EUROPEAN REGULATION 913/2010

Rail Freight Corridor N°4 "Atlantic"

CORRIDOR INFORMATION DOCUMENT

PART 5 Implementation plan

Timetabling year 2016

Co-financed by the European Union

Trans-European Transport Network (TEN-T)

ATLANTIC CORRIDOR

VERSION CONTROL

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

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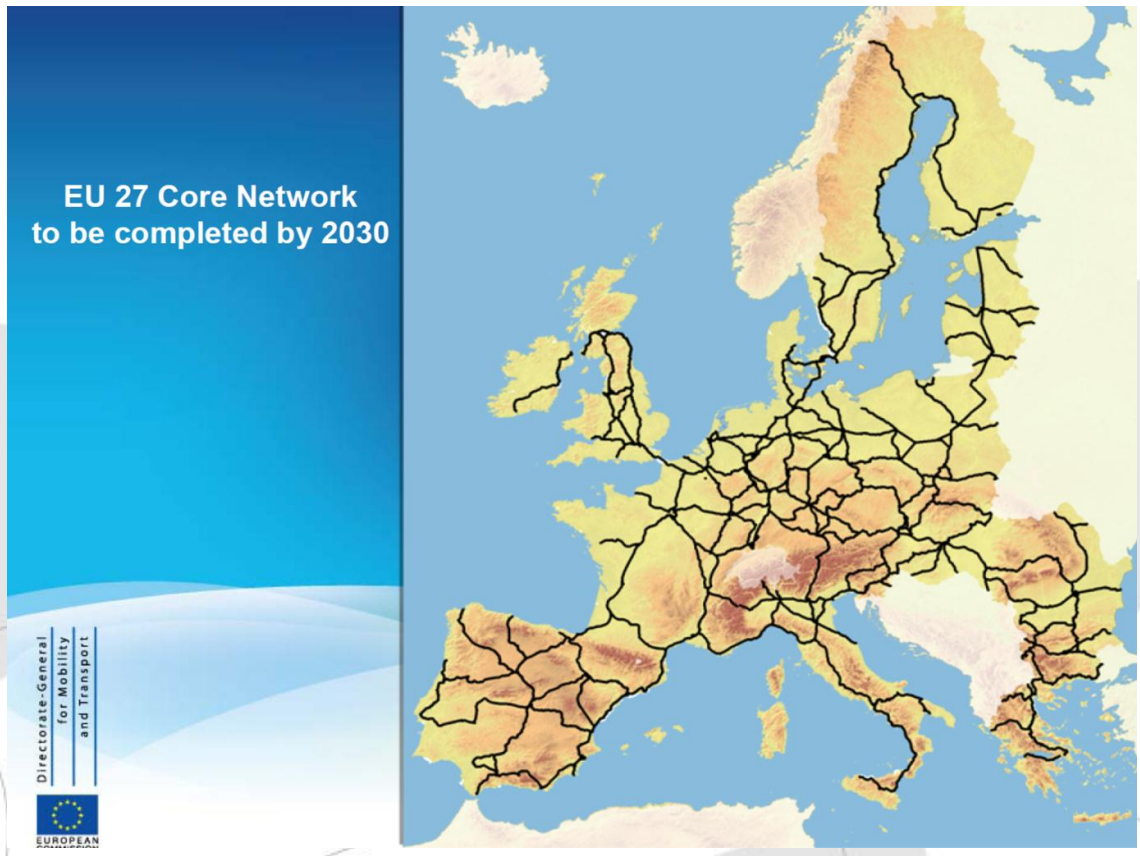
Within the framework of the European Union new Strategy for jobs and growth, the creation of an internal rail market, in particular with regard to freight transport, is an essential factor in making progress towards sustainable mobility.

Council Directive 91/440/EEC of 29 July 1991 on the development of the Community's railways and Directive 2001/14/EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure have been important steps in the creation of the internal rail market.

In order to be competitive with other modes of transport, international and national rail freight services, which have been opened up to competition since 1 January 2007, must be able to benefit from a good quality and sufficiently financed railway infrastructure, namely, one which allows freight transport services to be provided under good conditions in terms of commercial speed and journey times and to be reliable, namely, that the service it provides actually corresponds to the contractual agreements entered into with the railway undertakings.

In this context, the establishment of international rail corridors for a European rail network for competitive freight on which freight trains can run under good conditions and easily pass from one national network to another would allow for improvements in the conditions of use of the infrastructure.

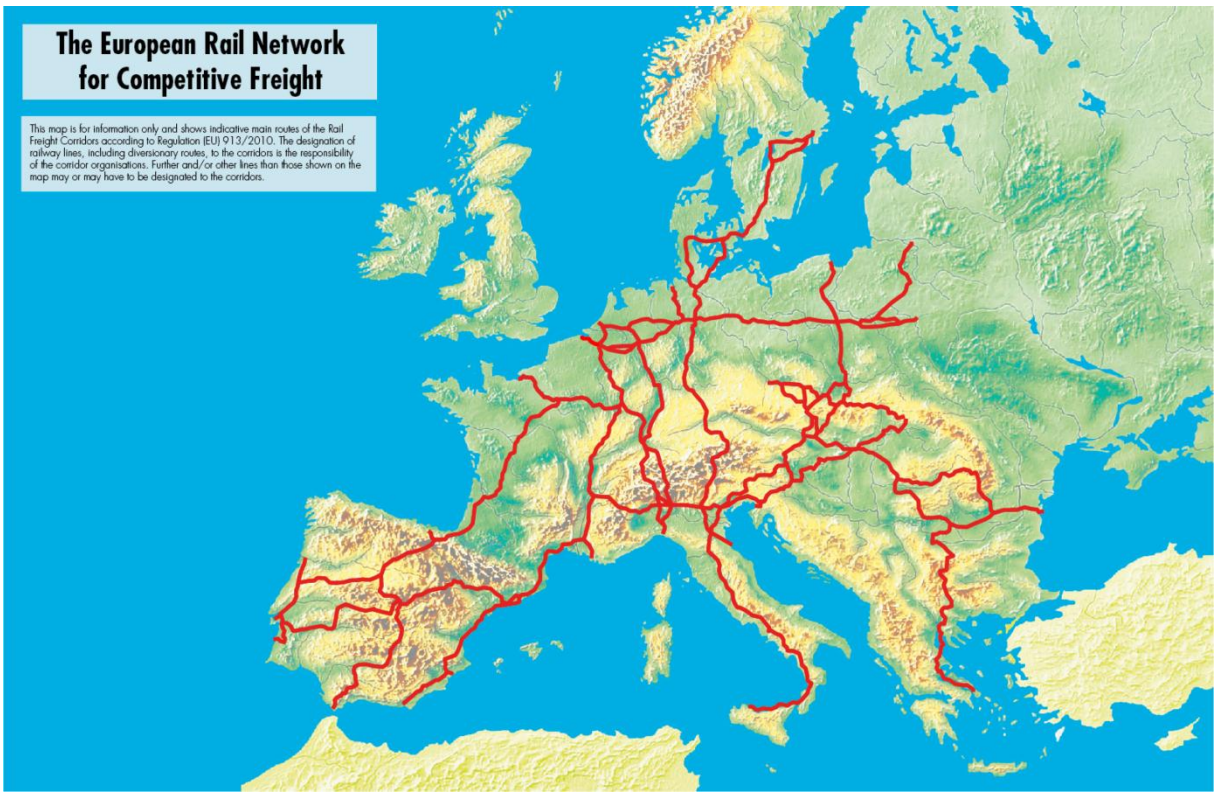
The implementation of international rail freight corridors forming a European rail network for competitive freight should be conducted in a manner consistent with the trans-European Transport Network (TEN-T) and/or the European Railway Traffic Management System (ERTMS) corridors. To that end, the coordinated development of the networks is necessary, and in particular as regards the integration of the international corridors for rail freight into the existing TEN-T and the ERTMS corridors.



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

Coordination should be ensured between Member States and infrastructure managers 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 such as ERTMS that should aim at increasing rail freight capacity and efficiency.

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.



With regard to the Atlantic coast, the European Commission has selected **the Rail Freight Corridor No. 4 connecting Portugal, Spain and France**, namely the following points:
“Sines-Lisbon/Leixões, Sines-Elvas/Algeciras, Madrid-Medina del Campo / Bilbao / San Sebastian-Irun-Bordeaux-Paris / Le Havre / Metz”,
which will constitute the hubs of the corridor.

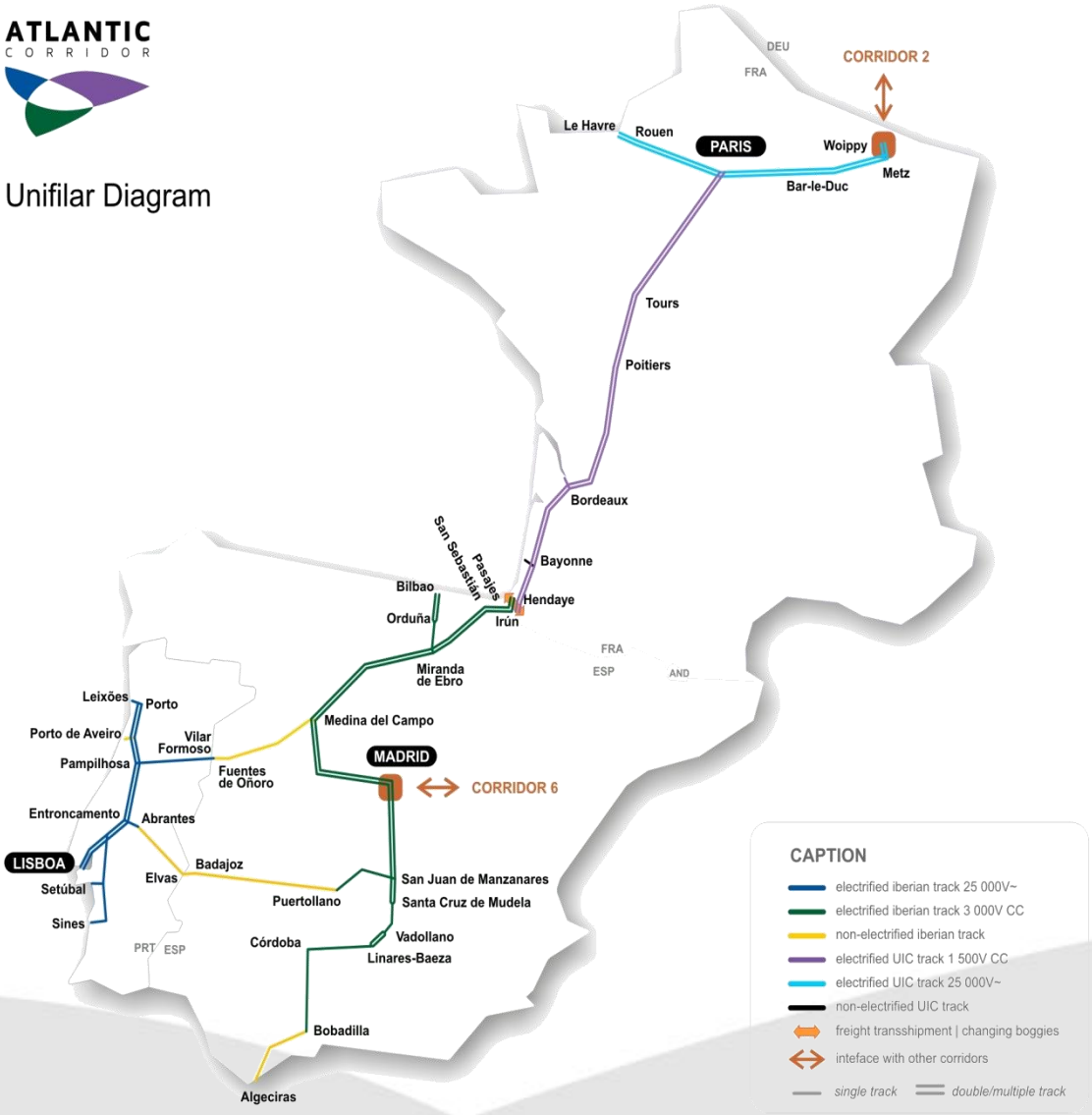
The Rail Freight Corridor No. 4 connects directly two other corridors – Rail Freight Corridor No. 2 (“North Sea – Mediterranean”), in Metz Woippy, and Rail Freight Corridor No. 6 (“Mediterranean”), in Madrid.

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

This document is aimed at defining the means and strategy which the interested parties intend to implement in order to draw up during a given period the necessary and sufficient measures to establish Rail Freight Corridor N°4.

The principal route of Rail Freight Corridor N°4 “Atlantic” has more than **4,500 km** in length and extends over France (1,418 km), Spain (2,128 km) and Portugal (986 km) on the Atlantic coast.

It is composed of infrastructure features substantially different, as shown in the simplified chart below.

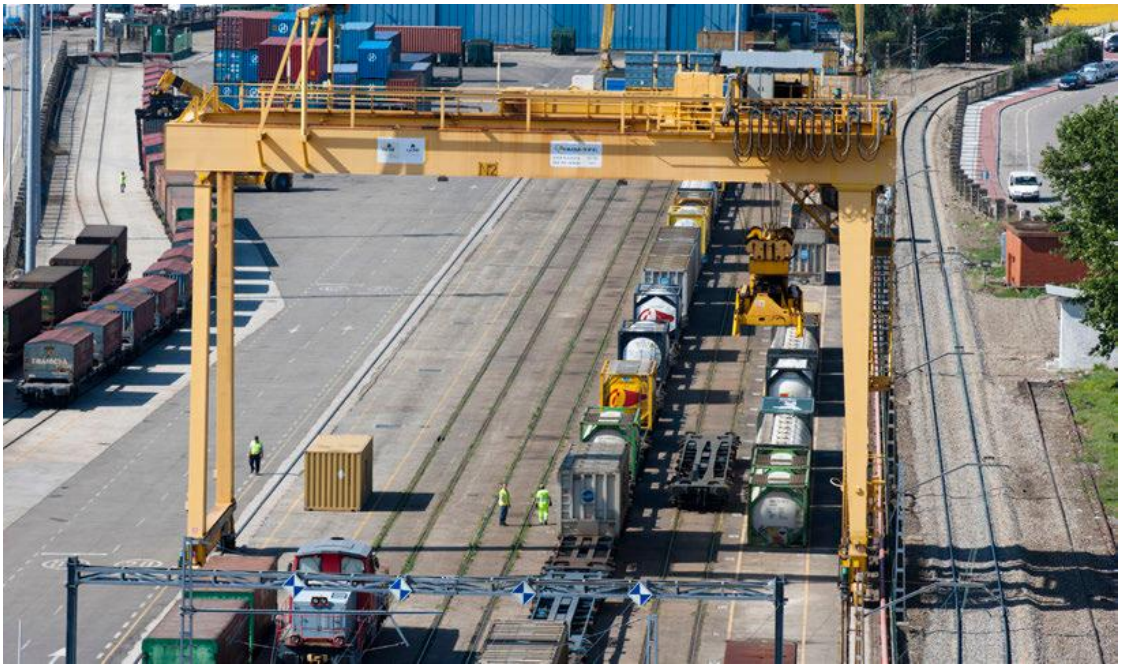


The detailed maps and summary tables of the features of the existing railway network are set out in appendix 2 and 3 of this Implementation Plan.

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

FRANCE	RÉSEAU FERRÉ DE FRANCE	Direction commerciale 92, avenue de France 75648 Paris Cedex 13 / France www.rff.fr
SPAIN	adif	Dirección de prestación de servicios comerciales Calle Sor Ángela de la Cruz 3 28020 Madrid / España www.adif.es
PORTUGAL	REFER	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

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 Sémard 94460 VALENTON	Valenton 1
	Hendaye Manutention Rue de la gare 64700 HENDAYE	Hendaye

Spain	ADIF Crta. Almoraima s/n San Roque 11368 – CÁDIZ	San Roque
	ADIF Polígono Guadalhorce C/ Ciro Alegría, s/n 29004 – MÁLAGA	Málaga Los Prados
	ADIF Crta. Palma del Río, Km. 3,500 14005 – CÓRDOBA	Córdoba el Higuerón
	ADIF C/ General Solchaga s/n Parcela 108 47008 – VALLADOLID	Valladolid
	ADIF C/ Mendez Álvaro 83 28053 MADRID	Madrid Abrogiñal
	ADIF Carretera de Vicálvaro a Coslada Km. 2,500 28052 – MADRID	Vicálvaro Mercancías
	ADIF Avda. de Iparaguirre nº 58 Santurce 48980 – VIZCAYA	Bilbao Mercancías
	ADIF C/ Lermandabibe, 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	
	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	APA – Administração do Porto de Aveiro Edifício 9 – Forte da Barra 3830-565 GAFANHA DA NAZARÉ	Cacía
	REFER Rua de Santa Apolónia 1100-105 LISBOA	Bobadela Guarda Leixões
	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 Dª 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	Porto de Leixões	Avenida da Liberdade 4450-718 Leça da Palmeira Mail address: Apartado 3004 4451-851 Leça da Palmeira
	Porto de Lisboa	Rua da Junqueira, 94 1349-026 Lisboa
	Porto de Sines	Apartado 16, EC Sines 7521-953 Sines
	Porto de Aveiro	Edifício 9 - Forte da Barra Apartado 91, 3834-908 Gafanha da Nazaré
	Porto de Setúbal	Praça da República 2904-508 Setúbal

This list has been compiled in accordance with traffic data presently available on each railway site considered; it can be completed upon demand depending on the evolution of traffic and/or the creation of new terminals.

Here follows a brief description of the existing railway infrastructures and performance-limiting factors of the corridor.

2.1 FRANCE (1,418 KM)

The existing line is a double track with UIC gauge, electrified respectively with:
- 25,000 V~ between Le Havre/Metz and Paris (614 km)
- 1,500 V DC between Paris and Hendaye (804 km)

It is equipped with a signalling system of the Automatic Block System (BAL) type with a Beacon Speed Control (KVB).

The maximum speed of freight trains ranges between 100 and 120 km/h, except for some agglomerations with limits between 40 and 60 km/h.

The crossing of the railway complex Hendaye/Irun is ensured on 2 km by 1 track with an UIC gauge electrified with 1,500V DC and 1 track with an Iberian gauge electrified with 3,000 V DC.

The tables below provide detailed caracteristics of infrastructures by section.

General information on principal route	- Tracks with UIC gauge (1,435 mm), - Max. load 22.5 tons/axle, - Max. gradient 6‰, except Bayonne-Hendaye section (12‰) - Length of trains limited to 750 m - Signalisation type Automatic Block System (BAL) with Beacon Speed Control (KVB). - Electrification 1,500 V DC between Irun and Sucy-Bonneuil, - Electrification 25,000 V~ between Sucy-Bonneuil and the triangle of Gagny, between Le Havre and Woippy

2.1.1 Paris – Le Havre section

PO3: Mantes la Jolie - Rouen *(82.2 km)*	**Current state – Main features:** - 2 tracks, except for sections Vernon – Gaillon - Aubevoye and Oissel – Rouen Rive Droite (with 4 tracks) - Gauge of GB1 type (except Mantes-la-Jolie - Oissel: GB type) - Gross load hauled limited to 2,700 t with a single electric locomotive class 26 000. **Current state – Limiting factors:** - Line not modernized since the 1960s, with some original components (signalling system) - Absence of permanent counterflow installations - Hard spot: Rouen junction - Frailty of an engineered structure conditioning access to the Port of Rouen - Problem of coordination of work opportunities between the Ile-de-France and Upper and Lower Normandy regions
PO4: Rouen – Motteville – Port du Havre *(88.4 km)*	**Current state – Main features:** - 2 tracks - Gauge type GB1 - Gross load hauled limited to 2,700 t with a single electric locomotive class 26 000 (with a section limited to 2,000 t)

	Current state – Limiting factors: - Line not modernized since the 1960s, with some original components (signalling system) - Absence of permanent counterflow installations between Motteville and Rouen

2.1.2 Paris – Woippy section

PE1: **Triangle of Gagny – Le Raincy followed by Le Raincy - Lérouville** *(278.8 km)*	**Current state – Main features:** - 2 tracks, except for Le Raincy - Lagny - Thorigny section with 4 tracks - Gauge GB1 type (except section Trilport - Epernay: GB type) - Gross load hauled limited to 2,400 t with a single electric locomotive class 26 000 **Current state – Limiting factors:** - Lack of capacity for the freight paths during rush hour between the triangle of Gagny and Le Raincy - The sole limitation regards the gauge, between Trilport and Epernay (GB type)
PE3: Lérouville - Metz *(65 km)*	**Current state – Main features:** - 2 tracks - Gauge type GB1 - Gross load hauled limited to 2,400 t with a single electric locomotive class 26 000. **Current state – Limiting factors: N/A**
PE4: Metz – Woippy *(8.6 km)*	**Current state – Main features:** - 2 tracks - Gauge type GB1 - Gross load hauled limited to 2,700 t with a single electric locomotive class 26 000. **Current state – Limiting factors: N/A** - The section between Metz Marchandises and Woippy has a limited capacity.

2.1.3 Paris – Hendaye/Irun section (border Spain)

PS1: Hendaye-Bordeaux *(232.8km)*	**Current state – Main features:** - 2 tracks - Electrification: Non-interoperable catenary of MIDI type - Gauge GB type (except section Dax-Facture: GB1 type) - Gross load hauled limited to 2,570 t with a single electric locomotive class 27 000 Midi [1] except between Hendaye and Bayonne **Current state – Limiting factors:** - Gauge GB1 type (except section Dax-Hendaye: GB type) - Maximum weight < 1,800 t between Hendaye and Bayonne (1,405 t) - Limited speed passing through the stations of Bordeaux, Dax, Bayonne, Hendaye - Problem of interoperability of pantograph collector heads of the Midi catenary, requiring the exchange of locomotive at the south of Bordeaux - Insufficiency of freight lay-by of 750 m - Limited number of branch lines fit for D load (22.5 t/axle) - Small number of freight lay-bys and few permanent counterflow installations (130 km without counterflow installations between Gazinet and Dax)
PS2: Bordeaux-Saint Pierre des Corps (Tours) *(350.8 km)*	**Current state – Main features:** - 2 tracks - Gauge GB1 type between Tours and Poitiers, GB type between Poitiers and Bordeaux - Limited gross load hauled ranging between 2,200 and 2,400 t with a single electric locomotive class 26 000. **Current state – Limiting factors:** - Line extensively used for passengers traffic (TGV before entry into service LGV SEA and TER) - Ongoing works for the establishment of 4 tracks at the north exit of Bordeaux - Gauge GB type between Poitiers and Bordeaux
PS3: Saint Pierre des Corps (Tours)-Brétigny *(201.7 km)*	**Current state – Main features:** - 2 tracks; Les Aubrais - Etampes section with 3 tracks; Etampes - Brétigny-sur-Orge section with 4 tracks - Gauge type GB1 - Limited gross load hauled ranging between 2,200 and 2,400 t with a single electric locomotive class 26 000. **Current state – Limiting factors:** - Line extensively used for passengers traffic (Intercity and TER) - Few freight lay-bys

[1] Maximum gross tons hauled for a GEC Alsthom 26 000 engine; except 27 000 midi for line Bordeaux-Hendaye; 75000 thermique for non electrified lines. Source "Technical information" by line.

2.1.4 Ile de France region

PS4: Brétigny-Juvisy – Valenton *(22.9 km)*	**Current state – Main features:** - 4 tracks; between Juvisy and Valenton, the section is divided by 2 itineraries with 2 tracks. - Gauge type GB1 - Gross load hauled limited to 2,000 t with a single electric locomotive class 26 000. **Current state – Limiting factors:** - None
PS5: Valenton - Triangle of Gagny *(15.4 km)*	**Current state – Main features:** - 2 tracks, near *Grande Ceinture* Line, dedicated to freight - Gauge type GB1 - Gross load hauled limited to 2,600 t with a single electric locomotive class 26 000. **Current state – Limiting factors:** - Speed limited to 80 km/h
PO1: Triangle of Gagny – Val d'Argenteuil *(26.6 km)*	**Current state – Main features:** - 2 tracks - Gauge type GB1 - Gross load hauled limited to 2,240 t with a single electric locomotive class 26 000. **Current state – Limiting factors:** - Grande Ceinture Line, dedicated to freight - Speed limited to 80 km/h
PO2: Val d'Argenteuil – Mantes la Jolie *(44.6 km)*	**Current state – Main features:** - 2 tracks - Gauge type GB1 - Gross load hauled limited to 2,700 t with a single electric locomotive class 26 000. **Current state – Limiting factors:** - 2 itineraries are possible, both of them are very used by passengers traffic: by the northern bank of the Seine river (main route via Conflans Ste Honorine), or by the southern bank of the Seine river (via Poissy) - Lack of capacity for freight paths during rush hour - The number of tracks on the principal itinerary on the right bank could become insufficient in case of development of passenger traffic from the Ile-de-France region and/or important

	works. - The itinerary on the southern bank requires a crossing point at the same level with RER A in Sartrouville

2.1.5 Complementary itineraries (Serqueux-Gisors / Poitiers – Niort – Saintes – Bordeaux)

a) From Bordeaux to Poitiers through Saintes and Niort (future route of the Atlantic rail motorway Dourges-Bayonne) (“C.A”)

C.A1: Bordeaux-Saintes-Niort *(197.7 km)*	**Current state – Main features:** - Line non electrified between Grave d’Ambarès and Niort - Single track between Saintes and Niort, 2 tracks between Bordeaux and Saintes **Current state – Limiting factors:** - Single track between Saintes and Niort, lack of electrification between Grave d’Ambares and Niort. - Heterogeneous signalling system[2] - Gauge type GA - Gross load hauled limited to 1,250 t from Bordeaux to Saintes, (then 1,070 t) with a single diesel locomotive type 75 - Virtual absence of freight lay-bys with 750 m[3]
C.A2: Niort-Poitiers *(73.5 km)*	**Current state – Main features:** - Line with single track (Lusignan – St Maixent) flanked by sections with double track - Electrification 25,000 V. - Gross load hauled limited to 2,700 t with a single electric locomotive class 26 000. **Current state – Limiting factors:** - Gauge type GA (FR 3.3) - Signalling system type BAPR - Virtual absence of freight lay-bys with 750 m

b) From Conflans Ste Honorine to Motteville through Gisors-Serqueux (“C.B”)

C.B1: Conflans-Gisors *(46.2 km)*	**Current state – Main features:** - 2 tracks - Electrification 25,000 V. - Signalling system BAL type (except for Pontoise-Gisors: BAPR type) - Gauge GA (FR3.3) type (except for Eragny-Chars GB1 type) **Current state – Limiting factors:** - Limited capacity of the section Conflans-Gisors equipped in BAPR and gauge FR3.3 - Gross load hauled limited to 1,800 t with a single electric locomotive class 26 000 (1,700 t between Pontoise and Gisors)

[2] BAL Signalling system from Bordeaux to St-André-de-Cubzac, then BAPR-DV up to Beillant, BAL up to Saintes and BAPR-VB up to Niort.

C.B2: Gisors-Serqueux *(50.0 km)*	**Current state – Main features:** - 2 tracks - Non electrified line - Signalling system BAPR type (after renewal, start of operation 2013) **Current state – Limiting factors:** - Signalling system BAPR type, sufficient for an alternative axle - Non electrified line - Line limited to gauge GB type as a result of a single tunnel - Speeds limited to 40 km/h (before renovation works)
	Current state – Main features: - 2 tracks between Serqueux and Montérolier-Buchy; 1 track between Montérolier-Buchy and Serqueux - Electrification 25,000 V. - Signalling system type BAPR - Gauge GB1 type (except for Serqueux- Montérolier-B.: GB type) **Current state – Limiting factors:** - Section Montérolier – Motteville (line dedicated to freight) has a single track with a BAPR signalling system - The section Serqueux-Montérolier is limited to GB gauge

2.2 SPAIN (2,128 KM)

The existing line has an Iberian gauge with an axle load of 22.5 tons; it is electrified with 3,000V DC or non electrified according to the following sections:

Between Irun, Medina del Campo and Fuentes de Oñoro (634 km):
- with an electrified double track between Irun and Medina del Campo (433 km),
- with a non electrified single track between Medina del Campo and Fuentes de Onoro (201 km).

Between Miranda de Ebro and Bilbao (115 km):
- with a single track between Miranda de Ebro and Orduña (52 km),
- with a double track between Orduña and Bilbao (63 km).

Between Medina del Campo, Madrid and Algeciras (974 km through Cordoba):
- with an electrified double track between Medina del Campo and Santa Cruz de Mudela (465 km),
- with an electrified single track between Santa Cruz de Mudela and Bobadilla (333 km),
- with a non electrified single track between Bobadilla and Algeciras (176 km).

Between Manzanares and Badajoz (405 km):
- with an electrified single track between Manzanares and Puertollano (105 km),
- with a non electrified single track between Puertollano and Badajoz (300 km).

The maximum speed of freight trains ranges between 80 and 100 km/h, except for some agglomerations with limits between 40 and 60 km/h.

It is equipped with a signalling system of BAB / BAD / BAU / BLAU / BT type (depending on the sections) and ASFA speed control.

The maximum length of trains is included between 550 and 600 m, depending on the sections.

The tables below provide detailed caracteristics of infrastructures by sections.

General information principal route	- Tracks with Iberian gauge (1,668 mm) - Max. load 22.5 tons/axle - Iberian gauge

2.2.1 Irun/Hendaye (French border) - Madrid section

PS4: Madrid (Hortaleza) - Medina del Campo *(210.4 km)*	**Current state – Main features:** - 2 tracks - Electrification 3,000 V - Signalling system: BAD on the Medina del Campo – Ávila section BAB with CTC on the Ávila - Madrid (Hortaleza) section - Connection track-to-train and ASFA - Gradient: 5-18 ‰ - Gross load hauled between 1,080-1,730 t (with a single electric locomotive class 253) - Train length limited to 600 m

	Current state – Limiting factors: - Gross load hauled limited to 1,080 t - Important suburban traffic on rush hour on Pitis – Pinar de las Rozas – Villalba de Guadarrama section
PS5: Medina del Campo - Venta de Baños *(78.9 km)*	**Current state – Main features:** - 2 tracks, except for a single underground track from El Pinar to the entry of Valladolid (3.5 km) - Electrification 3,000 V - Signalling system: BAB with CTC BAU with CTC from El Pinar Sur to El Pinar Norte - Connection track-to-train and ASFA - Gradient: 3-10 ‰ - Gross load hauled between 1,730-2,500 t (with a single electric locomotive class 253) - Train length limited to 550 m **Current state – Limiting factors:** - Electrified single track, underground, over 3.5 km from El Pinar to the entry to Valladolid - Gross load hauled limited to 1,730 t (maximum value on the main lines in Spain)
PS6: Venta de Baños - Miranda de Ebro *(172.4 km)*	**Current state – Main features:** - 2 tracks - Electrification 3,000 V - Signalling system: BAB with CTC - Connection track-to-train and ASFA - Gradient: 12-15‰ - Gross load hauled limited to 1,240 t (with a single electric locomotive class 253) - Train length limited to 550 m **Current state – Limiting factors:** - Gross load hauled limited to 1,240 t
PS7: Miranda de Ebro - Irún *(181.5 km)*	**Current state – Main features:** - 2 tracks - Electrification 3,000 V - Signalling system: BAD between Irún - San Sebastián BAB with CTC between San Sebastián - Miranda de Ebro - Connection track-to-train and ASFA - Gradient: 9-18 ‰ - Gross load hauled between 1,080-1,730 t (with a single electric locomotive class 253) - Train length limited to 550 m **Current state – Limiting factors:** - 18‰ grade on the Tolosa – Brínkola section - Gross load hauled limited to 1,080 t

2.2.2 Madrid – Algeciras section

PS1: Algeciras - Córdoba *(305.3 km)*	**Current state – Main features:** - Single track - Electrified with 3,000 V on the Córdoba – Bobadilla section, non electrified on the Bobadilla - Algeciras section - BA type signalling system with CTC, apart from sections: Torres Cabrera - Fuente de Piedra (BEM type) Bobadilla - Ronda and Gaucín - Algeciras (BT type) - Connection track-to-train and ASFA solely on Córdoba – Bobadilla and Ronda-Gaucín sections - Gradient: 8-24 ‰ - Gross load hauled ranging between 920 and 1,980 t, with a single electric locomotive class 253 (electrified sections) and a single diesel locomotive class 333.3 (non electrified sections) - Train length ranging between 550-600 m **Current state – Limiting factors:** - Gross load hauled limited to 1,130 t connected to grades with 17‰ in the first section between Valchillón - Fuente de Piedra. - On the Bobadilla – Algeciras section, there are the most significant load limitations with values ranging between 920 - 960 t / train connected to grades with 24 ‰ - Section with a 305.3 km single-track line - Section with a non electrified line over 176 km -
PS2: Córdoba - Manzanares *(244.6 km)*	**Current state – Main features:** - 2 tracks between Manzanares - Santa Cruz de Mudela and Vadollano – Linares, single track on the remaining section - Electrification 3000 V - Signalling system: BAB with CTC between Manzanares - Sta. Cruz de Mudela and Vadollano - Linares BAU with CTC on the remaining section - Connection track-to-train and ASFA - Gradient: 7-16 ‰ - Gross load hauled between 1,180-2,310 t (with a single electric locomotive class 253) - Train length limited to 600 m **Current state – Limiting factors:** - Gross load hauled limited to 1,180 t between Santa Cruz de Mudela and Vadollano - Single-track section over 194 km - Saturation between Córdoba and Alcolea connected to an important traffic of regional trains to the University. - Saturation between Alcolea and Espelúy over a period of 3 hours concomitantly with a maintenance period (bare relevance).

PS3: Manzanares - Madrid (Hortaleza) *(213.2 km)*	**Current state – Main features:** - 2 tracks, 4 tracks near Madrid region - Electrification 3,000 V - Signalling system: BAB type with CTC - Connection track-to-train and ASFA - Gradient: 5 - 16 ‰ - Gross load hauled between 1,180-2,310 t (with a single electric locomotive class 253) - Length of trains ranging between 550-750 m **Current state – Limiting factors:** - Gross load hauled limited to 1,180 t between Hortaleza and Villaverde - Important suburban passenger traffic on the Villaverde Bajo – Aranjuez section - Speed limited to 60 km/h on O'Donnell - Vicálvaro and Vallecas - Villaverde Bajo sections

2.2.3 Miranda de Ebro – Bilbao section

PS8: Miranda de Ebro - Bilbao (Santurtzi) *(114.8 km)*	**Current state – Main features:** - 2 tracks on Santurtzi – Orduña section, single track on Orduña - Miranda de Ebro section (62.9 km) - Electrification 3,000 V - Signalling system: BAB with CTC between Santurtzi and Orduña BAU with CTC between Orduña and Miranda de Ebro - Connection track-to-train and ASFA - Gradient: 9-18 ‰ - Gross load hauled between 1,080-1,840 t (with a single electric locomotive class 253) - Train length limited to 500 m **Current state – Limiting factors:** - Existence of 2 km of a single, electrified track line with a BA type signalling system on Bif. La Casilla - Aguja Enlace section - Grade of 18‰ on the single-track section of Orduña - Miranda de Ebro - Gross load hauled limited to 1,080 t

2.2.4 Medina del Campo – Fuentes de Oñoro section (border Portugal)

PS10: Vilar Formoso - Medina del Campo *(201.1 km)*	**Current state – Main features:** - Non electrified single track - Signalling system: BLAU with CTC - Connection track-to-train and ASFA - Gradient: 11-18 ‰ - Gross load hauled between 1,210-1,830 t (with class 333.3 locomotive) - Train length limited to 600 m

	Current state – Limiting factors: - Gradient with 18 ‰ on the Salamanca - Fuentes de Oñoro section - Gross load hauled limited to 1,210 t - BT type signalling system from Vilar Formoso to Fuentes de Oñoro

2.2.5 Manzanares – Badajoz/Elvas (Portuguese border) section

PS9: Badajoz (Frontera) - Mérida – Ciudad Real - Manzanares *(405.3 km)*	**Current state – Main features:** - Single track - Electrified with 3,000 V on the Manzanares – Puertollano section, non electrified on the Puertollano – Badajoz (Frontera) section - Signalling system: heterogeneous with three different types (BLA, BA and BT) - Without connection track-to-train on 5 sections, with ASFA on the whole section - Gradient: 5-17 ‰ - Gross load hauled ranging between 1,280 and 2,500 t, with a single electric locomotive class 253 (electrified section) and a single diesel locomotive class 333.3 (non electrified section) - Train length ranging between 460-515 m **Current state – Limiting factors:** - Gross load hauled limited to 1,280 t on the Caracollera – Almorchón section. - Sidings limited to 460 m - BT type signalling system on the Caracollera - Villanueva de la Serena section - Section with a 405.3 km single-track line - Section with a non electrified line over 300 km

2.3 PORTUGAL (986 KM)

The existing line has respectively:

- a single track between Setúbal and Sines (144 km), Elvas and Entroncamento (169 km), Vilar Formoso and Pampilhosa (202 km), Oporto and Leixões (19 km), Feeder line of the Port of Aveiro (9 km), Setil and Águas de Moura (94 km),
- a double track between Lisbon and Entroncamento (118 km), Entroncamento and Pampilhosa (125 km), Pampilhosa and Oporto (107 km),

with an Iberian gauge, electrified with 25,000 V~ (except for the non electrified Abrantes – Elvas section) with an axle load of 22.5 tons.

