

Capacity:

- Offer TT 2018
- Preparation TT 2019

RAG – 25 January 2017



Agenda

1. PaP Offer for TT2018
2. Preparation TT2019

1. PCS publication – timing & training

- The first version of the PaP catalogue for timetable 2018 was published on the 9th of January 2017 on PCS
- Final publication took place on the 20th of January 2017
- Tools have been made available to ease finding the PaP that sooth your capacity needs
- PCS support can be requested via the C-OSS
- PCS training scheduled in Milano, with focus on RFC North-Sea Mediterranean, Mediterranean and Atlantic, on the 22nd and 23rd of February

2. PCS publication – modalities ⁽¹⁾

- In order to have a transparent answer to the clients requests via PCS, some IMs opted for the publication of Flex PaP:
 - To be able to use the technical capabilities of the Flex PaP in PCS
 - In any case the case from TT2019 due to modification PCS PaP status
 - To be able to offer the correct timetable for draft and final offer in case of modifications to the published PaP timetable
 - If the timetable is different from the published one because of capacity optimisation from IM
 - If the client has requested a slightly different timetable (cfr. FCA art.4)
 - However, the publication as a flex PaP does not allow a modification of the calendar

2. PCS publication – modalities ⁽²⁾

- The quality of the Fix PaP should be maintained at all costs
➔ no different production method, only different interpretation

ProRail	No form of flexibility possible. Fix PaP Publication
Infrabel	Flexibility with optional stops where possible
CFL-ACF	Flex PaP to be able to respond to requests for modification. Because of short distance no optional stops possible.
SNCFR	Flex PaP with optional stops where possible
Eurotunnel	No form of flexibility possible. Fix PaP Publication
Network Rail	Fix PaP publication stated in Network Code (November publication)
SBB-TS	Flex PaP to be able to respond to requests for modification. Because of short distance no optional stops possible.

