ATLANTIC CORRIDOR

TO PERFORM ON TRACK

ANNUAL REPORT 2020

ATLANTIC CORRIDOR

TABLE OF CONTENTS

EUROPEAN RAILWAY NETWORK

FLOW

ENVIRONMENT

LOCAL SOCIAL & ECONOMIC SUSTAINABILITY

FOREWORD

ANTÓNIO LARANJO
President of the Assembly

2020 was an odd year as it was primarily marked by the Covid-19 pandemic and the impact it had on the several lines of business in the economies of each Atlantic Rail Freight Corridor's (**RFC**) partners: Portugal, Spain, France and Germany.

The year 2020 had an auspicious start with the continuing effort by the RFC Atlantic partners to further develop the relationship between the Management Board **(MB**) and the Freight Clients. In fact, it showed promising numbers in the first trimester of 2020 following the good results of 2019.

Moreover, the first Advisory Group meeting of the year 2020 was still held in presence and organized in Lisbon in cooperation with one of our Terminal Advisory Group (**TAG**) member – the Lisbon Port. At the meeting, the ongoing activities and projects being developed by the RFC Atlantic members were presented to the stakeholders and they were asked to contribute with their feedback or participation in the array of action. E.g., the workshop promoted by the corridor on the European tool – Train Information System (**TIS**) designed especially for Railway Undertakings.

However, with the declaration of the outbreak as a pandemic by the World Health Organization (**WHO**), the first symptoms of the Covid-19 started to show in the decreased industrial production of some of the clients of Rail freight market translated in a slight decrease of traffic in the RFC Atlantic (~10%).

Nonetheless, after the mitigation measures were enforced the Rail freight market rose to the challenged, 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 also it thrived with decrease of conflicts with partially cancelled the passenger traffic, which resulted in a significant improvement for rail freight punctuality throughout Europe and in the RFC Atlantic in particular (~30%).

Considering the RFC specific activities, the pandemic also had its casualties, e.g. the Gauge Classification Study which was expected to measure the gauge in the Iberian Peninsula in the summer of 2020, had to be cancelled due to the travel restrictions imposed to the consultant; the English courses at the Operational Control Centres (**OCC**) were postponed due to the preventive measures imposed to the location of the staff in the Control Centres; and the survey works foreseen in our new Traffic Market Study (**TMS**) were also postponed, resulting in a slight delay of the study final delivery from end of 2020 to March 2021. The same happened with the major presential events expected in 2020, such as the TEN-T Days in Croatia postponed to 2021 in Lisbon.

In response to the imposed travel limitations in Europe, all other meetings and events transitioned to online meetings, namely the MB, Executive Board (ExBo), General Assemblies (**GA**), RailNetEurope (**RNE**), RFC Network, etc. guaranteeing as best as possible the continued cooperation between the 4 members of the RFC Atlantic and with the other stakeholders.

Nevertheless, in 2020 significant efforts were established by the RFC Atlantic team in order to further promote international rail freight traffic and solve infrastructure and operational barriers. In addition to the above mentioned initiatives, new simulation involving all RFC Atlantic members were organized in October 2020 to promote the International Contingency Management (**ICM**) processes and rerouting alternatives, data quality efforts were deployed by all 4 IMs to improve the quality of the reporting and harmonize data providing procedures in line with EU standards, further initiatives were organized by the Quality Circle Operation pilot to achieve quick-wins in the operation of the cross border sections.

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, external contractors, and all the IMs' experts that tirelessly contributed to the accomplishments of the various working groups, for their dedication and determination.

To conclude we wish you a pleasant reading of the results achieved in 2020, which are summed up in this annual report.

INTRODUCTION

This Annual Report aims at presenting a summary of the most important actions and achievements developed by the Atlantic Corridor in 2020.

In this way, Corridor Stakeholders are provided with general information about the activities carried out by the Atlantic Corridor, fulfilling 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:

02. 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;

03. GOVERNANCE

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

04. Main activities in 2020

Is the core chapter of the annual report encompassing all the activity carried out in 2020 concerning documents production, C-OSS, working groups, studies, communication, implementation of IT tools and events;

05. CORRIDOR PERFORMANCE

This chapter presents, on the one hand, the corridor key performance indicators and, on the other hand, the customer satisfaction survey results;

06. 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;

07. EUROPEAN FUNDING

The chapter provides an overview on the involvement of CINEA in the Corridor's activities.

08. Outlook for 2021

The last chapter summarizes the corridor's main challenges for 2021 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 2021. It aims to allow the interested parties to organise their agendas accordingly.

2.0 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 with regard to freight transport, is an essential factor in making progress towards sustainable mobility.

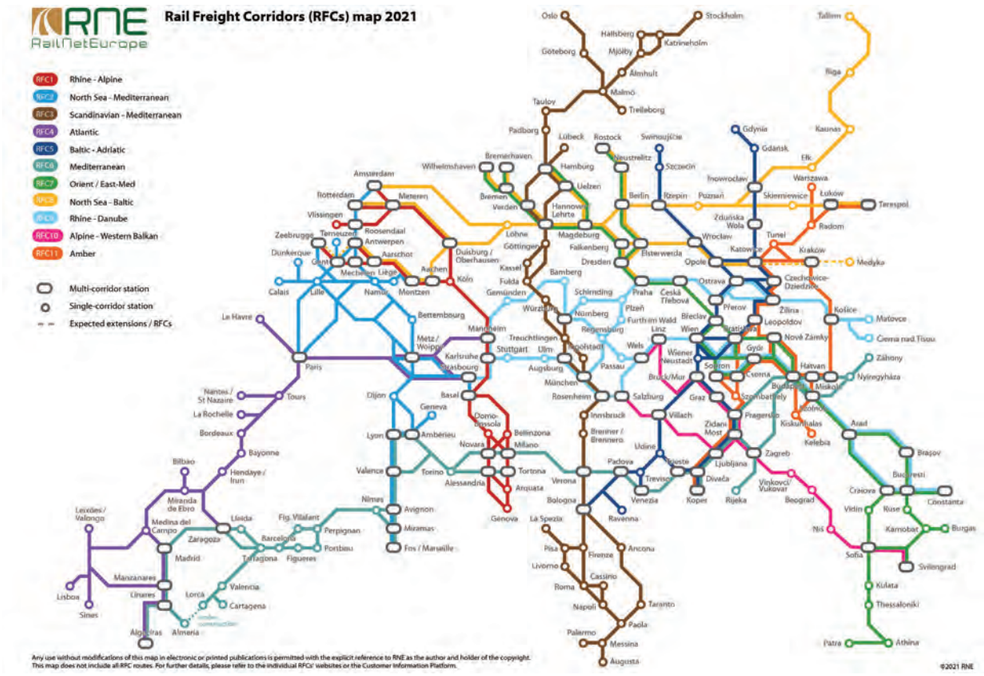
Council Directive 91/440/EEC, of 29 July 1991, on the development of the Community's railways, Directive 2001/14/EC of the European Parliament and of the Council, of 26 February 2001, on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure 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).

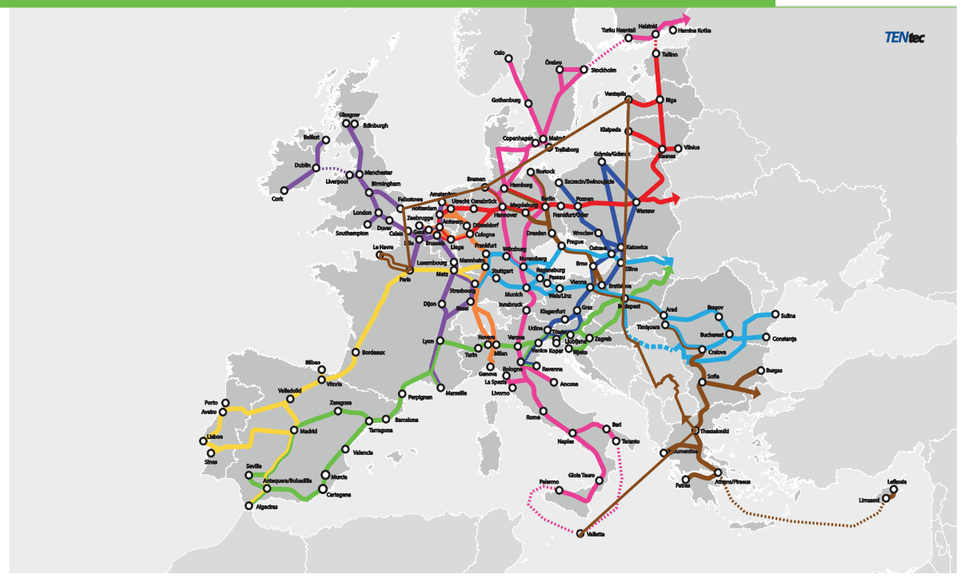
In this context, the establishment of international rail corridors for a European rail network for competitive freight on which freight trains can run under good conditions and easily pass from one national network to another would allow for improvements in the conditions of use of the infrastructure.

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.

EUROPEAN RAIL FREIGHT CORRIDORS



TRANS-EUROPEAN TRANSPORT NETWORK



The conception of freight corridors should ensure continuity along corridors, providing the necessary interconnections between the existing rail infrastructures.

Coordination 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.

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

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

2.2 Main Characteristics

Totalling around 6200 km of existing lines, it includes heterogeneous characteristics of rail infrastructure from which of them we can describe the following key points:

- Tracks with standard gauge in France and Germany (1435 mm), Iberian gauge in Spain and Portugal (1668 mm);
- IItinerary with double track between Le Havre, Mannheim, Strasbourg, Metz, Paris and the south of Madrid (Santa Cruz de Mudela), the connection to Zaragoza and between Lisbon and Oporto;
- Itinerary with single track between the south of Madrid (Santa Cruz de Mudela) and Algeciras, in the 2 branches connecting Spain to Portugal (Medina del Campo-Pampilhosa & Manzanares-Entroncamento);
- Electrified itinerary by tri-tension (25000V~, 3000VCC, 1500VCC) between Le Havre, Metz, Paris and the south of Cordoba (Bobadilla), and in Portugal between Sines, Lisbon, Leixões, Abrantes and Vilar Formoso (25000V~);
- Partially electrified itinerary (25000V~) on the 2 branches connecting Spain to Portugal (Salamanca-Pampilhosa & & Manzanares-Entroncamento;
- Non electrified itinerary between the south of Cordoba (Antequera) and the port of Algeciras;
- Different signalisation systems between Germany, France, Spain and Portugal;
- Very variable maximum gross load charge according to geographical areas connected to the topography of the existing network, with a load of 22.5 tons by axle on the totality of the route.

Rail Freight Corridor "Atlantic" connects directly five 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.

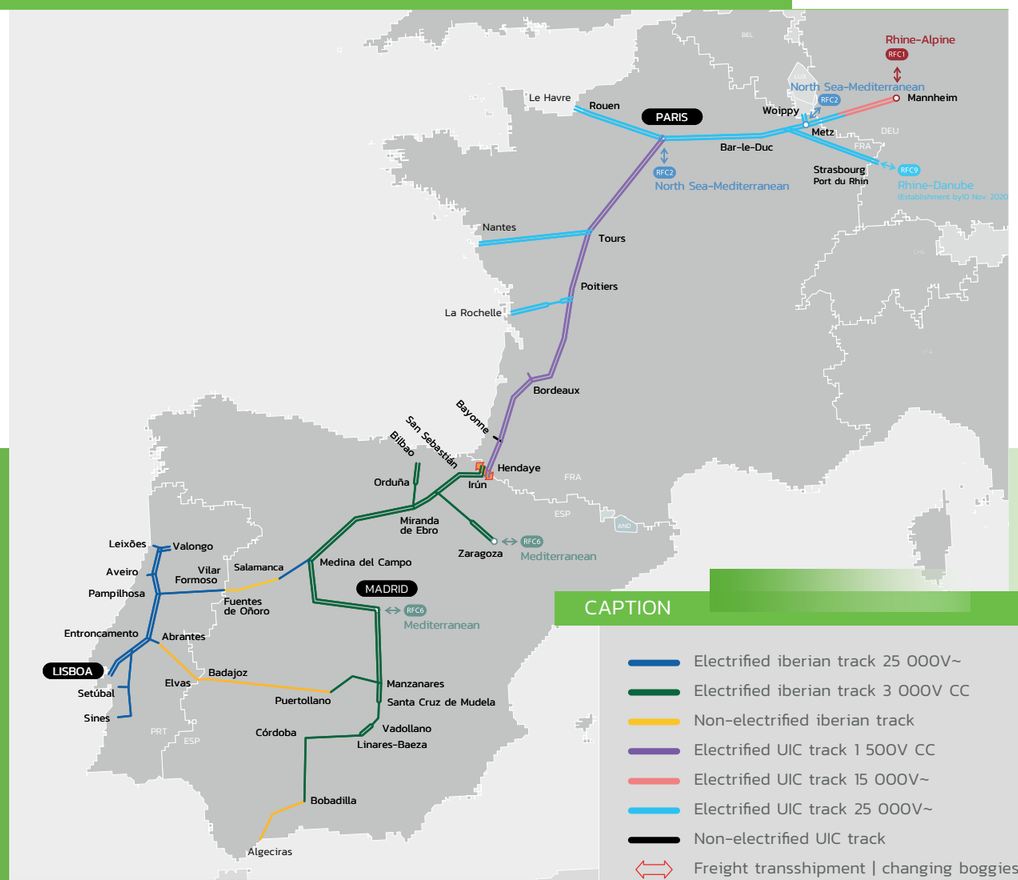
Rail Freight Corridor "Atlantic" crosses the major urban nodes of the following countries:

- Mannheim in Germany,
- Paris in France,
- Madrid in Spain,
- Lisbon in Portugal

where are located some of the major terminals for international rail freight traffic.

