



ATLANTIC

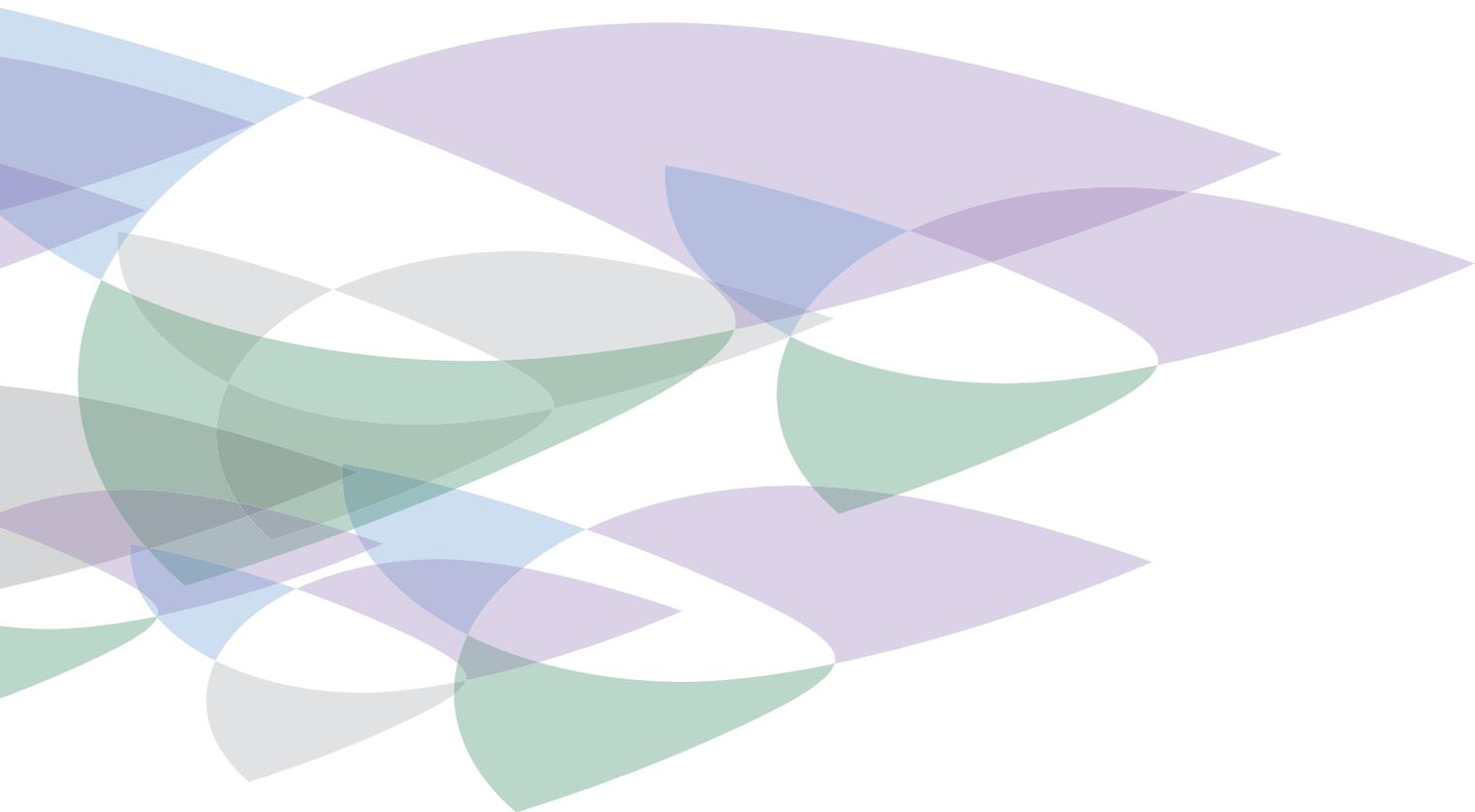
C O R R I D O R

ANNUAL REPORT 2015



Co-financed by the European Union
Connecting Europe Facility





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ATLANTIC CORRIDOR
Annual Report · 2015

EUROPEAN ECONOMIC INTEREST GROUPING
«EEIG ATLANTIC CORRIDOR»

EEIG · Atlantic Corridor
92 avenue de France
75648 PARIS Cedex 13 · France
Tel +33 153 943 411 · Headquarters
Tel +34 917 744 774 · One-stop Shop
www.atlantic-corridor.eu

Conception, redaction and graphic design
IP, ADIF, SNCF RÉSEAU, DB NETZ AG

Photograph
Alonso Serrano, Andreas Scheiblecker, Dario Silva,
João Catarino, Pedro Cunha

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ANTÓNIO RAMALHO
President of the Assembly



JACQUES COUTOU
Managing Director

FOREWORD

The year 2015 was a very significant year for the Atlantic Corridor only comparable with 2013 when the Corridor was set up binding together Portugal, Spain and France along with their respective Infrastructure Managers (IP, ADIF and SNCF Réseau) in a mutual commitment to follow the spirit of Regulation (EU) No 913/2010, which aimed at developing a European rail network for competitive freight.

Following the publication of Regulation (EU) No 1316/2013, relevant actions were undertaken in 2015 in order to incorporate a new partner by adding Germany's Infrastructure Manager DB Netz AG and extending the corridor to Mannheim in Germany.

This was an important milestone for the Atlantic Corridor that surpassed the EU expectations of only having the extension concluded until 10 November 2016. As a result the first PaP to/from Germany will be available in the Timetable 2017.

Several important activities were developed by the corridor in 2015. This was acknowledged by the European Commission with the approval in 2015 of a significant financial aid, under the Connecting Europe Facility, to Action n° 2014-EU-TM-0050-S for the development of Rail Freight Corridor Atlantic.

We wish you a pleasant reading of the several results achieved in 2015 which are summed up in this annual report.

Finally, we would like to express our gratitude to all members of the Executive Board, the Management Board, the C-OSS team, the Advisory Groups and all experts that contribute in the various working groups, for their dedication and determination.

Without all of these parties we would not be able to reach our goal: **to increase the competitiveness of European rail freight transport, by offering more capacity, higher performance and better information.**

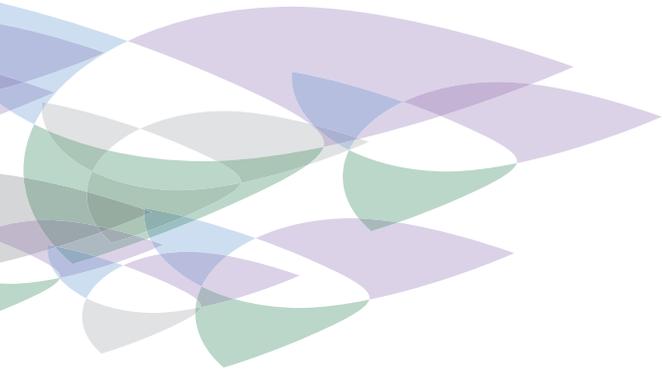


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1

INTRODUCTION

This Annual Report means to present a summary of what were the most important actions and achievements developed by the Atlantic Corridor in 2015.

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

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

The present report is structured in following chapters:

CORRIDOR DESCRIPTION (Chapter 2)

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

GOVERNANCE (Chapter 3)

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

MAIN ACTIVITIES IN 2015 (Chapter 4)

This is the core chapter of the annual report encompassing all the activity carried out in 2015 concerning documents production, C-OSS, working groups, studies, communication, implementation of IT tools and events.

CORRIDOR PERFORMANCE (Chapter 5)

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

COOPERATION WITH OTHER ENTITIES (Chapter 6)

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

OUTLOOK FOR 2016 (Chapter 7)

The last chapter summarizes the corridor's main challenges for 2016 and as well as the upcoming events for 2016.



2

CORRIDOR DESCRIPTION

2.1 Background

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

Council Directive 91/440/EEC, of 29 July 1991, on the development of the Community's railways, Directive 2001/14/EC of the European Parliament and of the Council, of 26 February 2001, on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and Directive 2012/34/EU of the European Parliament and the Council, of 21 November 2012, establishing a single European railway area have been important steps in the creation of the internal rail market.

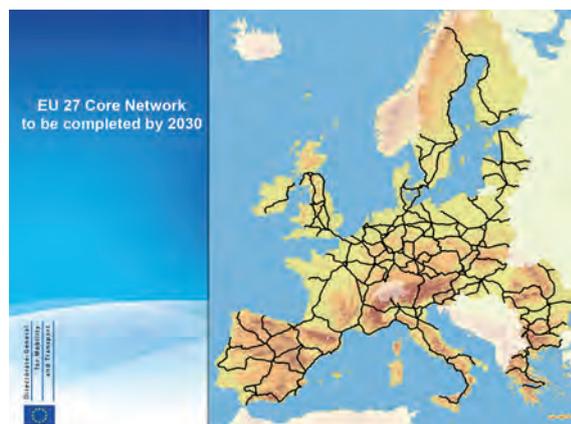
In order to be competitive with other modes of transport, international and national rail freight services, which have been opened up to competition since 1 January 2007, must be able to benefit from a good quality and sufficiently financed railway infrastructure, namely, one which allows freight transport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

In this context, the establishment of international rail corridors for a European rail network for competitive

freight on which freight trains can run under good conditions and easily pass from one national network to another would allow for improvements in the conditions of use of the infrastructure.

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

Picture
EU 27 Core Network by 2030



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

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

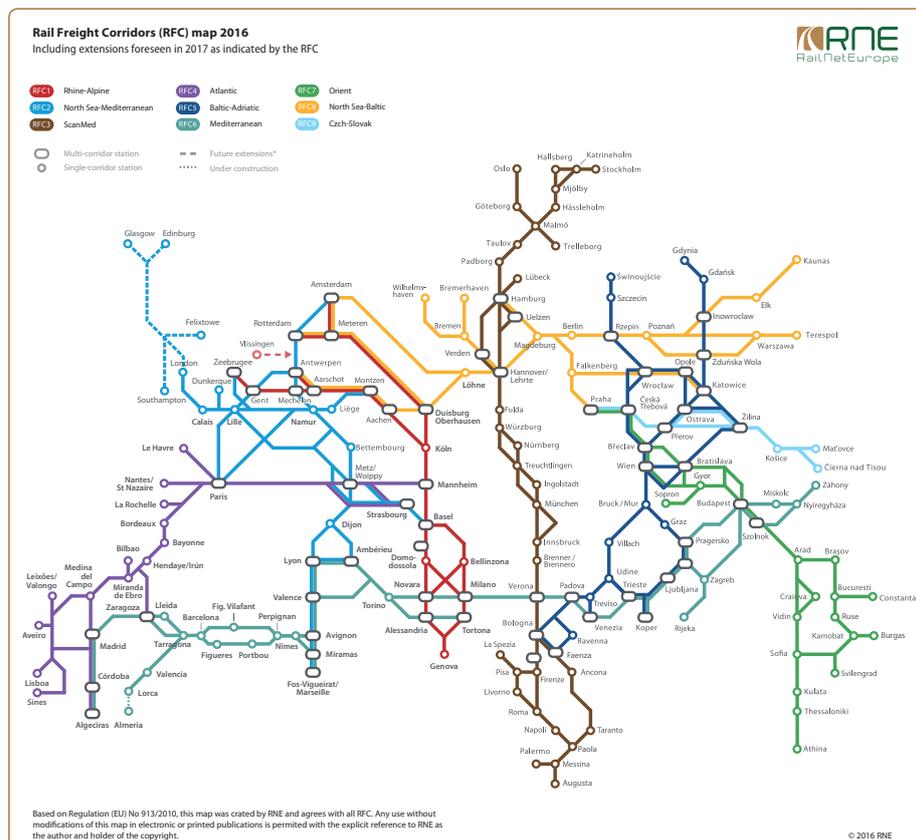
The aim of the Regulation (EU) No 913/2010, of 22 September, is to improve the efficiency of rail freight transport relative to other modes of transport through the creation of 9 European rail freight corridors.

