



Co-funded by  
the European Union

EUROPEAN REGULATION 913/2010  
Rail Freight Corridor "Atlantic"

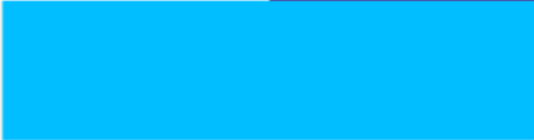
# CORRIDOR INFORMATION DOCUMENT

Sections 1, 2, 3 and 4

TIMETABLE 2025

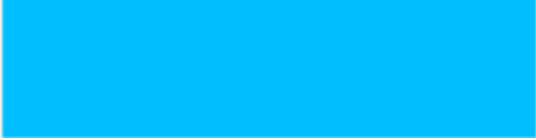
*Disclaimer: The sole responsibility of this publication lies with the author.*

*The European Union is not responsible for any use that may be made of the information contained therein.*



## VERSION CONTROL

Version	Author	Changes	Date
0.1	Gabriel Bustad	Updating the reference to TTR pilots in Chapter 4.1, the dates of TCR publication in Chapter 4.4.5. According to TCR Handbook instead of TCR Guidelines, the Annex 4.B Table of deadlines & other minor updates.	6 September 2023
0.2	Gabriel Bustad	Small remarks and clarifications	3 October 2023
1.0	RNE General Assembly Approval	Approval of the document	5 December 2023



## VERSION CONTROL

Version	Chapter changed	Changes compared to the previously published version	X marks which part in the chapter concerned has been changed	
			Common part	Corridor-specific part
30.11.2023	all		X	X

# INDEX

<b>GLOSSARY .....</b>	<b>10</b>
<b>1 GENERAL INFORMATION .....</b>	<b>10</b>
1.1 INTRODUCTION .....	10
1.2 PURPOSE OF THE CID .....	10
1.3 CORRIDOR DESCRIPTION .....	11
1.4 CORRIDOR ORGANISATION.....	12
1.5 CONTACTS .....	15
1.6 LEGAL STATUS .....	15
1.7 VALIDITY PERIOD, UPDATING AND PUBLISHING .....	15
1.8 IT TOOLS.....	16
1.8.1 Path Coordination System (PCS).....	16
1.8.2 Train Information System (TIS) .....	16
1.8.3 Charging Information System (CIS).....	17
1.8.4 Customer Information Platform (CIP) .....	17
1.8.5 Network and Corridor Information (NCI) portal.....	17
1.9 CORRIDOR LANGUAGE.....	18
<b>2 NETWORK STATEMENT EXCERPTS .....</b>	<b>18</b>
<b>3 TERMINAL DESCRIPTION .....</b>	<b>18</b>

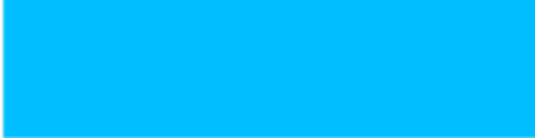


<b>4 PROCEDURES FOR CAPACITY, TRAFFIC AND TRAIN PERFORMANCE MANAGEMENT.....</b>	<b>24</b>
<b>4.1 INTRODUCTION .....</b>	<b>24</b>
<b>4.2 CORRIDOR OSS .....</b>	<b>25</b>
4.2.1 Function.....	25
4.2.2 Contact .....	25
4.2.3 Language of the C-OSS .....	25
4.2.4 Tasks of the C-OSS.....	25
4.2.4.1 Path register .....	27
4.2.5 Tool .....	27
<b>4.3 CAPACITY ALLOCATION.....</b>	<b>28</b>
4.3.1 Framework for Capacity Allocation .....	28
4.3.2 Applicants .....	28
4.3.3 Requirements for requesting capacity .....	29
4.3.4 Annual timetable phase .....	30
4.3.4.1 PaPs.....	30
4.3.4.2 Schematic corridor map .....	31
4.3.4.3 Features of PaPs .....	32
4.3.4.4 Multiple corridor paths.....	33
4.3.4.5 PaPs on overlapping sections.....	34
4.3.4.6 Feeder, outflow and tailor-made paths .....	34
4.3.4.7 Handling of requests .....	35
4.3.4.8 Leading tool for the handling of capacity requests .....	35
4.3.4.9 Check of the applications .....	36

4.3.4.10 Pre-booking phase .....	37
4.3.4.11 Priority rules in capacity allocation .....	37
4.3.4.12 Network PaP .....	38
4.3.4.13 Priority rule in case no Network PaP is involved .....	38
4.3.4.14 Priority rule if a Network PaP is involved in at least one of the conflicting requests	39
4.3.4.15 Random selection .....	39
4.3.4.16 Special cases of requests and their treatment .....	39
4.3.4.17 Result of the pre-booking .....	40
4.3.4.18 Handling of non-requested PaPs .....	41
4.3.4.19 Draft offer .....	41
4.3.4.20 Observations .....	42
4.3.4.21 Post-processing .....	42
4.3.4.22 Final offer .....	42
<b>4.3.5 Late path request phase .....</b>	<b>43</b>
4.3.5.1 Product .....	43
4.3.5.2 Multiple corridor paths .....	43
4.3.5.3 Late paths on overlapping sections .....	43
4.3.5.4 Handling of requests .....	44
4.3.5.5 Leading tool for late path requests .....	44
4.3.5.6 Check of the applications .....	44
4.3.5.7 Pre-booking .....	44
4.3.5.8 Path elaboration .....	44
4.3.5.9 Late request offer .....	44
<b>4.3.6 Ad-hoc path request phase .....</b>	<b>45</b>
4.3.6.1 Reserve capacity (RC) .....	45

4.3.6.2 Multiple corridor paths.....	46
4.3.6.3 Reserve capacity on overlapping sections.....	46
4.3.6.4 Feeder, outflow and tailor-made paths .....	46
4.3.6.5 Handling of requests .....	46
4.3.6.6 Leading tool for ad-hoc requests .....	46
4.3.6.7 Check of the applications .....	47
4.3.6.8 Pre-booking .....	47
4.3.6.9 Path elaboration .....	47
4.3.6.10 Ad-hoc request offer.....	47
<b>4.3.7 Request for changes by the applicant.....</b>	<b>47</b>
4.3.7.1 Modification .....	47
4.3.7.2 Withdrawal .....	47
4.3.7.3 Transfer of capacity.....	48
4.3.7.4 Cancellation .....	48
4.3.7.5 Unused paths .....	49
<b>4.3.8 Exceptional transport and dangerous goods .....</b>	<b>50</b>
4.3.8.1 Exceptional transport .....	50
4.3.8.2 Dangerous goods.....	50
<b>4.3.9 Rail related services .....</b>	<b>50</b>
<b>4.3.10 Contracting and invoicing.....</b>	<b>51</b>
<b>4.3.11 Appeal procedure .....</b>	<b>51</b>
<b>4.4 COORDINATION AND PUBLICATION OF PLANNED TEMPORARY CAPACITY RESTRICTIONS .....</b>	<b>51</b>
<b>4.4.1 Goals.....</b>	<b>51</b>

<b>4.4.2 Legal background .....</b>	<b>52</b>
<b>4.4.3 Coordination process of corridor-relevant TCRs .....</b>	<b>52</b>
4.4.3.1 Timeline for coordination .....	52
4.4.3.2 Coordination between neighbouring IMs (first level of coordination) .....	52
4.4.3.3 Coordination at Corridor level (second level of coordination) .....	53
4.4.3.4 Conflict resolution process .....	53
<b>4.4.4 Involvement of applicants .....</b>	<b>54</b>
<b>4.4.5 Publication of TCRs .....</b>	<b>54</b>
4.4.5.1 Criteria for publication .....	54
4.4.5.2 Dates of publication .....	55
4.4.5.3 Tool for publication .....	56
<b>4.4.6 Legal disclaimer .....</b>	<b>56</b>
<b>4.5 TRAFFIC MANAGEMENT .....</b>	<b>56</b>
<b>4.5.1 Cross-border section information .....</b>	<b>57</b>
4.5.1.1 Technical features and operational rules .....	57
4.5.1.2 Cross-border agreements .....	59
<b>4.5.2 Priority rules in traffic management .....</b>	<b>60</b>
<b>4.5.3 Traffic management in the event of disturbance .....</b>	<b>60</b>
4.5.3.1 Communication procedure .....	61
4.5.3.2 Operational scenarios on the Corridor in the event of disturbance .....	61
4.5.3.3 Allocation rules in the event of disturbance .....	62
<b>4.5.4 Traffic restrictions .....</b>	<b>62</b>
<b>4.5.5 Dangerous goods .....</b>	<b>62</b>
<b>4.5.6 Exceptional transport .....</b>	<b>62</b>



<b>4.6 TRAIN PERFORMANCE MANAGEMENT .....</b>	<b>62</b>
<b>ANNEXES:.....</b>	<b>64</b>
<b>ANNEX 3.A LIST OF THE TERMINALS ALONG THE CORRIDOR .....</b>	<b>64</b>
<b>ANNEX 4.A FRAMEWORK FOR CAPACITY ALLOCATION.....</b>	<b>65</b>
<b>ANNEX 4.B TABLE OF DEADLINES .....</b>	<b>66</b>
<b>ANNEX 4.C MAPS OF THE CORRIDOR .....</b>	<b>67</b>
<b>ANNEX 4.D SPECIFICITIES ON SPECIFIC PAP SECTIONS ON THE CORRIDOR.....</b>	<b>67</b>
<b>ANNEX 4.E TABLE OF DISTANCES (PAP SECTIONS).....</b>	<b>67</b>

# GLOSSARY

A general glossary which is harmonised over all Corridors is available under the following link:  
[https://rne.eu/wp-content/uploads/NS\\_CID\\_Glossary\\_2023-Working-file\\_clean-version.xlsx](https://rne.eu/wp-content/uploads/NS_CID_Glossary_2023-Working-file_clean-version.xlsx)

## 1 GENERAL INFORMATION

### 1.1 Introduction

Rail Freight Corridors were established according to the Regulation (EU) 913/2010 of 22 September 2010 concerning a European rail network for competitive freight (hereinafter: Regulation), which entered into force on 9 November 2010. The purpose of the Regulation is to create a competitive European rail network composed of international freight corridors with a high level of performance. It addresses topics such as governance, investment planning, capacity allocation, traffic management and quality of service and introduces the concept of Corridor One-Stop-Shops.

In total, eleven corridors are now implemented, and subsequent Commission Decisions determined several corridor extensions. The map of the corridors is displayed in the [Customer Information Platform \(CIP\)](#).

The role of the corridors is to increase the competitiveness of international rail freight in terms of performance, capacity allocation, harmonisation of procedures and reliability with the aim to support the shift from road to rail and to promote the railway as a sustainable transport system.

### 1.2 Purpose of the CID

The Corridor Information Document (CID) is set up to provide all corridor-related information and to guide all applicants and other interested parties easily through the workings of the Corridor in line with Article 18 of the Regulation.

This CID applies the RNE CID Common Texts and Structure so that applicants can access similar documents for different corridors and in principle, as in the case of the national Network Statements (NS), find the same information in the same place in each one.

For ease of understanding and in order to respect the particularities of some corridors, common procedures are always written at the beginning of a chapter. The particularities of the Corridor are placed below the common text and marked as follows:



*The corridor-specific parts are displayed in this frame.*

The CID is divided into four Sections:

- Section 1: General Information,
- Section 2: Network Statement Excerpts,
- Section 3: Terminal Description,
- Section 4: Procedures for Capacity, Traffic and Train Performance Management.

According to the Regulation, the Corridor shall also publish an Implementation Plan, which covers the following topics:

- Description of the characteristics of the Corridor,
- Essential elements of the Transport Market Study (TMS),
- Objectives and performance of the Corridor,
- Indicative investment plan,
- Measures to implement Articles 12 to 19 of the Regulation.

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



*The Implementation Plan of the Corridor can be found under the following link:*  
<https://www.atlantic-corridor.eu/library/public-documents/?cat=1249>

## 1.3 Corridor Description

The railway lines of the Corridor are divided into:


- **Principal lines:** on which PaPs are offered,
- **Diversiory lines:** on which PaPs may be considered temporarily in case of disturbances, e.g. long-lasting major construction works on the principal lines,
- **Connecting lines:** lines connecting the corridor lines to a terminal (on which PaPs may be offered but without an obligation to do so),
- **Expected lines:** any of above-mentioned which are either planned for the future or under construction but not yet completely in service. An expected line can also be an existing line which shall be part of the RFC in the future.

For further details on the geographical alignment of the Corridor please refer to the CIP under: <https://cip-online.rne.eu/>.


## 1.4 Corridor Organisation

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

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

		
<i>Members of the ExBo of the Corridor are as follows:</i>		
<i>Germany</i>	<i>Bundesministerium für Verkehr und digitale Infrastruktur (BMVI)</i>	<i>Abteilung Eisenbahnpolitik (LA 10) Robert-Schuman-Platz 1 D-53175 Bonn  <a href="http://www.bmvi.de">www.bmvi.de</a></i>
<i>France</i>	<i>Ministère de la Transition Ecologique et Solidaire</i>	<i>DGITM Tour Séquoia 92000 Puteaux CEDEX  <a href="https://www.ecologie.gouv.fr/">https://www.ecologie.gouv.fr/</a></i>
<i>Spain</i>	<i>Ministerio de Transportes, Movilidad y Agenda Urbana</i>	<i>Subdirección General de Planificación Ferroviaria Plaza de los Sagrados Corazones nº7 28071 MADRID  <a href="http://www.mitma.es">www.mitma.es</a></i>
<i>Portugal</i>	<i>Ministério do Planeamento e das Infraestruturas</i>	<i>IMT – Instituto da Mobilidade e dos Transportes Av. das Forças Armadas, 40 1649-022 Lisboa  <a href="http://www.imt-ip.pt">www.imt-ip.pt</a></i>


- Management Board (MB): composed of representatives of the IMs and (where applicable) ABs along the Corridor, responsible for the development of the Corridor. The MB is the decision-making body of the respective Corridor.

		
<i>Members of the MB of the Corridor are as follows:</i>		



 <b>Infraestruturas de Portugal</b>	<a href="#"><u>Infraestruturas de Portugal</u></a>	<b>PORTUGAL</b>
	<a href="#"><u>ADIF</u></a>	<b>SPAIN</b>
	<a href="#"><u>SNCF Réseau</u></a>	<b>FRANCE</b>
	<a href="#"><u>DB InfraGO AG</u></a>	<b>GERMANY</b>

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

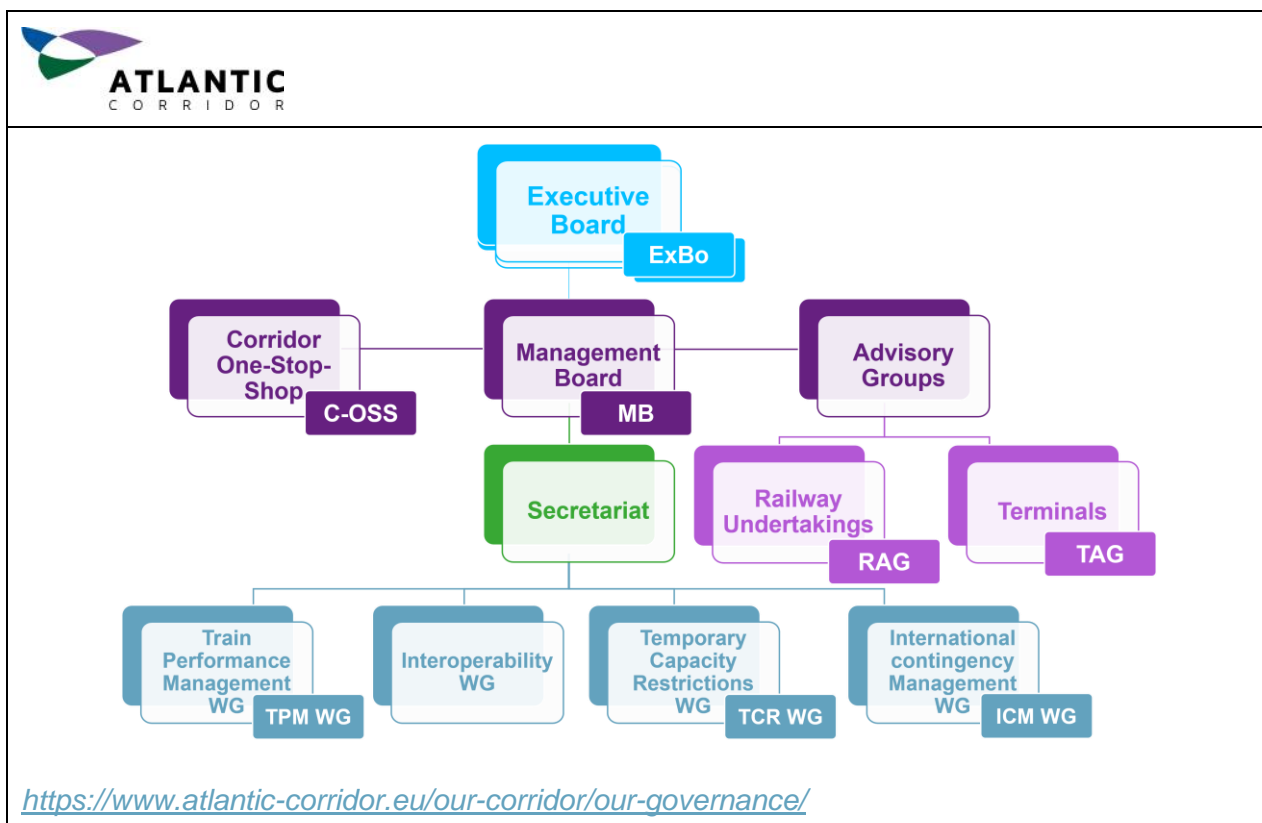


*The Corridor also invites non-RU applicants to its RAG meetings. For more information on our Advisory Groups please visit our webpage: <https://www.atlantic-corridor.eu/our-corridor/our-partners-clients/> and download the relevant information of those meetings here: <https://www.atlantic-corridor.eu/library/public-documents/?cat=1246>*

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


The organigram of the Corridor can be found below.





The Corridor organisation is based on a contractual agreement between the IMs and (where applicable) ABs along the Corridor.

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



*The Management Board of the Atlantic Corridor is comprised by the infrastructure managers and represented by a European Economic Interest Grouping - designated “EEIG Atlantic Corridor”.*

*The operational management of the Corridor is executed by the resources described hereinafter:*

- *The Managing Team*
  - o *Managing Director: Claire Hamoniau*
  - o *Deputy Managers: Manuel Besteiro, Dr. Christiane Warnecke and Rita Veiga*
- *Corridor One Stop Shop: Felix Bartolome*

*For more information on the corridor management please visit our website <https://www.atlantic-corridor.eu/our-corridor/our-governance/> or read our Annual Reports here <https://www.atlantic-corridor.eu/library/public-documents/?cat=1250>.*

*In order to facilitate the work regarding the development of the Corridor, several permanent and/or temporary working groups were formed consisting of experts in specific fields delegated by the IMs.*

*For more information on the corridor Work Groups and Projects please check our website for <https://www.atlantic-corridor.eu/our-work-results/>.*

*Our published documents can also be found in the Customer Information Platform (CIP) of the Rail Freight Corridors: <https://info-cip.rne.eu/>*

To fulfil the tasks described in Article 13 of the Regulation, a Corridor One-Stop-Shop (C-OSS) was established as a single point of contact for requesting and receiving answers regarding infrastructure capacity for freight trains crossing at least one border along the Corridor. For contact details see 1.5 and 4.2.2.

## 1.5 Contacts

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



*The relevant contacts of the Corridor are published on its website under the following link: <https://www.atlantic-corridor.eu/our-offer/one-stop-shop/>*

## 1.6 Legal status

This CID is drawn up, regularly updated and published in accordance with Article 18 of the Regulation regarding information on the conditions of use of the freight corridor. By applying for capacity on the Corridor, the applicants accept the provisions of Section 4 of this CID. Parts of this CID may be incorporated into contractual documents.

Every effort has been made to ensure that the information is complete, correct and valid. The involved IMs/ABs accept no liability for direct or indirect damages suffered as a result of obvious defects or misprints in this CID or other documents. Moreover, all responsibility for the content of the national NSs or any external sites referred to in this publication (links) is declined.

## 1.7 Validity Period, Updating and Publishing

This CID is valid for timetable year 2025 and all associated capacity allocation processes related to this timetable year.

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

The CID can be updated when necessary, according to:

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

The CID is also available free of charge in the Network and Corridor Information (NCI) portal as described in 1.8.5. In the portal, several corridors can be selected to create a common CID in order to optimise efforts of applicants interested in using more than one corridor to find all relevant information about all of the corridors concerned.

## 1.8 IT tools

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

### 1.8.1 Path Coordination System (PCS)

PCS is the single tool for publishing the binding PaP and RC offer of the Corridor and for placing and managing international path requests on the Corridor. Access to the tool is free of charge and granted to all applicants who have a valid, signed PCS User Agreement with RNE. To receive access to the tool, applicants have to send their request to RNE via [support.pcs@rne.eu](mailto:support.pcs@rne.eu).

More information can be found in 4.2.5 of this CID and via <http://pcs.rne.eu>.

### 1.8.2 Train Information System (TIS)

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



*All IMs of the Corridor are providing rail freight traffic data to TIS.*

Applicants and operators of service facilities may also be granted access to TIS by signing the TIS User Agreement with RNE. By signing this Agreement, the TIS User agrees to RNE sharing train information with cooperating TIS Users. The TIS User shall have access to the data relating to its

own trains and to the trains of other TIS Users if they cooperate in the same train run (i.e. data sharing by default).

Access to TIS is free of charge. A user account can be requested via the RNE TIS Support: [support.tis@rne.eu](mailto:support.tis@rne.eu). For more information please visit the RNE TIS website: <http://tis.rne.eu>.

### 1.8.3 Charging Information System (CIS)

CIS is an infrastructure charging information system for applicants provided by IMs and ABs. The web-based application provides fast information on indicative charges related to the use of European rail infrastructure and estimates the price for the use of international train paths. It is an umbrella application for the various national rail infrastructure charging systems. CIS also enables an RFC routing-based calculation of infrastructure charge estimates. It means that the users can now define on which RFC(s) and which of their path segments they would like to make a query for a charge estimate.

Access to CIS is free of charge without user registration. For more information please visit the RNE CIS website <http://cis.rne.eu> or contact the RNE CIS Support: [support.cis@rne.eu](mailto:support.cis@rne.eu).



*All IMs of the Corridor, except from SNCF Réseau, are providing rail freight data in CIS.*

### 1.8.4 Customer Information Platform (CIP)

CIP is an interactive, internet-based information tool.

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

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

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

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

### 1.8.5 Network and Corridor Information (NCI) portal


The NCI is a common web portal where NSs and CIDs are made available in a digitalised and user-friendly way.

Access to the NCI portal is free of charge and without user registration. For accessing the application, as well as for further information, use the following link: <http://nci.rne.eu/>.

## 1.9 Corridor Language

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

In case of inconsistencies between the English and the translated version, if existent, the English version of the CID always prevails.


<p><i>The Corridor has additional official languages as follows:</i></p> <ul style="list-style-type: none"> <li>- <i>French for legal issues regarding the EEIG Atlantic Corridor legal matters</i></li> </ul>

The language used in operations is determined by national law.

## 2 NETWORK STATEMENT EXCERPTS

Each IM and – if applicable – AB of the Corridor publishes its Network Statement (NS) for each timetable year on its website, as well as in a digitalised way in the NCI portal at <http://nci.rne.eu/> with the aim to give an easy and user-friendly access to network and corridor-related information to all the interested parties in line with Article 18 of the Regulation (see also 1.8.5).

The users can search in the contents of the various NS documents and easily compare them.

## 3 TERMINAL DESCRIPTION

Article 18 of the Regulation obliges the MB of the Corridor to publish a list of terminals belonging to the Corridor and their characteristics in the CID.

In accordance with Article 2.2c of the Regulation, ‘terminal’ means ‘*the installation provided along the freight corridor which has been specially arranged to allow either the loading and/or the unloading of goods onto/from freight trains, and the integration of rail freight services with road, maritime, river and air services, and either the forming or modification of the composition of freight trains; and, where necessary, performing border procedures at borders with European third countries*’.

According to Implementing Regulation (EU) 2177/2017, operators of service facilities, hence also terminal operators, are obliged to make available detailed information about their facilities to the IMs.

The purpose of this section of the CID is to give an overview of the terminal landscape along the Corridor while also including relevant information on the description of the terminals via links, if available.


The terminals along the Corridor are also displayed in a map in the CIP: <http://info-cip.rne.eu/>.

The information provided in this section of the CID and in the CIP are for information purposes only. The Corridor cannot guarantee that the terminals in the CIP are exhaustively displayed and that the information is correct and up-to-date.

*Option A:* To refer to the CIP above

*Option B:* To use the below text and table

The below terminal list provides a summary of the terminals along the Corridor, together with a link to a detailed terminal description, if provided by the terminal to the IM.

		
<p><i>All the following Terminals are also displayed in a map in the CIP: <a href="https://cip-online.rne.eu/">https://cip-online.rne.eu/</a></i></p> <p><i>In addition, Annex 3A provides a list of the terminals along the Corridor, together with a detailed terminal description, if provided by the terminal.</i></p>		
Country	Terminal Name	Link to Terminal Description
Germany (see Annex 3.A1)	1. Beckingen Puhl GmbH	<a href="https://www.puhl.eu/gleisanschluesse/">https://www.puhl.eu/gleisanschluesse/</a>
Germany (see Annex 3.A1)	2. Ludwigshafen KTL	<a href="https://ktl-lu.com/en/terminal/">https://ktl-lu.com/en/terminal/</a>
Germany (see Annex 3.A1)	3. Ludwigshafen Contargo	<a href="http://www.contargo.net/en/terminals/ludwigshafen/">www.contargo.net/en/terminals/ludwigshafen/</a>
Germany (see Annex 3.A1)	4. Mannheim Contargo	<a href="http://www.contargo.net/en/terminals/mannheim/">www.contargo.net/en/terminals/mannheim/</a>
Germany (see Annex 3.A1)	5. Mannheim DP World Logistics	<a href="https://www.dpworld.com/en/eu-logistics/Our-Locations/Mannheim/Overview">https://www.dpworld.com/en/eu-logistics/Our-Locations/Mannheim/Overview</a>
Germany (see Annex 3.A1)	6. Mannheim-Handelshafen DUSS	<a href="https://www1.deutschebahn.com/ecm2-duss/terminals_uebersicht/terminal_mannheim-714144">https://www1.deutschebahn.com/ecm2-duss/terminals_uebersicht/terminal_mannheim-714144</a>
Germany (see Annex 3.A1)	7. Mannheim Rangierbahnhof	<a href="https://apn.noncd.db.de/APN2020.Startseite">https://apn.noncd.db.de/APN2020.Startseite</a>
Germany (see Annex 3.A1)	8. Kinkel Terminal	<a href="https://www.bahnlog.com/">https://www.bahnlog.com/</a>

Germany (see Annex 3.A1)	9. Germersheim DP World Logistics	<a href="https://www.dpworld.com/en/eu-logistics/Our-Locations/Germersheim/Overview">https://www.dpworld.com/en/eu-logistics/Our-Locations/Germersheim/Overview</a>
Germany (see Annex 3.A1)	10. PUHL Saarbruecken	<a href="https://www.puhl.eu/gleisanschluesse/">https://www.puhl.eu/gleisanschluesse/</a>
Germany (see Annex 3.A1)	11. Rhenania Worms AG	<a href="https://www.rhenania-worms.de/leistungen/containerterminal/">https://www.rhenania-worms.de/leistungen/containerterminal/</a>
Germany (see Annex 3.A1)	12. Rangierbahnhof Einsiedlerhof	<a href="https://apn.noncd.db.de/APN2020.Startseite">https://apn.noncd.db.de/APN2020.Startseite</a>
France (see Annex 3.A2)	1. Grand Port Maritime du Havre	<a href="http://www.europorte.com/uk/   subsidiaries/Railway-infrastructure-management/">www.europorte.com/uk/   subsidiaries/Railway-infrastructure-management/</a>
France (see Annex 3.A2)	2. Terminal du Havre – Soquence	<a href="http://www.naviland-cargo.com/contact/centre-de-national-des-operations">www.naviland-cargo.com/contact/centre-de-national-des-operations</a>
France (see Annex 3.A2)	3. Grand Port Maritime of Rouen	<a href="http://www.europorte.com/uk/   subsidiaries/Railway-infrastructure-management/">www.europorte.com/uk/   subsidiaries/Railway-infrastructure-management/</a>
France (see Annex 3.A2)	4. Terminal of Le Bourget	<a href="http://www.psef.sncf-reseau.fr">www.psef.sncf-reseau.fr</a>
France (see Annex 3.A2)	5. Terminal of Noisy Le Sec	<a href="http://www.novatrans.eu/images/   PDFterminaux/Terminal_Noisy.pdf">www.novatrans.eu/images/   PDFterminaux/Terminal_Noisy.pdf</a>
France (see Annex 3.A2)	6 Terminal of Woippy	<a href="http://www.psef.sncf-reseau.fr">www.psef.sncf-reseau.fr</a>
France (see Annex 3.A2)	8. Terminal of Hausbergen	<a href="http://www.psef.sncf-reseau.fr">www.psef.sncf-reseau.fr</a>
France (see Annex 3.A2)	8. Terminal of Valenton	<a href="http://www.naviland-cargo.com/implantations/paris-valenton   http://www.novatrans.eu/   images/PDFterminaux/   Terminal_Valenton.pdf   www.t3m.fr">www.naviland-cargo.com/implantations/paris-valenton   http://www.novatrans.eu/   images/PDFterminaux/   Terminal_Valenton.pdf   www.t3m.fr</a>
France (see Annex 3.A2)	9. Port de Nantes St Nazaire	<a href="http://www.nantes.port.fr/   https://www.europorte.com/uk/   subsidiaries/Railway-infrastructure-management/">www.nantes.port.fr/   https://www.europorte.com/uk/   subsidiaries/Railway-infrastructure-management/</a>
France (see Annex 3.A2)	10. Terminal of Saint Pierre des Corps (Tours)	<a href="http://www.brangeon.fr/transports-logistique/logistique/carte-implantations-logistiques/">www.brangeon.fr/transports-logistique/logistique/carte-implantations-logistiques/</a>



France (see Annex 3.A2)	11. Grand Port Maritime de La Rochelle	<a href="http://www.larochelle-port.eu/">www.larochelle-port.eu/</a> <a href="http://www.europorte.com/uk/subsidiaries/Railway-infrastructure-management/">www.europorte.com/uk/subsidiaries/Railway-infrastructure-management/</a>
France (see Annex 3.A2)	12. Terminal of Cognac	<a href="http://www.naviland-cargo.com/implantations/cognac">www.naviland-cargo.com/implantations/cognac</a>
France (see Annex 3.A2)	13. Grand Port Maritime de Bordeaux – Bassens	<a href="http://www.bordeaux-port.fr/en">www.bordeaux-port.fr/en</a> <a href="http://www.bordeaux-port.fr/sites/default/files/bassens2013.pdf">www.bordeaux-port.fr/sites/default/files/bassens2013.pdf</a>
France (see Annex 3.A2)	14. Terminal of Bordeaux – Hourcade	<a href="http://www.naviland-cargo.com/implantations/bordeaux/">www.naviland-cargo.com/implantations/bordeaux/</a> <a href="http://www.novatrans.eu/images/PDFterminaux/Terminal_Bordeaux.pdf">www.novatrans.eu/images/PDFterminaux/Terminal_Bordeaux.pdf</a>
France (see Annex 3.A2)	15. Port of Bayonne	<a href="https://www.bordeaux-port.fr/en">https://www.bordeaux-port.fr/en</a>
France (see Annex 3.A2)	16. Terminal of Bayonne – Mouguerre	<a href="http://www.novatrans.eu/images/PDFterminaux/Terminal_Bayonne.pdf">www.novatrans.eu/images/PDFterminaux/Terminal_Bayonne.pdf</a>   <a href="http://ambrojointermodal.com/en">ambrojointermodal.com/en</a> <a href="http://www.mivacef.com/articles-les.entreprises-logistique.et.report.modal">www.mivacef.com/articles-les.entreprises-logistique.et.report.modal</a>
France (see Annex 3.A2)	17. Terminal of Hendaye	<a href="http://www.railsider.com/en/facilities-freight-transport/atlantic-axis-logistic-services">www.railsider.com/en/facilities-freight-transport/atlantic-axis-logistic-services</a>
France (see Annex 3.A2)	18. Changing bogies installation of Hendaye	<a href="http://www.transfesa.com/rail-spain-en/where-are-we/international-connections/axle-change-facilities-1923450w">http://www.transfesa.com/rail-spain-en/where-are-we/international-connections/axle-change-facilities-1923450w</a>
Spain (see Annex 3.A3)	1. Terminal Irún Mercancías	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/11601/ficha_instalacion_logistica_0030.shtml">www.adif.es/es_ES/infraestructuras/terminales/11601/ficha_instalacion_logistica_0030.shtml</a>
Spain (see Annex 3.A3)	2. Terminal de Pasaia	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/11515/ficha_instalacion_logistica_0023.shtml">www.adif.es/es_ES/infraestructuras/terminales/11515/ficha_instalacion_logistica_0023.shtml</a>
Spain (see Annex 3.A3)	3. Terminal de Jándiz	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/11221/ficha_instalacion_logistica_0021.shtml">www.adif.es/es_ES/infraestructuras/terminales/11221/ficha_instalacion_logistica_0021.shtml</a>
Spain (see Annex 3.A3)	4. Terminal Bilbao Mercancías	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/13408/ficha_instalacion_logistica_0026.shtml">www.adif.es/es_ES/infraestructuras/terminales/13408/ficha_instalacion_logistica_0026.shtml</a>
Spain (see Annex 3.A3)	5. Terminal de Noain	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/80103/ficha_instalacion_logistica_0009.shtml">www.adif.es/es_ES/infraestructuras/terminales/80103/ficha_instalacion_logistica_0009.shtml</a>
Spain (see Annex 3.A3)	6. Terminal Complejo de Zaragoza Plaza	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/10600/ficha_instalacion_logistica_0003.shtml">www.adif.es/es_ES/infraestructuras/terminales/10600/ficha_instalacion_logistica_0003.shtml</a>

Spain (see Annex 3.A3)	7. Terminal Complejo de Valladolid	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/95104/">www.adif.es/es_ES/infraestructuras/terminales/95104/</a> <a href="http://www.adif.es/es_ES/ficha_instalacion_logistica_0005.shtml">ficha_instalacion_logistica_0005.shtml</a>
Spain (see Annex 3.A3)	8 Terminal Madrid Abroñigal	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/98201/">www.adif.es/es_ES/infraestructuras/terminales/98201/</a> <a href="http://www.adif.es/es_ES/ficha_instalacion_logistica_0004.shtml">ficha_instalacion_logistica_0004.shtml</a>
Spain (see Annex 3.A3)	9. Terminal Centro Logístico de Vicalvaro	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/98201/">www.adif.es/es_ES/infraestructuras/terminales/98201/</a> <a href="http://www.adif.es/es_ES/ficha_instalacion_logistica_0004.shtml">ficha_instalacion_logistica_0004.shtml</a>
Spain (see Annex 3.A3)	10. Terminal Madrid Puerto Seco de Coslada	<a href="http://www.puertoseco.com/ingles/dryport.html">www.puertoseco.com/ingles/ dryport.html</a> <a href="http://www.conterail.com">www.conterail.com</a>
Spain (see Annex 3.A3)	11. Terminal Córdoba El Higerón	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/50512/">www.adif.es/es_ES/infraestructuras/terminales/50512/</a> <a href="http://www.adif.es/es_ES/ficha_instalacion_logistica_0075.shtml">ficha_instalacion_logistica_0075.shtml</a>
Spain (see Annex 3.A3)	12. Terminal de San Roque – La Línea Mercancías	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/55026/">www.adif.es/es_ES/infraestructuras/terminales/55026/</a> <a href="http://www.adif.es/es_ES/ficha_instalacion_logistica_0089.shtml">ficha_instalacion_logistica_0089.shtml</a>
Spain (see Annex 3.A3)	13. Terminal Algeciras Mercancías	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/55020/">www.adif.es/es_ES/infraestructuras/terminales/55020/</a> <a href="http://www.adif.es/es_ES/ficha_instalacion_logistica_0088.shtml">ficha_instalacion_logistica_0088.shtml</a>
Spain (see Annex 3.A3)	14. Puerto Bahía de Algeciras	<a href="http://www.apba.es/ferrocarril">www.apba.es/ferrocarril</a>
Spain (see Annex 3.A3)	15. Puerto de Bilbao	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/13408/">www.adif.es/es_ES/infraestructuras/terminales/13408/</a> <a href="http://www.adif.es/es_ES/ficha_instalacion_logistica_0026.shtml">ficha_instalacion_logistica_0026.shtml</a>
Spain (see Annex 3.A3)	16. Puerto de Pasaia	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/11515/">www.adif.es/es_ES/infraestructuras/terminales/11515/</a> <a href="http://www.adif.es/es_ES/ficha_instalacion_logistica_0023.shtml">ficha_instalacion_logistica_0023.shtml</a>
Portugal (see Annex 3.A4)	1. Leixões Port	<a href="http://www.apdl.pt/plataforma_logistica">Documento de Informação da Instalação de Serviços para os Terminais Ferroviários de Mercadorias da Bobadela e Leixões 2020</a> <a href="http://www.apdl.pt/plataforma_logistica">http://www.apdl.pt/plataforma_logistica</a>
Portugal (see Annex 3.A4)	3. Valongo Terminal	<a href="https://www.spc.sapec.pt/content.php?menuid=79&amp;contentid=36">https://www.spc.sapec.pt/content.php?menuid=79&amp;contentid=36</a>
Portugal (see Annex 3.A4)	2. Vila Nova de Gaia Terminal	<a href="http://www.infraestruturasdeportugal.pt">www.infraestruturasdeportugal.pt</a>
Portugal (see Annex 3.A4)	4. Cacia Logistic Platform	<a href="http://www.portodeaveiro.pt">www.portodeaveiro.pt</a>

Portugal (see Annex 3.A4)	5. Aveiro Port	<a href="http://www.portodeaveiro.pt">www.portodeaveiro.pt</a>
Portugal (see Annex 3.A4)	6. Pampilhosa Terminal	<a href="http://www.infraestruturasdeportugal.pt">www.infraestruturasdeportugal.pt</a>
Portugal (see Annex 3.A4)	7. Mangualde Terminal	<a href="http://www.infraestruturasdeportugal.pt">www.infraestruturasdeportugal.pt</a>
Portugal (see Annex 3.A4)	8. Guarda Terminal	<a href="http://www.infraestruturasdeportugal.pt">www.infraestruturasdeportugal.pt</a>
Portugal (see Annex 3.A4)	9. Alfarelos Terminal	<a href="http://www.tmip.pt">www.tmip.pt</a>
Portugal (see Annex 3.A4)	10. Entroncamento Terminal	<a href="http://www.msportugal.com">www.msportugal.com</a>   <a href="http://www.tvt.pt/PT/servicos">www.tvt.pt/PT/servicos</a>
Portugal (see Annex 3.A4)	11. Bobadela Terminal	<a href="#">Documento de Informação da Instalação de Serviços para os Terminais Ferroviários de Mercadorias da Bobadela e Leixões 2020</a>   <a href="#">Documento de informação da instalação de serviços terminal norte do complexo ferroviário da Bobadela</a>   <a href="http://www.spc.sapec.pt/content.php?menuid=90&amp;contentid=49">www.spc.sapec.pt/content.php?menuid=90&amp;contentid=49</a>   <a href="http://www.alcont.pt/instalacoes">www.alcont.pt/instalacoes</a>
Portugal (see Annex 3.A4)	12. Lisboa Port	<a href="http://www.yilport.com/en/ports/">www.yilport.com/en/ports/</a>   <a href="http://default/Liscont-Portugal/111/0/0">default/Liscont-Portugal/111/0/0</a>   <a href="http://www.yilport.com/pt/portos/">www.yilport.com/pt/portos/</a>   <a href="http://default/Sotaqus-Portugal/978/0/0">default/Sotaqus-Portugal/978/0/0</a>
Portugal (see Annex 3.A4)	13. Poceirão Terminal	<a href="http://www.infraestruturasdeportugal.pt">www.infraestruturasdeportugal.pt</a>
Portugal (see Annex 3.A4)	14. Setúbal Port	<a href="http://www.yilport.com/en/ports/default/">www.yilport.com/en/ports/default/</a>   <a href="http://Tersado-Portugal/241/0/0">Tersado-Portugal/241/0/0</a>   <a href="http://www.yilport.com/en/ports/default/">www.yilport.com/en/ports/default/</a>   <a href="http://Setubal-Portugal/116/0/0">Setubal-Portugal/116/0/0</a>   <a href="http://www.portodesetubal.pt/terminais_portuarios.htm">www.portodesetubal.pt/terminais_portuarios.htm</a>   <a href="http://www.spc.sapec.pt/content.php?menuid=80&amp;contentid=38">www.spc.sapec.pt/content.php?menuid=80&amp;contentid=38</a>   <a href="http://www.somincor.com.pt/company/">www.somincor.com.pt/company/</a>   <a href="http://en.thenavigatorcompany.com/">en.thenavigatorcompany.com/</a>   <a href="#">Institutional/Our-activity/Setubal</a>
Portugal (see Annex 3.A4)	15. Sines Port	<a href="http://www.ete.pt/Grupo/Empresas/">www.ete.pt/Grupo/Empresas/</a>   <a href="http://Portsines_P.htm">Portsines_P.htm</a>   <a href="http://www.psasines.pt">www.psasines.pt</a>

## 4 PROCEDURES FOR CAPACITY, TRAFFIC AND TRAIN PERFORMANCE MANAGEMENT

### 4.1 Introduction


This Section of the CID describes the procedures for capacity allocation by the C-OSS, planned Temporary Capacity Restrictions (TCRs), Traffic Management and Train Performance Management on the Corridor.

All rules concerning applicants, the use of the C-OSS and its products — Pre-arranged Paths (PaPs) and Reserve Capacity (RC) — and how to order them are explained here. The processes, provisions and steps related to PaPs and RC refer to Regulation (EU) No. 913/2010 and are valid for all applicants. For all other issues, the relevant conditions presented in the Network Statements of the IMs/ABs concerned are applicable.

Pilots are being conducted on parts of some RFCs to test the results of the RNE-FTE project Redesign of the International Timetabling Process: ‘TTR for Smart Capacity Management’ (TTR).

For a complete and up-to-date overview of lines concerned by the aforesaid pilots, refer to the ‘TTR Pilots Communication Platform’ maintained by RNE under the URL: <https://rne.eu/capacity-management/ttr/implementation/pilots-and-mvp/>.

Specific rules and terms for capacity allocation are applicable on these parts of the Corridors, which the MB of the particular Corridor decides upon.


<p><i>Atlantic Corridor is currently not conducting a TTR pilot.</i></p>

Some of these pilots follow the rules and terms described and defined in Annex 4 of the Framework for Capacity Allocation. For all other lines of the above Corridors, the rules described in this Section 4 apply.

This document is revised and updated every year before the start of the yearly allocation process for PaPs. Changes in the legal basis of this document (e.g. changes in EU regulations, Framework for Capacity Allocation or national regulations) will be implemented with each revision.

Any changes during the running allocation process will be communicated directly to the applicants through publication on the Corridor’s website.

## 4.2 Corridor OSS

According to Article 13 of the Regulation, the MB of the Corridor has established a C-OSS. The tasks of the C-OSS are carried out in a non-discriminatory way and it maintains confidentiality regarding applicants.

### 4.2.1 Function


The C-OSS is the only body where applicants may request and receive dedicated infrastructure capacity for international freight trains on the Corridor. The handling of the requests takes place in a single place and a single operation. The C-OSS is exclusively responsible for performing all the activities related to the publication and allocation decision with regard to requests for PaPs and RC on behalf of the IMs / ABs concerned.

### 4.2.2 Contact

	
Address	Félix BARTOLOME D.G. DE CIRCULACIÓN Y GESTIÓN DE CAPACIDAD Subdirección de Servicios de Circulación y Calidad C/ Agustín de Foxá, 50. Edificio 21. Estación de Chamartín. 28036 Madrid SPAIN
Phone	(+34) 917 744 774
Email	<a href="mailto:OSS@atlantic-corridor.eu">OSS@atlantic-corridor.eu</a>

### 4.2.3 Language of the C-OSS

The official language of the C-OSS for correspondence is English.


<i>The C-OSS has additional official languages for correspondence: Spanish</i>

### 4.2.4 Tasks of the C-OSS

The C-OSS executes the tasks below during the following processes:

- Collection of international capacity wishes:

- Consult all interested applicants in order to collect international capacity wishes and needs for the annual timetable by having them fill in a survey. This survey is sent by the C-OSS to the applicants and/or published on the Corridor's website. The results of the survey will be one part of the inputs for the predesign of the PaP offer. It is important to stress that under no circumstances the Corridor can guarantee the fulfilment of all expressed capacity wishes, nor will there be any priority in allocation linked to the provision of similar capacity.
  
- Predesign of PaP offer:
  - Give advice on the capacity offer, based on input received from the applicants, and the experience of the C-OSS and IMs/ABs, based on previous years and the results of the Transport Market Study
  
- Construction phase:
  - Monitor the PaP/RC construction to ensure harmonised border crossing times, calendar days and train parameters
  
- Publication phase:
  - Publish the PaP catalogue at X-11 in the Path Coordination System (PCS)
  - Inspect the PaP catalogue in cooperation with IMs/ABs, perform all needed corrections of errors detected by any of the involved parties until X-10.5
  - Publish offer for the late path request phase (where late path offer is applicable) in PCS
  - Publish the RC at X-2 in PCS
  
- Allocation phase: annual timetable (annual timetable process)
  - Collect, check and review all requests for PaPs including error fixing when possible
  - Create a register of the applications and keep it up-to-date (see 4.2.4.1)
  - Manage the resolution of conflicting requests through consultation where applicable
  - In case of conflicting requests, take a decision on the basis of priority rules adopted by the Executive Board along the Corridor (see Framework for Capacity Allocation (FCA) in Annex 4.A)
  - Propose alternative PaPs, if available, to the applicants whose applications have a lower priority value (K value) due to a conflict between several path requests
  - Transmit path requests that cannot be treated to the IM/AB concerned, in order for them to elaborate tailor-made offers
  - Pre-book capacity and inform applicants about the results at X-7.5

- Allocate capacity (PaPs) in conformity with the relevant international timetabling deadlines and processes as defined by RailNetEurope (RNE) and according to the allocation rules described in the FCA
  - Monitor the construction of feeder and/or outflow paths by sending these requests without delay to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonised border times), ask for correction
  - Send the responses/offers (draft offer and final offer including feeder and outflow) to the applicants on behalf of the IMs/ABs concerned
  - Keep the PaP catalogue updated
- Allocation phase: late path requests (annual timetable process)
- Collect, check and review all requests for the late path request phase including error fixing when possible
  - Allocate capacity for the late path request phase where applicable
  - Monitor the construction of feeder and/or outflow paths by sending these requests to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonised border times), ask for correction
  - Send the responses/offers to the applicants on behalf of the IMs/ABs concerned
  - Keep the catalogue concerned updated
- Allocation phase: ad-hoc requests (RC) (running timetable process)
- Collect, check and review all requests for RC including error fixing when possible
  - Create a register of the applications and keep it up-to-date
  - Allocate capacity for RC
  - Monitor the construction of feeder and/or outflow paths by sending these requests without delay to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonised border times), ask for correction
  - Send the responses/offers to the applicants on behalf of the IMs/ABs concerned
  - Keep the RC catalogue updated

#### 4.2.4.1 Path register

The C-OSS manages and keeps a path register up-to-date for all incoming requests, containing the dates of the requests, the names of the applicants, details of the documentation supplied and of incidents that have occurred. A path register shall be made freely available to all applicants concerned without disclosing the identity of other applicants, unless the applicants concerned have agreed to such a disclosure. The contents of the register will only be communicated to them on request.

#### 4.2.5 Tool

PCS is the single tool for publishing the binding PaP and RC offer of the Corridor and for placing and managing international path requests on the Corridor (see also 1.8.1). Access to the tool is

free of charge and granted to all applicants who have a valid, signed PCS User Agreement with RNE. To receive access to the tool, applicants have to send their request to RNE via [support.pcs@rne.eu](mailto:support.pcs@rne.eu).

Applications for PaPs/RC can only be made via PCS to the involved C-OSS. If the application is made directly to the IMs/ABs concerned, they inform the applicant that they have to place a correct PaP request in PCS via the C-OSS according to the applicable deadlines. PaP capacity requested only through national tools will not be allocated.

In other words, PaP/RC applications cannot be placed through any other tool than PCS.

## 4.3 Capacity allocation

The decision on the allocation of PaPs and RC on the Corridor is taken by the C-OSS on behalf of the IMs/ABs concerned. As regards feeder and/or outflow paths, the allocation decision is made by the relevant IMs/ABs and communicated to the applicant by the C-OSS. Consistent path construction containing the feeder and/or outflow sections and the corridor-related path section has to be ensured.

All necessary contractual relations regarding network access have to be dealt with bilaterally between the applicant and each individual IM/AB.

### 4.3.1 Framework for Capacity Allocation

Referring to Article 14.1 of the Regulation, the Executive Boards of the Rail Freight Corridors agreed upon a common Framework for Capacity Allocation. The document is available in Annex 4.A. and below.



[https://www.atlantic-corridor.eu/media/1340/cid-2021\\_framework-for-capacity-allocation-signed-in-2019.pdf](https://www.atlantic-corridor.eu/media/1340/cid-2021_framework-for-capacity-allocation-signed-in-2019.pdf)

The FCA constitutes the basis for capacity allocation by the C-OSS.

### 4.3.2 Applicants

In the context of a Corridor, an applicant means a railway undertaking or an 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 commercial interest in procuring infrastructure capacity for rail freight.

Applicants shall accept the general terms and conditions of the Corridor as stipulated in this CID by accepting the respective check-box in PCS before placing their requests.



Without accepting the general terms and conditions, the applicant will not be able to send the request. In case a request is placed by several applicants, every applicant requesting PaP sections has to accept the general terms and conditions for each corridor on which the applicant is requesting a PaP section. In case one of the applicants only requests a feeder or outflow section, the acceptance of the general terms and conditions is not needed.


The acceptance shall be done only once per applicant and per corridor and is valid for one timetable period.

With the acceptance the applicant declares that it:

- has read, understood and accepted the Corridor’s CID and, in particular, this Section 4,
- complies with all conditions set by applicable legislation and by the IMs/ABs involved in the paths it has requested, including all administrative and financial requirements,
- shall provide all data required for the path requests,
- accepts the provisions of the national Network Statements applicable to the path(s) requested.

In case of a non-RU applicant, it shall appoint the RU that will be responsible for train operation and inform the C-OSS and IMs/ABs about this RU as early as possible, but at the latest 30 days before the running day. If the appointment is not provided by this date, the PaP/RC is considered as cancelled, and national rules for path cancellation are applicable.

In case the applicant is a non-RU applicant, and applies for feeder / outflow paths, the national rules for nomination of the executing RU will be applied. In the table below the national deadlines for nomination of the executing RU for feeder / outflow paths can be found.

	
<p><i>Detailed information about the deadlines can be found in the Network Statements of the IMs involved in the Corridor or in the NCI portal (see Section 2).</i></p>	
<b>IM/AB</b>	<b>Deadline</b>
SNCF Réseau	30 days before the train run

### 4.3.3 Requirements for requesting capacity

The Corridor applies the international timetabling deadlines defined by RNE for placing path requests as well as for allocating paths (for the Corridor calendar, see <https://rne.eu/capacity-management/capacity-planning-timetabling/> or Annex 4.B).

All applications have to be submitted via PCS, which is the single tool for requesting and managing capacity on all corridors. The C-OSS is not entitled to create PCS dossiers on behalf of the applicant. If requested, the C-OSS can support applicants in creating the dossiers in order to


prevent inconsistencies and guide the applicants' expectations (maximum 1 week prior to the request deadline). The IMs/ABs may support applicants by providing a technical check of the requests.

A request for international freight capacity via the C-OSS has to fulfil the following requirements:

- it must be submitted to a C-OSS by using PCS, including at least one PaP/RC section (for access to PCS, see 1.8.1 and 4.2.5). Details are explained in the PCS User Manual <https://rne.eu/it/rne-applications/pcs/documentation/>),
- it must cross at least one border on a corridor,
- it must comprise a train run from origin to destination, including PaP/RC sections on one or more corridors as well as, where applicable, feeder and/or outflow paths, on all of its running days. In certain cases, which are due to technical limitations of PCS, a request may have to be submitted in the form of more than one dossier. These specific cases are the following:
  - Different origin and/or destination depending on running day (But using identical PaP/RC capacity for at least one of the IMs for which capacity was requested).
  - Transshipment from one train onto different trains (or vice versa) because of infrastructure restrictions.
  - The IM/AB specifically asks the applicant to split the request into two or more dossiers.

To be able for the C-OSS to identify such dossiers as one request, and to allow a correct calculation of the priority value (K value) in case a request has to be submitted in more than one dossier, the applicant shall indicate the link among these dossiers in PCS. Furthermore, the applicant shall mention the reason for using more than one dossier in the comment field.

- the technical parameters of the path request have to be within the range of the parameters – as originally published – of the requested PaP sections (exceptions are possible if allowed by the IM/AB concerned, e.g. when the timetable of the PaP can be respected)
- as regards sections with flexible times, the applicant may adjust/insert times, stops and parameters according to its individual needs within the given range.


