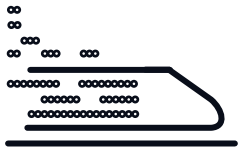


New processes & timetable products for in-year construction planning InnoTrans 2026

22–25 September 2026 | Berlin



TAF/TAP TSI defines a standardized data exchange format **for timetable planning and railway operations across the EU**



TAF TSI and TAP TSI are **two EU regulations** for the railway sector. Together with other key initiatives, such as ETCS, they are designed to future-proof the **European railway system** and strengthen **interoperability** across Europe



TAF/TAP TSI establishes a common **EU-wide data exchange standard** between railway stakeholders, defining message formats and processes for **timetable** planning and **railway operations**

**Full
implementation of
the TAF/TAP TSI
for the 2027
timetable year**

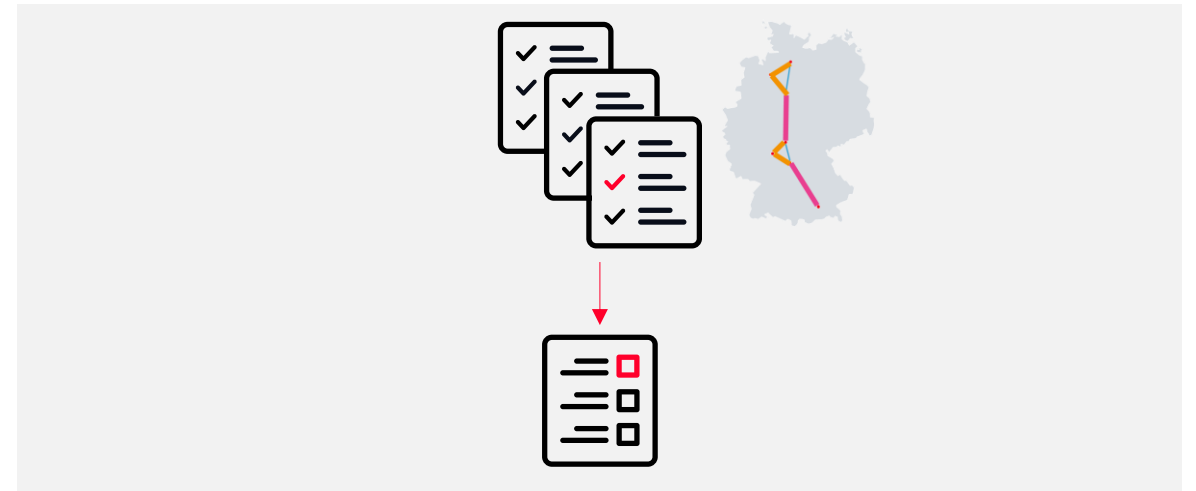
In the new approach, timetable products are designed from an overall train perspective rather than a construction-site perspective



For each construction project, a separate timetable document (ZvF¹) is created containing all affected trains



For each Path ID, a single end-to-end journey regulation is now provided through the GPE², FPE³ and NAÄ⁴



(1) Summary of Commercial Impacts (ZvF) (2) Rough Planning Result (GPE) (3) Detailed planning result (4) Network triggered change

Each construction work activity is assigned to a BKE category and consultation phase by Annex VII



A construction-related capacity restriction (**BKE**) exists when **construction work requires at least one train path** to be fully or partially **cancelled, diverted,** or **replaced by another mode of transport**

Construction work			BKE ¹ category (new)
Number of consecutive days	Share of estimated traffic volume affected	Impact on more than one network	
Irrelevant	Max. 10%	Irrelevant	1
Up to 7	More than 10%	Irrelevant	2
Up to 7	More than 10% to max. 50%	Yes	3
Up to 7	More than 50%	Yes	4
More than 7	More than 10% and max. 30%	Irrelevant	5
More than 7	More than 30%	Partly	6
Min. 30	More than 50%	Irrelevant	7
More than 30	More than 50%	Partly	8

(1) Construction-related capacity restriction (2) Months before timetable change (3) Exceptions to the allocated consultation phase are regulated in accordance with Annex VII, No. 14

Table: Extract Ril 402.0305A10 BKE Categories; **N** = Grid timetable



Annex VII und TTT bringt spürbare Verbesserungen für die EVU und Aufgabenträger

Key elements of the implementation



- 1 Early availability of planning information** in case of capacity restrictions
- 2 Enhanced opportunities for railway undertakings to actively contribute to construction planning** (“Transparent Factory” approach)
- 3 International coordination** of construction works in cross-border rail traffic
- 4 Improved information flow** through the transition from ZvF to GPE/FPE (timetable products)
- 5 Greater simplicity and transparency** – one document per train run
- 6 Single communication platform** for the coordination of construction-related capacity restrictions (KOMBau)



Overall benefits



Improved information availability



Increased planning reliability



Active involvement in shaping operational impacts

Stay in contact



Annex VII



German only

KOMBau



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Digitale BauFplo



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TAF/TAP TSI



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