

ANNUAL REPORT 2017



ATLANTIC
C O R R I D O R



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ATLANTIC CORRIDOR

Annual Report · 2017

EUROPEAN ECONOMIC INTEREST GROUPING

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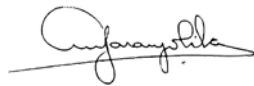
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ANTÓNIO LARANJO
President of the Assembly



JACQUES COUTOU
Managing Director

FOREWORD

The year 2017 was a significant year concerning the improvement of synergies within the Atlantic Rail Freight Corridor (RFC) partners: Portugal, Spain, France and Germany, all pursuing with mutual commitment the goals which derived from the Regulation (EU) 913/2010. In 2017 the four Infrastructure Managers (IP, ADIF, SNCF Réseau and DB Netz AG) invested their joint efforts in creating a more competitive rail freight market by means of actively contributing for a European rail network, now comprising 11 rail freight corridors. RFC Atlantic also improved the cooperation with all others RFCs by sharing good practices at the RFC Network level.

In 2017 a new product was designed by SNCF Réseau and DB Netz AG between Hendaye/Irun and Mannheim, aiming to improve the performance and reliability of capacity offer for the full timetable 2019. Such product is fully compliant with the on progress project – Timetabling Redesign (TTR) managed by RailNetEurope of which the Atlantic Corridor is one of the 3 pilot selected in July 2017.

As a consequence we expect that the efforts put into adjusting the commercial offer to its customer's needs in line with the Atlantic TTR project implementation, will enhance the attractiveness of the C-OSS products in the years to come and further increase the international rail freight traffic in the Atlantic Corridor.

During 2017, the volume of international traffic using the Corridor was affected by a market decrease on the French side mainly linked to the oil price decrease (-33%) observed in the last four years. That was however opposed by a brand new rail market surge at the Iberian Peninsula level, translating in an important increase of international trains (+12%). Still the feedback of the Atlantic Corridor customers was quite good in the Railway Undertakings and Terminal Advisory Groups as depicted in the results of the Satisfaction survey.

Several important activities were developed by the corridor in 2017 (such as studies for the Implementation of 750 m length trains on the Iberian Peninsula and the establishment of an interoperability working group) with the support of EU funds.

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 C-OSS team, the Advisory Groups and all experts that contributed in the various working groups, for their dedication and determination.

To conclude we wish you a pleasant reading of the several results achieved in 2017, which are summed up in this annual report.



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1 INTRODUCTION

This Annual Report means to present a summary of what were the most important actions and achievements developed by the Atlantic Corridor in 2017.

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) 913/2010.

The present report is organized in following chapters:

CORRIDOR DESCRIPTION (Chapter 2)

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;

GOVERNANCE (Chapter 3)

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

MAIN ACTIVITIES IN 2017 (Chapter 4)

Core chapter of the annual report encompassing all the activity carried out in 2017 concerning documents production, C-OSS, working groups, studies, communication, implementation of IT tools and events;

CORRIDOR PERFORMANCE (Chapter 5)

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

COOPERATION (Chapter 6)

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;

EUROPEAN FUNDING (Chapter 7)

Provides an over view on the involvement of INEA in the Corridor's activities;

OUTLOOK FOR 2018 (Chapter 8)

Summarizes the corridor's main challenges for 2018 and gives the stakeholders a timeline for the upcoming events which are expected to take place in 2018.



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



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) 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 at the latest on the 10 November 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 will constitute the hubs of the corridor.



Rail Freight Corridors (RFCs) map 2018
Including extensions expected in 2020 as indicated by the RFCs



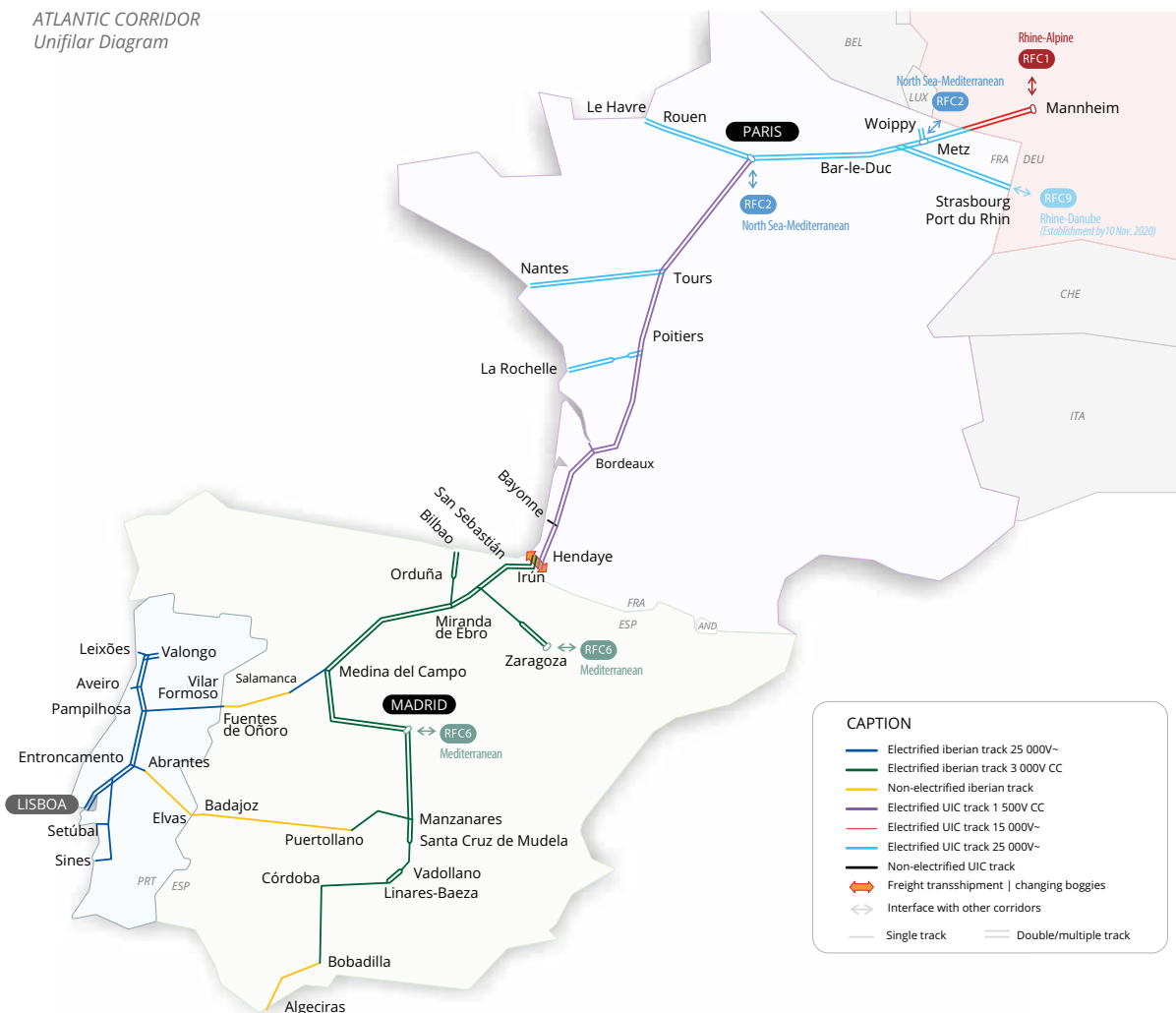
Any use without modifications of this map in electronic or printed publications is permitted with the explicit reference to RNE as the author and holder of the copyright.

