RFC NS-B
PaP capacity offer TT2025

RAG/TAG Meeting
C-OSS Anna Difliff
March 6th , 2024

Funded by the European Union

1. Updates implemented for the PaP capacity offer TT2025

2. Schematic map for TT2025

3. PaP capacity offer TT2025

4. KPIs - PaP capacity offer TT2025

5. Next steps

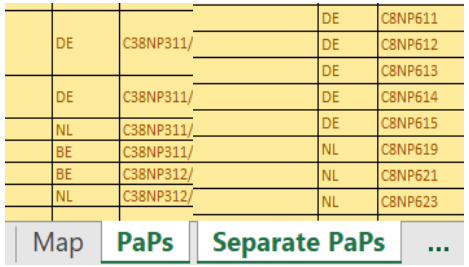
The PaP offer on RFC NS-B lines for TT2025 includes various updates

PaP capacity offer TT2025

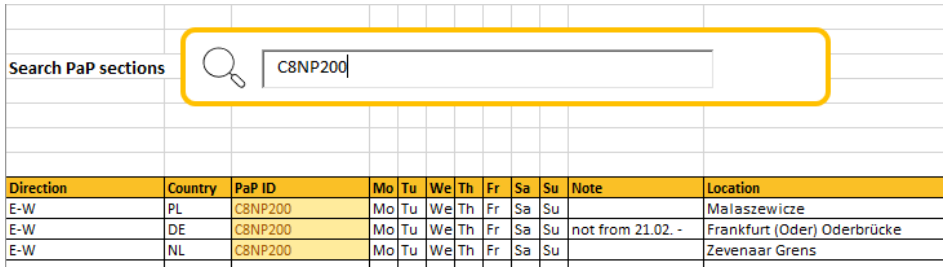
- Categories of long- and short-distance PaPs discontinued
- New DigiCat design
- Renaming of DB Netz AG to DB InfraGO AG as of 01.01.2024
- Flex PaPs on Infrabel network with recommended parameters & protected border times
- Joint path offers with RFC ScanMed, RFC Rhine-Danube & RFC Orient/East-Med
- TCR rerouting options indicated as variations of initial PaP (a,b,c) or offered as tailor-made paths

The new PaP catalogue design for TT2025

- 2 path categories are searchable in separate tabs:
  - ‘PaPs’ for international sections and
  - ‘Separate PaPs’ for national sections (can only be booked in combination with an international section with at least one border crossing)



- Search bar implemented for both categories for an enhanced usability:
  - You can search for letters, numbers or words in the search bar.
  - Please note that the search for times is currently not supported.
  - The results will be displayed in real-time in below table and highlighted in yellow.



Direction	Country	PaP ID	Mo	Tu	We	Th	Fr	Sa	Su	Note	Location
E-W	PL	C8NP200	Mo	Tu	We	Th	Fr	Sa	Su		Malaszewicze
E-W	DE	C8NP200	Mo	Tu	We	Th	Fr	Sa	Su	not from 21.02. -	Frankfurt (Oder) Oderbrücke
E-W	NL	C8NP200	Mo	Tu	We	Th	Fr	Sa	Su		Zevenaar Grens

- In case of already known TCRs, the validity of the PaP is defined in the column ‘Note’.

PaP ID	Mo	Tu	We	Th	Fr	Sa	Su	Note
C78NP100	Mo	Tu	We	Th	Fr	Sa	Su	not from 15.12.24 - 07.03.25 and 09.05. - 12.09.25

