Basic information

2023/0271(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Regulation	Procedure completed
Single European railway area: use of railway infrastructure capacity Repealing Regulation 2010/913 2008/0247(COD) Amending Directive 2012/34 2010/0253(COD) **Subject** 3.20.02 Rail transport: passengers and freight 3.20.11 Trans-European transport networks **Legislative priorities** Joint Declaration 2023-24	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	METZ Tilly (Greens/EFA)	03/09/2024
	Shadow rapporteur FALCĂ Gheorghe (EPP) DANIELSSON Johan (S&D) KOVAŘÍK Ondřej (PfE) KRUTÍLEK Ondřej (ECR) DEVAUX Valérie (Renew) SAEIDI Arash (The Left)	

Former committee responsible	Former rapporteur	Appointed
TRAN Transport and Tourism	METZ Tilly (Greens/EFA)	20/07/2023

Council of the European Union

European Commission

Commission DG	Commissioner
Mobility and Transport	VĂLEAN Adina

European Economic and Social Committee

European Committee of the Regions

Key events

Date	Event	Reference	Summary
11/07/2023	Legislative proposal published	COM(2023)0443	Summary
02/10/2023	Committee referral announced in Parliament, 1st reading		
04/03/2024	Vote in committee, 1st reading		
05/03/2024	Committee report tabled for plenary, 1st reading	A9-0069/2024	
12/03/2024	Decision by Parliament, 1st reading	T9-0127/2024	Summary
12/03/2024	Results of vote in Parliament		
07/10/2024	Committee decision to open interinstitutional negotiations after 1st reading in Parliament		
21/10/2024	Committee decision to enter into interinstitutional negotiations announced in plenary (Rule 73)		
13/11/2024	Resumption of business from the previous parliamentary term		
27/01/2026	Approval in committee of the text agreed at early 2nd reading interinstitutional negotiations		
21/04/2026	Council position published	16833/1/2025	
30/04/2026	Committee referral announced in Parliament, 2nd reading		
05/05/2026	Vote in committee, 2nd reading		
06/05/2026	Committee recommendation tabled for plenary, 2nd reading	A10-0126/2026	
19/05/2026	Decision by Parliament, 2nd reading	T10-0169/2026	Summary
19/05/2026	Results of vote in Parliament		
20/05/2026	Final act signed		
10/06/2026	Final act published in Official Journal		

Technical information

Procedure reference	2023/0271(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Regulation
Amendments and repeals	Repealing Regulation 2010/913 2008/0247(COD) Amending Directive 2012/34 2010/0253(COD)
Legal basis	Treaty on the Functioning of the European Union TFEU 091
Other legal basis	Rules of Procedure EP 165
Mandatory consultation of other institutions	European Economic and Social Committee European Committee of the Regions
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/10/00858

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee draft report		PE752.954	28/11/2023	
Amendments tabled in committee		PE757.085	07/12/2023	
Committee report tabled for plenary, 1st reading/single reading		A9-0069/2024	05/03/2024	
Text adopted by Parliament, 1st reading/single reading		T9-0127/2024	12/03/2024	Summary
Committee draft report		PE787.893	28/04/2026	
Committee recommendation tabled for plenary, 2nd reading		A10-0126/2026	06/05/2026	
Text adopted by Parliament, 2nd reading		T10-0169/2026	19/05/2026	Summary

Council of the EU

Document type	Reference	Date	Summary
Council position	16833/1/2025	21/04/2026	
Draft final act	00027/2026/LEX	12/05/2026	

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2023)0443	11/07/2023	Summary
Document attached to the procedure	SEC(2023)0443	12/07/2023	
Document attached to the procedure	SWD(2023)0443	12/07/2023	
Document attached to the procedure	SWD(2023)0444	12/07/2023	
Commission response to text adopted in plenary	SP(2024)350	22/07/2024	
Commission communication on Council's position	COM(2026)0171	23/04/2026	

National parliaments

Document type	Parliament /Chamber	Reference	Date	Summary
Contribution	CZ_CHAMBER	COM(2023)0443	14/11/2023	
Contribution	CZ_SENATE	COM(2023)0443	04/12/2023	

Contribution	PT_PARLIAMENT	COM(2023)0443	20/12/2023	

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES3522/2023	25/10/2023	
CofR	Committee of the Regions: opinion	CDR4958/2023	01/02/2024	

