National Implementation Project
Switzerland

Capacity Strategy
2027 Timetable

(13.12.2026 – 11.12.2027)

TTR
Redesign of the international
Timetabling Process

Contents

Version	St.*	Date	Name	Amendment / comment
0.1	1	18.10.2023	N. Anders	1st draft completed on the basis of CapStr 2026 / Version 2.0
0.1	2	18.10.2023	N. Anders	Version for consultation with BLS Netz
0.2	2	30.10.2023	N. Anders	Version for consultation with SBB I-FUB-FP
0.3	2	06.11.2023	N. Anders	Version for approval by SBB (Head of Capacity Management)
0.3	2	06.11.2023	N. Anders	Version for information at SBB (Koo FP)
1.0	3	04.12.2023	N. Anders	Definitive version

*Status: 1 = in progress; 2 = for review; 3 = approved

Management summary

Capacity Strategy 2027 is being drawn up in accordance with RNE directives[1] and in line with the jointly agreed definition of "Minimal Viable Product" (MVP)[2]; its purpose is to coordinate cross-border capacity management. This capacity strategy is not legally binding and is not a means for ensuring capacity. The network utilisation concept and the network utilisation plan continue to be binding for ensuring capacity on the Swiss national rail network.

The current capacity strategy is based on Version 2.0. Changeover to Version 3.0 is planned for the 2028 timetable.

The capacity strategy which is drawn up annually includes any infrastructure capacity changes (upgrades / decommissioning work) compared to the previous year's capacity strategy, planning principles for temporary capacity restrictions (TCRs) and restrictions on the use of their associated facilities, principles of traffic planning and traffic flows, as well as validation of the strategy by neighbouring, international infrastructure managers (IMs). Within Switzerland, these aspects relate to the approved and published network utilisation plan (NNP) for the relevant timetable year.

The benefit of having a capacity strategy is that cross-border capacities are coordinated and published internationally at an early stage.

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[1] The RNE Capacity Strategy Handbook, Version 1.0

2 The MVP Capacity Strategy Concept. The Infrastructure Managers involved: Infrabel, ProRail, ACF, DB Netz, SBB Infrastructure, BLS Netz, ÖBB Infrastructure and RFI.

Chapter 0: Geographical scope

As part of the conceptual work for TTR@CH[3] it was decided that in the initial phase the scope of the capacity strategy should be limited to the north/south corridors, i.e. to the Rail Freight Corridors (RFCs). This focus makes it possible to gain initial experience of the capacity strategy while optimising the use and efficiency of resources. If necessary, the organisational unit responsible for producing the capacity strategies for each of the following years can expand the scope of the capacity strategy.

This **Capacity Strategy 2027** for the North-South axes covers the following routes:
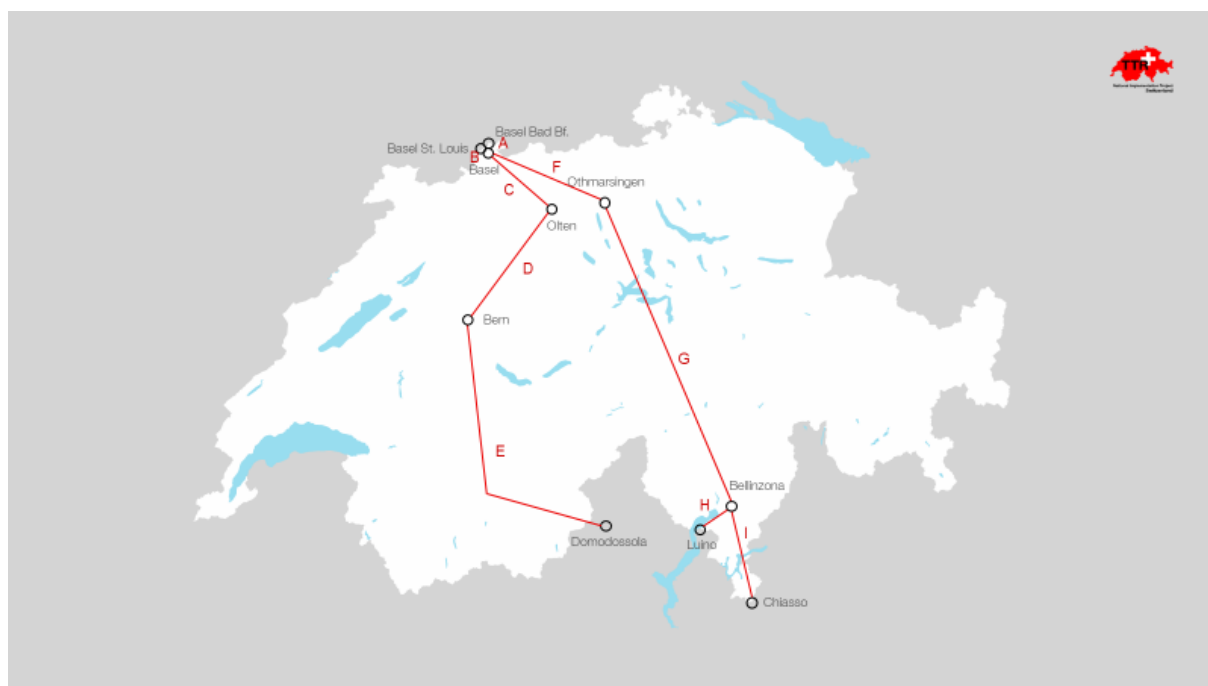
0.1   The routes and border points