1. Updates implemented for the PaP capacity offer TT2025

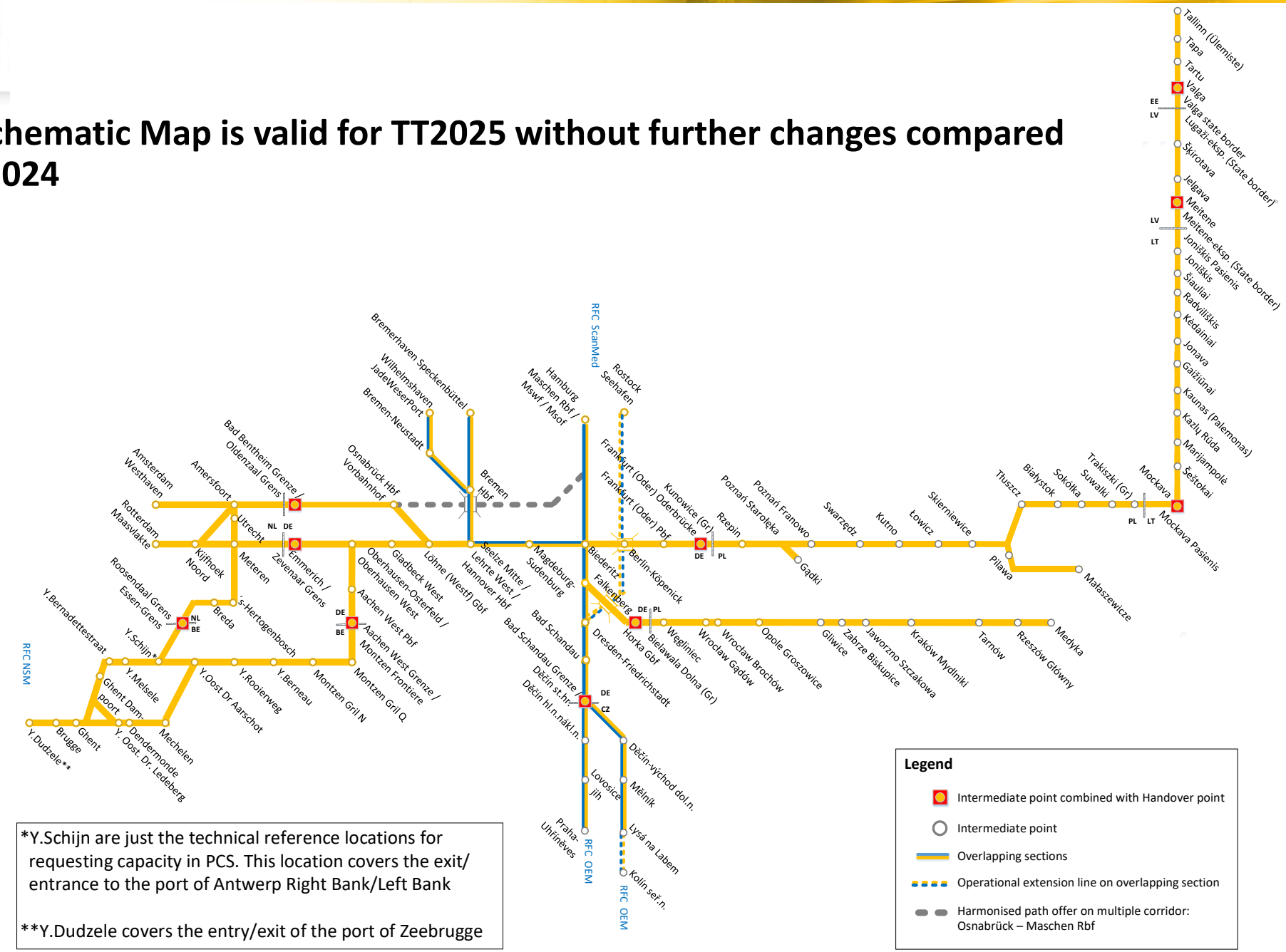
2. Schematic map for TT2025

3. PaP capacity offer TT2025

4. KPIs - PaP capacity offer TT2025

5. Next steps

The Schematic Map is valid for TT2025 without further changes compared to TT2024



*Y.Schijn are just the technical reference locations for requesting capacity in PCS. This location covers the exit/ entrance to the port of Antwerp Right Bank/Left Bank

