

















C-OSS Community

Global capacity offer for timetable 2019



CSCORRIDOR





































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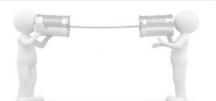


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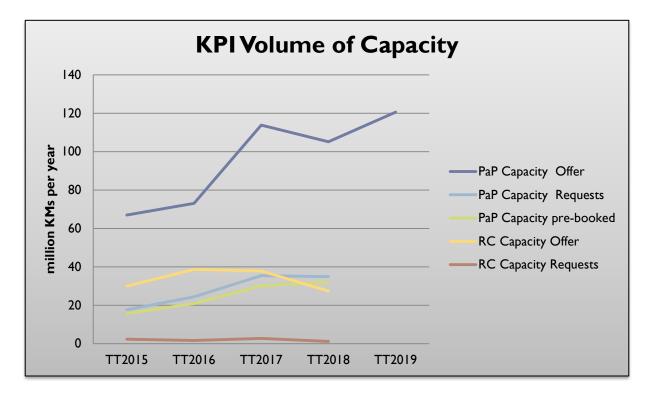








Publication 2019 – evolution PaP quantity



Published PaP volume compared to last year:

RFC1	RFC2	RFC3	RFC4	RFC5	RFC6	RFC7	RFC8	RFC9
1	1		1				1	1

1	1	1	7	1
>+25%	+5%	-5%	-5%	>-25%
>+25%	+25%	+5%	-25%	>-25%























International timetabling calendar 2018

	January	February	March	April		
Mon Tue	1 2 3 4 5 1 8 15 22 29 2 9 16 23 30		9 10 11 12 13 5 12 19 26 6 13 20 27	13 14 15 16 17 18 2 9 16 23 30 3 10 17 24	08-Jan-18	Publication of PaP Catalogue
Wed Thu Fri	3 10 17 24 31 4 11 18 25 5 12 19 26	7 14 21 28 1 8 15 22 2 9 16 23	7 14 21 28 1 8 15 22 29 2 19 16 23 30	4 11 18 25 5 12 19 26 6 13 20 27	09-Apr-18	Last day to request PaPs
Sat Sun	6 13 20 27 7 14 21 28	3 10 17 24 4 11 18 25	3 10 17 24 31 4 11 18 25	7 14 21 28 1 8 15 22 29	23-Apr-18	PaP Pre-Booking Information
Mon	May 18 19 20 21 22 7 14 21 28	June 22 23 24 25 26 4 11 18 25	July 26 27 28 29 30 31 2 9 16 23 30	August 31 32 33 34 35 6 13 20 27	10 Apr – 02 Jul 2018	Construction of the Timetable
Tue Wed	1 8 15 22 29 2 9 16 23 30 3 10 17 24 31	5 12 19 26 6 13 20 27 7 14 21 28	3 10 17 24 31 4 11 18 25 5 12 19 26	7 14 21 28 1 8 15 22 29 2 9 16 23 30	02-Jul-18	Publication of International Draft Timetable
Fri Sat	4 11 18 25 5 12 19 26 6 13 20 27	1 8 15 22 29 2 9 16 23 30 3 10 17 24	6 13 20 27 7 14 21 28 1 8 15 22 29	3 10 17 24 31 4 11 18 25 5 12 19 26	03 Jul – 03 Aug 2018	Observations and Comments from Customers
'	September	October	November	December	20-Aug-18	Publication of International Final Timetable
Mon Tue	35 36 37 38 39 3 10 17 24 4 11 18 25	40 41 42 43 44 1 8 15 22 29 2 9 16 23 30	44 45 46 47 48 5 12 19 26 6 13 20 27	48 49 50 51 52 53 3 10 17 24 31 4 11 18 25	25-Aug-18	Acceptance of Final Offer
Wed Thu Fri	5 12 19 26 6 13 20 27 7 14 21 28	3 10 17 24 31 4 11 18 25 5 12 19 26	7 14 21 28 1 8 15 22 39 2 9 16 23 30	5 12 19 26 6 13 20 27 7 14 21 28	15-Oct-18	Last day to publish Reserve Capacity
	1 8 15 22 29 2 9 16 23 30	6 13 20 27 7 14 21 28	3 10 17 24 4 11 18 25	1 8 15 22 29 2 9 16 23 30	09-Dec-18	Start of Timetable 2019





















PRODUCT FEATURES ANNUAL TT	RFC 1	RFC 2	RFC 3	RFC 4	RFC 5	MEDITERRANEAN MALEREIGHT CORRIDOR	RFC 7	RFC 8	RFC 9
Fix PaP	NL, BE, CH	*	*	*	*	ADIF (Barce:) +LFP	*	BE, NL	*
Flex PaP with fixed border times	DE, IT	*		DE (except for GC)	Italy Slovenia	Slovenian/ Hungarian Border	*	*	*
Flex PaP with flexible border times	\$	For technical reasons, clients are asked to respect the published TT	\$	All remaining countries	All remaining countries	All remaining countries		Germany, Czech Rep. Poland, Lithuania	
Bandwith approach	*	*	*	DE, FR (MannHend.)	*	*	*		*











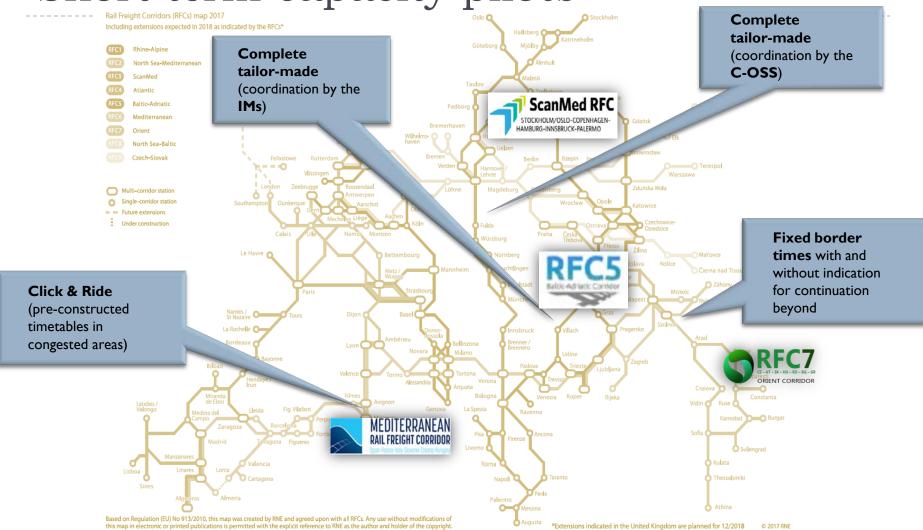








Short term capacity pilots





7























Review 2017 for TT2018

Highlights



- Decrease of the amount of conflictingDossiers
- Product Development lead to new PaP
 Approach for TT2019
- Introduction of Expression of Capacity
 Needs
- Intensive customer dialogue



Lowlights

- Customers' Reticence to order international PaPs on PCS
- Decrease of sales rate on RALP by
 27% (2 Million PaP Km less)
- Big mess with TCRs on the Corridor and complexity about subsidiaries in PCS
- No requests for Reserve Capacity























Actions for improvement in 2018

New PaP Approach TT19

Faster PaP Rotterdam-Gallarate

ACTIONS FOR IMPROVEMENT

Empty Envelope Concept

Pilot on **COGIS**





















Volume of Offered Capacity - TT2019

694 PaPs (sections) were uploaded onto PCS.

Total distanced of all sections: 55.910 Km

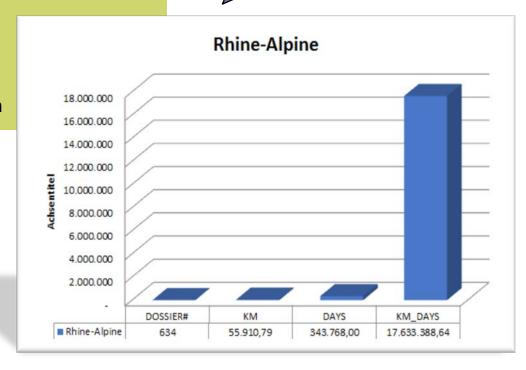
Total Running Days: 343.768

Volume of Offered Capacity:

17.633.388 PaP-Km





























Changes – Improvements & News TT2019

Changes, Improvements & News

- New PaP-Approach: Shorter PaPs ending/starting in Germany in order to optimize traffic along the Rhine Valley
- Introduction of **new Operational Points** in Germany
- Pilot on Faster PaPs from Rotterdam / Gallarate
- PaPs to Piacenza: PaPs were kept also for TT2019 due to high demand
- Net PaPs from The Netherlands/Belgium to
 Switzerland to keep offer stable
- Harmonised offer with RFC North Sea –Mediterranean
- Common Book IV for all RFCs has been published for TT 2019





















NL/BE



Overview of New PaP-Approach RFC Rhine - Alpine

Display in PaP Catalogue **RFC Rhine - Alpine: PaP Catalogue** Timetable 2019 North-South PaP ID encoding North-South: NL Amsterdan Westhaven Meteren • RFC01 = Rhine-Alpine From 0001-0015 = NL Split From 0017-0033 = BE Split 1 • From 0101-0119 = Run-Through • From 0035-0053 = DE Split • **NET = Designation for** NL, BE, DE, CH, IT = protected PaPs along RFC RALP from NL/BE to CH Country designation plus PaP-Section Y.Schijn Y Oost Dr Aarsch PaP ID encoding: 200s & 300s = Additional RD in BE • 400s = Harmonised PaPs in CH with RFC NS-Med National Path Ref Nr. PaP ID encoding South-North: Running Days available, • From 0000-0014 = NL Split **Train Parameters** From 0016-0032 = BE Split described in detail • From 0100-0118 = Run-Through separately. • From 0034-0052 = DE Split 03:11 03:41 • NET = Designation for allocation 13 rule along RFC RALP from CH to











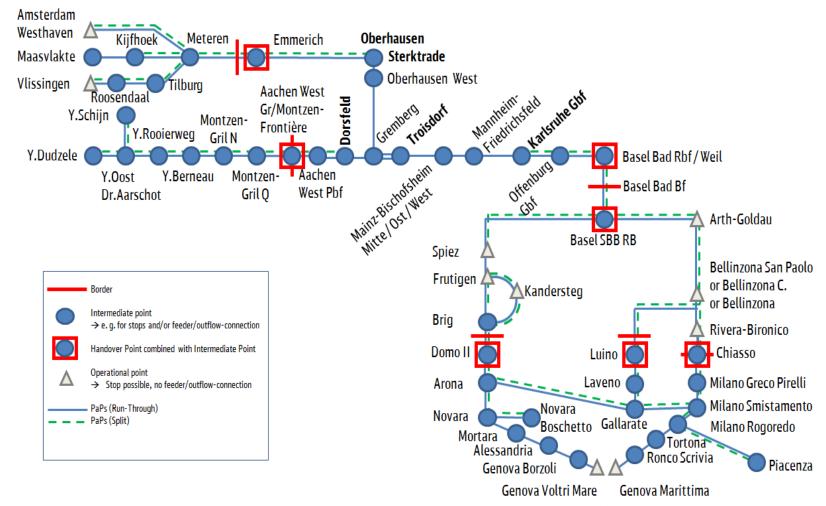








Overview of New PaP-Approach RFC Rhine - Alpine News for TT2019























Shorter PaPs on RFC Rhine – Alpine News for TT2019

Features of RFC01PaP0000 to RFC01PaP0053

- New Approach for TT2019 on RFC RALP
 - Shorter PaPs running back and forth from The Netherlands and Belgium into Germany.
 - Shorter PaPs running back and forth from Germany (through Switzerland) to Italy
- ▶ Easily combinable with Feeder and Outflow-Stretches.
 - PaPs ending in Dorsfeld can easily continue their journey in Germany to its final destination and could have better route connection
 - PaPs ending in Oberhasuen Sterkrade can easily continue their journey in Germany to its final destination and could have better route connection.
 - PaPs starting/ending in Karlsruhe Gbf can easily continue their journey in any Relation needed
- Border Crossings are much faster and uncomplicated (about 30' in Aachen West Pbf/Basel SBB RB D)
- ▶ High availability of Running Days













