24 ANNUAL REPORT

ATLANTIC
CORRIDOR

TABLE OF CONTENTS

FOREWORD

2024 was marked by strengthened engagement with our clients and stakeholders, through active participation in key European events and continued collaboration within the Rail Freight Corridor (RFC) community. One of the highlights was our joint presence at the Connecting Europe Days 2024, organised by the European Commission and held in Brussels from 2 to 5 April, under the Belgian Presidency. This event gathered more than 3,200 participants from over 80 countries and served as a vital platform for discussing the future of Europe's transport network.

Key topics included the unveiling of the new regulation on the Trans-European Transport Network (TEN-T), resilience to climate change, and enhanced connectivity with neighbouring third countries. A major milestone during the event was the launch of the TEN-T Coordinators' Joint Position Paper – A transport funding and financing adapted to the challenges ahead. The paper proposes strategic investment criteria and funding mechanisms and holds relevance for the RFCs by reinforcing the importance of cross-border infrastructure and integrated rail connectivity—cornerstones of the RFC initiative.

In 2024, the RFC Atlantic (RFC ATL) Advisory Groups also saw renewed momentum with the election of two new Railway Undertaking Advisory Group (RAG) Speakers: Maria Valdes from RENFE Mercancias, and Christian Ottmann from SNCF Fret. Their dynamic leadership brought fresh perspectives from both Iberian and Central European freight markets, fostering stronger collaboration with the Management Board (MB) and introducing new discussion topics to be addressed by the corridor.

On the 13th of June of 2024, the revised TEN-T Regulation was finally published and it included the amendment of Regulation (EU) 913/2010 - the founding regulation for RFCs. The updated Regulation (EU) 2024/1679 introduced several important changes: notably, the realignment of Core Network Corridors (CNC), now renamed European Transport Corridors (ETCs), and the requirement for RFCs to fully align with the rail freight network defined within the ETCs. The revision also calls for greater involvement of Advisory Groups in RFC activities through more frequent consultations and increased visibility in official RFC Management Board documentation.

To close the year, on December 11th, RFC ATL co-organised a Joint Technical Workshop on International Rail Passenger and Freight Traffic on TEN-T infrastructure, in collaboration with the ATL and ERTMS ETCs. This event brought together stakeholders from across Europe to explore the challenges and opportunities of cross-border rail, featuring breakout sessions on various topics, including one dedicated to International Rail Freight Market Development.

We invite you to explore the achievements and progress of 2024, presented in this annual report. We hope it reflects the collaborative spirit and forward-looking approach that will continue to guide us into 2025.

Prof. Miguel Cruz
President of the Assembly

Claire Hamoniau
Managing Director

01 INTRODUCTION

The Annual Report presents a summary of the most important activities and achievements developed by the Atlantic Corridor in 2024.

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) 913/2010 and the revised regulation for the Trans-European Network of Transport (TEN-T) in July 2024.

The present report is organised in following chapters:

- Corridor Description (Chapter 2) - This chapter provides an overview of the main characteristics of the corridor, also giving information about the background and legal framework that gave rise to the corridor;
- Governance (Chapter 3) - This chapter describes how the Atlantic Corridor is organised, which are the main governing bodies and what are each of their responsibilities;
- Main activities in 2024 (Chapter 4) - It is the core chapter of the annual report, encompassing all the activity carried out in 2024 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 assessment of the Corridor performance in 2024, with the feedback provided by the Advisory Group members;
- 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, namely the European Transport Corridors;
- European Funding (Chapter 7) – The chapter provides an overview on the support of CINEA for the Corridor's activities;
- Outlook for 2025 (Chapter 8) – The last chapter summarises the Corridor's main challenges for 2025 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 2025. It aims to allow the interested parties to organise their agendas accordingly.

02 CORRIDOR DESCRIPTION

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 29th of July 1991, on the development of the Community's railways, Directive 2001/14/EC of the European Parliament and of the Council, of 26th of 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 21st of 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 January 1st 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).

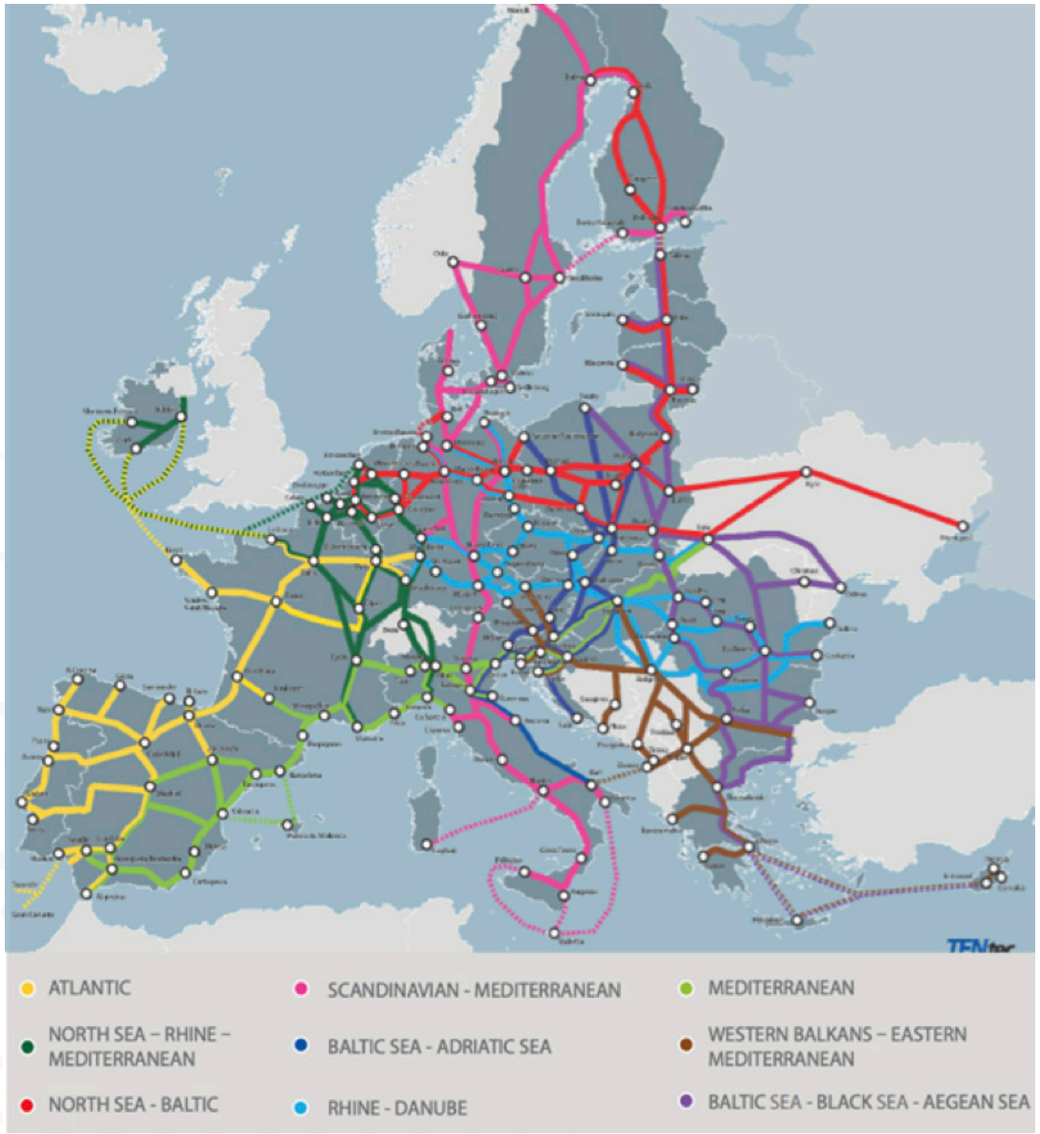
In this context, the establishment of international rail corridors for a European rail network (Regulation EU 913/2010) for competitive freight, on which freight trains can run under good conditions and easily pass from one national network to another, would allow for improvements in the conditions of 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.

In 2024, the European Commission published the revision of the Trans-European Network of Transport, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) 1315/2013. Regulation (EU) 2024/1679, adopted on June 13th, 2024, significantly reshaped the EU's approach to developing the Trans-European Transport Network (TEN-T), particularly concerning the Core Network Corridors. It introduced several key changes:

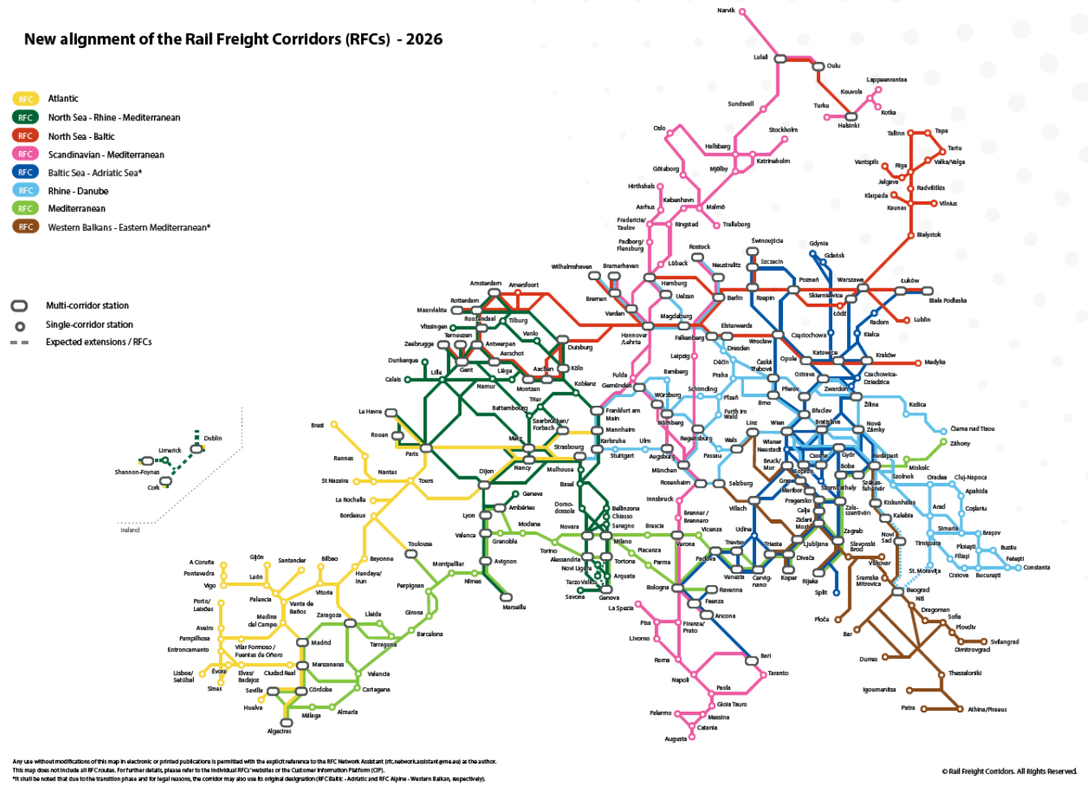
1. Introduction of the Extended Core Network;
2. Harmonisation of corridor routing between the Core Network and Rail Freight Corridors;
3. Enhanced Infrastructure Requirements;
4. Strengthened Governance and Monitoring.

In summary, Regulation (EU) 2024/1679 introduced a more structured and integrated approach to developing the TEN-T, particularly enhancing the strategic importance and functionality of the Core Network Corridors. The TEN-T includes passenger and freight traffic, whether it is done through sea, railroad or road.



The new regulation also resulted in a revision of the ETCs alignment and thus respective RFCs connections.

The aim of Regulation (EU) 913/2010 of 22nd of September of 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, now revised to 9 RFCs.



In accordance with the conclusions of Regulation (EU) 913/2010, the Rail Freight Corridor N°4 was established on the 10th of 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 the new TEN-T regulation, published in June 2024, the RFC was further extended in France and Spain, with additional new lines offering alternative itineraries in Portugal.