It is equipped with a signalling system of Reversible Automatic Block (RAB) type with an Automatic Train Control (ATC), except for the Abrantes - Elvas section, equipped with a manual block.

The maximum speed of freight trains is 70 km/h, except for some agglomerations with limits between 30 and 50 km/h.

The maximum length of trains ranges between 350 and 520 m.

The tables below provide detailed caracteristics of infrastructures by section.

General information principal route	- Tracks with Iberian gauge (1,668 mm) - Max. load 22.5 tons/axle - PTb+ type Iberian gauge

2.3.1 Leixões (Oporto) – Pampilhosa – Entroncamento – Lisbon section

P1 : Minho line Oporto (Campanhã) - Contumil *(2.4 km)*	**Current state – Main features:** - 6 tracks - Electrification 25,000 V. - BA signalling system with BO - Gross load hauled limited to 1,490 t (with a single diesel locomotive type 4000) and 1,220 t (with a single electric locomotive type 4700) - Typical gradient of 16‰ **Current state – Limiting factors:** - Line extensively used by suburban passengers traffic, limiting the available capacity for freight trains in rush hours
P5: Leixões line Contumil - Leixões *(18.9 km)*	**Current state – Main features:** - 1 track - Electrification 25,000 V. - BA signalling system with BO - Gross load hauled limited to 1,310 t (with a single diesel locomotive type 4000) and 1,010 t (with a single electric locomotive type 4700) - Typical gradient of 18‰ **Current state – Limiting factors:** - Train length of 480 m - Single track, with limited available capacity

P8: Northern Line: Oporto (Campanhã) – Lisbon (Sta. Apolónia) *(336.1 km)*	**Current state – Main features:** - 2 tracks - Electrification 25,000 V. - BA signalling system with BO, except for Santana Cartaxo R – Entroncamento (43.1km) and Ovar – Gaia (31.5km) sections which has not a BO (adjustable block) - Gross load hauled limited to 1,250 t (with a single diesel locomotive type 4000), and limited to 1,100 t (with a single electric locomotive type 4700) - The typical gradient ranges between 6‰ and 18‰ **Current state – Limiting factors:** - Line extensively used by suburban passengers traffic between Oporto and Aveiro and between Azambuja and Lisbon, limiting the available capacity for freight trains in rush hours. - Typical gradient of 18‰ on the Entroncamento – Alfarelos (92.0km) section - Maximum length of the train limited to 400 m, on the Ovar – Oporto Campanhã (35.3km) section - Needs modernization in some sections
P90: Feeder line of the Port of Aveiro *(8.8 km)*	**Current state – Main features:** - 1 track - Non electrified - BA signalling system with BO - Gross load hauled limited to 1,820 t with a single diesel locomotive type 4000 **Current state – Limiting factors:** - Maximum speed of 50 km/h

2.3.2 Vilar Formoso/Fuentes de Oñoro (Spanish border) - Pampilhosa section

P20: Beira Alta line Vilar Formoso - Pampilhosa *(201.9 km)*	**Current state – Main features:** - 1 track (2 tracks between the bifurcation of Pampilhosa – bifurcation of Luso, 7.3 km), - Electrification 25 000 V. - BA signalling system with BO - Gross load hauled limited to 1,260 t (with a single diesel locomotive type 4000) and 1,000 t (with a single electric locomotive type 4700) - The typical gradient ranges between 16‰ and 18‰ **Current state – Limiting factors:** - On the section of Pampilhosa – Bifurcation of Pampilhosa (0.7 km), the maximum speed corresponds to 30 km/h

2.3.3 Elvas/Badajoz (Spanish border) - Entroncamento section

P25: Beira Baixa line Abrantes - Entroncamento *(28.6 km)*	**Current state – Main features:** - 1 track - Electrification 25,000 V. - BA signalling system with BO - Gross load hauled limited to 1,670 t (with a single diesel locomotive type 4000) and 1,430 t (with a single electric locomotive type 4700) - Maximum length of the train of 450 m (<500 m) **Current state – Limiting factors:** - Maximum length of the train of 450 m
P27 : East line Elvas - Abrantes *(140.7 km)*	**Current state – Main features:** - 1 track - Non electrified. - BT signalling system - Gross load hauled limited to 1,180 t (with a single diesel locomotive type 4000) - The typical gradient ranges between 17‰ and 18‰ **Current state – Limiting factors:** - On the Torre das Vargens – Portalegre (42.3 km) section, the maximum speed is 50 km/h - Maximum length of the train of 400 m

2.3.4 Lisbon area

P29: Cintura line Braço de Prata - Alcântara *(11.3 km)*	**Current state – Main features:** - 1 track between Alcântara Mar – Agulha 13 (2.4km), 4 tracks between Sete Rios – Technical terminal of Chelas (3.7km) and 2 tracks on the remaining (5.2 km), - Electrification 25,000 V. - BA signalling system with BO - Gross load hauled limited to 980 t (with a single diesel locomotive type 4000) and 990 t (with a single electric locomotive type 4700) **Current state – Limiting factors:** - Typical gradient of 20‰ - Maximum speed of 50 km/h - Maximum length of the train of 350 m - Line extensively used by suburban passengers traffic and with bottlenets in Alcântara and between Technical terminal of Chelas and Braço de Prata (2.8 km), limiting the available capacity for freight trains.

2.3.5 Lisbon – Sines section

P33: Vendas Novas line Setil – Vendas Novas *(64.7 km)*	**Current state – Main features:** - 1 track - Electrification 25,000 V. - BA signalling system with BO - Gross load hauled limited to 1,370 t (with a single diesel locomotive type 4000) and 1,220 t (with a single electric locomotive type 4700) **Current state – Limiting factors:** - Single track
P34: Alentejo line Vendas Novas - Poceirão *(21.3 km)*	**Current state – Main features:** - 1 track - Electrification 25,000 V. - BA signalling system with BO - Gross load hauled limited to 2,230 t (with a single diesel locomotive type 4000) and 1,800 t (with a single electric locomotive type 4700) - Needs modernization in some sections **Current state – Limiting factors:** - Limited available capacity
P46: Poceirão Concordance **Poceirão – Águas de Moura** *(7.7 km)*	**Current state – Main features:** - Electrification 25,000 V. - BA signalling system with BO - Gross load hauled limited to 1,640 t (with a single diesel locomotive type 4000) and 1,300 t (with a single electric locomotive type 4700) - Maximum length of the train of 600 m - Double track between Agualva and Águas de Moura (2.8 km) **Current state – Limiting factors:** - Single track in major part of the section (in 4.9 km)
P37: Sul line Setúbal – Ermidas do Sado *(63.1 km)*	**Current state – Main features:** - 1 track - Electrification 25,000 V. - BA signalling system with BO - Gross load hauled limited to 1,500 t (with a single diesel locomotive type 4000) and 1,300 t (with a single electric locomotive type 4700) **Current state – Limiting factors:** - Limited available capacity.

P38: Sines line Ermidas do Sado - Sines *(50.7 km)*	**Current state – Main features:** - 1 track - Electrification 25,000 V. - BA signalling system with BO - Gross load hauled limited to 1,190 t (with a single diesel locomotive type 4000) and 1,040 t (with a single electric locomotive type 4700) **Current state – Limiting factors:** - Limited available capacity. - Typical gradient of 21‰ - Maximum length of the train of 480 m
P68: Variant of Alcácer *(29.7 km)*	**Current state – Main features:** - 1 track - Electrification 25,000 V, BA signalling system with BO - Gross load hauled limited to 1,790 t (with a single diesel locomotive type 4000) and 1,430 t (with a single electric locomotive type 4700) **Current state – Limiting factors:** - Limited available capacity.

2.4 BOTTLENECKS

In terms of infrastructures limitations, the following main points can be noted:

- the different track gauge between the Iberian peninsula and France, requiring the freight transfer across the border between France and Spain
- the maximum length of the trains limited to 500 m in Portugal, 550 to 600m in Spain and 750 m in France
- the maximum grades reaching 18‰ and more in Spain and Portugal requiring additional traction south of Bayonne, depending on the gross load hauled
- the sections with single-track lines limiting the available capacity, and/or conditioning timetabling
- the sections with non electrified lines requiring, when appropriate, the exchange of the locomotive
- the disparity in the signalling systems requiring the exchange of machines and drivers at borders,
- the disparity of the power supply requiring rolling stock with dual voltage, triple voltage or thermal,
- the disparity of maintenance periods or works to be carried out on rail infrastructures depending on the country (by day, by night, on weekends) with partial or complete closure of a route.

In terms of exploitation, the duration of freight transfer at the border of Hendaye/Irun is associated with real-time availability of consignment notes and the capacity of transshipment sites, a capacity limited to the means of production available (including the length of tracks); these sites are the following:

- TRANSFESA (rail axle changing, requiring specially a customised management of the limited stock of the different types of axle on site)
- TECO and HENDAYE MANUTENTION (transshipment of containers)
- COBATRANS (transshipment of light vehicles) without operation to date

Therefore, the ordering of international train paths for freight is closely related to the following aspects:

- on the line, to the capacity of the sections with a single-track line, to the passage of certain junction stations on rush hour (Paris, Bordeaux, Madrid, Lisbon, etc.) and to the eventual reinforcement of traction on certain sections with steep grades,
- at the border of Hendaye/Irun, to the capacity of freight transshipment sites and to the operations of recomposition of the train length (2 UIC trains = 3 Iberian trains),
- to borders, to the minimum duration of machine and/or driving changes in order to address the gauge conversion, the signalling system and/or electrification.

Different points of Rail Freight Corridor N°4 «Atlantic» can constitute “train bottlenecks” depending on:

- the configuration of existing infrastructures,
- the time of day (specially on passenger movement during rush hours)
- the type and period of servicing and maintenance of rail infrastructures (eventually requiring partial or complete halt of traffic)

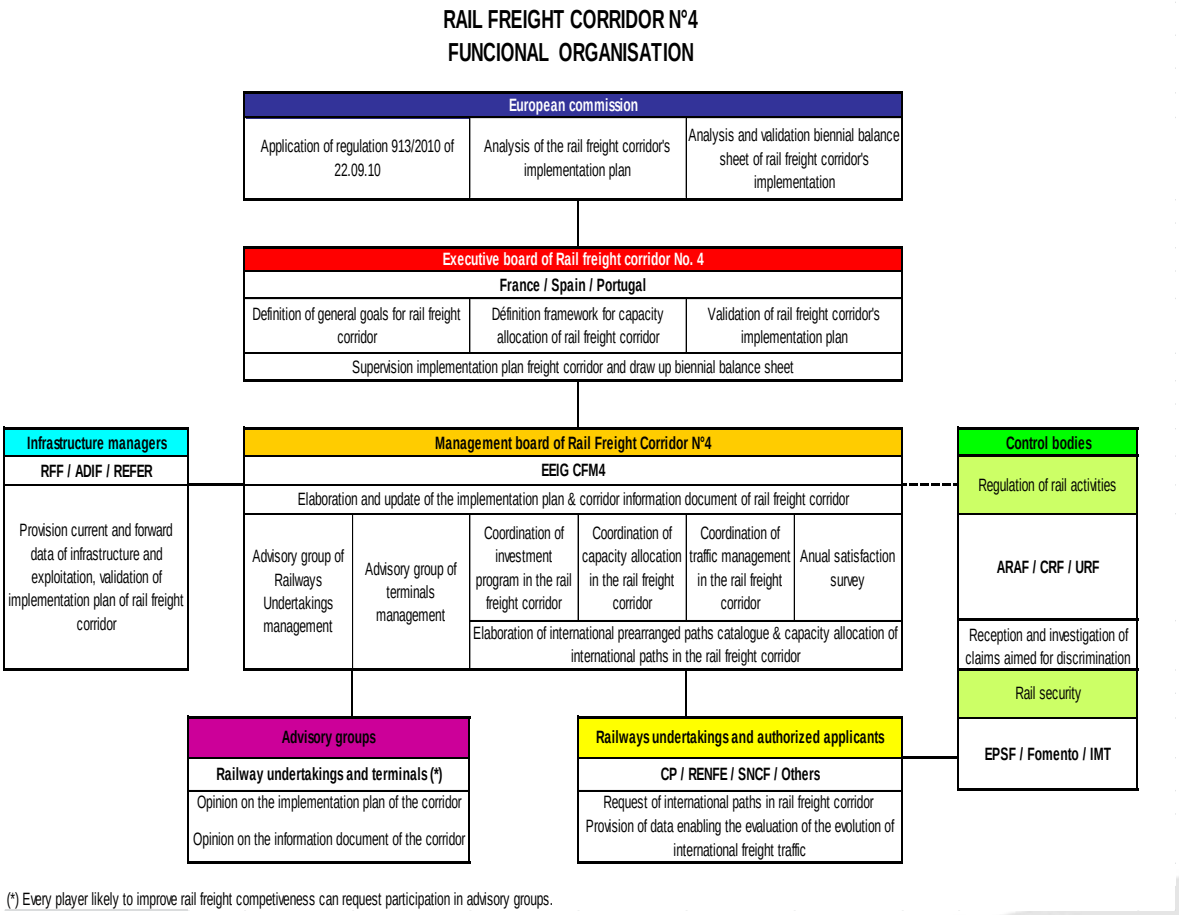
There is an ongoing close analysis in order to specify the nature of the action programme to be implemented, and thus eliminate these “rail bottlenecks” in the long term.

2.5 RAIL FREIGHT CORRIDOR GOVERNANCE

According to the directives of Regulation 913/2010, the necessary measures taken for the creation of the corridor are at several levels:

- European institutions,
- national regulation bodies,
- infrastructure managers,
- railway undertakings and terminal operators.

The following chart illustrates the missions allocated to each of these bodies in the context of implementation of the corridor.

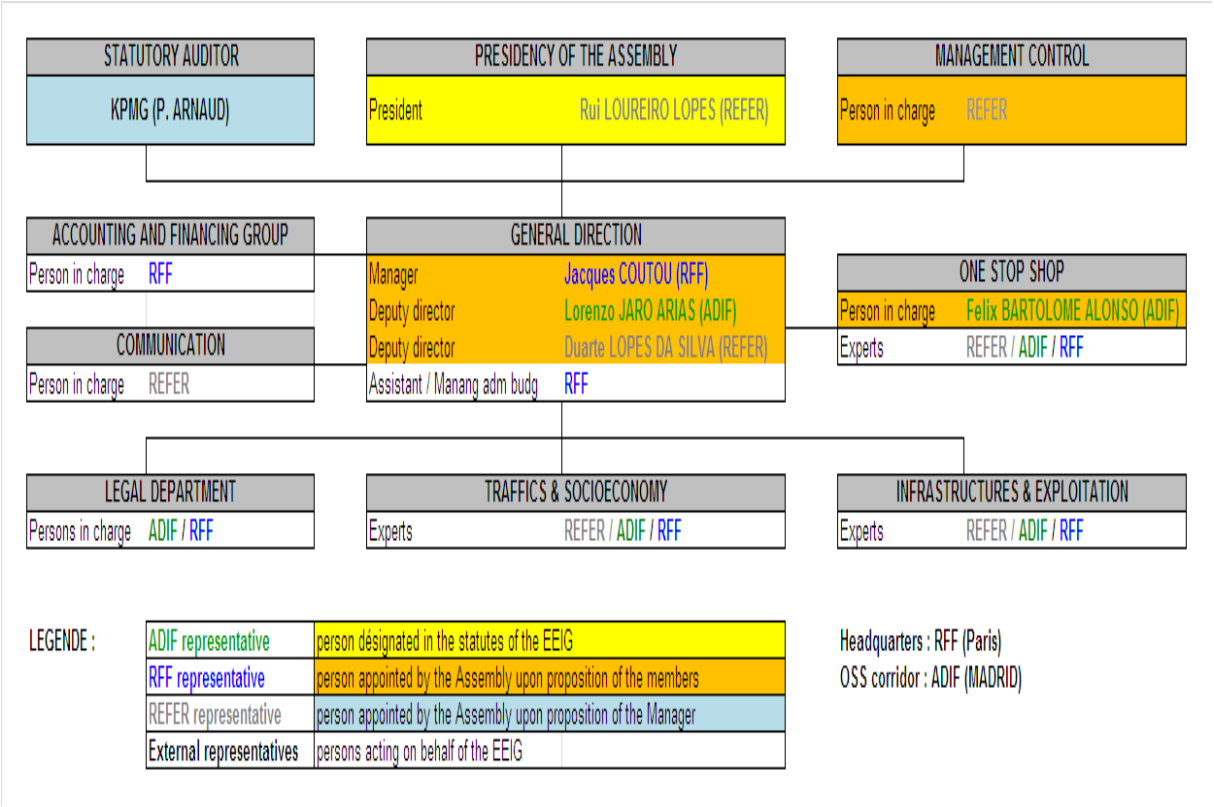


The European Commission takes action at several levels for the implementation of Regulation 913/2010 by means of DG MOVE (Directorate-General for Mobility and Transport) and of the TEN-T EA (Trans-European Transport Network Executive Agency). It organises regular meetings with the representatives of the Member States and the infrastructure managers in order to assess the progress of the implementation of European freight corridors: meetings including those of SERAC (Single European Railway Area Committee) and the SERAC Working Group on Rail Freight Corridors.

At national level, an Executive Board of Rail Freight Corridor N°4 «Atlantic» has been established between the Ministries of Transport of France (DGITM), Spain (DGF) and Portugal (DGAE) in order to supervise the implementation of Rail Freight Corridor N°4 «Atlantic»; regular meetings are held between the representatives of the Ministries involved: during these meetings issues accountable to Member States and the advances of the management board of the corridor regarding the progress of the implementation of the corridor are addressed.

In terms of Infrastructure Managers, a Management Board of Rail Freight Corridor N°4 «Atlantic» has been implemented; it takes the legal form of a new EEIG designated "European Economic Interest Grouping for Rail Freight Corridor No. 4" or "EEIG CFM4" established on 25 March 2013 between the rail infrastructure managers in France (RFF), Spain (ADIF) and Portugal (REFER). The constitutive general assembly of this new EEIG, held on 16 April 2013 in Lisbon, has appointed its members as provided for in the statutes.

The flow chart of EEIG CFM4 is shown below.



The regulatory bodies of Rail Freight Corridor N°4 «Atlantic» referred to Article 30 of Directive 2001/14/EC shall cooperate in monitoring the competition in the rail freight corridor. In particular, they shall ensure non-discriminatory access to the corridor and shall be the appeal bodies provided for under Article 30(2) of that Directive. They shall exchange the necessary information obtained from infrastructure managers and other relevant parties, according to the cooperation agreement signed by themselves on the 2nd of October 2013 (see appendix 6).

In accordance with the obligations conferred upon it by Regulation 913/2010, the Management Board of Rail Freight Corridor N°4 «Atlantic» invited the following parties to participate in Advisory Groups, namely:

- on the one hand, the Railway Undertakings involved on Rail Freight Corridor N°4 «Atlantic»,
- on the other, the Terminal Managers and others Logistic Players located at Rail Freight Corridor N°4 «Atlantic».

Each of these Advisory Groups may issue an opinion on all proposals of the Management Board of Rail Freight Corridor N°4 «Atlantic» which has direct consequences on all interested companies, particularly on investments and terminal management. It may also issue opinions on its own initiative. The Management Board shall take any of these opinions into account.

The following tables bring together all the major stakeholders which were invited by the Management Board of Rail Freight Corridor N°4 «Atlantic» to participate in these Advisory Groups:

Advisory Group for Railway Undertakings (26 participants invited)

France	
FR	CFL CARGO
FR	COLAS RAIL
FR	CROSSRAIL AG
FR	ETF
FR	EURO CARGO RAIL SAS
FR	EUROPORTE
FR	OSR France
FR	SNCB Logistics
FR	SNCF GEODIS
FR	TRENITALIA Cargo
FR	TSO
FR	VFLI (GEODIS group)
Spain	
ES	RENFE Operadora
ES/PT	COMSA RAIL Transport
ES	ACCIONA RAIL
ES	TRANSITIA RAIL
ES	CONTINENTAL RAIL
ES	ACTIVA RAIL
ES	TRACCIÓN RAIL
ES	ALSA FERROCARRIL
ES	FERROVIAL RAILWAY
ES	LOGITREN FERROVIARIA
ES	FERROCARRILES DEL SUROESTE
ES	FGC MOBILITAT
Portugal	
PT	CP CARGA
PT	TAKARGO RAIL

Advisory Group for Terminals (41 participants invited)

France	
FR	Grand Port Maritime du Havre
FR	Nantes Saint Nazaire port
FR	Port Atlantique La Rochelle
FR	Bordeaux Port Atlantique
FR	Port de Bayonne
FR	Naviland Cargo
FR	Novatrans
FR	Ambroggio
FR	Transfesa France
FR	LORRY-RAIL S.A.
Spain	
ES	Terminales Adif
ES	Puerto Seco de Madrid (Coslada)
ES	Pecovasa Renfe Mercancías, S.A.
ES	Barredo Hermanos S.A.
ES	Autologística de Andalucía S.A.
ES	Volkswagen Navarra (cargadero de Landaben)
ES	Renault (Venta de Baños y La Carrera)
ES	Peugeot (Villaverde Bajo)
ES	Nissan (Ávila)
ES	Mercedes (Júndiz)
ES	Iveco (Ávila)
ES	Puertos del Estado
ES	Puerto de Bahía de Algeciras
ES	Puerto de Bilbao
ES	Puerto de Pasajes
Portugal	
PT	Porto de Leixões
PT	Porto de Aveiro
PT	Porto de Lisboa
PT	Porto de Setúbal
PT	Porto de Sines
PT	MSC - Mediterranean Shipping Company S.A.
PT	TVT - Terminal Multimodal do Vale do Tejo, S.A.
PT	CP Carga – Terminais
PT	DB Shenker Portugal
PT	Lusosider – Aços Planos, S.A.
PT	Grupo Portucel Soporcel
PT	SLEM – Sociedade Luso Espanhola de Metais, Lda
PT/ES	ZALDESA - Zona de Actividades Logísticas de Salamanca
PT	Conteparque
PT	SPC – Serviço Português de Contentores, S.A.
PT	TMIP - Transportes e Logística, Lda

3.1 Overview

Corridor No. 4 of the European rail freight network extends over 3 countries. After crossing Lisbon and the major ports of the Portuguese western coast, it continues along the regions of western Spain, over Madrid, and then crosses the Pyrenees and moves up the Atlantic coast until it reaches Paris, where it is divided in two branches, one which descends towards the west along the Seine, until reaching the English Channel, the other headed for the east where it connects to corridor No. 2 (Lyon-Antwerpen) in Metz.

The market and traffic research on this Corridor has been carried out in several steps.

First of all, a diagnostic report on the current situation. Therefore, the countries and regions crossed by the corridor have been subject to an analysis of economic indicators and of the overall situation of transport. Then a origin-destination matrix was drawn up to describe the existing flows in 2010.

Afterwards, based on this matrix, the matrix of transport demand in 2010, projections were developed based on econometric models (differentiating countries and freight types) enabling the prediction of transport demand in the short, medium and long term (respectively 2020, 2030 and 2050). In terms of supply, the planned projects of transport infrastructures on the different horizons have been studied and modelled in order to take into account their impact on traffic projections.

To assess the determinants of the choice of mode of transport, stated preference surveys have been conducted on the players of freight transport (shippers or forwarders). An econometric model has been drawn up based on their results, enabling the assessment of the weight of the different determinants (price, duration, reliability...).

Finally, future traffic of the different modes of transport has been modelled and assigned to transport networks – as envisaged by the different forecast horizons – taking into account all the elements previously mentioned (context, demand, supply and determinants of mode choice).

Last but not least, two analyses were carried out.

Firstly, a study of the interest value of a stretch of Corridor No. 4 towards the east in order to offer an interconnection with Corridor No. 1, an important European north-south corridor which extends from northern Italy to Benelux.

Secondly, an analysis called SWOT (strengths, weaknesses, opportunities and threats) of the rail transport on the space covered by Rail Freight Corridor N°4 «Atlantic».

3.2 Diagnosis

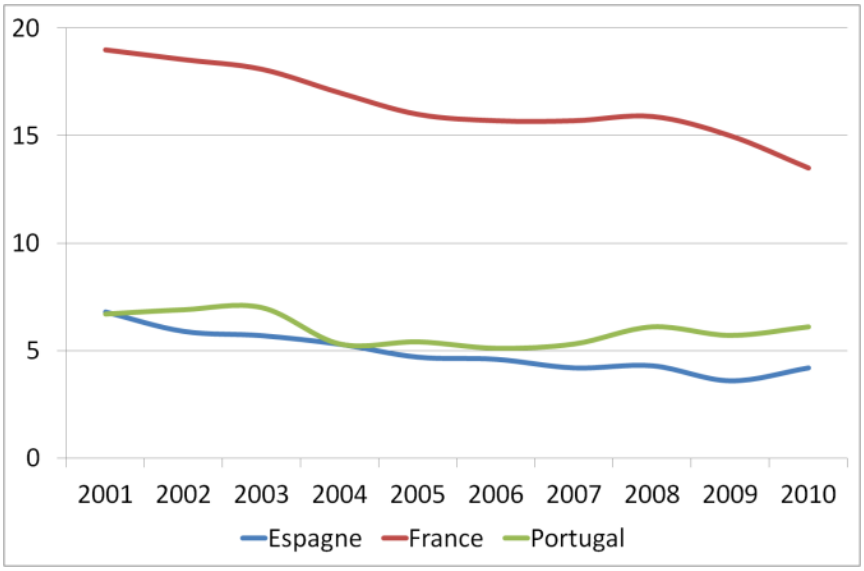
3.2.1 Socio-economic background

The first stage of the analysis consisted of the observation of the main macroeconomic and transport data of the 3 countries involved, as well as, on a smaller scale, the regions which the corridor crosses. Here is a brief summary at the scale of the countries:

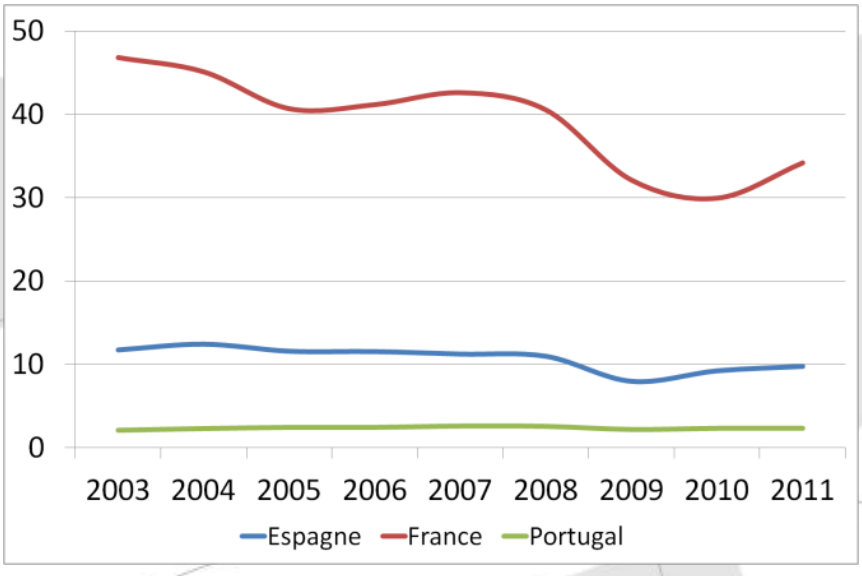
	Spain	France	Portugal
Population (M inhab)	46.2	64.7	10.6
GDP (B€)	1,053	1,970	170
GDP per inhabitant (€/inhab)	23,100	30,600	16,100
Rail transp. (Mt. km)	9,748	34,202	2,322
Railway modal share (2010)	4.2%	13.5%	6.1%

The following two graphics explain the recent evolution of rail transport in the past few years:

- the modal share of rail transport across the country,



- the volume flow reported in billion tons.km travelled.



We can see a real discrepancy between the modal share of rail transport in France and that of the two countries of the Iberian Peninsula, which are affected by a sort of rail isolation inherent to the situation of their networks. This situation has historically fostered road transport in these two countries.

This is also reflected in their tonnage; the differences observed are not simply explained by different levels of GDP: over 17 kg.km are carried by rail per each euro of the GDP in France, while this number is under 14 in Portugal and just over 9 in Spain.

Regarding the evolution of these variables, it is possible to single out two elements.

On the one hand, an evolution which tends to be unfavourable in terms of the modal share of rail transport, a situation commonly found on an European level except in the countries showing a high voluntarism regarding this subject, and on the other, a cyclical aggravation connected to the economic crisis which has particularly affected traffic between 2008 and 2009.

It should be noted that, for reasons associated with the gathering of data from train operators, these figures, provided by Eurostat, could overestimate the decrease observed in the period of 2008-2010.

3.2.2 Potential global demand of transport

The starting point of modelling has been the elaboration of a matrix of freight flow for each origin-destination pair (at the NUTS3 level in the countries directly involved).

These flows were distinguished by means of transport. Moreover, the flow called rail-road has been taken into account. It consists of a situation in which goods are routed by train from the countries on the north of the Pyrenees until the border between France and Spain, where they are loaded on trucks to complete their route until a destination point in the Iberian peninsula is reached (and the other way round). This can be explained by the lack of railway interoperability. Flows have also been differentiated by freight category (13 categories considered).

The following summary table presents the analysis of the flow of goods in 2010 (stated in thousands of tons per year) between the main countries studied (in rows we find the origins of traffic and in columns the destination):

	Belgium	Switzer-land	Germany	Spain	France	Italy	The Netherl.	Portugal	UK
Belgium	0	316	804	4 578	7 045	271	0	1 035	145
Switzerland	40	0	0	245	1 166	0	0	48	0
Germany	886	0	0	8 021	11 806	0	0	1 267	679
Spain	3 567	488	8 370	0	23 188	11 669	4 978	20 513	6 135
France	3 973	4 453	9 227	26 347	0	5 549	2 289	3 475	2 769
Italy	171	0	0	11 078	5 853	0	0	1 033	820
The Netherl.	0	0	0	5 682	3 490	0	0	2 127	0
Portugal	808	152	1 449	15 159	2 129	935	1 867	0	1 301
UK	205	0	899	6 194	2 855	550	0	2 129	0

It is important to keep in mind when reading this table that, apart from the flow concerning the Iberian Peninsula, only the flows potentially crossing at least part of the route of the Rail Freight Corridor N°4 «Atlantic» are recorded. Therefore, it is natural that the three countries concerned by the Rail Freight Corridor N°4 «Atlantic» are those with the highest tonnage.

Similarly, it is logical to find the countries closest to the Rail Freight Corridor N°4 «Atlantic» among the major trading partners, particularly Germany and Benelux. The selection of the origins-destinations potentially using the Rail Freight Corridor N°4 «Atlantic» has been performed, at this stage of the study, at a broad base in order to not loose traffic a priori. Part of the flow ceased to be taken into account when the analysis revealed it was not relevant in terms of modelling.

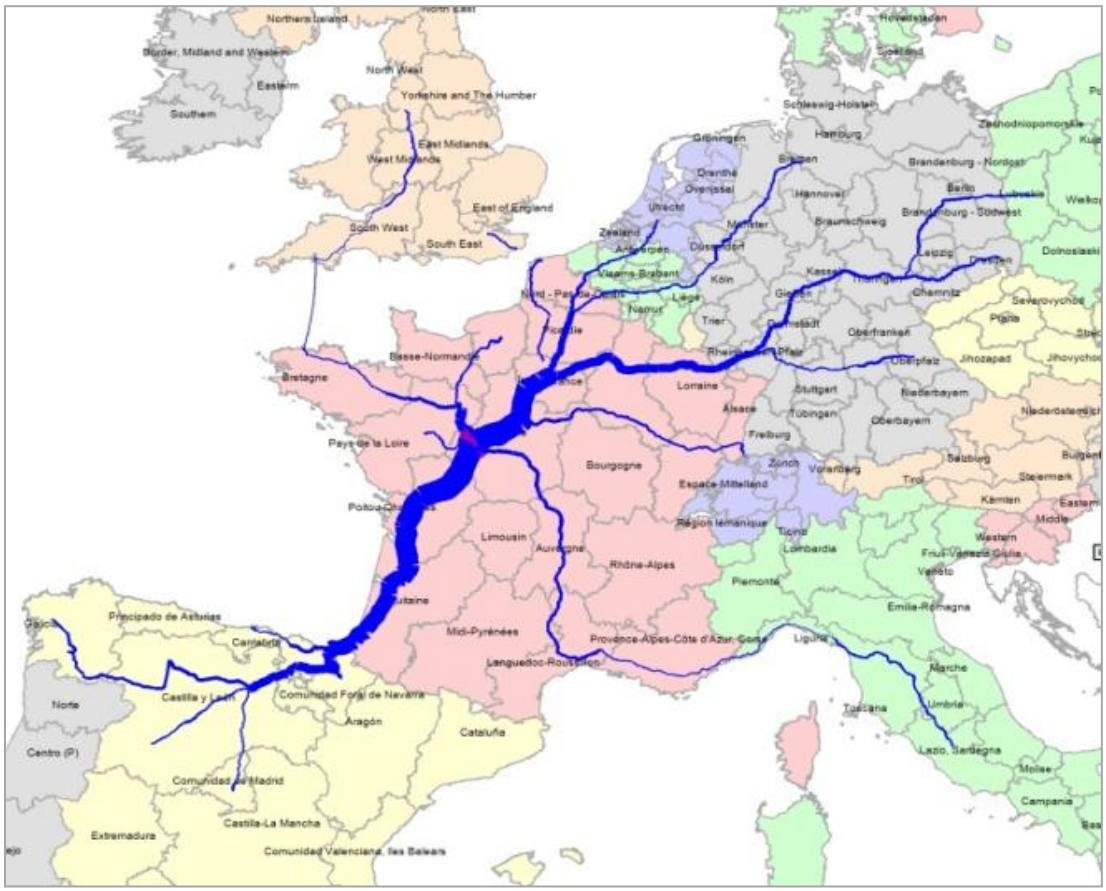
Lastly, three types of flow stood out, corresponding to three different sources of information available for 2010:

- Portugal-Europe: it regards total flow between Portugal and its European partners (including Spain). These flows have been established based on OTEP's survey, carried out at the border, and based on the information provided by railway operators.
- Spain-Europe: it regards total flow between Spain and its European partners, apart from Portugal. These flows have been established based on the Transit survey (CAFT survey).
- The remaining flows of the corridor: it regards the total flow between the origin-destination pairs which use at least part of the corridor (beyond the flow with the Iberian Peninsula). These flows were calculated thanks to the information from the freight database Etis+ from the European Commission.

