

# EUROPEAN REGULATION 913/2010

## Rail Freight Corridor “Atlantic”

### CORRIDOR INFORMATION DOCUMENT



Sections 1, 2, 3 and 4

Timetabling year 2022



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## Version control

Version	Chapter changed	Changes compared to the previously published version	X marks which part in the chapter concerned has been changed	
			Common part	Corridor-specific part
10-12-2020	all			X

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## Glossary

A general glossary which is harmonised over all Corridors is available under the following link.



[https://rne.eu/wp-content/uploads/RNE\\_NS\\_CID\\_Glossary.xlsx](https://rne.eu/wp-content/uploads/RNE_NS_CID_Glossary.xlsx)

## 1 General Information

### 1.1 Introduction

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

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

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

### 1.2 Purpose of the CID

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

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

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



**ATLANTIC**  
CORRIDOR

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

The CID is divided into four Sections:

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

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

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

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



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

### 1.3 Corridor Description

The railway lines of the Corridor are divided into:

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


For further detailed information on the Corridor characteristics please consult the Customer Information Platform here: [www.cip.rne.eu](http://www.cip.rne.eu)

### 1.4 Corridor Organisation














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




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


<p><i>Members of the ExBo of the Corridor are as follows:</i></p> <ul style="list-style-type: none"> <li>- <a href="#"><u>Instituto da Mobilidade e dos Transportes (IMT, I.P.)</u></a>, from Portugal</li> <li>- <a href="#"><u>Ministerio de Transportes, Movilidad y Agenda Urbana</u></a>, from Spain</li> <li>- <a href="#"><u>Ministère de la Transition écologique et solidaire</u></a>, from France</li> <li>- <a href="#"><u>Federal Ministry of Transport and Digital Infrastructure</u></a>, from Germany</li> </ul>

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

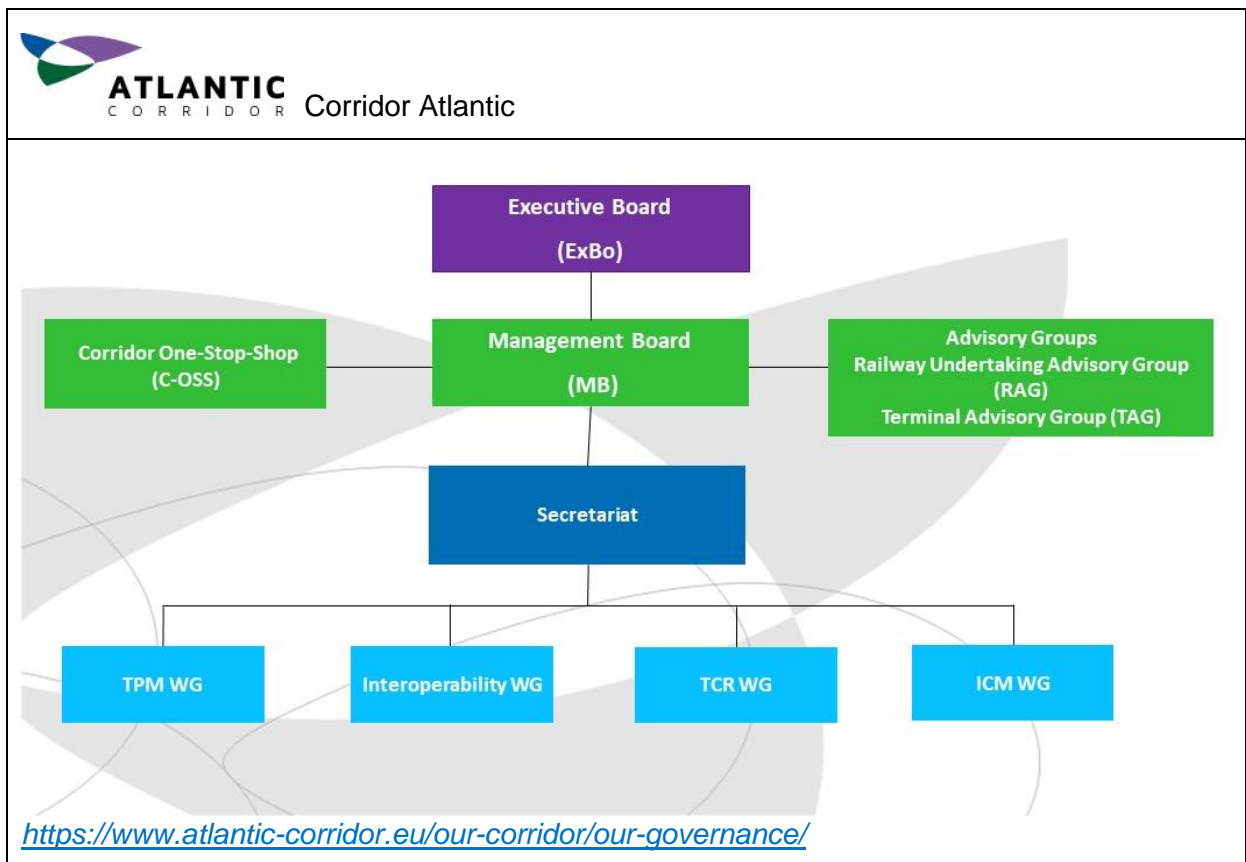
												
<p><i>Members of the MB of the Corridor are as follows:</i></p> <table> <tr> <td>  </td> <td> <a href="#"><u>Infraestruturas de Portugal</u></a> </td> <td> <b>PORTUGAL</b> </td> </tr> <tr> <td>  </td> <td> <a href="#"><u>ADIF</u></a> </td> <td> <b>SPAIN</b> </td> </tr> <tr> <td>  </td> <td> <a href="#"><u>SNCF Réseau</u></a> </td> <td> <b>FRANCE</b> </td> </tr> <tr> <td>  </td> <td> <a href="#"><u>DB Netz AG</u></a> </td> <td> <b>GERMANY</b> </td> </tr> </table>		<a href="#"><u>Infraestruturas de Portugal</u></a>	<b>PORTUGAL</b>		<a href="#"><u>ADIF</u></a>	<b>SPAIN</b>		<a href="#"><u>SNCF Réseau</u></a>	<b>FRANCE</b>		<a href="#"><u>DB Netz AG</u></a>	<b>GERMANY</b>
	<a href="#"><u>Infraestruturas de Portugal</u></a>	<b>PORTUGAL</b>										
	<a href="#"><u>ADIF</u></a>	<b>SPAIN</b>										
	<a href="#"><u>SNCF Réseau</u></a>	<b>FRANCE</b>										
	<a href="#"><u>DB Netz AG</u></a>	<b>GERMANY</b>										

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


<p><i>The Corridor also invites non-RU applicants to its RAG meetings.</i></p> <p><i>For more information on our Advisory Groups please visit our webpage:</i></p> <p><a href="https://www.atlantic-corridor.eu/our-corridor/our-partners-clients/"><u>https://www.atlantic-corridor.eu/our-corridor/our-partners-clients/</u></a></p>


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

The organigram of the Corridor can be found below.



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

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



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

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

- *The Managing Team*
  - *Managing Director: Jacques Coutou*
  - *Deputy Managers: Manuel Besteiro, Christian Minge and Rita Veiga*
- *Corridor One Stop Shop: Felix Bartolome*

*For more information on the corridor management please read our [Annual Reports](#).*

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

*For more information on the corridor Work Groups and Projects please check our website for [Our work and results](#)*

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

## 1.5 Contacts

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



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

## 1.6 Legal status

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

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

## 1.7 Validity Period, Updating and Publishing

This CID is valid for timetable year 2022 and all associated capacity allocation processes related to this timetable year.

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

The CID can be updated when necessary according to:

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

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

## 1.8 IT tools

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

### 1.8.1 Path Coordination System (PCS)

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

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

### 1.8.2 Train Information System (TIS)

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



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

RUs and terminal operators may also be granted access to TIS by signing the TIS User Agreement with RNE. By signing this Agreement, the TIS User agrees to RNE sharing train information with cooperating TIS Users. The TIS User shall have access to the data relating to its own trains and to the trains of other TIS Users if they cooperate in the same train run (i.e. data sharing by default).

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

### 1.8.3 Charging Information System (CIS)

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

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



*All IMs of the Corridor are providing rail freight data in CIS.*

#### 1.8.4 Customer Information Platform (CIP)

CIP is an interactive, internet-based information tool.

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

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

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

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

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

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

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

### 1.9 Corridor Language

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

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



*The Corridor has additional official languages as follows:*

- *French for legal issues regarding the EEIG Atlantic Corridor legal matters*

The language used in operations is determined by national law.

## 2 Network Statement Excerpts

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

related information to all the interested parties in line with Article 18 of the Regulation (see also 1.8.5).

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

### 3 Terminal Description

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

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


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

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

The terminals along the Corridor are also displayed in a map in the CIP: [www.cip.rne.eu](http://www.cip.rne.eu).

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

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

				
Country	Terminal Name	Handover Point	Link to Terminal Description	
			<a href="#">WEBLINK</a>	Leaflet
Germany	1. Beckingen Puhl Gmbh	in CIP	<a href="http://www.puhl.eu">www.puhl.eu</a>	<a href="#">Annex 3.1</a>
Germany	2. Ludwigshafen KTL	in CIP	<a href="http://www.ktl-lu.de/?lang=en">www.ktl-lu.de/?lang=en</a>	<a href="#">Annex 3.1</a>
Germany	3. Ludwigshafen Contargo	in CIP	<a href="http://www.contargo.net/en/terminals/ludwigshafen/">www.contargo.net/en/terminals/ludwigshafen/</a>	<a href="#">Annex 3.1</a>
Germany	4. Mannheim Contargo	in CIP	<a href="http://www.contargo.net/en/terminals/mannheim/">www.contargo.net/en/terminals/mannheim/</a>	<a href="#">Annex 3.1</a>



Country	Terminal Name	Handover Point	Link to Terminal Description	
			<a href="#">WEBLINK</a>	Leaflet
Germany	5. Mannheim DP World Logistics	in CIP	<a href="http://www.dpworldlogistics.eu/our-businesses/Mannheim">www.dpworldlogistics.eu/our-businesses/Mannheim</a>	<a href="#">Annex 3.1</a>
Germany	6. Mannheim-Handelshafen DUSS	in CIP	<a href="http://www1.deutschebahn.com/ecm2-duss/mannheim_flyer.pdf">www1.deutschebahn.com/ecm2-duss/mannheim_flyer.pdf</a>	<a href="#">Annex 3.1</a>
Germany	7. Mannheim Rangierbahnhof	In CIP	<a href="http://www1.deutschebahn.com/ecm2-duss/start/">http://www1.deutschebahn.com/ecm2-duss/start/</a>	<a href="#">Annex 3.1</a>
Germany	8. Kireel Terminal	in CIP	<a href="http://www.bahnlog.saarlor.net/">www.bahnlog.saarlor.net/</a>	<a href="#">Annex 3.1</a>
Germany	9. Germersheim DP World Logistics	in CIP	<a href="http://www.dpworldlogistics.eu/our-businesses/germersheim">www.dpworldlogistics.eu/our-businesses/germersheim</a>	<a href="#">Annex 3.1</a>
Germany	10. DUSS Saarbruecken	in CIP	<a href="http://www.puhl.eu">www.puhl.eu</a>	<a href="#">Annex 3.1</a>
Germany	11. Rhenania Worms AG	In CIP	<a href="http://www.rhenania-worms.de">www.rhenania-worms.de</a>	<a href="#">Annex 3.1</a>
Germany	12. Rangierbahnhof Einsiedlerhof	in CIP	<a href="http://www1.deutschebahn.com/ecm2-duss/start/">www1.deutschebahn.com/ecm2-duss/start/</a>	<a href="#">Annex 3.1</a>
France	1. Grand Port Maritime du Havre	in CIP	<a href="http://www.europorte.com/uk/subsidiaries/Railway-infrastructure-management/">www.europorte.com/uk/subsidiaries/Railway-infrastructure-management/</a>	<a href="#">Annex 3.2</a>
France	2. Terminal du Havre – Soquence	in CIP	<a href="http://www.naviland-cargo.com/contact/centre-de-national-des-operations">www.naviland-cargo.com/contact/centre-de-national-des-operations</a>	<a href="#">Annex 3.2</a>
France	3. Grand Port Maritime of Rouen	in CIP	<a href="http://www.europorte.com/uk/subsidiaries/Railway-infrastructure-management/">www.europorte.com/uk/subsidiaries/Railway-infrastructure-management/</a>	<a href="#">Annex 3.2</a>
France	4. Terminal of Le Bourget	in CIP		<a href="#">Annex 3.2</a>
France	5. Terminal of Noisy Le Sec	in CIP	<a href="http://www.novatrans.eu/images/PDFterminaux/Terminal_Noisy.pdf">www.novatrans.eu/images/PDFterminaux/Terminal_Noisy.pdf</a>	<a href="#">Annex 3.2</a>

Country	Terminal Name	Handover Point	Link to Terminal Description	
			<a href="#">WEBLINK</a>	Leaflet
France	6 Terminal of Woippy	in CIP		<a href="#">Annex 3.2</a>
France	8. Terminal of Hausbergen	in CIP		<a href="#">Annex 3.2</a>
France	8. Terminal of Valenton	in CIP	<a href="http://www.naviland-cargo.com/implantations/paris-valenton">www.naviland-cargo.com/implantations/paris-valenton</a> <a href="http://www.novatrans.eu/images/PDFterminaux/Terminal_Valenton.pdf">http://www.novatrans.eu/images/PDFterminaux/Terminal_Valenton.pdf</a> <a href="http://www.t3m.fr">www.t3m.fr</a>	<a href="#">Annex 3.2</a>
France	9. Port de Nantes St Nazaire	in CIP	<a href="http://www.nantes.port.fr/">www.nantes.port.fr/</a> <a href="https://www.europorte.com/uk/subsidiaries/Railway-infrastructure-management/">https://www.europorte.com/uk/subsidiaries/Railway-infrastructure-management/</a>	<a href="#">Annex 3.2</a>
France	10. Terminal of Saint Pierre des Corps (Tours)	in CIP	<a href="http://www.brangeon.fr/transports-logistique/logistique/carte-implantations-logistiques/">www.brangeon.fr/transports-logistique/logistique/carte-implantations-logistiques/</a>	<a href="#">Annex 3.2</a>
France	11. Grand Port Maritime de La Rochelle	in CIP	<a href="http://www.larochelle-port.eu/">www.larochelle-port.eu/</a> <a href="https://www.europorte.com/uk/subsidiaries/Railway-infrastructure-management/">www.europorte.com/uk/subsidiaries/Railway-infrastructure-management/</a>	<a href="#">Annex 3.2</a>
France	12. Terminal of Cognac	in CIP	<a href="http://www.naviland-cargo.com/implantations/cognac">www.naviland-cargo.com/implantations/cognac</a>	<a href="#">Annex 3.2</a>
France	13. Grand Port Maritime de Bordeaux – Bassens	in CIP	<a href="http://www.bordeaux-port.fr/en">www.bordeaux-port.fr/en</a> <a href="http://www.bordeaux-port.fr/sites/default/files/bassens2013.pdf">www.bordeaux-port.fr/sites/default/files/bassens2013.pdf</a>	<a href="#">Annex 3.2</a>
France	14. Terminal of Bordeaux – Hourcade	in CIP	<a href="http://www.naviland-cargo.com/implantations/bordeaux">www.naviland-cargo.com/implantations/bordeaux</a> <a href="http://www.novatrans.eu/images/PDFterminaux/Terminal_Bordeaux.pdf">www.novatrans.eu/images/PDFterminaux/Terminal_Bordeaux.pdf</a>	<a href="#">Annex 3.2</a>
France	15. Port of Bayonne	in CIP	<a href="https://www.bordeaux-port.fr/en">https://www.bordeaux-port.fr/en</a>	<a href="#">Annex 3.2</a>
France	16. Terminal of Bayonne – Mouguerre	in CIP	<a href="http://www.novatrans.eu/images/PDFterminaux/Terminal_Bayonne.pdf">www.novatrans.eu/images/PDFterminaux/Terminal_Bayonne.pdf</a> <a href="http://ambrogiointermodal.com/en">ambrogiointermodal.com/en</a> <a href="http://www.mivacef.com/articles-les.entreprises-logistique.et.report.moda/">www.mivacef.com/articles-les.entreprises-logistique.et.report.moda/</a>	<a href="#">Annex 3.2</a>
France	17. Terminal of Hendaye	in CIP	<a href="http://www.railsider.com/en/facilities-freight-transport/atlantic-axis-logistic-services">www.railsider.com/en/facilities-freight-transport/atlantic-axis-logistic-services</a>	<a href="#">Annex 3.2</a>



Country	Terminal Name	Handover Point	Link to Terminal Description	
			<a href="#">WEBLINK</a>	Leaflet
France	18. Changing bogies installation of Hendaye	in CIP	<a href="http://www.transfesa.com/rail-spain-en/where-are-we/international-connections/axle-change-facilities-1923450w">http://www.transfesa.com/rail-spain-en/where-are-we/international-connections/axle-change-facilities-1923450w</a>	<a href="#">Annex 3.2</a>
Spain	1. Terminal Irún Mercancías	in CIP	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/11601/ficha_instalacion_logistica_0030.shtml">www.adif.es/es_ES/infraestructuras/terminales/11601/ficha_instalacion_logistica_0030.shtml</a>	<a href="#">Annex 3.3</a>
Spain	2. Terminal de Pasaia	in CIP	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/11515/ficha_instalacion_logistica_0023.shtml">www.adif.es/es_ES/infraestructuras/terminales/11515/ficha_instalacion_logistica_0023.shtml</a>	<a href="#">Annex 3.3</a>
Spain	3. Terminal de Júndiz	in CIP	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/11221/ficha_instalacion_logistica_0021.shtml">www.adif.es/es_ES/infraestructuras/terminales/11221/ficha_instalacion_logistica_0021.shtml</a>	<a href="#">Annex 3.3</a>
Spain	4. Terminal Bilbao Mercancías	in CIP	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/13408/ficha_instalacion_logistica_0026.shtml">www.adif.es/es_ES/infraestructuras/terminales/13408/ficha_instalacion_logistica_0026.shtml</a>	<a href="#">Annex 3.3</a>
Spain	5. Terminal de Noain	in CIP	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/80103/ficha_instalacion_logistica_0009.shtml">www.adif.es/es_ES/infraestructuras/terminales/80103/ficha_instalacion_logistica_0009.shtml</a>	<a href="#">Annex 3.3</a>
Spain	6. Terminal Complejo de Zaragoza Plaza	in CIP	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/10600/ficha_instalacion_logistica_0003.shtml">www.adif.es/es_ES/infraestructuras/terminales/10600/ficha_instalacion_logistica_0003.shtml</a>	<a href="#">Annex 3.3</a>
Spain	7. Terminal Complejo de Valladolid	in CIP	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/95104/ficha_instalacion_logistica_0005.shtml">www.adif.es/es_ES/infraestructuras/terminales/95104/ficha_instalacion_logistica_0005.shtml</a>	<a href="#">Annex 3.3</a>
Spain	8. Terminal Madrid Abroñigal	in CIP	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/98201/ficha_instalacion_logistica_0004.shtml">www.adif.es/es_ES/infraestructuras/terminales/98201/ficha_instalacion_logistica_0004.shtml</a>	<a href="#">Annex 3.3</a>
Spain	9. Terminal Centro Logístico de Vicálvaro	in CIP	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/98201/ficha_instalacion_logistica_0004.shtml">www.adif.es/es_ES/infraestructuras/terminales/98201/ficha_instalacion_logistica_0004.shtml</a>	<a href="#">Annex 3.3</a>
Spain	10. Terminal Madrid Puerto Seco de Coslada	in CIP	<a href="http://www.puertoseco.com/ingles/dryport.html">www.puertoseco.com/ingles/dryport.html</a> <a href="http://www.conterail.com">www.conterail.com</a>	<a href="#">Annex 3.3</a>
Spain	11. Terminal Córdoba El Higuerón	in CIP	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/50512/ficha_instalacion_logistica_0075.shtml">www.adif.es/es_ES/infraestructuras/terminales/50512/ficha_instalacion_logistica_0075.shtml</a>	<a href="#">Annex 3.3</a>
Spain	12. Terminal de San Roque – La	in CIP	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/55026/ficha_instalacion_logistica_0089.shtml">www.adif.es/es_ES/infraestructuras/terminales/55026/ficha_instalacion_logistica_0089.shtml</a>	<a href="#">Annex 3.3</a>

Country	Terminal Name	Handover Point	Link to Terminal Description	
			<a href="#">WEBLINK</a>	Leaflet
	Línea Mercancías			
Spain	13. Terminal Algeciras Mercancías	in CIP	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/55020/ficha_instalacion_logistica_0088.shtml">www.adif.es/es_ES/infraestructuras/terminales/55020/ficha_instalacion_logistica_0088.shtml</a>	<a href="#">Annex 3.3</a>
Spain	14. Puerto Bahía de Algeciras	in CIP	<a href="http://www.apba.es/ferrocarril">www.apba.es/ferrocarril</a>	<a href="#">Annex 3.3</a>
Spain	15. Puerto de Bilbao	in CIP	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/13408/ficha_instalacion_logistica_0026.shtml">www.adif.es/es_ES/infraestructuras/terminales/13408/ficha_instalacion_logistica_0026.shtml</a>	<a href="#">Annex 3.3</a>
Spain	16. Puerto de Pasaia	in CIP	<a href="http://www.adif.es/es_ES/infraestructuras/terminales/11515/ficha_instalacion_logistica_0023.shtml">www.adif.es/es_ES/infraestructuras/terminales/11515/ficha_instalacion_logistica_0023.shtml</a>	<a href="#">Annex 3.3</a>
Portugal	1. Leixões Port	in CIP	<a href="http://www.apdl.pt/plataforma_logistica">Documento de Informação da Instalação de Serviços para os Terminais Ferroviários de Mercadorias da Bobadela e Leixões 2020 http://www.apdl.pt/plataforma_logistica</a>	<a href="#">Annex 3.4</a>
Portugal	3. Valongo Terminal	in CIP	<a href="https://www.spc.sapec.pt/content.php?menuid=79&amp;contentid=36">https://www.spc.sapec.pt/content.php?menuid=79&amp;contentid=36</a>	<a href="#">Annex 3.4</a>
Portugal	2. Vila Nova de Gaia Terminal	in CIP	<a href="http://www.infraestruturasdeportugal.pt">www.infraestruturasdeportugal.pt</a>	<a href="#">Annex 3.4</a>
Portugal	4. Cacia Logistic Platform	in CIP	<a href="http://www.portodeaveiro.pt">www.portodeaveiro.pt</a>	<a href="#">Annex 3.4</a>
Portugal	5. Aveiro Port	in CIP	<a href="http://www.portodeaveiro.pt">www.portodeaveiro.pt</a>	<a href="#">Annex 3.4</a>
Portugal	6. Pampilhosa Terminal	in CIP	<a href="http://www.infraestruturasdeportugal.pt">www.infraestruturasdeportugal.pt</a>	<a href="#">Annex 3.4</a>
Portugal	7. Mangualde Terminal	in CIP	<a href="http://www.infraestruturasdeportugal.pt">www.infraestruturasdeportugal.pt</a>	<a href="#">Annex 3.4</a>
Portugal	8. Guarda Terminal	in CIP	<a href="http://www.infraestruturasdeportugal.pt">www.infraestruturasdeportugal.pt</a>	<a href="#">Annex 3.4</a>
Portugal	9. Alfarelos Terminal	in CIP	<a href="http://www.tmip.pt">www.tmip.pt</a>	<a href="#">Annex 3.4</a>

Country	Terminal Name	Handover Point	Link to Terminal Description	
			<a href="#">WEBLINK</a>	Leaflet
Portugal	10. Entroncamento Terminal	in CIP	<a href="http://www.msportugal.com">www.msportugal.com</a> <a href="http://www.tvt.pt/PT/servicos">www.tvt.pt/PT/servicos</a>	<a href="#">Annex 3.4</a>
Portugal	11. Bobadela Terminal	in CIP	<a href="#">Documento de Informação da Instalação de Serviços para os Terminais Ferroviários de Mercadorias da Bobadela e Leixões 2020</a> <a href="#">Documento de informação da instalação de serviços terminal norte do complexo ferroviário da Bobadela</a> <a href="http://www.spc.sapec.pt/content.php?menuid=90&amp;contentid=49">www.spc.sapec.pt/content.php?menuid=90&amp;contentid=49</a> <a href="http://www.alcont.pt/instalacoes">www.alcont.pt/instalacoes</a>	<a href="#">Annex 3.4</a>
Portugal	12. Lisboa Port	in CIP	<a href="http://www.yilport.com/en/ports/default/Liscont-Portugal/111/0/0">www.yilport.com/en/ports/default/Liscont-Portugal/111/0/0</a> <a href="http://www.yilport.com/pt/portos/default/Sotaqus-Portugal/978/0/0">www.yilport.com/pt/portos/default/Sotaqus-Portugal/978/0/0</a>	<a href="#">Annex 3.4</a>
Portugal	13. Poceirão Terminal	in CIP	<a href="http://www.infraestruturasdeportugal.pt">www.infraestruturasdeportugal.pt</a>	<a href="#">Annex 3.4</a>
Portugal	14. Setúbal Port	in CIP	<a href="http://www.yilport.com/en/ports/default/Tersado-Portugal/241/0/0">www.yilport.com/en/ports/default/Tersado-Portugal/241/0/0</a> <a href="http://www.yilport.com/en/ports/default/Setubal-Portugal/116/0/0">www.yilport.com/en/ports/default/Setubal-Portugal/116/0/0</a> <a href="http://www.portodesetubal.pt/terminais_portuarios.htm">www.portodesetubal.pt/terminais_portuarios.htm</a> <a href="http://www.spc.sapec.pt/content.php?menuid=80&amp;contentid=38">www.spc.sapec.pt/content.php?menuid=80&amp;contentid=38</a> <a href="http://www.somincor.com.pt/company/en.thenavigatorcompany.com/Institutional/Our-activity/Setubal">www.somincor.com.pt/company/en.thenavigatorcompany.com/Institutional/Our-activity/Setubal</a>	<a href="#">Annex 3.4</a>
Portugal	15. Sines Port	in CIP	<a href="http://www.ete.pt/Grupo/Empresas/Portsines_P.htm">www.ete.pt/Grupo/Empresas/Portsines_P.htm</a> <a href="http://www.pasines.pt">www.pasines.pt</a>	<a href="#">Annex 3.4</a>

In addition, Annex 3 provides a list of the terminals along the Corridor, together with a link to a detailed terminal description in the NSs, if provided by the terminal.

## 4 Procedures for Capacity, Traffic and Train Performance Management

### 4.1 Introduction

This Section of the CID describes the procedures for capacity allocation by the Corridor One-Stop-Shop (C-OSS established by the Management Board (MB) of the Corridor consisting of the Infrastructure Managers (IMs) / Allocation Bodies (ABs) on the Corridor), planned Temporary

Capacity Restrictions (TCRs), Traffic Management and Train Performance Management on the Corridors.

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

Pilots are being conducted on parts of some RFCs to test the results of the RNE-FTE project 'Timetabling and Capacity Redesign (TTR). The lines concerned are the following:

- RFC Rhine-Alpine: Basel – Mannheim - Aachen
- RFC North Sea-Mediterranean: Amsterdam – Paris
- RFC Atlantic: Mannheim - Miranda de Ebro
- RFC Baltic-Adriatic: Breclav – Tarvisio-B./Jesenice/Spielfeld(except for the line Villach-Jesenice, which is not part of RFC Baltic-Adriatic)

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



*More details can be found in the Pilot Information Document under the following link:*

<https://www.atlantic-corridor.eu/our-work-results/>

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

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

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

## **4.2 Corridor OSS**

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

### **4.2.1 Function**


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

#### 4.2.2 Contact

	
Address	<i>Félix BARTOLOME &amp; Olvido MERELO</i> <i>D.G. DE CIRCULACIÓN Y GESTIÓN DE CAPACIDAD</i> <i>Subdirección de Servicios de Circulación y Calidad</i> <i>C/ Agustín de Foxá, 56. Edificio 22. Estación de Chamartín.</i> <i>28036 Madrid</i> <i>SPAIN</i>
Phone	<i>(+34) 917 744 774</i>
Email	<i><a href="mailto:OSS@atlantic-corridor.eu">OSS@atlantic-corridor.eu</a></i>

#### 4.2.3 Language of the C-OSS

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


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

#### 4.2.4 Tasks of the C-OSS

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

- Collection of international capacity wishes:
  - Consult all interested applicants in order to collect international capacity wishes and needs for the annual timetable by having them fill in a survey. This survey is sent by the C-OSS to the applicants and/or published on the Corridor's website. The results of the survey will be one part of the inputs for the predesign of the PaP offer. It is important to stress that under no circumstances the Corridor can guarantee the fulfilment of all expressed capacity wishes, nor will there be any priority in allocation linked to the provision of similar capacity.
- Predesign of PaP offer:
  - Give advice on the capacity offer, based on input received from the applicants, and the experience of the C-OSS and IMs/ABs, based on previous years and the results of the Transport Market Study
- Construction phase
  - Monitor the PaP/RC construction to ensure harmonised border crossing times, running days calendar and train parameters



- Publication phase
  - Publish the PaP catalogue at X-11 in the Path Coordination System (PCS)
  - Inspect the PaP catalogue in cooperation with IMs/ABs, perform all needed corrections of errors detected by any of the involved parties until X-10.5
  - Publish offer for the late path request phase (where late path offer is applicable) in PCS
  - Publish the RC at X-2 in PCS
- Allocation phase: annual timetable (annual timetable process)
  - Collect, check and review all requests for PaPs including error fixing when possible
  - Create a register of the applications and keep it up-to-date (see [4.2.4.1](#))
  - Manage the resolution of conflicting requests through consultation where applicable
  - In case of conflicting requests, take a decision on the basis of priority rules adopted by the Executive Board (Ministries responsible for transport) along the Corridor (see Framework for Capacity Allocation (FCA) in (Annex 4.A Framework for Capacity Allocation)
  - Propose alternative PaPs, if available, to the applicants whose applications have a lower priority value (K value) due to a conflict between several path requests
  - Transmit path requests that cannot be treated to the IM/AB concerned, in order for them to elaborate tailor-made offers
  - Pre-book capacity and inform applicants about the results at X-7.5
  - Allocate capacity (PaPs) in conformity with the relevant international timetabling deadlines and processes as defined by RailNetEurope (RNE) and according to the allocation rules described in the FCA
  - Monitor the construction of feeder and/or outflow paths by sending these requests to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonised border times), ask for correction
  - Send the responses/offers (draft offer and final offer including feeder and outflow) to the applicants on behalf of the IMs/ABs concerned
  - Keep the PaP catalogue updated
- Allocation phase: late path requests (annual timetable process)
  - Collect, check and review all requests for the late path request phase including error fixing when possible
  - Allocate capacity for the late path request phase where applicable
  - Monitor the construction of feeder and/or outflow paths by sending these requests to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonised border times), ask for correction
  - Send the responses/offers to the applicants on behalf of the IMs/ABs concerned
  - Keep the catalogue concerned updated

- Allocation phase: ad-hoc requests (RC) (running timetable process)
  - Collect, check and review all requests for RC including error fixing when possible
  - Create a register of the applications and keep it up-to-date
  - Allocate capacity for RC
  - Monitor the construction of feeder and/or outflow paths by sending these requests to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonised border times), ask for correction
  - Send the responses/offers to the applicants on behalf of the IMs/ABs concerned
  - Keep the RC catalogue updated

#### **4.2.4.1 Path register**

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

#### **4.2.5 Tool**

PCS is the single tool for publishing the binding PaP and RC offer of the Corridor and for placing and managing international path requests on the Corridor (see also 1.8.1). Access to the tool is free of charge and granted to all applicants who have a valid, signed PCS User Agreement with RNE. To receive access to the tool, applicants have to send their request to RNE via [support.pcs@rne.eu](mailto:support.pcs@rne.eu).

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

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

### **4.3 Capacity allocation**

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

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

#### **4.3.1 Framework for Capacity Allocation**

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

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

#### 4.3.2 Applicants

In the context of a Corridor, an applicant means a railway undertaking or an international grouping of railway undertakings or other persons or legal entities, such as competent authorities under Regulation (EC) No. 1370/2007 and shippers, freight forwarders and combined transport operators, with a commercial interest in procuring infrastructure capacity for rail freight.

Applicants shall accept the general terms and conditions of the Corridor in PCS before placing their requests.

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

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

With the acceptance the applicant declares that it:

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

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

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



### 4.3.3 Requirements for requesting capacity

The Corridor applies the international timetabling deadlines defined by RNE for placing path requests as well as for allocating paths (for the Corridor calendar, see <http://www.rne.eu/sales-timetabling/timetabling-calender/> or Annex 4.B Table of deadlines)

All applications have to be submitted via PCS, which is the single tool for requesting and managing capacity on all corridors. The C-OSS is not entitled to create PCS dossiers on behalf of the applicant. If requested, the C-OSS can support applicants in creating the dossiers in order to prevent inconsistencies and guide the applicants' expectations (maximum 1 week prior to the request deadline). The IMs/ABs may support applicants by providing a technical check of the requests.

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

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

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

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



*No specificities.*

#### 4.3.4 Annual timetable phase

##### 4.3.4.1 PaPs

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

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

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

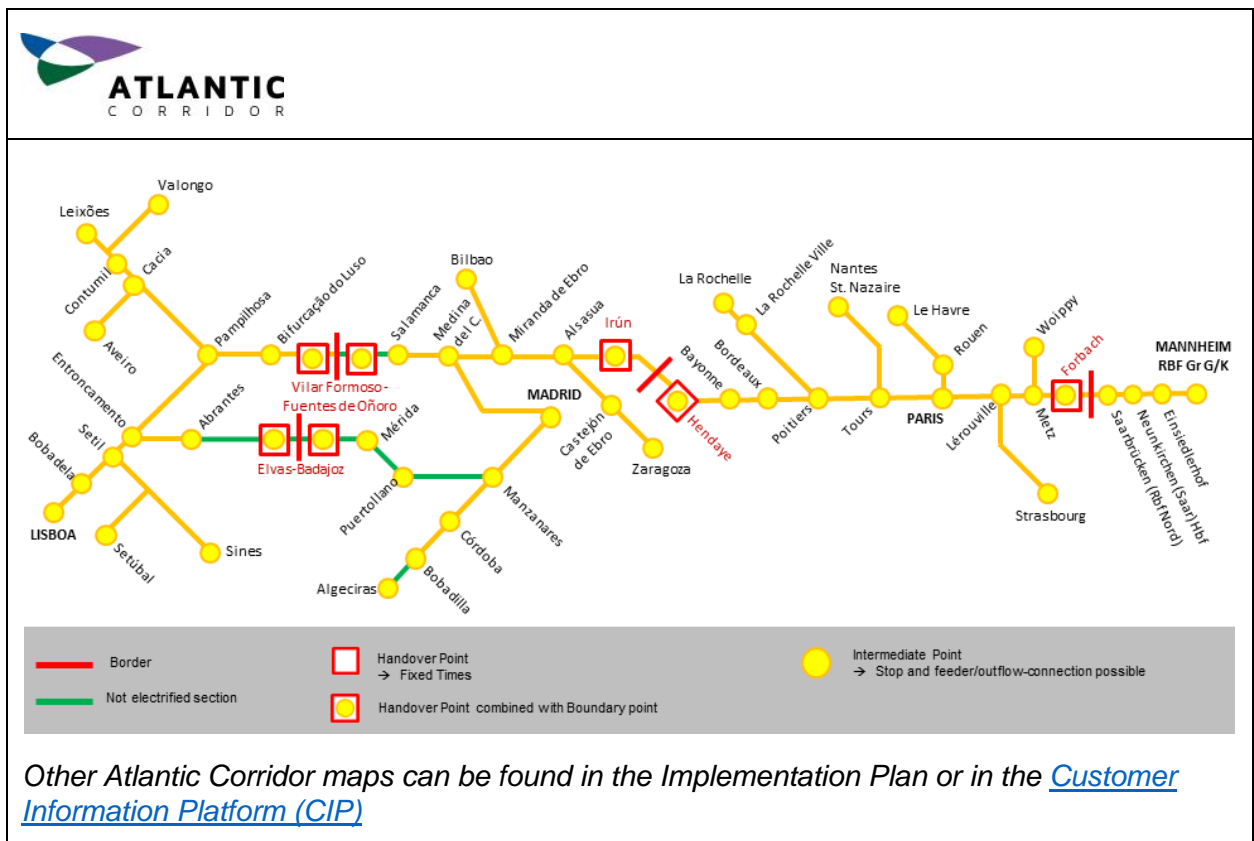


*The PaP catalogue can be found under the following link*

[:https://www.atlantic-corridor.eu/library/public-documents/?cat=1244](https://www.atlantic-corridor.eu/library/public-documents/?cat=1244)

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

#### 4.3.4.2 Schematic corridor map



Symbols in schematic corridor map:

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

##### ➤ Handover Point

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

On the maps, this is shown as:

 Handover Point

##### ➤ Intermediate Point

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

On the maps, this is shown as:

 Intermediate Point

 Intermediate Point combined with Handover Point

➤ Operational Point

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

On the maps, this is shown as:



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

#### 4.3.4.3 Features of PaPs

The capacity offer on a Corridor has the following features:

A PaP timetable is published containing:

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

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

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




*Atlantic Corridor offers Flex PaPs only.*

*According to the guaranteed capacity pilot on progress on the Atlantic Corridor, one capacity bandwidth / direction is designed between Mannheim and Hendaye/Irun (FR/SP border) in order to increase the medium velocity of the train paths and guaranty capacity 5 days/week and 48 weeks/year.*

*5 slots/direction are forecasted by DB Netz AG and SNCF Réseau in each capacity band per direction, including 1 slot/direction for rolling planning request.*

#### 4.3.4.4 Multiple corridor paths

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

		
<i>Multiple corridor paths on the Corridor are displayed on a map in Annex 4C and in the <a href="#">Customer Information Platform (CIP)</a></i>		
<i>Atlantic Corridor is connected to</i>	<i>at / between</i>	<i>offer</i>
<i>Corridor North Sea - Mediterranean</i>	<i>Paris</i>	<i>harmonized</i>
<i>Corridor North Sea – Mediterranean</i>	<i>Metz</i>	<i>harmonized</i>
<i>Corridor North Sea – Mediterranean</i>	<i>Strasbourg</i>	<i>harmonized</i>
<i>Corridor North Sea – Mediterranean</i>	<i>Lerouville</i>	<i>harmonized</i>
<i>Mediterranean Corridor</i>	<i>Madrid</i>	<i>harmonized</i>
<i>Mediterranean Corridor</i>	<i>Zaragoza</i>	<i>harmonized</i>
<i>Mediterranean Corridor</i>	<i>Linares-Baeza</i>	<i>Harmonized</i>

#### 4.3.4.5 PaPs on overlapping sections

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

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

Description of common offers on overlapping sections on the Corridor can be found on a map in Annex 4C and in the [Customer Information Platform \(CIP\)](#)

Overlapping section with common offer	Involved corridors	Responsible C-OSS
Lerouville to Strasbourg	Atlantic	North Sea – Mediterranean C-OSS
Metz to Strasbourg	North Sea – Mediterranean	North Sea – Mediterranean C-OSS
Algeciras to Madrid	Atlantic	Atlantic C-OSS

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

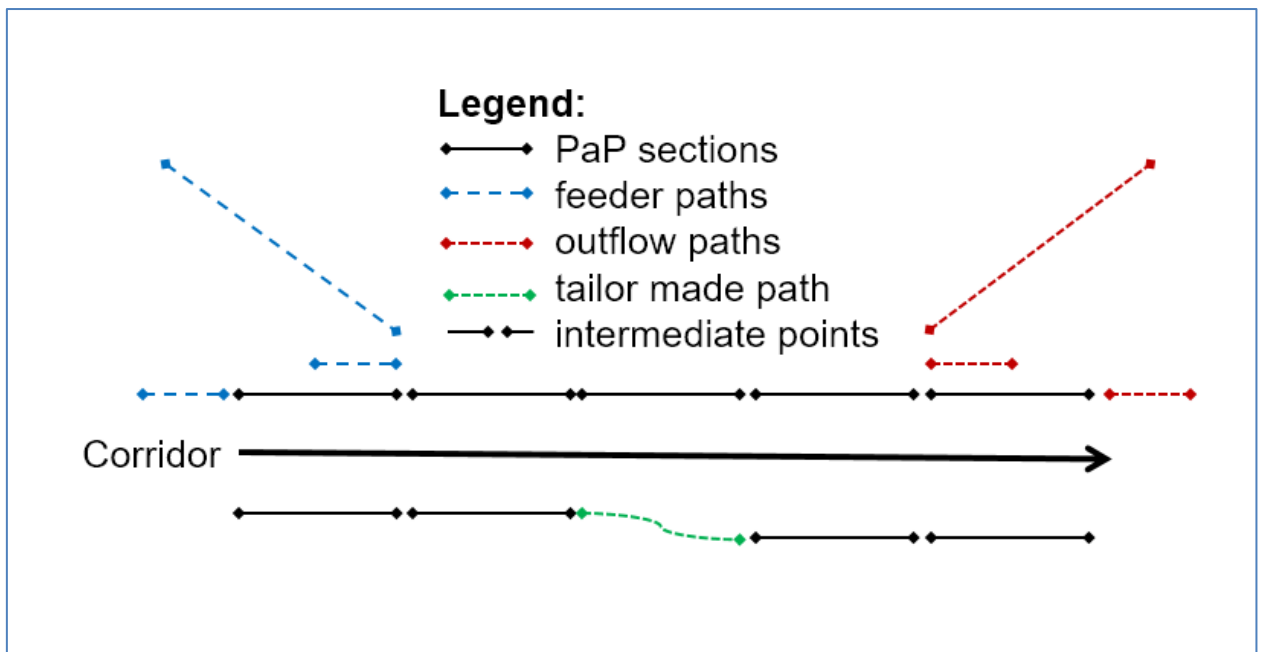
In case available PaPs do not cover the entire requested path, the applicant may include a feeder and/or outflow path to the PaP section(s) in the international request addressed to the C-OSS via PCS in a single request.

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

Feeder / outflow paths will be constructed on request in the PCS dossiers concerned by following the national path allocation rules. The offer is communicated to the applicant by the C-OSS within the same time frame available for the communication of the requested PaPs. Requesting a tailor-made path between two PaP sections is possible, but because of the difficulty for IMs/ABs to link two PaP sections, a suitable offer might be less likely (for further explanation see 4.3.4.16).

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





#### 4.3.4.7 Handling of requests

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

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

Applicants sending requests to the C-OSS shall use PCS. Within the construction process of feeder and/or outflow paths and tailor-made paths, the national tool may show additional information to the applicant.

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

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

*All requests for modification and / or cancellation after X-4 must be placed by IM's national tool only.*

#### 4.3.4.9 Check of the applications

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

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

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

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

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

*No specificities.*

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

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

#### 4.3.4.10 Pre-booking phase

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

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



The C-OSS also forwards the requested feeder/outflow path and/or adjustment to the IMs/ABs concerned for elaboration of a timetable offer fitting to the PaP already reserved (pre-booked), just as might be the case with requests with a lower priority value (priority rule process below). The latter will be handled in the following order:

- consultation may be applied
- alternatives may be offered (if available)
- if none of the above steps were applied or successful, the requested timetable will be forwarded to the IMs/ABs concerned to elaborate a tailor-made offer as close as possible to the initial request.

#### 4.3.4.11 Priority rules in capacity allocation

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

- A) A resolution through consultation may be promoted and performed between applicants and the C-OSS, if the following criteria are met:
  - o The conflict is only on a single corridor.
  - o Suitable alternative PaPs are available.
- B) Applying the priority rule as described in Annex 1 of the FCA (see Annex 4.A Framework for Capacity Allocation) and in [4.3.4.13](#) and [4.3.4.14](#).
  - a. Cases where no Network PaP is involved (see [4.3.4.13](#))
  - b. Cases where Network PaP is involved in at least one of the requests (see [4.3.4.14](#))
- C) Random selection (see [4.3.4.15](#)).

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



*The Corridor does not apply the resolution through consultation.*

#### 4.3.4.12 Network PaP

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



*The Corridor does not designate any Network PaPs.*

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

The priority is calculated according to this formula:

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

$L^{PAP}$  = Total requested length of all PaP sections on all involved RFCs included in one request. The definition of a request can be found in [4.3.3.](#)

$L^{F/O}$  = Total requested length of the feeder/outflow path(s) included in one request; for the sake of practicality, is assumed to be the distance as the crow flies.

$Y^{RD}$  = Number of requested running days for the timetable period. A running day will only be taken into account for the priority calculation if it refers to a date with a published PaP offer for the given section.

$K$  = The rate for priority

All lengths are counted in kilometres.

The method of applying this formula is:

- in a first step the priority value ( $K$ ) is calculated using only the total requested length of pre-arranged path ( $L^{PAP}$ ) multiplied by the Number of requested running days ( $Y^{RD}$ );
- if the requests cannot be separated in this way, the priority value ( $K$ ) is calculated using the total length of the complete paths ( $L^{PAP} + L^{F/O}$ ) multiplied by the number of requested running days ( $Y^{RD}$ ) in order to separate the requests;
- if the requests cannot be separated in this way, a random selection is used to separate the requests. This random selection is described in [4.3.4.15.](#)

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

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

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

$K$  = Priority value

$L^{NetPAP}$  = Total requested length (in kilometres) of the PaP defined as “Network PaP” on either RFC included in one request. The definition of a request can be found in [4.3.3.](#)

$L^{Other\ PaP}$  = Total requested length (in kilometres) of the PaP (not defined as “Network PaP”) on either RFC included in one request. The definition of a request can be found in [4.3.3.](#)

$L^{F/O}$  = Total requested length of the feeder/outflow path(s) included in one request; for the sake of practicality, is assumed to be the distance as the crow flies.

$Y^{RD}$  = Number of requested running days for the timetable period. A running day will only be taken into account for the priority calculation if it refers to a date with a published PaP offer for the given section.

The method of applying this formula is:

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

If the requests cannot be separated in this way, a random selection is used to separate the requests.

#### 4.3.4.15 Random selection

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

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

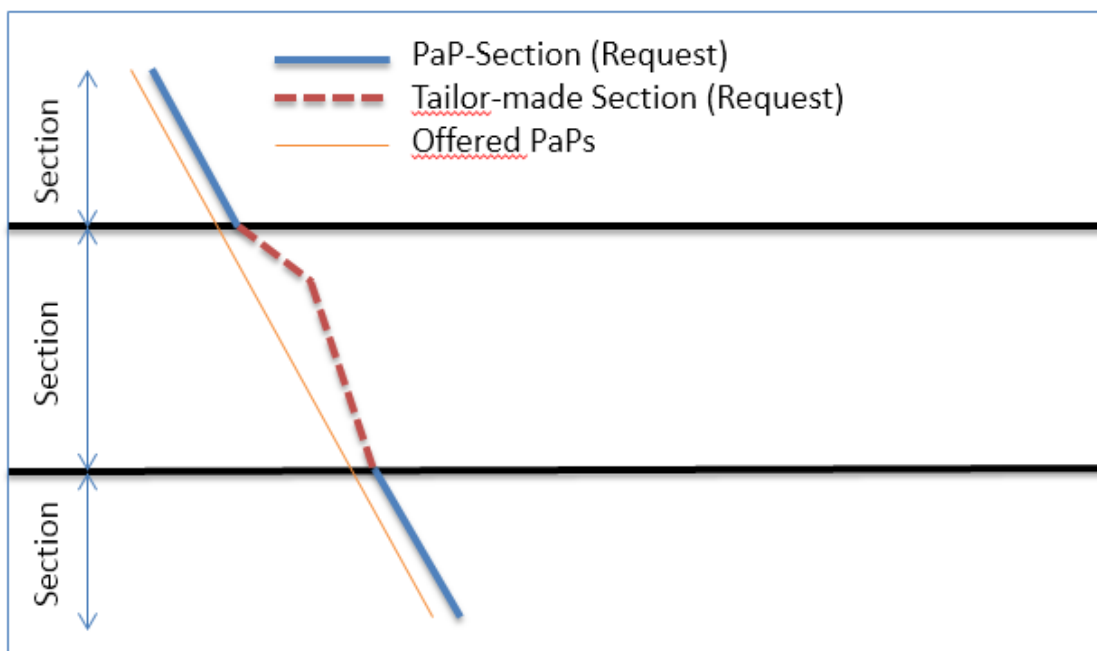


*The drawing of lots will consist in introducing in a box or similar one identifier (piece of paper, etc.) per applicant involved in the conflict. The C-OSS will take one of the identifiers from the box and the applicant of the selected identifier will be the “winner” of the conflict.*

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

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

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



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

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

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

#### 4.3.4.17 Result of the pre-booking

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

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

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

In case of conflicting requests with a lower priority value, the C-OSS shall offer an alternative PaP, if available. The applicant concerned has to accept or reject the offered alternative within 5 calendar days. In case the applicant does not answer, or rejects the alternative, or no alternative

is available, the C-OSS forwards the original request to the IM/AB concerned. The C-OSS informs the applicants with a lower priority value (K value) by X-7.5 that their path request has been forwarded to the IM/AB concerned for further treatment within the regular process for the annual timetable construction, and that the C-OSS will provide the draft path offer on behalf of the IM/AB concerned at X-5 via PCS. These applications are handled by the IM/AB concerned as on-time applications for the annual timetable and are therefore included in the regular national construction process of the annual timetable.

#### 4.3.4.18 Handling of non-requested PaPs

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

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



*Atlantic Corridor handles non-requested PaPs according to [B\)](#) above.*

#### 4.3.4.19 Draft offer

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

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

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

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

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



*Atlantic Corridor does not provide partial offers via PCS.*

#### 4.3.4.20 Observations

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

#### 4.3.4.21 Post-processing

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

#### 4.3.4.22 Final offer

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



*Atlantic Corridor does not provide partial offers via PCS.*

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

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

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

#### 4.3.5 Late path request phase

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





*The Corridor offers the possibility to place late path requests in all of the RFC but for Germany.*

#### 4.3.5.1 Product

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

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

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



*Atlantic Corridor offers the possibility to place late path requests by using the variant [A\)](#) and [B\)](#) according to the product offered in each involved network.*

*Products for late path requests are not available in Germany.*

#### 4.3.5.2 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor if capacity is offered. See [4.3.4.4.](#)

#### 4.3.5.3 Late paths on overlapping sections

See [4.3.4.5](#)



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

#### 4.3.5.4 Handling of requests

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

#### 4.3.5.5 Leading tool for late path requests

Applicants sending late path requests to the C-OSS shall use PCS. Within the construction process, the national tool may show additional information to the applicant.

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

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



*For DB Netz all late path requests must be placed by IM's national tool only or included as feeder/outflow via PCS for a PaP request in France.*

#### 4.3.5.6 Check of the applications

The C-OSS checks all requests as described in [4.3.4.9](#)

#### 4.3.5.7 Pre-booking

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

#### 4.3.5.8 Path elaboration

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

#### 4.3.5.9 Late request offer

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

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

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



### 4.3.6 Ad-hoc path request phase

#### 4.3.6.1 Reserve capacity (RC)

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

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

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



*Atlantic Corridor offers RC through variant A and B according to the product offered in each involved network.*

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



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

The IMs can modify or withdraw RC for a certain period in case of unavailability of capacity due to force majeure. Applicants can book RC via the C-OSS until 30 days before the running day. To make ad-hoc requests less than 30 days before the running day, they have to contact the IMs/ABs directly.

#### 4.3.6.2 Multiple corridor paths

It is possible for capacity requests to cover more than one corridor. See [4.3.4.4](#)

#### 4.3.6.3 Reserve capacity on overlapping sections

See [4.3.4.5](#)

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

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

See [4.3.4.6](#) For RC the same concept applies as for PaPs in the annual timetable.

#### 4.3.6.5 Handling of requests

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

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

Applicants sending requests for RC to the C-OSS shall use PCS. Within the construction process, the national tool may show additional information to the applicant.

