



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

2015 timetable Pre-arranged Paths from the perspective of the terminals

TAG 26 June 2014

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Fast track your rail freight

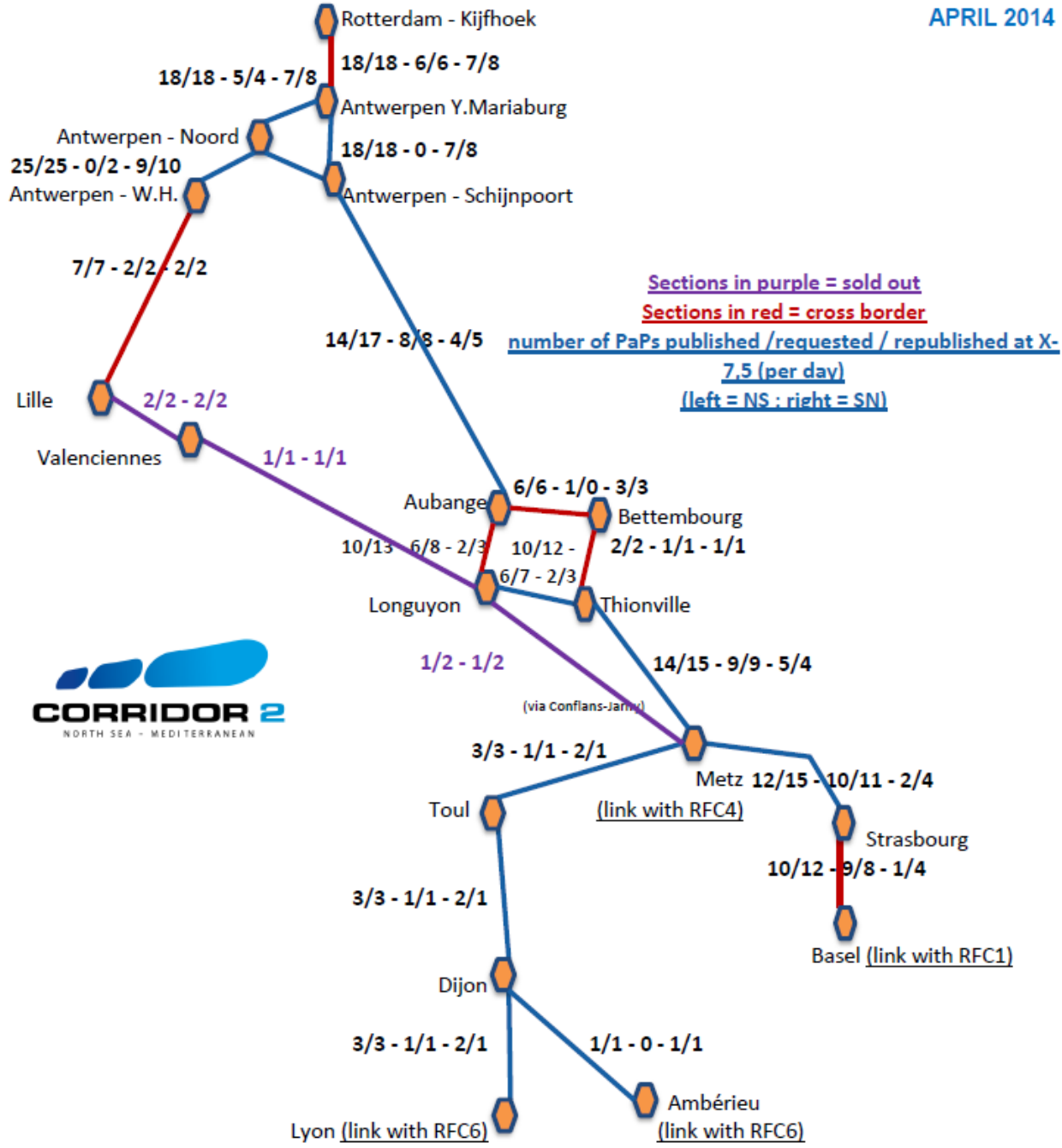
1. Overview

- The deadline for placing new path requests for the timetable 2015 PaPs passed on the 15th of April.
- 51 dossiers for PaPs were received via PCS
- The real demand is higher but some clients did not succeed in requesting PaPs and thus opted for national paths
- PaP sections were requested by three different clients, two of which are not RUs
- A total of 13 partnering companies ordered paths via the C-OSS

