

ENIM WORK PROGRAMME 2027-2031

NEW PART REGARDING REGULATION 2026/1184

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1 Executive summary¹

This section of the ENIM Work Programme is defined in accordance with the Regulation (EU) 2026/1184 on the use of railway infrastructure capacity in the single European railway area, amending Directive 2012/34/EU and repealing Regulation (EU) No 913/2010 (hereafter called “Regulation 2026/1184”). Regulation 2026/1184 requires the European Network of Infrastructure Managers (ENIM) to develop and adopt three European frameworks and related IT for digitalisation of agreed processes, support coordination across all infrastructure managers (IMs), and consult sector stakeholders and regulatory bodies.

It sets out high-level objectives, main activities and timelines of ENIM, covering the legally required tasks related to:

- capacity management
- cross-border traffic, disruption and crisis management
- performance review
- digitalisation
- EU-level coordination and stakeholder consultation

The aim of the ENIM Work Programme is to provide transparency on work priorities to all stakeholders, to ensure clarity of responsibilities and to provide predictability for IMs and all stakeholders. This ENIM Work Programme gives details for the period 2027-2028. In addition, it gives an outlook until 2031.

2 Introduction: from a sector initiative to European legislation

European infrastructure managers share a common responsibility: to enable better use of the rail network in support of Europe’s climate, mobility and economic objectives. Through ENIM, they will strengthen the way capacity is planned, allocated, managed and reviewed, so that the railway system can accommodate more services with greater reliability and better coordination across borders.

The process reflected in Regulation 2026/1184 builds on several years of strategic sector work, in particular the TimeTabling Redesign project (TTR). The TTR project was initiated within the sector by RailNetEurope (RNE) and Forum Train Europe (FTE), and developed with the involvement of market stakeholders. TTR aimed to improve and harmonise capacity management and timetabling processes across Europe, based on practical experience and voluntary cooperation between infrastructure managers and applicants. In the area of traffic management, Regulation 2026/1184 builds on the RNE project for a European Traffic Management Network (ETMN) and on the RNE Handbook for International Contingency Management (ICM).

¹ Disclaimer: The information contained in this document was accurate at the time of publication. As the work is continuously evolving, updates and revisions may occur.

Regulation 2026/1184 now provides the legislation that supports the original objective of better coordination, greater harmonisation of practices and more consistent implementation across the Single European Railway Area.

ENIM's role, with the support of the Network Coordinator, is therefore to help infrastructure managers develop best practices, identify obstacles to efficient network use, and support practical solutions in the field of capacity and traffic management. This requires open cooperation with railway undertakings, applicants, terminals, public authorities, regulatory bodies, ERA, Europe's Rail and other stakeholders. To this end, ENIM will make consultation a key element in the implementation of the Regulation, using the consultation procedures set out therein in a clear, timely and transparent manner, so that stakeholders can contribute effectively.

3 ENIM's objectives and approach regarding its work programme

ENIM's objectives under Regulation 2026/1184 and with this work programme are to:

- enable an efficient, transparent and non-discriminatory management of railway infrastructure capacity across the single European Railway area, ensuring fair access and optimal use of the network
- strengthen cross-border coordination of capacity planning & allocation, traffic management and the handling of disruptions and crisis situations, with a view to supporting seamless multi-network rail services
- contribute to a modal shift towards rail
- improve the overall performance and resilience of the rail system through coordinated approaches, common methodologies and systematic performance review at Union level
- support the uniform and consistent implementation of Regulation 2026/1184 across the single European railway area, while allowing for justified adaptations to national and network-specific circumstances under a 'comply or explain' approach
- ensure appropriate and regular consultation of interested parties regarding European and cross-border matters
- ensure that deliverables prepared under ENIM's mandate reflect, to the largest extent possible, the collective input, experience and positions of all ENIM members, thereby safeguarding shared ownership and legitimacy of ENIM outputs

Main responsibilities

To reach these objectives, ENIM is responsible for providing guidelines that set out common tools, methodologies and procedural arrangements to enable the uniform implementation of Regulation 2026/1184 by infrastructure managers across the single European railway area. ENIM sets the direction for coordination between infrastructure managers at Union level and adopts the European frameworks for:

- capacity management,
- the coordination of cross-border traffic management, disruption management and crisis management,
- performance review.

ENIM also adopts a common structure for the Network Statements, issues opinions and recommendations addressed to infrastructure managers, and monitors and benchmarks performance. Furthermore, ENIM organises and oversees coordination between infrastructure managers and mandates, supervises and assesses the work of the Network Coordinator, including the approval of its annual work programme (that, among other things, complements this work programme) and the annual report of the Network Coordinator.

