EUROPEAN REGULATION 913/2010

Rail Freight Corridor Atlantic

CORRIDOR INFORMATION DOCUMENT

PART 5 Implementation Plan

Timetabling year 2017

Co-financed by the European Union

Trans-European Transport Network (TEN-T)

ATLANTIC CORRIDOR

VERSION CONTROL

Version 0	15.04.2015	Original version
Version 1	24.09.2015	Updated version
Version 2	27.10.2015	Updated version
Version 3	04.12.2015	Updated version
Version 4	16.12.2015	Updated version

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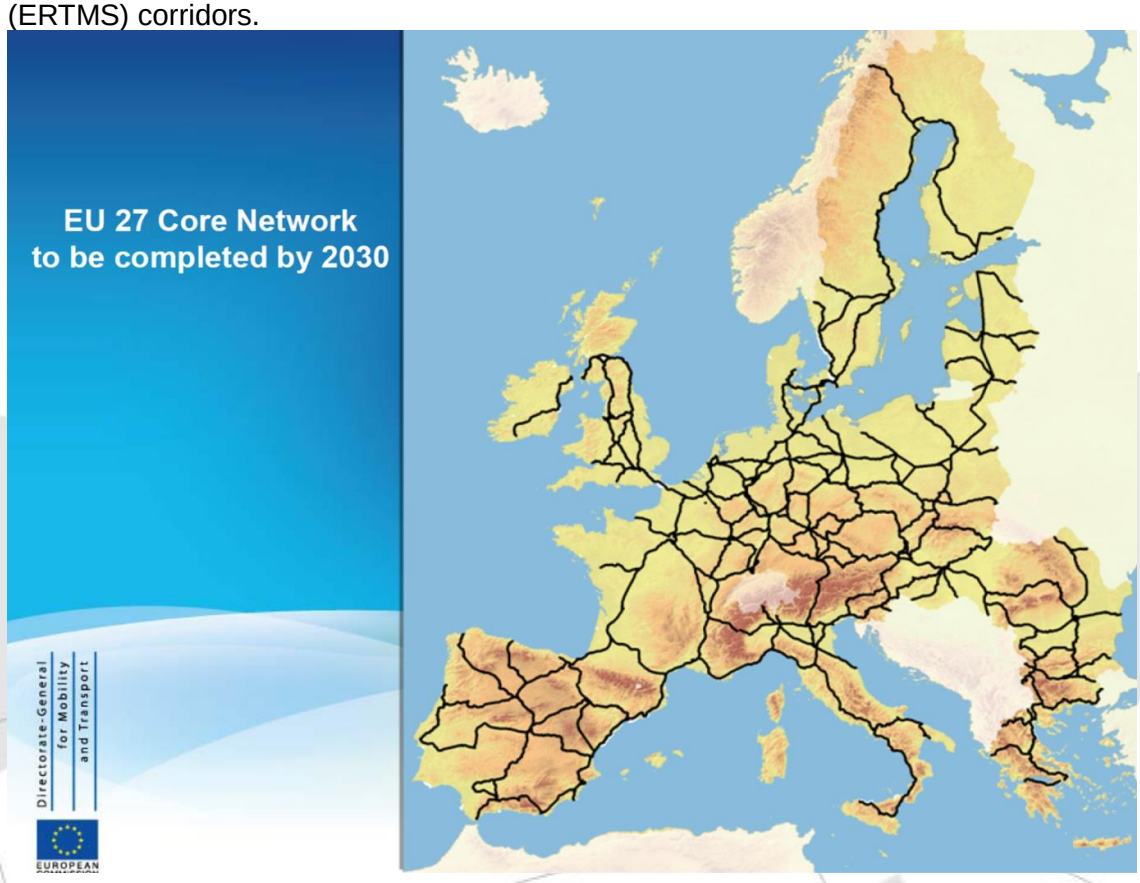
Within the framework of the European Union new Strategy for jobs and growth, the creation of an internal rail market, in particular with regard to freight transport, is an essential factor in making progress towards sustainable mobility.

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

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

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

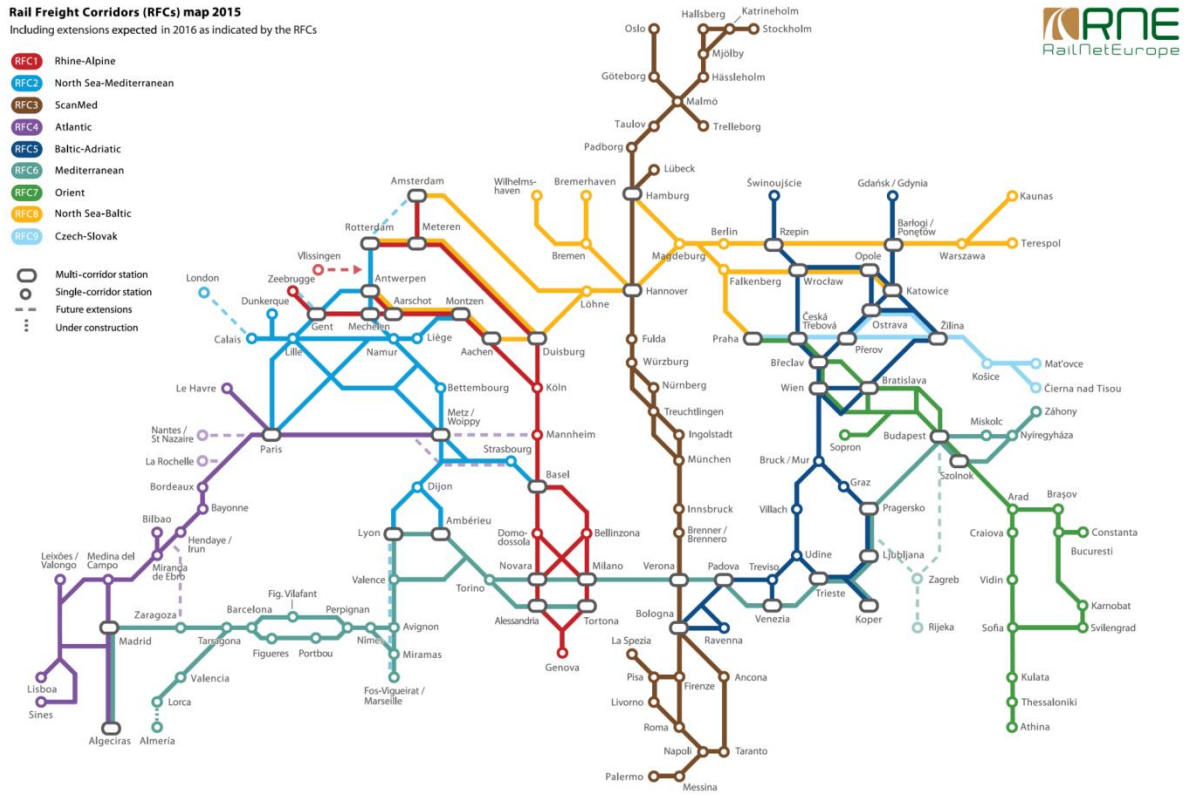
The implementation of international rail freight corridors forming a European rail network for competitive freight should be conducted in a manner consistent with the trans-European Transport Network (TEN-T) and/or the European Railway Traffic Management System (ERTMS) corridors.



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

Coordination should be ensured between Member States and Infrastructure Managers (IMs) in order to guarantee the most efficient functioning of freight corridors. To allow this, operational measures should be taken in parallel with investments in infrastructure and in technical equipment such as ERTMS that should aim at increasing rail freight capacity and efficiency.

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



In accordance with the conclusions of Regulation 913/2010, the Rail Freight Corridor N°4 was established on the 10 November 2013. In accordance with the annex II of the Regulation 1316/2013, this corridor was renamed to Rail Freight Corriodor “Atlantic” and will be extended to Mannheim and Strasbourg at the latest on the 10 November 2016.

