Processes for capacity allocation and Corridor - OSS

Railway Undertaking Advisory Group

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CORRIDOR 2
ROTTERDAM-ANTWERPEN-BASEL / LYON

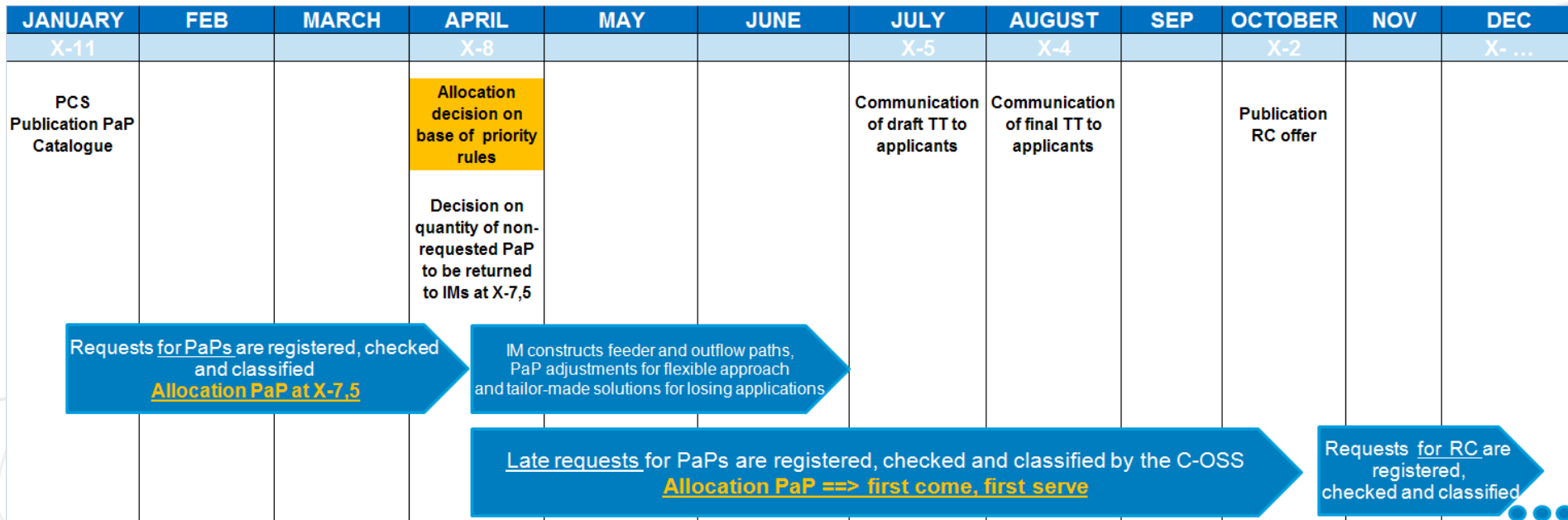*Fast track* your rail freight

Content

1. Applying for PaPs via C-OSS
2. Returning of PaPs to the IM at X-7,5
3. Reserve Capacity
4. Priority Rules (in case of conflicting PaP-applications)
5. PCS example (demo version)

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1. Applying for PaPs via C-OSS[1]

- From November 10, 2013, the Corridor OSS will be the one face to the customer for all Pre-arranged Paths related questions

- All PaPs will be allocated by the C-OSS.

- All feeder and outflow paths will be allocated by the IM, but coordination will be done by the C-OSS. The C-OSS remains the face to the customer for these feeder/outflow paths

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1. Applying for PaPs via C-OSS(2)

Timeline:

JANUARY	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEP	OCTOBER	NOV	DEC
X-11			X-8			X-5	X-4		X-2		X- …
PCS Publication PaP Catalogue			**Allocation decision on base of priority rules** Decision on quantity of non-requested PaP to be returned to IMs at X-7,5			Communication of draft TT to applicants	Communication of final TT to applicants		Publication RC offer		

Requests for PaPs are registered, checked and classified
Allocation PaP at X-7,5

IM constructs feeder and outflow paths, PaP adjustments for flexible approach and tailor-made solutions for losing applications

Late requests for PaPs are registered, checked and classified by the C-OSS
Allocation PaP ==> first come, first serve

Requests for RC are registered, checked and classified

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2. Returning of PaPs to the IM at X-7.5 [1]

- Each year, the Management Board of the Corridor will make a decision about which PaPs to be kept at X-7.5.

  The decision on which paths to keep and which to return to the IMs will depend on the then "booking situation". More precisely, at least the following three criteria will be used (by decreasing order of importance):

  - There must be enough capacity for late requests and reserve capacity
  - We must take into account the demand for international trains
  - We may need to adapt the PaPs supply to possible changes in the planning of possessions

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2. Returning of PaPs to the IM at X-7.5 (2)

- What to decide:

  - Which PaPs to keep
  - Which PaPs to withdraw and return to the respective IMs.