IM members of ENIM are responsible for implementing the adopted framework provisions on the national level, including IT development, changes to processes, inclusion of the common approaches into Network Statements and all the other obligations arising from the Regulation 2026/1184.

Structuring the work programme

Within this context, ENIM has structured its work programme into two phases. The first phase, covering the period 2027–2028, is dedicated to establishing the three European frameworks and preparing/implementing the digital solutions required for railway processes, along with the governance arrangements and common structures that are essential for the effective application of Regulation 2026/1184. The second phase, covering 2029–2031, focuses on improving these frameworks and instruments, monitoring their application, updating them where necessary, and driving continuous enhancement based on operational experience, regulatory feedback and observed performance outcomes.

To support the performance of ENIM's tasks, the Network Coordinator shall prepare and support the production of deliverables under this work programme. The preparatory work carried out by the Network Coordinator in this regard is undertaken exclusively in support of ENIM's responsibilities and decision-making.

This first ENIM Work Programme is primarily about ensuring a successful start to the implementation of Regulation 2026/1184. The initial milestones will set the pace and the practical conditions for the subsequent implementation phase. For this reason, the work programme mainly sticks to the first legally required deliverables, with a clear focus on establishing the European Frameworks.

But the objective is not only to meet regulatory deadlines. It is also to create a solid and workable basis for infrastructure managers, applicants, railway undertakings and other stakeholders. Getting these first steps right will be essential to ensure that the Regulation delivers practical value and supports better coordination, greater transparency and more consistent capacity and traffic management across Europe.

The following chapter first gives an overview of the topics in the ENIM Work Programme, including general information on the approach to stakeholder consultation and interaction with different stakeholder groups. After the overview, details for tasks and milestones in the years 2027 and 2028 are given. The planned development for the period from 2029 to 2031 is outlined in a general way.

An additional chapter shows the legal responsibilities from Regulation 2026/1184 for development and implementation at each IM. Overall agreements on the level of ENIM work hand in hand with implementation at all IMs. Listing these topics in the ENIM Work Programme shall be understood as a reminder for the IMs.

Governance-related matters concerning the organisation of ENIM and its cooperation with the Network Coordinator – including internal working arrangements, decision-making procedures and references to the applicable Rules of Procedure – fall outside the scope of the Work Programme and are not subject to the mandatory stakeholder consultation requirements under Article 57 of Regulation 2026/1184, as they concern ENIM's internal functioning rather than the European Frameworks or the Work Programme itself.

Accordingly, such matters will not be addressed through a formal consultation process. Instead, beyond the items set out in the Work Programme, the ENIM agenda may be supplemented, as needed, with governance-related items to ensure these matters are addressed in a timely and flexible manner as they evolve.

4 Work priorities of ENIM

4.1 Overview

The table below gives an overview of the main tasks of ENIM with focus on 2027-2028 and a reference to Regulation 2026/1184. These tasks, and the approach from 2029-2031, will be explained more in detail in the sub-chapters following this overview.

Tasks	Regulation 2026/1184	Deadline
2027		
Adoption of the European framework for capacity management (EFCM), after consultation on draft and final draft	Art. 7	by December 2027; during 2027
Adoption of Network Statement Common Structure and a common schedule for the consultation of interested parties on the draft network statement.	Art. 59	by June 2027
Consultation of draft European framework for performance review (EFPR)	Art. 52	second half of 2027
Input to implementing and delegated acts: Provision of information to the Commission on possible amendments to the technical specifications on interoperability as provided for by Directive (EU) 2016/797	Art. 22(5)	by 30.09.2027
Consultation of draft and final draft European framework for the coordination of cross-border traffic management, disruption management and crisis management (EFTM)	Art. 46	during 2027; final draft to ENRRB by October 2027
Provision of digital services and digital information for capacity management and traffic management regarding multi-network rail services or cross-border rail services via single interface or common systems	Art. 66	application by 31.12.2027