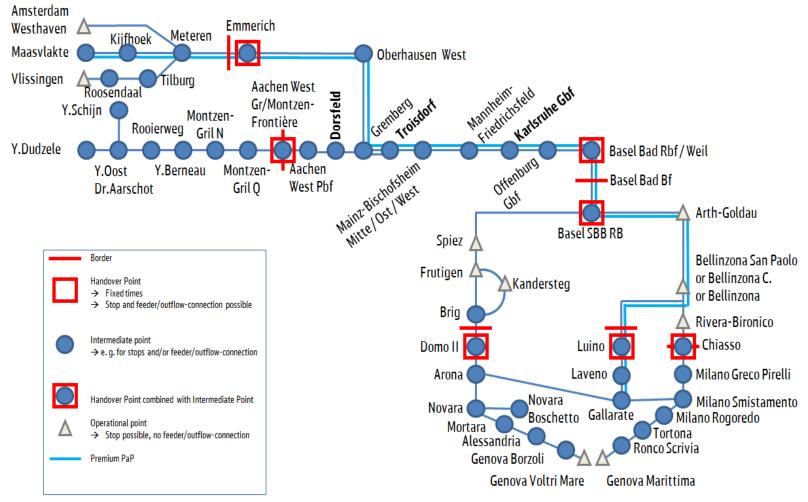








Faster PaP on RFC Rhine – Alpine 1/2 News for TT2019























Faster PaP on RFC Rhine – Alpine 2/2 News for TT2019

Features of RFC01PaP0113 +- 0313 & RFC01PaP0106

- Pilot on Faster PaPs from Rotterdam / Gallarate / Rotterdam in 18 hours!
 - For TT2019, RFC RALP introduces a faster PaP in order to test its operability and Market acceptance. According to the results, more PaPs containing these characteristics might be implemented for TT2020.
- **Less operational stops** through the whole train run.
 - About 30' Operational check between Italy and Switzerland.
 - 2 possible stops for Loco Driver change in Germany (Mainz-Bischofsheim/Troisdorf Vorbahnhof and/or Neu-Edingen/Mannheim-Friedrichshafen)
- High availability of Running Days
 - From Mo-Su in The Netherlands and Germany. From Tu-Sa in Switzerland and Italy
- Faster PaP is to be ordered in one piece













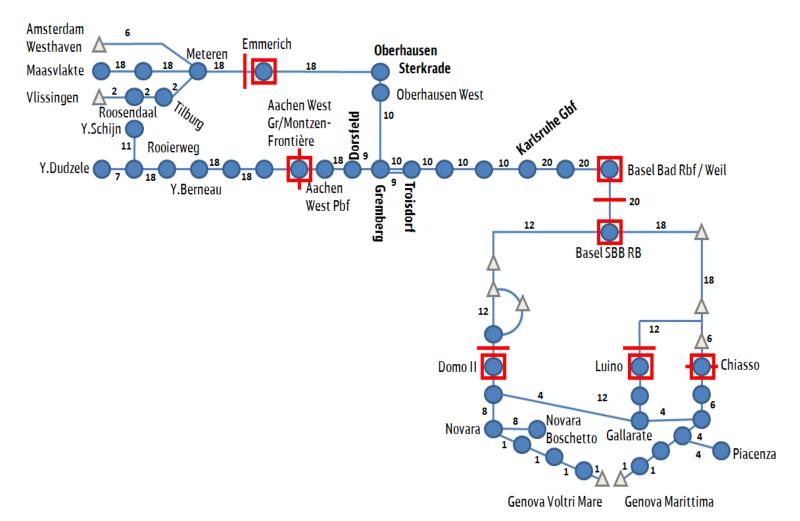








Number of PaPs for TT2019















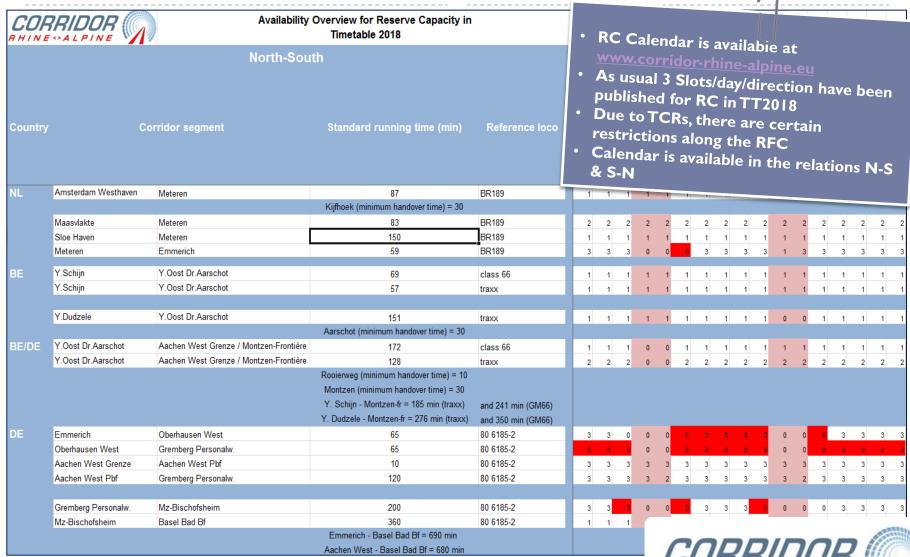








Reserve Capacity TT2018

























Review 2017 for TT2018

Highlights





Lowlights

- Higher request vs. offer rate
- Intensive and open customer dialogue
- Detailed capacity wishes survey lead to a client friendly offer

- Bad quality of PaP draft and final offer in PCS
- Complexity of the offer
- Heavy impact TCRs on constructed PaPs and last minute withdrawel of PaPs linked to it





















Actions for improvement in 2018

Simplified offer: international path offer = **PaP**

Focus on correct information in **PCS** (intermediary solution)

ACTIONS FOR IMPROVEMENT

Development Empty Envelope Concept from TT2020

Improved visibility TCR impact

















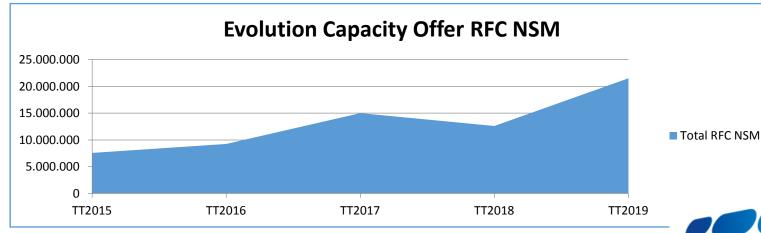




Key Figures

























Maximisation PaP Capacity

- all harmonised paths at RFC NSM borders were published as PaP
- For two borders, this means that all available capacity is available as PaP



Roosendaal – Essen (the Netherlands-Belgium)

Aubange - Rodange (Belgium - Luxembourg)

Only 1 type of catalogue

C-OSS = main actor for long term international freight requests













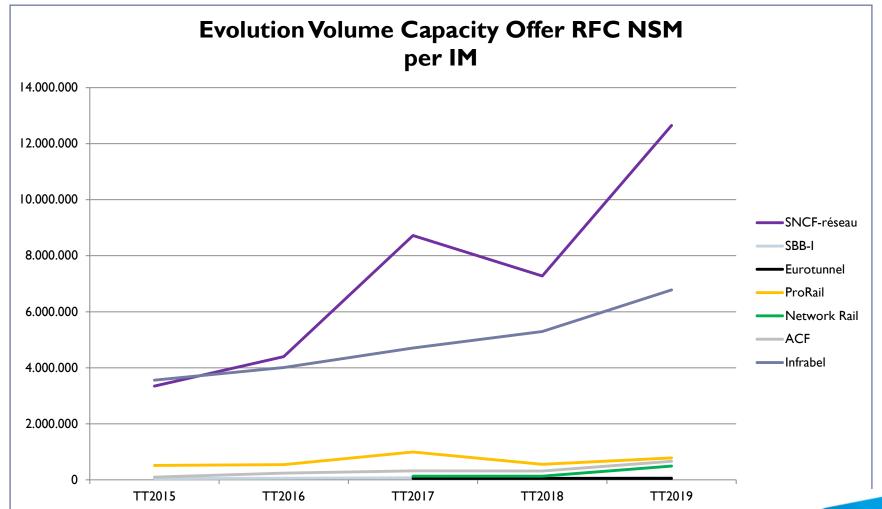








Detailed figures (1)



PaP KMs published per IM for the whole year













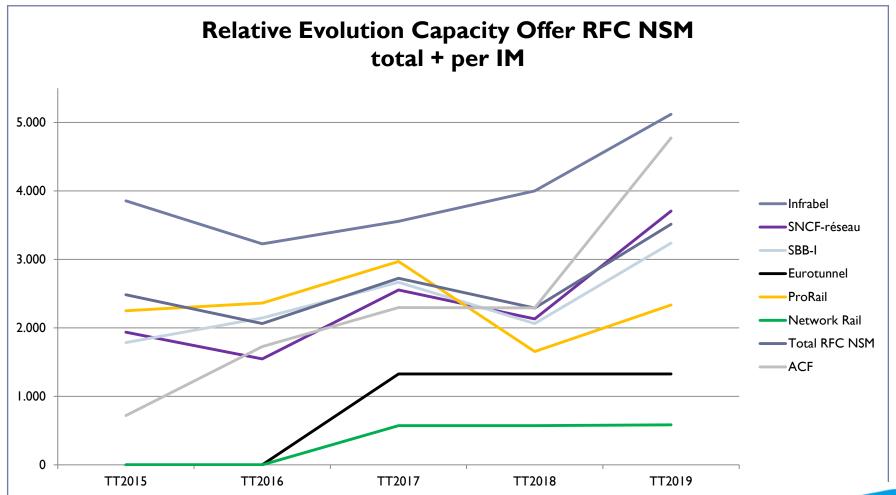








Detailed figures (2)



























Publication approach: process

- PCS: full calendars + full flex PaP without locked border points
- www.rfc-northsea-med.eu: catalogue contains a detailed 365-day calendar for France (foreseen March 2018)
- Pre-booking at X-8: Triggering of tailor made offer for all PaP requests
 - Personalised overview of requests to clients and IMs including pre-booking status
- Goal for draft & final offer:
 - IM can deliver correct timetables, including subsidiaries where needed
 - For tailor made sections (feeder, outflow, in case of lower priority...)
 - For PaP sections, on the basis of the published and requested PaP timetable

Identical information between national system and PCS, in case of correct PCS data input by IM

→ After Final offer: end of updating PCS









Train length











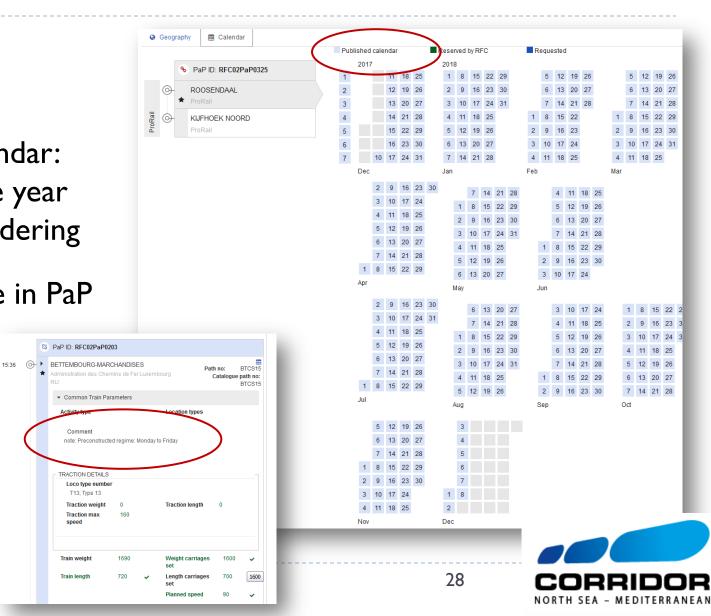


Publication approach: visualisation PCS

PCS PaP calendar: All days of the year available for ordering

Regime available in PaP

details





















Publication approach: visualisation website

Excel PaP calendar: Regime of preconstruction

1		2 3 4 5 6 7 PaP ID National ID note		parameter code	de Y Wale								
Mo Tu We Th Fr 😘 Su		FAF ID	Nationalid	inte	parameter code	arr	st						
/	х	х	Х	Х	х			RFC02PaP0169	62051	links with TCSO05 in France	02INFRA10		
/	х	х	Х	Х	Х	х		RFC02PaP0171	62053	links with TCBG06 in France	02INFRA10		
/	х	х	Х	Х	Х			RFC02PaP0173	62055	links with TCSO07 in France	02INFRA10		
	Х	Х	Х	Х	Х		1	RFC02PaP0007 62057 links with TCDU11 in France		links with TCDU11 in France	02INFRA10		
	х	Х	Х	Х	Х		1	RFC02PaP0175	62059	origin Zeebrugge / links with TCLD13 in France	02INFRA10		
	х	Х	х	Х	Х			RFC24PaP0046	10046 62061 links with TCBY15 in France				
	Х	Х	Х	Х	Х			RFC02PaP0179	62063	62063 links with TCTG15 in France			
	х	х	х	х	х		T	RFC824PaP003	62065	Published together with RFC North Sea - Baltic (8) between Roosendaal and Antwerp for optional connection in Roosendaal from Germany / continuation foreseen to Spain (via Irun/Hendaye and Paris) via Atlantic Corridor (4) / links with TCSO16 in France	02INFRA10		
\	х	х	х	х	х	х		RFC82PaP0005	62067	Published together with RFC North Sea - Baltic (8) between Roosendaal and Antwerp for optional connection in Roosendaal from Germany / links with TCAM15 in France	02INFRA10		
\	Х	Х	X	Х	Х			RFC02PaP0027	62069	links with TCCS20 in France	02INFRA10		





ScanMed RFC STOCKHOLM/OSLO-COPENHAGENHAMBURG-INNSBRUCK-PALERMO HAMBURG-INNSBRUCK-BALERMO



















Review 2017 for TT2018

Highlights





Lowlights

- Increased sales rate on ScanMed North by 23% (I Million PaP km more)
- ✓ Increased total capacity utilization by 20%