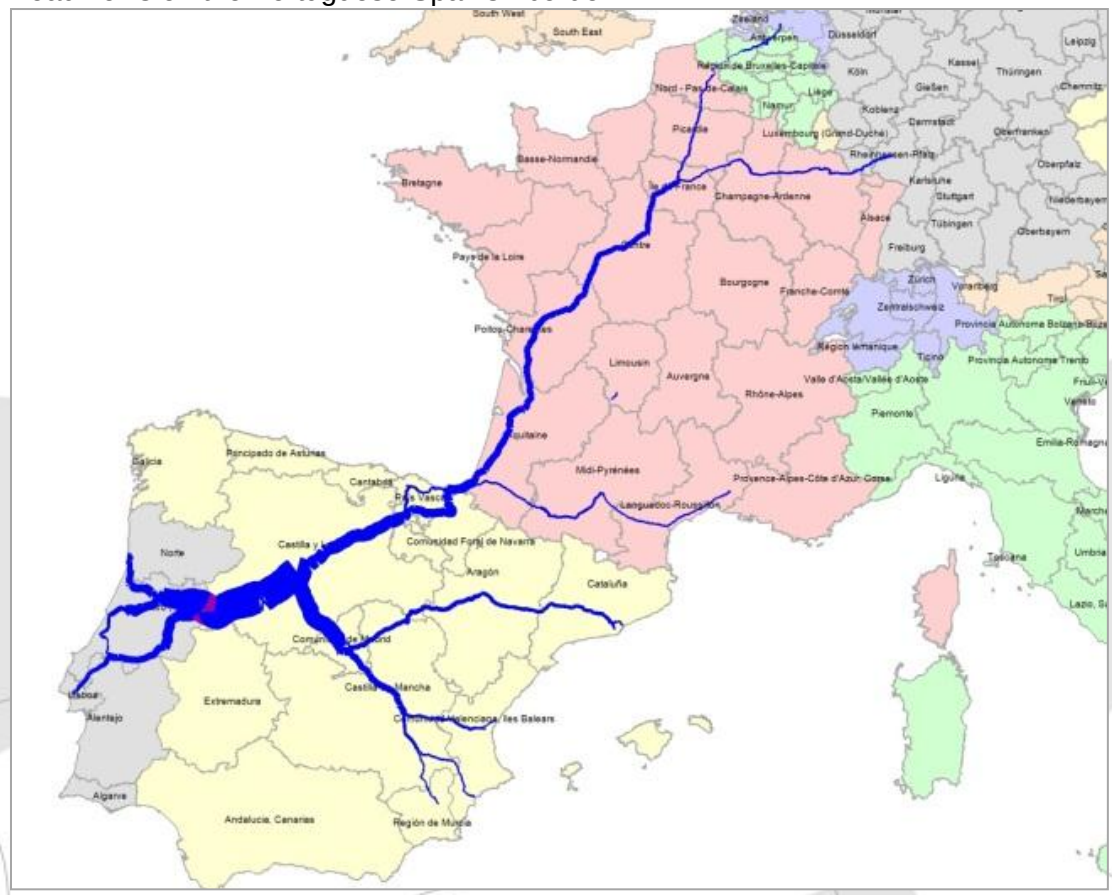
The selection of relevant origin-destination pairs (and, therefore, comprehensive zoning taken into account for distant flows) for the Rail Freight Corridor N°4 «Atlantic» has been carried out based on an analysis per itinerary of European road flow as described by Etis+ database. By modelling the routes of the freight flow, and by designating “select links” (control section), it was possible to isolate flows performing part of their route on the Rail Freight Corridor N°4 «Atlantic».

The following maps represent certain analyses per itinerary performed in the context of the elaboration of the list of relevant origin-destination pairs. Violet sections represent the section where the select link was placed. Therefore, any freight flow between an origin and a destination crossing this select link has been included in the list of origin-destination pairs.

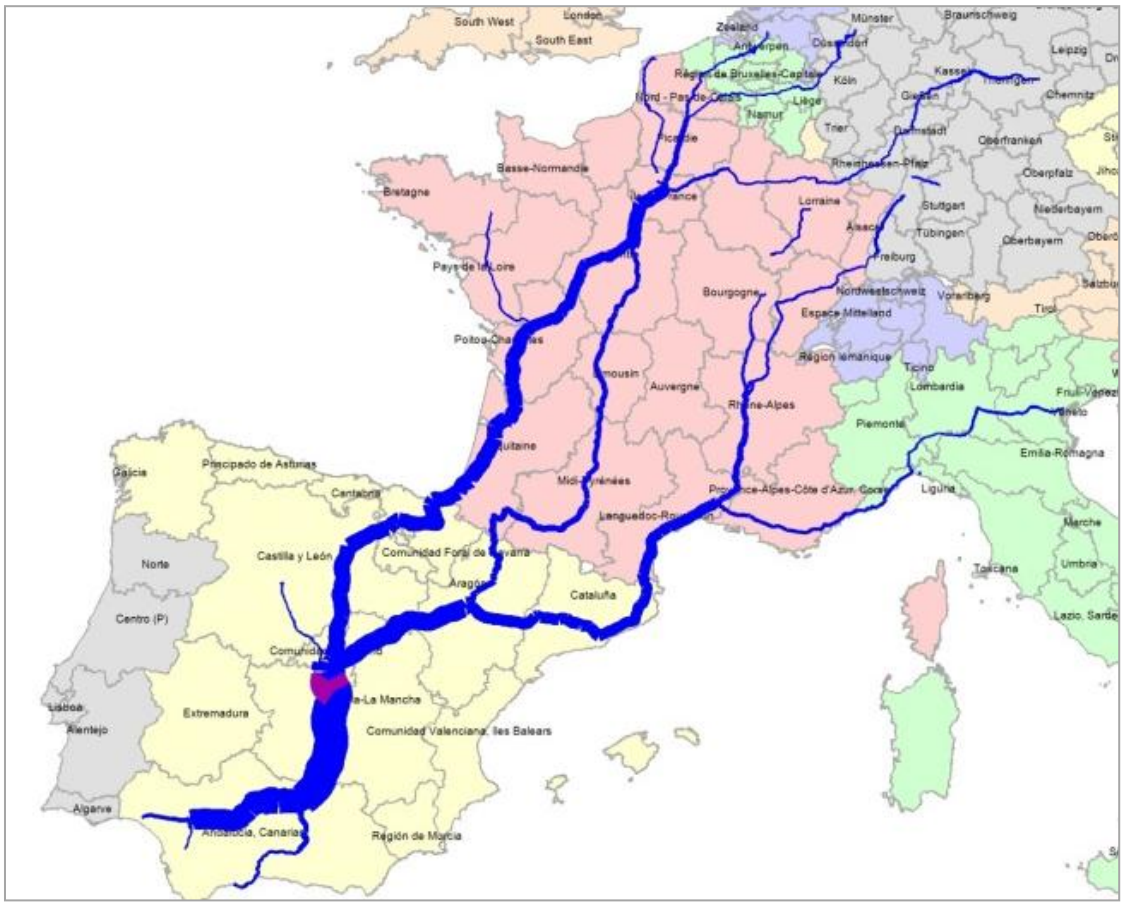
Road flows in the south of Tours



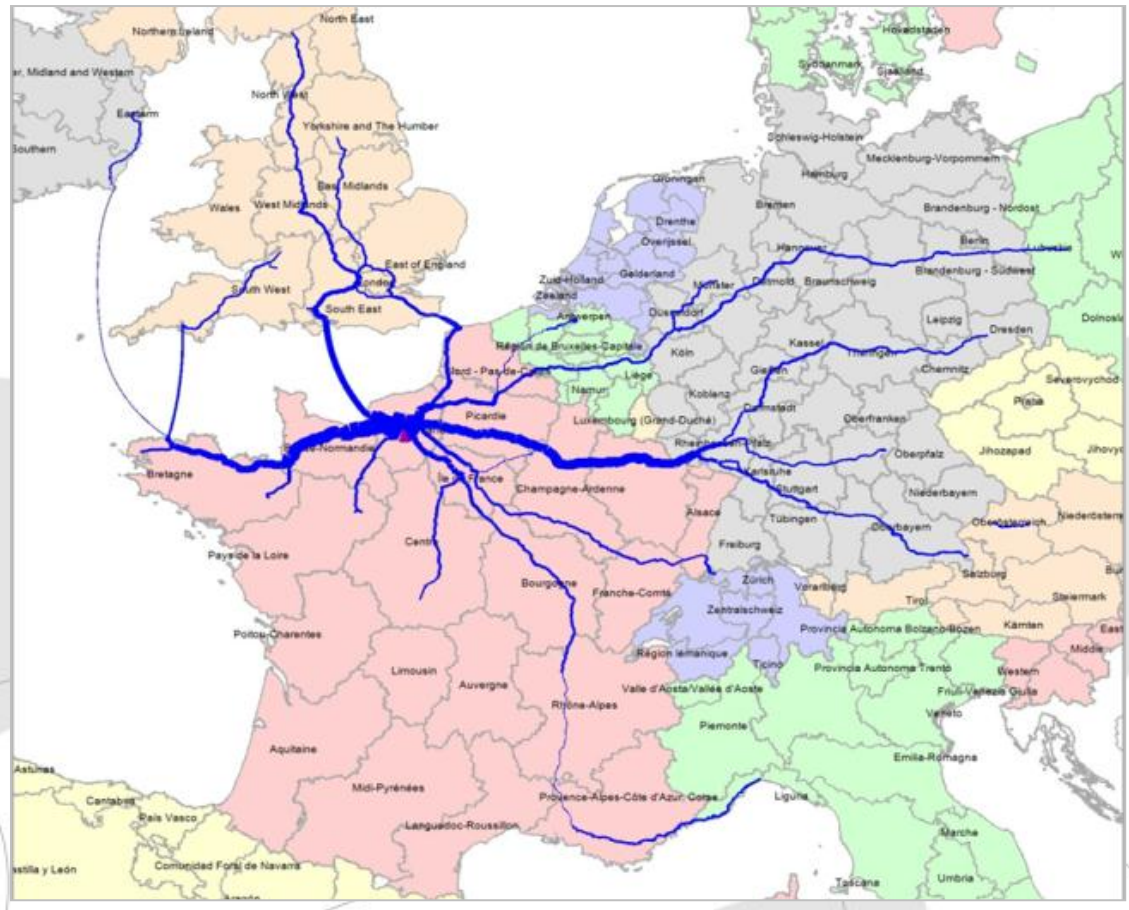
Road flows on the Portuguese-Spanish border



Road flows in the south of Madrid



Road flows in the east of Rouen



The table below presents the summary of the total flow taken into account within the scope of the elaboration of the matrix of demand for 2010:

Mode		Portugal-Europe incl. Sp)	in which Portugal-Spain	Spain-Europe (exc. Pt)	Other intern. flows on the corridor	Total
Road		39 758	30 162	78 254	44 918	**162 931**
Rail	Rail-Rail	793	793	1 570	6 762	**10 692**
	Comb. Transp.	-	-	1 567		
	Comb. Transp.	29	-	1 899	-	**1 928**
Waterway		-	-	-	2 307	**2 307**
Marit.		20 002	4 717	71 034	29 833	**120 869**
Total		**60 582**	**35 673**	**154 323**	**83 821**	**298 726**

It may be noted that a fifth part of the flows considered is a flow of Portugal-Europe type and just over half of Spain-Europe type. The remaining nearly 30% are flows that cross the northern region of the Rail Freight Corridor N°4 «Atlantic». This matrix encompasses largely all flows potentially interesting of the study, particularly the cluster of flows of the Mediterranean corridor.

The rail flows were, whenever that was possible from a data availability point of view, differentiated into conventional flow (or rail-rail) and flow of combined transport. This means of transport, which is based on the use of containers able of being easily transferred from one means of transport to another, has been growing steadily, a growth which should continue over the next decades.

3.3 Scenarios and projections

3.3.1 Projection of global demand

To predict future traffic on the Rail Freight Corridor N°4 «Atlantic», two different methods were used:

- Regarding the flows which regard Spain and Portugal, a series of econometric models, drawn up with basis on the evolutions observed over the last decades, were carried out for each pair of countries and each category of goods (13 categories considered). These models are based on the evolution of the GDP of Spain and Portugal, as well as those of their commercial partners.
- Regarding the flows of other origin-destination pairs, the projected evolution of flows is calculated with basis, on the one hand, on the projected GDP and, on the other, on the elasticity observed in the volume of imports and exports of the country for the growth of its own GDP. This elasticity has been calculated within the context of the World Transport Report 2012/2013 of Progtrans.

As previously mentioned, independently of the method used, the projected growths of the GDP are at the heart of these projections. The rates of future growth used within the context of this study have been directly extracted from the Ageing Report 2012, a document produced by the European Commission which performed GDP projections for the period 2012-2060 taking into account several predicted evolutions of socio-economic data.

The following table presents the summary of the flows of goods for 2030 in the scenario named “business as usual” (without taking into account the evolution of transport offer):

Mode		Portugal-Europe incl. Sp)	in which Portugal-Spain	Spain-Europe (exc. Pt)	Other intern. flows on the corridor	Total
Road		58 340	45 627	128 286	75 628	262 254
	Rail-Rail	1 169	1 169	2 882	11 684	18 245
Rail	Comb. Transp.	-	-	2 509		
	Comb. Transp.	35	-	2 711	-	2 746
Waterway		-	-	-	4 047	4 047
Marit.		26 403	7546	111 605	50 649	188 657
Total		85 948	54 342	247 993	142 009	475 950

In this scenario, the structures vary slightly, whether it regards the share of the different modes in the total traffic, the structure of the different types of flow or the structure of the categories of goods which is not represented herein.

3.3.2 Projection of the future transport offer

The two major issues for the present study, in terms of infrastructures, are, on the one hand, provision of an UIC track gauge to the Spanish and Portuguese railways which have at present a gauge (designated “Iberian”) different from the one used by the other European countries (gauge designated “UIC”). The other major issue is the implementation or extension of the services of rail motorways.

The sizing of the gauge of Spanish and Portuguese railway networks according to UIC gauge requires heavy and expensive works, and thus takes time to complete. By contrast, they will enable the realisation of a truly qualitative increase in terms of cross-border traffic. In fact, the current situation requires long and expensive transhipments when crossing the French-Spanish border.

These infrastructural works should spread out over the next decades. Regarding the Atlantic corridor, the one that is relevant in this case, the line that stretches from French border to Valladolid should be adapted to the UIC gauge starting 2020 (and from French border to Cartagena for the Mediterranean corridor). By 2030, an important part of the Spanish and Portuguese networks should have been subject to works of implementation of UIC gauge (cf. maps of the following page).

The rail motorways are a transport system enabling the carriage of heavy vehicles (unaccompanied) on adapted trains. Each train can, therefore, move up to forty heavy vehicles over long distances without producing the multiple negative externalities inherent to road transport.

One of these rail motorways is already in operation between Bettembourg (in Luxembourg) and Perpignan, near the French-Spanish border. Its extension to Barcelona is expected to be carried out by 2020. Beyond this time frame, a new rail motorway (Ecofret) will be created on the Atlantic corridor, offering a service between Vitoria and Lille. By 2030, these two lines would offer many other new services. Regarding the rail motorway of the Atlantic corridor, the services Madrid-Lille, Vitoria-Paris and Madrid-Paris would be proposed (in addition to the service Vitoria-Lille). Regarding the rail motorway of the Mediterranean corridor, the new services Barcelona-Lyon, Valencia-Bettembourg and Valencia-Lyon would be available.

Finally, it is important to mention that the forecasts provided subsequently do not take into account the reports of traffic from European ports. In fact, although several Iberian ports have been the subject of important development projects, the lack of homogeneity of the forecasts of traffic reports (from other European ports) produced in the context of the different projects has made it difficult and hazardous to take this phenomenon into account.

3.3.3 Summary of future projects taken into account in the different study horizons

Projects of infrastructures planned to be performed in the short term (2020):

Projects of infrastructures planned to be performed in the medium (2030) and long term:

3.4 Analysis of the determinants of the modal choice

The determining factors of the modal choice are calculated from an econometric analysis based on stated preference surveys. These surveys are aimed at providing a qualitative and quantitative analysis of the main factors motivating the choice between the different modes of freight transport, thus enabling a better determination of the reactions of the market to the modifications in the supply conditions.

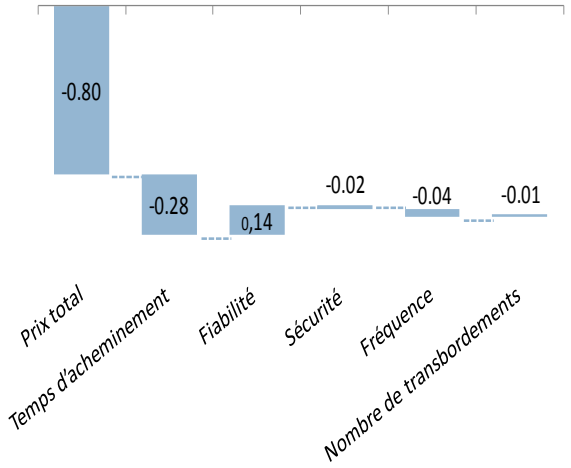
A preliminary analysis of the main factors of choice of the mode and service of freight transport enabled the identification of 6 characteristics: travelling time (from door to door), total cost, reliability, safety, frequency, and number of transhipments.

In total, 74 companies were interviewed in the context of these surveys. This enabled the analysis of 90 international usual travels and the performance of 810 exercises of stated preferences.

As a result of this analysis, a functions of usefulness was built, which characterize the willingness to pay and the trade-offs between the different characteristics studied. The results of the model presented below only include the segmentations statistically relevant and which have resulted in a better adjustment of the model.

The results confirm that the total price of the route corresponds to an important proportion of the utility of an alternative. Nevertheless, in a competitive market environment, the travelling time and reliability can have a significant impact on the determination of market shares.

Composition of the estimated value of utility



The analysis carried out enabled the distinction of different values of time for the groups of goods of the NST1 type (food products) and NST6 type (construction materials) with a commercial value higher than 3000€/ton. These groups of goods have values of time significantly higher than others.

In terms of averages, the players of the market are willing to pay 0.33 Euros per ton for each hour of travel or less. The following table sums up the results of the estimation of the value of time saved on the different segments of goods:

	NST1	**NST6 (>3000 €/ton)**	**Other NST**	**Total**
Value of time	0.63 € /h.ton	0.58 € /h.ton	0.29 € /h.ton	**0.33 € /h.ton**

Utility functions were adjusted subsequently, thanks to the inclusion of modal constants and scaling factors for the correct calibration of the existing market shares, thus determining the model of modal choice to be used.

3.5 Traffic forecasts

The following figures only take into account the flow directly covered by Rail Freight Corridor N°4 «Atlantic» (particularly trans-Pyrenees flows of the Mediterranean corridor were not included). Therefore, all the flows on this Rail Freight Corridor N°4 «Atlantic» represented 196 Mt in 2010, in which 113 Mt corresponded to inland traffic. These traffics can be separated into three distinct markets:

- The “south” flows are the transport flows between Spain and Portugal (33 Mt including 30 inland Mt)
- The “trans-Pyrenean” flows, established between the countries of the Iberian Peninsula and their partners (107 Mt including 53 inland Mt)
- The “north” flows are the flows that go along the corridor and are established between France and its partners, apart from Portugal and Spain (56 Mt including 30 inland MT)

Traffic as a whole can be then subdivided into three types of relations:

- Internal traffic (7% of rail flows in 2010) is any flow whose origin and destination lie on the Rail Freight Corridor N°4 «Atlantic». By definition, all the flows are based on relations between France, Portugal and Spain. The flows of the “north” market cannot be taken into account given that the two northern extremities of the corridor are located in France, which means that we do not observe international traffic.
- Trade traffic (59% of flows) corresponds to all flows with one bound (origin or destination) inside the Rail Freight Corridor N°4 «Atlantic» and the other one outside. It consists of the major part of the flows taken to account herein.
- Transit traffic (34% of the flows) encompasses all flows susceptible of crossing the Rail Freight Corridor N°4 «Atlantic» without including the origin or destination therein (e.g. a route Brussels-Paris-Metz-Basel)

The following table encompasses the annual flows, differentiated by market and by type of relation, in 2010 and with different prediction horizons:

		Flux de transport internationaux terrestres de marchandises sur le corridor n°4 (Kt)															
		Interne				Echange				Transit				Total			
		Ferroviaire				Ferroviaire				Ferroviaire				Ferroviaire			
		Conv. + TC	Auto. Ferro.	Part mod. Ferro.	Traf. Terrestre	Conv. + TC	Auto. Ferro.	Part mod. Ferro.	Traf. Terrestre	Conv. + TC	Auto. Ferro.	Part mod. Ferro.	Traf. Terrestre	Conv. + TC	Auto. Ferro.	Part mod. Ferro.	Traf. Terrestre
Total	2010	517		2,7%	19 172	3 883		5,3%	72 672	2 280		10,8%	21 039	6 680		5,9%	112 884
	2020	953	132	4,8%	22 686	7 471	1 916	10,8%	87 308	3 781	36	14,6%	26 183	12 204	2 084	10,5%	136 177
	2030	1 953	1 139	9,9%	31 090	11 686	3 547	13,2%	115 571	5 648	253	17,2%	34 265	19 288	4 939	13,4%	180 926
Trans pyrénéen	2010	303		3,3%	9 255	1 152		3,4%	34 251	508		5,6%	9 095	1 963		3,7%	52 601
	2020	631	132	6,4%	12 020	2 929	1 916	11,6%	41 647	830	36	7,7%	11 241	4 391	2 084	10,0%	64 908
	2030	1 101	1 139	13,8%	16 192	4 856	3 547	15,7%	53 598	1 103	253	9,8%	13 904	7 060	4 939	14,3%	83 694
Sud	2010	213		2,2%	9 917	580		2,9%	19 657	0		0,0%	219	793		2,7%	29 792
	2020	321		3,0%	10 666	834		3,9%	21 345	1		0,6%	240	1 157		3,6%	32 252
	2030	853		5,7%	14 898	1 501		5,0%	29 791	5		1,5%	335	2 359		5,2%	45 024
Nord	2010	Etant donné que le corridor s'arrête en France, il n'y a pas de trafic international interne au corridor au Nord				2 152		11,5%	18 765	1 772		15,1%	11 725	3 924		12,9%	30 490
	2020					3 708		15,3%	24 315	2 949		20,1%	14 702	6 657		17,1%	39 017
	2030					5 329		16,6%	32 182	4 540		22,7%	20 026	9 869		18,9%	52 208

We can observe that there is a significant growth of rail traffic between 2010 and 2020, particularly regarding cross-border flows, which is due to the combined effect of the adaptation to the UIC gauge of the entire line that stretches from the French border to

Valladolid and the opening of the first Atlantic service of rail motorway. The rail mode share (including the flow of atlantic motorway) reaches 11.2% (against 6.6% in 2010).

The adaptation to the UIC gauge of a large number of lines in the Iberian Peninsula as a whole and the creation of additional services on the Atlantic rail motorway (until reaching Madrid), considered on the horizon of 2030, still produces a significant growth (14% of modal share in 2030).

As we can see, the "trans-Pyrenean" flows present in 2010 a very weak modal share of the rail mode (with nearly 4% of inland flows). This can be partly explained by the differences in rail gauge. The adaptation to UIC gauge of a growing number of sections of the Iberian rail network and the increase in the maximum extension of freight trains up to 750 m between 2010 and 2030 will result in the multiplication by 3.5 of the tonnage transported during this period (apart from rail motorways).

The "south" flows are also affected by this lack of interoperability which favoured the road transport that we observe presently (modal share inferior to 3% for the rail transport).

The evolution of rail traffic follows a steady rhythm with the triplication of tonnages between 2010 and 2030.

Conversely, the "north" flows are characterised by a modal share closer to the average observed in the European Union as a whole (17% in 2010). The increase of tonnages and of rail modal share is, therefore, more moderate than in the other two markets.

Moreover, it is important to note that **the internal flows on Rail Freight Corridor N°4 «Atlantic» will merely represent 11% of global international flows going through Rail Freight Corridor N°4 «Atlantic»**. For example, some major rail flows, such as the flows between the Iberian Peninsula and Germany are outside the corridor, in the current context of definition of Rail Freight Corridor N°4 «Atlantic».

Here follows the total flows converted into annual number of trains (including in part empty returns):

		Flux de transport internationaux ferroviaires de marchandises sur le corridor n°4 (nombre de trains)							
		Interne		Echange		Transit		Total	
		Conv. + TC	Auto. Ferro.	Conv. + TC	Auto. Ferro.	Conv. + TC	Auto. Ferro.	Conv. + TC	Auto. Ferro.
Total	2010	1 476		8 258		4 177		13 911	
	2020	2 255	264	14 294	3 824	6 300	72	22 849	4 159
	2030	3 552	2 274	19 757	7 079	9 000	506	32 308	9 858
Trans pyrénéen	2010	866		3 291		1 451		5 608	
	2020	1 338	264	6 205	3 824	1 759	72	9 302	4 159
	2030	2 001	2 274	8 829	7 079	2 006	506	12 836	9 858
Sud	2010	610		1 656		0		2 266	
	2020	917		2 384		4		3 305	
	2030	1 551		2 729		9		4 289	
Nord	2010	Aucun flux comptabilisé		3 311		2 727		6 037	
	2020			5 705		4 537		10 242	
	2030			8 198		6 985		15 183	

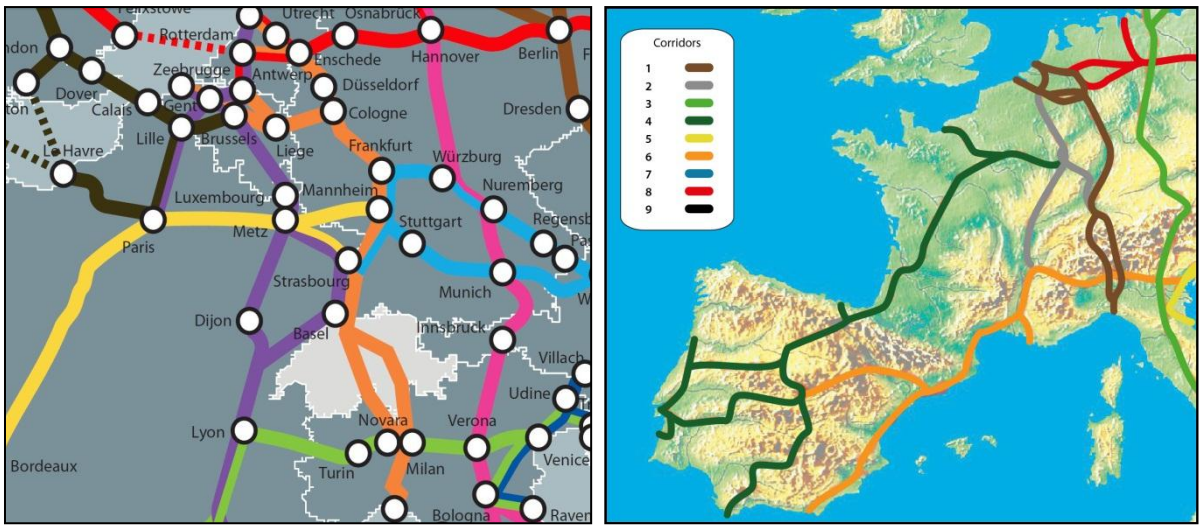
3.6 Extension of Rail Freight Corridor N°4 «Atlantic» to Germany

3.6.1 Possible connecting points

In the transport market study, the possible extension of the Rail Freight Corridor N°4 «Atlantic» to Germany was analised. Furthermore, the corridor equivalent to Rail Freight Corridor N°4 «Atlantic», that which in the future Trans-European Transport Network (TEN-T) is marked “Atlantic corridor”, also known as Lisboa-Strasbourg/Mannheim (see its delineation in yellow on the map below), has two branches, one until Strasbourg and the other until Manheim.

In such an eventuality, the closest corridor and most interesting to connect would be Corridor 1 (Genoa-Rotterdam/Antwerpen). It is therefore a connection to the most used European freight corridor and would open the door to intermodal rail/river on the Rhine which is particularly well equipped in terms of infrastructures to ensure these operations. Moreover, it is important to note that this connection, if it existed, would turn Rail Freight Corridor N°4 «Atlantic» into the only corridor to cross the French-German border.

Extract from the project of redefinition of the TEN-T (proposal of the Commission) to the left and depiction of the corridors of the European freight rail network to the right:



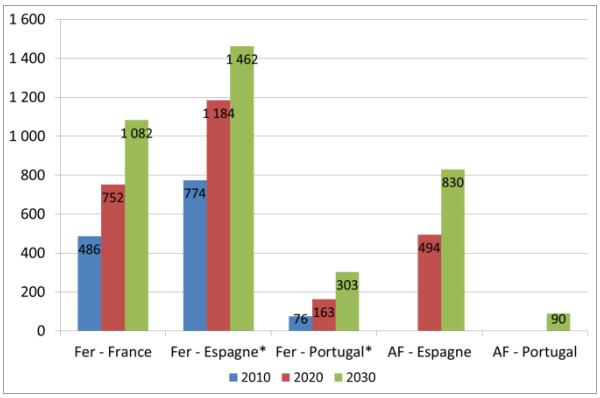
Two connection points were, therefore, analysed for the purpose of this appraisal:

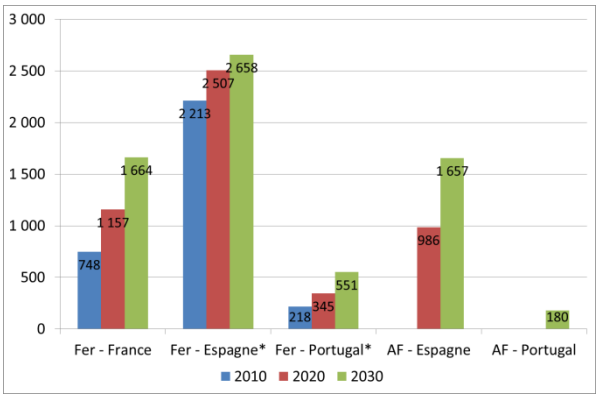
- A branch stretching from Metz to Mannheim/Ludwigshafen via Sarre. This solution has the advantage of stretching Rail Freight Corridor N°4 «Atlantic» until one of the first major German terminals and to the second most important marshalling yard in Germany (over 300 departures per week en route to Germany and beyond). On the other hand, this connection point could suffer from a relatively lack of capacity (due to the importance of traffics).
- A branch which would stretch until reaching the border at the level of Strasbourg/Offenburg. This solution has the advantage of offering a large capacity, but, on the other hand, it has few regular connections in operation at present (about fifteen departures per week currently).

3.6.2 Rail flows between Germany and the other countries of the corridor

In the context of this analysis of a connection of Rail Freight Corridor N°4 «Atlantic», the existing and planned transport flows between Germany and the three countries crossed by the Corridor were differentiated in a more precise manner. The tables below summarise the rail flows on these relations.

The two graphics below show the evolution of the rail flows between Germany and the countries of Rail Freight Corridor N°4 «Atlantic». The traffic in thousands of tons is represented to the left and the same flow reduced to the number of trains is represented to the right (taking into account filling and empty train rates). The designation “Rail” regards conventional rail flows as a whole and combined transport, the designation “RM” relates to the flows regarding rail motorways.





*Flow including rail/road mode

The flows considered as related to rail motorways, considering that no service serves Germany directly, are flows ensured by another mode of transport until/from the loading dock of the rail motorways.

These figures are based on wide perimeters (at the scale of the country), but they merely take into account the flows directly concerning the Atlantic corridor. Now, we can observe that there is already a significant potential in 2010: about two weekly return services for Portugal and around twenty in the case of Spain. In terms of tonnages, we can forecast that the transported flows will be multiplied by a factor between 2 and 4 on the period 2010-2030.
Moreover, it is important to note that it only regards rail flows with Germany, road flows are extremely important, representing in the case of France nearly 13.4 Mt of goods trade per year, which indicates a weak rail modal share (less than 5% on the flows considered).

3.7 Analysis SWOT

An analysis SWOT is the study of a given situation (strenghts and weaknesses) and possible ways of evolution of this situation (opportunities and threats). It is a way of presenting the main elements of this analysis applied to the railroad mode in the zone covered by the Rail Freight Corridor N°4 «Atlantic».

Strengths:
- The possibility of transporting important volumes on long distances allowing potentially reduced costs
- The mobilization of public authorities and infrastructure managers and their organization in common structures
- The service done by the corridor for important production sites and consumption
- Rail transport reduced environmental impact.

Weaknesses:
- High capital costs, at the same time for infrastructures and rolling stocks
- A lack of flexibility of the periods of transport
- An absence of priority for the freight trains on the rail network
- Lesser costs, at the moment, for the road and maritime modes of transport
- A direct competition of the maritime mode on the corridor and the efficient range of services of transport
- A lack of confidence of the actors of the transport in the rail mode

Opportunities:
- The liberalization of the market which can allow an increase of the competitiveness of the offered services and a price drop for the rail transport
- The simplification of the procedures of reservation of paths and the realization of new tools with benefit from new technologies
- A reduction in the competitiveness of the road mode in relation with the increase of the energy costs and creation of new taxes
- The development of the iberian ports in the hinterland of the Rail Freight Corridor N°4 «Atlantic» which, in support on the optimization of the rail network, can become a competitive alternative of the Northern ports of Europe and Mediterranean, in particular for the transcontinental traffics

Threats:
- The economic situation and the uncertainty which causes its impact on the countries of the Rail Freight Corridor N°4 «Atlantic»,
- The relocation of the centers of consumption and production towards other countries of Europe,
- The development of the sea transport (cheaper in terms of investments) and services which develop themselves in this frame (maritime highways)

CHAPTER 4 LIST OF MEASURES

The EEIG CFM4 has an organisational structure which responds to the terms of Regulation 913/2010 (from Articles 12 to 19).

The management of activities of Rail Freight Corridor N°4 «Atlantic» depends on the EEIG CFM4 and on the role that each infrastructure manager (IM) plays in a coordinated manner. For each article mentioned (12 to 19) is presented below a summary of the actions established.

4.1 COORDINATION OF INFRASTRUCTURAL WORKS

In order to ensure the coherence and continuity of the available infrastructural capacity along the freight corridor, all rail infrastructural and equipment works that might restraint the capacity available on Rail Freight Corridor N°4 «Atlantic» will be coordinated at the level of the freight corridor and will be subject to an up-to-date publication.

In this document, the term “works” describes the needs of IM for all activities reducing the capacity of their infrastructure (exp: maintenance, repair, renewal, improvement, construction works).

The coordination of works should enable the consideration of capacity limits in terms of the needs of infrastructure managers and needs from a market point of view by rationalising and optimising the serious impact and duration of the reduction of capacity of infrastructure managers.

In the following table it is showed the general schedule for this coordination of infrastructural works.

Date	Stages	Observations
X-24	First information of capacity restrictions on the corridor published by EEIG CFM4.	This information will be demanded from the 3 infrastructure managers in X-26
X-17	Update before the beginning of construction of the prearranged train paths	This information will be demanded from the 3 infrastructure managers in X-19 The railway undertakings and terminals will be consulted in X-18
X-12	Update before the publication of the train paths prearranged in X-11	This information will be demanded from the 3 infrastructure managers in X-14 The railway undertakings and terminals will be consulted in X-13 This information will be included in the declarations of national networks.
X-4	Update before the final attribution and planning of the capacity for trains ad-hoc	This information will be demanded from the 3 infrastructure managers in X-6 The railway undertakings and terminals will be consulted in X-5

The content of the update of information and the decisions of update are a responsibility of the infrastructure managers of Rail Freight Corridor N°4 «Atlantic». The infrastructure managers may decide to obtain information on these updates at any moment (ex.: per quarter, monthly and at any moment in case of occurrence of modifications).

