ProRail

UNIVERSITY OF TWENTE.

Optimisation of possessions on the railway infrastructure network in the annual time table under the constraints of the corridor book

Thesis

24 May 2018

Maarten de Jonge

I. Contact

Author:	Maarten J.W. de Jonge
Student code	s1227033
Commissioned by:	ProRail
	Department 'Buitendienststellingen'
Internship:	1 October 2016 – 1 August 2017
Extern supervisor:	ir. M.J. Brandt
Intern supervisor:	Prof. Dr.ir. E.C. van Berkum
	Dr. A. Hartmann
	Dr. C. Dao
University:	University of Twente
Master:	Civil Engineering and Management
Track:	Transport Engineering and Management Construction Engineering and Management
Study year:	2016/2017/2018
Version:	Final

Utrecht, 24 May 2018

II. Preface

Dear reader,

Before you is the thesis “Optimisation of possessions on the railway infrastructure network in the annual time table under constraints of the corridor book. This thesis is written as part of my graduation of the track Transportation Engineering and Management of the master Civil Engineering and Management at the University of Twente.

From September 2016 until May 2018 I have been engaged in researching and writing this thesis. In these months I have gained a lot of of experience and knowledge on the possession planning of the railway infrastructure. As a child, I was fascinated by trains, buses and public transport. As a train passenger I am frequently confronted with bus trips, because ProRail works on the tracks.

This thesis is the final part of graduating for my master degree Civil engineering and Management. I learned about planning in a very complex railway world, furthermore, I learned to use Integer Linear Programming in a real complex problem, eventhough my knowledge of Matlab and integer linear programming where restricted to a basic level. Moreover I learned how to write a master thesis in the English language.

This thesis could not have been written without support from the initiator of the complex problem, the manager possession department, Harmen Zandman, and my daily supervisor, Marco Brandt, who created a first workable model and lots of thoughts, remarks and input for my thesis. I am thankful for all the support and chances that they gave me during the project.

Besides the daily supervisors, I have to thank the possession planner, Hans Verhoeven for all information about planning possessions on the railway infrastructure and helping the possession planning of the annual time table 2018. Also a big thank you to all people in the organisation for all discussions that helped me to make me familiar with the railway organisation, with information, and ideas: Therefore I would like to thank Paul Ammerlaan, Johan Schaap, Mark Beuk, Peter Franken, Roelof Wijfje, Marjolein Arnolds-Balkenende, Sonja Koster, Danielle van Ekris, Ron Corsten, Peter Bos, Wim Roelofs, Marrigje Pieters. More over I would like to thank my current direct colleges Jasper Vrielink, Richard van den Raadt, Andy Leibbrand, Mark Uiterwijk-Winkel, Rens van der Linden, Chris Verbraak, Hanneke van Ginkel, and Henk Hulsman.

Many thanks to Erik van Berkum, Cuong Dao and Andreas Hartmann for being part of my graduation committee, helping me with their comments related to their field of expertise and especially which helping to define the scope of this research.

Finally, I have to thank my family, and friends. Without their help, through asking question and to look at the subject without foreknowledge, I could not have written the thesis. A special thank is to my lovely friend Kenneth Jochems that help me with the English Language and helped me explaining the complex mathematical world on possession planning in understandable language. He was always willing to talk with me on this problem, and he has travelled a lot of of hours on train replacement buses with me around The Netherlands to see the problem with my own eyes.

In the last phase of the writing part of this thesis I have been asked to think about the opportunity to work with the field on possessions in the maintenance roster (short duration repetitive possessions) in the region South, Randstad South and the freight line from Maasvlakte to the German Border Emmerich. With the introduction of the pc-system 'BTD-planner', time is spend on that project. Now I look to the new moments in the current job as maintenenace roster expert in these regions.

I hope you enjoy reading.

Maarten de Jonge

Utrecht

24-05-2018

III. Samenvatting

Om de dienstregeling op het spoor punctueel uit te voeren, te versnellen en te verduurzamen, moet onderhoud gepleegd worden aan de infrastructuur. Het onderhoud wordt uitgevoerd in buitendienststellingen van het spoor. Zo wordt een veilige werkplek gecreëerd zodat de aannemer het geplande werk kan uitvoeren. Buitendienststellingen worden aangevraagd bij de afdeling Buitendienststellingen van de afdeling Infrabeschikbaarheid van ProRail. Deze afdeling is de formele gerechtigde om de capaciteit om op het spoor te werken aan te vragen.

Tijdens het jaardienstproces van dienstregeling 2016 voor de buitendienststellingen is al geconstateerd dat bepaalde combinaties buitendienststellingen op het netwerk niet past in de landelijke samenhang als de regels van het corridorboek gerespecteerd worden. De hoeveelheid beschikbare weekenden, versus de hoeveelheid benodigde aantal buitendienststellingen en de hoeveelheid regels in het corridorboek levert een planning op die niet gemaakt kan worden op de huidige werkwijze.

Om de grote hoeveelheid buitendienststellingen te kunnen plannen, die voldoen aan de regels van het corridorboek, is een rekenkundig model gemaakt die zoveel mogelijk buitendienststellingen kan plannen binnen de regels van het corridorboek. Daartoe wordt onderzoek gedaan naar de regels van het corridor boek en hoe deze te programmeren, de hoeveelheid buitendienststellingen die gepland kunnen worden onder het huidige corridorboek, het aantal buitendienststellingen die gepland kunnen worden indien een regel van het corridorboek geschrapt wordt en welke aanpassingen van het corridorboek leiden tot een vermeerdering van het aantal conflictvrije geplande buitendienststellingen. Daarnaast wordt gekeken naar de laagste aantal geraakte (aanvoerroutes van) evenementen indien de buitendienstellingen dwars door de evenementen gepland worden, rekening houdend met de grootte en nabijheid van het evenement.

Onder het corridorboek 2017 kan van de behoefte van 277 buitendienststellingen, 256 buitendienststellingen gepland worden. 21 buitendienststellingen verdeeld over het land kunnen niet gepland worden. Wanneer er regels uit het corridorboek worden geschrapt, bijvoorbeeld de corridor regel, worden 273 van de 277 buitendienststellingen conflictvrij weggepland worden. Ook indien de omleidingsroutes eruit worden gehaald, kunnen 273 buitendienststellingen worden ingepland. Beide regels zorgen ervoor dat de hoeveelheid geplande buitendienststellingen binnen de overige regels van het corridorboek gelimiteerd worden.

Indien een aangepast corridorboek wordt ontworpen, is aan te raden om deelcorridors te knippen. Indien voor de landelijke samenhang dit beter uitkomt, moeten het mogelijk zijn om de beide delen van de geknipte deelcorridor samen buitendienst te nemen. In de situatie dat Amsterdam Centraal-Utrecht Centraal wordt geknipt in Duivendrecht, neemt het aantal planbare buitendienststellingen toe van 256 naar 264. Een vergelijkbare toename is te zien indien de vakanties mee worden genomen, zodat er binnen vakanties wel twee maal binnen de 3 weken een buitendienststelling gepland mag worden op een baanvak. Een nieuwe regel voor de netwerkknopen, zoals deze is ingevoerd in het corridorboek 2018 waarbij twee poten van een knoop wel tegelijk buitendienst mogen, levert zelfs een afname op van het aantal planbare buitendienststellingen. Een logische conclusie, doordat er meer knopen zijn aangewezen als ‘groene’ knoop.

Wanneer de evenementen strakker worden gekwalificeerd qua grootte en impact, levert dit wel degelijk meer planbare buitendienststellingen op. Daarnaast kan, wanneer de grootte en hoever de buitendienststelling van een evenement afligt, de hoeveelheid buitendienststellingen vermeerderen. Eerder werd er al opgemerkt dat er buitendienststellingen overblijven wanneer de regel ‘evenementen’ niet wordt meegenomen, doordat de overige corridorboekregels dit verhinderen. Zowel wanneer de grootte als hoever de buitendienststelling van het evenement af ligt, levert dit meer planbare buitendienststellingen op. De conflictwaarde wordt dan 2,1 en respectievelijk 3. Dat betekent in het eerste geval 3 buitendienststellingen gepland worden in de jaardienst, met een waarde ‘0,5‘, ‘0,6‘en ‘1‘.

Wanneer de hoeveelheid buitendienststellingen die gepland moeten worden vast ligt en voor elk jaar dit bepaald kan worden, ligt de uitdaging of en wanneer evenementen plaats vinden. Voor grote evenementen zijn deze data voor slechts een paar jaar beschikbaar. Kleine evenementen kunnen niet voor meerdere jaren dit plannen. Wanneer er wordt vastgehouden aan de hoeveelheid evenementen en bij benadering in dezelfde week gehouden wordt, kan deze wel gepland worden. Tijdens het jaardienstproces moet dan alleen gekeken worden of een conflict bij een nieuw evenement geaccepteerd wordt door de vervoerder, of er gekeken moet worden naar een alternatief moment. Echter: er is geen onbeperkte ruimte om te schuiven.

IV. Summary

In order to keep the railway time table on time, speed up and improve sustainability, maintenance has to be carried out on the infrastructure. Maintenance is carried out in possessions or the so called ‘Train Free Periods’: possessions. This creates a safe workplace so the contractor can execute the scheduled work. Possessions are requested to the Possession department of the Infrastructure availability department of ProRail. This department is the formal department that request capacity in the annual time table.

During the annual time table process of the train table of 2016, it has already been noted that certain combinations of possessions do not fit into national context if the rules of the corridor book are respected. The number of available weekends, versus the number of required possessions and the amount of rules in the corridor book, provides a schedule that cannot be made by the current planning method.

In order to plan the large number of possessions that comply with the rules of the corridor book, a mathematical optimum planning model has been created that can plan as the maximum number of possessions as possible with respect to the constraints of the corridor book, given the number of required possessions. To do this, research is conducted on the constraints of the corridor book and how to program them, the number of required possessions that can be scheduled with respect to the current corridor book, the number of possessions plans that can be scheduled if a constraint of the corridor book is deleted and which corridor book adjustments lead to an increase in the number of conflict-free planned possessions in the annual time table. In addition, when taking into consideration if a supply route of an event is possessed, you need to take into account the size and priority the event.

According to the 2017 corridor book, 256 out of 277 possessions can be planned. 21 possessions across the country cannot be scheduled. If constraints from the corridor book are deleted, for example the corridor constraint, only 273 out of 277 possession can be planned. Also in case of when the diverting routes constraint are eliminated, 273 out of 277 possessions can be planned. Both rules ensure that the amount of planned possession is limited within the other rules of the corridor book.

In case of the situation is better for the national context, it should be possible to possess both parts of the cut corridor part together. Especially when the concerned corridor part is part of an important freight route with gigantic diverting routes across the country. The number of scheduled required possessions increase from 256 to 264. A similar increase can be seen if the school holidays are taken into account so that twice a weekend within three weeks can be possessed. A new line for the network nodes, of which two links of a node may have a possession also reduces the number of scheduled possessions. A logical conclusion, because the number of nodes that have restrictions increases in total.

When the events are qualified in terms of size and impact, this will increase the amount of planned possessions. In addition, when the size and neighbourhood of an event can increase the number of external services. Previously, it has already been noted that possessions remain when the "events" rule is not taken because another corridor book rule prevents that situation. Both the size and the extent to which the event is outsourced will produce more planned outdoor services. The conflict value then becomes 2.1 and 3. That means, in the first case, 3 outdoor service possessions are scheduled in the yard service, with a value '0.5', '0.6' and '1'.

When the amount of possessions that are to be scheduled has been set, there remains the challenge of when and where are events taking place. For large events, these data are available for only a few years. Small events cannot planned for multiple years. As soon as the number of events is secured and they are held in the same week, the possessions can be planned. During the annual time table process, it is only necessary to check whether or not there will be a conflict if the carrier accepts the event or that they need to look for an alternative. However, there is no limitless room to shift.

Table of content

V. List of abbreviations

A.	In combination with Schiphol A.: Airport, Schiphol Airport.
C.	Centraal (in Rotterdam C; Rotterdam Centraal; Rotterdam Central Station)
CODP	Client order decoupling point. Place in the production process, the client can influence the output of the production.
DBC	Deutsche Bahn Cargo. Former DB Schenker Rail Netherlands.
IC	Intercity
LPO	National platform consultation (*in Dutch: Landelijk Platform Overleg*). In the LPO the date for every possession is agreed on with the railway undertakings, considering the national cohesion.
NSR	NS Reizigers. Dutch railway undertaking, which operates passenger trains. Part of the NS Group, which is the owner of Abellio, NedTrain, NS Reizigers and NS Stations.
RGO	Regional users consultation *(in Dutch: Regionaal Gebruikers Overleg*). The possessed tracks and duration are agreed on with the railway undertakings. After RGO, the possession planner will propose a date for implementation.
SPR	Sprinter. All station service. *Stoptrein*.

Network abbreviations

A note in advance: All station names are given by the official Dutch station name that can be found in the ProRail database. Therefore the station is called station 'Den Haag Centraal' instead of 'The Hague Central Station'.

Ah	Arnhem Centraal
Alm	Almere Centrum
Amf	Amersfoort
Aml	Almelo
Amr	Alkmaar
Apd	Apeldoorn
Apn	Alphen a/d Rijn
Asd	Amsterdam Centraal
Bd	Breda
Bmr	Boxmeer
Bp	Buitenpost
Br	Blerick
Brmet	Betuweroute Meteren
Brvalo	Betuweroute Valburg Oost
Btl	Boxtel
Bv	Beverwijk
Ddr	Dordrecht
Dv	Deventer
Dvd	Duivendrecht
Ed	Ede=Wageningen
Edn	Eijsden
Edng	Eijsden Grens
Ehv	Eindhoven
Ekz	Enkhuizen
Es	Enschede
Gd	Gouda
Gdm	Geldermalsen
Gn	Groningen
Gvc	Den Haag Centraal
Hdr	Den Helder
Hgl	Hengelo
Hn	Hoorn
Hrl	Heerlen
Hsbdg	HSL Zuid Breda Grens
Ht	's Hertogenbosch
Hvs	Hilversum
Hwd	Heerhugowaard
Krd	Kerkrade
Laa	Den Haag Laan van Nieuw Oost Indie
Ledn	Leiden Centraal
Lls	Lelystad
Lw	Leeuwarden
Mp	Meppel
Mp	Meppel
Mt	Maastricht
Nm	Nijmegen
Odz	Oldenzaal
Odzg	Oldenzaal Grens
Rm	Roermond
Rsd	Roosendaal
Rsdg	Roosendaal Grens
Rtd	Rotterdam Centraal
Shl	Schiphol Airport
Std	Sittard
Tb	Tilburg
Ut	Utrecht Centraal
Utg	Uitgeest
Vk	Valkenburg
Vl	Venlo
Vlgr	Venlo Grens
Vs	Vlissingen
Wd	Woerden
Wdn	Wierden
Wt	Weert
Zd	Zaandam
Zl	Zwolle
Zlw	Lage Zwaluwe
Zp	Zutphen
Zv:	Zevenaar
Zvg	Zevenaar Grens

VI. List of definitions

In the railway infrastructure, jargon is often used. For clarification reasons, the terms are divided in network definitions, which are applied for passenger corridor R1B (Groningen-Den Haag Centraal; Gn-Gvc) and is shown in Figure 1. Then the used terms are described.

Terms

Bustitution	Train replacement bus services, the bus substitutes the train temporally on the specific corridor part. *Treinvervangend busvervoer.*
Conflict	A combinations of possessions that is not allowed by the constraints of the corridor book is a conflict.
Conflict-free	The possession is planned while a corridor part is not blocked due to the space constraints or time constraints.
Conflict value	Value of a conflict between a corridor and another corridor or weekend.
Conflict matrix	Matrix which shows conflicts between a corridor part and time or between a corridor part and the rest of the railway infrastructure network. For every constraint of planning possessions on the network, a conflict matrix is made.
Corridor book	Agreement of guidelines to plan possessions on the network. The guidelines are drawn up each year together with the railway undertakings.
Demand driven possession planning	Department Projects requests a possession to maintain, renovate or build infrastructure to the consultation RGO, LPO and possession planner.
Exclusions (Location-,Time -)	A possession on the weekend is not possible. Spatial exclusions are exclusions due to other corridor parts elsewhere on the network are possessed. Time exclusions are exclusions of possessions of a corridor part due to an event or minimal interval
Intercity	Train that calls on the main stations.
Maintenance roster:	During the weekday nights, 4 hour repetitive possessions are scheduled during the year. *Onderhoudsrooster.*

Multi-objective optimization	Multi criteria decision making concerned with mathematical optimization involves more than one objective function to be optimized simultaneously
Possession:	Period within a train-free window in space and time for maintenance activities. A possession consists of the exactly possessed tracks, duration and date. *Buitendienststelling.*
Required ~	*Time-space slot to work on the track. A required possession consists of tracks, space and duration.*
Planned ~	*Time-Space slot to work on the tracks (see required ~) and is planned in the annual time table: The possession have a date when the possession is excavated.*
Excavated ~	*Tracks are out of order for the operation, to work on the tracks, by short circuit lances and measures by the Traffic Controller.*
Railway undertakings	Transporters that are allowed to drive and operate passenger trains, freight trains and maintenance trains. *Spoorwegonderneming, vervoerder.*
Sprinter	An all station service, which calls at every stop. *Stoptrein.*
Supply-oriented possession planning	Possession planner provides possession location, week and duration to plan maintenance activities. Projects can use these time slots.
Switch	Point. Part of the railway infrastructure where trains change tracks. *Wissel.*
Track section speed	Maximum speed on a track section. *Baanvaksnelheid.*
Time table speed	Speed for which the time table is designed. To prevent theoretical conflicts between trains, the time table speed is always equal or lower than the track section speed. *Dienstregelinsnelheid.*

Network definitions

Corridor	Passenger route or freight route. The corridors are described in Appendix A (Freight trains), Appendix B (National passenger trains) and appendix C (International passenger).
Corridor part	Part of a corridor consisting of several contiguous railway sections. The size of a corridor part is based on transfer nodes or stations of a corridor. *Deelcorridor*
Network node	Place in the infrastructure, where corridor parts splitting. Sometimes the network node is a transfer node, but that is not required.
Open track	Tracks between two railway yards with no turning possibilities. Railway yards are not included. *Vrije baan*
Railway section	Succession of connected train path points and open tracks starting and ending at a train path point. *Baanvak.*
Railway yard:	Place in the railway infrastructure where trains can be stopped, change tracks and corridors. All nodes of the network are part of a railway yard, but it is not required there is a station. *Emplacement*
Train path	Required infra capacity to go from A to B at a certain time. *Treinpad.*
Train-path-points	An area that forms a consecutive restricted part of the railway network. *Dienstregelingpunt.*
Transfer node	Station in which one corridor part connects more than one another corridor part. Passenger can transfer to another corridor.
Station:	Location where passenger can entrain and land on the train. Switches and an interlocking system are available to return trains.
Stop	Location where passengers can be entrain and land on the train on the open track. Turning trains is not possible in planned situations. *Halte.*

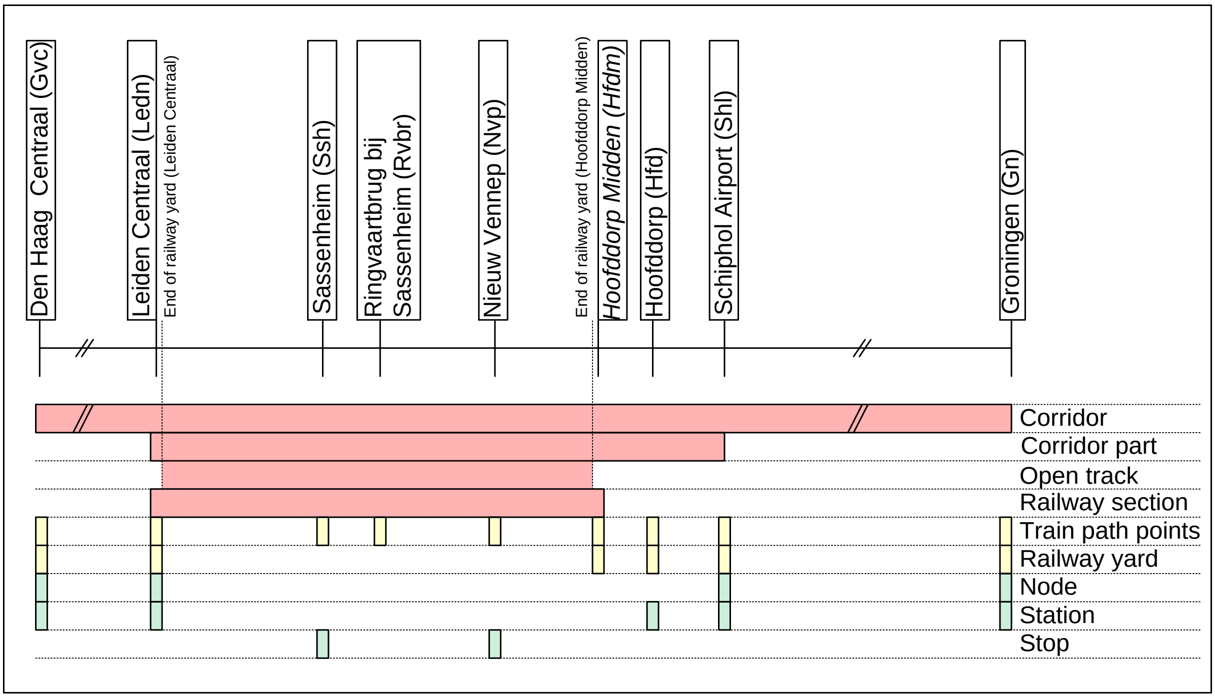


Figure 1: Network definitions applied to corridor R1B (Groningen-Den Haag Centraal) on corridor part Leiden Centraal-Schiphol

1 Introduction

In recent years, more and more trains operate on the railway infrastructure. However, to operate trains, the infrastructure needs to be maintained which will result in the tracks to be temporarily closed for regular trains. The responsible party for maintenance, renovations and modification of railway infrastructure in The Netherlands is ProRail. Works on the tracks are scheduled in periods trains are not operated, the so called train-free periods. In these periods the infrastructure is possessed by the contractor, which means a possession consists of the specific tracks, date, times and duration. For small maintenance works, with a duration shorter than 4 hours, ProRail[1] works on the tracks in a supply-driven maintenance weekly roster on weekday nights. Larger works, with a duration longer than 8 hours, are individually scheduled in the weekends and holidays in a demand-driven planning process.

Planning possessions in the national context are subject to constraints. So, the possessions need to be planned in the annual time table and need to be planned during periods with less travellers (NMA, 2008). The planning of possessions on the network are subject to network constraints to reduce the disruption for railway undertakings and their clients. These network constraints are agreed on in the ‘Corridor book’. Disruption for passengers exists of in diverting routes which have a longer travel time, more changing trains, and bustitution of a train. Disruption for freight exists of diverting routes, more turning trains, and more or longer not commercial stops. ProRail[2] has to allocate capacity for possessions and railway undertakings are allowed to lodge an appeal if the network planning of possessions do not meet the constraints.

[1] ProRail department Asset management
[2] ProRail department Capacity allocation

1.1 Problem indication

As already mentioned, the larger possessions are planned on the network demand driven planning process, which means the department of projects[3] has to request 'TVP' (Train-Free periods) in order to work on the tracks. The TVP is a capacity request of the tracks, for which the capacity can not allocated to train operators, so a safe workplace can be created. A TVP contains the concerned tracks are closed for regular trains and are available to work on the tracks. The cases in this thesis consists of only TVP's for which trains should be (partly) cancelled or diverted incidentally in a weekend . ProRail has to organize a regional consultation (RGO), in which TVP are treated. In these RGO's the proposed tracks, proposed durations and proposed number of possessions are discussed and agreed on together with the railway undertakings. The result of a RGO is a number of 'required possessions', which consists of the number of required possessions, the specific tracks and duration.

Considering the constraints of the corridor book, the possession planner investigate the most suitable date for the possession, in that way the disruption for train operators and their clients is less in the national context, the trial and error. The planning of all planned possessions is discussed and agreed on in an LPO (national consultation together with the railway undertakings (ProRail, 2015a). In an 'agreed possession' the planning within the possession can be scheduled and railway undertakings can reschedule trains to request capacity on the remaining tracks. The overview of requesting a possession is shown in Figure 2.

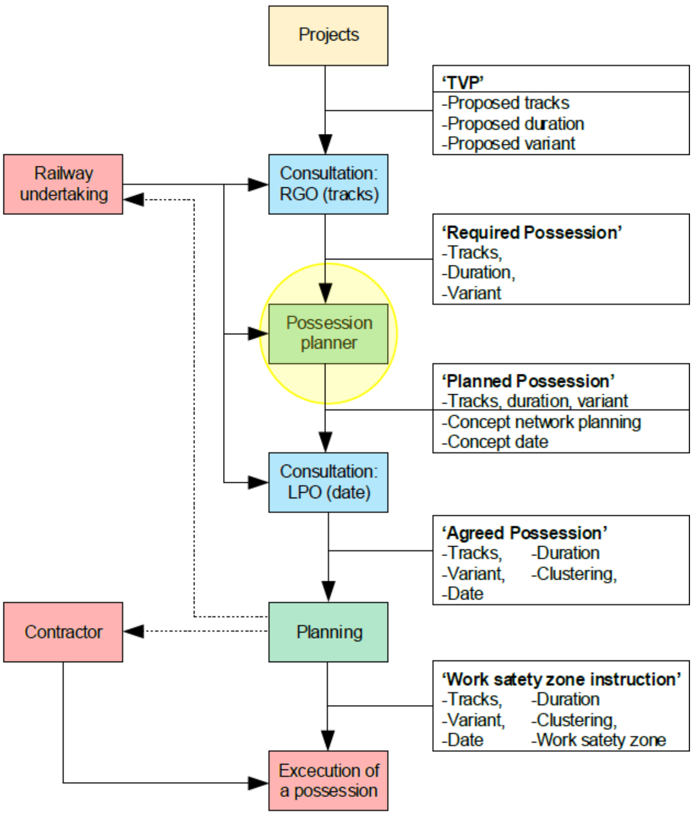


Figure 2: Possession planning proces

[3] ProRail department Projects

Required number of possessions

For the annual time table 2017, the number of requested possessions has increased, in such a way that the requested possessions cannot be planned on the network without conflicts between the planned location, planned date of a possession and the constraints of planning possessions on the network by the current planning methods. The planning of possessions within the annual time table of 2017 results in a dispute between ProRail and Dutch Railways (NSR), in which NSR states that the number of possessions results in lots of disruption for passengers. The dispute is settled by better clustering of projects in a possession and postponing some projects to 2018. The possession planning of 2017 after the time table design process is shown in appendix F. Also in Figure 2, the yellow circle indicates the location of the network planning problem.

As shown in appendix F, 235 out of 273 [4]possessions have at least one conflict with another possession or conflict with the planned weekend in annual time table 2017. These conflicts are accepted conflicts by the railway undetakings.The network planning constraints have to reduce disruption of possessions, existing of longer diverting routes and changing trains for passengers and freight. Location constraints prevent possession combinations in the same weekend. Time constraints prevent possessions in weekends on the specific corridor part. Circa 40 of the 255 disruptive possessions in the annual time table of 2016 have at least one conflict with the constraints (Verhoeven, 2016). It is expected that the number of possessions will not decrease in 2018 and 2019.

Figure 4 shows the number of required possessions per region of the railway network and the total number of required possessions per year. The national railway infrastructure is divided into four regions: ‘Noord Oost’, ‘Randstad Noord’, ‘Randstad Zuid’ and ‘Zuid’. The latter are shown in Figure 4 as well. A required possession can consists of more than one TVP, which can also be seen in Figure 3: For example one possession of corridor part Rotterdam Centraal-Gouda can consists of a combination of a station project of stop Rotterdam Noord and a track renewing project between Capelle Schollevaar and Nieuwerkerk a/d IJssel. The size of a possession is based on corridor parts, which will be described in more detail in section 3.3.

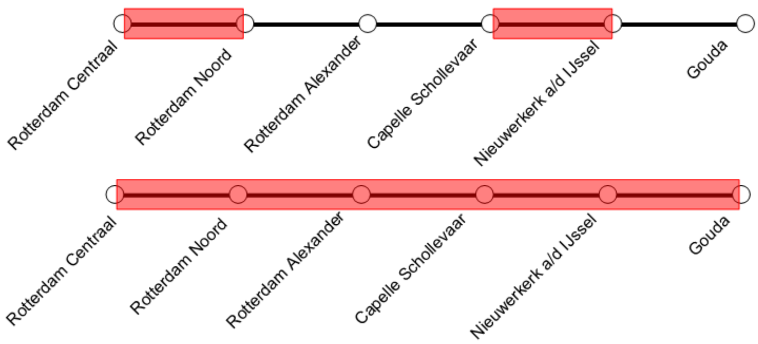
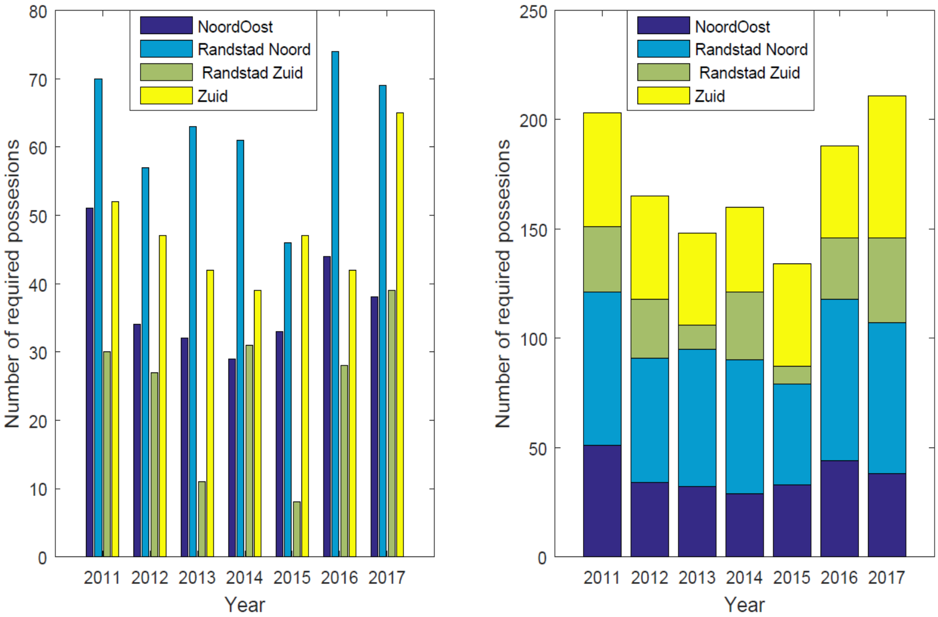


Figure 3: A required possession of a corridor part can consist of several ‘TVPs’

[4] 1 possession of a total blocked node Zwolle results in all supply and demand routes are blocked. This possession counts for 5 conflicts, because at least four of these routs have to be used as diverting route. See section 3.



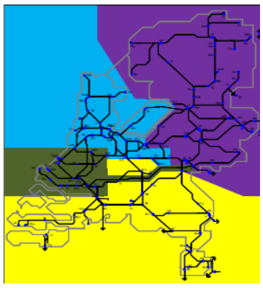


Figure 4: Number of required possessions per region.

Left: number per region.
Middle: Total number of possessions per year
Right: The allocation of which corridor part belongs to a region.

In 2016 NS claimed that too much possessions have been planned in the annual time table of 2017. Nevertheless, the number of planned possessions is more or less the same in 2017 as in 2011 (211 vs. 204). However, the disruption for passengers (e.g. number of train changes, diverting routes and travel time) differs between those years. In 2017 lots of work has been planned on the railway yards of Gouda, Dordrecht, Tilburg, Zutphen and on the German side of the border at Zevenaar. From the main freight hub Kijfhoek near the Rotterdam Seaport to Germany 3 routes can be chosen, depending on the destination in Germany: These routes are shown in Figure 5.

- Kijfhoek-Rotterdam-Gouda-Breukelen-Hilversum-Oldenzaal,
- Kijfhoek-Betuweroute-Zevenaar
- Kijfhoek-Dordrecht-Tilburg-Venlo.

At least 2 of these routes have to be available for the large amount of freight trains. This results in that on all these freight routes, large projects have to be planned and thus will determine the planning of possessions on the network.

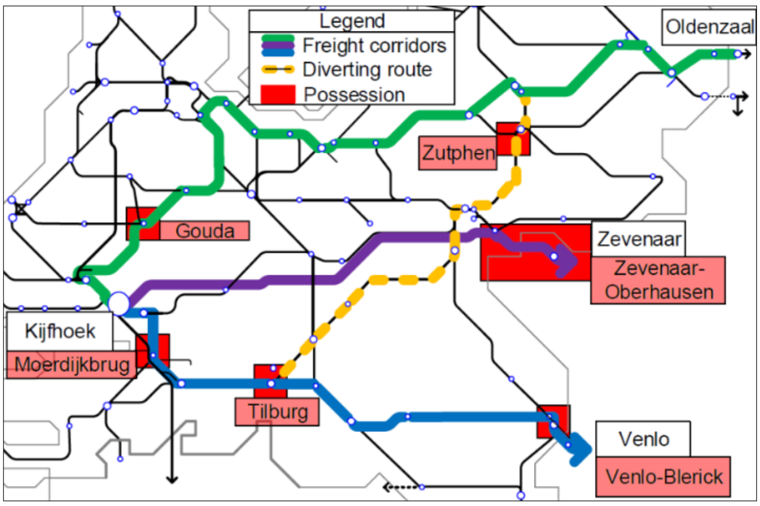


Figure 5: Large projects in 2017 on freight corridors from Rotterdam Kijfhoek to Germany

Constraints

The planning of possessions are subjected to constraints to reduce large disruption for the clients of the railway undertakings. In Figure 6 all constraints are shown. These constraints are agreed on in the corridor book that is updated every year to the current situation. In section 3.4 the constraints are described in more detail. The possession planning does not meet the constraints, if one of the below are true:

1 Another corridor part of the corridor is already possessed which means the requested corridor part cannot be planned simultaneously. This constraint prevents the situation that travellers, who follow the corridor as main route, have to be transported twice by buses.

2 The requested possessed corridor part is part of a diverting route of another possessed corridor part. Diverting routes for every possessed corridor part are described in Appendix B of the corridor book. This constraint prevents the situation that passenger have to transported by busses, because a diverting route by trains are not possible.

3 The requested possessed corridor part is part of a node and another corridor part of the node is already possessed. This constraint takes into account the communication of bustitution for more than one destinations on a node.

4 The requested possessed corridor part is part of an accessibility route to a train maintenance facility. Two out of three (Onnen, Leidschendam and Maastricht) need to be accessible. The amount of maintained trains for the period after the possession to operate the regular time table is sufficient enough.

5 An event in the neighbourhood of the corridor part is taken place. Railway undertakings are the responsible party to inform ProRail about an event. Because more passengers will visit the event, extra train replacement busses are required.

6 The interval between two sequential possessions on the same corridor part is less than 25 days. In the weekends, more excursionist travels are on the trains. This type of passenger is able to postpone his trip. To possess the corridor part in sequential weekends, passengers are not able anymore to postpone their trip.

7 The requested possessed corridor part is part of a crossing border route towards Belgium or Germany. At least one out of two crossing borders towards Belgium (Roosendaal or Maastricht) need to be accessible, because otherwise the freight trains need to be diverted via Germany. At least two out of three crossing borders towards Germany need to be available, otherwise the only available crossing border stations have not sufficient capacity to divert all international freight trains.

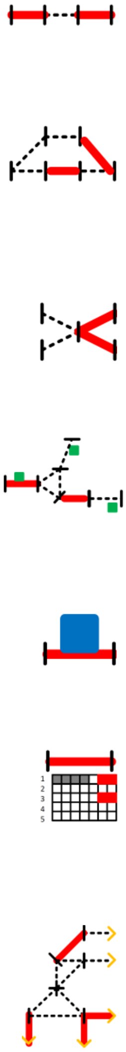


Figure 6: Constraints of the corridor book

Problem statement

Currently possessions on the railway network are planned by trial and error. Since the number of possessions in the annual time table of 2017 has increased, this method no longer yielded a schedule for possessions that met all constraints. This has led to a dispute between NS and ProRail. Because it is believed that in the years to come the number of possessions will not decrease, more disputes between NS and ProRail will occur. Factors of the possession planning problem are the trial and error method, the constraints of the corridor book and the number of required possessions for maintenance.

1.2 Research questions

The objective of the research is to design a method that can plan possessions from the set of required possessions of the network considering the constraints of the corridor book. The possessions that cannot meet the constraints of the corridor book, is in conflict with the constraints and should have to be planned in negotiation with the railway undertakings. Possessions are required to update, maintain and renew the railway infrastructure for a reliable train operation, thus a railway undertaking will benefit from benefited from a possession as well.

The main research question of the thesis is:

> ***How can ProRail minimise the conflicts between the planning of possessions on the railway infrastructure network and the constraints of the corridor book in the annual time table?”***

The first sub question is the reference situation, which is the number of possession that cannot be planned without any conflicts between the possessions and the constraints of the current corridor book. This number of possessions is required for the second sub question.

1) *What is the maximum number of possessions ProRail can plan from the set of required possessions under the current constraints of the corridor book?*

The second sub question yields alternative content of the constraints of an adapted corridor book. The number of possessions that can be planned from the set of required possessions of a corridor part is compared to the reference number of possessions that can be planned under the current constraints of the corridor book.

2) *Which constraints of the corridor book yields the largest reduction on the number of possessions that ProRail can plan without any conflicts with the constraints of a given number of required possessions per corridor part?*

Suppose, ProRail department Capacity Allocation, which is the owner of the corridor book, is able to remove constraints from the corridor book.

   a. *Which constraint results into the largest reduction of the possession capacity of the network?*

However, the constraints prevent disruption for passengers and freight. The removal of a constraint results into a disturbed relationship between ProRail Capacity Allocation, ProRail Asset management and the railway undertakings. Replacing a constraint for alternative content of a constraint can result in more planned possessions considering disruption for freight and passengers. This question inventories which alternative considerable constraint can be an option and whether or not more possessions that can be planned without conflicts between the constraints and the possessions.

   b. *Which alternative constraint can be considered to replace a constraint of the current corridor book?*

As already said, the all possessions have to be planned on the tracks to update, maintain and renew the railway infrastructure. This results in the possession is in conflict with a constraint. However, some constraints are more important than others. The conflict value is the fine of planning a possession in conflict with a constraint of the corridor book. The conflict value is based on the weight of the constraints.

3) *What is the minimum conflict value of possessions ProRail can plan under the current constraints of the corridor book, given the weight of the constraints and number of required possessions per corridor part?*

Within ProRail and Dutch Railways, a thought to solve disputes in the future years between the required possessions and railway undertakers is a supply driven planning of possessions on the network. However, to use that strategy of planning maintenance updates and renewing projects on the railway infrastructure, some required constraints, processes and additions are required. The following question answers which barriers have to overcome to implement a supply driven planning process for possessions in the weekends.

4) *What are the necessary changes and additions to transform the current demand oriented planning process into a supply-oriented planning process for possessions on the railway infrastructure network?*

1.3 Objective

The objective of the research is to design a method to plan possessions on the network under the constraints of the corridor book, resulting in more planned possessions of the network than the trial and error method without conflicts with a constraint of the corridor book.

1.4 Defining scope of the thesis

The thesis is about the planning of possessions on the railway infrastructure network. Some parts of the possession planning problem are not taken into account. The key elements are highlighted below.

‘Required Possessions’, not projects or ‘TVP’

A required possession indicates a time slot to work on the tracks and required possessions are needed to maintain the tracks. The number of required possessions is already minimised in order to cluster all projects in specific weekends. The projects that are planned in the possessions or the planning within the possessions or the planning of resources for the activities in possessions, are not part of this thesis.

The duration of a planned possession in this thesis is 52 hours[5] and any possession is always scheduled in weekends.

The number of required possessions with this duration is high, and the disruption for the railway undertakers and their clients is large. Other types of possessions are not part of this thesis, because

- Possessions larger than 52 hours always contains of a weekend, because the possession needs to be planned in periods with few travellers. The number of possessions that can be planned are relatively small. These possessions are planned during the holidays and thus dictate the planning of possessions on the network in the annual time table.
- Possessions smaller than 8 hours are planned in the weekday nights in the maintenance roster. The maintenance roster is already pre-planned in supply-driven possession planning process in the annual time table.
- Possessions which have a shorter duration of 52 hours but larger than 8 hours are always planned during weekends.

Level of detail on corridor parts

The size of a possession in this research is corridor part. This size of a corridor part is depending on the train replacement bus service operations and the diverting routes of passengers and freight. The corridor parts are predefined in the corridor book. In section 3.3 the corridor parts are described in more detail.

- Further attention should be paid to the boundary points of a corridor part and tracks which consist of multiple corridor parts.
- The start node and end node of a corridor part can be partly possessed, when the corridor part is possessed.
- When the level of detail is on tracks, on small parts of the railway network near a node can consists of more than one corridor part. When a projects is planned on these small segments of the railway network, all consisting corridor parts have to be possessed. These special possessions has also have to be negotiated with the railway undertakings.

Possessions consist of a totally possessed corridor part,

for both length as number of tracks of the corridor part. A single track possession on a dual track corridor part results in capacity on the railway track to operate a train service. Because these possessions are depending on the specific required space of a project, these types of possessions are not considered.

[5] The duration is determined as the time between end of the operation on Friday (often Saturday morning 01:00hr) and the start of the operation on Monday (often Monday morning 05:00hr). Deviations of some hours (48-56hr) are possible, which are depending on the corridor part. The guidelines of the duration of a possession are agreed on per corridor part in the corridor book.

Only corridor parts which are part of a passenger corridor, freight corridor or part of a diverting route are considered.

These corridor parts will reduce the possibilities for plan a possession on a corridor part. The other corridor part are not subjected to all constraints and thus can easily planned manually.

The capacity on diverting routes are sufficient to divert trains.
The capacity on nodes to return trains are sufficient to return trains.

The step after planning a possession is to determine the spare capacity on the tracks on nodes and diverting routes. The diverting route will be available to divert all freight trains. The node capacity of returning trains and diverting trains can only be determined after the time tables are published. Therefore, the assumption have to be made there is capacity on transfer nodes and the tracks belonging to diverting routes.

1.5 Summary Introduction

The railway infrastructure has to be maintained, renewed or extended. To plan these works all concerned tracks have to be closed to create a safe work place and trains can not be operated on that specific tracks: a possession. However, planning these possessions in the national context, without conflicts is a very complex question. The current method is trial and error and will not result into a conflict-free planning of possessions in the annual time table. In this thesis a mathematical model that can plan possessions in the national context without conflicts is constructed.

2 Theoretical framework

Planning of possessions under constraints can be done manually by trial and error. However, due to the large number of possessions, not the most optimal way will be found. To plan possessions in the optimal way, this section will elaborate the theory which can be applied to optimise the planning of large possessions in the network in the weekends. First the literature is discussed, then the ProRail literature is discussed.

The following questions will be answered:

- Why has maintenance to be planned on the railway infrastructure?
- How is railway infrastructure maintenance scheduled in the time table?
- Which factors are important to make a time table for passenger trains and freight trains?
- Which planning algorithms can be used for the possession planning problem?
- What is the theoretical basis of planning possessions in a supply-driven planning process?

The section is based on the theory of the possession planning problem and which factors are important to take into account when possessions have to be maintained, and which theories are the basis of the constraints of the corridor book.

2.1 Maintenance of the railway infrastructure

To operate trains on the national railway infrastructure, the basic structure of an annual train timetable assumes the infrastructure is intact and in good shape. However, this is a theoretical assumption. In practice the tracks need to be maintained and upgraded to a higher service level or at the same performance level (Forsgren et al., 2013). There are several aspects of scheduling maintenance: the need for preventive maintenance, long term-perspective maintenance, yearly maintenance and deterioration of infrastructure component in the railway domain. The relations between performance level (reliability) of an asset and time for different maintenance scenarios are shown in Figure 7 (A. R. Andrade et al., 2012; Plu et al., 2009; Putallaz et al., 2003; van Noortwijk et al., 2004). However the thesis focuses on the optimisation of planning possessions on the network, maintenance will take place as a periodic action.

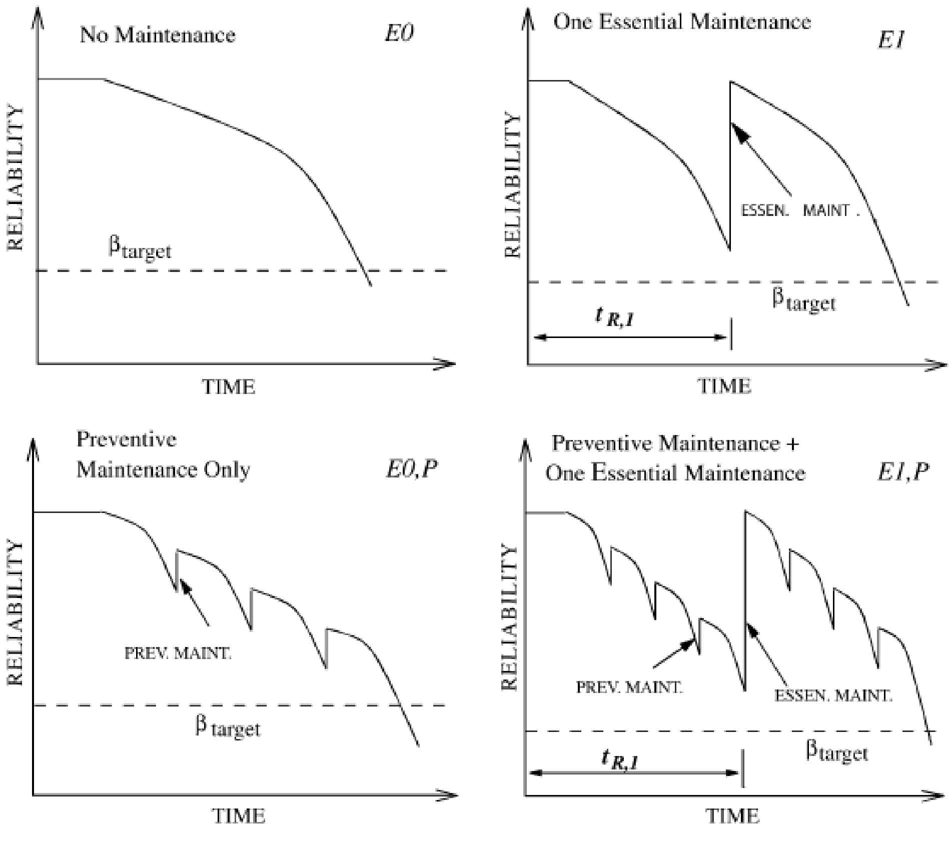


Figure 7: Reliability profiles associated with different maintenance scenarios (van Noortwijk et al., 2004)

2.2 Possessions

The room to maintain and upgrade railway infrastructure is scheduled during possessions within a train free window (TVV). All non-train activities that require secure access to the railway infrastructure must obtain a (work) possession (RailNetEurope, 2013). Sometimes, the possession, when the duration is short enough, can be planned in between trains (Nemani et al., 2010). However, in case the frequency of trains on the railway network is high, the interval is too small to plan possessions without rescheduling trains is not an option.

Studies from the Swedish Transport Administration suggest to go from a situation with many small fragmented work possessions squeezed into an already published timetable, to a situation with few large and regular maintenance windows, pre-planned before the timetable and maintenance contracts procured (Lidén et al., 2016). However ProRail optimises the fragmented work possession into a possession, the method to get from a sub-optimal to the optimal clustering has been investigated (Budai et al., 2005).

2.3 Time table

The time table for passenger trains have very important differences compared to freight trains. Passenger trains schedules have detailed departure times per minute and based on the day part, route, frequency and the seasons (Murali et al., 2016). Freight trains have more significant attention on the total route and shunting activities on nodes for cargo (Murali et al., 2016). Freight trains have another scale of transport than passenger trains. Within the Netherlands, freight trains have freight corridors, which consist freight trains which follows the same route to the borders of the country (Cacchiani et al., 2012). The freight corridors are shown in Appendix A, the passenger corridors are shown in Appendix B.

Strategic planning on shared-use corridors have different meanings: planning for passenger trains pertains to determining preliminary non-minute by minute train schedules given passenger demand and number of trains. Strategic planning for freight trains are taking into account the overall freight demand and number of programmed service, but without going into detailed operating characteristics (Cordeau et al., 1998; Ghoseiri et al., 2004).

For passengers, the capacity of the trains are based on the passenger prognosis for that moment (NSR, 2015). When an event takes place, it is unlikely to plan an infra possession at the same moment (Menezes et al., 2014). An event has an important place on the agenda of contemporary urban cities that have a new economic role on the economy. Events attracts lots of passenger, and it is required to get a license to submit a transport plan. Depending on the regional attraction of the event, the number of transporting passenger is increased. However, the number of events in The Netherlands increase, it affects directly the degrees of freedom to plan possession. To transport passengers, the satisfaction of the passenger can be characterized by the waiting times, the in-vehicle times, and the number of transfers, while the operation costs are determined by the number of train services and the energy consumption of the trains (Wang et al., 2015).

When a route is bustituted, all passenger satisfaction aspects are negatively affected by, for instance longer waiting times, longer in-vehicle times, number of transfers and the bus is less attractive than rail. For example, when the same trip, for the same costs and objectively the same trip duration, the trip will be perceived as longer. For passenger satisfaction, a bus replacement service is a necessary service to transport passengers along the activities, but should be avoided whenever possible.