<i>No specificities</i>

## 4.3.4 Annual timetable phase

### 4.3.4.1 PaPs

PaPs are a joint offer of coordinated cross-border paths for the annual timetable produced by IMs/ABs involved in the Corridor. The C-OSS acts as a single point of contact for the publication and allocation of PaPs.

PaPs constitute an off-the-shelf capacity product for international rail freight services. In order to meet the applicants' need for flexibility and the market demand on the Corridor, PaPs are split up in several sections, instead of being supplied as entire PaPs, as for example from [Start Point(s)] to [End Point(s)]. Therefore, the offer might also include some purely national PaP sections – to be requested from the C-OSS for freight trains crossing at least one border on a corridor in the context of international path applications.

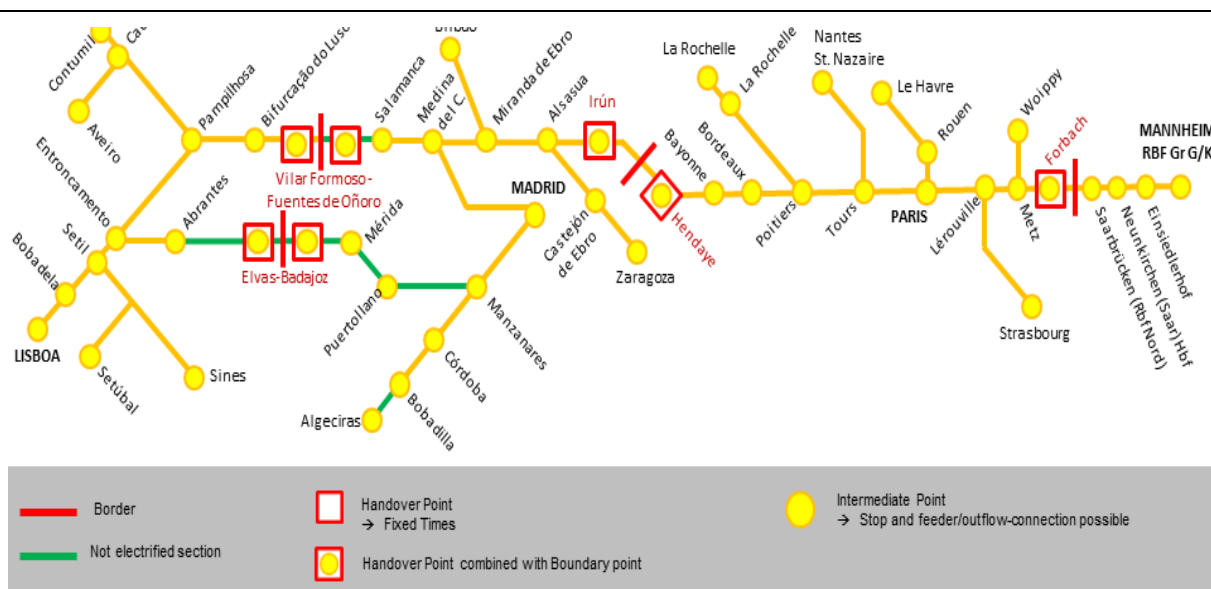
A catalogue of PaPs is published by the C-OSS in preparation of each timetable period. It is published in PCS and on the Corridor's website.



The PaP catalogue can be found under the following link: [:https://www.atlantic-corridor.eu/library/public-documents/?cat=1244](https://www.atlantic-corridor.eu/library/public-documents/?cat=1244)

PaPs are published in PCS at X-11. Between X-11 and X-10.5 the C-OSS is allowed to perform, in PCS, all needed corrections of errors regarding the published PaPs detected by any of the involved parties. In this phase, the published PaPs have 'read only' status for applicants, who may also provide input to the C-OSS regarding the correction of errors.

#### 4.3.4.2 Schematic corridor map



Symbols in schematic corridor map:

Nodes along the Corridor, shown on the schematic map, are divided into the following types:

- Handover Point

Point where planning responsibility is handed over from one IM to another. Published times cannot be changed. In case there are two consecutive Handover Points, only the departure time from the first Handover Point and the arrival time at the second Handover Point cannot be changed.

On the maps, this is shown as:

 Handover Point

➤ Intermediate Point

Feeder and outflow connections are possible. If the path request ends at an Intermediate Point without indication of a further path, feeder/outflow or additional PaP section, the destination terminal / parking facility of the train can be mentioned. Intermediate Points also allow stops for train handling, e.g. loco change, driver change, etc. An Intermediate Point can be combined with a Handover Point.

On the maps, this is shown as:

 Intermediate Point

 Intermediate Point combined with Handover Point

➤ Operational Point

Train handling (e.g. loco change, driver change) are possible as defined in the PaP section. No feeder or outflow connections are possible.

On the maps, this is shown as:

 Operational Point

A schematic map of the Corridor can be found in Annex 4C.

#### 4.3.4.3 Features of PaPs


A PaP timetable is published containing one of the following features:

- Sections with fixed times (data cannot be modified in the path request by an applicant).
  - Capacity with fixed origin, intermediate and destination times within one IM/AB.
  - Intermediate Points and Operational Points (as defined in 4.3.4.2) with fixed times. Requests for changes to the published PaP have to be examined by the IMs/ABs concerned and can only be accepted if they are feasible and if this does not change the calculation of the priority rule in case of conflicting requests at X-8.
- Sections with flexible times (data may be modified in the path request by an applicant according to individual needs, but without exceeding the given range of standard running times, stopping times and train parameters. Where applicable, the maximum number of stops and total stopping time per section have to be respected).
  - Applicants are free to include their own requirements in their PaP request within the parameters mentioned in the PaP catalogue.

- Where applicable, the indication of standard journey times for each corridor section has to be respected.
- Optional: Intermediate Points (as defined in 4.3.4.2) without fixed times. Other points on the Corridor may be requested.
- Optional: Operational Points (as defined in 4.3.4.2) without fixed times.


Requests for changes outside of the above-mentioned flexibility have to be examined by the IMs/ABs concerned if they accept the requests. The changes can only be accepted if they are feasible.

The C-OSS promotes the PaPs by presenting them to existing and potential applicants.


<p><i>Atlantic Corridor only offers Flex PaPs.</i></p> <p><i>Further information can be found in Annex 4D</i></p>

#### 4.3.4.4 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor. A PaP offer harmonised by different corridors may be published and indicated as such. The applicant may request PaP sections on different corridors within one request. Each C-OSS remains responsible for allocating its own PaP sections, but the applicant may address its questions to only one of the involved C-OSSs, who will coordinate with the other concerned C-OSSs whenever needed.


		
<p><i>Multiple corridor paths on the Corridor are displayed on a map in Annex 4C or in the Customer Information Platform (CIP): <a href="https://cip-online.rne.eu/">https://cip-online.rne.eu/</a></i></p>		
<b>Atlantic Corridor is connected to</b>	<b>at / between</b>	<b>offer</b>
<i>Corridor North Sea - Mediterranean</i>	<i>Paris</i>	<i>harmonized</i>
<i>Corridor North Sea – Mediterranean</i>	<i>Metz</i>	<i>harmonized</i>
<i>Corridor North Sea – Corridor Rhine-Danube</i>	<i>Strasbourg</i>	<i>harmonized</i>
<i>Corridor North Sea – Mediterranean</i>	<i>Lerouville</i>	<i>harmonized</i>

<i>Mediterranean Corridor</i>	<i>Madrid</i>	<i>harmonized</i>
<i>Mediterranean Corridor</i>	<i>Zaragoza</i>	<i>harmonized</i>
<i>Mediterranean Corridor</i>	<i>Linares-Baeza</i>	<i>Harmonized</i>

#### 4.3.4.5 PaPs on overlapping sections

The layout of the corridor lines leads to situations where some corridor lines overlap with others. The aim of the corridors, in this case, is to prepare the best possible offer, taking into account the different traffic flows and to show the possible solutions to link the overlapping sections concerned with the rest of the corridors in question.

In case of overlapping sections, corridors may develop a common offer, visible via all corridors concerned. These involved corridors will decide which C-OSS is responsible for the final allocation decision on the published capacity. In case of conflict, the responsible C-OSS will deal with the process of deciding which request should have priority together with the other C-OSSs. In any case, the applicant will be consulted by the responsible C-OSS.

		
<i>Description of common offers on overlapping sections on the Corridor can be found on a map in Annex 4C or in the Customer Information Platform (CIP): <a href="https://cip-online.rne.eu/">https://cip-online.rne.eu/</a></i>		
<b><i>Overlapping section with common offer</i></b>	<b><i>Involved corridors</i></b>	<b><i>Responsible C-OSS</i></b>
<i>Lerouville to Strasbourg</i>	<i>North Sea – Mediterranean</i>	<i>North Sea – Mediterranean C-OSS</i>
<i>Metz to Strasbourg</i>	<i>North Sea – Mediterranean</i>	<i>North Sea – Mediterranean C-OSS</i>
<i>Algeciras to Madrid</i>	<i>Mediterranean</i>	<i>Atlantic C-OSS</i>

#### 4.3.4.6 Feeder, outflow and tailor-made paths

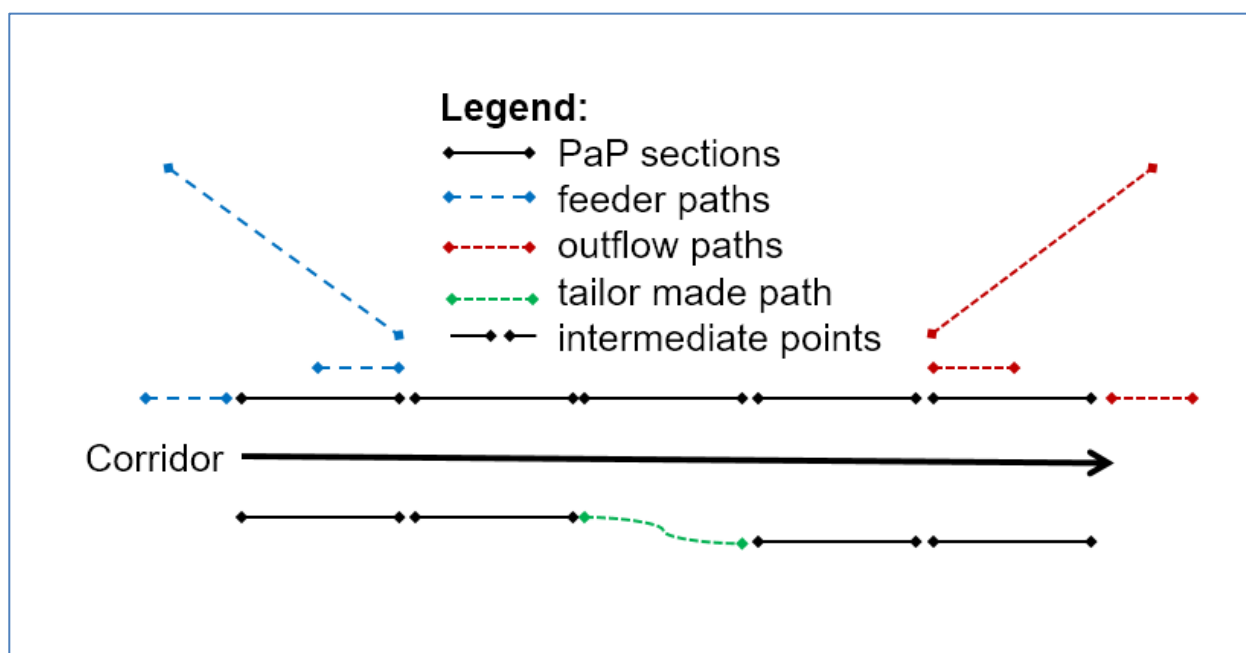
In case available PaPs do not cover the entire requested path, the applicant may include a feeder and/or outflow path to the PaP section(s) in the international request addressed to the C-OSS via PCS in a single request.

A feeder/outflow path refers to any path section prior to reaching an Intermediate Point on a corridor (feeder path) or any path section after leaving a corridor at an Intermediate Point (outflow path).

Feeder / outflow paths will be constructed on request in the PCS dossiers concerned by following the national path allocation rules. The offer is communicated to the applicant by the

C-OSS within the same time frame available for the communication of the requested PaPs. Requesting a tailor-made path between two PaP sections is possible, but because of the difficulty for IMs/ABs to link two PaP sections, a suitable offer might be less likely (for further explanation see 4.3.4.16).

Graph with possible scenarios for feeder/outflow paths in connection with a request for one or more PaP section(s):



#### 4.3.4.7 Handling of requests


The C-OSS publishes the PaP catalogue at X-11 in PCS, inspects it in cooperation with IMs/ABs, and performs all needed corrections of errors detected by any of the involved parties until X-10.5. Applicants can submit their requests until X-8. The C-OSS offers a single point of contact to applicants, allowing them to submit requests and receive answers regarding corridor capacity for international freight trains crossing at least one border on a corridor in one single operation. If requested, the C-OSS can support applicants in creating the dossiers in order to prevent inconsistencies and guide the applicants' expectations. The IMs/ABs may support the applicants by providing a technical check of the requests.

#### 4.3.4.8 Leading tool for the handling of capacity requests

Applicants sending requests to the C-OSS shall use PCS. PCS is used to manage the complete international path: PaP section, feeder and/or outflow and tailor-made path. Within the construction process of feeder and/or outflow paths and tailor-made paths, the national tool may show additional information to the applicant.

The following matrix shows for each step of the process which tool is considered as the leading tool.

Phase	Application (till X-8)	Withdrawal (X-8)	Pre-booking (X-7.5)	Draft offer (X-5)	Observation (X-5 till X-4)	Final offer (X-3.5)	Acceptance (until X-3)	Modification (after X-4)	Cancellation (after X-4)
Leading tool	PCS	PCS	PCS	PCS	PCS	PCS	PCS	National tool/PCS	National tool/PCS
Additional tool			Email (for pre-booking information)						



*No specificities.*

#### 4.3.4.9 Check of the applications


The C-OSS assumes that the applicant has accepted the published PaP characteristics by requesting the selected PaP. However, for all incoming capacity requests it will perform the following plausibility checks:

- Request for freight train using PaP and crossing at least one border on a corridor
- Request without major change of parameters

If there are plausibility flaws, the C-OSS may check with the applicant whether these can be resolved:

- if the issue can be solved, the request will be corrected by the C-OSS (after the approval of the applicants concerned) and processed like all other requests. The applicant has to accept or reject the corrections within 5 calendar days. In case the applicant does not answer or reject the corrections, the C-OSS forwards the original request to the IM/AB concerned.
- if the issue cannot be resolved, the request will be rejected.

All requests not respecting the published offer are immediately forwarded by the C-OSS to the IM/AB concerned for further treatment. In those cases, answers are provided by the involved IM/AB. The IMs/ABs will accept them as placed in time (i.e. until X-8).



*No additional steps*

In case of missing or inconsistent data the C-OSS directly contacts the leading applicant and asks for the relevant data update/changes to be delivered within 5 calendar days.



In general: in case a request contains PaPs on several corridors, the C-OSSs concerned check the capacity request in cooperation with the other involved C-OSS(s) to ensure their cooperation in treating multiple corridor requests. This way, the cumulated length of PaPs requested on each corridor is used to calculate the priority value (K value) of possible conflicting requests (see more details in 4.3.4.11). The different corridors can thus be seen as part of one combined network.

#### 4.3.4.10 Pre-booking phase

In the event of conflicting requests for PaPs placed until X-8, a priority rule is applied. The priority rules are stated in the FCA (Annex 4.A) and in 4.3.4.11.

On behalf of the IMs/ABs concerned and according to the result of the application of the priority rules - as detailed in 4.3.4.11 - the C-OSS pre-books the PaPs.

The C-OSS also forwards without delay the requested feeder/outflow path and/or adjustment to the IMs/ABs concerned for elaboration of a timetable offer fitting to the PaP already reserved (pre-booked), just as might be the case with requests with a lower priority value (priority rule process below). The latter will be handled in the following order:

- consultation may be applied
- alternatives may be offered (if available)
- if none of the above steps were applied or successful, the requested timetable will be forwarded without delay to the IMs/ABs concerned to elaborate a tailor-made offer as close as possible to the initial request.

#### 4.3.4.11 Priority rules in capacity allocation

Conflicts are solved with the following steps, which are in line with the FCA:

- A) A resolution through consultation may be promoted and performed between applicants and the C-OSS, if the following criteria are met:
  - o The conflict is only on a single corridor.
  - o Suitable alternative PaPs are available.
- B) Applying the priority rule as described in Annex 1 of the FCA (see Annex 4.A) and in 4.3.4.13 and 4.3.4.14.
  - a. Cases where no Network PaP is involved (see 4.3.4.13)
  - b. Cases where Network PaP is involved in at least one of the requests (see 4.3.4.14)

The Table of Distances in Annex 4.E shows the distances taken into account in the priority calculation.

- C) Random selection (see 4.3.4.15).

In the case that more than one PaP is available for the published reference PaP, the C-OSS pre-books the PaPs with the highest priority until the published threshold is reached. When this threshold is reached, the C-OSS will apply the procedure for handling requests with a lower priority as listed above.



*The Corridor does not apply the resolution through consultation*

#### 4.3.4.12 Network PaP

A Network PaP is not a path product. However, certain PaPs may be designated by corridors as 'Network PaPs', in most cases for capacity requests involving more than one corridor. Network PaPs are designed to be taken into account for the definition of the priority of a request, for example on PaP sections with scarce capacity. The aim is to make the best use of available capacity and provide a better match with traffic demand.



*The Corridor does not designate any Network PaPs.*

#### 4.3.4.13 Priority rule in case no Network PaP is involved

*The priority is calculated according to this formula:*

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

*$L^{PAP}$  = Total requested length of all PaP sections on all involved RFCs included in one request.*

*The definition of a request can be found in Chapter 4.3.3.*

*$L^{F/O}$  = Total requested length of the feeder/outflow path(s) included in one request; 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. A running day will only be taken into account for the priority calculation if it refers to a date with a published PaP offer for the given section.*

*$K$  = The rate for priority*

*All lengths are counted in kilometres.*

*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 is described in 4.3.4.15.*

#### 4.3.4.14 Priority rule if a Network PaP is involved in at least one of the conflicting requests



*The Corridor does not designate any Network PaPs.*

#### 4.3.4.15 Random selection

If the requests cannot be separated by the above-mentioned priority rules, a random selection is used to separate the requests.

- The respective applicants will be acknowledged of the undecided conflict before X-7.5 and invited to attend a drawing of lots.
- The actual drawing will be prepared and executed by the C-OSS, with complete transparency.
- The result of the drawing will be communicated to all involved parties, present or not, via PCS and e-mail, before X-7.5.

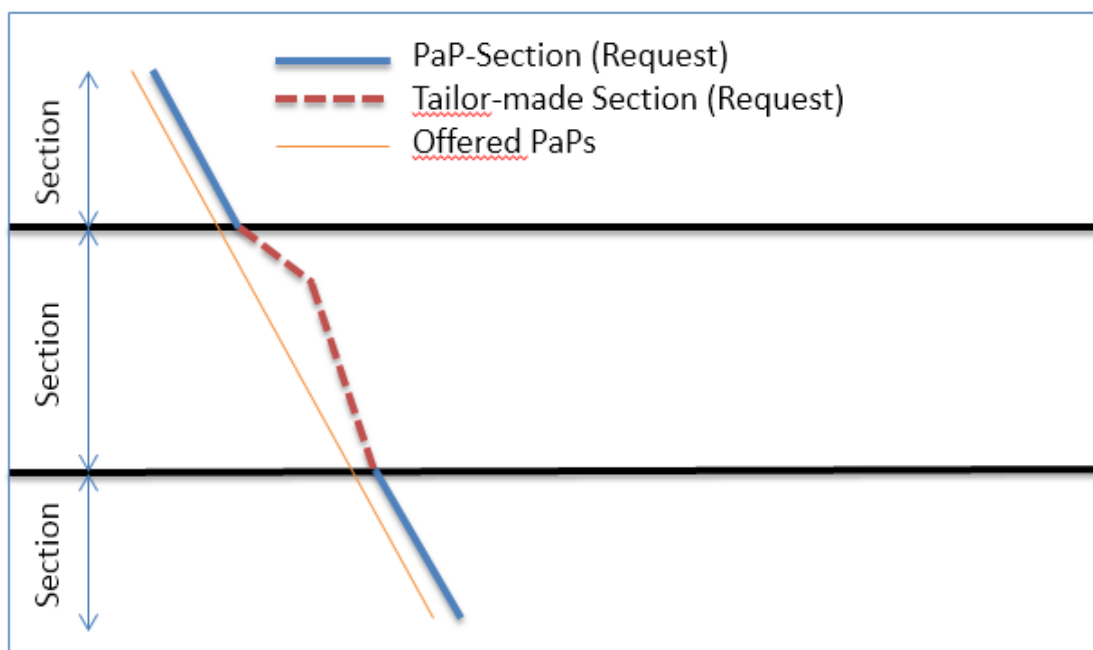


*The drawing of lots will consist in introducing in a box or similar one identifier (piece of paper, etc.) per applicant involved in the conflict. The C-OSS will take one of the identifiers from the box and the applicant of the selected identifier will be the “winner” of the conflict.*

#### 4.3.4.16 Special cases of requests and their treatment

The following special use of PaPs is known out of the allocation within the past timetables: Division of continuous offer in shares identified by the PaP ID (PaPs / non-PaPs). This refers to the situation when applicants request corridor capacity (on one or more corridors) in the following order:

- 1) PaP section
- 2) Tailor-made section
- 3) PaP section



These requests will be taken into consideration, depending on the construction starting point in the request, as follows:

- Construction starting point at the beginning: The C-OSS pre-books the PaP sections from origin until the end of the first continuous PaP section. No section after the interruption of PaP sections will be pre-booked; they will be treated as tailor-made.
- Construction starting point at the end: The C-OSS pre-books the PaP sections from the destination of the request until the beginning of the last continuous PaP section. No sections between the origin and the interruption of the PaP sections will be pre-booked; they will be treated as tailor-made.
- Construction starting point in the middle: The C-OSS pre-books the longest of the requested PaP sections either before or after the interruption. No other sections will be pre-booked; they will be treated as tailor-made.

However, in each of the above cases, the requested PaP capacity that becomes tailor-made might be allocated at a later stage if the IMs/ABs can deliver the tailor-made share as requested. In case of allocation, the PaP share that can become tailor-made retains full protection. This type of request doesn't influence the application of the priority rule.

#### 4.3.4.17 Result of the pre-booking

The C-OSS provides interim information to applicants regarding the status of their application no later than X-7.5.

In the case that consultation was applied, the applicants concerned are informed about the outcome.


In the case that no consultation was applied, the interim notification informs applicants with a higher priority value (K value) about pre-booking decisions in their favour.

In case of conflicting requests with a lower priority value, the C-OSS shall offer an alternative PaP, if available. The applicant concerned has to accept or reject the offered alternative within 5 calendar days. In case the applicant does not answer, or rejects the alternative, or no alternative is available, the C-OSS forwards the original request to the IM/AB concerned. The C-OSS informs the applicants with a lower priority value (K value) by X-7.5 that their path request has been forwarded to the IM/AB concerned for further treatment within the regular process for the annual timetable construction, and that the C-OSS will provide the draft path offer on behalf of the IM/AB concerned at X-5 via PCS. These applications are handled by the IM/AB concerned as on-time applications for the annual timetable and are therefore included in the regular national construction process of the annual timetable.

#### 4.3.4.18 Handling of non-requested PaPs

There are two ways of handling non-requested PaPs at X-7.5, based on the decision of the MB.

- A) After pre-booking, all non-requested PaPs are handed over to the IM/AB.
- B) The MB takes a decision regarding the capacity to be republished after X-7.5. This decision depends on the “booking situation” at that moment. More precisely, at least the following three criteria must be fulfilled in the following order of importance:
  1. There must be enough capacity for late requests, if applicable, and RC.
  2. Take into account the demand for international paths for freight trains placed by other means than PCS.
  3. Take into account the need for modification of the capacity offer due to possible changes in the planning of TCRs.


<p><i>Atlantic Corridor handles non-requested PaPs according to A) above.</i></p>

#### 4.3.4.19 Draft offer


After receiving the pre-booking decision by the C-OSS, the IMs/ABs concerned will elaborate the flexible parts of the requests:

- Feeder, outflow or intermediate sections
- Pre-booked sections for which the published timetable is not available anymore due to external influences, e.g. temporary capacity restrictions
- In case of modifications to the published timetable requested by the applicant
- In case of an alternative offer that was rejected by the applicant or is not available

In case IMs/ABs cannot create the draft offer due to specific wishes of the applicant not being feasible, the C-OSS has to reject the request.

The C-OSSs shall be informed about the progress, especially regarding the parts of the requests that cannot be fulfilled, as well as conflicts and problems in harmonising the path offers.

At the RNE draft timetable deadline (X-5) the C-OSS communicates the draft timetable offer for every handled request concerning pre-booked PaPs including feeder and/or outflow, tailor-made sections and tailor-made offers in case of conflicting requests to the applicant via PCS on behalf of the IM/AB concerned.


<p><i>Atlantic Corridor does not provide partial offers via PCS.</i></p>

#### 4.3.4.20 Observations


Applicants can place observations on the draft timetable offer in PCS one month from the date stated in Annex 4B, which are monitored by the C-OSS. The C-OSS can support the applicants regarding their observations. This procedure only concerns observations related to the original path request — whereas modifications to the original path requests are treated as described in 4.3.7.1 (without further involvement of the C-OSS).

#### 4.3.4.21 Post-processing

Based on the above-mentioned observations the IMs/ABs have the opportunity to revise offers between X-4 and X-3.5. The updated offer is provided to the C-OSS, which – after a consistency check – submits the final offer to the applicant in PCS.

#### 4.3.4.22 Final offer

At the final offer deadline (X-3.5), the C-OSS communicates the final timetable offer for every valid PaP request including feeder and/or outflow, tailor-made sections and tailor-made offers in case of conflicting requests to the applicants via PCS on behalf of the IM/AB concerned. If, for operational reasons, publication via national tools is still necessary (e.g. to produce documents for train drivers), the IMs/ABs have to ensure that there are no discrepancies between PCS and the national tool.


<p><i>Atlantic Corridor does not provide partial offers via PCS.</i></p>


The applicants involved shall accept or reject the final offer within 5 calendar days in PCS.

- Acceptance > leads to allocation
- Rejection > leads to withdrawal and closing of the request
- No answer > The C-OSS will actively try to get an answer. In case there is no answer from the applicants, the C-OSS will end the process (no allocation).

If not all applicants agree on the final offer, the request will be considered as unanswered.

### 4.3.5 Late path request phase

Late path requests refer to capacity requests concerning the annual timetable sent to the C-OSS within the timeframe from X-7.5 until X-2.



<p><i>The Corridor does not offer the possibility to place late path requests.</i></p>

#### 4.3.5.1 Product

Capacity for late path requests can be offered in the following ways:

- A) In the same way, as for PaPs, either specially constructed paths for late path requests or PaPs which were not used for the annual timetable.
- B) On the basis of capacity slots. Slots are displayed per corridor section and the standard running time is indicated. To order capacity for late path requests, corridor sections without any time indications are available in PCS. The applicant may indicate his individually required departure and/or arrival times, and feeder and outflow path(s), as well as construction starting point. The indications should respect the indicated standard running times.

Capacity for late path requests has to be requested via PCS either in the same way as for PaPs or by using capacity slots in PCS.



<p><i>Products for late path requests are not available on this Corridor.</i></p>

#### 4.3.5.2 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor if capacity is offered. See 4.3.4.4.

#### 4.3.5.3 Late paths on overlapping sections

See 4.3.4.5.


<p><i>Description of common offers on overlapping sections on the Corridor can be found on a map in Annex 4.C Maps of the Corridor.</i></p>

#### 4.3.5.4 Handling of requests

The C-OSS receives and collects all path requests that are placed via PCS.

#### 4.3.5.5 Leading tool for late path requests

Applicants sending late path requests to the C-OSS shall use PCS. PCS is used to manage the complete international path: PaP section, feeder and/or outflow and tailor-made path. Within the construction process, the national tool may show additional information to the applicant.

The following matrix shows for each step of the process which tool is considered as the leading tool.

Phase	Application (X-7.5 till X-2)	Withdrawal (X-8 till X-2)	Offer (X-1)	Acceptance (until X-0.75)	Modification	Cancellation
Leading tool	PCS	PCS	PCS	PCS	National tool/PCS	National tool/PCS



*Late Path Requests need to be requested according to the rules described in each IM Network Statement.*

#### 4.3.5.6 Check of the applications

The C-OSS checks all requests as described in 4.3.4.9.

#### 4.3.5.7 Pre-booking

The C-OSS coordinates the offer with the IMs/ABs concerned or other C-OSS if needed by following the rule of “first come – first served”.

#### 4.3.5.8 Path elaboration

During the path elaboration phase, the IMs/ABs concerned will prepare the Late Path offer under coordination of the C-OSS.

#### 4.3.5.9 Late request offer

All applicants involved shall accept, ask for adaptations or reject the late request offer within 5 calendar days in PCS. By triggering the ‘ask for adaptation’ function, applicants can place comments on the late request offer, which will be monitored by the C-OSS. This procedure only concerns comments related to the original path request – whereas modifications to the original path requests are treated as described in 4.3.7.1 (without further involvement of the C-OSS).

- Acceptance > leads to allocation



- Ask for adaptations > late offer can be returned to path elaboration with comments; IM/AB will make an alternative proposal; however, if no alternatives are possible, the applicant will have to prepare a new request
- Rejection > leads to withdrawal and closing of the request
- No answer > The C-OSS will actively try to get an answer. In case there is still no answer from the applicants, the C-OSS will end the process (no allocation)

If not all applicants agree on the final offer, the request will be considered as unanswered.


### 4.3.6 Ad-hoc path request phase

#### 4.3.6.1 Reserve capacity (RC)


During the ad-hoc path request phase, the C-OSS offers RC based on PaPs or capacity slots to allow for a quick and optimal answer to ad-hoc path requests:

- A. RC based on PaPs will be a collection of several sections along the Corridor, either of non-requested PaPs and/or PaPs constructed out of remaining capacity by the IMs/ABs after the allocation of overall capacity for the annual timetable as well as in the late path request phase.
- B. In case RC is offered on the basis of capacity slots, slots are displayed per corridor section and the standard running time is indicated. The involved IMs/ABs jointly determine the amount of RC for the next timetable year between X-3 and X-2. The determined slots may not be decreased by the IMs/ABs during the last three months before real time.

To order reserve capacity slots, corridor sections without any time indication are available in PCS. The applicant may indicate his individually required departure and/or arrival times, feeder and outflow path(s) as well as construction starting point. The indications should respect the indicated standard running times as far as possible.


<p><i>Atlantic Corridor offers RC through variant A and B according to the product offered in each involved network.</i></p>

RC is published by the C-OSS at X-2 in PCS and on the website of the Corridor under the following link:


<p><a href="https://www.atlantic-corridor.eu/library/public-documents/?cat=1244">https://www.atlantic-corridor.eu/library/public-documents/?cat=1244</a></p>

The IMs can modify or withdraw RC for a certain period in case of unavailability of capacity due to force majeure. Applicants can book RC via the C-OSS until 30 days before the running day. To


make ad-hoc requests less than 30 days before the running day, they have to contact the IMs/ABs directly.

#### 4.3.6.2 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor. See 4.3.4.4.

#### 4.3.6.3 Reserve capacity on overlapping sections

See 4.3.4.5.



*Description of common offers on overlapping sections on the Corridor can be found on a map in Annex 4.C Maps of the Corridor.*

#### 4.3.6.4 Feeder, outflow and tailor-made paths

See 4.3.4.6. For RC the same concept applies as for PaPs in the annual timetable.

#### 4.3.6.5 Handling of requests


The C-OSS receives and collects all path requests for RC placed via PCS until 30 days before the running day. If requested, the C-OSS can support applicants in creating the dossiers to prevent inconsistencies and guide the applicants' expectations. The IMs/ABs may support the applicants by providing a technical check of the requests.

#### 4.3.6.6 Leading tool for ad-hoc requests

Applicants sending requests for RC to the C-OSS shall use PCS. PCS is used to manage the complete international path: PaP section, feeder and/or outflow and tailor-made path. Within the construction process, the national tool may show additional information to the applicant.

The following matrix shows for each step of the process which tool is considered as the leading tool.

Phase	Application and allocation (X-2 till X+12)	Withdrawal	Offer (10 calendar days before train run)	Answer (within 5 calendar days after offer)	Modification	Cancellation
Leading tool	PCS	PCS	PCS	PCS	National tool/PCS	National tool/PCS


<i>No specificities.</i>

#### 4.3.6.7 Check of the applications

The C-OSS checks all requests as described in 4.3.4.9.

#### 4.3.6.8 Pre-booking

The C-OSS applies the 'first come – first served' rule.

#### 4.3.6.9 Path elaboration

During the path elaboration phase, the IMs/ABs concerned will prepare the offer under coordination of the C-OSS.

#### 4.3.6.10 Ad-hoc request offer

Applicants shall receive the ad-hoc offer no later than 10 calendar days before the train run. All applicants involved shall accept, ask for adaptations or reject the ad-hoc offer within 5 calendar days in PCS. By triggering the 'ask for adaptation' function, applicants can place comments on the ad-hoc request offer, which will be monitored by the C-OSS. This procedure only concerns comments related to the original path request – whereas modifications to the original path requests are treated as described in 4.3.7.1 (without further involvement of the C-OSS).

- Acceptance > leads to allocation
- Ask for adaptations > ad-hoc offer can be returned to path elaboration with comments; IM/AB will make an alternative proposal; however, if no alternatives are possible, the applicant will have to prepare a new request
- Rejection > leads to withdrawal of the offer and closing of the request
- No answer > The C-OSS will actively try to get an answer. In case there is still no answer from the applicants, the C-OSS will end the process (no allocation)

If not all applicants agree on the final offer, the request will be considered as unanswered.

### 4.3.7 Request for changes by the applicant

#### 4.3.7.1 Modification


The Sector Handbook for the communication between Railway Undertakings and Infrastructure Managers (RU/IM Telematics Sector Handbook) is the specification of the TAF-TSI (EC) No. 1305/2014 Regulation. According to its Annex 12.2 UML Model of the yearly timetable path request, it is not possible to place change requests for paths (even including PaPs) by the applicant between X-8 and X-5. The only option in this period is the deletion, meaning the withdrawal, of the path request.

#### 4.3.7.2 Withdrawal

Withdrawing a request is only possible

- After submitting the request (until X-8) until the final offer
- before allocation during the late path request phase (where applicable) and ad-hoc path request phase.

Resubmitting the withdrawn dossier will be considered as annual request only until X-8.


<p><i>Detailed information about withdrawal fees and deadlines can be found in the Network Statements of the IMs involved in the Corridor or in the NCI portal (see Section 2).</i></p>


### 4.3.7.3 Transfer of capacity

Once capacity is pre-booked or allocated to an applicant, it shall not be transferred by the recipient to another applicant. The use of capacity by an RU that carries out business on behalf of a non-RU applicant is not considered a transfer.

### 4.3.7.4 Cancellation

Cancellation refers to the phase between final allocation and the train run. Cancellation can refer to one, several or all running days and to one, several or all sections of the allocated path.


In case a path has to be cancelled, for whatever reason, the cancellation has to be done according to national processes.

	
<p><i>Detailed information about cancellation fees and deadlines can be found in the Network Statements of the IMs involved in the Corridor or in the NCI portal (see Section 2).</i></p>	
IM/AB	Cancellation fees and deadlines
DB InfraGo	<p><i>The final regulation is not yet available at the time of publication. The German regulatory body is expected to issue its decision regarding the charging and cancellation rules for the timetable year 2025 by the end of February 2024. Subsequently, the regulation is provided after the RB's decision.</i></p> <p><i>The regulations for the timetable year 2024 can be found in the DB InfraGO Network Statement 2024.</i></p>
SNCF Réseau	<p><i>The late withdrawal penalty is applied if the candidate withdraws from an assigned time slot from D-1 at 5 p.m. This penalty is imposed on the time slot awardee, at a rate of 1 euro per kilometer for freight activities</i></p>

ADIF	<i>Cancellation situations are already covered by the valuation of requested and unused capacity.</i>
<i>Infraestruturas de Portugal</i>	<i>Cancellation situations are already covered by the valuation of requested and unused capacity.</i>

#### 4.3.7.5 Unused paths

If an applicant or designated RU does not use the allocated path, the case is treated as follows.

	
<p><i>Detailed information about fees for unused paths can be found in the network statements of IMs involved in the Corridor or in the NCI portal (see Section 2).</i></p>	
<b>IM/AB</b>	<b>Fees for unused paths</b>
DB InfraGo	<i>The final regulation is not yet available at the time of publication. The German regulatory body is expected to issue its decision regarding the charging and cancellation rules for the timetable year 2025 by the end of February 2024. Subsequently, the regulation is provided after the RB's decision.</i>
SNCF Réseau	<i>In case of non-operation, a penalty of 1.08 euros per ton-kilometre is applied to the time slot awardee for freight activities.  This penalty is cumulative with fees based on reservation, such as the market fee. Fees based on operation, such as the running fee, are not applicable.</i>
ADIF	<i>When use percentage is below 80 % - approximately - in congested lines and 50% in the rest, for a continuous period of one month, the Capacity Manager may also modify the capacity allocation, without time restrictions.  Unused paths fees are defined in chapter 5.7.3 of the Network Statement.</i>
<i>Infraestruturas de Portugal</i>	<i>The amount due for unused capacity requested depends on the timeliness with which said cancellation is communicated, and is calculated as a percentage of the amount of the capacity requested, according to the table below:</i>

PERCENTAGE OF THE APPLICABLE CHARGE VALUE	ADVANCE CANCELLATION REQUEST REGARDING THE DATE OF THE TRAIN
5 %	Equal or higher than 14 days
10 %	Between 14 days (exclusive) and 7 days (including)
50 %	Less than 4 days

*Days are counted as follows:*

- the day on which the path is requested does not count;
- the day on which the cancellation is requested counts;
- the hour of the requested path does not matter dias.

*No amounts shall be due for unused capacity requested if the cancellation is communicated before the start of the technical schedule.*

*In case of partial suppression, only the unused itinerary shall be counted.*

*Charging for unused capacity requested, for each suppressed path, on the Railway Undertaking responsibility, has a maximum time period of 30 days from the first day of suppression.*

### 4.3.8 Exceptional transport and dangerous goods

#### 4.3.8.1 Exceptional transport

PaPs and RC do not include the possibility to manage exceptional consignments (e.g. out-of-gauge loads). The parameters of the PaPs and RC offered have to be respected, including the published combined transport profiles.

Requests for exceptional consignments are forwarded by the C-OSS directly to the IMs/ABs concerned for further treatment.

#### 4.3.8.2 Dangerous goods

Dangerous goods may be loaded on trains using PaPs or RC if both international and national rules concerning the movement of hazardous material are respected (e.g. according to RID – Regulation governing the international transport of dangerous goods by rail).

Dangerous goods have to be declared, when making a path request, to all IMs/ABs on the Corridor.

### 4.3.9 Rail related services

Rail related services are specific services, the allocation of which follows national rules and partially other deadlines than those stipulated in the process of path allocation. Therefore, the request has to be sent to the IMs/ABs concerned directly.

If questions regarding rail related services are sent to the C-OSS, he/she contacts the IMs/ABs concerned, who provide an answer within a reasonable time frame.

### 4.3.10 Contracting and invoicing

Network access contracts are concluded between IMs/ABs and the applicant on the basis of national network access conditions.

The C-OSS does not issue any invoices for the use of allocated paths. All costs (charges for using a path, administration fees, etc.) are invoiced by the relevant IMs/ABs.

Currently, differences between various countries exist regarding invoicing for the path charge. In some countries, if a non-RU applicant is involved, it receives the invoice, whereas in other countries the invoice is issued to the RU that has used the path.



*Detailed information about who has to pay the charge when a non-RU applicant requests the path can be found in the Network Statements of IMs/ABs involved in the Corridor or in the NCI portal (see Section 2).*

### 4.3.11 Appeal procedure

Based on Article 20 of the Regulation: 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 relevant Regulatory Body (RB) as stated in the Cooperation Agreement signed between RBs on the Corridor.



*The Cooperation Agreement can be found under: <https://www.autorite-transports.fr/>*

## 4.4 Coordination and Publication of planned Temporary Capacity Restrictions

### 4.4.1 Goals

In line with Article 12 of the Regulation, the Management Board of the freight corridor shall coordinate and ensure in one place the publication of planned Temporary Capacity Restrictions (TCRs) that could impact the capacity on the Corridor. TCRs are necessary to keep the infrastructure and its equipment in operational condition and to allow changes to the infrastructure necessary to cover market needs. According to the current legal framework (see 4.4.2), in case of international traffic, these capacity restrictions have to be coordinated by IMs among neighboring countries.

Notwithstanding the above coordination requirements, the process and criteria for the involvement of the Corridor in the coordination of the TCRs on the Corridor are regulated in 4.4.3. The RFC TCR Coordinator appointed by the Management Board is responsible for ensuring that the needs of international freight traffic along the corridors are adequately respected.

Additionally, the Corridor's aim is to regularly update the information and present all known TCRs in an easily accessible way.

## 4.4.2 Legal background

The legal background to this chapter can be found in:

- Article 53(2) of and Annex VII to Directive 2012/34/EU as amended by Commission Delegated Decision (EU) 2017/2075 - hereafter "Annex VII"
- Article 12 of the Regulation ("Coordination of works").

A framework has been developed by RNE in the "[Procedures for Temporary Capacity Restriction Management](#)" and it is reflected in the Corridor's specific procedures.

## 4.4.3 Coordination process of corridor-relevant TCRs

Coordination is the continuous process of planning TCRs with the aim to reduce their impact on traffic. If this impact of a TCR is not limited to one network, cross-border coordination between IMs is necessary. It results in optimising the common planning of several TCRs, and in offering alternative capacity for deviations on relevant lines to keep international freight traffic running.

### 4.4.3.1 Timeline for coordination

Different types of TCR (see 4.4.5.1) require a different deadline for final coordination:

- Major impact: 18 months before the start of the annual timetable
- High and medium impact: 13,5 months before the start of the annual timetable
- Minor impact: 5 months before the start of the annual timetable

Coordination of corridor-relevant TCRs is carried out according to the following procedure.


### 4.4.3.2 Coordination between neighbouring IMs (first level of coordination)

Coordination will be performed during regular coordination processes between neighbouring IMs on the Corridor during coordination meetings. The result of coordination is:

- a. common agreement between the involved IMs about coordinated TCRs linked to the timing of the TCR and describing the impact on capacity as far as it is known and
- b. a common understanding of open issues, which have to be resolved, and a timeline for how to continue with the unresolved issues.

Criteria for coordination between IMs are set up in Annex VII, but additional criteria are taken into account, if according to IMs' expertise they are relevant for international traffic.






*Time and frequency of coordination meetings may differ from country to country. The result is an agreed list of coordinated TCRs linked to time frames, describing the impact on capacity as far as it is known.*

*Coordination meetings shall be organized by the respective IMs; the RFC TCR Coordinator will be invited and will be informed about the results and open issues concerning TCRs on Corridor lines. The RFC TCR Coordinator monitors the results of the coordination*

#### 4.4.3.3 Coordination at Corridor level (second level of coordination)

Coordination at Corridor level is necessary if the impact of the TCR is not limited to the second network and a third or a fourth network is involved or the aggregated impact of several TCRs exceeds the criteria agreed.



*The Atlantic Corridor has the following process:*


<i>Date</i>	<i>Stages</i>	<i>Observations</i>
<i>X-17</i>	<i>1st publication of major TCR's before the beginning of construction of the prearranged train paths</i>	
<i>X-12</i>	<i>Update before the publication of the train paths prearranged in X-11</i>	<i>This information will be demanded from the IMs in X-14</i>
<i>X-5</i>	<i>Update before the final attribution and planning of the capacity for trains ad-hoc</i>	<i>The railway undertakings and terminals will be consulted in X-13</i>

*The content of the update of information and the decisions of update are a responsibility of the infrastructure managers of Rail Freight Corridor «Atlantic». The IMs would provide these updates at any moment (ex.: per quarter, monthly and at any moment in case of occurrence of modifications).*

#### 4.4.3.4 Conflict resolution process

Unresolved conflicts on Corridor lines shall be reported by the RFC TCR Coordinator to the Corridor's Management Board directly when it becomes clear that the coordination has not led to sufficient results.

IMs involved in the conflict will initiate the conflict resolution process (e.g. by initiating specific bi/multi-lateral meetings). The specific Corridor’s process is described in the box below.




*Conflict resolution process on the Corridor.*

*Experts with relevant knowledge of planning TCRs and timetables will work on proposals for alternatives to find solutions. The management of the IM(s) where the works take place is responsible for a final decision. The results will be reported to the management of the affected IMs and MB of the involved corridor.*

#### 4.4.4 Involvement of applicants

Each IM has its own national agreements, processes and platforms to consult and inform their applicants about TCRs during the various phases. These processes are described in the network statement of each IM.

At Corridor level, the involvement of applicants is organised in the following way:



1. *The results of the coordination of TCR’s that are known for principal and diversionary lines of the Corridor are published on the Corridor’s website and/or in the CIP.*
2. *Regular meetings of the Railway Undertaking Advisory Group (RAG) and Terminal Advisory Group (TAG) are used to discuss issues related with TCRs.*

#### 4.4.5 Publication of TCRs

##### 4.4.5.1 Criteria for publication

	Consecutive days	Impact on traffic (estimated traffic cancelled, re-routed or replaced by other modes of transport)	First publication deadline according to Annex VII
<b>Major impact TCR<sup>1</sup></b>	More than 30 consecutive days	More than 50% of the estimated traffic volume on a railway line per day	X-24
<b>High impact TCR<sup>1</sup></b>	More than 7 consecutive days	More than 30% of the estimated traffic volume on a railway line per day	

<b>Medium impact TCR<sup>1</sup></b>	7 consecutive days or less	More than 50% of the estimated traffic volume on a railway line per day	X-12
<b>Minor impact TCR<sup>2</sup></b>	unspecified <sup>3</sup>	More than 10% of the estimated traffic volume on a railway line per day	X-4
<b>Less than minor impact TCR</b>	unspecified	Maximum of 10% of the estimated traffic volume on a railway line per day	The IMs are recommended to comply with the Path Allocation requirements <sup>4</sup> : <ul style="list-style-type: none"> <li>➤ Passenger: T<sup>5</sup>-135</li> <li>➤ Freight: T-45</li> </ul>


1) Annex VII of Directive 2012/34/EU, article (11);

2) Annex VII of Directive 2012/34/EU, article (12).

3) According to Annex VII of Directive 2012/34/EU, article (12) “7 consecutive days or less”, modified here.

4) Data coming from the RNE Path Alteration Handbook. Less than minor TCRs are not regulated by Annex VII.

5) T- #: a deadline referring to the first day of the capacity restriction (T) and the number of days (#) in advance of this deadline.


<i>No specificities.</i>

After initial publication of TCRs, further details may be added as soon as they are available.

#### 4.4.5.2 Dates of publication


IMs have to publish their major, high and medium impact TCRs at X-12. The Corridor publishes the relevant TCRs for TT 2025 – 2027 on the following dates:

	January 2024 (X-11)	January 2024 (X-23)	August 2024 (X-3.5)	January 2025 (X-11)	January 2025 (X-23)
<b>Major</b>	X (second publication)	X (first publication)		X (second publication)	X (first publication)
<b>High</b>	X (second publication)	X (first publication)		X (second publication)	X (first publication)

<b>Medium</b>	X (international impact)			X (international impact)	
<b>Minor</b>			X		
<b>Applicable timetable</b>	<b>TT 2025</b>	<b>TT 2026</b>	<b>TT 2025</b>	<b>TT 2026</b>	<b>TT 2027</b>

#### 4.4.5.3 Tool for publication

After coordination between all IMs involved on the Corridor the results are published in the harmonised Excel overview which is available on the Corridor’s website and/or in the CIP.



Link to the overview on the Corridor’s website here: <https://www.atlantic-corridor.eu/library/public-documents/?cat=1245> and in the CIP under “Information Documents”.  
 General CIP login: <https://cip-online.rne.eu/>

#### 4.4.6 Legal disclaimer

By publishing the overview of the corridor relevant TCRs, the IMs concerned present the planning status for TCRs to infrastructure availability along the Corridor. The published TCRs are a snapshot of the situation at the date of publication and may be subject to further changes. The information provided can be used for orientation purposes only and may not constitute the basis for any legal claim. Therefore, any liability of the Corridor organisation regarding damages caused using the TCR parameters (e.g. day, time, section, etc.) shall be excluded.

The publication of TCRs at Corridor level does not substitute the publication of TCRs in accordance with the relevant provisions of national and European law. It lies within the IMs’ responsibility to publish and communicate TCRs in accordance with the process described in their network statements and/or defined in law.

### 4.5 Traffic management

In line with Article 16 of the Regulation, the Management Board of the freight corridor has put in place procedures for coordinating traffic management along the freight corridor.

Traffic management is the prerogative of the national IMs and is subject to national operational rules. The goal of traffic management is to guarantee the safety of train traffic and achieve high quality performance. Daily traffic shall operate as close as possible to the planning.

National IMs coordinate international traffic with neighbouring countries on a bilateral level. In this manner, they ensure that all traffic on the network is managed in the most optimal way.



On this Corridor the information regarding the application of the ICM Handbook to the Atlantic Corridor, please check the RFC Atlantic ICM Re-routing options processes here: <https://www.atlantic-corridor.eu/library/public-documents/?cat=2222> or visit the document section of CIP under <https://cip-online.rne.eu/>

### 4.5.1 Cross-border section information

In the table below, all cross-border sections covered by the Corridor are listed:



The list of corridor-related cross-border sections shall be displayed here.

<b>Cross-border section</b> <b>Portugal - Spain</b>	<b>Cross-border section</b> <b>Spain - France</b>	<b>Cross-border section</b> <b>France - Germany</b>
<i>Elvas - Badajoz</i>	<i>Irún - Hendaye</i>	<i>Saarbrücken - Forbach</i>
<i>Vilar Formoso - Fuentes de Oñoro</i>		

#### 4.5.1.1 Technical features and operational rules

For all corridor-related cross-border sections, the following information is available:

- Technical features
  - Maximum train weight and train length
  - Railway line parameters (number of tracks, electrification, profile, loading and vehicle gauge, speed limit, axle load, etc.)
- Operational rules
  - Languages used
  - Requirements concerning running through the border (administrative and technical preconditions)
  - Special rules in case of system breakdown (communication system failure, safety system failure).



*On this Corridor the information about technical features and operational rules can be found in the Network Statements of IMs/ involved in the Corridor or in the NCI portal (see Section 2) and in CIP under <https://info-cip.rne.eu/>*

*Depending on the border crossing, a change of traction and train driver might be required at the border.*

### **Connection between Germany and France**

*The connection between German and French networks of the Atlantic Corridor takes place in the borders of Saarbrücken and Forbach. The connection has the same gauge of track in both sides. It is equipped with train protection system switch between the German system PZB and the French system KVB (Contrôle de vitesse par balises). Both sides are electrified, but with different voltages (Germany: 15,000 V~ and France: 25,000 V~).*

*The separation of the different voltage levels takes place in a neutral section on the German side of the border crossing (km 5,338 – 5,354).*

*A detailed description of all operational and technical issues at this border crossing in German and French is detailed in the border agreement between DB InfraGO AG and SNCF Réseau. This can for example be found in the network statement of DB InfraGO AG (Network Statement, Annex 2.4.3, Rules and Standard No. 302.6006Z98).*

### **Connection between Spain and France**

*This connection has a UIC track gauge on the French side and a specific gauge on the Spanish side. The transfer between the two networks is done inside the complex Irun/Hendaye, with different gauge tracks and blended itineraries between the two stations.*

*Regarding the different types of freights and loads, different procedures may be applied:*

- *Container transfer using gantry cranes*
- *Manual transfer for different size merchandises (as motor vehicles)*
- *In certain cases, load transfer using individual cranes*
- *Axle changing is done by the private company TRANSFESA (DB group)*

*Due to the different gauge of tracks between Spain and France, a freight transfer operation needs a stop in the border which length of time depends on the methods and characteristics.*

### **Connection between Portugal and Spain**

*The connection between Spanish and Portuguese networks of the Atlantic Corridor takes place in the borders of Elvas-Badajoz and Vilar Formoso-Fuentes de Oñoro.*

*Different from the French-Spanish border, this connection has the same gauge of track in both sides, thus times of stops are minimal.*

*Procedures:*

- *Stop for technical verification of 15/30 minutes both on the Portuguese and the Spanish side,*
- *Operating Procedures of Regulated Security,*
- *Stop time requested by operators for technical and operational issues: traction change, fuel supply, crew change, meal breaks for train drivers*
- *Connection on the Portuguese side electrified with 25,000 V~ until Vilar Formoso*

*Required documentation:*

- *Permanent documents,*
- *Temporary rules and instructions,*
- *Traffic and train movement management,*
- *Security.*

*Change of locomotives and drivers*

- *The RU will request the locomotive and driver changes to their best criteria under the current regulation in each country.*
- *These changes are taken into account as far as possible in the capacity offered by Atlantic Corridor.*

#### **4.5.1.2 Cross-border agreements**

Cooperation between the IMs on a corridor can be described in different types of agreements: in bilateral agreements between states (at ministerial level) and/or between IMs and in the detailed border section procedures.