Furthermore, it includes around 1090 km of overlapping sections between Rail Freight Corridor "Atlantic" and other corridors. The list of overlapping sections is detailed below:

UNIFILAR DIAGRAM



CAPTION

- Electrified iberian track 25 000V~
- Electrified iberian track 3 000V CC
- Non-electrified iberian track
- Electrified UIC track 1 500V CC
- Electrified UIC track 15 000V~
- Electrified UIC track 25 000V~
- Non-electrified UIC track
- Freight transshipment | changing boggies
- Interface with other corridors
- Single track / Double/multiple track

LIST OF OVERLAPPING SECTIONS

INFRASTRUCTURE MANAGER	OVERLAPPING SECTION		RFCS INVOLVED		SECTION	LENGTH
SNCF Réseau	Valenton	Bobigny	RFC2	RFC4	24,4	km
SNCF Réseau	Woippy	Metz Ville	RFC2	RFC4	8,6	km
SNCF Réseau	Metz Ville	Lérouville	RFC2	RFC4	64,9	km
SNCF Réseau	Lérouville	Strasbourg Ville	RFC2	RFC4	213,3	km
SNCF Réseau	Metz Ville	Rémilly	RFC2	RFC4	29	km
ADIF	Madrid (Vicálvaro)	Manzanares	RFC4	RFC6	200	km
ADIF	Manzanares	Cordoba	RFC4	RFC6	244,6	km
ADIF	Cordoba	Algeciras	RFC4	RFC6	305,3	km

3.0 GOVERNANCE

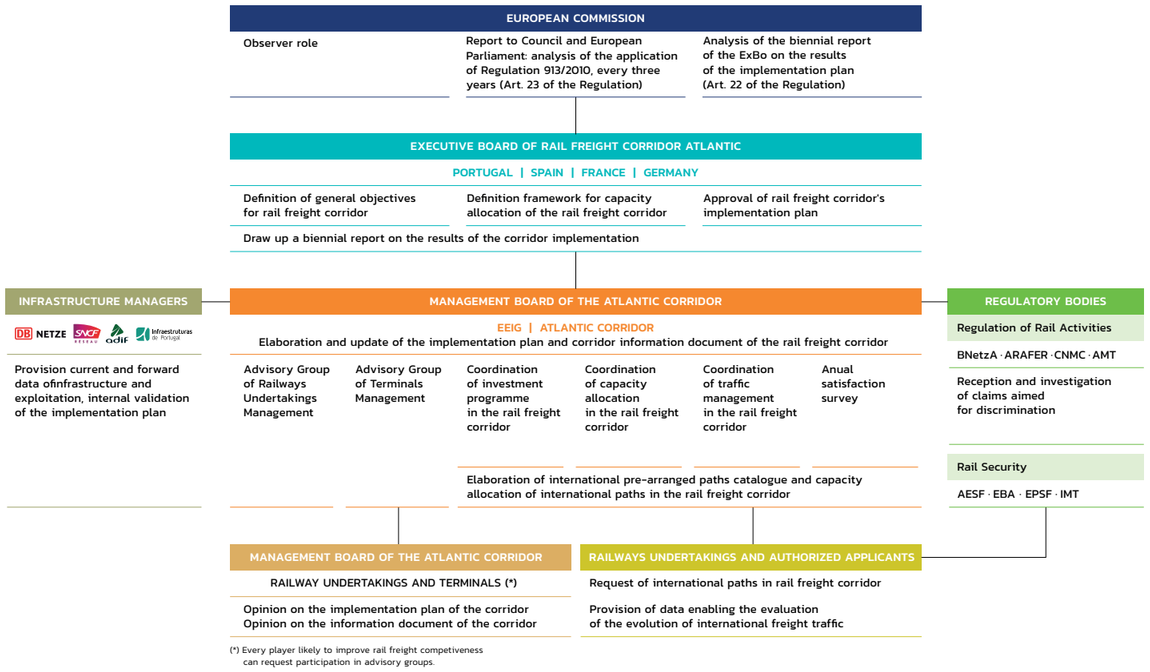
In line with the objective of increasing the competitiveness and market share of international rail freight, the governments of Portugal, Spain, France and Germany, and their rail infrastructure managers, joined forces to create governing bodies for the implementation, management and supervision of the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

The creation of the governance structure for the Atlantic Corridor fits in the spirit of the European Regulation (EU) N. ° 913/2010 of 22 September 2010, amended by Regulation (EU) N. ° 1316/2013 of 11 December 2013.

The following figure gives an overview of the Atlantic Corridor governance.

Organization Chart of the Atlantic Corridor

FUNCTIONAL ORGANISATION ATLANTIC CORRIDOR



3.1 Executive Board

In accordance with Regulation (EU) n° 913/2010, the Executive Board is composed of representatives of the authorities of the Member States concerned. In 2020 the representatives were:

- Cristina ELVAS, on behalf of the Ministry of Infrastructures and Housing of Portugal;
- Jorge BALLESTEROS SÁNCHEZ, on behalf of the Ministry of Fomento of Spain;
- Joseph LUNET, on behalf of the Ministry of Ecological and Sustainable Transition of France.
- Axel HANSMEIER, on behalf of the Ministry of Transports and Digital Infrastructure of Germany.

In 2020, the Executive Board held meetings by MS Teams on the 19th of May and on the 4th of November: meetings including key elements of the Atlantic Corridor activity presented by the Management Board.

According to the Regulation, the Executive Board is responsible for defining the general objectives of the freight corridor, supervising and taking the following measures:

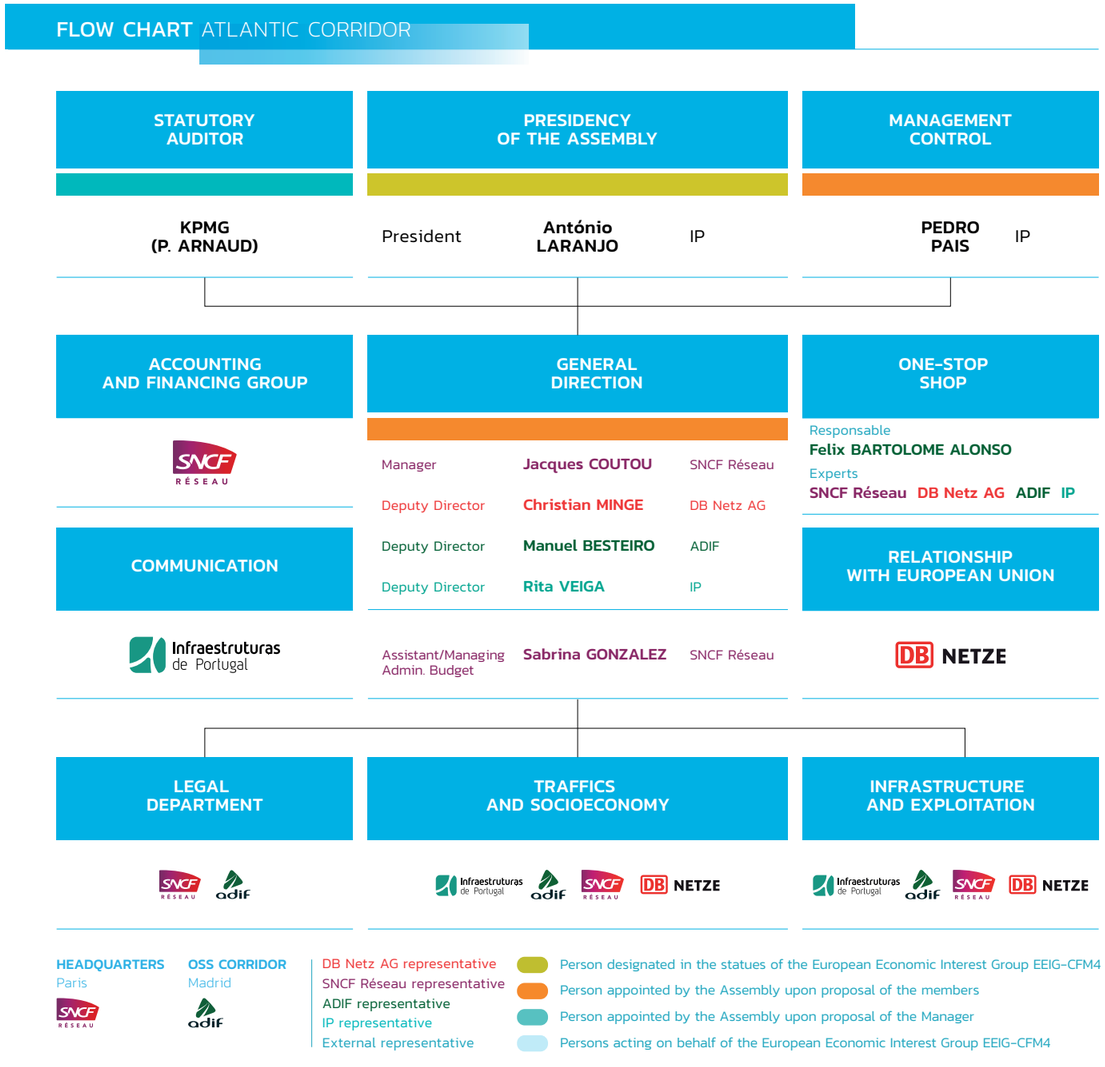
- Act as an intermediary between the Management Board and the advisory groups;
- Approve the implementation plan, including the investment plan;
- Define the framework for the allocation of the infrastructure capacity;
- Present to the Commission the results of the implementation plan.

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.

Organizational Structure of the EEIG Atlantic Corridor



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 (IP, ADIF, SNCF Réseau and DB Netz AG).

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

3.2.2 Management Team

Along with the C-OSS, this team is the heart of the Atlantic Corridor, dealing with day-to-day work. In 2020, the Management Team was composed of a Managing Director and three Deputy Directors, forming a strong and multidisciplinary team.

JACQUES COUTOU
SNCF Réseau
Managing Director

MANUEL BESTEIRO GALINDO
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 the Atlantic Corridor is at the disposal of applicants in order to coordinate the process of capacity allocation, in addition to facilitate basic information on traffic management and on the use of the freight corridor.

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

FELIX BARTOLOMÉ
ADIF
Head of C-OSS

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

Two TAG-RAG meetings were held during 2020 one on the 4th of March that took place in Lisbon at the Lisbon Port Authority and another one on the 8th of September organized 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 2020 and capacity offer 2021,
- Railway Undertaking international contingency management (ICM) handbook, rerouting itineraries visible on CIP,
- key performances indicators and satisfaction survey results for 2019,
- train performance management: punctuality analysis on focus trains via TIS,
- quality circle operation (QCO) on border points,
- TCR coordination planned between Portugal and Spain for 2020 and 2021.

The meeting was concluded by a networking lunch at the port.

As previously explained, due to the travel restrictions imposed by the European countries on account of the COVID-19 pandemic, the September meeting was held online and focused mostly on:

- general information of the Management Board and introduction of the Railway Undertakings spokesperson,
- Capacity Request, Draft and Final Offer 2021,
- TTR Pilot Progress and Future
- Key Performances indicators 1st semester 2020
- Train Performance Management: Punctuality analysis on focus train via TIS
- Interoperability working group activities
- 4F Coalition
- User Satisfaction Survey 2020

In both these meetings, the contribution and participations of the advisory group members played a huge role on better understanding the needs and concerns of the corridor's clients and the market in general. Further information to the TAG-RAG meetings including the presentations can be found in the news page of the Corridor's website.

3.4 Regulatory Bodies

According to the Regulation, national Regulatory Bodes 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:**
  - Bundesnetzagentur (BNetzA) – for Germany
  - Autorité de Régulation des Transports (ART) – for France
  - l de los Mercados y la Competencia (CNMC) – for Spain; and
  - Autoridade da Mobilidade e dos Transportes (AMT) – for Portugal

- **Rail Safety:**
  - Eisenbahn-Bundesamt (EBA) – for Germany
  - Autorité Française de Sécurité Ferroviaire (EPSF) – for France
  - Agencia Estatal de Seguridad Ferroviaria (AESF) – for Spain
  - Instituto da Mobilidade e dos Transportes (IMT) – for Portugal

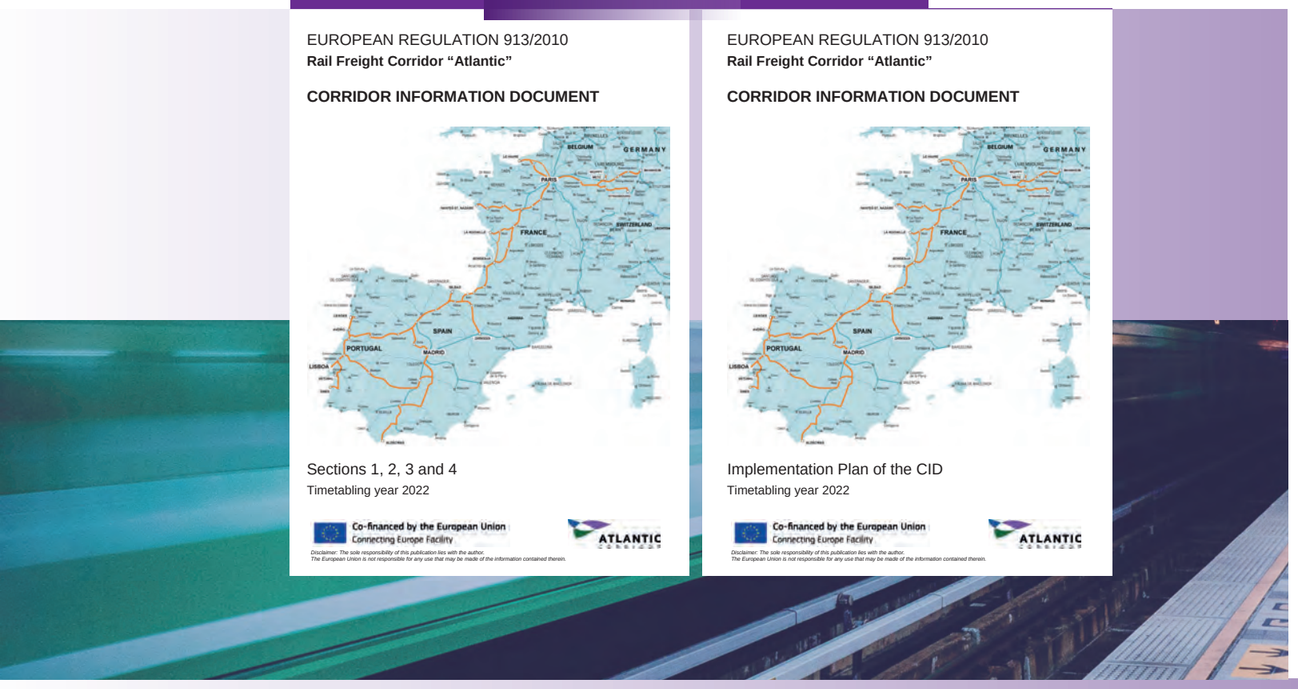
4.0 MAIN ACTIVITIES IN 2020

4.1 Documents

4.1.1 Corridor Information Document: CID 2022

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

In line with the previous years, the Atlantic Corridor prepares the CID in accordance to the harmonized structure and contents established by RNE Network Statement and CID taskforce. The advantage of following the RNE common structure is to elaborate the document in a structure similar to the one of the other corridors. In such case the customers and partners will get access to similar documents along different corridors, same as in the case of the national Network Statements, in order to find the same information at the same place in each one. All the CIDs published by RFC Atlantic are available for download on the website of Atlantic Corridor).



Deriving from the EU regulation 913/2010, the CID is composed of five sections:

- **Corridor description and generalities (Section 1)**
- **All the information contained in the network statement for national networks regarding the freight corridor (Section 2)**
- **The list and characteristics of terminals, particularly information concerning the conditions and methods of accessing the terminals (Section 3)**
- **The information concerning the procedures referred to in Articles 13 to 17 of this Regulation (capacity and traffic management) (Section 4)**
- **The implementation plan (Section 5), which in turn is composed of:**
  - Synthesis of the Transport Market Study
  - List of Measures
  - Objectives / Performance
  - Investment Plan

Under the umbrella of an RNE CID Taskforce, in 2020 the Corridor Information Document for timetable 2022 was further harmonized in the following way:

- One single Document with 1 to 4 sections, duly simplified and harmonized, replacing the homonymous books;
- Book 5 with the Implementation Plan still being an independent document with harmonize list of contents. It is presented as an annex to the document compounding sections 1 to 4; and
- A new digitalization tool for publishing and reading the RFCs' CID and the IMs' NS – has been developed and is named "Network and Corridor Information" (NCI). The platform is expected to go live in 1st semester 2021 and will simplify the use of the CIDs by the Clients enabling a simplified reading and search of information in the documents.

The harmonization efforts of the CID by the RFCs are ongoing in 2021.

Subsequently the CID TT 2022 was approved by the Management Board and is currently published on the website of the www.atlantic-corridor.eu, on CIP and on NCI.

4.1.2 2019 Management Report

In addition to the CID, the Atlantic Corridor also produced the 2019 Management Report deriving from an obligation in 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 2019's Management Report produced in 2020 includes a summary of the main activities carried out in 2019, also encompassed in this Activity Report 2020. It presents the most important actions and accomplishments developed by the Atlantic Corridor in 2019, 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. .