Establishment of a one-stop-shop in order to allow applicants to request multi-network capacity rights in a single place and in a single operation	Art. 66(5)	application by 31.12.2027
Development and regular updates of ENIM Website including all information that shall be publicly available	Art. 60	continuously
Establishment of contact point for stakeholders	Art. 62(f) and (h)	Beginning of 2027
Launching organisation of IM coordination	Art. 59(g)	Beginning of 2027
2028		
Adoption of European framework for the coordination of cross-border traffic management, disruption management and crisis management (EFTM)	Art. 46	by April 2028
Adoption of European framework for performance review (EFPR) The final draft version shall be submitted to ENRRB for consultation	Art. 52	by August 2028; final draft to ENRRB by February 2028
Approval of second version of ENIM Work Programme (2-5 year period from 2029)	Art 58(11)	by June 2028
Start of preparation of first Performance Review Report	Art. 53	Second half of 2028
Regular updates of ENIM Website including all information that shall be publicly available	Art. 60	continuously
2029-2031		
Continuous monitoring and improvement processes, with updates of European Frameworks when required		

ENIM with the help of the Network Coordinator will establish relations to stakeholders with whom ENIM is expected to closely interact in accordance with the Regulation. This includes in particular the following actors: the European Railway platform (ERP), the European Network of Rail Regulatory Bodies (ENRRB), the European Union Agency for Railways (ERA), the European Coordinators of the European Transport Corridors (ETC), the Advisory Performance Panel, Member States, Europe's Rail Joint undertaking. To this end, with the support of the Network Coordinator, working arrangements, including arrangements for exchange of information between ENIM and a number of those actors will be developed throughout 2027 and 2028.

Regarding ENIM's consultation activities it should be noted that ENIM, with support of the Network Coordinator, will organise the consultations in an open and transparent manner, enabling feedback from the broad range of operational stakeholders. The detailed processes, including the handling of feedback from stakeholders, are defined in the Stakeholder consultation guidelines

(available on ENIM website), which ENIM will implement with the support of the Network Coordinator and the involvement of the focal points.

First stakeholder consultation activities have already been organised by ENIM in 2026 (e.g. ENIM Work Programme), with support of the Network Coordinator, following the approach of a web-based „Have your say“ consultation. Based on the feedback and lessons learnt, ENIM will – if needed – gradually adjust its consultation methods. A priori, for 2027 consultations of operational stakeholder on the three European frameworks, the EFCM, the EFTM and the EFPR, are planned to be organised following the open „Have your say“ approach (publication of document on ENIM website; possibility for written feedback via ENIM website), possibly accompanied by webinars or similar stakeholder engagement formats.

At the date of publication of this document, ENIM has not yet established any detailed planning for the adoption of opinions and recommendations that would be likely to have a substantial impact on applicants, other operational stakeholders or interested parties and thus be subject to stakeholder consultation. As soon as ENIM envisages to prepare such opinions and recommendations, stakeholders will be informed in due time via the ENIM website and other appropriate communication channels (e.g. e-mail to parties concerned and ERP, dialogue in online and/or physical meetings).

4.2 Work priorities 2027

This chapter gives some details on the tasks in 2027, in the same order as shown in the table under 4.1 above.

Adoption of European framework for capacity management (EFCM) after consultations

Work on the European framework for capacity management began immediately after the entry into force of the Regulation. A consolidated draft will be available at the beginning of 2027. Details on stakeholder consultation will be announced on the ENIM Website.

The adopted framework will define all key elements of capacity management, including strategic planning, allocation processes, and changes to allocated capacity. It will also include specifications designed to support digital implementation. An indicative overview of elements envisaged to be included in the European framework for capacity management was made available in the form of a „scope definition document“ prepared by the designated Network Coordinator. ([available here](#)).

It should be noted that ENIM aims at delivering a European framework for capacity management in 2027 that encompasses all elements required by the capacity regulation. While compliance with all requirements of the Regulation will be ensured, due to tight timelines it is possible that some processes will need further elaboration in subsequent updates of the European Framework. This may, in particular, concern certain processes which will only become applicable from TT 2031. At the stage of preparing the draft ENIM Work Programme, details cannot yet be provided. However, ENIM will provide transparent communication on such elements (if any) during the consultation phases.

Adoption of Network Statement Common Structure and a common schedule for the consultation of interested parties on the draft network statement

A draft of the network statement common structure will be submitted to ENRRB by the end of 2026. Following a consultation period during the first quarter of 2027, the final structure will be adopted by ENIM by end of June 2027. In addition, a common consultation schedule will be prepared and adopted by end of June 2027. The common structure will serve as basis for ENIM Members to prepare their national network statements.

It should be noted that the Regulation envisages the network statement common structure to take into account the European Frameworks, which will, however, not yet be adopted by June 2027. Thus, the version to be approved by ENIM in 2027 will be mainly based on the Regulation and available preparatory works for the European Frameworks. As a consequence, this first version may require updates in subsequent years to take into account the European Frameworks (to be) adopted by ENIM.