4.2 CORRIDOR ONE STOP SHOP

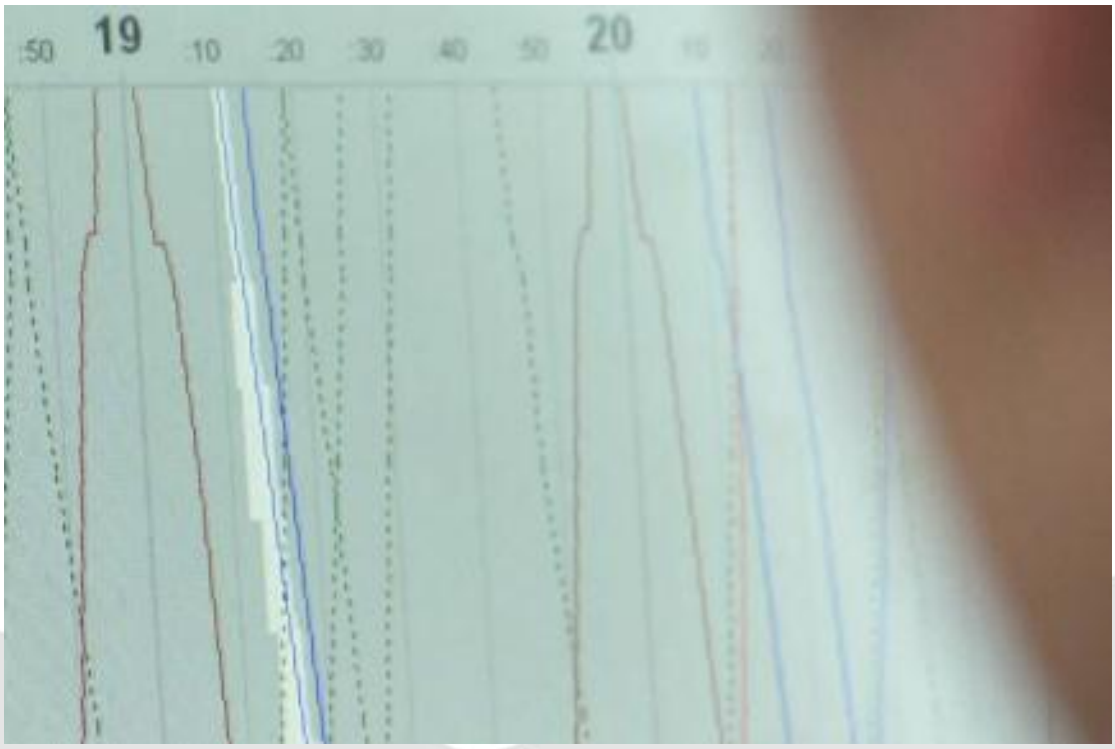
The one-stop shop (OSS) on Rail Freight Corridor N°4 «Atlantic» is at the disposal of applicants in order to coordinate the process of allocation of capacity, facilitate the provision of basic information on traffic management and facilitate the provision of information on the use of the freight corridor.

Rail Freight Corridor N°4 «Atlantic» has established a Representative OSS, in which ADIF acts on behalf of the three IM. Rail Freight Corridor N°4 «Atlantic» OSS is placed in Madrid and is supported by a coordinating IT-tool (Path Coordination System).

Contact data:

By post **OSS.corridor4**
Administrador de Infraestructuras Ferroviarias **(ADIF)**
Dirección de Planificación y Gestión de Red
Calle Titán Nº 8
28045 MADRID | SPAIN

By mail: **OSS@corridor4.eu**



The main functions of the one-stop shop of Rail Freight Corridor N°4 «Atlantic» will be the following:

- Provide information on:
  - Access to the infrastructures of the Corridor
  - The conditions of access to the terminals of the Corridor
  - The procedures of allocation of capacity on the Corridor
  - Infrastructure charging schemes on the sections of the Corridor
  - Information for access to the reference guide of each IM concerned for the Corridor
  - The procedures of management of traffic of IM of the Corridor, including procedures in case of disturbances

- Coordinate the construction of prearranged train paths in collaboration with the IM of the Corridor
- Allocate the capacity of the prearranged and reserve train paths
- Establish a record of the demands of capacity on the corridor
- Establish and maintain processes of communication with IM and the terminals of the Corridor
- Publish the programme of the works that might limit the available capacity of the freight Corridor
- Ensure the monitoring of the use of the allocated prearranged train paths

In this sense, the experts of the one-stop shop of Rail Freight Corridor N°4 «Atlantic» have drawn up the catalogue 2014 of prearranged international train paths. Its summary is presented in appendix 4 of this Implementation Plan: catalogue of the prearranged train paths published since 15.01.2013 on the website of Rail Net Europe (corridor C06 Atlantic part).

A detailed description of the construction of prearranged paths and the allocation of international capacity will be included in the Corridor Information Document. A summary of these processes is described below:

Construction, delivery and publication of PaPs:

With the following inputs:

- Results of the Transport Market Study (TMS)
- Previous timetables information as request for PaPs, other international requests, etc.
- Capacity restrictions due to IMs' own requirements (works, commuters peak hours, etc).
- Framework agreements between IM and RU.
- Other kinds of traffic (as passenger traffic, national traffic, etc.)

The involved IM coordinated by the C-OSS will construct the prearranged paths for the Corridor catalogue.

Each IM is responsible for the PaPs production in its country. The C-OSS will support and monitor the production and the coordination in the borders of the PaPs.

C-OSS will also support the coordination of the PaPs in the connecting points with other Corridors (RFC-2 and RFC-6).

The publication of PaPs will be done by the C-OSS via PCS in X-11.

Prearranged paths application phase:

Between X-11 and X-8 the PaPs shall be published and available so that Applicants can submit applications for the annual timetable.
C-OSS tasks in this phase will be to:

- Keep a register of PaPs requested by applicants
- Display PaPs available for Rail Freight Corridor N°4 «Atlantic»
- Receive the paths request for Rail Freight Corridor N°4 «Atlantic»

Allocation phase for the annual timetable:

Pre-booking phase by C-OSS.

The tasks of the C-OSS in this phase are described below:

- The C-OSS shall keep a register of all activities performed by the C-OSS concerning the allocation of infrastructure capacity, and keep it available for Regulatory Bodies, Ministries and Applicants.
- The C-OSS shall ensure the update of the register and manage access to it for the above-mentioned parties. The content of the register will only be communicated to these interested parties on request.

The C-OSS will decide on the allocation of PaPs requests and communicate the result to the Applicant through PCS.

In case of conflicting PaPs requests, the Corridor OSS shall base its decisions:

- according to Articles 45 and 46 of Directive 2012/34/EU and
- applying the Rail Freight Corridor N°4 «Atlantic» priority rules defined in the Corridor Information Document

The C-OSS will forward the application to the competent IM if the Applicant which didn´t obtain the PaP requested does not accept the alternative PaPs or no other PaPs fit with the request.

Construction phase

C-OSS will prepare answers to and from IM, C-OSS of others corridors and Applicants according to the path requests placed on time (X-8), including both feeder and outflow paths as well as sections of PaPs and taylor made solutions requested to IM.

The concerned IM will deliver to the C-OSS their results concerning feeder / outflow path, taylor made paths construction and possible PaPs adaptations for fiting. Then the C-OSS will communicate the draft offer to the Applicants.

Observations from Applicants

Applicants will check the draft offer and make their remarks. Then Applicants will forward their final decision to the C-OSS.

Post processing and final allocation for annual Timetable

The C-OSS is responsible for bringing the final offer and allocation of PaPs to the Applicant, based on the following information given by IM:

- Fullfill answer to the request
- Partial offer agreed with customer
- Different offer agreed with customer
- No offer
- Information on access to terminals.

In case of complaints regarding the allocation of PaPs (e.g. due to a decision based on the priority rules for allocation), the Applicants may address the respective regulatory body.

Application and Allocation phase for late path requests:

According to the PaPs remaining after the allocation of the PaPs requested before X-8, the C-OSS will receive and allocate late path requests (requests placed beyween X-7.5 and X-2).

The C-OSS is responsible for their allocation based on the RNE process for late path requests management following the principle “first come - first served”.

If the late path request cannot match with PaPs offer, if there is no other/suitable alternative PaP or if a flexible approach is needed, the C-OSS forwards the request to the competent IM. The involved IM will deliver their results to the C-OSS; in the end the C-OSS will communicate the final offer to the Applicant.

Answers to late path requests will be offered after the final answers for path requests submitted before the 2nd Monday in April (X-4). The last possible date for submitting path offers to applicants for late path requests is one month before the start of the next Timetable (X-1).

Application and Allocation phase for ad-hoc path request:

According to Article 14.5 of the Regulation, and taking into account the PaPs allocated at X-4, the existing traffic and IMs specific situation, the MB will define a reserve capacity based on prearranged paths in order to satisfy the ad-hoc path requests placed by the Applicants between X-2 until X+12 for international freight trains on the Corridor.

The reserve capacity will be displayed at X-2 in PCS and protected from any modification by the IMs.

In this phase (X-2 – X+12), the C-OSS takes the allocation decision for reserve capacity requests according to the rule “first come – first served”.

In case of applications including feeder/outflow paths, tailor made solutions and/or terminal slots, the C-OSS will forward the request to the concerned national IMs and ensure a consistent path construction between the feeder and the Corridor-related path section.

The C-OSS won’t answer to any request of PaPs in reserve capacity placed 30 days before the running day. Requests with shorter time limit should be addressed to the national IM directly.

Evaluation phase

The C-OSS will provide some inputs for evaluating the Corridor’s performance regarding the use of PaPs and their allocation. It will serve also as inputs for the revision of the pre-arranged path offer for the next available annual timetable and for the report to be published in accordance with Art. 19 (2) in Regulation 913/2010.

4.3 CAPACITY ALLOCATION PRINCIPLES

The framework for the allocation of capacity of Rail Freight Corridor N°4 «Atlantic» was approved by the Executive Board. This document is presented in appendix 1 to this Implementation Plan.

The Corridor Information Document describes in detail the procedures of allocation of capacity in accordance with the abovementioned framework.

The EEIG CFM4 will review this document annually with the Executive Board in order to obtain the best potential of the freight corridor.

4.4 APPLICANTS

The EEIG CFM4 accepts taking into account non-railway undertakings among applicants.

Therefore, the EEIG CFM4 fully adopts the definition of "applicant" mentioned in the Directive 2012/34/EU as:

- every rail company or
- every international grouping of railway undertakings or
- other persons or legal entities, such as competent authorities under Regulation (EC) No 1370/2007 and shippers, freight forwarders and combined transport operators, with a public-service or commercial interest in procuring infrastructure capacity.

Those candidates who meet the conditions set in the network of each IM involved in Rail Freight Corridor N°4 «Atlantic» may apply prearranged paths in the same conditions than the RU.

To use the prearranged paths awarded, the candidate is required to provide to the IM and/or OSS of the Rail Freight Corridor N°4 «Atlantic» the name of the railway(s) undertaking(s) which will held the traction at least 5 working days before the train running.

The RU designated to perform traction will execute all contracts with individual IM as necessary according to the regulations of each of the affected networks.

For allocating capacity of a prearranged path by the OSS corridor, it won't be necessary to know the railway company that provides traction. However, the failure of communication of this information to the IM and/or OSS of the Rail Freight Corridor N°4 «Atlantic» within the prescribed period will be a reason for the removal of the capacity allocated

4.5 TRAFFIC MANAGEMENT

Traffic monitoring will be ensured by the IM of Rail Freight Corridor N°4 «Atlantic» aimed at the adaptation of the effective circulation of trains to the allocated capacities.

In terms of rail traffic management, RU will be informed of the state of ongoing traffic according to the norms of circulation and traffic of the network.

Criteria for traffic control.

Traffic monitoring will be based on transparent and non-discriminatory principles, bearing in mind that the primordial purpose is ensuring punctuality in accordance with the allocated capacity.

The IM of Rail Freight Corridor N°4 «Atlantic» might use, when they find it appropriate, the following criteria for traffic regulation:
- Preference of trains which obtained a capacity over those which did not reserve a capacity.
- Preference of trains circulating in their paths over those which circulate with a delay, aimed at minimising the increase of delays.
- Preference in case of disturbance of the rail traffic due to technical problems, accidents or other incidents. In this case, necessary measures will be adopted in order to restore a normal situation as soon as possible.

The IM of Rail Freight Corridor N°4 «Atlantic» will review this procedure annually in order to obtain the best potential of rail freight corridor.

4.6 TRAFFIC MANAGEMENT IN EVENT OF DISTURBANCE

For a proper management of the traffic of Rail Freight Corridor N°4 «Atlantic», a procedure shall be drawn up between the IM of Rail Freight Corridor N°4 «Atlantic» in order to achieve an adequate coordination in the management of traffic during eventual situations of disturbancies.

The main purpose of this procedure is to define appropriate forms and means of communication between the different actors (fundamentally IM and users) who may be affected by an alteration of circulation conditions in Rail Freight Corridor N°4 «Atlantic».

The IM of Rail Freight Corridor N°4 «Atlantic» may draw up a contingency plan which defines alternative procedures to usual operations aimed at creating an overall action plan which will enable the coordination and resolution of contingencies which disrupt the normal development of rail traffic.

In the event of an emergency, and when found absolutely necessary, due to a temporary interruption of service of the infrastructure, the IM of Rail Freight Corridor N°4 «Atlantic» may, without prior notice, suppress, deviate or modify the train paths during the period necessary to the normal restoration of the system and perform urgently the necessary repairs, as well as inform as soon as possible RU and authorised applicants on the consequences. In this case, neither the authorised applicants nor RU may demand a compensation or indemnity which be dealt with the infrastructures managers according to the rules applied in each country.

The IM of Rail Freight Corridor N°4 «Atlantic» may require of RU and their personnel that they use the human and technical means most suitable to restore traffic within a reasonable period of time. In any case, both IM of Rail Freight Corridor N°4 «Atlantic» and RU and authorised applicants will act with joint coordination and collaboration, in order to ensure service in the most efficient manner.

Whenever a disturbancies in rail traffic due to a technical problem, an accident or other incident takes place, the infrastructure managers of Rail Freight Corridor N°4 «Atlantic» must adopt all necessary measures to restore normal operation.

The IM on whose network the incident takes place will inform as soon as possible via email the infrastructure manager of the country towards which the train(s) affected is(are) headed, its cause, as well as the expected delay of the train path(s) programmed. When appropriate, the infrastructure manager who receives the information will transmit it through the same means to the third infrastructure manager.

The IM on whose network the incident takes place will also be responsible for the communication as soon as possible of the said information to the rail company(ies) which operate the affected train(s), as well as the destination terminal(s) of the affected train(s) or to other terminals that might have been equally affected.

The OSS of Rail Freight Corridor N°4 «Atlantic» will be involved in all communications performed between IM, in order that it can daily summarise the received information regarding the disturbance of traffic recorded and inform its customers about it.

Each of the players concerned (RU, authorised applicants and terminal managers) will provide an email address to IM in order that these communications are sent to them.

At least the following disturbanciess will be communicated between the IM of the Rail Freight Corridor N°4 «Atlantic» and RU affected:
- disturbancies with an important impact on rail traffic.
- the cut-off of traffic, including a prevision of resumption.
- the important restriction of capacity, including a prevision of its duration.

In addition, precise information must be provided for every train circulating with a delay superior to 60 min in a prearranged train path allocated by the OSS of the driver.

The infrastructure managers of Rail Freight Corridor N°4 «Atlantic» will review this procedure annually in order to obtain the best potential of freight corridor.

4.7 INFORMATION PROVIDED

Taking into account the information required from Regulation 913/2010, the EEIG CFM4 offers to adopt the following agenda:

Date	Document
10 May 2013	Implementation Plan (1st version available)
10 November 2013	Corridor Information Document 2014 (publication)
10 January 2014	Corridor Information Document 2015 (publication)
9 January 2015	Corridor Information Document 2016 (publication)
10 November 2015	Results of the Implementation Plan (report)
8 January 2016	Corridor Information Document 2017 (publication)
10 May 2016	Update of the traffic market study (report)
10 November 2016	Update of the Implementation Plan (publication)
8 January 2017	Corridor Information Document 2018 (publication)
10 November 2017	Results of the Implementation Plan (report)
2018 and following	Same process as in prior years

Besides the abovementioned dates, all documents will be updated by the EEIG CFM4 wherever necessary, particularly considering the need to ensure a full coherence with the network statement of each IM involved in Rail Freight Corridor N°4 «Atlantic».

Although the Corridor Information Document is the primary source of information, the website of EEIG CFM4 (www.corridor4.eu) will include other additional information inherent to the important possibilities of this communication instrument.

The EEIG CFM4 will also be capable of providing upon demand more detailed information or any other clarification.

4.8 QUALITY EVALUATION

In order to monitor the proper implementation of the Rail Freight Corridor N°4 «Atlantic» and the performance of key activities on the Corridor – comparison between the aims drawn up and the real operational figures – the EEIG CFM4 will regularly publish a report of the performances of the corridor. An annual report will also be provided with the main results and guidelines.

The EEIG CFM4 will publish annually the results of a satisfaction survey carried out to the main customers of the Rail Freight Corridor N°4 «Atlantic», providing a detailed image of the satisfactions of the corridor's users in quantitative and qualitative terms.

All of these documents are public and will thus be published on the website of EEIG CFM4. The interested parties will be encouraged to provide their opinion on the content of these documents and their analysis may be addressed in a new report.

The EEIG CFM4 works in close collaboration with the organizations of other rail freight corridors in order to promote the harmonization of the performance report with the satisfaction survey. In addition to this action, the EEIG CFM4 will review annually its processes in order to achieve the best potential of the Rail Freight Corridor N°4 «Atlantic».

4.8.1 PERFORMANCE MONITORING REPORT

The EEIG CFM4 will regularly publish a report of performance monitoring of the Rail Freight Corridor N°4 «Atlantic» which will present detailed analysis of several key indicators of the 2 strategic purposes considered as significant for the accomplishment of the purposes of the Corridor, particularly the following indicators:

Indicators	
i.	Annual number of prearranged freight paths (p)
ii.	Annual number of prearranged freight paths.km (pkm)
iii.	Punctuality at different points of measure (on the origin and destination of trains at best, as well as on border crossing)
iv.	Average speed of trains [km/h], excluding freight transhipment time at the border between France and Spain.
v.	Number of requests of prearranged paths: - between X-11 and X-8 - between X-8 and X-2 (late paths requests) - between X-2 and X+12 (ad hoc paths requests)
vi.	Number of paths allocated by the one-stop shop: - paths allocated for the annual service - paths allocated upon late request - paths allocated upon ad hoc paths requests
vii.	Annual number of paths reserved and not used [n]
viii.	Response time in days to the paths on demand [d]

Other indicators might be included in the Performance Monitoring Report of the Rail Freight Corridor N°4 «Atlantic», depending on the analysis of requests expressed by RU or other parties.

These performance indicators will show the Rail Freight Corridor N°4 «Atlantic» as a whole. Nonetheless, specific sections of the Corridor will be identified and the indicators will be thus calculated. First of all, 2 market sections will be considered: Portugal/Spain and Spain/France.

The Performance Monitoring Report of the Rail Freight Corridor N°4 «Atlantic» should include the qualitative analysis for the situations in which the abnormal evolution of indicators would be proved.

The EEIG CFM4 should promote the compatibility of performances according to the different sectors of the Rail Freight Corridor N°4 «Atlantic»; the Performance Monitoring Report should include the results of the different sectors of the Corridor, including the main causes of delays and the apportionment of responsibilities between parties.

4.8.2 SATISFACTION SURVEYS

According to article 19 of Regulation 913/2010 (“Quality of service on the freight corridor”), “the management board shall organise a satisfaction survey of the users of the freight corridor and shall publish the results of it once a year”.

Therefore, the EEIG CFM4 shall perform an annual survey in order to assess the satisfaction of the users of Rail Freight Corridor N°4 «Atlantic», making the results of this survey public.

This survey addresses the main and potential users of Rail Freight Corridor N°4 «Atlantic», as defined in article 15 of Regulation 913/2010, and assesses aspects such as:

- ✓ Network of lines and terminals for the Corridor (need to include more lines/terminals)
- ✓ Quality of the information issued by the Corridor
- ✓ Application of the procedures of the Corridor
    - Procedures of demand of paths
    - Management of traffic and punctuality, operation
    - Complaint management
- ✓ Quality of the infrastructure (planning of maintenance, improvements performed)
- ✓ Quality of the paths allocated (travelling period, origin/destination, TBR allocated, maximum length of the train, gauge...)
- ✓ Quantity of prearranged train paths
- ✓ Services provided in terminals
- ✓ Punctuality in the management of train paths
- ✓ Comparison with the situation prior to the creation of the Corridor
- ✓ Knowledge of the infrastructure charges by country and its comprehensibility, easy calculation and application.

Taking into account the precedent perimeters, questions will be made, which format should enable responses simultaneously quantitative (with a range of values) and qualitative, including the possibility of presenting free text remarks.

A note shall be sent to the Advisory Groups of Railway Undertakings and Terminal Managers, explaining the objective of this initiative and some basic instructions for a better understanding and use.

Responses shall be analysed, seeking for each period of realisation of the survey the level of correlation of this analysis with its strategic and operational purposes, as well as, depending on the level of results, the possible improvements shall be identified.

Pursuant to this analysis, the EEIG CFM4 shall define the concrete action plans associated with the strategic purposes of the Rail Freight Corridor N°4, channelling towards the improvement of negative aspects identified by the users of the Corridor.

In general terms, one might say that action plans shall influence the improvement of competitiveness of rail freight transport on the Rail Freight Corridor N°4. Similarly, action plans defined shall ensure the continuous improvement and the achievement of all the purposes of the Rail Freight Corridor N°4.

The general purpose of the EEIG CFM4 is the significant increase of competitiveness of the rail services of the Rail Freight Corridor N°4 «Atlantic» against the other means of transport. This means having a broad understanding and a control of critical factors, particularly regarding traffic capacity and management, functions clearly attributed to the EEIG CFM4.

The general purpose is to **multiply by 3.5 the volume of rail freight which will cross the borders of Rail Freight Corridor N°4 «Atlantic» in the next 20 years**. According to the results of the Trafic Market Study, it is anticipated a growth from 7 million tons in 2010 to 24 million tons in 2030.

The EEIG CFM4 has defined 2 strategic objectives that underline the overview for Rail Freight Corridor N°4 «Atlantic» in terms of production of transport on the rail freight corridor.

Strategic Objectives	**2014**	**2017**
a. Number of international prearranged freight paths using the corridor (n.) Method: Number of international prearranged paths crossing one or two borders available at X-11. Purpose: Provide a basic production indicator for Rail Freight Corridor N°4 «Atlantic»	23	+40%
b. Average speed of prearranged paths [km/h], excluding freight transhipment time at the border between France and Spain Method: AvSpeed = Sum (PaP Length) / Sum (PaP Journey time) AvSpeed = Average speed of the PaPs PaPLenght = Complete length of each PaP PaP Journey time = Journey time of each PaP Purpose: Provide a basic production indicator for Rail Freight Corridor N°4 «Atlantic». The PaP were selected as being the most significant commercial product of Rail Freight Corridor N°4 «Atlantic».	55 km/h	+15%

Two horizons were chosen: 2014 as the first year of effective operational activity and 2017 as a planned key date for the implementation of new sections of high-speed lines on Rail Freight Corridor N°4 «Atlantic» which will release more capacity for freight traffic on the existing line.

The accomplishment of these purposes is partially depending on global economic conditions, as well as on concrete actions performed by the EEIG CFM4 and IM of Rail Freight Corridor N°4 «Atlantic». The choice of the 2 abovementioned indicators is aimed at providing a simple and efficient reading of the performance of the Rail Freight Corridor N°4 «Atlantic» which depends, in fact, on several factors. These several factors will be controlled by the EEIG CFM4, but will not correspond to the purposes published in the Implementation Plan.

With the implementation of performance monitoring and traffic management, the EEIG CFM4 will strive for the control of the vital aspects of service quality and guide efficiently its actions for a significant improvement of competitiveness of international rail freight.

6.1 LIST OF PROJECTS

CAUTION: The list of projects mentioned in the investment plan of the corridor is provided for informational purposes only. A number of technical, political and financial factors may affect the implementation of these projects.

It is therefore possible that some operations will be delayed or achievements could be challenged. Dates and costs presented may be modified in the future according to the publication of the Core Network Corridor's Workplan expected from the European Commission at the end of 2014.

6.1.1 France

Réseau Ferré de France manages, modernises and develops a network at the heart of Europe. Continuously evolving over more than 150 years, this network requires constant adjustments to respond to the needs of transport of passengers and freight.

Since 2008, Réseau Ferré de France is committed to a wide program of modernisation of the national rail network. It presently manages nearly 1000 contruction sites per year on the whole territory.

Investments associated operations of maintenance, renewal and development with an overview of the network including:
- Major territorial projects across large basins of travel
- A Major Project of Modernization of the network on a national scale to improve its fluidity, reliability and performance.

The following tables present the major projects on Rail Freight Corridor N°4 «Atlantic».

6.1.1.1 ERTMS and GSM R deployment

N° d'ordre	Typologie				Intitulé - description sommaire - localisation	Secteur du corridor considéré	Échéance mise en service			Montant du projet (M€$_{2013}$)			Impact des travaux sur les trafics fret du corridor
	Voie	Ouvrage d'art	Electrification	Signalisation			Court terme	Moyen terme	Long terme	< 50 M€	De 50 à 500 M€	> 500 M€	
46				D et R	Déploiement programme CCR	Totalité du corridor		X	X		X		
47				D	Déploiement ERTMS	Paris-Metz-Woippy		X			X		
48				D	Déploiement ERTMS	Paris-Le Havre		X			X		
49				D	Déploiement ERTMS	Paris-Hendaye		X			X		
50				D	Déploiement GSM R	Paris-Metz-Woippy		X		X			
51				D	Déploiement GSM R	Paris-Le Havre		X		X			
52				D	Déploiement GSM R	Paris-Hendaye		X			X		

6.1.1.2 Paris-Le Havre section

N° d'ordre	Typologie				Intitulé - description sommaire - localisation	Secteur du corridor considéré	Échéance mise en service			Montant du projet (M€$_{2013}$)			Impact des travaux sur les trafics fret du corridor
	Voie	Ouvrage d'art	Electrification	Signalisation			Court terme	Moyen terme	Long terme	< 50 M€	De 50 à 500 M€	> 500 M€	
24	D	D	D	D	Tangentielle Légère Nord Phase 1	PO1 Gagny-Argenteuil	X				X		
25	D	D	D	D	Tangentielle Légère Nord Phase 2	PO1 Gagny-Argenteuil		X			X		
26	D		D	D	Refonte plan de voie de Mantes-la-Jolie (EOLE)	PO2 Argenteuil-Mantes	X				X		
27	D		D	D	3ème voie entre Val d'Argenteuil et Conflans Ste Honorine	PO2 Argenteuil-Mantes			X		X		
28	D		D	D	3ème voie entre Val d'Argenteuil et Cormeilles	PO2 Argenteuil-Mantes		X			X		
29				D	Création d'IPCS ou banalisation de Val d'Argenteuil à Conflans Ste Honorine	PO2 Argenteuil-Mantes		X			X		
30	D	D	D	D	Création saut de Mouton à Val d'Argenteuil	PO2 Argenteuil-Mantes		X		X			
31	D	D	D	D	Ligne Nouvelle Paris Normandie	PO2 Argenteuil-Mantes		X	X			X	
32	R	R	R	R	Programme de renouvellement de la ligne Paris-Le Havre	PO3 Mantes-Rouen - Le Havre	X	X			X		
33				D	Création IPCS Gaillon-Val de Reuil	PO3 Mantes-Rouen - Le Havre	X			X			
34				D	Création IPCS Motteville - Le Havre	PO3 Mantes-Rouen - Le Havre	X				X		
35				D	Modernisation signalisation Rouen Rive Droite	PO3 Mantes-Rouen - Le Havre	X			X			
36	D		D	D	Raccordement du Port du Havre à la ligne Serquigny Oissel	PO3 Mantes-Rouen - Le Havre			X		X		

6.1.1.3 Paris – Woippy section

N° d'ordre	Typologie				Intitulé - description sommaire - localisation	Secteur du corridor considéré	Échéance mise en service			Montant du projet (M€$_{2013}$)			Impact des travaux sur les trafics fret du corridor
	Voie	Ouvrage d'art	Electrification	Signalisation			Court terme	Moyen terme	Long terme	< 50 M€	De 50 à 500 M€	> 500 M€	
37				D	Création IPCS de Meaux à Château-Thierry	PE1 Gagny-Lérouville		X			X		
38				D	Création IPCS de Dormans à Epernay	PE1 Gagny-Lérouville		X		X			
39	D		D	D	Refonte du plan de voies en gare de Lagny (prolongement EOLE)	PE1 Gagny-Lérouville		X		X			
40	R				Programme de RVB de la ligne classique Paris-Strasbourg	PE1 Gagny-Lérouville	X				X		
41	D		D	D	Suppression du goulet d'étranglement de Metz Nord	PE2 Lérouville - Metz	X			X			

6.1.1.4 Paris – Hendaye section

N° d'ordre	Typologie				Intitulé - description sommaire - localisation	Secteur du corridor considéré	Échéance mise en service			Montant du projet (M€$_{2013}$)			Impact des travaux sur les trafics fret du corridor
	Voie	Ouvrage d'art	Electrification	Signalisation			Court terme	Moyen terme	Long terme	< 50 M€	De 50 à 500 M€	> 500 M€	
1	D		D	D	Réaménagement complexe ferroviaire Hendaye/Irun	PS1 Hendaye Bordeaux	X			X			
2	R				Renouvellement de la voie entre Hendaye et Bordeaux	PS1 Hendaye Bordeaux	X				X		
3			D		Remplacement de la caténaire Midi entre Hendaye et Bordeaux	PS1 Hendaye Bordeaux		X			X		
4				D	Redécoupage du BAL en sortie sud de Bordeaux	PS1 Hendaye Bordeaux	X			X			
5				D	Création d'IPCS de Gazinet à Dax	PS1 Hendaye Bordeaux	X				X		
6	D		D	D	Création garages fret à Morcenx et Ychoux (liés à l'AFAT)	PS1 Hendaye Bordeaux	X			X			
7		D			Mise au gabarit GB1+ de la section Dax-Hendaye	PS1 Hendaye Bordeaux	X			X			
8	D	D	D	D	GPSO (lignes nouvelles Bx-Tlse & Bx-Espagne)	PS1 Hendaye Bordeaux		X	X			X	
9	D		D	D	Refonte plan de voie zone sud gare de Bordeaux Saint Jean	PS1 Hendaye Bordeaux		X		X			
10	D		D	D	LGV SEA / raccordements et bases travaux	PS2 Bordeaux Tours	X					X	
11	D				Mise à 4 voies sortie nord de Bordeaux	PS2 Bordeaux Tours	X				X		
12	D	D			Mise au gabarit GB1+ entre Bordeaux et Poitiers	PS2 Bordeaux Tours		X			X		
13	R				RVB entre Boisseaux et Blois *(programme pluriannel)*	PS3 Tours Brétigny	X			X			
14	D		D	D	Création garage fret de Beaugency (V1)	PS3 Tours Brétigny	X			X			
15	D		D	D	Modification bifurcation de Joué les Tours	PS3 Tours Brétigny	X						
16		R			Réhabilitation d'ouvrages d'art	PS3 Tours Brétigny	X			X			
17				R	Régénération du poste d'Artenay	PS3 Tours Brétigny	X			X			
18				R	Renouvellement de circuits de voie aux Aubrais	PS3 Tours Brétigny	X			X			
19				R	Régénération du BAL entre Brétigny et Les Aubrais	PS3 Tours Brétigny	X				X		
20				D	Création IPCS Toury - Cercottes	PS3 Tours Brétigny	X			X			
21	D		D	D	Refonte du plan de voie de Brétigny (modernisation RER C)	PS4 Brétigny Valenton	X				X		
22				D	Redécoupage du BAL entre Juvisy et Brétigny (modernisation RER C)	PS4 Brétigny Valenton	X				X		
23													

6.1.1.5 Complementary itineraries Serqueux-Gisors & Poitiers-Niort Saintes Bordeaux

N° d'ordre	Typologie				Intitulé - description sommaire - localisation	Secteur du corridor considéré	Échéance mise en service			Montant du projet (M€$_{2013}$)			Impact des travaux sur les trafics fret du corridor
	Voie	Ouvrage d'art	Electrification	Signalisation			Court terme	Moyen terme	Long terme	< 50 M€	De 50 à 500 M€	> 500 M€	
42	R				Rénovation voie Serqueux Gisors	Gisors Serqueux	X				X		
43				D	Redécoupage du bloc entre Boissy l'Aillery et Gisors	Gisors Serqueux		X		X			
44	D	D	D	D	Modernisation Serqueux Gisors	Gisors Serqueux		X			X		
45	D	D		D	Mise au gabarit GB1 et aménagements de capacité (projet lié à l'AFAT)	Poitiers Niort Saintes BX	X				X		

6.1.2 Spain

The strategic planning of transport infrastructures in Spain is reproduced in the Infrastructure, Transport and Housing Plan (PITVI 2012-2024), presented by the Ministerio de Fomento to the Spanish government in September 2012.

The PITVI establishes five major strategic goals as the new framework of planning of transport infrastructures:

- Improve the efficiency and competitiveness of the global transport system by optimising the use of existing capacities.
- Contribute to a balanced economic development, as an instrument for overcoming the crisis.
- Promote a sustainable mobility making its economic and social effects compatible with the environment.
- Reinforce territorial cohesion and the accessibility of all territories of the State through the transport system.
- Favour the functional inclusion of the transport system as a whole from an intermodal point of view.

The rail mode is the one that shall receive the major part of investments in the period of implementation of the Plan, almost 39% of the total amount predicted, differentiating rail investments according to the following perimeters:

- new investments on the commuter rail system.
- new investments on the conventional network: standard UIC gauge, access to ports, lay-bys with 750 m, logistic platforms and facilities, renewal of the conventional network, integration in agglomerations, suppression of level crossings, signalling system ASFA (digital) and ERTMS, among other investments.
- new investments in the high speed network.
- accessibility to stations.
- Investments of urban integration of rail network

The following tables present the main projects included in the existing planning in Spain (PITVI), in direct relation to Rail Freight Corridor N°4 «Atlantic» and directed mainly towards the improvement of the competitiveness of rail freight transport.