2.2 MAIN CHARACTERISTICS

Totalling around 6,200 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 (1,435 mm), **Iberian gauge** in Spain and Portugal (1,668 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 (25,000V~, 3,000VCC, 1,500VCC) between Le Havre, Metz, Paris and the south of Cordoba (Bobadilla), and in Portugal between Sines, Lisbon, Leixões, Abrantes and Vilar Formoso (25,000V~);
- **Partially electrified itinerary** (25,000V~) on the 2 branches connecting Spain to Portugal (Medina del Campo-Pampilhosa & Manzanares-Entroncamento);

ATLANTIC CORRIDOR
Unifilar Diagram



- **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.

Detailed the list of overlapping sections

INVOLVED IM	OVERLAPPING SECTION		INVOLVED RFCs		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	Strassbourg Ville	RFC2	RFC4	213.3 km
SNCF Réseau	Metz Ville	Rémilly	RFC2	RFC4	29.0 km
ADIF	Madrid (Vicálvaro)	Manzanares	RFC4	RFC6	200.0 km
ADIF	Manzanares	Cordoba	RFC4	RFC6	244.6 km
ADIF	Cordoba	Algeciras	RFC4	RFC6	305.3 km



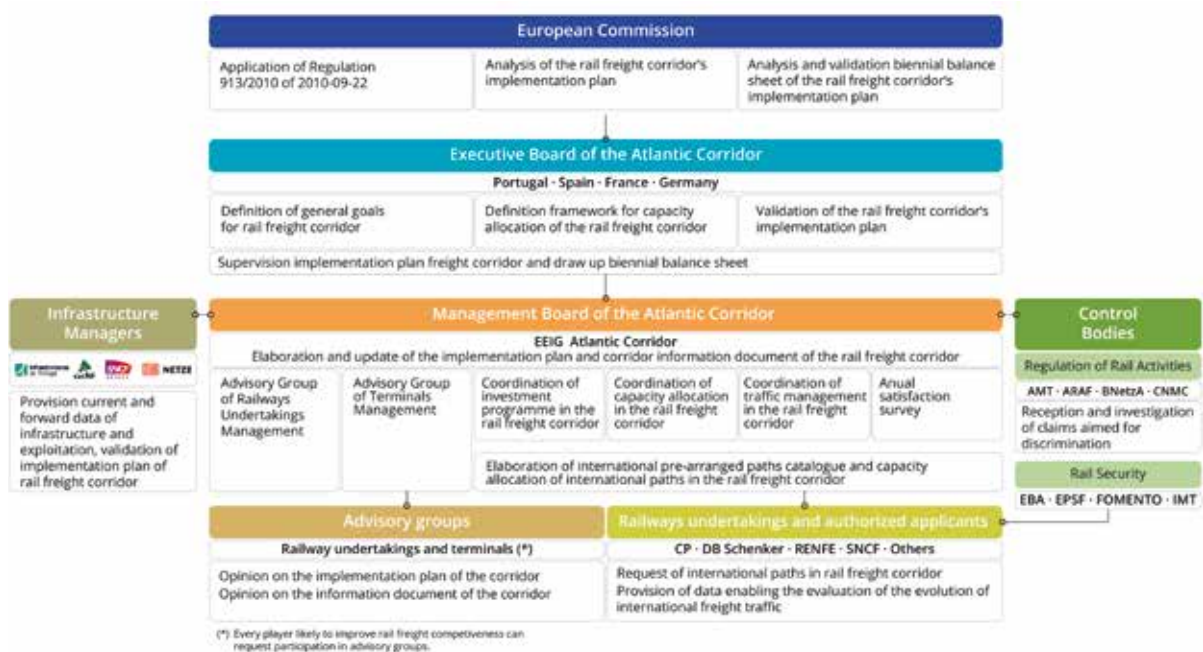
3 GOVERNANCE

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) 913/2010 of 22 September 2010, amended by Regulation (EU) 1316/2013 of 11 December 2013.

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

Organization Chart of the Atlantic Corridor



3.1 EXECUTIVE BOARD

In accordance with Regulation (EU) 913/2010, the Executive Board is composed of representatives of the authorities of the Member States concerned. In 2017 the representatives were:

Cristina ELVAS

on behalf of the Ministry of Infrastructures 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 Transport and Digital Infrastructure of Germany.

In 2017, the Executive Board held meetings in Brussels on the 14th of February, in Bonn on the 30th of May and in Lisbon on the 10th of October: meetings including key elements of the Atlantic Corridor activity presented by the Management Board.

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

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

3.2 MANAGEMENT BOARD

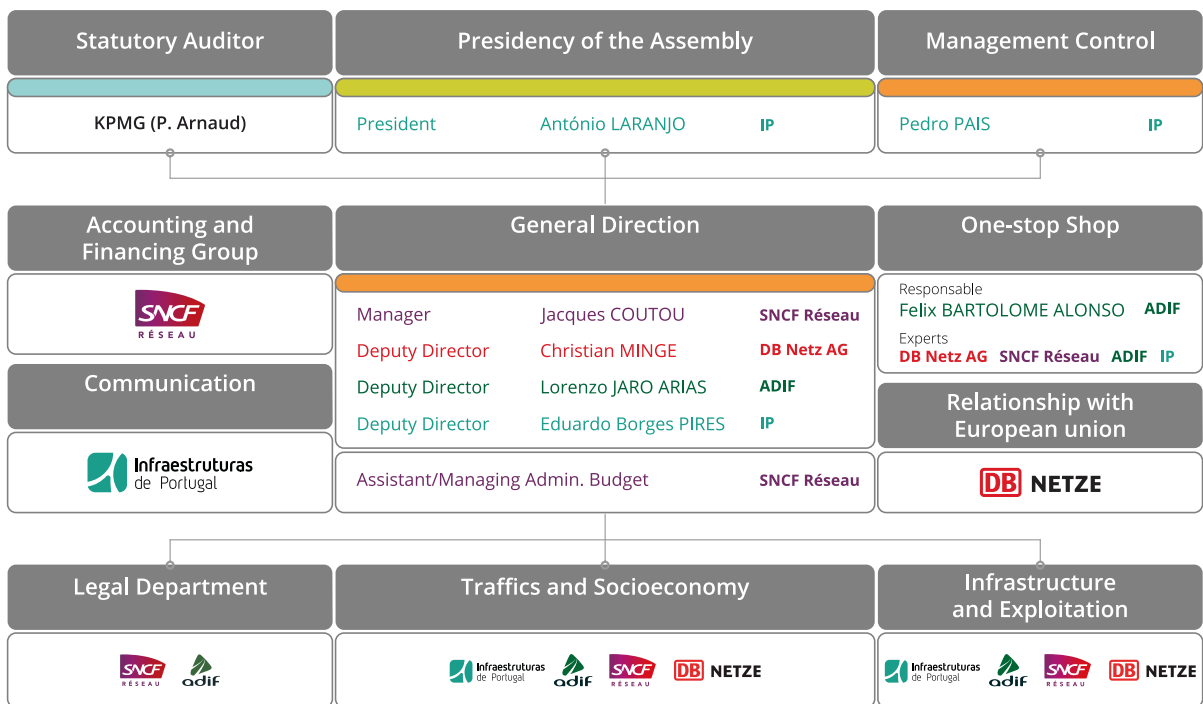
The Management Board of the Atlantic Corridor takes the form of a European Economic Interest Grouping (EEIG) composed of the representatives of the infrastructure managers – IP, ADIF, SNCF Réseau and DB Netz AG.

The headquarters are located at SNCF Réseau, 174 avenue de France, 75013 PARIS.

Three main bodies constitute the EEIG:

GENERAL ASSEMBLY
MANAGEMENT TEAM
C-OSS

Organizational Structure of the EEIG Atlantic Corridor



LEGEND

HEADQUARTERS
Paris

OSS Corridor
Madrid

DB Netz AG representative
SNCF Réseau representative
ADIF representative
IP representative
External representative

Person designated in the statutes of the European Economic Interest Group EEIG-CFM4
Person appointed by the Assembly upon proposal of the members
Person appointed by the Assembly upon proposal of the Manager
Persons acting on behalf of the European Economic Interest Group EEIG-CFM4

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 (IP, ADIF, SNCF Réseau and DB Netz) are invited to attend a General Assembly twice a year in order to approve different points like the annual budget and accounts.