Agreements applicable on the Corridor can be found in the overview below and contain the following information:

- Title and description of border agreement
- Validity
- Languages in which the agreement is available
- Relevant contact person within IM.



*On this Corridor the information about Cross-border agreements can be found in the Network Statements of IMs involved in the Corridor or in the NCI portal (see Section 2)*

#### 4.5.2 Priority rules in traffic management

In accordance with the Regulation, IMs involved in the Corridor commit themselves to treating international freight trains on the Corridor or feeder / outflow lines that run punctually according to the timetable in such a way that a high quality and punctuality level of this traffic is ensured, but always within the current possibilities and within the framework of national operational rules.



*The principles governing the application of the priority rules are described in detail in the Network Statements of IMs involved in the Corridor (6.3.2.2) or in the NCI portal.*

To see the overview of national IM priority rules in traffic management, please visit:

<https://rne.eu/traffic-management/other-activities/>

#### 4.5.3 Traffic management in the event of disturbance

The goal of traffic management in case of disturbance is to ensure the safety of train traffic, while aiming to quickly restore the normal situation and/or minimise the impact of the disruption. The overall aim should be to minimise the overall network recovery time.

In order to reach the above-mentioned goals, traffic management in case of disturbance needs an efficient communication flow between all involved parties and a good degree of predictability, obtained by applying predefined operational scenarios at the border.

In case of disturbances, IMs work together with the concerned RUs and neighbouring IMs in order to limit the impact as far as possible and to reduce the overall recovery time of the network.

In case of disruptions of international traffic longer than 3 days with a high impact on international traffic, (if 50% of the trains on the affected section need an operational treatment), the initiating IM shall declare a case of International Contingency Management (ICM).

To allow continuation of freight and passenger traffic flows at the highest possible level despite an international disruption and to ensure non-discriminatory treatment of the RUs, transparency of the status of the disruption and its impact on traffic flows for all relevant stakeholders across Europe, the IMs should apply the rules and procedures defined in the '[Handbook for International Contingency Management](#)' (ICM Handbook) approved by the RNE General Assembly.

According to the ICM Handbook, the Corridors act as facilitators with respect to the disruption management and the communication process.





Apart from the mandatory processes defined in the ICM Handbook, RFC-specific decisions on the following matters shall be taken:

- a. Need to have a back-up organisation: Atlantic Corridor has no back-up organisation.
- b. Need to organise a communication telco during an ICM case in order to coordinate the public communication: The communication telco would be organised under certain condition (in a case-by-case evaluation by the leading IM).
- c. List of stakeholders to be additionally informed during an ICM case (e.g. sector associations, etc.) taking into account the suggestions defined in the ICM Handbook: All suggestions plus any other stakeholders deemed as relevant by the RFC in a specific ICM case.

#### 4.5.3.1 Communication procedure

The main principle on which the communication procedure in case of disturbance is based is that the IM concerned is responsible for communication; it must deliver the information as soon as possible through standard channels to the RUs on its own network and to the neighbouring IMs.

In case of international disruptions longer than 3 days with a high impact on international traffic, the international contingency management communication procedures as described in the ICM Handbook will be applied.



*The relevant communication to exchange this information will be done in English via the TEAMS platform between France and neighbouring countries.*

*On the others borders of the Atlantic Corridor, the IMs will use the existing procedures and will try to implement a similar tool at short term.*

#### 4.5.3.2 Operational scenarios on the Corridor in the event of disturbance

For international disruptions longer than 3 days with a high impact on international traffic, the Corridor with its member IMs and related corridors developed an international corridor re-routing overview combining national re-routing plans across borders along the Corridor, according to the ICM Handbook.




*For disturbances < 3 days, no special operational scenarios at borders have been predefined on Corridor Atlantic. The IMs will manage these disturbances according to their own norms and*

*technical specifications. Re-routing scenarios can generally also be used for disturbances < 3 days.*

#### 4.5.3.3 Allocation rules in the event of disturbance


In case of international disruptions longer than 3 days with a high impact on international traffic, the international contingency management allocation principles as described in the ICM Handbook will be applied.



*No specificities.*

#### 4.5.4 Traffic restrictions

Information about planned restrictions can be found in 4.4, Coordination and Publication of Planned Temporary Capacity Restrictions (TCRs).



*No specificities.*

#### 4.5.5 Dangerous goods

Detailed information about conditions for the transport of dangerous goods can be found in the Network Statements of the IMs involved in the Corridor or in the NCI portal (see Section 2).

#### 4.5.6 Exceptional transport

Detailed information about conditions for the carriage of exceptional consignments can be found in the Network Statements of the IMs involved in the Corridor in the NCI portal (Section 2).

## 4.6 Train Performance Management

The aim of the Corridor Train Performance Management (TPM) is to measure the performance on the Corridor, analyse weak points and recommend corrective measures, thus managing and improving the train performance of international services. RNE has developed guidelines for train performance management on corridors ([https://rne.eu/wp-content/uploads/2022/10/RNE\\_Guidelines\\_for\\_Train\\_Performance\\_Management\\_on\\_RFCs.pdf](https://rne.eu/wp-content/uploads/2022/10/RNE_Guidelines_for_Train_Performance_Management_on_RFCs.pdf)) as a recommendation for processes and structures. However, the implementation of the TPM is subject to particular Corridor decision.

A necessary precondition for analysis of TPM is the implementation and use of the RNE Train Information System (as described in 1.8.2) by all involved IMs.

Corridors publish in the CIP or on their websites a management summary of the Corridor's monthly punctuality report, harmonised among the corridors.

Several different reports have been developed by RNE for the needs of corridors. Interested parties (applicants, terminals and others) are welcome to contact the Corridor TPM WG leader in case of need for further, specific, detailed analyses. The list of Corridor TPM WG leaders can be found on the RNE website: <http://www.rne.eu/tm-tpm/tpm-on-rfcs/>. In addition, direct access to the reporting tool can be requested by applicants via the [RNE Joint Office](#).



*The management summary of the Corridor monthly punctuality report is published on the website of the Corridor: <https://www.atlantic-corridor.eu/library/public-documents/?cat=1611> and in <https://cip-online.rne.eu/>.*

*The Corridor has set up a group within the framework of its organisational structure that is responsible for the train performance management of the Corridor – the TPM Working Group. In this group, IMs work together in order to make the railway business more attractive and competitive.*

*The Corridor has also set up Quality Circle Operation (QCO) groups for the borders Saarbrücken-Forbach and Irun-Hendaye. In these groups, representatives of IMs, RUs and terminals discuss and implement measures to improve operational performance in the cross-border section, to improve punctuality of freight trains and to reduce dwelling time.*

## ANNEXES:

### Annex 3.A List of the terminals along the Corridor

Mentioned in Section 3

In order to provide homogenous and detailed information of the main aspects of the Freight Terminals along Rail Freight Corridor «Atlantic», a specific card for each technical facility has been prepared with the following content:

- Location. simplified map signalling the location in Rail Freight Corridor n°4 «Atlantic».
- Terminal type. general activity typology and ownership
- Contacts. address, phone numbers, email
- Working timetable. timetables of managers implied are collected
- Services. main services are exposed.
- Infrastructure. track diagrams of each facility specifying electrification and remote control are as well exposed. the effective length of the track for trains separations.

As it is shown in the previous chapters and on the map in Customer Information Platform (CIP), terminals network of Rail Freight Corridor «Atlantic» counts with a total of 57 units, distributed in the following way: Germany 8, France 18, Spain 16 and Portugal 15.

The terminal information is organised by country according to:


ANNEX 3.A1 GERMANY

ANNEX 3.A2 FRANCE

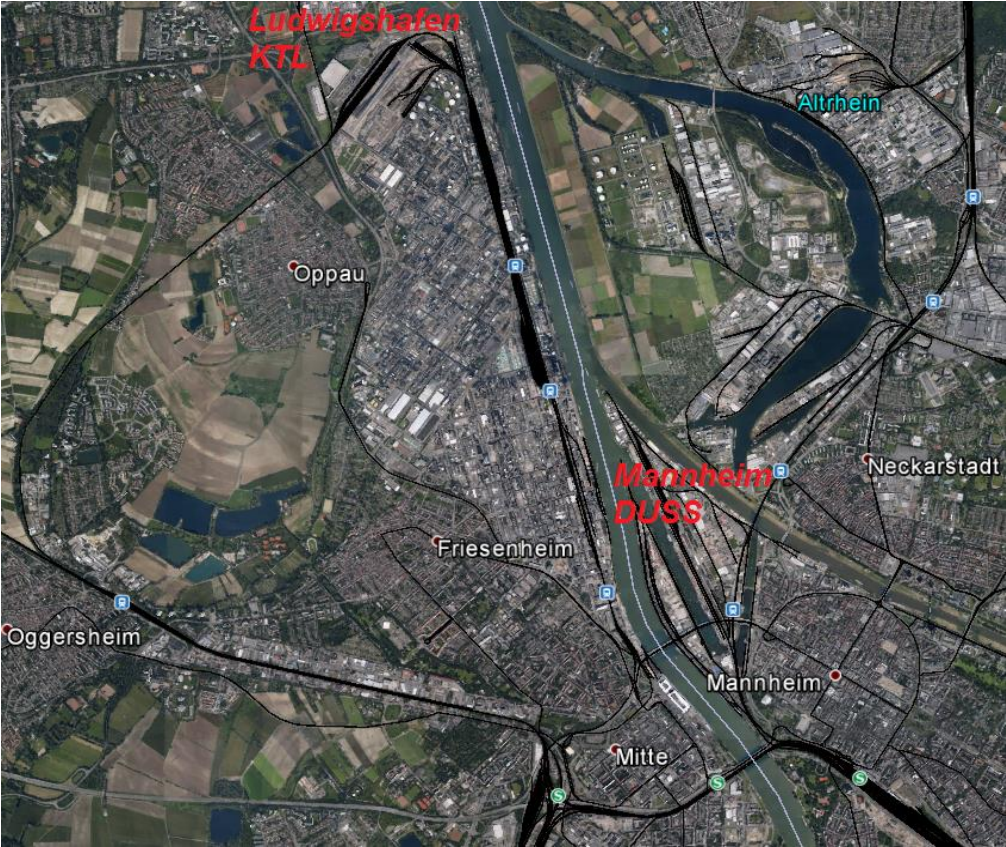
ANNEX 3.A3 SPAIN

ANNEX 3.A4 PORTUGAL

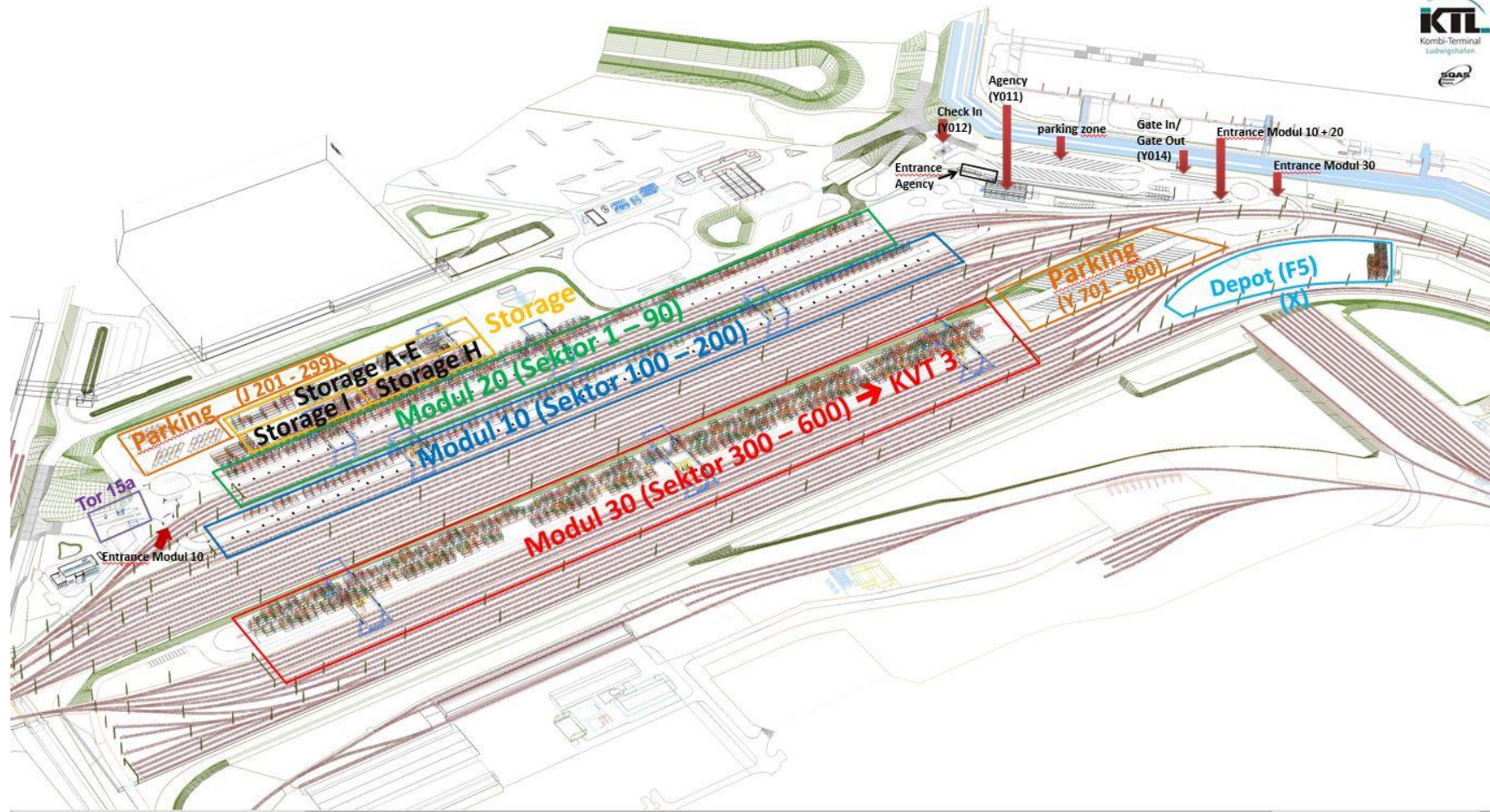
### ANNEX 3.A1 – List of the terminals Germany

BECKINGEN PUHL GMBH	
LOCATION	TYPE OF TERMINAL
Coordinates: 49.378925 N / 6.71013 E	General Cargo Terminal
	OPERATION
	Puhl GmbH Südstraße 6 D-66701 Beckingen Tel.: +49 6835 92200 Fax: +49 6835 922020 E-mail: <a href="mailto:info@puhl.eu">info@puhl.eu</a> <a href="https://www.puhl.eu/gleisanschluesse/">https://www.puhl.eu/gleisanschluesse/</a>
	OTHER INFORMATION
	Area: 70.000 m <sup>2</sup> Length of tracks: 80 m For any other information please contact the Terminal



LUDWIGSHAFEN KTL	
LOCATION	TYPE OF TERMINAL
Coordinates: 49.53481 N / 8.40968 E	Container/Intermodal Terminal
	OPERATION
	<p>KTL GmbH  Am Hansenbusch 11  67069 Ludwigshafen  Tel.: +49 621 659 1330  Fax: +49 621 659 1319  E-mail: <a href="mailto:info@ktl-lu.de">info@ktl-lu.de</a>  <a href="https://ktl-lu.com/en/terminal/">https://ktl-lu.com/en/terminal/</a></p>
	OTHER INFORMATION
	<p><b>Opening hours:</b> Sun. 22:00 to Sat. 13:00 without interruption  <b>Storage capacity:</b> 3200 TEU  No. of rail tracks :  9 x 620m (module 10 &amp; 30)  4 x 564m (module 20)  For more information please visit: <a href="https://ktl-lu.com/en/terminal/">https://ktl-lu.com/en/terminal/</a></p>

# INFRASTRUCTURE





## UDWIGSHAFEN CONTARGO

### LOCATION

Coordinates: 49.460497 N / 8.43709 E



### TYPE OF TERMINAL

Container/Intermodal Terminal

### OPERATION

Contargo Rhein-Neckar GmbH

Shellstraße 5

D 67065 Ludwigshafen

Tel.: +49 621 590070

E-mail: [info.crn@contargo.net](mailto:info.crn@contargo.net)

<http://www.contargo.net/>

### OTHER INFORMATION

Opening hours: Mon to Fri : 8:00 -17:00

Storage capacity : 6.500 TEU

No. of rail tracks / length:


2 / 210m + 2 / 120m

For more information please visit:


<http://www.contargo.net/en/terminals/ludwigshafen/>



MANNHEIM CONTARGO	
LOCATION	TYPE OF TERMINAL
Coordinates: 49.494 N / 8.45 E	Container/Intermodal Terminal
	OPERATION
	<p>Contargo Rhein-Neckar GmbH  Rheinkastraße 2  D 68159 Mannheim  Tel.: +49 621 590070  E-mail: <a href="mailto:info.crn@contargo.net">info.crn@contargo.net</a>  <a href="http://www.contargo.net/">http://www.contargo.net/</a></p>
	OTHER INFORMATION
<p>Opening hours: Mon - Fri 8:00 -17:00  Storage capacity : 8.800 TEU  No. of Rail tracks / length : 3 / 1470m</p> <p>For more information please visit:  <a href="https://www.dpworld.com/en/eu-logistics/Our-Locations/Mannheim/Overview">https://www.dpworld.com/en/eu-logistics/Our-Locations/Mannheim/Overview</a></p>	

MANNHEIM DP WORLD LOGISTICS	
LOCATION	TYPE OF TERMINAL
Coordinates: 49.497185 N / 8.46122 E	Container/Intermodal Terminal
	OPERATION
	<p>MANNHEIM DP WORLD LOGISTICS</p> <p>Am Salzkai 5</p> <p>68159 Mannheim</p> <p>Tel.: +49 621 1803710</p> <p>Fax: +49 621 1803799</p> <p>E-mail: <a href="mailto:Mannheim@dpworld.de">Mannheim@dpworld.de</a></p> <p><a href="https://www.dpworld.com/en/eu-logistics/Our-Locations/Mannheim/Overview">https://www.dpworld.com/en/eu-logistics/Our-Locations/Mannheim/Overview</a></p>
	OTHER INFORMATION
	<p>Area: 9.000 m<sup>2</sup></p> <p>Opening hours: Mon to Fri 7:00 -18:00</p> <p>Yearly handling capacity : 40 000 TEU</p> <p>No. of Rail tracks / length : 2 / 125m</p> <p>For more information please visit: <a href="https://www.dpworld.com/en/eu-logistics/Our-Locations/Mannheim/Overview">https://www.dpworld.com/en/eu-logistics/Our-Locations/Mannheim/Overview</a></p>



MANNHEIM-HANDELSHAFEN DUSS	
LOCATION	TYPE OF TERMINAL
Coordinates: 49.505057 N / 8.44292 E	<b>Container/Intermodal Terminal</b>
	OPERATION
	<p>DB Netz AG  Werfthallenstr. 40  D-68159 Mannheim  Tel: +49 621 8301793  Tel: +49 621 8301794  <a href="https://www1.deutschebahn.com/ecm2-duss/terminals_uebersicht/terminal_mannheim-714144">https://www1.deutschebahn.com/ecm2-duss/terminals_uebersicht/terminal_mannheim-714144</a></p>
	OTHER INFORMATION
	<ul style="list-style-type: none"> <li>• Storage capacity: 125 TEU</li> <li>• Yearly handling capacity: 100.000 TEU</li> </ul> <p>For more information please visit:  <a href="http://www1.deutschebahn.com/file/ecm2-duss/1626042/M5U5tef6vUeB1TcLvz9ozqhJc/1624232/dat_a/mannheim_flyer.pdf">http://www1.deutschebahn.com/file/ecm2-duss/1626042/M5U5tef6vUeB1TcLvz9ozqhJc/1624232/dat_a/mannheim_flyer.pdf</a></p>

MANNHEIM RANGIERBAHNHOF

LOCATION

Coordinates: 49.4559 N / 8.5217 E



TYPE OF TERMINAL

Marshalling Yard


OPERATION

DB Netz AG  
Ludwigshafener Straße  
D-68163 Mannheim  
Tel: +49 621 8301055  
<https://apn.noncd.db.de/APN2020.Startseite>

OTHER INFORMATION

For more information please contact the operator.

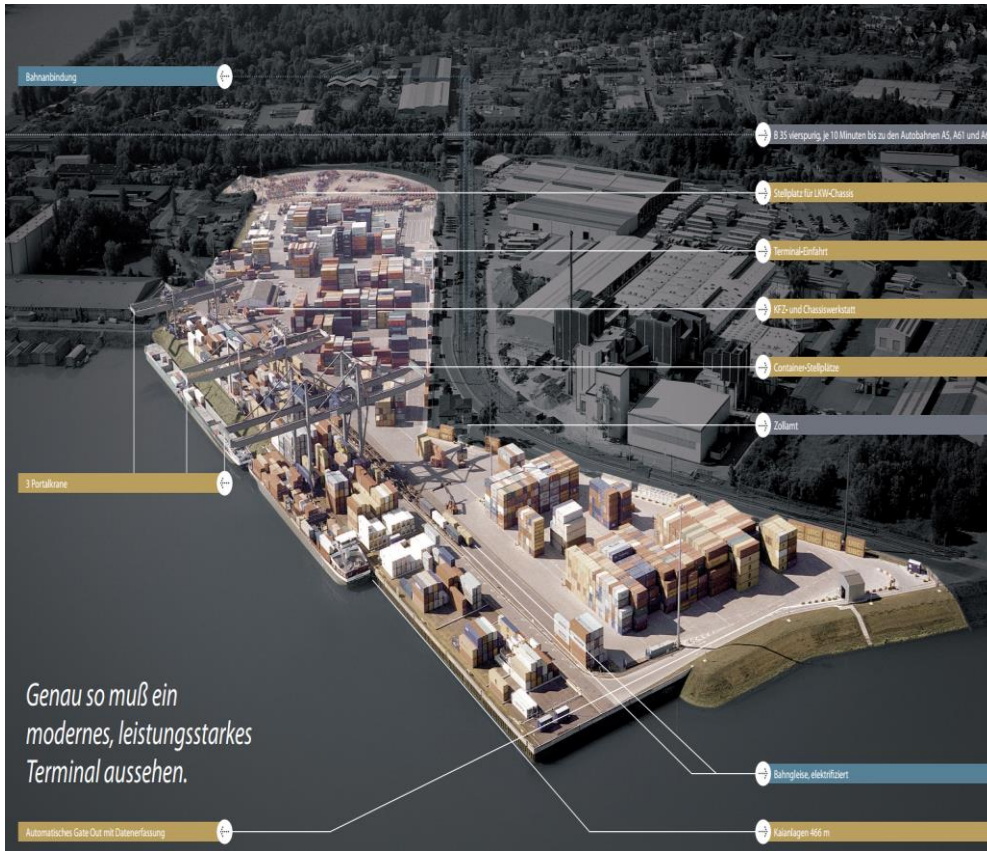


KIRKEL TERMINAL	
LOCATION	TYPE OF TERMINAL
Coordinates: 49.318513 N / 7,30105 E	General Cargo Terminal
	OPERATION
	<p>Bahnlog GmbH  Homburger Straße 45  66459 Kirkel  Tel.: +49 6841 1897860  Fax: +49 6841 1897882  E-mail: <a href="mailto:info@bahnlog.com">info@bahnlog.com</a>  <a href="https://www.bahnlog.com/">https://www.bahnlog.com/</a></p>
	OTHER INFORMATION
	For any other information please contact the Terminal

# GERMERSHEIM DP WORLD LOGISTICS

## LOCATION

Coordinates: 49.23133 N / 8.37735 E



*Genau so muß ein  
modernes, leistungsstarkes  
Terminal aussehen.*

## TYPE OF TERMINAL

Container/Intermodal Terminal

## OPERATION

GERMERSHEIM DP WORLD LOGISTICS Woerthstrasse 13

76726 Germersheim

Tel.: +49 72747080

E-mail: [Germersheim@dpworld.de](mailto:Germersheim@dpworld.de)

<https://www.dpworld.com/en/eu-logistics/Our-Locations/Germersheim/Overview>

## OTHER INFORMATION

Area : 142 000 m<sup>2</sup>

Opening hours: Mon to Fri 07:00-17:00

Yearly capacity : 465.000 TEU

No. of Rail tracks / length: 3 / 1200 m

For more information please visit:

<https://www.dpworld.com/en/eu-logistics/Our-Locations/Germersheim/Overview>



ARSHALLING YARD - DUSS SAARBRUECKEN

LOCATION

Coordinates: 49.249963 N / 7.00341 E



TYPE OF TERMINAL

Marshalling Yard

OPERATION

Puhl GmbH  
Dudweiler Landstrasse 4  
66123 Saarbrücken  
Tel.: +49 6835 92200  
Fax: +49 6835 922020  
E-mail: [info@puhl.eu](mailto:info@puhl.eu)  
<https://www.puhl.eu/gleisanschluesse/>

OTHER INFORMATION

Area: 23.000 m<sup>2</sup>  
Length of tracks: 2.000 m

For any other information please contact the operator.

RHENANIA WORMS AG

LOCATION

Coordinates: 49.63747 N / 8.37480 E



TYPE OF TERMINAL

Container Terminal

OPERATION

Rhenania Worms AG  
Am Rhein 59  
67547 Worms am Rhein  
Tel. + 49 6241-4717-0  
Fax: + 49 6241-4717-19  
E-Mail: [info.worms@rhenania-worms.de](mailto:info.worms@rhenania-worms.de)  
<https://www.rhenania-worms.de/leistungen/containerterminal/>

OTHER INFORMATION

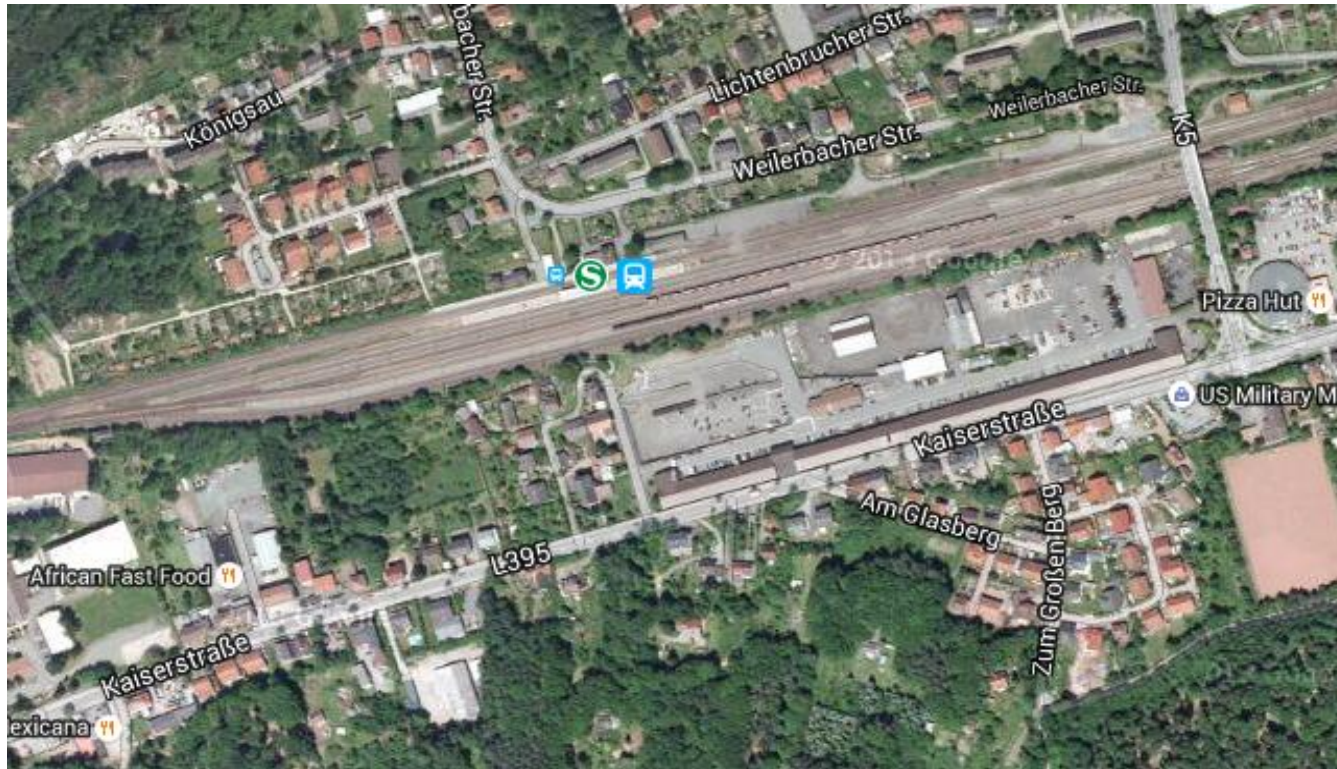
Area: 22,500 m<sup>2</sup>  
Length of tracks: 2.000 m  
3.200 TEU container spaces  
280 TEU storage tank containers  
2 container crane bridges  
For any other information please contact the operator.



MARSHALLING YARD - RANGIERBAHNHOF EINSIEDLERHOF

LOCATION

Coordinates: 49.430994 N / 7.66428 E



TYPE OF TERMINAL

Marshalling Yard

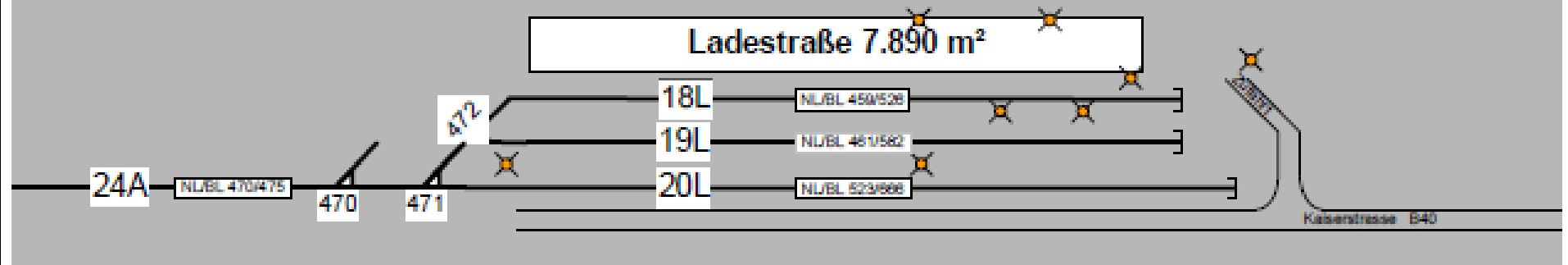
OPERATION

DB Netz AG  
Kaiserstr. 22  
67661 Kaiserslautern  
Tel.:  
+49 7219727128  
+49 681 3081574  
E-mail: [aps.sw@deutschebahn.com](mailto:aps.sw@deutschebahn.com)  
<https://apn.noncd.db.de/APN2020.Stationseite>

OTHER INFORMATION

For any other information please contact the operator.

# Ubf - Containeranlage

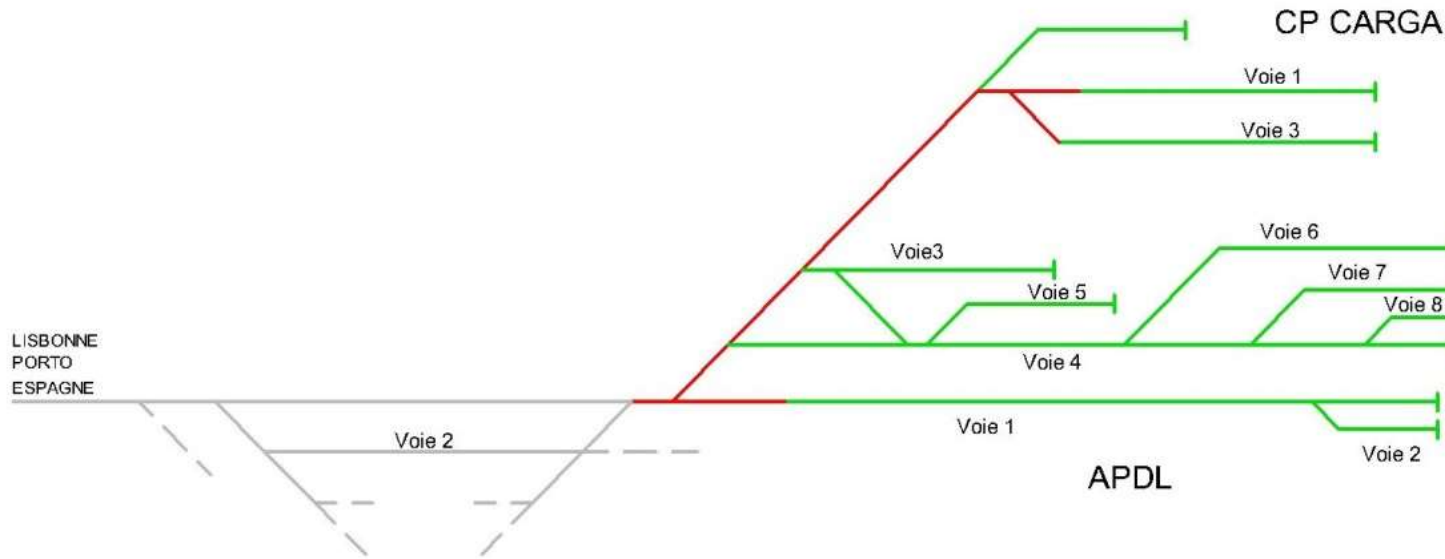


### ANNEX 3.A4 – List of the terminals Portugal

LEIXÕES PORT	
LOCATION	TYPE OF TERMINAL
	Port and freight terminal
	OPERATION
	<p>IP – INFRAESTRUTURAS DE PORTUGAL            Av. Eng. Duarte Pacheco            4450-110 Matosinhos            Tel.: (+351) 221 052 977 Fax: (+351) 221 052 989            E-mail: <a href="mailto:tm.leixoes@infraestruturasdeportugal.pt">tm.leixoes@infraestruturasdeportugal.pt</a>            Site: <a href="http://www.infraestruturasdeportugal.pt">www.infraestruturasdeportugal.pt</a></p>

WORKING TIMETABLE		
<p>IP – INFRAESTRUTURAS DE PORTUGAL 7 days / 8am-7pm</p>	<p>APDL Port works 24 hours per day, every day of the year. Freight movement is done by the licensed public services depending on the normal operation time between 8am and 12pm.</p>	
SERVICES		
<p>IP – INFRAESTRUTURAS DE PORTUGAL</p>	<p>APDL</p>	
<p>Load, unload, reception and delivery of ITU (Intermodal Transport Unit), containers and change Terminal capacity: 550 Tus Availability for connection of 8 refrigerated containers Reserved area for dangerous materials Proximity parking</p>	<p>Diverse fragmented freight movement, freight in containers, liquid and solid bulk, ro-ro freight and passengers Covered storage and uncovered for freight Specialized storage: cereal storages, petroleum products tanks... Fish port Marina</p>	<p>Maritime services: pilot accompaniment, railroad trailer, berth Water and electricity supply 24 hours security systems Waste collection Port area cleaning Port security and vigilance 24 hours per day</p>
EQUIPMENT		
<p>CP Carga Arcade crane of 30 tonnes 2 Reach Stacker of 40 tonnes 1 stacker of 6 tonnes</p>	<p>Equipment APDL 35 cranes with a capacity between 5 and 240 tonnes 3 mobile cranes with a capacity between 40 and 100 tonnes 6 dock arcades (STS) 13 arcades for storage of containers (RMG)</p>	

# INFRASTRUCTURES



— Voie électrifiée   
 — Voie non électrifiée   
 — Voies de circulation, réception et expédition  
 La numération des voies n'est pas officielle

N° Track	Length (m)
IP	
1	300
2	200
3	400
APDL	
1	2230
2	260
3	500
4	1700
5	725
6	1075
7	250
8	170

VALONGO TERMINAL	
LOCATION	TYPE OF TERMINAL
<p>The map shows the railway line connecting Spain and Portugal. Key stations in Portugal include PORTO DE LEIXÕES, EMERSINDE, VALONGO, CONTUMIL, PORTO-CAMPANHÃ, GAIA, PORTO DE AVEIRO, CACIA, and AVEIRO. The LINHA DO MINHO and LINHA DO DOURO are also indicated.</p>	Freight terminal
	OPERATION
	<p>SPC – Terminal Norte  S. Martinho do Campo  Zona Industrial de Campo  Rua da Central, 601  4440-043 Campo, Valongo  Contact Person: Lucas Teixeira  Tel.: (+351) 224 158 000  Fax: (+351) 224 158 099  E-mail: <a href="mailto:lteixeira@spc.sapec.pt">lteixeira@spc.sapec.pt</a>  E-mail: <a href="mailto:comercial@spc.sapec.pt">comercial@spc.sapec.pt</a></p>
WORKING TIMETABLE	
7 days / 8am – 8pm	

SERVICES												
<p>Area: 18Ha</p> <p>Load/unload of Containers</p> <p>Container Depot / Terminal capacity: 4500 TUs</p> <p>Container Repair (Dry and Reefer)</p> <p>30 refrigerated container availability</p> <p>Intermodal railroad-road transfer of ITU (containers, tank-container, and others)</p> <p>ITU transfer and parking</p>	<p>Load reinforcement/decomposition</p> <p>Transport</p> <p>General freight storage</p> <p>Customs Warehouse / Logistics / Road / Railway interface with 40 tons crane – 17.000m<sup>2</sup></p> <p>Electrified railway</p> <p>Reception and forwarding of compositions (500m)</p>	<p>Formation / deformation compositions</p> <p>Load and unload compositions</p> <p>Consolidation / deconsolidation / charge storage</p> <p>Handling intermodal UTI'S and other charges</p> <p>Paved patio rail (loading and unload area of containers, wood, steel products, roundwood) – 20.000m<sup>2</sup></p>										
EQUIPMENT:												
<ul style="list-style-type: none"> <li>•40 tons Crane (rail, truck, and warehouse interface)</li> <li>•3 Reach stacker – 35 and 45 tons</li> </ul>	<ul style="list-style-type: none"> <li>•2 Fork lift with frontal spreader of 13 tons</li> <li>•1 railroad shunter locotractor</li> </ul>											
INFRASTRUCTURES												
<p>The diagram illustrates the layout of the VALONGO infrastructure. It shows a main horizontal line labeled 'Linha do Douro' at the top. From this line, four tracks branch out downwards. Track L1 is the topmost branch, labeled 'L1 - 885m'. Track L2 is the second branch, labeled 'L2 - 865m'. Track L3 is the third branch, labeled 'L3 - 330m'. Track L4 is the bottommost branch, labeled 'L4 - 330m'. The word 'VALONGO' is written at the top left of the diagram area.</p>		<table border="1"> <thead> <tr> <th>Nº Track</th> <th>Length (m)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>885</td> </tr> <tr> <td>2</td> <td>865</td> </tr> <tr> <td>3</td> <td>330</td> </tr> <tr> <td>4</td> <td>330</td> </tr> </tbody> </table>	Nº Track	Length (m)	1	885	2	865	3	330	4	330
Nº Track	Length (m)											
1	885											
2	865											
3	330											
4	330											

VILA NOVA DE GAIA TERMINAL

LOCATION

TYPE OF TERMINAL

Marshalling yard

OPERATION

IP – INFRAESTRUTURAS DE PORTUGAL

Estação de Santa Apolónia

1100-105 Lisboa

Contact Person: Vítor Carvalho

Tel.: (+351) 211 022 154

Fax: (+351) 211 021 710

E-mail: [vitor.carvalho@infraestruturasdeportugal.pt](mailto:vitor.carvalho@infraestruturasdeportugal.pt)

Site: [www.infraestruturasdeportugal.pt](http://www.infraestruturasdeportugal.pt)

WORKING TIMETABLE

7 days / 24 hours

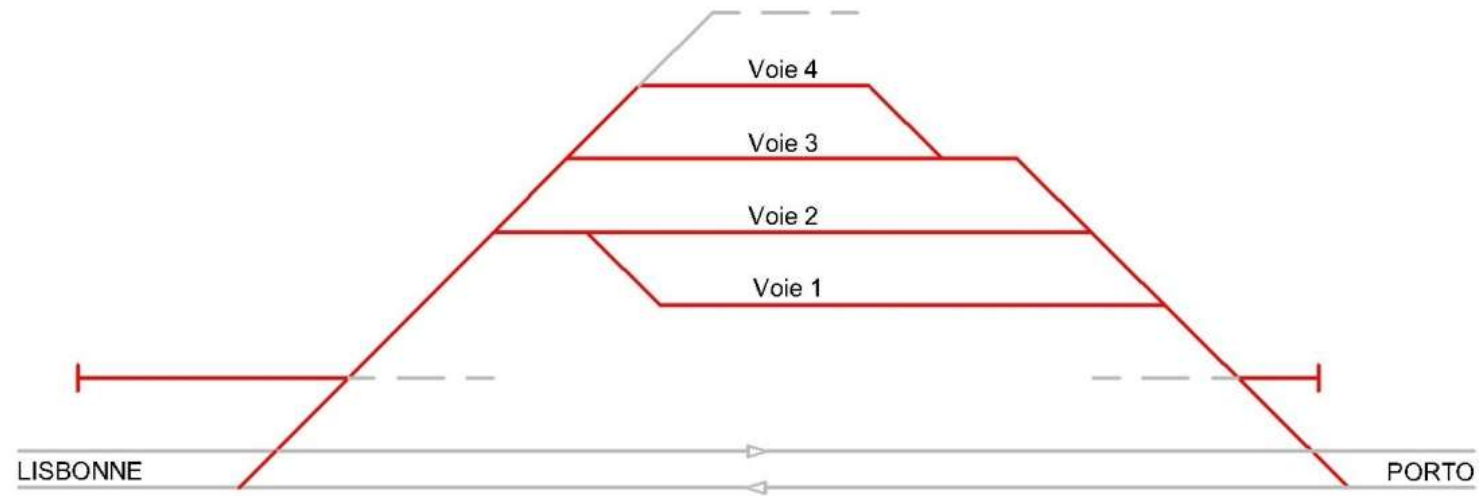




SERVICES

Reception and delivery of trains. Ensembling traffic.

INFRASTRUCTURES



— Voie électrifiée    — Voie non électrifiée    — Voies de circulation, réception et expédition

La numération des voies n'est pas officielle

N° Track	Length (m)
1	270
2	260
3	185
4	180

## CACIA LOGISTIC PLATFORM

### LOCATION



### TYPE OF TERMINAL

Freight terminal

### OPERATION

APA – ADMINISTRAÇÃO DO PORTO DE AVEIRO

Edifício 9 – Forte da Barra

3830-565 Gafanha da Nazaré

Contact Person: Marta Alves

Tel.. (+351) 234 393 300

Tlm: (+351) 925 659 532

E-mail: [marta.alves@portodeaveiro.pt](mailto:marta.alves@portodeaveiro.pt)

Site: [www.portodeaveiro.pt](http://www.portodeaveiro.pt)

### WORKING TIMETABLE

Trains can make entrances in terminals at all times.

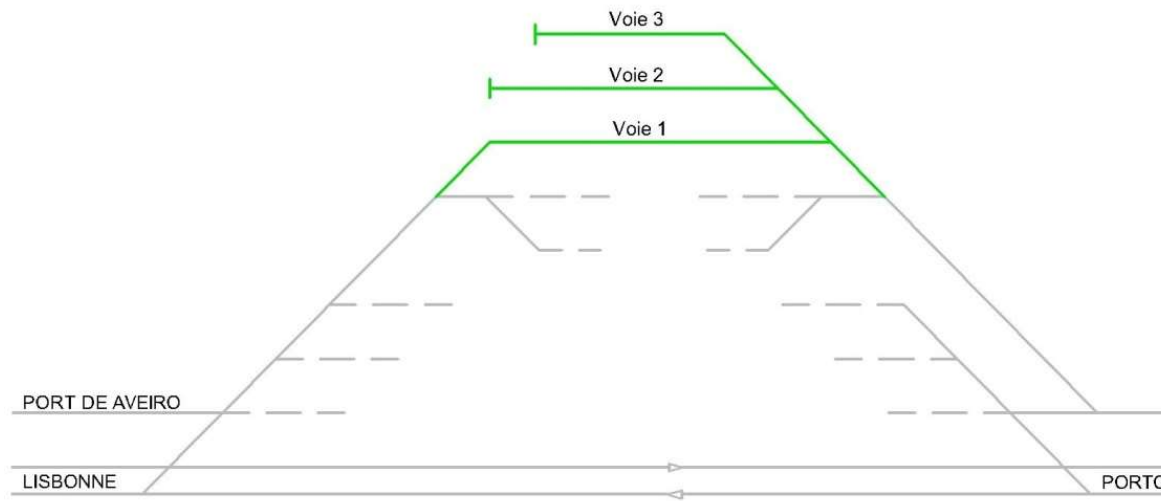
Load and unload of trains can be done in the schedule agreed by companies that operate in the platform.

**SERVICES**

Intermodal railroad-road transfer with all kind of freight, fragmented, diverse and ITU (Intermodal Transport Unit)  
 Storage and parking for all kind of goods  
 Handling of a variety of goods, reinforcement and decomposition of containers

Offices renting  
 Aligned plots for private use  
 24 hours per day vigilance

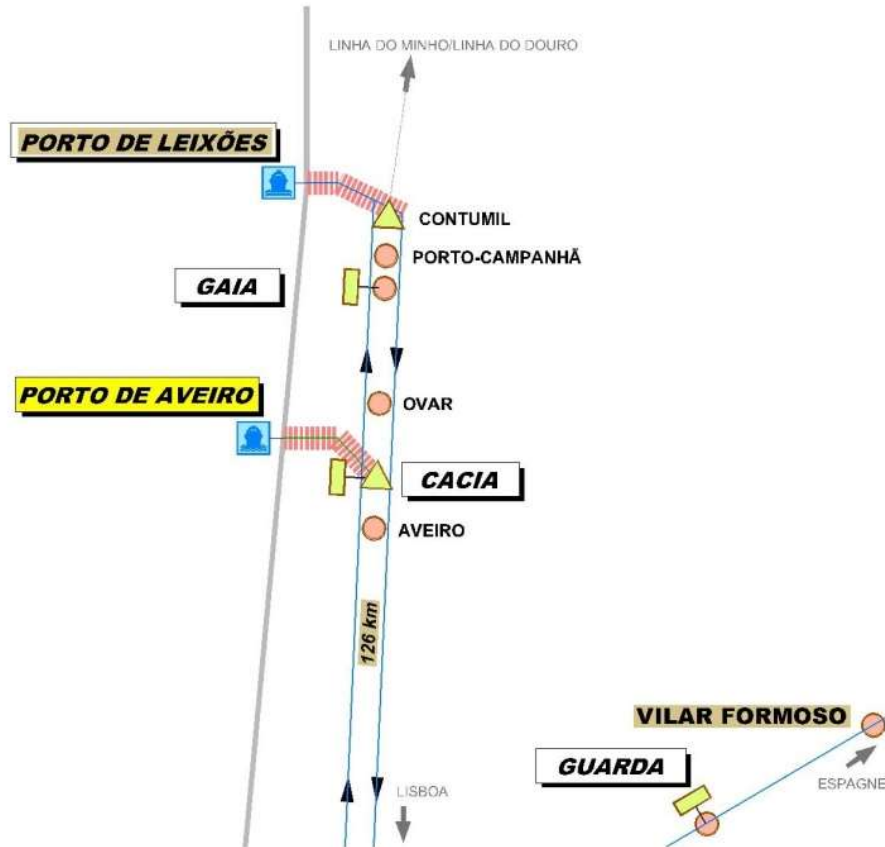
**INFRASTRUCTURES**



N° Track	Lenght (m)
1	665
2	425
3	285

# AVEIRO PORT

## LOCATION



## TYPE OF TERMINAL

Port terminal

## OPERATION

APA – ADMINISTRAÇÃO DO PORTO DE AVEIRO

Edifício 9 – Forte da Barra

3830-565 Gafanha da Nazaré

Contact Person: Marta Alves

Tel.. (+351) 234 393 300

Tlm: (+351) 925 659 532

E-mail: [marta.alves@portodeaveiro.pt](mailto:marta.alves@portodeaveiro.pt)

Site: [www.portodeaveiro.pt](http://www.portodeaveiro.pt)

## WORKING TIMETABLE

Trains can make entrances in terminals at all times.

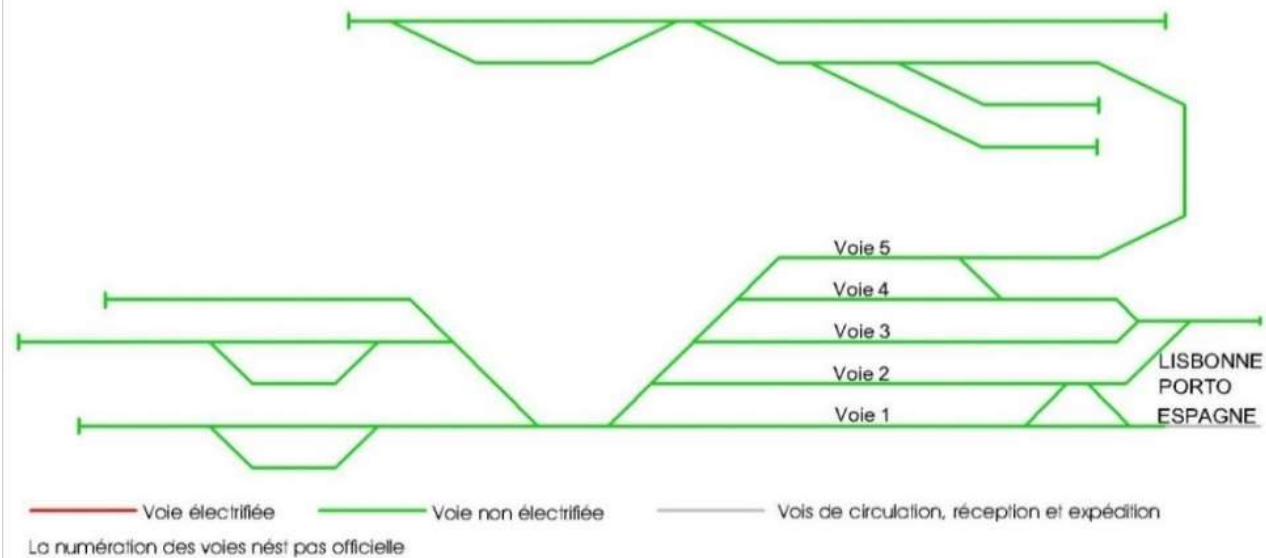
Load and unload of trains can be done in the schedule agreed by companies that operate in the platform. Normal working hours are from 8am to 12pm

## SERVICES

Diverse fragmented freight movement, freight in containers, liquid and solid bulk, ro-ro freight and passengers  
 Covered storage and uncovered for the freight  
 Solid port control operations  
 Terminals own the status of customs in terms of storage  
 Handling of a variety of goods, reinforcement and decomposition of containers

Offices renting  
 Aligned plots for private use  
 24 hours per day vigilance  
 Equipment  
 Mobile crane of 35 tonnes  
 6 cranes of 12 tonnes

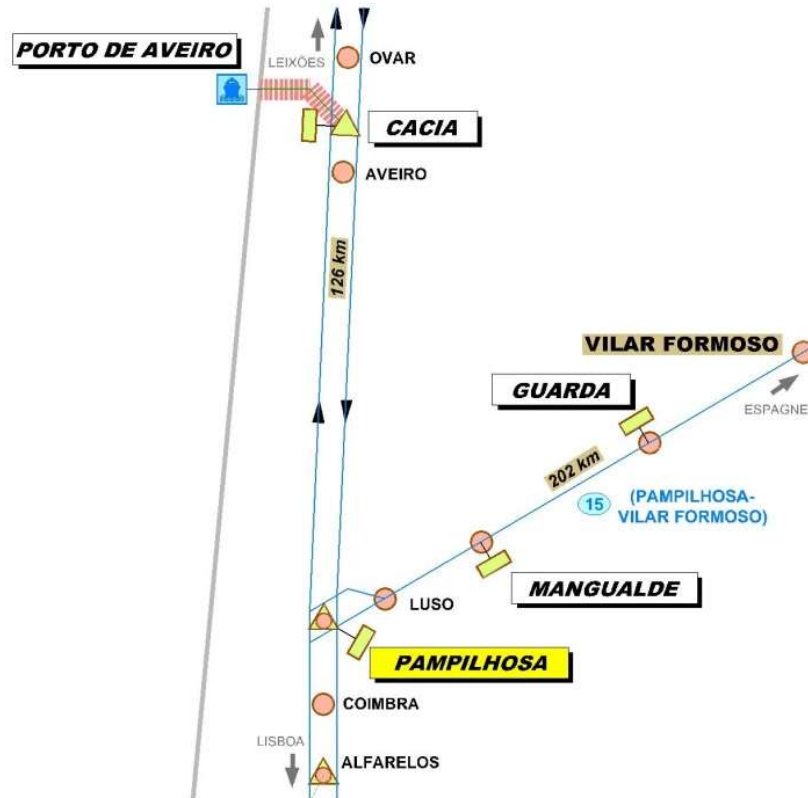
## INFRASTRUCTURES



N° Track	Lenght (m)
1	800
2	720
3	600
4	500
5	480

# PAMPILHOSA TERMINAL

## LOCATION



## TYPE OF TERMINAL

Marshalling yard

## OPERATION

IP – INFRAESTRUTURAS DE PORTUGAL

Estação de Santa Apolónia

1100-105 Lisboa

Contact Person: Vítor Carvalho

Tel.: (+351) 211 022 154

Fax: (+351) 211 021 710

E-mail: [vitor.carvalho@infraestruturasdeportugal.pt](mailto:vitor.carvalho@infraestruturasdeportugal.pt)

Site: [www.infraestruturasdeportugal.pt](http://www.infraestruturasdeportugal.pt)

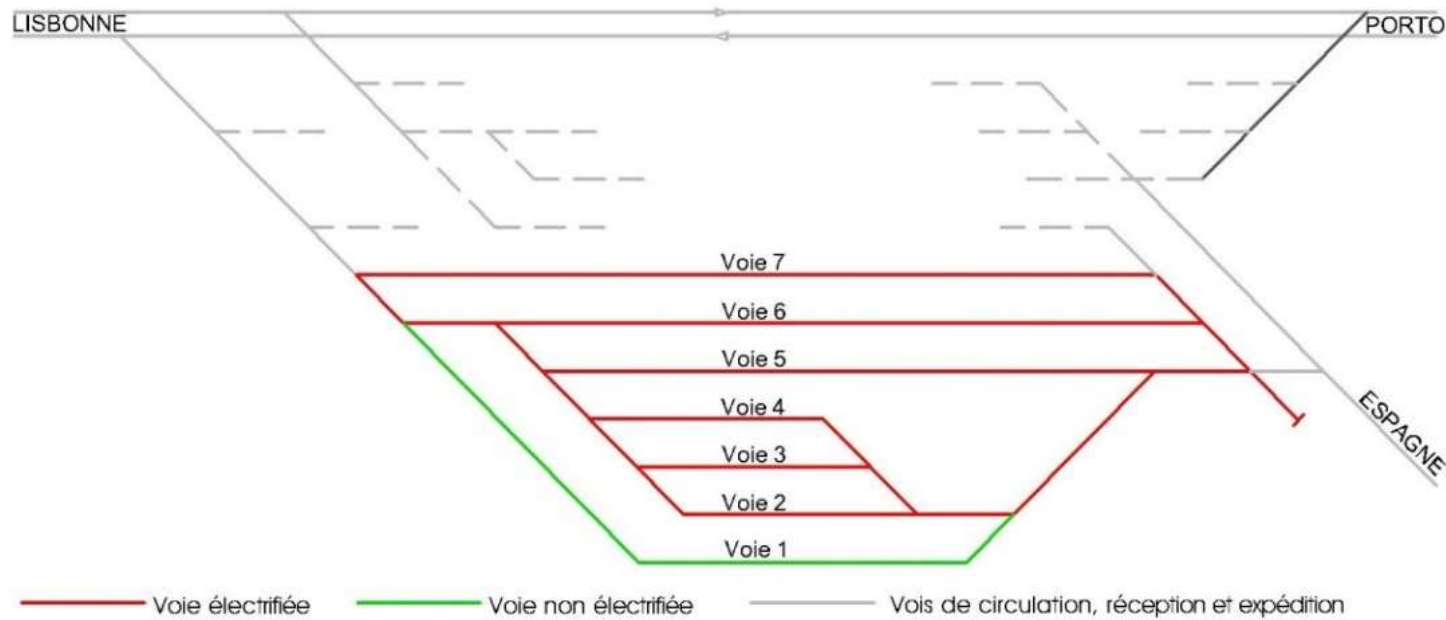
## WORKING TIMETABLE

7 days / 24 hours

SERVICES

Reception and delivery of trains. Ensembling traffic.

