

# State of play of working groups RFC NSM Capacity Impact – TT2016

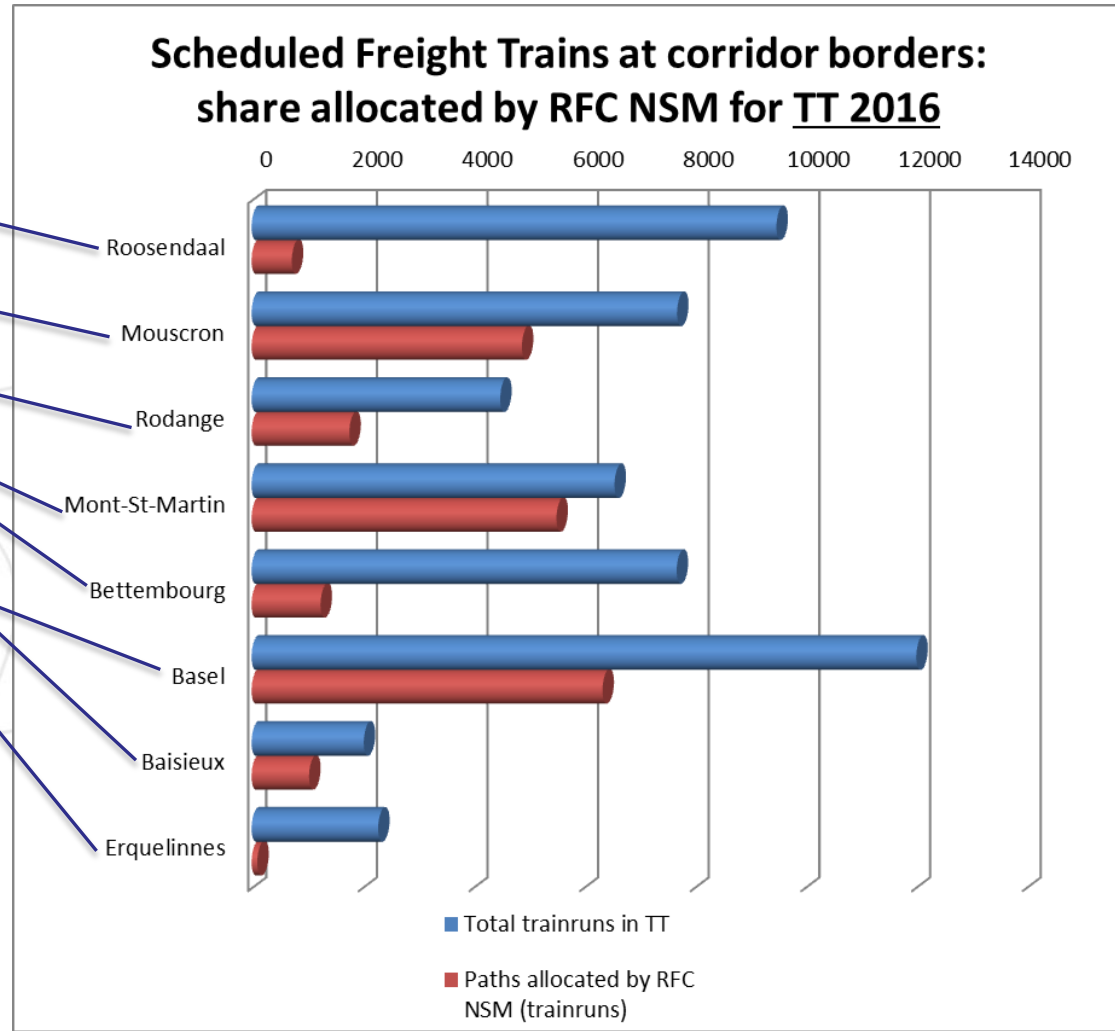
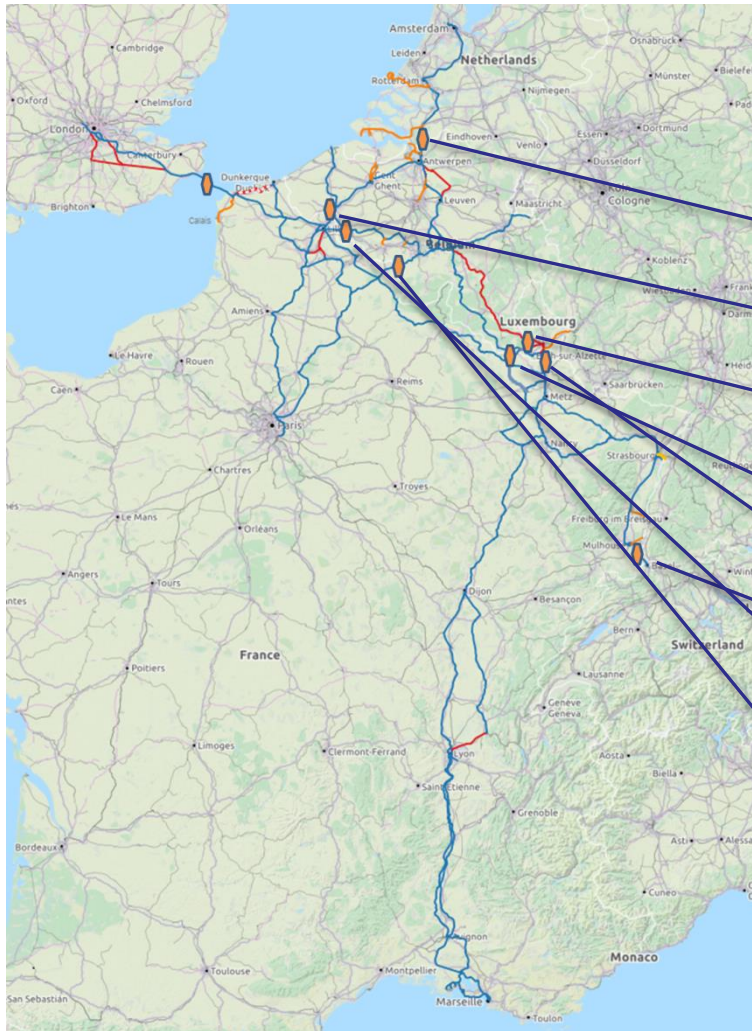
May 2016