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 2017, the Management Team was composed of a Managing Director and three Deputy Directors, forming a strong and multidisciplinary team.



JACQUES COUTOU
 SNCF Réseau
Managing Director



LORENZO JARO ARIAS
 ADIF
Deputy Director



EDUARDO BORGES PIRES
 IP
Deputy Director



CHRISTIAN MINGE
 DB Netz AG
Deputy Director

3.2.3 One-Stop Shop

The One-Stop Shop of the Atlantic Corridor is at the disposal of applicants in order to coordinate the process of capacity allocation, in addition to facilitate basic information on traffic management and on the use of the freight corridor.

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



FELIX BARTOLOMÉ
 ADIF
Head of C-OSS

3.3 ADVISORY GROUPS

In accordance with 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 sea ports (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 2017, one on the 8th of March that took place in Madrid and another one on the 20th of September that took place in Paris.

In March the meeting approached the following subjects:

- News on Atlantic Corridor
- Reserve capacity 2017 and Prearranged Path Offer 2018
- New Capacity Offer between Germany and Spain expected for 2019
- Key performances indicators 2016
- User Satisfaction Survey results 2016
- Presentation of Atlantic Corridor Freight Observatory.

The meeting that took place in September focused mostly on:

- News on Atlantic Corridor
- PaP requests and offer for 2018
- RU expression of needs for 2019
- Key performances indicators on Atlantic Corridor in 2017 (1st Semester)
- Satisfaction survey of Atlantic Corridor in 2017
- Works planned in Spain and France between San Sebastian & Bayonne from 2017 to 2020
- Atlantic Corridor Freight Observatory reporting
- Nomination of Andrea Penso from DB Cargo as RAG representative in the Atlantic Corridor

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.

TAG-RAG Madrid





TAG-RAG Madrid

3.4 REGULATORY BODIES

According to the Regulation, national Regulatory Bodies shall cooperate in monitoring competition in RFCs. In particular, they shall ensure non-discriminatory access to the corridor and are responsible for receiving possible appeals from applicants.

In 2017 the Regulatory Bodies were:

REGULATION OF RAIL ACTIVITIES

- Germany** Bundesnetzagentur (BNetzA)
- France** Autorité de Régulation des Activités Ferroviaires et Routières (ARAFER)
- Spain** Comisión Nacional de los Mercados y la Competencia (CNMC)
- Portugal** Autoridade da Mobilidade e dos Transportes (AMT)

RAIL SECURITY

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

Under the umbrella of the IRG Rail, the Management Board of the Atlantic Corridor attended a meeting in Zurich (13th of September).



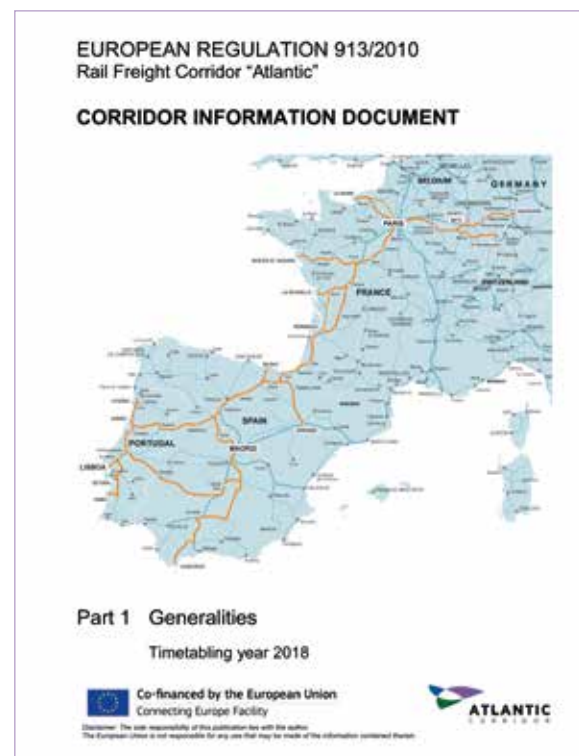
4 MAIN ACTIVITIES IN 2017

4.1 CORRIDOR INFORMATION DOCUMENT: CID 2018

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, 2 and 4. 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
www.atlantic-corridor.eu*



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, in particular 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 a RNE working group, in 2016 the Corridor Information Document for TT 2018 was further harmonized for:

Part 2 New further harmonized version with all RFCs

Part 4 New further harmonized version with all RFCs, including an update of the Framework of Capacity Allocation

The harmonization efforts of the RFCs are ongoing in 2017 focusing mostly on harmonizing the contents of Books 1 and 2.

Subsequently the CID TT 2018 was approved by the Management Board and is currently published on the website of the Atlantic Corridor.

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.

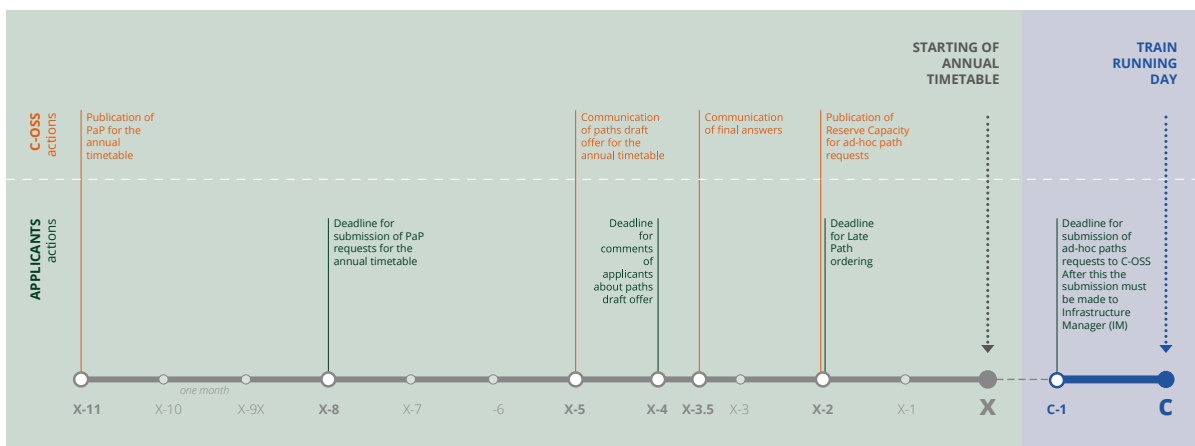
- The national paths are dedicated to trains running through one part of the corridor and not crossing any border in a Rail Freight Corridor. They are defined and managed by the infrastructure managers. The C-OSS is not involved.

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



4.2.1 PaPs 2017 and 2018

a) Managing of requests for TT 2017/2018

During 2017, 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 29 Annual Path Requests (placed before the 2nd Monday in April) involving RFC4 PaPs for the Timetable (TT) 2017/2018.

- 28 of them reached the Active Timetable phase.
- One of them was cancelled by the RU during the allocation process.

These requests involved 33 different PaP sections from the RFC4 offer. One conflict between requests was detected. The C-OSS applied the priority rule and the request having the lowest value was submitted to the IM who offered to the RU an alternative tailor made path according to the process.

Corridor OSS received no Late Path requests (placed after the 2nd Monday of April deadline) for TT-2018 neither Reserve Capacity requests for TT-2017 during 2017.