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.

Part of the previously mentioned extension included in the TEN-T revision and the new ETC maps, are the extensions to Brest, Rouen and Dijon in France, to Vigo, Pontevedra, La Coruña, León, Gijón, Santander, Sevilla and Huelva in Spain and the new connection to Elvas/Badajoz from Lisbon and Sines through Évora in Portugal.

2.2 Main Characteristics

Totalling around 6200 km[1] of existing lines, it includes heterogeneous characteristics of rail infrastructure namely different track gauge in the Iberian Peninsula (Iberian Gauge; 1668 mm) and in France and Germany (European Gauge: 1435 mm). These maps are based in the corridor's extension in 2024, before the addition of the new extensions. Other differences in the infrastructure characteristics, can be viewed in the following maps[2].

750M TRAINS

- Implemented
- Under Construction
- Projected
- No Project

P400*

- Implemented
- Under Construction
- Projected
- No Project

1. In the new TEN-T regulation, the RFC will be extended to 9.450 km. the 6.200 km refer to the length of the RFC in 2024.following maps.
2. These maps are based on the itineraries of 2024.

ELECTRIFICATION 25KV

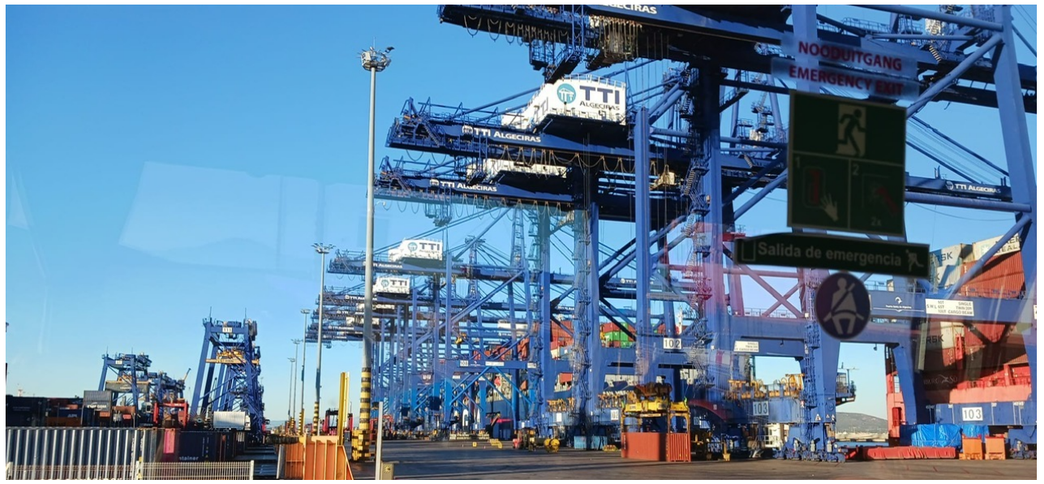
- Implemented
- Under Construction
- Projected
- No Project

As presented in the maps of Chapter 2.1, Rail Freight Corridor "Atlantic" connects directly to three other corridors:

- Rail Freight Corridor "North Sea - Rhine - Mediterranean", in Le Havre, Rouen, Paris, Dijon, Nancy, Metz/Woippy, Nancy, Strasbourg, Mannheim and Forbach/ Saarbrücken,
- Rail Freight Corridor "Mediterranean", in Algeciras, Sevilla, Córdoba, Manzanares, Madrid, Zaragoza and Toulouse,
- Rail Freight Corridor "Rhine - Danube", in Strasbourg and Mannheim,

All in All, the RFC Atlantic 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.

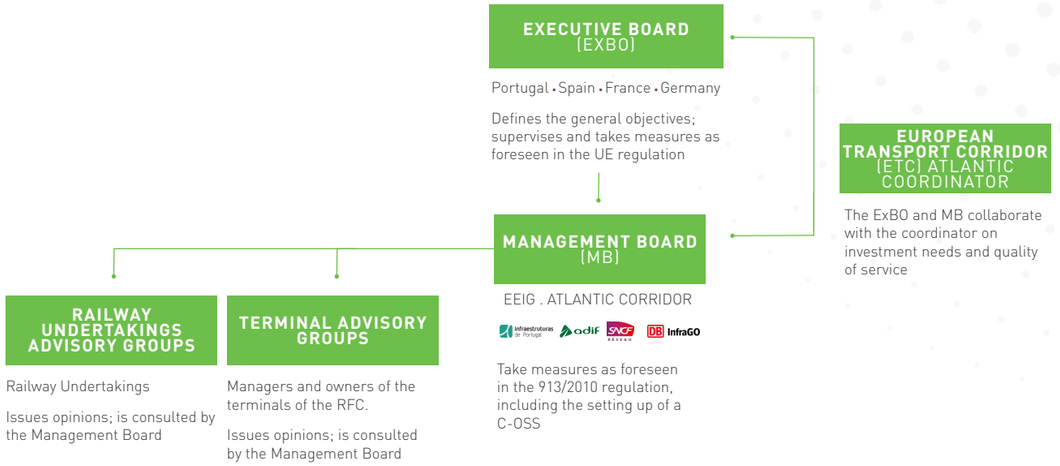


03 GOVERNANCE

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.

Atlantic Corridor Governance
(According to Art.°8 of Regulation 913-2010)



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 2024, the representatives were:

- Osvaldo MANSO, on behalf of the Ministério das Infraestruturas e Habitação of Portugal;
- David PÉREZ MARTÍN, 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 until September 2024, Lara ELSEN since October 2024, 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.

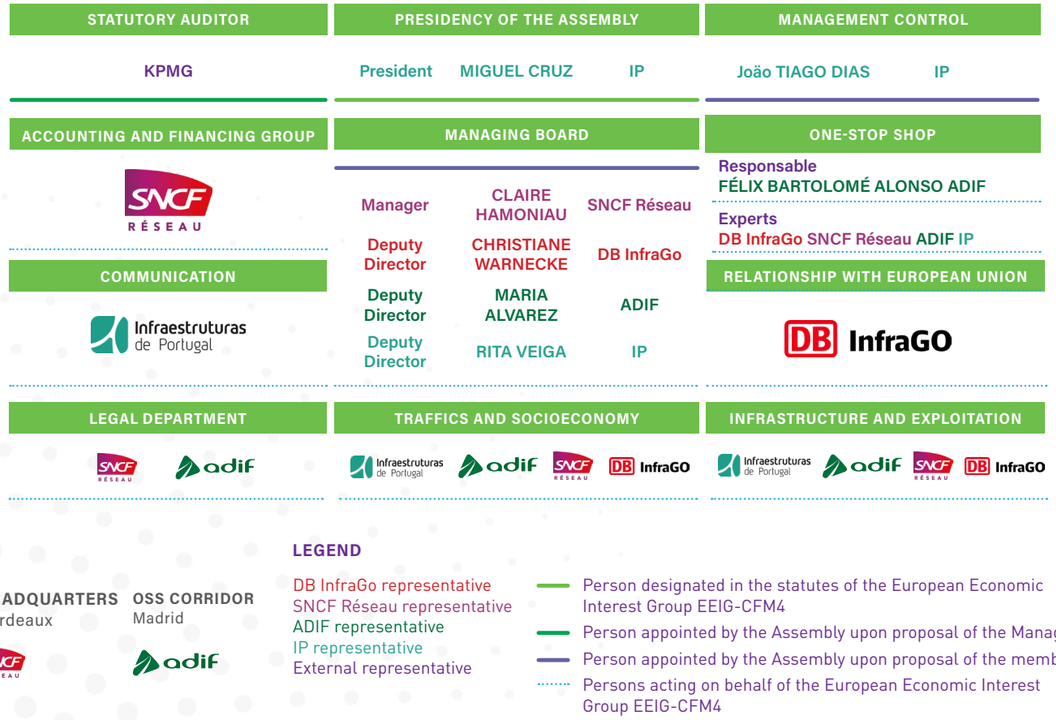
In 2024, the Executive Board held meetings by MS Teams on May 5th in Madrid and on November 14th, which included key elements of Atlantic Corridor activity, presented by the Management Board, the representative of the Railway Undertakings Advisory Group (RAG) and the representative of the Terminals Advisory 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 – Infraestruturas de Portugal S.A. (IP), ADIF, SNCF Réseau and DB InfraGO 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 InfraGO AG).

According to the statutes signed on 28th April 2015, the representatives of the EEIG Atlantic Corridor' members (IP, ADIF, SNCF Réseau and DB InfraGO 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.

Prof. Miguel CRUZ, CEO of IP
President of the General Assembly

In 2024 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 2024, the Management Team had a new Deputy Director from ADIF and kept the same Managing Director from SNCF Réseau and the same two previous Deputy Directors from IP and DB InfraGO, forming a strong and multidisciplinary team.

Claire HAMONIAU, SNCF Réseau
Managing Director

Maria ALVAREZ, ADIF
Deputy Director

Rita VEIGA, IP
Deputy Director

Dr. Christiane WARNECKE, DB InfraGO 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).

Félix 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).

The 26th and 27th TAG-RAG meetings in 2024 were held on April 17th by MS Teams and on December 10th in Bordeaux, on the day before the Joint Technical Workshop on International Rail Passenger and Freight Traffic on TEN-T infrastructure which was organised by the European coordinator of the ETC Atlantic.

The **26th meeting of the Railway Undertaking Advisory Group (RAG) and Terminal Advisory Group (TAG) for the Atlantic Rail Freight Corridor (RFC)** was held virtually via Microsoft Teams, focusing on critical topics affecting rail freight operations, including infrastructure updates, capacity management, regulatory changes, and cross-border coordination, with the following Key Discussion Points and Outcomes:

1. Terminal Advisory Group (TAG) Presentation

Álvaro Sebastián Fernández, speaking on behalf of Luis Nuñez, provided an update on infrastructure projects and investments across the corridor. Notable highlights included:

- Progress on the Algeciras-Bobadilla line Master Plan.
- Promotion of the Algeciras–Zaragoza rail motorway (rail freeway).
- Updates on terminals throughout the Atlantic RFC, alongside the distribution of a shared questionnaire to gather stakeholder feedback.

2. Railway Undertaking Advisory Group (RAG) Presentation

María Valdés (Renfe Mercancías) and Christian Ottmann (FRET SNCF) presented key concerns and initiatives, including:

- The need for harmonization of translation tools and exemption procedures at borders.
- Improved coordination of Temporary Capacity Restrictions (TCRs), particularly at the Irún/Hendaye border, and the creation of a dedicated TCR coordination group.
- Positive results from Quality Circle Operations (QCO), with discussions on compensation mechanisms for TCR-related disruptions.
- Ongoing efforts to resolve capacity issues at Saarbrücken Rbf Station under the Forbach/Saarbrücken QCO framework.
- A call for a unified system for international path coordination, utilising the Path Coordination System (PCS).

3. New TEN-T Regulation

Hugo Sedran and Claire Hamoniau introduced the recent updates to the TEN-T Regulation, emphasizing new requirements for freight terminals and ports within the RFC framework. A newly developed RFC map was presented, along with an analysis of the expected operational implications for railway undertakings.

4. Quality Circle Operations (QCO)

Updates were provided on QCO activities for both the Forbach–Saarbrücken and Irún–Hendaye borders. Discussions centered on better coordination of TCRs, improvements to train numbering systems, and the development of joint contingency plans. Future coordination efforts between Portugal and Spain for border infrastructure works were also explored.

5. Key Performance Indicators (KPIs)

Ana Rita da Silva Martins da Veiga presented recent KPI trends. The indicators showed modest but positive progress in capacity for the 2025 timetable, along with noteworthy figures for punctuality and the total number of trains operating on the corridor.