INFRASTRUCTURES



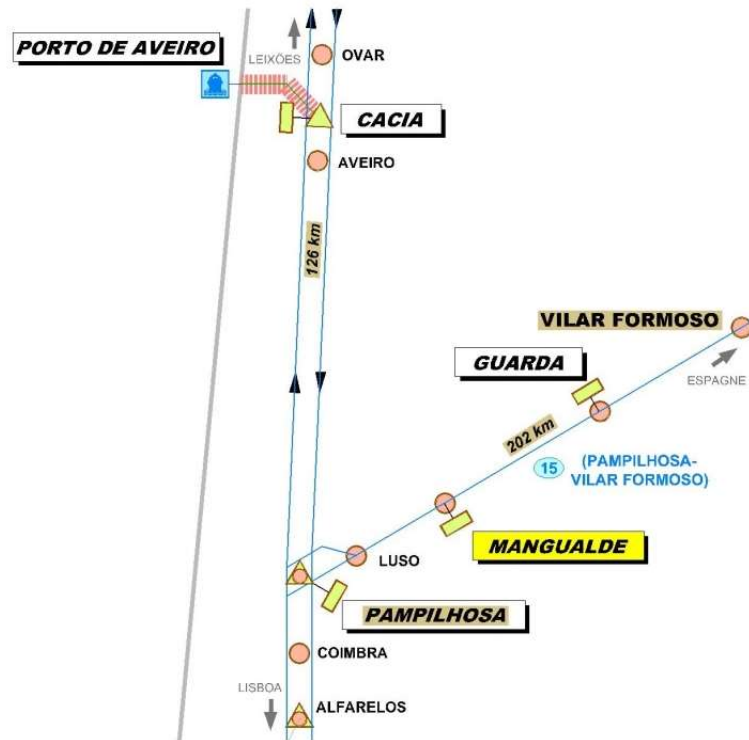
La numération des voies n'est pas officielle

N° Track	Length (m)
1	375
2	120
3	110
4	120
5	230
6	325
7	460



# MANGUALDE TERMINAL

## LOCATION



## TYPE OF TERMINAL

Freight terminal

## OPERATION

IP – INFRAESTRUTURAS DE PORTUGAL

Departamento de Exploração de Terminais

Av. Paiva Couceiro

4300-383 Porto

Contact person: Paula Rocha

Tel.: (+351) 223 391 755

Fax: (+351) 212 879 932

E-mail: [paula.rocha@infraestruturasdeportugal.pt](mailto:paula.rocha@infraestruturasdeportugal.pt)

Site: [www.infraestruturasdeportugal.pt](http://www.infraestruturasdeportugal.pt)

## WORKING TIMETABLE

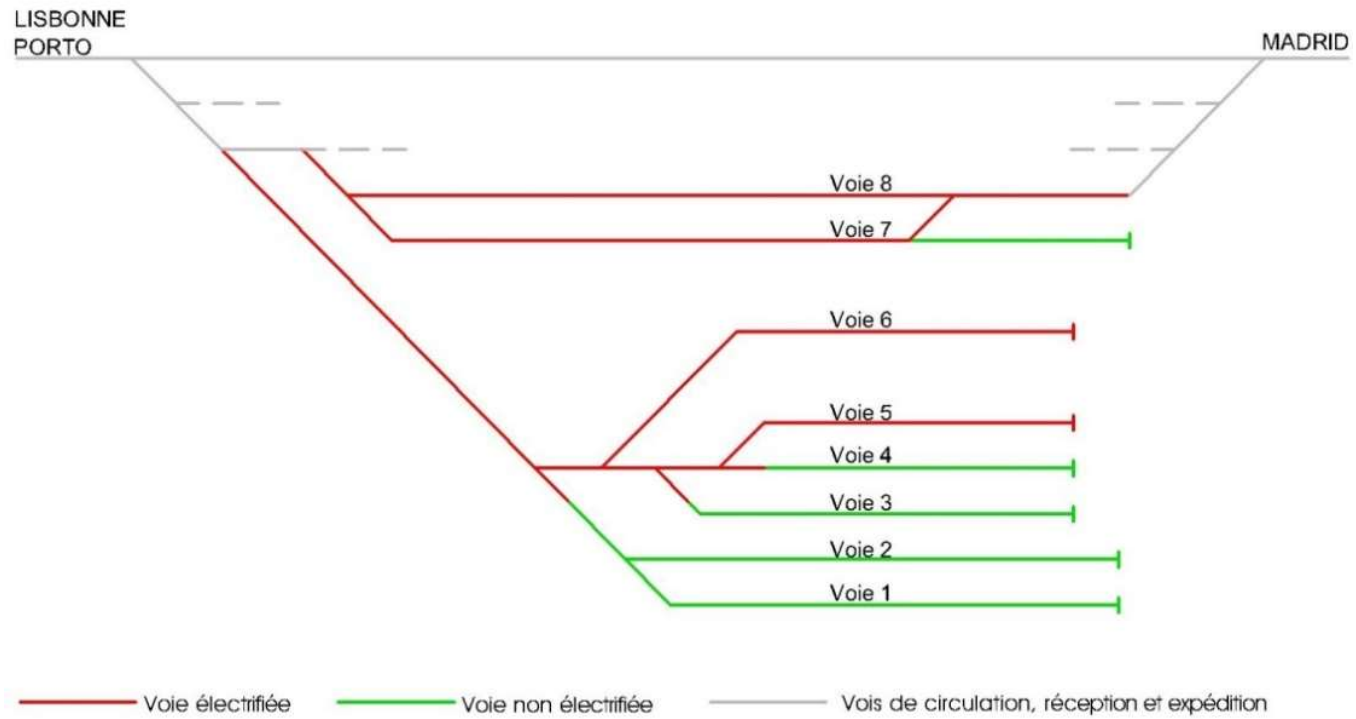
Under request

SERVICES

Load and unload of trains for different types

Unload of feed, cement and sand

INFRASTRUCTURES

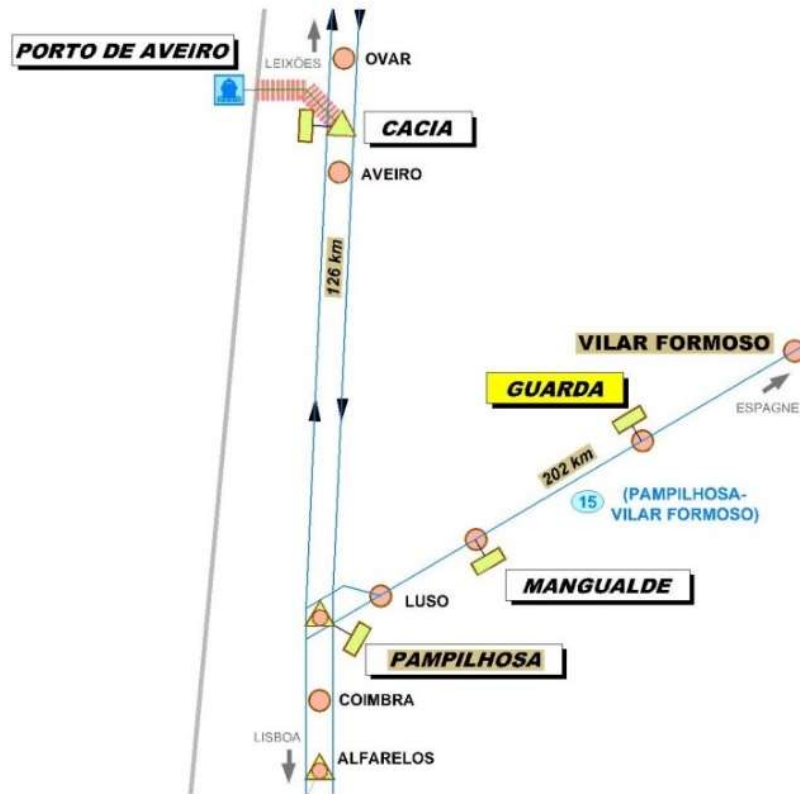


La numération des voies n'est pas officielle

N° Track	Length (m)
1	230
2	177
3	150
4	150
5	210
6	210
7	210
8	330

# GUARDA TERMINAL

## LOCATION



## TYPE OF TERMINAL

Freight terminal

## OPERATION

IP – INFRAESTRUTURAS DE PORTUGAL  
Departamento de Exploração de Terminais  
Av. Paiva Couceiro  
4300-383 Porto  
Contact person: Paula Rocha  
Tel.: (+351) 223 391 755  
Fax: (+351) 212 879 932  
E-mail: [paula.rocha@infraestruturasdeportugal.pt](mailto:paula.rocha@infraestruturasdeportugal.pt)  
Site: [www.infraestruturasdeportugal.pt](http://www.infraestruturasdeportugal.pt)

## WORKING TIMETABLE

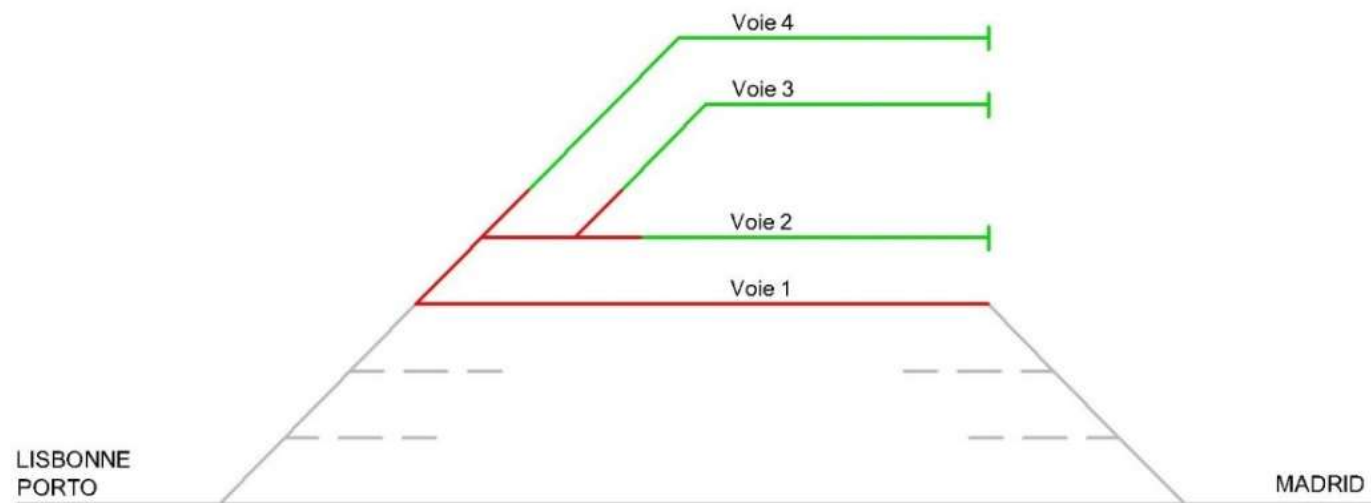
Under request

SERVICES

Unload of rations, sands...

There is an existing access by road

INFRASTRUCTURES



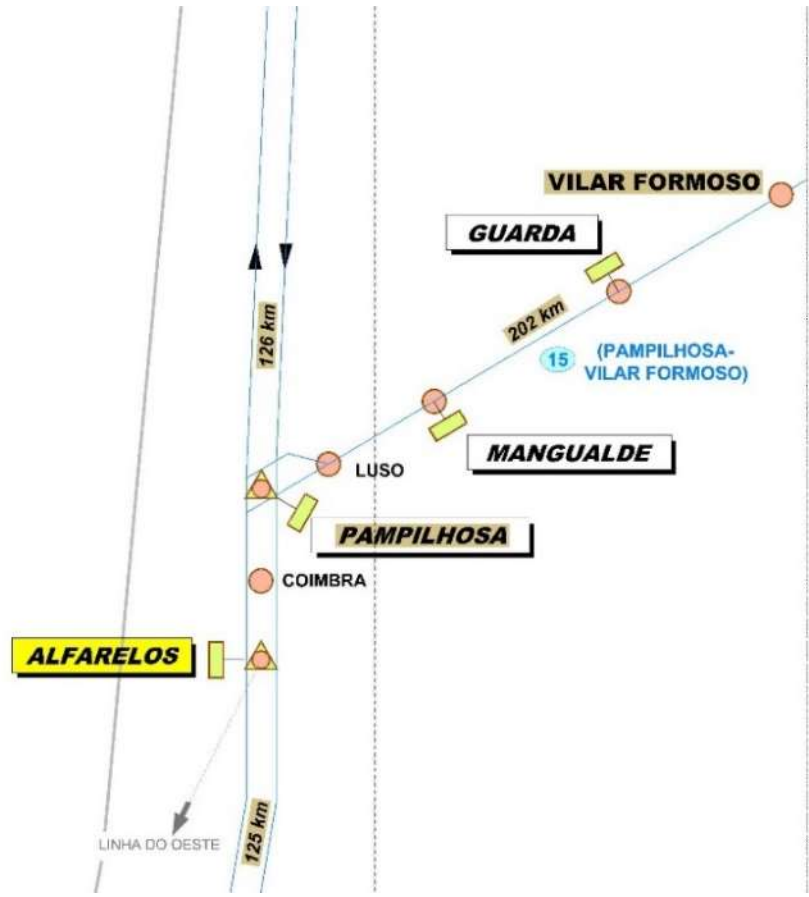
N° Track	Length (m)
1	600
2	230
3	230
4	250

— Voie électrifiée — Voie non électrifiée — Voies de circulation, réception et expédition

La numération des voies n'est pas officielle

**ALFARELOS TERMINAL**

**LOCATION**



**TYPE OF TERMINAL**

Freight terminal

**OPERATION**

TMIP — Transportes e Logística, Lda.  
Terminal Ferroviário de Alfarelos  
3130 - 080 Granja do Ulmeiro

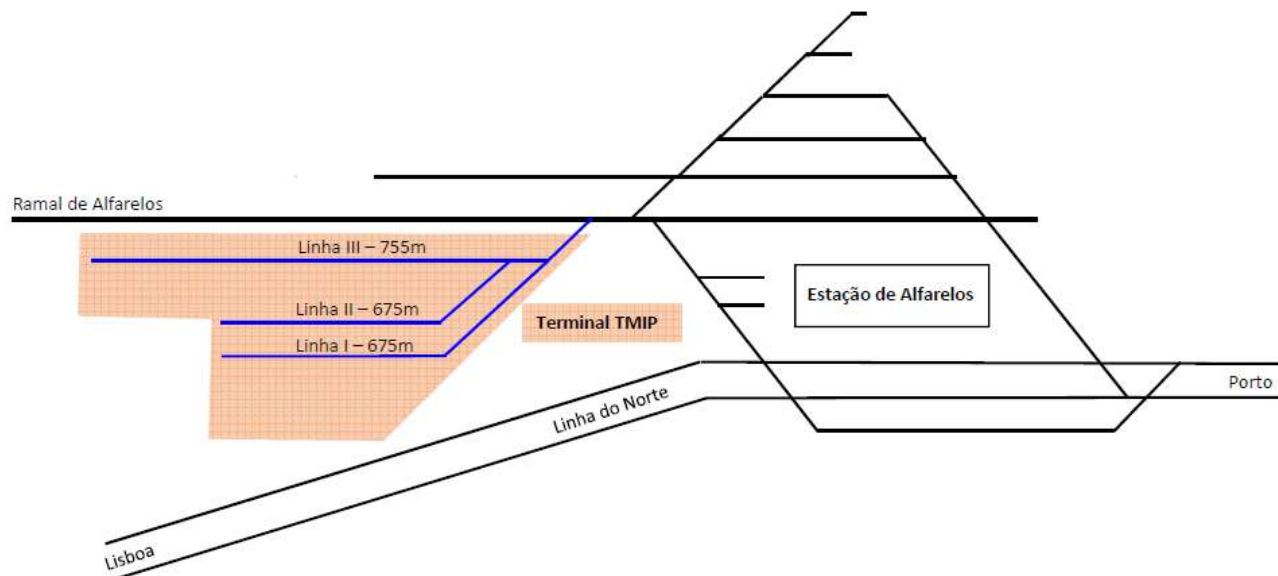
Contact person: Júlio Tomás  
Tel.: (+351) 239 470 100  
Telm: +351.966306140 Fax: (+351) 239 470 109  
E-mail: [geral@tmip.pt](mailto:geral@tmip.pt) [juliotomas@tmip.pt](mailto:juliotomas@tmip.pt)  
Site: [www.tmip.pt](http://www.tmip.pt)

**WORKING TIMETABLE**

Working scheduled:  
Mon to Sat : 8.00am – 12.00pm  
Site Security:  
24h security service

SERVICES	EQUIPMENT	
Intermodal railroad-road transfer of ITU (containers, mobile boxes, steel materials) Logistic integration, including last mile responsibility Containers shunting with no parking area Freight loading/unloading Maintenance and minor repairs of mobile boxes Truck parking services	1 mobile crane – 45 tons 2 forklift truck – 16 tons 1 forklift truck – 45 tons 1 covered gantry cranes – 32 tons	2 3 reachtakers – 45 tons With piggy-back Rotary crane

**INFRASTRUCTURES**



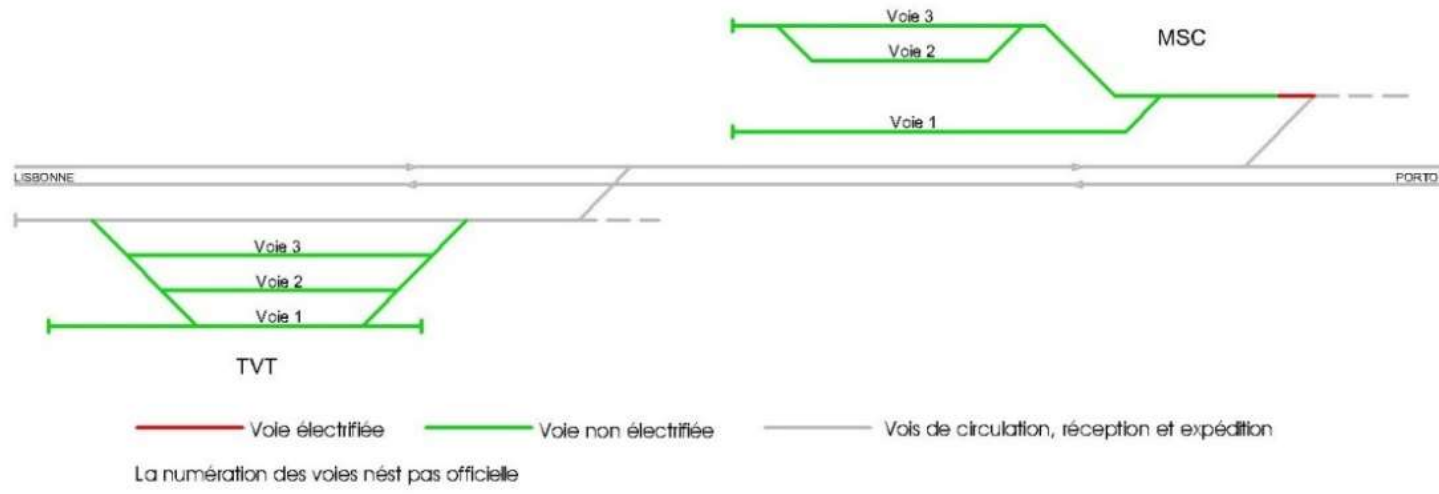
Nº Track	Length (m)
IP	
1	265
2	392
3	309
4	374
5	450
T1	268
T2	270
TMIP	
L6	180
L7	210

ENTRONCAMENTO TERMINAL	
LOCATION	TYPE OF TERMINAL
	Freight terminal
	<p><b>OPERATION</b></p> <p>MSC TERMINAL DO ENTRONCAMENTO S.A  Casal Marcos Ferreira  2330-556 Entroncamento  Tel.: (+351) 249 830 711  Site: <a href="http://www.msportugal.com">www.msportugal.com</a>  Director: André Salvado  Tel.: (+351) 213 928 426  Tlm: (+351) 912 283 017  E-mail: <a href="mailto:andre.salvado@msportugal.com">andre.salvado@msportugal.com</a>  Terminal Coordenador: João Galante</p> <p>Tel.: (+351) 249 830 711  Tlm: (+351) 939 411 196  E-mail: <a href="mailto:joao.galante@msportugal.com">joao.galante@msportugal.com</a>  TVT  Zona Industrial de Riachos Este  2350-297 Riachos  Tel.: (+351) 249 819 700  Fax: (+351) 249 820 671  E-mail: <a href="mailto:csantos@tvt.pt">csantos@tvt.pt</a>  Site: <a href="http://www.tvt.pt">www.tvt.pt</a></p>



WORKING TIMETABLE	
<p><b>MSC</b></p> <p>The access/exits of the trains can be carried out 24 hours per day and 365 days a year.</p> <p>Train load/unload occurs between 7am and 9pm from Monday to Friday, except on holidays. This activity can be done at all times but with previous agreement.</p> <p>Load/unload working hours for road transport is between 8am and 7pm on working days.</p>	<p><b>TVT</b></p> <p>Train entrance can take place at all times.</p> <p>Train load/unload is carried out depending on date and time agreed with transport operator.</p> <p>Normal working hours of Terminal are 8am-1pm and 2pm-6pm from Mon to Frid.</p>
SERVICES	
<p><b>MSC</b></p> <p>Customs Terminal type A: storing tank, temporary tank, export shop</p> <p>Container depot   Availability up to 24 refrigerated containers</p> <p>Intermodal railroad-road transfer of ITU (containers, tank-container, and others)</p> <p>Freight loading/unloading</p> <p>Container reinforcement/decomposition</p> <p>Container maintenance and repair</p> <p>Other services (orders, shipment, insurance...)</p> <p>Parking lot for trucks</p> <p>Vigilance 24 hours a day</p> <p>150.000 m<sup>2</sup> in the adjacent area for logistics and industrial activities</p> <p>The terminal has its own resources for train movement</p> <p>Storage for diverse goods and over pallets</p>	<p><b>TVT</b></p> <p>Coordination and establishment of the integrated logistics services</p> <p>Intermodal railroad-road transfer of ITU (ISO containers and mobile boxes)</p> <p>ITUs parking</p> <p>Container loading/unloading</p> <p>Logistic services</p> <p>Container maintenance and repair</p> <p>Truck parking with surveillance (completely safe)</p> <p>Offices renting for operators</p> <p>Storage area for public customs position type A</p> <p>Freight shunting</p>

# INFRASTRUCTURES

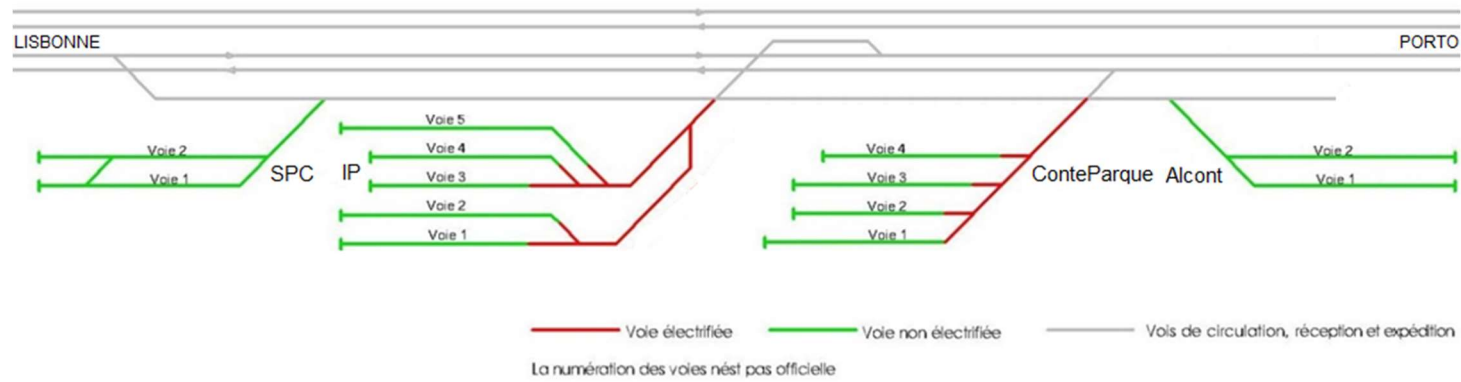


N° Track	Length (m)
MSC	
1	390
2	215
3	250
TVT	
1	600
2	800
3	600

BOBADELA TERMINAL	
LOCATION	TYPE OF TERMINAL
<p>The map illustrates the Bobadela Terminal's strategic location within the Portuguese rail network. It shows connections to Porto (28 km), Abrantes (50 km), Lisboa (86 km), and Setúbal (114 km). Key rail lines include the Linha de Sintra, Sete Rios, Linha de Cascais, and the Eixo Norte-Sul Lisboa. The terminal is situated near the Bobadela station and the Santa Apolónia (Porto Lisboa) station. Other nearby locations include Poceirão, Sines, and Pinheiro.</p>	Freight terminal
	OPERATION

WORKING TIMETABLE			
IP – INFRAESTRUTURAS DE PORTUGAL 8am – 7pm CONTEPARQUE 7am – 11pm		SPC – Terminal Multiusos Lisboa-Bobadela 8am – 8pm ALCONT 7am – 9 pm	
SERVICES			
IP – INFRAESTRUTURAS DE PORTUGAL		CONTEPARQUE	
Load, unload, reception and shipment of ITU, tank-containers and change Terminal: 2000 TUs Storing tank – Type A	27 refrigerated container availability Reserved area for dangerous good Load ramp for cars Proximity parking	ALB - Área Logística da Bobadela Park of containers 24 refrigerated container availability	Intermodal railroad-road transfer of ITU (containers, tank-container, and others) Load/unload of containers
SPC – Terminal Multiusos Lisboa-Bobadela		ALCONT	
Load/unload of containers Terminal capacity: 6 500 TUs Warehouse (1.000m2) with railway and crane (40tonnes) Storing tank – Type A Container Repair (Dry and Reefer) 24 refrigerated container availability Intermodal railroad-road transfer of ITU (containers, tank-container, and others) ITU transfer and parking	General freight storage Load reinforcement/decomposition Logistic services 24 hours security Equipment: 40 tonnes crane (warehouse) 2 Reach Stacker of 35/40 tonnes 1 stackers of 13 tonnes 2 Fork Lift with frontal spreader of 13 tonnes	Container Depot maximum capacity 13500 TUs In house container management with inventory and EDI messages 72 plugs for Reefer containers Container repair shop Cleaning and steam washing dry and Reefer Container sales and rental service Reefer team provides pre-trip inspections and available for call outs 24/7 Authorised dealer for Carrier, Thermoking and Daikin	Handling services, rail and road fleet for ITU (dry containers, tanks, bulks and reefer) Certified container weighing for VGM Container transport with own trucks Equipment: 2 Reach Stacker of 45 tons 1 Fork Lift of 32 tons 1 Fork Lift of 13 tons 7 Empty Container Handlers

# INFRASTRUCTURES



N° Track	Length (m)
<b>CONTEPARQUE</b>	
1	465
2	440
3	465
4	320
<b>IP</b>	
1	565
2	550
3	545
4	545
5	695
<b>SPC</b>	
1	450
2	450
<b>ALCONT</b>	
1	350
2	350

LISBON PORT

LOCATION



TYPE OF TERMINAL

Port terminal

OPERATION

LISCONT - Operadora de Contentores, S.A  
 Terminal de Contentores de Alcântara-Sul  
 1399-002 Lisboa  
 Tel.: (+351) 213 939 901  
 Fax: (+351) 213 939 919  
 E-mail: [liscont@liscont.pt](mailto:liscont@liscont.pt)  
 Site: [www.liscont.pt](http://www.liscont.pt)

SOTAGUS - Terminal de Contentores de Santa Apolónia, S.A.  
 Rua Cintura do Porto de Lisboa  
 Edifício TCSA, Xabregas  
 1900-649 Lisboa  
 Tel.: (+351) 218 625 634  
 Fax: (+351) 218 625 639  
 E-mail: [comercial@sotagus.pt](mailto:comercial@sotagus.pt)  
 Site: [www.sotagus.pt](http://www.sotagus.pt)

SILOPOR - Terminal de Granéis Alimentares do Beato  
 Rua da Cintura do Porto de Lisboa  
 1900-263 Lisboa,  
 Tel.: (+351) 213 923 200 (sede)  
 E-mail: [silopor@silopor.com](mailto:silopor@silopor.com)  
 Site: [www.silopor.pt/](http://www.silopor.pt/)

TMB - GRUPO TMB  
 Rua da Cintura do Porto de Lisboa Armazém 20 – 2º Piso  
 1950-015 Lisboa  
 Tel: (+351) 218 621 160  
 Fax: (+351) 218 620 308  
 E-mail: [tmb@tmb.pt](mailto:tmb@tmb.pt)  
 Site: [www.tmb.pt/](http://www.tmb.pt/)

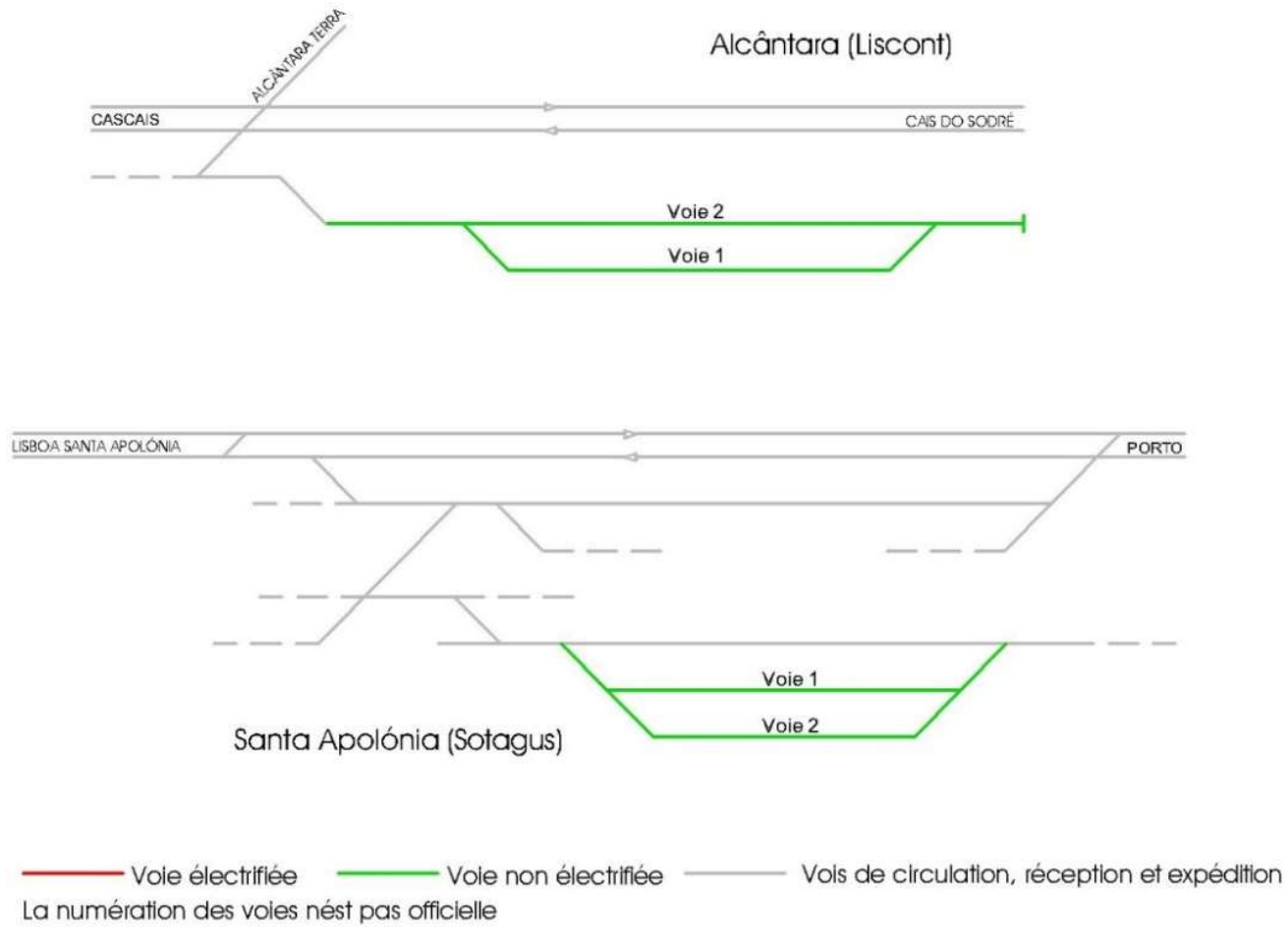
WORK TIMETABLE



WORKING TIMETABLE			
LISCONT - Operadora de Contentores, S.A 0h-24h / 365 SOTAGUS - Terminal de Contentores de Santa Apolónia, S.A. 08h-24h / 365		SILOPOR - Terminal de Granéis Alimentares do Beato 08h-24h / 365 TMB - GRUPO TMB. 08h-24h / 365	
SERVICES			
LISCONT - Operadora de Contentores, S.A		SOTAGUS - Terminal de Contentores de Santa Apolónia, S.A.	
Specifications Area: 12 ha Storage capacity: 10,946 TEU Handling capacity: 567,641 TEU/yr Access Road access: connection to the national road network via CRIL Rail access: connection to the national railway network through the Campolide junction, provided by the Alcântara branch line Maritime access: no specific access channel Equipment	2 post-panamax quay gantries, 40/65 ton, 51 m / 18 rows and 46 m / 16 rows 1 panamax quay-gantry, 40/65 ton, 39.5 m, 14 rows 1 Gottwald mobile crane 100 ton, 22 m 10 park gantry cranes on tires (RTG): 40 ton, 7 rows, 5 + 1 in height 4 front stackers with automatic spreader, from 16 to 45 ton 1 ro-ro stacker, 28-32 ton 2 reach-stackers, 45 ton. 15 tractors 16 trailers	Specifications Area: 16,7 ha Storage capacity: 2,720 TEU (on the ground) + 200 reefers (operational capacity: 9,689 TEU) Handling capacity: 450,000 TEU/yr Access Road access: access to A1, A2, CRIL and CREL via Avenida Infante D. Henrique Rail access: dedicated branch line with connection to the national rail network (northern line) through Santa Apolónia station with direct entry to this line Maritime access: direct connection to the port of Lisbon bar at an average distance of 12 miles Equipment 4 wharf gantries: 1 of 30 tons, 2 of 35 tons and 1 of 40/65 tons 1 mobile crane from 100 ton to 22m	8 RMG rail transtainers of 40 ton 6 RTG tyre transtainers of 35 ton 2 ro-ro stackers of 25 and 28 tons 1 fork-lift truck with 25 ton forks 3 front stackers with spreader (empty containers), 2 with a stacking capacity of 3 containers and 1 with a stacking capacity of 5 containers 2 front stackers with spreader (empty containers) with a stacking capacity of 5 + 1 containers (double) 4 stackers with spreader (full containers) with a stacking capacity of 4 containers up to 40 ton 5 ro-ro tractors (4 with a towing capacity up to 60 ton and 1 with a towing capacity up to 100 ton) 14 park tractors 22 chassis (4 of 20" and 4 of 45")

SILOPOR - Terminal de Granéis Alimentares do Beato		TMB - GRUPO TMB	
<p>Specifications</p> <p>Area: 3,7 ha</p> <p>Storage capacity: 15,671 m2 (roofed) + 21,803 m2 (unroofed)</p> <p>Handling capacity: 564,000 ton / yr (252,000 ton for bulk and 312,000 ton for general cargo) / 50,000 TEU</p> <p>Access</p> <p>Road access: access to A1, A2, CRIL and CREL via Avenida Infante D. Henrique</p> <p>Rail access: connection to the national railway network through Santa Apolónia station (northern line) by dedicated branch line</p> <p>Maritime access: no specific access channel</p> <p>Equipment</p>	<p>1 Liebherr lhm250 crane, with 84 ton capacity</p> <p>3 track cranes with 12 ton capacity</p> <p>1 auto crane 670 tc, with 63 ton capacity</p> <p>1 auto crane Liebherr lr1100 with 12 ton capacity</p> <p>Caterpillar, Toyota and Mitsubishi Forklifts</p> <p>Caterpillar, Case and Bobcat Loaders</p> <p>Kalmar and Komatsu Port Forklifts</p> <p>Hoppers for 12, 25 and 30 tons, manually and hydraulically driven, with single and double mouths</p>	<p>Specifications</p> <p>Area: 3,7 ha</p> <p>Storage capacity: 15,671 m2 (roofed) + 21,803 m2 (unroofed)</p> <p>Handling capacity: 564,000 ton / yr (252,000 ton for bulk and 312,000 ton for general cargo) / 50,000 TEU</p> <p>Access</p> <p>Road access: access to A1, A2, CRIL and CREL via Avenida Infante D. Henrique</p> <p>Rail access: connection to the national railway network through Santa Apolónia station (northern line) by dedicated branch line</p> <p>Maritime access: no specific access channel</p> <p>Equipment</p>	<p>1 Liebherr lhm250 crane, with 84 ton capacity</p> <p>3 track cranes with 12 ton capacity</p> <p>1 auto crane 670 tc, with 63 ton capacity</p> <p>1 auto crane Liebherr lr1100 with 12 ton capacity</p> <p>Caterpillar, Toyota and Mitsubishi Forklifts</p> <p>Caterpillar, Case and Bobcat Loaders</p> <p>Kalmar and Komatsu Port Forklifts</p> <p>Hoppers for 12, 25 and 30 tons, manually and hydraulically driven, with single and double mouths</p>

# INFRASTRUCTURES



N° Track	Length (m)
LISCONT	
1	500
2	610
SOTAGUS	
1	300
2	260

**POCEIRÃO TERMINAL**

**LOCATION**



**TYPE OF TERMINAL**

Freight terminal

**OPERATION**

IP – INFRAESTRUTURAS DE PORTUGAL  
Departamento de Exploração de Terminais  
Praça da Portagem  
2809-013 Almada  
Tel.: (+351) 212 879 174  
Fax: (+351) 212 879 932  
E-mail: [carlos.lameira@infraestruturasdeportugal.pt](mailto:carlos.lameira@infraestruturasdeportugal.pt)  
Site: [www.infraestruturasdeportugal.pt](http://www.infraestruturasdeportugal.pt)

**WORKING TIMETABLE**

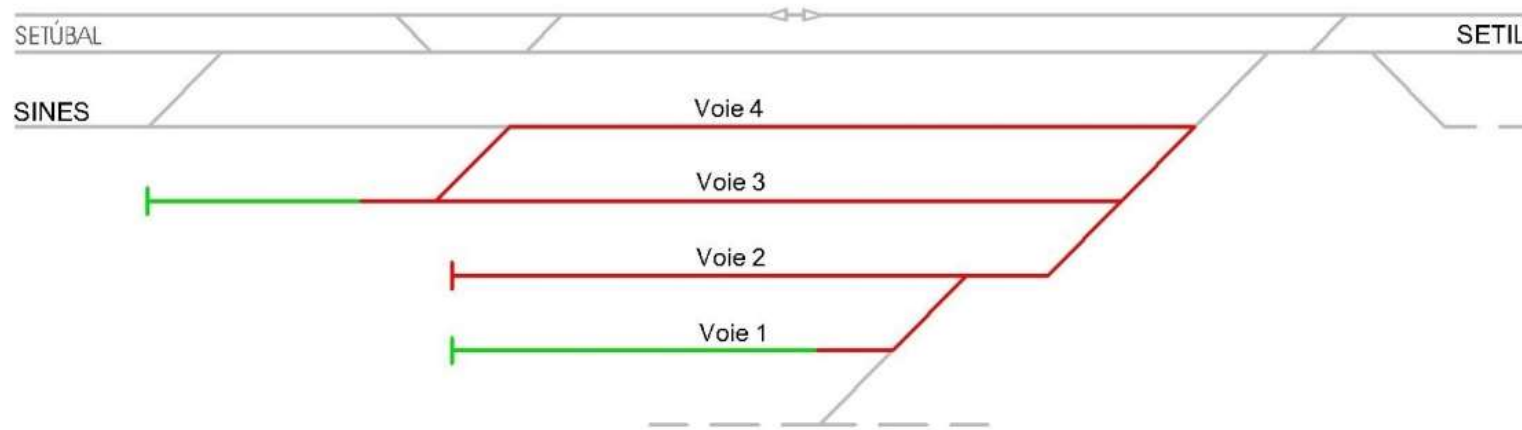
Under request

SERVICES

Shavings load and unload

Another road access to the infrastructure

INFRASTRUCTURES



N° Track	Length (m)
----------	------------

1	350
---	-----

2	355
---	-----

3	190
---	-----

4	260
---	-----

— Voie électrifiée    — Voie non électrifiée    — Voies de circulation, réception et expédition

La numération des voies n'est pas officielle

# SETÚBAL PORT

## LOCATION



## TYPE OF TERMINAL

Port and multifunction freight terminal

## OPERATION

TERSADO - Terminais Portuários do Sado, SA  
 2910-793 Setúbal  
 Tel.: (+351) 265 528 480  
 Fax: (+351) 265 528 488  
 E-mail: [andrade@tersado.pt](mailto:andrade@tersado.pt)

SADOPOINT - Terminal Marítimo do Sado, SA  
 2910-793 Setúbal  
 Tel.: (+351) 265 545 090  
 Fax: (+351) 265 545 099  
 E-mail: [planeamento@sadoport.pt](mailto:planeamento@sadoport.pt)

Terminal RO – RO  
 APSS, SA | Praça da República  
 2904-508 Setúbal  
 Tel.: (+351) 265 542 000  
 Fax: (+351) 265 230 992  
 E-mail: [geral@portodesetubal.pt](mailto:geral@portodesetubal.pt)

SAPEC Terminais Portuários, SA  
 Herdade das Praias - Apartado 1062  
 2901-902 Setúbal  
 Tel.: (+351) 265 710 221  
 Fax: (+351) 265 710 225  
 E-mail: [jfranco@graneis.sapec.pt](mailto:jfranco@graneis.sapec.pt)  
 Site: [www.spc.sapec.pt](http://www.spc.sapec.pt)

SPC – Terminal de Setúbal  
 Avenida do Rio Douro, Parque Industrial  
 SAPEC Bay  
 2910-567 Setúbal  
 Tel.: (+351) 219 534 870  
 Fax: (+351) 219 534 895  
 E-mail: [logisticatms@spc.sapec.pt](mailto:logisticatms@spc.sapec.pt)  
 Site : [www.spc.sapec.pt](http://www.spc.sapec.pt)

SOMINCOR (single client installation)  
 Delegação de Setúbal – Operações  
 Portuárias  
 2900 Setúbal  
 Tel.: (+351) 265 531 660  
 Fax: (+351) 286 683 165  
 E-mail: [p.koehler@lundinmining.com](mailto:p.koehler@lundinmining.com)  
 Site: [www.somincor.com.pt](http://www.somincor.com.pt)

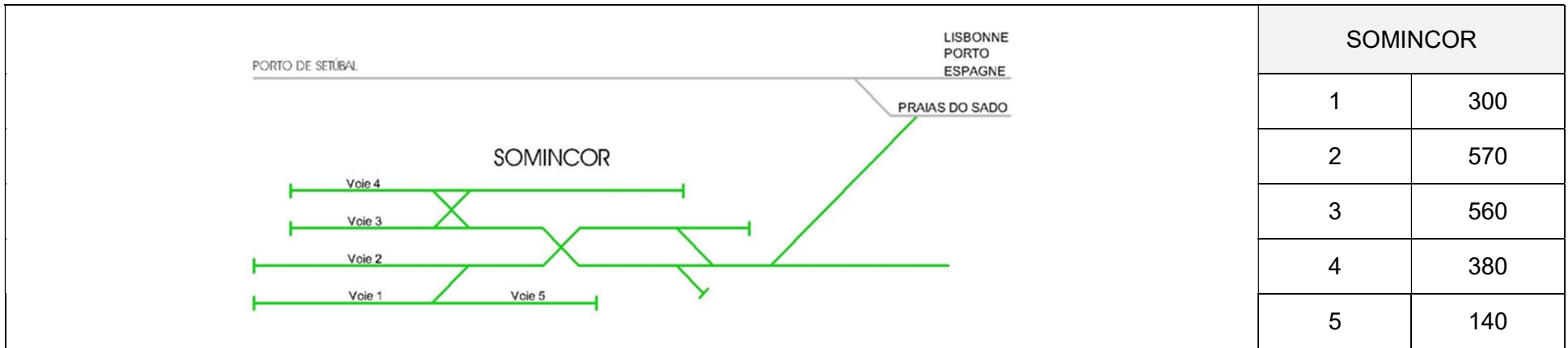
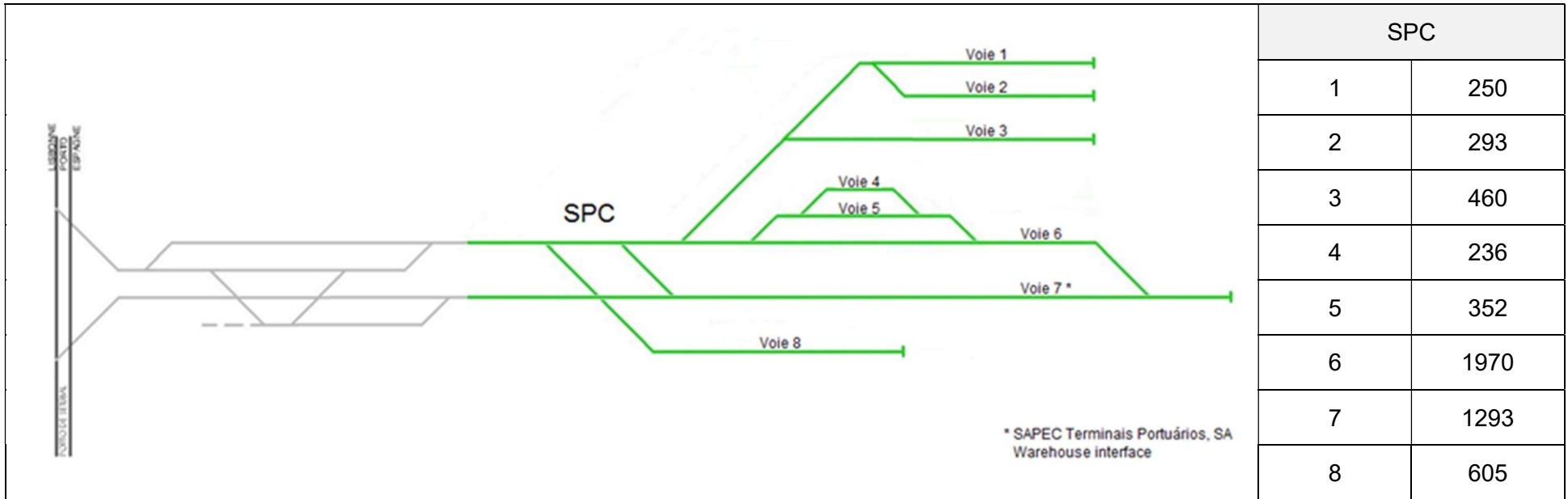
PORTUCEL(single client installation)  
 Complexo Industrial de Setúbal, Apartado 55  
 2901-861 Setúbal  
 Tel.: (+351) 265 709 000  
 E-mail:  
[goncalo.vieira@thenavigatorcompany.com](mailto:goncalo.vieira@thenavigatorcompany.com)  
 Site: [www.portucelsoporcel.com/pt](http://www.portucelsoporcel.com/pt)

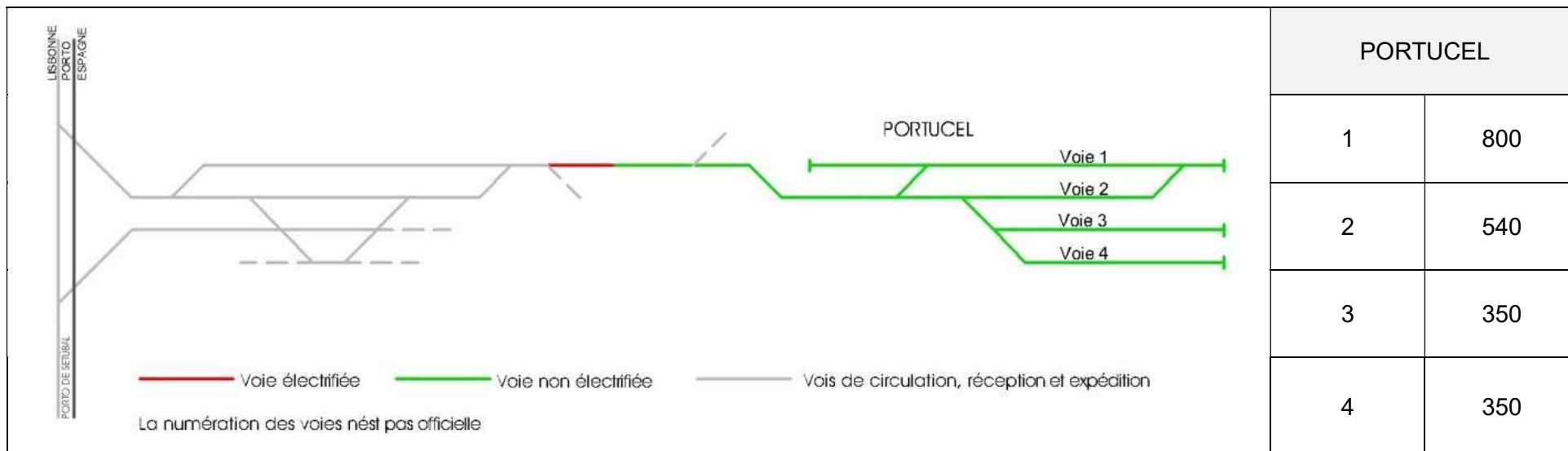


WORKING TIMETABLE			
TERSADO - Terminais Portuários do Sado, SA 8am – 12pm	SADOPOINT - Terminal Marítimo do Sado, SA 8am – 12pm Terminal RO – RO 24 H	SAPEC Terminais Portuários, SA 8am – 1am SPC – Terminal de Setúbal 8am – 8pm	SOMINCOR 8am – 6pm PORTUCEL 8am – 6pm
SERVICES			
TERSADO - Terminais Portuários do Sado, SA Fragmented general loading service for containers and trucks SADOPOINT - Terminal Marítimo do Sado, SA Fragmented general loading service for containers and trucks		Terminal RO – RO Maritime movement services of new and second hand cars SAPEC Terminais Portuários, SA Solids and liquids bulk cargo handling	
SPC – Terminal de Setúbal Container load/unload Terminal capacity: 2500 TUs General freight storage and Parking and ITU intermodal transfer Container repair and assistance 24 refrigerated container availability Reefer assistance Logistics/Customs Warehouse Equipment: 2 Reach stacker of 42/45tonnes 2 Fork Lift with frontal spreader of 38 and 13 tonnes 2 railroad shunter locotractor		SOMINCOR Solids and liquids treatment Load reinforcement and decomposition Another road access to the infrastructure Terminal has its own resources for train movement PORTUCEL Firewood load and unload	

## INFRASTRUCTURES

INFRASTRUCTURES		N° Track	Length (m)
<p>The diagram illustrates the railway infrastructure layout. It shows a central section with five tracks labeled Voie 1 through Voie 5. To the left, tracks Voie 1 and Voie 2 are associated with TERSADO. To the right, tracks Voie 1 through Voie 4 are associated with Terminal RO-RO. A line from SETÚBAL connects to LISBONNE, PORTO, and ESPAGNE. A line from SADOPOINT connects to Voie 5. A line from LISBONNE, PORTO, and ESPAGNE connects to Voie 4.</p>		<b>TERSADO</b>	
		1	580
		2	900
		<b>SADOPOINT</b>	
		1	490
		5	320
		<b>Terminal RO – RO</b>	
		1	320
		2	320
		3	320
4	320		





**SINES PORT**

**LOCATION**



**TYPE OF TERMINAL**

Port terminal

**OPERATION**

PORT SINES  
 Terminal Multipurpose de Sines,  
 Apartado 153  
 7520-902 Sines  
 Tel.: (+351) 269 630 540  
 Fax: (+351) 269 630 550  
 E-mail: [sines@portsines.pt](mailto:sines@portsines.pt)  
 Site:  
[www.ete.pt/Grupo/Empresas/Portsines\\_P.htm](http://www.ete.pt/Grupo/Empresas/Portsines_P.htm)

TXXI - PSA Sines – Terminais de  
 Contentores, S.A.  
 Apartado 195  
 7520-903 Sines  
 Tel.: (+351) 269 870 611  
 Fax: (+351) 269 870 614  
 E-mail: [ruipinto@psasines.pt](mailto:ruipinto@psasines.pt)  
 Site: [www.psasines.pt](http://www.psasines.pt)

**WORKING TIMETABLE**

PORTSINES  
 24h / 365  
 TXXI - PSA Sines – Terminais de Contentores, S.A.  
 24h / 365

## SERVICES

### PORTSINES

Load/unload ramp for cars

Solids treatment

Parking for coal and diverse loads

Truck parking with surveillance

TXXI - PSA Sines – Terminais de Contentores, S.A.