6.1.2.1 Irún/Hendaya (French border) - Madrid section

N° d'ordre	Typologie				Intitulé - description sommaire - localisation	Secteur du corridor considéré	Échéance mise en service			Montant du projet (M€$_{2013}$)			Impact des travaux sur les trafics fret du corridor
	Voie	Ouvrage d'art	Electrification	Signalisation			Court terme	Moyen terme	Long terme	< 50 M€	De 50 à 500 M€	> 500 M€	
1	D	D	R	D	Línea Alta Velocidad Y Vasca (tráfico mixto). Entrada en ciudades con estación actual. Incluye actuaciones en Jundiz y adaptacion UIC entre Astigarraga y Irun	Madrid - Irún/Hendaya	X					X	
2	D	D	D	D	Línea Alta Velocidad Y Vasca (tráfico mixto). Seccion Astigarraga-Lezo y conexion con Francia	Madrid - Irún/Hendaya		X	X		X		
3	D		R	D	Adaptación UIC Tramo Burgos – Vitoria BAB	Madrid - Irún/Hendaya	X				X		
4	R	D	R	R	Adecuación infraestructura Burgos - Vitoria (túneles)	Madrid - Irún/Hendaya	X				X		
5	D		D	D	Adaptación UIC Tramo Vitoria - Alsasua	Madrid - Irún/Hendaya	X				X		
6	D		D	D	Doble vía Pinar de Antequera	Madrid - Irún/Hendaya	X			X			
7	D	D	D	D	Línea Alta Velocidad tramo Valladolid – Burgos (tráfico mixto)	Madrid - Irún/Hendaya	X					X	
8	D		D	D	Variante de Valladolid (mercancías) (2 IB+acceso norte UIC al complejo=10 km)	Madrid - Irún/Hendaya	X				X		
9	D	D	D	D	Nuevo Complejo de mercancías Valladolid	Madrid - Irún/Hendaya	X			X			
10	D	D	D	D	Puerto Seco de Bilbao en Pancorbo	Madrid - Irún/Hendaya	X			X			
11	D		R	D	Alsasua - Astigarraga adaptación UIC	Madrid - Irún/Hendaya		X			X		
12	D		R	D	Medina del Campo – Valladolid – Burgos adaptación UIC	Madrid - Irún/Hendaya		X			X		
13	D	D	D	D	Línea Alta Velocidad tramo Burgos – Vitoria (viajeros exclusivos)	Madrid - Irún/Hendaya		X				X	
					Madrid – Medina del Campo adaptación UIC.	Madrid - Irún/Hendaya		X					
14	D		D	D	1.- Pitis - Villalba - Escorial (cercanías)	Madrid - Irún/Hendaya		X			X		
15	D		R	D	2.- Escorial - Ávila (actualmente B.A.B + ENCE)	Madrid - Irún/Hendaya		X			X		
16	D		R	D	3.- Ávila - Medina del Campo (actualmente B.A.)	Madrid - Irún/Hendaya		X			X		

6.1.2.2 Miranda de Ebro – Puerto de Bilbao section

N° d'ordre	Typologie				Intitulé - description sommaire - localisation	Secteur du corridor considéré	Échéance mise en service			Montant du projet (M€$_{2013}$)			Impact des travaux sur les trafics fret du corridor
	Voie	Ouvrage d'art	Electrification	Signalisation			Court terme	Moyen terme	Long terme	< 50 M€	De 50 à 500 M€	> 500 M€	
27	D		R	D	Adaptación UIC Tramo acceso Puerto de Bilbao- Y Vasca	Miranda de Ebro - Bilbao		X		X			

6.1.2.3 Medina del Campo - Fuentes de Oñoro (Portuguese border) section

N° d'ordre	Typologie				Intitulé - description sommaire - localisation	Secteur du corridor considéré	Échéance mise en service			Montant du projet (M€$_{2013}$)			Impact des travaux sur les trafics fret du corridor
	Voie	Ouvrage d'art	Electrification	Signalisation			Court terme	Moyen terme	Long terme	< 50 M€	De 50 à 500 M€	> 500 M€	
28			D	D	Medina del Campo – Salamanca. Electrificación y sistema de señalización (se extrapola la inversión del tramo Medina del Campo – Salamanca)	Medina del Campo - Fuentes de Oñoro	X				X		
29			D	D	Salamanca – Fuentes de Oñoro. Electrificación y sistema de señalización (se extrapola la inversión del tramo Medina del Campo – Salamanca)	Medina del Campo - Fuentes de Oñoro	X				X		
30	D		R	D	Fuentes de Oñoro – Medina del Campo adaptación UIC	Medina del Campo - Fuentes de Oñoro		X			X		

6.1.2.4 Madrid-Algeciras section

N° d'ordre	Typologie				Intitulé - description sommaire - localisation	Secteur du corridor considéré	Échéance mise en service			Montant du projet (M€$_{2013}$)			Impact des travaux sur les trafics fret du corridor
	Voie	Ouvrage d'art	Electrification	Signalisation			Court terme	Moyen terme	Long terme	< 50 M€	De 50 à 500 M€	> 500 M€	
17	D	D		D	Variante de Almoraima (estación de San Roque)	Madrid - Algeciras	X			X			
18	D		D	D	Complejo de Aranjuez (sistema de concesión)	Madrid - Algeciras	X			X			
19	D		R	D	San Cristobal - Villaverde bajo - Pitis vía mercancías	Madrid - Algeciras		X			X		
20	D		R	R	Incorporación a UIC terminales de Vicálvaro y Abroñigal	Madrid - Algeciras		X		X			
					Algeciras – Madrid adaptación UIC:	Madrid - Algeciras		X					
21	D		D	D	1.- Algeciras - Bobadilla - incluye nueva electrificación	Madrid - Algeciras		X			X		
22	D		R	D	2.- Bobadilla - Córdoba - Linares	Madrid - Algeciras		X			X		
23	D		R	D	3.- Linares - Vadollano	Madrid - Algeciras		X		X			
24	D		R	D	4. - Vadollano - Santa Cruz de Mudela	Madrid - Algeciras		X		X			
25	D		R	D	5.- Santa Cruz de Mudela - Aranjuez	Madrid - Algeciras		X			X		
26	D		D	D	6.- Aranjuez - San Cristobal - Villaverde bajo	Madrid - Algeciras		X			X		

6.1.2.5 Manzanares - Badajoz/Elvas (Portuguese border) section

N° d'ordre	Typologie				Intitulé - description sommaire - localisation	Secteur du corridor considéré	Échéance mise en service			Montant du projet (M€$_{2013}$)			Impact des travaux sur les trafics fret du corridor
	Voie	Ouvrage d'art	Electrification	Signalisation			Court terme	Moyen terme	Long terme	< 50 M€	De 50 à 500 M€	> 500 M€	
31	D	D		D	Línea Alta Velocidad Plasencia-Cáceres-Badajoz (1er tramo)	Manzanares - Badajoz	X				X		
32	D	D	D	D	Línea Alta Velocidad Extremadura Plasencia-Navalmoral-Pantoja (2º tramo)	Badajoz - Cáceres - Madrid		X				X	
33	D	D	D	D	Enlace línea Alta Velocidad Madrid – Extremadura con vía de mercancías Madrid	Badajoz - Cáceres - Madrid		X				X	

6.1.2.6 ERTMS deployment

N° d'ordre	Typologie				Intitulé - description sommaire - localisation	Secteur du corridor considéré	Échéance mise en service			Montant du projet (M€$_{2013}$)			Impact des travaux sur les trafics fret du corridor
	Voie	Ouvrage d'art	Electrification	Signalisation			Court terme	Moyen terme	Long terme	< 50 M€	De 50 à 500 M€	> 500 M€	
34				D	Implantación ERTMS corredor 4 tramo vía doble	Todo el Corredor		X				X	
35				D	Implantación ERTMS corredor 4 tramo vía única	Todo el Corredor		X			X		

6.1.3 Portugal

The development of the Portuguese rail network is framed by national and European policy, regulation and plans, namely the Strategic Plan for Transport Sector (PET 2011-2015), approved by the Portuguese government in November 2011, which aims particularly the promotion of the competitiveness of international rail freight transport.

In preparation of the partnership agreement for the EC funding period 2014-2020, the Portuguese Government undertaken an extensive and exhaustive evaluation and prioritization of investments on value added infrastructures, which resulted in a national intersectoral investment plan – the PETI 3+, 2014-2020, approved by the Portuguese government in April 2014

With a view of a performing network, the set of investments identified in PETI 3+ comprises the comprehensive modernization of the entire Portuguese rail network through investments along the horizons 2020, 2030 and 2050. The main investments related to the maintenance, renewal and development aims to the improvement of network's reliability, efficiency and safety by covering the following types of works:

- Major territorial projects;
- Major modernisation projects in the whole country in order to improve the network's fluidity, accessibility and efficiency.

Since the investment plan is under validation with the European Commision, it is presented here the web link to the mencioned PETI 3+ which comprises the major railway projects foreseen for the Portuguese network:

http://www.portugal.gov.pt/pt/os-temas/peti3mais/peti3mais.aspx

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6.2 DEPLOYMENT PLAN FOR INTEROPERABLE SYSTEMS

Interoperability is defined by Directive 2008/57/EC, article 2, as **"the ability of a rail system to allow the safe and uninterrupted movement of trains which accomplish the required levels of performance for these lines**". This ability depends on all the regulatory, technical and operational conditions which must be met in order to satisfy the essential requirements. Essential requirements means all the conditions set out in Annex III of Directive 2008/57/EC which must be met by the rail system, the subsystems, and the interoperability constituents, including interfaces".

It covers different areas, including safety, signalling system, track gauges, electric systems, etc., and is subject to the Technical Specifications for Interoperability (TSI) drawn up by the European Railway Agency (ERA), together with the stakeholders.

Due to the heterogeneity of the characteristics of infrastructures of Rail Freight Corridor N°4 «Atlantic» set out in chapter 2, a plan of concerted actions between Member States and IM shall be defined regarding several aspects of the deployment of interoperable systems:

- the continuity of infrastructures from one country to the other, particularly in terms of the rail gauge, electrification of the existing network and signalling systems,
- the suppression of some bottlenecks which will ultimately lead to the increase in the available capacity for international freight traffic all day,
- the development of exploitation systems enabling information supplied in real time on the situation of international freight traffic, particularly on border points, and on the precise composition of international trains in real time (length, transported tonnage, dangerous materials transported, etc.)
- the adequacy between the optimal travel time depending on the sections, the international transport plan (including driving stages, with reinforcement even change of traction means) and investments to make as a priority (both on infrastructures and rolling stock)

The investment plans described in paragraph 6.1 are a good illustration of this variety of ongoing projects, projects aimed at improving interoperability on Rail Freight Corridor N°4 «Atlantic», particularly:

- coming on stream of sections of a new line with a UIC gauge fit for freight traffic in Spain, Portugal and France in the short and medium term,
- the gradual adaptation to the UIC gauge of the main existing axles in Spain and Portugal in the short and medium term,
- the electrification of existing lines connecting Spain to Portugal in the medium and long term,
- the gradual entry into service of new high-speed lines in France enabling the liberation of capacity for freight traffic on the existing line in the short and medium term,
- the performance of operations of decongestion of certain railway junctions and/or increase of capacity, particularly in the border point of Hendaye/Irun
- on a timeframe further in the future, perspectives of deployment of an interoperable signalling system of the ERTMS type, when the majority of the precedent points will have been solved.

The maps in appendix 5 show the characteristics of rail infrastructures of the Rail Freight Corridor N°4 «Atlantic» after the performance of envisaged investment projects in the short and medium term.

6.3 CAPACITY MANAGEMENT

The Implementation Plan defined by the EEIG CFM4 is aimed at improving the efficiency and management of the capacity of freight trains which can circulate on Rail Freight Corridor N°4 «Atlantic» through the investment programme of each country, described in the preceding paragraph, and according to the main purpose for which they are intended. These investments can be grouped as follows:

- uniformity of length of track with UIC gauge and possibility of circulation for trains with 750 m
- suppression of bottlenecks
- creation and/or extension of Terminals
- improvement of the efficiency of the transport system.

1 Uniformity of the length of track with UIC gauge and possibility of circulation for trains with 750 m

Spain and Portugal presently have the major section of tracks of their networks with an Iberian gauge (1,668 mm); within the framework of the Investment Plan of Rail Freight Corridor N°4 «Atlantic» defined over different periods, several projects will enable the unification of the track gauge on the whole Corridor by converting the Iberian gauge into an UIC gauge (1,435 mm) in these two countries.
In conjunction with these works of uniformity of the track length, necessary investments for the circulation of trains with a maximum length of 750 m will be included.
This uniformity will be carried out gradually and in a coordinated manner between each country, establishing as far as practicable itineraries functionally complete and adapted to the financial resources of each country.

2 Suppression of bottlenecks

In addition to prior investments which will enable in some cases the resolution of bottlenecks by increasing the overall capacity of the Rail Freight Corridor N°4 «Atlantic» with the construction and entry into service of new lines for mixed or high-speed traffic (and consequently the liberation of the capacity for freight traffic on the conventional network), other investments are planned, aimed mainly at removing the current or future bottlenecks on the Corridor.
These investments are mainly planned at the level of the major railway junctions of the corridor, namely: Lisbon, Madrid, the border between Spain and France, Bordeaux and Paris.

3 Creation and/or improvement of Terminals

These investments are aimed at the sectors that create and receive major rail flows, through the development of new Terminals and the adaptation or improvement of existing Terminals.
In addition to conventional freight traffic and combined transport, Terminals may also offer new international rail services of the rolling motorway over long-distance routes type.

4 Improvement of the efficiency of the transport system

These investments include those regarding the improvement of the signalling system, as well as the improvement or development of electrification of the different sections depending on:
- the topography of the different sections of the Corridor,
- the length of journeys of freight trains (depending on speed and the maximum load of trains)
- the transport plan of RU (including the working time for train drivers).

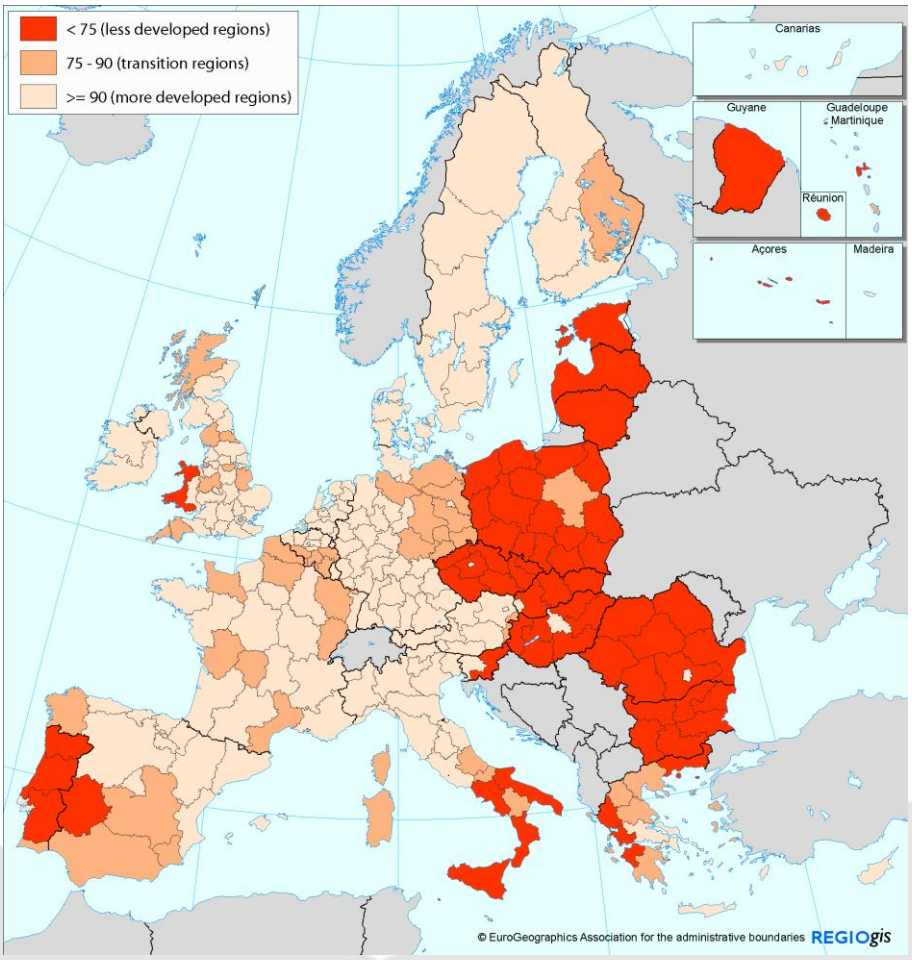
6.4 REFERENCE TO EUROPEAN UNION CONTRIBUTION

The European Commission's proposal for the Multiannual Financial Framework (MFF) for 2014-2020 was approved to over 960 billion euros (2011 prices). The Commission has presented a set of regulations laying down the objectives and management of the EU funds in the period 2014-2020, covering cohesion policy, maritime affairs and fisheries, research and innovation, environment and climate, competitiveness.

STRUCTURAL AND COHESION FUNDS

The total proposed budget for the period 2014-2020 will be 351.5 billion euros, including funding for the new Connecting Europe Facility, which is designed to enhance cross-border projects in transport, energy and information technology.

France, Spain and Portugal will be affected by the following map:



The budget for the cohesion policy 2014-2020 will be divided as following (2011 prices):

Fund Budget	**(€ billion)**
Cohesion Fund (including infrastructure projects)	**66.4**
Less developed regions	164.3
Transition regions	31.7
More developed regions	49.5
Cooperation	8.9
Additional allocation for outermost and sparsely populated northern regions	1.4
Connecting Europe Facility (CEF) for transport, energy and ICT	**29.3**
TOTAL	**351.5**

The Cohesion Fund, with an allocated budget of **66.4 billion euros**, helps Member States with a Gross National Income per inhabitant of less than 90 % of the EU-27 average to invest in TEN-T and the environment.

According to the regulation (EU) 1316/2013 approved on the 11.12.13, the European Commission proposes to allocate **19.3 billion euros during the 2014-2020 period for the Connecting Europe Facility,** to be complemented by an **additional 10 billion euros ring fenced for related transport investments inside the Cohesion Fund.**

This amount comprises:

- **23.2 billion euros for transport** (including 10 billion euros transferred from the Cohesion Fund),
- 5.1 billion euros for the energy sector and
- 1 billion euros for ICT.

The viability of various projects described in the Investment Plan of Rail Freight Corridor N°4 «Atlantic» will require European aid in the short, medium and long term, taking into account the limited resources of their Member States for transport infrastructures.

After the subsequent validation of the Investment Plan of Rail Freight Corridor N°4 «Atlantic» by its Executive Board, the EEIG CFM4 will assist IM of the Corridor in terms of request of funds to be addressed, namely, to the TEN-TEA for the financing of projects connected with the improvement of competitiveness of rail freight traffic.

APPENDICES

Appendix 1 / Framework for capacity allocation on Rail Freight Corridor N°4 «Atlantic»

Appendix 2 / Maps of the existing rail infrastructures on Rail Freight Corridor N°4 «Atlantic» (5 frames)

Appendix 3 / Detailed characteristics of existing rail infrastructures on Rail Freight Corridor N°4 «Atlantic» (3 frames)

Appendix 4 / Summary of the PaPs and international paths offer 2016 for freight on Rail Freight Corridor N°4 «Atlantic» (1 frame)

Appendix 5 / Maps of rail infrastructures planned at short term (4 frames) and in the medium term (4 frames) on Rail Freight Corridor N°4 «Atlantic»

Appendix 6 / Cooperation agreement signed between regulatory bodies of Rail Freight Corridor N°4 «Atlantic»

APPENDIX 1 / Framework for capacity allocation on Rail Freight Corridor N°4 «Atlantic»

Decision of the Executive Board
establishing the Framework for capacity allocation on the Rail Freight Corridor n°4 “Atlantic”

Having regard to

- Regulation (EU) No 913/2010 of the European Parliament and of the Council and in particular Article 14 thereof;
- Directive 2012/34/EU of the European Parliament and of the Council and in particular Chapter IV (Section 3).

Whereas:

- Directive 2012/34/EU provides the general conditions and objectives of infrastructure capacity allocation;
- Article 14 of Regulation (EU) No 913/2010 provides the particular conditions applicable in the context of rail freight corridors;
- Article 14(1) of Regulation (EU) No 913/2010 requires the Executive Board to define the framework for the allocation of infrastructure capacity on the rail freight corridor,
- Articles 14(2) to (10) of Regulation (EU) No 913/2010 establish the procedures to be followed by the Management Board, Infrastructure Managers and Allocation Bodies, with reference to the general rules contained in Directive 2012/34/EU;
- The Executive Board invites the Management Board to cooperate with the other Management Boards in order to harmonise as far as possible the time limit mentioned in Article 14(5) of Regulation (EU) No 913/2010.

Acting in accordance with its internal rules of procedure,
HAS ADOPTED THIS DECISION:

Chapter I
PURPOSE, SCOPE AND CHARACTER OF THE FRAMEWORK

Article 1

1. This framework for the allocation of infrastructure capacity on the rail freight corridor (“Corridor Framework”) concerns the allocation of pre-arranged paths as defined according to Article 14(3) of Regulation (EU) No 913/2010 (“the Regulation”), and of reserve capacity as defined according to Article 14(5) of the Regulation given to the Corridor One-Stop-Shop (“C-OSS”) for freight trains crossing at least one border on a rail freight corridor. In this respect it also describes the activities of the C-OSS, of the Management Board and of the Regulatory Bodies.
2. The scope of application of the Corridor Framework is the railway network defined in the rail freight corridor implementation plan where principal, diversionary and connecting lines are designated.
   The Executive Board may decide to allow specific rules within this framework for capacity allocation for networks which are applying the provisions permitted in accordance with Article 2(6) of Directive 2012/34/EU.

Chapter II
PRINCIPLES FOR THE OFFER OF PRE-ARRANGED PATHS AND RESERVE CAPACITY TO THE C-OSS

Article 2

1. The offer of the C-OSS is made of pre-arranged paths and reserve capacity. The infrastructure managers and allocation bodies (IMs/ABs) shall pool their pre-arranged paths into the pre-arranged path catalogue of the C-OSS. Before publication of the pre-arranged path catalogue and reserve capacity, the Management Board shall inform the Executive Board about the offer and related information about its preparation.
2. The pre-arranged paths and reserve capacity are jointly defined and organised by the IMs/ABs in accordance with Article 14 of the Regulation and taking into account in addition as appropriate:
   - recommendations from the C-OSS based on its experience;
   - customer feedback concerning previous years (e.g. received from the Railway Undertaking Advisory Group);
   - customer expectations and forecast (e.g. received from the Railway Undertaking Advisory Group);
   - results from the annual customers satisfaction survey of the rail freight corridor.
3. Upon request of the Regulatory Bodies and in accordance with Articles 20(3) and 20(6) of the Regulation, IMs/ABs shall provide all relevant information allowing them to assess the non-discriminatory designation and offer of –pre-arranged paths and the rules applying to them.

Article 3

The pre-arranged paths must be handed over to the C-OSS for exclusive management at the latest by X-11[3], and reserve capacity at the latest by X-2. The Management Board is required to decide whether, and if so to what extent, unused pre-arranged paths are to be returned by the C-OSS to the relevant IMs/ABs at X-7.5 or kept by the C-OSS after X-7.5 in order to accept late requests, according to a principle published in the Corridor Information Document and taking into account the need for sufficient reserve capacity of good quality.

Article 4

1. The pre-arranged paths managed by the C-OSS for allocation in the annual timetable and the reserve capacity are dedicated to the rail freight corridor. Therefore it is essential that the displayed dedicated capacity is protected against unilateral modification by the IMs/ABs between publication and allocation decision that could adversely affect applicants.
2. Following the allocation decision, an IM/AB and an applicant may agree to minor modifications of the allocated capacity that do not impact the results of the allocation decision. In that case, the modified capacity shall have the same level of protection that applied to the original capacity.

Article 5

1. Certain pre-arranged paths may be designated by the Management Board for the application of the network pre-arranged paths priority rule “Network PaP rule” (defined in annex 3) aimed at better matching traffic demand and best use of available capacity, especially for capacity requests involving more than one rail freight corridor. The Network PaP rule may apply to pre-arranged path sections linked together within one single or across several rail freight corridors.

[3] X indicates the date of the timetable change; figures refer to months. Therefore X-11 is 11 months before the timetable change etc.

They are designated to promote the optimal use of infrastructure capacity available on rail freight corridors. A pre-arranged path on which the Network PaP rule applies is called “Network PaP”.

2. The designation of Network PaPs, in terms of origin and destination and quantity shouldtake into account as appropriate:
   - scarcity of capacity,
   - the number and characteristics of conflicting requests as observed in previous years,
   - number of requests involving more than one rail freight corridor as observed in previous years,
   - number of requests not satisfied, etc. as observed in previous years.
3. Explanations for the designation of Network PaPs, the rail freight corridor sections to be covered by Network PaPs and an indicative share of Network PaPs as a proportion of all pre-arranged paths offered on the rail freight corridor must be published in Book 4 of the Corridor Information Document.
4. Where Network PaPs relate to more than one rail freight corridor, the IMs/ABs of the relevant rail freight corridors shall cooperate through their Management Boards in the designation process. If one rail freight corridor identifies a need for Network PaPs on several rail freight corridors, the other rail freight corridor(s) involved should if possible meet the request. These Network PaPs can only be designated if the Management Boards of all relevant rail freight corridors agree in consensus.

Chapter III
PRINCIPLES OF ALLOCATION OF PRE-ARRANGED PATHS AND RESERVE CAPACITY BY THE C-OSS

Article 6

1. The decision on the allocation of pre-arranged paths and reserve capacity on the rail freight corridor is taken by the C-OSS, in accordance with Article 13 of the Regulation.
2. The activities within the timetabling processes concerning pre-arranged paths and reserve capacity are described in annex 2.

III-A GENERAL PRINCIPLES RELATED TO THE FUNCTIONING OF THE C-OSS

Article 7

The Corridor Information Document to be published by the Management Board in accordance with Article 18 of the Regulation, must describe at least the competences, the form of organisation, responsibilities vis-à-vis applicants and the mode of functioning of the C-OSS and its conditions of use.

III-B PRINCIPLES OF ALLOCATION

Article 8

1. Except in the circumstances described in paragraph (3), the C-OSS is responsible for the allocation of pre-arranged paths and reserve capacity only on its own rail freight corridor.
2. An applicant requesting pre-arranged paths or reserve capacity covering more than one rail freight corridor may select one C-OSS to act as a single point of contact to co-ordinate its request, but that C-OSS remains responsible for the allocation of capacity on its own rail freight corridor only.
3. Where the same pre-arranged paths are jointly offered by more than one rail freight corridor, the Management Boards concerned shall designate the C-OSS responsible for allocating those paths and publish this in their Corridor Information Documents.

Article 9

1. After receipt of all path requests for pre-arranged paths at X-8 (standard deadline for submitting path requests for the annual timetable) the C-OSS is required to decide on the allocation of pre-arranged paths by X-7.5 and indicate the allocation in the path register accordingly.
2. Requests for pre-arranged paths that cannot be met pursuant to Article 13(3) of the Regulation and that are forwarded to the competent IMs / ABs in accordance with Article 13(4) are to be considered by IMs/ABs as having been submitted before the X-8 deadline. The IMs/ABs shall take their decision and inform the C-OSS within the time schedule set out in annex VII of Directive 2012/34/EU and described in annex 2 of this Corridor Framework. The C-OSS shall complete the processing and inform the applicant of the decision as soon as possible after receiving the decision from the competent IMs/ABs.
3. In accordance with Article 48 of Directive 2012/34/EU, the C-OSS shall respond to requests for reserve capacity within five working days of receiving the path request.

III-C PRINCIPLES OF FAIRNESS AND INDEPENDENCE

Article 10

1. The C-OSS shall respect the commercial confidentiality of information provided to it.
2. In the context of the rail freight corridor, and consequently from the point of view of international cooperation, C-OSS staff shall, within their mandate, work independently of their IMs/ABs in taking allocation decisions for pre-arranged paths and reserve capacity on a rail freight corridor level. However, the C-OSS staff should work with the IMs/ABs for the purpose of coordinating the allocation of pre-arranged paths and reserve capacity with the allocation of feeder/outflow national paths.

III-D PRINCIPLES OF COOPERATION AND BALANCE

Article 11

The Management Board shall inform the Executive Board on an annual basis of the quantitative and qualitative development of pre-arranged paths and reserve capacity, in accordance with Article 9(1)c and 19(2) of the Regulation. The Executive Board invites the Management Board to monitor the capacity allocation on the basis of annex 1.

III-E PRIORITIES TO BE APPLIED BY THE C-OSS IN CASE OF CONFLICTING APPLICATIONS

Article 12

After receipt of all requests for pre-arranged paths at X-8, in accordance with Article 13 of Regulation the C-OSS shall decide on the allocation of the pre-arranged paths.

Article 13

1. In the event of conflicting requests, resolution through consultation may be promoted and performed in a first step between applicants and the C-OSS, if all the following criteria are met:
   - conflict is only on a single rail freight corridor
   - Alternative pre-arranged paths are available
   - The difference between the priority values (as described in annex 3) of the conflicting requests is not higher than 20% of the highest priority value
   - Only two requests for the same pre-arranged path.
2. The C-OSS addresses both applicants and proposes a solution. If both applicants agree to the proposed solution, the consultation process ends.
3. If for any reason the consultation process does not lead to an agreement between all parties at X-7.5 the priority rules described in annex 3 apply.

Article 14

1. In the case of conflicts which do not meet the criteria listed in Article 13, the C-OSS shall apply the priority rules and the process described in annex 3 immediately.
2. The priority rules concern only pre-arranged paths and are applied only between X-8 and X-7.5 in the event of conflicting applications.
3. Once the allocation decision is made for requests received by X-8, the C-OSS shall propose alternative pre-arranged paths if available to the applicant(s) with the lower priority ratings. If these alternative solutions are not adequate for the applicant(s), the C-OSS shall forward the requests to the competent IMs/ABs in accordance with Article 13(4) of the Regulation. These path requests are to be considered by IMs/ABs as having been submitted before the X-8 deadline.
4. Experience of the conflict resolution process should be assessed by the Management Board and taken into consideration for the pre-arranged paths planning process in following timetable periods. Changing the pre-arranged paths offer in the light of experience may reduce the number of conflicts in following years.

Article 15

With regard to requests placed after X-8, the principle “first come, first served” shall apply.

Chapter IV
APPLICANTS

Article 16

1. Article 15 of the Regulation clarifies that applicants entitled to request pre-arranged paths include railway undertakings, international groupings of railway undertakings and other persons or legal entities, such as shippers, freight forwarders and combined transport operators.
2. In accordance with Article 15 of the Regulation an applicant may apply directly to the C-OSS for the allocation of pre-arranged paths or reserve capacity.
3. Applicants shall sign the rail freight corridor’s general terms and conditions in order to place requests for pre-arranged path and reserve capacity. These general terms and conditions shall be provided free of charge and shall comprise a declaration from the applicant that:
   - it accepts the conditions set out in the Corridor Information Document,
   - it is able to place capacity requests through appropriate IT systems.

   The conditions shall be non-discriminatory and transparent.
4. The allocation of pre-arranged paths and reserve capacity by the C-OSS to an applicant is without prejudice to the national administrative provisions for the use of capacity.
5. If the pre-arranged path/reserve capacity is allocated by the C-OSS accordingly, an applicant that is not a railway undertaking (hereafter non-RU applicant) shall notify to the C-OSS and / or the concerned IMs/ABs by the deadline set out by the Management Board, the designated railway undertaking(s) which will use the train path/reserve capacity on its behalf. The designated railway undertaking must therefore have concluded the necessary individual contracts and agreements with the IMs or ABs concerned in accordance with the respective national network access conditions. The conditions governing such agreement shall be non-discriminatory and transparent.
6. If:
   - a non-RU applicant has not appointed a railway undertaking in order to use the pre-arranged path and reserve capacity, or
   - the appointed railway undertaking has not concluded the necessary agreements as set out by Article 28 of Directive 2012/34/EU

   by the deadline set out by the Management Board, that non-RU applicant shall lose its rights to the allocated infrastructure.
7. The Corridor Information Document shall describe the rights and obligations of applicants vis-à-vis the C-OSS, in particular where no Railway Undertaking has been assigned yet.

Chapter V
REGULATORY CONTROL

Article 17

1. The impact of this Corridor Framework on the annual allocation of capacity is subject to control by the Regulatory Bodies.
2. Article 20 of the Regulation requires the relevant Regulatory Body in each rail freight corridor to collaborate with other relevant Regulatory Bodies. The Executive Board invites the Regulatory Bodies to set out the way in which they intend to cooperate on regulatory control of the C-OSS, by developing and publishing a cooperation agreement defining how complaints regarding the allocation process of the C-OSS are to be filed and how decisions following a complaint are to be taken. The Executive Board also invites the Regulatory Bodies to set out the procedures they envisage for co-operation across rail freight corridors.
3. Where a cooperation agreement has been developed and published, the Corridor Information Document should provide a link to it.

Chapter VI
IMPLEMENTATION

Article 18

1. The Executive Board has taken this decision on the basis of mutual consent of the representatives of the authorities of all its participating States, in accordance with the provisions of Article 14(1) of the Regulation. This decision is legally binding on its addressees and shall be published.
2. The Executive Board shall evaluate the functioning of the Corridor Framework annually using the monitoring report foreseen at Article 19(2) of the Regulation which may take into account the monitoring established in annex 1. The Regulatory Bodies will inform the Executive Board of their own observations.
3. Any changes to this framework for capacity allocation can be made but only after consultation with the Management Board and with all rail freight corridors.
4. This Corridor Framework replaces any previous Corridor Framework and shall come into force for the timetable period 2016. The Corridor Framework is valid for one timetable period. The Executive Board may decide to prolong it or modify it for consecutive years with the aim of achieving harmonisation of this Corridor Framework with other rail freight corridors.

Article 19

A reference to this Corridor Framework will be included in the Corridor Information Document and in the networks statements of the Infrastructure Managers and Allocation Bodies.

Article 20

This decision is addressed to the IMs/ABs and the Management Board of the rail freight corridor.

ANNEXES

1. Monitoring of the allocation process
2. Activities within the timetabling processes concerning pre-arranged paths and reserve capacity
3. Description of the priority rule at X-8 in the event of conflicting requests for pre-arranged paths

ANNEX 1

Monitoring of the allocation process

The process of capacity allocation shall be evaluated on an annual basis on the rail freight corridor with a view to continuous improvement of the process. The evaluation shall be done after the allocation of the annual timetable, i.e. in period Mid-August – October each year.

The evaluation shall be done by the Management Board, and the Railway Undertaking Advisory Group and Terminal Advisory Group shall be consulted.

An evaluation report with recommendations shall be discussed in the Executive Board each year.

The results of the monitoring shall be published by the Management Board, according to Article 19 of the Regulation.

The following indicators shall be monitored on an bi-annual basis (period 1: mid December till mid June, period 2: mid June to mid December (change of timetable):

- pre-arranged paths (PaP):
  - number of PaPs offered X-11 per section
    - number of PaPs for which standard priority rule applies
    - number of PaPs for which Network PaP priority rule applies
  - the number of requests period X-11 till X-8 and X-8 (-1 day) till X-2 (with feeder/outflow sections)
    - total number of requests
    - number of requests covering only PaP sections where standard priority rule applies
    - number of requests covering only PaP sections where Network PaP priority rule applies
  - number of PaPs which are allocated by C-OSS
    - number of PaPs for which standard priority rule applies
    - number of PaPs for which Network PaP priority rule applies
  - number of PaPs which reached the active timetable phase
  - number of conflicting applications (double booking at X-8)
    - conflicts solved by consultation
    - conflicts decided based on the standard priority rule
    - conflicts decided based on the Network PaP priority rule
- Indicator for reserve capacity to be allocated by C-OSS between X-2 and X+12 :
  - Paths offered;
  - Paths allocated;
  - Paths reaching the status of active timetable.

ANNEX 2

Activities within the timetabling processes concerning pre-arranged paths and reserve capacity.

Date/period	Activity
X-19 – X-16	Preparation phase
X-16 – X-12	Construction phase
X-12 – X-11	Approval and publication
X-11	Publication of pre-arranged paths provided by the IMs/ABs and identification among them of the designated Network PaPs
X-11 – X-8	Application for the Annual Timetable
X-8	Deadline for submitting path requests
X-8 – X-7.5	Pre-booking phase
X-7.5	Forwarding requests with “flexible approaches” (e.g. Feeder/Outflow) or “special treatments” to IMs/Abs
X-7.5	Possible return of some remaining (unused) pre-arranged paths to the competent IMs/ABs – based on the decision of the rail freight corridor Management Board – for use during the elaboration of the annual timetable by the IMs/ABs
X-7.5 – X-5.5	Path construction phase for the “flexible approaches”
X-5.5	Finalisation of path construction for requested “flexible approaches” by the IMs/ABs and delivering of the results to C-OSS for information and development of the draft timetable
X-5	Publication of the draft timetable for pre-arranged paths – including sections provided by the IMs/ABs for requested “flexible approaches” by the C-OSS
X-5 – X-4	Observations from applicants
X-4 – X-3.5	Post-processing and final allocation
X-8 – X-4	Late path request application phase
X-4 – X-2	Late path request allocation phase
X-4 – X-2	Planning (production) reserve capacity for ad-hoc traffic
X-2	Publication reserve capacity for ad-hoc traffic
X-2 – X+12	Application and allocation phase for ad hoc path requests
X+12 – X+15	Evaluation phase

ANNEX 3
Description of the priority rule at X-8 in the event of conflicting requests for pre-arranged paths included in one dossier.

If no "Network PaP" is involved in the conflicting requests

L^{PAP} = Total requested length of all PaP sections on all involved RFCs
$L^{F/O}$ = Total requested length of the feeder/outflow path(s); for the sake of practicality, is assumed to be the distance as the crow flies.
Y^{RD} = Number of requested running days for the timetable period.
K = The rate for priority

All lengths are counted in kilometres.

