

EUROPEAN REGULATION 913/2010 Rail Freight Corridor N°4 “Atlantic”

CORRIDOR INFORMATION DOCUMENT



PART 1

Generalities

Timetabling year 2016



Co-financed by the European Union
Trans-European Transport Network (TEN-T)



VERSION CONTROL

Version 0	14.11.2014	Original version
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Version 1	05.12.2014	Updated version
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Version 2		
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Version 3		
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Version 4		
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1. INTRODUCTION

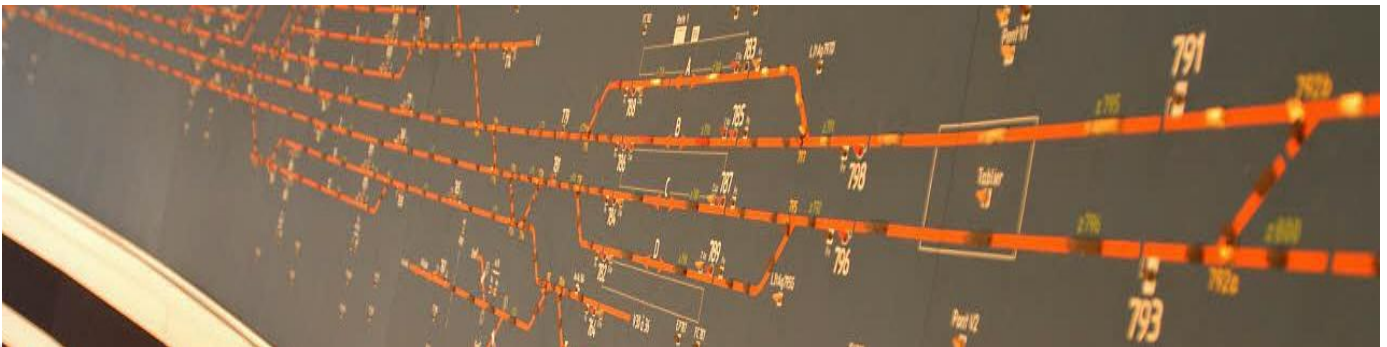
The European Economic Interest Grouping « Rail Freight Corridor N° 4» or «EEIG CFM4», was established on 25 March 2013 composed by the infrastructure managers REFER, ADIF, RFF, in order to improve the competitiveness of the European rail freight, to increase the modal part of the international rail freight of goods according to a sustainable development rationale.

Since transparency and non-discrimination are essential to attain the objective of developing international rail transport, the EEIG CFM4 has established this Corridor Information Document, which describes the principles of and procedures for use of rail infrastructure of Rail Freight Corridor N°4 «Atlantic», as required by the Regulation (EU) No. 913/2010 of 22 September 2010.

According to the Article 18 of the Regulation 913/2010, the Corridor Information Document (CID) contains:

- all informations in relation with the freight corridor contained in the national network statement,
- information on terminals,
- information on capacity allocation (One Stop Shop) and traffic management, also in the event of disturbances,
- the implementation plan that contains:
 - the characteristics of the freight corridor
 - the essential elements of the transport market study that should be carried out on a regular basis
 - the objectives for the freight corridor
 - the investment plan described in the regulation
 - the measures to implement the provisions for coordination of work, capacity allocation (One Stop Shop), traffic management etc.

2. STRUCTURE OF THE CORRIDOR INFORMATION DOCUMENT



The Corridor Information Document contains the information needed by railway undertakings wishing to use the corridor rail network to provide passenger and freight transport services and more generally, by all parties with an interest in international rail transport.

The main structure for the CID for the working timetabling year 2016 is:

- Part 1 – Generalities
- Part 2 – Network Statement Excerpts
- Part 3 – Terminal Description
- Part 4 – Capacity and Traffic Management
- Part 5 – Implementation Plan

The common structure and amendments are published on the website (www.corridor4.eu).

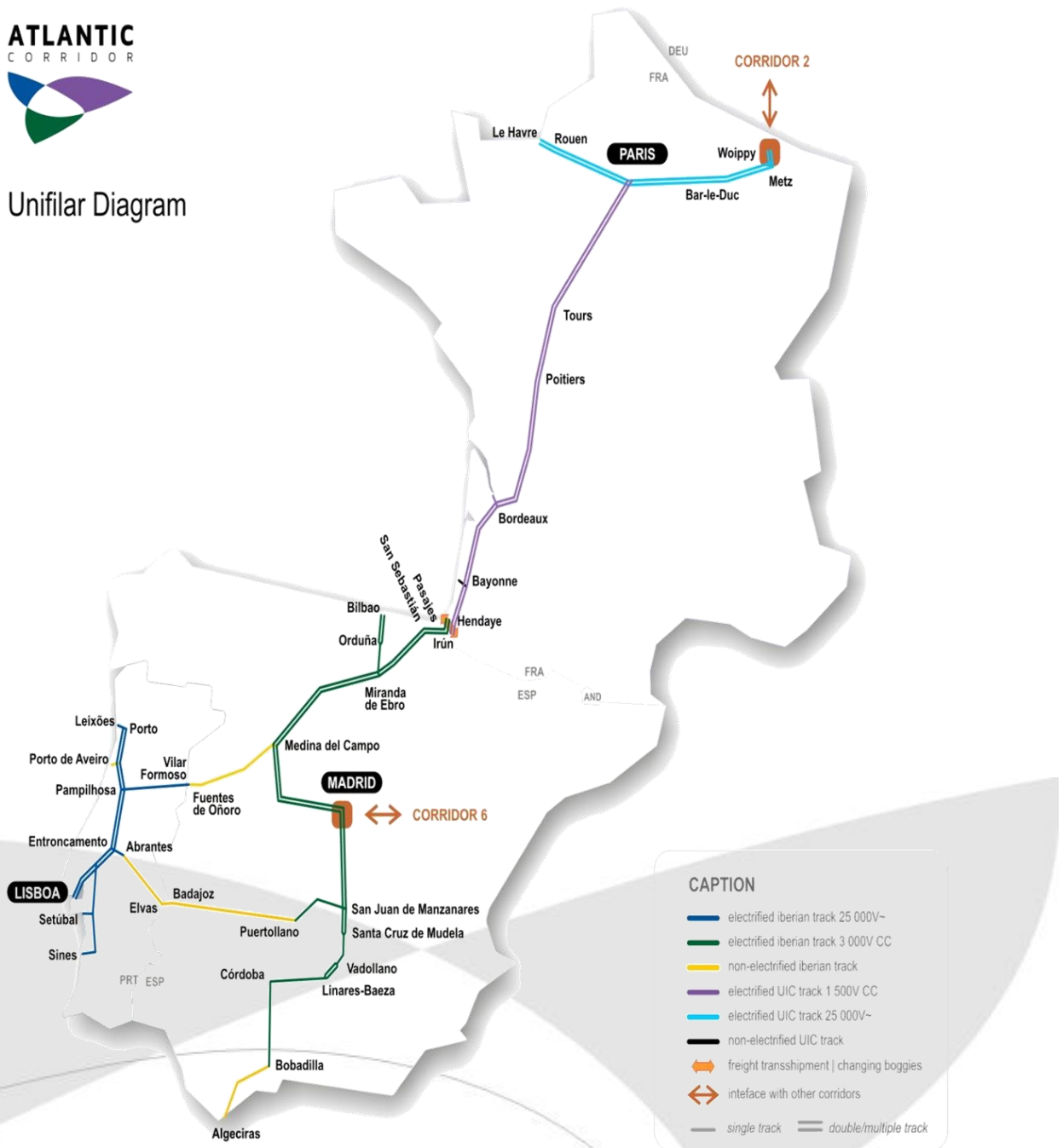
In principle, Network Statement Documents drawn up by infrastructure managers of the Rail Freight Corridor N°4 «Atlantic» follow the same structure.

