

Corridor Capacity - PaP offer for TT 2017

January 2016



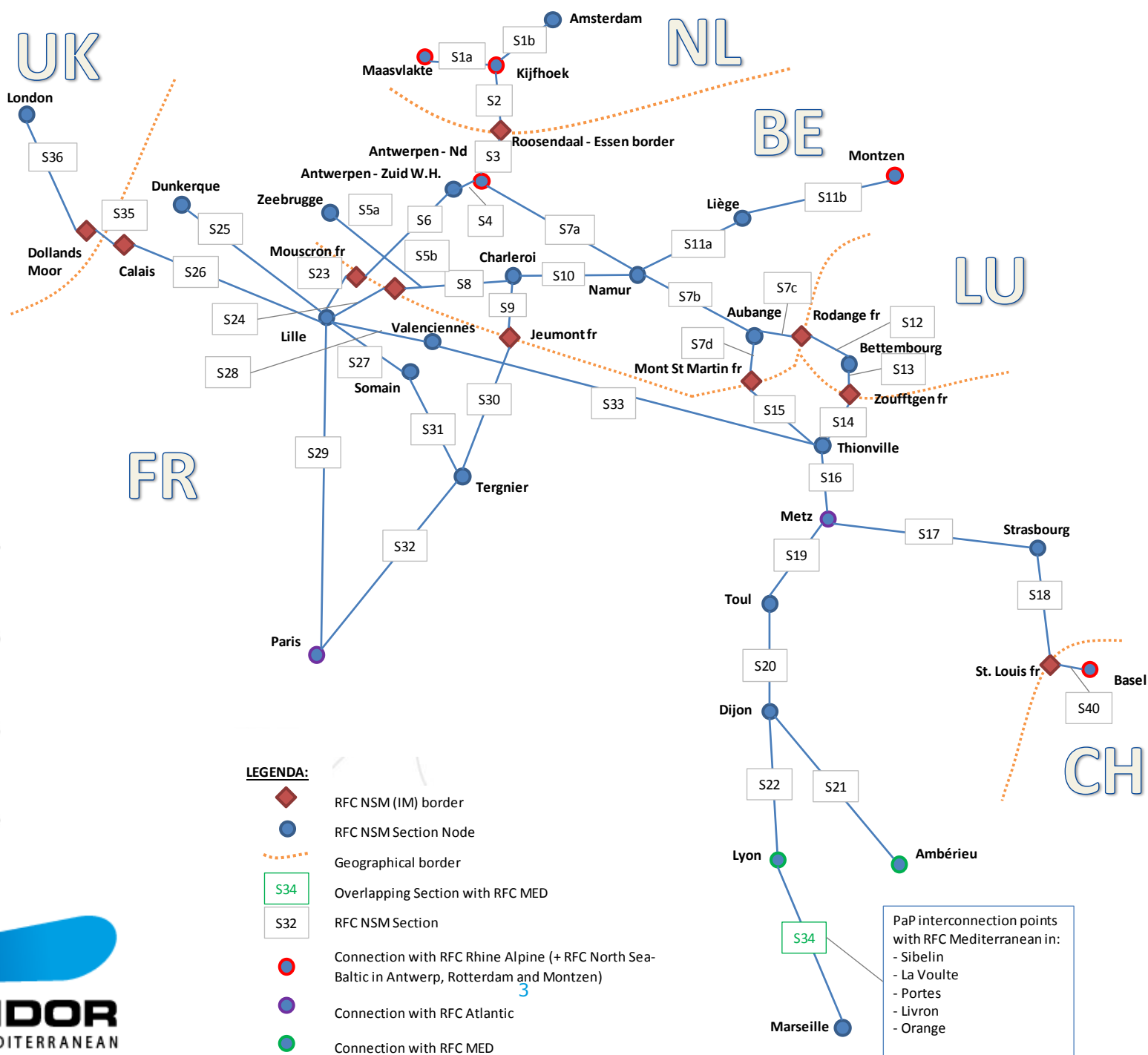
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



