



ATLANTIC
C O R R I D O R

**ANNUAL
REPORT
2016**



Co-financed by the European Union
Connecting Europe Facility

ATLANTIC CORRIDOR
Annual Report · 2016

EUROPEAN ECONOMIC INTEREST GROUPING
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ANTÓNIO LARANJO
President of the Assembly



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FOREWORD

Following the publication of Regulation (EU) No 1316/2013, the year 2016 was a very significant year for the implementation of the Atlantic Corridor in order to set up **binding together Portugal, Spain, France and Germany** along with their respective Infrastructure Managers (IP, ADIF, SNCF Réseau and DB Netz AG) in a mutual commitment to follow the spirit of the European Regulation (EU) N. ° 913/2010, which aimed at developing a European rail network for competitive freight.

This was an important milestone for the Atlantic Corridor that surpassed the EU expectations of only having the extension concluded until 10 November 2016. By the way, the first PaPs to/from Germany were available for the Timetable 2017 and an important increase of PaPs offer was provided by the involved IMs: as a result, a significant growth of PaPs request (+50%) was registered by the C-OSS fitting with the market needs.

For the 3rd consecutive year, the feedback of the Atlantic Corridor customers was quite good on the basis of the annual satisfaction survey held in September 2016, even though the volume of international traffic using the Corridor was affected by a market decrease.

Several important activities were developed by the corridor in 2016 (like the implementation of a rail freight observatory and the implementation of a train performance working group) as it was expected by the European Commission with the significant financial aid approved at the end of 2015, under the

Connecting Europe Facility, to Action n° 2014-EU-TM-0050-S for the development of Rail Freight Corridor Atlantic.

As a consequence we expect that the efforts put into adjusting the commercial offer to its customer's needs, will enhance the attractiveness of the C-OSS products in the next years in order to increase the international rail freight traffic in the Atlantic Corridor.

All these great achievements resulted from the close cooperation of several entities, which together comprise the Atlantic Corridor organization, so we would like to express our gratitude to all members of the Executive Board, the Management Board, the C-OSS team, the Advisory Groups and all experts that contributed in the various working groups, for their dedication and determination.

To conclude we wish you a pleasant reading of the several results achieved in 2016, which are summed up in this annual report.



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INTRODUCTION

This Annual Report means to present a summary of what were the most important actions and achievements developed by the Atlantic Corridor in 2016.

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

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

The present report is organized in following chapters:

CORRIDOR DESCRIPTION (Chapter 2)

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

GOVERNANCE (Chapter 3)

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

MAIN ACTIVITIES IN 2016 (Chapter 4)

This is the core chapter of the annual report encompassing all the activity carried out in 2016 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 2017 (Chapter 7)

The last chapter summarizes the corridor's main challenges for 2017.

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.

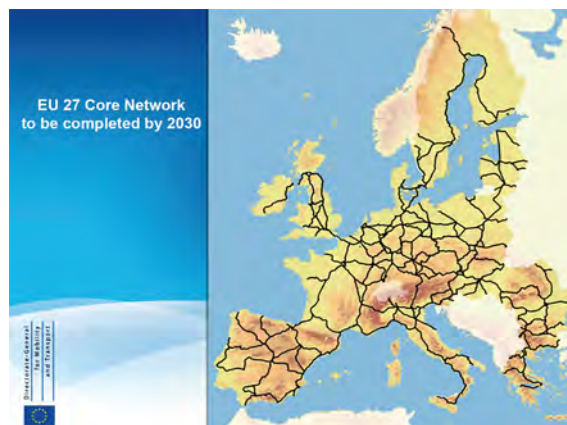
Council Directive 91/440/EEC, of 29 July 1991, on the development of the Community's railways, Directive 2001/14/EC of the European Parliament and of the Council, of 26 February 2001, on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure 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.

EU 27 Core Network by 2030





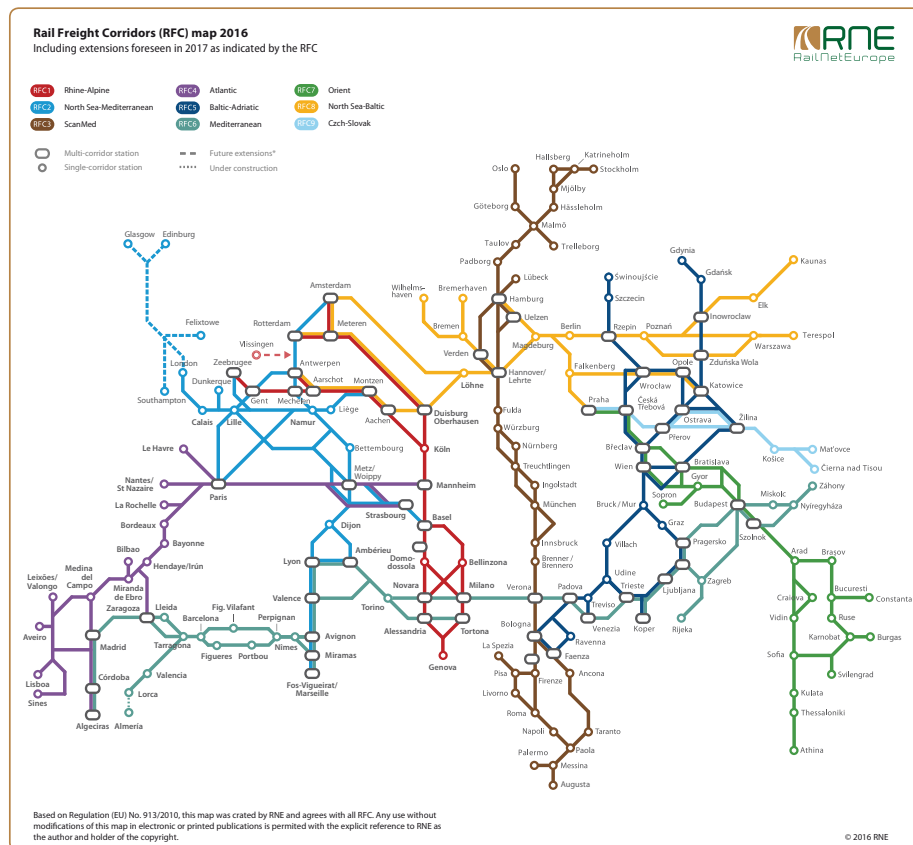
The conception of freight corridors should ensure continuity along corridors, providing the necessary interconnections between the existing rail infrastructures.

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 2010 is to improve the efficiency of rail freight transport relative to other modes of transport through the creation of 9 European rail freight corridors.

In accordance with the conclusions of Regulation (EU) No. 913/2010, the Rail Freight Corridor N°4 was established on the 10 November 2013. In accordance with the annex II of the Regulation (EU) No. 1316/2013, this corridor was renamed to Rail Freight Corridor “Atlantic” and will be extended to Mannheim and Strasbourg at the latest on the 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.