Consultation of draft European framework for performance review (EFPR)

The development of the European framework for performance review will begin in 2026 and continue through 2027. Consultation of ERP and operational stakeholders will be carried out during Q3/Q4 2027. This framework will establish a common basis for monitoring and improving the performance of the railway sector across Europe.

It should be noted that the performance review activities under the Regulation have a different scope than the benchmarking exercise established by PRIME. ENIM is planning to continue its benchmarking activities beyond the requirements of the Regulation 2026/1184.

Input to implementing and delegated acts in 2027

ENIM will provide information to the Commission on possible amendments to technical specifications on interoperability, starting with input on TSI Telematics², due by 30 September 2027. To this end, with the support of the Network Coordinator, adequate structures will be established to coordinate sector feedback.

Moreover, ENIM will provide experience and/or opinions to the Commission as input for delegated acts under the capacity Regulation. The first input will be prepared in 2027 in relation to the upcoming delegated act amending section 8 of Annex I, and related elements of section 3 of the capacity Regulation.

Consultation of draft and final draft European framework for the coordination of cross-border traffic management, disruption management and crisis management (EFTM).

This framework will define common procedures for cross-border operations, handling disruptions and crises, including methodologies for assessing their impact, reporting requirements and coordination mechanisms.

The preparation of the EFTM began immediately after the entry into force of the Regulation. Drafting activities will continue during Q1 of 2027. After a general consultation of ERP and operational

² Commission implementation Regulation (EU) 2026/253

stakeholders in spring/summer 2027, the final draft will be submitted to ENRRB until October 2027.

It should be noted that provisions on crisis management under the responsibility of Member States become applicable immediately after the adoption of the Regulation (Art. 49). Related coordination between infrastructure managers and coordination with stakeholders will also be further specified in the EFTM. To facilitate the application of these provisions during 2027 and early 2028 (prior to adoption of EFTM), the infrastructure managers via the Network Coordinator have started to draw up guidelines in 2026. These guidelines will serve as basis for the relevant section of EFTM.

Development of single interface or common systems for provision of digital services and digital information for capacity management and traffic management under Regulation 2026/1184 regarding multi-network rail services or cross-border rail services.

ENIM will base its work on the unified IT strategy previously endorsed by PRIME, which envisages the development of common tools, with the support of the Network Coordinator, for Digital Infrastructure Information (DII), Digital Capacity Management (DCM), and Digital Traffic Management (DTM) covering both Digital Train Information (DTI) and Digital Operational Communications (DOC), and with a horizontal focus on a data-centric approach and cybersecurity. This approach also promotes investment alignment among infrastructure managers and supports the deployment of digital tools pursuant to the Capacity Regulation, featuring the European register of railway infrastructure (RINF) as the single European data hub for infrastructure data. The tools will be developed in line with the requirements of TSI Telematics to ensure full interoperability.

ENIM will also facilitate cooperation of IMs to coordinate the development of common sector specifications for a common Union API and common Union web user interfaces for multi-network processes in the areas of capacity management, train preparation and traffic management in consultation with operators of rail freight service facilities, railway undertakings and other telematics stakeholders. ENIM will further support coordination of IMs implementation plans at Union level as well as the consultation with other telematics stakeholders active at national level with the support of national contact points.

ENIM, supported by the NC, will also contribute to the Strategic Innovation Agenda of Europe's Rail Joint Undertaking (ER-JU) towards a federated approach in capacity and traffic management.

The digital tools shall comply with Directive (EU) 2016/797. An indicative roadmap on the planned development of common digital tools for capacity management and traffic management in 2027 at the Network Coordinator can be found in Annex I (to be updated for final agreement on Work Programme).

Establishment of a one-stop-shop in order to allow applicants to request multi-network capacity rights in a single place and in a single operation

This point is closely related to the point outlined directly above. It should be noted that common digital tools to request paths for multi-network services as well as the exchange of information on traffic management do already exist and are in use in the form of RNE PCS and RNE TIS. These

tools will be further developed to provide all functionalities required by the Regulation by the end of 2027.

Development and regular updates of ENIM Website including all information that shall be publicly available

ENIM will provide on its website enim-rail.eu up to date documents, information on consultations, coordination activities and other relevant material, including in particular:

- information about its membership and methods of operation
- contact details of dedicated coordination groups established by the infrastructure managers as well as references to coordination tools and procedures
- documents adopted by ENIM, such as European Frameworks as of articles 7, 46 and 53, the common structure for the network statement, as well as opinions and recommendations to infrastructure managers
- links to Member States' Strategic guidance, where available
- information on digital tools for capacity and traffic management
- information about planned, ongoing and past consultation activities
- and other relevant information about its work.

