

TO PERFORM ON TRACK



ANNUAL  
REPORT  
2018





### **ONE STOP SHOP**

Here, in one flow and in one contact point you can know the Pre-Arranged Paths, the capacity location and book your slot.



### **NETWORK**

The Atlantic Corridor is the line that flows through Portugal, Spain, France and Germany, a main artery of the European railway network that combines 9 different corridors to connect companies, markets, services and regulators through seamless international rail freight transportation, in a collective push to qualify and increase performance on track.



### **HOW TO BOOK**

Through the Customer Information Platform (CIP) you will have a clear and accessible understanding of all the flows in the corridor. After, the C-OSS can help you choose PAP's, reserve capacity, booking and get your freight right on track.



### **ENVIRONMENTAL**

The maritime portfolio of the Atlantic Corridor contributes to the priorities of enhancing multimodality and exploiting the external dimension of the Corridor. Furthermore it contributes to reduce the pressure on environment of transport activities.



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**ANTÓNIO LARANJO**  
President of the Assembly

**JACQUES COUTOU**  
Managing Director

## FOREWORD >>

2018 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. 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 2018, a global analysis was made by the RFC Network in order to check the progress achieved on the 10 sector priorities linked to the Sector Statement declaration of Rotterdam signed in June 2016: the corresponding report was published by the Sector Statement Group at the end of 2018. Many goals of these priorities are on the right way on the Atlantic Corridor, as the harmonized Corridor Information Document, the implementation of TEN-T parameters (like missing electrified line or trains length increase up to 750m on the Iberian Peninsula, ERTMS deployment on the German section, Atlantic TimeTabling Redesign (TTR) pilot, etc.).

As a consequence, we expect that the efforts put into adjusting the commercial offer to its customer's needs, 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. A significant enhancement in the quality of the services provided is indeed expected with the implementation of projects such as the Atlantic TTR project expected in the near future.

During 2018, the volume of international traffic using the Corridor was affected by an important strike period (3 months) on the French network, impacting directly the international long distance traffic, connecting Belgium, Germany & France to Spain (-12%). That was however opposed by a brand new rail market at the Iberian Peninsula level, providing an important increase of international regular trains (+10%) using the Atlantic Corridor network. Overall, approximately 8.600 international long distance trains crossed the borders of the Atlantic Corridor in 2018.

Several important activities were developed by the corridor in 2018 (such as cross border agreement harmonisation and English training of the German and Portuguese OCC staff) promoted by the Atlantic Corridor MB and support by EU funds awarded to the EEIG.

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 2018, which are summed up in this annual report.



# 1.0 INTRODUCTION

This Annual Report means to present a summary of what were the most important actions and achievements developed by the Atlantic Corridor in 2018.

In this way, Corridor Stakeholders are provided with general information about the activities carried out by the Atlantic Corridor, fulfilling the goal of sharing and disseminating more and better information.

Moreover this report also aims to demonstrate the fulfilment of the regulatory framework set out by Regulation (EU) No 913/2010.

The present report is organized in following chapters:

## **CORRIDOR DESCRIPTION**

### CHAPTER 2

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

## **GOVERNANCE**

### CHAPTER 3

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

## **MAIN ACTIVITIES IN 2018**

### CHAPTER 4

This is the core chapter of the annual report encompassing all the activity carried out in 2018 concerning documents production, C-OSS, working groups, studies, communication, implementation of IT tools and events;

## **CORRIDOR PERFORMANCE**

### CHAPTER 5

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

## **COOPERATION**

### CHAPTER 6

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

## **EUROPEAN FUNDING**

### CHAPTER 7

The chapter provides an over view on the involvement of INEA in the Corridor's activities;

## **OUTLOOK FOR 2019**

### CHAPTER 8

The last chapter summarizes the corridor's main challenges for 2019 and;

## **EVENTS**

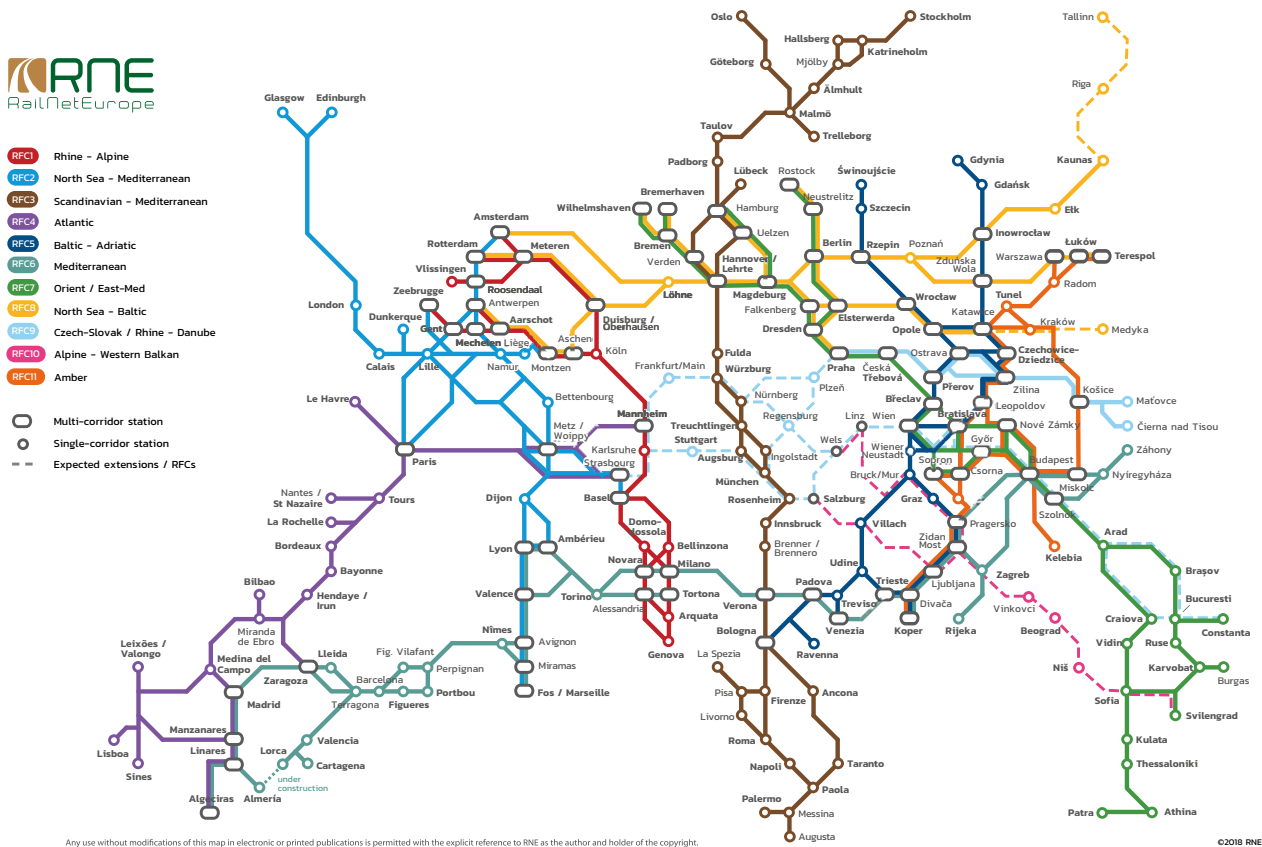
### CHAPTER 9

This particular chapter gives the stakeholders a timeline for the upcoming events related to the RFCs and to the Atlantic Corridor in particular, which are expected to take place in 2019. It aims to allow the interested parties to organise their agendas accordingly.





**RAIL FREIGHT CORRIDORS (RFCs) MAP 2018**



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

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

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

The aim of the Regulation (EU) No 913/2010 of 22 September 2010 is to improve the efficiency of rail freight transport relative to other modes of transport through the creation of 9 European rail freight corridors.

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

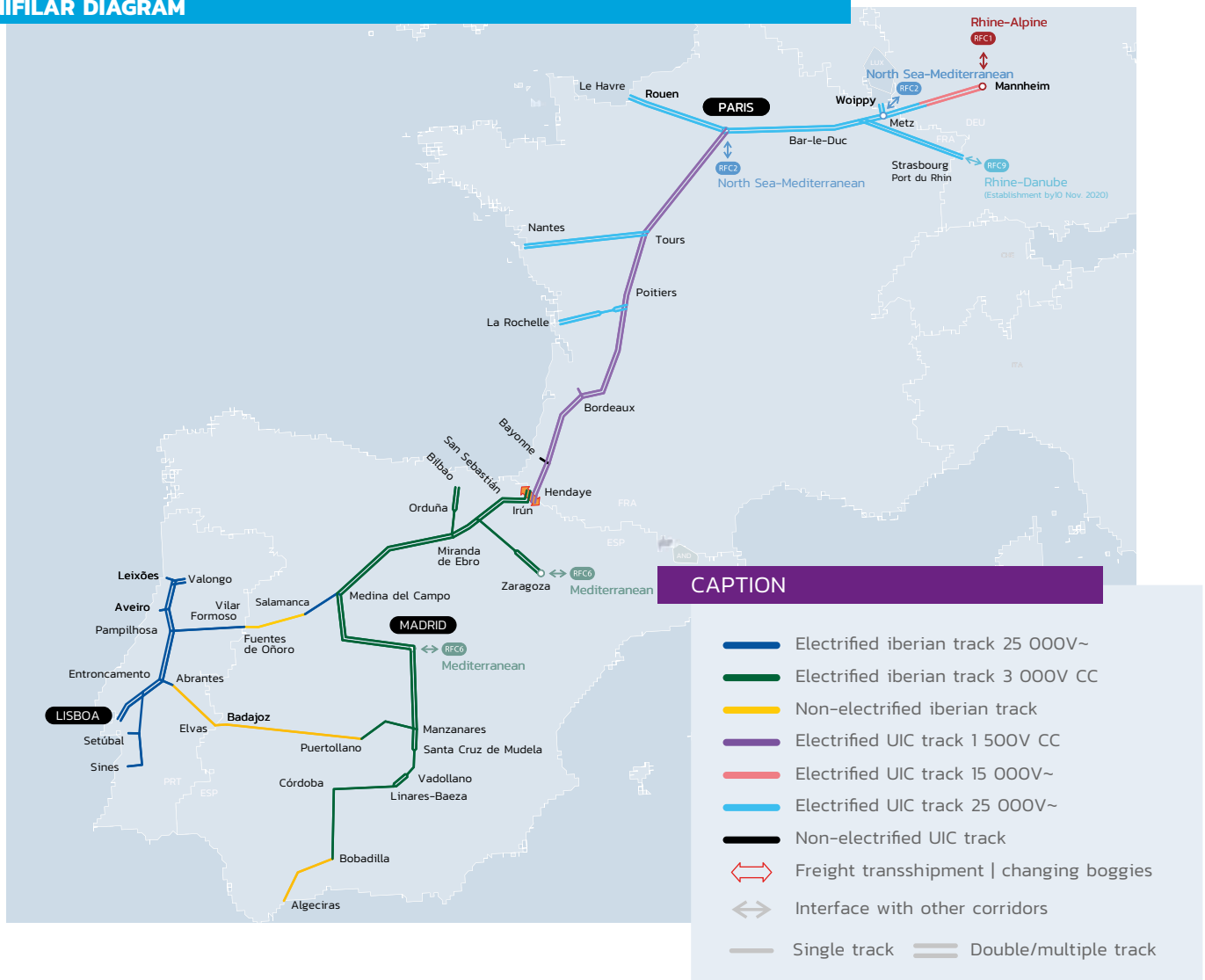
With regard to the Atlantic coast, the European Commission has selected the Rail Freight Corridor "Atlantic" connecting Portugal, Spain France and Germany, namely the following points: "Sines-Lisbon/Leixões, Sines-Elvas/ Algeciras, Madrid-Medina del Campo / Bilbao / Zaragoza / San Sebastian – Irun/Hendaye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

## 2.2 MAIN CHARACTERISTICS

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

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

### UNIFILAR DIAGRAM



## DETAILED LIST OF OVERLAPPING SECTIONS

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

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

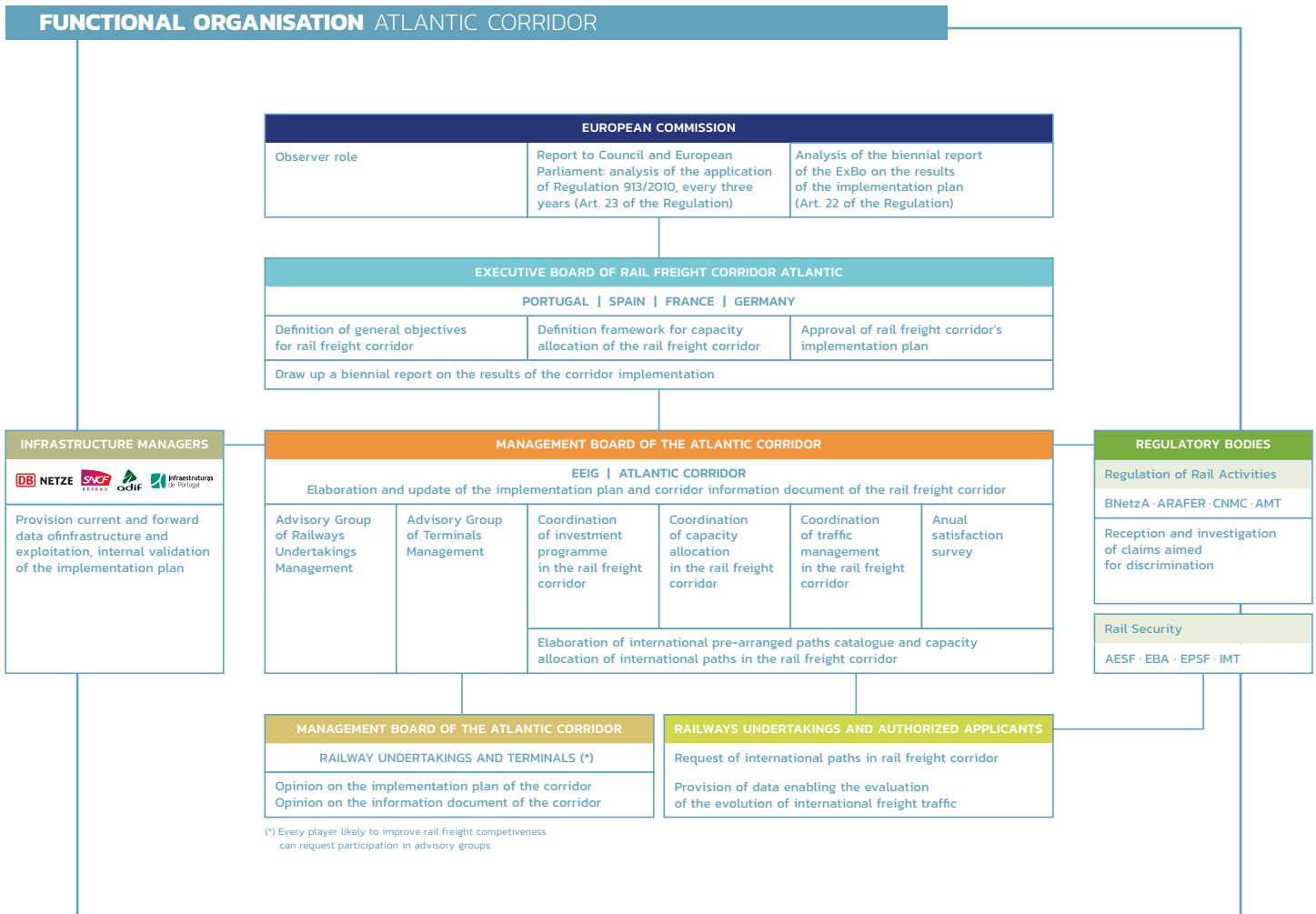
The Rail Freight Corridor "Atlantic" crosses the major urban nodes of the following countries:

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

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

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

# 3.0 GOVERNANCE



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

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

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



### 3.1 EXECUTIVE BOARD

In accordance with Regulation (EU) n° 913/2010, the Executive Board is composed of representatives of the authorities of the Member States concerned. In 2018 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 Transports and Digital Infrastructure of Germany.

