2021 ANNUAL REPORT

ATLANTIC CORRIDOR

ATLANTIC
CORRIDOR

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Co-funded by
the European Union

EUROPEAN RAILWAY NETWORK

FLOW

ENVIRONMENT

LOCAL SOCIAL & ECONOMIC SUSTAINABILITY

ATLANTIC CORRIDOR

FOREWORD

Claire **HAMONIAU**
Managing Director

The beginning of 2021 was marked by the continuation of the COVID-19 pandemic and all transport and logistical problems ensued. Nonetheless after the first lesson learnt in 2020, the rail freight transport in general and the Rail Freight Corridors (**RFCs**) in particular, were able to efficiently respond to the blockages observed in many other modes, by streamlining the transport processes and minimizing human contacts.

As a matter of fact, after the mitigation measures were enforced, the rail freight market rose to the challenge, becoming one of the most reliable links in the commercial chain in Europe. Not only the rail was able to minimize the human interaction restricting the road and sea modes, but it also thrived with a decrease of conflicts, partially due to the cancelled passenger traffic. This resulted in a significant improvement for rail freight punctuality throughout Europe and on **RFC** Atlantic in particular (~30%).

2021 also marked the end of the two existing financial support grants awarded to RFC Atlantic by INEA, which was accompanied by the European Commission (**EC**) assessment of the RFCs' success in implementing all that was foreseen in Regulation (EU) 913/2010. As a result of the evaluation, the EC decided not only to continue to support the RFCs by providing them with a new grant for Technical Assistance, but also to review the prevailing Regulation (EU) 913/2010, which defines the European Rail Freight Corridors, their goals and the tools available to the RFCs to achieve the aforementioned goals.

The ongoing revision aims at improving the conditions in which the Corridors operate in order to achieve the desired goals established by the EC of promoting an intelligent and sustainable rail freight transport in Europe using the European Rail Network, making rail transport efficient and competitive with other more polluting modes. These aims are completely in line with the goal set by the European Green Deal and are aligned with the Sustainable and Smart Mobility Strategy defined to implement it. Another goal of the regulation revision is to provide the RFCs with more efficient tools to engage the market and again achieve the Commission's objectives.

Internally Corridor Atlantic also faced changes with the retirement of the long-standing Managing Director Mr. Jacques Coutou and replacement by Mrs. Claire Hamoniau as well from SNCF Réseau. Also, the Corridor headquarters moved from Paris to Bordeaux where it already operated from.

Concerning its day-to-day activities, Corridor Atlantic adapted to the pandemic limitations and continued to promote the regular working group meetings, as well as the relevant meetings with the Corridor stakeholders such as the Terminals and Railway Undertaking Advisory Groups, continuing the close relationship between the Management Board (**MB**) and the RFC's clients. In response to the imposed travel limitations in Europe, all meetings and events transitioned to online meetings, namely the ones of the MB, Executive Board (**ExBo**), General Assemblies (**GA**), RailNetEurope (**RNE**), RFC Network, etc. guaranteeing as best as possible the continued cooperation between the four members of RFC Atlantic and with the other stakeholders.

Some of the more specific activities of RFC Atlantic, like the Quality Circle Operations, an initiative very much appreciated by the railway undertakingss, the English training of the operational control centers'staff to support the infrastructure managers s in achieving the RNE set goals, or the conclusion of the Transport Market Study revision, continued and were duly executed, with RFC Atlantic members circumventing all the obstacles imposed by the COVID pandemic, namely by increasing the Corridor's online presence, either by itself or with the support of the RFC Network.

We would like to end on a more positive note and refer the traffic upward trend throughout 2021, in line with the market's comeback already visible and presented in the results of the Transport Market Study developed by the Corridor.

Once more, it is of note that especially under these unusual circumstances such achievements were only possible with the close cooperation of several entities, which together comprise the Atlantic Corridor organization. We would therefore like to express our gratitude to all members of the Executive Board, the Management Board, the Corridor One Stop Shop (**C-OSS**) team, the Advisory Groups and all the Infrastructure Managers' experts that tirelessly contributed to the accomplishments of the corridor, for their dedication and determination.

To conclude, we wish you a pleasant reading of the results achieved in 2021, which are summed up in this annual report.

1 INTRODUCTION

The Annual Report presents a summary of the most important activities and achievements developed by the Atlantic Corridor in 2021.

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:

2. **CORRIDOR DESCRIPTION**
   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;

3. **GOVERNANCE**
   This chapter describes how the Atlantic Corridor is organized, which are the main governing bodies and what are each of their responsibilities;

4. **MAIN ACTIVITIES IN 2021**
   Is the core chapter of the annual report encompassing all the activity carried out in 2021 concerning documents production, C-OSS, working groups, studies, communication, implementation of IT tools and events;

5. **CORRIDOR PERFORMANCE**
   This chapter presents, on the one hand, the corridor key performance indicators and, on the other hand, the customer satisfaction survey results;

6. **COOPERATION**
   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;

7. **EUROPEAN FUNDING**
   The chapter provides an overview on the involvement of CINEA in the Corridor's activities;

8. **OUTLOOK FOR 2022**
   The last chapter summarizes the corridor's main challenges for 2022 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 2022. It aims to allow the interested parties to organise their agendas accordingly.

2 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, in particular 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.

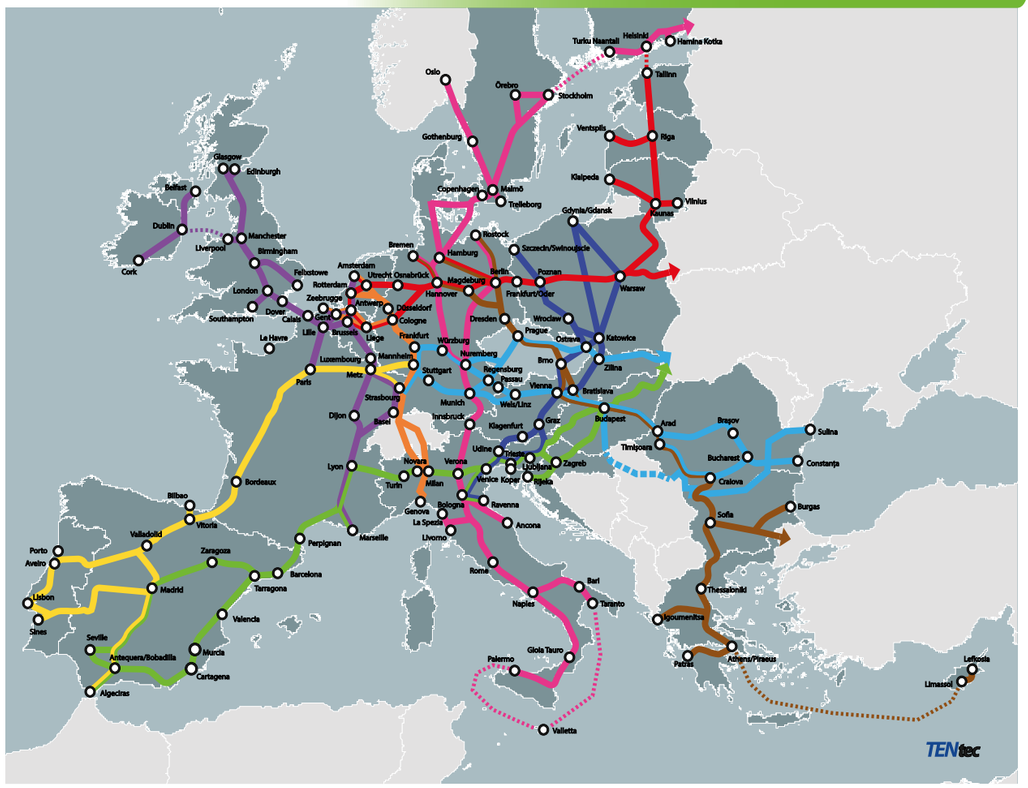
The implementation of international rail freight corridors forming a European rail network for competitive freight should be conducted in a manner consistent with the trans-European Transport Network (TEN-T) and/or the European Railway Traffic Management System (ERTMS) corridors.

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.

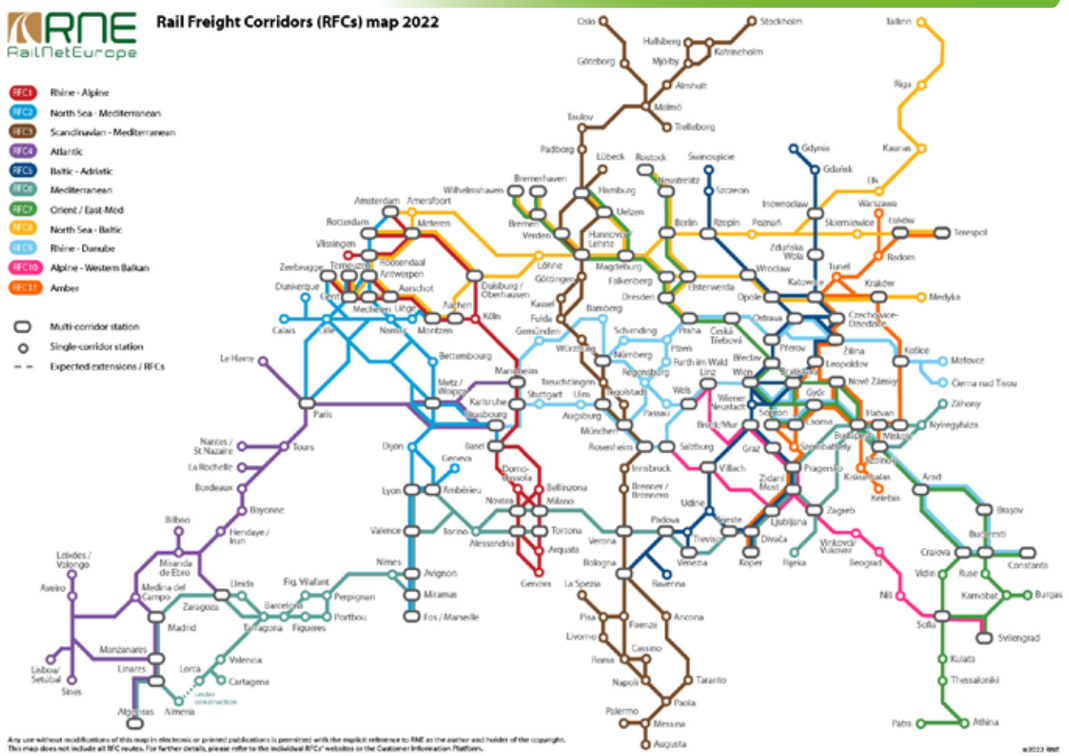
Coordination of the Corridors should be ensured between Member States and Infrastructure Managers (IMs) in order to guarantee the most efficient functioning of freight corridors. To allow this, operational measures should be taken in parallel with investments in infrastructure and in technical equipment.

The aim of the 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.

TRANS-EUROPEAN TRANSPORT NETWORK



EUROPEAN RAIL FREIGHT CORRIDORS



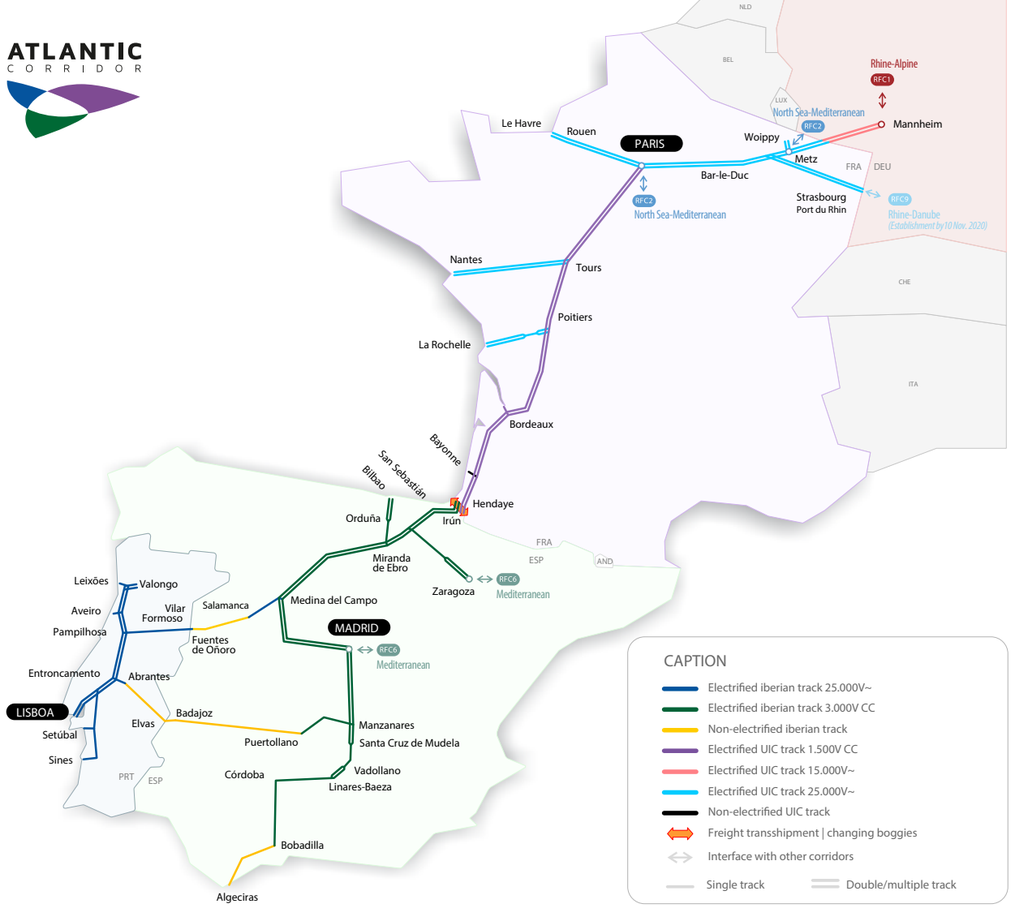
2.2 MAIN CHARACTERISTICS

Totalling around 6.200 km of existing lines, it includes heterogeneous characteristics of rail infrastructure as represented in the following map.