6. Conclusions

The meeting focused on ongoing infrastructure projects, capacity management, and the implementation of the new TEN-T regulation. Discussions highlighted the importance of coordination across borders and the need to address capacity and TCR challenges. The next meeting will further focus on performance KPIs and the evolving infrastructure developments within the Atlantic Corridor.

More detailed information can be found in the RFC Atlantic News and Library page: https://www.atlantic-corridor.eu/library/public-documents/

The **27th RAG-TAG Meeting of the Atlantic Rail Freight Corridor (RFC)** was held in Bordeaux, France, on the 10th of December in a Hybrid format (in-person & online).

The meeting brought together stakeholders from across Europe to discuss recent developments, regulatory changes, infrastructure planning, and operational strategies to enhance rail freight performance within the corridor, with the following **Key Discussion Points and Outcomes.**

1. Terminal Advisory Group (TAG) Presentation

Presented by Álvaro Sebastián Fernández (on behalf of Luis Nuñez) and Ramón Ade (TmZ), the session provided updates on:

- The Zaragoza Maritime Terminal (TmZ), currently handling national freight with maritime origins.
- Plans for international service expansion dependent on Basque Y integration with UIC gauge.
- The Port of Barcelona is expected to start operating 750-meter-long trains within the next year.

Potential development of a Rolling Motorway along the Algeciras–Madrid–Zaragoza axis, with target destinations including Benelux, Dourges, and Rotterdam.

2. Railway Undertaking Advisory Group (RAG) Presentation

Delivered by María Valdés and Christian Ottmann, this session highlighted:

- The benefits of a multinational co-chairing model, with representatives from Germany, France, Spain, and Portugal addressing regional differences.
- Initial discussions to establish a Memorandum of Understanding (MoU) between RAG and the Management Board to improve coordination and collaboration.

3. Temporary Capacity Restrictions (TCRs)

The Management Board presented a detailed overview of TCR coordination efforts, including:

- Infrastructure managers' strategies to reduce disruption for railway undertakings.
- Infraestruturas de Portugal (IP) announced a compensation scheme for operators significantly affected by planned TCRs, aimed at customer retention and service recovery.
- SNCF Réseau introduced a path protection program to preserve rail freight capacity during construction or maintenance periods.

4. Revision of the TEN-T Regulation & RFC Governance Cooperation

Julie Buy (DG MOVE) provided updates on:

- Ongoing efforts to enhance cross-border traffic flow under the revised TEN-T Regulation.
- Plans for 2025 workshops focusing on construction cost reduction for high-speed lines (Madrid) and climate resilience strategies (Occitanie).

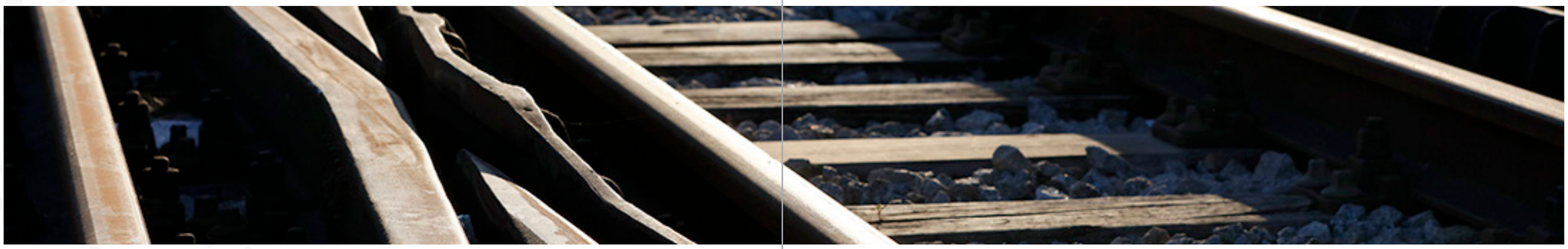
5. New Performance KPIs from the TEN-T Regulation

Due to time constraints, the discussion on new TEN-T performance indicators was postponed to the next TAG-RAG meeting.

6. Market Developments & Investment Projects in the Iberian Peninsula and France

The Management Board shared updates on key infrastructure projects and their market impact:

- Salamanca–Fuentes de Oñoro: Speed upgrades and electrification.
- Mérida–Badajoz: Electrification initiatives.
- Zaragoza–Hendaye P400 corridor: Plans to enhance capacity and interoperability.
- Future infrastructure developments include:
  - The Basque Y project to reduce travel times by up to 2 hours via UIC gauge integration.
  - The Évora–Elvas corridor (part of the Lisbon–Madrid high-speed line), set to support 750-meter-long trains and rolling motorways by 2025.



- ERTMS deployment along the corridor, with national rollout plans from SNCF Réseau expected by the end of 2024.

7. Upcoming Advisory Group Meetings & Consultations in 2025

The 2025 TAG-RAG meeting will include a consultation on the TEN-T implementation plan. Additional planned meetings include:

- Customer and terminal consultations.
- Five meetings and one workshop in Forbach for the Forbach–Saarbrücken route.
- Two to three meetings for Hendaye–Irún.
- TCR coordination sessions in Germany, France, and Spain.

8. Conclusion

The 27th RAG-TAG meeting highlighted the importance of coordinated infrastructure investment, improved interoperability, and regulatory alignment across the Atlantic Corridor. Discussions set the stage for continued progress on TEN-T implementation, with the next meeting expected to focus on performance KPIs, market impact assessments, and enhanced cross-border operations.

More detailed information can be found in the RFC Atlantic News and Library page: https://www.atlantic-corridor.eu/library/public-documents/.

Maria Valdes, RENFE Mercancias
RAG Speaker

Christian Ottmann, SNCF Fret
RAG Co-Speaker

Luis NÚÑEZ,
Algeciras Bay Port Authority
TAG Speaker

3.5 Regulatory Bodies

According to the Regulation, national Regulatory Bodies shall cooperate in monitoring competition in RFCs. They shall ensure non-discriminatory access to the corridor and are responsible for receiving possible appeals from applicants. As far as the Management Team of RFC Atlantic knows, there was no appeal from applicants to Regulatory Bodies in 2024.

The Regulatory Bodies on RFC Atlantic are:

Regulation of Rail Activities

- Autoridade da Mobilidade e dos Transportes (AMT)
- Comisión Nacional de los Mercados y la Competencia (CNMC)
- Autorité de Régulation des Transports (ART)
- Bundesnetzagentur (BNetzA)

04 MAIN ACTIVITIES IN 2024

4.1. MB gathers: 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 organised 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:

a. 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.

b. 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.

c. 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**

4.1.1 PaPs 2024 and 2025

a) Managing of requests for Timetable 2024/2025

PaPs for Timetable (TT) 2024/2025 were published in PCS and on the website 11 months before the start of Annual Timetable (January 2024).

During 2024, the C-OSS team managed all requests concerning Pre-arranged Paths and Reserve Capacity and gave all the information requested by the customers.

The C-OSS received 41 Annual Path Requests (placed before the 2nd Monday in April) involving RFC Atlantic PaPs for TT 2024/2025. All the 41 requests were pre-booked by the C-OSS and an offer was placed for them.

Additionally, the quality of some offers where not as high as it was expected by the customers as some paths offered were not totally harmonised at the border or some requested days were not offered.

In X-2 the C-OSS also published the Reserve Capacity Offer for TT-2024/2025. The C-OSS received no Reserve Capacity requests for TT 2025 during 2024.

The PaPs published in 2024 for the TT 2025 can be downloaded in the Atlantic Corridor website: https://www.atlantic-corridor.eu/library/public-documents/?cat=1244%20?

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PAP Pre-Arranged Paths Offer 2025

SOUTH-NORTH DIRECTION

PAP Ref.	Running Days in IP network (origin)	Running Days in Adif network (origin)	Running Days in SNCF Réseau network (origin)	Running Days in DB NETZ network (origin)	PORTUGAL	SPAIN	FRANCE	GERMANY
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Time in Portugal (HP) = time in France/Spain (HE) - 1H00

PaPs Spain/Portugal · PaPs Germany/France/Spain/Portugal · PaPs France/Spain · PaPs France/Germany/Netherlands

NORTH-SOUTH DIRECTION

PAP Ref.	Running Days in DB NETZ network (origin)	Running Days in SNCF Réseau network (origin)	Running Days in Adif network (origin)	Running Days in IP network (origin)	GERMANY	FRANCE	SPAIN	PORTUGAL
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Time in Portugal (HP) = time in France/Spain (HE) - 1H00

PaPs Spain/Portugal · PaPs Germany/France/Spain/Portugal · PaPs France/Spain · PaPs France/Germany/Netherlands

Disclaimer:
1. This PaP catalogue might be subject to modifications due to unforeseen infrastructure works.
2. [illegible]
3. [illegible]
4. [illegible]

b) PaPs construction phase for TT 2025/2026

The C-OSS coordinated the construction of RFC Atlantic PaPs for TT 2025/2026. 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 generalised way in the rest of the corridors. PaPs for 2025/2026 are published in January 2025.

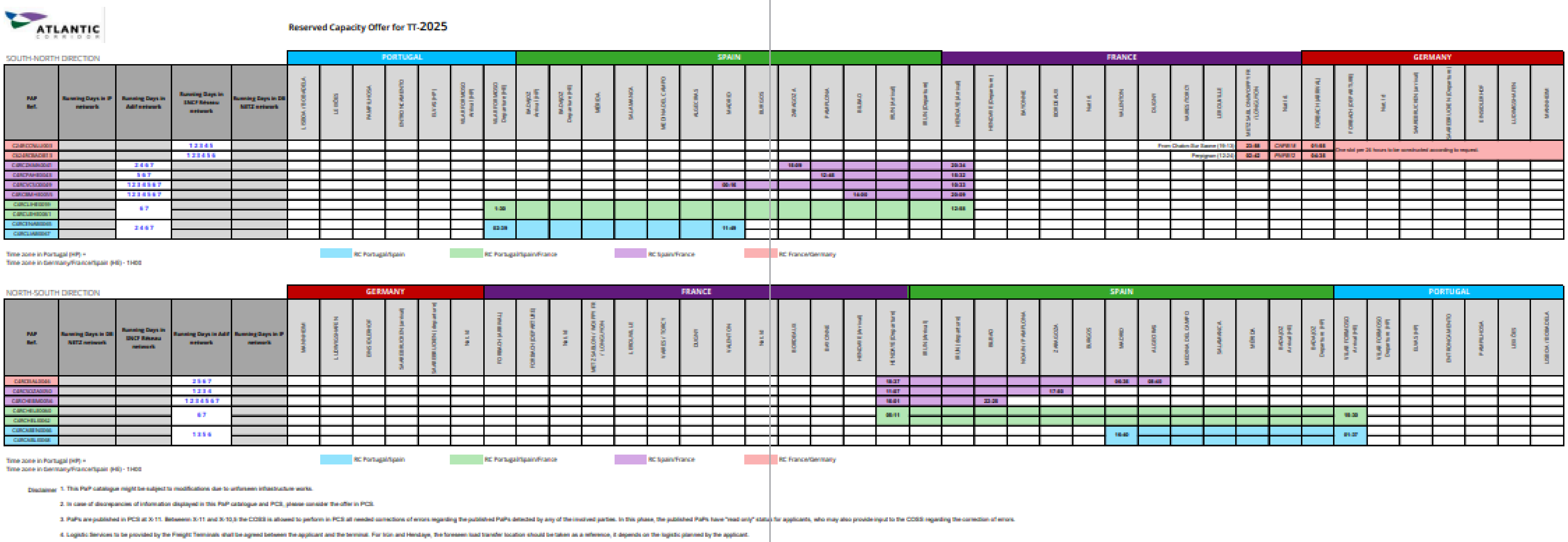
A total amount of 65 PaPs have been constructed for TT 2025/2026 in both directions. The amount of capacity offered is 8,65 million kilometres*day for the whole service. There is a small increase in the offer from the last year.