Overview

- An extended offer along most corridor lines
- New lines added to London, Amsterdam, Zeebrugge and Marseille
- Network PaPs together with RFC Rhine-Alpine
- Publication of PaPs on the Lyon – Marseille section together with RFC Mediterranean
- Harmonised PaPs
 - with RFC Mediterranean with links between Lyon and Marseille, and Ambérieu
 - with RFC Atlantic in Metz and Paris
 - with RFC Rhine Alpine in Basel (on top of the Network PaPs)
- Only Fix PaPs

Sections



LEGENDA:

-  RFC NSM (IM) border
-  RFC NSM Section Node
-  Geographical border
-  S34 Overlapping Section with RFC MED
-  S32 RFC NSM Section
-  Connection with RFC Rhine Alpine (+ RFC North Sea-Baltic in Antwerp, Rotterdam and Montzen)
-  Connection with RFC Atlantic
-  Connection with RFC MED

PaP interconnection points with RFC Mediterranean in:

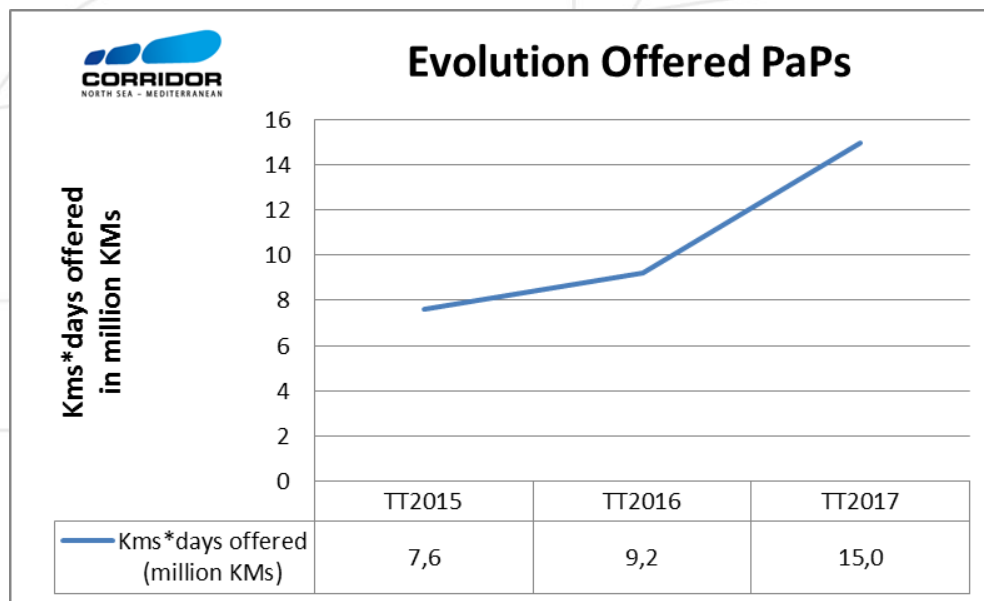
- Sibelin
- La Voulte
- Portes
- Livron
- Orange

