CORRIDOR
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Performance Monitoring Report

RFC North Sea - Mediterranean

2015

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Introduction

In the Implementation Plan of the Corridor, published as Book V of the Corridor Information Document, a number of KPI's and Other Measurements (OM) are described that are being monitored to be able to follow the overall performance of the Corridor. The majority of these indicators can be found in this performance report, with which all our stakeholders are informed about the progress of the Corridor on a yearly basis. To be able to easily understand the figures in this report, a clear explanation is foreseen on how the calculation was made and what is measured for each indicator.

To be able to compare, the list of indicators described in this document are identical to those used in the 2014 Performance Monitoring Report (and described in the CID for timetable 2016, published in January 2015).

The indicators can be divided into two business fields. The information on Corridor traffic, and the information on the Corridor capacity offered and allocated by the C-OSS. Each of these groups consists of Key Performance Indicators (KPI), for which clear objectives have been defined, and Other Measurements (OM), that give an insight into what is happening on the corridor, but to which no objective can be linked.

Choosing performance indicators

The KPIs and OMs in this performance monitoring report were chosen on the basis of the following parameters:

- ✓ Measurability: performance should be measurable with the tools and resources available on the corridor
- ✓ Clarity: KPI/OM should be understandable to the public it is designed for
- ✓ Comparability: KPI/OM should be comparable across time and region
- ✓ Relevance and empowerment: KPI/OM should provide information on which project decisions can be based

All indicators have been described in the Implementation Plan of the Corridor, published as Book V of the Corridor Information Document on the website (http://www.rfc-northsea-med.eu).

Update on Corridor Traffic

The following pages will provide insight into the trains running on the Corridor. For this, it is necessary to know when a train is labelled as a corridor train:

The following criteria have to be met:

- An international freight train
- Crossing at least one border of the Corridor
- Travelling at least 70 kilometres along Corridor lines

The data used to calculate the given KPIs and OMs, comes from the national IM databases and the international TIS database, managed by RNE. More details are given per KPI or OM.

Where available, information is provided on the main causes of the evolutions displayed.

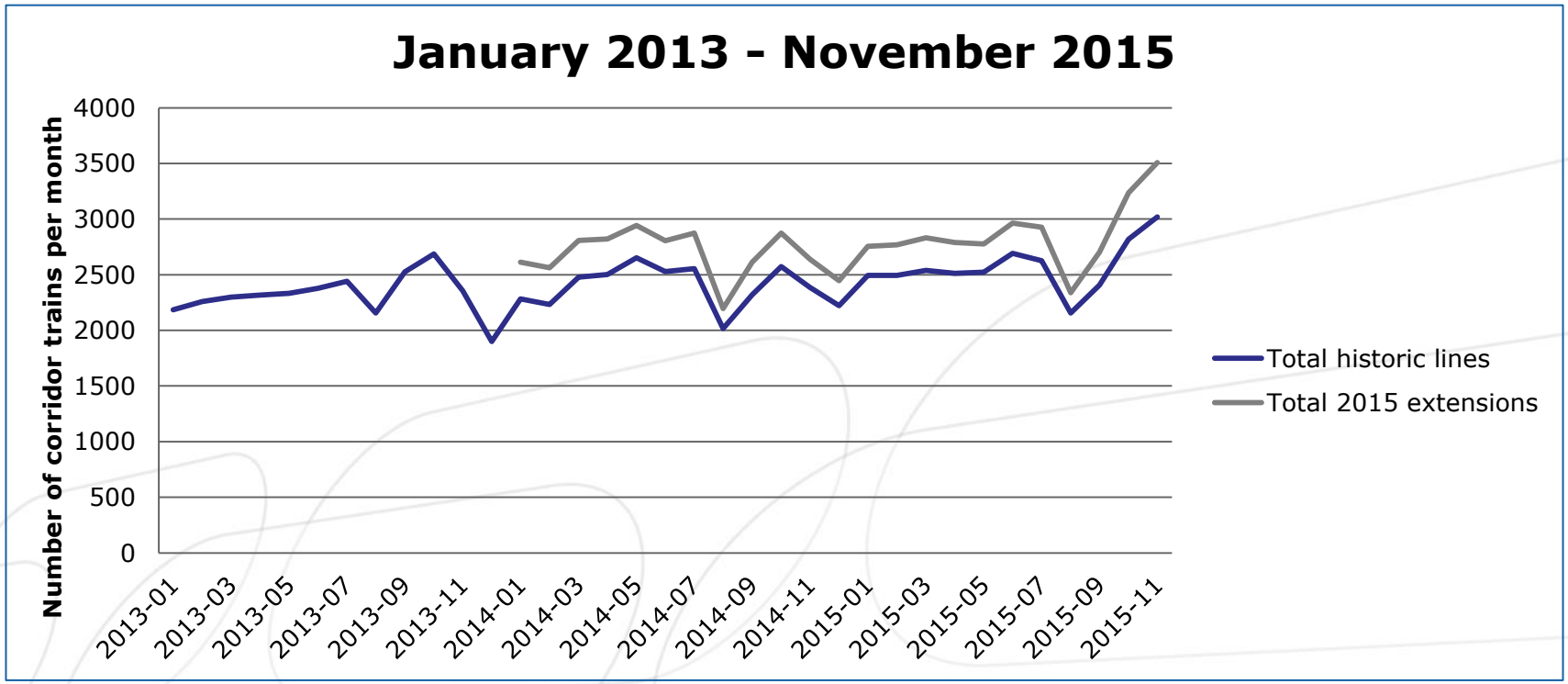
KPI 01 – Total Corridor Traffic(1)

KPI 01 displays all corridor trains on the Rail Freight Corridor North Sea – Mediterranean. Trains that pass more than one border are counted only once. The data used per border is the following:

- Essen/Roosendaal: Infrabel data
- Mouscron/Tourcoing: Infrabel data
- Aubange/Rodange: Infrabel data
- Aubange/Mont-Saint-Martin: Infrabel data
- Baisieux/Blandain: Infrabel data
- Erquelinnes/Jeumont: Infrabel data
- Bettembourg/Zoufftgen: CFL data
- St.Louis/Basel: SNCF-Réseau data

The data is displayed via two graphs and one table. The first graph gives an overview of the number of trains over the last two years, the second shows the 12-month evolution over the last three years, while the table compares every month of 2015 with the corresponding month of the previous year.

KPI 01 – Total Corridor Traffic(2)



Comparison to last year

	Jan 15 vs 14	Feb 15 vs 14	Mar 15 vs 14	April 15 vs 14	May 15 vs 14	June 15 vs 14	July 15 vs 14	Aug 15 vs 14	Sept 15 vs 14	Oct 15 vs 14	Nov 15 vs 14	Dec 14 vs 13	2014 vs 2013
Total	109%	112%	102%	100%	95%	106%	103%	107%	104%	110%	127%	117%	**103%**

Green: increase
Dark green: increase by more than 20%
Orange: decrease
Red: decrease by more than 20%