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

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

*No specificities.*

#### 4.3.6.7 Check of the applications

The C-OSS checks all requests as described in [4.3.4.9](#)

#### 4.3.6.8 Pre-booking

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

#### 4.3.6.9 Path elaboration

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

#### 4.3.6.10 Ad-hoc request offer

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

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

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

### 4.3.7 Request for changes by the applicant

#### 4.3.7.1 Modification

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

#### 4.3.7.2 Withdrawal

Withdrawing a request is only possible

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

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



*Detailed information about withdrawal fees and deadlines can be found in the Network Statements of the IMs involved in the Corridor or in the NCI portal (see Section [Network Statement Excerpts](#)).*

#### 4.3.7.3 Transfer of capacity

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

#### 4.3.7.4 Cancellation

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

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



*Detailed information about cancellation fees and deadlines can be found in the Network Statements of the IMs involved in the Corridor or in the NCI portal (see Section [Network Statement Excerpts](#)).*

#### 4.3.7.5 Unused paths

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



*Detailed information about fees for unused paths can be found in the network statements of IMs involved in the Corridor or in the NCI portal (see Section [Network Statement Excerpts](#)).*

### 4.3.8 Exceptional transport and dangerous goods

#### 4.3.8.1 Exceptional transport

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

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

#### 4.3.8.2 Dangerous goods

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

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

#### 4.3.9 Rail related services

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

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

#### 4.3.10 Contracting and invoicing

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

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

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



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

#### 4.3.11 Appeal procedure

Based on Article 20 of the Regulation: in case of complaints regarding the allocation of PaPs (e.g. due to a decision based on the priority rules for allocation), the applicants may address the relevant Regulatory Body (RB) as stated in the Cooperation Agreement signed between RBs on the Corridor.



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

### 4.4 Coordination and Publication of planned Temporary Capacity Restrictions

#### 4.4.1 Goals

In line with Article 12 of the Regulation, the Management Board of the freight corridor shall coordinate and ensure in one place the publication of planned Temporary Capacity Restrictions (TCRs) that could impact the capacity on the Corridor.

TCRs are necessary to keep the infrastructure and its equipment in operational condition and to allow changes to the infrastructure necessary to cover market needs. According to the current legal framework (see [4.4.2](#)), in case of international traffic, these capacity restrictions have to be coordinated by IMs among neighbouring countries.

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

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

#### **4.4.2 Legal background**

The legal background to this chapter can be found in:

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

A framework has been developed by RNE in the "Guidelines for Coordination / Publication of Planned Temporary Capacity Restrictions for the European Railway Network" and it is reflected in the Corridor's specific procedures.

#### **4.4.3 Coordination process of corridor-relevant TCRs**

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

##### **4.4.3.1 Timeline for coordination**

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

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

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

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

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

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

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





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

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

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

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



*The Atlantic Corridor has the following process:*

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

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

#### 4.4.3.4 Conflict resolution process

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

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



*Conflict resolution process on the Corridor.*

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

#### **4.4.4 Involvement of applicants**

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

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



- 1. The results of the coordination of TCR's that are known for principal and diversionary lines of the Corridor are published on the Corridor's website and/or in the CIP. Applicants may send their comments on the planned TCRs to the involved IM(s). The comments of applicants have an advisory and supportive character and shall be taken into consideration as far as possible.*
- 2. Regular meetings of the Railway Undertaking Advisory Group (RAG) and Terminal Advisory Group (TAG) are used to discuss issues related with TCRs.*
- 3. Additional meetings with applicants, to discuss and resolve open issues, will be treated on a case by case basis.*

## 4.4.5 Publication of TCRs

### 4.4.5.1 Criteria for publication

	Consecutive days	Impact on traffic (estimated traffic cancelled, re-routed or replaced by other modes of transport)
<b>Major impact TCR<sup>1</sup></b>	More than 30 consecutive days	More than 50% of the estimated traffic volume on a railway line per day
<b>High impact TCR<sup>1</sup></b>	More than 7 consecutive days	More than 30% of the estimated traffic volume on a railway line per day
<b>Medium impact TCR<sup>1</sup></b>	7 consecutive days or less	More than 50% of the estimated traffic volume on a railway line per day
<b>Minor impact TCR<sup>2</sup></b>	unspecified <sup>3</sup>	More than 10% of the estimated traffic volume on a railway line per day

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

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

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



*No specificities*

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

### 4.4.5.2 Dates of publication

IMs have to publish their major, high and medium impact TCRs at X-12. The Corridor publishes the relevant TCRs for TT 2022 – 2024 on the following dates:

	January 2021 (X-11)	January 2021 (X-23)	August 2021 (X-3.5)	January 2022 (X-11)	January 2022 (X-23)
<b>Major</b>	X (second publication)	X (first publication)		X (second publication)	X (first publication)
<b>High</b>	X (second publication)	X (first publication)		X (second publication)	X (first publication)
<b>Medium</b>	X(international impact)			X (international impact)	
<b>Minor</b>			X		
<b>Applicable timetable</b>	<b>TT 2022</b>	<b>TT 2023</b>	<b>TT 2022</b>	<b>TT 2023</b>	<b>TT 2024</b>

#### 4.4.5.3 Tool for publication

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



*Link to the overview on the Corridor's website and/or in the CIP:*

<https://www.atlantic-corridor.eu/library/public-documents/?cat=1245>

#### 4.4.6 Legal disclaimer

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

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

#### 4.5 Traffic management

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

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

In case of disturbances, IMs work together with the RUs concerned and neighbouring IMs in order to limit the impact as far as possible and to reduce the overall recovery time of the network. For international disruptions longer than 3 days with a high impact on international traffic, the international contingency management, as described in the Handbook for International Contingency Management (ICM Handbook), ([http://rne.eu/wp-content/uploads/International\\_Contingency\\_Management\\_Handbook\\_final\\_v1.5.pdf](http://rne.eu/wp-content/uploads/International_Contingency_Management_Handbook_final_v1.5.pdf)) applies.

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




*For more detail information regarding the application of the ICM Handbook to the Atlantic Corridor, please check the RFC Atlantic ICM Re-routing options processes here:*

<https://www.atlantic-corridor.eu/media/1129/rfc-atlantic-icm-re-routing-options-processes.pdf>

#### 4.5.1 Cross-border section information


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

		
<i>The list of corridor-related cross-border sections shall be displayed here.</i>		
Cross-border section	IM 1	IM 2
Badajoz-Elvas	ADIF	IP
Fuentes de Oñoro - Vilar Formoso	ADIF	IP
Forbach - Saarbrücken	SNCF Réseau	DB Netz
Hendaye-Irún	SNCF Réseau	ADIF

##### 4.5.1.1 Technical features and operational rules

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

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


<i>Detailed information about technical features and operational rules can be found in the Network Statements of the IMs involved in the Corridor or in the NCI portal (see <a href="#">Section Network Statement Excerpts</a>).</i>
<i>Depending on the border crossing there might be no interoperable material between the IM networks on the Atlantic Corridor, which might require a change of traction and train driver in the border crossing. In this case, the new train driver must verify the respect of all the security rules of the train (in its wagon composition), according to the exigencies and documentation of each national network.</i>

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

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

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

*A detailed description of all operational and technical issues at this border crossing in German and French can be found in the network statement of DB Netz AG (Network Statement, Annex 2.4.3, Rules and Standard No. 302.6006Z98).*

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

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

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

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

*Due to the different gauge of tracks between Spain and France, a freight transfer operation need a stop in the border estimated between 6 and 8 hours, depending on the methods and characteristics.*

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

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

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

*Procedures:*

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

*Required documentation:*

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

*Change of locomotives and drivers*

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



#### 4.5.1.2 Cross-border agreements

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

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

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



*Detailed information about technical features and operational rules can be found in the Network Statements of the IMs involved in the Corridor or in the NCI portal (see [Section Network Statement Excerpts](#)).*

#### 4.5.2 Priority rules in traffic management

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



##### **IN GERMANY**

*The Priority rules in traffic management are described into detail in the DB Netz AG rules and standards No 420.0201.*

##### **General principles**

- *Emergency trains have priority to other trains.*
- *Trains on Passenger Express Paths have priority to other trains except emergency trains.*
- *Trains on Freight Express Paths have priority to other trains except emergency trains and trains on Passenger Express Paths*
- *Trains not mentioned above have to be considered in principle equal, but*
- *Faster trains have principally priority to slower trains (average speed)*
- *On specialized infrastructure listed in the Network Statement, certain traffic types have priority to other trains except emergency trains.*

##### **Principles in case of deviations from timetable**

- *Get back to the regular state as soon as possible*
- *Guarantee the fluidity of operations*
- *Improve punctuality of all trains*
- *Best possible use of the capacities of lines and junctions*

## **IN FRANCE**

### **Priority in circulation of trains**

*In case of a circulation conflict, trains running through compatible paths shall disturb each other.*

*A non-discriminatory treatment for RU means:*

- *Conflicts between trains from different companies: a train in schedule (less than 5 min delay) cannot be displaced by a delayed train. If all the trains in conflict are delayed, the rule is as follows: identical priority agreed for all the trains which composition allows the circulation at the same limit speed, not taking into account which causes or responsibilities are in the origin of the conflict. Trains are classified by decreasing speed and, in case of equivalence, by agreed priority to passenger trains. In case of new equivalence, priority is given to the train whose theoretical timetable is previous to the other.*
- *Conflicts between trains from the same company: according to the principles told by the affected company, as long as there does not imply a reduction of the network capacity. In absence of these principles, the above rule is applied.*

*To determine the order of circulation of the trains coming from a point or segment of conflict, each train is placed according to the above priorities. This rule is only applied if the repositioning of the trains is physically possible. If not, it must be applied at the first possible point.*

*This rule is not applied if the disturbed train with priority runs in advance. It is not applied if the disturbance of a priority train would imply a delay not longer than 3 minutes.*

*The rule is not absolute, since a circulation chief, a regulator, an axle coordinator or a national coordinator may change it if justified by the global fluidity of the system, or the research of a maximum speed. It may also be derogated for these reasons in dense areas (ex. Paris suburbs), where the research of the maximum speed prevails over maintaining on time each circulation running through the lines. Each of these rules prevails also over the own RU rules.*

### **Capacity Restriction**

*This rule limits the applicability frame of the precedent rule. In case of an important incident provoking capacity restrictions, with no chance to admit the foreseen traffic, trains not yet running which would take the affected itinerary will function under a rule of distribution of the residual capacity in the main itinerary and in the deflected one, if it exists.*

*The number of paths running through the restrained itinerary -and optionally any alternative itinerary- are discounted for periods of one hour (to take into account rush-hour conditions) and the available capacity is worked out. Generally, the number of resulting paths is bigger than those the network can absorb. An authorized number of paths for each RU is fixed in proportion from the initial number and the time lapse to make the choice. The RU gives an answer choosing from the trains which should run in a normal situation.*

*The rest of surplus paths are removed in a crises graphic that substitutes the theoretical circulation graphic. If the time limit for answering is exceeded, it is decided ex-officio which trains will run.*

## **IN SPAIN**

*The traffic management is done by the IM. The main objective is to adjust the effective running of all the trains within the capacities which were attributed. For this, RU shall provide*

*all the requested pieces of information to the IM, as and when required, before the train departure or during its trip.*

*If the technical characteristics of the train are different from those indicated in the capacity request, the infrastructure manager shall adopt any convenient measure, including the running prohibition.*

*Regarding the operational traffic management, the companies must respect the applicable documents about network circulation.*

#### **Priority rules**

- *Priority to trains having obtained capacity*
- *Priority to trains running through their path from those running with delay, in order to minimize the delay propagation*
- *The perturbations due to technical causes, accidents or similar will be managed case by case, in order to return as soon as possible to the normal situation.*

#### **IN PORTUGAL**

*The priority rules for circulation are identical to those for capacity allocation (see above).*

#### **General principles**

- *Emergency trains have priority to other trains;*
- *Get back to the regular state as soon as possible.*
- *Public use, particularly services carried out under a public concession contract.*
- *Priority different in each hour:*
- *Suburban passenger services with a frequency equal or greater than six trains every hour during rush-hour periods.*
- *Suburban passenger services with a frequency lower than 6 trains every hour during rush-hour periods.*
- *Regular high quality national inter-city services and international passenger services.*
- *Other medium to long-distance passenger services.*
- *International freight or express services.*
- *National freight services.*
- *Empty train runs.*
- *Other services such as rehearsal runs, crew training or contractors' trains*

To see the overview of national IM priority rules in traffic management, please visit:  
<http://www.rne.eu/tm-tpm/other-activities-2/>

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

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

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

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



*No specificities*

#### 4.5.3.1 Communication procedure

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

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



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

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

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

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



*For disturbance < 3 days, no operational scenarios at borders have been predefined on Corridor Atlantic. Nevertheless, it is important to remind the following points:*

##### **Emergency management**

*In case of perturbation of the railway traffic, for a technical failure, an accident or any other incident, the IM of the corridor must take all the proper measures to ensure the return to normal circulation of trains.*

##### **Assistance to defective or damaged trains**

**In Germany,** The rules to assist to defective or damaged trains are described in detail in the DB Netz AG Network Statement, Annex 1.6: GTCURI ([http://fahrweg.dbnetze.com/fahrweg-en/network\\_access/network\\_statement/](http://fahrweg.dbnetze.com/fahrweg-en/network_access/network_statement/)).

- *In the event of operational disruptions e.g. locomotive damage for which the AP or involved RU is accountable, DB Netz AG shall take all measures necessary in any given instance (pursuant to Article 15 (1) Clause 1 EIBV). This involves clarification*

*with the affected the AP or involved RU of the conditions and period of time under which the latter will be able to remedy the disruption by its own means.*

- *If this is not possible or only within a given period that, depending on traffic loads or the number of other affected APs or involved RUs, would lead to unreasonable consequences in the form of partial or complete blockage of the line, DB Netz AG will clear the infrastructure itself or arrange for this to be done at the expense of the AP or involved RU.*

***In France***, a train stopped for a failure cannot stay longer than 15 minutes in current track. After this time and not being forecast to run again, it must be put in place all the measures to ensure the track liberation according to the suitable security procedure.

***In Spain***, ADIF has set up an Emergency Plan ('Plan de Contingencia'), approved by the Ministry of the Development, enlisting the procedures to be used in these situations. In case of a stopped freight train, ADIF may require the use of traction resources from RU to remove the panned train towards the nearest stop, in order to restore as soon as possible the normal conditions for circulation in the line.

***In Portugal***, in the case of disturbances to rail traffic due to accidents or technical failures, IP will take all necessary measures to re-establish all normal operating conditions. In the case of emergencies and technical failures that render the infrastructure temporarily unusable, allocated train paths can be cancelled without notice during the period needed to repair the system. If the track is blocked by rolling stock, IP will assume the role of coordinating the activities and the necessary resources to clear the blockage.

*IP may demand any RU to place at its disposal the resources needed to rapidly resolve the situation even if the RU is not the direct cause of the obstruction. The RU that put these resources at IP disposal to resolve obstructions caused by third parties have the right to be compensated to the amount agreed upon with the entity that caused the obstruction in the first place and which will have to bear the costs. IP will take all necessary measures to re-establish all normal operating conditions.*

#### ***Itinerary modifications***

*In case of urgency or absolute necessity, for a temporary non-disposal of the infrastructure, the IM of the Rail Freight Corridor «Atlantic» may change the paths, without previous information, during the time needed until return to normality. They must also make the needed repairs during a suitable time period. They must inform as soon as possible about the situation to the RU and other applicants.*

*In this case, nor the authorized applicants or the RU may claim any compensation or indemnification.*

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

In case of international disruptions longer than 3 days with a high impact on international traffic, the international contingency management allocation principles as described in the [ICM Handbook](#) apply.



*No specificities.*



#### 4.5.4 Traffic restrictions

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



*Detailed information about technical features and operational rules can be found in the Network Statements of the IMs involved in the Corridor or in the NCI portal (see Section [Network Statement Excerpts](#)).*

#### 4.5.5 Dangerous goods

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

#### 4.5.6 Exceptional transport

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

### 4.6 Train Performance Management

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

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

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

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





*The management summary of the Corridor monthly punctuality report is published [add 'in the CIP' or 'on the website of the Corridor': <https://www.atlantic-corridor.eu/library/public-documents/?cat=1611>*

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

## Annexes:

### Annex 3. Terminals' Information

Mentioned in [3.](#)

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

- A. LOCATION. SIMPLIFIED MAP SIGNALLING THE LOCATION IN RAIL FREIGHT CORRIDOR N°4 «ATLANTIC».**
- B. TERMINAL TYPE. GENERAL ACTIVITY TYPOLOGY AND OWNERSHIP**
- C. CONTACTS. ADDRESS, PHONE NUMBERS, EMAIL**
- D. WORKING TIMETABLE. TIMETABLES OF MANAGERS IMPLIED ARE COLLECTED**
- E. SERVICES. MAIN SERVICES ARE EXPOSED.**
- F. INFRASTRUCTURE. TRACK DIAGRAMS OF EACH FACILITY SPECIFYING ELECTRIFICATION AND REMOTE CONTROL ARE AS WELL EXPOSED. THE EFFECTIVE LENGTH OF THE TRACK FOR TRAINS SEPARATIONS.**

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

**INDEX**

ANNEX 3.1 GERMANY ..... 2

ANNEX 3.2 FRANCE..... 17

ANNEX 3.3 SPAIN..... 53

ANNEX 3.4 PORTUGAL..... 96

## Annex 3.1 Germany

### BECKINGEN PUHL GMBH

#### LOCATION

Coordinates: 49.378925 N / 6.71013 E



#### TYPE OF TERMINAL

**General Cargo Terminal**

#### OPERATION

**Puhl GmbH**  
Südstraße 6  
D-66701 Beckingen  
Tel.: +49 6835 92200  
Fax: +49 6835 922020  
E-mail: [info@puhl.eu](mailto:info@puhl.eu)  
<http://www.puhl.eu>

#### OTHER INFORMATION

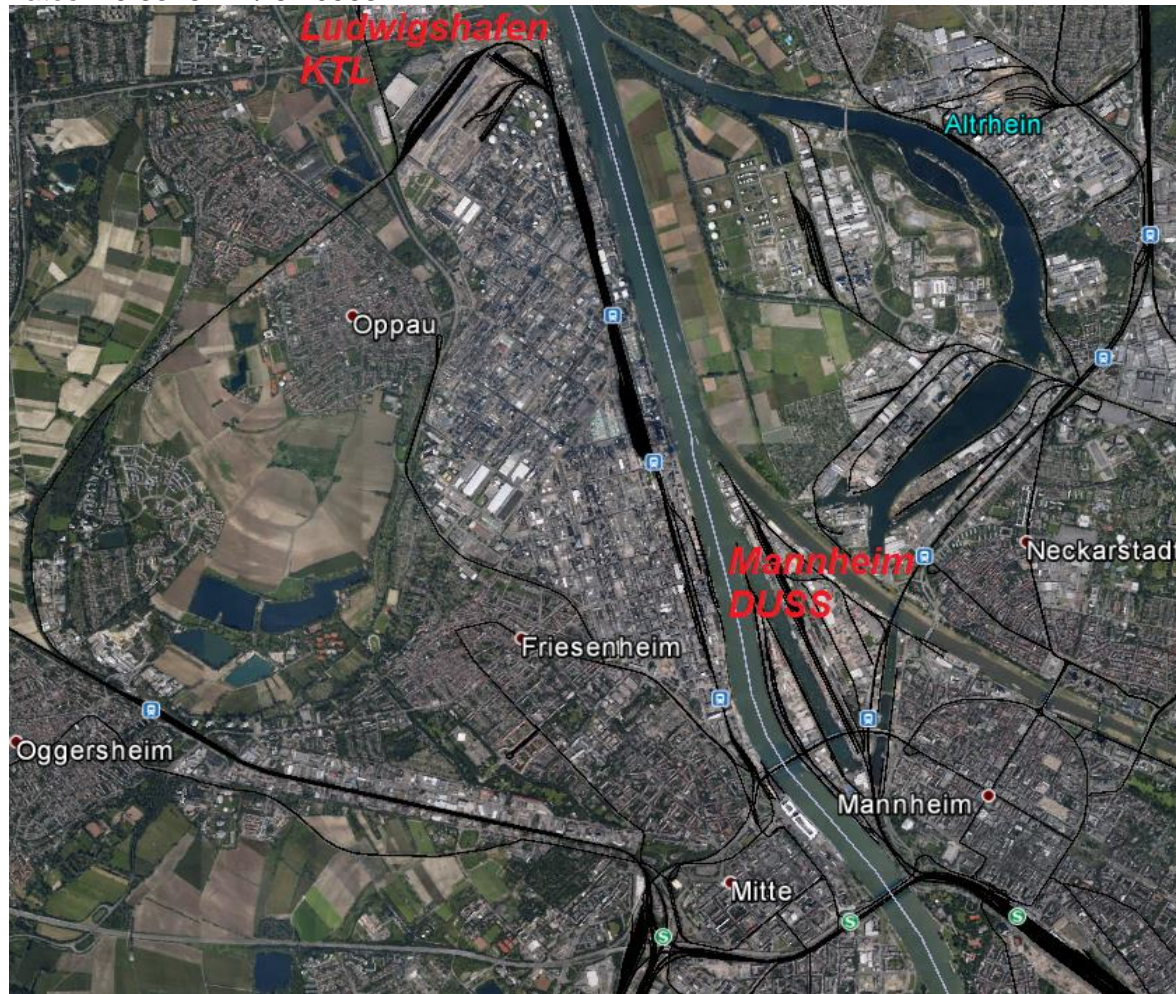
Area: 70.000 m<sup>2</sup>  
Length of tracks: 80 m  
For any other information please contact  
the Terminal



# LUDWIGSHAFEN KTL

## LOCATION

Coordinates: 49.53481 N / 8.40968 E



## TYPE OF TERMINAL

**Container/Intermodal Terminal**

## OPERATION

### KTL GmbH

Am Hansenbusch 11  
67069 Ludwigshafen

Tel.: +49 621 659 1330

Fax: +49 621 659 1319

E-mail: [info@ktl-lu.de](mailto:info@ktl-lu.de)

<http://www.ktl-lu.de/?lang=en>

## OTHER INFORMATION

**Opening hours:** Sun. 22:00 to Sat.  
13:00 without interruption

**Storage capacity:** 3200 TEU

**No. of rail tracks :**

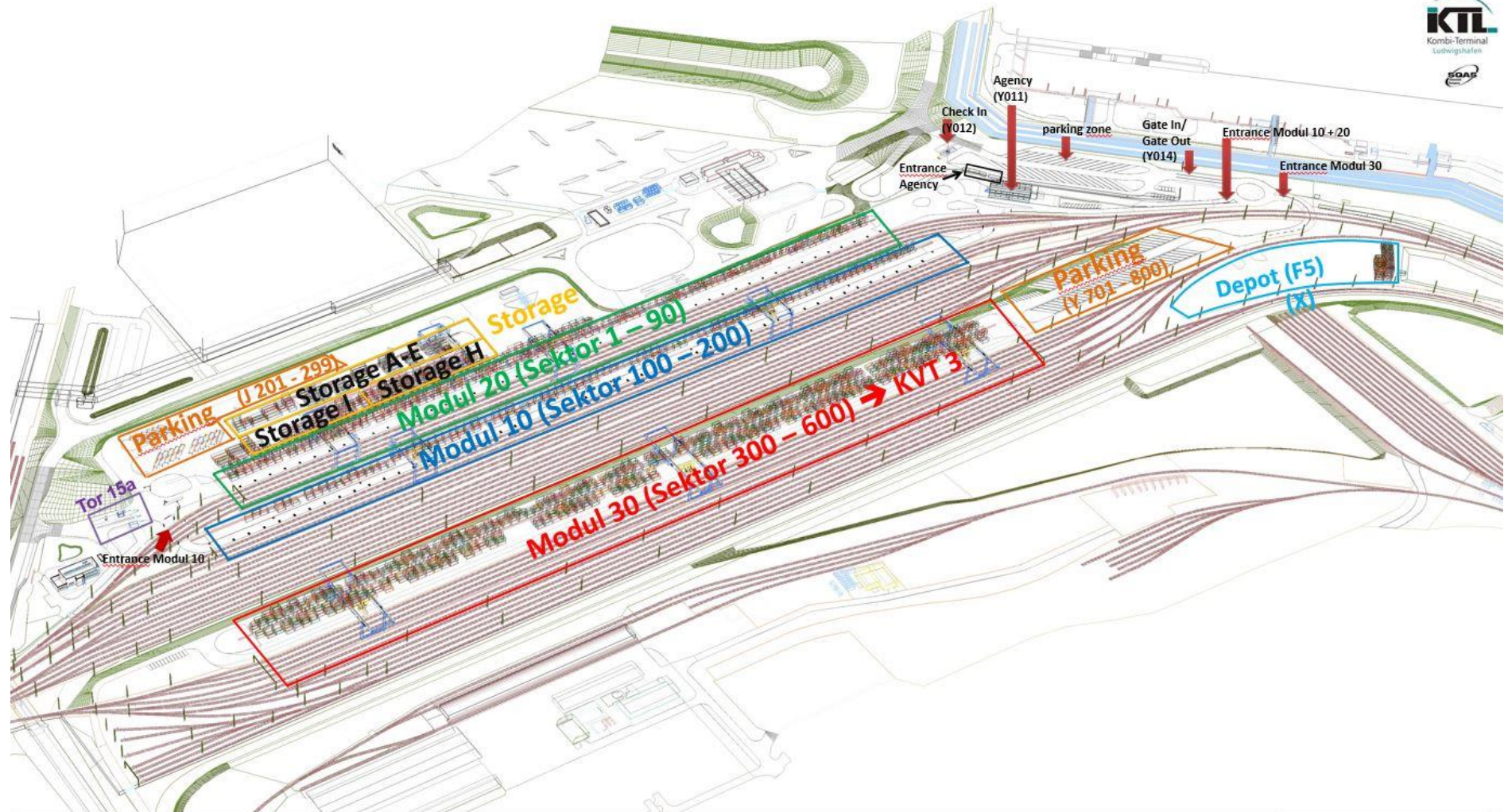
- 9 x 620m (module 10 & 30)
- 4 x 564m (module 20)

For more information please visit:

<http://www.ktl-lu.de/?lang=en>



## INFRASTRUCTURE

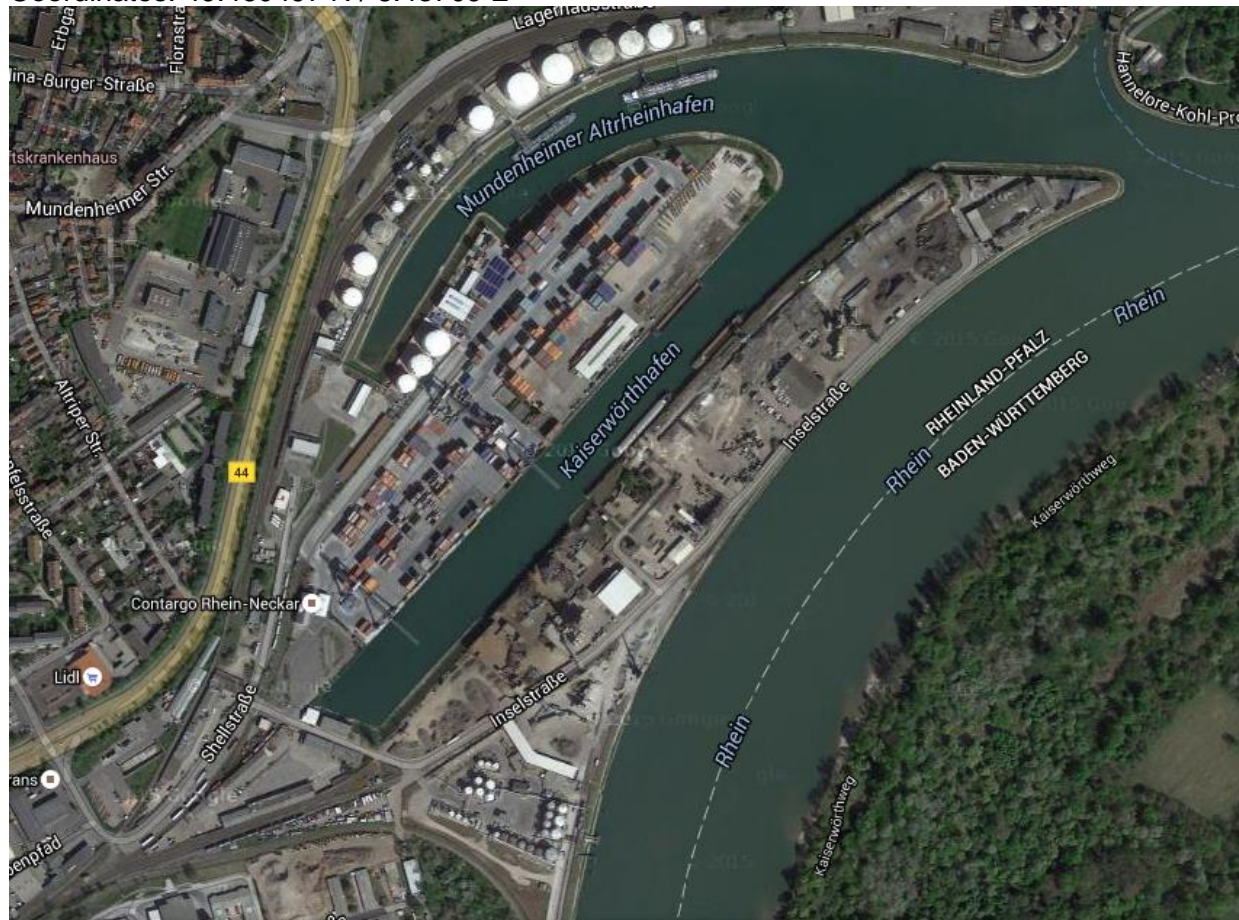




## UDWIGSHAFEN CONTARGO

### LOCATION

Coordinates: 49.460497 N / 8.43709 E



### TYPE OF TERMINAL

Container/Intermodal Terminal

### OPERATION

**Contargo Rhein-Neckar GmbH**

Shellstraße 5

D 67065 Ludwigshafen

Tel.: +49 621 590070

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

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

### OTHER INFORMATION

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

**Storage capacity : 6.500 TEU**

**No. of rail tracks / length:**

- 2 / 210m + 2 / 120m

For more information please visit:

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

# MANNHEIM CONTARGO

## LOCATION

Coordinates: 49.494 N / 8.45 E



## TYPE OF TERMINAL

Container/Intermodal Terminal

## OPERATION

**Contargo Rhein-Neckar GmbH**

Rheinkaistraße 2

D 68159 Mannheim

Tel.: +49 621 590070

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

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

## OTHER INFORMATION

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

Storage capacity : 8.800 TEU

No. of Rail tracks / length : 3 / 1470m

For more information please visit:

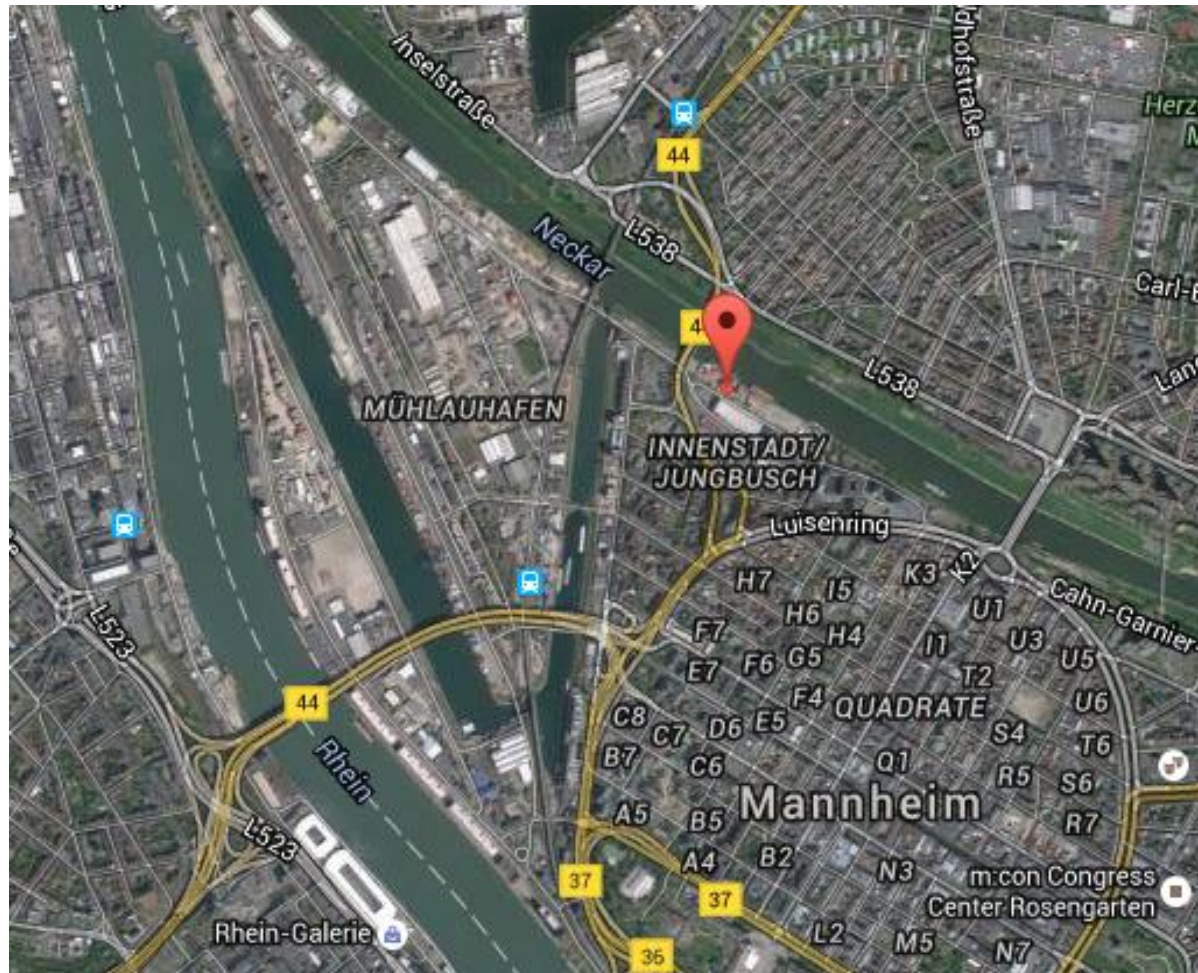
<http://www.contargo.net/en/terminals/mannheim/>



# MANNHEIM DP WORLD LOGISTICS

## LOCATION

Coordinates: 49.497185 N / 8.46122 E



## TYPE OF TERMINAL

**Container/Intermodal Terminal**

## OPERATION

**MANNHEIM DP WORLD LOGISTICS**

Am Salzkai 5

68159 Mannheim

Tel.: +49 621 1803710

Fax: +49 621 1803799

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

<http://www.dpworldlogistics.eu/our-businesses/Mannheim>

## OTHER INFORMATION

Area: 9.000 m<sup>2</sup>

Opening hours: Mon to Fri 7:00 -18:00

**Yearly handling capacity : 40 000 TEU**

No. of Rail tracks / length : 2 / 125m

For more information please visit:

<http://www.dpworldlogistics.eu/our-businesses/Mannheim>

## MANNHEIM-HANDELSHAFEN DUSS

### LOCATION

Coordinates: 49.505057 N / 8.44292 E



### TYPE OF TERMINAL

**Container/Intermodal Terminal**

### OPERATION

**DB Netz AG**

Werfthallenstr. 40

D-68159 Mannheim

Tel: +49 621 8301793

Tel: +49 621 8301794

<http://www1.deutschebahn.com/ecm2-duss/start/>

### OTHER INFORMATION

- Storage capacity: 125 TEU
- Yearly handling capacity: 100.000 TEU

For more information please visit:

[http://www1.deutschebahn.com/file/ecm2-duss/1626042/M5U5tefof6vUeB1TcLvz9ozqhJc/1624232/data/mannheim\\_flyer.pdf](http://www1.deutschebahn.com/file/ecm2-duss/1626042/M5U5tefof6vUeB1TcLvz9ozqhJc/1624232/data/mannheim_flyer.pdf)



# MANNHEIM RANGIERBAHNHOF

## LOCATION

Coordinates: 49.4559 N / 8.5217 E



## TYPE OF TERMINAL

**Marshalling Yard**

## OPERATION

**DB Netz AG**

Ludwigshafener Straße

D-68163 Mannheim

Tel: +49 621 8301055

<http://www1.deutschebahn.com/ecm2-duss/start/>

## OTHER INFORMATION

For more information please contact the operator.



# MANNHEIM RANGIERBAHNHOF

## LOCATION

Coordinates: 49.505057 N / 8.44292 E



## TYPE OF TERMINAL

**Marshalling Yard**

## OPERATION

**DB Netz AG**

Werfthallenstr. 40

D-68159 Mannheim

Tel: +49 621 8301793

Tel: +49 621 8301794

<http://www1.deutschebahn.com/ecm2-duss/start/>

## OTHER INFORMATION

- Storage capacity: ?? TEU
- Yearly handling capacity: ?? TEU

For more information please visit:



# KIRKEL TERMINAL

## LOCATION

Coordinates: 49.318513 N / 7,30105 E



## TYPE OF TERMINAL

**General Cargo Terminal**

## OPERATION

**Bahnlog GmbH**  
Homburger Straße 45  
66459 Kirkel  
Tel.: +49 6841 1897860  
Fax: +49 6841 1897882  
E-mail: [info@bahnlog.com](mailto:info@bahnlog.com)  
<http://bahnlog.saarlor.net/>

## OTHER INFORMATION

For any other information please contact the Terminal

# GERMERSHEIM DP WORLD LOGISTICS

## LOCATION

Coordinates: 49.23133 N / 8.37735 E



## TYPE OF TERMINAL

**Container/Intermodal Terminal**

## OPERATION

GERMERSHEIM DP WORLD  
LOGISTICS Woerthstrasse 13  
76726 GERMERSHEIM  
Tel.: +49 72747080  
E-mail: [Germersheim@dpworld.de](mailto:Germersheim@dpworld.de)  
<http://www.dpworldlogistics.eu/our-businesses/germersheim>

## OTHER INFORMATION

Area : 142 000 m<sup>2</sup>  
Opening hours: Mon to Fri 07:00-17:00  
Yearly capacity : 465.000 TEU  
No. of Rail tracks / length: 3 / 1200 m

For more information please visit:  
<http://www.dpworldlogistics.eu/our-businesses/germersheim>



## ARSHALLING YARD - DUSS SAARBRUECKEN

### LOCATION

Coordinates: 49.249963 N / 7.00341 E



### TYPE OF TERMINAL

**Marshalling Yard**

### OPERATION

**Puhl GmbH**

Dudweiler Landstrasse 4

66123 Saarbrücken

Tel.: +49 6835 92200

Fax: +49 6835 922020

E-mail: [info@puhl.eu](mailto:info@puhl.eu)

<http://www.puhl.eu>

### OTHER INFORMATION

Area: 23.000 m<sup>2</sup>

Length of tracks: 2.000 m

For any other information please  
contact the operator.

# RHENANIA WORMS AG

## LOCATION

Coordinates: 49.63747 N / 8.37480 E

## TYPE OF TERMINAL

### Container Terminal

### OPERATION

#### Rhenania Worms AG

Am Rhein 59

67547 Worms am Rhein

Tel. + 49 6241-4717-0

Fax: + 49 6241-4717-19

E-Mail: [info.worms@rhenania-worms.de](mailto:info.worms@rhenania-worms.de)

Web: [www.rhenania-worms.de](http://www.rhenania-worms.de)

### OTHER INFORMATION

Area: 22,500 m<sup>2</sup>

Length of tracks: 2.000 m

3.200 TEU container spaces

280 TEU storage tank containers

2 container crane bridges

For any other information please contact the operator.

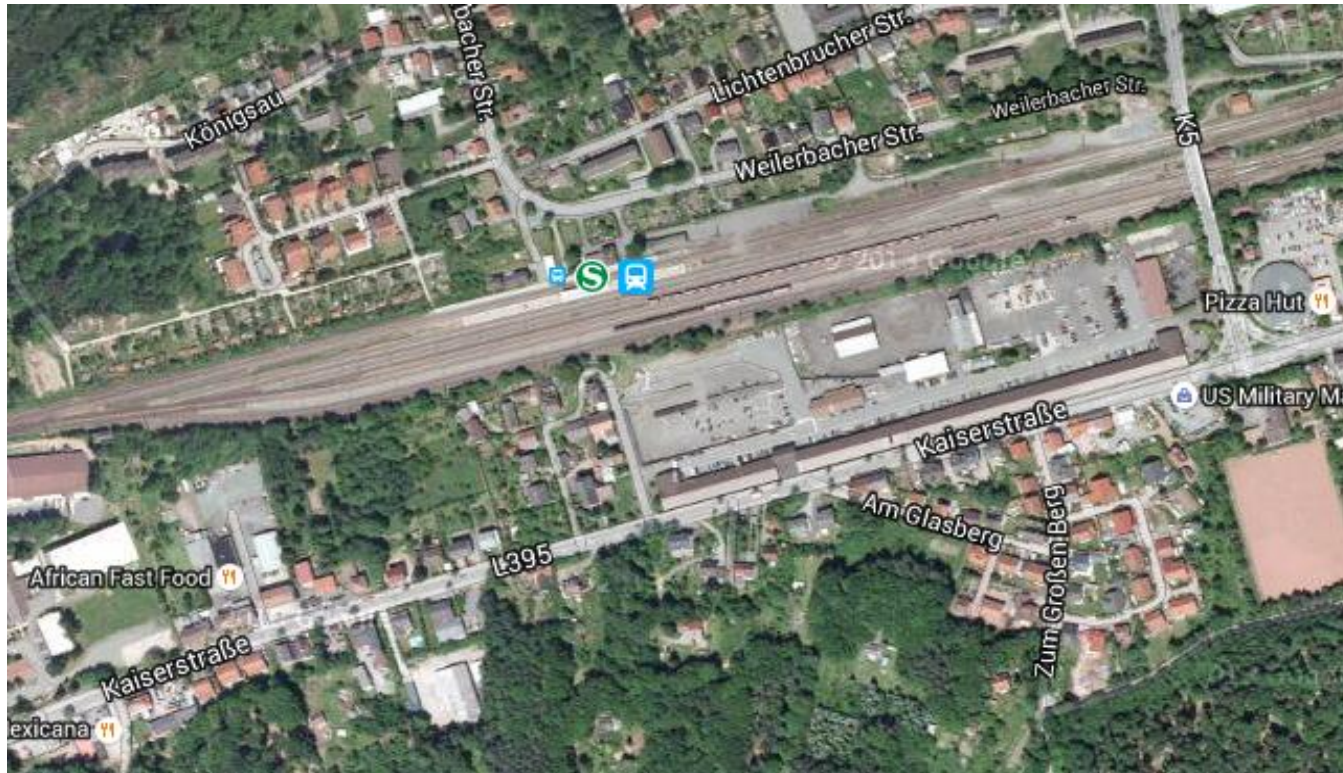




## MARSHALLING YARD - RANGIERBAHNHOF EINSIEDLERHOF

### LOCATION

Coordinates: 49.430994 N / 7.66428 E



### TYPE OF TERMINAL

**Marshalling Yard**

### OPERATION

**DB Netz AG**

Kaiserstr. 22

67661 Kaiserslautern

Tel.:

- +49 7219727128
- +49 681 3081574

E-mail: [aps.sw@deutschebahn.com](mailto:aps.sw@deutschebahn.com)

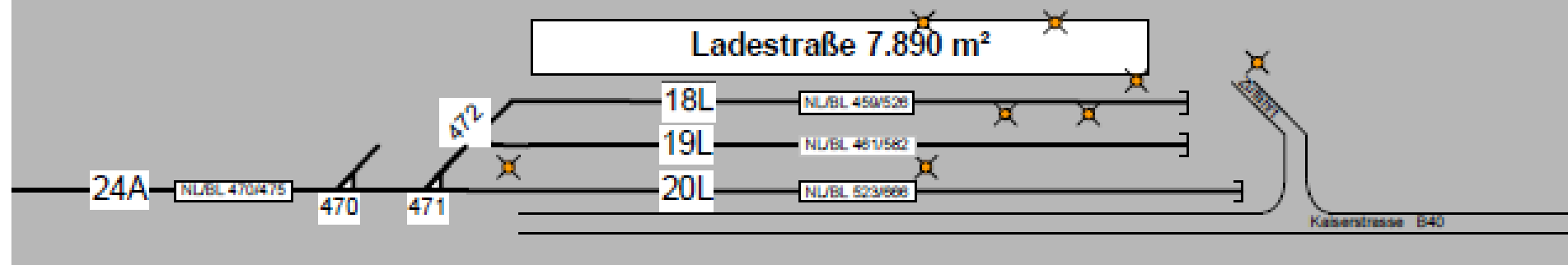
<http://www1.deutschebahn.com/ecm2-duss/start/>

### OTHER INFORMATION

For any other information please contact the operator.

## INFRASTRUCTURES

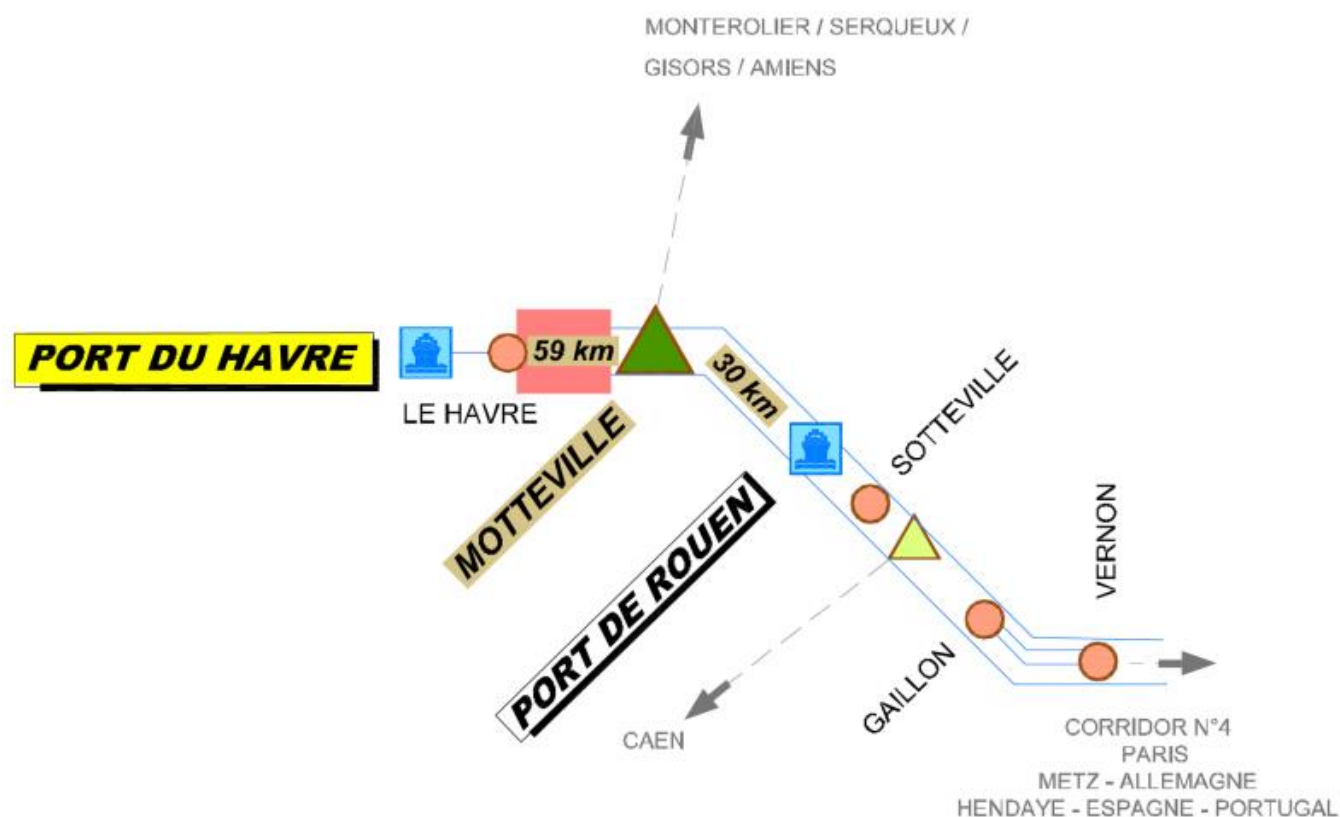
### Ubf - Containeranlage





## GRAND PORT MARITIME DU HAVRE

### LOCATION



### TYPE OF TERMINAL

**Intermodal Port Terminal, outside of the Rail National Network**

### CONTACTS

**Grand port maritime du Havre (GPMH)**

Terre -Plein de la Barre, 76067 LE HAVRE CEDEX

Tel: + 33 (0)2 32 74 74 00

[www.havre-port.fr](http://www.havre-port.fr)

EUROPORTE (SOCORAIL)

Tel +33 (0)4 42 13 13 52

### WORKING TIMETABLE

**Réseau ferré national :**

**Le Havre – Soquence, postes C et D**

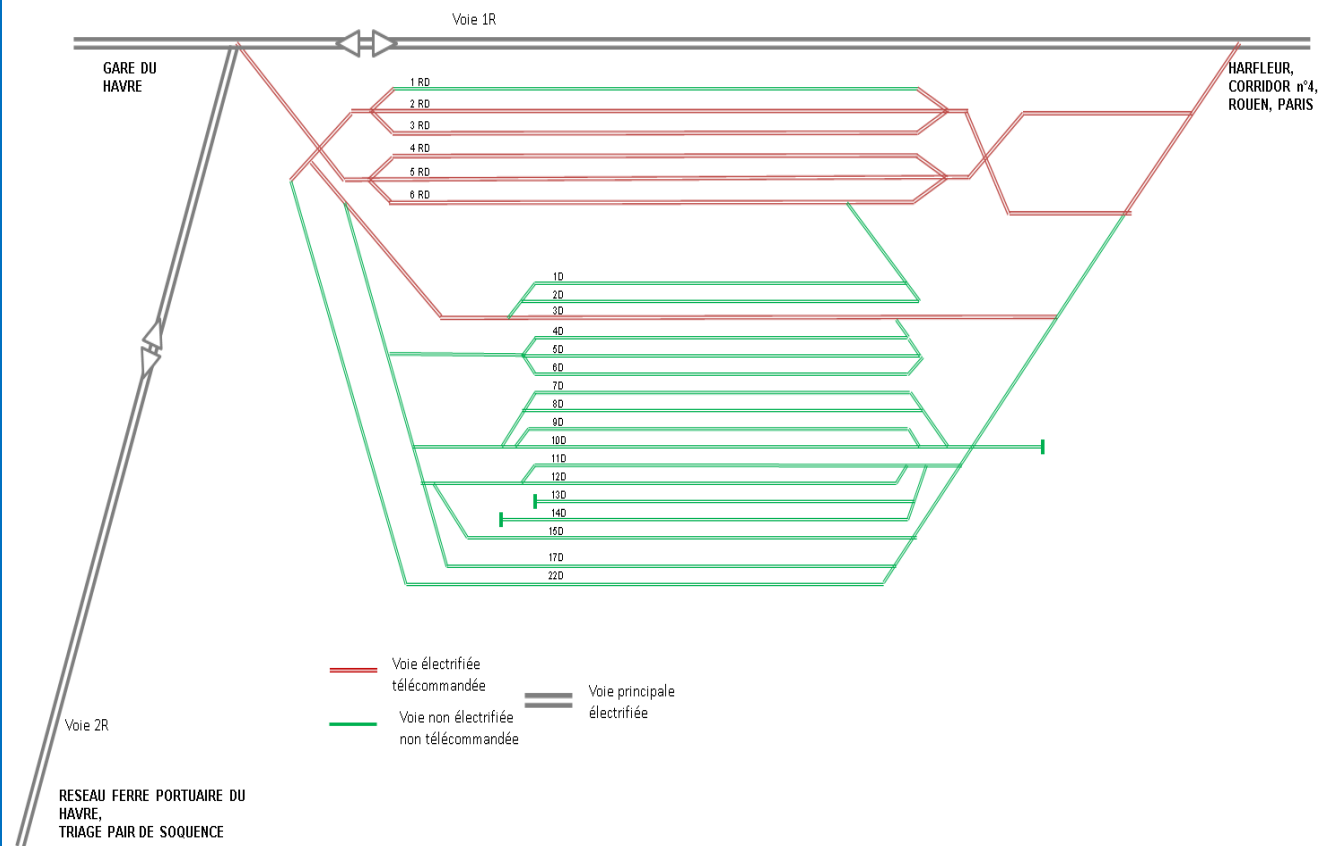
- Mon to Fri: 12am - 12pm
- Sat: 12am – 8.45pm
- Sun: 1.15pm – 8.45pm

