# Capacity

11 October 2016

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Agenda

1. PaP Requests April 2016 for TT2017

2. RC PaP offer and requests (Late Path Requests) for TT2017

3. Feedback

4. Offer TT2018 – State of Play

5. PCS evolution – short and long term

1. Overview Requests April (recap)

- A total of **134** dossiers were submitted to the C-OSS <u>via PCS NG</u>
  - ⊙ 118 for TT2016
  - ⊙ 51 for TT2015
- A total of 15,1 million KMs were published **(+62,3%)**
  - ⊙ 9,2 million for TT2016
  - ⊙ 7,3 million for TT2015
- A total of 7,1 million KMs were requested **(+16,4%)**
  - ⊙ 6,1 million for TT2016
  - ⊙ 2,8 million for TT2015
- A total of 7,0 million KMs were pre-allocated **(+37,3%)**
  - ⊙ 5 million for TT2016
  - ⊙ 2,8 million for TT2015

RFC NSM Capacity Evolution

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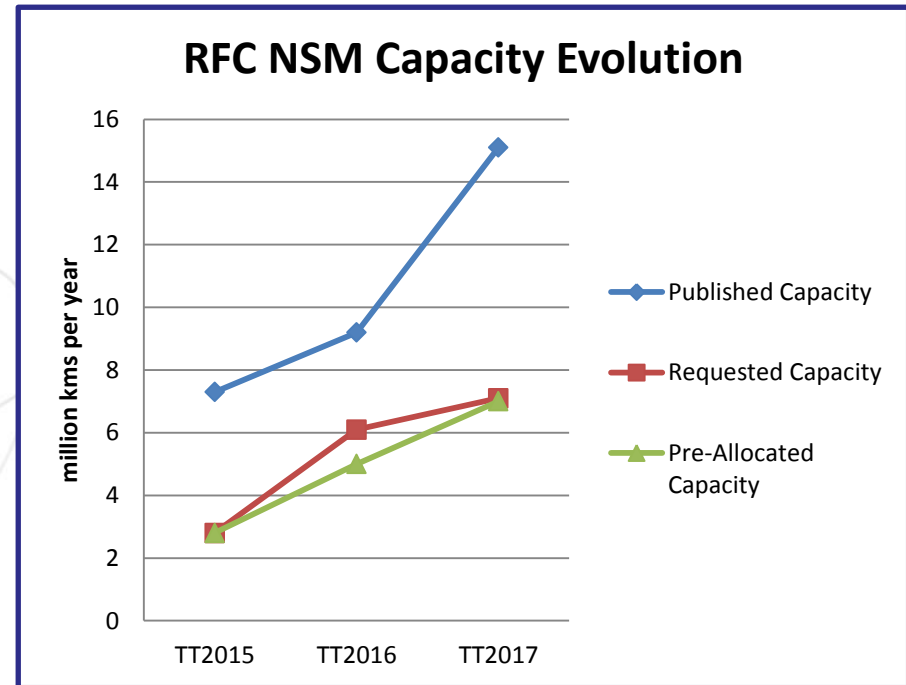
2. Final Offer (1)

- In terms of KMs per year this means the following:

  - 15,1 million KMs were published

  - 7,1 million KMs were requested

  - 7,0 million KMs were pre-allocated

  - 6,9 million KMs were allocated (active timetable)

    - 4,6 million for TT2016

- Only for 3 requests, clients refused the RFC NSM final offer

- Figures on active timetable do not take into account variants or missing days in the offer (not present in PCS – cfr next slide)

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2. Final Offer: experiences (2)

Current flaws in the PCS system leads to the situation that modifications to timetables (fix PaP only) and calendars (all PaP) between X-8 (request) and final allocation are not possible

→ This leads to the problem that the timetable and calendar in PCS is not necessarily the same as in the national tool

⊙ Modifications are often needed because of:

– Request clients

– TCRs not identifiable before X-11

– Optimisation capacity

This situation undermines the credibility of PCS and the PaP concept

This problem will be solved after the necessary developments from TT2019

For TT2018, intermediary solutions are being studied

• Developments

• Different publication methods

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Reserve Capacity (1)

- The Corridor published the majority of the remaining PaP capacity via PCS, for late and ad-hoc path requests (reserve capacity), beginning of May:
  - **25,9%** of the capacity published in January was republished
  - **25,7%** of the capacity published in January was returned to the IM because of little value for international traffic