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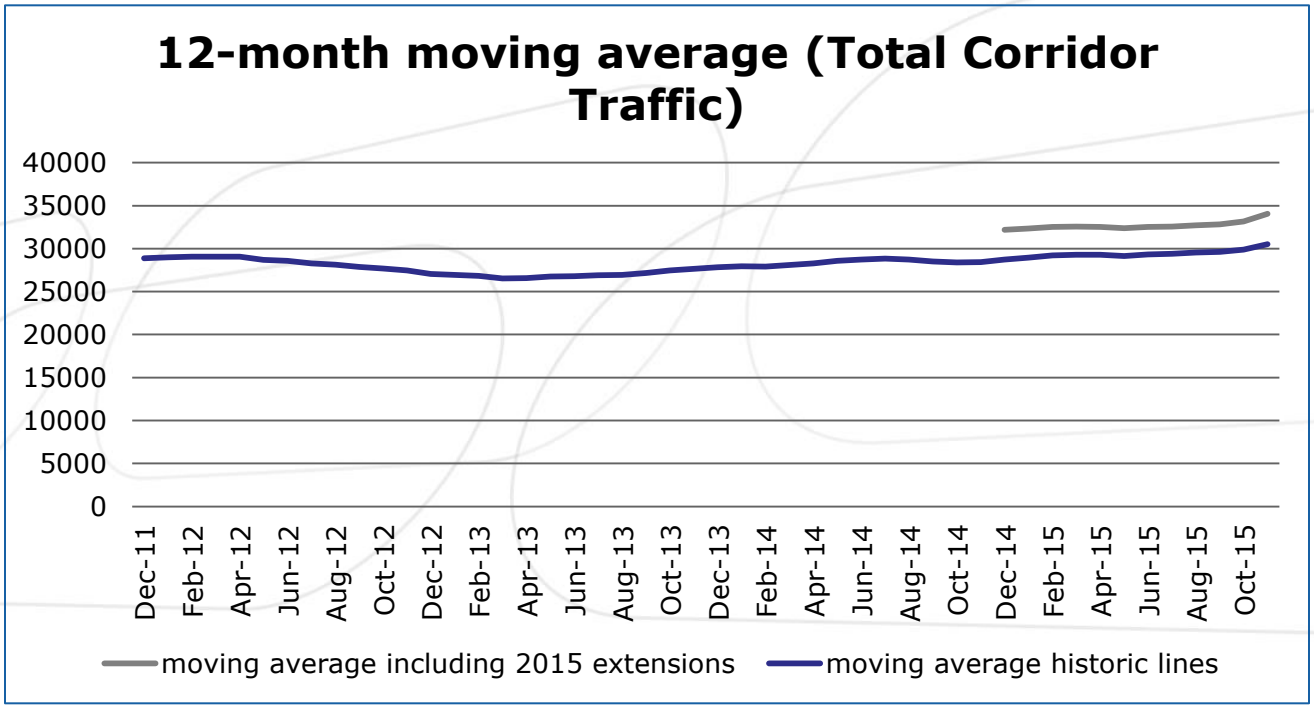
KPI 01 – Total Corridor Traffic(3)

12-month moving average

The moving average is displayed to smooth out short-term fluctuations and highlight longer-term trends or cycles. Each figure shows the number of train runs during the last 12 months preceding the last day of the given month.



KPI 01 – Total Corridor Traffic(4)

The evolution of the total amount of Corridor traffic is influenced heavily by the economic growth of the Corridor region. However, the Corridor aims to increase the amount of Corridor trains in the following matter, compared to the year 2013, taking into account a low economic growth:

2020	2030
+ 3%	+ 9%

For the year 2014, there was already a rise in Corridor traffic of 3% compared to 2013. For 2015, we are awaiting the finalised figures for the month of December to have the complete picture.

KPI 02 – Ton KM(1)

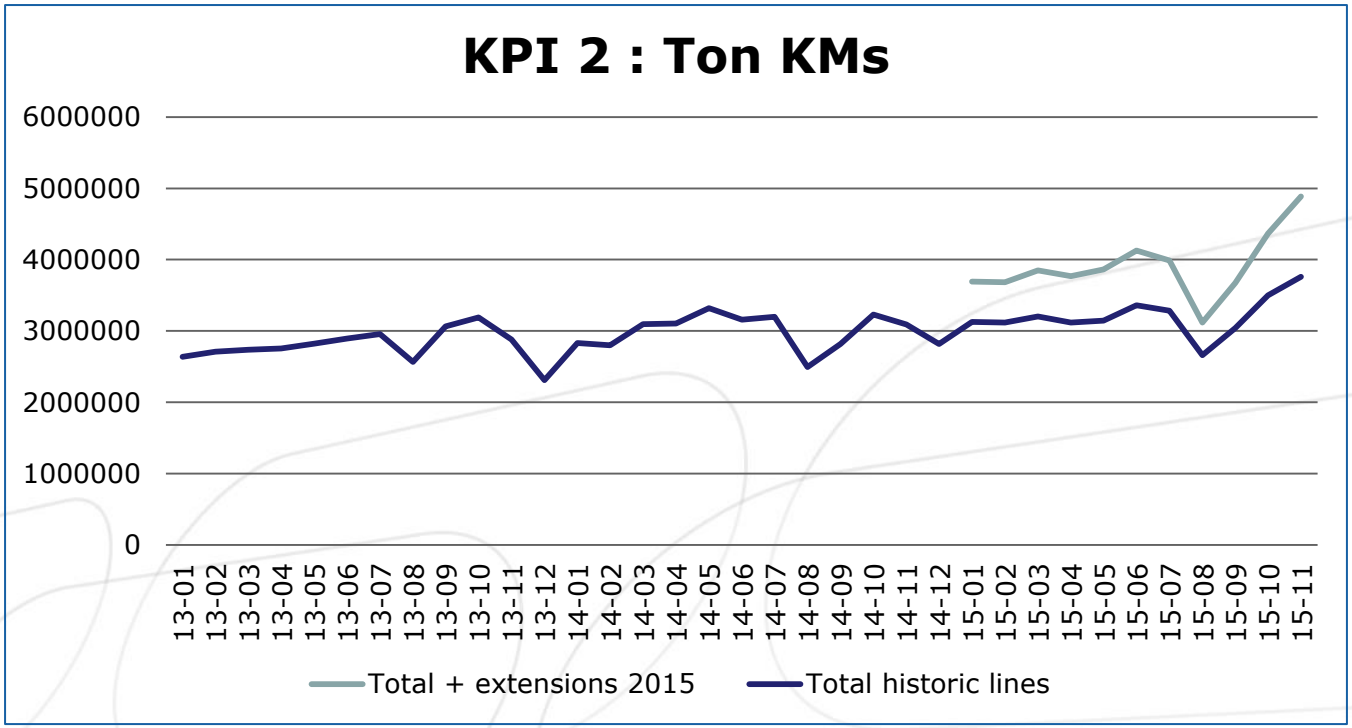
KPI 02 measures the amount of tons that are transported over Rail Freight Corridor North Sea – Mediterranean per kilometre. For this, the train weight of each corridor train is taken into account.

However, due to the fact this data is only partially available (no real train weight figures for France for example), the average train weight for trains passing the following borders (approximately 65% of all corridor trains) is used to calculate the figures for trains for which this information is missing:

- Essen/Roosendaal
- Mouscron/Tourcoing
- Aubange/Mont-Saint-Martin
- Aubange/Rodange
- Erquelinnes/Jeumont
- Blandain/Baisieux

The data is displayed, via two graphs and one table. The first graph gives an overview per month over the last two years, the second shows the 12-month evolution over the last three years, while the table compares every month of 2015 with the corresponding month of the previous year.

