



Co-financed by the European Union
Trans-European Transport Network (TEN-T)

Reserve Capacity 2014

Railway Undertaking Advisory Group

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2 October 2013



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1. Regulation 913/2010

- Regulation 913/2010 (article 15.5) states the following:

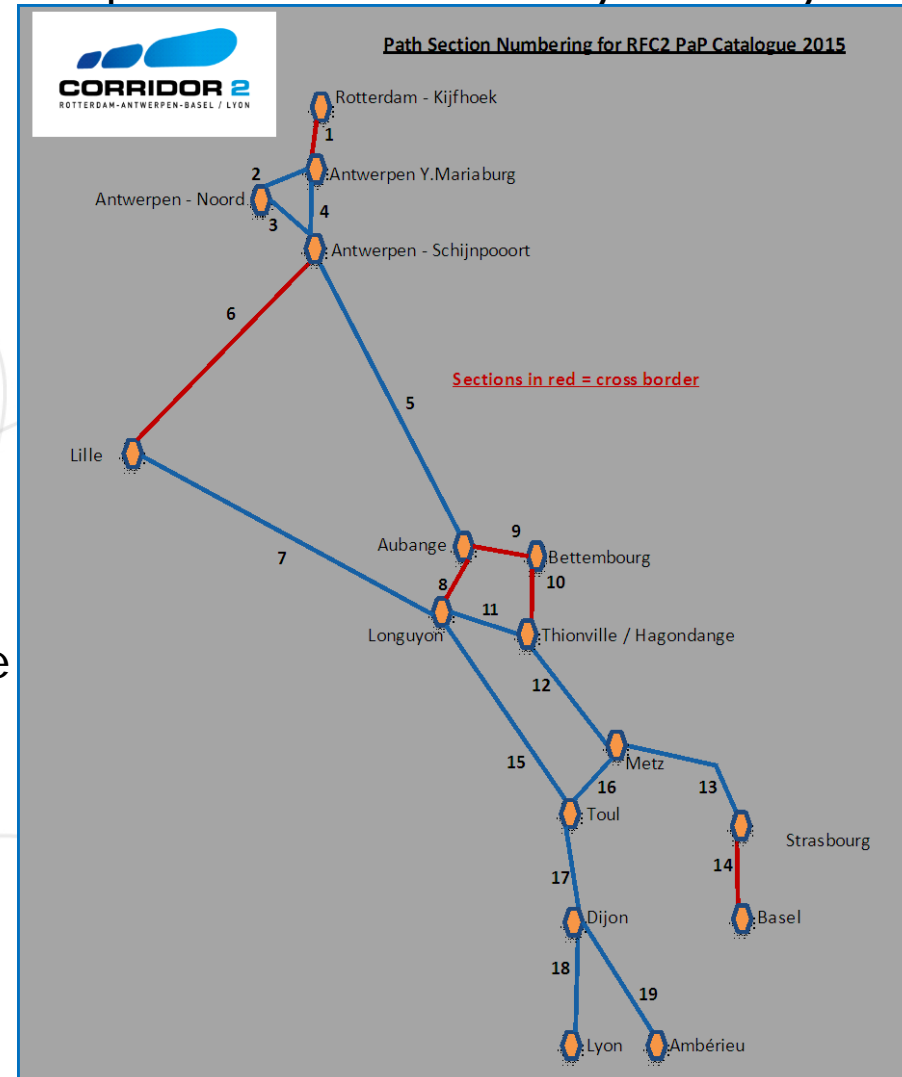
Infrastructure managers shall (...) jointly define the reserve capacity for international freight trains running on the freight corridors recognising the need for capacity of other types of transport, including passenger transport and keep this reserve available within their final working timetables to allow for a quick and appropriate response to ad hoc requests for capacity as referred to in Article 23 of Directive 2001/14/EC. This capacity shall be reserved until the time limit before its scheduled time as decided by the management board. This time limit shall not exceed 60 days.