Additional information

Source	Document	Date
European Parliament	Briefing	17/11/2023
European Commission	EUR-Lex	

Meetings with interest representatives published in line with the Rules of Procedure

Rapporteurs, Shadow Rapporteurs and Committee Chairs

Transparency

Name	Role	Committee	Date	Interest representatives
DANIELSSON Johan	Committee chair	TRAN	15/10/2025	IKEA
METZ Tilly	Rapporteur	TRAN	20/05/2025	Société nationale SNCF
METZ Tilly	Rapporteur	TRAN	09/04/2025	Community of European Railway and Infrastructure Companies
METZ Tilly	Rapporteur	TRAN	01/04/2025	Community of European Railway and Infrastructure Companies
METZ Tilly	Rapporteur	TRAN	25/03/2025	RailNetEurope
METZ Tilly	Rapporteur	TRAN	13/03/2025	European Rail Freight Association
METZ Tilly	Rapporteur	TRAN	12/03/2025	Community of European Railway and Infrastructure Companies
KRUTÍLEK Ondřej	Shadow rapporteur	TRAN	24/02/2025	České dráhy, a.s.,
KRUTÍLEK Ondřej	Shadow rapporteur	TRAN	18/02/2025	Správa železnic, státní organizace
DANIELSSON Johan	Shadow rapporteur	TRAN	06/02/2025	Cefic
METZ Tilly	Rapporteur	TRAN	04/02/2025	Central Sweden EU office North Sweden EU office
SAEIDI Arash	Shadow rapporteur	TRAN	03/02/2025	Union des Transports Publics et Ferroviaires
METZ Tilly	Rapporteur	TRAN	28/01/2025	ASTOC – Association of Swedish Train Operating Companies Green Cargo Skogsindustrierna

DANIELSSON Johan	Shadow rapporteur	TRAN	28/01/2025	ASTOC – Association of Swedish Train Operating Companies SJ AB Swedish Forest Industries Federation Green Cargo
METZ Tilly	Rapporteur	TRAN	18/12/2024	European Rail Freight Association
METZ Tilly	Rapporteur	TRAN	05/12/2024	ALLRAIL Alliance of Rail New Entrants
METZ Tilly	Rapporteur	TRAN	14/11/2024	České dráhy, a.s.,
METZ Tilly	Rapporteur	TRAN	06/11/2024	Deutsche Bahn
METZ Tilly	Rapporteur	TRAN	06/11/2024	Germanwatch Transport and Environment (European Federation for Transport and Environment)
METZ Tilly	Rapporteur	TRAN	23/10/2024	Community of European Railway and Infrastructure Companies
METZ Tilly	Rapporteur	TRAN	22/10/2024	EUROPEAN RAIL INFRASTRUCTURE MANAGERS
METZ Tilly	Rapporteur	TRAN	22/10/2024	UIRR, International Union for Road-Rail Combined Transport
METZ Tilly	Rapporteur	TRAN	11/10/2024	ERFA - European Rail Freight Association
METZ Tilly	Rapporteur	TRAN	27/09/2024	DIE GÜTERBAHNEN
METZ Tilly	Rapporteur	TRAN	11/09/2024	ASTOC – Association of Swedish Train Operating Companies
METZ Tilly	Rapporteur	TRAN	29/01/2024	Société nationale SNCF
LIBERADZKI Bogusław	Shadow rapporteur	TRAN	23/01/2024	The Community of European Railway and Infrastructure Companies (CER)
METZ Tilly	Rapporteur	TRAN	23/01/2024	Community of European Railway and Infrastructure Companies
METZ Tilly	Rapporteur	TRAN	22/01/2024	EUROPEAN RAIL INFRASTRUCTURE MANAGERS
RIQUET Dominique	Shadow rapporteur	TRAN	17/01/2024	Community of European Railway and Infrastructure Companies
METZ Tilly	Rapporteur	TRAN	16/01/2024	EUROTRAN Conseil
METZ Tilly	Rapporteur	TRAN	19/12/2023	DG Move
METZ Tilly	Rapporteur	TRAN	18/12/2023	Netherlands' Ministry of Infrastructure and Water Management
METZ Tilly	Rapporteur	TRAN	07/12/2023	EUROPEAN RAIL INFRASTRUCTURE MANAGERS
METZ Tilly	Rapporteur	TRAN	04/12/2023	Forum Train Europe FTE
METZ Tilly	Rapporteur	TRAN	30/11/2023	European Economic and Social Committee (EESC) Rapporteur of Rail Capacity regulation
METZ Tilly	Rapporteur	TRAN	30/11/2023	Flix
METZ Tilly	Rapporteur	TRAN	29/11/2023	European Rail Freight Association
METZ Tilly	Rapporteur	TRAN	29/11/2023	ALLRAIL Alliance of Rail New Entrants Community of European Railway and Infrastructure Companies European Rail Freight Association Ferrovie dello Stato Italiane S.p.A PKP Polskie Linie Kolejowe S.A. Rail Cargo Group
METZ Tilly	Rapporteur	TRAN	28/11/2023	Community of European Railway and Infrastructure Companies