KPI 02 – Ton-KM(2)



Comparison to last year

	Jan 15 vs 14	Feb 15 vs 14	Mar 15 vs 14	April 15 vs 14	May 15 vs 14	June 15 vs 14	July 15 vs 14	Aug 15 vs 14	Sept 15 vs 14	Oct 15 vs 14	Nov 15 vs 14	Dec 14 vs 13	2014 vs 2013
Total (comparison historic lines)	110%	111%	104%	100%	95%	106%	103%	107%	108%	108%	122%	122%	**107%**

Green: increase
Dark green: increase by more than 20%

Orange: decrease
Red: decrease by more than 20%

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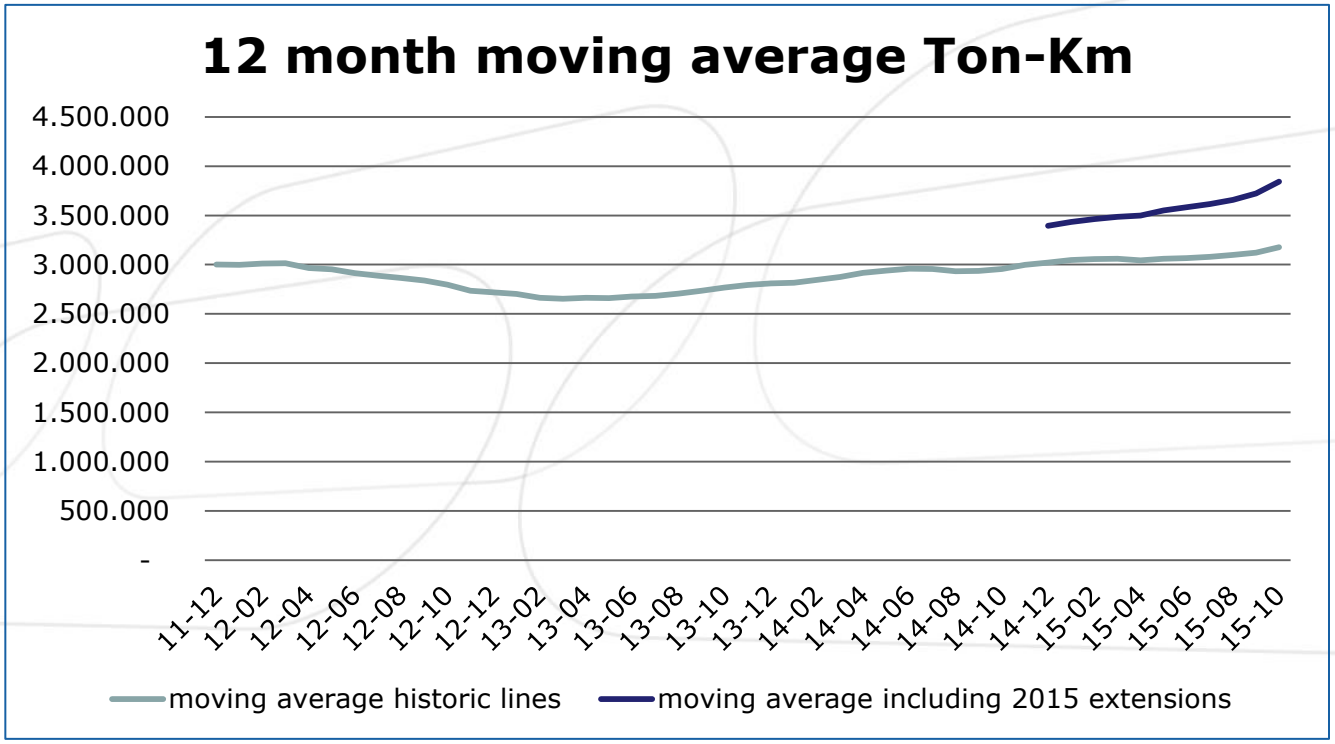
KPI 02 – Ton-KM(2)

12-month moving average

The moving average is displayed to smooth out short-term fluctuations and highlight longer-term trends or cycles. Each figure shows the number of Ton KMs during the last 12 months preceding the last day of the given month.



KPI 02 – Ton KM(4)

The Corridor aims to increase the amount of Ton KM in the following matter, compared to the year 2013, taking into account a low economic growth:

2020	2030
+ 3%	+ 9%

For the year 2014, there is already a rise in Corridor traffic of 2% compared to 2013. For 2015, we are awaiting the finalised figures for the month of December to have the complete picture.

KPI 03 – Punctuality(1)

KPI 03 measures the average punctuality of a selection of corridor trains on a fixed number of passage points. A train will be added to this train list if it meets the following criteria:

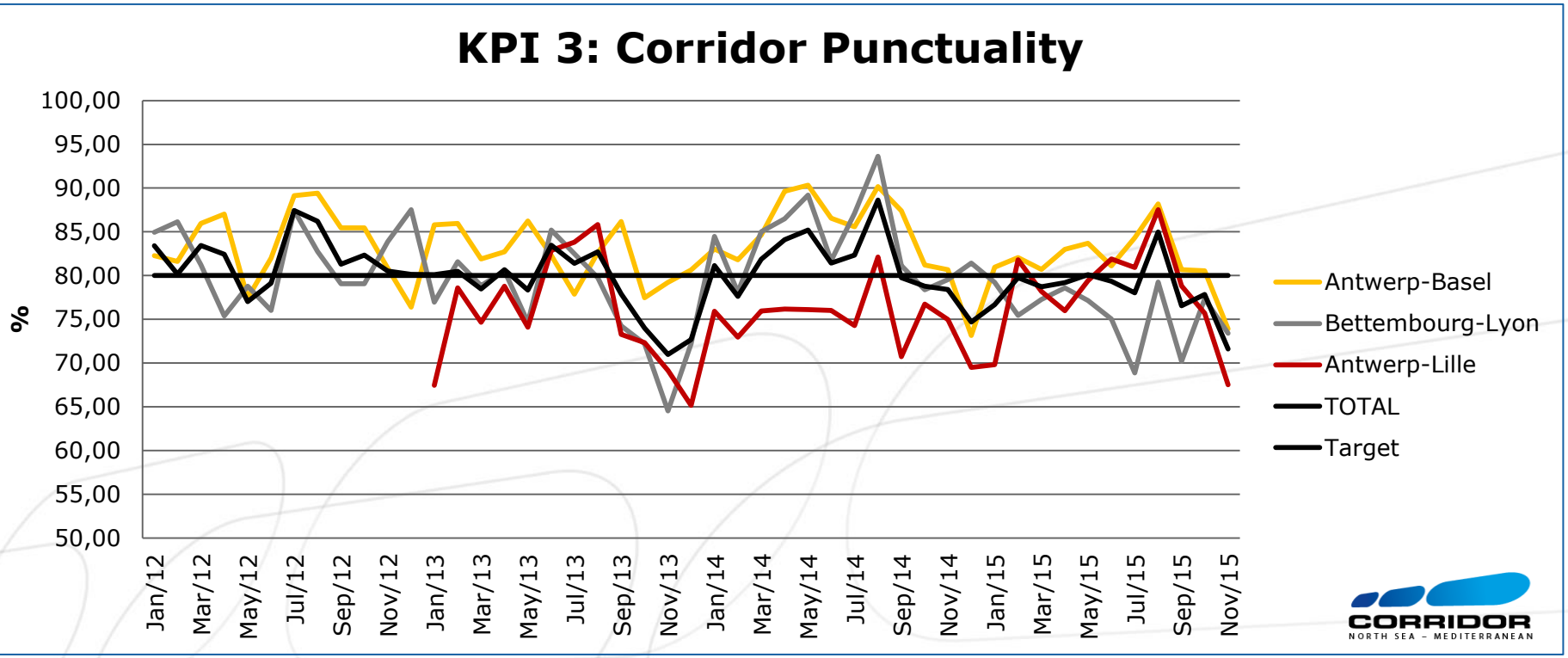
- Corridor train
- Regular yearly timetable
- Runs along one of the following axes of the Corridor:
  - (Antwerp) – Namur – (Bettembourg) – Basel
  - (Rotterdam) – Antwerp – Lille
  - (Bettembourg) – Metz – Lyon

For the calculation of the total Corridor punctuality, the average punctuality of the selection of corridor trains in 26 pre-defined measuring points across the corridor is taken into account. A corridor train is punctual when having a delay of maximum 30 minutes.