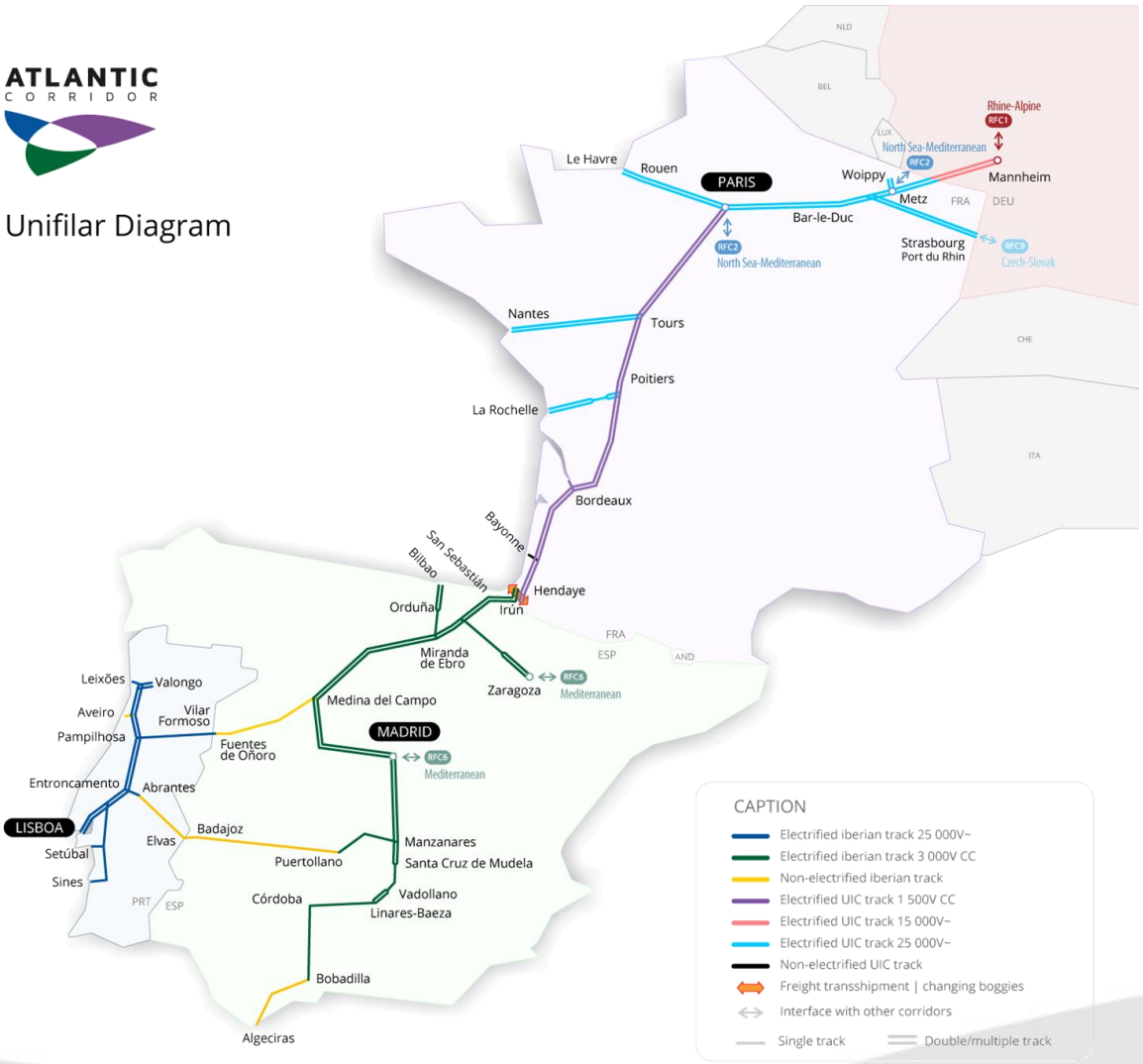
With regard to the Atlantic coast, the European Commission has selected **the Rail Freight Corridor “Atlantic” connecting Portugal, Spain France and Germany**, namely the following points: “Sines-Lisbon/Leixões, Sines-Elvas/Algeciras, Madrid-Medina del Campo / Bilbao / San Sebastian-Irun-Bordeaux-Paris / Le Havre / Metz-Strasbourg / Mannheim”, which will constitute the hubs of the corridor.

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

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

The principal and divisionary lines of the Rail Freight Corridor Atlantic have around **6,200 km** in length and extends over Germany (174 km), France (2,625 km), Spain (2,366 km) and Portugal (1,045 km) running for long part along the Atlantic coast.

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

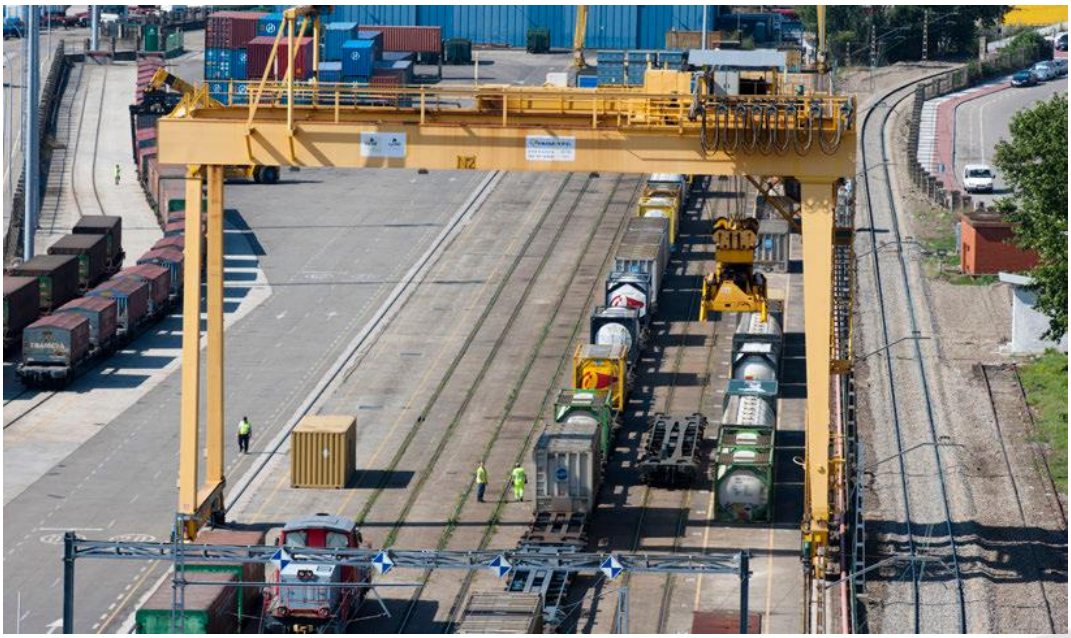


The detailed maps and summary tables of the features of the existing railway network are set out in appendix 2 and 3 of this Implementation Plan.

The infrastructure managers of the countries covered by Rail Freight Corridor Atlantic are the following:

GERMANY	DB NETZE	Theodor-Heuss Allee 7 60486 Frankfurt am Main / Deutschland www.dbnetze.com
FRANCE	SNCF RÉSEAU	Direction commerciale 92, avenue de France 75648 Paris Cedex 13 / France www.sncf-reseau.fr
SPAIN	adif	Dirección de prestación de servicios comerciales Calle Sor Ángela de la Cruz 3 28020 Madrid / España www.adif.es
PORTUGAL	Infraestruturas de Portugal	Departamento de Mobilidade e Clientes Rua de Santa Apolónia, n.º 57 1100-468 Lisboa | Portugal www.infraestruturasdeportugal.pt

The main managers of the terminals operated on Rail Freight Corridor Atlantic are the following:



Country	Address	City
Germany	**Marshalling Yards:**	
	Puhl Gmbh Dudweiler Landstrasse 4 66123 Saarbrücken	Saarbrücken
	Rangierbahnhof Einsiedlerhof Kaiserstr. 22 67661 Kaiserslautern	Kaiserslautern (Einsiedlerhof)
	Terminals:	
	Puhl GmbH Südstraße 6 666701 Beckingen	Saarbrücken
	Bahnlog Gmbh Kirkel Terminal Homburger Straße 45 66459 Kirkel	Saarbrücken

	Ludwigshafen KTL Am Hansenbusch 11 67069 Ludwigshafen	Ludwigshafen Mannheim
	Contargo Rhein-Neckar GmbH Rheinkaistraße 2 68159 Mannheim	Mannheim
	Contargo Rhein-Neckar GmbH Shellstraße 5 67065 Ludwigshafen	Ludwigshafen
	Mannheim MCT Am Salzkai 5 68159 Mannheim	Mannheim
	Deutsche Umschlaggesellschaft Schiene–Straße (DUSS) mbH Terminal Mannheim-Handelshafen Werfthallenstr. 40 68159 Mannheim	Mannheim
	DP World Germersheim GmbH & Co KG Woerthstrasse 13 76726 Germersheim	Ludwigshafen Mannheim
	Rhenania Worms AG Am Rhein 59 67547 Worms am Rhein	Worms
France	Naviland Cargo 15-17 allées de l'Europe 92558 CLICHY LA GARENNE CEDEX	Le Havre-Soquence Paris-Valenton Bordeaux Hourcade
	Novatrans 10 rue Vandrezanne – Tour Onyx 75013 PARIS	Paris-Valenton Bordeaux-Hourcade Bayonne-Mouguerre
	Decor 37 quai de Bosc 34200 SETE	Paris-Valenton
	T3M 1, rue Pierre Sémard 94460 VALENTON	Paris-Valenton
	Hendaye Manutention Cour Bidassoa – BP 142 64700 HENDAYE	Hendaye
Spain	ADIF Crta. Almoraima s/n San Roque 11368 – CÁDIZ	San Roque
	ADIF Estación Antigua de FFCC C/ Agustín Balsamo s/n 11207 – CÁDIZ Algeciras	Algeciras
	ADIF Polígono Guadalhorce C/ Ciro Alegría, s/n 29004 – MÁLAGA	Málaga Los Prados
	ADIF Crta. Palma del Río, Km. 3,500 14005 – CÓRDOBA	Córdoba el Higuerón

