

Corridor Capacity

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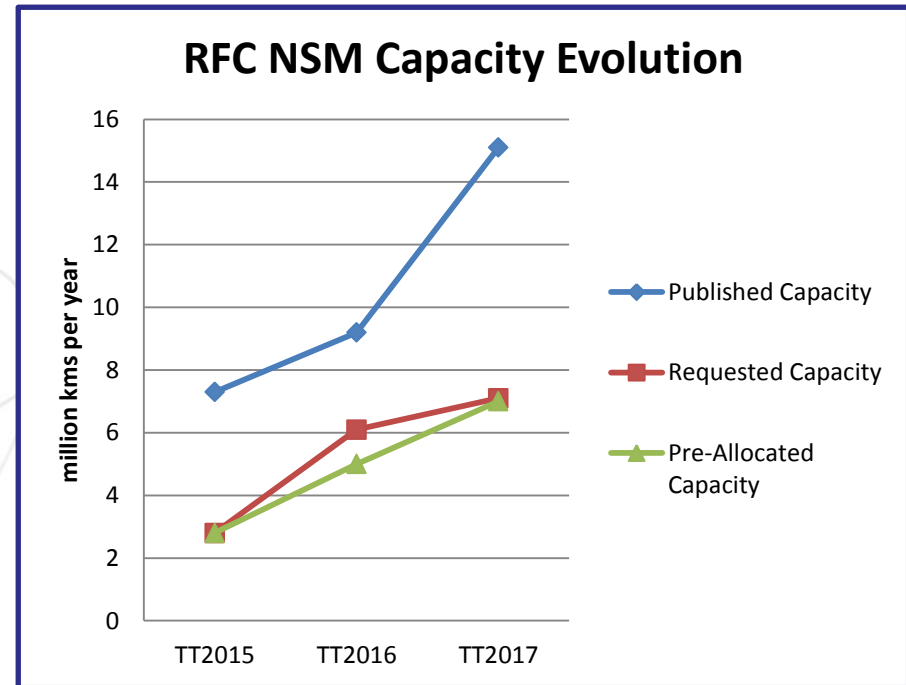
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Agenda

1. PaP Requests April 2016 for TT2017
2. Expression of Needs TT2018

1. Overview Requests April (figures)

- A total of **134** dossiers were submitted to the C-OSS via PCS NG
 - 118 for TT2016
 - 51 for TT2015
- A total of 15,1 million KMs were published **(+62,3%)**
 - 9,2 million for TT2016
 - 7,3 million for TT2015
- A total of 7,1 million KMs were requested **(+16,4%)**
 - 6,1 million for TT2016
 - 2,8 million for TT2015
- A total of 7,0 million KMs were pre-allocated **(+37,3%)**
 - 5 million for TT2016
 - 2,8 million for TT2015