2.4 Planning algorithms

The preventive maintenance scheduling problem for railway infrastructure is solved in more recent work by using genetic and memetic algorithms and a two-phase opportunity-based heuristic algorithm (Lidén, 2015). Other studies addresses the track maintenance scheduling problem as an integer programming problem, whose objective was to minimize a weighted combination of expected interference delays and prioritize finishing times. Higgens uses a model to optimize rail train scheduling on a single line track by minimize a unique objective function combining train delays and operating costs (A. Andrade et al., 2011). All these authors optimize the maintenance itself and the planning of combining activities to optimize a possession and the number of required possession. They give no attention on the maximizing of the number of possession under passenger and freight-logistic constraints.

Jenema(2011) focused more on work zones and the duration of a possession in the maintenance roster during the nights. She develop a mathematical optimization model to minimize the capacity for systematic maintenance to minimize possession costs, maintenance costs and project costs. She uses a branch and bound algorithm, which uses a upper bound. The higher the lower bound and the lower the upper bound, the smaller the interval which in the optimum can be and the faster the method is. Because the lower bound and the upper bound are known, and only integer variables are introduced, this method can also be an option to apply for this research.

By focusing more on planning algorithms, a mixed-integer nonlinear programming (MINLP) optimization approach for optimal placing and sizing charging stations was designed for charging facilities in urban area (Sadeghi-Barzani P et al., 2014). However the object to optimize is another case, the method to optimize is the same. This type of optimization algorithm is also used for coordinating the planning of large scale wind farm integration system and regional transmission network considering static voltage stability (Gan et al., 2016). The constraints are based on the number of Higher Voltage systems, and sums over a windfarm is clustered into one windfarm cluster.

Studies to find the global optimal trajectory planning for trains use Mixed Integer Linear Programming (MILP), some of the variables are binary and some are real variables. MILP program can be solved efficiently using existing commercial and free solvers, for example Matlab (Atamturk et al., 2005; Linderoth et al., 2005; Wang et al., 2015). Analytical methods often meet difficulties if more realistic conditions are considered to introduce complex nonlinear terms into the model equations and the constraints. Numerical optimizations is not always guaranteed the optimal solution for the train optimal control problem. Additional, the computation of solving this issue is too low, it could be up to 12 hours (Vasak et al., 2009; Wang et al., 2016).

In the possession scheduling problem, these variables are used, such as the number of possessions planned (integer), the presence of a conflict (binary) and sum of importance of events of the railway section (real). The Time-Constrained Project Scheduling Problem, what the possession-planning actually is, is formulated as an integer linear problem (ILP), because it can interact with integer and binary problem. The "mixed" part of the MILP consists only of the real variables component.

Visser (2008) used a integer programming for a student scheduling problem. Students are asked which courses they would follow. His designed model to minimize the overlap of courses and the used rooms. Due to the constraints that the roster of courses have to meet, the result is not feasible. A hard constraint $X = \{0,1\}$ is transformed to a soft constraint $0 \leq X \leq 1$, which is RP-relaxation. This result is often a very good sub-optimal solution. For a final solution, the values have to be round up and it is need to check whether or not the solution meet all hard constraints.

The algorithems are designed for optimizing mathematical problems, from the network-point of view. However, the stakeholders such as transporters and the project managers, want to influence the planning of possessions. The degree of influence is discussed in the next part.

2.5 Planning economics

The current method for planning possessions on the railway network is an demand-driven planning, which is Projects request their demand for a number of hours train free periods on the railway network. To orient a new planning proces, a supply oriented planning process can be helped, so the projects can pick a TVP which is scheduled in the possession planning process. In that case, the TVP's are the product of the factory 'possession planning department' of Prorail.

Planning economics could be divided in two categories: supply-oriented planning and demand-oriented planning. From a production flow perspective, three situations can be identified: Make-to-Stock, Assemble-to-order and Make-to-order. In make-to-stock, the fabricant will produce products and will result in a stock of products. The client order decoupling point, the point when the client is owner of the product, is between assembling and delivering. Assemble-to-order, the production fabricate half-fabricates. The client can chose for extra options of the product. Make-To-Order is when the product is requested by the client and every client can request their options.

At the moment, possession planning is a make-to-order business: There is a project which request a possession to work on the tracks (Ji et al., 2007; Olhager, 2012; Rajagopalan, 2002). However, to optimize the number of possession, in the situation of Make-To-Stock is more optimal in terms of network capacity, because the materials (possessions) is produced by on one machine (ProRail department Buitendienststellingen). Some sections will get less room for possession while sections who have lots of room for possession, the need for possession is less. Depending on the case, the Client Order Decoupling Point (CODP) changes and will result in the MTS, ATO and MTO situations. A graphical situation is shown in Figure 8.

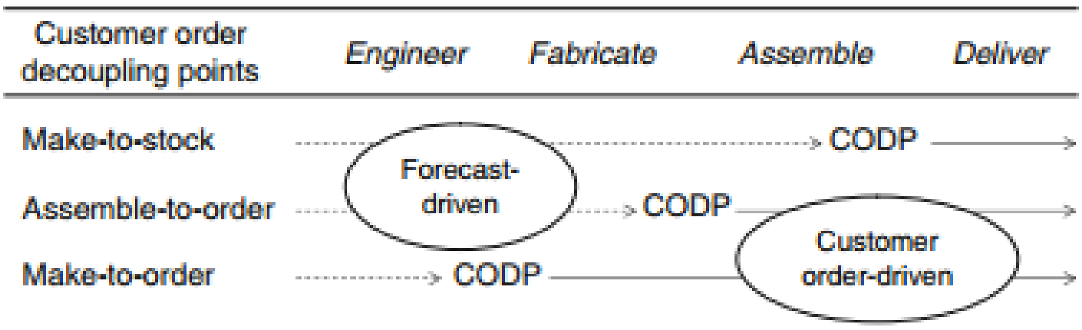


Figure 8: CODPs for MTS, ATO and MTO (Olhager, 2012).

In the current situation, the ProRail department Projects ask to plan possession for the projects. The CODP is placed between the engineer and the fabrication of the products, where the place of CODP could be distinguish as a make-to-order situation. In the supply-oriented planning model, the CODP is between assemble and delivering, because the planned possession on that section is the stock for ProRail department Projects to plan their projects in the possession.

2.6 Conclusions from literature

From literature, the basis and methods of the possession planning problems can be derived.

To operate trains, the timetable is based on a railway infrastructure that is intact and in good shape. However, the tracks are deteriorated by operating trains on railway infrastructure. To upgrade or maintain the service level of the railway infrastructure, the tracks have to be maintained repetitively. Maintenance of the tracks are necessary to operate trains and have to be planned periodically.

When the track has to be maintained, this is planned in possessions. The tracks which are possessed in the possessions, cannot be used for passenger and freight operation. A possession consists of the possessed tracks, duration and date. To transport passengers and freight, a time table is published to make sure and communicate the departure times of trains. The difference between time tables for passenger and freight train is the level of detail. Passenger train time tables have a level of detail of departure times per minute which are based on the day part, route, frequency per hour and the seasons. Freight train time tables are based on corridors, available routes for train equipment and frequencies per week.

To plan possessions on the network, the constraints of the corridor book reduce the capacity to plan the possessions during the year on the railway infrastructure network. The planning algorithm which can be used for the possession planning problem is a linear planning problem. For the research questions which are resulting in a possession capacity of the network, an integer linear planning program can be used. Only, when events are weighted to their size, a real component is introduced. In this case, a mixed integer planning program can be used.

The theoretical basis of planning possessions in a supply-driven planning process, is the changing place of the Client Order Decoupling Point (CODP). In this case the CODP is on the begin of the production process of a possession planning. In a supply-driven possession request, the possession planner has possessions of every corridor part in their stock to “use” a possession on the network for the activities that has to be done on the tracks.

3 ProRail and Corridor book

ProRail is the Dutch railway infrastructure manager who ensures the reliability of the railway infrastructure. The company, possessions and the constraints of the corridor book are pointed out in this chapter.

In the first section, chapter 3.1, the company is described. Then in section 3.2, the department for which the possession scheduling problem is solved is described. Subsequently, the possessions on corridor parts are described in section 3.3 and then in section 3.4 the constraints of the corridor book are described in more detail. Finally, the conclusions of this chapter are given.

3.1 Company

The company ProRail delivers train paths, which ensures that a train of a railway undertaking can be operated from point A to point B with a certain time table speed (ProRail, 2015b). Train paths ensure that a train can be operated without any conflicts with other trains. The practical safety between trains are ensured by signals and the traffic controllers in the thirteen traffic control centres throughout country. Train paths are scheduled in the annual time table, which prevent that trains interfere with each other in the planning and do not provide delays. Train paths are scheduled by a duration between A to B, which results in a time table speed at location C between A and B. Freight trains are characterized by being long, slow and heavy trains. An unplanned stop of a freight train instead of driving will cost 5 to 10 minutes of time. Therefore, freight trains are operated on a lower time table speed. A train path that interfere with a path of another train results in more delay for other trains paths.

Train paths are designed with the level of reliability of the infrastructure. When the state of the infrastructure cannot ensure a time table speed, the train paths will interfere with other train paths. To prevent delay and unreliable train paths, the infrastructure needs to be maintained. Therefore, the maintenance projects are planned in possessions. These are planned in train free periods, in which train paths are not able to be used. Figure 10 shows the supplier, products and clients of the organizations.

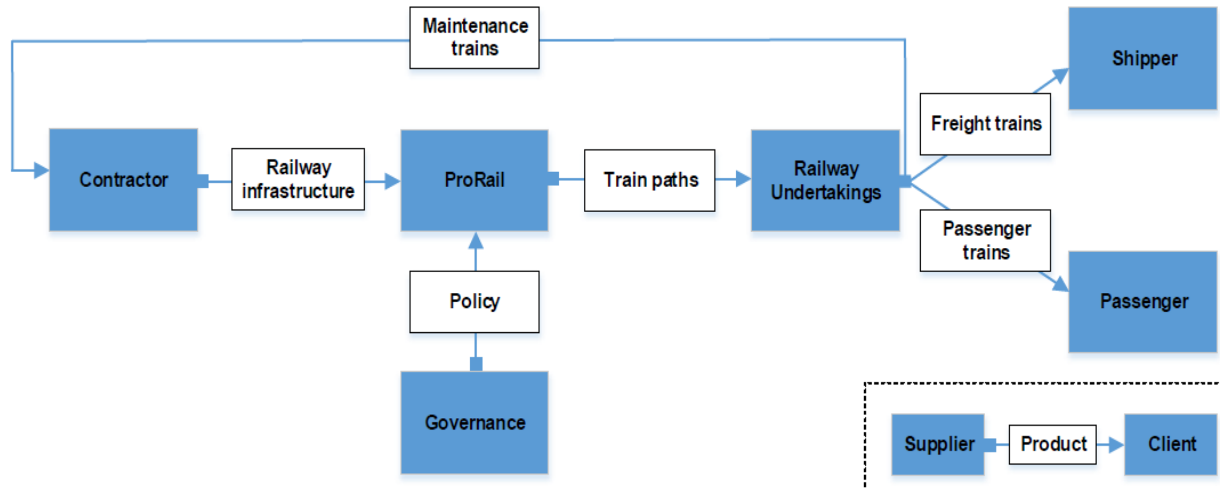


Figure 9: Products, clients and suppliers in the Dutch Railway transportation.

The suppliers of ProRail are the contractors, which can deliver a maintained railway infrastructure that is reliable and is in a good shape under all circumstances. If the railway infrastructure works correctly, reliable train paths can be delivered to the clients of ProRail. The railway undertakings can deliver reliable train services as product for the clients. The clients of the railway undertakings are passengers for passenger railway undertakings, freight shippers for freight train railway undertakings and the contractors for the maintenance control railway undertakings.

The clients of ProRail are the 53[6] railway undertakings, which are passenger transporters, freight transporters and maintenance control companies. The maintenance control companies monitor the condition of the railway infrastructure and other companies that have an access agreement to the railway infrastructure.

The following passenger transporters are responsible for passenger transport:

- Abellio Rail NRW
- Arriva
- Connexxion
- DB Regio
- Exploitatie Museumstoomtram (Private transport)
- Keolis
- NS International
- NS Reizigers
- Syntus
- Veluwse Stoomtrein Maatschappij (Private)
- Veolia
- ZLSM-Bedrijf (Private transport)

[6] checked on 14-3-2017

The following freight transporters are responsible for operating freight trains:

- Bentheimer Eisenbahn
- B Logistics
- Captrain Netherlands
- Crossrail Benelux
- DB Cargo Nederland
- Duisport Raul
- ERS Railways
- HSL Logistik (till 11-4-2017)
- KombiRail Europe
- LOCON Benelux
- LTE Netherlands
- PKP Cargo
- RTS Rail Transport Service
- RailTraxx
- Rheincargo
- Rotterdam Rail Feeding
- RTB Cargo Netherlands
- SBB Cargo Deutschland
- Shunter Tractie
- Train Services
- TX Logistik

The following contractors are responsible for operating maintenance control vehicles

- BAM Infra Rail
- Eurailscout Inspections & Analysis
- NedTrain
- Ricardo Rail
- Spitzke Spoorbouw
- Strukton Rail Equipment
- Voestalpine Railpro
- Volker Rail Nederland

The following organizations have an access agreement to operate a train independently. However, they do not have people and equipment to operate a train.

- Arkema
- Broekman distriport
- Cargill
- CTT Rotterdam
- Distri Rail
- Hupac Intermodal
- Koole Tankstorage Pernis
- Railexperts (Private passenger transport)
- Raillogix
- Railmotion
- Railpromo (Private passenger transport)
- SCA Logistics

The railway infrastructure network that has to be maintained by ProRail is shown in Figure 11, in which shows the number of tracks also. Appendix V shows the details of the network per corridor part, such as frequencies of trains, number of tracks. The explanation on corridor parts is explained in 3.3.

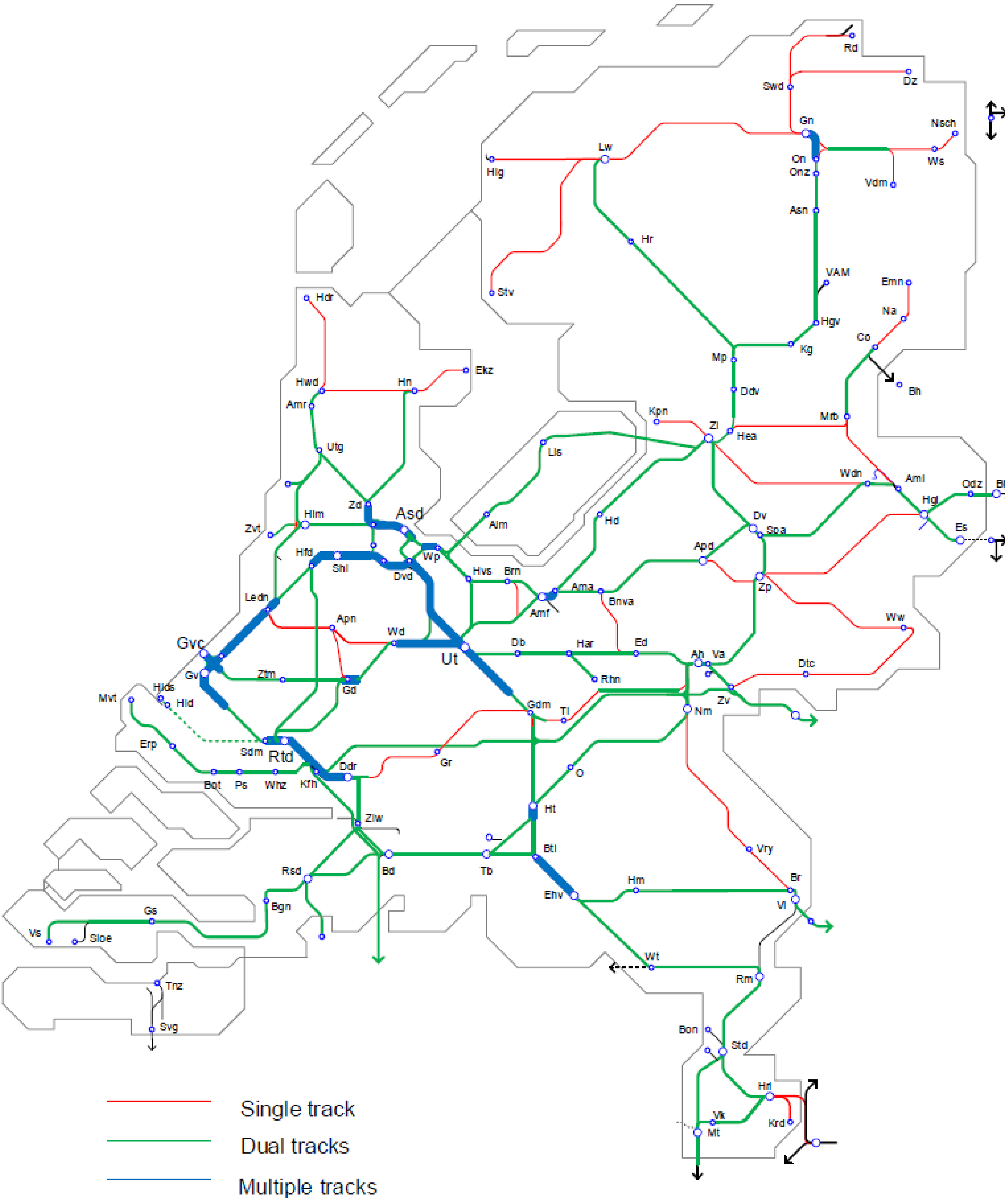


Figure 10: Railway infrastructure and number of tracks

3.2 Possessions Department

For different tasks in the organisation, different departments are the problem owner. The organogram of ProRail is shown in Figure 12. The departments for which the thesis is affecting is highlighted red.

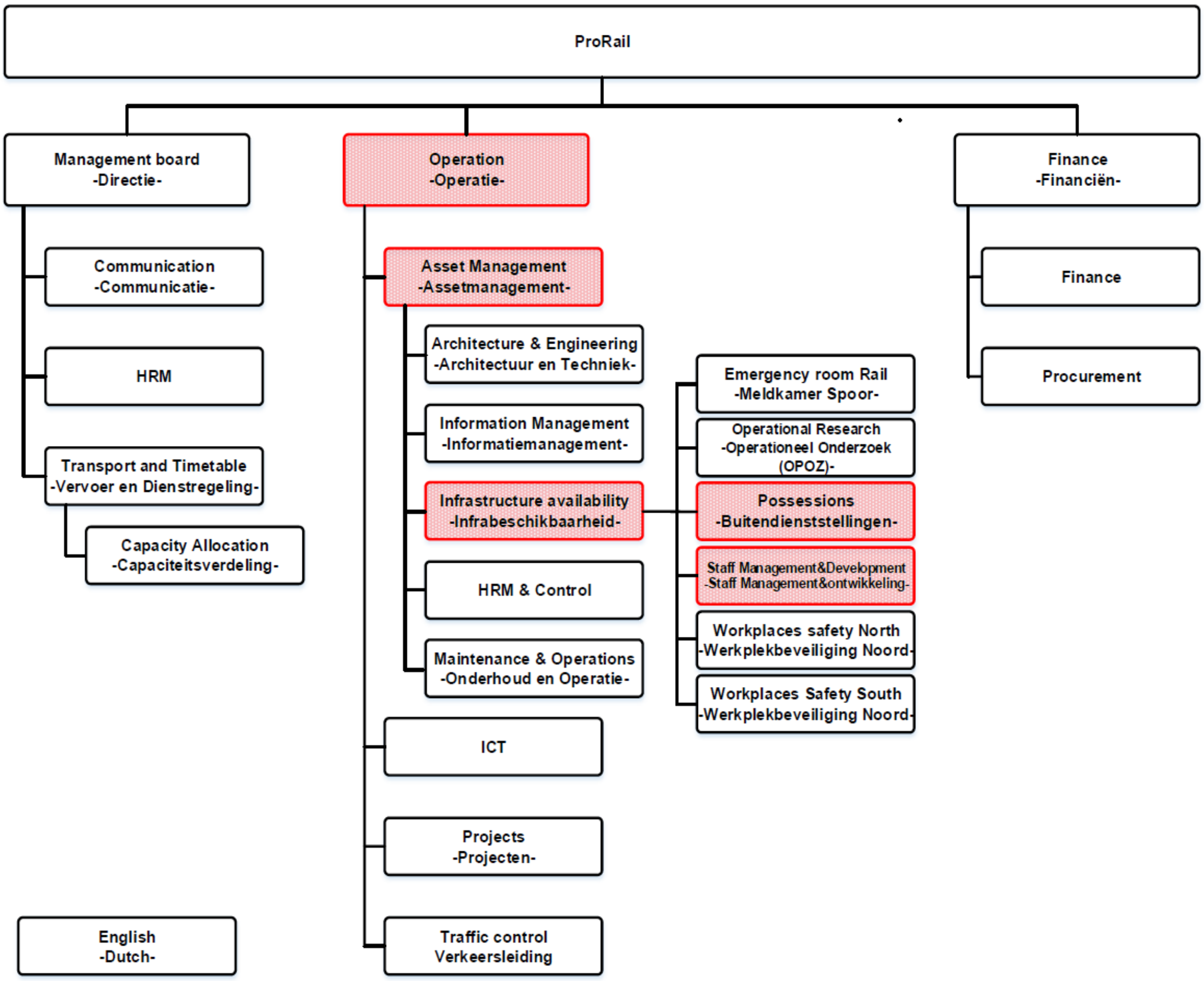


Figure 11: Organogram of ProRail

The department Possessions (In Dutch: Buitendienststellingen) plans the possessions in the regular time table. To ensure reliable train paths, the infrastructure has to be maintained, renewed or builded. Therefore possessions are required, so that a safe workplace can be created. As already addressed in the chapter 1 Introduction, several departments of ProRail have to deal with a possession. The department Possessions (Buitendienststellingen) is the promotor of this research. Department Staf Management and Development supports department Buitendienststellingen by creating new procedures and processes so that the work in the possessions can be better executed. How the departments of ProRail are ranked hierarchically, are shown in Figure 12.

The client of the department Possessions is the department Projects. For the client, the possession planners plan time slots on the network to work on the tracks. The product ‘possession’ consists of a part of the network that is not available to operate trains. The supplier of the possessions are Projects, which request a possession to work on the tracks. ProRail capacity allocation department gives guidelines to plan possessions on the railway network in national context. The formal capacity request to the capacity allocation department is vizualised by a function possession drawing (FOT). The project department dilevers therefore the concept-version of the FOT to the possession department. The possession department makes the concept-version of the FOT annual timetable proof by checking, testing and clustering activities.

The track possession, the day category and duration is agreed on in a regional consultation (RGO) with the railway undertakings. For example in order to replace a relay box near station Enschede Kennispark, the mainline between Enschede and Hengelo is possessed, which is shown in a Function Possession drawing (FOT) in Figure 9. In this possession of 10 hours, tracks EH and HE are possessed. It is agreed that the railway yard of Enschede is available to operate shunting activities, but it is not possible to operate trains from and to Hengelo. This project has a duration of ten consecutive hours which dictates the project could not be planned in a weekday night. To choose the period with the less disruption for passengers, the project is planned during the Sunday morning.

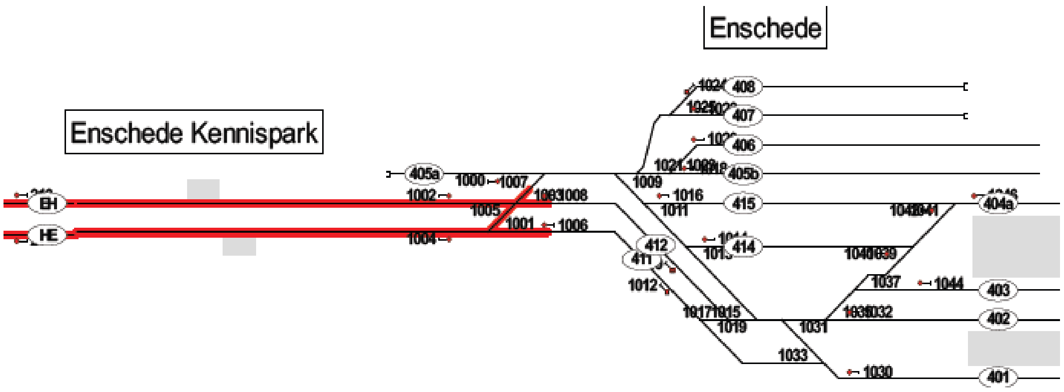


Figure 12: FOT of an infra possession of tracks BH and HE on 2-10-2016 between 02:00hr-12:00hr to replace a relay box near station Enschede Kennispark. The possessions are coloured red. The shunting yard of Enschede is available to operate trains, however, regular trains cannot be driven from and towards Hengelo (ProRail, 2016).

Scheduling major possessions solution is of critical importance for the safety, reliability, efficiency both for operator and contractors. It has a fundamental impact on the traffic capacity, frames the work planning and cost conditions and conducted all the way from freight corridor to timetable revision planning (Forsgren et al., 2013; Lidén, 2015). Small maintenance activities are often planned during nights in the maintenance-roster. ProRail classified the nuisance of a possession for passenger trains and freight trains in four categories, depending on the degree of train replacement bus services and cancelled trains (ProRail, 2015a).

- No disruptive (*Hindervrij*, V) is when the possession is very small in that way the nuisance for passenger is minimal in which the change of platforms for incidental trains and delay is less than 3 minutes.
- Moderate disruptive (*Hinderarm*, A) is when the possession results in platform changes for longer periods, accessibility issues of train-maintenance companies and capacity issues of the servicing and shunting yard.
- Hardly disruptive (*Hinderrijk*, R) is when many trains are cancelled, buses replace trains and diverting trains is often taking place in a weekend. Freight trains must be rescheduled by departing 20 minutes earlier or arriving 30 minutes later.
- Extremely disruptive (*Uitzonderlijk hinderrijk*, U) is when for many days the time table is rescheduled fitting the available tracks and the nuisance is very large. Many trains are replaced by buses and freight trains has to be cancelled or diverted.

The form of the capacity request depends of the time in the annual time table design process. Therefore, the following deadlines are determined:

- 31 October 2015: A list of all requested possessions (consisting of concept tracks and concept duration) have to be available.
- 31 December 2015: A list of all requested possessions (consisting of concept tracks and concept duration) have to be complete
- 1 March 2016: all requested possessions are discussed in the RGO. The possession consists of then the definitive tracks and duration. RGOs are planned between September and April.
- 11 April 2016: All requested possessions have an execution variant. The formal capacity is requested at the department Capacity Allocation and then the pre-annual time table design phase is closed. A bulk rung on clustering, requirements and wishes are made by the Possession department.

After the prophase of the annual time table design, the phase of the annual time table design is started.

- 28 June 2016: All concept requested possessions are allocated to a date and are assessed in national context, which is in accordance with to the Corridor Book. After passing the LPO, the possessions are agreed on in the annual time table. LPOs are planned between March and August
- 4 July 2016: Design annual time table
- 22 Augustus 2016: Definitive annual time table. After this date, the ad-hoc phase is started.
- 11 December 2016: Start new Annual time table 2017.
- 31 October 2016: The list of all requested possessions (consisting of concept tracks and concept duration) have to be available for the planning of possessions in 2018.
- 10 December 2017: End annual time table 2017.

The time line, in combination with the stages of the possession request process is shown in Figure 13.

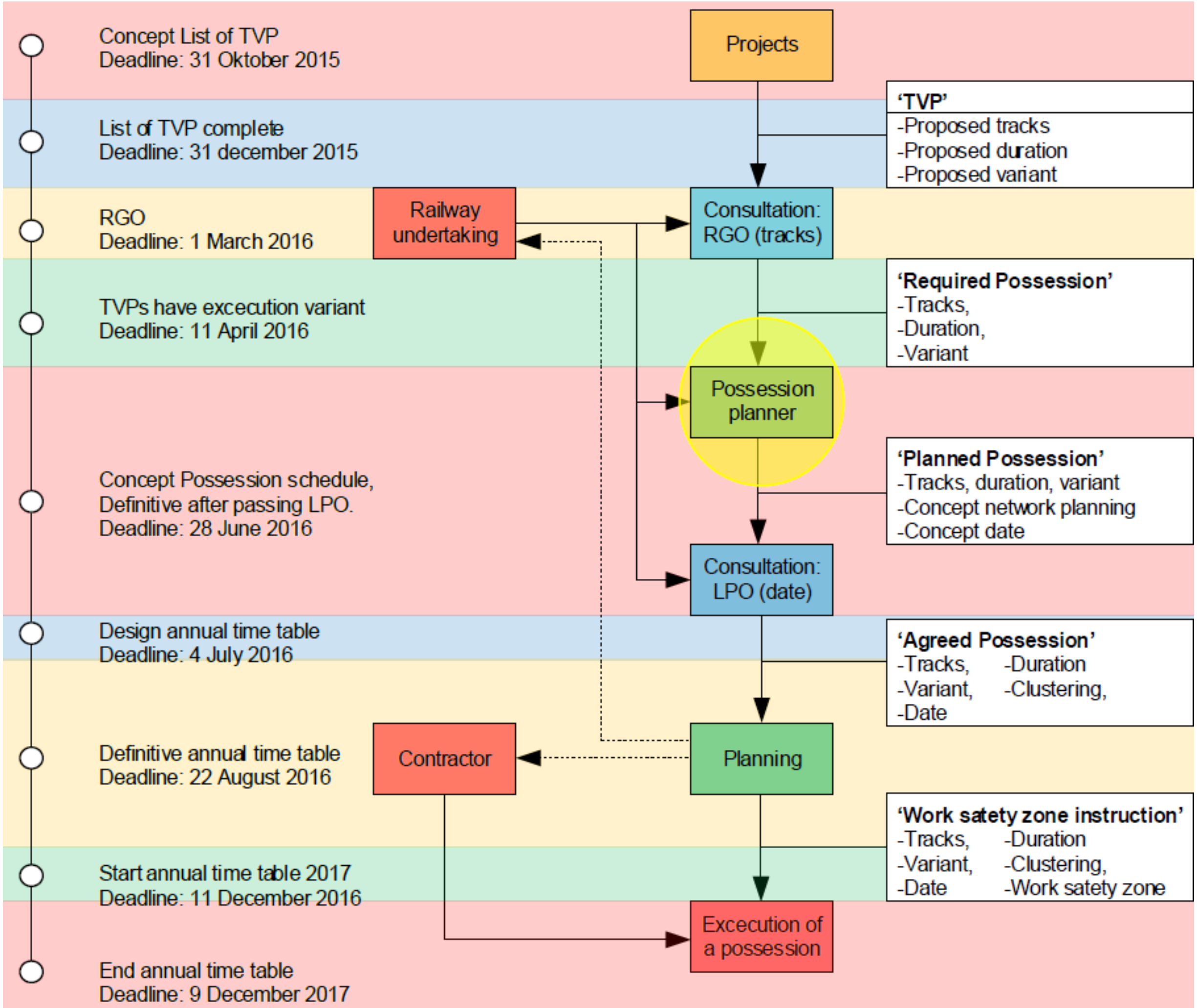


Figure 13: Possession request process, names of stages of a possession and deadlines

In summary, the possession department creates the formal capacity request for the annual time table to work on the tracks. The design, which are the proposed tracks, duration and day category are agreed on in a RGO. The planning in national context is agreed on with the railway undertakings, by checking the constraints of the corridor book. The constraints are based on corridor parts. In secion 3.3 more about corridor parts.

3.3 Area of a Possessions on corridor parts

To work on the tracks, the tracks has to be possessed in a possession. A possession consists of the concerned possessed tracks, duration and time. The largest area of a possession consists of a corridor part. This largest part of the network can be possessed in a weekend, which is determined by the based on bustitution, diverting trains and other logistical reasons. In this chapter the size of a possession and the possessions on nodes are described.

3.3.1 Basis Rules

Possessions have to be planned in periods with less travellers. This indicates, the only available time slots to plan possession are the nights, weekends and holidays. During the night, between the end of the operation and the start of the operation, a maintenance roster is available to work on the tracks. The time slots have a duration of 4 hours, which is sufficient for small maintenance activities, but for the large renewing projects these periods are too short. The other activities have to be planned in the weekends or holidays.

The disruption for users has to be minimized. The number of required possessions is based on the disruption for users. In many cases, a possession in the weekends is sufficient. Larger projects require more weekends, or longer time slots. Considered are the extended weekends, which are the specific weekends near public holidays such as Easter, Whitsun, Good Friday and Ascension Day. In these weekends, 76hr (3 days) or 100hr (4 days) are available to work on the tracks. For a larger project a combination of five weekends or 220 hrs (9 days) can be considered. The trade-off is either more frequent disruptions for a weekend traveller, or even disruption for a commuter. The trade-off is quantified by the total weighted traveller minutes (*in Dutch: Extra Ervaren Reizigers Minuten- ERM*) and the costs to divert a freight train (*Vergoedingen omleidingen goederentreinen*)(ProRail, 2015b).

- ERM is based on the extra travel time per traveller times the total number of travellers that are disrupted times the weighted value of the trip.
- Costs of diverting a freight train are based on the duration of a possession times the number of freight trains that have to be diverted times the weighted value of the diverting route. This weighted value is based on the number of not-commercial stops, number of turn arounds and the extra travel time per freight train (ProRail, 2015b).

The trade-off is proposed by the railway undertakings during the RGO-process. ProRail has an active role to minimize the disruption for the railway undertakings.

When a possession is planned, take the largest possible possessed tracks. When a possession is already planned, there is disruption for passengers. To reduce the number of required possessions in the neighbourhood of the possessed corridor part, then the required possession is combined with the already planned possession. Also included the possession are the tracks that are not used for the operation. The result is that more tracks can be possessed to work on the tracks, without an additional possession that hits the operation.

3.3.2 Area of a possession: Width of a corridor part

The width a corridor part is based on the required maintenance projects, bustitution of the required space, the number of required possessions and diverting routes. Maintenance projects require space to work on the tracks.

Safety is the most important factor for the width of the possession. Under the term “Width” is considered the number of possessed tracks. The space that is required to work on the tracks is based on the required space of a project, the zones of the overhead contact wire, and the safety space between the maintenance engineer and the operation according to ‘*Voorschift Veilig Werken Trein*’ (RailAlert, 2013). According to ‘*Voorschrift Veilig Werken Trein’*, a work safety zone (‘*Werkplek Beveliging Instructie’*) has to be created. All entrees of a work zone of a possession have to be closed in two separate steps. The first stage is the traffic controller who prevents that a train path cannot be set. The second stage is the workplace security guard, which provides to place a short circuit lance, so the system recognizes there is a train/work safety zone, thus a train cannot enter this zone. In Figure 14 is shown the work safety zone.

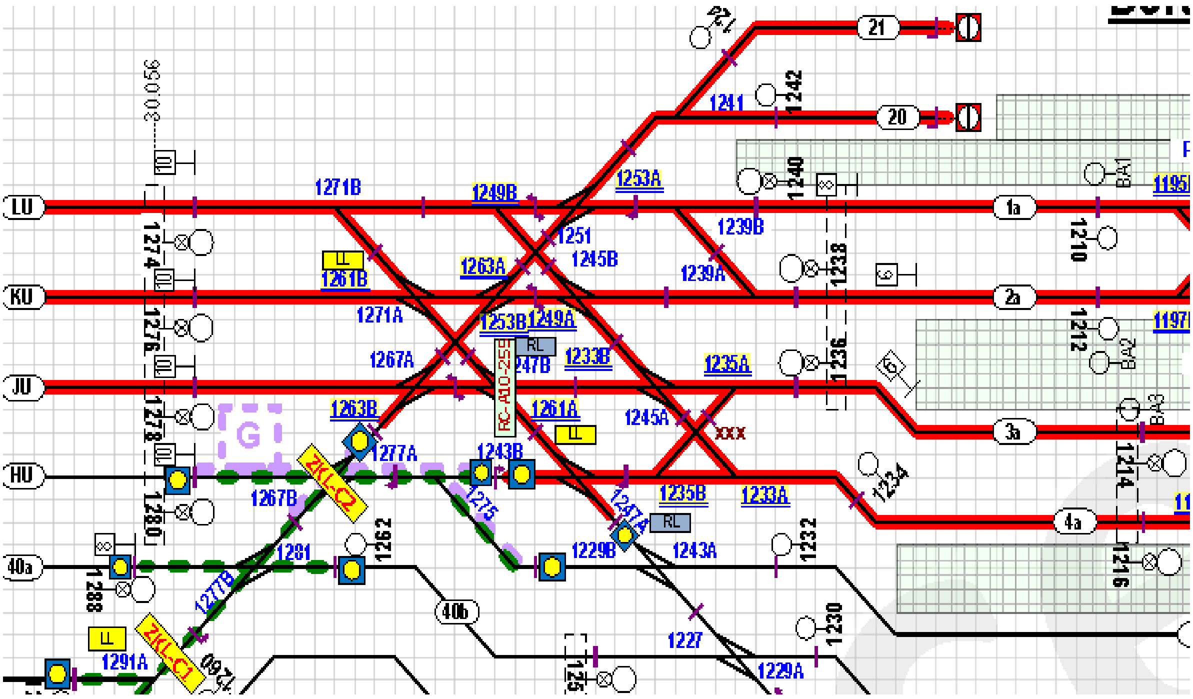


Figure 14: Work safety zone in Dordrecht. In red the possessed tracks (FOT) of work place A, in blue/yellow are the entries of the possession that have to be blocked by the traffic controller and contractor by the short circuit lance (“ZKL”). In green work place B with different characteristics, such as duration, start times, end times and planned voltage loss.

The required space to work on the tracks is depending on the type of maintenance works. Switch renewal uses one single track over several kilometres during a weekend, whereby building a bridge or renewing a level crossing uses all tracks for a small length of kilometres. The type of project dictate the width of a possession. To work on the tracks, the overhead contact wire has to be disconnected. The overhead contact wire network is divided in several groups which can be operated separately. In order to create a guaranteed safe working zone, more space is needed to be able to work on the tracks.

In order to operate trains on the tracks, the infrastructure is needed. When a possession is planned during the day on the open track, the possession immediately affects the operation. Dutch railway undertakings prefer once a major possession then more possession with less disruption. For example: they prefer that one weekend no trains are operated between Amsterdam Centraal - Utrecht Centraal and Schiphol - Utrecht Centraal instead of 4 weekends where only half of the trains can be operated. However, sometimes a small possession is required for a project and is planned on a platform that is required to return a rush-hour train that is not operated during a weekend. Then there is capacity for work on these tracks without disruption for passengers and freight.

In conclusion, the possessions are planned on totally blocked corridor parts to consider all constraints of the corridor book. When the possession is coupled to a project, the spare capacity to operate trains are known.

3.3.3 Area of a possession: Length of a corridor part

The length of a possession is based on the bustitution of a possessed corridor part in combination with the number of required possessions and the diverting routes of freight trains and passenger trains. Freight trains and long-distance passengers are diverted when a possession is planned. Local passengers are transported by buses. Passengers can be diverted from transfer node to transfer node. Between these nodes, buses are required to transport passengers. Freight trains can be diverted from railway yard to railway yard, because in some cases the locomotive has to be turned around. Some railway yards are not designed for locomotives turning around, then the diverting route is significantly different from passenger diverting routes.

The bustitution of train services are depending on various aspects, so the route for buses has to be accessible and available to bustitute a train service. Further the space near a station for the operation of bus services is sufficient to buffer busses and to communicate the destinations of the busses. Several reasons reduce the available space near train stations. A high frequent bus service towards some stations cannot be easily operated, because there is no space to facilitate these buses or their accessibility route is not sufficiently accessible. Factors are the underlying road network, heights of viaducts or small streets and bends. The combination of possession to possessed corridor parts will be illustrated with the case Corridor part Amsterdam Centraal-Utrecht Centraal.

3.3.3.1 *Network*

As already said, the disruption of a possession for passengers and freight has to be minimized. To reduce disruptions, possessions can be combined. This will be illustrated in an example for the corridor part Amsterdam Centraal – Utrecht Centraal. The network is shown in Figure 15 and the operation is shown in Figure 16.

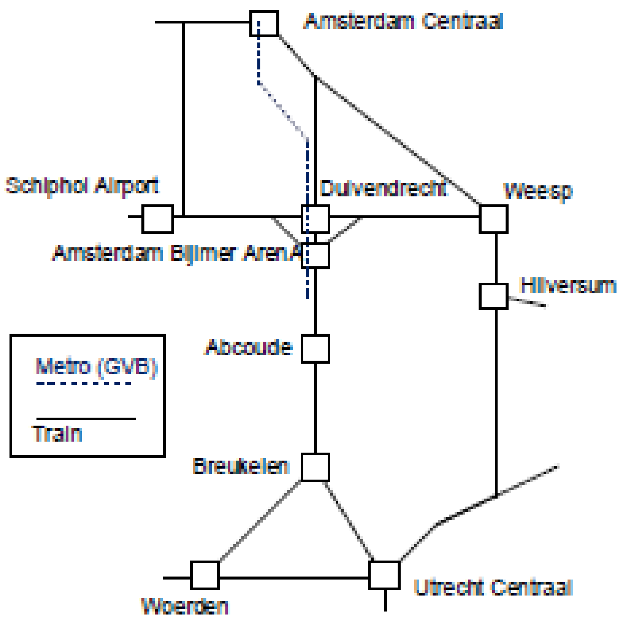


Figure 15: Railway network between Amsterdam and Utrecht

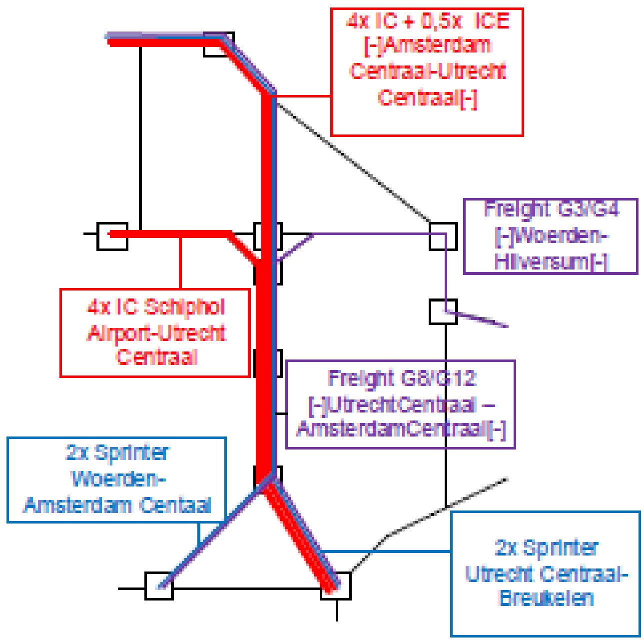


Figure 16 Regular operation between Amsterdam / Schiphol-Utrecht per hour during a weekend without possessions.

3.3.3.2 *Combination possessions: Part Breukelen-Abcoude*

A possession is planned on track section Abcoude – Breukelen and affects the operation of Intercities, freight trains and Sprinters on this track section. Figure 17 shows the adapted train operation:

- Intercities Amsterdam Centraal -Utrecht Centraal and Schiphol Airport -Utrecht Centraal are diverted via Hilversum (frequency: 2 times per hour each).
- Between Breukelen - Utrecht Centraal, Breukelen - Woerden, Abcoude - Amsterdam Centraal only Sprinters are in operation. The GVB metro network of Amsterdam is used to transport train passengers between train stations Amsterdam Holendrecht and Amsterdam Centraal.
- Freight trains are diverted:
  - Corridors G3 (Kijfhoek - Oldenzaal Grens), G4 (Maasvlakte - Onnen) and G13 (Roosendaal Grens – Oldenzaal Grens) are diverted via Lage Zwaluwe-Breda-Tilburg- ’s Hertogenbosch-Nijmegen-Arnhem-Deventer(-Zwolle)
  - Corridors G8 (Beverwijk Hoogovens Centraal - Eijsden Grens) and G12 (Amsterdam Westhavens / Beverwijk Hoogovens Centraal - Zevenaar Grens) are diverted via Utrecht Centraal – Hilversum – Weesp – Amsterdam Centraal.

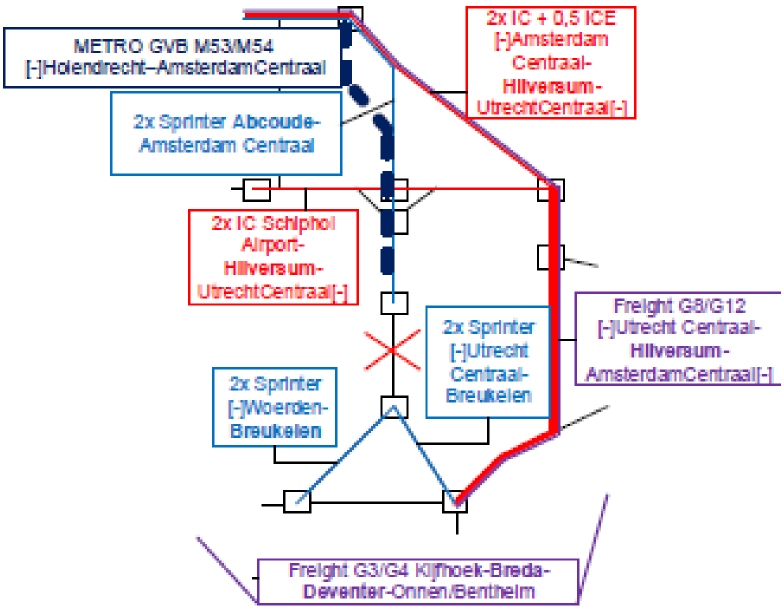


Figure 17: Adapted operation, when a possession is planned on Amsterdam Centraal-Utrecht Centraal between Abcoude-Breukelen. Frequencies are per hour.

3.3.3.3 Combination possessions: Part Amsterdam Centraal-Abcoude

When in another weekend a possession is planned between Amsterdam Centraal- Abcoude, Figure 18 shows the adapted operation:

- Intercities Amsterdam Centraal – Utrecht Centraal and Schiphol Airport. – Utrecht C. are diverted via Utrecht Centraal – Hilversum – Weesp - Amsterdam Centraal and Utrecht Centraal – Hilversum – Weesp - Schiphol Airport.
- Sprinters are in operation between Utrecht Centraal - Abcoude and Abcoude - Woerden.
- Freight trains are diverted:
  - Corridor G8 (Beverwijk Hoogovens Centraal - Eijsden Gr) and G12 (Beverwijk Hoogovens Centraal / Amsterdam Westhaven - Zevenaar Gr) are diverted via Amsterdam Centraal – Weesp – Hilversum - Utrecht Centraal.
  - Corridor G3 (Kijfhoek - Oldenzaal Gr), G4 (Maasvlakte - Onnen), and G13 (Roosendaal - Oldenzaal Gr) are diverted via (Lage Zwaluwe -) Breda – Tilburg - 's Hertogenbosch – Nijmegen – Arnhem – Zutphen – Deventer (- Zwolle).

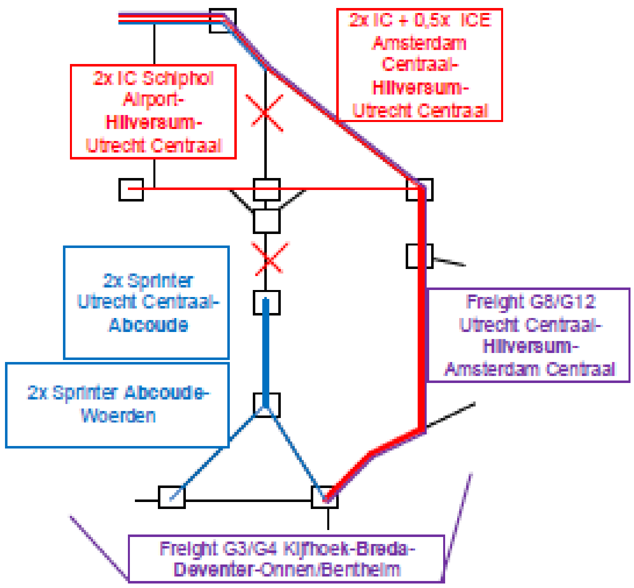


Figure 18: Adapted operation, when a possession is planned on Amsterdam Centraal-Utrecht Centraal between Abcoude and Amsterdam Centraal. Frequencies are per hour.

3.3.3.4 Combination: Amsterdam-Utrecht

For both possessions, the diverting routes are equal. The effects of this possession are large:

- Possession on diverting routes can not be planned in the weekend of possession Amsterdam Centraal-Utrecht Centraal. Diverting routes are:
  - Passengers: Utrecht Centraal – Hilversum – Weesp – Amsterdam Centraal / Schiphol Airport)
  - Freight trains: Kijfhoek - Lage Zwaluwe – Breda – Tilburg - ’s Hertogenbosch – Nijmegen – Arnhem – Zutphen – Deventer – Zwolle.
- Possessions on the passenger corridors cannot be planned in the weekend of possession Amsterdam Centraal-Utrecht Centraal:
  - Alkmaar-Uitgeest-Zaandam-Amsterdam Centraal.
  - Utrecht Centraal-Ede Wageningen-Arnhem-Nijmegen
  - Utrecht Centraal-’s Hertogenbosch-Eindhoven
- Possessions on corridor parts that connects the nodes Amsterdam Centraal and Utrecht Centraal:
  - Amsterdam Centraal-Weesp, Amsterdam Centraal-Zaandam, Amsterdam Centraal-Haarlem, Amsterdam Centraal-Schiphol
  - Utrecht Centraal-Amersfoort, Utrecht Centraal-Woerden, Utrecht Centraal-‘sHertogenbosch, Utrecht Centraal-Ede Wageningen.

