

## Pre-arranged Paths and Reserve Capacity TT2023

## Pre-arranged Paths TT2024

**Anna Difliff**  
**Corridor-One-Stop-Shop**

RAG/TAG Meeting  
12.10.2022, Rostock



Rail Freight Corridor  
North Sea – Baltic



Co-financed by the Connecting Europe  
Facility of the European Union



**Draft and final offer TT2023**



Results of the wishes expressed by applicants for TT2024



Pre-arranged Paths TT2024



Reserve Capacity TT2023



Next steps

## 19 from the 53 dossiers were submitted to Active Timetable to conclude the TT2023 contract in PCS

### Draft Offer

- For 42 dossiers (ca. 80%) the draft offer was published on time.
- For 10 dossiers the draft offer was delayed, 1 dossier was closed
- 8 different applicants

### Observations

- 15 dossiers (29%) included 23 observations.
- The 23 observations were divided in 7 categories/types.

### Final Offer

- For 26 dossiers the final offer was published on time.
- For 26 dossiers the final offer was not published on time, due to TCRs on Czech Republic border sections and 1 dossier was closed

### Active Timetable

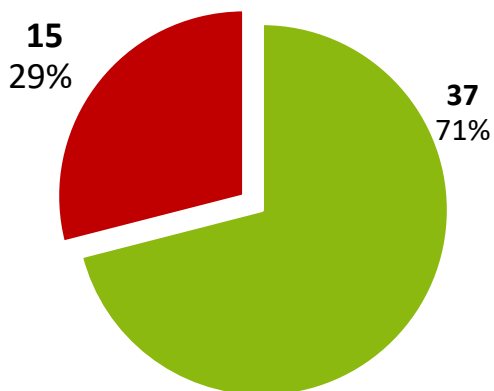
- The applicants accepted the final offer for 19 dossiers; acceptance is pending for 1 dossier
- 8 applicants cancelled their requests after final offer
- 25 dossiers remain in post-processing phase

## Information regarding delay of Final Offer

- A delay in publication of the Final offer applies to dossiers involving a SZCZ segment, i.e. 26 dossiers out of 53 on RFC North Sea – Baltic;
- The root cause of the delay is an unprecedented number of TCRs, located directly on border sections or nearby. Most of these TCRs are planned by neighboring IMs and have huge impact on SZCZ timetabling process. Bilateral conflict solution processes were required.
- Customers were informed about the publication of the final offer as well as about the delay for the concerned dossiers on SZCZ route sections.
- The other 26 dossiers have been published according to the deadline and completely, 1 was closed.
- Currently, 25 dossiers remain in post-processing phase

## The number and types of observations indicated by the applicants increased slightly for TT2023

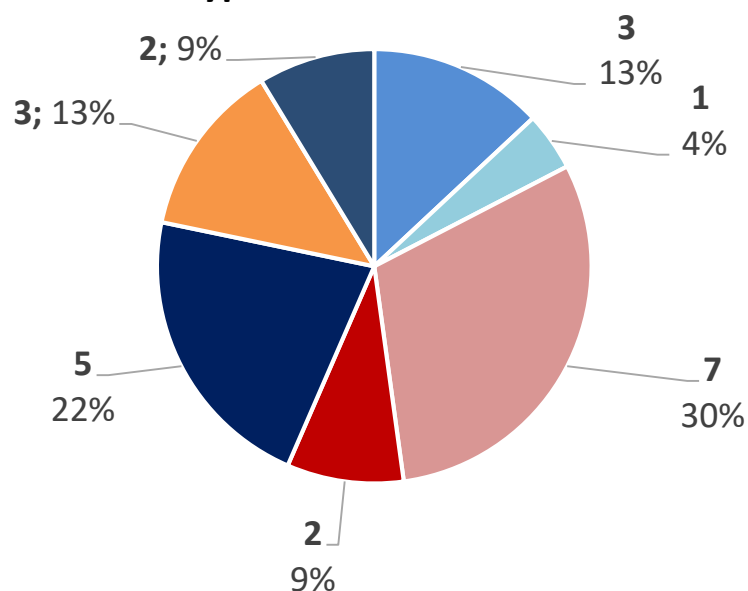
**Quantity of dossiers with observations**