- Published as regular (fix) PaPs to be able to assure and protect the capacity for international freight traffics through the late and ad-hoc request phases

- Regular updates will be provided on the website and via mail newsletters

- Covering all major axes of the corridor

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Reserve Capacity (2)

- So far (October 2016), 9 requests for these PaPs have been received:
    - **2,6%** of the capacity published in the annual catalogue
    - **10,0%** of the capacity published in May

- The remaining capacity will be available up to 30 days before potential circulation of the train (but might be updated throughout the year)

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Client Feedback

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1. Strategy

In June 2016, the RFC NSM Managing Board agreed on the following principles to construct the TT2018 PaP catalogue:

General Rule: at least a status quo in term of quantity and quality per section

Improvement of the offer on sections where possible

Potential lowering of the offer on the limited sections with no demand

2. Input PaP Catalogue: 3 pillars

1

Expression of capacity wishes

- offer based on real demand / expectations

- no priority for expressed capacity wishes

- ➔Added value for the customer lies in higher probability for a PaP offer that fits to its needs

2

experiences of the previous years

- Not all clients submit their capacity wishes

- Not all international traffic flows are submitted as capacity wish

3

IM/AB specific capacity possibilities/constraints

- To allow capacity for new traffics

- To allow a more stable offer

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3. Main Modifications (1)

- PaPs crossing the Netherlands via Roosendaal, Breda and Bad Bentheim will be offered from TT2018 on RFC8 (North Sea – Baltic).

- For a better visibility, RFC8 requested to publish these paths completely as RFC8 PaPs (Antwerp-Germany), instead of a partial publication RFC2-RFC8 with junction in Roosendaal.

- This causes a lower offer on the Rotterdam-Antwerp section.
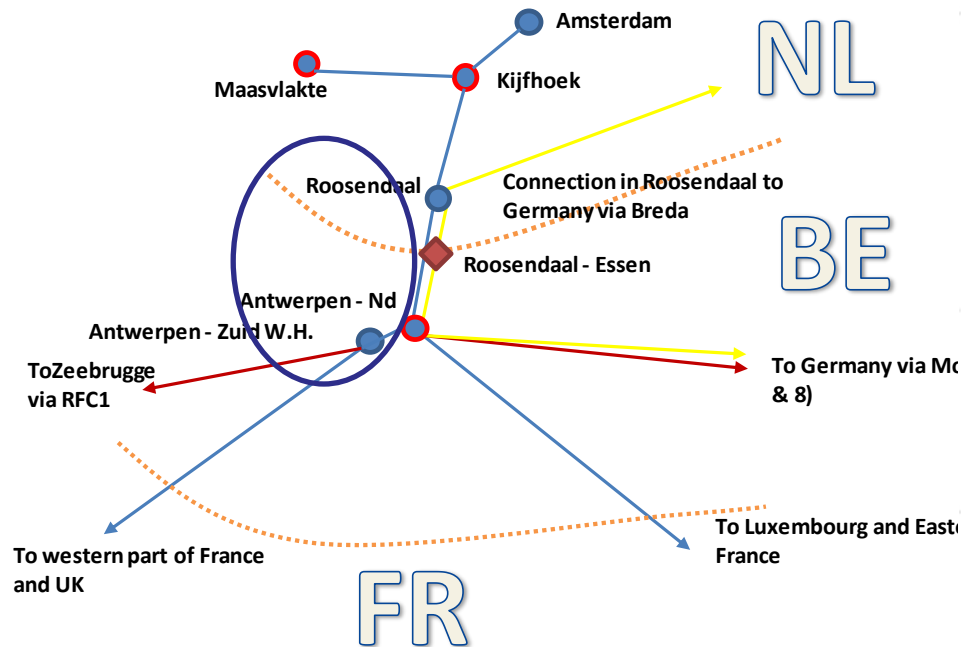
3. Main Modifications (2)

- No PaPs will be offered between Kijfhoek and Maasvlakte (covered by RFC8+ RFC1 (Rhine-Alpine)), because this has little to no added value for RFC NSM

