

Capacity Allocation Timetable 2016 + 2017

TAG – 23 September 2015



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

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1. Overview Offer

- An increased offer on historic lines + addition of axes Liège-Dunkirk, Lille-Calais and Lille-Paris (via Amiens and via Tergnier)
- NetPaPs with RFC Rhine Alpine + harmonised PaPs with RFCs Atlantic and Med
- All PaPs published are classic 'fix' PaPs

2. Overview Requests April (figures)

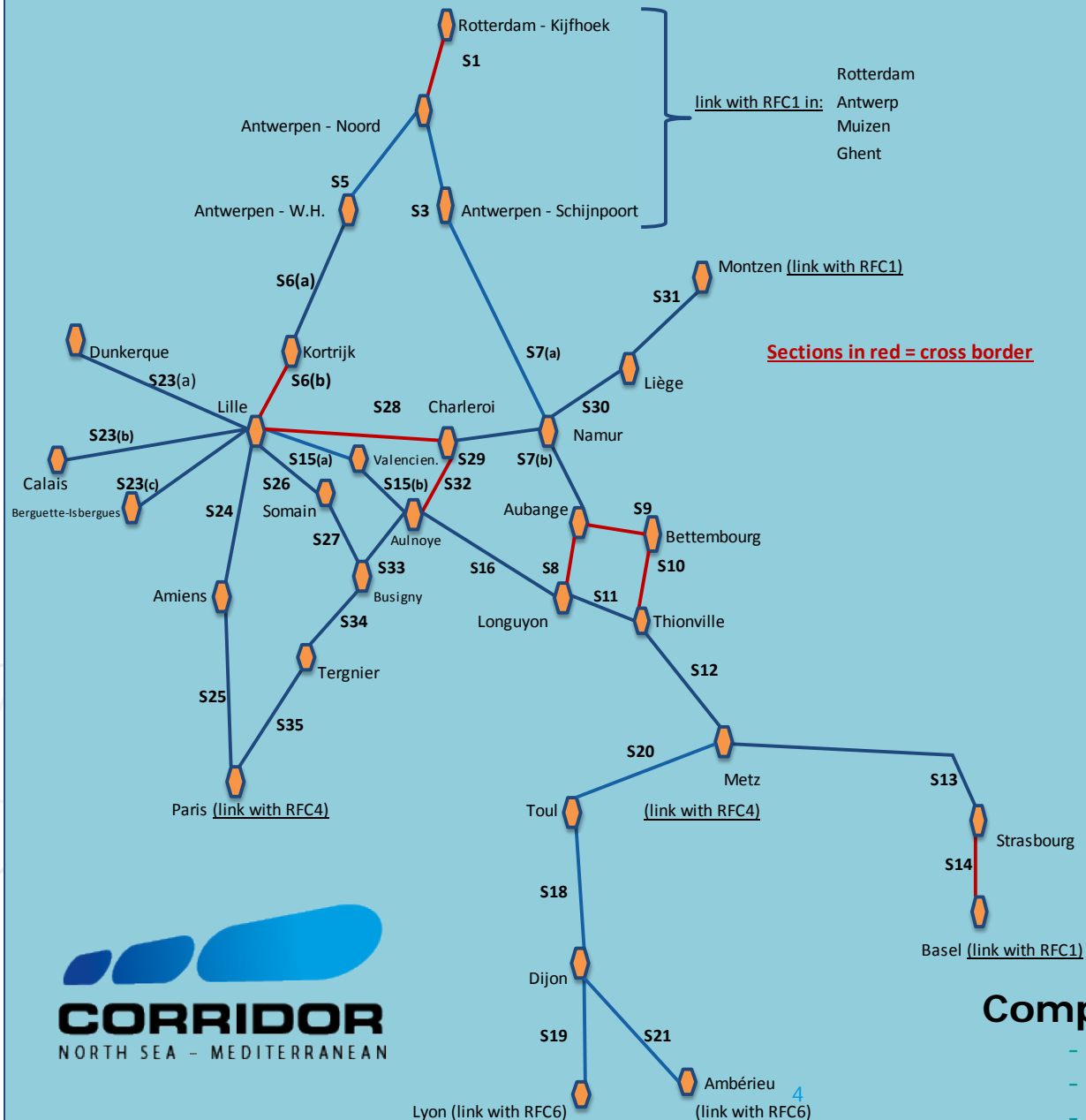
- A total of **118** dossiers were submitted to the C-OSS (51 last year)
- 9,2 million KMs were published (7,3 for TT2015)
 - + 25%
- 6,1 million KMs were requested (2,8 for TT2015)
 - + 113%
 - 65,7% requested taking into account double bookings
- 5 million KMs were allocated (2,8 for TT2015)
 - + 76%
 - 54,3% requested (38,6% for TT2015)