3. CORRIDOR DESCRIPTION

According to the annex of the Regulation (EU) No. 913/2010 of 22 September 2010, the Rail Freight Corridor N°4 “Atlantic” join ports of Sines, Lisbon and Leixões to Portugal, those of Algeciras, Bilbao and Pasajes to Spain, those of Bayonne, Bordeaux and Le Havre to the East of France, North and Eastern Europe by way of Madrid, Medina del Campo, San Sebastian, Irun, Bordeaux and Paris.



Unifilar Diagram



According to the annex 2 of the regulation (EU) N° 1316/2013 of 11 December 2013, the Rail Freight Corridor N°4 “Atlantic” will be extended to Strasbourg and Mannheim on the 10th of November 2016.

Totaling more than 4,500 km of existing lines, it includes heterogeneous characteristics of rail infrastructure from which of them we can describe the following key points

- Tracks with European gauge in France (1435 mm), Iberian gauge in Spain and Portugal (1668 mm)
- Itinerary with double track between Le Havre, Metz, Paris and the south of Madrid (Santa Cruz de Mudela), and between Lisbon and Oporto,
- Itinerary with single track between the south of Madrid (Santa Cruz de Mudela) and Algeciras, in the 2 branches connecting Spain to Portugal (Medina del Campo-Pampilhosa & Manzanares-Entroncamento)
- Electrified itinerary by tri-tension (25000V~, 3000VCC, 1500VCC) between le Havre, Metz, Paris and the south of Cordoba (Bobadilla), and in Portugal between Sines, Lisbon, Leixões, Abrantes and Vilar Formoso(25000V~)
- Partially electrified itinerary (25000V~) on the 2 branches connecting Spain to Portugal (Medina del Campo-Pampilhosa & Manzanares-Entroncamento,
- Non electrified itinerary between the south of Cordoba (Antequera) and the port of Algeciras,
- Lot of different signalisation system between France, Spain and Portugal,
- Very variable maximum gross load charge according to geographical areas connected to the topography of the existing network,

with a load of 22,5 ton by axle on the totality of the route.