- Dossiers without observations
- Dossiers with observations

**The 15 objected dossiers include  
23 observations**

**Types of observations**



- TT not correct
- Negative border time
- Another reason
- Lack of date
- Train parameter not in accordance with request
- Route not correct

## Summary of the PCS draft & final offer results for TT2023

### Draft Offer TT2023



#### In time (on 04.07.2022)

No. of dossiers

79 %

42



#### Not in time (on 05.-06.07.2022)

No. of dossiers

19 %

10



#### Well harmonized dossiers

No. of dossiers

71 %

37



#### Unharmonized (observation in PCS)

No. of dossiers

29 %

15

### Final Offer TT2023



#### In time (on 22.08.2022)

No. of dossiers TT2023

50 %

26



#### Not in time (on 22.08.2022)

No. of dossiers TT2023

50 %

26



#### Well harmonized dossiers (on 10.10.2022)

No. of dossiers TT2023

52 %

27



#### Unharmonized (on 10.10.2022)

No. of dossiers TT2023

48 %

25



Draft and final offer TT2023



**Results of the wishes expressed by applicants for TT2024**



Pre-arranged Paths TT2024



Reserve Capacity TT2023



Next steps

## Overall, 99 wishes were expressed by 9 applicants in the wish list for TT2024

### Response

- 9 applicants have replied and expressed their needs for paths belonging to RFC NS-B
- Overall, 99 wishes (82 in TT2023) can be considered for the PaP construction TT2024
  - 6 E-W direction
  - 7 W-E direction
  - 42 N-S direction
  - 43 S-N direction
- The 99 wishes include traffics in collaboration with
 

■ RFC 1 Rhine Alpine:	14 wishes
■ RFC 2 North-Sea Med	1 wish
■ RFC 3 Scan Med:	15 wishes
■ RFC 6 Mediterranean:	5 wishes
■ RFC 7 Orient/East-Med:	6 wishes
■ RFC 9 Rhine Danube:	6 wishes
■ RFC 11 Amber:	1 wish

