

C-OSS Community




Global capacity offer for timetable 2019



CSCORRIDOR

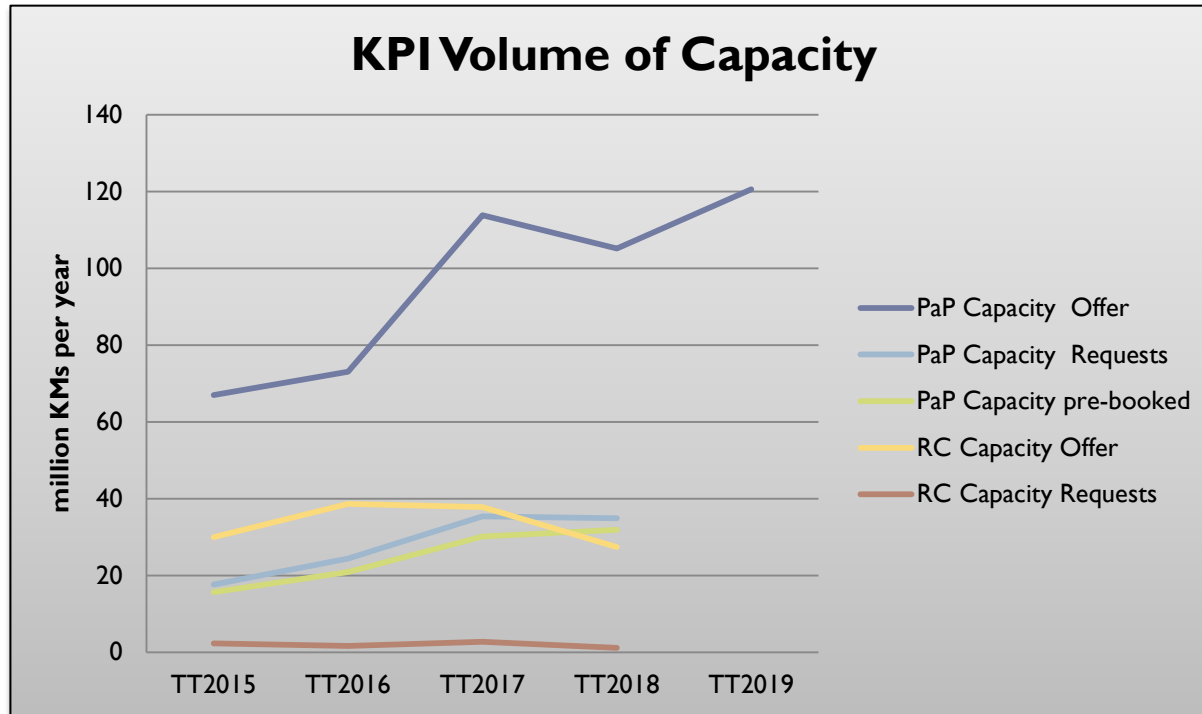


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Publication 2019 – evolution PaP quantity



Published PaP volume compared to last year:

RFC1	RFC2	RFC3	RFC4	RFC5	RFC6	RFC7	RFC8	RFC9

>+25%	+5% +25%	-5% +5%	-5% -25%	>-25%



International timetabling calendar 2018

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



<u>PRODUCT FEATURES</u> <u>ANNUAL TT</u>	RFC 1 	RFC 2 	RFC 3 	RFC 4 	RFC 5 	RFC 6 	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 (Mann.-Hend.)	✗	✗	✗	✗	✗

Short term capacity pilots

Rail Freight Corridors (RFCs) map 2017

Including extensions expected in 2018 as indicated by the RFCs*

- RFC1 Rhine-Alpine
- RFC2 North Sea-Mediterranean
- RFC3 ScanMed
- RFC4 Atlantic
- RFC5 Baltic-Adriatic
- RFC6 Mediterranean
- RFC7 Orient
- RFC8 North Sea-Baltic
- RFC9 Czech-Slovak

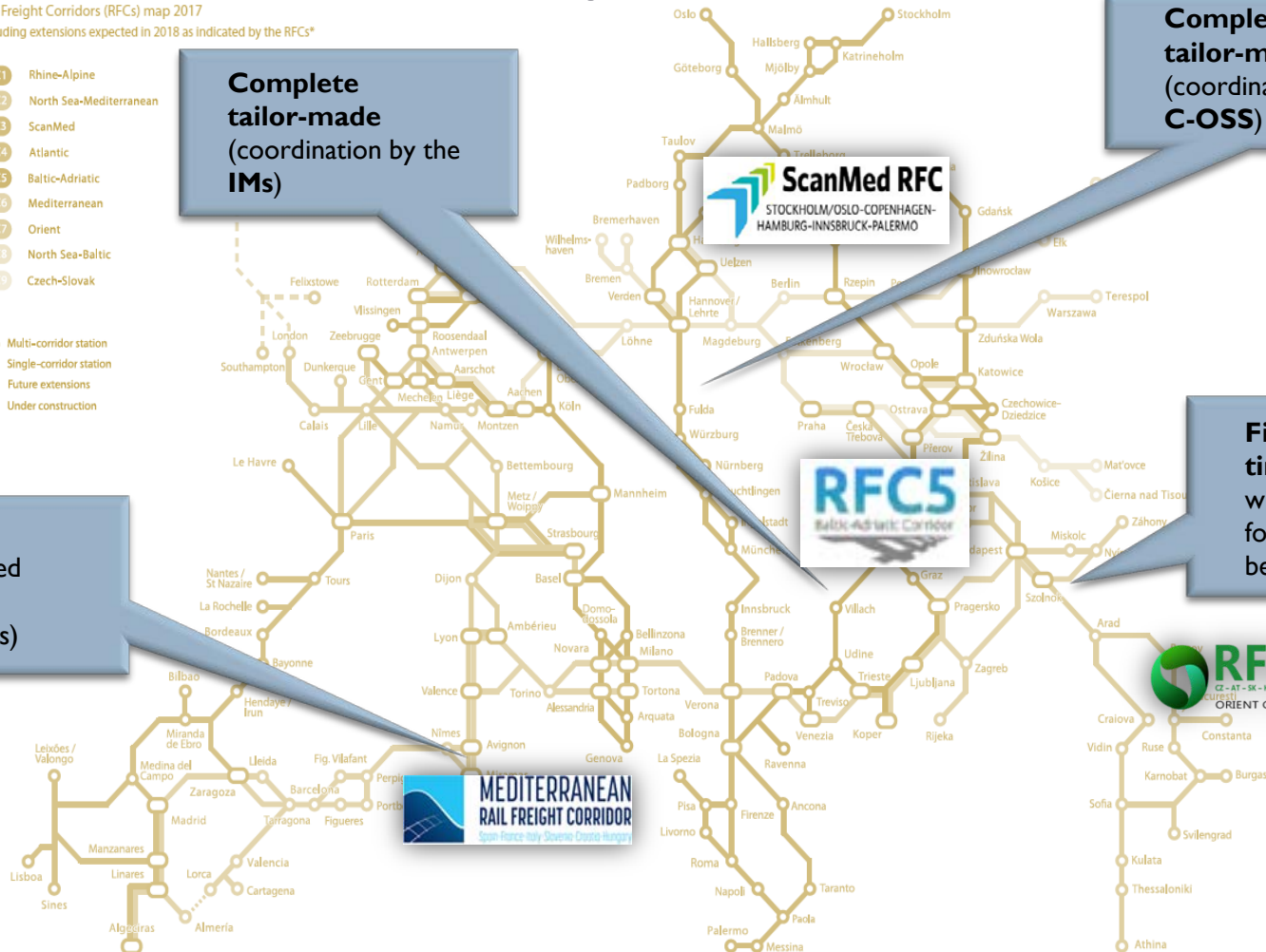
- Multi-corridor station
- Single-corridor station
- Future extensions
- Under construction

Complete tailor-made (coordination by the IMs)

Complete tailor-made (coordination by the C-OSS)

Click & Ride (pre-constructed timetables in congested areas)

Fixed border times with and without indication for continuation beyond



Based on Regulation (EU) No 913/2010, this map was created by RNE and agreed upon with all RFCs. Any use without modifications of this map in electronic or printed publications is permitted with the explicit reference to RNE as the author and holder of the copyright.

*Extensions indicated in the United Kingdom are planned for 12/2018 © 2017 RNE





Review 2017 for TT2018

Highlights



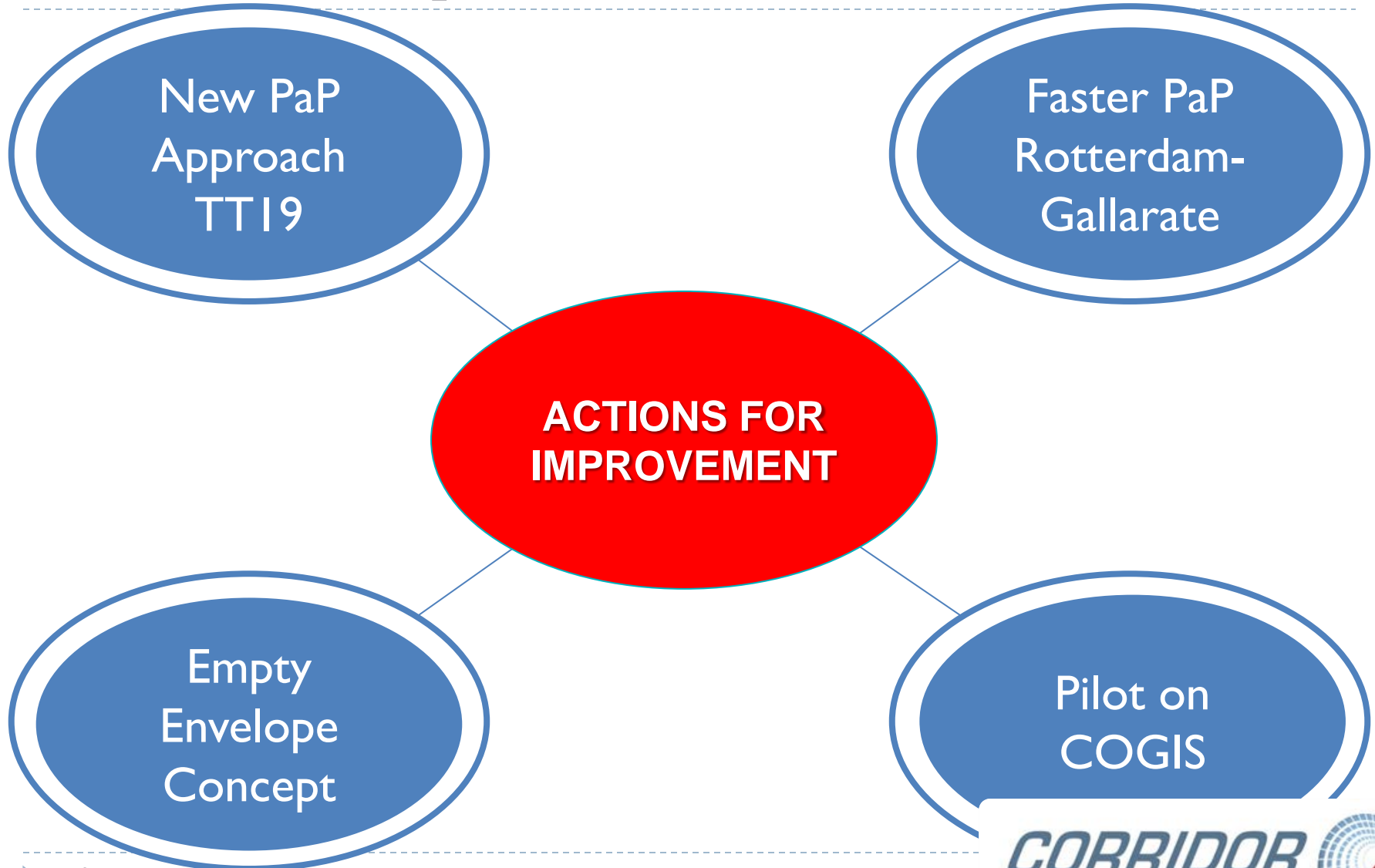
- **Decrease of the amount of conflicting Dossiers**
- **Product Development lead to new PaP Approach for TT2019**
- **Introduction of Expression of Capacity Needs**
- **Intensive customer dialogue**



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

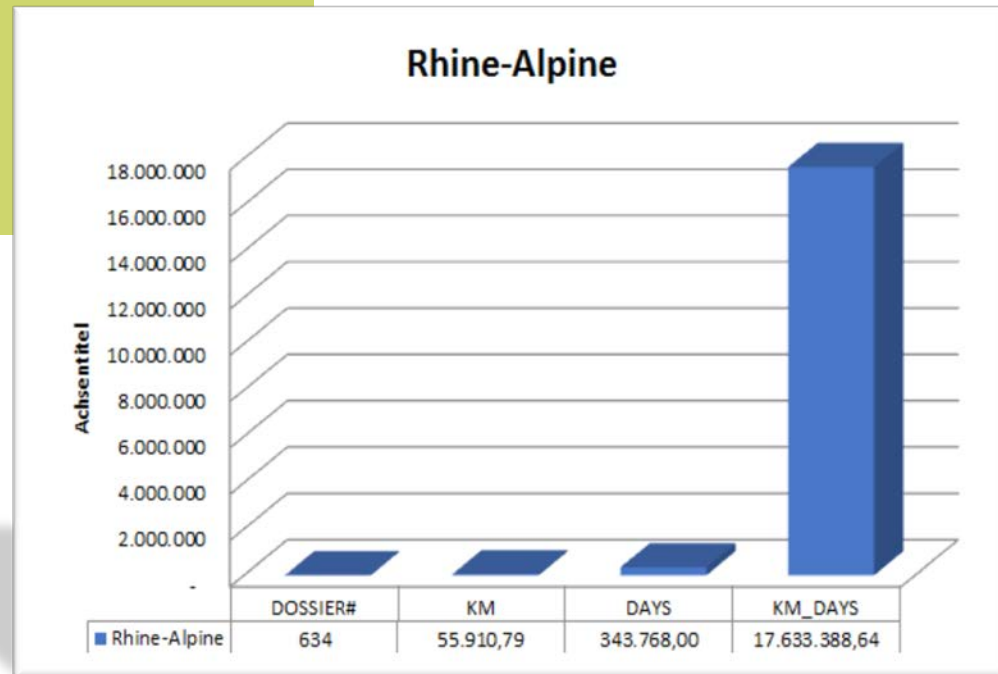


Volume of Offered Capacity - TT2019

PaPs were published punctually on 8 January 2018

- **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

KPI calculated 22nd January



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



Overview of New PaP-Approach RFC Rhine - Alpine Display in PaP Catalogue

RFC Rhine - Alpine: PaP Catalogue									
Timetable 2019									
North-South									
The Netherlands	PaP ID	RFC01PaP001	RFC01PaP002	RFC01PaP003	RFC01PaP004	RFC01PaP005	RFC01PaP006	RFC01PaP007	RFC01PaP008
Sections	National path reference								
NL Amsterdam Westhaven - Meteren	Running days								
	Train parameter								
	Stations								
	Comment								
NL Maastricht - Meteren	National path reference								
	Running days								
	Train parameter								
	Stations								
NL Sion - Meteren	National path reference								
	Running days								
	Train parameter								
	Stations								
Switzerland	National path reference								
	Running days								
	Train parameter								
	Stations								
BE Y Duffel - Y Oost Dr Aarschot	National path reference								
	Running days								
	Train parameter								
	Stations								
BE Y Duffel - Y Oost Dr Aarschot	National path reference								
	Running days								
	Train parameter								
	Stations								
BE Y Duffel - Y Oost Dr Aarschot	National path reference								
	Running days								
	Train parameter								
	Stations								
CH Aachen West Grenze	National path reference								
	Running days								
	Train parameter								
	Stations								

PaP ID encoding North-South:

- RFC01 = Rhine-Alpine
- From 0001-0015 = NL Split
- From 0017-0033 = BE Split
- From 0101-0119 = Run-Through
- From 0035-0053 = DE Split
- NET = Designation for protected PaPs along RFC RALP from NL/BE to CH

PaP ID encoding:

- 200s & 300s = Additional RD in BE
- 400s = Harmonised PaPs in CH with RFC NS-Med

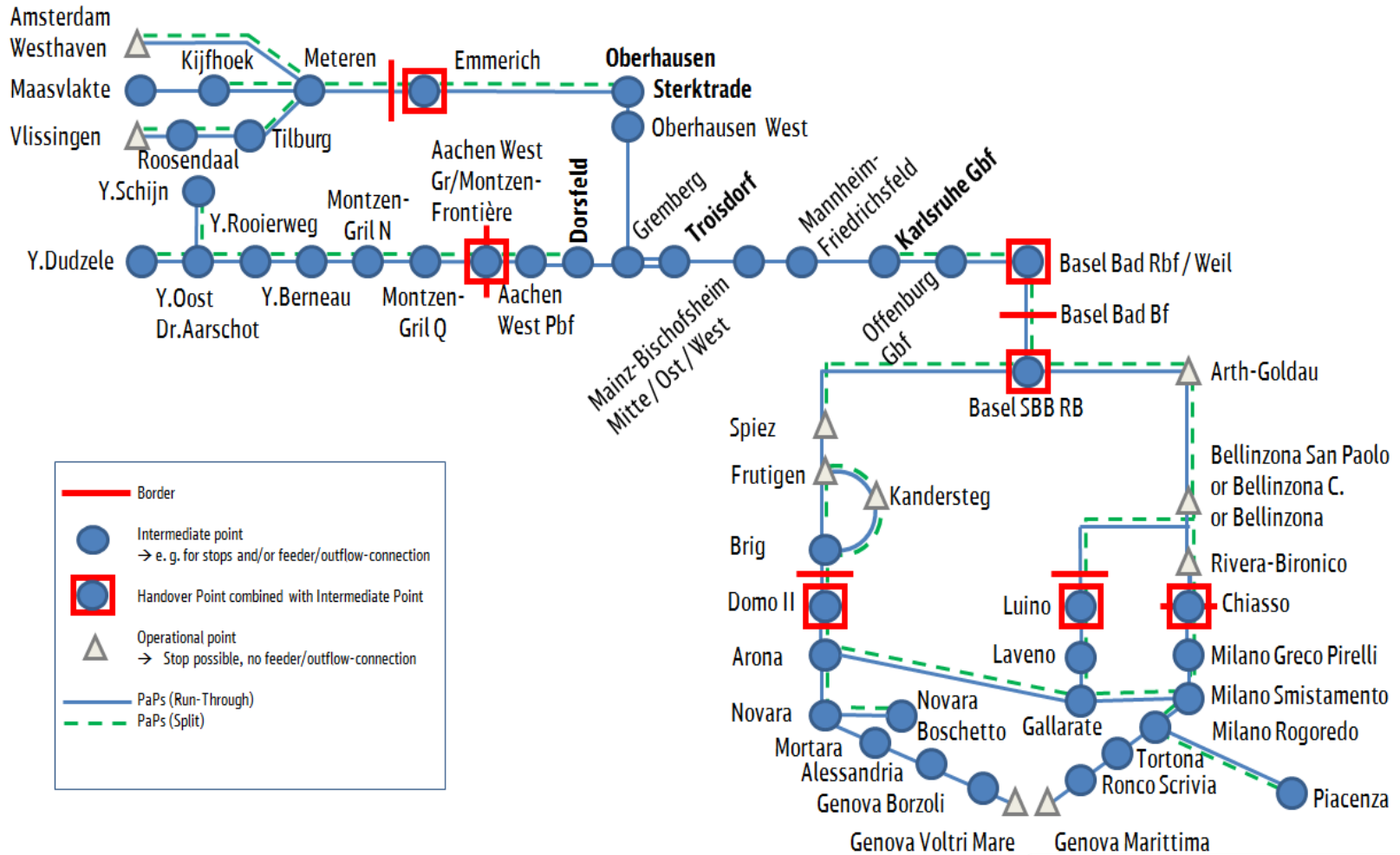
NL, BE, DE, CH, IT = Country designation plus PaP-Section

National Path Ref Nr. Running Days available, Train Parameters described in detail separately.

