



PCS User Manual for Pre-arranged Paths (PaPs) and for Corridor OSS (C-OSS)

Part I - RU functions V1.0

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1 General Information

1.1 Rail Freight Corridors

The implementation of the Rail Freight Corridors (RFCs) - based on the Rail Freight Regulation ("Regulation (EU) No. 913/2010 concerning a European rail network for competitive freight") - introduced "Pre-arranged Paths" (PaPs) as a new product for rail freight traffic. It is the task of the "Corridor One-Stop-Shops" (C-OSSs) of the RFCs to publish PaPs and to manage path requests and paths offers for PaPs.

1.2 New PCS functions

Published PaPs will be available in PCS and may be selected by RUs/Applicants when creating PCS dossiers. RNE has introduced "Guidelines for Pre-arranged Paths" and the "Guidelines for Corridor OSS". Based on these documents the RNE Work Package "PCS" described the processes in detail and defined the necessary changes to the PCS System and the new functions are available in PCS.

1.3 Documents

- Regulation (EU) No. 913/2010 concerning a European rail network for competitive freight
- RNE "Guidelines for Pre-arranged Paths"
- RNE "Guidelines for Corridor OSS"
- PCS Reference Manual

1.4 PCS User Manual for PaPs & (C-OSS)

This PCS User Manual for Pre-arranged Paths (PaPs) and for Corridor OSS (C-OSS) consists of 3 parts which in total provide all information regarding the use of PaP and C-OSS functions in PCS.

- PCS User Manual for PaPs & C-OSS Part I – RU functions
- PCS User Manual for PaPs & C-OSS Part II – C-OSS functions
- PCS User Manual for PaPs & C-OSS Part III – IM functions

1.5 RNE Contact

If you have any questions please contact support.pcs@rne.eu

2 Getting started

“Live” PCS

“Live” PCS is accessible via <https://pcs-online.rne.eu/pathfinder/bin>. The starting screen (see Fig. 1) will open. You may select one of the available languages.

For using PCS, an individual user name (Logon id) and an individual password is necessary. If you do not have access to PCS yet, please contact the PCS Service Desk at support.pcs@rne.eu.



PCS
Version 4.0, 2013-11-29

Contact
If you have any questions please contact [PCS support](#)

NEW: For PCS, RNE is offering enhanced service quality from now on: Your questions, bug reports or comments sent by e-mail in English are registered as tickets and handled on all weekdays, regardless of holidays or vacation periods, with a guaranteed response time (24x7 e-mail support, 4 hours response time).
For telephone enquiries please call: +43 1 907 6272 25
Phone support is provided on working days: Monday-Thursday: 09:00-16:00 Fridays: 09:00-15:00

The latest release of PCS, version 4.0, includes the new features and functionality documented [here](#). Release notes for previous versions are listed [here](#).
More details about the PCS interface for connection to national / company systems can be found [here](#).

Process description: [Version 1.0, 2010-11-26](#)

```

graph LR
    A[Path request] --> B[Applicant opens new dossier]
    B --> C[Harmonisation between applicants]
    C --> D[Path request]
    D --> E[TT 2012]
    E --> F[Ad-Hoc Path request]
    F --> G[Path elaboration, offer, etc.]
    C -- optional --> H[Path study request]
    H --> I[Path study result]
    I --> J[TT 2013]
    J --> K[Request on time]
    K --> L[Path elaboration, offer, etc.]
    J --> M[Late path request]
    M --> N[Path elaboration, offer, etc.]
  
```

Login

Logon id:

Password:

Links

- [RNE RailNetEurope](#)
- [PCS Adapters](#)
- [eLearning Platform](#)
- [PCS Reference Manual](#)
- [PCS Guidelines](#)
- [PCS IP Documentation](#)
- [PCS 4.0 Quick Reference](#)

Fig. 1

PCS School

For training PCS functions, RNE offers the “PCS School” system which is accessible via <https://pcsschool.railnet europe.info/pathfinder/bin>.

PCS School offers all functions available in the live system and allows users to practice PCS functions independent from the live system. PCS School should be used primarily for learning and training.

The opening screen will be the same as for live PCS. No individual user names and passwords are required. For each agency currently participating in PCS, a common user name and password is available, allowing PCS users to practice all functions of RUs/applicants, Corridor OSS or IMs.

When applying for PCS School access, please ask the PCS Service Desk support.pcs@rne.eu for the list of user names and passwords to be used for learning and training.

3 Using PaPs in a PCS Dossier

3.1 Search for Pre-constructed products

Example: Search for PaPs on RFC 1 in South – North direction (from Gallarate to Antwerpen-Noord / Maasvlakte West)

After logging in the “Inbox” opens. The leading RU may start searching for pre-constructed products by clicking the “Pre-constructed products” button (Fig. 2).

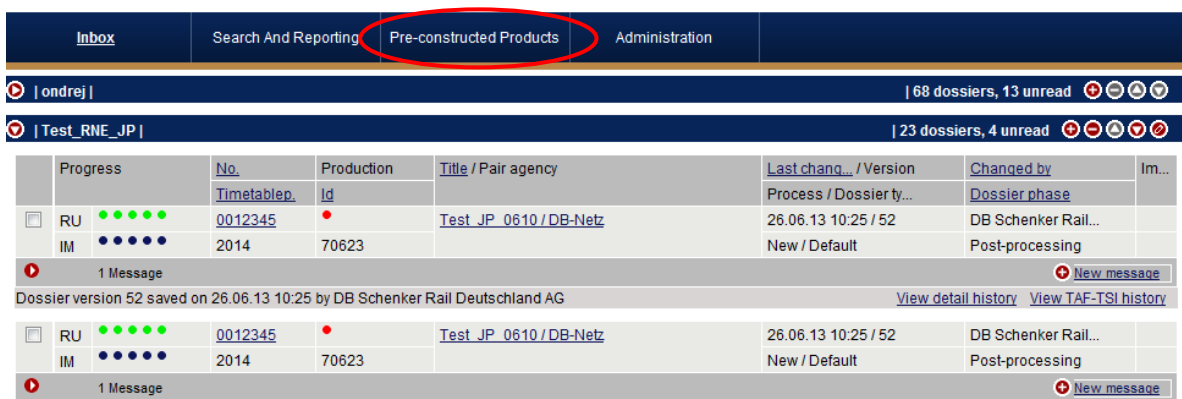


Fig. 2

The search screen for pre-constructed products opens.

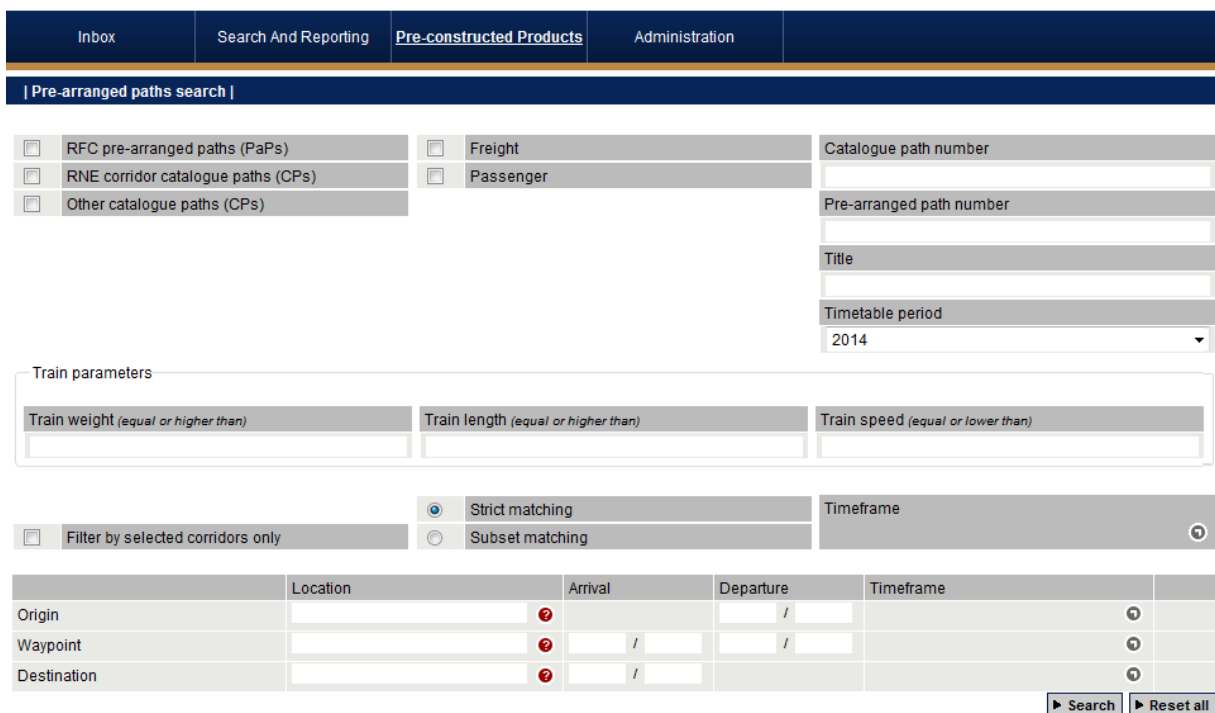


Fig. 3

a) It is possible to search for

<input type="checkbox"/>	RFC pre-arranged paths (PaPs)
<input type="checkbox"/>	RNE corridor catalogue paths (CPs)
<input type="checkbox"/>	Other catalogue paths (CPs)

Fig. 4

- **Pre-arranged paths** (PaPs) are available for freight trains on Rail Freight Corridors (RFCs). These PaPs are governed by the European regulation 913/2010.
- **Catalogue paths** (CPs) are available for RNE corridors. CPs for RNE corridors will be available for RNE corridors as long as not all RNE corridors are replaced by RFCs.
- **Other catalogue paths** (CPs) are an option for other pre-constructed products. Currently there are no other CPs defined and available in PCS.

b) It is not necessary to use the option

<input type="checkbox"/>	Freight
<input type="checkbox"/>	Passenger

Fig. 5

at the moment, because all pre-constructed products are for freight traffic only. When searching for PaPs the result will be the same if you mark nothing or if you mark “Freight”. When searching for PaPs and marking “Passenger” the result will be of course “No results found”.

c) When searching for pre-constructed products it is possible to search per direction of travel

<input checked="" type="checkbox"/>	RFC pre-arranged paths (PaPs)	<input type="checkbox"/>	Freight
<input type="checkbox"/>	RNE corridor catalogue paths (CPs)	<input type="checkbox"/>	Passenger
<input type="checkbox"/>	Other catalogue paths (CPs)		

Direction	RFC corridor
N-S	C01
S-N	C02
E-W	C03
W-E	C04
	C05

Fig. 6

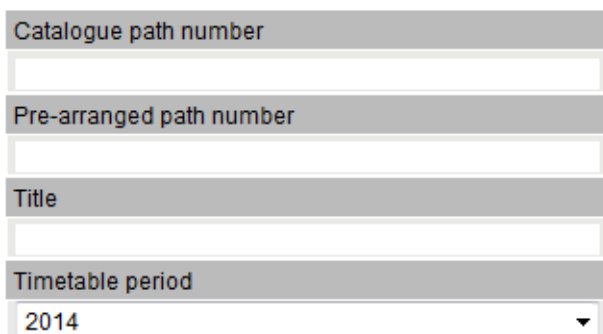
The example in figure 6 above shows a search for RFC 1 in North-South direction. It is basically possible to search for both directions of the same corridor (hold “Shift” and click on the other direction) and/or several corridors (hold “Shift” and click on another corridor). But this action may lead to a long and not easy to read result list.

Example: Search for both directions of RFC 1

Direction	RFC corridor
N-S	C01
S-N	C02
E-W	C03
W-E	C04
	C05

Fig. 7

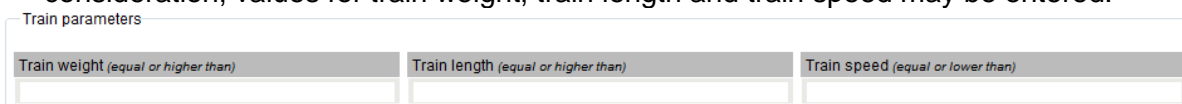
- d) It is also possible to search directly for a specific pre-constructed product, if catalogue path number, pre-arranged path number or title is known. A selection for timetable period is also possible.



The form contains four input fields with the following labels: 'Catalogue path number', 'Pre-arranged path number', 'Title', and 'Timetable period'. The 'Timetable period' field is a dropdown menu currently showing '2014'.

Fig. 8

- e) If the pre-constructed product has to take specific train parameters desired by the applicant into consideration, values for train weight, train length and train speed may be entered.



The form is titled 'Train parameters' and contains three input fields with the following labels: 'Train weight (equal or higher than)', 'Train length (equal or higher than)', and 'Train speed (equal or lower than)'.

Fig. 9

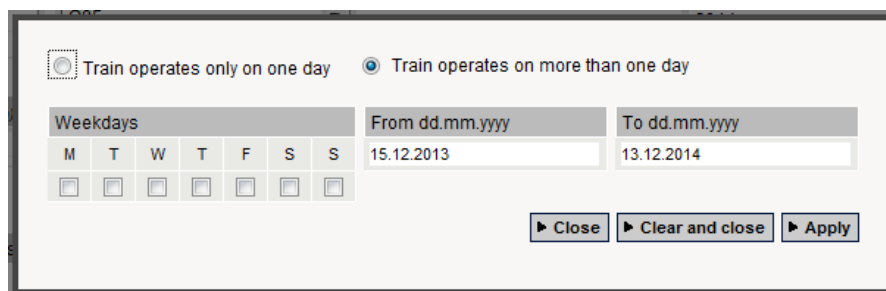
- **Train weight:** Only products with a total train weight equal to or lower will be shown. After selecting a product the given maximum weight must not be exceeded.
 - **Train length:** Only products with a total train length equal to or lower will be shown. After selecting a product the given maximum length must not be exceeded.
 - **Train speed:** Only products with a maximum train speed equal to or lower will be shown. After selecting a product the train has to be able to run with the given speed.
- f) If a pre-constructed product is needed during a specific timeframe only or for specific weekdays only, the search may be further specified by using the “Timeframe” function.



A button labeled 'Timeframe' with a circular icon containing a magnifying glass, highlighted with a red circle.

Fig. 10

Clicking on the marking opens a box (see Fig. 11) for entering the time frame and/or the weekdays.



The dialog box has two radio buttons: 'Train operates only on one day' (unselected) and 'Train operates on more than one day' (selected). Below the radio buttons is a table for selecting weekdays:

Weekdays						
M	T	W	T	F	S	S
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Below the table are two date input fields: 'From dd.mm.yyyy' (containing '15.12.2013') and 'To dd.mm.yyyy' (containing '13.12.2014'). At the bottom are three buttons: 'Close', 'Clear and close', and 'Apply'.