- The IMs can then decide to keep the returned paths available in PCS as Catalogue Paths (under leadership of national IMs), or to withdraw them entirely from PCS, to free capacity on their network.

- The remaining PaPs shall be published during the late request phase in PCS with continuous updating, from X-7.5.

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3. Reserve Capacity[1]

- Reserve capacity = capacity published by the C-OSS under the form of PaPs from X-2, continuing into the running timetable, until **21 days** (for Corridor 2) before the actual running date of the train.

- These paths will be allocated by the C-OSS on a first come/first serve basis

- This capacity is published to provide our customers with more flexibility

- The first Reserve Capacity will – unlike on other Corridors - be published on November 10, 2013

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3. Reserve Capacity(2)

Example of an application for Reserve Capacity:

➢ An RU wishes to run a train from Lille to Rotterdam

➢ It applies for a path, published as reserve capacity by Corridor 2, on 5th June 2014

➢ It wants to run this train on Thursday and Friday, during 3 weeks, starting from the first week of July

➢ It sends its request via PCS to the C-OSS of Corridor 2

➢ Since the request is made more then 21 days before the first running day of the train, the C-OSS can immediately allocate this path

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4. Priority Rules (1)

Description of the priority rule for coordination at X-8 in the event of conflicting requests for Pre-arranged Paths

L^{PAP} = Total requested length of pre-arranged path

L^{TP} = Total requested length of complete path

Y^{RD} = Number of requested running days for the timetable period.

K = The rate for priority

All lengths are counted in kilometers.

The priority is calculated according to this formula:

$$(L^{PAP} + L^{TP}) \times Y^{RD} = K$$

This formula can be used so that in a first step the priority value (K) is calculated using only total requested length of pre-arranged path (L^{PAP}) multiplied by the Number of requested running days (Y^{RD}).

If the requests cannot be separated in this way, the Total requested length of complete path (L^{TP}) will also be added in the calculation in order to separate the requests.

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4. Priority Rules(2)

Example 1: 2 RUs hand in a request for the same PaP between X-11 and X-8.

RU1: applies for **II** and **II** ; no feeder/outflow ; Monday & Tuesday - whole year
RU2: applies for **II** ; no feeder/outflow ; Monday to Friday - whole year
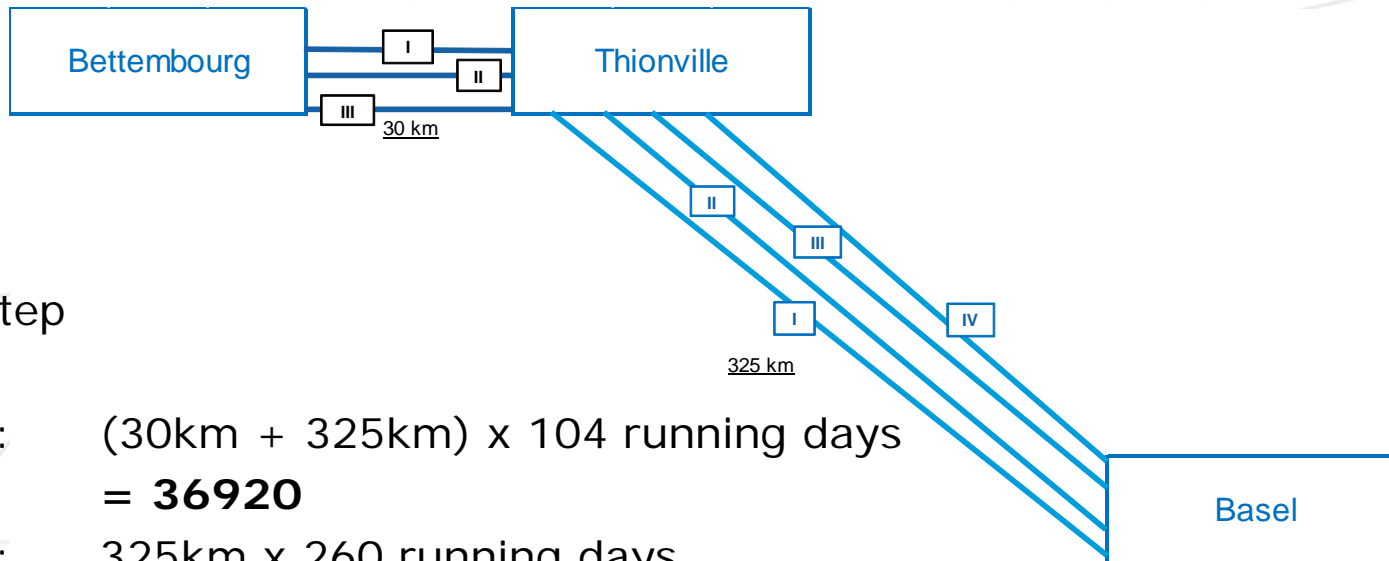
1st step