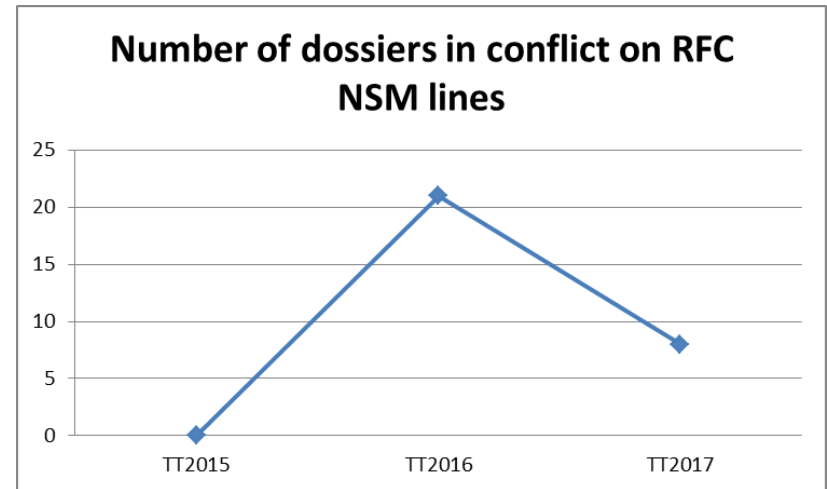


RAIL FREIGHT CORRIDOR North Sea - Mediterranean 2017 TIMETABLE

	N°	Section (pink = border section)	International border with section Sx (same colour = matching border sections)	Published PaPs		Requested PaPs		Published PaPs (same colour = matching border sections)		Requested PaPs		
				TT 2016 (NS/SN)		TT 2016 (NS/SN)		2017 (NS/SN)		TT 2017 (NS/SN)		
ProRail	S1a	Rotterdam Maasvlakte - Rotterdam Kijfhoek		NA	NA	NA	NA	18	11	0	0	
	S1b	Amsterdam - Rotterdam Kijfhoek		NA	NA	NA	NA	1	1	0	0	
	S2a	Rotterdam Kijfhoek - Roosendaal		18	18	2	3	18	11	1	0	
	S2b	Roosendaal - Roosendaal Grens	S3	18	18	2	3	18	25	8	2	
Infrabel	S3	Essen Grens - Antwerpen Noord	S2	18	18	2	3	18	25	9	2	
	S4	Antwerpen Noord - Antwerpen Zuid W.H.		13	14	8	10	13	12	5	5	
	S5a	Zeebrugge - Kortrijk		NA	NA	NA	NA	1	1	0	0	
	S5b	Kortrijk - Charleroi		NA	NA	NA	NA	1	1	0	0	
	S6	Antwerpen Zuid W.H. - Moeskroen Grens	S23	13	14	8	10	13	12	5	5	
	S7a	Antwerpen Noord - Namur		15	16	13	14	20	20	12	16	
	S7b	Namur - Y.Aubange		15	16	13	14	20	20	15	18	
	S7c	Y.Aubange - Aubange Frontière CFL	S12	13	16	6	6	19	19	2	5	
	S7d	Y.Aubange - Aubange Frontière SNCFR	S15	11	12	9	10	15	15	9	9	
	S8	Baisieux - Charleroi	S24	3	2	3	1			1	1	
	S9	Erquelines Frontière - Charleroi	S30	1	1	1	0	1	1	0	0	
	S10	Charleroi - Namur		2	1	2	0	3	3	1	1	
	S11a	Namur - Liège		2	1	2	0	2	2	1	1	
	S11b	Liège - Montzen		1	1	0	0	1	1	0	0	
	CFL-ACF	S12	Rodange Frontière - Bettembourg	S7c	13	16	6	6	19	19	2	5
		S13	Bettembourg - Bettembourg Frontière	S14	4	4	4	4	3	2	1	1
SNCFR	S14	Zoufftgen Frontière - Thionville	S13	4	4	4	4	3	2	2	1	
	S15	Mont Saint Martin Frontière - Thionville	S7d	11	12	9	10	16	15	9	9	
	S16	Thionville - Metz		17	16	11	14	17	19	14	15	
	S17	Metz - Mulhouse		14	14	10	12	16	17	13	13	
	S18	Mulhouse - St.Louis Frontière	S34	12	12	9	10	15	17	12	13	
	S19	Metz - Toul		5	6	3	5	7	8	7	6	
	S20	Toul - Dijon		5	6	3	5	7	8	7	6	
	S21	Dijon - Ambérieu		2	1	2	1	7	9	4	5	
	S22	Dijon - Lyon		5	6	3	5	8	8	7	5	
	S23	Tourcoing Frontière - Lille	S6	13	14	7	10	12	12	4	5	
	S24	Baisieux Frontière - Lille	S8	3	2	3	1	2	2	1	1	
	S25	Lille - Dunkerque		2	1	2	0	2	2	1	0	
	S26	Lille - Calais	S35	3	3	2	2	8	9	5	6	
	S27	Lille - Somain		10	11	4	8	13	10	4	6	
	S28	Lille - Valenciennes		2	2	2	2	6	8	4	4	
	S29	Lille - Paris		0	0	0	0	1	2	0	0	
	S30	Jeumont Frontière - Somain	S9	1	1	1	0	1	1	0	0	
	S31	Somain - Tergnier		3	3	1	0	6	5	3	3	
	S32	Tergnier - Paris		1	1	0	0	4	3	2	2	
	S33	Valenciennes - Thionville		1	1	1	1	5	6	3	4	
S34	Lyon - Marseille (or intermediate point)		NA	NA	NA	NA	6	6	6	4		
Eurotunnel	S35	Calais Fréthun - Dollands Moor	S26	NA	NA	NA	NA	2	2	0	0	
Network Rail	S36	Dollands Moor - Wembley	S26	NA	NA	NA	NA	2	2	0	0	
SBB-TS	S40	St.Johann Grenze - Basel SBB GR	S18	12	12	9	10	15	17	7	11	