  → Capacity aplenty

  → All south/north bound trains have/need a stop in Kijfhoek

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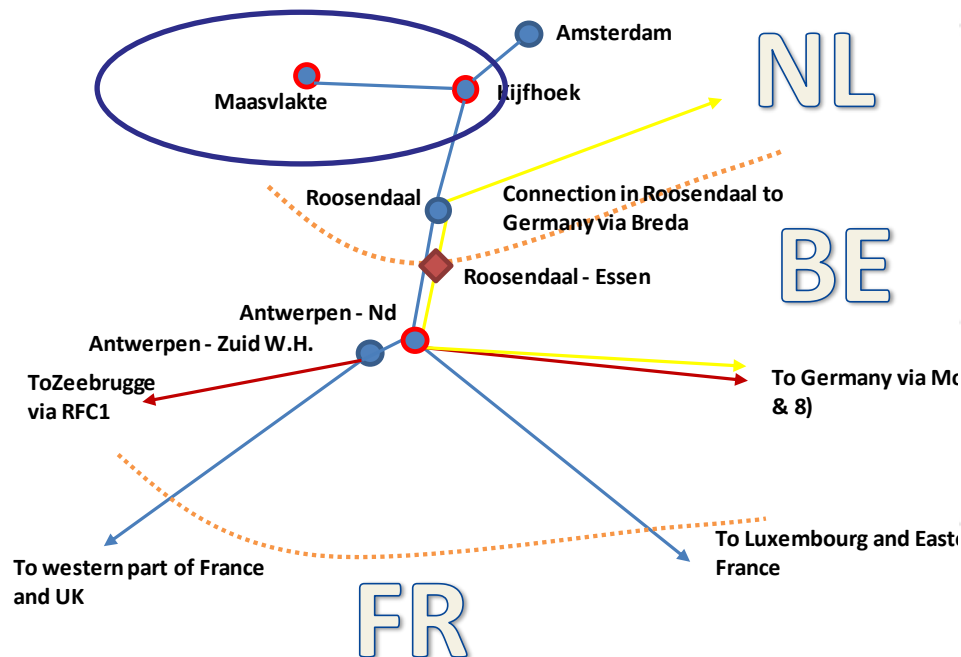
3. Main Modifications (3)

- Increase of long distance PaPs
  - Germany – UK (via Liège and Namur)
  - Antwerp – Basel
  - Germany – Spain
  - …

- PaPs between Marseille and Geneva
  - Under the condition the extension would be formalised in time
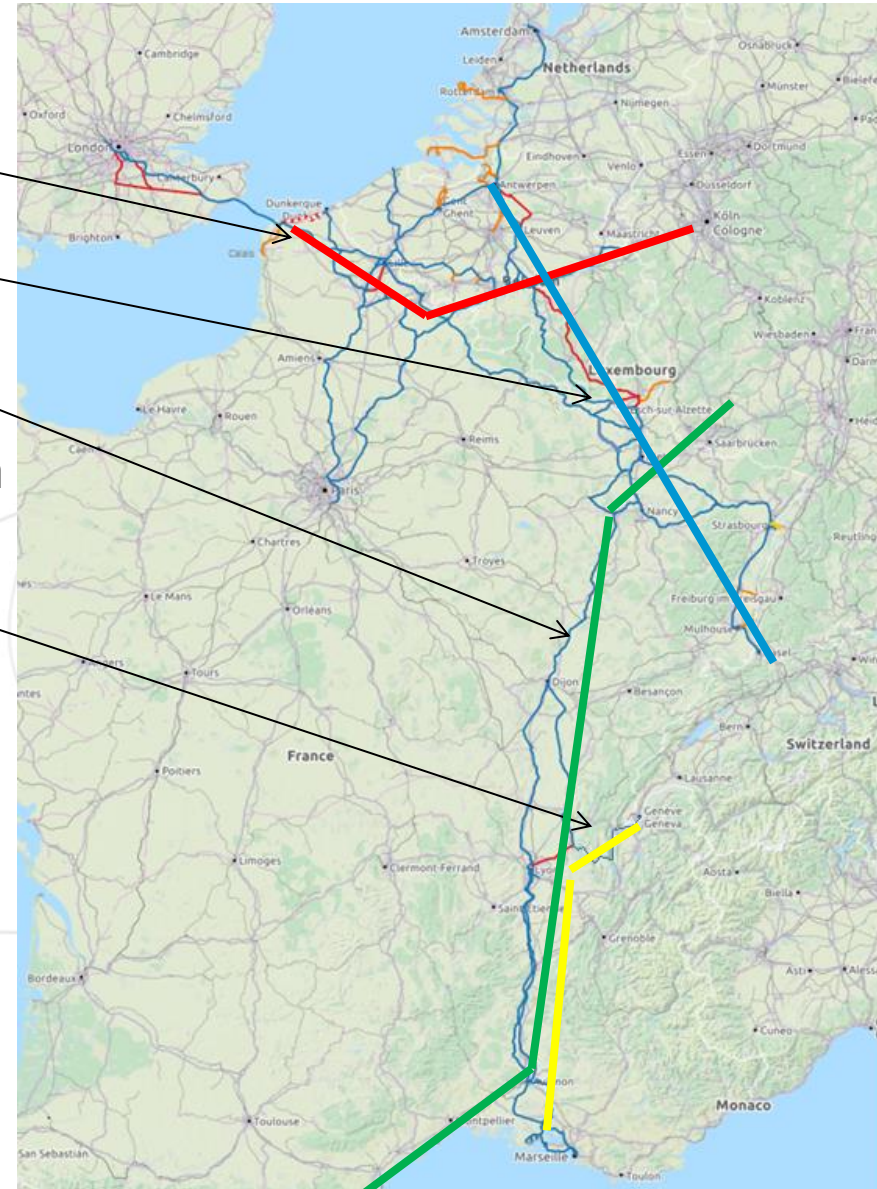
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PCS – Main modifications for TT2018 [1]

