Procedures for Capacity and Traffic Management (CID Book IV)

Railway Undertaking Advisory Group

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Warning

The information provided in this presentation has been extracted from a **draft** version of the Book IV of the Corridor Information Document

In the coming weeks, we expect to receive comments on this draft from various stakeholders, including IM, member states, the European commission and, last but not least, RAG and TAG members

The final version of Book IV will be the one published on www.rfc2.eu. It may differ from the draft version

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Content

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1. What is the C-OSS?

➤ The only body for applicants to request and to receive answers, in a single place and in a single operation, regarding infrastructure capacity on RFC 2

➤ Will publish PaPs and Reserve Capacity (RC)

➤ Is exclusively responsible for the management of the dedicated corridor capacity and will take an allocation decision with regard to requests for PaPs and RC on behalf of the concerned IM(s)/AB(s).

2. Path Coordination System (PCS)

➢ The only tool for publishing the offer of PaPs and RC and for placing international path requests on a corridor

➢ The displayed data for a PaP or RC may be used for creating a path request dossier – without any manual copying.

➢ Simplifies the presentation and management of the paths which remain in the catalogue for allocation as ad-hoc paths during the running timetable period.

➢ Access to the tool is granted by RailNetEurope (www.rne.eu).

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3. Applicant on the Corridor[(1)]

According to article 15 of the EU Regulation 913/2010, applicants other than railway undertakings or the international groupings that they make-up, such as shippers, freight forwarders and combined transport operators, may request international pre-arranged train paths

How to be accredited as an applicant on RFC 2, not being an RU:
- ✓ acceptance of the administrative conditions of the concerned IM's/AB
  - ➔ an appropriate unilateral declaration needs to be signed and forwarded to the C-OSS at the latest before placing the request
- ✓ the declaration has to be received in due time
  - ➔ the template can be downloaded from the RFC 2 website

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3. Applicant on the Corridor(2)

- ➢ is informed about rights and duties as a participant in the path allocation process on RFC 2

- ➢ has to take knowledge of the terms (CID) and to agree with them

- ➢ has to be able to bring in all essential information for the request such as there are technical parameters and so on

- ➢ has to take knowledge of the conditions and fees according to the rules and accept them

- ➢ has to nominate the executing RU(s) within the deadlines of each concerned IM/AB on all involved networks

- ➢ has to commit that all rights and duties which are related with the allocated path are transferred to the chosen RU

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3. Applicant on the Corridor (3)

Corridor overview for applicants not being an RU:

IM/AB	Deadline for nominating RU for the annual TT	Deadline for nominating RU for the running TT	Conditions, remarks
Keyrail	One month before start of operation		
ProRail	6 weeks before start of operation		
Infrabel			AA not known yet; national legislation under construction
ACF/CFL	Beginning of October (last day for late path requests)	Together with the path request	No legal bases
RFF	A path allocation contract must me signed prior to path request by the applicant. RFF may ask for further information concerning the financial status of the applicant		Valid Licence, Insurance contract, usage contract signed by RFF with the RU which will be in charge and a valid safety certificate.
SBB/trasse.ch	30 days before start of operation		

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3. Applicant on the Corridor (4)

- ➢ The RU(s) can be nominated when placing the request for PaP/RC to the C-OSS

- ➢ If the RU(s) has been selected in the phase between the path request and the allocation (final timetable offer), the name(s) of the RU(s) should be communicated to the C-OSS

- ➢ If the nomination takes place after the reception of the allocation (final timetable offer), the name(s) of the RU(s) has to be communicated to the concerned IM/AB by the applicant. After verification, this information will be forwarded by the IM/AB to the C-OSS.

