

# EUROPEAN REGULATION 913/2010 Rail Freight Corridor “Atlantic”

## CORRIDOR INFORMATION DOCUMENT



### Part 1 Generalities

Timetabling year 2019



Co-financed by the European Union  
Connecting Europe Facility



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

# VERSION CONTROL

---

<b>Version 00</b>	14.11.2017	Original version
-------------------	------------	------------------

---

<b>Version 01</b>	29.11.12017	Updated version
-------------------	-------------	-----------------

---

<b>Version 02</b>	04.12.2017	Updated version
-------------------	------------	-----------------

---

<b>Version 03</b>		
-------------------	--	--

---

<b>Version 04</b>		
-------------------	--	--

---

# TABLE OF CONTENTS

GLOSSARY .....	4
CHAPTER 1. Introduction.....	6
CHAPTER 2. Structure of the Corridor Information Document .....	8
CHAPTER 3. Corridor Description .....	10
CHAPTER 4. Corridor Organisation.....	13
CHAPTER 5. Contacts .....	22
5.1 Other representatives involved in the Rail Freight Corridor «Atlantic»	23
CHAPTER 6. Legal framework.....	24
6.1 EU legal framework (excerpt) .....	24
6.2 Framework for Capacity Allocation (FCA) .....	25
6.3 Other.....	25
CHAPTER 7. Legal status.....	26
CHAPTER 8. Validity period and updating process.....	27
8.1 Validity period.....	27
8.2 Updating process.....	27
CHAPTER 9. Publishing.....	28
CHAPTER 10. IT Tools .....	29
10.1 Path Coordination System (PCS).....	29
10.2 Train Information System (TIS).....	29
10.3 Charging Information System (CIS).....	30
10.4 Customer Information Platform (CIP) .....	30
CHAPTER 11. Corridor language .....	31

## GLOSSARY

---

### TERMS

For Infrastructure Manager (IM)- / Allocation Body (AB)- and corridor-related terms please refer to the RNE Network Statement (NS) Glossary: <http://www.rne.eu/organisation/network-statements/>

Atlantic Corridor Specificities
<i>No specificities</i>

### ABBREVIATIONS

AB	Allocation Body
AG	Advisory Group
CER Companies	Community of European Railway Operators and Railway Infrastructure
CID	Corridor Information Document
CIP	Customer Information Platform
CIS	Charging Information System
C-OSS	Corridor One-Stop-Shop
EC	European Commission
EEIG	European Economic Interest Grouping
EIM	European Rail Infrastructure Managers
ERFA	European Rail Freight Association
ERTMS	European Rail Traffic Management System
ETCS	European Train Control System
EU	European Union
ExB, EB, ExBo	Executive Board
FCA	Framework for Capacity Allocation
GA	General Assembly
IM	Infrastructure Manager
IP	Implementation Plan
KPI	Key Performance Indicator

Lol	Letter of Intent
MB, MaBo	Management Board
NS	Network Statement
NSA	National Safety Authority
NUTS	Nomenclature of territorial units for statistics
PaP	Pre-arranged Path
PCS	Path Coordination System
RAG	Railway Undertaking Advisory Group
RB	Regulatory Body
RC	Reserve Capacity
RFC	Rail Freight Corridor
RNE	RailNetEurope
RU	Railway Undertaking
TAG	Terminal Advisory Group
TCCCom	Traffic Control Centres Communication
TEN-T	Trans-European Network for Transport
TIS	Train Information System
TMS	Transport Market Study
TPM	Train Performance Management
TT	Timetable
UIC	International Union of Railways
WG	Working Group

#### Atlantic Corridor Specificities

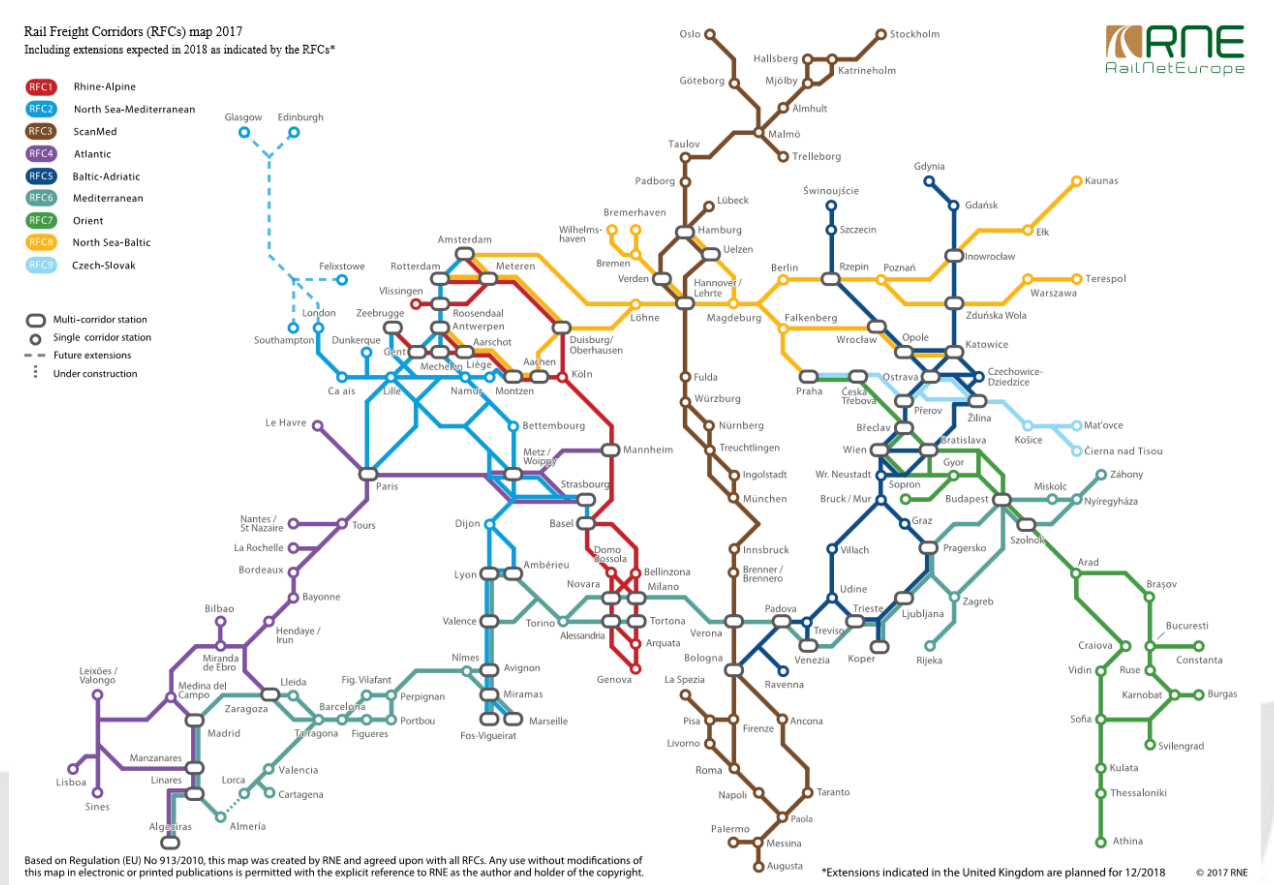
*Further corridor-specific abbreviations are displayed in this frame. For instance:*