 (from 28% to 33,5%)
- ▼ Flex PaP approach along the whole Corridor
- Increased number of PaPs
- ▼ Intensive customer dialogue

- TCRs affecting PaPs => missing running days in the PaP Offer
- ▼ National subsidiaries instead of international
- Poor visibility of the offers in PCS
- **▼** No requests on ScanMed South
- Terminal Capacity not used
- No requests for Reserve Capacity





















Actions for improvement in 2018

PaP screening against TCRs

Short-term RC **Pilot**

ACTIONS FOR IMPROVEMENT

Empty Envelope Concept

Improved quality of the Terminal Offer





















Short term reserve capacity pilot now underway

PRODUCT

- "empty PaPs" (PaPs without any times) in PCS
- Number of "empty PaPs" is not an indication for the available capacity
- Feeder & outflow paths allowed on the network of the IMs joining the Pilot
- Spot-traffic only (one train, one day)
- Capacity not particularly guaranteed for ScanMed



PROCESS

- Publication of "empty PaPs" in PCS on a regular basis
- Application at a shorten notice
- Application only via PCS
- C-OSS as supervisor (C-OSS is involved in PCS and acts as supervisor of IMs compliance with the agreed process)
- No committed deadlines for the submission of the Offer



PARTICIPATION

Denmark, Germany, Austria, Italy









NEXT STEPS

PILOT WILL BE
PROMOTED TO THE
CUSTOMERS IN THE
PERIOD
JANUARY – APRIL 2018





















STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO

Short term reserve capacity pilot now underway

Dashboard v	Pre-constructed Products ∨ Admi	inistration ~
Pre-constructed P	roducts / PaP search	
Timetable period 2018 ▼	Type of pre-constructed product RFC pre-arranged paths (Pa	Train type Catalogue Path Number Cargo ▼
Direction	RFC corridor	RFC Dossier type
N-S, S2 🗸	Scandinavian-Mediterranear 1 🗸	All •

☐ ▼ Calendar							1	4
Calefidal	Net	· Fle	Type/Phase	PaP ID	Ţ	Origin Y	Destination	
. (1-7)		S 5	RFC / Published (PaP)	RFC03adhoc01		PEBERHOLM	Padborg	
(1-7)		\$3	RFC / Published (PaP)	RFC03adhoc01		Padborg	Maschen Rbf (Mswf)	
☐ (1-7)		\$3	RFC / Published (PaP)	RFC03adhoc01		Maschen Rbf (Mswf)	Muenchen Nord Rbf Einfahrt	
☐ (1-7)		\$3	RFC / Published (PaP)	RFC03adhoc01		Muenchen Nord Rbf Einfahrt	Kufstein	
☐ (1-7)		S 5	RFC / Published (PaP)	RFC03adhoc01		Kufstein	Brennero/Brenner	
<u> </u>	_	S 5	RFC / Published (PaP)	RFC03adhoc01		BRENNERO	DOMEGLIARA S AMBROGIO	
<u> </u>	_	S 5	RFC / Published (PaP)	RFC03adhoc01		DOMEGLIARA S AMBROGIO	VERONA QUADRANTE EUROPA	4
☐ (1-7)	_	S 5	RFC / Published (PaP)	RFC03adhoc02		Padborg	PEBERHOLM	
☐ (1-7)		%	RFC / Published (PaP)	RFC03adhoc02		Maschen Rbf (Msof)	Padborg	
☐ (1-7)	_	%	RFC / Published (PaP)	RFC03adhoc02		Muenchen Nord Rbf Ausfahrt	Maschen Rbf (Msof)	
☐ (1-7)		\$3	RFC / Published (PaP)	RFC03adhoc02		Kufstein S	canMed RF	



















Improved quality of the terminal offer

C-OSS as common Post-Box

Applicants can place requests for Terminal Capacity in one step, together with the PaP requests (from second Monday in January till second Monday in April). The C-OSS acts therefore as a common Post-Box for both Requests for PaPs and for Capacity in Terminals. Allocation of Terminal Capacity via the Terminal.

Publication of Free Terminal Slots



C-OSS publishes free Terminal Slots (no preliminary coordination with the PaP times) in the PaP Catalogue.

Publication of Coordinated Terminal Slots



C-OSS publishes in the PaP Catalogue Terminal Slots which were coordinated with the PaP times.

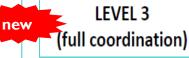
Partner

Level

Terminal ALNABRU (Norway)

LEVEL 3 (full coordination)

Rail & Freight Termina TAULOV (Denmark)



DUSS Terminals (Germany)

LEVEL 1 (COSS as post box)

Interporto di BOLOGNA (Italy)

LEVEL 2 (free capacity)

Porto di LA SPEZIA (Italy)

LEVEL 2 (free capacity)













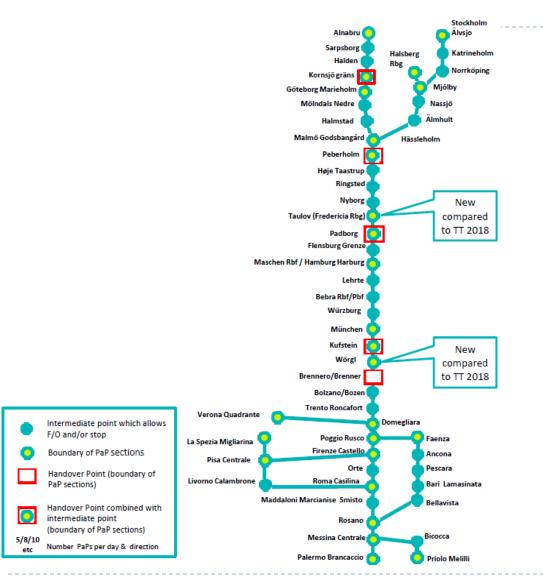








A stable PaP offer for timetable 2019



Number of PaPs per IM (da for TT2019	Comparison TT 2018	
Alnabru - Kornsjö	5	→
Kornsjö - Göteborg	5	→
Göteborg - Malmö	5	->
Älvsjö - Mjölby	2	->
Hallsberg - Mjölby	8	-
Mjölby - Malmö	8	->
Malmö - Peberholm	12	-
Peberholm - Taulov	12	1
Taulov - Padborg	12	*
Padborg - Maschen	12	1
Maschen - Munich	6	->
Munich - Kufstein	10	1
Kufstein - Wörgl	10	4
Wörgl - Brennero	10	1
Brennero - Domegliara	10	1
Domegliara - Verona	7	-
Domegliara - Poggio Rusco	3	-
Poggio Rusco - Firenze	2	-
Firenze - Roma	1	-
Firenze - Pisa	1	-
Pisa - La Spezia	1	-
Roma - Rosarno	2	* * * 1
Rosarno - Messina	1	->
Messina - Palermo	1	->
Poggio Rusco - Faenza	1	->
Faenza - Rosarno	1	→
Messina - Priolo Melilli	1	-

ScanMed RFC

STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO

















STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO

Increased Transparency

new	IND	ICATIVE INFORM	MATION ON HOW	THE OBSERVATION I	S CONSIDERED BY	Y EACH IM
Use cases	BaneNOR	Trafikverket	Banedanmark	DB Netz	ÖBB Infra	RFI
Departure / arrival times provided by the IM deviate from the request	valid	valid	+/- 45 Min	+/- 30 Min (excepting border times)	+/- 30 Min (excepting border times)	+/- 15 Min for Flex PaP +/- 30 Min for Tailormade & F/O (excepting border times)
IM does not respect the requested reference point	valid	valid	valid	valid (if not coordinated up front with customer)	valid	valid
IM offers other parameters than requested (if the parameters were requested within the pusblished range)	valid	valid	valid	valid (if not coordinated up front with customer)	valid	valid
IM offers less days than requested / offers changed running days	valid	valid	valid	valid (if not coordinated up front with customer), except total line closure	valid	valid
IM offers stopping locations which differ from the request	valid (if not coordinated up front with customer)	valid (if not coordinated up front with customer)	valid (if not coordinated up front with customer)	For customer requested stop ("Verkehrshalt"): valid (if not coordinated up front with customer) For technical stop ("Betriebshalt" – planned by IM): Not valid	valid	valid
IM offers dwell time which is less than requested	valid (if not coordinated up front with customer)	valid (if not coordinated up front with customer)	valid (if not coordinated up front with customer)	valid (if not coordinated up front with customer)	valid Sc	valid anMed RF























Review 2017 for TT2018

Highlights





Lowlights

- Higher request vs. offer rate
- Detailed capacity wishes survey lead to a more accurate offer
- High PaP request rate in some networks

- Very low clarity of PaP draft and final offer in PCS
- Complexity of the offer
- Low PaP request rate in some networks
- Low request rate of Reserve **Capacity**























Actions for improvement in 2018

Guaranteed Capacity pilot

Focus on correct information in PCS (intermediary solution)

ACTIONS FOR IMPROVEMENT

Empty Envelope Concept for TT2020

PaP offer 2019: **Increased volume** & flexibilty













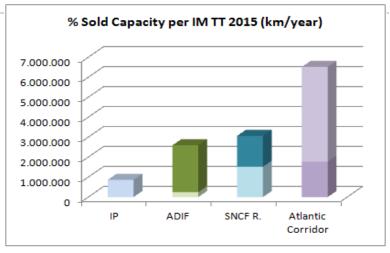


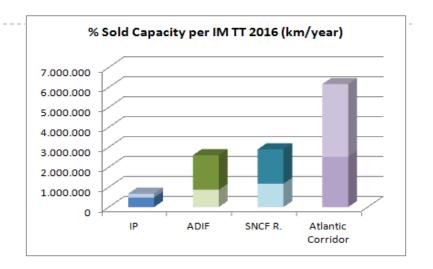


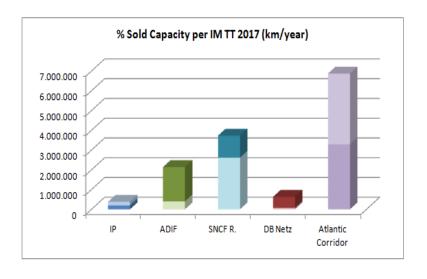


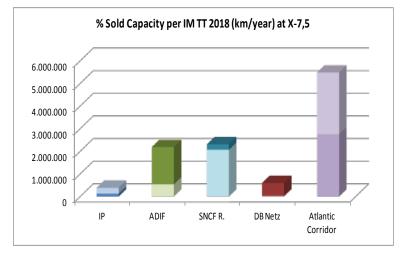


Figures TT2018























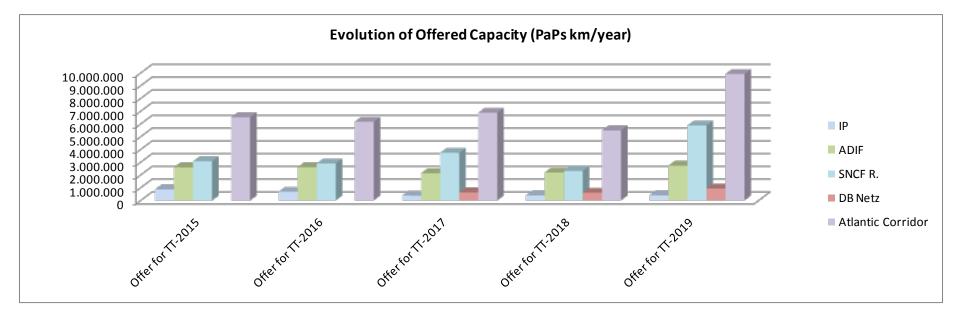








Figures Offer TT2019



	Offer for TT-2015	Offer for TT-2016	Offer for TT-2017	Offer for TT-2018	Offer for TT-2019
IP	860.904	672.125	375.330	387.358	394.808
ADIF	2.590.920	2.599.543	2.137.096	2.187.942	2.720.644
SNCF R.	3.063.291	2.892.827	3.729.136	2.309.443	5.866.981
DB Netz			628.948	598.754	928.531
Atlantic Corridor	6.515.114	6.164.494	6.870.510	5.483.497	9.910.964