The priority is calculated according to this formula:

$$K = (L^{PAP} + L^{F/O}) \times Y^{RD}$$

The method of applying this formula is:
in a first step the priority value (K) is calculated using only the total requested length of pre-arranged path (L^{PAP}) multiplied by the Number of requested running days (Y^{RD});

- if the requests cannot be separated in this way, the priority value (K) is calculated using the total length of the complete paths ($L^{PAP} + L^{F/O}$) multiplied by the number of requested running days (Y^{RD}) in order to separate the requests;
- if the requests cannot be separated in this way, a random selection is used to separate the requests. This random selection shall be defined in the Corridor Information Document.

If a "Network PaP" is involved in at least one of the conflicting requests:

- If the conflict is not on a "Network PaP", the priority rule described above applies
- If the conflict is on a "Network PaP", the priority is calculated according to the following formula:

$$K = (L^{NetPAP} + L^{Other\ PAP} + L^{F/O}) \times Y^{RD}$$

K = Priority value
L^{NetPAP} = Total requested length (in kilometres) of the PaP defined as "Network PaP" on either RFC
$L^{Other\ PAP}$ = Total requested length (in kilometres) of the PaP (not defined as "Network PaP") on either RFC
$L^{F/O}$ = Total requested length of the feeder/outflow path(s); for the sake of practicality, is assumed to be the distance as the crow flies.
Y^{RD} = Number of requested running days for the timetable period

The method of applying this formula is:

- in a first step the priority value (K) is calculated using only the total requested length of the "Network PaP" (L^{NetPAP}) multiplied by the Number of requested running days (Y^{RD})
- if the requests cannot be separated in this way, the priority value (K) is calculated using the total length of all requested "Network PaP" sections and other PaP sections ($L^{NetPAP} + L^{Other\ PAP}$) multiplied by the Number of requested running days (Y^{RD}) in order to separate the requests

- if the requests cannot be separated in this way, the priority value (K) is calculated using the total length of the complete paths ($L^{NetPAP} + L^{Other\ PAP} + L^{F/O}$) multiplied by the Number of requested running days (Y_{RD}) in order to separate the requests
- if the requests cannot be separated in this way, a random selection is used to separate the requests. This random selection shall be defined in the Corridor Information Document.

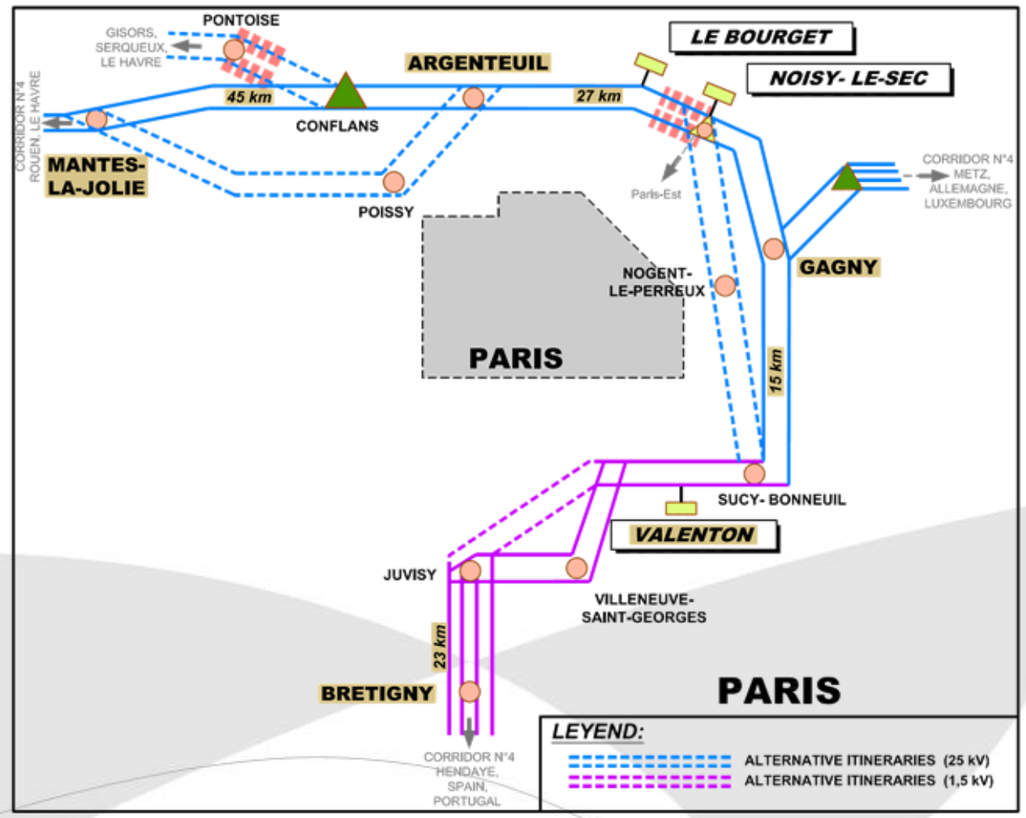
GLOSSARY OF ABBREVIATIONS

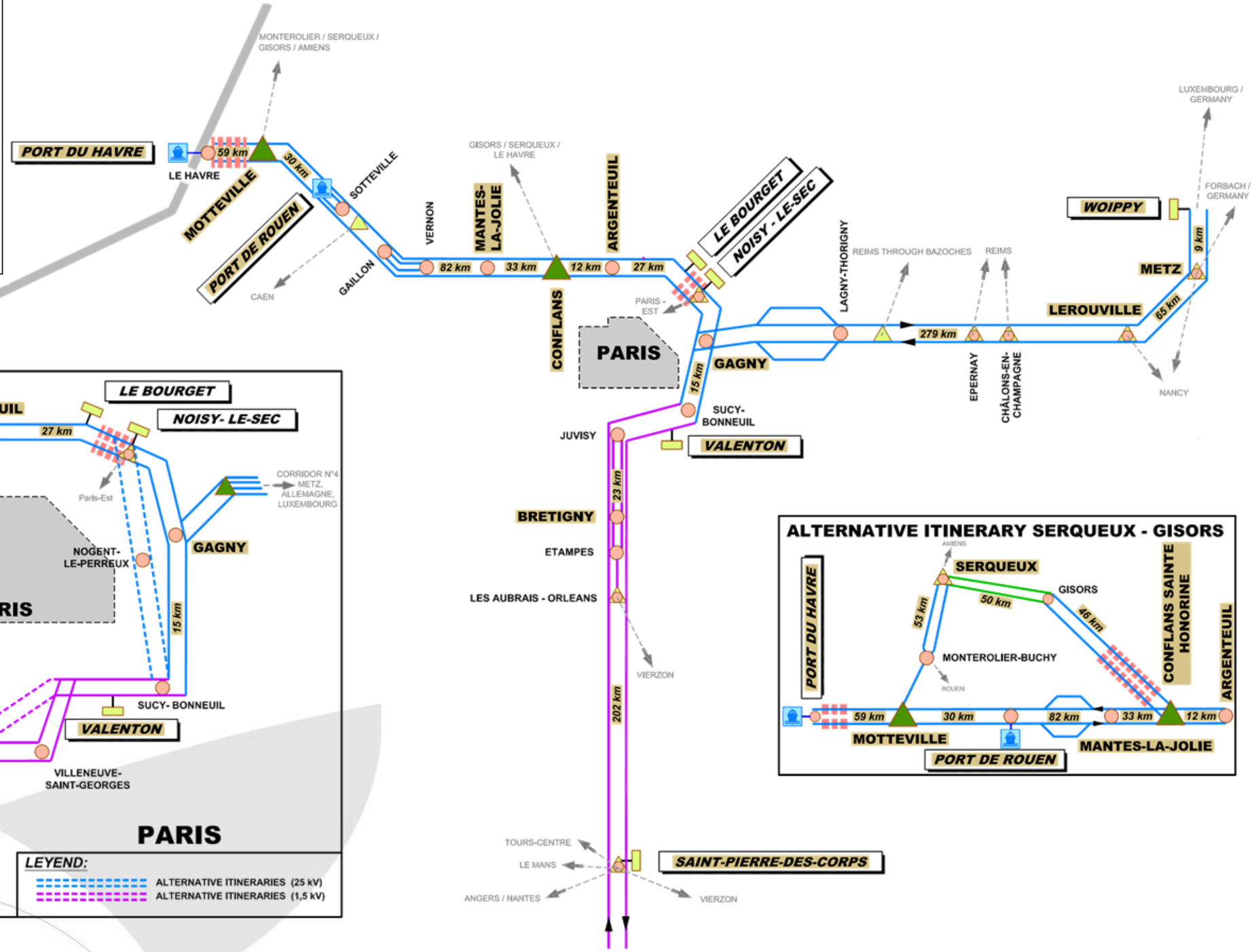
- **AB:** Allocation Body
- **IM:** Infrastructure Manager
- **C-OSS:** Corridor One Stop shop
- **PaP:** Pre-arranged path
- **X:** Starting date of a timetable
- **F/O:** Feeder / Outflow
- **RD:** Running days
- **RFC:** Rail freight corridor
- **Network PaP:** Pre-arranged path on which the Network PaP rule applies.

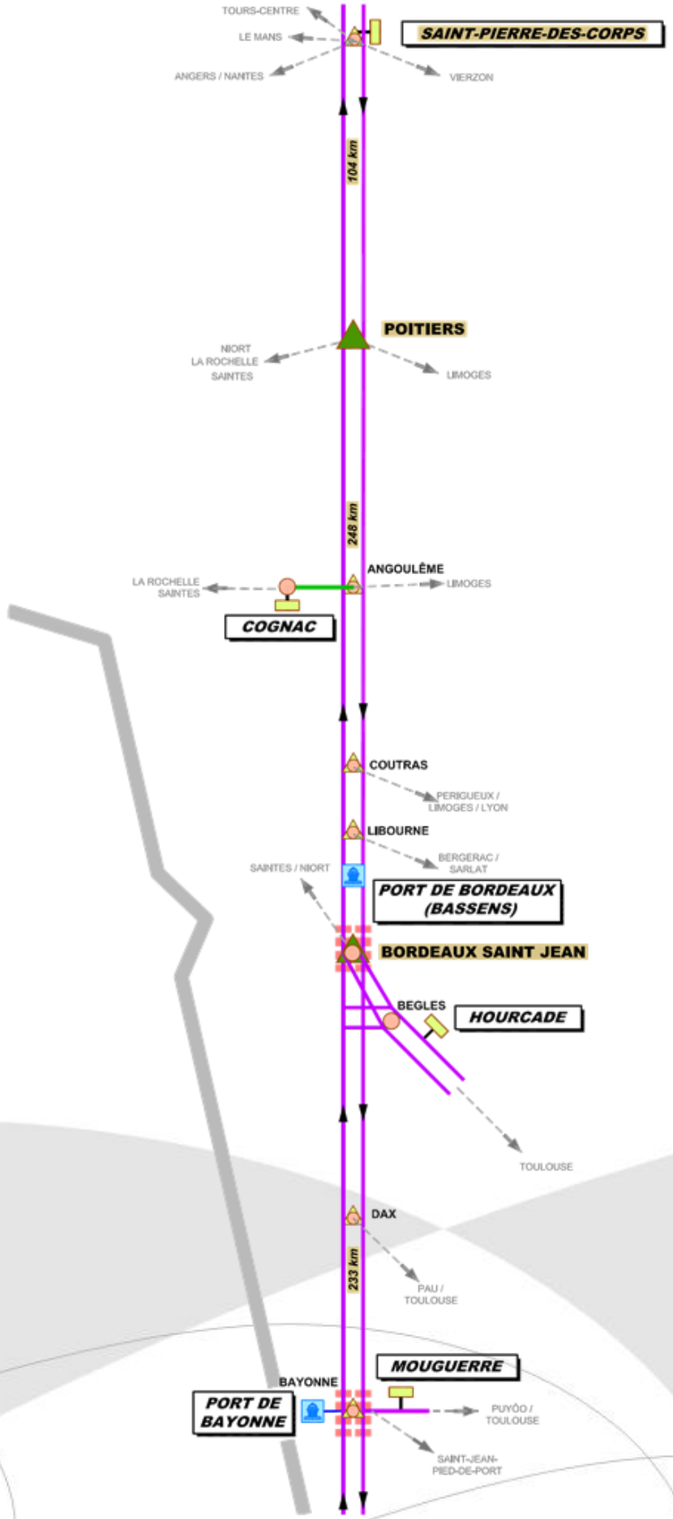
STUDY INFRASTRUCTURES AND EXPLOITATION IN THE SHORT, MEDIUM AND LONG TERM ON THE EUROPEAN FREIGHT CORRIDOR NO. 4

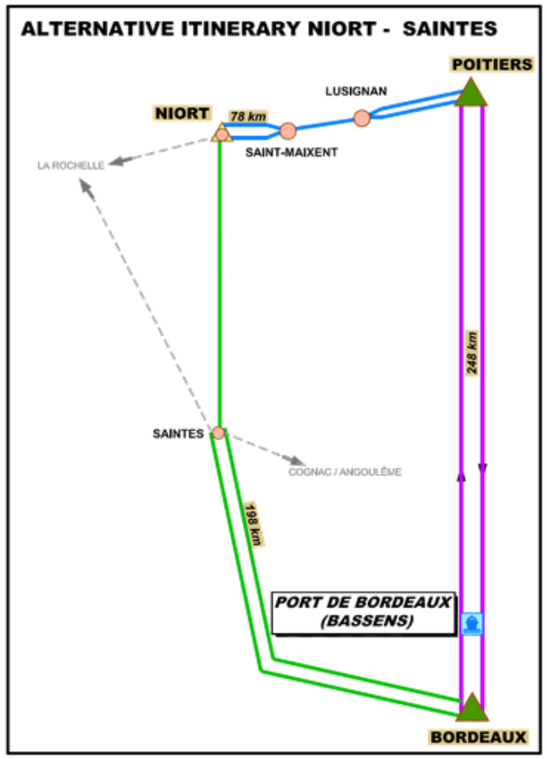
SCHEMATIC PLAN OF THE EUROPEAN RAIL FREIGHT CORRIDOR NO. 4

WORKING DOCUMENT
CURRENT SITUATION
2015









STUDY INFRASTRUCTURES AND EXPLOITATION IN THE SHORT, MEDIUM AND LONG TERM ON THE EUROPEAN FREIGHT CORRIDOR NO. 4

SCHEMATIC PLAN OF THE EUROPEAN
RAIL FREIGHT CORRIDOR NO. 4

WORKING DOCUMENT
CURRENT SITUATION
2015

LEYEND:

TRACK SECTIONS AND GENERALITIES

- DOUBLE TRACK
- SINGLE TRACK
- DIRECTION OF TRAFFIC
- NUMBER OF INTERSECTION STATIONS (15)
- SIGNIFICANT DISTANCES (STA. A — 100 km — STA. B)
- SECTION WITH SPEED LOWER THAN 80 km/h

TRACK GAUGES

- FRANCE: UIC
- SPAIN / PORTUGAL: IBERIAN

KIND OF ELECTRIFICATION

- WITHOUT ELECTRIFICATION
- ELECTRIFICATION (25 kV)
- ELECTRIFICATION (3 kV)
- ELECTRIFICATION (1,5 kV)

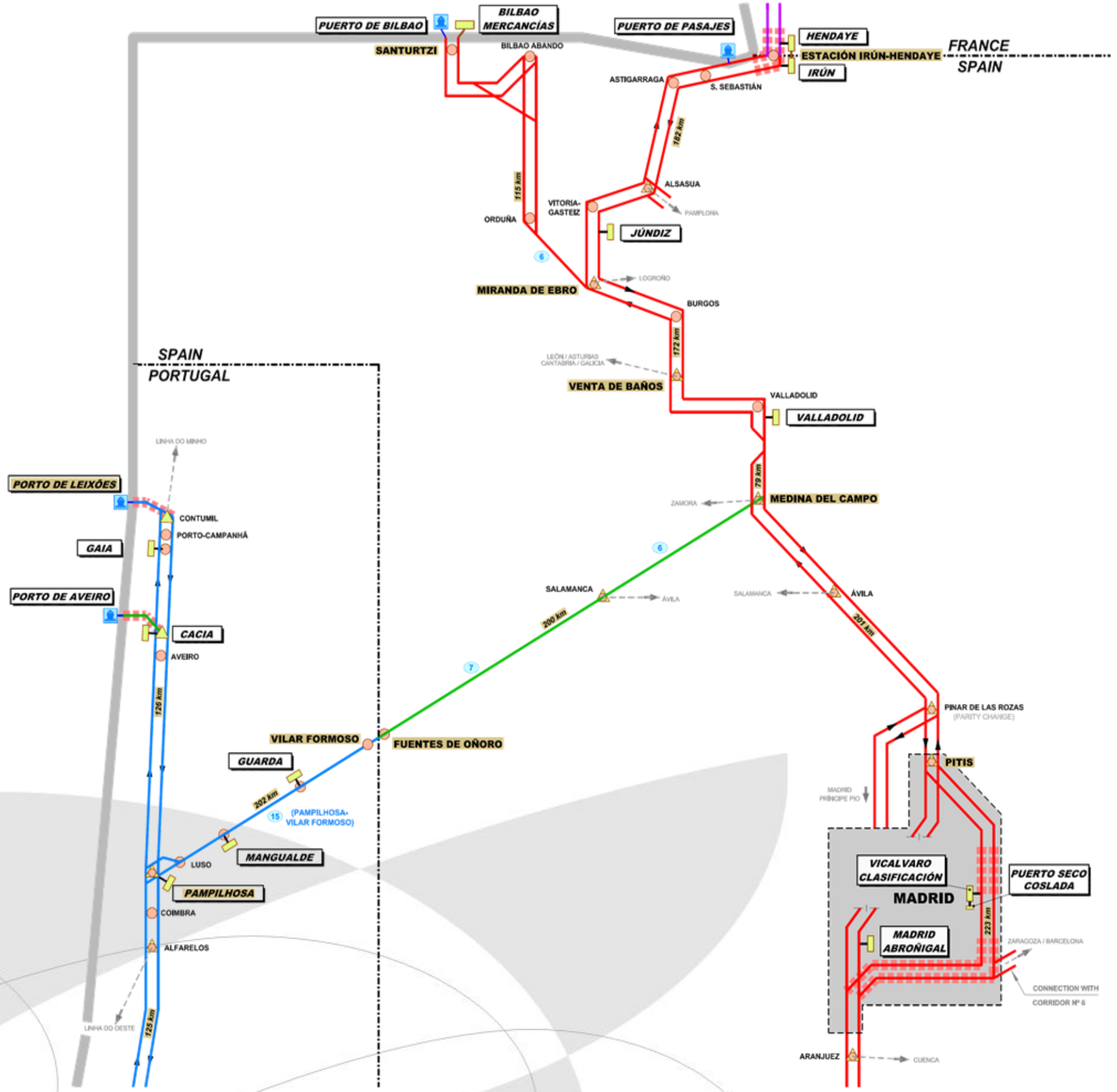
SIGNIFICANT POINTS

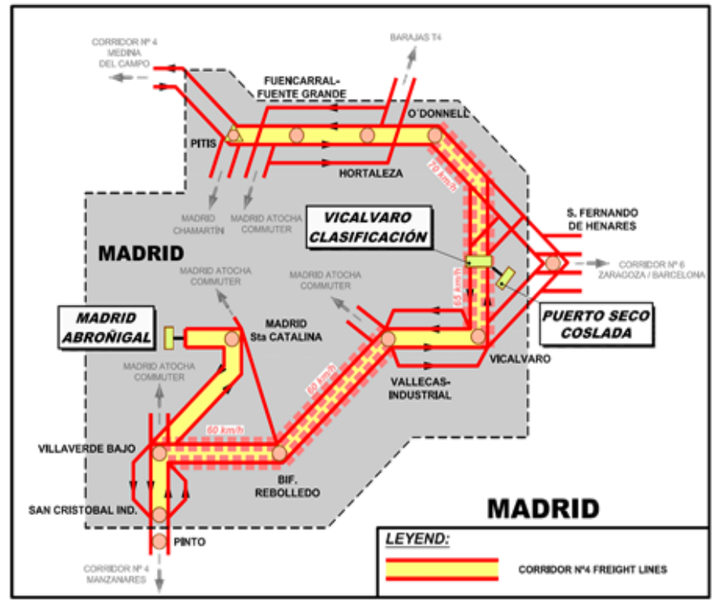
- FREIGHT TERMINAL
- PORT TERMINAL
- STATION
- JUNCTION - BRANCH LINES
- STATION / JUNCTION - BRANCH LINES
- FIRST STATION / ALTERNATIVE ITINERARY END

STUDY INFRASTRUCTURES AND EXPLOITATION IN THE SHORT, MEDIUM AND LONG TERM ON THE EUROPEAN FREIGHT CORRIDOR NO. 4

SCHEMATIC PLAN OF THE EUROPEAN RAIL FREIGHT CORRIDOR NO. 4

WORKING DOCUMENT
CURRENT SITUATION
2015



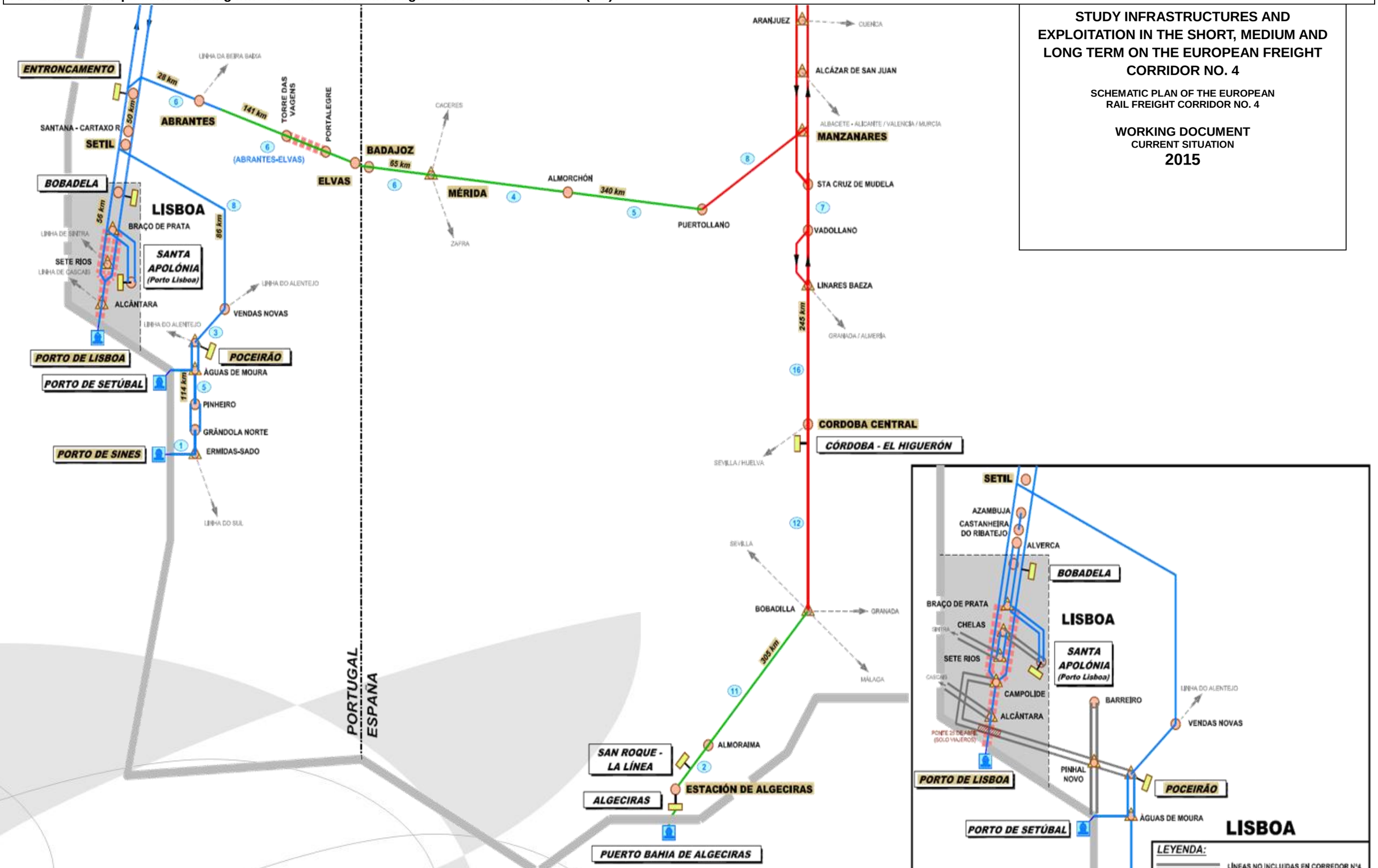


APPENDIX 2 / Maps of the existing infrastructures on Rail Freight Corridor N°4 «Atlantic» (4/5)

STUDY INFRASTRUCTURES AND EXPLOITATION IN THE SHORT, MEDIUM AND LONG TERM ON THE EUROPEAN FREIGHT CORRIDOR NO. 4

SCHEMATIC PLAN OF THE EUROPEAN RAIL FREIGHT CORRIDOR NO. 4

WORKING DOCUMENT
CURRENT SITUATION
2015



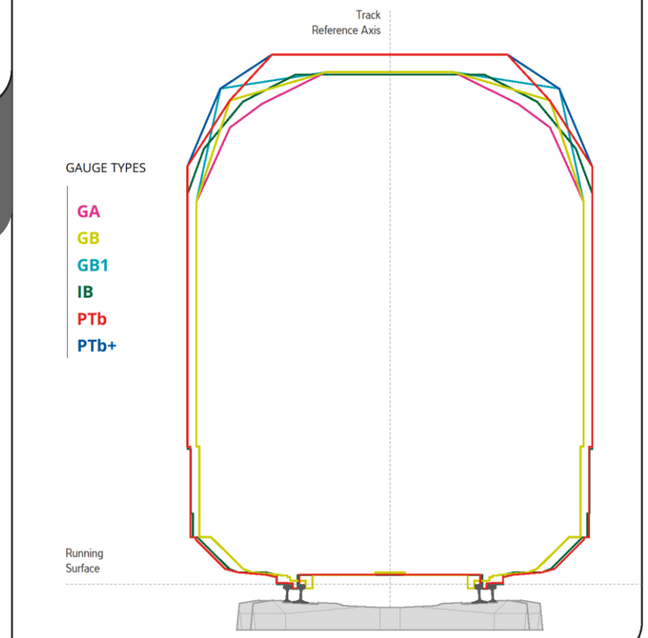
APPENDIX 2 / Gauges of the existing infrastructures on Rail Freight Corridor N°4 «Atlantic» (5/5)

ATLANTIC CORRIDOR

LOADING GAUGE

2013 November

NON CONTRACTUAL DOCUMENT

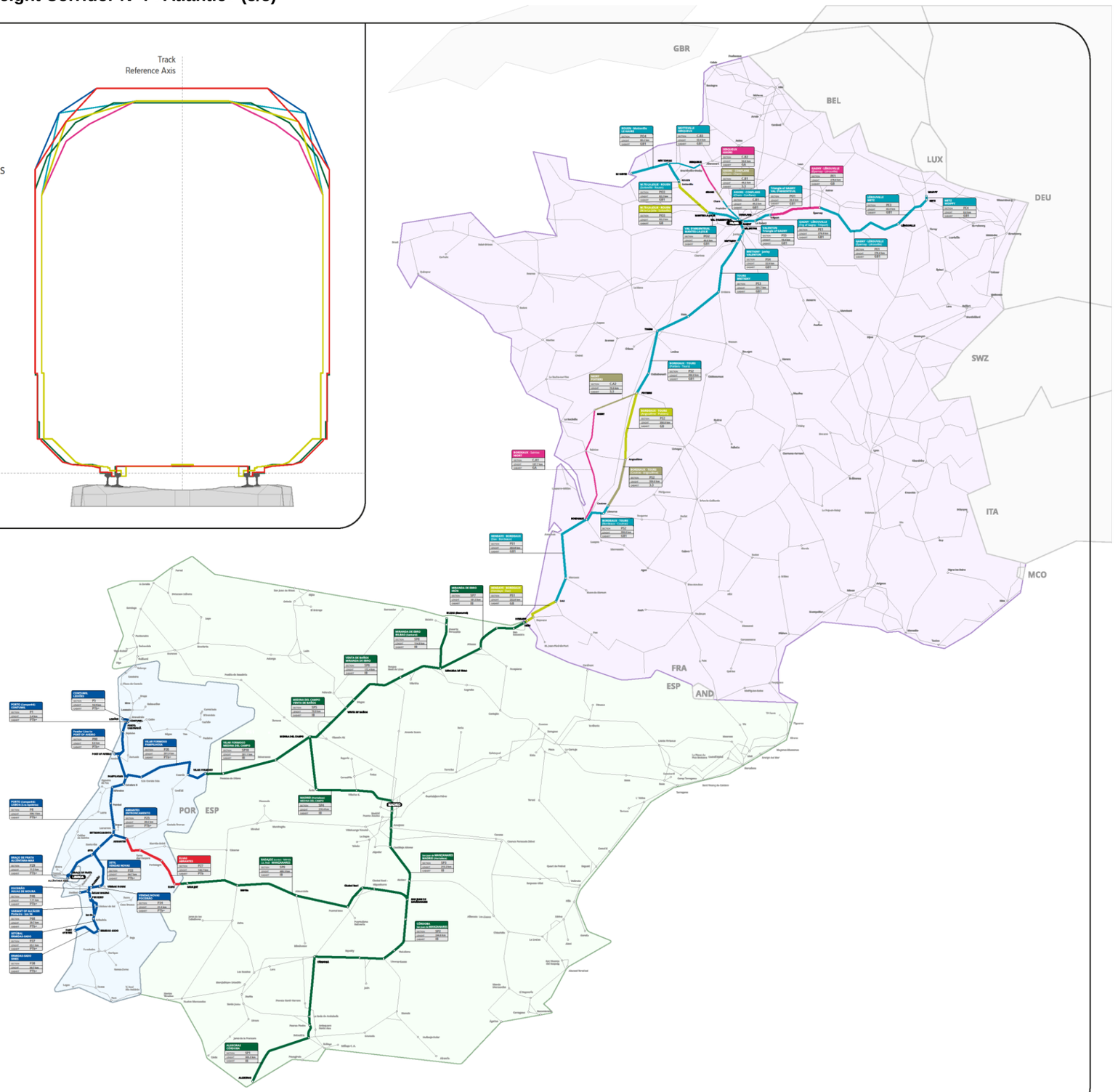


ATLANTIC CORRIDOR

Gauge type
- GA
- GB
- GB1
- 3.3
- IB
- PTb
- PTb+

HIGH-SPEED NETWORK

CONVENTIONAL NETWORK



APPENDIX 3 / Detailed characteristics of existing infrastructures on Rail Freight Corridor N°4 «Atlantic» – FRANCE