Establishment of contact point for stakeholders

ENIM will provide, in the form of the Network Coordinator, a contact point for applicants and other operational stakeholders as of beginning of 2027. Applicants and other operational stakeholders may turn to this contact point with questions related to launches or changes of cross-border rail transport services, to support for ad hoc activities (e.g. in crisis situations) and other relevant questions. Furthermore, other stakeholders interested in using rail services may also be addressed to the Network Coordinator as a first contact point.

Launching organisation of IM coordination

ENIM will organise, with the contribution of the Network Coordinator, the coordination between infrastructure managers in accordance with Articles 55 and Article 64 of this Regulation. The European Frameworks and the Network Coordinator Work Programme will provide concrete concepts on how coordination on different topics will be organised.

On a general note, most ENIM Members are at the same time Members of RNE, an IM association fulfilling the role of Network Coordinator. RNE facilitates coordination between infrastructure managers via a wide range of task forces, working groups and high level groups. These structures will be adjusted/complemented, where necessary, to meet the requirements of the Regulation, including:

- the involvement of ENIM, as appropriate, in IM coordination on matters with Union relevance with a view to ensuring that cross-border aspects are properly taken into account (Art 55);
- the handling of cases referred to ENIM where agreed outcomes could not be reached (Art 55);
- any necessary follow-up to reports of leading entities for coordination activities involving multiple actors. (Art 55)

First activities will include support to IMs in coordination of their capacity strategies for TT 2031 and TT 2032 in the years 2027 and 2028 as well as of capacity models for TT 2031 in 2028/29, as necessary. To this end, the establishment of dedicated regional harmonization boards is envisaged (co-chaired by IMs and the Network Coordinator).

ENIM, with the support of the Network Coordinator, will also collect and share among its members information about any Member State's decision to apply emergency measures, and of the repeal of such measures.

4.3 Work priorities 2028

This chapter gives some details on the tasks in 2028, in the same order as shown in the table under 4.1 above.

Adoption of European framework for the coordination of cross-border traffic management, disruption management and crisis management (EFTM).

Following the consultation of ERP and operational stakeholders and the recommendation of ENRRB in 2027, ENIM will formally adopt the EFTM by April 2028. This adoption may entail the need for adjusting the network statement common structure to include the relevant provisions of the EFTM.

Adoption of European framework for performance review (EFPR)

The final draft of the European framework for performance review (EFPR) shall be submitted to ENRRB for recommendation latest by February 2028. The adoption shall take place until August 2028. It may entail the need to adjust the network statement common structure to include the relevant provisions of the EFPR.

Start of preparation of the Performance Review Report in second half of 2028

ENIM shall prepare and publish the first Performance Review Report by **August 2029**. This document will provide an overview of the performance of rail infrastructure and rail transport services according to the criteria, procedures and indicators covered by the European framework for performance review.

It will include also a section with the assessment and recommendation of the Advisory Performance Panel, as well as a dedicated section related to the performance of coordination between infrastructure managers and related to consultation mechanisms. First interaction with Advisory Performance Panel to be launched.

Regular updates of ENIM Website including all information that shall be publicly available

Please see explanations for 2027 above under 4.2

Approval of second version of ENIM Work Programme (2-5 years from 2029) by June 2028

As the first main phase of the ENIM Work Programme runs from 2027 to 2028, it is necessary to define tasks, milestones and deadlines for the subsequent period, again covering 2-5 years. To this end, a second version of the ENIM work programme must be drafted and approved by June 2028.

4.4 Outlook for 2029-2031

In the period from 2029 to 2031 the focus shifts from developing and adopting the three European frameworks to an increased focus on ensuring full implementation, as well as improvement on the frameworks where this is needed. The implementation phase includes further development of common IT services, especially for capacity management and traffic management.

A continuous improvement process is required, also based on feedback from national implementation. The newly established performance review process will be one element of this improvement process.

In terms of concrete milestones for ENIM, Regulation 2026/1184 requires the publication of the annual performance review reports in 2029 (+38 months) and again in 2030 and 2031. Also, the ENIM Work Programme will have to be renewed in this period and NC Work Programmes agreed accordingly.