The data is displayed via two graphs and one table. The first graph gives an overview per month over the last two years, the second shows the 12-month evolution over the same period, and the table compares every month of 2015 with the corresponding month of the previous year.

The follow-up of this punctuality report is done via the Train Performance Management Working Group, to which Corridor users are regularly invited to participate.

KPI 03 : Punctuality(2)



Comparison to last year

	Jan 15 vs 14	Feb 15 vs 14	Mar 15 vs 14	April 15 vs 14	May 15 vs 14	June 15 vs 14	July 15 vs 14	Aug 15 vs 14	Sept 15 vs 14	Oct 15 vs 14	Nov 15 vs 14	Dec 14 vs 13	2014 vs 2013
Total	94%	103%	96%	94%	94%	97%	95%	96%	96%	99%	91%	103%	**103%**

Green: increase
Dark green: increase by more than 20%

Orange: decrease
Red: decrease by more than 20%

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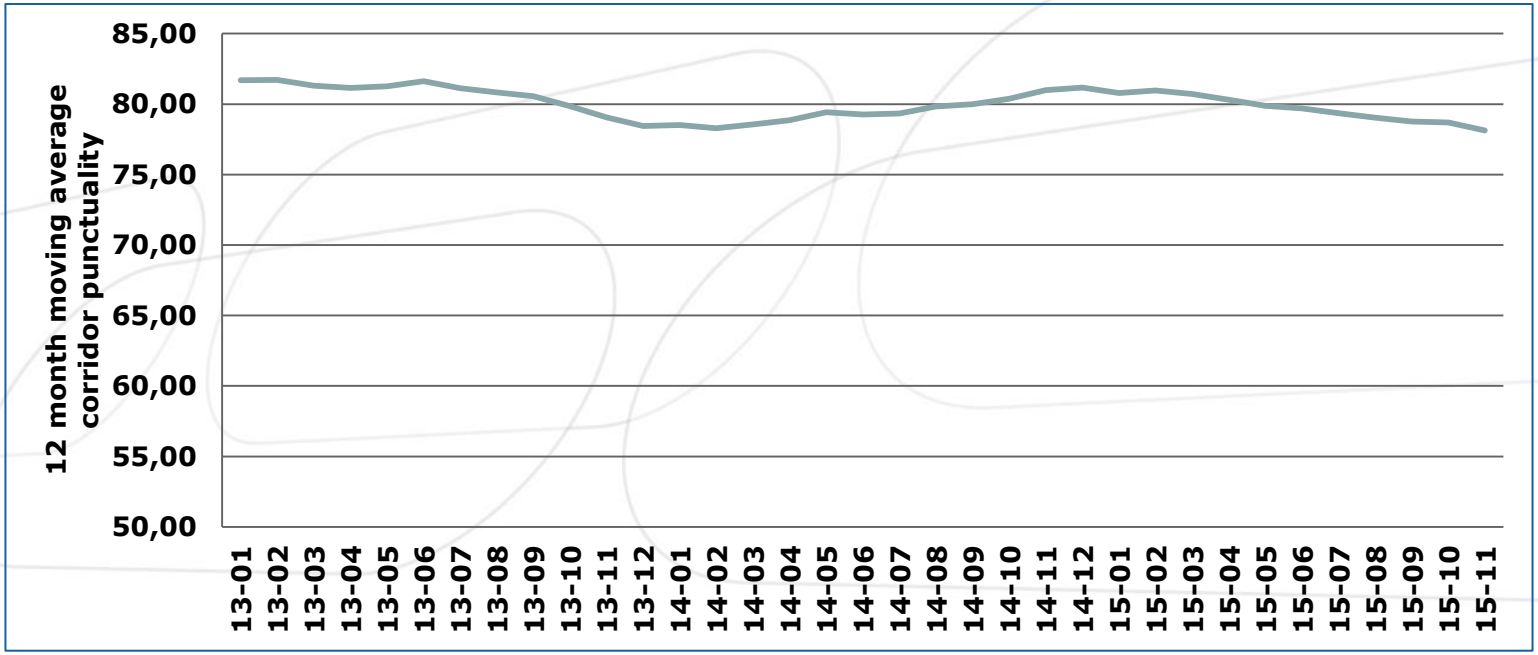
KPI 03 : Punctuality(3)

12-month moving average (average complete corridor)

The moving average is displayed to smooth out short-term fluctuations and highlight longer-term trends or cycles. Each figure shows the average punctuality during the last 12 months preceding the last day of the given month.



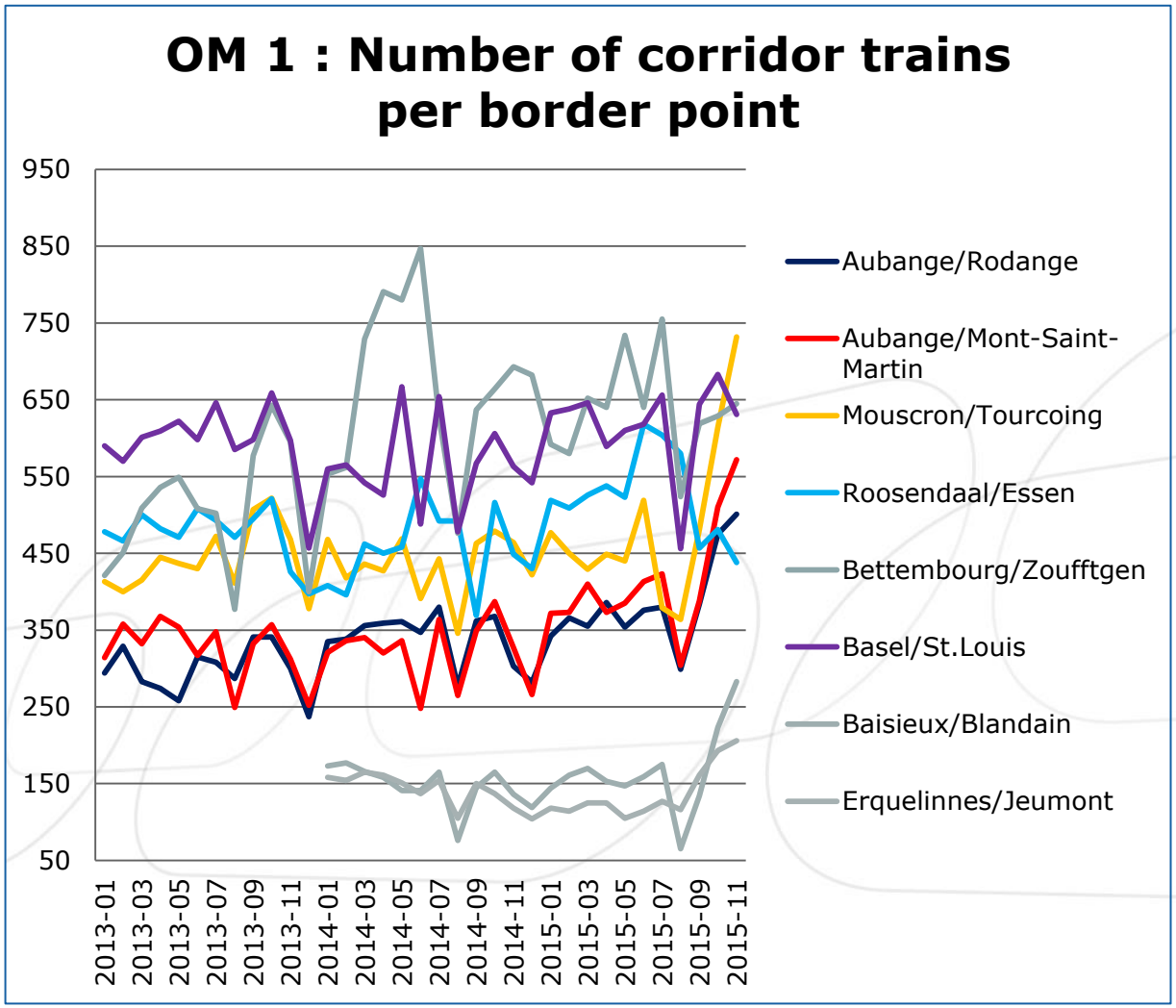
OM 01 – Cross Border Traffic(1)