Fig. 11

g) “Strict” and “Subset matching” may be used when searching for specific weekdays.




Fig. 12

- **Strict matching** will show only results exactly matching to the request. Example: When searching for Saturdays and Sundays only, no results may be shown if there is no pre-constructed product offered only on Saturdays and Sundays. Using “subset matching” instead may lead to results.
- **Subset matching** will show all results matching at least the request. Example: When searching for Saturdays and Sundays only, all products available on Saturdays and Sundays will be shown (including all other days of availability). Products not offered on Saturdays or Sundays will not be shown.

Note: The terms “Strict” and “Subset matching” will be replaced by other terms for a better understanding of the described function.

h) It is possible to further specify the search criteria in order to reduce the number of results.

	Location	Arrival	Departure
Origin	<input type="text"/>	<input type="text"/>	<input type="text"/>
Waypoint	<input type="text"/>	<input type="text"/>	<input type="text"/>
Destination	<input type="text"/>	<input type="text"/>	<input type="text"/>

Fig. 13

Example: A PaP is not needed from the beginning to the end of the RFC. To reduce the number of search results shown, the first operation point needed on the RFC may be entered under “Origin”. If the last operation point on the RFC is important (e.g. it is the reference point), this operation point may be entered under “Destination”. To further reduce the number of search results, a departure time may be given for the origin or an arrival time may be given for the destination.

Please note: This function is not a search engine allowing searches for example “from origin via waypoint 1 and waypoint 2 to destination” because there is no geography behind PCS to allow such searches.

i) After entering all search criteria, click “Search”

	Location	Arrival	Departure	Timeframe
Origin	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Waypoint	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Destination	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Fig. 14

3.2 Search examples

3.2.1 Search for PaPs on RFC 1 in South-North direction

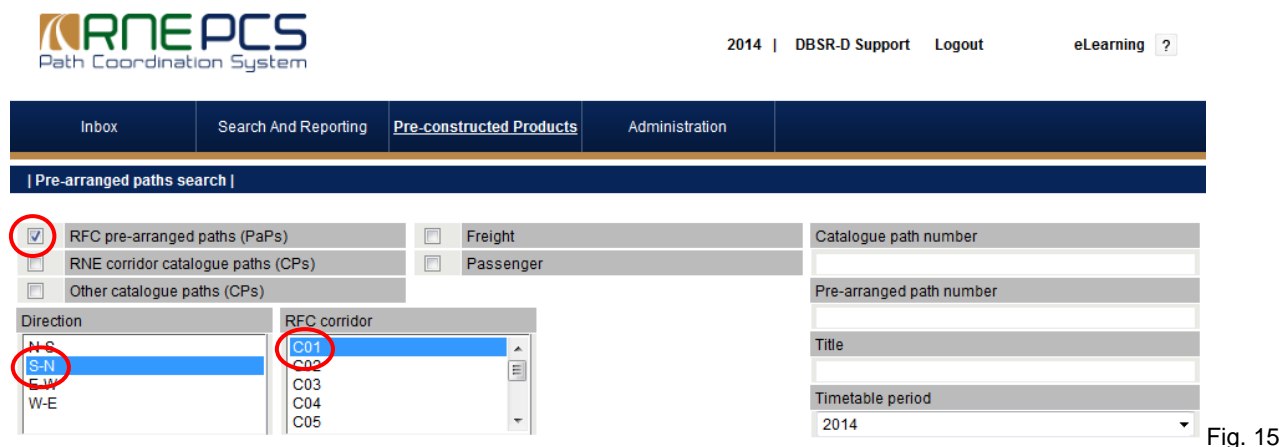


Fig. 15

Without any other search criteria, the complete list of available PaPs on RFC 1 in South – North direction will be shown.

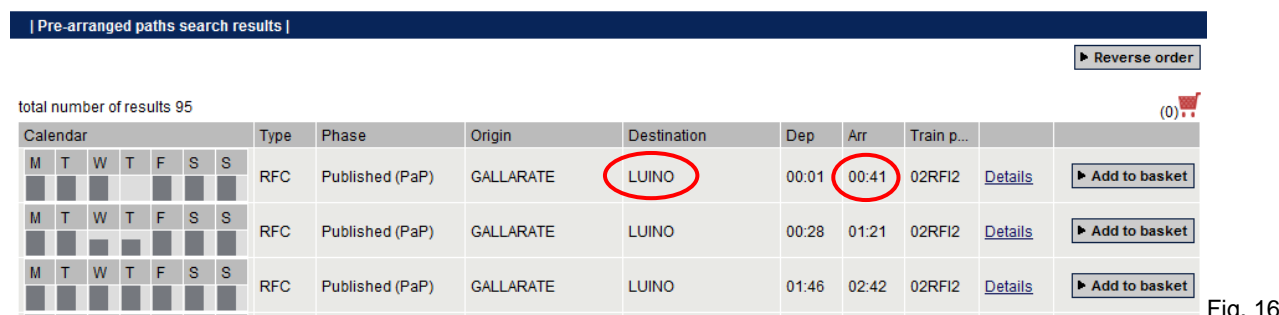


Fig. 16

Scroll down the result list to see all results.

Note: Currently the results are shown section by section, sorted by departure time.

See the example: To find the PaP following Gallarate 00.01 – Luino 00.41 it is necessary to scroll down to the Luino – Basel SBB RB section for the Luino 01.01 – Basel SBB RB 06.10 PaP. It is planned to change the display of results, showing first all PaP sections from origin to destination of the RFC, starting with the PaP departure 00.01 in Gallarate. Then the PaP departure 00.28 in Gallarate will be shown and so on.



Fig. 17

3.2.2 Same search as before with Weil am Rhein as desired origin

[Pre-arranged paths search]

☒ RFC pre-arranged paths (PaPs)
 ☐ Freight
 ☐ RNE corridor catalogue paths (CPs)
 ☐ Passenger
 ☐ Other catalogue paths (CPs)

Direction: N-S, **S-N**, E-W, W-E

 RFC corridor: C01, C02, C03, C04, C05

Catalogue path number:
 Pre-arranged path number:
 Title:
 Timetable period: 2014

Train parameters:

 Train weight (equal or higher than):
 Train length (equal or higher than):
 Train speed (equal or lower than):

☐ Filter by selected corridors only

☒ Strict matching

☐ Subset matching

 Timeframe:

	Location	Arrival	Departure	Timeframe
Origin	WEIL AM RHEIN		/	
Waypoint		/	/	
Destination		/		

Search **Reset all**

Fig. 18

The result list now starts with the Weil am Rhein – Mannheim-Friedrichfeld PaP sections, not showing any sections between Gallarate and Weil am Rhein.

[Pre-arranged paths search results]

[Reverse order](#)

total number of results 72 (0)

Calendar	Type	Phase	Origin	Destination	Dep	Arr	Train p...	
M T W T F S S	RFC	Published (PaP)	WEIL AM RHEIN	MANNHEIM-FRIE...	00:41	04:10	02DB1	Details Add to basket
M T W T F S S	RFC	Published (PaP)	WEIL AM RHEIN	MANNHEIM-FRIE...	03:09	06:27	02DB1	Details Add to basket
M T W T F S S	RFC	Published (PaP)	WEIL AM RHEIN	MANNHEIM-FRIE...	04:28	08:37	02DB1	Details Add to basket

Fig. 19

3.2.3 Same search as before with desired departure between 04:00 h and 10:00 h

	Location	Arrival	Departure
Origin	WEIL AM RHEIN		04:00 / 10:00
Waypoint		/	/
Destination		/	

Fig. 20

Only PaPs Weil am Rhein with departure between 04.00 h and 10:00 are shown.

Pre-arranged paths search results									
									Reverse order
total number of results 64									
Calendar	Type	Phase	Origin	Destination	Dep	Arr	Train p...		
M T W T F S S	RFC	Published (PaP)	WEIL AM RHEIN	MANNHEIM-FRIE...	04:28	08:37	02DB1	Details	Add to basket
M T W T F S S	RFC	Published (PaP)	WEIL AM RHEIN	MANNHEIM-FRIE...	04:59	08:58	02DB1	Details	Add to basket
M T W T F S S	RFC	Published (PaP)	WEIL AM RHEIN	MANNHEIM-FRIE...	07:37	12:06	02DB1	Details	Add to basket
M T W T F S S	RFC	Published (PaP)	WEIL AM RHEIN	MANNHEIM-FRIE...	08:41	13:16	02DB1	Details	Add to basket
M T W T F S S	RFC	Published (PaP)	MANNHEIM-FRIE...	GREMBERG	01:33	05:10	02DB1	Details	Add to basket

Fig. 21

3.2.4 Same search as before restricted to Saturdays and Sundays in TT period 2014

Use the field “Timeframe” (see Fig. 10 and 11), and mark Saturday and Sunday as desired days of operation. Then click “Apply”.

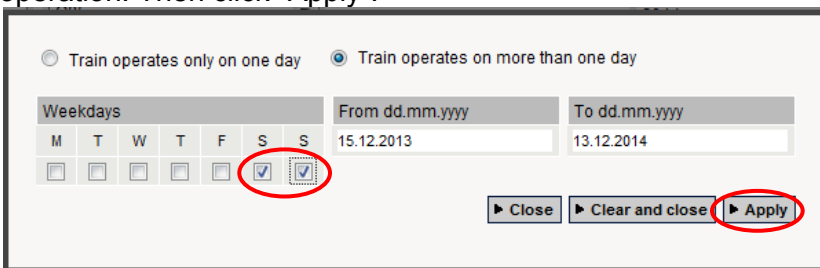


Fig. 22

Click “Subset matching” (see Fig. 12). The search screen now looks like shown below. Click “Search”.

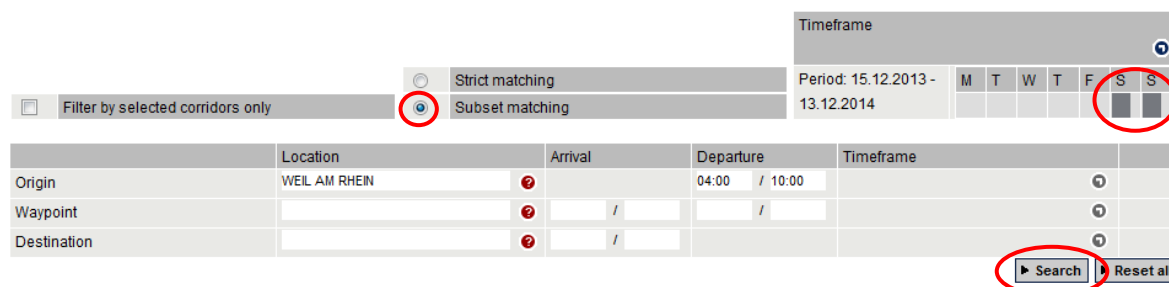


Fig. 23

Now only one PaP departing Weil am Rhein between 04:00 h and 10:00 h is shown. Please compare with Fig. 21 to see that 2 of the PaPs are not available on Saturdays and one is not available during the complete timetable period. Only the PaP shown below is available on Saturdays and Sundays for the complete tt period.

Pre-arranged paths search results									
									Reverse order
total number of results 34									
Calendar	Type	Phase	Origin	Destination	Dep	Arr	Train p...		
M T W T F S S	RFC	Published (PaP)	WEIL AM RHEIN	MANNHEIM-FRIE...	07:37	12:06	02DB1	Details	Add to basket
M T W T F S S	RFC	Published (PaP)	MANNHEIM-FRIE...	GREMBERG	04:13	09:28	02DB1	Details	Add to basket

Fig. 24

Remember that no results will be shown when selecting “Strict matching” because currently no PaPs are offered (in the test system) which are available on Saturdays and Sundays only.

3.2.5 Search for PaPs on RFC 1 in S-N direction with Gremberg as destination

Clear origin and times, enter Gremberg as destination and click “Search”.

	Location	Arrival	Departure	Timeframe
Origin			/	
Waypoint		/	/	
Destination	GREMBERG	/		

Fig. 25

Results will be shown according to the selected routing of the RFC (South-North) from origin of the RFC (Gallarate) to the desired destination (Gremberg).

Pre-arranged paths search results										
										<input type="button" value="Reverse order"/>
total number of results 47										
Calendar	Type	Phase	Origin	Destination	Dep	Arr	Train p...			
M T W T F S S	RFC	Published (PaP)	GALLARATE	LUINO	00:01	00:41	02RFI2	Details	<input type="button" value="Add to basket"/>	
M T W T F S S	RFC	Published (PaP)	GALLARATE	LUINO	00:28	01:21	02RFI2	Details	<input type="button" value="Add to basket"/>	

Fig. 26

Click “Reverse order” to receive a result list showing the PaP sections including the destination (Gremberg) on top of the list.

Pre-arranged paths search results										
										<input type="button" value="Reverse order"/>
total number of results 47										
Calendar	Type	Phase	Origin	Destination	Dep	Arr	Train p...			
M T W T F S S	RFC	Published (PaP)	MANNHEIM-FRIE...	GREMBERG	01:33	05:10	02DB1	Details	<input type="button" value="Add to basket"/>	
M T W T F S S	RFC	Published (PaP)	MANNHEIM-FRIE...	GREMBERG	02:15	05:50	02DB1	Details	<input type="button" value="Add to basket"/>	

Fig. 27

3.2.6 Viewing PaP details

To see the details of a PaP section shown in the result list, click on “Details”

Calendar	Type	Phase	Origin	Destination	Dep	Arr	Train p...		
M T W T F S S	RFC	Published (PaP)	LUINO	BASEL SBB RB	20:53	01:50	02SBB2	Details	<input type="button" value="Add to basket"/>
M T W T F S S	RFC	Published (PaP)	LUINO	BASEL SBB RB	21:37	03:13	02SBB12	Details	<input type="button" value="Add to basket"/>
M T W T F S S	RFC	Published (PaP)	LUINO	BASEL SBB RB	22:52	03:42	02SBB12	Details	<input type="button" value="Add to basket"/>

Fig. 28

The “Dossier information” for this specific PaP section will be shown.

| Dossier information |

Id	Int. Train no.	Train type
65412	0052040	Cargo
Timetable period	Title	
2014	Luino-Basel SBB RB-52040	
Corridor	Direction	Process type
C01	S-N	PreArranged Path

| Participating companies |

IM
SBB & BLS Infrastruktur / Trasse Schweiz AG

| IM Timetable |

Add to basket
Back to the result list
Edit calendar

No.	Train no.	arr.	dep.	Location	Comment	IM	
	Path no.	-arr.	-dep.	Detail	Train parameters		
		+a...	dw...	+d...			
1	52040		20:53	LUINO	<div> <div> note:path might be slightly adjusted due to final adjustments of the passenger concept </div> <div> Train length = 600 Train weight = 1400 P1=60, C1=384 </div> <div> Highest planned speed=100 Minimum broken weight percentage claimed by IM=70 </div> </div>	SBB & BLS Infrastruktur / Trasse Schweiz AG	<div> M T W T F S S </div>
2	52040	21:34	21:49	BELLINZONA S. PAOLO	<div> Activity type = Change engine, Loco driver change </div>	SBB & BLS Infrastruktur / Trasse Schweiz AG	<div> M T W T F S S </div>
3	52040	23:25	23:37	ERSTFELD	<div> Activity type = Loco driver change </div>	SBB & BLS Infrastruktur / Trasse Schweiz AG	<div> M T W T F S S </div>
4	52040			ARTH-GOLDAU RB	<div> Activity type = Loco driver change </div>	SBB & BLS Infrastruktur / Trasse Schweiz AG	<div> M T W T F S S </div>
5	52040	01:50		BASEL SBB RB		SBB & BLS Infrastruktur / Trasse Schweiz AG	<div> M T W T F S S </div>

Add to basket
Back to the result list

Fig. 29

To see the results list again, click “Back to result list”.