In 2018, the Executive Board held meetings in Madrid on the 23rd of May and Paris on the 7th of November: meetings including key elements of the Atlantic Corridor activity presented by the Management Board.

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

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

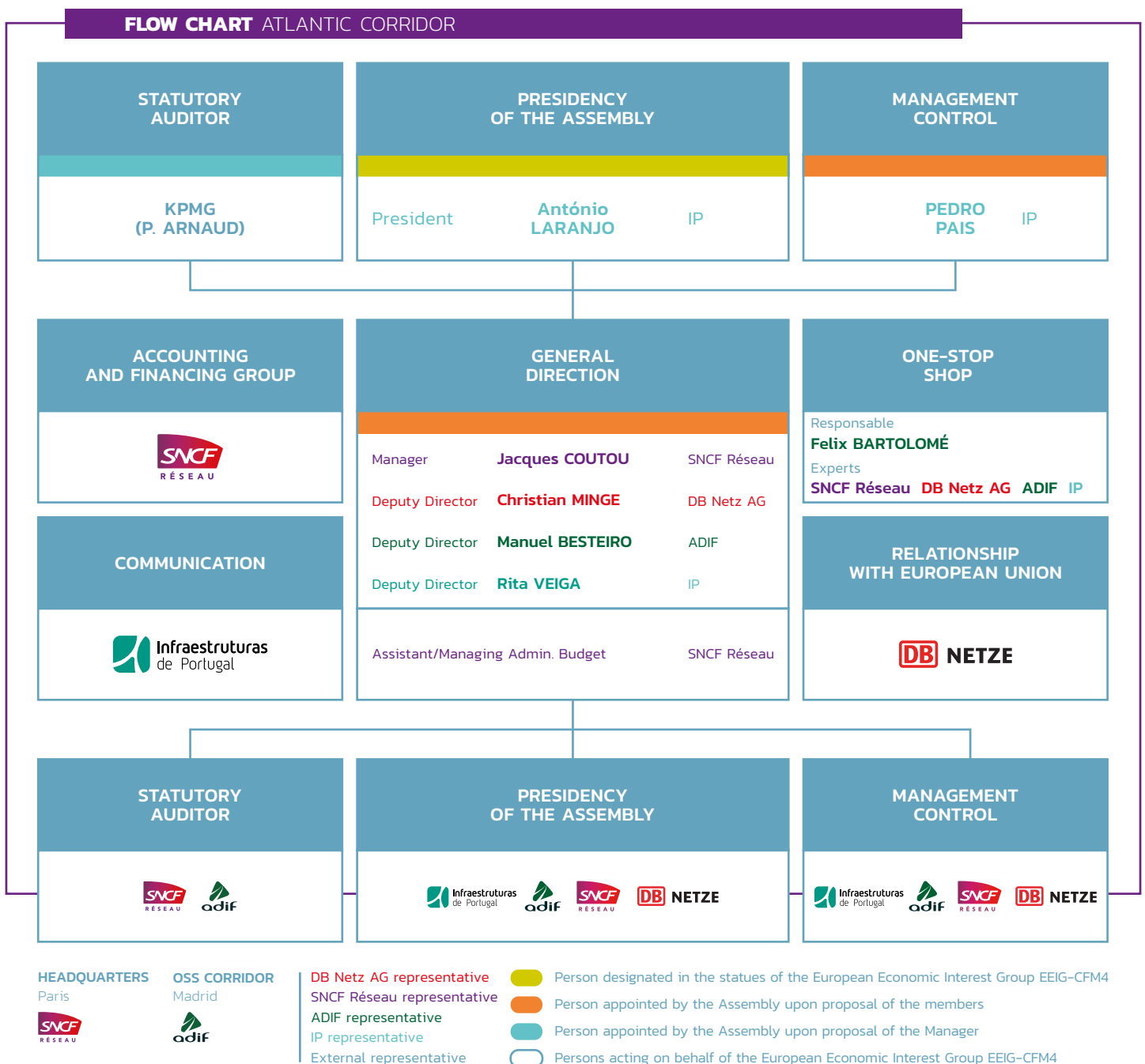
### 3.2 MANAGEMENT BOARD

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

The headquarters are located at SNCF Réseau, 174 avenue de France, 75013 PARIS. The following figure shows the structure of the EEIG.

Organizational Structure of the EEIG Atlantic Corridor.

Three main bodies constitute the EEIG: the General Assembly, the Management Team and the C-OSS.



### 3.2.1 GENERAL ASSEMBLY

The General Assembly is composed of representatives of the EEIG members (IP, ADIF, SNCF Réseau and DB Netz AG).

According to the Statutes signed on the 28th of April 2015, the representatives of the EEIG Atlantic Corridor' members (ADIF, DB Netz, IP and SNCF Réseau) are invited to attend a General Assembly twice a year in order to approve different points like the annual budget and accounts.

The President of the General Assembly is the CEO of IP.



**ANTÓNIO LARANJO**  
CEO of IP

President of the  
General Assembly

### 3.2.2 MANAGEMENT TEAM

Along with the C-OSS, this team is the heart of the Atlantic Corridor, dealing with day-to-day work. In 2018, the Management Team was composed of a Managing Director and three Deputy Directors, forming a strong and multidisciplinary team.



**JACQUES COUTOU**  
SNCF Réseau

Managing  
Director



**MANUEL BESTEIRO**  
ADIF

Deputy  
Director



**RITA VEIGA**  
IP

Deputy  
Director



**CHRISTIAN MINGE**  
DB Netz AG

Deputy  
Director

### 3.2.3 ONE-STOP SHOP

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

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



**FELIX BARTOLOMÉ**  
ADIF

Head  
of C-OSS



### 3.3 ADVISORY GROUPS

In accordance with 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 2018 one on the 7th of March that took place in Lisbon and another one on the 12th of September that took place in Ludwigshafen.

In March the meeting approached the following subjects:

- News on Atlantic Corridor
- Reserve capacity TT 2018 and Prearranged Path Offer TT 2019
- Review on the key performances indicators 2017
- Action plan after the accident happened on the Rhine Alpine Corridor in Rastatt in 2017 (Handbook for International Contingency Management)
- Presentation of Train Performance Management working group activity, including the IT Tools TIS and OBI

The meeting was concluded by a visit of the IP's Operational Control Centre. The head of Capacity and Operations Department, Luis Brás Coelho, gave a presentation about the history and the development of the Operational Control Centre and led the participants in a tour around the facilities.

The meeting that took place in September was hosted by the KTL Ludwigshafen Terminal and focused mostly on:

- News on Atlantic Corridor
- Capacity request & reserved capacity for TT 2019, capacity planning for TT 2020
- Key performances indicators on Atlantic Corridor in 2018 (1st Semester)
- Lessons learned after user satisfaction survey in 2017
- Presentation of Time Table Redesign (TTR) pilot for TT 2020
- Update on the development of the RFC Atlantic re-routing scenarios in the framework of the International Contingency Management handbook
- Progress report of the English training of the IMs National Operational Control Center financed by RFC Atlantic with support of EU funding
- Progress report of the Train Performance Management WG which aims to reduce the number of regularly delayed freight trains in collaboration with the concerned RU
- Company presentation of EUSKOTREN and KTL LUDWIGSHAFEN Terminal

The meeting was concluded by a sight visit of the KTL Ludwigshafen Terminal installation which was led by the Managing Director of KTL, Mr. Ralf DAHLINGER.









### 3.4 REGULATORY BODIES

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

The Regulatory Bodies on RFC Atlantic are:

#### Regulation of Rail Activities:

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

#### Rail Safety:

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

In 2018 a representative of CNMC participated in the Executive Board meeting in Madrid and a representative of ARAFER participated in the Executive Board meeting in Paris.

# 4.0 MAIN ACTIVITIES IN 2018

## 4.1 DOCUMENTS

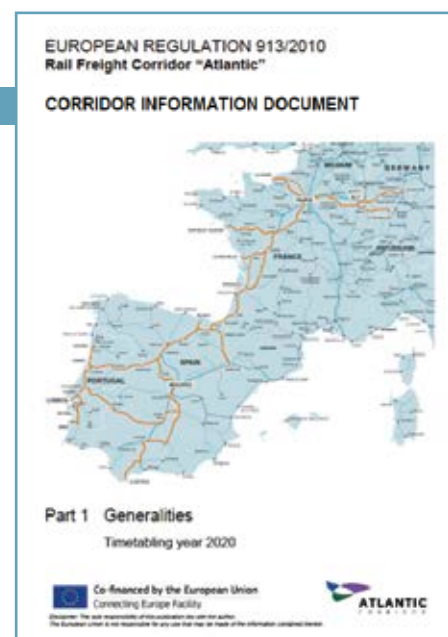
### 4.1.1 CORRIDOR INFORMATION DOCUMENT: CID 2020

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, 4 and 5. The advantage of following the RNE common structure is to elaborate the document in a structure similar to the one of the other corridors. In such case the customers and partners will get access to similar documents along different corridors, same as in the case of the national Network Statements, in order to find the same information at the same place in each one.

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

### CORRIDOR INFORMATION DOCUMENT





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 CID Taskforce, in 2018 the Corridor Information Document for TT 2020 was further harmonized for:

- Part 1: A major step towards the simplification of the information consultation by the clients was achieved by publish the first common book for RFCs 1, 2 ,4 and 8
- Part 2: Some minor changes to the previous template were implemented due to changes in the NS harmonized structure;
- Part 4: New further harmonized version with all RFCs, including an update of the Framework of Capacity Allocation
- Part 5: a revision of the common structure was performed by the taskforce along with the development of a simplified version of this document. The final work was afterwards submitted for approval by the RNE LM WG and the RFC ExBo.

The harmonization efforts of the RFCs are ongoing in 2019 focusing mostly on harmonizing the contents of Books 2, 3 and 4.

Subsequently the CID TT 2020 was approved by the Management Board and is currently published on the website of the [www.atlantic-corridor.eu](http://www.atlantic-corridor.eu).

#### 4.1.2 2018 MANAGEMENT REPORT

In addition to the CID, the Atlantic Corridor also produced the 2017 Management Report deriving from an obligation in the corridor statutes. According to the statutes, the Management Controller has the responsibility of assuring the preparation of the document until the end of May 2019.

The report includes a summary of the main activities carried out in 2018, also encompassed in the Activity Report. It presents the most important actions and accomplishments developed by the Atlantic Corridor in 2018, in addition to a view of the financial situation including the performance on the budget.

The final chapter is dedicated to recommendations focusing on an incentive for the Management Team to continuously promote the deepening of the alignment between the activity of players (internal and external) and the corridor's guidelines. This is a crucial step towards a more efficient and aligned management, providing the necessary conditions for its monitoring. In addition the Management controller also suggested considering the need of ensuring the strategic alignment, feeling it is extremely important to define and develop appropriate, ambitious, strong and consistent KPIs that should measure the performance of the management tools.

## 4.2 ONE-STOP SHOP

The Atlantic Corridor provides dedicated capacity for international freight trains on the form of Pre-arranged Paths (PaPs) and Reserve Capacity.

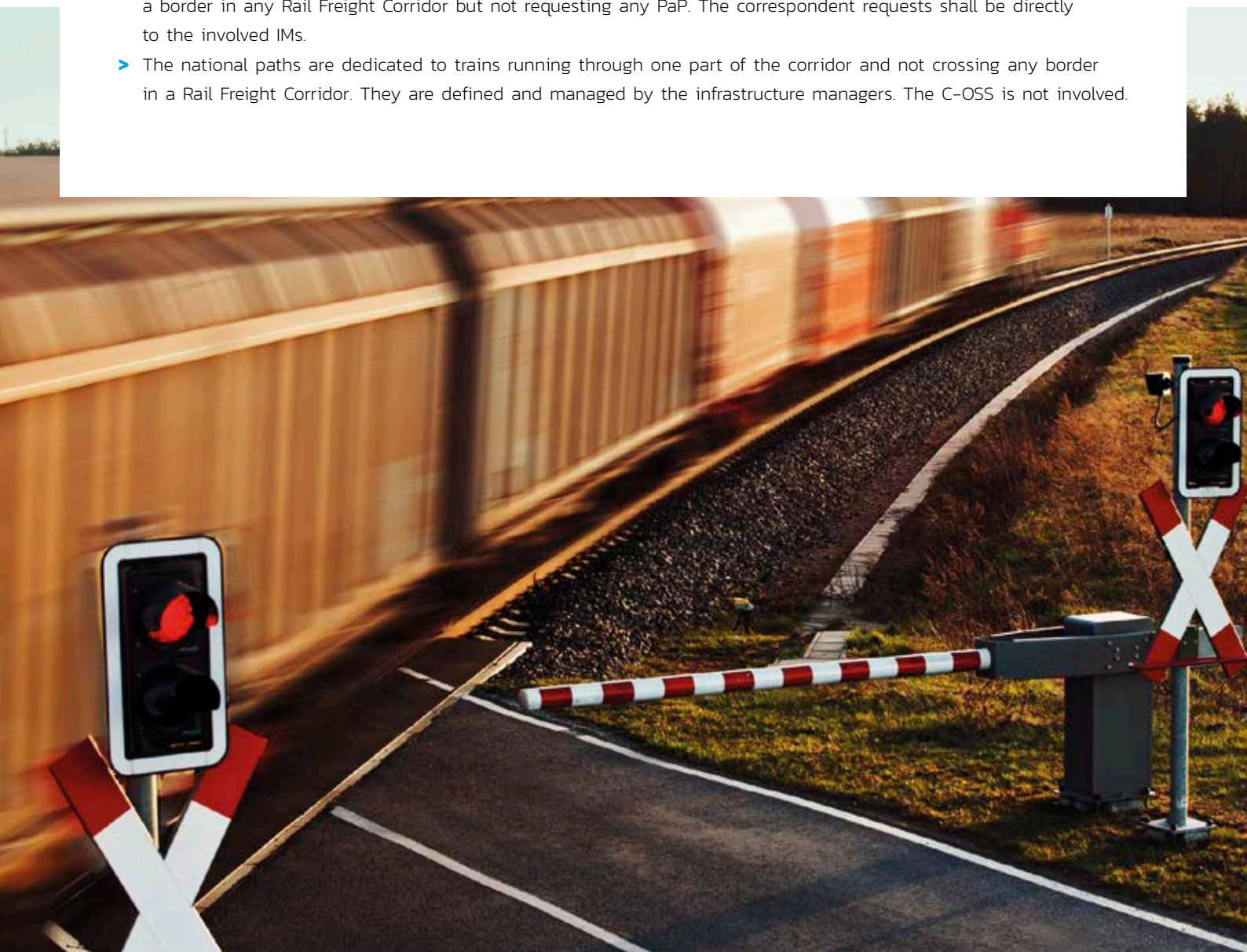
PaPs are defined in accordance with specific parameters such as load, length or locomotive type and are organized and presented in logical geographical sections.

The PaP offered for an annual timetable are published at X-11 and thus, no later than three months before the deadline for submission of the applications for capacity in X-8, referred to in Annex VII to Directive 2012/34/UE.

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

Three types of paths are foreseen in the corridor:

- Paths crossing a border included in any Rail Freight Corridor and running, at least partially, on a PaP. The correspondent requests will be addressed to the C-OSS.
- International paths running, at least partially, over the infrastructure of Rail Freight Corridor «Atlantic» and crossing a border in any Rail Freight Corridor but not requesting any PaP. The correspondent requests shall be directly to the involved IMs.
- The national paths are dedicated to trains running through one part of the corridor and not crossing any border in a Rail Freight Corridor. They are defined and managed by the infrastructure managers. The C-OSS is not involved.