Updates of the three European frameworks will be developed and agreed, if significantly better approaches can be found to support the purpose and implementation of Regulation 2026/1184. Recommendations and proposals from ERP and other market and political stakeholders will be taken into account in the update process, including recommendations from the Advisory Performance Panel based on its first report which is expected at the end of 2029 / beginning of 2030.

5 Towards a harmonised use of railway infrastructure capacity by ENIM members

Beyond the deliverables to be adopted by ENIM, Regulation 2026/1184 entails a number of obligations and implementation milestones for infrastructure managers at national level. It requires significant changes in the way infrastructure managers plan, allocate and manage capacity and traffic.

In particular, IMs need to implement new strategic capacity planning deliverables — the capacity strategy, the capacity model and the capacity supply plan — including coordination with service facilities where relevant. Given the milestones foreseen by the Regulation, the 2027–2028 period will require the launch and parallel management of preparatory work for four annual timetable periods, namely 2031, 2032, 2033 and 2034.

IMs play a central role in this transformation of strategic capacity planning, but will only succeed in close cooperation with applicants, railway undertakings, service facility operators and other operational stakeholders. Active participation from the sector is essential to ensure that the European frameworks and related processes are workable and bring practical value.

The IMs and the sector will also have to get prepared for new or substantially adapted processes which will be detailed in European Frameworks, such as:

- the rolling planning concept for capacity rights,
- the use of operational, socio-economic and environmental criteria for capacity partitioning and conflict resolution,
- the approach to identifying highly utilised and congested infrastructure,
- changes to the timetable and capacity allocation calendar,

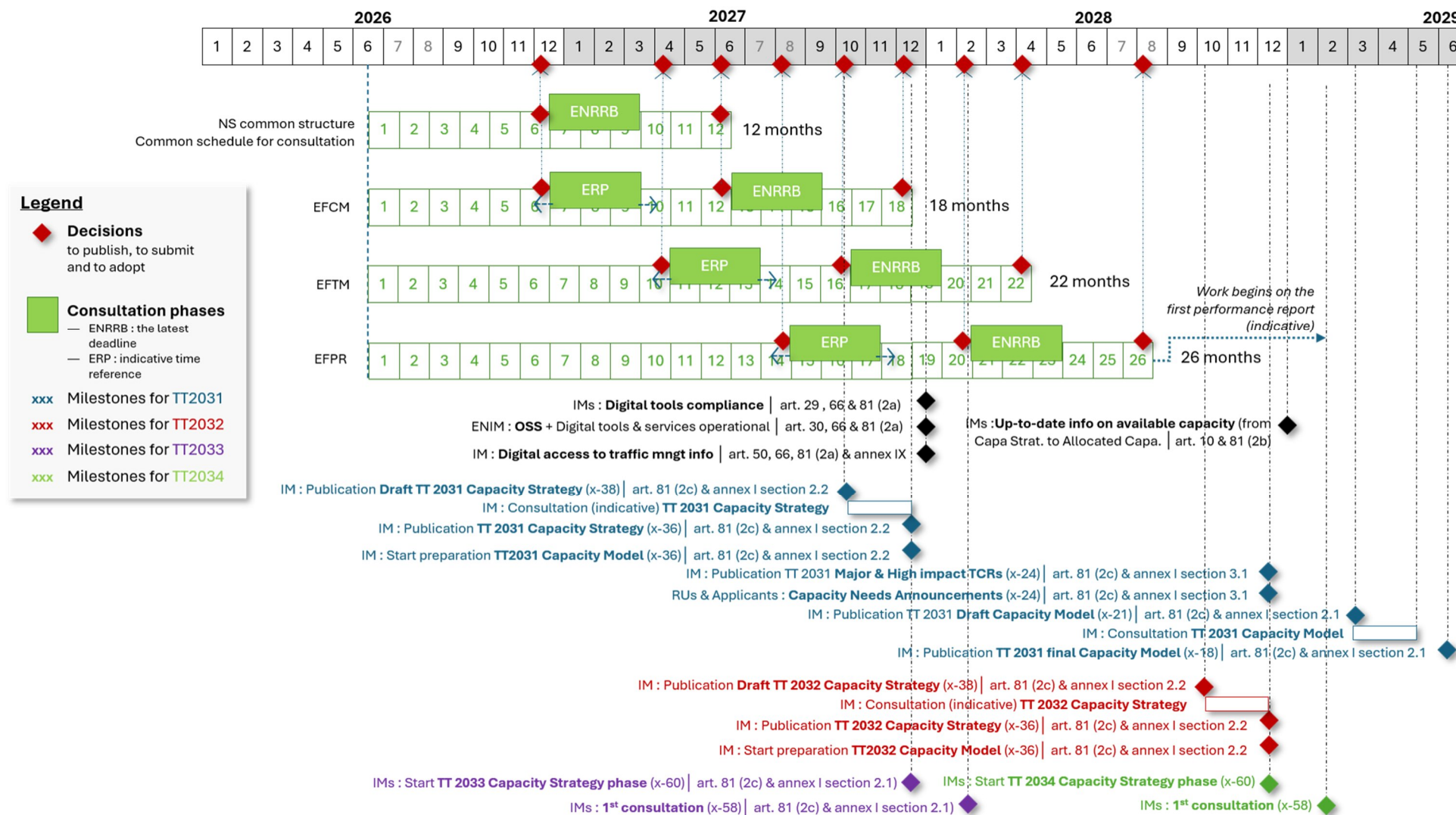
- rules and procedures for managing train traffic in the event of deviations from the working timetable,
- the annual performance review of ENIM with related performance management at the IMs.

