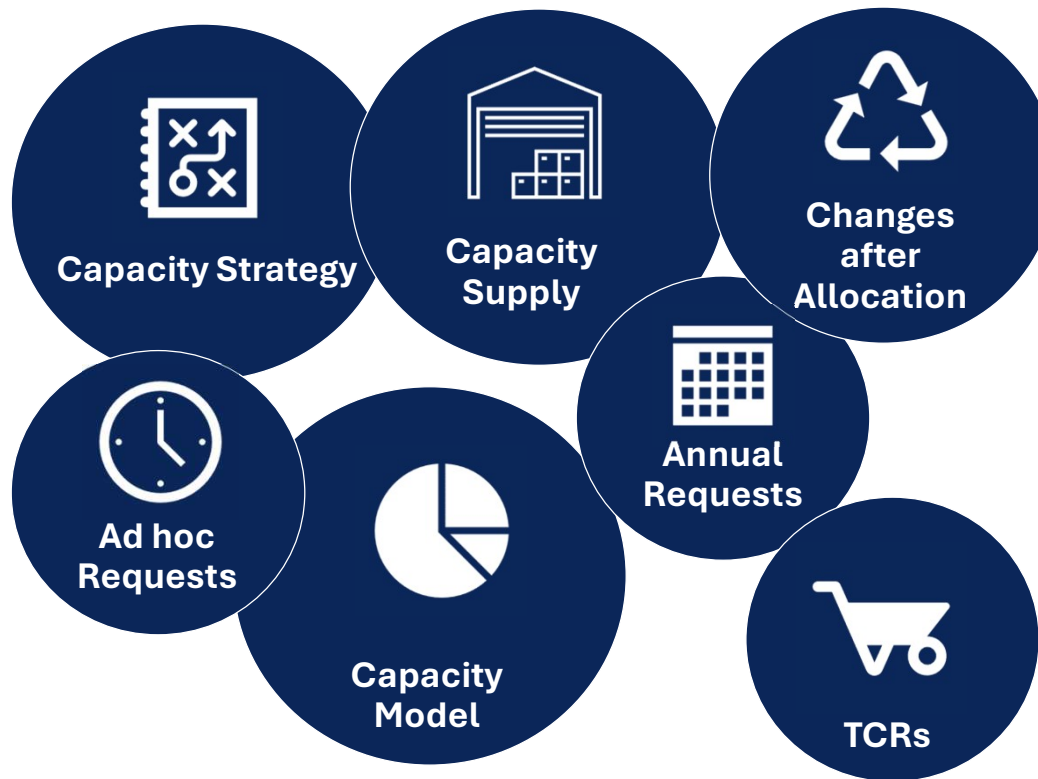
Describes traffic management procedures according to the situation  
(normal, disrupted, crisis)

# Pillars for the Performance Review



# EF Capacity Management areas

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Covered with existing Handbooks