In accordance with the conclusions of Regulation (EU) No 913/2010, the Rail Freight Corridor N°4 was established

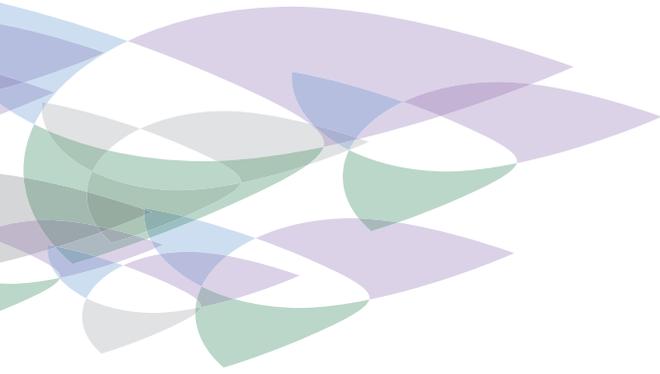
on the 10 November 2013. In accordance with annex II of the Regulation (EU) No 1316/2013, this corridor was renamed to Rail Freight Corridor “Atlantic” and an extension to Mannheim and Strasbourg was envisaged to be implemented until 10 November 2016.

With regard to the Atlantic coast, the European Commission has selected the Rail Freight Corridor “Atlantic” connecting Portugal, Spain, France and Germany, namely the following points:

Sines-Lisbon/Leixões, Sines-Elvas/Algeciras, Madrid-Medina del Campo/Bilbao/Zaragoza/San Sebastian – Irun/Hendaye – Bordeaux – La Rochelle/Nantes St Nazaire – Paris/Le Havre/Metz – Strasbourg/Mannheim, which will constitute the hubs of the corridor.



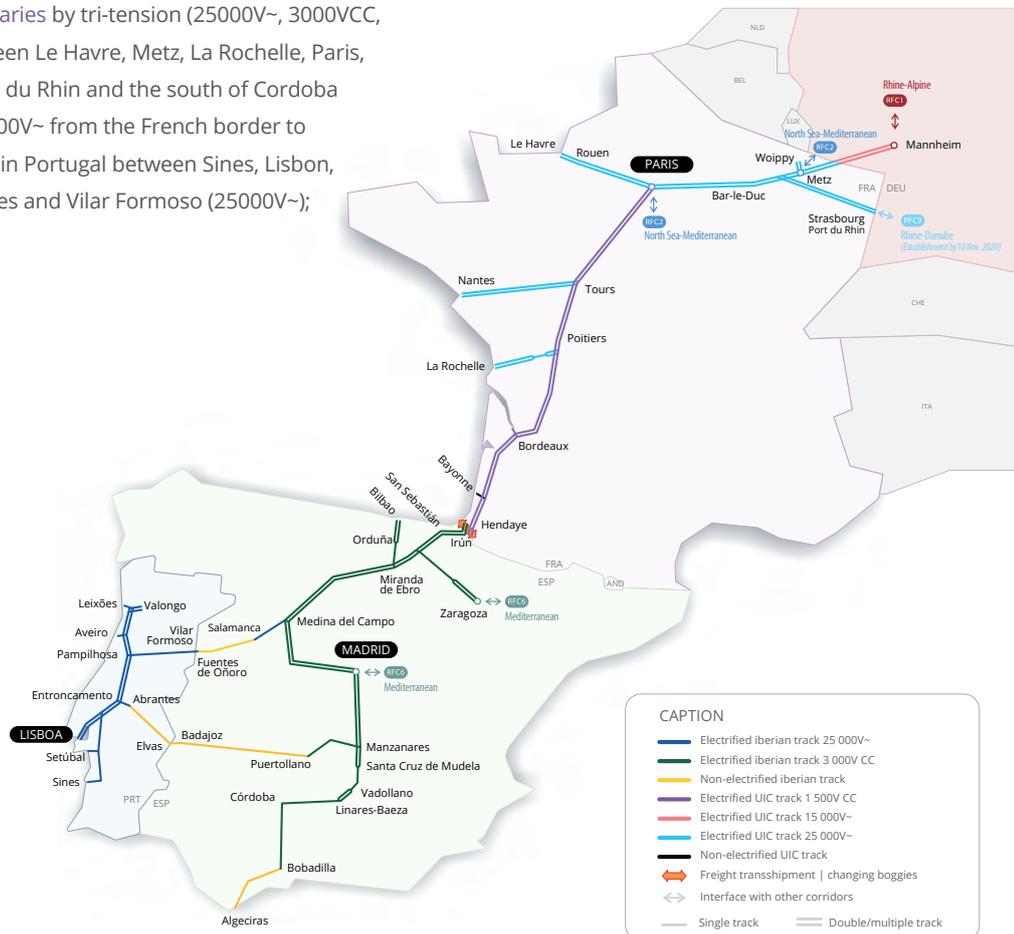
Picture
RFC Overview Map



2.2 Main Characteristics

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

- Tracks with **standard gauge in France and Germany** (1435 mm), Iberian gauge in Spain and Portugal (1668 mm);
- Itinerary with **double track** between Le Havre, Mannheim, Strasbourg, Metz, Paris and the south of Madrid (Santa Cruz de Mudela), the connection to Zaragoza and between Lisbon and Oporto;
- Itinerary with **single track** between the south of Madrid (Santa Cruz de Mudela) and Algeciras, in the 2 branches connecting Spain to Portugal (Medina del Campo-Pampilhosa & Manzanares-Entroncamento);
- **Electrified itineraries** by tri-tension (25000V~ , 3000VCC, 1500VCC) between Le Havre, Metz, La Rochelle, Paris, Strasbourg Port du Rhin and the south of Cordoba (Bobadilla), 15000V~ from the French border to Mannheim and in Portugal between Sines, Lisbon, Leixões, Abrantes and Vilar Formoso (25000V~);
- **Partially electrified itinerary** (25000V~) on the 2 branches connecting Spain to Portugal (Medina del Campo-Pampilhosa & Manzanares-Entroncamento);
- **Non electrified itinerary** between the south of Cordoba (Antequera) and the port of Algeciras;
- **Different signalisation systems** between Germany, France, Spain and Portugal;
- Very variable maximum **gross load charge** according to geographical areas connected to the topography of the existing network, with a load of 22,5 ton by axle on the totality of the route.



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

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

[Mannheim in GERMANY](#)

[Paris in FRANCE](#)

[Madrid in SPAIN](#)

[Lisbon in PORTUGAL](#)

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

Furthermore, it includes around 1090 km of overlapping sections between Rail Freight Corridor “Atlantic” and others corridors.

Below it is detailed the list of overlapping sections:

INVOLVED IM	OVERLAPPING SECTION		INVOLVED RFC		LENGTH
SNCF Réseau	Valenton	Bobigny	RFC2	RFC4	24,4 km
SNCF Réseau	Woippy	Metz Ville	RFC2	RFC4	8,6 km
SNCF Réseau	Metz Ville	Lerouville	RFC2	RFC4	64,9 km
SNCF Réseau	Lerouville	Strasbourg Ville	RFC2	RFC4	213,3 km
SNCF Réseau	Metz Ville	Rémilly	RFC2	RFC4	29,0 km
ADIF	Madrid (Vicalvaro)	Manzanares	RFC4	RFC6	200,0 km
ADIF	Manzanares	Cordoba	RFC4	RFC6	244,6 km
ADIF	Cordoba	Algeciras	RFC4	RFC6	305,3 km



3

GOVERNANCE

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

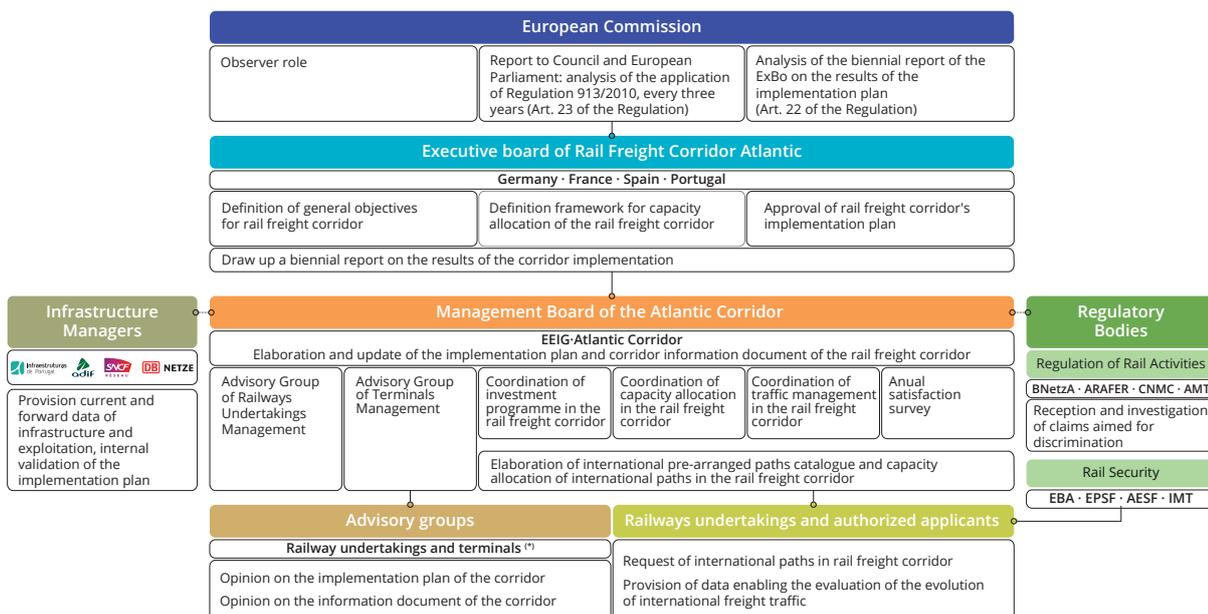
The creation of the governance structure for the Atlantic Corridor fits in the spirit of Regulation (EU) No 913/2010, of 22 September, amended by Regulation (EU) No 1316/2013, of 11 December.

3.1 Executive Board

In accordance with Regulation (EU) No 913/2010, the Executive Board is composed of representatives of the authorities of the Member States concerned. In 2015 the representatives were:

- Artur LAMI**
on behalf of the Ministry of Economy of Portugal
- Jorge BALLESTEROS SÁNCHEZ**
on behalf of the Ministry of Fomento of Spain

Picture Organization Chart of the Atlantic Corridor



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

Guillaume BRODARD

on behalf of the Ministry of Ecology, Sustainable Development and Energy of France

Wolfgang KÜPPER

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

In 2015, the Executive Board held meetings in Berlin (12 March), Paris (15 October) and Brussels (10 December).