The topics listed in the table below are therefore included in this ENIM Work Programme for information and coordination purposes only. They shall not be understood as a separate work programme for infrastructure managers, but as a reminder of main actions that infrastructure managers will need to prepare and implement in order to ensure consistency with the Regulation 2026/1184 and with the European frameworks. They give examples of major changes that need to be implemented and are by no means exhaustive.

Topics	Reference to Regulation 2026/1184	Deadline
2027		
Provide ENIM with up-to-date information on coordination groups and focal points	Art. 64(2)	Annual, first by end of 2026
Start of Capacity Strategy elaboration phase for TT 2032	Annex I, section 2	December 2026
Compliance of capacity management tools with requirements concerning capacity planning and allocation	Chapter II	31.12.2027
Accessibility of traffic management information for all operational stakeholders involved in the transport	Annex IX	31.12.2027
Publication of Capacity Strategy for TT 2031 (after consultation)	Annex I, section 2	December 2027
Start of preparation of Capacity Model for TT 2031	Annex I, section 2	December 2027
Start Capacity Strategy elaboration phase for TT 2033	Annex I, section 2	December 2027
2028		
Setting of performance targets according to criteria and processes defined in the EFPR, and establishment of procedures to monitor and report on progress, identify causes and implement improvements	Art. 51	Second half of 2028
Publication of major & high impact TCRs for TT 2031	Annex I, section 3	December 2028
Publication of Capacity Strategy for TT 2032 (after consultation with national stakeholders)	Annex I, section 2	December 2028
Start of preparation of Capacity Model for TT 2032	Annex I, section 2	December 2028

Topics	Reference to Regulation 2026/1184	Deadline
Start Capacity Strategy elaboration phase for TT 2034	Annex I, section 2	December 2028
2029-2031, with focus on first-time implementation		
Provision of applicants and regulatory bodies and, where appropriate, other operational stakeholders, with accurate and up-to-date information on the availability of railway infrastructure capacity throughout the entire capacity management process	Art. 10	From 01.01.2029
Publication of final capacity model for TT 2031	Annex I, section 2	June 2029
Publication of final capacity supply plan for TT 2031, including capacity available in service facilities referred to in Art. 31(1)	Annex I, section 4	X-11, January 2030
Deadline for applicants to submit requests for annual TT 2031	Annex I, section 4	X-9,5
Publication of working timetable and deadline for infrastructure managers to allocate capacity rights to applicants	Annex I, section 4	X-5,25
Earliest point for applicants to submit requests for TT 2031 under the rolling planning process	Annex I, section 6	August 2030
Start of penalty payments according to Regulation 2026/1184 in case of significant changes to allocated capacity rights	Art. 42	September 2030
Put in place rules and procedures to manage deviations from the working timetable	Art. 44	December 2030
Documentation of results of contingency planning in contingency plans	Art. 21	December 2030