As presented in the previous two maps, the 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 1.090 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.

UNIFILAR DIAGRAM



3

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 creation of the governance structure for the Atlantic Corridor fits in the spirit of Regulation (EU) 913/2010 of 22 September 2010, amended by Regulation (EU) 1316/2013 of 11 December 2013. The following figure gives an overview of Atlantic Corridor governance.

FUNCTIONAL ORGANISATION **ATLANTIC CORRIDOR**

EUROPEAN COMMISSION

- Observer role
- Report to Council and European Parliament: analysis of the application of Regulation 913/2010, every three years (Art. 23 of the Regulation)
- Analysis of the biennial report of the ExBo on the results of the implementation plan (Art. 22 of the Regulation)

EXECUTIVE BOARD OF RAIL FREIGHT CORRIDOR ATLANTIC

GERMANY · FRANCE · SPAIN · PORTUGAL

- Definition of general objectives for rail freight corridor
- Definition framework for capacity allocation of the rail freight corridor
- Approval of rail freight corridor's implementation plan

Draw up a biennial report on the results of the corridor implementation

INFRASTRUCTURE MANAGERS

- Provision current and forward data of infrastructure and exploitation, internal validation of the implementation plan

MANAGEMENT BOARD OF THE ATLANTIC CORRIDOR

EEIG | ATLANTIC CORRIDOR

Elaboration and update of the implementation plan and corridor information document of the rail freight corridor

- Advisory Group of Railways Undertakings Management
- Advisory Group of Terminals Management
- Coordination of investment programme in the rail freight corridor
- Coordination of capacity allocation in the rail freight corridor
- Coordination of traffic management in the rail freight corridor
- Anual Satisfaction Survey

Elaboration of international pre-arranged paths catalogue and capacity allocation of international paths in the rail freight corridor

REGULATORY BODIES

Regulation of Rail Activities

BNetzA · ARAFER · CNMC · AMT

- Reception and investigation of claims aimed for discrimination

Rail Security

AESF · EBA · EPSF · IMT

ADVISORY GROUPS

RAILWAY UNDERTAKINGS AND TERMINALS (*)

- Opinion on the implementation plan of the corridor
- Opinion on the information document of the corridor

RAILWAYS UNDERTAKINGS AND AUTHORIZED APPLICANTS

Request of international paths in rail freight corridor

- Provision of data enabling the evaluation of the evolution of international freight traffic

(*) Every player likely to improve rail freight competiveness 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 2021 the representatives were:

- Helder CRISTÓVÃO, on behalf of the Ministério das Infraestruturas e da Habitação of Portugal;
- Jorge BALLESTEROS SÁNCHEZ, on behalf of the Ministerio de Transportes, Movilidad y Agenda Urbana of Spain;
- Delphine CHABALIER, on behalf of the Ministry of Ecological and Sustainable Transition of France.
- 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.

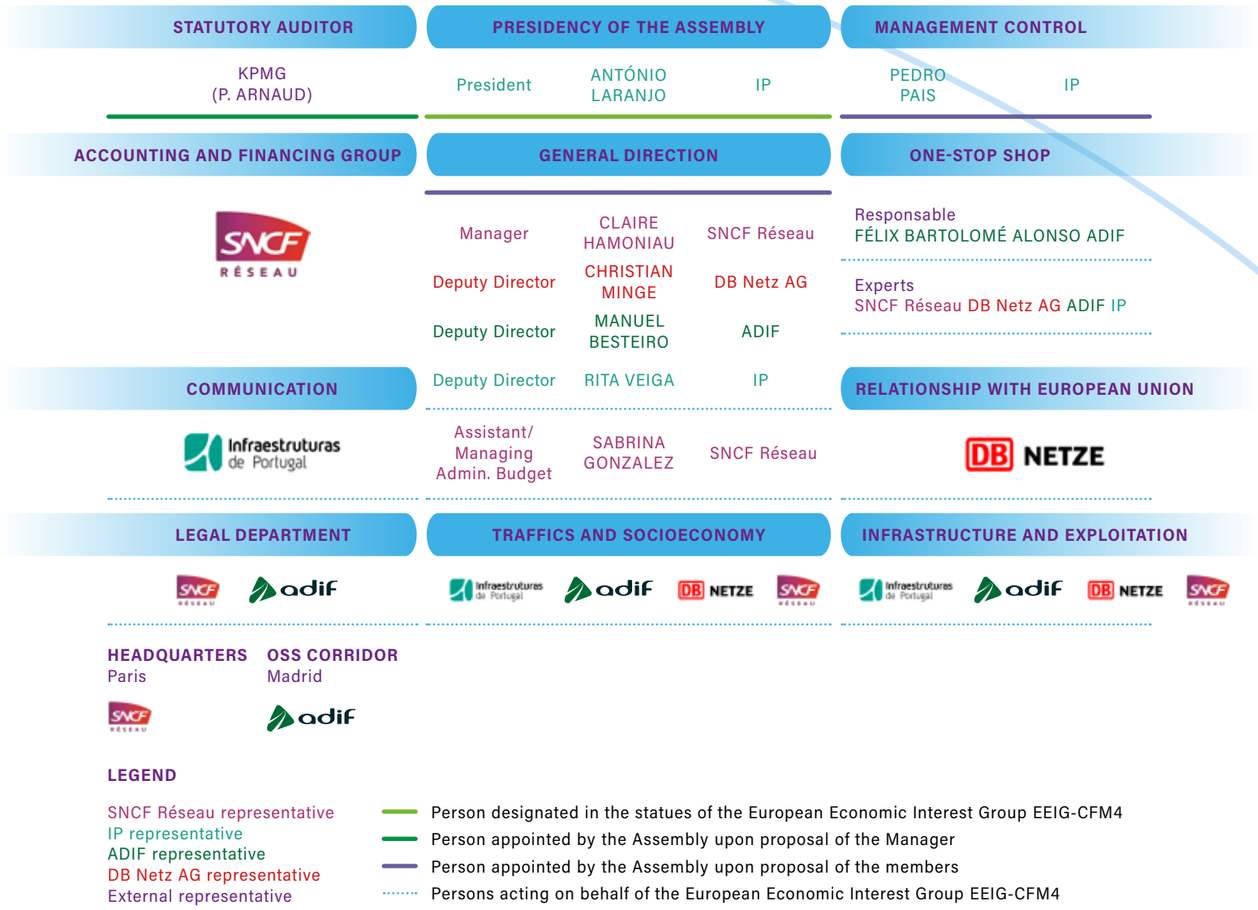
In 2021, the Executive Board held meetings by MS Teams on 20th May and on 5th November, which included key elements of Atlantic Corridor activity, presented by the Management Board and the representative of the Railway Undertakings Advisory Group (RAG).

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 (Infraestructuras 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.

António **LARANJO**
CEO of IP

President of the General Assembly

In 2021 the GA meeting was held by MS Teams on 9th June, with the presence the new Managing Director of Atlantic Corridor

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 2021, the Management Team had a new Managing Director also from SNCF Réseau and the same three previous Deputy Directors from IP, ADIF and DB Netz, forming a strong and multidisciplinary team.

Claire **HAMONIAU**
SNCF Réseau

Managing Director

Manuel **BESTEIRO**
ADIF

Deputy Director

Rita **VEIGA**
IP

Deputy Director

Christian **MINGE**
DB Netz AG

Deputy Director

3.2.3 **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

OPERATIONS CONTROL CENTRE

3.3 **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 2021, one on 4th March and another on 15th September. Both meetings were held online due to the travel restrictions imposed by the European countries on account of the COVID-19 pandemic.

In March, the meeting approached the following subjects:

- general information of the Management Board and introduction of the Railway Undertakings spokesperson,
- reserve capacity 2021 and capacity offer 2022,
- key performances indicators and satisfaction survey results for 2020,
- train performance management: punctuality analysis on focus trains via TIS,

RAIL YARD

- quality circle operation (QCO) on border points,
- main results of the Atlantic Corridor Transport Market Study (TMS) by ARTELIA; and
- studies and actions forecasted at the Atlantic Corridor level on the next EU financing period.

More detailed information on the 20th Atlantic Corridor TAG-RAG Meeting, can be found in the RFC Atlantic News page

https://www.atlantic-corridor.eu/news-events/news/20th-atlantic-corridor-tag-rag-meeting/

Meanwhile the September meeting addressed the following subjects:

- News on Atlantic Corridor
- Capacity offer for timetable 2022
- Main temporary capacity restrictions along the corridor
- Train performance management
- Quality Circle Operation (Forbach-Saarbrucken & Hendaye-Irun)
- EU funding period 2021-2027

More detailed information on the 21st Atlantic Corridor TAG-RAG Meeting, can be found in the RFC Atlantic News page

https://www.atlantic-corridor.eu/news-events/news/21st-atlantic-corridor-tag-rag-meeting/

Both meetings included a presentation from the RAG Speaker about the presently relevant subjects for the market. The RAG Speaker's presentations may also be found in the RFC Atlantic News page.

3.4 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 MAIN ACTIVITIES IN 2021 (ALL)

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 to the harmonized structure and contents established by RNE Network Statement and CID taskforce, during 2020 and 2021. 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

Under the umbrella of the RNE/CID Taskforce for streamlining and harmonization, the Corridor Information Document prepared in 2021 for timetable 2023, 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.

CORRIDOR INFORMATION DOCUMENT

Sections 1, 2, 3 and 4
Timetabling year 2023

Co-financed by the European Union
Connecting Europe Facility

ATLANTIC CORRIDOR

Disclaimer: The sole responsibility of this publication lies with the author.
The European Union is not responsible for any use that may be made of the information contained therein.

Implementation Plan of the CID
Timetabling year 2023

Co-financed by the European Union
Connecting Europe Facility

ATLANTIC CORRIDOR

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The CID for timetable (TT) 2023 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 **https://cip.rne.eu/apex/f?p=212:65**

Furthermore, a new digitalization tool for publishing and reading the RFCs' CID and the IMs' NS – 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, both CIDs TT 2022 and TT 2023, published by RFC Atlantic, can be found in the new platform:

https://nci-online.rne.eu/search

4.1.2 2020 Management Report

In addition to the CID, Atlantic Corridor also produced the 2020 Management Report deriving from the corridor statutes. Moreover, according to the statutes, the Management Controller has the responsibility of guaranteeing the preparation of the 2020's Management Report until the end of May 2021.

The 2020's Management Report produced in 2021 includes a summary of the main activities carried out in 2020, also encompassed in this Activity Report 2020. It presents the most important actions and accomplishments developed by Atlantic Corridor in 2020, in addition to a view of the financial situation including the performance on the budget.

The final chapter is dedicated to recommendations focusing on an incentive for the Management Team to continuously promote the deepening of the alignment between the activity of players (internal and external) and the corridor's guidelines. This is a crucial step towards a more efficient and aligned management, providing the necessary conditions for its monitoring.

The Management report was presented and approved by the General Assembly held in June of 2021.

4.2 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, referred to in Annex VII to Directive 2012/34/UE.

The C-OSS accepts capacity requests from railway and non-railway undertakings, adopting the definition of "applicant" mentioned in Directive 2012/34/EU.

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 a 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 RailNetEurope (RNE) and is available to applicants for international path requests. It is through the PCS tool that railway undertakings and other authorized 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 2021 and 2022

a) Managing of requests for TT 2021/2022

During 2021, the C-OSS team managed all requests concerning Pre-arranged Paths and Reserve Capacity and gave all the information requested by the customers according to Regulation (EU) 913/2010.

The C-OSS received 35 Annual Path Requests (placed before the 2nd Monday in April) involving RFC Atlantic PaPs for Timetable (TT) 2021/2022. All of the 35 requests were pre-booked by the C-OSS and an offer was placed for them. Unfortunately, some dossiers were not finalized at the Final Offer deadline.

Additionally, the quality of some offers where not as high as it was expected by the customers as some paths offered didn't included an answer for all requested days.

Due to TCRs with high impact in France, the capacity offer under the TTR pilot (capacity bands) was reduced for TT 2022. Only one Capacity Band per direction was offered with a total amount of 6 capacities between Germany and Spain.

The C-OSS received no Late Path requests (placed after the 2nd Monday of April deadline) for TT 2022 neither Reserve Capacity requests for TT 2022 during 2021.