PAPs for TT 2017/2018

NORTH-SOUTH DIRECTION					PORTUGAL		SPAIN		FRANCE			GERMANY		
PAP Ref.	Running Days in SR network (origin)	Running Days in ADF network (origin)	Running Days in SNCF network (origin)	Running Days in SNCF network (destination)	EMEC	LIASIS	ENTREDOURO	FRANCIA	ELVAS	LUZIGNON	LYON	PARIS	WAGNER	BRITANNIA
RCCSPPaP001			12345											
RCCSPPaP002			12345	1234567										
RCCSPPaP003			12345	1234567										
RCCSPPaP004			12345	1234567										
RCCSPPaP005			12345	1234567										
RCCSPPaP006			12345	1234567										
RCCSPPaP007			12345	1234567										
RCCSPPaP008			12345	1234567										
RCCSPPaP009			12345	1234567										
RCCSPPaP010			12345	1234567										
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RCCSPPaP012			12345	1234567										
RCCSPPaP013			12345	1234567										
RCCSPPaP014			12345	1234567										
RCCSPPaP015			12345	1234567										
RCCSPPaP016			12345	1234567										
RCCSPPaP017			12345	1234567										
RCCSPPaP018			12345	1234567										
RCCSPPaP019			12345	1234567										
RCCSPPaP020			12345	1234567										
RCCSPPaP021			12345	1234567										
RCCSPPaP022			12345	1234567										
RCCSPPaP023			12345	1234567										
RCCSPPaP024			12345	1234567										
RCCSPPaP025			12345	1234567										
RCCSPPaP026			12345	1234567										
RCCSPPaP027			12345	1234567										
RCCSPPaP028			12345	1234567										
RCCSPPaP029			12345	1234567										
RCCSPPaP030			12345	1234567										

NORTH-SOUTH DIRECTION					GERMANY		FRANCE		SPAIN			PORTUGAL		
PAP Ref.	Running Days in SR network (origin)	Running Days in ADF network (origin)	Running Days in SNCF network (origin)	Running Days in SNCF network (destination)	EMEC	LIASIS	ENTREDOURO	FRANCIA	ELVAS	LUZIGNON	LYON	PARIS	WAGNER	BRITANNIA
RCCSPPaP031			12345											
RCCSPPaP032			12345											
RCCSPPaP033			12345											
RCCSPPaP034			12345											
RCCSPPaP035			12345											
RCCSPPaP036			12345											
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RCCSPPaP048			12345											
RCCSPPaP049			12345											
RCCSPPaP050			12345											

b) PaPs construction phase for TT 2018/2019

Corridor OSS coordinated the construction of RFC4 PaPs for the Timetable 2018/2019. For the first time 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 in the rest of the corridors.

All the PaPs were published in PCS in January 2018 according to the Regulation (EU) 913/2010.

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

The Atlantic Corridor agreed to implement a pilot called "Guaranteed Capacity" project based in the establishment of agreed bandwidths where the paths will be drawn in a later stage leading to a better quality capacity offers.

This pilot was developed during 2017 for the capacity offer for TT-2018/2019, so the benefits of the pilot will be analysed during 2018 (preparation of TT-2018/2019).

PaP's for TT-2018/2019 (including capacity offered as "Guaranteed Capacity") consisted in 55 PaPs in both directions. The amount of capacity offered was 9.9 million kilometres × day for the whole service.

Reserve Capacity 2018

SOUTH-NORTH DIRECTION					Portugal										Spain										France										Germany												
PaP Ref.	Running Days in IP network (origin)	Running Days in AaFf network (origin)	Running Days in SNCF Réseau network (origin)	Running Days in DB NETZ network (origin)	SHES	LIBRA/LIBRAE/LA	LISBOA	LEIXOES	ENTRUCAMENTO	PAMPLONA	ELVAO (IPP)	VIA FERRISSIMO (Lisboa/Paris)	VIA FERRISSIMO (Lisboa/Paris)	PARTE DE ORENSE	IMAZAZZ (Arriva IPP)	IMAZAZZ (Departamento)	MEBDA/HUELVA	ALGERIAS	MARDO	BURGOS	GREEN/ZIEBA	NOVA/PAPELONA	MIRANDA/ERDO/ELBAO	IRATI/Arriva	IRATI/Departamento	HERDIVE (Arriva)	HERDIVE (Arriva)	HERDIVE (Arriva)	BAVONE	LE HAVRE	NOSSY LE SEC	VALENTIA	VARESCORDY	METZ/SAMBORS	WORRY	FORNICH (ARRIVAL)	FORNICH (DEPARTURE)	SAARBRÜCKEN	ERBIS/ERDF	LUDWIGSHAFEN	IMMERSHOFEN						
RFC4PaP001			23 456	12 345 67																																											
RFC4PaP002			13	12 345 67																																											
RFC4PaP003			12 345																																												
RFC4PaP004	5.6	6.7						16.18	17.22																																						
RFC4PaP005	2.7	1.5						19.45	20.08	21.27					09.28	01.38																															
RFC4PaP006	1.3							34.48	06.14																																						

NORTH-SOUTH DIRECTION					Germany					France										Spain										Portugal																	
PaP Ref.	Running Days in DB NETZ network (origin)	Running Days in SNCF Réseau network (origin)	Running Days in AaFf network (origin)	Running Days in IP network (origin)	IMMERSHOFEN	LUDWIGSHAFEN	ERBIS/ERDF	SAARBRÜCKEN	FORNICH (ARRIVAL)	FORNICH (DEPARTURE)	WORRY	METZ/SAMBORS	VARESCORDY	VALENTIA	NOSSY LE SEC	LE HAVRE	BAVONE	HERDIVE (Arriva)	HERDIVE (Departamento)	BURGOS	IRATI (Arriva)	IRATI (Departamento)	MIRANDA/ERDO/ELBAO	NOVA/PAPELONA	GREEN/ZIEBA	BURGOS	MARDO	ALGERIAS	MIRANDA/HUELVA	IMAZAZZ (Arriva IPP)	IMAZAZZ (Departamento IPP)	FURTES/LE CORDON	VIA FERRISSIMO (Lisboa/Paris)	VIA FERRISSIMO (Lisboa/Paris)	ELVAO (IPP)	PAMPLONA	ENTRUCAMENTO	LISBOA	LIBRA/LIBRAE/LA	SHES							
RFC4PaP007	12 345 67	23 456																																													
RFC4PaP008	12 345 67	1.5																																													
RFC4PaP009			3 456																																												
RFC4PaP010			6.7																																												
RFC4PaP011			1.7																																												
RFC4PaP012			1.7																																												
RFC4PaP013			1.3																																												

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

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

4.2.2 Reserve Capacity 2018

Corridor OSS coordinated the construction of the Reserve Capacity for the timetable 2017/2018. It was published by the Corridor OSS in PCS tool in October 2017 and in the website.

Reserve Capacity 2018 consists in 7 PaPs per direction.

4.2.3 Temporary Capacity Restrictions 2017/2018

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

The coordination of possessions planned for the Atlantic Corridor should ensure that planned capacity restrictions would take into account both the needs of the IMs and the market needs by rationalizing and minimizing the gravity of impacts and duration of the capacity restrictions.

The Corridor OSS led the process and meetings about Coordination and Publication of TCRs of Atlantic Corridor for TT 2017/2018 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 web-page. A screenshot of the website is copied here as an example.