METZ Tilly	Rapporteur	TRAN	28/11/2023	DG Move
METZ Tilly	Rapporteur	TRAN	28/11/2023	L'Autorité de régulation des transports (ART)
METZ Tilly	Rapporteur	TRAN	28/11/2023	SNCF Connect Société nationale SNCF
METZ Tilly	Rapporteur	TRAN	28/11/2023	České dráhy, Czech railways
RIQUET Dominique	Shadow rapporteur	TRAN	28/11/2023	European Rail Freight Association
METZ Tilly	Rapporteur	TRAN	22/11/2023	RailNetEurope DG Move
METZ Tilly	Rapporteur	TRAN	22/11/2023	Permanent representation of Sweden Transportstyrelsen
RIQUET Dominique	Shadow rapporteur	TRAN	21/11/2023	Autorité de Régulation des Transports (ART)
METZ Tilly	Rapporteur	TRAN	27/10/2023	ERFA, European Rail Freight Association
METZ Tilly	Rapporteur	TRAN	27/10/2023	Schieneninfrastruktur-Dienstleistungs-GmbH (SCHIG)
METZ Tilly	Rapporteur	TRAN	27/10/2023	Deutsche Bahn AG
METZ Tilly	Rapporteur	TRAN	25/10/2023	CFL ACF Ministry of Transport and Infrastructure Luxembourg
METZ Tilly	Rapporteur	TRAN	24/10/2023	Community of European Railways
METZ Tilly	Rapporteur	TRAN	20/10/2023	Alstom
METZ Tilly	Rapporteur	TRAN	20/10/2023	UIRR, International Union for Road-Rail Combined Transport
METZ Tilly	Rapporteur	TRAN	20/10/2023	IRG Rail
METZ Tilly	Rapporteur	TRAN	20/10/2023	European Railway Agency
METZ Tilly	Rapporteur	TRAN	19/10/2023	Cabinet of Belgian transport ministry
METZ Tilly	Rapporteur	TRAN	19/10/2023	Ferrovie dello Stato Italiane S.p.A
METZ Tilly	Rapporteur	TRAN	18/10/2023	ÖBB-Holding AG
RIQUET Dominique	Shadow rapporteur	TRAN	18/10/2023	Ferrovie dello Stato Italiane S.p.A
METZ Tilly	Rapporteur	TRAN	16/10/2023	Benedikt Weibel, former CEO of SBB and former UIC Chairman
METZ Tilly	Rapporteur	TRAN	09/10/2023	DG Move
METZ Tilly	Rapporteur	TRAN	21/09/2023	CER, SNCF, PRIME, RailNet Europe

Other Members

Transparency		
Name	**Date**	**Interest representatives**
KIRCHER Sophia	25/09/2025	Flix SE

KIRCHER Sophia	21/03/2025	ALLRAIL Alliance of Rail New Entrants
KIRCHER Sophia	12/02/2025	Ferrovie dello Stato Italiane S.p.A
KIRCHER Sophia	20/11/2024	ÖBB-Holding AG
KIRCHER Sophia	22/10/2024	WIENER STADTWERKE GmbH
KIRCHER Sophia	21/10/2024	SNCF Connect
KIRCHER Sophia	01/10/2024	ÖBB-Holding AG
KIRCHER Sophia	01/10/2024	Deutsche Bahn AG
DALY Clare	12/02/2024	EUROTRAN Conseil GETLINK
SCHIEDER Andreas	23/01/2024	ÖBB-Holding AG
THALER Barbara	28/11/2023	ÖBB-Holding AG
SCHIEDER Andreas	28/11/2023	ÖBB-Holding AG
SCHIEDER Andreas	28/11/2023	Arbeiterkammer Wien
THALER Barbara	15/11/2023	ÖBB-Holding AG
SCHIEDER Andreas	24/10/2023	ÖBB-Holding AG
SCHIEDER Andreas	23/10/2023	ÖBB-Holding AG