PaP ID encoding South-North:

- From 0000-0014 = NL Split
- From 0016-0032 = BE Split
- From 0100-0118 = Run-Through
- From 0034-0052 = DE Split
- NET = Designation for allocation rule along RFC RALP from CH to NL/BE

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



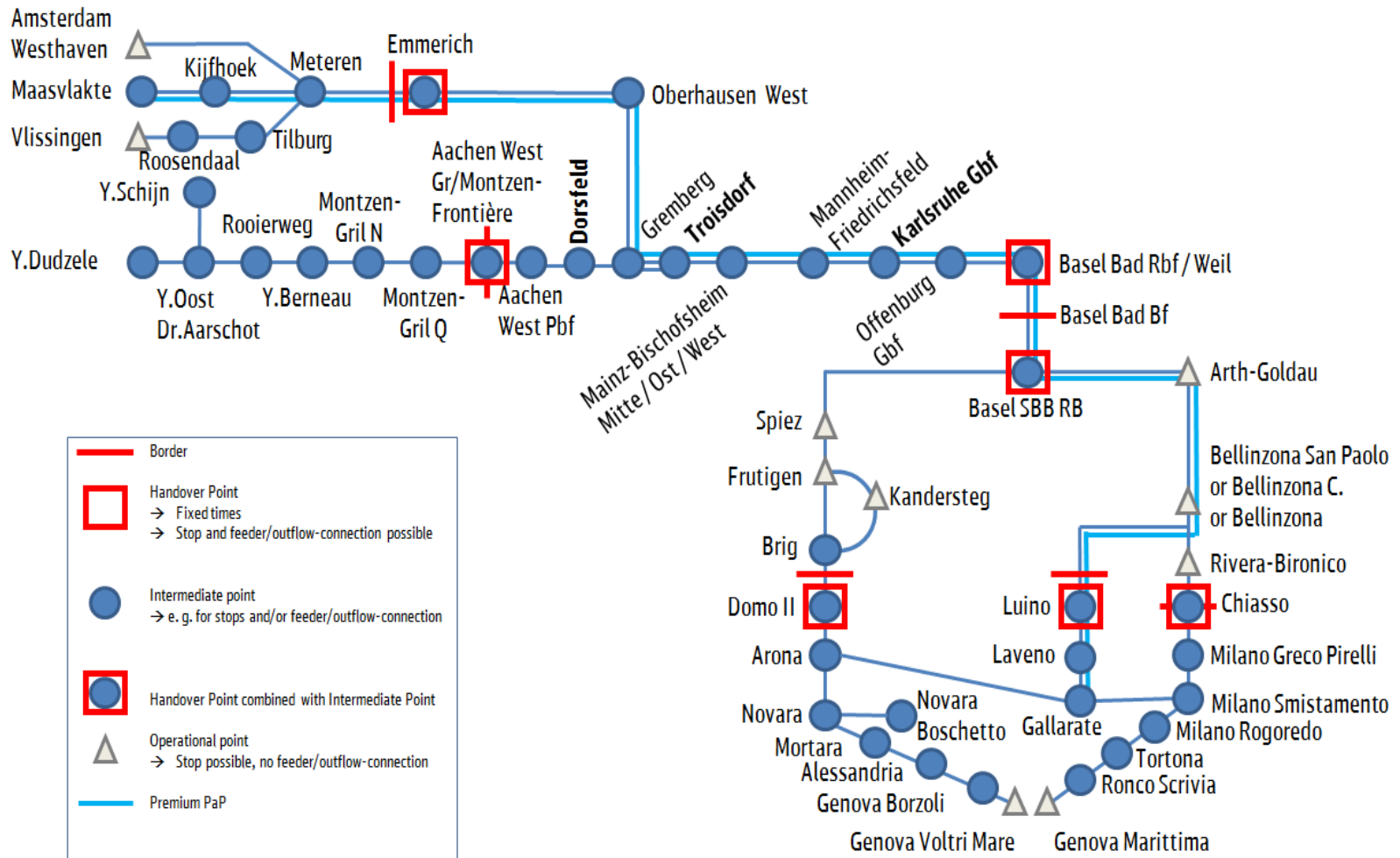
Shorter PaPs on RFC Rhine – Alpine News for TT2019

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



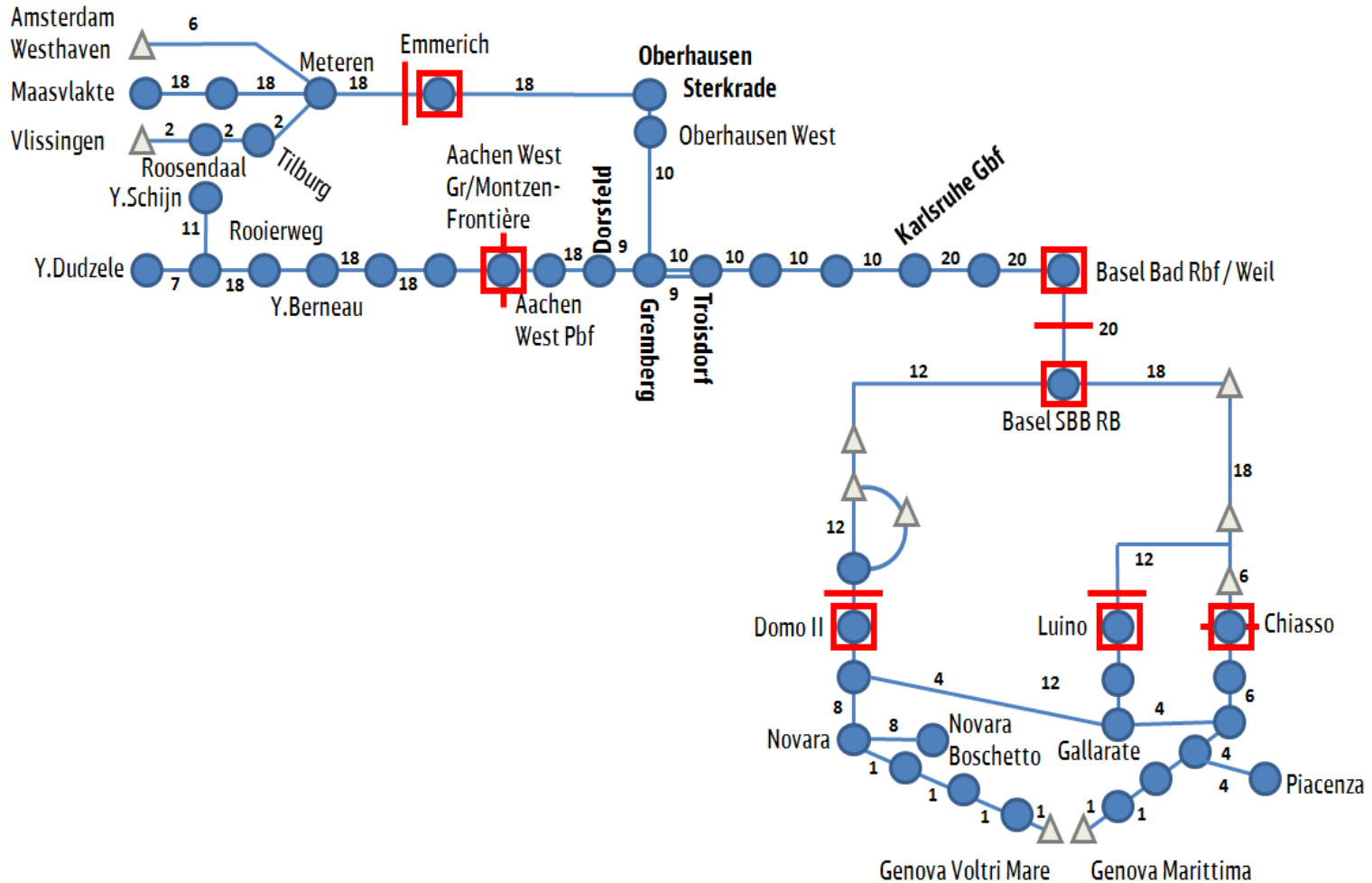
Faster PaP on RFC Rhine – Alpine 2/2

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/TroisdorfVorbahnhof 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

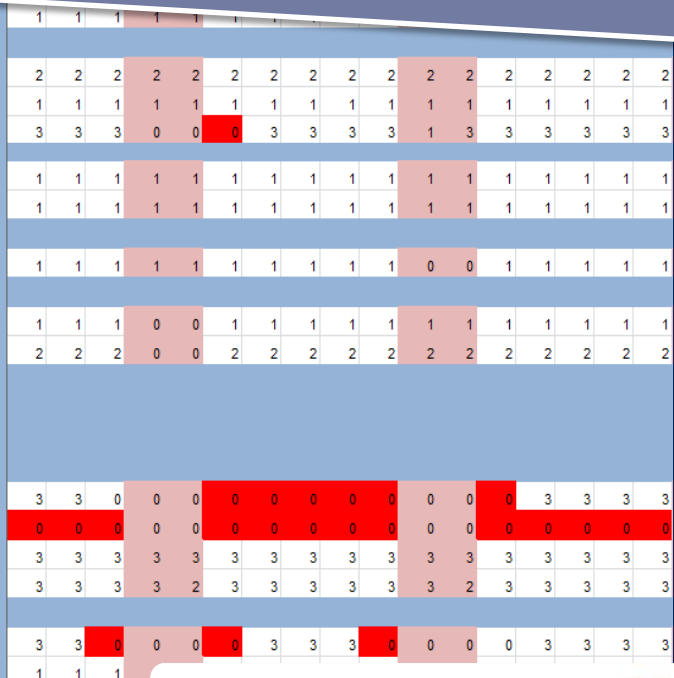


Availability Overview for Reserve Capacity in Timetable 2018

North-South

Country	Corridor segment	Standard running time (min)	Reference loco	
NL	Amsterdam Westhaven	Meteren	87	BR189
	Kijfhoek (minimum handover time) = 30			
	Maasvlakte	Meteren	83	BR189
	Sloe Haven	Meteren	150	BR189
	Meteren	Emmerich	59	BR189
BE	Y.Schijn	Y.Oost Dr.Aarschot	69	class 66
	Y.Schijn	Y.Oost Dr.Aarschot	57	traxx
	Y.Dudzele	Y.Oost Dr.Aarschot	151	traxx
Aarschot (minimum handover time) = 30				
BE/DE	Y.Oost Dr.Aarschot	Aachen West Grenze / Montzen-Frontière	172	class 66
	Y.Oost Dr.Aarschot	Aachen West Grenze / Montzen-Frontière	128	traxx
Rooierweg (minimum handover time) = 10 Montzen (minimum handover time) = 30 Y. Schijn - Montzen-fr = 185 min (traxx) and 241 min (GM66) Y. Dudzele - Montzen-fr = 276 min (traxx) and 350 min (GM66)				
DE	Emmerich	Oberhausen West	65	80 6185-2
	Oberhausen West	Gremberg Personalw.	65	80 6185-2
	Aachen West Grenze	Aachen West Pbf	10	80 6185-2
	Aachen West Pbf	Gremberg Personalw.	120	80 6185-2
	Gremberg Personalw.	Mz-Bischofsheim	200	80 6185-2
	Mz-Bischofsheim	Basel Bad Bf	360	80 6185-2
Emmerich - Basel Bad Bf = 690 min Aachen West - Basel Bad Bf = 680 min				

- RC Calendar is available at www.corridor-rhine-alpine.eu
- As usual 3 Slots/day/direction have been published for RC in TT2018
- Due to TCRs, there are certain restrictions along the RFC
- Calendar is available in the relations N-S & S-N





NORTH SEA - MEDITERRANEAN



Review 2017 for TT2018

Highlights



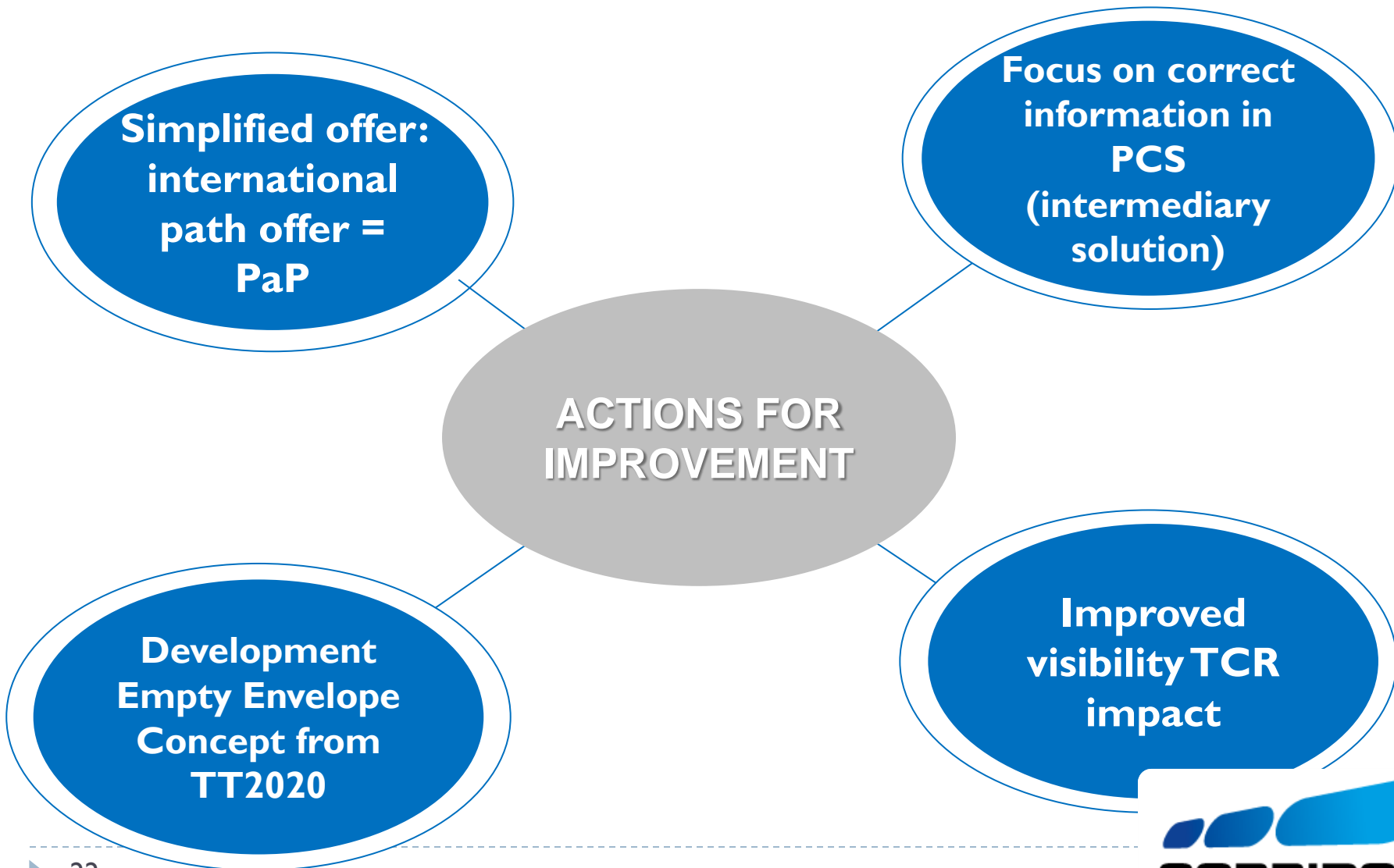
- ❖ Higher request vs. offer rate
- ❖ Intensive and open customer dialogue
- ❖ Detailed capacity wishes survey lead to a client friendly offer



Lowlights

- ❖ 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

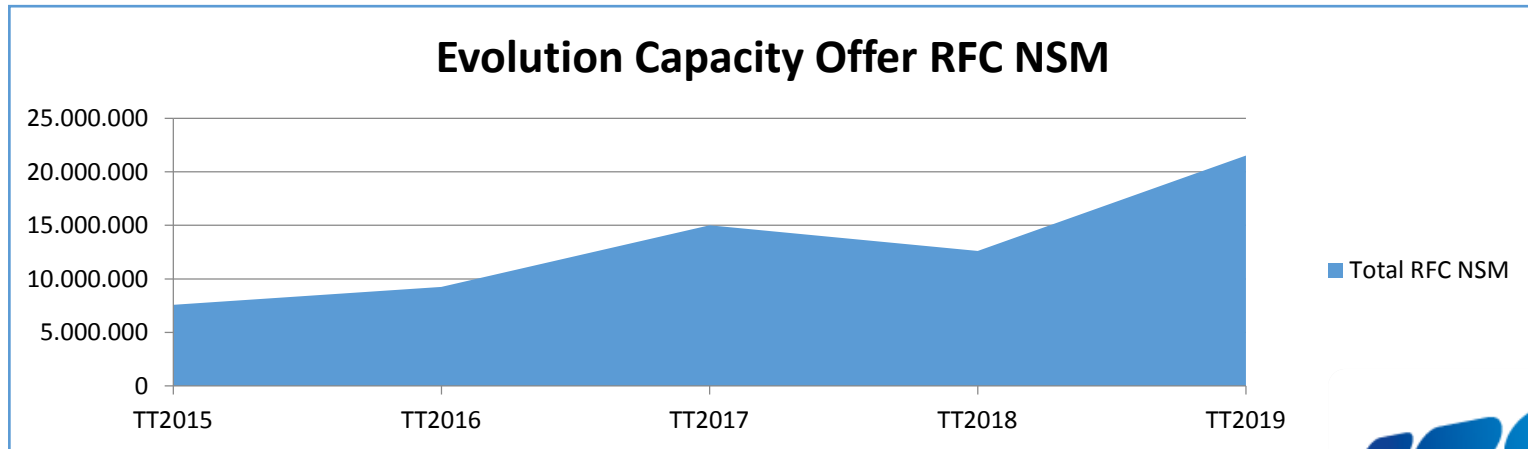
Actions for improvement in 2018



Key Figures

21,5
million KMS of
PaP

+ 71%
compared to
last year



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



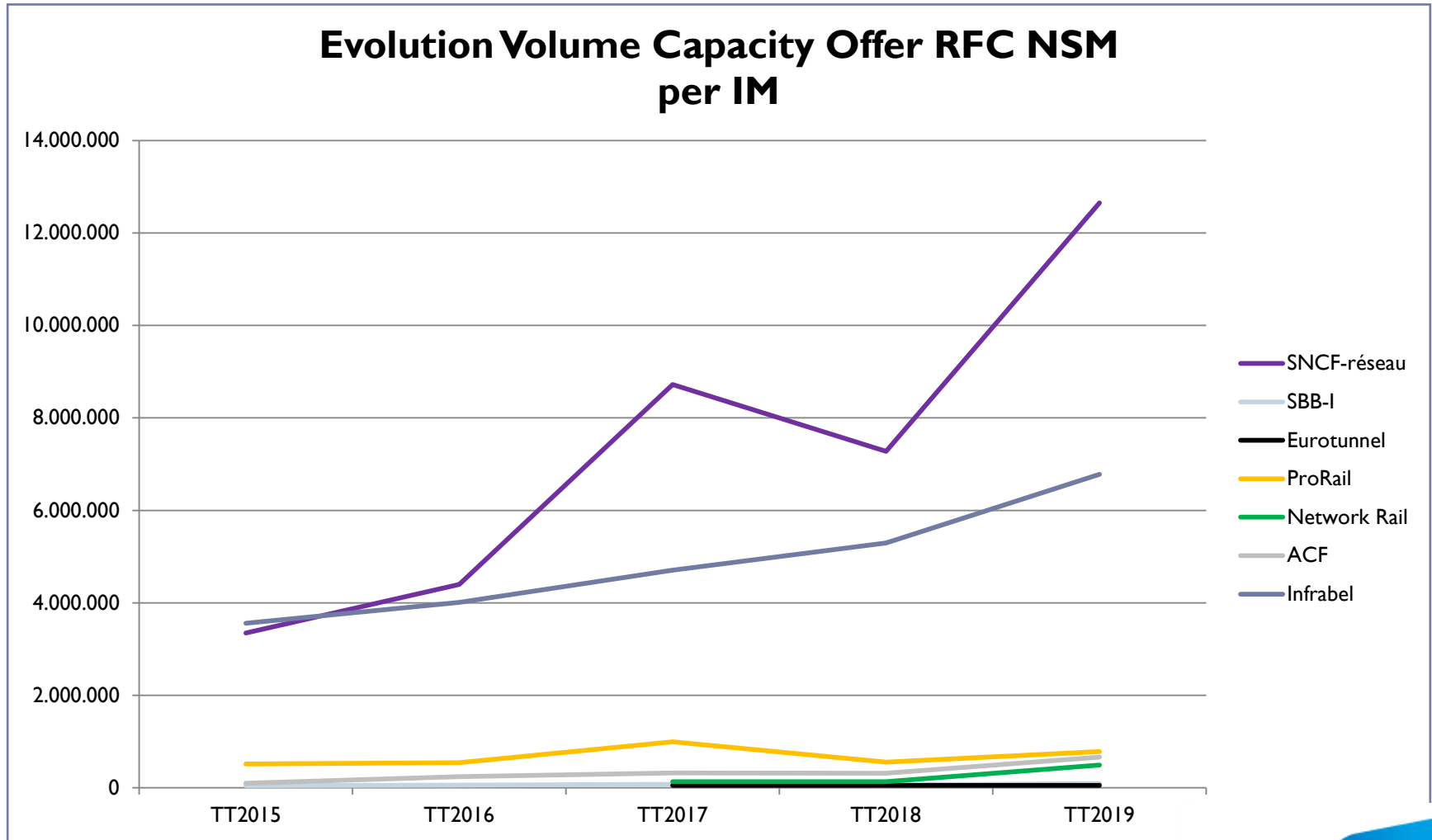
Roosendaal – Essen (the Netherlands-Belgium)

Aubange – Rodange (Belgium – Luxembourg)

Only 1 type of catalogue

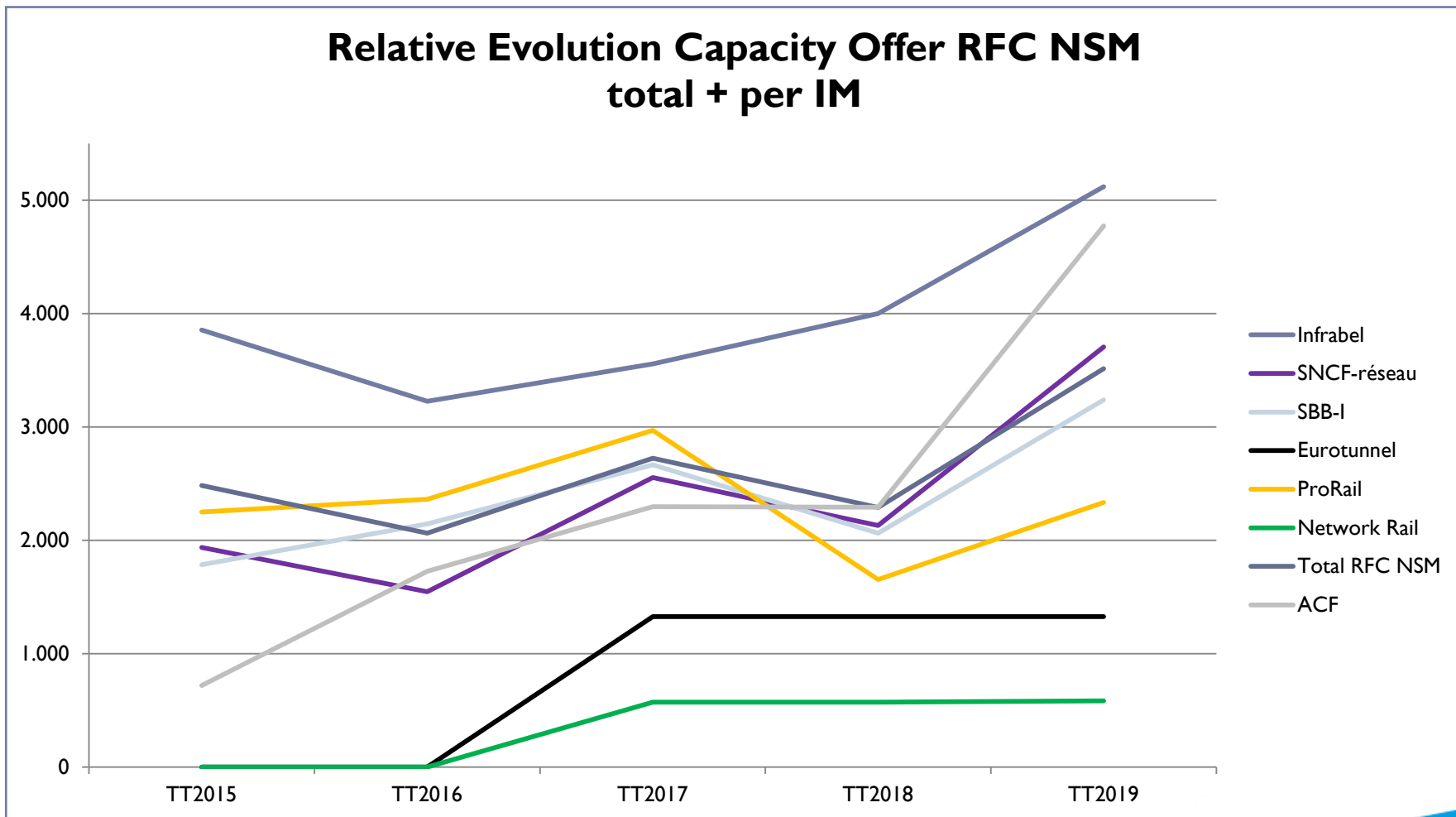
C-OSS = main actor for long term international freight requests