Container load/unload

Terminal Capacity: 2 100 000 TUs

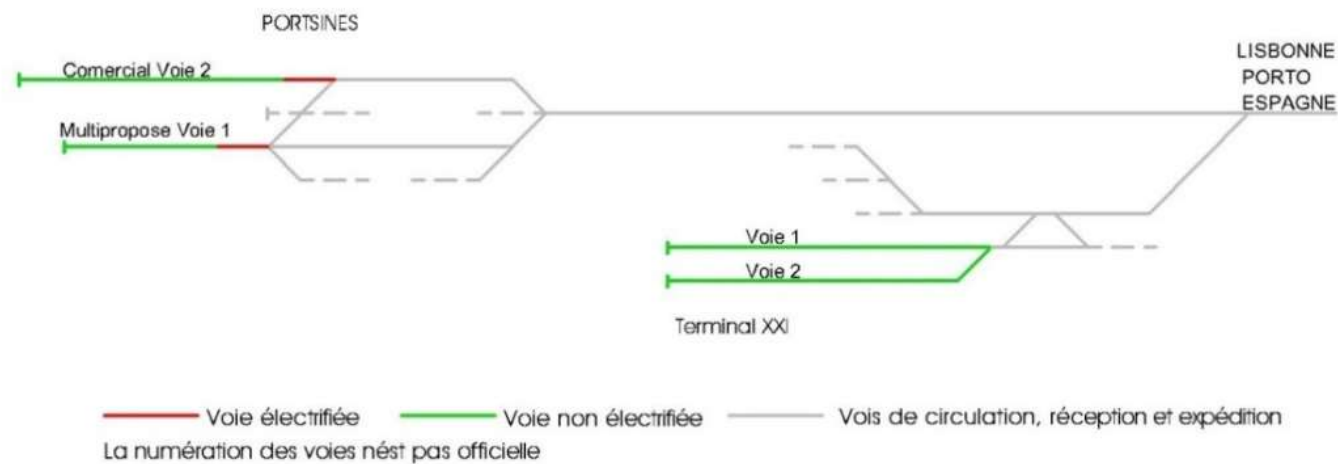
Container parking

Truck parking with surveillance

Logistic services

Another road access to the infrastructure

## INFRASTRUCTURES



N° Track	Length (m)
PORTSINES	
1	620
2	235
TXXI - PSA Sines	
1	635
2	635

### ANNEX 3.A3 – List of the terminals Spain

IRÚN FREIGHT TERMINAL	
LOCATION	TYPE OF TERMINAL
	ADIF Intermodal terminal
	OPERATION
	ADIF Direction North C/ Estación, s/n IRÚN 20300 – GUIPÚZCOA Email: <a href="mailto:jmasaavedra@adif.es">jmasaavedra@adif.es</a> Tlf: +34 944.87.92.90 Web : <a href="http://www.adif.es">www.adif.es</a>
	WORKING TIMETABLE
	Technical Facility: Access and Train expedition : 7 days/24h Services :
	Timetable varies with service offered. For more information: <a href="http://www.adif.es/es_ES/infraestructuras/terminales/11601/ficha_instalacion_logistica_0030.shtml">http://www.adif.es/es_ES/infraestructuras/terminales/11601/ficha_instalacion_logistica_0030.shtml</a>

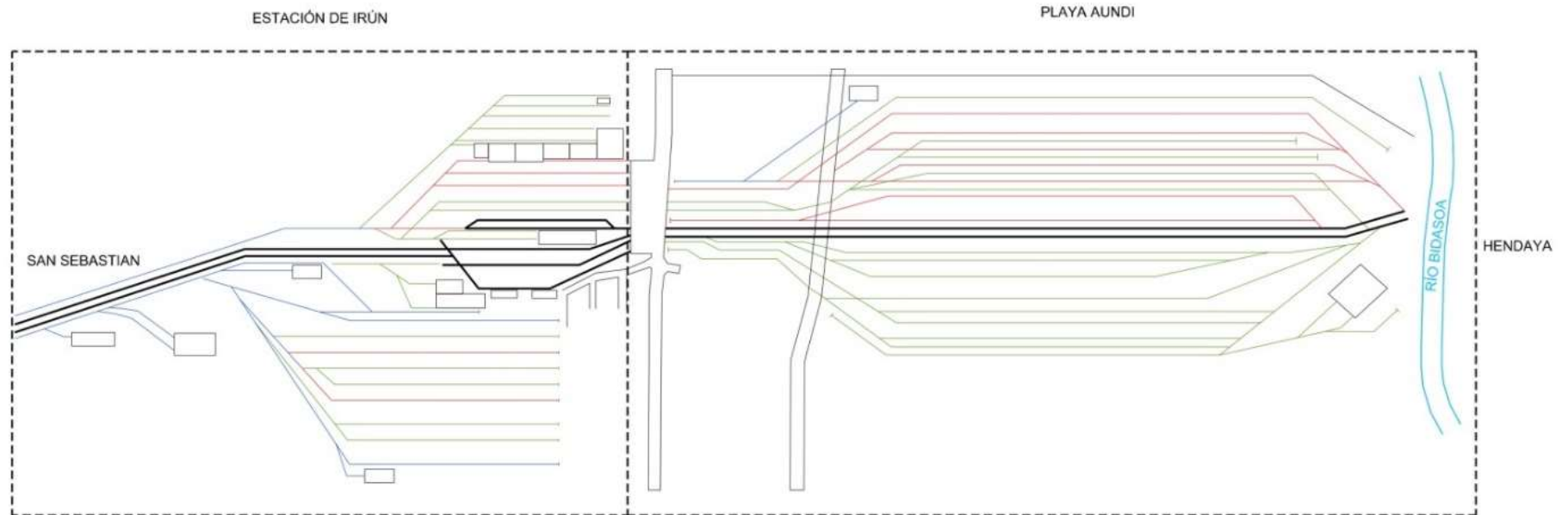


## SERVICES

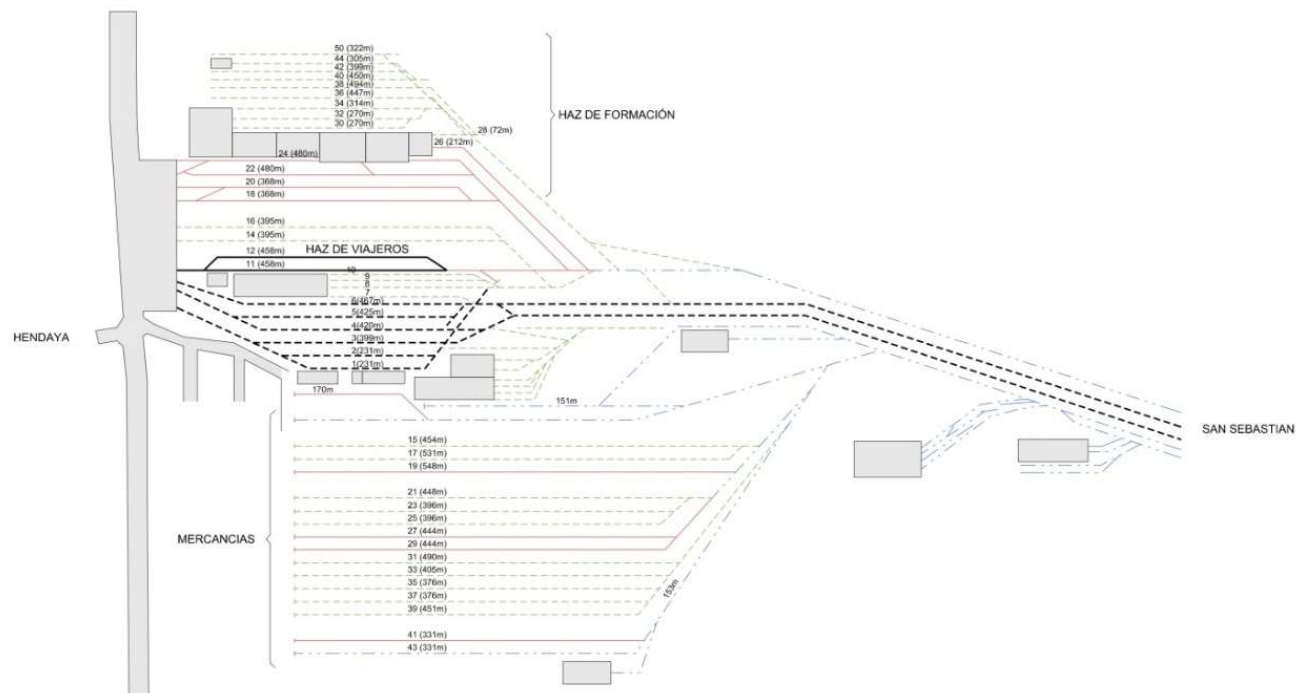
Formation/selection shunting, with or without shunting vehicle.  
Reception shunting in other facilities.  
Positioning shunting in the logistic facilities within the main facilities  
Shunting in facilities with shunting vehicle  
Material operations associated to the access and expedition of trains.

Shunting in facilities without shunting vehicle.  
Shunting in facilities with shunting vehicle.  
Handling of intermodal transport units  
Access shunting to outside facilities with shunting vehicle

## INFRASTRUCTURES



### ESTACIÓN DE IRÚN



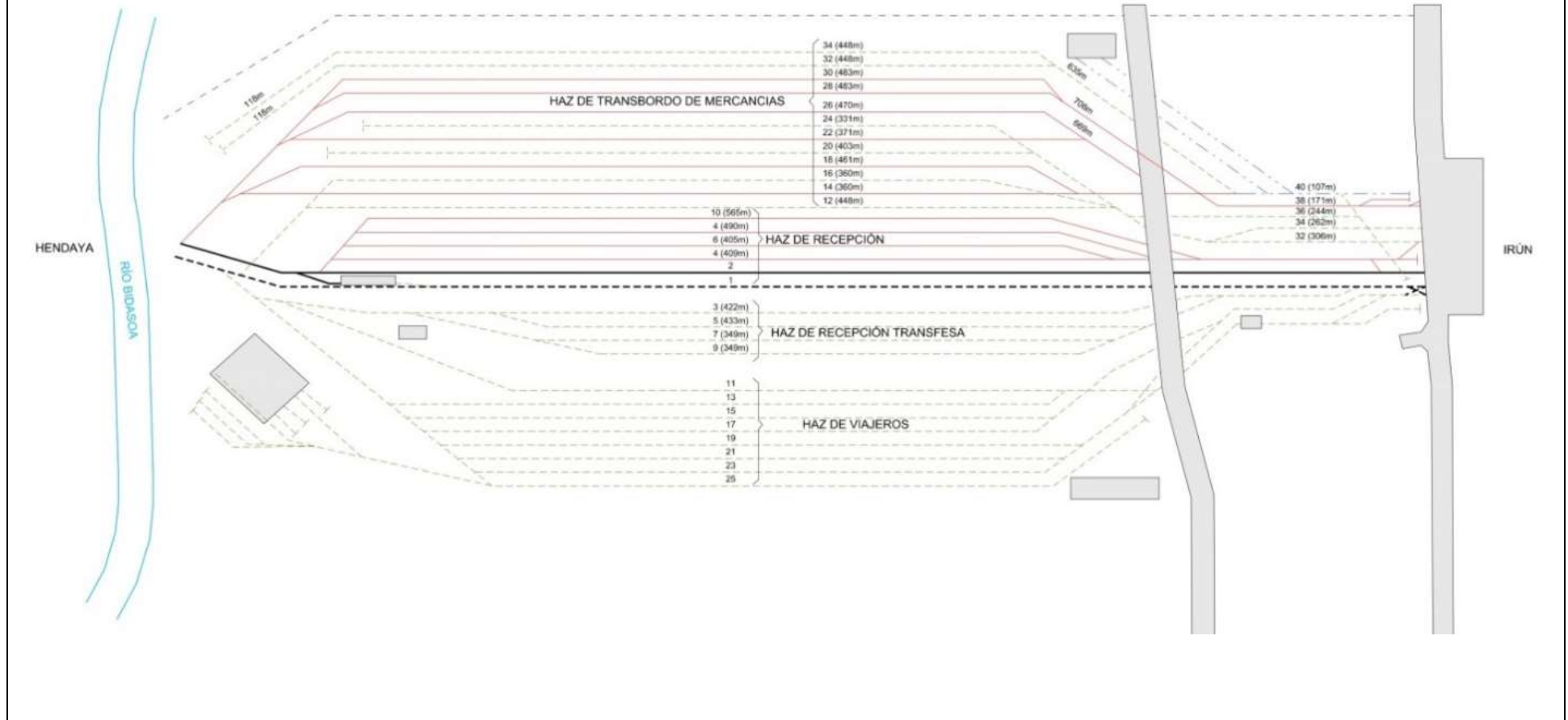
- |       |                                  |       |                                    |       |           |
|-------|----------------------------------|-------|------------------------------------|-------|-----------|
| ————— | VÍA PRINCIPAL FRANCESA (UIC)     | ————— | VÍA DE SERVICIO FRANCESA (UIC)     | ----- | VÍA MIXTA |
| ----- | VÍA PRINCIPAL ESPAÑOLA (IBERICO) | ----- | VÍA DE SERVICIO ESPAÑOLA (IBERICO) |       |           |

\* Las Vías Principales, Haces de Recepción / Expedición y Cabeceras se encuentran electrificadas.

IRÚN TERMINAL TRACKS

ZONE	Nº TRACK	LENGHT (m)	GAUGE	ELECTRIFICATION
SPANISH PLATFORM	7	230 - 467	Iberian	3 kV
UNITS	3	242 - 293	Iberian	3 kV
FRENCH PLATFORM	2	449	UIC	1,5 kV
“REAR TRACKS”	2	708 - 742	Iberian	3 kV
TRAIN-FORMATION SIDINGS	5	250 - 480	UIC	1,5 kV
“OLD TRACKS”	11	182 - 494	Iberian	3 kV
“NEW TRACKS”	9	376 - 531	Iberian	3 kV
	3	331 - 444	UIC	1,5kV
	1	331	Iberian - UIC	3 kV

PLAYA AUNDI



IRÚN TERMINAL TRACKS

ZONE	Nº TRACK	LENGHT (m)	GAUGE	ELECTRIFICATION
SPANISH PLATFORM	7	230 - 467	Iberian	3 kV
UNITS	3	242 - 293	Iberian	3 kV
FRENCH PLATFORM	2	449	UIC	1,5 kV
“REAR TRACKS”	2	708 - 742	Iberian	3 kV
TRAIN-FORMATION SIDINGS	5	250 - 480	UIC	1,5 kV
“OLD TRACKS”	11	182 - 494	Iberian	3 kV
“NEW TRACKS”	9	376 - 531	Iberian	3 kV
	3	331 - 444	UIC	1,5kV
	1	331	Iberian - UIC	3 kV

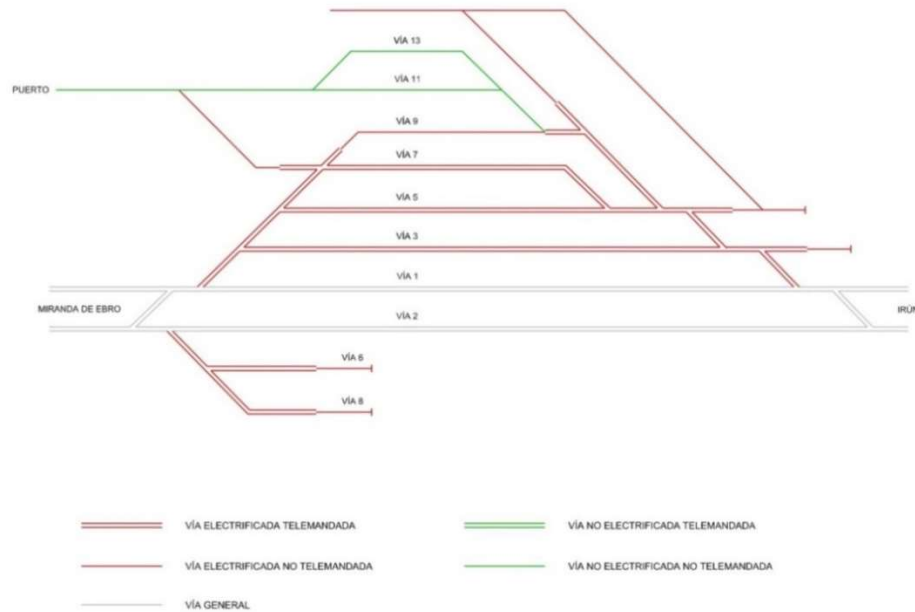
PASAIA TERMINAL	
LOCATION	TYPE OF TERMINAL
	ADIF Intermodal terminal
	OPERATION
	ADIF Direction North Terminal ADIF- Báscula Puerto de Pasajes PASAIA 20110 – GUIPÚZCOA Email: <a href="mailto:jmasaavedra@adif.es">jmasaavedra@adif.es</a> Tlf: +34 944.87.92.90 Web : <a href="http://www.adif.es">www.adif.es</a>
WORKING TIMETABLE	
Technical facility: Access and Train expedition: Mon tp Fri 6.00am – 10:00pm	Services : Timetable varies with service offered. For more information: <a href="http://www.adif.es/es_ES/infraestructuras/terminales/11515/ficha_instalacion_logistica_0023.shtml">http://www.adif.es/es_ES/infraestructuras/terminales/11515/ficha_instalacion_logistica_0023.shtml</a>

**SERVICES**

Formation/selection shunting, with or without shunting vehicle.  
 Reception shunting in other facilities.  
 Positioning shunting in the logistic facilities within the main facilities  
 Shunting in facilities with shunting vehicle

Shunting in facilities without shunting vehicle.  
 Handling of intermodal transport units  
 Access shunting to outside facilities with shunting vehicle  
 Material operations associated to the access and expedition of trains.

**INFRASTRUCTURES**



Nº Track	Length (m)
1	1.330
2	910
3	567
5	399
7	367
9	340
11	316
13	265
6	300
8	300
Electrified 3 KV   Non electrified	



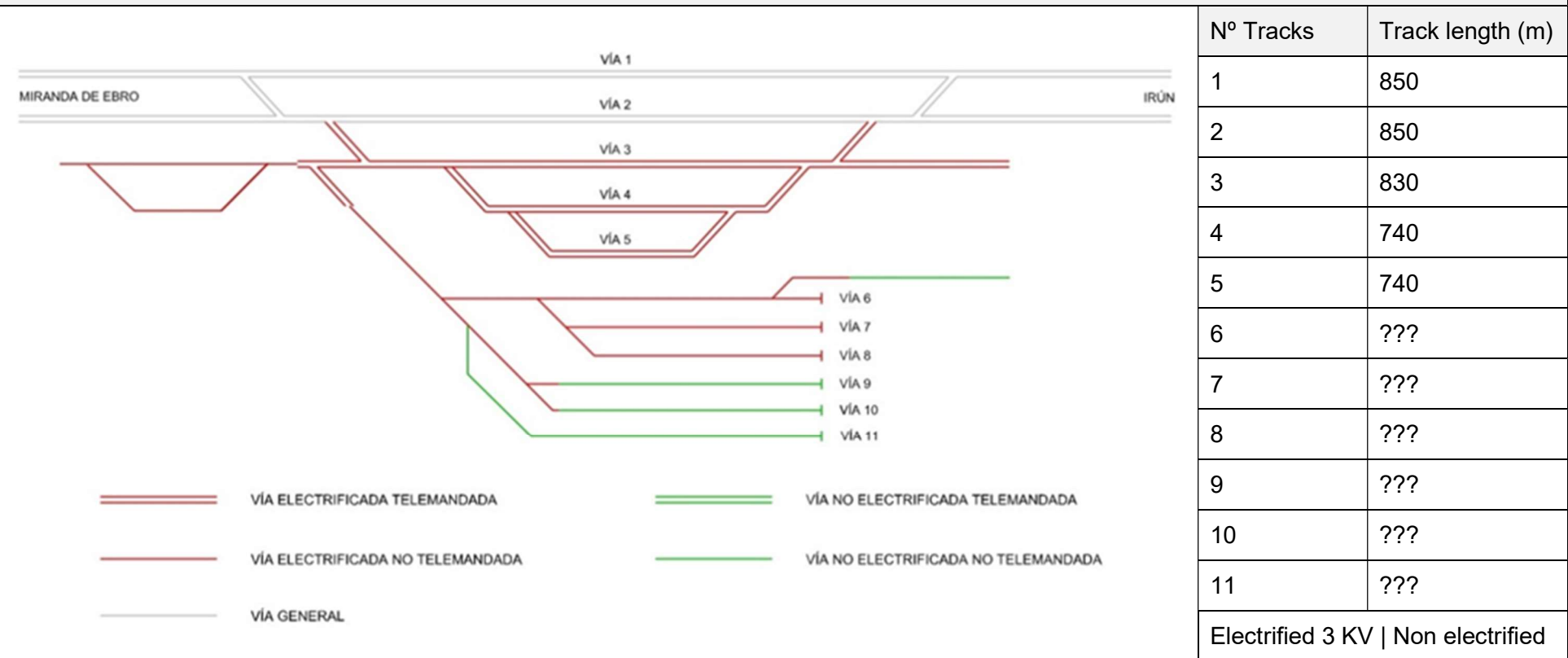
JÚNDIZ TERMINAL	
LOCATION	TYPE OF TERMINAL
	ADIF Intermodal terminal
	OPERATION
	ADIF Direction North C/ Lermendabibe, s/n Pol. Ind. Júndiz <b>JÚNDIZ</b> 11591 – ÁLAVA Email: <a href="mailto:jmasavedra@adif.es">jmasavedra@adif.es</a> Tlf: +34 944.87.92.90 Web : <a href="http://www.adif.es">www.adif.es</a>
	WORKING TIMETABLE
Technical facility: Train access and expedition: 7 days / 24h	Services: WORKING TIMETABLE for the service offered. For more information: <a href="http://www.adif.es/es_ES/infraestructuras/terminales/11221/ficha_instalacion_logistica_0021.shtml">http://www.adif.es/es_ES/infraestructuras/terminales/11221/ficha_instalacion_logistica_0021.shtml</a>

SERVICES

Formation/selection shunting, with or without shunting vehicle.  
 Positioning shunting in the logistic facilities within the main facilities  
 Material operations associated to access and expedition of trains.

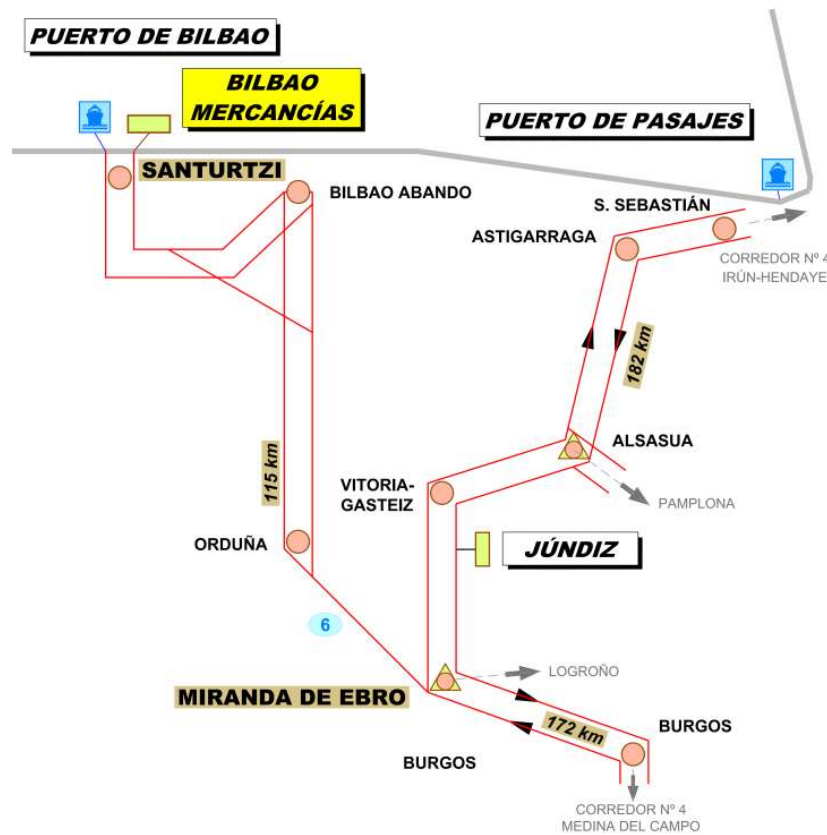
Shunting in facilities with or without shunting vehicle.  
 Handling of intermodal transport units

INFRASTRUCTURES



# BILBAO FREIGHT TERMINAL

## LOCATION



## TYPE OF TERMINAL

ADIF Intermodal terminal

## OPERATION

ADIF Direction North

Avda. de Iparagirre nº58

SANTURCE

48980 – VIZCAYA

Email: [jmasaavedra@adif.es](mailto:jmasaavedra@adif.es)

Tlf: +34 944.87.92.90

Web : [www.adif.es](http://www.adif.es)

## WORKING TIMETABLE

Technical facility:

Access and Train expedition: 7 days / 24 h

Services :

Timetable varies with service offered. For more information:

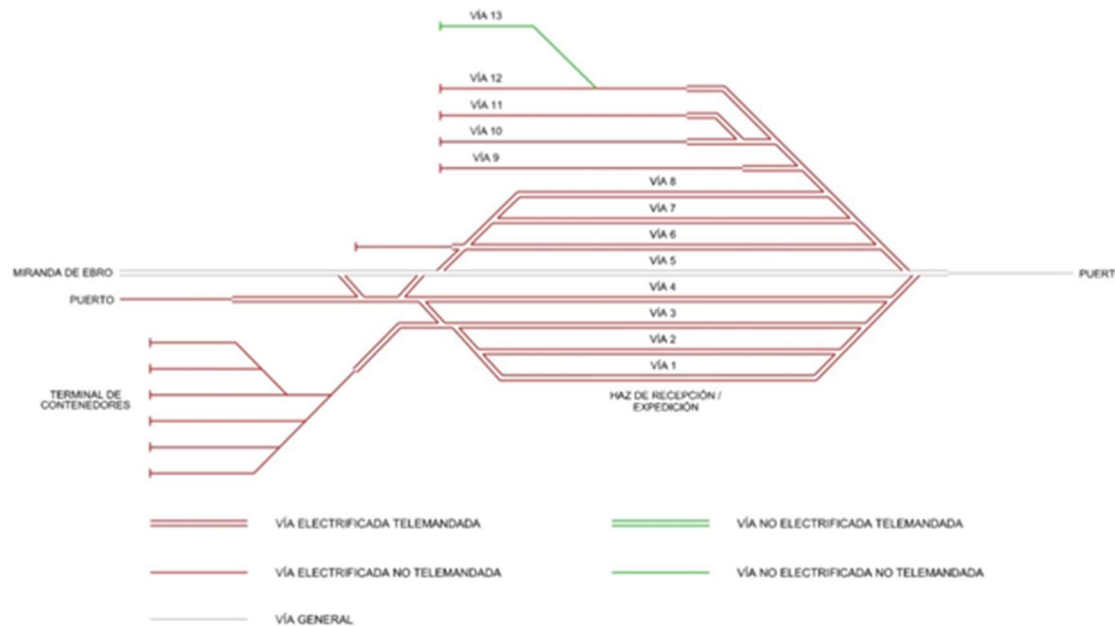
[http://www.adif.es/es\\_ES/infraestructuras/terminales/13408/ficha\\_instalacion\\_logistica\\_0026.shtml](http://www.adif.es/es_ES/infraestructuras/terminales/13408/ficha_instalacion_logistica_0026.shtml)

## SERVICES

Formation/selection shunting, with or without shunting vehicle.  
 Reception shunting in other facilities.  
 Positioning shunting in the logistic facilities within the main facilities  
 Shunting in facilities with shunting vehicle  
 Material operations associated to the access and expedition of trains.

Shunting in facilities without shunting vehicle.  
 Shunting in facilities with shunting vehicle.  
 Handling of intermodal transport units  
 Access shunting to outside facilities with shunting vehicle

## INFRASTRUCTURES

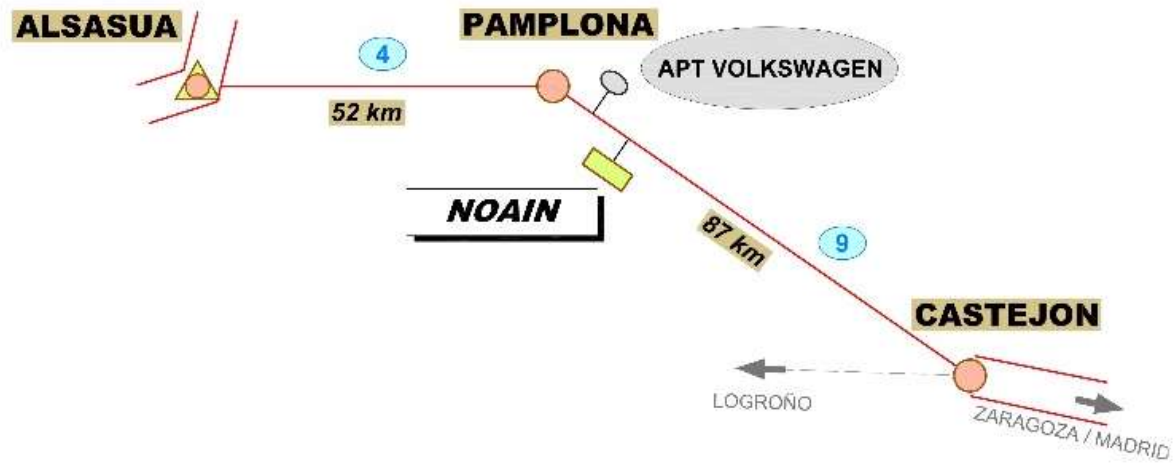


Nº Track	Length (m)
1	476
2	476
3	568
4	737
5	731
6	609
7	518
8	462
13	50
Electrified 3 KV   Non electrified	

NOAIN TERMINAL

CHAPTER 1. GENERAL INFORMATION

1.1. LOCATION



Position : N 42.452310, W.8.273103



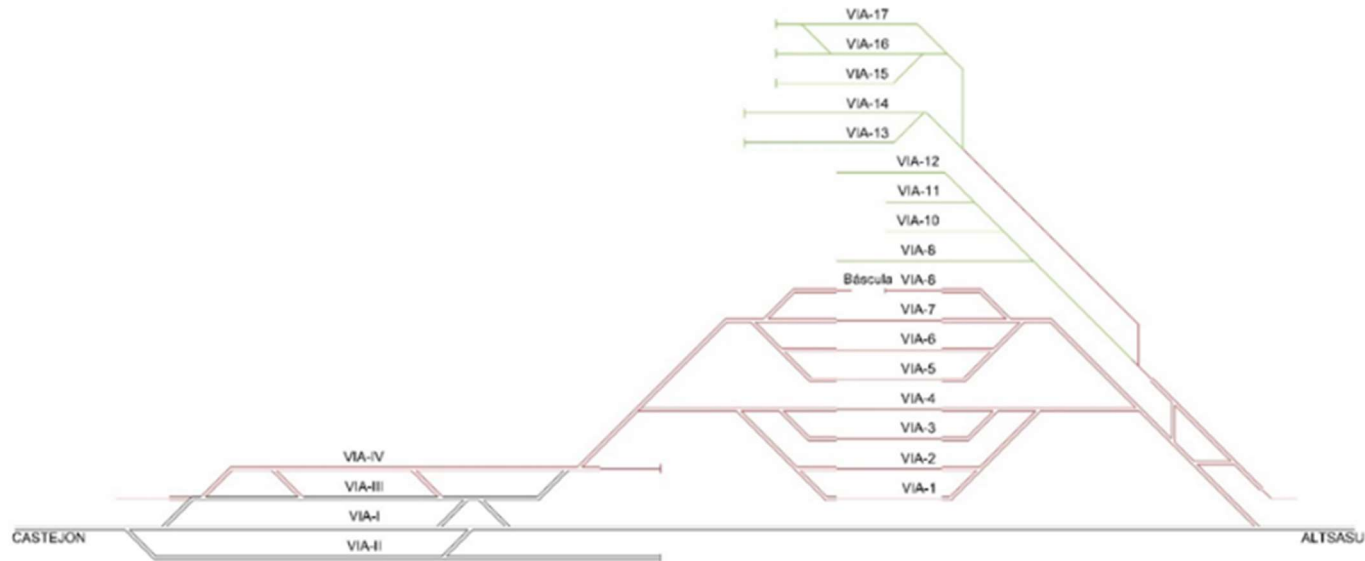
1.2. TYPE OF TERMINAL/OWNER

Freight Terminal

1.3. OPERATION	
ADIF Direction North Terminal de Mercancías - Carretera de Salinas, s/n 31110 NOAIN (Navarra) Email: <a href="mailto:jmasaavedra@adif.es">jmasaavedra@adif.es</a> Tlf: +34 944879290	Web : <a href="http://www.adif.es">www.adif.es</a> TERCAT (operación de contenedores) Email: <a href="mailto:logistica@tercat.es">logistica@tercat.es</a> Tlf: +34 935084440.- D.Héctor del Rosario
CHAPTER 2. ACCESS CONDITIONS/WORKING TIMETABLE	
Technical facility: Train access and expedition : 7 days / 24h Servicios ferroviarios: WORKING TIMETABLE for the service offered. For more information: <a href="http://www.adif.es/es_ES/infraestructuras/terminales/80103/ficha_instalacion_logistica_0009.shtml">http://www.adif.es/es_ES/infraestructuras/terminales/80103/ficha_instalacion_logistica_0009.shtml</a>	Servicios de operación de contenedores (TERCAT): Horario de 7:00 a 23:00h de lunes a viernes.- Para otros horarios (consultar con TERCAT)
CHAPTER 4. CAPACITY	
Please, contact the Terminal for this information	
CHAPTER 5. SERVICES	
Formation/selection shunting, with or without shunting vehicle. Positioning shunting in the logistic facilities within the main facilities	Material operations associated to access and expedition of trains.. Shunting in facilities with or without shunting vehicle. Handling of intermodal transport units
CHAPTER 6. PRICES	
Please, contact the Terminal for this information	

CHAPTER 3. INFRASTRUCTURES

ESTACIÓN DE NOAIN



- VÍA ELECTRIFICADA TELEMANDADA
- VÍA NO ELECTRIFICADA TELEMANDADA
- VÍA ELECTRIFICADA NO TELEMANDADA
- VÍA NO ELECTRIFICADA NO TELEMANDADA
- VÍA GENERAL

Nº Track - Length (m)

1	489	11	250
2	639	12	400
3	286	13	650
4	286	14	650
5	286	15	450
9	450	16	450
10	250	17	450

Electrified 3 KV | Non electrified

(Ver esquema en anejo de vías)



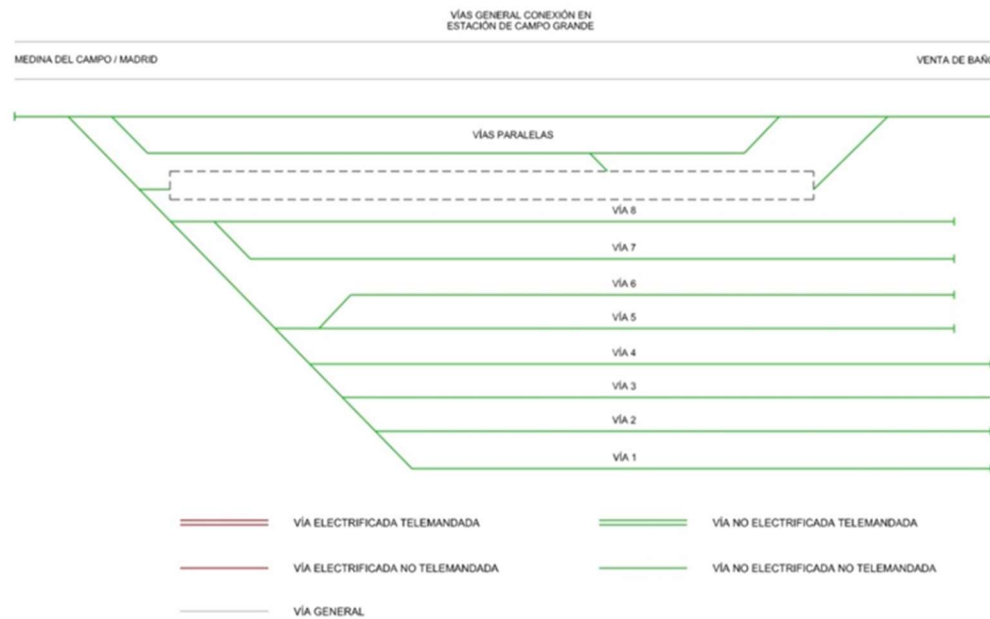
VALLADOLID COMPLEX TERMINAL		
LOCATION	TYPE OF TERMINAL	
<p>The map illustrates the Valladolid Intermodal Terminal's location and its connections to various regions. The terminal is highlighted in a yellow box at Valladolid. Key connections include:</p> <ul style="list-style-type: none"> <li><b>Burgos:</b> Connected via a red line, with a station at Venta de Baños.</li> <li><b>Medina del Campo:</b> Located 79 km south of Valladolid, connected by a red line.</li> <li><b>Salamanca:</b> Located 200 km southwest of Valladolid, connected by a green line.</li> <li><b>Ávila:</b> Located 201 km southeast of Valladolid, connected by a red line.</li> <li><b>Other Connections:</b> Dashed lines indicate routes to Zamora, Salamanca, and Ávila, and corridors for Miranda de Ebro, León/Asturias/Cantabria/Galicia, and Fuentes de Oñoro/Portugal/Pitis.</li> </ul>	ADIF Intermodal terminal	
	OPERATION	<p>ADIF Direction North  C\ General Solchaga s/n Parcela 108  VALLADOLID  47008 – VALLADOLID  Email: <a href="mailto:mpanero@adif.es">mpanero@adif.es</a>  Tlf: +34 915.06.61.00  Web : <a href="http://www.adif.es">www.adif.es</a></p>
	WORKING TIMETABLE	<p>Technical facility:  Train Access and expedition : 7 days / 24 h  Services :</p> <p>Timetable varies with service offered. For more information:  <a href="http://www.adif.es/es_ES/infraestructuras/terminales/10600/ficha_instalacion_logistica_0003.shtml">http://www.adif.es/es_ES/infraestructuras/terminales/10600/ficha_instalacion_logistica_0003.shtml</a></p>

SERVICES

Formation/selection shunting, with or without shunting vehicle.  
 Reception shunting in other facilities.  
 Positioning shunting in the logistic facilities within the main facilities  
 Shunting in facilities with shunting vehicle  
 Material operations associated to the access and expedition of trains.

Shunting in facilities without shunting vehicle.  
 Shunting in facilities with shunting vehicle.  
 Handling of intermodal transport units  
 Access shunting to outside facilities with shunting vehicle

INFRASTRUCTURES - Not electrified

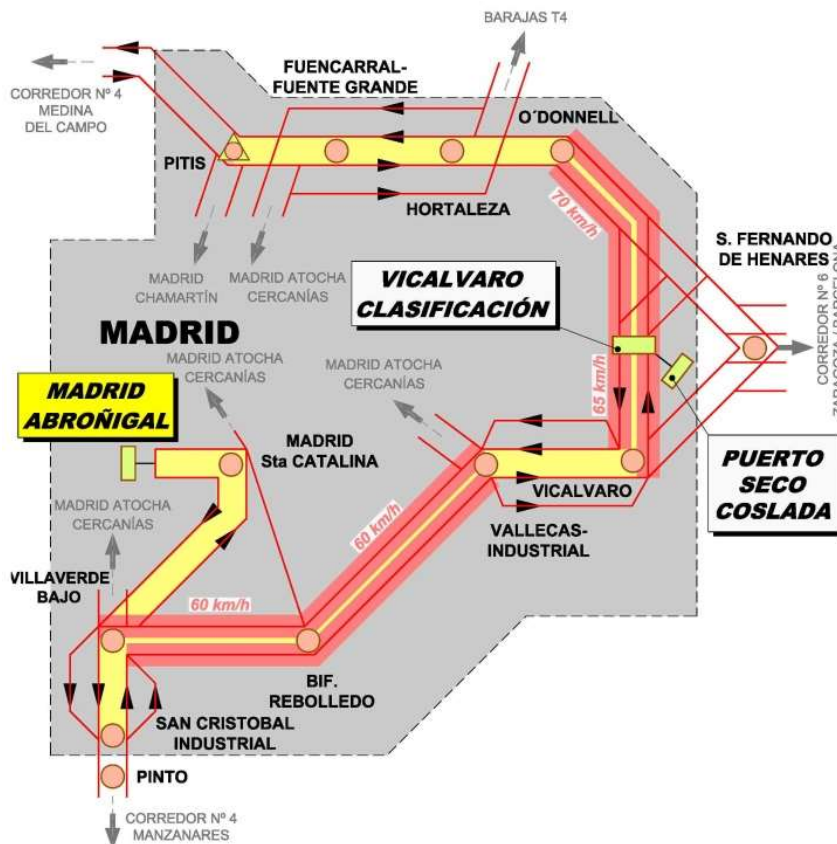


Nº Tracks	Track length (m)
1	288
2	293
3	304
4	319
5	450
6	450
7	508
8	508
1 Parallel   2 Parallel	520   520

MADRID ABROÑIGAL TERMINAL

LOCATION

TYPE OF TERMINAL



ADIF Intermodal terminal

OPERATION

ADIF Direction Centre  
 C/ Méndez Álvaro nº 84 (Centro Logístico)  
 MADRID  
 28053 – MADRID  
 Email: [logistica.gerenciacentro@adif.es](mailto:logistica.gerenciacentro@adif.es)  
 Tlf: +34 91.506.61.00  
 Web : [www.adif.es](http://www.adif.es)

WORKING TIMETABLE

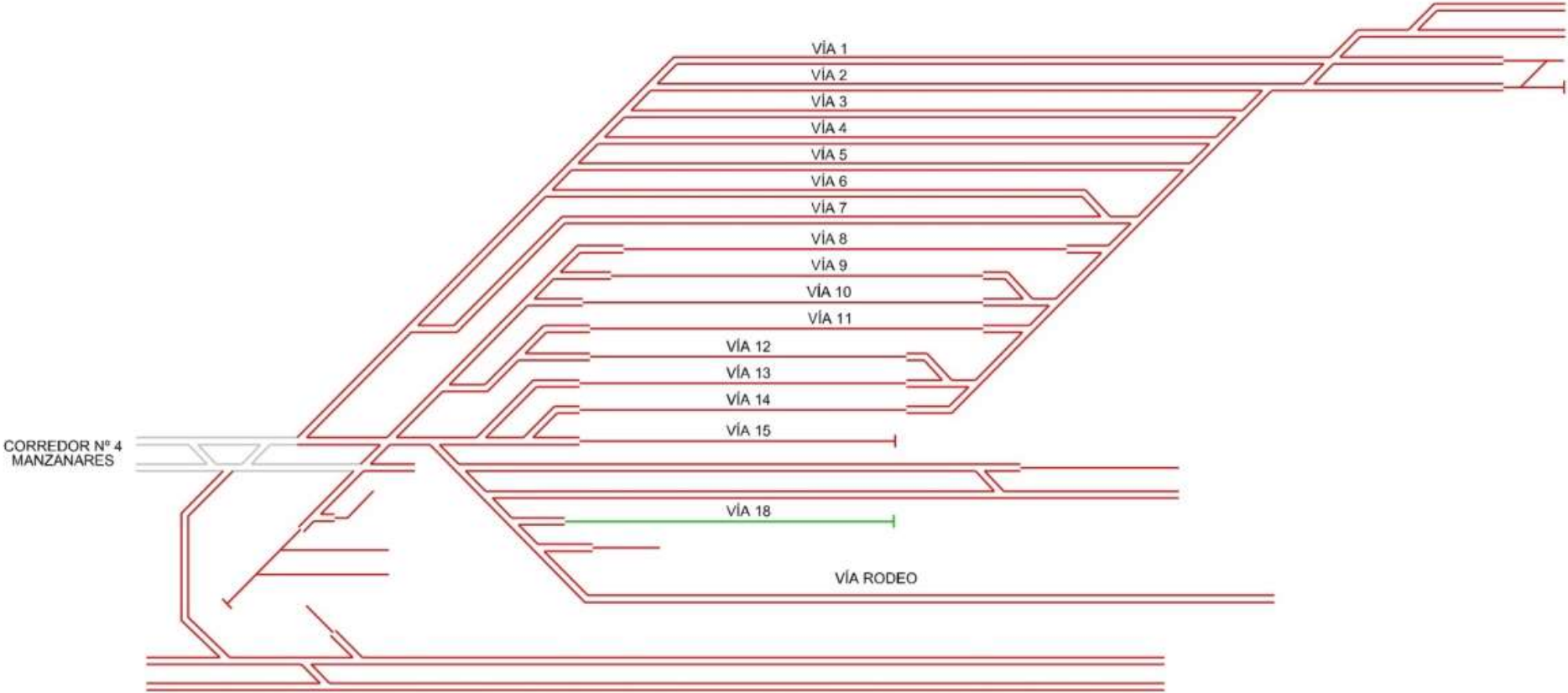
Technical facility:  
 Access and Train expedition :  
 7 days /24 h  
 Services :

Timetable varies with service offered. For more information:  
[http://www.adif.es/es\\_ES/infraestructuras/terminales/95104/ficha\\_instalacion\\_logistica\\_0005.shtml](http://www.adif.es/es_ES/infraestructuras/terminales/95104/ficha_instalacion_logistica_0005.shtml)

SERVICES	
Formation/selection shunting, with or without shunting vehicle. Reception shunting in other facilities. Positioning shunting in the logistic facilities within the main facilities Shunting in facilities with shunting vehicle	Shunting in facilities without shunting vehicle. Shunting in facilities with shunting vehicle. Handling of intermodal transport units Access shunting to outside facilities with shunting vehicle Material operations associated to the access and expedition of trains.

INFRASTRUCTURES		
<p>The diagram illustrates the railway infrastructure connecting three main areas. On the left, 'CORREDOR N°4 MANZANARES' is shown with several parallel tracks. These tracks lead to 'MADRID SANTA CATALINA HAZ DE RECEPCIÓN / EXPEDICIÓN', which features a complex set of tracks and a central crossing. From Santa Catalina, tracks extend to 'MADRID ABRONIGAL', which also has a complex track layout with multiple parallel lines and a central crossing. The tracks are color-coded: red for the main lines and green for the receiving/expedition tracks.</p>	Nº Track	Length (m)
	Madrid Santa Catalina 16 Electrified tracks with length between 145 – 710 m	
Madrid Abroñigal 19 Electrified tracks with length between 124 – 560 m.		

MADRID SANTA CATALINA  
HAZ DE RECEPCIÓN / EXPEDICIÓN



CORREDOR Nº 4  
MANZANARES

VÍA 1

VÍA 2

VÍA 3

VÍA 4

VÍA 5

VÍA 6

VÍA 7

VÍA 8

VÍA 9

VÍA 10

VÍA 11

VÍA 12

VÍA 13

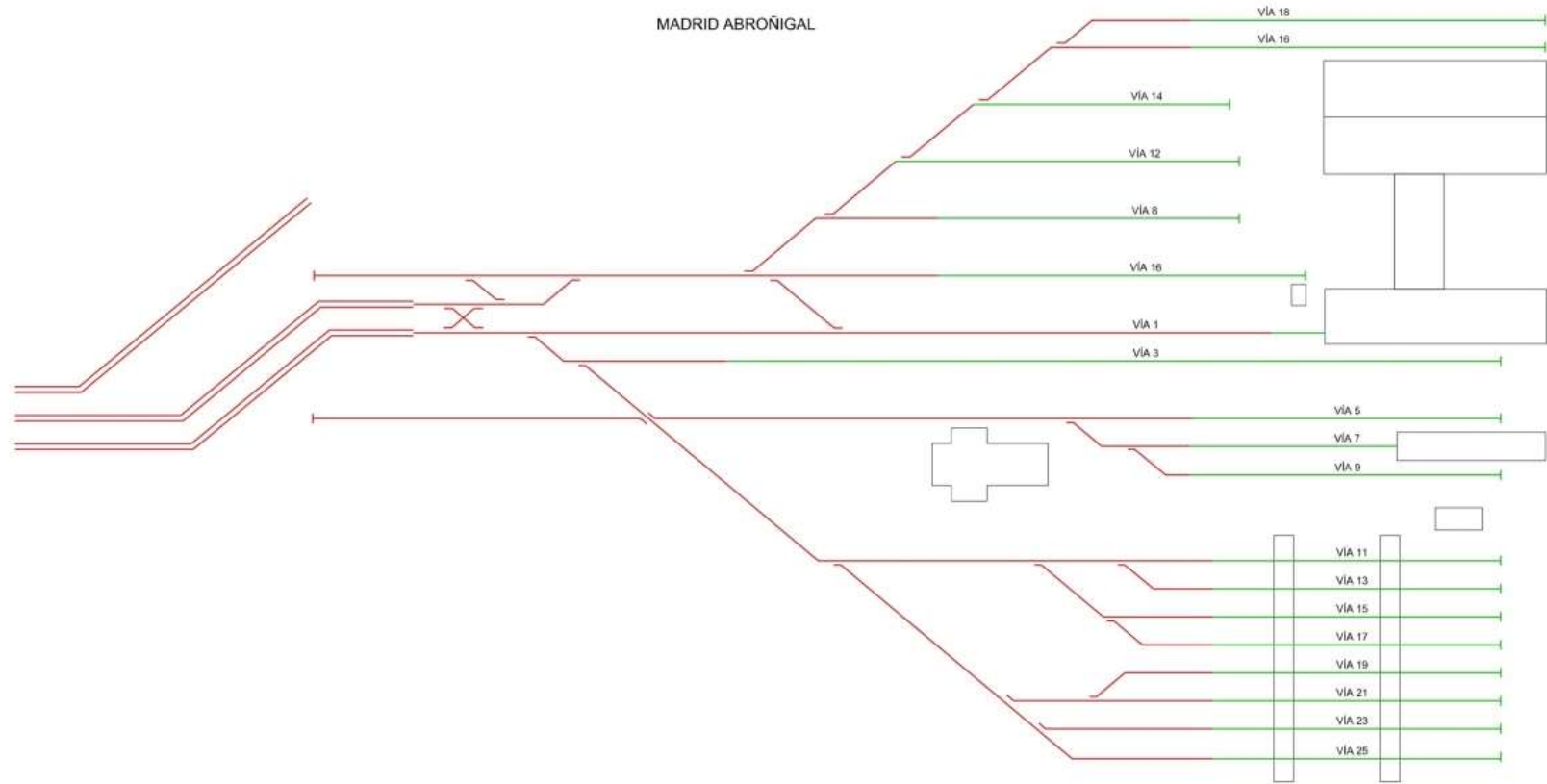
VÍA 14

VÍA 15

VÍA 18

VÍA RODEO

MADRID ABRÓNIGAL



==== VÍA ELECTRIFICADA TELEMANDADA

==== VÍA NO ELECTRIFICADA TELEMANDADA

==== VÍA ELECTRIFICADA NO TELEMANDADA

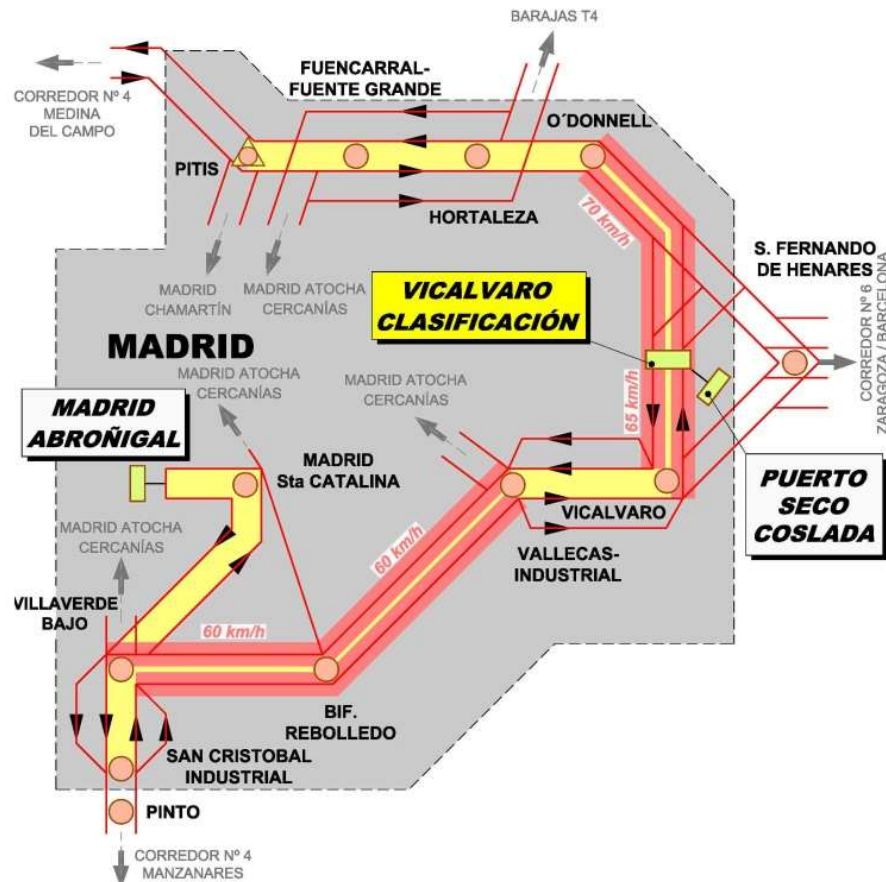
==== VÍA NO ELECTRIFICADA NO TELEMANDADA

==== VÍA GENERAL

TERMINAL OF VICÁLVARO LOGISTIC CENTER

LOCATION

TYPE OF TERMINAL



ADIF Intermodal terminal

OPERATION

ADIF Direction Centre

Carretera de Vicálvaro a Coslada Km. 2,500

MADRID

28052 – MADRID

Email: [logistica.gerenciacentro@adif.es](mailto:logistica.gerenciacentro@adif.es)

Tlf: +34 915.06.61.00

Web : [www.adif.es](http://www.adif.es)

WORKING TIMETABLE

Technical facility:

Access and Train expedition : 7 days / 24h

Services :

Timetable varies with service offered.