**Y.Dudzele covers the entry/exit of the port of Zeebrugge

1. Updates implemented for the PaP capacity offer TT2025

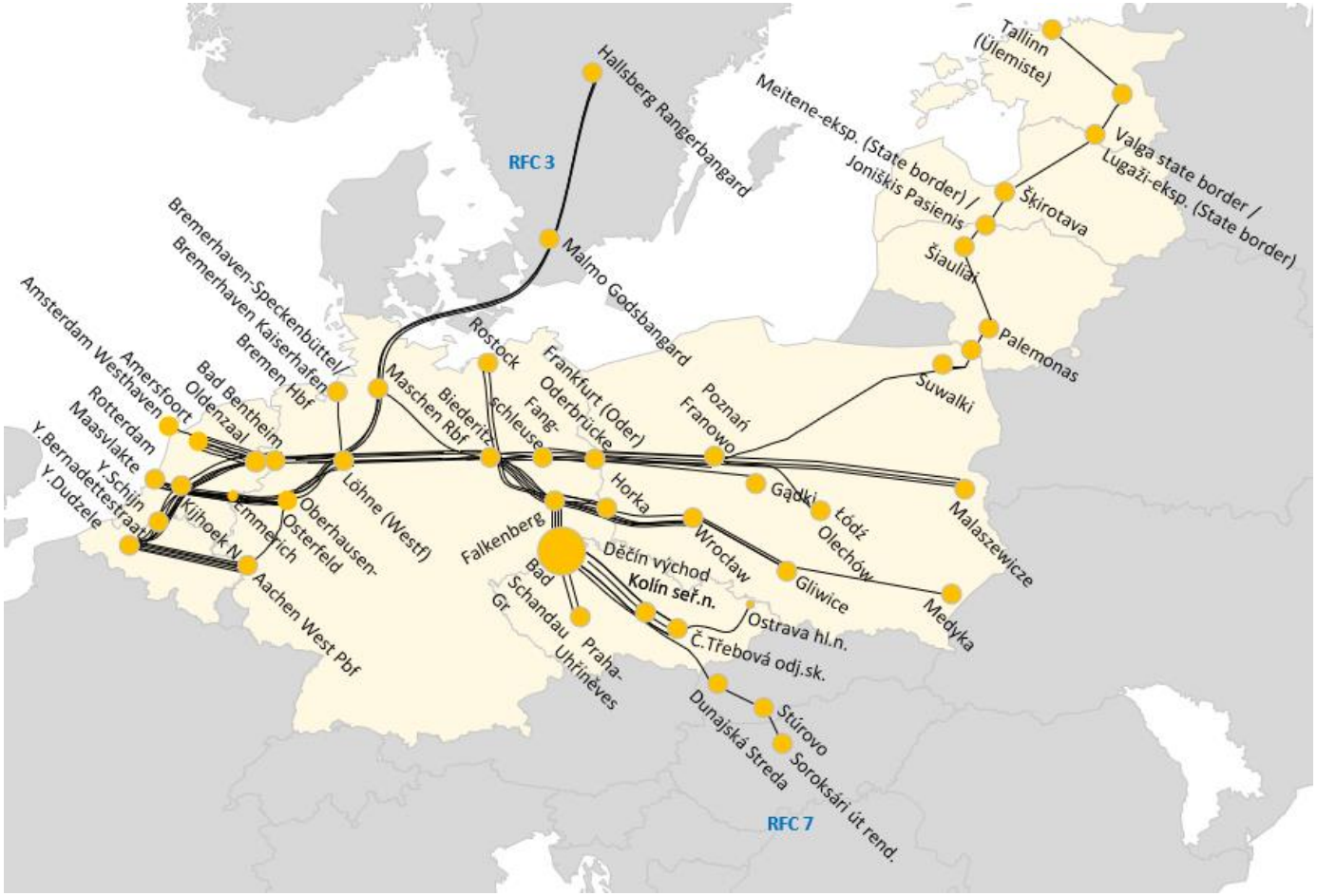
2. Schematic map for TT2025

3. PaP capacity offer TT2025

4. KPIs - PaP capacity offer TT2025

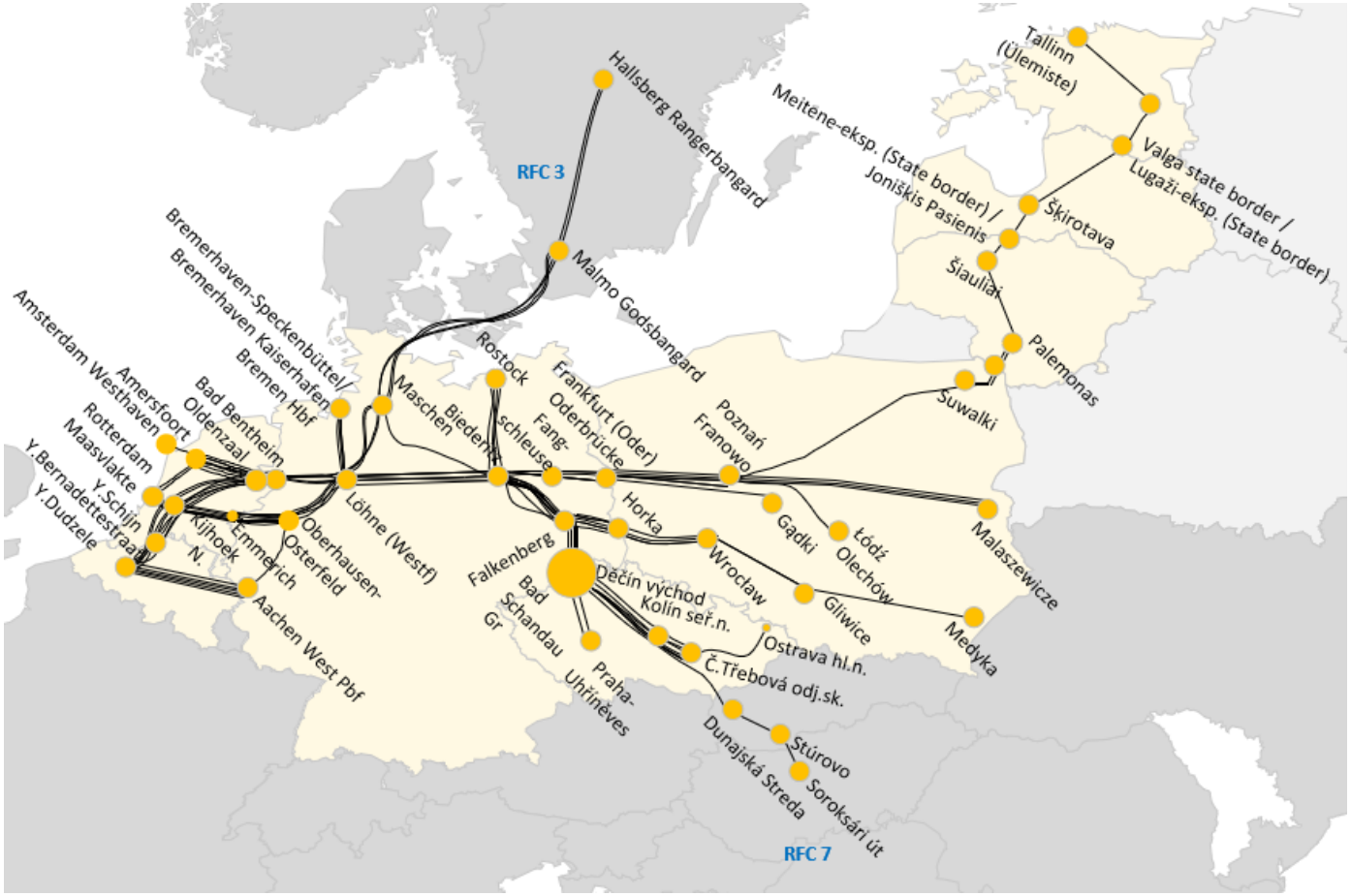
5. Next steps

37 PaPs in E-W/S-N direction are offered for international traffics on RFC NS-B via PCS



- 2 PaPs from CZ (Praha-Uhříněves/Č.Třebová) to BE (Y.Bernadettestraat) and NL (Rotterdam Maasvlakte)
- 6 PaPs to Y.Dudzele
- Only 7/8 PaPs at the border Bad Schandau - Děčín in E-W direction due to capacity bottlenecks
- Offer Biederitz – Maschen and to Bremerhaven with alternatives as separate PaPs
- 3 PaPs from Malaszewicze
- 1 PaP from Łódź Olechów
- 1 PaP each from Tallinn to Suwalki and from Palemonas to Biederitz

39 PaPs in W-E/N-S direction are offered for international traffics on RFC NS-B via PCS



- Broader offer with 3 PaPs from Bremerhaven
- 2 PaPs from BE (Y.Schijn/ Y.Bernadettestraat) to CZ (Praha-Uhříněves) and PL (Węgliniec)
- 6 PaPs from Y.Dudzele
- 2 HaPs via Amersfoort instead of Betouweroute to Rotterdam Maasvlakte
- 3 PaPs to Malaszewicze
- 1 PaP to Łódź Olechów
- Offer Maschen – Biederitz with alternatives as separate PaPs
- 1 PaP each from Suwalki to Tallinn and from Biederitz to Palemonas

20 separate PaP sections have been provided by DB InfraGO and ProRail to complete the offer