RFC Overview Map

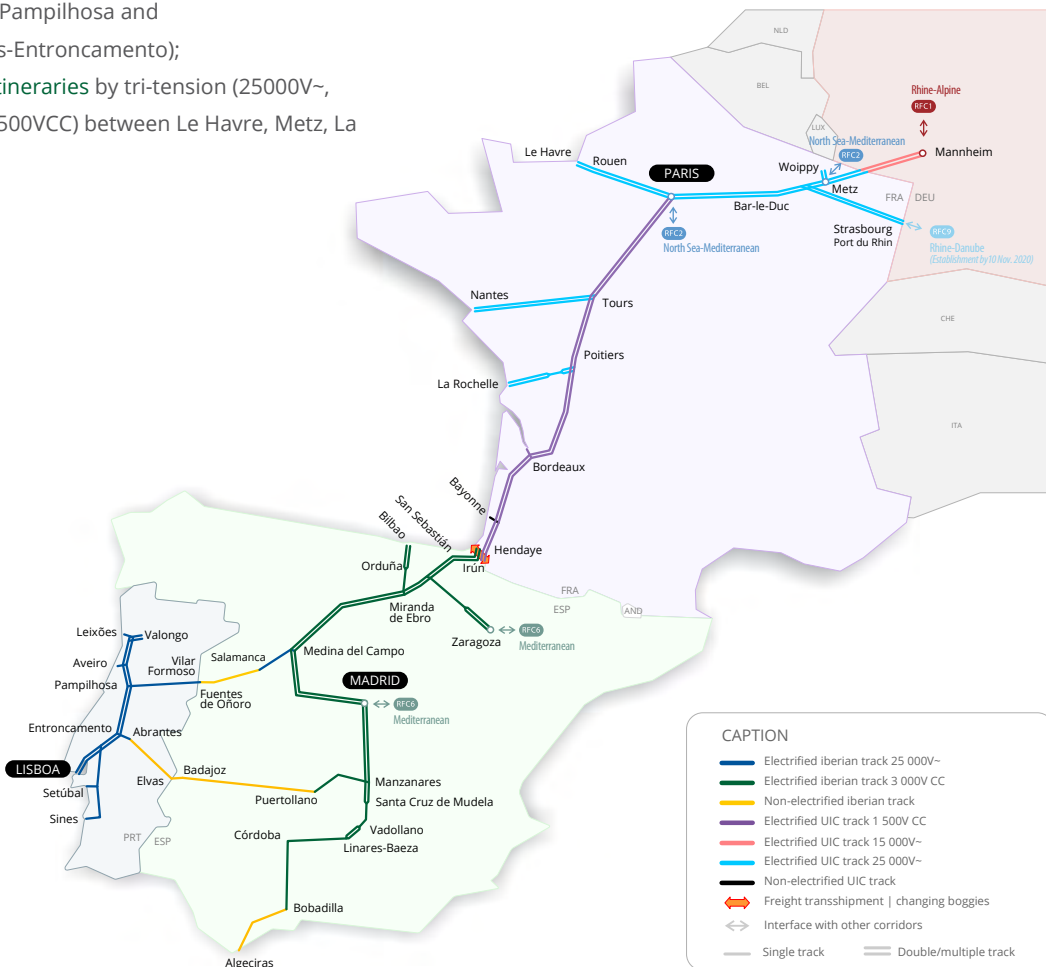
2.2 Main Characteristics

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** (1435 mm) in France and Germany, **Iberian gauge** (1668 mm) in Spain and Portugal;
- 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 two branches connecting Spain to Portugal (Medina del Campo-Pampilhosa and 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 two branches connecting Spain to Portugal (Salamanca-Pampilhosa and 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:

DETAILED 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 (Vicálvaro)	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 the European Regulation (EU) No. 913/2010, of 22 September, amended by Regulation (EU) No. 1316/2013, of 11 December.

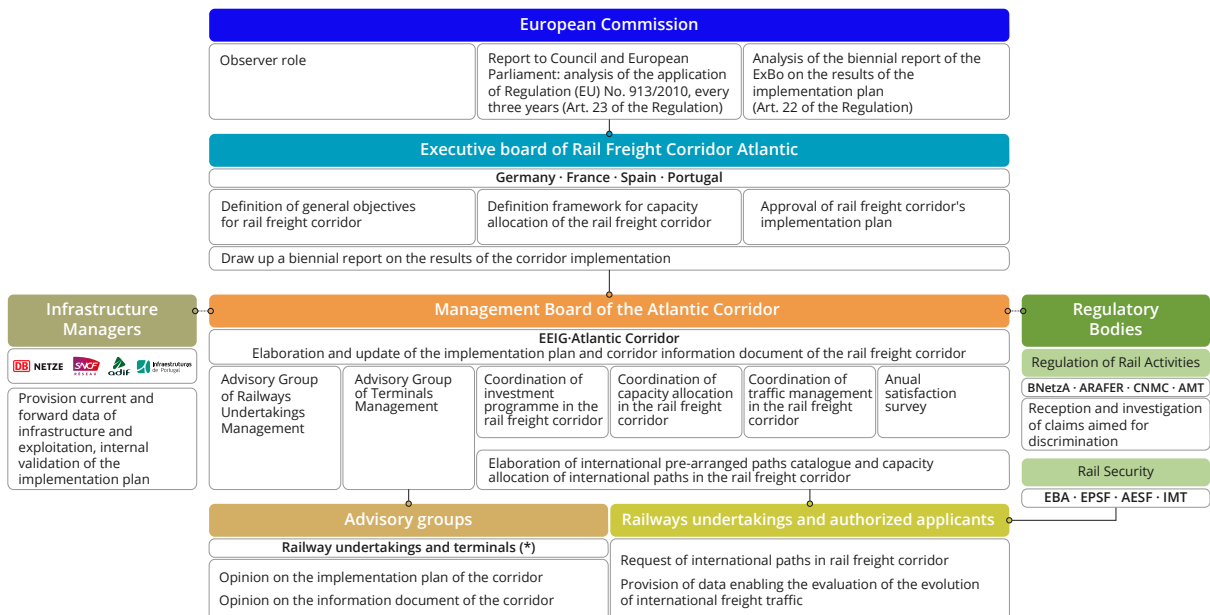
The following figure gives an overview of the Atlantic Corridor governance.

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 2016 the representatives were:

- Cristina ELVAS**
on behalf of the Ministry of Economy of Portugal
- Jorge BALLESTEROS SÁNCHEZ**
on behalf of the Ministry of Fomento of Spain

Functional Organization Chart of the Atlantic Corridor



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



Joseph LUNET

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

Anke MÖLLER

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

In 2016, the Executive Board held meetings in Madrid on the 23rd of May and in Paris on the 18th of October: the meetings included a presentation of the Atlantic Corridor main activities, delivered by the Management Board.

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

- Act as an intermediary between the Management

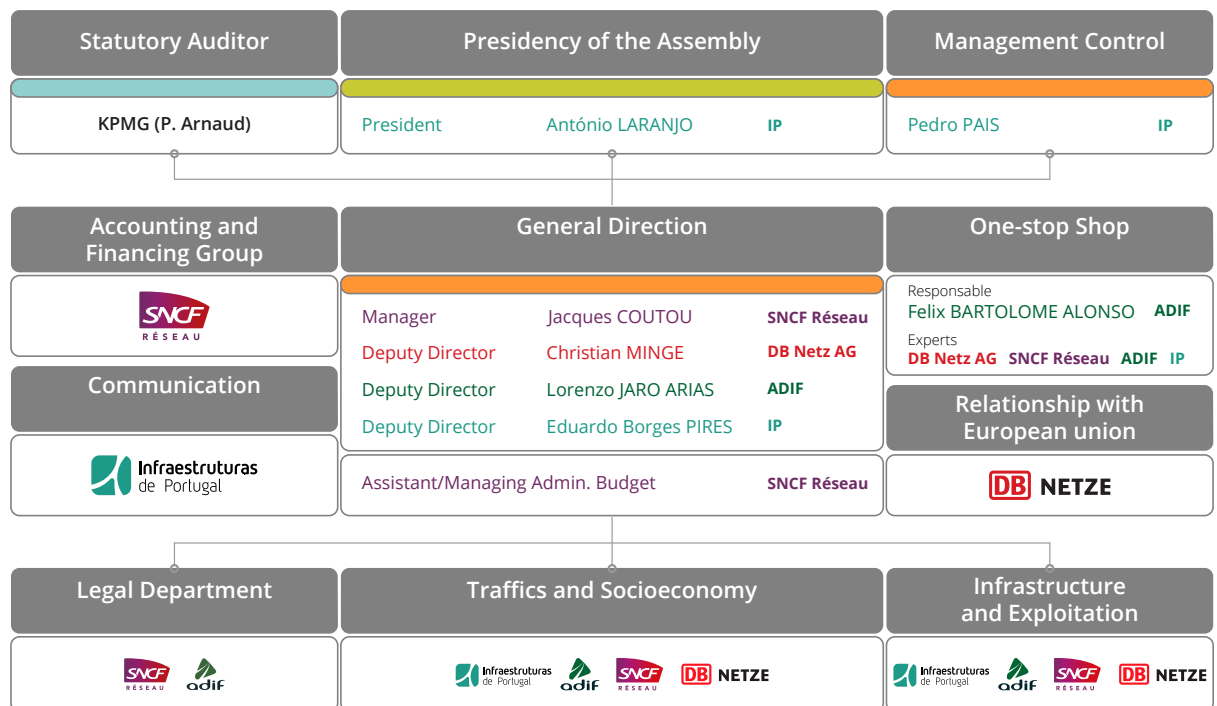
Board and the advisory groups;

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

3.2 Management Board

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

Organizational Structure of the EEIG Atlantic Corridor



LEGEND

HEADQUARTERS
Paris



OSS Corridor
Madrid



- DB Netz AG representative
- SNCF Réseau representative
- ADIF representative
- IP representative
- External representative

- Person designated in the statutes of the European Economic Interest Group EEIG-CFM4
- Person appointed by the Assembly upon proposal of the members
- Person appointed by the Assembly upon proposal of the Manager
- Persons acting on behalf of the European Economic Interest Group EEIG-CFM4

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

Three main bodies constitute the EEIG:

- GENERAL ASSEMBLY
- MANAGEMENT TEAM
- C-OSS

3.2.1 General Assembly

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

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

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

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 2016, 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 (C-OSS)

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).