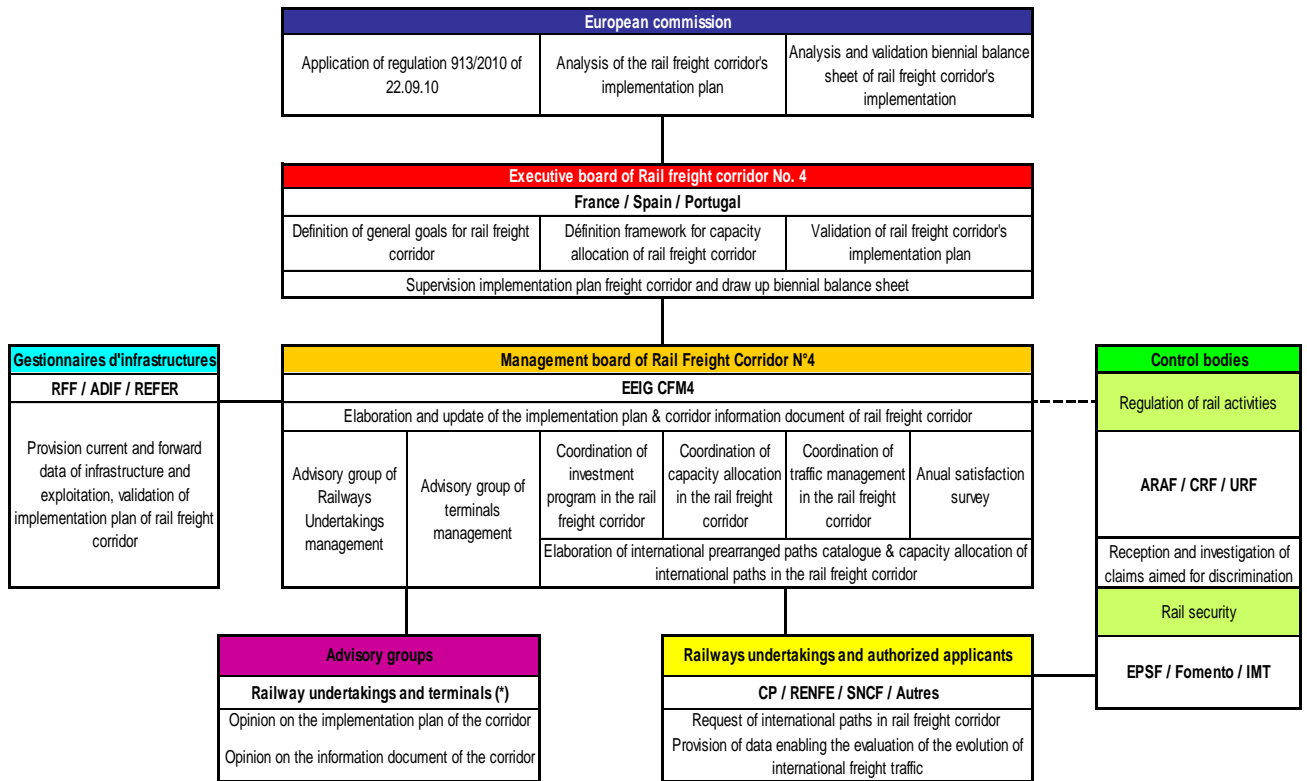
4. CORRIDOR ORGANIZATION

According to the Regulation (EU) 913/2010 of the 22 September 2010, the organization of the Rail Freight Corridor n°4 includes the following various entities:

- The Executive Board of the Corridor is composed with representatives of Ministry of Transport from France (DGITM), Spain (Fomento) and Portugal (DGAE),
- The Management Board of the corridor is composed by the Infrastructure Managers of France (RFF), Spain (ADIF), and Portugal (REFER), associated in the European Economic Interest Grouping «Rail Freight Corridor n°4» or «EEIG CFM4»,
- The authorities of regulation and control from each countries of Rail Freight Corridor N°4 «Atlantic»,
- The railway undertakings allowed to run international freight trains on one part or all the Rail Freight Corridor N°4 «Atlantic»,
- The candidates authorized to ask for international paths through on one part or all the Rail Freight Corridor N°4 «Atlantic»,
- The managers of the terminals listed in the framework of Rail Freight Corridor N°4 «Atlantic».

The main responsibilities of each members mentioned are described in the plan below.

RAIL FREIGHT CORRIDOR N°4 FUNCIONAL ORGANISATION



(*) Every player likely to improve rail freight competitiveness can request participation in advisory groups.

5. CONTACTS

5.1. One Stop Shop of Rail Freight Corridor N°4 «Atlantic»



Any railway undertaking or interested party wishing to obtain details or further information regarding any of the provisions contained in this document should contact EEIG CFM4 by:


□post : **OSS.corridor4 / Félix BARTOLOME ALONSO**
Administrador de Infraestructuras Ferroviarias (**ADIF**)
Dirección de Planificación y Gestión de Red
C/. Hiedra, s/nº, Estación de Chamartín, Edificio 23
28036 Madrid
SPAIN

□e-mail : **CFM4-OSS@corridor4.eu**

□phone : + 34 (91) 7744774

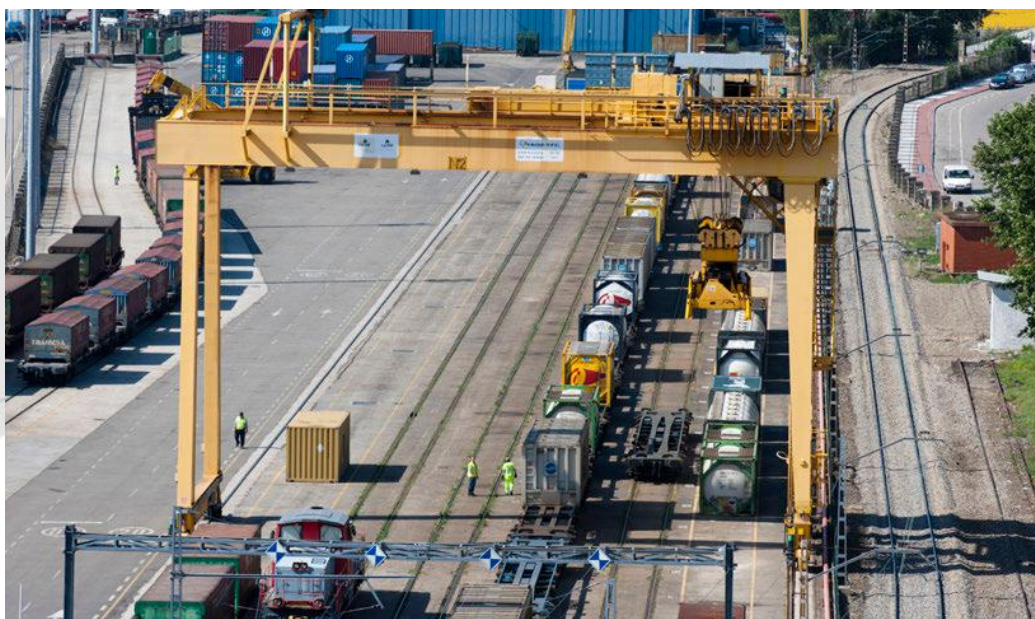
5.2. Infrastructure Manager of the Rail Freight Corridor N°4 «Atlantic»

The infrastructure managers of the countries covered by Rail Freight Corridor N°4 «Atlantic» are the following:

FRANCE		Direction commerciale 92, avenue de France 75648 Paris Cedex 13 / France www.rff.fr
SPAIN		Subdirección Comercial Calle Sor Ángela de la Cruz 3 28020 Madrid / España www.adif.es
PORTUGAL		Departamento de Desenvolvimento e Promoção Comercial / Núcleo de Gestão de Clientes Rua de Santa Apolónia, n.º 57 1100-468 Lisboa Portugal www.refer.pt

5.3. Terminals of the Rail Freight Corridor N°4 «Atlantic»

The main managers of the terminals operated on Rail Freight Corridor N°4 «Atlantic» are the following:



France	Naviland Cargo 8, avenue des Minimes BP 57 94302 VINCENNES CEDEX	Paris-Chapelle Valenton 1 Bordeaux Hourcade
	Novatrans CAP WEST 15-17 allées de l'Europe 92558 Clichy Cedex	Le Havre-Plaine Valenton 1 & 2 Bordeaux-Hourcade Bayonne-Mouguerre
	Decor 37 quai de Bosc 34200 SETE	Valenton 1
	T3M 1, rue Pierre Sébard 94460 VALENTON	Valenton 1
	Hendaye Manutention Rue de la gare 64700 HENDAYE	Hendaye
Spain	ADIF Ctra. Almoraima s/n San Roque 11368 – CÁDIZ	San Roque
	ADIF Polígono Guadalhorce C/ Ciro Alegría, s/n 29004 – MÁLAGA	Málaga Los Prados
	ADIF Ctra. Palma del Río, Km. 3,500 14005 – CÓRDOBA	Córdoba el Higuera
	ADIF C/ General Solchaga s/n Parcela 108 47008 – VALLADOLID	Valladolid
	ADIF C/ Mendez Álvaro 83 28053 MADRID	Madrid Abrogial
	ADIF Carretera de Vicálvaro a Coslada Km. 2,500 28052 – MADRID	Vicálvaro Mercancías
	ADIF Avda. de Iparagirre nº 58 Santurce 48980 – VIZCAYA	Bilbao Mercancías
	ADIF C/ Lermendabibe, s/n Pol. Ind. Júndiz, Júndiz 11591 – ÁLAVA	Júndiz
	ADIF C/ Estación, s/n Irún 20300 – GUIPÚZCOA	Irún
	Puerto Seco de Madrid Camino del Puerto, 1 28821 Coslada MADRID	Madrid Coslada
	Renfe Mercancías, S.A. C/ Ayala, 6 5º Izda. 28001 MADRID	Madrid Pecovasa

	Barredo Hermanos S.A. Ctra. N. I Km 321 01213 Rivabellosa ÁLAVA	Rivabellosa
	Autologística de Andalucía S.A. Ctra. Nacional 334 s.n. 41590 La Roda de Andalucía SEVILLA	La Roda de Andalucía
	Volkswagen Navarra (cargadero de Landaben)	Landaben
	Renault (Venta de Baños y La Carrera)	Venta de Baños La Carrera
	Peugeot (Villaverde Bajo)	Villaverde Bajo
	Nissan (Ávila)	Ávila
	Mercedes (Júndiz)	Júndiz
	Iveco (Ávila)	Ávila
Portugal	REFER Rua de Santa Apolónia 1100-105 LISBOA	Bobadela Leixões
	APA – Administração do Porto de Aveiro Edifício 9 – Forte da Barra 3830-565 GAFANHA DA NAZARÉ	Cacia
	TVT – Terminal Multimodal do Vale do Tejo, SA Zona Industrial de Riachos Este 2350-297 RIACHOS	Riachos - Entroncamento
	MSC – Mediterranean Shipping Company Portugal Agency Casal Marcos Ferreira 2330-556 ENTRONCAMENTO	Entroncamento
	SPC – S. Martinho do Campo Parque Logístico SPC Marinhas de D ^a Ana 2625-106 Póvoa Sta. Iria	Valongo

The main managers of sea ports on Rail Freight Corridor N°4 «Atlantic» are the following:

France	Grand port maritime du Havre	Terre plein de la Barre 76067 LE HAVRE CEDEX
	Grand port maritime de Bordeaux	2 place Gabriel 33000 BORDEAUX
	Port de Bayonne	CCI de Bayonne Pays Basque 50 /51 Allées Marines - BP 215 64102 BAYONNE CEDEX
Spain	Puertos del Estado	Avenida del Partenón,10 28042 MADRID
	Puerto de Bilbao	Campo de Volantín, 37 48007 BILBAO
	Puerto de Pasajes	Pasaje Ancho, s/n 20110 PASAJES

	Puerto de Algeciras	Avenida Hispanidad, 2 11207 ALGECIRAS
Portugal	APDL – Administração dos Portos do Douro e Leixões	Avenida da Liberdade 4450-718 Leça da Palmeira Mail address: Apartado 3004 4451-851 Leça da Palmeira
	APL – Administração do Porto de Lisboa	Rua da Junqueira, 94 1349-026 Lisboa
	APS – Administração do Porto de Sines	Apartado 16, EC Sines 7521-953 Sines
	APA – Administração do Porto de Aveiro	Edifício 9 - Forte da Barra Apartado 91, 3834-908 Gafanha da Nazaré
	APSS – Administração dos Portos de Setúbal e Sesimbra	Praça da República 2904-508 Setúbal

5.4. Executive Board

Members of the Executive Board of Rail Freight Corridor N°4 «Atlantic» are listed below with their contact details:

France	Ministère de l'écologie, du développement durable, et de l'énergie	DGITM Grande Arche de la Défense - Arche Sud 92055 La Défense CEDEX www.developpement-durable.gouv.fr
Spain	Ministerio de Fomento	Dirección General de Ferrocarriles Plaza de los Sagrados Corazones n°7 28071 MADRID www.fomento.es
Portugal	Ministério da Economia (ME)	Direção Geral das Atividades Económicas (DGAE) Rua da Horta Seca, 15 1200-221 Lisboa http://www.dgae.min-economia.pt/

5.5. Other representatives involved in the Rail Freight Corridor N°4 «Atlantic»

Other representatives involved in Rail Freight Corridor N°4 «Atlantic» are listed below with their contact details:

France	Autorité de régulation des activités ferroviaires (ARAF)	57, Boulevard Demorieux CS 81915 72019 LE MANS CEDEX 2 www.regulation-ferroviaire.fr
	Etablissement public de sécurité ferroviaire (EPSF)	60 rue de la Vallée CS 11758 80017 AMIENS CEDEX 1 www.securite-ferroviaire.fr
Spain	Comisión Nacional de los Mercados y la	Calle Barquillo 5 28004 MADRID

	Competencia (CNMC)	www.cnmc.es
	Ministerio de Fomento	Dirección General de Transporte terrestre Paseo de la Castellana, 67 28071 MADRID
Portugal	Ministério da Economia (ME)	Secretaria de Estado das Infraestruturas, Transportes e Comunicações (SEITC) Av. Visconde de Valmor, 72 1069-041 Lisboa http://www.portugal.gov.pt/en/the-ministries/ministry-of-economy-and-employment.aspx
	Unidade de Regulação Ferroviária (URF)	Avenida das Forças Armadas, 40 1649-022 Lisboa http://www.urf.imtt.pt/English/Pages/URF.aspx
	Instituto da Mobilidade e dos Transportes I.P. (IMT)	Avenida das Forças Armadas, 40 1649-022 Lisboa http://www.imtt.pt/sites/IMTT/English/Pages/IMTHome.aspx

The Regulatory Bodies involved in Rail Freight Corridor N°4 «Atlantic» have designated as contact-point the Spanish regulatory body – CNMC – which contact details are described in the belowing table.