The C-OSS publishes the PaP catalogue in an IT tool called PCS (Path Coordination System). This tool is managed by Rail Net Europe (RNE) and is available to applicants for international path requests.

It is through the PCS tool that railway undertakings and other authorized applicants may apply for PaP and receive answers from the C-OSS on the status of their requests.

The process for capacity requests and allocation for PaP and Reserve Capacity have the following general schedule:

#### PaP AND RESERVE CAPACITY GENERAL SCHEDULE

X - 11	Publication of Pre-arranged Paths (PaP) for the annual timetable (by C-OSS)
X - 8	Deadline for submission of PaP requests for the annual timetable (by applicants)
X - 7,5	Pre-reservation of PaPs requested to the C-OSS prior to X - 8
X - 5	Communication of paths draft offer for the annual timetable (by C-OSS)
X - 4	Deadline for comments of applicants about paths draft offer (by applicants)
X - 3,5	Communication of final answers (by C-OSS)
X - 2	Deadline for Late Path ordering (by applicants) and Publication of Reserve Capacity for ad-hoc path requests (by C-OSS)
X	STARTING OF ANNUAL TIMETABLE
C - 1	Deadline for submission of ad-hoc paths requests to C-OSS (by applicants) - afterwards this submission must also be made to IMS involved
C	TRAIN RUNNING DAY

#### 4.2.1 PAPS 2018 AND 2019

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

During 2018, 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 46 Annual Path Requests (placed before the 2nd Monday in April) involving RFC4 PaPs for the Timetable (TT) 2018/2019.

- All of the 46 requests were pre-booked by the C-OSS and an offer was placed for them. Unfortunately, delays in the Draft and Final Offer led to some dissatisfaction on the customers.

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

During 2018 a pilot supported by SNCF R. and DB Netze was launched in Atlantic Corridor. These IMs together with RFC Atlantic prepared for TT2019 a redesigned capacity offer for international freight trains mixing two products:

- a new product, available for path requests between Metz / Mannheim area and Bayonne / Hendaye area, in the form of slots available within capacity bandwidths, also called "Guaranteed Capacity" (GC);
- a traditional product, available for all other international path requests, in the form of Flex-PaPs.

The features of the capacity bandwidths proposed for TT2019 were the following:

#### Direction Mannheim -> Hendaye

- Capacity for 2 trains, departure between 1:00 and 4:00 from Monday to Friday on 48\* weeks with a guaranteed transit time of 21 hours, plus RU requested buffer.
- Capacity for 4 trains, departure between 13:00 and 16:00 from Monday to Friday on 48\* weeks with a guaranteed transit time of 21 hours.

#### Direction Hendaye -> Mannheim

- Capacity for 3 trains, departure between 1:00 and 3:00 from Monday to Friday on 48\* weeks with a guaranteed transit time of 21 hours.
- Capacity for 3 trains, departure between 16:00 and 20:00 from Monday to Friday on 48\* weeks with a guaranteed transit time of 21 hours.

Unfortunately, due to important TCRs planned at the last minute and impacting the capacity bands in France and due to the lack of capacity requests in the German side, the pilot on Guaranteed Capacity was not successful enough.

Corridor OSS received no Late Path requests (placed after the 2nd Monday of April deadline) for TT-2019 neither Reserve Capacity requests for TT-2019 during 2018. **(Table 1)**

#### b) PaPs construction phase for TT 2019/2020

Corridor OSS coordinated the construction of RFC4 PaPs for the Timetable 2019/2020. For the 2nd year all PaPs of Atlantic Corridor were "Flex PaPs", a similar product than the traditional PaP with better quality as this product allows some flexibility in the timetable which better suits the applicants and the IMs. This product is being offered in a generalized way in the rest of the corridors.

All the PaPs were published in PCS in January 2019 according to the Regulation (EU) 913/2010.

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

During the PaP construction phase the Atlantic Corridor team worked in the implementation of the TTR pilot between Mannheim and Miranda de Ebro involving German, French and Spanish networks. Initially, a Capacity Strategy and a Capacity model were developed, but unfortunately the pilot could not be implemented for TT-2020 and was delayed for TT-2021.

PaP's for TT-2019/2020 consisted in 54 PaPs in both directions. The amount of capacity offered was 11.4 million kilometres\*day for the whole service increasing the offer considerably.

PAP PRE-ARRANGED PATHS OFFER 2019 (Table 1)

SOUTH-NORTH DIRECTION

PAP Ref.	Running Days in IP network (origin of national path)	Running Days in Adif network (origin of national path)	Running Days in SNCF Réseau network (origin of national path)	Running Days in DB NETZ network (origin of national path)	PORTUGAL								SPAIN								
					SINES	LISSBOA /BOBABELA	LEXOËS	ENTRONCAMENTO	PAMPLHOSA	ELVAS (HP)	VILAR FORMOSO Arrival (HP)	VILAR FORMOSO Departure (HE)	FUENTES DE ONDRO	BADAJOZ Arrival (HP)	BADAJOZ Departure (HE)	MERIDA / HUELVA	ALGECIRAS	MADRID	VALLADOLID		
1			1 2 3 4 5	1 2 3 4 5 6 7																	
3			2 3 4 5 6	1 2 3 4 5 6 7																	
5			1 2 3 4 5																		
7			2 3 4 5																		
9			1 2 3 4 5	1 2 3 4 5																	
11			1 2 3 4 5	1 2 3 4 5 6 7																	
13			1 2 3 4 5																		
15			1 2 3 4 5	1 2 3 4 5 6 7																	
17			1 2 3 4 5																		
19			1 2 3 4 5																		
21			1 2 3 4 5	1 2 3 4 5 6 7																	
23			1 2 3 4 5																		
25			1 2 3 4 5																		
27		1 2 3 4 5 6 7	1 2 3 4 5	1 2 3 4 5 6 7																23:05	RFC6
29		1 2 3 4 5 6 7	1 2 3 4 5	1 2 3 4 5 6 7																	
31		1 2 3 4 5 6 7	1 2 3 4 5	1 2 3 4 5 6 7																	
33		1 2 3 4 5 6 7	1 2 3 4 5	1 2 3 4 5 6 7																23:52	
35		1 2 3 4 5	1 2 3 4 5	1 2 3 4 5 6 7																	
37		1 2 3 4 5 6 7																			
39			1 2 3 4 5																		
41		1 2 3 4 5 6 7	2 3 4 5 6																	17:04	09:00 RFC6
43			1 2 3 4 5																		
45	5 6					15:50		17:06	21:25		00:06	01:30	01:38								
47	5 6	6 7					17:20														
49	6	7						20:36	22:12		00:50	02:40	03:05							11:12	
51	1 3 5	2 4 6						20:36	22:12		00:50	02:40	03:05							12:20	
53	2 7					19:45															
55	1 3	1 3				04:45		06:14		08:52				09:12	11:05					21:55	

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

NORTH-SOUTH DIRECTION

PAP Ref.	Running Days in DB NETZ network (origin of national path)	Running Days in SNCF Réseau network (origin of national path)	Running Days in Adif network (origin of national path)	Running Days in IP network (origin of national path)	GERMANY						FRANCE													
					MANNHEIM	LUDWIGSHAFEN	ENSIDLERHOF	SAAREBRUCKEN	FORBACH (Arrival)	FORBACH (Departure)	WOIPPY	METZ SABLONS	VAIRES/TORCY	VALENTON	NOISY LE SEC	LE HAVRE	BAYONNE	HENDAYE (Arrival)	HENDAYE (Departure)					
2		2 3 4 5 6									01:11	FBCE01	02:56	to Cerbère (17:55)										
4	1 2 3 4 5 6 7	2 3 4 5 6			07:41	TM to Ludwigshafen offered by DB Netz AG				10:51	10:56	FBLH10						07:47						
6	1 2 3 4 5 6 7	1 2 3 4 5			11:43					15:06	15:17	FBVI15					20:18							
8	1 2 3 4 5 6 7	1 2 3 4 5				TM to Ludwigshafen offered by DB Netz AG				16:23	16:23	FBVI16												
10		1 2 3 4 5				TM to Ludwigshafen offered by DB Netz AG				21:20	21:20	FBPN20	22:09	to Perpignan (12:02) / Barcelone										
12		1 2 3 4 5				TM to Mannheim offered by DB Netz AG				19:53	19:53	FBGV00	20:43	to Gevrey (6:12)										
14	1 2 3 4 5 6 7	1 2 3 4 5			17:43					20:45	20:50	FBCE20	21:42	to Cerbère (14:00)										
16		1 2 3 4 5				TM to Mannheim offered by DB Netz AG				22:51	22:51	FBPN22	00:41	to Perpignan (22:55)										
18	1 2 3 4 5 6 7	1 2 3 4 5					20:41			22:29	22:38	FBCE21	00:27	to Cerbère (13:36)										
20		1 2 3 4 5				TM to Ludwigshafen offered by DB Netz AG				23:04	23:04	00:47	FBCE23	to Cerbère (16:50)										
22	1 2 3 4 5 6 7	1 2 3 4 5			20:10					23:25	23:30	FBCE00	01:30	to Cerbère (16:31)										
24	1 2 3 4 5 6 7	1 2 3 4 5			14:30					17:05	17:10	Guaranteed capacity											11:00	
26	1 2 3 4 5 6 7	1 2 3 4 5	2 3 4 5 6 7		02:25					05:05	05:10	Guaranteed capacity											0:30	
28	1 2 3 4 5 6 7	1 2 3 4 5	1 2 3 4 5 6 7		02:25					05:05	05:10	Guaranteed capacity											0:30 11:15	
30	1 2 3 4 5 6 7	1 2 3 4 5	1 2 3 4 5 6 7		14:30					17:05	17:10	Guaranteed capacity											11:00 22:05	
32	1 2 3 4 5 6 7	1 2 3 4 5	1 2 3 4 5 6 7		14:30					17:05	17:10	Guaranteed capacity											11:00 18:45	
34	1 2 3 4 5 6 7	1 2 3 4 5	1 2 3 4 5 6 7		14:30					17:05	17:10	Guaranteed capacity											11:00 16:15	
36			1 2 3 4 5																		21:55			
38		2 3 4 5	1 2 3 4 5 6 7																		18:06			
40		1 2 3 4 5												06:26	SOHE03									
42		1 2 3 4 5 6												01:20	TCBY15		11:34							
44														01:09	SOHE19						11:32			
46			6 7	1 7																	19:50			
48			6	7																				
50			1 3 5	2 4 6																				
52				1 3																				
54			2 7	1 3																				

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





### 4.2.2 RESERVE CAPACITY 2019

Corridor OSS coordinated the construction of the Reserve Capacity for the timetable 2018/2019. It was published by the Corridor OSS in PCS tool in October 2018 and in the website.

Reserve Capacity for TT-2019 consists in 9 PaPs per direction. **(Table 2)**

### 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.

## RESERVED CAPACITY OFFER FOR TT 2019 (Table 2)

### SOUTH-NORTH DIRECTION

PAP Ref.	Running Days in IP network (origin of national path)	Running Days in Adif network (origin of national path)	Running Days in SNCF Réseau network (origin of national path)	Running Days in DB NETZ network (origin of national path)	PORTUGAL							SPAIN						
					SINES	LISBOA	LEIXÕES	ENTRONCAMENTO	PAMPLHOSA	ELVAS (HP)	VILAR FORMOSO Arrival (HP)	VILAR FORMOSO Departure (HE)	FUENTES DE ONDRO	BADALOZ Arrival (HP)	BADALOZ Departure (HE)	MÉRIDA / HUELVA	ALGECIRAS	MADRID
19			1 2 3 4 5	1 2 3 4 5 6 7														
23			1 3	1 2 3 4 5 6 7														
33		1 2 3 4 5 6 7																23:52
35		4																
39			1 2 3 4 5															
45	5 6					15:50	17:06	21:25		00:06	01:30	01:38						
47	5 6						17:20											
53	2 7					19:45		06:14		06:14			09:12	11:05				21:55
55	1 3					04:45												

Time zone in Portugal (HP) -

Time zone in Germany/France/Spain (HE) - IHO0

● PaPs Spain/Portugal

● PaPs Germany/France/Spain/Portugal

● PaPs France/Spain

● PaPs France/Germany/Netherlands

### NORTH-SOUTH DIRECTION

PAP Ref.	Running Days in DB NETZ network (origin of national path)	Running Days in SNCF Réseau network (origin of national path)	Running Days in Adif network (origin of national path)	Running Days in IP network (origin of national path)	GERMANY					FRANCE									
					MANNHEIM	LUDWIGSHAFEN	ENSIDLERHOF	SAARBRÜCKEN	FORBACH (Arrival)	FORBACH (Departure)	WOIPPY	METZ SABLONS	VAREZ/TORCY	VALENTON	NOISY LE SEC	LE HAVRE	BAYONNE	HENDAYE (Arrival)	HENDAYE (Departure)
4	1 2 3 4 5 6 7	2 3 4 5 6								10:56	FBLHD							07:47	
14	1 2 3 4 5 6 7	1 2 3 4 5								20:50	FBCE20	21:42	to Cerbère (14:00)						
28																			11:15
32																			18:45
42		1 2 3 4 5 6											from Somain	01:09	SOHE19			11:32	
44																			19:50
46				6 7															
52																			
54			2 7																

Time zone in Portugal (HP) -

Time zone in Germany/France/Spain (HE) - IHO0

● PaPs Spain/Portugal

● PaPs Germany/France/Spain/Portugal

● PaPs France/Spain

● PaPs France/Germany/Netherlands

The Corridor OSS led the process and meetings about Coordination and Publication of TCRs of Atlantic Corridor for TT 2018/2019 according to the Regulation (EU) 913/2010.