Detailed figures ⁽¹⁾



PaP KMs published per IM for the whole year

Detailed figures (2)



PaP KMs published, divided by total corridor KMs

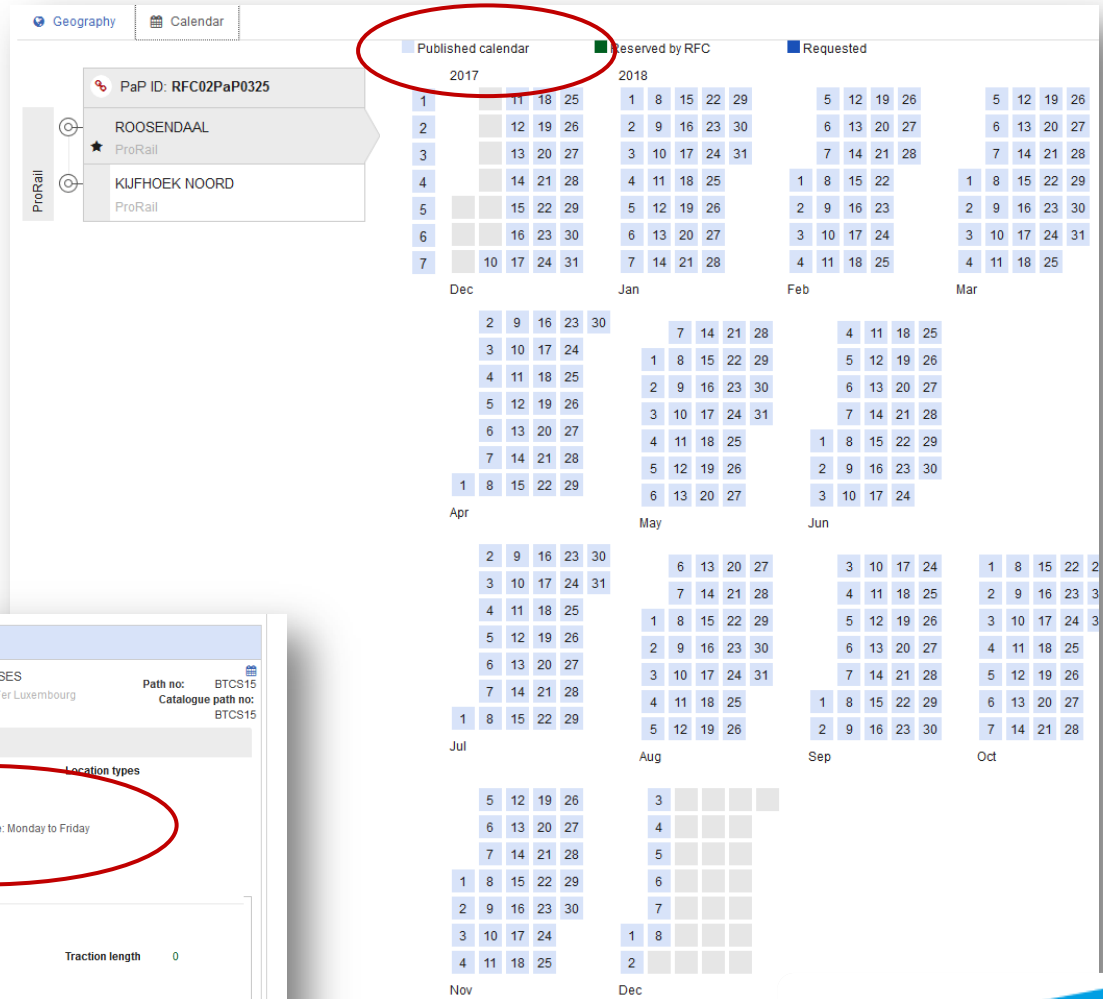
Publication approach: process

- ▶ 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

Publication approach: visualisation PCS



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

Regime available in PaP
details

PaP ID: RFC02PaP0203

BETTEMBOURG-MARCHANDISES
Administration des Chemins de Fer Luxembourg
RU: BTCS15

Path no: BTCS15
Catalogue path no: BTCS15

Common Train Parameters

Activity type Location types

Comment
note: Preconstructed regime. Monday to Friday

TRACTION DETAILS

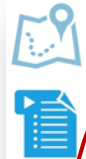
Loco type number
T13, Type 13

Traction weight 0 Traction length 0
Traction max speed 160

Train weight 1690 Weight carriages set 1600 ✓
Train length 720 ✓ Length carriages set 700 1600
Planned speed 90 ✓

Publication approach: visualisation website

Excel PaP calendar: Regime of preconstruction



Antwerpen Noord - Moeskroen Grens (North to South)

1	2	3	4	5	6	7	PaP ID	National ID	note	parameter code	Y Walenhoek		
											arr	st	dep
x	x	x	x	x			RFC02PaP0169	62051	links with TCSO05 in France	02INFRA10			03:12
x	x	x	x	x	x		RFC02PaP0171	62053	links with TCBG06 in France	02INFRA10			04:01
x	x	x	x	x			RFC02PaP0173	62055	links with TCSO07 in France	02INFRA10			04:27
x	x	x	x	x			RFC02PaP0007	62057	links with TCDU11 in France	02INFRA10			09:02
x	x	x	x	x			RFC02PaP0175	62059	origin Zeebrugge / links with TCLD13 in France	02INFRA10			
x	x	x	x	x			RFC24PaP0046	62061	links with TCBY15 in France	02INFRA10			13:04
x	x	x	x	x			RFC02PaP0179	62063	links with TCTG15 in France	02INFRA10			13:25
x	x	x	x	x			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			13:42
x	x	x	x	x	x		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			14:03
x	x	x	x	x			RFC02PaP0027	62069	links with TCCS20 in France	02INFRA10			18:29

The logo consists of three overlapping, stylized arrow shapes pointing upwards and to the right. The leftmost shape is blue, the middle one is teal, and the rightmost one is light green.

ScanMed RFC
STOCKHOLM/OSLO-COPENHAGEN-
HAMBURG-INNSBRUCK-PALERMO

HAMBURG-INNSBRUCK-PALERMO



Review 2017 for TT2018

Highlights



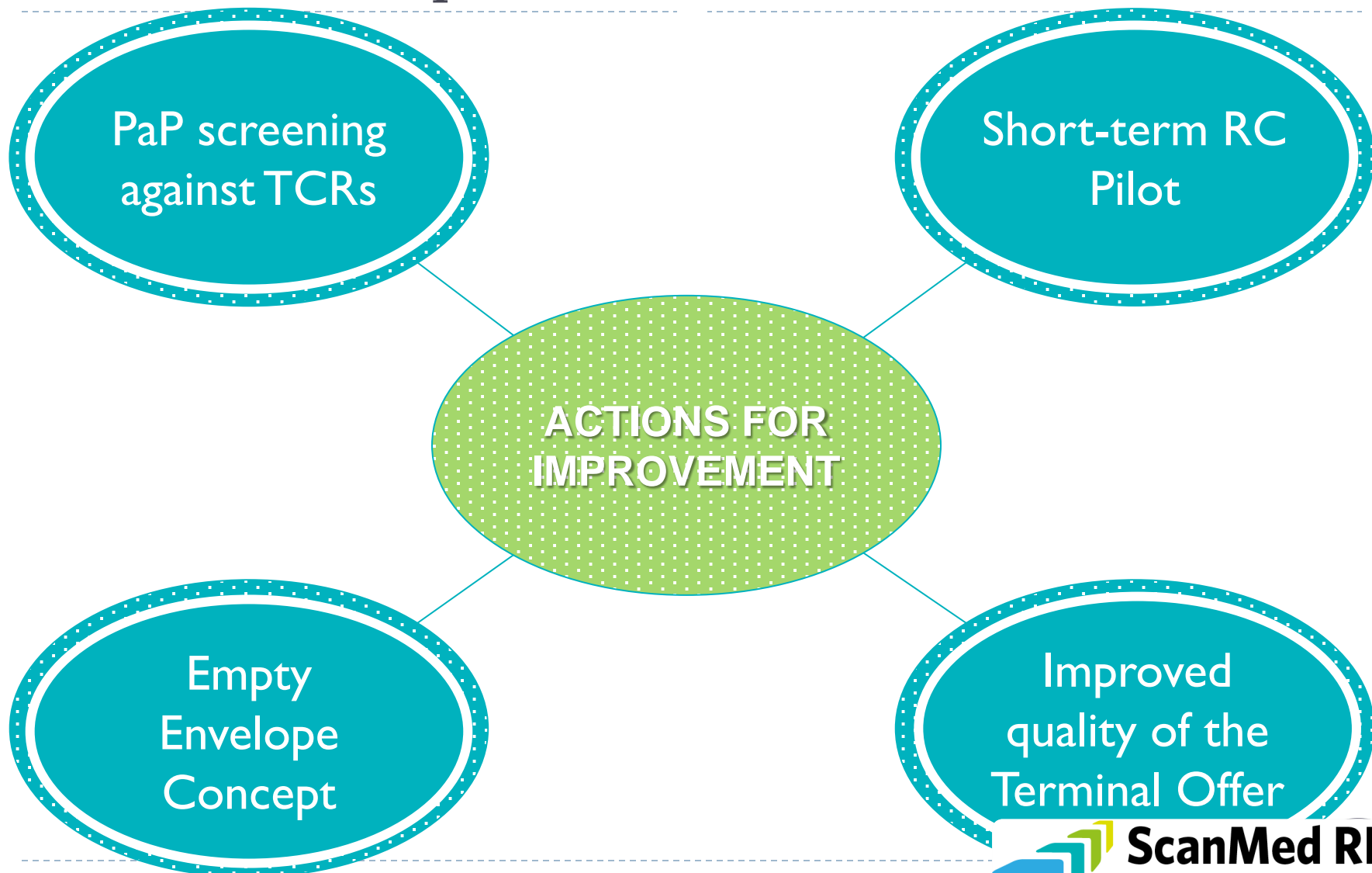
- Increased sales rate on ScanMed North by 23% (1 Million PaP km more)
- Increased total capacity utilization by 20% (from 28% to 33,5%)
- Flex PaP approach along the whole Corridor
- Increased number of PaPs
- Intensive customer dialogue



Lowlights

- 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



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



banedanmark



NEXT STEPS

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

Short term reserve capacity pilot now underway

Timetable period: 2018 ▾
 Type of pre-constructed product: RFC pre-arranged paths (PaP 1) ✓
 Train type: Cargo ▾
 Catalogue Path Number:
 PaP ID: More ▾
 Direction: N-S, S 2 ✓
 RFC corridor: Scandinavian-Mediterranean 1 ✓
 RFC Dossier type: All ▾

☐	📅	Calendar	Net...	File...	Type/Phase	PaP ID	📍	Origin	📍	Destination
☐	(1-7)	▬		🌀	RFC / Published (PaP)	RFC03adhoc01		PEBERHOLM		Padborg
☐	(1-7)	▬		🌀	RFC / Published (PaP)	RFC03adhoc01		Padborg		Maschen Rbf (Mswf)
☐	(1-7)	▬		🌀	RFC / Published (PaP)	RFC03adhoc01		Maschen Rbf (Mswf)		Muenchen Nord Rbf Einfahrt
☐	(1-7)	▬		🌀	RFC / Published (PaP)	RFC03adhoc01		Muenchen Nord Rbf Einfahrt		Kufstein
☐	(1-7)	▬		🌀	RFC / Published (PaP)	RFC03adhoc01		Kufstein		Brennero/Brenner
☐	(1-6)	▬		🌀	RFC / Published (PaP)	RFC03adhoc01		BRENNERO		DOMEGLIARA S AMBROGIO
☐	(1-6)	▬		🌀	RFC / Published (PaP)	RFC03adhoc01		DOMEGLIARA S AMBROGIO		VERONA QUADRANTE EUROPA
☐	(1-7)	▬		🌀	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)	▬		🌀	RFC / Published (PaP)	RFC03adhoc02		Kufstein		

Improved quality of the terminal offer

C-OSS as common Post-Box

1



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

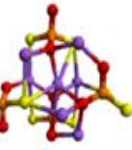
2



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

Publication of Coordinated Terminal Slots

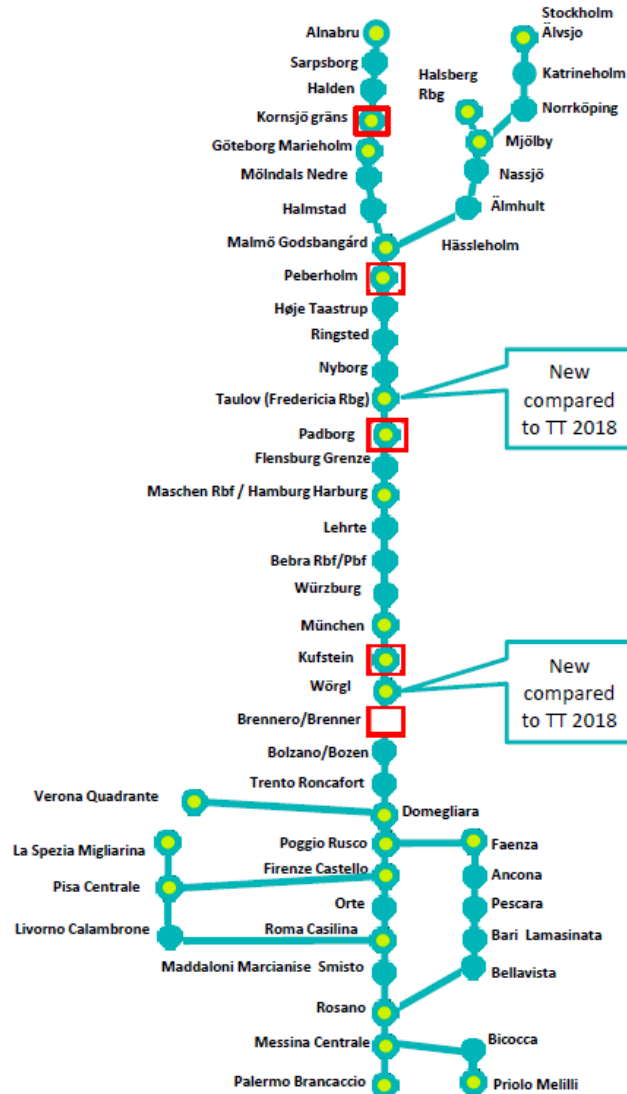
3



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 Terminal TAULOV (Denmark) new	LEVEL 3 (full coordination)
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



- Intermediate point which allows F/O and/or stop
- Boundary of PaP sections
- Handover Point (boundary of PaP sections)
- Handover Point combined with intermediate point (boundary of PaP sections)
- 5/8/10 etc Number PaPs per day & direction

Number of PaPs per IM (day/direction) 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 →
Taulov - Padborg	12 →
Padborg - Maschen	12 →
Maschen - Munich	6 →
Munich - Kufstein	10 →
Kufstein - Wörgl	10 →
Wörgl - Brennero	10 →
Brennero - Domigliara	10 →
Domigliara - Verona	7 →
Domigliara - Poggio Rusco	3 →
Poggio Rusco - Firenze	2 →
Firenze - Roma	1 →
Firenze - Pisa	1 →
Pisa - La Spezia	1 →
Roma - Rosarno	2 →
Rosarno - Messina	1 →
Messina - Palermo	1 →
Poggio Rusco - Faenza	1 →
Faenza - Rosarno	1 →
Messina - Priolo Melilli	1 →

Increased Transparency



Use cases	INDICATIVE INFORMATION ON HOW THE OBSERVATION IS CONSIDERED BY EACH IM					
	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 published 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)	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	valid



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C O R R I D O R



Review 2017 for TT2018

Highlights



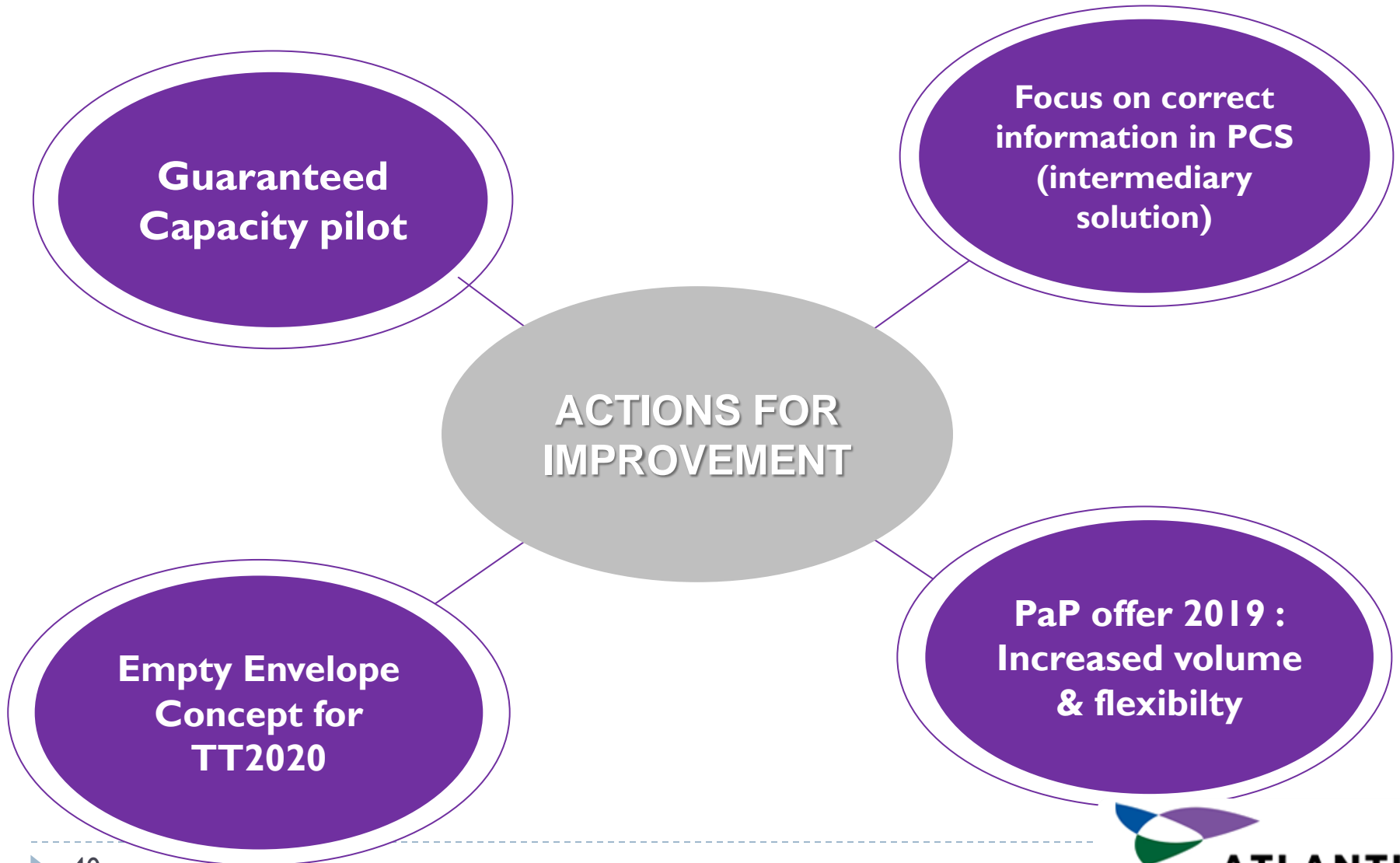
- ❖ Higher request vs. offer rate
- ❖ Detailed capacity wishes survey lead to a more accurate offer
- ❖ High PaP request rate in some networks