ANTÓNIO LARANJO
CEO of IP
President of the General Assembly



JACQUES COUTOU
SNCF Réseau
Managing Director



EDUARDO BORGES PIRES
IP
Deputy Director



LORENZO JARO
ADIF
Deputy Director



CHRISTIAN MINGE
DB NETZ AG
Deputy Director



FELIX BARTOLMÉ
ADIF
Head of C-OSS



3.3 Advisory Groups

In accordance with the Regulation (EU) No. 913/2010, the Management Board set up 2 advisory groups:

- An advisory group made up of managers and owners of the terminals of the Atlantic Corridor including sea ports (TAG);
- An advisory group made up of railway undertakings interested in the use of the Atlantic Corridor (RAG).

In 2016 two new Terminals in Portugal joined the TAG group as well as six other members also joined as a result from the extension of the Corridor to Germany. The same happened with the RAG group with four new members from the Germany and a new Spanish RU being added to the advisory group. This expansions reflect the importance of these advisory groups.

The meeting that took place in September focused mostly on:

- Key performances indicators on Atlantic Corridor in 2016;
- PaP requests and offer for 2017 & RU wishes for 2018;
- Satisfaction survey of Atlantic Corridor in 2016;
- Coordination of works process on going;
- Perspectives on international traffic from a private owned terminal in Germany;
- Implementation of the Atlantic Corridor Freight Observatory;
- Presentation of DB Cargo Operations Control Centre.

In both these meeting 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 2016 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)

Under the umbrella of the Spanish regulator (CNMC) and IRG Rail, the Management Board of the Atlantic Corridor attended some meetings in Madrid (13th of January) and Brussels (2nd of March).



Two TAG-RAG meetings were held during 2016, one on the 16th of March that took place in Lisbon and another one on the 22nd of September that took place in Frankfurt.

In March the meeting approached the following subjects:

- An Update/News on Atlantic Corridor;
- Reserve capacity 2016 and Prearranged Path Offer 2017;
- IT tools available for the customers of the Atlantic Corridor (CIP and TIS) (RNE);
- Key performances indicators 2015;
- User Satisfaction Survey results 2015 ;
- Assessment impact of the port development (TIS);
- Perspective of PT international business (Medway).



4

MAIN ACTIVITIES IN 2016

4.1 Corridor Information Document 2018

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

The Atlantic Corridor decided to deliver CID in the common 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 the one of the other corridors. In such case the customers and partners will get access to similar documents along different corridors, same as in the case of the national Network Statements, in order to find the same information at the same place in each one.

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

CID Part 1
 (available on the website of Atlantic Corridor)
www.atlantic-corridor.eu

**EUROPEAN REGULATION (EU) No. 913/2010
 Rail Freight Corridor “Atlantic”**

CORRIDOR INFORMATION DOCUMENT

PART 1 **Generalities**
 Timetabling year 2017

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

ATLANTIC
 CORRIDOR



Under the umbrella of a RNE working group, in 2016 the Corridor Information Document for TT 2018 was further harmonized for:

Part 2 New further harmonized version with all RFCs

Part 4 New further harmonized version with all RFCs, including an update of the Framework of Capacity Allocation

The harmonization efforts of the RFCs are ongoing in 2017 focusing mostly on harmonizing the contents of Books 1 and 2.

Subsequently the CID TT 2018 was approved by the Management Board and is currently published on www.atlantic-corridor.eu.

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 PaP 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 IMs.
- The national paths are dedicated to trains running through one part of the corridor and not crossing any border in a Rail Freight Corridor. They are defined and managed by the infrastructure managers. The C-OSS is not involved.

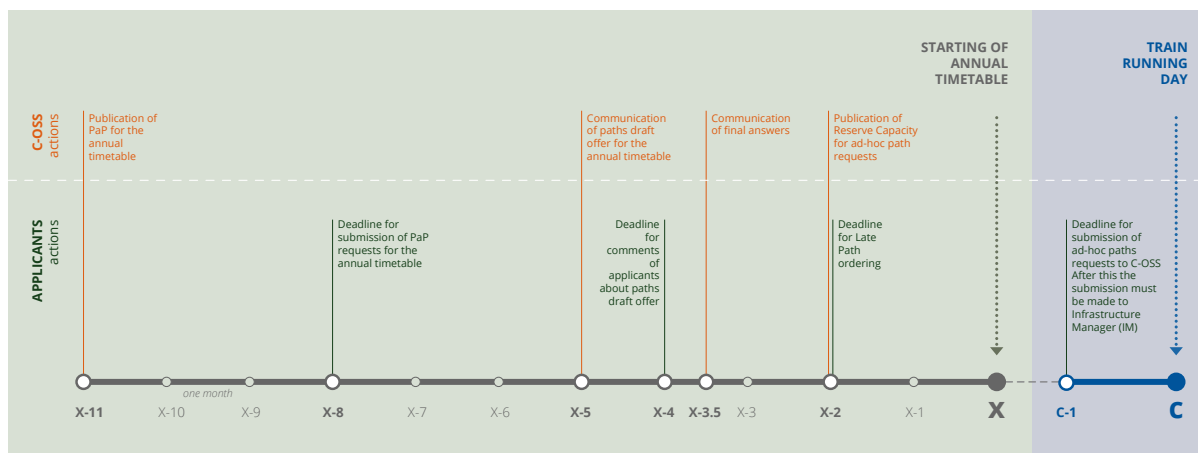
The C-OSS publishes the PaP catalogue in an IT tool called PCS (Path Coordination System). This tool is managed by Rail Net Europe (RNE) and is available to applicants for international path requests.

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

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

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

PaP and Reserve Capacity general schedule



4.2.1 PaPs 2017 and 2018

a) Managing of requests for TT 2016/2017

During 2016, Corridor OSS team has been available for managing all requests concerning Pre-arranged Paths and Reserve Capacity, and giving all the information requested by all customers according to the Regulation (EU) No. 913/2010.

Corridor OSS received 50 Annual Path Requests (placed before the 2nd Monday in April) involving Atlantic Corridor PaPs for the Timetable (TT) 2016/2017.

- 48 of them reached the Active Timetable phase;
- 2 of them were cancelled by the RUs during the allocation process.

These requests involved 55 different PaP sections from the Atlantic Corridor offer. No conflicts between requests were detected.

Corridor OSS received 5 Late Path Requests (placed after the 2nd Monday of April deadline) involving 5 different PaP sections and both of them reached the Active Timetable phase.

b) PaPs construction phase for TT 2017/2018

Corridor OSS coordinated the construction of Atlantic Corridor PaPs for the Timetable 2017/2018.

These PaPs were published in PCS in January 2017 accordingly to Rail Freight Corridors Regulation.

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

PaP's 2018 consist in 49 PaPs in both directions.

4.2.3 Temporary Capacity Restrictions 2016/2017

A Plan of Temporary Capacity Restrictions (TCRs) is built in a yearly basis according to the works foreseen by each of the Atlantic Corridor Infrastructure Manager.

The coordination of possessions planned for the Atlantic Corridor should ensure that planned capacity restrictions would take into account both the needs of the IMs and the market needs by rationalizing and minimizing the gravity of impacts and duration of the capacity restrictions.

The Corridor OSS led the process and meetings about Coordination and Publication of TCRs of Atlantic Corridor for TT 2017 according to the Regulation (EU) No. 913/2010.

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

Temporary Capacity Restrictions 2016/2017

Note: This data is provided only as information. Please consider that constant updates can be done by each IM.