Temporary Capacity Restrictions 2017/2018

IM	ID	Section	Direction	Line	Year	Week	Period from	Period to	Duration	Time of day	Reason for restriction	Traffic impact	Traffic measures	Description	International coordination	In yearly timetable	IM Project ID (Optional)
DB Netz AG	23027-01	Mannheim - Tübingen	F	Hofbach (PFAC)	2017	2018	01	01.12.2017	00:00	02.02.2018	24:00	50 d	Full day	Integration/Bestimmung	substructure renovation	X	2017/18-20968-01
DB Netz AG	23028-01	Mannheim - Tübingen	F	Wasserschl. Hbf	2017	2018	01	01.12.2017	00:00	17.01.2018	24:00	38 d	Full day	Integration/Bestimmung	substructure renovation	X	2017/18-20968-01
DB Netz AG	23029-01	Mannheim - Tübingen	F	Wittig/Ludwigshafen	2017	2018	01	01.12.2017	00:00	08.12.2018	04:00	40 d, 16 h	night, morning, afternoon, evening	substructure renovation	monthly/weekly	X	2017/18-20968-01
DB Netz AG	23027-01	Mannheim - Tübingen	F	Chilbachtal	2017	2018	01	01.12.2017	00:00	08.12.2018	24:00	38 d	Full day	Integration/Bestimmung	substructure renovation	X	2017/18-20968-01
DB Netz AG	23028-01	Mannheim - Tübingen	F	Chilbachtal	2017	2018	01	01.12.2017	00:00	08.12.2018	24:00	38 d	Full day	Integration/Bestimmung	substructure renovation	X	2017/18-20968-01
DB Netz AG	23027-02	Mannheim - Tübingen	F	Wasserschl. Hbf	2017	2018	01	01.12.2017	00:00	08.12.2018	24:00	38 d	Full day	Integration/Bestimmung	substructure renovation	X	2017/18-20968-01
DB Netz AG	23029-01	Mannheim - Tübingen	F	Wittig/Ludwigshafen	2017	2018	01	01.12.2017	00:00	08.12.2018	04:00	40 d, 16 h	night, morning, afternoon, evening	substructure renovation	monthly/weekly	X	2017/18-20968-01
DB Netz AG	23028-01	Mannheim - Tübingen	F	Wittig/Ludwigshafen	2018	2018	1	04.01.2018	00:00	03.02.2018	04:00	3 d, 6 h	night, morning, afternoon, evening	substructure renovation	monthly/weekly	X	2018/19-20968-01
DB Netz AG	23023	Mannheim - Tübingen	F	Chilbachtal	2018	2018	1	01.02.2018	00:00	18.03.2018	24:00	46 d	Full day	Integration/Bestimmung	substructure renovation	X	2018/19-20968-01
DB Netz AG	23027	Mannheim - Tübingen	F	Wittig/Ludwigshafen	2018	2018	1	01.02.2018	00:00	18.03.2018	24:00	46 d	Full day	Integration/Bestimmung	substructure renovation	X	2018/19-20968-01
DB Netz AG	23023	Mannheim - Tübingen	F	Chilbachtal	2018	2018	1	01.02.2018	00:00	17.03.2018	04:00	7 d, 6 h	night, morning, afternoon, evening	substructure renovation	monthly/weekly	X	2018/19-20968-01
DB Netz AG	23024-01	Mannheim - Tübingen	F	Wittig/Ludwigshafen	2018	2018	1	01.02.2018	00:00	03.02.2018	04:00	3 d, 6 h	night, morning, afternoon, evening	substructure renovation	monthly/weekly	X	2018/19-20968-01
DB Netz AG	23024-02	Mannheim - Tübingen	F	Wittig/Ludwigshafen	2018	2018	1	01.02.2018	00:00	03.02.2018	04:00	3 d, 6 h	night, morning, afternoon, evening	substructure renovation	monthly/weekly	X	2018/19-20968-01
DB Netz AG	23022-01	Mannheim - Tübingen	F	Hofbach	2018	2018	1	01.02.2018	00:00	28.02.2018	24:00	27 d	Full day	Integration/Bestimmung	substructure renovation	X	2018/19-20968-01
DB Netz AG	23022-02	Mannheim - Tübingen	F	Hofbach	2018	2018	1	01.02.2018	00:00	28.02.2018	24:00	27 d	Full day	Integration/Bestimmung	substructure renovation	X	2018/19-20968-01
DB Netz AG	23022-03	Mannheim - Tübingen	F	Hofbach	2018	2018	1	01.02.2018	00:00	28.02.2018	24:00	27 d	Full day	Integration/Bestimmung	substructure renovation	X	2018/19-20968-01
DB Netz AG	23022-04	Mannheim - Tübingen	F	Hofbach	2018	2018	1	01.02.2018	00:00	28.02.2018	24:00	27 d	Full day	Integration/Bestimmung	substructure renovation	X	2018/19-20968-01
DB Netz AG	23022-05	Mannheim - Tübingen	F	Hofbach	2018	2018	1	01.02.2018	00:00	28.02.2018	24:00	27 d	Full day	Integration/Bestimmung	substructure renovation	X	2018/19-20968-01
DB Netz AG	23022-06	Mannheim - Tübingen	F	Hofbach	2018	2018	1	01.02.2018	00:00	28.02.2018	24:00	27 d	Full day	Integration/Bestimmung	substructure renovation	X	2018/19-20968-01
DB Netz AG	23022-07	Mannheim - Tübingen	F	Hofbach	2018	2018	1	01.02.2018	00:00	28.02.2018	24:00	27 d	Full day	Integration/Bestimmung	substructure renovation	X	2018/19-20968-01
DB Netz AG	23022-08	Mannheim - Tübingen	F	Hofbach	2018	2018	1	01.02.2018	00:00	28.02.2018	24:00	27 d	Full day	Integration/Bestimmung	substructure renovation	X	2018/19-20968-01
DB Netz AG	23022-09	Mannheim - Tübingen	F	Hofbach	2018	2018	1	01.02.2018	00:00	28.02.2018	24:00	27 d	Full day	Integration/Bestimmung	substructure renovation	X	2018/19-20968-01
DB Netz AG	23022-10	Mannheim - Tübingen	F	Hofbach	2018	2018	1	01.02.2018	00:00	28.02.2018	24:00	27 d	Full day	Integration/Bestimmung	substructure renovation	X	2018/19-20968-01
DB Netz AG	23022-11	Mannheim - Tübingen	F	Hofbach	2018	2018	1	01.02.2018	00:00	28.02.2018	24:00	27 d	Full day	Integration/Bestimmung	substructure renovation	X	2018/19-20968-01
DB Netz AG	23022-12	Mannheim - Tübingen	F	Hofbach	2018	2018	1	01.02.2018	00:00	28.02.2018	24:00	27 d	Full day	Integration/Bestimmung	substructure renovation	X	2018/19-20968-01

4.3 WORKING GROUPS

4.3.1 Corridor One-Stop Shop community

Atlantic Corridor OSS is actively involved in the C-OSS community, a Working Group created by all RFCs with the aim of harmonizing and improving processes, activities and products related with C-OSS activities offered by RFCs.

The main tasks of the C-OSS community are:

- As a permanent working group set up by Management Boards of Rail Freight Corridors the Corridor OSS Community shall constitute a platform for exchange of best practices among its members, coordination of their opinions and act as a permanent interface of Corridor One Stop Shops towards RailNetEurope and its bodies.
- The main mission of the Community is to support individual Corridor One Stop Shops of Rail Freight Corridors in fulfilment of their tasks by finding common understanding and methods for the benefit of all.
- The RFC talks or RNE/RFC High Level group may mandate the C-OSS community to perform specific tasks in which their expertise is required, on a standalone basis or in cooperation with RNE.

During 2017 the C-OSS community activities were focused in:

- Participate in improving the harmonization of the CID Book 4 together with RNE and IMs.
- Agree on common procedure and template (according to customers demands) of capacity wishes gathering for all RFCs.
- Improve and test PCS functions related with C-OSS activities.

- Participate in different Working Groups with impact in C-OSS activities (TTR project, PCS User Group, S&TT, etc.).
- Participate in RNE´s Technical Meeting together with all IMs involved in the capacity allocation process for TT-2017/2018.
- Etc.

