

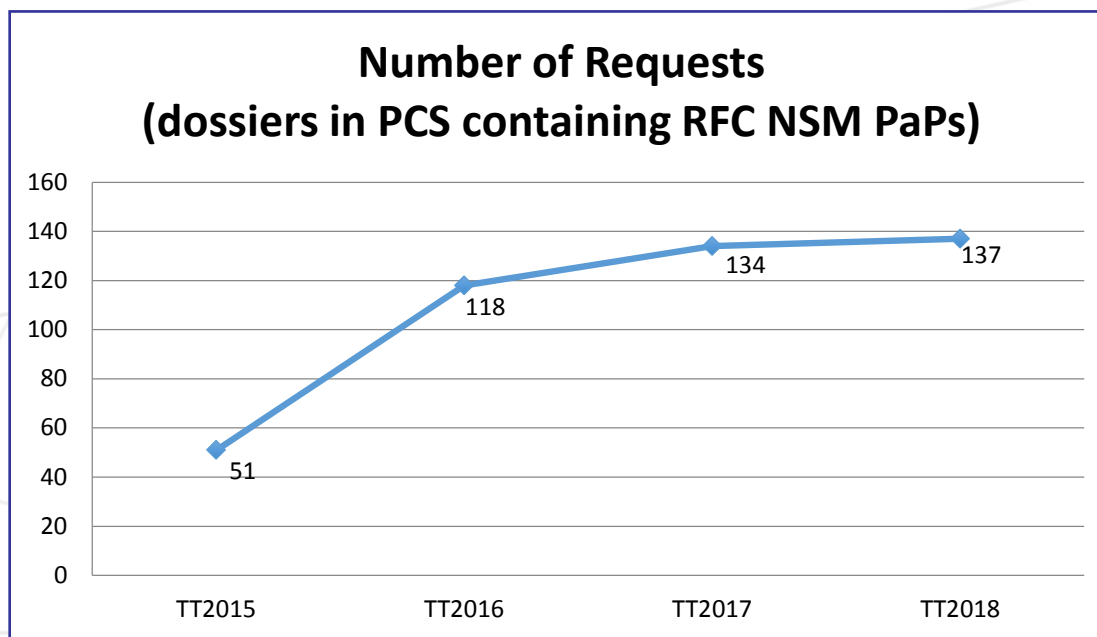
Capacity Allocation – results TT2018

April 2017 – X-8



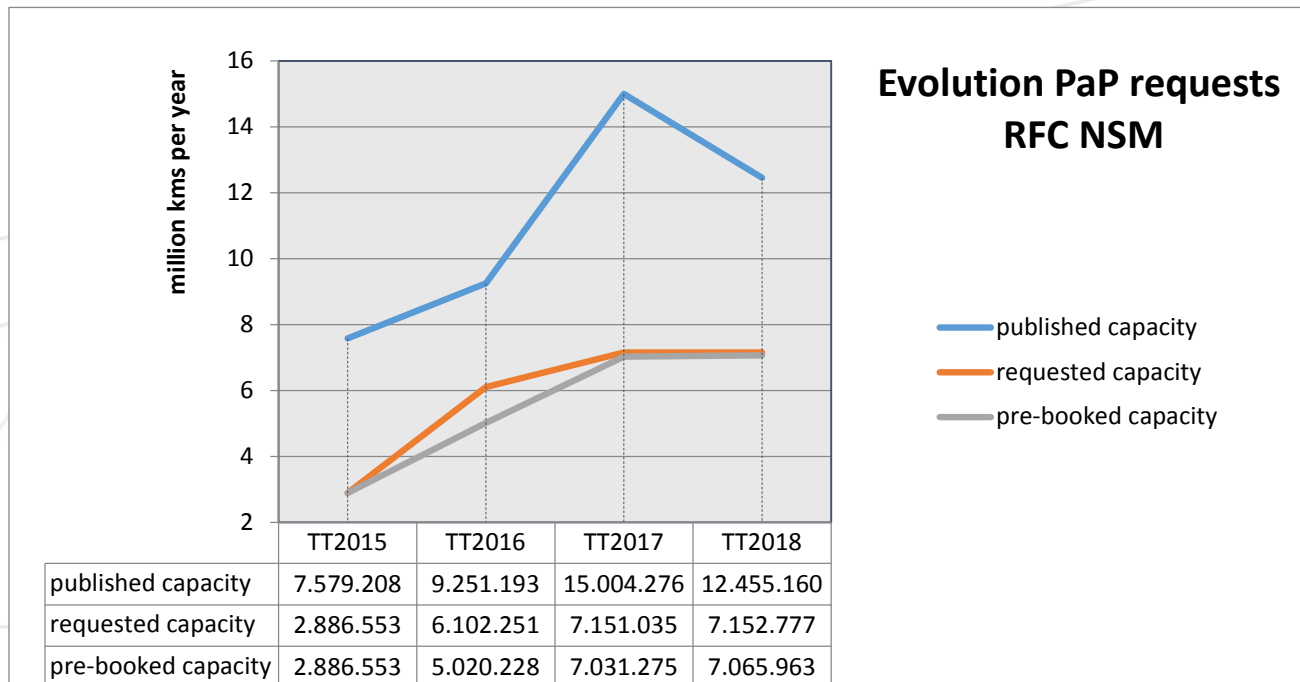
1. Number of requests

- For timetable 2018, 137 requests were