	ADIF C/ General Solchaga s/n Parcela 108 47008 – VALLADOLID	Valladolid
	ADIF C/ Mendez Álvaro 83 28053 MADRID	Madrid Abrogiñal
	ADIF Carretera de Vicálvaro a Coslada Km. 2,500 28052 – MADRID	Vicálvaro Mercancías
	ADIF Avda. de Iparaguirre nº 58 48980 SANTURCE (VIZCAYA)	Bilbao Mercancías
	ADIF C/ Lermandabibe, s/n Pol. Ind. Júndiz, 11591 JUNDIZ (ÁLAVA)	Júndiz
	ADIF C/ Estación, s/n 20300 IRUN (GUIPÚZCOA)	Irún
	ADIF Carretera Base Aérea s/n 50197 - ZARAGOZA (ARAGON)	Zaragoza
	ADIF Carretera de Salinas, s/n 31110 NOAIN (NAVARRA)	Noain
	ADIF Terminal ADIF- Báscula Puerto de Pasajes PASAIA 20110 – GUIPÚZCOA Pasaia	Pasaia
	Puerto Seco de Madrid Camino del Puerto, 1 28821 Coslada MADRID	Madrid Coslada
	Renfe Mercancías, S.A. C/ Ayala, 6 5º Izda. 28001 MADRID	Madrid Pecovasa
	Barredo Hermanos S.A. Ctra. N. I Km 321 01213 Rivabellosa (ÁLAVA)	Miranda de Ebro
	Autologística de Andalucía S.A. Ctra. Nacional 334 s.n. 41590 La Roda de Andalucía SEVILLA	Sevilla
	Volkswagen Navarra (cargadero de Landaben)	Landaben
	Renault (Venta de Baños y La Carrera)	Venta de Baños La Carrera
	Peugeot (Villaverde Bajo)	Villaverde Bajo
	Nissan (Ávila)	Ávila
	Mercedes (Júndiz)	Júndiz
	Iveco (Ávila)	Ávila
Portugal	APA – Administração do Porto de Aveiro Edifício 9 – Forte da Barra 3830-565 GAFANHA DA NAZARÉ	Cacía
	IP – Infraestruturas de Portugal Departamento de Exploração de Terminais Praça da Portagem 2809-013 ALMADA	Bobadela Gaia Guarda Mangualde Leixões Pampilhosa

	TVT – Terminal Multimodal do Vale do Tejo, SA Zona Industrial de Riachos Este 2350-297 RIACHOS	Riachos - Entroncamento
	MSC – Mediterranean Shipping Company Portugal Agency Casal Marcos Ferreira 2330-556 ENTRONCAMENTO	Entroncamento
	SPC – S. Martinho do Campo Zona Industrial de Campo, Póvoas - Rua da Central 4440-043 Valongo	Valongo
	TMIP – Transportes e Logística Terminal Ferroviário de Alfarelos 3130-080 GRANJA DO ULMEIRO	Alfarelos

The main managers of sea ports on Rail Freight Corridor Atlantic are the following:

France	Grand port maritime du Havre	Terre plein de la Barre 76067 LE HAVRE CEDEX
	Grand port maritime de Rouen	34, Boulevard de Boisguilbert BP 4075 76003 ROUEN Cedex 03
	Grand port maritime de Nantes St Nazaire	18 Quai Ernest Renaud 44186 NANTES
	Grand port maritime de La Rochelle Atlantique	BP 70394 17001 La Rochelle Cedex 1
	Grand port maritime de Bordeaux	2 place Gabriel 33000 BORDEAUX
	Port de Bayonne	CCI de Bayonne Pays Basque 50 /51 Allées Marines - BP 215 64102 BAYONNE CEDEX
Spain	Puertos del Estado	Avenida del Partenón,10 28042 MADRID
	Puerto de Bilbao	Campo de Volantín, 37 48007 BILBAO
	Puerto de Pasajes	Pasaje Ancho, s/n 20110 PASAJES
	Puerto de Algeciras	Avenida Hispanidad, 2 11207 ALGECIRAS
Portugal	Porto de Leixões	Avenida da Liberdade 4450-718 Leça da Palmeira Mail address: Apartado 3004 4451-851 Leça da Palmeira
	Porto de Lisboa	Rua da Junqueira, 94 1349-026 Lisboa
	Porto de Sines	Apartado 16, EC Sines 7521-953 Sines
	Porto de Aveiro	Edifício 9 - Forte da Barra Apartado 91, 3834-908 Gafanha da Nazaré
	Porto de Setúbal	Praça da República 2904-508 Setúbal

This list has been compiled in accordance with traffic data presently available on each railway site considered; it can be completed upon demand depending on the evolution of traffic and/or the creation of new terminals.
Here follows a brief description of the existing railway infrastructures and performance-limiting factors of the corridor.

2.1 GERMANY (174 KM)

For the freight traffic, the existing line has respectively:

- a principle line with double track between the French-German border, Saarbrücken and Mannheim over Neunkirchen, Homburg and Ludwigshafen (143 km),
- a diversionary line with double track between Saarbrücken and Homburg over Rohrbach (31 km),

with an UIC gauge, electrified in 15,000 V~ and with an axle load of 22.5 tons.

The maximum speed of freight trains is 100 km/h, except for some agglomerations with speed limits due to construction works.

The tables below provide detailed caracteristics of infrastructures by section.

General information principal line	- Tracks with UIC gauge (1,435 mm) - Max. load 22.5 tons/axle - Electrification 15,000V~ - Max. speed 100km/h - Train communication system GSM-R - Signaling System : Main/preliminary signaling system (H/V) and Combined signaling system (Ks) - Length of trains limited to 740 m

2.1.1 FRENCH BORDER – MANNHEIM SECTION

MS1: French border - Saarbrücken - Neunkirchen - Homburg - Mannheim *(143 km)*	**Current state – Main features:** - 2 tracks, - Gauge type GB/GC, - Gross load hauled limited to 3,000 t with a single electric locomotive class 5,600 kW (with a section limited to 1720 t) - **Current state – Limiting factors:** - A train length up to 740 m is possible in principle, may however be impacted by capacity restrictions resulting from timetabling and operations.
MS2: Saarbrücken - Rohrbach - Homburg *(31 km)*	**Current state – Main features:** - 2 tracks - Gauge type GB/GC - Gross load hauled limited to 3,000 t with a single electric locomotive class 5,600 kW (with a section limited to 1930 t) **Current state – Limiting factors:** - A train length up to 740 m is possible in principle, may however be impacted by capacity restrictions resulting from timetabling and operations.

2.2 FRANCE (2,625 KM)

The existing line is a double track with UIC gauge, electrified respectively with:

- 25,000 V~ between Le Havre, Paris, Metz/Woippy, and Strasbourg/Stiring Wendel, between Nantes St Nazaire port and Tours SPDC, La Rochelle port and Poitiers (1,428 Km)
- 1,500 V DC between Paris and Hendaye (804 km)

and diversionary lines (393 km) with single or double track partially non electrified (238 km).

It is equipped with a signalling system of the Automatic Block System (BAL) and Semi automatical Block system (BAPR) type with a Beacon Speed Control (KVB),
The maximum speed of freight trains ranges between 100 and 120 km/h, except for some urban nodes with limits between 40 and 60 km/h.

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

General information principal line	- Tracks with UIC gauge (1,435 mm), - Max. load 22.5 tons/axle, - Max. gradient 6 to 8‰, except Bayonne-Hendaye section (12‰) - Length of trains limited to 750 m - Signalisation type Automatic Block System (BAL) with Beacon Speed Control (KVB). - Electrification 1,500 V DC between Irun and Sucy-Bonneuil, - Electrification 25,000 V~ between Sucy-Bonneuil and the triangle of Gagny, between Tours and Nantes St Nazaire, between Poitiers and La Rochelle, between Le Havre and Woippy / Strasbourg and Stiring Wendel (German border).