6. LEGAL FRAMEWORK

The present document is based on the following legal and regulatory texts:

- Regulation (EU) No. 913/2010 of 22 September 2010 concerning a European rail network for a competitive freight
- Regulations et European directives mentioned in appendix
- National regulations mentioned in Corridor Information Document of every Rail Freight Corridor N°4 «Atlantic»'s infrastructure managers
- Grouping contract established on 25 March 2013 between RFF, ADIF and REFER, registered in the commercial register of Paris.

7. LEGAL STATUS

7.1. Liability

This document contains a description of the basic elements of the Rail Freight Corridor N°4 «Atlantic» and its use, as they stood at the date of its publication.

However, given the sheer volume of data and difficulties in updating it, there may be a few inaccuracies or differences between the descriptions in this document and actual reality.

Railway undertakings and authorized applicants are invited to consult EEIG CFM4 for further details, in particular regarding any changes in the infrastructure of the Rail Freight Corridor N°4 «Atlantic» occurring between the publication of this document and the period to which applies.

The EEIG CFM4 also invites the reader to report any errors found in this document and undertakes to correct them all the earliest opportunity.

In addition, the EEIG CFM4 cannot guarantee the content of websites referred to in this Corridor Information Document. If EEIG CFM4 is informed of any violations regarding these sites, it undertakes to delete the links to the sites in question.

7.2 Appeals procedure

In accordance with the Regulation (EU) 913/2010, appeals may be lodged by those authorised to request railway infrastructure capacity in front of the Executive Board of Rail Freight Corridor N°4 «Atlantic», if they consider themselves to be the victims of unfair treatment, discrimination or any other prejudice connected with access to the railway network whose management falls to the EEIG CFM4, in particular in relation to the provisions set out in this document.

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

8. DOCUMENT VALIDITY

8.1. Validity period

With the exception of provision related to charges for minimum services that become enforceable after obtained the assent of National Railway Regulation Authority, this Corridor Information Document will come into force immediately after publication. It will be applicable to capacity requests and traffic movements during the 2015 timetable and therefore until the end of the timetable, or the 12 December 2015.

8.2. Updating process

Corridor Information Document may be regularly updated by EEIG CFM4. Any updates to the Corridor Information Document will come into force following their publication by EEIG CFM4 using whatever means appropriate.

With the exceptions of corrections of material errors, amendments aimed at bringing the document into line with reality, the EEIG CFM4 will submit draft amendments to this document to interested parties. Moreover, all amendments will be communicated to the customers.

Every National Railway Regulation Authority shall have two months from the date of publication to issue its considered opinion. In accordance with the provisions of Article L 2133-6 of the Transport Code, amendments that, according to this opinion, are necessary to bring the provisions in line with the regulations, may be made without consulting the interested parties again.

It should be noted that legal and statutory texts adopted following the publication of Corridor Information Document will be applicable without it being necessary to update the Corridor Information Document.

Certain documents are mentioned in the Corridor Information Document as support for descriptions of processes without being an integral part of this document. In fact, the information they contain does not strictly form part of the content of the Corridor Information Document.

The procedure for drawing up and updating these documents is separate to that of the Corridor Information Document, based either on consultation with interested parties or simply on information provided by these parties.

9. PUBLISHING

The Corridor Information Document is drawn up and published by EEIG CFM4, in French, Spanish, Portuguese and English, on the Rail Freight Corridor N°4 «Atlantic» website (www.corridor4.eu). In the event of discrepancies or difficulties in the interpretation of the different versions, the French version will hold sway.

10. IT TOOLS

Rail Net Europe (RNE) provides to the EEIG CFM4, railway undertakings and authorized applicants, various tools to facilitate the scheduling of international train paths:

Path Coordination System (PCS)

PCS is a web application for use by railway undertakings and infrastructure managers, via which international train path requests can be made.

The tools simplify the interfaces and coordination for international train path construction and integrate the preparatory processes for the timetable for the coming year.

EEIG CFM4 adopts PCS as preferable communication platform between applicants and corridor OSS. From 2015 onwards PCS will be the exclusive way for applicants submit their requests for capacity.

Charging Information System (CIS)

CIS is an online tool which allows the rapid estimation of infrastructure charges for international train paths. It combines the various national rail charging systems to calculate the price for the use of international train paths.

The uploading and updating of information in CIS is the exclusive responsibility of the Infrastructure Managers involved in Rail Freight Corridor N°4 «Atlantic».

Train Information System (TIS)

TIS is a tool which allows international passenger and freight trains to be visualised in real time. At the moment it is being developed on the main trans-European railway corridors. The information currently available includes: current and past train locations, agreed timetables and reason for delay, if necessary.

TIS is in use in the French rail network. Spanish and Portuguese IM (ADIF and REFER) provides information in real time through national alternative tools. Granting access to real time information systems is the exclusive responsibility of the IM involved in Rail Freight Corridor N°4 «Atlantic». These various tools are described on the RNE website (www.rne.eu).