RAIL FREIGHT CORRIDO Nº4. ACTUAL INFRASTRUCTURE IN France

	LIGNE	SECTION			INSFRASTRUCTURE							AUTOMATIC TRAIN PROTECTION SYSTEM (ATP)			MODE D'ESPACEMENT DES TRAINS										LIAISONS AVEC LES TRAINS					PERFORMANCE															
		POINT 1	POINT 2	NUMERO DE LIGNE	NOMBRE DE VOIES	ELECTRIFICATION	LONGUEUR (Km)	CHARGE ADMISSIBLE A L'ESSIEU (TN)	ECARTEMENT DES RAILS (mm)	DECLIVITE CARACTERISTIQUE SENS PAIR (‰)	DECLIVITE CARACTERISTIQUE SENS IMPAIR (‰)	KVB (FR)	ASFA (SP)	EBICAB (700) (P)	BLOCK MANUEL (FR)	BAL (FR)	BAPR (FR)	BLA (SP)	BA (SP)	BAB (SP)	BEM (SP)	BT (SP/P)	BA with BO (P)	BA without BO (P)	Autre type d'exploitation	RADIO SOL-TRAIN AVEC TRANSMISSION DE DONNEES (FR)	RADIO SOL-TRAIN SANS TRANSMISSION DE DONNEES AVEC IDENTIFICATION (FR)	RADIO SOL-TRAIN SANS TRANSMISSION DE DONNEES (FR)	TREN-TIERRA (SP)	RADIO SOLO-TRAIN TTT CP_N (P)	GSM-R	ALICUNE	VITESSE MAXIMUM	MASSE MAXIMALE (Loc. 26000 Electrica 5600 kw) (Ton) (FR)	MASSE MAXIMALE (Loc. 27000 mixti Electrica 4200 kw)(Ton) (FR)	MASSE MAXIMALE (Loc. 75000 Diesel 2000 kw) (Ton) (FR)	MASSE MAXIMALE (Loc. 253 Electrica 5200 kw) (Ton) (SP) Pair	MASSE MAXIMALE (Loc. 253 Electrica 5200 kw) (Ton) (SP) impair	MASSE MAXIMALE (Loc. 333.3 Diesel 2460 kw) (Ton) (SP) pair	MASSE MAXIMALE (Loc. 333.3 Diesel 2460 kw) (Ton) (SP) impair	MAXIMUM TBR TRAIN - VA (Loc. 4000 Diesel 3200 kw) (Ton) (P)	MAXIMUM TBR TRAIN - VD (Loc. 4000 Diesel 3200 kw) (Ton) (P)	MAXIMUM TBR TRAIN - VA (Loc. 4700 Electrica 4600 kw) (Ton) (P)	MAXIMUM TBR TRAIN - VD (Loc. 4700 Electrica 4600 kw) (Ton) (P)	LONGUEUR MAXIMALE DES TRAINS (m)	GABARIT
Tronc commun Hendaye - Triangle de Gagny	**PS1 - Hendaye - Bordeaux**	Hendaye	Bayonne	655	2	1500 V	35,2	22,5	1435	12	10	X				X												X					100		1405										750 m	GB
	Longueur (km):	Bayonne	Dax	655	2	1500 V	50,1	22,5	1435	6	6	X				X												X					140		2570										750 m	GB
	232,8	Dax	Bordeaux	655	2	1500 V	147,5	22,5	1435	6	6	X				X												X					160		2570										750 m	GB1
	PS2 - Bordeaux - Tours	Bordeaux	Libourne	570	2	1500 V	36,8	22,5	1435	9	7	X				X												X					200	2200											750 m	GB
		Libourne	Angoulême	570	2	1500 V	97,7	22,5	1435	6	6	X				X												X					200	2200											750 m	GA
	Longueur (km):	Angoulême	Poitiers	570	2	1500 V	112,8	22,5	1435	5	5	X				X												X					200	2400											750 m	GB
	350,8	Poitiers	Tours (Saint-Pierre-des-Corps)	570	2	1500 V	103,5	22,5	1435	10	10	X				X												X					200	2200											750 m	GB1
	PS3 - Tours - Brétigny	Tours (Saint-Pierre-des-Corps)	Orléans (Les Aubrais)	570	2	1500 V	114,1	22,5	1435	6	6	X				X												X					200	2400											750 m	GB1
	Longueur (km):	Orléans (Les Aubrais)	Etampes	570	3	1500 V	63,1	22,5	1435	8	6	X				X												X					200	2200											750 m	GB1
	201,7	Etampes	Brétigny	570	4	1500 V	24,5	22,5	1435	8	6	X				X												X					200	2200											750 m	GB1
	PS4 - Brétigny - Valenton	Brétigny	Juvisy	570	4	1500 V	12,3	22,5	1435	8	8	X				X												X					150	2000											750 m	GB1
	Longueur (km):	Juvisy	Villeneuve-Saint-Georges	745	4	1500 V	6,7	22,5	1435	5	8	X				X														X			100	2290											750 m	GB1
	22,9	Villeneuve-Saint-Georges	Valenton	830	4	1500 V	3,9	22,5	1435	5	8	X				X														X			130	2290											750 m	GB1
	PS5 - Valenton - Triangle de Gagny	Valenton	Sucy-Bonneuil	990	2	1500 V	3,1	20,0	1435	6	6	X				X														X			80	2630-3100											750 m	GB1
	15,4	Sucy-Bonneuil	Triangle de Gagny	957	2	25000 V	12,3	22,5	1435	6	6	X				X														X			90	2630-3100											750 m	GB1
Sucy Bonneuil - Le Havre	**PO1 - Triangle de Gagny - Val d'Argenteuil**	Triangle de Gagny	Bobigny	957	2	25000 V	9,0	22,5	1435	10	11	X				X														X			90	2630-3100											750 m	GB1
	26,6	Bobigny	Val d'Argenteuil	990	2	25000 V	17,6	22,5	1435	10	10	X				X														X			80	2240-3100											750 m	GB1
	PO2 - Val d'Argenteuil - Mantes la Jolie	Val d'Argenteuil	Conflans Ste Honorine	334	2	25000 V	11,9	22,5	1435	7	7	X				X													X				130	2200											750 m	GB1
	44,6	Conflans Ste Honorine	Mantes La Jolie	334	2	25000 V	32,7	22,5	1435	7	7	X				X													X				130	2200											750 m	GB1
	PO3 - Mantes-la-Jolie - Rouen	Mantes-la-Jolie	Vernon	340	2	25000 V	22,6	22,5	1435	5	5	X				X														X			160	2700											750 m	GB
		Vernon	Gaillon-Aubevoye	340	4	25000 V	13,3	22,5	1435	5	5	X				X														X			160	2700											750 m	GB
		Gaillon-Aubevoye	Oissel	340	2	25000 V	32,6	22,5	1435	5	5	X				X														X			160	2700											750 m	GB
	Longueur (km):																																													
	82,2	Oissel	Rouen	340	4	25000 V	13,7	22,5	1435	13	10	X				X														X			140	2700											750 m	GB
	PO4 - Rouen - Le Havre	Rouen	Le Havre	340	2	25000 V	88,4	22,5	1435	13	11	X				X														X			160	2000-2700											750 m	GB1
	88,4																																												
Triangle de Gagny- Woippy	**PE1 - Triangle de Gagny - Lérouville**	Triangle de Gagny	Ligne Paris-Strasbourg (Le Raincy)	957	2	25000 V	4,9	22,5	1435	6	6	X				X														X			90	2630-3100											750 m	GB1
		Le Raincy	Lagny-Thorigny	70	4	25000 V	14,5	22,5	1435	5	5	X				X															X		160	2420											750 m	GB1
		Lagny-Thorigny	Epernay	70	2	25000 V	114,0	22,5	1435	5	5	X				X															X		160	2420											750 m	GB
		Epernay	Chalons-en-Champagne	70	2	25000 V	28,9	22,5	1435	5	5	X				X															X		160	3590											750 m	GB1
	Longueur (km)	Chalons-en-Champagne	Blesme-Haussignemont	70	2	25000 V	44,9	22,5	1435	4	4	X				X															X		160	3590											750 m	GB1
	278,9	Blesme-Haussignemont	Lerouville	70	2	25000 V	71,6	22,5	1435	8	8	X				X															X		160	2020-2650											750 m	GB1
	PE2 - Lérouville - Metz	Lerouville	Metz	89	2	25000 V	65,0	22,5	1435	8	8	X				X														X			160	2400											750 m	GB1
	65,0																																												
	PE3 - Metz - Woippy	Metz	Woippy	180	2	25000 V	8,6	22,5	1435	6	6	X				X														X			110	2700											750 m	GB1
	8,6																																												
Itinéraire alternatif Bordeaux - Poitiers via Niort																																													
	CA1 - Bordeaux - Niort via Saintes	Bordeaux	Saintes	500	2	-	120,9	22,5	1435	10	10						X														X	160	1250		1250										750 m	GA
	197,7	Saintes	Niort	500	1	-	76,8	22,5	1435	10	14						X														X	100	1070		1070										750 m	GA
	CA2 - Niort - Poitiers	Niort	Saint-Maixent	538	2	25000 V	23,5	22,5	1435	9	9	X					X														X	110	1850											750 m	GA
		Saint-Maixent	Lusignan	538	1	25000 V	28,3	22,5	1435	9	9	X					X														X	140	1850											750 m	GA
	Longueur (km):	Lusignan	Saint-Benoit	538	2	25000 V	21,7	22,5	1435	9	9	X					X														X	140	1850											750 m	GA
	77,8	Saint-Benoit	Poitiers	570	2	1500 V	4,3	22,5	1435	5	5	X				X															X	150	2200											750 m	GB1
Itinéraire alternatif Conflans - Motteville via Serqueux																																													
	CB3 - Conflans-Sainte-Honorine - Gisors	Conflans Ste Honorine	Eragny-Neuville	338	2	25000 V	3,8	22,5	1435	10	10	X				X												X					80	1800											750 m	GB1
		Eragny-Neuville	Pontoise	338	2	25000 V	3,4	22,5	1435	10	10	X				X												X					60	1800											750 m	GB1
	46,2	Pontoise	Gisors	330	2	25000 V	39,0	22,5	1435	10	11	X					X														X	120	1700											750 m	GA
	CB4 - Gisors - Serqueux																																													
	50,0	Gisors	Serqueux	330	2	-	50,0	22,5	1435	10	11														X						X				1300										750 m	GA
	CB5 - Serqueux - Motteville via Montérolier	Serqueux	Montérolier	321	2	25000 V	17,8	22,5	1435	6	6	X					X											X					130	2300											750 m	GB
	53,4	Montérolier	Motteville	354	1	25000 V	35,6	22,5	1435	10	10	X					X														X	100	1690											750 m	G1
	Bayonne -Dax via Puyôo	Bayonne	Puyôo	650	1	1500 V	51,2	22,5	1435	12	12	X			X														X																750 m	GA
	81,5	Puyôo	Dax	656	2	1500 V	30,4	22,5	1435	8	8	X			X														X																750 m	GB1

RAIL FREIGHT CORRIDO Nº4. ACTUAL INFRASTRUCTURE IN SPAIN

Tronc commun Algeciras - Irún

LIGNE	SECTION			INSFRASTRUCTURE							AUTOMATIC TRAIN PROTECTION SYSTEM (ATP)			MODE D'ESPACEMENT DES TRAINS										LIAISONS AVEC LES TRAINS							PERFORMANCE															
	POINT 1	POINT 2	NUMERO DE LIGNE	NOMBRE DE VOIES	ELECTRIFICATION	LONGUEUR (Km)	CHARGE ADMISSIBLE A L'ESSIEU (TN)	ECARTEMENT DES RAILS (mm)	DECLIVITE CARACTERISTIQUE SENS PAIR (‰)	DECLIVITE CARACTERISTIQUE SENS IMPAIR (‰)	KVB (FR)	ASFA (SP)	EBICAB (700) (P)	BLOCK MANUEL (FR)	BAL (FR)	BAPR (FR)	BLA (SP)	BA (SP)	BAB (SP)	BEM (SP)	BT (SP/P)	BA with BO (P)	BA without BO (P)	Autre type d'exploitation	RADIO SOL-TRAIN AVEC TRANSMISSION DE DONNEES (FR)	RADIO SOL-TRAIN SANS TRANSMISSION DE DONNEES AVEC IDENTIFICATION (FR)	RADIO SOL-TRAIN SANS TRANSMISSION DE DONNEES (FR)	TREN-TIERRA (SP)	RADIO SOLO-TRAIN TTT CP_N (P)	GSM-R	AUCUNE	VITESSE MAXIMUM	MASSE MAXIMALE (Loc. 26000 Electrica 5600 kw) (Ton) (FR)	MASSE MAXIMALE (Loc. 27000 midi Electrica 4200 kw)(Ton) (FR)	MASSE MAXIMALE (Loc. 75000 Diesel 2000 kw) (Ton) (FR)	MASSE MAXIMALE (Loc. 253 Electrica 5200 kw) (Ton) (SP) Pair	MASSE MAXIMALE (Loc. 253 Electrica 5200 kw) (Ton) (SP) impair	MASSE MAXIMALE (Loc. 333_3 Diesel 2460 kw) (Ton) (SP) Pair	MASSE MAXIMALE (Loc. 333.3 Diesel 2460 kw) (Ton) (SP) impair	MAXIMUM TBR TRAIN - VA (Loc. 4000 Diesel 3200 kw) (Ton) (P)	MAXIMUM TBR TRAIN - VD (Loc. 4000 Diesel 3200 kw) (Ton) (P)	MAXIMUM TBR TRAIN - VA (Loc. 4700 Electrica 4600 kw) (Ton) (P)	MAXIMUM TBR TRAIN - VD (Loc. 4700 Electrica 4600 kw) (Ton) (P)	LONGUEUR MAXIMALE DES TRAINS (Ton)	GABARIT
SP1. Algeciras - Córdoba	Algeciras	Gaucín	420	1	-	57,0	22,5	1668	22	23											X																											
	Gaucín	Ronda	420	1	-	48,8	22,5	1668	3	23		X						X											X																			
	Ronda	Bobadilla	420	1	-	70,4	22,5	1668	24	18											X																											
	Bobadilla	Fuente de Piedra	430	1	3000 V	11,2	22,5	1668	12	10		X						X											X																			
	Fuente de Piedra	Valchillón	430	1	3000 V	104,6	22,5	1668	17	17		X								X										X																			
Length (km): 305,3	Valchillón	Córdoba-El Higuerón	430	1	3000 V	9,5	22,5	1668	7	8		X						X											X																			
	Córdoba- El Higuerón	Córdoba Central	430	1	3000 V	3,8	22,5	1668	8	4		X						X											X																			
SP2. Córdoba - Manzanares	Córdoba Central	Alcolea	400	1	3000 V	10,1	22,5	1668	7	10		X						X											X																			
	Alcolea	Espeluy	400	1	3000 V	91,0	22,5	1668	11	12		X						X											X																			
	Espeluy	Linares Baeza	400	1	3000 V	26,2	22,5	1668	5	13		X						X											X																			
	Linares Baeza	Vadollano	400	2	3000 V	8,5	22,5	1668	7	14		X						X	X										X																			
Length (km): 244,6	Vadollano	Santa Cruz de Mudela	400	1	3000 V	67,1	22,5	1668	13	16		X						X											X																			
	Santa Cruz de Mudela	Manzanares	400	2	3000 V	41,7	22,5	1668	7	4		X						X	X										X																			
SP3. Manzanares - Madrid (Hortaleza)	Manzanares	Alcázar de San Juan	400	2	3000 V	49,2	22,5	1668	6	5		X						X	X										X																			
	Alcázar de San Juan	Villacañas	300	2	3000 V	27,9	22,5	1668	6	7		X						X											X																			
	Villacañas	Castillejo-Añover	300	2	3000 V	56,0	22,5	1668	10	7		X						X	X										X																			
	Castillejo-Añover	Aranjuez	300	2	3000 V	14,5	22,5	1668	6	5		X						X											X																			
	Aranjuez	San Cristobal Industrial	300	2	3000 V	38,1	22,5	1668	9	11		X						X											X																			
	San Cristobal Industrial	Villaverde Bajo	300	4	3000 V	2,9	22,5	1668	9	11		X						X	X										X																			
	Villaverde Bajo	Vallecas-Industrial	942	2	3000 V	7,2	22,5	1668	16	2		X						X	X										X																			
Length (km): 213,2	Vallecas-Industrial	Vicálvaro	942	4	3000 V	4,2	22,5	1668	11	5		X						X											X																			
	Vicálvaro	O'Donnell	930	2	3000 V	6,0	22,5	1668	3	14		X						X											X																			
	O'Donnell	Hortaleza	200	2	3000 V	7,2	22,5	1668	0	13		X						X	X										X																			
SP4. Madrid (Hortaleza) - Medina del Campo	Hortaleza	Pitis	902	2	3000 V	9,7	22,5	1668	16	14		X						X	X										X																			
	Pitis	Pinar de Las Rozas	100	2	3000 V	14,9	22,5	1668	16	18		X						X	X										X																			
	Pinar de Las Rozas	Villalba de Guadarrama	100	2	3000 V	17,4	22,5	1668	0	16		X						X	X										X																			
	Villalba de Guadarrama	El Escorial	100	2	3000 V	12,4	22,5	1668	2	15		X						X	X										X																			
	El Escorial	Sta Mª de La Alameda	100	2	3000 V	21,5	22,5	1668	6	17		X						X	X										X																			
Length (km): 210,4	Sta Mª de La Alameda	Ávila	100	2	3000 V	48,9	22,5	1668	17	17		X						X	X										X																			
	Ávila	Medina del Campo	100	2	3000 V	85,6	22,5	1668	10	5		X						X											X																			
SP5. Medina del Campo - Venta de Baños	Medina del Campo	El Pinar Sur	100	2	3000 V	33,2	22,5	1668	9	10		X						X	X										X																			
	El Pinar Sur	El Pinar Norte	100	1	3000 V	3,5	22,5	1668	5	5		X						X											X																			
Length (km): 78,9	El Pinar Norte	Valladolid C.G.	100	2	3000 V	5,5	22,5	1668	5	5		X						X	X										X																			
	Valladolid C.G.	Venta de Baños	100	2	3000 V	36,7	22,5	1668	3	5		X						X	X										X																			
SP6. Venta de Baños - Miranda de Ebro	Venta de Baños	Burgos Rosa de Lima	100	2	3000 V	88,2	22,5	1668	2	15		X						X	X										X																			
172,4	Burgos Rosa de Lima	Miranda de Ebro	100	2	3000 V	84,2	22,5	1668	12	15		X						X	X										X																			
SP7. Miranda de Ebro - Irún	Miranda de Ebro	Vitoria	100	2	3000 V	33,5	22,5	1668	11	10		X						X	X										X																			
	Vitoria	Alsasua	100	2	3000 V	43,1	22,5	1668	10	9		X						X	X										X																			
	Alsasua	Brinkola	100	2	3000 V	21,7	22,5	1668	0	13		X						X	X										X																			
	Brinkola	Tolosa	100	2	3000 V	39,7	22,5	1668	18	0		X						X	X										X																			
Length (km): 181,5	Tolosa	San Sebastián	100	2	3000 V	26,6	22,5	1668	12	2		X						X	X										X																			
	San Sebastián	Irún	100	2	3000 V	16,9	22,5	1668	13	12		X						X											X																			
						763,1																																												
SP8. Miranda de Ebro - Bilbao (Santurtzi)	Miranda de Ebro	Orduña	700	1	3000 V	62,9	22,5	1668	18	12		X						X											X																			
	Orduña	Aguja Enlace	700	2	3000 V	39,1	22,5	1668	14	0		X						X	X										X																			
	Aguja Enlace	Bif. La Casilla	720	1	3000 V	2,0	22,5	1668	10	9		X						X											X																			
Length (km): 114,8	Bif. La Casilla	Desertu-Barakaldo	720	2	3000 V	5,5	22,5	1668	12	13		X						X	X										X																			
	Desertu-Barakaldo	Santurtzi	720	2	3000 V	5,3	22,5	1668	13	11		X						X	X										X																			
SP9. Badajoz(frontera) - Manzanares-Ciudad Real-Mérida	Frontera (Badajoz)	Badajoz	520	1	-	5,3	22,5	1668	< 10	< 10											X																											
	Badajoz	Aljucén	520	1	-	53,2	22,5	1668	10	7		X						X											X																			
	Aljucén	Mérida	520	1	-	6,1	22,5	1668	1	9		X						X											X																			
	Mérida	Villanueva Sem.	520	1	-	58,9	22,5	1668	11	11		X					X											X																			
	Villanueva Sem.	Almorchón	520	1	-	62,4	22,5	1668	15	16		X									X																											
	Almorchón	Caracollera	520	1	-	84,2	22,5	1668	17	14		X									X																											
	Caracollera	Puertollano	520	1	-	33,8	22,5	1668	14	16		X					X																														
	Puertollano	Cañada de Calatrava	520	1	3000 V	23,3	22,5	1668	12	9		X					X											X																			
	Cañada de Calatrava	Bif. Poblete	520	1	3000 V	14,2	22,5	1668	13	12		X						X											X																			
Length (km): 405,3	Bif. Poblete	Ciudad Real-Miguelturra	520	1	3000 V	1,9	22,5	1668	5	5		X						X																													
	Ciudad Real- Miguelturra	Manzanares	522	1	3000 V	62,0	22,5	1668	5	5		X						X											X																			
SP10. Vilar Formoso - Medina del Campo	Vilar Formoso	Fuentes de Oñoro	120	1	-	1,2	22,5	1668	14	17											X																											
	Fuentes de Oñoro	Salamanca	120	1	-	123,3	22,5	1668	17	18		X					X											X																			
201,1	Salamanca	Medina del Campo	120	1	-	76,6	22,5	1668	11	10		X					X											X																			

APPENDIX 3 / Detailed characteristics of existing infrastructures on Rail Freight Corridor N°4 «Atlantic» – PORTUGAL

RAIL FREIGHT CORRIDO N°4. ACTUAL INFRASTRUCTURE IN Portugal

LIGNE	SECTION			INSFRASTRUCTURE							AUTOMATIC TRAIN PROTECTION SYSTEM (ATP)			MODE D'ESPACEMENT DES TRAINS										LIAISONS AVEC LES TRAINS							PERFORMANCE									
	POINT 1	POINT 2	NUMERO DE LIGNE	NOMBRE DE VOIES	ELECTRIFICATION	LONGUEUR (Km)	CHARGE ADMISSIBLE A L'ESSIEU (TN)	ECARTEMENT DES RAILS (mm)	DECLIVITE CARACTERISTIQUE SENS PAIR (‰)	DECLIVITE CARACTERISTIQUE SENS IMPAIR (‰)	KVB (FR)	ASFA (SP)	EBICAB (700) (P)	BLOCK MANUEL (FR)	BAL (FR)	BAPR (FR)	BLA (SP)	BA (SP)	BAB (SP)	BEM (SP)	BT (SP/P)	BA with BO (P)	BA without BO (P)	Autre type d'exploitation	RADIO SOL-TRAIN AVEC TRANSMISSION DE DONNEES (FR)	RADIO SOL-TRAIN SANS TRANSMISSION DE DONNEES AVEC IDENTIFICATION (FR)	RADIO SOL-TRAIN SANS TRANSMISSION DE DONNEES (FR)	TREN-TIERRA (SP)	RADIO SOL-TRAIN TTT CP_N (P)	GSM-R	AUCUNE	VITESSE MAXIMUM	MASSE MAXIMALE (Loc.26000 Electrica 5600 kw) (Ton) (FR)	MASSE MAXIMALE (Loc.27000 mid Electrica 4200 kw) (Ton) (FR)	MASSE MAXIMALE (Loc.7500 Diesel 2000 kw) (Ton) (FR)	MASSE MAXIMALE (Loc. 253 Electrica 5200 kw) (Ton) (SP) Pair	MASSE MAXIMALE (Loc. 253 Electrica 5200 kw) (Ton) (SP) Impair	MASSE MAXIMALE (Loc. 333.3 Diesel 2460 kw) (Ton) (SP) Pair	MASSE MAXIMALE (Loc. 333.3 Diesel 2460 kw) (Ton) (SP) Impair	MAXIMUM TBR TRAIN - V4 (Loc. 4000 Diesel 3200 kw) (Ton) (P)	MAXIMUM TBR TRAIN - V0 (Loc. 4000 Diesel 3200 kw) (Ton) (P)	MAXIMUM TBR TRAIN - V4 (Loc. 4700 Electrica 4600 kw) (Ton) (P)	MAXIMUM TBR TRAIN - V0 (Loc. 4700 Electrica 4600 kw) (Ton) (P)	LONGUEUR MAXIMALE DES TRAINS (Ton)	GABARIT
1 - Minho Line Porto Cam. - Contumil Length (km): 2,4	Porto Campanhã	Contumil	1	6	25000 V	2,4	22,5	1668	16	16			X								X							X			70								1490	2120	1220	3000	500	PTb+
5 - Leixões Line Contumil - Leixões Length (km): 18,9	Contumil	Leixões	5	1	25000 V	18,9	22,5	1668	18	18			X								X							X			70								1310	1490	1310	1490	480	PTb+
8 - North Line Lisboa Santa Apolónia - Porto Campanhã Length (km): 336,1	Lisboa Santa Apolónia	Braço de Prata	8	2	25000 V	4,0	22,5	1668	12	12			X								X							X			80								1 940	1 450	1 600	1 480	340	PTb+
	Braço de Prata	Alverca	8	4	25000 V	17,8	22,5	1668	8	8			X								X							X			100								1 940	1 450	2 170	2 110	500	PTb+
	Alverca	Castanheira do Ribatejo	8	2	25000 V	12,4	22,5	1668	8	8			X								X							X			100								2 260	1 440	1 910	1 480	500	PTb+
	Castanheira do Ribatejo	Azambuja	8	3	25000 V	12,7	22,5	1668	7	7			X								X							X			100								2 260	1 440	1 910	1 480	500	PTb+
	Azambuja	Setil	8	2	25000 V	9,5	22,5	1668	6	6			X								X							X			100								2 260	1 440	1 910	1 480	500	PTb+
	Setil	Santana-Cartaxo R	8	2	25000 V	6,8	22,5	1668	8	8			X								X							X			100								2 060	2 200	1 700	1 780	600	PTb+
	Santana-Cartaxo R	Entroncamento	8	2	25000 V	43,1	22,5	1668	12	12			X								X							X			100								1 920	1 850	1 600	1 550	600	PTb+
	Entroncamento	Alfarelos	8	2	25000 V	92,0	22,5	1668	18	18			X									X							X			100								1 360	1 310	1 140	1 100	600	PTb+
	Alfarelos	Pampilhosa	8	2	25000 V	33,0	22,5	1668	14	14			X								X							X			100								1 530	1 780	1 310	1 650	500	PTb+
	Pampilhosa	Ovar	8	2	25000 V	69,5	22,5	1668	11	11			X								X							X			100								1 760	1 540	1 320	1 290	600	PTb+
	Ovar	Gaia	8	2	25000 V	31,5	22,5	1668	15	15			X									X							X			100								1 250	1 330	1 240	1 200	400	PTb+
	Gaia	Porto Campanhã	8	2	25000 V	3,8	22,5	1668	11	11			X								X							X			100								3 000	1 990	2 790	1 600	400	PTb+
20 - Beira Alta Line Pampilhosa - Vilar Formoso (fronteira) Length (km): 201,9	Pampilhosa	Bif. Pampilhosa	20	1	25000 V	0,7	22,5	1668	1	1			X								X							X			30								1 330	1 400	1 080	1 080	500	PTb+
	Bif. Pampilhosa	Bif. Luso	20	2	25000 V	7,3	22,5	1668	16	16			X								X							X			100								1 330	1 400	1 080	1 080	500	PTb+
	Bif. Luso	Santa Comba Dão	20	1	25000 V	27,1	22,5	1668	17	17			X								X							X			90								1 260	1 400	1 000	1 080	500	PTb+
	Santa Comba Dão	Mangualde	20	1	25000 V	43,0	22,5	1668	18	18			X								X							X			100								1 340	1 750	1 130	1 440	500	PTb+
	Mangualde	Pinhel	20	1	25000 V	58,8	22,5	1668	17	17			X								X							X			90								1 420	1 290	1 120	1 060	500	PTb+
	Pinhel	Noémi	20	1	25000 V	45,4	22,5	1668	16	16			X								X							X			100								1 270	1 420	1 060	1 150	500	PTb+
	Noémi	Vilar Formoso (fronteira)	20	1	25000 V	19,5	22,5	1668	18	18			X								X							X			90								1 270	1 420	1 060	1 150	500	PTb+
25 - Beira Baixa Line Entronc. - Abrantes Length (km): 28,6	Entroncamento	Abrantes	25	1	25000 V	28,6	22,5	1668	11	11			X								X							X			100								1910	1670	1540	1430	450	PTb+
27 - Leste Line Abr. - Elvas (fronteira) Length (km): 140,7	Abrantes	Torre das Vargens	27	1	-	39,3	22,5	1668	17	17											X										90								1 180	1 180	-	-	400	PTb
	Torre das Vargens	Portalegre	27	1	-	42,3	22,5	1668	17	17											X										50								1 250	1 410	-	-	400	PTb
	Portalegre	Elvas (fronteira)	27	1	-	59,1	22,5	1668	18	18											X										90								1 380	1 240	-	-	400	PTb
29 - Cintura Line Alcântara Mar - Braço de Prata Length (km): 11,3	Alcântara Mar	Agulha 13	29	1	25000 V	2,4	22,5	1668	20	20			X								X							X			50								3 000	980	1 010	3 000	350	PTb+
	Agulha 13	Sete Rios	29	2	25000 V	2,4	22,5	1668	20	20			X								X							X			50								3 000	980	1 010	3 000	350	PTb+
	Sete Rios	Terminal Técnico Chelas	29	4	25000 V	3,7	22,5	1668	20	20			X								X							X			50								1 160	1 240	1 170	990	350	PTb+
	Terminal Técnico Chelas	Braço de Prata	29	2	25000 V	2,8	22,5	1668	20	20			X								X							X			50								1 160	1 240	1 170	990	350	PTb+
33-Vendas Novas Line Bif. Setil-Vendas Novas - Vidigal Length (km): 64,7	Bif. do Setil-Vendas Novas	Vidigal	33	1	25000 V	64,7	22,5	1668	15	15			X								X							X			80								1420	1370	1220	1240	650	PTb+
34 - Alentejo Line Poceirão - C. Bombel Length (km): 21,3	Poceirão	PK Início Concordância Bombel	34	1	25000 V	21,3	22,5	1668	9	9			X								X							X			100								2230	2540	1800	2060	650	PTb+
37 - South Line Set.-Mar - Ermi. Sado Length (km): 63,1	Setúbal-Mar	Águas de Moura	37	1	25000 V	14,7	22,5	1668	13	13			X								X							X			90								1 500	1 950	1 300	1 620	550	PTb
	Bif. Águas de Moura Sul	Início Variante	37	1	25000 V	13,4	22,5	1668	10	10			X								X							X			100								1 940	2 370	1 660	1 920	600	PTb+
	Extremo Variante	Ermidas Sado	37	1	25000 V	34,9	22,5	1668	13	13			X								X							X			100								1 750	1 750	1 400	1 400	600	PTb+
38 - Sines Line Ermidas Sado - Sines Length (km): 50,7	Ermidas-Sado	Sines	38	1	25000 V	50,7	22,5	1668	21	21			X								X							X			90								1270	1190	1040	1040	480	PTb+
46 - Poceirão Concordance Bif. Agualva - Bif. Águas de Moura Sul Length (km): 5,1	Bif. Agualva	Bif. Águas de Moura Norte	46	2	25000 V	2,3	22,5	1668	9	9			X								X							X			100								2 090	1 640	1 680	1 300	600	PTb+
	Bif. Águas de Moura Norte	Bif. Águas de Moura Sul	46	1	25000 V	2,8	22,5	1668	9	9			X								X							X			100								2090	1640	1680	1300	600	PTb+
53 - Agualva Concordance Poceirão - Bif. Agualva Length (km): 2,0	Poceirão	Bif. Agualva	53	1	25000 V	2,0	22,5	1668	12	12			X								X							X			50								1940	2370	1660	1920	600	PTb+
54 - Águas de Moura Concordance Águas de Moura - Bif. Águas de Moura Norte Length (km): 3,7	Águas de Moura	Bif. Águas de Moura Norte	54	1	25000 V	3,7	22,5	1668	10	10			X								X							X			100								1640	2090	1300	1680	600	PTb+
55 - Bombel Concordance PK Início Conco. Bombel - Vidigal Length (km): 3,5	PK Início Concordância Bombel	Vidigal	55	1	25000 V	3,5	22,5	1668	9	9			X								X							X			80								2230	1600	1800	1220	600	PTb+
68 - Alcacer Variant Pinheiro - Grândola Norte Length (km): 28,8	Pinheiro	Grândola Norte	68	2	25000 V	28,8	22,5	1668	13	13			X								X							X			100								1790	1790	1430	1430	700	PTb+
69 - North of Setil Concordance Bif. Norte Setil - Bif. Setil-Vendas Novas Length (km): 1,0	Bif. Norte do Setil	Bif. Setil-Vendas Novas	69	1	25000 V	1,0	22,5	1668	2	2			X								X							X			30								1470	1370	1330	1220	600	PTb+
90 - Branch Line of the Port of Aveiro Plataforma de Cacia - Porto de Aveiro Length (km): 8,8	Plataforma de Cacia	Porto de Aveiro	90	1	-	8,8	22,5	1668	13	13			X								X							X			50								2290	1820	-	-	500	PTb+

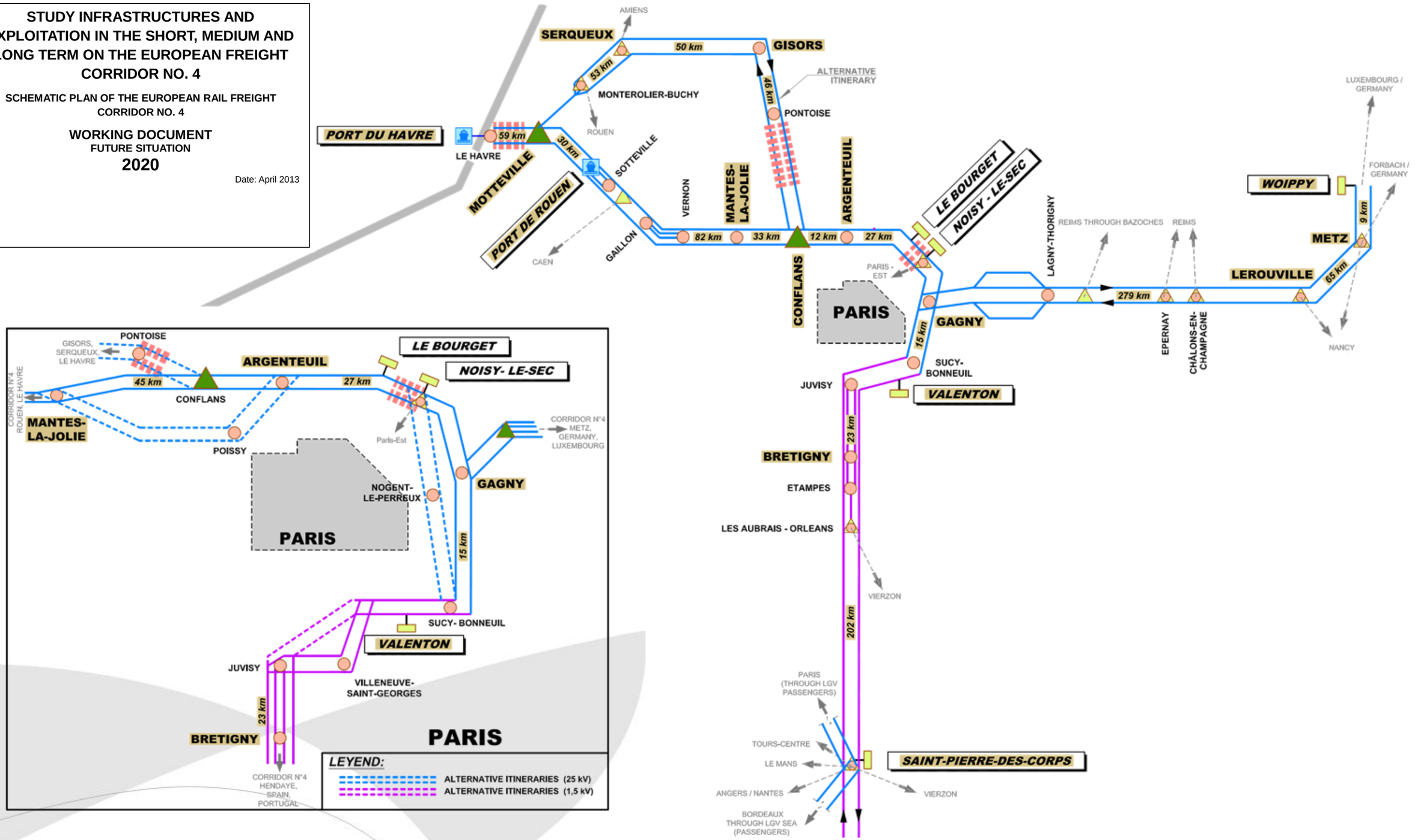
APPENDIX 4 / Summary of the Prearranged Paths (PaPs) offer for 2016 on Rail Freight Corridor N°4 «Atlantic» (Paths request will be sent by PCS to Corridor OSS of RFC4)

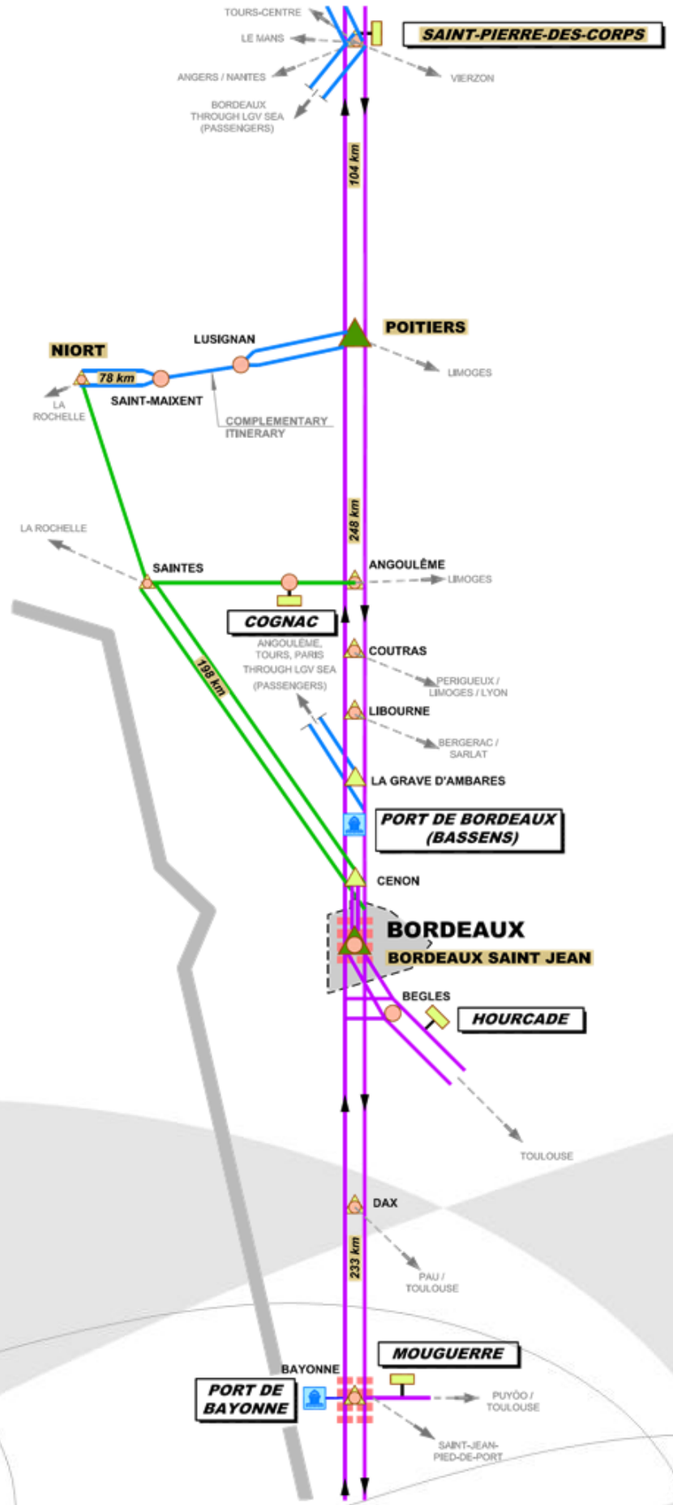
STUDY INFRASTRUCTURES AND EXPLOITATION IN THE SHORT, MEDIUM AND LONG TERM ON THE EUROPEAN FREIGHT CORRIDOR NO. 4