To use the PaP section for a path request, click “Add to basket”. The functions for adding PaP sections to a dossier are described in chapter 3.3.

3.3 Adding of PaP sections to a Dossier

Example: A leading RU (DB Schenker Rail) wants to run a freight train on RFC 1 from Oberhausen West (Germany) to Maasvlakte West (Netherlands), with one partner RU (Crossrail Benelux) taking over the train at Emmerich.

Please note that PCS does not check if an applicant may legally apply for paths. Regarding the PCS functions there is also no difference whether applicants are partners or competitors.

3.3.1 Selection of PaP Sections

DB Schenker Rail starts the PaP search, asking for PaPs with departure times between 12.00 h and 18.00 h at Oberhausen West.

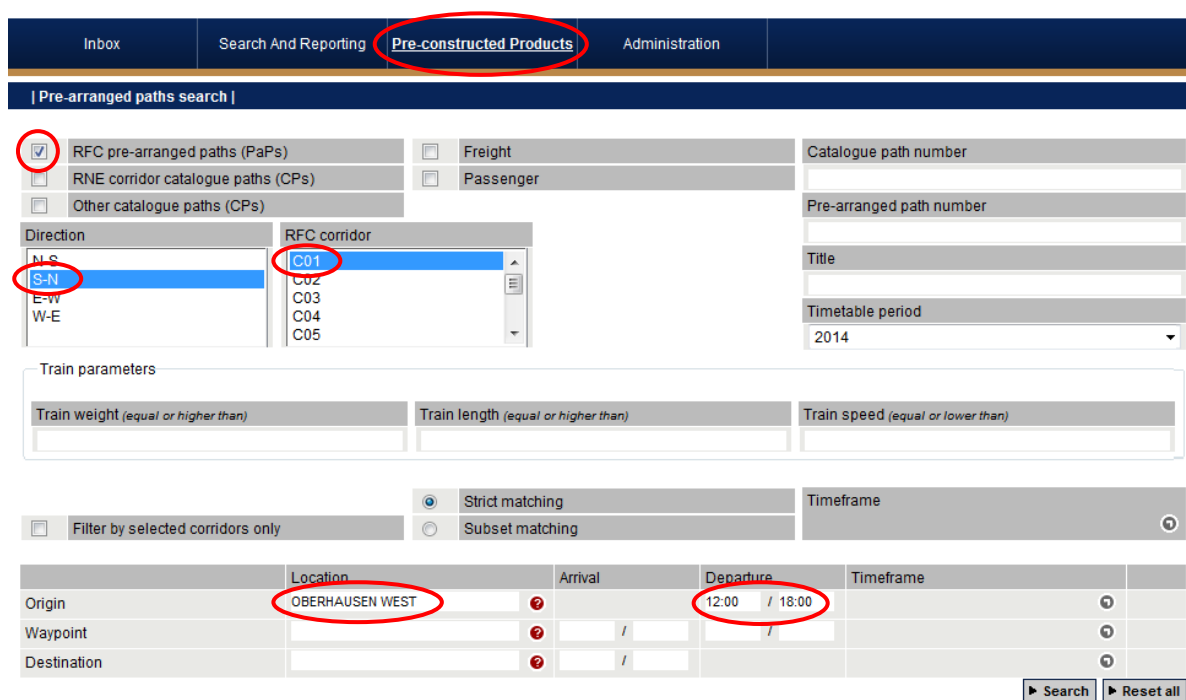


Fig. 30

The result list shows 2 PaP sections meeting the search criteria.



Calendar	Type	Phase	Origin	Destination	Dep	Arr	Train p...	
M T W T F S S	RFC	Published (PaP)	OBERHAUSEN WE...	EMMERICH	12:53	13:49	02DB3	Details Add to basket
M T W T F S S	RFC	Published (PaP)	OBERHAUSEN WE...	EMMERICH	15:54	16:49	02DB3	Details Add to basket

Fig. 31

Currently the following PaP sections (Emmerich Grens – Maasvlakte West) are all shown. It is planned to show later only matching PaP sections (e.g. no sections with departure time prior to the possible arrival times of the PaP sections Oberhausen West – Emmerich Grens).

M T W T F S S	RFC	Published (PaP)	EMMERICH GRENS	MAASVLAKTE WE...	02:13	04:39	02KR1	Details	Add to basket
M T W T F S S	RFC	Published (PaP)	EMMERICH GRENS	MAASVLAKTE WE...	13:49	16:19	02KR1	Details	Add to basket
M T W T F S S	RFC	Published (PaP)	EMMERICH GRENS	MAASVLAKTE WE...	16:49	19:19	02KR1	Details	Add to basket
M T W T F S S	RFC	Published (PaP)	EMMERICH GRENS	MAASVLAKTE WE...	20:13	22:39	02KR1	Details	Add to basket
M T W T F S S	RFC	Published (PaP)	EMMERICH GRENS	MAASVLAKTE WE...	21:43	00:09	02KR1	Details	Add to basket
M T W T F S S	RFC	Published (PaP)	EMMERICH GRENS	MAASVLAKTE WE...	23:01	01:29	02KR1	Details	Add to basket

Fig. 32

Assuming that the PaP sections Oberhausen West departure 15.54 – Emmerich 16.49 / 16.49 – Maasvlakte West arrival 19.19 h will meet the requirements of the applicant (see Fig. 31 and 32).

In the first step the applicant adds both PaP sections to the “Basket” by clicking “Add to basket” (see Fig. 31 and 32).

In the search result list, the number close to red basket symbol shows the number of PaP sections added to the basket. The field “Add to basket” is inactive for all PaP sections transferred to the basket.

Pre-arranged paths search results									
									Reverse order
total number of results 8									
Calendar	Type	Phase	Origin	Destination	Dep	Arr	Train p...		
M T W T F S S	RFC	Published (PaP)	OBERHAUSEN WE...	EMMERICH	12:53	13:49	02DB3	Details	Add to basket
M T W T F S S	RFC	Published (PaP)	OBERHAUSEN WE...	EMMERICH	15:54	16:49	02DB3	Details	Add to basket

Fig. 33

Clicking on the red basket symbol opens the basket. In the basket are the 2 PaP sections added in the previous step.

Basket							
	Dossier id	Pre-arranged...	Type	Departure	Arrival	Origin	Destination
<input type="checkbox"/>	65338	99802	RFC	15:54	16:49	OBERHAUSEN WEST	EMMERICH
<input type="checkbox"/>	65326	99802	RFC	16:49	19:19	EMMERICH GRENS	MAASVLAKTE WEST
							Remove from basket
							Remove from basket
							Copy to new dossier
							Exit basket

Fig. 34

Press “Exit basket” to return to the result list or click “Copy to new dossier” to use the PaP sections in the basket for a path request.

If the applicant has already opened a dossier (which is not the case in this example) and wants to add the PaP sections to this dossier, there will be the additional function “Copy to current dossier” available. Click “Copy to new dossier” to continue.

3.3.2 Creating the dossier

The following screen opens, informing that due to the involvement of PaPs of RFC 1 the corridor OSS of RFC 1 (C1-OSS) will act on behalf of DB Netz (for PaP section Oberhausen West – Emmerich) and Keyrail (for PaP section Emmerich Grens – Maasvlakte West).

INFO: Due to PaP sections involved, C1-OSS agency will act on behalf of following IMs: DB-Netz, Keyrail in the dossier

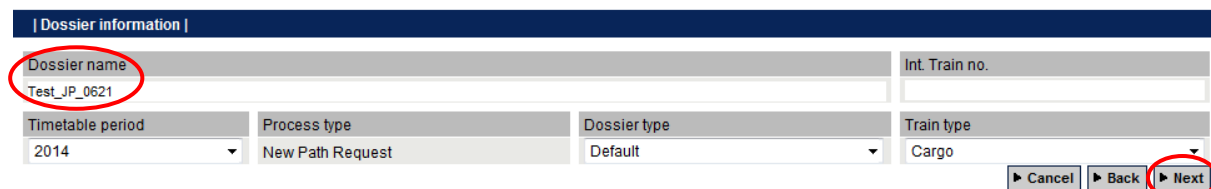


Fig. 35

Enter a dossier name (mandatory) and click “Next”.

INFO: Due to PaP sections involved, C1-OSS agency will act on behalf of following IMs: DB-Netz, Keyrail in the dossier

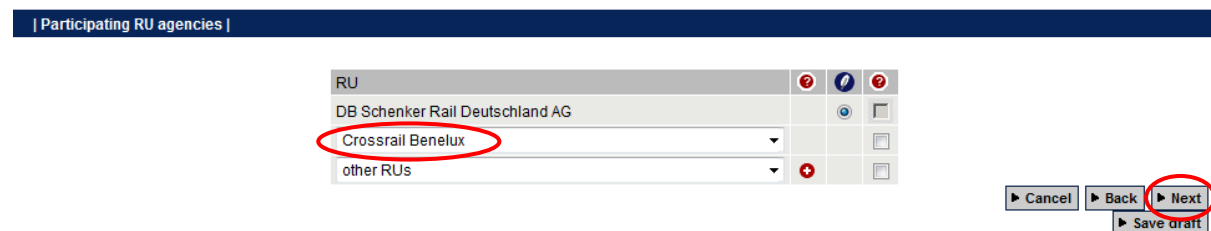


Fig. 36

Select the partner RU (in the example Crossrail Benelux) and click “Next”.

The screen for editing the Requested (RU) timetable opens.

INFO: Due to PaP sections involved, C1-OSS agency will act on behalf of following IMs: DB-Netz, Keyrail in the dossier

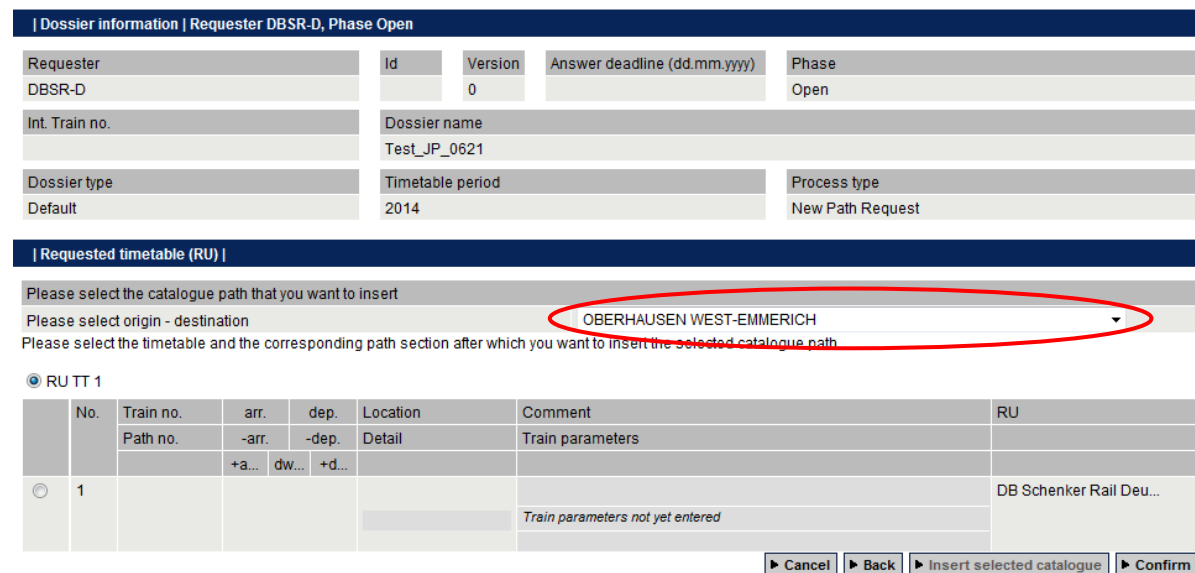


Fig. 37

Remember that 2 PaP sections are in the basket. The first section (Oberhausen West – Emmerich) can be seen in the marked drop down menu. Clicking the arrow will show all section. Check if the first section to be copied to the dossier is shown. This will be the case if all sections were copied to the basket in the correct order. Otherwise the first section to be copied to the dossier must be selected now.

Mark the operation point where the first PaP section shall be added to the dossier. As there are no operation points yet in the dossier, just mark the available point. By marking this point, the field “Insert selected catalogue” becomes active.

| Requested timetable (RU) |

Please select the catalogue path that you want to insert

Please select origin - destination OBERHAUSEN WEST-EMMERICH

Please select the timetable and the corresponding path section after which you want to insert the selected catalogue path.

☒ RU TT 1

No.	Train no.	arr.	dep.	Location	Comment	RU
	Path no.	-arr.	-dep.	Detail	Train parameters	
		+a...	dw...	+d...		
<input checked="" type="radio"/> 1					Train parameters not yet entered	DB Schenker Rail Deu...

Fig. 38

Clicking “Insert selected catalogue” will now copy the PaP section Oberhausen West – Emmerich to the dossier.

| Requested timetable (RU) |

Please select the catalogue path that you want to insert

Please select origin - destination EMMERICH GRENS-MAASVLAKTE WEST

Please select the timetable and the corresponding path section after which you want to insert the selected catalogue path.

☒ OBERHAUSEN WEST - EMMERICH | RU TT

No.	Train no.	arr.	dep.	Location	Comment	RU
	Path no.	-arr.	-dep.	Detail	Train parameters	
		+a...	dw...	+d...		
<input type="radio"/> 1	99802		15:54	OBERHAUSEN WEST	Activity type = Change engine	DB Schenker Rail Deu...
<input checked="" type="radio"/> 2	99802	16:49		EMMERICH		DB Schenker Rail Deu...

Fig. 39

The remaining PaP section Emmerich Grens – Maasvlakte West is shown in the drop down menu. Mark the operation point where to add the second PaP section and click again “Insert selected catalogue”.

A message shows that all sections are copied to the dossier.

| Requested timetable (RU) |

All pre arranged paths were successfully assigned to selected timetable(s).