placed via PCS for PaPs on RFC NSM
- 2 dossiers were in conflict (RFC NSM PaP between Valenton and Tourcoing frontière)



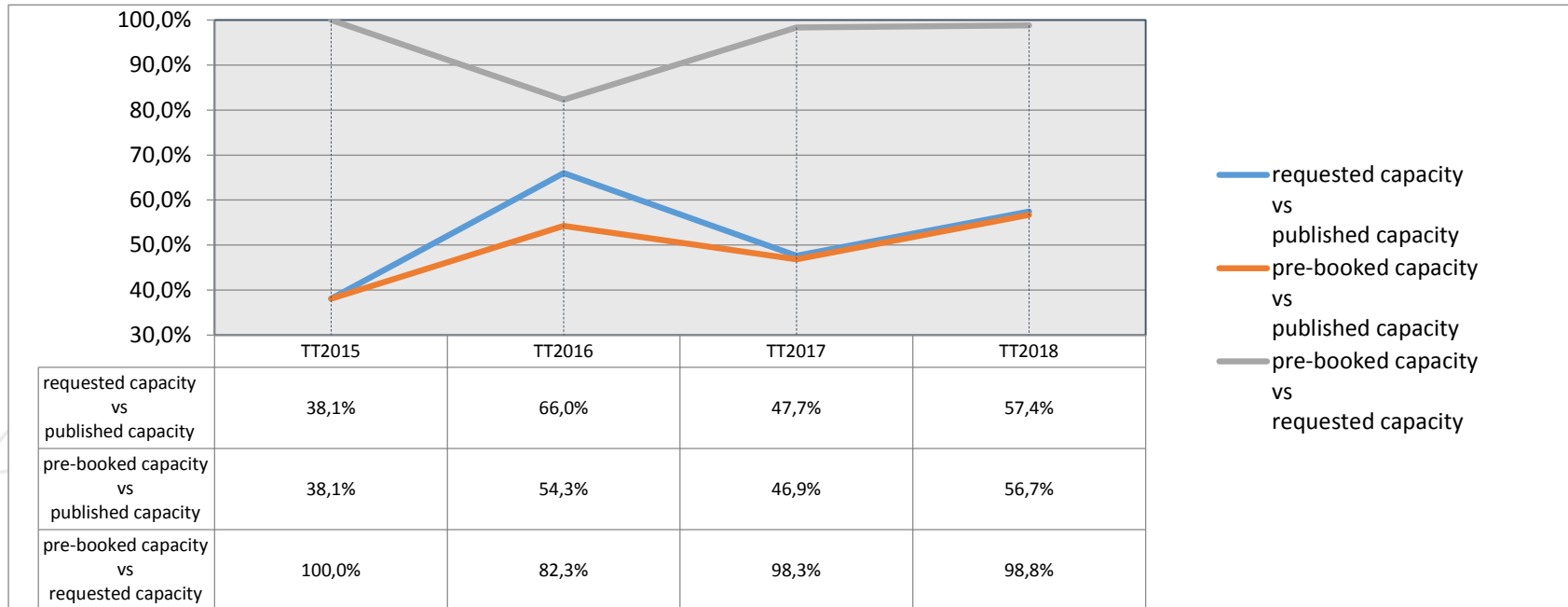
2. Capacity requested / allocated overview