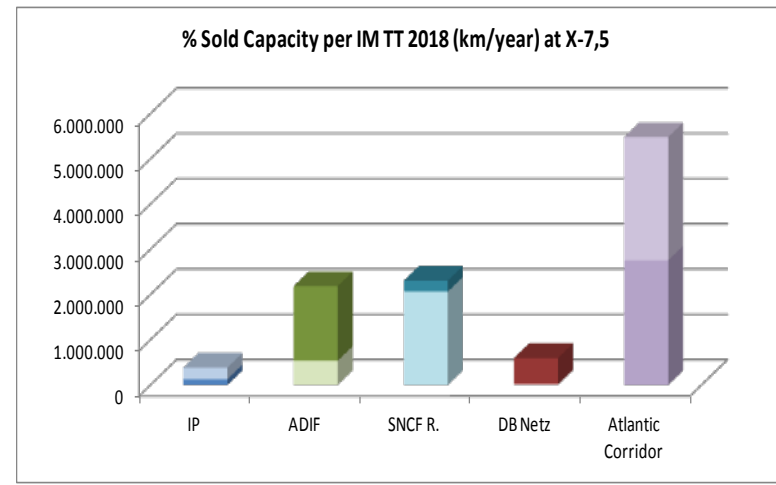
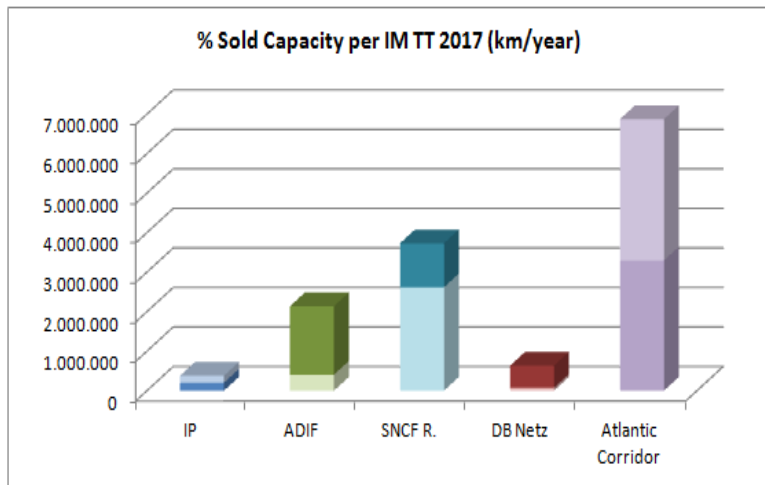
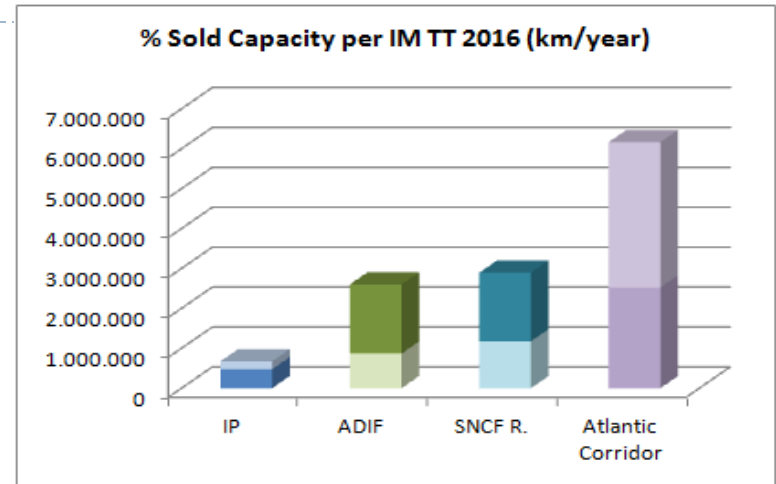
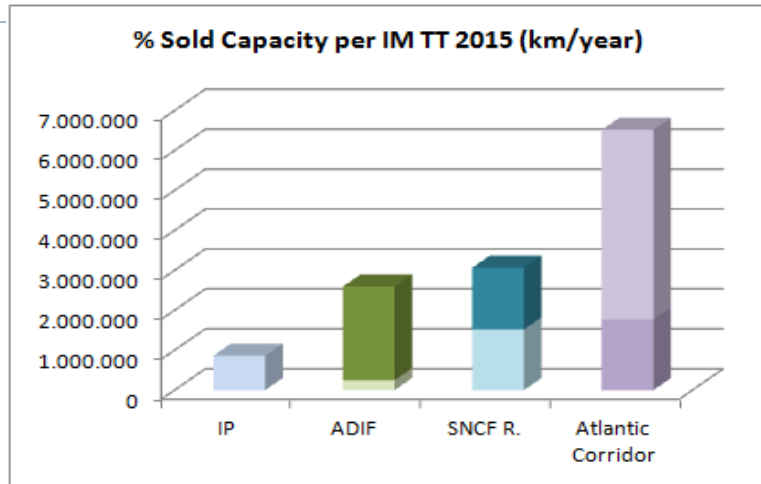
Lowlights

- ❖ 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

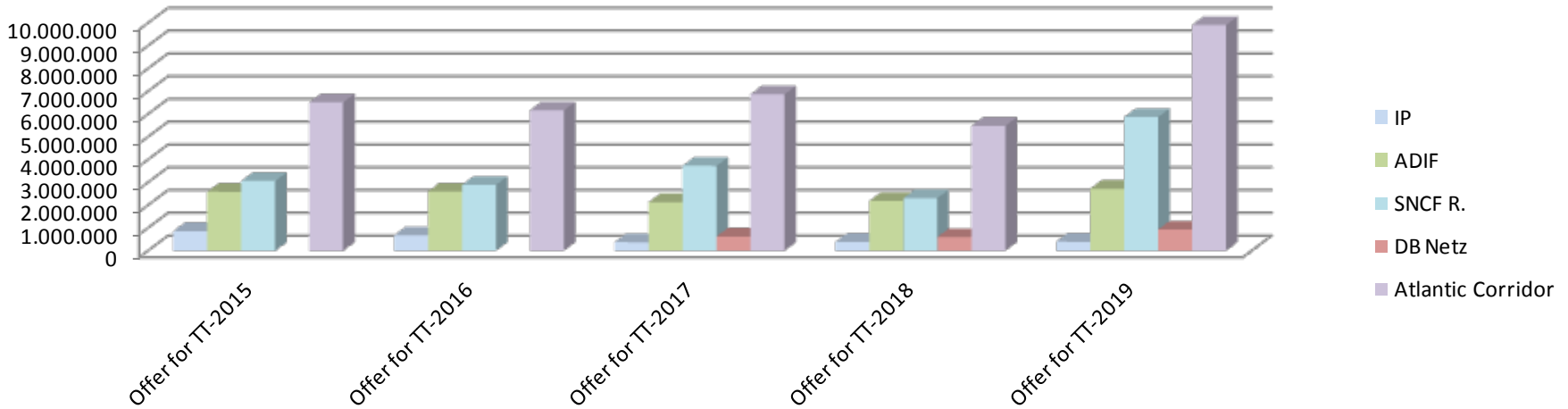


Figures TT2018



Figures Offer TT2019

Evolution of Offered Capacity (PaPs km/year)



	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

45% increase

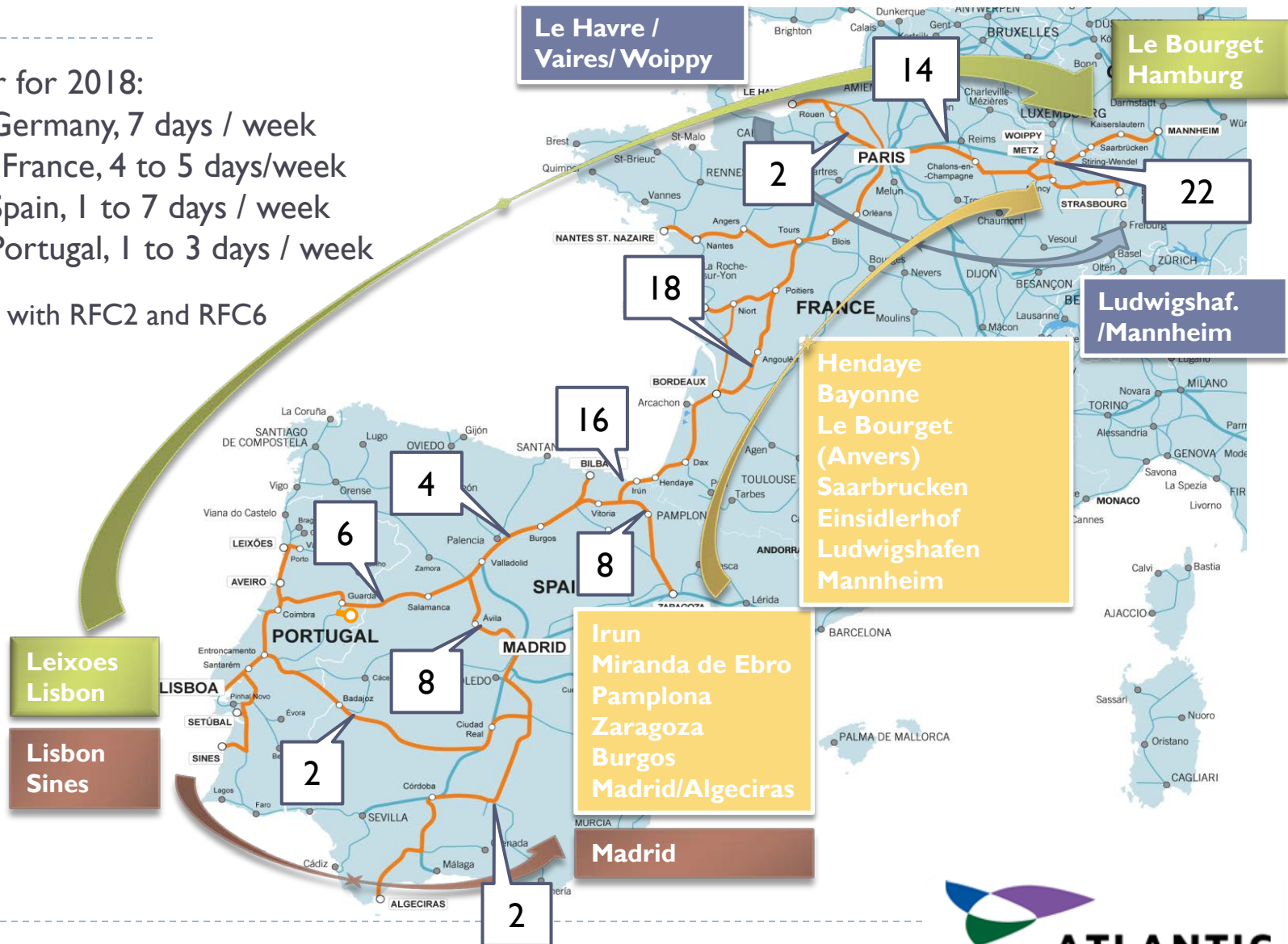


Pre-arranged Paths offer for TT2019

Daily PaPs offer for 2018:

- 22 PaPs in Germany, 7 days / week
- 42* PaPs in France, 4 to 5 days/week
- 22 PaPs in Spain, 1 to 7 days / week
- 12 PaPs in Portugal, 1 to 3 days / week

PaPs coordinated with RFC2 and RFC6



Pre-arranged Paths offer for TT2019

SOUTH-NORTH DIRECTION				PORTUGAL					SPAIN								FRANCE					GERMANY																							
PaP Ref.	Running Days in IP network (origin)	Running Days in AIFF network (origin)	Running Days in RCF network (origin)	Running Days in IP network (origin)	SAES	LEIRA/ROSALEIA	LEIRIA	ENTRONCAMENTO	PAMPOSA	ELVAS/PTT	VIA FERRADOVA/Arrival PPR	VIA FERRADOVA/Departure PPR	FUENTES DE ONDO	BOADIX/Arrival PPR	BOADIX/Departure PPR	MEDIDA/FUENVA	ALICORNAS	MADRID	VALADOLID	MADRID	OSUNA/ZARAGOZA	ROAN/RAMPONA	MIRANDA DELO/BERNABO	IRATI/ARRIPE	RIOLEO/ARRIPE	HESPAIG/ARRIPE	HERNAN/ARRIPE	BAYONNE	LEHANE	NOYUS/ST REC	VALIGNON	VERSCHY	MYTJ/SABOIS	ROEPPE	FORSACH/ARRIPE	FORSACH/ARRIPE	SARSRODEN	EMMERSBOOTH	LEHRSDORF	HANDELN					
1			1234567	1234567																																									

Time zone in Portugal (PaP) = PaP's Spain/Portugal
 Time zone in Germany/France/Spain (PaP) = 1:00 PaP's Germany/France/Spain/Portugal PaP's France/Spain PaP's France/Germany/Netherlands

NORTH-SOUTH DIRECTION				GERMANY					FRANCE								SPAIN								PORTUGAL																				
PaP Ref.	Running Days in IP network (origin)	Running Days in AIFF network (origin)	Running Days in RCF network (origin)	Running Days in IP network (origin)	MANHEIM	LEHRSDORF	EMMERSBOOTH	SAARSRODEN	FORSACH/ARRIPE	FORSACH/ARRIPE	ROEPPE	MYTJ/SABOIS	VERSCHY	VALIGNON	NOYUS/ST REC	LE HANE	BOADIX	ALICORNAS	MADRID	VALADOLID	MADRID	OSUNA/ZARAGOZA	ROAN/RAMPONA	MIRANDA DELO/BERNABO	IRATI/ARRIPE	RIOLEO/ARRIPE	HESPAIG/ARRIPE	HERNAN/ARRIPE	BAYONNE	LEHANE	NOYUS/ST REC	VALIGNON	VERSCHY	MYTJ/SABOIS	ROEPPE	FORSACH/ARRIPE	FORSACH/ARRIPE	SARSRODEN	EMMERSBOOTH	LEHRSDORF	HANDELN				
2			1234567	1234567																																									

Time zone in Portugal (PaP) = PaP's Spain/Portugal
 Time zone in Germany/France/Spain (PaP) = 1:00 PaP's Germany/France/Spain/Portugal PaP's France/Spain PaP's France/Germany/Netherlands

- 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

<http://www.corridor4.eu/es/oss-es/pap-2019-es>



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:
 - ▶ Improved performance – commercial speed of 65 km/h
 - ▶ Higher reliability
- ▶ Based on the market the volume of GC offer consists in 6 slots per direction.

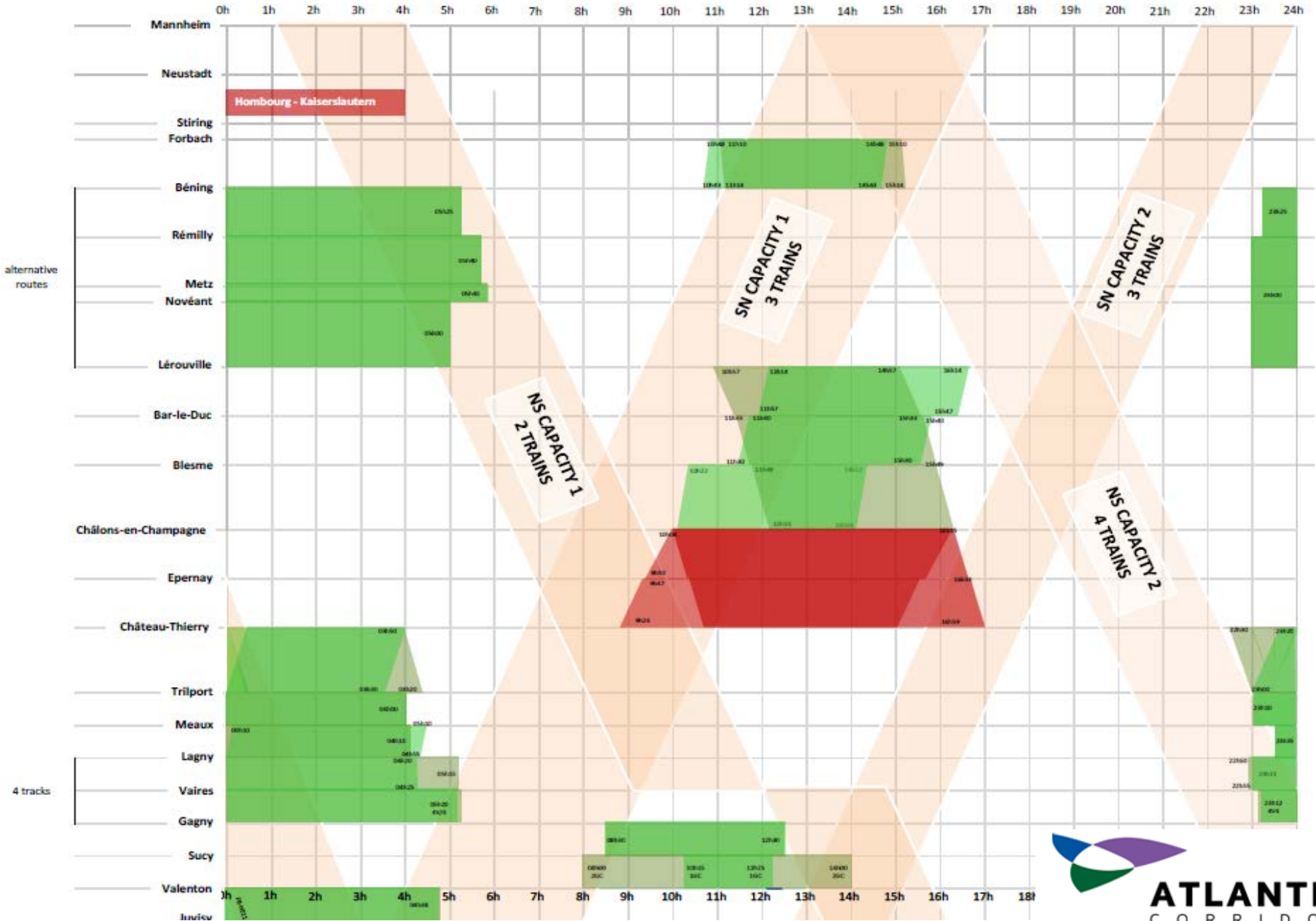
Direction Mannheim -> Hendaye

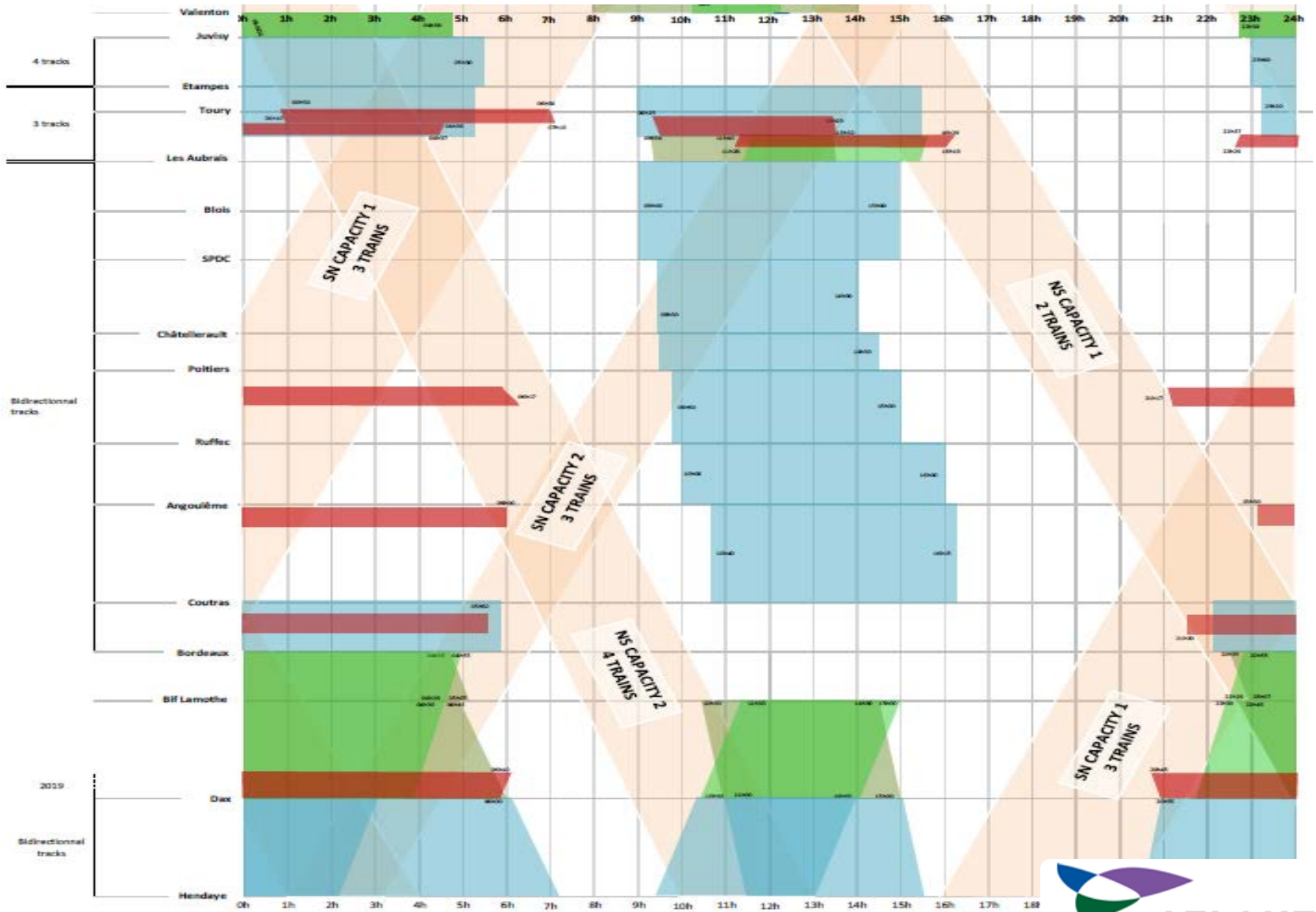
- 2 slots, departure 1:00 - 4:00 from Mon to Fri on 48* weeks. Guaranteed transit time of 21 hours.
- 4 slots, departure 13:00 - 16:00 from Mon to Fri on 48* weeks. Guaranteed transit time of 21 hours.

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.





WORKS

■ Northbound track possessions
 ■ Southbound track possessions
 ■ Both ways track possessions
 ■ Track 1 or 2 Impacts

OPERATIONAL CAPACITY

■ Capacity of month (RFC 2019)



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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 I.

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

100 items per page 1 - 12 of 12 items

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.