Lötschberg-Simplon corridor

- A: Basel Bad – Basel
- B: Basel St. Johann / St. Louis – Basel
- C: Basel – Olten
- D: Olten – Bern
- E: Bern – Brig – Domodossola

Gotthard corridor

- A: Basel Bad – Basel
- B: Basel St. Johann / St. Louis – Basel
- F: Basel – Othmarsingen
- G: Othmarsingen – Bellinzona
- H: Bellinzona – Luino
- I: Bellinzona – Chiasso

Adjacent infrastructure managers (IMs):

DB Netz (A), SNCF Réseau (B), RFI (E,H,I), BLS Netz (E), SBB Infrastructure (A-I)

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[3] Decision by the TTR@CH Steering Committee dated 1.12.2021

Chapter 1: Infrastructure capacity changes, 2027 timetable

This chapter contains the information which is available about the expected, permanently usable, positive (additional) impacts on capacity and the expected, permanently negative impacts on capacity compared to the previous year. Capacity changes can result both from upgrades (capacity increases) and from decommissioning of facilities (capacity decreases). No impact on capacity resulting from the upgrades is known for the 2027 timetable.

Sources:

- BLS-Netz: Data controlling projects, BLS-IAN dated 27.06.2022 - SBB Infrastructure: 2035 upgrade phase. SBB upgrades. Status report 2022 (February 2023).

- SBB Infrastructure: 2025 upgrade phase. SBB upgrades. Status report 2022 (February 2023).

- SBB Infrastructure: ZEB – Future development of rail infrastructure. SBB upgrades. Status report 2022 (February 2023).

Chapter 2: Temporary Capacity Restrictions (TCRs)

The TCRs published in this section should be regarded as advance notice. They are not legally binding, i.e. it is permissible if certain aspects such as deadline postponements or project changes are not definitive; similarly, there is no requirement for an alternative concept for the TCR. The existing information channels for fulfilling the requirements set out in Art. 11b RailNAO are still binding; the contents of the capacity strategy should therefore be interpreted as best-effort additional information.

2.1 TCR planning principles

The legal basis for capacity restrictions due to construction work can be found in Art. 11b of the [Rail Network Access Ordinance](#) (RailNAO). According to this Article, the infrastructure manager (IM) must notify any construction work on a line if it will result in more than one third of the daily traffic volume being subject to restriction for more than seven consecutive days; such notification must be published at least 24 months before the start of the affected timetable period and updated at least 12 months beforehand. Furthermore, the IM must give the affected railway undertakings and the operators of any affected private sidings three months' notice of weekend closures and extended night closures.

The network usage plan (NNP) secures capacities for the individual modes of transport within Switzerland. The NNP for each timetable year is drawn up by the IM and approved by the Federal Office of Transport (FOT). Essentially, capacity restrictions due to construction work are identified in the NNP, if they are continuous closures of at least 30 days or repeated, identical individual closures accumulated of at least 30 days. Shorter possessions (> 10 days) such as protracted night-time possessions involving total closure, permanent single-line working or individual constructions phases are also listed. Furthermore, the NNP includes maintenance windows that impact capacity.