### Results

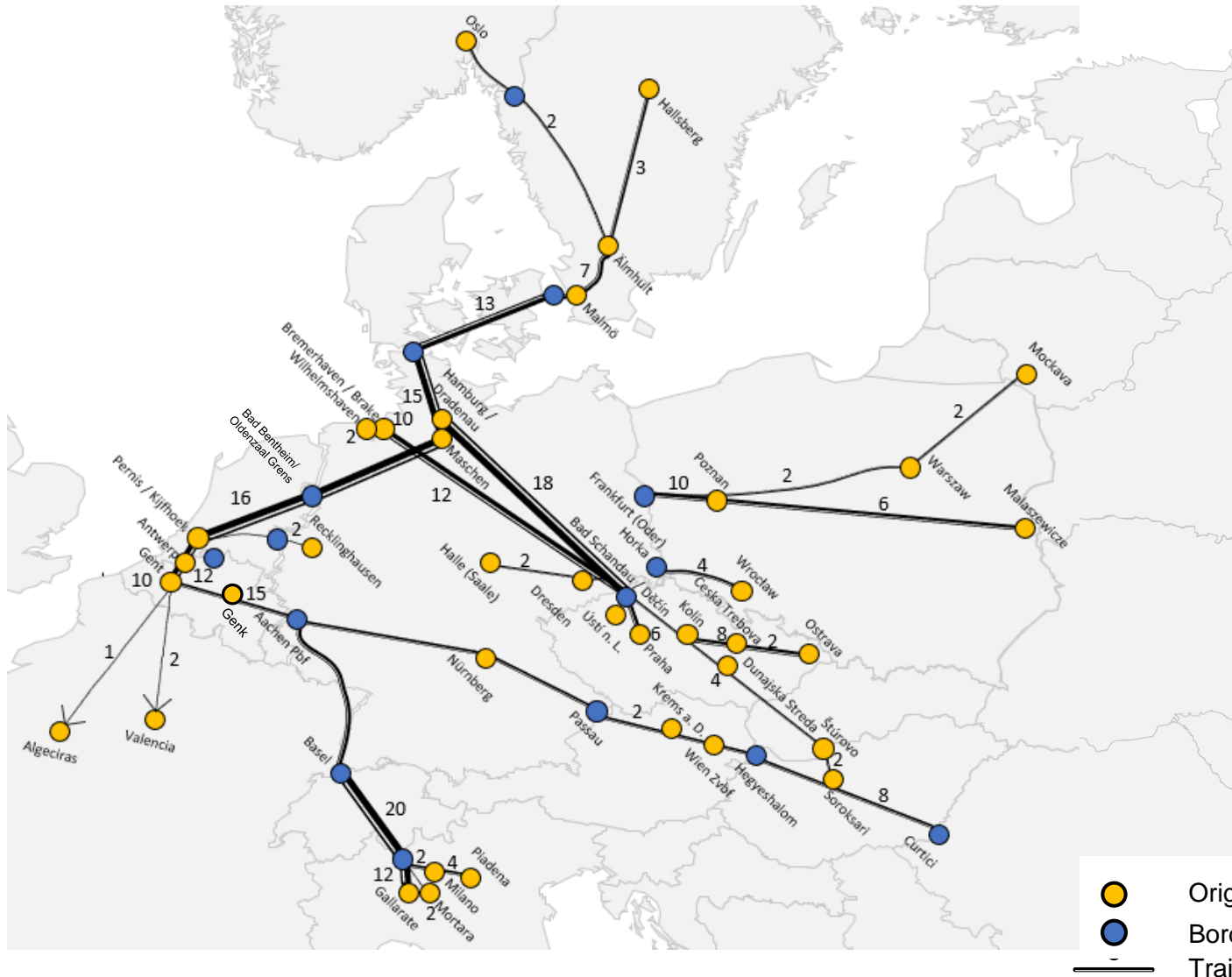
- Wishes for all directions touching all countries in and beyond RFC NS-B
- 51 traffics in S-N / W-E direction running via
 

■ 5 borders:	2
■ 4 borders:	13
■ 3 borders:	14
■ 2 borders:	5
■ 1 border:	17
- 48 traffics in N-S / E-W direction running via
 

■ 4 borders:	10
■ 3 borders:	14
■ 2 borders:	5
■ 1 border:	19



## Traffic flows in wish list expressed by applicants for TT2024



- No true W-E / E-W traffics requested
- No wishes for Lithuania and Estonia received
- Traffics to Algeciras and Valencia mainly run on RFC6, RFC2 and RFC3 (Spain to Norway routing) touching RFC8 at Bad Bendheim border crossing



Draft and final offer TT2023



Results of the wishes expressed by applicants for TT2024



**Pre-arranged Paths TT2024**



Reserve Capacity TT2023



Next steps



## PaP offer TT2024 at border points

- A total of 106 PaPs at border points (all directions) has been agreed
- Synergies of traffic days will be considered during construction phase

Border Point	Involved IMs	Number of wishes TT2024 W-E, S-N / E-W, N-S	Offer TT2024 W-E, S-N / E-W, N-S
Essen Grens / Roosendaal Grens	Infrabel/ProRail	8/6	8/8
Montzen Frontiere / Aachen West Gr.	Infrabel/DB Netz	8/7	6/6
Zevenaar Grens / Emmerich	ProRail/DB Netz	6/6	6/6
Oldenzaal Grens / Bad Bentheim	ProRail/DB Netz	11/6	6/6
Osnabrück – Maschen (HaP connecting RFC3 via Bad Bentheim)	DB Netz	11/10	4/4
Frankfurt (Oder) Oderbrücke / Kunowice Gr.	DB Netz/PKP PLK	4/5	6/6
Horka / Bielawala Dolna Gr. (Wegliniec)	DB Netz/PKP PLK	2/2	5/5
Bad Schandau Grenze / Děčín st.hr.	DB Netz/SŽDC	14/18	8/8
Trakiszki / Mockava Pasienis	PKP PLK/LTG Infra	1/1	2/2
Joniskis Pasienis / Meitene-eksp.	LTG Infra/LDz, LRN	0	1/1
Lugazi-eksp / Valga state border	LDz, LRN/EVR	0	1/1
<b>TOTAL</b>			<b>106</b>