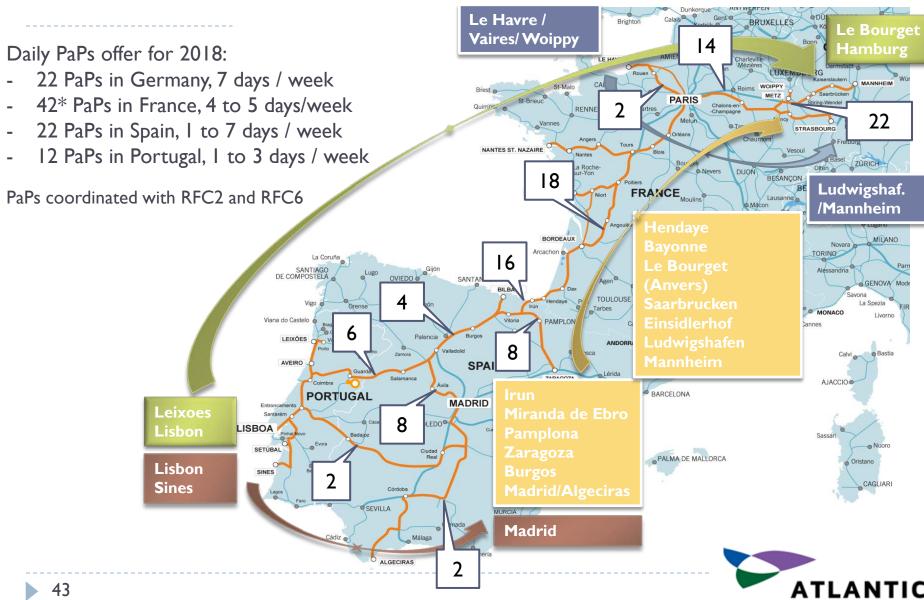








Pre-arranged Paths offer for TT2019





Time zone in Portugal (HP) = Time zone in Germany/France/Spain (HS) - 1H00

Time zone in Germany/France/Spain (HE) - 1H00

















Pre-arranged Paths offer for TT2019

NORTH D	RECTION						PORT	TUGAL										SPAIN												FRANCE							GERM	ANY
oning Days in IP network (origin)	Running Days in Add network (origin)		DR NETZ	SIMIS	LISBON /BOBABEIA	motes	ENTRONCAMENTO	PAMPLHOSA	B.WS PHY	VILAR PORMASIO Armali HP1	VILAR PORMOSIO Disparture (HE)	RUBNIES DE ONOSO	BAD ASZ Arriv d (197)	BAD ASZE Departure PED	MERDAZHURAN	A GEORGE	M AD SED	WLIADSUB	BLPG CS.	GRENZUERA	NOWNEPARRICHM	MI PANDA EBROY BILLBAG	BOJN pleminali	BUNIDparture	HENDAME parriests	H DLDAVE ID spartumé	BANDANE	LEHANE	NOSVIEWC	WAENTON	VARIES / TDROY	METZ SABLONS	VP4 CWI	FORBACH (ASS VAL)	FORMOLIDEMETURS)	SAMEBBLOOM	CNSCLENCE	LLD WING SHAF BN
		1234567	1234567	-						$\overline{}$									-						-						orbéro (7:23)	22:21	CEFROT	00:15	00:20	00:34		\neg
		1224567	1234567																											from C	erbère (7:54)		02:32	0611	0615			
		1234567																												from Per	ignan (ItOO)	01:49	PNERCE	03:36	TM to March	eim offered by	DB Netz AG	
		1234567																							i e						22:05		VFR02	8622	TM to Marrih	eim offered by	DB NHZ AG	
		1234567	1234567																											from Ce	Dáve (1423)	83:21	CEFR13	05:05	09:10			
		1234567	1234567																											from Ce	blive (19:40)	09:44	CEFR15	06:35	89:12			
		1234567																											from Ran	selona / Pespi	gran (18:57)	08:05	PNERDO	09:58	TM to Ludwig	phaten offered	by Dik Netz	40
		1234567	1234567																											from Ce	Dáve (18/05)	06.48	CEFRIT	07:38	0T:43		09:54	
		1234567																												from Ce	báve (20:31)	09:15	CEFRUO	10:06	TM to Saarbe	ucken offered t		á a
		1224567																										21:34					LAFR20	12:42	TM to Ludwig	phales offered	by Dik Netz	NG.
		1234567	1224567																							02:00		Qua	ranteed cap	city				20:15	20:20			
		1234567																											_		19:21		VFR15	20:14	TM to March	eim offered by	DB Netz AG	$\overline{}$
		1224567																												for G	www.c15:30x	19:41	GVFR13	20:48	TM to March	eim offered by	DB Netz AG	
	1224567	1234567	1224567														22:05	RFC	26	8491			0853			02:00		JNF901	Guaranteed	capacity				20:15	20:20			
	1234567	1224567	1234567																From Bilbao	(PaP) or Mac	and (Feeder)	16:06	19:17	19:22	19:30	18100		20FB12	Guaranteed	capacity				1210	13:10			
	1234567	1224567	1224567																		11:40		1429	1634	16:29	18:00		MIFECO	Guaranteed	capacity				1200	13:10			
	1234567	1234567	1224567														22:52					07:21			10:30	18:00			Guaranteed	capacity				12:00	13:10			
	12345	1234567	1234567																	19:09					20:39	02:00		HEFEC2	Guaranteed	capacity				20:15	20:20			
	1234567																		03:35						07:42	to Lyon Sibel	in											
		1224567																								18.58		HESO19		06:02	to Siomain 10	55 / Actives	18:00 (RFC)	b				
	1234567	1224567														17:04	09:00	RFC	26	1613			21:03			00:52		HESCOR		21:19	to Yourcoing	9:39 / Active	p 9:00 (RFC)	0				-
		1224567																									19:29			09:55	to Tourcoing	15:50 / Artw	arp 20:00 (RF	Cay				
56					19:50		177.06																															
56	67					17:20		2125		00'06	01:30	01:38											71'55	12:00	12:07													-
6	7						20:36	22:12		00:50	02:40	03:05					11:12																					
135	246				18:32			22:12		00:50	02:40	03:05					12:20																					
27				19:45																																		
13	13				06:45		06:14		0852				09:12	71105			21:55																					-

N	ORTH-8	SOUTH DI	RECTION			GER	MANY							PRANCE												SPAIN								
;	tot.	DR NETZ	Running Days in SNCF Réseau network (origin)		MAN WE BU	N BANKES HAREN	EMEDIENO:	NECTREPAS	FORMOH (MSSWAL)	FORBACH DIEWATURE)	A-6-6 CIM	IMETO SANLONS	VARIES/ TORCY	WALNTON	ND6VLESEC	LE HANYSE	BANCHIE	HEN DAY E LATE AND	HENDAYEEDIRGENER	BUM Merical)	PUN (departure)	MISAND A ISIND 7 BIL BAD	NOAN CPAIR OLA	GRISH / ZUBA	BUNGOS	WILADOLID	MAGRID	ALG RCIPAS	MERDA / HJELVAS	BADADZ Arriad P18	BADADZ Departure (H1)	FUENTIS DE ONDRO	VILAR FORMOSO Arrisal PRB	
	2		1234567			TM1	om Einsiede	half affered by	DB Netz AG	01:11	FRCEST	02:56	to Cerbine	(17:66)																				Г
		234567	1234567		0TH61				10:51	10:56	FRLHYD					97:47																		Е
	6 13	234567	1234567		11143				19:06	18:17	FB1015		20:18																			()		Г
	8 13	234567	1234567				om Ludwigsha				F81016		21:28																					Г
	10		1234567			TM fo	om Ludwigsha	fen affered by	DB Nett AG	21:20	FBPN00	22:09	to Perpigna	n (12:02) / Ba	rcelone																			г
	12		1234567			TM	I from Manch	eim offered by	DB Nett AG	19:53	FRGV00	20:43	to Geurey (I	k:12)																				Г
	14 13	234567	1234567		17143				20:45	20:50	FRCESO	21142	to Cerbire	(14:00)																				Г
	16		1234567			Th	from Manch	eim offered by	DB Nett AG	22:51	FBPN02	99:41	to Perpigna	n (22:55)																				П
	18 13	234567	1234567				20:41		22:29	2238	FRCEST	00:27	to Cerbire	(13:36)																				Г
	20		1224567			TM for	on Ludainsha	fee offered by	Dig Naty AG	22:04	80.47	CROCKI	to Corbins I	1101501																				т

• PaP Id gives easy "tracking" with the next PaP section and/or PaP section belonging to the other corridor. Eg. Madrid - Belgium via RFC4 and RFC2

- All times published in PCS refer to CET (Central European Timezone).
- Logistic Services to be provided by the Freight Terminals shall be agreed between the applicant and the terminal. The foreseen load transfer location is only as informative



1040 0615 0615

01:30 01:37 01:32

20.10 16.30 02:25 02:25 16:30 16:30

124 135 67



















Guaranteed Capacity Pilot

- SNCF Réseau and DB Netz jointly supported by RFC ATL prepared for TT2019 a redesigned capacity offer for international freight trains mixing two products:
 - a new product, available for path requests between Metz / Mannheim area and Bayonne / Hendaye area, in the form of available slots within capacity bandwidths, called "Guaranteed Capacity" (GC);
 - a traditional product, available for all other international path requests, in the form of Flex-PaPs (for all IMs in the Corridor).
- The new approach is consistent with the upcoming implementation of TTR concepts and processes.
- Publication in PCS of the "Guaranteed Capacity" has been done as "traditional Flex PaPs".
- Flex PaPs published are "virtual paths" reflecting the commercial offer represented by bandwidths.





















Guaranteed Capacity - Commercial Offer

- Commercial offer designed with 2 purposes:
 - <u>Improved performance</u> commercial speed of <u>65 km/h</u>
 - Higher reliability
- Based on the market the volume of GC offer consists in 6 slots per direction.

Direction Mannheim -> Hendaye

- 2 slots, departure 1:00 4:00 from Mon to Fri on 48* weeks. Guaranteed transit time of 21 hours.
- 4 slots, departure 13:00 16:00 from Mon to Fri on 48* weeks. Guaranteed transit time of 21 hours.

Direction Hendaye -> Mannheim

- 3 slots, departure 1:00 3:00 from Mon to Fri on 48* weeks. Guaranteed transit time of 21 hours.
- 3 slots, departure 16:00 20:00 from Mon to Fri on 48* weeks. Guaranteed transit time of 21 hours.
- * Different variants of paths may be provided by IMs as far as all other features of the commercial offer are respected.











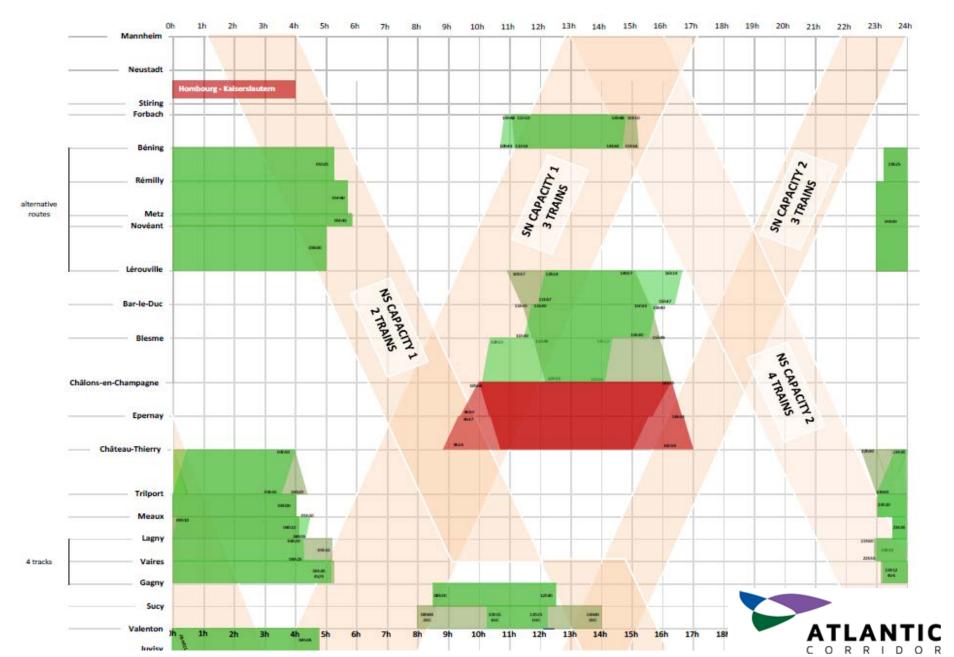


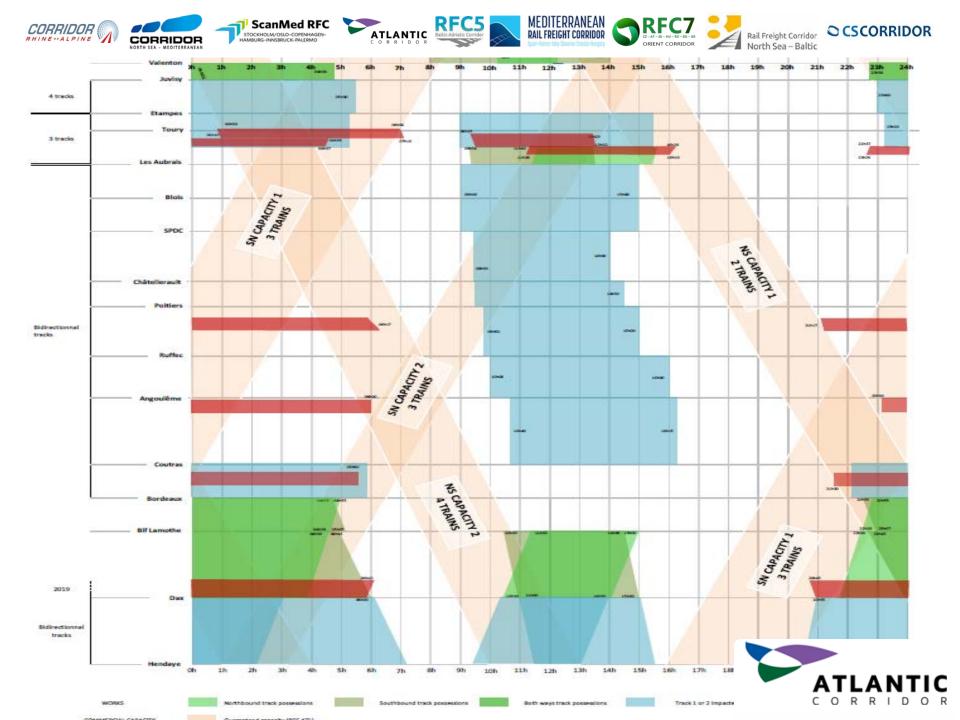






OCSCORRIDOR























Guaranteed Capacity – PCS publication

- Due to the current state of play of PCS, the GC products have been published as "Flex-PaPs".
- The main differences between PaPs and GC are the following:
 - GC is fully "flex". The border point as well as all other location points is also "unlocked".
 - GC was not given any PaP-ID but a generic name: Eg. North South Capacity 1.

