

# Exchange on PaPs Timetable 2016

RAG – 27 May 2015



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

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# 1. Overview Offer

- An increased offer on historic lines + addition of axes Liège-Dunkirk, Lille-Calais and Lille-Paris (via Amiens and via Tergnier)
- NetPaPs with RFC Rhine Alpine + harmonised PaPs with RFCs Atlantic and Med
- All PaPs published are classic 'fix' PaPs

## 2. Overview Requests April (figures)

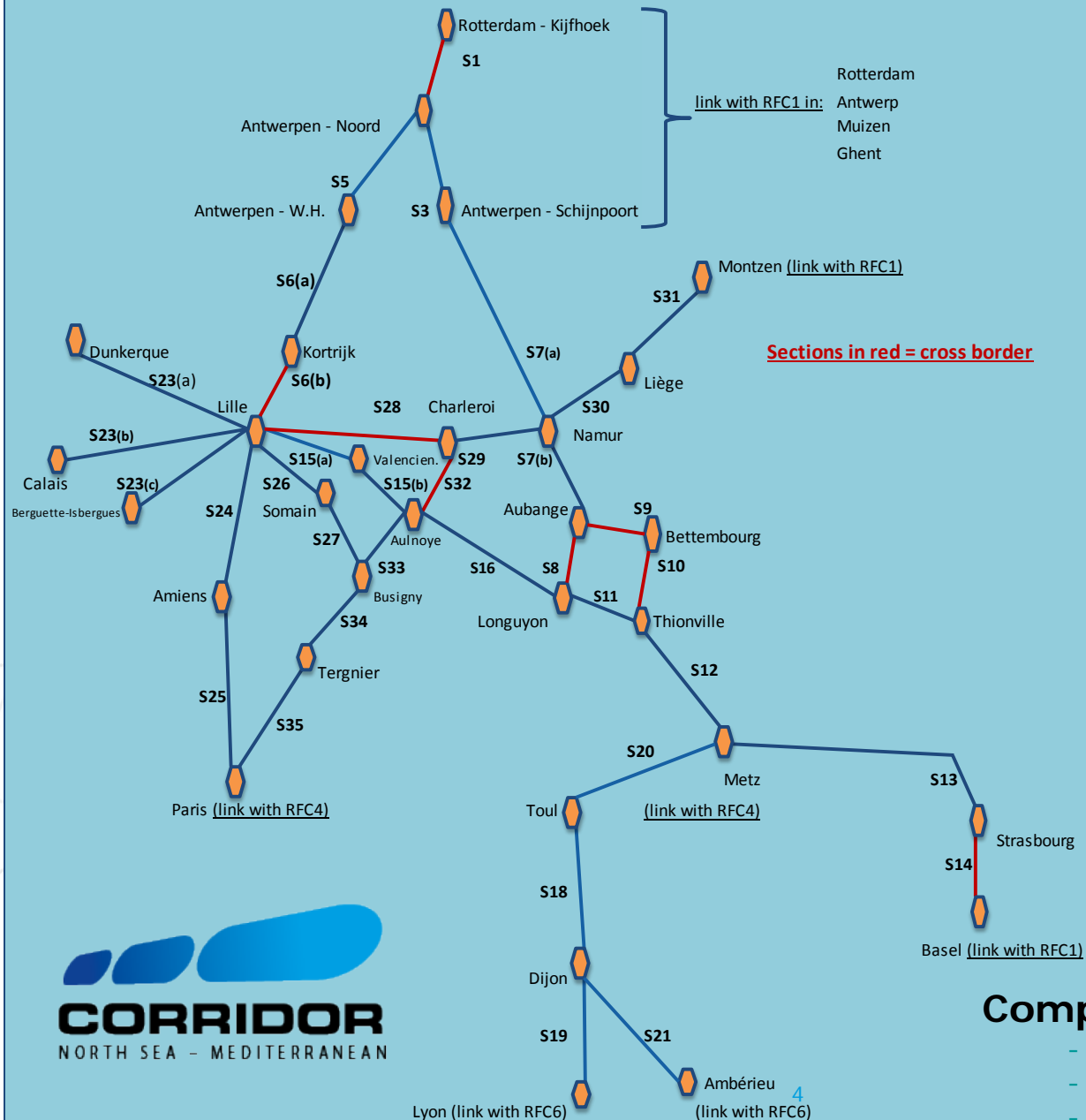
- A total of **118** dossiers were submitted to the C-OSS (51 last year)
- 9,2 million KMs were published (7,3 for TT2015)
  - + **25%**
- 6,1 million KMs were requested (2,8 for TT2015)
  - + **113%**
  - **65,7% requested taking into account double bookings**
- 5 million KMs were allocated (2,8 for TT2015)
  - + **76%**
  - **54,3% requested (38,6% for TT2015)**