- Carry Forward
  - Carry forward wizard
  - IM parameters carry forward
  - Train composition improvements for carry forward
- Notification that a new dossier version was created by somebody else and new dossier version is available
- Version number and release date on the login screen
- Search for acceptance indicator of particular participants
- Search for PaPs with Train parameters
- Users in agency – filter out inactive users and see the team role (editing, read-only)
- Compare archive timetable to the current
- Show warning, if the user locations is not valid anymore
- Tooltip under the acceptance indicators should indicate the leading agency
- Loco Types (small release between November and January)

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PCS – Main modifications for TT2018 (2)

- Indication of non-PCS members in the RU list

- Option to request tailor-made solution for the whole dossier as RFC for Late/Ad-hoc path requests

- Show phase information in the Dashboard (old Inbox) in case of partial harmonization

- Path Modification/Path Alteration

  - Admin comment for changes that were made

  - Check - Adhoc Partially Harmonized dossiers should be automatically brought back to Adhoc Harmonized in Active Timetable

  - Adjust Update dossier operation to support:

    - triggering of Path Alteration (PathAlterationTriggerRequest)

    - rejection of Path Alteration Offer (PathAlterationOfferRejectionCauses)

    - triggering of Path Modification (PathModificationTriggerRequest)

    - rejection of Path Modification Request (PathModificationRequestRejectionCauses)

    - rejection of Path Modification Offer (PathModificationOfferRejectionCauses)

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PCS Evolution – current situation (1)

- Today, PCS is used primarily in the following cases:
  - International passenger paths
  - International freight paths coordinated via FTE conferences
  - International freight paths requested via the RFCs (containing PaPs or Reserve Capacity)

- This means it is hardly used in the following cases:
  - National freight or passenger paths
  - International freight paths by non-FTE members
  - International freight paths placed by one applicant only

→ The vast majority of paths is still requested via one of the following methods:
  - National tools or procedures (one request per IM)
  - RNE form

PCS Evolution – current situation (2)

- Today, PCS is used only up to final allocation:
  - X-4 for path requests for annual timetable
  - X-2 for late path requests
  - No deadline for ad hoc path requests (running timetable)

