



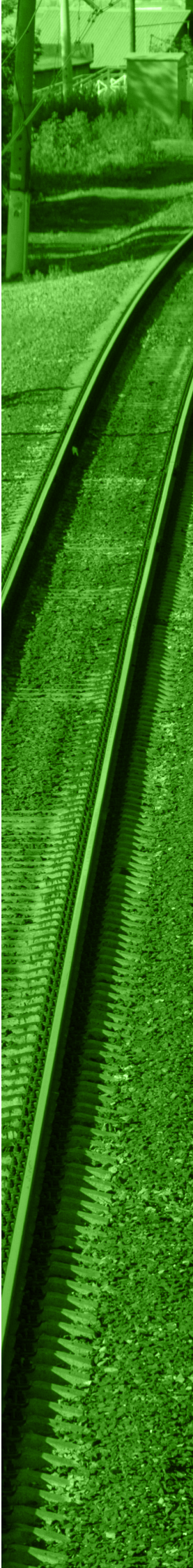
EUROPEAN ECONOMIC INTEREST GROUPING
EEIG ATLANTIC CORRIDOR

Immeuble Spinnaker
17 Rue Cabanac CS61926
33081 Bordeaux Cedex
France
+33 153 943 411 Headquarters
+34 917 744 774 One stop shop
www.atlantic-corridor.eu

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ANNUAL
REPORT
2023



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2023 was mainly characterized by the increased coordination between the infrastructure managers of the corridor on cross border improvements and on temporary capacity restrictions (TCRs), as well as the increased cooperation between Rail Freight Corridors (RFCs).

The RFC Atlantic continued with its “Quality Circle Operation” (QCO) initiatives in Hendaye-Irun and Forbach-Saarbrücken providing the Infrastructure Managers (IMs) and Railway Undertakings (RUs) with a common platform to work on the market concerns, especially regarding the daily operations of the cross-border traffic.

Another successful initiative renewed in 2023, was the TCR coordination initiative between IP and ADIF, for the cross-border works. This coordination was sustained in monthly meetings between the experts, having expanded into other coordinated issues, such as incident management and information, and last-minute trains scheduling and numbering. Following this good initiative, ADIF and SNCF Réseau launched a TCR coordination group in September 2023, which focusses on the coordination of the mid and long term TCR planning.

Later in the year, in November 2023, the Atlantic, Mediterranean and North Sea-Mediterranean Corridors of the Trans-European Transport Network promoted a joint workshop on the ports and railways covered by the 3 corridors, in which the RFC Atlantic actively participated with the support of its Terminal Advisory Group speaker, Mr Luis Nuñez Vera, the host of the event at the Port of Algeciras. The following day, in the Port of Seville, RFC Atlantic and RFC Mediterranean held a joint meeting for their Railway Undertakings and Terminals Advisory Groups, regarding several topics of concern to the Advisory Group members, namely the revision of the EU regulation for the Trans European Network.

Finally, the corridor provided with success the documents and information needed to comply with the EU subsidy “Technical Assistance”. This new set of information requested by the EU Commission aims at providing the latter with the relevant data and KPIs to better assess the compliance with the regulation by the RFCs. The RFC Network, comprising the 11 RFCs, presented a harmonized set of deliverables developed to comply with the requirements of the assistance.

As usually, we would like to express our gratitude towards all members of the Executive Board, the Advisory Groups, the Infrastructure Managers’ experts and the European Commission that contributed to the accomplishments of the corridor, for their dedication and determination.

To conclude, we wish you a pleasant and informative reading of the results achieved in 2023, which are summed up in this annual report. May these information convey the positive approach with which we face the year 2024.



Miguel CRUZ
President of the Assembly



Claire HAMONIAU
Managing Director

The Annual Report presents a summary of the most important activities and achievements developed by the Atlantic Corridor in 2023.

The main objective is to provide the relevant stakeholders with general information about the activities carried out by the Atlantic Corridor, accomplishing the goal of sharing and disseminating more and better information.

Moreover, this report also aims to demonstrate the fulfilment of the regulatory framework set out by Regulation (EU) No 913/2010.

The present report is organized in following chapters:

- **Corridor Description (Chapter 2)** - This chapter provides an overview of the main characteristics of the corridor, giving also information about the background and legal framework that gave rise to the corridor;
- **Governance (Chapter 3)** - This chapter describes how the Atlantic Corridor is organized, which are the main governing bodies and what are each of their responsibilities;
- **Main activities in 2023 (Chapter 4)** - Is the core chapter of the annual report encompassing all the activity carried out in 2023 concerning documents production, C-OSS, working groups, studies, communication, implementation of IT tools and events;
- **Corridor Performance (Chapter 5)** - this chapter presents, on the one hand, the corridor key performance indicators and, on the other hand, the customer satisfaction survey results;
- **Cooperation (Chapter 6)** - this chapter focuses on the relation that the Corridor has with several other entities like RNE, other rail freight corridors and more importantly with the European Commission, amongst other in view of its funding;
- **European Funding (Chapter 7)** - the chapter provides an overview on the involvement of CINEA in the Corridor's activities;
- **Outlook for 2024 (Chapter 8)** - the last chapter summarizes the corridor's main challenges for 2024 and gives the stakeholders a timeline for the upcoming events related to the RFCs and to the Atlantic Corridor in particular, which are expected to take place in 2024. It aims to allow the interested parties to organise their agendas accordingly.





2.1 Background

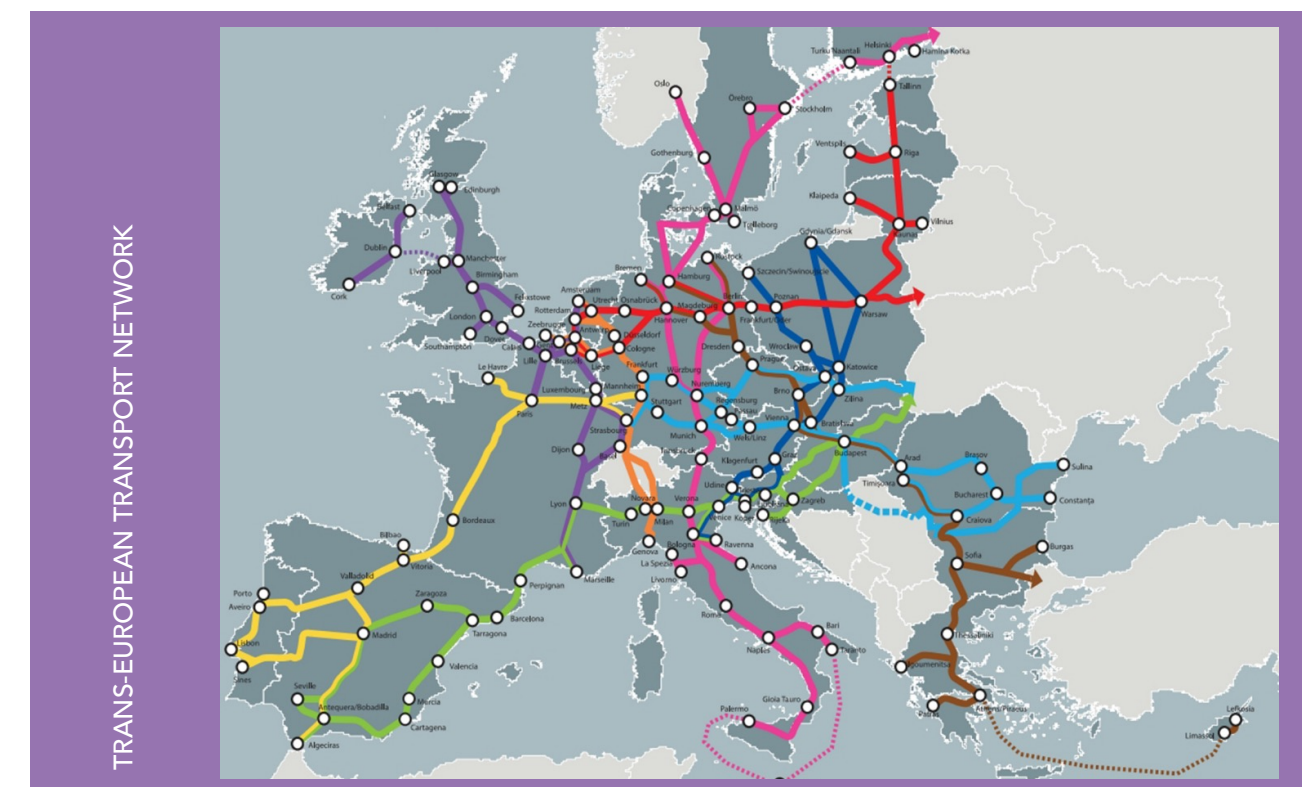
Within the framework of the European Union new Strategy for jobs and growth, the creation of an internal rail market, regarding freight transport, is an essential factor in making progress towards sustainable mobility.

Council Directive 91/440/EEC, of 29 July 1991, on the development of the Community's railways, Directive 2001/14/EC of the European Parliament and of the Council, of 26 February 2001, on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and Directive 2012/34/EU of the European Parliament and the Council, of 21 November 2012, establishing a single European railway area have been important steps in the creation of the internal rail market.

In order to be competitive with other modes of transport, international and national rail freight services, which have been opened up to competition since 1st January 2007, must be able to benefit from a good quality and sufficiently financed railway infrastructure, namely, one which allows freight transport services to be provided under good conditions in terms of commercial speed and journey times and to be reliable, namely, that the service it provides actually corresponds to the contractual agreements entered into with the railway undertakings (RUs).

In this context, the establishment of international rail corridors for a European rail network for competitive freight on which freight trains can run under good conditions and easily pass from one national network to another would allow for improvements in the conditions of use of the infrastructure.

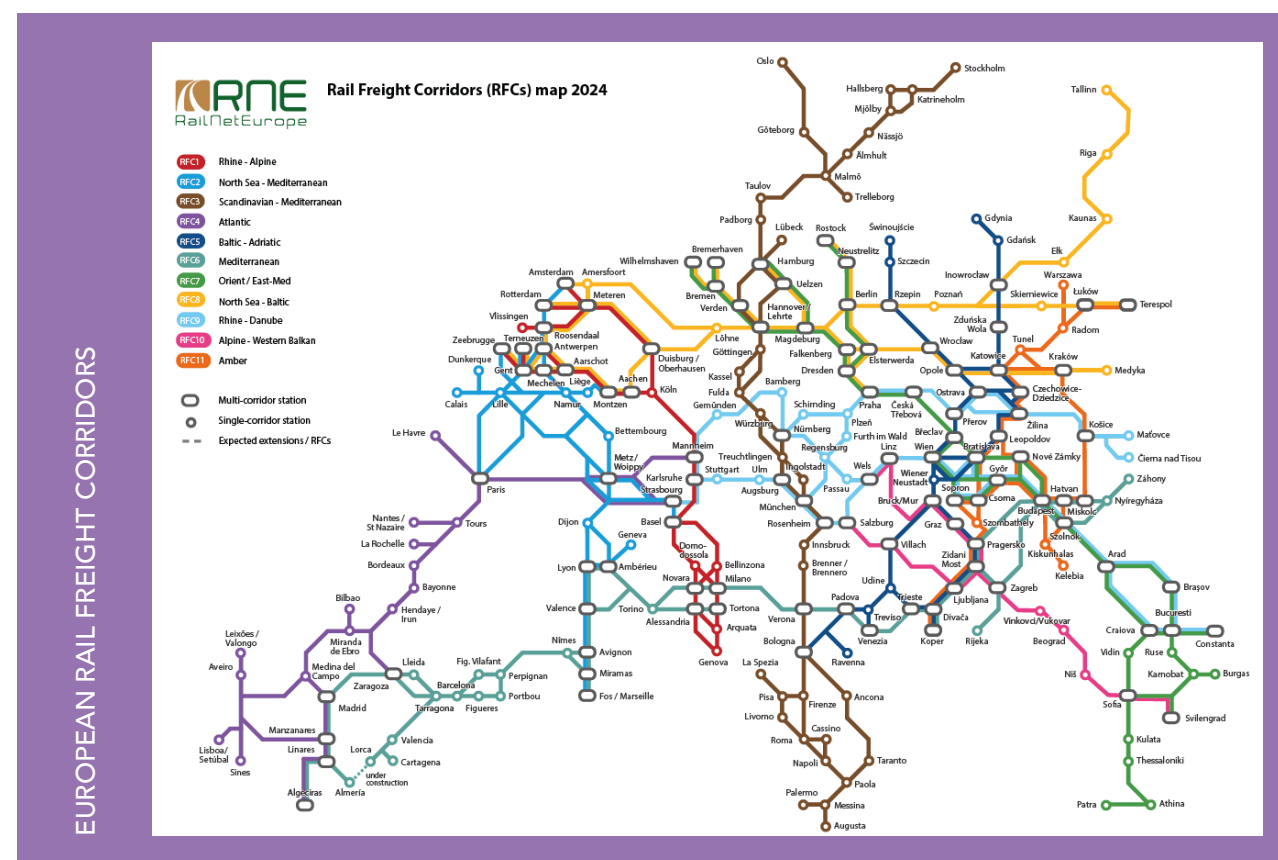
The implementation of international rail freight corridors forming a European rail network for competitive freight should be conducted in a manner consistent with the trans-European Transport Network (TEN-T) and/or the European Railway Traffic Management System (ERTMS) corridors.