4.1.2 Reserve Capacity 2025

The C-OSS coordinated the construction of the Reserve Capacity for the timetable 2024/2025.

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 2024 for TT 2025 can be downloaded in Atlantic Corridor website: https://www.atlantic-corridor.eu/library/public-documents/.


Reserved Capacity Offer for TT-2025

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

1 2 3 4 5 · 1 2 3 4 5 6 · 2 4 6 7 · 5 6 7 · 1 2 3 4 5 6 7 · 1 2 3 4 5 6 7 · 6 7 · 2 4 6 7

From Chalon Sur Saone (19:13) · Perpignan (13:24) · One slot per 24 hours to be constructed according to request.

Time zone in Portugal (HP) = Time zone in Germany/France/Spain (HE) - 1H00

RC Portugal/Spain · RC Portugal/Spain/France · RC Spain/France · RC France/Germany

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

2 5 6 7 · 1 2 3 4 · 1 2 3 4 5 6 7 · 6 7 · 1 3 5 6

Time zone in Portugal (HP) = Time zone in Germany/France/Spain (HE) - 1H00

RC Portugal/Spain · RC Portugal/Spain/France · RC Spain/France · RC France/Germany

4.1.3 Temporary Capacity Restrictions (TCRs)

A Plan of 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 consider both the needs of the IMs and the market needs by rationalising and minimising the gravity of impacts and duration of the capacity restrictions as much as possible.

The Management Board (MB) gathered all the available information provided by the involved IMs regarding TCRs and published it in CIP and on the Atlantic Corridor webpage https://www.atlantic-corridor.eu/library/public-documents/ together with presentations of the main TCRs.

This information is the result of bilateral TCR coordination, and more details about it are available on Chapter 4.2.2.

4.2 Working Groups

4.2.1 Train Performance Management

To objectively assess the benefits of the measures implemented within the Atlantic Corridor, it is essential to monitor the performance of rail freight services and regularly publish quality reports.

In 2024, the Train Performance Management Working Group (TPM WG) of the Atlantic Corridor published both a Monthly Punctuality Report and an Annual Punctuality Report. These reports are based on Train Information System (TIS) data and are available in the CIP platform as well as on the Atlantic Corridor's official website under Public Documents.

In parallel, the TPM WG concentrated efforts on improving TIS data quality, enabling the generation of more detailed and accurate corridor performance reports from TIS/RNE in the future. The established QCO meetings were the main focus of our performance management work together with the involved stakeholders.

Please see chapter 5 for more information on performance management and our work in the QCO meetings.

4.2.2 Temporary Capacity Restrictions (TCRs)

In 2024, 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, to minimise the impact on the RUs, as well as a semestral meeting to coordinate the investment works for the following 1 to 2 years TCRs.

The Spanish and French IMs also coordinate the TCRs bilaterally, in meetings which are held twice a year. In 2024, they coordinated the TCRs until 2026.

The French and the German IMs coordinate their TCRs within the platform named RAN (Rhine-Alpine-North Sea). This platform also includes the IMs from Belgium, Luxembourg and Switzerland to cover the wider area and impact on traffic between the IMs. In 2024, the RAN group met in January, March, June, September and November to coordinate the TCR of 2026 and 2027. In November 2024, the group organised a meeting with RUs to give information on the TCR planning until 2027.

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

4.3 Studies

4.3.1 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. Following the methodology described in the "Scoping and feasibility study for a European Transport Market Study (TMS)" completed in 2023, during 2024 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 was 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.

4.4 Communication

In 2024, 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 organised by the RFC Atlantic team.

Also, in 2024, the Belgium Presidency organised the Connecting Europe Days 2024, Europe's mobility flagship event, at the SQUARE in Brussels, from the 2nd to the 5th of April. The conference brought together more than 3,200 participants from over 80 countries. Participants included Ministers, politicians, financial institutions, industry representatives, transport stakeholders and the European Commission and related agencies. The topics discussed included concrete measures and exchange good practices on creating a sustainable, smart and resilient, transport and mobility network in Europe. It will take stock of the ambitious goals set out in the EU Green Deal and the Sustainable and Smart Mobility Strategy.

Key topics included the launch of the new regulation on the trans-European transport network (TEN-T), the resilience of Europe's transport network to climate change, and connectivity with neighbouring third countries.

During the event, the TEN-T Coordinators' Position Paper – A transport funding and financing that is adapted to the challenges ahead was launched. It proposes criteria for new investments needed in the TEN-T network as well as funding sources.

The Coordinators' Joint Position Paper is highly relevant to Rail Freight Corridors (RFCs) as it underscores the strategic importance of cross-border infrastructure and seamless connectivity across the EU—core objectives of the RFCs. It highlights the need for targeted EU funding to support mature, cross-border rail projects that strengthen the interoperability and efficiency of freight transport. The document stresses aligning funding instruments like the Connecting Europe Facility (CEF) with the RFCs' goals, particularly in boosting capacity, modernising infrastructure, and enhancing multimodal connections. It also calls for regulatory simplification and better coordination between Member States—both key to improving performance and governance of RFCs. Ultimately, the paper reinforces the role of RFCs in achieving a unified, sustainable, and resilient European transport network.

The RFC Atlantic, represented by the MB, actively participated in the various forums and debates held over the four days of Connecting Europe Days, as well as at the joint stand of the European Rail Freight Corridors in partnership with RailNetEurope.

The presentations from Connecting Europe Days 2024 can be downloaded [here].

By the end of the year, on December 11th of 2024, RFC ATL co-organised a Joint Technical Workshop on International Rail Passenger and Freight Traffic on TEN-T infrastructure, in collaboration with the ATL and ERTMS ETCs. This event brought together stakeholders from across Europe to explore the challenges and opportunities of cross-border rail, featuring breakout sessions on various topics, including one dedicated to International Rail Freight Market Development.

For further information on this event, it can be found on chapter 6.4 European Transport Corridor Atlantic.

4.5 Documents

4.5.1 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 harmonised 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 (https://www.atlantic-corridor.eu/library/public-documents/?cat=1249).

The CID for timetable (TT) 2026 was as published in 2024 and is currently published in the usual places, the website of the www.atlantic-corridor.eu, the Customer Information Platform (CIP) https://cip.rne.eu/ and the Network and Corridor Information (NCI) https://nci-online.rne.eu/.

05 CORRIDOR PERFORMANCE

5.1 Overview Key Performance Indicators

The figure below shows the Key Performance Indicators (KPI) that have been agreed for the RFCs. They provide information on capacity management, operations and market development. The KPI for capacity management are mostly defined in the Framework for Capacity Allocation, which was agreed by all Executive Boards. All KPIs were thoroughly discussed and commonly agreed as KPIs to access the RFCs performance. A major requirement in the development and definition of indicators is, that automatic calculation should be possible. The definitions and calculations methods are detailed and agreed by the RNE GA in the Guidelines on Key Performance Indicators of Rail Freight Corridors.

1 CAPACITY MANAGEMENT

- Volume of **offered capacity** (PaPs and RC)
- Volume of **requested capacity** (PaPs and RC)
- Number of **requests** (PaPs and RC)
- Number of **conflicts** (PaPs)
- Volume of **pre-booked capacity** (PaPs)
- Ratio of pre-booked capacity (PaPs)
- Average **planned speed** of PaPs

2 OPERATIONS

- Punctuality at **origin** (delay ⩽ 30 and ⩽ 15 minutes)
- Punctuality at **destination** (delay ⩽ 30 and ⩽ 15 minutes)
- Number of trains per RFC
- Train kilometers of trains per RFC
- **Dwell times** in border sections (planned and clean/real)

3 MARKET DEVELOPMENT

- **Number of trains** per border
- **Train kilometers** of trains per border
- **Ratio of capacity allocated** by the C-OSS and the total allocated capacity
- **Number of trains** crossing a border along the RFC (for individual reports)
- **Train kilometers** of trains crossing a border along the RFC (for individual reports)

Figure 1: Overview of agreed RFC KPI

This RFC Atlantic Performance Review Report 2024 informs about the KPI development in these three areas, starting with market development.

5.2 Market development

On RFC Atlantic, the total number of international rail freight trains per border decreased after a high peak in 2022. In 2024, the total number of trains per border on RFC Atlantic shows similar figures as in 2023 and is not yet back to the level of 2019.

The borders between France - Spain and Spain – Portugal had a light peak in the first Covid year 2020. In 2024, the number of trains on both borders decreased by 10-12%. At the border France – Germany, the number of trains had a peak in 2022. The strong decrease in 2023 of more than 20% was among others triggered by long lasting strikes in France. 2024 figures for France – Germany show a slow recovery, but they are still slightly below the level of 2019.

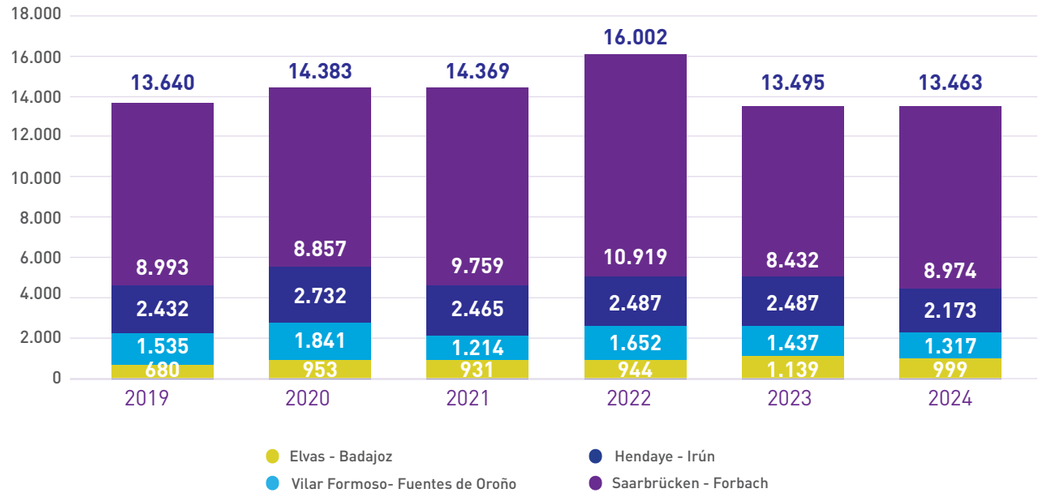


Figure 2: KPI number of trains per border, data from national train information systems

For the calculation of the KPI number of trains per border, we still use the national systems on RFC Atlantic. The following figure shows the difference between the figures from the national systems and from RNE TIS. The data quality is good for the French German border, but there are many trains unaccounted forin the calculations from TIS for the other borders. Due to many reasons, including the lack of international train numbers and of possibilities for linking of trains, many international freight trains cannot be identified in RNE TIS. Also, information for ad hoc trains is often not included in TIS.

This is why RFC Atlantic is currently not able to give information on train kilometres for the RFC trains in total and per border. These KPI are missing in our information, as the automatically calculated figures from RNE TIS would be too flawed. Data quality improvements are very important, but also very difficult to achieve. The introduction of TAF/ TAP TSI and TCM messages is expected to strongly improve this situation.