■ ▼	Calendar	Net	Flex	Type/Phase 🔻	PaP ID Y	Origin Y	Destination 7	Depa	Arrival
	(1-7)		23	RFC / Published (PaP)	NS-capa 1	FORBACH - FAISCEAU	HENDAYE - BAT VOYAGEURS	05:10	00:30
	(1-7)		23	RFC / Published (PaP)	NS-capa 1	Mannheim Rbf Gr G	Forbach	02:25	05:05
	(1-7)		23	RFC / Published (PaP)	NS-capa 2	FORBACH - FAISCEAU	HENDAYE - BAT VOYAGEURS	05:10	00:30
	(1-7)		23	RFC / Published (PaP)	NS-capa 2	Mannheim Rbf Gr G	Forbach	02:25	05:05
	(1-7)		23	RFC / Published (PaP)	NS-capa 3	FORBACH - FAISCEAU	HENDAYE - BAT VOYAGEURS	17:10	11:00
	(1-7)		23	RFC / Published (PaP)	NS-capa 3	Mannheim Rbf Gr G	Forbach	14:30	17:05
	(1-7)		23	RFC / Published (PaP)	NS-capa 4	FORBACH - FAISCEAU	HENDAYE - BAT VOYAGEURS	17:10	11:00
	(1-6)		23	RFC / Published (PaP)	NS-capa 4	Mannheim Rbf Gr G	Forbach	14:30	17:05
	(1-7)		23	RFC / Published (PaP)	NS-capa 5	FORBACH - FAISCEAU	HENDAYE - BAT VOYAGEURS	17:10	11:00
	(1-6)		£ 3	RFC / Published (PaP)	NS-capa 5	Mannheim Rbf Gr G	Forbach	14:30	17:05
	(1-7)		23	RFC / Published (PaP)	NS-capa 6	FORBACH - FAISCEAU	HENDAYE - BAT VOYAGEURS	17:10	11:00
	(1-6)		\$35	RFC / Published (PaP)	NS-capa 6	Mannheim Rbf Gr G	Forbach	14:30	17:05





















Requesting Guaranteed Capacity

- As for traditional PaPs, the paths requested inside the capacity bandwidths will be taken into account by the IMs during the Path elaboration phase according to the detailed requests placed in **PCS** by the RUs. If RUs place requests respecting the features of the capacity bandwidths, they should expect to receive an offer as close as possible to the wished timetable.
- All **priority rules** described in the CID book 4 will be respected in case of conflict between requests. This will happen only **if more requests** are received for the same bandwidth **than paths foreseen** in that bandwidth.

RNEPCS Path Coordination System	Te	est syst	em ′	1	SUPPORT	■ DOCUMENTATION	▲ DBSR-D Support
Dashboard v Pre-constructed Prod	ucts v Adm	ninistration 🗸					
REORDER PAPS	c	CALENDAR PREFER	RENCES	DOSSIER-LEVEL DATA	TRAIN PARAMETERS		BASIC DATA
	Arrival	Departure					
	17:05	14:30	⊚	Mannheim Rbf Gr G - Forbach RU: DBSR-D RFC Published (PaP)	PaP ID: Path number:	NS-capa 6 99409	
	11:00	17:10	O	S FORBACH - FAISCEAU - HENDAYE - BAT VOYAGEURS RU: DBSR-D RFC Published (PaP)	PaP ID: Path number:	NS-capa 6 NS-capa 6	
	02:49	22:05	0	S HENDAYA - GRISEN RU: DBSR-D RFC Published (PaP)	PaP ID: Path number:	RFC04PaP0034 40814/5	
-					Cancel	✓ Confirm order	

























Review 2017 for TT2018

Highlights





Lowlights

- Higher volumes of capacity requested & allocated
- Higher capacity request rate
- Flex PaP approach along whole RFC, better quality of PaPs, new routes
- Launched planned short term capacity pilot in May 2017
- Higher market response from customers' expression of wishes

- No requests for RC
- Very low requests for the pilot
- Still modest share of capacity allocated via C-OSS
- Not all customers' wishes could be fulfilled
- Needs for double requests at some IMs decrease customers' incentive to use PCS





















Actions for improvement in 2018

Higher flexibility (ExtraFlex PaPs)

Enhanced short term capacity pilot

ACTIONS FOR IMPROVEMENT

Slot approach for RC

Development **Empty Envelope** Concept from **TT2020**





















What's new for TT2019

Changes, Improvements & News

- **ExtraFLex PaPs Approach:** at most borders you can require different times within a range of flexibility
- PaPs from/to terminals outside the RFC: Piacenza, Fossacesia, Torino, Gliwice
- **RC:** slot approach
- Extension of short term capacity Pilot + **Faster process**
- Increased transparency for observations
- Common Book IV for all RFCs has been published for TT 2019























PaP offer for TT2019

PaP ID	Origin	Destination	Pairs
RFC05PaP001	Zebrzydowice	Bologna	1
RFC05PaP003	Zebrzydowice	Torino	1
RFC05PaP005	Gliwice	Piacenza	1
RFC05PaP007	Wien	Koper+Trieste	1
RFC05PaP009	Zebrzydowice	Žilina zr. st.	1
RFC05PaP011	Zebrzydowice	Žilina zr. st.	1
RFC05PaP013	Gdynia	Zilina	1
RFC05PaP015	Czechowice	Zilina	1
RFC05PaP017	Wroclaw	Ceska Trebova	1
RFC05PaP019	Ceska Trebova	Koper	1
RFC05PaP021	Swinoujscie	Ostrava hl.n.	1
RFC05PaP023	Gdynia	Ostrava hl.n.	1
RFC05PaP025	Zebrzydowice	Ceska Trebova	1
RFC05PaP027	Wien	Trieste	1
RFC05PaP029	Trnava	Bologna	1
RFC05PaP031	Bratislava/Dunaiska S.	Koper	1
RFC05PaP033	Žilina zr. st.	Trieste	1
RFC05PaP035	Dunaiska Streda	Koper	1
RFC05PaP037	Žilina zr. st.	Wien	1
RFC05PaP039	Villach	Trieste	1
RFC05PaP041	Villach	Trieste	1
RFC05PaP043	Villach	Venezia Marghera	1
RFC05PaP045	Villach	Fossacesia	1
RFC05PaP047	Malaszewicze	Ceska Trebova	1
RFC05PaP049	Villach	Trieste	1

- 50 PaPs (42 in 2017)
- 8.9 mln PaP*Km*Days (stable vs 2017)
- 7 days a week
- @ RFI validity only until 3th March and from 9th July due to works













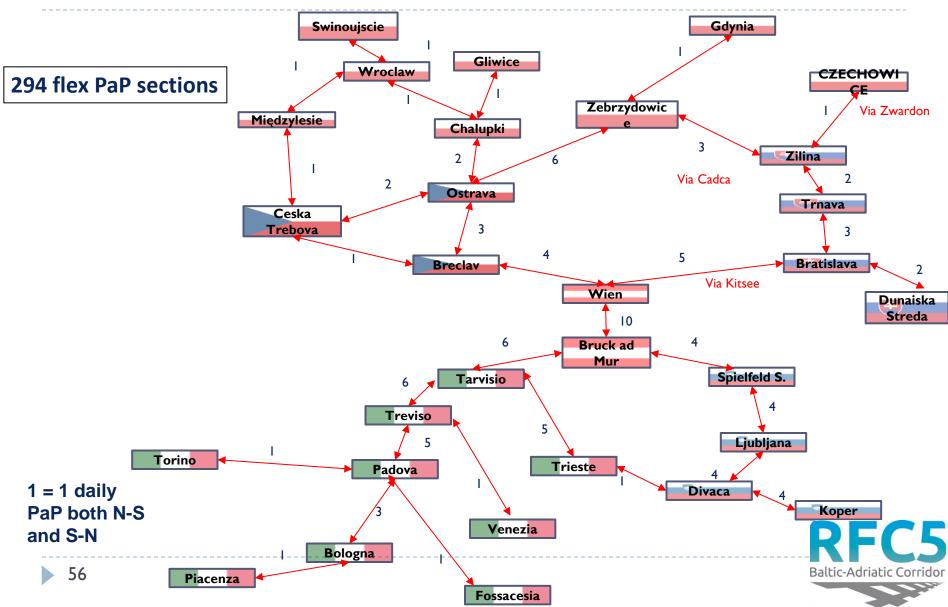








PaP offer for TT2019













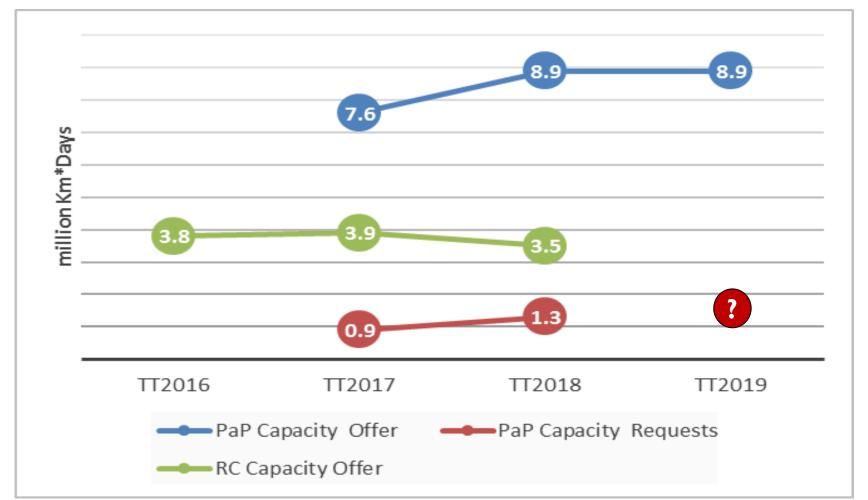








Evolution PaP offer



















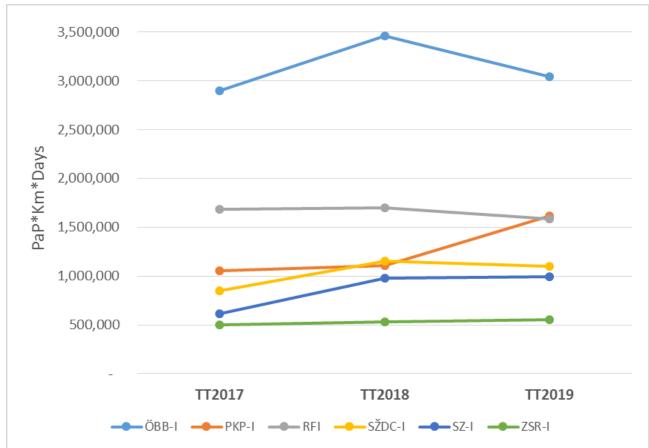




Evolution PaP offer

IM	PaPs sections	Capacity
ÖBB-I	80	3,040,048
PKP-I	26	1,614,350
RFI	70	1,581,314
SŽDC-I	48	1,101,720
SZ-I	26	995,467
ZSR-I	44	550,193
Total	294	8,883,093

Evolution of offered PaPs capacity per IM























PaP offer for TT2019



	_	P	re-	Arr	ang	ged	J-P	ath	s (F	aP	s) (Cat	alo	gu	e -	Tim	eta	ble	2
PaP ID			PaP013		PaP023		5PaP003		5PaP001		PaP009	RFC05F			5PaP025	RFC05F		RFC05F	
PaP type		Extra	Flex		aFlex		raFlex	_	traFlex	Extra	aFlex	Extra			raFlex	Extra			aFlex
O/D		Gdynia	-Zilina		/nia- rava		ydowice orino		ydowice- ologna	Zebrzy Zil	dowice- ina	Zebrzyd Zili			dowice - Trebova	Zebrzyd Ceska T		Czecho Zili	
Running days	Note	1234 xxxx		. – -	4 5 6 7 x x x x		456 xxx:		4 5 6 7 x x x x			1234 xxxx		123 xxx:	4 5 6 7 x x x x	1234 xxxx		1234 x x x x	
Stations		Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	De
Train parameter		05PL		05P	LK02														
Gdynia Port			2:47		19:37			*								*			
Gdańsk Główny		3:11	3:11	20:00	20:00			*								*			
Maksymilianowo		5:37	5:37	22:20	22:20			*								Y			
Bydgoszcz Wschód		5:54	6:06	22:35	22:45			1								!			
Inowrocław Rąbinek		7:07	7:11	23:44	23:51			*								*			
duńska Wola Karsznice Pd.		9:43	10:03	2:11	2:31			*								1			
Chorzew Siemkowice		10:49	10:49	3:14	3:14			Y								Y			
Bytom		13:04	13:04	5:23	5:23			1								\$			
Chorzów Stary		13:12	13:12	5:31	5:31			X								*			
towice Szopienice Północne		13:46	13:56	6:06	6:16			X								*			
Mysłowice Brzezinka		14:24	14:24	6:47	6:47			Y								Y			
Czechowice Dziedzice		15:42		8:01				X //////								\$ ////////			
Train parameter		RFC05F		RFC05	PaP023	RFC0	5PaP003	RFC	5PaP001	RFC05	PaP009	RFC05F	PaP011	RFC05	5PaP025	RFC05F	PaP047		
Czechowice Dziedzice			15:47		8:01														
Ochodza		15:54	15:54	8:08	8:08														
Zebrzydowice		16:20	16:27	8:32	8:53		3:00		12:49		18:26		23:00		4:00		8:37		
Petrovice u Karvine		16:41		9:07		3:14		13:03		18:40		23:14		4:14		8:51			
Train parameter								1								1		05PL	LK09
Czechowice Dziedzice								*								\$ //////			21:2
Zwardon								1								\$ ///////		23:17	
Train parameter								*								1		05PLK09,	•
Zwardon								***************************************											23-1
Skalité								X//////						V ////////		3////			



