2.2.1 Paris – Le Havre section

PO3: Mantes la Jolie - Rouen *(82.2 km)*	**Current state – Main features:** - 2 tracks, except for sections Vernon – Gaillon - Aubevoye and Oissel – Rouen Rive Droite (with 4 tracks) - Gauge of GB1 type (except Mantes-la-Jolie - Oissel: GB type) - Gross load hauled limited to 2,700 t with a single electric locomotive class 27 000. **Current state – Limiting factors:** - Line not modernized since the 1960s, with some original components (signalling system) - Absence of permanent counterflow installations - Hard spot: Rouen junction - Frailty of an engineered structure conditioning access to the Port of Rouen - Problem of coordination of work opportunities between the Ile-de-France and Upper and Lower Normandy regions -
PO4: Rouen – Motteville – Port du Havre *(88.4 km)*	**Current state – Main features:** - 2 tracks - Gauge type GB1 - Gross load hauled limited to 2,410 t with a single electric locomotive class 27 000

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

2.2.2 Paris – Metz/Woippy-Stiring Wendel & Lérouville-Strasbourg section

PE1: Triangle of Gagny – Le Raincy followed by Le Raincy - Lérouville *(278.8 km)*	**Current state – Main features:** - 2 tracks, except for Le Raincy - Lagny - Thorigny section with 4 tracks - Gauge GB1 type (except section Trilport - Epernay: GB type) - Gross load hauled limited to 2,680 t with a single electric locomotive class 27 000 **Current state – Limiting factors:** - Lack of capacity for the freight paths during rush hour between the triangle of Gagny and Le Raincy - The sole limitation regards the gauge, between Trilport and Epernay (GB type) -
PE2: Lérouville - Metz *(65 km)*	**Current state – Main features:** - 2 tracks - Gauge type GB1 - Gross load hauled limited to 2,400 t with a single electric locomotive class 27 000. **Current state – Limiting factors: N/A**
PE3: Metz-Stiring Wendel (German border) (74 km)	**Current state – Main features:** - 2 tracks - Gauge type GB1 - Gross load hauled limited to 2,625 t with a single electric locomotive class 27 000. **Current state – Limiting factors: N/A**
PE4: Metz – Woippy *(8.6 km)*	**Current state – Main features:** - 2 tracks - Gauge type GB1 - Gross load hauled limited to 2,400 t with a single electric locomotive class 27 000. **Current state – Limiting factors:** - The section between Metz Marchandises and Woippy has a limited capacity.
PE5: Lérouville-Strasbourg Port du Rhin (226 km)	**Current state – Main features:** - 2 tracks, 3 tracks between Vandenheim and Strasbourg - Gauge type GB1, except section Sarrebourg to Saverne (GB) - Gross load hauled limited to 2,185 t with a single electric locomotive class 27 000. **Current state – Limiting factors:** - Gradient 14‰ and gauge GB between Sarrebourg and Saverne

2.2.3 Paris – Hendaye/Irun (border Spain) section and connection to Nantes & LR

PS1: Hendaye-Bordeaux *(232.8km)*	**Current state – Main features:** - 2 tracks - Electrification: Non-interoperable catenary of MIDI type - Gauge GB type (except section Dax-Facture: GB1 type) - Gross load hauled limited to 2,570 t with a single electric locomotive class 27 000 Midi [1] except between Hendaye and Bayonne limited to 1,405 t **Current state – Limiting factors:** - Gauge GB1 type (except section Bayonne-Hendaye: GB type) - Maximum weight < 1,800 t between Hendaye and Bayonne (1,405 t) - Limited speed passing through the stations of Bordeaux, Dax, Bayonne, Hendaye - Problem of interoperability of pantograph collector heads of the Midi catenary, requiring the exchange of locomotive at the south of Bordeaux - Insufficiency of freight lay-by of 750 m - Limited number of branch lines fit for D load (22.5 t/axle) - Few permanent counterflow installations (130 km without counterflow installations between Gazinet and Dax)
PS2: Bordeaux-Poitiers-Saint Pierre des Corps (Tours) *(350.8 km)*	**Current state – Main features:** - 2 tracks - Gauge GB1 type between Tours and Poitiers, GB type between Poitiers and Bordeaux - Limited gross load hauled ranging between 2,550 t with a single electric locomotive class 27 000. **Current state – Limiting factors:** - Line extensively used for passengers traffic (TGV before entry into service LGV SEA and TER) - Ongoing works for the establishment of 4 tracks at the north exit of Bordeaux for commissioning in March 2016 - Gauge GB type between Poitiers and Bordeaux
PS3 : Poitiers – La Rochelle Port (148 km)	**Current state – Main features:** - Line with double track and some single track section (Lusignan – St Maixent 28,2 km / La Rochelle station – La Rochelle port 5,1 km) - Electrification 25,000 V~ - Gross load hauled limited to 1,850 t with a single electric locomotive class 27 000, except acces to the Port limited to 1,600 t. **Current state – Limiting factors:** - Gauge type GA (FR 3.3) between Niort and La Rochelle - Signalling system BAPR type - Virtual absence of freight lay-bys with 750 m
PS4 : Nantes St Nazaire port – Saint Pierre des Corps(Tours)	**Current state – Main features:** - 2 tracks - Electrification 25,000 V~ - Gross load hauled limited to 2,680 t with a single electric locomotive class 27 000.

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

(262 km)	**Current state – Limiting factors:** - Gauge type GB between Tours et Angers, - Signalling system type BAPR between Tours SPDC and Angers, type BAL between Angers and Nantes Saint Nazaire. - Line extensively used for passengers traffic TGV (before entry into service HSL BPL) and TER between Nantes and Angers
PS5: Saint Pierre des Corps (Tours)-Brétigny *(201.7 km)*	**Current state – Main features:** - 2 tracks; Les Aubrais - Etampes section with 3 tracks; Etampes - Brétigny-sur-Orge section with 4 tracks - Gauge type GB1 - Limited gross load hauled ranging between 2,550 t with a single electric locomotive class 27 000. **Current state – Limiting factors:** - Line extensively used for passengers traffic (Intercity and TER) - Few freight lay-bys

2.2.4 Ile de France region

PS6: Brétigny-Juvisy – Valenton *(22.9 km)*	**Current state – Main features:** - 4 tracks; between Juvisy and Valenton, the section is divided by 2 itineraries with 2 tracks. - Gauge type GB1 - Gross load hauled limited to 2,000 t with a single electric locomotive class 27 000. **Current state – Limiting factors:** - None
PS7: Valenton - Triangle of Gagny *(15.4 km)*	**Current state – Main features:** - 2 tracks, near *Grande Ceinture* Line, dedicated to freight - Gauge type GB1 - Gross load hauled limited to 2,600 t with a single electric locomotive class 27 000. **Current state – Limiting factors:** - Speed limited to 80 km/h
PO1: Triangle of Gagny – Val d'Argenteuil *(26.6 km)*	**Current state – Main features:** - 2 tracks - Gauge type GB1 - Gross load hauled limited to 2,240 t with a single electric locomotive class 27 000. **Current state – Limiting factors:** - Grande Ceinture Line, dedicated to freight - Speed limited to 80 km/h
PO2: Val d'Argenteuil – Mantes la Jolie *(44.6 km)*	**Current state – Main features:** - 2 tracks - Gauge type GB1 - Gross load hauled limited to 2,700 t with a single electric locomotive class 26 000.