The PaPs published in 2021 for the TT 2023 can be downloaded in the Atlantic Corridor website:

https://www.atlantic-corridor.eu/library/public-documents/?cat=1244

PAP PRE-ARRANGED PATHS OFFER 2022

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: LISBOA / BOBADELA	LEIXÕES	PAMPILHOSA	ENTRONCAMENTO	ELVAS (HP)	VILAR FORMOSO Arrival (HP)	VILAR FORMOSO Departure (HE)	SPAIN: FUENTES DE ONORO	BADAJOZ Arrival (HP)	BADAJOZ Departure (HE)	MÉRIDA	ALGECIRAS	MADRID	BURGOS	ZARAGOZA	PAMPLONA	BILBAO	IRUN (Arrival)	IRUN (Departure)	FRANCE: HENDAYE (Arrival)	HENDAYE (Departure)	BAYONNE		VALENTON	VAIRES/TORCY	METZ-SABLONS/WOIPPY		FORBACH (ARRIVAL)	FORBACH (DEPARTURE)	GERMANY: SAARBRUCKEN	EINSIDLERHOF	LUDWIGSHAFEN	MANNHEIM
RFC04PaP0001			1 2 3 4 5	2 3 4 5 6																							from Silla or Tarragona / Cerbère (7:35)			22:47		00:38	00:43	00:57			03:29
RFC624PaP003			1 2 3 4 5	2 3 4 5 6																							from Perpignan (10:43)			23:11		02:30	02:35	02:49			05:22
RFC624PaP005			2 3 4 5 6	3 4 5 6 7																							from Barcelona / Perpignan 10:16			00:06		03:37	03:42	03:56			07:01
RFC624PaP007			1 2 3 4 5	2 3 4 5 6																							from Cerbère (7:42)			22:57		03:56	04:01	04:15			07:57
RFC624PaP009			1 2 3 4 5	2 3 4 5 6																									22:03			04:55	05:00	05:20			08:18
RFC624PaP011			1 2 3 4 5	2 3 4 5 6																							from Silla or Tarragona / Cerbère (15:00)			03:50		05:30	05:37	05:53			09:32
RFC624PaP013			1 2 3 4 5 6	2 3 4 5 6 7																							from Perpignan (18:25)			08:51		09:54	09:59	10:13			
RFC624PaP015			1 2 3 4 5	2 3 4 5 6																							from Barcelona / Perpignan (20:38)			09:17		10:06	10:11	10:25			13:31
RFC624PaP017			1 2 3 4 5	1 2 3 4 5 6 7																					02:26							19:45	19:50	20:04			
RFC624PaP019			1 2 3 4 5 6 7	1 2 3 4 5 6 7																									15:08			20:11	20:16	20:30			23:04
RFC624PaP021			1 2 3 4 5 6	1 2 3 4 5 6																									from Gevrey (15:31)	19:25		20:18	20:23	20:37			23:49
RFC624PaP023			1 2 3 4 5 6	1 2 3 4 5 6																									from Perpignan (6:45)	21:54		23:54	23:59	00:13			
RFC04PaP0025		1 2 3 4 5 6 7	1 2 3 4 5	2 3 4 5 6															15:09					20:39	01:50						06:46	06:51	07:05			
RFC04PaP0027		1 2 3 4 5 6 7	1 2 3 4 5	2 3 4 5 6																12:45		TTR Pilot		15:35	16:15	TTR Pilot						10:07	10:12		TTR Pilot		12:59
RFC04PaP0029		2 3 4 5 6 7	1 2 3 4 5	2 3 4 5 6													23:05		via Zaragoza	TTR Pilot		10:05			16:15	TTR Pilot						10:07	10:12		TTR Pilot		12:59
RFC04PaP0031		1 2 3 4 5 6 7	1 2 3 4 5	2 3 4 5 6																	14:00	Rolling Pl.		20:08	16:15	Rolling Pl						10:07	10:12		Rolling Pl		12:59
RFC04PaP0033		1 2 3 4 5																12:21						16:53		to Lyon Sibelin ???										
RFC04PaP0035		1 2 3 4 5 6 7	2 3 4 5 6													17:04	09:30	via Zaragoza				21:03			08:41			20:32	to Somain (23:59) / Antwerp							
RFC04PaP0037			1 2 3 4 5																							19:35		06:06	to Tourcoing (14:42) / Antwerp							
RFC04PaP0039		1 2 3 4 5 6 7															00:16							10:30												
RFC04PaP0041	5 6	6 7			15:50			18:48			1:30													13:02												
RFC04PaP0043	5 6					13:05	15:07			23:10																										
RFC04PaP0045	6	2 4 6 7				Via Beira Baixa		20:43		00:56	02:40	03:05					11:49																				
RFC04PaP0047	1 3 5			Via Beira Baixa	18:32			20:43		00:56																										
RFC04PaP0049	2 4 5	2 4 5						04:33	07:14				07:29	10:19	11:09																						

Time zone in Portugal (HP) =
Time zone in Germany/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: MANNHEIM	LUDWIGSHAFEN	EINSIDLERHOF	SAARBRUCKEN	FRANCE: FORBACH (ARRIVAL)	FORBACH (DEPARTURE)	METZ-SABLONS/WOIPPY	VAIRES/TORCY	VALENTON	BAYONNE	HENDAYE (Arrival)	HENDAYE (Departure)	SPAIN: IRUN (Arrival)	IRUN (Departure)	MIRANDA EBRO / BILBAO	NOAIN / PAMPLONA	GRISEN / ZUERA	BURGOS	MADRID	ALGECIRAS	MÉRIDA	BADAJOZ Arrival (HE)	BADAJOZ Departure (HP)	FUENTES DE ONORO	PORTUGAL: VILAR FORMOSO Arrival (HE)	VILAR FORMOSO Departure (HP)	ELVAS (HP)	ENTRONCAMENTO	PAMPILHOSA	LEIXÕES	LISBOA / BOBADELA
RFC426PaP0002	1 2 3 4 5 6	2 3 4 5			21:58			00:40	00:55	01:00	03:00	to Cerbère (17:49) / Silla or Tarragona																									
RFC426PaP0004	1 2 3 4 5 6 7	1 2 3 4 5						05:03	05:20	05:25				00:04																							
RFC426PaP0006	1 2 3 4 5	1 2 3 4 5					03:39	05:10	05:25	05:35	07:48	to Perpignan (23:00) / Silla or Tarragona																									
RFC426PaP0008	1 2 3 4 5 6 7	1 2 3 4 5 6 7			02:23			04:56	05:11	05:16	06:11	to Perpignan (20:17) / Silla or Tarragona																									
RFC426PaP0010	1 2 3 4 5	1 2 3 4 5			13:38		TTR Pilot		16:25	16:30	TTR Pilot	21:30																									
RFC426PaP0012	1 2 3 4 5	1 2 3 4 5			13:38		TTR Pilot		16:25	16:30	TTR Pilot	21:30																									
RFC426PaP0014	1 2 3 4 5	1 2 3 4 5						20:19	20:40	20:45	21:34	to Perpignan (11:07)																									
RFC426PaP0016	1 2 3 4 5	1 2 3 4 5			19:00			22:29	22:44	22:49	23:45	to Gevrey (3:37)																									
RFC426PaP0018	1 2 3 4 5	1 2 3 4 5			19:35			22:44	22:59	23:04	02:04	to Cerbère (16:45) / Constanti																									
RFC426PaP0020	1 2 3 4 5	1 2 3 4 5			19:45			22:59	23:14	23:19	01:07	to Perpignan (16:13) / Barcelona																									
RFC426PaP0022	2 3 4 5 6	3 4 5 6 7						23:42	23:57	00:02	03:35	to Perpignan (16:43) / Barcelona																									
RFC426PaP0024	1 2 3 4 5	1 2 3 4 5			20:16			23:10	23:25	23:29	01:18	to Cerbère (16:09) / Silla or Tarragona																									
RFC04PaP0026	1 2 3 4 5 6 7	1 2 3 4 5	2 3 4 5 6 7		02:49			05:25	05:40	05:45							01:13			12:56		Via Zaragoza		23:51												
RFC04PaP0028	1 2 3 4 5	1 2 3 4 5	1 2 3 4		13:38		TTR Pilot		16:25	16:30	TTR Pilot						9:30	11:15		TTR Pilot			17:50														
RFC04PaP0030	1 2 3 4 5	1 2 3 4 5	1 2 4 5 6 7		13:38		TTR Pilot		16:25	16:30	TTR Pilot						9:30	18:45		TTR Pilot					06:35	08:40											
RFC04PaP0032	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5 6 7		13:38		Rolling Pl.		16:25	16:30	Rolling Pl.						9:30	16:09	Rolling Pl.		22:25															
RFC04PaP0034	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5											From Lyon Sibelin			19:55						00:12												
RFC04PaP0036		2 3 4 5 7	1 3 4 5 6 7								From Antwerp /Somain (2:45)		06:25				18:05			09:20		Via Zaragoza		18:45												
RFC04PaP0038		1 2 3 4 5									From Antwerp / Tourcoing (15:25)		22:35	9:30	TTR Pilot																					
RFC04PaP0040			1 2 3 4 5 6 7														22:05					Via Zaragoza		08:39												
RFC04PaP0042			6 7	6 7													05:15																00:50	02:16	04:08	
RFC04PaP0044				6 7																													00:40			01:48
RFC04PaP0046			1 3 5 6	7																				16:40					01:30	01:37	02:21		06:12			
RFC04PaP0048				2 4 6																											02:21		07:19			08:43
RFC04PaP0050			2 4 5	2 4 5																					15:58	16:48	15:50					18:32	21:14			

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

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

Notes: Logistic Services to be provided by the Freight Terminals shall be agreed between the applicant and the terminal. The foreseen load transfer location is only as informative

b) PaPs construction phase for TT 2022/2023

The C-OSS coordinated the construction of RFC Atlantic PaPs for TT 2022/2023. All PaPs of Atlantic Corridor were "Flex PaPs", a similar product than the traditional PaP with better quality, as this product allows some flexibility in the timetable which better suits the applicants and the IMs. This product is being offered in a generalized way in the rest of the corridors.

No TTR Capacity products were published via PCS for TT 2023. All the PaPs for TT 2023 were published in PCS in January 2022 according to Regulation (EU) 913/2010.

PaPs were published in PCS and in the website 11 months before the start of Annual Timetable (January 2022), according to Regulation (EU) 913/2010.

A total amount of 54 PaPs have been constructed for TT 2022/2023 in both directions. The amount of capacity offered is 8,15 million kilometres*day for the whole service. There is a small decrease in the offer from the last year of around 4 % due to a better adjustment to the real market needs.

4.2.2 **Reserve Capacity 2022**

The Corridor-OSS coordinated the construction of the Reserve Capacity for the timetable 2021/2022.

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 Forbach and Mannheim in Germany

The Reserve Capacity published in 2021 for TT 2022 can be downloaded in Atlantic Corridor website:

https://www.atlantic-corridor.eu/library/public-documents/?cat=1244

RESERVED CAPACITY OFFER FOR TT-2022

SOUTH-NORTH DIRECTION

					PORTUGAL							SPAIN												FRANCE									GERMANY			
PAP Ref.	**Running Days in IP network (origin of national path)**	**Running Days in Adif network (origin of national path)**	**Running Days in SNCF Réseau network (origin of national path)**	**Running Days in DB NETZ network (origin of national path)**	LISBOA / BOBADELA	LEIXÕES	PAMPILHOSA	ENTRONCAMENTO	ELVAS (HP)	VILAR FORMOSO Arrival (HP)	VILAR FORMOSO Departure (HE)	FUENTES DE ONORO	BADAJOZ Arrival (HP)	BADAJOZ Departure (HE)	MÉRIDA	ALGECIRAS	MADRID	BURGOS	ZARAGOZA	PAMPLONA	BILBAO	IRUN (Arrival)	IRUN (Departure)	HENDAYE (Arrival)	HENDAYE (Departure)	BAYONNE	VALENTON	VAIRES/TORCY	METZ SABLONS/WOIPPY	FORBACH (ARRIVAL)	FORBACH (DEPARTURE)	SAARBRUCKEN	DB Netz Id	LUDWIGSHAFEN	MANNHEIM
RFC04RC0001				1 2 3 4 5 6 7																											Slot to be detailed by DB Netz at the moment of the request			
RFC04RC0025		4 6 7																	15:09					*20:39*											
RFC04RC0035		1 2 6															09:30	via Zaragoza				21:03													
RFC04RC0039		1 2 3 4 5 6 7															00:16							*10:30*											
RFC04RC0041		6 7									1:30													13:02											
RFC04RC0043																																			
RFC04RC0045		2 4 6 7									02:40	03:05					11:49																		
RFC04RC0047																																			
RFC04RC0049	2 4 5	2 4 5						04:33	07:14				07:29	10:19	11:09																					

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

PaPs kept by C-OSS for late path request

NORTH-SOUTH DIRECTION

					GERMANY				FRANCE							SPAIN											PORTUGAL						
PAP Ref.	**Running Days in DB NETZ network (origin of national path)**	**Running Days in SNCF Réseau network (origin of French path)**	**Running Days in Adif network (origin of national path)**	**Running Days in IP network (origin of national path)**	MANNHEIM	LUDWIGSHAFEN	EINSIDLERHOF	SAAREBRUCKEN	FORBACH (ARRIVAL)	FORBACH (DEPARTURE)	METZ SABLONS / WOIPPY	VAIRES / TORCY	VALENTON	BAYONNE	HENDAYE (Arrival)	HENDAYE (Departure)	IRUN (Arrival)	IRUN (departure)	BILBAO	NOAIN / PAMPLONA	ZARAGOZA	BURGOS	MADRID	ALGECIRAS	MÉRIDA	BADAJOZ Arrival (HE)	BADAJOZ Departure (HP)	FUENTES DE ONORO	VILAR FORMOSO Arrival (HE)	VILAR FORMOSO Departure (HP)	ELVAS (HP)	ENTRONCAMENTO	PAMPILHOSA	LEIXÕES	LISBOA / BOBADELA
C426RCFBCO	1 2 3 4 5 6 7	1 2 3 4 5			Slot to be detailed by DB Netz at the moment of the request				23:29	FBCE00	01:18	to Cerbère (16:09)																							
RFC04RC0002			1 2 3 4													11:15					17:50													
RFC04RC0036			3 7															09:20	Via Zaragoza				18:45												
RFC04RC0042			6 7													5:15													15:29						
RFC04RC0044																																			
RFC04RC0046			1 3 5 6																				16:40					01:30	01:37						
RFC04RC0048																																			
RFC04RC0050			2 4 5	2 4 5																					15:58	16:48	15:50				18:32	21:14			

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

Notes: Logistic Services to be provided by the Freight Terminals shall be agreed between the applicant and the terminal. The foreseen load transfer location is only as informative

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 possessions 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.