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

- Act as an intermediary between the Management Board and the advisory groups;
- Approve the implementation plan, including the investment plan;

- Define the framework for the allocation of the infrastructure capacity;
- Present to the Commission the results of the implementation plan.

3.2 Management Board

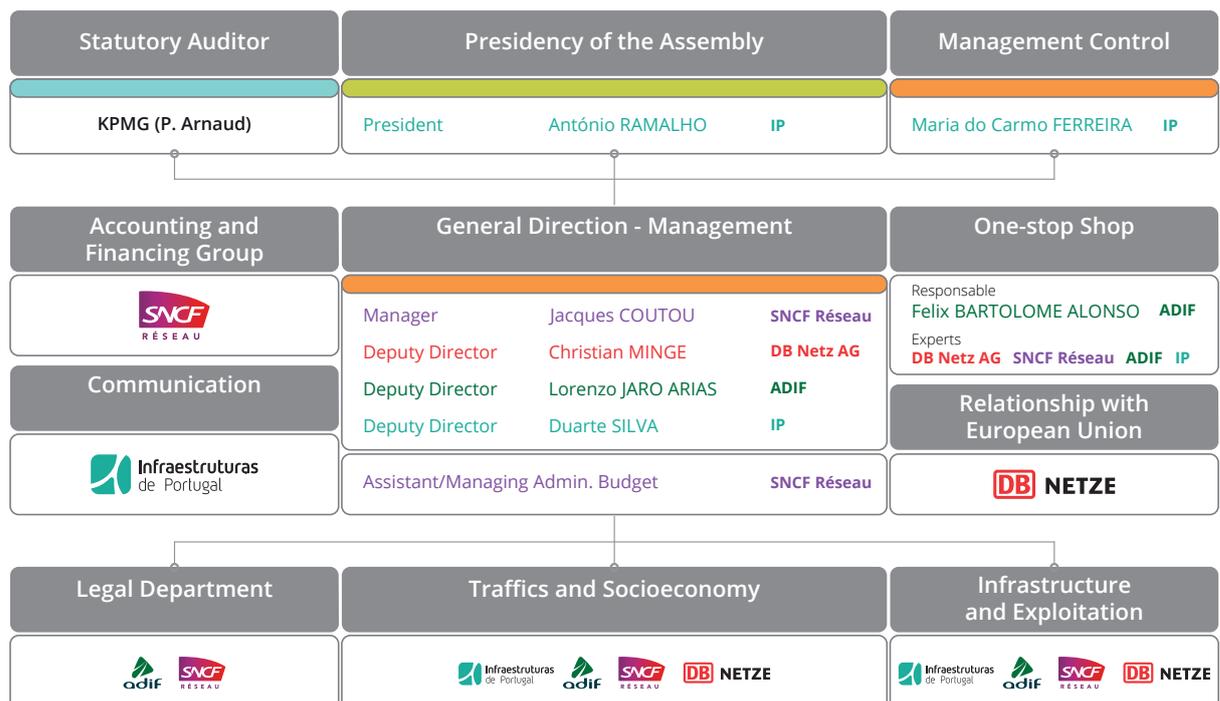
The Management Board of the Atlantic Corridor takes the form of a European Economic Interest Grouping (EEIG) composed of the representatives of the infrastructure managers – IP, ADIF, SNCF Réseau and DB Netz AG.

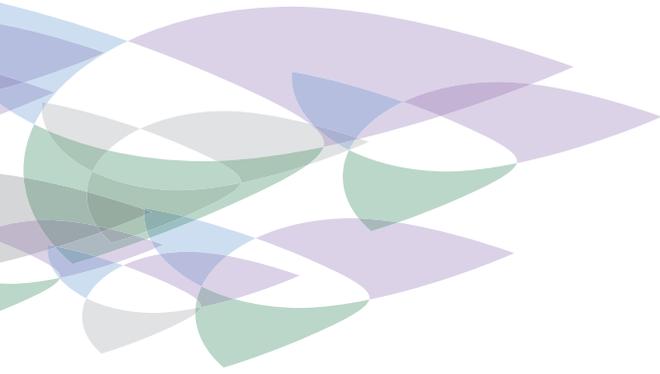
The headquarters are located at 92 avenue de France, 75013 PARIS.

Three main bodies constitute the EEIG:

- GENERAL ASSEMBLY
- MANAGEMENT TEAM
- C-OSS

Picture Organizational Structure of the EEIG Atlantic Corridor





3.2.1 General Assembly

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

The representatives of the EEIG Atlantic Corridor’s members – IP, ADIF, SNCF Réseau and DB Netz AG – are invited to attend a General Assembly once a year in order to approve different points like the annual budget and accounts.

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

3.2.2 Management Team

Along with the C-OSS, this team is the heart of the Atlantic Corridor, dealing with day-to-day work. In 2015, the Management Team was composed of a Managing Director and three Deputy Directors, forming a strong and multidisciplinary team.

3.2.3 One-Stop Shop

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

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

3.3 Advisory Groups

In accordance with the Regulation, the Management Board set up 2 advisory groups:

- An advisory group made up of managers and owners of the terminals of the Atlantic Corridor including sea ports (TAG);



ANTÓNIO RAMALHO
CEO of IP
President of the General Assembly



JACQUES COUTOU
SNCF Réseau
Managing Director



DUARTE SILVA
IP
Deputy Director



LORENZO JARO
ADIF
Deputy Director



CHRISTIAN MINGE
DB NETZ AG
Deputy Director



FELIX BARTOLMÉ
ADIF
Head of C-OSS

- An advisory group made up of railway undertakings interested in the use of the Atlantic Corridor (RAG).

In 2015 10 new members joined the RAG and 5 new members joined the TAG, reflecting the importance of these advisory groups.

Two TAG-RAG meetings were held during 2015, one in March that took place in Lisbon and one in September that took place in Paris.

In March the meeting approached the following subjects:

- Presentation of the Corridor Information Document 2016, the reserve capacity for 2015 and the offer of pre-arranged paths 2016;
- Key performances indicators 2014 and satisfaction survey expected in 2015;
- Synthesis of the transport market study and the infrastructure and exploitation study;
- Presentation of the international traffic's business by CP Carga (now called Medlog).

The meeting that took place in September focused mostly on:

- Major evolution of the Atlantic Corridor for 2017;
- Pre-arranged paths 2016;
- Pre-arranged paths 2017;
- Key performance indicators 2015;
- Satisfaction survey 2015.

In both these meetings the contribution and participations of the advisory group members played a huge role on better understanding the needs and concerns of the corridor's clients and the market in general.

3.4 Regulatory Bodies

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

In 2015 the Regulatory Bodies were:

- Regulation of Rail Activities
 - Germany** Bundesnetzagentur (BNetzA)
 - France** Autorité de Régulation des Activités Ferroviaires et Routières (ARAFER)
 - Spain** Comisión Nacional de los Mercados y la Competencia (CNMC)
 - Portugal** Autoridade da Mobilidade e dos Transportes (AMT)
- Rail Security
 - Germany** Eisenbahn-Bundesamt (EBA)
 - France** Autorité Française de Sécurité Ferroviaire (EPSF)
 - Spain** Agencia Estatal de Seguridad Ferroviaria (AESF)
 - Portugal** Instituto da Mobilidade e dos Transportes (IMT)



4

MAIN ACTIVITIES IN 2015

4.1 Documents

In accordance to Regulation (EU) No 913/2010, Art. 18, the Atlantic Corridor is required to elaborate the Corridor Information Document (CID). With the extension of the Atlantic Corridor to Germany as of 1 January 2016 the CID had to undergo a full revision.

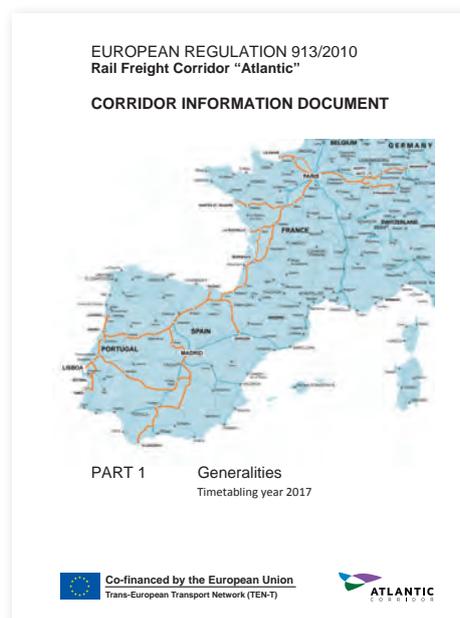
The Atlantic Corridor decided to deliver CID in the common structure as proposed in the RNE guidelines. The advantage of following the RNE common structure is to elaborate the document in a structure similar to all other corridors. In such case the customers and partners will get access to similar documents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

The CID is composed of five books:

- Corridor description and generalities - [Part 1](#)
- All the information contained in the network statement for national networks regarding the freight corridor - [Part 2](#)
- The list and characteristics of terminals, in particular information concerning the conditions and methods of accessing the terminals - [Part 3](#)
- The information concerning the procedures referred to in Articles 13 to 17 of the Regulation (capacity and traffic management) - [Part 4](#)

- The implementation plan - [Part 5](#) - which in turn is composed of:
 - Synthesis of the Transport Market Study
 - List of Measures
 - Objectives/Performance
 - Investment Plan

The Corridor Information Document 2017 was approved by the Management Board and additionally the implementation plan (Part 5 of the CID) was approved by the Executive Board. All documents are published on the website of the Atlantic Corridor.



Picture
CID Part 1

4.2 One-Stop Shop (OSS)

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

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

The PaPs offered for an annual timetable will be published at X-11 and thus, no later than three months before the deadline for submission of the applications for capacity in X-8, referred to in Annex III to Directive 2001/14/EC.

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

Three types of paths are foreseen in the corridor:

- Paths crossing a border included in any Rail Freight Corridor and running, at least partially, on a PaP. The correspondent requests will be addressed to the C-OSS.