<i>CEF</i>	<i>Connecting Europe Facility</i>
<i>PIM</i>	<i>Programme Implementation / Programme Infrastructure Manager</i>
<i>PMO</i>	<i>Project / Programme Management Office</i>
<i>PSA</i>	<i>Programme Support Action No specificities</i>

## CHAPTER 1. INTRODUCTION

Regulation (EU) 913/2010 of 22 September 2010 concerning a European rail network for competitive freight (hereinafter: Regulation) was published in the Official Journal of the European Union on 20 October 2010 and entered into force on 9 November 2010.

The purpose of the Regulation is to create a competitive European rail network composed of international freight corridors with a high level of performance. It addresses topics such as governance, investment planning, capacity allocation, traffic management and quality of service and introduces the concept of Corridor One-Stop Shops. According to the Annex of the Regulation, initially nine corridors were defined. In addition, there is a Commission Decision about the establishment of a tenth corridor. The schematic overview of the corridor network is displayed below.



The corridors commit to fulfil their intended role of increasing the competitiveness of international rail freight, unlocking the tremendous growth potential for long-distance freight traffic and promoting rail's key role in a sustainable transport system. The improved marketability of the corridors is key to maintaining and winning over end-customers to the rail solution.

In accordance with the Regulation, each corridor has set up a governance structure consisting of two levels: an Executive Board (composed of representatives of the ministries of the Member States) and a Management Board (composed of representatives of the Infrastructure Managers (IMs) and Allocation Bodies (ABs)). The corridors also set up two Advisory Groups (AGs): one

consisting of representatives of terminal owners and managers, the other one consisting of representatives of Railway Undertakings (RUs).

The corridors have designated or set up Corridor One-Stop-Shops (C-OSS) for allocating certain types of international freight capacity (Pre-arranged Paths (PaPs) and Reserve Capacity (RC)) on the corridor.

More details about the Corridor structure are described in Chapter 4 of this Book 1 and in Book 5.

A corridor is a complex project that follows a new set of rules and procedures. For this reason, the Corridor Information Document (CID) was created to provide all corridor-related information and to guide all applicants and other interested parties through the workings of the corridor in line with Article 18 of the Regulation. Together with RailNetEurope (RNE), the corridors have harmonised the structure and most of the texts to allow easier access to and understanding of this information.

In order to achieve a stronger harmonisation of the corridors' various implementation approaches, RNE provides a coordination platform for the corridors to jointly develop harmonised processes and tools, to the benefit of the applicants, as well as IMs and ABs that are part of several corridors.

In order to improve the competitiveness of the European rail freight transport along the Atlantic Corridor, it was first established the European Economic Interest Grouping «Rail Freight Corridor N° 4» or «EEIG CFM4» on 25th of March 2013 in compliance with Regulation (EU) No. 913/2010.

As a result of the Regulation (EU) No. 1316/2013, which extended the Rail Freight Corridor Atlantic to Germany, a new European Economic Interest Grouping named «EEIG Atlantic Corridor» was established on 28th of April 2015 by the four infrastructure managers concerned (Infraestruturas de Portugal - IP, ADIF, SNCF Réseau and DB Netz AG).



## CHAPTER 2. STRUCTURE OF THE CORRIDOR INFORMATION DOCUMENT



The Corridor Information Document (CID) applies the RNE CID Common Structure so that all applicants can access similar documents for different corridors and in principle, as in the case of the national NSs, find the same information in the same place in each one.

The CID is divided into five books to clarify the specificity and independence of the key content of the document, and to facilitate the organisation and updating of information. The corridors, together with RNE, developed harmonised texts for all corridors valid for Book 1, Book 2 and Book 4.

The five books of the CID are as follows:

➤ Book 1: Generalities

The key purpose of Book 1 is to provide the reader with an introduction to the corridor concept and an efficient guide to the consultation of CID information. Book 1 is the only one not directly referred to in the Regulation.

➤ Book 2: Network Statement Excerpts

Book 2 gives an overview of all information published in the national NSs of the IMs/ABs of the Corridor for the corresponding timetable year. These documents follow an identical structure on the basis of the RNE NS Common Structure, allowing for a set of links to the NSs concerned.

➤ Book 3: Terminal Description

Book 3 provides information about the designated corridor terminals.