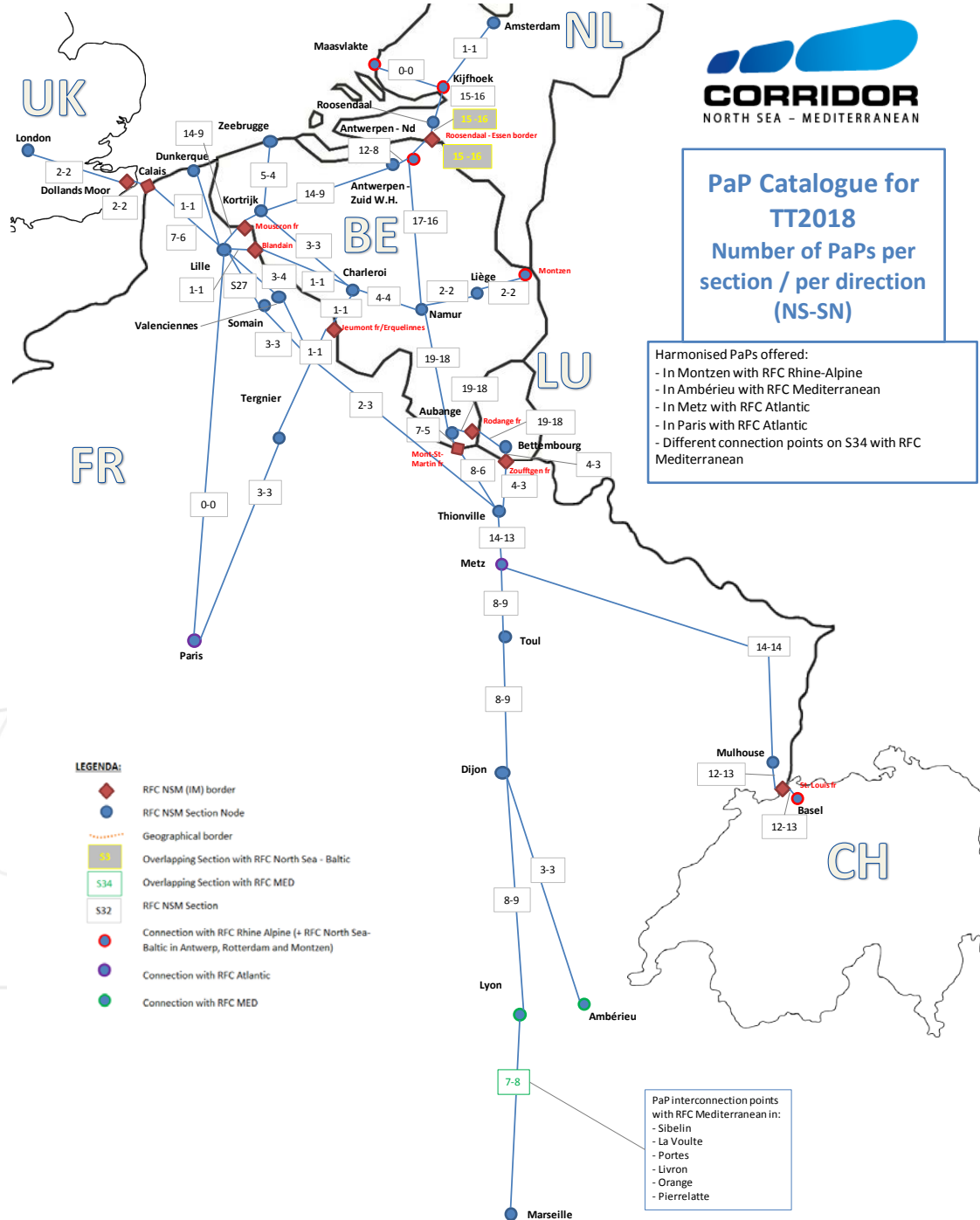
3. Final Publication ⁽¹⁾

- Increased focus on the identification of work windows in France
 - PaPs with too many days non available were not published as PaP
 - ➔ PaP offer = guarantee a certain level of flexibility
 - In case of some days not available, the PaP calendar was adjusted accordingly. Alternative solutions for these days will be prepared proactively – where possible - with a maximum respect of border time crossings.
- ➔ These alternative solutions will be offered as subsidiary timetables for the tailor-made parts of the request in PCS
- ➔ Improved transparency of the offer throughout the process
 - ➔ Publication (January)
 - ➔ Draft offer (July)
 - ➔ Final offer (August)

3. Final Publication ⁽²⁾

- This intensive work analysis led us to the following publication principles:
 - Defined threshold for maximum level of non availability in France
 - Exceptions to guarantee the return journey if easily identifiable and if level of non availability is still acceptable
 - Only harmonised PaP offered at the borders (if a certain level of PaP stability in France can not be guaranteed, the corresponding PaP on the other side of the borders will not be published)
- Results:
 - For France, an average level of non publication on the published catalogue of 12%
 - An offer of 94% KM x days when compared to TT2017, taking into account theoretical publication (running days of the week)