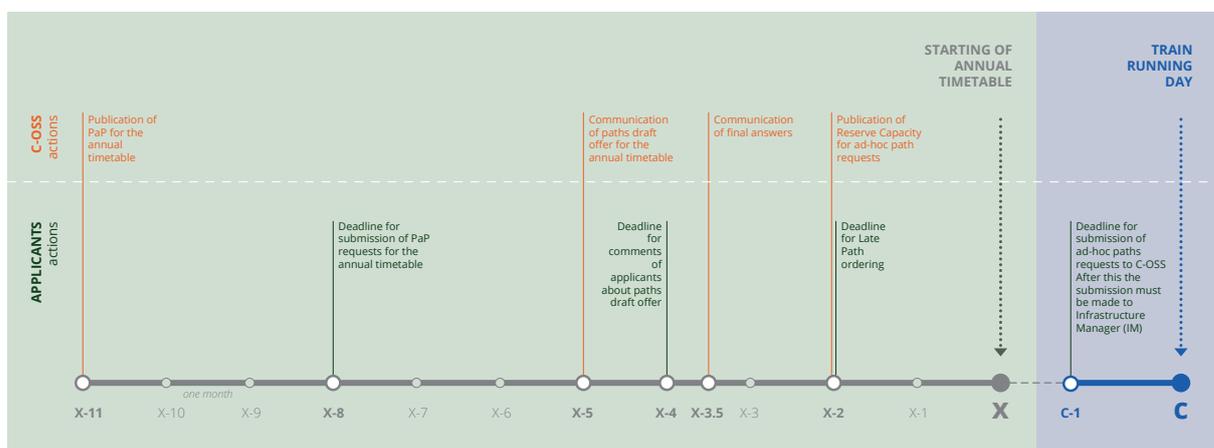
- International paths running, at least partially, over the infrastructure of Rail Freight Corridor «Atlantic» and crossing a border in any Rail Freight Corridor but not requesting any PaP. The correspondent requests shall be directly to the involved IM.
- The national paths are dedicated to trains running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

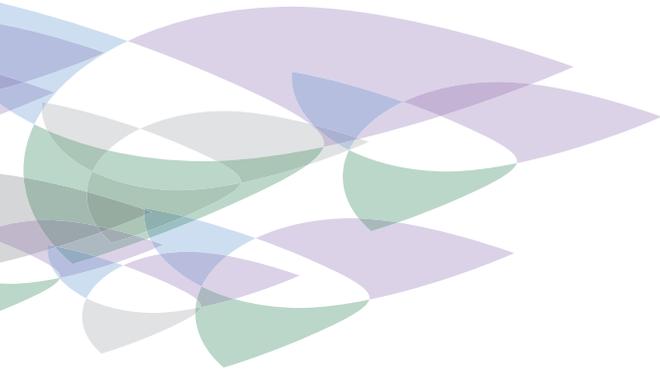
The C-OSS publishes the PaPs catalogue in an IT tool called PCS (Path Coordination System). This tool is managed by Rail Net Europe (RNE) and is available to applicants for international path requests.

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

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

Picture
PaP and Reserve Capacity
general schedule





4.2.1 PaPs 2016 and 2017

a) Managing of requests for TT 2015/2016

During 2015, Corridor OSS team has been available for managing all requests concerning Pre-arranged Paths and Reserve Capacity, and giving all the information requested by all customers according to the Regulation.

Corridor OSS received 34 annual path requests (placed before the 2nd Monday in April) involving RFC4 PaPs for the Timetable (TT) 2015/2016.

- 32 of them reached the Active Timetable phase ("ready to be used");
- 1 of them was cancelled by the RU;
- And finally 1 of them was not answered by 2 IMs involved (none of these IM are part of Atlantic Corridor).

These requests involved 29 different PaP sections from the RFC4 offer. No conflicts between requests were detected.

Corridor OSS received 2 Late Path Requests (placed after the 2nd Monday in April deadline) involving 2 different PaP sections and both of them reached the Active Timetable phase ("ready to be used").

b) PaP construction phase for TT 2016/2017

Corridor OSS coordinated the construction of RFC4 PaPs for the Timetable 2016/2017.

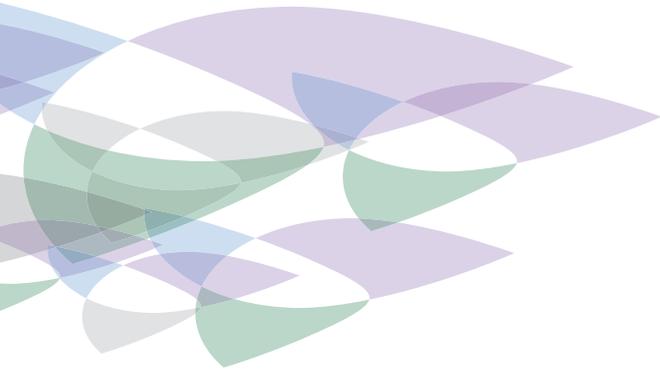
These PaPs were published in PCS in January 2016 accordingly to Rail Freight Corridors Regulation.

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

PaPs 2017 consist in 24 PaPs per direction.

Picture PaPs 2017

SOUTH-NORTH DIRECTION						PARIS														Lyon														Lyon														Lyon																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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The TPM working group was then created to improve and to allow a better follow up of this reporting. In the kick-off videoconference the group has decided to fix goals which were refined in the first presence meeting of 2016.

These goals are:

- Allow an effective monitoring of the punctuality on the corridor by:
 - Having an international overview;
 - Showing first-hand information about the delay causes;
 - Finding weaknesses;
 - Writing facts and recommendations.
- Exchange on the existing traffic management problems /actual situation: Try to find solutions, inviting the right people to solve problems;
- Assess the processes of each IM to get an overview and understanding for each country;
- Fulfil the Regulation (EU) No 913/2010.

In 2016 the group shall try to reach the first part of the first goal increasing the data quality of the monitored trains and getting more trains in the KPI calculation. This

way an overview of the quality on the corridor can be provided. A new RNE/TIS working group will be created at the RNE level to allow a more efficient way to link trains which are changing numbers from a country to another. This should help the group getting a higher data quality.

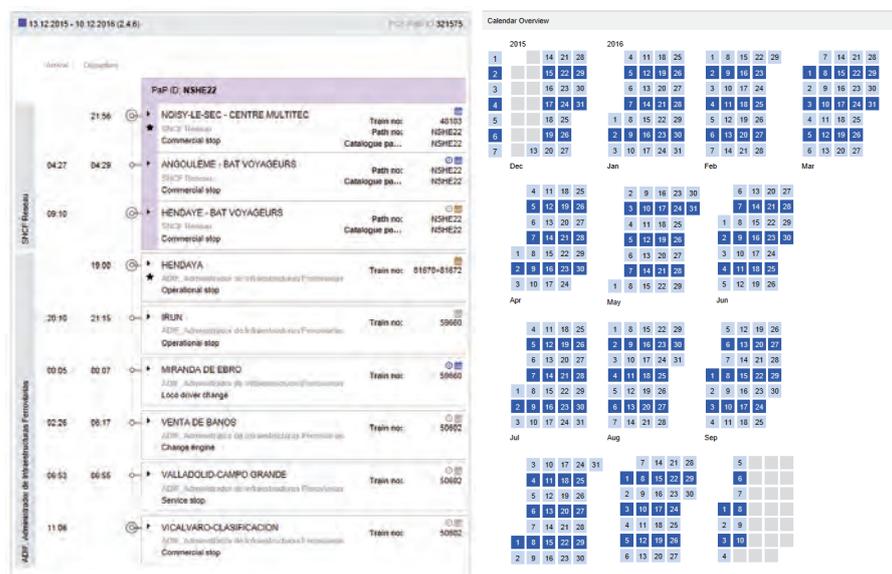
4.3.2 Path Coordination System

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

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

- PCS User Group: focused on bug corrections, new developments and improvements of the tool;
- PCS Training Group: focused on developing manuals, procedures, and training sessions to the stakeholders;

Picture Path Coordination System



- PCS Testing Group: its purpose is to test every new function or modification before putting a new version of the tool in production;
- PCS Next Generation: its principal aim is to develop a completely new interface with the user in order to make the PCS more friendly and easy to use. No functional changes are tackled by this group.

During 2015 a big part of the efforts was focused on the PCS Next Generation. Many meetings and testing took place for succeeding in this critical topic.

The new version of the tool finally went into production on 25 January 2016 with a short delay of around one month due to the developer's difficulties. It is foreseen to have the complete PCS Next Generation version in production during 2016.

4.3.3 Traffic Control Communication (TCCCom)

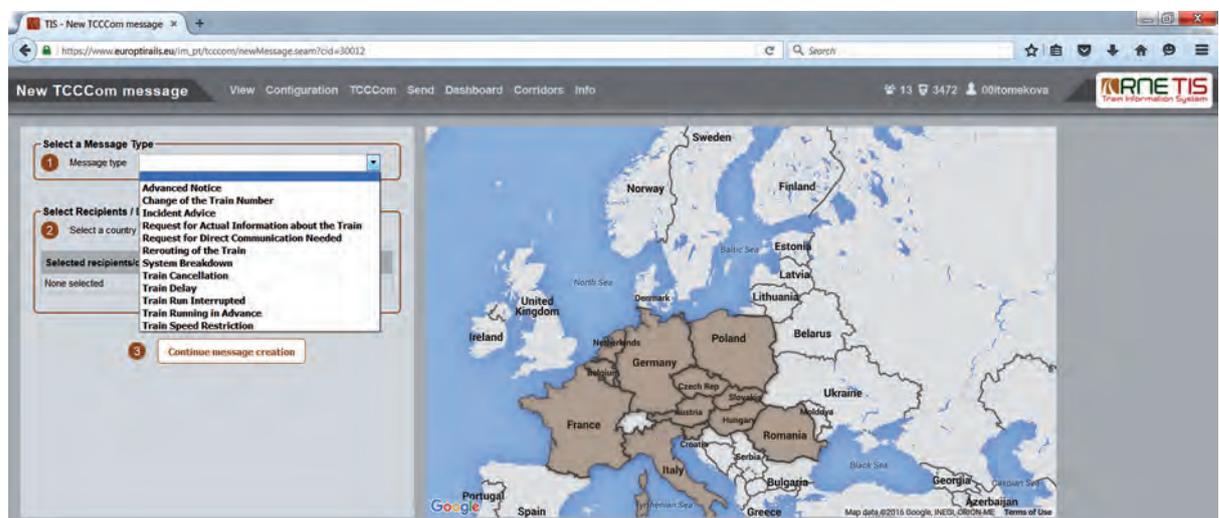
TCCCom is a tool for bilateral communication between the IM on operational topics of traffic management. The aim of TCCCom is to overcome language barriers between the European countries. Therefore TCCCom translates a predefined amount of messages that are

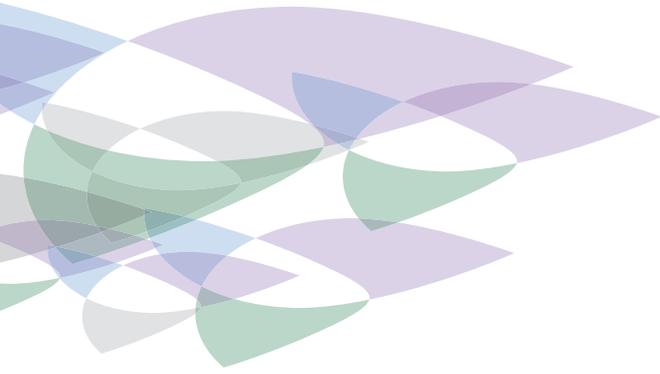
relevant for the operation of trains from one language into other European languages (e.g. "Train delay", "Train cancellation", "Serious problem - direct communication needed", etc.).

The TCCCom project was initiated in 2011 by several IMs. The tool was then developed under the umbrella of RailNetEurope. The tool has been integrated into TIS. This integration saves investment costs and maintenance effort, and allows existing TIS features and functions to cover TCCCom as well. The development of TCCCom was finished in 2015 and practical tests of the tool were carried out. On the Atlantic Corridor the IM SNCF Réseau and DB Netz are currently using the tool.

For the future it is planned to have a revision of TCCCom tool functionalities after the IMs will have gained first real experiences with the tool. Thus, also RFC relevant improvements might be tackled e.g. involvement of C-OSS in the message flow.