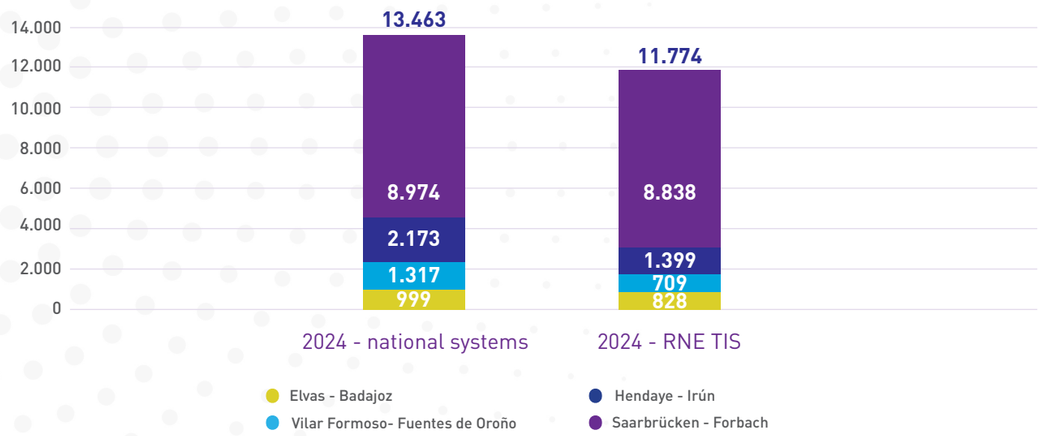


Figure 3: Comparison of data from national systems and from RNE TIS for number of trains per border 2024

The Ratio of capacity allocated by C-OSS and the total allocated capacity compares the number of international freight train runs allocated in the yearly timetable by the C-OSS per RFC border with the total number of allocated international freight train runs in the yearly timetable per RFC border.

The information for this KPI is obtained from the IMs (the total number of international freight train runs) and from the C-OSS (the number of international freight train runs allocated in the form of Pre-Arranged Paths) once the national allocation process has been completed.

The published figures for the year 2024 are as follows:

- Vilar Formoso / F. Oñoro: 25%
- Elvas / Badajoz: 0%
- Irún / Hendaye: 91%
- Forbach / Metz: 42%

5.3 Capacity management

Most of the KPIs related to capacity management in RFC Atlantic are published in coordination with the other Corridors as follows:

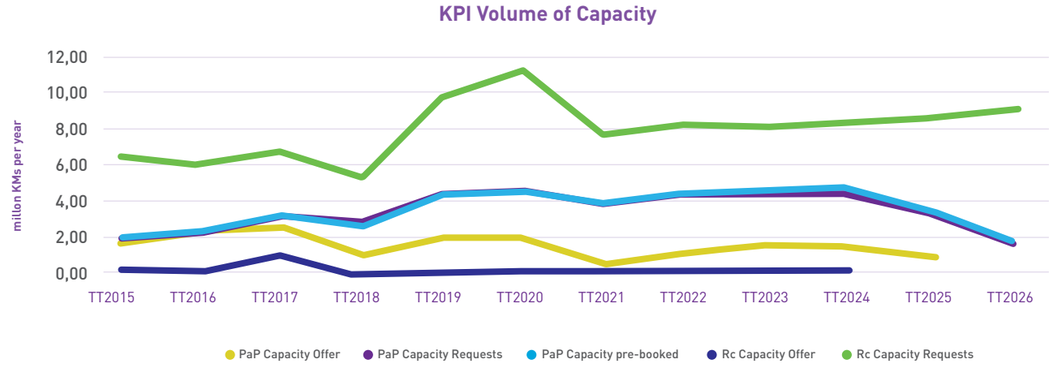


Figure 4: Development of capacity offer and requests for PaPs and RC since TT 2015

In the previous graph, the evolution over the years (in millions of km) of the PaPs offer provided by RFC Atlantic, the requests received from Applicants, the capacity pre-booked by the C-OSS, as well as the published and requested Reserved Capacity offer, can be observed. The following table provides a detailed breakdown of these data:

RFC4	TT2015	TT2016	TT2017	TT2018	TT2019	TT2020	TT2021	TT2022	TT2023	TT2024	TT2025	TT2026
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	9,24
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	2,01
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	2,01
RC Capacity Offer	1,90	2,40	2,60	1,11	2,06	2,10	0,60	1,13	1,54	1,61	1,29	
RC Capacity Requests	0,00	0,04	0,82	0,00	0,00	0,00	0,00	0,00	0,00	0,00		

Figure 5.1: Development of capacity offer and requests for PaPs and RC since timetable (TT) 2015 (values in millions of Km)

As shown, the trend of the published PaPs offer has maintained constant growth over the years. Regarding the demand for PaPs in the corridor, the trend has been similar to that of the offer, except for TT2025 and TT2026. In TT2025 it decreased mainly due to changes in Applicant's needs that were not foreseen when they responded to the capacity wish list, and in TT2026 applicants changed their requests switfting from the Irún-Hendaye border to LFP border, as well as reducing the train kilometers requested compared to what they expresed in their whises when constructing the PaP Offer.

The unusual increase of the offer in TT 2019 and 2020 is not real, it was due to a technical issue in the Path Coordination System tool, which caused the need of publishing and requesting the 365 days of the year even it was not a real offer for some PaPs. This situation was communicated to the applicants.

Regarding Reserve Capacity, the offer has generally followed a growing trend, although not very pronounced, except for last year, when it was not possible to offer as much capacity as in previous years. The demand for Reserve Capacity in RFC Atlantic has been non-existing, except for TT2016 and TT2017, when some Applicants requested it because they were not aware at the time of the possibility of requesting PaPs in the annual timetable, so they requested them as Reserve Capacity. A KPI related to capacity management in RFC Atlantic that is not presented is the KPI on the number of conflicts. This is because there has never been a conflict between requests in RFC Atlantic.

Another KPI related to capacity management in RFC Atlantic is the average speed of the offered PaPs. This KPI is calculated using data obtained by the C-OSS from the different IMs during the PaPs construction phase, based on the distance and travel time between various origins and destinations.

The variations observed in the different segments analysed over the years for this KPI can fluctuate annually. The main factor affecting the year-to-year changes in the average speed of a PaP are the Temporary Capacity Restrictions (TCRs) along each route. This KPI is presented below in two tables, differentiated by country:

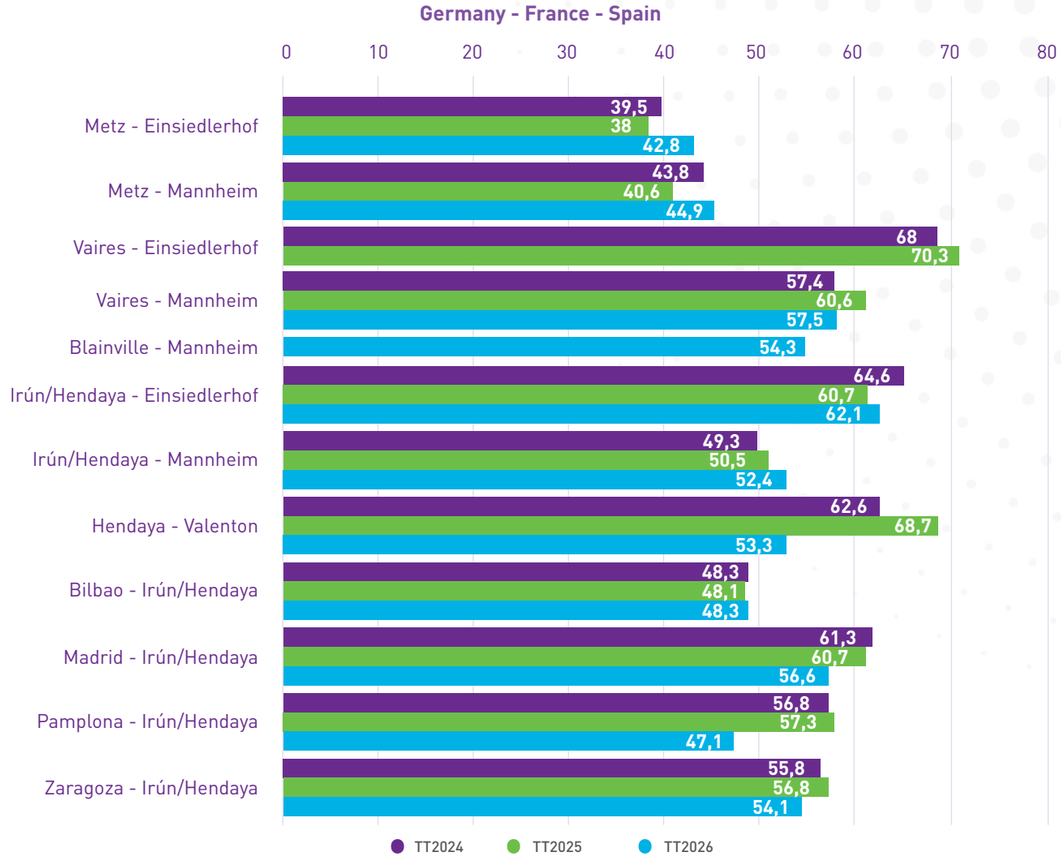


Figure 6: Development of average planned speed for PaPs from Germany to Spain, TT 2024 to TT 2026

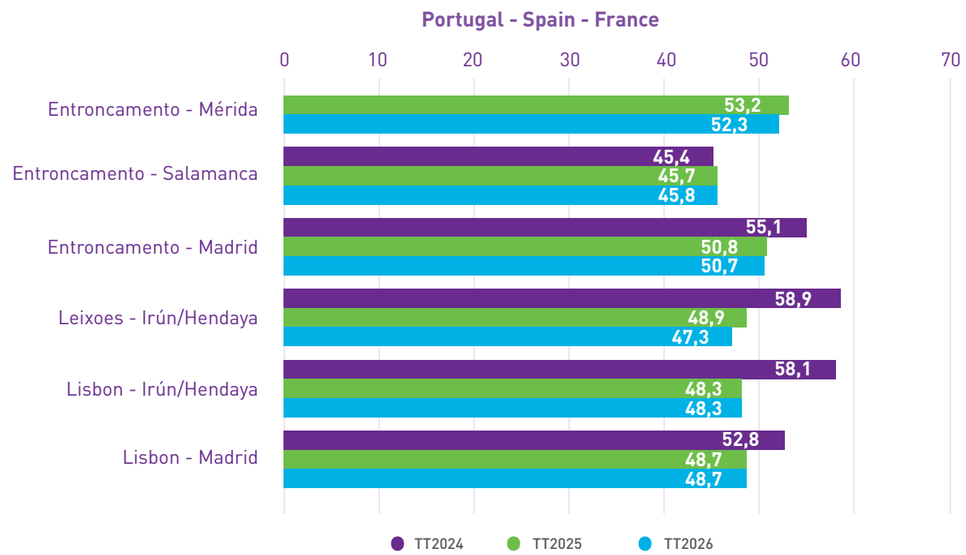


Figure 7: Development of average planned speed of PaPs from Spain to Portugal, TT 2024 to TT 2026

5.4 Operations

This sub-chapter focuses on the performance of international train runs in operations. Operational KPI used to focus on punctuality. With the revised TEN-T regulation (July 2024), dwell time in the border area is also taken up as KPI. The calculation of the dwell time figures from RNE TIS has already been prepared for some years. In RFC Atlantic, it is reported for the first time.

Please note that the KPI on operational performance are calculated as agreed before the TEN-T revision came into force. In the beginning of 2025, discussions are still ongoing between the RFCs and IMs in the RNE working group on Train Performance Management on how to take the KPI definition from the TEN-T revision into account.

The KPI for punctuality and dwell time are calculated automatically in RNE TIS. They are based on the number of international freight trains included in TIS. As explained above, many trains are missing in this calculation for the border crossings between Portugal and Spain, and between Spain and France. However, the figures for punctuality and dwell time still give a good indication for the operational situation and its development on RFC Atlantic.

5.4.1 Punctuality KPI

Starting with the year 2024, a change in the assignment of international freight trains to RFCs for the purpose of punctuality / performance management has been agreed by the RFC Network after intensive discussions in the RNE Working Group on Train Performance Management. The RFC train assignment is the basis for the punctuality calculation per RFC. The change was made to have better information for performance management in each RFC, with better mapping of trains to the RFCs, where they are treated in performance management. Below, we also report the 2024 punctuality KPI with the old definition to see the development over the last years. For the definitions, please check Annex I.