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

The C-OSS gathered all the available information provided by the involved IMs regarding TCRs and set it ready to be published in Atlantic Corridor webpage together with presentations of the main TCRs.

https://www.atlantic-corridor.eu/library/public-documents/?cat=1245

During 2021, RFCs together with RNE and the involved IMs worked on the development of the TCR tool in order to implement a tool which makes the coordination and publication of TCRs easier and more efficient. According to the TCR Tool plan, during 2022 the use of the TCR Tool should be extended throughout the IMs, only for publication purposes for the moment.

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.

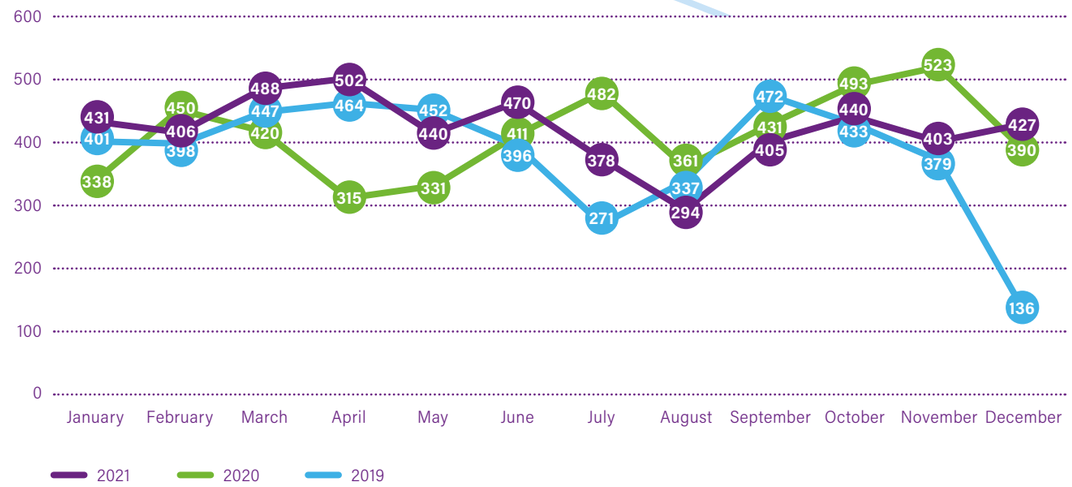
In 2021 the Train Performance Management working group (TPM WG) of Atlantic Corridor produced a Monthly Punctuality Report and an Annual Punctuality Report based on TIS data that can be found both in CIP and in Atlantic Corridor website. Furthermore, the group was focused on improving TIS Data Quality to enable more comprehensive reports from TIS / RNE on corridor performance in the future. A new initiative was the development on border performance reports for the new QCO format to be used in regular meetings in cooperation with RUs. This approach counted with the close cooperation of the RUs and the 4 IMs.

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 in the future. 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:

The number of trains in Saardamm returned to or above the level of 2019 in the first half of 2021 and was above 2020 (COVID effect), in the second half of 2021 the numbers were below 2020, and a comparison with 2019 is difficult because the strike effects in France in 2019 have to be taken into account.

BORDER PERFORMANCE GERMANY-FRANCE 2019-2021
TOTAL NUMBER OF RFC ATLANTIC TRAINS IN SAARDAMM
(only long-running trains in both directions)



Overall, the punctuality of RFC Atlantic traffic at the German-French Border was at a satisfactory level in 2021 with 71,9% West-East direction and 76,7% East-West direction. Low punctuality in both directions was observed in the last quarter of 2021 with an increasing number of traffic, especially in October for traffic from France to Germany and in November ex Dillingen branch on the German side towards northern France (steel traffic), the punctuality was stabilized in December 2021.

An In-depth analysis on the repeatedly delayed trains at the border point Saarbrücken/Forbach has been made and was regularly discussed with RUs alongside the new format of Quality Circle operations (QCO) in a continuous improvement process in 2021.

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

Germany

In Germany, the most relevant incidents of 2021 with significant impact on international traffic in RFC Atlantic, resulted from harsh weather events. From 7 to 12 February, Deutsche Bahn had to halt its rail services throughout Germany as storm Tristan wreaked havoc across Germany. Heavy rains swept across western Germany in July 2021. Dams threatened to break while electricity and railway networks in the western regions were shut down in what became one of the region's worst natural catastrophes in recent generations. The states of Rhineland-Palatinate and North Rhine-Westphalia were particularly hard hit, as were the neighbouring countries of the Netherlands and Belgium. Damage of around 1,3 billion euros was incurred at Deutsche Bahn alone. 50 bridges, 40 signal boxes, 180 level crossings, more than 1,000 catenary and signal masts and many train stations were damaged.

Further impact on punctuality was observed from planned and programmed works in the infrastructure such as the construction works in the Heiligenberg Tunnel (April 2021) or works on the German Rhine Valley Railway between Offenburg and Freiburg (April and November 2021) and political reasons like the implementation of the Noise Regulation (Rail Noise Mitigation Act) as of December 2020 and several strike waves of the loco driver's union GDL in August and September 2021.

France

The year 2021 was marked by a clear recovery in freight traffic, returning to the level of 2019. It was also marked by an increase in the number of works, due to the postponement to 2021 of some works planned to be carried out in 2020.

Weekly meetings with railway undertakings were organised throughout the year once a week (on Wednesdays) to discuss the state of the opening of the network.

The main events affecting international traffic in 2021 are:

- Weather in January and February: snow and flooding and damage to electrical installations
- Freight train derailment on 16 June on the North East artery (Hirson) with interruption of traffic for several weeks (resumption in early August 2021);
- Fire in the Somain marshalling yard signal box with interruption of traffic in December 2021 and then prohibition of certain routes when resumed.

SPAIN AND FRANCE

2021 was marked by the intensification of the Spanish national center (H24) and the French one (CNOC). Since August 2021, the corridor organised three meetings between the two national control centers. These meeting led to the setting up of processes to facilitate communicate between the two IMs on an operational level.

SPAIN AND PORTUGAL

In 2021, the ongoing works started already in 2020, and aiming at improving the quality of the information provided to the European tools such as TIS, which support the TPM reports was continued. Particularly, with the deployment of the TAF-TSI Train composition Message (TCM) to TIS, a greater number of Iberian trains was now connected, and not only the international trains at the border sections but also first and last mile national trains, providing a much complete overview of the rail transport, including the original O/D pair.

This continued 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 2021 after the comeback of the passenger traffic which was cancelled during the pandemic, the punctuality of the freight traffic between Portugal and Spain decreased a little bit from 2020. Still the main reason for the decreased performance was the 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 Spain freight commercial services were progressively recovered during 2021, and no major disruptions affected the Atlantic RFC.

Regarding the infrastructure improvements, the focus was beside the French-Spanish Cross-border as interlocking systems of Irun, Hernani, San Sebastian, Pasaia and Lezo Renteria were renewed and prepared for the installation of the UIC track gauge, to come through further track works. Coordination of works impacting traffic crossing Irun-Hendaye, and the Spanish-Portuguese borders, will be a challenge for 2022 and ahead.

Portugal

During the year of 2021, the most relevant incidents taken plane in the Portuguese network with significant impact in the international traffic running in the RFC Atlantic, resulted from harsh weather events such as storms, floods and strong winds especially in January and February, capacity restrictions from planed and programmed works in the infrastructure on the Minho, Norte, Douro and Beira Alta lines and strikes from both the RUs and the IM, essentially in the period from June to September.

COOPERATION OF THE TPM WG WITH RNE DATA QUALITY WGS

It was also in 2021, mostly recurring from the data quality issues felts all over Europe by the IMs, that RNE decided to create 3 new Taskforces. The goal of the taskforces was to tackle the harmonization of the procedures and contents of the several TPM and KPIs reports being publish by the several RFCs.

For the following Taskforces, RFC Atlantic nominated several representatives and contributed actively for a common solution to be found:

- Taskforce 1: Basic requirements on data sources for reporting purposes
- Taskforce 2: Data Quality monitoring and management
- Taskforce 3: Basic requirements for RFC TPM reporting (RFC trains)

Throughout 2021 regular meetings of these taskforces were held online, achieving several goals such as:

- defining which trains to monitor in the TPM and KIPs reports, and how to allocate them to each corridor
- definition of definition of DQ indicators and how to obtain them in a standardized way between the IMs
- defined a standardized tool where to define the Corridors' border sections in order to guarantee the standardization of the data crunching, which is the foundation to the results published in the commonly agreed reports.

4.3.2 Temporary Capacity Restrictions (TCRs)

During 2021 the Atlantic Corridor TCRs working group kept working in the coordination and publication of TCRs.

The RNE group "RNE TCRs Working Group" continued the work updating the TCR Guidelines in order to continue with the implementation of the new Annex VII of Directive 2012/34 (UE) in a harmonized all-around Europe. Atlantic Corridor participated in these activities by helping to define the role of RFCs and dealing with other group activities, mainly:

- Update the TCR Guidelines
- Definition of improvements and new functions for the next version of the TCR Tool.
- Atlantic RFC IMs will try to import their TCRs in the TCR Tool during 2022 according to the TCR Tool plan.

4.3.3 Network Statement and Corridor Information Document Working Group

During 2021 the Network Statement and Corridor Information Document Working Group continued working towards the harmonization of the contents of the CID between the several RFCs and organized 2 meetings for the effect of agreeing on the proposed harmonized versions of the NS and CID, as well as, on the future of the new NCI tool. The taskforce for CID harmonization created by the NS & CID WG produced and published a harmonized single Book comprising the sections 1 to 4 previously known as Books 1 to 4.

The most specific section to each RFC, the Implementation Plan (previously Book 5), was published independently to the main document described in the above paragraph and is named Implementation Plan. Further streamlining was done to the contents of the sections to simplify the use of the document by the RUs and other stake holders.

However, the biggest modification to the other CIDs publications derived from the development of a digitalization tool named "Network and Corridor Information" (NCI).

https://nci-online.rne.eu/search

The platform went live in of 2021 and has simplify the use of the CIDs by the stakeholders clients enabling a simplified search of the information in the documents.

Meanwhile, the Taskforce for CID harmonization will continue to work towards a greater digitalization and harmonization of the CID process between the several RFCs.

4.3.4 Interoperability Working Group (MB)

In the framework of the Interoperability WG different topics were dealt within 2021.

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

In August 2019, RFC Atlantic provided a platform for operational cross border process optimization at the border point Forbach/Saarbrucken. More than 30 participants from SNCF Logistic, EUROCARGORAIL, CFL Cargo, DB Cargo, Rhenus Rail, SNCF Réseau, DB Netz and RFC Atlantic take part in this platform.

2021 was the start of the continuous improvement process. The platform met 3 times: on 3 February, 11 May and 9 September.

The most important conclusions of the workshops are described below.

1. Extension of the pilot of the DB Netz/SNCF Réseau timetable departments: from train number harmonisation in 2020 to operational train path coordination of ad-hoc timetables via chat translation tool Assistify in 2021
2. Extension of the TIS Train Linking Pilot to SNCF Fret with the aim of improving international real-time information in TIS
3. Working group to optimize the loco driver change in Forbach for the direction FR to DE
4. Exceptional transports Process: IM/RU are satisfied with the results in 2020. DB Netz started on top a pilot with fallback level on the weekend via shift workers in 2021
5. Evaluation of the RU proposals within the UIC X-Border project "Concept for an ideal border section"
6. Implementation of Dwelling Time Report to monitor and steer operational quality on the cross-border area

All in all, the feedback of the participants of the workshop was very positive as the expectations of concrete results and more transparency in project progress was met.

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

With the success of the QCO of Forbach – Saarbrucken, Corridor Atlantic announced at the RAG-TAG meeting of 15Th September 2021 that they would launch a similar project on the Irun – Hendaye border. In order to prepare its first meeting which took place in 2022, the Management team accompanied with train performance manager experts visited the stakeholders of the border section end of September 2021.

QCO IRUN-HENDAYE PREPARATION

ENGLISH TRAINING OF IM TRAFFIC CONTROL CENTRES

According to a RNE GA decision on the 6th of December 2017 the IM agreed to introduce at least one English speaking dispatcher in national Traffic Control Centres in every shift until 2020. By means of EU funding (Programme Support Action) RFC Atlantic supports its IMs with organizing and financing English training of the employees of the Traffic Control Centres (OCCs).

The English training foreseen in the grant was planned to be finished in 2020, but due to COVID-19 pandemic prevention measures, some of the foreseen courses for the OCCs staff had to be postponed to the beginning of 2021. Therefore, English training continued at all infrastructure managers until March 2021.