➤ Book 4: Procedures for Capacity and Traffic Management

Book 4 describes the procedures for capacity allocation by the C-OSS, planned Temporary Capacity Restrictions, Traffic Management and Train Performance Management. All conditions concerning applicants, the use of the C-OSS and its products (PaPs and RC) and how to order them are explained here.

➤ Book 5: Implementation Plan

As specified in the Regulation, Book 5 covers the following topics:

- Description of the characteristics of the Corridor,
- Essential elements of the TMS,
- Objectives of the Corridor,



- Indicative investment plan,
- Measures to implement Article 12 to 19 of the Regulation.

During the drafting of the Implementation Plan, the input of the stakeholders is taken into account following a consultation phase. The Implementation Plan is approved by the Executive Board of the Corridor before publication.

The CID is a single document and therefore all five books should be considered as integrated. However, the five books may have different updating needs.

## CHAPTER 3. CORRIDOR DESCRIPTION

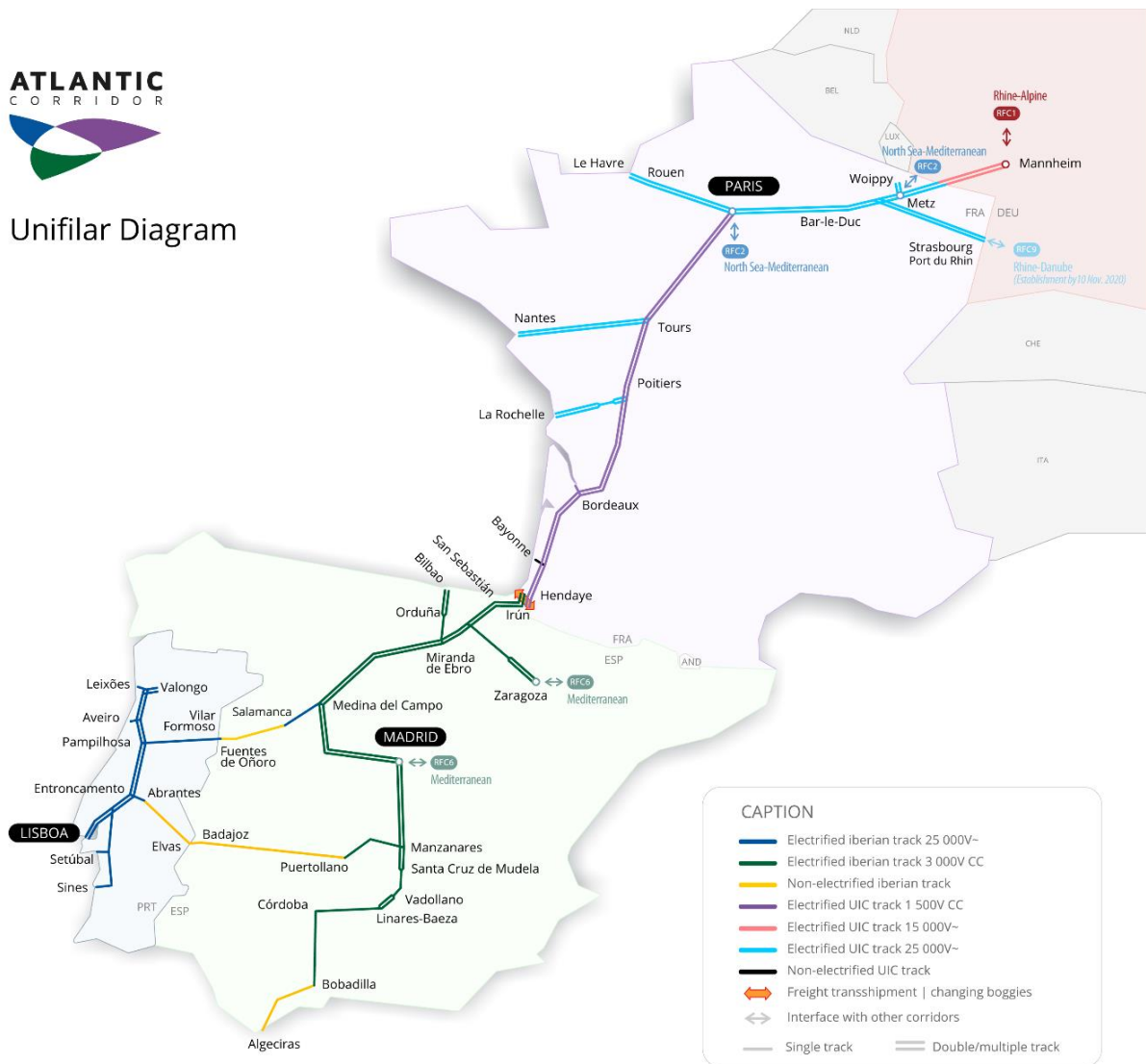
According to the annex of:

- the Regulation (EU) No. 913/2010 held on the 22nd September 2010,
- the Regulation (EU) No. 1316/2013 held on the 11th of December 2013,

the Rail Freight Corridor “Atlantic” connects the ports of Sines, Lisbon and Leixões in Portugal, those of Algeciras, Bilbao and Pasajes in Spain, those of Bayonne, Bordeaux, La Rochelle, Nantes St Nazaire and Le Havre to Woippy, Strasbourg, Mannheim, Northern and Eastern Europe by way of Madrid, Medina del Campo, Zaragoza, San Sebastian, Irun, Bordeaux and Paris.



Unifilar Diagram



The railway lines of the Corridor are divided into:

- **Principal routes:** on which PaPs are offered,
- **Diversiónary routes:** on which PaPs may be considered temporarily in case of disturbances, e.g. long-lasting major construction works on the principal lines,

- **Connecting lines:** lines connecting the corridor lines to a terminal (on which PaPs may be offered but without an obligation to do so),
- **Expected lines:** Expected lines can be found in Book 5.