- ➢ If RFC 2 does not supply PaPs/RC on connecting lines to a terminal or an industrial area located outside the corridor, the applicant can request a catalogue or tailor-made path for this section only if it is authorised in the national legislation to do so

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4. Corridor related Path Products[1]

Pre-arranged paths (PaPs):

➢ Will be an assembly of several PaP sections ➔ might also include purely national PaP sections – to be used in the context of international path requests to the C-OSS

➢ Intermediate points will be included to respect the amount of freight traffic entering and/or leaving the corridor in an intermediate location

➢ Are protected in the IMs planning system/tool against major changes (dislocation, shifting, etc.) resulting from other capacity requests

➢ Will be published in PCS on the 2nd Monday in January (11 months before timetable change) until the 2nd Monday in April (path request deadline)

➢ A re-publication of the remaining – non-booked – PaPs for late path request will take place approximately by the end of April

➢ The period between X-8 and end of April will be used for solving conflicts ➔ the C-OSS needs all remaining PaPs for this until X-7.5 (end of April)

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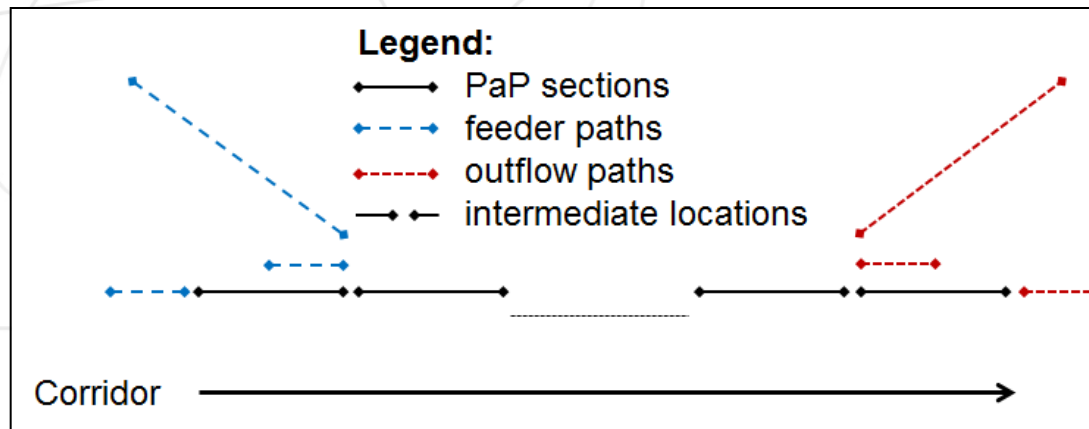# 4. Corridor related Path Products(2)

<u>Reserve Capacity:</u>

➢ An assembly of several sections along the corridor (like normal PaPs)

➢ Reserve capacity might also include purely national sections – to be used in the context of international application to the C-OSS

➢ The sections will be either unused PaP sections out of the annual timetable or specially constructed paths for the reserve capacity

➢ Will be published in form of PaPs in PCS from mid-October (2 months before timetable change) until 21 days before the day of running. After this deadline, requests will have to be addressed to the concerned IM/AB.

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4. Corridor related Path Products(3)

Feeder/Outflow Paths

In case the available PaPs or RC do not cover the entire requested path, the applicant may include a feeder and/or outflow path to the connecting PaP section(s) into the international request addressed to the C-OSS via PCS in a single dossier.

A feeder/outflow path refers to any path/path section prior to reaching an intermediate point on the corridor (feeder path) or any path/path section after leaving the corridor at an intermediate point (outflow path).

Legend:
- ← → PaP sections
- ←- - -→ feeder paths
- ←- - -→ outflow paths
- → ← intermediate locations

Corridor

4. Corridor related Path Products[(4)]

Multiple Corridor Request

It is possible for capacity requests to cover multiple corridors.

The applicant has to select one of the concerned C-OSS as leading C-OSS, which will manage the further treatment within the different corridor organisations

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4. Corridor related Path Products(5)

<u>Definition of the available corridor path products</u>

22 months prior to a timetable change, the following elements regarding capacity requirements will be analysed:

- ➢ Results of the Corridor Transport Market Study and Customer Satisfaction Survey
- ➢ The available capacity, both in respect of overall capacity as well as capacity restrictions due to IMs' own requirements (e.g. construction works)
- ➢ Figures from previous timetable periods related to path requests
- ➢ Need for capacity of other types of transport, including passenger transport
- ➢ National Framework Agreements (FA) between an IM and an applicant for the domestic section of an international transport will be taken into account when defining the dedicated corridor capacity. This means, no PaPs will be foreseen and offered for transports with a FA on the section(s) of the corridor covered by the FA.

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4. Corridor related Path Products (6)

<u>Definition of the available corridor path products</u>

Approximately 18 months prior to the timetable change, the proposed figures will be presented to the applicants (e.g. in the frame of a RAG meeting).