RU1:   (30km + 325km) x 104 running days
        = **36920**
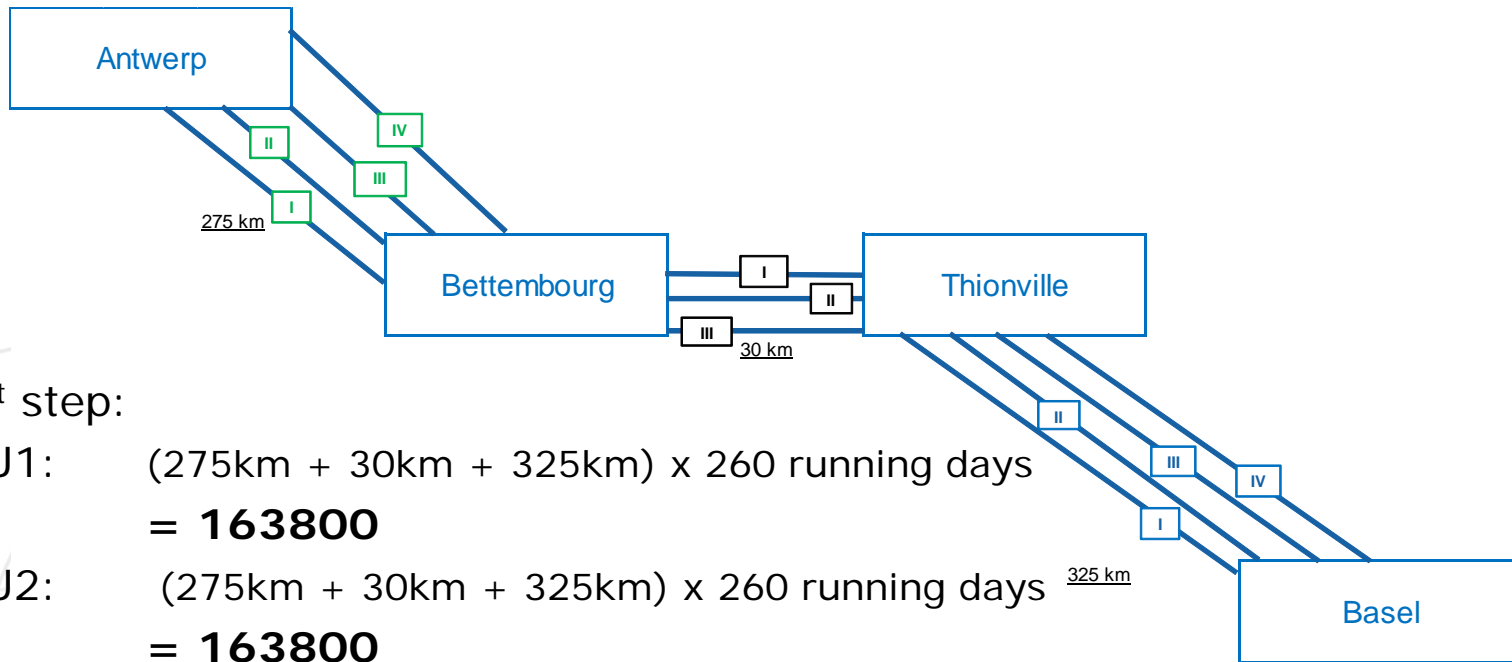RU2:   325km x 260 running days
        =84500

4. Priority Rules(3)

Example 2: 2 RUs hand in a request for the same PaP between X-11 and X-8.

RU1: applies for **II**, **II** and **II** + 36km feeder/outflow ; Monday to Friday - whole year

RU2: applies for **I**, **II** and **II** + 226km feeder/outflow ; Monday to Friday - whole year

1st step:

RU1:   (275km + 30km + 325km) x 260 running days

          = **163800**

RU2:   (275km + 30km + 325km) x 260 running days

          = **163800**

2nd step:

RU1:   (630km+ 36km) x 260 running days = **336960**

RU2:   (630km + 226km) x 260 running days = **386360**

5. PCS (Path Coordination System)[1]

- All paths will be published in PCS

- PCS will be the booking tool for all Corridor PaPs, and will be used by most Rail Freight Corridors

- Enables the inclusion of feeder/outflow paths, even if they are not on a corridor ➔ C-OSS remains the one face to the customer

- Platform for handling harmonised international path requests, path studies, path offers and path allocations – without any paper work

- Quick, secure and easy communication between all parties (path applicants, IMs/ABs)

- Updated to fulfil future requirements of European legislation

More information on http://pcs.rne.eu

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