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 European 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,
- Lot of different signalisation system 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 ton by axle on the totality of the route.



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:

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




## CHAPTER 4. CORRIDOR ORGANISATION

In accordance with Article 8 of the Regulation, the governance structure of the Corridor assembles the following entities:

- Executive Board (ExBo): composed of the representatives of the Ministries of Transport along the Corridor

Atlantic Corridor Specificities		
<i>Members of the Atlantic Corridor ExBo are as follows:</i>		
Germany	Bundesministerium für Verkehr und digitale Infrastruktur (BMVI)	Abteilung Eisenbahnpolitik (LA 10) Robert-Schuman-Platz 1 D-53175 Bonn <a href="http://www.bmvi.de">www.bmvi.de</a>
France	Ministère de la Transition Ecologique et Solidaire	DGITM Grande Arche de la Défense - Arche Sud 92055 La Défense CEDEX <a href="https://www.ecologique-solidaire.gouv.fr">https://www.ecologique-solidaire.gouv.fr</a>
Spain	Ministerio de Fomento	Dirección General de Ferrocarriles Plaza de los Sagrados Corazones nº7 28071 MADRID <a href="http://www.fomento.gob.es">www.fomento.gob.es</a>
Portugal	Ministério do Planeamento e das Infraestruturas	IMT – Instituto da Mobilidade de dos Transportes Av. das Forças Armadas, 40 1649-022 Lisboa Portugal <a href="http://www.imt-ip.pt">www.imt-ip.pt</a>

- Management Board (MB): composed of representatives of the IMs along the Corridor which are responsible for the implementation of the Corridor within their home organisations. The Management Board is the decision-making body of the Corridor.

Atlantic Corridor Specificities		
<i>Members of the Atlantic Corridor's MB are as follows:</i>		
GERMANY		Theodor-Heuss Allee 7 60486 Frankfurt am Main / Deutschland <a href="http://www.dbnetze.com">www.dbnetze.com</a>
FRANCE		Direction commerciale 174, avenue de France 75648 Paris Cedex 13 / France <a href="http://www.sncf-reseau.fr">www.sncf-reseau.fr</a>
SPAIN		Dirección de prestación de servicios comerciales Calle Sor Angela de la Cruz 3 28020 Madrid / España <a href="http://www.adif.es">www.adif.es</a>

- Railway Undertaking Advisory Group (RAG): composed of RUs interested in the use of the Corridor,

### Atlantic Corridor Specificities

Members of the Atlantic Corridor's RAG are as follows:

COUNTRY	NAME	ADRESS
Germany	DB CARGO	Rheinstr. 2, D-55116 Mainz
	CAPTRAIN	Georgenstraße 22, 10117 Berlin
	Rhenus Rail St. Ingbert GmbH	Kaiserstr. 170-174, 66386 St. Ingbert
	TX LOGISTIK	Junkersring 33, 53844 Troisdorf
France	CFL MULTIMODAL	Z.I. Riedgen, L-3451 Dudelange - LUXEMBOURG
	COLAS RAIL	38 à 44 rue Jean Mermoz, 78600 MAISONS LAFFITTE
	CROSSRAIL AG	Hofackerstrasse 1, CH-4132 Muttenz (Basel), Suisse
	ETF	133 Boulevard National, 92500 Rueil Malmaison.
	Euro Cargo Rail SAS / DB CARGO	11 rue de Cambrai, Bat 28, 75945 Paris Cedex 19
	EUROPORTE	Tour de Lille - 60, bd de Turin - Euralille - 59777 Lille
	OSR France	Domaine Paindavoine, 13 rue Berthelot, 59000 LILLE
	LINEAS	Koning Albert II-iaan 37, B-1030 Brussels
	SNCF LOGISTICS	24 rue Villeneuve, 92583 Clichy Cedex
	TRENITALIA Logistics France	182 rue La Fayette - 75010 Paris
	TSO	Chemin du Corps de Garde, BP n° 8, 77501 Chelles Cedex
	VFLI (groupe GEODIS)	6 rue d'Amsterdam 75009 PARIS
Spain	COMSA RAIL Transport	Edificio Numancia 1, Viriato, 47, 08014, Barcelona

	ACCIONA RAIL	Avda. Suiza, 18-20 Coslada (Madrid) 28220
	CONTINENTAL RAIL	C/ Orense, 11 – 2ª planta Madrid 28020
	ACTIVA RAIL	C/ Musgo, 1, Madrid 28023
	TRANSITIA RAIL	Henao, 33 - Portal Derecha. E-48009 Bilbao. Bizkaia. Spain
	TRACCIÓN RAIL	C/ Almendralejo, 5 Sevilla 41019
	ALSA FERROCARRIL	Avda. Industria, 60 Tres Cantos (Madrid) 28760
	FERROVIAL RAILWAY	C/ Ribera de Loira, 42 Madrid 28042
	LOGITREN FERROVIARIA	Avda. del Puerto, 332 Valencia 46024
	FERROCARRILES DEL SUROESTE	Ctra. Badajoz, 32, Jerez de los Caballeros (Badajoz) 06380
	FGC MOBILITAT	Cardenal Sentmenat, 4 Barcelona 08017
	COMSA RAIL Transport	Edificio Numancia 1, Viriato, 47, 08014, Barcelona
Portugal	MEDWAY	Avenida da Republica, 66, 1050-197 Lisboa
	TAKARGO RAIL	Rua Mário Dionísio, nº 2, 2799-557 Linda-a-Velha

- Terminal Advisory Group (TAG): composed of managers and owners of the terminals of the Corridor including, where necessary, sea and inland waterway ports.