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

In addition to this, during 2018, European IMs started the implementation of a new procedure agreed within RNE in order to satisfy the Delegated Decision 2017/2075 replacing Annex VII to Directive 2012/34/EU. **(Table 3)**

SPAIN						FRANCE												GERMANY			
BURGOS	GRISEN / ZUERA	NOAIN / PAMPLONA	IRUN (Arrival)	IRUN (Departure)	HENDAYE (Arrival)	HENDAYE (Departure)	BAYONNE	LE HAVRE	NOISY LE SEC	VALENTON	VAIRES/TORCY	METZ SABLONS	WOPPY	FORBACH (Arrival)	FORBACH (Departure)	SAREBRUCKEN	ENSIDLERHOF	LUDWIGSHAFEN	MANNHEIM		
								2134						LHFB20 VIFB15	12:42 20:14	Slot to be constructed upon request. Border time < 60 min.					
	15:09		07:21		10:30 20:39																
						18:58		HESO19		06:02	to Somain 10:55 / Antwerp 16:00 (RFC2)										
			11:55	12:00	12:07																

SPAIN										PORTUGAL										
IRUN (Arrival)	IRUN (Departure)	NOAIN / PAMPLONA	GRISEN / ZUERA	BURGOS	VALLADOLID	MADRID	ALGECIRAS	MERIDA / HUELVA	BADAJOS (Arrival (RP))	BADAJOS (Departure (HE))	FUENTES DE ONORO	VILAR FORMOSO (Arrival (RP))	VILAR FORMOSO (Departure (HE))	ELVAS (RP)	PAMPILHOSA	ENTRONCAMENTO	LEIXOES	LISBOA	SINES	
11:20	11:24		18:47			05:14														
															14:30			16:20		
19:57	19:59											06:28	07:05		10:40	12:25		13:41		
						23:20			09:55	10:30				10:58		14:03 14:14			15:23	18:09

TEMPORARY CAPACITY RESTRICTIONS 2018/2019 & 2019/2020 (Table 3)

IM	ID	SECTION	DIRECTION	LINE		YEAR		WEEK		PERIOD FROM		PERIOD TO		DURATION	TIME OF DAY
				From	To	From	To	From	To	Date from	Time from	Date to	Time to		
DB Netz AG	IE697556990 B2.03	Mainz Hbf - Mannheim Hbf	>	Mannheim Hbf	Mannheim Hbf	2018	2018	50	51	14-12-2018	23:00	17-12-2018	05:00	2d, 6h	continuous
DB Netz AG	IC413EB5A65 5B.01	Mainz Hbf - Mannheim Hbf	>	Worms Hbf	Mannheim Hbf	2019	2019	14	15	05-04-2019	23:00	12-04-2019	05:00	1d, 18h	periodical
DB Netz AG	IC440Q34EB 7B.01	Mainz Hbf - Mannheim Hbf	>	Worms Hbf	Mannheim Hbf	2019	2019	27	28	05-07-2019	23:00	12-07-2019	05:00	1d, 18h	periodical
DB Netz AG	IC7B3C4723D 26.01	Mainz Hbf - Mannheim Hbf	<>	Ludwigshafen (Rhein) Überleitung Nord	Ludwigshafen (Rhein) Überleitung Süd	2019	2019	46	47	17-11-2019	03:30	18-11-2019	04:00	1d	continuous
DB Netz AG	IC7B3B9D4A6 06.01	Mainz Hbf - Mannheim Hbf	<>	Ludwigshafen (Rhein) Überleitung Nord	Ludwigshafen (Rhein) Überleitung Süd	2019	2019	47	48	23-11-2019	21:30	25-11-2019	04:00	1d, 6h	continuous
DB Netz AG	IDC5765DCID 28.03	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	<>	Landstuhl	Landstuhl	2018	2018	49	49	09-12-2018	00:00	09-12-2018	06:00	6h	continuous
DB Netz AG	IDC57BED4E8 88.01	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	<>	Einsiedlerhof	Einsiedlerhof	2018	2018	49	49	09-12-2018	00:00	09-12-2018	06:00	6h	continuous
DB Netz AG	IDC57BED4E8 88.02	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	<>	Einsiedlerhof	Kaiserslautern Hbf	2018	2018	49	49	09-12-2018	00:00	09-12-2018	06:00	6h	continuous
DB Netz AG	IBD3F3436C5 4C.01	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	>	Homburg (Saar) Hbf	Neustadt (Weinstr) Hbf	2018	2019	49	50	09-12-2018	00:00	14-12-2018	04:00	61d, 20h	periodical
DB Netz AG	IBD3F3436C5 4C.02	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	>	Neustadt (Weinstr) Hbf	Ludwigshafen (Rhein) Hbf tief	2018	2019	49	50	09-12-2018	00:00	14-12-2018	04:00	61d, 20h	periodical
DB Netz AG	IBD3F342D9D 8C.01	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	>	Saarbrücken Hbf	Homburg (Saar) Hbf	2018	2019	49	50	09-12-2018	00:15	14-12-2018	04:15	61d, 20h	periodical
DB Netz AG	IDC576FB7EA E8.02	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	<>	Landstuhl	Kindsbach	2018	2018	50	50	10-12-2018	00:00	14-12-2018	04:00	20h	periodical
DB Netz AG	IE46DCA2IEE E8.05	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	>	Neustadt (Weinstr) Hbf	Haßloch (Pfalz)	2019	2019	10	11	04-03-2019	00:00	14-03-2019	04:30	2d, 2h	periodical
DB Netz AG	IE46DCC2BC8 AB.04	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	<>	Neustadt (Weinstr) Ulp Ost	Neustadt (Weinstr) Ulp Ost	2019	2019	10	11	10-03-2019	22:00	14-03-2019	06:00	1d, 8h	periodical
DB Netz AG	IE46DCC2BC8 AB.05	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	<>	Neustadt (Weinstr) - Böbig	Neustadt (Weinstr) - Böbig	2019	2019	10	11	10-03-2019	22:00	14-03-2019	06:00	1d, 8h	periodical
DB Netz AG	IE46DCE8B15 68.05	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	<>	Neustadt (Weinstr) - Böbig	Neustadt (Weinstr) - Böbig	2019	2019	10	11	10-03-2019	22:00	14-03-2019	06:00	1d, 8h	periodical
DB Netz AG	IE46DCC2BC8 AB.03	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	<>	Haßloch (Pfalz)	Neustadt (Weinstr) - Böbig	2019	2019	11	11	11-03-2019	00:00	14-03-2019	04:00	16h	periodical
DB Netz AG	IE46DCE8B15 68.03	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	<>	Haßloch (Pfalz)	Neustadt (Weinstr) - Böbig	2019	2019	11	11	11-03-2019	00:00	14-03-2019	04:00	16h	periodical
DB Netz AG	IE46DDOE447 AB.01	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	<	Haßloch (Pfalz)	Neustadt (Weinstr) Hbf	2019	2019	11	12	15-03-2019	00:00	19-03-2019	04:00	16h	periodical
DB Netz AG	IBD3F78AOCF OC.01	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	<>	Einsiedlerhof	Kaiserslautern Hbf	2019	2019	12	12	18-03-2019	00:00	20-03-2019	04:00	12h	periodical
DB Netz AG	IBD3F78992D EC.01	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	>	Hochspeyer	Neidenfels Üst	2019	2019	12	21	18-03-2019	22:00	24-05-2019	05:00	19d, 13h	periodical
DB Netz AG	IBD3F78992D EC.02	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	>	Hochspeyer	Weidenthal	2019	2019	12	21	18-03-2019	22:00	24-05-2019	05:00	19d, 13h	periodical
DB Netz AG	IE46DDOE447 AB.03	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	>	Neustadt (Weinstr) Hbf	Haßloch (Pfalz)	2019	2019	12	12	20-03-2019	00:00	23-03-2019	04:00	16h	periodical
DB Netz AG	IE46DDOE447 AB.04	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	>	Neustadt (Weinstr) - Böbig	Neustadt (Weinstr) - Böbig	2019	2019	12	12	20-03-2019	00:00	23-03-2019	04:00	16h	periodical
DB Netz AG	IBD3F78AOCF OC.04	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	<>	Einsiedlerhof	Kaiserslautern Hbf	2019	2019	12	20	21-03-2019	00:00	15-05-2019	04:00	8d	periodical
DB Netz AG	IE688CD92C8 CB.03	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	<>	Hauptstuhl	Kindsbach	2019	2019	12	13	23-03-2019	22:00	25-03-2019	04:00	12h	periodical
DB Netz AG	IE688D9692E 08.02	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	<>	Hauptstuhl	Kindsbach	2019	2019	13	14	30-03-2019	22:00	01-04-2019	04:00	12h	periodical
DB Netz AG	IE688D9692E 08.03	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	<>	Kindsbach	Hauptstuhl	2019	2019	13	14	30-03-2019	22:00	01-04-2019	04:00	12h	periodical
DB Netz AG	IE72B29B751 08.05	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	>	Landstuhl	Einsiedlerhof	2019	2019	14	14	06-04-2019	04:00	06-04-2019	23:59	20h	continuous
DB Netz AG	IE72B329A66 E8.03	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	<	Einsiedlerhof	Landstuhl	2019	2019	14	14	07-04-2019	04:00	07-04-2019	23:59	20	continuous
DB Netz AG	IE6F912CSAB E8.01	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	<>	Einsiedlerhof	Einsiedlerhof	2019	2019	15	15	08-04-2019	07:00	12-04-2019	17:00	4d, 10h	continuous
DB Netz AG	IE6F912CSAB E8.03	Saarbrücken Grenze - Ludwigshafen (Rhein) Überleitung Süd	<>	Einsiedlerhof	Einsiedlerhof	2019	2019	15	16	12-04-2019	23:00	15-04-2019	04:00	2d, 5h	continuous

REASON FOR RESTRICTION	TRAFFIC IMPACT					TRAFFIC MEASURES					DESCRIPTION	INTERNATIONAL COORDINATION	IM PROJECT ID (OPTIONAL)	IN YEARLY TIMETABLE	LAST UPDATED	CANCELLED	
	Total closure	Reduced track availability	Speed restrictions	Weight, length, profile	Diesel only	Cancellation	Re-routing	Train replacement	Delay	Other							
Track & Rail		ST										Data not available		IE687556890 B2.03	N	23-08-2018	N
Maintenance		LT										Data not available		IC413E85A65 5B.01	N	23-04-2018	N
Maintenance		LT										Data not available		IC414034EB 7B.01	N	23-04-2018	N
Catenary	T						X		X	X				206242.01	N	18-09-2017	N
Catenary	T						X		X	X				206241.01	N	18-09-2017	N
Track & Rail	T								X					306205.03	N	03-05-2018	N
Catenary	T								X					306203.01	N	03-05-2018	N
Catenary	T								X					306203.02	N	03-05-2018	N
Maintenance		LT												306210.01	Y	26-05-2017	N
Maintenance		LT												306210.02	Y	26-05-2017	N
Maintenance		LT												306211.01	Y	26-05-2017	N
Track & Rail	T													306206.02	N	03-05-2018	N
Bridge		LT							X					306020.05	N	31-07-2018	Y
Bridge		ST												306121.04	N	31-07-2018	N
Bridge		ST												306121.05	N	31-07-2018	N
Bridge		ST										Data not available		65049	N	31-07-2018	Y
Bridge	T													306121.03	N	31-07-2018	N
Bridge	T											Data not available		65049	N	31-07-2018	Y
Bridge		LT												306105.01	N	31-07-2018	N
Miscellaneous	T													306032.01	N	26-05-2017	N
Miscellaneous		LT							X					306031.01	Y	28-08-2018	Y
Miscellaneous		LT							X					306031.02	Y	28-08-2018	Y
Bridge		LT										Data not available		65049	N	31-07-2018	N
Bridge		ST										Data not available		65049	N	31-07-2018	N
Miscellaneous	T													306032.04	Y	26-05-2017	N
Track & Rail	T									X				306033.03	N	23-08-2018	N
Track & Rail	T									X				306037.02	N	23-08-2018	N
Track & Rail	T											Data not available		65066	N	23-08-2018	Y
Switch		LT							X	X				306042.05	N	30-08-2018	N
Switch		LT							X	X				306043.03	N	30-08-2018	N
Track & Rail		ST												306282.01	N	28-08-2018	N
Track & Rail		ST												306282.03	N	28-08-2018	N

## 4.3 WORKING GROUPS

### 4.3.1 TRAIN PERFORMANCE MANAGEMENT

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

In 2018 the Train Performance Management working group (TPM WG) of the Atlantic Corridor was focused on improving specific international trains that were repeatedly delayed. Focussing on specific trains is part of a step by step approach to increase transparency in the operational supply chain by setting realistic goals. This approach needs a close cooperation with the RU as reasons for delays are very divers and concern IM as well as RU.

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

#### GERMANY AND FRANCE:

An In-depth analysis on the repeatedly delayed trains at the border point Saarbrücken/Forbach has been made. In upon August 2018 the first train specific meetings were held of the French and German members of the TPM WG with the concerned RU for the repeatedly delayed trains. It was concluded that a lot of international trains were delayed because of additional train checks of the RU which were not foreseen in the timetable planning. The working group identified a lack communication of correct Train Composition Messages (TCM) as on reason and hence, measures were defined by the RUs to improve the quality. At the end of 2018 the situation has improved and the number of repeatedly delayed trains in Saarbrücken/Forbach decreased. Furthermore it has to be noted that in France the TPM WG activities are connected to national SNCF Réseau initiatives – e.g. SNCF Réseau carries out regular meetings with RU in order to analyse the performance of the freight traffic of each RU on weekly and monthly instance. A special focus is put on the long distance rail traffic.

#### SPAIN AND PORTUGAL:

ADIF and IP identified trains with systematic delays on a monthly basis, either in Spain–Portugal or Portugal–Spain sense.

In the Portugal–Spain direction, delays occur systematically in the stations of origin of the trains with the consequence that trains arriving at the Spanish border with less than 60 min. usually recover the delay at the destination but trains arriving at the border with more than 60 min. often keep the delay or even increase it towards it destination in Spain. In the discussion of the TPM WG with the RU it became clear that the RUs are subject to the delivery of the goods by their customers, which makes it impossible for them to leave the station always on time. Hence, also a change of the timetable schedule is not a solution to the delays. Furthermore the number of speed limitations as well as the conservation and modernization works on the Portuguese network, both in the North line and in the Beira Alta line, affects the circulation of trains and increases the delays. The solution found for an effective improvement of the punctuality of these trains was the definition of some priority rules for these freight trains in the Portuguese network.

#### OUTLOOK 2019

For 2019 it is planned to continue analysing the systematic delayed trains and to implement measures to improve those delays. The main tool, the action list, will be changed from an “IM focus” to an “train focus”. Furthermore the continuous exchange with the RUs shall be intensified. The TPM WG is also open to include focus trains from RU perspective into the analysis. In 2018 the RNE monthly punctuality was tested and the management summary of this report shall be published on a monthly basis in the Customer Information Platform on a monthly basis in 2019.

### 4.3.2 PATH COORDINATION SYSTEM

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

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

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

During 2018 the C-OSS contributed together with the C-OSS community in the functionalities to be developed in PCS, such as the future envelope concept which will be a major change in the PCS philosophy.

Atlantic C-OSS organized (for a second time) in February 2018 together with the C-OSS from RFCs 2 and 6 and RNE a PCS training which took place in Paris with the aim of helping the applicants to learn how to use the tool and to prepare their PaP requests for TT-2018/2019 according to each corridor particularities.

### 4.3.3 TEMPORARY CAPACITY RESTRICTIONS (TCRS)

During 2018 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 2012/34 (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.

The work of this group gave its first results along 2018. Version 2 of the RNE "Guidelines for Coordination / Publication of Planned Temporary Capacity Restrictions for the European Railway Network" was approved.

According RNE information 2 major advances occurred during 2018:

- Almost all RNE members published their TCRs according to the new rules of Annex VII.
- The first version of the TCR Tool was implemented. Due to important needs requested by the users, a new project was launched in order to develop an improved version of the tool foreseen for the end of 2019.

### 4.3.4 NETWORK STATEMENT AND CORRIDOR INFORMATION DOCUMENT WORK GROUP

During 2018 the Network Statement and & Corridor Information Document Work Group continued working towards the harmonization of the contents of the CID between the several RFC Network. The taskforce for CID harmonization created by the WG produced and adopted an common Book 1 for the RFCs 1, 2, 4 and 8. Further updates of the already harmonized Books 2 and 4 were also implemented.

As for Book 5 two different structures were proposed: one for the first version of the Implementation Plan of a RFC and another lighter structure for the following year's updates.

In the meanwhile the Taskforce for CID harmonization started working on producing other RFC's common Books, starting with Books 2 and 4.

### 4.3.5 INTEROPERABILITY WORKING GROUP

In the framework of the Interoperability WG different topics were dealt with in 2018.

