ATLANTIC CORRIDOR

# ANNUAL REPORT 2019

TO PERFORM ON TRACK

ATLANTIC CORRIDOR

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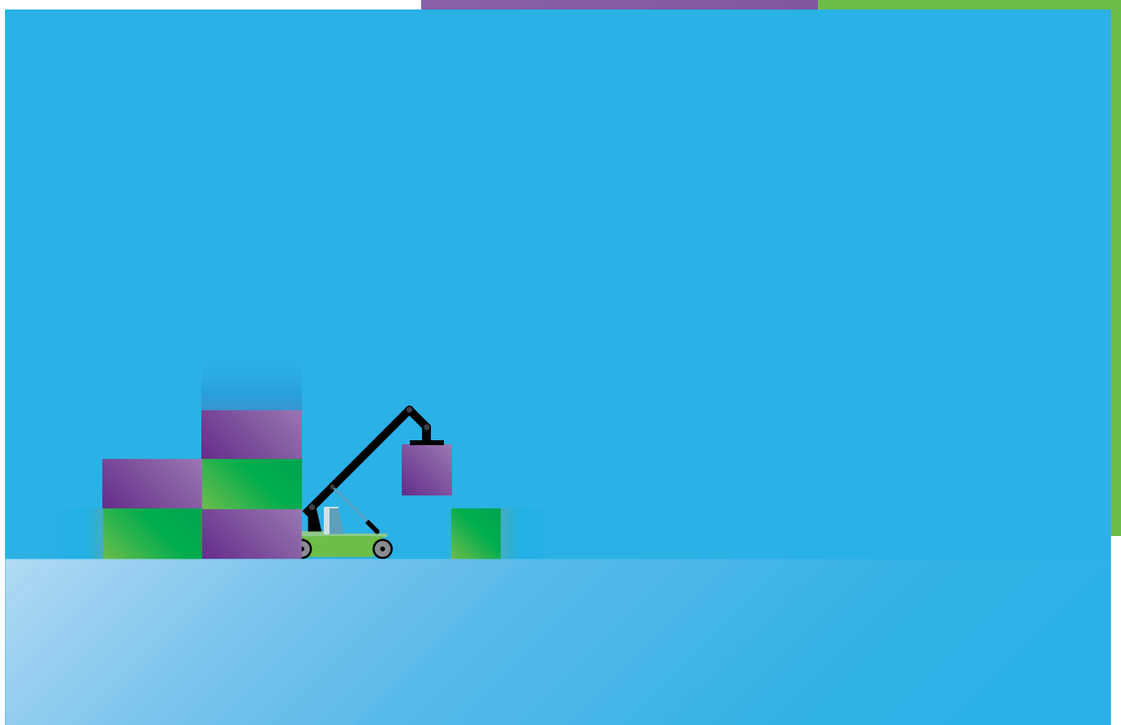


# FOREWORD >>

**ANTÓNIO LARANJO**
President of the Assembly

**JACQUES COUTOU**
Managing Director

2019 was a year of investment regarding the Corridor Atlantic's relationship with its clients. This year the Atlantic Rail Freight Corridor's (RFC) partners: Portugal, Spain, France and Germany, put in an additional effort to get closer to the market and gain a wider perspective of its needs and concerns, in other to promote the European rail freight traffic and actively contributing for a European rail network, recently comprising 11 rail freight corridors. RFC Atlantic also improved the cooperation with all other RFCs by sharing good practices at the RFC Network level.

At the same time, the RFC decided to review its communication channels with the stakeholders and further involve the Railway Undertakings Advisory Group (RAG) in server of the activities organized by the Management Board (MB), namely the MB and the Executive Board (ExBo) meetings. Still within the scope of improving the transparency and reliability of the information provided, the RFC redesigned its main communication tool, the webpage of the Corridor (www.atlantic-corridor.eu), making it easier to navigate and its language more market oriented. The new website also provided a more detailed overview of what the corridor has and is developing that might be of interest, either to the market or other stakeholders e.g. Infrastructure Managers (IMs) and the European Commission (EC).

Moreover, the RFC Atlantic developed several activities, together with the IMs (IP, ADIF, SNCF Réseau and DB Netz AG), as well as with Railway Undertakings (RUs), in the continued pursuit of the 10 Sector Priorities linked to the Sector Statement declaration of Rotterdam signed in June 2016. Many goals of these priorities were chased by the Atlantic Corridor in 2019, some in coordination with RNE (like the harmonization of the Corridor Information Document and the International Contingency Management (ICM) processes and rerouting alternatives for the Atlantic Corridor) while others singularly promoted by the RFC (like the the Quality Circle of Operations at Forbach for improving the operational processes between border stations and the English training of operational staff in the Operational Control Centers (OCCs) (promoted by the Atlantic Corridor MB and support by EU funds awarded to the EEIG).

Consequently, several upgrades to the IT tools in use by the RFCs were also deployed in order to provide to their customers an appropriate access and use of the results deriving from the activities promoted in 2019. For example, additional information about the Investment Plans and the rerouting alternatives in the ICM of the RFC Atlantic is now in display in Costumer Information Platform (CIP). While in Train Information System (TIS), the Iberian users can follow now with more reliability and for a wider number of international trains, the train run in real-time, the operational causes for delay and the propagated delay throughout the total extent of the international train journey, crossing the Corridor borders.

During 2019, the volume of international traffic using the Corridor saw a slight increase (+1,7%), mostly supported by the growth of the German-French traffic (+11,1%). The Iberian traffic however seem to observe a slight a stagnation, contradicting the previous years' growing trend. All in all, approximately 9.000 international long-distance trains crossed the borders of the Atlantic Corridor in 2019 with an improvement of 11% in punctuality.

All these great achievements resulted from the close cooperation of several entities, which together comprise the Atlantic Corridor organization, so we would 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 experts from within the IMs 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 several results achieved in 2019, which are summed up in this annual report.

# INTRODUCTION >>

This Annual Report means to present a summary of what were the most important actions and achievements developed by the Atlantic Corridor in 2019.

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:**

**2** CORRIDOR DESCRIPTION >>
This chapter provides an overview of the main characteristics of the corridor, giving also information about the background and legal framework that gave rise to the corridor;

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

**4** MAIN ACTIVITIES IN 2019 >>
This is the core chapter of the annual report encompassing all the activity carried out in 2019 concerning documents production, C-OSS, working groups, studies, communication, implementation of IT tools and events;

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

**6** COOPERATION >>
This chapter focuses on the relation that the Corridor has with several other entities like RNE, other rail freight corridors and more importantly with the European Commission, in view of its funding;

**7** EUROPEAN FUNDING >>
The chapter provides an over view on the involvement of INEA in the Corridor's activities.

**8** OUTLOOK FOR 2019 >>
the last chapter summarizes the corridor's main challenges for 2019 and

**9** EVENTS >>
This particular chapter 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 2020. It aims to allow the interested parties to organise their agendas accordingly.

# 2 CORRIDOR DESCRIPTION >>

## 2.1 Background

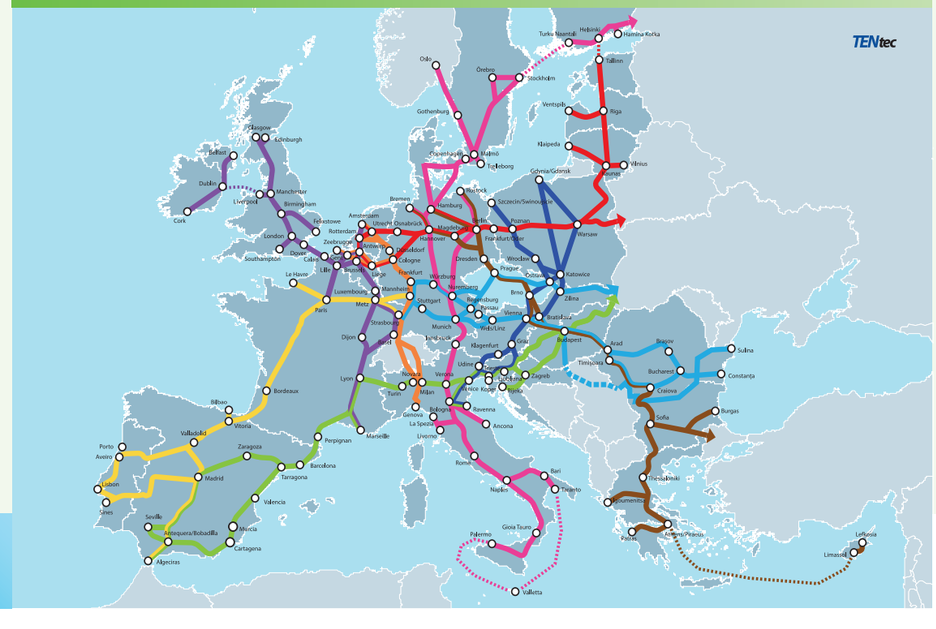
Within the framework of the European Union new Strategy for jobs and growth, the creation of an internal rail market, in particular with regard to freight transport, is an essential factor in making progress towards sustainable mobility.

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.

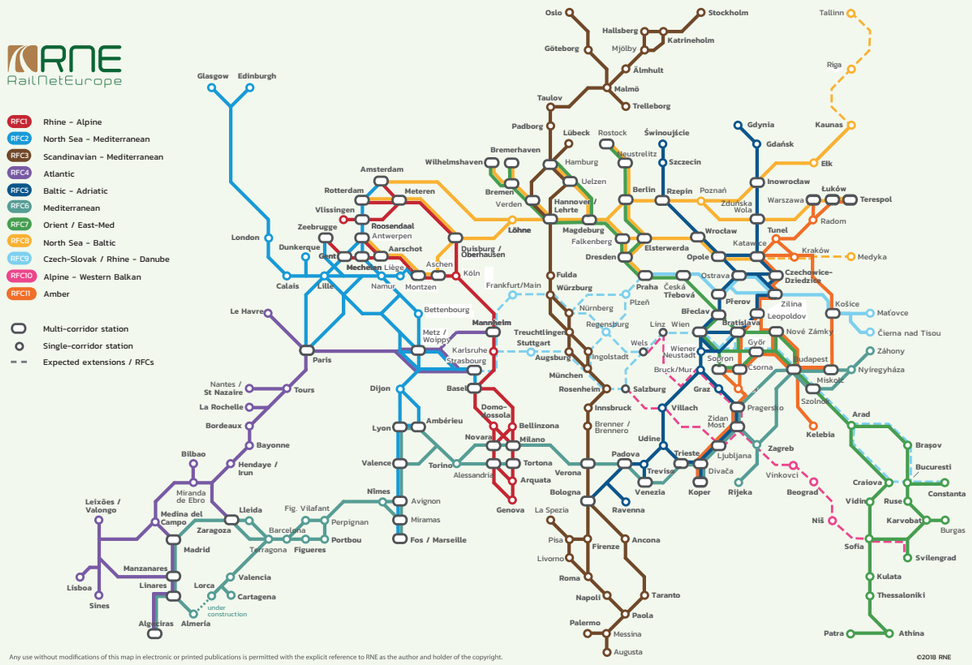
In order to be competitive with other modes of transport, international and national rail freight services, which have been opened up to competition since 1st January 2007, must be able to benefit from a good quality and sufficiently financed railway infrastructure, namely, one which allows freight transport 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




EUROPEAN RAIL FREIGHT CORRIDORS




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 9 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 the Regulation (EU) 1316/2013, this corridor was renamed to Rail Freight Corridor "Atlantic" and will be 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);
- Itinerary 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 (Medina del Campo-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.

The Rail Freight Corridor "Atlantic" connects directly four other corridors – Rail Freight Corridor "North Sea – Mediterranean" in Paris and Metz/Woippy, Rail Freight Corridor "Mediterranean" in Madrid and Zaragoza and Rail Freight Corridor Rhine-Alpine in Mannheim and will connect in future with Rail Freight Corridor Rhine Danube in Strasbourg and Mannheim.