- Separate PaP sections are provided to complete the offer:
  - 4 separate PaP sections by ProRail
  - 16 separate PaP sections by DB InfraGO AG
- The section Biederitz - Maschen is affected by TCRs in both directions from 15.12.24 - 06.06.25 (alternatives PaPs are referenced i.e. C8NP602a)
- The separate PaP sections can only be booked in relation with an international path including at least one border crossing as PaP or Tailor-Made path.

82 PaPs are offered on RFC NS-B lines in cooperation with other corridors for TT2025

- 8 HaPs (Harmonized PaPs), 4 per direction, are offered with RFC ScanMed for an optimized connection via Maschen-Osnabrück
- 43 PaPs for RFC NS-B on ProRail and Infrabel territory are published with involvement of RFC North-Sea Med and vice versa for a more global view on the flows at border points and better alternatives in case of conflict
- 29 PaPs are offered with involvement of RFC Orient/East-Med
- 2 PaPs are offered with involvement of RFC Rhine-Danube

ScanMed RFC
STOCKHOLM/OSLO-COPENHAGEN-HAMBURG-INNSBRUCK-PALERMO

PAP ID	ORIGIN	DESTINATION
C38NP300	Y.Bernadettestraat	Malmo G.
C38NP304	Y.Dudzele	Malmo G.
C38NP309	Malmo G.	Y.Schijn / Rotterdam
C38NP310	Y.Bernadettestraat	Malmo G.
C38NP311	Hallsberg R.	Y.Bernadettestraat
C38NP312	Y.Schijn	Hallsberg R.
C38NP313	Malmo G.	Amsterdam Westhaven/ Rotterdam / Y.Dudzele
C38NP315	Hallsberg R.	Y.Dudzele