#### ENGLISH TRAINING OF IM TRAFFIC CONTROL CENTRES

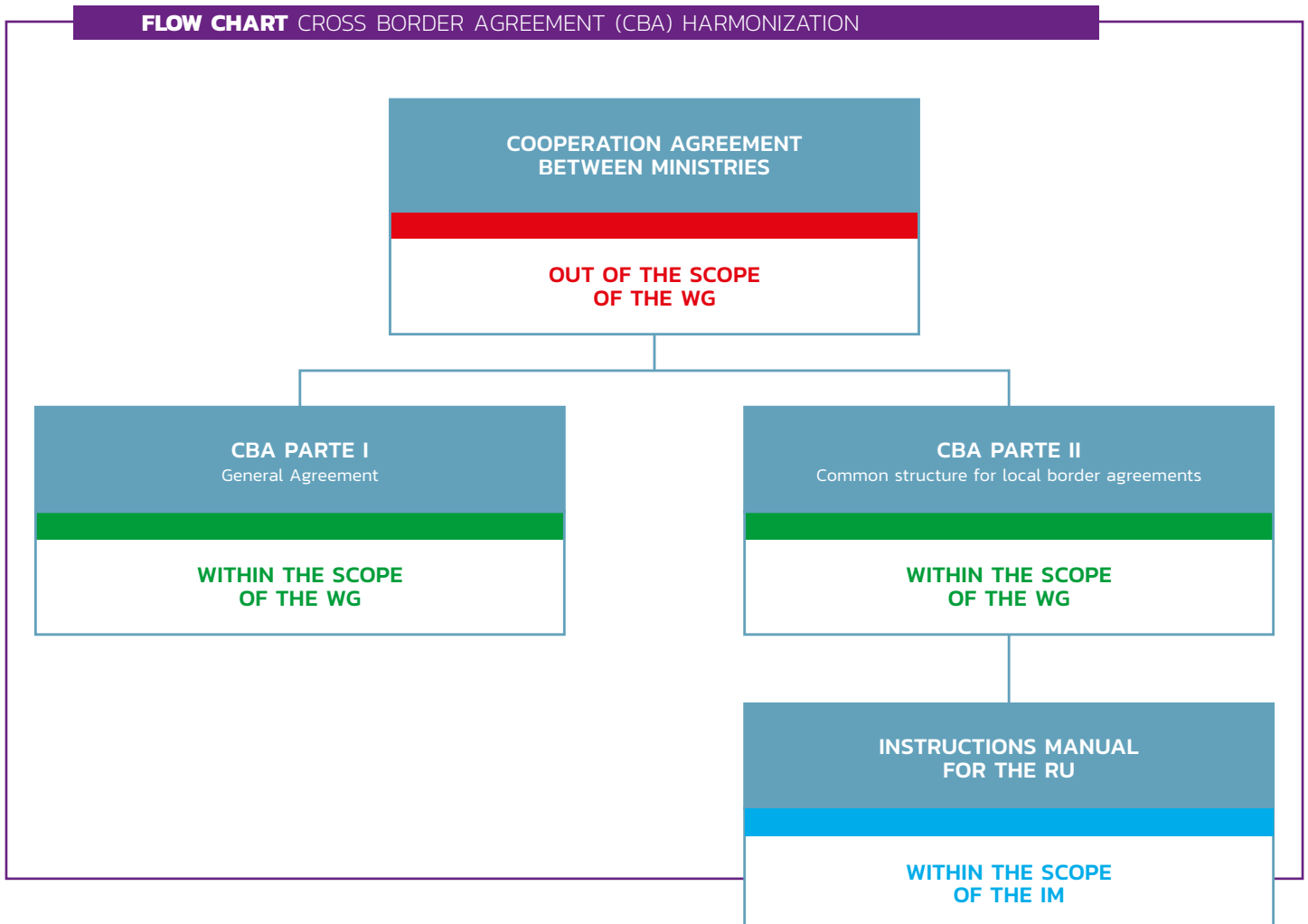
According to a RNE GA decision on the 6th of December 2017 the IM agreed to introduce of at least one English speaking dispatcher in national Traffic Control Centres in every shift until 2020. By means of EU funding (Programme Support Action) RFC Atlantic supports its IM with organizing and financing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

- > DB Netz: English training started in September 2018.
- > SNCF Réseau: English training will start in January 2019.
- > ADIF: English Training is planned to start in 2019.
- > IP: English training started in November 2018.

#### CROSS BORDER AGREEMENT (CBA) HARMONIZATION

The objective of this project is to define a common structure for the Cross Border Agreement (CBA) which fits for all cross-border sections of the RFC Atlantic. The scope of work is described in the following picture.

The IM experts which collaborate in a temporary CBA working group elaborated in 2018 a draft CBA Part I (General Agreement) and CBA Part II (Common Structure For Local Border Agreements) document. Therefore the experts analysed and compared recently signed CBAs and used best practices approached to develop the new document.





In 2019 it is expected that the bilateral taskforce that originated from the WG will present a document to be signed by the IMs concerning the borders between ADIF and SNCF. Simultaneously IP with a close involvement of DB Netz is preparing a harmonized version of a CBA for the Vilar Formoso – Fuentes de Oñoro to present to ADIF and further developed in another bilateral taskforce.

#### PROMOTION OF USAGE OF THE IT-TOOL TIS IN THE IM TRAFFIC CONTROL CENTRES

Under the umbrella of the Interoperability WG the IM experts also discussed the usefulness of the IT Tool TIS for the daily business of the Traffic Control Centres. As a consequence, the Portuguese Traffic Control Centres implemented TIS in 2018 in order to have a better overview on international train running. DB Netz is using TIS in the Traffic Control Centres as well in case of international disturbances.

#### EXCEPTIONAL CONSIGNMENT PROCESS BETWEEN FRANCE AND GERMANY

The starting point of this project were problems with exceptional transports between Germany and France. Combined transport trains (P/C 70/400) were stopped by SNCF Réseau due to lack of an exceptional consignment approval by DB Netz on weekends and public holidays: by the way, some trains were held back in France for several days.

This topic was addressed to the RFC Atlantic as attempts to solve the issue nationally did not work. Hence, under the umbrella of RFC Atlantic and in cooperation with German/French experts from IMs and RU, a solution to the process problem in exceptional transport was developed in several workshops and implemented at the border point of Perl – Apach to the satisfaction of the customer.

## 4.4 STUDIES

### 4.4.1 INTERMODAL RAIL FREIGHT GAUGE CLASSIFICATION FOR COMBINED TRANSPORT ON RFC ATLANTIC

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

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

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

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

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



#### **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 started in 2017 has been achieved in 2018.





Photo by Gabriel Sanchez on Unsplash

#### 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

A draft report 2018 was provided at the end of the year.

#### 4.4.4 IMPLEMENTATION OF TRAIN LENGTH 750M 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 750m 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.
- The study started in 2017 has been achieved in 2018.

#### 4.4.5 INTERNATIONAL CONTINGENCY MANAGEMENT – DEVELOPMENT AND IMPLEMENTATION

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

In order to implement the principles of that Handbook, the Atlantic Rail Freight Atlantic has been working during 2018 together with IP, SNCF Réseau, DB Netz and ADIF experts in the elaboration of a Re-routing report. The final aim of this report is to make available for the RUs a wide overview of alternative rail routes and its main characteristics and eventual restrictions to be studied in case of international disruption within the Corridor. Two Workshops with the IMs involved in Atlantic were organized at Madrid and Paris, in October and November respectively.

A draft ICM will be provided to the RAG TAG representative for consultation in the 1st trimester 2019; the ICM Atlantic will be implemented for the 2nd part of 2019.

## 4.5 COMMUNICATION

In order to improve communication between the Atlantic Corridor awarded the development of a new website and newsletter. Aiming to enhance the interaction between the MB and its stakeholders.

In May 2018 the TEN-T Days were organized by the European Commission in Ljubljana. The goal was to promote Transport Projects in Europe or developed by European consortiums. In Ljubljana the Atlantic Corridor participated with a Joint Corridor stand representing all the RFCs 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.

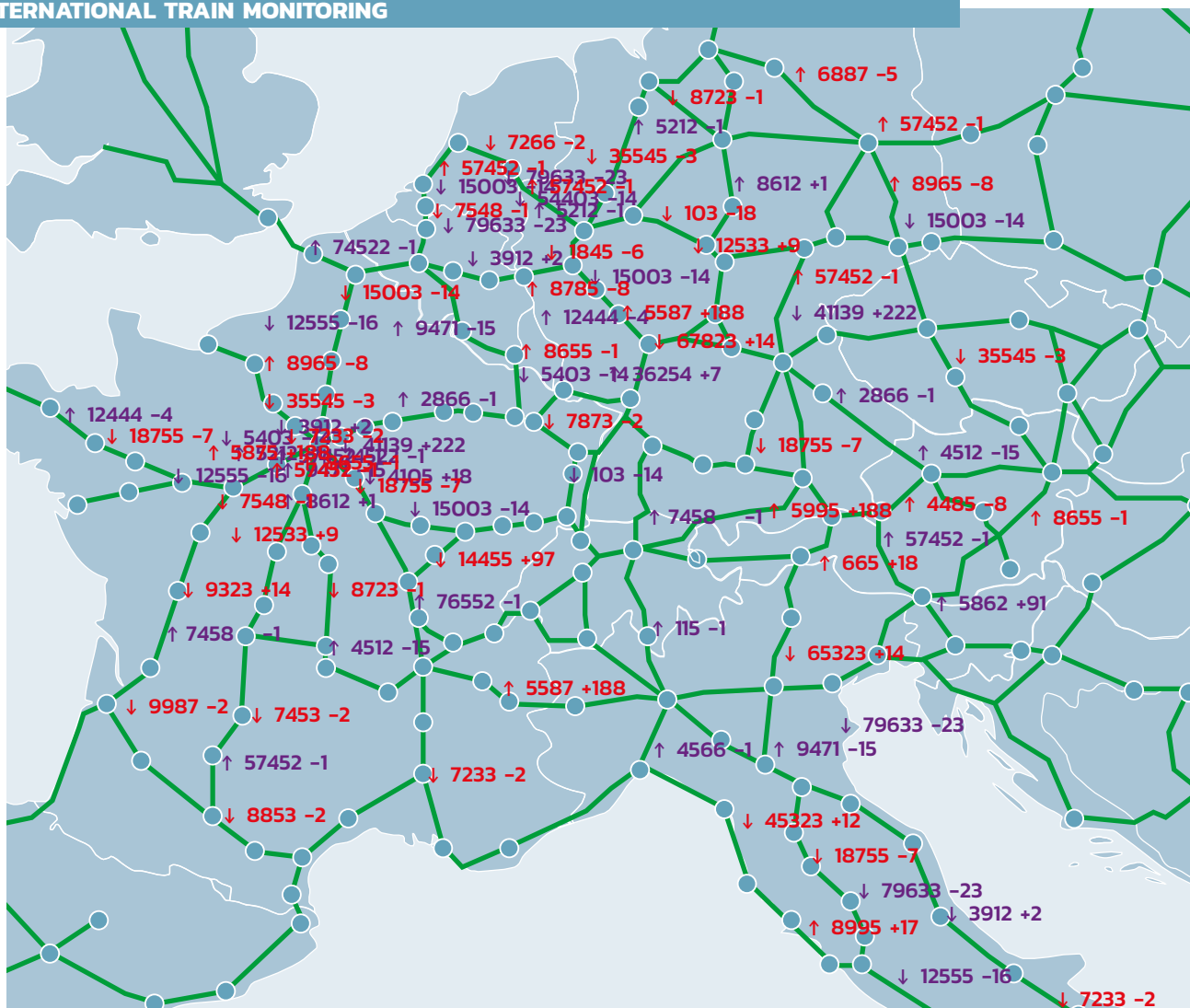
- > Train Information System (TIS)
- > Customer Information Platform (CIP)
- > Path Coordination System (PCS)

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.

### 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.

## INTERNATIONAL TRAIN MONITORING



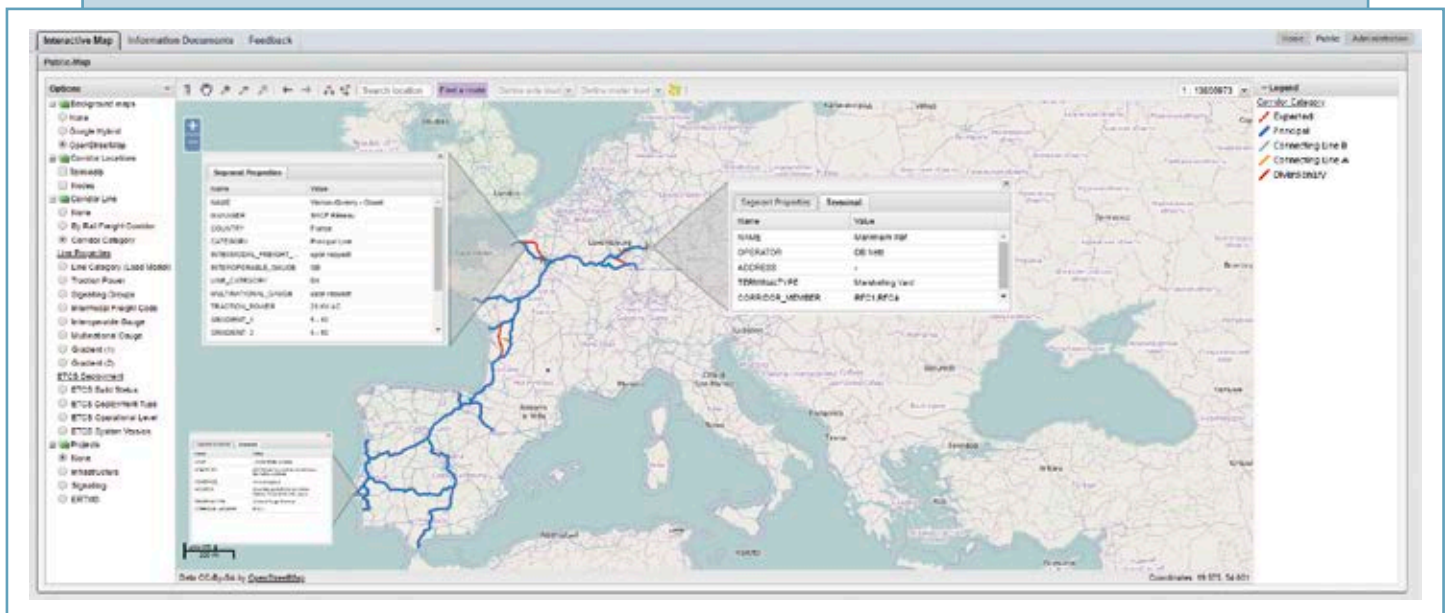
Implemented by ADIF and IP on their respective network in 2015, TIS is now implemented by all IMs of the Atlantic Corridor and available for Railway Undertakings and Terminal operators; this tool gives the RFC the possibility for a professional Train Performance Management (TPM). Please see chapter 4.3.1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

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

In 2018, in the most significant developments in TIS resulted from the participation of IP in a PSA, oriented for this specific tool. As such for IP during 2018 there was an improvement on the quantity and quality of Train Run information in TIS through the development of new filter based mechanisms for sending Train Data to TIS. The new developments allowed the introduction of all freight trains in TIS, including the last minute trains and segments of international trains in national territory. Also, the number of reporting points was increased and the quality of train movement information improved.