### SERVICES

- Combined traffic operation area. For more details, contact transport operators
- Rail services: please check the website <https://www.europorte.com/uk/subsidiaries/Railway-infrastructure-management/>

## INFRASTRUCTURES

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

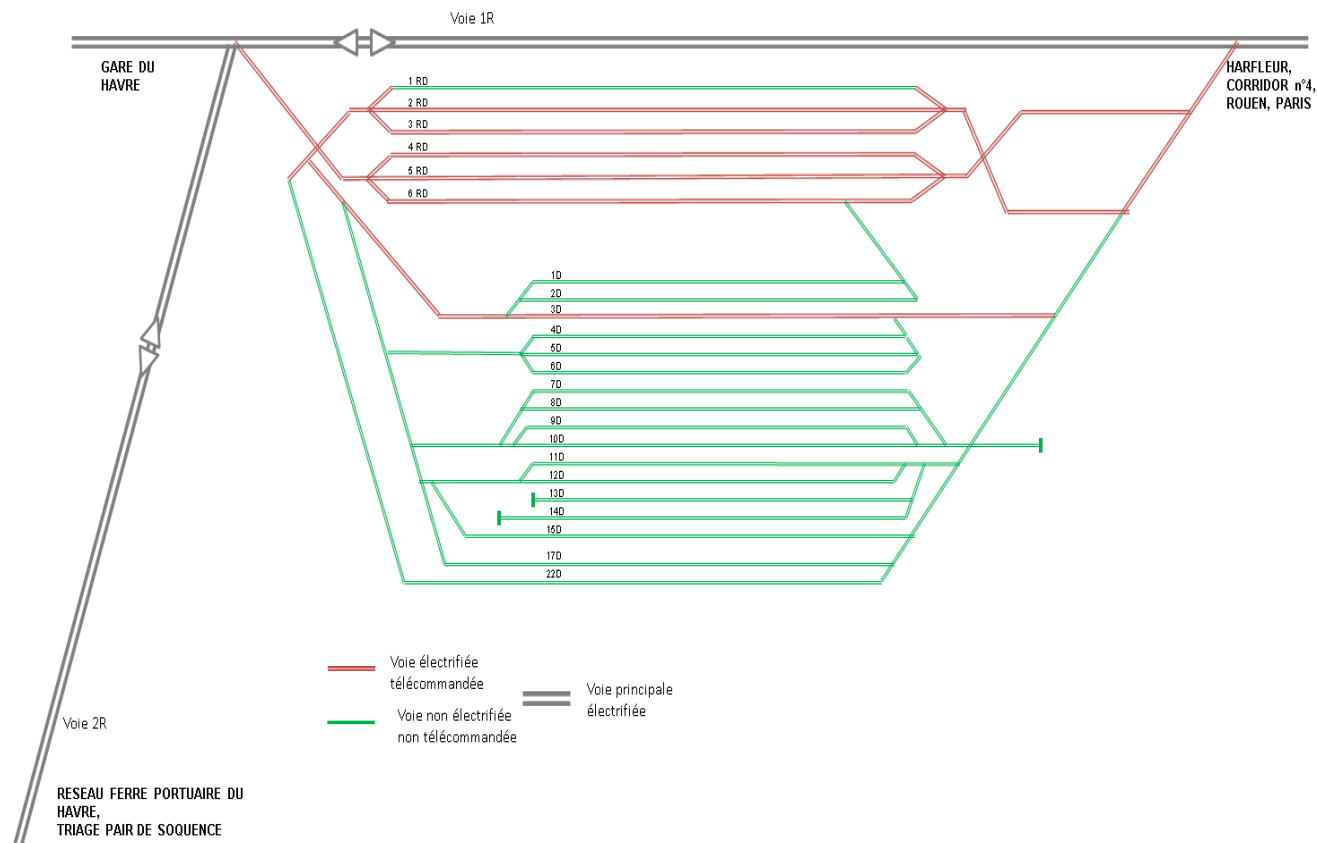


Nº Tracks	Track length (m)
Reception Odd Sequence 1RD – 6RD	789 - 815
Holding Odd Sequence 1D – 17D	501 - 534
Equipment Odd Sequence 22D	790

## TERMINAL OF LE HAVRE – SOQUENCE

LOCATION	TYPE OF TERMINAL
<p>MONTEROLIER / SERQUEUX / GISORS / AMIENS</p> <p><b>PORT DU HAVRE</b></p> <p>LE HAVRE</p> <p>59 km</p> <p>MOTTEVILLE</p> <p>30 km</p> <p><b>PORT DE ROUEN</b></p> <p>SOTTEVILLE</p> <p>VERNON</p> <p>GAILLON</p> <p>CAEN</p> <p>CORRIDOR N°4</p> <p>PARIS</p> <p>METZ - ALLEMAGNE</p> <p>HENDAYE - ESPAGNE - PORTUGAL</p>	<p><b>Combined traffic Terminal of the of the Rail National Network</b></p>
	<p><b>CONTACTS</b></p> <p><b>NAVILAND CARGO</b>  182 quai George V – BP 1073  76062 LE HAVRE CEDEX  Tel: + 33 (0)2 35 25 80 50  <a href="http://www.naviland-cargo.com/contact/centre-de-national-des-operations">http://www.naviland-cargo.com/contact/centre-de-national-des-operations</a></p>
	<p><b>WORKING TIMETABLE</b></p> <p><b>NAVILAND CARGO</b>  Mon to Fri : 8.00am to 5.30pm</p> <p><b>Réseau Ferré National</b>  <b>Le Havre – Soquence, postes C et D :</b></p> <ul style="list-style-type: none"> <li>• Mon to Fri: 12am-12pm</li> <li>• Sat: 12am – 8.45pm</li> <li>• Sun: 1.15pm – 8.45pm</li> </ul>
SERVICES	
<ul style="list-style-type: none"> <li>• Combined traffic operation area: for more details, contact transport operators</li> </ul>	

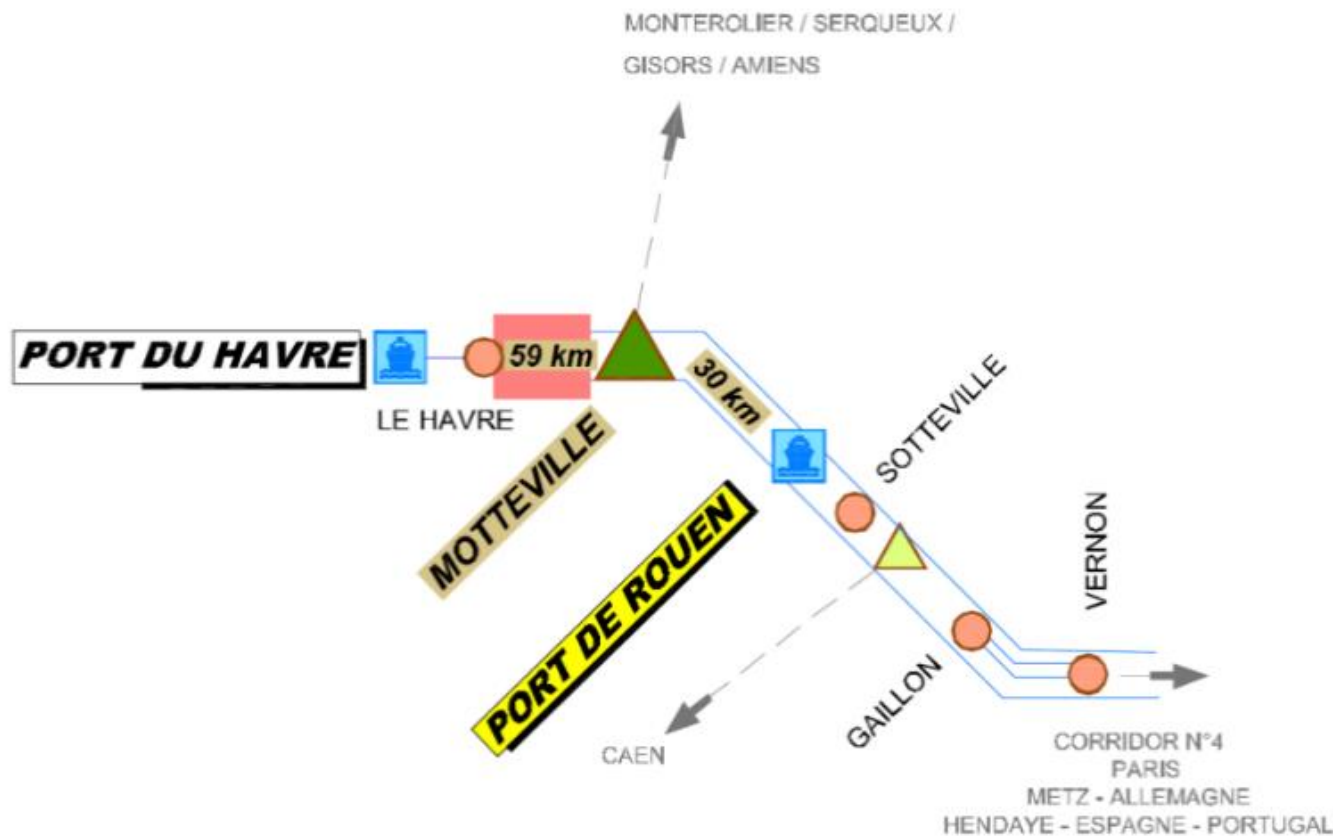
## INFRASTRUCTURES



N° Tracks	Track length (m)
Reception Odd sequence 1 RD – 6RD	789 – 815
Garage siding Odd sequence 1D – 17D	501 - 534
Equipment Odd sequence 22D	790

# GRAND PORT MARITIME DE ROUEN

## LOCATION



## TYPE OF TERMINAL

**Multimodal Port Terminal, outside of the Rail National Network**

## CONTACTS

### Grand Port Maritime de Rouen

34 boulevard Boisguilbert – BP 4075 –  
76022 ROUEN Cedex 3

Tel: + 33 (0)2 32 52 54 56

[www.rouen.port.fr](http://www.rouen.port.fr)

EUROPORTE (SOCORAIL)

Tel +33 (0)4 42 13 13 52

## WORKING TIMETABLE

### Réseau Ferré National

Line 340, Poste 2 Sotteville:

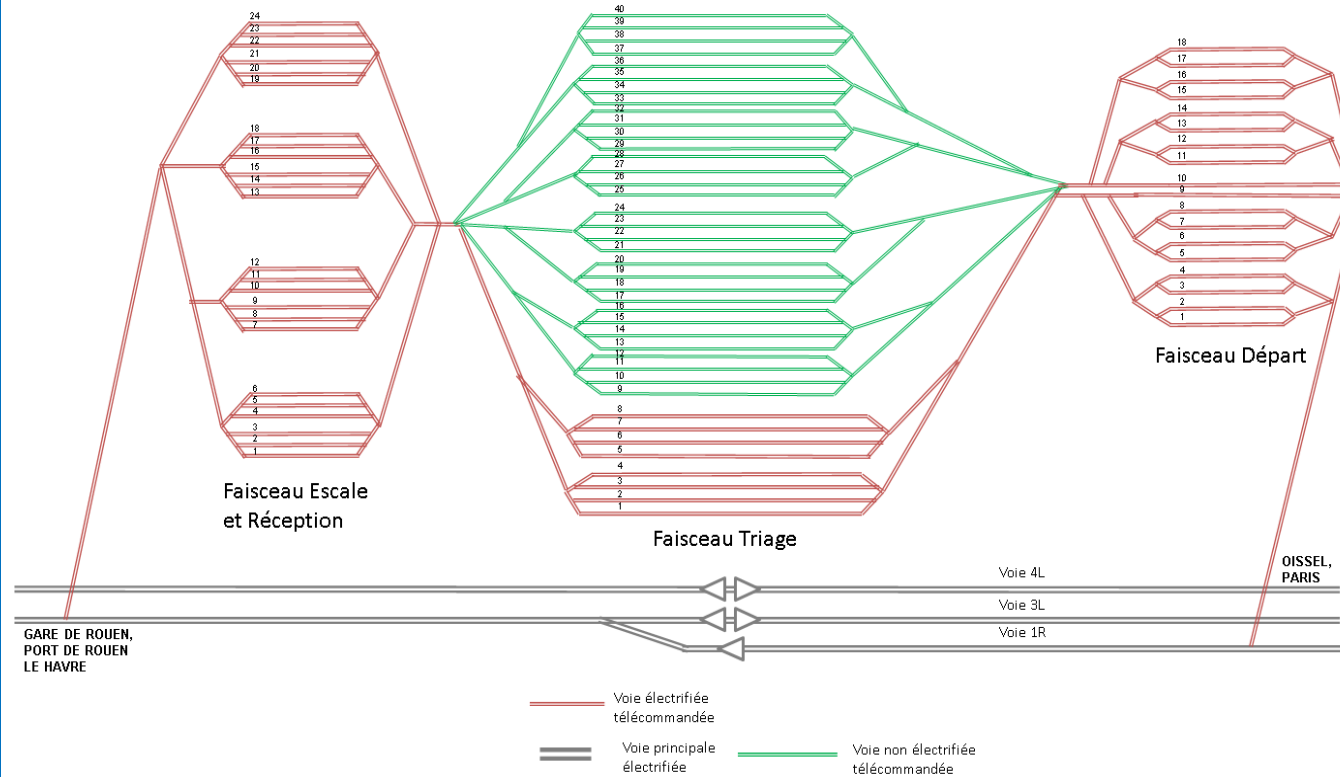
- Mon to Sun: 12am-12pm

## SERVICES

- Combined traffic operation area. For more details, contact transport operators.
- Rail services : please check the website <https://www.europorte.com/uk/subsidiaries/Railway-infrastructure-management/>

## INFRASTRUCTURES

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



Nº Tracks

Track length (m)

Sorting and  
reception  
1 – 24

750

Sorting and  
splitting-up  
1 – 40

900

Holding and  
departure  
1 - 18

680



## TERMINAL OF LE BOURGET

### LOCATION



### TYPE OF TERMINAL

Gravity Shunting Centre, Réseau Ferroviaire National

### CONTACTS

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

### WORKING TIMETABLE

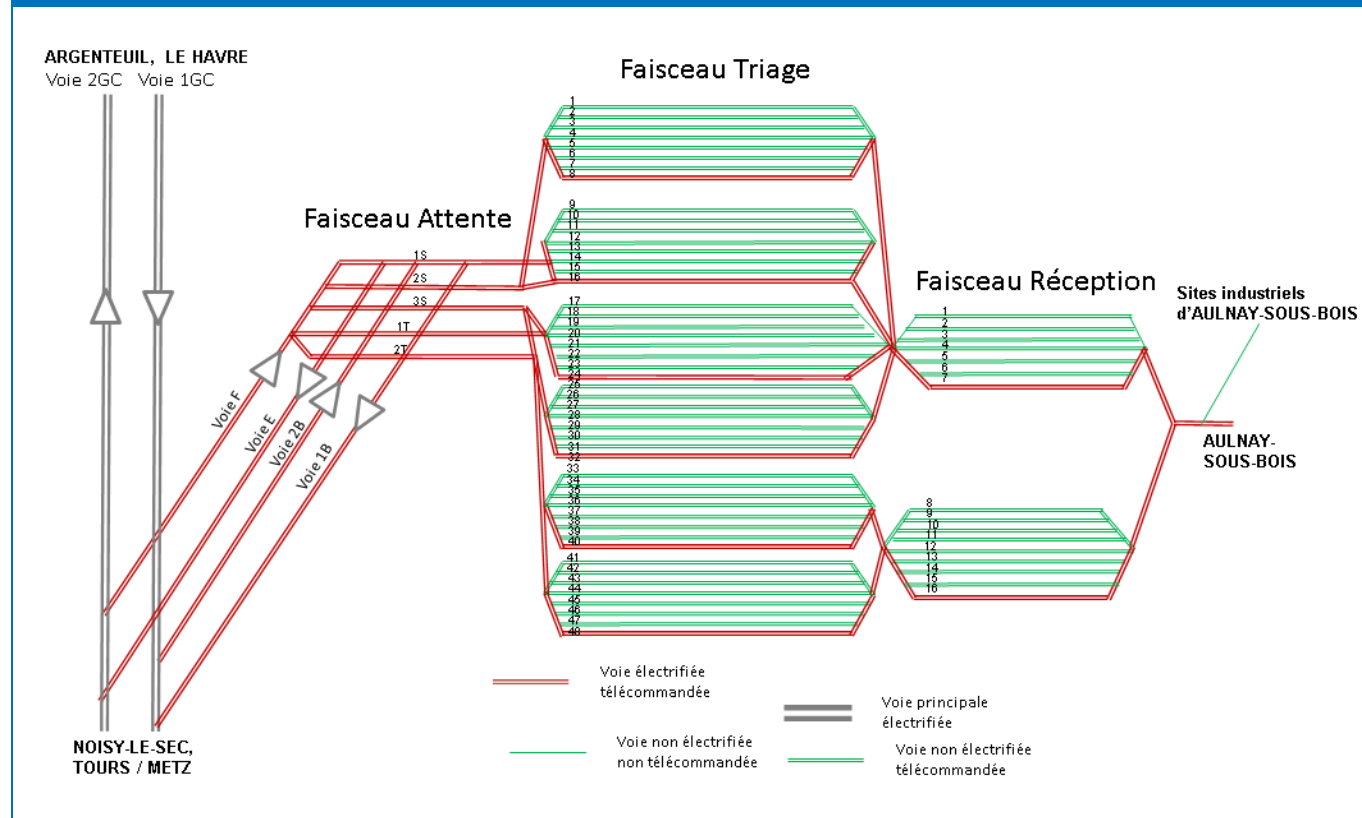
**Réseau Ferré National: line n°229, positions Le Bourget**

- 24h/24h 7 days/week

## SERVICES

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

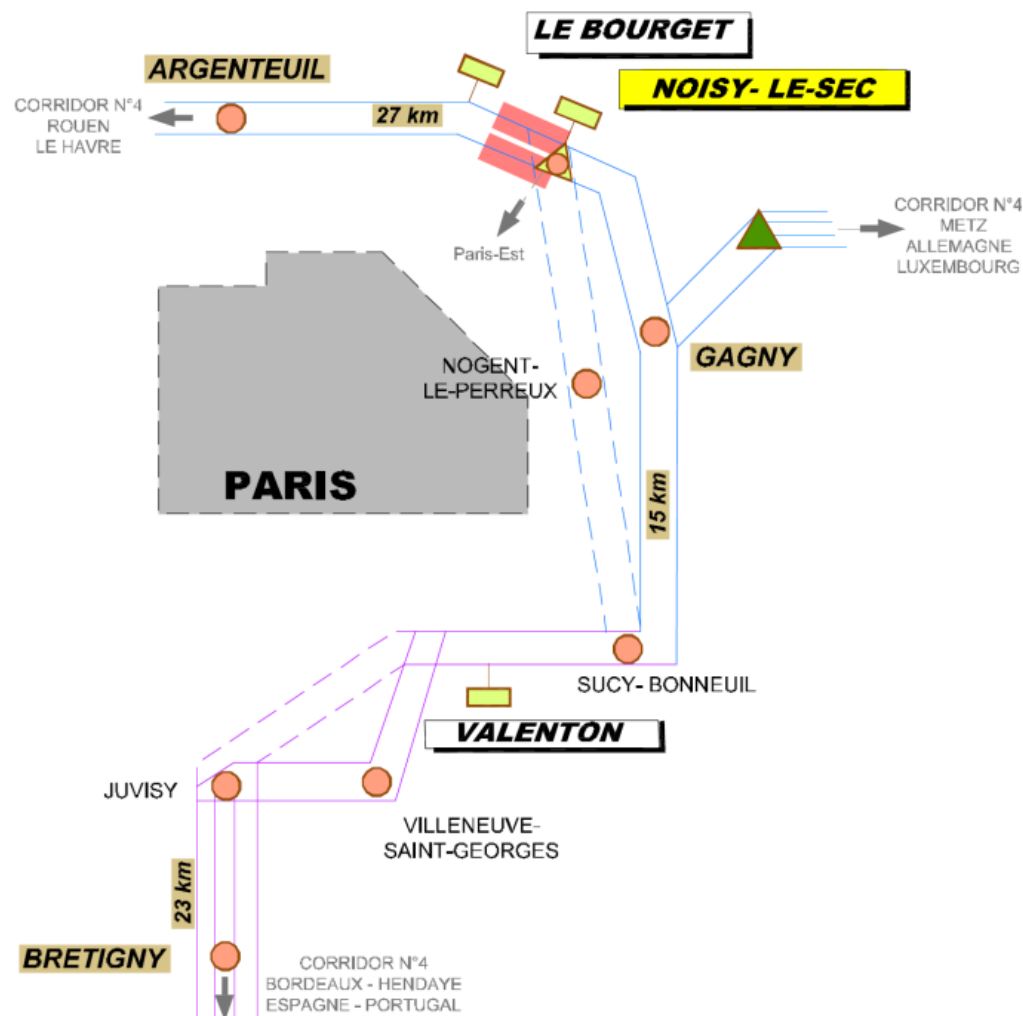
## INFRASTRUCTURES



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

## TERMINAL OF NOISY-LE-SEC

### LOCATION



### TYPE OF TERMINAL

Combined traffic Terminal of the of the Rail National Network

### CONTACTS

#### NOVATRANS

11 rue Emmanuel Arago  
93130 NOISY-LE-SEC  
Tél.: +33 (0)1 48 49 22 88

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

### WORKING TIMETABLE

#### NOVATRANS

- Mon to Fri: 5.15am – 7.30pm

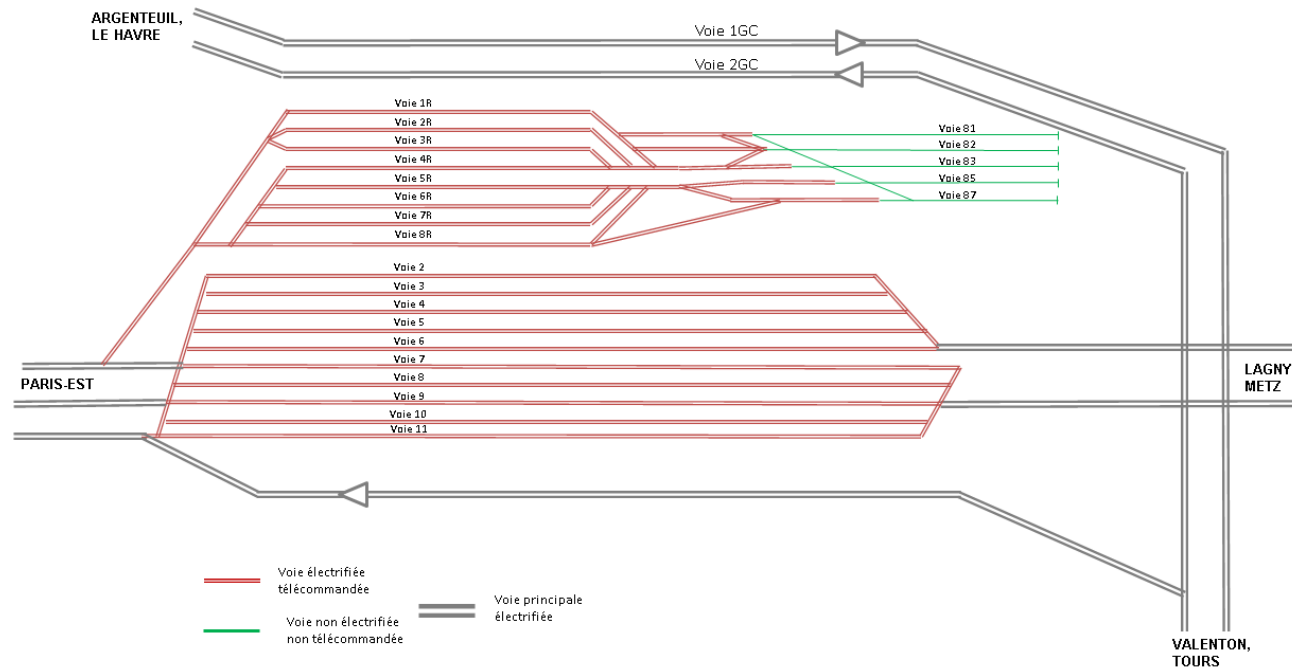
#### Réseau Ferré National (line 990, position M):

- Mon to Fri: 12am-12pm
- Sat: 12am-2pm
- Sun: 10pm-12am

## SERVICES

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

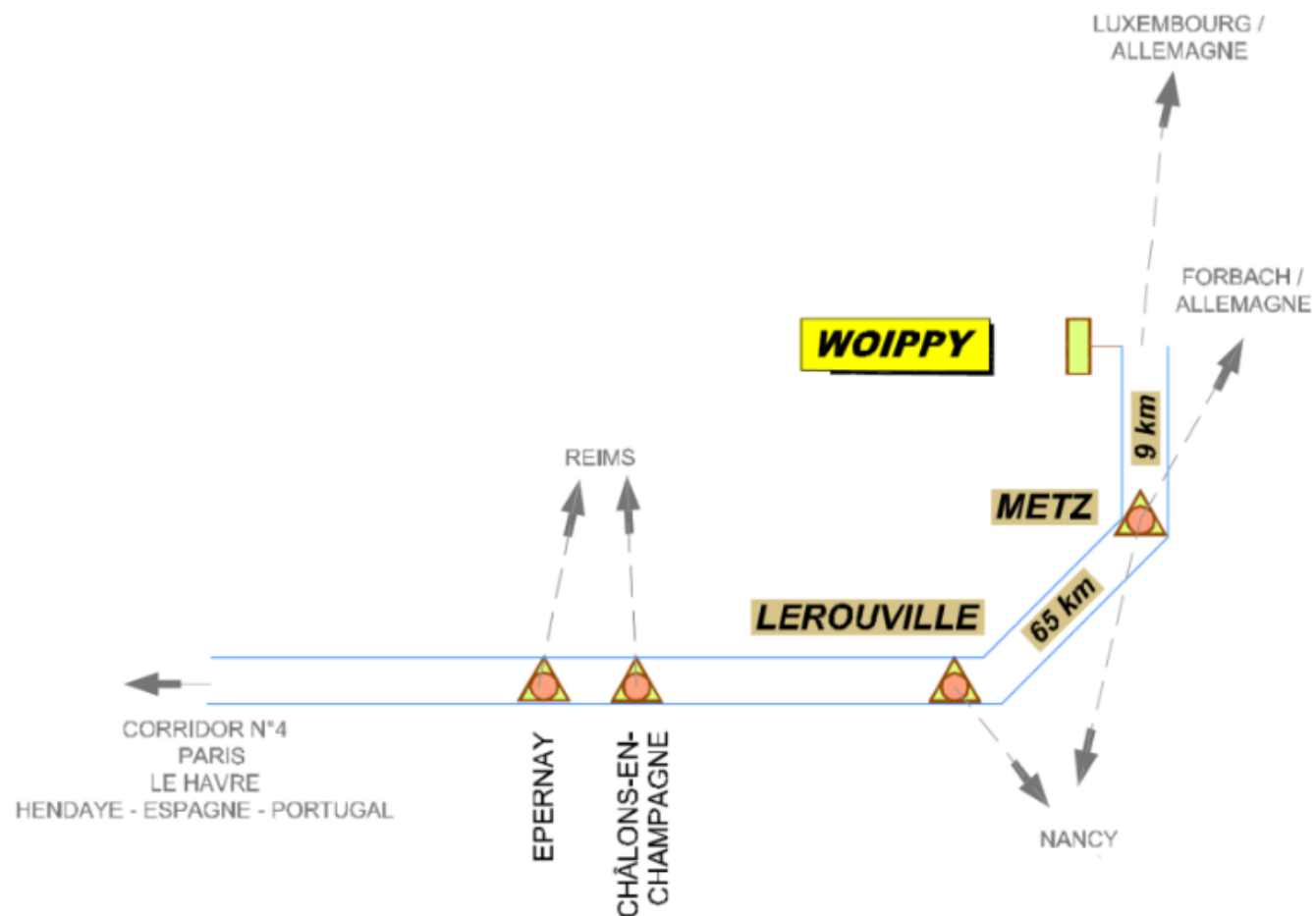
## INFRASTRUCTURES



N° Tracks	Track length (m)
<b>Intermodal Transfer area</b>	
1R-8R	387-390
2-11	690-695
<b>Novatrans siding</b>	
81	380
82	235
83	210
85	190
87	140

## TERMINAL OF WOIPPY

### LOCATION



### TYPE OF TERMINAL

**Gravity Shunting centre, Réseau Ferroviaire National**

### CONTACTS

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

### WORKING TIMETABLE

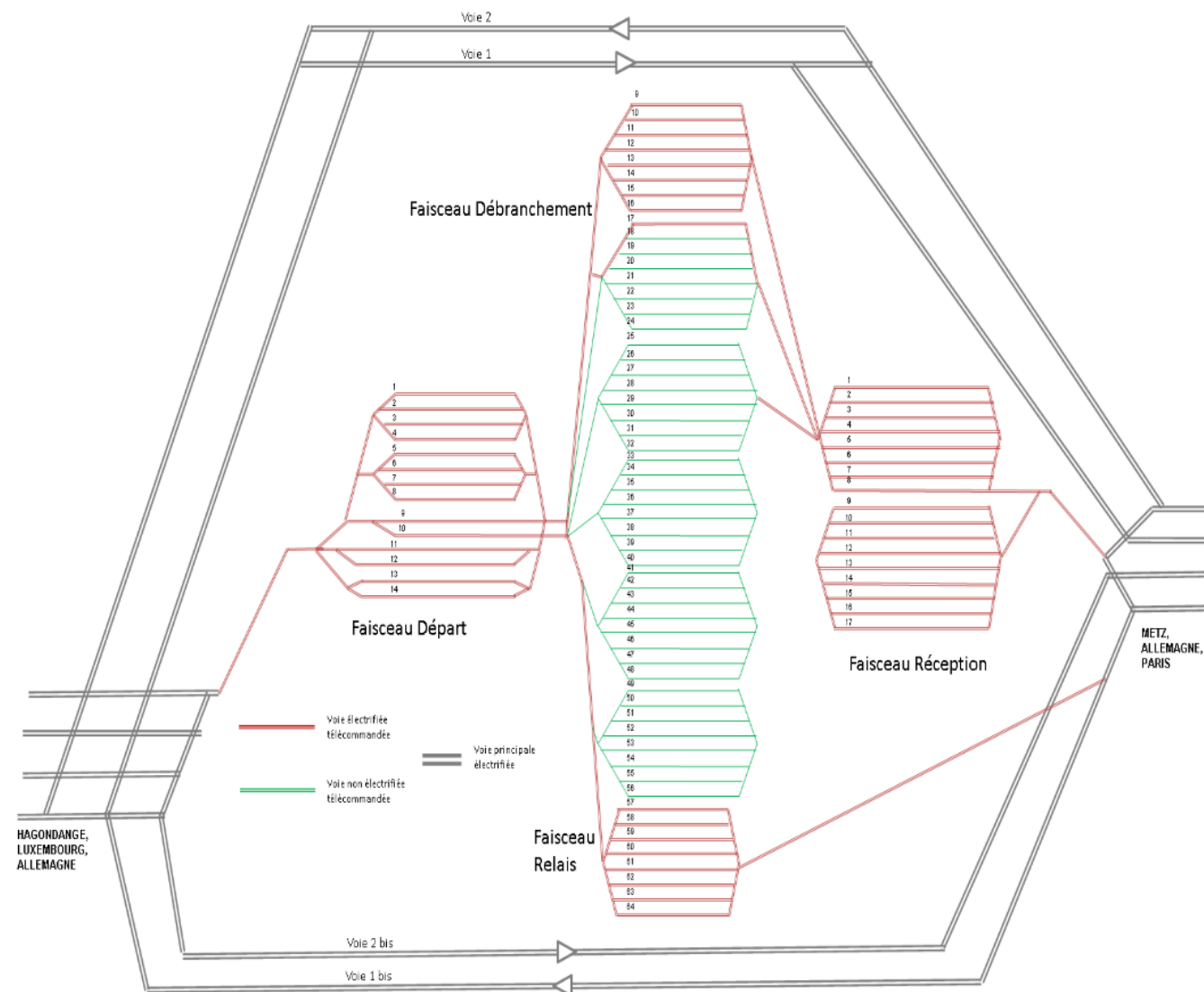
**Réseau Ferré National: line n° 180, positions of Woippy**

- 24h/24, 7days/week

### SERVICES

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

## INFRASTRUCTURES



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



# TERMINAL OF HAUSBERGEN

## CHAPTER 1. GENERAL INFORMATION

### 1.1. LOCATION



Position: 48°37'22,56" N // 7°43'26,35" E



### 1.2. TYPE OF TERMINAL/OWNER

**Centre de triage à la gravité du Réseau Ferroviaire National**

**TRIAGE d'HAUSBERGEN**

Cour de Gare

67460 Souffelweyersheim

Tél. +33 (0)3 88 21 74 74

### 1.3. OPERATION

**SNCF Réseau**

Direction Marketing et Commerciale

Guichet Unique

174 avenue de France

75648 PARIS CEDEX 13

+ 33 (0)1 53 94 33 23.

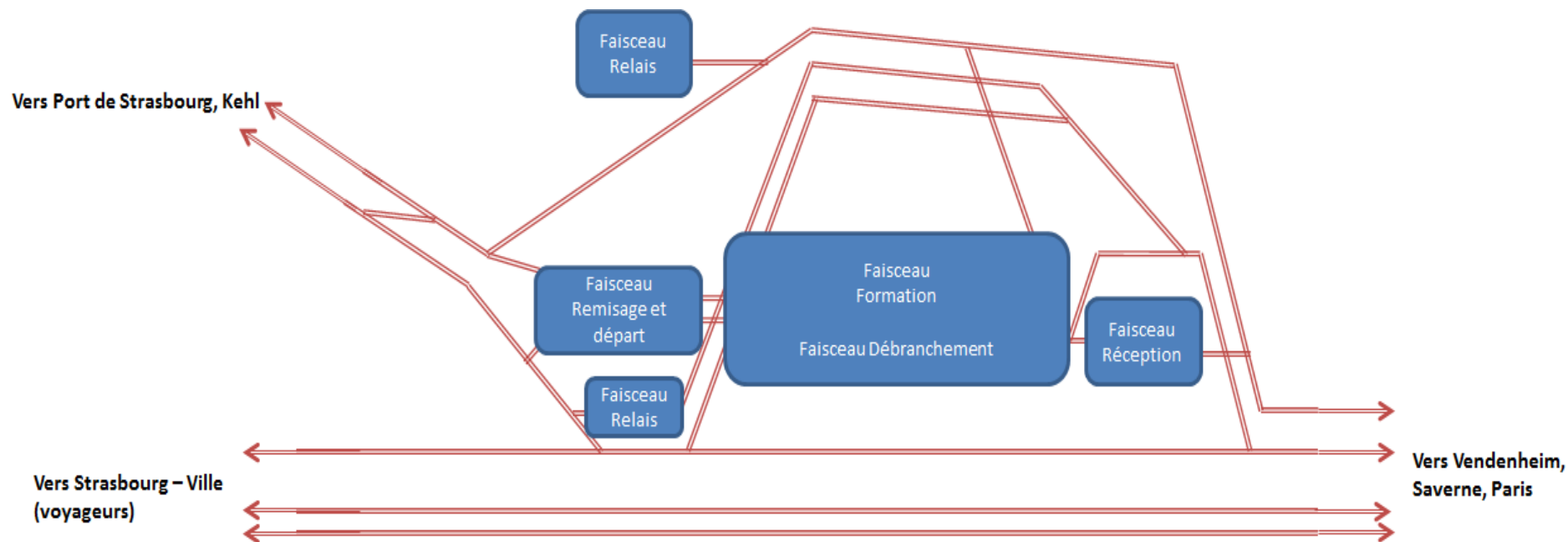
[GuichetUnique@reseau.sncf.fr](mailto:GuichetUnique@reseau.sncf.fr)

## CHAPTER 2. ACCESS CONDITIONS/WORKING TIMETABLE

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

## CHAPTER 3. INFRASTRUCTURES

The Hausbergen terminal is located at the north of Strasbourg city.  
A lot of electrified tracks are available.



#### CHAPTER 4. CAPACITY

- For more details, please contact the Terminal.

#### CHAPTER 5. SERVICES

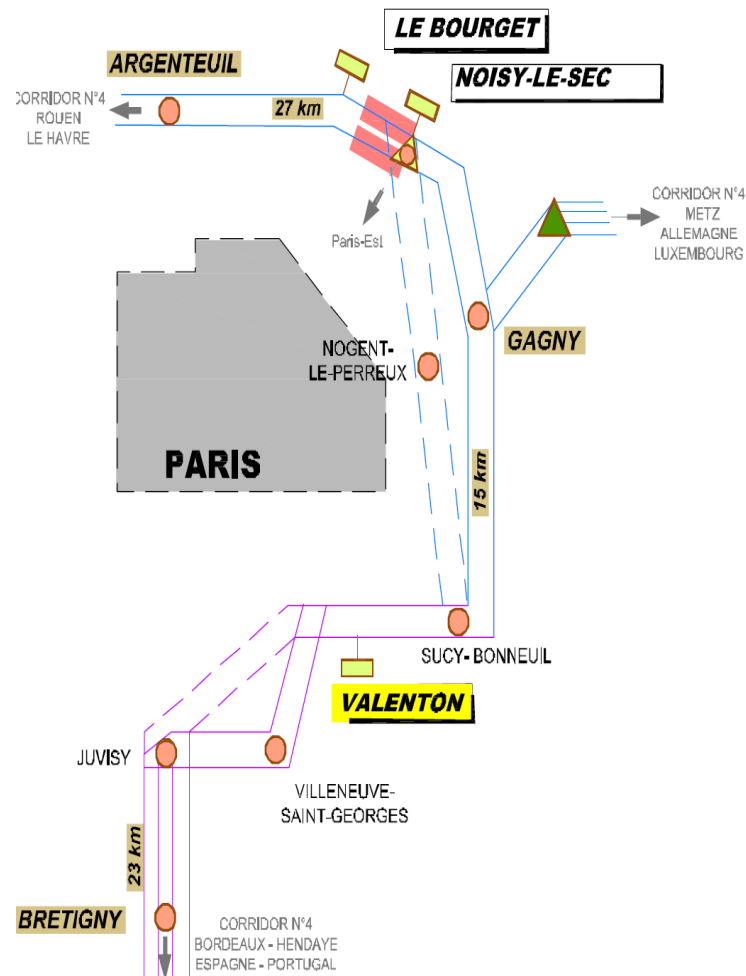
- For more details, please contact the Terminal.

#### CHAPTER 6. PRICES

- For more details, please contact the Terminal.

# TERMINAL OF VALENTON

## LOCATION



## TYPE OF TERMINAL

Combined traffic Terminal of the of the Rail National Network

## CONTACTS

**Intermodal transfer area:**

1 rue Pierre Sépard –  
94380 BONNEUIL-SUR-MARNE

**DECOR 37**

+33 (0)4 67 18 64 81

**NAVILAND CARGO**

+33 (0)1 43 39 74 59

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

**NOVATRANS**

+33 (0)1 43 39 12 57

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

**T3M**

+33 (0)1 41 94 16 50

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

## WORKING TIMETABLE

**NAVILAND CARGO :**

- Mon to Fri: 6am - 6.30pm

**NOVATRANS :**

- Mon to Fri: 4.30am - 8.15pm
- Sat: 4.30am – 11.20am

**Réseau Ferré National**

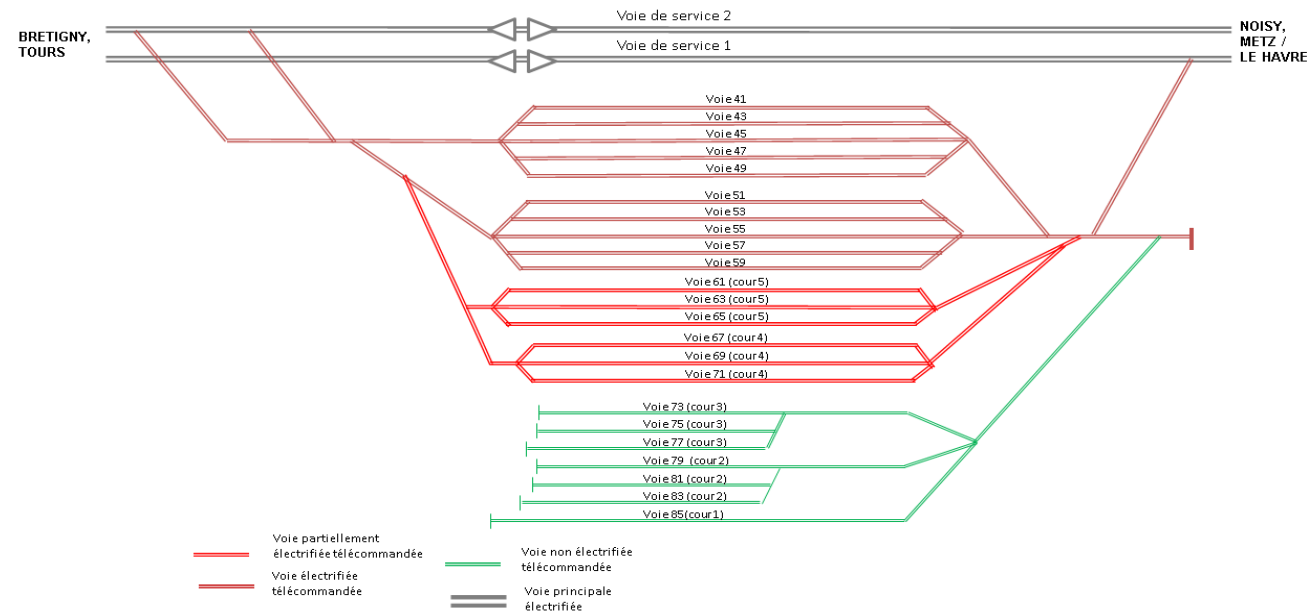
**(line 990: Poste T):**

- Mon to Fri: 24 hours/day
- Sat: 12am - 2pm and 5pm -12.00pm
- Sun: 4.30am-0.30pm and 10pm-1am

## SERVICES

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

## INFRASTRUCTURES



Nº Tracks

Track length (m)

41-59

525-785

61-65

616-665

67-71

620-745

73-77

570-610

79-83

593-625

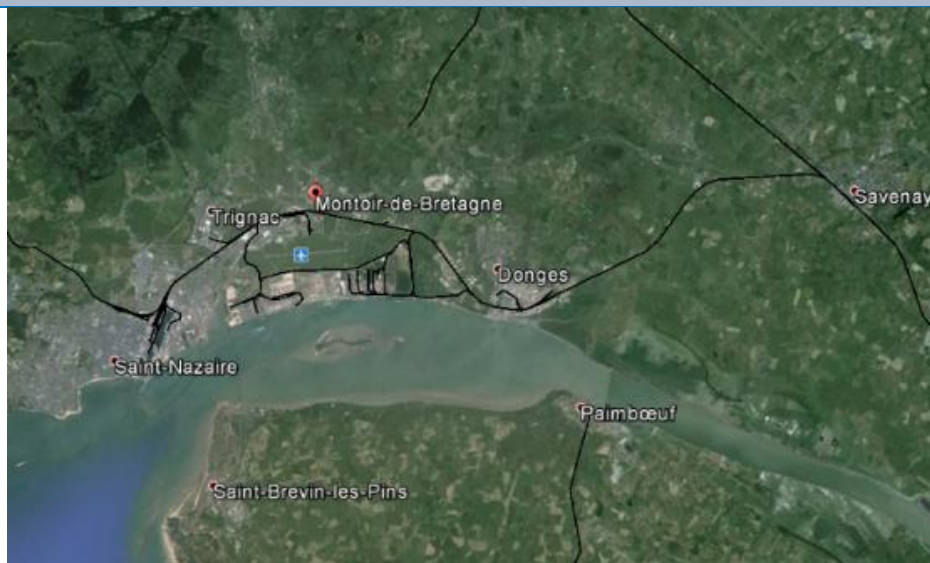
85

717

# GRAND PORT MARITIME DE NANTES – SAINT NAZAIRE

## CHAPTER 1. GENERAL INFORMATION

### 1.1. LOCATION



**Position:** 47°19'19" N // 2°09'10" W



### 1.2. TYPE OF TERMINAL/OWNER

#### Port Maritime

#### Grand Port Maritime de Nantes – Saint-Nazaire

18 quai Ernest Renaud - BP 18609

44186 NANTES Cedex 4

Tél. +33 (0)2 40 44 20 20

<http://www.nantes.port.fr/>

### 1.3. OPERATION

#### Centre administratif de Montoir-de-Bretagne

Rue de la Pierre Percée – BP 9 –

44550 MONTOIR-DE-BRETAGNE

Tél. +33 (0)2 40 90 92 89

EUROPORTE (SOCORAIL)

Tel +33 (0)4 42 13 13 52

## CHAPTER 2. ACCESS CONDITIONS/WORKING TIMETABLE

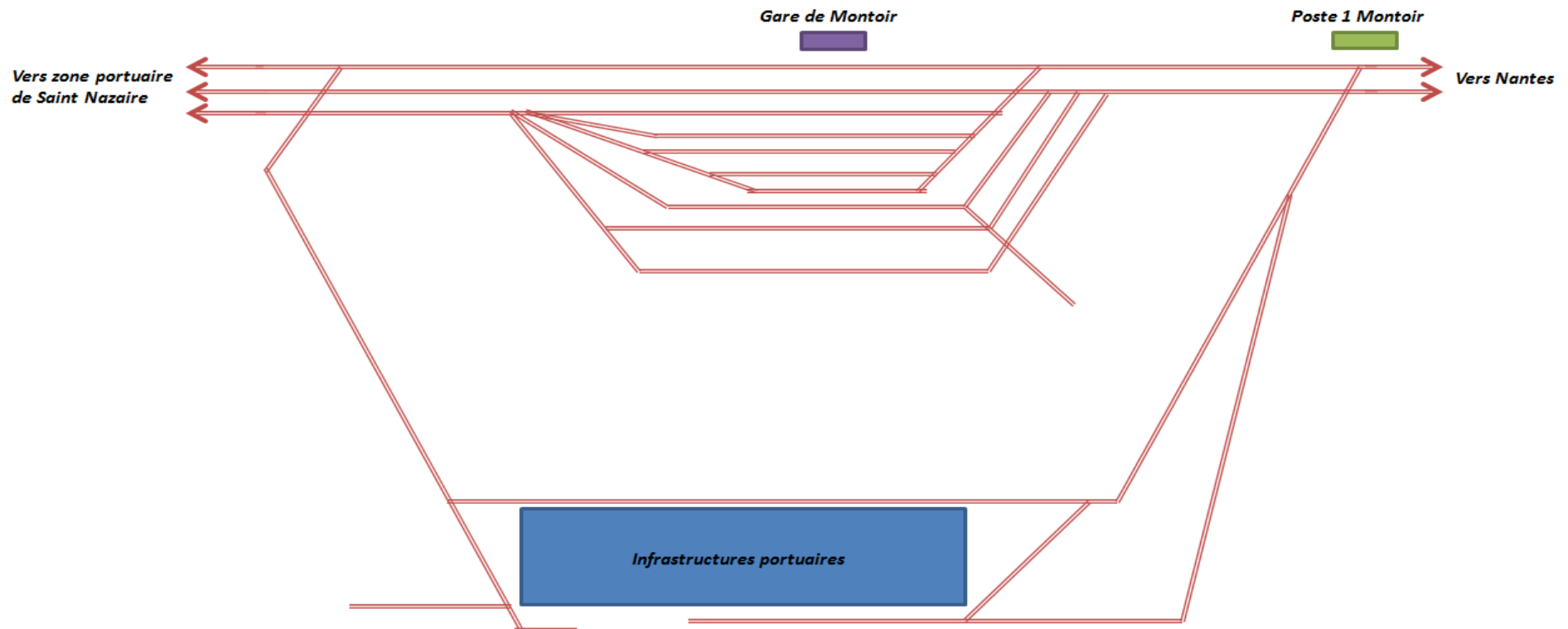
### Line St Nazaire to Le Croisic / Montoir-de-Bretagne, Poste 1 :

- Mon to Fri : 05.00am – 7.55pm

### Line Savenay to St-Nazaire / Savenay, Poste 1:

- Mon to Sat : 24h / day // Sun: 5.30am – 12pm

## CHAPTER 3. INFRASTRUCTURES



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

## CHAPTER 4. CAPACITY

- For more details, please contact the Terminal

## CHAPTER 5. SERVICES

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

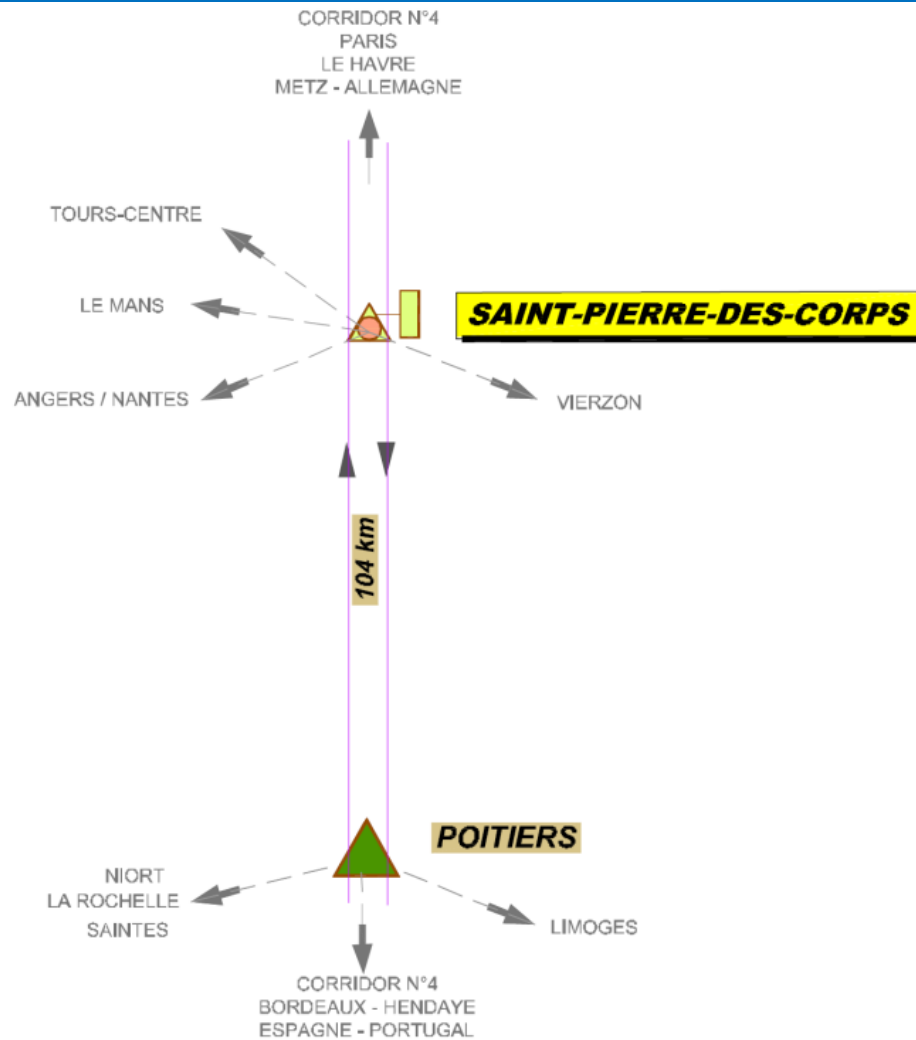
## CHAPTER 6. PRICES

- For more details, please contact the Terminal



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

### LOCATION



### TYPE OF TERMINAL

**Combined traffic Terminal of the of the Rail National Network**

### CONTACTS

#### **BRANGEON LOGISTIQUE**

Rue Charles Duval

37700 SAINT-PIERRE-DES-CORPS

+33 (0) 2 41 72 11 55

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

### WORKING TIMETABLE

#### **Transport Operator:**

- For more details, contact transport operators.

