

Results of the consultation on Flex PaPs

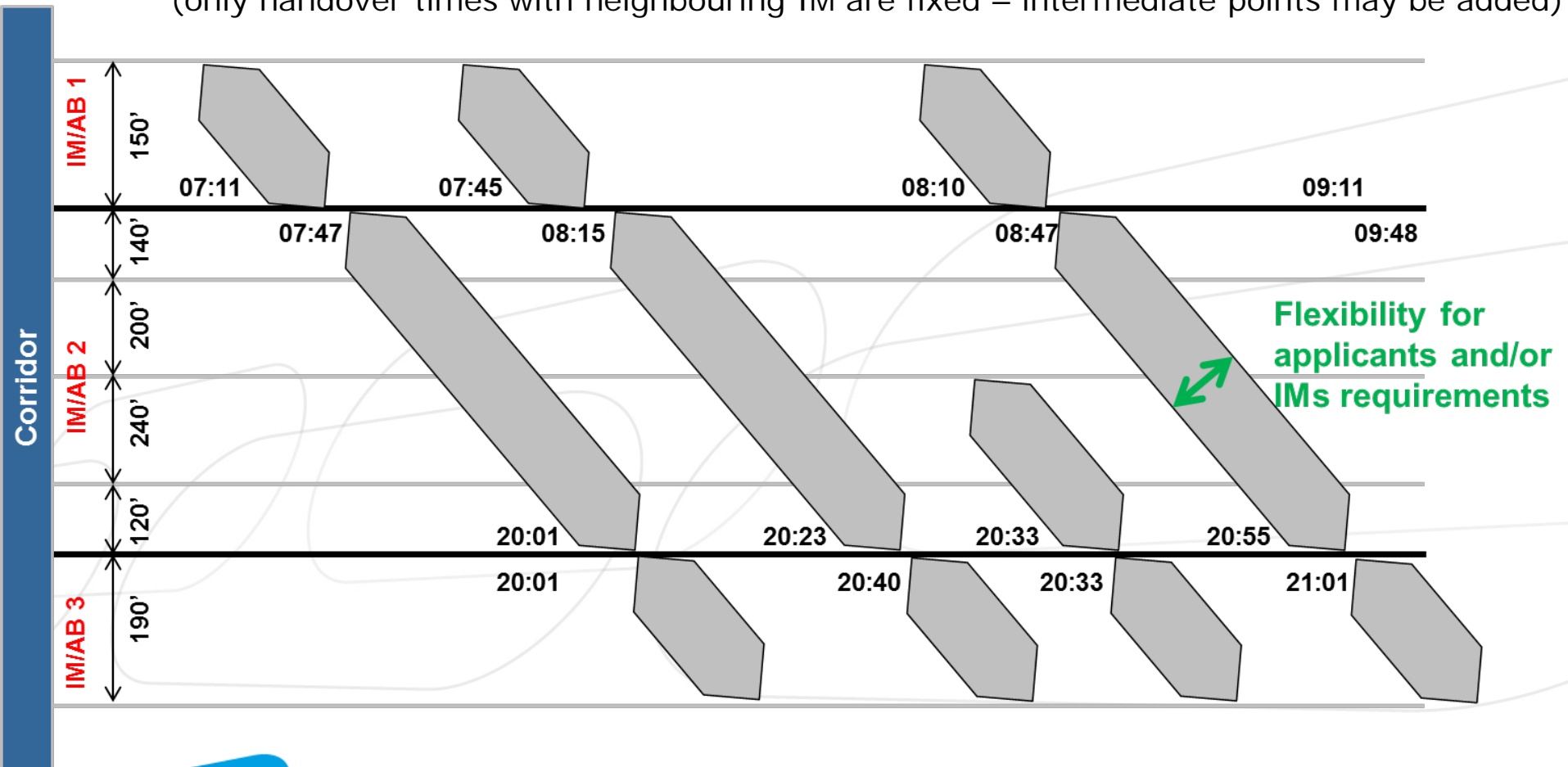
RAG – 27 May 2015



1. Concept

Flex PaP: semi-finished product

(only handover times with neighbouring IM are fixed – intermediate points may be added)



2. Consultation on Flex PaPs ⁽¹⁾

- A questionnaire was sent to all RAG members
- 5 questions:

How big is the advantage that Flex PaPs take into consideration your requests for intermediate stops?

How big is the advantage that the Flex PaPs can be adapted to take into consideration the applicants request for departure/arrival times?

How big is the advantage that the total PaP offer would increase in using Flex PaPs?

How big is the disadvantage that journey times would probably be increased with 10% (average)?

How big is the disadvantage that the delivered timetable may have time between two stops exceeding the clients forecast, and departure or arrival times that differ from those requested?

2. Consultation on Flex PaPs ⁽¹⁾

- Only two answers were received
- Quite differing opinions



Major positive remark:

→ *Timetables may be better adapted to the needs of the customer*



Major negative remark:

→ *Scepticism towards the quality of the delivered timetable*

3. TT 2016 ⁽¹⁾

- RFC Rhine – Alpine, Med and Orient introduced Flex PaPs for TT 2016
- It consists of paths with fixed border time crossings, but with only a proposed standard running time. Stops may be deleted (and sometimes added), thus offering the flexibility to clients to request a path as close as possible to their needs, and offering the IMs the flexibility to modify the path if needed.
- However, different RFCs and IMs have published different types of Flex PaPs
- Because of the lateness of the definition of the concept, and the lateness of developing the needed functions in PCS, RFC North Sea - Med did not introduce the concept yet.

3. TT 2016 ⁽²⁾

- However, because several RFC North Sea - Med PaPs were requested together with RFC Med and RFC Rhine - Alpine Flex PaPs, the following experiences could be noted.
 - Because of the insufficient time to develop PCS, and thus the very little time to test the new functions, a large number of bugs were identified after the 'go live' of the new version.
 - ➔ **Importance of sufficient time for testing**
 - The subsidiary function was not yet available for dossiers containing Flex PaPs, thus this caused extra work for applicants requesting RFC North Sea - Med dossiers containing RFC Rhine - Alpine or RFC Med (in Italy) sections. RFC Rhine - Alpine agreed to publish the Network PaPs as Fix PaPs to overcome this problem partially.

4. TT 2017

- The Managing Board of the corridor decided to not yet take a final decision on the subject
 - A harmonised concept is needed → RNE
 - Feedback on the experiences from IMs/ABs and applicants on RFC Rhine – Alpine and Med after the draft offer is needed (end of June)
 - Flex PaPs may nevertheless be a solution on some stretches of the corridor → to be investigated
 - But many practical/technical difficulties are foreseen to implement the concept to its full extent on the entire corridor

→ PaPs must remain a guaranty on quality

- The corridor will continue to stress the importance of the match between theory and practice
 - most PaP timetables are adjusted (client or IM initiative)
 - clear communication possibility via PCS is needed

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