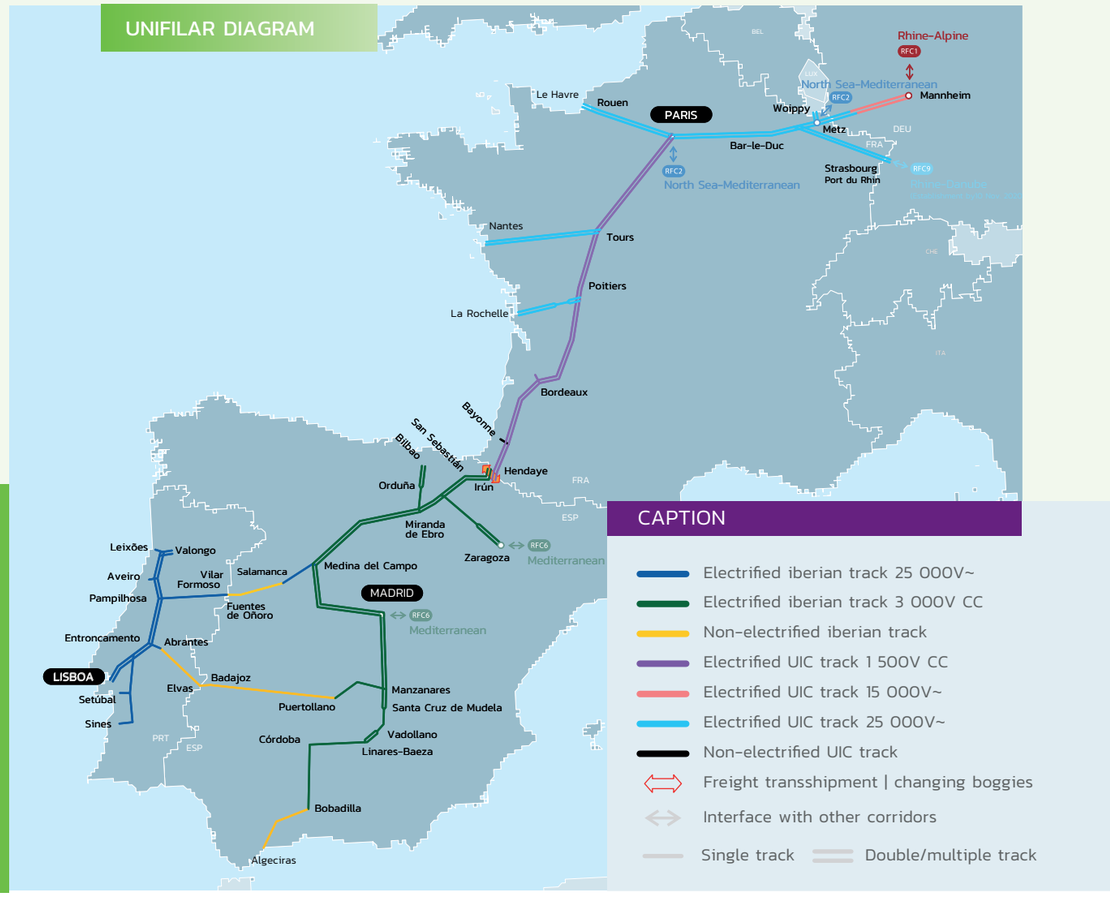
The Rail Freight Corridor "Atlantic" crosses the major urban nodes of the following countries:

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

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

Furthermore, it includes around 1090 km of overlapping sections between Rail Freight Corridor "Atlantic" and others corridors. Below it is detailed the list of overlapping sections:

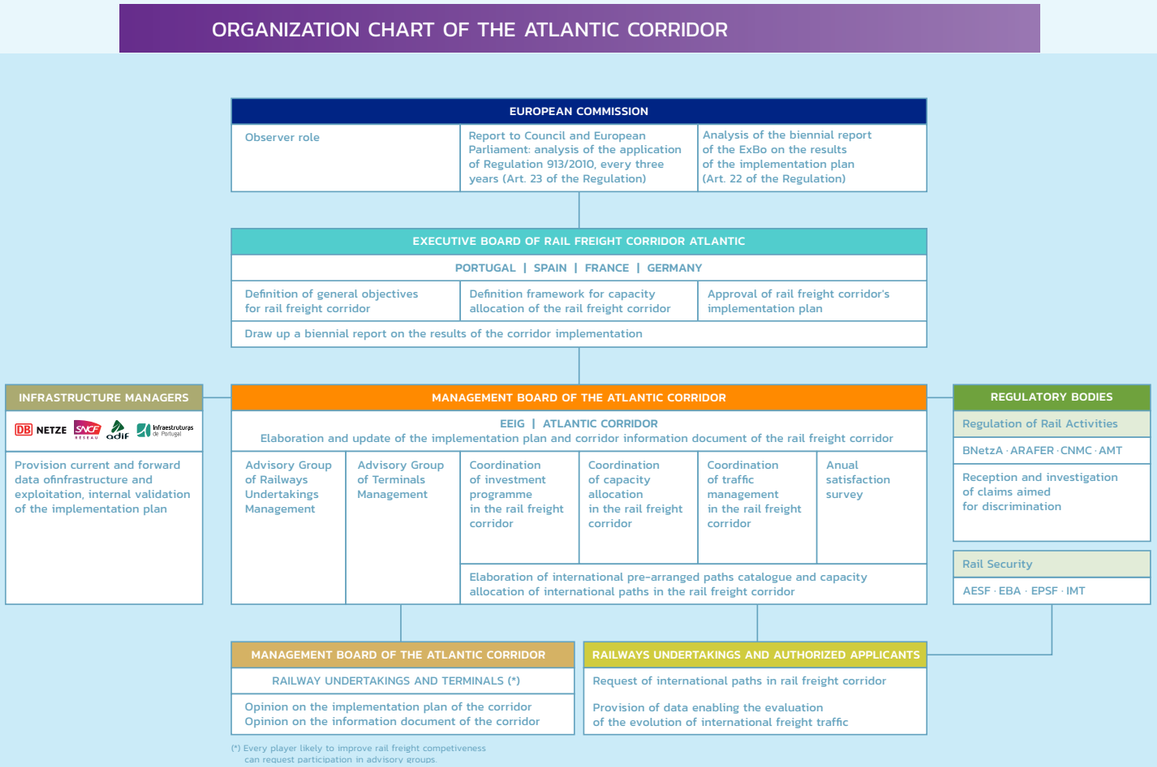
UNIFILAR DIAGRAM




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 | Lerouville | RFC2 | RFC4 | 64,9 | km |
| SNCF Réseau | Lerouville | 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 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.

## 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 2019 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.
- Wolfgang KÜPPER, on behalf of the Ministry of Transports and Digital Infrastructure of Germany.

In 2019, the Executive Board held meetings in Berlin on the 23rd of May and Lisbon on the 7th of November: meetings including key elements of the Atlantic Corridor activity presented by the Management Board.

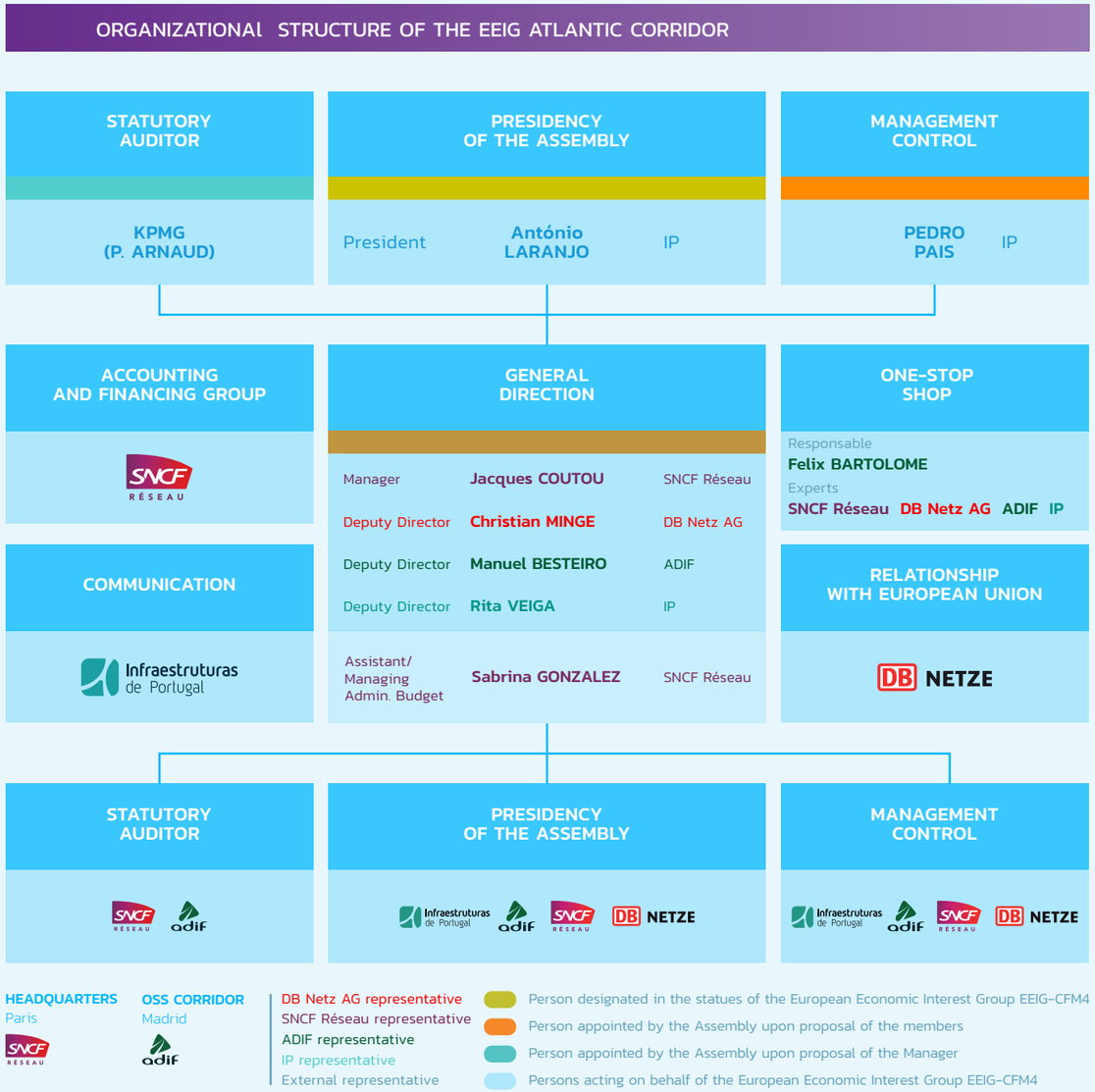
According to the Regulation, the Executive Board is responsible for defining the general objectives of the freight corridor, supervising and taking the following measures:

- 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 and SNCF Réseau and DB Netz AG.

The headquarters are located at SNCF Réseau, 174 avenue de France, 75013 PARIS. The following figure shows the structure of the EEIG. 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 2019, the Management Team was composed of a Managing Director and three Deputy Directors, forming a strong and multidisciplinary team.

| | |
|---|---|
| **JACQUES COUTOU**<br>SNCF Réseau | Managing Director |

| | |
|---|---|
| **MANUEL BESTEIRO**<br>ADIF | Deputy Director |

| | |
|---|---|
| **RITA VEIGA**<br>IP | Deputy Director |

| | |
|---|---|
| **CHRISTIAN MINGE**<br>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**<br>ADIF | Head of C-OSS |

## 3.3 Advisory Groups

In accordance with the 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 2019 one on the 13th of March that took place in Bilbao Seaport and another one on the 17th of September that took place in Paris SNCF Réseau Operational Control Center (OCC).

In March the meeting was hosted by the Bilbao seaport manager and approached the following subjects:

- general information of the Management Board and introduction of the Railway Undertakings spokesperson,
- presentation of the reserve capacity for 2019 and the offer of pre-arranged paths 2020,
- comments on the international contingency management plan of the Atlantic Corridor,
- presentation of key performances indicators and satisfaction survey results for 2018,
- presentation of Train Performance Management and cross border agreement working group activity, and
- conditions for new implementation of rail freight traffic between PT and DE cancelled in 2013.

The meeting was concluded by a visit to the Bilbao seaport facilities.

The meeting that took place in September was hosted by SNCF Réseau and focused mostly on:

- general information of the Management Board and introduction of the Railway Undertakings spokesperson,
- capacity requests and reserve capacity for TT2020 and capacity offer for 2021 linked to TCR planned on the French Network,
- key performances indicators 2019 of the Atlantic Corridor (1st semester 2019),
- RUs feedback on priorities for the Atlantic Corridor investment plan, considering the TEN-T parameters implementation until 2030
- results of the working group (train performance management/interoperability),
- RUs and terminal operators' feedback on the International Contingency Management plan.

The meeting was concluded by a sight visit of SNCF Réseau OCC in Paris. In both these meeting 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 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 Activités Ferroviaires et Routières (ARAFER) – for France
  - Comisión Nacional 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

In 2019 a representative of CNMC participated in the Executive Board meeting in Madrid and a representative of ARAFER participated in the Executive Board meeting in Paris.

# 4 MAIN ACTIVITIES IN 2019 >>

## 4.1 Documents

### 4.1.1 Corridor Information Document: CID 2021

In accordance to Regulation (EU) 913/2010, Art. 18, the Atlantic Corridor is obliged to elaborate the Corridor Information Document (CID). With the extension of the Atlantic Corridor to Germany as of 1 January 2016 the CID had to undergo a full revision.

The Atlantic Corridor decided to deliver CID in the common harmonized structure as proposed in the RNE guidelines, including Books 1, 3, 2, 4 and 5. 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.

CID Part 1 (available on the website of Atlantic Corridor)

CORRIDOR INFORMATION DOCUMENT


EUROPEAN REGULATION 913/2010
Rail Freight Corridor "Atlantic"

CORRIDOR INFORMATION DOCUMENT

Part 1 Generalities

Timetabling year 2020

Co-financed by the European Union
Connecting Europe Facility

ATLANTIC CORRIDOR

The CID is composed of five books:

- **Corridor description and generalities (Part 1)**
- **All the information contained in the network statement for national networks regarding the freight corridor (Part 2)**
- **The list and characteristics of terminals, particularly information concerning the conditions and methods of accessing the terminals (Part 3)**
- **The information concerning the procedures referred to in Articles 13 to 17 of this Regulation (capacity and traffic management) (Part 4)**
- **The implementation plan (Part 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 2019 the Corridor Information Document for TT 2021 was further harmonized for:

- Part 1: A major step towards the simplification of the information consultation by the clients was achieved by publish the first common book for RFCs 1, 2 ,4 and 8
- Part 2: Some minor changes to the previous template were implemented due to changes in the NS harmonized structure;
- Part 3: global harmonization of this document resulting from the publication of the Regulation (EU) 2017/2177 for Service Facilities (SF) requiring that the Service Facilities managers provide the relevant information about their installations either in a Network Statement of the Service Facility or in the Rail Facilities Portal – https://railfacilitiesportal.eu provided by the European Commission. Consequently, in 2019 the CID 2021harmonization reflects the effort to comply with the regulation. It is however important to note that most of the SFs, not owned by an IM, do not have yet any information available on either of the formats demanded by the EU regulation.
- Part 4: New further harmonized version with all RFCs
- Part 5: no major change was implemented to last year's proposal.

The harmonization efforts of the CID by the RFCs are ongoing in 2020.

Subsequently the CID TT 2021 was approved by the Management Board and is currently published on the website of the www.atlantic-corridor.eu.