OM 01 displays all corridor trains on the Rail Freight Corridor North Sea – Mediterranean, per border. Trains that pass more than one border are thus counted several times. The data used per border is the following:

- Essen/Roosendaal: Infrabel data
- Mouscron/Tourcoing: Infrabel data
- Aubange/Rodange: Infrabel data
- Aubange/Mont-Saint-Martin: Infrabel data
- Baisieux/Blandain: Infrabel data
- Erquelinnes/Jeumont: Infrabel data
- Bettembourg/Zoufftgen: CFL data
- St.Louis/Basel: SNCF-Réseau data

The data is displayed via two graphs and one table. The first graph gives an overview of the number of trains over the last two years, the second shows the 12-month evolution over the same period, and the table compares every month of 2015 with the corresponding month of the previous year.

OM 01 – Cross Border Traffic(2)

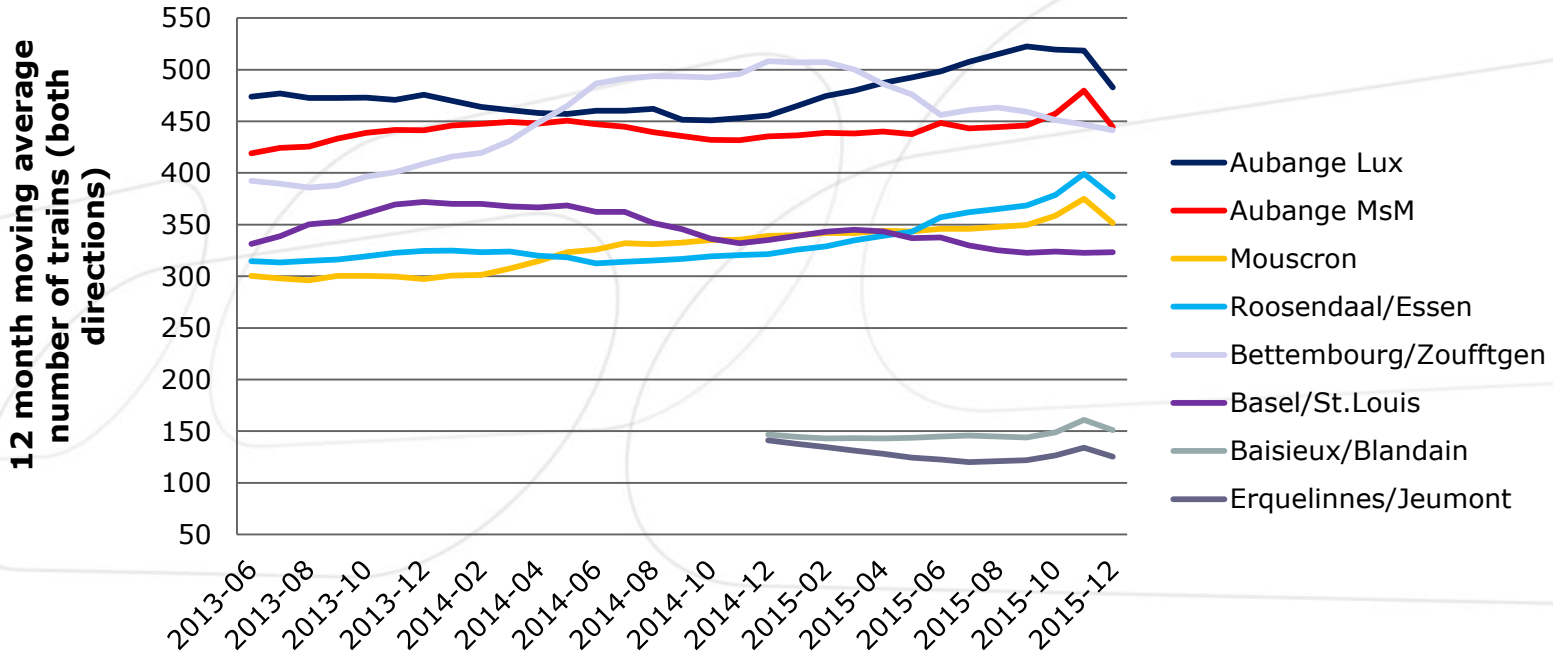


Comparison to last year	Aubange/Rodange	Aubange/Mont-Saint-Martin	Mouscron/Tourcoing	Roosendaal/Essen	Bettembourg/Zoufftgen	Basel/St.Louis
Jan 15 vs 14	102%	116%	102%	127%	107%	113%
Feb 15 vs 14	108%	111%	108%	129%	103%	113%
Mar 15 vs 14	100%	121%	98%	114%	89%	119%
April 15 vs 14	108%	117%	105%	120%	81%	112%
May 15 vs 14	98%	115%	94%	114%	94%	91%
June 15 vs 14	108%	167%	133%	113%	76%	127%
July 15 vs 14	100%	116%	86%	123%	120%	100%
Aug 15 vs 14	108%	115%	105%	118%	110%	95%
Sept 15 vs 14	106%	111%	104%	124%	97%	114%
Oct 15 vs 14	129%	132%	128%	93%	95%	113%
Nov 15 vs 14	165%	175%	158%	98%	93%	112%
Dec 14 vs 13	119%	106%	112%	108%	171%	119%
2014 vs 2013	**114%**	**99%**	**99%**	**96%**	**133%**	**95%**

OM 01 – Cross Border Traffic(3)

12-month moving average (average complete corridor)

The moving average is displayed to smooth out short-term fluctuations and highlight longer-term trends or cycles. Each figure shows the number of corridor trains passing each border during the last 12 months preceding the last day of the given month.



OM 02 – Delay Reason

It was decided not to publish any data on delay reasons, because no validation by the customers (via the EPR validation tool) is performed after the ending of this project, and thus no reliable or objective data on international train runs is available.