## Schematic map of PaP construction proposal TT2024

- Min. 1 PaP will be offered on the principal corridor lines where no wishes have been expressed
- Both long and short PaPs will be constructed
- The final PaP offer TT2024 will be published on Jan 9<sup>th</sup>, 2023



## Bandwidth and Parameters for PaPs TT2024 (no changes, state of play TT2023)

	1 - Applicants Jan-Mid Apr 2023 Request Bandwidth	2 - IM End Apr-End Jun 2023 Construction Bandwidth
<b>DB Netz AG, Germany</b>	BE+NL: 0 Fix CZ+PL: 15+/- from the published time in Catalogue	BE+NL: 0 Fix CZ+PL: 15+/- from the published time in Catalogue
<b>EVR, Estonia</b>	LV: 30+/- from the published time in Catalogue	LV: 30+/- from the published time in Catalogue
<b>Infrabel, Belgium</b>	0 min	0 min
<b>LRN, LDz, Latvia</b>	EE + LT: 30+/- from the published time in Catalogue	EE + LT: 30+/- from the published time in Catalogue
<b>LTG Infra, Lithuania</b>	LV + PL: 30+/- from the published time in Catalogue	LV + PL: 30+/- from the published time in Catalogue
<b>PKP PLK S.A., Poland</b>	DE: 15+/- from the published time in Catalogue LT: 30+/-	DE: 15+/- from the published time in Catalogue LT: 30+/-
<b>ProRail, Netherland</b>	0 min	0 min
<b>SZCZ, Czech Republic</b>	DE: 15+/- from the published time in Catalogue	DE: 15+/- from the published time in Catalogue



Draft and final offer TT2023



Results of the wishes expressed by applicants for TT2024



Pre-arranged Paths TT2024



**Reserve Capacity TT2023**



Next steps



## **The Reserve Capacity (RC) stays equal for TT2023 with 1 RC per path section**

RC contains capacity slots to allow a quick and optimal answer to ad-hoc path requests.

The applicant can indicate the individually required departure and/or arrival times, feeder and outflow path(s) as well as reference points.

The indications should respect the indicated standard running times.

Applicants can book RC via the C-OSS until 30 days before the running day.

RC was published by the C-OSS on 10.10.2022 for TT 2023 starting on 11.12.2022



Draft and final offer TT2023



Results of the wishes expressed by applicants for TT2024



Pre-arranged Paths TT2024



Reserve Capacity TT2023



**Next steps**





## Next steps

- The Reserve Capacity TT2023 has just been published.
- The PaP construction process TT2024 is ongoing, and the offer will be published on January 9<sup>th</sup>, 2023 followed by a short correction phase.
- The PCS trainings by COSS/RNE will be proposed in two groups and both in presence & remotely :
  - Group Budapest : week following February 20<sup>th</sup>
  - Group Frankfurt: week following January 30<sup>th</sup>
  - Remote training: week following February 13<sup>th</sup>