4.3.2 Train Performance Management

In order to evaluate objectively the benefits of the measures of the Atlantic Corridor, the performance of the rail freight services along the freight corridor should be monitored and quality reports should be published regularly. In 2016 the Train Performance Management (TPM) working group of the Atlantic corridor has been active improving the quality of the data received for the reports and creating a new report.

Since the task of improving punctuality is very large and complex, the group has decided to use the “train by train” analysis with the hypothesis that if one train gets improvement on its punctuality, the whole network will profit from it. To achieve that the new report is monitoring all trains passing through at least one border of the corridor and one operation points on the corridor. In Corridor Atlantic the focus will be on the Top 10 delayed trains each month independently of the RU running it. The members will analyse if these trains (for each direction) are constantly having high delays and if yes, will analyse the cause and if needed recommend actions.

The goals of the group for the year 2017 are to begin with this train analysis and make appropriate recommendations to improve punctuality as well as to continue with the improvement of the data quality.

4.3.3 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.

During 2017 the C-OSS contributed together with the C-OSS community in the functionalities to be developed in PCS, such as, new PaP product definition, C-OSS timetable, etc. Some of these improvements are medium term developments and will not be operative until TT-2020 or even later.

Atlantic C-OSS organized in February together with the C-OSS from RFCs 2 and 6 and RNE a PCS training which took place Brussels with the aim of helping the applicants to learn how to use the tool and to prepare their PaP requests for TT-2017/2018 according to each corridor particularities.

4.3.4 Temporary Capacity Restrictions (TCRs)

During 2017 the Atlantic Corridor TCRs working group keep working in the coordination and publication of TCRs.

Since RNE set up a new group called “RNE TCRs Working Group in order to tackle with the implementation of the new Annex VII of Directive 201/34 (UE), a representative from the Atlantic Corridor attended the meetings and dealt with the group activities which were mainly:

- Analyse the impact of the new Annex VII in the international rail business;
- Create common guidelines in order to help the IMs to implement the activities defined in the annex in their internal processes;
- Define and developed a new IT tool for coordinating and publishing the TCRs.

Most of the results of these activities will come up during 2018 and 2019.

4.3.5 Network Statement and Corridor Information Document Work Group

During 2016 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, having produced and adopted an harmonised version of Book 1 and 2, adding to the already harmonised Book 4.

In the meanwhile it started working on the harmonisation of Book 5 and the CID Glossary which should be implemented in CID 2020.

4.4 STUDIES

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

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

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

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

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

In 2017 the idea of the study has been developed by the Management Board of RFC Atlantic and communication has been started with the RUs in order to sign cooperation agreements. It is planned to do the measurement in the 2nd half of 2018.

4.4.2 Feasibility Study about ERTMS Deployment on the Crossborder Section between Germany and France (Woippy – Mannheim)

The deployment of ERTMS is a major challenge in the context of the modernization of the French, German and European rail network. In the process of Core Network Corridor planning, the implementation of ERTMS is a TEN-T requirement. However this deployment strategy is complex because it is part of a wider railway infrastructure manager renewal process including maintenance operations, regeneration programs, and modernization of signalling. It has to take into account:

- The coordination of infrastructure programs (current renewal programs, new projects and ERTMS deployment);
- The migration process from national signalling systems towards ERTMS, ensuring interoperability with the existing technology (trackside and train borne equipment).

At the European scale a main objective of the ERTMS is to improve interoperability between rail networks which means not only to increase performances of rail operations but also to ensure a better robustness of services provided and a possible increase of capacity. Therefore the expected improvement of the ERTMS

implementation lies not only in the success of its technical deployment, but also of the evolution of operating rules associated to this deployment.

This study concentrates upon the deployment of ERTMS along the cross-border section between Woippy and Mannheim, between France and Germany, section which is part of the Atlantic Core Network Corridor.

The study is planned in four phases, in order to provide an assessment of the benefits of ERTMS on this section:

- Analysis of the rail traffic (phase 1)
- Diagnostic of the rail infrastructure (phase 2)
- Analysis and feasibility study of ERTMS deployment (phase 3)
- Assessment of ERTMS benefits (phase 4)

The study has been started in 2017 and is expected to be finished in mid 2018.

4.4.3 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.

4.4.4 Implementation of train length 750 m on the Iberian Peninsula

In 2017 it was also contracted to the consortium formed by the French company Rail Concept, and the Fundación de los Ferrocarriles Españoles (FFE), a study about the Implementation of train length 750 m on the Iberian Peninsula. The object of this study is to analyse the adaptation of the lines of the Atlantic Corridor for the circulation of freight trains of interoperable standard length (750 m) under normal operating conditions.

Particular emphasis will be placed on the Iberian Peninsula, since in the most of DB Netz and SNCF Réseau sections of the Atlantic Corridor it is already possible to operate with trains of 750 m. With this in mind the main objectives are:

- To study the necessary infrastructure conditions (namely 750 m siding-tracks) to enable the circulation of freight train up to 750 m on the sections of the Atlantic Corridor in Portugal and Spain, through the development of an action plan.
- To confirm the ability to run with 750 m trains along the whole sections in France and Germany. The sections of the Atlantic Corridor with minor permissible maximum lengths will be identified. However, the detailed analysis of the actions in these sections is not the subject of the present study.

By the end of 2017 the contract had already proposed a work methodology based on the information provided by ADIF and IP, characterizing the existing infrastructure in order to be able to analyse and propose the necessary upgrade solutions to enable 750 m trains in the Iberian Peninsula.



4.5 COMMUNICATION

Better communication and information is one of the goals of the Atlantic Corridor. Acknowledging the importance of this goal for corridor customers and stakeholders, significant activity was carried out in 2017 in improving the website, namely by keeping the news section more active and up to date.

Press release

Date: 10th November 2017

4th RAIL FREIGHT DAY / 7th December 2017 in Vienna



Press release

Date: 31st March 2017

Atlantic Corridor: Low Cost Rail, a new operator in the General Interest Rail Network



4.6 IT TOOLS

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

- 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.

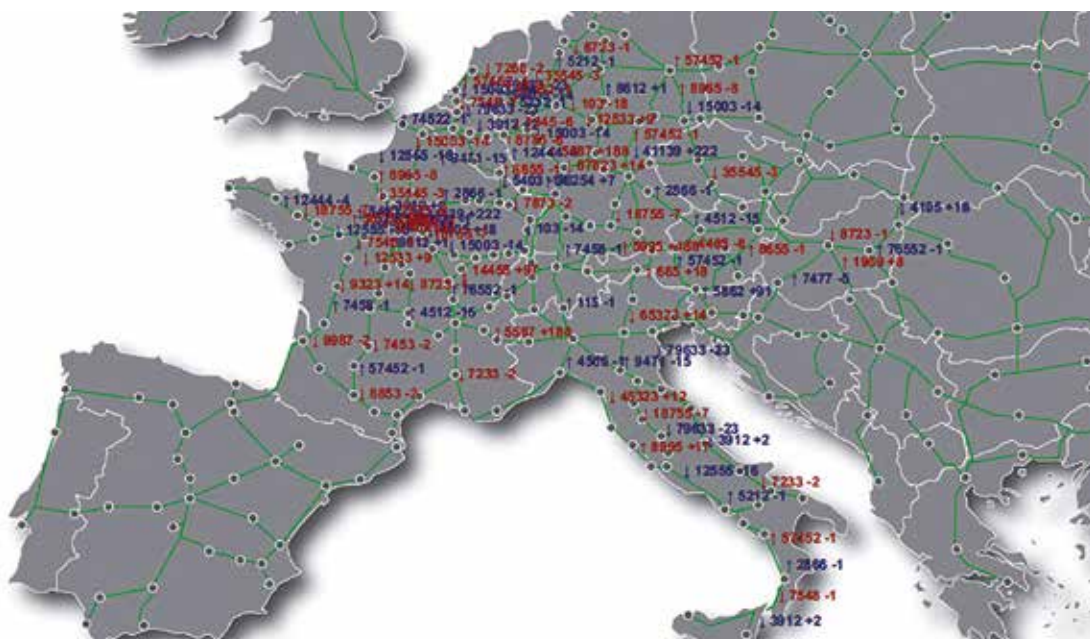
Implemented by ADIF and IP on their respective network in 2015, TIS is now implemented by all IMs of the Atlantic Corridor and available for Railway Undertakings and Terminal operators; this tool gives the RFC the possibility for a professional Train Performance Management (TPM). Please see chapter 4.3.1 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.