#### 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.



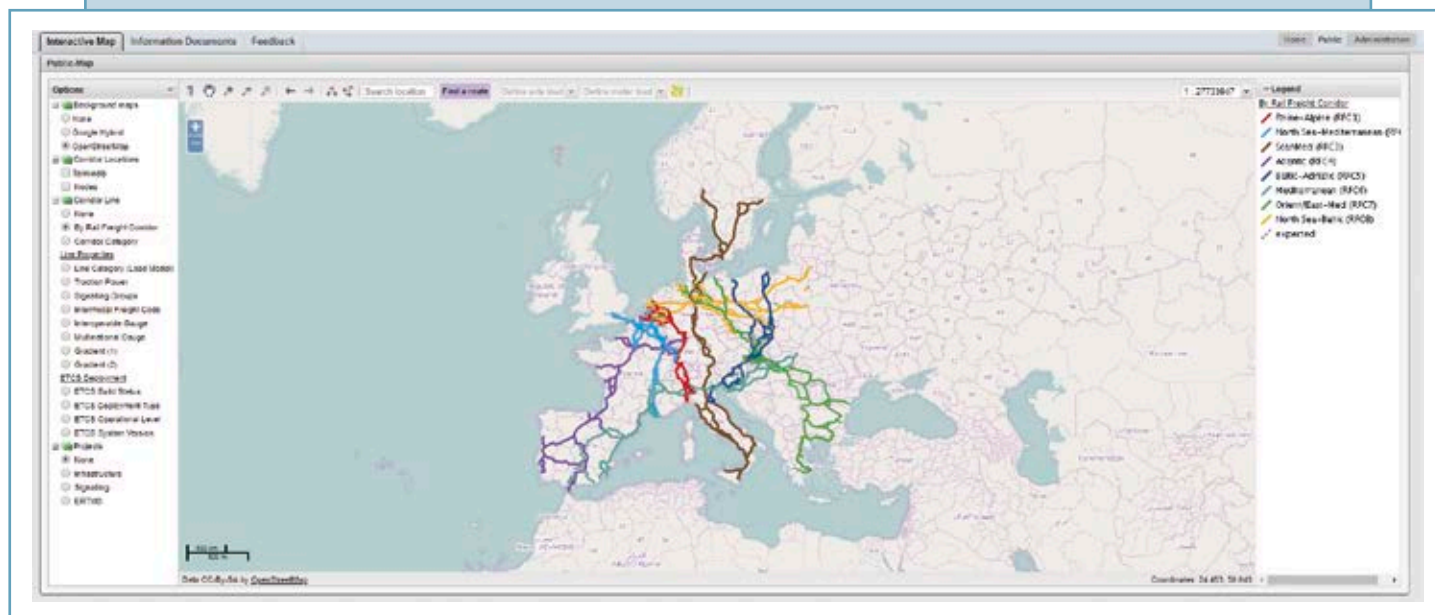


In 2018, CIP has undergone important developments including the roll out of two new RFCs increasing the number from six to eight RFCs that can be displayed. Further, improvements have been made regarding the user friendliness and the provision of information.

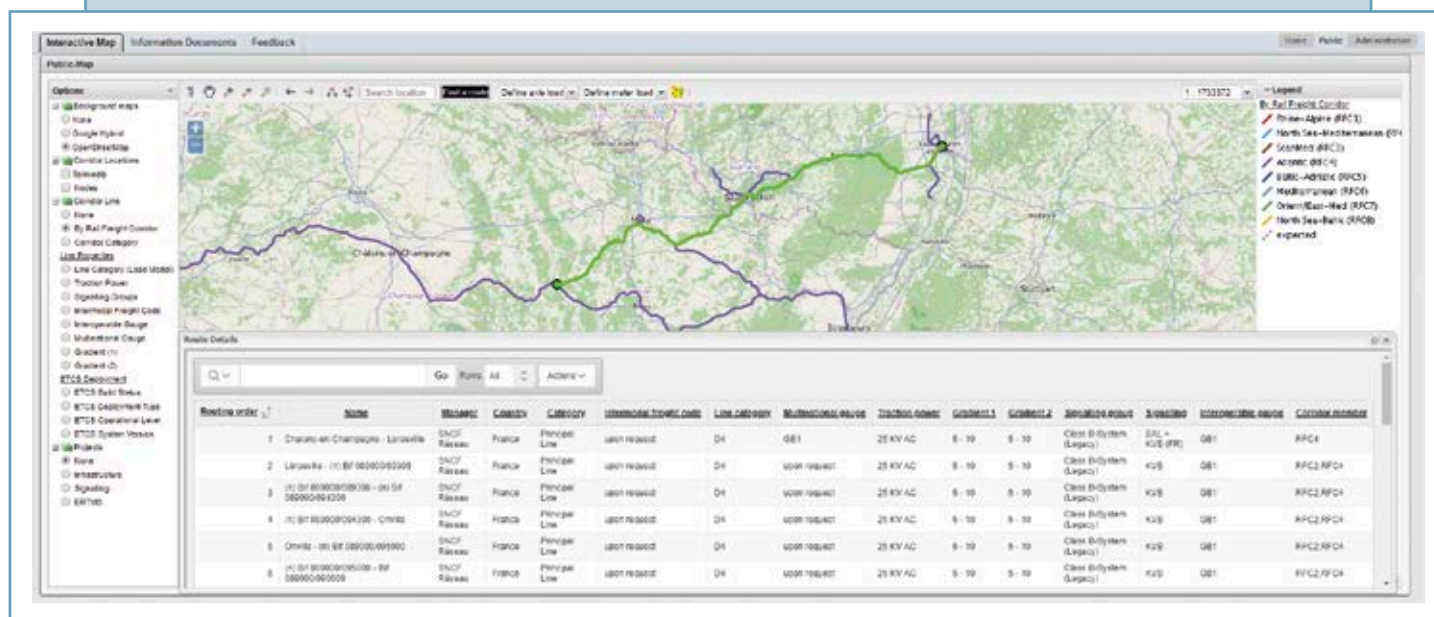
Starting from December 2018, the recent additions to the corridor community RFC Mediterranean and RFC Orient/ East-Med are also represented in CIP and customers have access to important information regarding routes, segment parameters and service points on these corridors.

With the coverage of the new RFCs, CIP displays relevant information on railway infrastructure in 24 European countries and of 8 out of 11 RFCs: Rhine-Alpine (RFC 1), North Sea-Mediterranean (RFC 2), Scandinavian-Mediterranean (RFC 3), Atlantic (RFC 4), Baltic-Adriatic (RFC 5), Mediterranean (RFC 6), Orient/East-Med (RFC 7) and North Sea-Baltic (RFC 8). The completion of the implementation of the remaining RFCs is scheduled for the end of 2020.

In terms of information provision, the customer has now the possibility to look up specific routes with filterable parameters through a new "details along the route" function. The available information in CIP will be substantially enriched once the big data process will be terminated, which implies the establishment of a broad data infrastructure by integrating multiple platforms maintained by RNE. After the successful integration of CIP with Big Data in 2018, other tools will follow such as TIS, CIS and PCS. This new inter-connected database will allow us to meet customer needs even more quickly and efficiently as well as open new possibilities to offer innovative functionalities across platforms.







Improvements concerning user friendliness included the possibility to select or unselect all RFCs displayed in the map with only one button, more evident symbols for facilitating the navigation through available documents and the extension of administrating projects also for hidden segments. For a better understanding on the behaviour of users and their reactions to new functionalities, the Development Group has started in 2018 to elaborate and present to the CCB a CIP usage monitoring report, which covers a six-month time period. CIP user statistics show clearly that the use of the platform has continuously increased in the past two years and that the demand for RFC information is rising. The information document aims for a better comprehension of customer needs and, therefore, the development of functionalities that can contribute positively to the future use of the tool.

Following the consultation of the C-OSS community, the automated display of capacity offer will be integrated in 2019. Depending on the maturity of the respective tool the automated display of TCR will be an important topic for 2019 together with the roll-out of the new RFC Amber. Further, it will be evaluated in ad hoc working groups, if CIP is the adequate platform for displaying international contingency management.

CIP is promoted at the participating Rail Freight Corridors webpages (e.g. [www.atlantic-corridor.eu](http://www.atlantic-corridor.eu)) under the tab called "Customer Information Platform". Furthermore, in 2018 CIP was presented at Railway Advisory Group (RAG) meetings as well as during the Rail Freight Day in Vienna and Atlantic Management Board Meeting in December.

Also, the further developments of CIP in 2018 were supported by the EU.

The strategic decisions related to CIP in 2018 were taken at the Change Control Board (CCB) in March and September. The operational work between the participating Rail Freight Corridors is coordinated in regular telephone conferences and workshops organised by RNE.

Please visit Atlantic Corridors website ([www.atlantic-corridor.eu](http://www.atlantic-corridor.eu)) for more information.

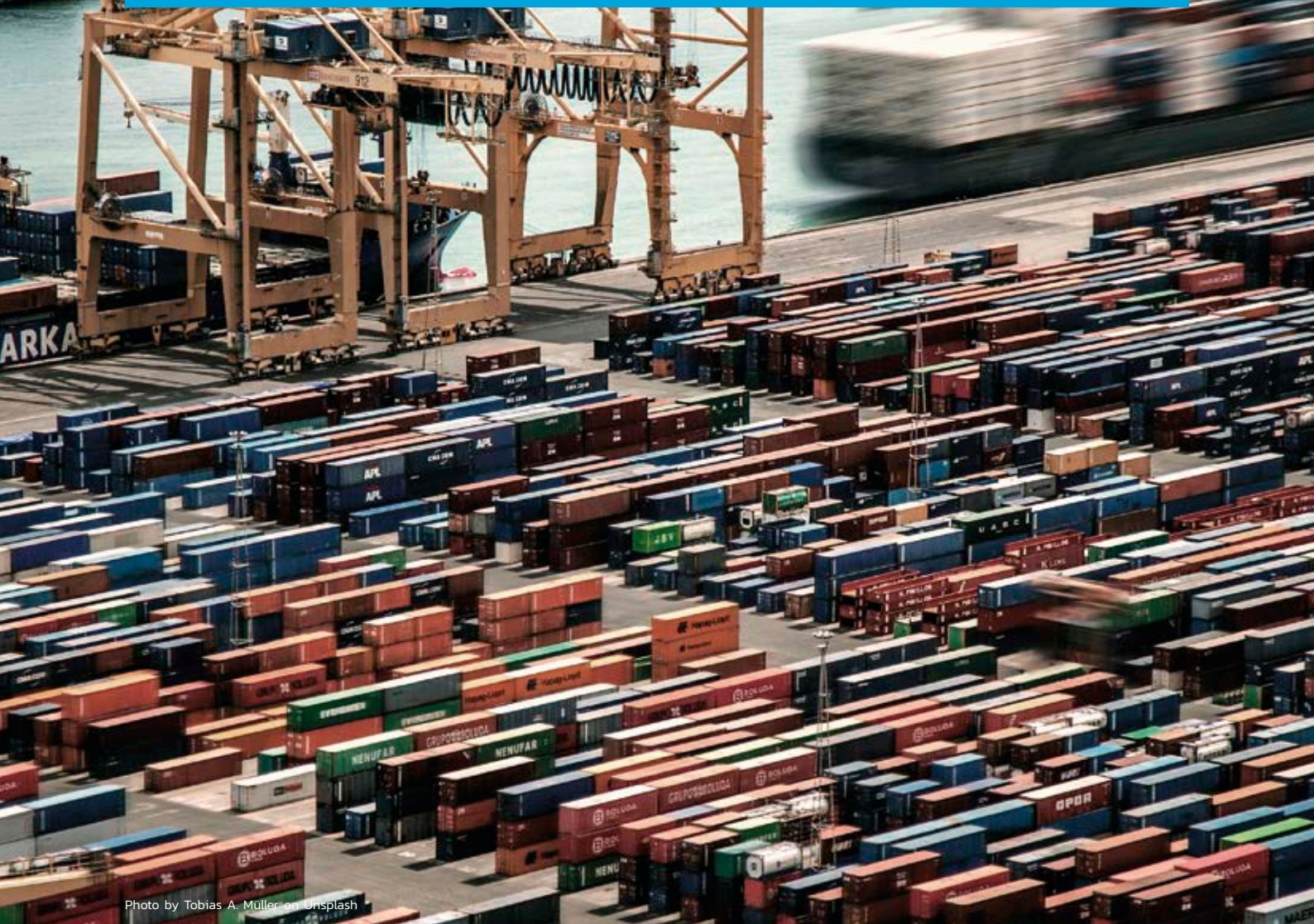


Photo by Tobias A. Müller on Unsplash

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# 5.0 CORRIDOR PERFORMANCE

## 5.1 KEY PERFORMANCE INDICATORS

The following table and figure show the key performances indicators of the Atlantic Corridor in 2018 as described in the implementation plan.

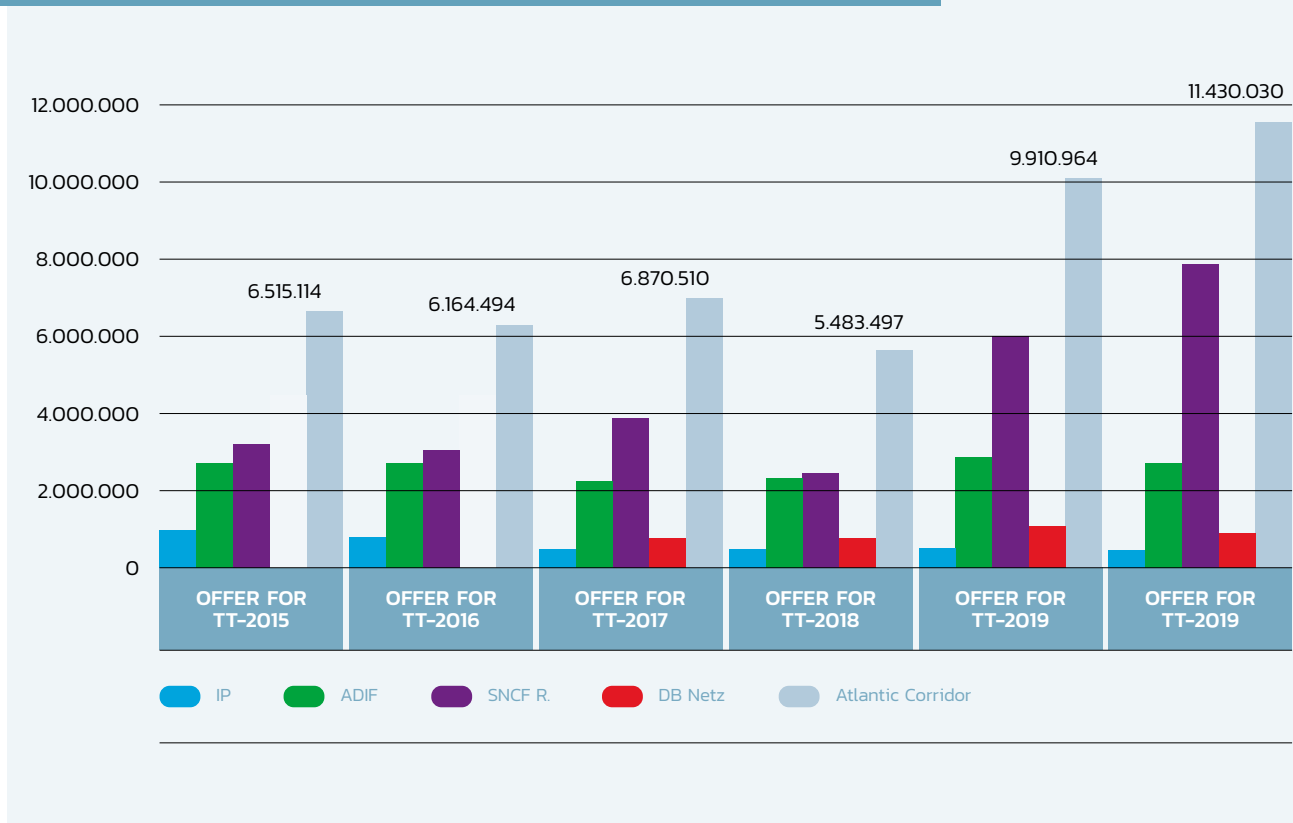
### KEY PERFORMANCES INDICATORS 2018

1	ANNUAL NUMBER OF PREARRANGED FREIGHT PATHS OFFER (P) TT-2019	"Natural" sections	GE	FR	SP	PT
55		97	22	41	22	12
2	ANNUAL NO. OF DAILY PREARRANGED FREIGHT PATHS.KM OFFER (PKM*DAY) TT-2019	GE	FR	SP	PT	
9.910.964		928.531	5.866.981	2.720.644	394.808	
3	PUNCTUALITY OF INTERNATIONAL TRAFFIC 2018 AT THE BORDER (DELAY < 30 MIN)	GE/FR	FR/SP (FR Side)	FR/SP (SP Side)	SP/PT	
See following figure						
4	AVERAGE SPEED OF TRAINS (KM/H), EXCLUDING FREIGHT TRANSSHIPMENT TIME AT THE BORDER BETWEEN FRANCE AND SPAIN <sup>2</sup>					
58,7						
5	NUMBER OF PREARRANGED PATHS REQUESTED	Between X-11 and X-8 (for TT-2019)	5.2 Between X-8 and X-2 - LPR (for TT-2019)	5.3 Between X-2 and X+12 - ad hoc PR (TT-2018)		
47			0	0		
6	NUMBER OF PATHS ALLOCATED BY THE ONE STOP SHOP	Paths allocated for the annual service (for TT-2019)	6.2 Paths allocated upon LPR (for TT-2019)	6.3 Paths allocated upon ad hoc PR (for TT-2018)		
47			0	0		
7	ANNUAL NUMBER OF PATHS RESERVED AND NOT USED (N)					
N/A						
8	RESPONSE TIME IN DAYS TO THE PATHS ON DEMAND (D) <sup>1</sup>					
143,9						

<sup>1</sup> Average n° of days from X-8 (request deadline) until Final Offer is submitted. All of them were submitted by the C-OSS as soon as the IMs finished the allocation.  
<sup>2</sup> Speed of PaPs published in January 2018 for TT-2019. Capacity bands speed of the pilot is calculated according to the commercial conditions described in the pilot.

