



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

RFC2 PaP Catalogues Update

Railway Undertaking Advisory Group

Thomas Vanbeveren

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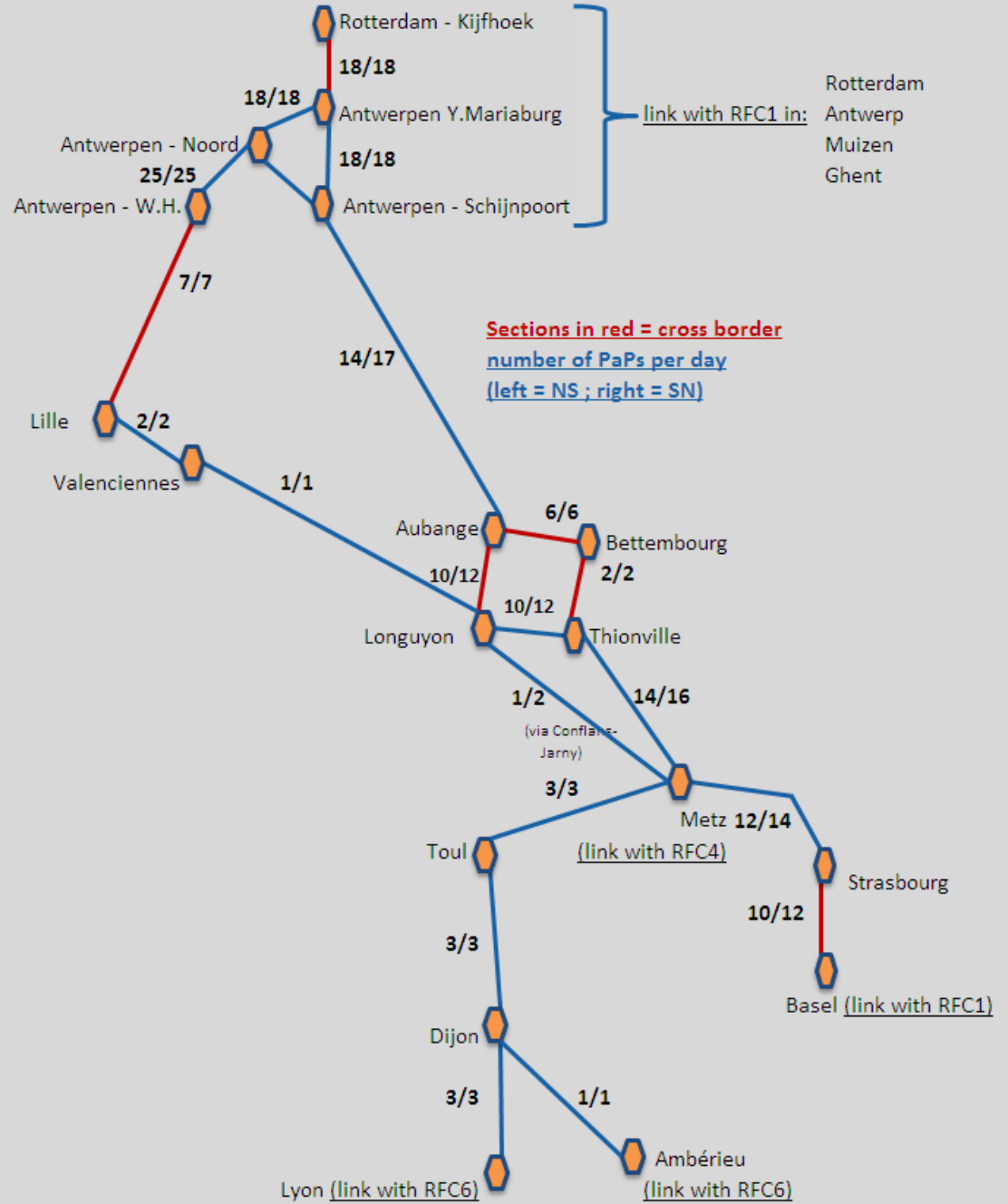
Fast track your rail freight

1. Publication TT2015

- The 2015 PaP Catalogue was published on our website on Friday 10th of January.
- The PaPs were published in PCS on Tuesday, 14th of January, and thus ready for ordering.
- RFC2 was the first Rail Freight Corridor to publish its 2015 PaP Catalogue.
- Only RFC2 and RFC6 published their PaP Catalogue in PCS before the Regulation deadline (before January 15).