OBERHAUSEN WEST - MAASVLAKTE WEST | RU TT

No.	Train no.	arr.	dep.	Location	Comment	RU
	Path no.	-arr.	-dep.	Detail	Train parameters	
		+a...	dw...	+d...		
1	99802		15:54	OBERHAUSEN WEST	Activity type = Change engine	DB Schenker Rail Deu...
2	99802	16:49		EMMERICH		DB Schenker Rail Deu...
3	99802		16:49	EMMERICH GRENS		DB Schenker Rail Deu...
4	99802		18:20	KIJFHOEK NOORD		DB Schenker Rail Deu...
5	99802	19:19		MAASVLAKTE WEST		DB Schenker Rail Deu...

Fig. 40

Click “Confirm” to proceed.

Select the reference point and click “Next” to proceed.

Ref. point	No.	Train no.	arr.	dep.	Location	Comment	RU
		Path no.	-arr.	-dep.	Detail	Train parameters	
			+a...	dw...	+d...		
<input checked="" type="radio"/>	1	99802		15:54	OBERHAUSEN WEST	Activity type = Change engine	DB Schenker Rail Deuts
					DB-Netz		
<input type="radio"/>	2	99802	16:49		EMMERICH		DB Schenker Rail Deuts
					DB-Netz		
<input type="radio"/>	3	99802		16:49	EMMERICH GRENS		DB Schenker Rail Deuts
					Keyrail		
<input type="radio"/>	4	99802		18:20	KUFHOEK NOORDD		DB Schenker Rail Deuts
					Keyrail		
<input type="radio"/>	5	99802	19:19		MAASVLAKTE WEST		DB Schenker Rail Deuts
					Keyrail		

Fig. 41

Set the calendar assuming that the PaP will be needed on Thursdays and Fridays only for the complete timetable period.

September

October

November

December

Days in service

Weekdays

From (dd.mm.yyyy)

To (dd.mm.yyyy)

Fig. 42

Select the weekdays and click “Enter circulation days pattern”. Fig. 43 shows the adjusted calendar.

September

October

November

December

Days in service

Weekdays

From (dd.mm.yyyy)

To (dd.mm.yyyy)

Fig. 43

After setting the calendar the mandatory parameters have to be entered.

INFO: Due to PaP sections involved, C1-OSS agency will act on behalf of following IMs: **DB-Netz**, **Keyrail** in the dossier

| Train parameter details | Path section: 'OBERHAUSEN WEST', responsible agency: 'DB-Netz'


Activity type * Commercial stop Operational stop Service stop System stop		Location types Origin Intermediate Destination Handover					
Comment 1936 chars out of 2000 note: path might be affected by works, modifications are possible							
Traffic type		Type of service					
Train weight * 2000		Train length * 709					
Weight of set of carriages * <input type="text"/>		Length of set of carriages * <input type="text"/>					
Traction details *							
No.	Loco type numb... *	Traction mode *	Train cc system	Train radio sys...	Traction weight	Traction length	
1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Train max speed * <input type="text"/>		Highest planned speed 90		Route class <input type="text"/>		Max axle weight <input type="text"/>	
				Minimum broken weight pe... 70			

Fig. 44

Note: Entering the mandatory parameters is a standard PCS process and the steps are described in detail in this handbook.

After entering the mandatory parameters, select a leading IM and click “Create dossier”.

INFO: Due to PaP sections involved, C1-OSS agency will act on behalf of following IMs: **DB-Netz**, **Keyrail** in the dossier

| Participating Im agencies |


IM DB Netz AG Keyrail		
RU	IM	Dossier phase
DB Schenker Rail Deutschland AG	<input checked="" type="radio"/> C1-OSS (on behalf of DB Netz AG)	<input checked="" type="radio"/> Open
Crossrail Benelux	<input checked="" type="radio"/> C1-OSS (on behalf of Keyrail)	<input checked="" type="radio"/> Open
<input type="button" value="Cancel"/> <input type="button" value="Back to timetable"/> <input checked="" type="button" value="Create dossier"/> <input type="button" value="Save draft"/>		

Fig. 45

Fig. 46 below shows the dossier details with the requested RU timetable, showing the PaP sections.

| Requested timetable (RU) |

Days in service on this path: Reference point: OBERHAUSEN WEST / DBSR-D

Timetable period: 19.12.2013-12.12.2014 [▶ Edit reference calendar](#)

No.	Train no.	arr.	dep.	Location	Comment	RU
	Path no.	-arr.	-dep.	Detail	Train parameters	
		+a...	dw...	+d...		
1			15:54	OBERHAUSEN WEST DB-Netz	note: path might be affected by works, modifications are possible Train max speed = 90 Train length = 600 Train weight = 1600 Length of set of carriages = 580 Weight of set of carriages = 1580 Loco type number=189, Traction mode=Train traction-1st traction unit in the group 01. TPN-Anmeldung = ja -zusätzlich über TPN 08. LZB = nein	DB Schenker Rail Deuts M T W T F S S
2		16:49		EMMERICH DB-Netz		DB Schenker Rail Deuts M T W T F S S
3			16:49	EMMERICH GRENS Keyrail		Crossrail Benelux M T W T F S S
4			18:20	KUFHOEK NOORDD Keyrail		Crossrail Benelux M T W T F S S
5		19:19		MAASVLAKTE WEST Keyrail		Crossrail Benelux M T W T F S S

[▶ Copy path](#) [▶ Create new path](#)
[▶ Remove pre-arranged product](#)
[▶ Cancel](#) [▶ Save dossier](#)

Fig. 46

Fig. 47 below shows the “Control” view of the same dossier. The dossier is still in the “Open” phase and DB Schenker Rail as leading RU is the only active agency up to now.

| Participating companies |

Select RU-IM pair: DB Schenker Rail Deutschland AG - C1-OSS (on behalf of DB)

RU	Path related	IM	Dossier phase
DB Schenker Rail Deutschland AG	Being processed	C1-OSS (on behalf of DB Netz AG)	Open
Crossrail Benelux		C1-OSS (on behalf of Keyrail)	Open

[▶ Change](#) [▶ Release harmonization](#)

| Progress - PATH REQUEST |

Open	Harmonization	Path Request	Path Elaboration	Draft Timetable	Observations	Post-processing	Final Offer	Active Timetable	Closed
Participating RUs									
Save Release harmonization									
Participating IMs									

The progress diagram shows the current stage of the process and possible actions by the participants.
 Note: the actions allowed at IM level depend on a user belonging to a team and on whether that team has the right to change the status of a dossier. Both are determined by the coordinator.

Fig. 47

DB Schenker Rail as leading RU may now set the acceptance indicator to Green and release harmonisation.





Inbox	Search And Reporting	Pre-constructed Products	Details	Control	Administration
Participating companies					
Select RU-IM pair DB Schenker Rail Deutschland AG - C1-OSS (on behalf of DB I)					
RU	Path related	IM		Dossier phase	
DB Schenker Rail Deutschland AG	 Accepted	C1-OSS (on behalf of DB Netz AG)		Open	Change
Crossrail Benelux		C1-OSS (on behalf of Keyrail)		Open	Release harmonization

Fig. 48

Assume Crossrail Benelux as involved RU accepts the dossier and sets the acceptance indicator to Green.
















Inbox	Search And Reporting	Pre-constructed Products	Details	Control	Administration
Participating companies					
Select RU-IM pair Crossrail Benelux - C1-OSS (on behalf of Keyrail)					
RU	Path related	IM		Dossier phase	
DB Schenker Rail Deutschland AG		C1-OSS (on behalf of DB Netz AG)		Harmonization	
Crossrail Benelux	 Accepted	C1-OSS (on behalf of Keyrail)		Harmonization	Change
RU (production related)					
		DB Schenker Rail Deutschland AG	Not yet processed		
		Crossrail Benelux	Not yet processed		Change

Fig. 49

The leading RU is now able to submit the path request

Inbox	Search And Reporting	Pre-constructed Products	Details	Control	Administration
Participating companies					
Select RU-IM pair DB Schenker Rail Deutschland AG - C1-OSS (on behalf of DB I)					
RU	Path related	IM		Dossier phase	
DB Schenker Rail Deutschland AG	 Accepted	C1-OSS (on behalf of DB Netz AG)		Harmonization	Change
Crossrail Benelux		C1-OSS (on behalf of Keyrail)		Harmonization	
RU (production related)					
		DB Schenker Rail Deutschland AG	Not yet processed		Change
		Crossrail Benelux	Not yet processed		

Important: production related traffic lights for RUs have no influence to the progress of timetabling process!

[Submit path request](#) [Start Path Consulting Conference](#)

Fig. 50

3.4 Combining tailor-made path sections and PaPs in one dossier

3.4.1 General

The method for creating a dossier and copying the desired PaP sections to the dossier is described in chapter 3.3.2. But it is also possible to create a dossier and combine tailor-made path sections with PaP sections. This procedure is described in the following chapters.

Note: Tailor-made path sections are called “feeder path” or “outflow path” (F/O paths). Feeder paths are path sections to be used before reaching a RFC/PaP, outflow paths are path sections to be used after leaving the RFC/PaP.

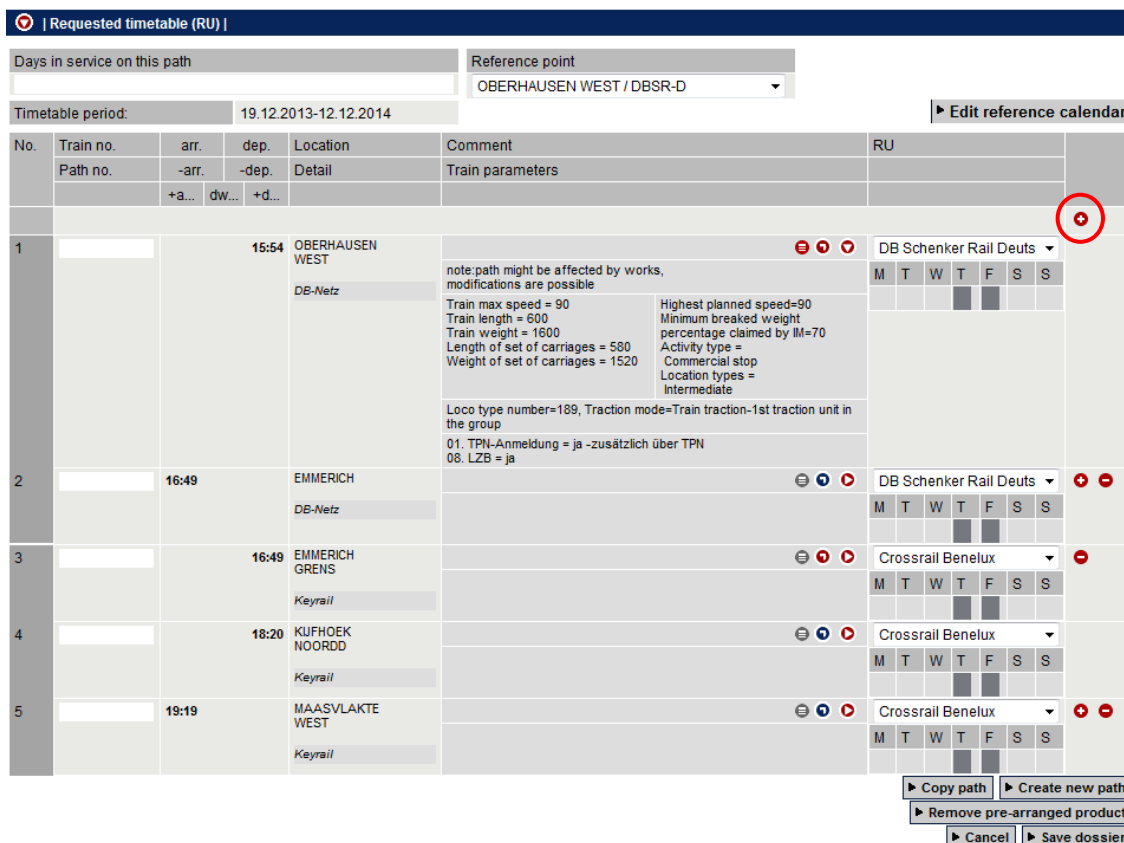
There are two possibilities for combining tailor-made sections and PaP sections:

- F/O may be added to an existing dossier which already contains the desired PaP sections. (see chapter 3.4.2)
- A new dossier may be created, adding feeder path, PaP sections and outflow path in different steps (see chapter 3.4.3)

3.4.2 Adding F/O paths to an existing dossier

The leading RU wants to use the PaP sections previously copied to the dossier (see 3.3.2). A feeder path is needed from an operation point in Germany to the RFC at Oberhausen West. An outflow path is needed from Maasvlakte West to an op. point in the Netherlands outside the RFC.

Fig. 51 below shows the dossier (Requested RU timetable) already containing the PaP sections. Please click the “Plus” symbol to open a new line for entering an additional operation point.



The screenshot shows the 'Requested timetable (RU)' interface. At the top, there are fields for 'Days in service on this path' and 'Reference point' (set to 'OBERHAUSEN WEST / DBSR-D'). Below this is a 'Timetable period' field set to '19.12.2013-12.12.2014' and an 'Edit reference calendar' button. The main table lists train paths with columns for No., Train no., arr., dep., Location, Comment, and RU. The table contains five entries:

No.	Train no.	arr.	dep.	Location	Comment	RU
1			15:54	OBERHAUSEN WEST	note: path might be affected by works, modifications are possible Train max speed = 90 Train length = 600 Train weight = 1600 Length of set of carriages = 580 Weight of set of carriages = 1520 Loco type number=189, Traction mode=Train traction-1st traction unit in the group 01. TPN-Anmeldung = ja -zusätzlich über TPN 08. LZB = ja	DB Schenker Rail Deuts
2		16:49		EMMERICH		DB Schenker Rail Deuts
3			16:49	EMMERICH GRENS		Crossrail Benelux
4			18:20	KLUFHOEK NOORD		Crossrail Benelux
5		19:19		MAASVLAKTE WEST		Crossrail Benelux

At the bottom right, there are buttons: 'Copy path', 'Create new path', 'Remove pre-arranged product', 'Cancel', and 'Save dossier'. A red circle highlights a '+' button in the top right corner of the table area.

Fig. 51

The box shown below opens. The additional operation point may be entered. There is also an option to select an operation point whose parameters shall be copied to the additional operation point.

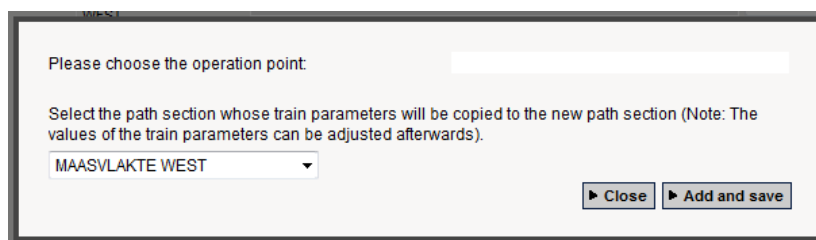


Fig. 52

The leading RU needs a feeder path from Krefeld via Moers to Oberhausen West. Moers is next to Oberhausen West and will be entered now. The parameters of Oberhausen West shall be copied to Moers.