# RFC2 PaP Catalogue TT 2016

Published TT 2016

Reserved TT 2016

requests April 2015



section	NS	SN	NS	SN
S1	18	18	2	3
S5				
S6(a)	13	14	7	9
S6(b)				
S7a				
S7b	15	16	13	14
S8	11	12	9	10
S9	13	16	6	6
S10	4	4	4	4
S11	13	14	7	10
S12	17	16	11	14
S13	14	14	10	11
S14	12	12	9	9
S15(a)	2	2	2	2
S15(b)	1	1	1	1
S16				
S18				
S19	5	6	3	5
S20				
S21	2	1	2	1
S23(a)	2	1	2	0
S23(b)	3	3	2	2
S23(c)	1	1	1	1
S24				
S25	0	0	0	0
S26	10	11	4	7
S27	3	3		
S28	3	2	3	1
S29	2	1	2	0
S30	2	1	2	0
S31	1	1	0	0
S32	1	1	1	0
S33				
S34	3	3	1	0
S35	1	1	0	0



## Compared to TT2015:

- Offer + 25%
- Requested capacity + 113%
- Allocated capacity + 76%

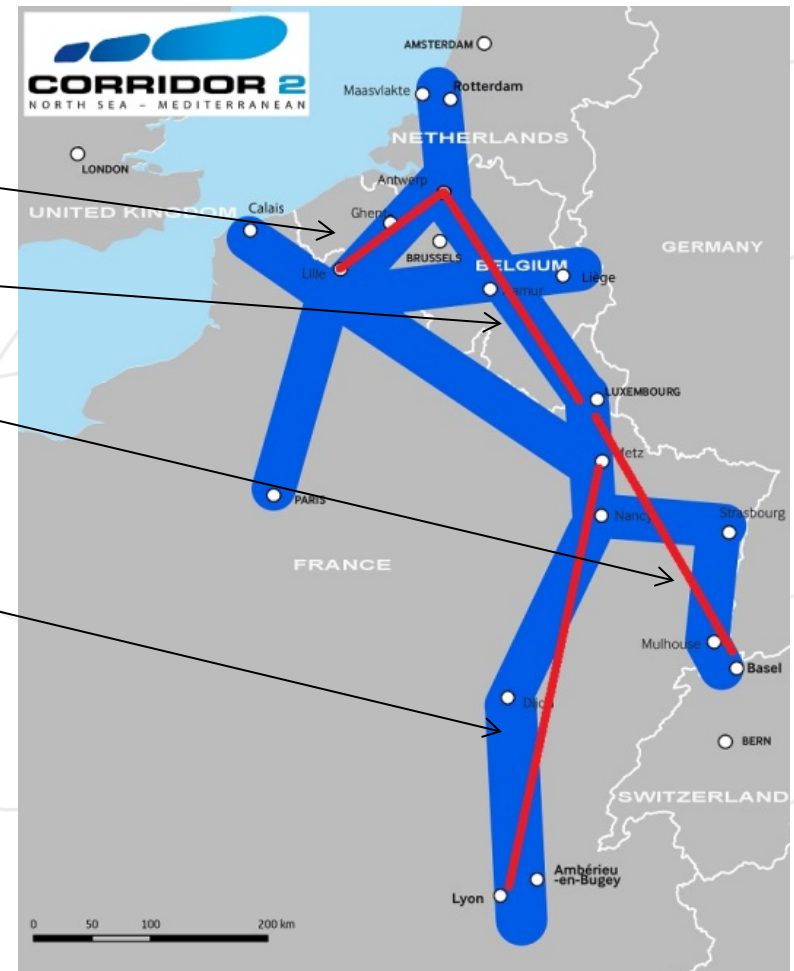
# 3. Overview Conflicts <sup>(1)</sup>

- Last year, no conflicts were detected on RFC North Sea - Med lines. For 2 multi-corridor requests, there was a conflict on RFC1 lines.
- This year, for 24 requests, a conflict occurred
  - For 1 request the conflict was only on RFC Rhine - Alpine lines
  - For 2 requests the conflict was only on RFC Med lines
  - 21 'pure' RFC North Sea - Med dossiers in conflict
  - One alternative was proposed but rejected (axe Antwerp-Somain)