The creation of freight corridors should ensure continuity along corridors, providing the necessary interconnections between the existing rail infrastructures. Consequently, one of the main focus of the RFCs would be the continued boosting of interoperability for the rail transport throughout Europe.

Coordination of the Corridors should be ensured between Member States and Infrastructure Managers (IMs) in order to guarantee the most efficient functioning of freight corridors. To allow this, operational measures should be taken in parallel with investments in infrastructure and in technical equipment.

The aim of Regulation (EU) No 913/2010 of 22 September 2010 is to improve the efficiency of rail freight transport relative to other modes of transport through the creation of 11 European rail freight corridors.



In accordance with the conclusions of Regulation (EU) 913/2010, the Rail Freight Corridor N°4 was established on the 10 November 2013. By the annex II of Regulation (EU) 1316/2013, this corridor was renamed to Rail Freight Corridor “Atlantic” and was extended to Mannheim and Strasbourg in 2016.

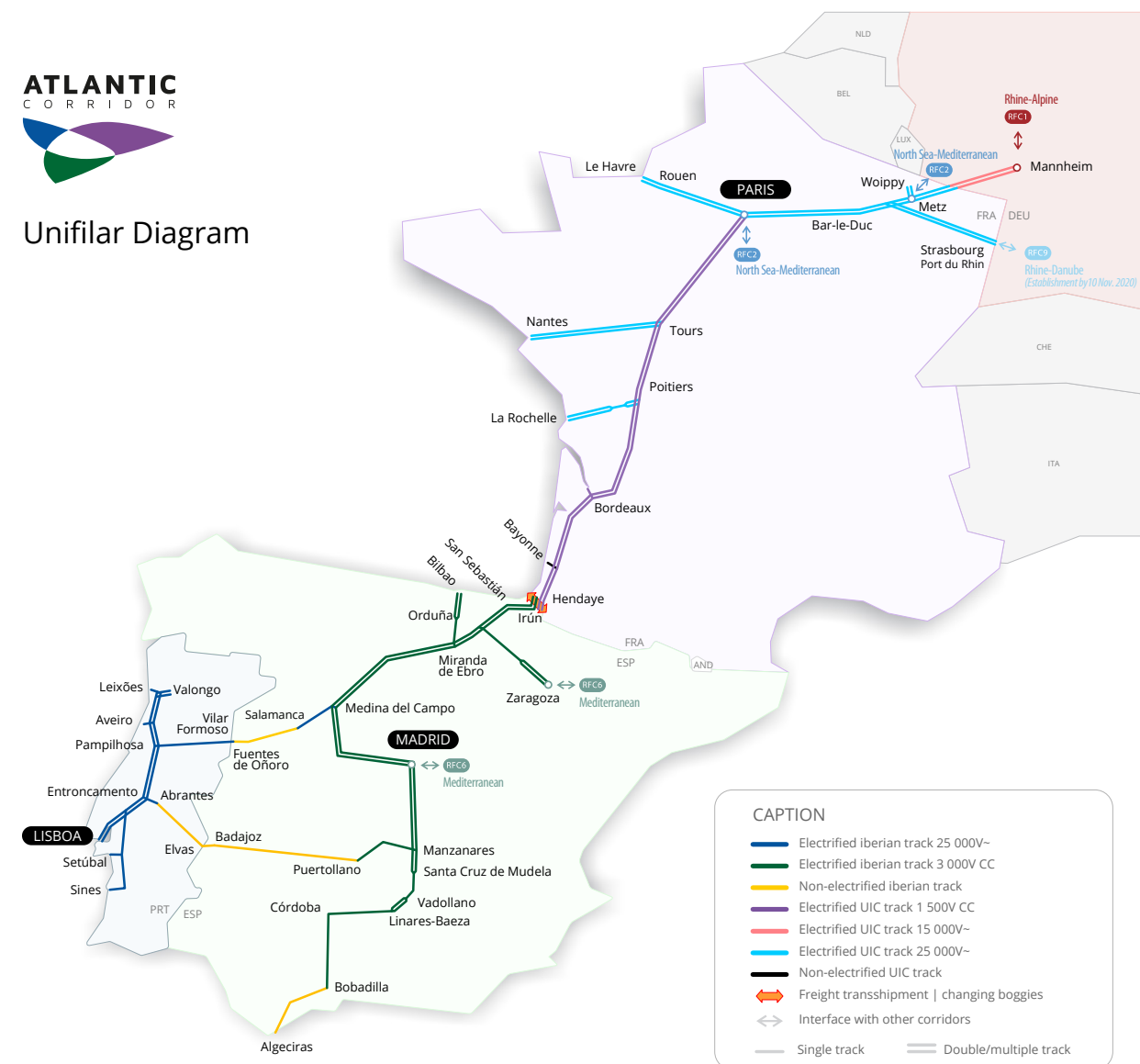
With regard to the Atlantic coast, the European Commission has selected the Rail Freight Corridor “Atlantic” connecting Portugal, Spain France and Germany, namely the following points: “Sines-Lisbon / Leixões – Alfarelos / Medina del Campo – Madrid, Sines – Elvas – Algeciras, Madrid – Medina del Campo / Bilbao / Zaragoza / San Sebastian – Irun/Hendaye – Bordeaux – La Rochelle / Nantes St Nazaire - Paris / Le Havre / Metz - Strasbourg / Mannheim”, which constitute the hubs of the corridor.

2.2 Main Characteristics

Totalling around 6200 km of existing lines, it includes heterogeneous characteristics of rail infrastructure as represented in the following map.



Unifilar Diagram



As presented in the previous two maps, Rail Freight Corridor “Atlantic” connects directly to four other corridors – Rail Freight Corridor “North Sea – Mediterranean” in Paris and Metz/Woippy, Rail Freight Corridor “Mediterranean” in Madrid and Zaragoza, Rail Freight Corridor “Rhine-Alpine” in Mannheim and Rail Freight Corridor “Rhine - Danube” in Strasbourg and Mannheim, and comprehends around 1090 km of overlapping sections between Rail Freight Corridor “Atlantic” and other corridors.

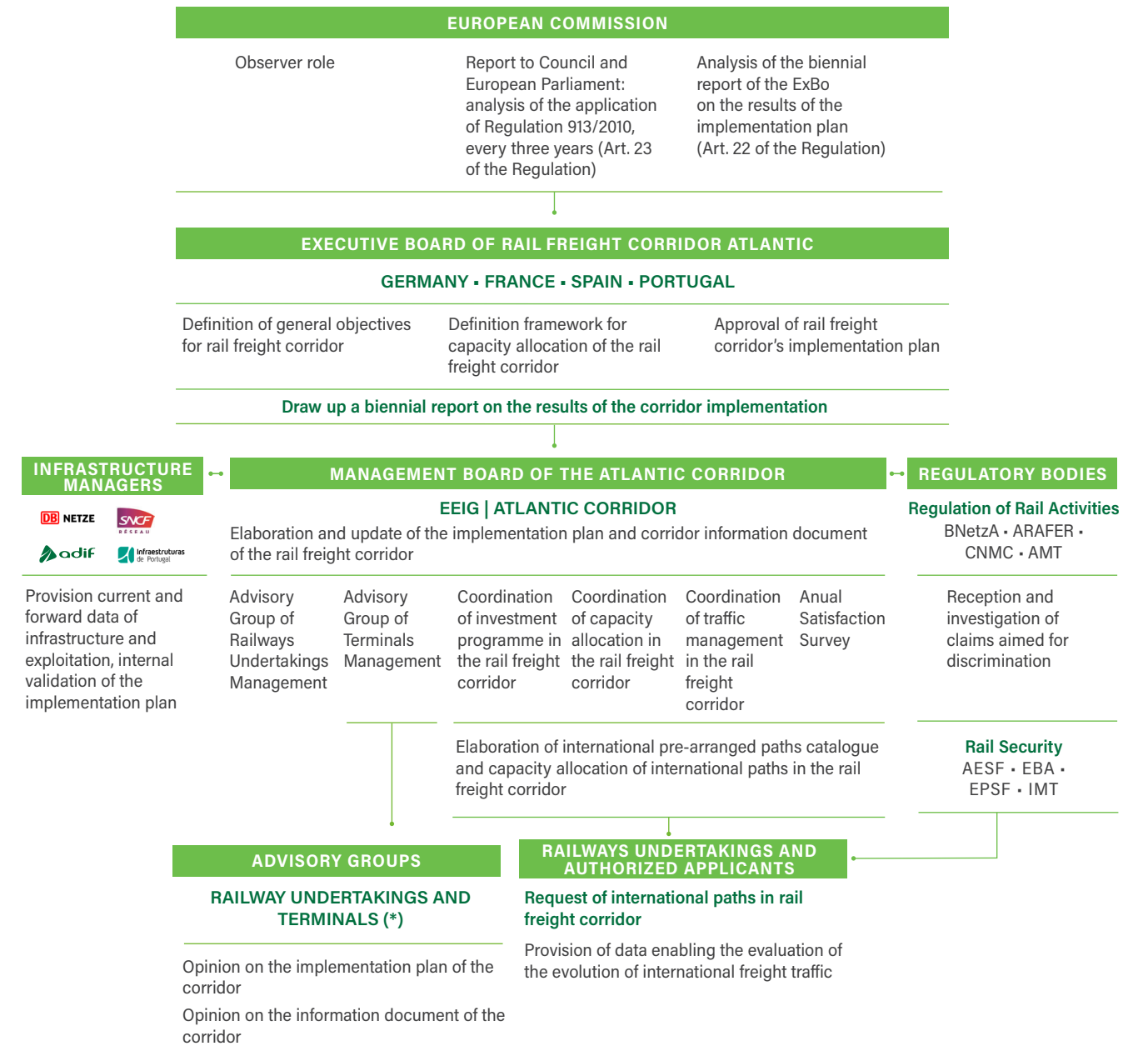
Furthermore, Rail Freight Corridor “Atlantic” crosses the following major urban nodes: Mannheim in Germany, Paris in France, Madrid in Spain and Lisbon in Portugal, where some of the major terminals for international rail freight traffic are located.



In line with the objective of increasing the competitiveness and market share of international rail freight, the governments of Portugal, Spain, France and Germany, and their rail infrastructure managers, joined forces to create governing bodies for the implementation, management and supervision of Atlantic Corridor.

The following figure gives an overview of Atlantic Corridor governance.





Functional Organisation Atlantic Corridor



(*) Every player likely to improve rail freight competitiveness can request participation in advisory groups.

3.1 Executive Board

In accordance with Regulation (EU) 913/2010, the Executive Board is composed of representatives of the authorities of the Member States concerned. In 2023 the representatives were:

-  Osvaldo MANSO, on behalf of the Ministério das Infraestruturas e da Habitação of Portugal;
-  Jorge BALLESTEROS SÁNCHEZ, on behalf of the Ministerio de Transportes y Movilidad Sostenible of Spain;
-  Delphine CHABALIER, on behalf of the Ministry of Ecological and Sustainable Transition of France. Delphine Chabalier is the Chairwoman of the Executive Board.
-  Wolfgang BANNASCH, on behalf of the Federal Ministry of Transport and Digital Infrastructure of Germany.