OM 03 – Top Corridor Flows

OM 03 gives an overview on the main origins, destinations and routes of corridor trains. Because of only limited data available, the analysis is based on the requests (dossiers in PCS) for trains on RFC North Sea-Mediterranean, placed via the C-OSS, which means that at least partly a PaP has been requested, below:

FROM	TO	COUNT	comments
Belgium	Italy	30	Together with RFC Rhine-Alpine
Belgium	North-Western France ***	23	
Belgium	North-Eastern France **	15	
Belgium	Luxembourg	11	
North-Eastern France **	Switzerland	9	Only part of train trajectory
Belgium	South Eastern France *	5	Via Paris
Germany	Spain	5	Together with RFC Atlantic & Mediterranean
Belgium	Spain	3	Together with RFC Atlantic or Mediterranean
North-Eastern France **	Italy	3	Together with RFC Rhine-Alpine
South-Eastern France *	Italy	3	Together with RFC Mediterranean
Belgium	Switzerland	2	
Belgium	The Netherlands	2	
UK	The Netherlands	2	
Luxembourg	South Eastern France *	2	
Luxembourg	Italy	1	Together with RFC Rhine-Alpine
UK	Italy	1	Together with RFC Rhine-Alpine
North-Western France ***	Italy	1	Together with RFC Rhine-Alpine

* South-Eastern France = Languedoc-Roussillon, Rhône-Alpes, Provence-Alpes Côte d'Azur
** North-Eastern France = Lorraine, Alsace, Franche-Comté
*** North-Western France = Nord-Pas-de-Calais, Picardie, Haute et Basse Normandie, Ile-de-France

OM 04 – Users

It was decided not to publish the share of train runs via the Corridor, since we believe this is private information (internal use for Managing Board and Executive Board only).

OM 05 – Lost Minutes

Currently, the calculation of this indicator is being reviewed to be able to provide more reliable data.

OM 06 – Cancelled Trains(1)

OM 06 measures the amount of cancelled corridor trains (entire trajectory). Today, only partial data is available, for trains crossing the following border points:

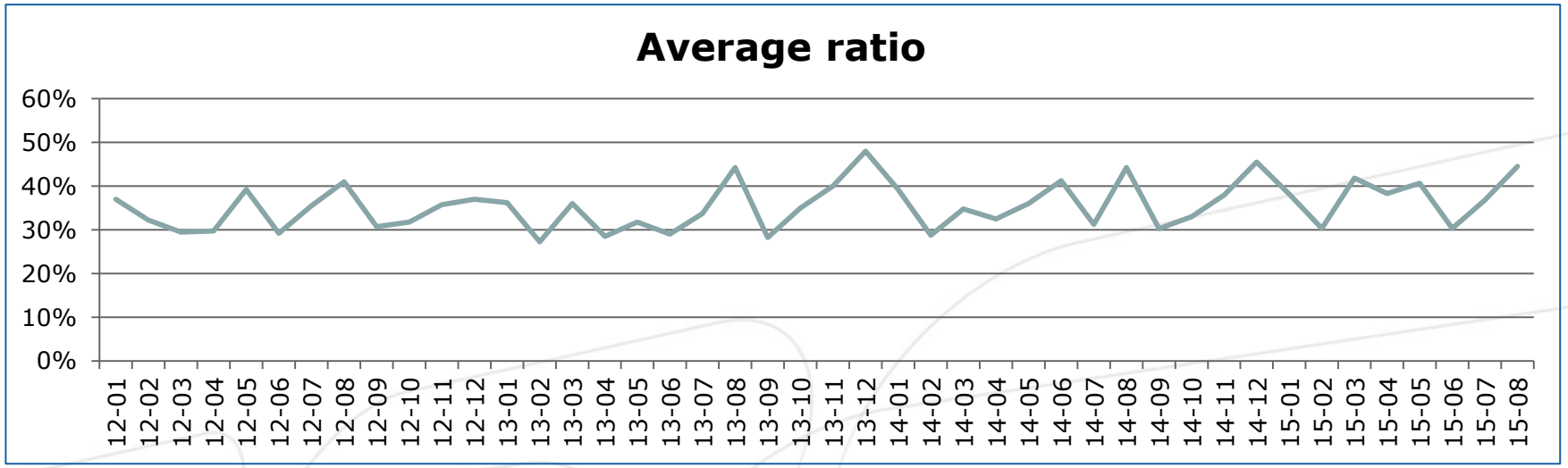
- Essen/Roosendaal
- Mouscron/Tourcoing
- Aubange/Rodange
- Aubange/Mont-Saint-Martin
- Erquelinnes/Jeumont
- Baisieux/Blandain

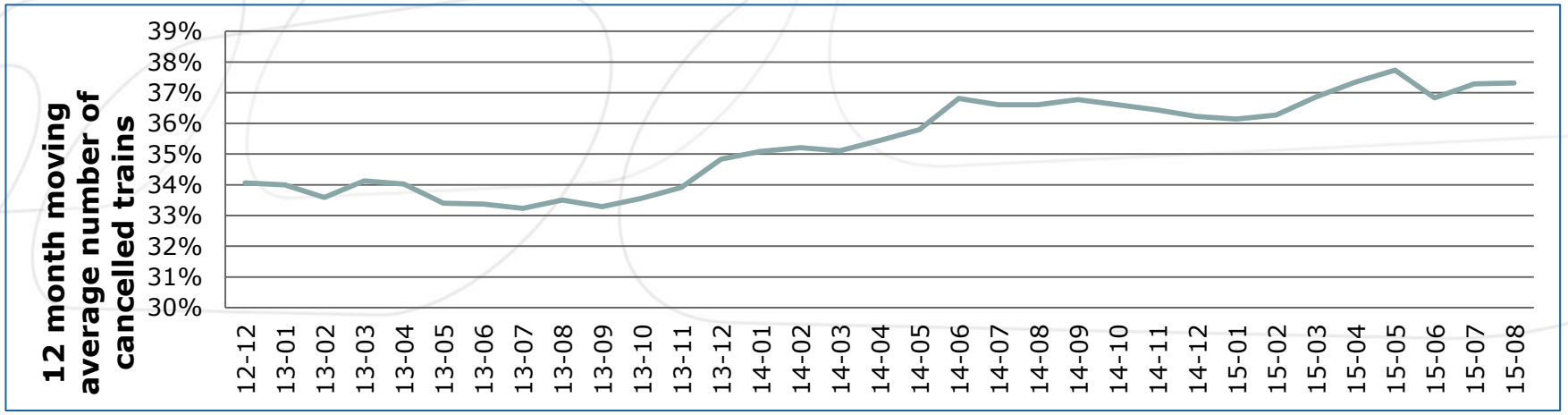
This means approximately 65% of corridor trains are included in the report.

Trains are labelled as cancelled when they are included in the yearly timetable and:

- for a given running day cancelled or
- the train does not show up
- cancelled by RU or IM (whatever reason)

OM 06 – Cancelled Trains(2)





Update on Corridor Capacity

The following pages will provide insight into the capacity that has been published by the C-OSS of the Corridor, and the requests that have been received for this capacity.

Capacity on the Corridor is published under the form of PaPs, via the online platform PCS. Only requests that have been placed via this tool can be taken into account.

To be able to display the PaPs published, a number of sections have been defined. Please find an overview of these sections in annex 5 to the Corridor Information Document (TT2015 or TT2016 – depending on the concerned timetable).

KPI04 – Theoretical Running Time(1)

KPI 04 compares the average yearly timetable running time with the average pre-arranged path running time for predefined Rail Freight Corridor North Sea – Mediterranean routes. To be able to compare these figures along the Corridor, the resulting average speed is displayed.

Per corridor route, an objective has been defined in the Corridor Implementation Plan, which is displayed in the table provided.

The goal of this KPI is to be able to determine the quality of the PaPs offered by the corridor. The goal of these PaPs is to deliver premium quality paths. By comparing them with all the yearly timetable paths, the quality of the paths can be monitored.