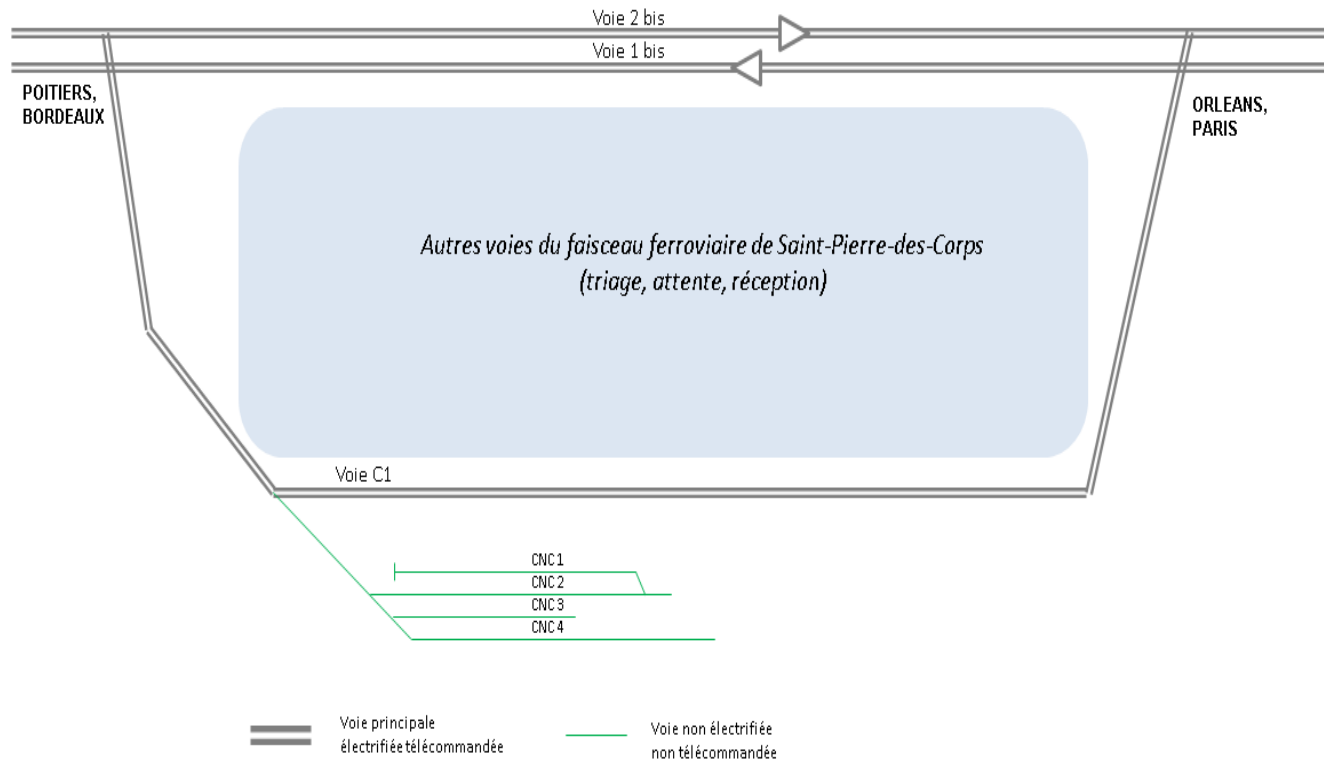
#### **Réseau Ferré National:**

- Line n°570, position Saint-Pierre-des-Corps
- 24h/24, 7days/week

## SERVICES

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

## INFRASTRUCTURES



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

# GRAND PORT MARITIME DE LA ROCHELLE

## CHAPTER 1. GENERAL INFORMATION

### 1.1. LOCATION



**Position:** 46°09'39" N // 1°13'08" W



### 1.2. TYPE OF TERMINAL/OWNER

#### Port Maritime

#### Grand Port Maritime Atlantique La Rochelle

BP 70394

17001 La Rochelle Cedex 1

Tél. +33 (0)5 46 00 53 60

Fax +33 (0)5 46 43 12 54

<http://www.larochelle.port.fr/>

### 1.3. OPERATION

#### Gare SNCF de La Pallice

Quai Nord SNCF

17000 La Rochelle Pallice

Tél. +33 (0)5 46 51 62 13

EUROPORTE (SOCORAIL)

Tel +33 (0)4 42 13 13 52

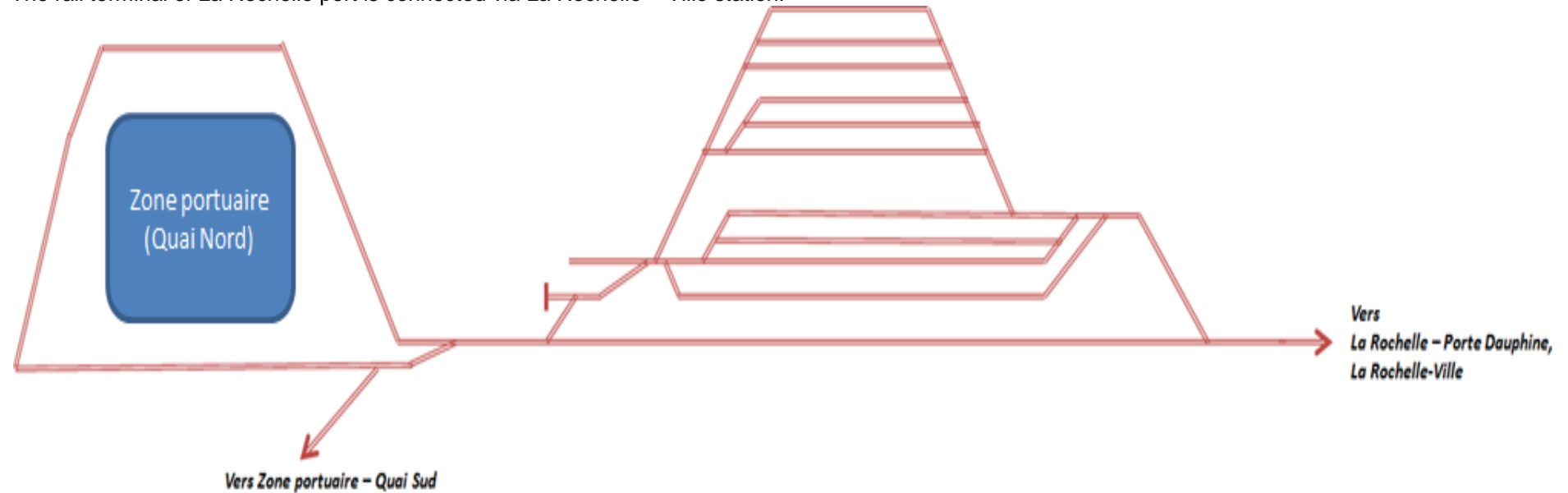
## CHAPTER 2. ACCESS CONDITIONS/WORKING TIMETABLE

### Line 440 La Rochelle-Pallice / La Rochelle-Ville :

- Mon to Fri : 4.40am – 0.40am // Sat: 4.40am – 0.10pm

## CHAPTER 3 INFRASTRUCTURES

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



## CHAPTER 4. CAPACITY

- For more details, please contact the Terminal.

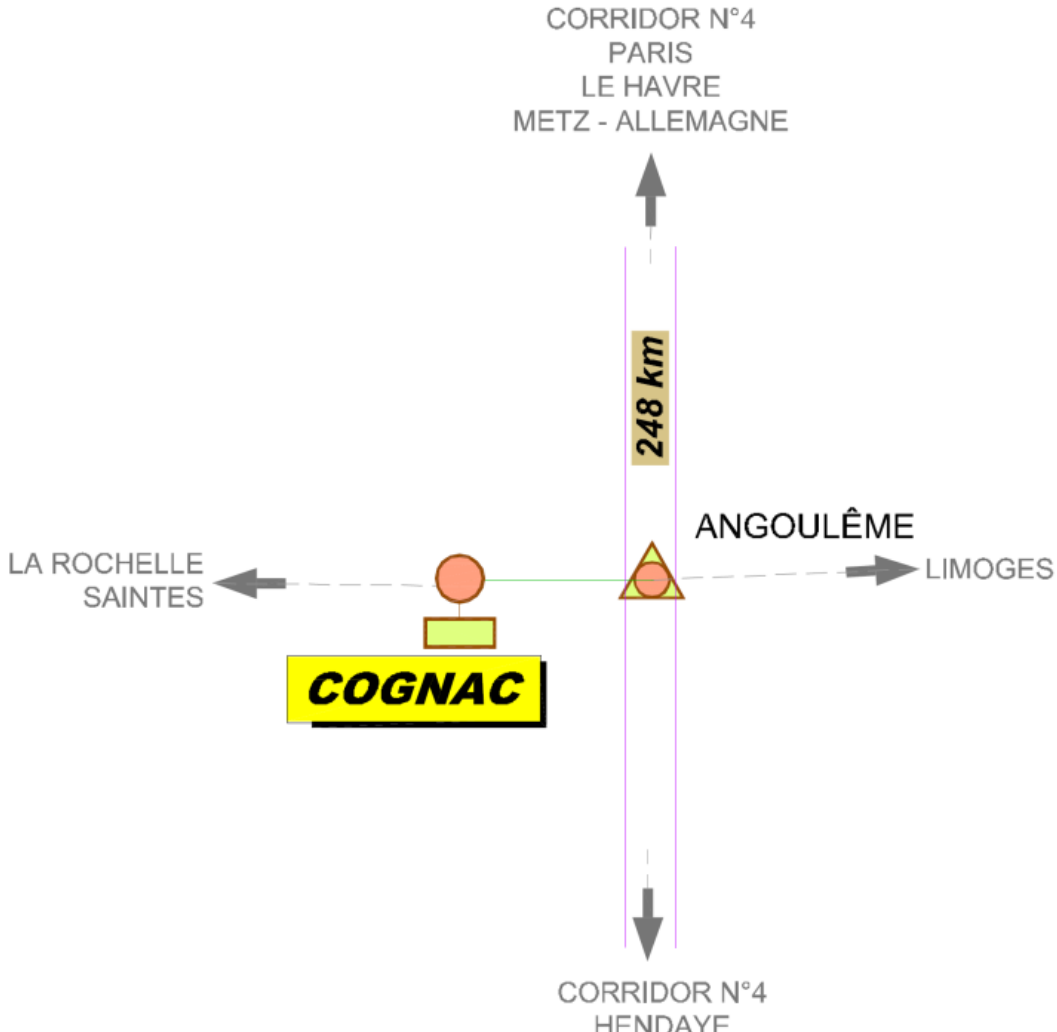
## CHAPTER 5. SERVICES

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

## CHAPTER 6. PRICES

- For more details, please contact the Terminal.

## TERMINAL OF COGNAC

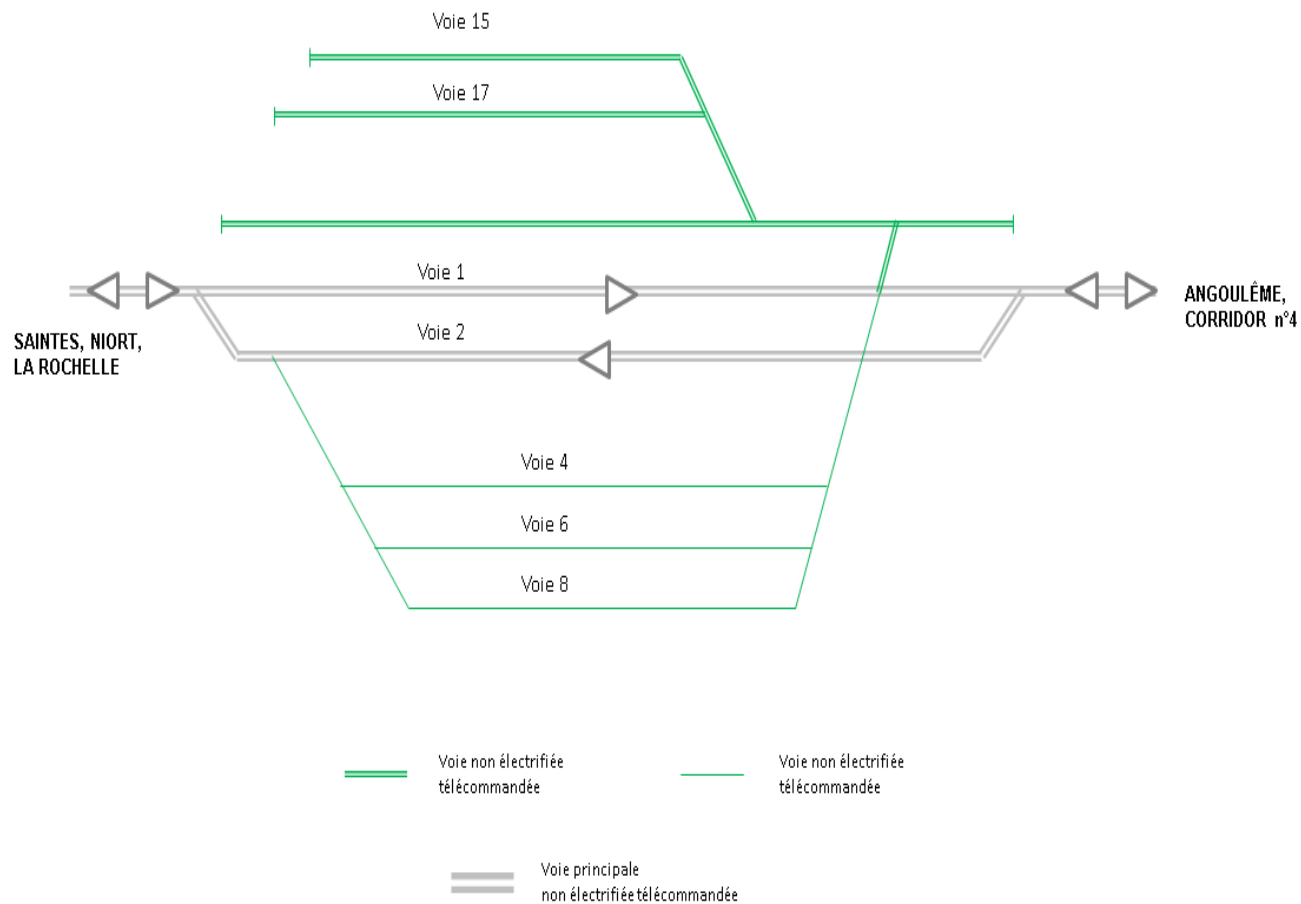
LOCATION	TYPE OF TERMINAL
 <p>CORRIDOR N°4 PARIS LE HAVRE METZ - ALLEMAGNE</p> <p>248 km</p> <p>LA ROCHELLE SAINTES</p> <p><b>COGNAC</b></p> <p>ANGOULÊME</p> <p>LIMOGES</p> <p>CORRIDOR N°4 HENDAYE</p>	<p><b>Combined traffic Terminal of the of the Rail National Network</b></p> <p><b>CONTACTS</b></p> <p><b>NAVILAND CARGO</b> 14 place de la Gare – 16100 COGNAC +33 (0)5 45 81 00 06 <a href="http://www.naviland-cargo.com/implantations/cognac">http://www.naviland-cargo.com/implantations/cognac</a></p> <p><b>WORKING TIMETABLE</b></p> <p><b>NAVILAND CARGO</b></p> <ul style="list-style-type: none"> <li>• Mon to Fri : 8am-5pm</li> </ul> <p><b>Réseau Ferré National: Line n°579, Cognac positions</b></p> <ul style="list-style-type: none"> <li>• Mon to Thu: 5.50am – 11.10pm</li> <li>• Fri: 5.50am – 11.40pm</li> <li>• Sat: 6.30am – 11.10pm</li> <li>• Sun: 9.40am – 11.10pm</li> </ul>



## SERVICES

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

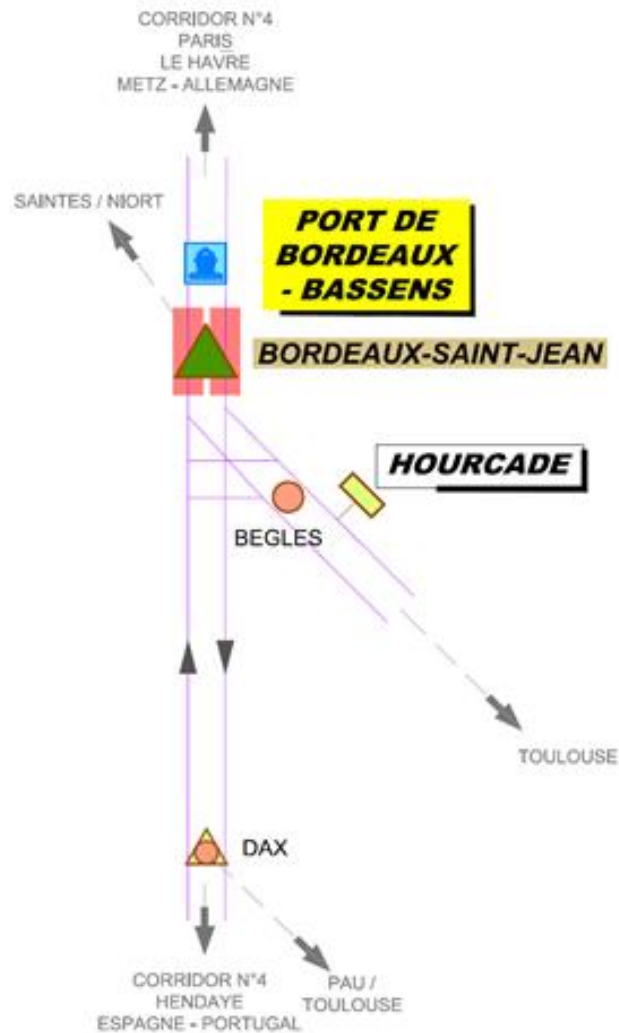
## INFRASTRUCTURES



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

## GRAND PORT MARITIME DE BORDEAUX - BASSENS

### LOCATION



### TYPE OF TERMINAL

Intermodal Port Terminal, outside of the Rail National Network

### CONTACTS

**Grand Port Maritime de Bordeaux – Port Atlantique**

152 quai de Bacalan – CS 41320

33082 BORDEAUX Cedex

+ 33 (0) 5 45 81 00 06

<https://www.bordeaux-port.fr/en>

EUROPORTE (SOCORAIL)

Tel +33 (0)4 42 13 13 52

### WORKING TIMETABLE

**Network statement of Atlantic Port of Bordeaux**

**For more details, please check**

<https://www.bordeaux-port.fr/sites/default/files/bassens2013.pdf>

**Réseau Ferré National (Bassens position) :**

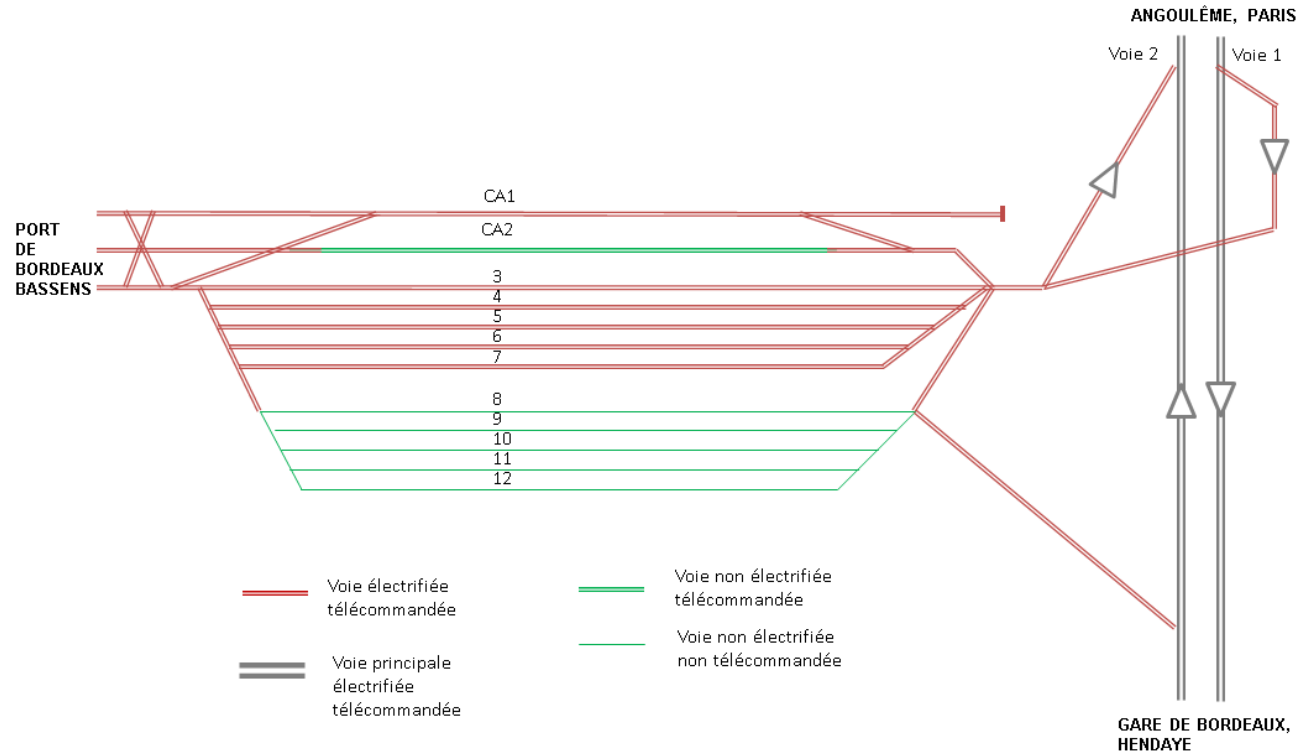
- Mon to Sun: 5.10am – 8.20pm

## SERVICES

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

## INFRASTRUCTURES

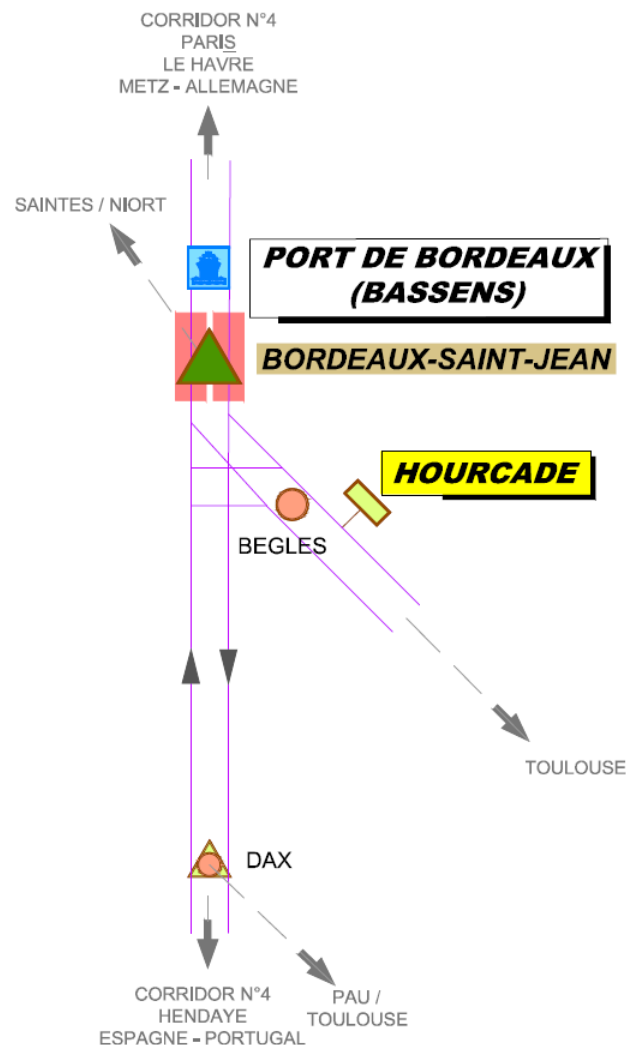
### Facilities Plan of the Réseau Ferré National above Port of Bourdeaux – terminal of Bassens



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

## TERMINAL OF BORDEAUX-HOURCADE

### LOCATION



### TYPE OF TERMINAL

**Combined traffic Terminal of the Rail National Network**

#### CONTACTS

##### NAVILAND CARGO

40-45 rue Radio-Londres – 33130

BEGLES

+33 (0)5 56 49 81 50

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

##### NOVATRANS

40-45 rue Radio-Londres – 33310

BEGLES

+33 (0)5 56 49 81 68

[http://www.novatrans.eu/images/PDFterminalaux/Terminal\\_Bordeaux.pdf](http://www.novatrans.eu/images/PDFterminalaux/Terminal_Bordeaux.pdf)

#### WORKING TIMETABLE

##### NAVILAND CARGO

- Mon to Fri: 7am-7pm

##### NOVATRANS

- Mon to Fri: 6am-7.30pm

##### Réseau Ferré National

(line n° 640: Position T):

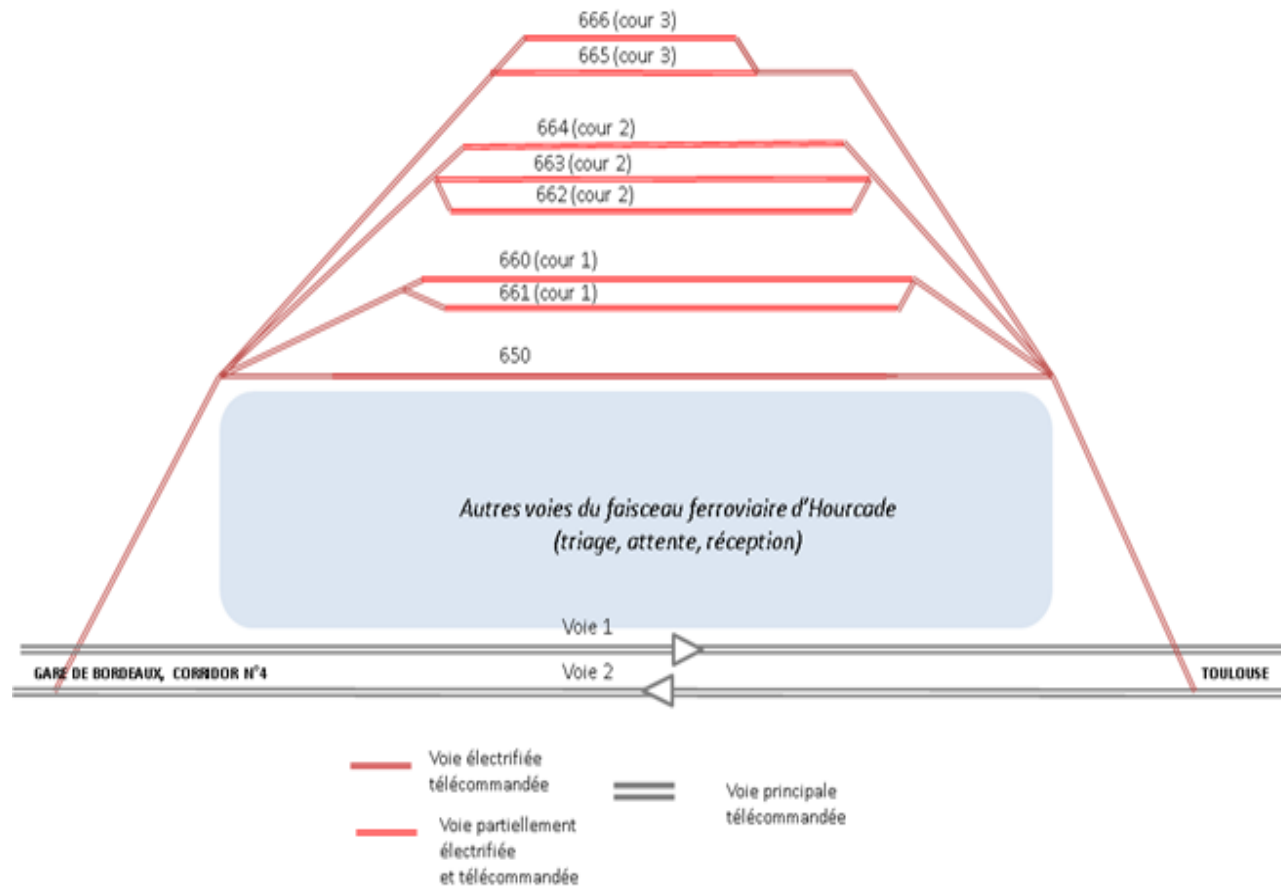
- 24h/24, 7days/week

## SERVICES

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

## INFRASTRUCTURES

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



N° Tracks	Track length (m)
-----------	------------------

Combined traffic terminal (cf. diagram)	
---	--

650	979
-----	-----

660 – 661	730
-----------	-----

662 – 664	730
-----------	-----

665 – 666	705
-----------	-----

Reception sidings	
-------------------	--

150 – 157	800
-----------	-----

Holding sidings	
-----------------	--

91 – 94	785
---------	-----

95 – 98	800
---------	-----

Sorting sidings	
-----------------	--

11 – 18	850
---------	-----

21 – 28	850
---------	-----

31 – 38	850
---------	-----

41 – 48	850
---------	-----

51 – 58	850
---------	-----

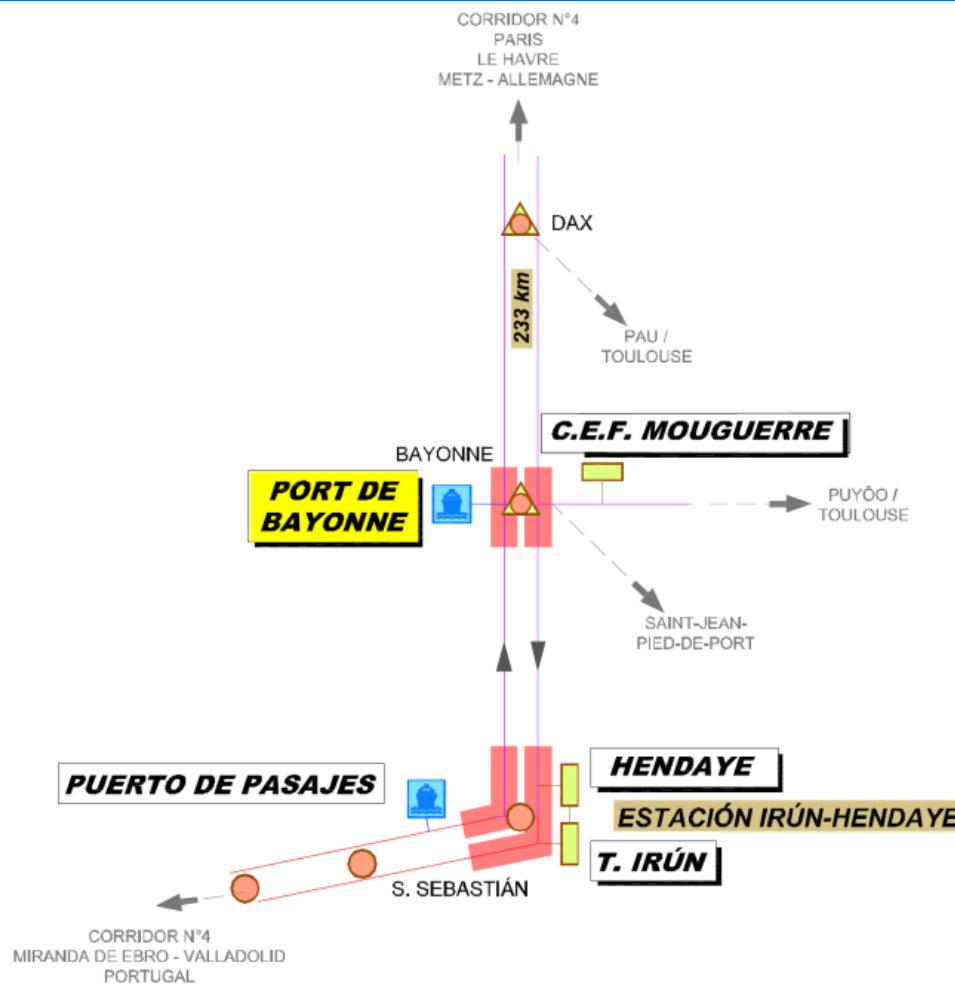
61 – 67	850
---------	-----

Electrified 1,5 KV	
--------------------	--



## PORT OF BAYONNE

### LOCATION



### TYPE OF TERMINAL

**Intermodal Port Terminal, outside of the Rail National Network**

### CONTACTS

#### Port de Bayonne

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

#### OFP Sud Ouest

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

### WORKING TIMETABLE

**Réseau Ferré National (Line n°655) :**

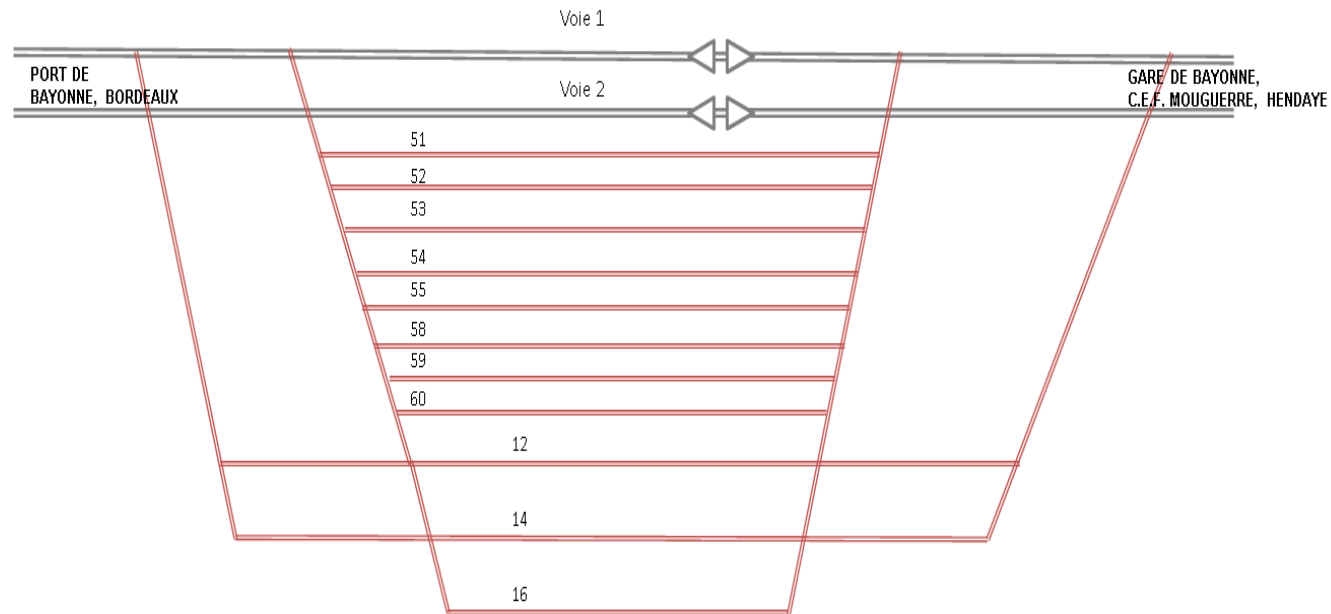
- Mon to Sun: 24 hours / day



## SERVICES

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

## INFRASTRUCTURES

### Facilities Plan of the Réseau Ferré National above Port of Bayonne

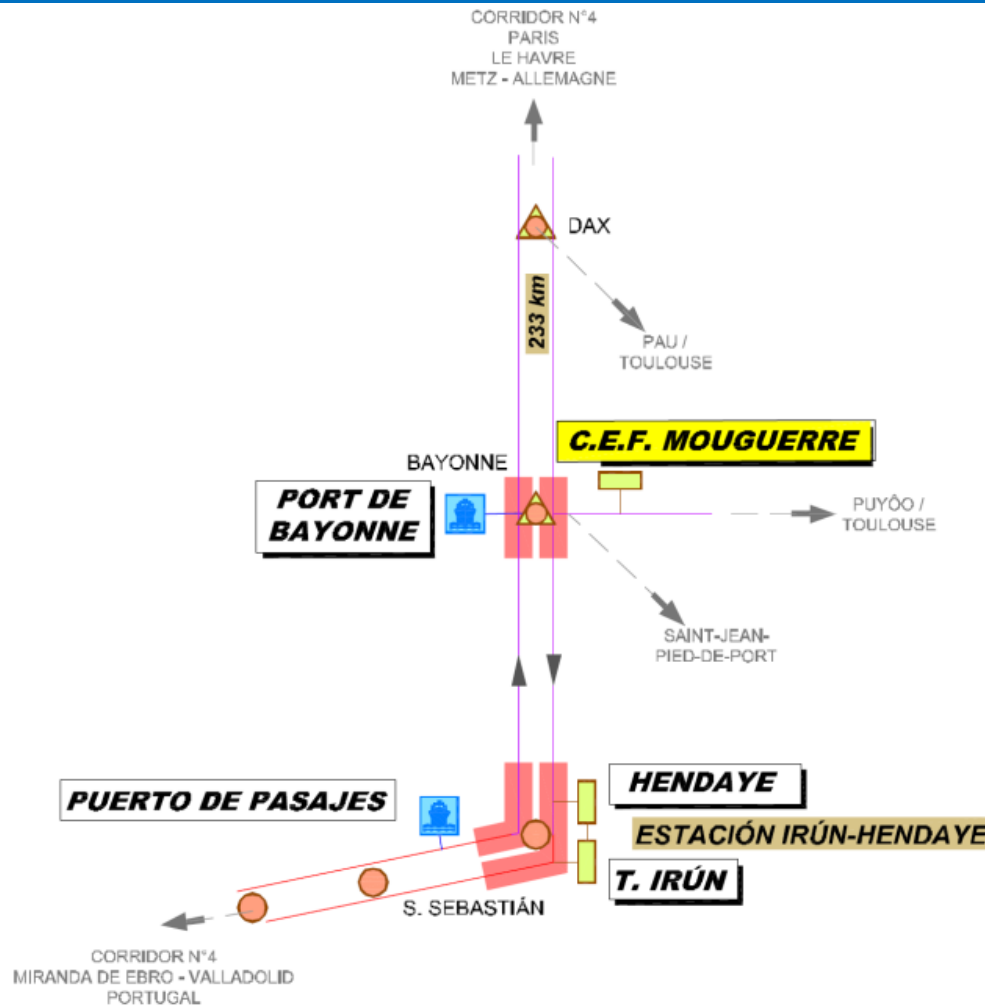


 Voie électrifiée télécommandée  
 Voie principale électrifiée télécommandée

Nº Tracks	Track length (m)
12	794
14	457
16	517
51	367
52	316
53	316
54	331
55	322
58	307
59	339
60	337
Electrified 1,5 KV	

## TERMINAL OF BAYONNE-MOUGUERRE

### LOCATION



### TYPE OF TERMINAL

**Transport Terminal outside of the Rail National Network (European Freight Center)**

### CONTACTS

#### NOVATRANS

European Freight Center of Mouguerre  
64990 MOUGUERRE  
+33 (0)5 59 42 62 00  
[http://www.novatrans.eu/images/PDFterminaux/Terminal\\_Bayonne.pdf](http://www.novatrans.eu/images/PDFterminaux/Terminal_Bayonne.pdf)

#### AMBROGIO

European Freight Center of Mouguerre  
14 avenue Alegera – BP 10036  
64990 MOUGUERRE  
+33 (0)5 59 42 63 00  
<https://ambrogiointermodal.com/en>

#### European Freight Center

64990 MOUGUERRE  
+33 (0)5 59 44 88 93  
<http://www.mivacef.com/articles-les.entreprises-logistique,et,report,modal>

### WORKING TIMETABLE

#### NOVATRANS

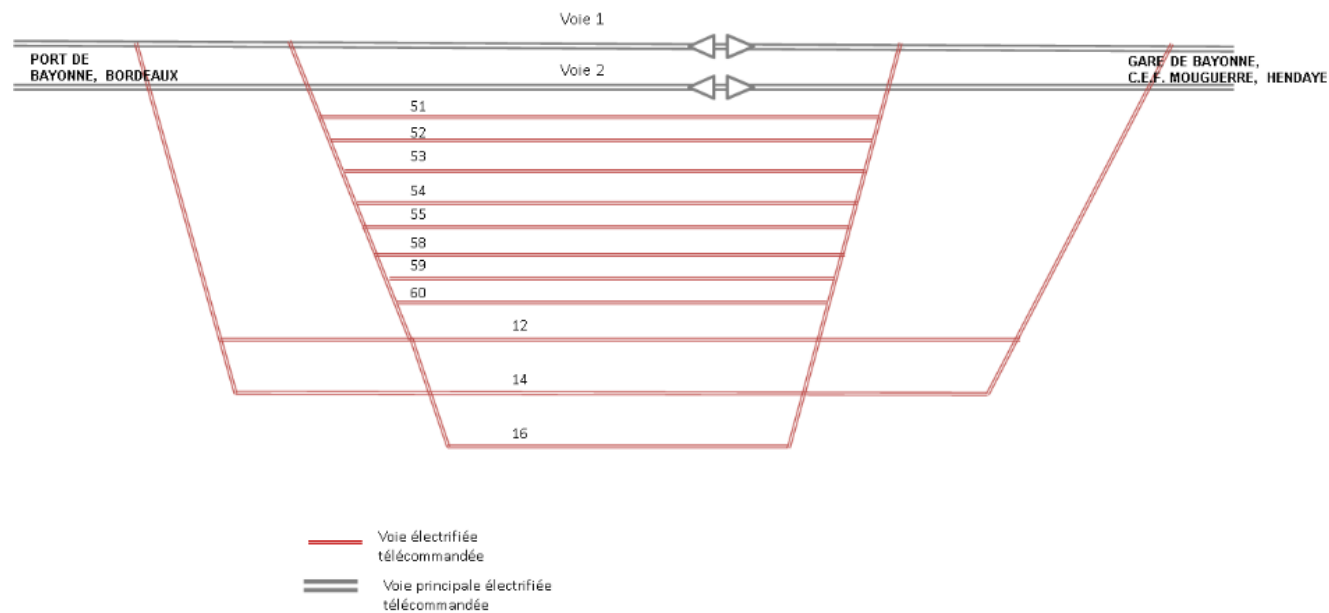
- Mon to Fri: 6.30am - 8.30pm
- Réseau Ferré National: Line n° 650**
- 24h/24, 7days/week

## SERVICES

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

## INFRASTRUCTURES

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



Terminal operators in European Freight center of Mouguerre:

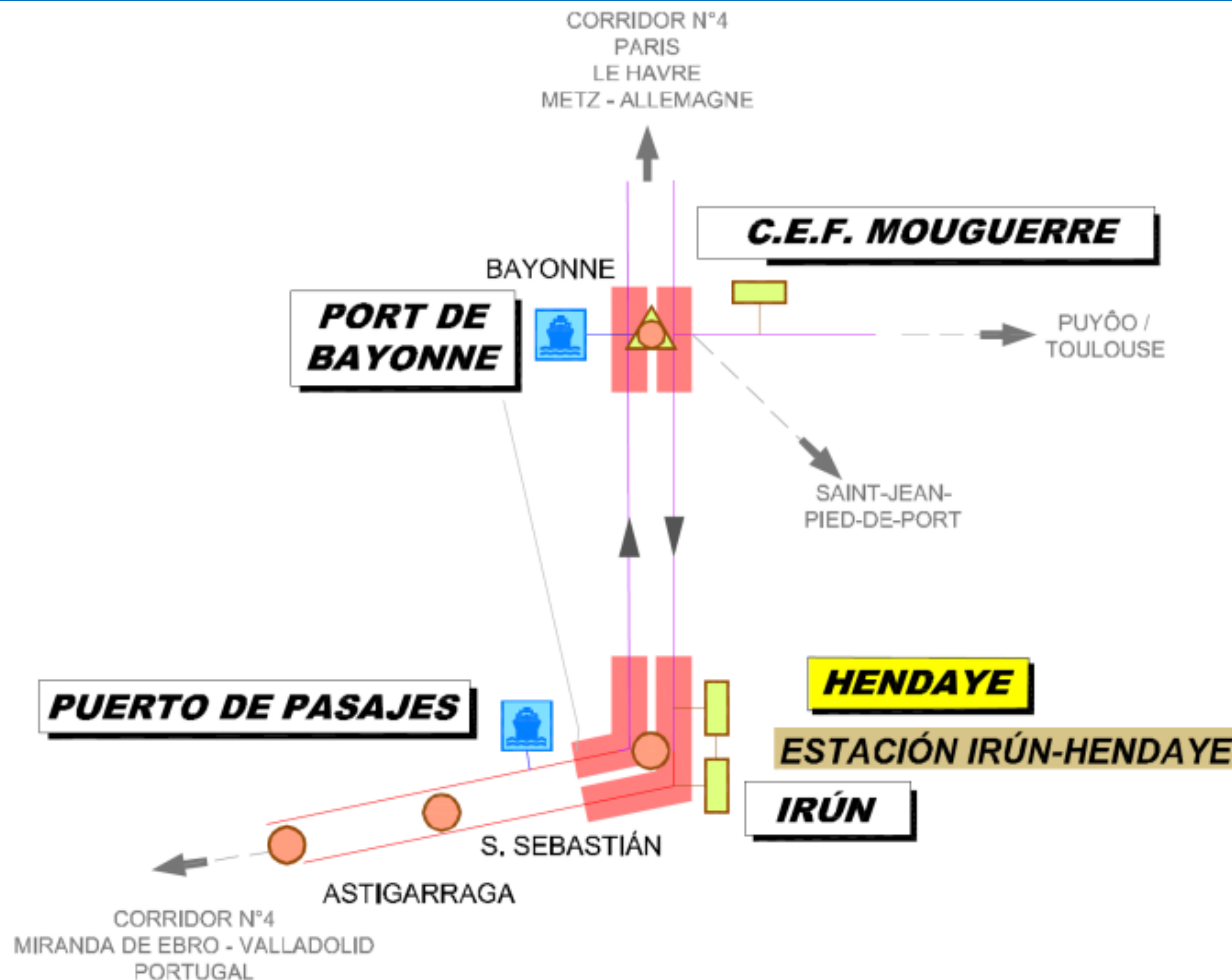
**NOVATRANS** : 4x400m

**AMBROGGIO** : 2x300m + 2x400m

Nº Tracks	Track length (m)
12	794
14	457
16	517
51	367
52	316
53	316
54	331
55	322
58	307
59	339
60	337
Electrified 1,5 KV	

## TERMINAL OF HENDAYE

### LOCATION



### TYPE OF TERMINAL

**Combined traffic Terminal of the of the Rail National Network**

#### CONTACTS

**RAILSIDER (Hendaye Manutention)**

Boulevard du Général de Gaulle  
64700 HENDAYE

Tel: +33 (0)5 59 20 02 86

Fax: +33 559 20 55 26

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

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

#### WORKING TIMETABLE

**RAIL SIDER (Hendaye Manutention):**

- 7am – 7pm

**Réseau Ferré National (line n° 655, Hendaye positions):**

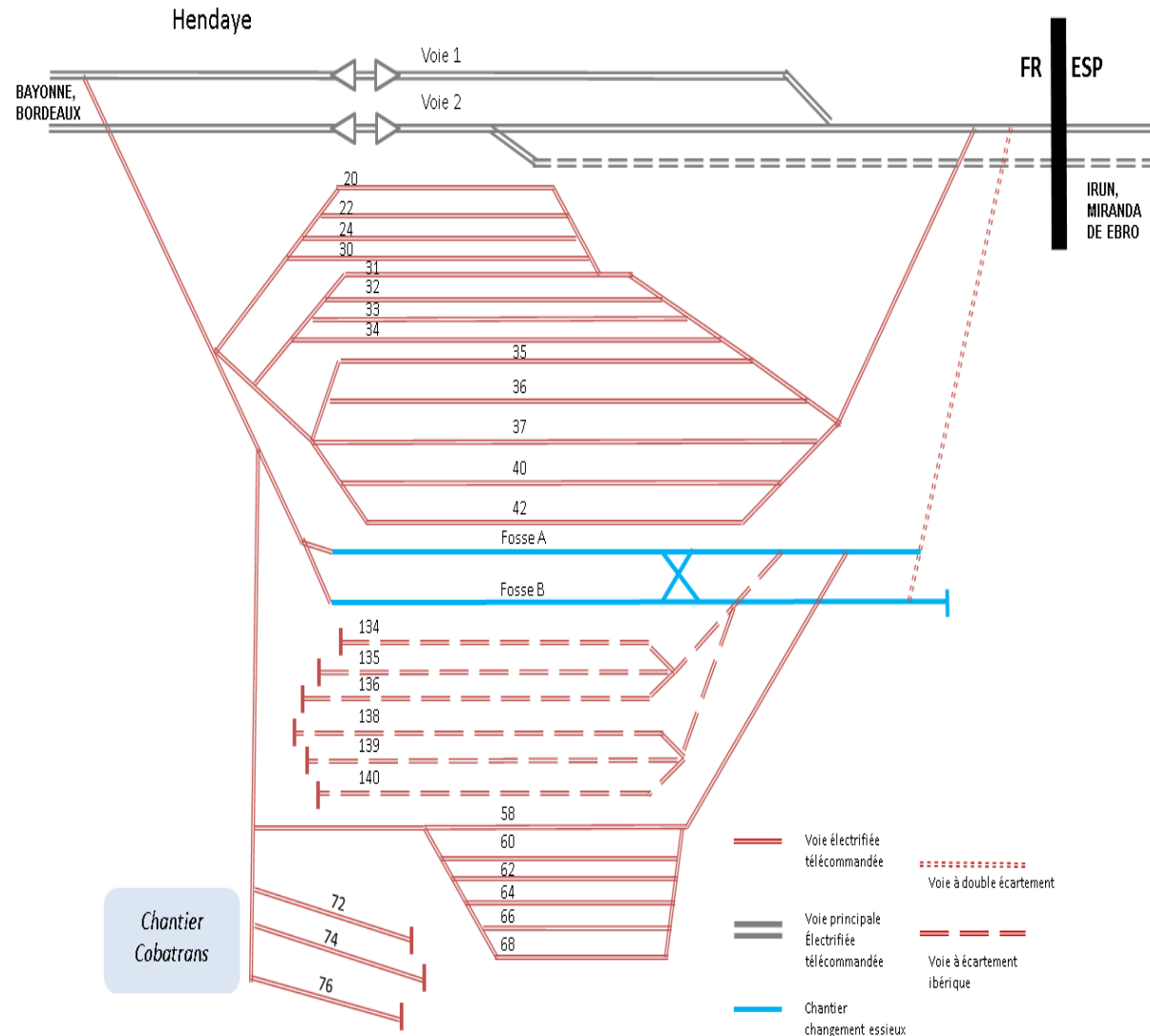
- 24h/24, 7days/week



## SERVICES

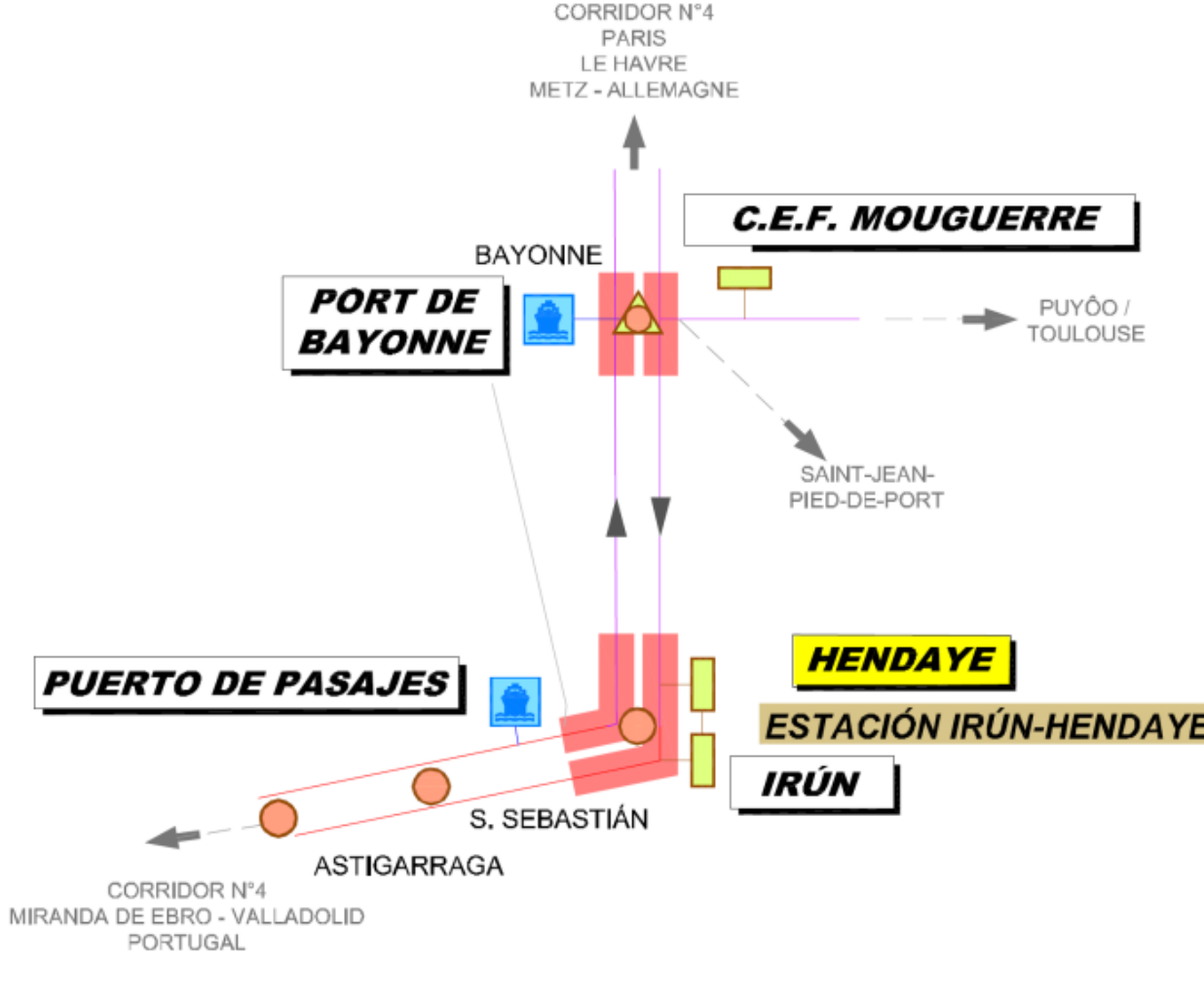
- Combined traffic operation area. For more details, contact transport operators.