11. GLOSSARY AND ABBREVIATIONS

Glossary/ abbreviation	Definition
Ad hoc Capacity Allocation	Allocation of capacity by an Infrastructure Manager or Allocation Body outside the time scale it normally uses.
Ad hoc Request	An Applicant's request for an individual train path (available as spare capacity) outside the time scale that the Allocation Body normally uses.
Allocation	Means the allocation of railway infrastructure capacity by an Infrastructure Manager or Allocation Body. When the Corridor OSS takes the allocation decision as specified in Art. 13(3) of Regulation (EU) 913/2010, the allocation itself is done by the Corridor OSS on behalf of the concerned IMs, which conclude individual national contracts for the use of infrastructure based on national network access conditions
Applicant/Applicants	Definition in Directive 2012/34/EU: a licensed Railway Undertaking and/or an International Grouping of Railway Undertakings, and, in Member States which provide for such a possibility, other persons and/or legal entities with public service or commercial interest in procuring infrastructure capacity, such as public authorities under Regulation (EU) 1191/69 and shippers, freight forwarders and combined transport operators, for the operation of railway service on their respective territories.
Allocation Body (AB)	An Allocation Body is an independent organisation responsible for train path allocation to Railway Undertakings; this includes the designation of individual paths and the assessment of their availability. In most cases, the AB is the same organisation as the Infrastructure Manager. But if the rail operator is not independent from the Infrastructure Manager, then path allocation must be carried out, according to the relevant guidelines of the first EU Railway Package, by an independent Allocation Body.
Allocation Process	The process by which capacity is granted to an Applicant by the Infrastructure Manager or relevant capacity Allocation Body; this capacity is available for the duration of the working timetable period only.
Alternative Route	A different route which may be taken to reach the same destination.
Authorised Applicant	Applicants other than railway undertakings or the international groupings that they make up, such as shippers, freight forwarders and combined transport operators, that may request international pre-arranged train paths and reserve capacity. In order to use such a train path for freight transport on the freight corridor these applicants shall appoint a railway undertaking to conclude an agreement with the infrastructure manager in accordance with Article 10(5) of Directive 91/440 (EU)
Border Point	The location at which an international border is formally crossed. For the UK, this will involve customs and nationalisation personnel.
Capacity	The totality of potential train paths that can be accommodated on a railway line or a network.
Capacity Allocation	The process by which capacity is granted to a Railway Undertaking or to any other Applicant by the relevant capacity Allocation Body; this capacity will later be used as actual train paths.
Catalogue of International Train Paths	A document listing international train paths that have been pre-constructed and harmonised by the IM and/or Corridors.
Catalogue Path	Catalogue Paths are concrete, published path offers to the customers, both for external (RU/applicant) and internal (IM/AB) use. They are pre-constructed paths offered either on whole corridors or corridor sections, or on lines not covered by a corridor but involving a border point. Catalogue paths may be used for the annual timetable as well as for late request, ad-hoc requests and instant capacity. They have a significant advantage compared to non-catalogue paths: immediate availability of the path characteristics. This is made possible by advance coordinated scheduling by the countries involved. Pre-arranged Paths (see definition) are a form of Catalogue Paths.
Combined Transport	General definition: the use of road and rail or water for the movement of goods in a single journey.
Confidentiality	Confidentiality has been defined by the International Organization for Standardization (ISO) in ISO-17799 as 'ensuring that information is accessible only to those authorized to have access' and is one of the cornerstones of information security.

Conflicting Applications / Conflicting Customer Requests for Train Paths	The situation where several applicants are applying for the same/adjacent path sections in more or less the same time period.
Congested Lines / Congested Infrastructure	Section of infrastructure for which the demand for capacity cannot be fully satisfied during certain periods, even after coordination of all the requests for capacity.
Connecting Point	A point in the network where two or more corridors share the same infrastructure and it is possible to shift the services applied for from one corridor to the other.
Corridor Coordinator	Person who ensures the overall coordination of Performance Managers along a corridor and acting as a consultation partner for the Corridor in the questions of performance analyses (cfr Train Performance Management).
Corridor OSS / C-OSS	The Corridor One-Stop Shop. A joint body designated or set up by the RFC organisations for Applicants to request and to receive answers, in a single place and in a single operation, regarding infrastructure capacity for freight trains crossing at least one border along the freight Corridor (Regulation (EU) 913/2010, Art. 13).
Corridor Information Document	Under Regulation (EU) 913/2010: a document drawn up, regularly updated and published by the Corridor Management Board. This document comprises all the information contained in the network statement of national networks regarding the freight corridor in accordance with Article 3 of Directive 2012/34/EC; the list and characteristics of terminals, in particular information concerning the conditions and methods of accessing the terminals; information concerning the procedures of application for capacity, capacity allocation to freight trains, traffic management coordination, and traffic management in the event of disturbance.
Delay	Time during which some action is awaited but does not take place. Train delays: mostly used when a train circulates or/and arrives later than planned in the timetable. A 'primary delay' is a delay that directly affects the train; a 'secondary delay' (or knock-on delay or cascading delay) is a delay caused by a primary delayed train. The definitions of delay thresholds (as well as the measurement of delay) vary widely around the world (for example, in Japan only trains with less than a minute's delay are defined as 'on time'). In 2008, the UIC recommended to set the threshold value at 5 minutes.
Disturbance	When some disorder on the rail network leads to disruption of the services provided by IMs to RUs, and consequently to train services provided by RUs to their customers.
EPR	European Performance Regime is a joint project by RNE and UIC that was achieved in 2012. For the purposes of EPR a specific tool was developed that enable to do quality checks on TIS data.
ERNCF	Regulation (EU) 913/2010 for a European Rail Network for Competitive Freight
ERTMS (European Railway Traffic Management System)	ERTMS is a major industrial project being implemented by the European Union, which will serve to make rail transport safer and more competitive. It is made up of all the train-borne, trackside and line side equipment necessary for supervising and controlling, in real-time, train operation according to the traffic conditions based on the appropriate Level of Application.
ETCS (European Train Control System)	This component of ERTMS guarantees a common standard that enables trains to cross national borders and enhances safety. It is a signalling and control system designed to replace the several incompatible safety systems currently used by European railways. As a subset of ERTMS, it provides a level of protection against over speed and overrun depending upon the capability of the line side infrastructure.
Executive Board (ExB)	Representatives of the authorities of the Member States concerned. The ExB defines the strategy and the objectives of the corridor.
Feeder and Outflow path	Branching path off a main transport link as a RFC. The feeder and/or Outflow path may also cross a border section which is not a part of a defined RFC.
Flexible Approach	When an Applicant requests adjustments to a pre-arranged path, e.g. different station to change drivers or for shunting that is not indicated in the path publication. Also if the Applicant requests feeder and/or outflow paths connected to the pre-arranged path, these requests will be handled with a flexible approach