# 3. Overview Conflicts (2)

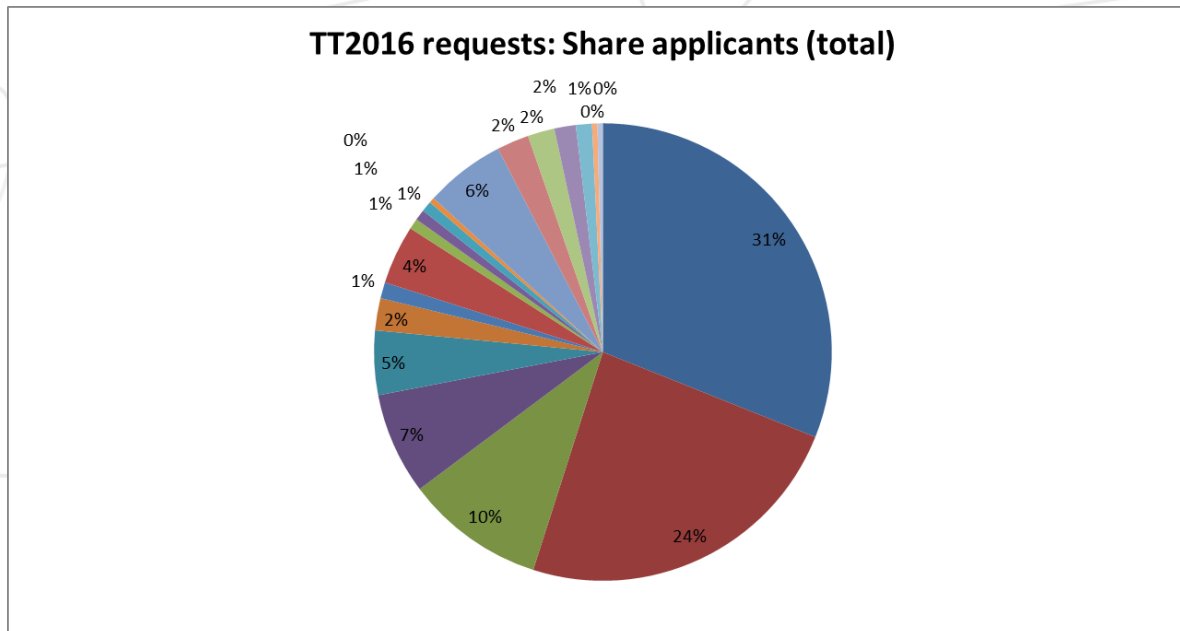
- The real conflicts occurred mainly on (part of) the following sections:

- Antwerp – Lille: **7**
- Antwerp – Aubange: **2**
- MsM/Bettembourg – Basel: **6**
- Metz – Lyon: **6**



# 4. Overview Applicants

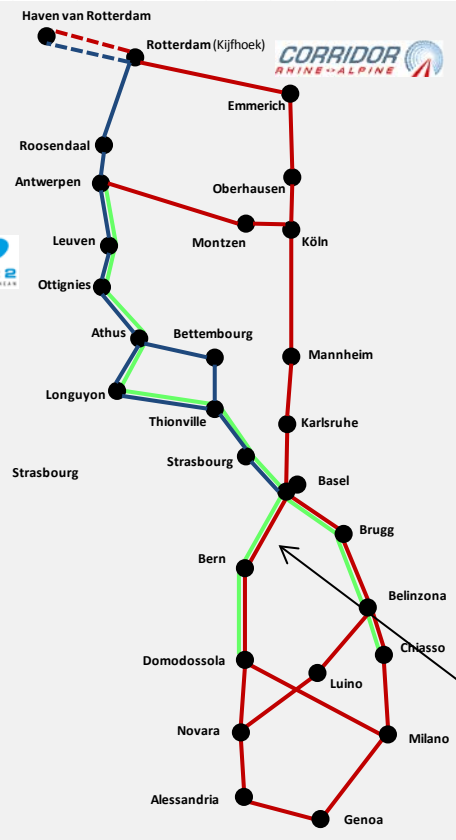
- A total of 19 applicants requested capacity via the C-OSS (13 last year)
- A total of 11 applicants requested PaP capacity (3 last year)
- All applicants were RUs, or RU groupings



# 5. Multicorridor Requests <sup>(1)</sup>

Harmonised PaPs between RFC North Sea - Med and Rhine - Alpine were published as Network PaPs:

- 7 Network PaPs were published on both RFCs sections
- For the 19 dossiers containing both RFCs sections, only 5 contained Network PaPs



- No real conflicts occurred:
  - ➔ The Network PaP rule did not have any impact for the TT2016 allocation
  - ➔ This does not mean it may not have any added value in certain cases ➔ to be investigated
  - ➔ The definition of quantity of NetPaPs should be done before the construction phase
  - ➔ Improved harmonisation between corridors may lead to a better offer, but are NetPaPs necessary for this?