RAIL FREIGHT CORRIDOR North Sea - Mediterranean 2017 TIMETABLE

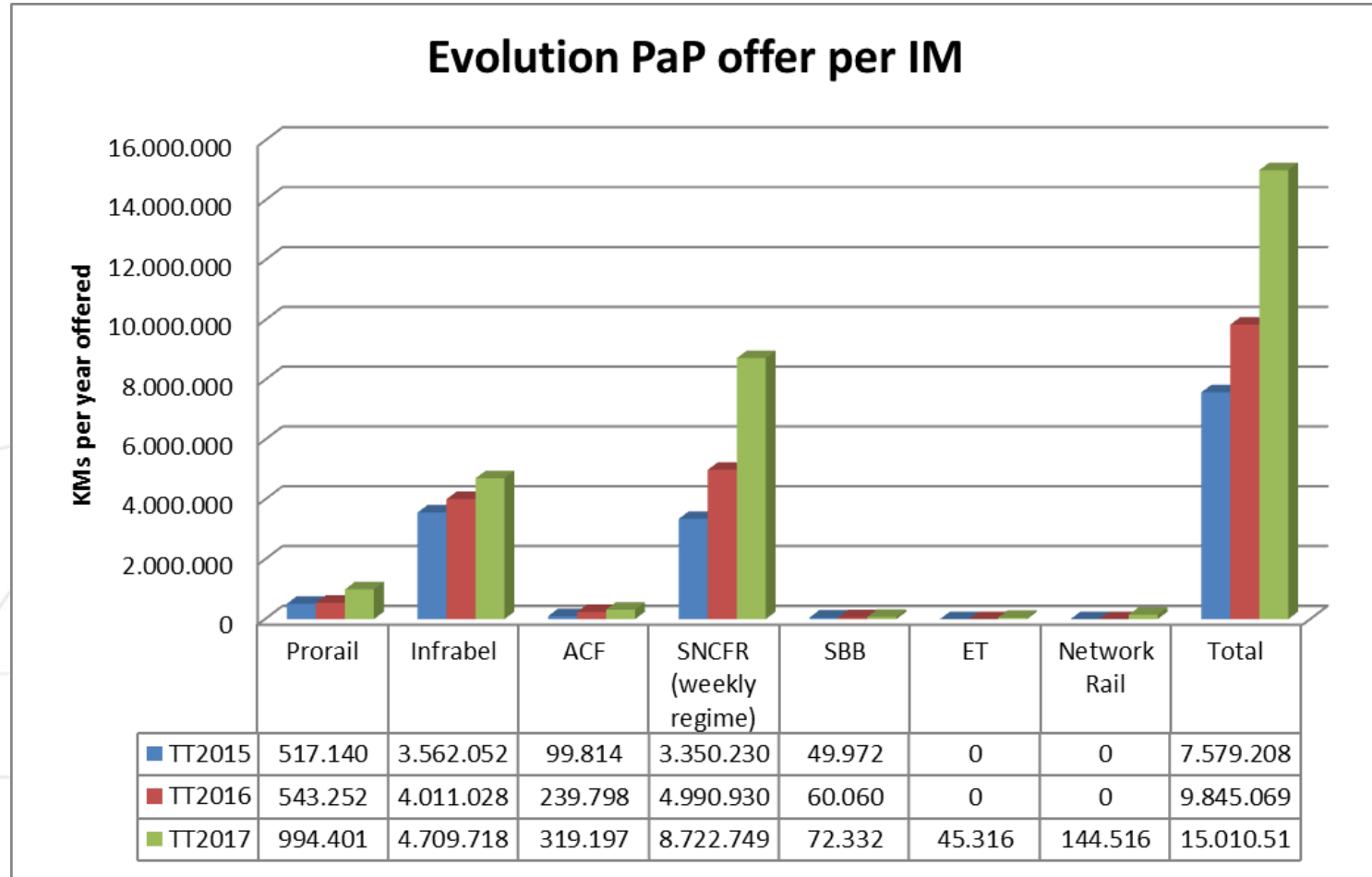
N°	Section (pink = border section)	International border with section Sx (same colour = matching border sections)	Published PaPs		Requested PaPs		Published PaPs (same colour = matching border sections)		evolution number of PaPs orange=decrease / green=increase grey=new / blue=identical
			TT 2016 (NS/SN)	TT 2016 (NS/SN)	TT 2016 (NS/SN)	TT 2016 (NS/SN)	2017 (NS/SN)	2017 (NS/SN)	
ProRail	S1a	Rotterdam Maasvlakte - Rotterdam Kijfhoek		NA NA	NA NA	NA NA	18 11		
	S1b	Amsterdam - Rotterdam Kijfhoek		NA NA	NA NA	NA NA	1 1		
	S2a	Rotterdam Kijfhoek - Roosendaal		18 18	2 3	18 11			
	S2b	Roosendaal - Roosendaal Grens	S3	18 18	2 3	18 25			
Infrabel	S3	Essen Grens - Antwerpen Noord	S2	18 18	2 3	18 25			
	S4	Antwerpen Noord - Antwerpen Zuid W.H.		13 14	8 10	13 12			
	S5a	Zeebrugge - Kortrijk		NA NA	NA NA	1 1			
	S5b	Kortrijk - Charleroi		NA NA	NA NA	1 1			
	S6	Antwerpen Zuid W.H. - Moeskroen Grens	S23	13 14	8 10	13 12			
	S7a	Antwerpen Noord - Namur		15 16	13 14	20 20			
	S7b	Namur - Y.Aubange		15 16	13 14	20 20			
	S7c	Y.Aubange - Aubange Frontière CFL	S12	13 16	6 6	19 19			
	S7d	Y.Aubange - Aubange Frontière SNCFR	S15	11 12	9 10	15 15			
	S8	Baisieux - Charleroi	S24	3 2	3 1	2 2			
	S9	Erquelinnes Frontière - Charleroi	S30	1 1	1 0	1 1			