### 4.1.2 2018 Management Report

In addition to the CID, the Atlantic Corridor also produced the 2018 Management Report deriving from an obligation in the corridor statutes. According to the statutes, the Management Controller has the responsibility of assuring the preparation of the 2019's Management Report until the end of May 2020.

The 2018's Management Report produced in 2019 includes a summary of the main activities carried out in 2018, also encompassed in the Activity Report 2018. It presents the most important actions and accomplishments developed by the Atlantic Corridor in 2018, 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 the 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 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 Rail Net Europe (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 2018 and 2019

### a) Managing of requests for TT 2018/2019

During 2019, Corridor OSS team has been available for managing all requests concerning Pre-arranged Paths and Reserve Capacity and giving all the information requested by all customers according to the Regulation (EU) 913/2010.

Corridor OSS received 52 Annual Path Requests (placed before the 2nd Monday in April) involving RFC4 PaPs for the Timetable (TT) 2018/2019. All of them were pre-booked by the C-OSS and an offer was placed for them.

Unfortunately, delays in the Draft and Final Offer leaded to some dissatisfaction on the customers. Also, 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 several days.

Despite these non-desirable delays, the customers declared their satisfaction about the great improvement that supposed the accuracy of the information in PCS (same information in PCS than in national systems at the corresponding deadlines).

Important coordination of Temporary Capacity Restrictions (TCR) between the IMs involved in the TTR Atlantic Pilot was carried out in order to achieve with the 2nd phase of the TTR Pilot for the annual TT-2021 between Miranda de Ebro (SP), Paris (FR) and Mannheim (DE).

Corridor OSS received no Late Path requests (placed after the 2nd Monday of April deadline) for TT-2020 neither Reserve Capacity requests for TT-2020 during 2019.

### b) PaPs construction phase for TT 2020/2021

Corridor OSS coordinated the construction of RFC4 PaPs for the Timetable 2020/2021. 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.

After the difficulties faced during 2018, the TTR 2nd phase was re-started in 2019. During the PaP construction phase the Atlantic Corridor team worked in 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 2019, to be offered for the TT-2021, included new innovative products in order to test the TTR process according to the plan of the Atlantic Corridor TTR pilot:

- 4 capacities (3 for Annual Requests and 1 for Rolling Planning) per direction between Mannheim and Forbach.
- 5 capacities (4 for Annual Requests and 1 for Rolling Planning) per direction between Forbach and Irun/Hendaye.
- 2 capacities (1 for Annual Requests and 1 for Rolling Planning) per direction between Irun/Hendaye and Miranda de Ebro (to/from Pamplona and Bilbao).

All the PaPs and the TTR capacity products were published in PCS in January 2020 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 44 PaP's have been constructed for TT-2020/2021 in both directions. The amount of capacity offered is 7,8 million kilometres*day for the whole service. There is a decrease in the offer from the 2 previous years due to a better adjustment to the real market needs.

## SOUTH-NORTH DIRECTION

| PAP Ref. | Running Days in IP network | Running Days in Adif network | Running Days in SNCF Réseau network | Running Days in DB NETZ network | PORTUGAL | | | | | | | | SPAIN | | | | | | | | | | | | FRANCE | | | | | | | | | GERMANY | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SINES | LISBOA /BOBADELA | LEIXÕES | PAMPILHOSA | ENTRONCAMENTO | ELVAS (HP) | VILAR FORMOSO Arrival (HP) | VILAR FORMOSO Departure (HE) | FUENTES DE ONORO | BADAJOZ Arrival (HP) | BADAJOZ Departure (HE) | MERIDA | ALGECIRAS | MADRID | BURGOS | GRISEN / ZUERA | PAMPLONA | NOAIN / PAMPLONA | BILBAO / MIRANDA EBRO | IRUN (Arrival) | IRUN (Departure) | HENDAYE (Arrival) | HENDAYE (Departure) | BAYONNE | LE HAVRE | VALENTON | VAIRES/TORCY | METZ SABLONS | FORBACH (Arrival) | FORBACH (Departure) | SAARBRUCKEN | EINSIDLERHOF | LUDWIGSHAFEN | MANNHEIM |
| RFC624PaP001 | | | 3 4 5 6 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | from Barcelona 3:35 / Perpignan 10:09 | | | 02:17 | 03:58 | 04:03 | 04:18 | | | 07:02 |
| RFC624PaP003 | | | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | | from Perpignan (8:05) | | 00:35 | 02:25 | 02:30 | 02:45 | | | 05:52 |
| RFC04PaP0005 | | | 1 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | 15:21 | | 20:17 | 20:22 | 20:37 | | | 23:07 |
| RFC04PaP0007 | | | 1 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | 22:05 | | 04:23 | *tmo* | | | | |
| RFC04PaP0009 | | | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | from Silla or Tarragona / Cerbère (5:48) | | | 22:21 | 00:15 | *tmo* | | | | |
| RFC624PaP011 | | | 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | from Silla or Tarragona / Cerbère (13:55) | | | 03:21 | 05:05 | 05:10 | 05:25 | | | 08:27 |
| RFC624PaP013 | | | 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | from Silla or Tarragona / Cerbère (15:02) | | | 05:44 | 06:35 | 06:40 | 06:55 | | | 10:02 |
| RFC624PaP015 | | | 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | from Cerbère (7:50) | | 02:32 | 04:11 | *tmo* | | | | | |
| RFC24PaP0017 | | | 6 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | from Gevrey (15:30) | | 19:41 | 20:36 | *tmo* | | | | | |
| RFC624PaP019 | | | 1 2 3 4 5 6 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | from Perpignan (7:40) | | 21:17 | 23:11 | 23:16 | 23:31 | | | | |
| RFC624PaP021 | | | 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | from Perpignan (18:38) | | 08:12 | 10:10 | 10:15 | 10:30 | | | | |
| RFC624PaP023 | | | 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | from Barcelona (13:46) / Perpignan (20:47) | | | 12:53 | 13:45 | 13:50 | 14:05 | | | | |
| RFC04PaP0025 | | | 1 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | 19:21 | | | 16:11 | 16:16 | 16:31 | | | 19:47 |
| RFC04PaP0027 | | | 1 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | 02:52 | | | | | 19:13 | *tmo* | | | | |
| RFC04PaP0029 | | 1 2 3 4 5 6 7 | 1 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | 23:05 | | via Zaragoza | | | | 10:05 | 18:05 | | | | | | | | 11:15 | 12:10 | 12:25 | | | 15:28 |
| RFC04PaP0031 | | 1 2 3 4 5 6 7 | 1 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | 13:24 / *16:06* | 19:17 | 17:44 | | | | | | | | 13:55 | *tmo* | | | | |
| RFC04PaP0033 | | 1 2 3 4 5 6 7 | 1 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | 11:40 | 11:40 | | | | 14:39 | 16:17 | | | | | | 10:37 | *tmo* | | | | |
| RFC04PaP0035 | | 1 2 3 4 5 | 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | 15:09 | | | | | | 20:39 | 01:47 | | | | | | 07:15 | 07:20 | 07:35 | | | |
| RFC04PaP0037 | | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | 12:21 | | | | | | | 16:53 | | | | | | | | | | | | |
| RFC42PaP0039 | | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 | | | | | | | | | | | | | | 17:04 | 09:05 | | via Zaragoza | | | | 21:03 | | | 07:31 | | | 20:02 | to Somain (1:00) / Antwerp (9:00) | | | | | | |
| RFC42PaP0041 | | | 1 2 3 4 5 6 | | | | | | | | | | | | | | | | | | | | | | | | 16:47 | | | 03:20 | to Somain (9:11) / Antwerp (16:00) | | | | | | |
| RFC42PaP0043 | | | 1 2 3 4 5 | | | | | | | | | | | | | | | | | | | | | | | | | 19:21 | | 06:04 | to Tourcoing (16:01) / Antwerp (18:35) | | | | | | |
| RFC04PaP0045 | 5 6 | 6 7 | | | *Via Beira Baixa* | 15:50 | | | 19:06 | | 00:06 | 01:30 | 01:38 | | | | | | | | | | | | 12:00 | 12:07 | to Hamburg (14:00) | | | | | | | | | | | |
| RFC04PaP0047 | 5 6 | | | | *Via Beira Baixa* | | 14:20 | *16:23* | | | | | | | | | | | | | | | | | | | to Paris (23:30) | | | | | | | | | | | |
| RFC04PaP0049 | 6 | 2 4 6 7 | | | | | *Via Beira Baixa* | | 20:44 | | 01:01 | 02:40 | 03:35 | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC04PaP0051 | 1 3 5 | | | | *Via Beira Baixa* | 18:32 | | | 20:44 | | 01:01 | | | | | | | 12:21 | | | | | | | | | | | | | | | | | | | | |
| RFC04PaP0053 | 2 4 5 | 2 4 5 | | | | | | | 06:20 | 08:52 | | | | 09:17 | 10:19 | 11:09 | | | | | | | | | | | | | | | | | | | | | | |

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

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

## NORTH-SOUTH DIRECTION

| PAP Ref. | Running Days in DB NETZ network | Running Days in SNCF Réseau network (RFC4 Origin) | Running Days in Adif network | Running Days in IP network | GERMANY | | | | FRANCE | | | | | | | | | SPAIN | | | | | | | | | | | PORTUGAL | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MANNHEIM | LUDWIGSHAFEN | EINSIDLERHOF | SAARBRUCKEN | FORBACH (Arrival) | FORBACH (Departure) | METZ SABLONS / WOIPPY | VAIRES / TORCY | VALENTON | LE HAVRE | BAYONNE | HENDAYE (Arrival) | HENDAYE (Departure) | IRUN (Arrival) | IRUN (Departure) | IRUN (Departure) | MIRANDA EBRO / BILBAO | NOAIN / PAMPLONA | GRISEN / ZUERA | BURGOS | MADRID | ALGECIRAS | MERIDA | BADAJOZ Arrival (HP) | BADAJOZ Departure (HE) | FUENTES DE ONORO | VILAR FORMOSO Arrival (HP) | VILAR FORMOSO Departure (HE) | ELVAS (HP) | ENTRONCAMENTO | PAMPILHOSA | LEIXÕES | LISBOA /BOBADELA | SINES |
| RFC426PaP002 | 1 2 3 4 5 6 7 | 2 3 4 5 6 | | | | | | | *tmo* | 00:02 | 01:45 | to Perpignan (16:43) / Barcelona 22:50 | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC426PaP004 | 0 2 3 4 5 6 7 | 1 2 3 4 5 | | | 19:49 | | | 22:44 | 22:59 | 23:04 | 00:47 | to Cerbère (17:45) | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC04PaP0006 | 1 2 3 4 5 6 7 | 1 2 3 4 5 | | | 12:16 | | | 15:47 | 16:02 | 16:07 | | 21:29 | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC04PaP0008 | 1 2 3 4 5 6 7 | 1 2 3 4 5 | | | | | | 14:50 | 15:05 | 15:14 | | 20:00 | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC426PaP010 | 1 2 3 4 5 6 7 | 1 2 3 4 | | | | | | | *tmo* | 22:51 | 00:40 | to Perpignan (23:30) | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC426PaP012 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 | | | | | | | *tmo* | 23:30 | 01:30 | to Cerbère (16:15) / Silla or Tarragona | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC426PaP014 | 1 2 3 4 5 6 7 | 2 3 4 5 6 7 | | | 21:40 | | | 00:51 | 01:06 | 01:11 | 02:57 | to Cerbère (18:10) / Silla or Tarragona | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC426PaP016 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 | | | 19:00 | | | 21:55 | 22:10 | 22:15 | 00:15 | to Cerbère (13:39) / Silla or Tarragona | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC42PaP0018 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | | | | 01:27 | 01:42 | 01:47 | 02:38 | to Gevrey (6:11) | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC426PaP020 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 | | | | | | | *tmo* | 20:55 | 21:44 | to Perpignan (10:23) | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC426PaP022 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 | | | | | | | *tmo* | 23:17 | 01:21 | to Perpignan (15:22) / Barcelona (1:35) | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC426PaP024 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 | | | 02:50 | | | 05:25 | 05:40 | 05:45 | 06:34 | to Perpignan (19:41) | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC04PaP0026 | 1 2 3 4 5 6 7 | 1 2 3 4 5 | | | 19:06 | | | 12:00 | 12:15 | 12:20 | | | | 07:56 | | | | | | | | | | | | | | | | | | | | | | | |
| RFC04PaP0028 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | | | | | | | *tmo* | 03:25 | | | | | 23:56 | | | | | | | | | | | | | | | | | | | | | | |
| RFC04PaP0030 | 1 2 3 4 5 6 7 | 1 2 3 4 5 6 7 | 2 3 4 5 6 7 | | 03:04 | | | 05:52 | 06:07 | 06:12 | | | | | | | | 01:23 | 12:14 | 12:14 | via Zaragoza | | | | 23:40 | | | | | | | | | | | | | |
| RFC04PaP0032 | 1 2 3 4 5 6 7 | 1 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | 03:49 | 04:04 | 04:09 | | | | | | | | 07:36 | 16:25 | | 19:35 / *22:25* | | | | | | | | | | | | | | | | |
| RFC04PaP0034 | 2 3 4 5 6 7 | 1 2 3 4 5 | 1 2 3 4 | | | | | 15:21 | 15:35 | 15:40 | | | | | | 13:14 | 11:15 | | | | | | 18:47 | | | | | | | | | | | | | | |
| RFC04PaP0036 | 1 2 3 4 5 6 7 | 1 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | | *tmo* | 15:26 | | | | | | 11:56 | 18:45 | | | | | | | | 05:14 | 08:40 | | | | | | | | | | | | |
| RFC04PaP0038 | | | 1 2 3 4 5 | | | | | | | | | | | | | | 19:55 | | | | | | | 00:12 | | | | | | | | | | | | | | |
| RFC24PaP0040 | | 1 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | | From Antwerp (19:40) /Somain (2:45) | | | | 06:07 | | | 18:06 | | | 09:20 | 09:20 | via Zaragoza | | | | 19:25 | | | | | | | | | | | | | |
| RFC24PaP0042 | | 2 3 4 5 6 | | | | | | | From Antwerp /Somain (19:46) | | | | 01:08 | | | 11:32 | | | | | | | | | | | | | | | | | | | | | | |
| RFC24PaP0044 | | 1 2 3 4 5 | | | | | | | From Antwerp (12:55) / Tourcoing (15:19) | | | | 01:20 | | 11:40 | | | | | | | | | | | | | | | | | | | | | | | |
| RFC04PaP0046 | | | 6 7 | 1 7 | | | | | | | | | | | from Paris (0:30) | | 19:50 | | | 19:59 | | | | | | | | | | 06:25 | 06:28 | 07:30 | | *14:05* | *15:30* | 17:15 | | |
| RFC04PaP0048 | | | | 1 7 | | | | | | | | | | | from Hamburg (15:00) | | | | | | | | | | | | | | | | | | | *13:20* | | | 14:43 | |
| RFC04PaP0050 | | | 1 3 5 6 | 7 | | | | | | | | | | | | | | | | | | | | | 16:45 | | | | | 01:30 | 01:37 | 01:32 | | 05:52 | | | | |
| RFC04PaP0052 | | | | 2 4 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 01:32 | | 06:40 | | | 07:48 | |
| RFC04PaP0054 | | | 2 4 5 | 2 4 5 | | | | | | | | | | | | | | | | | | | | | | | 15:58 | 16:48 | 15:50 | | | | 17:54 | 20:51 | | | | |