4.2 One-Stop Shop

The 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 Rail Freight Corridor 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 Rail Freight Corridor «Atlantic» and crossing a border in any Rail Freight Corridor but not requesting any PaP. The correspondent requests shall be directly requested to the involved IMs.
- The national paths are dedicated to trains running through one part of the corridor and not crossing any border in a Rail Freight Corridor. 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 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 2020 and 2021

a) Managing of requests for TT 2020/2021

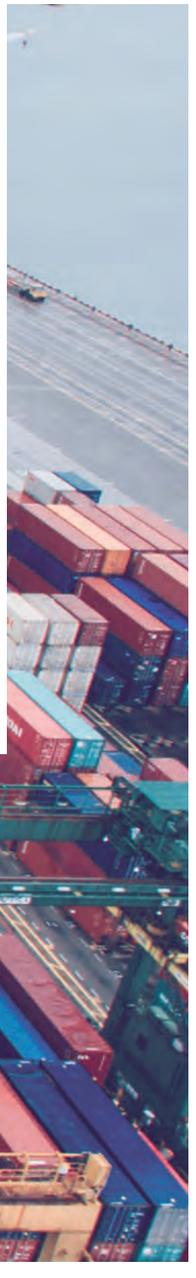
During 2020, the Corridor-OSS team managed all requests concerning Pre-arranged Paths and Reserve Capacity and gave all the information requested by the customers according to the Regulation (EU) 913/2010.

The Corridor-OSS received 41 Annual Path Requests (placed before the 2nd Monday in April) involving RFC Atlantic PaPs for the Timetable (TT) 2020/2021.

> All of the 41 requests were pre-booked by the C-OSS and an offer was placed for them. Unfortunately, delays, mainly due to the Covid-19 pandemic, in the Draft and Final Offer led to some dissatisfaction on the customers.

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.

Based on the lessons learned from the elaboration of the previous capacity models and the increased knowledge about TTR (Timetable Redesign) on board level, the preparation of the capacity model for TT 2021 was more successful. However, due to TCRs with high impact in France, the capacity offer (capacity bands) was of a low quality and also the volume was on a low level (4 capacity bands for the annual timetable, 1 capacity band for Rolling Planning traffic). The Corridor-OSS received no Late Path requests (placed after the 2nd Monday of April deadline) for TT 2021 neither Reserve Capacity requests for TT 2021 during 2020.



SOUTH-NORTH DIRECTION

					PORTUGAL												SPAIN															FRANCE																		GERMANY			
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)**	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)	SAARBRÜCKEN	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
RFC624PaP0003			1 2 3 4 5	2 3 4 5 6																							from Perpignan (10:43)			23:11		02:30	02:35	02:49			05:22
RFC624PaP0005			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
RFC624PaP0007			1 2 3 4 5	2 3 4 5 6																							from Cerbère (7:42)			22:57		03:56	04:01	04:15			07:57
RFC624PaP0009			1 2 3 4 5	2 3 4 5 6																									22:03			04:55	05:00	05:20			08:18
RFC624PaP0011			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
RFC624PaP0013			1 2 3 4 5 6	2 3 4 5 6 7																							from Perpignan (18:25)			08:51		09:54	09:59	10:13			
RFC624PaP0015			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
RFC624PaP0017			1 2 3 4 5	1 2 3 4 5 6 7																					02:26							19:45	19:50	20:04			
RFC624PaP0019			1 2 3 4 5 6 7	1 2 3 4 5 6 7																									15:08			20:11	20:16	20:30			23:04
RFC624PaP0021			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
RFC624PaP0023			1 2 3 4 5 6	1 2 3 4 5 6																							from Perpignan (6:45)			21:24		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		23:10	01:30													13:02															
RFC04PaP0043	5 6					13:05	15:07																																
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	11:19																									

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

					GERMANY			FRANCE										SPAIN																				PORTUGAL															
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)**	MANNHEIM	LUDWIGSHAFEN	EINSIDLERHOF	SAARBRÜCKEN	FORBACH (ARRIVAL)	FORBACH (DEPARTURE)		METZ SABLONS / WOIPPY	VAIRES / TORCY	VALENTON		BAYONNE	HENDAYE (Arrival)	HENDAYE (Departure)	IRUN (Arrival)	IRUN (Departure)	MIRANDA EBRO / BILBAO	NOAIN / PAMPLONA	GRISEN / ZUERA	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
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						09:30	11:15	TTR Pilot																												
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						09:30	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						09:30	16:09	Rolling PL																												
RFC04PaP0034	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5													From Lyon Sibelin		19:55			22:25			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			09:30	TTR Pilot																														
RFC04PaP0040			1 2 3 4 5 6 7															22:05				Via Zaragoza				08:39																					
RFC04PaP0042			6 7	6 7													05:15																					15:29	18:22		00:50	02:16	04:08	
RFC04PaP0044				6 7																																						00:40			01:48
RFC04PaP0046			1 3 5 6	7																					16:40										01:30	01:30	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	16:50					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 Timetable 2021/2022

The Corridor-OSS coordinated the construction of RFC Atlantic PaPs for the Timetable 2021/2022. For the 3rd year, 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.

During the PaP construction phase, the Atlantic Corridor team worked on the capacity for the TTR pilot between Mannheim and Miranda de Ebro involving German, French and Spanish networks.

The Capacity prepared during the last part of 2020, to be offered for the TT 2022, included new innovative products in order to test the TTR process according to the plan of the Atlantic Corridor TTR pilot.

In France, six bandwidths are designed in the capacity model to offer, consistently with otherpaths and planned TCR, the respective long distance freight paths:

- One bandwidth for 4 paths between Forbach and Hendaye
- One bandwidth for 4 paths between Hendaye and Forbach
- One bandwidth for 2 paths between Paris area and Hendaye
- One bandwidth for 2 paths between Hendaye and Paris area
- One bandwidth for 2 paths between Paris area and Forbach
- One bandwidth for 2 paths between Forbach and Paris area

Within the paths reaching Forbach, 2 of them are extended from Forbach to Mannheim and 4 of them are initiated in Mannheim, to join the support path of the bandwidth starting in Forbach.

On the Spanish section, 2 capacity bands per direction are designed for Annual Requests and Rolling-Planning) Requests. In each capacity band a different number of slots are safeguarded.

Direction Hendaye - Miranda

- Capacity for 2 trains (1 for Annual Requests + 1 Rolling Planning) from Monday to Sunday for the whole TT departing between 15:30 and 19:30.
- Capacity for 1 train (for Annual Requests only) from Monday to Sunday for the whole TT departing between 9:45 and 12:45.

Direction Miranda - Hendaye

- Capacity for 2 trains (1 for Annual Requests + 1 Rolling Planning) from Monday to Sunday for the whole TT arriving between 15:25 and 20:25.
- Capacity for 1 train (for Annual Requests only) from Monday to Sunday for the whole TT arriving between 8:30 and 11:30.

All the PaPs and the TTR capacity products (except the Rolling Planning Capacities that should be published in August 2021) were published in PCS in January 2021 according to the Regulation (EU) 913/2010.

Pre-Arranged Paths and TTR products were also published in the website 11 months before the start of Annual Timetable.

Apart from the TTR Capacity products already described a total amount of 41 PaPs have been constructed for TT 2021/2022 in both directions. The amount of capacity offered is 8.443.145 million kilometres*day for the whole service. There is an increase in the offer from the last year of around 8,5 % due to a better adjustment to the real market needs.

4.2.2 Reserve Capacity 2021

The Corridor-OSS coordinated the construction of the Reserve Capacity for the timetable 2020/2021. Due to the important TCRs foreseen in France for TT –2021, it was not possible to publish Reserve Capacity linking Spain, France and Germany, so it was only Reserve Capacity between Spain and Portugal was published.

Reserve Capacity for TT 2021 consists in 8 PaPs in both directions

SOUTH-NORTH DIRECTION

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)	PORTUGAL: SINES	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	GRISEN	NOAIN / PAMPLONA	BILBAO / MIRANDA EBRO	IRUN (Arrival)	IRUN (Departure)	FRANCE: HENDAYE (Arrival)	HENDAYE (Departure)	BAYONNE	LE HAVRE	VALENTON	VAIRES/TORCY	METZ SABLONS	SNCFR id	FORBACH (ARRIVAL)	FORBACH (DEPARTURE)	GERMANY: SAARBRUCKEN	DB Netz Id	LUDWIGSHAFEN	MANNHEIM
RFC04RC43	**5 6**	**6 7**			*Via B. Baixa*	**15:50**			**18:48**		**00:06**	**01:30**	**01:38**											12:53	**13:02**														
RFC04RC45	**5 6**				*Via B. Baixa*		**13:05**	**15:07**																															
RFC04RC47	**6**	**2 4 6 7**					*Via Beira Baixa*		**20:43**		**00:56**	**02:40**	**03:05**					**11:49**	to Zaragoza & Barcelona																				
RFC04RC49	**1 3 5**				*Via B. Baixa*	**18:32**			**20:43**		**00:56**								(coordinated with RFC6)																				

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

PaPs kept by C-OSS for late path request

RC Portugal/Spain | RC Portugal/Spain/France | RC Spain/France | RC France/Germany

NORTH-SOUTH DIRECTION

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)	GERMANY: MANNHEIM	LUDWIGSHAFEN	DB Netz Id	SAARBRUCKEN	FRANCE: FORBACH (ARRIVAL)	FORBACH (DEPARTURE)	SNCF R. Id	METZ SABLONS / WOIPPY	VAIRES / TORCY	VALENTON	LE HAVRE	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	SINES
RFC04RC42			**6 7**	**6 7**														**06:15**		6:24										16:48	**17:00**	**17:40**		00:08	01:34	**03:27**			
RFC04RC44				**6 7**																														23:55			**01:03**		
RFC04RC46			**1 3 5 6**	**7**																			From Zaragoza & Barcelona			**16:40**					01:30	**01:37**	**02:10**		**05:52**					
RFC04RC48				**2 4 6**																			(coordinated with RFC6)									**02:10**		**06:55**			**08:11**		

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

RC Spain/Portugal | RC France/Spain/Portugal | RC France/Spain | RC Germany/France

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 2020/2021

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

The coordination of possessions planned for the Atlantic Corridor should ensure that planned capacity restrictions would 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 Corridor-OSS led the process and meetings about Coordination and Publication of TCRs of Atlantic Corridor for TT 2020/2021 according to the Regulation (EU) 913/2010.

The Corridor-OSS gathered all the available information provided by the involved IMs regarding TCRs and set it ready to be published into the Atlantic Corridor webpage. A screenshot of the website is copied here as an example.

During 2020, 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. After the approval of RNE General Assembly of a new approach of the TCR Tool roll put in three phases, the tool was ready for testing in December 2020, so IMs will be able to test the TCR import during 2021.

TEMPORARY CAPACITY RESTRICTION 2020/2021

IM	ID	SECTION	DIRECTION	LINE		YEAR		WEEK		PERIOD FROM		PERIOD TO		DURATION	TIME OF DAY
				From	To	From	To	From	To	Date from	Time from	Date to	Time to		
DB Netz AG	226A4C1415F88.01	Mainz Hbf - Mannheim Hbf	< >	Mannheim Hbf	Mannheim Hbf	2021	2021	16	17	23/04/2021	16:00	26/04/2021	12:00	2 d, 20 h	continuous
DB Netz AG	20D46C6343C26.01	Mainz Hbf - Mannheim Hbf	< >	Mannheim Hbf	Mannheim Hbf	2021	2021	24	24	19/06/2021	18:30	20/06/2021	06:30	12 h	continuous
DB Netz AG	226A47B5E7168.01	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Ludwigshafen (Rhein) Hbf tief	Ludwigshafen (Rhein) Hbf tief	2021	2021	9	31	01/03/2021	00:00	06/08/2021	23:59	159 d	continuous
DB Netz AG	22474852AC548.01	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Kaiserslautern Hbf	Kaiserslautern Hbf	2021	2021	9	10	05/03/2021	22:35	08/03/2021	04:35	2 d, 06 h	continuous
DB Netz AG	226A47B5E7168.02	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Ludwigshafen-Rheingönheim	Ludwigshafen-Rheingönheim	2021	2021	10	12	08/03/2021	00:00	22/03/2021	04:00	14 d, 04 h	continuous
DB Netz AG	224748723D628.01	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	>	Kaiserslautern Hbf	Kaiserslautern Hbf	2021	2021	10	11	12/03/2021	22:35	15/03/2021	04:35	2 d, 06 h	continuous
DB Netz AG	226A47B5E7168.04	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	>	Ludwigshafen-Rheingönheim	Ludwigshafen-Mundenheim	2021	2021	11	13	19/03/2021	22:00	29/03/2021	04:00	4 d, 12 h	periodical
DB Netz AG	226A4957CD828.01	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Ludwigshafen-Rheingönheim	Ludwigshafen-Mundenheim	2021	2021	12	12	22/03/2021	04:00	26/03/2021	22:00	4 d, 18 h	continuous
DB Netz AG	226A4957CD828.02	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Ludwigshafen-Rheingönheim	Ludwigshafen-Rheingönheim	2021	2021	12	13	26/03/2021	22:00	29/03/2021	04:00	2 d, 06 h	continuous
DB Netz AG	228D2DD598C68.02	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Weidenthal	Weidenthal	2021	2021	13	14	29/03/2021	00:00	06/04/2021	23:59	9 d	continuous
DB Netz AG	228D2DD598C68.01	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Neustadt (Weinstr) Hbf	Neustadt (Weinstr) Hbf	2021	2021	13	14	29/03/2021	00:00	08/04/2021	23:59	11 d	continuous
DB Netz AG	228D2DD598C68.03	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Hochspeyer	Kaiserslautern Hbf	2021	2021	13	14	30/03/2021	15:00	06/04/2021	04:00	6 d, 13 h	continuous
DB Netz AG	22830E4F31C68.01	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Hochspeyer	Hochspeyer	2021	2021	13	14	30/03/2021	15:00	06/04/2021	04:00	6 d, 13 h	continuous
DB Netz AG	228A3C6911C48.01	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Saarbrücken Hbf	Saarbrücken Hbf	2021	2021	13	14	02/04/2021	01:00	06/04/2021	04:30	4 d, 04 h	continuous
DB Netz AG	228A3C6911C48.03	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Saarbrücken Hbf	Saarbrücken Hbf	2021	2021	13	14	02/04/2021	01:00	06/04/2021	04:30	4 d, 04 h	continuous
DB Netz AG	226A4A45755A8.01	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Ludwigshafen-Mundenheim	Ludwigshafen-Mundenheim	2021	2021	13	14	02/04/2021	02:00	06/04/2021	04:00	4 d, 02 h	continuous
DB Netz AG	22A7A16AC7A88.01	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	>	Weidenthal	Weidenthal	2021	2021	14	37	09/04/2021	00:00	13/09/2021	23:59	158 d	continuous
DB Netz AG	228A3CD5FAA08.01	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Saarbrücken Hbf	St Ingbert	2021	2021	14	15	09/04/2021	20:55	12/04/2021	04:30	2 d, 08 h	continuous
DB Netz AG	226A4B59A47A8.01	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Ludwigshafen-Mundenheim	Ludwigshafen-Mundenheim	2021	2021	14	15	09/04/2021	22:00	12/04/2021	04:00	2 d, 06 h	continuous
DB Netz AG	1FF7066C6552C.01	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Einsiedlerhof	Einsiedlerhof	2021	2021	15	22	14/04/2021	06:00	02/06/2021	23:59	49 d, 18 h	continuous
DB Netz AG	1FF7066C6552C.02	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Hochspeyer	Hochspeyer	2021	2021	15	22	14/04/2021	06:00	02/06/2021	23:59	49 d, 18 h	continuous
DB Netz AG	1FF7066C6552C.03	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Landstuhl	Landstuhl	2021	2021	15	22	14/04/2021	06:00	02/06/2021	23:59	49 d, 18 h	continuous
DB Netz AG	226A4B59A47A8.03	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Ludwigshafen (Rhein) Hbf tief	Ludwigshafen (Rhein) Hbf tief	2021	2021	15	18	15/04/2021	00:00	03/05/2021	04:00	18 d, 04 h	continuous
DB Netz AG	229BB472EE5E8.01	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Kaiserslautern Hbf	Kaiserslautern Hbf	2021	2021	15	16	16/04/2021	22:35	19/04/2021	04:35	2 d, 06 h	continuous
DB Netz AG	226A4C1415F88.02	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Ludwigshafen (Rhein) Hbf tief	Ludwigshafen (Rhein) Hbf tief	2021	2021	16	17	23/04/2021	22:00	26/04/2021	04:00	2 d, 06 h	continuous
DB Netz AG	226A4C1415F88.03	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Ludwigshafen (Rhein) Hbf tief	Ludwigshafen (Rhein) Hbf tief	2021	2021	16	17	23/04/2021	22:00	26/04/2021	04:00	2 d, 06 h	continuous
DB Netz AG	229BB49E6B2E8.01	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Kaiserslautern Hbf	Kaiserslautern Hbf	2021	2021	16	17	23/04/2021	22:35	26/04/2021	04:35	2 d, 06 h	continuous
DB Netz AG	226A4D6D200C8.01	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Ludwigshafen (Rhein) Hbf tief	Ludwigshafen (Rhein) Hbf tief	2021	2021	19	20	10/05/2021	00:00	17/05/2021	04:00	7 d, 04 h	continuous
DB Netz AG	226A4D6D200C8.02	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Ludwigshafen (Rhein) Hbf tief	Ludwigshafen (Rhein) Hbf tief	2021	2021	19	20	10/05/2021	00:00	17/05/2021	04:00	7 d, 04 h	continuous
DB Netz AG	226A4D6D200C8.03	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Ludwigshafen (Rhein) Hbf tief	Ludwigshafen (Rhein) Hbf tief	2021	2021	19	20	15/05/2021	00:00	17/05/2021	04:00	2 d, 04 h	continuous
DB Netz AG	226A53B335468.01	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Ludwigshafen (Rhein) Hbf tief	Ludwigshafen (Rhein) Hbf tief	2021	2021	20	21	22/05/2021	01:00	25/05/2021	04:00	3 d, 03 h	continuous
DB Netz AG	1FF70698BDDCC.02	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	< >	Kaiserslautern Hbf	Kaiserslautern Hbf	2021	2021	21	22	25/05/2021	01:00	31/05/2021	03:00	6 d, 02 h	continuous