Picture Choose the message type you want to send





4.4 Studies

4.4.1 Impact of Atlantic Port's Development on International Rail Freight Traffic

OBJECT

The Atlantic Rail Freight Corridor connects 14 ports of the Atlantic facade. These ports operate an international maritime traffic estimated to 121 million tons in 2010 for the hinterland of the Atlantic Corridor, of which a fraction uses the rail mode in each of the countries concerned. Congested roads and the need to reduce emissions must lead to promote rail mode as multimodal solution to international shipping for both domestic services and international. The aim of the study was:

- To define the development areas for multimodal solution involving maritime and rail transport;
- To identify the actions to be taken to increase maritime/rail multimodal solution;
- To understand the possible coordination with the deployment of the European RFC.

CONSULTANT

Consortium INECO-TIS-SYSTRA

RESULTS OF THE STUDY

Task 1 ANALYSIS OF MARITIME TRANSPORT OF THE ATLANTIC PORTS

Rail traffics represent a hinterland market share of 12% (13 MT) with the highest share observed in Portugal (19%) and weakest in Spain (10%) and France (8%).

Task 2 ANALYSIS OF THE RAIL AND ROAD FLOWS OF THE ATLANTIC PORTS

For all ports, the main origin-destinations in volume are captured by the road mode, for cost reasons, flexibility and ability to adapt more quickly to the demand of freight clients. The potential transfer remains significant for mid or long distance destinations where the rail could benefit from multi-client intermodal services for containers and trailers.

Task 3 COSTS ANALYSIS FOR INTERNATIONAL GOODS TRANSPORT

Freight modal choice is the result of a combination of factors, including prices, but also the stability and volume of traffic flows, as well as the flexibility, punctuality and regularity offered by rail and road.

Task 4 SHIPPING COMPANIES AND PORT AUTHORITIES SURVEYS

Rail development constraints mentioned by the stakeholders can be categorized in 3 main themes and sub-categorized in 17 sub-themes:

- Infrastructures (6 sub-themes)
- Operations (7 sub-themes)
- Strategy (4 sub-themes)

Task 5 POSSIBLE EVOLUTION OF REGULATION (EU) No 913/2010

Two main modifications are possible in order to adapt the Regulation to capture ports traffics and extend the authorization to national level relations:

- Rely on the concept of "international freight service" rather than on the concept of "international train path" or "international freight train";
- Rely on Custom Declaration of goods to sort international goods haulage from national ones.

Task 6 COMBINED MARITIME/RAIL SOLUTION AT SHORT, MEDIUM AND LONG TERM

Traffic forecasts of different ports were cross-controlled with the railway undertakings and shipping companies and detailed in terms of main potential origin-destinations of development. To achieve these developments, the Atlantic ports have a set of investment projects either on maritime infrastructure or on access and port rail network infrastructure which are described and funded via National, Regional and own plans.

4.4.2 Feasibility Study of Rolling Motorway Service on the Atlantic Corridor at Short, Medium and Long Term

OBJECT

The objective of the study is to evaluate the feasibility (technical and financial) of implementing possible rolling motorway services on the Atlantic Corridor.

Specific objectives are:

- Analysis of main experiences of rolling motorway in Europe;
- Analysis of technical feasibility of implementing a rolling motorway service on the Atlantic Corridor;
- Proposal of a business plan for a specific service on the Atlantic Corridor.

CONSULTANT

Consortium INGEROP-PROGNOS-TEIRLOG

RESULTS OF THE STUDY

Task 1 DIAGNOSTIC OF THE EXISTING ROMO TECHNOLOGIES IN EUROPE

The main and most important existing techniques were listed, identifying the main providers of the techniques and their degree of maturity and current implementation.

Task 2 TECHNICAL FEASIBILITY

In this phase, different parameters were analysed.

These parameters are the following:

- Rail gauge
- Loading gauge
- Train performance (maximum length, gradients, speed)
- Electrification
- Axle load (t / axis)
- Signalling
- Train paths, overall capacity on the network
- Terminal facilities

For each of these parameters, current situation (2015), evolutions and projects planned up to 2030 were described.

Task 3 BUSINESS PLAN

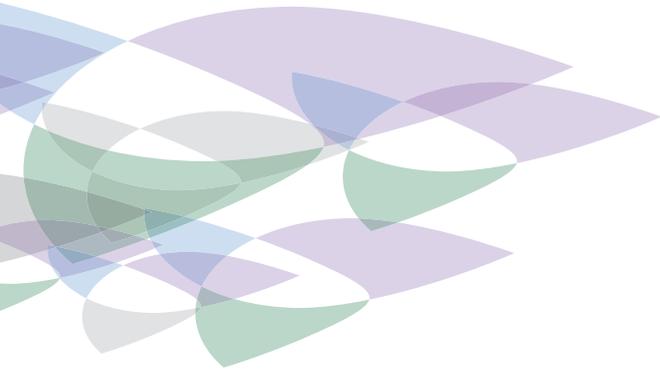
The potential modal shift from road traffic to a possible rolling motorway service along the Atlantic Corridor, has been determined by using the Traffic Market Study (TMS), realized by Atlantic Corridor in 2014/2015, and specific model cost, developed for this study.

The business plan is based on the scenarios of rolling motorway services proposed, and is taking into account an economic analysis including:

- Additional infrastructure investments on the Atlantic Corridor;
- Investments in wagons for rolling motorway services;
- Operational Costs (maintenance, staff, energy, rail access charges, etc.);
- Commercialisation plan and revenues; etc.

This business plan considers the two technologies decided as more suitable: Modalohr and CargoBeamer.





4.4.3 Assessment Impact of the Infrastructure Constraints on Railway Undertakings Operations

OBJECT

The general aim of the study is to enable the Management Board of RFC4 to carry out their tasks as assigned in the Regulation by providing a sound understanding of the existing or planned infrastructures on the Atlantic Corridor and their assessment impact on Railways Undertakings operations.

This general aim is broken down into the following specific aims and expected results:

- Establishing the priority of the investments planned at short, medium and long term;
- Establishing a cost-benefit analysis of planned investments aimed at the installation of interoperable systems along the corridor.

CONSULTANT

Consortium BG CONSULTANT-MCRIT

RESULTS OF THE STUDY

Task 1 MAIN O/D AND FIRST COMPARISONS IN TIME AND DISTANCES FOR RAIL AND ROAD

In this phase, the characterization of main O/Ds of the corridor was carried out in terms of tons transported, distance and time for rail and road. The starting point is the TMS study which provided for these O/Ds the demand for rail in tons and number of slots.

The distances are in general well above 500 km and often above 1000 km, and even 2000 km for Trans Pyrenean relations.

The results of the analysis show important variations in time for different O/Ds mainly due to the variability of stopping times for the same O/D, with better performances in general for the relations in the North, than for relations in the South.

Task 2 COMPARISON OF LOGISTIC PRACTICES FOR RAIL AND ROAD OPERATORS

The logistics practices were analysed for rail and road international transport along the main O/Ds relations of the corridor.

Task 3 COMPARATIVE ANALYSIS OF COSTS FOR INTERNATIONAL GOODS

TRANSPORT BY ROAD AND RAIL ON THE MAJOR ORIGIN/DESTINATION
Road and rail cost of international transport was estimated along the main O/Ds relations of the Atlantic Corridor, using the most recent information available.

Task 4 INTERNATIONAL PLAN ALONG THE CORRIDOR: IDEAL SITUATION

Along the corridor "singular" points for rail operations have been identified where the rail operating constraints apply. They are:

- Cross-border points;
- Points for change of locomotive or driver;
- Points of reinforcement of traction due to slope;
- Points of composition/decomposition of trains due to train length constraints.

The "ideal" situation, for the base year, considers the following:

- A rationalization of rail operating constraints; and
- A situation where stop/waiting times due to congestion are excluded and in particular congestion due to conflicts with passenger transport for allocation of infrastructure capacity and slots.

Task 5 PROFIT/LOSS OF COMPETITIVENESS EXPECTED WITH RAILWAYS INVESTMENTS

The objective is to obtain a comparison of performance of rail and road solutions for door-to-door relations within EU network, for different types of investments achieved along the corridor.

4.4.4 Assessment Optimization of Capacity Management and Operational Coordination

OBJECT

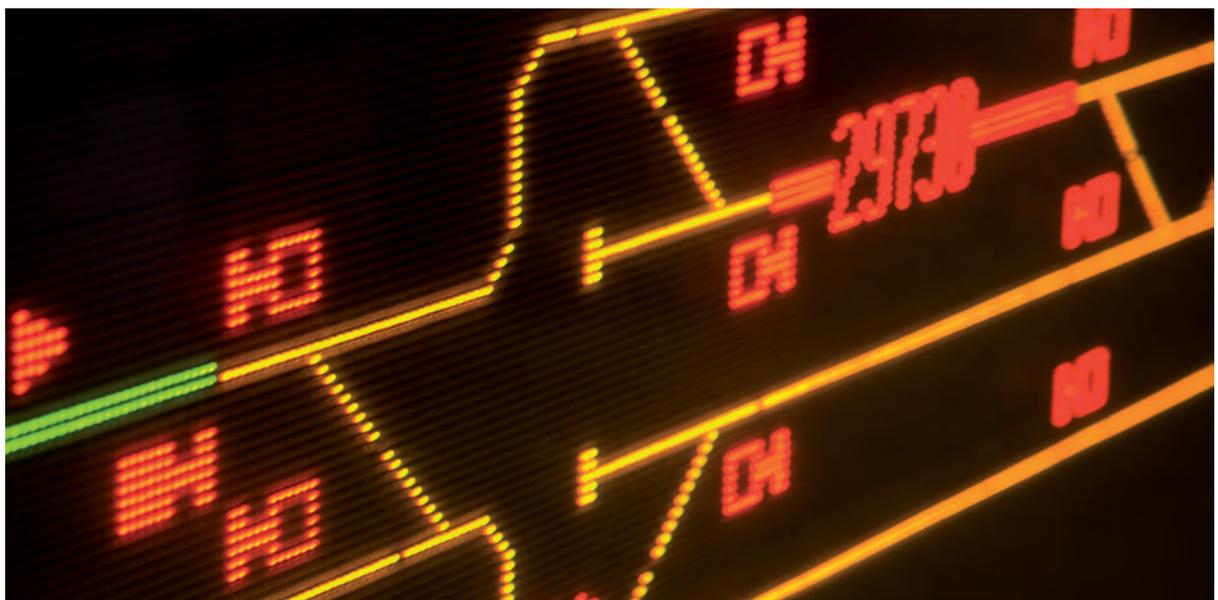
The objective of the study was the assessment for the optimization of the international rail freight capacity allocation in Atlantic Corridor.

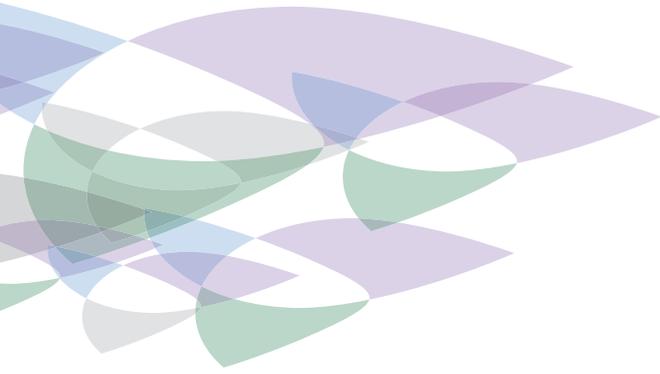
This general objective can be broken down into the following objectives and results:

- Evaluation, assessment and possible improvements of main issues related with capacity: urban nodes, maintenance and works on track, terminals and others;
- Proposal of different alternatives in order to allow the increase of freight capacity allocation, especially in the cross border.