All in all, a total of 147 people belonging to 6 control centres were trained between October 2018 and March 2021.

CROSS-BORDER AGREEMENT (CBA) HARMONIZATION (MB)

The objective of this project is to promote the updating and to define a common structure for the Cross-Border Agreement (CBA) to streamline process for RFC Atlantic Cross-border sections.

To implement the revision and harmonization two additional bilateral groups to the first created in 2019, were deployed by SNCF Réseau and ADIF, as well as by this last and IP. The work to be developed by the IMs was divided according to the following level of responsibilities:

As SNCF Réseau and ADIF started to work on the level 3 agreements (level 2 one had been released in 2020), IP and ADIF also organized to develop in parallel the levels 2 and 3 during 2021.

In 2021 IP and ADIF have signed the Level 2 agreement, and within Level 3 agreements between IP and ADIF, it was approved:

- the corresponding to Traffic Coordination, in the Border-Crossing section; and
- the agreement for Coordination of Emergency Situations affecting the Rail in the Border-Crossing.

Also, the Level 3 Agreement for Traffic Coordination in the Irun-Hendaye Cross Border Section was approved by SNCF Réseau and ADIF in the first half of 2021.

PROMOTION OF USAGE OF THE IT-TOOL BY THE RUS AND IMPROVEMENT OF THE QUALITY OF INFORMATION PROVIDED IN THE SHARED RNE

Under the umbrella of the Interoperability WG the IM experts also discussed the usefulness of the IT Tool Train Information System (TIS) for the daily business of the Traffic Control Centres and the RUs operation.

In 2021, even without the support the RFC PSA, the Corridor Atlantic continued to deploy several IT solutions to improve the data quality of the information in TIS, namely: train run information and linkage of trains in the Iberian Peninsula.

Furthermore, with the deployment of the TCM foreseen in the TAF-TSI, IP developed a new tool to be used in the Portuguese OCCs when the new TCM information provided by the Iberian Rus, is now available for consultations. To promote the use of such Tool the RFC organized a Workshop for the staff in the Portuguese OCCs.

It was also during the year 2021, in order to overcome the meeting limitations imposed by the COVID pandemic, that the RFC Network and RNE joined together to organize the first RFC Network/RNE Sessions. The Sessions consisted of online events held in MS Teams, opened to all and promoted on LinkedIn®, about several subjects of interest to the RFC stakeholders, including many European tools, such as the Customer information Platform (CIP), the Train Information System (TIS) and the Rail Facilities Portal (RFP).

4.4 STUDIES

4.4.1 New Transport Market study (TMS)

In March 2021, RFC Atlantic finalised the update of its Transport Market Study (TMS). This study aimed at providing the corridor with a knowledge of the current and future market and to identify the main issues to improve the rail competitiveness. First, the Economic and Territorial frameworks were developed. Thus, countries and regions along the corridor have been the subject of an analysis on economic variables and their overall situation regarding freight transport.

The past evolution of rail freight was analysed and compared with the previous Transport Market Study of 2014. While national GDP and international trade increase, a decrease in rail traffic was seen: rail traffic on Atlantic Corridor declined by more than 50% between 2007 and 2018. According to the consortium who made the study, this is in part due to the 2009 economic recession as well as the importance of the works between Paris and Hendaye, which limited the quality paths, and the numerous strikes in France.

Based on these analyses and taking into account the latest long-term projections for trade partners' GDPs, available from internationally recognized sources, forecasts were made in the short and medium terms (respectively 2025, 2030). The definition of macroeconomic scenarios included the 2020 pandemic and its impact on the economy and traffic.

From the supply side, the transport infrastructure projects provided for different horizons were reviewed and analysed to consider their impact on traffic projections.

This study dealt with the evaluation of possible extensions to terminals and seaports as well as with new connections to corridors or to Ireland and main economic areas, showing the benefits that can be expected from further extensions of Atlantic Corridor eastwards.

A new set of comprehensive discussions was undertaken with a large variety of stakeholders in the four countries covered by the RFC Atlantic, i.e. port operators, railway operators, terminal operators, shipping companies, corridor managers, infrastructure managers and logistic operators.

Finally, demand forecasts on freight flows on the Corridor were provided, taking into account all the elements mentioned above (economic forecasts, context, demand, supply and determinants of modal choice).

The synthesis of the Transport Market Study is available on the corridor's website:

https://www.atlantic-corridor.eu/library/public-documents/?cat=1332

CORRIDOR AND POSSIBLE EXTENSIONS

4.4.2 International Contingency Management – Development and implementation

From January 2018 European Commission supported the RFCs initiative to improve the coordination between IMs and rail stakeholders when managing a disruption in any section of an RFC which has impact on international freight business. As a first result of this initiative, it was prepared together with the IMs a Handbook for International Contingency Management that was approved in RNE General Assembly and by the PRIME-RU Dialogue group.

In October 2020, RFC Atlantic organized a simulation of a disruption occurred at Medina del Campo station, affecting traffic relations between Portugal and Spain by one side and Spain and France up to Germany by other. Then, led by ADIF, the National Traffic Control Centres of the four IMs integrating the Atlantic RFC, were involved and participating in live during the management processes according to the ICM Handbook.

As a result of the simulation, through a put on common for return of experience, valuable lessons learned were identified by the involved IMs (as internal organizational issues) and by the RFC (as common bilateral processes between IMs to be fostered and enhanced).

Atlantic RFC has participated slightly in the revision process of the ICM Handbook, led by RNE and released after the RNE GA May 2021.

4.5 COMMUNICATION

In 2021 the Atlantic Corridor continued improving the communication channels with the stakeholders through the website publishing relevant information on the activities promoted and meeting organized by the RFC Atlantic team.

www.atlantic-corridor.eu

Due to the COVID-19 pandemic, several of the public forums planned for 2021 were cancelled, therefore, the RFC Atlantic had to find new communication initiatives particularly through the new RFC Network page on LinkedIn®

https://www.linkedin.com/company/rfc-network

The RFC Network LinkedIn® page is manged jointly by the 11 active Rail Freight Corridors and promotes the actions developed by the RFCs.

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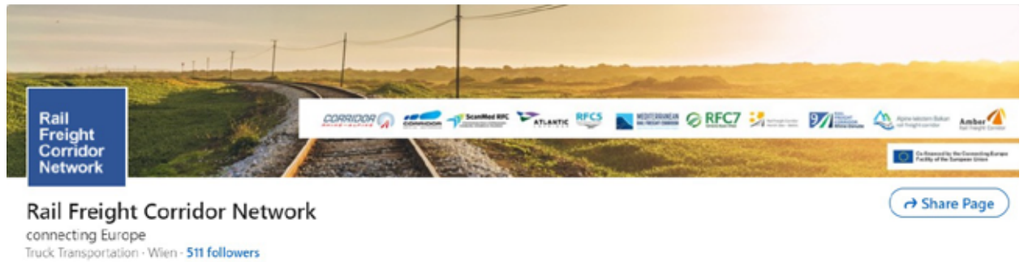


The RFC Network LinkedIn® page is manged jointly by the 11 active Rail Freight Corridors and promotes the actions developed by the RFCs.

Of the RFC Network activities developed in 2021, it is important to mention the online RFC Network / RNE Sessions, both attended and presented by the RFC Atlantic Corridor MB and clients. In 2021 the following sessions were organized.

- 1st Session on Cross-Border Issues, was held on 18th June 2021 from 14:00-16:00 CEST;
- 2nd Session on International contingency Management, was held on 16th September 2021 from 11:00-12:30 CEST; and
- 3rd Session on Time-Table Redesign (TTR), was held on 14th October 2021 from 14:00-16:00 CEST.

The organized Sessions can be watched in the YouTube® channel created in 2021 for the RFC Network:

https://www.youtube.com/channel/UC5MpX3w4c-D_Sc_ppNQTcTw/featured

4.6 IT TOOLS

In this chapter are described the IT Tools with the most relevance for the international rail freight from RFC Atlantic perspective.

- Train Information System (TIS)
- Customer Information Platform (CIP)
- Path Coordination System (PCS)

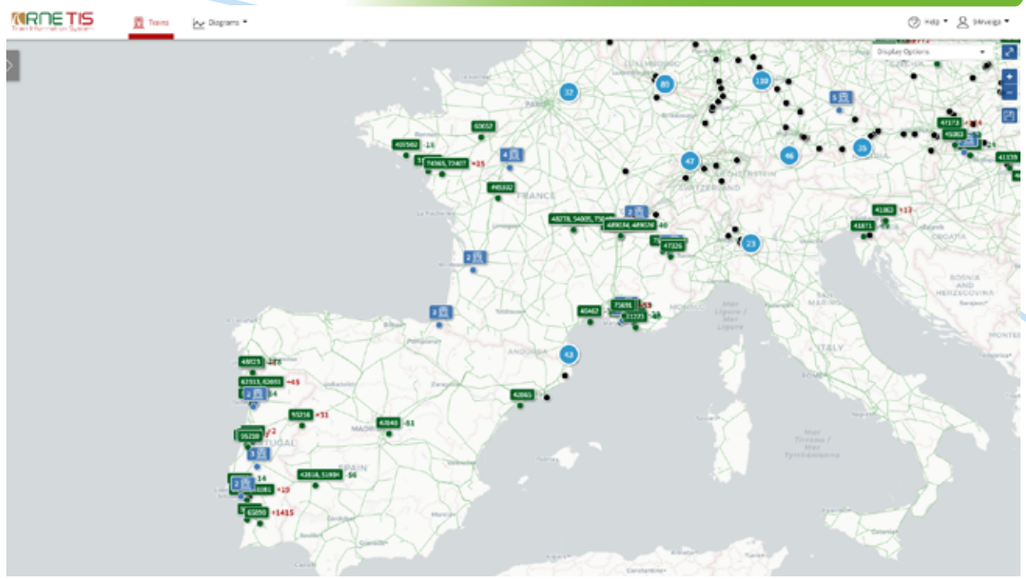
The RFC Atlantic management board believes that the development of the IT is one of the most important success factors as it will help to harmonize and digitalize the IM but also the RU processes.

4.6.1 Train Information System (TIS)

Train Information System (TIS) is a web-based application that supports international train management by delivering real-time train data concerning international passenger and freight trains. The relevant data is obtained directly from the Infrastructure Managers' systems. TIS is managed by RNE.

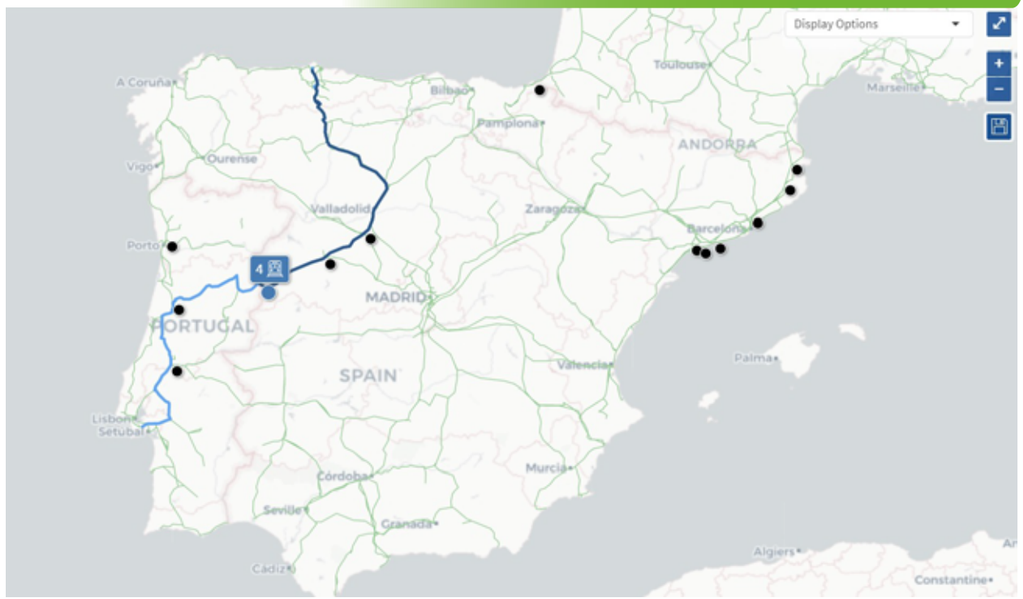
TIS is since 2015 implemented by all the IMs of Atlantic Corridor and available for Railway Undertakings and Terminal operators; this tool gives the RFC the possibility for a professional Train Performance Management (TPM). Please see chapter 4.3.4 above Train Performance Working Group for further details.

TIS DISPLAY - TRAINS RUNNING IN EUROPE



In 2016, RNE started a new initiative together with the RUs to give them the possibility to link up their trains when these are changing numbers across countries. The possibility of linking their trains has been extended to all RUs at the beginning of 2017.

INTERNATIONAL FREIGHT TRAIN BETWEEN SPAIN AND PORTUGAL



In 2021, additional improvements to TIS support information were implemented by IP with the support of the RFC PSA and included:

- Continued improvement of the data quality being sent to RNE interfaces, in terms of volume and reliability.
- Fine tuning the linkage of international Iberian trains in TIS
- Establishing direct communication through the Common Components, between the IMs, RNE and all Iberian RUs, in order to be able to send to TIS the Train Composition Message (TCM) to display them in TIS

IP started receiving TAF-TSI TCM messages from all the Portuguese freight RUs through the Common Components and after the signature of the TIS User Agreement by the RUs in 2021, has started forwarding the TCM to TIS.