As it can be seen in the figures below, the punctuality of international freight trains on RFC Atlantic has been relatively stable over the last years. Figures were very high in the Covid-year 2020 due to little passenger traffic. Entry punctuality (within 30 min) is stable at around 78-79%. The new calculation method brings a shift to 75% entry punctuality. Punctuality at destination is at 71% in 2024. In general, punctuality decreases by 4-8 percentage points during the international train ran over the last 5 years.

The punctuality KPIs of the RFCs show the figures for "RFC entry" (= origin) and "RFC exit" (= destination). In RNE TIS, we also follow the punctuality for real origin and real destination of the trains. For RFC Atlantic, there is always only 1-2 percentage points difference between those figures, i.e. slightly more trains are delayed when entering/exiting the RFC compared to real origin and real destination.

The figures also show that the main reasons for delay are beyond the international train run on RFC Atlantic, as, in 2024, about 25% of the international freight trains are already delayed with more than 30 minutes when entering the IM infrastructure.

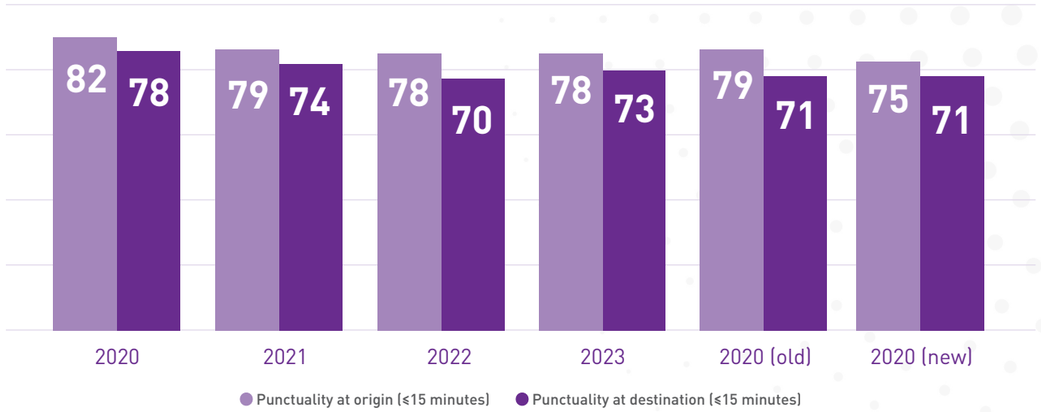


Figure 8: Punctuality at origin and destination for RFC Atlantic (in % for delay ≤ 30 min)

Looking at punctuality for international freight trains with a maximum of 15 minutes delay, we see a similar picture, just on a lower punctuality level. In comparison of the two punctuality thresholds of 15 and 30 minutes, there is a decrease in punctuality of about 8-10 percentage points. That means that 8-10% of the trains have a delay of 16-30 min.

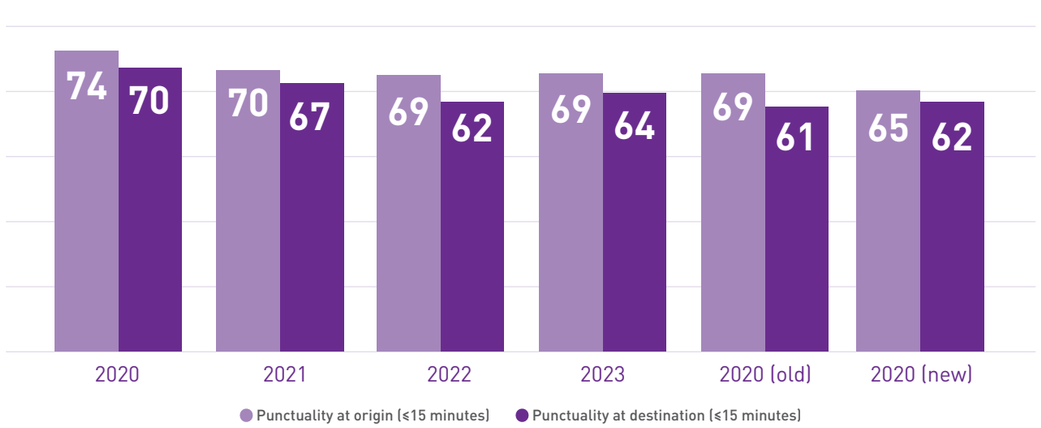


Figure 9: Punctuality at origin and destination for RFC Atlantic (in % for delay ≤ 15 min)

Compared to other RFCs, the punctuality KPI calculated in RNE TIS is on a very high level on RFC Atlantic. The following graph shows the example for punctuality at destination for all RFCs in 2023. It must be noted, though, that this picture could look different for RFC Atlantic, if all international freight trains were included in RNE TIS.

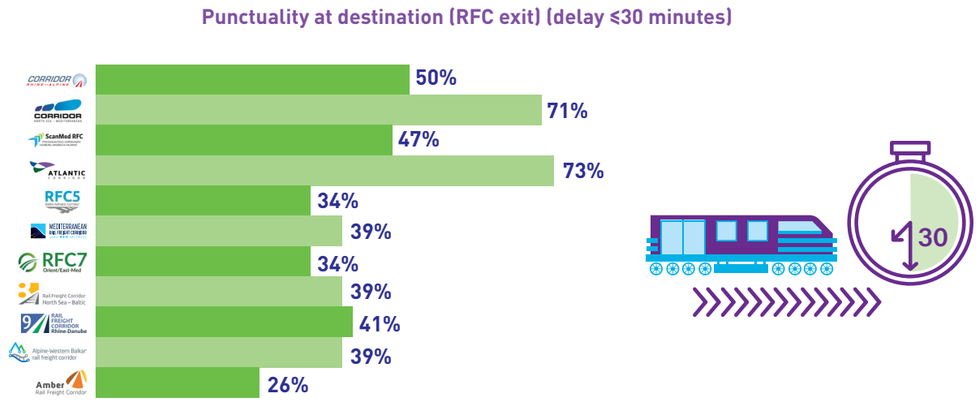


Figure 10: Punctuality at destination (in %, delay ≤ 30 min) for all RFCs

The train performance report that RFC Atlantic publishes monthly in CIP and on its website gives further information on punctuality per direction (West-East and East-West). Below, you find the report covering the year 2024, with the example of punctuality at real origin and real destination of the trains. It shows a high stability of punctuality in the East-West direction for most of the year, while trains are more delayed in the West-East direction. This is a topic for discussion in the TPM Working Group of RFC Atlantic, in 2025, to find explanations for this difference and possible improvement measures for the West-East direction.

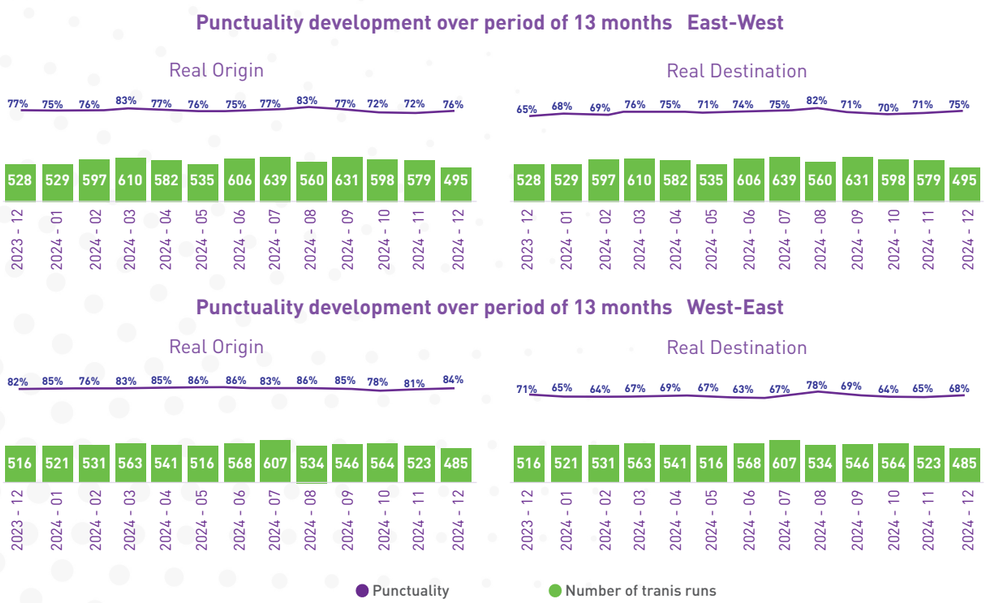


Figure 11: Punctuality on RFC Atlantic per direction (in %, delay ≤ 30 min) and number of international trains from RNE TIS

The monthly report also gives information on the amount and distribution of delays to stakeholders. This is based on the agreed UIC delay codes and comes from the constant coding of IMs, which is coordinated with the RUs. However, it must be noted that there are no delay codes at terminals or other parts of the logistics chain before the train run. Those delays at the start of the train are normally attributed to the RUs.

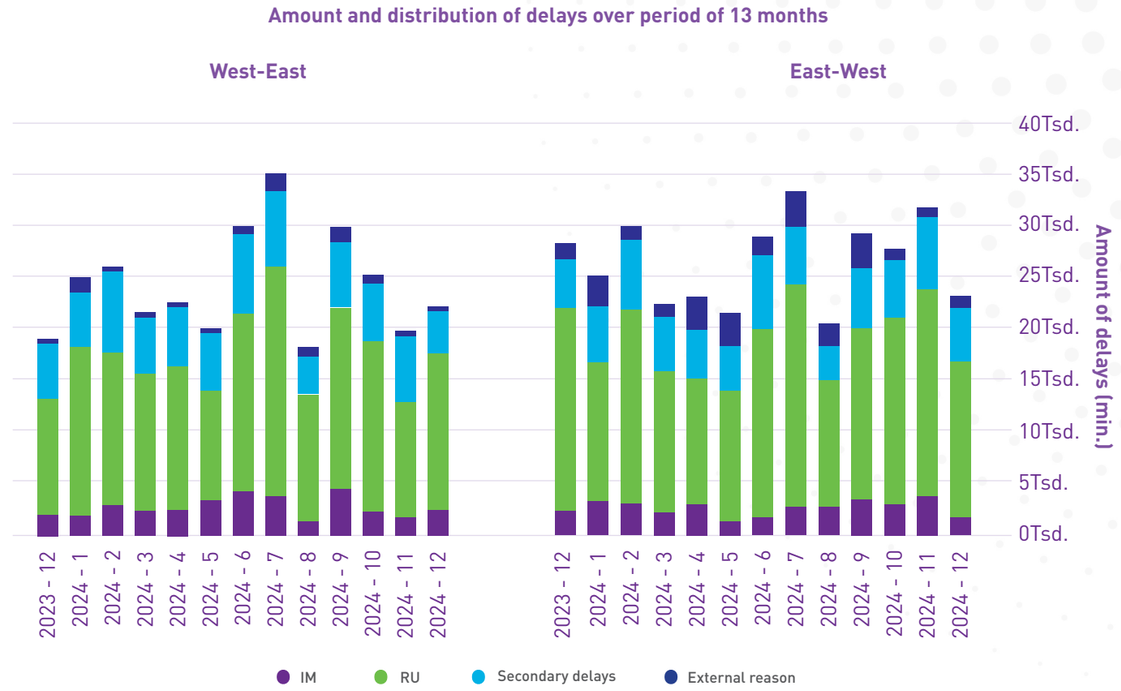


Figure 12: Amount and distribution of delays in total delay minutes per month, December 2023 to December 2024

Main reasons for delays in 2024 on the **DB InfraGO** network of RFC Atlantic were strikes of the locomotive driver trade union (until April, with very strong effect in January), constructions works and a few situations with lack of signal box staff. In addition, there were several single case events which influenced the quality on the German section between Saarbrücken and Mannheim in 2024:

- Robbery of cables in Mannheim-Waldhof (12.02.2024)
- Storm in April (15.04.2024)
- Heavy Rain in May/June (03.06.2024)
- GSMR-Failure on 07.09.2024 in Hessen and North of Rheinland-Pfalz
- Derailment Ludwigshafen-Oggersheim (01.11.2024)

In 2024, **ADIF** identified the primary causes of train delays as follows: adverse weather conditions, significant infrastructure works, locomotive breakdowns, delays due to waiting for Railway Undertakings (RUs), signalling equipment issues and electrification failures.