3. Final Publication (3)



3. Final Publication (4)

RAIL FREIGHT CORRIDOR North Sea - Mediterranean 2018 TIMETABLE												
CORRIDOR NORTH SEA - MEDITERRANEAN	N°	Section (pink = border section)	Published PaPs		Requested PaPs (including RC requests)		Published PaPs		evolution compared to TT2017 publication green = + orange = - bleu = equal	KM*Days per country (TT2018)	Evolution per country (TT2018 compared to TT2017) - regime only	KM*Days per country (TT2017)
			JAN 2017 (NS/SN)		TT 2017 (NS/SN)		JAN 2018 (NS/SN)					
ProRail	S1a	Rotterdam Maasvlakte - Rotterdam Kijfhoek	18	11	0	0	0	0		555191	55,8%	994401,2
	S1b	Amsterdam - Rotterdam Kijfhoek	1	1	0	0	1	1				
	S2a	Rotterdam Kijfhoek - Roosendaal	18	11	1	0	15	16				
	S2b	Roosendaal - Roosendaal Grens	18	25	8	2	15	16				
Infrabel	S3	Essen Grens - Antwerpen Noord	18	25	9	2	15	16		4345753,62	92,3%	4709718
	S4	Antwerpen Noord - Antwerpen Zuid W.H.	13	12	5	5	12	8				
	S5a	Zeebrugge - Kortrijk	1	1	0	0	5	4				
	S5b	Kortrijk - Charleroi	1	1	0	0	3	3				
	S6	Antwerpen Zuid W.H. - Moeskroen Grens	13	12	5	5	14	9				
	S7a	Antwerpen Noord - Namur	20	20	12	16	17	16				
	S7b	Namur - Y.Aubange	20	20	15	18	19	18				
	S7c	Y.Aubange - Aubange Frontière CFL	19	19	2	5	19	18				
	S7d	Y.Aubange - Aubange Frontière SNCFR	15	15	9	9	7	5				
	S8	Baisieux - Charleroi	2	2	1	1	1	1				
	S9	Erquennes Frontière - Charleroi	1	1	0	0	1	1				
	S10	Charleroi - Namur	3	3	1	1	4	4				
	S11a	Namur - Liège	2	2	1	1	2	2				
	S11b	Liège - Montzen	1	1	0	0	2	2				
CFL-ACF	S12	Rodange Frontière - Bettembourg	19	19	2	5	19	18		304161,65	95,3%	319196,8
	S13	Bettembourg - Bettembourg Frontière	3	2	1	1	4	3				
SNCFR	S14	Zoufftgen Frontière - Thionville	3	2	2	1	4	3		8678198,578	99,5%	8722749,2
	S15	Mont Saint Martin Frontière - Thionville	16	15	9	9	8	6				
	S16	Thionville - Metz	17	19	14	15	14	13				
	S17	Metz - Mulhouse	16	17	13	13	14	14				
	S18	Mulhouse - St.Louis Frontière	15	17	12	13	12	13				
	S19	Metz - Toul	7	8	7	6	8	9				
	S20	Toul - Dijon	7	8	7	6	8	9				
	S21	Dijon - Ambérieu	7	9	4	5	3	3				
	S22	Dijon - Lyon	8	8	7	5	8	9				
	S23	Tourcoing Frontière - Lille	12	12	4	5	14	9				
	S24	Baisieux Frontière - Lille	2	2	1	1	1	1				
	S25	Lille - Dunkerque	2	2	1	0	1	1				
	S26	Lille - Calais	8	9	5	6	7	6				
	S27	Lille - Somain	13	10	4	6	8	5				
	S28	Lille - Valenciennes	6	8	4	4	3	4				
	S29	Lille - Paris	1	2	0	0	0	0				
	S30	Jeumont Frontière - Somain	1	1	0	0	1	1				
	S31	Somain - Tergnier	6	5	3	3	3	3				
	S32	Tergnier - Paris	4	3	2	2	3	3				
	S33	Valenciennes - Thionville	5	6	3	4	2	3				
	S34	Lyon - Marseille (or intermediate point)	6	6	6	4	7	8				
S35	Ambérieu - Pougny-Chancy Frontière	NA	NA	NA	NA	cat path	cat path					
Eurotunnel	S36	Calais Fréthun - Dollands Moor	2	2	0	0	2	2		57200	100%	57200
Network Rail	S37	Dollands Moor - Wembley	2	2	0	0	2	2		189831,2	100%	189831,2
SBB-TS	S40	St.Johann Grenze - Basel SBB GR	15	17	7	11	12	13		66852,5	92%	72332
	S41	La Plaine - Genève La Praille	NA	NA	NA	NA	cat path	cat path				
										14197189	94%	15065428