2. Number of PaPs per Section TT 2015

RFC2 PRE-ARRANGED PATH CATALOGUE 2015 PATHS PER SECTION



3. PAP CATALOGUE 2015 - NUMBER OF LONG DISTANCE PAPS

Long Distance	Rotterdam - Basel (via Mont Saint Martin)	
		NS
	SN	5
Long Distance	Rotterdam - Basel (via Bettembourg)	
		NS
	SN	2
Long Distance	Antwerp - Lyon	
		NS
	SN	1
Long Distance	Rotterdam - Lille	
		NS
	SN	7
Long Distance	Antwerpen - Basel (via Mont Saint Martin)	
		NS
	SN	10
Long Distance	Antwerpen - Basel (via Bettembourg)	
		NS
	SN	2
Long Distance	Forbach - Perpignan (via RFC6)	
		NS
	SN	2
Long Distance	Antwerpen - Strasbourg	
		NS
	SN	2
Medium Distance	Antwerpen - Bettembourg	
		NS
	SN	6
Medium Distance	Dijon- Modane (via RFC6)	
		NS
	SN	1

- ✓ PaPs are published on all principal lines covering all major corridor traffics
- ✓ The PaPs offered in the 2015 catalogue are much more diversified geographically compared to the 2014 RNE corridor catalogue

4. Quality of the PaPs TT2015

KM/H per corridor route	2013	2014	2015	Objective IP
Antwerpen - Bettembourg	60,16	59,11	60,97	55,00
Antwerpen - Basel	57,02	51,43	55,23	50,00
Antwerpen - Lille	50,16	52,44	66,45	52,00
Rotterdam - Antwerpen	53,39	58,66	71,33	55,00
Antwerpen - Lyon	no paths	no paths	60,77	tbd
Antwerp-Aubange	66,69	65,01	67,86	50,00
Aubange-Basel	51,36	44,64	48,49	50,00