Network utilisation concept / network utilisation plans:

https://www.bav.admin.ch/bav/en/home/modes-of-transport/railways/informations-for-professionals/network-usage-concept-and-plans.html

https://company.sbb.ch/en/sbb-as-business-partner/services-rus/network-access/train-paths.html

Although Annex VII of EU Directive 2012/34 is not directly applicable to Switzerland, in practice a procedure is used that is largely in line with the deadlines set out in Annex VII. As regards Switzerland, the effect on the **transit corridors** is shown below:

	Very long possessions **Major impact TCR**	Long possessions **High impact TCR**
Definition according to Annex 7 (EU directive)	>30 days, more than 50% of traffic affected	>7 consecutive days, more than 30% of traffic affected
Definition according to RailNAO Art. 11b	-	>7 consecutive days, more than one third of traffic restricted
Publication of line closure according to RailNAO Art. 11b	First published at least 24 months before start of the relevant timetable period, updated at least 12 months before start of the relevant timetable period	

The relevant capacity restrictions are published by the IMs in the OneStopShop by the specified deadlines:

https://company.sbb.ch/en/sbb-as-business-partner/services-rus/network-access/capacity-limitations.html

The relevant capacity restrictions for the timetable year 2027 will therefore be published in the appropriate section of the OneStopShop for the first time in December 2024 and updated in December 2025.

Maintenance windows

Handling the requirement for maintenance possessions:

Essentially, no distinction is made between the requirement for maintenance possessions or for renewal possessions. The medium-term requirement for possessions will be registered with the central planning office. As regards new maintenance windows, a study will be commissioned and a rough possessions plan will usually be drawn up in the first instance; the detailed plan will be adjusted as required over the following years.

GSM-R[4] / RBC[5] maintenance windows

On ETCS L2[6] routes, technical maintenance work needs to be carried out and software updated at regular intervals on the RBC and GSM-R systems. For this work to be carried out, the relevant routes need to be completely closed on six simultaneous occasions (Sun to Mon nights) each year. The dates will be laid down for several years.

Two of these nights will be subject to total closures of around 4 hours which must be implemented on all ETCS-L2 routes at the same time. No additional possessions may be granted during this time. There is some flexibility as regards the other four nights. (Check whether there is any conflict with other projects, set priorities and, if necessary, impose certain restrictions on the maintenance windows).

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[4] Global System for Mobile Communications – Rail
[5] Radio Block Center

[6] Overview map standard gauge network (Level 2 = light blue routes)

SBB "Maintenance Production 2025" project

The aim of the "Maintenance Production 2025" (UP2025) project is to ensure that the timetable remains stable and that maintenance of the SBB network is undertaken over the long term; it also aims to increase productivity still further. UP2025 also plans additional maintenance windows on top and main traffic routes. This aims to reduce the overall number of possessions and to optimise the length of those possessions.

The project has been transferred to a new, "Maintenance Production 2.0" programme for the purpose of establishing lines/hub concepts in all regions.

Regular TCRs

Applications for "major impact" TCRs must be registered with the construction department within the central planning office at X-43 months, followed by an initial cumulative assessment (regional, national and international) and by the definition of framework conditions by the relevant portfolio manager responsible for possessions.

Before the next step at X-26 months, the TCR request must be specified in greater detail and submitted in the form of an outline construction programme schedule. At the same time, any "high impact" TCR requests must be declared for the first time. The cumulative assessment will need to be updated and applications coordinated with other TCRs. A similar procedure will be used for "medium impact" TCRs at X-16 months.

Once a TCR has been received for evaluation and consultation, a rough, capacity-based plan will then be developed. The plan will then be presented to the RUs during a meeting for them to accept it.

Consultation process

Once the outline replacement plan, based on residual capacities, has been accepted by the stakeholders involved (the RUs affected and, in the case of regional services, those cantons that place orders for them), the corresponding TCR will be approved for implementation. The replacement service plan, train by train, will be developed and resubmitted to the stakeholders six months before construction work starts. Stakeholders will then have about two weeks to evaluate the plan so that the final version will be available five months before construction work starts.

Depending on the duration and extent of the capacity reduction, the TCR will be published in the national network usage plan (NNP) and taken into account in the annual train path catalogue and timetable.

Approval and escalation procedure

Possessions for construction works which, according to the definition, require an outline plan, will be studied within the outline plan framework, presented to the Steering Meeting (StM) Capacity Management and approved. All railway undertakings (RUs) and the Swiss train path allocation body (TVS) are represented at the steering meetings. Plans are divided into "simple" (few implications for

RUs) and "complex" (medium to serious implications for RUs). Stakeholders, and if necessary the cantons, will be involved proactively and at an early stage in the approvals procedures. This is especially true for "complex" plans.