RFC2 PaP Catalogue TT 2016

Published TT 2016

Reserved TT 2016

requests April 2015



section	NS	SN	NS	SN
S1	18	18	2	3
S5				
S6(a)	13	14	7	9
S6(b)				
S7a				
S7b	15	16	13	14
S8	11	12	9	10
S9	13	16	6	6
S10	4	4	4	4
S11	13	14	7	10
S12	17	16	11	14
S13	14	14	10	11
S14	12	12	9	9
S15(a)	2	2	2	2
S15(b)	1	1	1	1
S16				
S18				
S19	5	6	3	5
S20				
S21	2	1	2	1
S23(a)	2	1	2	0
S23(b)	3	3	2	2
S23(c)	1	1	1	1
S24	0	0	0	0
S25				
S26	10	11	4	7
S27	3	3		
S28	3	2	3	1
S29	2	1	2	0
S30	2	1	2	0
S31	1	1	0	0
S32	1	1	1	0
S33				
S34	3	3	1	0
S35	1	1	0	0



Compared to TT2015:

- Offer + 25%
- Requested capacity + 113%
- Allocated capacity + 76%

2. Overview Requests April (O/D)

Top Origins % of requests

1	Antwerp	15,38%
2	Thionville	6,84%
3	Basel	5,13%
4	Bettembourg	4,27%
5	Milano	4,27%
6	Somain	4,27%
7	Zeebrugge	4,27%
8	Charleroi	3,42%
9	Gallarate	3,42%
10	Ghent	3,42%
11	Muizen	3,42%
12	Woippy	3,42%
13	Cerbère	2,56%
14	Lyon	2,56%
15	Novara	2,56%

Top Destinations % of requests

Antwerp	22,13%
Thionville	6,56%
Bettembourg	5,74%
Charleroi	5,74%
Milano	4,92%
Basel	4,10%
Muizen	4,10%
Torino	4,10%
Zeebrugge	4,10%
Rotterdam	3,28%
Somain	3,28%
Gallarate	2,46%
Ghent	2,46%
Lyon	2,46%
Mannheim	2,46%

= indication of the main origins and destinations of corridor trains ordered through the C-OSS for timetable **2016**, between January and August 2015. This means that at least partly a PaP has been requested.