KPI04 – Theoretical Running Time(2)

	KM/H per corridor route	2013	2014	2015	2016	Objective IP
PaP	Antwerpen - Bettembourg	60,74	59,69	61,56	58,09	**55,00**
TT	Antwerpen - Bettembourg		59,52	58,50		
PaP	Antwerpen - Basel	57,02	51,43	55,23	53,81	**50,00**
TT	Antwerpen - Basel		55,40	51,46		
PaP	Antwerpen - Lille	50,16	52,44	56,23	44,17	**52,00**
TT	Antwerpen - Lille		52,44	56,47		
PaP	Rotterdam - Antwerpen	53,39	58,66	71,33	63,69	**55,00**
TT	Rotterdam - Antwerpen		56,79	50,37		
PaP	Antwerpen - Lyon	no paths	no paths	60,77	59,71	**tbd**
PaP	Antwerp-Aubange	66,69	65,01	67,86	63,52	**50,00**
TT	Antwerp-Aubange		61,41	64,80		
PaP	Aubange-Basel	51,36	44,64	48,49	48,63	**50,00**
TT	Aubange-Basel		49,43	45,03		

KPI04 – Theoretical Running Time(3)

On the Aubange – Basel and Antwerp – Lille sections, the defined objective could not be met, while for most sections, the average speed of the PaPs went down for timetable 2016, when comparing with timetable 2015. The main reasons for this are the following

- To improve the robustness of the PaPs, standard buffer times were extended
- On several routes, (slightly) different trajectories are used depending on the planned temporary capacity restrictions that might be foreseen on these lines. For timetable 2016, instead of publishing these variants as different PaPs, only the longest running time was published
- With the publication of extra capacity compared to last year, a higher number of paths with a slightly lesser quality were published as PaP, which off course has an impact on the average speed per PaP

KPI05 – PaPs per Section(1)

KPI 05 displays all the PaPs that have been published by the C-OSS of the Corridor in January 2015, for the annual timetable 2016.

These PaPs are displayed per section of the Corridor. For each of these sections, two figures are displayed.

- The first figure shows the number of paths on the given section per day, direction north to south, while the second figure shows the number of paths on the given section per day, direction south to north

It must be noted that most PaPs run Monday to Friday, but some might have more (7) or less (minimum 3) running days, or that a given PaP might not be available on some days throughout the year.

- **9.3 million km** of paths were published when counting the number of kilometers of PaP that have been published for the entire year
- **8,5 milllion km** if only taking into account corridor lines as per TT2015
- This means a rise of **22%**, or **12%** if only taking into account corridor lines as per TT2015

KPI05 – PaPs per Section(2)

RFC2 PaP Catalogue TT 2016

publication

section	Published TT 2015 NS	Published TT 2015 SN	Published TT 2016 NS	Published TT 2016 SN
S1	18	18	18	18
S5	25	25	13	14
S6(a)	7	7	13	14
S6(b)	7	7	13	14
S7a	14	17	15	16
S7b	14	17	15	16
S8	10	12	11	12
S9	6	6	13	16
S10	2	2	4	4
S11	10	12	13	14
S12	14	16	17	16
S13	12	14	14	14
S14	10	12	12	12
S15(a)	2	2	2	2
S15(b)	1	1	1	1
S16	1	1	1	1
S17	0	0	0	0
S18	3	3	5	6
S19	3	3	5	6
S20	3	3	5	6
S21	1	1	2	1
S23(a)	n.a.	n.a.	2	1
S23(b)	n.a.	n.a.	3	3
S23(c)	n.a.	n.a.	1	1
S24	n.a.	n.a.	0	0
S25	n.a.	n.a.	0	0
S26	n.a.	n.a.	10	11
S27	n.a.	n.a.	3	3
S28	n.a.	n.a.	3	2
S29	n.a.	n.a.	2	1
S30	n.a.	n.a.	2	1
S31	n.a.	n.a.	1	1
S32	n.a.	n.a.	1	1
S33	n.a.	n.a.	1	1
S34	n.a.	n.a.	3	3
S35	n.a.	n.a.	1	1

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KPI05 – PaPs per Section(3)

- For the first time, following the rules described in the framework for capacity allocation provided by the ministries of the corridor, **Network PaPs** were published on RFC North Sea – Mediterranean.
  - Specific rule to **calculate priority** of conflicting requests
  - Allows **to not discriminate** an important traffic flown on corridor sections with a limited offer
  - The trajectory between Rotterdam and Italy via RFC Rhine - Alpine is longer, thus this route will always have the advantage in case of conflicts with a RFC North Sea - Med request in Switzerland, if the classical priority rule is applied
  - To avoid the situation where one traffic takes all the available capacity on a given section, some PaPs might be marked as Network PaP
  - In case of conflict on a Network PaP, only the length of the Network PaP requested is taken into account

KPI05 – PaPs per Section(4)

- RFC2 has published a total of 7 **Network PaPs** for TT 2016
  - ➔ All are Network PaPs on RFC Rhine - Alpine and RFC North Sea - Med

- North to South:

From	fixed times			fixed times		To	Net PaP ID
	Arr.	Station	Dep.	Arr.	Station		
Antwerpen	17:12	Basel SBB RB	18:32	00:21 +1	Chiasso	Chiasso	RFC21Net0401
Antwerpen	14:34	Basel SBB RB	15:27	20:20	Domo II	Domo II	RFC21Net0203
Bettembourg	18:44	Basel SBB RB	20:01	01:36 +1	Chiasso	Chiasso	RFC21Net0403

- South to North:

From	fixed times			fixed times			To	Net PaP ID
	Arr.	Station	Dep.	Arr.	Station	Dep.		
Chiasso		Chiasso	01:35	06:25	Basel SBB RB	07:37	Antwerpen	RFC12Net0402
Domo II		Domo II	07:00	12:03	Basel SBB RB	13:18	Metz-Sablon	RFC12Net0202
Domo II		Domo II	09:00	14:03	Basel SBB RB	15:49	Antwerpen	RFC12Net0204
Domo II		Domo II	16:00	21:03	Basel SBB RB	22:23	Antwerpen	RFC12Net0206

KPI06 – Requests for PaPs(1)

KPI 06 displays all the requests (dossiers in PCS) that have been received by the C-OSS of the Corridor for the PaPs published for the annual timetable 2015.

It is important to stress that a request means one dossier in PCS. Such a dossier can have the following characteristics:

A request for:

- A PaP running one day of the year ←→ A PaP running all days of the year
- A PaP running on one section ←→ A PaP running on ten sections
- A PaP with feeder/outflow sections ←→ A pure PaP
- A PaP on one Corridor ←→ A PaP on several Corridors
- A PaP crossing a border on another Corridor ←→ A PaP crossing a Rail Freight Corridor North Sea – Mediterranean border

KPI06 – Requests for PaPs(2)

Requests received before April 14 for PaPs for timetable 2016:

- **118 dossiers** (51 last year)
- **6,1 million km** of paths were requested
- **5,9 million km of paths** were requested on lines as per TT2015 (2,9 last year)
  - ➔ A rise of 115%
  - ➔ Or 106% if only taking into account lines as per TT2015
- **This means 66%** of all capacity published in January, **which meets the objective** of 30% (38,6% last year)
- and **69%** on lines as per TT2015

KPI06 – Requests for PaPs(3)

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

KPI07 – Allocated PaPs

KPI 07 shows the number of PaPs which have been (pre-)allocated by the C-OSS, between April 14, 2015 and May 1st, 2015. This means that the PaP sections requested were allocated, but only under the condition that possible feeder/outflow sections, which appear in most of the requests, can be constructed by the concerned IMs/ABs and that these proposals will be accepted by the applicant, and/or that the applicant does not withdraw its request before active timetable (end of August).