## Traffic flows in wish list expressed by applicants for TT2024

Borders	Location A	Location B	W-E   S-N	E-W   N-S	All directions
5	Valencia	Oslo	2		2
Borders	Location A	Location B	W-E   S-N	E-W   N-S	All directions
4	Älmhult	Gent Rodenhuize		1	1
	Älmhult	Gent Zeehaven	4	2	6
	Hallsberg	Gent Zeehaven	2	1	3
	Malmö	Antwerpen Noord	2	2	4
	Genk	Curtici	2	2	4
	Genk-Goederen	Curtici	2	2	4
	Algueciras	Malmö	1		1
Borders	Location A	Location B	W-E   S-N	E-W   N-S	All directions
3	Kijfhoek Noord	Malmö	3	3	6
	Piadena	Antwerpen	1	1	2
	Piadena	Kijfhoek	1	1	2
	Antwerpen Oorden	Gallarate	3	2	5
	Antwerpen Noord	Gallarate		1	1
	Rotterdam W.	Gallarate	3	3	6
	Rotterdam Pernis	Mortara	1	1	2
	Antwerpen	Milano	1	1	2
	Soroksári út	Bremerhaven Seehafen	1	1	2
Borders	Location A	Location B	W-E   S-N	E-W   N-S	All directions
2	Brake	Sturovo	1	1	2
	Dunajska Streda	Hamburg Dradenau	1	1	2
	Dunajska Streda	Bremerhaven Kaiserhafen	1	1	2
	Krems a. D.	Hamburg Dradenau	1	1	2
	Mockava	Frankfurt (Oder) Oderbrücke	1	1	2
Borders	Location A	Location B	W-E   S-N	E-W   N-S	All directions
1	Halle (S)	Ostrava hl. N.	1	1	2
	Horka	Wrocław Gądów	2	2	4
	Frankfurt (Oder) Oderbrücke	Poznań Franowo	1	1	2
	Frankfurt (Oder) Oderbrücke	Małaszewicze	3	3	6
	Recklinghausen	Kijfhoek Zuid	1	1	2
	Praha Uhrineves	Hamburg Dradenau	3	3	6
	Ceska Trebova	Hamburg Dradenau	2	3	5
	Ceska Trebova	Bremerhaven Kaiserhafen	1	1	2
	Praha Uhrineves	Bremerhaven Kaiserhafen	1	1	2
	Praha Uhrineves	Rheinhausen	1	1	2
	Praha Uhrineves	Wilhelmshaven	1	1	2
	Hamburg Süd	Ceska Trebova		1	1

## Product & process description Reserve capacity (RC)

- RC based on PaPs will be a collection of several sections along the Corridor, either of non-requested PaPs and/or PaPs constructed out of remaining capacity by the IMs/ABs after the allocation of overall capacity for the annual timetable as well as in the late path request phase.
- In case RC is offered on the basis of capacity slots, slots are displayed per corridor section and the standard running time is indicated. The involved IMs/ABs jointly determine the amount of RC for the next timetable year between X-3 and X-2.
- The C-OSS as one single contact person simplifies the handling of the request between the applicants and all involved Infrastructure Managers. The processing of the request via the C-OSS ensures a harmonized offer with coordinated border times
- PCS as the only IT-tool allows the applicants to place the request and to check and accept the international offer from origin to destination

### Reserve capacity on overlapping sections

- The layout of the corridor lines leads to situations where some corridor lines overlap with others. The aim of the corridors, in this case, is to prepare the best possible offer, considering the different traffic flows and to show the possible solutions to link the overlapping sections concerned with the rest of the corridors in question.
- In case of overlapping sections, corridors may develop a common offer, visible via all corridors concerned. These involved corridors will decide which C-OSS is responsible for the final allocation decision on the published capacity. In case of conflict, the responsible C-OSS will deal with the process of deciding which request should have priority together with the other C-OSSs. In any case, the applicant will be consulted by the responsible C-OSS.

## How to request Reserve capacity (RC)

- To order reserve capacity slots, corridor sections without any time indication are available in PCS. The applicant may indicate his individually required departure and/or arrival times, feeder and outflow path(s) as well as construction starting point. The indications should respect the indicated standard running times as far as possible.
- The Bandwidth approach allows the applicants to place a request according to their needs and guarantees a customized offer (for slots only)

### Feeder, outflow and tailor-made paths

- In case available RCs do not cover the entire requested path, the applicant may include a feeder and/or outflow path to the RC section(s) in the international request addressed to the C-OSS via PCS in a single request.
- A feeder/outflow path refers to any path section prior to reaching an Intermediate Point on a corridor (feeder path) or any path section after leaving a corridor at an Intermediate Point (outflow path).
- Feeder / outflow paths will be constructed on request in the PCS dossiers concerned by following the national path allocation rules. The offer is communicated to the applicant by the C-OSS within the same time frame available for the communication of the requested RC. Requesting a tailor-made path between two RC sections is possible, but because of the difficulty for IMs/ABs to link two RC sections, a suitable offer might be less likely.
- Graph with possible scenarios for feeder/outflow paths in connection with a request for one or more RC section(s):