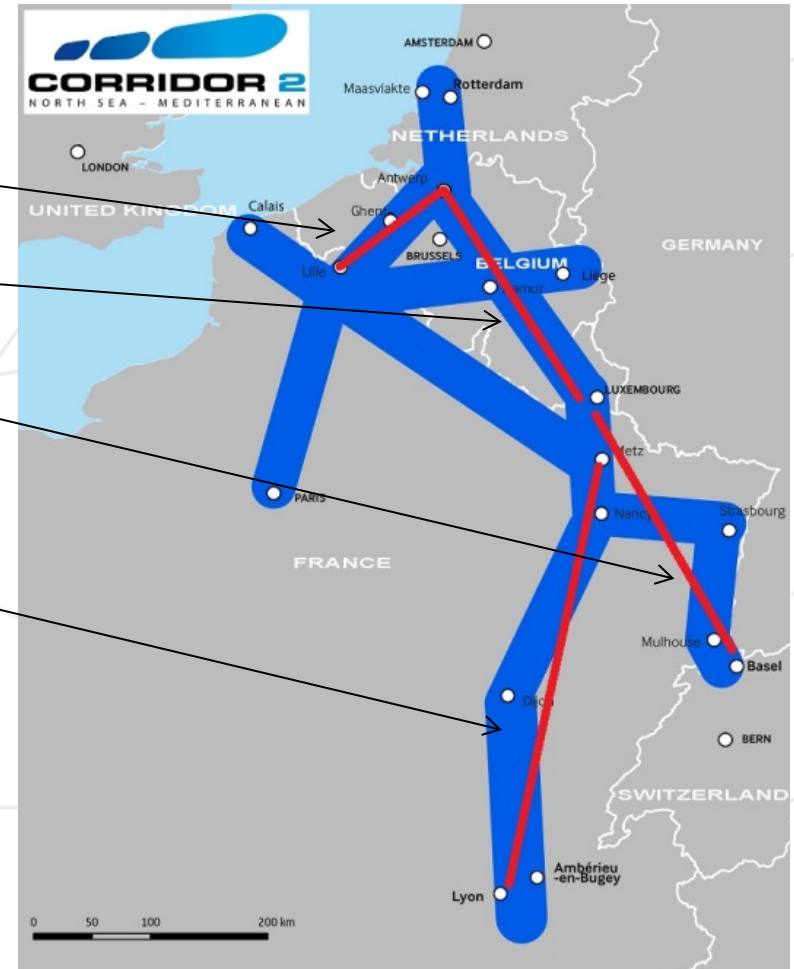
3. Overview Conflicts ⁽¹⁾

- Last year, no conflicts were detected on RFC North Sea - Med lines. For 2 multi-corridor requests, there was a conflict on RFC1 lines.
- This year, for 24 requests, a conflict occurred
 - For 1 request the conflict was only on RFC Rhine - Alpine lines
 - For 2 requests the conflict was only on RFC Med lines
 - 21 'pure' RFC North Sea - Med dossiers in conflict
 - One alternative was proposed but rejected (axe Antwerp-Somain)

3. Overview Conflicts (2)

- The real conflicts occurred mainly on (part of) the following sections:

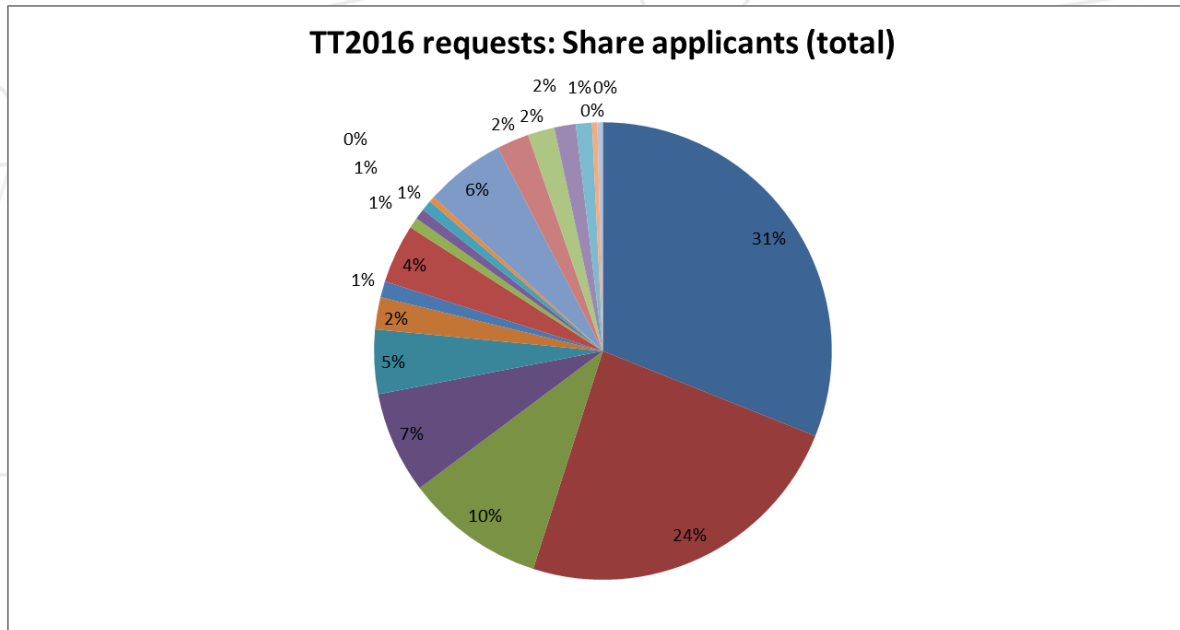
- Antwerp – Lille: **7**
- Antwerp – Aubange: **2**
- MsM/Bettembourg – Basel: **6**
- Metz – Lyon: **6**