## INFRASTRUCTURES



Nº Tracks	Track length (m)
<b>Freight tracks</b>	
20-22-24-30	387-34
31 – 34	<380
35	650
36	625
37	775
<b>Holding siding</b>	
40	569
42	571
<b>Loading and unloading dock</b>	
58-60-62-64-66-68	<322
<b>Combined traffic</b>	
72	300
74	341
76	332
<b>Spanish sorting</b>	
134-136	433–446
138-140	440
<b>Gauge change</b>	
Assembly pit A	
Assembly pit B	

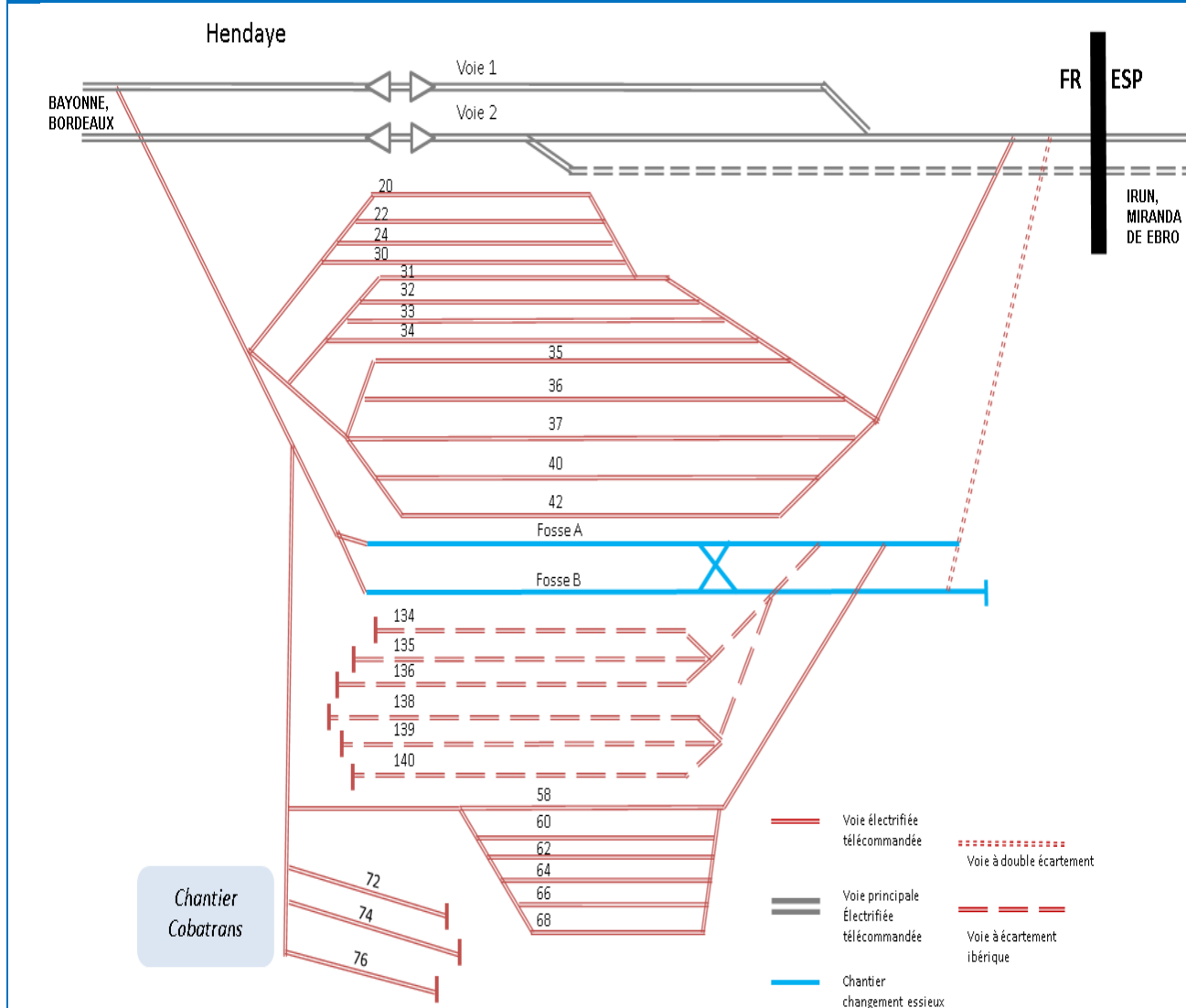
## CHANGING BOGIES INSTALLATION OF HENDAYE

LOCATION	TYPE OF TERMINAL
 <p>CORRIDOR N°4 PARIS LE HAVRE METZ - ALLEMAGNE</p> <p>BAYONNE</p> <p><b>PORT DE BAYONNE</b></p> <p><b>C.E.F. MOUGUERRE</b></p> <p>PUYÔO / TOULOUSE</p> <p>SAINT-JEAN-PIED-DE-PORT</p> <p><b>HENDAYE</b></p> <p><b>ESTACIÓN IRÚN-HENDAYE</b></p> <p><b>IRÚN</b></p> <p>S. SEBASTIÁN</p> <p>ASTIGARRAGA</p> <p>CORRIDOR N°4 MIRANDA DE EBRO - VALLADOLID PORTUGAL</p> <p><b>PUERTO DE PASAJES</b></p>	<p><b>Private area of gauge change systems operations</b></p> <p><b>CONTACTS</b></p> <p>Gauge change system operations area:</p> <p><b>TRANSFESA</b> 64 Boulevard du Général de Gaulle 64700 HENDAYE +33 (0)5 59 20 61 41 E-mail: <a href="mailto:hendaya@transfesa.com">hendaya@transfesa.com</a> <a href="https://www.transfesa.com/rail-spain-en/where-are-we/international-connections/axle-change-facilities-1923450">https://www.transfesa.com/rail-spain-en/where-are-we/international-connections/axle-change-facilities-1923450</a></p> <p><b>WORKING TIMETABLE</b></p> <p><b>TRANSFESA :</b></p> <ul style="list-style-type: none"> <li>Mon to Sat: 6.00 to 20.00</li> </ul> <p><b>Réseau Ferré National</b> (line n° 655, Hendaye positions):</p> <ul style="list-style-type: none"> <li>24h/24, 7days/week</li> </ul>

## SERVICES

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

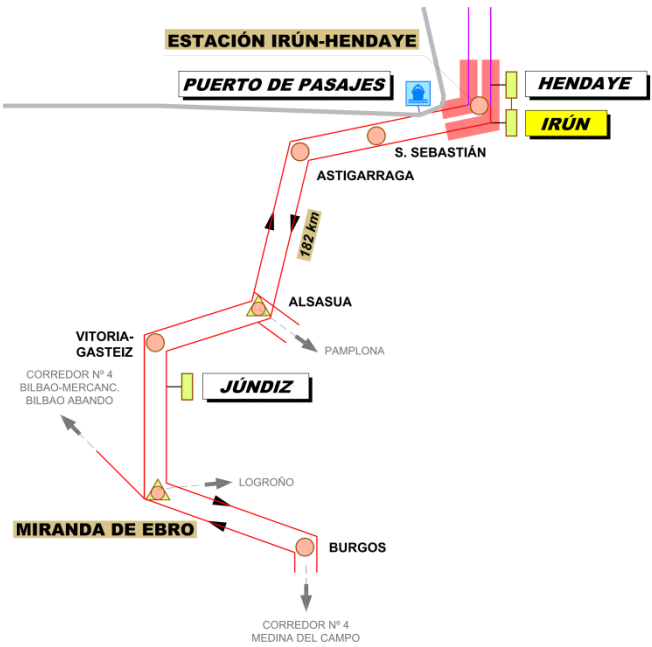
## INFRASTRUCTURES



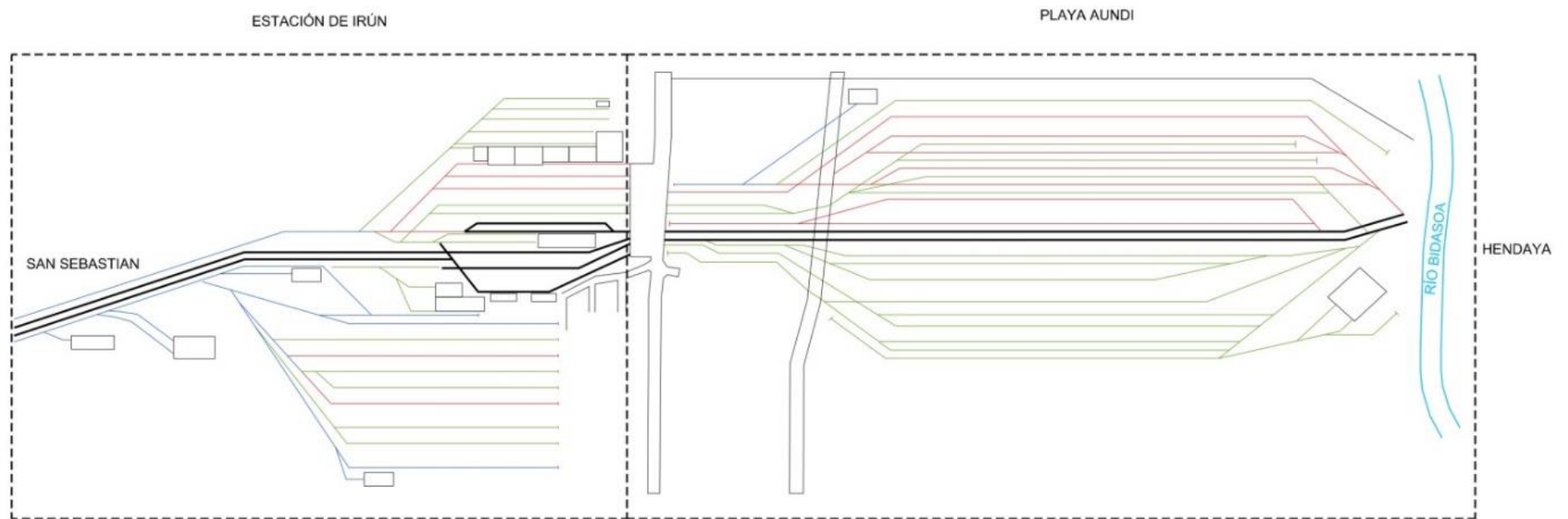
N° Tracks	Track length (m)
<b>Freight tracks</b>	
20-22-24-30	387- 34
31 – 34	< 380
35	650
36	625
37	775
<b>Holding tracks</b>	
40	569
42	571
<b>Load/download platform</b>	
58-60-62-64-66-68	< 322
<b>Combined traffic</b>	
72	300
74	341
76	332
<b>Spanish sorting</b>	
134-136	433–446
138-140	440
<b>Gauge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

## Annex 3.3 Spain

### IRÚN FREIGHT TERMINAL

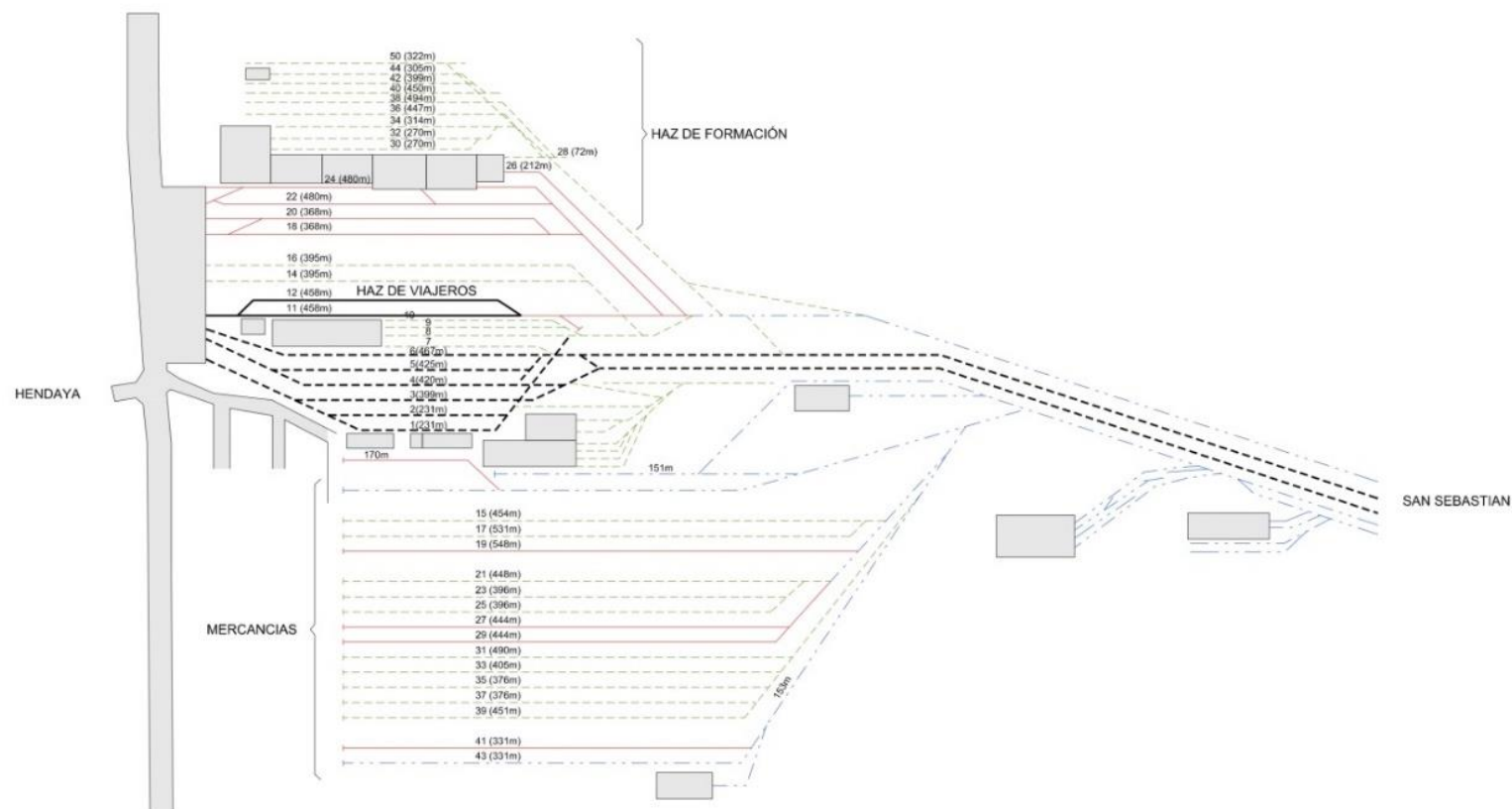
LOCATION	TYPE OF TERMINAL
	<b>ADIF Intermodal terminal</b>
	<b>OPERATION</b>  <b>ADIF Direction North</b> C/ Estación, s/n IRÚN 20300 – GUIPÚZCOA Email: <a href="mailto:jmasaavedra@adif.es">jmasaavedra@adif.es</a> Tlf: +34 944.87.92.90 Web : <a href="http://www.adif.es">www.adif.es</a>
	<b>WORKING TIMETABLE</b>  <b>Technical Facility:</b> <ul style="list-style-type: none"> <li>Access and Train expedition : 7 days/24h</li> </ul> <b>Services :</b> <ul style="list-style-type: none"> <li>Timetable varies with service offered. For more information: <a href="http://www.adif.es/es_ES/infraestructuras/terminales/11601/ficha_instalacion_logistica_0030.shtml">http://www.adif.es/es_ES/infraestructuras/terminales/11601/ficha_instalacion_logistica_0030.shtml</a></li> </ul>
SERVICES	
<ul style="list-style-type: none"> <li>Formation/selection shunting, with or without shunting vehicle.</li> <li>Reception shunting in other facilities.</li> <li>Positioning shunting in the logistic facilities within the main facilities</li> <li>Shunting in facilities with shunting vehicle</li> <li>Material operations associated to the access and expedition of trains.</li> </ul>	<ul style="list-style-type: none"> <li>Shunting in facilities without shunting vehicle.</li> <li>Shunting in facilities with shunting vehicle.</li> <li>Handling of intermodal transport units</li> <li>Access shunting to outside facilities with shunting vehicle</li> </ul>

## INFRASTRUCTURES





# ESTACIÓN DE IRÚN



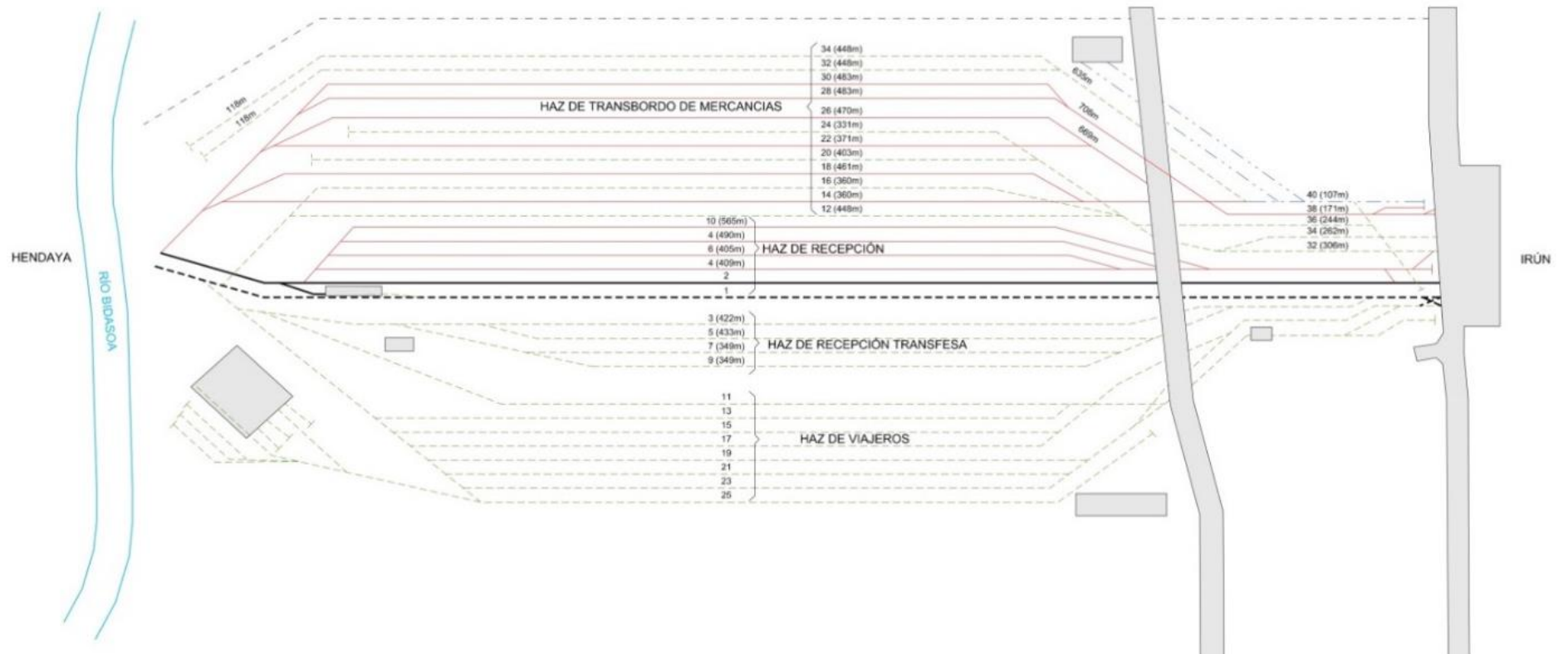
————— VÍA PRINCIPAL FRANCESA (UIC)      ————— VÍA DE SERVICIO FRANCESA (UIC)      - - - - - VÍA MIXTA  
 - - - - - VÍA PRINCIPAL ESPAÑOLA (IBERICO)      - - - - - VÍA DE SERVICIO ESPAÑOLA (IBERICO)

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

## IRÚN TERMINAL TRACKS

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

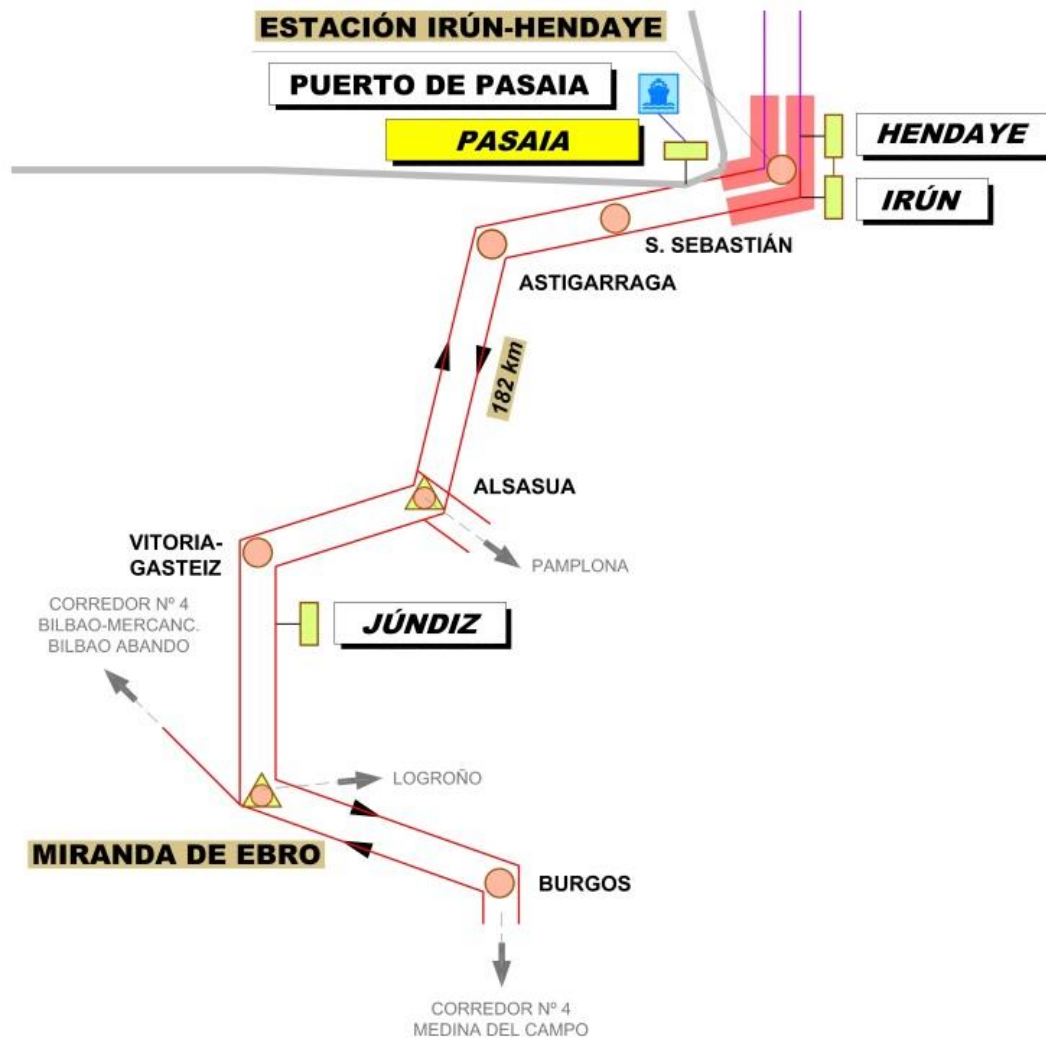
PLAYA AUNDI



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

# PASAIA TERMINAL

## LOCATION



## TYPE OF TERMINAL

ADIF Intermodal terminal

## OPERATION

ADIF Direction North

Terminal ADIF- Báscula Puerto de Pasajes  
PASAIA

20110 – GUIPÚZCOA

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

Tlf: +34 944.87.92.90

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

## WORKING TIMETABLE

Technical facility:

- Access and Train expedition: Mon tp Fri  
6.00am – 10:00pm

Services :

- Timetable varies with service offered. For more information:

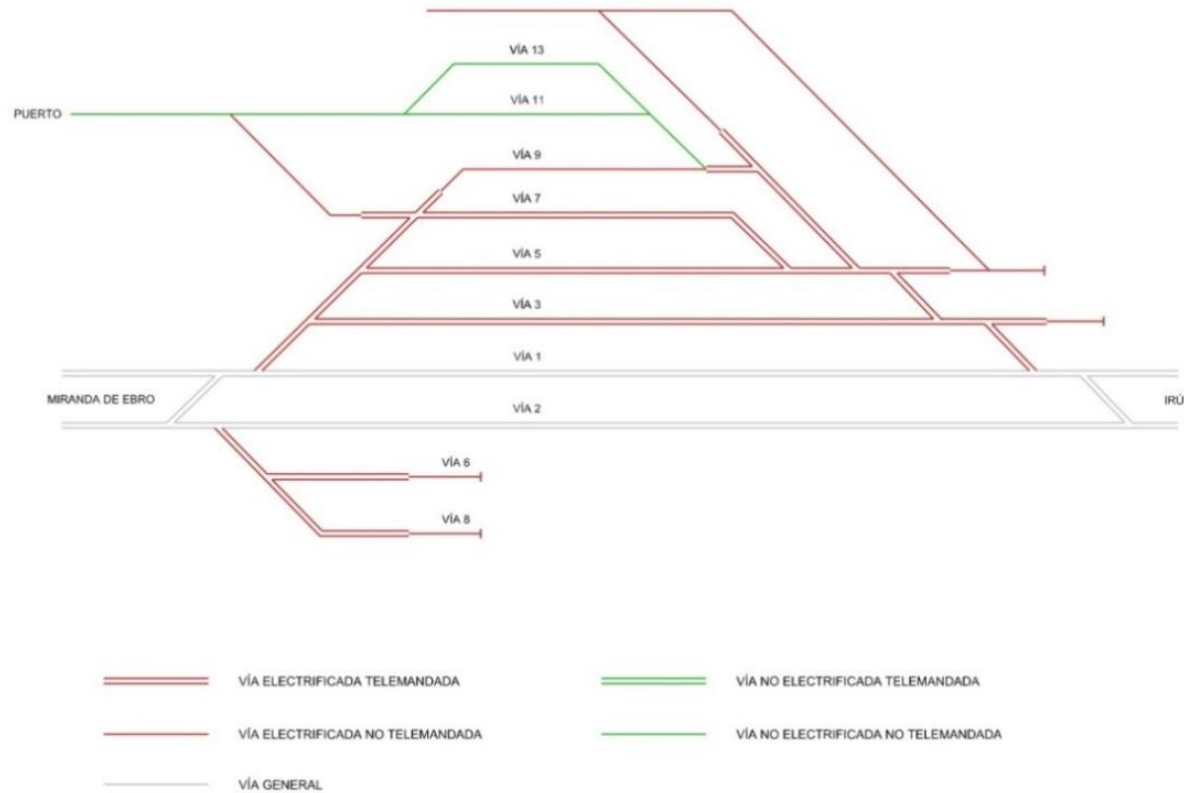
[http://www.adif.es/es\\_ES/infraestructuras/terminal/es/11515/ficha\\_instalacion\\_logistica\\_0023.shtml](http://www.adif.es/es_ES/infraestructuras/terminal/es/11515/ficha_instalacion_logistica_0023.shtml)



## SERVICES

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

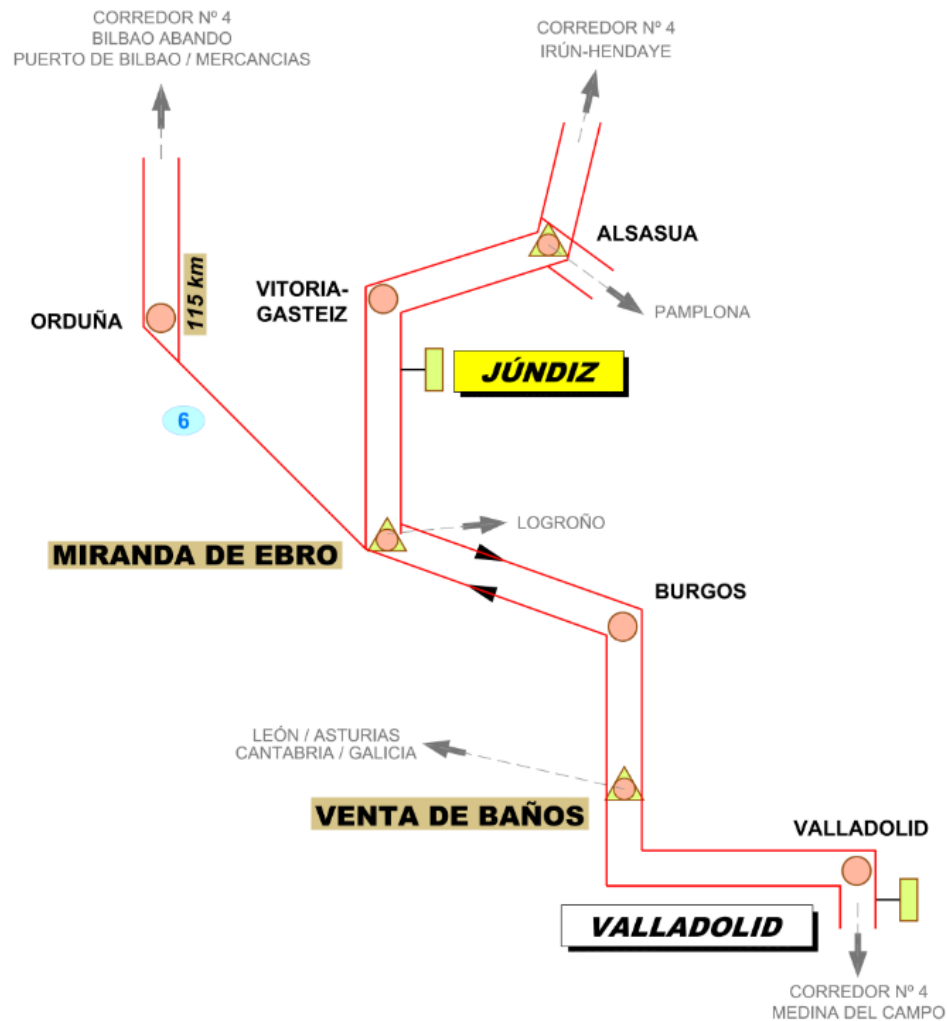
## INFRASTRUCTURES



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

# JÚNDIZ TERMINAL

## LOCATION



## TYPE OF TERMINAL

**ADIF Intermodal terminal**

## OPERATION

### ADIF Direction North

C/ Lermendabibe, s/n Pol. Ind. Júndiz

JÚNDIZ

11591 – ÁLAVA

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

Tlf: +34 944.87.92.90

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

## WORKING TIMETABLE

### Technical facility:

- Train access and expedition: 7 days / 24h

### Services:

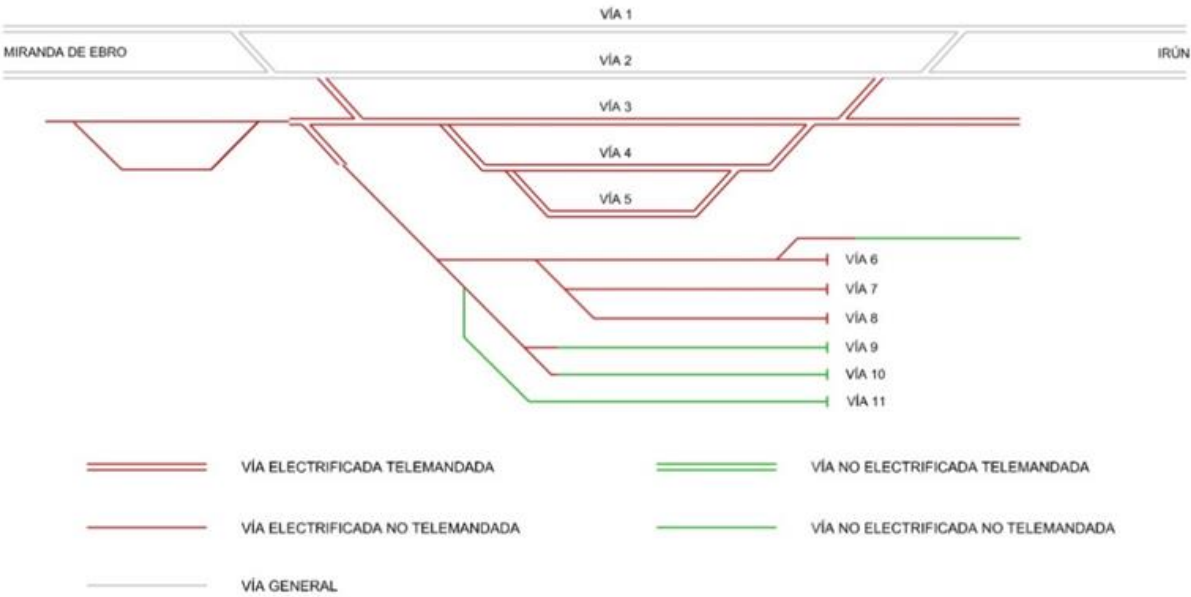
- WORKING TIMETABLE for the service offered. For more information:

[http://www.adif.es/es\\_ES/infraestructuras/terminal/es/11221/ficha\\_instalacion\\_logistica\\_0021.shtml](http://www.adif.es/es_ES/infraestructuras/terminal/es/11221/ficha_instalacion_logistica_0021.shtml)

## SERVICES

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

## INFRASTRUCTURES

	Nº Tracks	Track length (m)
 <p>             VIA 1              VIA 2              VIA 3              VIA 4              VIA 5              VIA 6              VIA 7              VIA 8              VIA 9              VIA 10              VIA 11           </p> <p>             MIRANDA DE EBRO              IRÚN           </p> <p>             VIA ELECTRIFICADA TELEMANDADA              VIA ELECTRIFICADA NO TELEMANDADA              VIA GENERAL              VIA NO ELECTRIFICADA TELEMANDADA              VIA NO ELECTRIFICADA NO TELEMANDADA           </p>	1	850
	2	850
	3	830
	4	740
	5	740
	6	???
	7	???
	8	???
	9	???
	10	???
	11	???
Electrified 3 KV Non electrified		

## BILBAO FREIGHT TERMINAL

### LOCATION



### TYPE OF TERMINAL

**ADIF Intermodal terminal**

### OPERATION

**ADIF Direction North**

Avda. de Iparaguirre nº58

SANTURCE

48980 – VIZCAYA

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

Tlf: +34 944.87.92.90

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

### WORKING TIMETABLE

**Technical facility:**

- Access and Train expedition: 7 days / 24 h

**Services :**

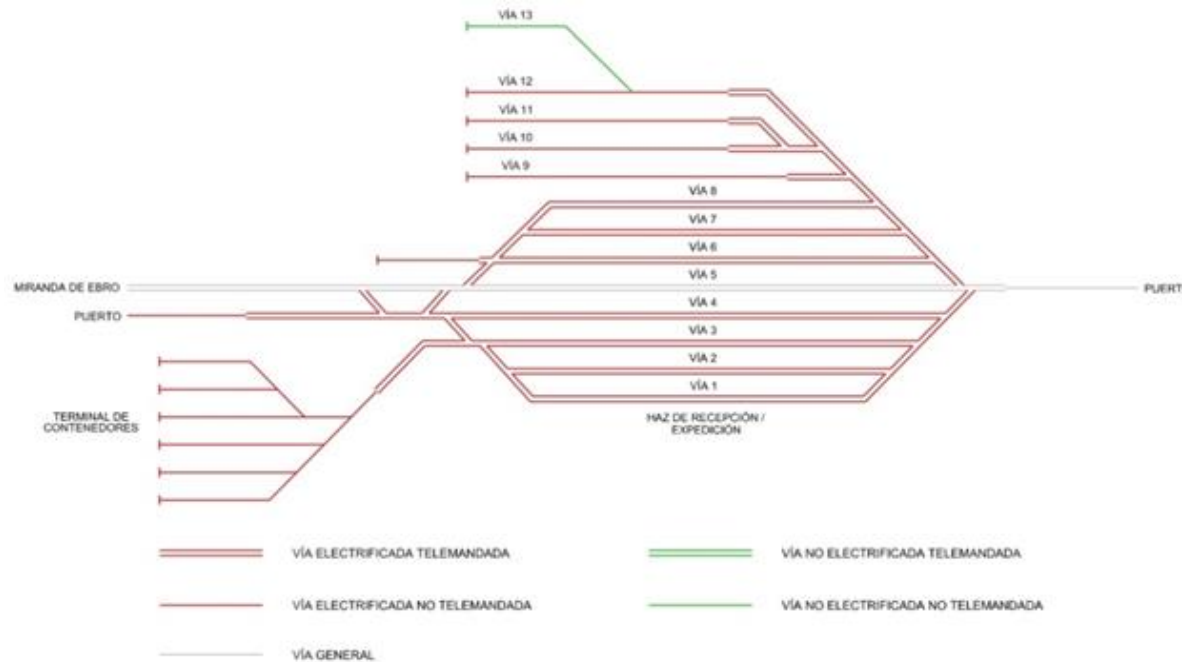
- Timetable varies with service offered. For more information:

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

## SERVICES

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

## INFRASTRUCTURES



### Nº Track

### Length (m)

1

476

2

476

3

568

4

737

5

731

6

609

7

518

8

462

13

50

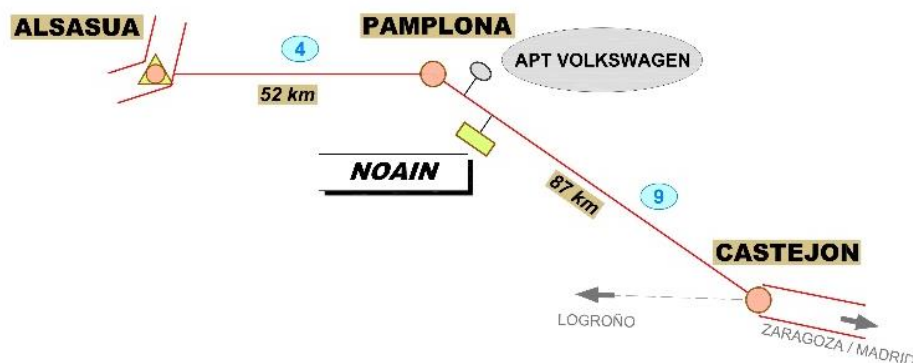
Electrified 3 KV  
Non electrified



# NOAIN TERMINAL

## CHAPTER 1. GENERAL INFORMATION

### 1.1. LOCATION



Position : N 42.452310, W.8.273103



### 1.2. TYPE OF TERMINAL/OWNER

**Freight Terminal**

### 1.3. OPERATION

**ADIF Direction North**

Terminal de Mercancías - Carretera de Salinas, s/n

31110 NOAIN (Navarra)

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

Tlf: +34 944879290

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

**TERCAT (operación de contenedores)**

Email: [logistica@tercat.es](mailto:logistica@tercat.es)

Tlf: +34 935084440.- D.Héctor del Rosario

## CHAPTER 2. ACCESS CONDITIONS/WORKING TIMETABLE

- **Technical facility:** Train access and expedition : 7 days / 24h
- **Servicios ferroviarios:** WORKING TIMETABLE for the service offered. For more information:  
[http://www.adif.es/es\\_ES/infraestructuras/terminales/80103/ficha\\_instalacion\\_logistica\\_0009.shtml](http://www.adif.es/es_ES/infraestructuras/terminales/80103/ficha_instalacion_logistica_0009.shtml)
- **Servicios de operación de contenedores (TERCAT):**  
Horario de 7:00 a 23:00h de lunes a viernes.- Para otros horarios (consultar con TERCAT)

## CHAPTER 3. INFRASTRUCTURES

Nº Track - Length (m)				<b>Non electrified</b>  (Ver esquema en anejo de vías)  <b>Electrified 3 KV</b>
1	489	11	250	
2	639	12	400	
3	286	13	650	
4	286	14	650	
5	286	15	450	
9	450	16	450	
10	250	17	450	

## CHAPTER 4. CAPACITY

- Please, contact the Terminal for this information

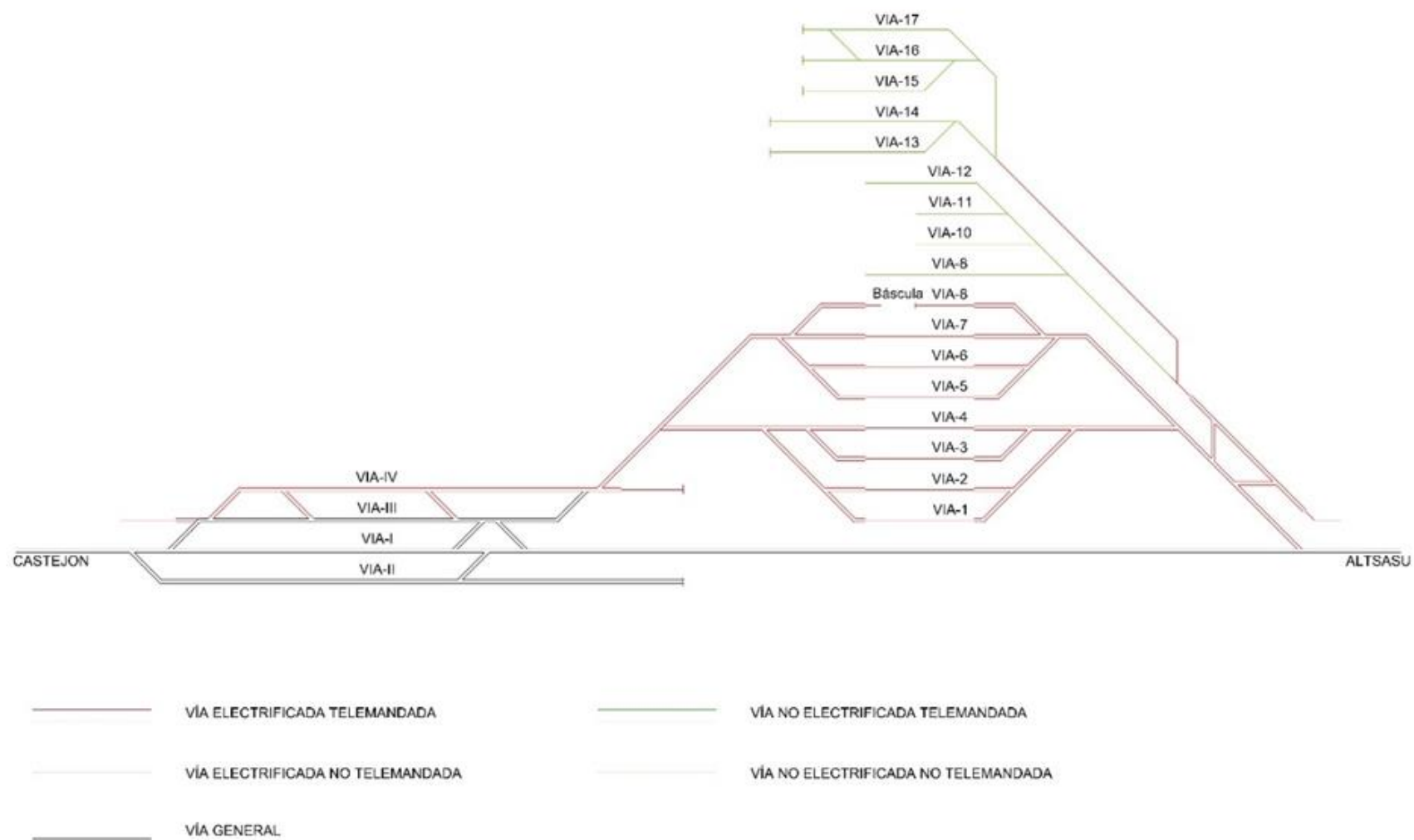
## CHAPTER 5. SERVICES

- |  |   |
|--|---|
| <ul style="list-style-type: none"><li>• Formation/selection shunting, with or without shunting vehicle.</li><li>• Positioning shunting in the logistic facilities within the main facilities</li><li>• Material operations associated to access and expedition of trains..</li></ul> | <ul style="list-style-type: none"><li>• Shunting in facilities with or without shunting vehicle. Handling of intermodal transport units</li></ul> |
|--|---|


## CHAPTER 6. PRICES

- Please, contact the Terminal for this information

## ESTACIÓN DE NOAIN



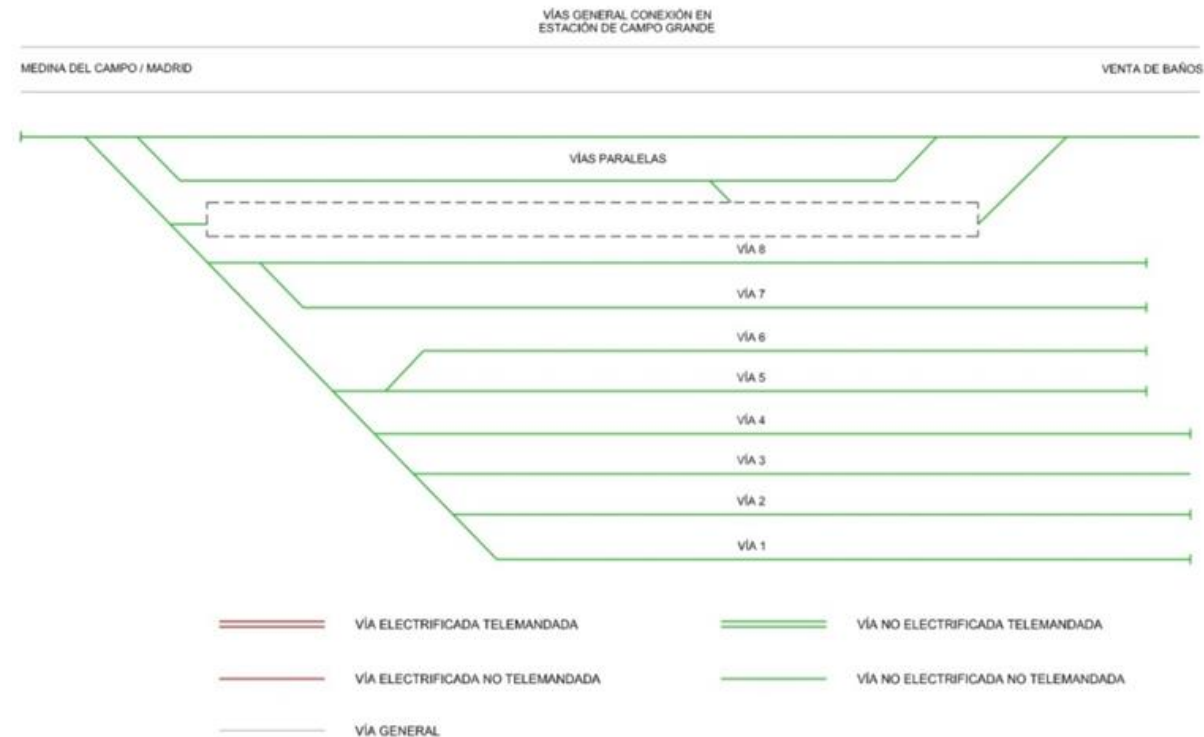
## VALLADOLID COMPLEX TERMINAL

LOCATION	TYPE OF TERMINAL
	<b>ADIF Intermodal terminal</b>
	OPERATION
	<b>ADIF Direction North</b> C\ General Solchaga s/n Parcela 108 VALLADOLID 47008 – VALLADOLID Email: <a href="mailto:mpanero@adif.es">mpanero@adif.es</a> Tlf: +34 915.06.61.00 Web : <a href="http://www.adif.es">www.adif.es</a>
	WORKING TIMETABLE
	<b>Technical facility:</b> Train Access and expedition : 7 days / 24 h <b>Services :</b> <ul style="list-style-type: none"><li>• Timetable varies with service offered. For more information: <a href="http://www.adif.es/es_ES/infraestructuras/terminal/es/10600/ficha_instalacion_logistica_0003.shtml">http://www.adif.es/es_ES/infraestructuras/terminal/es/10600/ficha_instalacion_logistica_0003.shtml</a></li></ul>

## SERVICES

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

## INFRASTRUCTURES



### Nº Tracks

### Track length (m)

1

288

2

293

3

304

4

319

5

450

6

450

7

508

8

508

1 Parallel  
2 Parallel

520  
520

Not electrified

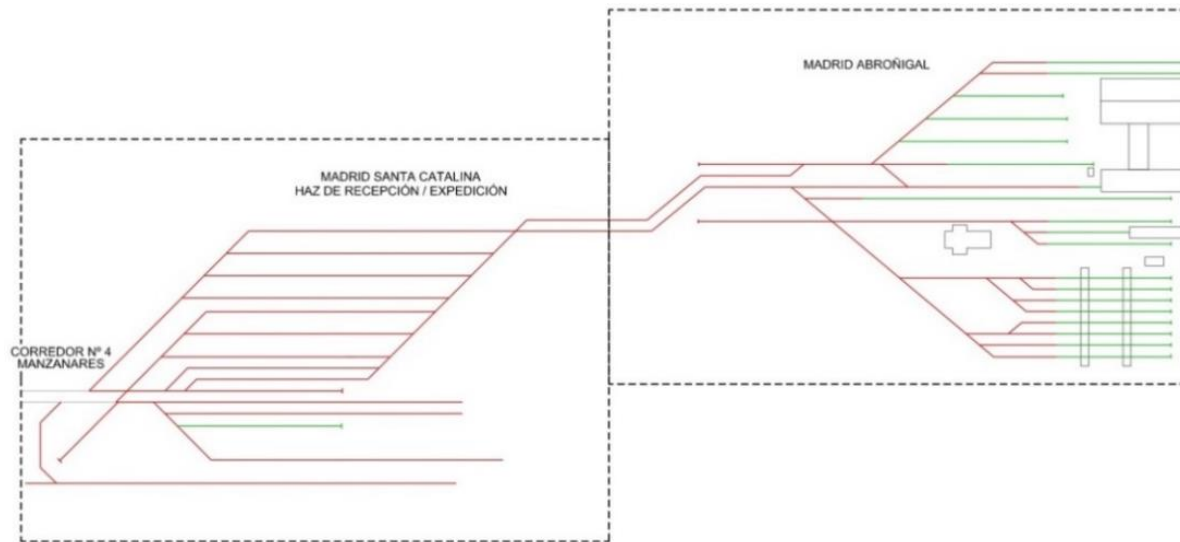




## SERVICES

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Formation/selection shunting, with or without shunting vehicle.</li> <li>• Reception shunting in other facilities.</li> <li>• Positioning shunting in the logistic facilities within the main facilities</li> <li>• Shunting in facilities with shunting vehicle</li> </ul> | <ul style="list-style-type: none"> <li>• Shunting in facilities without shunting vehicle.</li> <li>• Shunting in facilities with shunting vehicle.</li> <li>• Handling of intermodal transport units</li> <li>• Access shunting to outside facilities with shunting vehicle</li> <li>• Material operations associated to the access and expedition of trains.</li> </ul> |
|--|--|

## INFRASTRUCTURES



Nº Track

Length (m)