Information is exchanged at meetings, during timetable workshops or by email. The RUs concerned, the TVS and possibly the canton (as the ordering party for licensed passenger services) are all involved, without discrimination, in order to discuss the details of the plan and the needs of all those involved and in order to find a common option. If it is of assistance, partners (e.g. planners, project managers) can also be involved. In the case of a complex plans, information may be exchanged before the StMM or, in the case of a simple plan, after the StM (if appropriate).

If, despite a constructive exchange of views between the RUs, TVS and possibly the cantons, any outline plans are rejected twice during the StMs, or if no common solution can be found, the proposed plans will be escalated. Three escalation steps are provided for:

1. Regional committee

2. National committee: Medium-Term Service Provision and Resource Plans (MAR6)

3. Top-level national committee: Service and Timetable Board (AFB)

2.2   Expected "Crucial Major" TCR

The purpose of the capacity strategy is to give advance notice of the most severe capacity restrictions. For Switzerland's TTR@CH capacity strategy, this means that as a rule only individual "crucial major" or "once-in-a-lifetime" TCRs will be published. The following criteria apply to the giving of advance notice of capacity restrictions in the TTR@CH capacity strategy:

TCR >90 days and more than 50% capacity restrictions.

No "crucial major" TCRs are planned for the 2027 timetable.

Capacity planning under TTR will continue to be based on the existing national tools at our disposal, i.e. the Network Usage Concept (NNK) and Network Usage Plan (NNP). The contents of the NNP fully cover the requirements in the "Traffic planning and traffic flows" section. According to the RNE, capacity strategies are to be aligned with each of the respective neighbouring countries.

3.1   Traffic planning principles

This section describes the main principles for each rail line; these principles will be used later on, when planning those aspects to be included in the capacity models and when planning the capacity available for use.

According to TTR, it is possible, in the capacity strategy for individual routes, to define whether they should be classified as "pre-planned" (all planned capacities as ready-made capacity products - similar to today's train path catalogue), as "semi-pre-planned" (ready-made capacity products as well as residual capacities for tailor-made orders) or as "non-pre-planned" (no ready-made capacity products, only tailor-made orders). Since it would be necessary to define the maximum capacity of a route for the "pre-planned" variant, something which in practice is very difficult to achieve, **TTR@CH envisages focusing on the "semi-pre-planned" variant in its capacity strategy.** In this way, for example, those train paths guaranteed in the NNP can be identified in the capacity model and in the subsequent train path catalogue as ready-made products; if there are further capacity needs, customer-oriented solutions can then still be found within any residual capacities which may be available.

As mentioned above, the NNP 2027 already covers the TTR requirements for the "Transport planning and traffic flows" sections. In Switzerland, the various needs of the market and of stakeholders are ascertained at a very early stage. Approximately every 10 years, the federal government commissions an expansion phase. This expansion phase is planned in partnership with the various stakeholders - the federal government, cantons, sectors of the industry (including terminals and service facilities), RUs, etc. - under the leadership of the FOT. The outcome is an agreed service concept including the essential infrastructure measures. Parliament approves the expansion phase including the service concept and allocates the financial resources for the necessary infrastructure. The network usage concept (NNK) secures the train paths required for the long-distance, regional and freight services. Any stakeholder affected can request changes to the service concept during the change management process conducted annually on behalf of the federal government. The network usage plan (NNP) describes in written form the planned capacity distribution between long-distance, regional, freight and other traffic types (e.g. car-carrying trains) in the implementation years up to X-7 years in advance. Stakeholders are also consulted annually in the NNP process by means of a hearing and are given the opportunity to contribute accordingly. The table below shows the most important planning parameters for the standard passenger and freight train categories:

Category	Product	Parameter
Long-distance traffic	Intercity / Interregio, dispatched	400m / 300m, R135%
Long-distance traffic	Gotthard Eurocity / Intercity	400m, R135%
Long-distance traffic	Interregio /Regional Express, Driver-only departure readiness control 300m	300m, R135%
Long-distance / Regional traffic	Interregio /Regional Express, Driver-only departure readiness control 200m and shorter	150m, R135%
Regional traffic	S-Bahn / Regio (double-decker)	150m, R135% 300m, R135%(Zurich S-Bahn) 200m, R135% (Bern S-Bahn)
Regional traffic	S-Bahn / Regio (single-decker)	150m, R135% 210m, R135% 60m, R135%
Freight traffic, national	Standard	1 Re482, 1600t, 750m, D65, V/min 100 km/h
Freight traffic, national	Express	1 Re420, 800t, 400m, A95, V/min 120 km/h
International freight services	Transit Gotthard	1 Re482*, 1600t, 750m, D70, V/min 100 km/h (North-South) 1 Re482*, 1400t, 750m, D70, V/min 100 km/h (South-North) * Bellinzona S.Paolo – Chiasso Smistamento section = 2 Re482 Feeder path via Ceneri Berg 2 Re482, 1400t, 750m, D70, V/min 100 km/h
International freight services	Transit Lötschberg	2 Re482, 1600t, 750m, D70, V/min 100 km/h (North-South) 2 Re482, 1400t, 750m, D70, V/min 100 km/h (South-North)

Sources: Timetable planning documents for domestic + transit freight train categories / consolidation project AK 2035 (Dispatch 2026).