REASON FOR RESTRICTION	TRAFFIC IMPACT					TRAFFIC MEASURES					DESCRIPTION	INTERNATIONAL COORDINATION	IN YEARLY TIMETABLE	IM PROJECT ID (OPTIONAL)	LAST UPDATED	CLASSIFICATION	WEEKDAYS	INTERVAL
	Total closure	Reduced Track Availability	Speed Restrictions	Weight, Length, Profile	Diesel only	Cancellation	Re-routing	Train replacement	Delay	Other								
Track & Rail		ST									Gleiserneuerung WE Ludwigshafen		N	306123.01	28/07/2020		1,2,3,4,5,6,7	1
Miscellaneous		ST									sonstige Arbeiten EÜ Tunnelstr - Herstellen Kabelquerung unter W69 in Mannheim Hbf		N	20D46C6343C26.01	23/10/2019		1,2,3,4,5,6,7	1
Track & Rail		ST									Gleiserneuerung WE Ludwigshafen		N	306051.01	28/07/2020		1,2,3,4,5,6,7	1
Bridge		ST				,X					Brückenarbeiten Neub EÜ Trippstadter Str. - Aus-/Einbau Hilfsbrücken Gl 33/43 / ggf. SEV in Kaiserslautern Hbf		N	106508.01	04/07/2020		1,2,3,4,5,6,7	1
Track & Rail		ST							0,0		Gleiserneuerung WE Ludwigshafen		N	306051.02	28/07/2020		1,2,3,4,5,6,7	1
Bridge		ST									Brückenarbeiten Neub EÜ Trippstadter Str. - Aus-/Einbau Hilfsbrücken Gl 34/104 / ggf. SEV in Kaiserslautern Hbf		N	106509.01	04/07/2020		1,2,3,4,5,6,7	1
Track & Rail		ST							0,0		Gleiserneuerung WE Ludwigshafen		N	306051.04	28/07/2020		5,6,7	1
Track & Rail		ST							0,0		Gleiserneuerung WE Ludwigshafen		N	306078.01	28/07/2020		1,2,3,4,5,6,7	1
Track & Rail		ST							0,0		Gleiserneuerung WE Ludwigshafen		N	306078.02	28/07/2020		1,2,3,4,5,6,7	1
Tunnel		ST									Tunnelarbeiten SKL - SHY Sanierung Heiligenbergtunnel		N	65092	14/08/2020		1,2,3,4,5,6,7	1
Tunnel		ST									Tunnelarbeiten SKL - SHY Sanierung Heiligenbergtunnel		N	65092	14/08/2020		1,2,3,4,5,6,7	1
Tunnel	T										Tunnelarbeiten SKL - SHY Sanierung Heiligenbergtunnel		N	65092	14/08/2020		1,2,3,4,5,6,7	1
Tunnel		ST									Tunnelarbeiten SKL - SHY Sanierung Heiligenbergtunnel		N	65092	14/08/2020		1,2,3,4,5,6,7	1
Switch		ST									Weichenerneuerung WE W15+W18 in Saarbrücken Hbf		N	65066	19/08/2020		1,2,3,4,5,6,7	1
Switch		ST									Weichenerneuerung WE W15+W18 in Saarbrücken Hbf		N	65066	19/08/2020		1,2,3,4,5,6,7	1
Switch		ST									Weichenerneuerung WE W15+W18 in Saarbrücken Hbf		N	65066	19/08/2020		1,2,3,4,5,6,7	1
Track & Rail		ST							,0		Gleiserneuerung WE Ludwigshafen		N	306084.01	28/07/2020		1,2,3,4,5,6,7	1
Miscellaneous		ST									Stützmauerarbeiten Stützwand km 61,240 (3280), SEV		N	306103.01	08/09/2020		1,2,3,4,5,6,7	1
Switch		LT									Weichenerneuerung WE W38 / SEV in Saarbr. Hbf So Bft		N	65066	19/08/2020		1,2,3,4,5,6,7	1
Track & Rail		ST							,0		Gleiserneuerung WE Ludwigshafen		N	306101.01	18/08/2020		1,2,3,4,5,6,7	1
Track & Rail		ST									Gleiserneuerung Gleise und Weichen im Bf Kaiserslautern		N	306113.01	11/03/2020		1,2,3,4,5,6,7	1
Track & Rail		ST									Gleiserneuerung Gleise und Weichen im Bf Kaiserslautern		N	306113.02	11/03/2020		1,2,3,4,5,6,7	1
Track & Rail		ST									Gleiserneuerung Gleise und Weichen im Bf Kaiserslautern		N	306113.03	11/03/2020		1,2,3,4,5,6,7	1
Track & Rail		ST									Gleiserneuerung WE Ludwigshafen		N	306101.03	18/08/2020		1,2,3,4,5,6,7	1
Bridge		ST									Brückenarbeiten Neub EÜ Trippstadter Str. - Aus-/Einbau Hilfsbrücken Gl 33/43 / ggf. SEV in Kaiserslautern Hbf		N	65083	31/08/2020		1,2,3,4,5,6,7	1
Track & Rail		ST									Gleiserneuerung WE Ludwigshafen		N	306123.02	28/07/2020		1,2,3,4,5,6,7	1
Track & Rail		ST									Gleiserneuerung WE Ludwigshafen		N	306123.03	28/07/2020		1,2,3,4,5,6,7	1
Bridge		ST									Brückenarbeiten Neub EÜ Trippstadter Str. - Aus-/Einbau Hilfsbrücken Gl 34/104 / ggf. SEV in Kaiserslautern Hbf		N	65083	31/08/2020		1,2,3,4,5,6,7	1
Track & Rail		ST									Gleiserneuerung WE Ludwigshafen		N	306153.01	28/07/2020		1,2,3,4,5,6,7	1
Track & Rail		ST									Gleiserneuerung WE Ludwigshafen		N	306153.02	28/07/2020		1,2,3,4,5,6,7	1
Track & Rail		ST									Gleiserneuerung WE Ludwigshafen		N	306153.03	28/07/2020		1,2,3,4,5,6,7	1
Track & Rail		ST									Gleiserneuerung WE Ludwigshafen		N	306167.01	28/07/2020		1,2,3,4,5,6,7	1
Track & Rail		ST									Gleiserneuerung Gleise und Weichen im Bf Kaiserslautern		N	306174.02	11/03/2020		1,2,3,4,5,6,7	1

4.3 Working Groups

4.3.1 Train Performance Management

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

In 2020 the Train Performance Management working group (TPM WG) of the 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 the Atlantic Corridor website. Furthermore, the group was focused on improving specific international trains that were repeatedly delayed. Focussing on individual trains is part of a step-by-step approach to increase transparency in the operational supply chain by setting realistic goals. This approach counted with the close cooperation of the RUs and 4 IMs.

The TPM WG also used an action list which contains a top ten list of repeatedly delayed trains per IM on the RFC Atlantic lines. This action list is produced monthly by the TPM WG via analysing data stemming from TIS/OBI and national IM data. Furthermore, the action list reflects the steps taken by the TPM WG as well as the RU to identify the reasons for the delays and to monitor the implementation of the agreed measures.

GERMANY AND FRANCE:

With regards to border performance at the German-French border the 5 years development of KPIs was monitored and whilst the number of trains at the Saardamm border was low by about 7,5% in 2020 compared to 2019, the punctuality was at a 5 years high with on average 75,6 % (69,9% West-East, 81,4% East-West).

An In-depth analysis on the repeatedly delayed trains at the border point Saarbrücken/Forbach has been made and was regularly discussed with RUs in quarterly meetings in 2020.

DEVELOPMENT BORDER PERFORMANCE 5 YEARS VIEW

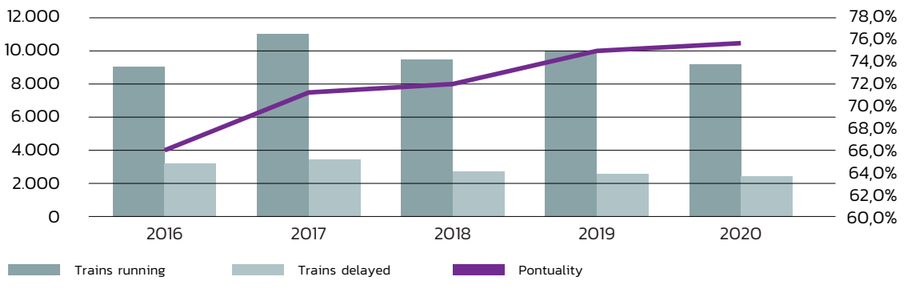


Figure XX: Border Performance Germany-France 2016-2020

The new German-French approach to bilateral quality discussion with RUs and performance information was also presented in the virtual Quality Circle Operations Workshop for Saarbrücken/Forbach in September 2020. Further information about the workshop can be found in the chapter on the interoperability working group

GERMANY

Punctuality of freight traffic in general improved due to reduced traffic impacted by Covid situation.

Average punctuality on arrival of the entire rail freight traffic in Germany was at 65.6% in 2020. In comparison the punctuality at the Germany-French border was at 81,4% direction East-West, so about 15% higher than the German average. The Franco-German freight traffic has thus benefited from the Covid situation in an operational sense.

The punctuality of the non DB Cargo rail freight traffic in Germany also improved significantly compared to 2019 (+ 4.2 percentage points).

Overall, for the freight traffic, improvements of +10% on punctuality were noticed especially during the 1st Corona wave in spring 2020, whilst punctuality in autumn dropped back to last year's level.

A significant decrease in secondary delay reasons is noticeable, especially for the delay reason sequence of trains, however, the overall share of secondary delays remains high with 66% of all delay reasons.

Further drivers of delays in 2020, as in 2019, were staff and vehicle rotations (RU-related) as well as in relation to constructions (IM-related).

Storm Sabine (Ciara) (February 2020)

On February 10 and 11 Deutsche Bahn had to halt its rail services throughout Germany as storm Sabine wreaked havoc across Germany. Several people have been injured and there was major disruption to the transport network due to the storm. Other parts of Europe, including France, The Netherlands, Belgium and Luxemburg, where 'Sabine' is known as 'Ciara', felt the storm as well.

FRANCE

The year 2020 was marked by 2 successive events: the social movements of December 2019 and January 2020 (until early February) and the COVID 19 health crisis from the beginning of March 2020.

This particularly affected all traffic during the year and especially the first half of the year with a transport plan of about 50% (or even less for April and May 2020);

Then the 4th quarter allowed to recover up to 60%; freight traffic suffered less with about 75 to 80% with the exception of the 2nd quarter about 50%;

The traffic performance was good for rail freight for the following reasons:

> Traffic routes less loaded with passenger traffic and therefore more available capacity;

> The major rail hubs were less difficult to pass through as they were "freed" from passenger trains;

> Freight production sites less constrained by the coexistence of several companies at the same time.

On the other hand, the 4th quarter was special due to the postponement of work sites from the 2nd quarter to the 4th quarter, affecting the performance of freight paths. In fact, in the paths planned in the first quarter, speed limits were integrated to compensate for the loss of time. However, the rescheduling of construction sites at the end of the year meant that it was not possible to resume the paths in the fourth quarter. Trains on the Atlantic route therefore suffered several time losses between Hendaye and Forbach (from 30 to 45 minutes).

The COVID also has the following effects:

> Driver changeover times (3 minutes) are longer due to the barrier measures; this increases parking times and also affects irregularity.

> Train preparation times at construction sites more difficult with COVID measures for agents.

SNCF Réseau makes 2 weekly points with the Operational Centres and 2 other weekly points with the Railway Companies.

SPAIN AND PORTUGAL:

In 2020, ADIF and IP deployed a joint and coordinated effort to improve data quality of the information in TIS which is the basis of the TPM reporting and analysis.

For such both IMs joined forces in improving the Geodata behind the TIS and CIP, and most importantly invested significant efforts in the improvement of train-run and train identification information, to provide a solid basis for the TPM WG to work.

Consequently, by the end of 2020 most trains in the Iberian Peninsula could be linked in TIS. Nevertheless, after the successes achieved by the IMs cooperation in 2020, both IMs agreed to continue in 2021 with the work of improving the data quality in the several IT tools which support the TPM reporting as well as, continuing investing in further TT Coordination and process harmonization particularly for the Cross-border sections.

OUTLOOK 2021

For 2021 the group has defined and agreed with the MB a set of goals to be achieved by the TPM WG by 31st December 2021, as follows:

1. Intensify relations with the RUs and include their focus trains into the analysis:
   - East Group (DB Netz and SNCF Réseau): continue quarterly meetings
   - West Group (IP and ADIF): Start regular meetings with Medway and Renfe Mercancias

2. Publish TPM reports based on the information from TIS (OBI), according to RNE guidelines

3. Develop new reports based on the output of the RNE's DQ WG to reflect the results of the 2 subgroups:
   - DE-FR-ES
   - ES-PT

4. Develop Dwell Time reports at Borders to provide to QCO by the end of 2021

5. Support the MB with the necessary TPM data to enable informed decisions by the MB

In order to guarantee the targets proposed a solid implementation strategy was approved by the members:

1. Improve train Monitoring:

   a) DE-FR-ES and comprehensive RU relations for long distance traffic (mainly automotive)

   b) Spanish-Portuguese Traffic

2. SNCF R should guarantee the adequate involvement in the development of the TIS reports using OBI

3. Invite Transfesa to join Linking Trains project with ECR and DB Cargo (TIS / RNE visibility of traffic Flows)

4. Cooperate with RNE in the DQ WGs related to border reporting and dwelling times at the border sections (TIS DQ and reporting)

5. Promote closer coordination between the TPM working group and the MB (including RAG/ TAG support)

To access the success of the WG, clear KPIs have been setup by the WG and approved by the MB.

4.3.2 Temporary Capacity Restrictions (TCRs)

During 2020 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.