Extra Flex PaPs

Bandwidth per borders (at re	quest/offer)
Tarvisio B.	0h
Villa O Sezana	0h
Spielfield Strass- Sentilj	0h
Breclav- Hoenau	+/- Ih
Mosty u Jablunkova - Čadca	+/- 2h
Bratislava Petržalka - Kittsee	+/- 2h
Zebrzydowice-Petrovice u Karvine	+/- 2h
Chalupki-Bohumin	+/- Ih
Międzylesie – Lichkov	+/- Ih





















Increased transparency in operations

INDIC	INDICATIVE INFORMATION ON HOW THE OBSERVATION IS CONSIDERED BY EACH IM User cases PKP PLK SŽDC ŽSR ÖBB Infra RFI SŽ Infra													
User cases	PKP PLK	SŽDC	ŽSR	ÖBB Infra	RFI	SŽ Infra								
IM does not respect the TT of the requested, connecting train (other direction)	valid	valid	valid	valid	valid	valid								
Departure / arrival times provided by the IM deviate from the request	valid	valid	valid	+/- 30 Min (excepting border times)	+/- 15 Min for Flex PaP; +/- 30 Min for Tailormade & F/O (excepting border times)	valid (excepting border times)								
IM does not respect the requested reference point	valid	valid	Valid (if not coordinated up front with customer)	valid	valid	valid								
IM offers other parameters than requested (if the parameters were requested within the pusblished range)	valid	valid	valid	valid	valid	valid								
IM offers less days than requested / offers changed running days	valid	valid	valid	valid	valid	valid								
IM offers stopping locations which differ from the request	valid	valid	valid	valid	valid	valid								
IM offers dwell time which is less than requested	valid	valid	valid	valid	valid	valid								













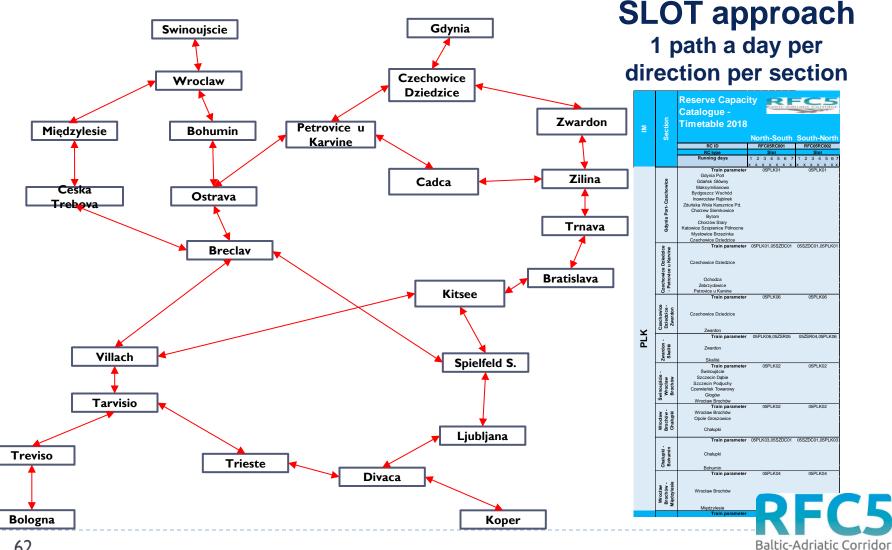








Reserve Capacity Offer TT2018





















Short term capacity pilot

FEEDBACK @ last RAG/TAG	ACTIONSTAKEN
Wish to have the pilot prolonged	Pilot extended till 31st May 2018
Deadline for requests too early for RUs needs	Request deadline shortened from 8 working days to 5 days
PCS usage not widespread @RUs among short term planners	 Video tutorials for self learning: ✓ Dossier creation without PaP and without Train ID:





















Short term capacity pilot

BENEFITS vs existing IMs' offer

Harmonized international offer from Origin to Destination which all partner RUs will receive at the same time and within predefined time range.

TT office staff is involved at most IMs. Therefore a higher quality offer is expected than in Operations.

























Review 2017 for TT2018

Highlights





Lowlights

- Higher demand and sales rate
- Good response from RUs/ AA to the Expression of capacity needs
- Success in Conflict resolution using consultation

- Mistakes and wrong orders in **PCS** requests dossiers
- Bad quality of the draft and final offer in PCS
- Heavy impact from TCRs on **PaPs**
- Low request rate of Reserve **Capacity**





















Actions for improvement in 2018

Introduction of a **Short Term Capacity Pilot +** involvement of **TPM** actors

Focus on correct information in PCS (intermediary solution)

ACTIONS FOR IMPROVEMENT

Development Empty Envelope Concept from TT2020

PaP offer 2019: -Volume increase - More flexibility















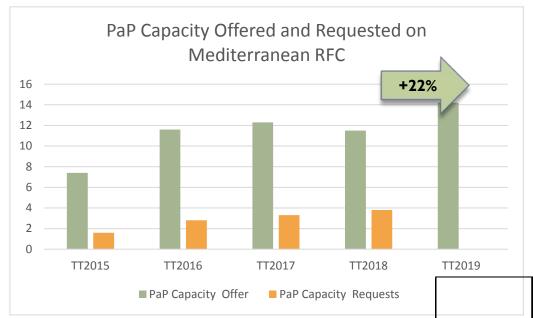








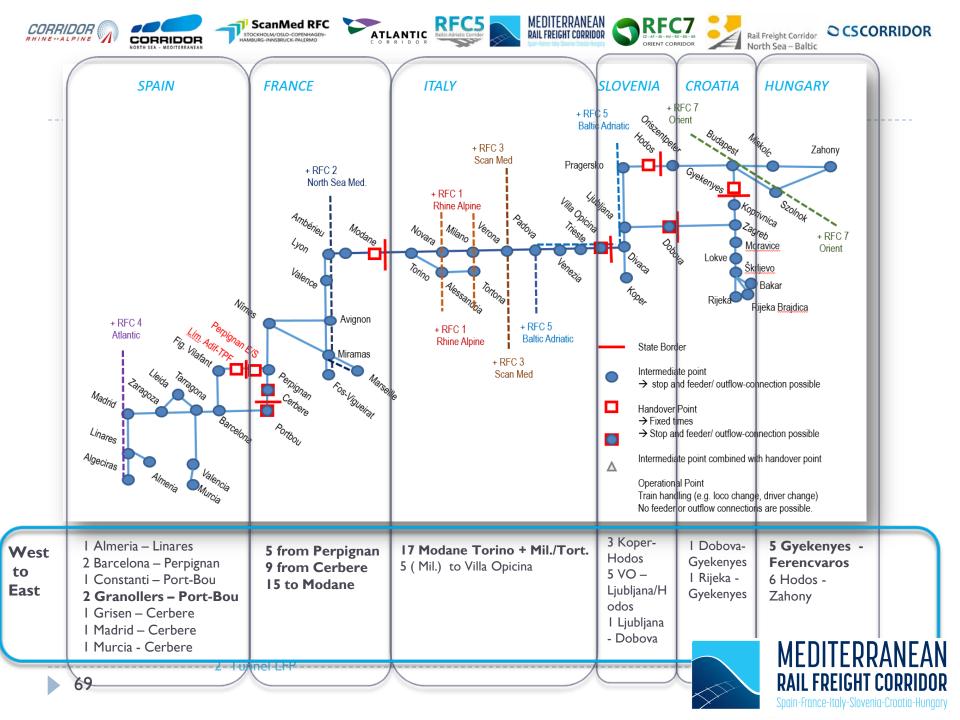
TT 2019 Offered capacity versus TT 2018



	KM days		Km days
	published in		published in
IM	2018		2019*
ADIF	1 885 697	+34%	2 534 423
LFP	64 064	=	64 064
SNCF-R	2 048 896	+80%	3 696 264
RFI	2 135 276	-9%	1 947 743
SZ-I	1 955 044	=	1 945 434
HZ-I	357 850	-4%	343 080
VPE	3 156 847	+16%	3 650 862
Total	11 603 674	+22%	14 181 870

Only the pre-constructed regime is considered for RFI and SNCF R















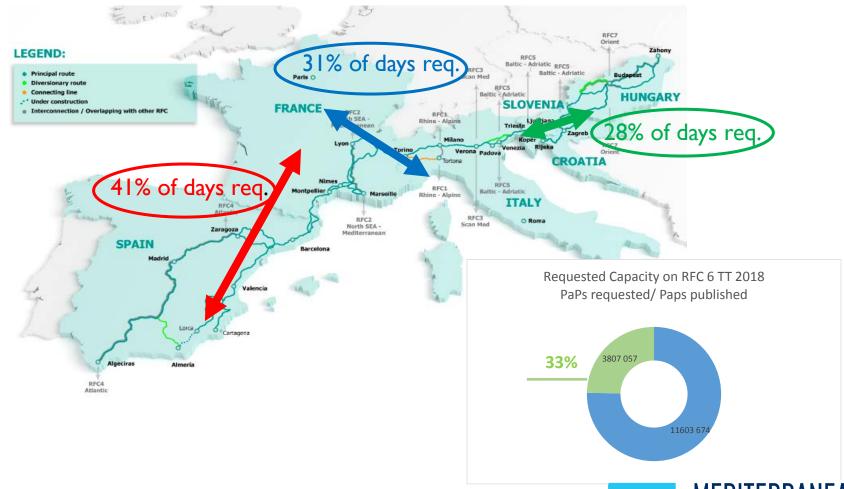








Results from Request Phase 2018















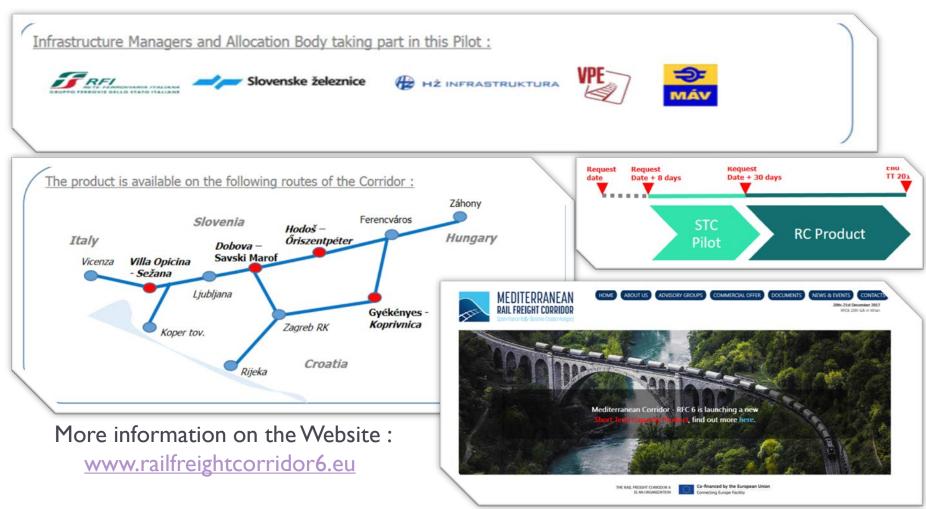








Pilot for New Short Term Offer TT2018























Results from Request Phase 2018

- 2018 Request Phase :
- ▶ 60 dossiers received for 3.8 Mkm requested
 - Conflicts
 - ▶ 12 Dossiers = 6 conflicts (2 errors, 2 solved by consultation)
 - Errors in PCS Dossiers (Mainly calendar, Offsets...), sent to the national tools
 - ▶ Ljubljana FTE B, PCS Support, C-OSS TT
 - Some PaPs requested...without selecting the PaP
 - Draft & Final Offer (PDF files attached)
 - All offered calendar days & tailor made













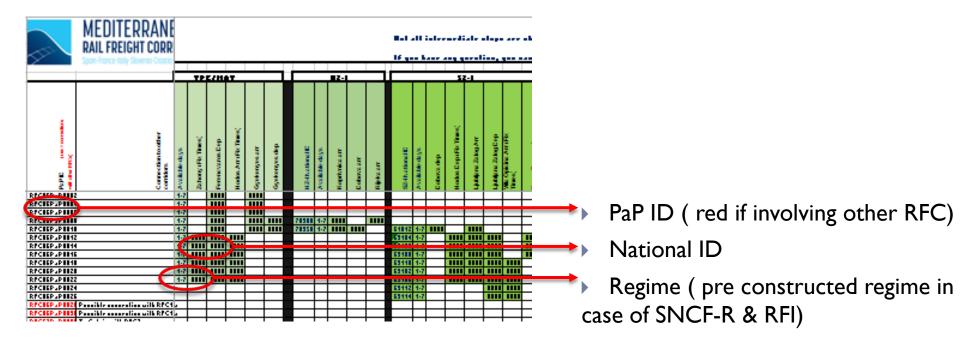








TT2019 Request tools



On Mediterranean RFC Website:

- Catalog (Pdf + Excel)
- Parameter list
- + To be added : SNCF R calendar showing days at risk of TCR





















How to submit a request?