Note: Basic details of the rolling stock listed can be found in the network utilisation concept. There are different requirements as regards acceleration and maximum speed for passenger services. More details of N-series and of rolling stock capable of fast acceleration are given in the NNP.

The NNP contains the capacities available in a standard hour and during passenger traffic peak hours (06.00-09.00 and 16.00-19.00, Monday to Friday, excluding public holidays) that are guaranteed for allocating train paths in the 2027 timetable. Timings to the precise minute as well as connections and connecting services shown on the network charts are not binding. The number of train paths shown on the route sections equates to the maximum number of train paths guaranteed for a particular type of traffic on this entire route section. Subsections of this route section may have fewer train paths. The NNP 2027 does not yet list any restrictions due to possessions.
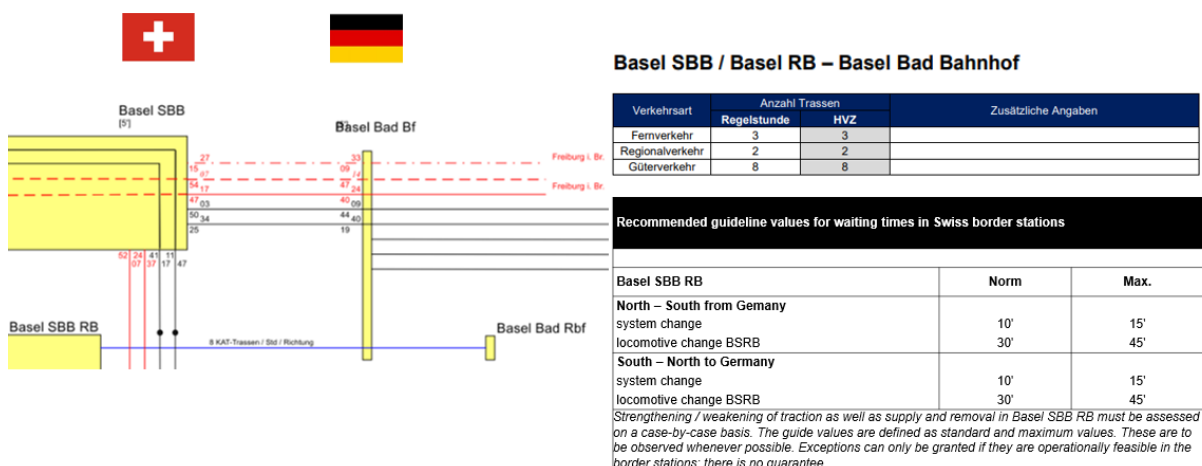
Link to the published NNP 2027 *(as at: 20.11.2023)*

https://company.sbb.ch/content/dam/internet/corporate/de/sbb-als-geschaeftspartner/flotte-unterhalt/onestopshop/NNP-2027.pdf.sbbdownload.pdf

3.2   Traffic flows

The summary below shows, in respect of every MVP route, those train categories / capacities which are used in the capacity model. Note: Only those train paths which cross via the designated border point are taken into account and coordinated. If the traffic flows at the border are not identical, the reason must be clearly explained.

DE / CH: «Basel Bad Bf.»

Basel SBB / Basel RB – Basel Bad Bahnhof

Verkehrsart	Anzahl Trassen		Zusätzliche Angaben
	Regelstunde	HVZ	
Fernverkehr	3	3	
Regionalverkehr	2	2	
Güterverkehr	8	8	

Recommended guideline values for waiting times in Swiss border stations		
Basel SBB RB	**Norm**	**Max.**
North – South from Gemany		
system change	10'	15'
locomotive change BSRB	30'	45'
South – North to Germany		
system change	10'	15'
locomotive change BSRB	30'	45'

Strengthening / weakening of traction as well as supply and removal in Basel SBB RB must be assessed on a case-by-case basis. The guide values are defined as standard and maximum values. These are to be observed whenever possible. Exceptions can only be granted if they are operationally feasible in the border stations; there is no guarantee.