4.6.1 Train Information System (TIS)

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

TIS - Train Information System



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 and maintenance works as well as basic track properties of the participating RFCs.

In 2017, developments in CIP included advancing a feedback mechanism for customers, increasing the function to understand and track user behaviour (“click statistic”) as well as establishing the expansion of all available functions to every participating corridor. These completed developments were crucial to comprehend customer needs on the one hand and pave the way to increase and develop functionalities for the future use of the tool on the other.

Previous indications and an increased number of customer feedback shows that in the long-term the amount and depth of information displayed in the interactive map is crucial. Therefore, establishing automatic interfaces to existing

databases, e.g. temporary capacity restrictions, further terminal information and displaying Pre-Arranged Paths will be the focus in 2018.

This goal will be reached, when a broad underlying data infrastructure is established that enables tools like CIP to access and display crucial information according to customer needs. In 2018, multiple platforms maintained by RNE (e.g. TIS, CIS, PCS, etc.), including CIP, will be connected to a database that will allow us to meet customer needs even more quickly and efficiently as well as open new possibilities to offer innovative functionalities across platforms.

CIP is promoted at the participating Rail Freight Corridors web-pages (www.atlantic-corridor.eu) under the tab called “Customer Information Platform”. Furthermore, in 2017 CIP was presented at Railway Advisory Group (RAG) meetings, a signature information card was designed and it was decided to coordinate the promotion activities of the participating Rail Freight Corridors.

CIP - Customer Information Platform



Also the further developments of CIP in 2017 were supported by the EU.

The strategic decisions related to CIP in 2017 were taken at the Change Control Board (CCB) in March and September. The operational work between the participating Rail Freight Corridors is coordinated in regular telephone conferences and workshops organised by RNE.

Please visit Atlantic Corridors website for more information: www.atlantic-corridor.eu

4.6.3 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, PCS Next Generation, 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;

- PCS Next Generation: its principal aim was to develop a completely new interface with the user in order to make the PCS more friendly and easy to use. No functional changes are tackled by this group.

The new version of the tool finally went into production on 25 January 2016 with a short delay of around one month due to the IT development difficulties.

In April 2016 the complete PCS Next Generation version entered into production with all the functionalities operative.

In general the new interface had a good welcome from users (IMs, RUs, etc.).

4.7 EVENTS

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

- [SERAC group meeting](#)
Brussels, 17th of May and 9th of November
- [Core Network Corridor forum](#)
Brussels, 13th of June and 17th of October
- [TSI OPE meeting](#)
16th of March
- [Rail freight day in Vienna](#)
7th of December

5 CORRIDOR PERFORMANCE

5.1 KEY PERFORMANCE INDICATORS

The following table and figure show the key performances indicators of the Atlantic Corridor in 2017 as described in the implementation plan.

KEY PERFORMANCES INDICATORS 2017	
1 Annual number of prearranged freight paths offer (p) TT2018	49
“National” sections	72
Germany	14
France	25
Spain	21
Portugal	12
2 Annual number of daily prearranged freight paths.km offer (pkm*day) TT 2018	5,483,497
Germany	598,754
France	2,309,443
Spain	2,187,942
Portugal	387,358
3 Punctuality of international traffic 2017 at the border (delay < 30 minutes)	
Germany · France	1,285
France · Spain (FRA side)	298
France · Spain (ESP side)	658
Spain · Portugal	725
4 Average speed of trains (km/h), excluding freight transshipment time at the border between France and Spain (3)	57.1
5 Number of prearranged paths requested	33
5.1 Between X-11 and X-8 (for TT 2018)	(1) 33
5.2 Between X-8 and X-2 - LPR (for TT 2018)	0
5.3 Between X-2 and X+12 - ad hoc PR (TT 2017)	0
6 Number of paths allocated by the one-stop shop	32
6.1 Paths allocated for the annual service (for TT 2018)	(1) 32
6.2 Paths allocated upon LPR (for TT 2018)	0
6.3 Paths allocated upon ad hoc PR (for TT 2017)	0
7 Annual number of paths reserved and not used (n)	N/A
8 Response time in days to the paths on demand (d) (2)	131.8

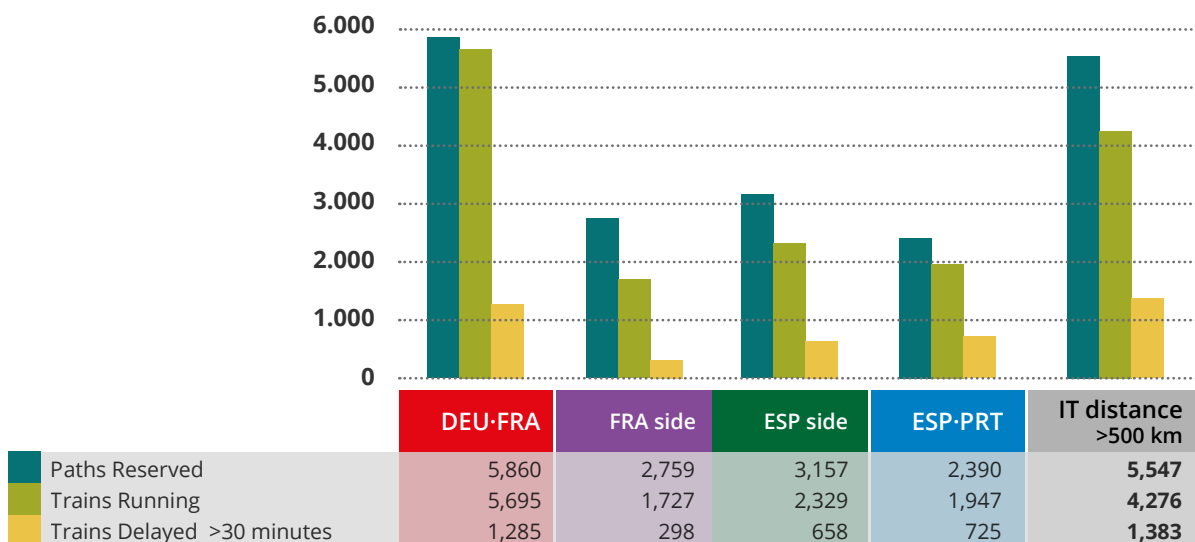
(1) One conflict between requests was detected. The priority rule was applied and the lower K value request was forwarded for tailor-made construction to the competent IM.

(2) Average n° of days from X-8 (requests) from request deadline until Final Offer submitted. All of them were submitted by the C-OSS as soon as the IMs finished the allocation.

(3) Speed of PaPs published in January 2017 for TT-2018.

RFC Atlantic increased the capacity offer for TT2017 and received a positive feedback from the customers with a good rate of requested capacity.

2017	ANNUAL TRAINS				Σ IT @ FRA/ESP & ESP/PRT borders
	DEU-FRA	FRA-ESP FRA side	ESP side	ESP-PRT	IT distance >500 km
Paths Reserved	5,860	2,759	3,157	2,390	5,547
Trains Running	5,695	1,727	2,329	1,947	4,276
% Running Trains	97.2%	62.6%	73.8%	81.5%	77.1%
Trains Delayed >30 minutes	1,285	298	658	725	1,383
% Delayed Trains	22.6%	17.3%	26.9%	37.2%	32.3%



RFC Atlantic increased the capacity offer for TT2018 and received a positive feedback from the customers with a good rate of requested capacity.