- Use PCS system (Access to PCS is granted by RailNetEurope upon request of the applicant.);
- Include at least one PaP/RC segment in the request;
- Cross at least one border on a corridor;
- Check that the technical parameters of the path request are within the range of the parameters defined by the IMs (exceptions are possible if allowed by the concerned IM/AB e.g. when the timetable of the PaP can be respected);
- Accept the General Terms & Conditions (tick box)





Orient/East-Med





















Review 2017 for TT2018

Highlights





Lowlights

- Implementation of the RFC7 Action Program
- Launch of 12 Task Forces at cross border points to reduce the waiting time at cross borders
- Launch of the STC pilot the product aims to comply better the market expectations on path request at a short notice
- Continuous dialogue with business partners and AG members – collection of detailed capacity wishes
- Revision of the whole TMS, and general update of the Implementation Plan including the Investment Plan
- Train Performance Management constructive coordination with RU-s
- RC is a well-sold product serving the interim capacity needs

- High waiting times at the border crossings, which have a significant impact on the overall commercial speed
- Lack of proper TCR coordination, many lately announced TCRs.
- Lack of interface connections between PCS and national IT tools
- Lack of harmonization in existing national rules and procedures – e.g. buffer wagons























Actions for improvement in 2018

STC Pilot – further steps

PCS –
implementation
of interface
connections

Reducing the waiting times at cross border points

ACTIONS FOR IMPROVEMENT

Strengthening the communication flow of business information with ExBo

Implementation of activities undertaken by PSA e.g. buffer wagons harmonization

Better communication and coordination of TCRs





















November 2018 extension of the Corridor

According to Regulation (EU) 1316/2013 which is amending the Regulation (EU) 913/2010 RFC 7 is extended to Germany and renamed to Rail Freight Corridor Orient/East-Med (RFC OEM). Consequently the German Rail Infrastructure Manager, DB Netz AG, will join the management board in 2018.

At the margins of the Transport,
Telecommunications and Energy Council
meeting the new Memorandum of
Understanding (MoU) was signed in Brussels
on 5th December 2017 by the representatives
of the Ministries of Transport.



Route of RFC OEM (from November 2018):

Wilhelmshaven/Bremerhaven/Hamburg/Rostock-Dresden-Prague-Vienna/Bratislava- Budapest-Vidin-Sofia-Thessaloniki-Athens-Patras;

> Budapest–Bucharest– Constanta; Sofia–Plovdiv–Svilengrad























Corridor Information Document:

Our Network Statement

- ▶ The Corridor Information Document (CID) provides all information in relation with Rail Freight Corridor Orient/East-Med such as legal background, infrastructure characteristics, access conditions, description of terminals, capacity and traffic management process.
- The CID is divided into five books:
 - Book I Generalities
 - Book 2 Network Statement Excerpts
 - Book 3 Terminal Information
 - Book 4 Procedures for Capacity and Traffic Management
 - Framework for Capacity Allocation
 - Book 5 Implementation Plan
 - Transport Market Study
 - Investment Plan
 - C-OSS Operational Rules

























PaP offer for TT2019

Praha/Kolín 4 PaPs per day

Connection to: RFC 8 (Bremerhaven)

Břeclav

24 PaPs per day
Connection to RFC 5
Connection to:
Praha/Kolín; Bratislava/Dunajská
Streda: Soroksár-Terminál: Curtici

Curtici

20 PaPs per day Connection to:

Brno; Soroksár-Terminál; Sopron/Hegyeshalom; Constanta Port; Thessaloniki Port; Piraeus Port; Svilengrad (Turkey)

Sopron/Hegyeshalom 16 PaPs per day Connection to Germany

Craiova

12 PaPs per day
Connection to: Sopron/Hegyeshalom;
Constanta Port; Thessaloniki Port;
Piraeus Port; Svilengrad (Turkey)

You may download our **PaP Catalogue** from here:

http://www.rfc7.eu/path_request_submisson

Or you may search for PaPs directly in PCS.

Use **PaP IDs to make your search easier!**















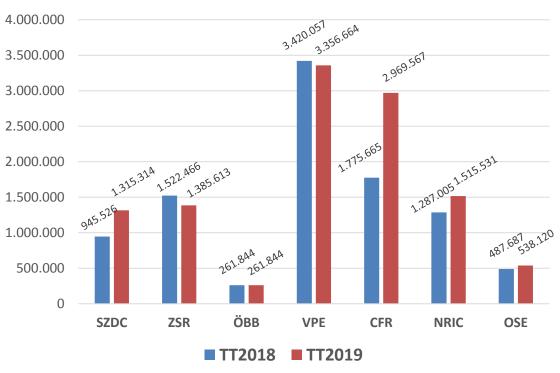


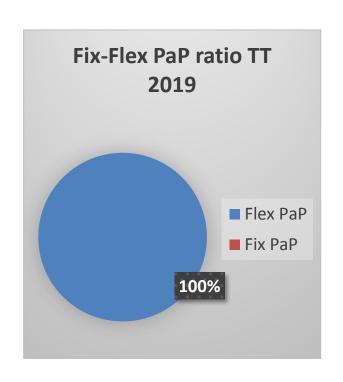




PaP offer for TT2019

K (km*days) published





	SZDC	ZSR	ÖBB	VPE	CFR	NRIC	OSE	SUM
TT 2018	945 526	1 522 466	261 844	3 420 057	1 775 665	1 287 005	487 687	9 700 250
TT 2019	1 315 314	1 385 613	261 844	3 356 664	2 969 567	1 515 531	538 120	11 342 653
Difference	+ 369 788	-136 853	0	-63 393	+ 1 193 902	+ 228 526	+ 50 433	+ 1 642 403





















Process steps for PaP requests with non-available days

- PaPs in PCS are displayed with full calendar for technical reasons, but the availability of running days is according to the list of planned capacity restrictions published on 15th December 2017.
- Detailed information on planned infrastructure works, total closures and alternative routes is available on the corridor's website (http://www.rfc7.eu/track possessions)

Process steps:

- PaPs with non-available days are published with full calendar.
- Customers request PaPs selecting any calendar days
- During the pre-booking phase the C-OSS will reserve requested PaPs with nonavailable days as 'Tailor-made'.
- The timetable offer from the IM shall consist of:
 - Main timetable which is according to the reserved PaP.All non-available days shall be removed from the main calendar.
 - Subsidiary timetables for the alternative routes. Alternative offer shall be provided for ALL non-available days.