According to the Regulation, the Executive Board is responsible for defining the general objectives of the freight corridor, supervising, acting as an intermediary between the Management Board and the advisory groups, approving the implementation plan (including the investment plan), defining the framework for the capacity allocation of the infrastructure and presenting to the Commission the results of the implementation plan.

In 2023, the Executive Board held meetings by MS Teams on 24th May and on 24th November, which included key elements of Atlantic Corridor activity, presented by the Management Board, the representative of the Railway Undertakings Advisory Group (RAG) and the representative of the Terminals Advisory Group (TAG).

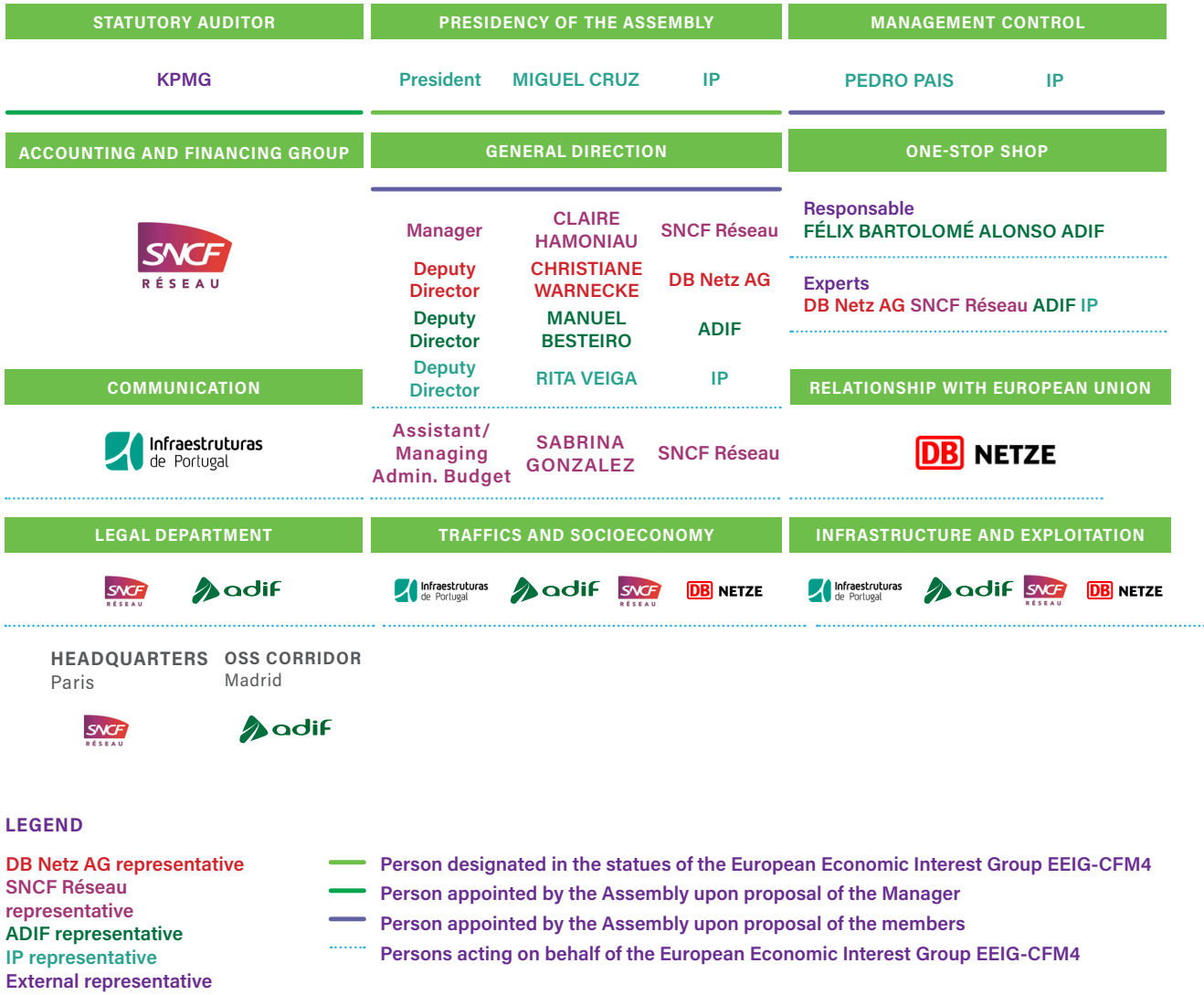
3.2 Management Board

The Management Board of the Atlantic Corridor takes the form of a European Economic Interest Grouping (EEIG) composed of the representatives of the infrastructure managers – IP, ADIF, SNCF Réseau and DB Netz AG.

The headquarters are located at SNCF Réseau, Immeuble Le Spinnaker, 17 rue Cabanac – CS61926, 33081 Bordeaux Cedex. The following figure shows the structure of the EEIG.



Atlantic Corridor Flow Chart



Three main bodies constitute the EEIG: the General Assembly; the Management Team and the C-OSS.

3.2.1 General Assembly

The General Assembly is composed of representatives of the EEIG members (Infraestruturas de Portugal S.A., Administrador de Infraestructuras Ferroviarias - ADIF, SNCF Réseau and DB Netz AG).

According to the statutes signed on 28th April 2015, the representatives of the EEIG Atlantic Corridor' members (IP, ADIF, SNCF Réseau and DB Netz AG) are invited to attend a General Assembly twice a year in order to approve different points like the annual budget and accounts.

The President of the General Assembly is the CEO of IP.



**Miguel CRUZ, CEO of IP
President of the General Assembly**

In 2023 the GA meetings were held by MS Teams on 2nd June and by written vote in December.

3.2.2 Management Team



Along with the C-OSS, this team is the heart of Atlantic Corridor, dealing with day-to-day work. In 2023, the Management Team had a new Deputy Director from DB Netz and kept the same Managing Director from SNCF Réseau and the same two previous Deputy Directors from IP and ADIF, forming a strong and multidisciplinary team.



**Claire HAMONIAU, SNCF
Réseau
Managing Director**



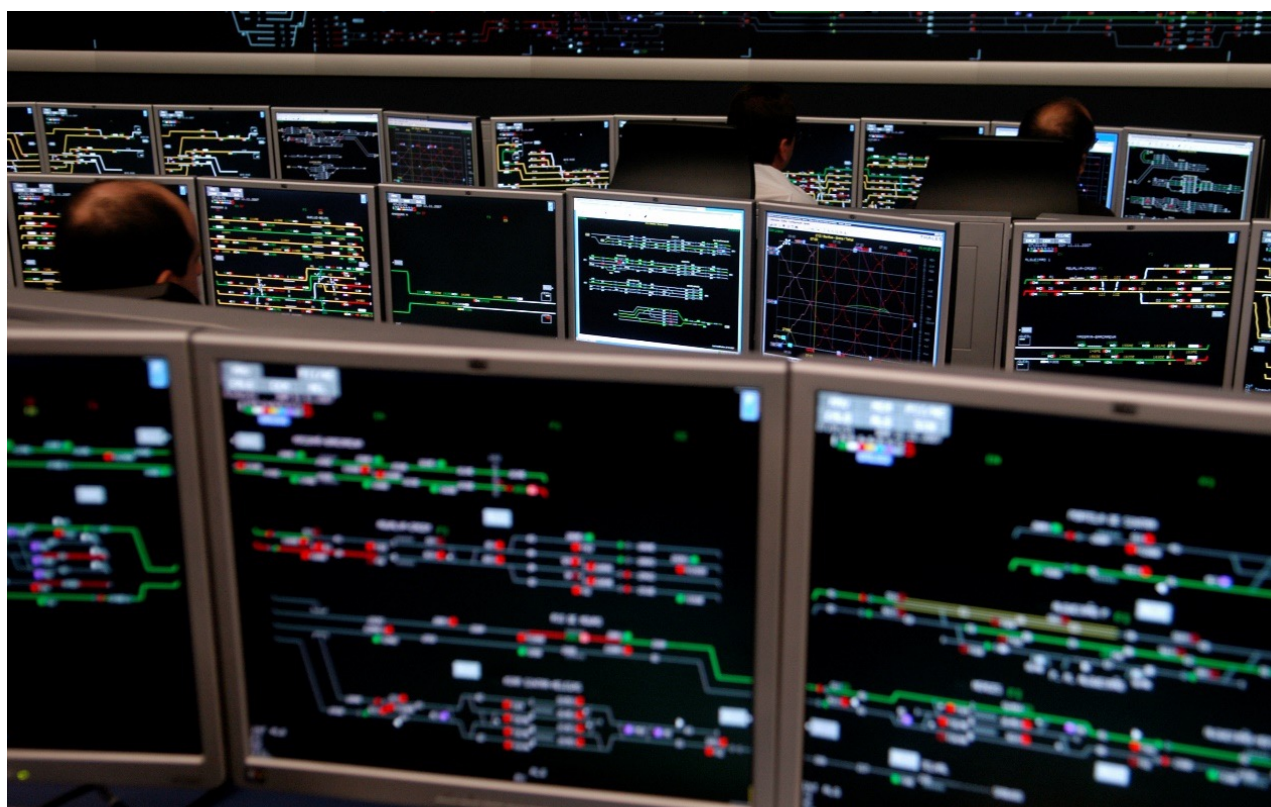
**Manuel BESTEIRO, ADIF
Deputy Director**



**Rita VEIGA, IP
Deputy Director**



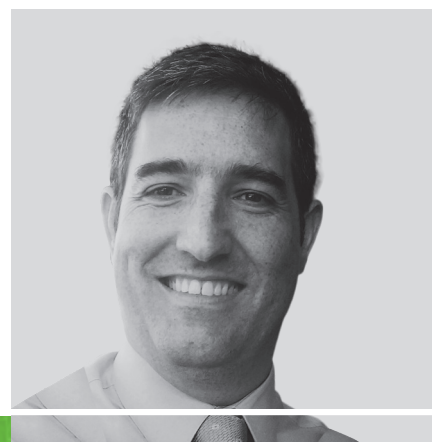
**Dr. Christiane WARNECKE,
DB Netz AG
Deputy Director**



3.3 Corridor One-Stop Shop

The One-Stop Shop of Atlantic Corridor is at the disposal of applicants in order to coordinate the process of capacity allocation as well as to facilitate basic information on traffic management and on the use of the freight corridor.

Atlantic Corridor has established a representative One-Stop Shop, in which ADIF acts on behalf of the four infrastructure managers. The Corridor One-Stop Shop (or C-OSS) is placed in Madrid and is supported by a coordinating IT-tool (PCS - Path Coordination System).



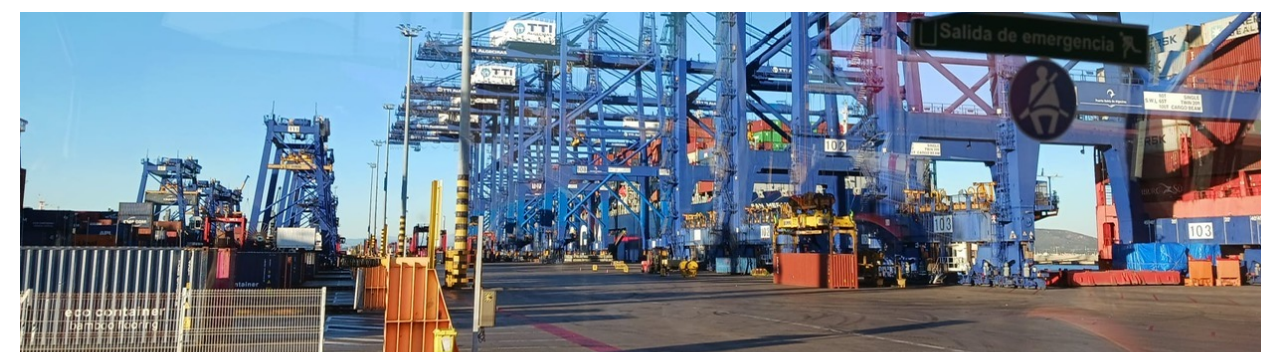
Felix BARTOLOMÉ, ADIF
Head of C-OSS

3.4 Advisory Groups

In accordance with Regulation (EU) 913/2010, the Management Board set up 2 advisory groups:

- An advisory group made up of managers and owners of the terminals of Atlantic Corridor including seaports (TAG);
- An advisory group made up of railway undertakings interested in the use of Atlantic Corridor (RAG).