Observations from the applicants will be taken into account for the final definition of the numbers of PaPs per corridor section.

The RC offer will be defined in August (four months prior to the timetable change) based on the number of PaP requests placed in April and during the late path request phase (April – August) as well as on the remaining IM capacity. An update of the available capacity for the upcoming running timetable will be made mid-October.

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5. Conditions for booking capacity via the C-OSS (1)

RFC 2 applies the internationally agreed deadlines for placing path requests as well as for allocating paths (for the calendar, see http://www.rne.eu/timetabling.html).

An international request for capacity (PaP or RC) on a corridor has to fulfil the following requirement:

➢ to be submitted to a C-OSS

➢ using the tool PCS including at least one PaP section

➢ the entire train run from origin to final destination must be requested in one single PCS dossier, but can consist of several PaP sections on one or more corridors including feeder and/or outflow paths

➢ to cross at least one border on a corridor

➢ the technical parameters of the path request have to be within the range of the parameters of the requested PaP sections

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5. Conditions for booking capacity via the C-OSS (2)

Various booking possibilities are:

➢ 1 RU for the entire train run (PaP/RC + feeder/outflow), will run the train on its own

➢ 1 RU for the entire train run (PaP/RC + feeder/outflow), will run the train together with partner RU(s)

➢ 2 or more RUs for the entire train run (PaP/RC + feeder/outflow)

➢ 1 applicant, not being an RU, for the entire train run (PaP/RC + feeder/outflow), possibilities for booking feeder/outflow depend on national regulation(s) and respecting the national rules regarding the designation of the operating RU(s)

➢ Combination of an applicant, not being an RU, with one or more RUs for the entire train run (PaP/RC + feeder/outflow). The applicant not being an RU has to respect the national rules regarding the designation of the operating RU(s)

Requests for additional services (e.g. shunting, parking) have to be addressed directly to the appropriate IM/AB.

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6. Types of capacity requests on RFC2[1]

Capacity requests for the annual timetable have to be placed until the 2nd Monday in April to the C-OSS

Late requests refer to capacity requests placed within the timeframe after the 2nd Monday in April until beginning of October concerning the annual timetable to the C-OSS

Ad hoc requests: Capacity requests concerning reserve capacity placed in the running timetable until 21 days before the running day to the C-OSS

Requests for exceptional goods / load / consignment / transport

Corridor related path products are intended to serve the majority of standard rail freight transports. Therefore, requests for trains which do not fit the published standard PaP characteristics for each section have to be addressed directly to the concerned IM(s)/AB(s).

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7. Handling of capacity requests(1)

<u>Check of capacity requests by the C-OSS:</u>

➢ The C-OSS will only treat requests for freight trains using PaPs/RC and crossing at least one border on a corridor

➢ All other requests will be immediately forwarded to the IM/AB concerned for further treatment. Such requests for annual timetable will be treated as placed in time (i.e. until the 2nd Monday in April)

➢ This procedure does not apply for feeder/outflow paths, where the IMs/ABs offer will be communicated by the C-OSS together with the offer for PaP/RC

➢ In case the request is either incomplete or inconsistent, the C-OSS will contact the applicant(s) in order to complete the missing information within five (5) working days. If the required information is not delivered within this timeframe, the request will not be treated any further.

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7. Handling of capacity requests(2)

Capacity requests for multiple corridors:

The leading C-OSS chosen by the applicant checks the capacity request It involves the other participating C-OSS(s) to ensure their cooperation in treating multiple corridor requests.

Communication with applicant:

The C-OSS will handle all communication concerning requests by PCS or e-mail.

Handling of late path requests:

Requests for remaining PaPs (i.e. placed after the 2nd Monday in April) will be treated and allocated according the principle "first come – first served".

However, the feeder and/or outflow path(s) will be constructed by the concerned IM(s)/AB(s) once the timetable with the requests placed on time has been finalised. This means, applicants will receive an offer for the entire train run not before the second half of August.

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8. Priority Rule[(1)]

In the event of conflicting requests for PaPs placed until X-8 (2nd Monday in April), the priority rule described in the "Framework for capacity allocation on the RFC 1 and 2" will be applied in order to determine which request gets the preference.