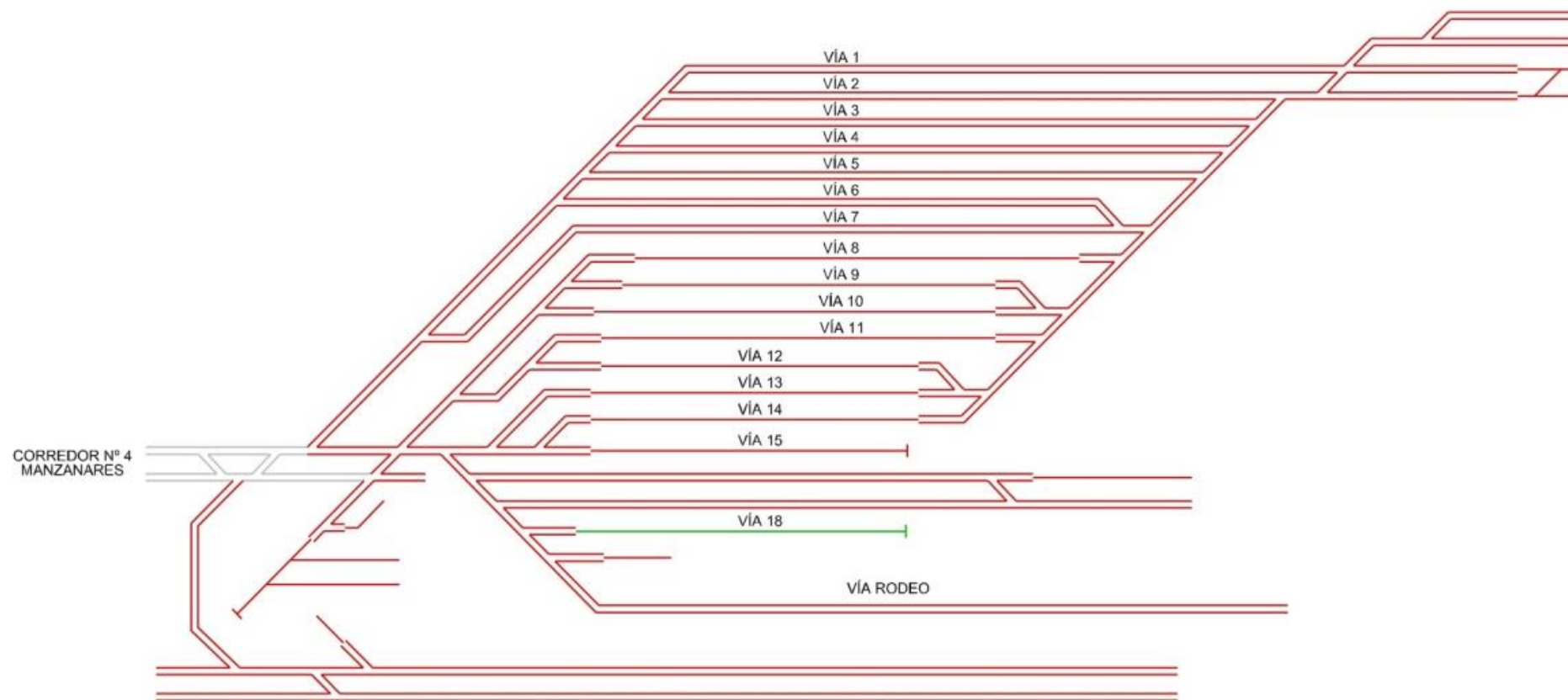
### Madrid Santa Catalina

16 Electrified tracks with length between 145 – 710 m

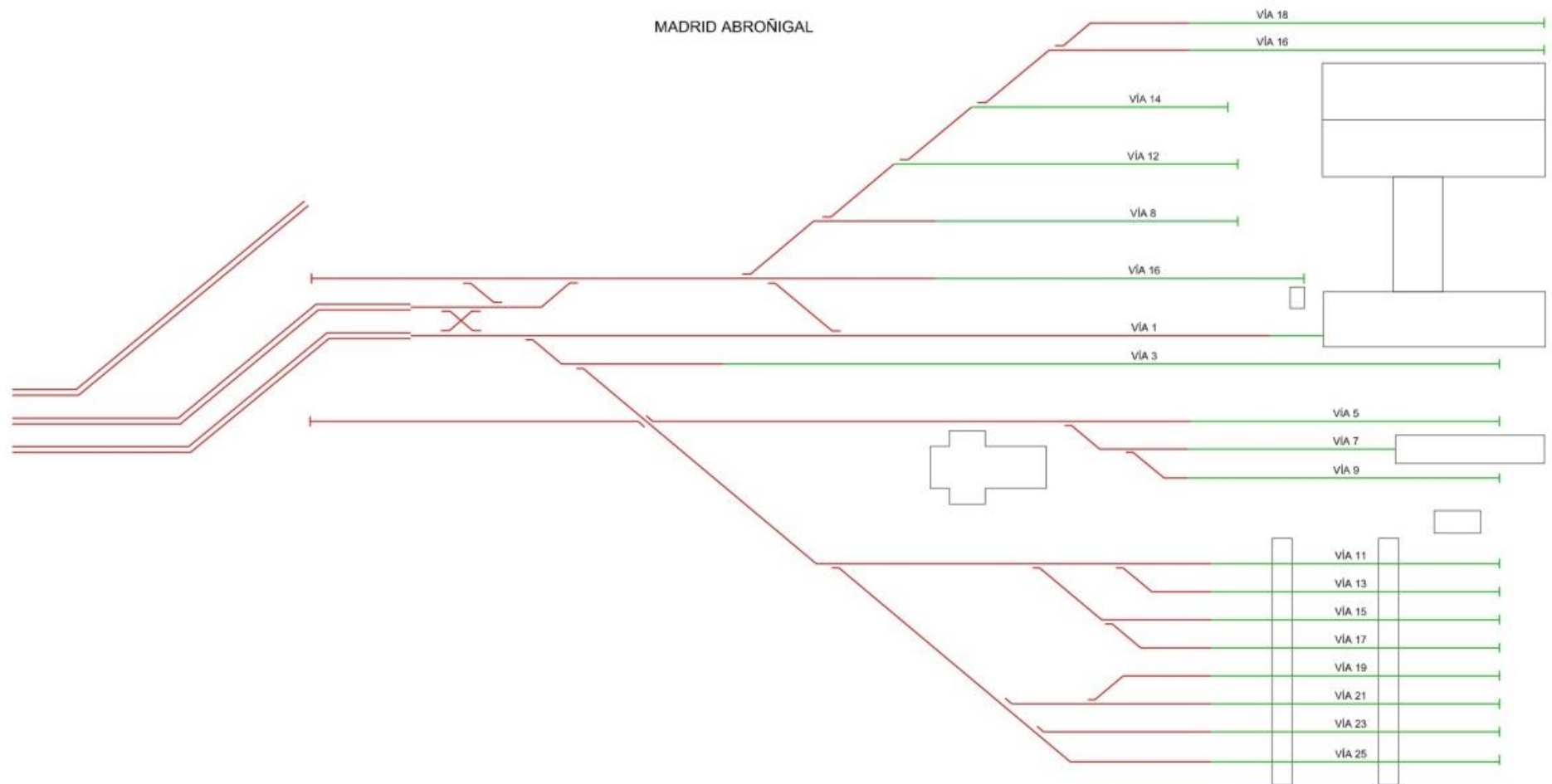
### Madrid Abroñigal

19 Electrified tracks with length between 124 – 560 m.

MADRID SANTA CATALINA  
HAZ DE RECEPCIÓN / EXPEDICIÓN



# MADRID ABRONIGAL



== VÍA ELECTRIFICADA TELEMANDADA

== VÍA NO ELECTRIFICADA TELEMANDADA

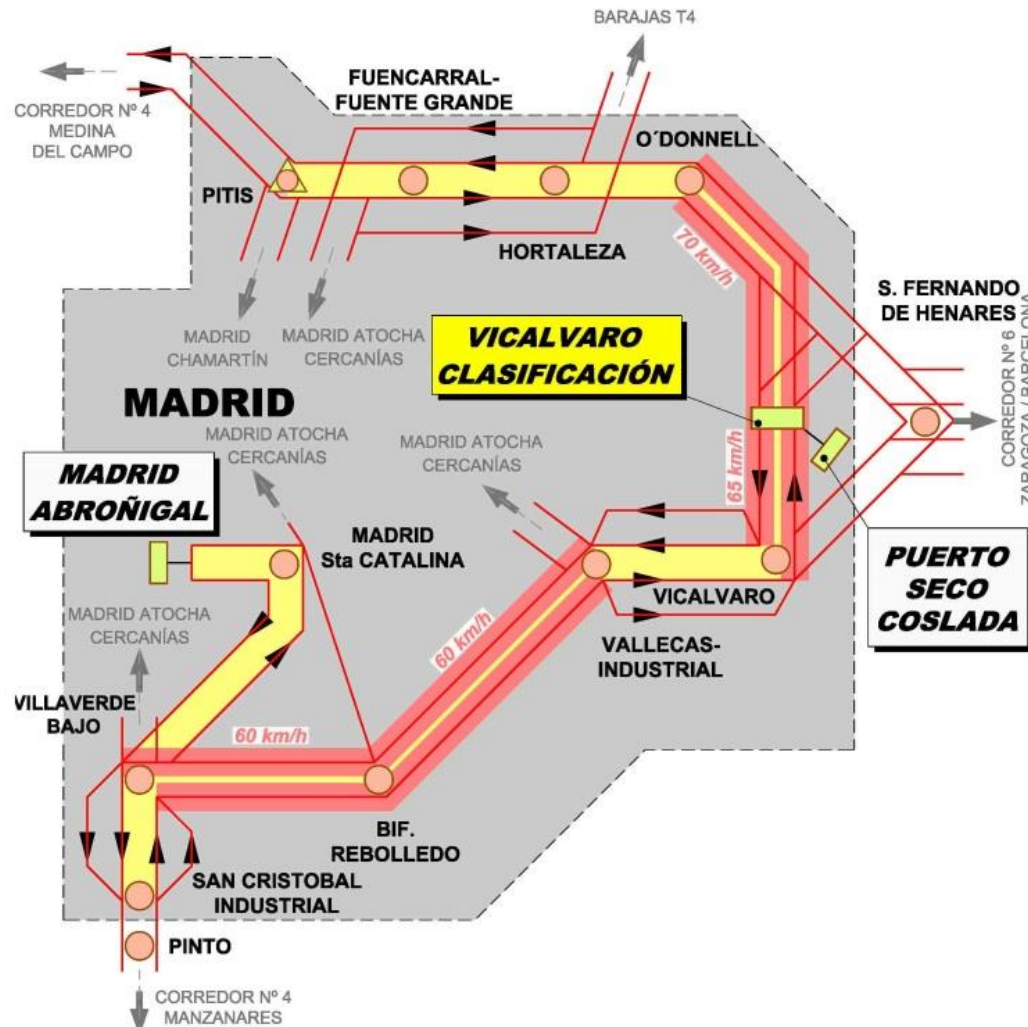
— VÍA ELECTRIFICADA NO TELEMANDADA

— VÍA NO ELECTRIFICADA NO TELEMANDADA

— VÍA GENERAL

## TERMINAL OF VICÁLVARO LOGISTIC CENTER

## LOCATION



## TYPE OF TERMINAL

## ADIF Intermodal terminal

## OPERATION

## ADIF Direction Centre

Carretera de Vicálvaro a Coslada Km. 2,500  
MADRID

28052 – MADRID

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

Tlf: +34 915.06.61.00

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

## WORKING TIMETABLE

**Technical facility:**

- Access and Train expedition : 7 days / 24h

### Services :

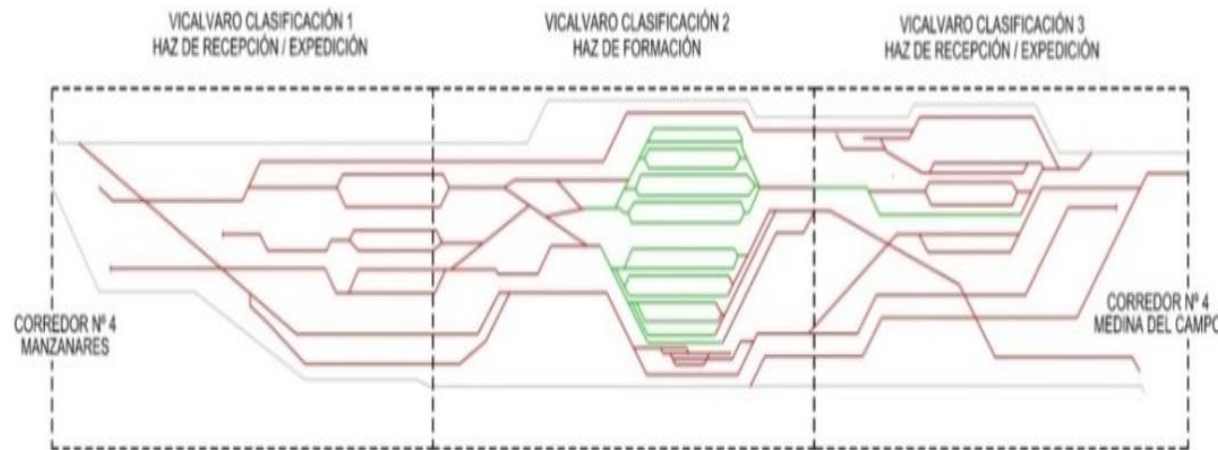
- Timetable varies with service offered. For more information:

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

## SERVICES

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

## INFRASTRUCTURES



**Nº Track**

**Length (m)**

### V. CLASSIFICATION 1

9 Electrified tracks with length of 600 m

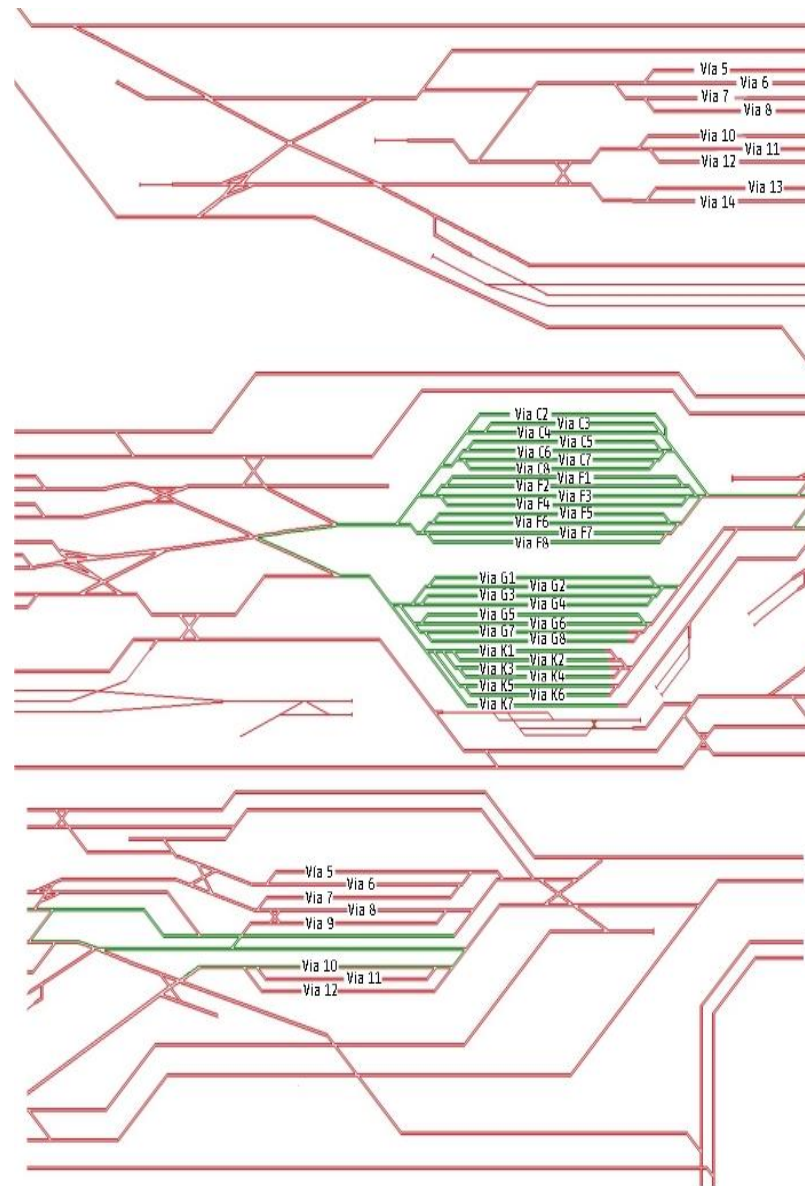
### V. CLASSIFICATION 2

21 no electrified tracks with length of 670 m

### V. CLASSIFICATION 3

8 Electrified tracks + 2 no electrified tracks with length of 600 m





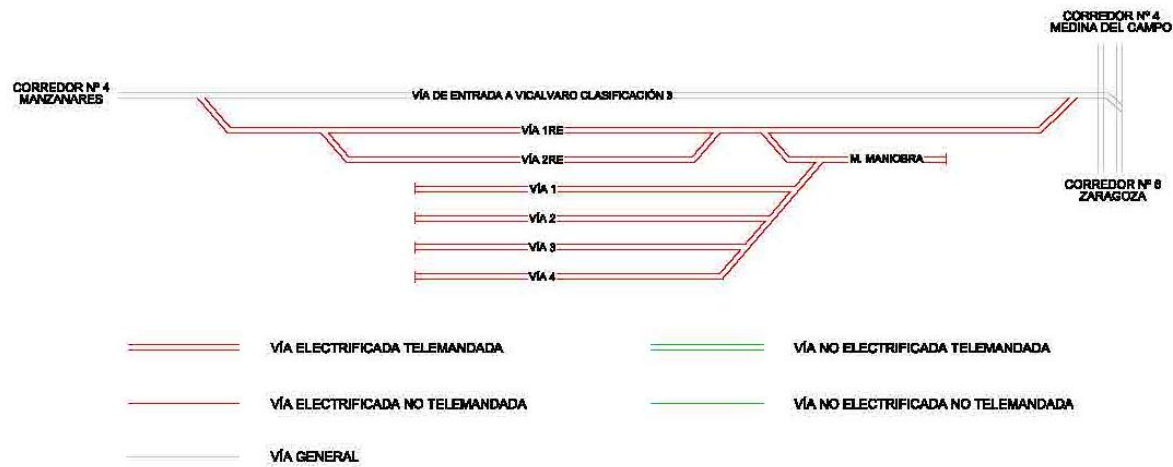
# MADRID DRY PORT COSLADA

LOCATION	TYPE OF TERMINAL
	<p><b>Intermodal Terminal</b></p> <p><b>OPERATION</b></p> <p><b>Terminal owner:</b>            PUERTO SECO DE MADRID, S.A            Av Europa            28821 Coslada, Madrid  <a href="http://www.puertoseco.com/ingles/dryport.html">http://www.puertoseco.com/ingles/dryport.html</a>            Manager. Jaime Seijas.  <a href="mailto:jaime.seijas@puertoseco.com">jaime.seijas@puertoseco.com</a></p> <p><b>Terminal operator:</b>            CONTERAIL, S.A.            Tel +34 916 707 091  <a href="http://www.conterail.com">www.conterail.com</a>            Manager. Carlos Romero. Felipe Mendaña.  <a href="mailto:cromero@conterail.com">cromero@conterail.com</a>  <a href="mailto:fmendana@noatum.co">fmendana@noatum.co</a></p> <p><b>WORKING TIMETABLE</b></p> <p><b>Technical facility:</b></p> <ul style="list-style-type: none"> <li>• Train access and expedition at all times</li> </ul> <p><b>Services:</b></p> <ul style="list-style-type: none"> <li>• Particular Services. In accordance to each service demand and Public Services</li> </ul>

## SERVICES

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

## INFRASTRUCTURES



Nº Tracks

Track length (m)

1RE

>750

2RE

450

1

553

2

516

3

480

4

433

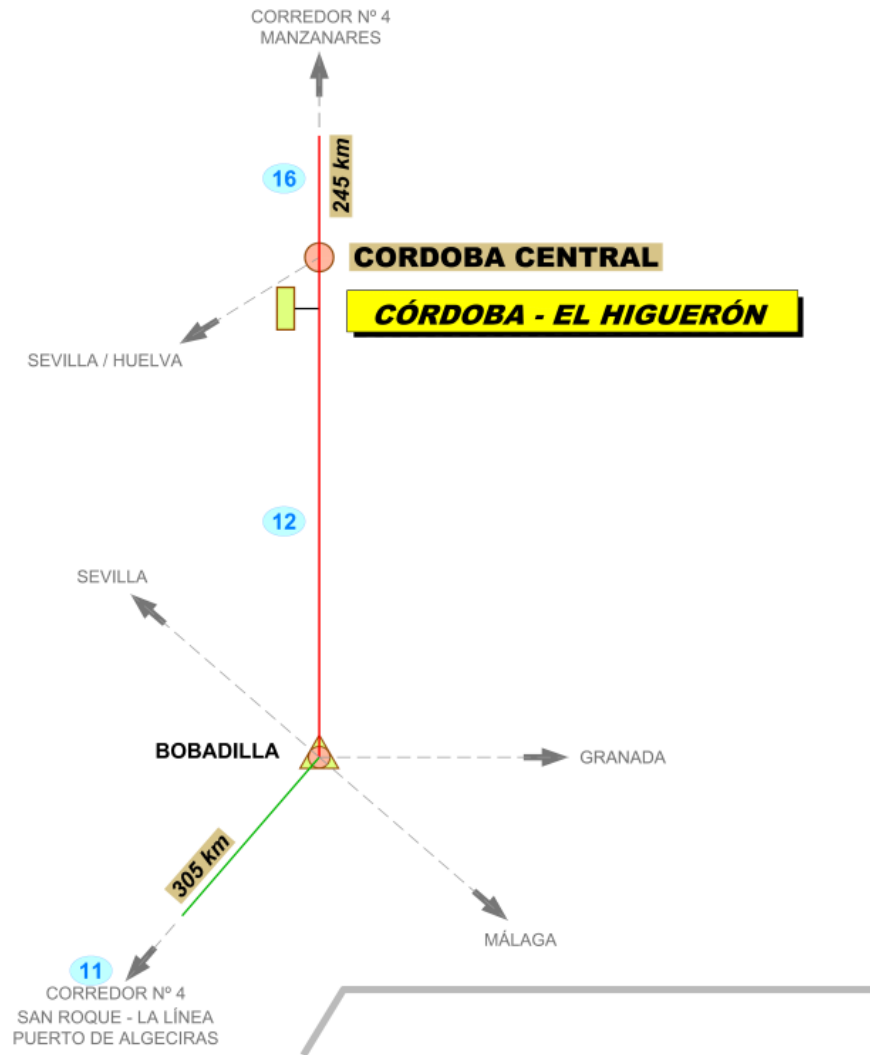
Shunting neck

420

Electrified 3 KV

## CÓRDOBA – EL HIGUERÓN TERMINAL

### LOCATION



### TYPE OF TERMINAL

**ADIF Intermodal terminal**

### OPERATION

#### South Direction ADIF

Crta. Palma del Río, Km. 3,500

CÓRDOBA

14005 – CÓRDOBA

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

Tlf: +34 954.48.52.30

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

### WORKING TIMETABLE

#### Technical facility:

- Access and Train expedition : 7 days / 24h

#### Services:

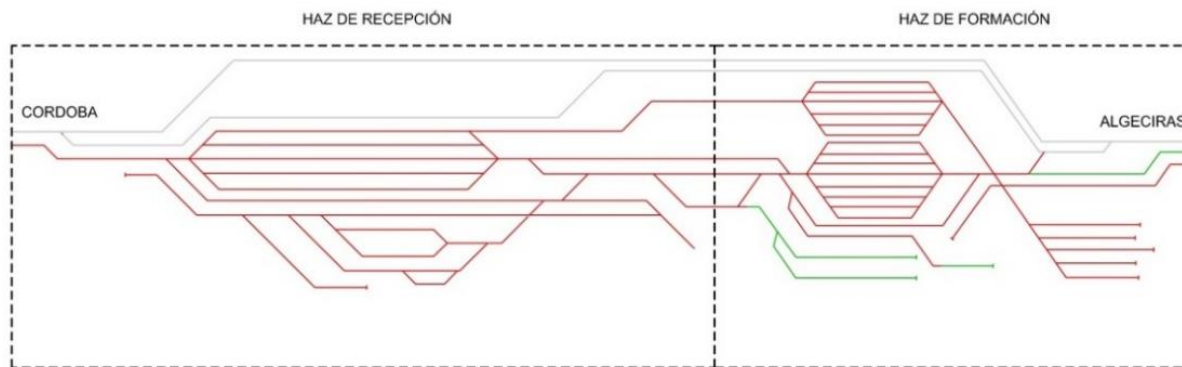
- Timetable varies with service offered. For more information:

[http://www.adif.es/es\\_ES/infraestructuras/terminal/es/50512/ficha\\_instalacion\\_logistica\\_0075.shtml](http://www.adif.es/es_ES/infraestructuras/terminal/es/50512/ficha_instalacion_logistica_0075.shtml)

## SERVICES

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

## INFRASTRUCTURES



Nº Track

Length(m)

### Reception siding

1R

607

2R

609

3R

674

4R

616

5R

616

6R

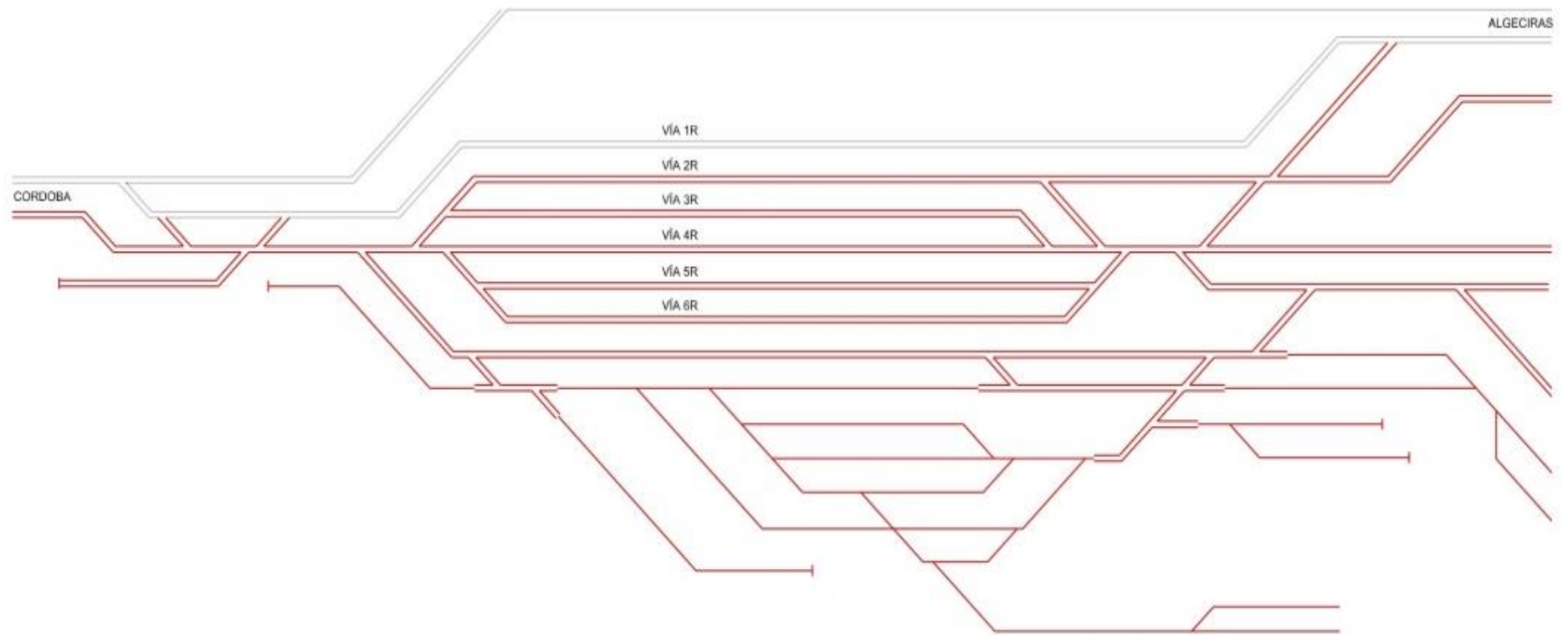
608

### Formation siding

14 Electrified tracks with length between 465 – 670 m

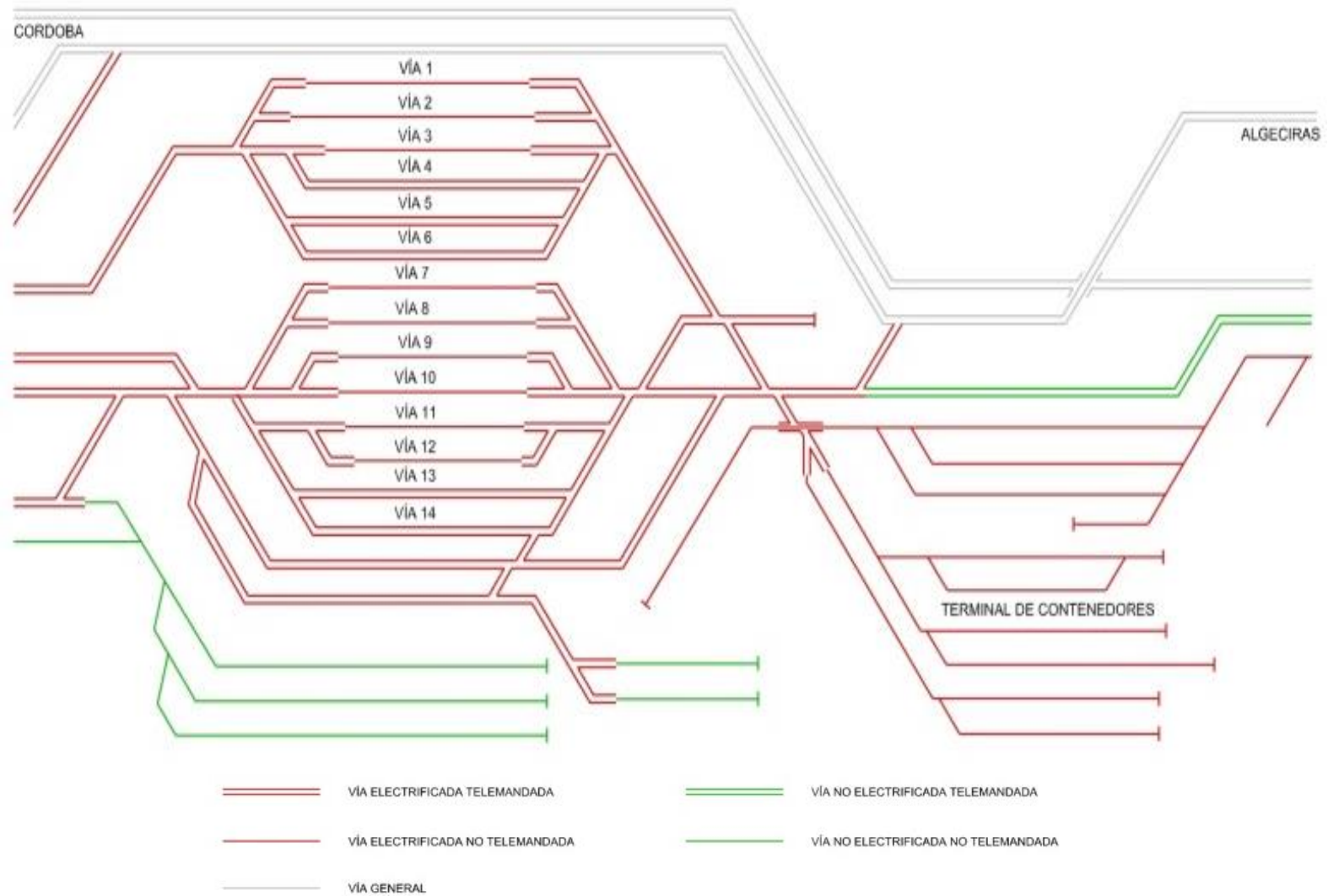
Electrified 3 KV

## HAZ DE RECEPCIÓN





## HAZ DE FORMACIÓN



## SAN ROQUE – LA LÍNEA FREIGHT TERMINAL

### LOCATION



### TYPE OF TERMINAL

**ADIF Intermodal terminal**

### OPERATION

#### South Direction ADIF

Crta. Almoraima s/n

SAN ROQUE

11368 – CÁDIZ

Tlf: +34 954.48.52.30

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

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

### WORKING TIMETABLE

#### Technical facility:

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

#### Services :

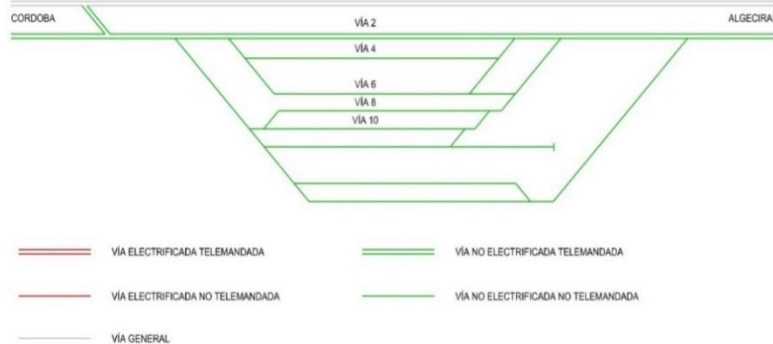
- Timetable varies with service offered. For more information:

[http://www.adif.es/es\\_ES/infraestructuras/terminales/55026/ficha\\_instalacion\\_logistica\\_0089.shtml](http://www.adif.es/es_ES/infraestructuras/terminales/55026/ficha_instalacion_logistica_0089.shtml)

## SERVICES

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

## INFRASTRUCTURES



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

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

## ALGECIRAS FREIGHT TERMINAL

### LOCATION



### TYPE OF TERMINAL

**ADIF Intermodal terminal**

### OPERATION

#### ADIF Direction South

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

ALGECIRAS

11207 – CÁDIZ

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

Tlf: +34 954.48.52.30

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

### WORKING TIMETABLE

#### Technical facility

- Access and Train expedition :  
Mon to Fri : 7.00am – 10:00pm

#### Services:

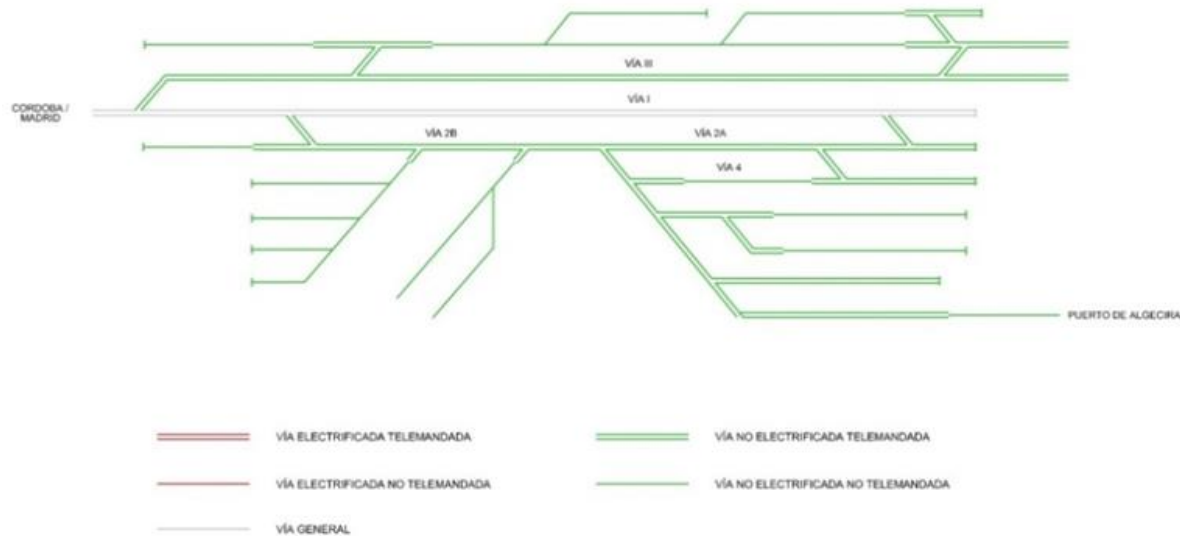
- Timetable varies with service offered. For more information:

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

## SERVICES

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

## INFRASTRUCTURES



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

## BAHÍA DE ALGECIRAS PORT

### LOCATION



### GENERAL INFORMATION

#### **Puerto Bahía de Algeciras**

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

Avenida de la Hispanidad, 2.  
11207 ALGECIRAS.

#### **Contacts:**

**Rafael Olivares**

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

Tlf: +34 956.58.54.00

Juan José Aguilar

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

Tlf: +34 956.58.54.29

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

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

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

Terminal operator: ADIF/ APBA

Terminal character: Intermodal (rail-road /maritime)



### ACCESS CONDITIONS

- Mon to Fri : 8.30am – 6.30pm
- Open access for all market operators (RU, forwarder, logistic provider): Yes
- Legal requirements to access: no particular requirements
- Technical conditions: only diesel traction

### TERMINAL DESCRIPTION

- Type of cargo: all (containers mainly)
- Equipment (container): reach stacker: Other cargoes: no specific equipment
- Connection to main railway infrastructure: Connecting railway station: San Roque (ADIF) y Algeciras Mercancías (ADIF)

### CAPACITY ALLOCATION

- Process description: regulated through ADIF-APBA formal agreement. Paths are organized between San Roque (ADIF) and Puerto de Algeciras.
- Booking: on a daily basis

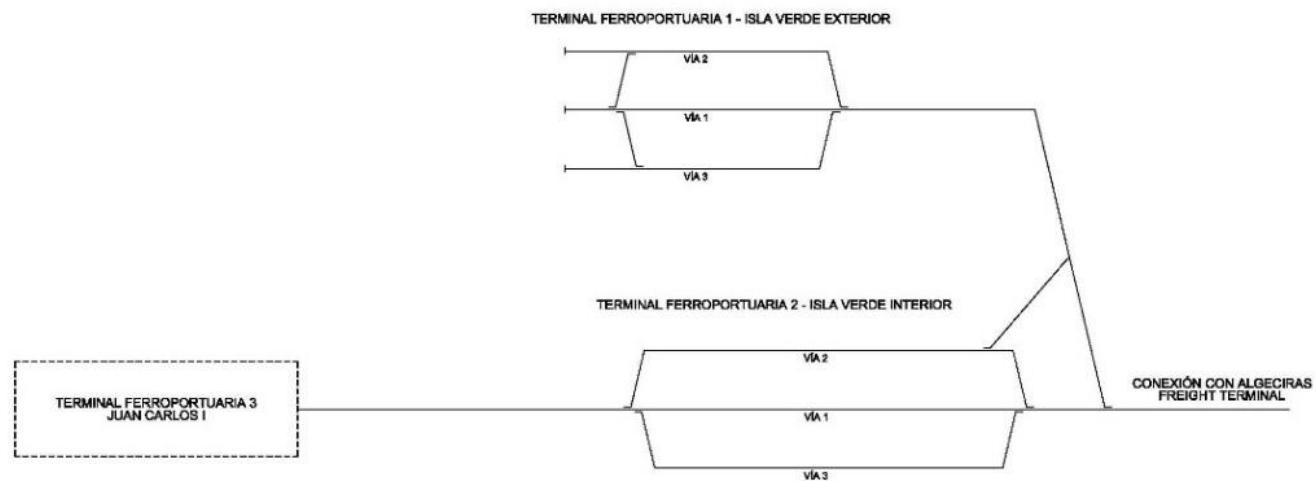
### SERVICES

- Connections with external facilities
- Shunting staff
- Commercial billing and administrative support
- Containers handling and storage
- Pick-up and delivery operations
- Others services under request

### CHARGING

- Price list: to be published (consult the APBA in the meanwhile)
- Payment conditions: no particular conditions

## INFRASTRUCTURES



Nº Tracks

Track length (m)

T 1 – Isla Verde Exterior

1

591

2

629

3

591

T 2 – Isla Verde Interior

1

300

2

335

3

300

# BILBAO PORT

## LOCATION



## GENERAL INFORMATION

### Puerto de Bilbao

Campo de Volatín, 37  
48007 BILBAO

**Contact:** Luis Gabiola Mendieta

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

Tlf: +34 944 871 200

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

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

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

- Terminal operator: ADIF/ APB
- Terminal character: Intermodal (rail-road /maritime)

## ACCESS CONDITIONS

- Open access for all market operators (RU, forwarder, logistic provider...): Yes
- Legal requirements to access: no particular requirements
- Technical conditions: only diesel traction

### TERMINAL DESCRIPTION

- Type of cargo: all (container mainly)
- Equipment (container): RTG. Other cargoes (no specific equipment)
- Connection to main railway infrastructure: Connecting railway station: Bilbao Mercancías (ADIF)

### CAPACITY ALLOCATION

- Process description: regulated through ADIF-APB formal agreement. Paths are organized between Bilbao Mercancías (ADIF) and Puerto de Bilbao.
- Booking: on a daily basis

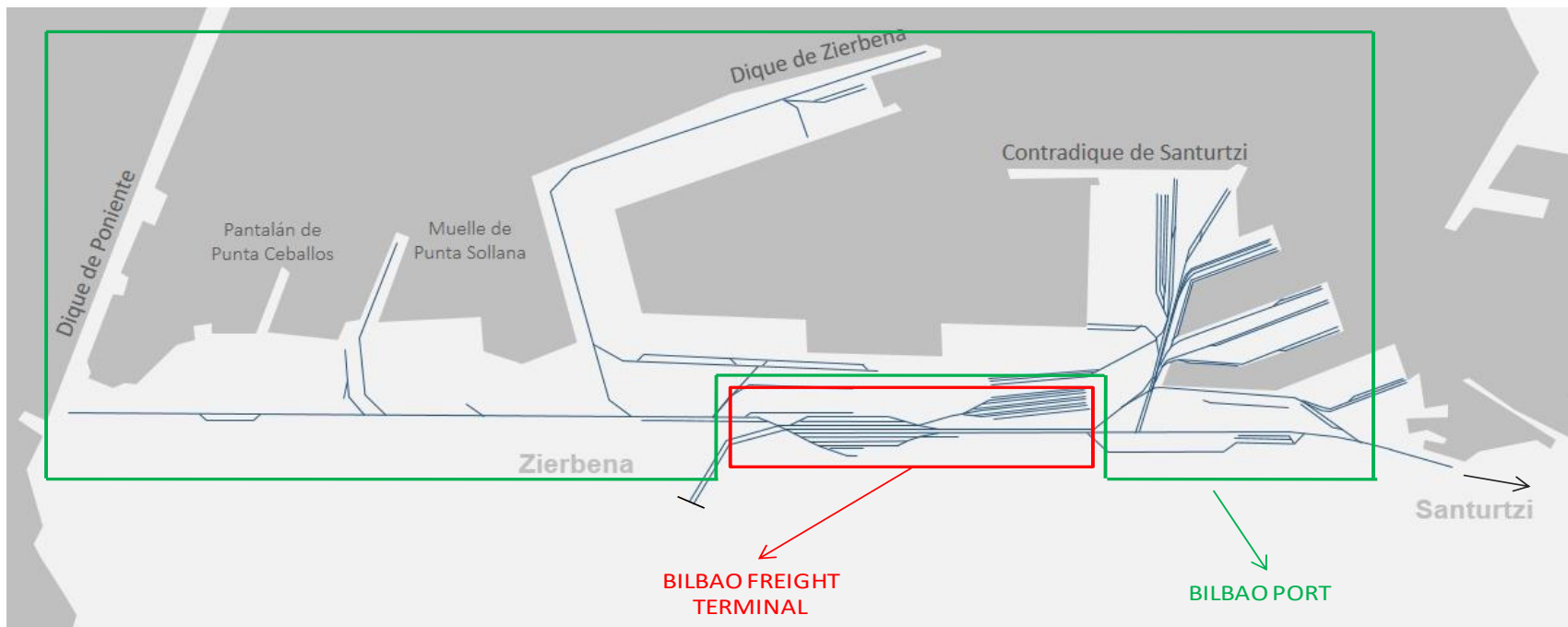
### SERVICES

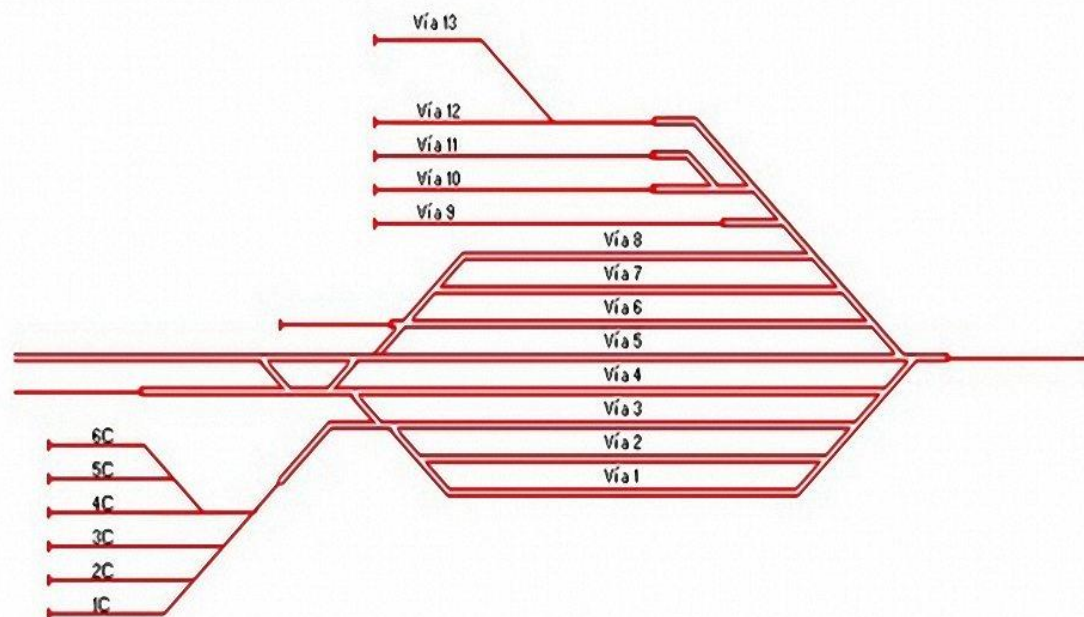
- For more details, please check the website  
[http://www.adif.es/es\\_ES/infraestructuras/terminales/13408/ficha\\_instalacion\\_logistica\\_0026.shtml](http://www.adif.es/es_ES/infraestructuras/terminales/13408/ficha_instalacion_logistica_0026.shtml)
- ADIF operating times: 7 days / 24h

### CHARGING

- Price list: to be published (consult the APB in the meanwhile)
- Payment conditions: no particular conditions

### INFRASTRUCTURE



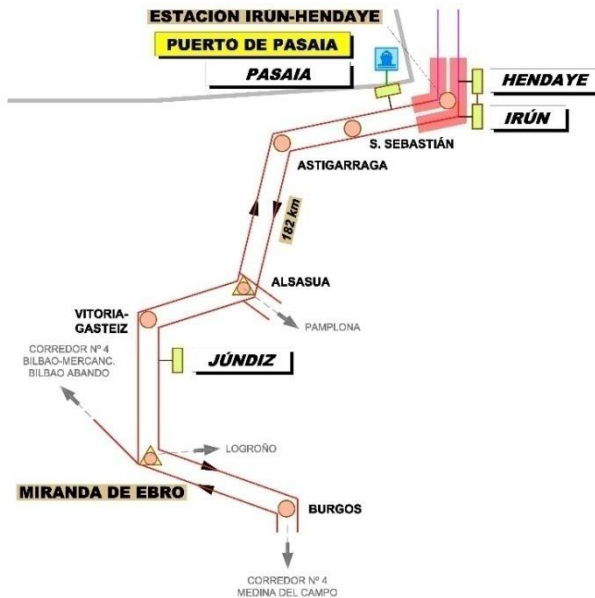


== Vía electrificada telemendada    == Vía no electrificadas telemendadas  
— Vía electrificada no telemendada    — Vía no electrificada no telemendada

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

# PASAIA PORT

## LOCATION



## GENERAL INFORMATION

### Puerto de Pasaia

Pasaia Ancho, s/n.