Two TAG-RAG meetings were held in 2023, one on 27th April and another on 23rd November. The first meeting was held online by Teams.

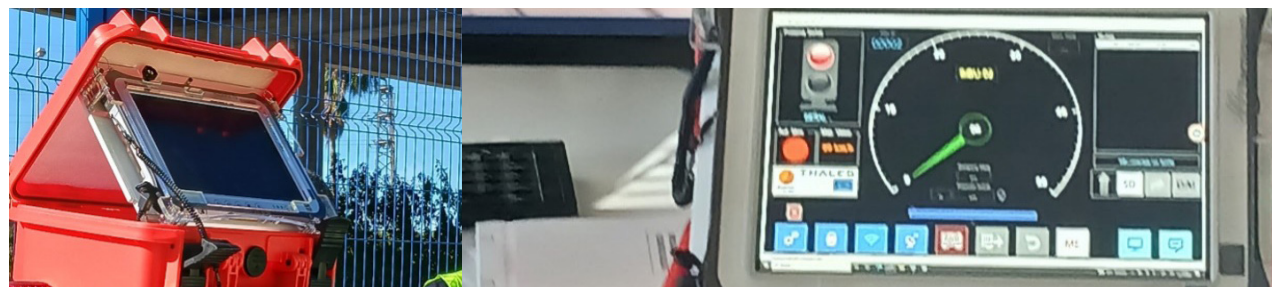


In April, the meeting approached the following subjects:

- Terminal Advisory Group Presentation
- Capacity
- Train Performance Management
- Quality Circle Operation
- European Transport Market Study
- Customer User Satisfaction Survey
- Rail facility portal
- Infrastructure Upgrades
- Temporary Capacity Restrictions
- Financing Action of Projects on Corridor
- Closing of the meeting

More detailed information on the 24th Atlantic Corridor TAG-RAG Meeting can be found in the [RFC Atlantic Library / Public Documents](#).

On November 23rd, 2023, a joint meeting of the Atlantic and Mediterranean Railway Freight Corridor Consultative Groups was held for the first time. The host of this Consultative Groups meeting was the Port of Seville.



The day began with a view of the Port of Seville, including the Port's CCO and the presentation of a wireless signalling system, developed by Thales for the Port of Seville. The meeting that followed addressed the following subjects:

1. Round table

Ongoing UE Regulation proposals (TEN-T + Capacity) 13:45

2. TAG-RAG pre-meetings outcomes and new topics

3. Cross-border projects update

- Management of Perpignan FI station
- QCO Hendaye-Irun
- Cross-border coordination Portugal-Spain
- QCO Forbach-Saarbrücken

4. State of play of capacity allocation on Atlantic & Med RFC

- Overview of capacity allocation
- Timetable Offer 2024

Requests and suggestions from TAG and RAG.

5. Temporary Capacity Restrictions (TCRs)

- Illustration of main TCRs along Med RFC

Requests and suggestions from TAG and RAG.

- TCR coordination along Atlantic RFC

6. RUs & Med RFC feedback from recent Incident Contingency Management (ICM) cases

- Maurienne valley ICM state of play
- RU ICM handbook

7. Information on specific sessions

- Rail Facility Portal
- Infrastructure works workshop
- Collaborative approach (Rail-CDM)
- ERTMS training



Luis NÚÑEZ, Algeciras Bay
Port Authority
TAG Speaker



Gaëlle VANTALON, SNCF
Réseau
RAG Speaker

More detailed information on the 25th Atlantic Corridor TAG-RAG Meeting can be found in the RFC Atlantic News page [25th Atlantic Corridor TAG-RAG Meeting \(atlantic-corridor.eu\)](https://atlantic-corridor.eu).

Both meetings included presentations from the RAG and TAG Speakers, which may be found in the RFC Atlantic News page.

3.5 Regulatory Bodies

According to the Regulation, national Regulatory Bodies shall cooperate in monitoring competition in RFCs. In particular, they shall ensure non-discriminatory access to the corridor and are responsible for receiving possible appeals from applicants.

The Regulatory Bodies on RFC Atlantic are:

Regulation of Rail Activities

 Autoridade da Mobilidade e dos Transportes (AMT)

 Comision Nacional de los Mercados y la Competencia (CNMC)

 Autorité de Régulation des Transports (ART)

 Bundesnetzagentur (BNetzA)



4.1 Documents

4.1.1 Corridor Information Document

In accordance with Regulation (EU) 913/2010, Art. 18, Atlantic Corridor has the responsibility to elaborate the Corridor Information Document (CID).

In line with the previous years, Atlantic Corridor prepares the CID in accordance with the harmonized structure and contents established by RNE Network Statement and CID taskforce. The advantage of following the RNE common structure is to elaborate the document in a similar structure to the other corridors. In such case the customers and partners get access to similar documents along different corridors, same as in the case of the national Network Statements, making it easier for the clients of different corridors to locate the same information in the different CIDs. All the CIDs published by RFC Atlantic are available for download on the RFC website [Corridor Information Document \(CID\)](#).

Under the umbrella of the RNE/CID Taskforce for streamlining and harmonization, the CID prepared in 2023 for timetable 2025, was organized in the following way:

- One single Document with the previously known sections 1 to 4:
 - » Section 1: General Information,
 - » Section 2: Network Statement Excerpts,
 - » Section 3: Terminal Description,
 - » Section 4: Procedures for Capacity, Traffic and Train Performance Management.
- And an independent document with the Implementation Plan. According to the Regulation, the Corridor also publishes an Implementation Plan, which covers the following topics:
 - » Description of the characteristics of the Corridor,
 - » Essential elements of the Transport Market Study (TMS),
 - » Objectives and performance of the Corridor,
 - » Indicative investment plan,
 - » Measures to implement Articles 12 to 19 of the Regulation.

During the drafting of the Implementation Plan, the input of the stakeholders was taken into account following a consultation phase.

The Implementation Plan was approved by the Executive Board of the Corridor before publication.



The CID for timetable (TT) 2025 was subsequently approved by the Management Board and is currently published in the usual places, both on the website of the www.atlantic-corridor.eu and on [CIP](#).

Furthermore, a new digitalization tool for publishing and reading the RFCs' CID and the IMs' Network Statement – has been developed by RNE with the support of the RFCs and IMs, the **“Network and Corridor Information”** (NCI). The platform is live and is expected to simplify the use of the CIDs by the stakeholders while reading and searching for information in the documents. At the moment, all CIDs from TT 2023, published by RFC Atlantic, can be found in the new platform.

4.2 Corridor One-Stop Shop

Atlantic Corridor provides dedicated capacity for international freight trains on the form of Pre-arranged Paths (PaPs) and Reserve Capacity.

PaPs are defined in accordance with specific parameters such as load, length or locomotive type and are organized and presented in logical geographical sections. The PaP offered for an annual timetable are published at X-11 and thus, no later than three months before the deadline for submission of the applications for capacity in X-8.

The C-OSS accepts capacity requests from railway and non-railway undertakings.

Three types of paths are foreseen in the corridor:

- Paths crossing a border included in any RFC and running, at least partially, on a PaP. The correspondent requests will be addressed to the C-OSS.
- International paths running, at least partially, over the infrastructure of RFC Atlantic and crossing a border in any RFC but not requesting any PaP. The correspondent requests shall be directly requested to the involved IMs.

- National paths dedicated to trains running through one part of the corridor and not crossing any border in RFC. They are defined and managed by the infrastructure managers. The C-OSS is not involved.

The C-OSS publishes the PaP catalogue in an IT tool called PCS (Path Coordination System). This tool is managed by Rail Net Europe (RNE) and is available to applicants for international path requests. It is through the PCS tool that railway undertakings and other applicants may apply for PaP and Reserve Capacity and receive answers from the C-OSS on the status of their requests.

The process for capacity requests and allocation for PaP and Reserve Capacity have the following general schedule:

PAP AND RESERVE CAPACITY GENERAL SCHEDULE

X - 11	Publication of Pre-arranged Paths (PaP) for the annual timetable (by C-OSS)
X - 8	Deadline for submission of PaP requests for the annual timetable (by applicants)
X - 7,5	Pre-reservation of PaPs requested to the C-OSS prior to X - 8
X - 5	Communication of paths draft offer for the annual timetable (by C-OSS)
X - 4	Deadline for comments of applicants about paths draft offer (by applicants)
X - 3,5	Communication of final answers (by C-OSS)
X - 2	Deadline for Late Path ordering (by applicants) and Publication of Reserve Capacity for ad-hoc path requests (by C-OSS)
X	STARTING OF ANNUAL TIMETABLE
C - 1	Deadline for submission of ad-hoc paths requests to C-OSS (by applicants) - afterwards this submission must also be made to IMS involved
C	TRAIN RUNNING DAY

4.2.1 PaPs 2023 and 2024

a) Managing of requests for TT 2023/2024

PaPs for TT 2023/2024 were published in PCS and on the website 11 months before the start of Annual Timetable (January 2023).

During 2023, the C-OSS team managed all requests concerning Pre-arranged Paths and Reserve Capacity and gave all the information requested by the customers.

The PaPs published in 2023 for the TT 2024 can be downloaded in the Atlantic Corridor website: [Capacity Offer \(PaPs and Reserved Capacity\)](#).

PaPs France/Germany/Netherlands

b) PaPs construction phase for TT 2024/2025

The C-OSS coordinated the construction of RFC Atlantic PaPs for TT 2024/2025. All PaPs of Atlantic Corridor were "Flex PaPs", which allows some flexibility in the timetable in order to better suit the applicants and the IMs needs. This product is being offered in a generalized way in the rest of the corridors. PaPs for 2024/2025 are published in January 2024.

A total amount of 65 PaPs have been constructed for TT 2024/2025 in both directions. The amount of capacity offered is 8,65 million kilometres*day for the whole service. There is a small increase in the offer from the last year.

4.2.2 Reserve Capacity 2024

The Corridor-OSS coordinated the construction of the Reserve Capacity for the timetable 2023/2024.

Due to the important TCRs foreseen in France, it was not possible to publish Reserve Capacity linking France and Germany, consequently it was only published Reserve Capacity between Spain and Portugal and 1 slot per direction between Metz and Mannheim in Germany.

The Reserve Capacity published in 2023 for TT 2024 can be downloaded in Atlantic Corridor website: Reserve Capacity TT 2024.

4.2.3 Temporary Capacity Restrictions

A Plan of Temporary Capacity Restrictions (TCRs) is built in a yearly basis according to the works foreseen by each of Atlantic Corridor Infrastructure Manager.

The coordination of works planned for Atlantic Corridor ensures that planned capacity restrictions take into account both the needs of the IMs and the market needs by rationalizing and minimizing the gravity of impacts and duration of the capacity restrictions as much as possible.

The TCR Coordinator leads the process and meetings on Coordination and Publication of TCRs of Atlantic Corridor according to Regulation (EU) 913/2010.

The TCR Coordinator gathered all the available information provided by the involved IMs regarding TCRs and set it ready to be published in Atlantic Corridor webpage [Temporary Capacity Restrictions \(TCRS\)](#) together with presentations of the main TCRs.