Arrival	Departure		PaP ID:	Path number:
17:05	14:30	Mannheim Rbf Gr G - Forbach RU: DBSR-D RFC Published (PaP)	NS-capa 8	99409
11:00	17:10	FORBACH - FAISCEAU - HENDAYE - BAT VOYAGEURS RU: DBSR-D RFC Published (PaP)	NS-capa 8	NS-capa 8
02:49	22:05	HENDAYE - GRISEN RU: DBSR-D RFC Published (PaP)	RFC04PaP0034	40814/5



Review 2017 for TT2018

Highlights



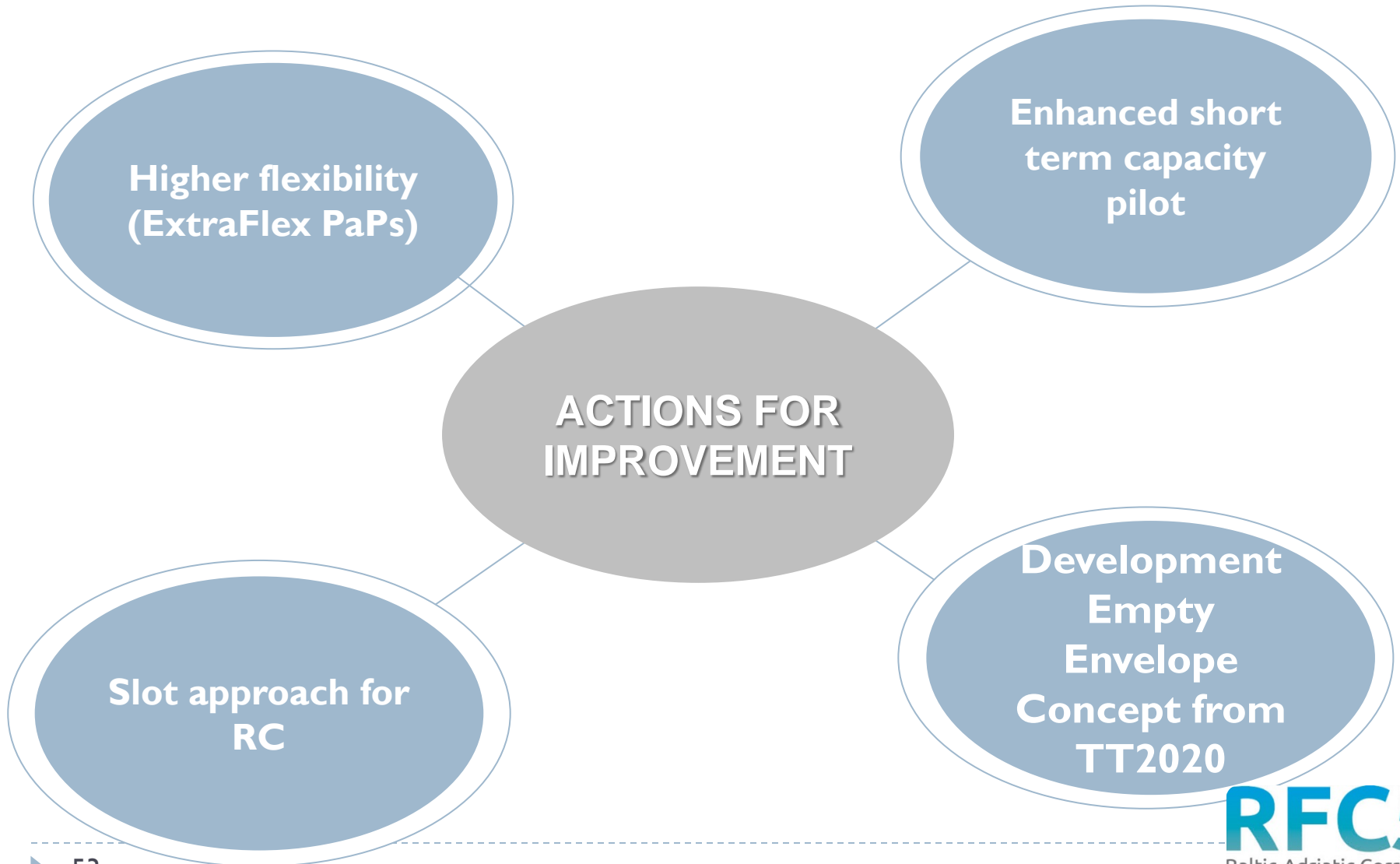
- ❖ Higher volumes of capacity requested & allocated
- ❖ Higher capacity request rate
- ❖ Flex PaP approach along whole RFC, better quality of PaPs, new routes
- ❖ Launched planned short term capacity pilot in May 2017
- ❖ Higher market response from customers' expression of wishes



Lowlights

- ❖ 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



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 RFC5**
- **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

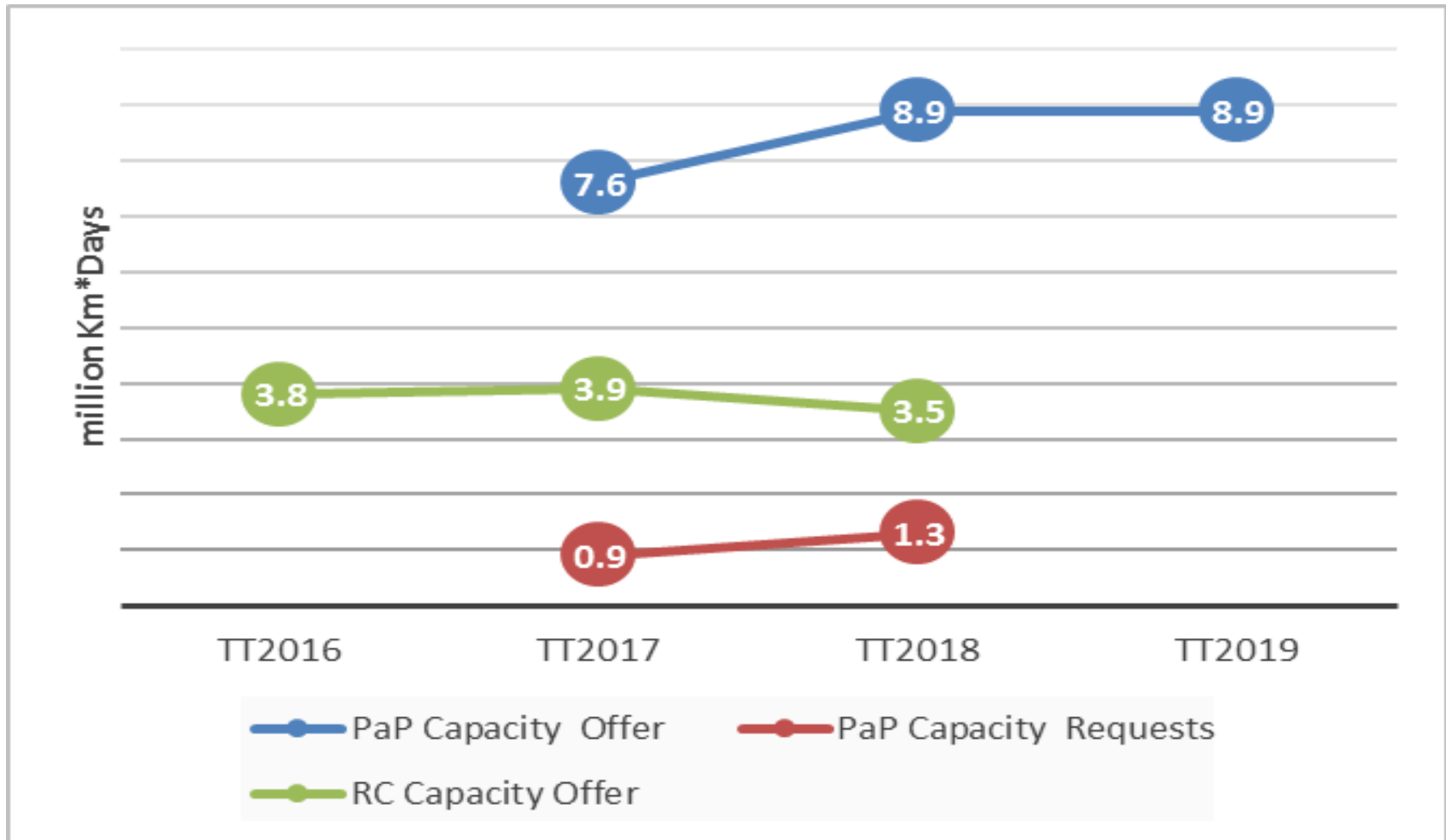


PaP offer for TT2019

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/Dunajska S.	Koper	1
RFC05PaP033	Žilina zr. st.	Trieste	1
RFC05PaP035	Dunajska 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

Evolution PaP offer

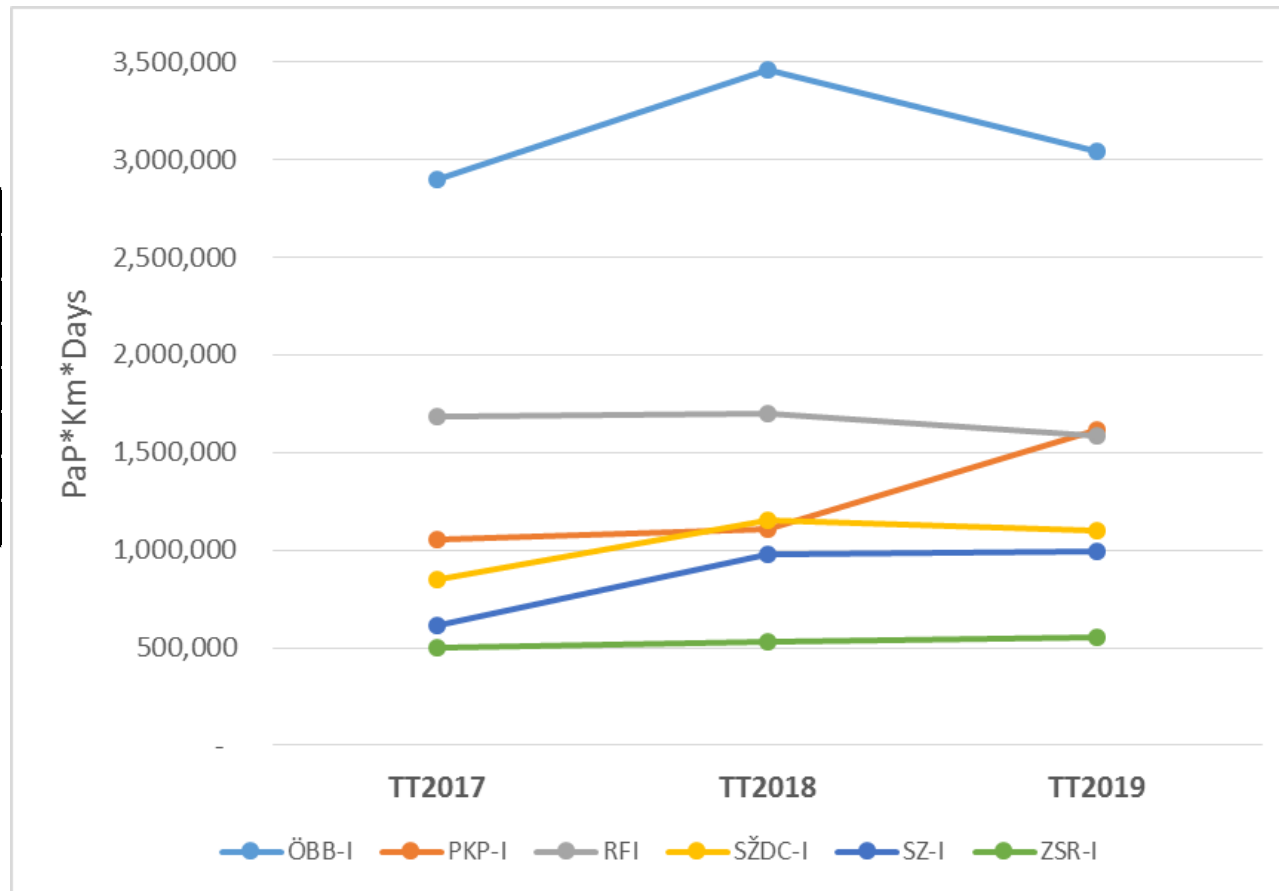


Evolution PaP offer

Offer TT2019

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

PaP ID

www.rfc5.eu

Pre-Arranged-Paths (PaPs) Catalogue - Timetable 2019

North-South	PaP ID	RFC05PaP013	RFC05PaP023	RFC05PaP003	RFC05PaP001	RFC05PaP009	RFC05PaP011	RFC05PaP025	RFC05PaP047	RFC05PaP015
	PaP type	ExtraFlex	ExtraFlex	ExtraFlex	ExtraFlex	ExtraFlex	ExtraFlex	ExtraFlex	ExtraFlex	ExtraFlex
	O/D	Gdynia-Zilina	Gdynia-Ostrava	Zebrzydowice-Torino	Zebrzydowice-Bologna	Zebrzydowice-Zilina	Zebrzydowice-Zilina	Zebrzydowice-Ceska Trebova	Zebrzydowice-Ceska Trebova	Czechowice-Zilina
	Running days	Note	1 2 3 4 5 6 7 x x x x x x x	1 2 3 4 5 6 7 x x x x x x x	1 2 3 4 5 6 7 x x x x x x x	1 2 3 4 5 6 7 x x x x x x x	1 2 3 4 5 6 7 x x x x x x x	1 2 3 4 5 6 7 x x x x x x x	1 2 3 4 5 6 7 x x x x x x x	1 2 3 4 5 6 7 x x x x x x x
	Stations	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr
Train parameter	05PLK01		05PLK02							
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						
Bydgoszcz Wschód	5:54	6:06	22:35	22:45						
Inowrocław Rąbinek	7:07	7:11	23:44	23:51						
Zduńska Wola Karsznice Pd.	9:43	10:03	2:11	2:31						
Chorzew Siemkowice	10:49	10:49	3:14	3:14						
Bytom	13:04	13:04	5:23	5:23						
Chorzów Stary	13:12	13:12	5:31	5:31						
Petowice Szopienice Północne	13:46	13:56	6:06	6:16						
Mysłowice Brzezinka	14:24	14:24	6:47	6:47						
Czechowice Dziedzice	15:42		8:01							
Train parameter	RFC05PaP013	RFC05PaP023	RFC05PaP003	RFC05PaP001	RFC05PaP009	RFC05PaP011	RFC05PaP025	RFC05PaP047		
Czechowice Dziedzice		15:47	8:01							
Ochodza	15:54	15:54	8:08	8:08						
Zebrzydowice	16:20	16:27	8:32	8:53						
Petrovice u Karvine	16:41		9:07		3:00	12:49	18:26	23:00	4:00	8:37
					3:14	13:03	18:40	23:14	4:14	8:51
Train parameter										05PLK09
Czechowice Dziedzice										21:28
Zwardon										23:17
Train parameter										05PLK09,05ZSR06
Zwardon										23:17
Skalité										23:17

PLAND

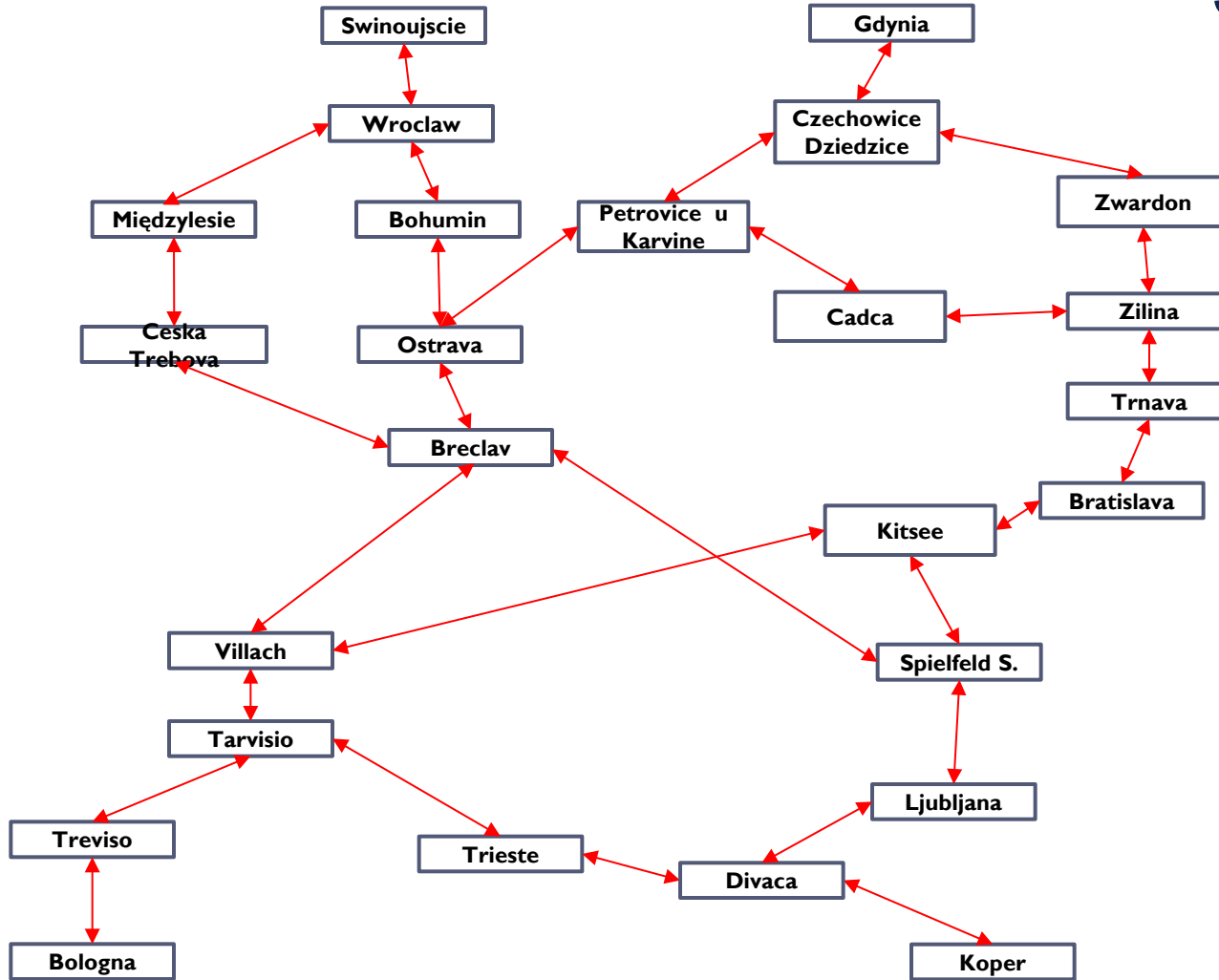
Extra Flex PaPs

Bandwidth per borders (at request/offer)	
Tarvisio B.	0h
Villa O. - Sezana	0h
Spielfield Strass- Sentilj	0h
Breclav- Hoenau	+/- 1h
Mosty u Jablunkova - Čadca	+/- 2h
Bratislava Petržalka - Kittsee	+/- 2h
Zebrzydowice-Petrovice u Karvine	+/- 2h
Chalupki-Bohumín	+/- 1h
Międzyzylesie – Lichkov	+/- 1h

Increased transparency in operations

INDICATIVE INFORMATION ON HOW THE OBSERVATION IS CONSIDERED BY EACH IM						
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 published 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



SLOT approach 1 path a day per direction per section

IM	Section	Reserve Capacity Catalogue - Timetable 2018		
		RFC5		
		North-South	South-North	
		RC ID	RFC5RC001	RFC5RC002
		RC type	Slot	Slot
		Running days	1 2 3 4 5 6 7 x x x x x x x	1 2 3 4 5 6 7 x x x x x x x
PLK	Gdynia Port - Czechowice	Train parameter	05PLK01	05PLK01
		Gdynia Port Gdańsk Główny Maksymilianowo Bydgoszcz Wschód Inowrocław Rybnik Zduńska Wola Karznicze Pd. Chorzew Siemkowice Bytom Chorzów Stary Katowice Szopienice Północne Mysłowice Brzezinka Czechowice Dziedzice		
	Czechowice Dziedzice - Petrovice u Karvine	Train parameter	05PLK01,05SZDC01	05SZDC01,05PLK01
		Czechowice Dziedzice Ochozdra Zabzdyowice Petrovice u Karvine		
	Czechowice Dziedzice - Zwardon	Train parameter	05PLK06	05PLK06
		Czechowice Dziedzice Zwardon		
	Zwardon - Slatkaj	Train parameter	05PLK06,05ZSR05	05ZSR04,05PLK06
		Zwardon Slatkaj		
	Swinoujście - Wrocław Brochów	Train parameter	05PLK02	05PLK02
		Swinoujście Szczecin Dąbie Szczecin Poduchy Czarniewsk Towarowy Głogów Wrocław Brochów		
Wrocław Brochów - Chalupki	Train parameter	05PLK02	05PLK02	
	Wrocław Brochów Opole Groszowice Chalupki			
Chalupki - Bohumin	Train parameter	05PLK03,05SZDC01	05SZDC01,05PLK03	
	Chalupki Bohumin			
Wrocław Brochów - Międzylesie	Train parameter	05PLK04	05PLK04	
	Wrocław Brochów Międzylesie			

Short term capacity pilot

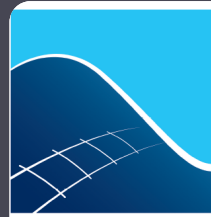
FEEDBACK @ last RAG/TAG	ACTIONS TAKEN
Wish to have the pilot prolonged	Pilot extended till 31 st May 2018
Deadline for requests too early for RUs needs	Request deadline shortened from 8 working days to 5 days
PCS usage not widespread @RUs among short term planners	<ul style="list-style-type: none"> • Video tutorials for self learning (done by RNE): <ul style="list-style-type: none"> ✓ Dossier creation without PaP and without Train ID: http://cms.rne.eu/pcs/pcs-documentation/dossier-creation-demo ✓ Harmonization without PaP: http://cms.rne.eu/pcs/pcs-documentation/harmonization-without-paps • Organization of dedicated trainings for interested RUs (in cooperation with RNE): <ul style="list-style-type: none"> ✓ next is on 22nd March in Ljubljana

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.