	S10	Charleroi - Namur		2 1	2 0	3 3			
	S11a	Namur - Liège		2 1	2 0	2 2			
	S11b	Liège - Montzen		1 1	0 0	1 1			
CFL-ACF	S12	Rodange Frontière - Bettembourg	S7c	13 16	6 6	19 19			
	S13	Bettembourg - Bettembourg Frontière	S14	4 4	4 4	3 2			
SNCFR	S14	Zoufftgen Frontière - Thionville	S13	4 4	4 4	3 2			
	S15	Mont Saint Martin Frontière - Thionville	S7d	11 12	9 10	16 15			
	S16	Thionville - Metz		17 16	11 14	17 19			
	S17	Metz - Mulhouse		14 14	10 12	16 17			
	S18	Mulhouse - St.Louis Frontière	S34	12 12	9 10	15 17			
	S19	Metz - Toul		5 6	3 5	7 8			
	S20	Toul - Dijon		5 6	3 5	7 8			
	S21	Dijon - Ambérieu		2 1	2 1	7 9			
	S22	Dijon - Lyon		5 6	3 5	8 8			
	S23	Tourcoing Frontière - Lille	S6	13 14	7 10	12 12			
	S24	Baisieux Frontière - Lille	S8	3 2	3 1	2 2			
	S25	Lille - Dunkerque		2 1	2 0	2 2			
	S26	Lille - Calais	S35	3 3	2 2	8 9			
	S27	Lille - Somain		10 11	4 8	13 10			
	S28	Lille - Valenciennes		2 2	2 2	6 8			
	S29	Lille - Paris		0 0	0 0	1 2			
	S30	Jeumont Frontière - Somain	S9	1 1	1 0	1 1			
	S31	Somain - Tergnier		3 3	1 0	6 5			
	S32	Tergnier - Paris		1 1	0 0	4 3			
	S33	Valenciennes - Thionville		1 1	1 1	5 6			
S34	Lyon - Marseille		NA NA	NA NA	6 6				
Eurotunnel	S35	Calais Fréthun - Dollands Moor	S26	NA NA	NA NA	2 2			
Network Rail	S36	Dollands Moor - Wembley	S26	NA NA	NA NA	2 2			
SBB-TS	S40	St.Johann Grenze - Basel SBB GR	S18	12 12	9 10	15 17			