Information provided by DB Netz

Border point	Passenger train paths per hour per direction		Freight train paths per hour
	Long distance	Regional	
Basel Bad / Basel Bad Rbf (D) – Basel SBB / Basel SBB RB (CH)	1.5	3	5

There are differences between DB Netz's and SBB Infrastructure's train path capacities for long-distance traffic and freight traffic; these differences can be explained as follows:
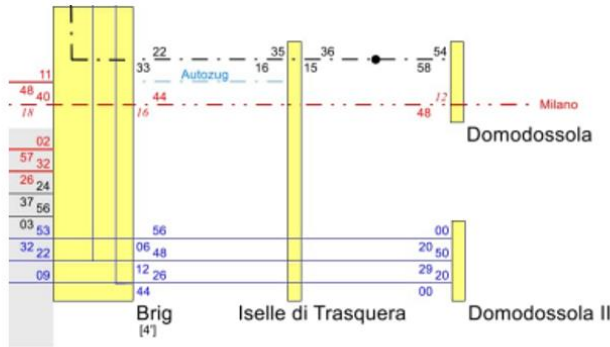
The following currently applies in Switzerland: The only basis for the TTR capacity strategy is the most recent planning status, assuming it has gone through the regular NNP process and been approved by the Federal Office of Transport (FOT). To be precise, the NNP for 2027 was approved in 2020 based on NNK 2025. In the meantime, NNK 2025 has been replaced by NNK 2035. This means that, if NNK 2035 which applies at present is taken into account, passenger traffic capacity (only looking at standard service hours) is the same as for DB, namely 1.5 train paths for long-distance traffic and 3 train paths for regional traffic.

There is a difference between DB's freight capacity (5 train paths per hour/direction) and that of SBB (8 train paths per hour/direction). According to the DB statement, until the work in the Basel Bad Bf area to upgrade the Basel to Karlsruhe Rhine valley line to four tracks is complete, freight traffic capacity must be reduced by 3 train paths to 5 train paths per hour and direction until approx. 2028.

The outcome after harmonisation:

→ Long-distance traffic: 1.5 train paths; regional traffic: 3 train paths; and freight traffic: 5 train paths per hour/direction.
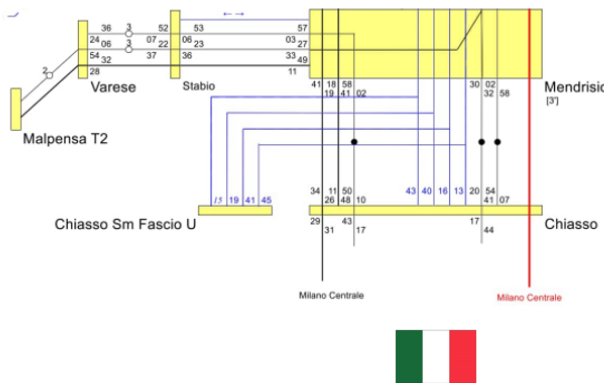
IT / CH: «Domodossola»

Spiez – LBT – Brig – Domodossola

| Verkehrsart	Anzahl Trassen		Zusätzliche Angaben
	Regelstunde	HVZ	
Fernverkehr	5	5	Spiez – Frutigen: 2 Trassen, eine davon zweistündlich Frutigen – Visp: 2 Trassen, eine davon zweistündlich Visp – Brig: 5 Trassen, eine davon zweistündlich Brig – Domodossola: 1 Trasse zu gewissen Stunden
Regionalverkehr	2	2	Spiez – Frutigen: 1 Trasse Frutigen-Visp: 0 Trassen Brig – Domodossola: 1 Trasse zu gewissen Stunden HVZ: Spiez – Frutigen: +1 Trasse
Güterverkehr	4	4	Davon 2 SIM-Trassen Gemeinsame Betrachtung mit Bergstrecke Spiez – Brig: 3 Trassen Fahrrichtung Nord-Süd: Stunde A: 2 via LBT (1 SIM) – 1 via Bergstrecke (1 SIM) Stunde B: 3 via LBT (2 SIM) – 0 via Bergstrecke Fahrrichtung Süd-Nord: 1 via LBT (SIM) – 2 via Bergstrecke (1 SIM) 4. Trasse nach Domodossola II nur fahrbar, wenn die RoLa-Trasse nach Domodossola FS verkehrt (gilt auch für Gegenrichtung. Kapazitätsteilung nach Domodossola FS und Domodossola II. 4. Trasse in Kapazitätsteilung mit Fernverkehr. Wenn fahrbar, steht die vierte G-Trasse prioritär dem Güterverkehr zur Verfügung.
Andere	<1>	<1>	Autozug im 90-Minuten Takt Spiez – Brig und Iselle – Domodossola: 0 Trassen