5. Requests for PaPs TT2015₍₁₎

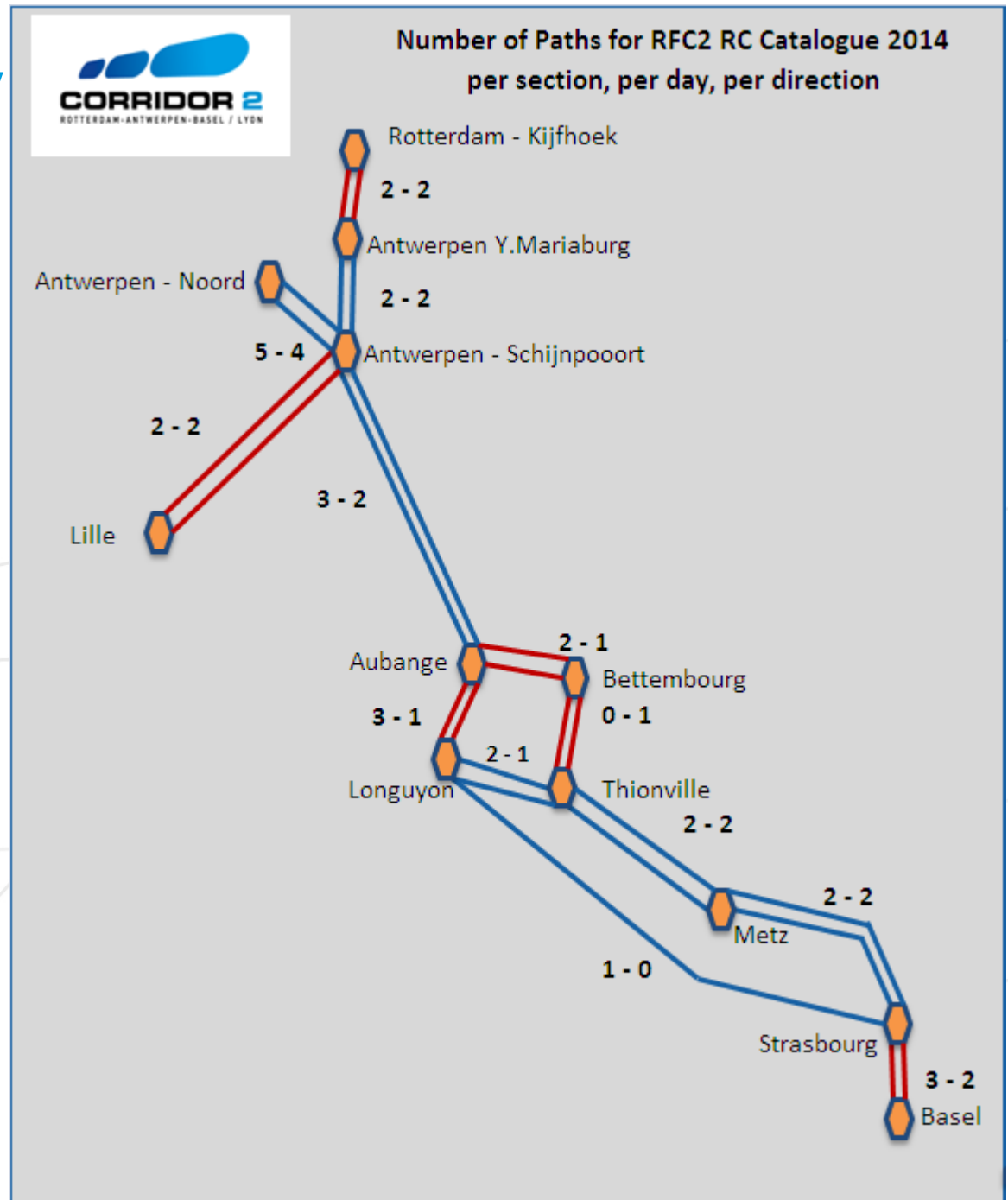
All requests for PaPs have to fulfil all following requirements:

- to be submitted to a C-OSS
 - All requests for PaPs via an IM will be refused
 - All requests for PaPs with feeder/outflow sections in non corridor countries will be accepted
- using the tool PCS, including at least one PaP segment
 - All requests for PaPs via national tools will be refused
- the entire train run from origin to final destination must be requested in one single PCS dossier, but can consist of several PaP segments on one or more corridors including feeder and/or outflow paths
 - If a train run is requested over different dossiers this can cause problems:
 - Harmonisation between dossiers
 - Different train numbers

5. Requests for PaPs TT2015₍₂₎

- to cross at least one border on a corridor
 - A request from Longuyon to Strasbourg, consisting completely out of PaP sections can't be accepted
 - A request from Brussels to Strasbourg, containing a feeder from Brussels to Thionville via Mont Saint Martin and PaP sections from Thionville to Strasbourg can be accepted
- the technical parameters of the path request have to be within the range of the parameters of the requested PaP segments
 - A request for a path with a locomotive that runs slower than the design speed of the PaP can't be accepted
 - A request for a path with a locomotive that runs faster than the design speed of the PaP will be accepted
- On 14/4, all requests have to be placed by the applicant; the C-OSS will
 - check the request
 - apply the priority rule if necessary
 - propose alternatives for requests with a lower priority
 - submit requests for feeder/outflow paths to the IMs