The main managers of the terminals operated on Rail Freight Corridor «Atlantic» are the following:





### Atlantic Corridor Specificities

Members of the Atlantic Corridor's TAG are as follows:

Terminal operators

COUNTRY	NAME & ADDRESS	CITY
Germany	Marshalling Yards:	
	Puhl Gmbh Dudweiler Landstrasse 4 66123 Saarbrücken	Saarbrücken
	Rangierbahnhof Einsiedlerhof Kaiserstr. 22 67661 Kaiserslautern	Kaiserslautern (Einsiedlerhof)
	Terminals:	
	Puhl Südstraße 6 666701 Beckingen	GmbH Saarbrücken
	Bahnlog Gmbh Kirkel Terminal Homburger Straße 45 66459 Kirkel	Saarbrücken
	Ludwigshafen KTL Am Hansenbusch 11 67069 Ludwigshafen	Ludwigshafen Mannheim

	Contargo Rhein-Neckar GmbH Rheinkaistraße 2 68159 Mannheim	Mannheim
	Contargo Rhein-Neckar GmbH Shellstraße 67065 Ludwigshafen	Ludwigshafen
	Mannheim MCT Am Salzkai 5 68159 Mannheim	Mannheim
	Deutsche Umschlaggesellschaft Schiene–Straße (DUSS) mbH Terminal Werfthallenstr. 68159 Mannheim	Mannheim Mannheim-Handelshafen 40
	DP World Germersheim GmbH & Co KG Woerthstrasse 13 76726 Germersheim	Ludwigshafen Mannheim
	Rhenania Worms AG Am Rhein 59 67547 Worms am Rhein	Worms
France	Naviland Cargo 26 quai Charles Pasqua - CS 10095 92309 LEVALLOIS PERRET Cedex	Le Havre-Soquence Paris-Valenton Bordeaux Hourcade
	Novatrans 10 rue Vandrezanne – Tour Onyx - CS 91397 75013 PARIS	Paris-Valenton Bordeaux-Hourcade Bayonne-Mouguerre
	Decor 37 quai de Bosc 34200 SETE	Paris-Valenton
	T3M 1, rue Pierre Sépard 94380 BONNEUIL SUR MARNE	Paris-Valenton
	RAIL SIDER (Hendaye Manutention) Cour Bidassoa – BP 142 64700 HENDAYE	Hendaye
Spain	ADIF Crt. Almoraima s/n San Roque 11368 – CÁDIZ	San Roque
	ADIF Estación Antigua de FFCC C/ Agustín Balsamo s/n 11207 – CÁDIZ Algeciras	Algeciras
	ADIF Polígono Guadalhorce C/ Ciro Alegría, s/n 29004 – MÁLAGA	Málaga Los Prados

ADIF Crta. Palma del Río, Km. 3,500 14005 – CÓRDOBA	Córdoba el Higuerón
ADIF C/ General Solchaga s/n Parcela 108 47008 – VALLADOLID	Valladolid
ADIF C/ Mendez Álvaro 83 28053 MADRID	Madrid Abrogiñal
ADIF Carretera de Vicálvaro a Coslada Km. 2,500 28052 – MADRID	Vicálvaro Mercancías
ADIF Avda. de Iparagirre nº 58 48980 SANTURCE (VIZCAYA)	Bilbao Mercancías
ADIF C/ Lemandabibe, s/n Pol. Ind. Júndiz, 11591 JUNDIZ (ÁLAVA)	Júndiz
ADIF C/ Estación, s/n 20300 IRUN (GUIPÚZCOA)	Irún
ADIF Carretera Base Aérea s/n 50197 - ZARAGOZA (ARAGON)	Zaragoza
ADIF Carretera de Salinas, s/n 31110 NOAIN (NAVARRA)	Noain
ADIF Terminal ADIF- Báscula Puerto de Pasajes PASAIA 20110 – GUIPÚZCOA Pasaia	Pasaia
Puerto Seco de Madrid Camino del Puerto, 1 28821 Coslada MADRID	Madrid Coslada
Renfe Mercancías, S.A. C/ Ayala, 6 5º Izda. 28001 MADRID	Madrid Pecovasa
Barredo Hermanos S.A. Ctra. N. I Km 321 01213 Rivabellosa (ÁLAVA)	Miranda de Ebro
Autologística de Andalucía S.A. Ctra. Nacional 334 s.n. 41590 La Roda de Andalucía SEVILLA	Sevilla

	Volkswagen (cargadero de Landaben)	Navarra	Landaben
	Renault (Venta de Baños y La Carrera)		Venta de Baños La Carrera
	Peugeot (Villaverde Bajo)		Villaverde Bajo
	Nissan (Ávila)		Ávila
	Mercedes (Júndiz)		Júndiz
	Iveco (Ávila)		Ávila
Portugal	Marshalling Yards:		
	IP – Infraestruturas de Portugal Departamento de Exploração de Terminais Praça da Portagem 2809-013 ALMADA		Gaia Pampilhosa
	Terminals		
	APA – Administração do Porto de Aveiro Edifício 9 – Forte da Barra 3830-565 GAFANHA DA NAZARÉ		Cacia Aveiro
	ALB - Área Logística da Bobadela SA Plataforma Ribeirinha – Parque Norte 2695-001 Bobadela		Bobadela
	IP – Infraestruturas de Portugal Departamento de Exploração de Terminais Praça da Portagem 2809-013 ALMADA		Bobadela Guarda Mangualde Leixões Poceirão
	TVT – Terminal Multimodal do Vale do Tejo, SA Zona Industrial de Riachos Este 2350-297 RIACHOS		Riachos Entroncamento
	MSC – Mediterranean Shipping Company Portugal Agency Casal Marcos Ferreira 2330-556 ENTRONCAMENTO		Entroncamento
	SPC – S. Martinho do Campo Zona Industrial de Campo Rua da Central, 601 4440-043 VALONGO		Valongo Bobadela Setúbal
	TMIP – Transportes e Logística Lda. Terminal Ferroviário de Alfarelos 3130-080 GRANJA DO ULMEIRO		Alfarelos