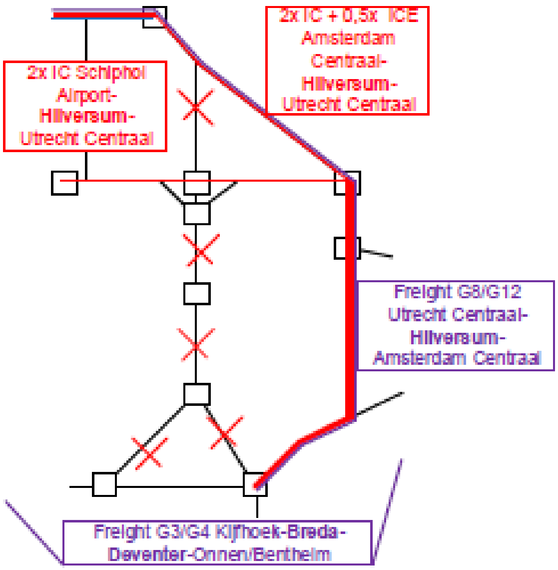


Figure 19: Adapted operation, when a possession is planned on Amsterdam C-Utrecht C. Frequencies are trains per hour.

A combination of a possession Amsterdam Centraal-Abcoude and a possession Abcoude-Breukelen results in, and is shown in Figure 19.

- Disruption for intercity-passengers decrease from 2 separate weekends to 1 weekend.
- Additional possibilities to plan a possession on the corridor parts for which the combination with a possession Amsterdam Centraal-Utrecht Centraal is not allowed. The number of extra possessions is depending on the combinations between corridor parts on the diverting routes (e.g. Utrecht Centraal - Woerden + Arnhem Centraal - Nijmegen in the same weekend is allowed, but Utrecht Centraal - ‘s Hertogenbosch + Tilburg - Breda is not)
- Disruption for local passengers can be increase, only when the passengers are travelled along both combined possession. The disruption is that passengers are transported by buses for longer distance. Bustitution will not immediately result in longer travel time, because buses are more flexible to plan continuous connections. The relative lower travel speed of buses to trains compensate changing trains halfway.

3.3.3.5 Remarks

The number of planned projects on the railway network is very large: On average four projects are clustered into one possessed corridor part. As a result, the choice has to be made, whether the projects are combined or not. When not, an additional possession have to be planned. The case of Amsterdam Centraal - Utrecht Centraal illustrates the minimization of disruption for passengers to combine possessions into a large possessed corridor part. As basis, the whole corridor part is possessed. When no projects can be combined in the possessed corridor part, and the result is that trains can be operated on a small part of the possessed corridor part (for example: Between Breukelen and Utrecht), the time slots will give back to the operation instead of maintenance.

3.3.4 Possessions on network nodes of corridor parts

From the corridor part-point of view of possessions problems can arise when activities are planned on the network node of a corridor part. However, a part of the node is not required for the operation. Parts of nodes can belong to corridor parts, so that part of the node should be possessed. These activities piggyback on the disruption of the corridor part. This part describes how these corridor parts are related on the railway network, In fact, the possessions in this research are planned with a level of detail on corridor parts.

Two situations can be arise:When the network nodes are transfer nodes, al tracks of the nodes can be allocated to corridor aprts. When corridorparts have confluence areas the part between network node and transfer node can not be possessed once according to the constraints of the corridor book. The allocation of track sections on transfer nodes to corridor parts are descrbibed in 3.3.4.1 and 3.3.4.2.

3.3.4.1 Network nodes that are transfer nodes

As already said in section 1.4 and section 3.3.3 two problems can arise. The starting point is that the possession on a transfer node can be combined with a successive corridor part. This is shown in an example of possessions on transfer node Hilversum. The concerned corridor parts are Hilversum - Weesp, Hilversum - Amersfoort or Hilversum – Utrecht, see Figure 20. For example: two platform tracks and their leading tracks and switches can be possessed while there is a possession on corridor part Hilversum-Amersfoort.

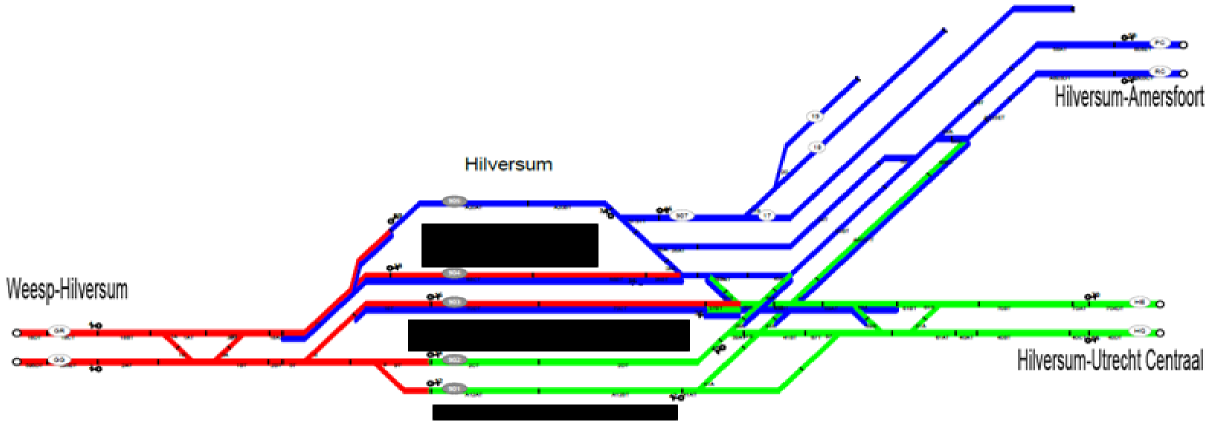


Figure 20: Parts of transfer node Hilversum that are combined with a corridor part Hilversum-Weesp (red), Hilversum-Amersfoort (blue) or Hilversum-Utrecht C(green).

In some cases, the network node cannot be allocated to a corridor part. This can be the case, when the (platform) tracks are used by more than one corridor part. To work on this (platform) track, both corridor parts have to be possessed and have to be negotiated with the concerned partners.

3.3.4.2 Confluence Areas of corridor parts.

More attention is on possessions of nodes that can not easy allocated to corridor parts. The level of detail is on tracks, some tracks are used by more than one corridor part: confluence areas of corridor parts. When a network node is not a transfer node, some problems arise. These types of network nodes can be recognized by the Dutch name “Aansluiting”, which means junction. These network nodes do not have platforms and cannot be used to bustitute a train. Therefore the possession for passengers is between transfer nodes. The possession of the corridor part is in that case smaller than the corridor part actually is. Problems arise when the often small railway sections between a node of a corridor part and the network node have to be maintained. This will be illustrated in the example of the network Apeldoorn-Deventer-Zutphen, as shown in Figure 22.

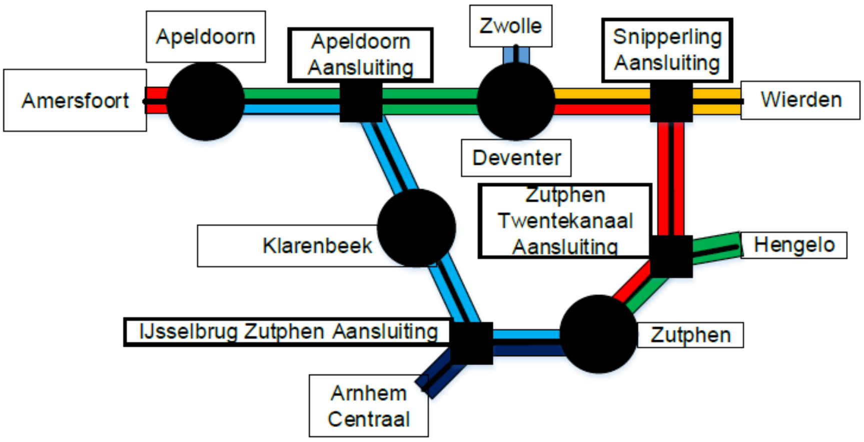


Figure 21: Track layout Apeldoorn-Deventer-Zutphen

The corridor parts in Figure 21 are Amersfoort-Apeldoorn, Apeldoorn-Deventer, Apeldoorn-Zutphen, Zutphen-Arnhem, Zutphen-Deventer, Deventer-Zwolle and Deventer-Wierden. Transfer node Apeldoorn is connected by 3 corridor parts: Apeldoorn-Amersfoort, Apeldoorn-Deventer and Apeldoorn - Zutphen. The time table point, where Apeldoorn-Deventer and Apeldoorn - Zutphen split, is called 'Apeldoorn Aansluiting'. When Apeldoorn-Apeldoorn Aansluiting have to be possessed, both corridor parts Apeldoorn-Zutphen and Apeldoorn-Deventer have to be possessed.

The same problems arises near Snipperling Aansluiting (Deventer-Zutphen and Deventer-Wierden) and between Zutphen and IJsselbrug Zutphen Aansluiting (Zutphen-Apeldoorn and Zutphen-Arnhem). Single track possessions on these parts of the network are possible, so the operation on the other corridor part can be held. A double track possession yields a special possession has to be planned that have to be agreed on with the railway undertakings. The same method to allocate track sections of nodes to the corridor parts is used as stations in section 3.3.4.1. For the case Apeldoorn, the result is shown in Figure 22

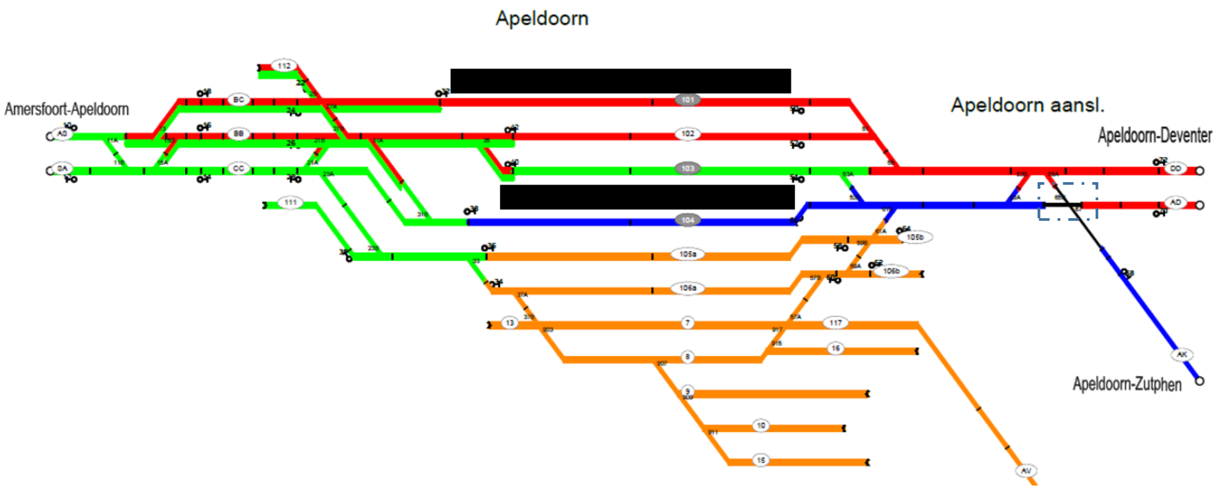


Figure 22: Allocation of tracks to corridor part Apeldoorn-Amersfoort (Green), Apeldoorn-Deventer(Red) and Apeldoorn-Zutphen(Blue). Railway yard of Apeldoorn(yellow) can be possessed without a combination with corridor parts.

Between Apeldoorn and Apeldoorn Aansluiting only single track possessions can be planned meeting the constraints of the corridor book. However, the switch that gives acces to Apeldoorn-Zutphen (indicated with a black dot line in Figure 22) cannot be possessed in combination with a corridor part. The tracks between transfer nodes and network nodes that are not transfer nodes have to be allocated in combination with a successive corridor part.

For all track sections that are shown in Appendix C/10.1.3: If all tracks have to be possessed in the possession, then it is a special possession. If that is not the case and the tracks can be allocated to a corridor part, then the track sections are shown in Table 40. Track sections that always are special possessions, are shown in Table 41.

3.4 Constraints

The constraints have a historical basis. Dutch Railways (NSR) experienced that too many possessions are planned without a main thread in 2007. The goal of the constraints is to restrict the travel nuisance for passengers. For NSR, it is acceptable that passengers on a corridor have an additional travel time of 30 minutes and maximum once per month on a corridor part. When diverting passengers is not a possibility, the travellers are transported by buses. The operational restrictions for transporting passengers by buses dictate the length of the corridor parts. To replace one single carriage of a train, two buses are needed and in combination with the high frequencies of trains in The Netherlands, many buses are required. Not all train stations are accessible by large touring cars because there are restrictions by vehicles, viaducts, small streets and decreased capacity on bus stations (Ohlen, 2016). Concluding from section 3.3.3, the size of a possession is based on parts of the network, so called ‘corridor parts’. These agreed corridor parts are the largest part of the network that can be possessed, considering the possibility to transport passengers by busses.

The conflict matrices that are given in this section, only indicates the concerned corridor parts. When the combination of two possessions cannot be planned at the same time, there is a conflict if the possessions are planned. Then the value of the corresponding cell is 1. Otherwise, when the corridor book allows two possessions on the same corridor to be planned, the value of the cell is 0. The actual size of the conflict matrices ‘corridor’, ‘diverting route’, ‘specific transfer nodes’ and ‘crossing borders’ are 85 x 85. However, due to the large size, these matrices are not readable on A4-format. To make them readable, the rows and columns that have conflicts with another corridor part are given. If a row or column is not included in the shown tables, then all values in the concerned column or row are 0.

3.4.1 Corridor

The constraint of the corridor book is:

> *A possession cannot be planned if another corridor part of the corridor is already possessed.*

This constraint prevents the situation that travellers, which follows the corridor as main route, has to be transported twice per bus. The constraint only considers passenger corridors. Figure 23 shows the extra travel time of 2*30 minutes extra travel time when possessions are planned on corridor parts Groningen-Meppel and Zwolle-Amersfoort. Because passengers between Groningen-Amersfoort are confronted with 60 minutes extra travel time, this combination of possessions is unlikely. These corridor parts are part of corridor R1A: Groningen-Rotterdam Centraal.

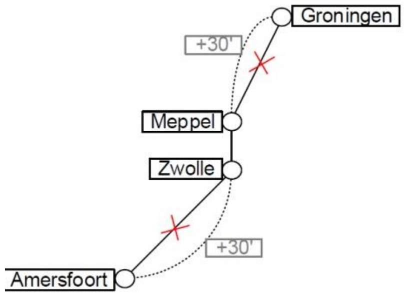


Figure 23: Extra travel time when both corridor parts can be possessed in the same weekend

From the logistical point of view of a possession, a possession is planned based on corridor parts, which are depending on the corridors of the network. International trains, national trains and freight trains follow a specific route, which are agreed on in the corridor book. The agreed corridors are not coincidentally in line with the main passenger routes. This section indicates the passenger corridors and freight corridors. The corridors are shown in appendices A, B and C. In Appendix E the frequencies per corridor part are shown. The size of these corridor parts are based on the logistical constraints of bustitution, and the number of required possessions on the corridor. For corridor R1, the corridor is highlighted on the railway infrastructure map and the conflict matrix is shown.

Corridor R1 consists of:

- R1A Groningen/Leeuwarden – Meppel – Zwolle – Amersfoort – Utrecht – Woerden – Gouda - Rotterdam Centraal
- R1B Groningen/Leeuwarden – Meppel – Zwolle – Lelystad - Almere Centrum – Weesp – Schiphol Airport– Leiden Centraal – Den Haag Centraal.

Figure 24 shows corridor R1A and R1B. Table 1 shows the conflict matrix of corridor R1A and R1B.

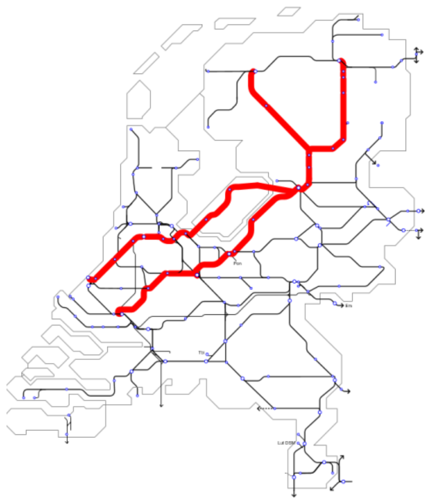


Figure 24: Corridor 1

Table 1: Conflict matrix of corridor R1A and R1B

Corridor 1 Corridorpart[Abbreviation] → Corridor part ↓	Lw-Mp	Gn-Mp	Zl-Mp	Zl-Amf	Amf-Ut	Ut-Wd	Wd-Gd	Gd-Rtd	Lls-Zl	Alm-Lls	Alm-Wp	Shl-Wp	Ledn-Shl	Gvc-Ledn
Leeuwarden-Meppel	0	1	1	1	1	0	0	0	1	1	1	0	0	0
Groningen-Meppel	1	0	1	1	1	0	0	0	1	1	1	0	0	0
Zwolle-Meppel	1	1	0	1	1	0	0	0	1	1	1	0	0	0
Amersfoort-Zwolle	1	1	1	0	1	1	1	1	0	0	0	0	0	0
Amersfoort-Utrecht C	1	1	1	1	0	1	1	1	0	0	0	0	0	0
Utrecht C-Woerden	0	0	0	1	1	0	1	1	0	0	0	0	0	0
Gouda-Woerden	0	0	0	1	1	1	0	1	0	0	0	0	0	0
Gouda-Rotterdam C	0	0	0	1	1	1	1	0	0	0	0	0	0	0
Lelystad-Zwolle	1	1	1	0	0	0	0	0	0	1	1	1	1	0
Almere C-Lelystad	1	1	1	0	0	0	0	0	1	0	1	1	1	0
Almere C-Weesp	1	1	1	0	0	0	0	0	1	1	0	1	1	0
Schiphol Aiport-Weesp	0	0	0	0	0	0	0	0	1	1	1	0	1	1
Leiden C-Schiphol A	0	0	0	0	0	0	0	0	1	1	1	1	0	1
Den Haag C-Leiden C	0	0	0	0	0	0	0	0	0	0	0	1	1	0

Figure 25 and Figure 26 show the other corridors and the corridor parts, which are:

- R2A: Den Haag Centraal – Gouda – Woerden - Utrecht Centraal – Amersfoort – Apeldoorn – Deventer – Wierden – Enschede
- R2B: Schiphol A. – Weesp – Hilversum – Amersfoort – Deventer – Wierden – Enschede
- R2C/INT-3: Amsterdam Centraal – Weesp – Hilversum – Amersfoort – Deventer – Wierden – Enschede

- R3: Utrecht Centraal - ‘s Hertogenbosch – Boxtel – Eindhoven - Venlo, Eindhoven-Weert-Roermond – Sittard - Maastricht, Sittard - Heerlen.

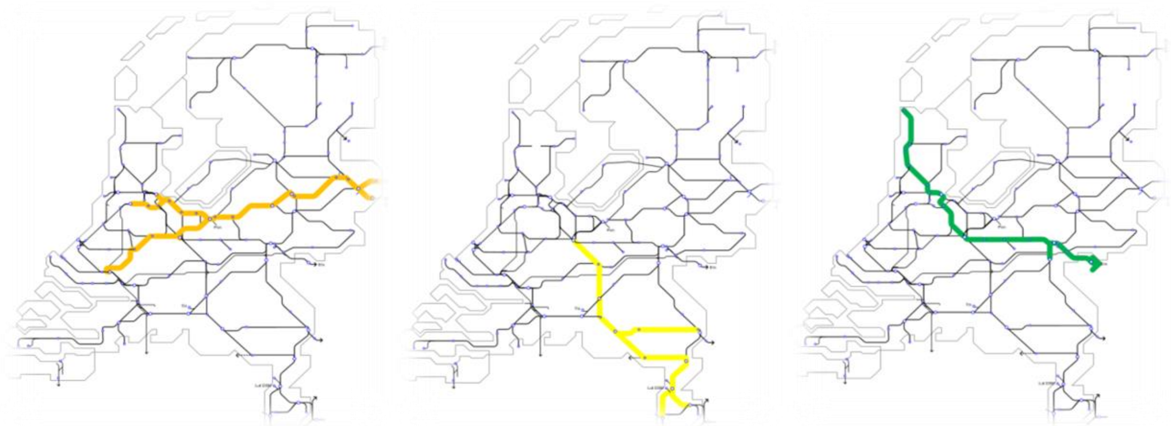


Figure 25: Left: Corridors R2A,R2B,R2C and INT-3. Middle: Corridor R3. Right: Corridors R4A,R4B and INT-2.

- R4A/INT-2: Den Helder – Heerhugowaard – Alkmaar – Uitgeest – Zaandam - Amsterdam Centraal – Utrecht Centraal – Ede=Wageningen – Arnhem Centraal – Zevenaar Gr.
- R4B: Schiphol Airport – Weesp, Amsterdam Centraal – Utrecht Centraal – Ede=Wageningen – Arnhem Centraal – Nijmegen

- R5/INT-4: Amsterdam Centraal – Haarlem – Leiden Centraal – Den Haag Centraal – Rotterdam Centraal – Dordrecht – Roosendaal – Vlissingen/Roosendaal Grens.
- R6: Amsterdam Centraal – Schiphol Airport – Rotterdam Centraal via HSL – Breda Gr/Breda via HSL – Breda – Tilburg – Boxtel – Eindhoven
- R7: Roosendaal – Breda – Tilburg – ’s Hertogenbosch – Nijmegen – Arnhem – Zutphen – Deventer – Zwolle

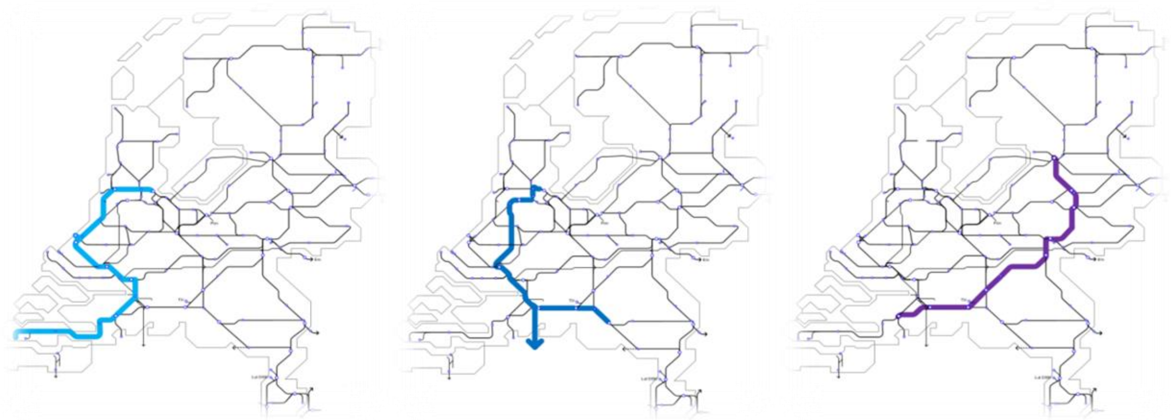


Figure 26; Left: Corridors R5/INT-4. Middle: Corridor R6. Right: Corridors R7.

The conflict matrices of other corridors are shown in Appendix G.

3.4.2 Diverting route

The constraint of the corridor book is:

> *A possession cannot be planned if the requested possessed corridor part is part of a diverting route of another possessed corridor part.*

Diverting routes for every possessed corridor part are described in Appendix B of the corridor book. This constraint prevent the situation that passenger have to transported by busses, because the diverting routes by trains are not possible. This constraint also prevent the situation that freight trains cannot be operated. In this chapter the diverting routes for freight are shown.

There is a difference between the diverting routes for freight and diverting routes for passengers. Passengers are able to change trains. Freight is not able to change trains, thus the same wagon set is required to transport freight. Further, the regular train combination for freight trains is a locomotive and a wagon set. When the direction of the train have to be changed, the locomotive on the front part of the train has to turn around via additional railway infrastructure to the rear part of the train. Figure 27 shows how a freight train has to be turned around. Figure 28 shows how passengers are able to change trains to avoid turning a train.

When the pressure on the railway infrastructure is very high, there is no capacity to turn around a locomotive. Therefore, the diverting route is a route without turn arounds.

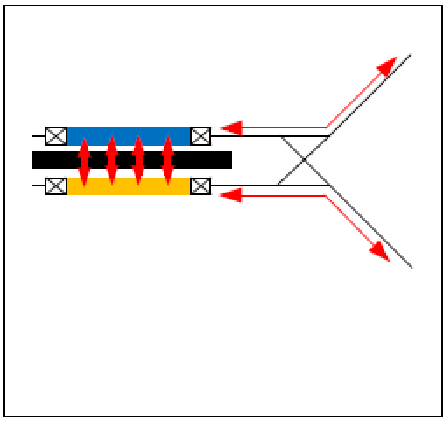


Figure 28: Diverting route for passengers: Change trains

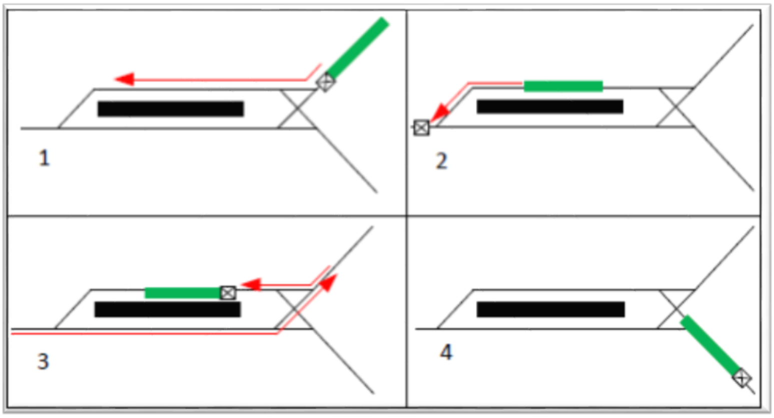


Figure 27: Diverting route for freight trains: Turn around

Case: Rotterdam – Limburg

The first route are the freight trains between the Rotterdam Port and the route via Venlo to Germany and the route from the Rotterdam Port to DSM in Geleen Lutterade DSM. The diverting routes are shown in Table 2 and Figure 31.

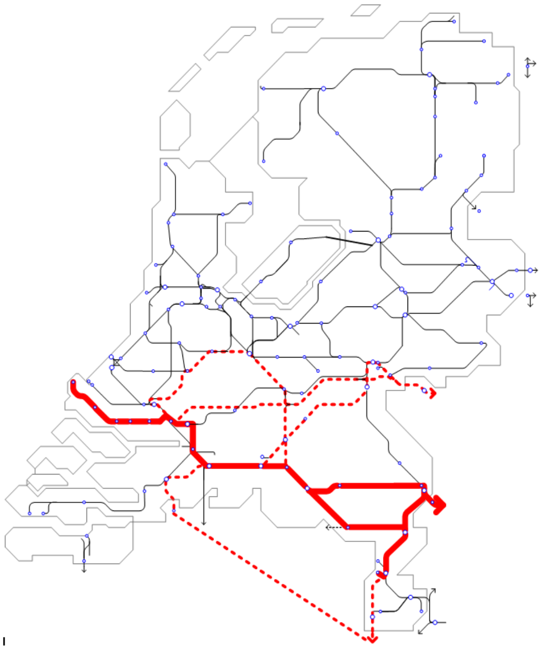


Figure 29: Diverting routes of corridors G1, G5 and G10

Freight corridors:

- **G1** Maasvlakte- Kijfhoek – Lage Zwaluwe – Breda – Tilburg – Boxtel – Eindhoven - Venlo – Venlo Grens.
- **G5** Kijfhoek – Lage Zwaluwe – Breda – Tilburg – Boxtel – Eindhoven – Weert – Roermond – Sittard – Geleen Lutterade DSM.
- **G10:** Venlo Grens – Venlo – Roermond – Sittard – Geleen Lutterade DSM.

Table 2: Diverting routes for corridors G1, G5 and G10

Possessed corridor parts	Diverting route
Kijfhoek – Lage Zwaluwe – Breda – Tilburg – Boxtel	Kijfhoek – Rotterdam Centraal – Gouda – Woerden – Utrecht Centraal – ‘s Hertogenbosch – Boxtel
Boxtel – Eindhoven - Venlo – Venlo Grens	Tilburg – ‘s Hertogenbosch – Nijmegen – Arnhem – Zevenaar Grens
Boxtel – Eindhoven – Weert – Roermond	Tilburg - ‘s Hertogenbosch – Nijmegen - Boxmeer – Venray – Venlo – Roermond
Maasvlakte - Kijfhoek	No diverting routes possibile.
Roermond – Sittard - Geleen Lutterade DSM / Maastricht	Lage Zwaluwe-Roosendaal Grens
Venlo - Roermond	Venlo – Eindhoven – Weert – Roermond

The diverting routes can be translated into a conflict matrix, which can be seen in Table 3.

Table 3: Conflictmatrix for diverting routes of freight corridors G1, G5 and G10

Initial conflict matrix Corridor parts of the rest of the network Corridor parts Freight corridor G1, G5, G10	Boxtel-Eindhoven	Eindhoven-Blerick	Blerick-Venlo Grens	Venlo-Roermond	Eindhoven-Weert	Weert-Roermond	Rotterdam C-Gouda	Gouda-Woerden	Woerden-Utrecht C.	Utrecht C-'s Hertogenbosch	sHertogenbosch-Boxtel	Tilburg-'sHertogenbosch	sHertogenbosch-Nijmegen	Nijmegen-Arnhem	Arnhem-Zevenaar Grens	Nijmegen-Boxmeer	Boxmeer-Venlo	Lage Zwaluwe-Roosendaal	Roosendaal-R'daal Grens
Kijfhoek-L' Zwaluwe	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0
Lage Zwaluwe-Breda	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0
Breda-Tilburg	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0
Tilburg-Boxtel	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0
Boxtel-Eindhoven	0	0	0	1	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0
Eindhoven-Blerick	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0
Blerick-Venlo Grens	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0
Venlo-Roermond	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Eindhoven-Weert	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0
Weert-Roermond	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0
Roermond-Sittard	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Sittard-Maastricht	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Maastricht-Edngr.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

The diverting routes for corridors G2-4, G6-9, G11-G14 are shown in appendix H. Table 3 shows a special situation: the conflict matrix is not symmetric, see the yellow cells.

- A possession on Eindhoven-Blerick have a conflict with Venlo-Roermond.
- Otherwise, Venlo-Roermond does not have a conflict with Eindhoven-Blerick.

A small addition have to be created: A combination of possessions on Venlo-Roermond and Eindhoven-Blerick can not be planned in the national context. Because it is about combinations n the network, the conflict matrices should be symmetric. In the diverting train situation that is not always the case when a diverting route is translated into a conflict matrix. Therefore the conflictmatrix should be made symmetric.

The conflictmatrix and the transposing conflictmatrix are summed up. When the value of a cell is larger than 0, the corresponding cell of the symmetric conflictmatrix is 1. Otherwise, the value of the cell is 0.

The result is that a possession on Venlo-Roermond and Eindhoven-Blerick in the same weekend cannot be planned. Therefore the conflict matrix should be made symmetric. This can be done by transposing the conflict matrix. Then the maximum value of the initial and the transposing matrix results in al combinations of possessions.

$$Conflictmatrix_{Initial}: \quad \begin{pmatrix} 0 & 1 & 1 \\ 0 & 0 & 0 \\ 1 & 1 & 0 \end{pmatrix}$$

$$Conflictmatrix_{Initial}^{transposing}: \begin{pmatrix} 0 & 0 & 1 \\ 1 & 0 & 1 \\ 1 & 0 & 0 \end{pmatrix}$$

$$Conflictmatrix^{Sum}: \begin{pmatrix} (0+0) & (1+0) & (1+1) \\ (0+1) & (0+0) & (0+1) \\ (1+1) & (1+0) & (0+0) \end{pmatrix} = \begin{pmatrix} 0 & 1 & 2 \\ 1 & 0 & 1 \\ 2 & 1 & 0 \end{pmatrix}$$

$$Conflictmatrix_{Result}: \quad \begin{pmatrix} 0 & 1 & 1 \\ 1 & 0 & 1 \\ 1 & 1 & 0 \end{pmatrix}$$

3.4.3 Specific transfer nodes

The constraint of the corridor book is:

> *A possession cannot be planned if the requested possessed corridor part is part of a specific transfer node and another corridor part of the transfer node is already possessed.*

This constraint takes into account the capacity of the bus stations to bustitute on a large scale and the communication of bustitution for more destinations on a node. The transfer nodes that are defined as specific transfer nodes are shown in Table 5. In this table the belonging corridor parts are considered. Transfer node Leeuwarden consists of corridor parts Leeuwarden-Buitenpost and Leeuwarden-Meppel. Table 5 shows the transfer nodes and corridor parts.

For the transfer nodes Zwolle and Deventer the conflict matrix is shown in Table 4. A possession Zwolle-Deventer results in a possession on all considered corridor parts is not possible.

Table 4: Conflict matrix for nodes Zwolle and Deventer

	Zwolle-Amersfoort	Zwolle-Lelystad	Zwolle-Meppel	Zwolle-Wierden	Zwolle-Deventer	Deventer-Apeldoorn	Deventer-Zutphen	Deventer-Wierden
Zwolle-Amersfoort	0	1	1	1	1	0	0	0
Zwolle-Lelystad	1	0	1	1	1	0	0	0
Zwolle-Meppel	1	1	0	1	1	0	0	0
Zwolle-Wierden	1	1	1	0	1	0	0	0
Zwolle-Deventer	1	1	1	1	0	1	1	1
Deventer-Apeldoorn	0	0	0	0	1	0	1	1
Deventer-Zutphen	0	0	0	0	1	1	0	1
Deventer-Wierden	0	0	0	0	1	1	1	0

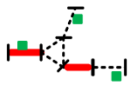
Table 5, next page: Specific transfer nodes. Transfer node Almelo consists of corridor part Almelo-Wierden & Almelo-Hengelo

Transfer node	Direction	Transfer node	Direction
Leeuwarden	-Buitenpost -Meppel	Groningen	-Buitenpost -Meppel
Almelo	-Wierden -Hengelo	Dordrecht	-Rotterdam Centraal -Lage Zwaluwe
Uitgeest	-Haarlem -Zaandam -Alkmaar	Hoorn	-Heerhugowaard -Enkhuizen -Zaandam
Meppel	-Groningen -Leeuwarden -Zwolle	Arnhem Centraal	-Ede=Wageningen -Nijmegen -Zutphen
Nijmegen	-'s Hertogenbosch -Arnhem -Boxmeer	Eindhoven	-Boxtel -Blerick/Venlo -Weert
Roermond	-Weert -Roermond -Sittard	Den Haag Centraal	-Leiden Centraal -Rotterdam Centraal -Gouda
Heerhugowaard	-Alkmaar -Hoorn -Den Helder	Heerlen	-Valkenburg -Sittard -Kerkrade Centrum
Amersfoort	-Zwolle -Deventer -Hilversum -Utrecht Centraal	's Hertogenbosch	-Tilburg -Boxtel -Nijmegen -Utrecht Centraal
Gouda	-Woerden -Alphen a/d Rijn -Den Haag Centraal -Rotterdam Centraal	Rotterdam Centraal	-Dordrecht -Den Haag Centraal -Gouda -Schiphol Airport
Weesp	-Hilversum -Almere Oostvaarders -Amsterdam Centraal -Schiphol Airport	Leiden Centraal	-Schiphol Airport -Haarlem -Den Haag Centraal/HS -Woerden
Deventer	-Zwolle -Amersfoort -Zutphen -Wierden	Venlo	-Blerick/Eindhoven -Blerick/Boxmeer -Roermond -Venlo grens
Breda	-Roosendaal -Rotterdam Centraal -Lage Zwaluwe -Breda	Roosendaal	-Breda -Vlissingen -Roosendaal Grens -Lage Zwaluwe
Zwolle	-Meppel -Amersfoort -Lelystad -Deventer -Wierden	Amsterdam Centraal	-Haarlem -Zaandam -Haarlem -Weesp -Utrecht Centraal

3.4.4 Maintenance facilities

The constraint of the corridor book is:

A possession cannot be planned if the requested possessed corridor part is part of an accessibility route to a train maintenance facility. Two out of three (Onnen, Leidschendam and Maastricht) need to be accessible.



The amount of maintained trains for the period after the possession to operate the regular time table is sufficient enough. The possessions that are planned are scheduled in the weekends. On Monday morning starts the operation of the week and all trains are required to transport the passengers during the rush hours. Trains itself that require maintenance, are planned in the weekends. Therefore two out of the three large maintenance facilities, which are located in Onnen (Province of Groningen), Leidschendam (Province of Zuid Holland) and Maastricht (Province of Limburg), have to be accessible by the rest of the network. Accessibility of a maintenance facility consists of the accessibility route. A possession on these routes results in the maintenance facility is not accessible.

These routes are:

- Onnen: Zwolle-Meppel-Groningen.
- Maastricht: Boxtel-Eindhoven-Weert-Roermond-Sittard
- Leidschendam: Gouda-Den Haag Centraal.

The conflict matrix that can be defined is shown in Table 6.

Table 6: Conflict matrix for maintenance facilities Onnen, Maastricht and Leidschendam

	Zwolle-Meppel	Meppel-Groningen	Boxtel-Eindhoven	Eindhoven-Weert	Weert-Roermond	Roermond-Sittard	Gouda-Den Haag C
Zwolle-Meppel	0	0	1	1	1	1	1
Meppel-Groningen	0	0	1	1	1	1	1
Boxtel-Eindhoven	1	1	0	0	0	0	1
Eindhoven-Weert	1	1	0	0	0	0	1
Weert-Roermond	1	1	0	0	0	0	1
Roermond-Sittard	1	1	0	0	0	0	1
Gouda-Den Haag C.	1	1	1	1	1	1	0

The accessibility of Maastricht is depening on the route. Because Maastricht is accessible via Heerlen (Sittard-Heerlen-Maastricht), is Sittard-Maastricht not included.

3.4.5 Events

The constraint of the corridor book is:

> *A possession cannot be planned if an event in the neighbourhood of the corridor part is taken place.*

Railway undertakings are the responsible party to inform ProRail about an event. Because more passengers will be visiting the event, many extra train replacement busses are required. The constraint 'event' reduces the feasible region from the begin of the problem. Because there is an event that takes place in the neighbourhood of a corridor part, a possession cannot be planned in the specific weekend. 'Events' are characterized by a specific weekend and the supply routes: the neighbourhood. This constraint is explained in detail for corridor part Schiphol-Weesp. The same principle is applied for all corridor parts. The constraint 'Events' is specified in two parts. The first part considered the events. The second part considers the neighbourhood of the event: the supply routes of passengers that will visit the event. For corridor part Schiphol-Weesp, the following 37 events are requested:

- Bereikbaarheid Schiphol Kerstvakantie
- Amsterdam Modefabriek in RAI Amsterdam
- Jumping Amsterdam in RAI Amsterdam
- ECCO in RAI Amsterdam
- Bereikbaarheid Schiphol Voorjaarsvakantie
- Huishoud- en 9 maandenbeurs in RAI
- Hiswa in RAI Amsterdam
- Meta in RAI Amsterdam
- Reizen met Boekenweekgeschenk
- Megabase and Hardshock in Almere (Poort)
- EASL in RAI Amsterdam
- Bevrijdingsdag en dodenherdenking
- Toppers in Amsterdam ArenA
- Libelle Zomerweek in Almere
- ReMa Tech in RAI Amsterdam
- EAN congres in RAI Amsterdam
- Veteranendag Den Haag
- Bereikbaarheid Schiphol Zomervakantie 2017
- Sensation Amsterdam ArenA
- Amsterdam Kleine Modefabriek in RAI
- Gay-Pride Amsterdam
- Zand in Almere
- Mysteryland in Hoofddorp
- IBC in RAI Amsterdam
- Woonbeurs in RAI Amsterdam
- Van Dam tot Damloop 2017,
- Bereikbaarheid Schiphol Herfstvakantie 2017
- Marathon Amsterdam
- Bereikbaarheid Schiphol Meivakantie 2017
- Bedrijfsautobeurs in RAI Amsterdam
- Dance Event ID&,T in Amsterdam Arena
- Aquatech in RAI Amsterdam
- PAN Amsterdam in RAI Amsterdam
- Masters of LXRY in RAI Amsterdam
- Valhalla in RAI Amsterdam
- Disney on Ice in RAI Amsterdam
- Skills in RAI Amsterdam

The supply routes are defined by the railway undertaking. In the corridor book are specified some supply routes for frequent events. So, Schiphol-Weesp is a supply route for an event near Almere and The Hague. The length of a supply route is depending on the size of an event Events are categorized as national, interregional and regional events. The neighbourhood of event depends on the size of an event. For large events in Amsterdam RAI the neighbourhood is shown in Figure 30.

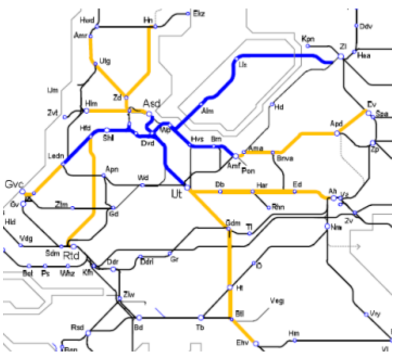


Figure 30: Neighbourhood of an event

- **National events** are yearly events or transporter promotion actions in which the capacity of the network is required to transport all passengers. The indication for a national event is more than 150,000 extra travellers per day that has to be transported. Examples are Kings day (in Dutch: “Koningsdag”) and “Boekenweekgeschenk” (which is a promotion action for travelling with books. Then a specific book is the train ticket). For these events, all corridor parts are blocked for planning a possession in the weekend of this event.
- **Interregional events** are events with a supra-regional character. Corridor parts between the first and second node has to be available for the operation. Indication is ca. 10,000 extra travellers per day [Blue and yellow]. For these events, the corridor parts belongs to the request of the railway undertaking, these corridor parts are blocked for planning a possession in the weekend of this event.
- **Regional events** are event with regional impact. Corridor parts to the first node has to be available for the operation. The indication is ca. 3000 extra travellers per day [Only blue]. For these events, the corridor parts belongs to the request of the railway undertaking, these corridor parts are blocked for planning a possession in the weekend of this event.

The neighbourhood is described above to a number of nodes. The formal capacity request from the railway undertakings of ‘events’ is a lot more, sometimes to seven nodes. The railway undertakings request more capacity than the constraint of the corridor book.

The conflict matrix for constraint ‘Event’ for corridor part Schiphol-Weesp is shown in Table 7. A blocked weekend of a corridor part is shown as value “1”. Table 7 shows only one row of the conflict matrix Event. Appendix G shows the conflict matrix for all corridor parts. From the total number of 4420 possession possibilities (85 corridor parts times 52 weekends), 1372 weekends (31.0%) is blocked for supply routes of events. In appendix D is shown the conflict matrix for the annual time table 2017.

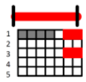
Table 7: Conflict matrix for constraint 'event' for corridor part Schiphol-Weesp. For readability reasons, the conflict matrix is shown per quarter of a year. The actual size is a 1x52 matrix for a corridor part. The total conflict matrix “event” is 85 x 52..

Weekend	1	2	3	4	5	6	7	8	9	10	11	12	13
Schiphol Airport - Weesp	1	0	1	1	0	0	1	1	1	1	0	1	1
Weekend	14	15	16	17	18	19	20	21	22	23	24	25	26
Schiphol Airport - Weesp	1	0	1	1	1	1	1	0	0	0	1	1	1
Weekend	27	28	29	30	31	32	33	34	35	36	37	38	39
Schiphol Airport - Weesp	1	1	1	1	1	1	1	1	1	0	1	0	0
Weekend	40	41	42	43	44	45	46	47	48	49	50	51	52
Schiphol Airport - Weesp	1	1	1	1	0	0	1	1	0	1	1	1	1

3.4.6 Minimal interval

The constraint of the corridor book is:

> *A possession cannot be planned if the interval between two sequential possessions on the same corridor part is less than 25 days.*



In the weekends, more excursionists are in the trains. This type of passenger are able to postpone their trip. To possess the corridor part in sequential weekends, they are not able to postpone their trip anymore. Suppose a possession is planned in weekend 5, which can also be seen in Table 8. Weekend 2, 3, 4, 6, 7 and 8 are not possibilities to plan a possession in these weekends. Then the first weekend that is an option to plan a possession can be week 1 and 9.

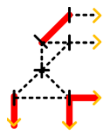
Table 8: Conflict matrix for constraint 'minimum interval' when a possession is planned in week 5.

Weekend -> Corridorpart ↓	1	2	3	4	5	6	7	8	9
Meppel-Zwolle	0	1	1	1	0	1	1	1	

3.4.7 Crossing borders

The constraint of the corridor book is:

> *A possession cannot be planned if the requested possessed corridor part is part of a crossing border route towards Belgium or Germany.*



At least one out of two crossing borders towards Belgium (Roosendaal or Maastricht) needs to be accessible, because otherwise the freight trains need to be divert via Germany. And the capacity is not sufficient to divert these trains. At least two out of three crossing borders towards Germany needs to be available, otherwise the only available crossing border stations have not sufficient capacity to divert all international freight trains. The accessibility routes for the crossing borders towards Belgium are:

- Roosendaal: Roosendaal Grens- Roosendaal
- Maastricht: Eijsden Grens - Maastricht and Sittard - Roermond.

Remarkable is the corridor parts Maastricht-Sittard is not included. The reason that this is true is that the crossing border is still accessible when freight trains are diverted via the route Sittard-Heerlen-Valkenburg-Maastricht.

The accessibility route for the crossing borders towards Germany are:

- Venlo: Venlo Grens – Blerick.
- Zevenaar: Betuweroute Valburg / Arnhem - Zevenaar grens
- Oldenzaal: Oldenzaal Grens-Wierden-Deventer

From the railway network map, there are alternative routes from Deventer to the crossing border of Oldenzaal, when corridor part Deventer-Wierden is possessed. However, these routes do not met the constraints of diverting a freight train (ProRail, 2015b). These alternative routes are:

- Zutphen-Hengelo-Oldenzaal Grens;
  - Route allows a limited number of freight trains between Zutphen – Goor - Hengelo due to the Law of Noise.
- Zwolle-Wierden-Almelo-Oldenzaal Grens;.
  - Route does not allow heavy freight train due to the steep slopes of the tunnel of Nijverdal. Further, the time table shows that there is no room for a freight train path.
- Zwolle-Marienberg-Almelo-Oldenzaal Grens
  - Route requires one turning around in Marienberg. In the new track layout of Marienberg this is not possible anymore. The train have to be operated via Hardenberg or Coevorden.

From the railway network map, there are also alternative crossing borders, which may be used to divert a freight train. These are: Breda Grens, Weert Grens, Maastricht-Lanaken Grens, Haanrade Grens, Enschede Grens, Coevorden Grens and Nieuweschans Grens.

- Breda Grens is on the high speed line, which is not available for freight trains.
- Budel Grens allows a limited number of freight trains between Weert and Budel, due to Law of Noise and Law of Fauna.
- Maastricht Grens: Lanaken is not connected to the Belgium railway network.
- Haanrade Grens: allows a limited number of freight trains, because this railway line is single track and without overhead contact wire. The capacity of this tracks will not be sufficient to divert lots of freight trains. In the next years, an update of the infrastructure is planned.
- Enschede Grens is on the corridor part Enschede-Gronau-Muenster/Dortmund. However, the track is not connected in Enschede with the Dutch railway network. Further, the axel load of a freight train is too high for the light rail track between Enschede and Gronau.
- Coevorden Grens is the crossing border with the Bentheimer Eisenbahn. This railway track is private. This crossing border connects Bad Bentheim to Coevorden. This crossing border is single track, thus capacity of this track is limited and is also not equipped with overhead contact wire.
- Nieuweschans Grens is the crossing border in the Northern part of The Netherlands. This crossing border is not available for the coming years, because the critical bridge is broken down by a collision with a boat. This crossing border is available after the bridge is renewed.

Table 9 shows the conflict matrix for constraint ‘crossing borders’.

Table 9: conflict matrix for constraint ‘crossing borders’.

	Hgl-Bh	Hgl-Aml	Aml-Wdn	Dv-Wdn	Ah-Zv-Em	Btl-Ehv	Br-Vlgr	Ehv-Wt	Wt-Rm	Rm-STd	Std-Mt	Mt-Edngr	Rsd-Rsdgr
Hengelo-Oldenzaal Grens	0	0	0	0	1	1	1	0	0	0	0	0	0
Hengelo-Almelo	0	0	0	0	1	1	1	0	0	0	0	0	0
Almelo-Wierden	0	0	0	0	1	1	1	0	0	0	0	0	0
Deventer-Wierden	0	0	0	0	1	1	1	0	0	0	0	0	0
Arnhem-Zevenaar Grens	1	1	1	1	0	1	1	0	0	0	0	0	0
Boxtel-Eindhoven	1	1	1	1	1	0	0	0	0	0	0	0	1
Blerick-Venlo Grens	1	1	1	1	1	0	0	0	0	0	0	0	0
Eindhoven-Weert	0	0	0	0	0	0	0	0	0	0	0	0	1
Weert-Roermond	0	0	0	0	0	0	0	0	0	0	0	0	1
Roermond-Sittard	0	0	0	0	0	0	0	0	0	0	0	0	1
Maastricht-Eijsden Grens	0	0	0	0	0	0	0	0	0	0	0	0	1
Roosendaal-Roosendaal Grens	0	0	0	0	0	1	0	1	1	1	1	1	0

3.5 Supply oriented planning process

Possessions on the railway network are categorized in two types. The first type are possessions for large projects. These possessions are considered in this thesis. The other type of possessions on the railway network are planned during the weekday nights: the Maintenance Roster.