In 2024 the major causes for delays in the **Portuguese network** were strikes, bad weather events and important renewal works in the main lines for international traffic. In 2025, those works will be concluded, and the expectation is to improve not only the punctuality of the trains, but also to improve train operations, by allowing for longer trains (750m) and higher commercial speeds.

5.4.2 Dwell time KPI

The dwell time is calculated for a defined border region, including the main stopping points for processes of the RUs in the international freight train run. RNE TIS calculates the information of planned and real dwell for all trains, for which information exists both for the planned timetable and for real dwelling time during the international train run. For the additional information on "clean real dwell", dwell time minutes are deducted if the train arrives before its planned time in the timetable. The clean real dwell thus only considers the dwell time starting from the planned stopping time.

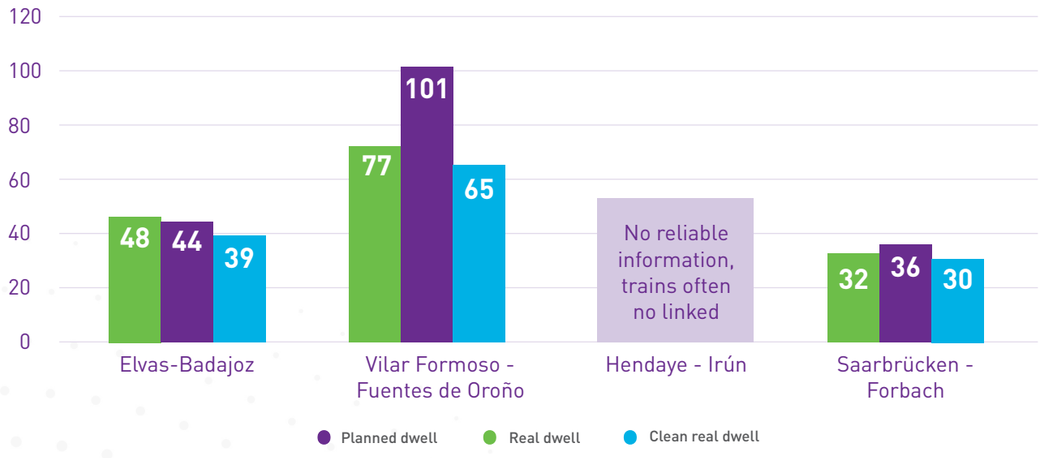


Figure 13: Dwell time on the RFC Atlantic border crossings in 2024, in min per train

Unfortunately, there is no reliable information on dwelling time for the Hendaye – Irún border, which should normally show the longest dwell time due to the change of gauge. This is due to missing continuous information on the international train runs in the operating systems of the two IMs. However, RFC Atlantic organises regular QCO meetings to identify possibilities to improve operations and reduce dwell time at this border point.

For Elvas-Badajoz and Saarbrücken-Forbach, planned and real dwell per train are very similar. For Vilar Formoso – Fuentes de Oñoro, the real dwell is much higher than the planned dwell, but the clean real dwell is lower. Thus, trains often arrive earlier than planned but continue in their planned timetable after the stop at the border. The RUs use the border station as a buffer in both directions, which creates capacity problems for ADIF and IP and needs to be addressed with RUs at the border.

Report from QCO Hendaye – Irún

On this border point, railway undertakings, terminals and both infrastructure managers meet regularly to solve operational issues to lower the dwelling time on this border point. Changes of modalities in the application of rules at Irún have already enabled a strong reduction of dwelling time (around 50% less time). In this group, the temporary capacity restrictions affecting the border point are also discussed with the aim to reduce their impact, when possible, for the railway undertakings and terminals. Finally, information is provided on projects and activities, which can have an impact on the cross-border traffic. In 2024, it was on the technology platform SIMPLE, designed to bring together all supply chain information in Spain, and the H00 program, implemented in 2024 at Hendaye to reduce freight train delays.

Report from QCO Saarbrücken – Forbach

In QCO Saarbrücken – Forbach, RFC Atlantic, together with colleagues from SNCF Réseau and DB InfraGO organised five online meetings in 2024 to discuss performance development and performance improvements together with RUs. A major topic in the meetings was the closures of the border crossing due to construction works at DB InfraGO and clarifications for the main deviation route via Apach-Perl, where one of the signal boxes is not open any longer on a 24/7 basis. Though the planning processes of DB InfraGO and SNCF Réseau are different, SNCF-R was able to organise the 24/7 opening of Apach-Perl for most of the re-routing days. Similar discussions started at the end of 2024 for a Saardam closure in April/May 2025.

The dwell time for the border Saarbrücken – Forbach compared to other borders is low. Nevertheless, there are measures taken to reduce the dwell time. In the QCO, the train numbers with very long dwell time are regularly discussed with the RUs, to find possibilities for dwell time reductions..

Report from the Iberian Borders

In 2024, cross-border rail traffic between Portugal and Spain did not see any significant improvement, primarily due to ongoing major infrastructure works. These works have had a considerable impact on the operation of international train services, including freight transport.

To mitigate the effects of these prolonged works, the Portuguese and Spanish infrastructure managers, IP and ADIF, established the TCR Coordination Working Group. This group is tasked with coordinating interventions and minimising disruptions to Railway Undertakings (RUs). It convenes monthly to coordinate works scheduled within a three-month horizon, and every six months to address projects planned up to two years in advance.

Still, in Portugal, most delays affecting international rail services stem from infrastructure-related issues. These include speed restrictions and disruptions caused by the ongoing works, track deficiencies under the responsibility of the infrastructure manager (GI), and operational delays due to train formation and manoeuvring, particularly at departure stations and terminals. Additionally, some delays are attributed to rolling stock failures, which fall under the responsibility of the RUs.

Operationally, the process for responding to ad hoc international train path requests has been reviewed and optimised by IP and ADIF. The goal is to offer a well-coordinated response across both networks that best meets the needs of the requesting RU.

5.5 Outlook for 2025 Performance KPI

The conclusion of several important infrastructure works is expected for 2025 on RFC Atlantic. It will remove several operational restrictions and improve the service conditions on the renewed lines. Consequently, the development of performance KPIs in 2025 should translate these improvements.

In RFC Atlantic, the main discussions on performance and improvement measures are taking place in the regular QCO meetings for the borders Saarbrücken – Forbach and Irún - Hendaye and in the regular discussions on the border crossing traffic between ADIF and IP. In addition, the TPM working group of the corridor will look more in detail into the differences between the East-West and West-East direction and try to identify improvement measures. Also, data quality of international trains in RNE TIS needs to be further improved.

Regarding the new requirements of the TEN-T KPI on dwelling time and punctuality, the TPM responsible of the RFCs and IMs are clarifying the best approach in the beginning of 2025.

5.6 Consultation of RAG/TAG

In accordance with Regulation (EU) 913-2010, the amendments of the TEN-T Regulations and agreements from past RAG TAG Meetings, the management board consults the Terminal and Railway Undertaking Advisory Groups regarding the corridor's performance.

The Rail Advisory Group (RAG) emphasizes the need for clearer Key Performance Indicators (KPIs) that are Specific, Measurable, Achievable, Relevant, and Time-bound. RAG claims that there is a gap between Capacity Management and Operations KPIs, noting that the average planned speed does not align with real average speed, potentially misrepresenting path performance (Specific). They recommend using national tools to calculate the KPI instead of TIS, especially for Spanish border regions because of many missing trains in the calculations. This is addressed by RFC Atlantic's aim to improve data quality (see 5.5). RAG also stresses the importance of including KPIs for Temporary Capacity Restrictions (TCR) and opting for Ton*Km metrics over Train*Km to better inform Railway Undertakings (Relevant). Finally, they ask RFC Atlantic to define which goals they want to achieve by using these KPIs and which measures they take to improve the corridors performance and till when (Achievable and Time-bound).

Please see Annex II for the full feedback of the RAG to the performance report 2024.

06 COOPERATION

6.1 RFC Network

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

In 2024, the RFC Network organised a meeting every two months focussing on:

- The revision of the TEN-T Regulation and its impact on the RFCs,
- the cooperation between the RFC Management Board and ETC coordinators,
- the European transport market study, which was carried out for all corridors,
- the common approaches to the Customer Information Documents,
- marketing topics, such as the organisation of the Connecting Europe Days 2024 in Brussels and the 2025 Transport Logistic fair in Munich,
- common management of the Technical Assistance Subsidy fund which was granted to all RFCs.

On 24 June 2024, the RFC Network also held a workshop with DG Move as well as the Network of the Executive Boards.

The workshop focused on aligning RFCs with the new ETCs under the revised TEN-T Regulation. Discussions addressed governance changes, regulatory impacts, and potential expansion to non-EU countries.

Key topics included performance monitoring and Interrelation between timelines for the RFC Implementation Plans, ETC Work Plans and ERTMS Plans, as well as the role of RFCs in supporting ETCs through data, expertise, and project synergies.

6.2 RailNetEurope (RNE)

The RNE-RFC High Level group is a sign of the strong cooperation between the RFCs and RNE. The RFCs are associated members of **RNE**, thus they are invited to participate at the RNE General Assembly as observers.

The RNE-RFC High level group met twice in 2024, on April 12th and November 28th, to coordinate and decide on all RFC related topics in which RNE has responsibility (common KPIs, digital tools such as the CIP or TIS, CID common structure). These meetings prepared the two meetings of the RNE General Assembly, in which RFC Atlantic 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 European Transport Corridor Atlantic

With the publication of the revision of the TEN-T regulation, in July 2024, the existing Core Network Corridor (CNC) of the Atlantic became the new ETC Atlantic, keeping the same European Coordinator, Professor Carlo Secchi, and Adviser of the European Coordinator, Ms. Julie Buy. As part of the new TEN-T governance, nine European Transport Corridors and two horizontal priorities created by the Regulation (EU) 2024/1679 support the completion of the trans-European transport network. The European Transport Corridors integrate the Rail Freight Corridors, mainly to coordinate infrastructure investment planning.

The last CNC Atlantic Forum (new ETC Atlantic) was held on the 5th of April, in Brussels, during the Connecting Europe Days. The meeting opened with a presentation on the changes to the Atlantic Corridor under the revised TEN-T Regulation. Daniela Carvalho, Lead Consultant for the Atlantic ETC Studies, detailed the expansion of infrastructure along the corridor, including increased urban nodes and extensions to rail freight and passenger alignments.

Julie Buy presented new governance tools introduced in the revised TEN-T Regulation, particularly the use of implementing acts to remove bottlenecks and complete missing links. She noted that these acts will be based on the first corridor work plan due by mid-2026 and stressed the requirement for national plans to align with EU transport policy. A specific example was the Madrid–Lisbon high-speed rail connection, which is being prepared as the first implementing act under this framework.

The meeting also reviewed the TEN-T Coordinators' Position Paper on funding and financing, which addresses the need for a balanced mix of public and private investment and enhanced cooperation to complete the TEN-T. The paper outlines key recommendations to adapt transport funding strategies to future challenges. Relevant documents are available online: TEN-T Coordinators' Position Paper and Decarbonisation of Transport Infrastructure Construction.

A panel discussion on Atlantic high-speed rail connections highlighted progress and obstacles in cross-border cooperation between Spain, Portugal, and France. Speakers emphasised the importance of clear infrastructure timelines and the impact of varying national regulations and track gauges. Railway operators stressed the need for early and reliable information to guide investment in rolling stock and service planning. They also called for regulatory harmonization and greater EU support to ensure competitive access charges and encourage service development once infrastructure is completed.