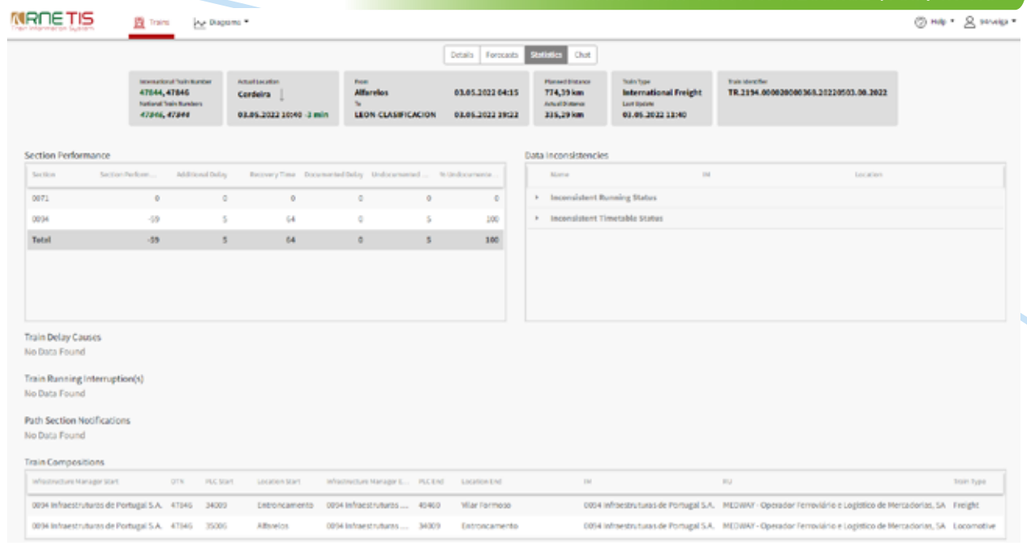
This TCM information has also been used by the IMs and RNE, to connect the international in TIS, making it easier and more reliable the TPM, performed by the RFC Atlantic TPM WG, using the information sent by the IMs to TIS (see further detail in Chapter 4.3.4).

Revision and improvement of the previously deployed automatic monthly report to access the data quality of information being sent to RNE.

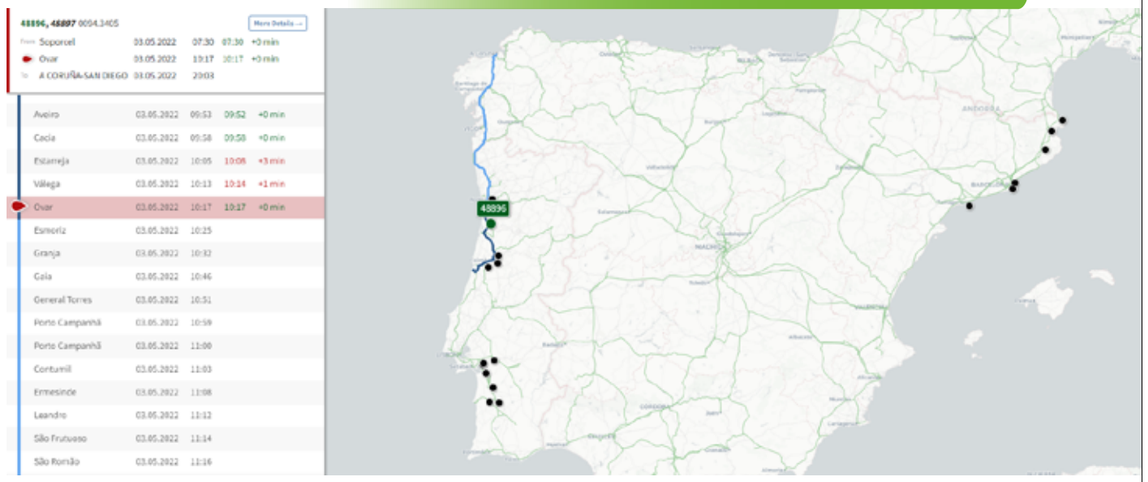
Development TAF-TSI TCM tool specifically for the Portuguese OCCs, using the information now made available by the Common Components and TAF-TSI implementations, deployed by the RFC Atlantic to improve the RFC information in TIS.

Workshop organized by the RFC, to prepare the staff of the Portuguese OCCs to work with TAF-TSI TCM tool.

TRAIN COMPOSITION MESSAGE (TCM) IN TIS



PORTUGUESE-SPANISH FREIGHT TRAIN RUNNING IN TIS



OUTPUTS RNE FOR 2021/6 OUTPUTS BY TRAIN

NUMBERS OF TRAINS BY RU AT RUNDATE

OPERATOR/RU	DAY																													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	20	30	
CP REGIONAL	2		2	2	2	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		2	2		2	2	51
MEDWAY	97	18	54	94	49	32	87	97	97	56	79	51	32	85	103	106	90	104	62	30	90	99	104	84	47	58	28	15	94	100	2.142
TAKARGO RAIL	22	2	8	23	21	10	22	23	20	13	30	15	10	23	24	25	25	23	14	13	25	28	25	16	2	16	12	3	25	23	541
TOTAL	121	20	64	119	72	43	110	121	119	71	111	68	44	110	129	133	117	129	78	45	117	129	131	102	49	76	42	18	121	125	2.734

NUMBERS OF TRAINS BY SERVICE TYPE AT RUNDATE

SERVICE TYPE	DAY																													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	20	30	
Internacionais - Multicliente			1																												1
Internacionais Bloco - Contentores	3	3	5	3	3	3	2	4	5	5	6	3	2	2	5	5	8	2	3	2	5	5	7	6	3	2	2	1	4	5	114
Internacionais Bloco - Outras Mercadorias	8	1	7	10	6	4	8	7	6	5	6	5	4	5	5	7	6	5	6	5	5	5	5	5		5	5		8	5	159
Internacionais Bloco - Produtos Químicos	2	3	1	3		1	3	2	3	1	3		1	3	2	3	1	3		1	3	2	3	1	3		1	3	2	3	57
Internacionais Bloco - Produtos Siderúrgicos	4		5	4	3	1	2	5	3	6	2	4	1	4	4	3	7	3	1	1	3	3	4	7	1	6	2		4	5	98
Internacionais Rapidos/Expresso Passag.	2		2	2	2	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		2	2		2	2	51
Nacionais Bloco - Areia	14		7	14	8	11	13	17	10	8	14	10	11	13	17	12	10	17	12	11	12	16	14	7	1	8	11		14	13	325
Nacionais Bloco - Automóveis	1			3	7		7	5	4	1	5	1		4	4	4	4	4			6	6	4						1	6	77
Nacionais Bloco - Cimento	7			7		3	6	5	10		1		1	6	5	8	8	8	2	3	11	12	12	12	5	6	3		8	9	158
Nacionais Bloco - Combustíveis Liquídos	1	1	1	3	1	3	1	1	3	1	1	2	3	1	2	2	1	3	1	3	1		2	1	3	1	2	1	1	1	48
Nacionais Bloco - Contentores	34	12	24	34	30	12	27	34	36	19	33	28	13	27	28	38	32	36	32	12	29	34	36	33	24	31	10	6	30	34	808
Nacionais Bloco - Madeira	12		2	10	5		10	12	12	9	6	5		10	11	11	10	12	8		11	9	12	6		4			10	12	209
Nacionais Bloco - Materiais de Via	1		1		1	3	2	1	5		3	1	2	7	11	9	1		1	3	3	4			2	4	2	1	6	7	81
Nacionais Bloco - Minério	6		2	4	2		6	8	6	2	6	1	3	6	6	8	8	8	2		6	8	6	6	2	5			4	6	127
Nacionais Bloco - Outras Mercadorias					1							1							1							1					4
Nacionais Bloco - Produtos Químicos	3		1	3			2	3		1	3			2	3		1	3			2	3		1	3			2	3		39
Nacionais Bloco - Produtos Siderúrgicos	21		5	17	3	1	17	14	12	9	18	5	1	16	21	19	16	19	7	1	14	18	21	13	2	1	2	4	22	14	333
Nacionais Completo - Multicliente	2			2			3	2	2	2	2			2	3	2	2	4		1	4	2	3	2					2	3	45
TOTAL	121	20	64	119	72	43	110	121	119	71	111	68	44	110	129	133	117	129	78	45	117	129	131	102	49	76	42	18	121	125	2.734

COMBOIO: 47840 DATA REALIZAÇÃO: 2022-05-02 RECEBIDO DO OPERADOR: MEDWAY

COMPOSIÇÃO ENTRE VILAR FORMOSO (49460) / GRANJA SO ULMEIRO - ALFARELOS (35006)

Tipo Comboio: Mercadorias
Comprimento Comboio (mt): 259
Nº Veiculos: 13
Tipo Convel: #ND
Pessoas ou Matéria Viva: NÃO
Comboio (ton): 1.021
Velocidade Máxima (km/h): 80
Nº Eixos: 52
Tipo Rádio: #ND
Matérias Perigosas: NÃO

LOCOMOTIVAS

ID	Energia Tração	Tipo Unidade	Série	Modo Tração
909406447088	Elétrica	Locomotiva	21944700	Primeira locomotiva à cabeça

VAGÕES

ID	#Vagão	Vel. Máx. (km/h)	Comp. Buffer (mt)	Nº Eixos	Peso Vazio (ton)	Total Carga (ton)	Mat. Perigosas/ UN	Peso por Eixo (ton)	Tipo Freio	Tipo Freio (ton)	Tipo Freio Estacionamento	Peso Freio Estacionamento (ton)
327139970054	1	100	19,90	4	27,000	50,946		19,487	G	52	Operado na plataforma	21
817139020033	2	100	19,90	4	24,400	53,839		19,560	G	49	Sem freio	
327139971193	3	100	19,90	4	27,000	50,184		19,296	G	52	Operado no solo	21
327139970195	4	100	19,90	4	27,000	51,011		19,503	G	52	Operado no solo	21
327139970856	5	100	19,90	4	27,000	51,303		19,576	G	52	Operado no solo	21
327139970021	6	100	19,90	4	27,000	49,811		19,203	G	52	Operado no solo	21
327139970534	7	100	19,90	4	27,000	51,280		19,570	G	52	Operado na plataforma	21
817139020157	8	100	19,90	4	24,400	51,026		18,857	G	49	Sem freio	
327139970948	9	100	19,90	4	27,000	51,061		19,515	G	52	Operado no solo	21
327139970112	10	100	19,90	4	27,000	52,134		19,784	G	52	Operado no solo	21
817139020280	11	100	19,90	4	24,400	53,588		19,497	G	49	Operado no solo	23
327139971474	12	100	19,90	4	27,000	50,959		19,490	G	52	Operado na plataforma	21
CARGA REBOCADA (ton): 933,342			238,80	48	316,200	617,142						

4.6.2 Customer Information Platform (CIP) (CM)

The Customer Information Platform (CIP) is an internet-based application operated by RailNetEurope (RNE) on behalf of the Rail Freight Corridors (RFCs). The cornerstone of CIP is an interactive map, which is supplemented by a joint document share point used by all RFCs. The CIP interactive map provides a wide range of information on the rail infrastructure along the routes of RFCs, such as the rail freight-relevant line properties, length of the line sections, ETCS deployment plans and further investment projects. The CIP interactive map also features information about the re-routing options in case of international contingencies appearing along the routes of the RFCs as well as an advanced functionality for route-planning.

In the first semester of 2021, CIP has been successfully rolled-out to RFC Rhine-Danube. With this, now all 11 RFCs are displayed with customer-relevant information on railway infrastructure in 26 European countries covering the entire RFC Network. Moreover, to further improve the experience of CIP users, in early 2021 the graphical user interface of CIP has been upgraded to match the state of the art.

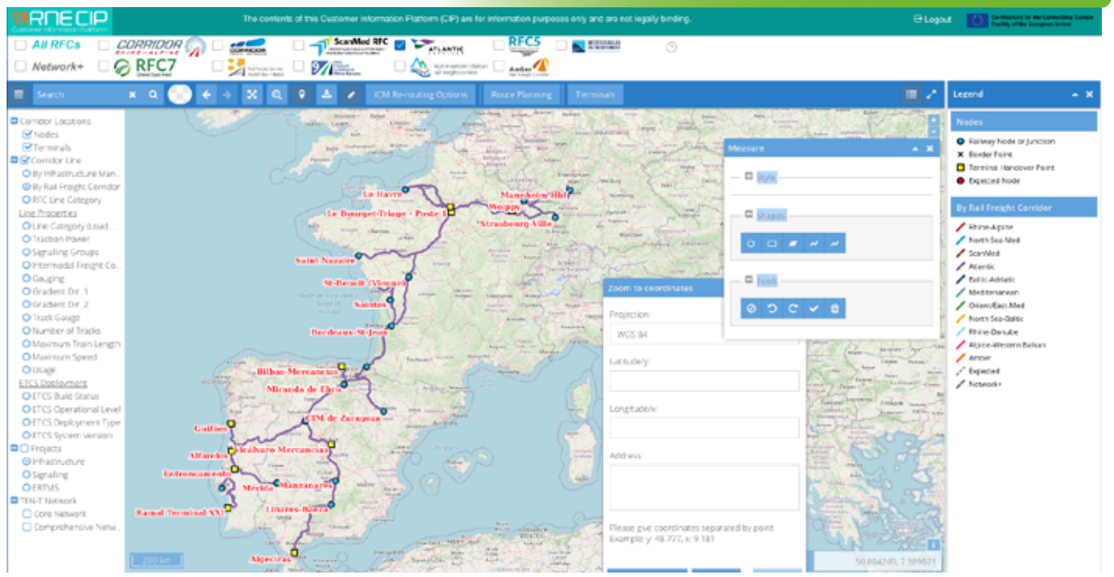
CIP is promoted at the participating Rail Freight Corridors webpages (e.g. www.atlantic-corridor.eu) under the tab called "Customer Information Platform". Furthermore, in 2021 CIP was promoted at Railway Advisory Group (RAG) meetings organized by Atlantic Corridor.