CORRIDOR
NORTH SEA – MEDITERRANEAN

C38NP300 – C38NP315
C78NP106 – C78NP113
C8NP200 – C8NP623

RAIL FREIGHT CORRIDOR Rhine-Danube

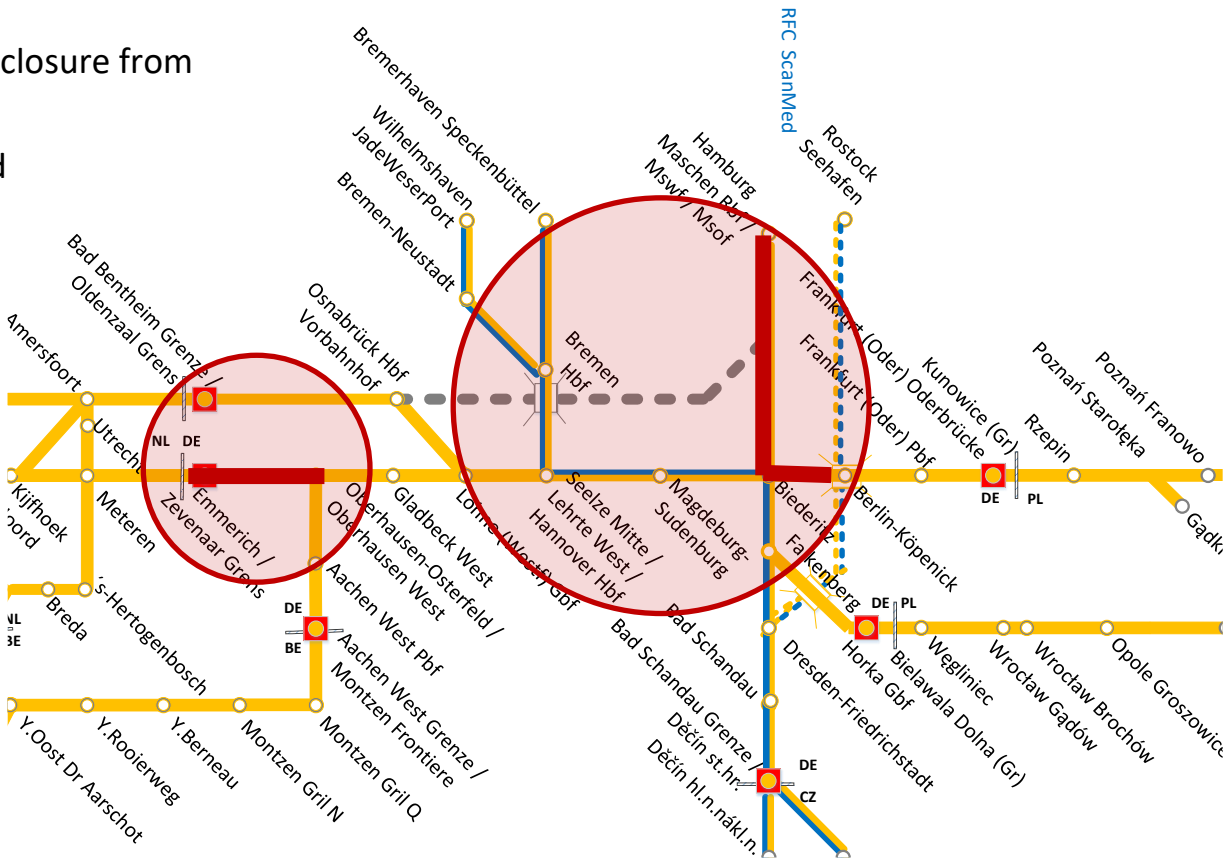
PAP ID	ORIGIN	DESTINATION
C78NP104	Ostrava hl.n.	Falkenberg (Elster)
C78NP111	Bremen Hbf	Ostrava hl.n.

RFC7 Orient/East-Med

PAP ID	ORIGIN	DESTINATION
C78NP100	Praha-Uhříněves	Rostock Seehafen
C78NP101	Bremerhaven-S.	Praha-Uhříněves
C78NP102	Kúty št. hr.	Bremerhaven-K.
C78NP103	Maschen Rbf	Č.Třebová odj.sk.
C78NP105	Bremerhaven-S.	Dunajská Streda
C78NP106	Praha-Uhříněves	Y.Bernadettestraat
C78NP107	Rostock Seehafen	Č.Třebová odj.sk.
C78NP108	Č.Třebová odj.sk.	Rotterdam Maasvlakte
C78NP109	Bremerhaven-S.	Č.Třebová odj.sk.
C78NP110	Č.Třebová odj.sk.	Maschen Rbf (Msof)
C78NP112	Soroksári út rendező/ Č.Třebová odj.sk.	Rostock Seehafen
C78NP113	Y.Bernadettestraat	Praha-Uhříněves
C78NP115	Rostock Seehafen	Č.Třebová odj.sk./ Soroksári út rendező
C8NP600 - C8NP615	Biederitz/Maschen Rbf Seelze Mitte/Bremerhaven Bremen Hbf/Wilhelmshaven	Maschen Rbf/Biederitz Bremerhaven/Seelze Mitte Wilhelmshaven/Bremen Hbf

TCRs impacting the PaP offer on RFC NS-B lines for TT2025

- The published path kilometers on RFC NS-B will be impacted by the following TCRs:
  - Emmerich-Oberhausen with a total closure from June-August 2025 (8 weeks).
  - Hamburg-Berlin with split paths and total closures from December 2024-March 2025 and May-September 2025.
- Where possible, rerouting options are offered on DB InfraGO AG sections as PaPs. For most closed sections, rerouting options are offered as tailor-made paths instead of PaPs.