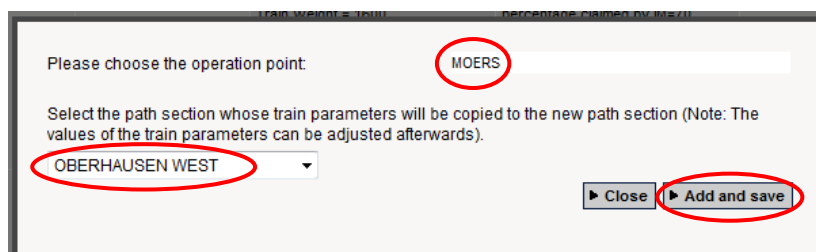
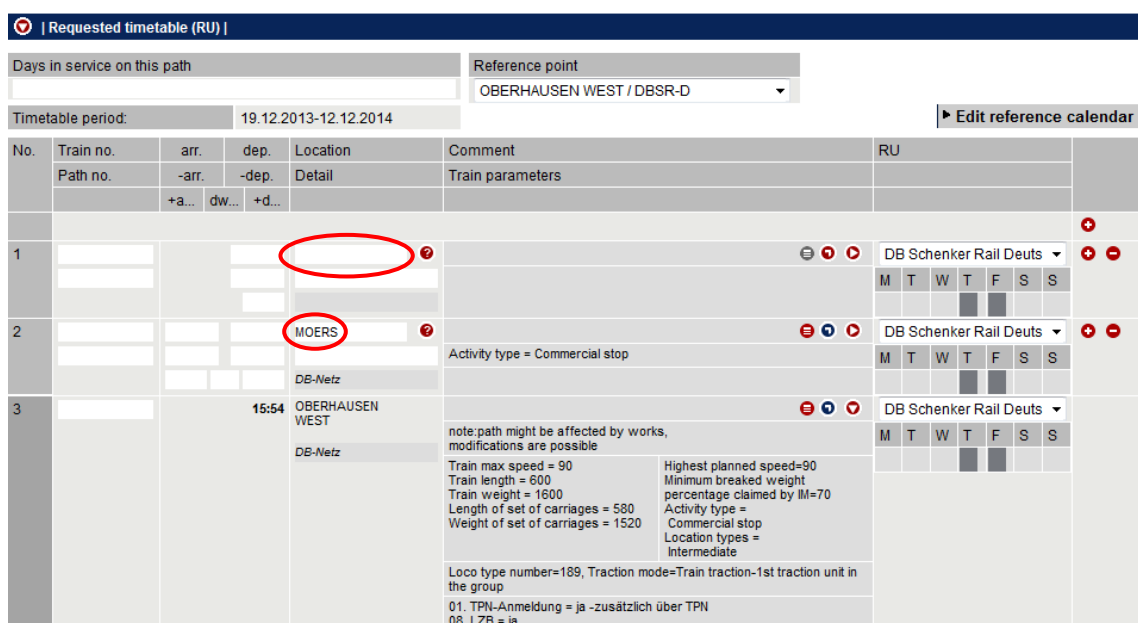


Fig. 53

Click “Add and save” to add the operation point to the dossier. Then click again the “Plus” symbol.

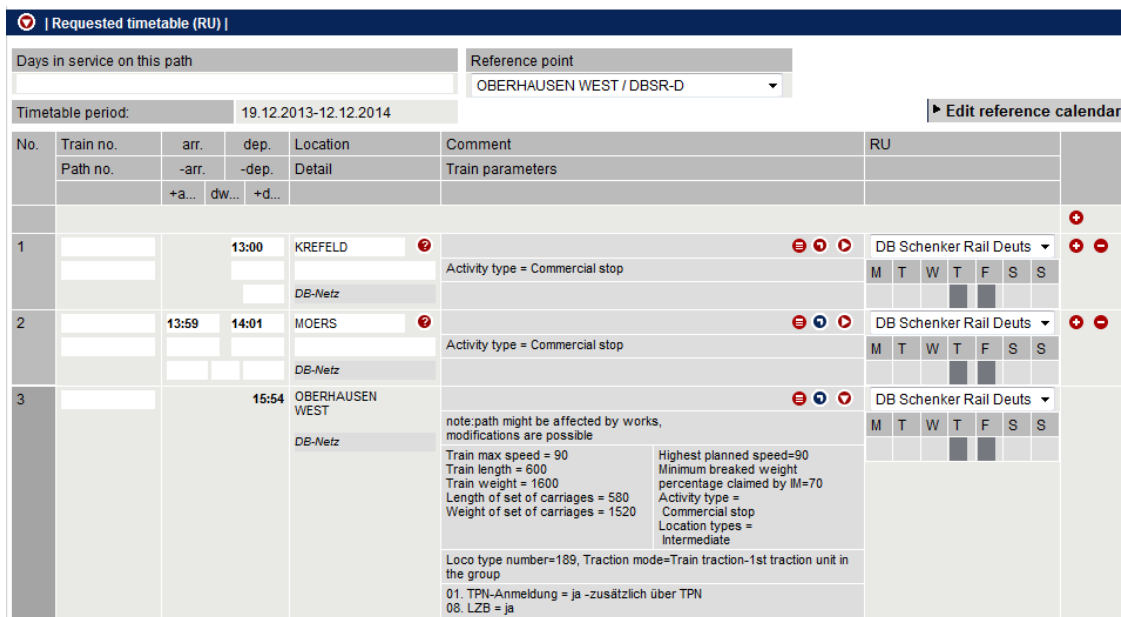
By directly clicking “Add and save” without entering a new operation point, a clear field is opened in the dossier for another operation point. In this case the operation point and the mandatory parameters have to be entered later. Note that it is possible to create at first any number of additional fields and then enter all operations points and parameters.



No.	Train no.	arr.	dep.	Location	Comment	RU
	Path no.	-arr.	-dep.	Detail	Train parameters	
		+a...	dw...	+d...		
1						DB Schenker Rail Deuts
2				MOERS	Activity type = Commercial stop	DB Schenker Rail Deuts
3			15:54	OBERHAUSEN WEST	note:path might be affected by works, modifications are possible Train max speed = 90 Train length = 600 Train weight = 1600 Length of set of carriages = 580 Weight of set of carriages = 1520 Loco type number=189, Traction mode=Train traction-1st traction unit in the group 01. TPN-Anmeldung = ja -zusätzlich über TPN 08. LZB = ja	DB Schenker Rail Deuts

Fig. 54

The leading RU enters Krefeld as the origin of the path, desired departure and arrival times and mandatory parameters. Fig. 55 below shows the dossier with feeder path and PaP sections.



| Requested timetable (RU) |

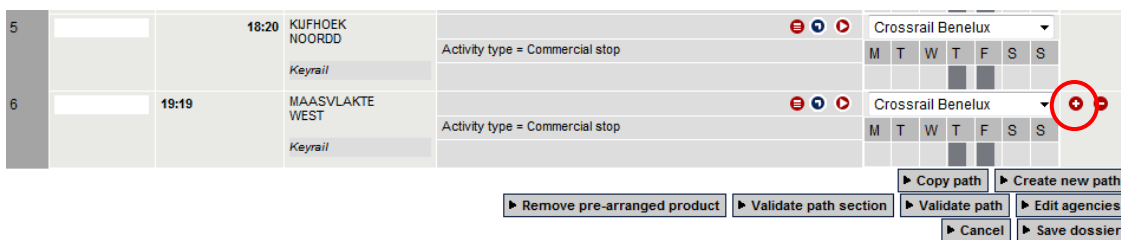
Days in service on this path: Reference point: OBERHAUSEN WEST / DBSR-D

Timetable period: 19.12.2013-12.12.2014 [▶ Edit reference calendar](#)

No.	Train no.	arr.	dep.	Location	Comment	RU
	Path no.	-arr.	-dep.	Detail	Train parameters	
		+a...	dw...	+d...		
1			13:00	KREFELD	Activity type = Commercial stop	DB Schenker Rail Deuts
				DB-Netz		M T W T F S S
2		13:59	14:01	MOERS	Activity type = Commercial stop	DB Schenker Rail Deuts
				DB-Netz		M T W T F S S
3			15:54	OBERHAUSEN WEST	note: path might be affected by works, modifications are possible	DB Schenker Rail Deuts
				DB-Netz	Train max speed = 90 Train length = 600 Train weight = 1600 Length of set of carriages = 580 Weight of set of carriages = 1520 Highest planned speed=90 Minimum broken weight percentage claimed by IM=70 Activity type = Commercial stop Location types = Intermediate Loco type number=189, Traction mode=Train traction-1st traction unit in the group 01. TPN-Anmeldung = ja -zusätzlich über TPN 08. LZB = ja	M T W T F S S

Fig. 55

The same procedure may be used to additional operation points for the outflow path.

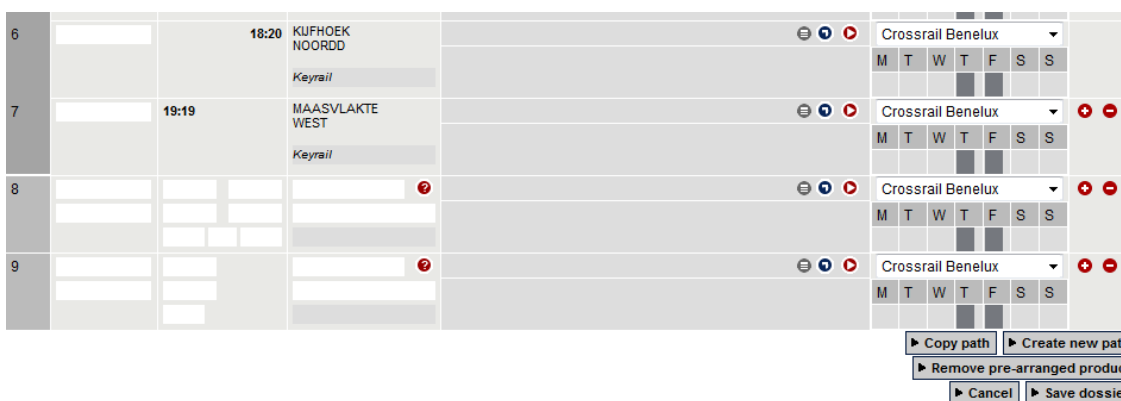


5			18:20	KIJFHOEK NOORD	Activity type = Commercial stop	Crossrail Benelux
				Keyrail		M T W T F S S
6		19:19		MAASVLAKTE WEST	Activity type = Commercial stop	Crossrail Benelux
				Keyrail		M T W T F S S

[▶ Copy path](#) [▶ Create new path](#)
[▶ Remove pre-arranged product](#) [▶ Validate path section](#) [▶ Validate path](#) [▶ Edit agencies](#)
[▶ Cancel](#) [▶ Save dossier](#)

Fig. 56

After clicking the “Plus” symbol in the “Maasvlakte West” line and again in the additional line which opens, the dossier looks like shown in Fig. 57 below with 2 additional lines for operation points of the outflow path.



6			18:20	KIJFHOEK NOORD		Crossrail Benelux
				Keyrail		M T W T F S S
7		19:19		MAASVLAKTE WEST		Crossrail Benelux
				Keyrail		M T W T F S S
8						Crossrail Benelux
						M T W T F S S
9						Crossrail Benelux
						M T W T F S S

[▶ Copy path](#) [▶ Create new path](#)
[▶ Remove pre-arranged product](#)
[▶ Cancel](#) [▶ Save dossier](#)

Fig. 57

Assume now that the leading RU does not need the complete PaP section to Maasvlakte West. The train shall leave the RFC at Kijfhoek Noordd and an outflow path is needed via Rotterdam to Den Haag.

Before adding the operation points for the outflow path, the last operation point of the PaP has to be deleted. Clicking the “Minus” symbol in the Maasvlakte West line will delete this operation point.

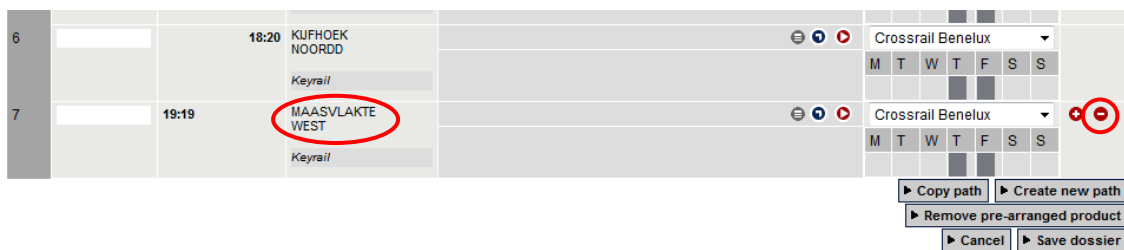


Fig. 58

Now Kijfhoek Noordd is the last operation point in the dossier.

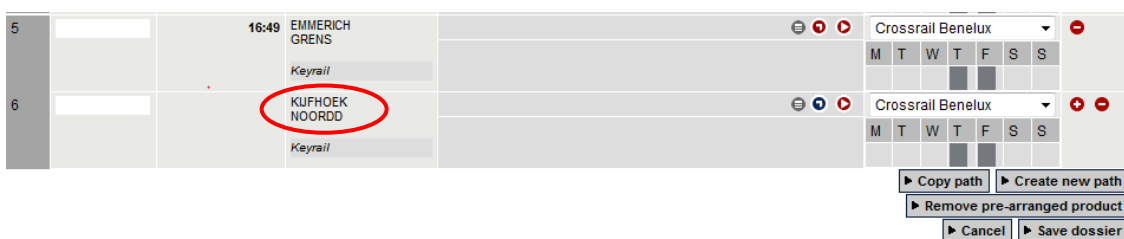


Fig. 59

Add now two additional lines for Rotterdam and Den Haag.

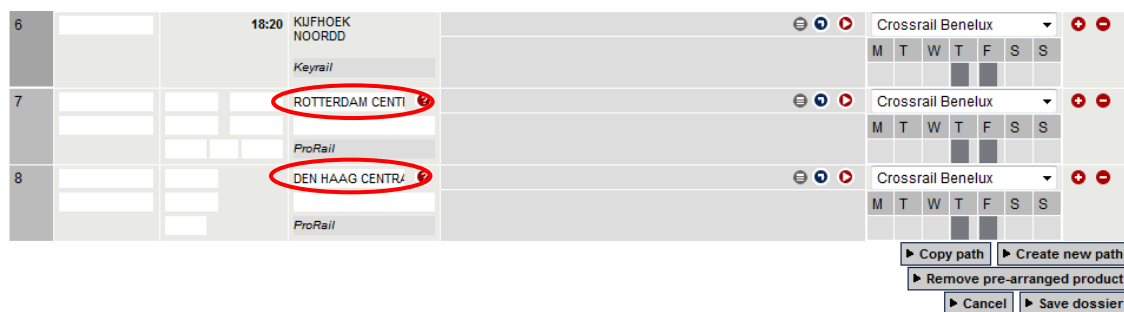


Fig. 60

Note that there is an additional IM now involved in the dossier: ProRail. PCS will notify the user by the information shown in Fig. 61 below.