Comparison TT2016 – TT2017

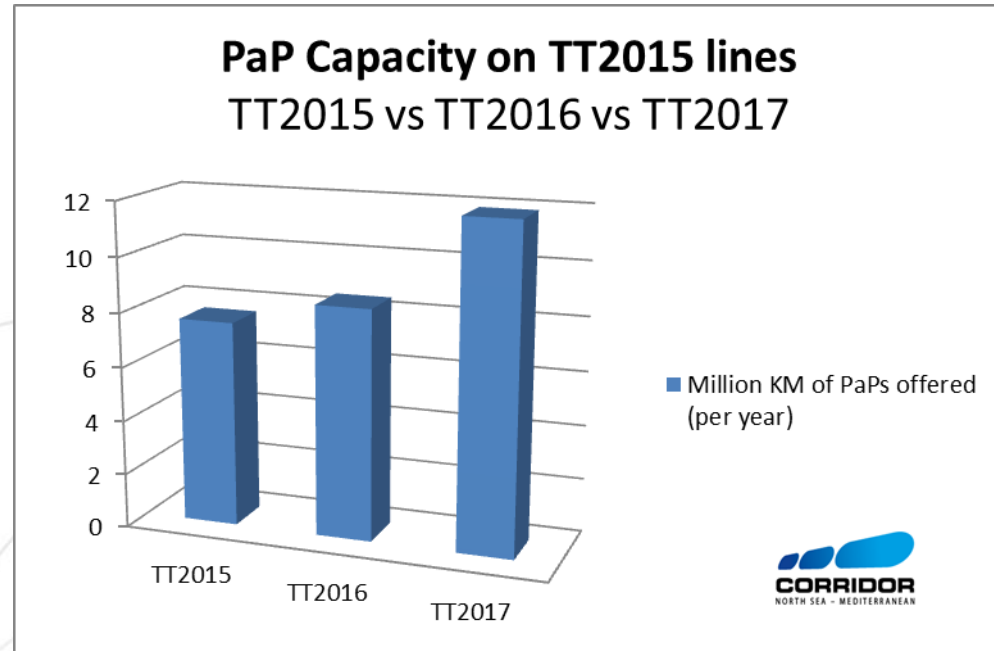
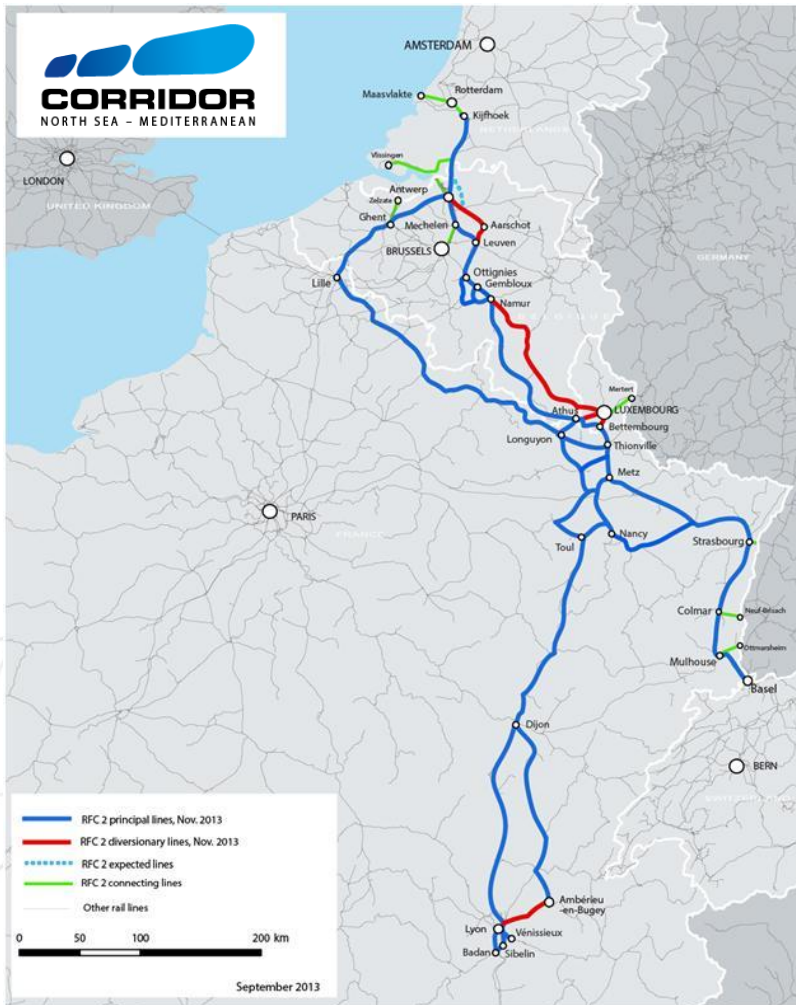
- **15** million km of paths were published when counting the number of kilometres of PaP that have been published throughout the year (9,2 last year)
- **14,1** million km if only taking into account corridor lines as per TT2016
- This means a rise of **62,3%**, or **52%** if only taking into account corridor lines as per TT2016