- Evolution per timetable year for the number of RFC NSM PaP kilometers:
 - Published (January X-11)
 - Requested (including double countings in case of conflicting requests)
 - Pre-booked (excluding double countings in case of conflicting requests)



3. Relative capacity requested / allocated

- The table below shows the evolution per timetable year for the share of capacity requested and allocated:



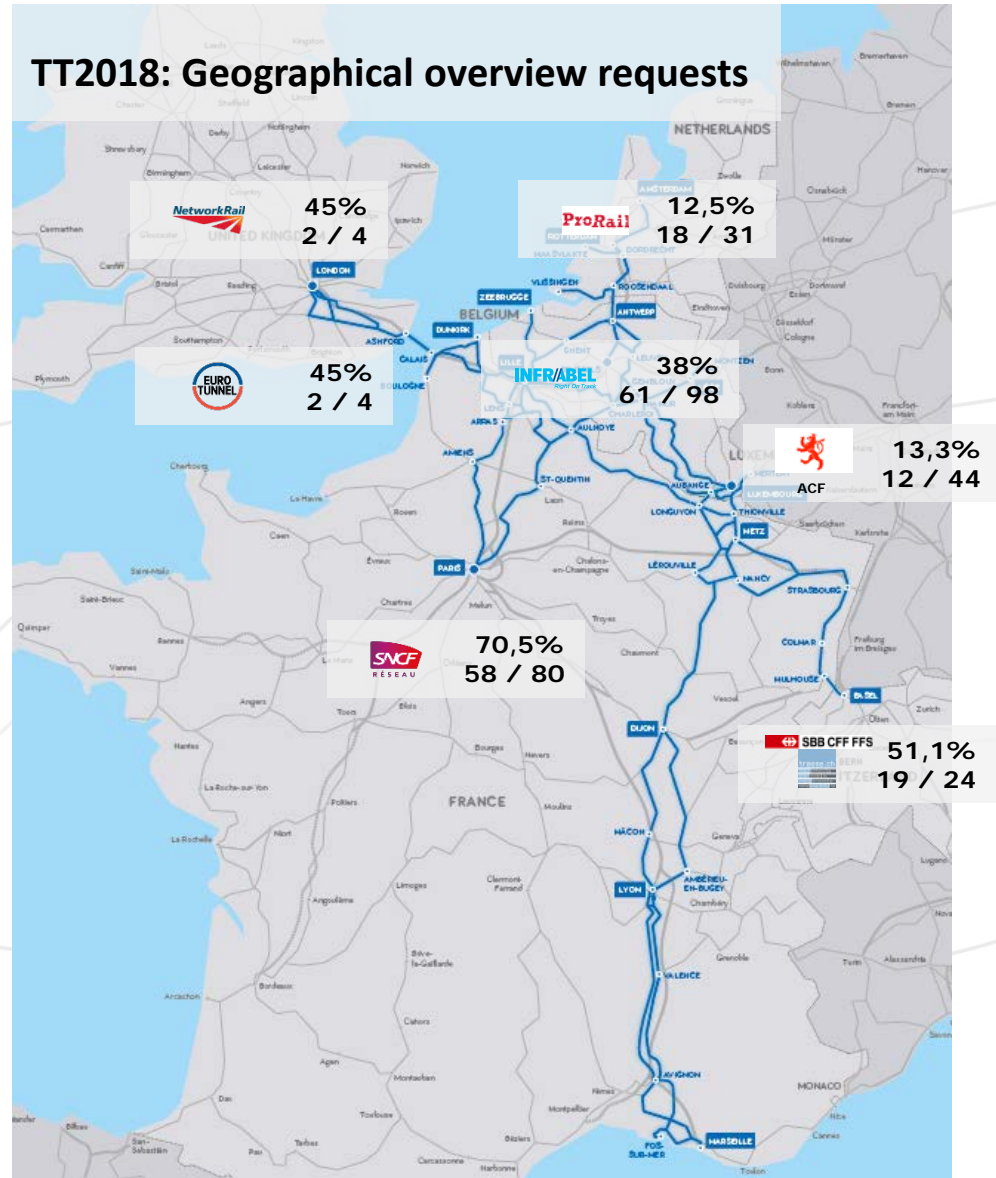
- Blue line = share of published PaPs requested
- Orange line = share of published PaPs pre-booked
- Grey line = share of requested PaPs pre-booked (after conflict resolution)