# Overview

- It is not always clear what is the impact of the RFC capacity offer
- To have an idea of this, we have analysed the number of scheduled international freight train runs at the RFC NSM borders for timetable 2016 (**as per start of timetable**), to be able to compare these figures to the number of train runs foreseen for timetable 2016 as ordered and allocated via the RFC NSM OSS (**end of August**)
  - This means a border crossing via PaP
  - Or via feeder/outflow

# Share capacity allocated via C-OSS in total scheduled traffic



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- The exact percentages are as follows:

RFC NSM border	share
Essen/Roosendaal	8%
Mouscron/Tourcoing	64%
Aubange/Rodange	39%
Aubange/Mont-St-Martin	84%
Zoufftgen/Bettembourg	16%
Basel/St.Louis	53%
Blandain/Baisieux	51%
Erquelines/Jeumont	5%

- However, it must be noted that due to the following reasons, the figures can only be regarded as an indication
  - Works or last minute demands from the customer might lead to changing timetables, routing or calendar (partly or entirely)
  - Cancellations (between allocation by C-OSS and start of timetable – partly or entirely)

# PaP concept value on RFC NSM

- These figures clearly indicate that the PaP concept on the RFC North Sea-Med works for a large share of traffics
  - Blocks international capacity for freight trains = number 1 request from clients
  - Due to our detailed request of the expression of the capacity needs of our customers, an adequate offer can be foreseen
  - Nevertheless, this does not solve the limited offer for late path and ad-hoc requests (RC)
- Major blocking points:
  - Use of PCS = yet another booking tool = difficulties to manage your pending requests
  - Priority rule in case of conflicting applications does not give any advantage to long running traffics
- The introduction of PCS NG and the use of consultation as a first step in case of conflicts should help lower the hurdle

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