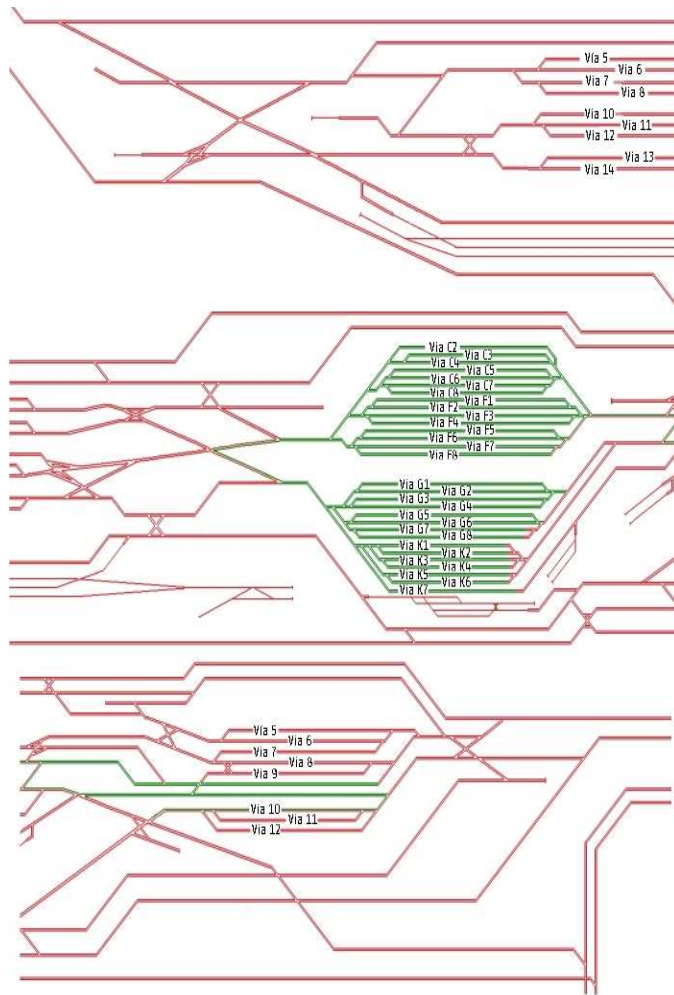
For more information:

[http://www.adif.es/es\\_ES/infraestructuras/terminales/98201/ficha\\_instalacion\\_logistica\\_0004.shtml](http://www.adif.es/es_ES/infraestructuras/terminales/98201/ficha_instalacion_logistica_0004.shtml)



SERVICES	
Formation/selection shunting, with or without shunting vehicle. Reception shunting in other facilities. Positioning shunting in the logistic facilities within the main facilities Shunting in facilities with shunting vehicle Material operations associated to the access and expedition of trains.	Shunting in facilities without shunting vehicle. Shunting in facilities with shunting vehicle. Handling of intermodal transport units Access shunting to outside facilities with shunting vehicle

INFRASTRUCTURES															
<p>VICALVARO CLASIFICACIÓN 1 HAZ DE RECEPCIÓN / EXPEDICIÓN</p> <p>VICALVARO CLASIFICACIÓN 2 HAZ DE FORMACIÓN</p> <p>VICALVARO CLASIFICACIÓN 3 HAZ DE RECEPCIÓN / EXPEDICIÓN</p> <p>CORREDOR Nº 4 MANZANARES</p> <p>CORREDOR Nº 4 MEDINA DEL CAMPO</p>	<table border="1"> <thead> <tr> <th>Nº Track</th> <th>Length (m)</th> </tr> </thead> <tbody> <tr> <td colspan="2">V. CLASSIFICATION 1</td> </tr> <tr> <td colspan="2">9 Electrified tracks with length of 600 m</td> </tr> <tr> <td colspan="2">V. CLASSIFICATION 2</td> </tr> <tr> <td colspan="2">21 no electrified tracks with length of 670 m</td> </tr> <tr> <td colspan="2">V. CLASSIFICATION 3</td> </tr> <tr> <td colspan="2">8 Electrified tracks + 2 no electrified tracks with length of 600 m</td> </tr> </tbody> </table>	Nº Track	Length (m)	V. CLASSIFICATION 1		9 Electrified tracks with length of 600 m		V. CLASSIFICATION 2		21 no electrified tracks with length of 670 m		V. CLASSIFICATION 3		8 Electrified tracks + 2 no electrified tracks with length of 600 m	
	Nº Track	Length (m)													
	V. CLASSIFICATION 1														
	9 Electrified tracks with length of 600 m														
	V. CLASSIFICATION 2														
21 no electrified tracks with length of 670 m															
V. CLASSIFICATION 3															
8 Electrified tracks + 2 no electrified tracks with length of 600 m															



MADRID DRY PORT COSLADA

LOCATION

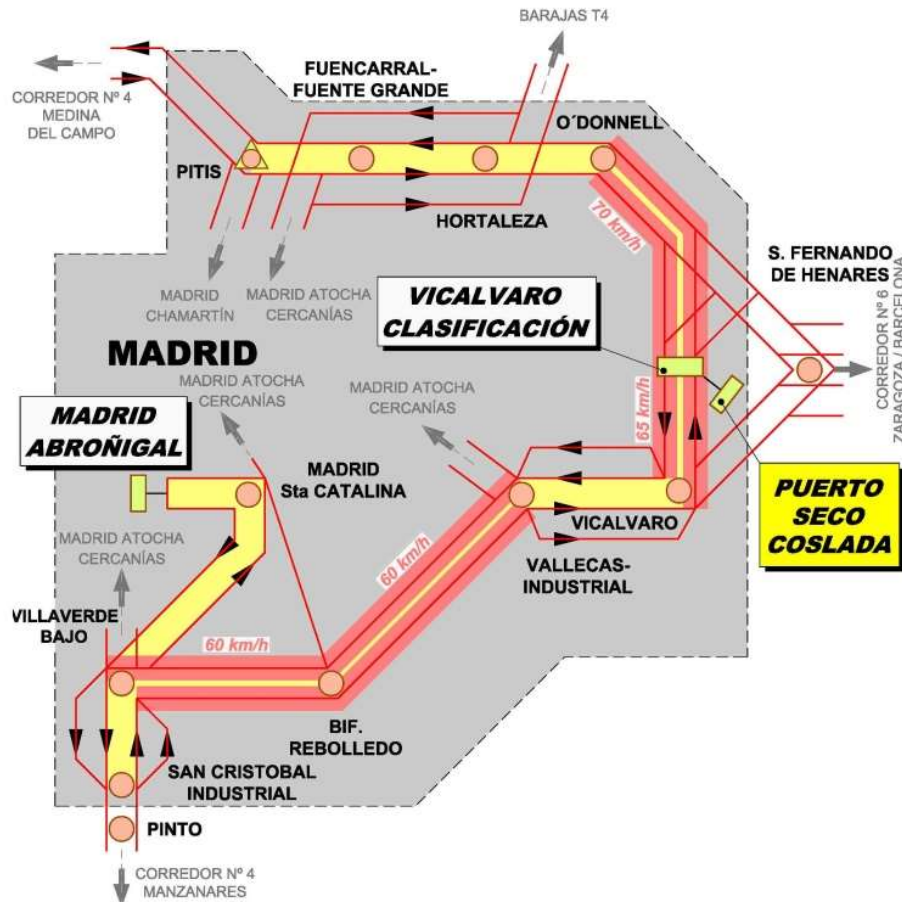
TYPE OF TERMINAL

Intermodal Terminal

OPERATION

Terminal owner:  
 PUERTO SECO DE MADRID, S.A  
 Av Europa  
 28821 Coslada, Madrid  
<http://www.puertoseco.com/ingles/dryport.html>  
 Manager. Jaime Seijas.  
[jaime.seijas@puertoseco.com](mailto:jaime.seijas@puertoseco.com)

Terminal operator:  
 CONTERAIL, S.A.  
 Tel +34 916 707 091  
[www.conterail.com](http://www.conterail.com)  
 Manager. Carlos Romero. Felipe Mendaña.  
[cromero@conterail.com](mailto:cromero@conterail.com)  
[fmendana@noatum.co](mailto:fmendana@noatum.co)



**WORKING TIMETABLE**

Technical facility:

Train access and expedition at all times

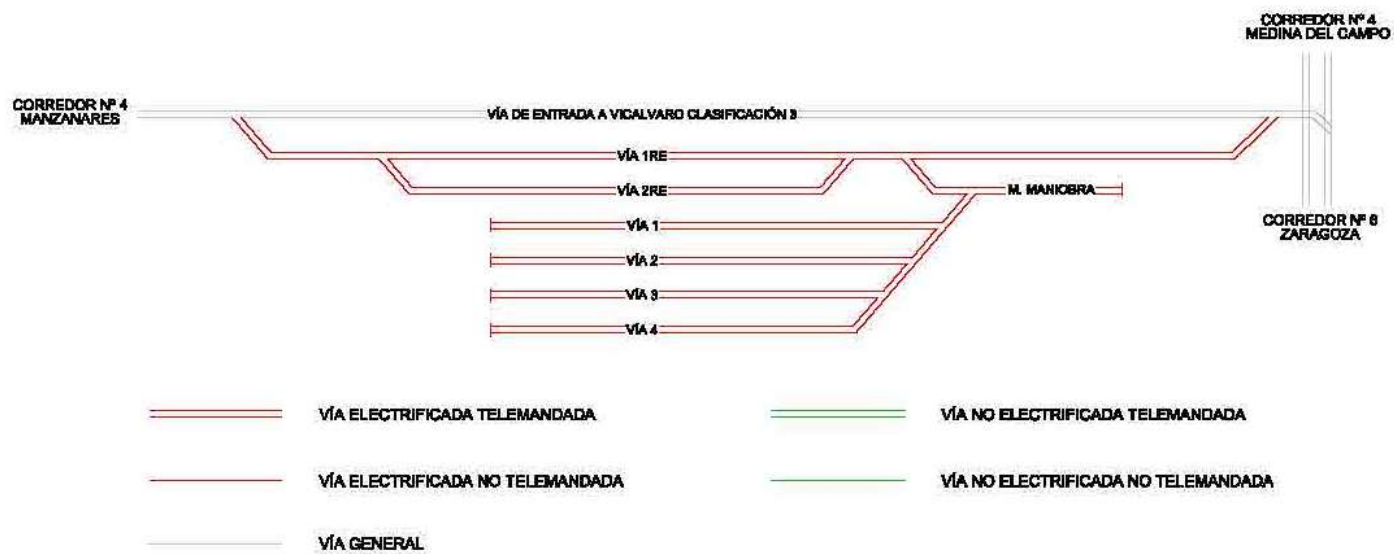
Services:

Particular Services. In accordance to each service demand and Public Services

**SERVICES**

Combined traffic operation area. For more details, contact transport operators.

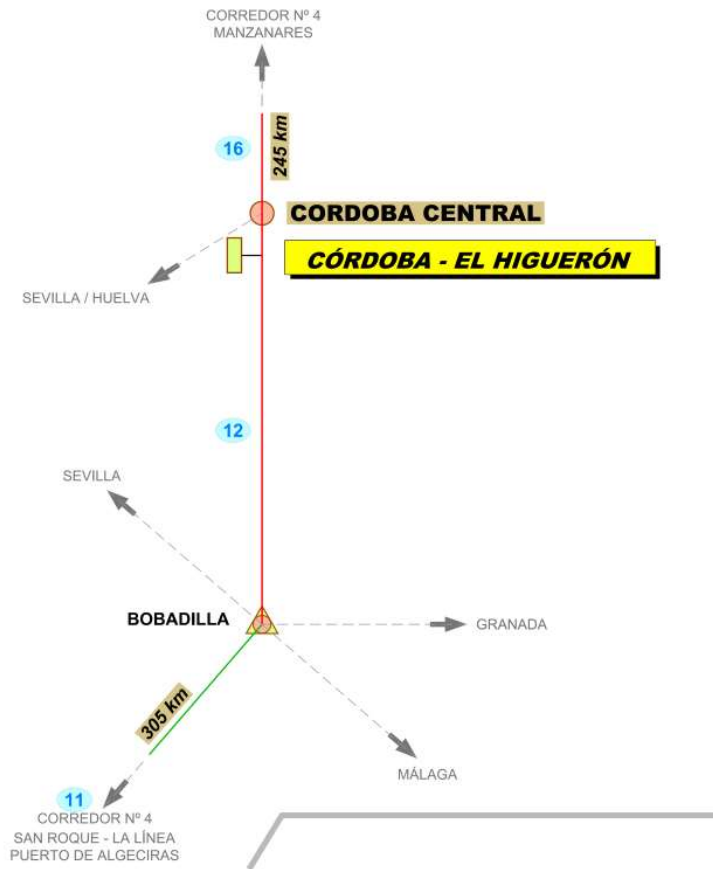
**INFRASTRUCTURES**



Nº Tracks	Track length (m)
1RE	>750
2RE	450
1	553
2	516
3	480
4	433
Shunting neck	420
Electrified 3 KV	

## CÓRDOBA – EL HIGUERÓN TERMINAL

### LOCATION



### TYPE OF TERMINAL

ADIF Intermodal terminal

### OPERATION

South Direction ADIF

Crta. Palma del Río, Km. 3,500

CÓRDOBA

14005 – CÓRDOBA

Email: [logistica.gerenciasur@adif.es](mailto:logistica.gerenciasur@adif.es)

Tlf: +34 954.48.52.30

Web : [www.adif.es](http://www.adif.es)

### WORKING TIMETABLE

Technical facility:

Access and Train expedition : 7 days / 24h

Services:

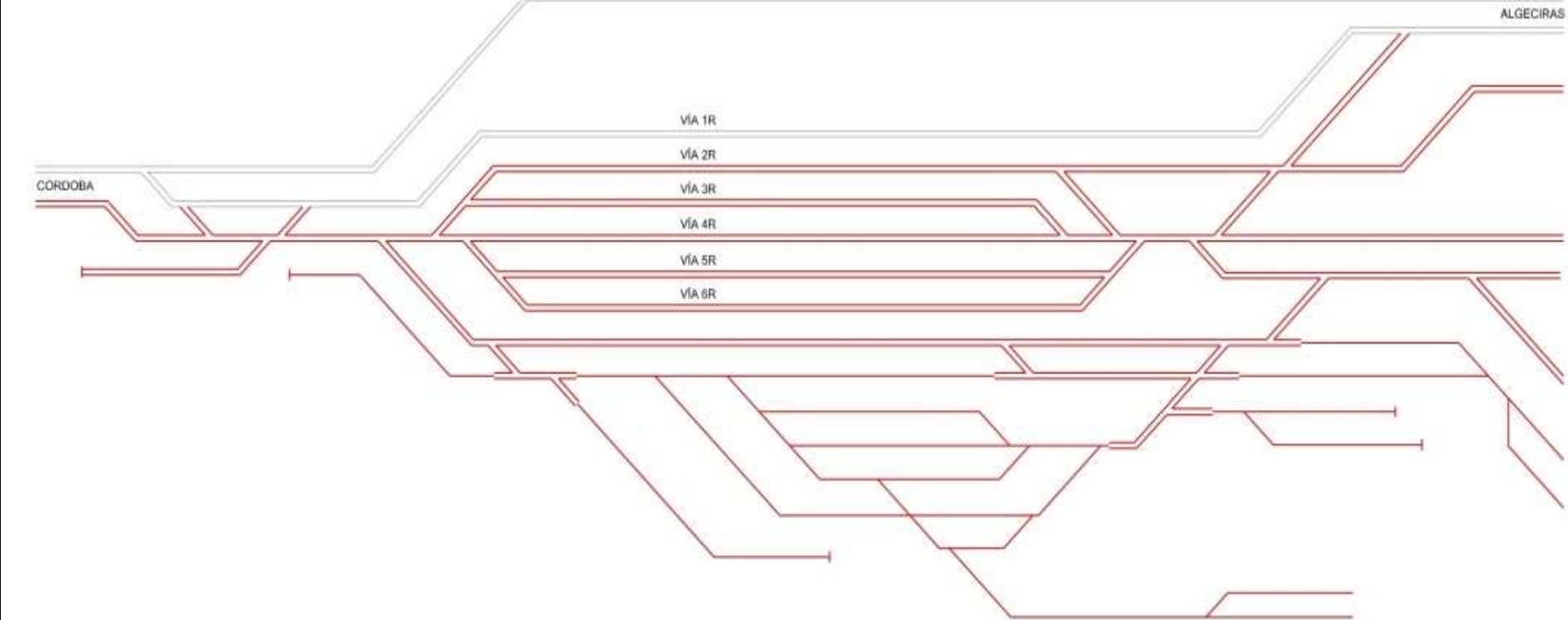
Timetable varies with service offered. For more information:

[http://www.adif.es/es\\_ES/infraestructuras/terminales/50512/fic\\_ha\\_instalacion\\_logistica\\_0075.shtml](http://www.adif.es/es_ES/infraestructuras/terminales/50512/fic_ha_instalacion_logistica_0075.shtml)

SERVICES	
Formation/selection shunting, with or without shunting vehicle. Reception shunting in other facilities. Positioning shunting in the logistic facilities within the main facilities Shunting in facilities with shunting vehicle Material operations associated to the access and expedition of trains.	Shunting in facilities without shunting vehicle. Shunting in facilities with shunting vehicle. Handling of intermodal transport units Access shunting to outside facilities with shunting vehicle

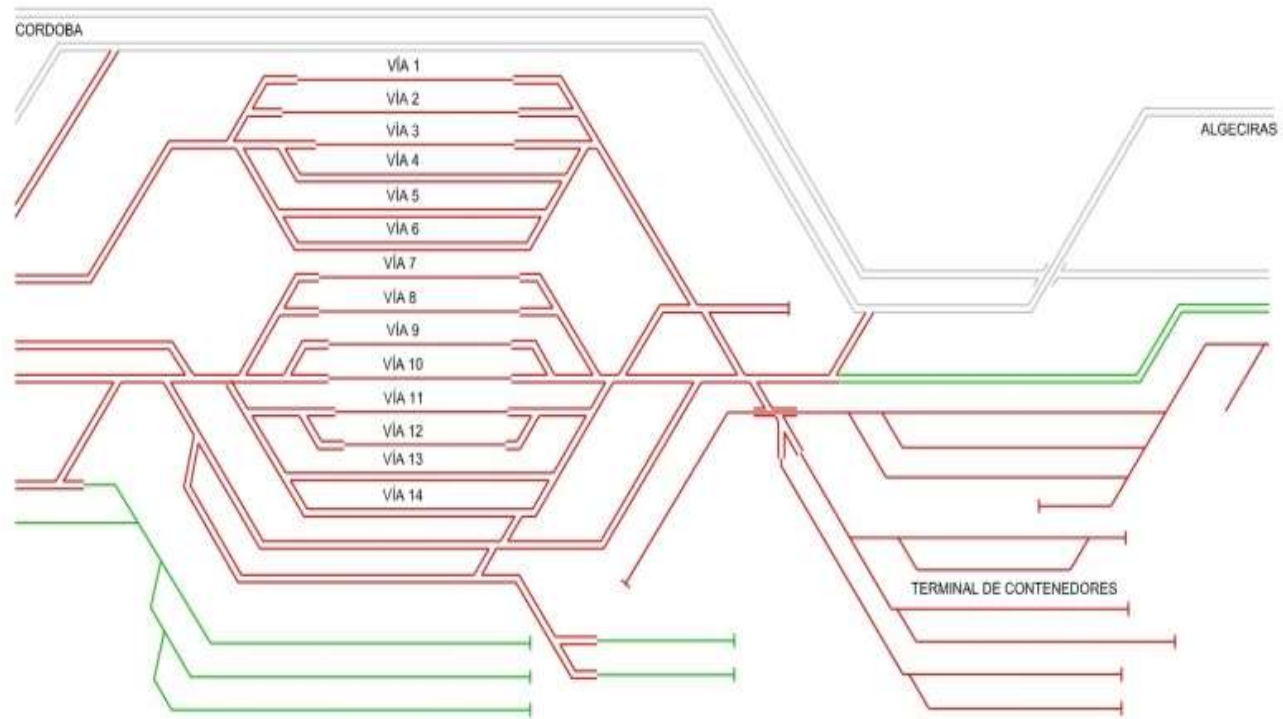
INFRASTRUCTURES		
<p>The diagram illustrates the railway infrastructure between Cordoba and Algeciras, divided into two main sections: 'HAZ DE RECEPCIÓN' (Reception Siding) on the left and 'HAZ DE FORMACIÓN' (Formation Siding) on the right. The tracks are color-coded: red for the main reception and formation tracks, and green for the formation siding tracks. The layout shows a complex network of tracks with multiple sidings and connecting lines.</p>	Nº Track	Length(m)
	Reception siding	
	1R	607
	2R	609
	3R	674
	4R	616
	5R	616
	6R	608
	Formation siding	
	14 Electrified tracks with length between 465 – 670 m   Electrified 3 KV	

HAZ DE RECEPCIÓN





# HAZ DE FORMACIÓN



==== VÍA ELECTRIFICADA TELEMANDADA

==== VÍA NO ELECTRIFICADA TELEMANDADA

— VÍA ELECTRIFICADA NO TELEMANDADA

— VÍA NO ELECTRIFICADA NO TELEMANDADA

— VÍA GENERAL

**SAN ROQUE – LA LÍNEA FREIGHT TERMINAL**

**LOCATION**

**TYPE OF TERMINAL**



ADIF Intermodal terminal

**OPERATION**

South Direction ADIF  
 Crta. Almoraima s/n  
**SAN ROQUE**  
 11368 – CÁDIZ  
 Tif: +34 954.48.52.30  
 Email: [logistica.gerenciasur@adif.es](mailto:logistica.gerenciasur@adif.es)  
 Web : [www.adif.es](http://www.adif.es)

**WORKING TIMETABLE**

Technical facility:  
 Train Access and expedition:  
 Mon to Fri : 6.00am – 10.30pm

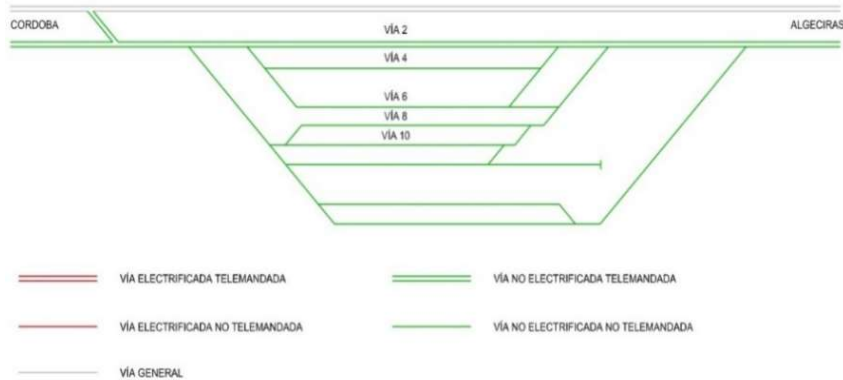
Services :  
 Timetable varies with service offered. For more information:  
[http://www.adif.es/es\\_ES/infraestructuras/terminales/55026/ficha\\_instalacion\\_logistica\\_0089.shtml](http://www.adif.es/es_ES/infraestructuras/terminales/55026/ficha_instalacion_logistica_0089.shtml)

## SERVICES

Formation/selection shunting, with or without shunting vehicle.  
 Reception shunting in other facilities.  
 Positioning shunting in the logistic facilities within the main facilities  
 Shunting in facilities with shunting vehicle

Shunting in facilities without shunting vehicle.  
 Shunting in facilities with shunting vehicle.  
 Handling of intermodal transport units  
 Access shunting to outside facilities with shunting vehicle  
 Material operations associated to the access and expedition of trains.

## INFRASTRUCTURES



		Nº vías	Longitud máxima (m)	Longitud total (m)
Acceso por Ferrocarril	Vías de Recepción y Expedición	✓ 3	847	2.267
Acceso a las Instalaciones de Servicio	Vías intermodales	✓ 2	644	1.164
	Vías de apartado	✓ 4	977	3.204
	Vías de apartado larga duración	X -	-	-
	Vías de formación y maniobra	X -	-	-
	Vías mantenimiento	X -	-	-
	Vías lavado y limpieza	X -	-	-
	Vías Suministro de Combustible	X -	-	-
	Vías Punto de Carga	X -	-	-

*Una misma vía puede tener varias funcionalidades. Las vías intermodales no están sujetas a un proceso de adjudicación*

# ALGECIRAS FREIGHT TERMINAL

## LOCATION



## TYPE OF TERMINAL

ADIF Intermodal terminal

## OPERATION

ADIF Direction South

Estación Antigua de FFCC - c/ Agustín Balsamo s/n

ALGECIRAS

11207 – CÁDIZ

Email: [logistica.gerenciasur@adif.es](mailto:logistica.gerenciasur@adif.es)

Tlf: +34 954.48.52.30

Web : [www.adif.es](http://www.adif.es)

## WORKING TIMETABLE

Technical facility

Access and Train expedition :

Mon to Fri : 7.00am – 10:00pm

Services:

Timetable varies with service offered. For more information:

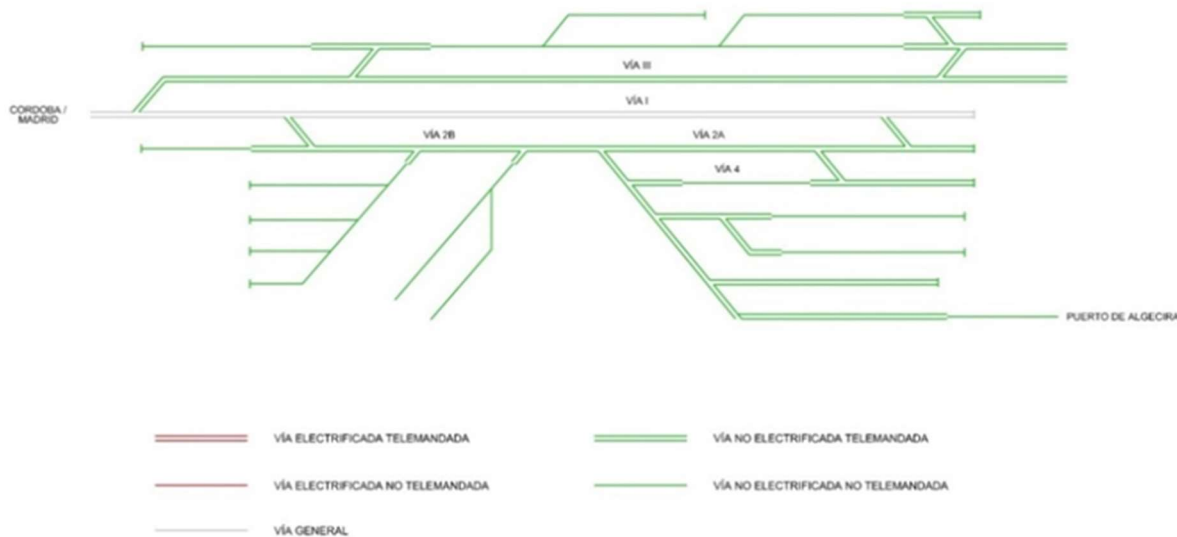
[http://www.adif.es/es\\_ES/infraestructuras/terminales/55020/ficha\\_instalacion\\_logistica\\_0088.shtml](http://www.adif.es/es_ES/infraestructuras/terminales/55020/ficha_instalacion_logistica_0088.shtml)

## SERVICES

Formation/selection shunting, with or without shunting vehicle.  
 Reception shunting in other facilities.  
 Positioning shunting in the logistic facilities within the main facilities  
 Shunting in facilities with shunting vehicle

Shunting in facilities without shunting vehicle.  
 Shunting in facilities with shunting vehicle.  
 Handling of intermodal transport units  
 Access shunting to outside facilities with shunting vehicle  
 Material operations associated to the access and expedition of trains.

## INFRASTRUCTURES



Nº Track	Length (m)
I	580
2A	120
2B	150
III	470
4	130
5	317
Not electrified	

## BAHÍA DE ALGECIRAS PORT

### LOCATION



### GENERAL INFORMATION

Puerto Bahía de Algeciras

Terminal Ferroportuaria 1 de Isla Verde Exterior y Terminal Ferroportuaria 2 de Isla Verde Interior.

Avenida de la Hispanidad, 2.

11207 ALGECIRAS.

Contacts:

Rafael Olivares

Email: [rolivares@apba.es](mailto:rolivares@apba.es)

Tlf: +34 956.58.54.00

Juan José Aguilar

Email: [jjaguilar@apba.es](mailto:jjaguilar@apba.es)

Tlf: +34 956.58.54.29

Web : <http://www.apba.es/ferrocarril>

Terminal owner: Autoridad Portuaria de la Bahía de Algeciras (APBA).

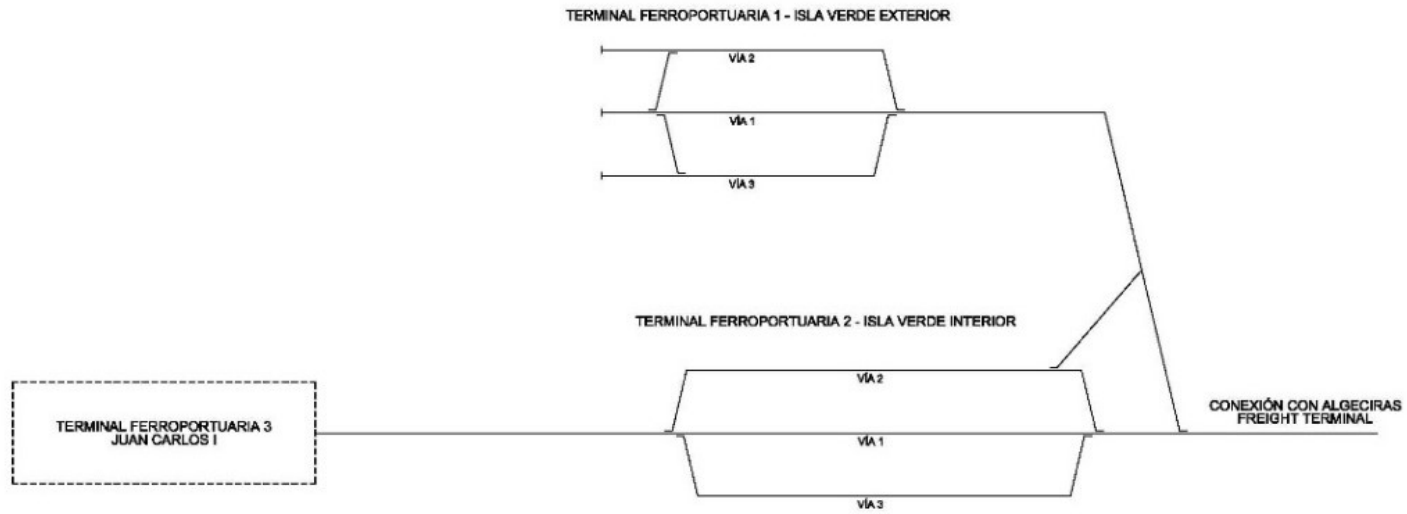
According to the Spanish law, the port authority is the rail infrastructure manager within the port.

Terminal operator: ADIF/ APBA

Terminal character: Intermodal (rail-road /maritime)

ACCESS CONDITIONS	
Mon to Fri : 8.30am – 6.30pm Open access for all market operators (RU, forwarder, logistic provider): Yes	Legal requirements to access: no particular requirements Technical conditions: only diesel traction
TERMINAL DESCRIPTION	
Type of cargo: all (containers mainly) Equipment (container): reach stacker: Other cargoes: no specific equipment Connection to main railway infrastructure: Connecting railway station: San Roque (ADIF) y Algeciras Mercancías (ADIF)	
CAPACITY ALLOCATION	
Process description: regulated through ADIF-APBA formal agreement. Paths are organized between San Roque (ADIF) and Puerto de Algeciras. Booking: on a daily basis	
SERVICES	CHARGING
Connections with external facilities Shunting staff Commercial billing and administrative support Containers handling and storage Pick-up and delivery operations Others services under request	Price list: to be published (consult the APBA in the meanwhile) Payment conditions: no particular conditions

INFRASTRUCTURES



Nº Tracks	Track length (m)
<b>T 1 – Isla Verde Exterior</b>	
1	591
2	629
3	591
<b>T 2 – Isla Verde Interior</b>	
1	300
2	335
3	300



# BILBAO PORT

## LOCATION

## GENERAL INFORMATION



Puerto de Bilbao

Campo de Volatín, 37

48007 BILBAO

Contact: Luis Gabiola Mendieta

Email: [comercial@bilbaoport.es](mailto:comercial@bilbaoport.es)

Tif: +34 944 871 200

Web : [www.bilbaoport.es](http://www.bilbaoport.es)

Terminal owner: Autoridad Portuaria de Bilbao (APB) - ADIF.

According to the Spanish law, the port authority is the rail infrastructure manager within the port. However, the owner of the terminal is ADIF.

Terminal operator: ADIF/ APB

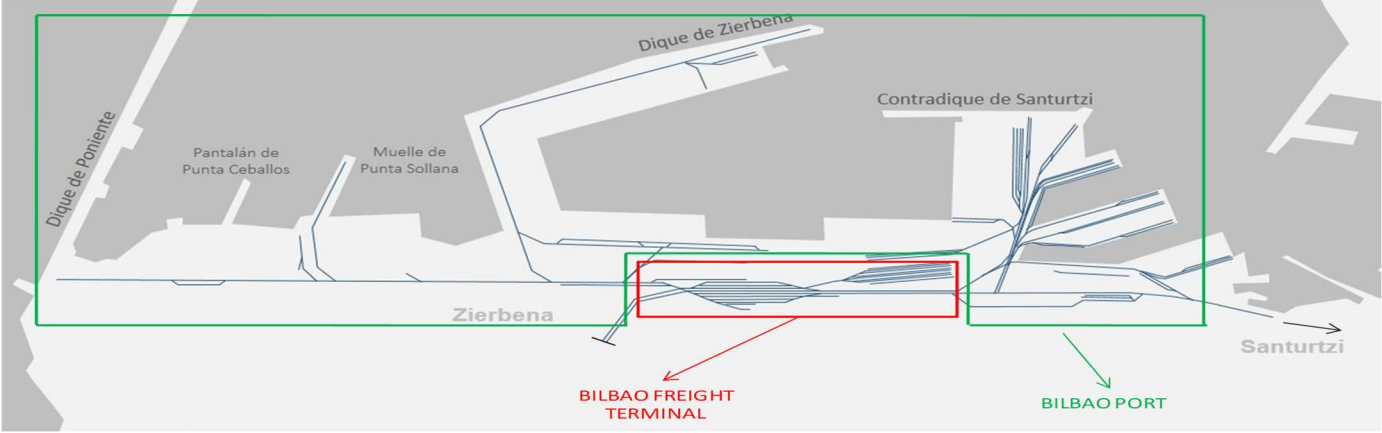
Terminal character: Intermodal (rail-road /maritime)

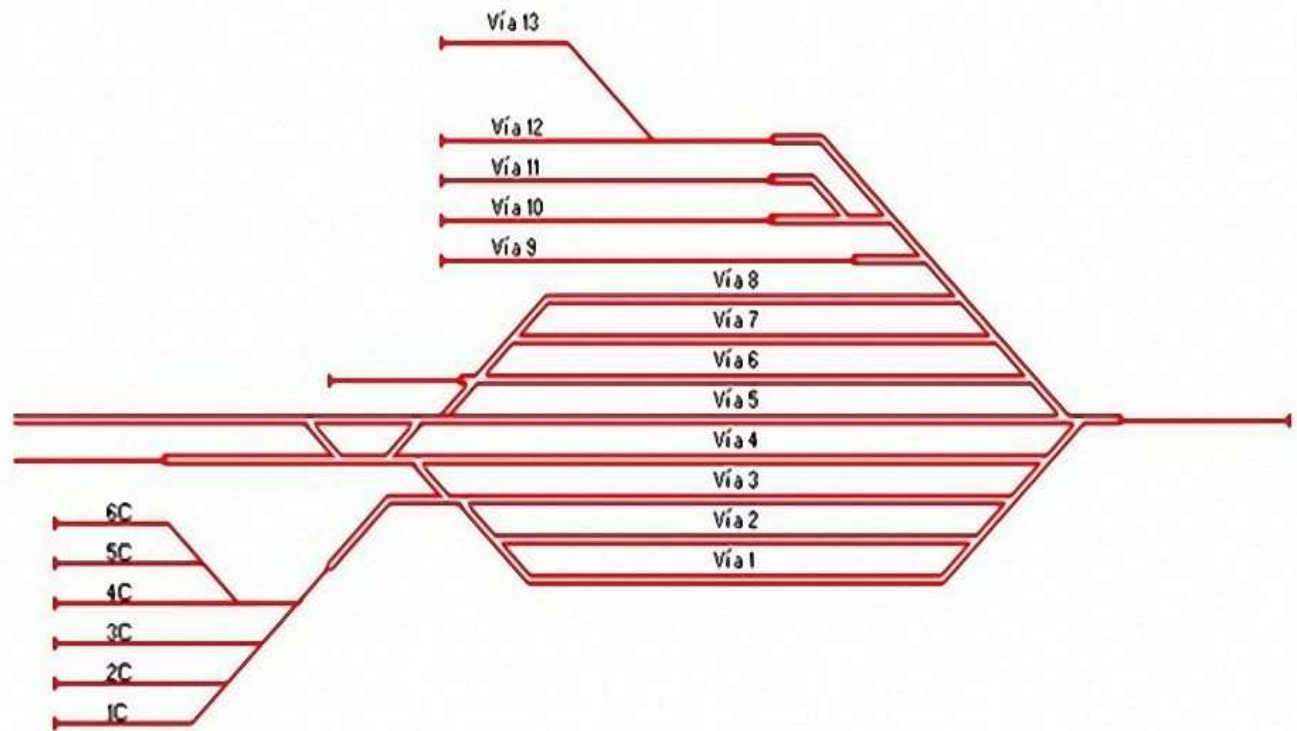
## ACCESS CONDITIONS

Open access for all market operators (RU, forwarder, logistic provider...): Yes

Legal requirements to access: no particular requirements

Technical conditions: only diesel traction

TERMINAL DESCRIPTION	CAPACITY ALLOCATION
<p>Type of cargo: all (container mainly)</p> <p>Equipment (container): RTG. Other cargoes (no specific equipment)</p> <p>Connection to main railway infrastructure: Connecting railway station: Bilbao Mercancías (ADIF)</p>	<p>Process description: regulated through ADIF-APB formal agreement. Paths are organized between Bilbao Mercancías (ADIF) and Puerto de Bilbao.</p> <p>Booking: on a daily basis</p>
SERVICES	CHARGING
<p>For more details, please check the website  <a href="http://www.adif.es/es_ES/infraestructuras/terminales/13408/ficha_instalacion_logistica_0026.shtml">http://www.adif.es/es_ES/infraestructuras/terminales/13408/ficha_instalacion_logistica_0026.shtml</a></p> <p>ADIF operating times: 7 days / 24h</p>	<p>Price list: to be published (consult the APB in the meanwhile)</p> <p>Payment conditions: no particular conditions</p>
INFRASTRUCTURE	
 <p>The map illustrates the infrastructure layout of the Bilbao port and freight terminal. A red box highlights the Bilbao Freight Terminal, and a green box highlights the Bilbao Port area. Key features include the Dique de Zierbena, Contradique de Santurtzi, Dique de Poniente, Pantalan de Punta Ceballos, and Muelle de Punta Sollana. The Zierbena and Santurtzi areas are also labeled. Red and green arrows point to the Bilbao Freight Terminal and Bilbao Port, respectively.</p>	



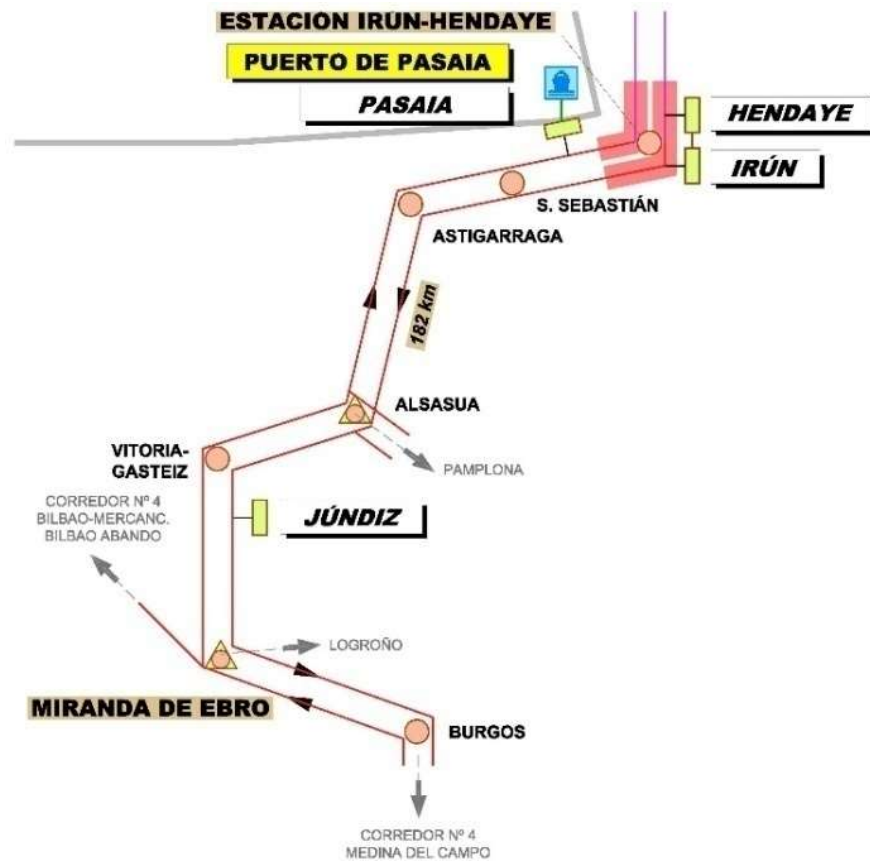
— Vía electrificada telemandada    — Vía no electrificadas telemandadas  
— Vía electrificada no telemandada    — Vía no electrificada no telemandada

Nº Tracks	Track length (m)
1	476
2	476
3	568
4	737
5	731
6	609
7	518
8	462
13	50
15	150
Electrified 3 KV	

PASAIA PORT

LOCATION

GENERAL INFORMATION



Puerto de Pasaia

Pasaia Ancho, s/n.

20110 PASAJES

Contact: César Salvador Artola

Email: [csalvador@puertopasajes.net](mailto:csalvador@puertopasajes.net)

Tel +34 943.35.01.42

Web : [www.puertopasajes.net](http://www.puertopasajes.net)

Terminal owner: Autoridad Portuaria de Pasaia (APP).

According to the Spanish law, the port authority is the rail infrastructure manager within the port.

Terminal operator: ADIF/ APP

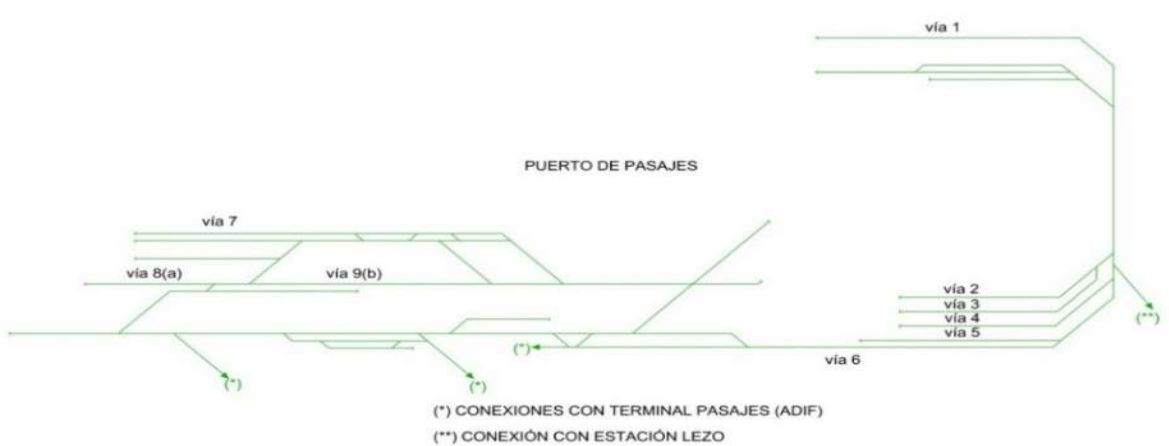
Terminal character: Intermodal (rail-road /maritime)

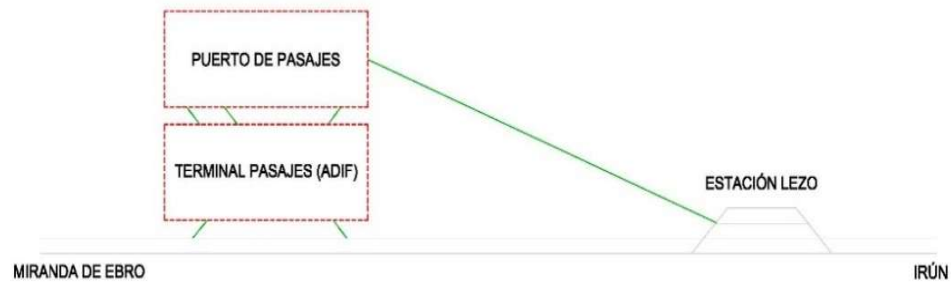
ACCESS CONDITIONS

Open access for all market operators (RU, forwarder, logistic provider...)