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4. Overview Applicants

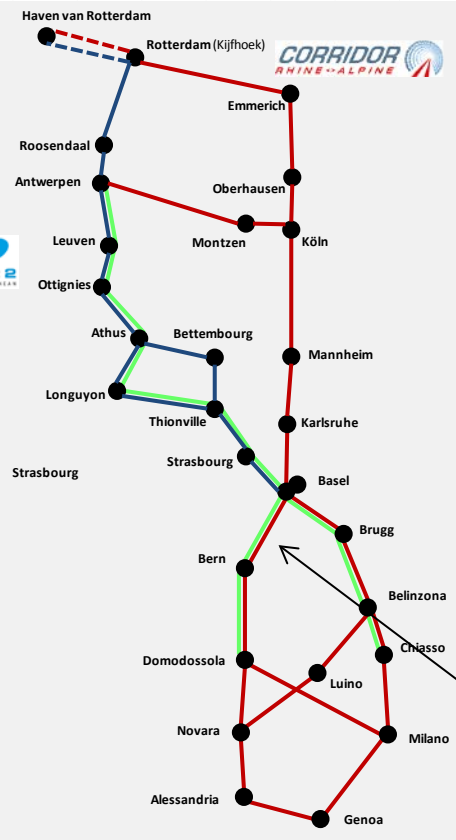
- A total of 19 applicants requested capacity via the C-OSS (13 last year)
- A total of 11 applicants requested PaP capacity (3 last year)
- All applicants were RUs, or RU groupings



5. Multicorridor Requests ⁽¹⁾

Harmonised PaPs between RFC North Sea - Med and Rhine - Alpine were published as Network PaPs:

- 7 Network PaPs were published on both RFCs sections
- For the 19 dossiers containing both RFCs sections, only 5 contained Network PaPs



- No real conflicts occurred:
 - ➔ The Network PaP rule did not have any impact for the TT2016 allocation
 - ➔ This does not mean it may not have any added value in certain cases ➔ to be investigated
 - ➔ The definition of quantity of NetPaPs should be done before the construction phase
 - ➔ Improved harmonisation between corridors may lead to a better offer, but are NetPaPs necessary for this?

➔ **More priority in itself will not lead to an increased demand.**

green = sections with Net PaP
RFC Rhine – Alpine +
RFC North Sea - Med

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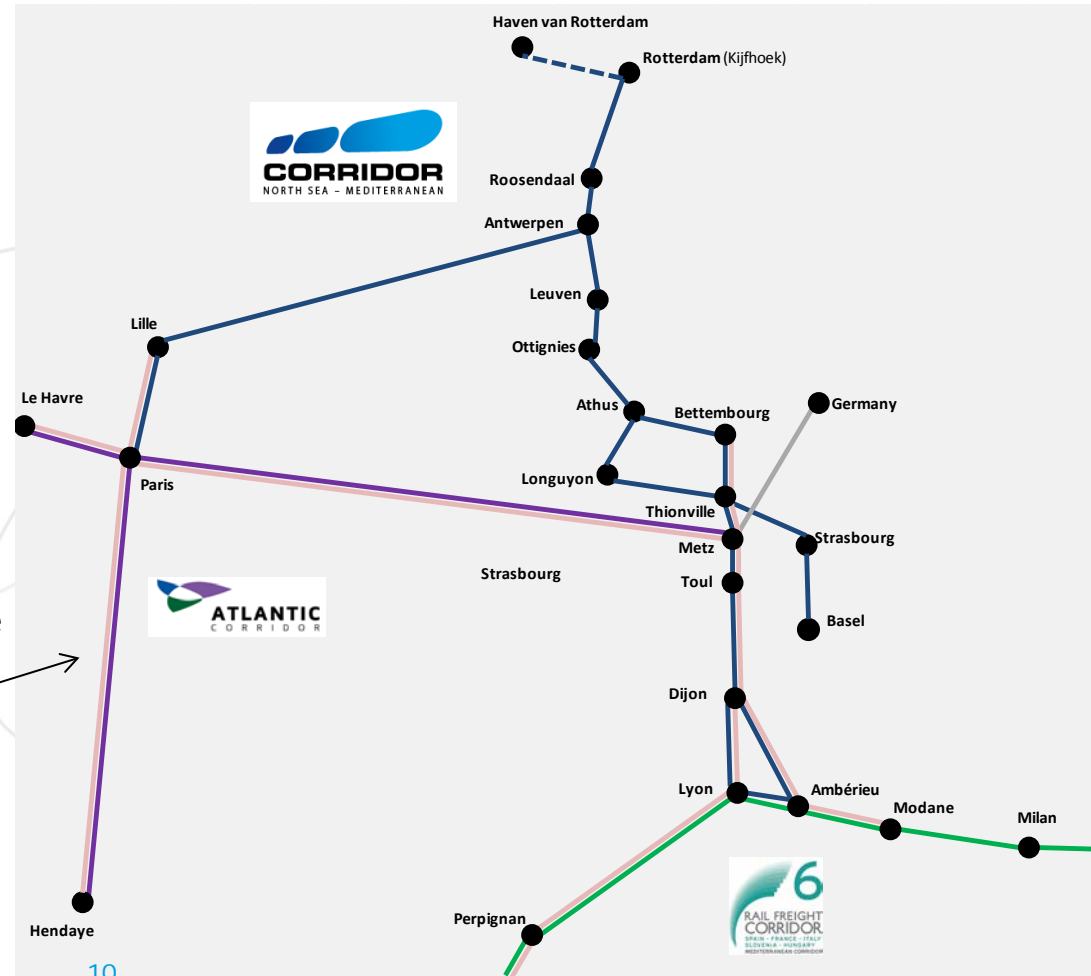
5. Multicorridor Requests (2)