Final act
Regulation 2026/1184 OJ OJ L 10.06.2026

Single European railway area: use of railway infrastructure capacity

2023/0271(COD) - 11/07/2023 - Legislative proposal

PURPOSE: to improve the railway infrastructure capacity in the single European railway area.

PROPOSED ACT: Regulation of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: the EU has already adopted legislation on rail infrastructure capacity management and rail traffic management - Directive 2012/34/EU establishing a single European railway area and Regulation (EU) No 913/2010 on rail freight corridors. This reflects the policy goal of bringing into being a single European railway area, in which railway undertakings are able to provide transport services, including cross-border services, on an increasingly integrated and interoperable network.

EU action is necessary to **remove obstacles** in EU legislation that prevent the implementation of sector initiatives to modernise capacity management. Incentives and performance schemes could, in principle, be re-designed nationally, but would lack the scope necessary to tackle cross-border issues. More effective international coordination cannot be achieved without clear legal rights and obligations, which need to be harmonised, at least to a certain extent, across the EU. If not addressed at EU level, the lack of harmonisation/interoperability of digital tools could result in the deployment of divergent, incompatible systems in different Member States.

EU action will make it possible to put effective and efficient instruments in place to coordinate strategic infrastructure capacity planning, address potential gaps in the mandate of regulatory bodies with regard to cross-border rail traffic, and introduce harmonised rules incentivising the reduction of cancellations of and amendments to capacity requests.

This initiative will repeal the rail freight corridors Regulation and the provisions of Directive 2012/34/EU on the allocation of rail infrastructure capacity. Revised rules and procedures governing rail infrastructure capacity management and rail traffic management will be introduced in the form of this new regulation.

This legislative proposal is part of the **Greening Freight Package** of proposals covering several modes of transport. Its aim is to advance the decarbonisation of freight transport, promote intermodal transport and complete the single European railway area. In addition to this proposal, it includes:

- the revision of Council Directive 92/106/EEC (the Combined Transport Directive) to encourage the use of intermodal transport;

- the proposed revision of Council Directive 96/53/EC on weights and dimensions;

- the proposal for a regulation establishing a harmonised framework for GHG emissions from freight and passenger transport services (the CountEmissions EU initiative).

CONTENT: the Commission proposal aims to **improve the existing rail capacity allocation framework** and introduce new rules and procedures on rail infrastructure capacity management and rail traffic management for domestic and international rail services, including crisis management and performance management. It seeks to **optimise the utilisation of the rail network and the quality of capacity and operations**, thus improving the performance of rail transport services and accommodating larger amounts of traffic.

The proposal:

- describes the subject matter of the proposed Regulation, which lays down rules to **allow rail infrastructure capacity and rail traffic to be managed in a way that optimises the network's use**, thereby improving the quality of services and accommodating larger amounts of traffic;

- establishes the **general responsibilities of rail infrastructure managers** and the principles they must abide by in exercising their functions;

- sets out the **general rules for capacity management** in particular the three stages of the capacity planning and allocation process: (i) **strategic capacity planning**; (ii) **scheduling and allocation** of capacity; (iii) **adaptation and rescheduling** of capacity;

- contains obligations on infrastructure managers to jointly develop a **European framework for capacity management**. Specific provisions address the management of scarce infrastructure capacity and of capacity restrictions resulting from work on infrastructure and degraded infrastructure;

- introduces obligations concerning **traffic management, disruption management and crisis management** and requires infrastructure managers to jointly develop a **European framework for cross-border coordination** on these issues. Specific provisions ensure that in a **crisis**, Member States can apply emergency measures for the management of rail capacity and traffic;

- introduces a **performance review framework**. To improve the performance of rail infrastructure services in the EU, the **European Network of Infrastructure Managers** (ENIM) is given the task of monitoring different aspects of performance and producing annual public reports on performance. A newly created Performance Review Body will give advice and recommendations on performance-related matters;

- contains provisions on the **regulatory oversight** of capacity and traffic management, expanding the tasks and responsibilities of the European Network of Rail Regulatory Bodies (the ENRRB) with respect to EU and cross-border matters. To this end, the ENRRB will have a Board of Regulatory Bodies as a decision-making body and a Secretariat supporting the Board;

- supports the deployment of **digital tools** enabling better capacity and traffic management.