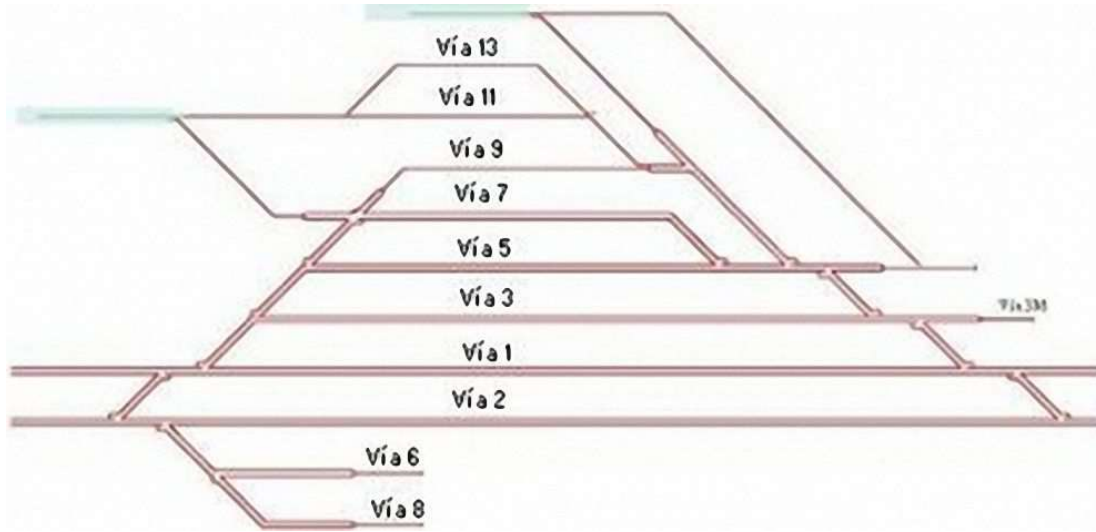
No particular legal requirements to access

Technical conditions: only diesel traction

TERMINAL DESCRIPTION	CAPACITY ALLOCATION																					
Type of cargo: general cargo (vehicles and coils mainly) Equipment: no specific equipment. Connecting railway station: Lezo & Pasaia Mercancías (ADIF)	Process description: regulated through ADIF-APP formal agreement. Paths are organized between Lezo&PasajesMercancías (ADIF) and Puerto de Pasaia.  Booking: on a daily basis																					
SERVICES	CHARGING																					
For more details, please check the website <a href="http://www.adif.es/es_ES/infraestructuras/terminales/11515/ficha_instalacion_logistica_0023.shtml">http://www.adif.es/es_ES/infraestructuras/terminales/11515/ficha_instalacion_logistica_0023.shtml</a>  Operating times ADIF : Mon to Fri / 6.00am – 10.00pm	Price list: to be published (consult the APP in the meanwhile)  Payment conditions: no particular conditions																					
INFRASTRUCTURES																						
 <p style="text-align: center;">PUERTO DE PASAJES</p> <p>(*) CONEXIONES CON TERMINAL PASAJES (ADIF)        (**) CONEXIÓN CON ESTACIÓN LEZO</p>	<table border="1"> <thead> <tr> <th data-bbox="1514 817 1800 884">Nº Tracks</th> <th data-bbox="1809 817 2110 884">Track length (m)</th> </tr> </thead> <tbody> <tr><td data-bbox="1514 884 1800 935">1</td><td data-bbox="1809 884 2110 935">610</td></tr> <tr><td data-bbox="1514 935 1800 986">2</td><td data-bbox="1809 935 2110 986">319</td></tr> <tr><td data-bbox="1514 986 1800 1037">3</td><td data-bbox="1809 986 2110 1037">329</td></tr> <tr><td data-bbox="1514 1037 1800 1088">4</td><td data-bbox="1809 1037 2110 1088">324</td></tr> <tr><td data-bbox="1514 1088 1800 1139">5</td><td data-bbox="1809 1088 2110 1139">200</td></tr> <tr><td data-bbox="1514 1139 1800 1190">6</td><td data-bbox="1809 1139 2110 1190">440</td></tr> <tr><td data-bbox="1514 1190 1800 1241">7</td><td data-bbox="1809 1190 2110 1241">310</td></tr> <tr><td data-bbox="1514 1241 1800 1292">8 (a)</td><td data-bbox="1809 1241 2110 1292">405</td></tr> <tr><td data-bbox="1514 1292 1800 1311">8 (b)</td><td data-bbox="1809 1292 2110 1311">471</td></tr> </tbody> </table>	Nº Tracks	Track length (m)	1	610	2	319	3	329	4	324	5	200	6	440	7	310	8 (a)	405	8 (b)	471	
Nº Tracks	Track length (m)																					
1	610																					
2	319																					
3	329																					
4	324																					
5	200																					
6	440																					
7	310																					
8 (a)	405																					
8 (b)	471																					



Terminal Pasajes (ADIF)



— Vía electrificada telemandada     — Vía no electrificadas telemandadas  
— Vía electrificada no telemandada     — Vía no electrificada no telemandada

Nº Tracks	Track length (m)
3	567
5	399
7	367
9	340
11	316
13	265
4	305
6	300
8	300

Electrified 3 KV | No electrified

### ANNEX 3.A2 – List of the terminals France

GRAND PORT MARITIME DU HAVRE	
LOCATION	TYPE OF TERMINAL
<p>MONTEROLIER / SERQUEUX / GISORS / AMIENS</p> <p><b>PORT DU HAVRE</b></p> <p>LE HAVRE 59 km</p> <p>MOTTEVILLE</p> <p>30 km</p> <p>SOTTEVILLE</p> <p>GAILLON</p> <p>VERNON</p> <p>CAEN</p> <p><b>PORT DE ROUEN</b></p> <p>CORRIDOR N°4 PARIS METZ - ALLEMAGNE HENDAYE - ESPAGNE - PORTUGAL</p>	<p>Intermodal Port Terminal, outside of the Rail National Network</p>
	CONTACTS
	<p>Grand port maritime du Havre (GPMH) Terre -Plein de la Barre, 76067 LE HAVRE CEDEX Tel: + 33 (0)2 32 74 74 00 <a href="http://www.havre-port.fr">www.havre-port.fr</a> EUROPORTE (SOCORAIL) Tel +33 (0)4 42 13 13 52</p>
	WORKING TIMETABLE
	<p>Réseau ferré national :</p> <p>Le Havre – Soquence, postes C et D</p> <p>Mon to Fri: 12am - 12pm</p> <p>Sat: 12am – 8.45pm</p> <p>Sun: 1.15pm – 8.45pm</p>

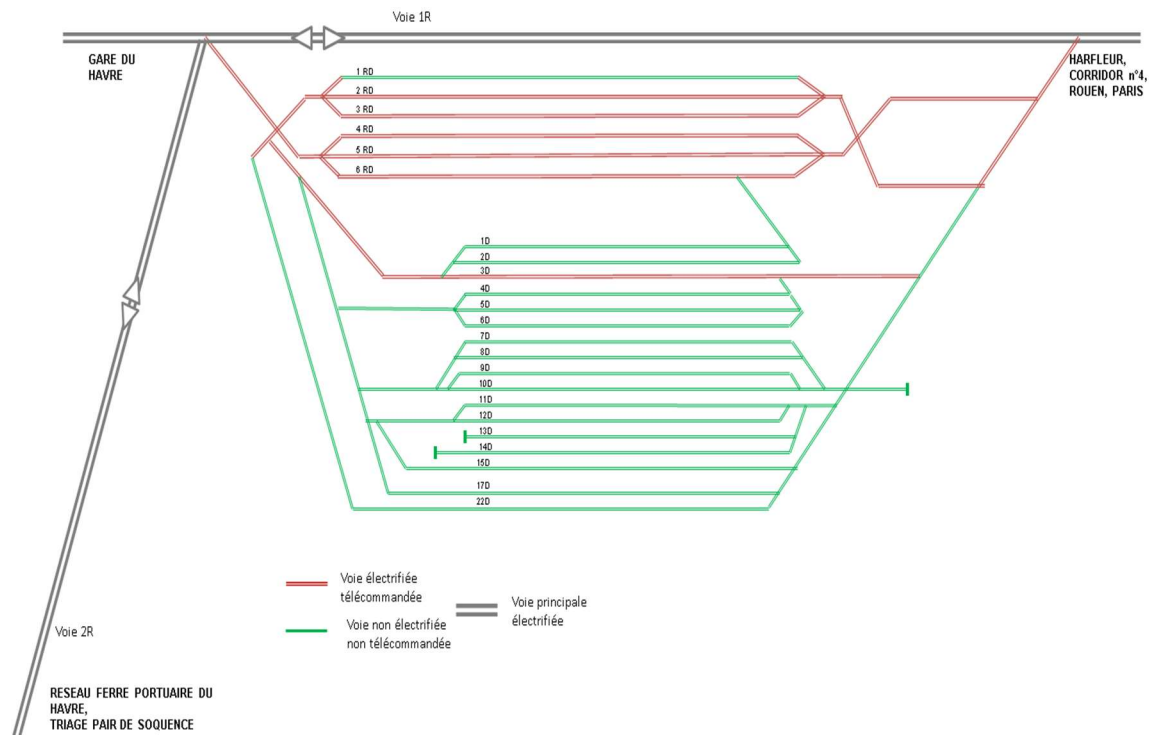
## SERVICES

Combined traffic operation area. For more details, contact transport operators

Rail services: please check the website <https://www.europorte.com/uk/subsidiaries/Railway-infrastructure-management/>

## INFRASTRUCTURES

Facilities Plan of the Réseau Ferré National above Grand Port Maritime du Havre (odd sequence)



N° Tracks

Track length (m)

Reception Odd Sequence  
1RD – 6RD

789 - 815

Holding  
Odd Sequence  
1D – 17D

501 - 534

Equipment  
Odd Sequence  
22D

790



TERMINAL OF LE HAVRE – SOQUENCE

LOCATION

TYPE OF TERMINAL

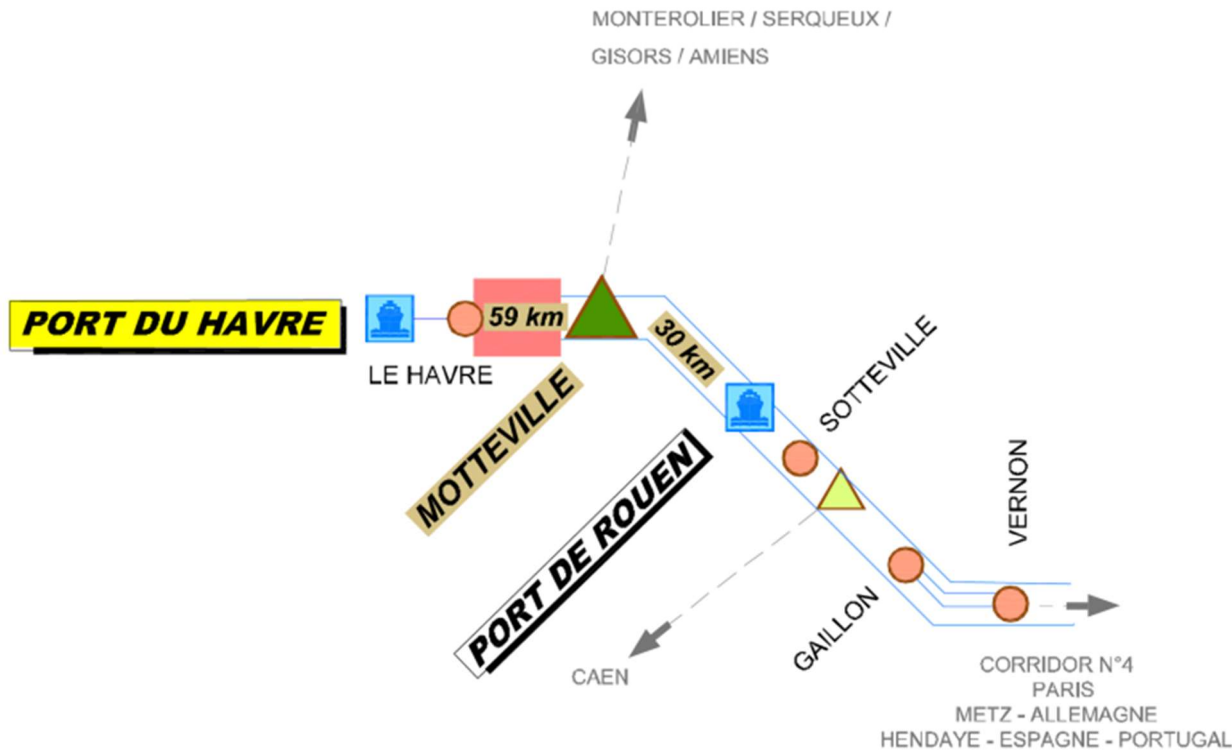
Combined traffic Terminal of the of the Rail National Network

CONTACTS

NAVILAND CARGO  
 182 quai George V – BP 1073  
 76062 LE HAVRE CEDEX  
 Tel: + 33 (0)2 35 25 80 50  
<http://www.naviland-cargo.com/contact/centre-de-national-des-operations>

WORKING TIMETABLE

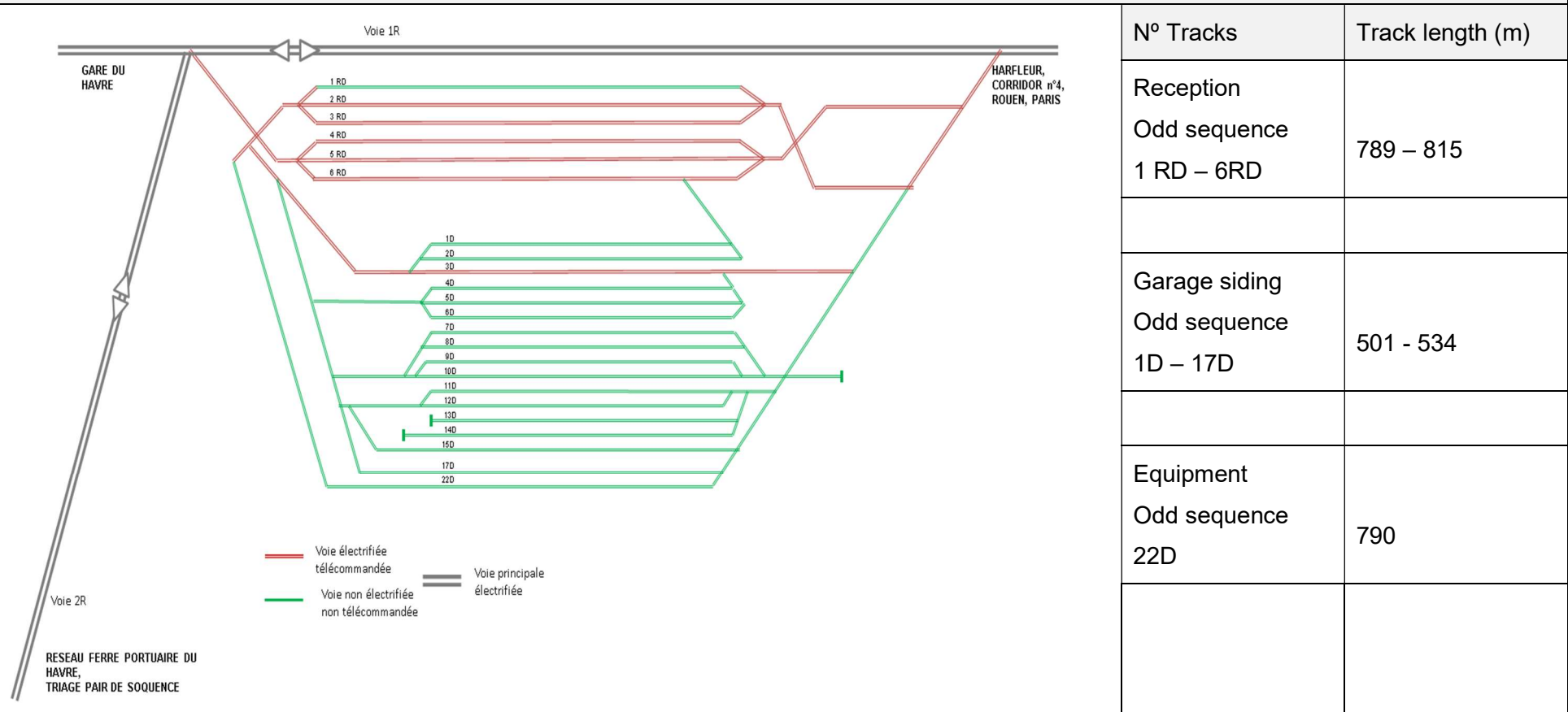
NAVILAND CARGO  
 Mon to Fri : 8.00am to 5.30pm  
 Réseau Ferré National  
 Le Havre – Soquence, postes C et D :  
 Mon to Fri: 12am-12pm  
 Sat: 12am – 8.45pm  
 Sun: 1.15pm – 8.45pm



## SERVICES

Combined traffic operation area: for more details, contact transport operators

## INFRASTRUCTURES



GRAND PORT MARITIME DE ROUEN

LOCATION

TYPE OF TERMINAL

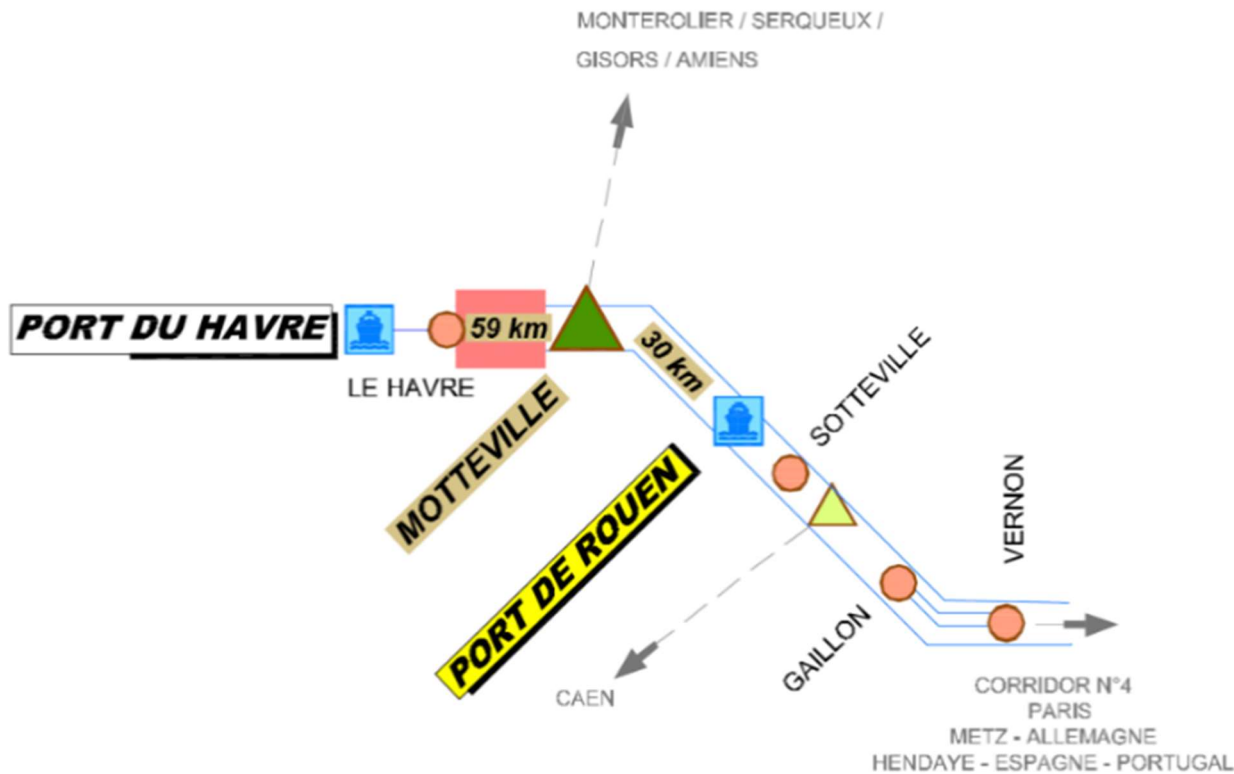
Multimodal Port Terminal, outside of the Rail National Network

CONTACTS

Grand Port Maritime de Rouen  
 34 boulevard Boisguilbert – BP 4075 – 76022  
 ROUEN Cedex 3  
 Tel: + 33 (0)2 32 52 54 56  
[www.rouen.port.fr](http://www.rouen.port.fr)  
 EUROPORTE (SOCORAIL)  
 Tel +33 (0)4 42 13 13 52

WORKING TIMETABLE

Réseau Ferré National  
 Line 340, Poste 2 Sotteville:  
 Mon to Sun: 12am-12pm



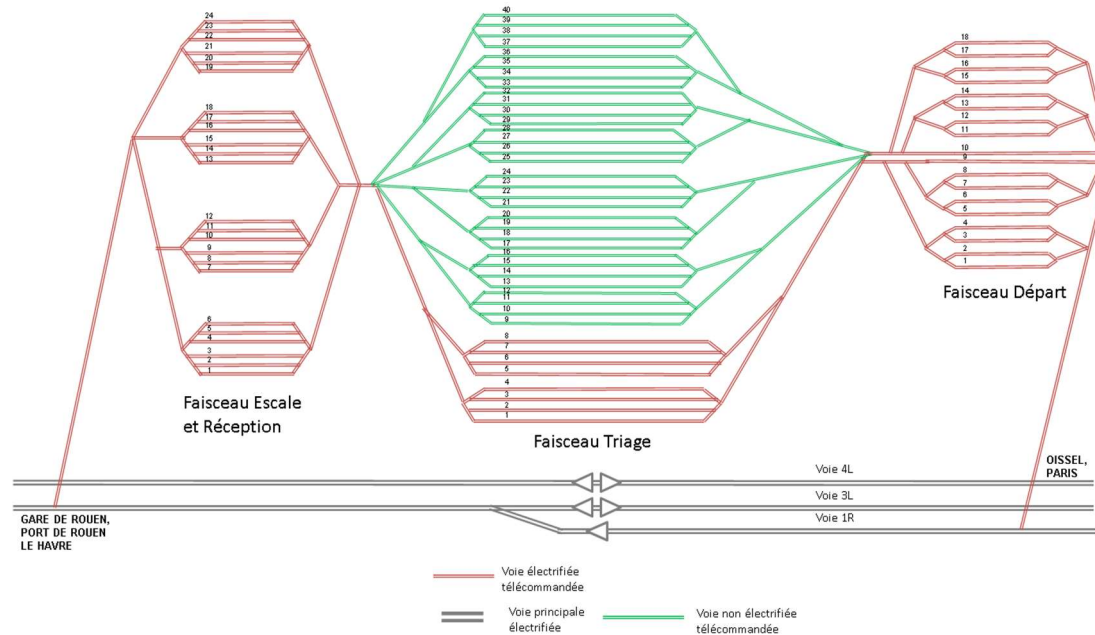
## SERVICES

Combined traffic operation area. For more details, contact transport operators.

Rail services: please check the website <https://www.europorte.com/uk/subsidiaries/Railway-infrastructure-management/>

## INFRASTRUCTURES

Facilities Plan of the Réseau Ferré National above Port de Rouen (Sotteville station)



N° Tracks

Track length (m)

Sorting and reception

1 – 24

750

Sorting and splitting-up

1 – 40

900

Holding and departure

1 - 18

680

**TERMINAL OF LE BOURGET**

**LOCATION**



**TYPE OF TERMINAL**

Gravity Shunting Centre, Réseau Ferroviaire National

**CONTACTS**

SNCF Réseau  
 Direction Marketing et Commerciale  
 Guichet Unique  
 174 avenue de France  
 75648 PARIS CEDEX 13  
 Tel: + 33 (0)1 53 94 33 23  
[GuichetUnique@reseau.sncf.fr](mailto:GuichetUnique@reseau.sncf.fr)

**WORKING TIMETABLE**

Réseau Ferré National: line n°229, positions Le Bourget  
 24h/24h      7 days/week

**SERVICES**

Gravity shunting Centre.  
 For more details, contact transport operator

# INFRASTRUCTURES

ARGENTEUIL, LE HAVRE  
Voie 2GC Voie 1GC

## Faisceau Triage

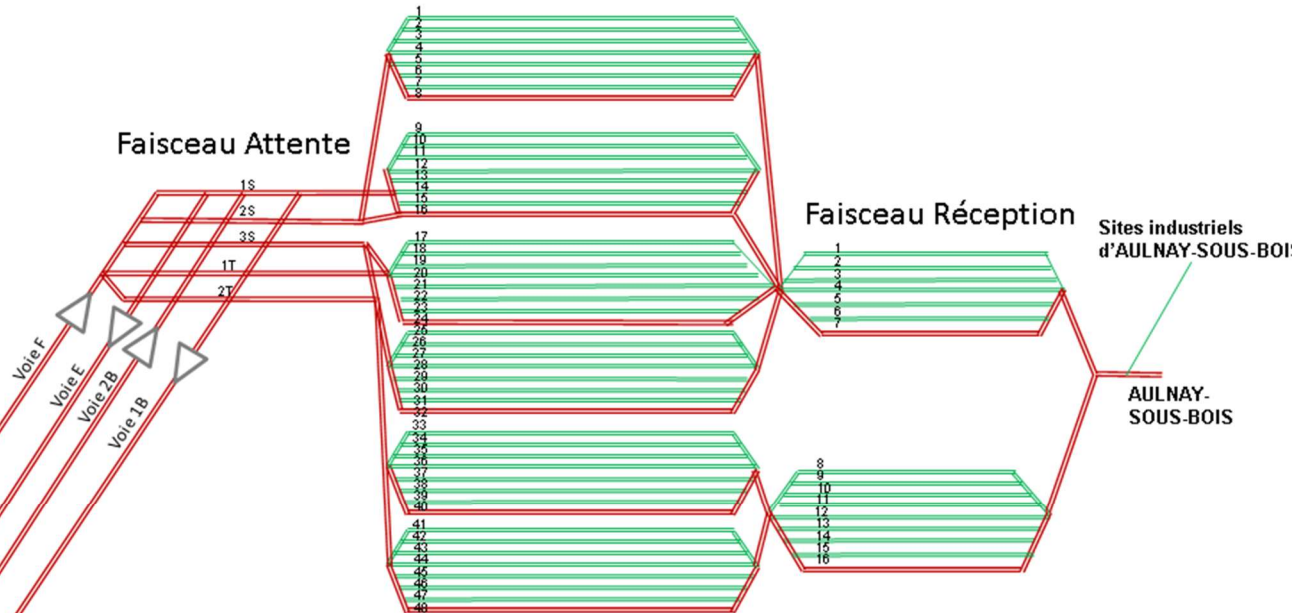
## Faisceau Attente

## Faisceau Réception

Sites industriels  
d'AULNAY-SOUS-BOIS

AULNAY-  
SOUS-BOIS

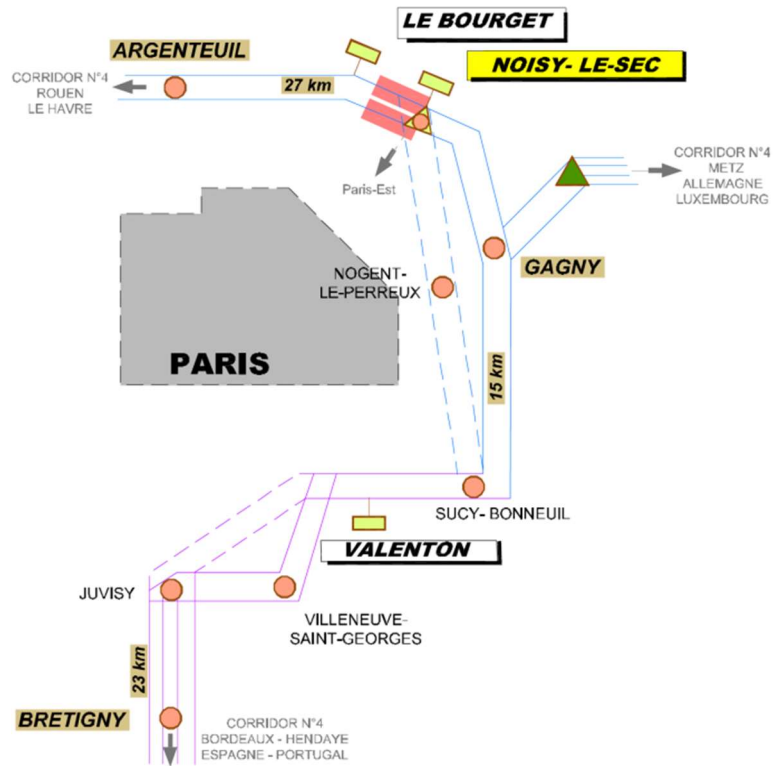
NOISY-LE-SEC,  
TOURS / METZ



N° Tracks	Track length (m)
Holding siding	
1S- S	796-800
1T-2T	634-635
Sorting siding	
1 - 2	646-702
3 - 8	691-700
9 - 16	689-692
17 - 24	694-706
25 - 31	707-720
33 - 40	731-761
41 - 48	764-786
Reception siding	
1 - 7	817- 847
8 - 16	666 - 840

# TERMINAL OF NOISY-LE-SEC

## LOCATION



## TYPE OF TERMINAL

Combined traffic Terminal of the of the Rail National Network

## CONTACTS

NOVATRANS

11 rue Emmanuel Arago

93130 NOISY-LE-SEC

Tél.: +33 (0)1 48 49 22 88

[http://www.novatrans.eu/images/PDFterminaux/Terminal\\_Noisy.pdf](http://www.novatrans.eu/images/PDFterminaux/Terminal_Noisy.pdf)

## WORKING TIMETABLE

NOVATRANS

Mon to Fri: 5.15am – 7.30pm

Réseau Ferré National (line 990, position M):

Mon to Fri: 12am-12pm

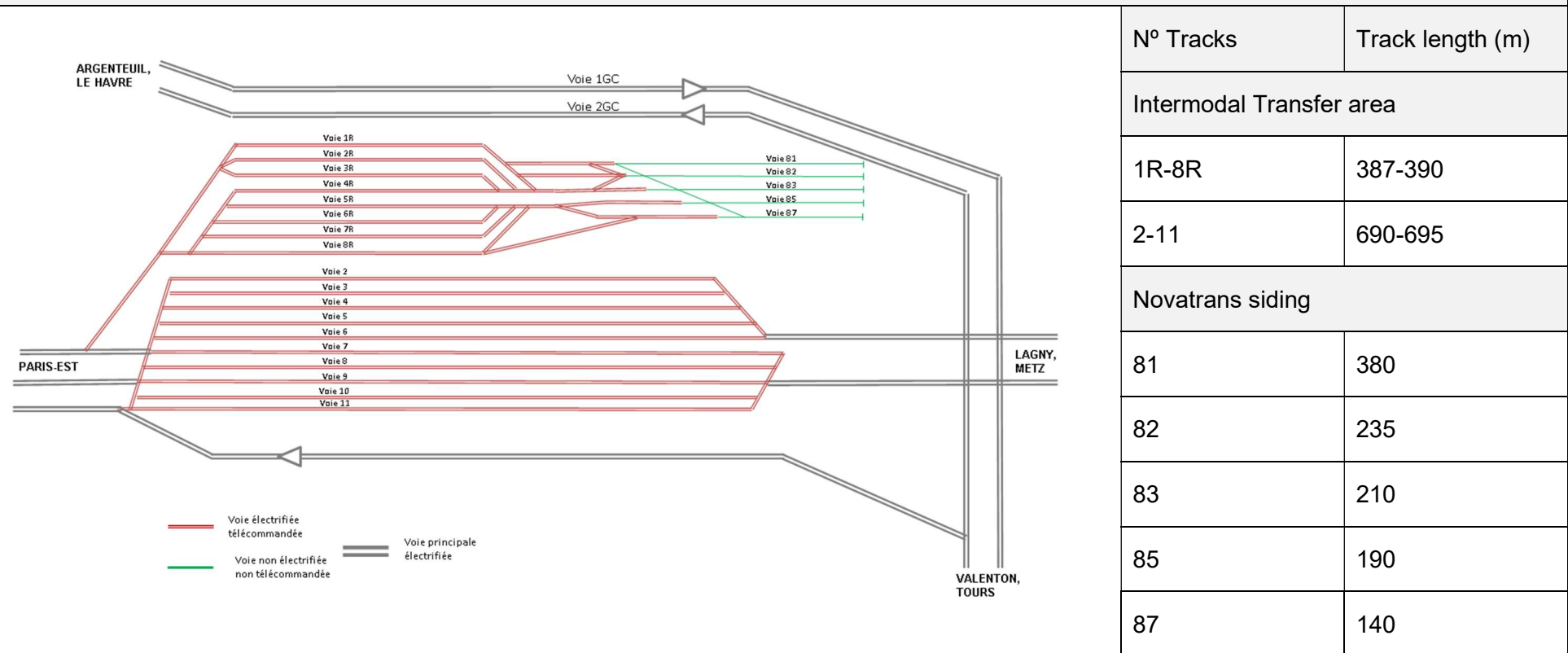
Sat: 12am-2pm

Sun: 10pm-12am

## SERVICES

Combined traffic operation area. For more details, contact transport operators.

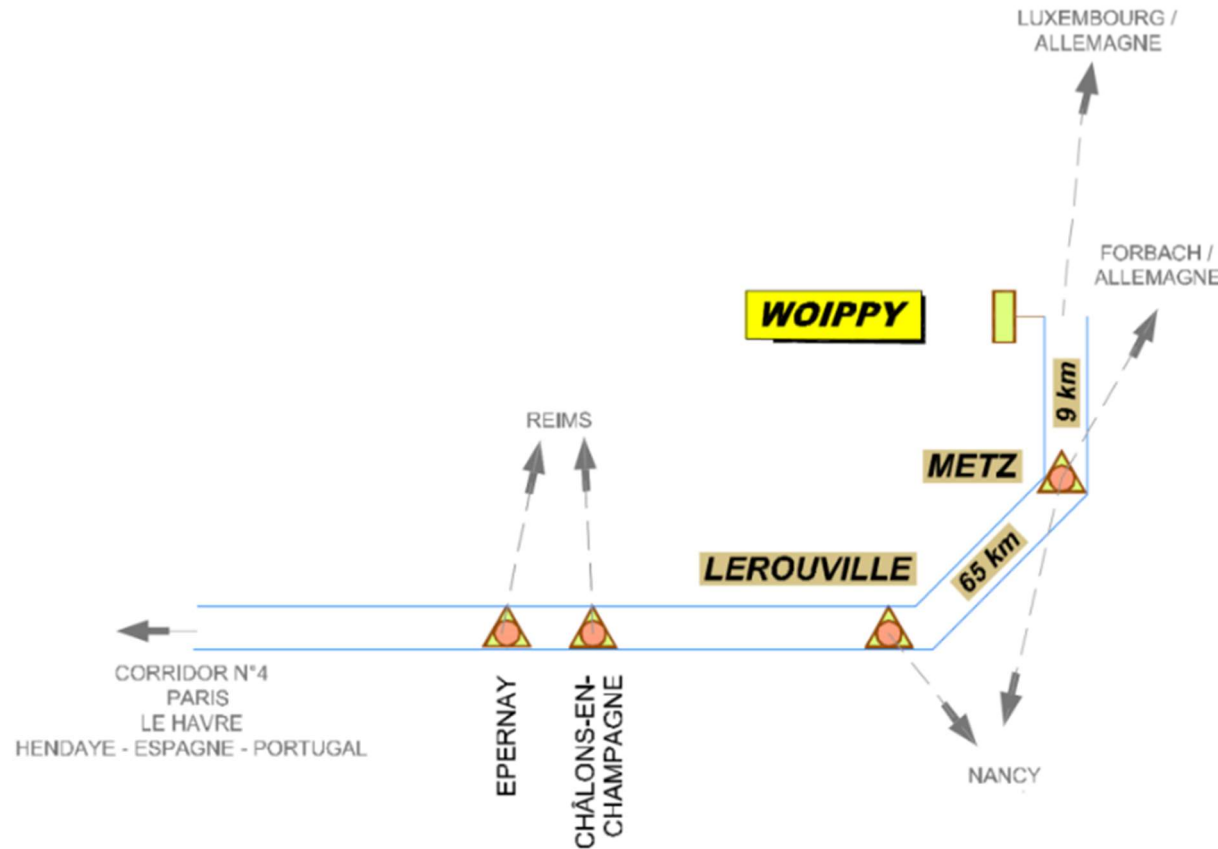
## INFRASTRUCTURES





TERMINAL OF WOIPPY

LOCATION



TYPE OF TERMINAL

Gravity Shunting centre, Réseau Ferroviaire National

CONTACTS

SNCF Réseau  
 Direction Marketing et Commerciale  
 Guichet Unique  
 174 avenue de France  
 75648 PARIS CEDEX 13  
 Tel: + 33 (0)1 53 94 33 23.  
[GuichetUnique@reseau.sncf.fr](mailto:GuichetUnique@reseau.sncf.fr)

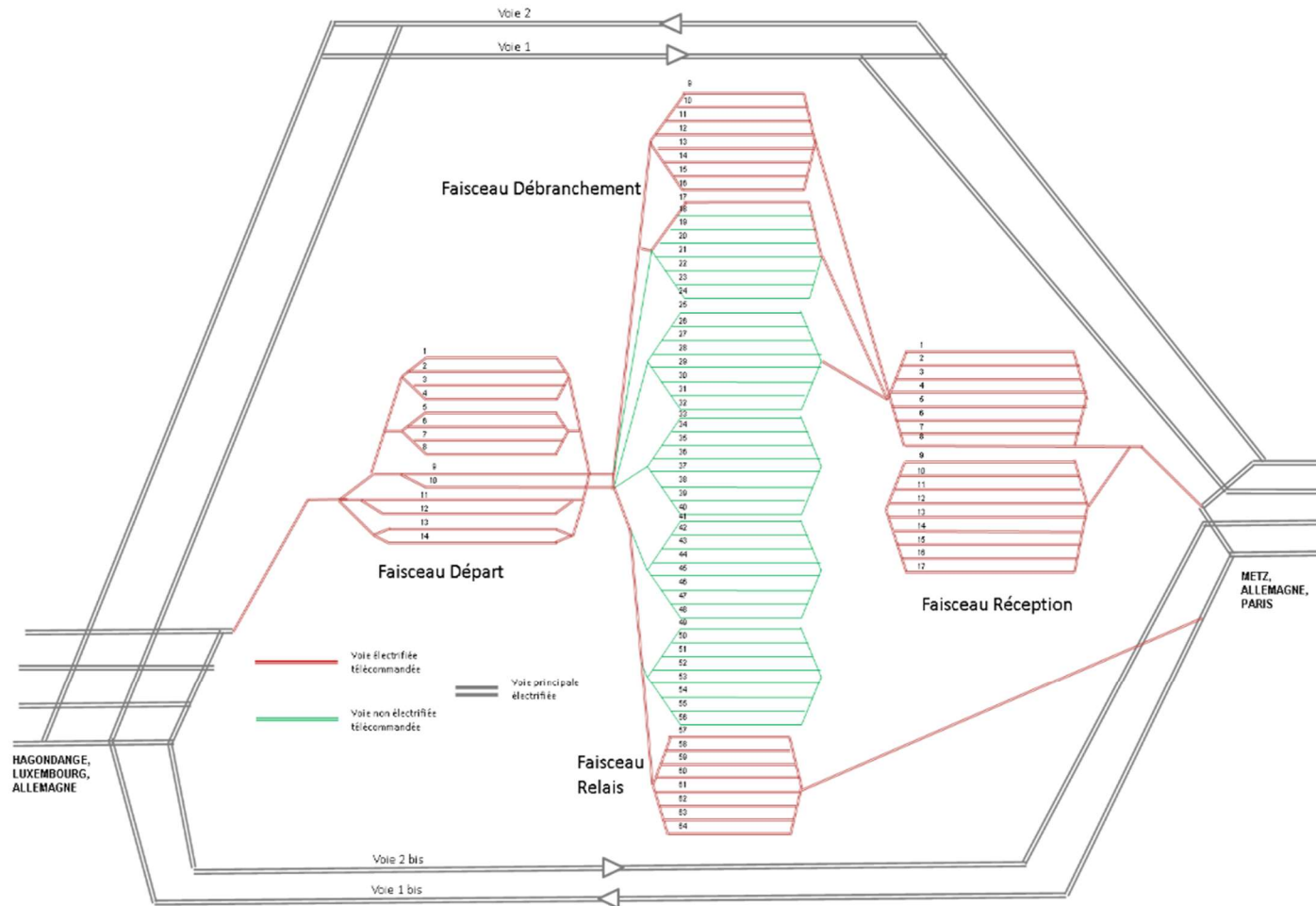
WORKING TIMETABLE

Réseau Ferré National: line n° 180,  
 positions of Woippy  
 24h/24, 7days/week

SERVICES

Gravity shunting Centre. For more details, contact transport operator.

# INFRASTRUCTURES



N° Tracks	Track length (m)
<b>Reception</b>	
1 – 17	750
<b>Splitting-up and sorting sidings</b>	
9 – 17	760 – 790
18 – 56	730 – 760
<b>Holding siding</b>	
57 – 64	790
<b>Departure siding</b>	
1 – 14	760 - 790

TERMINAL OF HAUSBERGEN		
CHAPTER 1. GENERAL INFORMATION		
1.1. LOCATION		
	<p>Position: 48°37'22,56" N // 7°43'26,35" E</p>	
1.2. TYPE OF TERMINAL/OWNER	1.3. OPERATION	
<p>Centre de triage à la gravité du Réseau Ferroviaire National  <b>TRIAGE d'HAUSBERGEN</b>          Cour de Gare          67460 Souffelweyersheim          Tél. +33 (0)3 88 21 74 74</p>	<p>SNCF Réseau          Direction Marketing et          Commerciale          Guichet Unique          174 avenue de France          75648 PARIS CEDEX 13</p>	<p>+ 33 (0)1 53 94 33 23.  <a href="mailto:GuichetUnique@reseau.sncf.fr">GuichetUnique@reseau.sncf.fr</a></p>

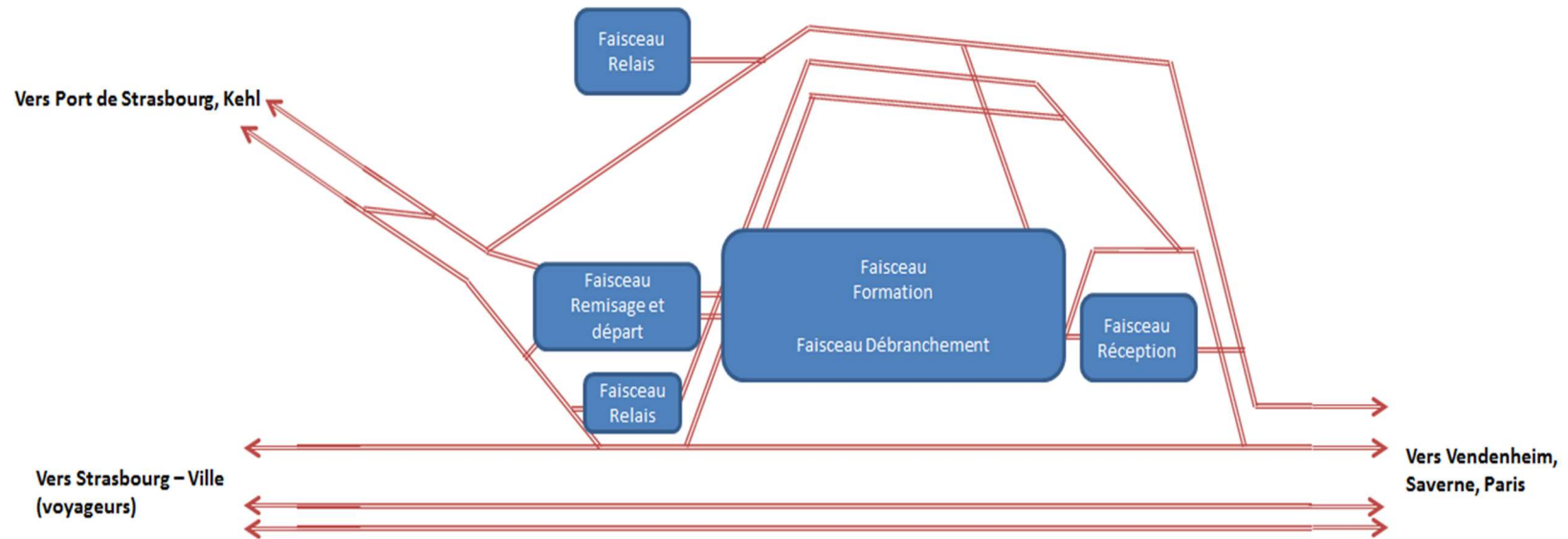
CHAPTER 2. ACCESS CONDITIONS/WORKING TIMETABLE

Réseau Ferré National, Hausbergen Poste 1: 7 days / 24 hours

CHAPTER 3. INFRASTRUCTURES

The Hausbergen terminal is located at the north of Strasbourg city.

A lot of electrified tracks are available.



CHAPTER 4. CAPACITY

For more details, please contact the Terminal.

CHAPTER 5. SERVICES

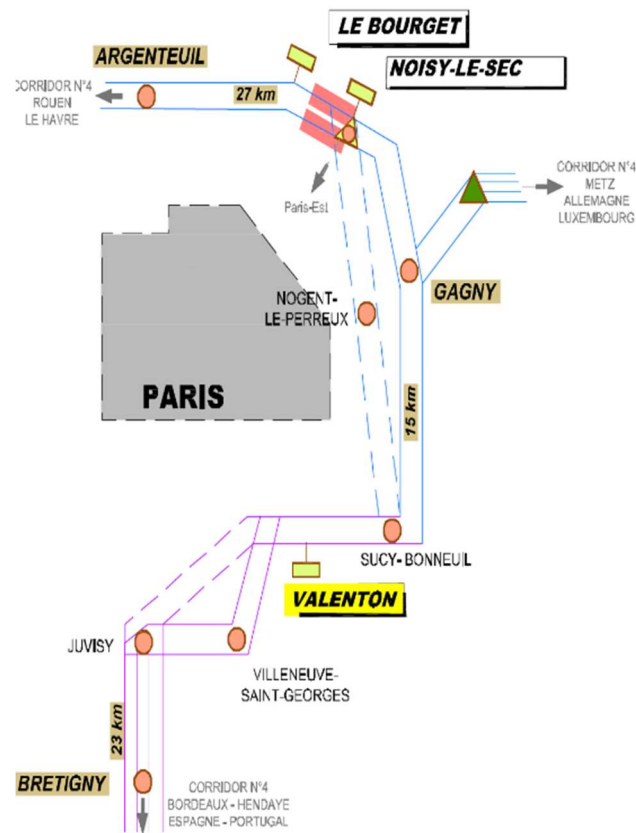
For more details, please contact the Terminal.

CHAPTER 6. PRICES

For more details, please contact the Terminal.

## TERMINAL OF VALENTON

### LOCATION



### TYPE OF TERMINAL

Combined traffic Terminal of the of the Rail National Network

### CONTACTS

Intermodal transfer area:

1 rue Pierre Sépard –  
94380 BONNEUIL-SUR-MARNE

DECOR 37

+33 (0)4 67 18 64 81

NAVILAND CARGO

+33 (0)1 43 39 74 59

<http://www.naviland-cargo.com/implantations/paris-valenton>

NOVATRANS

+33 (0)1 43 39 12 57

[http://www.novatrans.eu/images/PDFterminaux/Terminal\\_Valenton.pdf](http://www.novatrans.eu/images/PDFterminaux/Terminal_Valenton.pdf)

T3M

+33 (0)1 41 94 16 50

[www.t3m.fr](http://www.t3m.fr)

## WORKING TIMETABLE

### NAVILAND CARGO :

Mon to Fri: 6am - 6.30pm

### NOVATRANS :

Mon to Fri: 4.30am - 8.15pm

Sat: 4.30am – 11.20am

### Réseau Ferré National

(line 990: Poste T):

Mon to Fri: 24 hours/day

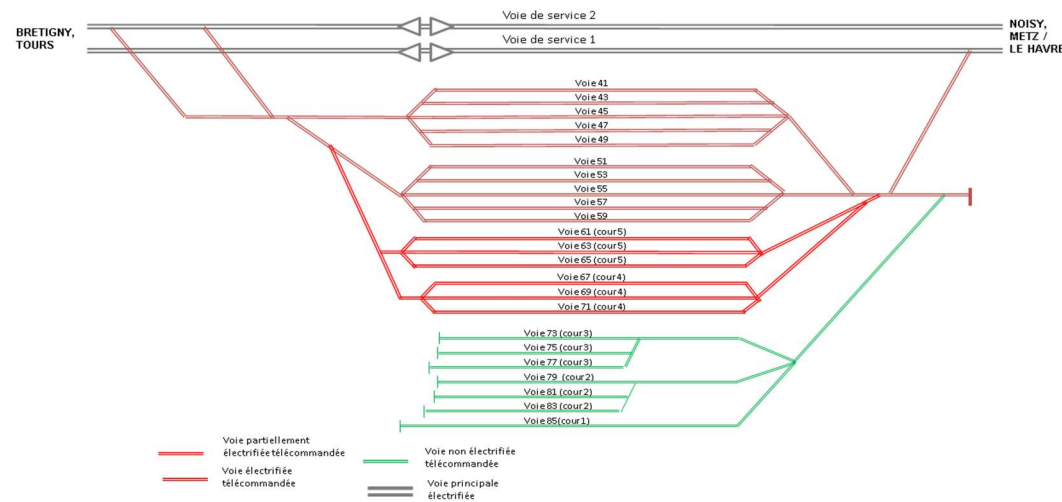
Sat: 12am - 2pm and 5pm -12.00pm

Sun: 4.30am-0.30pm and 10pm-1am

## SERVICES

Combined traffic operation area. For more details, contact transport operators.

## INFRASTRUCTURES

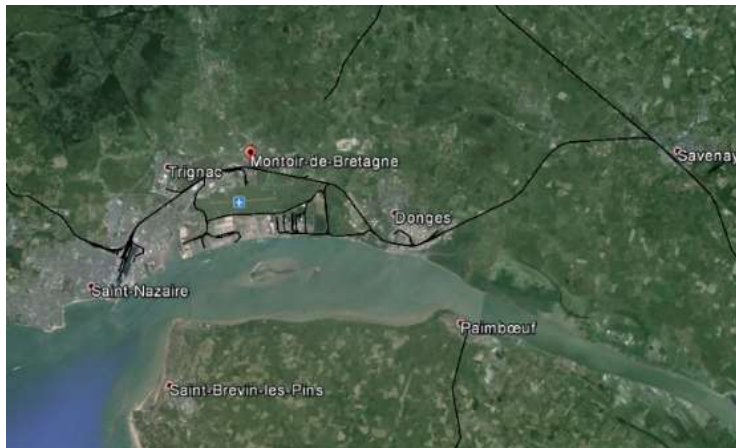


N° Tracks	Track length (m)
41-59	525-785
61-65	616-665
67-71	620-745
73-77	570-610
79-83	593-625
85	717

GRAND PORT MARITIME DE NANTES – SAINT NAZAIRE

CHAPTER 1. GENERAL INFORMATION

1.1. LOCATION



Position: 47°19'19" N // 2°09'10" W



1.2. TYPE OF TERMINAL/OWNER

Port Maritime  
Grand Port Maritime de Nantes – Saint-Nazaire  
18 quai Ernest Renaud - BP 18609  
44186 NANTES Cedex 4  
Tél. +33 (0)2 40 44 20 20  
<http://www.nantes.port.fr/>

1.3. OPERATION

Centre administratif de Montoir-de-Bretagne  
Rue de la Pierre Percée – BP 9 –  
44550 MONTOIR-DE-BRETAGNE  
Tél. +33 (0)2 40 90 92 89  
EUROPORTE (SOCORAIL)  
Tel +33 (0)4 42 13 13 52

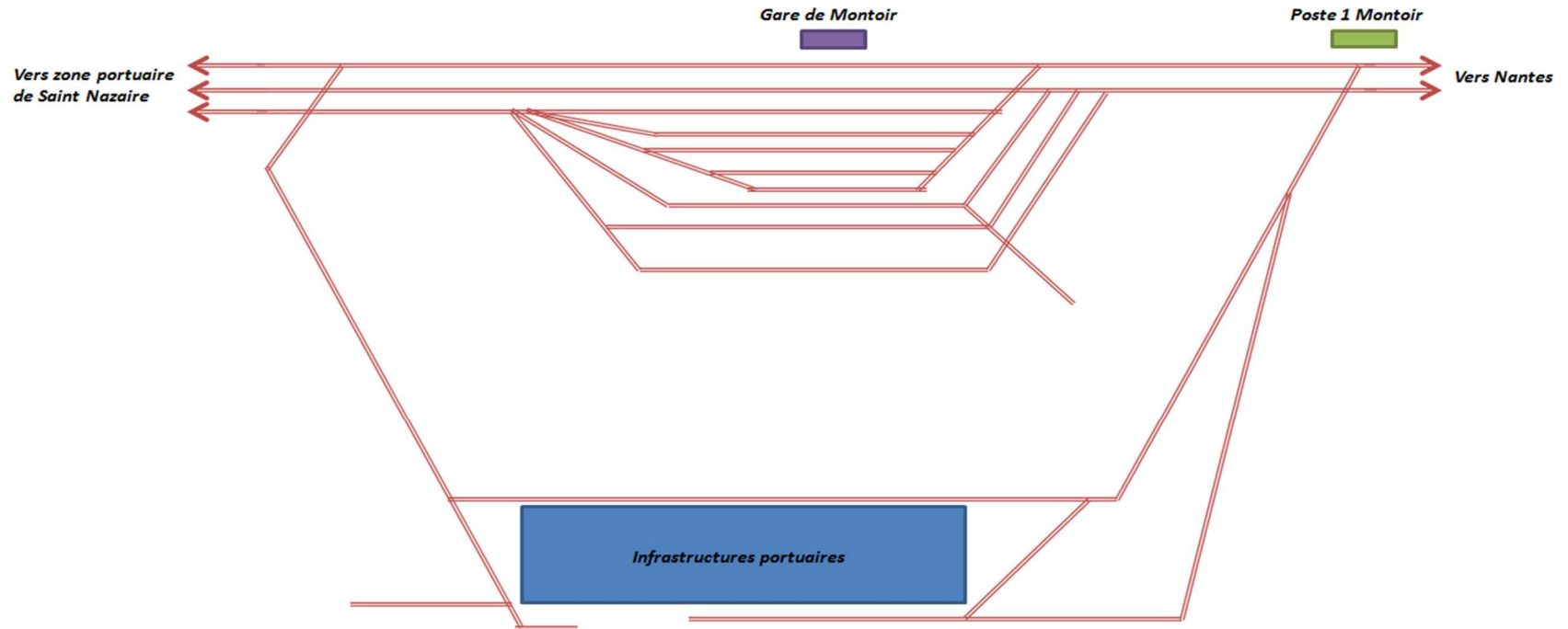
CHAPTER 2. ACCESS CONDITIONS/WORKING TIMETABLE

Line St Nazaire to Le Croisic / Montoir-de-Bretagne, Poste 1 :  
Mon to Fri : 05.00am – 7.55pm

Line Savenay to St-Nazaire / Savenay, Poste 1:  
Mon to Sat : 24h / day // Sun: 5.30am – 12pm



## CHAPTER 3. INFRASTRUCTURES



The rail terminal of Nantes St Nazaire port is located in Montoir de Bretagne.  
The terminal access is available via the line Nantes St Nazaire – Le Croisic

## CHAPTER 4. CAPACITY

For more details, please contact the Terminal

CHAPTER 5. SERVICES

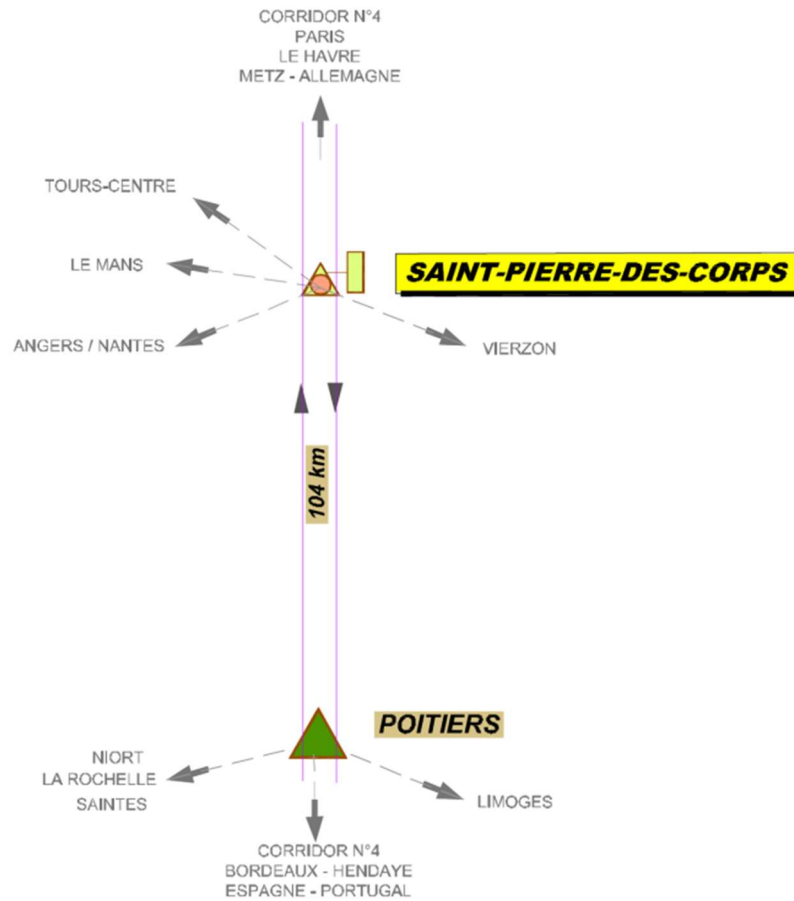
For more details, please check the website <https://www.europorte.com/uk/subsidiaries/Railway-infrastructure-management/>

CHAPTER 6. PRICES

For more details, please contact the Terminal

TERMINAL OF SAINT-PIERRE-DES-CORPS (TOURS)

LOCATION



TYPE OF TERMINAL

Combined traffic Terminal of the of the Rail National Network

CONTACTS

BRANGEON LOGISTIQUE

Rue Charles Duval

37700 SAINT-PIERRE-DES-CORPS

+33 (0) 2 41 72 11 55

<https://www.brangeon.fr/transports-logistique/logistique/carte-implantations-logistiques/>

WORKING TIMETABLE

Transport Operator:

For more details, contact transport operators.