Comparison offer: TT2015 until 2017 per IM



Evolution PaP capacity on TT2015 lines

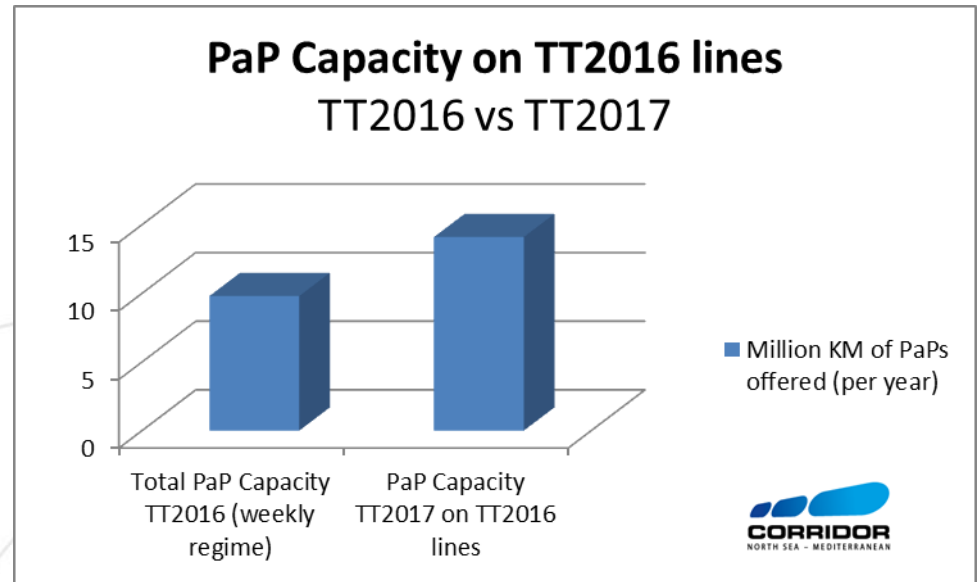
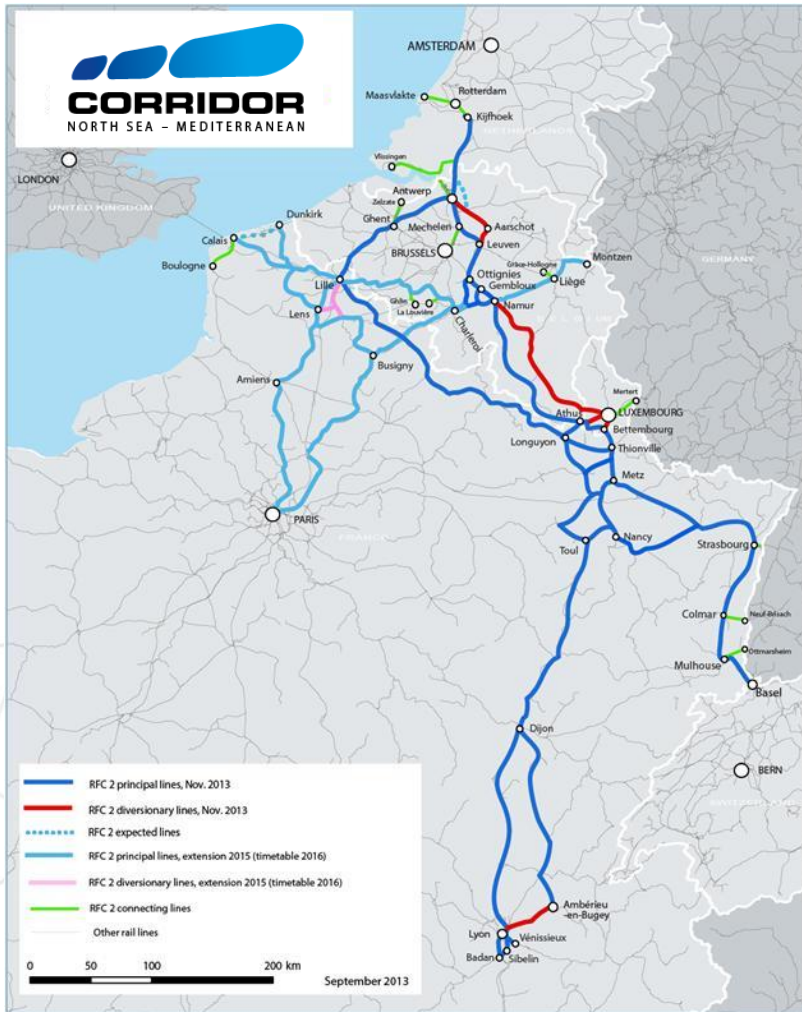