4. Geographical overview requests

Per Infrastructure Manager are indicated:

Percentage of capacity requested in April which was offered in January

Number of PaPs at least partly requested in April / PaPs published in January



5. Applicants

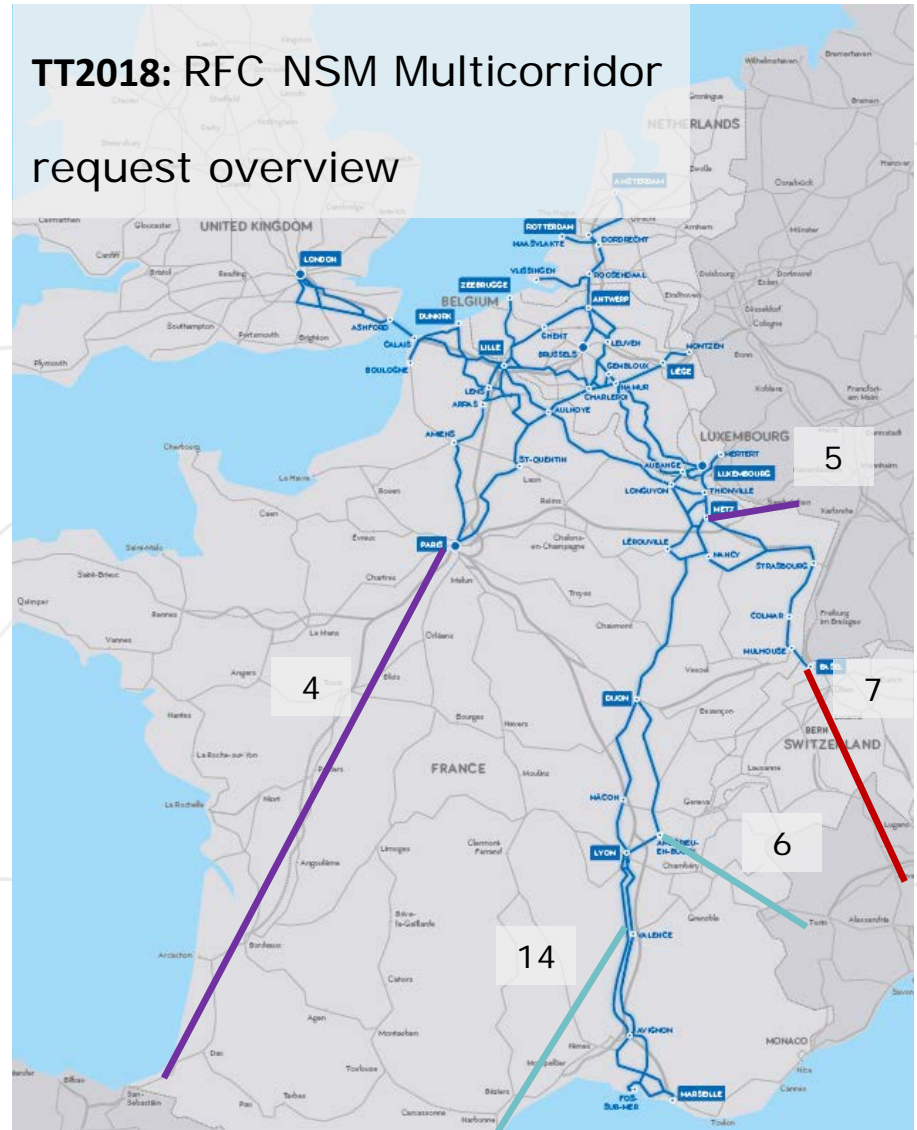
- 20 applicants have requested capacity via RFC NSM for timetable 2018
 - 11 applicants for PaPs
 - 9 only feeder/outflow sections