CONSULTANT

Consortium IDOM-ARCADIS





RESULTS OF THE STUDY

Task 1 ANALYSIS OF THE DAILY CAPACITY ALLOCATION ON THE ATLANTIC CORRIDOR VS NETWORK STATEMENT 2016 OF EACH IM, ESPECIALLY ON URBAN NODES OF THE CORRIDOR

- Compilation of the available information regarding capacity data on the lines of the Atlantic Corridor on different periods of the day, working day and weekend.
- Occupancy rates of capacity (impact of international traffic versus total capacity), especially on peak hours in urban nodes.
- Comparative analysis between freight trains running today and the scheduled PaPs of the Atlantic Corridor for 2016 (medium speed, origin/destination and other data proposed by the consultant, justifying its importance), waste of time for each PaP due to work program.
- Analysis about the experience of answers to request for capacity in the tracks of the Corridor: different requests during the year and mainly problems associated.

Task 2 ANALYSIS OF THE MAINTENANCE PERIOD AND OF PROGRAM OF WORKS PLANNED BY EACH IM IN 2016, IMPACT OF WORKS ON INTERNATIONAL RAIL FREIGHT CAPACITY ALLOCATION

- Information on maintenance period, their coordination along the Atlantic Corridor and present this information on an aggregate basis.
- For each line, the maintenance management was identified (single/double track; circulations enabled, etc.) for each IM, including the working period of the concerned terminals.
- Analysis of the impact of works, maintenance period and passenger traffic on peak hours on the international rail freight capacity offered on the Atlantic Corridor.
- Proposal of optimized maintenance period on the Atlantic Corridor.
- Comparison with actual situation showing the improvement expected by each proposal.

Task 3 ANALYSIS OF WEEKLY TIMETABLE ON THE PRINCIPAL LINES OF THE CORRIDOR AND THE CONNECTED TERMINALS, COORDINATION EXPECTED AND IMPACT FOR EACH PART (IM/TERMINAL OPERATOR)

- Identification of the terminals whose conditions (timetable, management, operation, etc.) could affect international rail freight trains on the corridor.
- Compilation of weekly timetable on the principal lines of the Corridor and their associated terminals.
- Procedures for managing and monitoring traffic and respective communication channels.
- Detailed analysis regarding arrival and departure time and treatment of freight trains in each terminal.

Task 4 PROPOSAL OF OPTIMIZED MAINTENANCE PERIOD ON THE ATLANTIC CORRIDOR AT SHORT, MEDIUM AND LONG TERM

Based on the previous tasks, different combined solutions have been analysed showing the increase of international freight capacity allocation (particularly with regard to the cross border section) and the possible impact for the IMs of the Atlantic Corridor.

4.5 Communication

Better communication and information is one of the goals of the Atlantic Corridor. Acknowledging the importance of this goal for corridor customers and stakeholders, significant activity was carried out in 2015 in improving the website, the promotional video and the brochure.

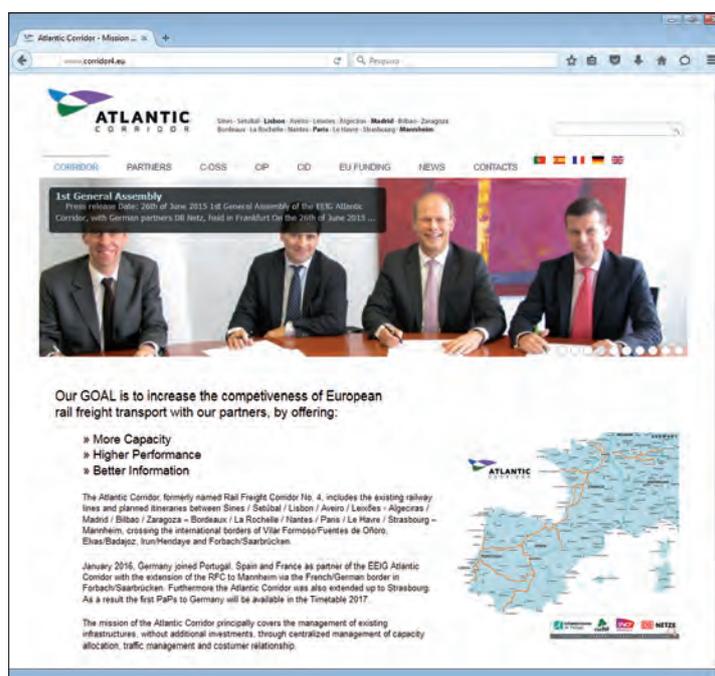
4.5.1 Website

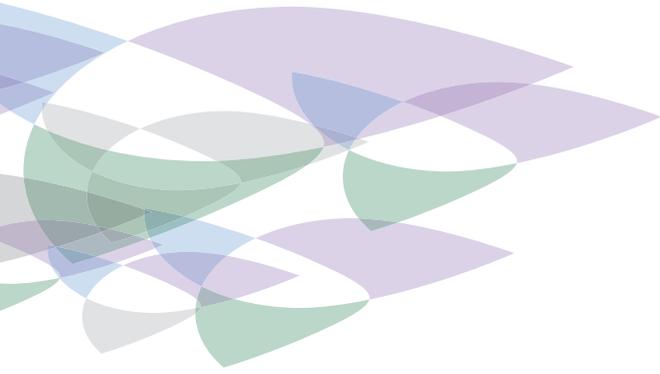
In 2015 the Atlantic Corridor website was reorganized and updated in order to incorporate the extension to Germany.

In the News and Events tabs, several news concerning the corridor activity and accomplishments were published along the year.

The list of events in which the Atlantic Corridor participated or held was kept up-to-date. In the same way the “save the date” column was always kept updated for upcoming events that might be interesting for the Corridor’s stakeholders.

Picture www.atlantic-corridor.eu





4.5.2 Brochure

In 2015 the Corridor Brochure was used at different events. The last version of the 2015 Brochure already included the extension to Germany and to several other Atlantic ports and terminals along the Corridor.

4.5.3 Video

For the first time in 2015, it was acknowledged the need for a video in order to better promote the Corridor in events, exhibitions and conferences.

The first version of the video was developed and presented at 2015 TEN-T Days in Riga. The video may be downloaded on the Atlantic Corridor website:
<http://www.atlantic-corridor.eu/news-en/143-atlantic-rail-freight-corridor-takes-part-in-ten-t-days-exhibition>

RFC Overview Map

ATLANTIC Rail Freight Corridor Access
 Corridor OSS/RFC Product & Service Portfolio

Corridor OSS (One-Stop-Shop)
 The RFC OSS is a single point of contact for applicants who provides general information related to the RFC access and reserves and arranges path requests involving pre-arranged paths. It also issues pre-arranged paths within the annual timetable and within remaining capacity.

ATLANTIC Corridor OSS
 via AGP
 Calle de la Estrella 23
 28002 Madrid, Spain
 Phone: +34 91 744 274
 email: info@atlantic-corridor.eu

The Corridor OSS provides the following Product and Service Portfolio:

- Pre-arranged paths (Paper)**
 Issues capacity for the RFC
 Are available in PDF prior to issuing
 Ensure sufficient high priority in case of conflicts with other path requests
 Are processed again after paths up to two month before train run
- Corridor Information Document (CID)**
 All the information in relation with the freight corridor contained in the national timetables
 Information on terminals, on capacity allocation (OSS operator) and RFC management
 In the RFC Implementation plan

Your business along the RFC is supported by the following RNE IT systems:

- IRNEPCS**
 Supports international path management
 RFC accounts are available for IRNEPCS
 Available also for international rail operators
support.pcs.rne.es
- IRNE-TIS**
 Supports international path management
 RFC accounts are available for IRNE-TIS
 Available also for international rail operators
support.tis.rne.es
- IRNECIS**
 Supports international path charge estimation
 RFC accounts are available for IRNECIS
 Available also for international rail operators
support.cis.rne.es

RFC Disclaimer
 The information provided is not responsible for the liability, correctness, completeness or quality of the information provided. Liability claims regarding damage caused by use of any information provided are excluded. The information is provided on an "as is" basis. The information is provided on an "as is" basis. The information is provided on an "as is" basis.

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

Co-financed by the European Union
 Connecting Europe Facility

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

Legend:

- Station
- Inland Port
- Country and voltage: 15 kV AC CH&BE, 25 kV AC GB&PL, 25 kV AC DE&FR, 15 kV DC, 15 kV DC
- Pre-arranged path types: L, N, P, S, T, Z
- Additional technical information: additional track needed (direction), additional track needed (opp. direction), 125 km/h maximum, operation under class (DB, DE)
- Track types: double track or more, single track, 1 000, 1 435 (mm)

Disclaimer:
 The displayed path/rail parameters, times and charges may differ in reality, as all calculated figures are average figures based on standard train. The displayed rail freight capacity is the only one, unless infrastructure managers inform in other's forum. All other specific or border system special operational regulations have to be applied. Please consult the RW-Track Statements in any case!