	Current state – Limiting factors: - 2 itineraries are possible, both of them are very used by passengers traffic: by the northern bank of the Seine river (main route via Conflans Ste Honorine), or by the southern bank of the Seine river (via Poissy) - Lack of capacity for freight paths during rush hour - The number of tracks on the principal itinerary on the right bank could become insufficient in case of development of passenger traffic from the Ile-de-France region and/or important works. - The itinerary on the southern bank requires a crossing point at the same level with RER A in Sartrouville

2.2.5 Diversionary lines

a) From Bordeaux to Poitiers through Saintes and Niort ("C.A")

C.A1: Bordeaux-Saintes-Niort *(197.7 km)*	**Current state – Main features:** - Line non electrified between Grave d'Ambarès and Niort - Single track between Saintes and Niort, 2 tracks between Bordeaux and Saintes - Gauge type GB1 **Current state – Limiting factors:** - Single track between Saintes and Niort, lack of electrification between Grave d'Ambares and Niort. - Heterogeneous signalling system[2] - Gross load hauled limited to 1,250 t from Bordeaux to Saintes, (then 1,070 t) with a single diesel locomotive type 75 000 - Virtual absence of freight lay-bys with 750 m[3]

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

C.B1: Conflans-Gisors *(46.2 km)*	**Current state – Main features:** - 2 tracks - Electrification 25,000 V. - Signalling system BAL type (except for Pontoise-Gisors: BAPR type) - Gauge GA (FR3.3) type (except for Eragny-Chars GB1 type) **Current state – Limiting factors:** - Limited capacity of the section Conflans-Gisors equipped in BAPR and gauge FR3.3 - Gross load hauled limited to 1,800 t with a single electric locomotive class 27 000 (1,700 t between Pontoise and Gisors)
C.B2: Gisors-Serqueux *(50.0 km)*	**Current state – Main features:** - 2 tracks - Non electrified line - Signalling system BAPR type (after renewal, start of operation 2013) **Current state – Limiting factors:** - Signalling system BAPR type, sufficient for an alternative axle - Non electrified line - Line limited to gauge GB type as a result of a single tunnel - Speed limited to 40 km/h (before renovation works)

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

C.B3: Serqueux-Montérolier-Motteville *(53.4 km)*	**Current state – Main features:** - 2 tracks between Serqueux and Montérolier-Buchy; 1 track between Montérolier-Buchy and Serqueux - Electrification 25,000 V. - Signalling system type BAPR - Gauge GB1 type (except for Serqueux- Montérolier-B.: GB type) - Gross load hauled limited to 1,700 t with a single electric locomotive class 27000 **Current state – Limiting factors:** - Section Montérolier – Motteville (line dedicated to freight) has a single track with a BAPR signalling system - The section Serqueux-Montérolier is limited to GB gauge

c) From Lérouville to Strasbourg through Remilly - Sarrebourg (“C.C”)

C.C1: Remilly – Sarrebourg - Reding *(65.2 km)*	**Current state – Main features:** - 2 tracks between Remily and Reding - Electrification 25,000 V. - Signalling system type BAL - Gauge GB1 type - Gross load hauled limited to 2,680 t with a single electric locomotive class 27 000. **Current state – Limiting factors: N/A**

2.3 SPAIN (2366 KM)

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

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

Between Alsasua, Pamplona and Zaragoza (238 km):
- with a single track Alsasua and Castejon (139 km),
- with a double track between Castejon and Zaragoza (99 km).

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

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

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

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

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

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

The tables below provide detailed caracteristics of infrastructures by sections.

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

2.3.1 Irun/Hendaye (French border) - Madrid section

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

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

2.3.2 Madrid – Algeciras section

PS1: Algeciras - Córdoba *(305.3 km)*	**Current state – Main features:** - Single track - Electrified with 3,000 V on the Córdoba – Bobadilla section, non electrified on the Bobadilla - Algeciras section - BA type signalling system with CTC, apart from sections: Torres Cabrera - Fuente de Piedra (BEM type) Bobadilla - Ronda and Gaucín - Algeciras (BT type) - Connection track-to-train and ASFA solely on Córdoba – Bobadilla and Ronda-Gaucín sections - Gradient: 8-24 ‰ - Gross load hauled ranging between 920 and 1,980 t, with a single electric locomotive class 253 (electrified sections) and a single diesel locomotive class 333.3 (non electrified sections) - Train length ranging between 550-600 m **Current state – Limiting factors:** - Gross load hauled limited to 1,130 t connected to grades with 17‰ in the first section between Valchillón - Fuente de Piedra. - On the Bobadilla – Algeciras section, there are the most significant load limitations with values ranging between 920 - 960 t / train connected to grades with 24 ‰ - Section with a 305.3 km single-track line - Section with a non electrified line over 176 km
PS2: Córdoba - Manzanares *(244.6 km)*	**Current state – Main features:** - 2 tracks between Manzanares - Santa Cruz de Mudela and Vadollano – Linares, single track on the remaining section - Electrification 3000 V - Signalling system: BAB with CTC between Manzanares - Sta. Cruz de Mudela and Vadollano - Linares BAU with CTC on the remaining section - Connection track-to-train and ASFA - Gradient: 7-16 ‰ - Gross load hauled between 1,180-2,310 t (with a single electric locomotive class 253) - Train length limited to 600 m **Current state – Limiting factors:** - Gross load hauled limited to 1,180 t between Santa Cruz de Mudela and Vadollano - Single-track section over 194 km - Saturation between Córdoba and Alcolea connected to an important traffic of regional trains to the University. - Saturation between Alcolea and Espelúy over a period of 3 hours concomitantly with a maintenance period (bare relevance).
PS3: Manzanares - Madrid (Hortaleza) *(213.2 km)*	**Current state – Main features:** - 2 tracks, 4 tracks near Madrid region - Electrification 3,000 V - Signalling system: BAB type with CTC - Connection track-to-train and ASFA - Gradient: 5 - 16 ‰

	- Gross load hauled between 1,180-2,310 t (with a single electric locomotive class 253) - Length of trains ranging between 550-750 m **Current state – Limiting factors:** - Gross load hauled limited to 1,180 t between Hortaleza and Villaverde - Important suburban passenger traffic on the Villaverde Bajo – Aranjuez section - Speed limited to 60 km/h on O'Donnell - Vicálvaro and Vallecas - Villaverde Bajo sections

2.3.3 Alsasua – Zaragoza section

PS8: Alsasua – Castejon *(139,3 km)*	**Current state – Main features:** - 1 single track - Electrification 3,000 V - Signalling system: BAU type with CTC - Connection track-to-train and ASFA - Gradient: 17 ‰ - Gross load hauled between 1,130 t (with a single electric locomotive class 253) - Length of trains ranging 550 m **Current state – Limiting factors:** - Gradient: 17 ‰ - Length of trains ranging <750 m
PS9: Castejon - Zaragoza *(98,8 km)*	**Current state – Main features:** - 2 tracks - Electrification 3,000 V - Signalling system: BAB type with CTC - Connection track-to-train and ASFA - Gradient: 8 - 10 ‰ - Gross load hauled between 1,630 t (with a single electric locomotive class 253) - Length of trains ranging 575 m **Current state – Limiting factors:** - Length of trains ranging <750 m

2.3.4 Miranda de Ebro – Bilbao section

PS10: Miranda de Ebro - Bilbao (Santurtzi) *(114.8 km)*	**Current state – Main features:** - 2 tracks on Santurtzi – Orduña section, single track on Orduña - Miranda de Ebro section (62.9 km) - Electrification 3,000 V - Signalling system: BAB with CTC between Santurtzi and Orduña BAU with CTC between Orduña and Miranda de Ebro - Connection track-to-train and ASFA - Gradient: 9-18 ‰ - Gross load hauled between 1,080-1,840 t (with a single electric locomotive class 253) - Train length limited to 500 m

	Current state – Limiting factors: - Existence of 2 km of a single, electrified track line with a BA type signalling system on Bif. La Casilla - Aguja Enlace section - Grade of 18‰ on the single-track section of Orduña - Miranda de Ebro - Gross load hauled limited to 1,080 t

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

PS11: Vilar Formoso - Medina del Campo *(201.1 km)*	**Current state – Main features:** - Non electrified single track - Signalling system: BLAU with CTC - Connection track-to-train and ASFA - Gradient: 11-18 ‰ - Gross load hauled between 1,210-1,830 t (with class 333.3 locomotive) - Train length limited to 600 m **Current state – Limiting factors:** - Gradient with 18 ‰ on the Salamanca - Fuentes de Oñoro section - Gross load hauled limited to 1,210 t - BT type signalling system from Vilar Formoso to Fuentes de Oñoro

2.3.6 Manzanares – Badajoz/Elvas (Portuguese border) section

PS12: Badajoz (Frontera) - Mérida – Ciudad Real - Manzanares *(405.3 km)*	**Current state – Main features:** - Single track - Electrified with 3,000 V on the Manzanares – Puertollano section, non electrified on the Puertollano – Badajoz (Frontera) section - Signalling system: heterogeneous with three different types (BLA, BA and BT) - Without connection track-to-train on 5 sections, with ASFA on the whole section - Gradient: 5-17 ‰ - Gross load hauled ranging between 1,280 and 2,500 t, with a single electric locomotive class 253 (electrified section) and a single diesel locomotive class 333.3 (non electrified section) - Train length ranging between 460-515 m **Current state – Limiting factors:** - Gross load hauled limited to 1,280 t on the Caracollera – Almorchón section. - Sidings limited to 460 m - BT type signalling system on the Caracollera - Villanueva de la Serena section - Section with a 405.3 km single-track line - Section with a non electrified line over 300 km

2.4 PORTUGAL (1045 KM)

The existing line has respectively:

- a single track between Setúbal and Sines (180 km), Elvas and Entroncamento (169 km), Vilar Formoso and Pampilhosa (202 km), Oporto and Leixões (19 km), Feeder line of the Port of Aveiro (9 km), Setil and Águas de Moura (94 km),
- a double track between Lisbon and Entroncamento (118 km), Entroncamento and Pampilhosa (125 km), Pampilhosa and Oporto (107 km), Oporto and Valongo (17 km)

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

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

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

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

The tables below provide detailed caracteristics of infrastructures by section.