Gauge / Loading Gauge	The maximum dimensions of trains that a specific route can allow. Gauge: maximum height and width (size) of rail vehicles allowed on a specific route. Loading gauge: maximum physical dimensions (height and width) to which an open rail wagon can be loaded.
Handover Point	Point where the responsibility changes from one IM to another.
Infrastructure Manager (IM)	Anybody or undertaking responsible for establishing and maintaining railway infrastructure. This may also include the management of infrastructure control and safety systems. The functions of the Infrastructure Manager on a network may be assigned to different bodies or undertakings.
International Traffic	The movement across borders of railway vehicles on railway lines over the territory of at least two States.
Interoperability	A property referring to the ability of diverse systems and organizations to work together (inter-operate). The term is often used in a technical systems engineering sense, or alternatively in a broad sense, taking into account social, political, and organizational factors that impact system-to-system performance.
Investment	Any use of resources intended to increase future production output or income; laying out money or capital in an enterprise with the expectation of profit; the spending of money on stocks and other securities, or on assets such as plant and machinery. Investment in rail infrastructure: for example, modernising signalling, building new lines, electrifying existing lines, improving railway station facilities, etc.
IM Performance Manager	Person in charge who is responsible for the definition phase and the performance analyses process in Train Performance Management. This is also the responsible person for the IM who takes care of needed measures in his area to improve the punctuality.
Key Performance Indicators (KPI)	Performance factor with which the progress regarding important objectives can be measured within an organization.
Line	EC Decision of 15 September 2011 on the common specifications of the register of railway infrastructure: means a sequence of one or more sections, which may consist of several tracks.
Line Section	EC Decision of 15 September 2011 on the common specifications of the register of railway infrastructure): 'section of line' means the part of line between adjacent operational points and may consist of several tracks.
Management Board (MB)	Representatives of the IMs on the corridor with the function of government.
Marshalling Yard	Railway facility equipped with tracks with special layout and technical facilities, where sorting, formation and splitting-up of trains takes place; wagons are sorted for a variety of destinations, using a number of rail tracks. There are 3 types of marshalling yards: flat-shunted yards, hump yards and gravity yards. From a shunting point of view, both flat shunting and hump shunting may be in use; from the track position point of view, track can be parallel, continuous or mixed; from the point of view of technology: it can be automated (central switching, time and target braking), power operated (partial central switching, use of rail brake, drag shoes), or manually operated (local switching). In Sweden, 'train formation location' is the general term for locations (stations) where trains are formed and unformed. This can refer either to freight or passenger trains and there are two types of train formation locations: marshalling yards and other station yards. Marshalling yards have the following four features: - lead track - automated switching - hump with entry and/or exit group - direction tracks.
Memorandum of Understanding (MoU)	A document that expresses mutual accord on an issue between two or more parties.

Network / Rail Network	Directive 2008/57/EC, Art. 2: "the lines, stations, terminals, and all kinds of fixed equipment needed to ensure safe and continuous operation of the rail system". World Bank definition: total length of railway route open for public passenger and freight services (excl. dedicated private resource railways). OTIF definition: 'the lines, stations, terminals, and all kinds of fixed equipment needed to ensure safe and continuous operation of the rail system'. UK definition: any railway line, or combination of two or more railway lines, and any installations associated with any of the track comprised in the line(s), together constituting a system which is used for, and in connection with, the support, guidance and operation of trains.
Network Statement (NS)	Directive 2012/34/EU definition: the statement which sets out in detail the general rules, deadlines, procedures and criteria concerning the charging and capacity allocation schemes. It shall also contain such other information as is required to enable application for infrastructure capacity. In the UK, 'The Network Statement aims to provide all current and potential train operators wishing to operate train services on Network Rail's infrastructure with a single source of relevant information on a fair and non-discriminatory basis.'
Path	Infrastructure capacity needed to run a train between two places over a given time-period (route defined in time and space).
Path Allocation Process	Process that involves assigning specific train paths to railway operators.
Path Application / Request	Application for the allocation of a train path submitted by Applicant/RU to IM or to Allocation Body, if this is different from IM.
PCS – Path Coordination System (formerly called Pathfinder)	PCS is a web application provided by RNE to Infrastructure Managers, Allocation Bodies and Path Applicants which handles the communication and co-ordination processes for international path requests and path offers. Furthermore PCS assists Railway Undertakings and Applicants in their pre-co-ordination tasks related to train path studies and international train path requests.
Performance	The accomplishment of a given task measured against preset known standards of accuracy, completeness, cost and speed. In a contract performance is deemed to be the fulfilment of an obligation in a manner that releases the performer from all liabilities under the contract. Performance in TPM is related to punctuality.
Performance Regime	In the railway sector, this is a system aimed at improving the quality and punctuality of international/national rail services. This system may include penalties and/or compensation for actions which disrupt the operation of the network and/or bonuses.
Permanent Team (PT)	Managing Director and programme managers, seconded from the partnering IMs/ABs to the Corridor 2 organisation, running the business.
Pre-arranged Path (PaP)	A pre-constructed path on a Rail Freight Corridor according to the Regulation 913/2010. A PaP may be offered either on a whole RFC or on sections of the RFC
Pre-constructed Path Products	Any kind of pre-constructed path, i.e. a path constructed in advance of any path request and offered by IMs; applicants can then select a product and submit a path request Pre-constructed path products are either: - Pre-arranged paths (PaP) on Rail Freight Corridors or - Catalogue paths (CP) for all other purposes
Possession (or restriction of use)	Non-availability of part of the rail network for full use by trains during a period reserved for the carrying out of works. This can be due to the disconnection or restriction of use of signalling equipment to enable work to be carried out on the equipment. Possession is an operational arrangement that prohibits scheduled train movements, marshalling or shunting activities on the track. Possession can be planned or unplanned.
Publishing	Preparing and issuing printed material for public distribution or for sale. Publishing may also mean to bring something to the public attention or to announce something.
Punctuality	Strict adherence of a timetable and threshold for rail transport.
Quality	Indicating the effectiveness of a product complying with the existing requirements.
Railway Undertaking Advisory Group (RAG)	Group of RU representatives which should be contacted by the Corridor in order to get feedbacks concerning corridor tasks. This feedback and RU proposals must be taken into consideration. This advisory group has to be set up by the Corridor to be in line with the EU Regulation 913/2010.