2. Approach RFC 2 ⁽¹⁾

- RFC 2 will publish RC for timetable 2014
- The RAG will be informed in time before publication.
- This RC will be published in PCS, together with a guide in excel format, published on the RFC2 website (www.rfc2.eu)
- This offer will be made available on the main corridor axes.
 - Rotterdam – Antwerp
 - Antwerp – Lille
 - Antwerp – Basel
 - Lille – Longuyon
 - Metz - Lyon
- RC will be available to request via the C-OSS of RFC2 until **21** days before running (the Regulation asks 60 days)

2. Approach RFC 2 ⁽²⁾

- For this RC, the corridor will use the same publication method as we will for the PaP Catalogue 2015, to be published on Monday January 13.
- RC preferably consists out of non-booked PaPs published in January
- For timetable 2014, this will not be the case, since only catalogue paths were published before, and this capacity has been used by the respective IMs/ABs

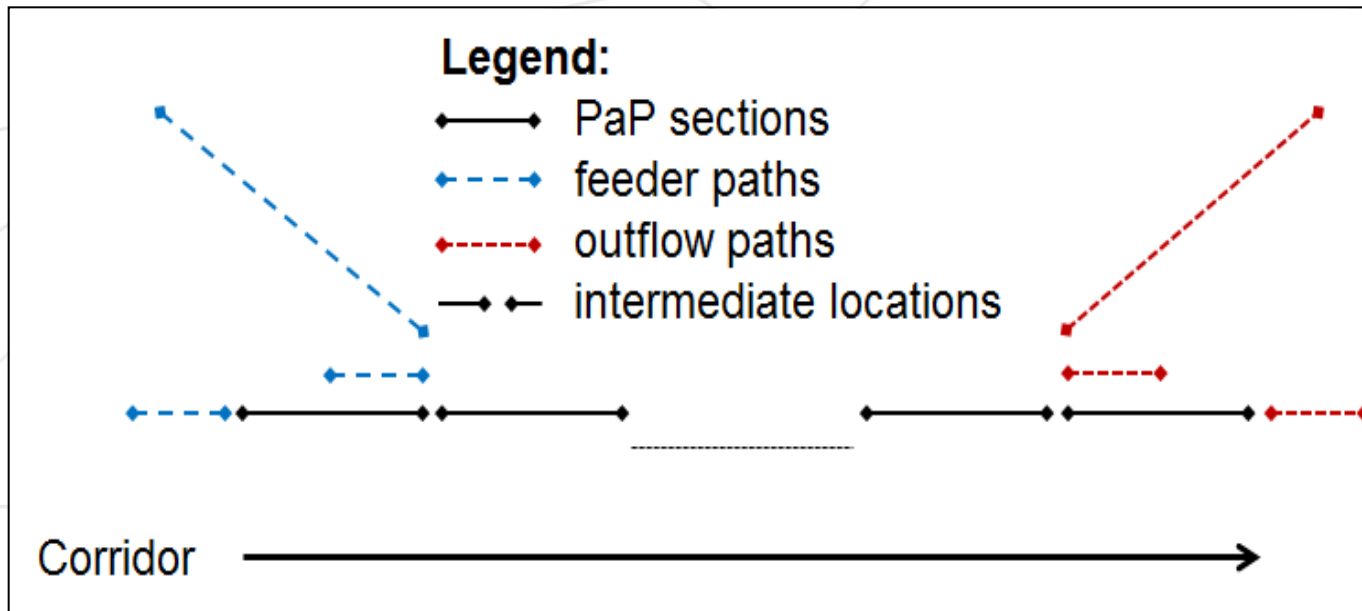


3. Allocation ⁽¹⁾

- Requests will be handled on a first come – first serve basis.
- Requests will be accepted from publication date until 21 days before the actual train run
- Requests after the 21 day deadline will have to be addressed to the concerned IM/AB
- Only requests for RC, that pass at least one international border on a rail freight corridor, will be accepted
- All requests will be handled solely via PCS (<http://pcs.rne.eu>)
- A multiple corridor application is possible via one dossier in PCS

3. Allocation ⁽²⁾

- The C-OSS will be the one contact point for the customer, also regarding feeder/outflow paths connected to the requested RC.
- This means that, in case the available RC does not cover the entire requested path, the applicant may include a feeder and/or outflow path to the connecting RC section(s) into the international request addressed to the C-OSS via PCS in a single dossier.



3. Allocation ⁽³⁾

- An international request for Reserve Capacity on the corridor has to fulfil the following requirement:
 - to be submitted to a C-OSS
 - using the system PCS including at least one section of PaPs
 - 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 rail freight 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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