The maintenance roster are weekly 4-hour possessions that are scheduled on the railway network. The Proces Contractor scheduled for one year all nights that are needed for regular maintenance of the railway network. Also trains for maintenance, griding trains and small works for large projects are scheduled in these small projects.

This process is a supply oriented planning process of possessions. Before the proces contractor can plan the usage of the possessions for regular maintenance, the functional possession draw is created. The considered tracks in the FOT are closed for regular operation. For example: when a process contractor should maintain the switches of railway yard Dordrecht, that work should be planned during the night when the safe work place can be created in the FOT of a maintenance roster. The maintenance roster can be different over the nights in possessed tracks.

The same principle will be introduced for large projects. Default possessions for a specific number during the year, on areas of the railway network that are available to plan maintenance activities that are –and will result in- the best practises to transport passengers by buses, passengers, freight and trains can be diverted.

3.6 Summary ProRail and Corridor book

ProRail is the responsible party to plan possession for maintenance on the railway network. To maintain the tracks, a possession is required to work safe. The possession consists of the concerned tracks, date and duration. Together with the railway undertakings, the planning of possession are made in the national context. The examination of the planning in national context is described in the Corridor book. The corridor book is a set of agreements with the railway undertakings, ProRail Capacity Allocation department and ProRail Asset Management department. Sub-department Staf of Infra Availabiltiy (Infrabeschikbaarheid) supports the department Possession Planning (Buitendienststellingen) with the planning of possessions.

The constraints of the corridor book differ from character. The corridor book starts from constraints of possessions on corridor parts. A possession on a corridor part results in combinations to possessions on other corridor parts are not allowed. The result is that the main routes are available to operate trains. The constraints that prevent combinations of possessions on the railway network are ‘Corridor’, ‘Diverting routes’, ‘Specific transfer nodes’, ‘Maintenance Facilities’ and ‘Crossing borders’. The other category are the constraints that prevent possessions is specific weekends, because the interval is too short or events are planned.

In the possession planning of annual time tables 2017 and 2018, the possession planning are designed contrary the constraints of the corridor book with agreement of the railway undertakings. In appendix E is described which adapted changes and how they are implemented in the constraints.

4 Model

The possession planning of annual time table 2017 are constructed by hand. Because the constraints of the corridor book are sharpened every year to prevent unlikely combinations of possessions for the railway undertakings. The constraints are very difficult taking into account the very large number of planned possessions for the whole railway network. Unlikely combinations are the result.

A mathematical model, that can prevent unlikely situations, can understand the constraints of the corridor book and handle with the large number of possessions on the railway network. From chapter 2 and 3, the conflict matices for the model are constructed, the number of required possessions in the annual time table 2017 are derived from the database and some additions on the corridor book are taking into account.

In chapter 3 the reasons are explained, when combinations are not allowed or unlikely. In this chapter is explained how these combinations are implemented in the possession planning model.First, I give a small recall of the type of constraints

4.1 Model description

This section describes the requirements of the model, so that the mathematical formulation is easier to understand. First, the problem is described and an example is shown. Then in 4.2 the mathematical formulation is described and defined. Subsequently, in 4.3 the problem is formulated. Finally, in 4.4 the MATLAB software package is explained and how the model is implemented.

4.1.1 Problem description

The objective is to plan possessions of the set of required possessions under the constraints of the corridor book. First, it is not allowed to plan possessions on the railway network when there is a conflict with the constraints, then the constraints will be adapted to see what the impact is of the constraints in terms of planned possessions. Then, the events will be weighted, to see how all required possessions can be planned.

The number of possessions that are planned are based on the requested and required number of possessions. The demand for possession is the number of required possessions.

The planning of possessions have to satisfy the following constraint, which are further explained in chapter 3:

- Number of planned possessions cannot exceed demand for possessions
- Combinations of possessions in one specific weekend have to be allowed.
  - Diverting route
  - Corridor
  - Specific transfer nodes
  - Maintenance facility
  - Crossing borders
- The weekend of the planned possession have to be allowed.
  - Event
  - Minimum interval

From the research questions the objective functions and constraints are used. The used software is MATLAB which has been used to solve similar planning problems (Jenema, 2011; Visser, 2008). The constraints of the corridor book are shown in Table 10.

To illustrate the method to solve the possession planning problem, I show the method on a very small simple network fragment and combinations that are not allowed for one constraint per type. The case can also easily solved by hand and eye. This small network example will only use for illustration of the method and testing the algoritm. For answering the research questions, I will use the national railway network infrastructure and national conflict matrices that are construct in chapter 3. First the example is explained and solved by hand, then the mathematical formulation is designed for the national railway network

4.1.2 Example possession planning problem

To illustrate the method, I will use a small network fragment of the national railway infrastructure network. The used network example is shown in Figure 31. Continuous connections are from nodes 1 to 3, from nodes 1 to 4 and from nodes 3 to 4. Corridor parts A is between nodes 1 and 2, Corridor part B is between nodes 2 and 3, corridor part C is between nodes 1 and 4 and corridor part D is between nodes 3 and 4.

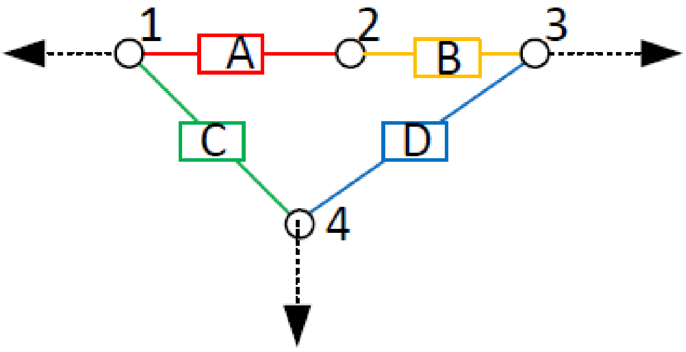


Figure 31: Example network

Diverting routes of possessions on A, B, C and D are shown in Figure 32.

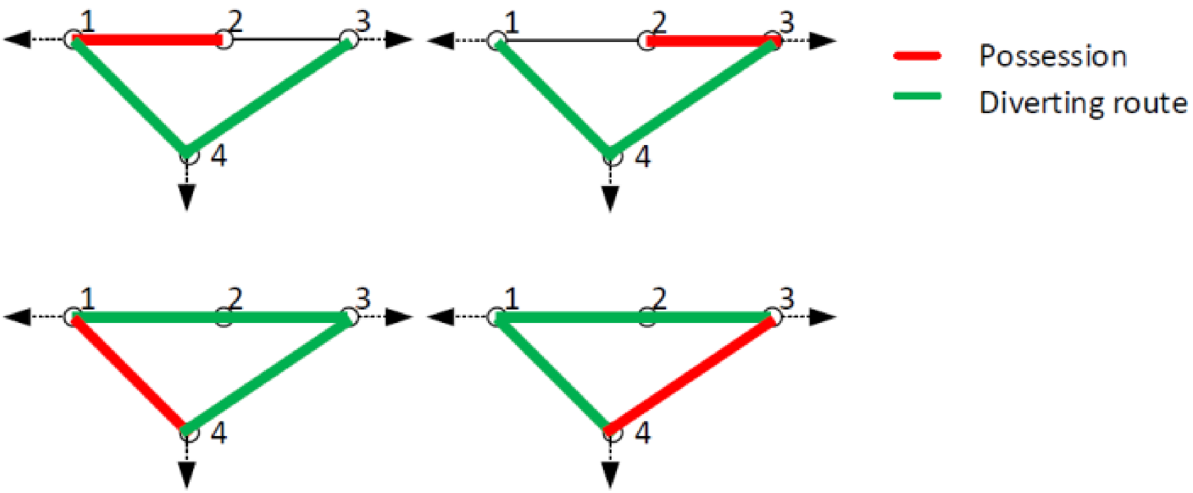


Figure 32: Diverting routes for possesison on corridor parts A-D.

When possessions are planned on corridor parts A, B, C or D, some combinations of possessions cannot be planned in the same weekend for a specific constraint of the corridor book. The combinations that are not allowed when a possession is planned is graphical shown in Figure 33, Figure 34 and summarized in Table 10. Combinations that are not allowed are red-marked and valued 1. Combinations that are allowed are valued 0. Possession combination A-C and A-D is not allowed, to prevent large disruption for passengers and bustitution of continuous connections.

Table 10: Input 'conflict matrix combinations', input 'Demand' and input 'conflict matrix Event'

Combinations	A	B	C	D
A	0	0	1	1
B	0	0	1	1
C	1	1	0	1
D	1	1	1	0

Demand	
A	1
B	1
C	1
D	2

Part\Weekend:	1	2	3	4	5
A	0	1	0	1	1
B	1	1	0	1	1
C	0	0	1	1	1
D	0	1	0	0	0

This small network problem can easily solved by hand and eye via trial and error. The required possession on part B can only planned in weekend 3, thus table 11 can be created. A possession in weekend 3 on D is not allowed, because the combination B-D is not allowed.

Table 11: Planned possession on B in week 3

Weekend: Part:	1	2	3	4	5
A	0	0	0	0	0
B	0	0	1	0	0
C	0	0	0	0	0
D	0	0	0	0	0

The two required possession on part D can only planned in weekend 1 and 4 and 5. A combination of weekends 1 and 4 is not possible, because that do not meet the constraints of three weekends between possessions. Even the combination of 4 and 5 is not possible. Only weekend 1 and 5 are allowed. Then, the possession on D in weekend 4 is not allowed and the combination of possessions A-D and B-D is not allowed, thus these possibilities in weekend 1 are blocked. Then Table 12 can be created.

Table 12: Planned possession on D week 1 and 5.

Weekend: Part:	1	2	3	4	5
A	0	0	0	0	0
B	0	0	1	0	0
C	0	0	0	0	0
D	1	0	0	0	1

The required possession on part C can only planned in weekend 2. The required possession on part A can only planned in weekend 3, thus table 13 can be created. Then, in weekend 3 a combination of possessions on A and B should be allowed. (Check in Table 10: This combination is allowed.)

Table 13: Possession planned on A in week 3, on C in week 2.

Weekend: Part:	1	2	3	4	5
A	0	0	1	0	0
B	0	0	1	0	0
C	0	1	0	0	0
D	1	0	0	0	1

4.2 Mathematical formulation

As already said, the example network can be solved easily by hand and eye. However, when the size large and the unavailable weekends is large and many constraints have to be taking into account, a solution is difficult to construct by hand and by eye. Therefore the software package MATLAB is used.

4.2.1 Mathematical models

The possession planning problem can be solved by mathematical models. These models represent the practice in terms of mathematical symbols and expressions. Decision variable $x_{i,w}$ represent then a possession is planned or not on part i in weekend w. This means that the number of planned possessions is expressed as $f(x) = \sum_i \sum_w x_{i,w}$. Decision variable $x_{i,w}$ corresponds to the possession matrix, see section 4.4.4.1. The objective of the first part of the research is to maximize the number of possessions under the constraints of the corridor book, so that $f(x)$ ia maximum. This function is called the objective function.

In this part is explained how to describe the constraints into mathematical constraints in a optimization problem. In chapter 3 is qualitative explained what are the constraints to plan possessions in the railway network. The number of planned possessions is subjected to constraints of the corridor book. There are two types of constraints: equality and inequality constraints. For example: the combinations-constraint, from section 4.1, can be converted into an inequality constraint. So for corridor parts A and B in weekend 1 when the combinations of possessions on A and B can not be planned in the same weekend, the mathematical constraint is $x_{A,1} + x_{B,1} \leq 1$. When an event takes place on part C in weekend 4, the events-constraint can be written as an equality constraint, so $e_{C,4} * x_{C,4} = 0$. The constants, which are the right-hand sides, and coefficients in the constraints and objective function are called the parameters.

4.2.2 Definitions

Decision variable

$$x_{i,w} = \begin{cases} 1 & if\ a\ posession\ is\ planned\ on\ \mathrm{i}\ in\ weekend\ w \\ 0 & otherwise \end{cases}$$

Parameters

d_i: Required possessions of location i of I.

F_r : Weight factor of a constraint r.

$e_{i,w}$: Weight of a blocked corridor part *i* in weekend *w* if the corridor part *i* in weekend *w* is part of the neighbourhood of an event.

$h_{i,w}$ Weight of the holiday of weeked *w* on corridor part *i.*

i: Corridor part I,

j: Corridor part j.

m: Number of weekends between two possession on the same corridor part.

r: Type of combination constraint of the corridor book.

v: Number of set of four successive weekends

w: Weekend number

Sets:

C: Set of combinations of possessions that are not allowed
D: Set of required possessions that have to be planned on the railway infrastructure network.
I,J: Sets of locations (corridor parts) in the railway network. {A,B, … N}
R: Set of combination constraints of the corridorbook.
V: Set of all four successive weekends in annual time table year.
W: Weekend number in annual time table year.

4.3 Problem formulation

The formulation of the possession scheduling problem is shown in section 4.3.1. The explanation on the formulated formulas are shown in section 4.3.2. The aspects of the formulas, are shown in section 4.3.3.

4.3.1 Mathematical formulation

For RQ1 and RQ2, the problem formulation is the same. The difference between RQ1 and RQ2 is the content of matrix $C_{ij,r}$

$$\max f(x) = \sum_{i \in I} \sum_{w \in W} x_{i,w} \tag{4.1}$$

s.t.

$$\sum_{w} x_{i,w} \leq d_i \quad \forall i \in I \tag{4.2}$$

$$x_{i,w} + x_{j,w} \leq 2 - C_{i,j,r} \quad \forall i,j,r,w \in I,J,R,W \tag{4.3}$$

$$e_{i,w} * x_{i,w} \leq 1 \forall i,w \in I,W \tag{4.4}$$

$$\sum_{v=w}^{v=w+m} x_{i,\mathrm{v}} \leq 1 \quad \forall i,v \in I,V \tag{4.5}$$

In RQ3, there are some small adaptions in the objectives and constraints:

- Objective function has to minimize the number of possessions during an event.
- All demand for possessions have to be planned.
- It is allowed that more than one possession are planned only during the holidays.

$$\min f(x) = \sum_{i \in I} \sum_{w \in W} e_{i,w} * x_{i,w} \tag{4.6}$$

s.t.

$$\sum_{w} x_{i,w} = d_i \quad \forall i \in I \tag{4.7}$$

$$x_{i,w} + x_{j,w} \leq 2 - C_{i,j,r} \quad \forall i,j,r,w \in I,J,R,W \tag{4.8}$$

$$\sum_{v=w}^{v=w+m} h_{i,v} * x_{i,v} \leq 1 \quad \forall i,v \in I,V \tag{4.9}$$

4.3.2 Explanation on problem formulation constraints

This section explains the mathematical formulation of the objective function and the mathematical formulation of the constraints. The numbers refer to the above described formuleas.

4.1 – Objective function

The objective of the research is to plan all possessions from the set of required possessions. Then, the number of planned possessions have to be maximized, under the constraints which can be found in the corridor book.

4.2 – Constraint: Demand have to be satisfied

When there is no possession planned, it is not required to create capacity to work on the tracks. As constraint is formulated: the number of **planned** possessions on a corridor part cannot exceed the number of **required** possessions.

4.3 – Constraint: Combinations of possessions in a weekend have to be allowed

As a result of a planned possession, freight trains have to be diverted when operation is required and passengers have to be transported by buses or have to be diverted. To reduce the disruption for passengers, some combinations of possessions on the railway network infrastructure are not allowed. In section 3.4 it is described why and which combinations are not allowed for every type of combination-constraint. When a combination for a constraint is not allowed, this is indicated by matrix $C_{i,j,r}$ which is explained in section 3.The value of $C_{A,B,r}$ means that there is any conflict between corridor part A and corridor part B (=1) or not (=0) for constraint r=1. Depening on the combination-constraint, the matrix $C_{i,j,r}$ divers. The following scenario is not allowed:

$\boldsymbol{x_{A,w}}$	$\boldsymbol{x_{B,w}}$	$\boldsymbol{C_{A,B,1}}$	$\boldsymbol{x_{A,w} + x_{B,w} \leq 2 - C_{A,B,1}}$
1	1	1	$1 + 1 \leq 1$

The other combinations are allowed:

$\boldsymbol{x_{A,w}}$	$\boldsymbol{x_{B,w}}$	$\boldsymbol{C_{A,B,1}}$	$\boldsymbol{x_{A,w} + x_{B,w} \leq 2 - C_{A,B,1}}$
1	0	1	$1 + 0 \leq 1$
0	1	1	$0 + 1 \leq 1$
0	0	1	$0 + 0 \leq 1$
1	1	0	$1 + 1 \leq 2$
0	1	0	$0 + 1 \leq 2$
1	0	0	$1 + 0 \leq 2$
0	0	0	$0 + 0 \leq 2$

4.4 – Constraint: Possession cannot be planned in the same weekend as an event.

The combination of a planned possession in the same weekend as a claimed weekend of an event by the railway undertakings is not allowed. Therefore the multiplication $E_{i,w} * x_{i,w}$ should be 0 for all combinations i,w.

4.5 – Constraint: Minimum interval

The interval between two possessions should be 3 weekends. For all combinations of 4 successive weekends of the year, a possession can only be planned on 1 of that weekends.

4.6 – Objective function

Different from RQ1 and 2, the problem formulation is adapted. In RQ3 the focus is on the number of possessions in the same weekend as a event should be minimized, when all required possessions have to be maximized. RQ1 will indicate that a possession planning without conflicts with the constraints is not possible, RQ3 indicates which possessions have to be planned in conflict with the constraints.

4.7 – Constraint: Demand have to be satisfied

All possessions have to be planned, thus the sum of all planned possessions is equal to the required possessions

4.8 – Constraint: Combinations of possessions in a weekend have to be allowed

See 4.3

4.9 – Constraint: Interval between possessions on the same part of the network is at least 3 weekends.

See 4.5

4.3.3 Aspects of the mathematical problem

The used software package should be deal with the following aspects:

- Input:
  - All constraints or the corridor book should be able to implement in a genetic form.
  - Script should be deal with:
    - adapted input: Whether there is a conflict or not
    - size: When an corridor part is added or removed, or weekend is added or removed.
- Model:
  - Value of all X is binary: 0 or 1.
  - Objective function and constraints are linear.
  - Find the global maximum or minimum within a maximum time period.
  - Able to find the global maximum or minimum by equality constraints and inequality constraints.
- Output:
  - Possession planning
  - Function value
  - Corridor parts that cannot be planned under the constraints of the corridor book,
    - Indicated by a table with the required possessions, planned possessions and the number of not-planned possessions.
    - Indicated by a map with planned of possessions and not-planned possessions

4.4 MATLAB software package

The possession planning under constraints for a small network and a small time period can easily solved by hand and by trial and error. For a larger network and time intervals, this will not result in an optimal planning. To solve that problem, MATLAB will be used. MATLAB is an software package that can deal with this kind of binary linear problems. In this section the software language and attentions are described. Then the implementation of the objective functions and constraints are described.

4.4.1 Elements, vectors and matrices

Elements are implemented as matrices with size 1x1. Vectors are matrices with size 1xn and matrices have the same size n x m. Some special matrices or vectors van be created with matlab routines. The used MATLAB routines are shown in Table 14

Table 14: Matlab routines

MATLAB routine	Description
`Ones( ):`	Create array of all ones
`Zeros( ):`	Create array of all zeros
`Eye ( ):`	Identity matrix

4.4.2 Operations on matrices

The used operations on matrices are shown in Table 15

Table 15: Matlab routines for matrix manipulations.

MATLAB routine	Description
`xlsread('a','b','c'):`	Read a Microsoft Excel spread sheet file: a is the file name, b is the page name, c are the cells that have to be read.
`sparse( )`	Converts a fill matrix into a sparse matrix from by squeezing out any zero elements, to save memory.
`diag( )`	Create the diagonal matrix.
`blkdiag( )`	Construct the block diagonal matrix from the input arguments
`kron( )`	Returns the Kronecker Tensor product of both matrices: repeated a matrix into a matrix

Table 16 showns the Kronecker Tensor product of two matrices

Table 16: Kronecker-Tensor product

$A: \begin{matrix} 1 & 0 \\ 0 & 1 \end{matrix}$	$B: \begin{matrix} \mathbf{1} & \mathbf{2} \\ \mathbf{3} & \mathbf{4} \end{matrix}$	$kron(A,B): \begin{matrix} \mathbf{1} & \mathbf{2} & 0 & 0 \\ \mathbf{3} & \mathbf{4} & 0 & 0 \\ 0 & 0 & \mathbf{1} & \mathbf{2} \\ 0 & 0 & \mathbf{3} & \mathbf{4} \end{matrix}$	$kron(B,A): \begin{matrix} \mathbf{1} & \mathbf{0} & \mathbf{2} & \mathbf{0} \\ \mathbf{0} & \mathbf{1} & \mathbf{0} & \mathbf{2} \\ \mathbf{3} & \mathbf{0} & \mathbf{4} & \mathbf{0} \\ \mathbf{0} & \mathbf{3} & \mathbf{0} & \mathbf{4} \end{matrix}$

4.4.3 Optimization

MATLAB includes many types of algorithms for several types of optimization problems. Types are linear, nonlinear, quadratic programming problems in the optimization toolbox. From the context, the problem is an integer linear program, thus MATLAB's `'intlinprog'` algorithm can be used. MATLAB uses three basic methods for integer linear problems. These are Branch and Bound method, Cutting plane method and MATLAB's heuristics method.

For the problem that is indicates in 4.3, the function `intlinprog` have to be used. `Intlinprog` is the abbreviation for integer linear program. A linear programming minimize a linear function subjected to linear inequalities and equalities. Then, the format is:

`x = intlinprog(f,intvars,A,b,Aeq,beq,lb,ub)` in which

$$\min f^T x$$

$$s.t.$$
$$A \cdot x \leq b$$
$$Aeq \cdot x = beq$$
$$lb \leq x \leq ub$$
$$x(intvars)\ values\ are\ integers$$

`F, x, b, beq lb` and `ub` are vectors and `A` and `Aeq` are matrices.

Given this format of intlinprog, the following remarks are made:

- x should be a vector. However, x is used in the context of the possession planning problem as matrix. Therefore x should be converted into a vector and also the constraints have to be converted to work with a x as vector. This translation is described in section 4.4.3.

- `intlinprog` is designed as a minimizing algorithm. A maximizing problem have to be converted into a minimizing problem. Therefore the objective function have to be multiplied by -1, which is illustrated by an example:
  - The maximum of a random vector s: $[\,1, 5, 6, 8, 1, 9, 4\,]$, is s(6)=9.
  - To convert the problem into a minimizing problem, then vector r is –s: r: $[\,-1, -5, -6, -8, -1, -9, -4]$.
  - The minimum of R is $R(6) = -9$.

4.4.4 Implementing objective functions and constraints for the example network

To implement and translate the objective functions and constraints in MATLAB following the MATLAB language the input have to be defined. Vectors F, b, beq, lb, ub and matrices A and Aeq have to be created. Because matrix X should be translated into vector x, The translation, initializing and implementation will be illustrated by the example network of section 4.1.

A recall of the problem formulation is:

$$\max f(x) = \sum_{i \in I} \sum_{w \in W} x_{i,w} \qquad 4.1$$

s.t.

$$\sum_{w} x_{i,w} \leq d_i \quad \forall i \ \in \ I \qquad 4.2$$

$$x_{i,w} \ + \ x_{j,w} \leq 2 - C_{i,j} \ \ \forall i,j,r \ w \ \in \ I,J,R,W \qquad 4.3$$

$$e_{i,w} * x_{i,w} \leq 1 \quad \forall i,w \ \in I,W \qquad 4.4$$

$$\sum_{v=w}^{v=w+m} x_{i,v} \leq 1 \quad \forall i,v \ \in I,V \qquad 4.5$$

A recall of the input of the network example is shown in Table 17.

Table 17: Recall of input of the network example

C_IJ: Combinations	A	B	C	D
A	0	0	1	1
B	0	0	1	1
C	1	1	0	1
D	1	1	1	0

Demand:	
A	1
B	1
C	1
D	2

C_IW: Weekends: Part:	1	2	3	4	5
A	0	1	0	1	1
B	1	1	0	1	1
C	0	0	1	1	1
D	0	1	0	0	0

How the objective function and constraints are implemented for the example network are described in section 4.4.4.1-4.4.4.4. In section 4.4.4.5, the additions for the total network are described.The designed model structure is shown in Figure 33.

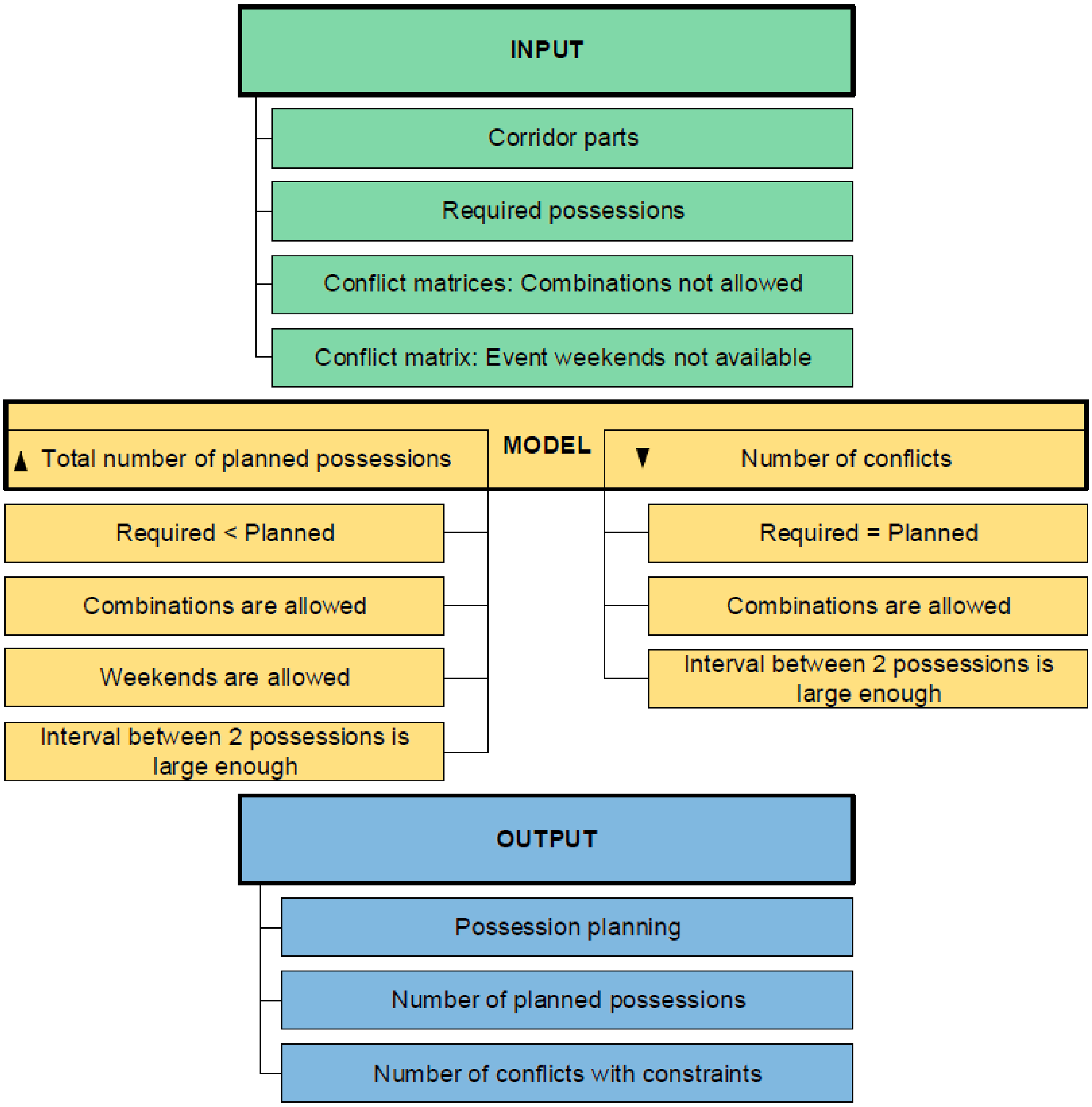


Figure 33: Model structure

4.4.4.1 Objective function

The objective function for RQ1 and RQ2 is that all possession have to be summed and should be the maximum planned number of possessions.

$$\max f(x) = \sum_{i \in I} \sum_{w \in W} x_{i,w}$$	4.1

Vectorization X

The variable X in objective function in 4.1 is a matrix. However, MATLAB requires a vector as objective function. Therefore, have to be translated into a vector:

```
x=[x1, x2, x3, …, x20]
```

Then the value of x1, x2, x3… x20 corresponds to the possession matrix is shown in Table 18.

Table 18: Translation of vectorization of x

Weekend: Part:	1	2	3	4	5
A	X_1	X_5	X_9	X_{13}	X_{17}
B	X_2	X_6	X_{10}	X_{14}	X_{18}
C	X_3	X_7	X_{11}	X_{15}	X_{19}
D	X_4	X_8	X_{12}	X_{16}	X_{20}

Weekend: Part:	1	2	3	4	5
A	A1	A2	A3	A4	A5
B	B1	B2	B3	B4	B5
C	C1	C2	C3	C4	C5
D	D1	D2	D3	D4	D5

Example: $x_{15} = x(15) = 1$, a possession is planned on part C in week 4. Matrix X can be converted into a vector by the MATLAB:

```
x = x(:)
```

Intlinprog is a minimizer

The objective function is to maximize the number of possessions. However, `intlinprog` is a minimizer, thus the objective function should be multiplied by factor -1.The summation of all factors x is implemented as all factors f are 1:

$$F^T x \ = \ f_1 * x_1 + f_2 * x_2 + \cdots + f_{20} * x_{(20)}$$

All values of x should be summed, thus factor f corresponds to all values of x. However, `intlinprog` is a minimizer and the objective function is a maximizer.

```
F = -1 * ones(size(x))
```

The size[7] of F is: $1{\times}(Number\ of\ Weekends * Number\ of\ Corridor\ parts)$. In the example network the size is $1{\times}(4 * 5) = 1{\times}20$. For the Dutch Railway Network and annual time table this is $1{\times}(85 * 52) = 1{\times}4{,}420$

4.4.4.2 Demand cannot exceed

From the problem formulation and the context of the possession scheduling problem, the objective is to maximize the number of planned possessions. However, the number of planned possessions on a corridor part cannot exceed the number of required possessions. Therefore the constraint is:

$$\sum_w x_{i,w} \leq d_i \quad \forall i \ \in \ I \qquad (4.2)$$

The summation on w for all I is implemented by hand as:

```
x(1) + x(5) + x(9)  + x(13) + x(17) <= d(1)
x(2) + x(6) + x(10) + x(14) + x(18) <= d(2)
x(3) + x(7) + x(11) + x(15) + x(19) <= d(3)
x(4) + x(8) + x(12) + x(16) + x(20) <= d(4)
```

[7] For the difference between the multiplication sign ‘ * ’ and the size sign ′×′ are used backets.

In according to the format `A.x <= b` matrix `A_demand` is then:

```
1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0
0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0
0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0
0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1
```

And, only depending on the size of the constraint-conflict matrices, this constraint is written as:

```
X_for_One_Week=eye(Number_Corridorparts)
Weekendvector= ones(1,Weekendvector)
A_Demand=kron(Weekendvector,X_for_One_Week)
```

The right side hand of the constraint is equal to the demand for possessions for a specific corridor part. Row 1 corresponds with corridor part A, thus

```
B_demand = Demand
```

The size of matrix `A_Demand` is equal to $Number\ of\ Corridor\ parts \times (Number\ of\ Weekends * Number\ of\ Corridor\ parts)$. In the example network the size is $4\times(4*5) = 4\times20$. For the Dutch Railway Network and annual time table this is $85\times(85*52) = 85\times4{,}420$.The size of vector `B_demand` is equal to the number of corridor parts: 85×1

4.4.4.3 Combinations have to be allowed

The constraint that combinations of possessions should be allowed is:

$$x_{i,w} + x_{j,w} \leq 2 - C_{ij,r} \quad \forall i,j,r,w \in I,J,R,W \tag{4.3}$$

In the conflict matric that indicates which combinations of possessions are not allowed for all weekends, each cell represent a combination of possessions. For one week the following combination can be derived:

```
x(1)+ x(1) <=2- C_IJ(A,A)
x(1)+ x(2) <=2- C_IJ(A,B)
x(1)+ x(3) <=2- C_IJ(A,C)
x(1)+ x(4) <=2- C_IJ(A,D)
x(2)+ x(1) <=2- C_IJ(B,A)
x(2)+ x(2) <=2- C_IJ(B,B)
x(2)+ x(3) <=2- C_IJ(B,C)
x(2)+ x(4) <=2- C_IJ(B,D)
x(3)+ x(1) <=2- C_IJ(C,A)
x(3)+ x(2) <=2- C_IJ(C,B)
x(3)+ x(3) <=2- C_IJ(C,C)
x(3)+ x(4) <=2- C_IJ(C,D)
x(4)+ x(1) <=2- C_IJ(D,A)
x(4)+ x(2) <=2- C_IJ(D,B)
x(4)+ x(3) <=2- C_IJ(D,C)
x(4)+ x(4) <=2- C_IJ(D,D)
```

According to the format `A.x <= b`, `A_Conflict_For_One_Week` is then:

```
2 0 0 0
1 1 0 0
1 0 1 0
1 0 0 1
1 1 0 0
0 2 0 0
0 1 1 0
0 1 0 1
1 0 1 0
0 1 1 0
0 0 2 0
0 0 1 1
1 0 0 1
0 1 0 1
0 0 1 1
0 0 0 2
```

Because these combinations are also not allowed for week 2,…,5, these matrix have to be repeated into the identity matrix of weekends. At each position of the diagonal, the matrix `A_Conflict_For_One_Week` have to be repeated.

```
1 0 0 0 0
0 1 0 0 0
0 0 1 0 0
0 0 0 1 0
0 0 0 0 1
```

And, only depending on the size of the constraint-conflict matrices, this constraint is written as:

```
Onesvector_Corridorparts=ones(Number_Corridorparts,1)
OneMatrixDiag_Corridorpart=eye(Number_Corridorparts)
OneMatrixDiag_Weekends=eye(Number_Weekends)
OneCorridorpart=kron(Onesvector_Corridorparts,OneMatrixDiag_Corridorpart)
OneWeek=kron(OneMatrixDiag_Corridorparts,Onesvector_Corridorparts)
One_Week_Corridorpart= OneWeek+OneCorridorpart)
A_Conflicts = sparse(kron(OneMatrixDiag_Weekends,One_Week_Corridorpart))
```

The right side hand of the constraint is equal to the conflict matrix for all combinations of possessions.

```
B_Conflicts = 2 - Conflictmatrix_IJ(:)'
```

The size of matrix `A_Conflicts` is equal to $(Number\ of\ Corridor\ parts^2 * Number\_Weekends) \times (Number\ of\ Weekends * Number\ of\ Corridor\ parts)$. In the example network the size is $(4^2 * 5) \times (4 * 5) = 80 \times 20$. For the Dutch Railway Network and annual time table this is $(85^2 * 52) \times (85 * 52) = 375{,}700 \times 4{,}420$. The size of vector `B_demand` is equal to the number of rows in `A_Conflicts`: 375.700×1

4.4.4.4 Possession is not planned at the same time as an event is planned.

A possession cannot be planned, when an event is taken place.

$e_{i,w} * x_{i,w} \leq 1 \;\; \forall i, w \;\in I, W$	4.4

The conflict matrix E, that indicates which corridor part is claimed per weekend by the railway undertakings. This constraints means: If an event is planned, no possession can be planned, or if a possession can be planned, if no event is planned. Thus:

A1 * x(1)=0	B2*x(6)=0	C3*x(11)=0	D4*x(16)=0
B1 * x(2)=0	C2*x(7)=0	D3*x(12)=0	A5*x(17)=0
C1 * x(3)=0	D2*x(8)=0	A4*x(13)=0	B5*x(18)=0
D1 * x(4)=0	A3*x(9)=0	B4*x(14)=0	C5*x(19)=0
A2 * x(5)=0	B3*x(10)=0	C4*x(15)=0	D5*x(20)=0

According to the format `Aeq.x = beq`, `Aeq_Event` is then:

```
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0
0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
```

And, only depending on the size of the constraint-conflict matrices, this constraint is written as:

```
Aeq_Events=diag(Conflictmatrix_IW(:))
Beq_Events=zeros(Number_Corridorparts*Number_Weekends,1)
```

The size of matrix `Aeq_Events` is equal to $(Number\ of\ Weekends * Number\ of\ Corridor\ parts) \times (Number\ of\ Weekends * Number\ of\ Corridor\ parts)$. In the example network the size is $(4 * 5) \times (4 * 5) = 20 \times 20$. For the Dutch Railway Network and annual time table this is $(85 * 52) \times (85 * 52) = 4{,}420 \times 4{,}420$. The size of vector `Beq_events` is equal to the number of rows in `Aeq_Events`: $4{,}420 \times 1$

4.4.4.5 Minimum interval

The interval between two possessions on the same corridor part should be 3 weekends.

$$\sum_{v=w}^{v=W+m} x_{i,w} \leq 1 \quad \forall i,w \in I,W$$	4.5

Thus: the sum of 4 successive weekends cannot exceed 1. That means that only one possession can be planned in 4 successive weekends.

x(1)+x(5)+x(9)+x(13) <= 1	x(5)+x(9)+x(13)+x(17) <= 1
x(2)+x(6)+x(10)+x(14) <= 1	x(6)+x(10)+x(14)+x(18) <= 1
x(3)+x(7)+x(11)+x(15) <= 1	x(7)+x(11)+x(15)+x(19) <= 1
x(4)+x(8)+x(12)+x(16) <= 1	x(8)+x(12)+x(16)+x(20) <= 1

According to the format `A.x <= b`, `A_Min_Interval` is then:

```
1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0
0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 0 0
0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0 0
0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 0
0 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0
0 0 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0
0 0 0 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0
0 0 0 0 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1
```

And, only depending on the size of the constraint-conflict matrices, this constraint is written as:

```
Eenheidsvector_Corridorparts=eye(Number_Corridorparts)
Weekends_Matrix=zeros((Number_Weekends-
    Number_Weekends_Interval),Number_Weekends)
for k=1:(Number_Weekends-Number_Weekends_Interval)
    Weekends_Matrix(k,[k:k+Number_Weekends_Interval])=1
end
```

```
A_Min_Interval=sparse(kron(Weekends_Matrix,Eenheidsvector_Corridorparts))
```

```
B_Min_Interval=ones(size(A_Minimum_Interval,1),1)
```

The size of matrix `A_Min_Interval` is equal to $(Number\ of\ Corridorparts * (Number\ of\ Weekends - Minimum\ Interval) \times (Number\ of\ Corridorparts * Number\ of\ Weekends)$. In the example network the size is $(4*(5-3))\times(4*5) = 8\times 20$. For the Dutch Railway Network and annual time table this is $(85*(52-3))\times(85*52) = 4{,}165\times 4{,}420$

The size of vector `B_Min_Interval` is equal to the number of rows in `Aeq_Events`: $4{,}165\times 1$

4.4.4.6 Solver

In the previous chapters, the input of the integer linear problem is given. However, this have to be implemented in the integer linear problem. The possession planning problem is an integer linear problem. According to the framework

$$\min f^T x,$$

$$s.t.$$

$$A \cdot x \leq b,$$

$$Aeq \cdot x = beq,$$

$$lb \leq x \leq ub,$$

$$x(intvars)\ values\ are\ integers$$

are given the following inputs:

`f=-ones(1,Number_corridorparts*Number_Weekends)`
`A=sparse([A_Required_Number_Possessions; A_Conflicts;A_Minimum_Interval])`
`B=[B_Required_Number_possessions; B_Conflicts;B_Min_Interval]`
`Aeq=sparse(Aeq_Events)`
`Beq= Beq_Events`
`lb=zeros(size(f))` `ub=lb+1`
`intvars=1:length(f)`

The call of the solver `intlinprog` is:

```
[x,fval,exitflag,output]=intlinprog(f,intvars,A,B,Aeq,Beq,lb,ub)
```

To answer the research questions, the input are given to combine the mathematical model with results.

4.4.5 Input

The described framework is the standard `intlinprog` framework for answering research question 1: What is the maximum number of possessions that can be planned from the set of required possessions under the constraints of the corridor book. In section 4.4.5.1-4.4.5.4 the input for all research question are given.

4.4.5.1 Input model for research question 1: Maximum number of planned possessions under constraints of the corridor book 2017.

For RQ1 all inputs are default. The input can be seen in Table 19.

Table 19: Input for RQ 1

CB	Constraint	Weight factors	Value
1	Corridor	1	Default Conflict matrix
2	Diverting routes	1	Default Conflict matrix
3	Specific Transfer nodes	1	Default Conflict matrix
4	Maintenance facilities	1	Default Conflict matrix
5	Events	1	Default Conflict matrix
6	Minimum interval	1	3
7	Crossing borders	1	Default Conflict matrix

4.4.5.2 Input model for research question 2: Maximum number of planned possessions under constraints of the corridor book 2017.

For RQ2A all inputs are different per run. Table 20 shows the input for the weight factors for every run.

Table 20: Input for RQ 2

WF_L:	F_1	F_2	F_3	$F_{4.}$	F_5	F_6	F_7
Run 1	0	1	1	1	1	1	1
Run 2	1	0	1	1	1	1	1
Run 3	1	1	0	1	1	1	1
Run 4	1	1	1	0	1	1	1
Run 5	1	1	1	1	0	1	1
Run 6	1	1	1	1	1	0	1
Run 7	1	1	1	1	1	1	0

The objective of this question is to show the increasing number of possessions that can be planned, if a constraint is eliminated from the corridor book. Suppose the output of question 1 is that 30 of 400 possessions cannot be planned without conflict between the constraints of the current corridor book and the demand for possessions. Suppose the constraint of corridors is removed from the corridor book, then the weight factor $F_1 = 0$ and $C_{ij,1}$ consists of a null-matrix. The constraint that reduces the total number of planned possessions is determined as the constraint that results in the largest number of planned possessions, when the constraint is eliminated from the corridor book. For RQ2B, all inputs are different per run are shown in Table 21.

Table 21: Conflict matrix per run for RQ2b.

	Value_1	Value_2	Value_3	Value_4	Value_5	Value_6	Value_7
Run 1	Ad.1	default	default	default	default	default	default
Run 2	default	Ad.2.1	default	default	default	default	default
Run 3	default	Ad 2.2	default	default	default	default	default
Run 4	default	default	Ad.3	default	default	default	default
Run 5	default	default	default	Ad.4	default	default	default
Run 6	default	default	default	default	Ad.5.1	default	default
Run 7	default	default	default	default	Ad.5.2	default	default
Run 8	default	default	default	default	default	Ad.6.1	default
Run 9	default	default	default	default	default	Ad.6.2	default
Run10	default	default	default	default	default	default	Ad.7

The conflict matrices Add_<run> is depending on an adapted content of a constraint the content is shown in Table 22. Appendix E shows the method the change the conflict matrices.

Table 22: Set of alternative contents of constraints.

<table>
<tr><th>Conflict matrix</th><th>Constraint</th><th>Adapted content</th></tr>
<tr><td>Ad1</td><td>Corridor</td><td>Add corridorpart node Duivendrecht:
Corridor part Amsterdam C-Utrecht C is devided in Amsterdam C-Duivendrecht and Duivendrecht-Utrecht C.</td></tr>
<tr><td>Ad2.1</td><td>Diverting routes</td><td>Freight line Betuweroute is between Betuweroute Valburg Oost and Betuweroute Meteren available to divert passenger trains.</td></tr>
<tr><td>Ad2.2</td><td>Diverting routes</td><td>Reroute diverting routes: when more than one diverting route is possible, the Betuweroute is the only diverting route.</td></tr>
<tr><td>Ad3</td><td>Spec. Transfer nodes</td><td>On some nodes, two corridor parts can be possessed in the same weekend, according to this constraint in Corridor book 2018.</td></tr>
<tr><td>Ad4</td><td>Maintenance facility</td><td>At least one train maintenance facility is accessible,</td></tr>
<tr><td>Ad5.1</td><td>Events</td><td>Claimed corridor parts for events are reduced: The guideline will implemented as rule: For regional events only the first two corridor parts are claimed, for local events only the first one corridor parts are claimed. See Appendix H.</td></tr>
<tr><td>Ad5.2</td><td>Events</td><td>Local events are removed from the list of claimed capacity for trains.</td></tr>
<tr><td>Ad6.1</td><td>Minimum interval</td><td>The interval between two possessions on the same corridor part is reduced from 3 towards 2 weekends.</td></tr>
<tr><td>Ad6.2</td><td>Minimum interval</td><td>It is allowed to plan possessions in succession during the holidays.</td></tr>
<tr><td>Ad7</td><td>Crossing borders</td><td>Crossing border Haanrade/Herzogenrath is added as option for diverting routes towards Germany. At least 2 out of 4 crossing borders towards Germany needs to be available:
<table>
<tr><td>Possessed</td><td>Available</td></tr>
<tr><td>Oldenzaal</td><td>Emmerich</td></tr>
<tr><td>Zevenaar</td><td>Oldenzaal + Venlo</td></tr>
<tr><td>Venlo</td><td>Zevenaar + Haanrade</td></tr>
<tr><td>Haanrade</td><td>Venlo</td></tr>
</table></td></tr>
</table>

For every adapted constraint the difference between demand and planned possessions is determined and whether there is an increase of the total planned possessions that meet the constraints or there is a decrease of the total planned possessions that meet the constraints. If there is an increase of the total planned possessions, then the alternative constraint can be an option.

4.4.5.3 Input model for research question 3: Minimum number of possessions near events under constraints of the corridor book 2017.

For RQ3, the described framework in 4.4 should change, see also figure 35. Then,

```
f=(Conflictmatrix_IW(:))’
A=sparse([A_Conflicts;A_Minimum_Interval])
B=[B_Conflicts;B_Min_Interval]
Aeq=sparse(A_Required_Number_Possessions)
Beq= B_Required_Number_possessions
lb=zeros(size(f))
ub=lb+1
intvars=1:length(f)
```

The call of the solver `intlinprog` is:

```
[x,fval,exitflag,output]=intlinprog(f,intvars,A,B,Aeq,Beq,lb,ub)
```

Then the input for RQ3 is shown in table 23.

Table 23: Input RQ3.

Run	**Constraint**	**Adaptions**	**Weight constraint**	**Constraint value**
1	All	-	1	1
2	Events	Events are weighted by size of the event: Regional event has weight 0.6, local event has weight 0.3. National event has weight 1.	1	Conflict value is variable, depending on the event.
3	Event	Events are weighted by the claimed corridor parts from the location of the event: First corridor part has weight 0.8 Second corridor part has weight 0.4	1	Conflict value is variable, depending on the event.

4.4.5.4 Input for for research question 4: Implement a supply-oriented possession planning process for possessions on the railway infrastructure network?

For RQ4, the research question is typically analytical instead of the minimization questions RQ1, RQ2 and RQ3. The input for research question 4 are questions that have to be answered.

From literature, the set of constraints for transforming the planning into a supply-oriented planning will be designed. The next step will be investigated by literature why it is necessary to plan the possession in a central way and why this will result in the most optimal planning process for possession on the network. The literature from section 2.1 is applied to our case.

From consultations of the concerned partners, such as NS, DB Cargo, ProRail between the departments and passenger consumer organizations, the desirability of a supply-oriented planning will be investigated. The input of the consultations are:

- Timing of information: when does the possession planner get which information?
- Degree of freedom: is it possible to change some possessions on corridor parts?
- Degree of flexibility: is it possible to change activities in the possessions and in which degree is it possible?
- How can change the possession request planning process, see Figure 2 on page 10.
- Recommendations from the concerned parties.

The result is to illustrate the desirability and workability of a supply oriented planning of possessions and how maintenance can be planned on the network.

4.4.6 Solution approach

MATLAB uses a well-know generic method for computing an optimal solution for the mathematical optimization problem. The basis is the “devide to conquer” idea, which can be seen as tree a search (Branch). The feasible set of the problem is iteratively partitioned into sub problems. The branching procedure is based on the enumeration of all possible combinations of binary variables. Since X consists of the possession vector, that indicates a possession is planned on corridor part A in weekend W, the number of combinations of the binary variables is $2^{85*52} = 2^{4420} \approx 10^{1330}$. The sub problem is evaluated to obtain the lower bound of the sub problem objective value. These lower bounds are used to construct a proof of optimality. Infeasible and uninteresting sub problems are pruned, interesting feasible sub problems are selected and instantiated (Bound).

The stages of a branch and bound algorithm are the branching procedure, upper bound, update of the upper bound, lower bound and the choice of the sub problem to investigate. (Przybylski et al., 2017)

The number of sub problems can be seen in figure 36, which represents a small example of a tree and nodes. Figure 34 shows binary search tree for four binary variables x_1, x_2, x_3, x_4 in according to the network example. $x_1, \dots, x_4$ represents the possessions in week 1 on corridor part A, B, C and D in the network example.