The strategic decisions related to CIP in 2021 were taken at the Change Control Board (CCB) in four meetings throughout the year. The operational work between the participating Rail Freight Corridors is coordinated in regular telephone conferences and workshops organised by RNE.

Please visit Atlantic Corridors website for more information.

www.atlantic-corridor.eu or **https://info-cip.rne.eu/**

ATLANTIC CORRIDOR IN CIP



4.6.3 Path Coordination System

The C-OSS Community in which Atlantic Corridor is represented has collaborated in the development of PCS (Path Coordination System), the tool for requesting international capacity and, particularly, capacity (Pre-arranged Paths and Reserve Capacity) on Rail Freight Corridors.

C-OSS is involved in RNE working groups such as PCS User Group, PCS Training Group, etc. In these groups different topics related to the PCS tool are treated, agreed and solved:

- PCS User Group: focused on bug corrections, new developments and improvements of the tool;
- PCS Training Group: focused on developing manuals, procedures, and training sessions to the stakeholders;
- PCS Testing Group: its purpose is to test every new function or modification before putting a new version of the tool in production;

Atlantic C-OSS organized again at the beginning, together with the C-OSS from RFCs 2, 6 and 8 and RNE, a virtual PCS training with the aim of helping the applicants to learn how to use the tool and to prepare their PaP requests for TT 2021/2022 according to each corridor particularities.

5 CORRIDOR PERFORMANCE

5.1 KEY PERFORMANCE INDICATORS

The following graphs and figures show the key performances indicators of Corridor Atlantic in 2021 as agreed within the pertinent RNE Work Groups. These KPIs were thoroughly discussed and commonly agreed as the relevant KPIs to access the RFCs performance.

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 2021 but also the equivalent KPIs for 2021.

KEY PERFOMANCES INDICATORS 2021

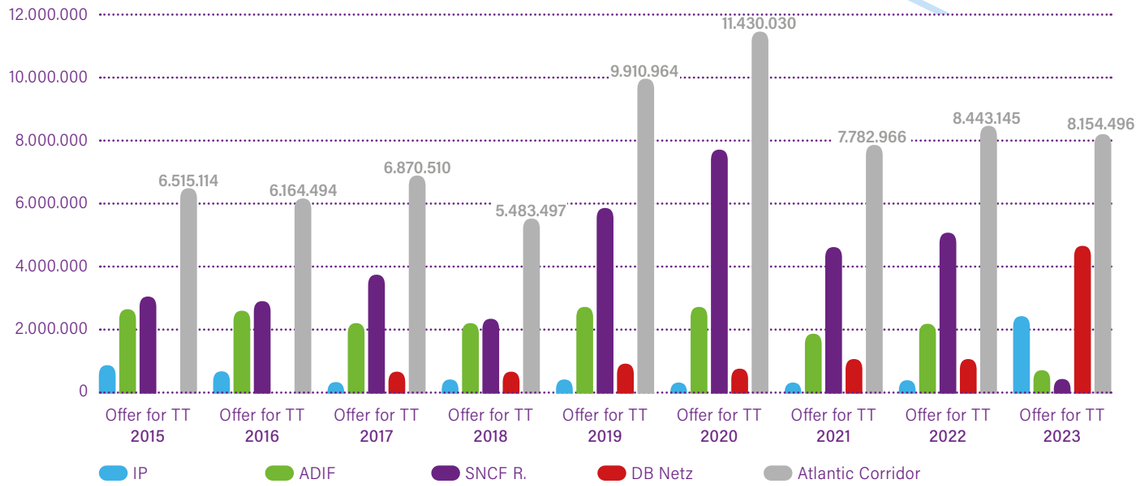
1					
ANNUAL NUMBER OF PREARRANGED FREIGHT PATHS OFFER (P) TT 2022	"NATIONAL" SECTIONS	GE	FR	SP	PT
50	98	**32**	**36**	**20**	**10**
2					
ANNUAL NUMBER OF DAILY PREARRANGED FREIGHT PATHS.KM OFFER (PKM*DAY) TT 2022		GE	FR	SP	PT
8.433.145		**854.500**	**5.048.264**	**2.176.236**	**364.145**
3					
PUNCTUALITY OF INTERNATIONAL TRAFFIC 2021 AT THE BORDER (DELAY < 30 MN) SEE FOLLOWING FIGURE		GE/FR	FR/SP (Fr side)	FR/SP (Sp side)	SP/PT
4					
AVERAGE SPEED OF TRAINS (KM/H), EXCLUDING FREIGHT TRANSHIPMENT TIME AT THE BORDER BETWEEN FRANCE AND SPAIN[2]					
52,4					
5	5.1		5.2		5.3
NUMBER OF PREARRANGED PATHS REQUESTED	Between X-11 and X-8 (for TT 2022)		Between X-8 and X-2 - LPR (for TT 2022)		Between X-2 and X+12 - ad hoc PR (TT 2021)
31	**31**		**0**		**0**
6	6.1		6.2		6.3
NUMBER OF PATHS ALLOCATED BY THE ONE STOP SHOP	Paths allocated for the annual service (for TT 2022)		Paths allocated upon LPR (for TT 2022)		Paths allocated upon ad hoc PR (for TT 2021)
31	**31**		**0**		**0**
7					
ANNUAL NUMBER OF PATHS RESERVED AND NOT USED (N)					
N/A					
8					
RATE OF DELAYED FINAL OFFERS FOR TT-2022 (%) [1]					
20					

(1) % of dossiers not offered at the final offer deadline Vs total requested dossiers.

(2) Speed of PaPs published in January 2021 for TT 2022.

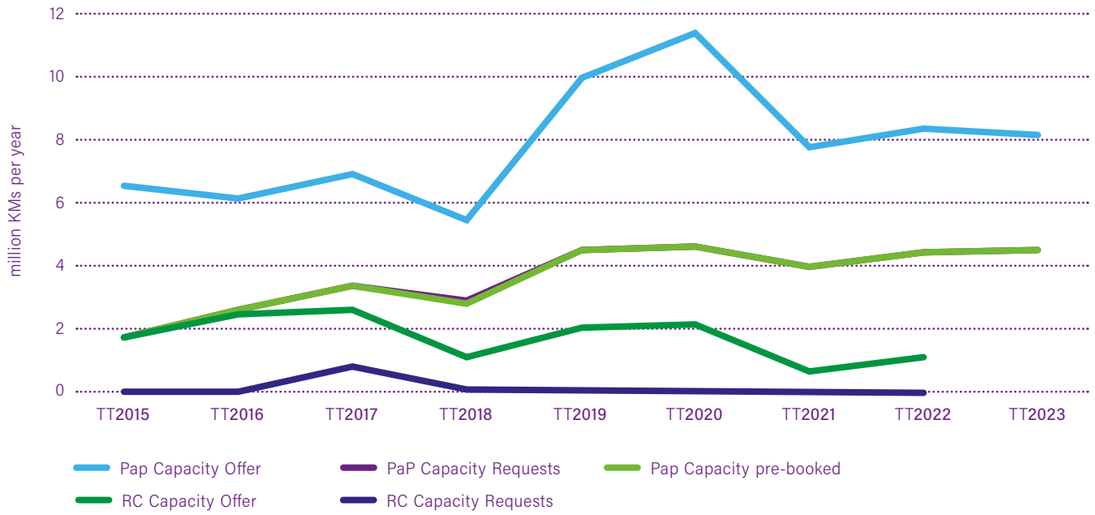
The rate of delayed Final Offers has significantly decreased from a 73% in TT 2021 preparation (COVID-19 crisis) to the 20% in TT 2022 preparation. Additionally, the PaP requests ready for final offer deadline without major quality defects has also increased from a 27% in TT 2021 preparation to the 69% in TT 2022 preparation.

EVOLUTION OF OFFERED CAPACITY (PAPS KM/YEAR)



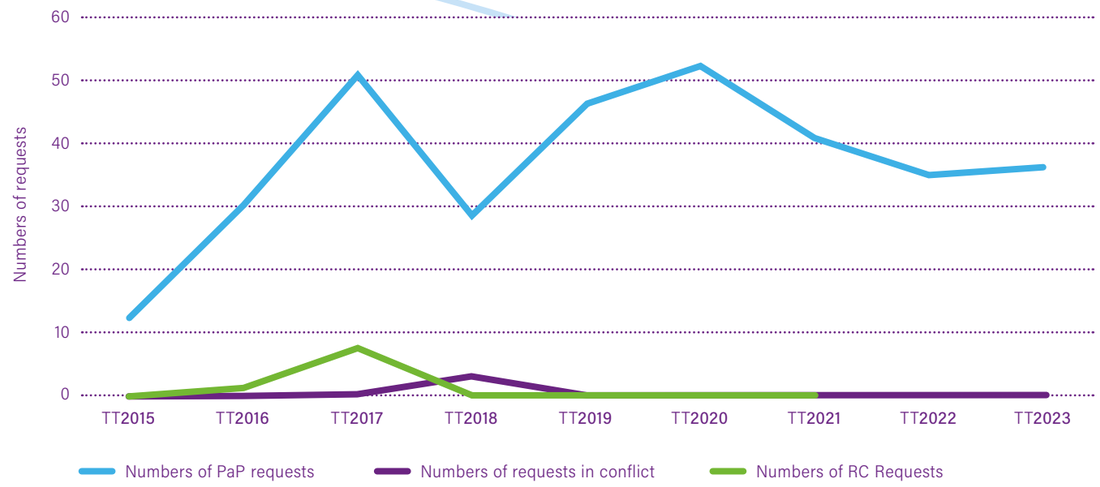
The annual report contains, for the first time, new Capacity KPIs. These KPIs are common KPIs agreed between RNE and the RFCs in order to measure "the same things in the same way" and make it possible to compare the evolution of all RFCs. It is important to stressed that these KPIs doesn't look for making comparisons between KPIs because the RFCs are so different that not all KPIs are comparable.

KPI VOLUME OF CAPACITY



RFC4	TT 2015	TT 2016	TT 2017	TT 2018	TT 2019	TT 2020	TT 2021	TT 2022	TT 2023
Pap Capacity Offer	6,50	6,20	6,90	5,50	9,90	11,40	7,78	8,44	8,15
PaP Capacity Requests	1,80	2,50	3,30	2,90	4,47	4,61	3,99	4,45	4,52
PaP Capacity Pre-booked	1,80	2,50	3,30	2,80	4,47	4,61	3,99	4,45	4,52
RC Capacity Offer	1,90	2,40	2,60	1,11	2,06	2,10	0,60	1,13	
RC Capacity Requests	0,00	0,04	0,82	0,00	0,00	0,00	0,00	0,00	

KPI NUMBERS OF REQUESTS



In the table below the number of requests since TT 2015 is shown. It is important to notice that this KPI is not the same than the one shown above (31 PaPs reserved by the C-OSS for TT-2021); one request can contain more than one PaP, but also the same PaP can be requested in in 2 (or more) dossiers (for different running days).

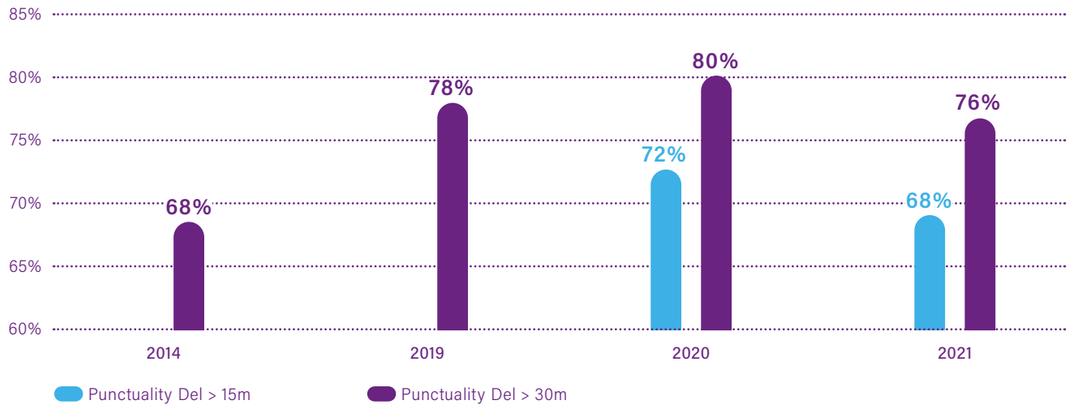
RFC4	TT 2015	TT 2016	TT 2017	TT 2018	TT 2019	TT 2020	TT 2021	TT 2022	TT 2023
Numbers of PaP requests	13	30	50	20	46	52	41	35	36
Numbers of requests in conflict	0	0	0	2	0	0	0	0	0
Numbers of RC Requests	0	2	7	0	0	0	0	0	0

Due to the COVID-19 pandemic, to properly analyse the traffic evolution in the RFC Atlantic one needs to see it in scope of what has been the traffic evolution since the beginning of the RFC in 2014. As such if we look of the traffic evolution from the date of the Corridor implementation until the last year without the pandemic impacts – 2019, we can see a continuous growth (33%) of the traffic in the Iberian Peninsula while the traffic in the cross-Pyrenees section between France and Spain has seen a similar decrease. Still the quality of the service has seen a general improvement throughout the whole life RFC Atlantic with a 30% improvement on the RFC's punctuality.