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

## 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 | | | | | | | | SPAIN | | | | | | | | SPAIN | | | | FRANCE | | | | | | | | | | | | GERMANY | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SINES | LISBOA / BOBADELA | LEIXÕES | PAMPILHOSA | ENTRONCAMENTO | ELVAS (HP) | VILAR FORMOSO Arrival (HP) | VILAR FORMOSO Departure (HE) | FUENTES DE ONORO | BADAJOZ Arrival (HP) | BADAJOZ Departure (HE) | MERIDA | ALGECIRAS | MADRID | BURGOS | GRISEN | NOAIN / PAMPLONA | BILBAO / MIRANDA EBRO | IRUN (Arrival) | IRUN (Departure) | HENDAYE (Arrival) | HENDAYE (Departure) | BAYONNE | LE HAVRE | NOISY LE SEC | VALENTON | VAIRES/TORCY | METZ SABLONS | SNCFR id | FORBACH (Arrival) | FORBACH (Departure) | SAARBRUCKEN | EINSIDLERHOF | LUDWIGSHAFEN | MANNHEIM |
| RFC24RC0017 | | | 1 3 5 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | | | | | | | | | from Gevrey (15:30) | | 19:41 | GVFB15 | 20:36 | Slot (1 hour maximun stopping time) | | | | |
| RFC04RC0025 | | | 2 3 5 | | | | | | | | | | | | | | | | | | | | | | | | 19:21 | | | | | | LHFB20 | 16:11 | | | | | |
| RFC04RC0027 | | | 1 3 | | | | | | | | | | | | | | | | | | | | | | | 02:52 | | | | | | | BYFB02 | 19:13 | | | | | |
| RFC04RC0031 | | 1 2 3 4 5 6 7 | 1 2 3 4 5 | 1 2 3 4 5 6 7 | | | | | | | | | | | | | | | | | | 13:24/16:06 | 19:17 | 17:44 | | | | | | | | | INFB18 | 13:55 | Slot (1 hour maximun stopping time) | | | | |
| RFC42RC0039 | | 2 7 | | | | | | | | | | | | | | | | 09:20 | | | Via Zaragoza | | 21:03 | 05:00 | 05:30 | 07:31 | | | HE5006 | 20:02 | to Somain (1:00) / Antwerp (6:50) | | | | | | | | |
| RFC04RC0045 | 5 6 | 6 7 | | | Via Beira Baixa | 15:50 | | | 19:06 | | 00:06 | 01:30 | 01:38 | | | | | | | | | | | 12:00 | 12:07 | to Hamburg (14:00) | | | | | | | | | | | | | |
| RFC04RC0047 | 5 6 | | | | Via Beira Baixa | | 14:20 | 16:23 | | | | | | | | | | | | | | | | | | to Paris (23:30) | | | | | | | | | | | | | |
| RFC04RC0049 | 6 | 6 7 | | | | | Via Beira Baixa | | 20:44 | | 01:01 | 02:40 | 03:05 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC04RC0051 | 5 | | | | Via Beira Baixa | 18:32 | | | 20:46 | | 01:01 | | | | | | | 12:21 | | | | | | | | | | | | | | | | | | | | | |
| RFC04RC0053 | 2 4 5 | 2 4 5 | | | | | | | 06:20 | 08:52 | | | | 09:17 | 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

| PAP Ref. | Running Days in DB NETZ network (origin of national path) | Running Days in SNCF Réseau network (origin of national path) | Running Days in Adif network (origin of national path) | Running Days in IP network (origin of national path) | GERMANY | | | | FRANCE | | | | | | | | | | | SPAIN | | | | | | | | | | PORTUGAL | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | MANNHEIM | LUDWIGSHAFEN | EINSIDLERHOF | SAARBRUCKEN | FORBACH (Arrival) | FORBACH (Departure) | WOIPPY | METZ SABLONS | VAIRES/TORCY | VALENTON | NOISY LE SEC | LE HAVRE | BAYONNE | HENDAYE (Arrival) | HENDAYE (Departure) | IRUN (Arrival) | IRUN (Departure) | MIRANDA EBRO / BILBAO | NOAIN / PAMPLONA | GRISEN / ZUERA | BURGOS | MADRID | ALGECIRAS | MERIDA | BADAJOZ Arrival (HP) | BADAJOZ Departure (HE) | FUENTES DE ONORO | VILAR FORMOSO Arrival (HP) | VILAR FORMOSO Departure (HE) | ELVAS (HP) | ENTRONCAMENTO | PAMPILHOSA | LEIXÕES | LISBOA / BOBADELA | SINES |
| RFC04RC0006 | | 1 5 | | | | | | | | 16:07 | FBV116 | | 21:29 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RFC04RC0028 | 1 2 3 4 5 6 7 | 6 7 | | | | | Slot (1 hour maximun stopping time) | | | 03:25 | FBBY03 | | | | | | 23:56 | | | | | | | | | | | | | | | | | | | | | | |
| RFC04RC0032 | 1 2 3 4 5 6 7 | 1 2 3 4 | 1 2 3 4 5 6 7 | | | | Slot (1 hour maximun stopping time) | | | 04:09 | FBIN04 | | | | | | | | | 07:36 | 16:25 | 19:35/22:25 | | | | | | | | | | | | | | | | | |
| RFC04RC0034 | | | 1 2 3 4 | | | | | | | | | | | | | | | | 11:15 | | | | | 18:47 | | | | | | | | | | | | | | | |
| RFC04RC0036 | | | 3 5 6 | | | | | | | | | | | | | | | | 18:45 | | | | | | | 05:14 | | | | | | | | | | | | | |
| RFC24RC0040 | | | 2 7 | | | | | | | | | | | | | | | | | | 09:20 | | Via Zaragoza | | | 18:45 | | | | | | | | | | | | | |
| RFC04RC0046 | | | 6 7 | 1 7 | | | | | | | | | | | | | from Paris (0:30) | | 19:50 | | 19:59 | | | | | | | | | | 06:25 | 06:28 | 07:30 | | 14:05 | 15:30 | 17:15 | | |
| RFC04RC0048 | | | | 1 7 | | | | | | | | | | | | | from Hamburg (15:00) | | | | | | | | | | | | | | | | | | 13:20 | | | 14:43 | |
| RFC04RC0050 | | | 5 6 | 7 | | | | | | | | | | | | | | | | | | | | | | 16:45 | | | | | 01:30 | 01:37 | 01:32 | | 05:52 | | | | |
| RFC04RC0052 | | | | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 01:32 | | 06:52 | | | 00:10 | |
| RFC04RC0054 | | | 2 4 5 | 2 4 5 | | | | | | | | | | | | | | | | | | | | | | | | 15:58 | 16:48 | 15:50 | | | | 17:54 | 20:51 | | | | |

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

### 4.2.2 Reserve Capacity 2020

Corridor OSS coordinated the construction of the Reserve Capacity for the timetable 2019/2020. It was published by the Corridor OSS in PCS tool in October 2019 and in the website. Reserve Capacity for TT-2019 consists in 21 PaPs in both directions

### 4.2.3 Temporary Capacity Restrictions 2018/2019

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 leaded the process and meetings about Coordination and Publication of TCRs of Atlantic Corridor for TT 2019/2020 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 2019, RFCs together with RNE and the involved IMs worked in the development of the TCR tool in order to implement a tool which makes the coordination and publication of TCRs easier and more efficient. The 2nd version was ready at December 2019, so some pilots will be carried out during 2020.

| 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 | 206D087A63D 49.01 | Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd | < > | Einsiedlerhof | Einsiedlerhof | 2020 | 2020 | 12 | 13 | 22/03/2020 | 14:45 | 23/03/2020 | 04:45 | 14 h | continuous |
| DB Netz AG | 206D11DC072 A9.01 | Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd | < > | Einsiedlerhof | Einsiedlerhof | 2020 | 2020 | 13 | 14 | 29/03/2020 | 03:45 | 30/03/2020 | 04:45 | 1 d, 01 h | continuous |
| DB Netz AG | 2085B225409 C8.01 | Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd | < | Weidenthal | Hochspeyer Ost | 2020 | 2020 | 15 | 15 | 10/04/2020 | 00:00 | 10/04/2020 | 12:00 | 12 h | continuous |
| DB Netz AG | 206E8CFB8EF C9.01 | Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd | > | Neidenfels Üst | Neustadt (Weinstr) Hbf | 2020 | 2020 | 15 | 15 | 10/04/2020 | 00:00 | 10/04/2020 | 12:00 | 12 h | continuous |
| DB Netz AG | 206E8CFB8EF C9.02 | Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd | < > | Lambrecht (Pfalz) | Lambrecht (Pfalz) | 2020 | 2020 | 15 | 15 | 10/04/2020 | 00:00 | 10/04/2020 | 12:00 | 12 h | continuous |
| DB Netz AG | 2085B225409 C8.03 | Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd | < > | Hochspeyer | Hochspeyer | 2020 | 2020 | 15 | 16 | 10/04/2020 | 00:00 | 14/04/2020 | 04:00 | 4 d, 04 h | continuous |
| DB Netz AG | 206D1C3BB99 09.03 | Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd | < > | Einsiedlerhof | Einsiedlerhof | 2020 | 2020 | 15 | 16 | 10/04/2020 | 00:00 | 14/04/2020 | 04:00 | 4 d, 04 h | continuous |
| DB Netz AG | 20841AE40CD C8.03 | Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd | < > | Lambrecht (Pfalz) | Neidenfels Üst | 2020 | 2020 | 15 | 16 | 10/04/2020 | 12:00 | 14/04/2020 | 04:00 | 3 d, 16 h | continuous |
| DB Netz AG | 205B77B2076 28.01 | Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd | < > | Hochspeyer Ost | Weidenthal | 2020 | 2020 | 15 | 16 | 10/04/2020 | 12:00 | 14/04/2020 | 04:00 | 3 d, 16 h | continuous |
| DB Netz AG | 2085B225409 C8.02 | Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd | < > | Hochspeyer Ost | Weidenthal | 2020 | 2020 | 15 | 16 | 10/04/2020 | 12:00 | 14/04/2020 | 04:00 | 3 d, 16 h | continuous |
| DB Netz AG | 206E8CFB8EF C9.03 | Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd | < > | Neustadt (Weinstr) Hbf | Neidenfels Üst | 2020 | 2020 | 15 | 16 | 10/04/2020 | 12:00 | 14/04/2020 | 04:00 | 3 d, 16 h | continuous |
| DB Netz AG | 2075A53945 CA9.01 | Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd | < > | Neustadt (Weinstr) Hbf | Neustadt (Weinstr) Hbf | 2020 | 2020 | 15 | 16 | 11/04/2020 | 02:10 | 13/04/2020 | 04:30 | 2 d, 02 h | continuous |
| DB Netz AG | 2075A53945C A9.02 | Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd | < > | Neustadt (Weinstr) Hbf | Neustadt (Weinstr) Hbf | 2020 | 2020 | 15 | 16 | 11/04/2020 | 02:10 | 13/04/2020 | 04:30 | 2 d, 02 h | continuous |
| DB Netz AG | 206D1C3BB99 09.04 | Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd | < > | Einsiedlerhof | Einsiedlerhof | 2020 | 2020 | 16 | 16 | 14/04/2020 | 04:00 | 15/04/2020 | 04:00 | 1d | continuous |
| DB Netz AG | 1E1410E523D 46.03 | Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd | < > | Limburgerhof Abzw | Ludwigshafen (Rhein) Überleitung Süd | 2020 | 2020 | 24 | 26 | 08/06/2020 | 22:30 | 22/06/2020 | 05:30 | 4 d, 02 h | periodical |
| DB Netz AG | 1E141134DDF C6.03 | Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd | < > | Limburgerhof Abzw | Ludwigshafen (Rhein) Überleitung Süd | 2020 | 2020 | 39 | 41 | 21/09/2020 | 22:00 | 05/10/2020 | 05:30 | 4 d, 02 h | periodical |
| DB Netz AG | 1EF5B9F74CD 66.02 | Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd | < > | Homburg (Saar) Hbf | Homburg (Saar) Hbf | 2020 | 2020 | 40 | 46 | 03/10/2020 | 00:00 | 09/11/2020 | 23:59 | 38 d | continuous |
| DB Netz AG | 1F3EA712EE8 FD.01 | Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd | < > | Homburg (Saar) Hbf | Homburg (Saar) Hbf | 2020 | 2020 | 42 | 43 | 16/10/2020 | 12:00 | 21/10/2020 | 18:00 | 5 d, 06 h | continuous |
| DB Netz AG | 1F3E938E0F5 7D.01 | Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd | < > | St Ingbert | Homburg (Saar) Hbf | 2020 | 2020 | 42 | 43 | 16/10/2020 | 23:40 | 19/10/2020 | 04:30 | 2 d, 05 h | continuous |
| DB Netz AG | 20843A5126 C28.01 | Homburg (Saar) Hbf - Saarbrücken Hbf | < > | Landsweiler-Reden | Dudweiler | 2020 | 2020 | 15 | 16 | 10/04/2020 | 02:00 | 14/04/2020 | 04:40 | 4 d, 03 h | continuous |
| DB Netz AG | 20843A5126C 28.02 | Homburg (Saar) Hbf - Saarbrücken Hbf | < > | Landsweiler-Reden | Dudweiler | 2020 | 2020 | 15 | 16 | 10/04/2020 | 02:00 | 14/04/2020 | 04:40 | 4 d, 03 h | continuous |
| DB Netz AG | 1EB5C9B3893 6D.01 | Homburg (Saar) Hbf - Saarbrücken Hbf | < > | Dudweiler | Dudweiler | 2020 | 2020 | 22 | 23 | 25/05/2020 | 07:00 | 05/06/2020 | 12:00 | 11 d, 05 h | continuous |
| DB Netz AG | 1EB008D1E36 6D.02 | Homburg (Saar) Hbf - Saarbrücken Hbf | < > | Dudweiler | Dudweiler | 2020 | 2020 | 29 | 30 | 15/07/2020 | 07:00 | 20/07/2020 | 1800 | 5 d, 11 h | continuous |
| DB Netz AG | 1F14AEEA6FA C6.02 | Homburg (Saar) Hbf - Saarbrücken Hbf | < > | Neunkirchen (Saar) Hbf | Neunkirchen (Saar) Hbf | 2020 | 2020 | 41 | 44 | 11/10/2020 | 21:00 | 27/10/2020 | 07:00 | 15 d, 10 h | continuous |
| DB Netz AG | 1F3FC97F921 8D.02 | Homburg (Saar) Hbf - Saarbrücken Hbf | < > | Homburg (Saar) Hbf | Homburg (Saar) Hbf | 2020 | 2020 | 43 | 44 | 19/10/2020 | 07:00 | 26/10/2020 | 04:00 | 6 d, 21 h | continuous |
| DB Netz AG | 2081CBD6461 B2.01 | Mannheim Hbf - Mannheim-Friedrichsfeld Südeinf/Ausf | < | Mannheim Hbf Ost | Mannheim Hbf Ost | 2020 | 2020 | 12 | 13 | 21/03/2020 | 20:00 | 23/03/2020 | 05:00 | 1 d, 09 h | continuous |
| DB Netz AG | 2081CBD6461 B2.02 | Mannheim Hbf - Mannheim-Friedrichsfeld Südeinf/Ausf | < | Mannheim Hbf Ost | Mannheim Hbf Ost | 2020 | 2020 | 12 | 13 | 21/03/2020 | 20:00 | 23/03/2020 | 05:00 | 1 d, 09 h | continuous |
| DB Netz AG | 1FF7067373F 6C.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 | 1FF7063F497 8C.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 | 1FF7063F497 8C.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 | 1FF7063F497 8C.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 continuous |
| DB Netz AG | 1FF70653506 CC.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 |