General information principal line	- Tracks with Iberian gauge (1,668 mm) - Max. load 22.5 tons/axle - CPb+ type Iberian gauge (except on section Abrantes – Elvas, with CPb)

2.4.1 Oporto area

P6 : Douro line Ermesinde – Valongo/São Martinho do Campo *(10.9 km)*	**Current state – Main features:** - 2 tracks - Electrification 25,000 V. - BA signalling system with BO - Gross load hauled limited to 1,240 t (with a single diesel locomotive type 4000) and 1,100 t (with a single electric locomotive type 4700) - Typical gradient of 18‰ **Current state – Limiting factors:** - Line extensively used by suburban passengers traffic, limiting the available capacity for freight trains in rush hours
P1 : Minho line Oporto (Campanhã) - Ermesinde *(8.4 km)*	**Current state – Main features:** - 6 tracks - Electrification 25,000 V. - BA signalling system with BO - Gross load hauled limited to 1,350 t (with a single diesel locomotive type 4000) and 1,220 t (with a single electric locomotive type 4700) - Typical gradient of 16‰ **Current state – Limiting factors:** - Line extensively used by suburban passengers traffic, limiting the available capacity for freight trains in rush hours

P5: Leixões line Contumil - Leixões *(18.9 km)*	**Current state – Main features:** - 1 track - Electrification 25,000 V. - BA signalling system with BO - Gross load hauled limited to 1,310 t (with a single diesel locomotive type 4000) and 1,010 t (with a single electric locomotive type 4700) - Typical gradient of 18‰ **Current state – Limiting factors:** - Maximum length of train limited to 480 m - Single track, with limited available capacity

2.4.2 Oporto – Pampilhosa – Entroncamento – Lisbon section

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

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

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

	Current state – Limiting factors: - On the section of Pampilhosa – Bifurcation of Pampilhosa (0.7 km), the maximum speed corresponds to 30 km/h

2.4.4 Elvas/Badajoz (Spanish border) - Entroncamento section

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

2.4.5 Lisbon area

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

2.4.6 Lisbon – Sines section

P33: Vendas Novas line Setil – Vendas Novas *(64.7 km)*	**Current state – Main features:** - 1 track - Electrification 25,000 V. - BA signalling system with BO - Gross load hauled limited to 1,370 t (with a single diesel locomotive type 4000) and 1,220 t (with a single electric locomotive type 4700) **Current state – Limiting factors:** - Single track
P34: Alentejo line Vendas Novas - Poceirão *(21.3 km)*	**Current state – Main features:** - 1 track - Electrification 25,000 V. - BA signalling system with BO - Gross load hauled limited to 2,230 t (with a single diesel locomotive type 4000) and 1,800 t (with a single electric locomotive type 4700) - Needs modernization in some sections **Current state – Limiting factors:** - Limited available capacity
P46: Poceirão Concordance Poceirão – Águas de Moura *(7.7 km)*	**Current state – Main features:** - Electrification 25,000 V. - BA signalling system with BO - Gross load hauled limited to 1,640 t (with a single diesel locomotive type 4000) and 1,300 t (with a single electric locomotive type 4700) - Maximum length of the train of 600 m - Double track between Agualva and Águas de Moura (2.8 km) **Current state – Limiting factors:** - Single track in major part of the section (in 4.9 km)
P37: Sul line Setúbal – Ermidas do Sado *(99.0 km)*	**Current state – Main features:** - 1 track - Electrification 25,000 V. - BA signalling system with BO - Gross load hauled limited to 1,500 t (with a single diesel locomotive type 4000) and 1,300 t (with a single electric locomotive type 4700) **Current state – Limiting factors:** - Limited available capacity.
P38: Sines line Ermidas do Sado - Sines *(50.7 km)*	**Current state – Main features:** - 1 track - Electrification 25,000 V. - BA signalling system with BO - Gross load hauled limited to 1,190 t (with a single diesel locomotive type 4000) and 1,040 t (with a single electric locomotive type 4700) **Current state – Limiting factors:** - Limited available capacity. - Typical gradient of 21‰ - Maximum length of train limited to 480 m

P68: Variant of Alcácer *(29.7 km)*	**Current state – Main features:** - 1 track - Electrification 25,000 V, BA signalling system with BO - Gross load hauled limited to 1,790 t (with a single diesel locomotive type 4000) and 1,430 t (with a single electric locomotive type 4700) **Current state – Limiting factors:** - Limited available capacity.

2.5 BOTTLENECKS

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

- the different track gauge between the Iberian peninsula, France and Germany, requiring the freight transfer across the border between France and Spain
- the maximum length of the trains limited to 500 m in Portugal, 550 to 600m in Spain and 750 m in France and 740 m in Germany
- the maximum grades reaching 18‰ and more in Spain and Portugal requiring additional traction south of Bayonne, depending on the gross load hauled
- the sections with single-track lines limiting the available capacity, and/or conditioning timetabling
- the sections with non electrified lines requiring, when appropriate, the exchange of the locomotive
- the disparity in the signalling systems requiring the exchange of machines and drivers at borders,
- the disparity of the power supply requiring rolling stock with dual voltage, triple voltage or thermal,
- the disparity of maintenance periods or works to be carried out on rail infrastructures depending on the country (by day, by night, on weekends) with partial or complete closure of a route.

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

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

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

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

Different points of Rail Freight Corridor Atlantic can constitute “train bottlenecks” depending on:

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

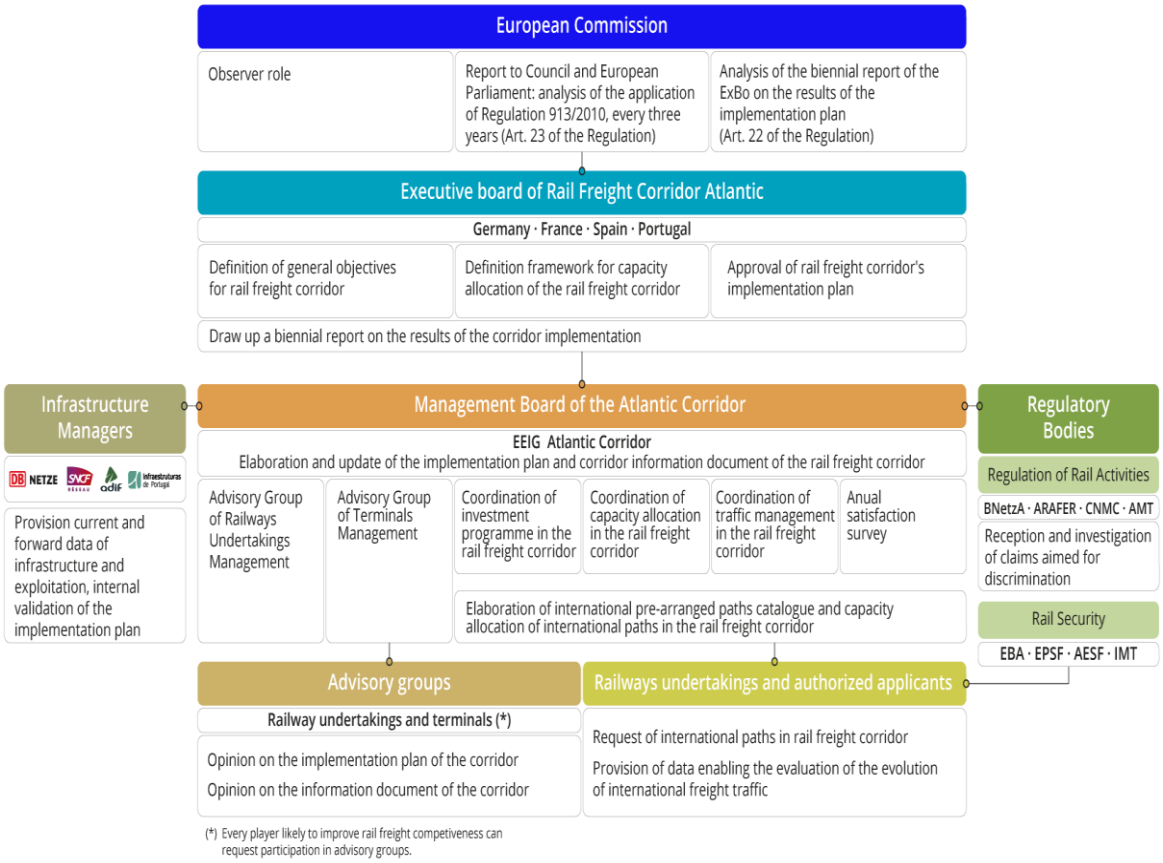
There is an ongoing close analysis in order to specify the nature of the action programme to be implemented, and thus eliminate these “rail bottlenecks” in the long term.