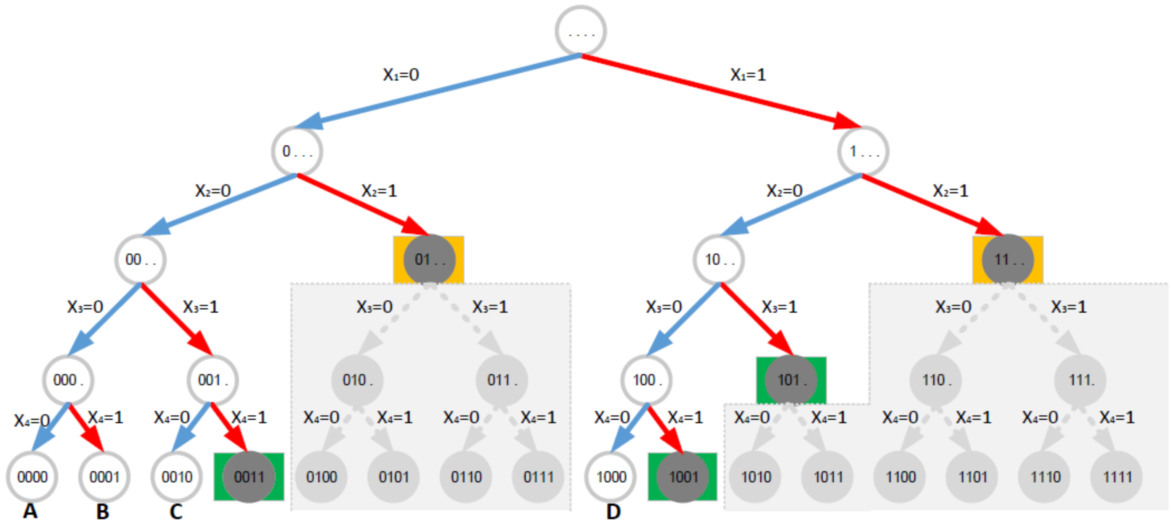


Figure 34: Binary search tree

The rows of nodes in the tree are the levels. The node on the top is the root node. The tree, a binary search tree, all parent nodes have two children nodes connected to the lower side of the node. The entire tree is not known from the beginning in a branch and bound, but only the part of the tree that is needed in the solution process are expanded.

- From the constraints, it is known that all possessions ($x_n = 1$) that are planned when an event is planned ($C_{IW} = 1$), are infeasible. Therefore, a selected number of nodes are interesting.

- The upper bound of the possession planning problem is the sum of required number of possessions: When all required possessions are planned, the maximum number of possessions are planned.

- The lower bound of the problem is 0: no possessions are planned.

As already seen in the tree, some combinations are not allowed from the constraints: The orange nodes consists of a possession is planned in the same weekend as an event is taking place. The green nodes consists of a combination of possessions (in the same weekend) that are not allowed. From the first week, only four combinations are interesting to investigate: A,B, C and D. However, only nodes B, C and D have a higher objective value (namely 1) than the objective value in A (namely 0). Therefore, only nodes B,C and D are selected as interesting to investigate whether the objective value can be maximized in the Possession planning problem.

The node selection is depending on the common node selection to find a good integer solution or to improve the upper bound of the problem. Various researchers are research the best method for the node selection in the Branch and Bound method (Benichon et al., 1971; Lundgen et al., 2003; Wojtaszek et al., 2010). However, the description of the node selection method is too much detail for this research.

4.4.7 Results and checks

After running the above described model, is required that the output of the model can be explained. When the set of required possessions are planned possessions, the model can plan possessions on the possession matrix.

The direct output of the matlab routine is a vector. However, to check if the result is feasible, the form should be a matrix. The result of the small network-test from section 4.1 is:

```
x=
[0 0 0 1 0 0 1 0 1 1 0 0 0 0 0 0 0 0 0 1]
```

When X is unvectorised into a matrix with a length of a raw equal to the number of corridorparts, then:

```
PossessionsX= vec2mat(x;Number_Corridorparts)'
PossessionsX=
[0 0 1 0 0;
0 0 1 0 0;
0 1 0 0 0;
1 0 0 0 1]
```

The conclusion of that matrix, which is in the form location x weekends, is that the model result is equal to the solution by hand on page 69 of the thesis.

The next stap is to assess the output of the model by the constraints to check if the result is feasible. That means that combinations of possessions per weekend shoud be allowed, the interval betweeen to possessions is at least 3 weekends and the number of planned possessions does not exceed the number of required possessions.

The first check is on combinations, whether the combinations per weekend are allowed. The combination of possessions is made in weekend 3: a combination of possessions on corridorpart A and B. This combination is allowed confirming the conflictmatrix on p.69: The dot-product of the possession-matrix and the conflictmatrix yields the blocking matrix C_{jw}. When possessions on A and B is an unallowed combination of possessions, then the blocking matrix yields that B is blocked for a possession on B when A is possessed.

$C_{I,J} = C_{J,I}$: Combinations	A	B	C	D
A	0	0	1	1
B	0	0	1	1
C	1	1	0	1
D	1	1	1	0

x_{iw}	1	2	3	4	5
A	0	0	1	0	0
B	0	0	1	0	0
C	0	1	0	0	0
D	1	0	0	0	1

$C_{ji} \times x_{iw} = C_{jw}$	1	2	3	4	5
A	1	1	0	0	1
B	1	1	0	0	1
C	1	0	1	0	1
D	0	1	1	0	0

When the blocking matrix C_{jw} is mulitiplied (element-wise) by the possession matrix, the possessions that are in conflict with eachother can be found. The color green illustrates that the weekends a possession is planned. The overall sum of that multiplication-matrix should be 0 for a conflict-free planning of possesions.

$C_{jw} * x_{iw}$	1	2	3	4	5
A	1*0	1*0	0*1	0*0	1*0
B	1*0	1*0	0*1	0*0	1*0
C	1*0	0*1	1*0	0*0	1*0
D	0*1	1*0	1*0	0*0	0*1

$C_{jw} * x_{iw}$	1	2	3	4	5	SUM_{row}
A	0	0	0	0	0	**0**
B	0	0	0	0	0	**0**
C	0	0	0	0	0	**0**
D	0	0	0	0	0	**0**
SUM_{colum}	**0**	**0**	**0**	**0**	**0**	**0**

The second check is on events. The possession can not planned when there is an event in the neighbourhood. The event matrix multiplied by the possession matrix.

E_{iw} Weekends: Part:	1	2	3	4	5
A	0	1	0	1	1
B	1	1	0	1	1
C	0	0	1	1	1
D	0	1	0	0	0

$E_{iw} * x_{iw}$	1	2	3	4	5	SUM_{row}
A	0*0	1*0	0*1	1*0	1*0	0
B	1*0	1*0	0*1	1*0	1*0	0
C	0*0	0*1	1*0	1*0	1*0	0
D	0*1	1*0	0*0	0*0	0*1	0
SUM_{colum}	0	0	0	0	0	0

The overall sum of the multiplied event matrix and possession matrix is 0. That indicates that possessions are not planned in a weekend with an event.

The last check is of the interval between possessions on the same corridor part. When more than one required possession per corridor part have to be planned, the sum of 4 successive weekends , set V, should be 0. Two possessions are planned on Corridor part D. The possessions on D are planned in weekend 1 and 5.

For four successive weekends v=1: $\sum_{w=1}^{w=4} x_{D,w} = x_{D,1} + x_{D,2} + x_{D,3} + x_{D,3} = 1 + 0 + 0 + 0 \leq 1.$

For four successive weekends v=2: $\sum_{w=2}^{w=5} x_{D,w} = x_{D,2} + x_{D,3} + x_{D,4} + x_{D,5} = 0 + 0 + 0 + 1 \leq 1.$

$x_{D,w}$ Weekends:	1	2	3	4	5
D	1	0	0	0	1

The conclusion is that the output of the algorithm is feasible: The result-matrix is feasile, the number of planned possessions does not exceed demand, the combinations per weekend are allowed, the possessions are not planned in the neighbourhood of an event and the interval between possessions on the same corridor part is at least 3 weekends.

Now the input can implemented into the national network conflict matrices, which are described in section 3 and 4, to answer the research questions.

4.4.8 Overview

The overview of all questions is shown in Table 24.

Table 24: Overview of input, variables and output

Question	Input	Variable	Output
Q1	Conflict matrices constraints Demand for possessions per corridor part	Possessions	Possession matrix Residue of unplanned possessions
Q2A	Conflict matrices constraints Demand for possessions per corridor part	Weight factor Possession	Restrictive constraint
Q2B	Conflict matrices constraints Demand for possessions per corridor part	Conflict matrices for a constraint	Considerable constraint
Q3	Conflict matrices constraints Demand for possessions per corridor part	Possessions	Total conflict value
Q4	Model	Constraints to use a possession for a project	recommendation

5 Results

In the initial results, the first results are presented. These results are obtained by the heuristic planning model. The result of the model is a local optimum, it is not guaranteed the global optimum. The results of the first research question are about the number of possessions that can be planned under the current constraints of the corridor book.

First is recalling the objective of the question, then the input is given, subsequantly the output of the model is given and finally a small discussion about the output is given.

5.1 Number of planned possessions

The first research question is about the number of possessions that can be planned under the current corridor book. From the set of required possessions, demand for possession on the network, so much possessions as possible will be planned on the network.

5.1.1 Objective

The first sub question is the reference situation, which is the maximum number of possessions that can be planned without any conflicts between the possessions and the constraints of the current corridor book. This number of possessions is required for the second sub question.

5.1.2 Input

The number of required possessions for the annual time table 2017 is used in the situation before the dispute between NSR and ProRail. The result of the dispute is that:

- 4 possessions Gouda-Woerden are combined to 1 large possession of 100hr.
- 2 possessions Geldermalsen - 's Hertogenbosch are postponed to the annual timetable of 2018.
- 1 possession Schiphol-Amsterdam Centraal is postponed to the annual timetable of 2018.

Then, the required possessions are shown in Figure 35. The details of the corridor parts can be seen in appendix 10.1.1.

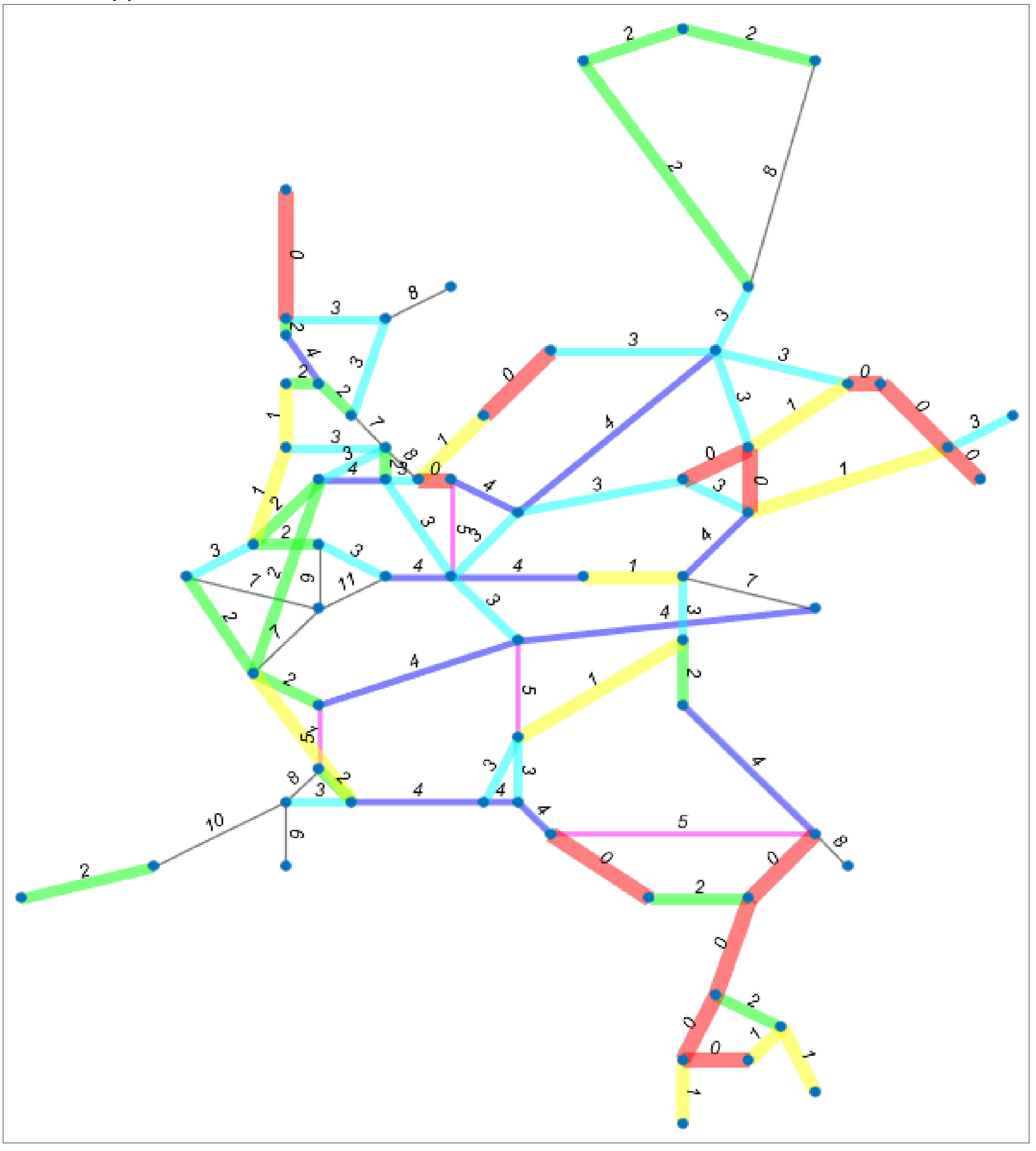


Figure 35: Number of required possessions

5.1.3 Output

After running the model that is described in section 4.4, the model gives the output. 256 possessions of the 277 can be planned in the annual time table, without conflicts with constraints of the Corridor book. All combinations in a weekend are allowed, possessions are not planned when there is an event in the neighbourhood and the interval between possessions on the same interval is at least 3 weekends.

That results into 21 possessions that can not be planned and should be negotiated with the railway undertakings. In Table 26 are given only the corridor parts and the number of possessions that cannot be planned in the annual time table. When all required possessions for a specific corridor part can be planned in the annual time table, this is omitted in Table 25. The planning can be seen in Appendix F.

Table 25: Number of not-planned possessions

Corridor part	Possessions have to be planned	Possessions that are planned	Possessions that can not be planned.
Schiphol Airport-Weesp	7	1	6
Gouda-Woerden	11	3	8
Gouda-Den Haag Centraal	7	6	1
Gouda-Rotterdam Centraal	7	6	1
Amsterdam C.-Utrecht C.	5	4	1
Roosendaal-Lage Zwaluwe	8	7	1
Roosendaal-Vlissingen	10	8	2
‘s Hertogenbosch-Nijmegen	1	0	1
SUM			21

The result is that 277-21=256 possessions can be planned under the constraints of the corridor book. A significant difference with the original planning is that more possessions are planned in the first quarter of the year. From the tenderingprocedures and the weather conditions the projects are unlikely that they are planned in the first part of the year.

Further the model can not deal with a total blockage of a node, because that is in conflict with the divertingroute and nodes-constraints. However, in the annual time table 2017 the nodes Gouda and Zwolle are possessed in total, which results in large bus operation in that weekends. The railway undertakings approved that planning, because the alternative – plan possessions during weekdays – is being worser.

Indeed, 3 planned possessions out of 11 required possessions on Gouda-Woerden is a large undesirable output of the model. However, when less possessions on that corridor part results into more possessions elsewhere on the network, the model illustrates again the difficulties in the planning of possessions in national context in the annual time tables.

5.2 Impact of individual constraints

In the thesis many attention is given to the constraints of the corridor book which results in the planning of possessions on the Dutch railway network.

5.2.1 Input

For every constraint, the weight of the constraint is changed from 1 (constraint will be taken into account) to 0 (constraint will not be taken into account). The number of required possession parts is the same as in the reference situation, in which all constraints are into account and all weights of the constraints are 1.

5.2.2 Output

After running the model that is described in section 4.4, the model gives output. All combinations in a weekend are allowed, possessions are not planned when there is an event in the neighbourhood and the interval between possessions on the same interval is at least 3 weekends. Table 26 shows the number of required possessions in total minus the total number of possessions that can be planned under constraints of the corridor book. The individual possession planning are given in appendix. F.

Table 26: Number of not-planned possessions

Constraint	Possessions that are planned	Possessions that cannot be planned.
Reference	256	21
Corridor	273	4
Diverting Route	273	4
Specific transfer nodes	269	8
Train maintenance facility	258	19
Events	268	9
Minimum interval	266	11
Crossing borders	256	21

As seen in table 26, the constraint ‘Corridor’ and ‘Diverting route’ results in the maximum number of possessions that can be planned from the set of required possessions. This is, from the data of the conflict matrices, a logic output. From the possessions that excludes possessions elsewhere on the network, the diverting routes reduces many combinations of possessions: 524 out of 4232 combinations are not allowed. Instead of the number of combinations that are not allowed for constraint ‘Crossing borders’, only 17 combinations are not allowed.

Further, the crossing borders-constraint is also recovered by the diverting routes of possessions. Therefore it is expected that eliminating ‘Crossing Borders’ will not result in more planned possessions. The impact, in terms of planned possessions, of eliminating a constraint ‘event’ is lower than expected. The reduction of possibilities in the year is 1723 out of 4232 thus 41% of all possibilities are eliminated.

As already said, eliminating a constraint is controversial. The constraints of the corridor book are included to prevent disruption for the operation and the clients of ProRail and the clients of the clients of ProRail. From that point of view, the elimination of constraint 'Diverting routes' is very controversial, because in some weekends the operation of freight trains cannot be held and passengers are confronted with train replacement buses.

5.3 Alternative content of constraints

As already said, eliminating a constraint is very controversial in The Netherlands. Further, eliminating constraints results in a disruptive stakeholder management between ProRail and the railway undertakings. Therefore, some small adaptions of the constraints of the corridor book, that should increase the number of possessions that can be planned on the railway network, but held the overall objective of the constraint.

5.3.1 Input

In consultation with the railway undertakings and the possession planners of ProRail, some scenarios and ideas are calculated on the number of planned possessions. The ideas are small adaptions, but can result in more planned possessions. Because these are small adaptions, small changes are expected. When there is significant reduction, then the constraint can be introduced for more corridor parts, routes and time slots.

5.3.2 Output

After running the model, Table 27 shows the results. All combinations in a weekend are allowed, possessions are not planned when there is an event in the neighbourhood and the interval between possessions on the same interval is at least 3 weekends. . In Appendix F are shown the possession planning on the year.

Table 27: Number of not-planned possessions

	Constraint	Total number planned possessions, without constraint	Total number planned possessions, adapted constraint
Default	Reference	256 / 21	256 / 21
A1	Corridor[8]	273 / 4	264 / 13
A2.1	Diverting Route	273 / 4	258 / 19
A2.2	Diverting Route	273 / 4	257 / 20
3	Specific transfer nodes	264 / 13	254 / 23
4	Train maintenance facility	258 / 19	256 / 21
5.1	Events	268 / 9	261 / 16
5.2	Events	268 / 9	266 / 11
6.1	Minimum interval	266 / 11	260 / 17
6.2	Minimum interval	266 / 11	264 / 13
7	Crossing borders	256 / 21	261 / 16

[8] Amsterdam-Utrecht requires 5 possessions. These 5 possessions are planned two times on Amsterdam C-Duivendrecht and three times on Duivendrecht-Utrecht. In 2017 these possessions are planned individually.

The largest reduction is shown in the events, when events are increased in size and weight. The requested neighbourhood of events is much more than agreed on in the corridor book. When the neighbourhood is decreased, much more planned possessions is possible.

5.4 Weighted weekends

For research question 3 the weekends are weighted. From consultations with the railway undertakings are ‘Events’ and ’Minimum interval’ the constraints that are less important. All unallowed combinations are more important for all railway undertakings. Therefore, the model that is designed, based on the model that is designed in research question 1 and 2 is used, with some significant changes. These changes are described in section 4.4.5.

5.4.1 Input

From the output of research question 1 is known that eliminating events does not result in that all required possessions are planned. The other constraints together prevent that possessions can all be planned conflict free. To weight weekends for the optimal planning, the number of possession should be conflict free, when events are eliminated. Then, the most optimal planning can be made, when weekends are weighted. A conflict free planning in according to the other constraint is possible, but will not have the least conflicts.

The objective function is based on the value of a weekend on a corridor part. All 85*52 moments are weighted: The minimum number of combinations events + possessions are made. This is the reference situation: The number of combinations should be less. The first scenario is when the size of an event is included: Regional events are less important than large national events. The last scenario is for the first and second corridor part of an event is weighted. The method for which are the first and second corridor part of an event, is explained in Appendix E.

5.4.2 Output

After running the `intlinprog`-model, the results are shown in table 28. All combinations in a weekend are allowed and the interval between possessions on the same interval is at least 3 weekends.

Table 28: Output of possession planning when events are weighted.

	Constraint	Type weight	Weighted Events that are possessed: $\sum_{w}\sum_{i} E_{i,w} * x_{i,w}$
Default	Reference		3
	Event	Weighted distance to location of event	2
	Event	Weighted size of an event	1.2

New possibilities are shown in the corridor-constraint and the minimum interval. However, for this type of problems, the mathematical formulation will be a Quadratic Integer Program (QIP). Without an expensive added plug-in software package that problem cannot be solved by the regular Matlab software.

5.5 Supply driven possession planning

The regular maintenance roster, for short duration possessions during the nights, is set up as a supply driven possession planning. For every part of the railway network, a functional drawing is available. Every night, a part of the railway infrastructure is closed and used by the subcontractor to fulfil maintenance engineering.

From the best-practise by the experts of possession planning, this system of pre-determined possessions should also be used for large possessions. Therefore, the constraints to construct the pre-planned possession planning can be used. This chapter is about the constraints to construct a pre-planned possession planning independently the year. The following questions will be answered

- Timing of information: when does the possession planner get which information?
- Degree of freedom: is it possible to change some possessions on corridor parts? Is it possible to change activities in the possessions and in which degree is it possible?
- How can change the possession request planning process, see Figure 2 on page 10.
- Recommendations from the concerned parties.

5.5.1 Timing information

Information that is available is more reliable later in time (Sözüer et al., 2014). However, in the timeline some decisions have to be made. First, the information of projects that will be excecuted. Then the corridor book with the constraints of planning possessions in national context.

5.5.1.1 Projects

Projects requests capacity to work on the tracks. The number of requested possessions are estimated on the time a contractor is required. From the experts of the possession department it is known that the estimated number of required possessions is not very reliable a year to two years before annual time table. Within the processes of the projects department, improvements are made. Nowadays, the utility and necessity are being tested by the experts Possessions. From their expertise, the number of required possessions can in consultation with project managers estimated in a better way. (Ji et al., 2007; Olhager, 2012; Rajagopalan, 2002)

Possessions are planned from a project point of view. That means, a project planned ‘x’ weekends on corridor part A. Another project requires x+3 possessions on another location of corridor part A. Because these projects does not interact each other, these can be planned in the same possession, from a railway undertaking point of view, see Figure 36.

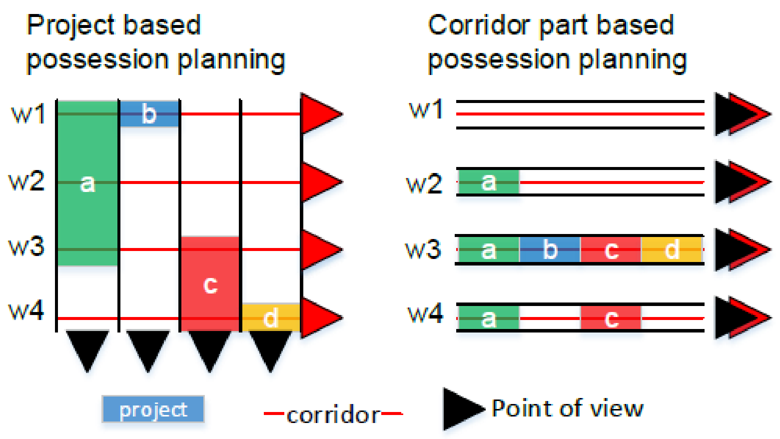


Figure 36: Project based possession planning vs. Corridor part based possession planning

For the required number of possessions, is depending of the number of planned projects for the specified corridor part. However, a possession can consists of one single project, or multiple projects. For that reason, there is no linear connection between the number of projects and the number of required possessions for a corridor part.

For that reason, a small number of ‘empty' weekends can be an option, to full fill the changeable number of required possessions.

*5.5.1.2 **Corridor book***

As we already see in the possession planning model runs of previous the constraints to plan possessions on the railway network are dependent on the Corridor book. Large changes of the corridor book will not occur frequently. Theoretically, changes occur when main intercity connections changes. However, in practise the main routes will not change. The focus is on the Randstad-area in which possessions result in disruption on the long distance. Small changes that result in some programmed combinations of possessions in a weekend are unlikely, can easily be programmed as a change into the conflict matrices.

In the thesis is only focussed on unlikely weekends and unallowed combinations of possessions. However, unlikely combinations of possessions is not focussed on, because this yields a Quadratic Integer Program (QIP). The standard MATLAB-software package is not able to calculate a QIP. For the set-up of the mathematical problem, see section 5.6.For the possession annual time table 2018, there are 2 additional constraints: The maximum number of possessions on the corridor is 13 (e.g. there are 13 weekends the corridor is blocked somewhere) and the maximum number of possessions on a specific corridor part is 6. These constraints can be calculated before the possession planning is made. Further, this can be manipulated of the input (e.g. ‘demand' or ‘required possessions')

5.5.1.3 Events

The most risky part of the possession planning are the events. It is not clear several years before the date when event is taking place. For the large events that is known, but for smaller events, that is not known. See also section 3.4.5.

For the possession planning, the larger events are taking into account. Smaller events are less depending on time slots in the year, then it is assumed that they can change the date of the event. However, the organizations are informed many years before the event is taken place, when a possession on the railway network is planned. In that case, the local or regional event planning for national events is depending on the possession planning of ProRail.

5.5.2 Degree of freedom

The possessions on corridor parts should be seen as a template. The projects can be scheduled in these blocked corridor parts. Within these blocked corridor parts, the degree of freedom is that projects can choose their moment in the year. In the rural area of The Netherlands there is more room to change weeks. In the Randstad area the diverting routes that can not be possessed, the events and more constraints decreases the degree of freedom. (Rajagopalan, 2002)

This can also be seen in the possession plannings in appendix F: On some corridor parts there is room to plan a possession within the constraints of the corridor book. In the yellow cells, a possession can be planned.

5.5.3 Possession planning process

As already said in the timing of information about projects, the possession planning should be planned from a corridor part-point of view instead of from a project planning point of view. Then the number of required possessions can be reduced, or more projects can be planned. For example: Because a possession is planned, the room to plan projects is available. A year later, on that specific part of the railway network, a switch will be renewed. To bring that project 1 year to the front, that switch can be renewed without extra disruption for passengers and freight. The other way around: Because that switch is the only project in that possession, that project can be postponed for one year, in combination with disruption of that corridor part.

Because the whole corridor part is possessed from the beginning of the possession planning proces, the discussions in the RGO for each project is not useful. Instead discussions within the RGO’s, the combinations can be discussed. Then, the combination of projects within a corridor part is fare more intresting, because then the result of the possession can be seen in total.

A schematic draw of that possession planning process is shown in Figure 37.

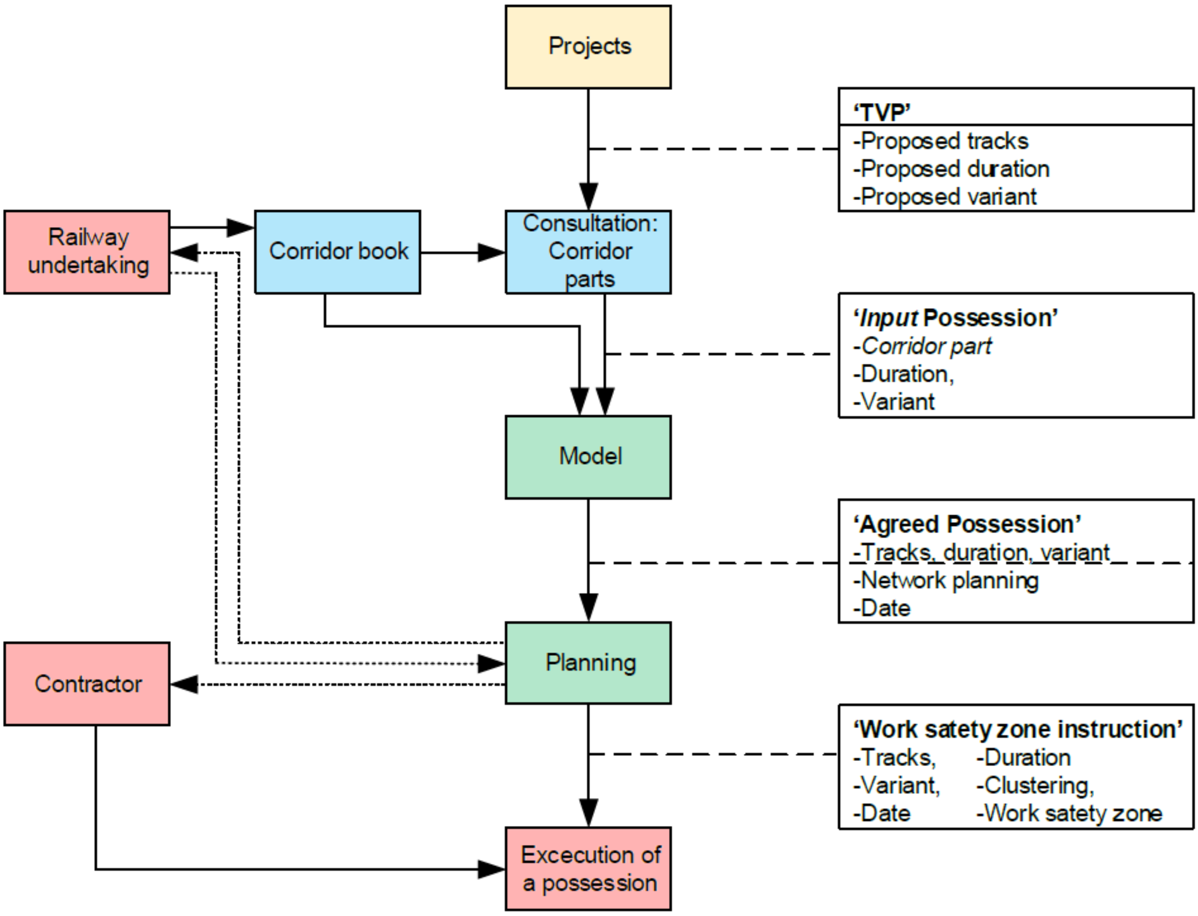


Figure 37: Change Planning Proces of possessions

6 Conclusions

The research is about combinations of possessions in the national context of the railway network. The difficulties in the planning of possessions in the national context are about the constraints of the corridor book, the number of required possessions per corridor part and the number of plannable weekends. To this end, a possession planning model based on an integer linear problem solution is designed. The model shows that the planning of possessions by the algorithm is possible. However, some details of the planning of possessions are not included in this thesis. The algorithms meet the objective to test the corridor book and what the capacity of the corridor book is, given the number of required possessions of a time table year.

The basis is the corridor book of the annual time table 2017. From 277 required possession, 256 possessions are planned which are not in conflict with any of the constraints of the corridor book. This number of possessions can be planned with accepted disruption on the network in a time table year.

In the end are the corridor as well as the diverting route the constraint that is the most restrictive to plan the most posessions.That these constraints indeed result in less possessions is a logic output of the possession planning model. The conflict matrices indicate that these constraints result in less combined possessions in the national context.

Eliminating a constraint of the corridor book is very controversial. To reduce planned disruptions for travellers in their trip, the constraints are included in the corridor book. Eliminating a constraint result in more disruptions. Therefore alternative constraints are designed and included in an alternative constraint model. When events are included according to neighbourhood that is defined in the constraint of the corridor book, result in the most planned possessions. An interesting alternative constraint that can be considered is to split corridor parts into sub-corridor parts. This can be the case when freight train routes are different from the corridor parts. These are:

- Deventer(-Apeldoorn)-Amersfoort,
- Amsterdam Centraal(-Duivendrecht-Breukelen)-Utrecht Centraal,
- Schiphol Airport(-Duivendrecht)-Weesp,
- Gouda-(Den Haag Ypenburg-)Den Haag,
- Eindhoven-Blerick-Venlo-Venlo Grens,
- Arnhem(-Zevenaar-Zevenaar Oost)-Emmerich,

Interesting possibilities are created, when the weekends are not blocked by events. The size and neighbourhood depends on the weight of that weekend. A possession will be planned in the weekend with the lowest weight. Because the MATLAB Software cannot yet deal with a Quadratic Integer Problem, the combinations cannot be weighted in the integer linear problem. When weekends are weighted by events and neighbourhood, all possessions are planned. At least three possessions are planned during an event. All other combinations of possessions can be planned without planning the possession during an event.

For a supply driven possession planning, which is a blueprint of a possession planning, before projects can claim their capacity of the railway network, has many important aspects. The most import aspect is the number of required possessions. For the planning of possessions in the national context the constraints of the corridor book, the number of required possessions of a specific part of the railway network and weighted weekends (and thus the dates of events) should be known. The possession planning process should be more focussed on the combinations of individual projects that result in possessions which results into combinations that is not desirable for the railway undertakings.

For the scope of the thesis the described conclusions will contribute to minimise the conflicts between the planning of possessions on the railway infrastructure network and the constraints of the corridor book in the annual time table.

7 Discussion

For designing a mathematical framework for the possession planning problem, some starting points and assumptions are made. Although these assumptions are made for the scope of the research, these theories cannot meet in practise.

The research is only about weekends, larger or shorter projects are not included in the research. To add the constraint that the duration of the weekend – some weekends are qualified as extended weekends such as the Easter weekend – the larger weekends can be included. The scope of the thesis and the possession planning problem is especially located in the number of required weekends. Although to include the large weekends in the possession planning model, the possession planning can be made, which optimizes the disruption for passengers and feight.

Another assumption is that projects on a corridor part results in a total blocked corridor part. On four-tracks track sections, a considerable train operation can be held. Not included in the thesis, but can be included are the effects when these tracks are possessed the half of the original train capacity. Then trains does not have to be diverted, so for example freight trains. Additional rules that imply possessions on half width of a corridor part have to be included in the conflict matrices.

The same procedure can be followed when the project itself is in conflict with the corridor book. The example is that a node has to be possessed, because the project requires that capacity on the railway network, depending on the work places, or voltage loss. Otherwise the project cannot be excecuted. Also then, an adapted conflict matrix with added ‘corridor parts’ that imply that situation can be included in the model. The unallowed combinations of possessions have to be created separately in the conflict matrices. The effects in the mathematical point of view is that the size of the conflict matrices and constraint matrices are larger, that imply a larger calculation time.

Another point to discuss is the stability of the possession planning. Factors that make the planning of possessions unstable are the tendering procedure, constractors that requires small added extentions of the possessions, degree of uncertainty decreases at the close of execution date. Then the most reliable information should be included in the algorithm. Mutations led to a very unstable decion process and will not led to an optimal possession planning. For the most optimal planning all planned possessions have to be taken place in an alternative possession planning.

The algorithm can also not deal with some practical factors. Some projects are fixed in time: For example DB Netze (German Infrastructure manager) planned possessions on the crossing borders on the side of Germany. There is coordination between the concerned partners for possessions in these weekends. That yiels that the date can not be changed by the model. Therefore should be required that a basis possession matrix should be created and some possessions can not be included for optimisation.

8 Recommendations

After reading the conclusions and discussion, some recommendations can be made. The possession planning problem can be divided into several areas. The areas are the possessions, the required possessions-, the constraints of the corridor book, the model, and the results. A planning should be made when all information is obtained: What combinations are not allowed, which events are taken into account, what is the priority of that events, which holiday's are available, what is the number of required possessions and which possessions are fixed?

First the area of possessions. From clustering projects, it is known that the number of required possessions is high. However, the clustering of projects into possessions should be better investigated. For that reason, the recommendation is to start with corridor-parts consultations, for which results in a clustering method on corridor parts.

Next to the clustering of projects are the largest possible area of possessions: the corridor parts. These corridor parts are defined as the largest part of combined track sections of the railway network that can be possessed in one weekend, for which passengers are confronted with maximum 30 minutes of extra travel time by diverting routes or bustitution, which can be two links of an node. Passengers that does not have to be on the node, should not transported by direct buses along the node. However, some possessed corridor parts are very much larger than the required capacity for the projects. Before a more over-year planning has to be known, so that the project have the possibility to change the year of execution.

From the constraints of the corridor book can be concluded that this made the problem hard to understand and to work with. To use conflict matrices and an integer linear problem, the problem can be solved. Nevertheless, to explain this to people that are confronted with these constraints is very hard and only a small number of people can understand these constraints very well. In consultation with the transporters, some projects can derive from the agreed constraints in the corridor book, if the alternative is worse.

The model can be adapted for better possession planning. In stead of the weekend-planning, a day-planning should be used, for better coordination between the used projects on days. Then, the events should be ranked as weights of the weekends to plan a possession.

The possession planning problem is an actual problem, because the number of required possessions is high and will not be lower, the number of constraints will increase instead of decrease. To solve this possession planning integer linear problem, an algorithm is used. From its origin the possession planning problem should be dealt with priority of undesirable combinations instead of unallowed combinations. However, MATLAB cannot deal with a Quadratic Integer Problem. Recommended is to rescribe the model script into another program language, that can deal with QIP. In the current model the constraints are described in an way that the output is conform the corridor book. However, in programming language this can be described in an shorter way, so that the compution time is shorter.

When the number of required possessions decease and days for planning a possession are weighted based on holidays, events and transport value, both will contribute to minimise the conflicts between the planning of possessions on the railway infrastructure network and the constraints of the corridor book in the annual time table. Decreasing the number of required possessions can be realised to cluster projects in less possessions in a more corridor-based point of view.

9 References

Andrade, A., & Teixeira, P. (2011). Biobjective Optimization Model for Maintenance and Renewal Decisions Related to Rail Track Geometry. *Transportation Research Record: Journal of the Transportation Research Board, 2261*, 163-170

Andrade, A. R., & Teixeira, P. F. (2012). A Bayesian model to assess rail track geometry degradation through its life-cycle. *Res. Transport. Econ., 36*(1), 1-8

Atamturk, A., & Savelsbergh, M. W. P. (2005). Integer-programming software systems. *Annals of Operations Research, 140*(1), 67-124

Benichon, M., Gauthier, J. M., Girodet, P., Hentges, G., Ribiere, G., & Vincent, O. (1971). Experiments in mixed integer linear programming. *Mathematical programming, 1*(1), 76-94

Budai, G., Huisman, D., & Dekker, R. (2005). Scheduling preventive railway maintenance activities. *Journal of the Operational Research Society, 57*(9), 1035-1044

Cacchiani, V., & Toth, P. (2012). Nominal and robust train timetabling problems. *European Journal of Operational Research, 219*(3), 727-737

Cordeau, J.-F., Toth, P., & Vigo, D. (1998). A Survey of Optimization Models for Train Routing and Scheduling. *Transportation Science, 32*(4), 380-404

Forsgren, M., Aronsson, M., & Gestrelius, S. (2013). Maintaining tracks and traffic flow at the same time. *Journal of Rail Transport Planning & Management, 3*(3), 111-123

Gan, L., Li, G., & Zhou, M. (2016). Coordinated planning of large-scale wind farm integration system and regional transmission network considering static voltage stability constraints. *Electric Power Systems Research, 136*, 298-308

Ghoseiri, K., Szidarovszky, F., & Asgharpour, M. J. (2004). A multi-objective train scheduling model and solution. *Transportation Research Part B: Methodological, 38*(10), 927-952

Jenema, A. R. (2011). *An optimization model for a Train-Free-Period planning for ProRail based on the maintenance needs of the Dutch Railway Infrastructure.* (Master of Science), TU Delft, Delft.

Ji, J.-h., Qi, L.-l., & Gu, Q.-l. (2007). Study on CODP Position of Process Industry Implemented Mass Customization. *Systems Engineering - Theory & Practice, 27*(12), 151-157

Lidén, T. (2015). Railway Infrastructure Maintenance - A Survey of Planning Problems and Conducted Research. *Transportation Research Procedia, 10*, 574-583

Lidén, T., & Joborn, M. (2016). Dimensioning windows for railway infrastructure maintenance: Cost efficiency versus traffic impact. *Journal of Rail Transport Planning & Management, 6*(1), 32-47

Linderoth, J., & Ralphs, T. (2005). Noncommercial software for mixedinteger linear programming. *Optimization Online*

Lundgen, J. T., Rönnqvist, M., & Värbrand, P. (2003). Optimeringsläw. *Studentlitteratur, Lund*

Menezes, T. R. d., & Souza, J. F. d. (2014). Transportation and Urban Mobility in Mega-events: The Case of Recife. *Procedia - Social and Behavioral Sciences, 162*, 218-227

Murali, P., Ordóñez, F., & Dessouky, M. M. (2016). Modeling strategies for effectively routing freight trains through complex networks. *Transportation Research Part C: Emerging Technologies, 70*, 197-213

Nemani, A. K., Bog, S., & Ahuja, R. K. (2010). Solving the Curfew Planning Problem. *Transportation Science, 44*(4), 506-523

Capaciteitsverdeling ProRail (2008).

NSR. (2015). Halfjaarrapportage HRN Concessie 2015.

Ohlen, J. G. (2016) *NSR: Grondslagen randvoorwaarden corridorboek/Interviewer: M. J. W. De Jonge*. ProRail, Utrecht.

Olhager, J. (2012). The Role of Decoupling Points in Value Chain Management. 37-47

Plu, J., Bondeux, S., Boulanger, D., & Heyder, R. (2009). Application of fracture mechanics methods to rail design and maintenance. *Eng. Fract. Mech., 76*(17), 2602-2611

ProRail. (2015a). *Corridorboek 2016 t.b.v. buitendienststellingen in dienstregelingjaar 2017*. Utrecht.

ProRail. (2015b). Netverklaring 2017 (Vol. 1). Utrecht: ProRail.

ProRail. (2016). ProVIO: Visulalisatie RADAR en KADER Databases. In ProRail (Ed.). Utrecht: ProVIO.

Przybylski, A., & Gandibleux, X. (2017). Multi-objective branch and bound. *European Journal of Operational Research, 260*(3), 856-872

Putallaz, Y., & Rivier, R. (2003). Strategic maintenance and renewal policy of a railway corridor, taking into account the value of capacity. *In: World Congress of Rail Research*

RailAlert. (2013). Voorschrift Veilig werken (Vol. 3.0). Amersfoort: RailAlert.

RailNetEurope. (2013). Guidelines for Coordination/Publication of Works and Possessions. Vienna.

Rajagopalan, S. (2002). Make to Order or Make to Stock: Model and Application. *Management Science, 48*(2), 241-256

Sadeghi-Barzani P, Rajabi-Ghahnavieh A, & H., K.-K. (2014). Optimal fast charging station placing and sizing. *Appl Energy, 125*(2), 89-99

Sözüer, M., & Spang, K. (2014). The Importance of Project Management in the Planning Process of Transport Infrastructure Projects in Germany. *Procedia - Social and Behavioral Sciences, 119*, 601-610

van Noortwijk, J. M., & Frangopol, D. M. (2004). Two probabilistic life-cycle maintenance models for deteriorating civil infrastructures. *Probabilistic Engineering Mechanics, 19*(4), 345-359

Vasak, M., Baotic, M., Peric, M., & Bago, M. (2009). *Optimal rail route energy management under constraints and fixed arrival time.* Paper presented at the Proceedings of the European Control Conference, Budapest, Hungary.

Verhoeven, J. M. H. (2016) *TVP Planning/Interviewer: M. J. W. De Jonge*. Utrecht, Utrecht.

Visser. (2008). Het toepassen van geheeltallige programmering bij het Student Scheduling Problem. In P. D. R. v. d. Mei (Ed.). Amsterdam: Vrije Universiteit.

Wang, Y., Ning, B., van den Boom, T., & De Schutter, B. (2016). *Optimal Trajectory Planning and TRain Scheduling for Urban Rail Transit Systems*. Berlin: Springer International Publishing Switzerland.