Single European railway area: use of railway infrastructure capacity

2023/0271(COD) - 12/03/2024 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 565 votes to 14, with 37 abstentions, a legislative resolution on the proposal for a regulation of the European Parliament and of the Council 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.

The European Parliament's position adopted at first reading under the ordinary legislative procedure amends the proposal as follows:

Subject matter

Members stipulated that this Regulation should lay down rules and procedures for the implementation of an **integrated digital European rail traffic management system**.

Management of limited infrastructure capacity

Infrastructure managers should manage scarce capacity or resolve conflicts using objective, transparent and non-discriminatory procedures. Procedures should design **alternative scenarios** to address capacity conflicts between two requests that both are not consistent with the strategic capacity planning.

General responsibilities and principles

In fulfilling their responsibilities, infrastructure managers should:

- make **optimum effective use of the available infrastructure capacity** with the aim of increasing the share of rail transport, both for passenger and freight services in accordance with Union's climate targets;

- enable **seamless and punctual rail traffic** across more than one network and across borders by striving to eliminate bottlenecks and operational obstacles;

- contribute to the implementation and development of the **single European railway area**, in particular through common European technical and operational rules and standards, technical equipment requirements and staff certification.

Definitions

Members stated that '**force majeure**' should mean any unforeseeable, unavoidable or exceptional event or situation beyond the control of the infrastructure manager, the railway undertaking or the applicant, which cannot be overcome with reasonable foresight and diligence, cannot be solved by measures which are from a technical, financial or economic point of view reasonably possible including re-routing across borders. This event must have actually happened and needs to be objectively verifiable.

They also introduced the term '**applicant'** meaning a railway undertaking or an international grouping of railway undertakings or other persons or legal entities, such as competent authorities and shippers, freight forwarders and combined transport operators, with a public-service or commercial interest in procuring infrastructure capacity.

Capacity restrictions resulting from infrastructure work and degraded infrastructure

Member States should prevent the degrading of rail infrastructure and should minimise the impact of possible capacity restrictions by ensuring **adequate, stable and timely long-term funding** via multiannual performance agreements that should be concluded between Member State and the infrastructure manager for the period of at least five years.

Strategic capacity management

Member States should coordinate the timely provision of guidance to and ensure consistency between the respective strategic guidance they provide with a view to supporting the development of international passenger and freight rail services.

Member States should: (i) ensure advance allocation of financial resources for the infrastructure managers for regular maintenance of infrastructure and financial resources for infrastructure development described in the capacity strategy as referred to in the Regulation; (ii) coordinate their long-term strategic infrastructure and timetable plans, their infrastructure development based on these plans and coordinate the timelines of their implementation.

Strategic capacity planning should also take into account: (i) the **capacity needs** announced by operational stakeholders and the input from the consultation of current and potential applicants; (ii) as far as possible, the **socio-economic and environmental impact** of the use of infrastructure capacity. Strategic capacity planning should cover the Single European Railway Area.

Candidates, the European Rail Platform (ERP), rail users and their associations, and EU and Member State public authorities should be consulted during the strategic planning process.

Methods of capacity allocation

The infrastructure manager should be allowed to use, where relevant, specific timetabling approaches. If the infrastructure manager decides to pre-plan capacity by using systematic train paths with cross-border relevance, the infrastructure manager should coordinate with neighbouring infrastructure managers and other concerned infrastructure managers concerned to find mutually agreed solutions for cross-border traffic.

Network interruptions

In the case of a partial or total interruption of services caused by disruption of train operation due to a technical failure, incident or an accident on a cross-border line that lasts longer than 15 days, the impacted infrastructure managers should, within 30 days of the occurrence, prepare an **incident report**. The incident report should be made publicly available and shall be regularly updated until the interruption is lifted.