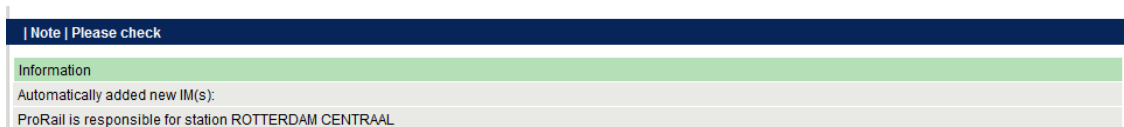


Fig. 61

Fig. 62 below shows the dossier after entering all data for the outflow path.

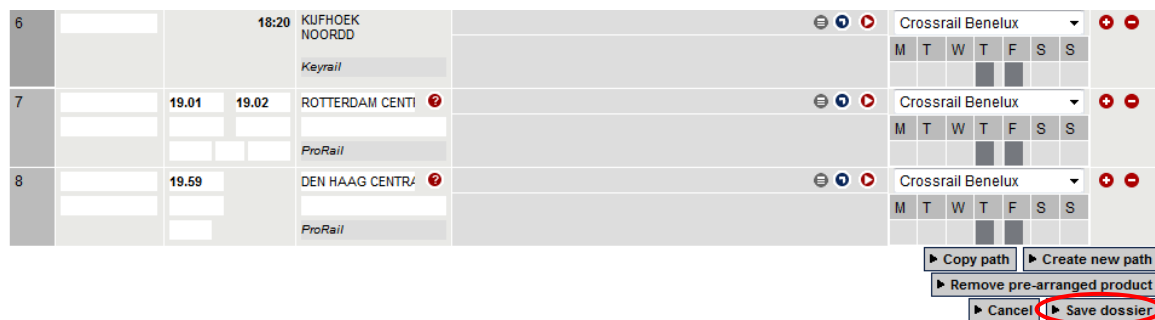


Fig. 62

Please click “Save dossier” to continue.

Please check the “Control” view. Compared to the example in 3.3.2 (see Fig. 47) there are now two additional pairs involved in the dossier:

- DB Schenker – DB Netz for the feeder path
- Crossrail Benelux – ProRail for the outflow path

Inbox	Search And Reporting	Pre-constructed Products	Details	Control	Administration
[Participating companies]					
Select RU-IM pair					
DB Schenker Rail Deutschland AG - C1-OSS (on behalf of DB I)					
RU	Path related	IM		Dossier phase	
DB Schenker Rail Deutschland AG		DB Netz AG		Open	
DB Schenker Rail Deutschland AG	Being processed	C1-OSS (on behalf of DB Netz AG)		Open	Change
Crossrail Benelux		C1-OSS (on behalf of Keyrail)		Open	
Crossrail Benelux		ProRail		Open	
Release harmonization					

Fig. 63

The RU harmonisation is following the standard PCS process and is not described here in detail. Please note that the RUs have to set the acceptance indicators to Green for all pairs they are involved in.

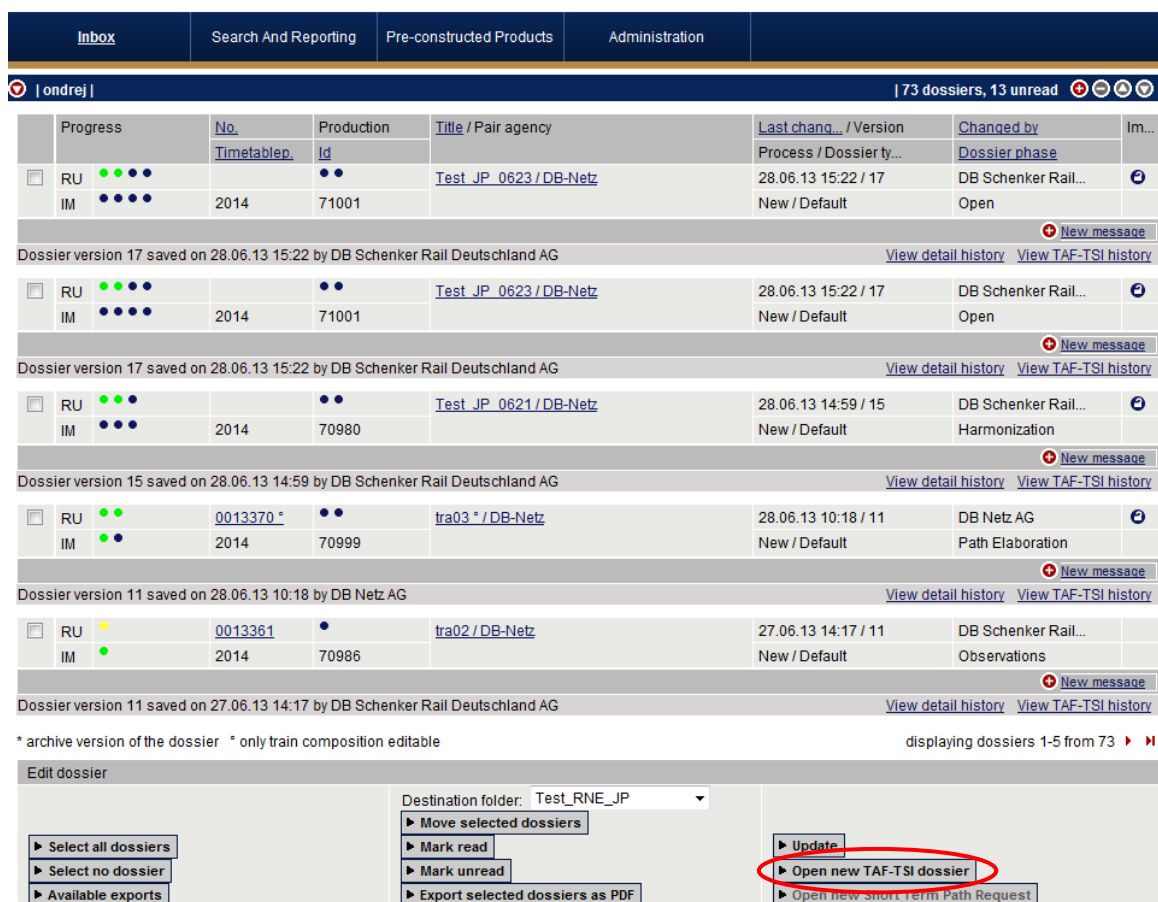
[Participating companies]					
Select RU-IM pair					
DB Schenker Rail Deutschland AG - C1-OSS (on behalf of DB I)					
RU	Path related	IM		Dossier phase	
DB Schenker Rail Deutschland AG		DB Netz AG		Open	
DB Schenker Rail Deutschland AG	Accepted	C1-OSS (on behalf of DB Netz AG)		Open	Change
Crossrail Benelux		C1-OSS (on behalf of Keyrail)		Open	
Crossrail Benelux		ProRail		Open	
Release harmonization					

Fig. 64

If harmonisation is completed, the leading RU may submit the path request.

3.4.3 Creating a dossier step by step: feeder path - PaP - outflow path

The leading RU opens a new dossier by clicking “Open new TAF-TSI dossier”.



The screenshot shows the 'ondrej' interface with a list of dossiers. The 'Edit dossier' section at the bottom contains several buttons. The button 'Open new TAF-TSI dossier' is highlighted with a red circle.

Progress	No.	Production	Title / Pair agency	Last chang... / Version	Changed by	Im...
	Timetable	Id		Process / Dossier ty...	Dossier phase	
RU			Test JP_0623 / DB-Netz	28.06.13 15:22 / 17	DB Schenker Rail...	
IM	2014	71001		New / Default	Open	
Dossier version 17 saved on 28.06.13 15:22 by DB Schenker Rail Deutschland AG						
RU			Test JP_0623 / DB-Netz	28.06.13 15:22 / 17	DB Schenker Rail...	
IM	2014	71001		New / Default	Open	
Dossier version 17 saved on 28.06.13 15:22 by DB Schenker Rail Deutschland AG						
RU			Test JP_0621 / DB-Netz	28.06.13 14:59 / 15	DB Schenker Rail...	
IM	2014	70980		New / Default	Harmonization	
Dossier version 15 saved on 28.06.13 14:59 by DB Schenker Rail Deutschland AG						
RU			tra03 * / DB-Netz	28.06.13 10:18 / 11	DB Netz AG	
IM	2014	70999		New / Default	Path Elaboration	
Dossier version 11 saved on 28.06.13 10:18 by DB Netz AG						
RU			tra02 / DB-Netz	27.06.13 14:17 / 11	DB Schenker Rail...	
IM	2014	70986		New / Default	Observations	
Dossier version 11 saved on 27.06.13 14:17 by DB Schenker Rail Deutschland AG						

* archive version of the dossier * only train composition editable

displaying dossiers 1-5 from 73

Edit dossier

Destination folder: Test_RNE_JP

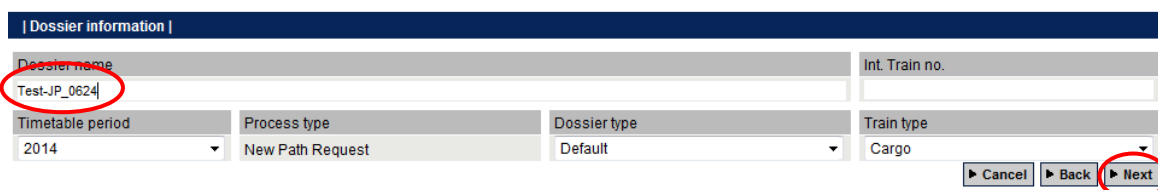
▶ Select all dossiers
 ▶ Select no dossier
 ▶ Available exports

▶ Move selected dossiers
 ▶ Mark read
 ▶ Mark unread
 ▶ Export selected dossiers as PDF

▶ Update
 ▶ Open new TAF-TSI dossier
 ▶ Open new short term Path Request

Fig. 65

After adding the Dossier name (mandatory) ...



The screenshot shows the 'Dossier information' form. The 'Dossier name' field is highlighted with a red circle, and the 'Next' button is also highlighted with a red circle.

Dossier name			Int. Train no.
Test-JP_0624			
Timetable period	Process type	Dossier type	Train type
2014	New Path Request	Default	Cargo
▶ Cancel ▶ Back ▶ Next			

Fig. 66

... the leading RU starts with the feeder path by clicking “Next”

Note:

In this example, participants, feeder path, PaP sections and outflow path and from the previous example in chapter 3.4.2 will be used again

- RUs DB Schenker Rail, Crossrail Benelux
- C-OSS C1 OSS
- IBs DB Netz, Keyrail, ProRail
- Feeder Krefeld – Moers – Oberhausen West
- PaP Oberhausen West – Emmerich – Kijfhoek
- Outflow Kijfhoek – Rotterdam – Den Haag

The “Requested timetable (RU) opens ...

| Requested timetable (RU) |

Please select a reference point location for your timetable. Based on the selection, the following input must be provided:

- If the reference point is departure station, the actual departure time must be set
- If the reference point is intermediate station, either actual arrival or departure times must be set
- If the reference point is arrival station, the actual arrival time must be set

Days in service on this path

Ref. point	No.	Train no.	arr.	dep.	Location	Comment	RU
		Path no.	-arr.	-dep.	Detail	Train parameters	
			+a...	dw...	+d...		
<input type="radio"/>	1					Train parameters not yet entered	RU... + -
<input type="radio"/>	2					Train parameters not yet entered	RU... + -

Fig. 67

... and the leading RU enters data for the feeder path.

Ref. point	No.	Train no.	arr.	dep.	Location	Comment	RU
		Path no.	-arr.	-dep.	Detail	Train parameters	
			+a...	dw...	+d...		
<input checked="" type="radio"/>	1			13.00	KREFELD HBF	Train parameters not yet entered	DB Schenker Rail Deuts + -
<input type="radio"/>	2		13.59	14.01	MOERS	Train parameters not yet entered	DB Schenker Rail Deuts + -
<input type="radio"/>	3		14.59		ÖBERHAUSEN WES	Train parameters not yet entered	DB Schenker Rail Deuts + -
<input type="radio"/>	4					Train parameters not yet entered	RU... + -

Fig. 68

Leading RU clicks “Next” again and sets the calendar.

September

October

November

December

Days in service

Weekdays

M	T	W	T	F	S	S
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

From (dd.mm.yyyy)

15.12.2013

To (dd.mm.yyyy)

13.12.2014

► Reset ► Enter the circulation days pattern

Fig. 69

Leading RU now enters the mandatory parameters.

| Train parameter details | Path section: 'KREFELD HBF', responsible agency: 'DB-Netz'

Activity type *	Location types
Commercial stop	Origin
Operational stop	Intermediate
Service stop	Destination
System stop	Handover

Comment 2000 chars out of 2000

Traffic type Type of service

Train weight * 1600 Train length * 600 Weight of set of carriages * 1520 Length of set of carriages * 580

Traction details *

No.	Loco type numb...	Traction mode *	Train cc system	Train radio sys...	Traction weight	Traction length
1	189	Train traction	1st traction unit			

Train max speed * 90 Highest planned speed Route class Max axle weight Minimum broken weight pe...

Fig. 70

After indicating the leading IM

| Participating Im agencies |

IM DB Netz AG

RU	IM	Dossier phase
DB Schenker Rail Deutschland AG	DB Netz AG	Open

Cancel Back to timetable Create dossier Save draft

Fig. 71

... the dossier is created by clicking "Create dossier".

Fig. 75 below shows the Requested RU timetable with data of the feeder path

| Requested timetable (RU) |

Days in service on this path Reference point KREFELD HBF / DBSR-D

Timetable period: 19.12.2013-12.12.2014 Edit reference calendar

No.	Train no.	arr.	dep.	Location	Comment	RU
	Path no.	-arr.	-dep.	Detail	Train parameters	
		+a...	dw...	+d...		
1		13:00		KREFELD HBF	Train max speed = 90 Train length = 600 Train weight = 1600 Length of set of carriages = 580 Weight of set of carriages = 1520 Loco type number=189, Traction mode=Train traction-1st traction unit in the group 01. TPN-Anmeldung = ja -zusätzlich über TPN	DB Schenker Rail Deuts M T W T F S S
2		13:59	14:01	MOERS	Activity type = Commercial stop	DB Schenker Rail Deuts M T W T F S S
3		14:59		OBERHAUSEN WES		DB Schenker Rail Deuts M T W T F S S

Copy path Create new path Cancel Save dossier

Fig. 72

After adding both PaP sections, the Requested RU timetable looks like shown in Fig. 76 below.

| Requested timetable (RU) |

All pre arranged paths were successfully assigned to selected timetable(s).