- Continue with the integration of TCRs into the Timetabling process.

- Agree that the Atlantic RFC IMs will try to import their TCRs in the TCR Tool during 2021 according to the new roll out of the tool.

4.3.3 Network Statement and Corridor Information Document Work Group

During 2020 the Network Statement and Corridor Information Document Working Group continued working towards the harmonization of the contents of the CID between the several RFCs. 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), is now an annex 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). The platform is expected to go live by mid 2021 and will simplify the use of the CIDs by the Clients enabling a simplified read and 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

In the framework of the Interoperability WG different topics were dealt within 2020.

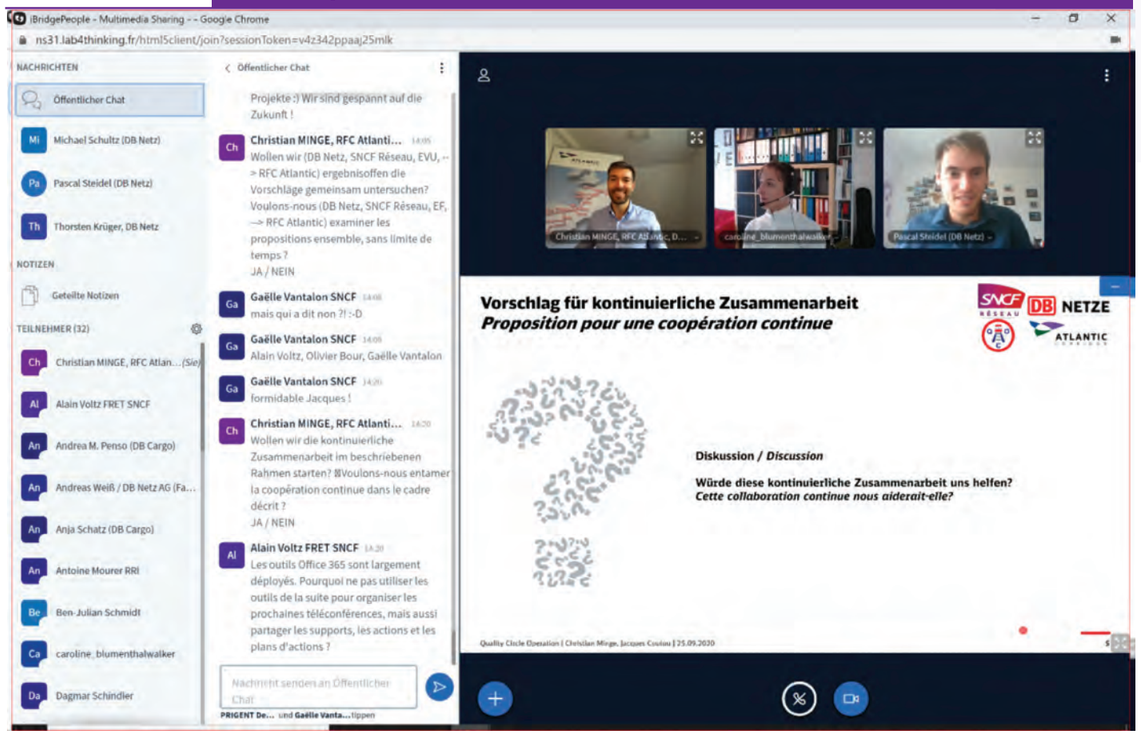
Quality Circle Operation (QCO): Cross-Border Workshop Forbach/Saarbrucken

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 have dedicated their valuable time to jointly discuss painful cross-border issues for rail freight between Germany in France. As a result, a list of cross-border issues was identified by the participants. After that topics were prioritized as focus topics and next more deeply analysed in sub-groups. At the end concrete measures were defined.

Quality Circle Operation Workshop in Forbach, 19th of August 2019

In September 2020 a follow up workshop was organized by RFC Atlantic. Due to the COVID-19 pandemic the workshop, which was planned to take place in Saarbrucken, was done as an interactive online meeting. This was quite challenging due to the high amount of almost 40 participants and the simultaneous French-German translation.

ONLINE QUALITY CIRCLE OPERATION WORKSHOP 25TH OF SEPTEMBER 2020



In the workshop a review of the ongoing projects was done and next steps as well as additional measures were defined. The most important conclusions are described below.

1. **Improvement of ad-hoc timetabling process between DB Netz and SNCF Réseau**
   Extension of the pilot of the DB Netz and SNCF Réseau timetable departments in order to get from train number harmonisation in 2020 to operational train path coordination of ad-hoc timetables via chat translation tool Assistify in 2021.

2. **TIS Train Linking Pilot**
   Extension of the TIS Train Linking Pilot of DB Cargo and ECR to other RUs (e.g. SNCF Fret,

Captrain, CLF Cargo) with the aim of improving international real-time information in TIS.

3. Optimization of loco driver change in Forbach
Establishment of a temporary working group to better organise the transfer of the loco driver change in Forbach for the direction FR to DE.

4. Optimization of the exceptional transport process
Participants of the workshop, infrastructure managers as well as railway undertakings, are satisfied with the results of the process improvements achieved in 2020. On top DB Netz will pilot in 2021 an additional fallback level for exceptional transport train application for weekend days.

5. UIC X-Border project "Concept for an ideal border section"
RUs make project proposals within the UIC X-Border project "Concept for an ideal border section". Feasibility of implementation will be analysed in 2021.

6. Continuous Improvement Process
Implementation of the Continuous Improvement Process in the framework of Quality Circle Operation will assure constant performance. Quarterly meetings (3x web conference (2h each) and 1x face-to-face meeting) are planned. The success and the efficiency shall be measured via KPIs and direct feedback from participants.

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.

English Training of IM Traffic Control Centres

According to a RNE GA decision on the 6th of December 2017 the IM agreed to introduce of 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 IM with organizing and financing of the English training of the employees of the Traffic Control Centres.

- DB Netz: English training continued in 2020.
- SNCF Réseau: English training started in January 2019.
- ADIF: English Training started in October 2019. During 2020 pandemic situation affected staff performance for English Lessons at the H24 National Traffic Control Centre, then less training than planned was developed. Then by common agreement at EEIG level, the programme was extended further to March 2021 in order to fulfil the expected lessons.
- IP: English training continued in 2020 and even though it was planned to finish in 2020, due to Covid-19 pandemic prevention measures, some of the foreseen courses for the OCCs staff had to be postponed for the beginning of 2021.

Cross-Border Agreement (CBA) Harmonization

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 the 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 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 3rd level agreements, IP and ADIF also organized to develop in parallel the 2nd and 3rd levels in 2020.

It is expected that both documents from the Iberian group can be approved and signed by ADIF and IP, in the beginning of 2021. Also, the 2nd level Agreement for the Irún-Hendaye Traffic Coordination at the Cross Border Section is planned to be approved 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.

Consequently, in 2020 IP with the support of the RFC PSA has deployed several IT 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.

IP also made the necessary developments to be able to receive from the Portuguese RUs the Train Composition Message (TCM) foreseen in the TAF-TSI, and to be able to send those TCMs to TIS as soon as the national RUs sign the TIS User Agreement. In order to accelerate this last step, the RFC Atlantic promoted in September 2020 a TIS workshop for the Portuguese RUs with the support of RNE experts to explain the benefits of using the European tools in cooperation the IMs and their international partners. After the workshop both freight RUs in Portugal are in the process of obtaining access to TIS, which should happen in early 2021.

Based on the success of the workshop promoted the RFC Atlantic is now considering other cluster-oriented workshops with RUs, Terminals and even IMs to amplify the use of the European tool in the stakeholders.

Under the PSA umbrella the Portuguese IM developed a display screen for the Operational Control Centres that will give the operation staff access to TCM sent by the RUs. To encourage the generalized use of the display an publicize the access to this new information received from the RUs, IP is conjunction with RFC Atlantic will promote a workshop for the OCC staff in 2021.

4.4 Studies

4.4.1 Intermodal rail freight gauge classification for combined transport on RFC Atlantic

The intermodal rail freight gauge is one of the essential criteria which must be taken into consideration when transporting goods as rail freight (e.g. containers). The current situation is that the network statements of each Infrastructure Manager (IM) of the Atlantic Corridor give mostly national classification about the gauge and the data is not complete. The objective of this analysis is to provide to the Management Board (MB) of the Atlantic Corridor

- a common analysis of the available gauge on the Rail Freight Corridor Atlantic,
- to measure the gauge if no complete data is available (e.g. tunnels, bridges, etc.),
- to give recommendation of rail sections which upgrade would permit a significant growth potential for rail freight traffic like Combined Transport (CT) or Rolling Motorway (RoMo).

Discussions with railway undertakings and the results of the study of EU Directorate-General for Mobility and Transport called "Measuring and upgrading the clearance gauges of railway lines" show that the target gauge to reach which is the P400 gauge of the intermodal freight gauge classification. It is the most relevant classification for the RUs and it allows any type of combined transport (especially semi-trailers) and it is also the critical gauge to allow RoMo services. Thus, it makes an important modal shift from road to rail possible.

Together with RUs operating regular freight trains on the RFC Atlantic it is planned to equip one standard container with laser measurement technology in order to measure the available gauge.

Based on the cooperation agreement signed between RFC Atlantic and involved RUs and due to the important strike period affecting the French Network in 2018, the gauge measurement has been postponed to the 1st half of 2019.

In 2020 the main freight connections in the Iberian Peninsula were supposed to also be measured in cooperation with the Portuguese RU – Medway. However, due to the travel limitations imposed by the COVID-19 pandemic to the French consultant responsible for installing the laser in the wagon that did not take place.

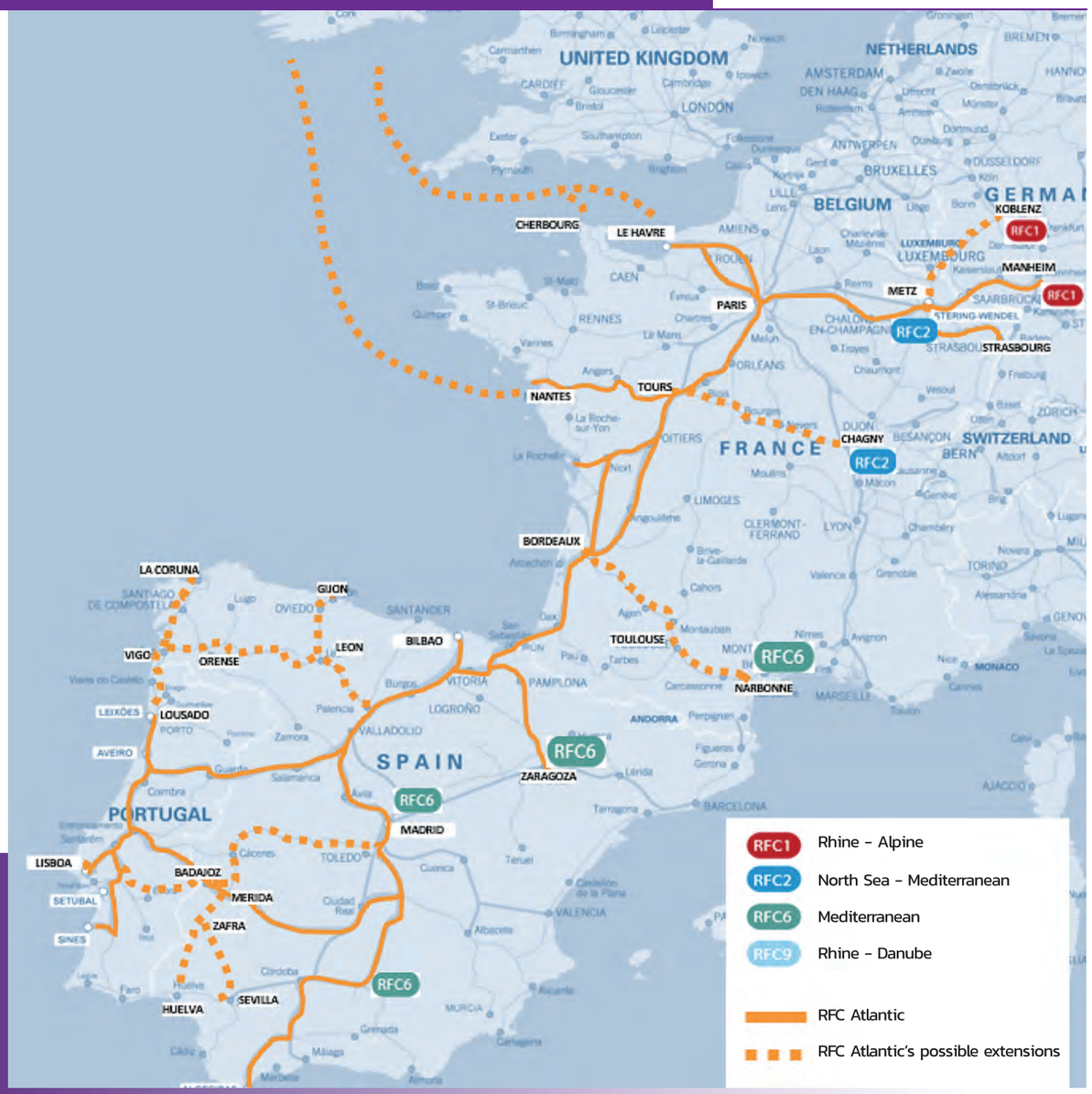
Consequently, the final measuring of the main Iberian connection will be performed in 2021. Such will still enable the classification of the main RFC Atlantic Connection according to the International Freight Code by the contractor hired by the RFC.

4.4.2 New Transport Market study (TMS)

In compliance with the article 9 of EU Regulation 913/2010, the RFC Atlantic contracted the revision and update of its Transport Market Study (TMS) on July 2nd 2019.

As foreseen in the regulation the study comprehends "the observed and expected changes in the traffic on the freight corridor, as a consequence of its being established" as well as "review, where necessary, the socio-economic costs and benefits stemming from the establishment of the freight corridor."

The general aim of the contracted TMS revision is to provide the MB with a sound understanding of the international freight traffic on the Atlantic Corridor, including its extensions to Germany, focusing on demand and competition side, considering the several upgrades foreseen for the RFC in the short, medium and long term.



This general aim is broken down into the following specific aims and expected results:

(1) Enabling IMs to define parameters for corridor capacity by

Assessing the evolution of freight transport demand on the corridor from the current situation until the following 5 years and thereby identifying potential volumes for rail freight services with regard to the following parameters:

- Origin / destination (O/D) trade lanes,
- Which type of cargo requires which rail freight service (bulk trains, intermodal trains, single wagon load trains, rolling motorway),
- Distribution of traffic volumes per market segment.
- Service level requirements, e.g. transit time, speed, capacity (weight, length), loading gauge
- Distribution of traffic volumes per market segment to yearly timetable and ad-hoc traffic

(2) Enabling the Management Board to implement measures to increase the competitiveness of rail freight by:

a) Assessing the (development of) modal split per relevant O/D trade lanes in per cent, esp. market share of rail freight;

b) Evaluating terms of competition especially with road and waterways, i.e. evaluating the criteria by which customers choose between the transport modes and how each transport mode fulfils these criteria;

c) Deducting measures from an IM and RU point of view to improve the competitiveness of rail freight versus other modes and quantifying the modal split potential for those measures.

d) Determine which
- industries along the corridor produce which types of goods
- which type of transport is needed for these goods
- which train services are needed

e) Determine which transport markets are growing/shrinking and how the growing transport markets can be won for rail.

In the year of 2020, most of the tasks foreseen in contract were completed by the consultant but for some specific field works and interviews which were impacted by the COVID-19 restrictions.

Consequently, the conclusion of the study was slightly postponed for March 2021, in order to guarantee the necessary conditions to develop the missing tasks and include their results in the contracted TMS.