Wang, Y., Tang, T., Ning, B., van den Boom, T. J. J., & De Schutter, B. (2015). Passenger-demands-oriented train scheduling for an urban rail transit network. *Transportation Research Part C: Emerging Technologies, 60*, 1-23

Wojtaszek, D. T., & Chinneck, J. W. (2010). Faster MIP solutions via new node selection rules. *Computers and Operations Research, 37*(9), 1544-1556

10 Appendices

Appendix A: Network

10.1.1 Railway network map

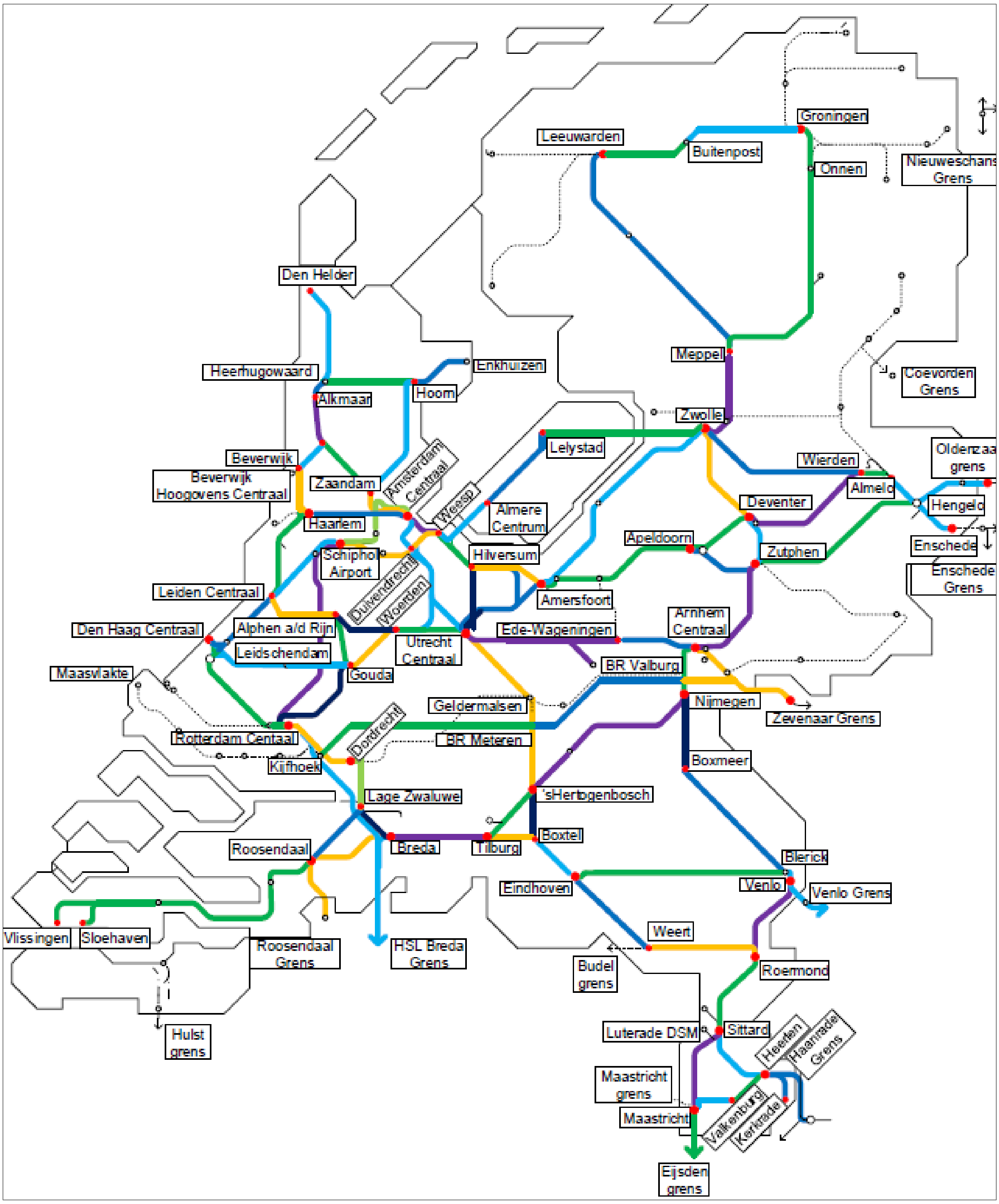


Figure 38: Railwaymap

10.1.2 Details per corridor part

Table 29: Details per corridor part

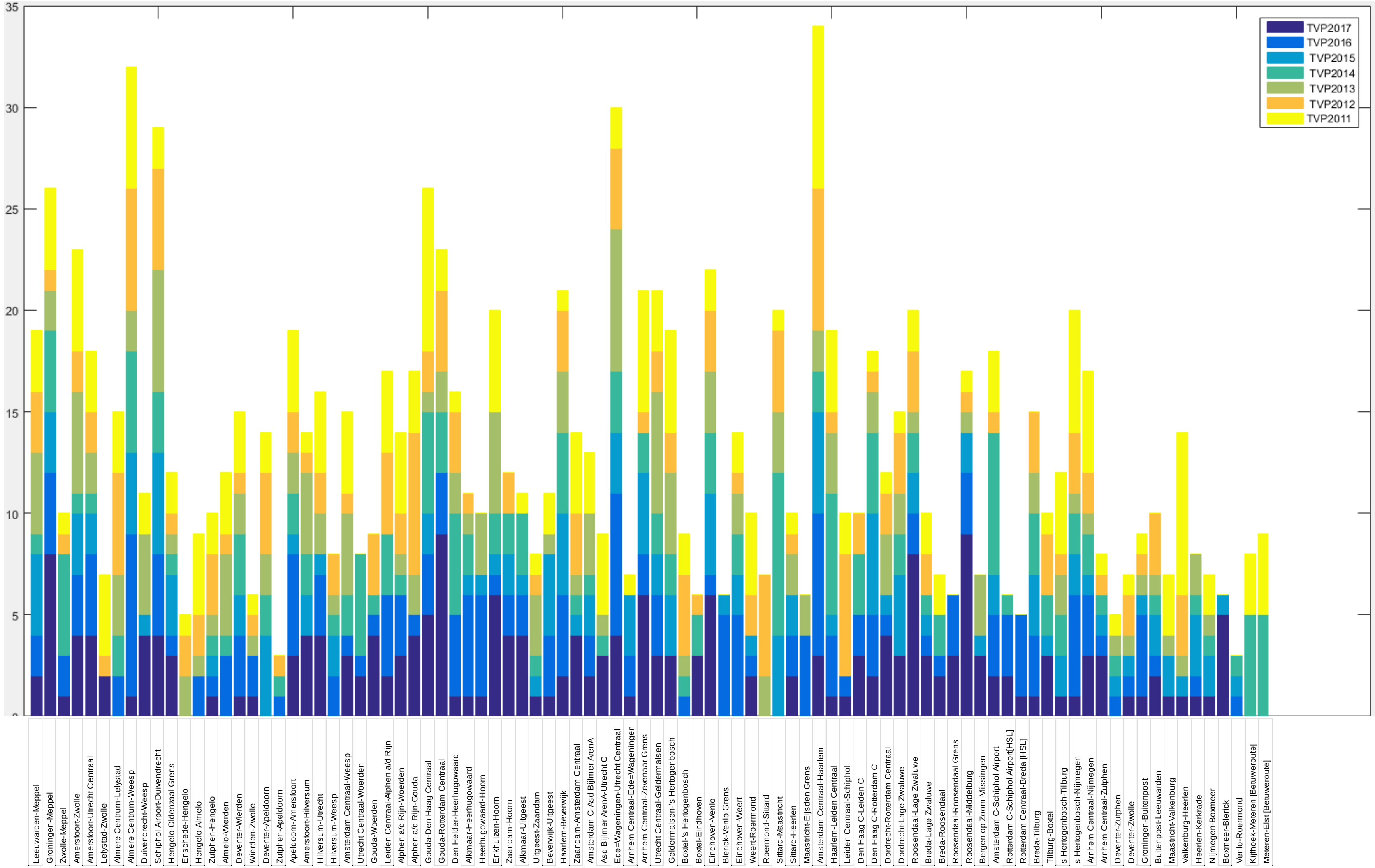
	Tracks	Corridors Passenger	Corridor Freight	Frequency IC [Per hour]	Frequency SPR [Per hour]
Leeuwarden-Meppel	2	R1		2	1
Groningen-Meppel	2	R1	G4	2	2
Meppel-Zwolle	2	R1	G4	4	2
Zwolle-Amersfoort	2	R1A	G4	2	2
Amersfoort-Utrecht C	2-4	R1A, R2A		4	2-4
Zwolle-Lelystad	2	R1B		2	2
Lelystad-Almere C.	2	R1B		4	2-4
Almere C. -Weesp	2	R1B		6	4-6
Weesp-Schiphol A.	2-4	R1B, R2B	G3, G4, G13	6-10	4
Odzg/Enschede-Wierden	2	R2	G3, G11, G13	2-2,5	2-3
Hengelo-Zutphen	1			-	2
Wierden-Deventer	2	R2	G3, G11, G13	2,5	1
Wierden-Zwolle	1			-	2
Deventer-Amersfoort	2	R2	G3, G11, G13	2,5	0-4
Zutphen-Apeldoorn	1			-	2
Amersfoort-Hilversum	2	R2BC	G3, G4, G11, G13	4	2
Hilversum-Utrecht C	2			-	4
Hilversum-Weesp	2	R2BC	G3, G4, G11, G13	4	4-6
Weesp-Amsterdam C	2	R2C	G11	4	4
Utrecht C-Woerden	4	R1A, R2A		10	2
Woerden-Gouda	2	R1A, R2A	G3, G4, G13	8	4
Woerden-Alphen a/d Rijn	1			2	-
Alphen a/d Rijn-Leiden C	1			2	-
Alphen a/d Rijn-Gouda	1			-	2
Gouda-Den Haag C.	2	R2A		4	2
Gouda-Rotterdam C	2	R1A	G3, G4, G13	4	2
Den Helder-Heerhugowaard	1-2	R4A		2	-
Heerhugowaard-Alkmaar	2	R4A		4	2
Heerhugowaard-Hoorn	1			-	2
Enkhuizen-Hoorn	1			2	-
Hoorn-Zaandam	2			2	2
Alkmaar-Uitgeest	2	R4A		4	2
Uitgeest-Zaandam	2	R4A		4	2
Uitgeest-Beverwijk	2			-	2
Beverwijk-Haarlem	2		G6, G6, G12	-	2
Zaandam-Amsterdam C	3-4	R4A		6	2-4
Amsterdam C-Utrecht C	2-4	R4	G3, G4, G6, G12, G13	4,5-8,5	2
Utrecht C-Ede=Wageningen	2	R4		4,5	0-2
Ede=Wageningen-Arnhem C	2	R4		4,5	1
Arnhem C/BR Valburg Aansl-Zvg	2	R4	G2, G12, G13	0,5	3

Utrecht C-'s Hertogenbosch	2-4	R3	G6, G12	4	2-4
s Hertogenbosch-Boxtel	2-3	R3	G6	4	2
Boxtel-Eindhoven	4	R3, R6	G1, G5, G6, G9	6	4
Eindhoven-Venlo	2	R3	G1, G9	2	0-2
Blerick-Venlo G	2	R3	G1, G9, G10	2	2
Eindhoven-Weert	2	R3	G5, G6	4	2
Weert-Roermond	2	R3	G5, G6	4	0
Roermond-Sittard	2	R3	G5, G6, G10	4	2
Sittard-Maastricht	2	R3	G6, G6, G10	2	2
Sittard-Heerlen	2	R3		2	2
Maastricht-Eijsden G	2		G6	1	0-2
Amsterdam C.-Haarlem	2	R5	G6, G12	4	4
Haarlem-Leiden C	2	R5	G8	4	2
Leiden C-Schiphol A.	2	R1A		5	4
Den Haag C-Leiden C	4	R1A, R5	G8	9	4
Den Haag C-Rotterdam C	2-4	R5	G8	7	2
Rotterdam C-Dordrecht	4	R5	G3, G4, G8, G13	5	2
Dordrecht-Lage Zwaluwe	2	R5	G1, G5, G7, G13	4	3
L'Zwaluwe-Roosendaal	2	R5	G7, G13	3	1
Lage Zwaluwe-Breda	2		G1. G5	1	2
Roosendaal-Breda	2	R7		2	-
Roosendaal-Roosendaal G	2		G7, G13, G14	1	1
Roosendaal-Vlissingen	2	R5	G7, G9	2	-
Amsterdam C-SchipholA.	2	R6		6	4-6
Schiphol A-Rotterdam C (HSL)	2	R6		5	-
Rotterdam C-Breda/Breda G (HSL)	2	R6		5	-
Breda-Tilburg	2	R6, R7	G1, G5, G9, G14	4	2-4
Tilburg-Boxtel	2	R6	G5, G9	2	2
Tilburg-'s Hertogenbosch	2-3	R7	G14	2	2
's Hertogenbosch-Nijmegen	2	R7	G14	2	2-4
Nijmegen-Arnhem C	2	R4B, R7	G14	6	4
Arnhem C-Zutphen	2	R7		2	2
Zutphen-Deventer	2	R7		2	-
Deventer-Zwolle	2	R7		2	-
Groningen-Buitenpost	1			1	2
Buitenpost-Leeuwarden	1			1	2
Maastricht-Valkenburg	2			2	2
Valkenburg-Heerlen	2			2	2
Heerlen-Kerkrade/Haanrade G	2			-	3
Nijmegen-Boxmeer	2			-	2
Boxmeer-Blerick	1			-	2
Venlo-Roermond	1		G8	-	2
Kijfhoek-Betuweroute Meteren Aansl.	2		G2, G12	-	-
BR Meteren Aansl-BR Valburg Aansl.	2		G2, G12	-	-

10.1.3 Required possessions per corridor part per year

Figure 39: Number of required possessions per year

.



Appendix B: Corridors

10.1.4 Freight corridors

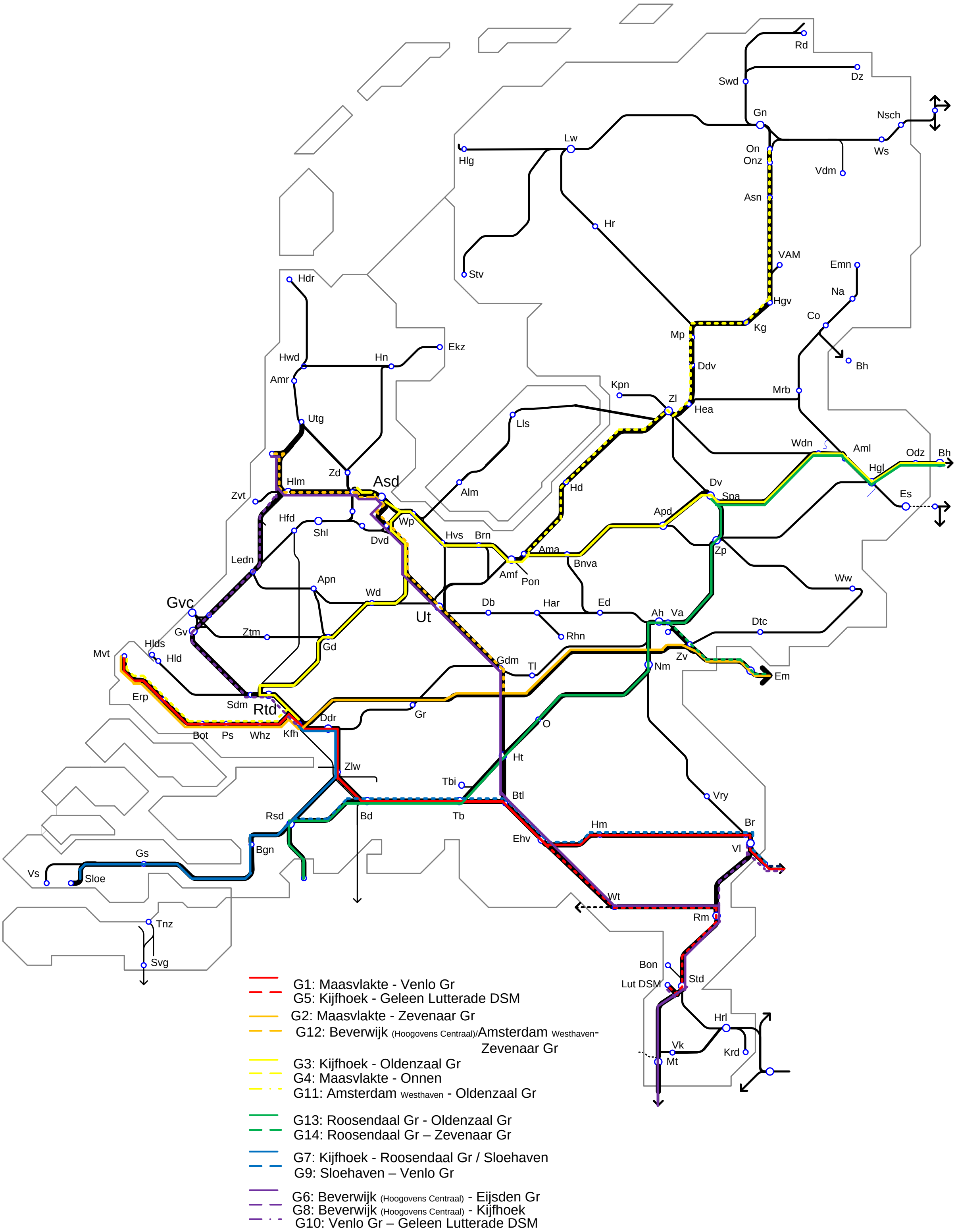


Figure 40: Freight corridors

10.1.5 Passenger corridors

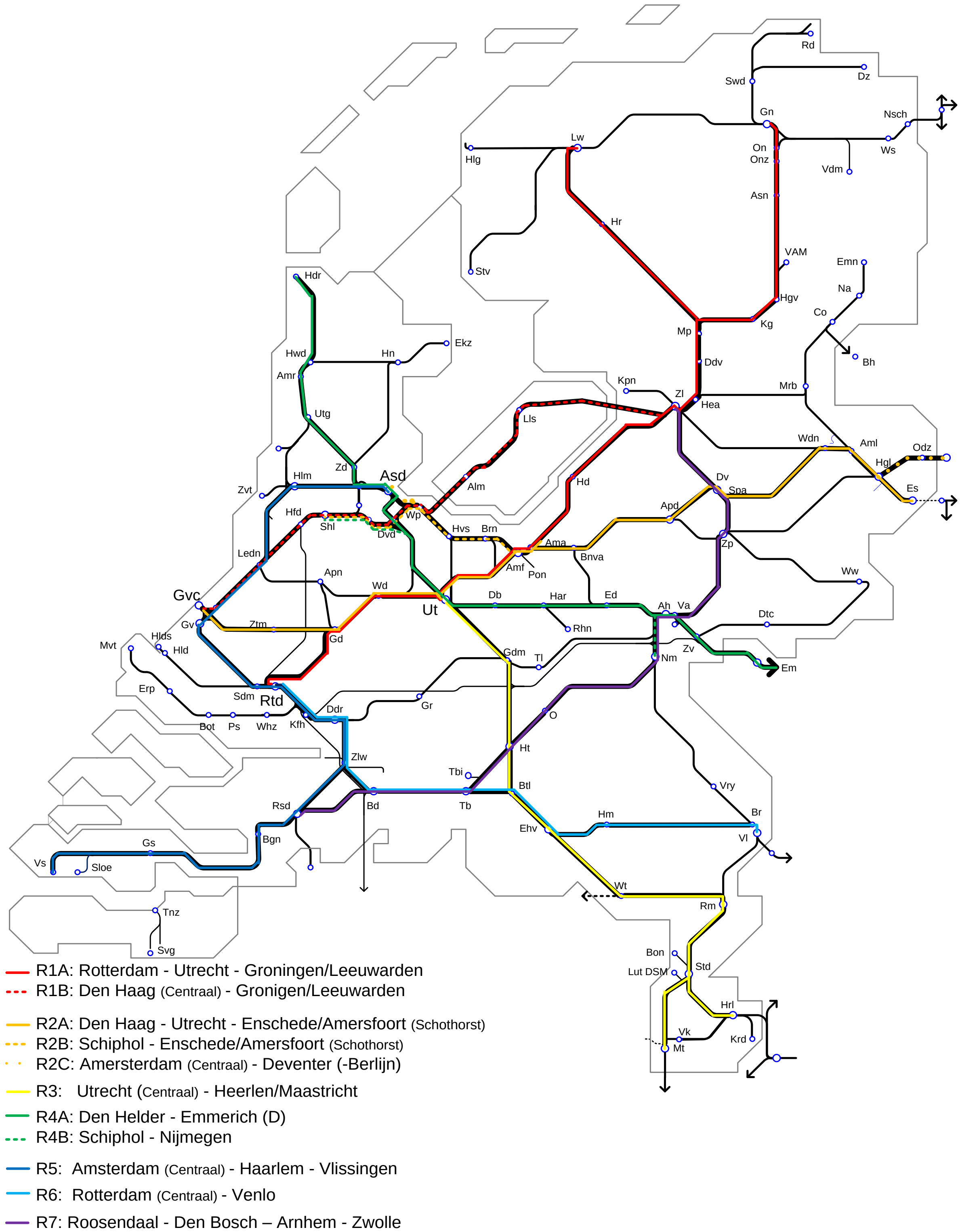


Figure 41: Passenger corridors

10.1.6 International passenger corridors

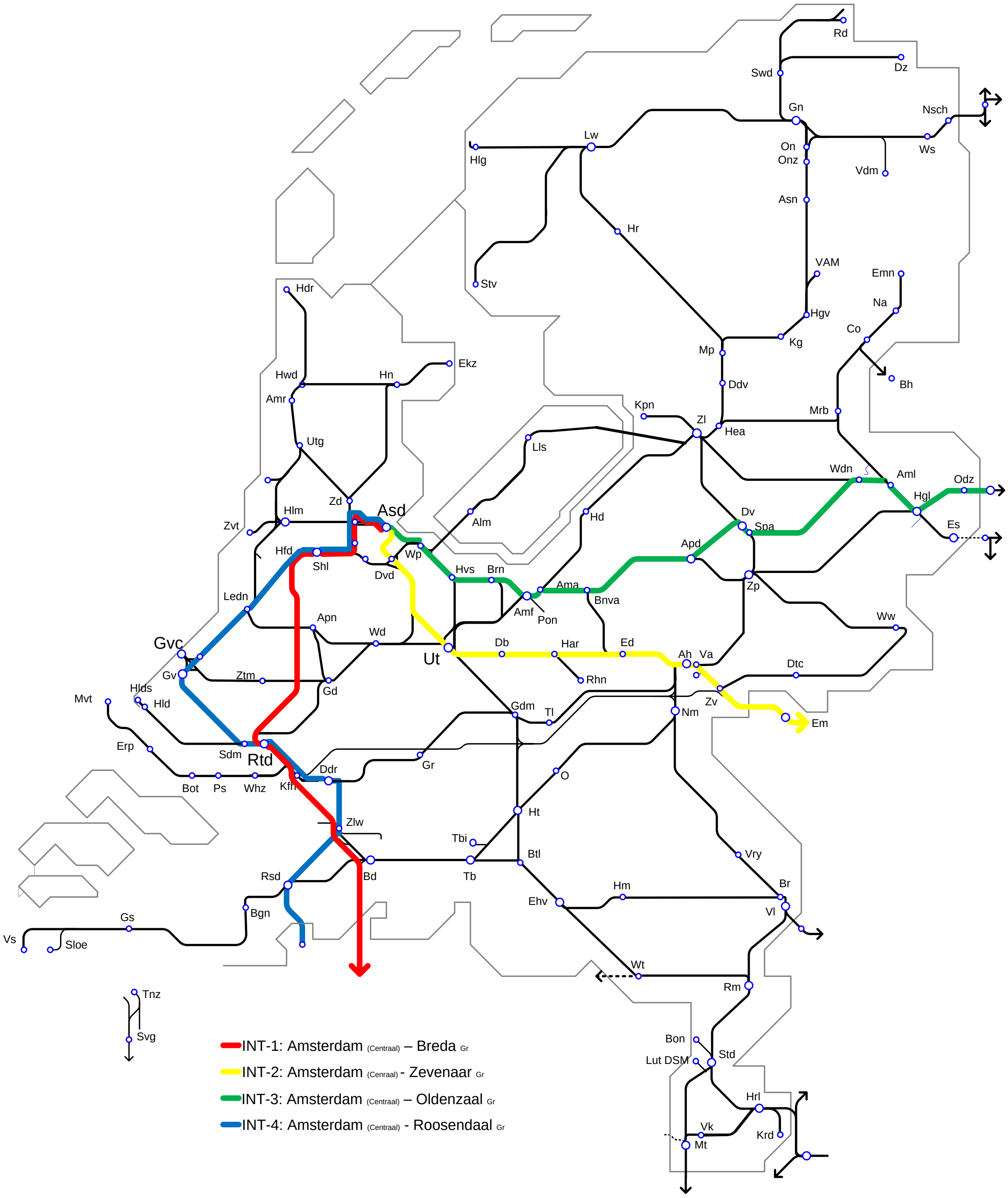


Figure 42: International passenger corridor

Appendix C: Constraints

10.1.7 Corridor

Corridor R1: Groningen/Leeuwarden – Zwolle – Den Haag Centraal/Rotterdam Centraal

R1A Groningen/Leeuwarden – Meppel – Zwolle – Amersfoort – Utrecht – Woerden – Gouda - Rotterdam Centraal

R1B Groningen/Leeuwarden – Meppel – Zwolle – Lelystad - Almere Centrum – Weesp – Schiphol Airport– Leiden Centraal – Den Haag Centraal.

Figure 43 and Table 30 show corridor R1A and R1B.

Figure 43: Corridor R1

Table 30: Conflict matrix of corridor R1A and R1B

Corridor 1 Corridor part[Abbreviation→] Corridor part ↓	Lw-Mp	Gn-Mp	Zl-Mp	Zl-Amf	Amf-Ut	Ut-Wd	Wd-Gd	Gd-Rtd	Lls-Zl	Alm-Lls	Alm-Wp	Shl-Wp	Ledn-Shl	Gvc-Ledn
Leeuwarden-Meppel	0	1	1	1	1	0	0	0	1	1	1	0	0	0
Groningen-Meppel	1	0	1	1	1	0	0	0	1	1	1	0	0	0
Zwolle-Meppel	1	1	0	1	1	0	0	0	1	1	1	0	0	0
Amersfoort-Zwolle	1	1	1	0	1	1	1	1	0	0	0	0	0	0
Amersfoort-Utrecht C	1	1	1	1	0	1	1	1	0	0	0	0	0	0
Utrecht C-Woerden	0	0	0	1	1	0	1	1	0	0	0	0	0	0
Gouda-Woerden	0	0	0	1	1	1	0	1	0	0	0	0	0	0
Gouda-Rotterdam C	0	0	0	1	1	1	1	0	0	0	0	0	0	0
Lelystad-Zwolle	1	1	1	0	0	0	0	0	0	1	1	1	1	0
Almere C-Lelystad	1	1	1	0	0	0	0	0	1	0	1	1	1	0
Almere C-Weesp	1	1	1	0	0	0	0	0	1	1	0	1	1	0
Schiphol A-Weesp	0	0	0	0	0	0	0	0	1	1	1	0	1	1
Leiden C-Schiphol A	0	0	0	0	0	0	0	0	1	1	1	1	0	1
Den Haag C-Leiden C	0	0	0	0	0	0	0	0	0	0	0	1	1	0

Corridor R2: Den Haag/Schiphol/Amsterdam – Amersfoort-Enschede/Bad Bentheim

R2A: Den Haag C– Gouda– Woerden- Utrecht C– Amersfoort– Apeldoorn– Deventer– Wierden- Enschede

R2B: Schiphol Airport- Weesp- Hilversum- Amersfoort- Deventer- Wierden- Enschede

R2C/INT-3: Amsterdam Centraal- Weesp- Hilversum- Amersfoort- Deventer- Wierden-Enschede

Figure 44 and Table 31 show corridor R2A, R2B, R2C and INT3

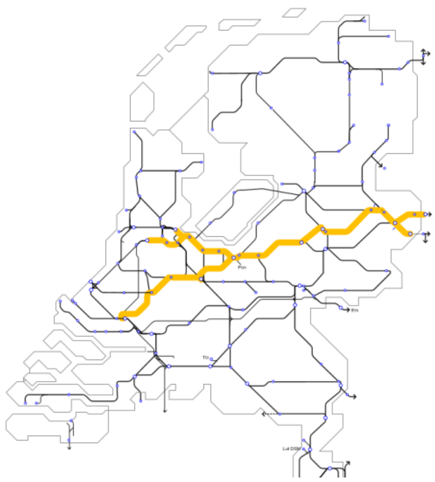


Figure 44: Corridor r2

Table 31: Conflict matrix of corridor R2

Corridor 2 Corridor part [Abbreviation→] Corridor part ↓	Wdn-Es/Odzg	Dv-Wdn	Dv-Amf	Amf-Hvs	Hvs-Wp	Shl-Wp	Asd-Wp	Amf-Ut	Ut-Wd	Gd-Wd	Gd-Gvc
Wierden-Enschede/Oldenzaal Gr	0	1	1	0	0	0	0	1	0	0	0
Deventer-Wierden	1	0	1	1	1	1	1	1	1	1	0
Deventer-Amersfoort	1	1	0	1	1	1	1	1	1	1	1
Amersfoort-Hilversum	0	1	1	0	1	1	1	0	0	0	0
Hilversum-Weesp	0	1	1	1	0	1	1	0	0	0	0
Schiphol Airport-Weesp	0	1	1	1	1	0	0	0	0	0	0
Amsterdam Centraal-Weesp	0	1	1	1	1	0	0	0	0	0	0
Amersfoort-Utrecht Centraal	1	1	1	0	0	0	0	0	1	1	1
Utrecht Centraal-Woerden	0	1	1	0	0	0	0	1	0	1	1
Gouda-Woerden	0	1	1	0	0	0	0	1	1	0	1
Gouda-Den Haag Centraal	0	0	1	0	0	0	0	1	1	1	0

Corridor 3: Utrecht Centraal-Eindhoven-Venlo/Sittard-Maastricht/Heerlen

Corridor 3 consists only the corridor

R3: Utrecht Centraal-'s Hertogenbosch – Boxtel – Eindhoven - Venlo, Eindhoven-Weert-Roermond – Sittard - Maastricht, Sittard - Heerlen.

Figure 45 and Table 32 show corridor R3

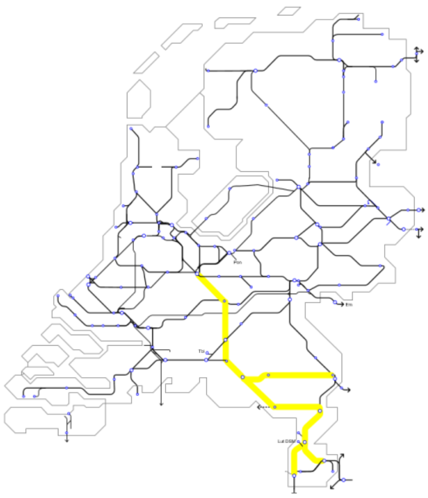


Figure 45: Corridor R3

Table 32: Conflict matrix of corridor 3

Corridor 3 Corridor part [Abbreviation→] Corridor part ↓	Ut-Ht	Btl-Ht	Btl-Ehv	Ehv-Vl	Br-Vl	Ehv-Wt	Wt-Rm	Rm-Std	Std-Mt	Std-Hrl
Utrecht C-'sHertogenbosch	0	1	1	1	1	1	1	1	0	0
Boxtel-'sHertogenbosch	1	0	1	1	1	1	1	1	1	1
Boxtel-Eindhoven	1	1	0	1	1	1	1	1	1	1
Eindhoven-Venlo	1	1	1	0	1	1	1	1	1	1
Blerick-Venlo Grens	1	1	1	1	0	1	1	1	1	1
Eindhoven-Weert	1	1	1	1	1	0	1	1	1	1
Weert-Roermond	1	1	1	1	1	1	0	1	1	1
Roermond-Sittard	1	1	1	1	1	1	1	0	1	1
Sittard-Maastricht	0	1	1	1	1	1	1	1	0	0
Sittard-Heerlen	0	1	1	1	1	1	1	1	0	0

Corridor 4: Den Helder-Amsterdam Centraal/Schiphol-Utrecht-Arnhem-Nijmegen/Emmerich

R4A/INT-2: Den Helder – Heerhugowaard – Alkmaar – Uitgeest – Zaandam - Amsterdam Centraal – Utrecht Centraal – Ede=Wageningen – Arnhem Centraal – Zevenaar Gr.

R4B: Schiphol Airport – Weesp, Amsterdam Centraal – Utrecht Centraal – Ede=Wageningen – Arnhem Centraal – Nijmegen.

Figure 46 and Table 33 show corridor R4A, R4B and INT2

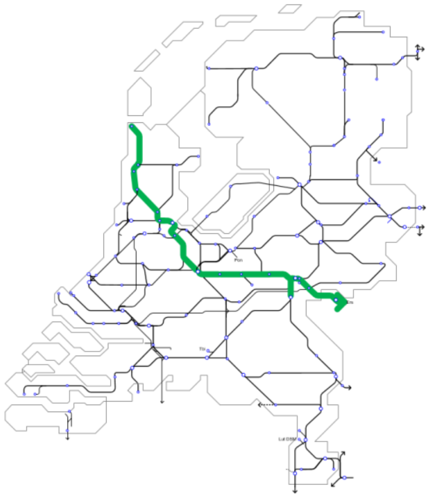


Figure 46: Corridor 4

Table 33: Conflixt matrix of corridor 4

Corridor 4 Corridor part [Abbreviation→] Corridor part ↓	Hdr-Hwd	Amr-Hwd	Amr-Zd	Zd-Asd	Asd-Ut	Ut-Ed	Ed-Ah	Ah-Zvg	Shl-wp	Ah-Nm
Den Helder-Heerhugowaard	0	1	1	1	0	0	0	0	0	0
Alkmaar-Heerhugowaard	1	0	1	1	0	0	0	0	0	0
Alkmaar-Zaandam	1	1	0	1	1	0	0	0	0	0
Zaandam-Amsterdam Centraal	1	1	1	0	1	1	0	0	0	0
Amsterdam Centraal-Utrecht Centraal	0	0	1	1	0	1	1	1	1	1
Ede=Wageningen-Utrecht C	0	0	0	1	1	0	1	1	1	1
Arnhem C-Ede=Wageningen	0	0	0	0	1	1	0	1	1	1
Arnhem Centraal-Zevenaar Grens	0	0	0	0	1	1	1	0	0	0
Schiphol Airport-Weesp	0	0	0	0	1	1	1	0	0	0
Arnhem Centraal-Nijmegen	0	0	0	0	1	1	1	0	0	0

Corridor 5: Amsterdam-Haarlem-Den Haag-Rotterdam-Roosendaal-Vlissingen

R5/INT-4: Amsterdam Centraal – Haarlem – Leiden Centraal – Den Haag Centraal – Rotterdam Centraal – Dordrecht – Roosendaal – Vlissingen/Roosendaal Grens.

Figure 47 and Table 34 show corridor R5 and INT-4

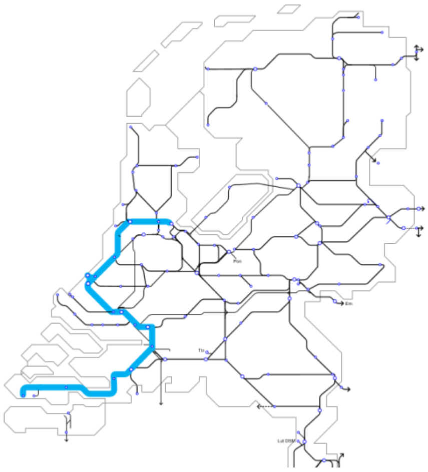


Figure 47: Corridor 5

Table 34: Conflict matrix of corridor 5.

Corridor 5 Corridor part [Abbreviation→] Corridor part ↓	Asd-Hlm	Hlm-Ledn	Ledn-Gvc	Gvc-Rtd	Rtd-Ddr	Ddr-Zlw	Zlw-Rsd	Rsd-Vs
Amsterdam Centraal-Haarlem	0	1	1	1	1	1	1	0
Haarlem-Leiden Centraal	1	0	1	1	1	1	1	0
Den Haag C-Leiden C	1	1	0	1	1	1	1	0
Den Haag C-Rotterdam C	1	1	1	0	1	1	1	0
Dordrecht-Rotterdam Centraal	1	1	1	1	0	1	1	1
Dordrecht-Lage Zwaluwe	1	1	1	1	1	0	0	1
Roosendaal-Lage Zwaluwe	1	1	1	1	1	0	0	1
Roosendaal-Vlissingen	0	0	0	0	1	1	1	0

Corridor 6: Amsterdam Centraal-Schiphol Airport-Rotterdam-Breda Grens/Breda-Eindhoven

R6./INT-1: Amsterdam Centraal – Schiphol Airport – Rotterdam Centaal via HSL – Breda Gr/Breda via HSL – Breda – Tilburg – Boxtel – Eindhoven

Figure 48 and Table 35 show corridor R6 and INT-1

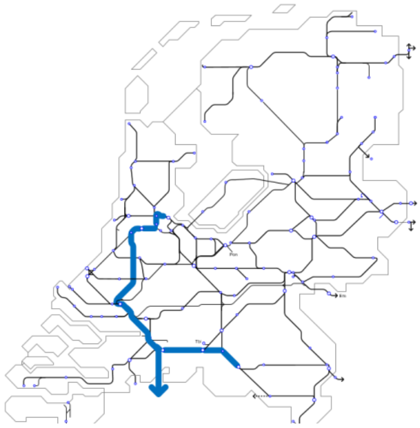


Figure 48: Corridor R6 and INT-1

Table 35: Conflict matrix of corridor 6

Corridor 6 Corridor part [Abbreviation→] Corridor part ↓	Asd-Shl	Shl-Rtd	Rtd-Bd	Bd-Tb	Tb-Btl	Btl-Ehv
Amsterdam C-Schiphol Airport	0	1	1	0	0	0
Rotterdam C-Schiphol Airport	1	0	1	1	1	1
Rotterdam C-Breda	1	1	0	1	1	1
Breda-Tilburg	0	1	1	0	1	0
Tilburg-Boxtel	0	1	1	1	0	0
Boxtel-Eindhoven	0	1	1	0	0	0

Corridor 7: Roosendaal – ‘s Hertogenbosch – Arnhem-Zwolle

R7: Roosendaal – Breda – Tilburg – ’s Hertogenbosch – Nijmegen – Arnhem – Zutphen – Deventer – Zwolle

Figure 49 and Table 36 show corridor R7.

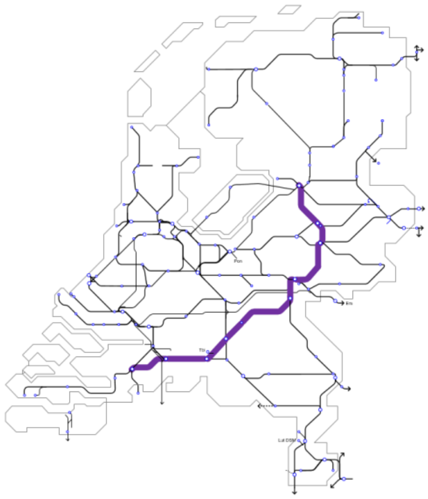


Figure 49: Corridor 7

Table 36: Conflict matrix of corridor 7

	Bd-Rsd	Bd-Tb	Ht-Tb	Ht-Nm	Ah-Nm	Ah-Zp	Dv-Zp	Dv-Z;
Breda-Roosendaal	0	1	1	1	1	0	0	0
Breda-Tilburg	1	0	1	1	1	0	0	0
s Hertogenbosch-Tilburg	1	1	0	1	1	1	0	0
s Hertogenbosch-Nijmegen	1	1	1	0	1	1	1	0
Arnhem Centraal-Nijmegen	1	1	1	1	0	1	1	1
Arnhem Centraal-Zutphen	0	0	1	1	1	0	1	1
Deventer-Zutphen	0	0	0	1	1	1	0	1
Deventer-Zwolle	0	0	0	0	1	1	1	0

10.1.8 Diverting routes

Appendix H consists of the diverting routes for the freight corridors. First the route on all corridor parts is described and the route is highlighted in the railway infrastructure map. Then, the diverting route is given in a table. Because some routes have the same corridor parts, these routes are combined.

Rotterdam/Amsterdam – Zevenaar Grens

The corridor is highlighted in Figure 50. The diverting routes are highlighted by a dot line and are shown in Table 37.

G2: Maasvlakte – Kijfhoek – Meteren Betuweroute Aansluitng – Elst Betuweroute Aansluiting – Zevenaar Grens

G12: Amsterdam Westhaven – Amsterdam Centraal – Utrecht Centraal – Betuweroute Meteren Aansluiting – Betuweroute Valburg Aansluiting - Zevenaar Grens

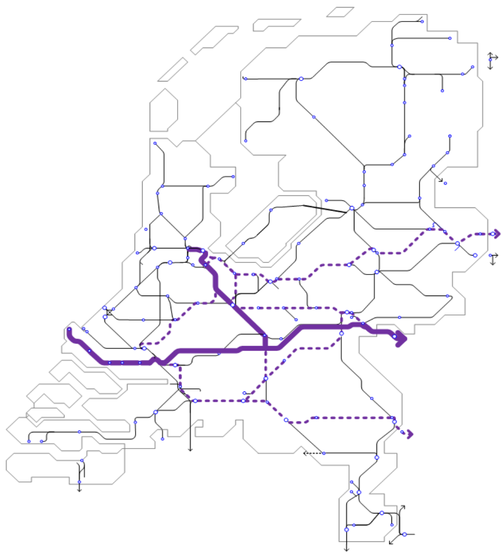


Figure 50: Diverting routes for corridor G2 and G12.

Table 37: Diverting routes for corridor G2 and G12

Possessed Corridor part	Diverting route
Kijfhoek - Zevenaar Oost	Kijfhoek - Lage Zwaluwe – Breda – Tilburg - 's Hertogenbosch – Nijmegen – Arnhem - Zevenaar or G1
Amsterdam C. -Utrecht C.	Amsterdam Centraal – Weesp – Hilversum – Utrecht Centraal
Utrecht C. - Zevenaar Oost:	Utrecht Centraal - Ede=Wageningen – Arnhem - Zevenaar
Zevenaar Oost - Zevenaar Grens:	Utrecht -'s Hertogenbosch – Boxtel – Eindhoven – Venlo Grens

Sloehaven – Venlo Grens / Kijfhoek

The fourth route contains the route on Roosendaal Grens – Roosendaal and the Zeeland Seaport Sloehaven.

G7: Sloehaven – Roosendaal – Lage Zwaluwe – Kijfhoek

G9: Sloehaven – Roosendaal – Breda – Tilburg – Boxtel – Eindhoven – Venlo – Venlo Grens

G14: Roosendaal Grens – Roosendaal –Breda – Tilburg – 's Hertogenbosch – Nijmegen – Arnhem – Zevenaar Grens

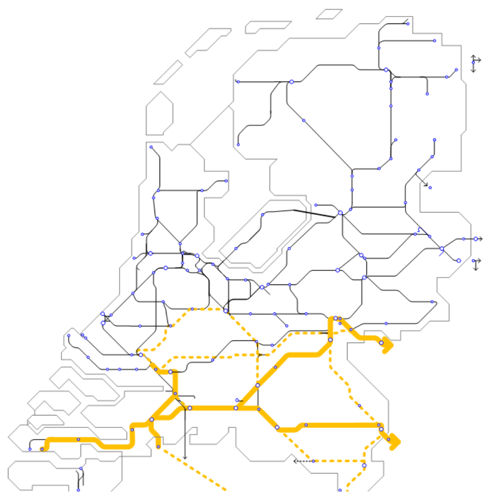


Figure 51: Diverting route for corridor G7, G9 and G14

Table 38: Diverting routes for corridors G3, G4, G11 and G13

Possessed Corridor part	Diverting route
Roosendaal-Roosendaal Grens:	Eijsden – Maastricht – Sittard – Roermond – Weert – Eindhoven – Boxtel - 's Hertogenbosch – Nijmegen – Arnhem – Zevenaar Grens.
Roosendaal – Breda – Tilburg - 's Hertogenbosch – Nijmegen - Arnhem	Roosendaal - Lage Zwaluwe – Kijfhoek – Meteren – Elst – Zevenaar Grens
Arnhem-Zevenaar Grens	Boxtel – Eindhoven – Venlo – Venlo Grens
Roosendaal- Breda – Tilburg Boxtel:	Roosendaal – Lage Zwaluwe – Kijfhoek - Rotterdam Centraal – Gouda – Woerden – Utrecht – 'sHertogenbosch – Boxtel.

Beverwijk/–Kijfhoek / Eijsden & Venlo-Geleen Lutterade/DSM

The last group of freight corridors contains the corridors towards Beverwijk.

G6: Beverwijk – Uitgeest – Haarlem – Amsterdam Centraal – Utrecht Centraal – 's Hertogenbosch – Boxtel – Eindhoven – Weert – Roermond – Sittard – Maastricht – Eijsden Grens

G8: Beverwijk – Uitgeest – Haarlem – Leiden Centraal – Den Haag HS – Rotterdam Centraal - Kijfhoek

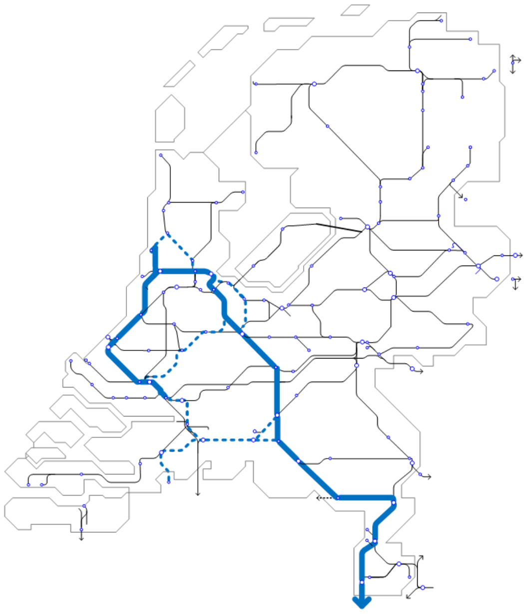


Figure 52: Diverting routes for corridor G6 and G8.:

Table 39: Diverting routes for corridor G6 and G8.

Possessed Corridor part	Diverting route
Beverwijk – Haarlem – Amsterdam Centraal	Uitgeest – Zaandam - Amsterdam Centraal
Amsterdam Centraal – Utrecht Centraal	Amsterdam Centraal – Weesp – Hilversum – Utrecht Centraal
Haarlem – Leiden Centraal – Den Haag - Rotterdam Centraal	Uitgeest – Zaandam – Amsterdam Centraal –Woerden – Gouda – Rotterdam Centraal
Utrecht Centraal – 's Hertogenbosch - Boxtel	Haarlem – Leiden Centraal – Den Haag - Rotterdam Centraal – Dordrecht – Lage Zwaluwe – Breda – Tilburg – Boxtel
Boxtel – Eindhoven – Weert – Roermond – Sittard – Maastricht – Eijsden Grens:	's Hertogenbosch – Tilburg – Breda – Roosendaal – Roosendaal Grens

Roosendaal-Rotterdam/Amsterdam – Onnen / Oldenzaal Grens

This corridor uses the route Utrecht-Amsterdam-Weesp, from the port of Amsterdam and Rotterdam towards the crossing border Oldenzaal Gens and towards Onnen.

G3: Kijfhoek – Rotterdam Centraal – Gouda – Woerden – Amsterdam Bijlmer ArenA – Weesp – Hilversum – Amersfoort- Deventer – Wierden – Oldenzaal Grens

G4 Maasvlakte – Kijfhoek – Rotterdam Centraal – Gouda – Woerden – Amsterdam Bijlmer ArenA – Weesp – Hilversum – Amersfoort – Zwolle – Meppel - Onnen

G11 Amsterdam Westhavens- Amsterdam Centraal – Weesp - Hilversum – Amersfoort- Deventer – Wierden – Bad Bentheim

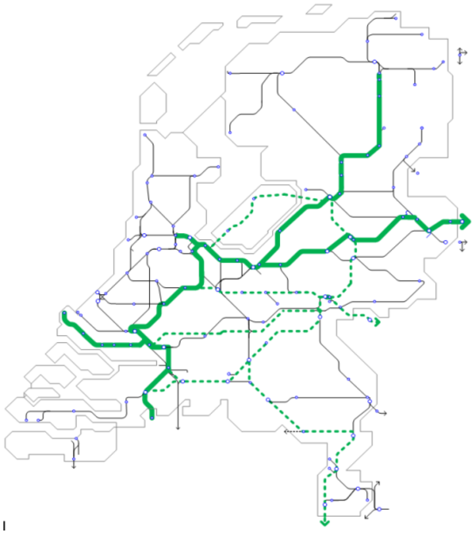


Figure 53: Diverting routes for corridor G3, G4, G11 and G13.

G13: Roosendaal Grens- Roosendaal – Lage Zwaluwe – Kijfhoek – Rotterdam Centraal – Gouda- Woerden – Amsterdam Bijlmer ArenA – Weesp – Hilversum- Amersfoort – Deventer – Wierden –Zevenaar Grens.

Table 40: Diverting routes for corridors G3, G4, G11 and G13

Possessed Corridor part	Diverting route
Roosendaal –Roosendaal Grens	Eijsden – Maastricht – Sittard – Roermond – Weert – Eindhoven – Boxtel - ‘s Hertogenbosch – Nijmegen – Arnhem – Zutphen - Deventer.
Roosendaal – Kijfhoek – Rotterdam C – Gouda – Woerden - Amsterdam Bijlmer ArenA - Weesp – Hilversum – Amersfoort	Kijfhoek – Meteren Betuweroute Aansluiting – Elst Betuweroute Aansluiting – Arnhem – Zutphen – Deventer **or** Kijfhoek - Lage Zwaluwe - (/Roosenaal -) Breda – Tilburg - ’s Hertogenbosch – Nijmegen – Arnhem Centraal – Zutphen – Deventer (Turning around) (- Zwolle (Turning around)).
Weesp – Hilversum – Amersfoort – Zwolle	Weesp – Almere – Lelystad – Zwolle
Amersfoort – Deventer	Amersfoort – Zwolle – Deventer
Deventer - Oldenzaal Grens	Woerden – Utrecht Centraal - Arnhem - Zevenaar Grens
Meppel - Onnen	Meppel – Zwolle – Groningen - Onnen

.

10.1.9 Transfer nodes and concerned corridor parts

Table 41: Track sections, part of more than one corridr part: Deveation per corridor part is possible

Network part	Corridor parts
Hoofddorp- Amsterdam Riekerpolder Aansluiting	Schiphol Airport-Weesp Schiphol Airport-Amsterdam Centraal Schiphol Airport-Leiden Centraal Schiphol Airport-Rotterdam Centraal
‘s Hertogenbosch – Vught Aansluiting	‘s Hertogenbosch-Tilburg ‘s Hertogenbosch-Boxtel
Weesp- Gaasperdammerweg Aansluiting	Amsterdam Centraal-Weesp Schiphol Airport-Weesp
Woerden- Harmelen Aansluiting	Woerden-Utrecht Centraal Woerden-Breukelen (Utrecht Centraal-Amsterdam Centraal)
Amersfoort- Amersfoort Aansluiting	Amersfoort-Apeldoorn Amersfoort-Zwolle
Eindhoven- Tongelre Aansluiting	Eindhoven-Weert Eindhoven-Blerick/Venlo
Maastricht- Beatrixhaven Aansluiting	Maastricht-Valkenburg Maastricht-Sittard
Amsterdam Centraal- Amsterdam Muiderpoort Aansluiting	Amsterdam Centraal-Weesp Amsterdam Centraal-Utrecht Centraal
Arnhem Centraal- Arnhem Berg Opstel	Arnhem Centraal-Ede=Wageningen Arnhem Centraal-Nijmegen
Amsterdam Centraal- Amsterdam Sloterdijk	Amsterdam Centraal-Zaandam Amsterdam Centraal-Haarlem Amsterdam Centraal-Schiphol
Breda-Breda Aansluiting*	Breda-Roosendaal Breda-Lage Zwaluwe/ Breda-Rotterdam Centraal(*)
Tilburg- Tilburg aansluiting	Tilburg-Boxtel Tilburg-Tilburg Aansluiting
Utrecht Centraal- Blauwkapel Oost	Utrecht Centraal-Hilversum Utrecht Centraal-Amersfoort

Table 42: Track sections, part of more than one corridor part: Deviation per corridor part is not posible.