Reserved Capacity Offer for TT-2024

SOUTH-NORTH DIRECTION					PORTUGAL										SPAIN										FRANCE										GERMANY								
PAP Ref.	Running Days in IP network	Running Days in Adif network	Running Days in SNCF Réseau network	Running Days in DB NETZ network	LISBOA / BOBADELA	LEIRIÉS	PAMPLONA	ENTRONCAMENTO	ELVAS (HP)	VILAR FORMOSO Arrival (HP)	VILAR FORMOSO Departure (HE)	BADJOZ Arrival (HP)	BADJOZ Departure (HE)	ALMENDRALEJO	SAAMANCA	MEDINA DEL CAMPO	AUGERAS	MADRID	BURGOS	ZARAGOZA	PAMPLONA	BILBAO	RUH (Arrival)	RUH (Departure)	HERNAYE (Arrival)	HERNAYE (Departure)	BAYONNE	Nantes	VALENTIN	VARIS/TOCNY	METZ/SABLONWORY FR	Nantes	ROSBACH (Arrival)	ROSBACH (Departure)	Nantes	SAARBRÜCKEN (Arrival)	SAARBRÜCKEN (Departure)	BRNO/LEBEN	LÜNDGSHAIN	MANHEIM			
RC4ZAMA0033		2 4 6 7																		15:09						20:36																	
RC4BMH0039		1 2 3 4 5 6 7																								20:06																	
RC4MAS0045		1 2 3 4 5 6 7																	00:16							10:29																	
RC4LH0047	5 6	6 7			15:30																																						
RC4LH0049	5 6					13:14		19:04		23:15	1:30															12:58																	
RC4ENAB0053	6	2 4 6 7				Via Beira Baixa		21:02		01:05		02:39							11:49																								
RC4LAB0055	1 3 5				Via Beira Baixa	18:32		20:05		00:50																																	
RC4ENM0057	2 4 6	2 4 6						00:23	11:16			11:35	12:45	14:32																													
Time zone in Portugal (HP) =					RC Portugal/Spain										RC Portugal/Spain/France										RC Spain/France										RC France/Germany								
Time zone in Germany/France/Spain (HE) - 1H00																																											

NORTH-SOUTH DIRECTION					GERMANY										FRANCE										SPAIN										PORTUGAL								
PAP Ref.	Running Days in DB NETZ network	Running Days in SNCF Réseau network	Running Days in Adif network	Running Days in IP network	MANHEIM	LÜNDGSHAIN	BRNO/LEBEN	SAARBRÜCKEN (Arrival)	SAARBRÜCKEN (Departure)	Nat. Id.	ROSBACH (Arrival)	ROSBACH (Departure)	Nat. Id.	METZ/SABLONWORY FR	VARIS / TOCNY	VALENTIN	Nantes	BAYONNE	HERNAYE (Arrival)	HERNAYE (Departure)	RUH (Arrival)	RUH (Departure)	BILBAO	NOAIN / PAMPLONA	ZARAGOZA	BURGOS	MADRID	AUGERAS	MEDINA DEL CAMPO	SAAMANCA	ALMENDRALEJO	BADJOZ Arrival (HE)	BADJOZ Departure (HP)	VILAR FORMOSO Arrival (HE)	VILAR FORMOSO Departure (HP)	ELVAS (HP)	ENTRONCAMENTO	PAMPLONA	LEIRIÉS	LISBOA / BOBADELA			
RC4ZMA00022	1 2 3 4 5 6 7	1 2 3 4 5 6 7			Slot according CID conditions										22:50	FBGV22	23:40	In Gervy (3.31)																									
RC4EAL0034			2 5 6 7																	18:41								06:35															
RC4HEBM0038			1 2 3 4 5 6 7																	16:05				22:25																			
RC4SOAB0042			3 4 6 7																	11:11						17:50																	
RC4HELE0046				6 7																																15:30	16:10		00:50		04:00		
RC4HELE0048				6 7																																				01:40			
RC4ABEN0052				7																																							
RC4ABL0054			1 3 5 6	2 4 6																								16:40						01:37	02:31	06:12							
RC4MEEN0056			2 4 6	2 4 6																														02:21	07:19			17:45	20:58			06:43	
Time zone in Portugal (HP) =					RC Portugal/Spain										RC Portugal/Spain/France										RC Spain/France										RC France/Germany								
Time zone in Germany/France/Spain (HE) - 1H00																																											

4.3 Working Groups (MB)

4.3.1 Train Performance Management (MB)

In order to evaluate objectively the benefits of the measures of Atlantic Corridor, the performance of the rail freight services along the freight corridor should be monitored and quality reports should be published regularly.

In 2023 the Train Performance Management working group (TPM WG) of Atlantic Corridor produced a [Monthly Punctuality Report and an Annual Punctuality Report](#) based on TIS data that can be found both in CIP and in Atlantic Corridor website [Public documents \(atlantic-corridor.eu\)](#). Furthermore, the group was focused on improving TIS Data Quality to enable more comprehensive reports from TIS / RNE on corridor performance in the future..

Till 2021 inclusive RFC Atlantic decided to only take long distance trains to calculate the corridor performance KPIs. The new version of the RNE handbook on KPIs requests that all trains crossing an RFC border shall be taken into account. Therefore, the MB decided to calculate the KPIs according to the handbook as of 2022 by using TIS data. For the border point Forbach-Saarbrücken, the RNE calculation will lead to many more trains as of 2022.

GERMANY AND FRANCE

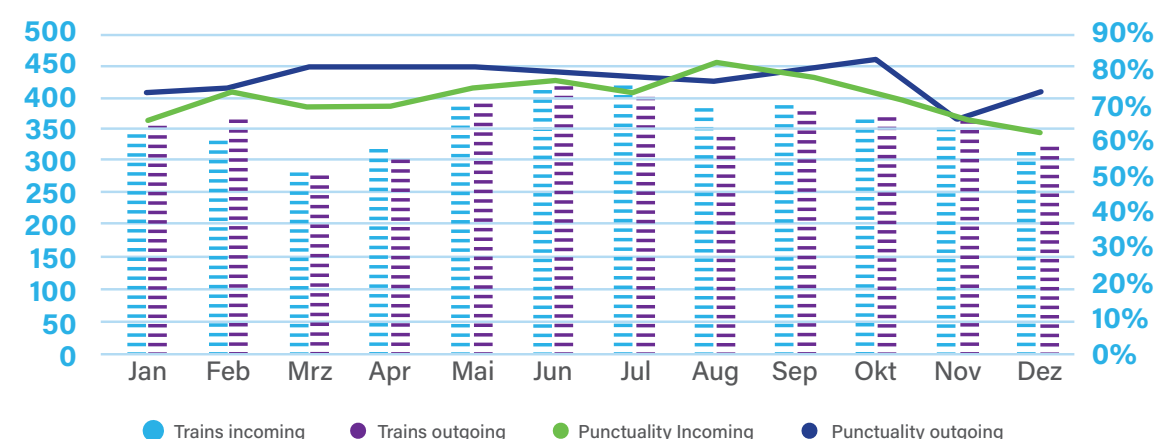
In 2023, the number of trains decreased compared to 2023. This was due to the general economic development and due to operational risks with strikes in the beginning of the year.

Overall, the punctuality for freight traffic (≤ 31 minutes) on RFC Atlantic at the German-French Border was at a satisfactory level in 2023 with 72,6% West-East direction and 77,4% East-West direction.

An in-depth analysis on the repeatedly exceeding dwell times at the border point Saarbrücken/Forbach has been made and was regularly discussed with RUs alongside the format of Quality Circle operations (QCO) in a continuous improvement process in 2023.

Further information about the QCO format can be found in the chapter on the interoperability working group.

2023 Saardamm Freight Traffic Trains and Punctuality (<31 minutes)(source:DB Netz LeiDis, national System)



Border Performance Germany-France 2022

GERMANY

In Germany, the most relevant incidents of 2023 with significant impact on international traffic on RFC Atlantic, were the following:

- After the derailment of a freight train in Saarbrücken marshalling yard on 6th december 2022, full repair of the tracks took until the end of Febuary 2023. This also implied some operational restrictions in the marshalling yard.
- From 31 March to 5 April 2023, the cross-border route, Saardamm, was closed in Germany due to works. Most international freight traffic was re-routed via the border of Apach-Perl. The central traffic control center of DB Netz gave special support to re-routing operations during that time.
- The German railway and transport union (EVG) called four strikes between March and June. Two strikes took place, bringing rail traffic in Germany to a virtual standstill. The signal boxes and control centers of DB Netz AG were affected by the strike. The strike days were 27 March 2023 and 21 April 2023.
- The German train drivers' trade union GDL called two strikes in November and December. Most of the train drivers from Deutsche Bahn Railway Undertakings in Germany took part in the strike, as did individual DB Netz AG signal boxes. Traffic largely came to a standstill. The strike days were 16 November 2023 and 8 December 2023.





FRANCE

In December 2022, social movements (national and local) and bad weather had a strong impact on freight traffic for all players, except for rail motorways. Weekly meetings with railway undertakings were organized at that time, as well as during the rest of the year to discuss the state of the opening of the network.

Overall, 2022 saw a slight increase in freight traffic compared with 2021, mainly driven by the dynamism of multimodal flows throughout the year, despite the decline in conventional transport, which is still in the majority.

SPAIN AND FRANCE

In 2023, the border between Spain and France (Irún - Hendaye) practically maintains the same number of freight cross-border trains as in 2021. Given the characteristics of this border with two track gauges and the difficulties arising from this, work is being done to improve the coordination in the train numbering to allow greater accuracy in the accounting of these trains.

SPAIN AND PORTUGAL

In 2023 Portugal and Spain continued the joint project started in 2020, aiming at improving the quality of the information provided to the European tools such as TIS.

This sustained effort to improve the quality of the information provided by both countries, which is the basis for the TPM analysis, also enabled a better insight on the prevailing issues, and consequently the creation of a joint strategy on how to tackle the remaining information problems.

In what concerns the performance of the Iberian Traffic, in 2023 the punctuality of the freight traffic between Portugal and Spain continued its decrease especially due to imposed Temporary Capacity Restrictions, resulting from Planned and Programming works in the infrastructure. Even considering this slight performance decrease, it is important to bear in mind that all these works were duly planned and negotiated with the RUs, in order to have the least possible impact in their operations. And that is why even with such volume of TCRs we do not see a worst impact.

SPAIN

In 2023, rail freight transport in Spain has decreased a 6%, from 23.984.631.304 gross tons / km to 22.484.973.207 gross tons / km.

During 2023, projects continued to be developed in Spain, some of the main objectives were the implementation of the dual gauge (with three rails) and the increase of tunnel gauges near the border with France. In 2023 works began at the Irún station, which have involved Temporary Capacity Restrictions (TCRs). The TCRs are being one of the main challenges for cross-border traffic in 2023 and it will be at 2024 both on the Portuguese - Spanish border and on the French - Spanish border.

PORTUGAL

During the year of 2023, the most relevant incidents taken place in the Portuguese network with significant impact in the international traffic running in the RFC Atlantic, resulted from harsh weather events, capacity restrictions from planned and programmed works in the infrastructure on the Minho, Norte, Douro and Beira Alta lines and many strikes from both the RUs and the IM.

4.3.2 Temporary Capacity Restrictions (TCRs)

In 2023, in addition to the above mentioned TCR List published by the TCR Coordinator on the RFC website, the IMs began to tackle the cross border TCR in a more coordinated way.

The Portuguese and Spanish IMs established a monthly meeting to coordinate the works on the three border sections between Portugal and Spain, in order to minimize the impact on the RUs.

The French and the German IMs established a group for coordination of works according to Annex VII. The group with the name RAN (Rhine-Alpine-North Sea) includes the IMs from Belgium, Luxembourg and Switzerland to cover the wider area and impact on traffic between the IMs. In 2023 the RAN group started to coordinate works in 2026. In November 2023, the group organised a first meeting with RUs to give information on the TCR planning until 2026.

France and Spain as well as France and Germany, addressed the cross border works issues, in the Irún/Hendaye and Forbach /Saarbrücken QCOs, respectively.

4.3.3 Interoperability Working Group (MB)

In the framework of the Interoperability WG different topics were dealt within 2022.

QUALITY CIRCLE OPERATION (QCO): CROSS-BORDER WORKSHOP FORBACH / SAARBRUCKEN

In 2023, RFC Atlantic continued with the regular QCO coordination between IMs and RUs to improve operations on the border Forbach – Saarbrücken, with several QCO telcos and a QCO workshop.

Main developments in 2023 were related to:

- Workshop on RU-RU communication and RU-IM communication with representatives from the two major RUs and from the two IMs. The RUs could improve their exchange of information on the planned train run, and the IM improved the coordination between the signal box dispatchers.
- Special meeting with RUs to clarify processes for the request of train numbers and process for exceptional transport.
- Special support to RUs during Saardam closure from 31 March to 5 April in Germany by central traffic control center DB Netz in close coordination with SNCF-R
- Workshop in Saarbrücken with RUs and signal box colleagues from Forbach and Saarbrücken marshalling yard, with a focus on operational communication between RUs and signal box colleagues, and on main reasons for dwell time. Also a visit to Saarbrücken marshalling yard was organised.
- Information on TCRs in 2024-2025 was given by the a DB Netz colleague of the RAN coordination group.
- Information on TCRs affecting the Apach-Perl in Germany as the main re-routing line for freight trains between Germany and France was regularly included in the meetings, given by DB Netz colleagues.
- Discussion of trains with long dwell time in each QCO meeting.