20110 PASAJES

**Contact: César Salvador Artola**

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

Tel +34 943.35.01.42

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

**Terminal owner: Autoridad Portuaria de Pasaia (APP).**

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

- Terminal operator: ADIF/ APP
- Terminal character: Intermodal (rail-road /maritime)

## ACCESS CONDITIONS

- Open access for all market operators (RU, forwarder, logistic provider...)
- No particular legal requirements to access
- Technical conditions: only diesel traction

## TERMINAL DESCRIPTION

- Type of cargo: general cargo (vehicles and coils mainly)
- Equipment: no specific equipment
- Connecting railway station: Lezo & Pasaia Mercancías (ADIF)

## CAPACITY ALLOCATION

- Process description: regulated through ADIF-APP formal agreement. Paths are organized between Lezo&PasajesMercancías (ADIF) and Puerto de Pasaia.
- Booking: on a daily basis



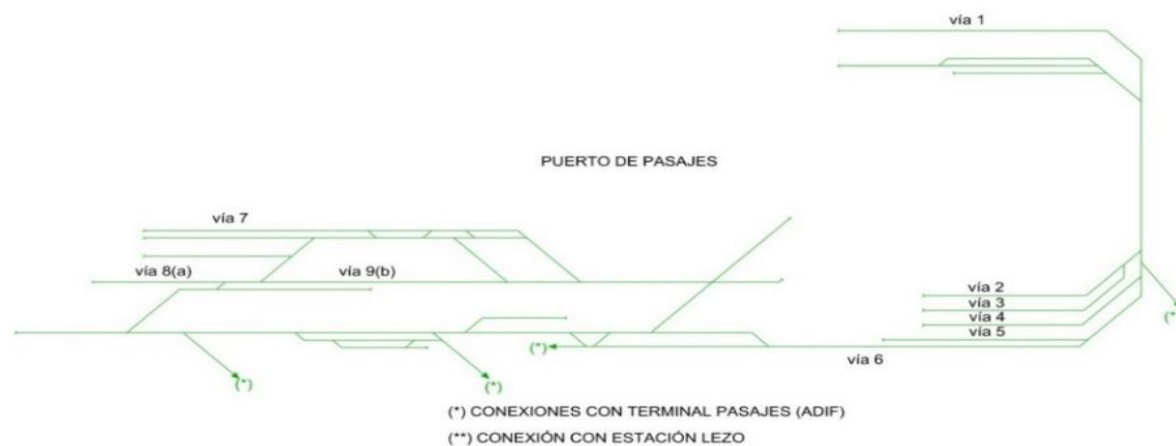
## SERVICES

- For more details, please check the website [http://www.adif.es/es\\_ES/infraestructuras/terminales/11515/ficha\\_instalacion\\_logistica\\_0023.shtml](http://www.adif.es/es_ES/infraestructuras/terminales/11515/ficha_instalacion_logistica_0023.shtml)
- Operating times ADIF : Mon to Fri / 6.00am – 10.00pm

## CHARGING

- Price list: to be published (consult the APP in the meanwhile)
- Payment conditions: no particular conditions

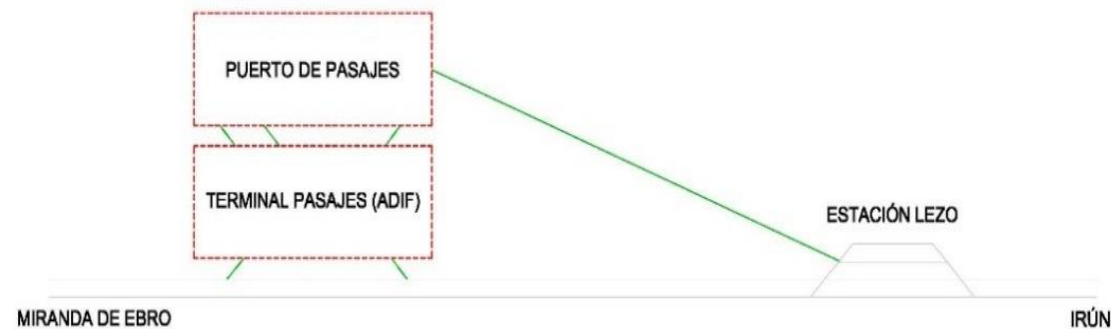
## INFRASTRUCTURES



### Nº Tracks

### Track length (m)

1	610
2	319
3	329
4	324
5	200
6	440
7	310
8 (a)	405
8 (b)	471

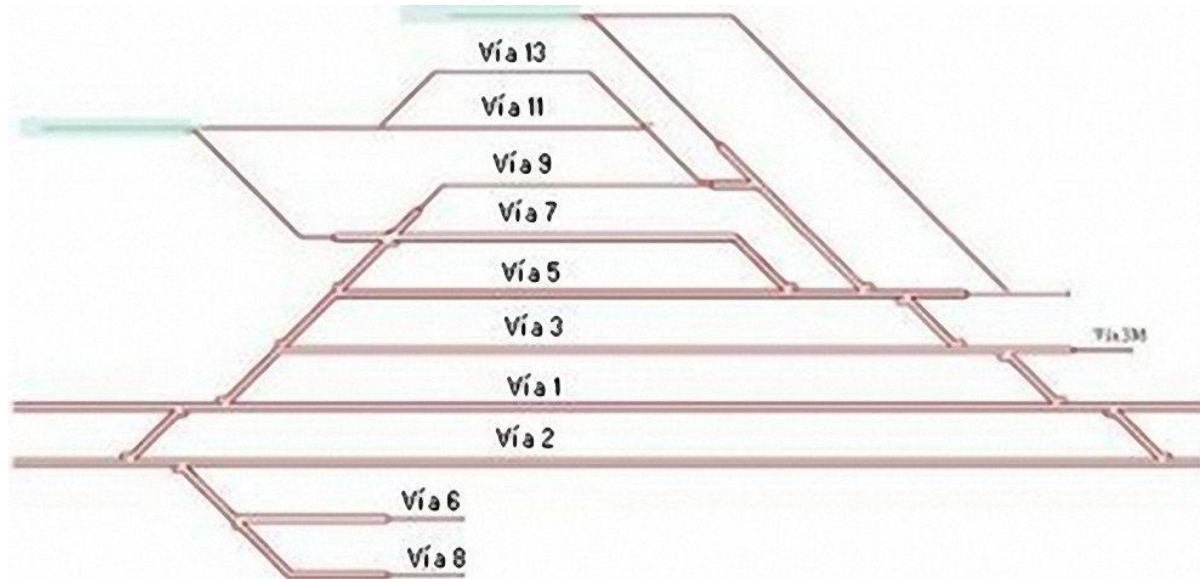


### Nº Tracks

### Track length (m)

3	567
5	399
7	367
9	340
11	316
13	265
4	305

### Terminal Pasajes (ADIF)



- Vía electrificada telemandada      — Vía no electrificada telemandada
- Vía electrificada no telemandada      — Vía no electrificada no telemandada

6

300


8

300

Electrified 3 KV  
No electrified

## Annex 3.4 Portugal

### LEIXÕES PORT

LOCATION	TYPE OF TERMINAL
	<p><b>Port and freight terminal</b></p> <p><b>OPERATION</b></p> <p><b>IP – INFRAESTRUTURAS DE PORTUGAL</b>          Av. Eng. Duarte Pacheco          4450-110 Matosinhos          Tel.: (+351) 221 052 977 Fax: (+351) 221 052 989          E-mail: <a href="mailto:tm.leixoes@infraestruturasdeportugal.pt">tm.leixoes@infraestruturasdeportugal.pt</a>          Site: <a href="http://www.infraestruturasdeportugal.pt">www.infraestruturasdeportugal.pt</a></p> <p><b>APDL – ADMINISTRAÇÃO DOS PORTOS DO DOURO E LEIXÕES</b>          Avenida da Liberdade          4450-718 Leça da Palmeira  <b>Contact Person: Amélia Castro</b>          Tel.: (+351) 229 990 700          Fax: (+351) 229 990 701          E-mail: <a href="mailto:amelia.castro@apdl.pt">amelia.castro@apdl.pt</a>          Site: <a href="http://www.apdl.pt">www.apdl.pt</a></p> <p><b>WORKING TIMETABLE</b></p> <p><b>IP – INFRAESTRUTURAS DE PORTUGAL</b></p> <ul style="list-style-type: none"> <li>• 7 days / 8am-7pm</li> </ul> <p><b>APDL</b></p> <ul style="list-style-type: none"> <li>• Port works 24 hours per day, every day of the year.</li> <li>• Freight movement is done by the licensed public services depending on the normal operation time between 8am and 12pm.</li> </ul>

## SERVICES

### IP – INFRAESTRUTURAS DE PORTUGAL

- Load, unload, reception and delivery of ITU (Intermodal Transport Unit), containers and change
- Terminal capacity: 550 TUs
- Availability for connection of 8 refrigerated containers
- Reserved area for dangerous materials
- Proximity parking

### APDL

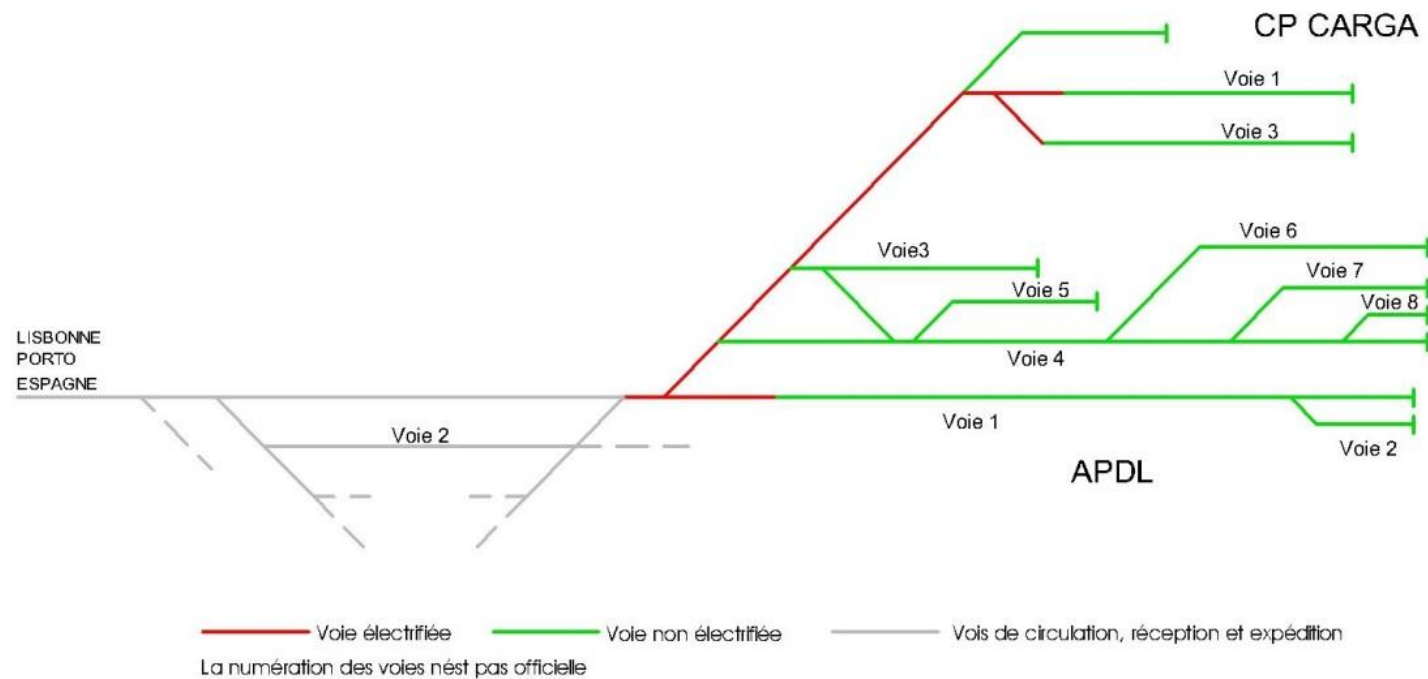
- Diverse fragmented freight movement, freight in containers, liquid and solid bulk, ro-ro freight and passengers
- Covered storage and uncovered for freight
- Specialized storage: cereal storages, petroleum products tanks...
- Fish port
- Marina
- Maritime services: pilot accompaniment, railroad trailer, berth
- Water and electricity supply
- 24 hours security systems
- Waste collection
- Port area cleaning
- Port security and vigilance 24 hours per day

## EQUIPMENT

### CP Carga

- Arcade crane of 30 tonnes
- 2 Reach Stacker of 40 tonnes
- 1 stacker of 6 tonnes
- Equipment APDL
- 35 cranes with a capacity between 5 and 240 tonnes
- 3 mobile cranes with a capacity between 40 and 100 tonnes
- 6 dock arcades (STS)
- 13 arcades for storage of containers (RMG)

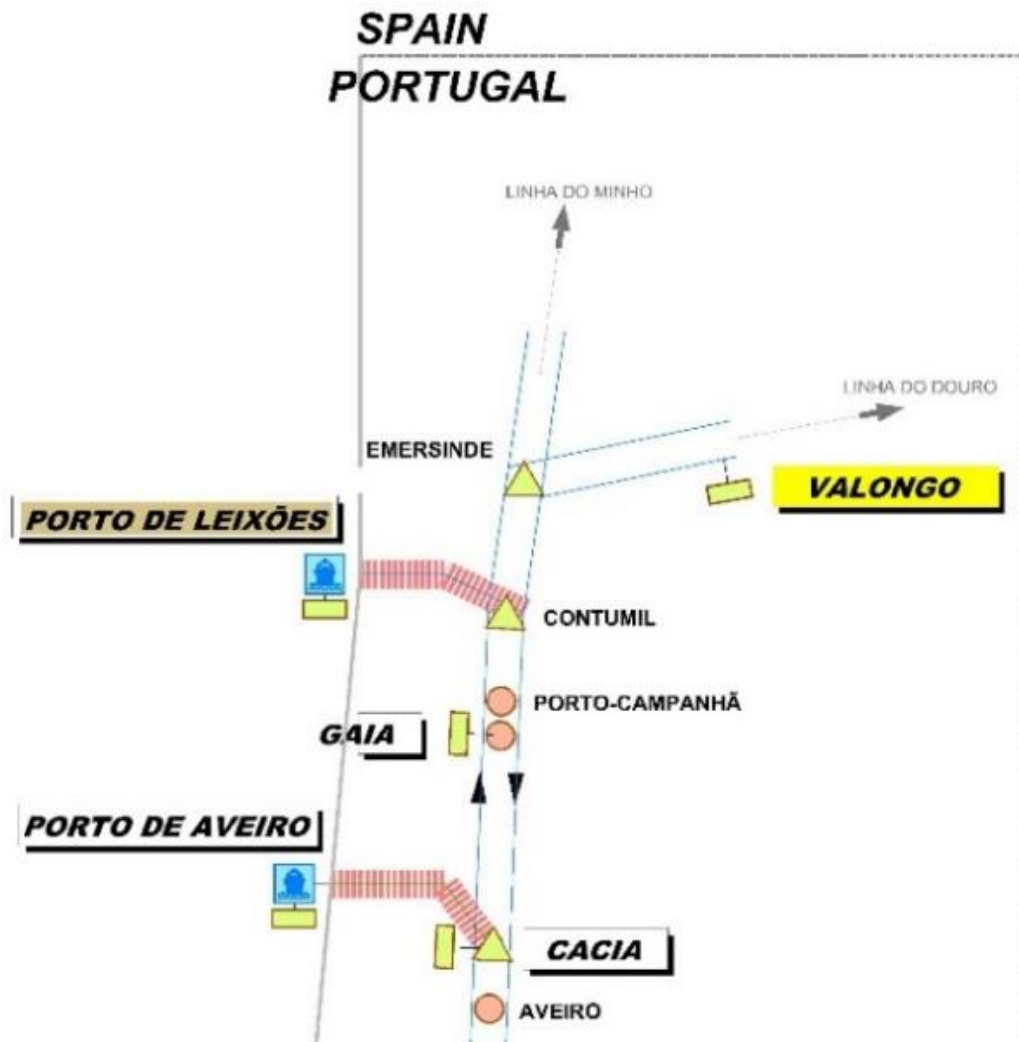
## INFRASTRUCTURES



Nº Track	Length (m)
IP	
1	300
2	200
3	400
APDL	
1	2230
2	260
3	500
4	1700
5	725
6	1075
7	250
8	170

## VALONGO TERMINAL

### LOCATION



### TYPE OF TERMINAL

Freight terminal

### OPERATION

**SPC – Terminal Norte**

**S. Martinho do Campo**

Zona Industrial de Campo

Rua da Central, 601

4440-043 Campo, Valongo

**Contact Person: Lucas Teixeira**

Tel.: (+351) 224 158 000

Fax: (+351) 224 158 099

E-mail: [lteixeira@spc.saptec.pt](mailto:lteixeira@spc.saptec.pt)

E-mail: [comercial@spc.saptec.pt](mailto:comercial@spc.saptec.pt)

### WORKING TIMETABLE

- 7 days / 8am – 8pm



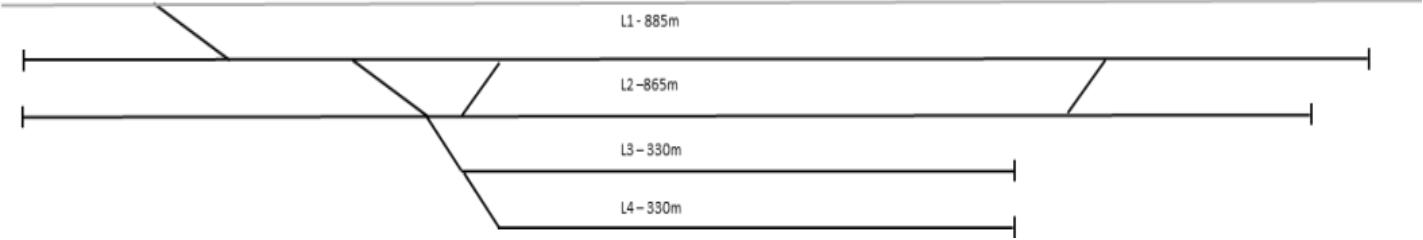
## SERVICES

- Area: 18Ha
- Load/unload of Containers
- Container Depot / Terminal capacity: 4500 TUs
- Container Repair (Dry and Reefer)
- 30 refrigerated container availability
- Intermodal railroad-road transfer of ITU (containers, tank-container, and others)
- ITU transfer and parking
- Load reinforcement/decomposition
- Transport
- General freight storage
- Customs Warehouse / Logistics / Road / Railway interface with 40 tons crane – 17.000m2
- Electrified railway
- Reception and forwarding of compositions (500m)
- Formation / deformation compositions
- Load and unload compositions
- Consolidation / deconsolidation / charge storage
- Handling intermodal UTI'S and other charges
- Paved patio rail (loading and unload area of containers, wood, steel products, roundwood) – 20.000m2

## EQUIPMENT:

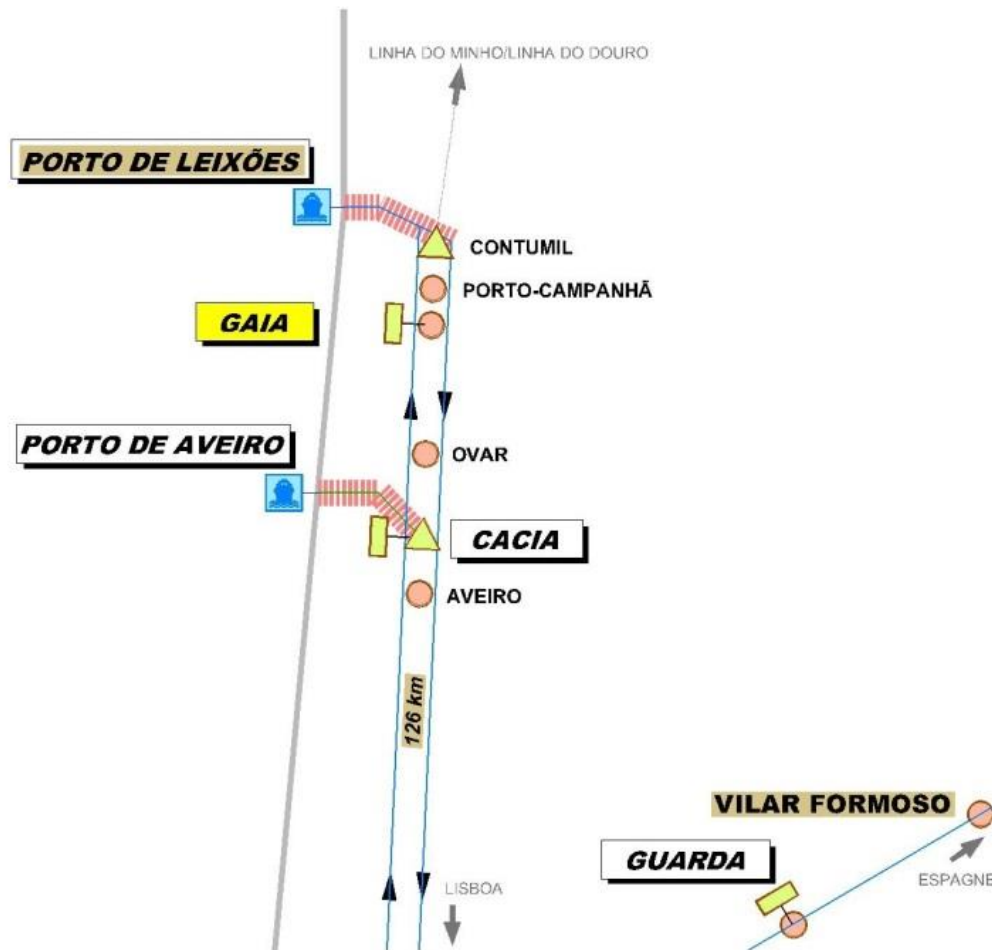
- 40 tons Crane (rail, truck, and warehouse interface)
- 3 Reach stacker – 35 and 45 tons
- 2 Fork lift with frontal spreader of 13 tons
- 1 railroad shunter locotractor

## INFRASTRUCTURES

<div> <div>VALONGO</div> <div>Linha do Douro</div>  </div>		Nº Track	Length (m)
L1 - 885m		1	885
L2 - 865m		2	865
L3 - 330m		3	330
L4 - 330m		4	330

## VILA NOVA DE GAIA TERMINAL

### LOCATION



### TYPE OF TERMINAL

Marshalling yard

### OPERATION

**IP – INFRAESTRUTURAS DE PORTUGAL**

Estação de Santa Apolónia

1100-105 Lisboa

**Contact Person: Vítor Carvalho**

Tel.: (+351) 211 022 154

Fax: (+351) 211 021 710

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

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

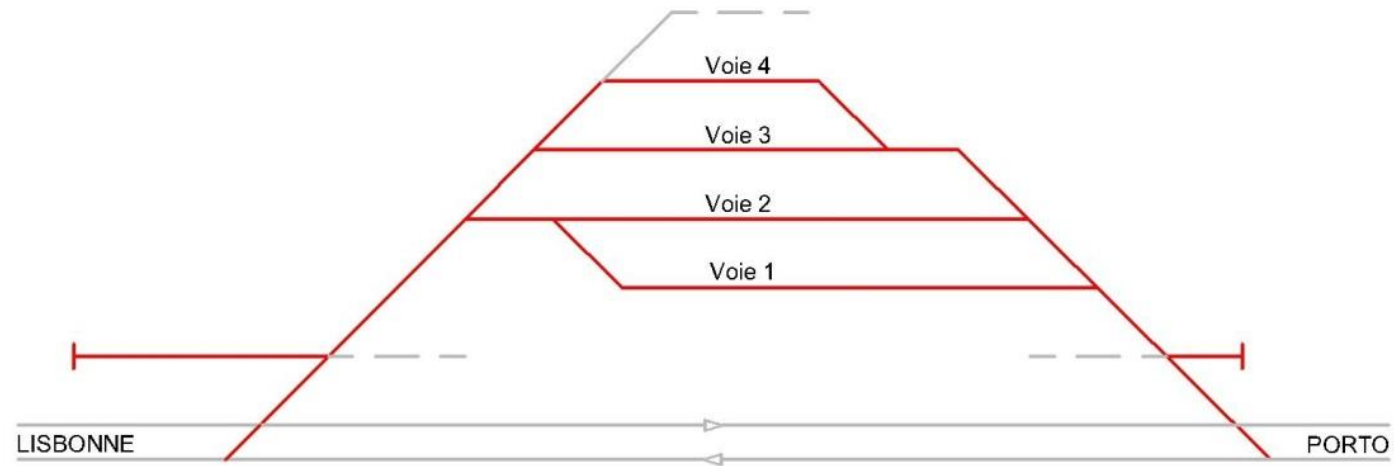
### WORKING TIMETABLE

- 7 days / 24 hours

## SERVICES

- Reception and delivery of trains. Ensembling traffic.

## INFRASTRUCTURES



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

La numération des voies n'est pas officielle

Nº Track

Length (m)

1

270

2

260


3

185

4

180

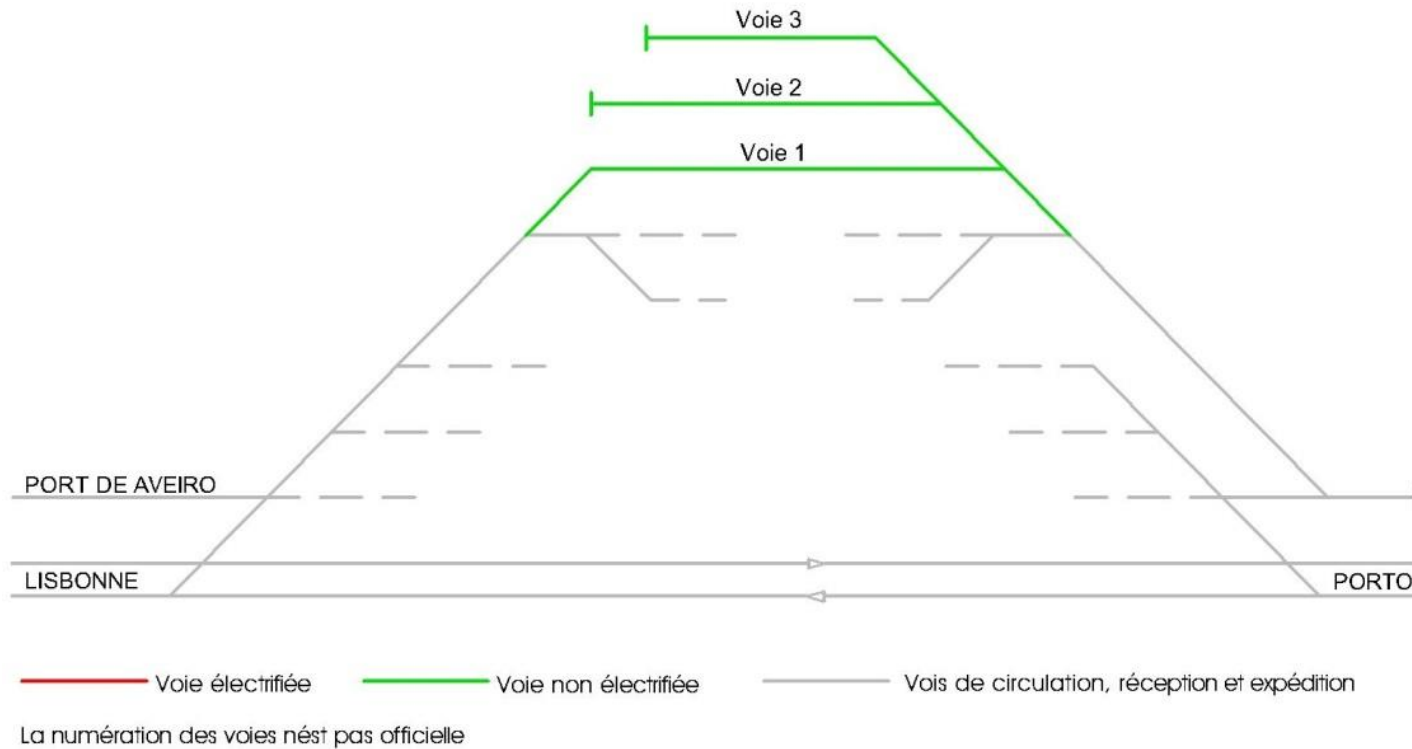
## CACIA LOGISTIC PLATFORM

LOCATION	TYPE OF TERMINAL
 <p>The map illustrates the location of the CACIA Logistic Platform on the railway network. The main line runs vertically, connecting Porto de Leixões at the top to Aveiro at the bottom. Key stations along this line include Porto de Leixões, Gaia, Porto de Aveiro, and Aveiro. The CACIA platform is situated between Porto de Aveiro and Aveiro. Other stations shown include Contumil, Porto-Campanhã, Ovar, Vilar Formoso, Guarda, and Lisboa. A distance of 126 km is marked between Porto de Aveiro and Aveiro. Arrows indicate the direction of travel towards Lisboa and towards the north (Linha do Minho/Linha do Douro). A branch line to Espagne is also shown.</p>	Freight terminal
	<p><b>OPERATION</b></p> <p><b>APA – ADMINISTRAÇÃO DO PORTO DE AVEIRO</b>          Edifício 9 – Forte da Barra          3830-565 Gafanha da Nazaré</p> <p><b>Contact Person: Marta Alves</b>          Tel.. (+351) 234 393 300          Tlm: (+351) 925 659 532          E-mail: <a href="mailto:marta.alves@portodeaveiro.pt">marta.alves@portodeaveiro.pt</a>          Site: <a href="http://www.portodeaveiro.pt">www.portodeaveiro.pt</a></p>
	<p><b>WORKING TIMETABLE</b></p> <ul style="list-style-type: none"> <li>• Trains can make entrances in terminals at all times.</li> <li>• Load and unload of trains can be done in the schedule agreed by companies that operate in the platform.</li> </ul>

## SERVICES

- Intermodal railroad-road transfer with all kind of freight, fragmented, diverse and ITU (Intermodal Transport Unit)
- Storage and parking for all kind of goods
- Handling of a variety of goods, reinforcement and decomposition of containers
- Offices renting
- Aligned plots for private use
- 24 hours per day vigilance

## INFRASTRUCTURES



Nº Track

Lenght (m)

1

665

2

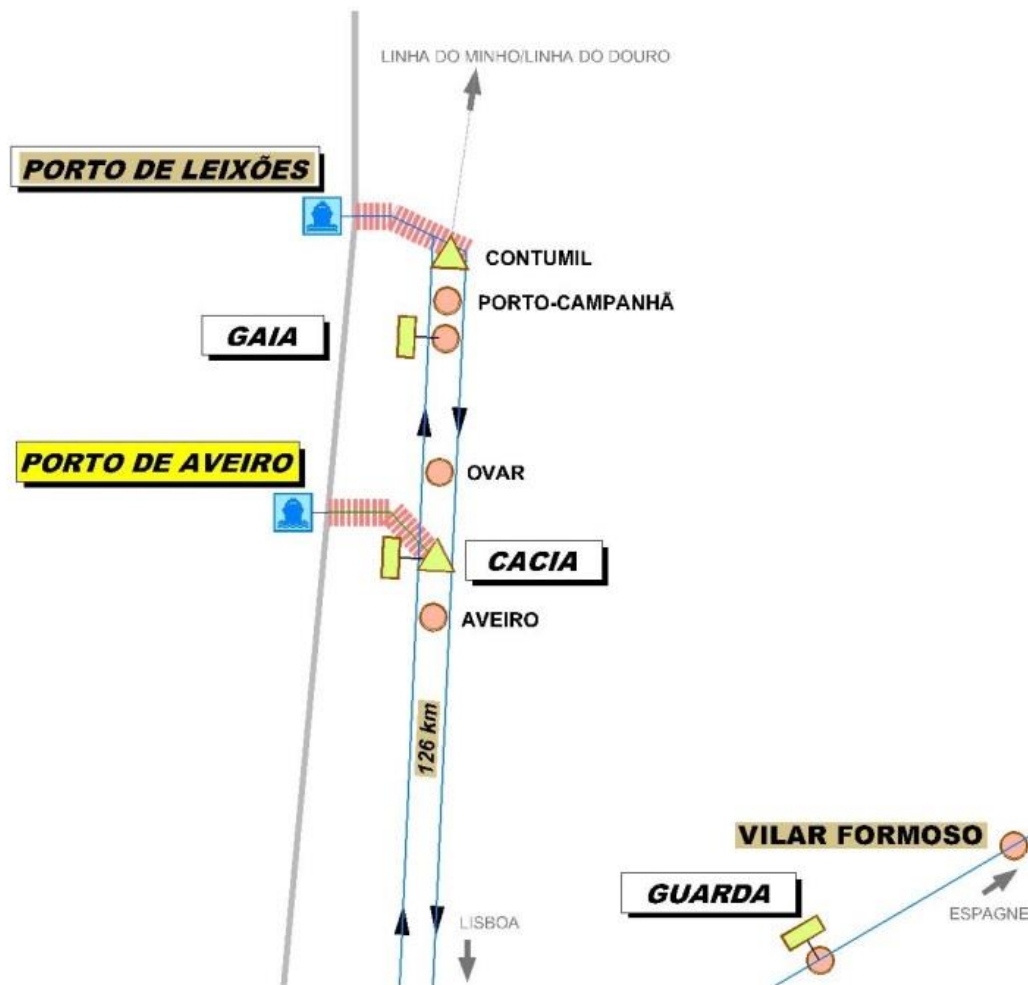
425

3

285

# AVEIRO PORT

## LOCATION



## TYPE OF TERMINAL

Port terminal

### OPERATION

**APA – ADMINISTRAÇÃO DO PORTO DE AVEIRO**

Edifício 9 – Forte da Barra  
3830-565 Gafanha da Nazaré

**Contact Person: Marta Alves**

Tel.: (+351) 234 393 300

Tlm: (+351) 925 659 532

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

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

### WORKING TIMETABLE

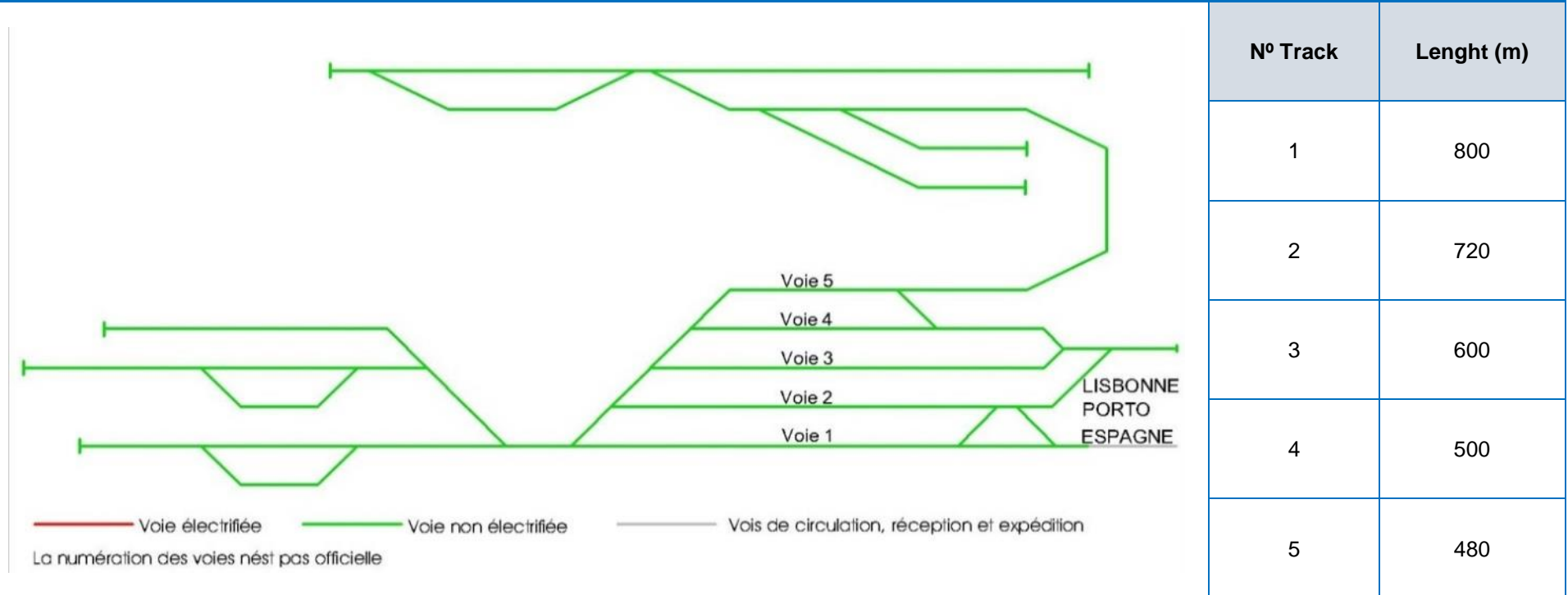
- Trains can make entrances in terminals at all times.
- Load and unload of trains can be done in the schedule agreed by companies that operate in the platform. Normal working hours are from 8am to 12pm



## SERVICES

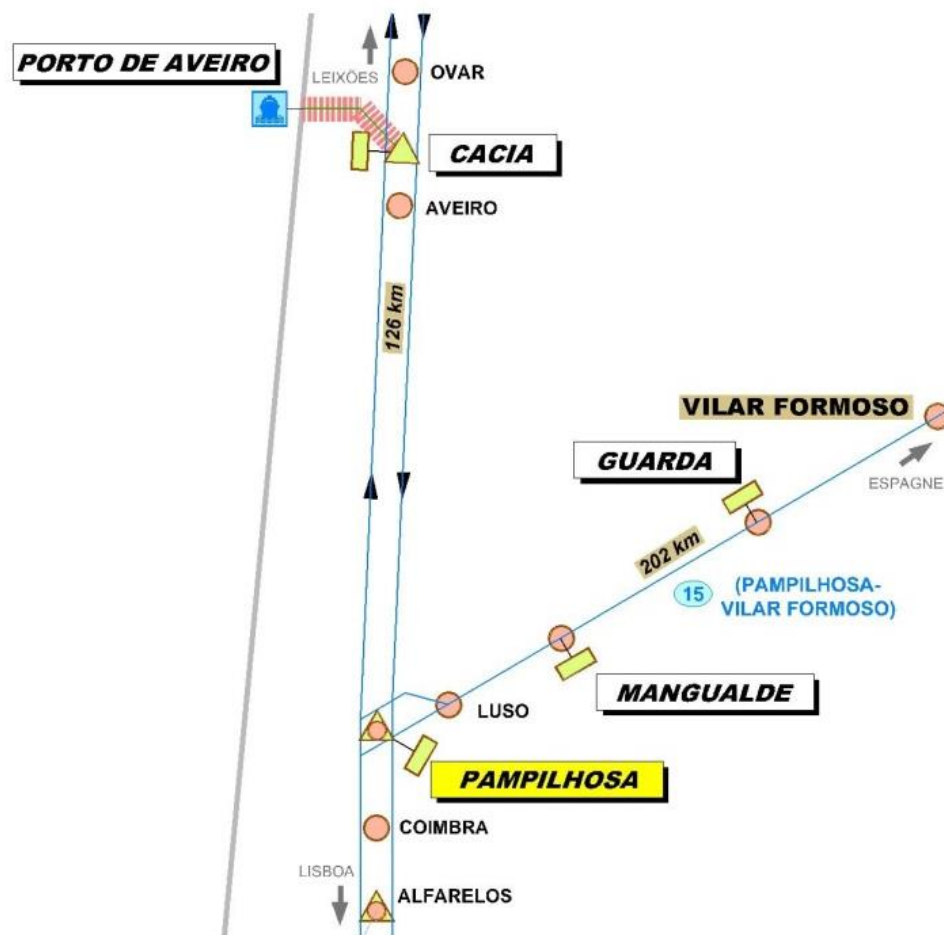
- Diverse fragmented freight movement, freight in containers, liquid and solid bulk, ro-ro freight and passengers
- Covered storage and uncovered for the freight
- Solid port control operations
- Terminals own the status of customs in terms of storage
- Handling of a variety of goods, reinforcement and decomposition of containers
- Offices renting
- Aligned plots for private use
- 24 hours per day vigilance
- Equipment
- Mobile crane of 35 tonnes
- 6 cranes of 12 tonnes

## INFRASTRUCTURES



## PAMPILHOSA TERMINAL

### LOCATION



### TYPE OF TERMINAL

Marshalling yard

### OPERATION

**IP – INFRAESTRUTURAS DE PORTUGAL**

Estação de Santa Apolónia

1100-105 Lisboa

**Contact Person: Vítor Carvalho**

Tel.: (+351) 211 022 154

Fax: (+351) 211 021 710

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

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

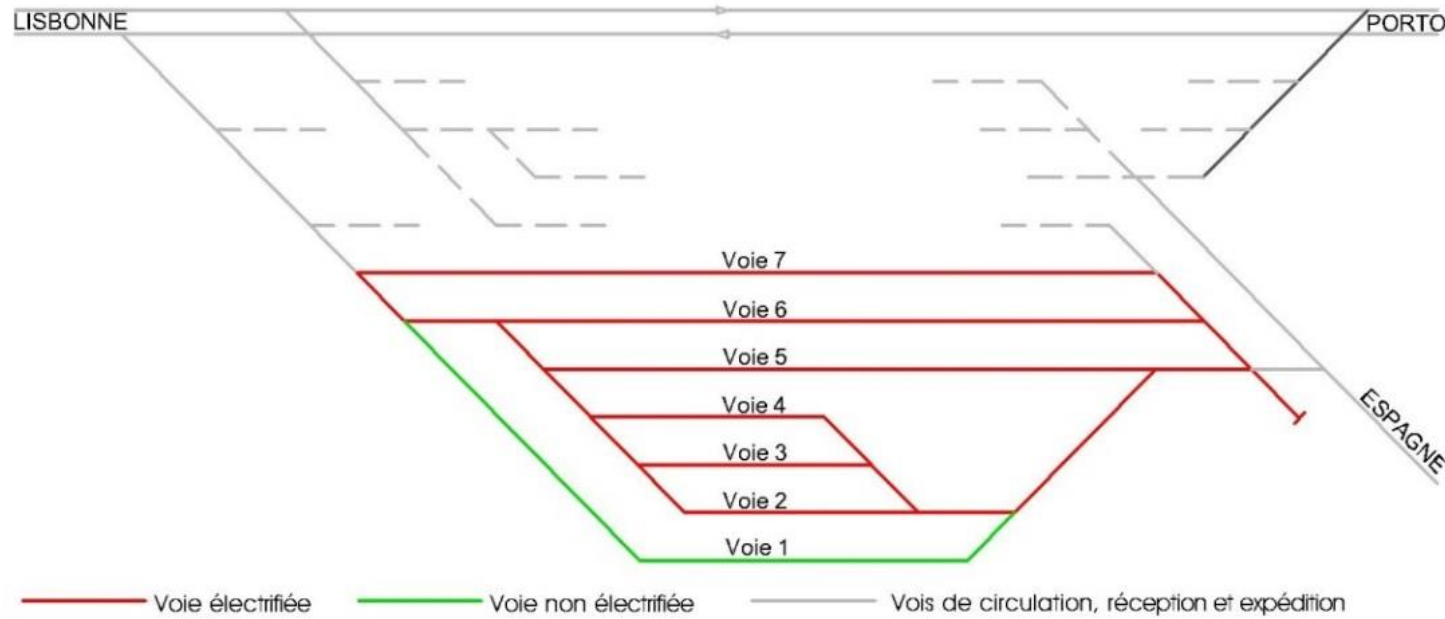
### WORKING TIMETABLE

- 7 days / 24 hours

## SERVICES

- Reception and delivery of trains. Ensembling traffic.

## INFRASTRUCTURES



Nº Track

Length (m)

1

375

2

120

3

110

4

120

5

230

6

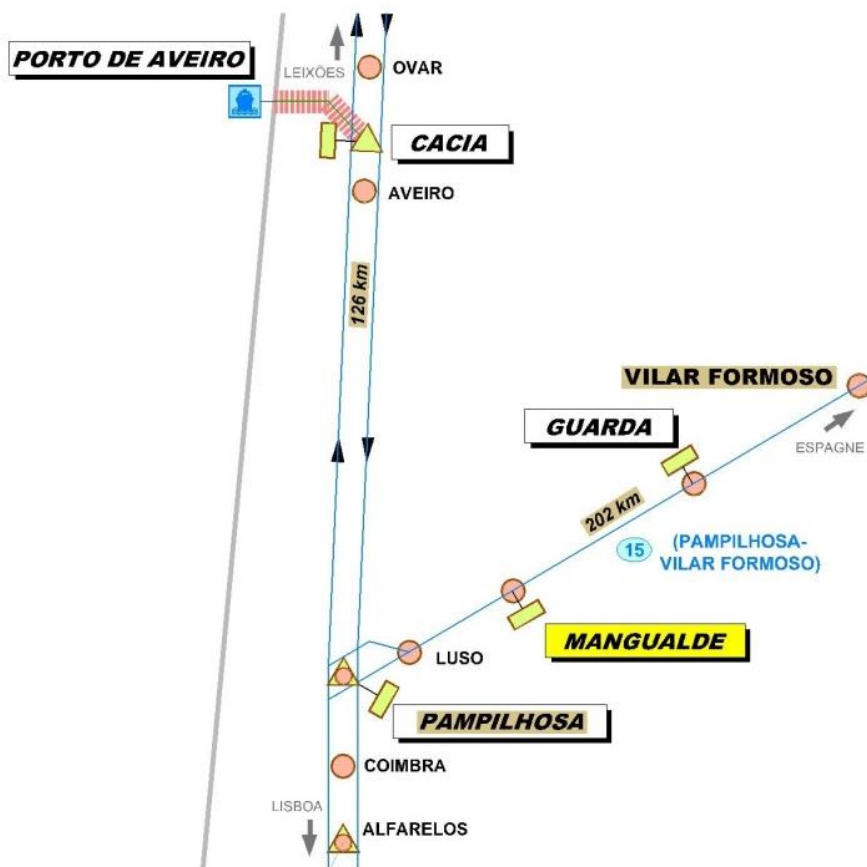
325

7

460

## MANGUALDE TERMINAL

### LOCATION



### TYPE OF TERMINAL

Freight terminal

### OPERATION

#### IP – INFRAESTRUTURAS DE PORTUGAL

Departamento de Exploração de Terminais  
Av. Paiva Couceiro  
4300-383 Porto

**Contact person: Paula Rocha**

Tel.: (+351) 223 391 755

Fax: (+351) 212 879 932

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

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

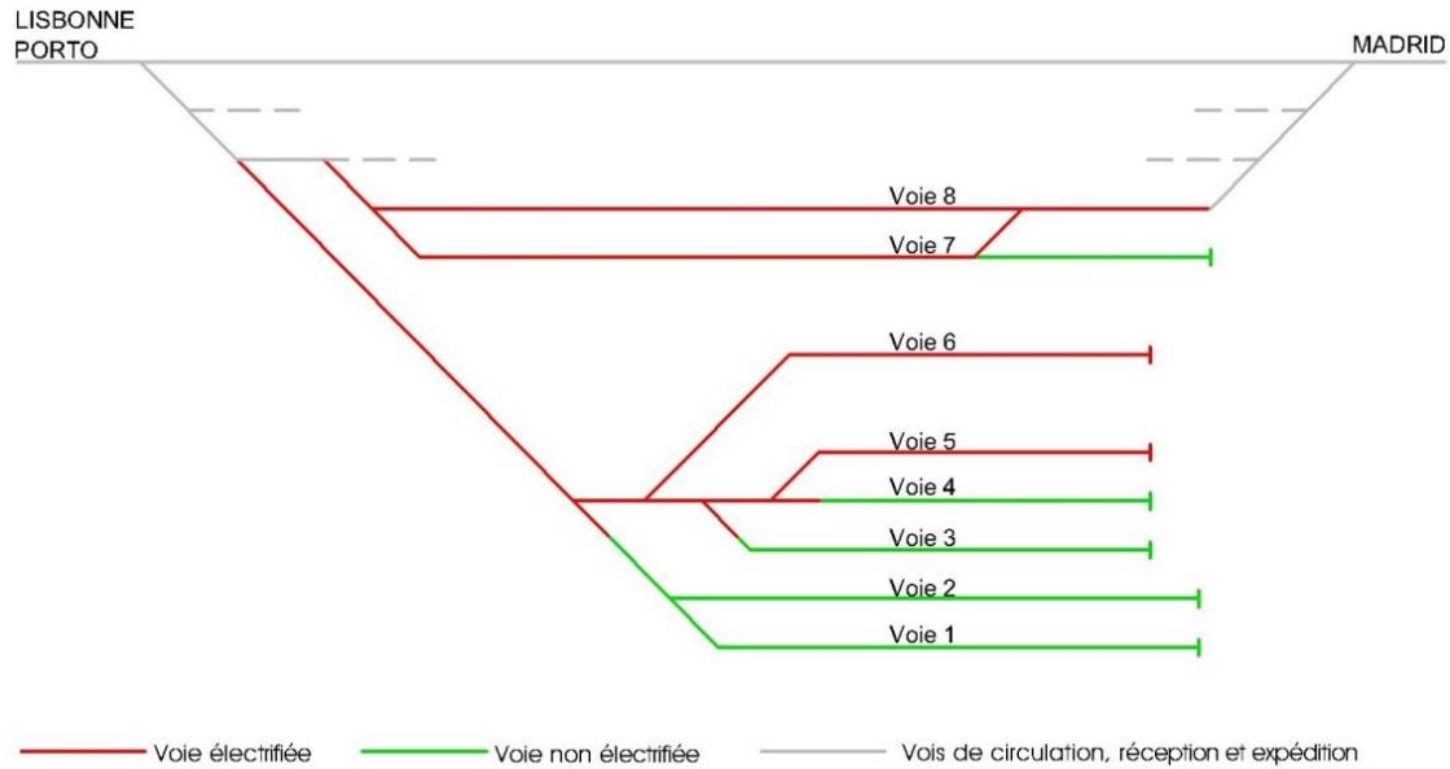
### WORKING TIMETABLE

- Under request

## SERVICES

- Load and unload of trains for different types
- Unload of feed, cement and sand

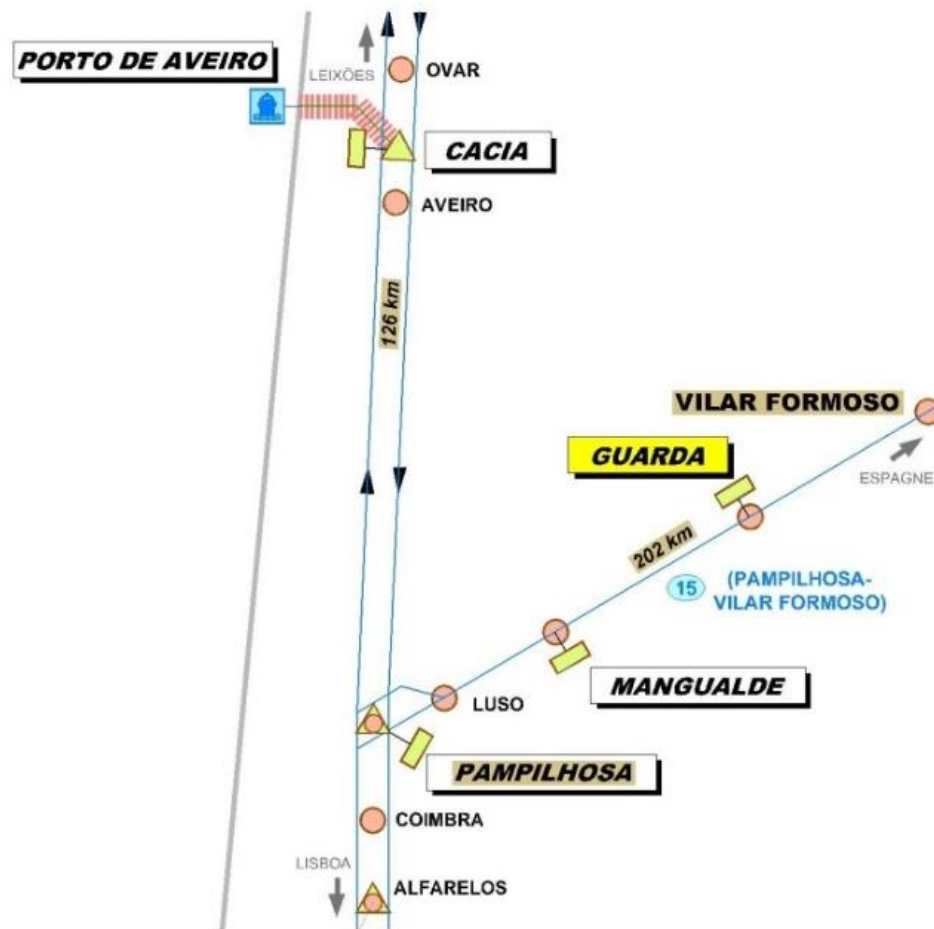
## INFRASTRUCTURES



Nº Track	Length (m)
1	230
2	177
3	150
4	150
5	210
6	210
7	210
8	330

## GUARDA TERMINAL

### LOCATION



### TYPE OF TERMINAL

Freight terminal

### OPERATION

#### IP – INFRAESTRUTURAS DE PORTUGAL

Departamento de Exploração de Terminais  
Av. Paiva Couceiro  
4300-383 Porto

**Contact person: Paula Rocha**

Tel.: (+351) 223 391 755

Fax: (+351) 212 879 932

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

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

### WORKING TIMETABLE

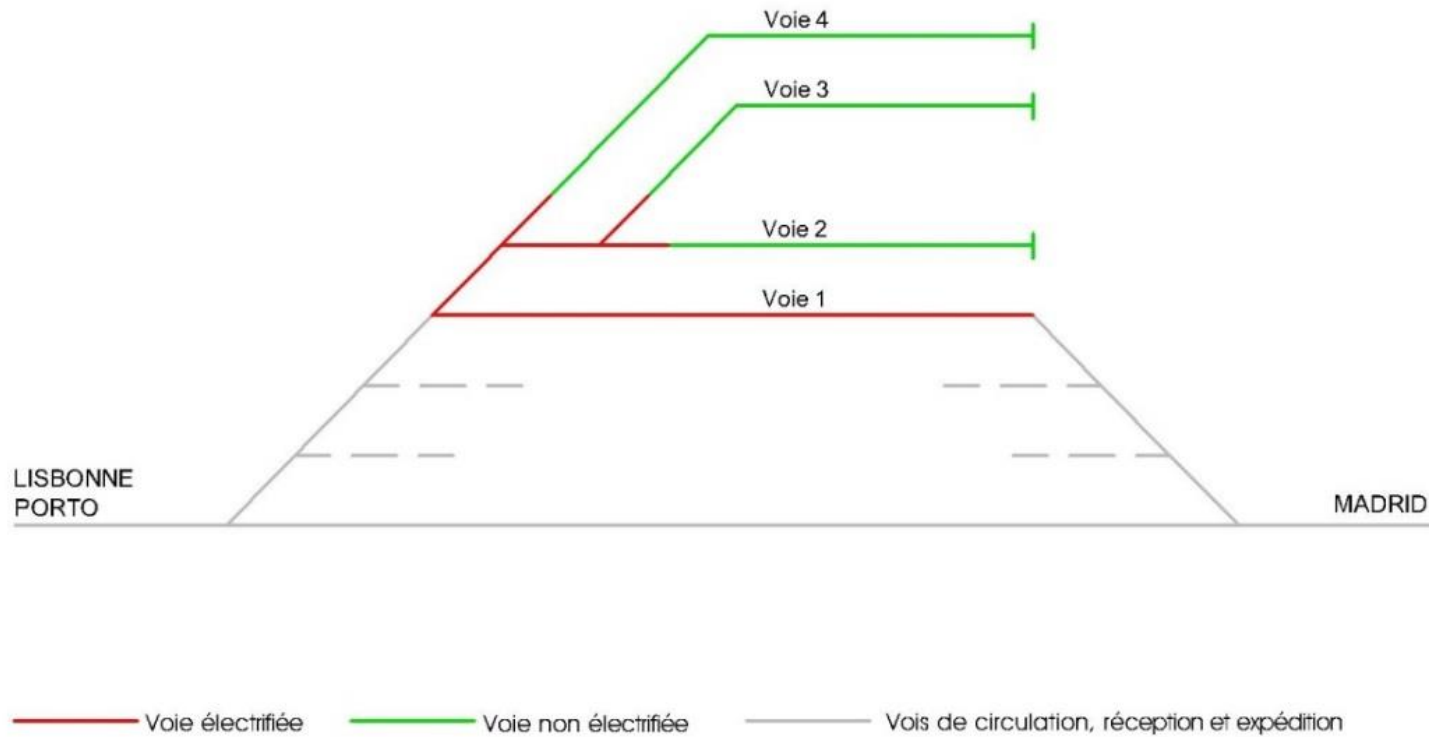
- Under request



## SERVICES

- Unload of rations, sands...
- There is an existing access by road

## INFRASTRUCTURES



Nº Track

Length (m)