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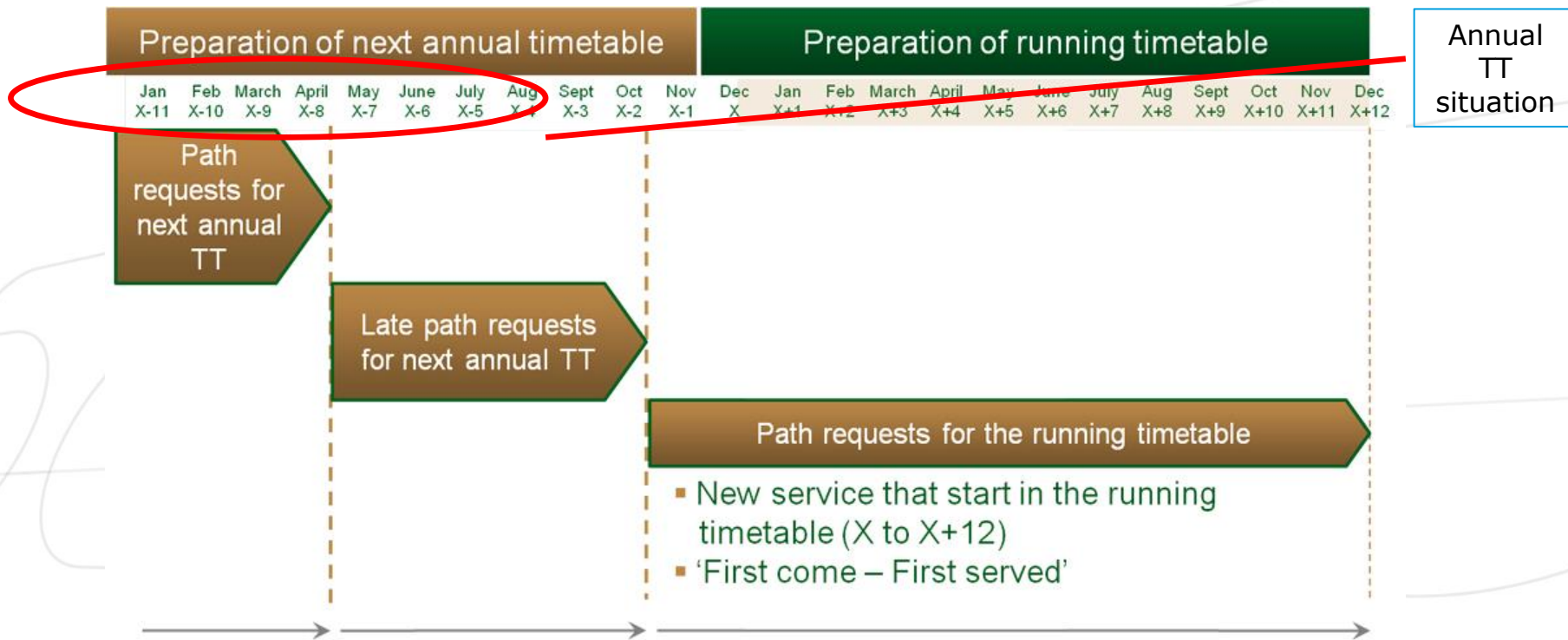
PCS Evolution – current situation (3)

- This means that PCS is not used today:
  - In case of modifications
  - In case of cancellations
- However, PCS is equipped to do so

- Main reasons why **IMs** do not stimulate the use of PCS:
  - Legal reasons (Germany)
  - Different tools = difficult to manage
    - ◉ Because of interfaces not adapted or not working properly
    - ◉ Because of manual work (no interface to planning tool)
    - ◉ Because of legacy reasons (used to working differently)
    - ◉ Because of HR issues (too little planners know the tool – lack of training)

Little management pressure to stimulate the use of PCS

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PCS Evolution – current situation

- This means that PCS is not used today:
  - In case of modifications
  - In case of cancellations
- However, PCS is equipped to do so

- Main reasons why **RUs** do not prefer the use of PCS:
  - Different tools = difficult to manage
    - Because of interfaces not adapted or not working properly
    - Because of manual work (no interface to planning tool)
    - Because of legacy reasons (used to working differently)
    - Because of HR issues (too little planners know the tool – lack of training)
    - Different tools for one IM complicates the identification of which path has been placed via which method
  - IMs:
    - do not force clients to use PCS
    - or prefer that RUs place their requests via the national tools (or procedures)

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PCS Evolution : consequences for RFCs

- Use of PCS is mandatory to request capacity via the RFCs
- One of the main reasons why applicants are reluctant to place requests for RFC capacity (or prefer to not do it) is the use of PCS (cfr reasons above)

→ **Preferred (Long Term?) Solution:** All international requests must be placed via PCS

- → RUs and IMs are forced to train their people properly
- → One way to manage all international requests = main argument against the use of PCS will not be valid anymore
- → All actors will be motivated to optimise the tool and the interfaces between their own tools and PCS

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