4.4.3 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 also been participating during 2020, in the revision process of the ICM Handbook, led by RNE and expected to be finished by 2021.

4.5 Communication

In 2020 the Atlantic Corridor continued improving the communication channels with the stakeholders through the website www.atlantic-corridor.eu publishing relevant information on the activities promoted and meeting organized by the RFC Atlantic team.

Due to the Covid-19 pandemic, several of the public forums planned for 2020 were cancelled, such as the TEN-T days in Croatia or the joint RFCs participation in the Transport Logistic Fair in Munich, therefore, the RFC Atlantic had to find new communication initiatives particularly through the new website.

4.6 IT Tools

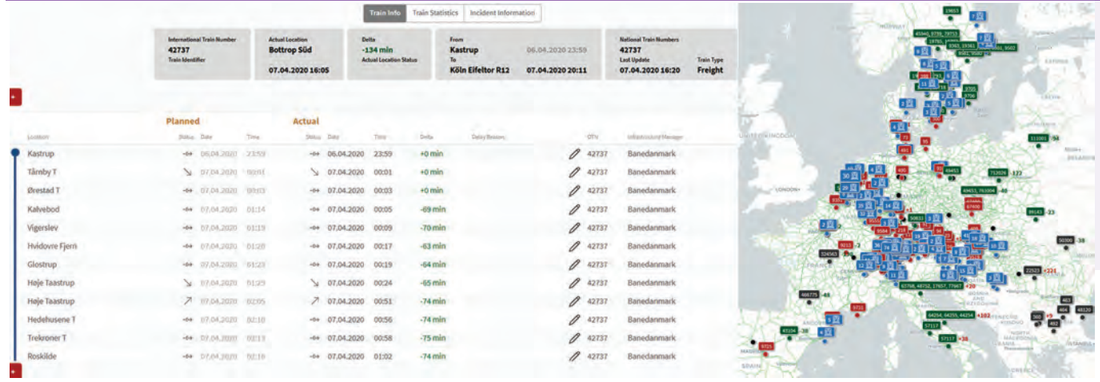
In this chapter are described the IT Tools with the most relevance for the international rail freight from RFC Atlantic perspective.

- 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.

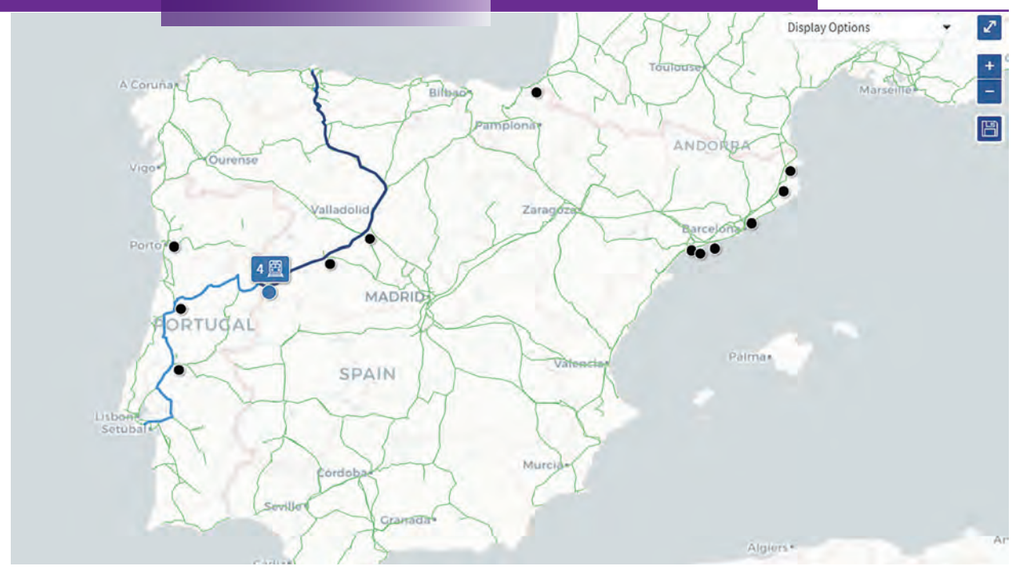
4.6.1 Train Information System (TIS)

The 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.



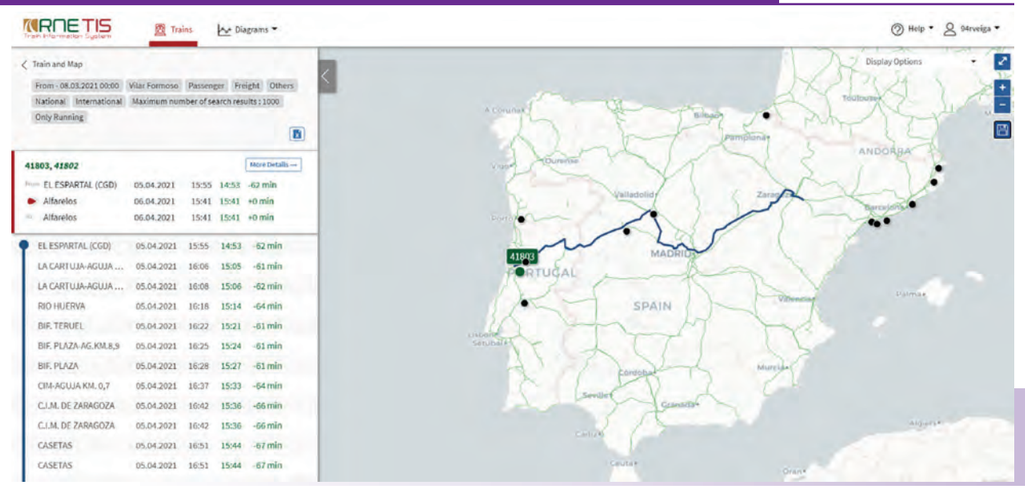
TIS is since 2015 implemented by all the IMs of the Atlantic Corridor and available for Railway Undertakings and Terminal operators; this tool gives the RFC the possibility for a professional Train Performance Management (TPM). Please see chapter 4.3.4 above Train Performance Working Group for further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

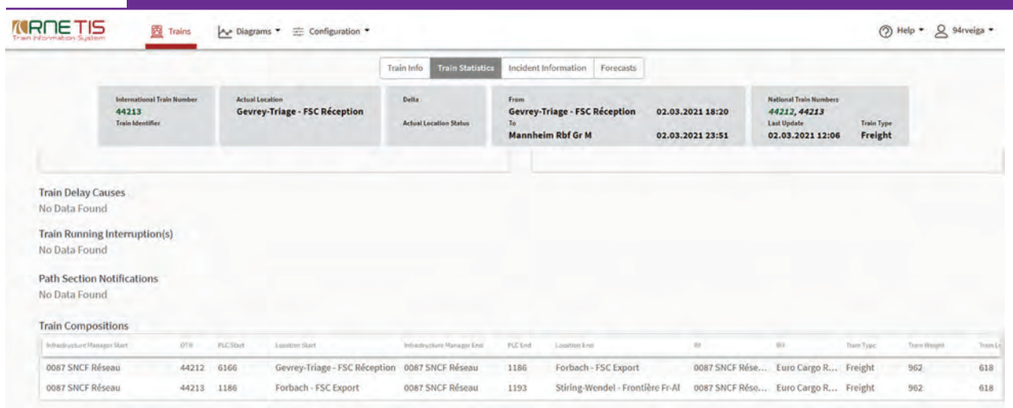
In 2016, RNE started a new initiative together with the RUs to give them the possibility to link up their trains when these are changing numbers across countries. The possibility of linking their trains has been extended to all RUs at the beginning of 2017.



In 2020, additional improvements to TIS support information were implemented by IP with the support of the RFC PSA and included:

- Significant 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 RUs, in order to be able to send to TIS the Train Composition Message (TCM) to display them in TIS 2020





- IP started receiving TAF-TSI TCM messages from the Portuguese freight RUs through the Common Components and waiting for the signature of the TIS User Agreement by the RUs to start forwarding the TCM to TIS (see further detain in Chapter 4.3.4);
- Deployment of an automatic monthly report to access the data quality of information being set to RNE.
- Deployment of a display for the Portuguese OCCs with the TAF-TSI TCM now received by IP from the RUs

OUTPUTS RNE FOR 2020/4

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	29	30	
Medway	80	76	75	44	25	74	86	87	68	42	18	11	54	86	82	74	73	27	17	67	95	85	62	70	32	14	70	82	80	71	**1827**
Takargo Rail	18	14	14	9	11	19	21	18	21	10	10	4	8	7	11	11	11	9	10	11	12	19	19	13	8	10	12	11	21	18	**390**
TOTAL	98	90	89	53	36	93	107	105	89	52	28	15	62	93	93	85	84	36	27	78	107	104	81	83	40	24	82	93	101	89	**2217**

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	29	30	
Internacionais Bloco - Contentores	3	4	2	3	2	1	4	3	3	1	2	1	1	4	3	4	2	3	2	1	3	4	2	2	3	2	1	4	3	4	**77**
Internacionais Bloco - Outras Mercadorias	8	6	8	5	5	6	7	8	5	4	4	3	2	7	9	4	7	7	4	5	9	8	4	8	6	4	7	10	8	6	**184**
Internacionais Bloco - Produtos Químicos	4	1	3	-	1	3	1	3	1	3	-	1	3	1	3	1	3	-	1	3	1	4	1	3	-	1	3	1	3	1	**54**
Internacionais Bloco - Produtos Siderúrgicos	-	-	1	-	-	-	2	-	-	-	-	2	1	2	3	2	2	-	2	4	4	4	1	3	-	-	2	3	7	3	**48**
Internacionais Bloco - Areia	3	4	5	1	3	10	11	8	7	9	3	2	3	6	2	2	4	-	2	7	10	8	7	8	4	2	3	7	3	3	**147**
Internacionais Bloco - Cereais	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	**1**
Internacionais Bloco - Cimento	10	10	5	1	2	9	6	9	6	-	1	2	4	11	15	14	5	1	2	7	7	8	6	5	1	2	7	7	8	6	**177**
Internacionais Bloco - Combustíveis liquidos	-	2	-	-	-	-	-	-	-	-	-	-	2	-	-	2	-	-	-	-	-	-	1	-	-	-	-	-	-	2	**9**
Internacionais Bloco - Contentores	38	37	36	34	21	33	38	35	39	21	12	3	26	33	36	36	35	18	13	30	38	34	31	31	22	10	32	36	38	35	**881**
Internacionais Bloco - Madeira	9	13	13	6	-	5	10	12	8	5	5	-	2	8	8	7	8	2	-	4	12	11	11	10	3	2	10	10	11	9	**214**
Internacionais Bloco - Materiais de Via	3	-	-	-	1	4	4	-	-	-	-	-	2	3	-	-	-	-	-	3	2	-	-	-	-	-	2	3	2	1	**30**
Internacionais Bloco - Minério	8	6	5	2	-	6	8	7	4	2	-	-	6	8	6	5	6	2	-	6	8	2	-	-	-	-	6	7	6	8	**124**
Internacionais Bloco - Produtos Quimicos	-	1	3	-	-	1	1	3	1	3	-	-	1	3	-	1	3	-	-	1	3	-	1	3	-	-	-	-	-	-	**29**
Internacionais Bloco - Produtos Siderúrgicos	8	4	4	-	1	13	13	13	13	-	1	1	8	5	6	5	5	3	1	7	8	16	14	6	1	1	6	3	8	9	**183**
Nacionais Completo - Multicliente	4	2	4	1	-	2	2	4	2	4	-	-	1	2	2	2	4	-	-	-	2	5	2	4	-	-	2	2	4	2	**59**
TOTAL	98	90	89	53	36	93	107	105	89	52	28	15	62	93	93	85	84	36	27	78	107	104	81	83	40	24	82	93	101	89	**2217**

COMBOIO: 91212 DATA REALIZAÇÃO: 06-11-2020 RECEBIDO DO OPERADOR: TAKARGO RAIL

COMPOSIÇÂO ENTRE SETÚBAL-MAR(68155)/TRIAGEM DA SIDERURGIA NACIONAL(81034)

Tipo Comboio: Mercadorias (2) **Comprimento Comboio (mt): 156** **Nº Veiculos:** 13 **Tipo Convel:** #ND **Pessoas ou Matéria Viva:** NÃO
Peso Comboio (ton): 934 **Velocidade Máxima (km/h):** 100 **Nº Eixos:** 54 **Tipo Rádio:** #ND **Matérias Perigosas:** NÃO

LOCOMOTIVAS

ID	Energia Tração	Tipo Unidade	Série	Modo Tração
909412115653	Motora (2)	Lococmotiva (1)	34051211	Primeira Locomotiva à cabeça (11)

VAGÕES

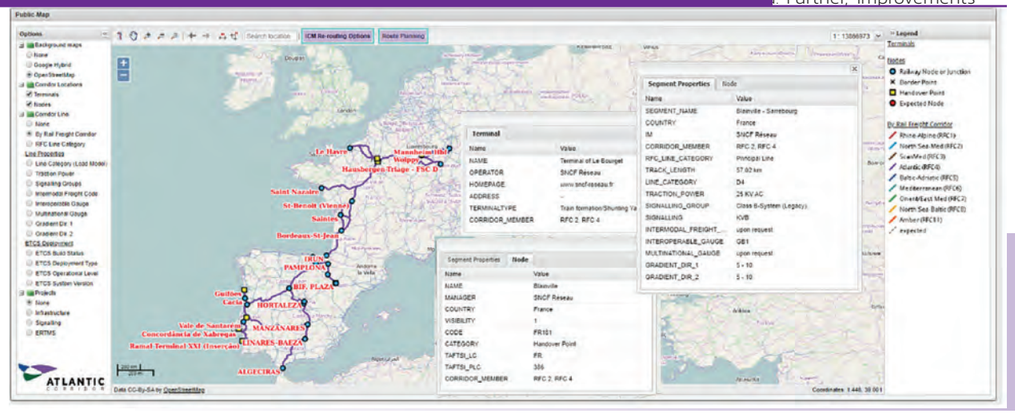
ID	#Vagão	Tipo Travão	Peso Travão (t)	Vel. Máx. (km/h)	Total Carga (kg)	Comp. Buffer (cm)	N°Eixos	Tipo Travão Mão	Peso Travão Mão (t)	Peso Vazio (kg)	Mat. Perigosas/UN
348747884735	1	Passageiros (P)	-	-	45000	1150	4	()	027	22900	-
348747871237	2	Passageiros (P)	-	-	45000	1150	4	()	-	24800	-
348747885567	3	Passageiros (P)	-	-	46000	1150	4	()	027	22900	-
3487477882911	4	Passageiros (P)	-	-	46000	1150	4	()	-	24800	-
348747881939	5	Passageiros (P)	-	-	45000	1150	4	()	-	24800	-
348747882564	6	Passageiros (P)	-	-	46000	1150	4	()	-	24800	-
348747881889	7	Passageiros (P)	-	-	46000	1150	4	()	-	24800	-
348747881996	8	Passageiros (P)	-	-	46000	1150	4	()	027	24800	-
348747883786	9	Passageiros (P)	-	-	46000	1150	4	()	-	24800	-
348747883299	10	Passageiros (P)	-	-	45000	1150	4	()	-	24800	-
348747882242	11	Passageiros (P)	-	-	46000	1150	4	()	-	24800	-
348747884529	12	Passageiros (P)	-	-	46000	1150	4	()	027	22900	-

Data última atualização: 06-11-2020 09:48:07

4.6.2 Customer Information Platform (CIP)

The Customer Information Platform (CIP) is an interactive, internet-based information tool. By means of a Graphical User Interface, CIP provides precise information on the routing, terminals, infrastructure investment projects, International Contingency Management (ICM) Re-routing options and maintenance works as well as basic track properties of the participating RFCs.

oll-out of one new RFC,
. Further, improvements

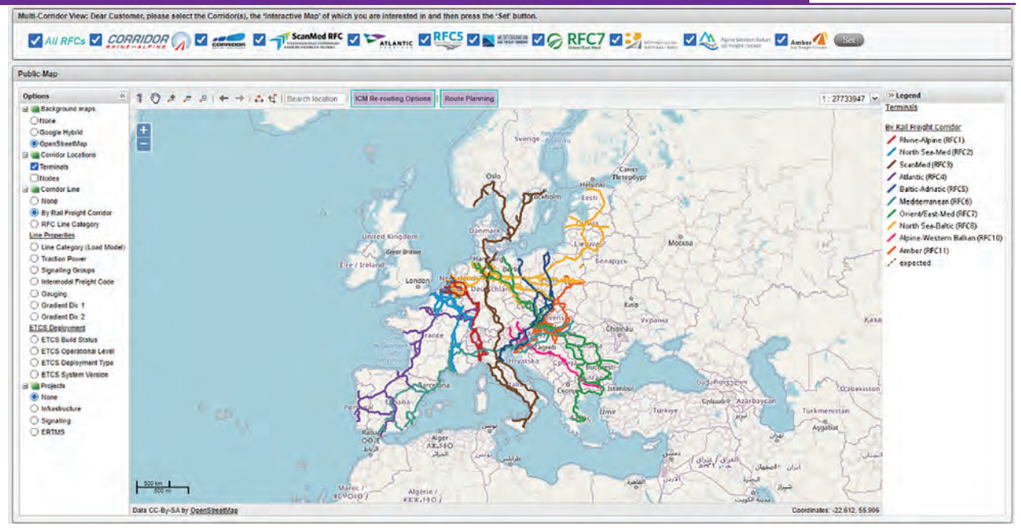


have been made regarding new functionalities and a new user Interface.