If we consider the year 2020, highly marked by the pandemic, we should look at it more as an odd year and less as a truly comparable year to the ones we previously had. For example, 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.

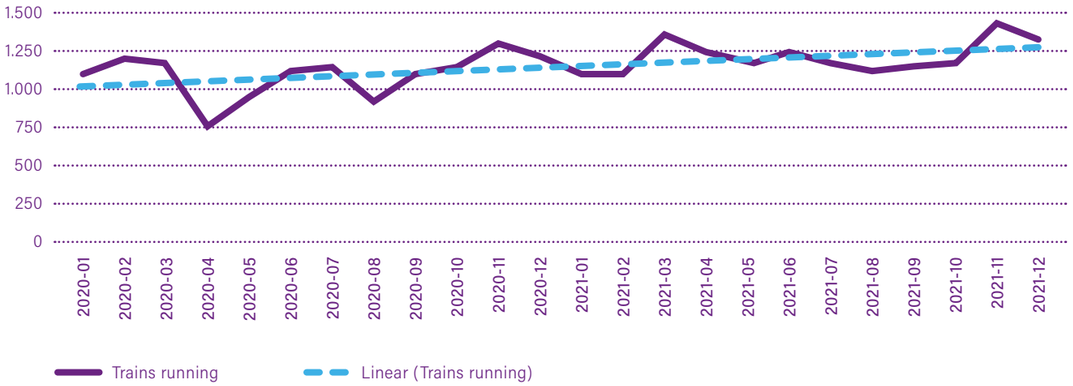
However, in 2021 with the market demand gradually increasing and the Covid impacting the normal operations of the logistic chains, including the rail freight market and the several freight suppliers of the rail market, punctuality suffered a slight setback, going back to pre-pandemic values of 76% (78% in 2019). The following graph represents the new punctuality KPIs measured using the RNE tools and harmonized processes.

CORRIDOR ATLANTIC PUNCTUALITY



Once we feature in the pandemic impact on the RFC Atlantic traffic, we see that apart from the initial COVID-19 influence in the decrease of industrial production in 2020, the freight traffic unlike the passenger traffic was not negatively impacted by the pandemic. In fact, one can even see that the reliability of the rail freight has improved playing a significant role in guaranteeing the freight supply chains in Europe. This gradual comeback of the rail freight market started in 2020 with a total of 12.570 trains running on the RFC Atlantic and continued in 2021 with a total of 14.913 trains running. The following image, provides a representation of the gradual recovery of the market, presenting values calculated using the commonly agreed RNE tools, such as TIS.

CORRIDOR ATLANTIC TRAINS



5.2 CUSTOMER SATISFACTION SURVEY

For the eighth time, the Atlantic Corridor participated in the Customer Satisfaction Survey, promoted by RNE, which directed the process in a harmonized, transparent and independent way for all the Rail Freight Corridors. Survio® has been once again the tool used to conduct the survey. The Corridor has included three specific questions regarding topics of interest in the TPM group, interest on launching a new QCO program and expectation from TAG-RAG meetings.

This RNE work enabled:

- The comparison of the Atlantic Corridor performance with the other RFCs;
- The identification of the activities with highest acknowledgement of the clients namely:
  - Display of PaP offer in PCS
  - The usefulness of attendance at RAG/TAG meetings,
  - The Availability of the C-OSS,
  - Result of the allocation process by the C-OSS
  - The Brochures of the RFC and information on the website, and
- The identification of the major points in need of improvement such as:
  - Adequacy of lines;
  - Availability of C-OSS Communication
  - Handling complaints with the RFC
- 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). The overall satisfaction figures of the clients with the Corridor have increased in comparison with the previous year.

The final results of the Customer Satisfaction Survey were presented and discussed in a TAG-RAG on the 29th of March 2022. All Customer Satisfaction surveys can be downloaded in the Atlantic Corridor's webpage:

https://www.atlantic-corridor.eu/library/public-documents/?cat=1247

SATISFACTION & PARTICIPATION

3
Evaluations

This is a decrease of 50% compared to the previous year (6 evaluations in 2020).

3
Participants

This is a decrease of 50% compared to the previous year (6 participants in 2020).

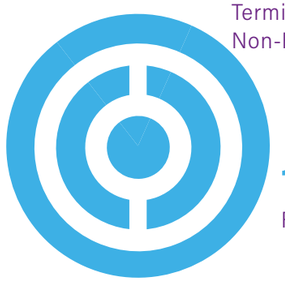
CUSTOMER SATISFACTION

72%
Positive feedback

*Answers given were very satisfied, satisfied and slightly satisfied. This is constant compared to the previous year.

PARTICIPANT GROUPS IN % OF 2021

0%
Port authority
Terminal operator
Non-RU applicant

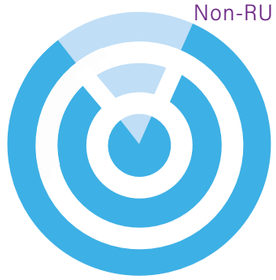


100%
Railway Undertaking (RU)

2020

17%
Port authority

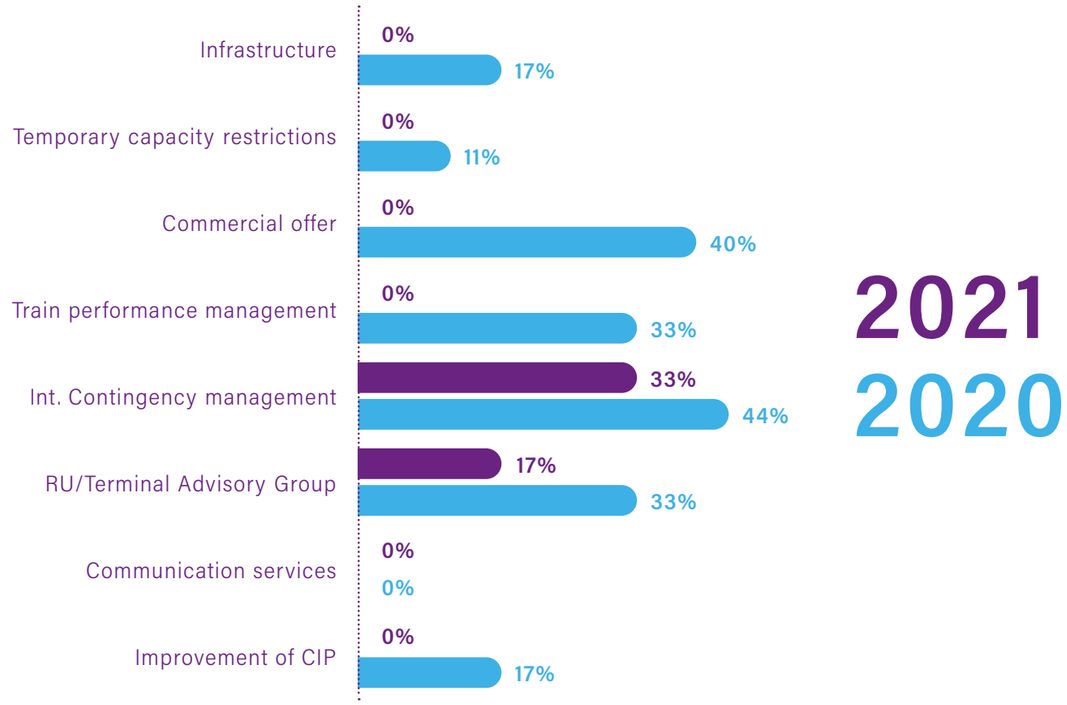
0%
Non-RU applicant

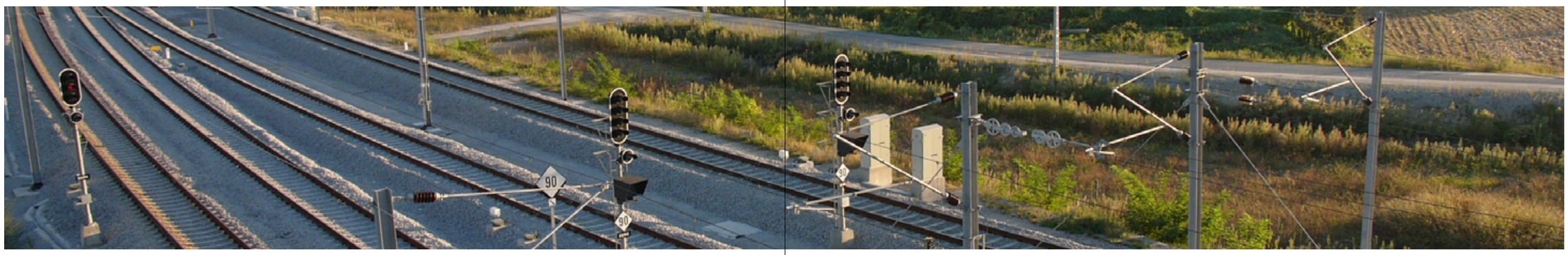


83%
Railway Undertaking (RU)

SUMMARY -SATISFACTION RATING ALL RESPONDENTS

- General satisfaction
- This question was not asked in all topics of the survey
- Answered by: RUs/non-RUs
- Different sample sizes on every topic





6 COOPERATION

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.

The RFC Network intensified its common work in 2021 by organising monthly meetings focussing on:

- marketing topics, such as the setting up of panel discussions open to all stakeholders, the European Year of the Rail, on the new Linkedin account for all RFCs;
- common projects which could be co-financed by CEF 2;
- the revision of Regulation (EU) 913-2010
- the common RFC User satisfaction survey.

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 meeting met twice in 2021, in April and October, 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 to.

The corridor also participated to the following groups organised by RNE:

- Train performance management Common KPI's
- Customer Information Document (CID) & Network Statement (NS) working group
- User satisfaction survey
- Change control board on CIP
- Data quality working group
- Marketing working group

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).

6.3.1 SERAC working group on Rail Freight Corridors

The European Commission organises the Single European Railway Area Committee (SERAC) Working Group on Rail Freight Corridors which aims at facilitating dialogue with the other ministries, infrastructure managers and regulatory bodies involved in the rail freight corridors. RFC Atlantic was invited to the 18th SERAC group meetings on RFCs which took place on 28 October and focussed on capacity and ICM and in which Corridor Atlantic presented the main results of its QCO on Forbach-Saarbrücken.

6.3.2 Atlantic Core Network Corridor

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

RFC Atlantic was invited to the Core Network Corridor fora of 23rd of March, where it presented its activities, and the one of the 23rd of November

7 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. Atlantic Corridor is involved in three programming periods of the CEF.

7.1 PROGRAMMING PERIOD 2014-2020

Action No. 2014-EU-TM-0050-S for the "Development of Rail Freight Corridor Atlantic "Sines – Lisboa / Leixões – Madrid – Medina del Campo / Bilbao / San Sebastian – Irun – Bordeaux – Paris / Le Havre / Metz – Strasbourg / Mannheim / Sines – Elvas / Algeciras" was finalised on 31st March 2021. The final payment request was introduced in March 2022 and is currently being reviewed by CINEA.

7.2 PROGRAMMING PERIOD 2018-2020

Action 2016-PSA-RFC04 linked to the Programme Support Action (PSA) "Support for the establishment and implementation of the Rail Freight Corridors" had the objective to increase the international cooperation at the Operational Control Centre and cross border levels. This Action was also finalised on 31st March 2021. The final payment request was introduced in June 2021 and accepted by CINEA. We are grateful to the EU for this support.

7.3 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.

8 OUTLOOK FOR 2022

8.1 MAIN CHALLENGES

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 2022:

- 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 its main border sections;
- Promote the use of EU IT tolls and data 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; as well as with the terminals situated along the corridor
- Develop the public information available on the Corridor website and the Customer Information Platform;
- Secure its European funding for the coming years, in the frame of the 2021-2027 programming period.

8.2 EVENTS

Atlantic Corridor Events in 2022 – please save the date.

- 29th of March 2022 – 22nd Advisory Group (TAG/RAG) Meeting by MS Teams
- 24th of June 2022 – EEIG Atlantic Corridor 9th General Assembly in Paris
- 28th to 30th of June – Connecting Europe Days 2022, Europe's mobility flagship event, in Lyon, France
- 28th of September 2022 – 23rd Advisory Group (TAG/RAG) meeting – presential meeting
- 7th of December 2022 – Rail Freight Day organized by European Commission and RailNetEurope in Vienna.

GLOSSARY

ABBREVIATION	TERMINOLOGY
AA	Authorized Applicants
AB	Allocation Body
ADIF	Administrador de Infrastructuras 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
INEA	Innovation and Networks Executive Agency
IP	Infraestruturas de Portugal - Portuguese IM
KPI	Key Performance Indicator

ABBREVIATION	TERMINOLOGY
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	Rail Net Europe
RU	Railway Undertaking
SERAC	Single European Railway Area Committee
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	Timetabling Redesign
WG	Working Group

EUROPEAN ECONOMIC INTEREST GROUPING
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Co-funded by the European Union