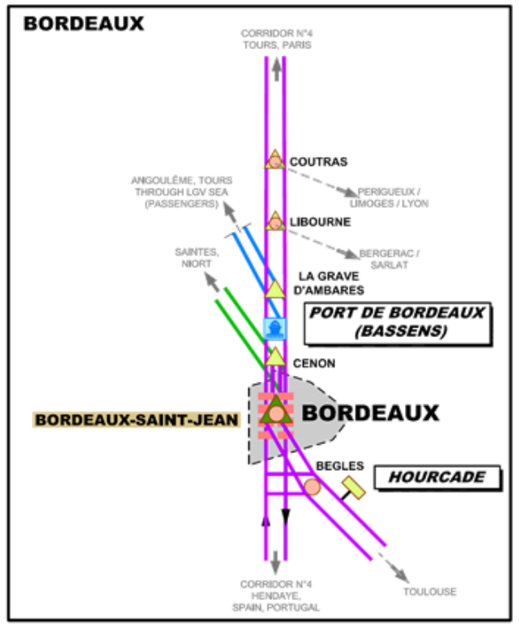
SCHEMATIC PLAN OF THE EUROPEAN RAIL FREIGHT CORRIDOR NO. 4

WORKING DOCUMENT
FUTURE SITUATION
2020

Date: April 2013







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LEYEND:

TRACK SECTIONS AND GENERALITIES

- DOUBLE TRACK
- SINGLE TRACK
- DIRECTION OF TRAFFIC
- NUMBER OF INTERSECTION STATIONS (15)
- SIGNIFICANT DISTANCES (STA. A — 100 km — STA. B)
- SECTION WITH SPEED LOWER THAN 80 km/h
- HIGH SPEED LINES WITH MIXED TRAFFIC

TRACK GAUGES

- FRANCE: UIC
- SPAIN / PORTUGAL: IBERIAN - UIC
- ADAPTATION FROM IBERIAN TO UIC GAUCE

KIND OF ELECTRIFICATION

- WITHOUT ELECTRIFICATION
- ELECTRIFICATION (25 kV)
- ELECTRIFICATION (3 kV)
- ELECTRIFICATION (1,5 kV)

SIGNIFICANT POINTS

- FREIGHT TERMINAL
- PORT TERMINAL
- STATION
- JUNCTION - BRANCH LINES
- STATION / JUNCTION - BRANCH LINES
- FIRST STATION / ALTERNATIVE ITINERARY END

STUDY INFRASTRUCTURES AND EXPLOITATION IN THE SHORT, MEDIUM AND LONG TERM ON THE EUROPEAN FREIGHT CORRIDOR NO. 4

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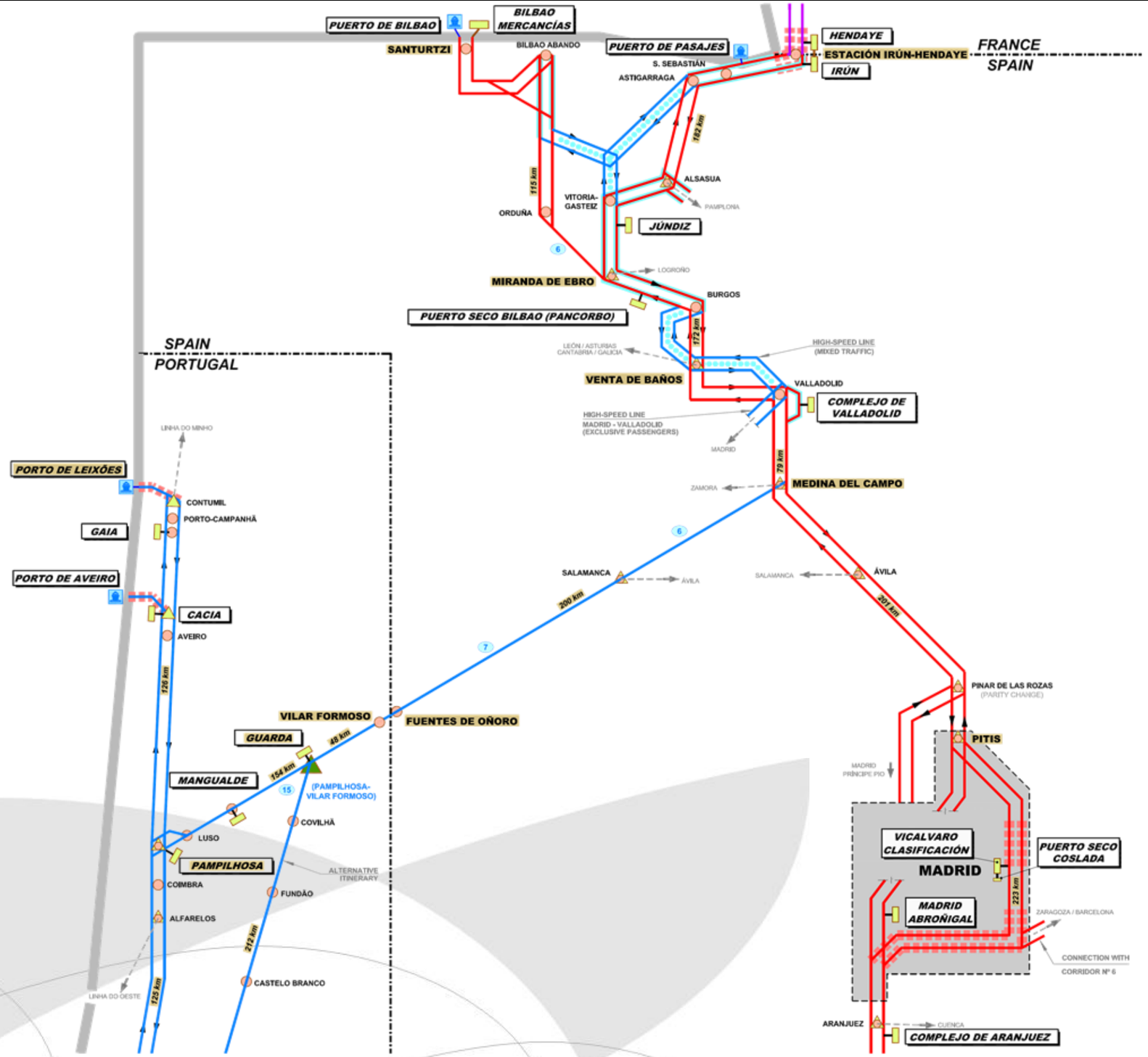

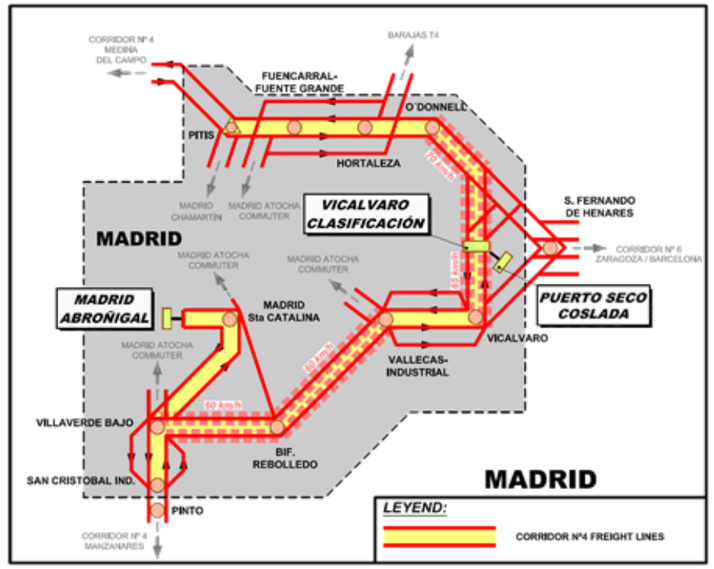

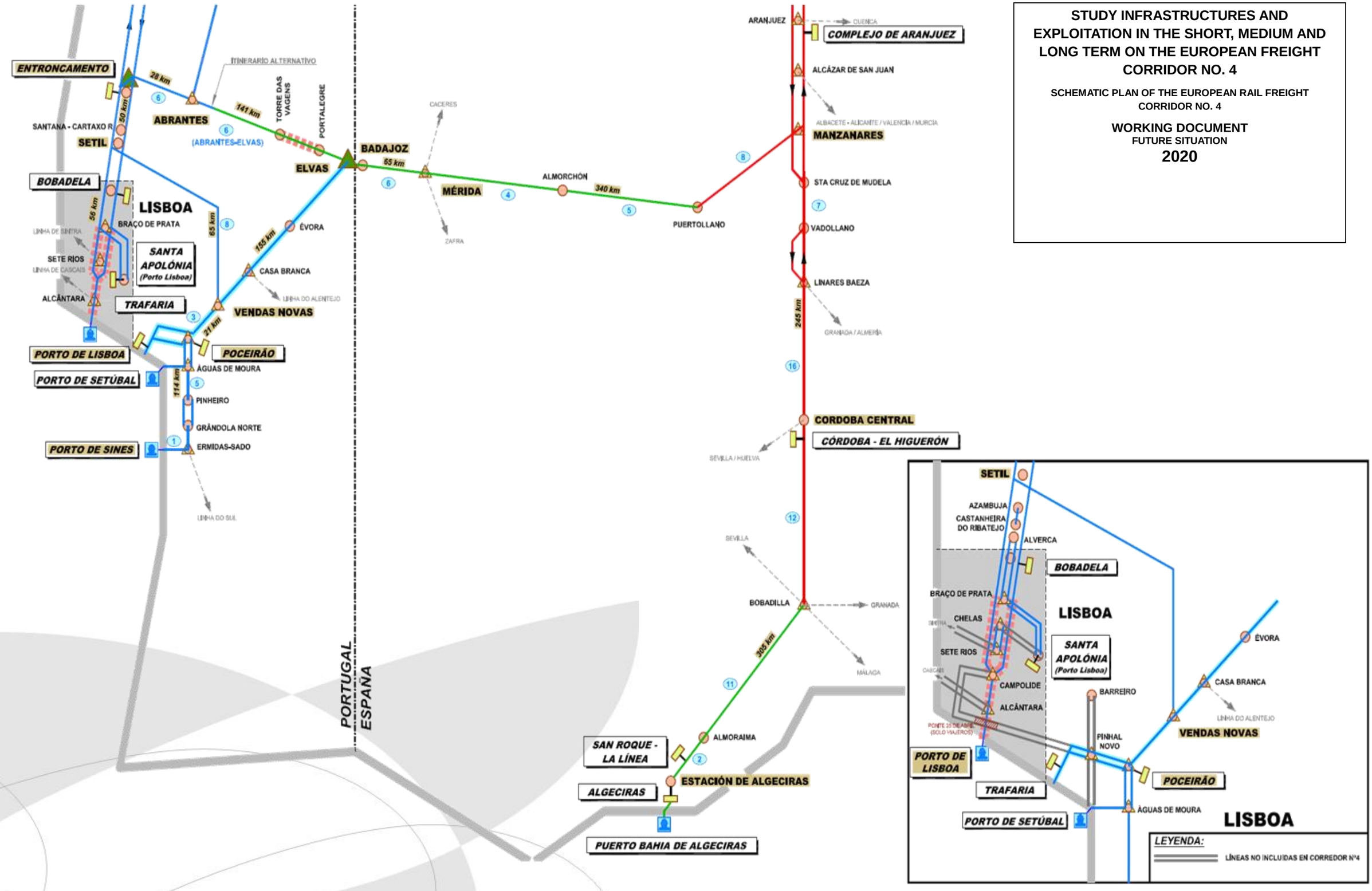

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FUTURE SITUATION
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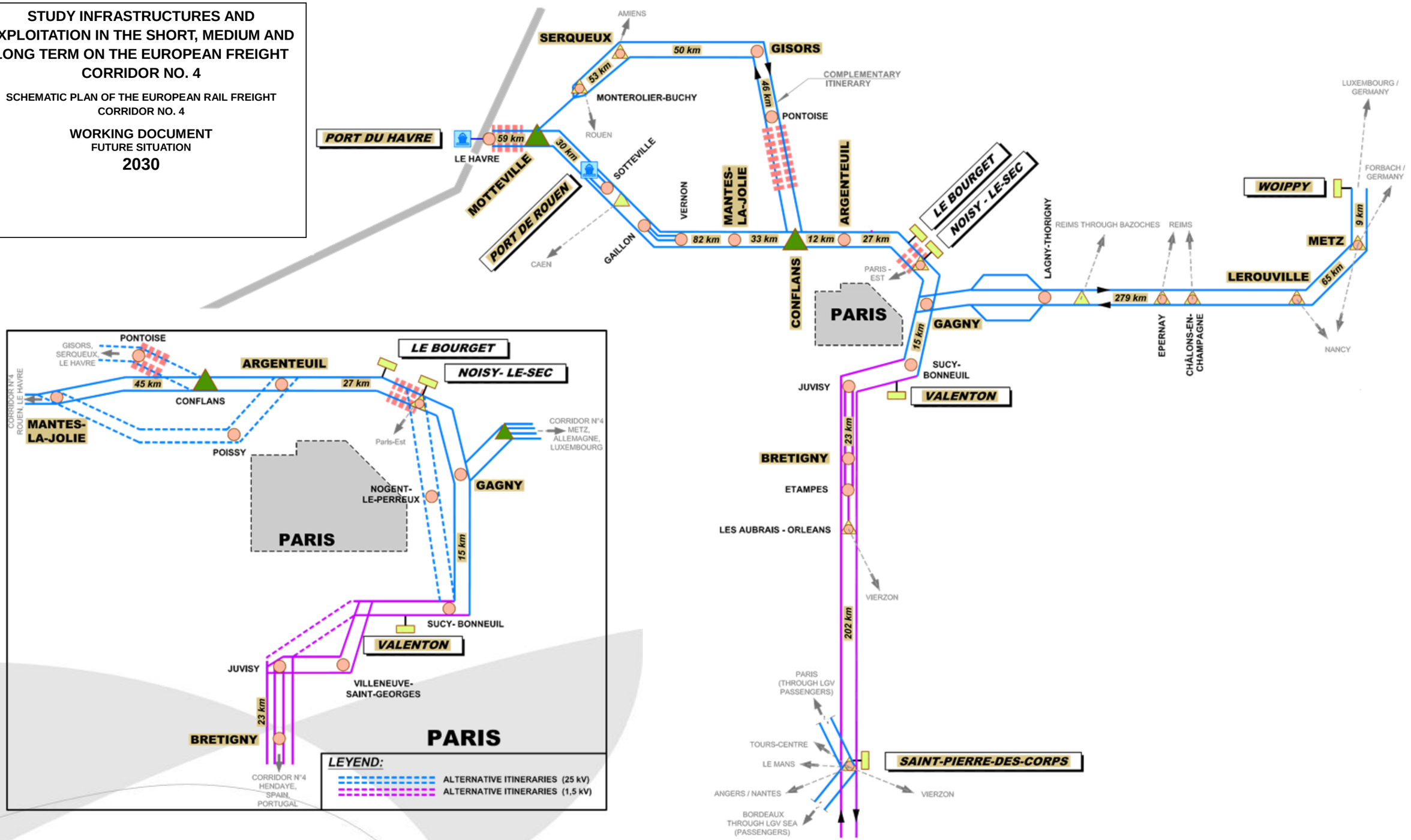

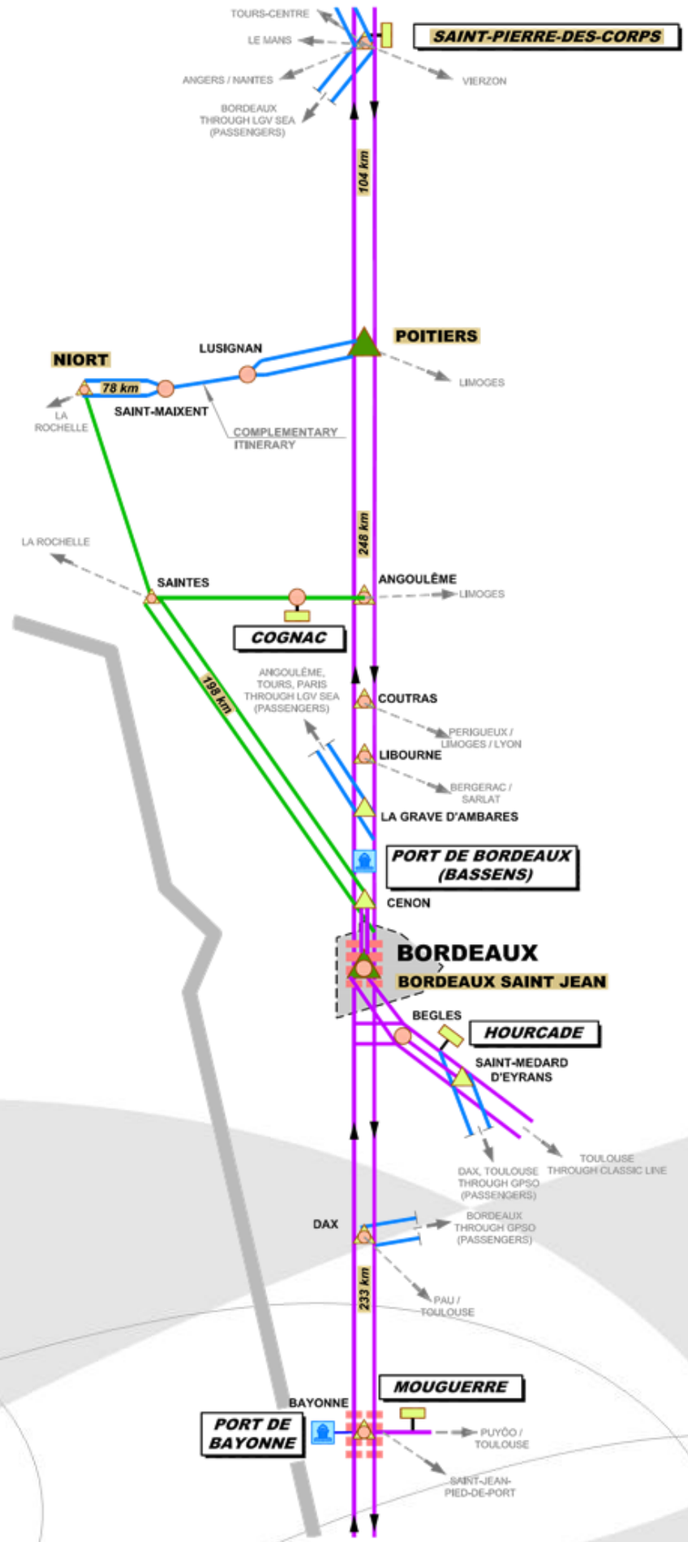

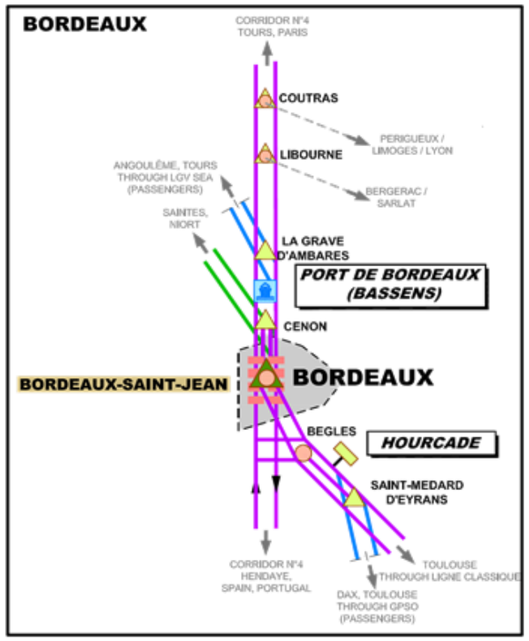

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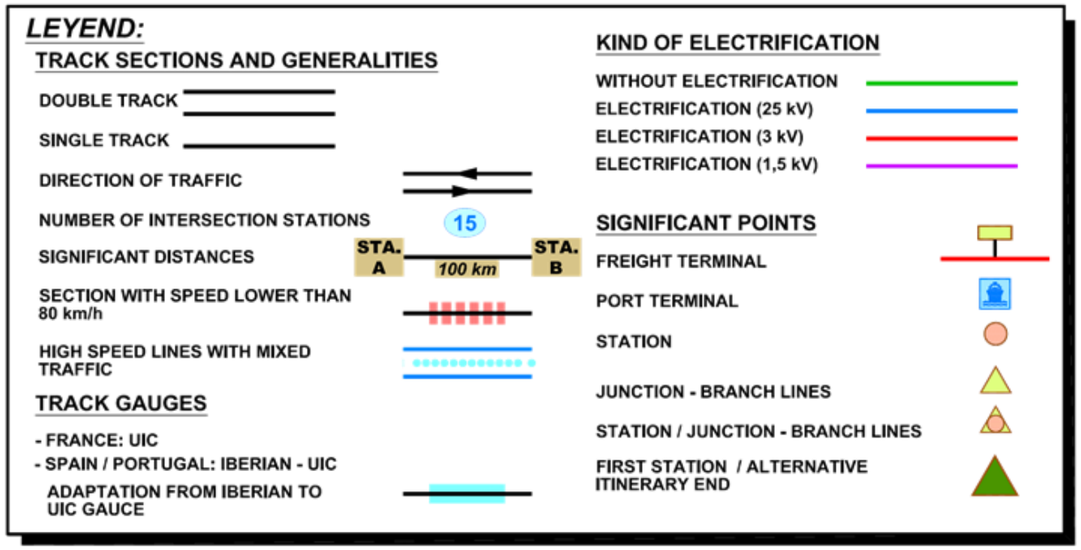

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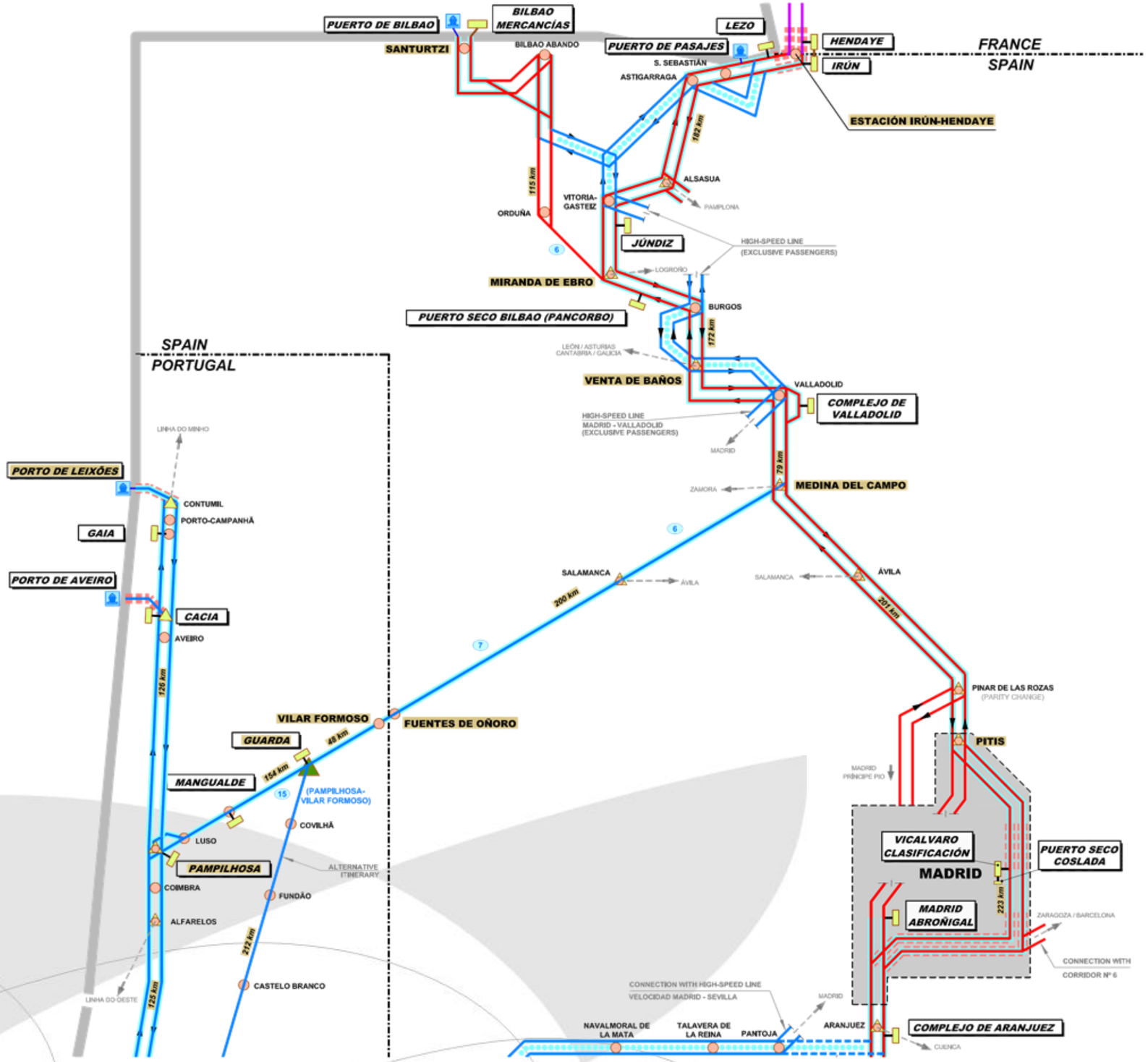

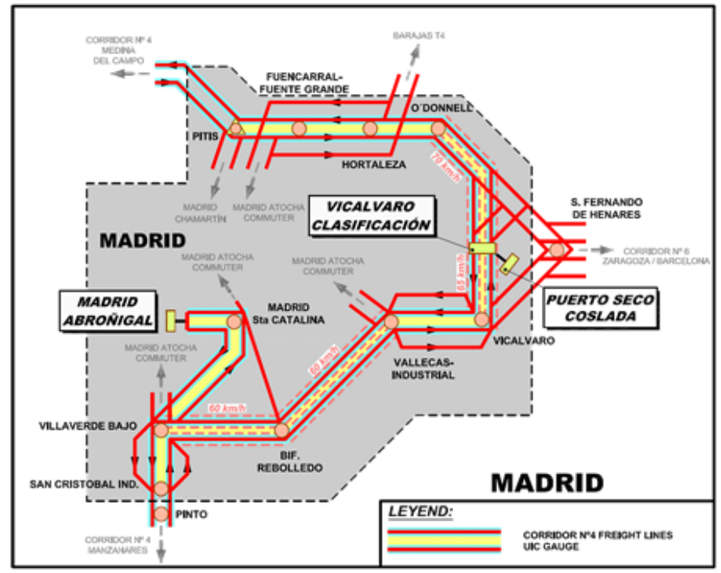

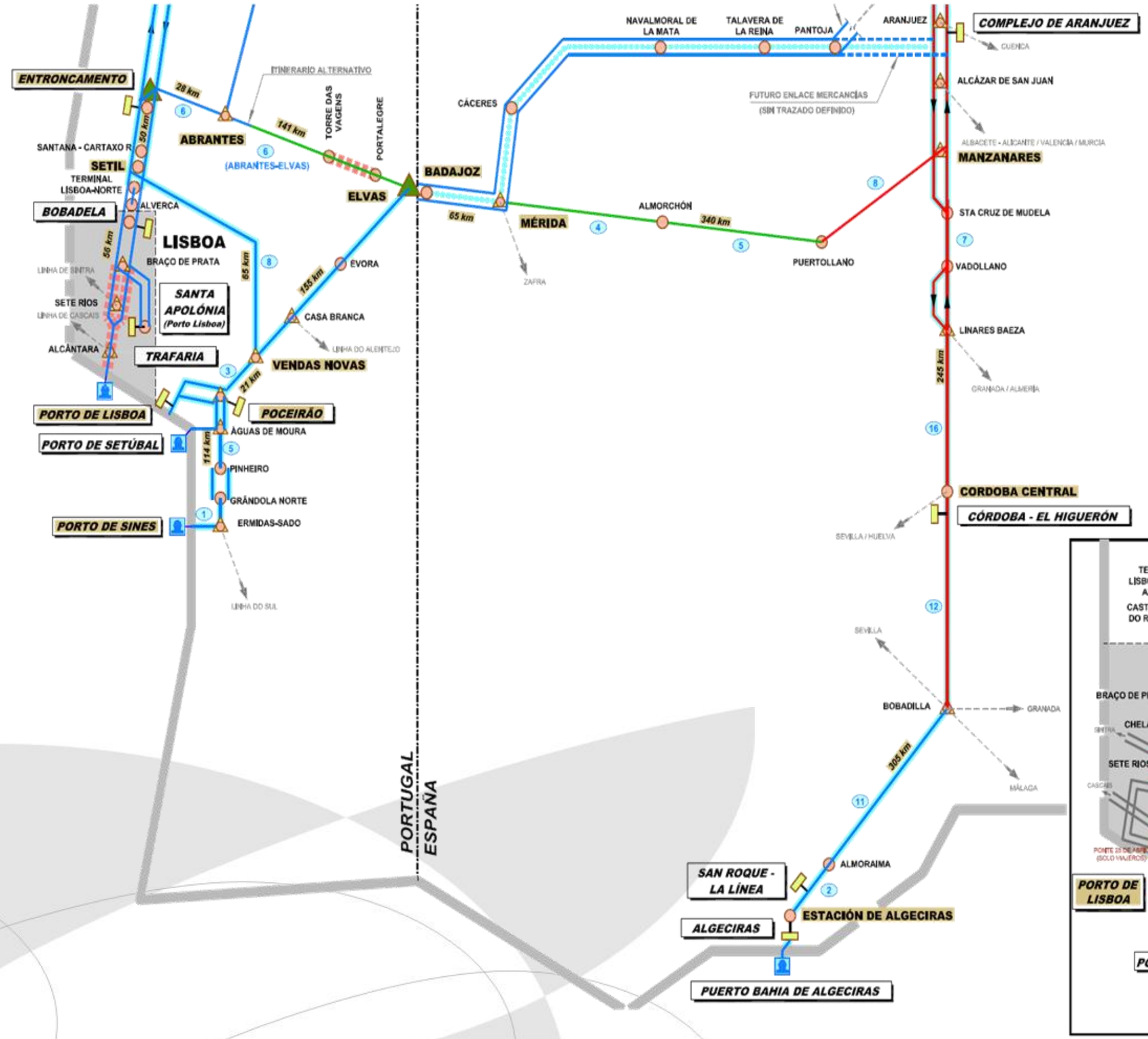

STUDY INFRASTRUCTURES AND EXPLOITATION IN THE SHORT, MEDIUM AND LONG TERM ON THE EUROPEAN FREIGHT CORRIDOR NO. 4

SCHEMATIC PLAN OF THE EUROPEAN FREIGHT CORRIDOR NO. 4

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2030

Cooperation Agreement

Pursuant to the applicable provisions of European law, the competence of all Regulatory Bodies is delimited, inter alia, by a geographical criterion, and such bodies may not transfer their competences to third-State entities, even within the European Union;

Recalling as well that, pursuant to the applicable provisions of the European law, Regulatory Bodies are obliged to coordinate themselves and exercise their functions in accordance with the principles of cooperation;

Considering the definition of Corridor 4 (hereinafter ´Corridor´) under Regulation 913/2010/EU (hereinafter ´Regulation´);

The Regulatory Bodies, Autorité de Régulation des Activités Ferroviaires – ARAF –, Comité de Regulación Ferroviaria y Aeroportuaria – CRFA – and Unidade de Regulação Ferroviária – URF – (hereinafter 'the RBs'[1]) agree, upon the principles which are to govern the cooperation between them, so as to ensure that all matters falling within their competences are dealt effectively.

Principles of Cooperation for Corridor 4

1. Article 20 of the Regulation, in conjunction with Directive 2012/34/EU (hereinafter 'Recast'), provides the legal basis for RBs to monitor the activities of the Management Board.

2. Considering that, pursuant to the aforementioned provisions, the RBs must cooperate in monitoring the competition of freight corridors, namely by ensuring non-discriminatory access to the corridors, and without prejudice to their respective territorial competences.

3. Considering that, pursuant to Article 13(5) in conjunction with Article 20 of the Regulation, RBs are jointly responsible for:
a) monitoring the activities of the Corridor Management Board and of its coordinating body, the Corridor-One-Stop-Shop (hereinafter 'C-OSS');
b) and ensuring non-discriminatory access to the Corridor.

[1] or 'RB', if only one of them

4. Considering that cooperation entails the exchange of information concerning both individual complaints (including appeals) and own-initiative investigations/inquiries by the RBs themselves, pursuant to Article 20(3), (4) and (5) of Regulation.

5. Considering that the RBs must ensure the appeal function as defined by Article 56 and 57 of the Recast.

6. Considering that the RBs should exchange information obtained from the Infrastructure Managers (hereinafter the IMs).

7. Recalling that Article 13 of the Regulation defines the activities of the Management Board and its coordinating body, the C-OSS.

8. Considering that, pursuant to Article 13 of the Regulation, the C-OSS, on behalf of the Management Board, is the competent body to receive requests for access, to proceed to the allocation of capacity for international paths on the Corridor, and to inform the different IMs, in full respect for the principles of transparency and non-discrimination.

9. Considering that the RBs' jurisdiction is territorially defined and framed by the applicable national laws.

10. Considering that, although a freight corridor may cover several Member States, each RB is bound to decide in accordance with the applicable procedural and substantive national law.

11. Considering that the ease of contact between Regulators is an essential condition for the proper functioning of the railway transport market.

The RBs ARAF, CRFA and URF hereby agree upon the following terms, which shall govern the cooperation between them:

[Article 1]

1. The aforementioned RBs agree to appoint a RB contact-point, which shall be the one geographically closer to the C-OSS, namely, the Spanish RB - CRFA.

2. The RBs agree on the following process for the assessment of complaints and/or appeals:

a) The RB which receives a complaint and/or appeal shall promptly inform the other aforementioned RBs by electronic and/or postal[2] correspondence and provide them a copy thereof, with a summary in English;

b) The RBs shall make a preliminary assessment of the complaint within five working days after its postal reception, and transmit their position to the sending RB;

c) The RBs determine, always by consensus, whether the procedure does concern only one or more Countries;

d) If the procedure pertains to only one Member State (for instance, should it concern the train paths allocated by a national IM, the access to terminals or stations located in the territory of the IM), it is the RB of such State that holds the competence to initiate the proceedings and decide on the case, without prejudice to any other actions which the RBs might wish to take pursuant to national laws or the applicable EU legislation;

e) In the case of the Corridor, whose management board is legally seated in France, and pursuant to Article 20 of the Regulation in conjunction with Articles 56 and 57 of the Recast, when a complaint pertains to acts of the Management Board, the French RB – ARAF-- shall be the responsible RB. In this case, the coordination shall follow Article 2 of this Agreement;

f) The competent RB shall request the other aforementioned RBs to provide all the information that they themselves have the right to request under their national legislation and that it believes to be relevant to the proceedings and the corresponding decision;

g) The contact-point RB and the competent RB shall inform all interested parties in the procedure of its initiation of the proceedings and of the decision issued;

h) Any refusal to provide information shall be duly substantiated.

[Article 2]

1. In the case of Article 1/2(e) ARAF should consult CRFA and URF regarding envisaged decision or any other documents indicating the proposed course of action, before taking its decision.

[2] in respect with national framework or internal rules of each RB

2. When the procedure, complaint and/or appeal, concerns more than one State and is not limited to acts of the C-OSS described below, the contact-point RB shall proceed in accordance with Article 1 (2).

3. In the cases described in the previous numbers, the RBs of the Corridor agree to exchange all relevant information as well as to consult each other in the terms of (1).

[Article 3]

The RBs further agree to release joint positions regarding documents of the Management Board and those of the C-OSS.

[Article 4]

1. The RBs of the Corridor agree to establish as primary means of communication the use of email, as well as to hold an annual meeting, to be held each year in a different Member State of the corridor.

2. Any act of the RBs which affects the Corridor shall be made public in their respective websites in the three official languages, as well as in English. The documents are only binding in the official language corresponding to their procedural context.

[Article 5]

1. This Agreement comes into force on October 2nd 2013.

2. The signatory RBs agree to review this Agreement every two years or if at least one of them considers it is necessary.

3. The signatory RBs will send this Agreement to the Management Board, to be integrated in the Corridor-Information-Document.

4. The signatory RBs will publish this Agreement on their respective websites.

Signed in three identical exemplars on October, 2nd 2013

For ARAF

Pierre Cardo

For CRFA

Juan Miguel Sánchez García

4/10/2013

For URF

Antonio Jose Carrasquinho de Freitas

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