Network part	Corridor parts
Gouda- Moordrecht Aansluiting	Gouda-Den Haag Centraal Gouda-Rotterdam Centraal
Utrecht Centraal- Utrecht Zuid Aansluiting	Utrecht Centraal-‘s Hertogenbosch Utrecht Centraal-Ede=Wageningen
Arnhem Centraal- Arnhem Velperbroek aansluiting	Arnhem-Centraal-Zevenaar Grens Arnhem Centraal-Zutphen
Zutphen- Zutphen Twentekanaal aansluiting	Zutphen-Deventer Zutphen-Hengelo
Zutphen- IJsselbrug Zutphen aansluiting	Zutphen-Apeldoorn Zutphen-Arnhem
Meppel- Meppel Aansluiting	Meppel-Groningen Meppel-Leeuwarden
Zwolle- Hattemerbroek Aansluiting	Zwolle-Lelystad Zwolle-Amersfoort
Apeldoorn-Apeldoorn Aansluiting	Apeldoorn-Deventer Apeldoorn-Zutphen
Breda Aansluiting- Breda Prinsenbeek Aansluiting*	Breda-Lage Zwaluwe Breda-Rotterdam Centraal
Zwolle- Zwolle goederen emplacement Aansluiting	Zwolle-Meppel (/Ommen) Zwolle-Wierden Zwolle-Deventer

Appendix D: Conflict matrices:

10.1.10 Unallowed combinations constraint: 'Corridor'

Table 43: Conflictmatrix Corridor

	Lw-Mp	Gn-Mp	Zl-Mp	Amf-Zl	Amf-Ut	Lls-Zl	Alm-Lls	Alm-Wp	Shl-Wp	Bh/Es-Aml	Zp-Hgl	Aml-Wdn	Dv-Wdn	Wdn-Zl	Zp-Apd	Dv-Amf	Amf-Hvs	Hvs-Ut	Hvs-Wp	Asd-Wp	Ut-Wd	Gd-Wd	Ledn-Apn	Apn-Wd	Apn-Gd	Gd-Gvc	Gd-Rtd	Hdr-Hwd	Amr-Hwd	Hwd-Hn	Ekz-Hn	Zd-Hn	Amr-Utg	Utg-Zd	Bv-Utg	Hlm-Bv	Zd-Asd	Asd-Ut	Ed-Ut	Ah-Ed	Ah/Brval-Zvg	Ut-Ht	Btl-Ht	Btl-Ehv	Ehv-Vl	Br-Vlgr	Ehv-Wt	Wt-Rm	Rm-STd	Std-Mt	Std-Hrl	Mt-Edngr	Asd-Hlm	Hlm-Ledn	Ledn-Shl	Gvc-Ledn	Gvc-Rtd	Ddr-Rtd	Ddr-Zlw	Rsd-Zlw	Bd-Zlw	Bd-Rsd	Rsd-Rsdgr	Rsd-Vs	Asd-Shl	Rtd-Shl	Bd/Hsbdg-Rtd	Bd-Tb	Tb-Btl	Ht-Tb	Ht-Nm	Ah-Nm	Ah-Zp	Dv-Zp	Dv-Zl	Gn-Np	Bp-Lw	Mt-Vk	Vk-Hrl	Hrl-Hz/Krd	Nm-Bmr	Bmr-Br	Vl-Rm	Kfd-BrMet	BrMet-Brvalo
Lw-Mp	0	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gn-Mp	1	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zl-Mp	1	1	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amf-Zl	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amf-Ut	1	1	1	1	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lls-Zl	1	1	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Lls	1	1	1	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	1	1	1	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shl-Wp	0	0	0	0	0	1	1	1	0	0	0	0	1	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bh/Es-Aml	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zp-Hgl	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Aml-Wdn	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	1	0	0	0	1	1	1	1	0	0	0	1	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wdn-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zp-Apd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Amf	0	0	0	0	1	0	0	0	1	1	0	1	1	0	0	0	1	0	1	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amf-Hvs	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvs-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvs-Wp	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ut-Wd	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gd-Wd	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apn-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apn-Gd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gd-Gvc	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gd-Rtd	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hwd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ekz-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Utg-Zd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hlm-Bv	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zd-Asd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Ut	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Ed-Ut	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Ah-Ed	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Ah/Brval-Zvg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ut-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Btl-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Btl-Ehv	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ehv-Vl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Br-Vlgr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Hlm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hlm-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ledn-Shl	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gvc-Ledn	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ddr-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ddr-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rsd-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bd-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bd-Rsd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Rsd-Rsdgr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rsd-Vs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rtd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bd-Tb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Tb-Btl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ht-Tb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Ht-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0
Ah-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0
Ah-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0
Gn-Np	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Bp-Lw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
Vk-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
Hrl-Hz/Krd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
Nm-Bmr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
Bmr-Br	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
Kfd-BrMet	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BrMet-Brvalo	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

10.1.11 Unallowed combinations constraint 'Diverting routes'

Table 44: Conflict matrix Diverting routes

	Lw-Mp	Gn-Mp	Zl-Mp	Amf-Zl	Amf-Ut	Lls-Zl	Alm-Lls	Alm-Wp	Shl-Wp	Bh/Es-Aml	Zp-Hgl	Aml-Wdn	Dv-Wdn	Wdn-Zl	Zp-Apd	Dv-Amf	Amf-Hvs	Hvs-Ut	Hvs-Wp	Asd-Wp	Ut-Wd	Gd-Wd	Ledn-Apn	Apn-Wd	Apn-Gd	Gd-Gvc	Gd-Rtd	Hdr-Hwd	Amr-Hwd	Hwd-Hn	Ekz-Hn	Zd-Hn	Amr-Utg	Utg-Zd	Bv-Utg	Hlm-Bv	Zd-Asd	Asd-Ut	Ed-Ut	Ah-Ed	Ah/Brval-Zvg	Ut-Ht	Btl-Ht	Btl-Ehv	Ehv-Vl	Br-Vlgr	Ehv-Wt	Wt-Rm	Rm-STd	Std-Mt	Std-Hrl	Mt-Edngr	Asd-Hlm	Hlm-Ledn	Ledn-Shl	Gvc-Ledn	Gvc-Rtd	Ddr-Rtd	Ddr-Zlw	Rsd-Zlw	Bd-Zlw	Bd-Rsd	Rsd-Rsdgr	Rsd-Vs	Asd-Shl	Rtd-Shl	Bd/Hsbdg-Rtd	Bd-Tb	Tb-Btl	Ht-Tb	Ht-Nm	Ah-Nm	Ah-Zp	Dv-Zp	Dv-Zl	Gn-Np	Bp-Lw	Mt-Vk	Vk-Hrl	Hrl-Hz/Krd	Nm-Bmr	Bmr-Br	Vl-Rm	Kfd-BrMet	BrMet-Brvalo
Lw-Mp	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Gn-Mp	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Zl-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amf-Zl	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	1	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
Amf-Ut	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
Lls-Zl	0	0	0	1	1	0	0	0	0	1	0	1	1	0	0	0	1	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Lls	0	0	0	1	1	0	0	0	0	1	0	1	1	0	0	0	1	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	1	1	0	0	0	0	1	0	1	1	0	0	0	1	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shl-Wp	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	1	1	0	0	0	1	1	0	1	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1
Bh/Es-Aml	0	0	0	0	0	1	1	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	1	1
Zp-Hgl	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aml-Wdn	0	0	0	0	0	1	1	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	1	1	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0
Wdn-Zl	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zp-Apd	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Dv-Amf	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
Amf-Hvs	0	0	0	0	1	1	1	1	0	0	0	0	0	1	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1
Hvs-Ut	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvs-Wp	0	0	0	0	1	1	1	1	0	0	0	0	0	1	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1
Asd-Wp	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Ut-Wd	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	1	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gd-Wd	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0	1	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1
Ledn-Apn	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apn-Wd	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apn-Gd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gd-Gvc	0	0	0	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	1	0	0	0	1	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
Gd-Rtd	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0	1	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hwd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ekz-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Utg-Zd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hlm-Bv	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zd-Asd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Ut	0	0	0	0	1	0	0	0	1	1	0	1	1	0	0	0	1	1	1	1	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0	1	0	0	1	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1
Ed-Ut	0	0	0	0	1	0	0	0	0	1	0	1	1	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	1	0
Ah-Ed	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	1	0
Ah/Brval-Zvg	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	1	1	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Ut-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	0	1	0	0	0	1	1	1	1	1	0	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1
Btl-Ht	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	0	1	0	1	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1
Btl-Ehv	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1
Ehv-Vl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1	1	1	1	1
Br-Vlgr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Hlm	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hlm-Ledn	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ledn-Shl	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gvc-Ledn	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gvc-Rtd	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ddr-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1
Ddr-Zlw	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	1	1
Rsd-Zlw	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
Bd-Zlw	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bd-Rsd	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	1	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Rsd-Rsdgr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	1	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
Rsd-Vs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Shl	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rtd-Shl	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bd-Tb	0	0	0	1	0	0	0	0	1	1	0	1	1	0	0	1	1	0	1	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	1	1	0	1	0	1	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Tb-Btl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Ht-Tb	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	1	1	1	0	1	0	1	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Ht-Nm	0	0	0	1	1	0	0	0	1	1	0	1	1	0	0	1	1	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Ah-Nm	0	0	0	1	1	0	0	0	1	1	0	1	1	0	0	1	1	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Ah-Zp	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	1	1	0	1	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zp	0	0	0	1	1	0	0	0	1	1	0	1	1	0	1	1	1	0	1	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	0	1	1	0	0	0	1	1	0	1	1	0	0	1	1	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gn-Np	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bp-Lw	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hrl-Hz/Krd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nm-Bmr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bmr-Br	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
BrMet-Brvalo	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0

10.1.12 Unallowed combinations constraint: 'Specific Transfer nodes'

Table 45: Conflict matrix Specific transfer nodes

	Lw-Mp	Gn-Mp	Zl-Mp	Amf-Zl	Amf-Ut	Lls-Zl	Alm-Lls	Alm-Wp	Shl-Wp	Bh/Es-Aml	Zp-Hgl	Aml-Wdn	Dv-Wdn	Wdn-Zl	Zp-Apd	Dv-Amf	Amf-Hvs	Hvs-Ut	Hvs-Wp	Asd-Wp	Ut-Wd	Gd-Wd	Ledn-Apn	Apn-Wd	Apn-Gd	Gd-Gvc	Gd-Rtd	Hdr-Hwd	Amr-Hwd	Hwd-Hn	Ekz-Hn	Zd-Hn	Amr-Utg	Utg-Zd	Bv-Utg	Hlm-Bv	Zd-Asd	Asd-Ut	Ed-Ut	Ah-Ed	Ah/Brval-Zvg	Ut-Ht	Btl-Ht	Btl-Ehv	Ehv-Vl	Br-Vlgr	Ehv-Wt	Wt-Rm	Rm-STd	Std-Mt	Std-Hrl	Mt-Edngr	Asd-Hlm	Hlm-Ledn	Ledn-Shl	Gvc-Ledn	Gvc-Rtd	Ddr-Rtd	Ddr-Zlw	Rsd-Zlw	Bd-Zlw	Bd-Rsd	Rsd-Rsdgr	Rsd-Vs	Asd-Shl	Rtd-Shl	Bd/Hsbdg-Rtd	Bd-Tb	Tb-Btl	Ht-Tb	Ht-Nm	Ah-Nm	Ah-Zp	Dv-Zp	Dv-Zl	Gn-Np	Bp-Lw	Mt-Vk	Vk-Hrl	Hrl-Hz/Krd	Nm-Bmr	Bmr-Br	Vl-Rm	Kfd-BrMet	BrMet-Brvalo
Lw-Mp	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Gn-Mp	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Zl-Mp	1	1	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Amf-Zl	0	0	1	0	1	1	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Amf-Ut	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lls-Zl	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shl-Wp	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bh/Es-Aml	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zp-Hgl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Wdn-Zl	0	0	1	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Zp-Apd	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Dv-Amf	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Amf-Hvs	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvs-Ut	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvs-Wp	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ut-Wd	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gd-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apn-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apn-Gd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gd-Gvc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gd-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hwd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ekz-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Utg-Zd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hlm-Bv	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zd-Asd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Ut	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ed-Ut	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Ah/Brval-Zvg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Ut-Ht	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Btl-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Btl-Ehv	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ehv-Vl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
Br-Vlgr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Hlm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hlm-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ledn-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gvc-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ddr-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ddr-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rsd-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bd-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bd-Rsd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rsd-Rsdgr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rsd-Vs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rtd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bd-Tb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tb-Btl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ht-Tb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ht-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
Ah-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Ah-Zp	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	1	1	0	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Gn-Np	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bp-Lw	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Hrl-Hz/Krd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Nm-Bmr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Bmr-Br	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Kfd-BrMet	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BrMet-Brvalo	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

10.1.13 Unallowed combinations constraint: 'Train maintenance Facility'

Table 46: Conflict matrix Train maintenance facility

	Lw-Mp	Gn-Mp	Zl-Mp	Amf-Zl	Amf-Ut	Lls-Zl	Alm-Lls	Alm-Wp	Shl-Wp	Bh/Es-Aml	Zp-Hgl	Aml-Wdn	Dv-Wdn	Wdn-Zl	Zp-Apd	Dv-Amf	Amf-Hvs	Hvs-Ut	Hvs-Wp	Asd-Wp	Ut-Wd	Gd-Wd	Ledn-Apn	Apn-Wd	Apn-Gd	Gd-Gvc	Gd-Rtd	Hdr-Hwd	Amr-Hwd	Hwd-Hn	Ekz-Hn	Zd-Hn	Amr-Utg	Utg-Zd	Bv-Utg	Hlm-Bv	Zd-Asd	Asd-Ut	Ed-Ut	Ah-Ed	Ah/Brval-Zvg	Ut-Ht	Btl-Ht	Btl-Ehv	Ehv-Vl	Br-Vlgr	Ehv-Wt	Wt-Rm	Rm-STd	Std-Mt	Std-Hrl	Mt-Edngr	Asd-Hlm	Hlm-Ledn	Ledn-Shl	Gvc-Ledn	Gvc-Rtd	Ddr-Rtd	Ddr-Zlw	Rsd-Zlw	Bd-Zlw	Bd-Rsd	Rsd-Rsdgr	Rsd-Vs	Asd-Shl	Rtd-Shl	Bd/Hsbdg-Rtd	Bd-Tb	Tb-Btl	Ht-Tb	Ht-Nm	Ah-Nm	Ah-Zp	Dv-Zp	Dv-Zl	Gn-Np	Bp-Lw	Mt-Vk	Vk-Hrl	Hrl-Hz/Krd	Nm-Bmr	Bmr-Br	Vl-Rm	Kfd-BrMet	BrMet-Brvalo
Lw-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gn-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zl-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amf-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amf-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lls-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shl-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bh/Es-Aml	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zp-Hgl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wdn-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zp-Apd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Amf	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amf-Hvs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvs-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ut-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gd-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apn-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apn-Gd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gd-Gvc	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gd-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hwd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ekz-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Utg-Zd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hlm-Bv	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zd-Asd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ed-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ah/Brval-Zvg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ut-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Btl-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Btl-Ehv	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ehv-Vl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Br-Vlgr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ehv-Wt	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rm-STd	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Hlm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hlm-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ledn-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gvc-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ddr-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ddr-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rsd-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bd-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bd-Rsd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rsd-Rsdgr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rsd-Vs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rtd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bd-Tb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tb-Btl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ht-Tb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ht-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ah-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ah-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gn-Np	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bp-Lw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hrl-Hz/Krd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nm-Bmr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bmr-Br	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BrMet-Brvalo	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

10.1.14 Unallowed combinations constraint 'Crossing borders'

Table 47: Conflictmatrix Crossing borders

	Lw-Mp	Gn-Mp	Zl-Mp	Amf-Zl	Amf-Ut	Lls-Zl	Alm-Lls	Alm-Wp	Shl-Wp	Bh/Es-Aml	Zp-Hgl	Aml-Wdn	Dv-Wdn	Wdn-Zl	Zp-Apd	Dv-Amf	Amf-Hvs	Hvs-Ut	Hvs-Wp	Asd-Wp	Ut-Wd	Gd-Wd	Ledn-Apn	Apn-Wd	Apn-Gd	Gd-Gvc	Gd-Rtd	Hdr-Hwd	Amr-Hwd	Hwd-Hn	Ekz-Hn	Zd-Hn	Amr-Utg	Utg-Zd	Bv-Utg	Hlm-Bv	Zd-Asd	Asd-Ut	Ed-Ut	Ah-Ed	Ah/Brval-Zvg	Ut-Ht	Btl-Ht	Btl-Ehv	Ehv-Vl	Br-Vlgr	Ehv-Wt	Wt-Rm	Rm-STd	Std-Mt	Std-Hrl	Mt-Edngr	Asd-Hlm	Hlm-Ledn	Ledn-Shl	Gvc-Ledn	Gvc-Rtd	Ddr-Rtd	Ddr-Zlw	Rsd-Zlw	Bd-Zlw	Bd-Rsd	Rsd-Rsdgr	Rsd-Vs	Asd-Shl	Rtd-Shl	Bd/Hsbdg-Rtd	Bd-Tb	Tb-Btl	Ht-Tb	Ht-Nm	Ah-Nm	Ah-Zp	Dv-Zp	Dv-Zl	Gn-Np	Bp-Lw	Mt-Vk	Vk-Hrl	Hrl-Hz/Krd	Nm-Bmr	Bmr-Br	Vl-Rm	Kfd-BrMet	BrMet-Brvalo
Lw-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gn-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zl-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amf-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amf-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lls-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shl-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bh/Es-Aml	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zp-Hgl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wdn-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zp-Apd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Amf	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amf-Hvs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvs-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ut-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gd-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apn-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apn-Gd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gd-Gvc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gd-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hwd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ekz-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Utg-Zd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hlm-Bv	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zd-Asd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ed-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ah/Brval-Zvg	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ut-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Btl-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Btl-Ehv	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ehv-Vl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Br-Vlgr	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Hlm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hlm-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ledn-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gvc-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ddr-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ddr-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rsd-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bd-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bd-Rsd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rsd-Rsdgr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rsd-Vs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rtd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bd-Tb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tb-Btl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ht-Tb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ht-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ah-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ah-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gn-Np	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bp-Lw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hrl-Hz/Krd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nm-Bmr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bmr-Br	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BrMet-Brvalo	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

10.1.15 Unallowed combinations 'Total combinations conflict matrix'

Table 48: Total combinations

	Lw-Mp	Gn-Mp	Zl-Mp	Amf-Zl	Amf-Ut	Lls-Zl	Alm-Lls	Alm-Wp	Shl-Wp	Bh/Es-Aml	Zp-Hgl	Aml-Wdn	Dv-Wdn	Wdn-Zl	Zp-Apd	Dv-Amf	Amf-Hvs	Hvs-Ut	Hvs-Wp	Asd-Wp	Ut-Wd	Gd-Wd	Ledn-Apn	Apn-Wd	Apn-Gd	Gd-Gvc	Gd-Rtd	Hdr-Hwd	Amr-Hwd	Hwd-Hn	Ekz-Hn	Zd-Hn	Amr-Utg	Utg-Zd	Bv-Utg	Hlm-Bv	Zd-Asd	Asd-Ut	Ed-Ut	Ah-Ed	Ah/Brval-Zvg	Ut-Ht	Btl-Ht	Btl-Ehv	Ehv-Vl	Br-Vlgr	Ehv-Wt	Wt-Rm	Rm-STd	Std-Mt	Std-Hrl	Mt-Edngr	Asd-Hlm	Hlm-Ledn	Ledn-Shl	Gvc-Ledn	Gvc-Rtd	Ddr-Rtd	Ddr-Zlw	Rsd-Zlw	Bd-Zlw	Bd-Rsd	Rsd-Rsdgr	Rsd-Vs	Asd-Shl	Rtd-Shl	Bd/Hsbdg-Rtd	Bd-Tb	Tb-Btl	Ht-Tb	Ht-Nm	Ah-Nm	Ah-Zp	Dv-Zp	Dv-Zl	Gn-Np	Bp-Lw	Mt-Vk	Vk-Hrl	Hrl-Hz/Krd	Nm-Bmr	Bmr-Br	Vl-Rm	Kfd-BrMet	BrMet-Brvalo
Lw-Mp	0	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Gn-Mp	1	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Zl-Mp	1	1	0	1	1	1	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Amf-Zl	1	1	1	0	1	1	1	1	1	0	0	0	0	1	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	1	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
Amf-Ut	1	1	1	1	0	1	1	1	1	1	0	1	1	0	0	1	1	1	1	1	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
Lls-Zl	1	1	1	1	1	0	1	1	1	1	0	1	1	1	0	0	1	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Alm-Lls	1	1	1	1	1	1	0	1	1	1	0	1	1	0	0	0	1	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	1	1	1	1	1	1	1	0	1	1	0	1	1	0	0	0	1	0	1	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shl-Wp	0	0	0	1	1	1	1	1	0	0	0	0	1	0	0	1	1	0	1	1	1	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	1	1	1	0	0	0	1	1	0	1	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1
Bh/Es-Aml	0	0	0	0	1	1	1	1	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	1	1
Zp-Hgl	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Aml-Wdn	0	0	0	0	1	1	1	1	0	1	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	1	1	1	1	1	1	1	1	0	1	1	1	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0
Wdn-Zl	0	0	1	1	0	1	0	0	0	1	0	1	1	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Zp-Apd	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Dv-Amf	0	0	0	1	1	0	0	0	1	1	0	1	1	1	0	0	1	0	1	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
Amf-Hvs	0	0	0	1	1	1	1	1	1	0	0	0	1	1	0	1	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1
Hvs-Ut	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hvs-Wp	0	0	0	0	1	1	1	1	1	0	0	0	1	1	0	1	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1
Asd-Wp	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Ut-Wd	0	0	0	1	1	1	1	1	1	0	0	0	1	0	0	1	1	1	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	1	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gd-Wd	0	0	0	1	1	1	1	1	1	0	0	0	1	0	0	1	1	0	1	0	1	0	1	1	1	1	1	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0	1	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1
Ledn-Apn	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apn-Wd	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apn-Gd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gd-Gvc	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0	1	0	0	0	0	1	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	1	1	1	0	0	0	0	1	1	1	0	0	0	0	1	0	0	0	1	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
Gd-Rtd	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hwd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ekz-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Utg-Zd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hlm-Bv	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zd-Asd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	1	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Ut	0	0	0	0	1	0	0	0	1	1	0	1	1	0	0	0	1	1	1	1	1	1	1	1	0	1	0	0	0	0	0	0	1	1	0	1	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	0	0	1	0	0	1	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1
Ed-Ut	0	0	0	0	1	0	0	0	1	1	0	1	1	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	1	0
Ah-Ed	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	1	0
Ah/Brval-Zvg	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	1	1	0	1	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Ut-Ht	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	1	1	1	1	1	1	1	1	1	0	0	1	0	1	1	1	1	0	1	0	0	0	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1
Btl-Ht	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	1	1	1	1	1	1	1	1	0	0	1	0	1	1	1	1	0	1	0	1	0	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1
Btl-Ehv	0	1	1	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1
Ehv-Vl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1	1	1	1	1
Br-Vlgr	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1
Ehv-Wt	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0
Wt-Rm	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0
Rm-STd	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Hlm	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hlm-Ledn	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ledn-Shl	0	0	0	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gvc-Ledn	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gvc-Rtd	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	1	1	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ddr-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	1	1	1	1	0	1	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1
Ddr-Zlw	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	0	0	0	1	1	0	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	1	1
Rsd-Zlw	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	0	0	1	1	1	1	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
Bd-Zlw	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bd-Rsd	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	1	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0	1	1	1	1	0	1	1	0	0	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Rsd-Rsdgr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	1	0	1	0	0	0	0	0	0	1	1	1	1	0	1	0	0	0	1	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
Rsd-Vs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Shl	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rtd-Shl	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1	1	0	1	1	1	0	0	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bd-Tb	0	0	0	1	0	0	0	0	1	1	0	1	1	0	0	1	1	0	1	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	1	1	0	1	0	1	0	0	0	0	0	1	1	1	1	1	1	0	0	1	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Tb-Btl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Ht-Tb	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	1	1	1	1	0	1	0	1	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Ht-Nm	0	0	0	1	1	0	0	0	1	1	0	1	1	0	0	1	1	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	1	1	1	0	1	1	1	0	0	0	0	0	0	1	0	0	1	1
Ah-Nm	0	0	0	1	1	0	0	0	1	1	0	1	1	0	0	1	1	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	1	1	1	1	0	1	1	1	0	0	0	0	0	1	0	0	1	1
Ah-Zp	0	0	0	1	1	0	0	0	1	0	1	0	0	0	1	1	1	0	1	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0
Dv-Zp	0	0	0	1	1	0	0	0	1	1	1	1	1	0	1	1	1	0	1	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0	1	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	1	1	1	1	0	0	1	1	0	1	1	1	0	1	1	0	1	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0
Gn-Np	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Bp-Lw	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
Vk-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
Hrl-Hz/Krd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
Nm-Bmr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	1	0	0
Bmr-Br	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
Kfd-BrMet	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
BrMet-Brvalo	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0

10.1.16 Unallowed weekends constraint ‘Events‘

Table 49: Conflictmatrix Event

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	SUM
Lw-Mp	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	10
Gn-Mp	1	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	12
Zl-Mp	1	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	14
Amf-Zl	1	1	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	1	1	1	0	0	0	0	0	1	1	16
Amf-Ut	1	1	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	1	1	1	0	0	0	0	0	1	1	16
Lls-Zl	1	0	1	1	0	0	1	1	1	1	0	1	1	1	1	1	1	1	1	1	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0	1	0	0	1	1	1	1	0	0	1	1	0	1	1	1	1	40
Alm-Lls	1	0	1	1	0	0	1	1	1	1	0	1	1	1	1	1	1	1	1	1	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0	1	0	0	1	1	1	1	0	0	1	1	0	1	1	1	1	39
Alm-Wp	1	0	1	1	0	0	1	1	1	1	0	1	1	1	1	1	1	1	1	1	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0	1	0	0	1	1	1	1	0	0	1	1	0	1	1	1	1	39
Shl-Wp	1	0	1	1	0	0	1	1	1	1	0	1	1	1	0	1	1	1	1	1	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0	1	0	0	1	1	1	1	0	0	1	1	0	1	1	1	1	38
Bh/Es-Aml	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	9
Zp-Hgl	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5
Aml-Wdn	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	9
Dv-Wdn	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	9
Wdn-Zl	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	7
Zp-Apd	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	9
Dv-Amf	1	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	1	1	1	1	0	0	0	0	0	1	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1	16
Amf-Hvs	1	0	1	1	0	0	1	1	0	1	0	1	1	1	1	1	0	1	1	1	0	0	0	1	1	1	0	0	0	0	1	1	1	1	0	0	1	0	0	1	1	1	1	0	0	1	1	0	1	1	1	1	32
Hvs-Ut	1	1	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	1	1	13
Hvs-Wp	1	0	1	1	0	0	1	1	0	1	0	1	1	1	1	1	0	1	1	1	0	0	0	1	1	1	0	0	0	0	1	1	1	1	0	0	1	0	0	1	1	1	1	0	0	1	1	0	1	1	1	1	32
Asd-Wp	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	1	1	1	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	14
Ut-Wd	1	1	0	1	1	0	1	1	1	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	1	1	0	0	0	1	0	1	1	22
Gd-Wd	1	1	0	1	1	0	1	1	1	0	0	0	1	1	0	0	1	1	1	1	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	1	1	0	0	0	1	0	1	1	25
Ledn-Apn	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5
Apn-Wd	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5
Apn-Gd	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5
Gd-Gvc	1	1	0	1	0	0	1	1	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	1	0	0	0	0	0	1	1	16
Gd-Rtd	1	1	0	1	1	0	1	1	0	0	0	0	1	1	0	0	1	1	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	1	1	0	0	0	1	0	1	1	23
Hdr-Hwd	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	12
Amr-Hwd	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	12
Hwd-Hn	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	8
Ekz-Hn	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	9
Zd-Hn	1	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	1	1	1	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	15
Amr-Utg	1	0	1	0	0	0	1	1	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	1	1	1	1	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	19
Utg-Zd	1	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	1	1	1	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	16
Bv-Utg	1	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	12
Hlm-Bv	1	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	12
Zd-Asd	1	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	1	1	1	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	16
Asd-Ut	1	1	1	1	1	1	1	1	0	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	46
Ed-Ut	1	1	1	1	0	0	1	1	0	0	1	0	1	0	1	0	0	1	1	1	1	1	1	0	1	1	0	1	1	0	0	0	0	0	1	0	0	1	0	0	0	1	1	1	1	1	0	0	0	0	1	1	28
Ah-Ed	1	1	1	1	0	0	1	1	0	0	1	0	1	0	1	0	0	1	1	1	1	1	1	0	1	1	0	1	1	0	0	0	0	0	1	0	0	1	0	0	0	1	1	1	1	1	0	0	0	0	1	1	28
Ah/Brval-Zvg	1	0	1	0	0	0	0	1	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	1	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1	18
Ut-Ht	1	1	0	1	0	0	1	1	0	0	0	1	1	0	0	1	0	1	1	1	1	1	1	1	1	1	1	0	1	1	1	1	0	0	1	1	1	1	0	0	0	1	1	1	1	1	0	0	0	0	1	1	33
Btl-Ht	1	1	0	1	0	0	1	1	0	0	0	1	1	0	0	0	0	1	1	1	0	1	1	1	0	1	1	0	0	0	1	1	0	0	1	0	0	1	0	1	0	1	1	1	1	1	0	1	1	0	1	1	29
Btl-Ehv	1	1	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	1	1	1	0	1	1	1	1	1	1	0	0	0	1	1	1	1	1	0	0	1	0	1	0	1	1	1	1	1	0	1	1	0	1	1	33
Ehv-Vl	1	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	1	0	1	1	1	0	1	0	1	1	0	1	0	1	0	1	0	0	1	0	1	0	0	0	0	1	1	0	1	1	0	1	1	24
Br-Vlgr	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	9
Ehv-Wt	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	1	1	0	1	1	0	1	1	17
Wt-Rm	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	1	1	0	1	1	0	1	1	17
Rm-STd	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	1	1	15
Std-Mt	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	1	1	15
Std-Hrl	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	9
Mt-Edngr	1	0	0	0	0	0	0	1	0	1	1	0	1	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	1	17
Asd-Hlm	1	0	0	0	0	0	1	1	0	0	0	1	1	0	1	0	0	1	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	26
Hlm-Ledn	1	0	0	0	0	0	0	0	1	0	0	1	1	1	0	1	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	14
Ledn-Shl	1	0	1	1	0	0	1	1	1	1	0	1	1	1	0	1	1	1	1	1	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0	1	0	0	1	1	1	1	0	0	1	1	0	1	1	1	1	38
Gvc-Ledn	1	0	0	1	1	0	1	1	1	0	0	0	1	1	0	1	1	1	1	1	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1	30
Gvc-Rtd	1	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	14
Ddr-Rtd	1	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	1	0	1	1	0	1	0	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	19
Ddr-Zlw	1	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	1	1	0	0	0	1	1	1	1	0	1	0	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	21
Rsd-Zlw	1	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	12
Bd-Zlw	1	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	1	1	0	0	0	1	1	1	1	0	1	0	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	1	23
Bd-Rsd	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	1	1	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	13
Rsd-Rsdgr	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5
Rsd-Vs	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	21
Asd-Shl	1	0	0	0	0	0	1	1	1	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1	1	1	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1	24
Rtd-Shl	1	0	0	1	1	0	1	1	1	0	0	0	1	1	0	1	1	1	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	0	1	0	0	0	1	1	1	0	0	0	0	0	1	0	1	1	27
Bd/Hsbdg-Rtd	1	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	1	1	0	0	0	1	1	1	1	0	1	0	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	1	23
Bd-Tb	1	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	1	1	0	1	0	1	1	0	0	1	1	1	0	0	0	0	1	0	0	0	0	1	1	0	1	1	0	1	1	23
Tb-Btl	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	1	1	0	1	0	1	1	0	0	1	1	1	0	0	0	0	1	0	0	0	0	1	1	0	1	1	0	1	1	22
Ht-Tb	1	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	1	0	1	1	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	16
Ht-Nm	1	0	1	0	0	0	0	1	0	0	1	1	1	0	0	0	0	1	0	1	1	1	1	1	1	0	0	1	1	1	1	1	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1	23
Ah-Nm	1	0	1	0	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	1	1	1	1	0	1	0	0	1	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1	19
Ah-Zp	1	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	1	1	0	1	1	1	1	0	0	0	1	1	1	0	1	0	1	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	1	1	23
Dv-Zp	1	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	1	1	0	1	0	1	1	0	0	0	1	1	1	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	1	1	20
Dv-Zl	1	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	1	1	0	1	0	1	1	0	0	0	1	1	1	0	1	0	1	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	1	1	22
Gn-Np	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	10
Bp-Lw	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	10
Mt-Vk	1	0	0	0	0	0	0	1	0	1	1	0	1	0	1	0	0	1	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	1	18
Vk-Hrl	1	0	0	0	0	0	0	1	0	1	1	0	1	0	1	0	0	1	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	1	18
Hrl-Hz/Krd	1	0	0	0	0	0	0	1	0	1	1	0	1	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	15
Nm-Bmr	1	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	1	0	1	1	0	0	1	0	1	1	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	18
Bmr-Br	1	0	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	1	0	1	1	0	0	1	0	1	1	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1	19
Vl-Rm	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	14
Kfd-BrMet	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
BrMet-Brvalo	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3

Appendix E: Method adaptions of conflict matrices

From the remarks of section 3, the experimental judgement of the specialists of department Buitendienststellingen and Staf-Development & Design, some adaptions can be made of the method of planning possessions that is done in section 3. However, whether these ideas result in more planned possessions, id depending on other mechanisms and combinations.

These ideas will result in adaptions of conflict matrices. Per run only the changes are included. In this part I only discuss the main changes. Rows and column that does not change, will not include in the thesis. In the appendix, you can find the total adapted conflict matrices.

10.1.17 Ad 1 Corridor: Add node Duivendrecht.

Corridor parts Amsterdam Centraal-Utrecht Centraal and Schiphol Airport-Weesp will divided into 4 corridor parts: Amsterdam Centraal-Duivendrecht, Duivendrecht-Utrecht Centraal, Schiphol Airport-Duivendrecht and Duivendrecht-Weesp.

This adaption of the basis ‘the area of a possession have the size of a corridor part. The original idea is that the area of a possession is large enough to plan in projects in these possessions and the size is not restricted for combining projects. Further, these corridor parts is the largest possible area that can be taken out of order and an alternative logistical plan can be made by the railway undertakings. That alternative logistical plan can consists of bustitution trains and diverting trains.

The size is large, sometimes there is no work on a significant part of a corridor part, but on the insignificant part of the corridor part there is lots of work. The significant part is the part with high frequencies and more than one intercity corridors and freight corridors. The best example is Amsterdam Centraal-Utrecht Centraal. Suppose, many projects are planned on Amsterdam Centraal-Duivendrecht. Planning possessions on corridor parts will result that Amsterdam Centraal-Utrecht Centaal is possessed, because the room to plan possessions on Duivendrecht-Utrceht Centraal is created. When there is a possession required for the last part of the network, the number of disruptive weekends are reduced to plan that possession in the same weekend as Amsterdam Centraal-Duivendrecht is possessed. The railway undertakings are agreed on that Amsterdam Centraal-Utrecht Centraal can be possessed in the same weekend. However, when there are no projects required on Duivendrecht-Utrecht and the possession is planned on Amsterdam Centraal-Utrecht Centraal, ProRail can not work on the diverting route of possessed Duivendrecht-Utrecht Centraal.

To add node Duivendrecht and the original corridor parts Amsterdam Centraal-Utrecht Centraal are divided into Amsterdam Centraal-Duivendrecht and Duivendrecht-Utrecht Centraal, the following guideline is created. Both parts of the original corridor part can be possessed in the same weekend, if that is required, but both parts can be individual possessed if that result in the maximum number of possessions.

The belonged constraints of the corridor book are ‘Corridors’, ‘Diverting routes’ and ‘Specific transfer nodes’. Therefore the following additions are implemented:

Corridors

Oml \ Wkz	Dvd-Shl	Hdr-HWd	Amr-Hwd	Amr-Utg	Utg-Zd	Zd-Asd	Asd-Asb	Asb-Ut	Ed-Ut	Ah-Ed	Ah-Zv-Em	Ut-Ht	Btl-Ht	Btl-Ehv	Ah-Nm
Schiphol –Duivendrecht	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0
Den Helder-H’waard	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0
Alkmaar-H’waard	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0
Alkmaar-Uitgeest	0	1	1	0	1	1	1	1	0	0	0	0	0	0	0
Uitgeest-Zaandam	0	1	1	1	0	1	1	1	0	0	0	0	0	0	0
Zaandam-Amsterdam C.	0	1	1	1	1	0	1	1	1	0	0	1	1	1	0
Amsterdam C-Duivendrecht	0	0	0	1	1	1	0	0	1	1	1	1	1	1	0
Duivendrecht-Utrecht C	1	0	0	1	1	1	0	0	1	1	1	0	0	0	1
Utrecht C-Ede Wageningen	1	0	0	0	0	1	1	1	0	1	1	0	0	0	1
Ede Wageningen-Arnhem C.	1	0	0	0	0	0	1	1	1	0	1	0	0	0	1
Arnhem/Valburg-Zevenaar	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0
Utrecht C-‘s H’bosch	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0
‘s H’Bosch-Boxtel	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0
Boxtel-Eindhoven	0	0	0	0	0	1	1	0	0	0	0	1	1	0	0
Arnhem-Nijmegen	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0

Diverting routes

The diverting routes for Duivendrecht-Utrecht Centraal are the same as the original corridor part Amsterdam Centraal-Utrecht Centraal.

Oml \ Wkz	Amersfoort-Utrecht C	Weesp-Duivendrecht	Duivendrecht-Schiphol A	Almelo-Oldenzaal Gr	Almelo-Wierden	Deventer-Wierden	Amersfoort-Hilversum	Hilversum-Utrecht C	Hilversum-Weesp	Amsterdam C-Weesp	Utrecht C-Woerden	Woerden-Gouda	Leiden C-Alphen a/d Rijn	Alphen a/d Rijn-Woerden	Den Haag C-Gouda	Haarlem-Beverwijk	Valburg/Arnhem C.-Zevenaar	Haarlem-Leiden Centraal	Leiden C-Schiphol A	Den Haag C-Leiden C	Den Haag HS-Rotterdam C	Dordrecht-Rotterdam C	Dordrecht-Lage Zwaluwe	Roosendaal-Lage Zwaluwe	Breda-Lage Zwaluwe	Breda-Roosendaal	Amsterdam C-Schiphol A	Breda-Tilburg	's Hertogenbosch-Tilburg	's Hertogenbosch-Nijmegen	Arnhem C-Nijmegen	Arnhem C-Zutphen	Deventer-Zutphen	Deventer-Zwolle	Kijfhoek-BR Meteren	BR Meteren-BR Valburg
Asd -Ut[9]	0	1	1	0	0	0	0	1	1	1	0	0	0	0	0	1	0	1	1	1	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Dvd - Ut[10]	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

[9] Asd-Dvd: Amsterdam Centraal-Duivendrecht
[10] Dvd-Ut: Duivendrecht-Utrecht Centraal

Specific transfer nodes

Oml \ Wkz	Amersfoort-Utrecht C	Hilversum-Utrecht C.	Amsterdam C-Weesp	Utrcecht C.-Woerden	Zaandam Amsterdam C.	Amsterdam C.-Duivendrecht	=Duivendrecht-Utrecht C.	Utrecht C.-Ede Wageningen	Utrecht C-'sHertogenbosch	Amsterdam C-Haarlem	Amsterdam C-Schiphol Airport
Amsterdam Centraal-Duivendrecht	0	0	**1**	0	**1**	0	**0**	0	0	**1**	**1**
Duivendrecht-Utrecht Centraal	**1**	**1**	0	**1**	0	**0**	0	**1**	**1**	0	0

Demand:

5 possessions Amsterdam Centraal-Utrecht Centraal are planned:

- 2 possessions on Amsterdam Centraal-Duivendrecht
- 3 possessions on Duivendrecht-Utrecht Centraal

10.1.18 Ad 2.1 Diverting routes: Betuweroute Passenger trains

To reduce the used number of corridor parts for a diverting route – the corridor part that is a diverting route cannot be possessed at the same time – more combinations of possession should be resulting into a larger number of planned possessions.

The freight line Betuweroute is included, as diverting route, for ICE in corridor book 2018. The 'Betuweroute' line is built as freight line and therefore not equipped with enough emergency doors in tunnels. An evacuation of a freight train only consists of the train driver. An evacuation of a passenger trains also consists of all passengers. Between 'Betuweroute Valburg Aansluiting Oost' and 'Betuweroute Meteren Aansluiting' there are no tunnels, thus – if it is an option-, that part of the Betuweroute can be used to divert passenger trains. For the following routes, the Betuweroute between Meteren and Valburg is an option for diverting trains to reduce the used corridor parts as diverting route.

Possessed corridor part	Diverting route
Utrecht C-Ede Wageningen	Zutphen-Deventer, Deventer-Amersfoort, Amersfoort-Hilversum, Hilversum-Weesp, Weesp-Amsterdam Centraal. Nijmegen-‘sHertogenbosch, ‘sHertogenbosch-Boxtel, Boxtel-Eindhoven, Eindhoven-Blerick, Blerick-Venlo Grens. Adding Amsterdam Centraal-Utrecht Centraal
Ede Wageningen-Arnhem C.	Zutphen-Deventer, Deventer-Amersfoort, Amersfoort-Hilversum, Hilversum-Weesp, Weesp-Amsterdam Centraal. Nijmegen-‘sHertogenbosch, ‘sHertogenbosch-Boxtel, Boxtel-Eindhoven, Eindhoven-Blerick, Blerick-Venlo Grens. Adding Amsterdam Centraal-Utrecht Centraal
‘s H’Bosch-Nijmegen	Utrecht C-Ede Wageningen, Ede-Wageningen-Utrecht Centraal

10.1.19 Ad 2.2 Diverting routes: Reduced number of diverting routes

For cargo trains, there are diverting routes for some corridors that are consisting of two possible routes for the same possessed corridor part. For example:

When corridor part Hilversum-Weesp is possessed, the freight corridors G3 (Kijfhoek-Oldenzaal), G4 (Kijfhoek-Onnen) and G11(Amsterdam Westhavens-Oldenzaal) are initially diverted via the freight line Betuweroute. Secondary,the route via Breda-Nijmegen can be used. Corridor G13 is initially diverted via Breda-Nijmegen and secondary via the Betuweroute. Because only one diverting route will be used as diverting route, both routes have to be available.

To create more time slots for possessions, more combinations of possessions should be allowed. When the diverting route of G13 is changed into “Betuweroute”, all freight corridors of the corridor part Hilversum-Weesp are diverted via Betuweroute. The result is that when Hilversum-Weesp is possessed, the route Breda-Nijmegen can also possessed in the same weekend. The result is that the diverting routes are:

Possessed corridor part	Diverting route
Rotterdam Centraal-Gouda	Kijfhoek-BR Meteren-BR Valburg-Zevenaar/ Kijfhoek-BR Meteren-BR Valburg -Arnhem-Zutphen-Deventer-Zwolle
Gouda-Woerden	Kijfhoek-BR Meteren-BR Valburg-Zevenaar/ Kijfhoek-BR Meteren-BR Valburg -Arnhem-Zutphen-Deventer-Zwolle
Utrecht C. -Amsterdam C.	Kijfhoek-BR Meteren-BR Valburg-Zevenaar/ Kijfhoek-BR Meteren-BR Valburg -Arnhem-Zutphen-Deventer-Zwolle
Schiphol-Weesp	Kijfhoek-BR Meteren-BR Valburg-Zevenaar/ Kijfhoek-BR Meteren-BR Valburg -Arnhem-Zutphen-Deventer-Zwolle
Weesp-Hilversum	Kijfhoek-BR Meteren-BR Valburg-Zevenaar/ Kijfhoek-BR Meteren-BR Valburg -Arnhem-Zutphen-Deventer-Zwolle
Hilversum-Amersfoort	Kijfhoek-BR Meteren-BR Valburg-Zevenaar/ Kijfhoek-BR Meteren-BR Valburg -Arnhem-Zutphen-Deventer-Zwolle

10.1.20 Ad 3 Specific transfer nodes: Constraint ‘nodes’ as Corridor book 2018.

The constraint ‘specific transfer nodes’ prevent the situations that a bustitution service have to be operated for two corridor parts on the same nodes. This prevent the situation that passengers have to be transported twice per buses along the two possessed corridor parts in a weekend. The both possessions have to be planned in separate weekends. However, when the combinations of both possessions are allowed, the number of disruptive weekends for that trip is less: One weekend there is lots of disruption, in the other weekend there is no disruption. Therefore, on some corridor parts of a node, it is allowed that two parts of the nodes can be possessed in the same weekend, for instance when the number of though travellers is less.

In the updated corridor book 2018, there is an updated constraint for the specific transfer nodes:

- Red nodes ‘red’ indicates maximum one corridor part can be possessed
- Green nodes indicates that the ‘green’ corridor parts can be possessed in the same weekend. Combinations with a ‘red’ corridor parts of a green node is not allowed.

However, because this constraint gives more combinations are allowed, but on the other hand are more railway network nodes indicated as ‘specific transfer node.’ In Appendix C of the Corridorbook, you can find the maps with red and green nodes.

10.1.21 Ad 4 Train maintenance facility: One accessible

This constraint prevent the situation that there is not enough maintained trains available to operate the Monday morning rush hour. However, because Onnen and Maastricht are in the upper north and the upper south regions of the country, Onnen will not be an option for Maastricht to maintain all trains.

Therefore it is allowed that Onnen (thus: Zwolle-Meppel-Goningen) and Maastricht(thus: Boxtel-Eindhoven-Weert-Roermond-Sittard) can be possessed in the same weekend.

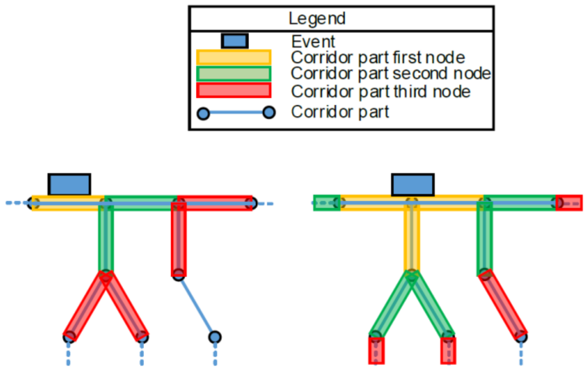
10.1.22 Ad 5.1: Events: No regional events

Small events are focused on the regional area of the location of the event. Because the diverting route will most of the time prevent the situation that larger stations are not accessible, the local events are removed from the list of requested events. Therefore an new event matrix is built.

10.1.23 Ad 5.2: Events: Requested events according to the guideline of an event.

The constraint of 'Events' yields the accessibility route of an event cannot be possessed in that weekend. However, the railway undertakings request more corridor parts than are described in the constraint in the corridor book. In that case the definition of 'first node' and 'second node' are not used. Because the number of unavailable weekends for a corridor part on some parts of the railway network is then smaller than the required maintenance possessions, this addition of the requested corridor parts of an event is reduced. Therefore there will be more available weekends to plan a possession.

- National event: All corridor parts cannot possessed.
- Interregional event: Between Event and the second node, all corridor parts have to be available for the operation.
- Regional event: Between the event and first node, the corridor parts have to be available for the operation.



The first and second node are defined as as:

10.1.24 Ad 6.1 minimum interval: 'two weekends between possessions'

The current constraint is that the interval between two possessions is three weekends. However, the 'three' is arbitair, because this is only based on maximum once per month a possession can be planned on a corridor part for the mean maximum of 13 times per year. However, an assertion that a disturbed weekend trip by train is experienced as annoying, is missing. Further is known from discussions between ProRail possession department, ProRail Capacity Allocation and the railway undertakings this constraint of minimum interval is less important than the constraint. To increase the weekends that are available to plan a possession, the interval between two possessions is reduced to 2.

10.1.25 Ad 6.2 minimum interval: two separate weekends can be possessed

The constraint 'minimum interval' prevent the situation that two separate weekends can be possessed. In the scope of the thesis is remarked that the focus is on 52-hr possessions. In weekends, sometimes possessions with a larger duration are planned, to reduce the number of required weekends for possessions. The following weeks are available to plan a possession consisting of more than 7 days:

1	Christmas break	28-35	Summer break
7, 8, 9	Spring break	41-43	Autumn break
16, 17	'May'-break	51-52	Christmas break

For these weekends, there is a week available to plan a possession in successive weekends. Thus: the sum of 4 successive weekends cannot exceed 1. That means that only one possession can be planned in 4 successive weekends.

When two weeks are available to plan a possession on, the value of A in the model constraint A*x<=B, is then 0.5.

The value of 0.5 belongs to the weekends that corresponds to a holiday-weekend. In the constraint of 4 successive weekends, these weekends counts for 0.5 when a possession is planned in that weekend. In not-holiday weekends, these weekend count for 1 when a possession is planned in that weekend. In holiday weekends 7 and 8, the possession counts for 0.5

	6	7	8	9
A	1	0,5	0,5	1
	1	0,5	0,5	1
	1	0,5	0,5	1
x	1	0	0	0
	0	1	1	0
	0	0	0	1
A*x	1	0	0	0
	0	0,5	0,5	0
	0	0	0	1

10.1.26 Ad 7 Crossing borders: 'Haanrade/Herzogenrath'

Some crossing borders have limited capacity. The opportunity is to include the crossing border Haanrade Grens/Herzogenrath Grens in the available crossing borders towards Germany. Aachen West Rangierbahnhof is a. important cargo hub for Germany and Belgium. At least 2 out of 4 crossing borders towards Germany have to be available:

	Oldenzaal	Zevenaar	Venlo
Oldenzaal	0	1	1
Zevenaar	1	0	1
Venlo	1	1	0

The combination matrix as above is changed (in yellow) into:

	Oldenzaal	Zevenaar	Venlo	Haanrade
Oldenzaal	0	1	0	0
Zevenaar	1	0	1	0
Venlo	0	1	0	1
Haanrade	0	0	1	0

Routes:

- Oldenzaal: Deventer-Wierden-Almelo-Oldenzaal Grens
- Zevenaar: Arnhem/Valburg-Zevenaar Grens
- Venlo: Boxtel-Eindhoven, Blerick-Venlo Grens
- Haanrade: Boxtel-Eindhoven, Roermond-Sittard, Heerlen-Kerkrade/Haanrade Grens.

Appendix F: Planning

Legend:

1	Possession is planned
1	Possession with conflict (Accepted by railway undertakings
0	Blocked for planning a possession
0	Event
0	Free to plan a possession.