Applicants	TT2015	TT2016	TT2017	TT2018
PaPs (+f/o)	3	11	10	11
Only f/o	10	8	9	9

6. Multicorridor requests

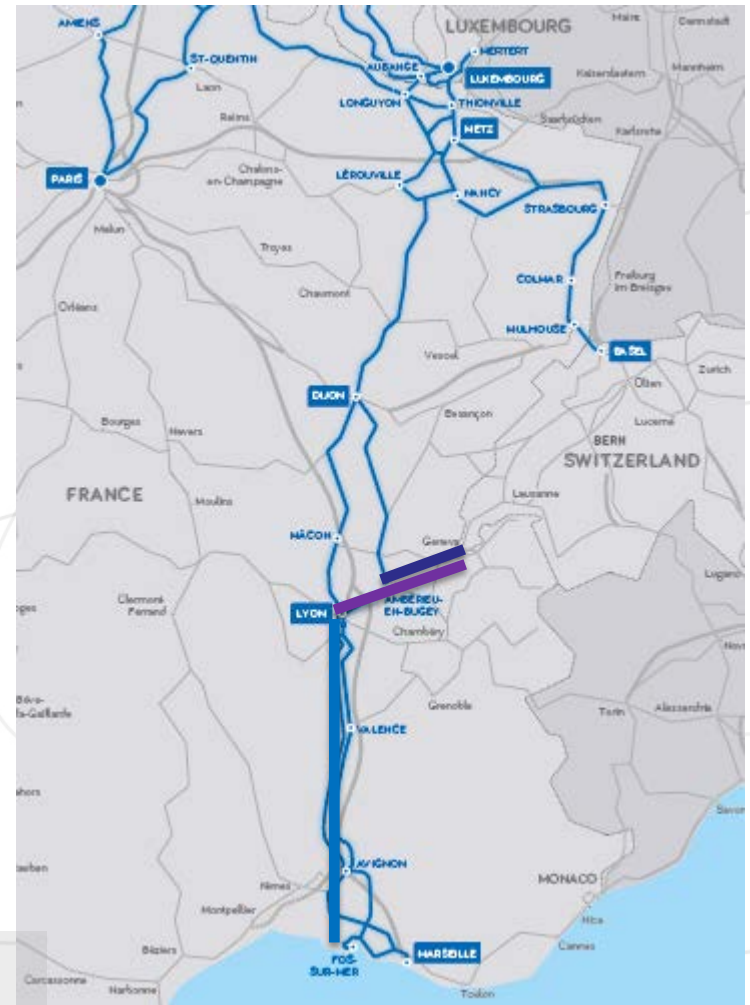
= PCS requests with PaPs on different corridors

multicorridor requests	TT2015	TT2016	TT2017	TT2018
All	3	30	57	31
RFC 1	3	19	27	7
RFC 4	0	1	9	9
RFC 6	0	10	8	20
RFC 8	0	0	3	0