KREFELD HBF - MAASVLAKTE WEST | RU TT

No.	Train no.	arr.	dep.	Location	Comment	RU
	Path no.	-arr.	-dep.	Detail	Train parameters	
		+a...	dw...	+d...		
1			13:00	KREFELD HBF		DB Schenker Rail Deu...
				DB-Netz	Train max speed = 90 Train length = 600 Train weight = 1600 Length of set of carriages = 580 Weight of set of carriages = 1520 Loco type number=189, Traction mode=Train traction-1st traction unit in the group 01. TPN-Anmeldung = ja -zusätzlich über TPN	
2		13:59	14:01	MOERS		DB Schenker Rail Deu...
				DB-Netz	Activity type = Commercial stop	
3		14:59		OBERHAUSEN WEST		DB Schenker Rail Deu...
				DB-Netz		
4	99802	14:54	15:54	OBERHAUSEN WEST		DB Schenker Rail Deu...
				DB-Netz	Activity type = Change engine	
5	99802	16:49		EMMERICH		DB Schenker Rail Deu...
				DB-Netz		
6	99802		16:49	EMMERICH GRENS		DB Schenker Rail Deu...
				Keyrail		
7	99802		18:20	KUFHOEK NOORD		DB Schenker Rail Deu...
				Keyrail		
8	99802	19:19		MAASVLAKTE WEST		DB Schenker Rail Deu...
				Keyrail		

Fig. 76

Click "Confirm" to proceed.

It is possible that the calendar of the PaP sections does not match the calendar of the feeder path. Clicking "Save dossier" will automatically result in matching calendars.

2		13:59	14:01	MOERS	Activity type = Commercial stop	DB Schenker Rail Deuts	M T W T F S S
				DB-Netz			
3		14:59		OBERHAUSEN WES		DB Schenker Rail Deuts	M T W T F S S
				DB-Netz			
4	99802	14:54	15:54	OBERHAUSEN WEST	Activity type = Change engine	DB Schenker Rail Deuts	M T W T F S S
				DB-Netz			
5	99802	16:49		EMMERICH		DB Schenker Rail Deuts	M T W T F S S
				DB-Netz			
6	99802		16:49	EMMERICH GRENS		DB Schenker Rail Deuts	M T W T F S S
				Keyrail			
7	99802		18:20	KUFHOEK NOORD		DB Schenker Rail Deuts	M T W T F S S
				Keyrail			
8	99802	19:19		MAASVLAKTE WEST		DB Schenker Rail Deuts	M T W T F S S
				Keyrail			

Fig. 77

Fig. 78 below shows the Requested RU timetable with matching calendars.

2		13:59	14:01	MOERS	Activity type = Commercial stop	DB Schenker Rail Deuts	M T W T F S S
				DB-Netz			
3		14:59		OBERHAUSEN WES	Activity type = Commercial stop	DB Schenker Rail Deuts	M T W T F S S
				DB-Netz			
4		14:54	15:54	OBERHAUSEN WEST	Activity type = Change engine	DB Schenker Rail Deuts	M T W T F S S
				DB-Netz			
5		16:49		EMMERICH	Activity type = Change engine	DB Schenker Rail Deuts	M T W T F S S
				DB-Netz			
6			16:49	EMMERICH GRENS	Activity type = Commercial stop	Crossrail Benelux	M T W T F S S
				Keyrail			
7			18:20	KUFHOEK NOORD	Activity type = Commercial stop	Crossrail Benelux	M T W T F S S
				Keyrail			
8		19:19		MAASVLAKTE WEST	Activity type = Commercial stop	Crossrail Benelux	M T W T F S S
				Keyrail			

▶ Copy path ▶ Create new path
▶ Remove pre-arranged product
▶ Cancel ▶ Save dossier

Fig. 78

Note:

It is possible to set the calendar of the PaP sections when adding them to the basket or in the dossier separately for each operation point. The method shown above is the easy way for aligning the calendars.

Attention:

If PaP sections are selected and copied to the basket which are not available on the operation days needed (Thursday and Friday in the example), it is not possible to proceed. PaPs not offered (or no longer available in case of ad-hoc traffic) at specific weekdays cannot be requested.

The following steps will be the same as described in chapter 3.4.2:

- Remove Maasvlakte West
- Add outflow path Rotterdam – Den Haag
- Desired departure / arrival times may be added

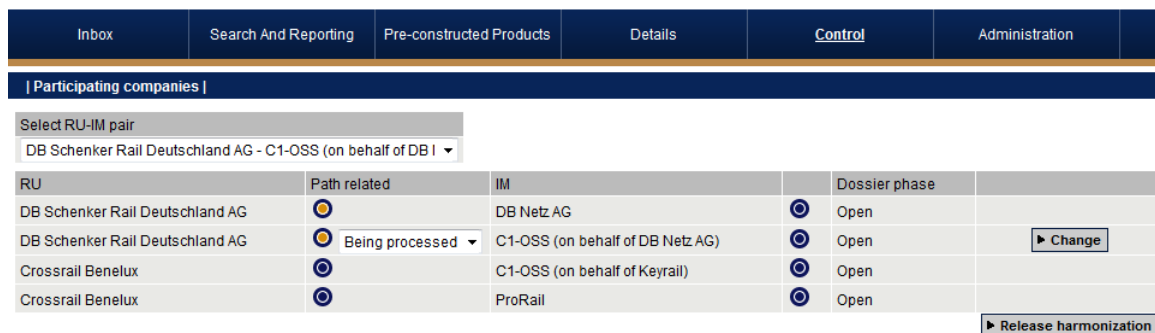
Note: Always add mandatory parameters to operations points. If not all mandatory parameters are entered, the system generates warning messages when clicking “Save dossier”.

7			18:20	KUFHOEK NOORD	Activity type = Commercial stop	Crossrail Benelux	M T W T F S S
				Keyrail			
8		19:01	19:02	ROTTERDAM CENT	Activity type = Commercial stop	Crossrail Benelux	M T W T F S S
				ProRail			
9		19:59		DEN HAAG CENTR	Activity type = Commercial stop	Crossrail Benelux	M T W T F S S
				ProRail			

▶ Copy path ▶ Create new path
▶ Remove pre-arranged product
▶ Cancel ▶ Save dossier

Fig. 79

The following steps regarding RU harmonisation until submission of the path request will be the same as in chapter 3.4.2.



The screenshot shows a web interface with a top navigation bar containing: Inbox, Search And Reporting, Pre-constructed Products, Details, Control, and Administration. Below the navigation bar is a section titled '| Participating companies |'. Under this section, there is a 'Select RU-IM pair' dropdown menu currently showing 'DB Schenker Rail Deutschland AG - C1-OSS (on behalf of DB I)'. Below the dropdown is a table with the following columns: RU, Path related, IM, and Dossier phase. The table contains four rows of data. The second row has a 'Being processed' dropdown in the 'Path related' column and a 'Change' button. At the bottom right of the table area is a 'Release harmonization' button.

RU	Path related	IM	Dossier phase
DB Schenker Rail Deutschland AG		DB Netz AG	Open
DB Schenker Rail Deutschland AG	Being processed	C1-OSS (on behalf of DB Netz AG)	Open Change
Crossrail Benelux		C1-OSS (on behalf of Keyrail)	Open
Crossrail Benelux		ProRail	Open

Release harmonization

Fig. 80

Submitting the path requests will end RU activities. The next steps will be performed at the C-OSS and if necessary also at the IMs. RU activities will start again when receiving requests from the C-OSS if an alternative PaP may be accepted (between x-8 and X-7,5) and when receiving the draft offers.

3.4.4 Remarks

The procedures shown in chapter 3 for selecting PaPs and for creating dossiers with PaPs only or in combination with feeder/outflow paths **will be the same for New Path Requests, Late Path Requests or for Ad-hoc requests.**

Less PaP may be available due to a limited number of PaPs offered as reserve capacity. Regarding ad-hoc requests PaPs copied to a dossier will disappear from the list of offered PaPs in PCS. Also the timelines may be different.

4 RU action: Receiving requests from C-OSS for alternative PaP

4.1 Introduction

In the standard timetabling process RUs/applicants receive answers from IMs at the deadline for draft offers (X-5). For the management of PaPs by the C-OSS an additional step may be necessary if there are multiple requests for the same PaP.

After receiving all requests, the C-OSS checks for multiple requests for the same PaP. A decision is prepared and if no solution can be agreed on in a coordination attempt, a decision is made based on the priority rules of the Rail Freight Corridor (RFC).

The requested PaP is reserved for the request with the highest priority value.

For requests with a lower priority value, the C-OSS will offer an alternative PaP and ask the RUs for a possible acceptance of the alternative PaP. This will take place between X-8 and X-7,5. If an RU agrees to the offered alternative, this alternative PaP will be reserved and offered at the draft offer deadline at X-5. If an applicant does not agree, the C-OSS will offer a tailor-made solution at X-5.

If not enough or no suitable alternative PaPs are available, the C-OSS will offer a tailor-made solution at X-5.

Note: RUs/applicants will receive the request for a possible acceptance of an alternative offer between x-8 and X-7,5 which is a new step in the international timetabling process. It will only be applied in case of multiple requests for the same PaP. Section 4.2 describes the activities required by RUs when receiving the alternative PaP offer.

4.2 RU action: Receive notification and accept/reject alternative offer

When asking RUs for a possible acceptance of an alternative PaP, the C-OSS will send a notification. The notification will be received by e-mail to the e-mail address of the user and in the PCS inbox of the user.

Important Note: In order to receive these notifications, RUs/applicants must ensure that valid and correct e-mail addresses have been entered in PCS!

A message received to dossier 82550 is indicated in the inbox.

	Progress	No.	Production	Title / Pair agency
		Timetablep.	Id	
<input type="checkbox"/>	RU	● ●	●	Test JP 121901 ° / Infrabel
	IM	● ●	82559	
		2015		
	1 Message			

Fig. 81

Click on the arrow to see to open the message box.

	Progress	No.	Production	Title / Pair agency
		Timetablep.	Id	
<input type="checkbox"/>	RU	● ●	●	Test JP 121901 ° / Infrabel
	IM	● ●	82559	
		2015		
	Subject			
	[Dossier id=82559] Alternative offered for [dossier id =...			

Fig. 82

Click the link in the “Subject” field of the inbox to open the details.



Fig. 83

Click the link in the field “Message text” and the dossier with the alternative PaP offer opens.

To view the offer and to compare the timetables, the functions “View alternative offer” and “Compare offered with requested timetable” are available.

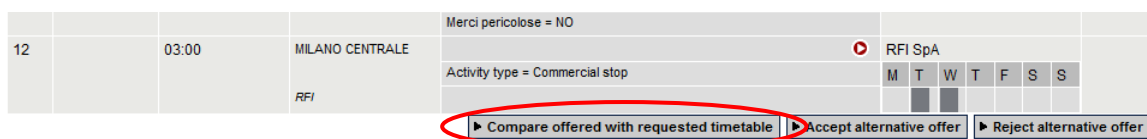


Fig. 84

Figure 85 below shows the comparison of the timetables. On the left side the requested RU timetable is shown, on the left side the offered alternative. For each operation point the differences from the requested timetable are marked Yellow.

| Alternative offer compare result |

TOULOUSE MATABIAU - MILANO CENTRALE | RU TT

-arr.	-dep.	Location
arr.	dep.	Detail
+a...	dw...	+d...
	01:00	TOULOUSE MATABIAU RFF
05:00	05:00	MONTPELLIER RFF
07:00		MIRAMAS RFF
	08:20	MIRAMAS RFF
12:14	14:31	SIBELIN RFF
15:19	15:22	AMBERIEU RFF
17:34	18:21	ST-AVRE-LA-CHAMBRE RFF
18:57		MODANE RFF
21:23	21:29	MODANE FOURNEAUX RFI
23:23		TORINO ORBASSANO FA RFI

TOULOUSE MATABIAU - MILANO CENTRALE | Alternative offered TT, date 04....

-arr.	-dep.	Location
arr.	dep.	Detail
+a...	dw...	+d...
	01:00	TOULOUSE MATABIAU RFF
05:00	05:00	MONTPELLIER RFF
07:00		MIRAMAS RFF
	13:51	MIRAMAS RFF
		SIBELIN RFF
17:47	18:15	AMBERIEU RFF
20:20	20:50	ST-AVRE-LA-CHAMBRE RFF
21:23		MODANE RFF
21:30	21:37	MODANE FOURNEAUX RFI
23:31		TORINO ORBASSANO FA RFI

Fig. 85

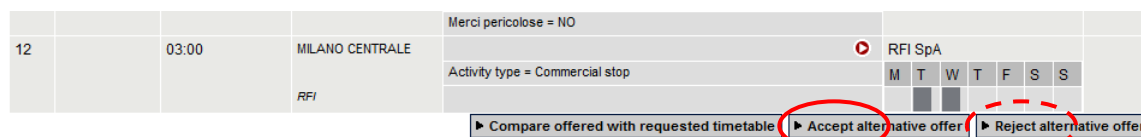
Clicking on a Yellow field shows the differences in detail for this operation point. Clicking on the field at Miramas shows the differences in detail in Red (see Fig. 86).

| Path sections compare result |

No.	Train no.	arr.	dep.	Location	Comment	RU
Path no.		-arr.	-dep.	Detail	Train parameters	
		+a...	dw...	+d...		
4			08:20	MIRAMAS RFF	Train max speed = 100 Train length = 500 Train weight = 1600 Length of set of carriages = 480 Weight of set of carriages = 1520 Highest planned speed=100 Minimum broken weight percentage claimed by IM=1 Activity type = Commercial stop Location types = Intermediate Loco type number=7200PV, Traction mode=Train traction-1st traction unit in the group CatégorieStatistique = FCB;Train de fret, trafic combiné, 100 < VL < 140 km/h Code Chantier = 00 E-Mail = a@b Engin de Calcul = 8100 ; BB8100 Indice/Code Compo. = MA100 ; Marchandises désignés MA100 Matériel = MA ; MARCHANDISES Nb Eléments Moteurs = 1 Nom = xyz Prénom = abc Train MauvaisShunter = Non Téléphone = 12345	Trenitalia SpA, Divi... M T W T F S S ■ ■ ■ ■ ■ ■
4	6RMD14		13:51	MIRAMAS RFF	Train max speed = 100 Train length = 500 Train weight = 1600 Length of set of carriages = 480 Weight of set of carriages = 1520 Highest planned speed=100 Minimum broken weight percentage claimed by IM=1 Activity type = Commercial stop Location types = Intermediate	RFF, Direction des S... M T W T F S S ■ ■ ■ ■ ■ ■

Fig. 86

Please click “Accept alternative offer” if you want to accept the alternative PaP. Click “Reject alternative offer” if you cannot accept it and the C-OSS will initiate a tailor-made solution.