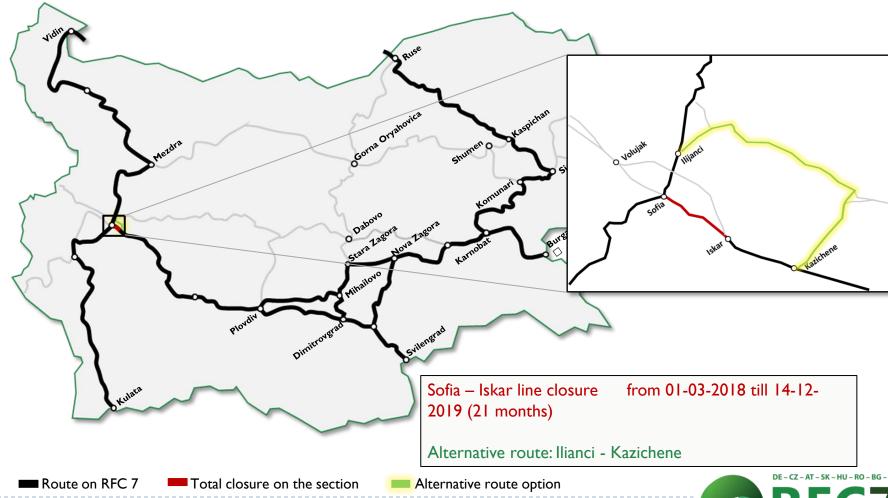






















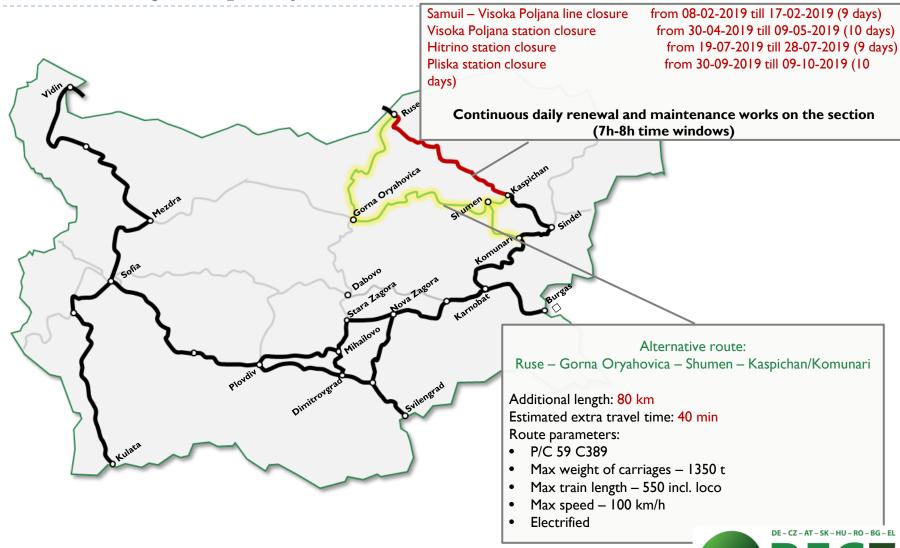




















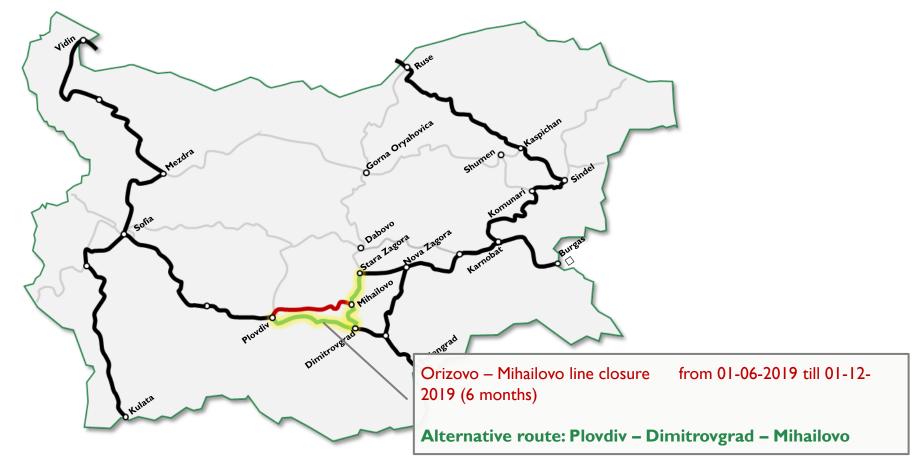






















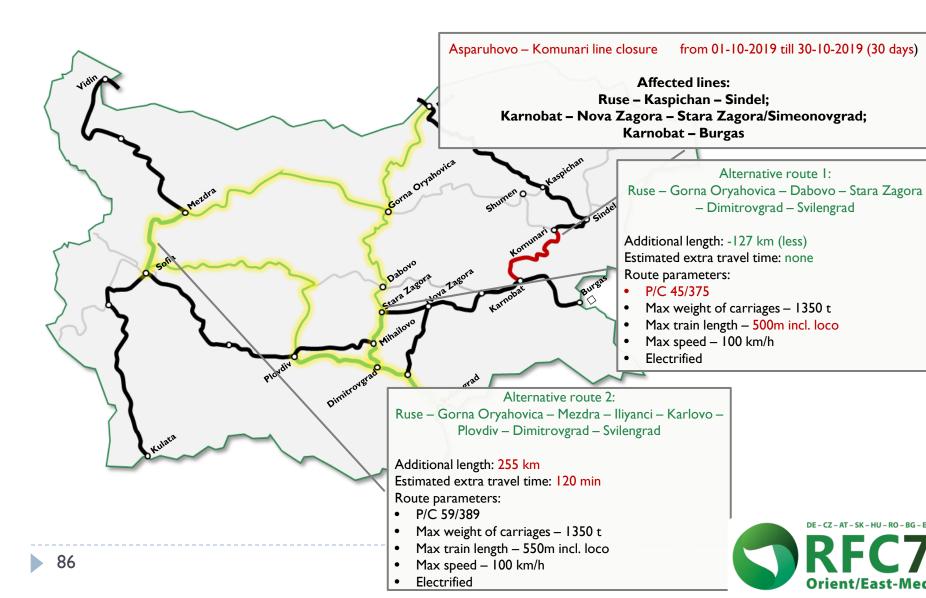




















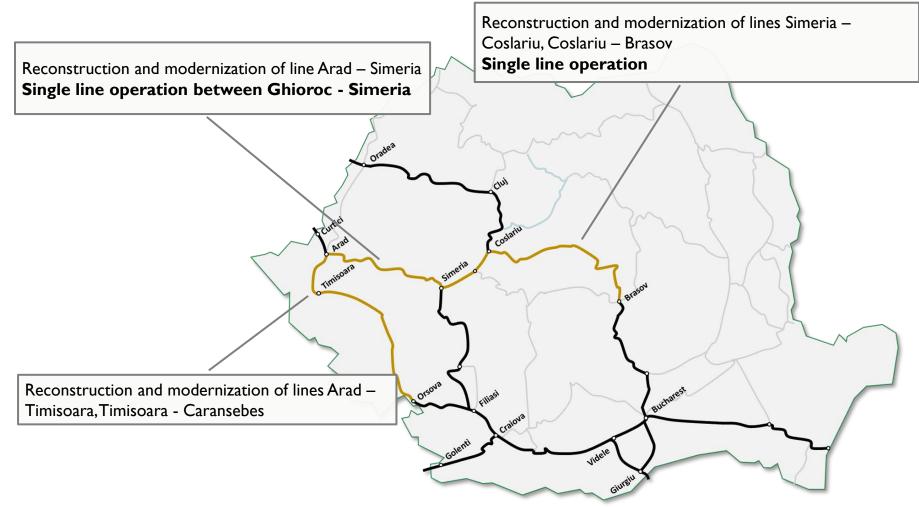














Reduced capacity on the section





















Short term capacity pilot – a brand new initiative! In order to fulfil the needs of our business partners

PRODUCT

- Published and regularly cross-border updated capacity of the corridor displayed in PCS in a form of PaP
- > Simple way to search and select the most fitting PaP due to special identifier
- > Any origin/destination or intermediate point within allowed the countries of RFC 7
- > No limitation in number of operational days within a timetable period \rightarrow fits to most planning procedure

PROCESS

- > Application via PCS using at least one PaP in the dossier (precondition for involvement of C-OSS)
- > Application deadlines are close to the national deadlines (recommendation displayed in the C-OSS Matrix)
- > C-OSS actively involved in the procedure providing single contact and coordination
- Harmonized international path offer at a short notice

ROLL-OUT

- > 6-month pilot
- > Start date: 1st December 2017
- > End date: **31**st **May 2018**

PARTICIPATION































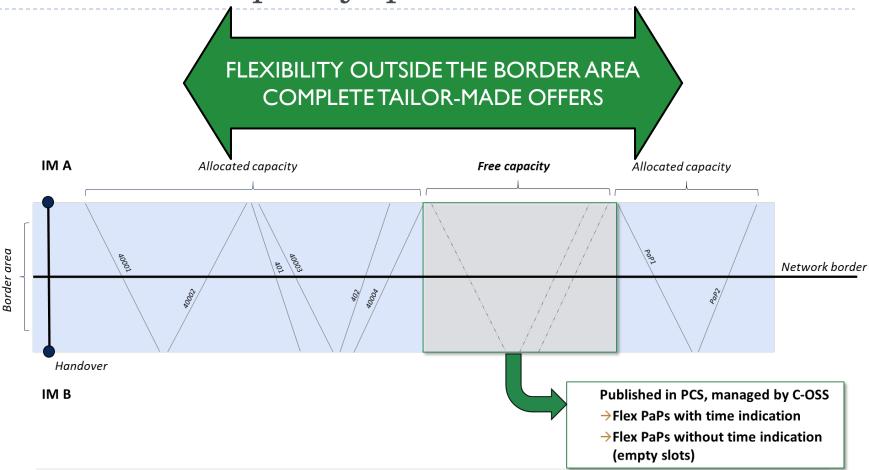








Short term capacity: product details



Due to the special identification numbers – each of them starts with "GR07" – it is easy to search for RFC 7 short-term capacity products!





















Recommended deadlines for placing short term path requests C-OSS Matrix

Relation	Relation CZ A		SK	HU	RO	BG	EL
	CZ	3 working days	5 working days	5 working days	6 working days	7 working days	8 working days
		AT	5 working days	5 working days	6 working days	6 working days	7 working days
		SK	5 working days	6 working days	6 working days	7 working days	

HU

These deadlines are specified according to the national timetable construction procedures and taking into consideration the number of involved IMs.

A request for short-term capacity submitted beyond the recommended deadlines may not receive offer from the C-OSS.



5 working 5 working

5 working | 5 working | 7 working

days

days

BG

days

days

2 working

days

EL

days

RO























Review 2017 for TT2018

Highlights





Lowlights

- TCR Workshop with Customers in Gdansk
- Intensive customer dialogue
- Longer Stopping Time in Frankfurt (Oder)Oderbrücke
- Route via Bad Bentheim

- Low Feedback rate regarding the
 - "Expression of Needs"
- No requests for Reserve Capacity
- No requests for PaPs in Poland, Czech
 Republic and Lithuania





















Actions for improvement in 2018

Harmonized Offer with RFC ScanMed

New line Knappenrode /Horka as of TT19

ACTIONS FOR IMPROVEMENT

Empty Envelope Concept "Improved Flex PaP" for more flexibility















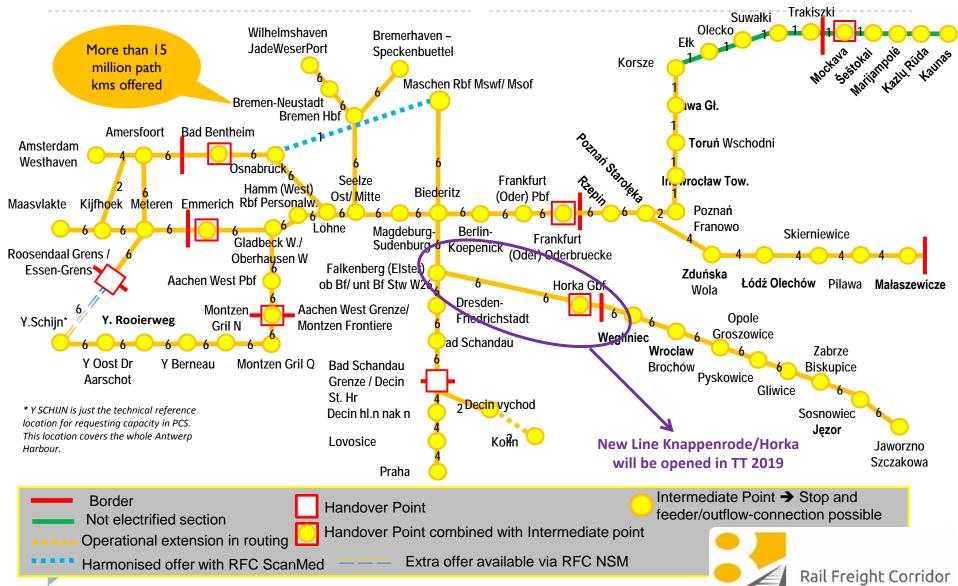






North Sea - Baltic

Number of PaPs TT 2019













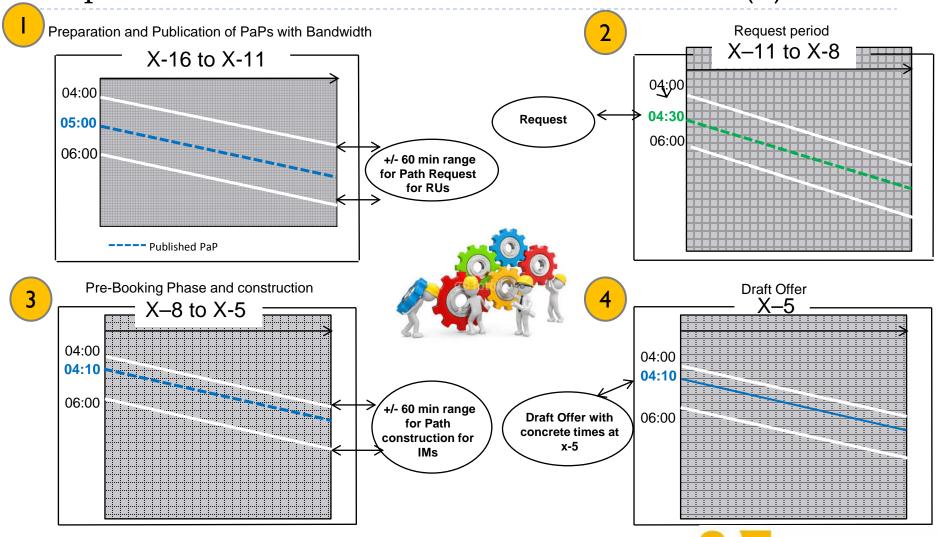








Improved Flex-PaP on RFC NS-B for TT2019 (1)























Improved Flex-PaP on RFC NS-B for TT2019 (2)

Bandwidth for IMs:	Bandwidth Request at border	Bandwidth Request inland	Bandwidth Construction at border	
Infrabel	0 min	0 min	0 min	
Prorail	0 min	0 min	0 min	
DB Netz	+/- 60 min	+/- 60 min	+/- 60 min	
SZDC	+/- 60 min	open	+/- 60 min	
PKP PLK	+/- 60 min	+/- 60 min	+/- 60 min	
LG	+/- 60 min	+/- 60 min	+/- 60 min	

^{*} Border Times Prorail/DB Netz and Infrabel/DB Netz are still fix



○ CSCORRIDOR

RFC9





















Review 2017 for TT2018

Highlights





Lowlights

- Excellent cooperation with customers
- Very good sales results 75,7 % of offered capacity sold
- Flex PaP offer on the whole corridor
- Successful RFC 9 own customer survey

- No requests for Reserve Capacity
- Low Feedback rate regarding the "Expression of Needs"





















Actions for improvement in 2018

PaP harmonization with other **RFCs**

Translation of **Book IV** parts into Czech/Slovak language

ACTIONS FOR IMPROVEMENT

Empty envelope concept development



○ CSCORRIDOR RFC9

TRATÉ A TERMINÁLY LINES AND TERMINALS



Czech-Slovak Corridor (Rail Freight Corridor 9) is based on Regulation (EU) No 913/2010 and powered by



























Corridor One Stop Shop (C-OSS)

- **Represented C-OSS** provided by IM's employees
- ▶ The C-OSS office is changing every year between SZDC and ŽSR on rotating principle at the term of timetable change (2016 – SŽDC, 2017 – ŽSR, **2018 – SŽDC**, 2019 – ŽSR)
- C-OSS languages: Czech / Slovak, English
- Book 4 is published for TT 2019 on website (English version, harmonized with other RFCs)





















Rules for Capacity allocation

General information

- PaPs accessible via PCS only
- Flex approach applied on both national and border sections
- Path request must cross the border on a RFC corridor (possible via feeder/outflow)
- Non RU Applicant must sign agreement with C-OSS (details on website of RFC 9)
- All details described in CID Book 4





















Rules for Capacity allocation

Reserve Capacity 2018:

- Offer in form of published PaPs (in PCS and on website)
- Deadline for path request is set to 30 days before train run
- Final TT delivered 10 days before train run at latest.

PaP offer 2019:

- The offer is almost the same like in TT 2018
- A bit lower offer via Púchov due to planned TCRs
- Deadline for path requests at X-II on 9.4.2018
- Available PaPs published in PCS and displayed on website
- Late path request process is available on RFC 9.















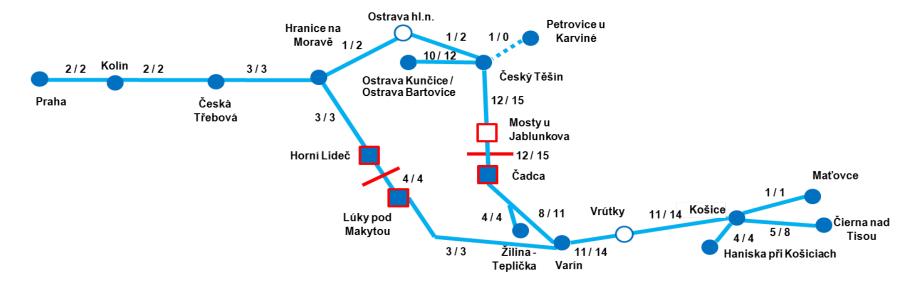


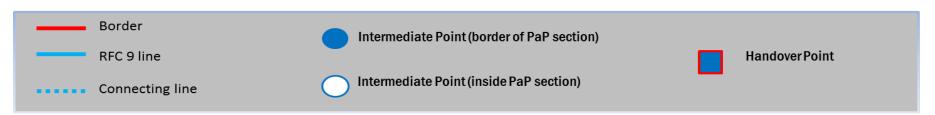




TT 2019 PaP offer

Schematic map – Czech-Slovak corridor









Thank you