IT / CH: «Chiasso»

Castione – Bellinzona – Giubiasco – Chiasso

modalità di traffico	Numero di tracce		informazioni aggiuntive
	Ora di regola	Odp	
Lunga percorrenza	3	3	Castione-Arbedo – Giubiasco: 3 tracce Ceneri-Bergstrecke: 0 traccia CBT: 2 tracce Lugano – Chiasso: 1 traccia
Traffico regionale	6	6	Castione-Arbedo – Bellinzona: 4 tracce Bellinzona - Giubiasco: 4 tracce Ceneri-Bergstrecke: 2 tracce CBT: 4 tracce Lugano – Chiasso: 5 tracce
Traffico merci	6	6	Castione-Arbedo – Giubiasco: 6 tracce Bergstrecke: 1 traccia CBT: 4 tracce Lugano – Chiasso: 4 tracce

IT / CH: «Luino»
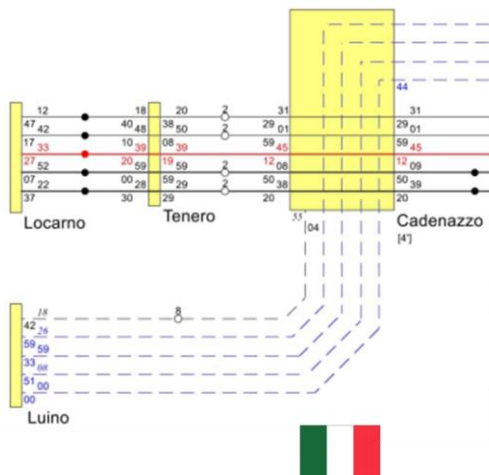
Cadenazzo – Luino

modalità di traffico	Numero di tracce		informazioni aggiuntive
	Ora di regola	Odp	
Lunga percorrenza	0	0	
Traffico regionale	1	1	Ogni due ore
Traffico merci	2	2	

Recommended guideline values for waiting times in Swiss border stations as well as Luino + Domodossola

Chiasso Smistamento / Chiasso	Norm	Max.
North - South via U-Group change of operation	40'	60'
South - North via C/U-Group change of operation	35'	45'

Luino	Norm	Max.
system change	according to Network Statement RFI or agreed connection times RFI-SBB Infra	

Domodossola	Norm	Max.
Domodossola 2 change of operation	according to Network Statement RFI	
Domodossola FS change of operation	according to Network Statement RFI	

The guide values are defined as standard and maximum values. These are to be observed whenever possible. Exceptions can only be granted if they are operationally feasible in the border stations; there is no guarantee..

Border-crossing system paths per hour per direction (daytime)						
Border point	Passenger train paths per hour				Freight train paths per hour	
	High speed	Long distance	Regional express	Regional	International	Regional and service trains
Domodossola (Iselle) - CH	--	0.5	--	--	3.5	Sporadic service trains
Luino - CH	--	--	--	0.5	2	Sporadic service trains
Chiasso - CH	--	1	1	2	4	Sporadic service trains

After mutual harmonisation between RFI and SBB Infrastructure, there remains a difference in the train path capacity for freight traffic; this can be explained as follows:

Domodossola border crossing: the 3.5 freight traffic train paths represents the average of the 3 or at times 4 possible train paths.

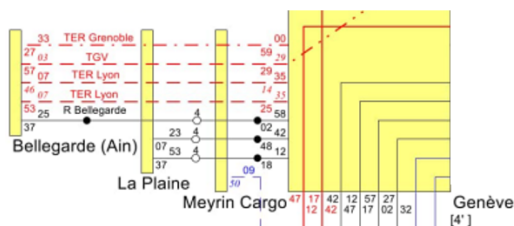## FR / CH: «St. Louis / Basel St. Johann»
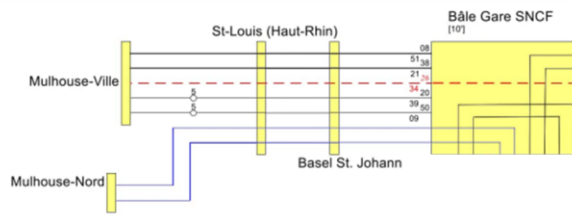
Basel SBB – St. Louis (France)

| Mode de trans-port | Nombre de sillons | | informations supplémentaires |
	Heure de ré-férence	Hdp	
Grandes lignes	1	1	Trasse zweistündlich (TGV)
Trafic régional	4	4	
Trafic marchandises	2	2	