*Port authorities*

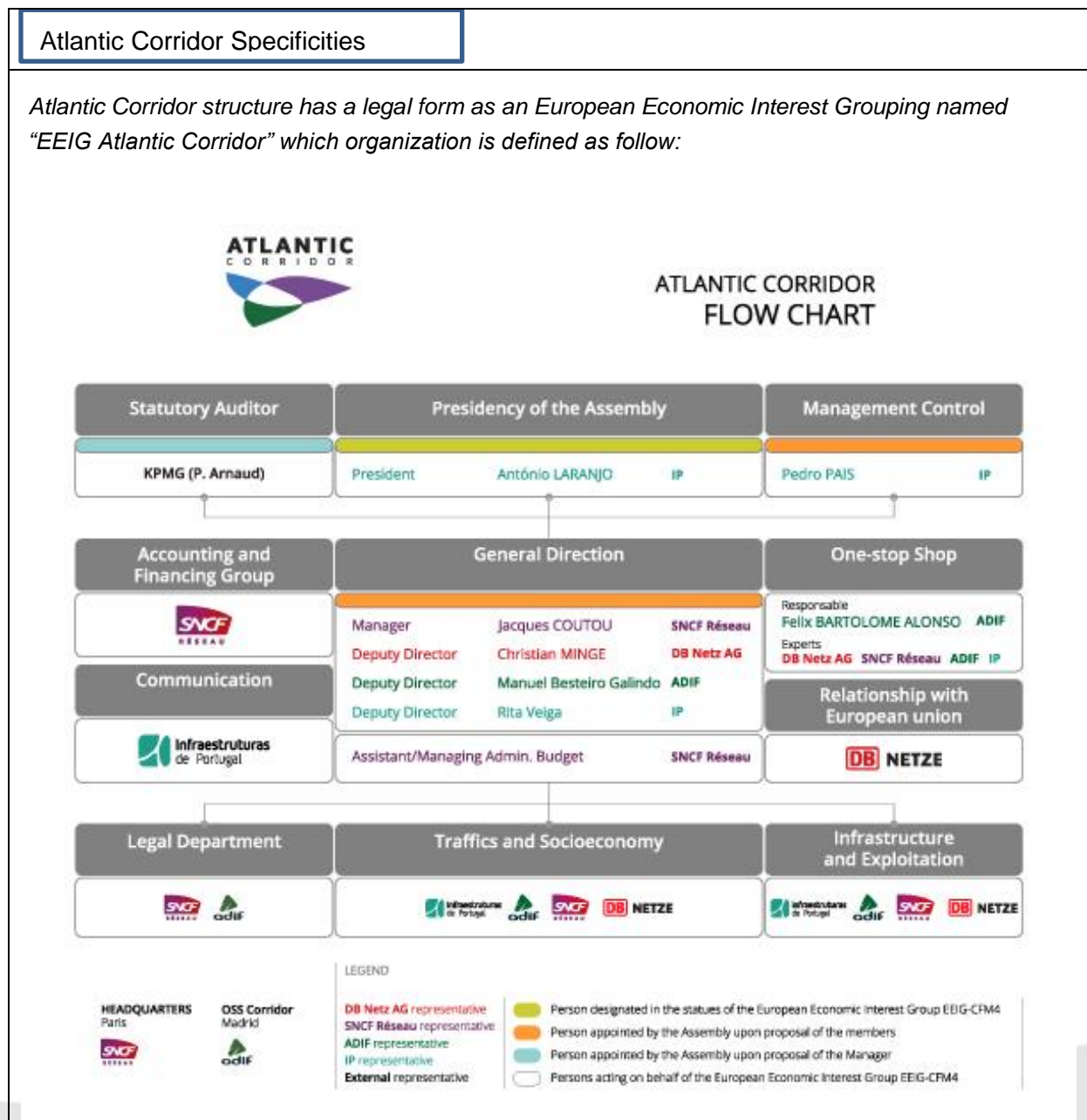
COUNTRY	NAME	ADRESS
France	Grand port maritime du Havre	Terre plein de la Barre 76067 LE HAVRE CEDEX
	Grand port maritime de Rouen	34, Boulevard de Boisguilbert BP 4075 76003 ROUEN Cedex 03
	Grand port maritime de Nantes St Nazaire	18 Quai Ernest Renaud 44186 NANTES
	Grand port maritime de La Rochelle Atlantique	BP 70394 17001 La Rochelle Cedex 1
	Grand port maritime de Bordeaux	2 place Gabriel 33000 BORDEAUX
	Port de Bayonne	CCI de Bayonne Pays Basque 50 /51 Allées Marines - BP 215 64102 BAYONNE CEDEX
Spain	Puertos del Estado	Avenida del Partenón,10 28042 MADRID
	Puerto de Bilbao	Campo de Volantín, 37 48007 BILBAO
	Puerto de Pasajes	Pasaje Ancho, s/n 20110 PASAJES
	Puerto de Algeciras	Avenida Hispanidad, 2 11207 ALGECIRAS
Portugal	Porto do Douro e Leixões	Avenida da Liberdade 4450-718 Leça da Palmeira Apartado 3004 4451-851 Leça da Palmeira
	Porto de Lisboa	Rua da Junqueira, 94 1349-026 Lisboa
	Porto de Sines e do Algarve	Apartado 16, EC Sines 7521-953 Sines
	Porto de Aveiro	Edifício 9 - Forte da Barra Apartado 91, 3834-908 Gafanha da Nazaré
	Porto de Setúbal	Praça da República 2904-508 Setúbal

The internal working structures within the corridor organisation and the connection between the corridor organisation and other stakeholders, as well as conditions for participation in the RAG and TAG, are described in Book 5.

The Corridor organisation is based on a contractual agreement between the IMs along the Corridor.