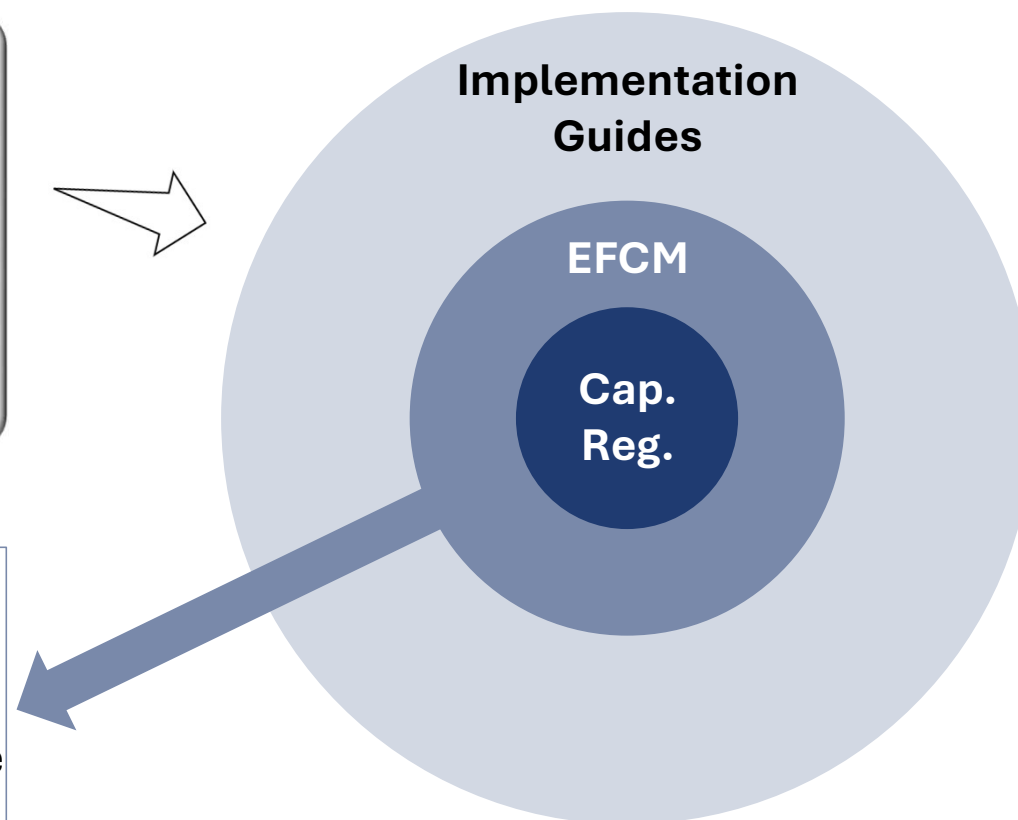
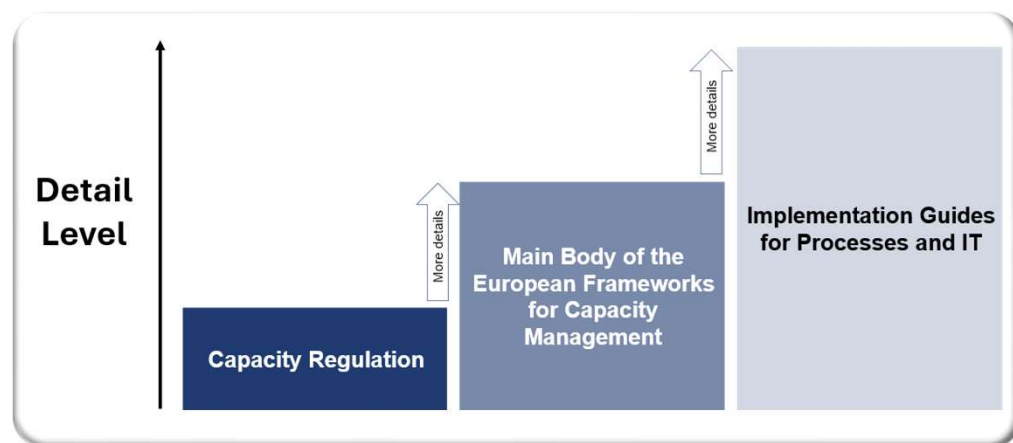
# EF Capacity Management areas



Covered with existing Handbooks

New areas without Handbook

# EF CM as Rulebook: Looking for a reasonable extent



- General consent on scope: should remain manageable to enable the Capacity Regulation (no extra features in first round)
- No consent: What and how much is manageable & acceptable?



# Few Large Scale Issues & Many Small Scale Issues in CM

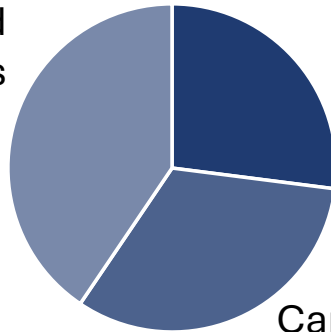
High effort to implement

BUT ALSO

Limited impact on overall implementation (no dependencies) and mostly known in advance

Involvement of  
Service Facility  
Operators and  
Terminals

Application of Socio-  
Economic Criteria



Capacity  
Enhancement Plans

# Few Large Scale Issues & Many Small Scale Issues in CM

**High effort to implement**

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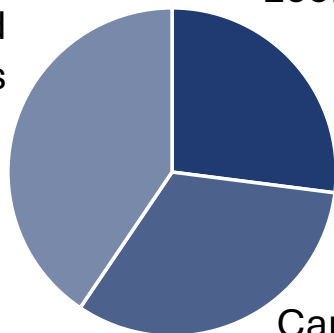
**Medium effort for largely agreed solution for each item**

