



Rail Freight Corridor
North Sea – Baltic



RAG/TAG Meeting in Prague

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TT2017 – KPI and Lessons Learned

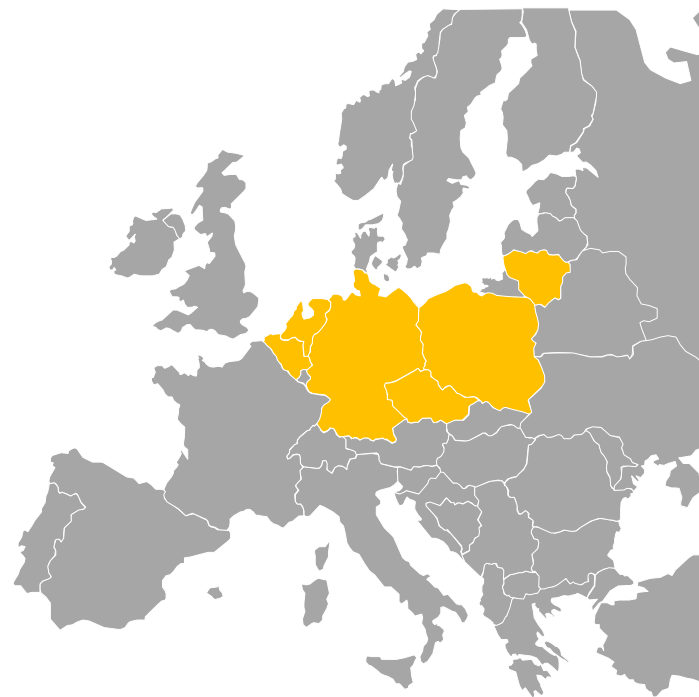
Customer Visits and PCS Workshops





TT2017 – KPI and Lessons Learned

Customer Visits and PCS Workshops



C-OSS Customer Visits for TT2017 - Overview

Customer Visits for TT2017

Facts and Figures:

- ✓ 17 Customer visits (common or individual in every country along the corridor - IMs always participated)
- ✓ 6 other meetings where I informed customers about the Corridor:
 - Inauguration Event in Vienna
 - Market Stand during „Infrastructure-Works Information Meeting“ in Berlin
 - PCS Training in Frankfurt
 - RAG/TAG Meeting in Bremen
 - FTE – B Meeting in Ljubljana (4 Days)
 - Participation to Kick Off Meeting for the anual timetable in Rotterdam
- ✓ In total **23 Customer Meetings** where I informed customers about RFC North Sea – Baltic and our products
- ✓ In total around **50 RUs** participated

C-OSS KPI and Results TT2017 - Overview

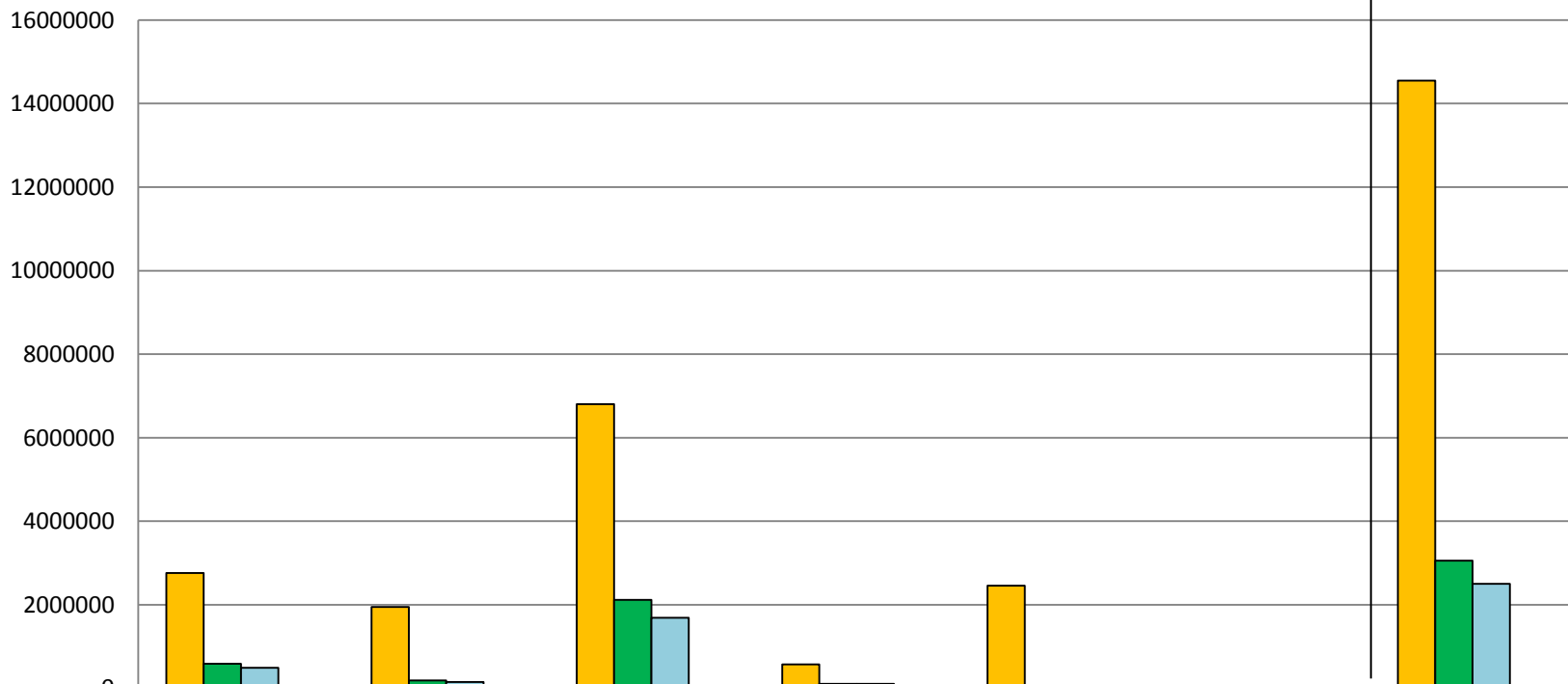
KPIs and Results TT2017

Facts and Figures:

- ✓ Around 14.5 million path km offered
- ✓ Around 3 million path km requested
- ✓ Around 2.5 million path km pre-allocated
- ✓ 21% of the capacity has been requested
- ✓ 63 requests in total (30 clean, 33 conflict)
- ✓ 45 requests with PaPs pre-allocated, 13 requests with PaPs + Tailor Made solution, 5 requests received only a Tailor Made solution
- ✓ 12 Customer requested



Volume of capacity offered/requested/pre-allocated per IM (KMs * RDs)



	Prorail	Infrabel	DB Netz	SZDC	PKP PLK	LG	Total
K-Value per IM Offered	2760108	1951653	6803616	573082	2455502	6232	14550193
K-Value per IM requested	585801	188618	2117294	109158	56567	0	3057438
K-Value per IM pre-allocated	493023	152278	1692340	109158	56567	0	2503366
Percentage Offered/Requested	21%	10%	31%	19%	2%	0%	21%

Number of PaPs offered

12 - 20

20

6 - 20

6

2 - 5

2

Lessons learned for TT2018

- **Bad Bentheim** additionally to Emmerich
-> Already an agreement for TT18
- Adjustment of “stopping time” in **Frankfurt (Oder) Oderbrücke**
- **Adaption of parameters**
-> Workshop with applicants on 31st of August in Frankfurt
- **Harmonization** of PaPs between RFCs
- Better usability of PCS
- PaP-Catalogue (Print out) Harmonisation for all RFCs
- Book IV Harmonisation for all RFCs



Customer Workshop

- **Workshop on 31.08.2016 in Frankfurt together with RFC Rhine-Alpine (due to overlapping section)**
- **10 Customers registered**
- **Topics:**
 - General Feedback about PaPs
 - Looking back to TT2017
 - What was good?
 - What needs to be improved?
 - Specific Feedback about
 - PaP-Catalogue
 - FCA
 - Book IV
 - C-OSS
 - Flex/Fix PaP
 - Other
 - Discussion about questionnaire for “customer needs”



Looking back: Customers Feedback for TT 2017

General Feedback



Positive



- Flex PaPs are positive; offer should be as flexible as possible

What needs to be changed ?

- PaPs should continue at borders (same number of PaPs for Border sections)
- There should not be any differences between information in PCS and national systems, e.g. due to missing interfaces and manual transfer
- PaPs should be offered for unused/free capacity, not for existing traffic
- Biederitz is not relevant as a published intermediate point



Pain points



- PaPs are mostly too abstract, they do not fit to the economic reality of the RUs
- PaPs do not fit with RUs production system and their existing traffic

To take into account

- Trains in yearly timetable are relatively fixed, even if responsible RUs change. Do not have to reinvent the PaP offer every year -> A PaP should be the same path every year
- As long as the IMs are not able to handle the process, the number of PaPs should not be increased





Looking back: Customers Feedback for TT 2017 for PaPs



Customers wishes

General:

- Harmonisation of running days
- Harmonisation of Profile and Axle load
- Harmonised construction works
- Jumping PaPs without losing priority
- To offer PaPs with different parameters (e.g. 10 slower PaPs with higher weight, 10 quicker PaPs with lower weight)
- Additional intermediate points
- Longer/more time windows for loco driver change
- Different days for TT updates (Poland ..)

Detail:

- 700 m to Malaszewice
- Route via Glogow not necessary
- Korcze – stop for 60 minutes necessary
- Frankfurt Oderbrücke – 20 min pick up loco + 20 min system change
- Connection to RFC2 and RFC3
- More capacity to Brest
- Information about Profile in Poland
- Axle load D3 to Malaszewicze and Poznan

Improvements needed for TT 2018

Specific feedback

What and how should be improved?



FCA:

- More transparency in the allocation process
- Priority rules (Jumping PaPs; Multiple dossiers)

CID Book 4:

- Clear instructions (no differences between pictures and text)
- Other Languages (German)

C - OSS

- Good Dialogue due Workshops
- More power towards IMs

Flex/Fix PaPs:

- BE: Inclusion of Flex PaPs to choose traction type
- More Flexible PaPs
- Possibility to include operational points (Fix PaP)
- Reduce buffer time (Flex PaP)
- Possibility to delete unnecessary stations in Flex PaPs in PCS

PaP Catalogue:

- Updated PaP Catalogue
- Overview of the bookable Reserve Capacity
- PaP ordering only in PCS (and not in national tools)

Others:

- „Start-to-end-PaPs“ harmonised at borders (including f/o)
- **No questionnaire for „customer needs“ necessary as those information are already known by IMs**





TT2017 – KPI and Lessons Learned

Customer Visits and PCS Workshops





Customer Visits and PCS Trainings

PCS Training

- A PCS Training will be provided in January/February together with RFC Rhine-Alpine and Scan-Med RFC
- Training with support of RNE
- RUs, IMs, RNE and C-OSS participated
- It is planned to have a training once a year

Customer Visits

- C-OSS will start with customer visits in January 2017
- Either common meetings with more RUs or individual meetings
- **If you would like to have an individual C-OSS customer visit please feel free to contact me anytime**



Thank you for your attention!

www.rfc-northsea-baltic.eu