➔ **More priority in itself will not lead to an increased demand.**

green = sections with Net PaP  
RFC Rhine – Alpine +  
8  
RFC North Sea - Med

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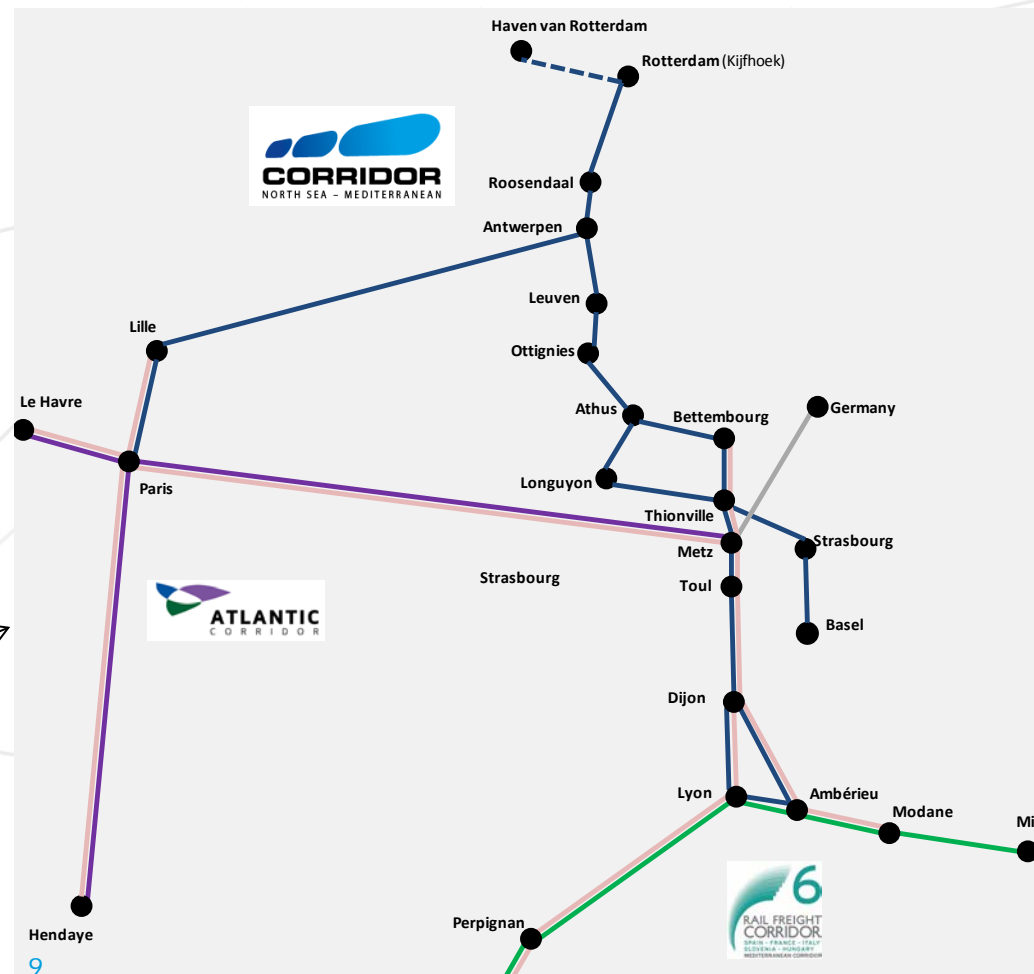
# 5. Multicorridor Requests (2)

Harmonised PaPs with RFC Atlantic (4 PaPs) and with RFC Med (8 PaPs) were published (no special priority rule):

- 1 dossier was received with PaPs on RFC North Sea - Med and RFC Atlantic
- 10 dossiers were received with PaPs on RFC North Sea – Med and RFC Med
  - ➔ 9 out of 10 for harmonised paths
- For all conflicts (if any), the priority values could easily be calculated after consulting the different C-OSS



pink = sections with harmonised PaPs on RFC North Sea – Med, Atlantic /Med



# 6. Lessons Learned

- Improving the communication to/with the customer remains vital → some applicants asked for several PaPs via the national tools, and subsequently lost some paths
- A considerable improvement of PCS is necessary, on the client side, on the managing of the requests side, and on IM/AB side.
  - Hopefully PCS Next Generation can help us with this
  - Joint effort of the RFCs needed in close cooperation with RNE
- Work on an improved harmonisation of the offer with RFC Rhine - Alpine in Basel
- Making room for the development of new traffics, while maintaining the capacity for the existing traffics

# 7. Remaining Capacity

- Most of the non requested long distance PaPs have been republished on the Corridor website and are available on PCS
- 22% of the PaP capacity published in January has been republished
- Along all major axes
- This capacity will remain available up to 21 days before the circulation date (basis for Reserve Capacity)
- An update on the remaining capacity will be provided:
  - Via a 2-monthly mail to all know potential applicants
  - Continuous update on RFC North Sea - Med website
  - Always available via PCS