RFC Atlantic increased the PaP offer from TT-2018 to TT-2020. Furthermore there was a big increase of the PaP requests from TT-2018 to TT-2019. The customer satisfaction was improved with regard to the accuracy of the information shown in PCS. But there is still room for improvement as the Draft and Final Offers were not delivered on time as extensive works in France influenced negatively the timetable production. Also the Guaranteed Capacity Pilot was affected by these consequences. In Germany the Guaranteed Capacity was not requested by the RUs.

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

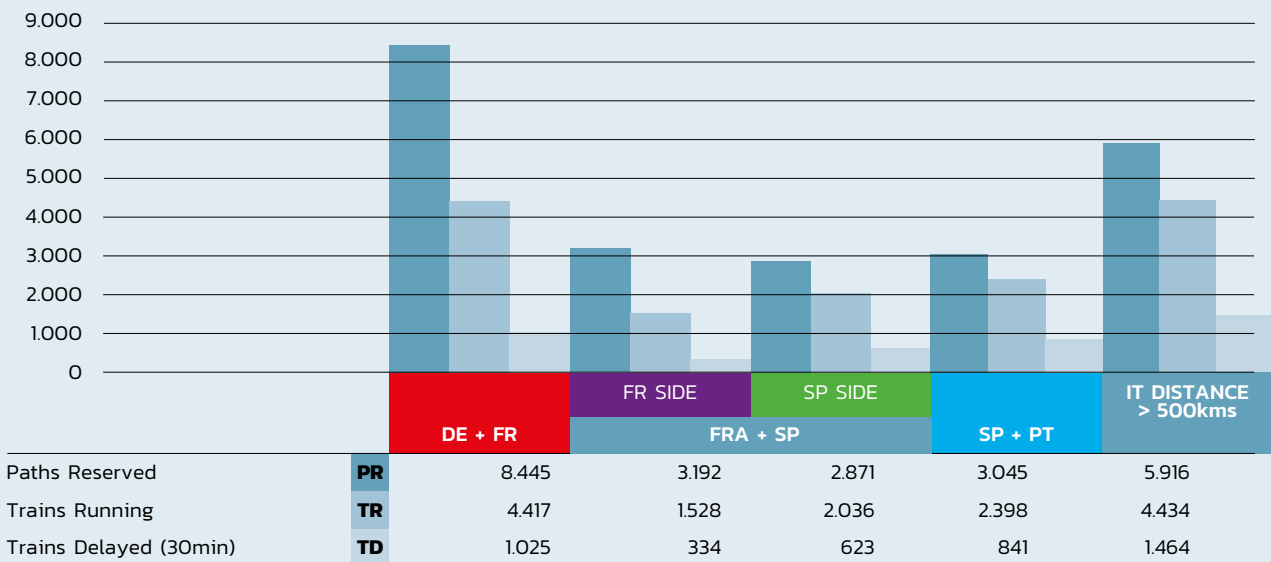


Looking at the traffic on the RFC Atlantic it can be noted that due to major strike on the 2nd trimester on the French network, the international traffic was importantly affected at the FR/DE and FR/SP borders. However in the same time and for the 2nd consecutive year, new rail market were developed on the Iberian Peninsula with a huge increase of regular international traffic at the SP/PT borders. The figure below shows the details.

TRAFFIC IN THE RFC ATLANTIC

2018  Considering the effects of the strikes in FR.	ANNUAL (TRAINS)				Σ IT @ FRA/SP & SP/PT BORDERS  IT DISTANCE >500 KM
	DEU + FRA	FRA + SP		SP + PT	
		FRA SIDE	SP SIDE		
Paths Reserved	8.445	3.192	2.871	3.045	5.916
Trains Running	4.417	1.528	2.036	2.328*	4.434
% Running Trains	52,30%	47,87%	70,92%	78,75%	75%
Trains Delayed >30 minutes	1.025	334	623	841	1.464
% Delayed Trains	23,21%	21,86%	30,60%	35,07%	33%

\* Value does not reflect last minute trains



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 PT/SP & FR/SP borders of the Atlantic Corridor increased.

In 2018 compared to 2017 (+3,7%) with quite different figures between Iberian Peninsula (+10% linked to new rail market development) and European market (-12% mainly linked to the strike period on the French Network).

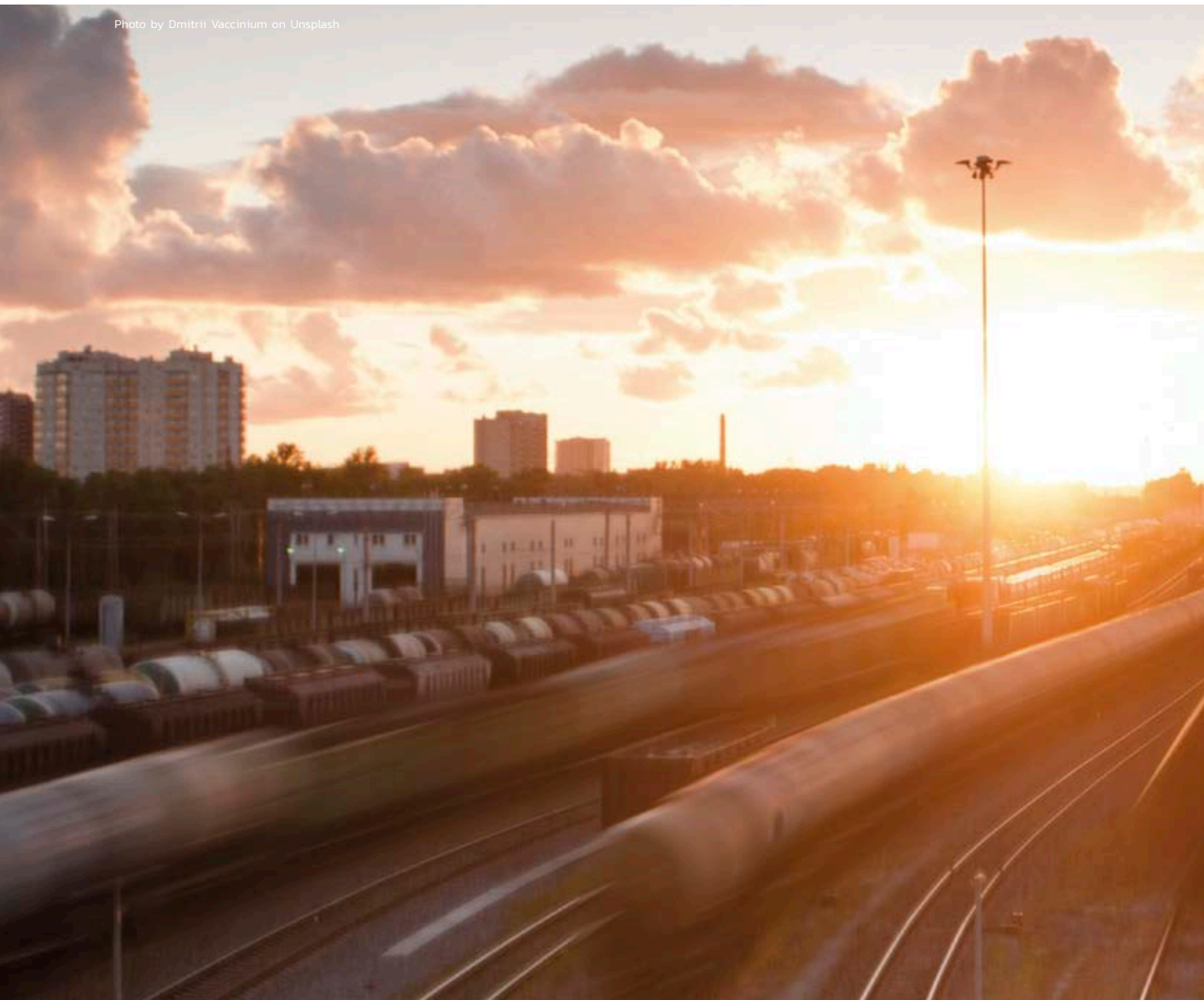
The punctuality of international freight train was stable in 2018 compared to 2017.

## 5.2 CUSTOMER SATISFACTION SURVEY

For the fifth 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

Photo by Dmitrii Vaccinium on Unsplash





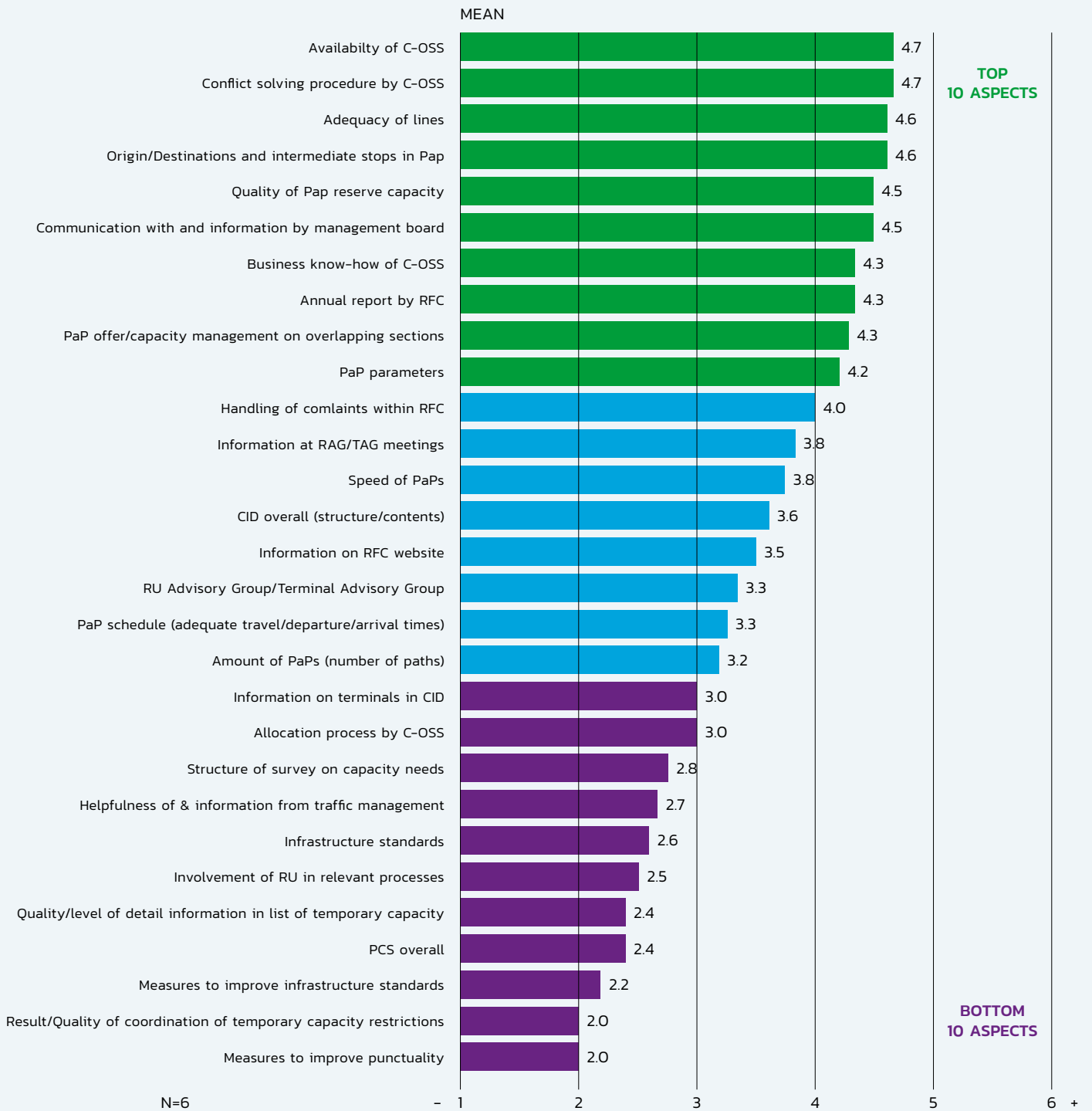
- The identification of the major points in need of improvement such as:
  - Shortage on the offer of PaPs;
  - Usability of the information in case of TCR,
  - Measures taken to improve the infrastructure standards
  - usability of PCS in the remaining Reserved Capacity,
  - Handling complaints with the RFC
  
- The involvement of the clients in the analysis of the survey outcome, getting to know their level of satisfaction split by topic (Infrastructure, CID, PCS, TPM, C-OSS, etc). The overall satisfaction figures of the clients with the Corridor have increased more than a 14% in comparison with the previous year.

The final results of the Customer Satisfaction Survey were presented and discussed in a TAG-RAG on the 13th of March in Bilbao.