Harmonised PaPs with RFC Atlantic (4 PaPs) and with RFC Med (8 PaPs) were published (no special priority rule):

- 1 dossier was received with PaPs on RFC North Sea - Med and RFC Atlantic
- 10 dossiers were received with PaPs on RFC North Sea – Med and RFC Med
 - ➔ 9 out of 10 for harmonised paths
- For all conflicts (if any), the priority values could easily be calculated after consulting the different C-OSS



pink = sections with harmonised PaPs on RFC North Sea – Med, Atlantic /Med



6. Lessons Learned

- Improving the communication to/with the customer remains vital → some applicants asked for several PaPs via the national tools, and subsequently lost some paths
- A considerable improvement of PCS is necessary, on the client side, on the managing of the requests side, and on IM/AB side.
 - Hopefully PCS Next Generation can help us with this
 - Joint effort of the RFCs needed in close cooperation with RNE
- Work on an improved harmonisation of the offer with RFC Rhine - Alpine in Basel
- Making room for the development of new traffics, while maintaining the capacity for the existing traffics

7. Remaining Capacity

- Most of the non requested long distance PaPs have been republished on the Corridor website and are available on PCS
- 22% of the PaP capacity published in January has been republished
- Along all major axes
- This capacity will remain available up to 21 days before the circulation date (basis for Reserve Capacity)
- An update on the remaining capacity will be provided:
 - Via a 2-monthly mail to all known potential applicants
 - Continuous update on RFC North Sea - Med website
 - Always available via PCS

8. TT 2017 Consultation Phase

- RFC2 works together with the IMs/ABs of the corridor to consult its (potential) clients to be able to set up a client oriented PaP catalogue for TT 2017
- For the first time covering all corridor axes and potential feeder/outflow routes
- Avoiding of a double consultation
- This consultation phase takes place in May and June

= a detailed transport market study

9. Cooperation

- RFC North Sea – Mediterranean (2), Atlantic (4), and Mediterranean (6), work together
 - 1 combined consultation
 - 1 file to fill in for the customer
- Together coordinating the PaP offer with the IMs/ABs
 - Detailed cross-border information for PaP construction
 - Clear wishes for development of new traffics
- RFC North Sea – Med will use this information to coordinate with the other RFCs

10. Coordination File ⁽¹⁾

- The file has been send out (+2 reminders) end of April, to all known contacts
- By RFC North Sea - Med, for all mentioned corridors
- Details to be filled in per country
- Presented to the RAG
- Publication on website

10. Topics

Main information requested:

- Origin/Destination
- Existing traffic?
- Traffic type
- Calendar
- Parameters
- Needed flexibility
- Biggest constraints
- Stops
- ...

11. Use

On the basis of the results from the consultation, the corridor will communicate the following to the IMs:

- a number of PaPs, to be constructed for the timetable 2016 to the IMs on the basis of a real demand
- give a detailed description concerning timetable, stops and parameters
- where needed, ask for additional PaPs for flexibility reasons or to cover a demand that may not have been communicated (historical, new clients, etc)
- Request for PaPs to be constructed on the basis of the expressed capacity needs (not too stringent construction !!!)

Under no circumstance does an applicant have priority to a PaP constructed on the basis of its input

12. Results ⁽¹⁾

- A total of 17 applicants have submitted information
- The majority of these applicants participated to bilateral meetings held end of May, beginning of June
- This information forms the basis for the development of the new PaP catalogue

12. Results ⁽²⁾

- It is difficult for many clients to express their wishes 3 years in advance
- Nevertheless, the majority have expressed their sincere gratitude to be consulted (clear wishes to extend this approach to all RFCs)
- Some expressed their (deep) concerns to communicate their capacity needs
 - since this means these paths may be published as PaPs
 - thus clearly known by and available for their competitors
 - especially with the current priority rule

12. Results (3)



TT 2017 Expression of Needs top O/D RFC2 flows



= both directions combined



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