Starting from June 2020 the recent addition to the corridor community RFC Alpine-Western Balkan is also represented in CIP and customers have access to important information regarding routes, segment parameters and service points on this corridor.

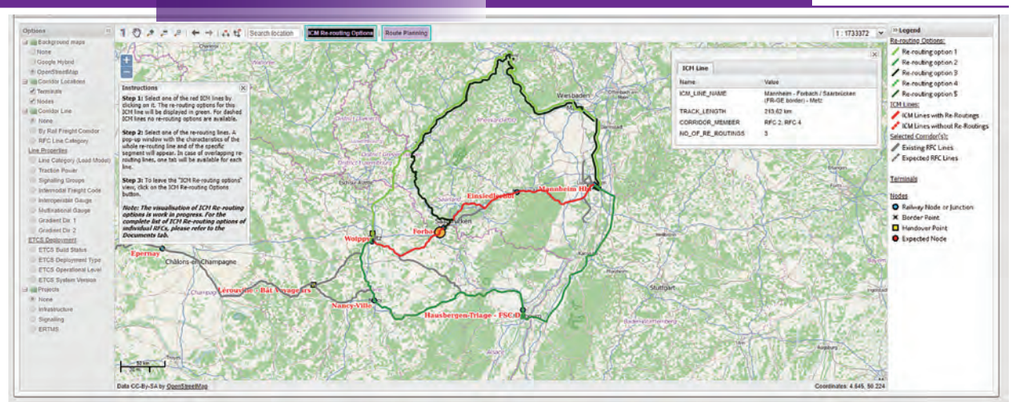
With the coverage of the new RFCs, CIP displays relevant information on railway infrastructure in 24 European countries and 10 out of 11 RFCs: Rhine-Alpine (RFC 1), North Sea-Mediterranean (RFC 2), Scandinavian-Mediterranean (RFC 3), Atlantic (RFC 4), Baltic-Adriatic (RFC 5), Mediterranean (RFC 6), Orient/East-Med (RFC 7), North Sea-Baltic (RFC 8), Alpine-Western Balkan (RFC 10) and Amber (RFC 11). The completion of the implementation of the remaining RFC (RFC 9 – Rhine-Danube) is scheduled for of mid-2021.

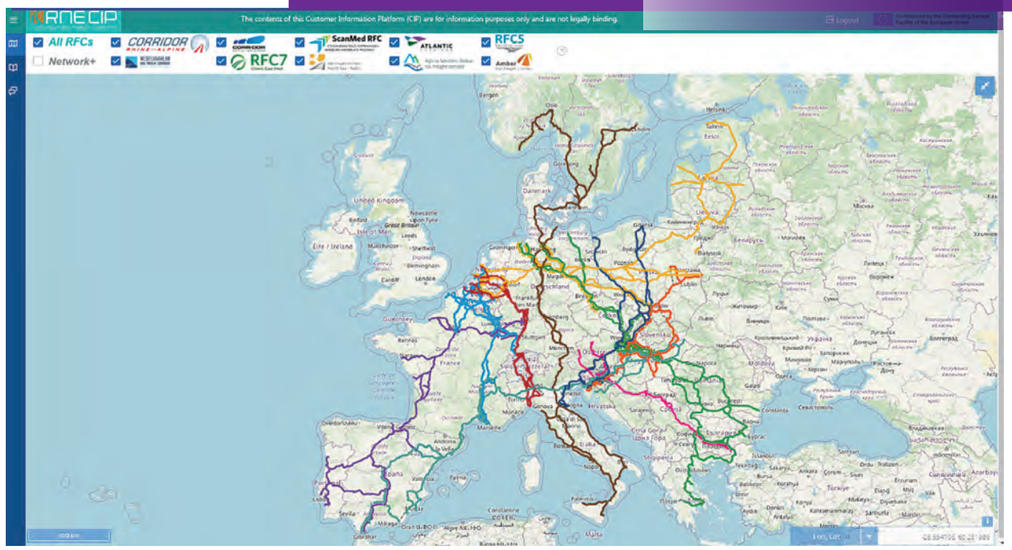
In terms of new functionalities, the CIP community finalizes the implementation of an International Contingency Management (ICM) function. The approach is to give the customer



access to relevant information that are required to manage disruptions (please see section 4.4.3 for more information about the ICM in general). Documents that include the definition of critical lines/ICM-Lines and Re-routing lines are not only published on the homepages of the corridors but also in the CIP information document section. In addition, these lines can also be displayed in the interactive map. By triggering the ICM Re-routing Options button, the ICM lines are displayed in red at the interactive map for the selected corridors. By clicking at one of these lines the Re-routing options for this ICM line appear in the map.

In terms of the new user Interface, the CIP community started 2020 workshops for the implementation of an improved usability of costumer interface. The approach is to make the usage for the costumer even more user friendly and intuitive. In addition to a new design of the entire user interface, the area of the interactive map is also enlarged. Many other functions will be improved in their handling. The implementation of the new user interface should be completed in 2021.





For a better understanding on the behaviour of users and their reactions to new functionalities, the Development Group has started to elaborate and present to the CCB a CIP usage monitoring report, which covers a six-month time period. CIP user statistics shows that while the overall numbers on usage of CIP and various elements thereof reached their all-time high in the 1st semester of 2020, the assumption has been confirmed that the lack of customer-related events over 2020 has led to a decrease in the 2nd semester of 2020. To address this development, the CIP Change Control Board already recommended to the CIP Development Group to promote CIP more intensively via the LinkedIn accounts of the participating RFCs (and RNE). To further promote CIP in 2021, a promotion campaign of the new graphical user interface is currently under preparation.

Following the consultation of the CIP Change Control Board an improved usability of the customer interface will be one of the central milestones in 2021 to improve the platform. Together with the roll-out of the remaining corridor, RFC 9 – Rhine-Danube, we believe that we can further increase the customer benefit of CIP in 2021.

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 2020 CIP was promoted at Railway Advisory Group (RAG) meetings.

Also, the developments of CIP in 2020 were supported by the EU.

The strategic decisions related to CIP in 2020 were taken at the Change Control Board (CCB) in March and September. 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 (www.atlantic-corridor.eu) for more information.

4.6.3 Path Coordination System

The C-OSS Community in which the 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;

During 2020 new PCS functions were developed, one of the most important was the connection between PCS and the GeoEditor. After some delay the new PCS Envelope Concept went into operation in October the 16th. C-OSS community actively participated both in the functional developments and in the testing phase during the previous weeks.

Atlantic C-OSS organized (for the forth time) in January 2020, together with the C-OSS from RFCs 2, 6 and 8 and RNE, a PCS training which took place in Brussels with the aim of helping the applicants to learn how to use the tool and to prepare their PaP requests for TT 2020/2021 according to each corridor particularities.

5.0 CORRIDOR PERFORMANCE

5.1 Key Performance Indicators

The following table and figure show the key performances indicators of Atlantic Corridor in 2020 as described in the implementation plan.

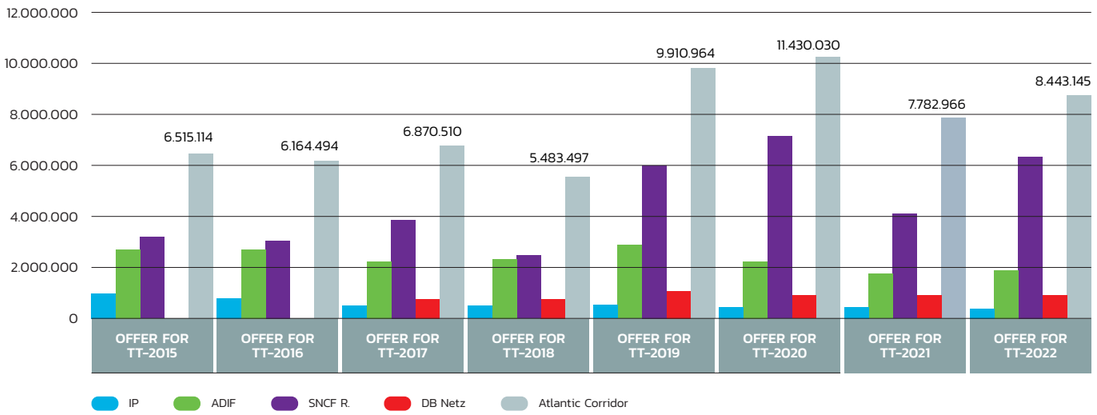
KEY PERFOMANCES INDICATORS 2020

1					
ANNUAL NUMBER OF PREARRANGED FREIGHT PATHS OFFER (P) TT-2021	"Natural" sections	GE	FR	SP	PT
48	89	25	36	18	10
2					
ANNUAL NO. OF DAILY PREARRANGED FREIGHT PATHS.KM OFFER (PKM*DAY) TT-2021		GE	FR	SP	PT
7.782.966		1.058.702	4.565.704	1.830.327	328.233
3					
PUNCTUALITY OF INTERNATIONAL TRAFFIC 2020 AT THE BORDER (DELAY < 30 MIN)		GE/FR	FR/SP (FR Side)	FR/SP (SP Side)	SP/PT
See following figure					
4					
AVERAGE SPEED OF TRAINS (KM/H), EXCLUDING FREIGHT TRANSSHIPMENT TIME AT THE BORDER BETWEEN FRANCE AND SPAIN [2]					
53,9					
5		5.1	5.2	5.3	
NUMBER OF PREARRANGED PATHS REQUESTED		Between X-11 and X-8 (for TT-2021)	Between X-8 and X-2 - LPR (for TT-2021)	Between X-2 and X+12 - ad hoc PR (TT-2020)	
36		36	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-2021)	Paths allocated upon LPR (for TT-2021)	Paths allocated upon ad hoc PR (for TT-2020)	
36		36	0	0	
7					
ANNUAL NUMBER OF PATHS RESERVED AND NOT USED (N)					
N/A					
8					
RATE OF DELAYED FINAL OFFERS FOR TT-2021 (%) [1]					
73					

[1] % of dossiers not offered at the final offer deadline Vs total requested dossiers. 1 week after the Final Offer deadline this rate was the 27%.
[2] Speed of PaPs published in January 2020 for TT 2021.

RFC Atlantic decreased the PaP offer from TT 2020 to TT 2021 but it was due to technical reasons in PCS. In TT 2020, the offer was in many cases for the 365 days while in 2021 the offer was better adapted to the capacity wishes from RUs. The rate of the days with a path offer is still quite low due to the difficulties in France to find solutions for the days affected by TCRs at the Draft and Final Offer deadlines. Additionally, there was important delays in the Final Offer due to the Covid-19 pandemic.

EVOLUTION OF OFFERED CAPACITY(PaPs Km/year)

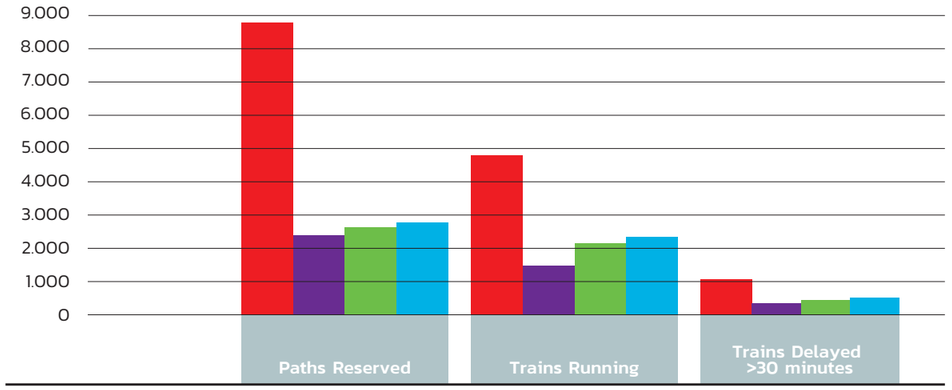


Due to the Covid-19 pandemic, to properly analyse the traffic evolution in the RFC Atlantic one need to see it in scope of what has been the traffic evolution since the beginning of the RFC in 2014. As such if we look of the traffic evolution from the date of the Corridor implementation until the last 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 RFC Atlantic with a 30% improvement on the RFC's punctuality.

Evolution 2014/2019	DE + FR	FR SIDE	SP SIDE	SP + PT	TOTAL FR/SP/PT
Paths Reserved	NA	-29,1%	-25,4%	33,3%	-3,8%
Trains Running	NA	-30,7%	-22,9%	33,3%	-0,7%
Trains Delayed >30 minutes	NA	32,0%	-18,6%	35,4%	29,2%

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, one sees that 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.

2019



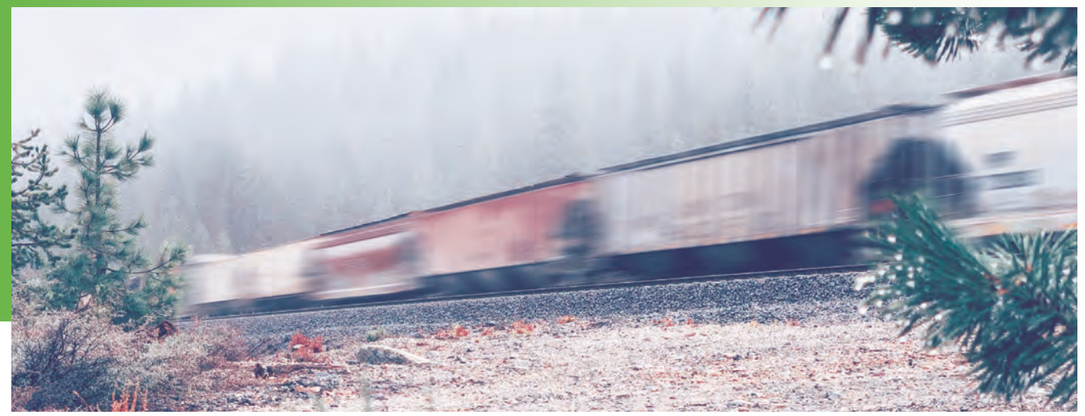
	Paths Reserved	Trains Running	Trains Delayed >30 minutes
DE + FR	8.993	4.909	1.075
FR SIDE	2.432	1.498	334
SP SIDE	2.810	2.117	428
SP + PT	2.939	2.392	582

	Paths Reserved	Trains Running	Trains Delayed >30 minutes
DE + FR	8.857	4.943	977
FR SIDE	2.713	1.552	333
SP SIDE	2.732	2.007	287
SP + PT	2.652	1.849	356

As for the most relevant decrease in traffic we see in the Iberian traffic, that can be justified not only by the previous mention temporary slowdown of the industrial production but also by the total closure of one of the connections between Spain and Portugal for electrification works on that cross-border section on the Spanish side. Nonetheless, on positive aspect of those can be pointed out concerning the international cooperation between IMs, which was the coordination of TCRs resulting on some track works also in Portugal during that closure in August 2020.