QUALITY CIRCLE OPERATION (QCO) ON THE IRUN-HENDAYE BORDER

The corridor organised three meetings (22nd March, 16th June and 17th October) in Irún in order to find solutions to increase the fluidity of traffic on the border section Hendaye-Irún.

Four lines of work were defined:

- Improvement of the numbering of international trains;
- Analysis of safety habilitations in Irún;
- Extention to Hendaye of the scope of information already shared on operations in Irún;
- Consideration of Irún-Hendaye as a single border railway complex.

ADIF and SNCF Réseau have started a project which aims at connecting their IT tool on traffic management in order to share data on train runs through a common interface. They also worked together to improve the train numbering.

4.4 Studies

4.4.1 Transport Market study (TMS)

The European regulation requires Rail Freight Corridors (RFCs) to carry out and periodically update a transport market study relating to the observed and expected changes in the traffic on their respective freight corridors. In this sense, Atlantic Corridor has participated together with the other 10 RFCs in the "Scoping and feasibility study for a European Transport Market Study (TMS)" led by RailNetEurope (RNE). This study allowed RFCs and RNE to exchange methodologies and experiences in the development of TMS and to agree a set of standard outputs for the TMS. The study has assessed if a European-wide Transport Market Study can be used to update the individual Transport Market Studies of the RFCs. The study has also provided the guidelines for updating RFCs' transport market studies and the scope of the terms of reference for contracting a European transport Market study. The study was completed in the beginning of 2023 providing the technical inputs required for further stages to conduct a European TMS.

Following the methodology described in the TMS Guidelines, from June 2023 the Atlantic Corridor has participated together with the other 10 RFCs in the Joint Transport Market Study update of the Rail Freight Corridors with the coordination of RailNetEurope. The study, that is planned to be completed by the end of 2024, includes a Transport Market Study of each RFC with a description of the corridor characteristics and the operational performance, the analysis of the current transport market and the estimation of the future transport market for each individual RFC and a final report with the analysis of all RFCs.

4.5 Communication

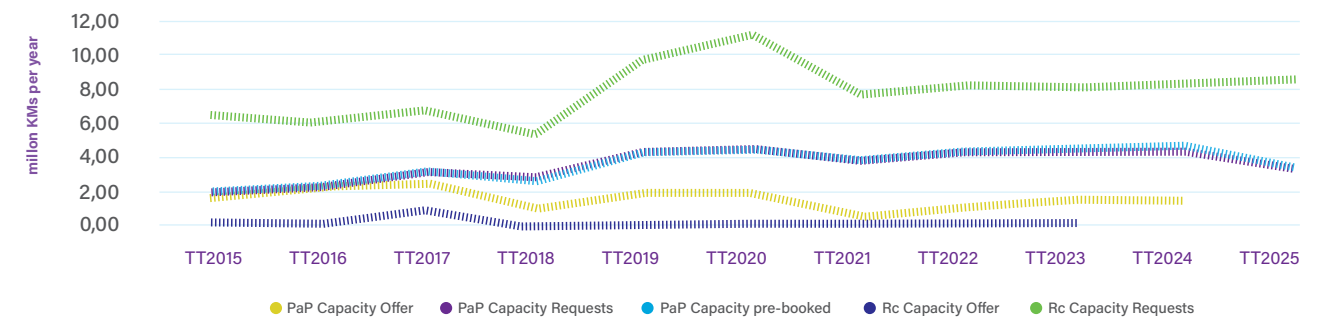
In 2023 the Atlantic Corridor continued improving the communication channels with the stakeholders through the website www.atlantic-corridor.eu publishing relevant information on the activities promoted and meeting organized by the RFC Atlantic team.

5.1 Key Performance Indicators

The following graphs and figures show the key performances indicators of Corridor Atlantic in 2023 as agreed within the pertinent RNE Working Groups. These KPIs were thoroughly discussed and commonly agreed as the relevant KPIs to access the RFCs performance.

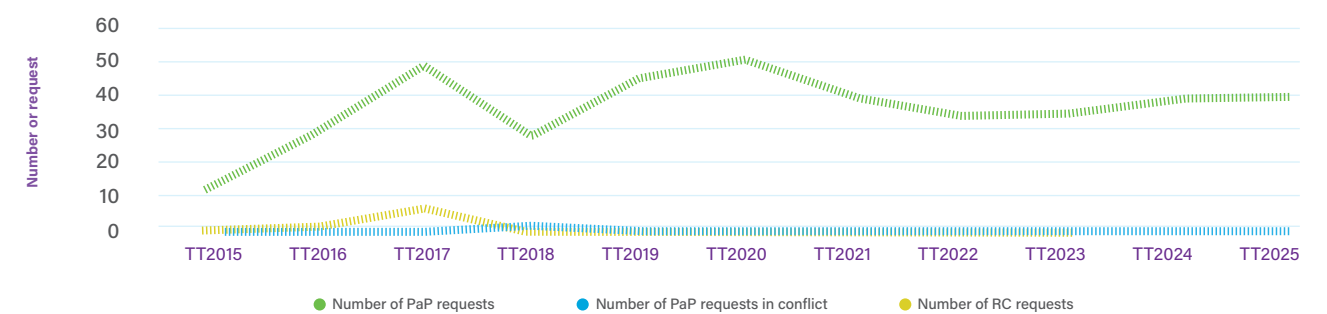
RFC4	TT2015	TT2016	TT2017	TT2018	TT2019	TT2020	TT2021	TT2022	TT2023	TT2024	TT2025
PaP Capacity Offer	6.50	6.20	6.90	5.50	9.90	11.40	7.78	8.44	8.15	8.39	8.65
PaP Capacity Requests	1.80	2.50	3.30	2.90	4.47	4.61	3.99	4.45	4.52	4.76	3.64
PaP Capacity pre-booked	1.80	2.50	3.30	2.80	4.47	4.61	3.99	4.45	4.52	4.76	3.64
RC Capacity Offer	1.90	2.40	2.60	1.11	2.06	2.10	0.60	1.13	1.54	1.61	
RC Capacity Requests	0.00	0.04	0.82	0.00	0.00	0.00	0.00	0.00	0.00		

KPI Volume of Capacity



RFC4	TT2015	TT2016	TT2017	TT2018	TT2019	TT2020	TT2021	TT2022	TT2023	TT2024	TT2025
Number of PaP requests	13	30	50	29	46	52	41	35	36	40	41
Number of requests in conflict	0	0	0	2	0	0	0	0	0	0	0
Ratio of pre-booked Capacity	27.7%	40.3%	47.8%	50.9%	45.2%	40.4%	51.3%	52.7%	55.5%	56.7%	42.1%
Number of RC requests	0	2	7	0	0	0	0	0	0		

KPI Number of Requests



In addition, the methodology for calculating the flowing KPIs, was also commonly agreed in the above mentioned WGs and harmonized IT tools were adopted by all RFCs, in order to guarantee comparability of the publish data between RFCs.

As these commonly agreed KPIs differ from the ones published in the previous Annual Reports provides by the RFC Atlantic, either in content or even in how they were calculated. Consequently, to enable still some comparison with the previous years, the RFC MB decided to publish in this Report not only the new KPIs for 2023 but also the equivalent KPIs for 2023.

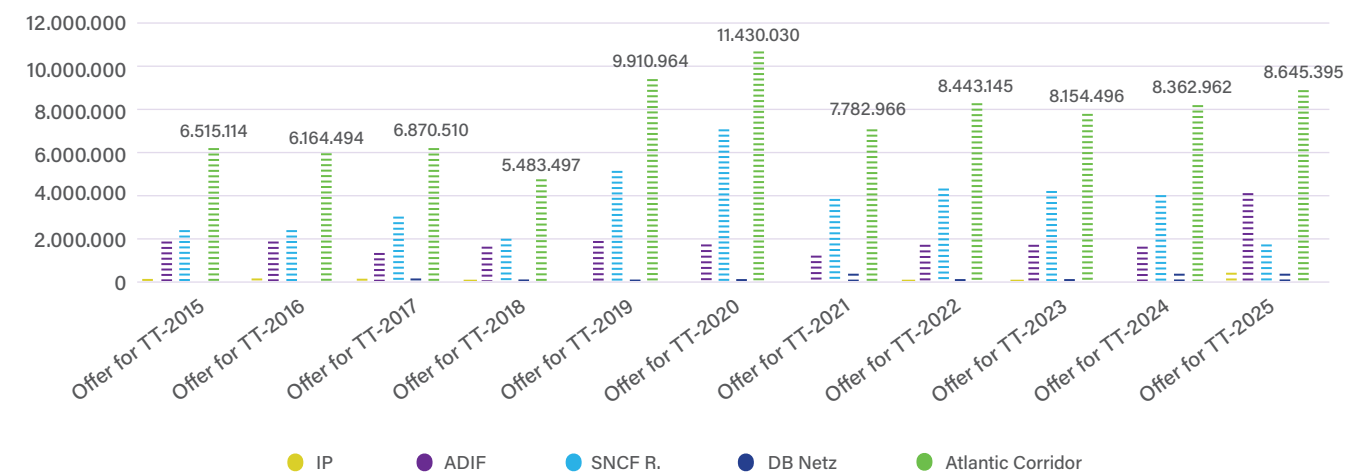
KEY PERFORMANCES INDICATORS 2023

1	Annual number of prearranged freight paths offer (p) TT2024	57
	"National" sections	98
	GE	31
	FR	39
	SP	22
	PT	12
2	Annual number of daily prearranged freight paths.km offer (million pkm*day) TT 2024	8,39
	GE	0,86
	FR	4,63
	SP	2,48
	PT	0,42
3	Punctuality of international traffic 2022 (delay < 30 mn)	
	At Destination	69.8%
	At Origin	
4	Average speed of trains (km/h), excluding freight transhipment time at the border between France and Spain⁽²⁾	55,3
5	Number of prearranged paths requested	40
5.1	Between X-11 and X-8 (for TT 2024)	40
5.2	Between X-8 and X-2 - LPR (for TT 2024)	0
5.3	Between X-2 and X+12 - ad hoc PR (TT 2023)	0
6	Number of paths allocated by the one stop shop	40
6.1	Paths allocated for the annual service (for TT 2024)	40
6.2	Paths allocated upon LPR (for TT 2024)	0
6.3	Paths allocated upon ad hoc PR (for TT 2023)	0
7	Annual number of paths reserved and not used (n)	N/A
8	Rate of delayed Final Offers for TT-2024 (%)⁽¹⁾	70

(1) % of dossiers not offered at the final offer deadline Vs total requested dossiers.
(2) Speed of PaPs published in January 2023 for TT 2024.

The rate of delayed Final Offers has highly increased from a 19% in TT 2023 preparation to the 70% in TT 2024 preparation. This was due to the German Regulatory Body doing a final check which prevented the IM from submitting the Final Offer on time. Additionally, the PaP requests ready for final offer deadline without major quality defects has also increased from a 72% in TT 2023 preparation to the 100% in TT 2024 preparation, but it is necessary to understand that the % of offers on time was very little.