Réseau Ferré National:

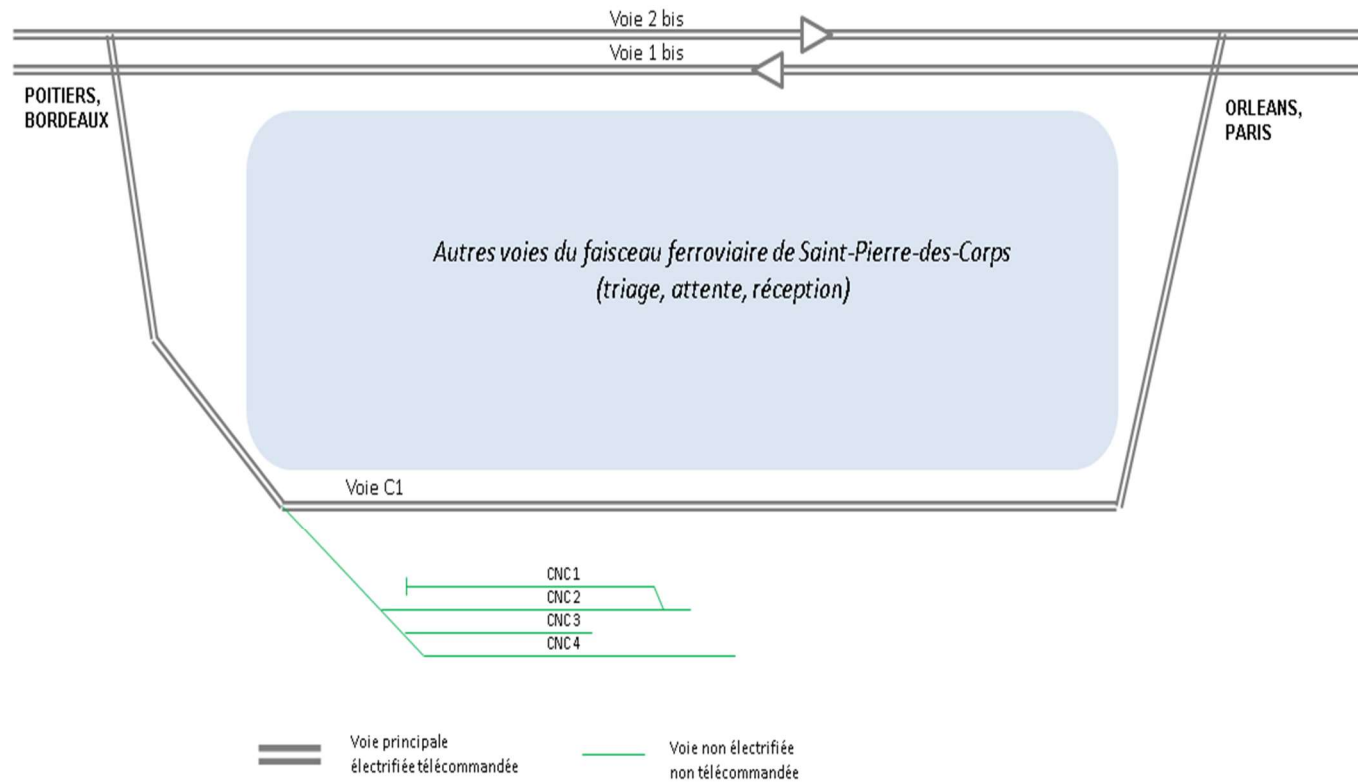
Line n°570, position Saint-Pierre-des-Corps

24h/24, 7days/week

SERVICES

Combined traffic operation area for loading and downloading the freight cars, storage, routing. For more details, contact transport operators.

# INFRASTRUCTURES



N° Tracks	Track length (m)
CNC 1	200
CNC 2	260
CNC 3	200
CNC 4	300
Reception sidings	
201-209	778- 813
210-213	770
Sorting sidings	
1	771
2C	791
3 -32	700 -790
Holding siding	
101-108	789 - 859

# GRAND PORT MARITIME DE LA ROCHELLE

## CHAPTER 1. GENERAL INFORMATION

### 1.1. LOCATION



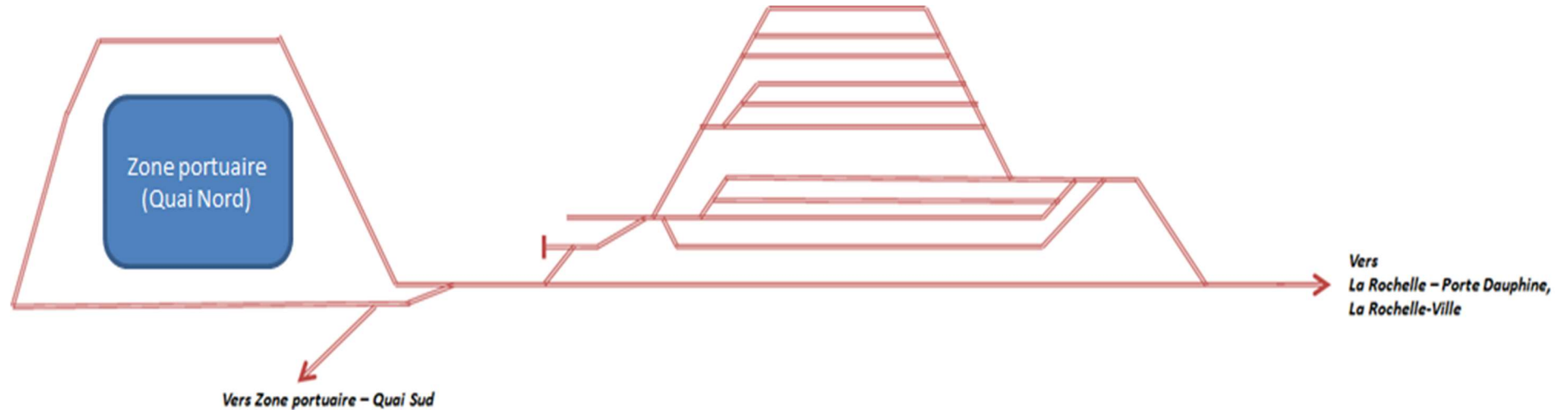
Position: 46°09'39" N // 1°13'08" W



1.2. TYPE OF TERMINAL/OWNER	1.3.OPERATION
Port Maritime Grand Port Maritime Atlantique La Rochelle BP 70394 17001 La Rochelle Cedex 1 Tél. +33 (0)5 46 00 53 60 Fax +33 (0)5 46 43 12 54 <a href="http://www.larochelle.port.fr/">http://www.larochelle.port.fr/</a>	Gare SNCF de La Pallice Quai Nord SNCF 17000 La Rochelle Pallice Tél. +33 (0)5 46 51 62 13 EUROPORTE (SOCORAIL) Tel +33 (0)4 42 13 13 52
CHAPTER 2. ACCESS CONDITIONS/WORKING TIMETABLE	
Line 440 La Rochelle-Pallice / La Rochelle-Ville : Mon to Fri : 4.40am – 0.40am // Sat: 4.40am – 0.10pm	

### CHAPTER 3 INFRASTRUCTURES

The rail terminal of La Rochelle port is connected via La Rochelle – Ville station.



### CHAPTER 4. CAPACITY

For more details, please contact the Terminal.

### CHAPTER 5. SERVICES

For more details, please check the website <https://www.europorte.com/uk/subsidiaries/Railway-infrastructure-management/>

### CHAPTER 6. PRICES

For more details, please contact the Terminal.

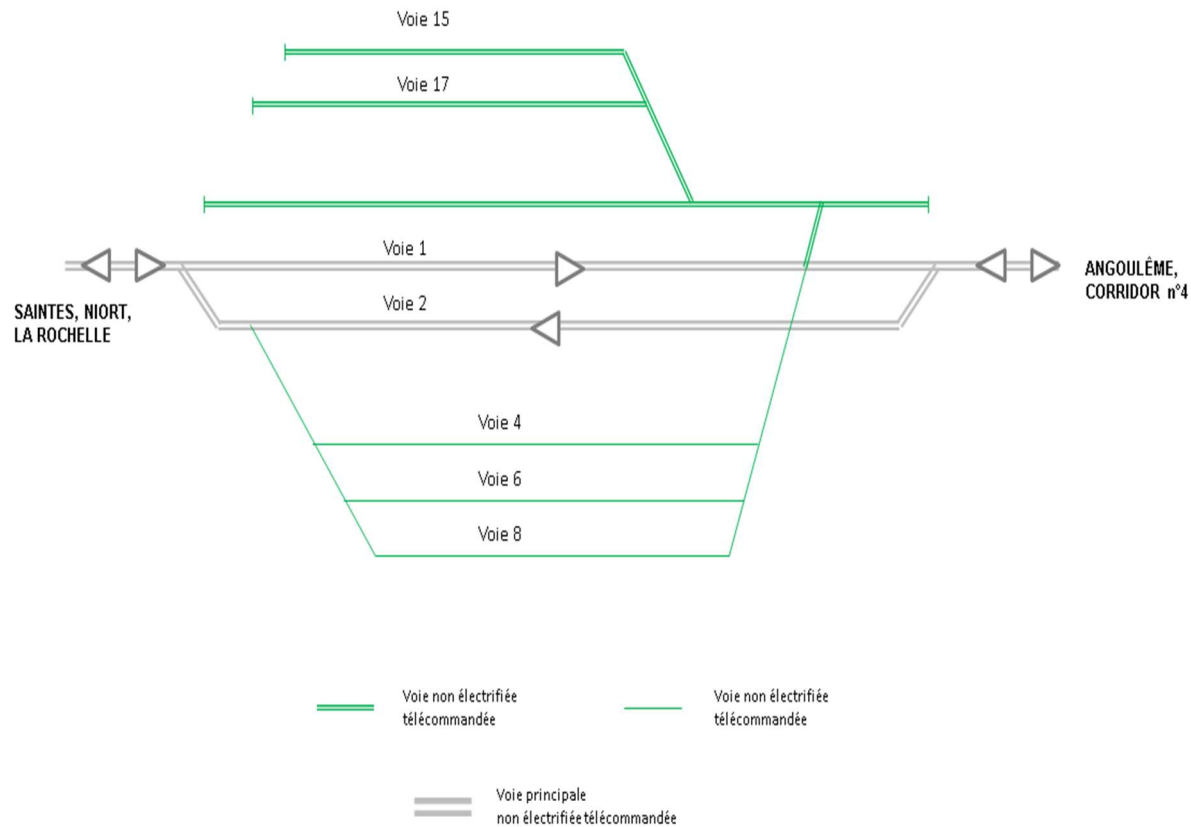
TERMINAL OF COGNAC	
LOCATION	TYPE OF TERMINAL
<p>CORRIDOR N°4 PARIS LE HAVRE METZ - ALLEMAGNE</p> <p>248 km</p> <p>LA ROCHELLE SAINTES ←</p> <p>← ANGOULÊME → LIMOGES</p> <p><b>COGNAC</b></p> <p>CORRIDOR N°4 HENDAYE</p>	<p>Combined traffic Terminal of the of the Rail National Network</p>
	CONTACTS
	<p>NAVILAND CARGO</p> <p>14 place de la Gare – 16100 COGNAC</p> <p>+33 (0)5 45 81 00 06</p> <p><a href="http://www.naviland-cargo.com/implantations/cognac">http://www.naviland-cargo.com/implantations/cognac</a></p>
	WORKING TIMETABLE
	<p>NAVILAND CARGO</p> <p>Mon to Fri : 8am-5pm</p> <p>Réseau Ferré National: Line n°579, Cognac positions</p> <p>Mon to Thu: 5.50am – 11.10pm</p> <p>Fri: 5.50am – 11.40pm</p> <p>Sat: 6.30am – 11.10pm</p> <p>Sun: 9.40am – 11.10pm</p>



**SERVICES**

Combined traffic operation area : for more details, please contact transport operators.

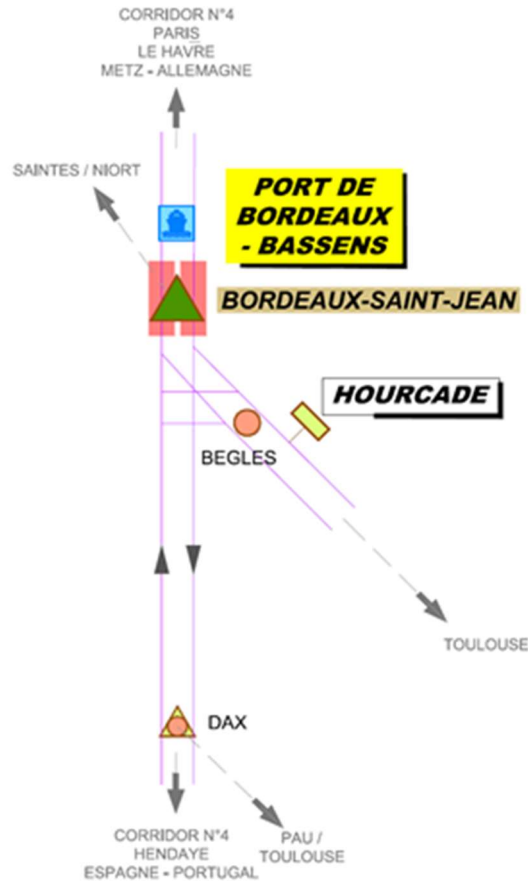
**INFRASTRUCTURES**



N° Tracks	Track length (m)
<b>Combined Traffic</b>	
15	274
17	302
<b>Electrified 1,5KV</b>	
<b>Sorting and holding</b>	
4	370
6	520
8	400
<b>Not electrified</b>	

GRAND PORT MARITIME DE BORDEAUX - BASSENS

LOCATION



TYPE OF TERMINAL

Intermodal Port Terminal, outside of the Rail National Network

CONTACTS

Grand Port Maritime de Bordeaux – Port Atlantique  
 152 quai de Bacalan – CS 41320  
 33082 BORDEAUX Cedex  
 + 33 (0) 5 45 81 00 06  
<https://www.bordeaux-port.fr/en>

EUROPORTE (SOCORAIL)  
 Tel +33 (0)4 42 13 13 52

WORKING TIMETABLE

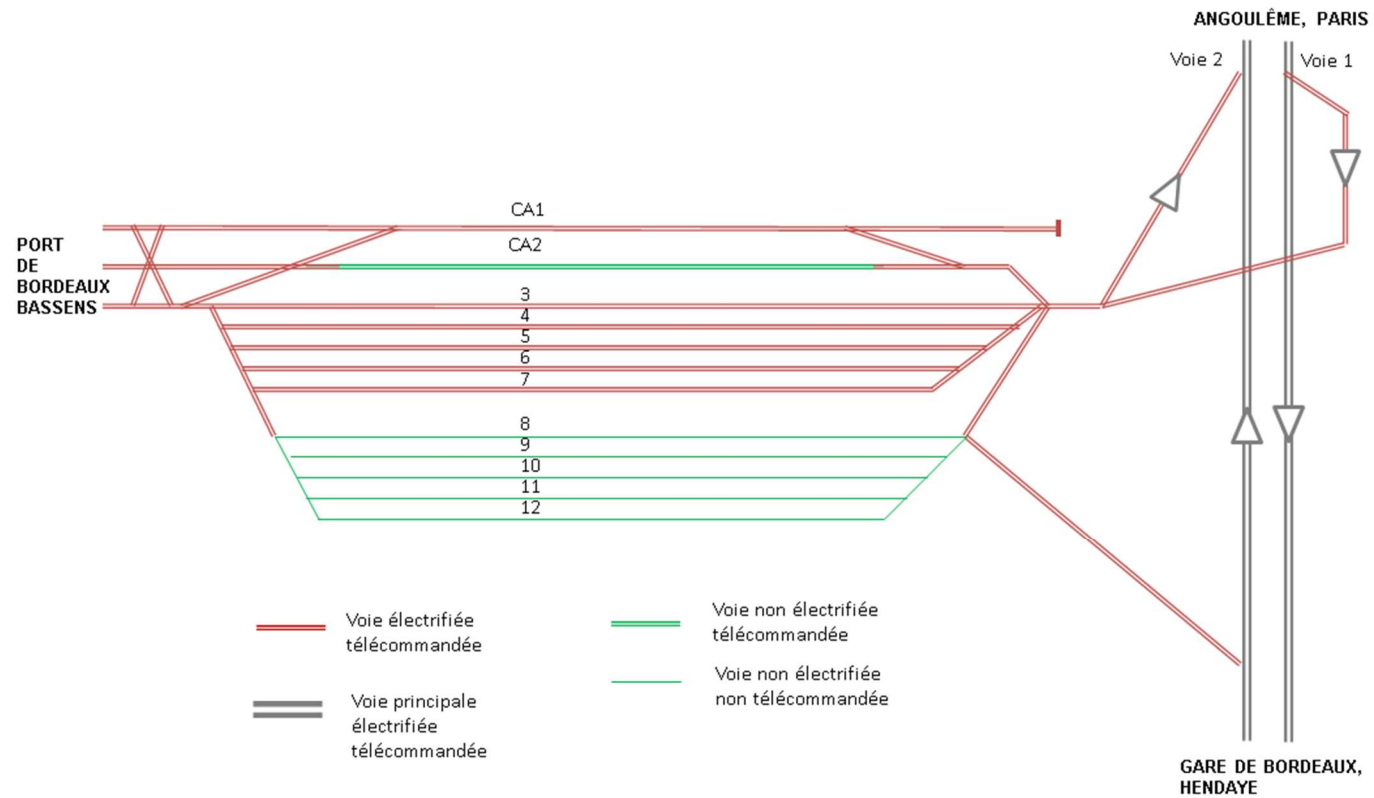
Network statement of Atlantic Port of Bordeaux  
 For more details, please check <https://www.bordeaux-port.fr/sites/default/files/bassens2013.pdf>  
 Réseau Ferré National (Bassens position) :  
 Mon to Sun: 5.10am – 8.20pm

**SERVICES**

Combined traffic operations area. For more details, contact Grand Port Maritime de Bordeaux – “Atlantic Port”

**INFRASTRUCTURES**

Facilities Plan of the Réseau Ferré National above Port of Bourdeaux – terminal of Bassens

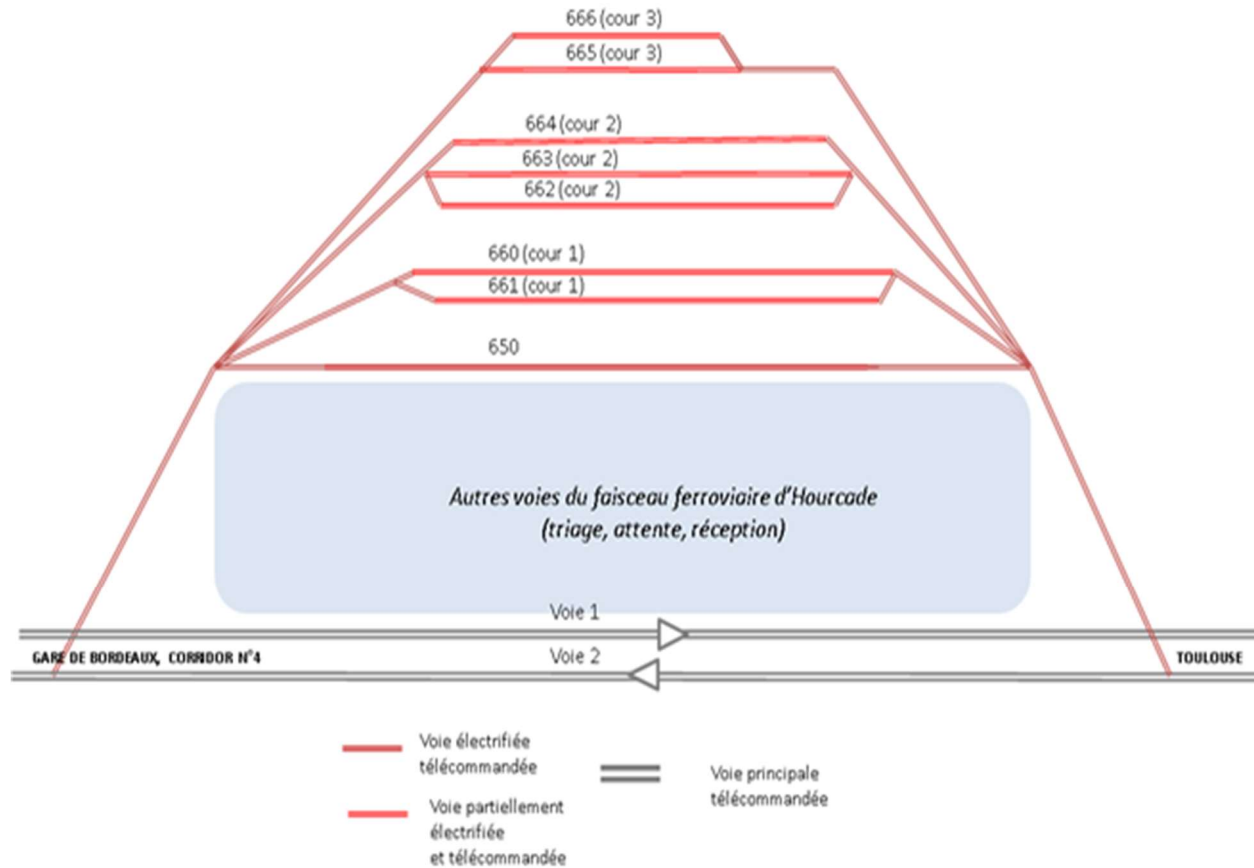


N° Tracks	Track length (m)
CA1	1 910
CA2	3 270
3	510
4	520
5	520
6	810
7	780
8	580
9	520
10	490
11	420
12	260

TERMINAL OF BORDEAUX–HOURCADE		
LOCATION	TYPE OF TERMINAL	
	Combined traffic Terminal of the Rail National Network	
	CONTACTS	
	NAVILAND CARGO 40-45 rue Radio-Londres – 33130 BEGLES +33 (0)5 56 49 81 50 <a href="http://www.naviland-cargo.com/implantations/bordeaux">http://www.naviland-cargo.com/implantations/bordeaux</a>	NOVATRANS 40-45 rue Radio-Londres – 33310 BEGLES +33 (0)5 56 49 81 68 <a href="http://www.novatrans.eu/images/PDFterminaux/Terminal_Bordeaux.pdf">http://www.novatrans.eu/images/PDFterminaux/Terminal_Bordeaux.pdf</a>
	WORKING TIMETABLE	
NAVILAND CARGO Mon to Fri: 7am-7pm NOVATRANS Mon to Fri: 6am-7.30pm	Réseau Ferré National (line n° 640: Position T): 24h/24, 7days/week	
SERVICES		
Combined traffic operation area. For more details, contact transport operators.		

# INFRASTRUCTURES

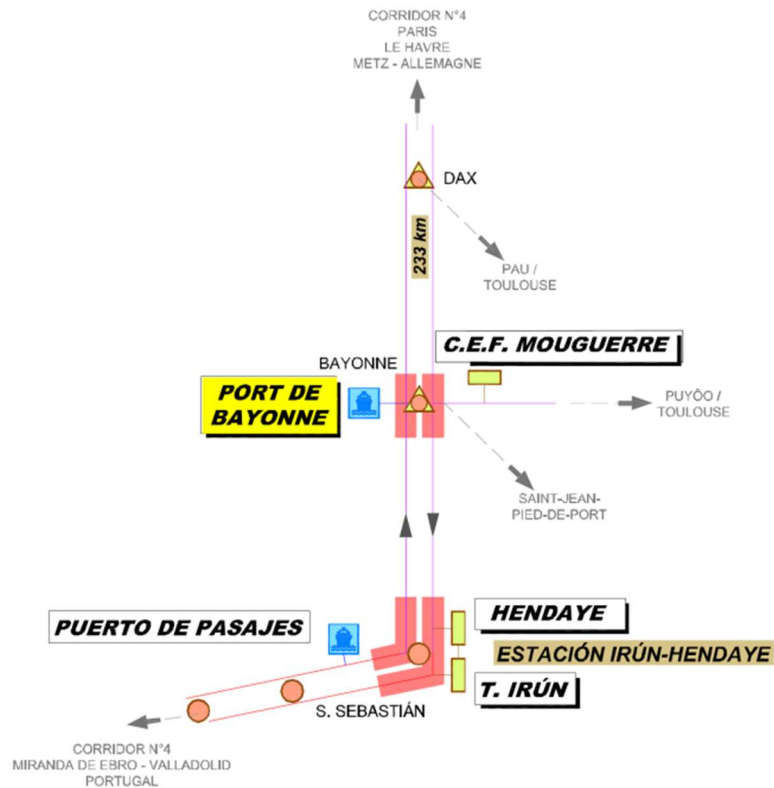
Hourcade terminal is located at the south east of Bordeaux on the line between Bordeaux and Toulouse.



N° Tracks	Track length (m)
Combined traffic terminal (cf. diagram)	
650	979
660 – 661	730
662 – 664	730
665 – 666	705
Reception sidings	
150 – 157	800
Holding sidings	
91 – 94	785
95 – 98	800
Sorting sidings	
11 – 18	850
21 – 28	850
31 – 38	850
41 – 48	850
51 – 58	850
61 – 67	850
Electrified 1,5 KV	

**PORT OF BAYONNE**

**LOCATION**



**TYPE OF TERMINAL**

Intermodal Port Terminal, outside of the Rail National Network

**CONTACTS**

Port de Bayonne  
 Commerce chamber and industry of Bayonne – Pays Basque  
 50-51 Allées Marines – B.P. 215  
 64102 BAYONNE Cedex  
 Tel +33 (0)5 59 46 59 46  
[www.bayonne.port.fr](http://www.bayonne.port.fr)

OFP Sud Ouest  
 1 rue Donzac  
 64100 BAYONNE  
 Tel: +33 (0)5 59 55 31 81

**WORKING TIMETABLE**

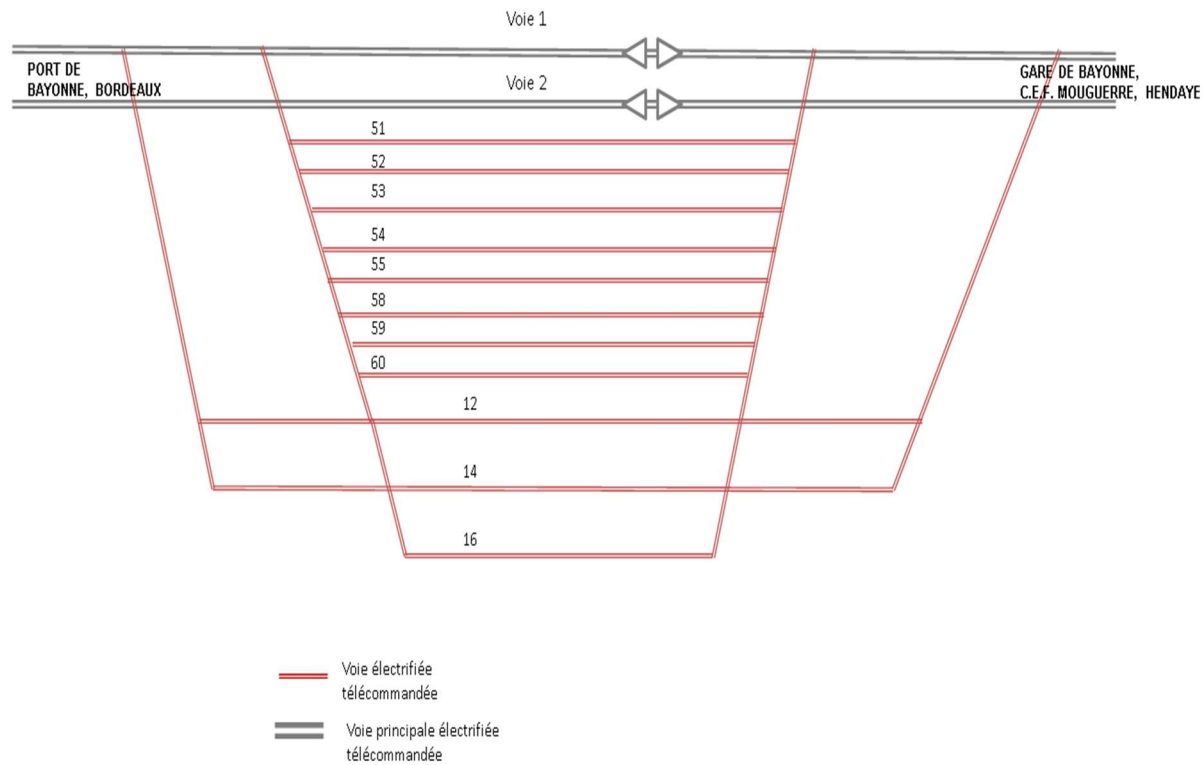
Réseau Ferré National (Line n°655) :  
 Mon to Sun: 24 hours / day

**SERVICES**

Combined traffic operation area: for more details, contact transport operators.

**INFRASTRUCTURES**

Facilities Plan of the Réseau Ferré National above Port of Bayonne



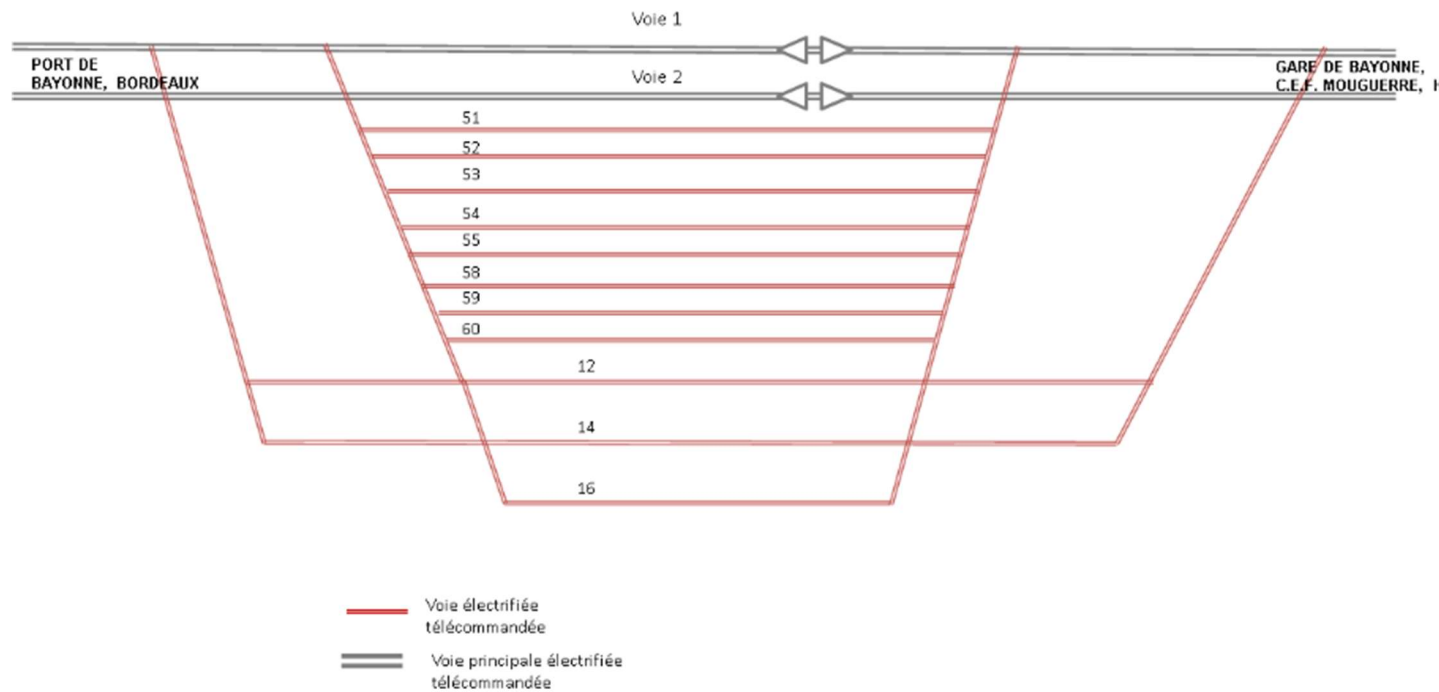
N° Tracks	Track length (m)
12	794
14	457
16	517
51	367
52	316
53	316
54	331
55	322
58	307
59	339
60	337
Electrified 1,5 KV	

TERMINAL OF BAYONNE-MOUGUERRE		
LOCATION	TYPE OF TERMINAL	
<p>The diagram illustrates the rail network around the Bayonne-Mouguerre terminal. A central vertical line represents Corridor N°4, passing through Bayonne. Key stations and terminals along this corridor include Dax (233 km north), C.E.F. Mouguerre (highlighted in yellow), and Hendaye. Branching east from Bayonne are lines to Puyôo/Toulouse, Saint-Jean-Pied-de-Port, and T. Irún. A branch to the south leads to S. Sebastián. Further south, Corridor N°4 continues east towards Miranda de Ebro, Valladolid, and Portugal. The 'PORT DE BAYONNE' and 'PUERTO DE PASAJES' are also indicated.</p>	<p>Transport Terminal outside of the Rail National Network (European Freight Center)</p>	
	CONTACTS	
	<p><b>NOVATRANS</b>  European Freight Center of Mouguerre  64990 MOUGUERRE  +33 (0)5 59 42 62 00  <a href="http://www.novatrans.eu/images/PDFterminalux/Terminal_Bayonne.pdf">http://www.novatrans.eu/images/PDFterminalux/Terminal_Bayonne.pdf</a></p> <p><b>AMBROGIO</b>  European Freight Center of Mouguerre  14 avenue Alegera – BP 10036  64990 MOUGUERRE  +33 (0)5 59 42 63 00  <a href="https://ambrogiointermodal.com/en">https://ambrogiointermodal.com/en</a></p>	<p>European Freight Center  64990 MOUGUERRE  +33 (0)5 59 44 88 93  <a href="http://www.mivacef.com/articles-les.entreprises-logistique,et,report,modal">http://www.mivacef.com/articles-les.entreprises-logistique,et,report,modal</a></p>
WORKING TIMETABLE	SERVICES	
<p>NOVATRANS -&gt; Mon to Fri: 6.30am - 8.30pm  Réseau Ferré National: Line n° 650 -&gt; 24h/24, 7days/week</p>	<p>Combined traffic operation area. For more details, contact transport operators.</p>	



## INFRASTRUCTURES

Bayonne terminal is located just at the north of Bayonne station on the line between Bordeaux and Hendaye, few kilometers at the north of Bayonne Mouguerre terminal.

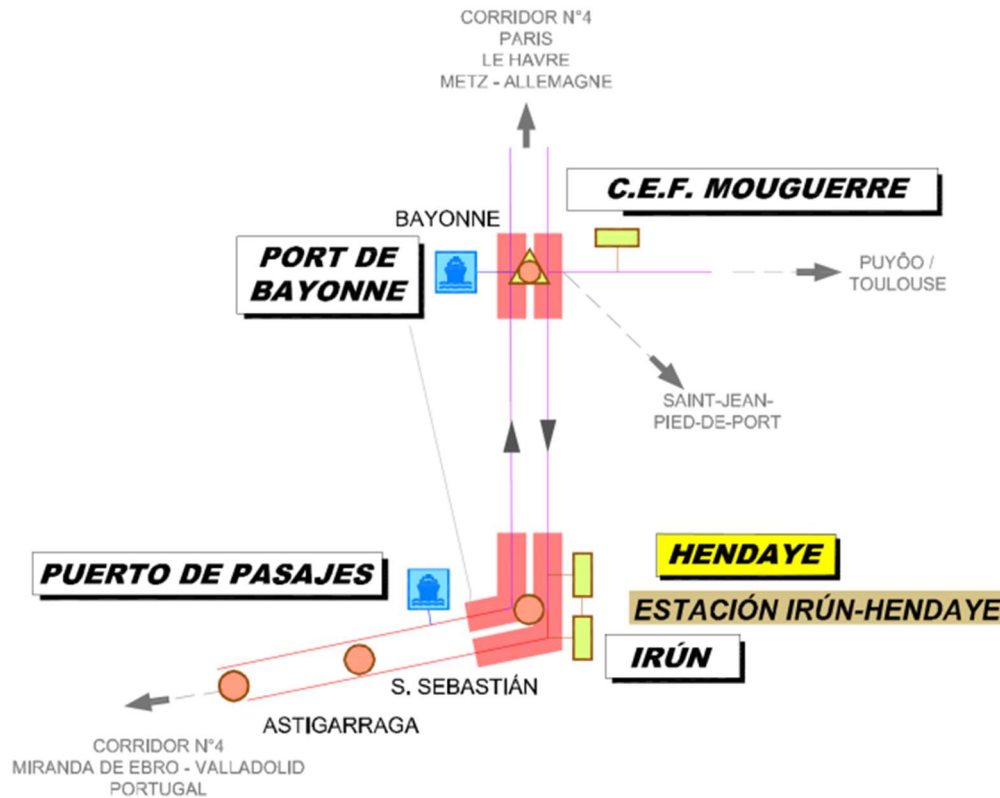


Terminal operators in European Freight center of Mouguerre:  
 NOVATRANS : 4x400m | AMBROGGIO : 2x300m + 2x400m

N° Tracks	Track length (m)
12	794
14	457
16	517
51	367
52	316
53	316
54	331
55	322
58	307
59	339
60	337
Electrified 1,5 KV	

TERMINAL OF HENDAYE

LOCATION



TYPE OF TERMINAL

Combined traffic Terminal of the of the Rail National Network

CONTACTS

RAILSIDER (Hendaye Manutention)

Boulevard du Général de Gaulle

64700 HENDAYE

Tel: +33 (0)5 59 20 02 86 | Fax: +33 559 20 55 26

<https://www.railsider.com/en/facilities-freight-transport/atlantic-axis-logistic-services>

E-mail: [atlantico@railsider.com](mailto:atlantico@railsider.com)

WORKING TIMETABLE

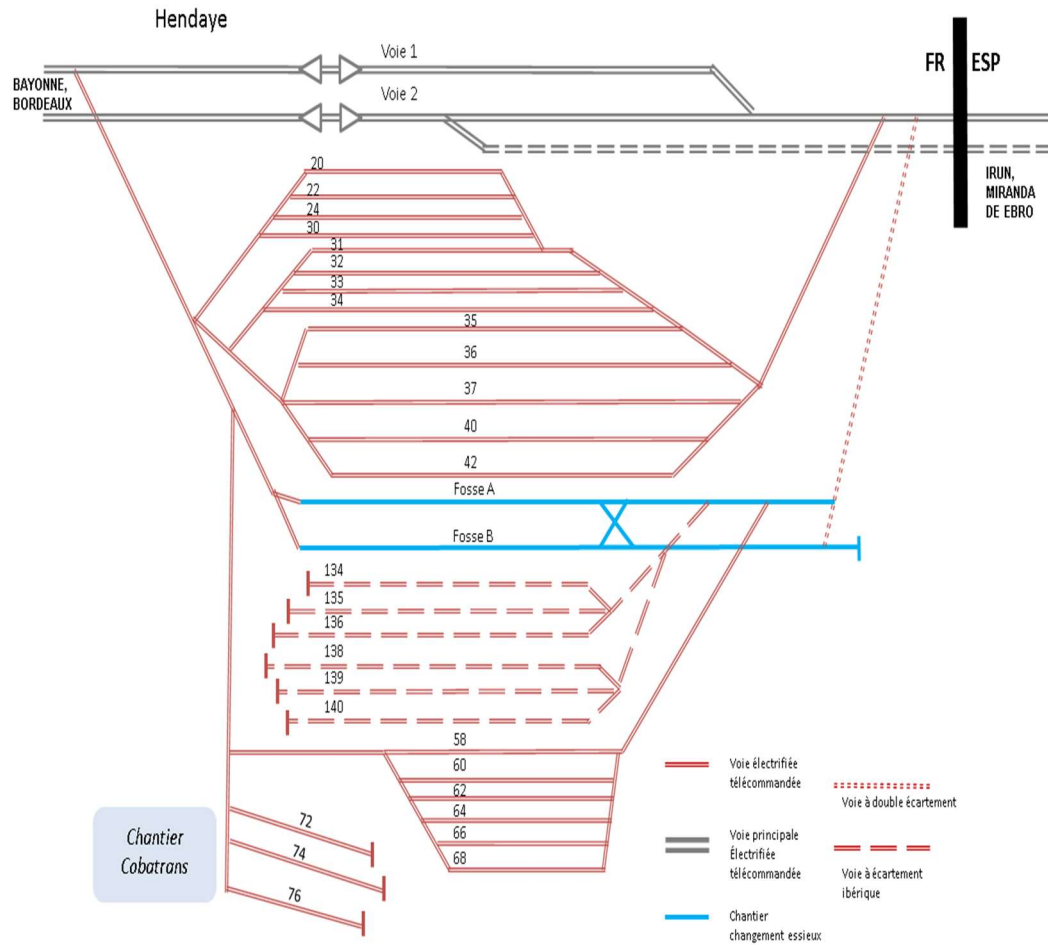
RAIL SIDER (Hendaye Manutention): 7am – 7pm

Réseau Ferré National (line n° 655, Hendaye positions): 24h/24, 7days/week

SERVICES

Combined traffic operation area. For more details, contact transport operators.

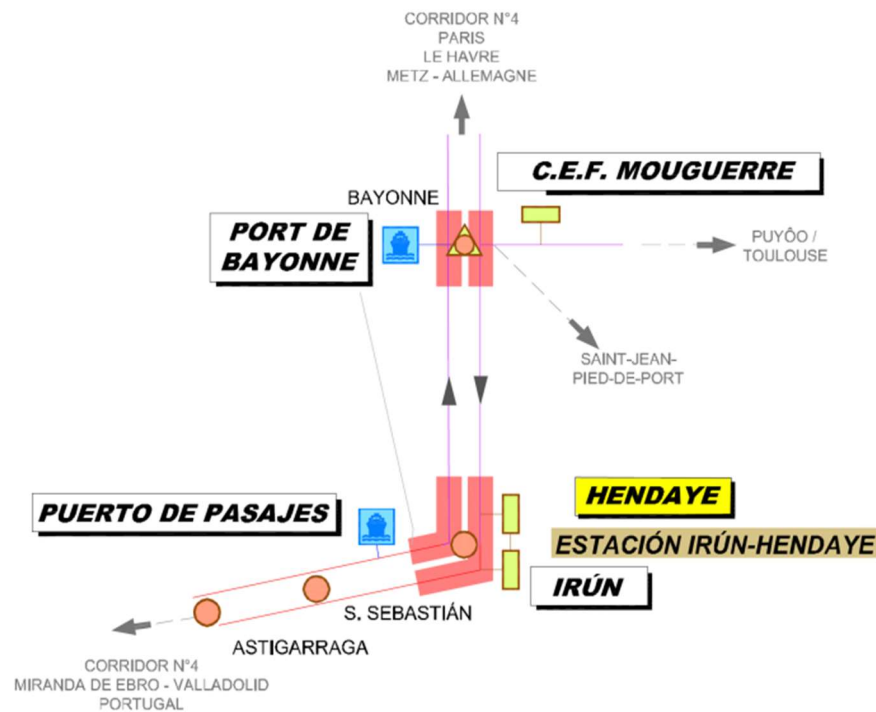
# INFRASTRUCTURES



N° Tracks	Track length (m)
<b>Freight tracks</b>	
20-22-24-30	387-34
31 – 34	<380
35	650
36	625
37	775
<b>Holding siding</b>	
40	569
42	571
<b>Loading and unloading dock</b>	
58-60-62-64-66-68	<322
<b>Combined traffic</b>	
72	300
74	341
76	332
<b>Spanish sorting</b>	
134-136	433-446
138-140	440
<b>Gauge change</b>	
Assembly pit A	
Assembly pit B	

## CHANGING BOGIES INSTALLATION OF HENDAYE

### LOCATION



### TYPE OF TERMINAL

Private area of gauge change systems operations

### CONTACTS

Gauge change system operations area:

TRANSFESA

64 Boulevard du Général de Gaulle

64700 HENDAYE

+33 (0)5 59 20 61 41

E-mail: [hendaya@transfesa.com](mailto:hendaya@transfesa.com)

<https://www.transfesa.com/rail-spain-en/where-are-we/international-connections/axle-change-facilities-1923450>

### WORKING TIMETABLE

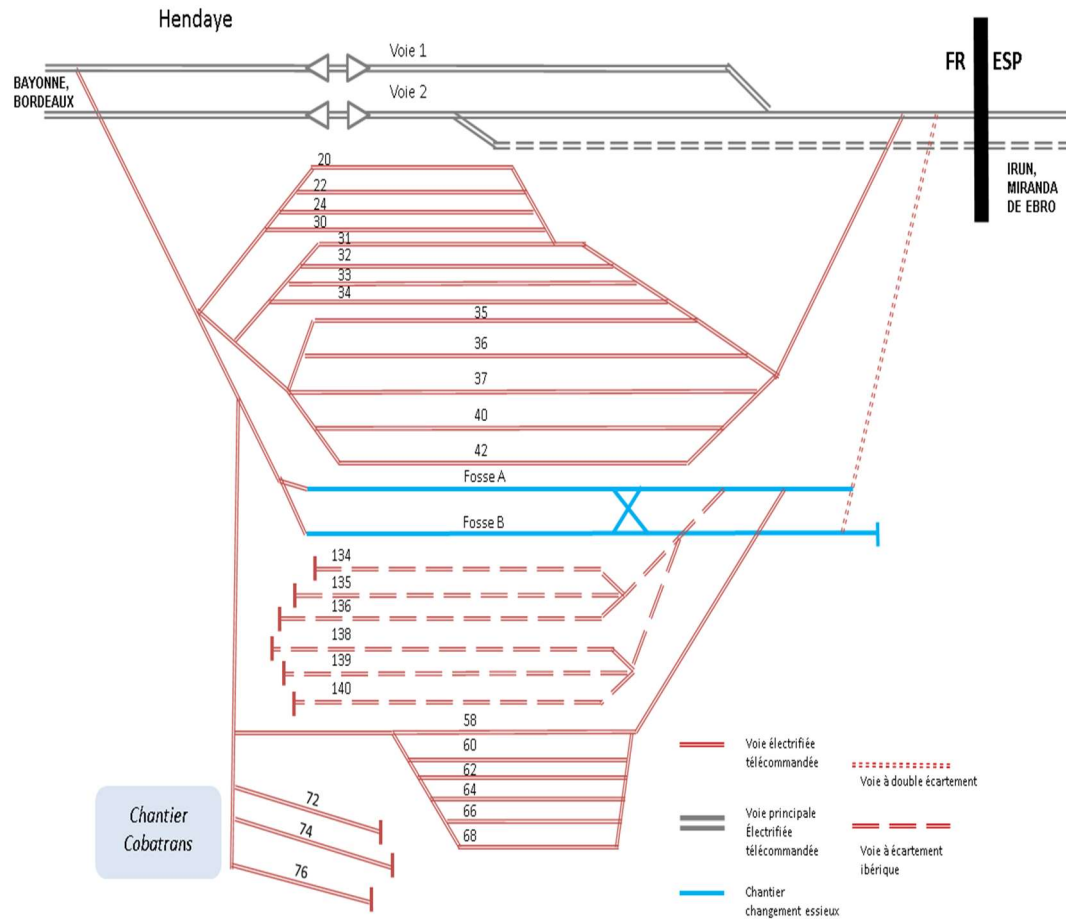
TRANSFESA :  
Mon to Sat: 6.00 to 20.00

Réseau Ferré National  
(line n° 655, Hendaye positions):  
24h/24, 7days/week

### SERVICES

Operation area for gauge change systems (UIC gauge and Spanish gauge). For more details, contact transport operator.

# INFRASTRUCTURES



N° Tracks	Track length (m)
<b>Freight tracks</b>	
20-22-24-30	387- 34
31 – 34	< 380
35	650
36	625
37	775
<b>Holding tracks</b>	
40	569
42	571
<b>Load/download platform</b>	
58-60-62-64-66-68	< 322
<b>Combined traffic</b>	
72	300
74	341
76	332
<b>Spanish sorting</b>	
134-136	433–446
138-140	440
<b>Gauge change</b>	
trench A   trench B	

## Annex 4.A Framework for Capacity Allocation

Mentioned in 4.3.1, 4.2.4, 4.3.4.10 and 4.3.4.11

See document available here on the Atlantic Corridor website:

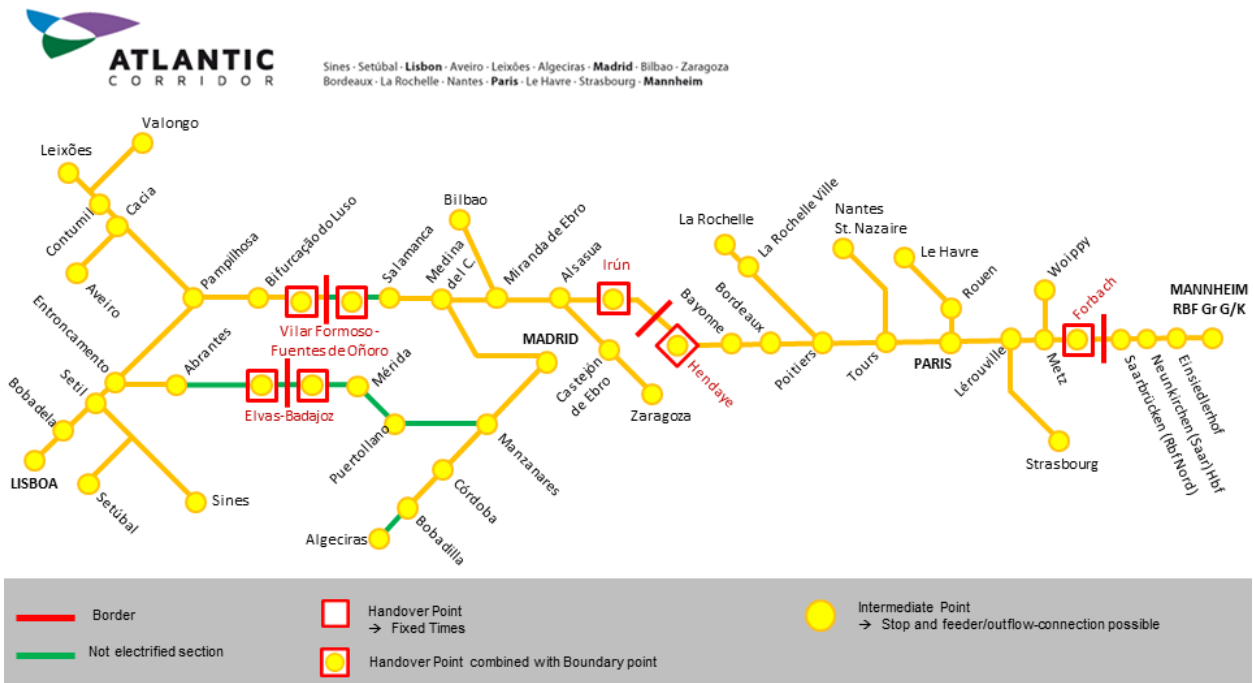
[https://www.atlantic-corridor.eu/media/1340/cid-2021\\_framework-for-capacity-allocation-signed-in-2019.pdf](https://www.atlantic-corridor.eu/media/1340/cid-2021_framework-for-capacity-allocation-signed-in-2019.pdf)

## Annex 4.B Table of deadlines

Date / Deadline	Date in X-System	Description of Activities
9 January 2023	X-11	Publication of PaP Catalogue
10 January 2023 – 23 January 2023	X-11 – X-10.5	Correction phase (corrections of errors to published PaPs)
11 April 2023	X-8	Last day to request a PaP
17 April 2023		Last day to inform applicants about the alternative PaP offer
24 April 2023	X-7.5	Last day for C-OSS to send PaP pre-booking information to applicants
3 July 2023	X-5	Publication of draft timetable
4 July 2023 – 4 August 2023	X-5 – X-4	Observations and comments from applicants
25 April 2023 – 16 October 2023	X-7.5 – X-2	Late path request application phase via the C-OSS
22 August 2023 – 13 November 2023	X-3.5 – X-1	Late path request allocation phase
21 August 2023	X-3.5	Publication of final offer
26 August 2023	X-3	Acceptance of final offer
9 October 2023	X-2	Publication of RC
10 December 2023	X	Timetable change
10 October 2023 – 14 December 2024	X-2 - X+12	Application and allocation phase for RC

## Annex 4.C Maps of the Corridor

Mentioned in 4.3.4.2, 4.3.4.4, 4.3.4.5



## Annex 4.D Specificities on specific PaP sections on the Corridor

Mentioned in 4.3.4.3

<i>Not applicable.</i>

## Annex 4.E Table of distances (PaP sections)

Mentioned in 4.3.4.11

<i>Not applicable.</i>



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



Sines | Setúbal | Lisbon | Aveiro | Leixões Algeciras | Madrid | Bilbao | Zaragoza  
Bordeaux | La Rochelle | Nantes | Paris | Le Havre | Strasbourg - Mannheim

EEIG | Atlantic Corridor  
c/o SNFC Réseau  
174.Avenue de France | 75013 Paris | France  
+33 153 943 411

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

Atlantic Corridor | OSS  
c/o ADIF  
C/ Agustín de Foxá, 56. Edificio 22.  
Estacion de Chamartin | 28036 Madrid | Spain  
+34 917 744 774  
[oss@atlantoc-corridor.eu](mailto:oss@atlantoc-corridor.eu)



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

Disclaimer: The sole responsibility of this publication lies with the author.

The European Union is not responsible for any use that may be made of the information contained therein