1. Updates implemented for the PaP capacity offer TT2025

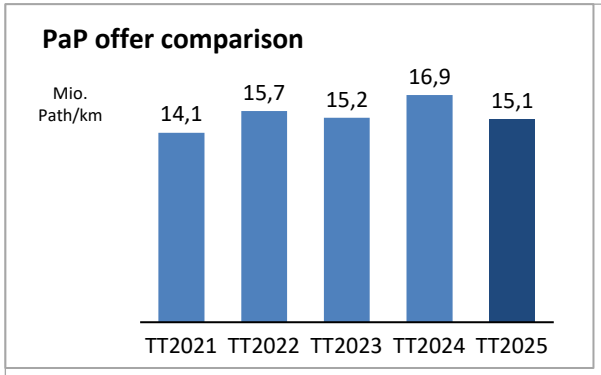
2. Schematic map for TT2025

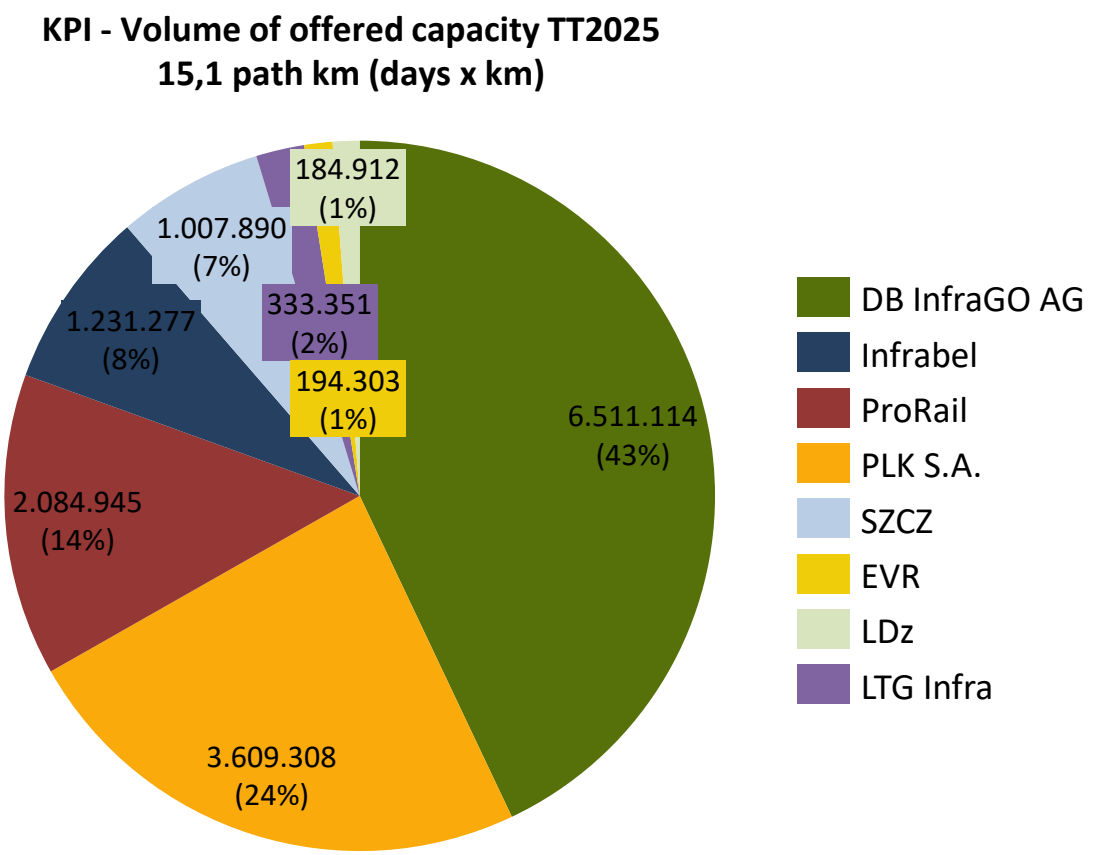
3. PaP capacity offer TT2025

4. KPIs - PaP capacity offer TT2025

5. Next steps

The PaP capacity offer TT2025 decreased compared to the previous year due to a high number of TCRs on DB InfraGO territory and less working days