For the execution of the common tasks the MB has decided to build up the following structure:



To fulfil the tasks described in Article 13 of the Regulation, a Corridor One-Stop-Shop (C-OSS) was established as a single point of contact for requesting and receiving answers regarding infrastructure capacity for freight trains crossing at least one border along the Corridor. For contact details see Chapter 5 of this Book 1 and Chapter 2.2 of Book 4.

The organisation of the Corridor is also described in the Implementation Plan (Book 5).

## CHAPTER 5. CONTACTS

Applicants and any other interested parties wishing to obtain further information can contact the following persons:

### Atlantic Corridor Specificities

#### *One Stop Shop of Rail Freight Corridor «Atlantic»*



*Any railway undertaking or interested party wishing to obtain details or further information regarding any of the provisions contained in this document should contact EEIG ATLANTIC CORRIDOR :*

*By post Atlantic **C-OSS** / Félix **BARTOLOME***

*Administrador de Infraestructuras Ferroviarias (ADIF)*

*C/ Hiedra, S/N Edificio 23. Estación de Chamartín.*

*28036 MADRID - SPAIN*

*By mail: OSS@atlantic-corridor.eu*

*By phone: + 34 (91) 7744774*



## 5.1 OTHER REPRESENTATIVES INVOLVED IN THE RAIL FREIGHT CORRIDOR «ATLANTIC»

Other representatives involved in Rail Freight Corridor «Atlantic» are listed below with their contact details:

Germany	Bundesnetzagentur (BNetzA)	Postbox 8001 D-53105 Bonn <a href="http://www.bundesnetzagentur.de">www.bundesnetzagentur.de</a>
	Eisenbahn-Bundesamt (EBA)	Postbox 200 565 D-53135 Bonn <a href="http://www.eba.bund.de">www.eba.bund.de</a>
France	Autorité de régulation des activités ferroviaires et routières (ARAFER)	57, Boulevard Demorieux CS 81915 72019 LE MANS CEDEX 2 <a href="http://www.arafer.fr">http://www.arafer.fr</a>
	Etablissement public de sécurité ferroviaire (EPSF)	60 rue de la Vallée CS 11758 80017 AMIENS CEDEX 1 <a href="http://www.securite-ferroviaire.fr">www.securite-ferroviaire.fr</a>
Spain	Comisión Nacional de los Mercados y la Competencia (CNMC)	Calle Barquillo 5 28004 MADRID <a href="http://www.cnmc.es">www.cnmc.es</a>
	Agencia Estatal de Seguridad Ferroviaria (AESF)	Plaza de los Sagrados Corazones nº 7 28036 Madrid <a href="http://www.seguridadferroviaria.es">www.seguridadferroviaria.es</a>
Portugal	Ministério do Planeamento e das Infraestruturas (MPI)	Secretaria de Estado das Infraestruturas (SEI) <a href="https://www.portugal.gov.pt/pt/gc21/area-de-governo/planeamento-e-infraestruturas">https://www.portugal.gov.pt/pt/gc21/area-de-governo/planeamento-e-infraestruturas</a>
	Autoridade da Mobilidade e dos Transportes (AMT)	Palácio Coimbra – Rua de Santa Apolónia, nº 53 1100-468 Lisboa <a href="http://www.amt-autoridade.pt">http://www.amt-autoridade.pt</a>
	Instituto da Mobilidade e dos Transportes I.P. (IMT)	Avenida das Forças Armadas, 40 1649-022 Lisboa <a href="http://www.imt-ip.pt/sites/IMTT/Portugues/Paginas/IMTHome.aspx">http://www.imt-ip.pt/sites/IMTT/Portugues/Paginas/IMTHome.aspx</a>

## CHAPTER 6. LEGAL FRAMEWORK

---

This CID complies with the current legal framework.

### 6.1 EU LEGAL FRAMEWORK (EXCERPT)

- Regulation (EU) 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight,
- Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (Recast),
- Directive (EU) 2016/2370 of the European Parliament and of the Council of 14 December 2016 amending Directive 2012/34/EU as regards the opening of the market for domestic passenger transport services by rail and the governance of the railway infrastructure,
- Regulation (EU) 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No. 661/2010/EU,
- Regulation amending Regulation No 913/2010:
  - Regulation (EU) 1316/2013 of the European Parliament and of the Council of 11 December 2013 establishing the Connecting Europe Facility, amending Regulation 913/2010 and repealing Regulations (EC) No 680/2007 and (EC) 67/2010,
- Decisions under Article 5(6) of Regulation No 913/2010 (new corridors and corridor extensions):
  - Commission Implementing Decision 2015/1111 of 7 July 2015 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the North Sea-Baltic rail freight corridor with Article 5 of the Regulation 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight,
  - Commission Implementing Decision 2017/177 of 31 January 2017 on the compliance with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council of the joint proposal to establish the 'Amber' rail freight corridor,
  - Commission Implementing Decision 2017/178 of 31 January 2017 amending Implementing Decision (EU) 2015/1111 on the compliance of the joint proposal of the Member States concerned to extend the North Sea-Baltic rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight.

## **6.2 FRAMEWORK FOR CAPACITY ALLOCATION (FCA)**

Referring to Article 14.1 of the Regulation, the Executive Board of the Corridor adopted the 'Framework for Capacity Allocation (FCA)' which is relevant for the allocation of train paths executed by the C-OSS. This FCA has been developed jointly by the ministries of transport on all corridors. The respective link is available in Chapter 3.1 and Annex 4.A of Book 4.

## **6.3 OTHER**

The applicable national legislation is listed in the NSs of the respective IMs (and, if applicable, ABs). The respective links are available in Chapter 1 and Chapter 3 of Book 2.