2. Overview Conflicts (1)

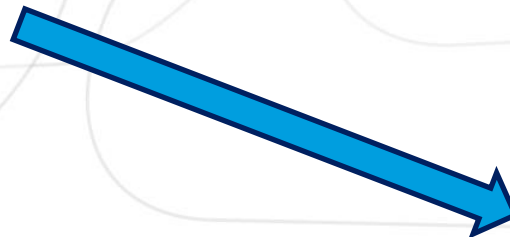
- For **TT2015**, no conflicts were detected on RFC NSM lines. For 2 multicorridor requests, there was a conflict on RFC1 lines.
- For **TT2016**, for 21 requests, there was a conflict on RFC NSM lines
 - + 1 only on RFC1 (Rhine Alpine) lines
 - + 2 only on RFC6 (Mediterranean) lines
- For **TT2017**, for 8 requests, there was a conflict on RFC NSM lines
 - For 4, this was because of an error in the requests (Athus-Meuse)
 - For the other 4, conflicts appeared on two RFC2/RFC6 harmonised PaP, between Torino and Dijon.



2. Overview Conflicts ⁽²⁾

- For a total of 31 dossiers requesting PaP capacity on RFC NSM, a conflict was detected
- However, for 23 dossiers this conflict occurred only on the requested PaP section(s) of the other corridor:
 - 20 dossiers → RFC Rhine Alpine (Switzerland-Italy)
 - 3 dossiers → RFC North Sea – Baltic + RFC Rhine Alpine (Germany-Poland-Czech republic)

↑
Increased offer



Less conflicts
↓

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3. Overview Applicants

- A total of 19 applicants requested capacity via the C-OSS (19 for TT2016, 13 for TT2015)
- A total of 10 applicants requested PaP capacity on RFC NSM (11 for TT 2016, 3 for TT2015)

RFC NSM dossiers per client (PaP or f/o)








10 applicants have more dossiers than last year

1 applicant had the same amount of dossiers than last year

3 applicants had less dossiers than last year

5 new customers

4. Multicorridor Requests

- 57 out of 134 dossiers contained PaP requests on several corridors (30 last year)
- 27 dossiers were received with PaPs also on the  (19 last year)
- 9 dossiers were received with PaPs also on the  (1 last year – 6 also with )
- 8 dossiers were received with PaPs also on the  (10 last year - 6 also with )
- For the first time, 3 dossiers contained also PaPs on the  + 

5. Lessons Learned ⁽¹⁾

- Some capacity was still requested in a sub-optimal way
 - Request covered by PaP requested partially PaP – partially tailor made
 - At country border
 - at section border
 - between corridors
 - at optional PaP routes (not identified by the client as such)
 - This means that the actual PaP capacity requests lies significantly higher
- RU specific training remains necessary
 - Several tailor made requests ask capacity that could be covered by PaPs
 - Several clients expressed their limited knowledge of PCS
- Clients expressed their concerns for Eurotunnel not being present in PCS
 - Eurotunnel will accept PCS requests in the short term
- An improved flexibility on the corridor is necessary
 - To be able to change operational stop locations (client request)
 - To allow full detailed responses to clients (IM/Corridor request)

5. Lessons Learned ⁽²⁾

- Improved harmonisation between corridors led to an increase in multi-corridor requests
- The tools (PCS NG and the C-OSS specific reports provided by RNE) allowed the requests to be managed in a much improved way, even if quite some manual work remained (C-OSS side)
- 5 requests were submitted after path request deadline (this should be impossible in PCS), because the client forgot to submit them in time. These dossiers were transferred to late path request (treated as submitted on the 26th of April)

6. Reserve Capacity

- The Corridor will publish the majority of the remaining PaP capacity via PCS, for late and ad-hoc path requests (reserve capacity)
- Regular updates will be provided on the website and via mail newsletters
- Covering all major axes of the corridor
- Only available via PCS and the C-OSS (no national requests!)

Agenda

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2. Expression of Needs TT2018

7. Expression of Capacity Needs 2018

- Just as we did for TT 2016 and TT2017, we have joined forces with the Atlantic and Mediterranean Corridors, to ask our (potential) customers about their wishes concerning PaPs for TT2018
- Homogenous communication from all partners towards clients
 - National request or international via non-corridor borders = national files (if any)
 - International requests containing RFC borders = corridor file
- Corridor files have to be send to the coordinating C-OSS (RFC NSM) by end of May
- Bilateral meetings with most customers planned end of May/beginning of June
- The other corridors were invited to participate but a common method for TT2018 was too ambitious

7. Expression of Capacity Needs 2018

- Mail was send end of April
 - File available via website
 - Consultation possible upon client request
 - Goal: A better understanding of the market needs
 - O/D
 - Timeframes
 - Path parameters
- Input for a client-oriented offer for timetable 2018**

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