

	TCR - Temporary Capacity Restrictions					Not included in the timetable
	Integrated into the timetable, including intermediate changes (PERT)					
	Included for the entire duration of the timetable			Included by PERT period		
	Planned works	Unplanned works (track possessions)	Buffer times	Integrated in at least one PERT period		
	Non-included TCRs					
Definition	The integration of planned TCRs in the draft timetable when a line or section of line is closed completely for a long period of time or on certain days or at certain times repeatedly.	The inclusion of track possessions in the drafting of the timetable to allow for interventions that cannot be planned in the long term: corrective maintenance, changes to the planning due to unforeseen circumstances.	The inclusion of buffer times in the drafting of the service timetable in order to guarantee the robustness of the service timetable when capacity restrictions in connection with works such as long single-track services ( <i>longs services à voie unique</i> - SAVU) or notices of temporary slowdown ( <i>avis de ralentissement temporaire</i> - ART) are applied.	The inclusion of scheduled TCR is necessary when a line or a section of line is completely closed for a fixed period of time corresponding to at least one PERT period.		Planned TCRs which do not meet one of the aforementioned criteria and which concern a period shorter than a PERT period.
Linked to a particular project	Yes	No	Yes	Yes		Yes
Included in the timetable	For the entire duration of the timetable	For the entire duration of the timetable	For one or more PERT periods	Per PERT period		No
Long term train path allocation	Yes, via an alternative in the timetable for the entire duration of the timetable after consultation with the applicant. If there is no viable alternative, the train path is not allocated.	Yes, via an alternative in the timetable for the entire duration of the timetable after consultation with the applicant	Yes	Yes, via an alternative in the timetable after consultation with the applicant at the latest at the end of the PERT period.		Yes, the alternative is developed after consultation with the applicant. The management of the diversion is regulated in detail via BNX/STS.
Management of flows / diversions	Via long-term planning	Via long-term planning	Not applicable	Via long-term planning		An alternative proposal is planned and published. The management of the diversion is regulated in detail via BNX/STS.
Ad hoc train path allocation	Exceptionally	Yes, after releasing the capacity	Yes	Yes, after releasing the capacity		Yes