2. Requested vs. Published / Republished

- A total of 7.6 million km of paths were published for the full TT2015
- 2.9 million km of paths were requested
- **38,6%** of all capacity published was requested
- Publication/requested ratio per country of the corridor:
 - The Netherlands: 5,3%
 - Belgium: 28,3%
 - France: 54%
 - Luxembourg: 9%
 - Switzerland: 62,9%
- **37,5%** of all capacity published was republished early May and thus still available for our clients

3. Geographical overview per section



4. Requested PaP flows ⁽¹⁾

Port of Antwerp

- O/D of 23 PaP requests
- 5 terminals:
 - Oorderen
 - Combinant
 - Zandvliet
 - Noord (marshalling yard)
 - Waaslandhaven Zuid (marshalling yard)
- Destinations (in descending order of importance)
 - Germany (via The Netherlands)
 - Northern Italy
 - Strasbourg
 - Nord – Pas de Calais
 - Lyon

Note: the origins or destinations listed above are sometimes the origins or destinations of feeder/outflow paths (as opposed to PaPs)

4. Requested PaP flows ⁽²⁾

Other ports

- 2 paths from/to the port of Zeebrugge to Northern Italy
- 4 paths from/to port of Ghent
 - The Netherlands (partial path request)
 - Northern Italy
- No PaP have been requested from/to the port of Rotterdam; however we observe a growing interest from RUs involved in Rotterdam

Other O/D points in Belgium

- 2 paths from/to the Charleroi Dry Port to Northern Italy
- 2 paths between Feluy and Luxembourg (City)
- 2 paths between Ghislenghien and Northern Italy

Note: the origins or destinations listed above are sometimes the origins or destinations of feeder/outflow paths (as opposed to PaPs)

4. Requested PaP flows ⁽³⁾

Other O/D points on the corridor

- Calais-Fréthun: 2 paths from/to The Netherlands (part of the traffic)
- 2 paths between Bettembourg and Northern Italy
- Other paths have been requested between marshalling yards in France (Uckange, Thionville and Metz-Sablou) and Basel/Northern Italy as part of larger traffics

Note: the origins or destinations listed above are sometimes the origins or destinations of feeder/outflow paths (as opposed to PaPs)

5. Lessons Learned

- Importance of PCS training and explanation of publication method
- New procedure for the allocation of train numbers necessary
- Necessity to publish PaPs also during the weekend (not the case on French sections)
- The work windows in France and the non-publication of PaPs certain days caused clients more work than before + resulted in difficulties for the IMs (should be solved for next year due to new functions in PCS)
- Long distance PaPs were sometimes only requested partially because stop times were not sufficient
- Clients expressed their understanding for flaws but expect improvement next year