Information available at OSS contact point

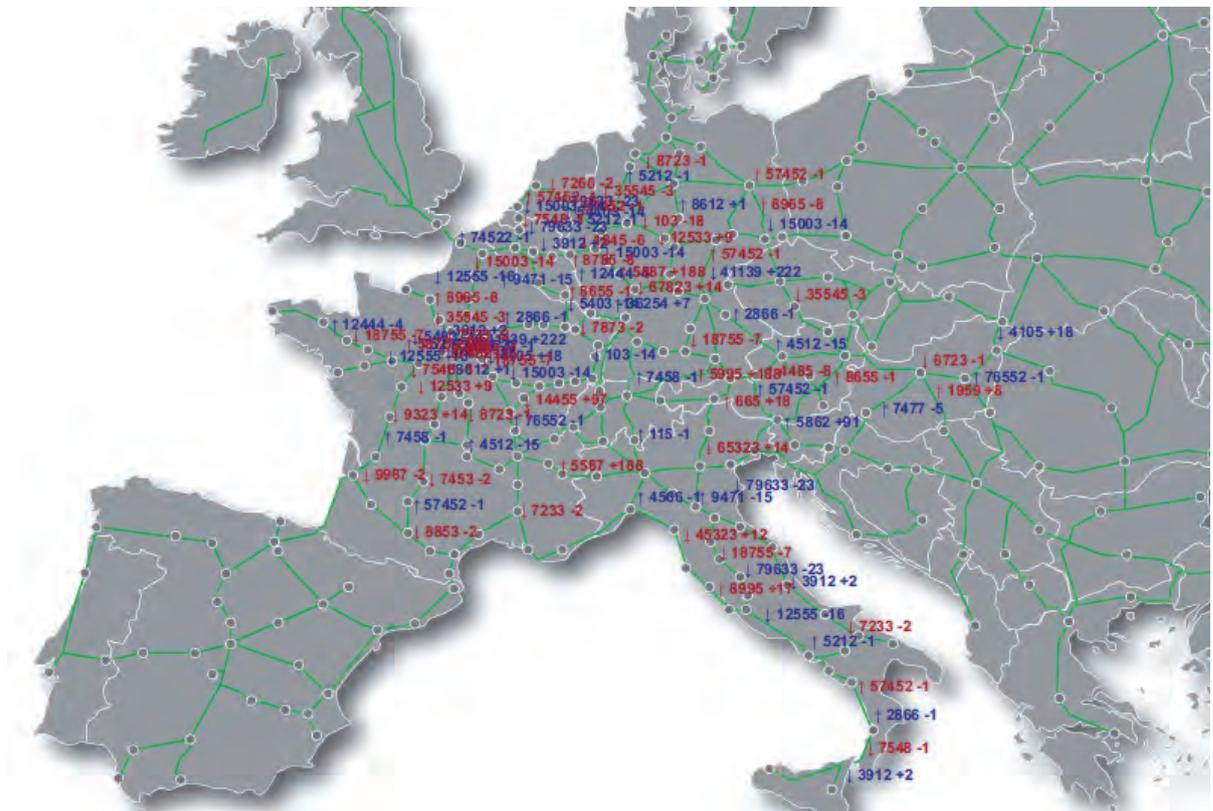
4.6 IT Tools

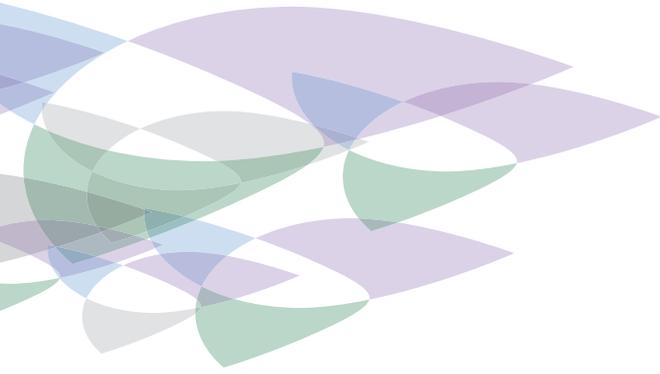
4.6.1 Train Information System (TIS)

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

In 2015 TIS was put into the phase of production for ADIF (Spain) and IP (Portugal). So all Atlantic Corridor IM have now implemented TIS which gives the RFC the possibility for a professional Train Performance Management (TPM). Please see chapter 4.3.1 above Train Performance Working Group for further details.

Picture TIS · Train Information System





4.6.2 Customer Information Platform (CIP)

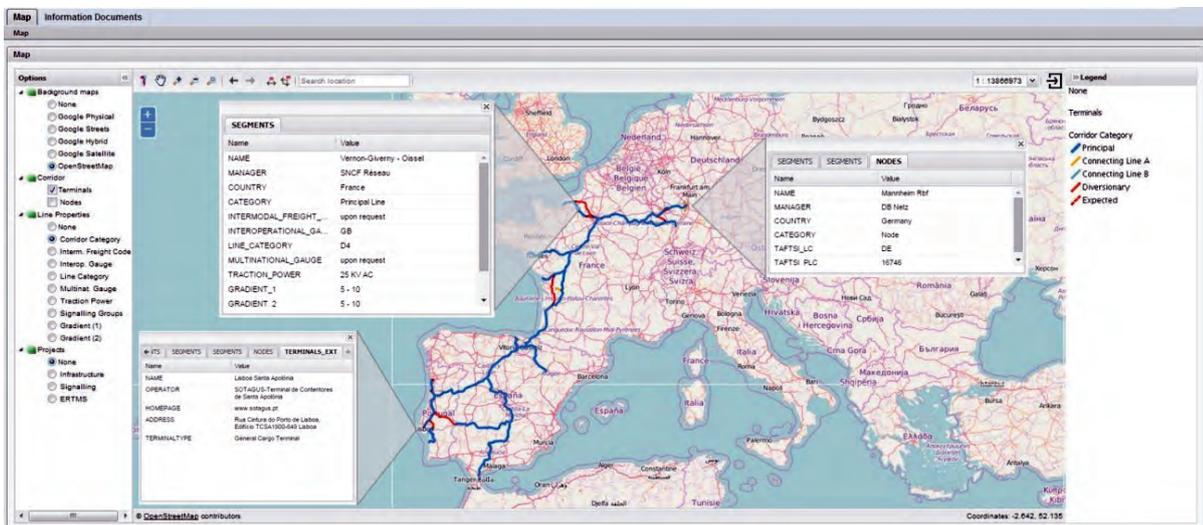
The Customer Information Platform (CIP) is an interactive, internet-based information tool. By means of a Graphical User Interface, CIP provides precise information on the routing, terminals, infrastructure investment projects and maintenance works as well as basic track properties of the participating RFC.

In 2015 the Rail Freight Corridors 2, 3, 4, 5, 6, 8 and RailNetEurope (RNE) agreed to take over from Rhine-Alpine EEIG (RFC 1) the ownership, hosting and maintenance of the CIP, thereby enabling it to evolve in a multi-corridor tool providing harmonized information and communication processes.

Thus, with the help of EU funding in 2015 the CIP was implemented on the Atlantic Corridor.

Access to CIP was integrated in the website, in a new tab called "CIP". Please visit Atlantic Corridor website (www.atlantic-corridor.eu) for more information.

Picture CIP Customer Information Platform



4.7 Events

The Atlantic Corridor participated and/or organized the following main events during 2015:

March 4 th	TAG/RAG Meeting n°8 in Lisbon
June 22 nd & 23 rd	EC TEN-T Days in Riga
June 26 th	EEIG CFM4 3rd General Assembly in Frankfurt and EEIG Atlantic Corridor 1 st General Assembly in Frankfurt
September 30 th	TAG/RAG Meeting n°9 in Paris
December 4 th	EC Rail Freight Day in Vienna

Picture CEC Rail Freight Day in Vienna





CORRIDOR PERFORMANCE

5.1 Key Performance Indicators

The following table and figure show the key performances indicators of the Atlantic Corridor in 2015 as described in the implementation plan.

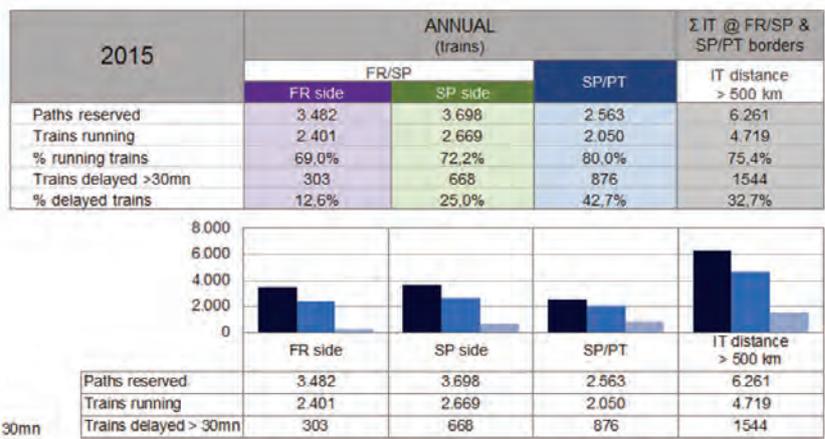
KEY PERFORMANCES INDICATORS 2015

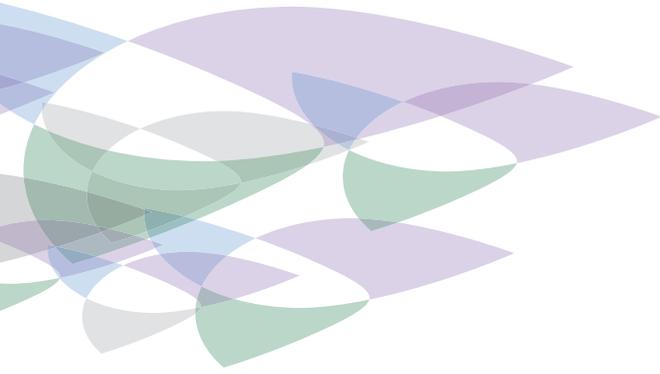
1	Annual number of prearranged freight paths offer (p) TT2016	28
	"National" sections	45
	FR	17
	SP	20
	PT	8
2	Annual number of daily prearranged freight paths.km offer (pkm) TT 2016	29,335.36
	FR	17,354.00
	SP	9,147.60
	PT	2,833.76
3	Punctuality of international traffic 2015 at the border (delay < 30 mn)	67.3%
	FR/SP (Fr side)	87.4%
	FR/SP (Sp side)	75.0%
	SP/PT	57.3%
4	Average speed of trains (km/h), excluding freight transshipment time at the border between France and Spain	55.02
5	Punctuality of international traffic 2015 at the border (delay < 30 mn)	36
5.1	Between X-11 and X-8 (for TT 2016)	(4) 34
5.2	Between X-8 and X-4 - LPR (for TT 2016)	2
5.3	Between X-4 and X+12 - ad hoc PR (TT 2015)	0
6	Number of paths allocated by the one stop shop	35
6.1	Paths allocated for the annual service (for TT 2016)	(4) 33
6.2	Paths allocated upon LPR (for TT 2016)	2
6.3	Paths allocated upon ad hoc PR (for TT 2015)	0
7	Annual number of paths reserved and not used (n)	N/A
8	Response time in days to the paths on demand (d) (3)	132.32

(1) The available days of each PaP is different from one country to another due to works program.
 (2) 2 of the paths allocated doesn't contain PaP, they had been answered with tailor made provided by the IMs

(3) Average n° of days from X-4 (requests) until Final Offer. All of them were submitted on time by the C-OSS
 (4) 1 request was cancelled by the RU

Picture KPI 2015





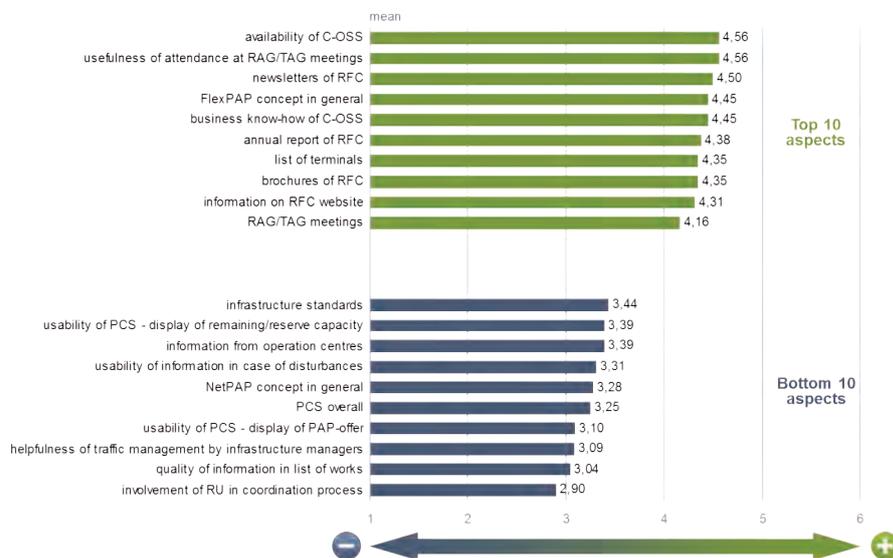
5.2 Customer Satisfaction Survey

For the second time the Atlantic Corridor participated in the Customer Satisfaction Survey, promoted by RNE, that directed the process in a harmonized way for all the Rail Freight Corridors. This RNE work enabled:

- The comparison of the Atlantic Corridor performance with the other RFCs;
- The identification of the activities with highest acknowledgement of the clients namely:
 - The Availability of C-OSS;
 - The usefulness of attendance at RAG/TAG meetings;
 - The newsletters of RFCs; and
 - The FlexPAP concept in general.
- The identification of the major points in need of improvement such as:
 - The involvement of RU in coordination process;
 - The quality of information in list of Works;
 - The helpfulness of traffic management by infrastructure managers;
 - The usability of PCS - display of PAPs offer.
- The involvement of the clients in the analysis of the survey outcome and their participation in the consequent proposals for improvement.