| REASON FOR RESTRICTION | TRAFFIC IMPACT | | | | | TRAFFIC MEASURES | | | | | DESCRIPTION | INTERNATIONAL COORDINATION | IM PROJECT ID (OPTIONAL) | IN YEARLY TIMETABLE | LAST UPDATED | CANCELLED |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Total closure | Reduced track availability | Speed restrictions | Weight, length, profile | Diesel only | Cancellation | Re-routing | Train replacement | Delay | Other | | | | | | |
| Switch | | ST | | | | | | | | | | | 65071J.1E48B57B0D806 | N | 13/08/2019 | N |
| Switch | | ST | | | | | | | | | | | 65071J.1E48C14BEABC6 | N | 13/08/2019 | N |
| Track & Rail | | LT | | | | | | | X | X | | | 306168.01J.1E182219645E6 | N | 30/08/2019 | N |
| Switch | | LT | | | | | | | X | X | | | 306167.01J.1E181D79E1DA6 | N | 14/08/2019 | N |
| Switch | | ST | | | | | | | X | X | | | 306167.02J.1E181D79E1DA6 | N | 14/08/2019 | N |
| Track & Rail | | ST | | | | X | X | | X | X | | | 306168.03J.1E182219645E6 | N | 30/08/2019 | N |
| Switch | | ST | | | | | | | | | | | 306169.03J.1E182C2E82F86 | N | 13/08/2019 | N |
| Bridge | T | | | | | X | X | | X | X | | | 206438.03J.1EBB495149446 | N | 29/08/2019 | N |
| Tunnel | T | | | | | | | | | | | | 65093 | N | 01/08/2019 | N |
| Track & Rail | T | | | | | X | X | | X | X | | | 306168.02J.1E182219645E6 | N | 30/08/2019 | N |
| Switch | T | | | | | X | X | | X | X | | | 306167.03J.1E181D79E1DA6 | N | 14/08/2019 | N |
| Switch | | ST | | | | | | | | | | | 206340.01J.1E4B675E49166 | N | 19/08/2019 | N |
| Switch | | ST | | | | | | | | | | | 206340.02J.1E4B675E49166 | N | 19/08/2019 | N |
| Switch | | ST | | | | X | | | X | | | | 306169.04J.1E182C2E82F86 | N | 13/08/2019 | N |
| Maintenance | T | | | | | | | | | | | | 106174.03 | N | 28/06/2019 | N |
| Maintenance | T | | | | | | | | | | | | 206305.03 | N | 03/08/2018 | N |
| Track & Rail | | ST | | | | | | | | | | | 1EF5B9F74CD66.02 | N | 18/01/2019 | N |
| Track & Rail | | ST | | | | | | | | | | | 1F3EA712EE8FD.01 | N | 17/01/2019 | N |
| Track & Rail | T | | | | | | X | | X | | | | 206544.01 | N | 17/01/2019 | N |
| Switch | T | | | | | | | | | | | | 206474.01J.1EE4269BDBCA6 | N | 29/08/2019 | N |
| Switch | T | | | | | | X | | X | X | | | 206474.02J.1EE4269BDBCA6 | N | 29/08/2019 | N |
| Track & Rail | | ST | | | | | X | | X | X | | | 1EB5C9B38936D.01 | N | 15/10/2018 | N |
| Switch | | ST | | | | | | | | | | | 1EB008D1E366D.02 | N | 11/10/2018 | N |
| Maintenance | | ST | | | | | | | | | | | 1F14AEEA6FAC6.02 | N | 19/12/2018 | N |
| Switch | | ST | | | | | | | | | | | 1F3FC97F9218D.02 | N | 18/01/2019 | N |
| Switch | | ST | | | | | | | | | | | 106246.01J.1ED59C5C379C6 | N | 27/08/2019 | N |
| Switch | | ST | | | | | | | | | | | 106246.02J.1ED59C5C379C6 | N | 27/08/2019 | N |
| Track & Rail | | ST | | | | | | | | | | | 306123.01 | N | 24/05/2019 | N |
| Track & Rail | | ST | | | | | | | X | | | | 306051.01 | N | 24/05/2019 | N |
| Track & Rail | | ST | | | | | | | | | | | 306051.02 | N | 24/05/2019 | N |
| Track & Rail | | ST | | | | | | | | | | | 306051.04 | N | 24/05/2019 | N |
| Track & Rail | | ST | | | | | | | X | | | | 306078.01 | N | 24/05/2019 | N |

## 4.3 Working Groups

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 2019 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 specific trains is part of a step by step approach to increase transparency in the operational supply chain by setting realistic goals. This approach needs a close cooperation with the RU as reasons for delays are very divers and concern IM as well as RU.

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 on a monthly basis 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:**

An In-depth analysis on the repeatedly delayed trains at the border point Saarbrücken/ Forbach has been made and was presented in the Quality Circle Operations Workshop in Forbach in August 2019, as described in chapter 4.3.5.

Furthermore, the TPM WG activities in France are connected to national SNCF Réseau initiatives – e.g. SNCF Réseau carries out regular meetings with RU in order to analyse the performance of the freight traffic of each RU on weekly and monthly instance. A special focus is put on the long-distance rail traffic.

**SPAIN AND PORTUGAL:**

In 2019, ADIF outlined a new strategy and focused on the quality of data to be sent to TIS.

In Portugal, IP maintained its initial strategy of promoting traffic control rules that would allow for an improvement in performance, exhausted as was the alternative related to new schedules. In addition, the RUs in Portugal started to run a lot of international traffic by using last minute trains in order to avoid the penalty impacts caused by their customers delays in the Ports and generally in Portugal.

However, in order to remain aligned with its Iberian partner, IP also focused on data quality. Achieved the objective of connecting the number of trains at the PT - SP borders, through close collaboration between the Departments of Schedules, Circulation, Monitoring and new IT tools deployment.

**OUTLOOK 2020**

For 2020 the group has defined a new strategy for the TPM WG with the focus shifted to bilateral WGs. In a first step there will be regional sub-working groups East (France/ Germany) and West (Spain/Portugal) and later also a focus shall be put on the Irun-Hendaye border. The regional groups can be steered more easily in the structure of Atlantic Corridor. Also, the RUs are invited to be involved in TPM work on the regional level to ensure efficient problem solving on a local level for our clients, e.g. by setting up bi-national quarterly quality dialogues. The TPM WG is also willing to include focus trains from RU perspective into the analysis.

### 4.3.2 Path Coordination System

C-OSS 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;

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 a third time) in January 2019 together with the C-OSS from RFCs 2 and 6 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-2019/2020 according to each corridor particularities.

### 4.3.3 Temporary Capacity Restrictions (TCRs)

During 2019 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.
- Start a project in order to integrate TCRs into the Timetabling process.
- Defined a pilot for testing the TCR Tool during 2020.

### 4.3.4 Network Statement and Corridor Information Document Work Group

During 2019 the Network Statement and Corridor Information Document Work Group continued working towards the harmonization of the contents of the CID between the several RFC Network. The taskforce for CID harmonization created by the NS & CID WG produced and published a common Book 1 for the RFCs 1, 2, 4 and 8. Further updates of the already harmonized Books 2 and 4 were also implemented.

The major updates resulting from the CID harmonization Taskforce were made to CID Book 3 – Service Facilities (SF) deriving from the publication of the Regulation (EU) 2017/2177 for Service Facilities which requires that the Service Facilities managers provide the relevant information about their installations, either in a Network Statement of the Service Facility or in the Rail Facilities Portal – https://railfacilitiesportal.eu. Therefore, for TT 2021, the CID Book 3 will reflect the intentions of the European Commission crystalized in the Regulation (EU) 2017/2177.

Meanwhile, the Taskforce for CID harmonization has started to work on the digitalization of the documents.

### 4.3.5 Interoperability Working Group

In the framework of the Interoperability WG different topics were dealt with in 2019.

#### QUALITY CIRCLE OPERATIONS (QCO): CROSS-BORDER WORKSHOP IN FORBACH

RFC Atlantic provided a platform for two days (28.-29.08.2019) dedicated for operational cross border process optimization in Forbach including a sight visit, an interactive workshop and a networking dinner.

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.

During the sight visit and the interactive workshop the participants showed a very positive spirit to improve collaboration for better cross-border performance of rail.

In the Workshop a list of cross-border issues was identified by the participants. Then four topics were prioritized as focus topics and next more deeply analyzed in sub-groups.

1. **Pilot of an automated translation tool "Assistify"**
   It was decided to start a pilot for the automatic chat translation IT tool "Assistify" with DB Netz and SNCF Réseau with the aim of intensifying cross-border communication between the operational managers in the process of train disposition and the process of exceptional transport handling. First results of the pilot show very good results.
2. **Inconsistent Train Numbering for ad-hoc trains cause operational problems in Forbach**
   Train numbering for cross-border trains is inconsistent as there are no common criteria for the allocation by the IM. This shall be changed for timetable 2020: DB Netz shall be made responsible for the management of the common set of international train numbers.
3. **Missing real-time train information sent from RU to IM**
   SNCF Réseau is unable to manage efficiently track capacity in Forbach without real-time train information about train composition, delays, availability of loco / loco driver and dangerous goods. For timetable 2020 a solution shall be elaborated that this information is being provided to SNCF Réseau until 30 min before arrival in Forbach.
4. **Improve Exceptional Transport process for ad-hoc trains**
   The exceptional transport process for regular trains was improved with the support of RFC Atlantic in the second half of 2019 and is now being monitored constantly by the Infrastructure Manager (IM) and Railway Undertaking (RU). On top a group of volunteers (IM + RU) will also monitor quality/quantity of exceptional transport for ad-hoc trains in order to specify if there is problem justifying specific measures.