Evolution of Offered Capacity (PaPs km/year)

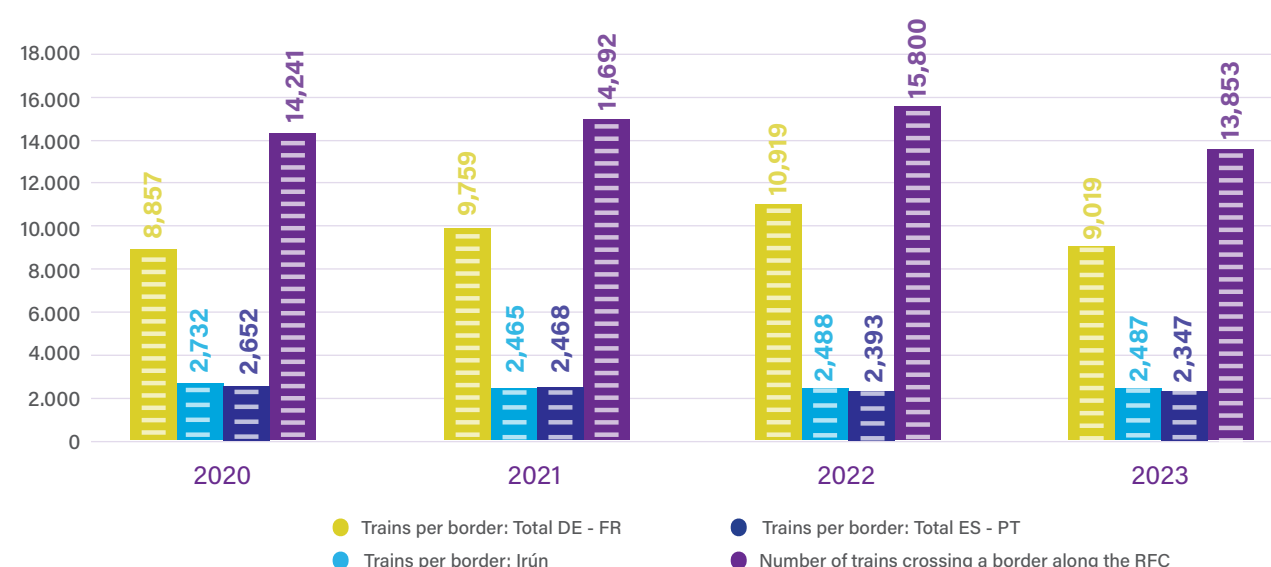


The annual report contains Capacity KPIs that are common KPIs agreed between RNE and the RFCs in order to measure “the same things in the same way” and make it possible to compare the evolution of all RFCs. It is important to stress that these KPIs doesn’t look for making comparisons between KPIs because the RFCs are so different that not all KPIs are comparable.

	Offer for TT-2015	Offer for TT-2016	Offer for TT-2017	Offer for TT-2018	Offer for TT-2019	Offer for TT-2020	Offer for TT-2021	Offer for TT-2022	Offer for TT-2023	Offer for TT-2024	Offer for TT-2025
IP	860.904	672.125	375.330	387.358	394.808	328.233	328.233	364.145	378.977	424.920	472.685
ADIF	2.590.920	2.599.543	2.137.096	2.187.942	2.720.644	2.601.128	1.830.327	2.176.236	2.415.942	2.447.887	2.443.335
SNCF R.	3.063.291	2.892.827	3.729.136	2.309.443	5.866.981	7.714.980	4.565.704	5.048.264	4.648.072	4.634.198	4.769.079
DB Netz			628.948	598.754	928.531	785.688	1.058.702	854.500	711.505	855.957	960.296
Atlantic Corridor	6.515.114	6.164.494	6.870.510	5.483.497	9.910.964	11.430.030	7.782.966	8.443.145	8.154.496	8.362.962	8.645.395

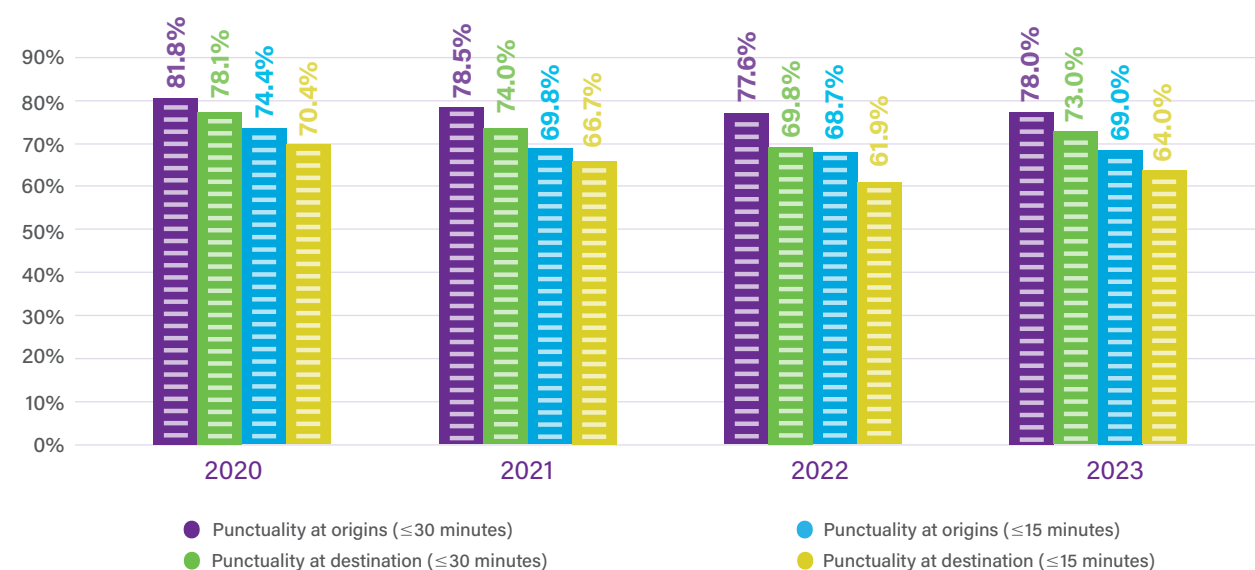
The year 2020, highly marked by the pandemic, with the cancelling of most of the rail passenger connections, the delays resulting from passenger-freight trains conflicts were very little, which granted a punctuality level to the rail freight transport of 80%, never achieved before in the RFC Atlantic. However, in 2021 and mainly in 2022 with the market demand gradually increasing with a slight decline in 2023 due to world economic reasons.

Number of Trains



The following graph represents the new punctuality KPIs measured using the RNE tools and harmonized processes, showing a slight improvement of the punctuality from 2022.

Punctuality

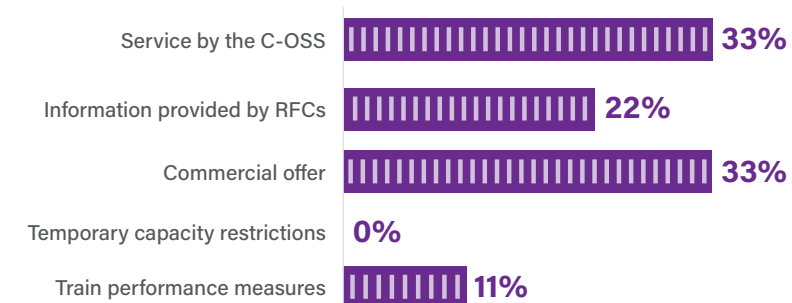


5.2 Customer Satisfaction Survey

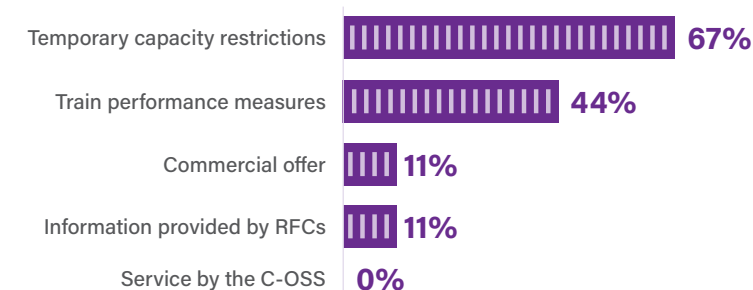
For the tenth time, the Atlantic Corridor participated in the Customer Satisfaction Survey, promoted by RNE, which carried out the process in a harmonised, transparent and independent way for all Rail Freight Corridors. Survio® and personal interviews were the tools used to conduct the survey.

This RNE work has enabled:

- The comparison of the results of the Atlantic Corridor with those of the other RFCs;
- The identification of the activities with the “Satisfaction” customer recognition, these are:



- The identification of the activities with the “Dissatisfaction” customer recognition, that are:



- The involvement of the clients in the analysis of the survey outcome, getting to know their level of satisfaction split by topic (Infrastructure, CID, PCS, TPM, C-OSS, etc).

All customer satisfaction surveys can be downloaded from the Atlantic Corridor website: [User Satisfaction Survey](#).

Satisfaction & participation

2023: Only Railway Undertaking (RU) surveyed as was in 2022.

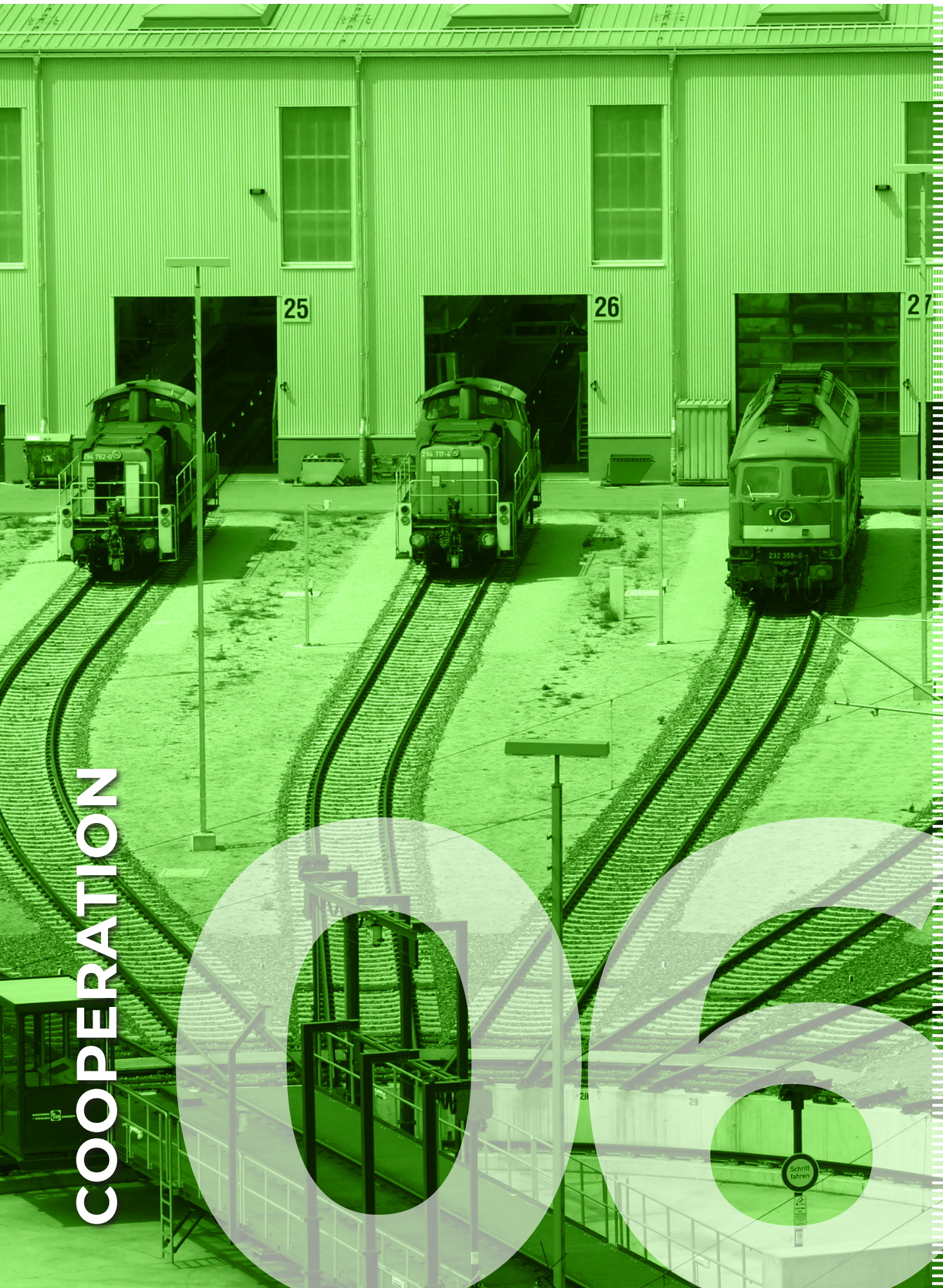
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Evaluations

This is a increase of **29%** compared to the previous year (7 evaluations in 2022).

Customer satisfaction





6.1 RFC Network

The RFC Network aims at increasing the harmonisation between corridors and working on common projects. It is shared by Managing Directors of corridors, in a rotating way.