**BUT**

**High number amounts to high impact – often blocked by few IMs – pop up during work on details**

Involvement of  
Service Facility  
Operators and  
Terminals

Application of Socio-  
Economic Criteria



Capacity  
Enhancement Plans

Provision of Rolling  
Planning capacity

Timeline for Capacity  
Needs Announcements

Deadline for Capacity  
Supply Plans

Conversion of capacity  
specifications

Alteration of paths  
due to TCRs

Frozen zones  
after draft offer

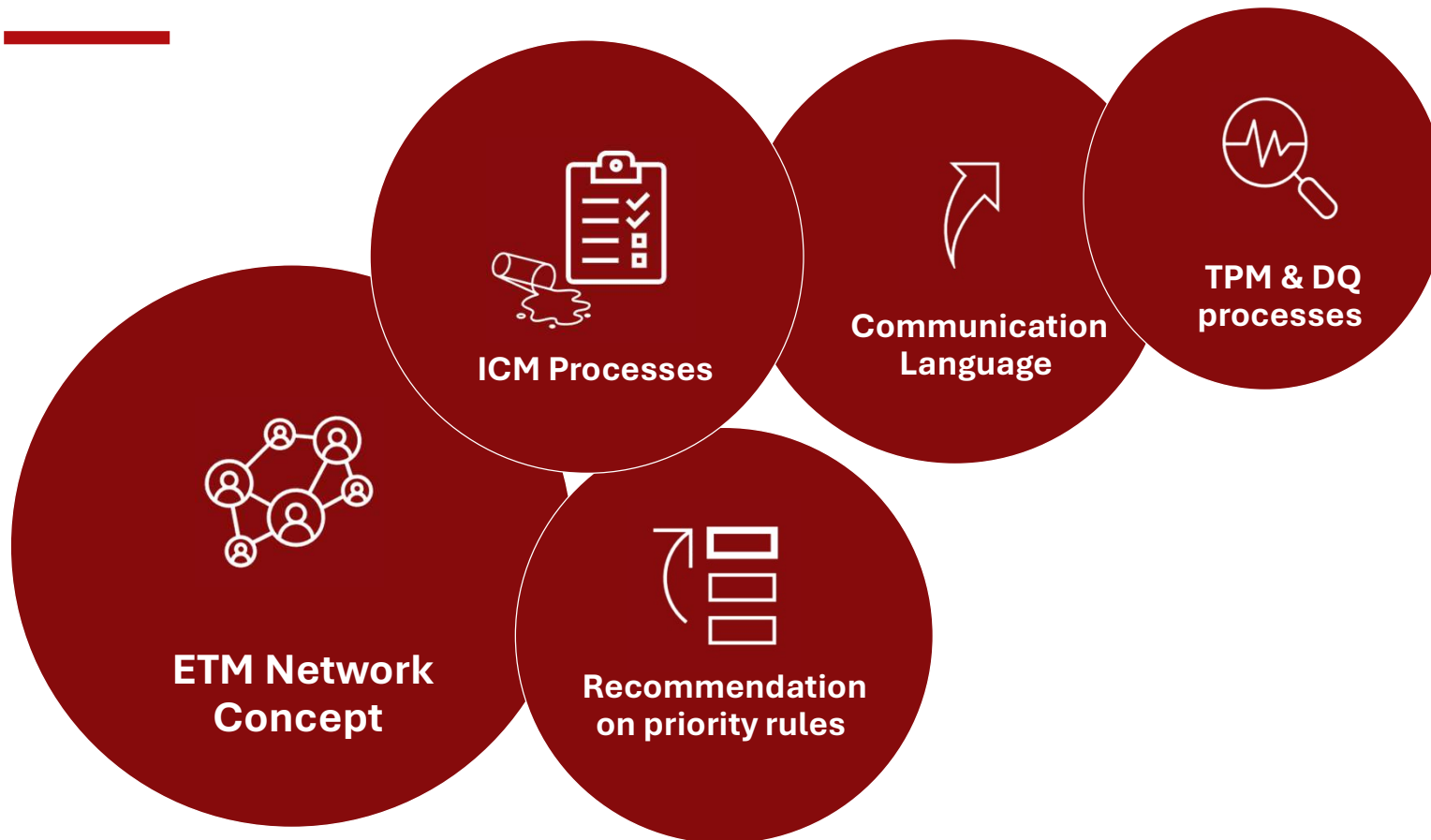
Common  
classification of  
TCR categories