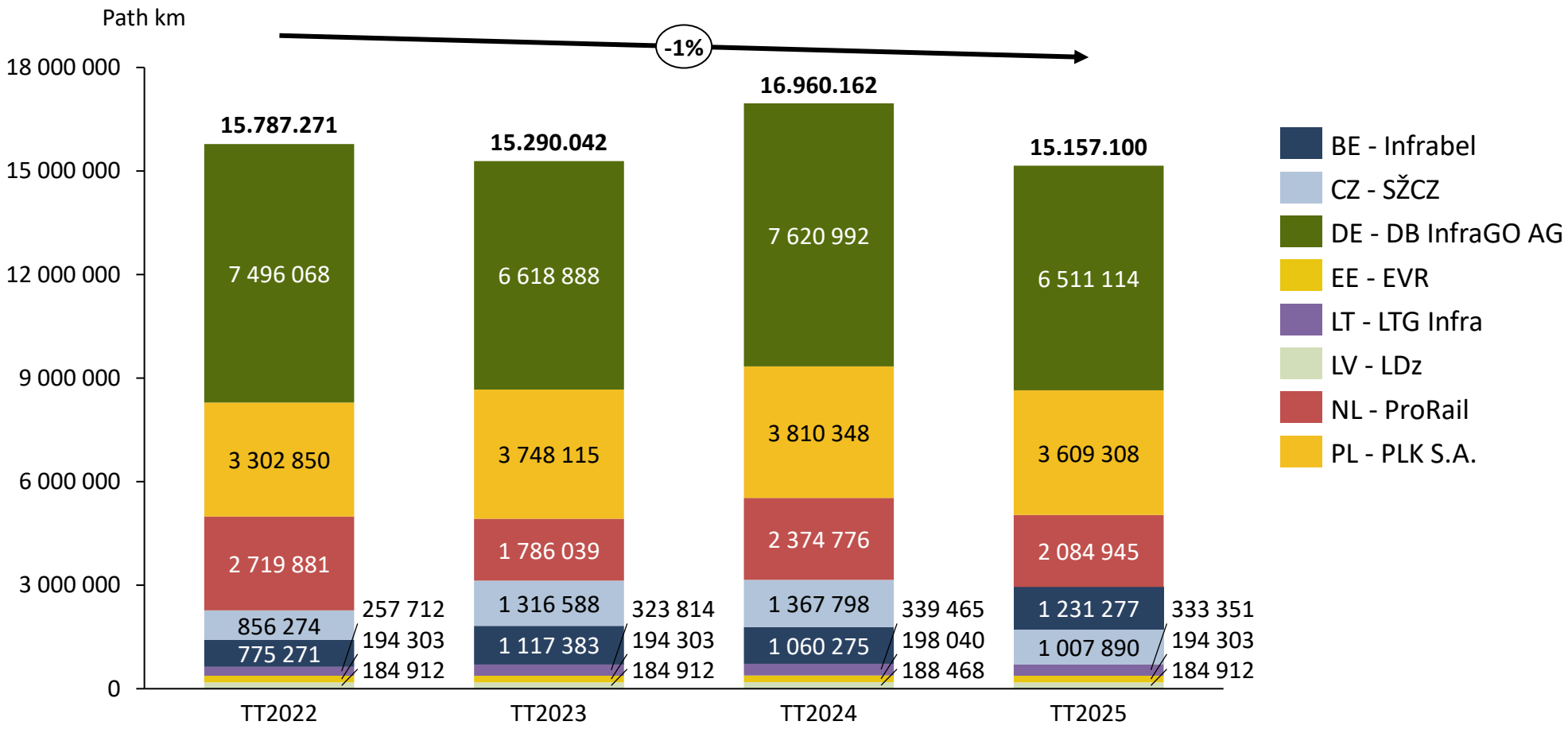




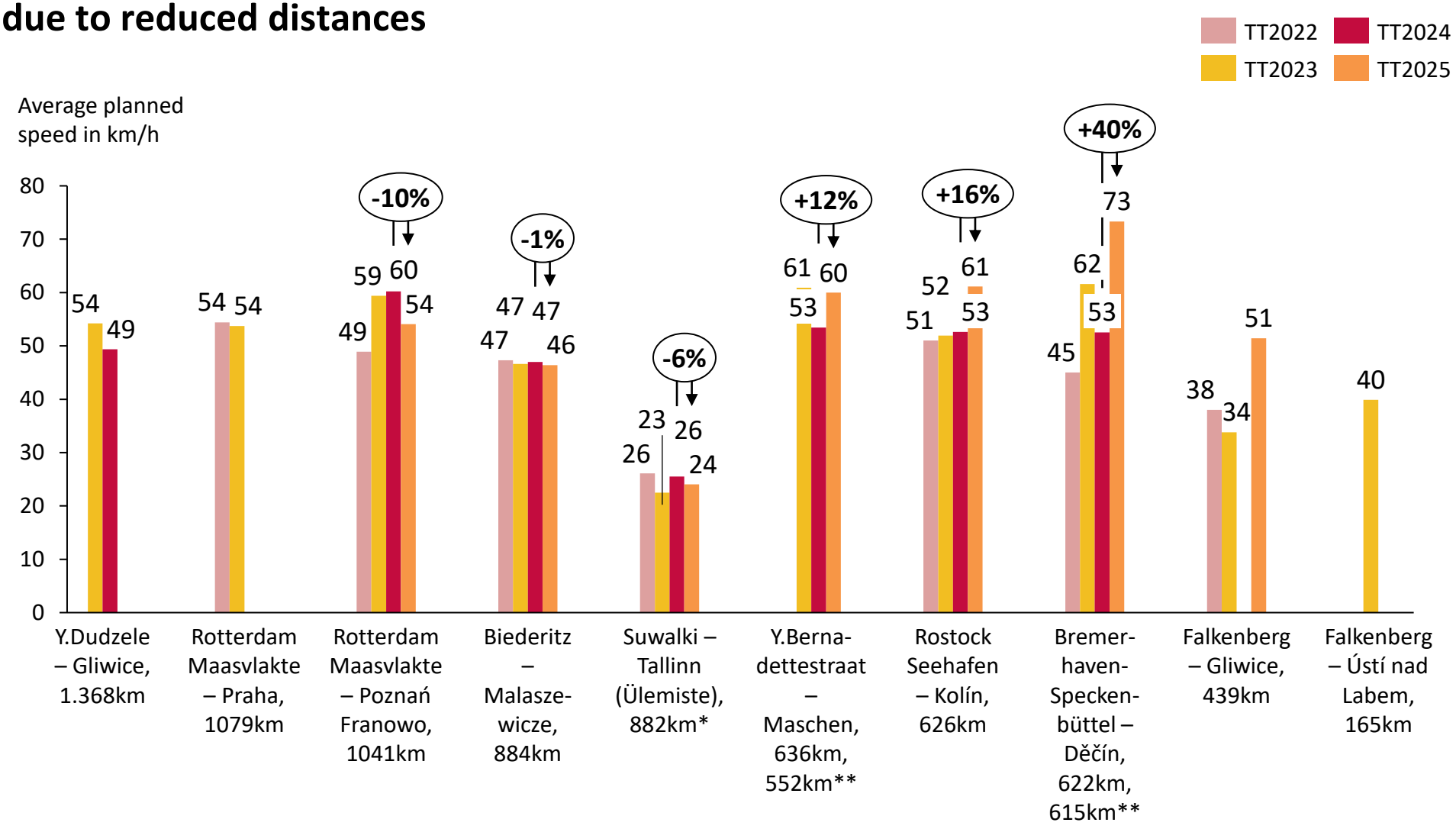
The table below reflects the reasons for the increase and decrease of the KPI value PaP capacity offer TT2025 in comparison to TT2024

IM	TT2024	TT2025	Comparison	Remarks
Infrabel	1.060.275	1.231.277	↑	Reduced number of PaP sections but increased number of running days
SZCZ	1.367.798	1.007.890	↓	Reduced number of PaP sections and running days due to TCRs in DB InfraGO AG network
DB InfraGO AG	7.620.992	6.511.114	↓	Stable number of PaP sections due to TCR re-routings but with reduced running days and 1 PaP from CZ-DE border missing
EVR	198.040	194.303	→	Minor decrease in running days due to 7 less working days in 2025
LTG-I	339.465	333.351	→	Minor decrease in running days due to 7 less working days in 2025
LDz	188.468	184.912	→	Minor decrease in running days due to 7 less working days in 2025
ProRail	2.374.776	2.084.945	↓	Reduced number of PaP sections and running days due to TCRs in DB InfraGO AG network
PLK S.A.	3.810.348	3.609.308	↓	Decrease in running days due to 7 less working days in 2025
Mio path km	16.890.625	15.155.956		

Despite an increasing number of TCRs, the PaP Capacity Offer has stayed stable over the past years



The Average planned speed for TT2025 shows increasing speeds on various sections due to reduced distances