IM	Line	Direction	Start	End	Reason	Impact	Category	Priority	Remarks	Other	Start	End	Reason	Impact	Category	Priority	Remarks	Other
ADIF	Madrid - Barcelona	Barcelona	2016-12-01	2016-12-01	Technical works	1	1	1	Technical works		2016-12-01	2016-12-01	Technical works	1	1	1	Technical works	
			2016-12-02	2016-12-02	Technical works	1	1	1	Technical works		2016-12-02	2016-12-02	Technical works	1	1	1	Technical works	
			2016-12-03	2016-12-03	Technical works	1	1	1	Technical works		2016-12-03	2016-12-03	Technical works	1	1	1	Technical works	
			2016-12-04	2016-12-04	Technical works	1	1	1	Technical works		2016-12-04	2016-12-04	Technical works	1	1	1	Technical works	
			2016-12-05	2016-12-05	Technical works	1	1	1	Technical works		2016-12-05	2016-12-05	Technical works	1	1	1	Technical works	
			2016-12-06	2016-12-06	Technical works	1	1	1	Technical works		2016-12-06	2016-12-06	Technical works	1	1	1	Technical works	
			2016-12-07	2016-12-07	Technical works	1	1	1	Technical works		2016-12-07	2016-12-07	Technical works	1	1	1	Technical works	
			2016-12-08	2016-12-08	Technical works	1	1	1	Technical works		2016-12-08	2016-12-08	Technical works	1	1	1	Technical works	
			2016-12-09	2016-12-09	Technical works	1	1	1	Technical works		2016-12-09	2016-12-09	Technical works	1	1	1	Technical works	
			2016-12-10	2016-12-10	Technical works	1	1	1	Technical works		2016-12-10	2016-12-10	Technical works	1	1	1	Technical works	
2016-12-11	2016-12-11	Technical works	1	1	1	Technical works		2016-12-11	2016-12-11	Technical works	1	1	1	Technical works				
ADIF	Madrid - Barcelona	Madrid	2016-12-01	2016-12-01	Technical works	1	1	1	Technical works		2016-12-01	2016-12-01	Technical works	1	1	1	Technical works	
			2016-12-02	2016-12-02	Technical works	1	1	1	Technical works		2016-12-02	2016-12-02	Technical works	1	1	1	Technical works	
			2016-12-03	2016-12-03	Technical works	1	1	1	Technical works		2016-12-03	2016-12-03	Technical works	1	1	1	Technical works	
			2016-12-04	2016-12-04	Technical works	1	1	1	Technical works		2016-12-04	2016-12-04	Technical works	1	1	1	Technical works	
			2016-12-05	2016-12-05	Technical works	1	1	1	Technical works		2016-12-05	2016-12-05	Technical works	1	1	1	Technical works	
			2016-12-06	2016-12-06	Technical works	1	1	1	Technical works		2016-12-06	2016-12-06	Technical works	1	1	1	Technical works	
			2016-12-07	2016-12-07	Technical works	1	1	1	Technical works		2016-12-07	2016-12-07	Technical works	1	1	1	Technical works	
			2016-12-08	2016-12-08	Technical works	1	1	1	Technical works		2016-12-08	2016-12-08	Technical works	1	1	1	Technical works	
			2016-12-09	2016-12-09	Technical works	1	1	1	Technical works		2016-12-09	2016-12-09	Technical works	1	1	1	Technical works	
			2016-12-10	2016-12-10	Technical works	1	1	1	Technical works		2016-12-10	2016-12-10	Technical works	1	1	1	Technical works	
2016-12-11	2016-12-11	Technical works	1	1	1	Technical works		2016-12-11	2016-12-11	Technical works	1	1	1	Technical works				

4.3 Working Groups

4.3.1 Train Performance Management

In order to evaluate objectively the benefits of the measures of the Atlantic Corridor, the performance of the rail freight services along the freight corridor should be monitored and quality reports should be published regularly. In 2016 the Train Performance Management (TPM) working group of the Atlantic corridor has been actively improving the quality of the data received for the reports and creating a new report.

Since the task of improving punctuality is very large and complex, the group has decided to use the “train by train” analysis with the hypothesis that if one train is improved on its punctuality, the whole network will profit from it. To achieve that the new report is monitoring all trains passing through at least one border of the corridor and one operation points on the corridor. In Corridor Atlantic the focus will be on the Top 10



delayed trains each month independently of the RU running it. The IM experts will analyse if these trains (for each direction) are constantly having high delays and if yes, will analyse the cause and if needed recommend actions.

The goals of the group for the year 2017 are to begin with this train analysis and make appropriate recommendations to improve punctuality as well as to continue with the improvement of the 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;

- 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 was 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.

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 IT development difficulties.

In April 2016 the complete PCS Next Generation version entered into production with all the functionalities operative.

In general the new interface had a good welcome from users (IMs, RUs, etc.).



4.3.3 Traffic Control Communication

TCCCom is a tool for bilateral communication between the IMs 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 IMs SNCF Réseau and DB Netz are currently using the tool.

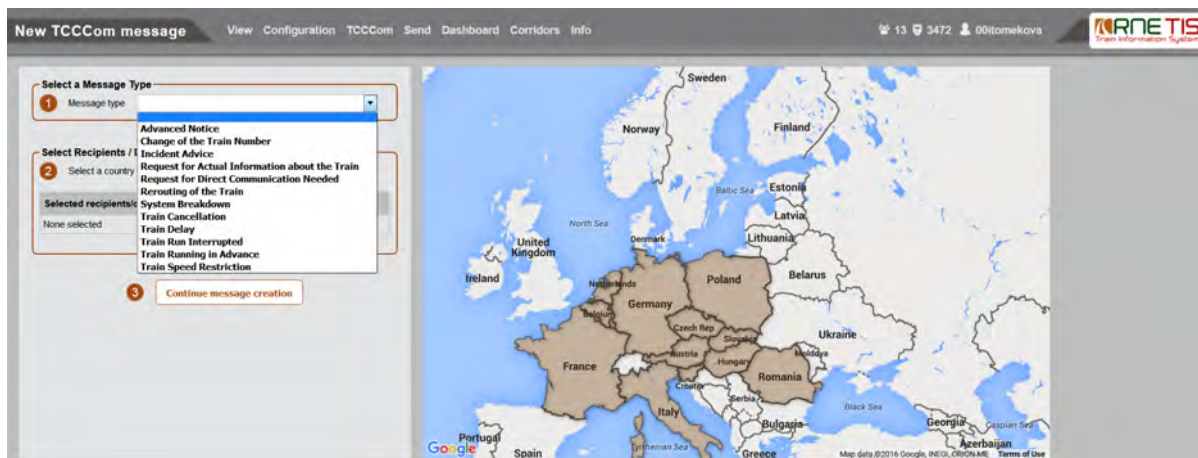
For the future it is planned to have a revision of TCCCom tool functionalities after the IMs will have gained first real experiences with the tool. Thus, also RFC relevant improvements might be tackled e.g. involvement of C-OSS in the message flow.

4.3.4 Temporary Capacity Restrictions (TCRs)

During 2016 this working group has reached some interesting agreements:

- RNE "Guidelines for coordination / publication of Planned TCRs" has been assumed as the guideline for Atlantic Corridor.
- A new template for the coordination / publication of Planned TCRs has been agreed and will be used for the planned TCRs for TT-2018 (see screenshots).

Traffic Control Communication (TCCCom)



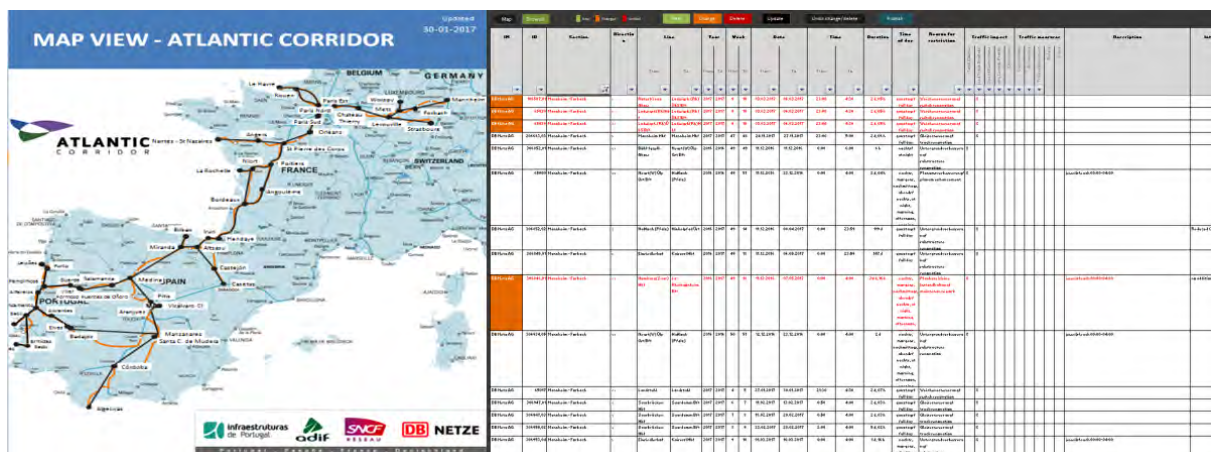
4.3.5 Network Statement and Corridor Information Document Work Group

In the year of 2016 the effort to harmonize the IMs' Network Statements and in particular the RFCs' Corridor Information Documents was reinforced. Throughout the year a team of experts in TM and TCR, worked very hard to find a harmonized solution for Book 4 concerning Capacity and Traffic Management of the RFC.