#### ENGLISH TRAINING OF IM TRAFFIC CONTROL CENTRES

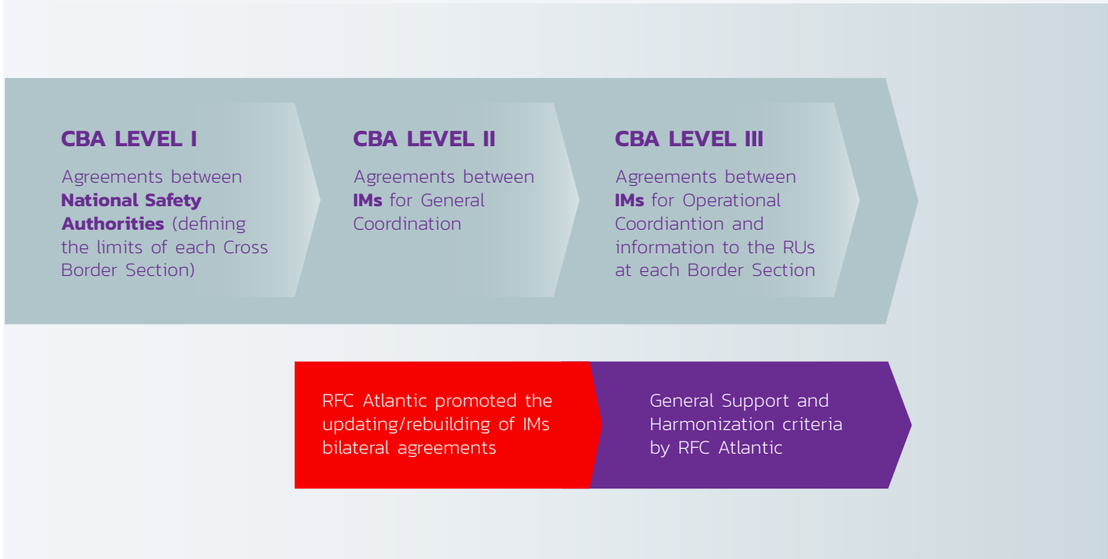
According to an RNE GA decision taken the 6th of December 2017 the IM agreed to introduce of at least one English speaking dispatcher in national Traffic Control Centres 24h/24 until 2020. By means of EU funding (Programme Support Action) RFC Atlantic supports its IM with organizing and financing of the English training of the employees of the Traffic Control Centres.

- DB Netz: English training continued in 2019.
- SNCF Réseau: English training started in January 2019.
- ADIF: English Training started in October 2019.
- IP: English training continued in 2019 and is planned to finish in 2020.

A good example of English communication between the 4 IMs of the Atlantic Corridor was successfully tested during the TELCO implemented the 26.09.19 for the International Contingency Management test.

### 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) which fits for all cross-border sections of the RFC Atlantic. The scope of work is described in the following picture.




This CBA taskforce derived in two different bilateral groups which focused their efforts in revising the existing Cross-border Agreements. One bilateral group was formed by SNCF Réseau and ADIF and another by IP and ADIF.

The first group produced and signed in 2019 a new version of the second level agreement – General Agreement, approved In December 2019 by the two IMs, while the second group has begun in 2019 to revise and adapt the previously mentioned signed agreement to the Portuguese/Spanish border reality.

Simultaneously in 2019, both groups have started the revision of the third level agreements for Operational Coordination including all border points between each pair of countries, as well as, the revision and development of additional supporting reglementary documents.

In 2020 it is expected that the bilateral General Agreement between IP and ADIF is signed as well as the Operational Agreements between both SNCF Réseau and ADIF, and IP and ADIF. Additionally, supporting documentation regarding operational coordination at the border might be developed and updating to reflect the signed agreements.

### 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 TIS for the daily business of the Traffic Control Centres and the RUs operation.

Consequently, IP has deployed in 2019 several IT solutions in order to improve the quality and the content of the information in TIS, namely: train run information, linkage of trains in the Iberian Peninsula, causes for delay and update of the causes for delay after the Performance Regime mediation, as well as, the preparedness of the national tools to be able to send to TIS the Train Composition Messages (TCM) data as soon as the RUs will be able to send it and RNE will be able to display it in the new TIS 2020.

In order to promote this next step, the RFC Atlantic has invited RNE to deliver in 2020 a TIS workshop for the Portuguese and Spanish RUs in Lisbon and Madrid respectively.

In addition, considering the importance of the quality of the information provided to TIS and its usage in the TPM Reports, IP has also developed an automatic monthly report to review the quality of the information being sent to RNE systems.

## 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, a semi-trailer and a standard container fully equipped with laser measurement technology were loaded on a Twin pocket wagon in order to measure the available gauge. The test wagon has run 2500 km between Woippy-Hendaye-Mannheim-Woippy in the 2nd trimester 2019 and the conclusion of the gauge measurement were provided to the Executive Board in autumn 2019.

In 2020 the main freight connections in the Iberian Peninsula will be also measured with the cooperation of Medway and classified according to the International Freight Code by the contractor hired by the RFC to calculate all 4 networks.

### 4.4.2 Atlantic Rail Freight Corridor Observatory

Implemented in the 2nd part of 2016, the freight observatory develops periodic activity reports according to the following tasks:

> **Monitoring socio-economic parameters**
To have a complete vision of exogenous context.

It includes the following sub-activities:

- Analysis of the **macroeconomic framework** and its evolution of the countries belonging the Corridor through the main indicators: Gross Domestic Product-GDP; Gross Value Added-GVA; Employment; Industrial Production Index-IPI.
- Monitoring **key explanatory parameters** that generate goods and future trends (Fuel and energy prices; Purchase Power Parity; Production or Consumption prices; Transport and handling prices, etc)

> **Monitoring of selected O/D relations**
To point out the potential development.

- **Transport demand.** Global trends and relationships (panel survey). Nodes and key points in the Corridor. Ports, border crossings etc. Application to the PAPs offered annually by the Corridor.
- **Transportation supply.** Analysis and monitoring of the main parameters of supply. Overall, by relationships (where possible), for modes. Approach to the environmental effects of modal split in the Corridor. Application to the PAPs offered annually by the Corridor.

> **Monitoring of the quality of rail service**
To identify the potential refinement of offer

Analysis of the performance of the PAPs by indicators such as travel time, using level, application level and others KPI (Requested PAPs vs Offered PAPs; Requested PAPs vs Used PAPs; Travel time vs railway running time for each used PAP; Effective vs planned Cross border time (in each cross border section).

> **Communication and dissemination**
To keep its client informed and better its visibility

Explanatory reports and Dissemination systems

A final report was provided at the end of 2019.

### 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.

During 2019 RFC Atlantic released the so-called Re-routing report which provides information of infrastructure and services in order to help the RUs and neighbour IMs to find out about diversionary routes when a disruption occurs in a certain section of the RFC.

In September the Atlantic RFC launched a simulation leaded by the Managing Director for testing the contingency performance, involved the control centres for freight traffic at national level of DB Netz, SNCF Réseau (leader IM as disruption was in south France), ADIF and IP

At the same time RUs have been working during 2019 on an draft ICM Guide which is addressed to improve the collaboration among them in the case of international disruption.

## 4.5 Communication

In 2019 the Atlantic Corridor deployed its new website with a more customer-oriented display and language, new colours and easier navigation www.atlantic-corridor.eu .

The new website also provides further information in subjects such as studies promoted by the RFC, ongoing initiatives and cooperation with the clients, as well as, TPM monthly and yearly reports.


Additionally the RFC developed a newsletter to be sent every 4 months to its clients, informing about KPIs, recent market news, cooperation between the RUs and the RC as well as other initiatives by the RFC in which the involvement of the clients might be important such as the User Satisfaction Survey.


## 4.6 IT Tools

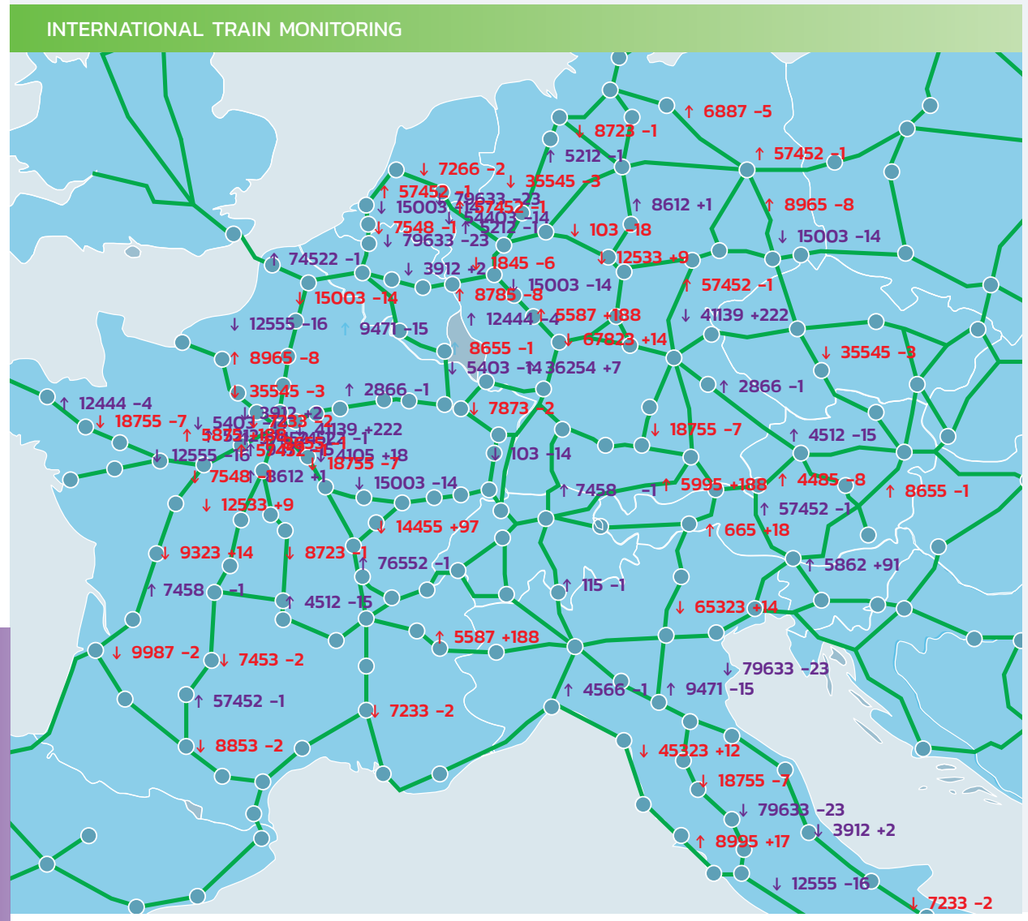
This chapter will describe the IT Tools with most relevance for the international rail freight from RFC Atlantic perspective.

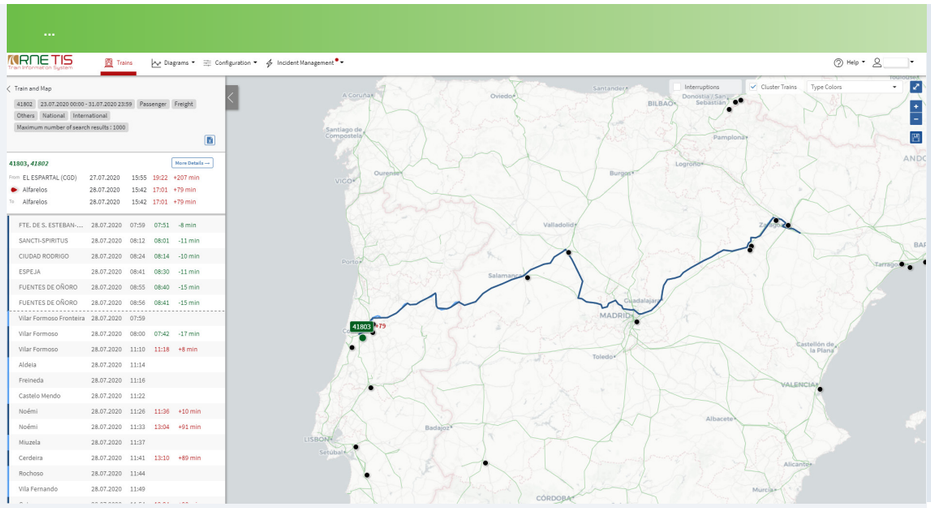
- Train Information System (TIS)
- Customer Information Platform (CIP)
- Path Coordination System (PCS)

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.




Implemented by ADIF and IP on their respective network in 2015, TIS is now implemented by all 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 4.3.1 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.