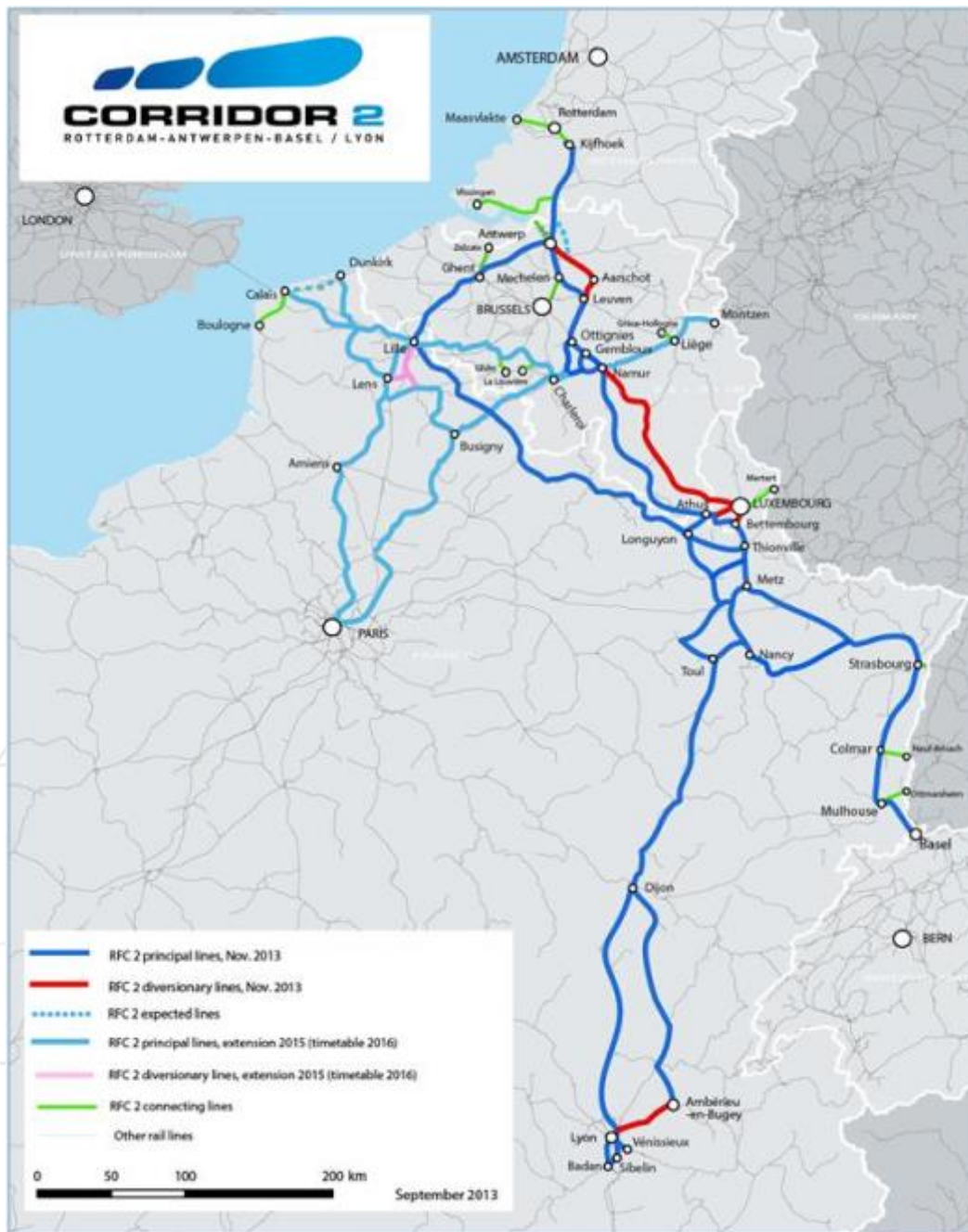
6. Late Path Requests

- These are the requests received after the end of the “booking period”, i.e. after the end of April
- 10 dossiers have already been submitted for late path requests
- In 2 cases, additional running days to an already requested path have been requested
- For 7 cases, part of longer traffics have been requested, most notably between the Port of Antwerp and Lorraine (France)
- One late path request was submitted to the C-OSS of RFC2 and RFC6 for traffic between Germany and Spain
 - ➔ Feeder from Forbach to Thionville
 - ➔ PaP on RFC2 from Thionville to Lyon
 - ➔ PaP on RFC6 from Lyon to Barcelona

7. Path Catalogue TT 2016

- All RUs and applicants have been asked to communicate their capacity needs for the TT2016
- On the basis of the results from this consultation, the corridor will be able to communicate the following to the IMs:
 - An evaluation of the total demand of PaPs
 - A detailed description of the demand concerning timetable, stops and parameters
 - Where needed, ask for additional PaPs for flexibility reasons or to cover a demand that may not have been expressed

7. Path Catalogue 2016



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