Consequently, the above mention impact of the TCRs in the Iberian Peninsula and the general improvement on service reliability are summarized in the following table:

Evolution 2019/2020	DE + FR	FR SIDE	SP SIDE	SP + PT	TOTAL FR/SP/PT
Paths Reserved	-0,7%	-9,7%	-1,7%	-16,4%	-4,2%
Trains Running	-11,8%	-7,4%	-8,6%	-32,5%	-16,3%
Trains Delayed >30 minutes	-17,8%	-6,3%	-39,4%	-50,9%	-31,5%



5.2 Customer Satisfaction Survey

For the seventh 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. This year we have used a new tool, Survio. 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 3rd of March 2021.

Customer Satisfaction Survey results for the Atlantic Corridor

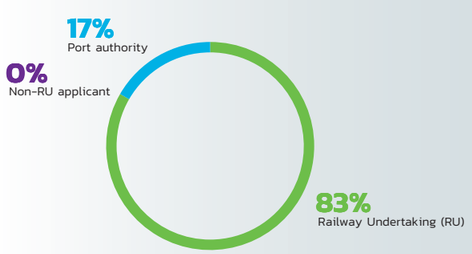
User Satisfaction Survey 2020 Summary - Satisfaction Rating

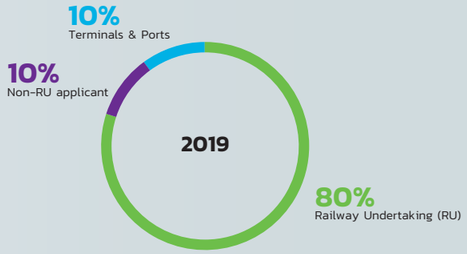
*Answers given were very satisfied, satisfied and slightly satisfied.

This is a decrease in evaluations of 40% compared to the previous year.

Evaluations 2019: 10

Target groups in %



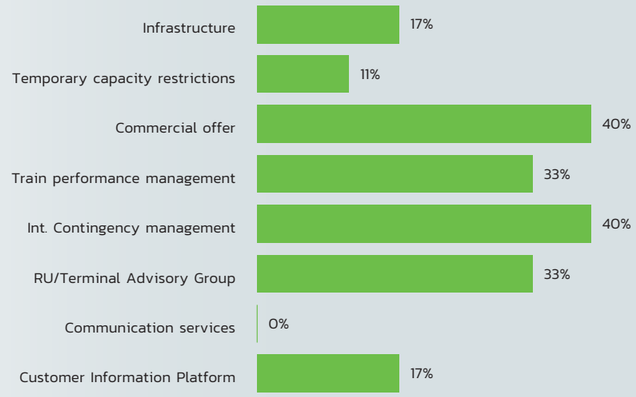


User Satisfaction Survey 2020 SUMMARY - Satisfaction Rating Of Each Topic

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

24%

average of each topic, respondents used the answer 'generally satisfied'



6.0 COOPERATION

6.1 RailNetEurope (RNE)

RNE provided support to the IMs in the implementation of the RFCs following the publication of Regulation (EU) n° 913/2010. RNE provides a coordination platform for RFC organisations to jointly develop harmonised processes and tools, to the benefit of Applicants, as well as IMs and ABs that are part of several RFCs.

As to further strengthen the cooperation between the RFCs and RNE, the RNE-RFC High Level Group has been introduced and they have been offered associate membership to RNE. RFCs joined RNE as Associate Members on 6 May 2015, thus they are invited to participate at the RNE General Assembly.

Several RFC-related projects were successfully carried out jointly under the RNE umbrella in 2020, such as the RFC User Satisfaction Survey, the development of the International Contingency Management handbook, the development of the Time Table Redesign pilot or the update of the Temporary Capacity Restrictions (TCR) guideline – just to name a few.

In addition to the harmonized business and operational processes, RNE also develops and operates IT tools in order to further help facilitating and promoting international railway business along the RFC network:

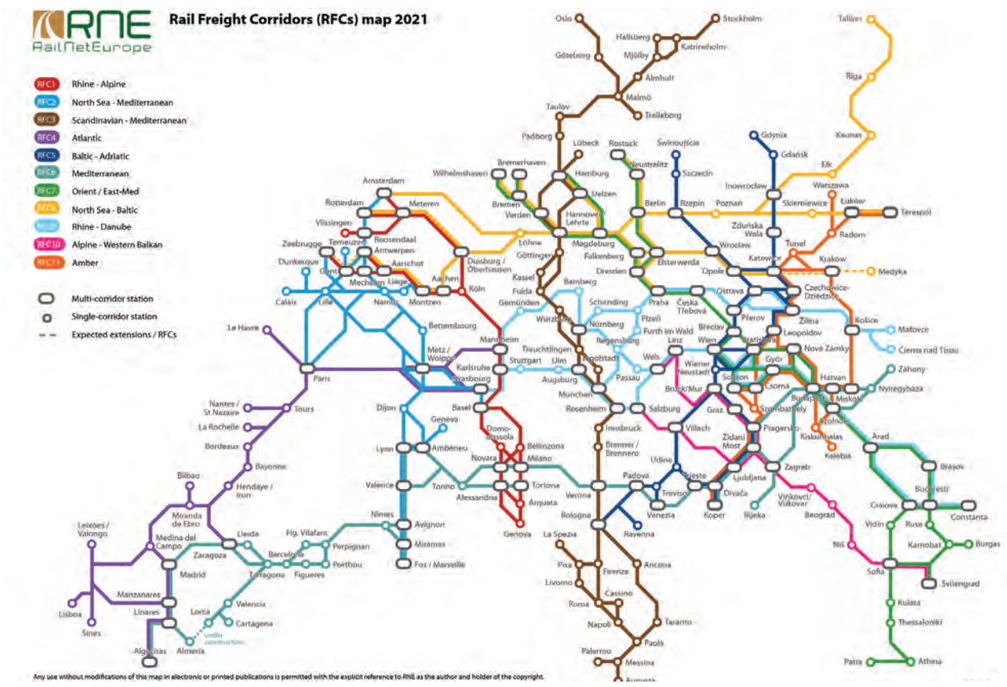
- Path Coordination System (PCS): it is the sole IT tool for requesting and allocation capacity on the RFCs;
- Train Information System (TIS): it visualizes international trains from origin to destination and supports international train management by delivering data concerning international passenger and freight trains along the RFCs;
- Customer Information Platform (CIP): it provides precise information on the routing, terminals, infrastructure investment projects and maintenance works as well as basic track properties of the participating RFCs;
- Charging Information System (CIS): it provides fast information on charges related to the use of European rail infrastructure and estimates the price for the use of international train paths.

6.2 Other Rail Freight Corridors

Since 2015, the Rail Freight Corridor "Atlantic" connects 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;
- Rail Freight Corridor Rhine Danube in Strasbourg and Mannheim.

The Atlantic Corridor is offering on a regular basis multi corridor paths with the corridors North Sea – Mediterranean and Mediterranean.



7.0 EUROPEAN FUNDING

RFC Atlantic was involved in many events and working group organized by European Commission like:

- SERAC group meeting (online, 8th of July)
- Core Network Corridor forum (online, 24th of November)
- Rail freight day (online, 10th of December)

RFC Atlantic was invited by European Commission to present some key elements of the international rail freight traffic (capacity allocation, coordination of temporary capacity restriction (TCR), cross border cooperation, RFC network, etc.).

The Connecting Europe Facility (CEF) is a key EU funding instrument to promote growth, jobs and competitiveness through targeted infrastructure investment at European level. The main events related with EU Funding of the Atlantic Corridor were the following:

7.1 Programming Period 2014-2020

In 2015 the European Commission approved a financial aid to Action n° 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".

7.2 Programming Period 2018-2020

In 2017 the European Commission approved a financial aid to Action 2016-PSA-RFC04 linked to the Programme Support Action (PSA) "Support for the establishment and implementation of the Rail Freight Corridors" in order to increase the international cooperation at the Operational Control Centre and cross border levels.

Step by step, these European funding subsidies helped and will help very much the Management Board of the Atlantic Corridor in order to improve the competitiveness of the international rail freight traffic by offering more capacity to the market, better communication and higher performance.

8.0 OUTLOOK FOR 2021

8.1 Main Challenges

The international transport market of the Atlantic Corridor is one of the most important in France and Spain 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, the Atlantic Corridor will focus his action on the following points for 2021:

- Increase the quality of the capacity offer for timetable 2022/2023, inter alia by implementing a guaranteed capacity product for long distance train running between Germany and Spain,
- Implement the revised Contingency Plan Management handbook for the RFC main itineraries,
- Facilitate the capacity request of the Railway Undertakings,
- 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;
- Promote the use of EU IT tolls and data quality of the information they provide;
- Continue a good cooperation with our customers in order to better understand their needs, specifically in terms of capacity,
- Provide the European Commission and Members States with the main priorities for the investment plan of the Atlantic 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.

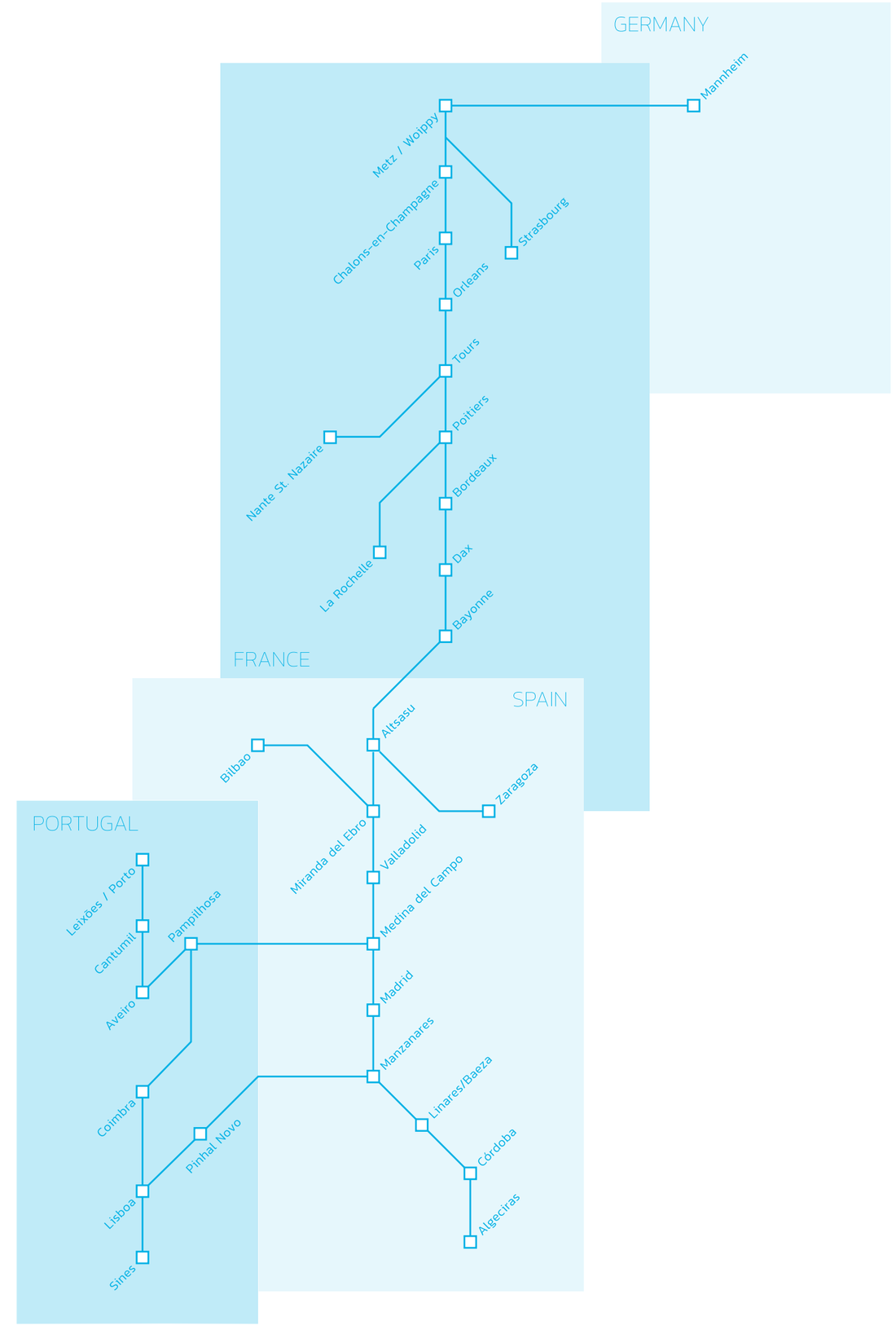
8.2 Events

Atlantic Corridor Events in 2021 – please save the date.

- 3rd of March 2021 – 20h TAG/RAG Meeting by MS Teams
- 9th of June 2021 -– EEIG Atlantic Corridor 7th General Assembly in by MS Teams
- 15th of September 2021 – 21th RAG TAG meeting in Madrid
- 6th of December 2021 - EC Rail Freight Day in Vienna

GLOSSARY

ABBREVIATION	TERMINOLOGY	ABBREVIATION	TERMINOLOGY
AA	Authorized Applicants	OSJD	Organization for Cooperation between Railways
AB	Allocation Body	PaP	Pre-arranged Path
ADIF	Administrador de Infrastructuras Ferroviarias - Spanish IM	PCS	Path Coordination System
AG	Advisory Group	PR	Priority rules
CEF	Connecting Europe Facility	RAG	Railway undertakings Advisory Group
CID	Corridor Information Document	RC	Reserved Capacity
CIP	Customer Information Platform	RFC	Rail Freight Corridor
CIS	Charging Information System	RFC 4	Rail Freight Corridor 4
CNC	Core Network Corridor	RNE	Rail Net Europe
C-OSS	Corridor One-Stop-Shop	RU	Railway Undertaking
DB Netz AG	German IM	SERAC	Single European Railway Area Committee
EC	European Commission	SLI	Subgroup Legal Issues
EEIG	European Economic Interest Grouping	SNCF Réseau	French national IM
ERTMS	European Rail Traffic Management System	TAG	Terminal Advisory Group
EU	European Union	TCR	Temporary Capacity Restriction
ExBo	Executive Board	TEN-T	Trans-European Transport Networks
GA	General Assembly	TIS	Train Information System
IM	Infrastructure Manager	TM	Traffic Management
INEA	Innovation and Networks Executive Agency	TMS	Transport Market Study
IP	Infraestruturas de Portugal - Portuguese IM	TPM	Train Performance Management
KPI	Key Performance Indicator	TTR	Timetabling Redesign
MB	Management Board	WG	Working Group



EUROPEAN ECONOMIC INTEREST GROUPING
EEIG ATLANTIC CORRIDOR

Immeuble Spinnaker
17 Rue Cabanac CS61926
33081 Bordeaux Cedex
France
+33 153 943 411 Headquarters
+34 917 744 774 One stop shop

www.atlantic-corridor.eu

Co-financed by the Connecting Europe Facility of the European Union

The contents of this publication are the sole responsibility of Atlantic Corridor and do not necessarily reflect the opinion of the European Union.

Download PDF file
https://www.atlantic-corridor.eu/library/public-documents