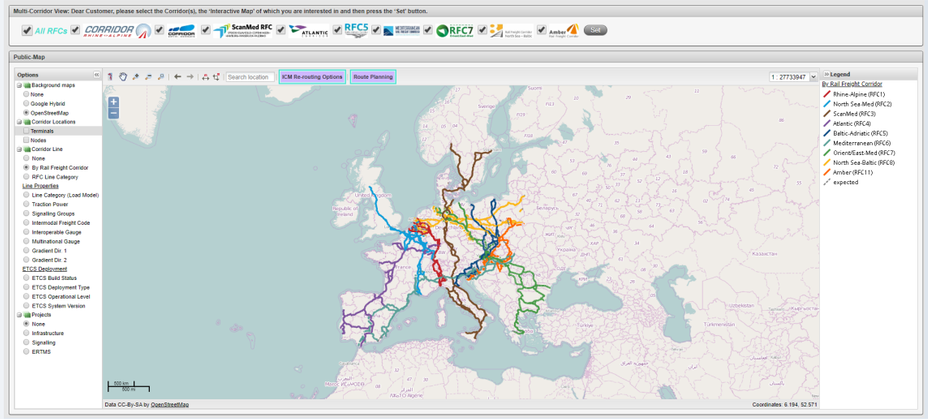
In 2019, additional improvements to TIS support information were implemented by IP with the support of the RFC PSA and included:

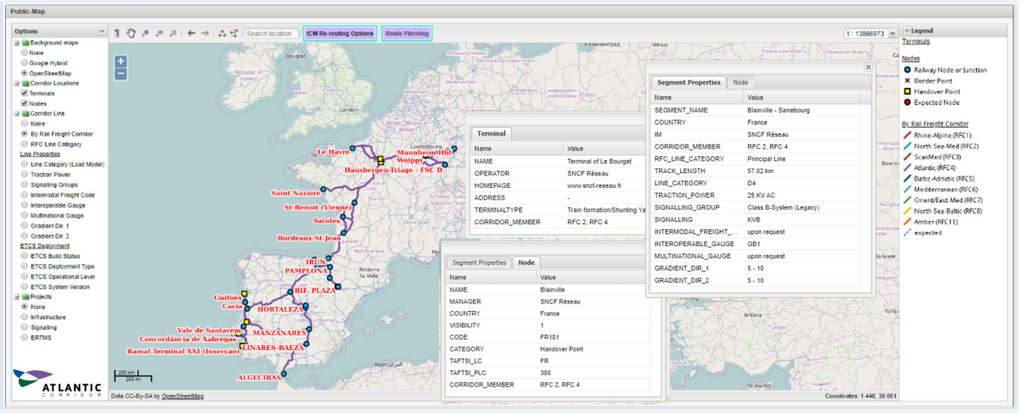
- Significant improvement of the data quality being sent to RNE interfaces, in terms of volume and reliability;
- Linkage of international Iberian trains in TIS, using an IT filter

- Update of the delay causes of the Performance Regime mediation
- Establishing direct communication through the Common Components, between IP and RNE and IP and RUs, in order to be able to send to TIS the Train Composition Message (TCM), as soon as the RUs are able to send standardized TAF.TSI TCM and RNE is able to receive and display them in TIS 2020
- Deployment of an automatic monthly report to access the data quality of information being set to RNE.

### 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.





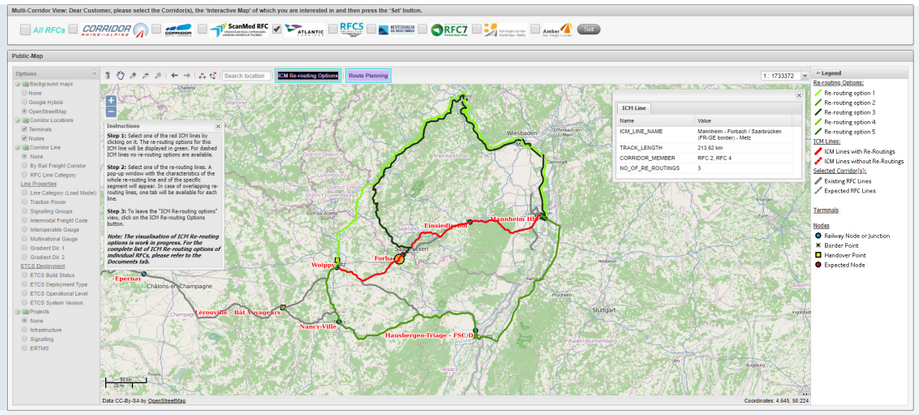
In 2019, CIP has undergone important developments including the roll-out of one new RFC, increasing the number from eight to nine RFCs that can be displayed. Further, improvements have been made regarding a new functionality and the provision of information.

The recent addition of RFC Amber to the RFC Network 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 9 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) and Amber (RFC 11). The completion of the implementation of the remaining RFCs (RFC 9 - Rhine-Danube and RFC 10 - Alpine-Western Balkan) is scheduled for the end of 2020.

In terms of information provision, the CIP community finalizes the RNE Big Data strategy, by implementing the corridor routing into the Big Data application. The available information in CIP will be substantially enriched once the big data process will be terminated, which implies the establishment of a broad data infrastructure by integrating multiple platforms maintained by RNE. After the successful integration of CIP with Big Data in 2020, other tools will follow such as TIS, CIS and PCS. This new inter-connected database will allow us to meet customer needs even more quickly and efficiently as well as open new possibilities to offer innovative functionalities across platforms and to improve and secure the quality of dada provided in CIP.

In terms of new functionalities, the CIP community started 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. Please notice that the visualisation of ICM Re-routing options is still work in progress. Nevertheless, most of the ICM- and Re-routing lines for the Corridor Atlantic can already be displayed in the interactive map.




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 show clearly that the use of the platform has continuously increased in the past two years and that the demand for RFC information is rising. The information document aims for a better comprehension of customer needs and, therefore, the development of functionalities that can contribute positively to the future use of the tool.

Following the consultation of the CIP Change Control Board an improved usability of the customer interface will be one of the central milestones in 2020 to improve the platform. Together with the roll-out of the two remaining corridors, RFC 9 – Rhine-Danube and RFC 10 – Alpine-Western Balkan, we believe that we can further increase the customer benefit of CIP in 2020.

Supported by the EU, CIP is promoted by the participating Rail Freight Corridors webpages (e.g. www.atlantic-corridor.eu) under the tab called "Customer Information Platform". Furthermore, in 2019 CIP was promoted at Railway Advisory Group (RAG) meetings as well as during the Transport Logistic Fair in Munich and during the UIC Workshop in November.

### 4.6.3 Path Coordination System

C-OSS has collaborated in the definition of the new functionalities of the new version of PCS EC (Path Coordination System Envelope Concept) 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 2019 the C-OSS continued contributing together with the C-OSS community in the functionalities to be developed in the new version of PCS (Envelope Concept). C-OSS also participated it the testing of the tool prior to its start-up.

Atlantic C-OSS organized (for a third time) in January 2019 together with the C-OSS from RFCs 2 and 6 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-2019/2020 according to each corridor particularities.

## 5.1 Key Performance Indicators

The following table and figure show the key performances indicators of the Atlantic Corridor in 2019 as described in the implementation plan.

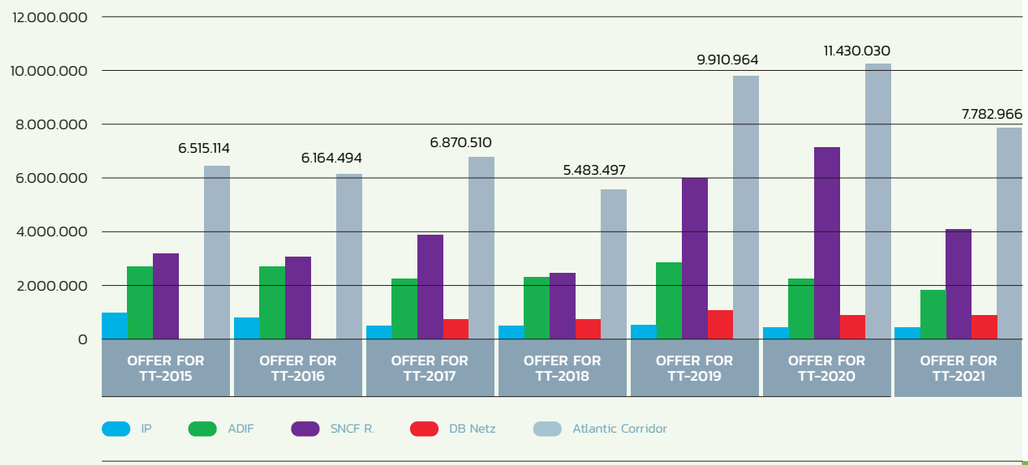
**KEY PERFORMANCES INDICATORS 2019**

| | | | | | |
|---|---|---|---|---|---|
| 1 | | | | | |
| ANNUAL NUMBER OF PREARRANGED FREIGHT PATHS OFFER (P) TT-2020 | "Natural" sections | GE | FR | SP | PT |
| 56 | 92 | 22 | 42 | 18 | 10 |
| 2 | | | | | |
| ANNUAL NO. OF DAILY PREARRANGED FREIGHT PATHS.KM OFFER (PKM*DAY) TT-2019 | GE | FR | SP | PT | |
| 11.430.030 | 785.688 | 7.714980 | 2.601128 | 328.233 | |
| 3 | | | | | |
| PUNCTUALITY OF INTERNATIONAL TRAFFIC 2018 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] | | | | | |
| 54,3 | | | | | |
| 5 | 5.1 | 5.2 | 5.3 | | |
| NUMBER OF PREARRANGED PATHS REQUESTED | Between X-11 and X-8 (for TT-2020) | Between X-8 and X-2 - LPR (for TT-2020) | Between X-2 and X+12 - ad hoc PR (TT-2019) | | |
| 43 | 43 | 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-2020) | Paths allocated upon LPR (for TT-2020) | Paths allocated upon ad hoc PR (for TT-2018) | | |
| 43 | 43 | 0 | 0 | | |
| 7 | | | | | |
| ANNUAL NUMBER OF PATHS RESERVED AND NOT USED (N) | | | | | |
| N/A | | | | | |
| 8 | | | | | |
| RATE OF DELAYED FINAL OFFERS FOR TT-2020 (%) [1] | | | | | |
| 3,85 | | | | | |

[1] % of dossiers not offered at the final offer deadline Vs total requested dossiers.
[2] Speed of PaPs published in January 2019 for TT-2020.

RFC Atlantic decreased the PaP offer from TT-2020 to TT-2021. This is mainly because: for TT-2020 and 2019, due to technical issues, the publication in PCS was done for the whole calendar for French and Spanish PaPs (in the case of Spain only for PaPs towards France) while for TT-2021 the publication in PCS was done in a more accurate way avoiding the publication of weekdays which were not really available. The customer satisfaction was improved with regard to the accuracy of the information shown in PCS. But the rate of the answered days 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.

**EVOLUTION OF OFFERED CAPACITY** (PAPS KM/YEAR)




Looking at the traffic on the RFC Atlantic it can be noted an increase on the France and Germany border despite the powerful strike affecting the French network in December 2019 and traffic disruption affecting the southern part of RFC in France in October and November 2019,

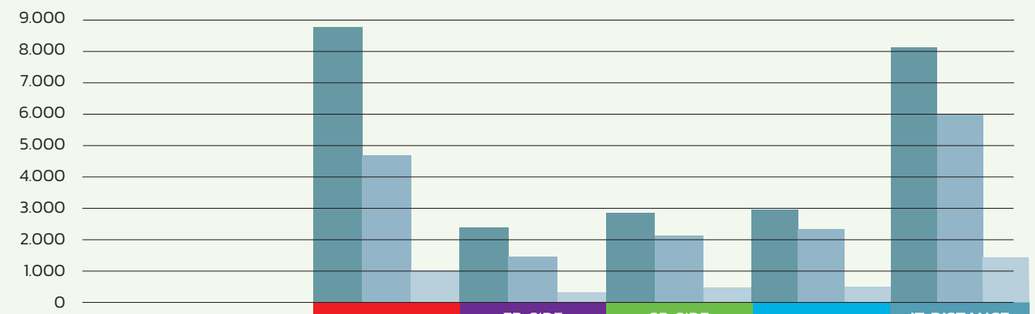
In the Iberian Peninsula a stabilization of the traffic between Portugal and Spain could be observed in 2019 after three consecutive years of growth.

Furthermore, we have witnessed an improvement of the Punctuality in the Iberian Peninsula and the same consistent values on the German / French border.

## 2019 CONSIDERING THE EFFECTS OF THE STRIKES IN FR

| 2019<br>Considering the effects of the strikes in FR. | ANNUAL (TRAIN RUN > 500m) | | | | Σ IT @ FR/SP & SP/PT BORDERS |
|---|---|---|---|---|---|
| | DE + FR | FRA + SP | | SP + PT | IT DISTANCE >500 KM FR/SP & SP/PT BORDERS |
| | | FR SIDE | SP SIDE | | |
| Paths Reserved | 8.933 | 2.432 | 2.810 | 2.939 | 8.181 |
| Trains Running | 4.909 | 1.498 | 2.117 | 2.392* | 6.007 |
| % Running Trains | 55,00% | 61,60% | 75,30% | 81,40% | 72,77% |
| Trains Delayed >30 minutes | 1.075 | 334 | 428 | 582 | 1.344 |
| % Delayed Trains | 21.90% | 22,30% | 30,60% | 24,30% | 25,73% |

* Value does not reflect last minute trains




| | | DE + FR | FRA + SP FR SIDE | FRA + SP SP SIDE | SP + PT | IT DISTANCE > 500kms |
|---|---|---|---|---|---|---|
| Paths Reserved | PR | 8.993 | 2.432 | 2.810 | 2.939 | 8.181 |
| Trains Running | TR | 4.909 | 1.498 | 2.117 | 2.392 | 6.007 |
| Trains Delayed (30min) | TD | 1.075 | 334 | 428 | 582 | 1.344 |

In fact, in 2019, 5 years after the RFC Atlantic implementation we can measure an important traffic decrease (-31%) at the French / Spanish border, while at the same time we have witnessed an important traffic increase (+33%) between Portugal and Spain.

Likewise, the punctuality at the Iberian border improved 26% from 50% to 76% for the international freight trains crossing the Spanish / Portuguese border points of the RFC Atlantic.

## 5.2 Customer Satisfaction Survey

For the sixth time around 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 RNE work enabled:

- The comparison of the Atlantic Corridor performance with the other RFCs;
- The comparison of the Atlantic Corridor performance with the previous year's performance;
- 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-OSSCommunication
  - 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 (3,2% in 2018 to 3,6%in 2019).

The final results of the Customer Satisfaction Survey were presented and discussed in a TAG-RAG on the 4th of March in Lisbon.