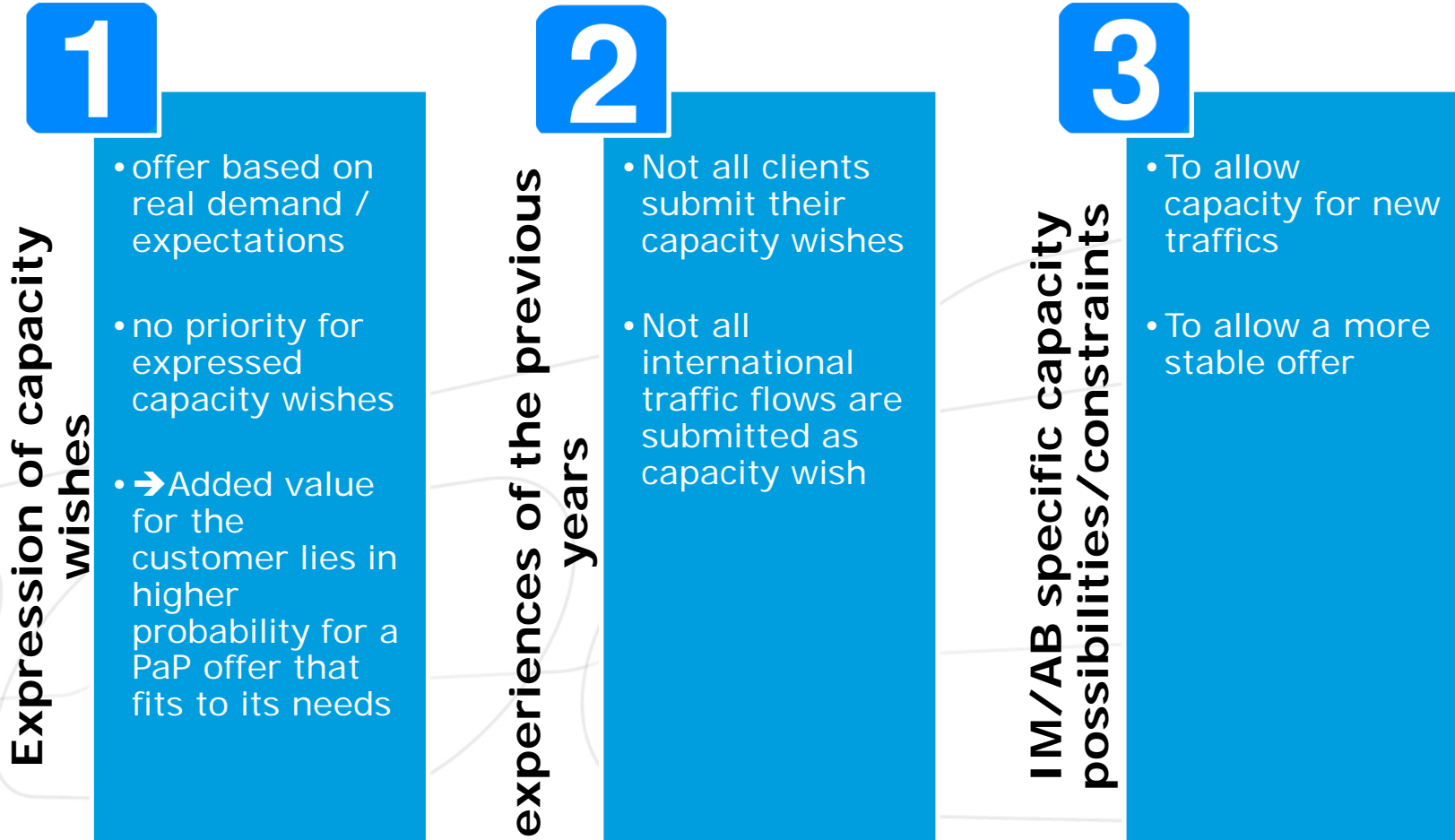
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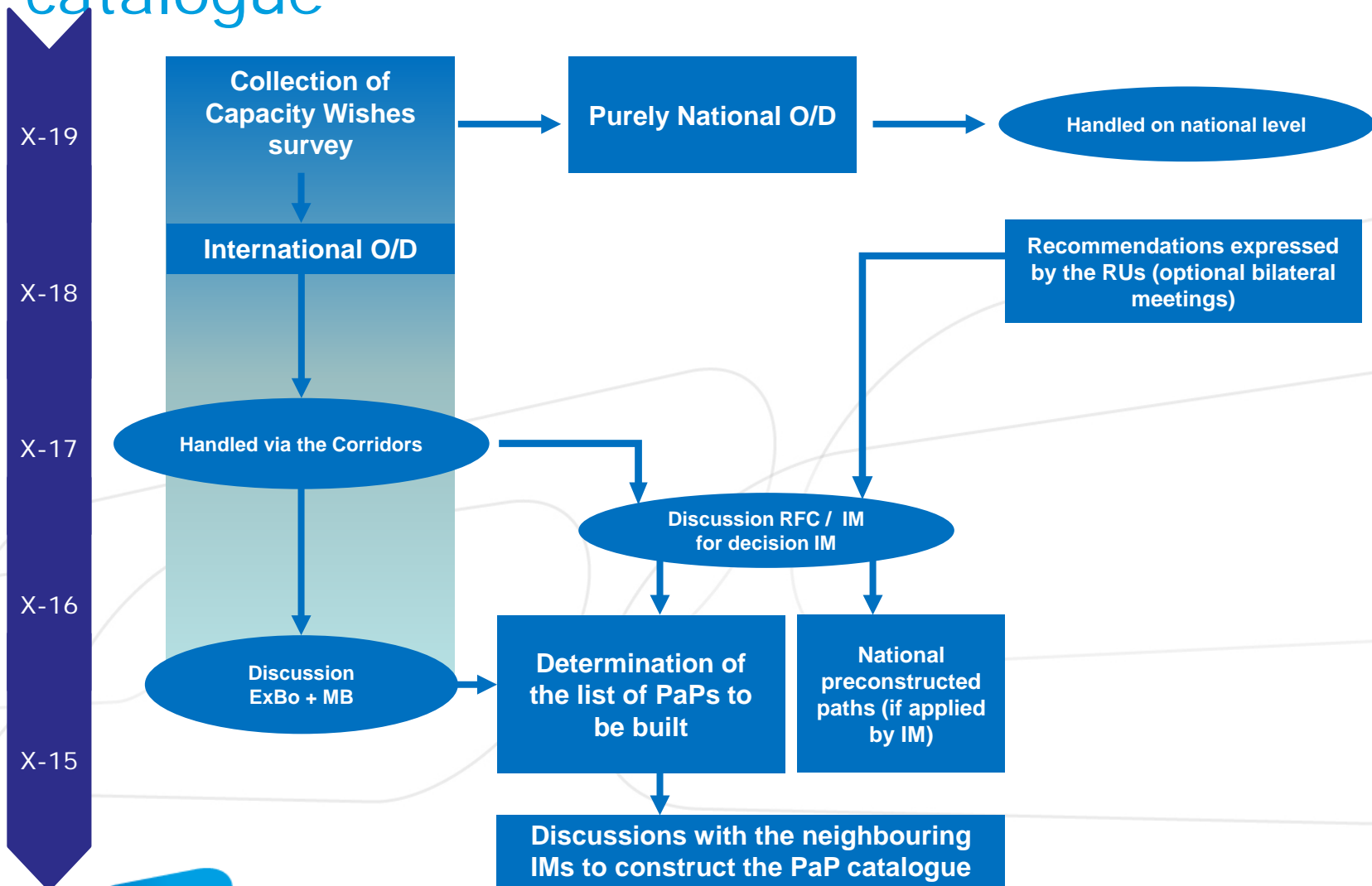
4. Expression of Capacity Wishes TT2019 ⁽¹⁾

- From April the RFCs will launch a joint expression of capacity wishes
- To have a better understanding of the following:
 - International O/Ds
 - Development of new traffics
 - Needed running times
 - Needed nodes
 - ...
- One file for all participating RFCs
- One file for all participating clients

5. Process of the construction of the PaP catalogue



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NetworkRail

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CFL



ACF

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