12	03:00	MILANO CENTRALE	Merici pericolose = NO	RFI SpA
		RFI	Activity type = Commercial stop	M T W T F S S
<input type="button" value="Compare offered with requested timetable"/> <input type="button" value="Accept alternative offer"/> <input type="button" value="Reject alternative offer"/>				

Fig. 87

You will be notified about your decision. Figure 88 shows the indication after acceptance of the alternative offer.



Fig. 88

This ends again the RU activities for the moment. After accepting or rejecting alternative offers, C-OSS and IMs will perform Path elaboration and prepare the Draft offers which must be provided by the Draft offer deadline at the latest (X-5).

In the draft offer the C-OSS will

- Offer the requested PaP or
- Offer the accepted alternative PaP or
- Offer a tailor-made path (if alternative PaP was not accepted / not enough PaPs available)

Feeder and/or outflow paths will be included in the offer if feeder/outflow paths were included in the requested RU timetables.

5 RU activity: Observation phase

If C-OSS and IMs have finished the Path elaboration phase, the dossiers will be switched to Draft offer / Observations. RUs will receive the dossiers in the Inbox in Observations.

5.1 Example 1: PaP and feeder/outflow path offered as requested

Figure 89 below shows the control view of the dossier in Observations. C-OSS/IM acceptance indicators will be Green and RU acceptance indicators will be reset to Blue.

Inbox	Search And Reporting	Pre-constructed Products	Details	Control	Administration
-------	----------------------	--------------------------	---------	---------	----------------

| Participating companies |

Select RU-IM pair
 SBB Cargo International - RFF, Direction des Sillons

RU	Path related	IM	Dossier phase	
SBB Cargo International	<input checked="" type="radio"/> Not yet processed	RFF, Direction des Sillons	<input checked="" type="radio"/> Observations	Change
SBB Cargo International	<input checked="" type="radio"/>	C6-OSS (on behalf of RFF, Direction des Sillons)	<input checked="" type="radio"/> Observations	
SBB Cargo International	<input checked="" type="radio"/>	C6-OSS (on behalf of RFI SpA)	<input checked="" type="radio"/> Observations	
SBB Cargo International	<input checked="" type="radio"/>	RFI SpA	<input checked="" type="radio"/> Observations	

RU (production related)
☒ SBB Cargo International
 ☐ Not yet processed
 [Change](#)

Important: production related traffic lights for RUs have no influence to the progress of timetabling process!

[Release postprocessing](#)

| Progress - PATH REQUEST |

Open	Harmoni- zation	Path Request	Path Elaboration	Draft Timetable	Observations	Post- processing	Final Offer	Active Timetable	Closed
<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/> Participating RUs <input checked="" type="radio"/> Edit train composition comment only <input checked="" type="radio"/> Release postprocessing <input checked="" type="radio"/> Edit train composition comment only <input checked="" type="radio"/> Participating IMs <input checked="" type="radio"/> read only <input checked="" type="radio"/> read only	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Fig. 89

RU(s) will check the offered timetable. For easy comparison, the “Compare offered with requested timetable” may be used. See figure 90 (some operation points shown only).

RU Timetable				IM Timetable			
TOULOUSE MATABIAU - MILANO CENTRALE RU TT				TOULOUSE MATABIAU - MILANO CENTRALE IM TT			
-arr.	-dep.	Location		-arr.	-dep.	Location	
arr.	dep.	Detail		arr.	dep.	Detail	
+a...	dw...	+d...		+a...	dw...	+d...	
	01:00		TOULOUSE MATABIAU		01:00		TOULOUSE MATABIAU
			RFF				RFF
06:00	06:00		MONTPELLIER	06:00	06:00		MONTPELLIER
			RFF				RFF
07:00			MIRAMAS	07:00			MIRAMAS
			RFF				RFF

Fig. 90

Assuming that there are no differences (in example 5.1 PaP and f/o paths are offered as requested) the RU sets all acceptance indicators to Green. In case several RUs are involved, each RU has to set its acceptance indicator to Green by selecting “Accepted” and clicking “Change”.

Inbox	Search And Reporting	Pre-constructed Products	Details	<u>Control</u>	Administration
Participating companies					
Select RU-IM pair SBB Cargo International - RFI SpA					
RU	Path related	IM		Dossier phase	
SBB Cargo International		RFF, Direction des Sillons		Observations	
SBB Cargo International		C6-OSS (on behalf of RFF, Direction des Sillons)		Observations	
SBB Cargo International		C6-OSS (on behalf of RFI SpA)		Observations	
SBB Cargo International	Accepted	RFI SpA		Observations	► Change
RU (production related)					
SBB Cargo International		Not yet processed		► Change	
Important: production related traffic lights for RUs have no influence to the progress of timetabling process!					
► Release postprocessing					

Fig. 91

Clicking “Release post processing” will finish the observation phase.

5.2 Example 2: Tailor-made offer for requested PaP section and feeder/outflow path

As in example 5.1, the dossier will be in Observations. Without a PaP included in the offer, there will be no RU/C-OSS pairs in the dossier, but only RU/IM pairs. IM acceptance indicators will be Green and RU acceptance indicators will be reset to Blue.

RU(s) will check the offered timetable. For easy comparison, the “Compare offered with requested timetable” may be used. See Fig. 92 (some operation points shown only).

RU Timetable				IM Timetable			
TOULOUSE MATABIAU - MILANO CENTRALE RU TT				TOULOUSE MATABIAU - MILANO CENTRALE IM TT			
-arr.	-dep.	Location		-arr.	-dep.	Location	
arr.	dep.	Detail		arr.	dep.	Detail	
+a...	dw...	+d...		+a...	dw...	+d...	
	01:00	TOULOUSE MATABIAU			02:00	TOULOUSE MATABIAU	
		RFF				RFF	
06:00	06:00	MONTPELLIER			07:00	MONTPELLIER	
		RFF				RFF	
07:00		MIRAMAS			08:00	MIRAMAS	
		RFF				RFF	

Fig. 92

Assuming that the offered tailor-made solution may be accepted by the RU. The RU sets all acceptance indicators to Green. In case several RUs are involved, each RU has to set its acceptance indicator to Green by selecting “Accepted” and clicking “Change”.

Inbox	Search And Reporting	Pre-constructed Products	Details	Control	Administration
Participating companies					
Select RU-IM pair SNCF-Fret - RFI SpA					
RU	Path related	IM		Dossier phase	
SNCF-Fret		RFF, Direction des Sillons			Observations
SNCF-Fret	Accepted	RFI SpA			Observations Change
RU (production related)					
		SNCF-Fret		Not yet processed	Change
Important: production related traffic lights for RUs have no influence to the progress of timetabling process!					
					Release postprocessing

Fig. 93

Clicking “Release post processing” will finish the observation phase.

5.3 Example 3: Alternative PaP offer with feeder/outflow path

As in example 5.1, the dossier will be in Observations. C-OSS/IM acceptance indicators will be Green and RU acceptance indicators will be reset to Blue.

RU(s) will check the offered timetable. For easy comparison, the “Compare offered with requested timetable may be used. See figure 94 (some operation points shown only).

RU Timetable					IM Timetable				
TOULOUSE MATABIAU - MILANO CENTRALE RU TT					TOULOUSE MATABIAU - MILANO CENTRALE IM TT				
-arr.	-dep.	Location			-arr.	-dep.	Location		
arr.	dep.	Detail			arr.	dep.	Detail		
+a...	dw...	+d...			+a...	dw...	+d...		
		TOULOUSE MATABIAU					TOULOUSE MATABIAU		
	01:00	RFF				07:00	RFF		
		MONTPELLIER					MONTPELLIER		
06:00	06:00	RFF			12:00	12:00	RFF		
		MIRAMAS					MIRAMAS		
07:00		RFF			13:00		RFF		
		MIRAMAS					MIRAMAS		
	08:20	RFF				13:51	RFF		

Fig. 94










Assume that a part of the offer does not fit to the RU's needs. The requested dwell time at Miramas is 70 minutes and the offered dwell time is only 51 minutes. The RU adds a comment to the dossier, demanding for a minimum dwell time of 60 minutes.

Figure 95 below shows the comment after saving the dossier.

Comments
<p>From: TI-C Support, Trenitalia SpA, Divisione Cargo, Observations (21.09.2013 17:08:55)</p> <p>JP: 60 to 70 minutes of dwell time needed at Miramas for train handling. Arrival 13.00 and departure 13.51 is insufficient.</p>
<p>Cancel Save dossier</p>

Fig. 95

The RU does not change its acceptance indicator to Green for the feeder path section of the dossier and releases Post processing.

Inbox	Search And Reporting	Pre-constructed Products	Details	Control	Administration
Participating companies					
Select RU-IM pair Trenitalia SpA, Divisione Cargo - RFI SpA					
RU	Path related	IM	Dossier phase		
Trenitalia SpA, Divisione Cargo		RFF, Direction des Sillons		Observations	
Trenitalia SpA, Divisione Cargo		C6-OSS (on behalf of RFF, Direction des Sillons)		Observations	
Trenitalia SpA, Divisione Cargo		C6-OSS (on behalf of RFI SpA)		Observations	
Trenitalia SpA, Divisione Cargo		RFI SpA		Observations	Change
Accepted					
RU (production related)					
  Trenitalia SpA, Divisione Cargo		Not yet processed		Change	

Important: production related traffic lights for RUs have no influence to the progress of timetabling process!

[Release postprocessing](#)

Fig. 96

Clicking “Release post processing” will finish the observation phase.

The RU comment will cause the IM responsible for the feeder path to reconsider his offer. The result may be an IM timetable with updated times for the feeder path, taking the requested minimum dwell time of 60 minutes at Miramas into account (see Fig. 97).

IM timetable					
Days in service on this path				Reference point	Reference point for requested timetable
				TOULOUSE MATABIAU / RFF	TOULOUSE MATABIAU / RFF
Timetable period:		03.12.2014-11.12.2014		Edit reference calendar	
No.	Train no.	arr.	dep.	Location	Comment
	Path no.	-arr.	-dep.	Detail	Train parameters
		+arr.	+dep.		
1		06:00		TOULOUSE MATABIAU	RFF, Direction des S... Train max speed = 90 Train length = 500 Train weight = 1600 Length of set of carriages = 480 Weight of set of carriages = 1520 Loco type number=189, Traction mode=Train traction-1st traction unit in the group CatégorieStatistique = FMB;Train de fret international, 100 < VL <= 140 km/h Code Chantier = 00 E-Mail = a@b Engin de Calcul = 8100 ; BB8100 Indice/Code Compo. = MA100 ; Marchandises désignés MA100 Matériel = MA ; MARCHANDISES Nb Eléments Moteurs = 1 Nom = xyz Prénom = abc Train MauvaisShunter = Non Téléphone = 12345
2		11:00	11:00	MONTPELLIER	RFF, Direction des S... Activity type = Commercial stop
3		12:00		MIRAMAS	RFF, Direction des S... Activity type = Commercial stop
4	6RMD14		13:51	MIRAMAS	RFF, Direction des S... Train max speed = 100 Train length = 500 Highest planned speed=100 Minimum broken weight






Fig. 97

6 Final Offers

After performing Post procession phase the C-OSSs will provide the Final offer at the deadline for Final offers at X-4. The following process does not differ from the standard PCS process and is not described in detail in this document.

Let's continue example 5.3 because this is an example showing that post processing by the C-OSS/IMs was required.

If C-OSS and IMs have finished the Post processing phase, the dossiers will be switched to Final offer. RUs will receive the dossiers in the Inbox in Final offer. C-OSS/IM acceptance indicators will be Green and RU acceptance indicators will be reset to Blue (see Fig. 98 below).

Inbox	Search And Reporting	Pre-constructed Products	Details	Control	Administration
Participating companies					
Select RU-IM pair Trenitalia SpA, Divisione Cargo - RFF, Direction des Sillons					
RU	Path related	IM		Dossier phase	
Trenitalia SpA, Divisione Cargo	 Not yet processed	RFF, Direction des Sillons		Final Offer	► Change
Trenitalia SpA, Divisione Cargo		C6-OSS (on behalf of RFF, Direction des Sillons)		Final Offer	
Trenitalia SpA, Divisione Cargo		C6-OSS (on behalf of RFI SpA)		Final Offer	
Trenitalia SpA, Divisione Cargo		RFI SpA		Final Offer	
RU (production related)					
		Trenitalia SpA, Divisione Cargo	Not yet processed		► Change

Important: production related traffic lights for RUs have no influence to the progress of timetabling process!

'Accept Final Offer' button will become active when RUs in all pairs accept the dossier.

[► Accept Final Offer](#)

Fig. 98

The dossier may be checked again by using the "Compare ..." function. Assuming that the offer may now be accepted, the RU sets the RU acceptance indicators to Green. If all are Green, the "Accept Final Offer" button becomes active and clicking the button will set the dossier to Active timetable.

Participating companies					
Select RU-IM pair Trenitalia SpA, Divisione Cargo - RFI SpA					
RU	Path related	IM		Dossier phase	
Trenitalia SpA, Divisione Cargo		RFF, Direction des Sillons		Final Offer	
Trenitalia SpA, Divisione Cargo		C6-OSS (on behalf of RFF, Direction des Sillons)		Final Offer	
Trenitalia SpA, Divisione Cargo		C6-OSS (on behalf of RFI SpA)		Final Offer	
Trenitalia SpA, Divisione Cargo		RFI SpA		Final Offer	► Change
RU (production related)					
		Trenitalia SpA, Divisione Cargo	Not yet processed		► Change

Important: production related traffic lights for RUs have no influence to the progress of timetabling process!

[► Accept Final Offer](#)

The dossier will be automatically promoted (after midnight) to Active Timetable when all RU path-related bubbles are green (only according the deadlines defined in PCS Guidelines!).

Fig. 99

7 Active Timetable

Once a dossier is switched to Active timetable, the C-OSS is no longer involved in the process.

All further activities regarding the dossier (e.g. Path Modification / Path alteration) are the responsibility of leading and involved IMs.

Inbox	Search And Reporting	Pre-constructed Products	Details	Control	Administration				
Participating companies									
Select RU-IM pair Trenitalia SpA, Divisione Cargo - RFI SpA									
RU	Path related	IM		Dossier phase					
Trenitalia SpA, Divisione Cargo		RFF, Direction des Sillons		Active Timetable					
Trenitalia SpA, Divisione Cargo	Accepted	RFI SpA		Active Timetable	Change				
RU (production related)									
Trenitalia SpA, Divisione Cargo		Not yet processed		Change					
Important: production related traffic lights for RUs have no influence to the progress of timetabling process!									
Submit path modification conference Deactivate									
Progress - PATH REQUEST									
Open	Harmoni- zation	Path Request	Path Elaboration	Draft Timetable	Obser- vations	Post- processing	Final Offer	Active Timetable	Closed
								Participating RUs Save Deactivate Save	
								Participating IMs Save Save	

Fig. 100