## USER SATISFACTION SURVEY 2019 SUMMARY **SATISFACTION RATING**

RESULTS 2019

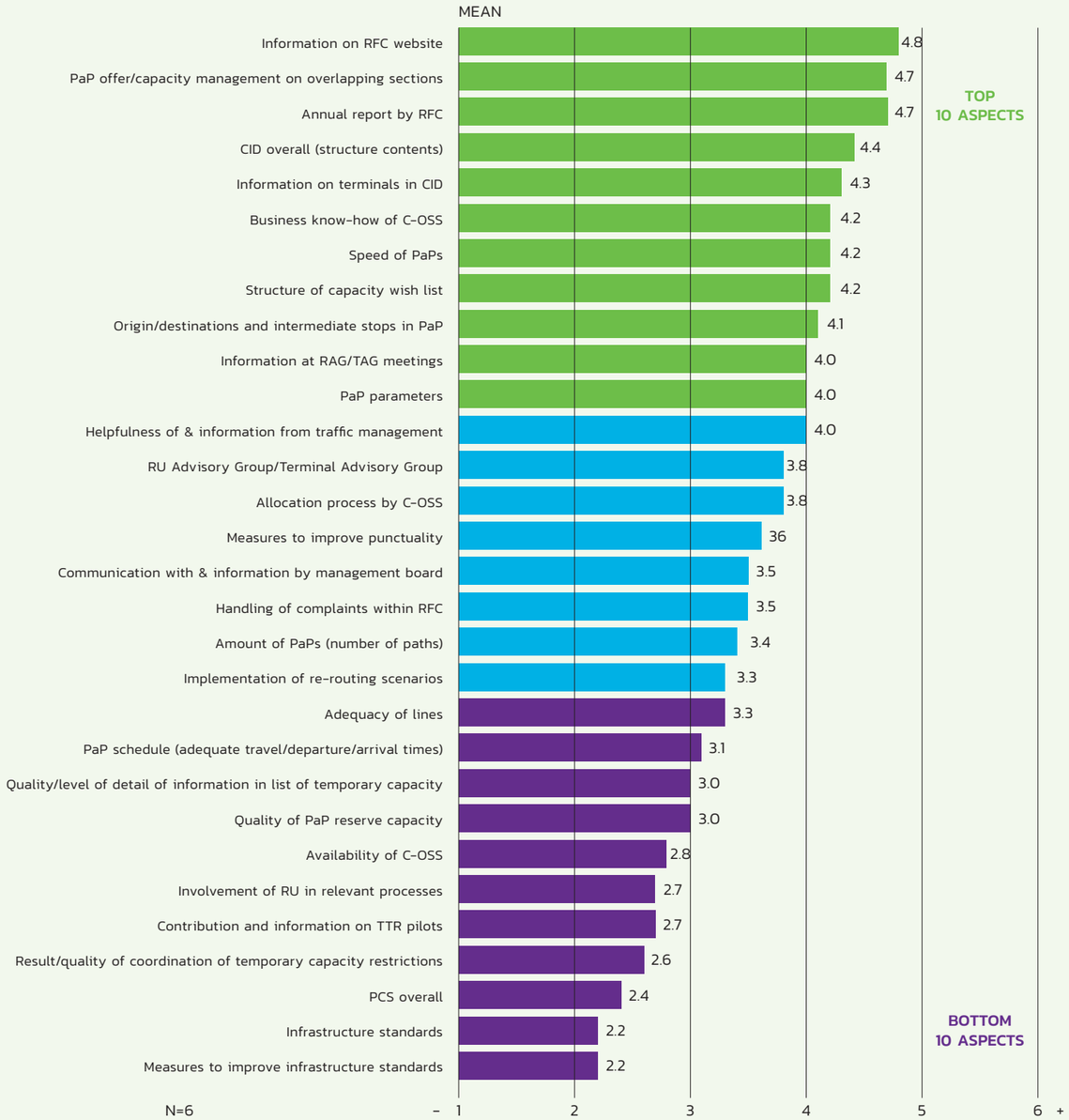
- Overall Satisfaction
- Result/quality of coordination of TCR
- Corridor Information Document (CID)
- Information on terminals in CID
- Allocation process on C-OSS
- Measures to improve punctuality
- Helpfulness of & information from traffic management
- RU Advisory Group/Terminal Advisory Group
- Annual Report by RFC
- Information on Website

- Adequacy of lines
- Infrastructures standards
- Availability of C-OSS
- Handling of complaints within RFC
- Communication

18th TAG RAG meeting
Lisbon, March 4th 2020

In the overall the CLIENTS SATISFACTION with the Corridor's performance has improved.

## **SUMMARY** SATISFACTION RATING **RU ONLY**



# 6 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 2018, 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

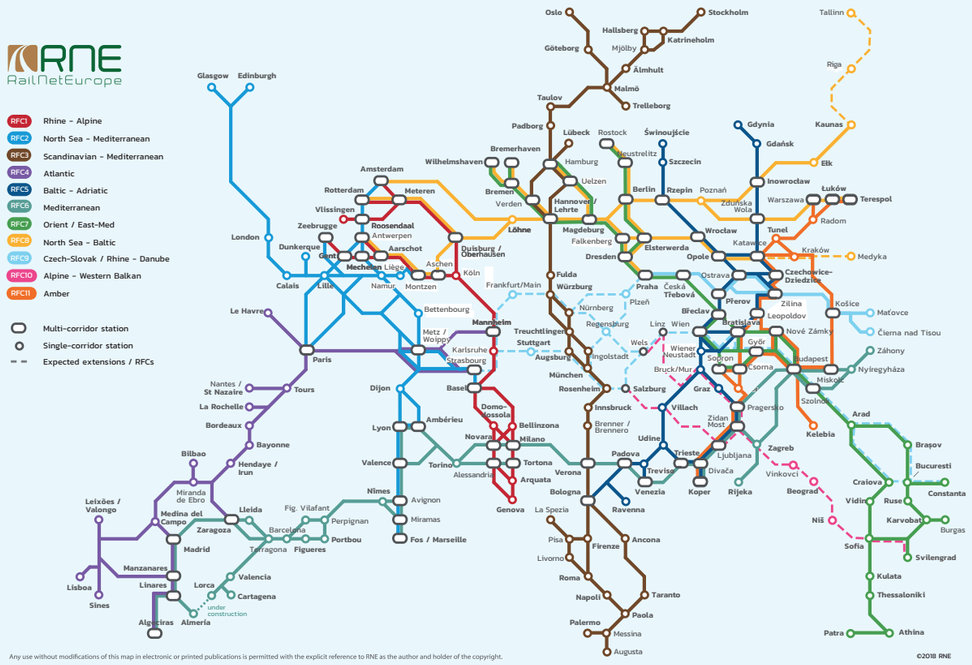
Since 2015, the Rail Freight Corridor "Atlantic" connects to three other corridors:

- 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;

According to the annex II of the Regulation (EU) 1316/2013, it will connect with Rail Freight Corridor Rhine Danube in Strasbourg and Mannheim for 2020.

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

EUROPEAN RAIL FREIGHT CORRIDORS




# 7 EUROPEAN FUNDING >>

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

- SERAC group meeting (Brussels, 4th of July & 22nd of October)
- Core Network Corridor forum (Brussels, 18th of June & 19th of November)

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 OUTLOOK FOR 2020 >>

## 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 capacity,
- Higher performance,
- Better communication.

In order to achieve this goal, the Atlantic Corridor will focus his action on the following points for 2020:

- Increase the capacity offer for the timetable 2020/2021,
- With the TTR Atlantic Corridor pilot, implement a guaranteed capacity product in 2021 for long distance train running between Germany and Spain,
- Facilitate the capacity request of the Railway Undertakings,
- Increase the coordination of works between the IMs involved in the Corridor,
- Provide to European Commission and Members States some priorities for the investment plan of the Atlantic Corridor at short term,
- Develop the public information available on the Corridor website and the Customer Information Platform.

## 8.2 Events

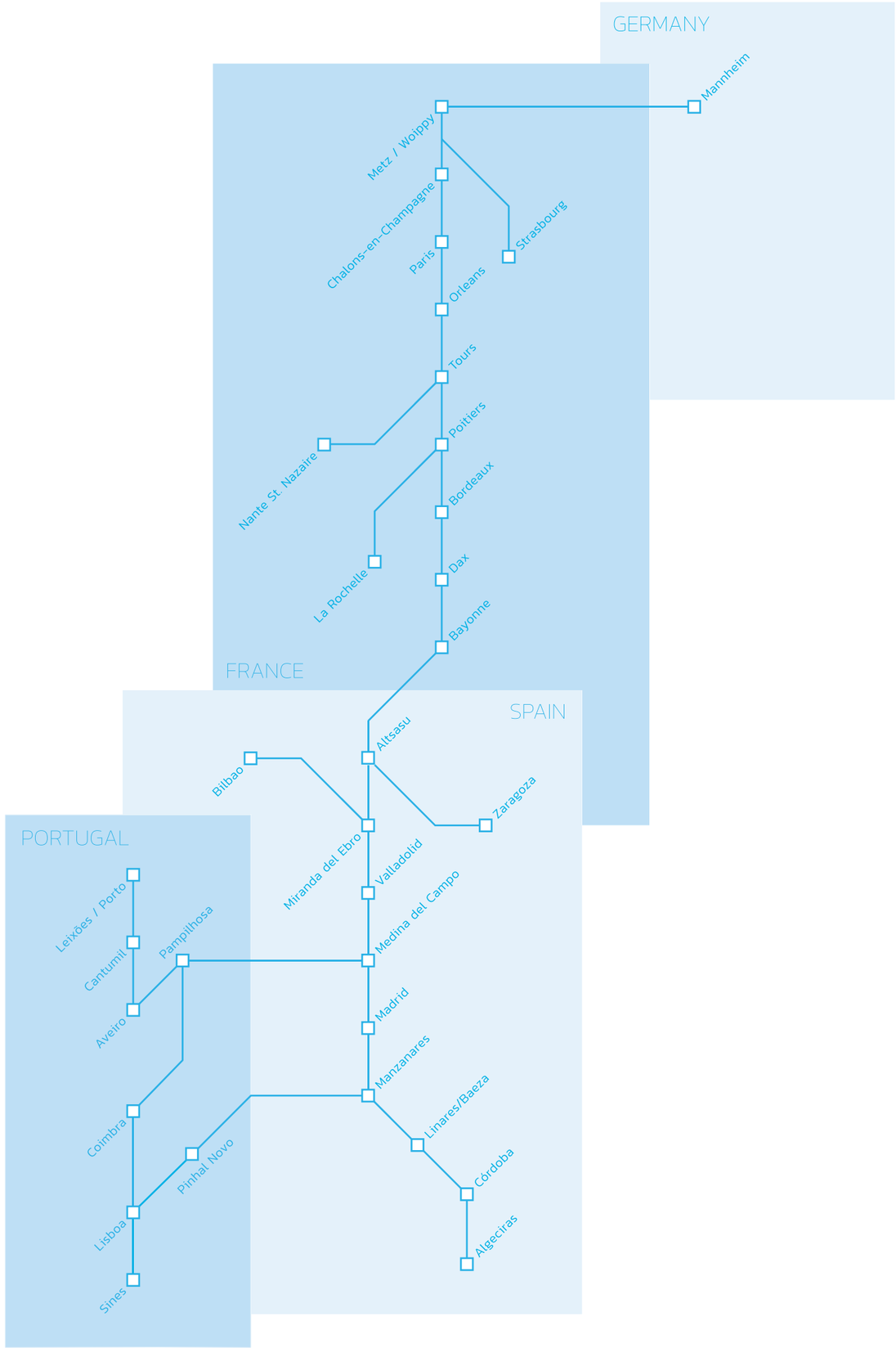
**Future Atlantic Corridor Events in 2020 – please save the date.**

- January 29th and 30th - PCS Training Session in Paris
- March 4th – 18th TAG/RAG Meeting in Lisbon
- June 3rd - EEIG Atlantic Corridor 6th General Assembly in Paris
- 16th September 2020 – 19th RAG TAG meeting in Frankfurt (to be confirmed)
- December 10th - EC Rail Freight Day in Vienna

# GLOSSARY

| ABBREVIATION | TERMINOLOGY |
|---|---|
| **AA** | Authorized Applicants |
| **AB** | Allocation Body |
| **ADIF** | Administrador de Infrastructuras Ferroviarias - Spanish IM |
| **AG** | Advisory Group |
| **CEF** | Connecting Europe Facility |
| **CID** | Corridor Information Document |
| **CIP** | Customer Information Platform |
| **CIS** | Cost Information System |
| **CNC** | Core Network Corridor |
| **C-OSS** | Corridor One-Stop-Shop |
| **DB Netz AG** | German IM |
| **EC** | European Commission |
| **EEIG** | European Economic Interest Grouping |
| **ERTMS** | European Rail Traffic Management System |
| **EU** | European Union |
| **ExBo** | Executive Board |
| **GA** | General Assembly |
| **IM** | Infrastructure Manager |
| **INEA** | Innovation and Networks Executive Agency |
| **IP** | Infraestruturas de Portugal - Portuguese IM |
| **KPI** | Key Performance Indicator |
| **MB** | Management Board |

| ABBREVIATION | TERMINOLOGY |
|---|---|
| **OSJD** | Organization for Cooperation between Railways |
| **PaP** | Pre-arranged Path |
| **PCS** | Path Coordination System |
| **PR** | Priority rules |
| **RAG** | Railway undertakings Advisory Group |
| **RC** | Reserved Capacity |
| **RFC** | Rail Freight Corridor |
| **RFC 4** | Rail Freight Corridor 4 |
| **RNE** | Rail Net Europe |
| **RU** | Railway Undertaking |
| **SERAC** | Single European Railway Area Committee |
| **SLI** | Subgroup Legal Issues |
| **SNCF Réseau** | French IM |
| **TAG** | Terminal Advisory Group |
| **TCR** | Temporary Capacity Restriction |
| **TEN-T** | Trans-European Transport Networks |
| **TIS** | Train Information System |
| **TM** | Traffic Management |
| **TMS** | Transport Market Study |
| **TPM** | Train Performance Management |
| **TTR** | Timetabling Redesign |
| **WG** | Working Group |



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