MEDITERRANEAN RAIL FREIGHT CORRIDOR

Spain-France-Italy-Slovenia-Croatia-Hungary



Review 2017 for TT2018

Highlights



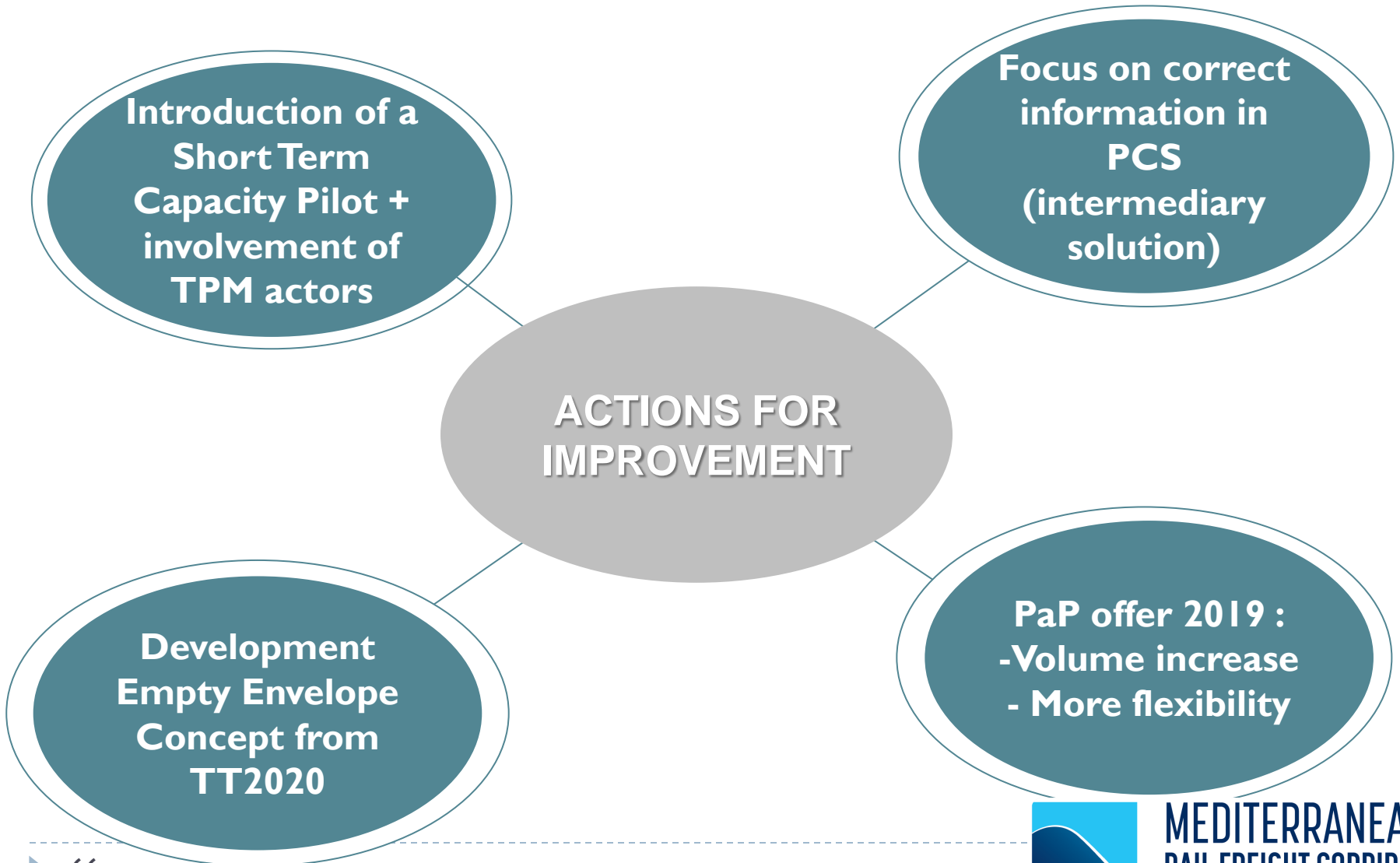
- ❖ Higher demand and sales rate
- ❖ Good response from RUs/ AA to the Expression of capacity needs
- ❖ Success in Conflict resolution using consultation



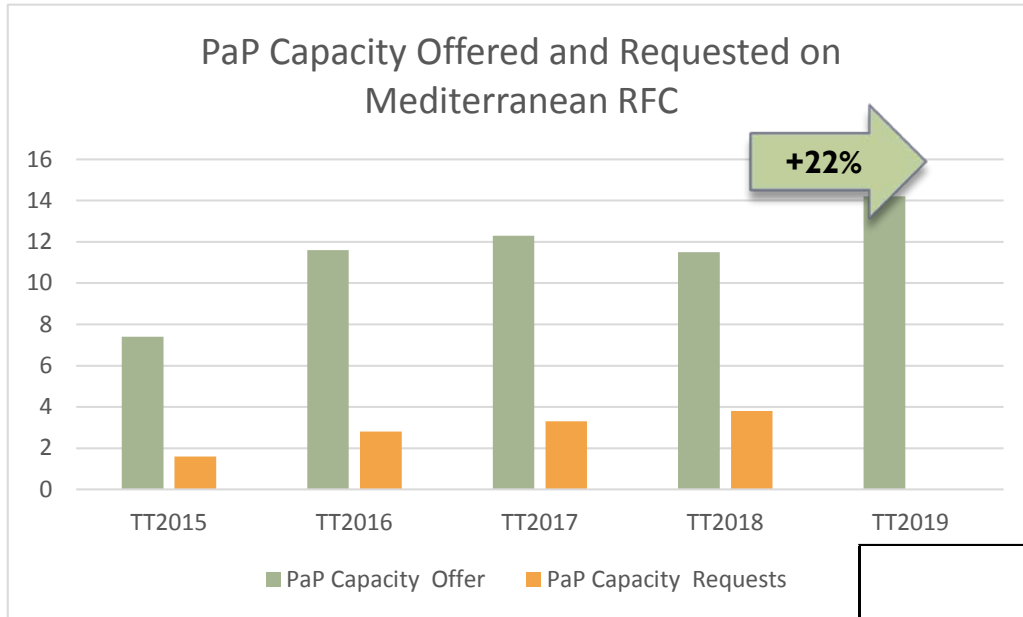
Lowlights

- ❖ 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

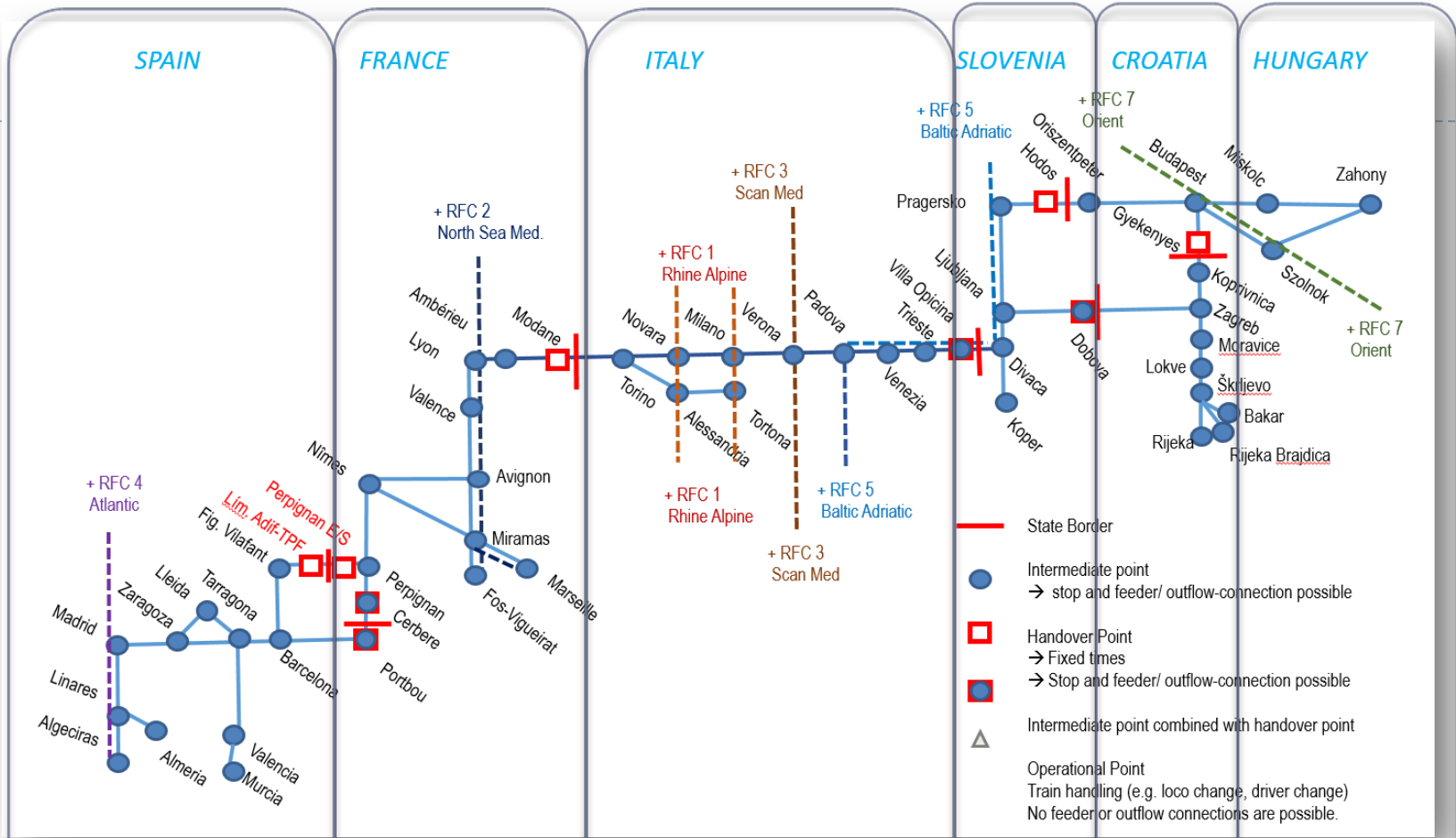


TT 2019 Offered capacity versus TT 2018



	KM days published in 2018		Km days published in 2019*
IM			
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



West to East

- 1 Almeria – Linares
- 2 Barcelona – Perpignan
- 1 Constanti – Port-Bou
- 2 Granollers – Port-Bou
- 1 Grisen – Cerbere
- 1 Madrid – Cerbere
- 1 Murcia - Cerbere

5 from Perpignan
9 from Cerbere
15 to Modane

17 Modane Torino + Mil./Tort.
5 (Mil.) to Villa Opicina

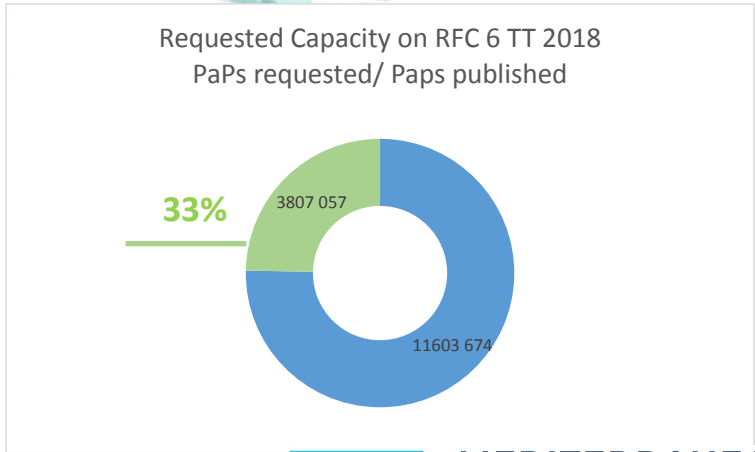
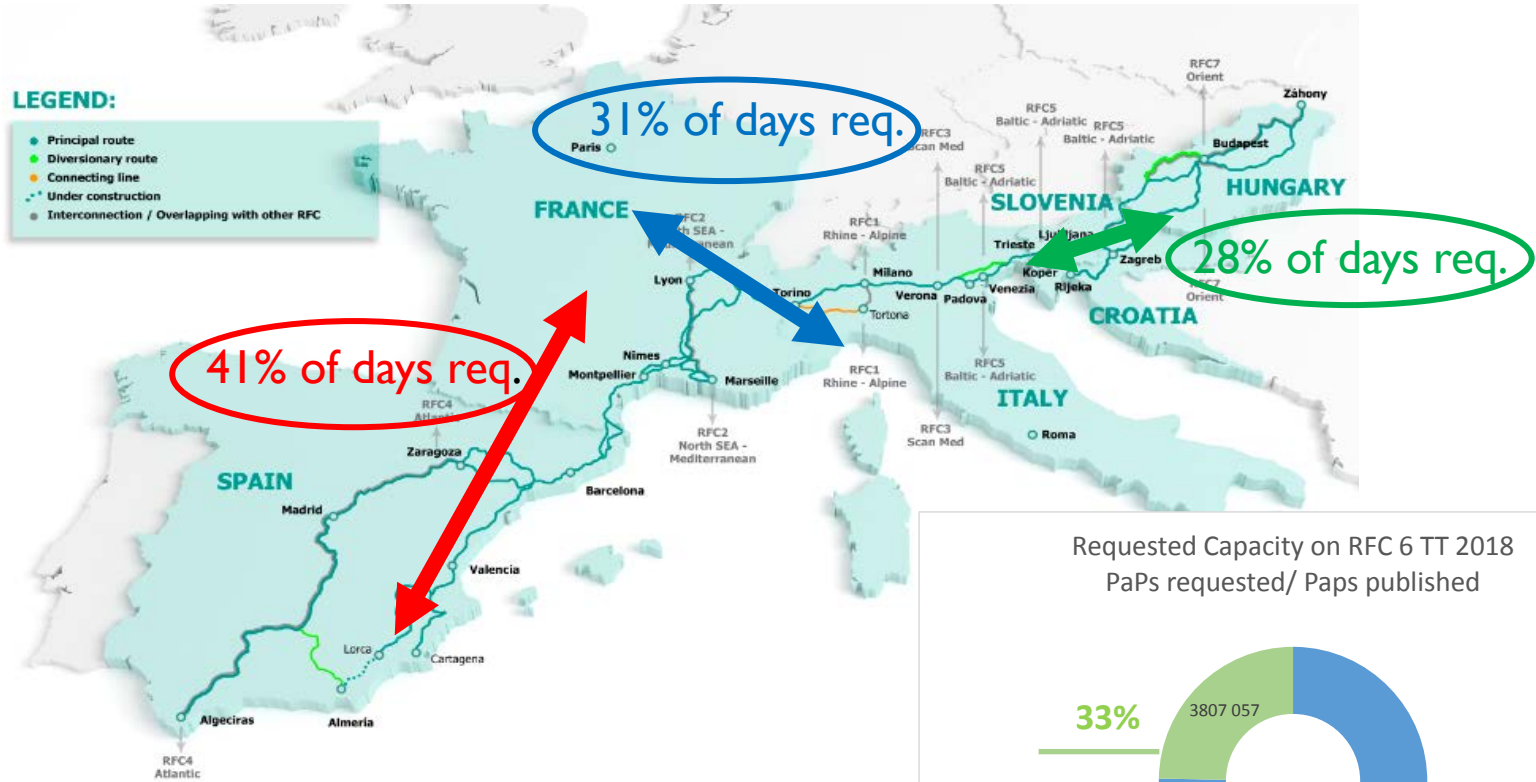
- 3 Koper-Hodos
- 5 VO – Ljubljana/Hodos
- 1 Ljubljana - Dobova

- 1 Dobova-Gyekenyes
- 1 Rijeka - Gyekenyes

5 Gyekenyes - Ferencvaros
6 Hodos - Zahony

2 - Tunnel LFP

Results from Request Phase 2018



Pilot for New Short Term Offer TT2018

Infrastructure Managers and Allocation Body taking part in this Pilot :



Slovenske železnice



HŽ INFRASTRUKTURA



The product is available on the following routes of the Corridor :



More information on the Website :

www.railfreightcorridor6.eu

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

MEDITERRANEAN RAIL FREIGHT CORR Spain-France-Italy-Slovenia-Croatia

Make all intermediate stops available
If you have any questions, you can

PaP ID	National ID	Regime	TFC/CAF				M2-I				S2-I									
			Available days	Zalhong (Ho Trase)	Perpetuous Dep	Honok Am Ho Trase	Gykeres dep	Gykeres dep	H24/24h/24h	Available days	Hogynka arr	Edonoc arr	Hipka arr	SD4/24h/24h	Available days	Edonoc dep	Honok Dep Ho Trase	Ljudevic Zalag Arr	Ljudevic Zalag Dep	VM Capone Arr Ho Trase
RFCBEP_P0002			1-7	0000	0000	0000	0000													
RFCBEP_P0004			1-7	0000	0000	0000	0000													
RFCBEP_P0008			1-7	0000	0000	0000	0000													
RFCBEP_P0010			1-7	0000	0000	0000	0000													
RFCBEP_P0012			1-7	0000	0000	0000	0000													
RFCBEP_P0014			1-7	0000	0000	0000	0000													
RFCBEP_P0016			1-7	0000	0000	0000	0000													
RFCBEP_P0018			1-7	0000	0000	0000	0000													
RFCBEP_P0020			1-7	0000	0000	0000	0000													
RFCBEP_P0022			1-7	0000	0000	0000	0000													
RFCBEP_P0024			1-7	0000	0000	0000	0000													
RFCBEP_P0026			1-7	0000	0000	0000	0000													
RFCBEP_P0028	Possible connection with RFC14		1-7	0000	0000	0000	0000													
RFCBEP_P0030	Possible connection with RFC14		1-7	0000	0000	0000	0000													

- ▶ PaP ID (red if involving other RFC)
- ▶ National ID
- ▶ Regime (pre constructed regime in case of SNCF-R & RFI)

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)**



Review 2017 for TT2018

Highlights

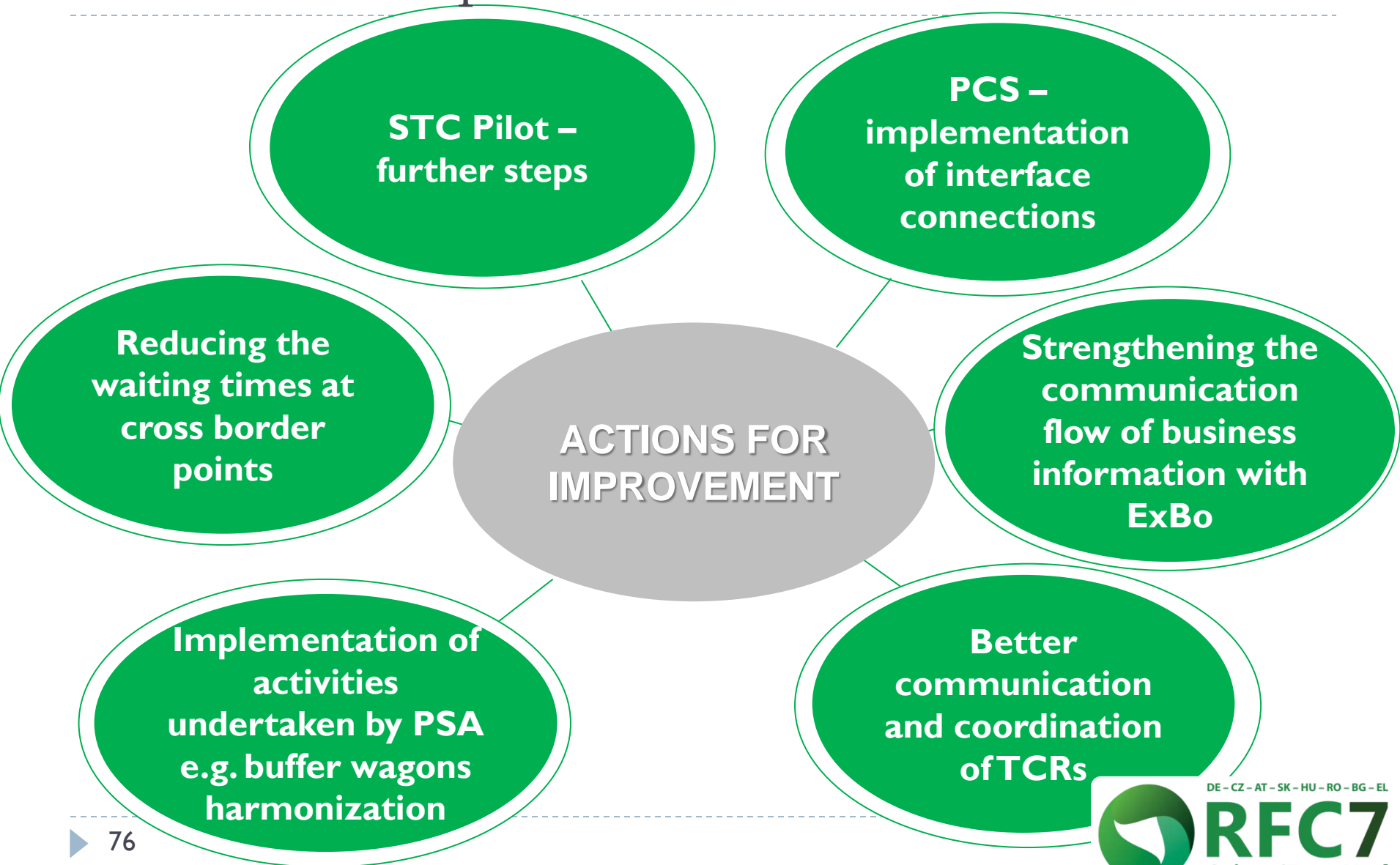


Lowlights

- ❖ 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



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 1 - 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

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)

Curtici
20 PaPs per day
Connection to:
Brno; Soroksár-Terminál;
Sopron/Hegyeshalom; Constanta Port;
Thessaloniki Port; Piraeus Port;
Svilengrad (Turkey)

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

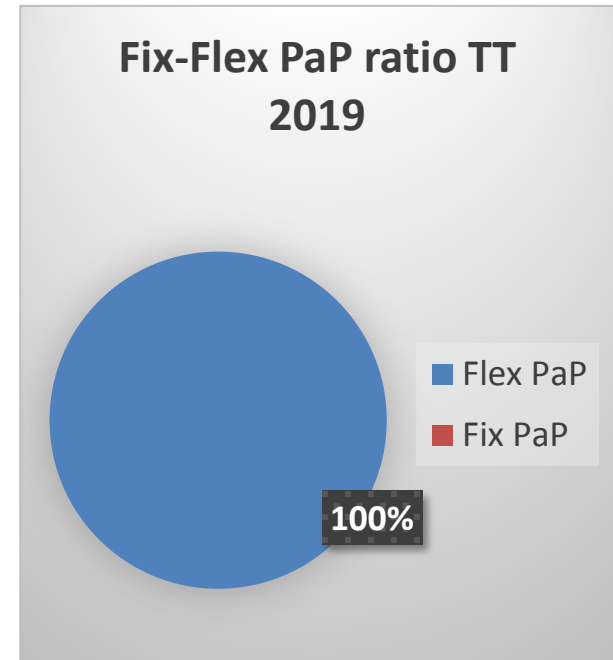
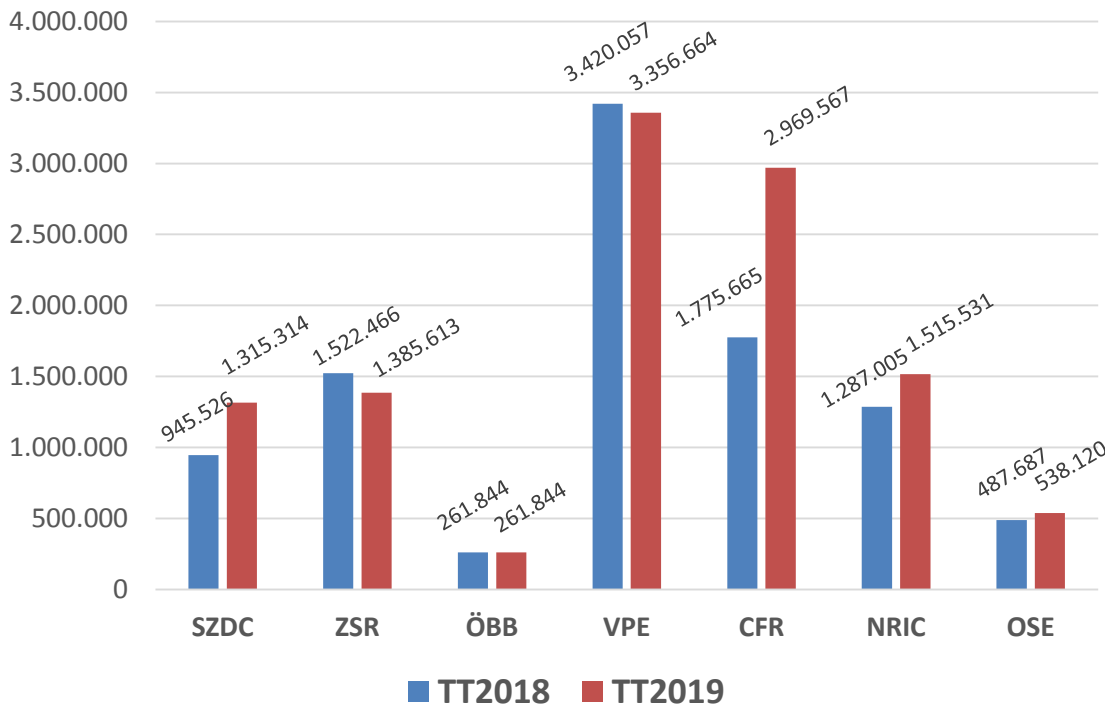
http://www.rfc7.eu/path_request_submission

