

Position Paper

Brussels, 2 July 2018

Minimum Connection Times (MCTs)

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Scope

The scope of this document, is to propose to all the sector stakeholders and the European Union Agency for Railways, the adoption of a fair and not discriminatory obligation to use existing and regulated MCT data in journey planners.

The obligation proposed supports the MCT requirement in the Passenger Rights Regulation PRR¹ and help to ensure passengers receive consistent itineraries across different platforms.

Background

The TAP TSI² Revision Working Party WP has been discussing the best way to manage MCTs in a neutral way. CER has consistently argued that, as regards TAP TSI obligations, it should be a Railway Undertaking RU responsibility to manage regulatory MCTs and make them available. This paper provides a summary of the proposed CER approach.

It meets the Agency's requirements for neutrality and transparency. Following a review and discussion of these proposals within the concerned ERA TAP TSI Working Party, CER has sent the Agency a draft text for a new Basic Parameter defining MCT obligations (4.2.1.1. "The railway undertaking makes available its own timetable data to other railway undertakings and to third parties"):

The minimum connecting timing (MCT) described in the technical document B.4 and used for calculation rules within one location (cases 4 and 5) and between two locations (cases 4 and 5) is defined by an entity nominated by the Member State; if this nomination is lacking, the entity will be the Station Manager by default.

This entity should design a neutral process involving RUs, Infrastructure Manager IM, Station Manager SM in order to seek for consensus for the definition of the relevant MCT.

In case of disputes it is referred to the National Enforcement Body (established according to article 31 of the PRR).

This draft text can be reviewed and debated within the Revision WP and a consensus reached on that part of the revised TSI text.

Proposed approach on MCTs

The approach has these components: MCT management, Consensus formation, MCT delivery and use.

MCT management

For each station, an RU who has services at the station, shall be selected to be responsible for the management of the MCTs and shall make them available as defined in the TAP-TSI. The options by which the RU should be selected has to be investigated to find out the appropriate solution.

¹ Rail Passenger Rights Regulation 2007 (EC) No 1371/2007

² Commission Regulation (EU) No 454/2011 and further amendments

In some Member States, MCTs are agreed using a national consensus forming process. Neutrality and transparency are the hallmark of a national consensus. Where there are no nationally agreed MCTs, they are to be managed station by station and a consensus achieved that provides the necessary neutrality and transparency. The resulting MCTs shall be made available as regulated MCTs.

In all cases, MCTs shall be a reasonable estimate of the time to make a connection. As well as walking time, MCTs need to be able to include the time needed for checking in or security checks, the impact of historic unreliability of timekeeping of trains at the station, the use or otherwise of fixed platforming, the need to provide a buffer when connecting to infrequent services, and any other relevant time it is appropriate include for this scope.

Consensus formation

In the absence of a national agreement, for each station the chosen RU shall be responsible for obtaining consensus for the MCTs amongst all the RUs at the station.

Consensus also needs to include other parties responsible for passenger movement at the station such as IMs or SMs.

Where consensus cannot be reached, disputes shall be resolved by the National Enforcement Body responsible for PRR complaints.

MCT delivery

MCTs shall be made available together with the RU's timetable and shall use appropriate B4 formats.

Conclusions

CER proposes that an obligation should be placed in the TAP TSI so that all parties (RUs, Ticket Vendors, Third Parties, etc.) shall use regulated MCT data, where it exists, in their journey planners.

This obligation supports the proposed MCT requirement in the PRR and help to ensure passengers receive consistent itineraries across different platforms.

Where a party do not use regulated MCTs then they shall be responsible for all costs related to missed connections where they have issued the ticket(s).

About CER

The Community of European Railway and Infrastructure Companies (CER) brings together more than 70 railway undertakings, their national associations as well as infrastructure managers and vehicle leasing companies. The membership is made up of long-established bodies, new entrants and both private and public enterprises, representing 73% of the rail network length, 77% of the rail freight business and about 93% of rail passenger operations in EU, EFTA and EU accession countries. CER represents the interests of its members towards EU policymakers and transport stakeholders, advocating rail as the backbone of a competitive and sustainable transport system in Europe. For more information, visit www.cer.be or follow us on Twitter @CER_railways.

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