10.1.27 Possession Planning 2017

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52		0
Lw-Mp	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	Lw-Mp
Gn-Mp	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	8	Gn-Mp
Zl-Mp	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	Zl-Mp
Amf-Zl	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	Amf-Zl
Amf-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	3	Amf-Ut
Lls-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	Lls-Zl
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Alm-Lls
Alm-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	Alm-Wp
Dvd-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	Dvd-Wp
Shl-Dvd	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	Shl-Dvd
Hgl-Bh	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	Hgl-Bh
Es-Hgl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Es-Hgl
Hgl-Aml	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Hgl-Aml
Zp-Hgl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	Zp-Hgl
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Aml-Wdn
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	Dv-Wdn
Wdn-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	Wdn-Zl
Dv-Apd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Dv-Apd
Zp-Apd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	Zp-Apd
Apd-Amf	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	3	Apd-Amf
Amf-Hvs	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	Amf-Hvs
Hvs-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	Hvs-Ut
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Hvs-Wp
Asd-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	8	Asd-Wp
Ut-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	Ut-Wd
Gd-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	5	Gd-Wd
Ledn-Apn	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	Ledn-Apn
Apn-Wd	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	Apn-Wd
Apn-Gd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	1	1	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	9	Apn-Gd
Gd-Gvc	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	Gd-Gvc
Gd-Rtd	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	7	Gd-Rtd
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Hdr-Hwd
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	Amr-Hwd
Hwd-Hn	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	Hwd-Hn
Ekz-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	8	Ekz-Hn
Zd-Hn	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	Zd-Hn
Amr-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	4	Amr-Utg
Utg-Zd	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	Utg-Zd
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	Bv-Utg
Hlm-Bv	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	Hlm-Bv
Zd-Asd	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0		0	1	0	0	7	Zd-Asd
Asd-Asb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	Asd-Asb
Asb-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	Asb-Ut
Ed-Ut	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	4	Ed-Ut
Ah-Ed	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	Ah-Ed
Ah-Zv-Em	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	7	Ah-Zv-Em
Ut-Gdm	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	Ut-Gdm
Gdm-Ht	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	Gdm-Ht
Btl-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	Btl-Ht
Btl-Ehv	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	Btl-Ehv
Ehv-Vl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	Ehv-Vl
Br-Vlgr	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	Br-Vlgr
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ehv-Wt
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	Wt-Rm
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Rm-STd
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Std-Mt
Std-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	Std-Hrl
Mt-Edngr	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	Mt-Edngr
Asd-Hlm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3	Asd-Hlm
Hlm-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	Hlm-Ledn
Ledn-Shl	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	Ledn-Shl
Gvc-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	Gvc-Ledn
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	Gvc-Rtd
Ddr-Rtd	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	Ddr-Rtd
Ddr-Zlw	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	5	Ddr-Zlw
Rsd-Zlw	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	Rsd-Zlw
Bd-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	Bd-Zlw
Bd-Rsd	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	Bd-Rsd
Rsd-Rsdgr	0	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	6	Rsd-Rsdgr
Rsd-Mdb	0	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	10	Rsd-Mdb
Bgn-Vs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	Bgn-Vs
Asd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	Asd-Shl
HSLRtd-Shl	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	HSLRtd-Shl
HSLBd-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	HSLBd-Rtd
Bd-Tb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4	Bd-Tb
Tb-Btl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	4	Tb-Btl
Ht-Tb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	Ht-Tb
Ht-Nm	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	Ht-Nm
Ah-Nm	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	Ah-Nm
Ah-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	Ah-Zp
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Dv-Zp
Dv-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	Dv-Zl
Gn-Np	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	Gn-Np
Bp-Lw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	Bp-Lw
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Mt-Vk
Vk-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	Vk-Hrl
Hrl-Hz/Krd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	Hrl-Hz/Krd
Nm-Bmr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	Nm-Bmr
Bmr-Br	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	Bmr-Br
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Vl-Rm
Kfd-BrMet	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	Kfd-BrMet
BrMet-Esta	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	BrMet-Esta
SUM	2	2	3	1	1	4	3	2	6	8	9	5	3	4	8	8	7	5	5	3	6	9	4	6	4	5	6	6	5	7	8	4	10	9	3	8	5	5	11	7	6	6	7	5	5	7	6	6	5	4	0	0		SUM
Week	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	0	274

10.1.28 Research question 1: Maximum number of planned possessions under constraints of corridor book

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	sum	req	NP.
Lw-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Gn-Mp	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	8	8	0
Zl-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	3	3	0
Amf-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	4	0
Amf-Ut	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Lls-Zl	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0
Shl-Wp	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	-6
Bh/Es-Aml	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Zp-Hgl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0
Wdn-Zl	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	3	0
Zp-Apd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Dv-Amf	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amf-Hvs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Hvs-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	5	5	0
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	8	8	0
Ut-Wd	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	4	0
Gd-Wd	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	11	-8
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	2	0
Apn-Wd	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Apn-Gd	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	9	9	0
Gd-Gvc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	6	7	-1
Gd-Rtd	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	6	7	-1
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hwd-Hn	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ekz-Hn	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	8	8	0
Zd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amr-Utg	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	4	0
Utg-Zd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	0
Hlm-Bv	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Zd-Asd	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	7	7	0
Asd-Ut	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	-1
Ed-Ut	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	4	0
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah/Brval-Zvg	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7	7	0
Ut-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Btl-Ht	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ehv	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ehv-Vl	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	5	0
Br-Vlgr	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	8	8	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Asd-Hlm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Hlm-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0
Ledn-Shl	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Gvc-Ledn	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Ddr-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Ddr-Zlw	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	5	0
Rsd-Zlw	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7	8	-1
Bd-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2	0
Bd-Rsd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	3	3	0
Rsd-Rsdgr	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6	6	0
Rsd-Mdb	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	8	10	-2
Asd-Shl	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Rtd-Shl	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Bd-Tb	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Tb-Btl	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	4	0
Ht-Tb	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ht-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-1
Ah-Nm	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ah-Zp	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	4	4	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3	3	0
Gn-Np	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	2	0
Bp-Lw	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Hrl-Hz/Krd	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Nm-Bmr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bmr-Br	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	4	4	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	4	4	0
BrMet-Brvalo	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	4	4	0
	0	6	6	4	6	4	7	4	5	4	7	8	0	4	6	5	7	0	5	7	4	4	4	4	6	6	5	4	3	7	7	5	4	4	5	4	7	8	4	4	6	6	6	5	7	4	4	7	6	11	0	0	256	277	-21

10.1.29 Research question 2A: Maximum number of planned possessions without a constraint of corridor book.

10.1.29.1 Result Maximum number of planned possessions, without constraint 'Corridor'

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	sum	req	NP
Lw-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Gn-Mp	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	8	8	0
Zl-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	3	3	0
Amf-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	4	4	0
Amf-Ut	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Lls-Zl	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Shl-Wp	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	7	7	0
Bh/Es-Aml	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Zp-Hgl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Wdn-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Zp-Apd	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Dv-Amf	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	3	0
Amf-Hvs	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Hvs-Ut	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	5	5	0
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	8	8	0
Ut-Wd	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Gd-Wd	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	10	11	-1
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Apn-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	3	0
Apn-Gd	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	9	9	0
Gd-Gvc	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	7	0
Gd-Rtd	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	7	7	0
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hwd-Hn	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Ekz-Hn	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	8	8	0
Zd-Hn	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amr-Utg	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	4	0
Utg-Zd	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bv-Utg	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hlm-Bv	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Zd-Asd	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	7	7	0
Asd-Ut	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	-1
Ed-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
Ah/Brval-Zvg	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	7	7	0
Ut-Ht	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ehv	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ehv-Vl	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	5	5	0
Br-Vlgr	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	8	8	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Asd-Hlm	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Hlm-Ledn	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ledn-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Gvc-Ledn	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	2	0
Ddr-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Ddr-Zlw	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	5	0
Rsd-Zlw	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	8	8	0
Bd-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bd-Rsd	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	3	0
Rsd-Rsdgr	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	6	6	0
Rsd-Mdb	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	8	10	-2
Asd-Shl	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Rtd-Shl	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Bd-Tb	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Tb-Btl	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4	4	0
Ht-Tb	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ht-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah-Nm	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ah-Zp	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Gn-Np	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bp-Lw	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Hrl-Hz/Krd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Nm-Bmr	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bmr-Br	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
BrMet-Brvalo	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	4	0
	0	8	10	4	8	7	5	1	5	6	7	7	0	7	5	8	4	0	4	5	8	7	5	6	4	4	3	5	6	7	7	6	2	8	5	7	7	6	8	5	4	5	5	3	5	5	3	9	5	12	0	0	273	277	-4

10.1.29.2 Result Maximum number of planned possessions, without constraint 'Diverting route'

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	sum	req	NP.
Lw-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Gn-Mp	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	8	8	0
Zl-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	3	3	0
Amf-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	4	4	0
Amf-Ut	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Lls-Zl	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Shl-Wp	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	7	7	0
Bh/Es-Aml	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Zp-Hgl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Wdn-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Zp-Apd	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Dv-Amf	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	3	0
Amf-Hvs	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Hvs-Ut	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	5	5	0
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	8	8	0
Ut-Wd	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Gd-Wd	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	10	11	-1
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Apn-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	3	0
Apn-Gd	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	9	9	0
Gd-Gvc	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	7	0
Gd-Rtd	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	7	7	0
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hwd-Hn	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Ekz-Hn	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	8	8	0
Zd-Hn	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amr-Utg	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	4	0
Utg-Zd	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bv-Utg	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hlm-Bv	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Zd-Asd	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	7	7	0
Asd-Ut	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	-1
Ed-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
Ah/Brval-Zvg	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	7	7	0
Ut-Ht	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ehv	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ehv-Vl	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	5	5	0
Br-Vlgr	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	8	8	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Asd-Hlm	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Hlm-Ledn	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ledn-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Gvc-Ledn	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	2	0
Ddr-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Ddr-Zlw	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	5	0
Rsd-Zlw	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	8	8	0
Bd-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bd-Rsd	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3	3	0
Rsd-Rsdgr	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	6	6	0
Rsd-Mdb	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	8	10	-2
Asd-Shl	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Rtd-Shl	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Bd-Tb	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Tb-Btl	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	4	0
Ht-Tb	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ht-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah-Nm	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ah-Zp	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Gn-Np	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bp-Lw	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Hrl-Hz/Krd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Nm-Bmr	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bmr-Br	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
BrMet-Brvalo	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	4	0
	0	8	10	4	8	7	5	1	5	6	7	7	0	7	5	8	4	0	4	5	8	7	5	6	4	4	3	5	6	7	7	6	2	8	5	7	7	6	8	5	4	5	5	3	5	5	3	9	5	12	0	0	273	277	-4

10.1.29.3 Result Maximum number of planned possessions, without constraint 'Specific transfer nodes'

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	sum	req	NP.
Lw-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0
Gn-Mp	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	8	8	0
Zl-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Amf-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	4	0
Amf-Ut	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Lls-Zl	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	3	0
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0
Shl-Wp	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	6	7	-1
Bh/Es-Aml	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Zp-Hgl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Wdn-Zl	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Zp-Apd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	3	3	0
Dv-Amf	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	3	0
Amf-Hvs	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	4	0
Hvs-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	5	5	0
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	8	8	0
Ut-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	4	0
Gd-Wd	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	4	11	-7
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Apn-Wd	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Apn-Gd	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	9	9	0
Gd-Gvc	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	0
Gd-Rtd	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	7	7	0
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hwd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	3	3	0
Ekz-Hn	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	8	8	0
Zd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amr-Utg	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	4	0
Utg-Zd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	0
Bv-Utg	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	0
Hlm-Bv	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Zd-Asd	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	7	7	0
Asd-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	5	5	0
Ed-Ut	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	4	0
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah/Brval-Zvg	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	7	7	0
Ut-Ht	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	3	3	0
Btl-Ehv	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	4	4	0
Ehv-Vl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	5	5	0
Br-Vlgr	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	8	8	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Edngr	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Asd-Hlm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Hlm-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0
Ledn-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2	0
Gvc-Ledn	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Gvc-Rtd	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Ddr-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Ddr-Zlw	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	5	0
Rsd-Zlw	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	8	8	0
Bd-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0
Bd-Rsd	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Rsd-Rsdgr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	6	6	0
Rsd-Mdb	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	10	10	0
Asd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3	3	0
Rtd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	2	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Bd-Tb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	4	4	0
Tb-Btl	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ht-Tb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ht-Nm	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	3	3	0
Ah-Zp	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	4	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	3	0
Gn-Np	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bp-Lw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	2	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Hrl-Hz/Krd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Nm-Bmr	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bmr-Br	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4	4	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	4	0
BrMet-Brvalo	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
	0	6	5	1	2	5	5	5	4	4	8	6	2	6	5	4	5	7	3	6	7	8	5	4	4	5	5	4	6	7	3	4	4	6	5	6	9	7	5	5	7	7	7	5	6	7	8	5	6	13	0	0	269	277	-8

10.1.29.4 Result Maximum number of planned possessions, without constraint 'Train maintenance facility'

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	sum	req	NP.
Lw-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2	2	0
Gn-Mp	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	8	8	0
Zl-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	3	0
Amf-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	4	-1
Amf-Ut	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Lls-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	3	0
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Shl-Wp	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	7	-3
Bh/Es-Aml	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Zp-Hgl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Wdn-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	3	3	0
Zp-Apd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Dv-Amf	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Amf-Hvs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Hvs-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	5	5	0
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	8	8	0
Ut-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	4	4	0
Gd-Wd	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	11	-7
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	0
Apn-Wd	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Apn-Gd	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	9	9	0
Gd-Gvc	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7	7	0
Gd-Rtd	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	7	-1
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hwd-Hn	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ekz-Hn	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	8	8	0
Zd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amr-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	4	0
Utg-Zd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hlm-Bv	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Zd-Asd	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	7	7	0
Asd-Ut	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	-1
Ed-Ut	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	4	0
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah/Brval-Zvg	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	6	7	-1
Ut-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	3	3	0
Btl-Ht	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ehv	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ehv-Vl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	5	0
Br-Vlgr	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	8	8	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	2	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Asd-Hlm	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Hlm-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0
Ledn-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Gvc-Ledn	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	3	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0
Ddr-Rtd	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2	0
Ddr-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	5	0
Rsd-Zlw	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	8	8	0
Bd-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bd-Rsd	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Rsd-Rsdgr	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	6	6	0
Rsd-Mdb	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	8	10	-2
Asd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3	3	0
Rtd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Bd-Tb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	4	4	0
Tb-Btl	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ht-Tb	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	3	0
Ht-Nm	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	-3
Ah-Zp	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	4	4	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	3	0
Gn-Np	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	2	0
Bp-Lw	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Hrl-Hz/Krd	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Nm-Bmr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	2	0
Bmr-Br	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	4	4	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
BrMet-Brvalo	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
	0	5	6	3	5	4	6	5	4	4	3	6	0	6	6	5	5	0	3	8	8	3	4	5	7	4	5	5	4	6	7	4	3	6	6	7	5	6	5	6	8	4	5	7	7	8	6	5	7	11	0	0	258	277	-19

10.1.29.5 *Result Maximum number of planned possessions, without constraint 'Events'*

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	sum	req	NP.
Lw-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Gn-Mp	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	8	8	0
Zl-Mp	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	3	3	0
Amf-Zl	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	4	0
Amf-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Lls-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	3	0
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0
Shl-Wp	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	5	7	-2
Bh/Es-Aml	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Zp-Hgl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Wdn-Zl	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Zp-Apd	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Dv-Amf	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	3	0
Amf-Hvs	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	4	0
Hvs-Ut	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5	5	0
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	8	8	0
Ut-Wd	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	4	4	0
Gd-Wd	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	11	-6
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0
Apn-Wd	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	3	3	0
Apn-Gd	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	9	9	0
Gd-Gvc	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	0
Gd-Rtd	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	6	7	-1
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	2	0
Hwd-Hn	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3	3	0
Ekz-Hn	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8	8	0
Zd-Hn	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	3	0
Amr-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	4	4	0
Utg-Zd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bv-Utg	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	2	0
Hlm-Bv	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0
Zd-Asd	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	7	7	0
Asd-Ut	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	5	5	0
Ed-Ut	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	4	0
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah/Brval-Zvg	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	7	0
Ut-Ht	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ht	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ehv	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	4	0
Ehv-Vl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	5	5	0
Br-Vlgr	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	8	8	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2	2	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	2	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0
Asd-Hlm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Hlm-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0
Ledn-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	0
Gvc-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	3	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	0
Ddr-Rtd	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	0
Ddr-Zlw	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0
Rsd-Zlw	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	8	8	0
Bd-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	0
Bd-Rsd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Rsd-Rsdgr	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	6	6	0
Rsd-Mdb	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	10	10	0
Asd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	3	0
Rtd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0
Bd-Tb	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	4	0
Tb-Btl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	4	0
Ht-Tb	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ht-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah-Nm	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Ah-Zp	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Gn-Np	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Bp-Lw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Hrl-Hz/Krd	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Nm-Bmr	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bmr-Br	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	4	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	4	0
BrMet-Brvalo	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	4	0
	8	8	4	3	3	2	5	6	6	2	4	5	6	2	3	3	4	5	6	3	6	2	4	3	3	4	4	6	7	5	6	5	7	5	5	5	6	5	8	7	6	5	5	5	4	8	4	7	8	5	11	9	268	277	-9

10.1.29.6 Result Maximum number of planned possessions, without constraint 'Minimum interval'

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	sum	req	NP.
Lw-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0
Gn-Mp	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	8	8	0
Zl-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	3	3	0
Amf-Zl	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Amf-Ut	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	-1
Lls-Zl	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Shl-Wp	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	5	7	-2
Bh/Es-Aml	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Zp-Hgl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0
Wdn-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	3	3	0
Zp-Apd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Dv-Amf	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amf-Hvs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Hvs-Ut	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	5	5	0
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	8	8	0
Ut-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Gd-Wd	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	9	11	-2
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	0
Apn-Wd	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Apn-Gd	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	9	9	0
Gd-Gvc	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	0
Gd-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7	-4
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0
Hwd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ekz-Hn	0	0	1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	8	8	0
Zd-Hn	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amr-Utg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Utg-Zd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	2	0
Hlm-Bv	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Zd-Asd	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	0	0	0	0	0	0	0	7	7	0
Asd-Ut	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0
Ed-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	4	4	0
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah/Brval-Zvg	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	7	7	0
Ut-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ht	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ehv	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ehv-Vl	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	5	5	0
Br-Vlgr	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	8	8	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Asd-Hlm	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	3	0
Hlm-Ledn	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ledn-Shl	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	0
Gvc-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Ddr-Rtd	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2	0
Ddr-Zlw	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	4	5	-1
Rsd-Zlw	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	8	8	0
Bd-Zlw	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bd-Rsd	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	0
Rsd-Rsdgr	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	6	6	0
Rsd-Mdb	0	0	1	0	0	1	0	0	1	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	10	10	0
Asd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	3	0
Rtd-Shl	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0
Bd-Tb	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Tb-Btl	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	4	0
Ht-Tb	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	3	0
Ht-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
Ah-Nm	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	-1
Ah-Zp	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	3	3	0
Gn-Np	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	0
Bp-Lw	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Hrl-Hz/Krd	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Nm-Bmr	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	2	0
Bmr-Br	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	4	4	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
BrMet-Brvalo	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
	0	6	7	5	7	8	6	7	6	5	4	5	0	5	5	5	5	0	2	7	5	5	5	4	8	6	6	5	4	5	2	6	4	4	5	6	5	6	7	7	5	5	7	6	7	6	6	8	7	9	0	0	266	277	-11

10.1.29.7 Result Maximum number of planned possessions, without constraint 'Crossing border interval'

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	sum	req	NP.
Lw-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Gn-Mp	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	8	8	0
Zl-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	3	3	0
Amf-Zl	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	4	0
Amf-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Lls-Zl	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0
Shl-Wp	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	-3
Bh/Es-Aml	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Zp-Hgl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Wdn-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	3	0
Zp-Apd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Dv-Amf	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	0
Amf-Hvs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	4	4	0
Hvs-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	5	5	0
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	8	8	0
Ut-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Gd-Wd	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11	-9
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Apn-Wd	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Apn-Gd	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	9	9	0
Gd-Gvc	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	7	7	0
Gd-Rtd	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	6	7	-1
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hwd-Hn	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ekz-Hn	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	8	8	0
Zd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amr-Utg	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	4	0
Utg-Zd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hlm-Bv	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Zd-Asd	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	7	7	0
Asd-Ut	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	-2
Ed-Ut	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah/Brval-Zvg	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	7	-1
Ut-Ht	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Btl-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	-1
Btl-Ehv	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ehv-Vl	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	5	0
Br-Vlgr	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	8	8	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Asd-Hlm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	3	3	0
Hlm-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0
Ledn-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Gvc-Ledn	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	0
Ddr-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Ddr-Zlw	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	5	-1
Rsd-Zlw	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	8	8	0
Bd-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	0
Bd-Rsd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Rsd-Rsdgr	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	6	6	0
Rsd-Mdb	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	8	10	-2
Asd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Rtd-Shl	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Bd-Tb	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	4	0
Tb-Btl	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ht-Tb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Ht-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah-Nm	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	3	-1
Ah-Zp	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	4	4	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Gn-Np	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	2	0
Bp-Lw	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Hrl-Hz/Krd	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Nm-Bmr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	2	0
Bmr-Br	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	4	4	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4	4	0
BrMet-Brvalo	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	4	0
	0	5	4	6	7	3	5	3	4	4	6	6	0	4	4	5	6	0	6	7	6	4	4	7	5	3	5	6	5	4	7	6	4	5	5	5	7	8	5	7	6	4	4	5	7	8	5	5	8	11	0	0	256	277	-21

10.1.30 Research question 2B: Maximum number of planned possessions under an adapted constraint of corridor book

10.1.30.1 Result Maximum number of planned possessions, under adapted constraint ad 1 'Corridor

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	sum	req	rest
Lw-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Gn-Mp	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	8	8	0
Zl-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	3	0
Amf-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	4	0
Amf-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	3	0
Lls-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	-2
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Wp-Dvd	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	0
Dvd-Shl	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	4	0
Bh/Es-Aml	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Zp-Hgl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0
Wdn-Zl	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Zp-Apd	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Dv-Amf	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Amf-Hvs	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	4	0
Hvs-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	5	0
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	8	8	0
Ut-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	4	0
Gd-Wd	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	11	-6
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0
Apn-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	3	3	0
Apn-Gd	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	9	9	0
Gd-Gvc	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	7	7	0
Gd-Rtd	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	7	-2
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0
Hwd-Hn	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ekz-Hn	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	8	8	0
Zd-Hn	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amr-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	4	4	0
Utg-Zd	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	0
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hlm-Bv	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Zd-Asd	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7	7	0
Asd-Dvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Dvd-Ut	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ed-Ut	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah/Brval-Zvg	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	7	7	0
Ut-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Btl-Ht	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ehv	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	4	0
Ehv-Vl	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0
Br-Vlgr	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	8	8	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Asd-Hlm	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Hlm-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0
Ledn-Shl	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Gvc-Ledn	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	3	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2	0
Ddr-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Ddr-Zlw	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	5	5	0
Rsd-Zlw	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	8	8	0
Bd-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	0
Bd-Rsd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	0
Rsd-Rsdgr	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	6	6	0
Rsd-Mdb	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	8	10	-2
Asd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	3	3	0
Rtd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	2	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0
Bd-Tb	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	4	0
Tb-Btl	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	4	0
Ht-Tb	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ht-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	3	-1
Ah-Zp	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	4	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Gn-Np	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bp-Lw	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Hrl-Hz/Krd	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Nm-Bmr	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bmr-Br	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	4	4	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	4	0
BrMet-Brvalo	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	4	0
	0	7	7	5	6	4	6	6	3	4	4	5	0	6	4	6	5	0	5	5	5	4	4	3	4	5	4	8	6	6	9	5	4	4	8	6	7	4	8	5	8	4	5	7	9	6	4	6	6	12	0	0	264		-13

10.1.30.2 *Result Maximum number of planned possessions, under adapted constraint ad 2.1 'diverting route-1'*

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	sum	req	rest
Lw-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	0
Gn-Mp	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	8	8	0
Zl-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	3	3	0
Amf-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	-1
Amf-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	3	3	0
Lls-Zl	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	0
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Wp-Shl	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	7	-5
Bh/Es-Aml	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Zp-Hgl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Wdn-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	3	0
Zp-Apd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Dv-Amf	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amf-Hvs	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Hvs-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	5	5	0
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	8	8	0
Ut-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	4	0
Gd-Wd	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	11	-5
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0
Apn-Wd	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Apn-Gd	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	9	9	0
Gd-Gvc	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7	7	0
Gd-Rtd	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	6	7	-1
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hwd-Hn	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ekz-Hn	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	8	8	0
Zd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amr-Utg	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	4	0
Utg-Zd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	0
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hlm-Bv	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Zd-Asd	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	7	7	0
Asd-Ut	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	-1
Ed-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	4	4	0
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
Ah/Brval-Zvg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	6	7	-1
Ut-Ht	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ht	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ehv	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	4	4	0
Ehv-Vl	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	5	5	0
Br-Vlgr	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	8	8	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Asd-Hlm	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	3	3	0
Hlm-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ledn-Shl	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Gvc-Ledn	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	3	3	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	0
Ddr-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Ddr-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	5	-1
Rsd-Zlw	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	8	8	0
Bd-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2	0
Bd-Rsd	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Rsd-Rsdgr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	6	6	0
Rsd-Mdb	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	8	10	-2
Asd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Rtd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	2	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Bd-Tb	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	4	-1
Tb-Btl	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	4	0
Ht-Tb	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ht-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	3	-1
Ah-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	4	4	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Gn-Np	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	2	0
Bp-Lw	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Hrl-Hz/Krd	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Nm-Bmr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	0
Bmr-Br	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	4	4	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	4	0
BrMet-Brvalo	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	4	0
	0	6	4	3	7	2	5	4	5	4	6	4	0	5	5	8	4	0	4	7	6	3	5	5	6	7	5	7	6	6	7	6	4	2	5	8	6	5	4	6	7	4	6	7	6	6	5	8	6	11	0	0	258		-19

10.1.30.3 Result Maximum number of planned possessions, under adapted constraint ad 2.2 ‘diverting route-2’

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	sum	req	rest
Lw-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	2	0
Gn-Mp	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	8	8	0
Zl-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Amf-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Amf-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Lls-Zl	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	0
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Wp-Shl	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	-3
Bh/Es-Aml	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Zp-Hgl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Wdn-Zl	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Zp-Apd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	3	0
Dv-Amf	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	0
Amf-Hvs	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	4	0
Hvs-Ut	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	5	0
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	8	8	0
Ut-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Gd-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	11	-7
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Apn-Wd	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Apn-Gd	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	9	9	0
Gd-Gvc	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	7	7	0
Gd-Rtd	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7	-1
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hwd-Hn	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ekz-Hn	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	8	8	0
Zd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amr-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	4	4	0
Utg-Zd	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hlm-Bv	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Zd-Asd	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	7	7	0
Asd-Ut	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	-2
Ed-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	3	4	-1
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Ah/Brval-Zvg	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	6	7	-1
Ut-Ht	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ehv	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ehv-Vl	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	5	5	0
Br-Vlgr	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	8	8	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	2	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0
Asd-Hlm	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	0
Hlm-Ledn	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ledn-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	0
Gvc-Ledn	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2	0
Ddr-Rtd	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Ddr-Zlw	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	5	5	0
Rsd-Zlw	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	8	8	0
Bd-Zlw	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	0
Bd-Rsd	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Rsd-Rsdgr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	6	6	0
Rsd-Mdb	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	8	10	-2
Asd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Rtd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Bd-Tb	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	4	4	0
Tb-Btl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	4	-1
Ht-Tb	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	3	-1
Ht-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	-1
Ah-Zp	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	4	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	3	3	0
Gn-Np	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	2	0
Bp-Lw	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Hrl-Hz/Krd	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Nm-Bmr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	2	0
Bmr-Br	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	4	4	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
BrMet-Brvalo	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
	0	6	7	7	3	5	5	5	5	4	4	6	0	5	3	5	5	0	8	8	4	3	7	6	4	3	5	6	6	4	6	3	4	4	6	8	4	5	6	4	5	7	6	6	8	6	5	8	7	10	0	0	257		-20

10.1.30.4 *Result Maximum number of planned possessions, under adapted constraint ad 3 ‘Specific transfer nodes’*

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	sum	req	rest
Lw-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	2	0
Gn-Mp	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	8	8	0
Zl-Mp	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	0
Amf-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	4	0
Amf-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Lls-Zl	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0
Wp-Dvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wp-Shl	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	4	7	-3
Bh/Es-Aml	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Zp-Hgl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
Wdn-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Zp-Apd	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Dv-Amf	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amf-Hvs	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Hvs-Ut	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	5	5	0
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	8	8	0
Ut-Wd	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	4	0
Gd-Wd	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	11	-6
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Apn-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Apn-Gd	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	9	9	0
Gd-Gvc	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7	-1
Gd-Rtd	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	-3
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	0
Hwd-Hn	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ekz-Hn	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	8	8	0
Zd-Hn	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amr-Utg	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	4	4	0
Utg-Zd	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Hlm-Bv	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Zd-Asd	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	7	7	0
Asd-Dvd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5	-3
Ed-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah/Brval-Zvg	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	7	7	0
Ut-Ht	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	3	0
Btl-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ehv	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	4	0
Ehv-Vl	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	5	0
Br-Vlgr	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	8	8	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Asd-Hlm	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Hlm-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0
Ledn-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Gvc-Ledn	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Ddr-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-2
Ddr-Zlw	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	-1
Rsd-Zlw	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	7	8	-1
Bd-Zlw	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bd-Rsd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3	3	0
Rsd-Rsdgr	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0
Rsd-Mdb	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	8	10	-2
Asd-Shl	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Rtd-Shl	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Bd-Tb	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	4	-1
Tb-Btl	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	4	0
Ht-Tb	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Ht-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0
Ah-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Ah-Zp	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	4	4	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	3	0
Gn-Np	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	0
Bp-Lw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Hrl-Hz/Krd	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Nm-Bmr	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bmr-Br	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	4	4	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	4	4	0
BrMet-Brvalo	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	4	0
	0	6	6	4	8	5	6	4	4	6	6	7	0	3	5	5	6	0	7	3	4	4	6	5	4	4	3	5	5	6	5	5	4	4	4	5	4	8	8	7	6	3	6	8	8	4	6	6	8	8	0	0	254		-23

10.1.30.5 Result Maximum number of planned possessions, under adapted constraint ad 4 'Train maintenance facility'

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	sum	req	rest
Lw-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	0
Gn-Mp	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	8	8	0
Zl-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	3	3	0
Amf-Zl	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Amf-Ut	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Lls-Zl	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Wp-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	7	-3
Bh/Es-Aml	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Zp-Hgl	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Wdn-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	3	0
Zp-Apd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	3	0
Dv-Amf	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amf-Hvs	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Hvs-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	5	5	0
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	8	8	0
Ut-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	4	0
Gd-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	11	-7
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0
Apn-Wd	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	3	0
Apn-Gd	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	9	9	0
Gd-Gvc	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	7	7	0
Gd-Rtd	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	6	7	-1
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hwd-Hn	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ekz-Hn	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	8	8	0
Zd-Hn	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amr-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	4	4	0
Utg-Zd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2	2	0
Hlm-Bv	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Zd-Asd	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	7	7	0
Asd-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	-2
Ed-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	3	4	-1
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah/Brval-Zvg	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	6	7	-1
Ut-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Btl-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ehv	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	4	0
Ehv-Vl	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0
Br-Vlgr	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	8	8	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Asd-Hlm	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Hlm-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ledn-Shl	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Gvc-Ledn	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	2	0
Ddr-Rtd	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Ddr-Zlw	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	5	5	0
Rsd-Zlw	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	8	8	0
Bd-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bd-Rsd	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	0
Rsd-Rsdgr	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	6	6	0
Rsd-Mdb	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	8	10	-2
Asd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	3	0
Rtd-Shl	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Bd-Tb	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	4	0
Tb-Btl	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	4	-1
Ht-Tb	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	-1
Ht-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah-Nm	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2	3	-1
Ah-Zp	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4	4	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	3	0
Gn-Np	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	2	0
Bp-Lw	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Hrl-Hz/Krd	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Nm-Bmr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	2	0
Bmr-Br	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	4	4	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
BrMet-Brvalo	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
	0	5	5	5	6	4	7	4	5	3	5	6	0	5	6	5	6	0	4	7	5	4	3	7	4	4	5	6	3	5	8	7	5	2	7	6	4	6	6	7	5	5	6	7	5	6	5	10	6	9	0	0	257		-20

10.1.30.6 Result Maximum number of planned possessions, under adapted constraint ad 5.1 'Events -1'

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	sum	req	rest
Lw-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	2	0
Gn-Mp	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	8	8	0
Zl-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Amf-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	-1
Amf-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Lls-Zl	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	0
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Wp-Shl	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7	-2
Bh/Es-Aml	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Zp-Hgl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Wdn-Zl	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Zp-Apd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	3	0
Dv-Amf	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	0
Amf-Hvs	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	4	0
Hvs-Ut	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	5	0
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	8	8	0
Ut-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Gd-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	7	11	-4
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Apn-Wd	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Apn-Gd	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	9	9	0
Gd-Gvc	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	5	7	-2
Gd-Rtd	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7	-2
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hwd-Hn	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ekz-Hn	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	8	8	0
Zd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amr-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	4	4	0
Utg-Zd	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hlm-Bv	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Zd-Asd	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	7	7	0
Asd-Ut	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	-1
Ed-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	4	4	0
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Ah/Brval-Zvg	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	6	7	-1
Ut-Ht	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ehv	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ehv-Vl	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	5	5	0
Br-Vlgr	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	8	8	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	2	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0
Asd-Hlm	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	0
Hlm-Ledn	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ledn-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	0
Gvc-Ledn	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2	0
Ddr-Rtd	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Ddr-Zlw	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	4	5	-1
Rsd-Zlw	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	8	8	0
Bd-Zlw	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	0
Bd-Rsd	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Rsd-Rsdgr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	6	6	0
Rsd-Mdb	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	10	10	0
Asd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Rtd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Bd-Tb	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3	4	-1
Tb-Btl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	4	0
Ht-Tb	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	3	0
Ht-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	-1
Ah-Zp	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	4	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	3	3	0
Gn-Np	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	2	0
Bp-Lw	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Hrl-Hz/Krd	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Nm-Bmr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	2	0
Bmr-Br	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	4	4	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
BrMet-Brvalo	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
	0	6	7	7	3	5	5	5	5	4	4	6	0	5	3	5	5	0	8	8	4	3	7	6	4	3	5	6	6	4	6	3	4	4	6	8	4	5	6	4	5	7	6	6	8	6	5	8	7	10	0	0	261		-16

10.1.30.7 Result Maximum number of planned possessions, under adapted constraint ad 5.2 'Events-2'

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	sum	req	rest
Lw-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	2	0
Gn-Mp	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8	8	0
Zl-Mp	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amf-Zl	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4	4	0
Amf-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	3	0
Lls-Zl	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	3	0
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Wp-Shl	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7	-2
Bh/Es-Aml	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Zp-Hgl	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0
Wdn-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Zp-Apd	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Dv-Amf	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amf-Hvs	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Hvs-Ut	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	5	5	0
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	8	8	0
Ut-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	4	4	0
Gd-Wd	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	7	11	-4
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	0
Apn-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Apn-Gd	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	9	9	0
Gd-Gvc	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	7	7	0
Gd-Rtd	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	7	0
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hwd-Hn	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ekz-Hn	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8	8	0
Zd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amr-Utg	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	4	4	0
Utg-Zd	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2	0
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hlm-Bv	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0
Zd-Asd	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	7	7	0
Asd-Ut	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0
Ed-Ut	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0
Ah/Brval-Zvg	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	7	7	0
Ut-Ht	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ht	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ehv	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	4	0
Ehv-Vl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	5	0
Br-Vlgr	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	8	8	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0
Asd-Hlm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Hlm-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
Ledn-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Gvc-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	3	3	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	2	0
Ddr-Rtd	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Ddr-Zlw	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	5	0
Rsd-Zlw	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	8	8	0
Bd-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2	0
Bd-Rsd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Rsd-Rsdgr	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	6	6	0
Rsd-Mdb	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	10	10	0
Asd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Rtd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Bd-Tb	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	4	0
Tb-Btl	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ht-Tb	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	-1
Ht-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0
Ah-Nm	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ah-Zp	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	4	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Gn-Np	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	2	0
Bp-Lw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0
Hrl-Hz/Krd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Nm-Bmr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0
Bmr-Br	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	4	4	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4	4	0
BrMet-Brvalo	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	4	0
	0	6	5	5	5	2	5	5	5	4	7	4	1	3	6	4	4	7	4	6	6	6	5	5	6	7	5	5	5	5	6	5	3	8	7	6	9	4	6	6	6	4	6	7	10	3	6	6	11	8	0	0	270		-7

10.1.30.8 *Result Maximum number of planned possessions, under adapted constraint ad 6.1 ‘Minimum interval-1’*

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	sum	req	rest
Lw-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	2	0
Gn-Mp	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	8	8	0
Zl-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	3	0
Amf-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	4	4	0
Amf-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	3	0
Lls-Zl	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Wp-Shl	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	7	-3
Bh/Es-Aml	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	3	3	0
Zp-Hgl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Wdn-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	3	3	0
Zp-Apd	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Dv-Amf	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amf-Hvs	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Hvs-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	5	5	0
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	8	8	0
Ut-Wd	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Gd-Wd	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	7	11	-4
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Apn-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	3	3	0
Apn-Gd	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0	1	0	0	9	9	0
Gd-Gvc	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	6	7	-1
Gd-Rtd	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7	-1
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hwd-Hn	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ekz-Hn	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	8	8	0
Zd-Hn	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Amr-Utg	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	4	0
Utg-Zd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	2	0
Hlm-Bv	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0
Zd-Asd	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	7	7	0
Asd-Ut	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0
Ed-Ut	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah/Brval-Zvg	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	7	-1
Ut-Ht	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Btl-Ht	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ehv	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	4	0
Ehv-Vl	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	5	0
Br-Vlgr	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	8	8	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Asd-Hlm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	3	0
Hlm-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0
Ledn-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2	0
Gvc-Ledn	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2	0
Ddr-Rtd	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	0
Ddr-Zlw	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	5	0
Rsd-Zlw	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	7	8	-1
Bd-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bd-Rsd	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Rsd-Rsdgr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	6	6	0
Rsd-Mdb	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	10	10	0
Asd-Shl	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Rtd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Bd-Tb	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	-1
Tb-Btl	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	4	0
Ht-Tb	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ht-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0
Ah-Nm	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	-1
Ah-Zp	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	4	4	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	0
Gn-Np	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	2	0
Bp-Lw	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Hrl-Hz/Krd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Nm-Bmr	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bmr-Br	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	4	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	4	0
BrMet-Brvalo	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
	0	5	5	5	5	5	6	3	4	5	3	5	0	5	3	6	6	0	5	5	6	6	5	5	3	7	3	6	6	6	4	4	4	3	6	7	8	8	5	5	7	8	5	7	5	6	9	7	8	10	0	0	264		-13

10.1.30.9 Result Maximum number of planned possessions, under adapted constraint ad 6.2 'Minimum interval-2'

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	sum	req	rest
Lw-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	2	0
Gn-Mp	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8	8	0
Zl-Mp	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amf-Zl	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4	4	0
Amf-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	3	0
Lls-Zl	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	3	0
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Wp-Shl	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7	-2
Bh/Es-Aml	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Zp-Hgl	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0
Wdn-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Zp-Apd	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Dv-Amf	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amf-Hvs	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Hvs-Ut	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	5	5	0
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	8	8	0
Ut-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	4	4	0
Gd-Wd	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	7	11	-4
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	0
Apn-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Apn-Gd	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	9	9	0
Gd-Gvc	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	7	7	0
Gd-Rtd	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	7	0
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hwd-Hn	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ekz-Hn	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8	8	0
Zd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amr-Utg	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	4	4	0
Utg-Zd	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2	0
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hlm-Bv	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0
Zd-Asd	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	7	7	0
Asd-Ut	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0
Ed-Ut	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0
Ah/Brval-Zvg	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	7	7	0
Ut-Ht	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ht	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ehv	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	4	0
Ehv-Vl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	5	0
Br-Vlgr	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	8	8	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0
Asd-Hlm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Hlm-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
Ledn-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Gvc-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	3	3	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	2	0
Ddr-Rtd	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Ddr-Zlw	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	5	0
Rsd-Zlw	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	8	8	0
Bd-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2	0
Bd-Rsd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Rsd-Rsdgr	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	6	6	0
Rsd-Mdb	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	10	10	0
Asd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Rtd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Bd-Tb	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	4	0
Tb-Btl	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ht-Tb	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	-1
Ht-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0
Ah-Nm	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ah-Zp	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	4	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Gn-Np	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	2	0
Bp-Lw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0
Hrl-Hz/Krd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Nm-Bmr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0
Bmr-Br	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	4	4	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4	4	0
BrMet-Brvalo	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	4	0
	0	6	5	5	5	2	5	5	5	4	7	4	1	3	6	4	4	7	4	6	6	6	5	5	6	7	5	5	5	5	6	5	3	8	7	6	9	4	6	6	6	4	6	7	10	3	6	6	11	8	0	0	270		-7

10.1.30.10 Result Maximum number of planned possessions, under adapted constraint ad 7 'Crossing borders'

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	sum	req	rest
Lw-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	0
Gn-Mp	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	8	8	0
Zl-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3	3	0
Amf-Zl	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Amf-Ut	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Lls-Zl	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Wp-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	7	-5
Bh/Es-Aml	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	3	0
Zp-Hgl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Wdn-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	3	0
Zp-Apd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Dv-Amf	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	3	0
Amf-Hvs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	4	0
Hvs-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	5	0
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8	8	0
Ut-Wd	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Gd-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	5	11	-6
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	0
Apn-Wd	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	3	0
Apn-Gd	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	9	9	0
Gd-Gvc	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	7	0
Gd-Rtd	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	7	7	0
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hwd-Hn	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ekz-Hn	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	8	8	0
Zd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amr-Utg	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	4	4	0
Utg-Zd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	2	0
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Hlm-Bv	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Zd-Asd	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7	7	0
Asd-Ut	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	-1
Ed-Ut	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	4	4	0
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah/Brval-Zvg	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	6	7	-1
Ut-Ht	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ht	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ehv	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ehv-Vl	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	5	5	0
Br-Vlgr	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	8	8	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2	2	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
Asd-Hlm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	3	0
Hlm-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0
Ledn-Shl	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Gvc-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Ddr-Rtd	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	0
Ddr-Zlw	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	5	5	0
Rsd-Zlw	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	8	8	0
Bd-Zlw	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bd-Rsd	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	0
Rsd-Rsdgr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	6	6	0
Rsd-Mdb	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	8	10	-2
Asd-Shl	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Rtd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0
Bd/Hsbdg-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0
Bd-Tb	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Tb-Btl	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	4	0
Ht-Tb	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Ht-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	-1
Ah-Zp	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	3	3	0
Gn-Np	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	2	0
Bp-Lw	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Hrl-Hz/Krd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
Nm-Bmr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	2	0
Bmr-Br	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	4	4	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	4	0
BrMet-Brvalo	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	4	0
	0	6	6	6	5	5	6	3	4	6	6	6	0	5	5	5	6	0	4	5	4	3	5	6	5	5	3	7	4	6	7	5	5	5	5	3	7	6	5	5	8	5	9	6	6	7	4	7	8	11	0	0	261		-16

10.1.31 Research question 3: Minimum number of conflicts with events, under constraints of corridor book

1	Possession is planned; in conflct with an event.
1	Possession is planned
0	Blocked for planning a possession
0	Event
0	Free to plan a possession.

10.1.31.1 Reference

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	sum	req	rest
Lw-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Gn-Mp	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	8	8	0
Zl-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	0
Amf-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	4	4	0
Amf-Ut	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Lls-Zl	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	3	0
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Shl-Wp	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	4	0
Bh/Es-Aml	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Zp-Hgl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Wdn-Zl	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Zp-Apd	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	0
Dv-Amf	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Amf-Hvs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	3	0
Hvs-Ut	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	8	8	0
Ut-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	4	0
Gd-Wd	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	6	0
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	2	0
Apn-Wd	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Apn-Gd	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	9	9	0
Gd-Gvc	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	7	7	0
Gd-Rtd	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	7	7	0
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	0
Hwd-Hn	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ekz-Hn	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	8	8	0
Zd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	3	0
Amr-Utg	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Utg-Zd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	2	0
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	2	0
Hlm-Bv	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
Zd-Asd	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	7	0
Asd-Ut	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	5	5	0
Ed-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah-Zv-Em	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	7	7	0
Ut-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	3	0
Btl-Ht	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ehv	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	4	0
Ehv-Vl	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	5	5	0
Br-Vlgr	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	8	8	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Asd-Hlm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Hlm-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ledn-Shl	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Gvc-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	3	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2	0
Ddr-Rtd	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Ddr-Zlw	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	4	0
Rsd-Zlw	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	8	8	0
Bd-Zlw	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bd-Rsd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	3	0
Rsd-Rsdgr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	6	6	0
Rsd-Mdb	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	10	10	0
Asd-Shl	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
HSLRtd-Shl	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
HSLBd-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Bd-Tb	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	4	0
Tb-Btl	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	4	0
Ht-Tb	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ht-Nm	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah-Nm	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Ah-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	4	4	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	3	0
Gn-Np	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bp-Lw	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Hrl-Hz/Krd	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Nm-Bmr	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bmr-Br	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	4	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	4	4	0
BrMet-Esta	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	4	4	0
	0	8	5	3	7	5	6	4	3	6	8	6	2	5	5	3	6	5	6	6	6	3	6	5	4	6	3	4	6	7	7	5	4	3	6	4	6	7	8	5	6	6	6	7	4	7	4	6	9	8	0	0	267		0

10.1.31.2 Weighted Events

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	sum	req	rest
Lw-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Gn-Mp	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	8	8	0
Zl-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	3	3	0
Amf-Zl	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	4	0
Amf-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Lls-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	3	0
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Shl-Wp	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	4	0
Bh/Es-Aml	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Zp-Hgl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Wdn-Zl	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Zp-Apd	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Dv-Amf	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	3	0
Amf-Hvs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	3	0
Hvs-Ut	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	5	5	0
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	8	8	0
Ut-Wd	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Gd-Wd	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	6	6	0
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2	2	0
Apn-Wd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Apn-Gd	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	9	9	0
Gd-Gvc	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7	7	0
Gd-Rtd	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	7	7	0
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	0
Hwd-Hn	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ekz-Hn	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	8	8	0
Zd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	3	0
Amr-Utg	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	4	0
Utg-Zd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	2	0
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	0
Hlm-Bv	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Zd-Asd	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	7	7	0
Asd-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	5	5	0
Ed-Ut	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0
Ah-Zv-Em	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	7	7	0
Ut-Ht	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	3	0
Btl-Ht	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Btl-Ehv	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	4	4	0
Ehv-Vl	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	5	0
Br-Vlgr	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	8	8	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Edngr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Asd-Hlm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Hlm-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ledn-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	0
Gvc-Ledn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	0
Ddr-Rtd	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Ddr-Zlw	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	4	0
Rsd-Zlw	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8	8	0
Bd-Zlw	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	0
Bd-Rsd	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	3	0
Rsd-Rsdgr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	6	6	0
Rsd-Mdb	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	10	10	0
Asd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	3	3	0
HSLRtd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
HSLBd-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0
Bd-Tb	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	4	0
Tb-Btl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	4	0
Ht-Tb	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ht-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah-Nm	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	3	0
Ah-Zp	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	4	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Gn-Np	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bp-Lw	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Hrl-Hz/Krd	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Nm-Bmr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	2	0
Bmr-Br	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	4	4	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
BrMet-Esta	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	4	0
	1	7	6	5	4	5	4	3	5	2	5	9	1	5	4	5	6	4	7	6	4	4	4	8	5	3	5	5	4	7	6	5	4	7	7	7	6	6	4	7	9	5	5	6	6	5	7	6	7	9	0	0	267		0

10.1.31.3 Weighted distance to Event location

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	sum	req	rest
Lw-Mp	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	0
Gn-Mp	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	8	8	0
Zl-Mp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	3	0
Amf-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Amf-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3	3	0
Lls-Zl	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Alm-Lls	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alm-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Shl-Wp	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	4	0
Bh/Es-Aml	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Zp-Hgl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Aml-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Wdn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0
Wdn-Zl	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Zp-Apd	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Dv-Amf	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	3	0
Amf-Hvs	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Hvs-Ut	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	5	0
Hvs-Wp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Asd-Wp	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	8	8	0
Ut-Wd	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Gd-Wd	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	6	6	0
Ledn-Apn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	0
Apn-Wd	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Apn-Gd	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	9	9	0
Gd-Gvc	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	7	7	0
Gd-Rtd	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	7	0
Hdr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Amr-Hwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	2	0
Hwd-Hn	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ekz-Hn	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	8	8	0
Zd-Hn	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	3	0
Amr-Utg	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4	4	0
Utg-Zd	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bv-Utg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	0
Hlm-Bv	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0
Zd-Asd	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	7	7	0
Asd-Ut	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	5	0
Ed-Ut	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ah-Ed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ah-Zv-Em	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	7	7	0
Ut-Ht	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0
Btl-Ht	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	3	0
Btl-Ehv	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Ehv-Vl	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0
Br-Vlgr	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	8	8	0
Ehv-Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wt-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2	0
Rm-STd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Mt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Std-Hrl	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Edngr	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Asd-Hlm	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Hlm-Ledn	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ledn-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	2	0
Gvc-Ledn	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	3	0
Gvc-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
Ddr-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Ddr-Zlw	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	4	4	0
Rsd-Zlw	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	8	8	0
Bd-Zlw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bd-Rsd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3	3	0
Rsd-Rsdgr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	6	6	0
Rsd-Mdb	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	10	10	0
Asd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
HSLRtd-Shl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	0
HSLBd-Rtd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Bd-Tb	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0
Tb-Btl	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4	4	0
Ht-Tb	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	3	0
Ht-Nm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0
Ah-Nm	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
Ah-Zp	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	4	0
Dv-Zp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dv-Zl	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3	3	0
Gn-Np	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bp-Lw	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Mt-Vk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vk-Hrl	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Hrl-Hz/Krd	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Nm-Bmr	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
Bmr-Br	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	4	4	0
Vl-Rm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kfd-BrMet	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	4	0
BrMet-Esta	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	4	4	0
	1	8	3	5	6	6	7	4	6	5	7	7	2	6	3	4	6	6	6	4	4	5	4	4	3	5	7	7	4	5	4	5	5	6	5	6	4	7	6	6	5	6	6	6	5	5	5	10	9	6	0	0	267		0