From the Book 4 harmonization also resulted the update of the existing Framework of Capacity Allocation. In addition Book 2 was also partially harmonised in order to establish a more direct relation with each of the IMs' Network Statement.

The above mentioned harmonisations were already reflected in the development of CID Timetable 2018.

Temporary Capacity Restrictions (TCRs)



4.3.6 Corridor One Stop Shop community

Atlantic Corridor OSS is actively involved in the C-OSS community, a Working Group created by the nine RFCs with the aim of harmonizing and improving processes, activities and products related with C-OSS activities offered by RFCs.

The main tasks of the C-OSS community are:

- As a permanent working group set up by Management Boards of Rail Freight Corridors the Corridor OSS Community shall constitute a platform for exchange of best practices among its members, coordination of their opinions and act as a permanent interface of Corridor One Stop Shops towards RailNetEurope and its bodies.
- The main mission of the Community is to support individual Corridor One Stop Shops of Rail Freight Corridors in fulfilment of their tasks by finding common understanding and methods for the benefit of all.
- The RFC talks or RNE/RFC High Level group may mandate the C-OSS community to perform specific tasks in which their expertise is required, on a standalone basis or in cooperation with RNE.

During 2016 the C-OSS community activities were focused in:

- Draft the C-OSS Internal Regulation (approved in 2017)
- Draft a common proposal for harmonizing the content related to capacity of the CID Book 4 of the 9 RFCs.
- Draft a common procedure of capacity needs gathering for the 9 RFCs (approved in 2017). This procedure was already used by RFCs 2, 4 and 6 in 2016.

- Improve and test PCS functions related with C-OSS activities.
- Propose commonly agreed modifications to the FCA for its update.
- Participate in different Working Groups with impact in C-OSS activities (TTR project, PCS User Group, S&TT, etc.
- Etc.

4.4 Studies

4.4.1 Atlantic Rail Freight Corridor Observatory

SCOPE OF WORK

- Improve the annual monitoring of the economic evolution of the Corridor through comparative results with the estimations made every three years in the TMS;
- Improve and show the real “value” of PAPs, not only in transport but also in environment;
- Improve and increase the effort of the activities of Atlantic Corridor with a dedicated team in production and dissemination of existing and new key performances indicators (KPI);
- Improve and increase the effort of the activities of Atlantic Corridor with a more interactive Terminal and Railway Undertakings advisory groups (TAG/RAG) meetings;
- To get a work document (scorecard) allowing a more direct and continuous monitoring of all the strategic activities of the Corridor.



METHODOLOGY

The freight observatory develops periodic activity reports according to the following tasks:

MONITORING SOCIO-ECONOMIC PARAMETERS

To have a complete vision of exogenous context

It includes the following sub-activities:

- Analysis of the **macroeconomic framework** and its evolution of the countries belonging the Corridor through the main indicators: Gross Domestic Product-GDP; Gross Value Added-GVA; Employment; Industrial Production Index-IPI.
- Monitoring **key explanatory parameters** that generate goods and future trends (Fuel and energy prices; Purchase Power Parity; Production or Consumption prices; Transport and handling prices, etc.).

MONITORING OF SELECTED O/D RELATIONS

To point out the potential development

- **Transport demand**. Global trends and relationships (panel survey). Nodes and key points in the Corridor. Ports, border crossings etc. Application to the PAPs offered annually by the Corridor.
- **Transportation supply**. Analysis and monitoring of the main parameters of supply. Overall, by relationships (where possible), for modes. Approach to the environmental effects of modal split in the Corridor. Application to the PAPs offered annually by the Corridor.

MONITORING OF THE QUALITY OF RAIL SERVICE

To identify the potential refinement of offer

Analysis of the performance of the PAPs by indicators such as travel time, using level, application level and others KPI (Requested PAPs vs Offered PAPs; Requested

PAPs vs Used PAPs; Travel time vs railway running time for each used PAP; Effective vs planned Cross border time (in each cross border section).

COMMUNICATION AND DISSEMINATION

To keep its client informed and better its visibility

Explanatory reports and Dissemination systems.

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 2016 in improving the website, the promotional video and the brochure.

4.5.1 Website

In 2016 the Atlantic Corridor website www.atlantic-corridor.eu was reorganized and updated in order to incorporate all new TAG-RAG members and other main entities contacts, such as the ExBo representatives.

New events and business related articles were also published in the website during 2016 in order to keep our stake holders up to speed on the Atlantic Corridor developments.

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.

www.atlantic-corridor.eu

The screenshot shows the website's 'TERMINALS' page, which lists contact details for various locations across Europe. The page is organized into four columns: PORTUGAL, SPAIN, FRANCE, and GERMANY. Each column lists specific terminals with their addresses, phone numbers, fax numbers, and email addresses. The website also features a navigation menu at the top, a search bar, and a banner image showing a truck at a terminal.

PORTUGAL	SPAIN	FRANCE	GERMANY
ALCOIT Lugar D. Pedro Instalações da Canai 2890-361 SANTA IRA DE AZOIA Tel: +351 21 958 74 84 +351 21 968 74 86 Fax: +351 212 400 964 info@alcoit.pt	ADIF - ALICORNAS Estación Antigua de FFCC c/ Agustín Balasmo s/n ALGECIRAS 11207 - CÁDIZ Tel: +34 964 48 52 30 logistica.generacion@adif.es www.adif.es	AMBROGIO European Freight Center 14 avenue Algérie - BP 10035 64390 MOULQUIERRE Tel: +33 (0)5 51 42 53 60 www.ambrogio.fr	BERCKMANS Pohl GmbH Pohl GmbH Substraße 6 D-66761 BECKINGEN Tel: +49 6336 92200 Fax: +49 6336 92200 info@pohl.eu www.pohl.eu
INFRAESTRUTURAS DE PORTUGAL BOBADELA Rua Estação de Mercadorias 2095-036 BOBADELA Tel: +351 211 028 011 Fax: +351 211 020 248 tm.boবাদela@infraestruturasdeportugal.pt www.infraestruturasdeportugal.pt	ADIF - BILBAO MERCANCIAS Arda de Iparaguine n.º 58 SANTURCE 48900 - VIZCAYA Tel: +34 944 87 92 90 jruasavendra@adif.es www.adif.es	BRANGEON LOGISTIQUE Rue Charles Dupin 37700 SAINT-PIERRE-DES-CORPS Tel: +33 (0)2 41 43 87 63 www.brangeon.fr/transport-logistique logistique@brangeon-ptyles-formes-multimodales.fr	LUDWIGSHAFEN KTL KTL GmbH Am Hansembusch 11 67059 LUDWIGSHAFEN Tel: +49 621 659 1312 Fax: +49 621 659 1319 alexander.stille@ktl-lu.de www.ktl.lu.com
		DECOR 37 quai de l'Escaut	



4.5.2 Video

In 2016 a new promotional video of the corridor was produced, with the necessary updates to what is now the corridor full extents of both the network, the connections to other facilities and all business areas.

The video was initially prepared for the TEN-T Days exhibition in Rotterdam but was afterwards adapted in order enable its use in the promotion of the Corridor in other events, exhibitions and conferences.

The video may be downloaded on the Atlantic Corridor website: www.atlantic-corridor.eu/corridor-en/film-2

4.5.3 Brochure

In 2016 the Corridor Brochure was used at different events such as in the TEN-T Days Exhibition in Rotterdam organized under the Dutch Presidency of the Council of the European Union. The last version of the 2016 Brochure already included the extension to Germany and to several other Atlantic ports and terminals along the Corridor.

Atlantic Corridor Brochure

RFC Overview Map

Rail Freight Corridor (RFC) map 2016
 The RFC is a single point of contact for stakeholders who provide general information related to the RFC access and reserves and answer path requests. It also provides pre-arranged paths within the annual timetable and within remaining capacity.

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

Atlantic Corridor OSS Product & Service Portfolio
 In order to make network access as simple as possible the RFC created a single contact point for the necessary: the Corridor OSS.