Increase compared to TT2015 offer:

TT2016: + 11,84%

TT2017: + 56,58%

Evolution PaP capacity on TT2016 lines



Increase compared to TT2016 offer:

TT2017: + 43,88%

Publication

- On 12/01 the PaPs were published
 - On the PCS NG School system
 - On the website (excel file per country)

- On 16/01 the PaPs were published on the RFC NSM website in one comprehensive file

RFC North Sea - Mediterranean												
North - South		TT 2017	13/01/2016									
PaP ID			RFC02PaP0006	RFC02PaP0008	RFC02PaP0010	RFC02PaP0012	RFC02PaP0014					
National path reference												
PaP dossier id												
Running days			1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	
Train parameter												
IM	Stations	Comment	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
ProRail	AMSTERDAM WESTHAVEN											
ProRail	KIJFHOEK ZUID											
PaP ID			RFC02PaP0006	RFC02PaP0008	RFC02PaP0010	RFC02PaP0012	RFC02PaP0014					
National path reference												
PaP dossier id			140640	140641	140642	140643	140644					
Running days			1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	1 2 3 4 5 6 7	
Train parameter			05PROR01	05PROR01	05PROR01	05PROR01	05PROR01					
IM	Stations	Comment	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
ProRail	MAASVLAKTE			05:46		06:46		07:46		08:46		09:46
ProRail	KIJFHOEK ZUID		06:29	06:33	07:29	07:33	08:29	08:33	09:29	09:33	10:29	10:33
ProRail	ROOSENDAAL		07:15	07:15	08:15	08:15	09:15	09:15	10:15	10:15	11:15	11:15
ProRail	ROOSENDAAL GRENS		07:23		08:23		09:23		10:23		11:23	

- Final publication on the new PCS NG system took place on 26/01 (upon availability of the system)

Particularities ⁽¹⁾

Harmonised PaPs:

How to find them back in PCS?

- Identical PaP IDs are used for PaPs constructed together with RFC Atlantic (4) and/or Mediterranean (6).
 - ➔ For example: RFC426PaP003
This means the PaP is constructed as one path via RFC Atlantic, NSM and Med, in that order.
- Harmonised PaPs between RFC Rhine Alpine and RFC North Sea – Med do not follow this logic. The corresponding PaP IDs are listed on the catalogues that can be found on our respective websites.
- Network PaPs between RFC Rhine Alpine and RFC North Sea – Med use the same PaP Id number
 - ➔ For example RFC21Net0105 will be called RFC01PaP0105 on RFC Rhine Alpine

Particularities ⁽²⁾

Harmonised PaPs:

How to find them back in PCS?

→ PaP search

- Indicate all involved RFCs
- Indicate all needed directions
 - RFC Rhine Alpine, North Sea-Med, Atlantic: NS or SN
 - RFC Mediterranean: EW or WE
 - Via PaP ID or National reference ID

Paris-Dijon:

- Some PaPs are constructed as one path
 - northern France – Paris – Dijon – south of France
 - Technically published as one PaP in PCS
 - Section between Paris = Lyon is not included in a corridor
 - Is treated as national catalogue path, but no additional feeder/outflow/intermediate section has to be included in the dossier

Particularities ⁽³⁾

Antwerp and Zeebrugge:

- For Port of Zeebrugge, only entrance point "Y.Dudzele" is indicated (same for RFC Rhine-Alpine PaPs).
- For Port of Antwerp, 3 points have been defined:
 - "Y.Schijn" = east entrance – right bank
 - "Y.Melsele" = west entrance – left bank
 - "Y.Walenhoek" = west entrance to right bank

Please add feeder/outflow section to origin or destination terminal

RFC NSM national borders:

- All national borders are run through points

Please add PaP or feeder/outflow section otherwise these dossiers will no longer be accepted

Reminder:

- Do not request for PaP capacity via the IMs, because your offer will in any case not be accepted
- All PaP requests must contain **A** RFC border – but this border may be crossed via the feeder/outflow section

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ProRail

INFRABEL
Right On Track

NetworkRail

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CFL



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