- LPAP = Total requested length of pre-arranged paths
- LTP = Total requested length of complete path
- YRD = Number of requested running days for the timetable
- K = The rate for priority

All lengths are counted in kilometres.
The priority is calculated according to this formula:
$(LPAP + LTP) \times YRD = K$

8. Priority Rule(2)

- ➢ the priority value (K) is calculated using only total requested length of pre-arranged paths (LPAP) multiplied by the number of requested running days (YRD)

- ➢ If the requests cannot be separated in this way, the total requested length of the complete path including feeder/outflow (LTP) will also be added in the calculation in order to separate the requests.

- ➢ For the calculation of LPAP, the intention is that the total requested lengths of all requested PaP sections – irrelevant if just on one or several corridors – should be taken into account (this is currently being discussed at RNE level)

- ➢ In cases, where there will be exactly the same request by two or more applicants; the following steps will be applied:
  - o Coordination by the C-OSS in order to find out if the requests are referring to the same tender offer. In this case the application will stay open and be allocated to the applicant which will win the tender.
  - o If the requests do not concern a tender offer, the C-OSS will allocate the path to the applicant which can forward the contract of the transport.
  - o A consultation phase between all applicants and the C-OSS.

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8. Priority Rule(3)

➢ **<u>Satisfied request:</u>**

In cases the priority rule has to be applied, the applicant of the satisfied request will be informed.

➢ **<u>Unsatisfied request:</u>**

If the priority rule has to be applied, the applicant who did not get the requested PaP(s) (unsatisfied request) will be informed.

At least one alternative PaP as close as possible to the first request will be offered.

The unsatisfied applicant has to accept or reject the offered alternative within 5 working days.

When no answer by the applicant is received or the alternative will not be accepted, the C-OSS forwards the original request to the concerned IM/AB

➢ **<u>Late path request and reserve capacity</u>**

For these types of requests, the priority rule "first come – first served" will be applied.

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9. Allocation[1]

Allocation

- The decision on the allocation of PaPs and RC on the corridor is taken by the C-OSS on behalf of the IMs/ABs.

- For the feeder and outflow paths, the allocation decision is made by the relevant IMs/ABs and communicated to the applicant by the C-OSS.

- All necessary contractual relations regarding network access have to be dealt with between the applicant and each individual IM/AB.

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10. Handling of unused PaPs at X-7.5[1]

<u>Handling of unused PaPs at X-7.5</u>

The Corridor MB will make a decision regarding the number of PaPs to be kept after X-7.5 (and to be offered during the Late Request based on the "booking situation". At least the following three criteria will be used

➤ There must be enough capacity for late requests and reserve capacity

➤ Take into account the demand for international paths for freight trains placed by other means than PCS

➤ Need for adaptation of PaP offer due to possible changes in the planning of works

The PaPs that will be returned to the IMs/ABs are published in PCS as catalogue paths unless each IM/AB individually decides to withdraw them entirely from PCS in order to free capacity on their network.

The remaining PaPs will be published during the late request phase in PCS with continuous updating from X-7.5.

11. Withdrawal/Cancellation(1)

Withdrawal of requests

Withdrawing a request is only possible between X-8 (after path requests deadline) and X-4 (before final allocation) for annual timetable requests and between the date of request and the date of allocation for reserve capacity. Once the allocation has taken place, only cancellation remains possible.

Transfer of capacity

Once capacity is allocated to an applicant, it shall not be transferred by the recipient to another applicant

except

when the applicant is not a licensed RU with safety certificates and therefore has to nominate the executing RU

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11. Withdrawal/Cancellation(3)

<u>Cancellation</u>

➔ between the final allocation and the train run

➢ one, several or all running days
➢ one, several or all sections of the path

Needs to be addressed in PCS to the C-OSS until 21 days before train run, afterwards directly to the relevant IMs/ABs.

12. Fees and Deadlines(1)

Furthermore, the CID Book IV will contain tables with national overviews on the fees and deadlines concerning, eg:

➢ Withdrawal of requests

➢ Cancellation

➢ Non usage

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13. Traffic Management and Coordination of Works(1)

Furthermore, the CID Book IV will contain the Corridor common strategy on:

➢ Traffic Management

➢ Traffic Management in the event of disturbances

➢ Coordination of works

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