# PaP - Pre-arranged Path

## Content

Pre-arranged path (PaP) is defined as a pre-constructed path on Rail Freight Corridors according to the Regulation 913/2010. PaP should ensure the best use of available capacity, a market-oriented dedication of capacity and more efficient handling of international path request. Corridor OSS (C-OSS) displays with PaPs the capacity offered to the freight customers on RFC corridors. PaPs are created via import or via wizard in C-OSS interface, so the related functions are at disposal for C-OSS only. Applicants can only select the pre-arranged path and insert it into his dossier for placing path request.

PaPs are offered according to the rules prescribed in the Regulation 913/2010. They are published on a yearly basis at X-11 (eleven months before the start of the corresponding timetable period). These PaPs are for applicants at disposal for the regular requests to the annual timetable and for late path requests. PaPs published in X-2 serves as reserve capacity for ad hoc requests placed in period X-2 till X+12. Apart from these, some RFCs may publish capacity also for real short-term (weekly planning, spot traffic). Regardless of the publication date, the behavior of the products is the same as always.

RFCs together with IMs can publish two types of PaP in PCS:

- Fix PaP
- Flex PaP

Please find here a summary of the constraints of these two types.

FIX PAPS

- Applicant can edit the arrival/departure times only at the first/last path section if it's connected to a feeder/outflow section. Apart from that, the times are read-only for Applicants
- Applicant can delete always the first and last location of the fix PaP, but never from the middle
- Applicant/IM can update the parameters according to the published parameter limits
- IM can edit the arrival/departure times only at the first/last path section if it's connected to a feeder/outflow section. Apart from that, the times are read-only for IMs
- IM cannot delete a published, requested, then reserved PaP point from the timetable

FLEX PAPS - PROTECTED BORDER (PATH SECTION MARKED WITH A LOCK)

- Applicant/IM can edit the times only if it's connected to a feeder/outflow section. Apart from that, the times are read-only.
- Applicant/IM cannot delete path section marked as protected border
- Applicant/IM can update the parameters according to the published parameter limits
- IM can update or delete any published, requested, then reserved PaP point from the timetable

FLEX PAPS - REGULAR POINTS

- Applicant can delete always the first and last location of the fix PaP, but never from the middle
- Applicant/IM can edit always the times
- IM can update or delete any published, requested, then reserved PaP point from the timetable
- Applicant/IM can update the parameters according to the published parameter limits

Apart from these constraints in the case of Flex PaP, Applicant is allowed to enter additional intermediate stops to the PaP.

RFCs may also publish constraints regarding the PaPs:

- Standard journey time
- Total stopping time during the train run on the PaP
- Max number of stops during the train run on the PaP

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▼Details

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