KMs means the number of kilometres multiplied by the number of days published/requested/allocated:

5,1 million KMs out of 6,1 requested, were allocated (2,8 for TT2015)

- **+ 76%** compared to TT2015
- **+ 70% if only taking into account corridor lines as per TT2015**
- **83%** of the capacity requested could be allocated
- **55%** of the capacity published in January 2015 could be (pre-)allocated (39% last year)
- **57%** if only taking into account corridor lines as per TT2015

KPI08 – Reserve Capacity

KPI 08 displays all the PaPs that have been published in May 2014, for the annual timetable 2015, and thus available to request via the C-OSS until 21 days before end of this timetable.

These PaPs are displayed per section of the corridor on the next page. For each of these sections, two figures are displayed. The first figure shows the number of paths on the given section per day, direction north to south while the second figure shows the number of paths on the given section per day, direction south to north.

The reserve capacity consists of PaPs that have been published in January, but have not been requested, or PaPs that have been requested, but for which the applicant has withdrawn its request.

When calculating the number of kilometers of PaPs that have been published as Reserve Capacity, times the days they were made available, a total of **2,8 million km** of PaPs were published.

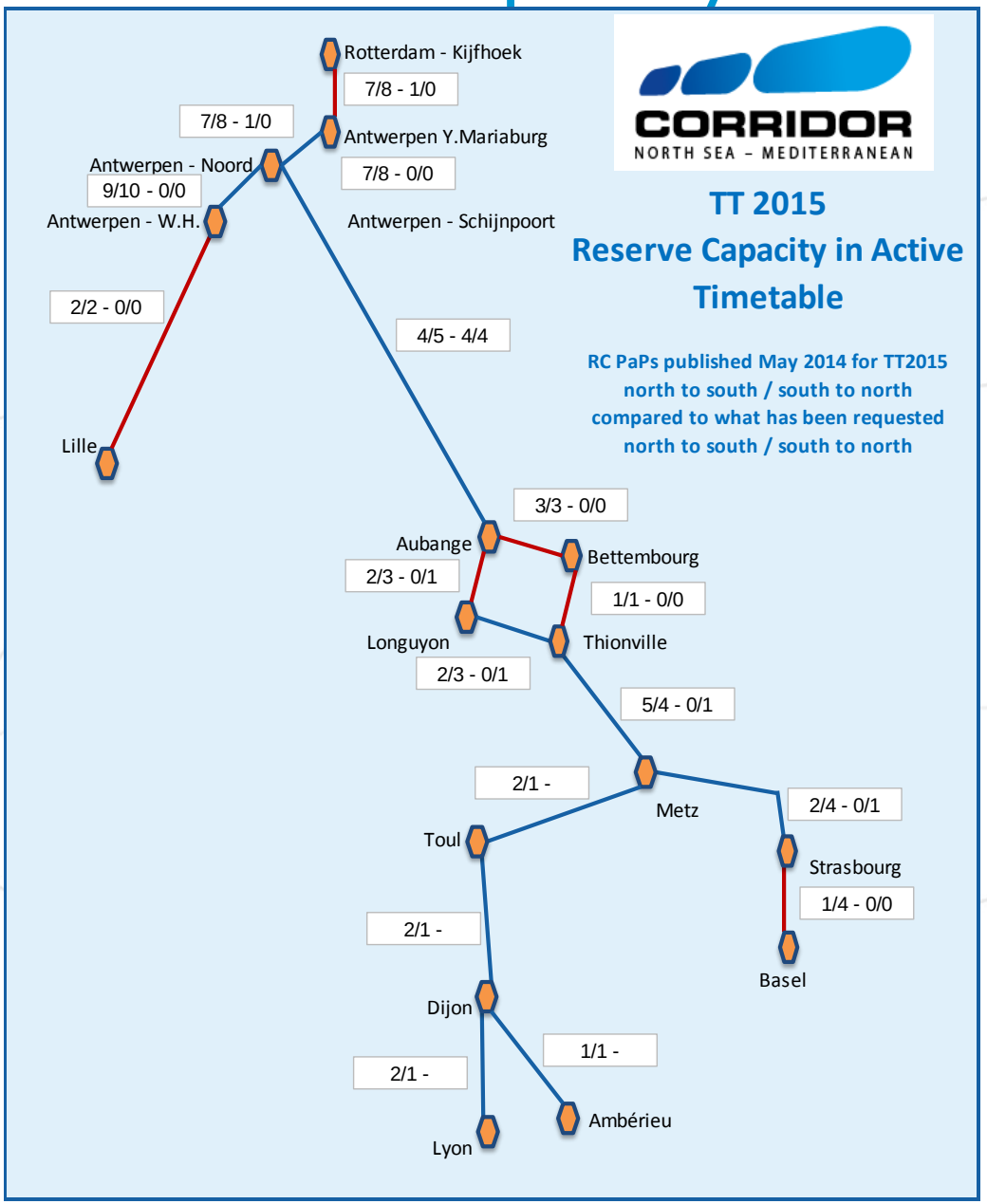
The objective of the Corridor is to provide at least 10% of the capacity provided in the yearly timetable PaP Catalogue (in km per year). This objective was largely met with **37,5%**.

KPI09 – Allocated Reserve Capacity

KPI 09 shows the number of Reserve Capacity PaPs, published in May 2014 for TT2015, which have been (pre-)allocated by the C-OSS from publication date until the end of the running timetable.

Given the priority rule 'first come – first served', all requests could be (pre-)allocated.

The following table provides an overview on the RC PaPs that have been published for timetable 2015 compared to those that have been requested/(pre-)allocated, per section:



CORRIDOR
NORTH SEA – MEDITERRANEAN

OM07 – Allocated PaPs in Active Timetable

OM 07 shows the number of PaPs which have been (pre-)allocated by the C-OSS, between April 14, 2015 and October 13, 2015, that have been accepted by the applicant and thus entered in active timetable.

For this two periods have to be distinguished:

- Requests for PaPs placed before the deadline of April 13
- Requests for PaPs placed after the deadline of April 13, but before the start of the ad-hoc phase on October 13

109 out of 118 requests for PaPs placed before the deadline of April 13 were promoted to Active Timetable and were included in the yearly timetable 2016, under the condition that no cancellation/modification was asked via the IMs at a later stage. This means that **0,5 out of 5,1 million km/year** that were pre-allocated in April reached Active Timetable, or **91%**.

5 out of 5 requests for PaPs placed after the deadline of April 13, but before publication of the Reserve Capacity on October 13, were promoted to Active Timetable and were included in the yearly timetable 2016, under the condition that no cancellation/modification was asked via the IMs at a later stage. The requests cover **133948 km/year**.

OM08 – Double Bookings

OM 08 provides information on the number of conflicting applications for pre-arranged paths for timetable 2016 at X-8, for which the priority rule had to be applied.

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

OM09 – Allocated PaPs for Reserve Capacity in Active Timetable

OM 09 gives information on the number of C-OSS allocated pre-arranged paths during the reserve capacity phase, for timetable 2015, which reached active timetable phase. On RFC North Sea – Med this means capacity requested and allocated from May 2014.

Out of **11** requests for reserve capacity for timetable 2015, **all 11** entered into active timetable (objective = 75%).

This means **413439 km** of reserve capacity for timetable 2015 were requested and allocated by the C-OSS of RFC North Sea-Med.

This is

- **5,5%** of the capacity published in January 2014
- **14,6%** of the capacity republished in May 2014

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