Provision of national capacity  
in central digital tools



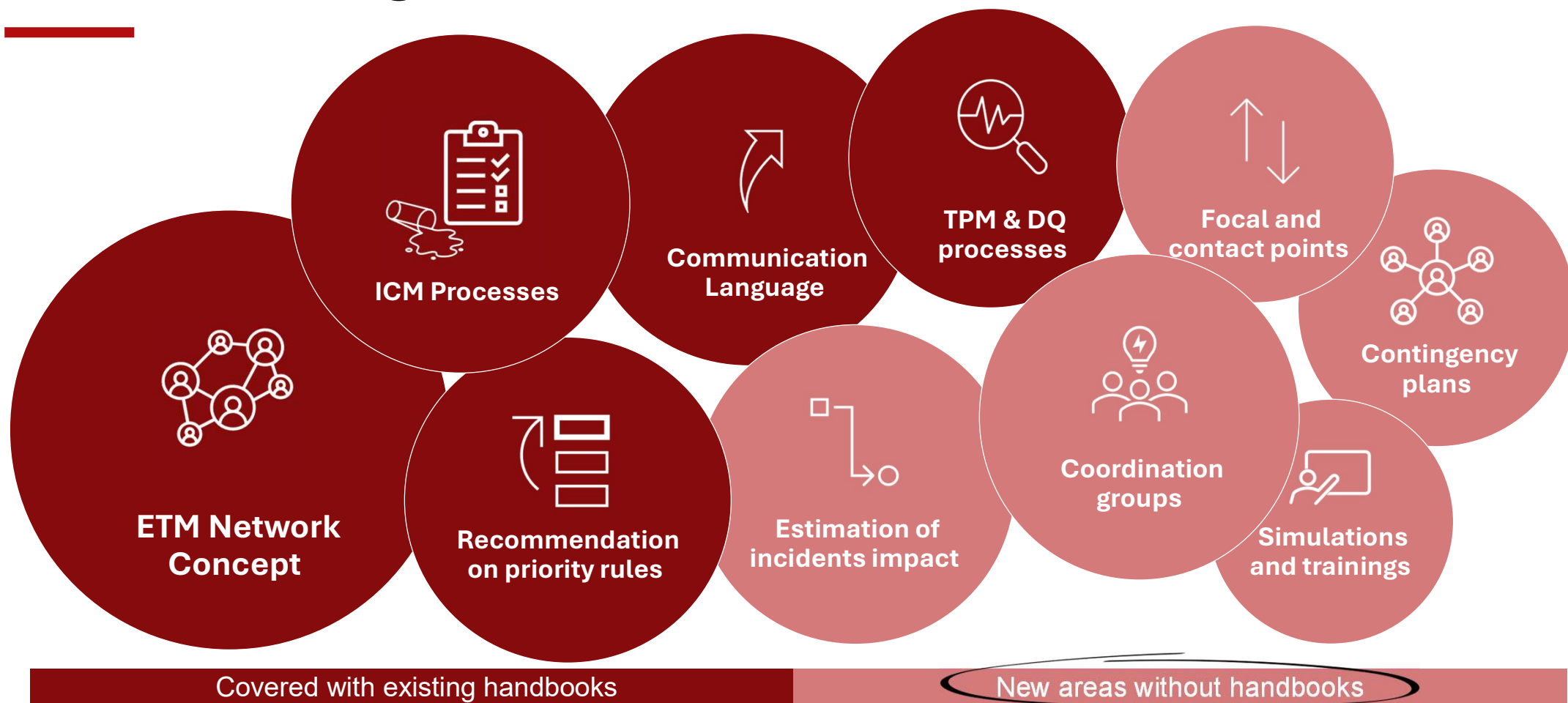
# EF Traffic management areas

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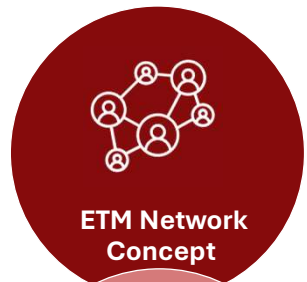


Covered with existing handbooks

# EF Traffic management areas



# Challenges for EFTM Implementation



- Set up a communication tool for NTCCs
- Establish exchange on a Network and Capacity status



- Establish a digital exchange on incident information
- Contingency plans on all networks



- Permanent improvement of methods for estimation of incident impact



- Support set-up of focal and contact points

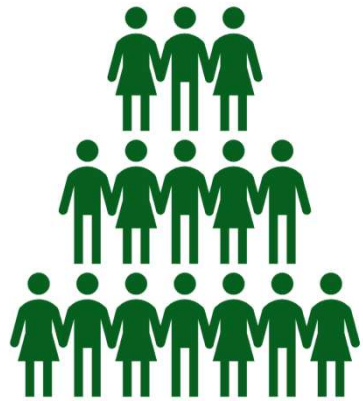


- Support coordination groups establishment



- Develop guidance on simulations and trainings

# Challenges



**Agreed**



**Disagreed**

**Expectation: Uniform implementation**

- + Blocking of developments
  - + Own interpretation of framework
  - + Not offering agreed processes and products
- 
- = Unharmonized Processes**



# Mitigation Through Monitoring by the Network Coordinator

**Pro-Active Monitoring**

**Monitoring of Network  
Statements**

**Monitoring of Deliverables**

Information from  
implementation activities

Identification of deviations from  
EUFs and inconsistencies  
between different NS

Quality and consistency check

**Regular information to ENIM**