Performance Review Body

Members called for, by six months from the entry into force of this Regulation, a Performance Review Body to be established as an impartial, competent and self-standing body.

European Railway Platform (ERP)

To strengthen the role of Railway Undertakings and applicants, ERP is established as a **consultative body** to the European Network of Infrastructure Managers (ENIM). Operators of service facilities and terminals, multimodal capacity stakeholder, such as sea and inland waterway ports and owners of other rail-related service facilities, might also be part of ERP.

ENIM should consult ERP before preparing adoption of the European frameworks for Capacity Management, Traffic Management and Performance Management. Furthermore, ERP could provide ENIM with a closer view on market developments and it could also issue own initiative opinions on any proposals or decisions by ENIM and European Railway Agency (ERA).

The ERA should provide support, at the Commission's request, for the drafting of the **implementing acts and specific delegated acts** provided for in the Regulation.

Lastly, the European Network of Rail Regulatory Bodies (ENRRB), should adopt a recommendation on the European framework for the review of performance by [six months from the entry into force of this Regulation]. While setting up and implementing the European framework for the review of performance, ERA shall take into account the recommendation issued by the ENRRB.

Single European railway area: use of railway infrastructure capacity

2023/0271(COD) - 19/05/2026 - Text adopted by Parliament, 2nd reading

The European Parliament adopted a legislative resolution **approving** the Council's position at first reading with a view to the adoption of a regulation of the European Parliament and of the Council 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.

Objective

The proposed regulation introduces new rules relating to the allocation of railway infrastructure capacity, allowing for longer-term planning of railway services, and thus aims for better use of the infrastructure and an increase in railway services, both for passengers and for goods.

The new system relies on a comprehensive consultation process to enable infrastructure managers to better understand the needs of the various applicants. Once the consultation phase is complete, capacity will be allocated. The new system also aims to: (i) enable better cross-border coordination and the implementation of improved multi-network services; and (ii) limit excessive modifications through a system of deterrent penalties.

Role of Member States

Member States may provide strategic guidance to infrastructure managers, while respecting their operational autonomy. In particular, they may: (i) decide on the specific nature of a timetable model, (ii) set minimum volumes for specific types of rail transport services, and (iii) take national priorities into account in capacity allocation parameters or conflict resolution.

Capacity management

The management of railway infrastructure capacity will be based on longer-term planning. Each timetable that will come into effect from December 2030 onwards and will apply to the following year will be developed and implemented in three successive phases:

1) Planning: Infrastructure managers will begin with strategic capacity planning and ensure that these plans are coordinated. Based on the strategic plan, the infrastructure manager will define: (i) a capacity strategy, (ii) the capacity model, and (iii) a capacity supply plan. Special procedures are designed to manage heavily used or saturated infrastructure.

2) Allocation: Infrastructure usage rights must be allocated among applicants using digital tools and services. Infrastructure managers must: (i) consider issues related to the capacity of service facilities; and (ii) integrate infrastructure work into planning. If, at the end of the allocation process, conflicts remain between applicants' requests and available capacity, a conflict resolution process is planned. If no agreement can be reached, a fair, transparent, and non-discriminatory method will be applied based on operational, socioeconomic, and environmental criteria.

3) Adaptation: Before the schedule comes into effect, modifications may be requested. To avoid excessive changes, requests must remain limited, and a penalty system is in place to discourage excessive modifications.

Traffic and crisis management

The European Network of Infrastructure Managers (ENIM) will develop a framework to help infrastructure managers and operational stakeholders coordinate the management of traffic, disruptions and crises, using common tools, methods and procedural approaches.

Performance review

The ENIM will monitor and compare the performance of rail infrastructure services. It will publish a European performance review report and update it annually. The Commission may establish a performance advisory panel, acting as an independent and impartial expert group tasked with making recommendations.

Governance

The regulation assigns new responsibilities to the ENIM: to implement the three phases and to better coordinate the work of infrastructure managers regarding multi-network rail services. The ENIM will also appoint the network coordinator, subject to approval by the European Commission. The European Network of Rail Regulatory Bodies (ENRRB) will oversee regulatory matters and coordinate between national regulators.

Implementation

The first timetable applying the new rules provided for by the regulation will be published in 2030 and will begin to apply from 14 December 2030.