Regulatory Body (RB)	Under European Union legislation, each Regulatory Body (RB) has the task to oversee the application of Community rules and act as an appeal body in case of disputes. Applicants have the right to appeal to the RB if they believe that they have been unfairly treated, discriminated against or are in any other way aggrieved. In particular, they may appeal against decisions adopted by the IM (or where appropriate the Railway Undertaking) concerning: a) the network statement; b) criteria contained within it; c) the allocation process and its outcome; d) the charging scheme; e) level or structure of infrastructure fees which it is, or may be, required to pay; f) arrangements for access.
Reserve Capacity	Pre-arranged paths kept available during the running timetable period for ad-hoc market needs (Art 14(5) Regulation 913/2010)
Renewal / Track Renewal	Directive 2008/57/EC, Art. 2: 'any major substitution work on a subsystem or part subsystem which does not change the overall performance of the subsystem'.
Rail Freight Corridor (RFC)	Rail Freight Corridor. A corridor organised and set up in line with the EU Regulation 913/2010
Rail Net Europe (RNE)	RailNetEurope is an association set up by a majority of European Rail Infrastructure Managers and Allocation Bodies to enable fast and easy access to European rail, as well as to increase the quality and efficiency of international rail traffic. Together, the current 37 members of RailNetEurope are harmonizing conditions and procedures in the field of international rail infrastructure management for the benefit of the entire rail industry.
Reserve Capacity	Regulation 913/2010, Art. 12 (5): 'Infrastructure managers shall, if justified by market needs ... define the reserve capacity for international freight trains running on the freight corridors recognizing the need for capacity of other types of transport ... and keep this reserve available within their final working timetables to allow for a quick and appropriate response to ad hoc requests for capacity... This EU definition deals with commercial needs.
Railway Undertaking (RU)	Any public or private undertaking licensed according to applicable Community legislation, the principal business of which is to provide services for the transport of goods and/or passengers by rail. There is a requirement that the undertaking must ensure traction, and this also includes undertakings which provide traction only.
Running Time	The scheduled time which a train is expected to take between two given locations. From the passenger point of view, this is called the 'journey time'.
Shall, Should	SHALL is mandatory. SHOULD is recommended.
Shipper	The contracting party (person or company) entitled to give orders and instructions about its shipment to the accepting (issuing) carrier, simultaneously assuming full responsibility for any charges arising, until the moment the consignee has signed for receipt.
Shunting	The movement of rail vehicles, usually within a shunting yard or similar, to rearrange them for whatever reason. For example, freight trains that consist of single wagon loads must be made into trains and divided according to their destinations. Thus the cars must be shunted several times along their route (in contrast to a block train, which carries, for example, automobiles from the plant to a port, or coal from a mine to the power plant). This shunting is done partly at the start and end destinations and partly (for long-distance-hauling) in marshalling yards. According to EU legislation, shunting is an 'additional service' to be supplied to the Railway Undertaking. Where an Infrastructure Manager offers this service, it shall supply it upon request.
Signalling System	Railway signalling is a system used to control railway traffic safely, essentially to prevent trains from colliding. The main purpose of signalling is to maintain a safe distance at all times between all trains on the running lines. The secondary aim - particularly today - is to make the best use possible of the railway infrastructure, so that the total throughput of trains meets business requirements. There are 'fixed block signalling systems' and the more modern 'moving block signalling systems', which increases line capacity.
Single-Track, Single Line	A single-track railway is one where traffic in both directions shares the same track.
TAF TSI	TAF TSI is the Technical Specification for Interoperability relating to Telematic Applications for Freight.
Tailor-Made Path	A train path created specifically to meet a customers' specific needs.

Terminal	The installation provided along the freight corridor which has been specially arranged to allow either the loading and/or the unloading of goods onto/from freight trains, and the integration of rail freight services with road, maritime, river and air services, and either the forming or modification of the composition of freight trains; and, where necessary, performing border procedures at borders with European third countries. The management board [of the freight corridor] shall draw up, regularly update and publish a document containing ... the list and characteristics of terminals, in particular information concerning the conditions and methods of accessing the terminals'. Under EU legislation, Railway Undertakings shall be entitled to have access to terminals. Supply of services shall be provided in a non-discriminative manner, and requests by Railway Undertakings may only be rejected if viable alternative under market conditions exist.
Terminal Advisory Groups (TAG)	Group of terminal representatives which should be contacted by the Corridor in order to get feedbacks concerning corridor tasks. This feedback and Terminal proposals must be taken into consideration. This advisory group has to be set up by the Corridor to be in line with the EU Regulation 913/2010.
Timetable	A schedule listing the times at which certain events, such as arrivals and departures at a transport station, are expected to take place. The timetable defines all planned train and rolling-stock movements which will take place on the relevant infrastructure during the period for which it is in force.
Train	One or more railway vehicles capable of being moved. It may consist of a locomotive (sometimes more than one) to provide power with various unpowered vehicles attached to it. It may consist of a multiple unit, i.e. several vehicles formed into a fixed formation or set, which carry their own power and do not require a locomotive. A train may be only a locomotive running light (deadheading) to a point elsewhere on the railway. A train may carry passengers, freight or, rarely nowadays, both. UNISIG definition for ERTMS: a traction unit (vehicle from where a train is operated) with or without coupled railway vehicles or a train set of vehicles with train data available.
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 processed directly from the Infrastructure Managers' systems. TIS is the data provider system for TPM.
TMS	Transport Market Study
Train Performance Management (TPM)	Organisation that defines processes for regular monitoring and analysing of international train runs.
X-8 (months)	Deadline for requesting of paths for the annual timetable (Annex III(2), Directive 2012/34/EU)
X-11 (months)	Deadline for publication of pre-arranged paths (Annex III(4), Directive 2012/34/EU)



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