## CHAPTER 7. LEGAL STATUS

---

This CID is drawn up, regularly updated, and published in accordance with Article 18 of Regulation 913/2010 regarding information on the conditions of use of the freight corridor. By applying for capacity on the corridor the applicants accept the provisions of Book 4 of CID. Parts of this CID may be incorporated into contractual documents. Every effort has been made to ensure that the information is complete, correct and valid. The involved IMs accept no liability for direct or indirect damages suffered as a result of obvious defects or misprints in this CID or other documents. Moreover, all responsibility for the content of the national Network Statements or any external sites referred to by this publication (links) is declined.

### Atlantic Corridor Specificities

#### *APPEALS PROCEDURE*

*In accordance with the Regulation (EU) 913/2010, appeals may be lodged by those authorised to request railway infrastructure capacity in front of the Executive Board of Rail Freight Corridor «Atlantic», if they consider themselves to be the victims of unfair treatment, discrimination or any other prejudice connected with access to the railway network whose management falls to the EEIG Atlantic Corridor, in particular in relation to the provisions set out in this document.*

*Applicants and RU may address complaint to the Regulatory Bodies, which also acts as appeal body under Art 56 (1) of Directive 2012/34/EU (recast).*

## **CHAPTER 8. VALIDITY PERIOD AND UPDATING PROCESS**

---

### **8.1 VALIDITY PERIOD**

This CID is valid for timetable year 2019 and all associated capacity allocation processes related to this timetable year.

### **8.2 UPDATING PROCESS**

The CID is published for each timetable year on the 2nd Monday of January of the previous timetable year.

All Books of the CID can be updated when necessary according to:

- changes in the rules and deadlines of the capacity allocation process,
- changes in the railway infrastructure of the member states,
- changes in services provided by the involved IMs/ABs,
- changes in charges set by the member states,
- etc..

## CHAPTER 9. PUBLISHING

---

The CID is available free of charge in electronic format.

Atlantic Corridor Specificities
---------------------------------

<i>The CID of Atlantic Corridor is available on the website (<a href="http://www.atlantic-corridor.eu">www.atlantic-corridor.eu</a>)</i>
--

## CHAPTER 10. IT TOOLS

---

Atlantic Corridor uses the following common IT tools provided by RNE in order to facilitate fast and easy access to the corridor infrastructure / capacity and corridor-related information for the applicants.

### 10.1 PATH COORDINATION SYSTEM (PCS)

EEIG Atlantic Corridor adopted PCS as exclusive communication platform between applicants and the corridor OSS.

PCS is the only tool for publishing the binding PaP and RC offer and for managing international path requests on the Corridor. The advantage of this solution is that the displayed data for a PaP or RC may be used for creating a path request dossier – without any manual copying. Furthermore, this method simplifies the presentation and management of the paths, which remain in the catalogue for allocation as ad-hoc paths during the running timetable period.

Access to PCS is free of charge. A user account can be requested via the RNE PCS Support: [support.pcs@rne.eu](mailto:support.pcs@rne.eu).

More information can be found in Book 4 Chapter 2.5 of this CID and via <http://pcs.rne.eu>.

### 10.2 TRAIN INFORMATION SYSTEM (TIS)

TIS is a web-based application that supports international train management by delivering real-time train data concerning international trains. The relevant data are obtained directly from the IMs' systems. The IMs send data to TIS, where all the information from the different IMs is combined into one train run from departure or origin to final destination. In this manner, a train can be monitored from start to end across borders. TIS also provides support to the Corridor Train Performance Management by providing information for punctuality, delay and quality analysis.

Atlantic Corridor Specificities
---------------------------------

<i>All IMs on Atlantic Corridor participate in TIS.</i>
---

RUs and terminal operators may also be granted access to TIS. They are invited to join the RNE TIS Advisory Board as all members of this board grant all other members full access to TIS data if they are involved in the same train run. However, if the RUs and terminal operators concerned are not members of the RNE TIS Advisory Board, mutual agreements have to be signed between individual RUs and between RUs and terminal operators.

Access to TIS is free of charge. A user account can be requested via the RNE TIS Support: [support.cis@rne.eu](mailto:support.cis@rne.eu).

For more information please visit the RNE TIS website: <http://tis.rne.eu>.



### 10.3 CHARGING INFORMATION SYSTEM (CIS)

The CIS is an infrastructure charging information system for applicants provided by IMs and ABs. The web-based application provides fast information on indicative charges related to the use of European rail infrastructure and estimates the price for the use of international train paths. It is an umbrella application for the various national rail infrastructure charging systems.

Access to CIS is free of charge without user registration.

For more information please visit the RNE CIS website <http://cis.rne.eu> or contact the RNE CIS Support: [support.cis@rne.eu](mailto:support.cis@rne.eu).

### 10.4 CUSTOMER INFORMATION PLATFORM (CIP)

The CIP is an interactive, internet-based information tool.

Access to the CIP is free of charge and without user registration.

For accessing the application, as well as for further information, use the following link:

<http://info-cip.rne.eu/>

Atlantic Corridor Specificities
---------------------------------

*By means of a Graphical User Interface (GUI), CIP provides precise information on the routing, as well as information on terminals, infrastructure investment projects and maintenance works and basic track properties of the participating corridors. All essential corridor-related information documents, such as this CID, capacity offer and temporary capacity restrictions (TCRs) are also accessible.*

**CHAPTER 11. CORRIDOR LANGUAGE**

---

The common working language on Atlantic Corridor, as well as the original version of the CID, is English.

In case of inconsistencies between the English and the translated version, if existent, the English version of the CID always prevails. Any deviations from the above will be indicated separately.

The language used in operations is determined by national law.

Atlantic Corridor Specificities
<i>No specificities</i>



# ATLANTIC

C O R R I D O R

EUROPEAN ECONOMIC INTEREST GROUPING « Atlantic Corridor »

174, avenue de France

75013 PARIS Cedex 13

Tel +33 1 53 94 34 11 headquarters

Tel +34 91 774 47 74 one-stop shop

[www.atlantic-corridor.eu](http://www.atlantic-corridor.eu)