Pre-arranged paths (PAPs)
 - Reserve capacity for the RFC usage
 - Can be requested to a single point of contact, the Corridor OSS
 - Are available in POC prior to release
 - Ensure a relatively high priority in case of conflicts with other path requests
 - Are processed against other paths up to two months before train run

Corridor Information Document (CID)
 - Key resource for the RFC including:
 - all the information in relation with the freight corridor contained in the national network statement
 - information on terminals, on capacity allocation (OSS operation) and traffic management
 - the RFC implementation plan

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

- RNEPCS** (RNE Coordination System)
 - enables international path management
 - Free POC accounts are available for RNE Member and terminal operators at support.poc.rne.eu
 - More information available at <http://poc.rne.eu>
- RNETIS** (RNE Information System)
 - supports operational data management
 - Free temporary user accounts for RNE Member and terminal operators are available at support.poc.rne.eu
 - More information available at <http://poc.rne.eu>
- RNECIS** (RNE Core Information System)
 - supports international data exchange information
 - Free POC accounts are available for RNE Member and terminal operators at support.poc.rne.eu
 - More information available at <http://poc.rne.eu>

RFC Disclaimer
 The information provided is not responsible for the accuracy, completeness or quality of the information provided. It is the responsibility of the user to verify the information provided, including any data or information subject to correction or modification in the regional, national or international information systems. The information is provided as a service and is not intended to be used for any other purpose. The user is responsible for the accuracy, completeness or quality of the information provided. The user is responsible for the accuracy, completeness or quality of the information provided.

RFC Contacts:

- Reinforce cooperation among Infrastructure Managers
- Improve the capacity supply for international rail freight
- Provide all freight services of good quality
- Increase rail freight's competitiveness and market share

More information is available at www.atlantic-corridor.eu

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**

The map shows the route across Europe, highlighting key nodes and connections. It includes details on track types (double track or more, single track, gauge (mm)), additional information (additional traction needed, additional traction needed (one direction), POC/STMS mandatory, additional route class (T/C)), and contact points for information.

Legend:

- Support: Seaport, Inland Port
- Country voltage: 15 kV AC (15.75 kV), 25 kV AC (25.5 kV), 20 kV AC, 1.5 kV DC
- International freight code: POC 22740, POC 20100, POC 40360, POC 20180
- Additional information: Additional traction needed (direction), Additional traction needed (one direction), POC/STMS mandatory, Additional route class (T/C)
- Track types: double track or more, single track, gauge (mm)

For detailed information on country and route characteristics: www.atlantic-corridor.eu

4.6 IT Tools

4.6.1 Train Information System (TIS)

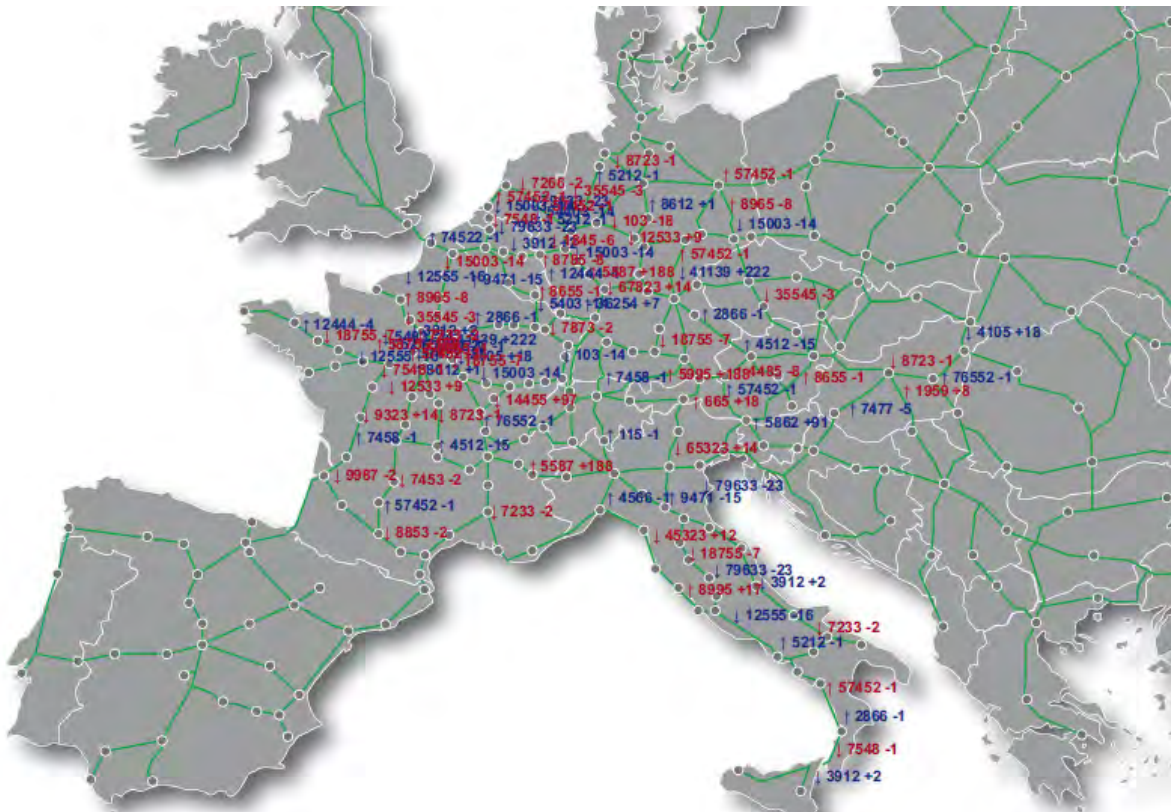
The Train Information System (TIS) is a web-based application that supports international train management by delivering real-time train data concerning international passenger and freight trains. The relevant data is obtained directly from the Infrastructure Managers' systems. TIS is managed by RNE.

Implemented by ADIF and IP on their respective network in 2015, TIS is now implemented by all IMs of the Atlantic Corridor and available for Railway Undertakings and Terminal operators; this tool gives the RFC the possibility

for a professional Train Performance Management (TPM). Please see chapter 4.3.1 above Train Performance Working Group for further details.

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

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 RFCs.

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.

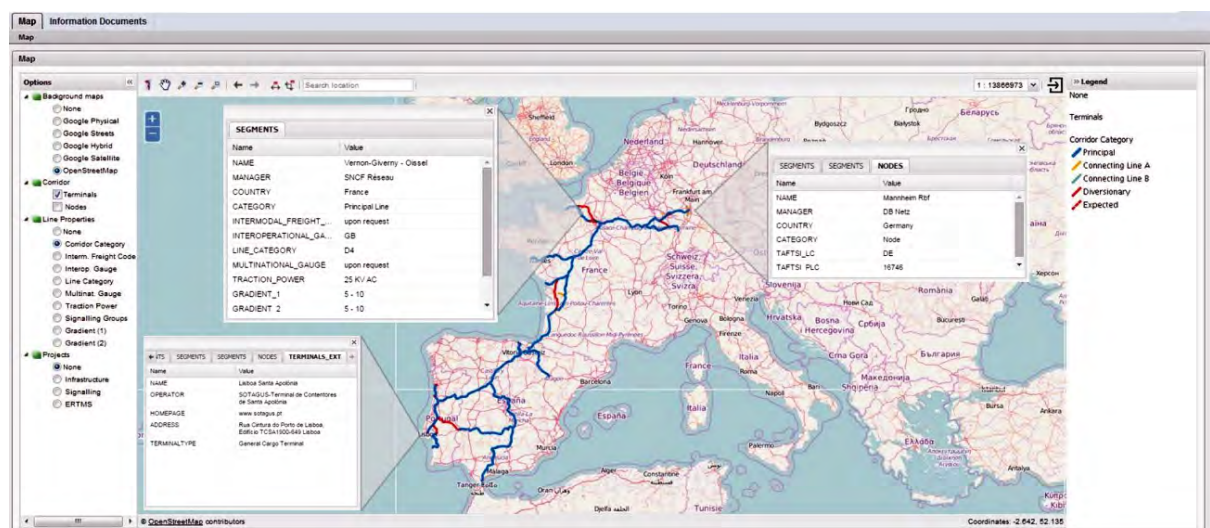
With the help of EU funding in 2015 the CIP was implemented on the Atlantic Corridor.


In September 2016 the participating Rail Freight Corridors decided to develop CIP further: the short-term goal is to establish a Rail Freight Corridor "Information One-Stop Shop" which provides all customer relevant documents at a single point in a harmonized manner.