6. Reserve Capacity TT2014 status⁽¹⁾



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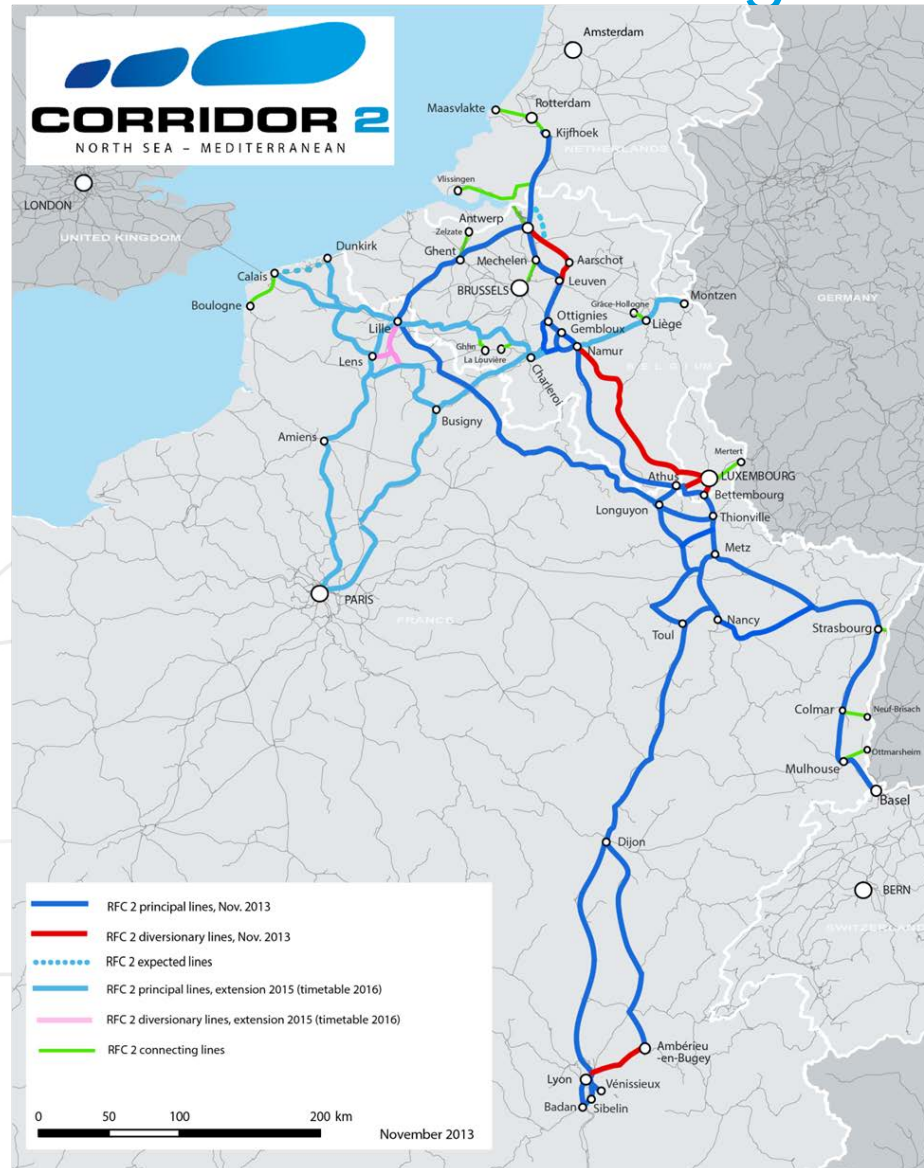
Summary:

- Long distance internationally harmonised paths are available at RFC2 throughout TT 2014
- Passing through heavily congested areas like Antwerp, Metz/Thionville and Strasbourg
- Paths available on the axes Rotterdam-Basel and Rotterdam-Lille
- An extra route through the Lorraine area in France, avoiding the Metz/Thionville bottleneck, is being suggested

6. Reserve Capacity TT2014 status⁽³⁾

- The first reserve capacity PaPs have been allocated!
- Feeder/outflow sections were included, testing the procedures set in place between the corridor and the IMs/ABs
- One of the requests contained circulation days, less than 21 days after the submitting day of the request
 - Request was split between IM and the corridor

7. Overview Lines PaP Catalogue 2016



8. Preparation PaP Catalogue 2016

- RFC2 will work together with the IMs/ABs of the corridor to consult its clients
 - Avoiding of a double consultation
- This consultation phase will take place in May and June
 - RFF will host an open consultation meeting with all interested RUs on May 12th, at 14:00 in Paris
 - Individual meetings will follow after
 - For other IMs/ABs no meetings have been scheduled yet
- A preliminary overview on quantity of PaPs for TT 2016 will be presented in the next RAG meeting

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ACF



Contacts

Head Office

9, place de la Gare
L-1616 Luxembourg

Permanent Team Office

13, Avenue Fonsny
B-1060 Brussels

www.rfc2.eu



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