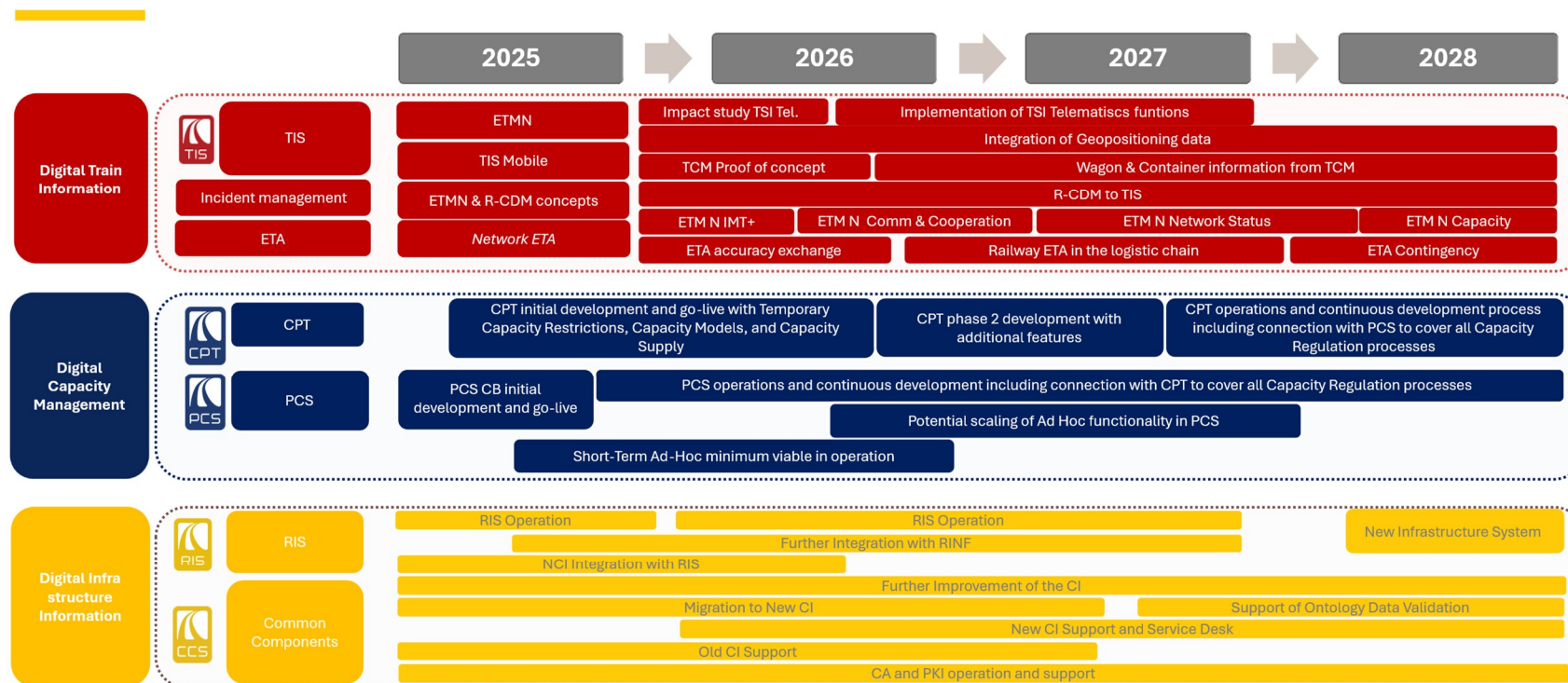
Annex I Multi-annual timeline (overview)



Annex II – Roadmap for IT development at NC / RNE

Status of roadmap: June 2026

Roadmap of ICT Developments 2025 – 2028



RECIPIENTS ONLY

Annex III – Mapping of ENIM tasks to legal provisions

Task	Legal Basis	Deliverable	Timing
Adopt European framework for capacity management	Art. 7	EFCM	2027
Consultation of ERP and operational stakeholders	Art. 7(3), 57	Consultation reports	Continuous
Submit draft frameworks to ENRRB	Art. 7(4)	Draft frameworks	2027–2028
Adopt European framework for the coordination of cross-border traffic management, disruption management and crisis management	Art. 46	EF TM	2028
Adopt European framework for performance review	Art. 52	EF PR	2028
Monitor performance	Art. 51	KPIs, benchmarking	Continuous
Publish Annual Performance Report	Art. 53	Annual report	From 2029
Cooperate with Advisory Performance Panel	Art. 54	Input to reports	Continuous
Organise IM coordination	Art. 55	Coordination mechanisms	Continuous
Ensure stakeholder consultation	Art. 57	Consultation framework	Continuous
Adopt opinions/recommendations	Art. 59	Opinions	As needed
Appoint Network Coordinator	Art. 61	Appointment decision	2027
Establish one-stop-shop	Art. 66(5)	OSS system	2027
Adopt Network Statement structure	Art. 65	Common template	2027
Contribute to TSIs	Art. 66	Inputs to ERA	Continuous