The final results of the Customer Satisfaction Survey were presented and discussed in the 10th TAG-RAG meeting in Lisbon.

Picture Customer Satisfaction Survey results





6

COOPERATION

6.1 RailNetEurope (RNE)

RNE provided support to the IMs in the implementation of the RFCs following the publication of Regulation (EU) No 913/2010. Several RFC guidelines have been jointly developed and delivered in order to facilitate this process and also to provide a harmonized framework for their operation.

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

Several RFC-related projects were successfully carried out jointly under the RNE umbrella in 2015, such as the RFC User Satisfaction Survey, presented in the previous chapter. In addition to the harmonized business and operational processes, RNE also develops and operates IT tools in order to further help facilitating and promoting international railway business along the RFCs network:

- Path Coordination System (PCS): it is the sole IT tool for requesting and allocation capacity on the RFCs;
- Train Information System (TIS): it visualizes international trains from origin to destination and supports international train management by delivering data concerning international passenger and freight trains along the RFCs;

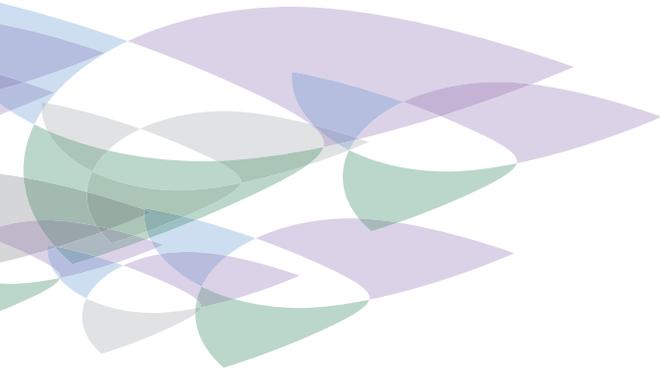
- Customer Information Platform (CIP): it provides precise information on the routing, terminals, infrastructure investment projects and maintenance works as well as basic track properties of the six participating RFCs;
- Charging Information System (CIS): it provides fast information on charges related to the use of European rail infrastructure and estimates the price for the use of international train paths.

6.2 Other Rail Freight Corridors

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

- Rail Freight Corridor "North Sea - Mediterranean" in Paris and Metz/Woippy;
- Rail Freight Corridor "Mediterranean" in Madrid and Zaragoza;
- Rail Freight Corridor Rhine-Alpine in Mannheim;
- It will connect in the future with Rail Freight Corridor Rhine Danube in Strasbourg and Mannheim.

The Atlantic Corridor also offered in 2015 a multi corridor path between Madrid and Algeciras, which required a close relation with the Mediterranean Corridor in order to have both Corridors equipped with the paths adequate to what each of their clients requested.



6.3 European Commission

During the year 2015 the main events related with EU Funding of the Atlantic Corridor were the following:

PROGRAMING PERIOD 2007-2013

In this period the EU funding was obtained through TEN-T Program that was established by the European Commission to support the construction and upgrade of transport infrastructure across the European Union. The Actions implemented are stated below:

- a) Action n° 2011-EU-95107-S for “Regulation (EU) N° 913/2010, of 22 September, concerning a European Rail Network for competitive freight: Implementation of rail freight corridor n°4” was closed in 2015 with the approval by INEA of the Final Report of this Project.
- b) Action n° 2013-EU-91053-S for “Regulations (EU) No 913/2010, (EU) No 1315/2013 and (EU) No 1316/2013 - Acceleration/facilitation of the implementation of the Atlantic Corridor” was concluded in 2015 and is in course the elaboration of the Final Report to this Project.

PROGRAMING PERIOD 2014-2020

The Connecting Europe Facility (CEF) is a key EU funding instrument to promote growth, jobs and competitiveness through targeted infrastructure investment at European level.

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

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





OUTLOOK FOR 2016

7.1 Main Challenges

The international transport market of the Atlantic Corridor is one of the most important in France and Spain with a tremendous road modal share.

Even if the rail infrastructure presents various characteristics all over the corridor, the Railways Undertakings involved in this corridor developed an important cooperation in order to satisfy their clients, especially for automotive, container and chemical traffic.

As it was planned in the transport market study, the goal of the Atlantic Corridor is to multiply by 3 the international rail freight traffic in the next 20 years by offering:

- More capacity;
- Higher performance;
- Better communication.

In order to achieve this goal, the Atlantic Corridor will focus his action on the following points for 2016:

- Increase the capacity offer for the timetable 2017/2018;
- Improve the performance of the PaP between Germany and the French/Spanish border;
- Improve the performance of the PaP between Portugal and Spain;
- Facilitate the capacity request of the Railway Undertakings;
- Facilitate the coordination of works between the IM involved in the Corridor;
- Provide to European Commission and Members

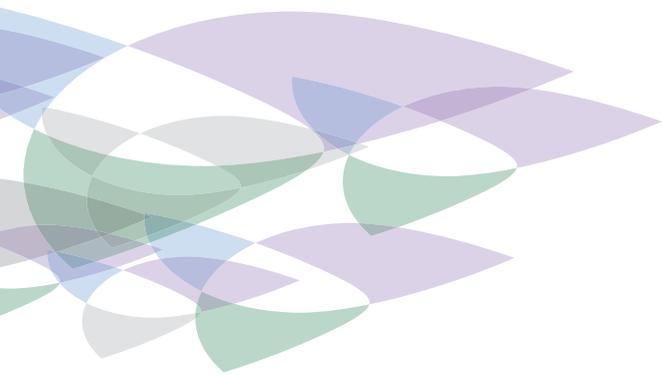
States some priorities for the investment plan of the Atlantic Corridor at short term;

- Develop the public information available on the Corridor website and the Customer Information Platform.

With an increase of 4% between 2015 and 2014 for the international traffic running on the Atlantic Corridor, the Management Board of the Atlantic Corridor will pay more attention to the expectation of the Railway Undertakings, Authorized Applicants and Terminal Operators in order to answer to their market needs.

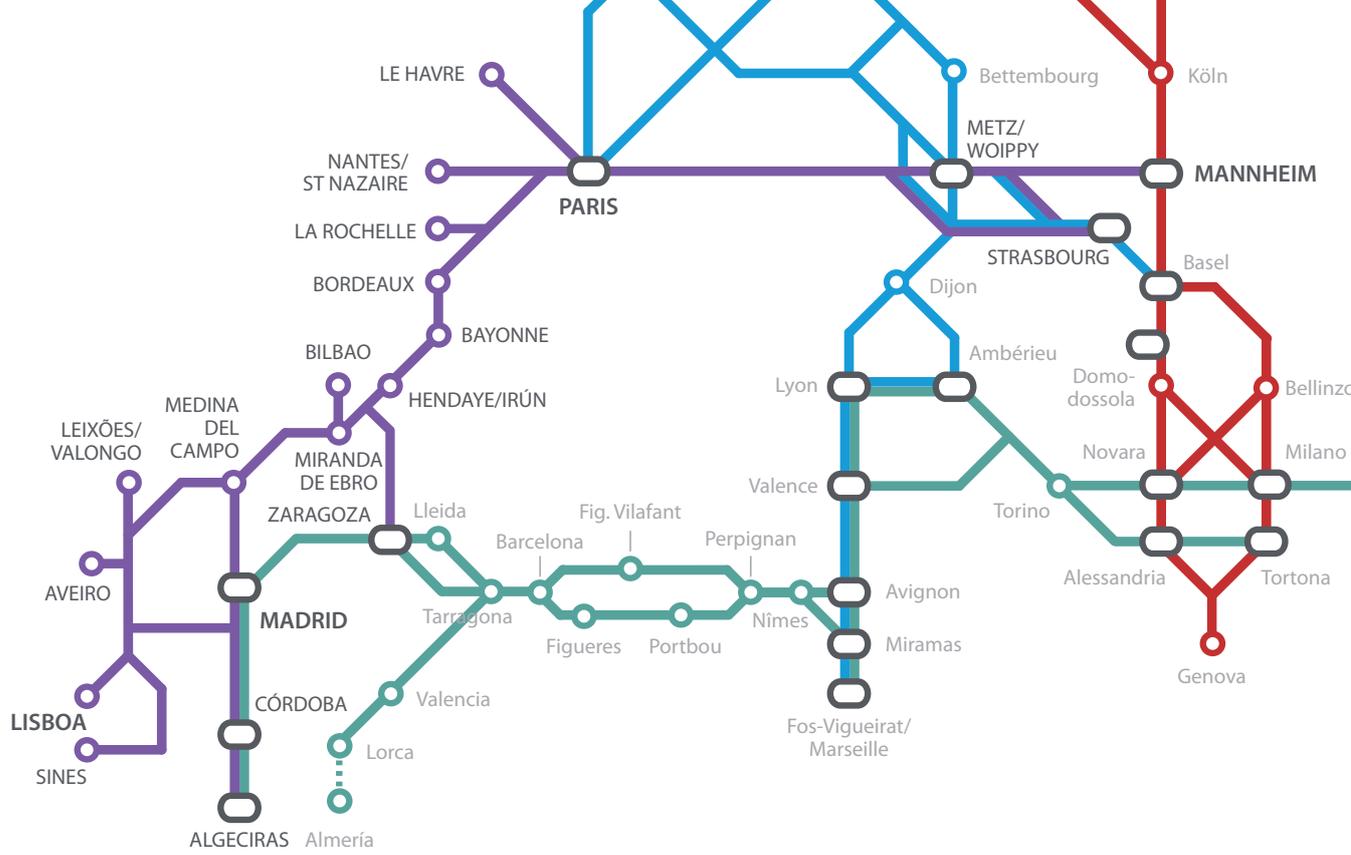
7.2 Events – Save the Date

January 27 th & 28 th	PCS Next Generation Training Session in Brussels
February 23 rd	RFC 3/4/5/8 Launching Event in Vienna
March 16 th	TAG/RAG Meeting n°10 in Lisbon
March 23 rd	SITL Exhibition in Paris
May 31 st	EEIG CFM4 4 th General Assembly in Paris and EEIG Atlantic Corridor 2 nd General Assembly in Paris
June 20 th to 22 nd	EC TEN-T Days in Rotterdam
September 28 th	TAG/RAG Meeting n°11 in Mannheim
December 9 th	EC Rail Freight Day in Vienna



Glossary

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




ATLANTIC
C O R R I D O R





**EUROPEAN ECONOMIC INTEREST GROUPING
«EEIG ATLANTIC CORRIDOR»**

92 avenue de France
75648 PARIS Cedex 13
France

phone +33 153 943 411 · Headquarters
phone +34 917 744 774 · One-stop shop

www.atlantic-corridor.eu