1

600

2

230

3

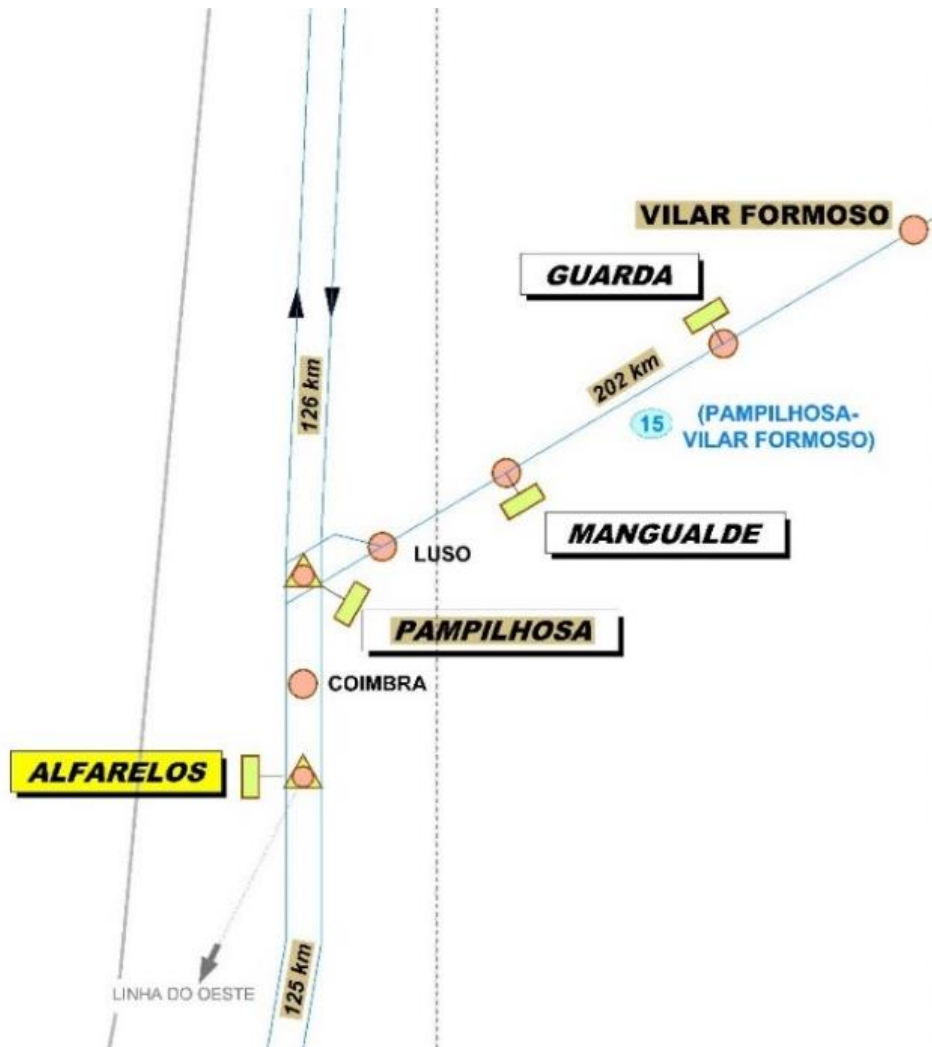
230

4

250

# ALFARELOS TERMINAL

## LOCATION



## TYPE OF TERMINAL

Freight terminal

## OPERATION

**TMIP — Transportes e Logística, Lda.**

Terminal Ferroviário de Alfaielos

3130 - 080 Granja do Ulmeiro

**Contact person: Júlio Tomás**

Tel.: (+351) 239 470 100

Telm: +351.966306140 Fax: (+351) 239 470 109

E-mail: [geral@tmip.pt](mailto:geral@tmip.pt) [juliotomas@tmip.pt](mailto:juliotomas@tmip.pt)

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

## WORKING TIMETABLE

**Working scheduled:**

- Mon to Sat : 8.00am – 12.00pm

**Site Security:**

- 24h security service

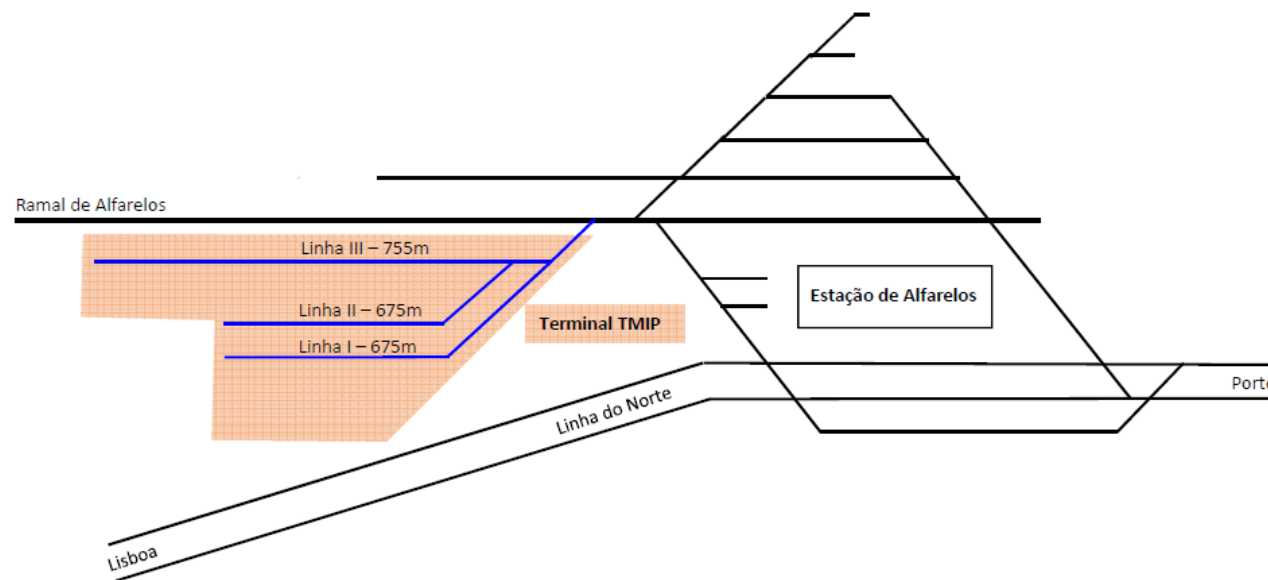
## SERVICES

- Intermodal railroad-road transfer of ITU (containers, mobile boxes, steel materials)
- Logistic integration, including last mile responsibility
- Containers shunting with no parking area
- Freight loading/unloading
- Maintenance and minor repairs of mobile boxes;
- Truck parking services

## EQUIPMENT

- 1 mobile crane – 45 tons
- 2 forklift truck – 16 tons
- 1 forklift truck – 45 tons
- 1 covered gantry cranes – 32 tons
- 2 3 reachtakers – 45 tons
- With piggy-back
- Rotary crane

## INFRASTRUCTURES



### Nº Track

### Length (m)

### IP

1

265

2

392

3

309

4

374

5

450

T1

268

T2

270

### TMIP

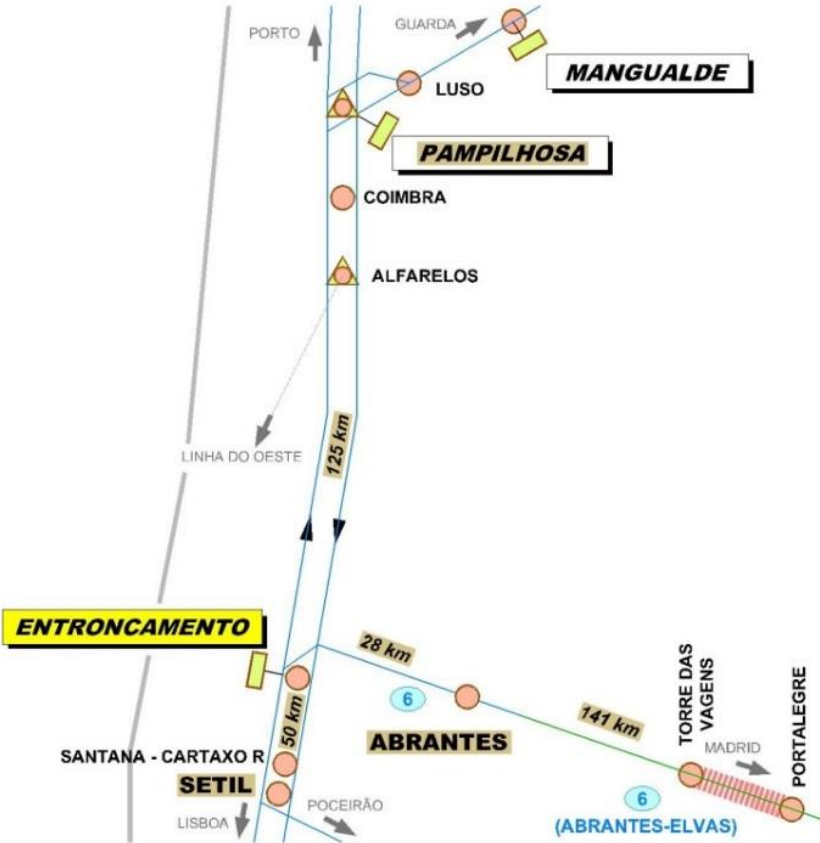
L6

180

L7

210

## ENTRONCAMENTO TERMINAL

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

## WORKING TIMETABLE

### MSC

- The access/exits of the trains can be carried out 24 hours per day and 365 days a year.
- Train load/unload occurs between 7am and 9pm from Monday to Friday, except on holidays. This activity can be done at all times but with previous agreement.
- Load/unload working hours for road transport is between 8am and 7pm on working days.

### TVT

- Train entrance can take place at all times.
- Train load/unload is carried out depending on date and time agreed with transport operator.
- Normal working hours of Terminal are 8am-1pm and 2pm-6pm from Mon to Frid.

## SERVICES

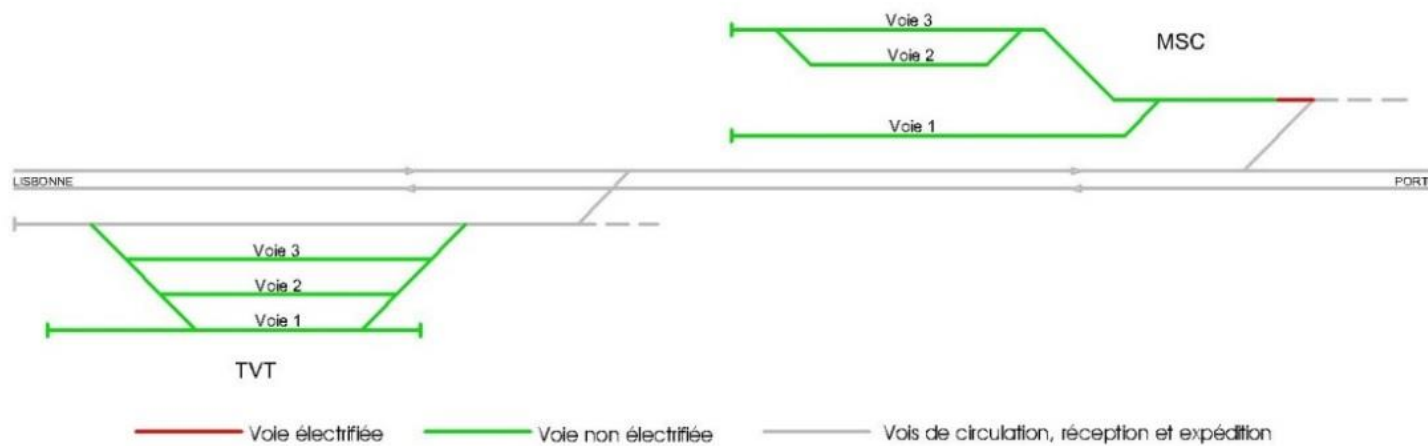
### MSC

- Customs Terminal type A: storing tank, temporary tank, export shop
- Container depot
- Availability up to 24 refrigerated containers
- Intermodal railroad-road transfer of ITU (containers, tank-container, and others)
- Freight loading/unloading
- Container reinforcement/decomposition
- Container maintenance and repair
- Other services (orders, shipment, insurance...)
- Parking lot for trucks
- Vigilance 24 hours a day
- 150.000 m<sup>2</sup> in the adjacent area for logistics and industrial activities
- The terminal has its own resources for train movement
- Storage for diverse goods and over pallets

### TVT

- Coordination and establishment of the integrated logistics services
- Intermodal railroad-road transfer of ITU (ISO containers and mobile boxes)
- ITUs parking
- Container loading/unloading
- Logistic services
- Container maintenance and repair
- Truck parking with surveillance (completely safe)
- Offices renting for operators
- Storage area for public customs position type A
- Freight shunting

## INFRASTRUCTURES



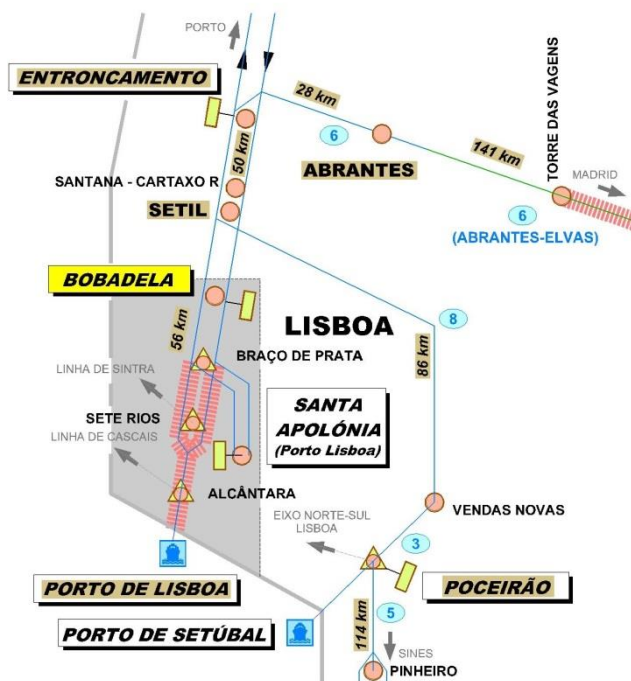
La numération des voies n'est pas officielle

Nº Track	Length (m)
<b>MSC</b>	
1	390
2	215
3	250
<b>TVT</b>	
1	600
2	800
3	600



# BOBADELA TERMINAL

## LOCATION



## TYPE OF TERMINAL

Freight terminal

## OPERATION

### IP – INFRAESTRUTURAS DE PORTUGAL

Rua Estação de Mercadorias  
 2695-038 Bobadela  
 Tel.: (+351) 211 028 811  
 Fax: (+351) 211 020 248  
 E-mail: [tm.bobadela@infraestruturasdeportugal.pt](mailto:tm.bobadela@infraestruturasdeportugal.pt)  
 Site: [www.infraestruturasdeportugal.pt](http://www.infraestruturasdeportugal.pt)

### CONTEPARQUE

ALB - Área Logística da Bobadela  
 Plataforma Ribeirinha - Parque Norte,  
 2695-001, Bobadela, Portugal  
 T: +351 211 020 371  
 F: +351 211 020 342  
 E-mail: [comercial@alb-logistica.pt](mailto:comercial@alb-logistica.pt)

### SPC – Terminal Multiusos Lisboa-Bobadela

Rua Estação de Mercadorias  
 2695 Bobadela  
 Tel.: (+351) 219 534 800  
 Fax: (+351) 219 534 891  
 E-mail: [multiusos@spc.sapec.pt](mailto:multiusos@spc.sapec.pt)  
 Site: [www.spc.sapec.pt](http://www.spc.sapec.pt)

### ALCONT

Lugar Dom Pedro  
 Instalações da Cavan  
 Tel.: (+351) 219 587 480  
 Fax: (+351) 219 587 489  
 E-mail: [geral@alcont.pt](mailto:geral@alcont.pt)  
 Site: [www.alcont.pt](http://www.alcont.pt)

## WORKING TIMETABLE

### IP – INFRAESTRUTURAS DE PORTUGAL

- 8am – 7pm

### CONTEPARQUE

- 7am – 11pm

### SPC – Terminal Multiusos Lisboa-Bobadela

- 8am – 8pm

### ALCONT

- 7am – 9 pm

## SERVICES

### IP – INFRAESTRUTURAS DE PORTUGAL

- Load, unload, reception and shipment of ITU, tank-containers and change
- Terminal: 2000 TUs
- Storing tank – Type A
- 27 refrigerated container availability
- Reserved area for dangerous good
- Load ramp for cars
- Proximity parking

### CONTEPARQUE

[ALB - Área Logística da Bobadela](#)

- Park of containers
- 24 refrigerated container availability
- Intermodal railroad-road transfer of ITU (containers, tank-container, and others)
- Load/unload of containers

### SPC – Terminal Multiusos Lisboa-Bobadela

- Load/unload of containers
- Terminal capacity: 6 500 TUs
- Warehouse (1.000m2) with railway and crane (40tonnes)
- Storing tank – Type A
- Container Repair (Dry and Reefer)
- 24 refrigerated container availability
- Intermodal railroad-road transfer of ITU (containers, tank-container, and others)
- ITU transfer and parking
- General freight storage
- Load reinforcement/decomposition
- Logistic services
- 24 hours security

**Equipment:**

- 40 tonnes crane (warehouse)
- 2 Reach Stacker of 35/40 tonnes
- 1 stackers of 13 tonnes
- 2 Fork Lift with frontal spreader of 13 tonnes

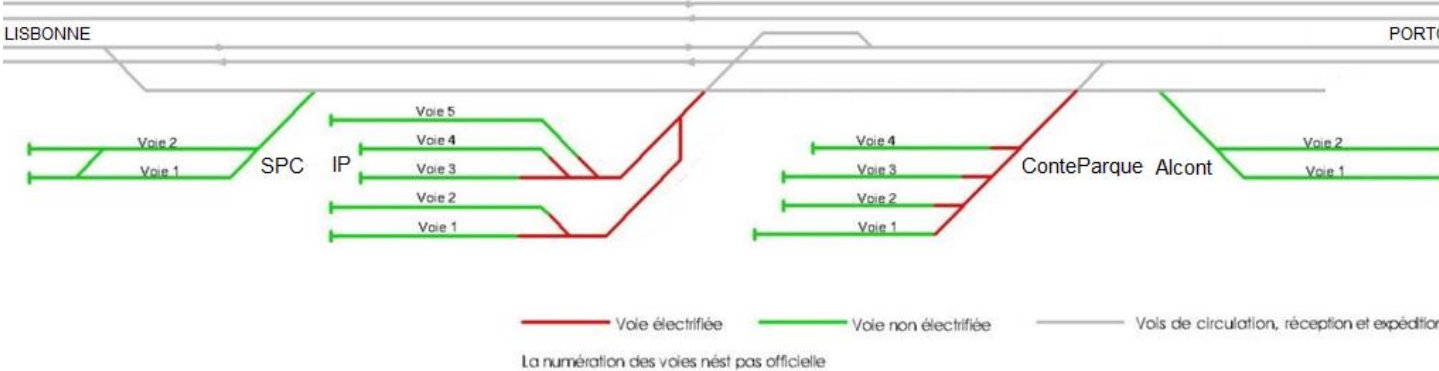
**ALCONT**

- Container Depot maximum capacity 13500 TUs
- In house container management with inventory and EDI messages
- 72 plugs for Reefer containers
- Container repair shop
- Cleaning and steam washing dry and Reefer
- Container sales and rental service
- Reefer team provides pre-trip inspections and available for call outs 24/7
- Authorised dealer for Carrier, Thermoking and Daikin
- Handling services, rail and road fleet for ITU (dry containers, tanks, bulks and reefer)
- Certified container weighing for VGM
- Container transport with own trucks

**Equipment:**

- 2 Reach Stacker of 45 tons
- 1 Fork Lift of 32 tons
- 1 Fork Lift of 13 tons
- 7 Empty Container Handlers

INFRASTRUCTURES



Nº Track	Length (m)
CONTEPARQUE	
1	465
2	440
3	465
4	320
IP	
1	565
2	550
3	545
4	545
5	695
SPC	
1	450
2	450
ALCONT	
1	350
2	350

# LISBON PORT

## LOCATION



## TYPE OF TERMINAL

### Port terminal

### OPERATION

#### LISCONT - Operadora de Contentores, S.A

Terminal de Contentores de Alcântara-Sul

1399-002 Lisboa

Tel.: (+351) 213 939 901

Fax: (+351) 213 939 919

E-mail: [liscont@liscont.pt](mailto:liscont@liscont.pt)

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

#### SOTAGUS - Terminal de Contentores de Santa Apolónia, S.A.

Rua Cintura do Porto de Lisboa

Edifício TCOSA, Xabregas

1900-649 Lisboa

Tel.: (+351) 218 625 634

Fax: (+351) 218 625 639

E-mail: [comercial@sotagus.pt](mailto:comercial@sotagus.pt)

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

#### SILOPOR - Terminal de Granéis Alimentares do Beato

Rua da Cintura do Porto de Lisboa

1900-263 Lisboa,

Tel.: (+351) 213 923 200 (sede)

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

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

#### TMB - GRUPO TMB

Rua da Cintura do Porto de Lisboa Armazém 20 – 2º

Piso 1950-015 Lisboa

Tel: (+351) 218 621 160

Fax: (+351) 218 620 308

E-mail: [tmb@tmb.pt](mailto:tmb@tmb.pt)

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

## WORKING TIMETABLE

### LISCONT - Operadora de Contentores, S.A

- 0h-24h / 365

### SOTAGUS - Terminal de Contentores de Santa Apolónia, S.A.

- 08h-24h / 365

### SILOPOR - Terminal de Granéis Alimentares do Beato

- 08h-24h / 365

### TMB - GRUPO TMB.

- 08h-24h / 365

## SERVICES

### LISCONT - Operadora de Contentores, S.A

- Specifications
  - Area: 12 ha
  - Storage capacity: 10,946 TEU
  - Handling capacity: 567,641 TEU/yr
- Access
  - Road access: connection to the national road network via CRIL
  - Rail access: connection to the national railway network through the Campolide junction, provided by the Alcântara branch line
  - Maritime access: no specific access channel
- Equipment
  - 2 post-panamax quay gantries, 40/65 ton, 51 m / 18 rows and 46 m / 16 rows
  - 1 panamax quay-gantry, 40/65 ton, 39.5 m, 14 rows
  - 1 Gottwald mobile crane 100 ton, 22 m
  - 10 park gantry cranes on tires (RTG): 40 ton, 7 rows, 5 + 1 in height
  - 4 front stackers with automatic spreader, from 16 to 45 ton
  - 1 ro-ro stacker, 28-32 ton
  - 2 reach-stackers, 45 ton.
  - 15 tractors
  - 16 trailers

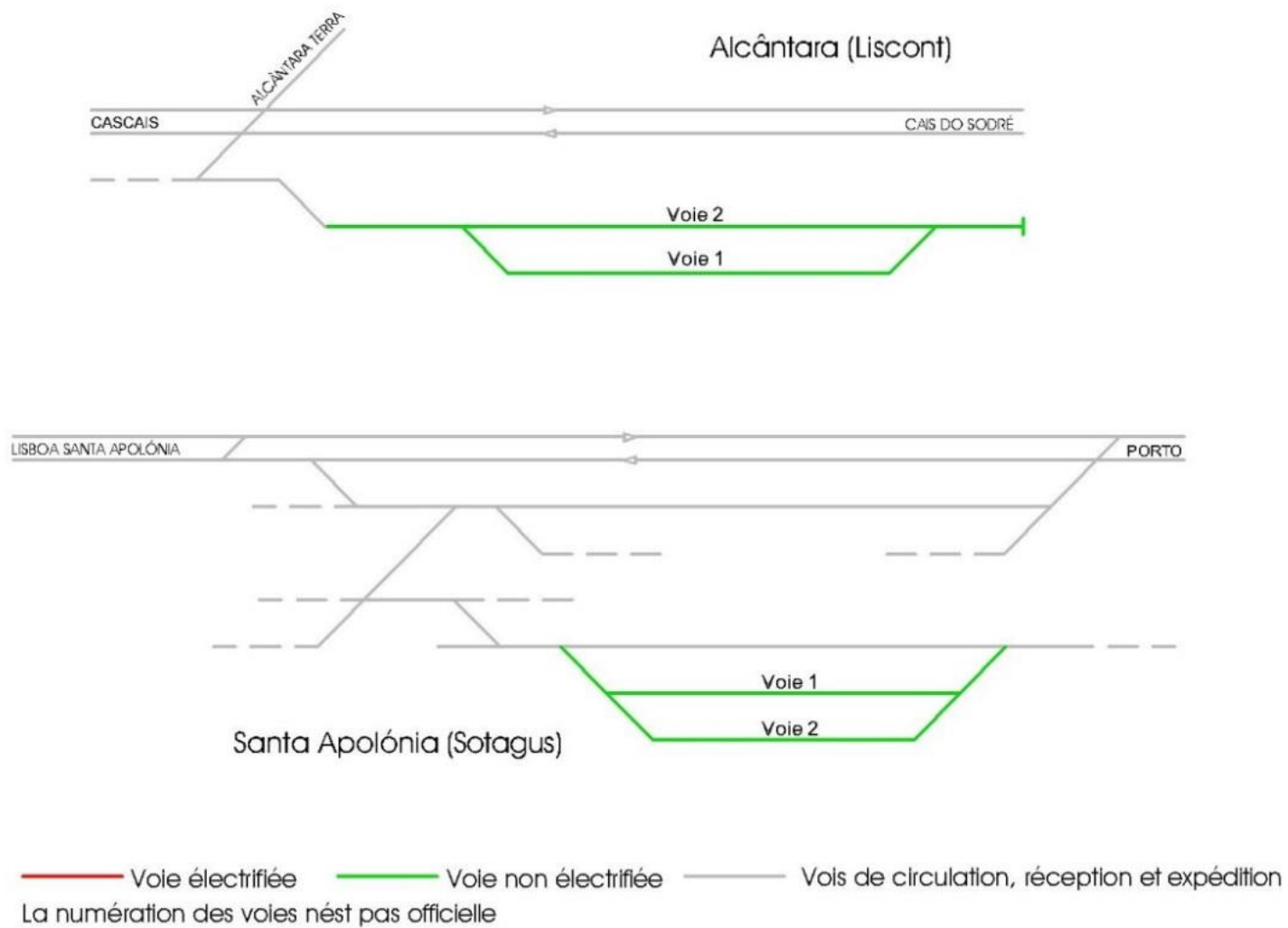
### SOTAGUS - Terminal de Contentores de Santa Apolónia, S.A.

- Specifications
  - Area: 16,7 ha
  - Storage capacity: 2,720 TEU (on the ground) + 200 reefers (operational capacity: 9,689 TEU)
  - Handling capacity: 450,000 TEU/yr
- Access
  - Road access: access to A1, A2, CRIL and CREL via Avenida Infante D. Henrique
  - Rail access: dedicated branch line with connection to the national rail network (northern line) through Santa Apolónia station with direct entry to this line
  - Maritime access: direct connection to the port of Lisbon bar at an average distance of 12 miles
- Equipment
  - 4 wharf gantries: 1 of 30 tons, 2 of 35 tons and 1 of 40/65 tons
  - 1 mobile crane from 100 ton to 22m
  - 8 RMG rail transtainers of 40 ton
  - 6 RTG tyre transtainers of 35 ton
  - 2 ro-ro stackers of 25 and 28 tons
  - 1 fork-lift truck with 25 ton forks
  - 3 front stackers with spreader (empty containers), 2 with a stacking capacity of 3 containers and 1 with a stacking capacity of 5 containers
  - 2 front stackers with spreader (empty containers) with a stacking capacity of 5 + 1 containers (double)
  - 4 stackers with spreader (full containers) with a stacking capacity of 4 containers up to 40 ton



	<ul style="list-style-type: none"> <li>○ 5 ro-ro tractors (4 with a towing capacity up to 60 ton and 1 with a towing capacity up to 100 ton)</li> <li>○ 14 park tractors</li> <li>○ 22 chassis (4 of 20" and 4 of 45")</li> </ul>
<b>SILOPOR - Terminal de Granéis Alimentares do Beato</b> <ul style="list-style-type: none"> <li>• Specifications <ul style="list-style-type: none"> <li>○ Area: 3,7 ha</li> <li>○ Storage capacity: 15,671 m2 (roofed) + 21,803 m2 (unroofed)</li> <li>○ Handling capacity: 564,000 ton / yr (252,000 ton for bulk and 312,000 ton for general cargo) / 50,000 TEU</li> </ul> </li> <li>• Access <ul style="list-style-type: none"> <li>○ Road access: access to A1, A2, CRIL and CREL via Avenida Infante D. Henrique</li> <li>○ Rail access: connection to the national railway network through Santa Apolónia station (northern line) by dedicated branch line</li> <li>○ Maritime access: no specific access channel</li> </ul> </li> <li>• Equipment <ul style="list-style-type: none"> <li>○ 1 Liebherr lhm250 crane, with 84 ton capacity</li> <li>○ 3 track cranes with 12 ton capacity</li> <li>○ 1 auto crane 670 tc, with 63 ton capacity</li> <li>○ 1 auto crane Liebherr Ir1100 with 12 ton capacity</li> <li>○ Caterpillar, Toyota and Mitsubishi Forklifts</li> <li>○ Caterpillar, Case and Bobcat Loaders</li> <li>○ Kalmar and Komatsu Port Forklifts</li> <li>○ Hoppers for 12, 25 and 30 tons, manually and hydraulically driven, with single and double mouths</li> </ul> </li> </ul>	<b>TMB - GRUPO TMB</b> <ul style="list-style-type: none"> <li>• Specifications <ul style="list-style-type: none"> <li>○ Area: 3,7 ha</li> <li>○ Storage capacity: 15,671 m2 (roofed) + 21,803 m2 (unroofed)</li> <li>○ Handling capacity: 564,000 ton / yr (252,000 ton for bulk and 312,000 ton for general cargo) / 50,000 TEU</li> </ul> </li> <li>• Access <ul style="list-style-type: none"> <li>○ Road access: access to A1, A2, CRIL and CREL via Avenida Infante D. Henrique</li> <li>○ Rail access: connection to the national railway network through Santa Apolónia station (northern line) by dedicated branch line</li> <li>○ Maritime access: no specific access channel</li> </ul> </li> <li>• Equipment <ul style="list-style-type: none"> <li>○ 1 Liebherr lhm250 crane, with 84 ton capacity</li> <li>○ 3 track cranes with 12 ton capacity</li> <li>○ 1 auto crane 670 tc, with 63 ton capacity</li> <li>○ 1 auto crane Liebherr Ir1100 with 12 ton capacity</li> <li>○ Caterpillar, Toyota and Mitsubishi Forklifts</li> <li>○ Caterpillar, Case and Bobcat Loaders</li> <li>○ Kalmar and Komatsu Port Forklifts</li> <li>○ Hoppers for 12, 25 and 30 tons, manually and hydraulically driven, with single and double mouths</li> </ul> </li> </ul>

## INFRASTRUCTURES



Nº Track

Length (m)

**LISCONT**

1

500

2

610

**SOTAGUS**

1

300

2

260

# POCEIRÃO TERMINAL

## LOCATION



## TYPE OF TERMINAL

Freight terminal

## OPERATION

**IP – INFRAESTRUTURAS DE PORTUGAL**

Departamento de Exploração de Terminais

Praça da Portagem

2809-013 Almada

Tel.: (+351) 212 879 174

Fax: (+351) 212 879 932

E-mail: [carlos.lameira@infraestruturasdeportugal.pt](mailto:carlos.lameira@infraestruturasdeportugal.pt)

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

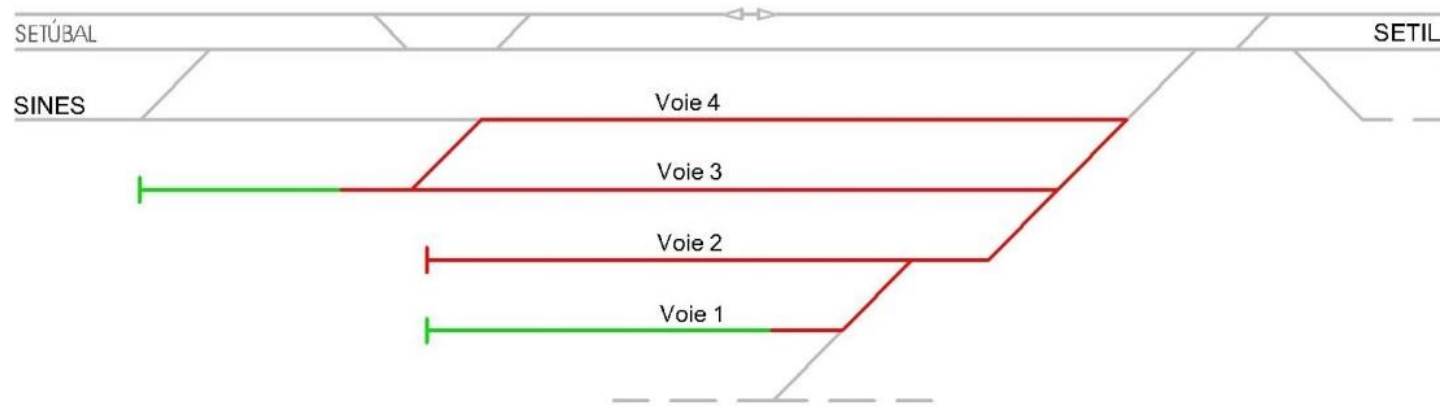
## WORKING TIMETABLE

Under request

## SERVICES

- Shavings load and unload
- Another road access to the infrastructure

## INFRASTRUCTURES



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

La numération des voies n'est pas officielle

Nº Track

Length (m)

1

350

2

355

3

190

4

260

# SETÚBAL PORT

## LOCATION



## TYPE OF TERMINAL

Port and multifunction freight terminal

## OPERATION

### TERSADO - Terminais Portuários do Sado, SA

2910-793 Setúbal

Tel.: (+351) 265 528 480

Fax: (+351) 265 528 488

E-mail: [andrade@tersado.pt](mailto:andrade@tersado.pt)

### SADOPOINT - Terminal Marítimo do Sado, SA

2910-793 Setúbal

Tel.: (+351) 265 545 090

Fax: (+351) 265 545 099

E-mail: [planeamento@sadoport.pt](mailto:planeamento@sadoport.pt)

### Terminal RO – RO

APSS, SA

Praça da República

2904-508 Setúbal

Tel.: (+351) 265 542 000

Fax: (+351) 265 230 992

E-mail: [geral@portodesetubal.pt](mailto:geral@portodesetubal.pt)

### SAPEC Terminais Portuários, SA

Herdade das Praias - Apartado 1062

2901-902 Setúbal

Tel.: (+351) 265 710 221

Fax: (+351) 265 710 225

E-mail: [jfranco@graneis.sapec.pt](mailto:jfranco@graneis.sapec.pt)

Site: [www.spc.sapec.pt](http://www.spc.sapec.pt)

### SPC – Terminal de Setúbal

Avenida do Rio Douro, Parque Industrial

SAPEC Bay

2910-567 Setúbal

Tel.: (+351) 219 534 870

Fax: (+351) 219 534 895

E-mail: [logisticatms@spc.sapec.pt](mailto:logisticatms@spc.sapec.pt)

Site: [www.spc.sapec.pt](http://www.spc.sapec.pt)

### SOMINCOR (single client installation)

Delegação de Setúbal – Operações Portuárias

2900 Setúbal

Tel.: (+351) 265 531 660

Fax: (+351) 286 683 165

E-mail: [p.koehler@lundinmining.com](mailto:p.koehler@lundinmining.com)

Site: [www.somincor.com.pt](http://www.somincor.com.pt)

### PORTUCEL (single client installation)

Complexo Industrial de Setúbal, Apartado 55

2901-861 Setúbal

Tel.: (+351) 265 709 000

E-mail:

[goncalo.vieira@thenavigatorcompany.com](mailto:goncalo.vieira@thenavigatorcompany.com)

Site: [www.portucelsoporcel.com/pt](http://www.portucelsoporcel.com/pt)

## WORKING TIMETABLE

### **TERSADO - Terminais Portuários do Sado, SA**

- 8am – 12pm

### **SADOPORT - Terminal Marítimo do Sado, SA**

- 8am – 12pm

### **Terminal RO – RO**

- 24 H

### **SAPEC Terminais Portuários, SA**

- 8am – 1am

### **SPC – Terminal de Setúbal**

- 8am – 8pm

### **SOMINCOR**

- 8am – 6pm

### **PORTUCEL**

- 8am – 6pm

- 

## SERVICES

### **TERSADO - Terminais Portuários do Sado, SA**

- Fragmented general loading service for containers and trucks

### **SADOPORT - Terminal Marítimo do Sado, SA**

- Fragmented general loading service for containers and trucks

### **Terminal RO – RO**

- Maritime movement services of new and second hand cars

### **SAPEC Terminais Portuários, SA**

- Solids and liquids bulk cargo handling

### **SPC – Terminal de Setúbal**

- Container load/unload
- Terminal capacity: 2500 TUs
- General freight storage
- Parking and ITU intermodal transfer
- Container repair and assistance
- 24 refrigerated container availability
- Reefer assistance
- Logistics/Customs Warehouse

### **Equipment:**

- 2 Reach stacker of 42/45tonnes
- 2 Fork Lift with frontal spreader of 38 and 13 tonnes
- 2 railroad shunter locotractor

### **SOMINCOR**

- Solids and liquids treatment
- Load reinforcement and decomposition
- Another road access to the infrastructure
- Terminal has its own resources for train movement

### **PORTUCEL**

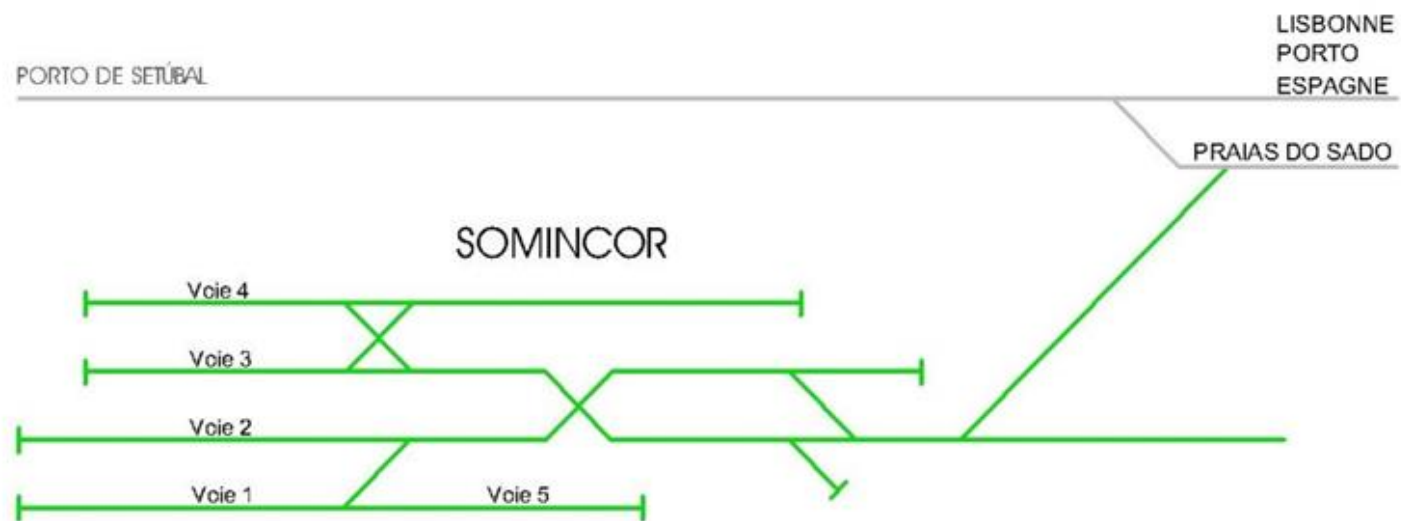
- Firewood load and unload



## INFRASTRUCTURES

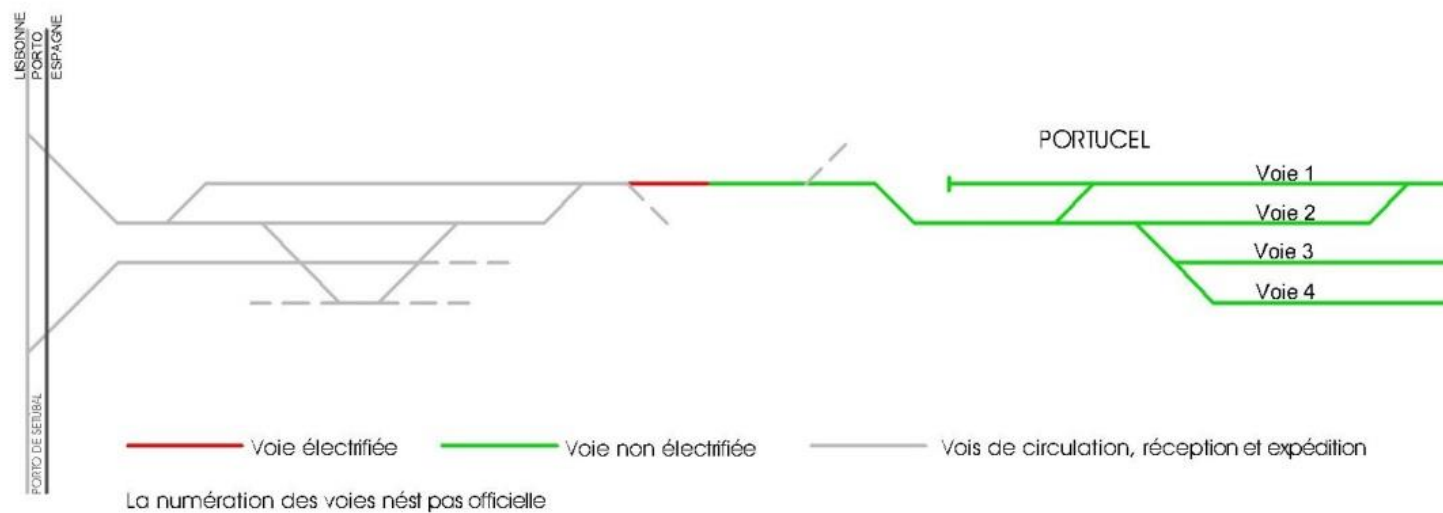
	Nº Track	Length (m)
<p>Diagram illustrating the infrastructure layout for TERSADO and SADOPORT. The layout shows tracks (Voie 1 to Voie 5) and the Terminal RO-RO. The main line is labeled SETÚBAL and LISBONNE PORTO ESPAGNE.</p>	<b>TERSADO</b>	
	1	580
	2	900
	<b>SADOPORT</b>	
	1	490
	5	320
	<b>Terminal RO – RO</b>	
	1	320
	2	320
	3	320
	4	320
<p>Diagram illustrating the infrastructure layout for SPC. The layout shows tracks (Voie 1 to Voie 8) and the main line. The main line is labeled LISBONNE PORTO ESPAGNE and PORTO DE LISBOA.</p>	<b>SPC</b>	
	1	250
	2	293
	3	460
	4	236
	5	352
	6	1970
	7	1293
	8	605

\* SAPEC Terminais Portuários, SA  
Warehouse interface



### SOMINCOR

1	300
2	570
3	560
4	380
5	140



### PORTUCEL

1	800
2	540
3	350
4	350

## SINES PORT

### LOCATION



### TYPE OF TERMINAL

Port terminal

### OPERATION

#### PORT SINES

Terminal Multipurpose de Sines, Apartado 153

7520-902 Sines

Tel.: (+351) 269 630 540

Fax: (+351) 269 630 550

E-mail: [sines@portsines.pt](mailto:sines@portsines.pt)

Site: [www.ete.pt/Grupo/Empresas/Portsines\\_P.htm](http://www.ete.pt/Grupo/Empresas/Portsines_P.htm)

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

Apartado 195

7520-903 Sines

Tel.: (+351) 269 870 611

Fax: (+351) 269 870 614

E-mail: [rui.pinto@psasines.pt](mailto:rui.pinto@psasines.pt)

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

### WORKING TIMETABLE

#### PORTSINES

- 24h / 365

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

- 24h / 365

## SERVICES

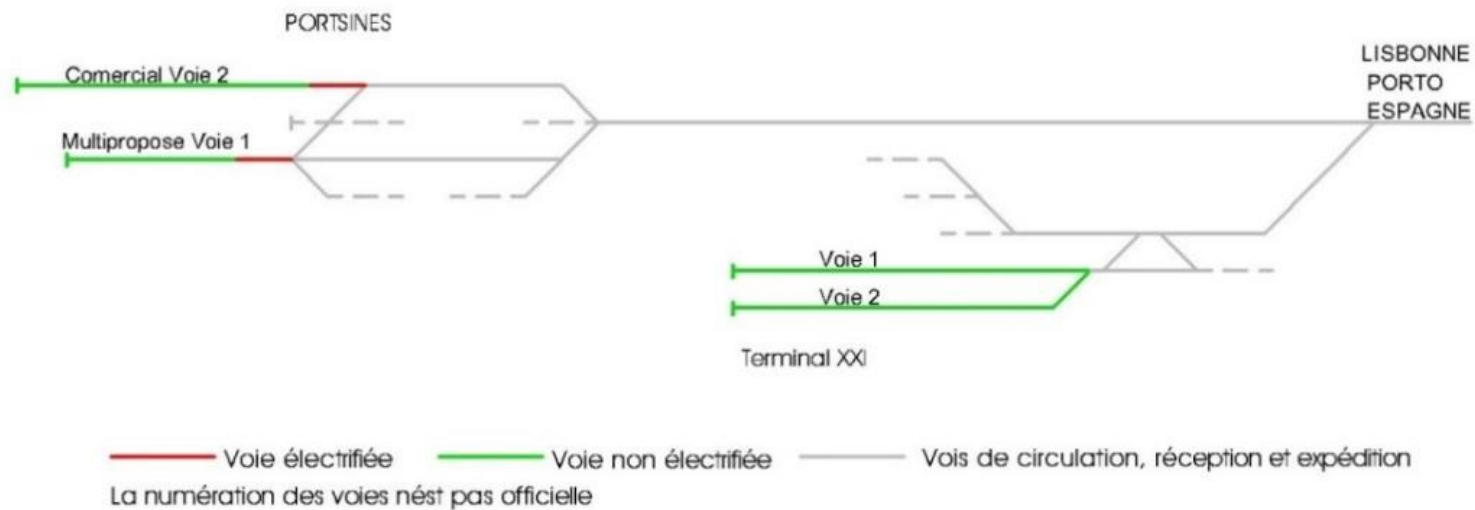
### PORTSINES

- Load/unload ramp for cars
- Solids treatment
- Parking for coal and diverse loads
- Truck parking with surveillance

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

- Container load/unload
- Terminal Capacity: 2 100 000 TUs
- Container parking
- Truck parking with surveillance
- Logistic services
- Another road access to the infrastructure

## INFRASTRUCTURES



Nº Track	Length (m)
<b>PORTSINES</b>	
1	620
2	235
<b>TXXI - PSA Sines</b>	
1	635
2	635

## **Annex 4.A Framework for Capacity Allocation**

Mentioned in [4.2.4, 4.3.1](#), [4.3.4.10](#) e [4.3.4.11](#).

See document available here on the Atlantic Corridor website:

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

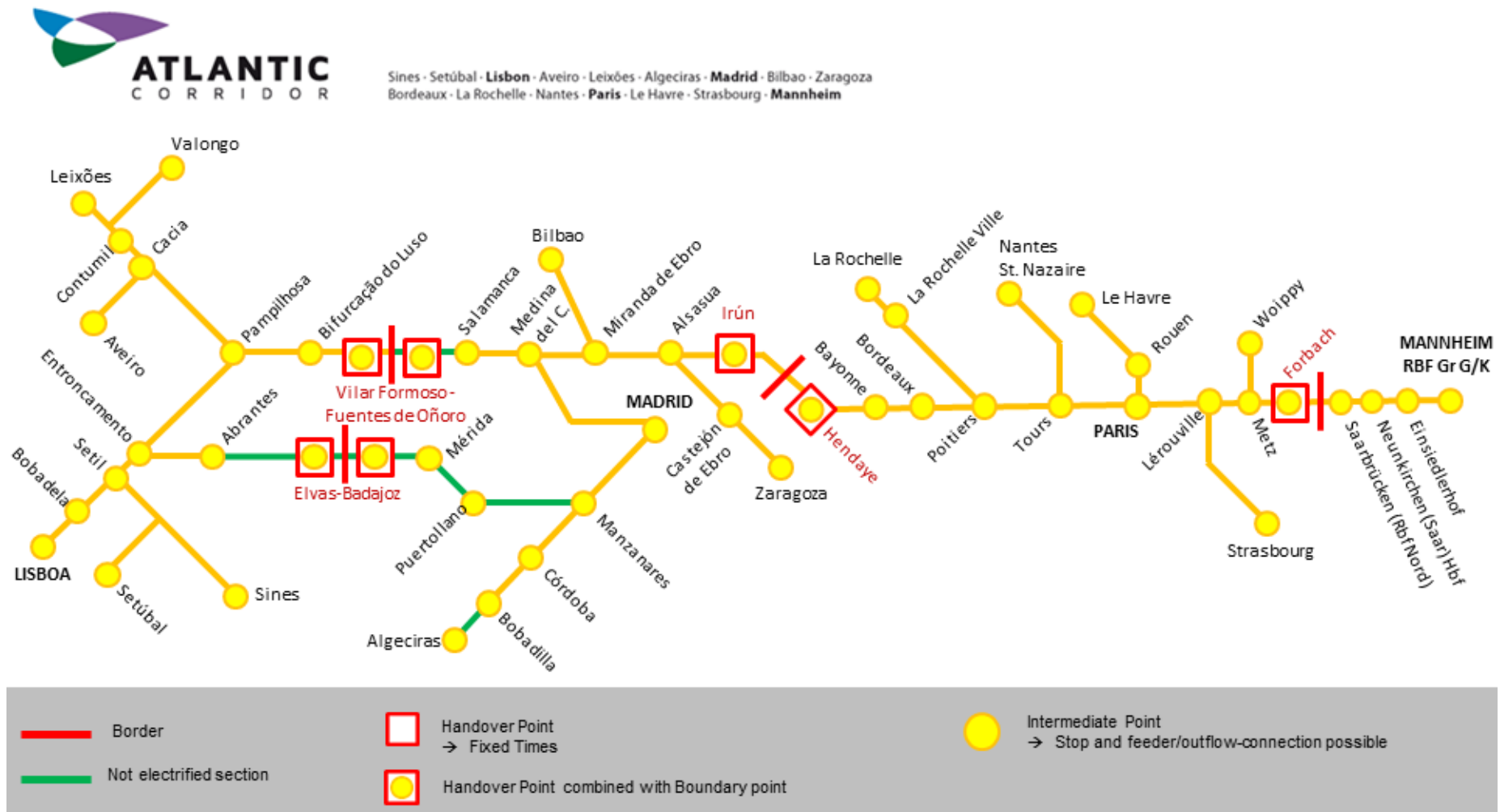
## Annex 4.B Table of deadlines

Date / Deadline	Date in X-System	Description of Activities
11 January 2021	X-11	Publication of PaP Catalogue
11 January 2021 – 25 January 2021	X-11 – X-10.5	Correction phase (corrections of errors to published PaPs)
12 April 2021	X-8	Last day to request a PaP
19 April 2021		Last day to inform applicants about the alternative PaP offer
26 April 2021	X-7.5	Last day for C-OSS to send PaP pre-booking information to applicants
5 July 2021	X-5	Publication of draft timetable
6 July 2021 – 6 August 2021	X-5 – X-4	Observations and comments from applicants
27 April 2021 – 18 October 2021	X-7.5 – X-2	Late path request application phase via the C-OSS
24 August 2021 – 15 November 2021	X-3.5 – X-1	Late path request allocation phase
23 August 2021	X-3.5	Publication of final offer
28 August 2021	X-3	Acceptance of final offer
11 October 2021	X-2	Publication of RC
12 December 2021	X	Timetable change
19 October 2021 – 9 December 2022	X-2 - X+12	Application and allocation phase for RC



## Annex 4.C Maps of the Corridor

Mentioned in [4.3.4.2](#), [4.3.4.4](#) e [4.3.4.5](#)





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