Meeting of the overlap design sub group, between use case writer (capacity) simulation Torben Brand and overlap designer Jörg von Lingen. We agreed on the following.

There exist only one type of overlap. The overlap is defined to always start at the end signal of the route or the signal it's placed under in the railML structure. The end of the overlap can be defined at the end point (usually an axle counter or a track circuit border) for an unambiguous overlap path. For an ambiguous overlap path the protective elements need to be defined (switch and position, flank protection or head protection).
The overlap is always released together with the route. Except if there is defined a trigger. If a trigger is defined it can have a timer. The timer is set in seconds. The overlap is released after the trigger is activated and the timer has elapsed. The trigger can be a trigger point (line side) which either reacts on the head of the train (occupy TVD after the trigger point) or the complete train (release TVD before the trigger point). Or the trigger can be activated according to the speed of the train (train side). Only speed 0 km/h is deemed relevant (standstill). This (train side) trigger is technology independent. This as it can relay both to ETCS (which can be designed to send a telegram after standstill for a certain time), or human interlocking of the local dispatcher who observes that the train has come to a standstill and after a handling time (reflected in the timer) releases the overlap. The official terms for the elements will be determined by Jörg von Lingen in cooperation with the interlocking coordinator.