7. Potential extension Geneva

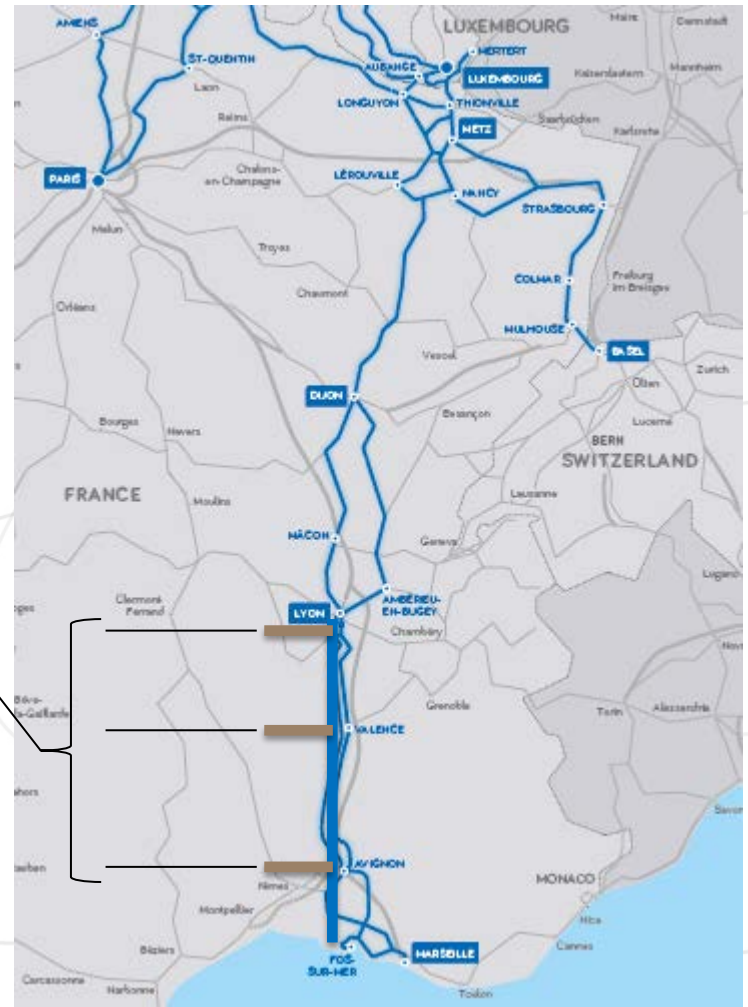
- The ministries of the Corridor have launched the process to extend the RFC with the lines between Ambérieu and Geneva
- For timetable 2018, one path per direction was constructed between Fos and Geneva
 - PaP on RFC NSM between Fos and Sibelin
 - Preconstructed feeder-outflow path between Sibelin and Geneva
- No international requests were placed for this capacity
 - Nor via the corridor
 - Nor to the IM directly
- However, daily paths between Sibelin and Lausanne via Geneva were requested



- Extension foreseen
- PaP published TT2018
- f/o constructed TT2018

8. Link Marseille

- Since timetable 2017, PaPs are offered on the section Marseille/Fos - Lyon
- Section shared with Mediterranean RFC (connected to Spain / Italy)
- PaPs have been published connecting RFC NSM and RFC MED in:
 - Lyon (Sibelin, Venissieux,...)
 - Valence
 - Avignon
- ➔ O/D Spain – Benelux/Germany
- No international requests were placed via the corridor so far, up to Marseille/Fos
- However, most harmonised PaPs have been requested
- f/o from Lyon, Valence and Avignon to Marseille/Fos are possible



9. Applicant feedback

Feedback received during client visits, PCS trainings, and FTE B conference:

- Gratitude for improved visibility non-available days in France
- Unanimous wish for a more user friendly offer:
 - The exclusion of PaPs with a lower quality leads to a more differentiated, and thus more complex overall offer
 - The split between national catalogue paths via corridor borders and PaPs is for most planners incomprehensible
 - For example, why are there 72 border crossing times agreed upon between ProRail and Infrabel, but only 20 published as a PaP
 - Request to go "all the way" with the corridors
- The use of the technical possibilities of the flex PaP in publication was a good step, but lead to some difficulties with border points
 - For example, a PaP section Thionville – Basel border could no longer be requested as Thionville – Mulhouse, because of the protected border point.
 - This was possible with Fix PaPs
 - Only the border time should be locked, not the location as such

10. Capacity Wishes Survey

As each year, we have launched a capacity wishes survey for all applicants for timetable 2019

- For the first time with all 9 RFCs
 - For all international traffic flows
 - Corridor files have to be send to a C-OSS by June 12th
 - Each applicant is invited to a bilateral meeting planned end of May/beginning of June
- Goal: A better understanding of the market needs
- O/D, timeframes, path parameters

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ProRail

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Right On Track

NetworkRail

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