The volume of international traffic connecting the PRT/ESP & FRA/ESP borders of the Atlantic Corridor increased in 2017 compared to 2016 (+1,5%) with quite different figures between Iberian Peninsula (+11,9% linked to new rail market development) and European market (-20,7% mainly linked to competitive price of road traffic boosted by a lower level of diesel prices).

The punctuality of international freight train was quite better in 2017 compared to 2016.

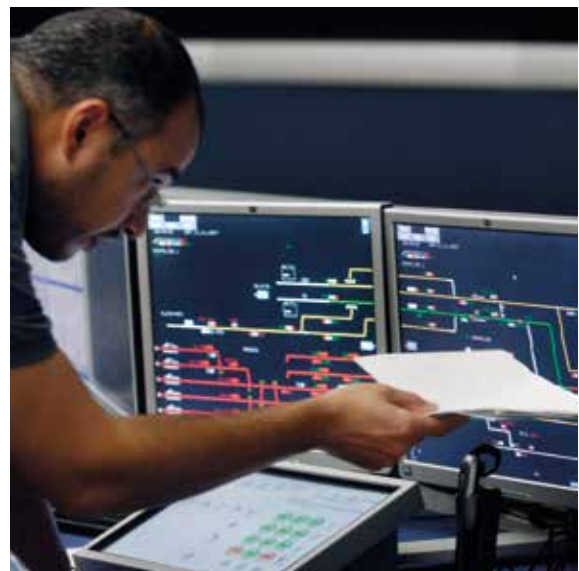
In the new data collected for the FRA/DEU border, it is important to highlight that part of the traffic registered in August and September 2017 was linked to the rerouting traffic of RFC Rhine Alpine due to the Rastatt incident.

5.2 CUSTOMER SATISFACTION SURVEY

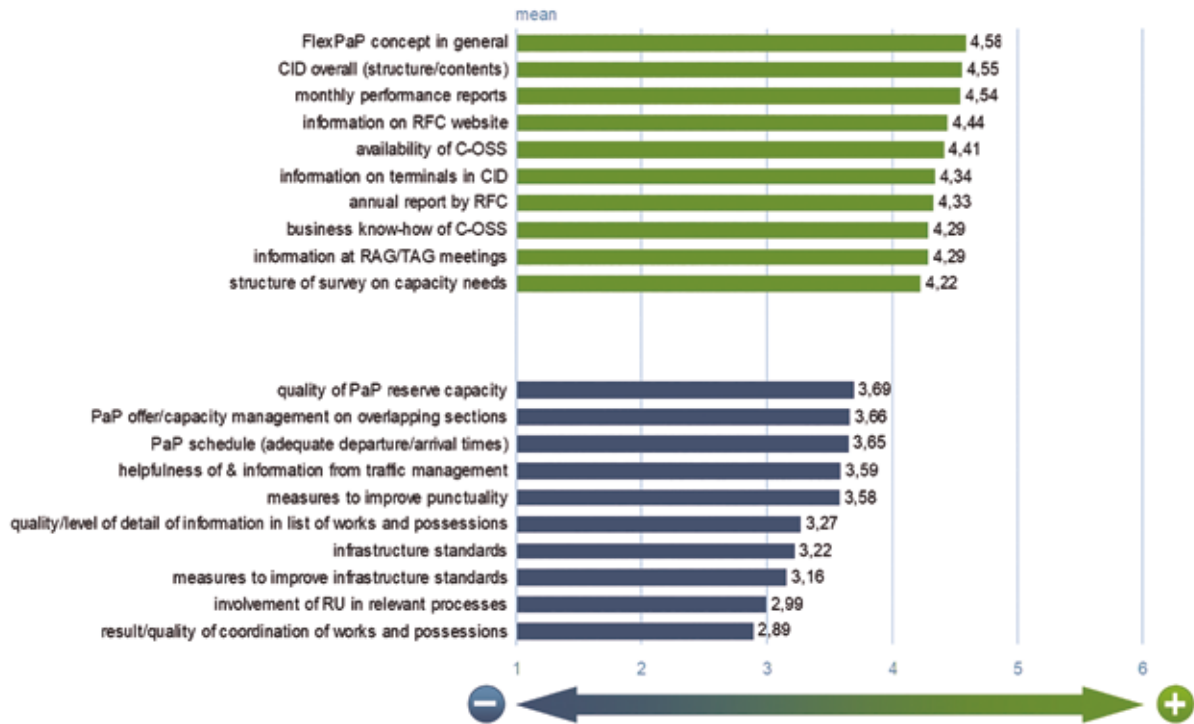
For the fourth time around the Atlantic Corridor participated in the Customer Satisfaction Survey, promoted by RNE, which directed the process in a harmonized, transparent and independent way for all the Rail Freight Corridors. This RNE work enabled:

- 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:
 - Shortage on the offer of PaPs,
 - Usability of the information in case of TCR,
 - Measures taken to improve the infrastructure standards,
 - Usability of PCS in the remaining Reserved Capacity,
 - Handling complaints with the RFC;
- The involvement of the clients in the analysis of the survey outcome, increased in 2016 (21%) respect to 2015 (11%), and in 2017 has been in a standstill about their participation in the consequent proposals for improvement.

The final results of the Customer Satisfaction Survey were presented and discussed in the 12th TAG-RAG on the 7th of March in Lisbon.



Customer Satisfaction Survey results for the Atlantic Corridor





6 COOPERATION

6.1 RailNetEurope (RNE)

RNE provided support to the IMs in the implementation of the RFCs following the publication of Regulation (EU) 913/2010. Several RFC guidelines have been jointly developed and delivered in order to facilitate this process and also to provide a harmonized framework for their operation.

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 2016, such as the RFC User Satisfaction Survey, presented in the previous chapter. 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 six participating RFCs;
- Charging Information System (CIS): it provides fast information on charges related to the use of European rail infrastructure and estimates the price for the use of international train paths.

6.2 OTHER RAIL FREIGHT CORRIDORS

Since 2015, the Rail Freight Corridor “Atlantic” connects to four other corridors:

- Rail Freight Corridor “North Sea – Mediterranean” in Paris and Metz/Woippy;
- Rail Freight Corridor “Mediterranean” in Madrid and Zaragoza;
- Rail Freight Corridor Rhine-Alpine in Mannheim.

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 also offered in 2016 a multi corridor path between Madrid and Algeciras, which required a close relation with the Mediterranean Corridor in order to have both Corridors equipped with the paths adequate to what each of their clients requested.



Rail Freight Corridors (RFCs) map 2018
Including extensions expected in 2020 as indicated by the RFCs



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7 EUROPEAN FUNDING

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:

Programing Period 2014-2020

In 2015 the European Commission approved a financial aid to Action 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”.

Programing Period 2018-2020

In 2017 the Atlantic Corridor applied for a financial aid linked to the Programme Support Action (PSA) “Support for the establishment and implementation of the Rail Freight Corridors” launched by the European Commission 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 2018

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 2018:

- Increase the capacity offer for the timetable 2019/2020;
- Implement a guaranteed capacity product in 2020 for long distance train running between Germany and Spain;
- Implement a Contingency Plan Management on the main itineraries;
- 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 – please save the date.

February 21 st and 22 nd	PCS Training Session in Paris
March 7 th	TAG/RAG Meeting n°14 in Lisbon
April 25 th to 27 th	TEN T days in Ljubljana
June 11 th	EEIG Atlantic Corridor 4 th General Assembly in Madrid
September 12 th	TAG/RAG Meeting n°15 in Mannheim
December 6 th	EC Rail Freight Day in Vienna



GLOSSARY

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




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