2.6 RAIL FREIGHT CORRIDOR GOVERNANCE

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

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

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



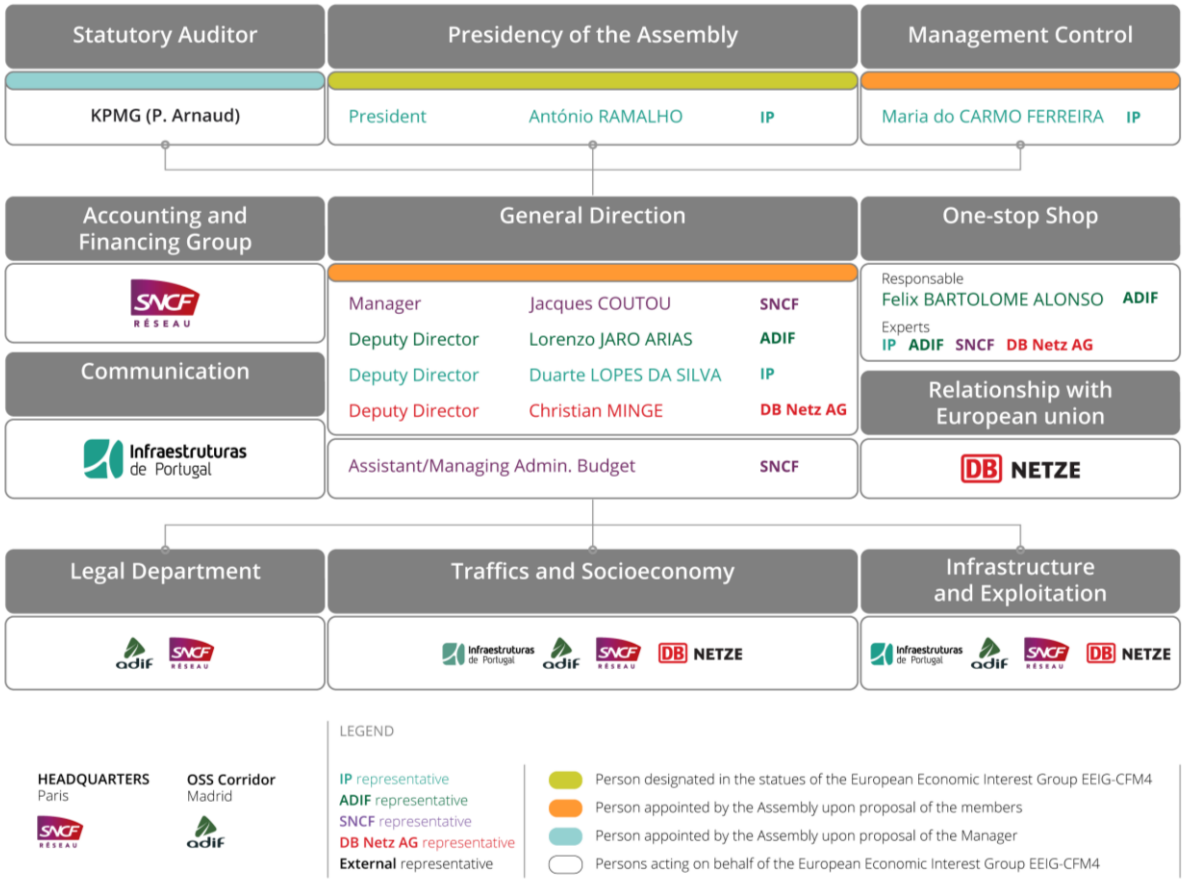
The European Commission takes action at several levels for the implementation of Regulation (EU) 913/2010, 1315/2013 and 1316/2013 by means of DG MOVE (Directorate-General for Mobility and Transport). It organises regular meetings with the representatives of the Member States and the infrastructure managers in order to assess the progress of the implementation of European freight corridors: meetings including those of the SERAC Rail Freight Corridor Working Group[3], the TEN-T Core Network Corridor forum and the Corridor Working Group.

At Member States level, an Executive Board of Rail Freight Corridor Atlantic has been established between the Ministries of Transport of Germany (BMVI), France (DGITM), Spain (SGPF) and Portugal (DGAE). Regular meetings are held between the representatives of the Ministries involved: during these meetings issues accountable to Member States and the advances of the management board of the corridor regarding the progress of the implementation of the corridor are addressed.

[3] SERAC stands for Single European Railway Area Committee

In terms of Infrastructure Managers, a Management Board of Rail Freight Corridor Atlantic has been implemented; it takes the legal form of a new EEIG designated “European Economic Interest Grouping for Rail Freight Corridor Atlantic” or “EEIG Atlantic Corridor” established on 28th of April 2015 between the rail infrastructure managers in Germany (DB Netz AG), France (SNCF Réseau), Spain (ADIF) and Portugal (IP). The constitutive general assembly of this new EEIG, held on 26th of June 2015 in Frankfurt, has appointed its members as provided for in the statutes.

The flow chart of EEIG Atlantic Corridor is shown below.



The regulatory bodies of Rail Freight Corridor Atlantic referred to Article 55 of Directive 2012/34/EU shall cooperate in monitoring the competition in the rail freight corridor. In particular, they shall ensure non-discriminatory access to the corridor and shall be the appeal bodies provided for under Article 56 (1) of that Directive. They shall exchange the necessary information obtained from infrastructure managers and other relevant parties, according to the cooperation agreement signed by themselves on the 2nd of October 2013 (see appendix 6).

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

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

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

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

Advisory Group for Railway Undertakings (30 participants invited)

GERMANY	
GE	DB SCHENKER
GE	CAPTRAIN
GE	Rhenus Rail St. Ingbert GmbH
GE	TX LOGISTIK
FRANCE	
FR	CFL CARGO
FR	COLAS RAIL
FR	CROSSRAIL AG
FR	ETF
FR	EURO CARGO RAIL SAS
FR	EUROPORTE
FR	OSR France
FR	SNCB Logistics
FR	SNCF GEODIS
FR	TRENITALIA Cargo
FR	TSO
FR	VFLI (GEODIS group)
SPAIN	
ES	RENFE Operadora
ES/PT	COMSA RAIL Transport
ES	ACCIONA RAIL
ES	TRANSITIA RAIL
ES	CONTINENTAL RAIL
ES	ACTIVA RAIL
ES	TRACCIÓN RAIL
ES	ALSA FERROCARRIL
ES	FERROVIAL RAILWAY
ES	LOGITREN FERROVIARIA
ES	FERROCARRILES DEL SUROESTE
ES	FGC MOBILITAT
PORTUGAL	
PT	CP CARGA
PT	TAKARGO RAIL

Advisory Group for Terminals (44 participants invited)

GERMANY	
GE	KTL Ludwigshafen
GE	DUSS Mannheim
GE	PUHL Gmbh Beckingen
GE	Rhenania Worms
GE	Contargo Rhein-Neckar Gmbh
GE	MCT Mannheim
FRANCE	
FR	HAROPA / Grand Port Maritime du Havre et du Havre
FR	Nantes Saint Nazaire port
FR	Atlantique La Rochelle port
FR	Bordeaux Atlantique port
FR	Port de Bayonne
FR	Naviland Cargo
FR	Novatrans
FR	Ambroggio
FR	Transfesa France
FR	VIIA
SPAIN	
ES	Terminales Adif
ES	Puerto Seco de Madrid (Coslada)
ES	Pecovasa Renfe Mercancías, S.A.
ES	Barredo Hermanos S.A.
ES	Autologística de Andalucía S.A.
ES	Volkswagen Navarra (cargadero de Landaben)
ES	Renault (Venta de Baños y La Carrera)
ES	Peugeot (Villaverde Bajo)
ES	Nissan (Ávila)
ES	Mercedes (Júndiz)
ES	Iveco (Ávila)
ES	Puertos del Estado
ES	Puerto de Bahía de Algeciras
ES	Puerto de Bilbao
ES	Puerto de Pasajes
PORTUGAL	
PT	Porto de Leixões
PT	Porto de Aveiro
PT	Porto de Lisboa
PT	Porto de Setúbal
PT	Porto de Sines
PT	MSC - Mediterranean Shipping Company S.A.
PT	TVT - Terminal Multimodal do Vale do Tejo, S.A.
PT	DB Shenker Portugal
PT	Lusosider – Aços Planos, S.A.
PT	Grupo Portucel Soporcel