Therefore a Multi-Corridor View, that allows displaying several Rail Freight Corridors in the interactive map and provides the Corridor Information Documents in a harmonized manner, is going to be implemented till April 2017. This will also present the participating Rail Freight Corridors as a network to the customer. The long-term goal is to expand the amount of information displayed in the interactive map by establishing automatic interfaces to existing databases, e.g. temporary capacity restrictions, further terminal information and displaying Pre-Arranged Paths. This goal is in line with the planned development of the IT-tools maintained by RNE.

In order to develop CIP according to the customer needs, the participating Rail Freight Corridors decided to study the customer's desires. Therefore, a click statistic for the CIP webpage is already partly implemented and shall be extended till April 2017, a questionnaire shall be provided by a feedback button at the webpage and at customer meetings to collect user's feedback.

CIP Customer Information Platform





CIP is promoted at the participating Rail Freight Corridors webpages (e.g. www.atlantic-corridor.eu) under the tab called “Customer Information Platform”. Furthermore, in 2016 CIP was presented at Railway Advisory Group (RAG) meetings, a brochure was designed and it was decided to coordinate the promotion activities of the participating Rail Freight Corridors.

Also the further developments of CIP in 2016 were supported by the EU.

The strategic decisions related to CIP in 2016 were taken at the Change Control Board (CCB) in February, September and November 2016. The operational work between the participating Rail Freight Corridors is coordinated in regular telephone conferences and workshops organised by RNE.

Please visit Atlantic Corridors website www.atlantic-corridor.eu for more information.

4.7 Events

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

- SERAC group meeting (Brussels, 27th of May and 16th of November);
- Core Network Corridor forum (Brussels, 15th of March, 28th of September and 6th of December);
- TEN T days in Rotterdam (20th to 22nd of June);
- Rail freight day in Vienna (9th of June);
- Launching Event in Vienna (23rd of February 2016): marked the launching of three new Rail Freight Corridors (ScanMed, Baltic-Adriatic and North Sea-Baltic) as well as the extension to Germany of the Atlantic Corridor.



CORRIDOR PERFORMANCE

5.1 Key Performance Indicators

The following table and figure show the key performances indicators of the Atlantic Corridor in 2016 as described in the implementation plan.

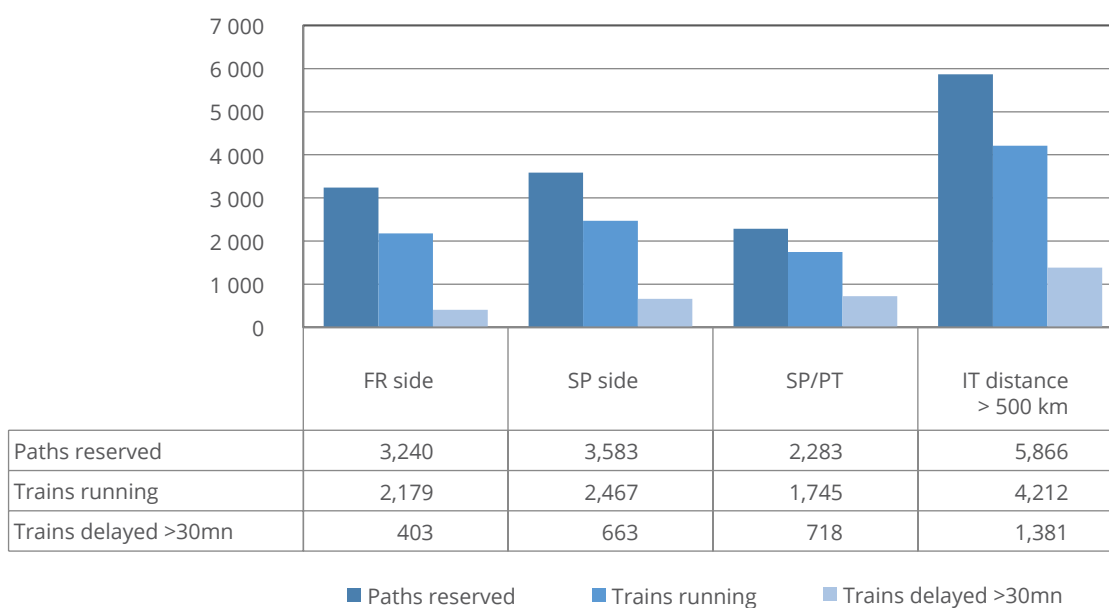
KEY PERFORMANCES INDICATORS 2016

1	Annual number of prearranged freight paths offer (p) TT2017	49
	"National" sections	79
	DEU	20
	FRA	25
	ESP	22
	PRT	12
2	Annual number of daily prearranged freight paths.km offer (pkm*day) TT 2017	6.870.510,08
	DEU	628,948.32
	FRA	3,729,136.00
	ESP	2,137,096.00
	PRT	375,329.76
3	Punctuality of international traffic 2016 at the border (delay < 30 mn)	67.3 %
	FRA/ESP (FRA side)	81.5 %
	FRA/ESP (ESP side)	73.1 %
	ESP/PRT	58.9 %
4	Average speed of trains (km/h), excluding freight transshipment time at the border between France and Spain	55,2
5	Number of prearranged paths requested	57
	5.1 Between X-11 and X-8 (for TT 2017)	(1) 50
	5.2 Between X-8 and X-2 - LPR (for TT 2017)	7
	5.3 Between X-2 and X+12 - ad hoc PR (TT 2016)	0
6	Number of paths allocated by the one stop shop	55
	6.1 Paths allocated for the annual service (for TT 2017)	(1) 48
	6.2 Paths allocated upon LPR (for TT 2017)	7
	6.3 Paths allocated upon ad hoc PR (for TT 2016)	0
7	Annual number of paths reserved and not used (n)	N/A
8	Response time in days to the paths on demand (d) (2)	143,16

(1) 2 requests were cancelled by the RUs.

(2) Average n° of days from X-8 (requests) until Final Offer. All of them were submitted by the C-OSS as soon as the IMs finished the allocation.

2016	ANNUAL (trains)			Σ IT @ FR/SP & SP/PT borders
	FR/SP		SP/PT	IT distance > 500 km
	FR side	SP side		
Paths reserved	3,240	3,583	2,283	5,866
Trains running	2,179	2,467	1,745	4,212
% running trains	67.3%	68.9%	76.4%	71.8%
Trains delayed >30mn	403	663	718	1,381
% delayed trains	18.5%	26.9%	41.1%	32.8%



RFC Atlantic increased the capacity offer for TT2017 and received a positive feedback from the customers with a good rate of requested capacity.

Unfortunately, the volume of international traffic connecting the PT/SP & FR/SP borders of the Atlantic Corridor decreased in 2016 compared to 2015 (-11%):

decrease maybe linked to the impact of strikes and competitive price of road traffic boosted by a lower level of diesel prices.

The punctuality of international freight train was stable in 2016 compared to 2015.



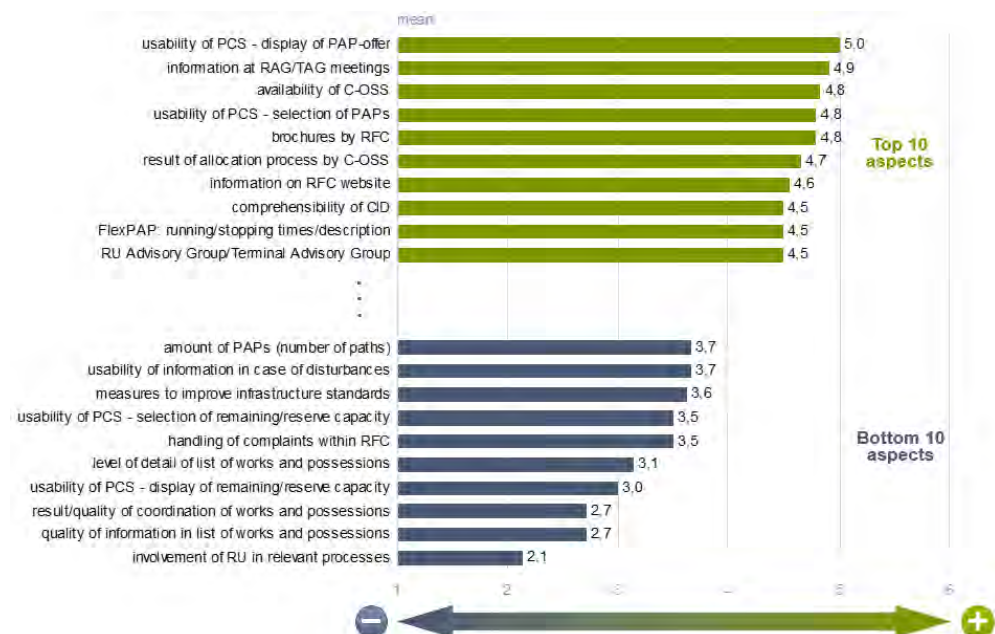
5.2 Customer Satisfaction Survey

For the third time around the Atlantic Corridor participated in the Customer Satisfaction Survey, promoted by RNE, which directed the process in a harmonized, transparent and independent way for all the Rail Freight Corridors. This RNE work enabled:

- The comparison of the Atlantic Corridor performance with the other RFCs;
- The comparison of the Atlantic Corridor performance with the previous year's performance;
- The identification of the activities with highest acknowledgement of the clients namely:
 - Display of PaP offer in PCS;
 - The usefulness of attendance at RAG/TAG meetings;
 - The Availability of the C-OSS;
 - Result of the allocation process by the C-OSS;
 - The Brochures of the RFC and information on the website; and
- The identification of the major points in need of improvement such as:
 - Shortage on the offer of PaPs;
 - Usability of the information in case of TCR;
 - Measures taken to improve the infrastructure standards;
 - Usability of PCS in the remaining Reserved Capacity;
 - Handling complaints with the RFC.
- The involvement of the clients in the analysis of the survey outcome, which almost double from the previous year 2015 (11%) to 2016 (21%) and their participation in the consequent proposals for improvement.

The final results of the Customer Satisfaction Survey were presented and discussed in the 11th TAG-RAG on the 22nd of September in Frankfurt.

Customer Satisfaction Survey results for the Atlantic Corridor





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

Several RFC-related projects were successfully carried out jointly under the RNE umbrella in 2016, 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 RFC network:

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

- Customer Information Platform (CIP): it provides precise information on the routing, terminals, infrastructure investment projects and maintenance works as well as basic track properties of the 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;

According to the annex II of the Regulation (EU) No. 1316/2013, it will connect with Rail Freight Corridor Rhine Danube in Strasbourg and Mannheim for 2020.

The Atlantic Corridor also offered in 2016 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 2016 the main Programs related with EU Funding of the Atlantic Corridor were the following:

PROGRAMING PERIOD 2014-2015

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:

- Action No. 2013-EU-91053-S for "Regulation (EU) No. 913/2010, Regulation (EU) No. 1315/2013 and Regulation (EU) No. 1316/2013 - Acceleration/facilitation of the implementation of the Atlantic Corridor" was closed in 2016 with the approval by INEA of the Final Report of this Project.

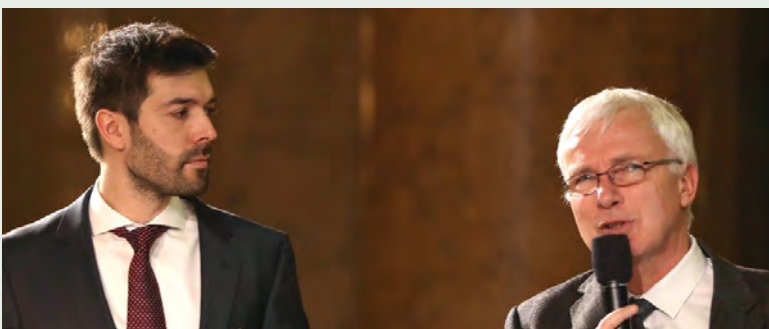
PROGRAMING PERIOD 2014-2020

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 No. 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.





7

OUTLOOK FOR 2017

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 Railway 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 2017:

- Increase the capacity offer for the timetable 2018/2019;
- Implement a guaranteed capacity product in 2019 for long distance train running between Germany and Spain;
- Identify the intermodal rail freight gauge classification on the main itineraries;
- Atlantic Rail Freight Corridor Implementation of train length 750m on the Iberian Peninsula;

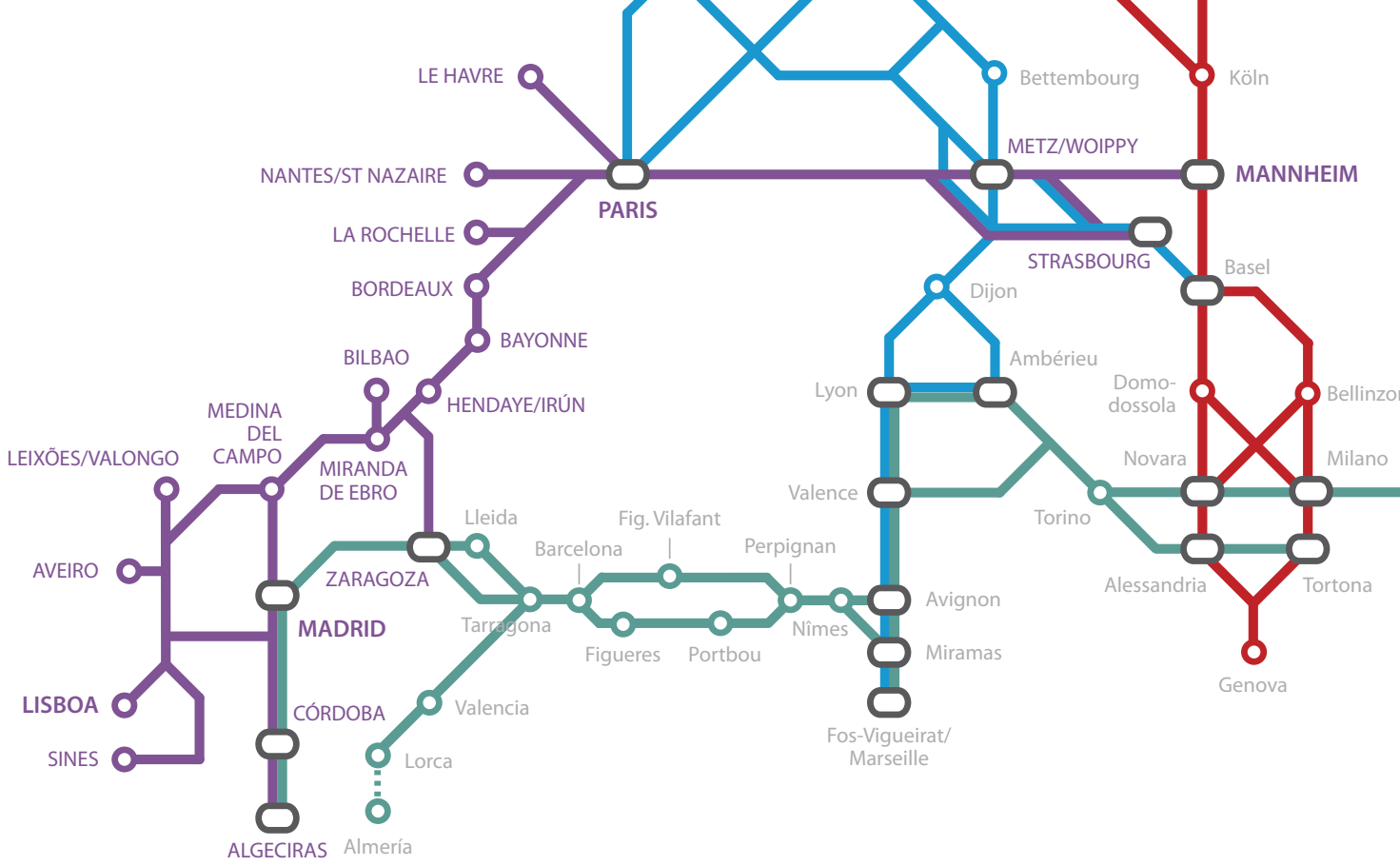
- Facilitate the capacity request of the Railway Undertakings;
- Increase the coordination of works between the IMs involved in the Corridor;
- Provide to European Commission and Members States some priorities for the investment plan of the Atlantic Corridor at short term;
- Develop the public information available on the Corridor website and the Customer Information Platform.

7.2 Events – Save the Date

- | | |
|--|---|
| February 21 st | RFCs customers workshop in Frankfurt |
| February 22 nd and 23 rd | PCS Next Generation Training Session in Milan |
| March 8 th | TAG/RAG Meeting n°12 in Madrid |
| June 21 st | EEIG Atlantic Corridor 2 nd General Assembly in Lisbon |
| September 20 th | TAG/RAG Meeting n°13 in Paris |
| December 7 th | EC Rail Freight Day in Vienna |

Glossary

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




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