Recommended guideline values for waiting times in Swiss border stations

| Basel SBB RB	Norm	Max.
North – South from Gemany		
system change	10'	15'
locomotive change BSRB	30'	45'
South – North to Germany		
system change	10'	15'
locomotive change BSRB	30'	45'

Strengthening / weakening of traction as well as supply and removal in Basel SBB RB must be assessed on a case-by-case basis. The guide values are defined as standard and maximum values. These are to be observed whenever possible. Exceptions can only be granted if they are operationally feasible in the border stations; there is no guarantee.

FR / CH: «Pougny-Chancy/La Plaine (Genève)»

| Mode de trans-port | Nombre de sillons | | informations supplémentaires |
	Heure de référence	Hdp	
Grandes lignes	3	3	Genève – Lancy-Pont Rouge – (Annemasse): 2 sillons / Genève – La Plaine – (Bellegarde): 3 sillons (2 sillons toutes les deux heures)
Trafic régional	4	4	Genève – Lancy-Pont Rouge – (Annemasse): 4 sillons / Genève – La Plaine: 3 sillons
Trafic marchandises	2	2	Genève – La Praille: 2 sillons / Genève La Praille – Meyrin Cargo: <1> sillon / Liaison direct Genève – Meyrin uniquement de nuit.

FR / CH: «Les Longevilles / Vallorbe»
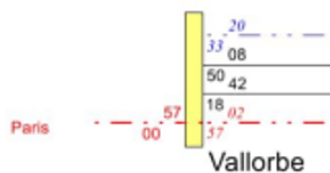
| Type de trafic | Nombre de sillons | | Informations supplémentaires |
	Heure de référence	HDP	
Trafic grandes lignes	-	-	
Trafic régional	-	-	
Trafic marchandises	-	-	

Information provided by SNCF Réseau

Border point	passenger train paths per hour		freight train paths per hour
	long distance	regional	
St Louis/ Basel	0,5	4	2
Pougny-Chancy/La Plaine (Genève)	0,5	3	-
Les Longevilles/ Vallorbe	0,5	0	-

There are no differences between SNCF Réseau and SBB Infrastructure's train path capacities for long-distance traffic and regional traffic. This was already known to be the case in 2026 and can be explained as follows:

The following currently applies in Switzerland: The only basis for the TTR capacity strategy is the most recent planning status, assuming it has gone through the regular NNP process and been approved by the Federal Office of Transport (FOT). To be precise, the NNP for 2027 was approved in 2020 based on NNK 2025. In the meantime, NNK 2025 has been replaced by NNK 2035. 2 long-distance paths (TER to Mulhouse) have now been allocated to regional traffic. This means that, taking into account the currently valid NNK 2035, there are no longer any differences.

Difference between off-peak and peak hours in Switzerland: The network usage plan contains the capacities available in **a standard hour** and during **passenger traffic peak hours** (06.00-09.00 and 16.00-19.00, Monday to Friday, excluding public holidays) that are guaranteed for allocating train paths in the timetable in question.

The Geneva - La Plaine route has 2[7] regional traffic paths in a standard hour and 3[8] regional traffic paths at peak hours.

The outcome after harmonisation St.Louis/Basel:

➔ Long-distance traffic: 0.5 train paths; regional traffic: 4 train paths; and freight traffic: 2 train paths per hour/direction.

The outcome after harmonisation Pougny-Chancy/La Plaine (Geneva):

➔ Long-distance traffic: 0.5 train paths; regional traffic: 3 train paths per hour/direction.

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[7] 1 path for R Bellegard and 0.5x2 for TER Lyon (paths have a value of 0.5 if they are only guaranteed every two hours or at certain times).
[8] 1 path for TER Grenoble is added to the 2 paths in a standard hour

Chapter 4: Validation

1) National

This capacity strategy is approved by the two infrastructure managers (IMs) involved, BLS AG and SBB AG.

Approved by SBB Infrastructure	Approved by BLS Netz
Head of Capacity Management:	Head of Planning, Operations & Services:
06.11.2023	24.10.2023

2) International

Data on cross-border capacities were either supplied by neighbouring countries (SNCF) or validated for the current year (DB, RFI).