The RFC Atlantic joined the first European Transport Corridor (ETC) Atlantic Forum, marking the launch of the ETC framework under Regulation (EU) 2024/16, on the 19th of November 2024, in Brussels.

The Rail Freight Corridor (RFC) Atlantic participated in the inaugural meeting of the European Transport Corridor (ETC) Atlantic Forum, held in Brussels and organised by Professor Carlo Secchi, the European Coordinator for the Atlantic ETC. This milestone event marked the operationalization of the European Transport Corridor framework, replacing the previous Core Network Corridors (CNC) under the new Regulation (EU) 2024/167.

The meeting brought together representatives from the Member States involved in the Atlantic Corridor, alongside key stakeholders. Discussions included updates on national infrastructure investments, European transport policies, and future strategies to enhance cross-border rail freight services.

RFC Atlantic presented its ongoing initiatives, including updates on transport market studies and cross-border improvement projects, emphasising its role in aligning corridor activities with the ambitious goals of the revised TEN-T Regulation.

In addition to the regular meetings, the "Forums" organised twice a year by the ETC, the Coordinators for the Atlantic and ERTMS European Transport Corridors, Professor Secchi and Matthias Ruete, together with the French region of Nouvelle-Aquitaine, organised a Joint Technical Workshop Bordeaux on December 11th 2024, bringing together stakeholders from across Europe to discuss the challenges and opportunities of cross-border rail connectivity.

The workshop provided a platform to discuss the future of international rail passenger and freight traffic, as well as cross-border regional services, on TEN-T infrastructure either already in place or nearing completion. The goal was to ensure these major investments deliver their full intended benefits.

The event featured five breakout groups, each focussing on a specific topic:

1. France – Spain by High-Speed Rail on TEN-T Infrastructure;
2. Financing Rolling Stock;
3. Portugal – Spain by High-Speed Rail on TEN-T Infrastructure;
4. International Rail Freight Market Development:
5. Cross-Border Regional Traffic on TEN-T Infrastructure.

This breakout group was organised by the RFC Atlantic and moderated by Christiane Warnecke, member of the RFC Atlantic Management Board, with support from fellow Management Board members Claire Hamoniau, Maria Alvarez, and Rita Veiga.

The rapporteur for this group was Miguel Llevat, President of Captrain Spain and Portugal with support from the ETC Consultants.

This group discussed key infrastructure developments, including:

- The electrification and capacity upgrades of the northern international corridor connecting Pampilhosa to Salamanca and Medina del Campo, planned for completion in 2025/2026.
- Improvements along the southern corridor from Sines, Setúbal, and Lisbon to Madrid via Évora and Elvas, which include a new electrified line expected by 2025, enabling faster freight transit and rolling motorways.
- Enhancements to the Bordeaux-Bilbao/Madrid route, featuring the Y Basque network, a new terminal at Júndiz, and upgrades for 740m-long trains capable of carrying semi-trailers up to 4m high.

Each group included 10-12 participants, comprising operators, infrastructure managers, and public authorities. Moderators facilitated discussions, and rapporteurs presented conclusions during an afternoon plenary session.

The day began with opening speeches by Alain Rousset, President of the Nouvelle-Aquitaine Regional Council, Professor Carlo Secchi, and Matthias Ruete. Industry leaders, including Deutsche Bahn and Kevin-Speed, contributed lightning talks, showcasing innovative approaches to rail traffic, such as insights from UEFA EURO 2024 rail transport as inspiration for the FIFA World Cup 2030, or the services of a new terminal in Júndiz to foster rail freight traffic.

This workshop underscored the commitment of the Atlantic and ERTMS Corridors to advancing a seamless, sustainable European rail network while fostering collaboration among key stakeholders.

07 EUROPEAN FUNDING

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. In 2024, Atlantic Corridor was involved in the Programming Period 2021-2027, benefiting from the Technical Assistance for Rail Freight Corridors. This grant covered the period 2021-2024. RFC Atlantic complied with the list of deliverables previously agreed with CINEA and submitted its final report.

08 OUTLOOK FOR 2025

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 to satisfy their clients, especially for automotive, container and chemical traffic.

The overall goal in Europe is to triple the international rail freight traffic in the next 20 years.

To achieve this goal, RFC Atlantic will focus its action on the following points for 2025:

a. Increase the quality of the capacity offer in the short to mid-term, especially for long distance trains. In order to reach this goal, the IMs in RFC Atlantic will further increase the coordination of works;

b. Enhance train operation performance, particularly at all cross-border points of the corridor. Regular Quality Circle Operations meetings will address cross-border management, aiming for improved punctuality, dwell time and seamless operations.

c. Enhance data quality on RFC Atlantic lines within the RNE Train Information System to support greater accuracy of KPI and operational insights.

d. Promote the use of EU IT tools and increase the quality of the information they provide.

e. Continue a good cooperation with its customers to better understand their needs, specifically in terms of capacity and performance; as well as with the terminals situated along the corridor, by further developing the public information available on the Corridor website and the Customer Information Platform.

GLOSSARY

AA	Authorized Applicants
AB	Allocation Body
ADIF	Administrador de Infraestructuras Ferroviarias - Spanish IM
AG	Advisory Group
CEF	Connecting Europe Facility
CID	Corridor Information Document
CINEA	European Climate, Infrastructure and Environment Executive Agency
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
IP	Infraestruturas de Portugal - Portuguese IM
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

ANNEX I

ASSIGNMENT OF TRAINS TO RFCS – OLD AND NEW METHODOLOGY FOR PUNCTUALITY KPI

Old methodology – A freight train belongs to an RFC if it crosses at least one border within that RFC's network.

New RFC Train Definition (relevant for punctuality KPIs for the year 2024)

A RFC train is defined as a freight train that crosses at least one international border and operates on designated RFC network routes. The figure below shows the assignment rules.

To be classified as a RFC train, it must meet the following conditions:

- Be a **freight train.**
- Cross **at least one international border.**
- Operate **fully or partially on an RFC network section.**
- If an **already identified RFC train runs 300 km or more within the network of a different RFC** without crossing its border, it is still classified as an RFC train of that corridor.
- Assignment Rules for **Overlapping sections of RFC Corridors:**

Trains on fully overlapping sections:

- All trains running on completely overlapped sections are assigned to all the corridors involved. However, the concerned RFCs may apply additional criteria to assign a train to a single corridor based on the specific situation.

Trains running partly in overlapping sections:

- If a train crosses **one border along the RFC** and runs at least one section **exclusively** within a single RFC, it is assigned to that RFC.
- If a train operates on an **overlapping section, but there is at least one corridor that can also cover the previous or following non-overlapping section**, the train will be assigned to that corridor(s) only.

The following figure shows the assignment rules.

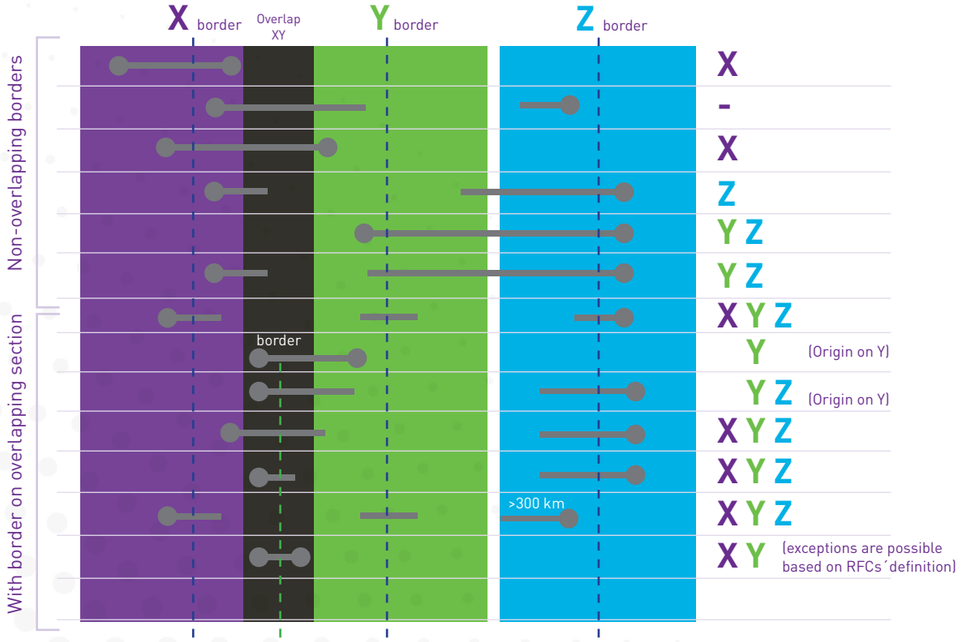


Figure 13: Dwell time on the RFC Atlantic border crossings in 2024, in min per train

ANNEX II

CONSULTATION OF RAG/TAG - FEEDBACK FROM THE RAG

Corridor Performance Report lies on the evaluation of the Key Performance Indicators (KPI) defined by the Atlantic Rail Freight Corridor (RFC).

In order to measure Productivity, KPI should be Specific, Measurable, Achievable, Relevant and Time-bound. Based on this we will try to provide feedback regarding the Performance Report.

Specific

We would like to know the target pursued by the chosen KPI.

Even if one is a consequence of the other, there is a lack of connection between Capacity Management and Operations KPI. For instance, the KPI Average planned speed of PaP will not match the Real average speed. That may lead to believe in the good performance of the paths that does not occur once the timetable starts.

Measurable

RFC acknowledges that they must use National tools to calculate the KPI because there is a lack of many trains in the calculations from the Train Information System (TIS) for the Spanish-French and Spanish-Portuguese borders.

Even if we assume that with the National Systems data, KPI related to border-crossing, dwell times, etc. will be accurately calculated, we think that a proposal to improve the data in TIS should be included in the document. RU must rely on the veracity of the data as a trust exercise, even if we know that once the Annual Timetable starts, traceability at the borders may be lost.

Achievable and Time-bound

We would like to know the goal that the RFC wants to achieve using these KPI and what measures are planned to improve the performance of the Atlantic Corridor. A deadline for the achievement of the target should be fixed too.

Relevant

We miss some KPI related to very important issues for Railway Undertakings:

1. Operations: performance of the paths must be evaluated. Real average speed should be included to compare with planned average speed.
2. Although it is probably the main issue discussed in the RAG, there are no KPI to measure the impact of the Temporary Capacity Restrictions or TCR (for instance, number of TCR, deviation of TCR planned vs Real TCR, average speed of a path affected by TCR, Number of days of works delay, deviation of real works calendar versus planned calendar, etc.)
3. Other KPI that is not useful for RU: we believe that Ton*Km should be included as it gives more information to RU than Train*Km, either along the corridor and across the borders.

We want to know why these KPI has been chosen over others and if the ones we propose can be included.

Conclusions:

We believe that the Atlantic Performance Report is a good starting point for decision-making, but there are opportunities for improvement:

1. Data quality:

   A system like TIS should be used for the calculation, but it must be fed with the data needed for the calculation.

   Currently PCS (Path Composition Message), TIS, the TCR tool and National Systems are not integrated, and the quality of information can cast doubt on the conclusions of the reports.
2. Operation and planning must be analyzed together, otherwise it can be falsely thought that capacity planning is fulfilling RU needs.
3. Include KPI for TCR to determine the impact of them on the transport plan: number of TCR, deviation of TCR planned vs Real TCR, average speed of a path affected by TCR, number of days of works delay, deviation of real works calendar versus planned calendar, etc.
4. RFC must set goals regarding the KPI and a deadline for it.
5. The Performance Report must be meaningful and reflect the reality of the freight transport along the Corridor, leading to actions that may improve the quality of service provided by the IM integrating the Corridor. We miss a call to action on the report. The Atlantic Corridor should show the initiatives defined to improve the performance and those foreseen in the future.

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