In 2023, the RFC Network organised a meeting every two months focussing on:

- marketing topics, such as the organisation of the Connecting Europe Days 2024, in Brussels;
- common management of the Technical Subsidy fund which was granted to all RFCs;
- the European transport market study which will be launched for all corridors;
- the common RFC User satisfaction survey; and
- revision of the TEN-T regulation and its impact on the RFCs.



6.2 RailNetEurope (RNE)

As to further strengthen the cooperation between the RFCs and RNE, the RNE-RFC High Level Group has been introduced and the corridors are associated members of RNE, thus they are invited to participate at the RNE General Assembly as observers.

The RFC High level met twice in 2023, in April 11th and November 7th, in order to share its position on all topics which for which RNE has a responsibility (common KPIs, digital tools such as the CIP or TIS, CID common structure). These meetings prepared the two meetings of RNE General Assembly to which the corridor participated too.

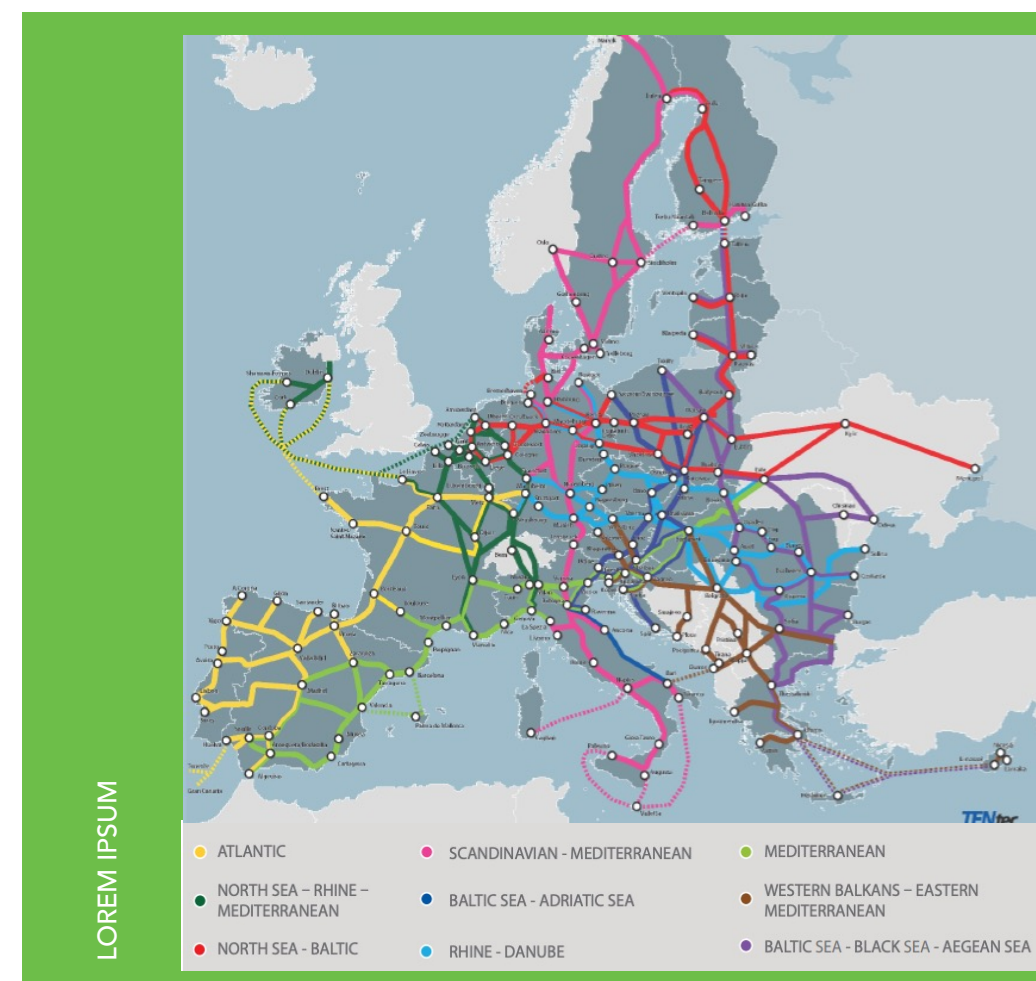
6.3 The European Commission

The European Commission plays a major role for the Corridor. Sharing the common objective of improving the conditions for international rail freight, it acts as a facilitator for communication and coordination. It also contributes to the development of the Corridor through its financial support (see Chapter 7. European funding).

6.4 Atlantic Core Network Corridor

Core Network Corridors were introduced to facilitate the coordinated implementation of the core infrastructure network. They bring together public and private resources and concentrate EU support from the CEF, particularly to remove infrastructure bottlenecks in all modes, passenger and freight, build missing cross-border connections and promote modal integration and interoperability.

As such, RFC Atlantic was invited to the Core Network Corridor forums of 6th of June and 14th of November, in Brussels, contributing with a short presentation about the RFC's most recent works and developments.



In the light of TEN-T revision and the publication of the proposal for a Capacity Regulation, proposals which include a stronger link between the CNC and the RFC corridors, in 2023 several side meetings were organized between the CNC coordinator Prof. Secchi, his assistant Julie Buy and the Management Board of the Atlantic Corridor.



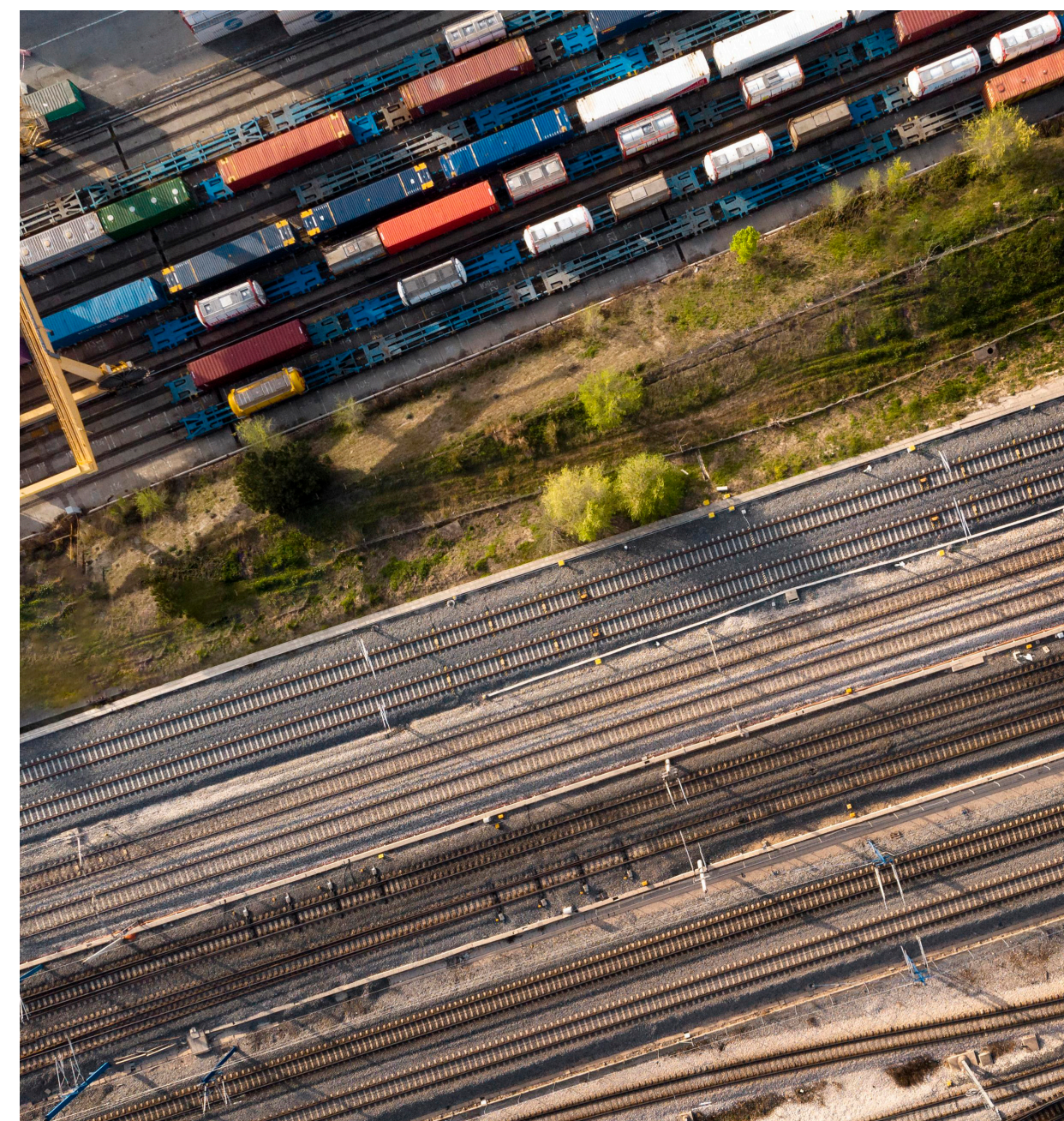


The Connecting Europe Facility (CEF) for Transport is the funding instrument to realise European transport infrastructure policy. It focuses on cross-border projects and projects aiming at removing bottlenecks or bridging missing links. Atlantic Corridor is involved in three programming periods of the CEF.

7.1 Programming Period 2021-2027

Under the Technical Assistance for Rail Freight Corridors, Atlantic Corridor made an application in February 2022 for the financing of its activities for the period April 2021 - December 2024. The application was approved by CINEA in October 2022.

In 2023, RFC Atlantic complied with the list of deliverables previously agreed with CINEA.





The international transport market of Atlantic Corridor is one of the most important in France, Spain and Portugal with a tremendous road modal share.

Even if the rail infrastructure presents various characteristics all over the corridor, the Railways Undertakings involved in this corridor developed an important cooperation in order to satisfy their clients, especially for automotive, container and chemical traffic.

As it was planned in the transport market study, the goal of the Atlantic Corridor is to multiply by 3 the international rail freight traffic in the next 20 years by offering:

- » More qualitative capacity,
- » Higher performance,
- » Better communication.

In order to achieve this goal, Atlantic Corridor will focus his action on the following points for 2024:

- Increase the quality of the capacity offer in the short to mid-term, especially for long distance trains. In order to reach this goal, Corridor Atlantic will inter alia increase the coordination of works between the IMs involved in the Corridor;
- Increase the performance of the train runs, among others by improving cross-border operations. Corridor Atlantic will therefore continue to facilitate the process of constant improvement of border sections by managing Quality Circle Operations on all its border sections;
- Promote the use of EU IT tolls and increase the quality of the information they provide;
- Continue a good cooperation with its customers in order to better understand their needs, specifically in terms of capacity and performance; as well as with the terminals situated along the corridor;
- Further develop the public information available on the Corridor website and the Customer Information Platform.



ABBREVIATION TERMINOLOGY

AA	Authorized Applicants
AB	Allocation Body
ADIF	Administrador de Infraestructuras Ferroviarias - Spanish IM
AG	Advisory Group
CEF	Connecting Europe Facility
CID	Corridor Information Document
CIP	Customer Information Platform
CIS	Cost Information System
CNC	Core Network Corridor
C-OSS	Corridor One-Stop Shop
DB Netz AG	German IM
EC	European Commission
EEIG	European Economic Interest Grouping
ERTMS	European Rail Traffic Management System
EU	European Union
ExBo	Executive Board
GA	General Assembly
IM	Infrastructure Manager
CINEA	European Climate, Infrastructure and Environment Executive Agency
IP	Infraestruturas de Portugal - Portuguese IM

ABBREVIATION TERMINOLOGY

KPI	Key Performance Indicator
MB	Management Board
OCC	Operational Control Center
PaP	Pre-arranged Path
PCS	Path Coordination System
RAG	Railway undertakings Advisory Group
RC	Reserve Capacity
RFC	Rail Freight Corridor
RNE	RailNetEurope
RU	Railway Undertaking
SNCF Réseau	French national IM
TAG	Terminal Advisory Group
TCM	Train Composition Message
TCR	Temporary Capacity Restriction
TEN-T	Trans-European Transport Networks
TIS	Train Information System
TM	Traffic Management
TMS	Transport Market Study
TPM	Train Performance Management
TTR	Timetable Redesign for Smart Capacity Management
WG	Working Group