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



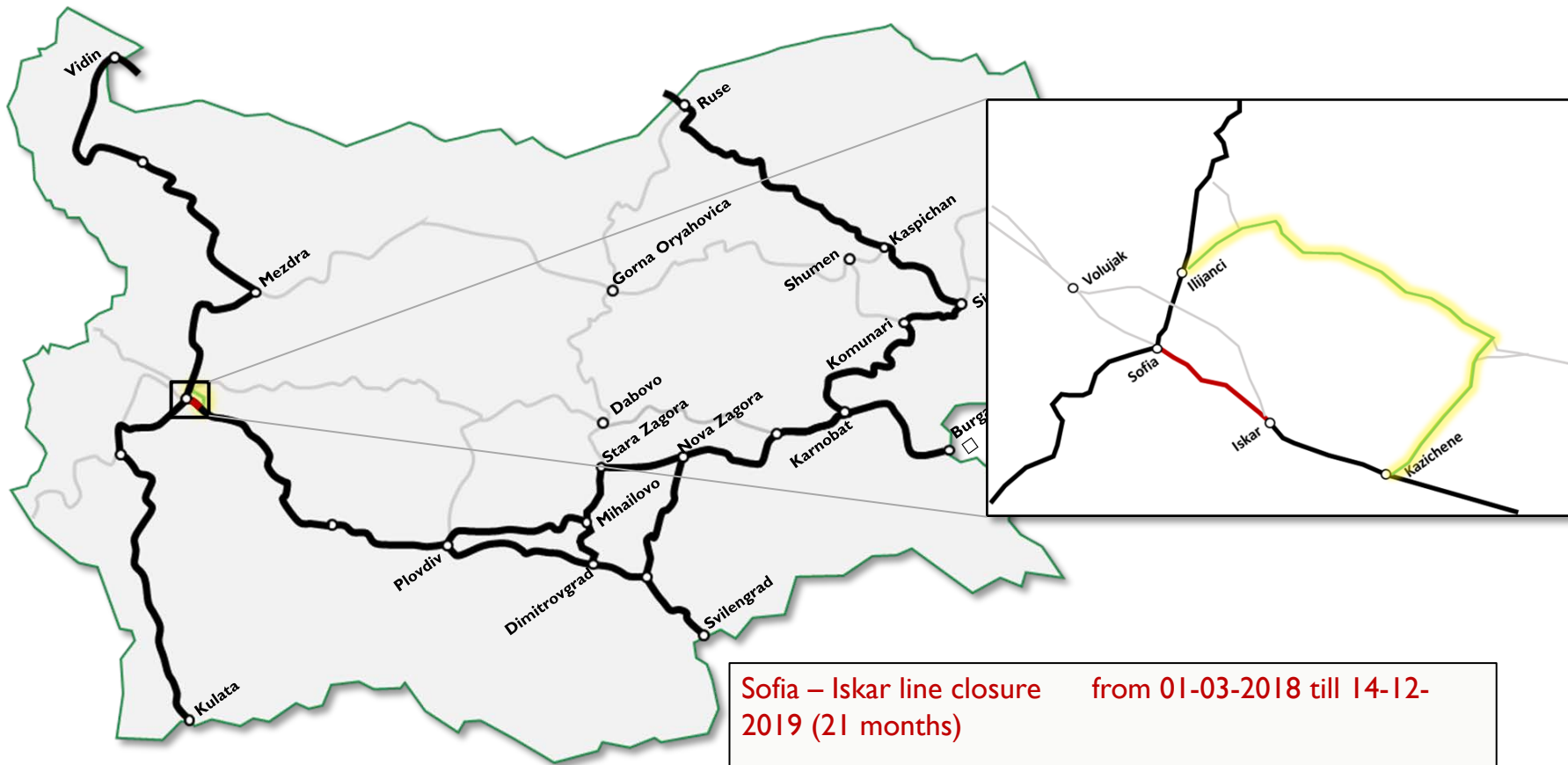
	SZDC	ZSR	ÖBB	VPE	CFR	NRIC	OSE	SUM
TT 2018	945 526	1 522 466	261 844	3 420 057	1 775 665	1 287 005	487 687	9 700 250
TT 2019	1 315 314	1 385 613	261 844	3 356 664	2 969 567	1 515 531	538 120	11 342 653
Difference	+ 369 788	-136 853	0	-63 393	+ 1 193 902	+ 228 526	+ 50 433	+ 1 642 403

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 non-available 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.**

Feel free to contact your C-OSS in case you need assistance!

Planned major capacity restrictions on NRIC Network for TT2019

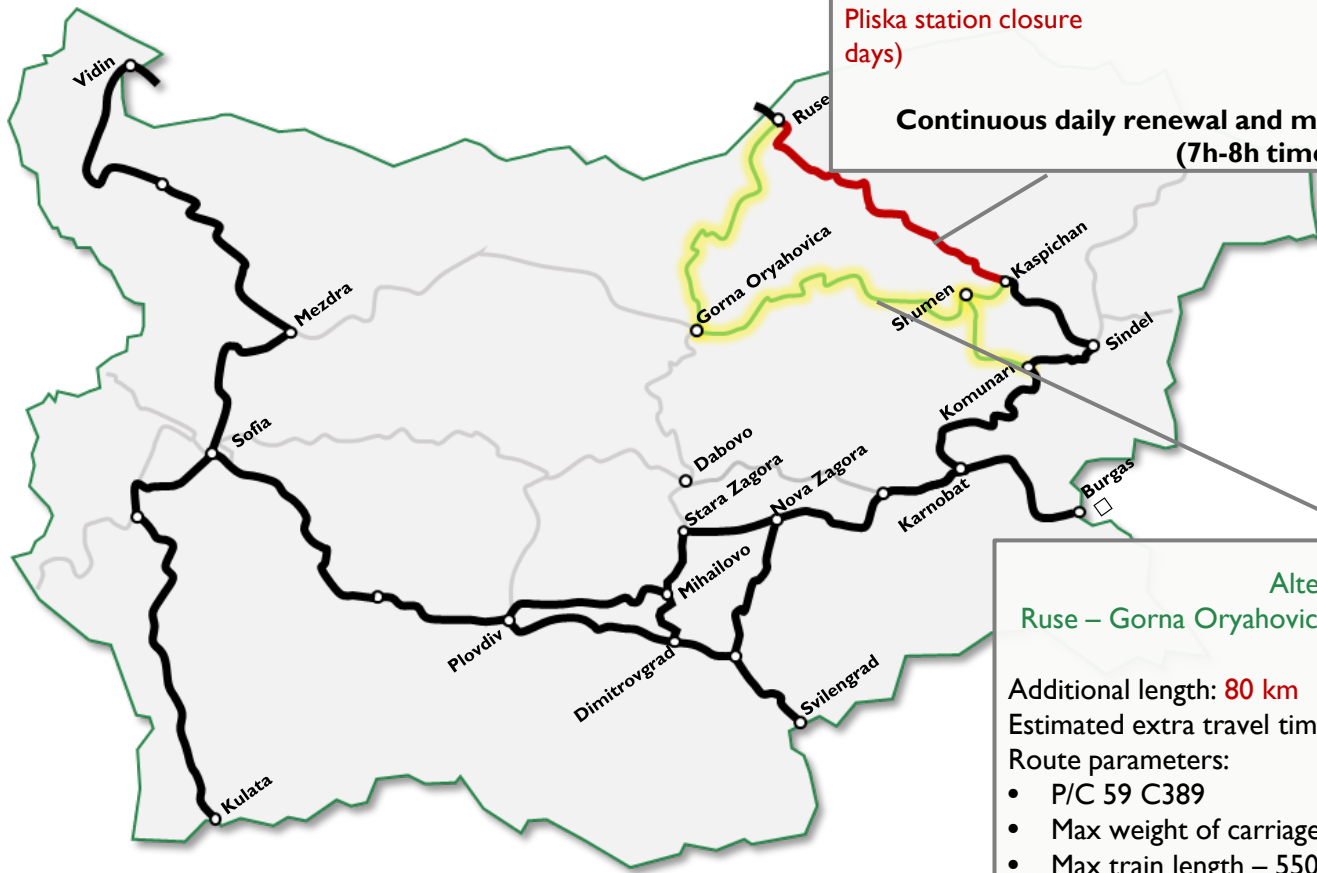


Sofia – Iskar line closure from 01-03-2018 till 14-12-2019 (21 months)
 Alternative route: Ilianci - Kazichene

Planned major capacity restrictions on NRIC Network for TT2019

Samuil – Visoka Poljana line closure from 08-02-2019 till 17-02-2019 (9 days)
 Visoka Poljana station closure from 30-04-2019 till 09-05-2019 (10 days)
 Hitrino station closure from 19-07-2019 till 28-07-2019 (9 days)
 Pliska station closure from 30-09-2019 till 09-10-2019 (10 days)

Continuous daily renewal and maintenance works on the section (7h-8h time windows)



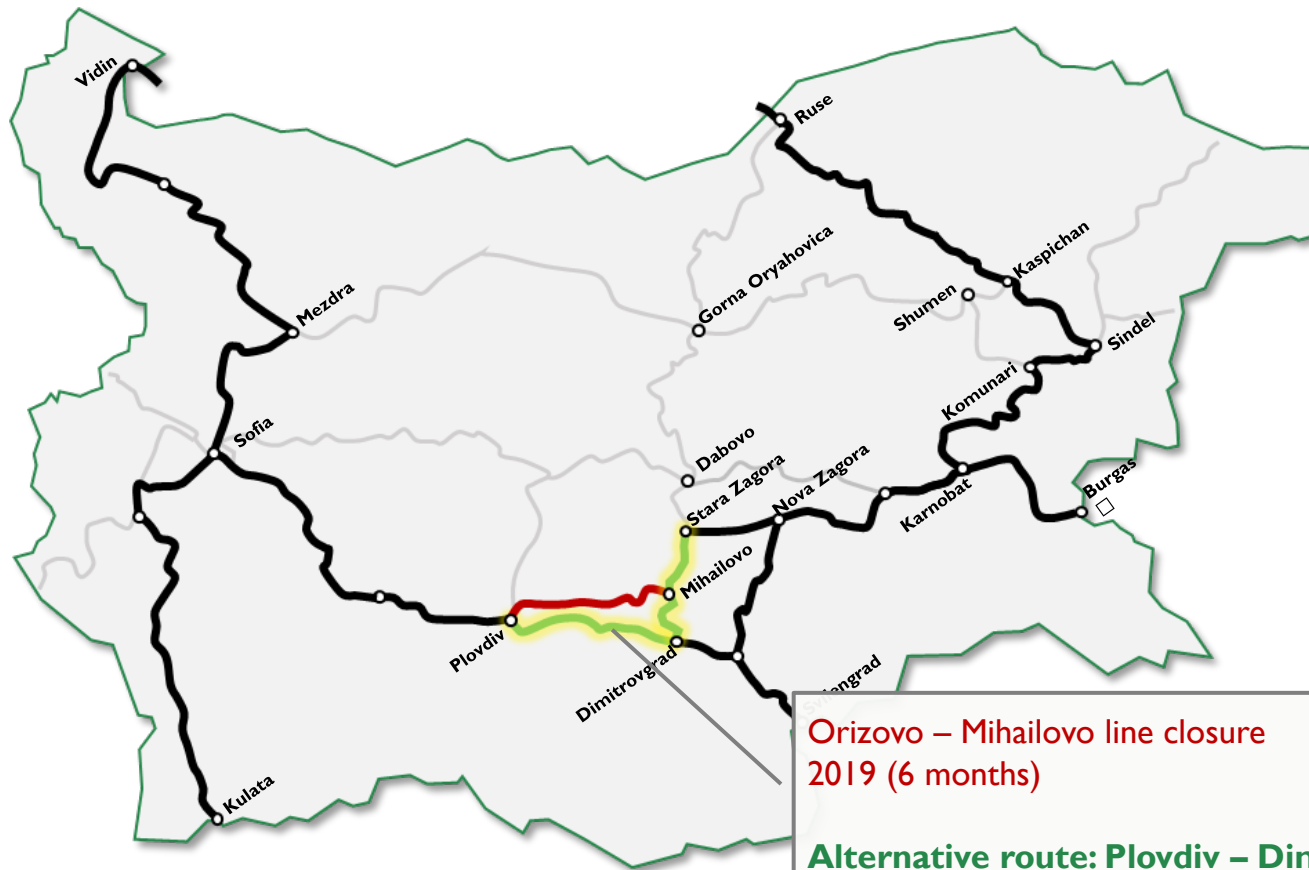
Alternative route:
 Ruse – Gorna Oryahovica – Shumen – Kaspichan/Komunari

Additional length: **80 km**
 Estimated extra travel time: **40 min**

Route parameters:

- P/C 59 C389
- Max weight of carriages – 1350 t
- Max train length – 550 incl. loco
- Max speed – 100 km/h
- Electrified

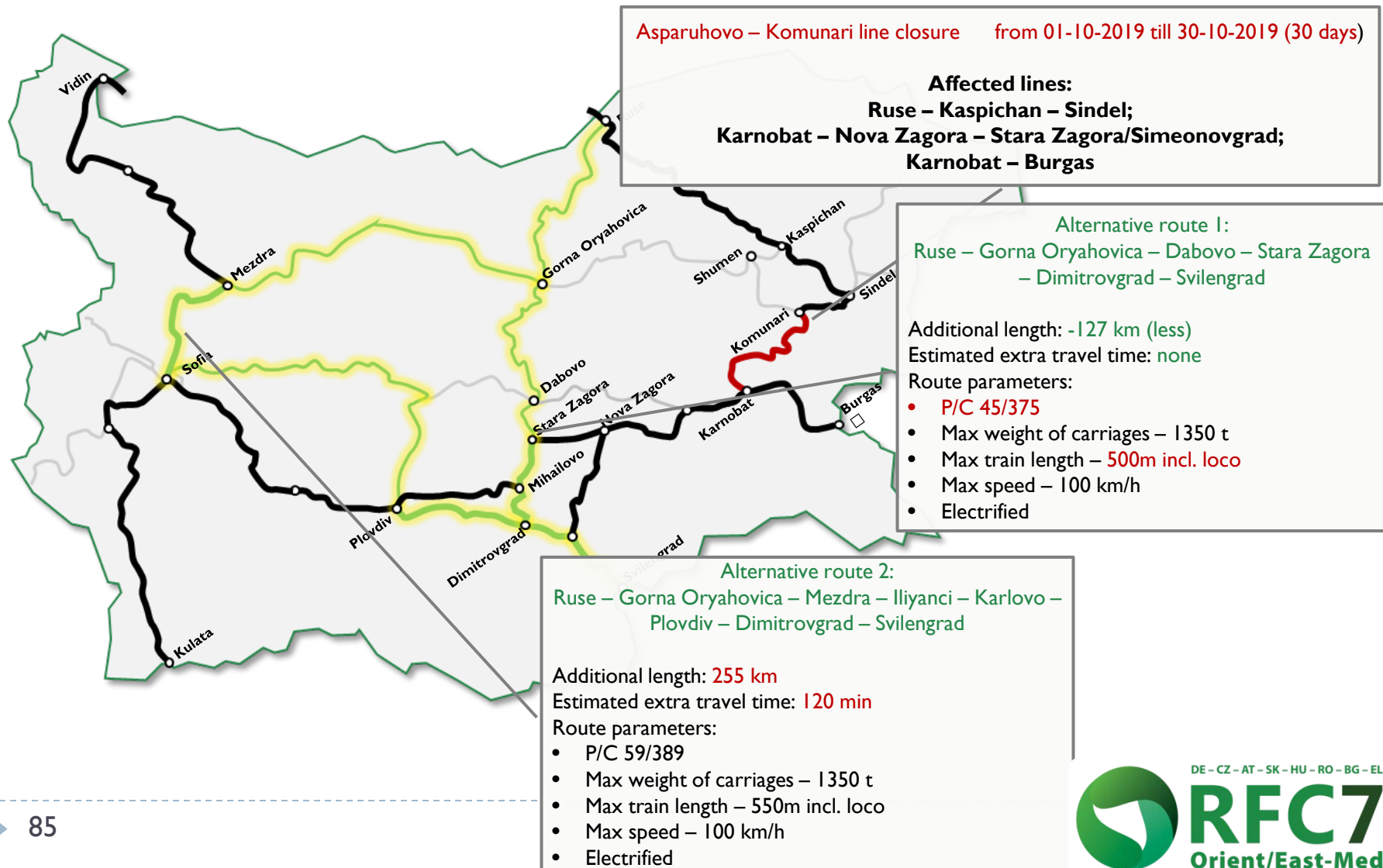
Planned major capacity restrictions on NRIC Network for TT2019



Orizovo – Mihailovo line closure from 01-06-2019 till 01-12-2019 (6 months)

Alternative route: Plovdiv – Dimitrovgrad – Mihailovo

Planned major capacity restrictions on NRIC Network for TT2019

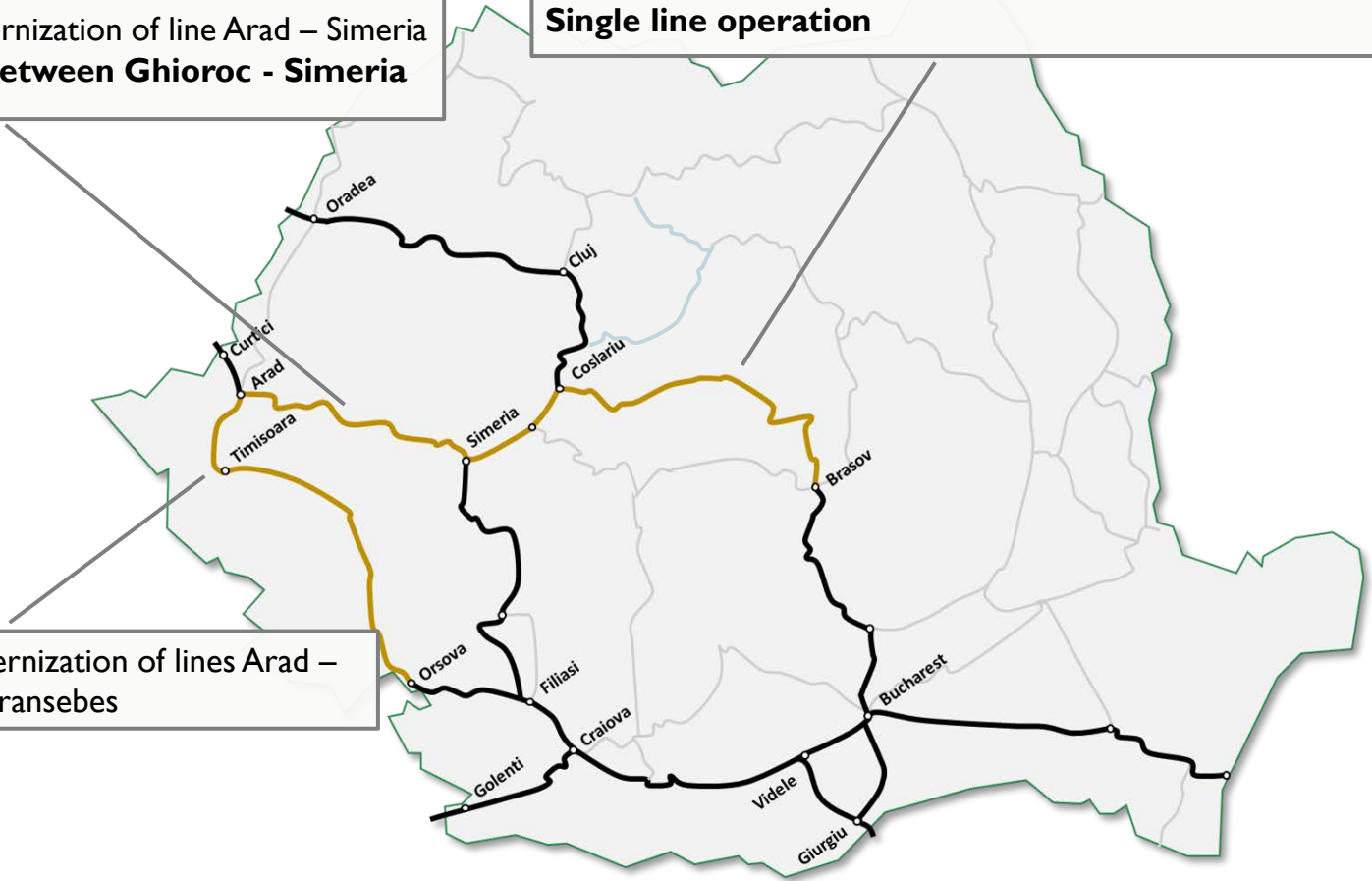


Planned major capacity restrictions on CFR Network for TT2019

Reconstruction and modernization of line Arad – Simeria
Single line operation between Ghiroca - Simeria

Reconstruction and modernization of lines Simeria –
Coslariu, Coslariu – Brasov
Single line operation

Reconstruction and modernization of lines Arad –
Timisoara, Timisoara - Caransebes



Route on RFC 7 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 updated cross-border 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 is allowed within the countries of RFC 7
- No limitation in number of operational days within a timetable period → 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

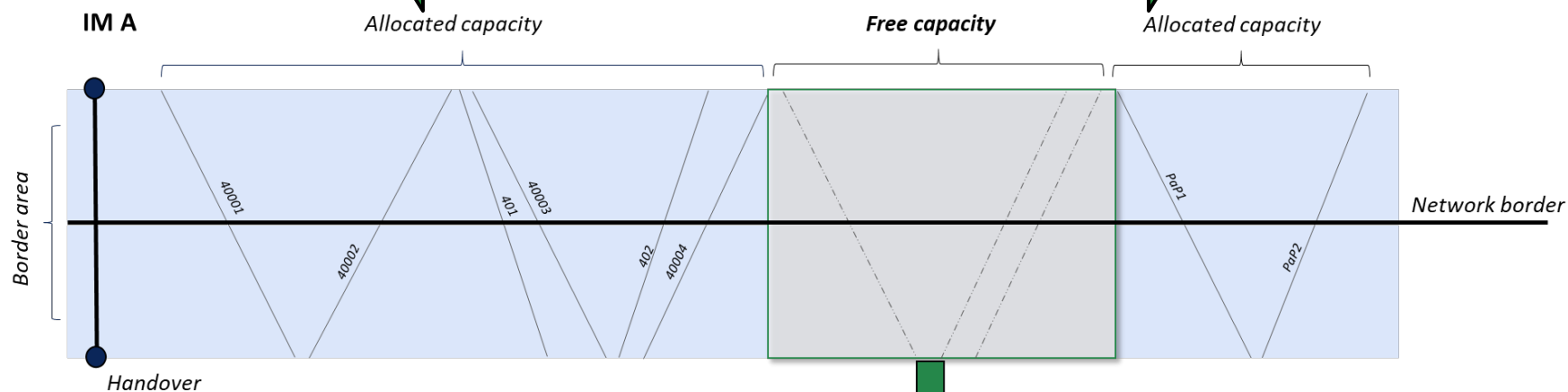
- 6-month pilot
- Start date: **1st December 2017**
- End date: **31st May 2018**

PARTICIPATION



Short term capacity: product details

FLEXIBILITY OUTSIDE THE BORDER AREA
COMPLETE TAILOR-MADE OFFERS



Published in PCS, managed by C-OSS
 → Flex PaPs with time indication
 → Flex PaPs without time indication
 (empty slots)

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	CZ	AT	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	5 working days	5 working days	7 working days
					RO	5 working days	5 working days
						BG	2 working days
							EL

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.