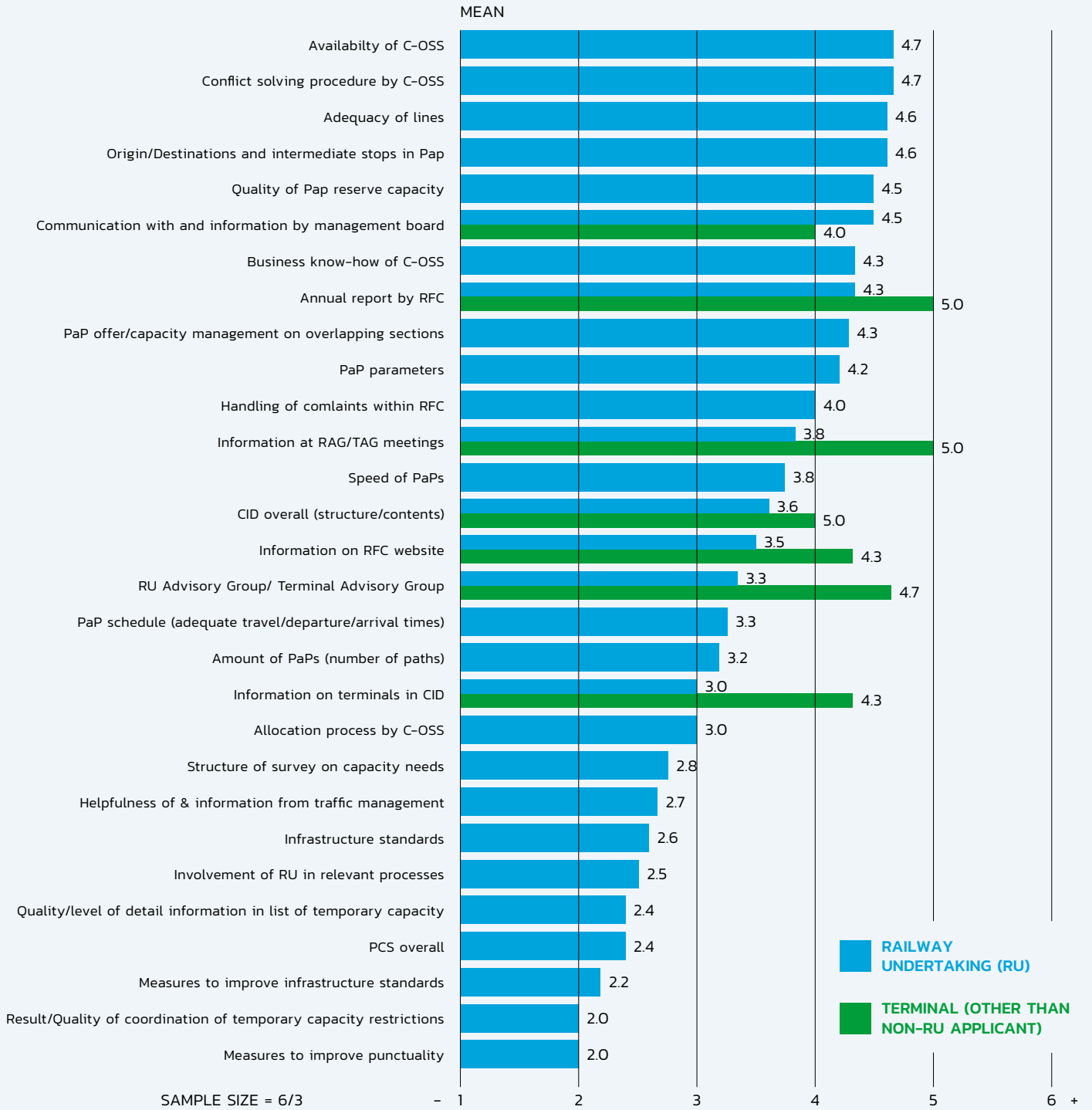
[\*Customer Satisfaction Survey results for the Atlantic Corridor\*](#)



SUMMARY SATISFACTION RATING RU ONLY



SUMMARY SATISFACTION RATING BY TARGET GROUP



# 6.0 COOPERATION

## 6.1 RAILNETEUROPE (RNE)

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

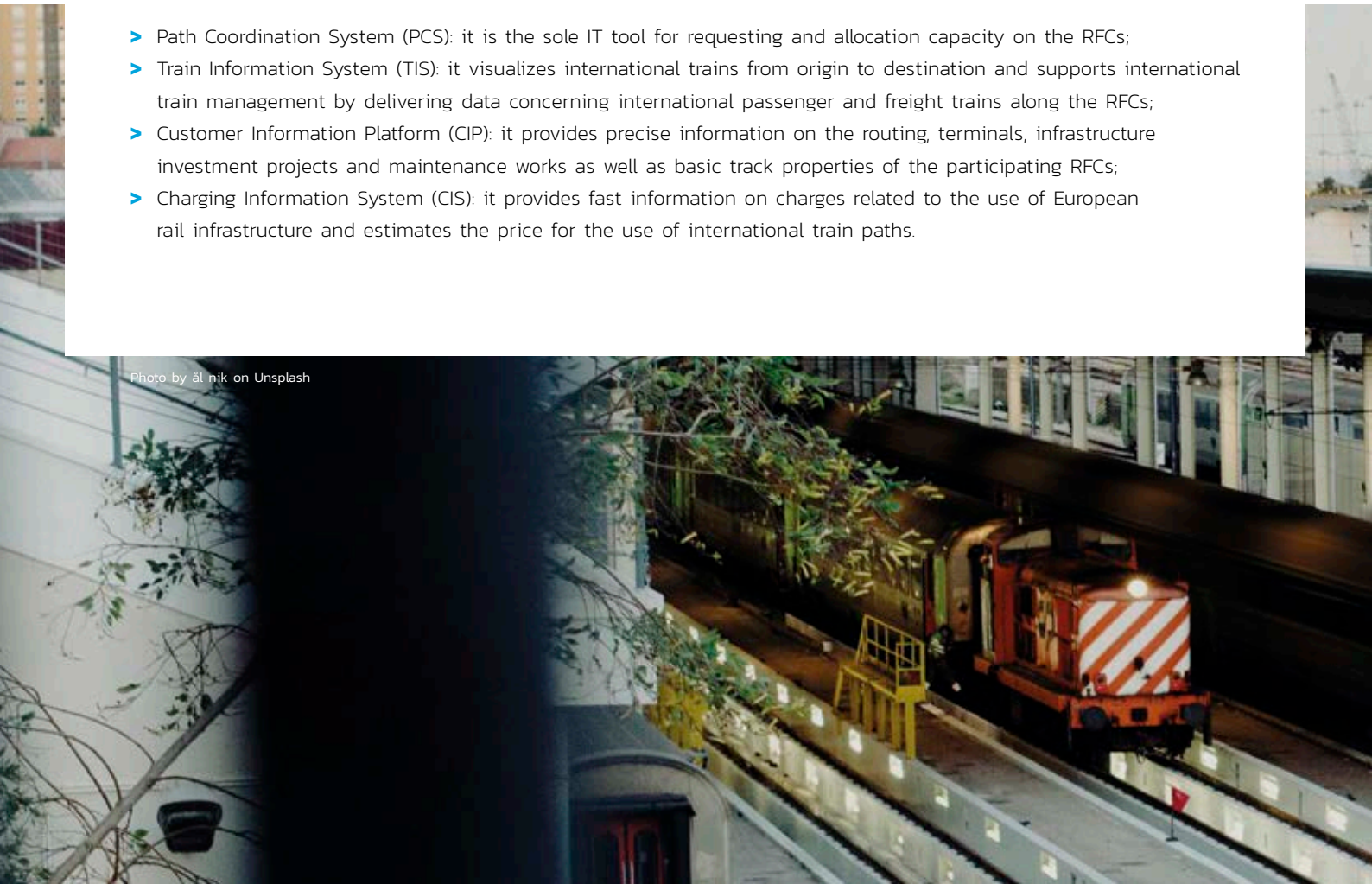
As to further strengthen the cooperation between the RFCs and RNE, the RNE-RFC High Level Group has been introduced and they have been offered associate membership to RNE. RFCs joined RNE as Associate Members on 6 May 2015, thus they are invited to participate at the RNE General Assembly.

Several RFC-related projects were successfully carried out jointly under the RNE umbrella in 2018, such as the RFC User Satisfaction Survey, the development of the International Contingency Management handbook, the development of the Time Table Redesign pilot or the update of the Temporary Capacity Restrictions (TCR) guideline – just to name a few.

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

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

Photo by ál nik on Unsplash





## 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.

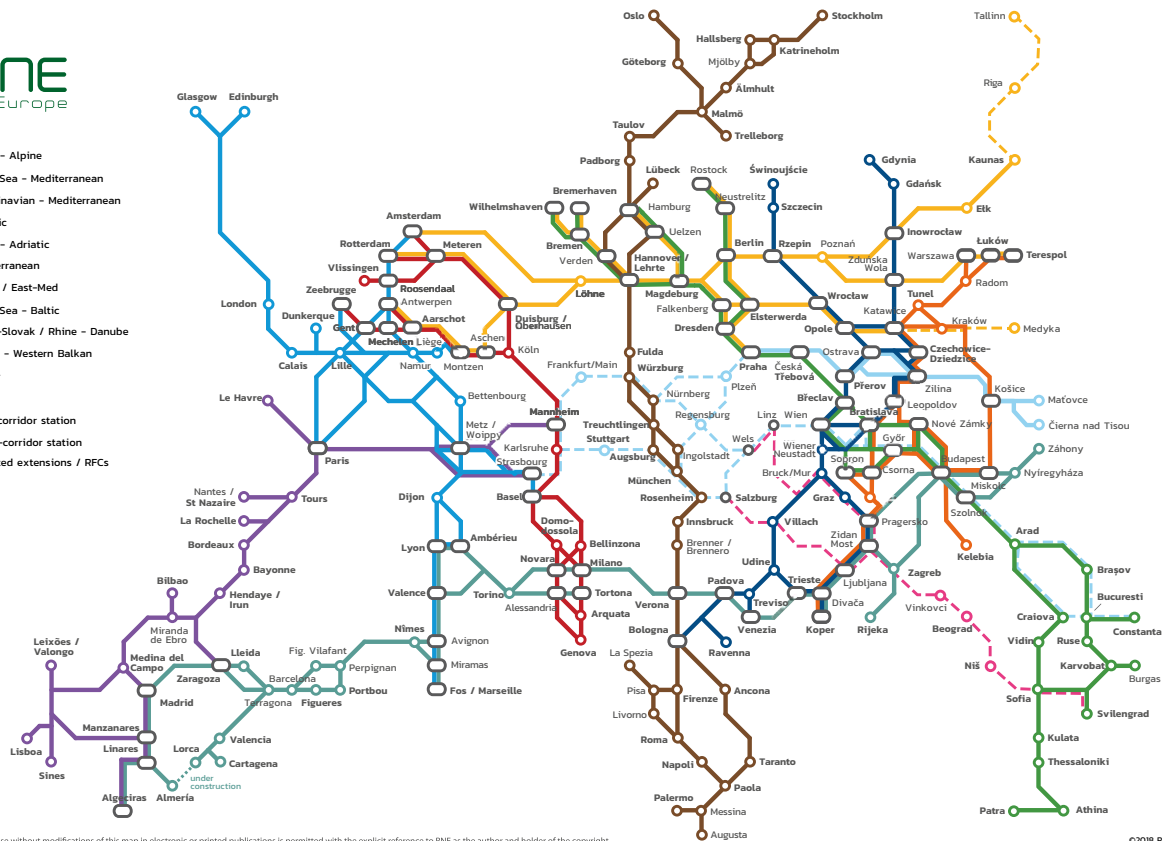
According to the annex II of the Regulation (EU) 1316/2013, it will connect with Rail Freight Corridor Rhine Danube in Strasbourg and Mannheim for 2020.

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

### RAIL FREIGHT CORRIDORS (RFCs) MAP 2018 INCLUDING EXTENSIONS EXPECTED IN 2020 AS INDICATED BY THE RFCs



- RFC1 Rhine - Alpine
  - RFC2 North Sea - Mediterranean
  - RFC3 Scandinavian - Mediterranean
  - RFC4 Atlantic
  - RFC5 Baltic - Adriatic
  - RFC6 Mediterranean
  - RFC7 Orient / East-Med
  - RFC8 North Sea - Baltic
  - RFC9 Czech-Slovak / Rhine - Danube
  - RFC10 Alpine - Western Balkan
  - RFC11 Amber
- Multi-corridor station
  - Single-corridor station
  - - - Expected extensions / RFCs



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# 7.0 EUROPEAN FUNDING

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

- SERAC group meeting (Brussels, 15th of May & 23rd of October)
- Core Network Corridor forum (Brussels, 20th of November)
- TEN T days (Ljubljana, 25th to 27th of April)
- Rail freight day (Vienna, 6th of December)

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

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

## 7.1 PROGRAMING PERIOD 2014–2020

In 2015 the European Commission approved a financial aid to Action n° 2014-EU-TM-0050-S for the "Development of Rail Freight Corridor Atlantic "Sines-Lisboa/Leixões — Madrid-Medina del Campo/ Bilbao/San Sebastian-Irun-Bordeaux-Paris/Le Havre/Metz – Strasbourg /Mannheim / Sines-Elvas/Algeciras".

## 7.2 PROGRAMING PERIOD 2018–2020

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

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



# 8.0 OUTLOOK FOR 2019

## 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 2019:

- > Increase the capacity offer for the timetable 2020/2021,
- > Implement a guaranteed capacity product in 2021 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.

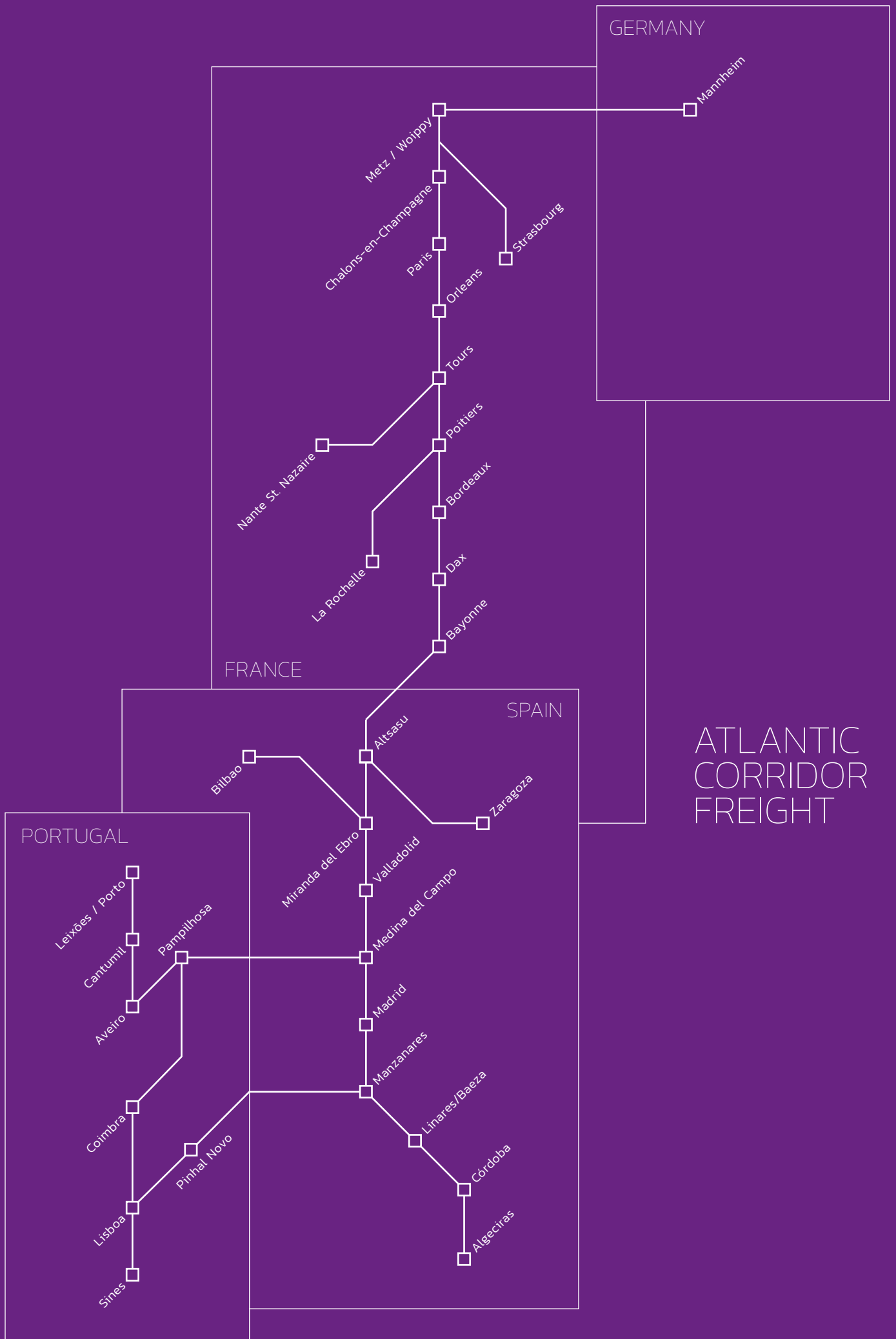
## 8.2 EVENTS

Future Atlantic Corridor Events – please save the date.

- > January 30th & 31st – PCS Training Session in Paris
- > March 13th – TAG/RAG Meeting n°16 in Bilbao
- > June 7th – EEIG Atlantic Corridor 5th General Assembly in Francfort
- > September 17th – TAG/RAG Meeting n°17 in Paris
- > December 5th – EC Rail Freight Day in Vienna

## GLOSSARY

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



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