The KPI values include stopping times for selected O-D.
* Suwalki – Tallinn (Ülemiste) include the reloading time (~ 6 hours) in Palemonas. ** Two distances for W-E, E-W direction, varying per TT

1. Updates implemented for the PaP capacity offer TT2025

2. Schematic map for TT2025

3. PaP capacity offer TT2025

4. KPIs - PaP capacity offer TT2025

5. Next steps

The Pre-arranged Path process calendar TT2025

Activity	2024									
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
Publication of PaP Catalogue	▲ 08.01.2024									
Last day for correction of detected errors in the PaP Catalogue		▲ 22.01.2024								
Last day to request PaPs				▲ 08.04.2024						
PaP Pre-Booking Information to customers					▲ 22.04.2024					
Construction of the timetable							09.04.2024 - 01.07.2024			
Publication of the Draft offer							▲ 01.07.2024			
Observation and comments from customers								02.07.2024 - 02.08.2024		
Publication of the Final offer								▲ 19.08.2024		
General deadline to submit capacity wishes survey for TT2026								▲ 16.08.2024		
Publication of the Reserve Capacity										▲ 14.10.2024

Thank you for your attention!

Corridor One-Stop-Shop
Manager
Anna Difliff

+49 1523 7525962
coss@rfc8.eu
www.rfc8.eu