Rail Freight Corridor
North Sea – Baltic



Review 2017 for TT2018

Highlights



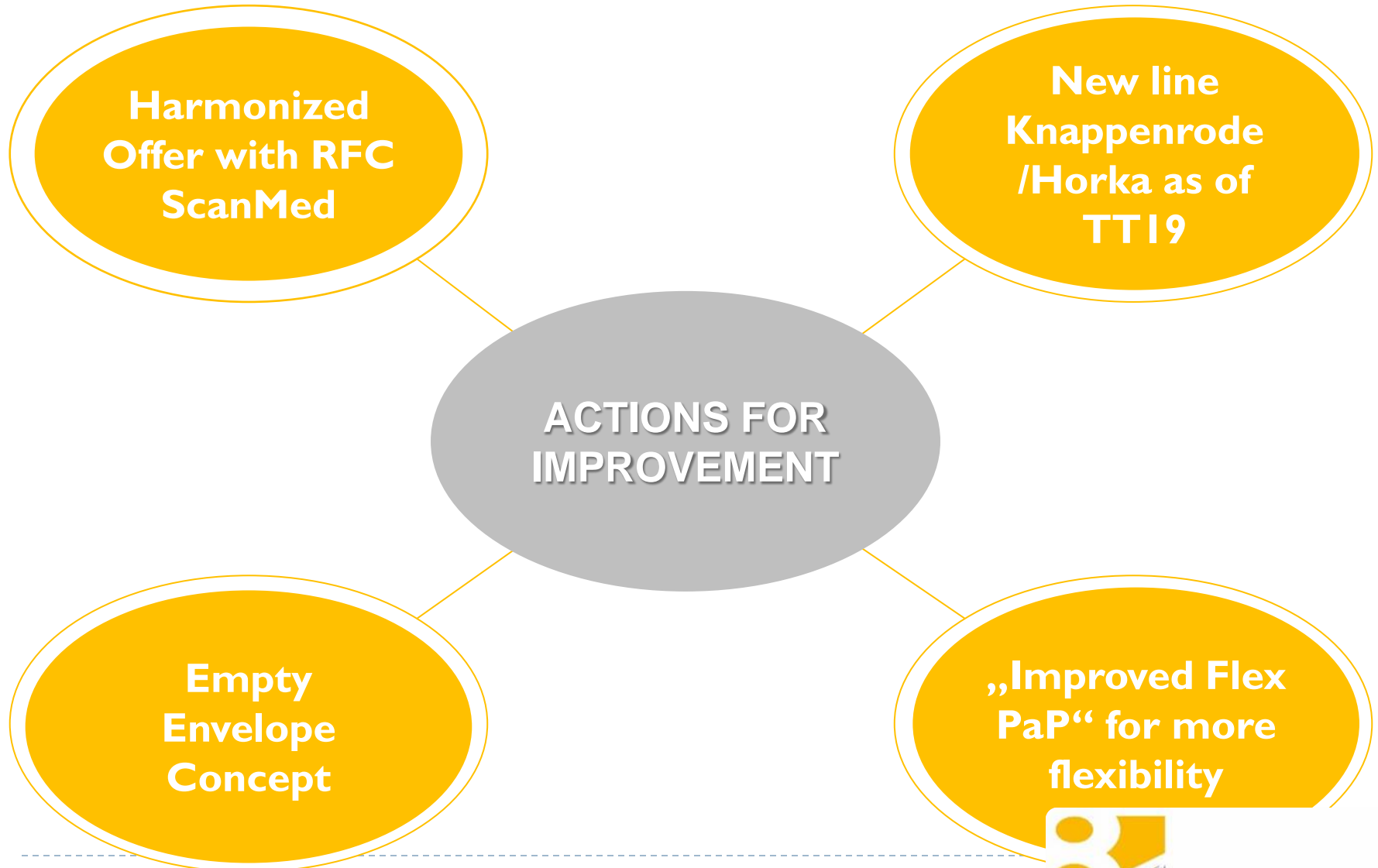
- ❖ TCR Workshop with Customers in Gdansk
- ❖ Intensive customer dialogue
- ❖ Longer Stopping Time in Frankfurt (Oder)
Oderbrücke
- ❖ Route via Bad Bentheim



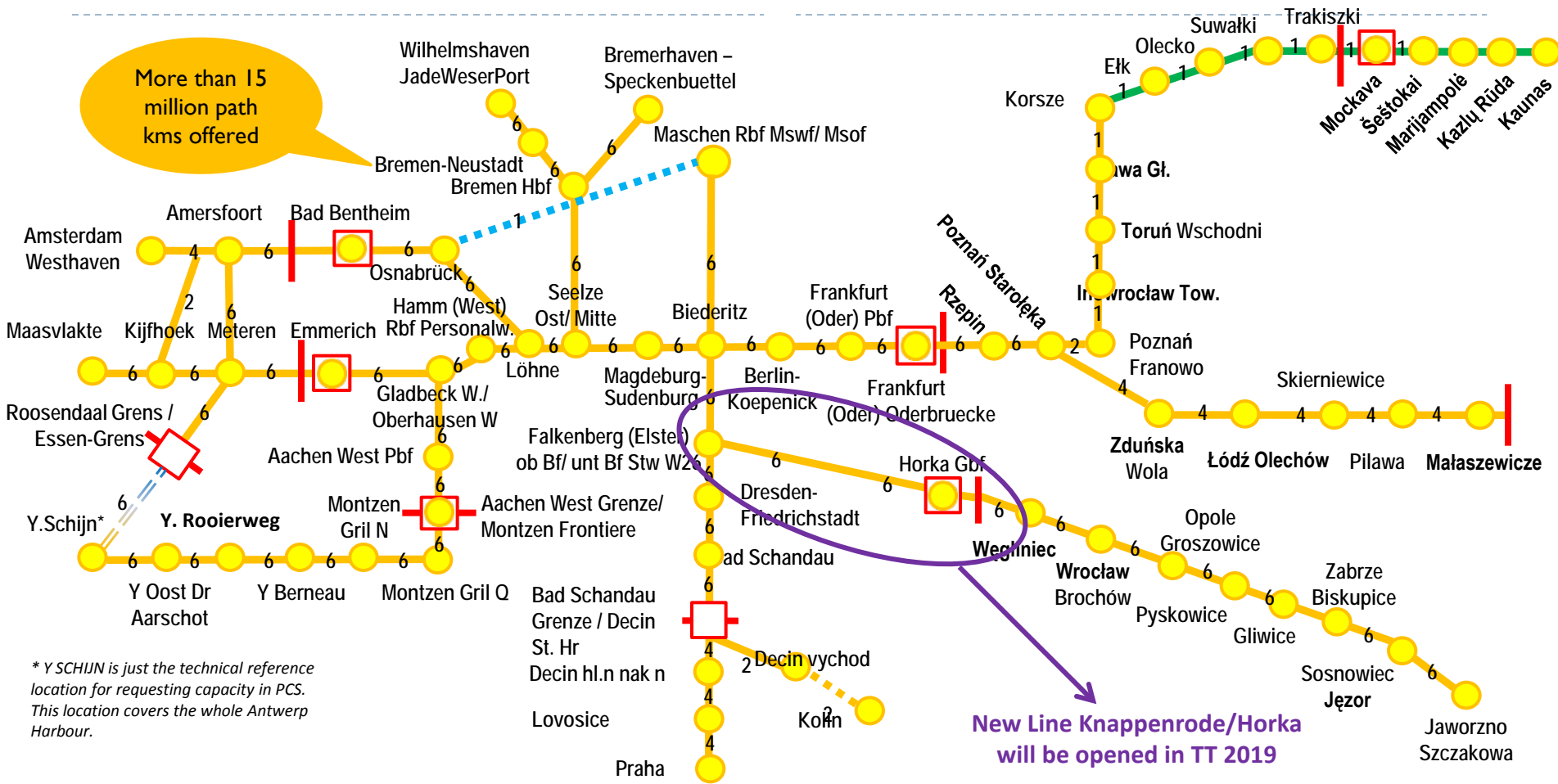
- ❖ Low Feedback rate regarding the
„Expression of Needs“
- ❖ No requests for Reserve Capacity
- ❖ No requests for PaPs in Poland, Czech
Republic and Lithuania

Lowlights

Actions for improvement in 2018



Number of PaPs TT 2019

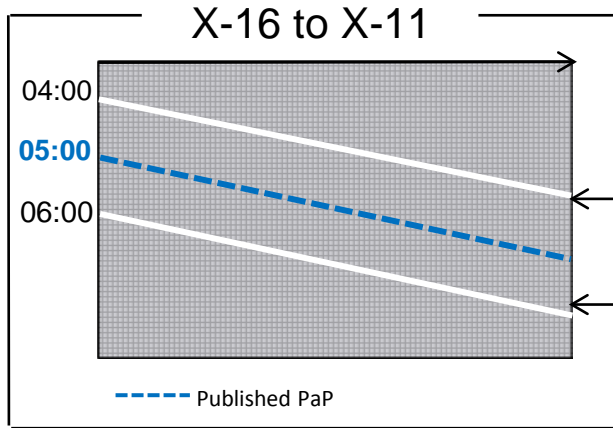


* Y SCHIJN is just the technical reference location for requesting capacity in PCS. This location covers the whole Antwerp Harbour.

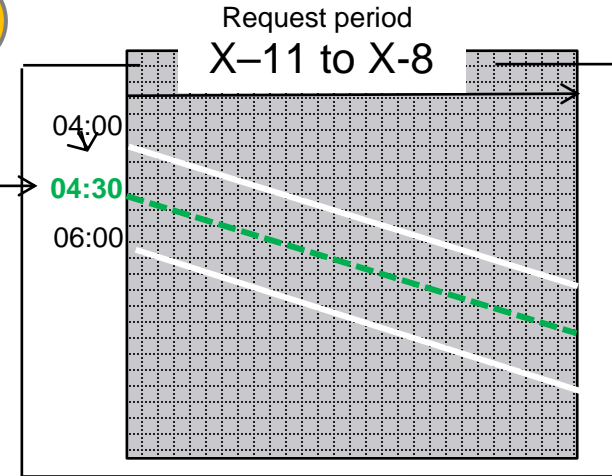
- Border
- Not electrified section
- - - Operational extension in routing
- - - Harmonised offer with RFC ScanMed
- Handover Point
- Handover Point combined with Intermediate point
- Intermediate Point → Stop and feeder/outflow-connection possible
- - - Extra offer available via RFC NSM

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

1 Preparation and Publication of PaPs with Bandwidth

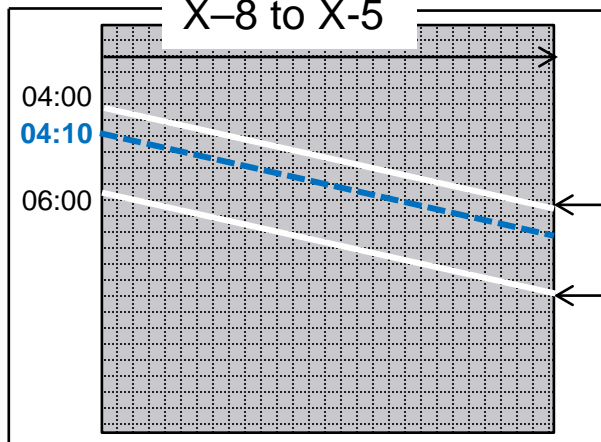


2



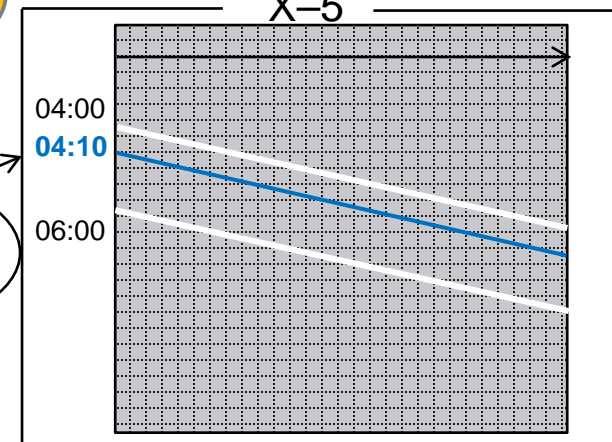
3

Pre-Booking Phase and construction



4

Draft Offer
X-5



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**

RFC 9



Review 2017 for TT2018

Highlights



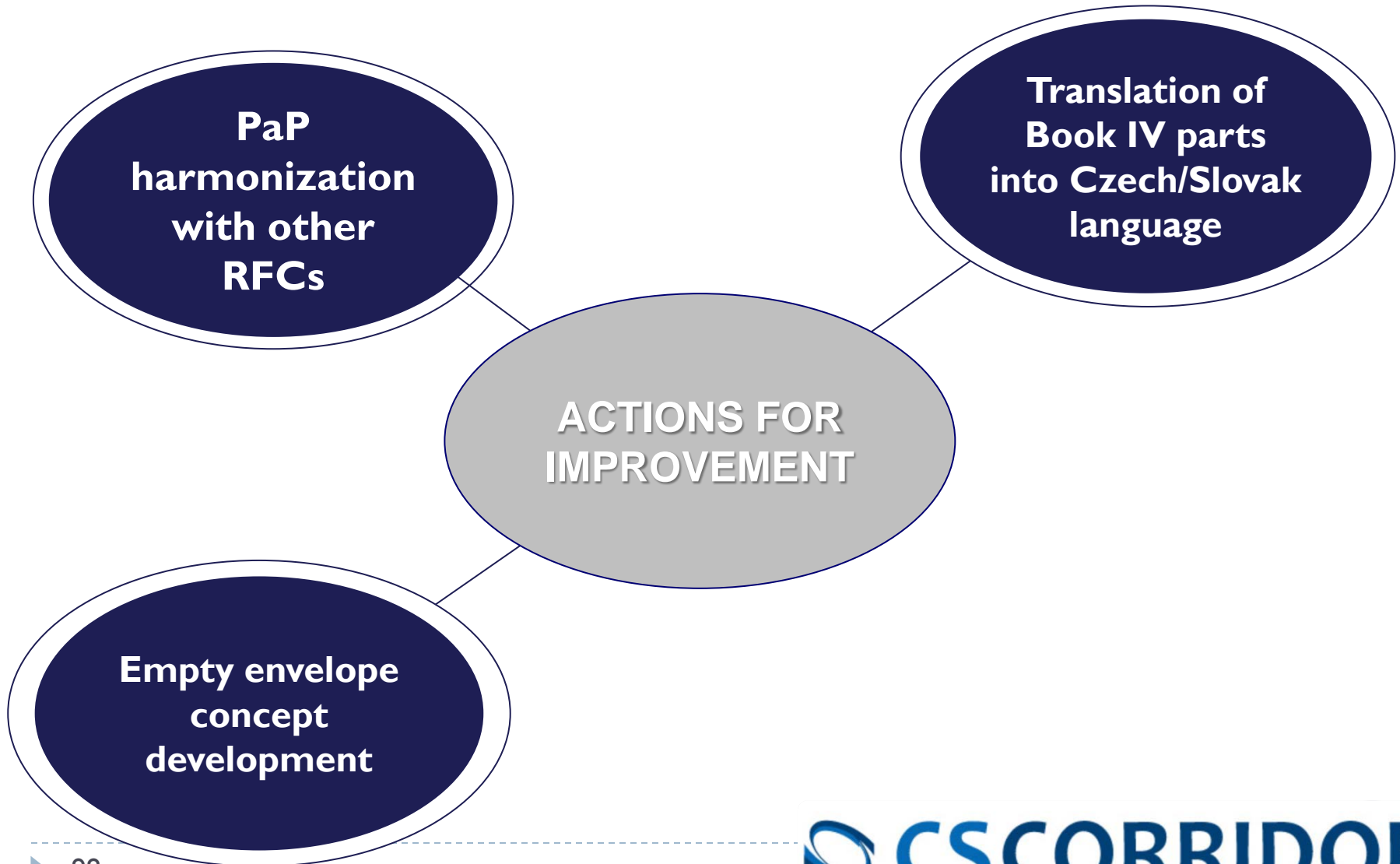
- ❖ Excellent cooperation with customers
- ❖ Very good sales results - 75,7 % of offered capacity sold
- ❖ Flex PaP offer on the whole corridor
- ❖ Successful RFC 9 own customer survey



Lowlights

- ❖ No requests for Reserve Capacity
- ❖ Low Feedback rate regarding the „Expression of Needs“

Actions for improvement in 2018





- Hlavní trasa / Main Line
- Hlavní trasa / Main Line
Rozchod 1 520 mm / Gauge 1 520 mm
- - - Alternativní trasa / Alternative Line
- - - Alternativní trasa / Alternative Line
Rozchod 1 520 mm / Gauge 1 520 mm
- ⋯ Přípojně tratě / Connecting Lines
- ▲ Terminál provozovatele infrastruktury
Infrastructure Manager's Terminal
- ▲ Terminál externí společnosti
External Company's Terminal

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 SŽDC 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:

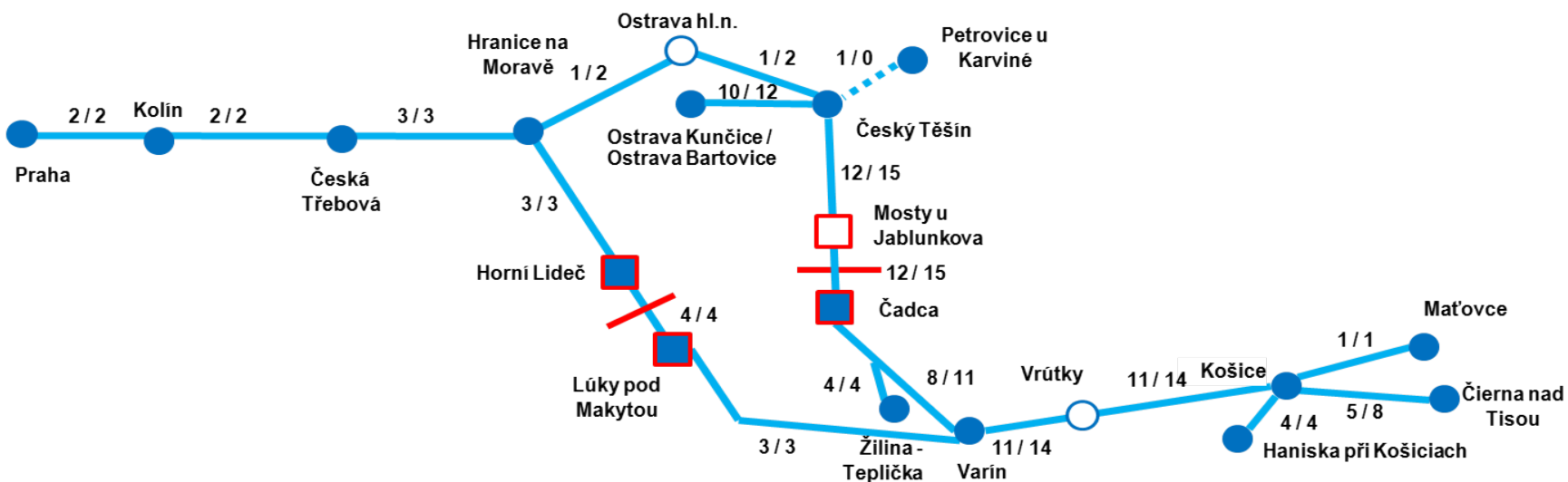
- ▶ Offer in form of published PaPs (in PCS and on website)
- ▶ Deadline for path request is set to 30 days before train run
- ▶ Final TT delivered 10 days before train run at latest.

▶ 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-11 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



	Border		Intermediate Point (border of PaP section)		Handover Point
	RFC 9 line		Intermediate Point (inside PaP section)		
	Connecting line				

Thank you