PT	SLEM – Sociedade Luso Espanhola de Metais, Lda
PT/ES	ZALDESA - Zona de Actividades Logísticas de Salamanca
PT	Conteparque
PT	SPC – Serviço Português de Contentores, S.A.
PT	TMIP - Transportes e Logística, Lda

3.1 Overview

The Atlantic Rail Freight Corridor extends across four countries. From Lisbon, and the major ports of the Portuguese west coast, it continues throughout the western and central regions of Spain, including Madrid, heads north and crosses the Pyrenees going up the Atlantic coast to Paris where it separates into two branches, one heads westwards along the Seine down to the English Channel, and the other heads east joining Rail Freight Corridor North Sea – Mediterranean in Metz. From Lérouville and Metz, the Atlantic Rail Freight Corridor is connecting respectively Strasbourg and Mannheim. In Mannheim the Atlantic Rail Freight Corridor connects with the Rhine-Alpine Rail Freight Corridor

The present Traffic and Market Research Update for the Atlantic Corridor builds upon the first market study carried out in 2012 for Rail Freight Corridor No. 4. It shares with it all the information related to the base year of forecasts (2010), namely in terms of freight flows OD matrices, and the determinants (attributes and factors) influencing the choice of transport mode (price, time, reliability ...), based on an extensive set of stated preference surveys conducted with the actors of freight transport (shippers or freight forwarders).

First, an update on the Economic and Territorial frameworks was developed. Thus, countries and regions along the Corridor have been the subject of an analysis on economic variables and their overall situation regarding freight transport. A particular attention has now been given to Germany, due to its inclusion in the Corridor.

On the basis of these analyses and taking into account the latest long-term projections for trade partners' GDPs, available from internationally recognized sources, all econometric models were updated to deliver an updated foresight on global freight travel demand in the short, medium and long-term (respectively 2020, 2030 and 2050).

From the supply side, the transport infrastructure projects provided for different horizons were reviewed and analyzed to take into account their impact on traffic projections. Particular attention is now given to the German rail freight infrastructure in what concerns capacity, transhipment facilities, tracks (loading profiles, axle loads, train lengths and weights, etc), and infrastructure development plans. This exercise is topped with an overview of the most important terminals along the Corridor connections between Saarbrücken-Mannheim and Strasbourg-Kehl.

Germany's inclusion in the Corridor imposed a revision of the zoning system and of the catchment areas definition (in what concerns the nature of traffic flows in the corridor - Internal, Exchange, or Transit).

This update deals with new extensions to terminals and seaports (La Rochelle, Nantes/St Nazaire, Valongo), as well as with new connections to Rail Freight Corridors Mediterranean, in Zaragoza and Rail Freight Corridor Rhine-Danube Mannheim/Strasbourg, which are subject to particular in-depth analyses in the study documentation, showing the benefits that can be expected from the extensions of the Atlantic Corridor eastwards.

A new set of comprehensive discussions was undertaken with a large variety of stakeholders in the four countries covered by the Rail Freight Corridor Atlantic, i.e. port operators, railway undertakings, terminal operators, shipping companies, corridor managers, infrastructure managers and logistic operators. The interviews aimed at analysing the Corridor's strengths, opportunities, weaknesses, and threats, as well as the need for improvements along the corridor. As in the previous market study, we were again surprised by the stakeholder's consensus about the issues to be addressed for a successful implementation of rail services competitive with road transport.

Finally, revised demand forecasts on freight flows on the Corridor are provided - taking into account all the elements mentioned above (economic forecasts, context, demand, supply and determinants of modal choice). Based on these results, it was possible to produce a first estimate of the capacity allocation (pre-arranged train paths) that it would be necessary to put in place to ensure rail meets the expected demand. Traffic projections for rail highways, whose evolution responds to different dynamics from those considered in other segments of rail transport, have also been reviewed and updated, bringing forward an extended set of possible direct connections.

3.2 Diagnosis

3.2.1 Socio-economic background

All socioeconomic analyses and freight transport statistics delivered in the first study were now updated, highlighting whenever relevant the major differences between current datasets (2014) and those considered in 2011. The sources for the most recent figures are mainly Eurostat or the National Statistics Offices of the Corridor countries.[4] These analyses include all countries now formally connected by the corridor - Portugal, Spain, France and Germany.

Table 1 – Socioeconomic and transport indicators (2013) (contractor estimation)

	France	Germany	Portugal	Spain
Population [10^6 hab]	65.6	82.0	10.5	46.7
GDP [10^6 €]	2114	2809	171	1049
GDP per capita [€/hab]	32236	34248	16220	22449
Rail transport [10^9 t.km]	32.0	117.4	2.1	9.6
Rail modal share	15.2%	23.1%	6.1%	4.8%

The following two graphs depict rail transport development in recent years, in terms of freight flows, in millions of tonnes.Km traveled and rail modal share (%).

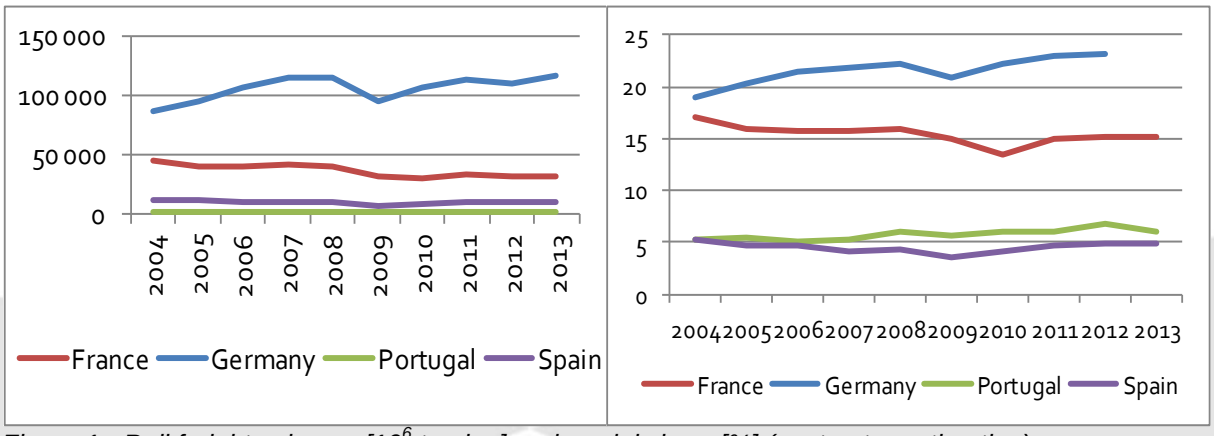


Figure 1 - Rail freight volumes [10^6 ton.km] and modal share [%] (contractor estimation)

A real gap exists in terms of the rail mode share on each side of the Pyrenees, with the Iberian rail showing a considerable lower market share than that of their European counterparts. Geography and technological issues certainly explain these discrepancies, as GDP differences alone cannot explain it. For instance, for each Euro of GDP throughput Germany achieves 42 t.km, against France's 15 t.km, while Portugal gets 12 t.km and Spain only 9 t.km.

[4] According to the Transport Market Study. Eurostat data and national statistics deviate from this data.

The evolution of rail share in total inland modes is also particular for each country. Portugal and Spain had both a 5.3% market share in 2004, which climbed 15% in the Portuguese case, to 6.1%, while Spain's figures declined 9% to 4.8%, in 2013. Germany and France also show contrasting trends. Starting from a similar point in 2004, Germany witnessed a 20% increase in its rail modal share to 23%, in 2012, while France's rail share declined more than 10% to just over 15%. Due to reasons related to data harvesting from railway undertakings, these figures may overestimate the decline observed over the 2008-2010 period.

3.2.2 Potential global demand of transport

The origin-destination matrices of freight flows (at NUTS3 level for the countries directly concerned) for the base year (2010) were retrieved from the first market study. These are disaggregated by nature of cargo (13 categories considered) and mode of transport. The particular situation of cargos travelling by train down to the Pyrenees to be then loaded onto lorries to complete their routes at the Iberian Peninsula (and vice versa) - explained by the interoperability issues between France's and Spanish rail infrastructure - are specifically taken into account under the denomination "Rail-Road" flows.

Finally, three different types of flows are distinguished by its trade partners, corresponding to the three distinct sources of information available for 2010:

- Portugal-Europe: these are all the flows between Portugal and its European partners (Spain included). These flows were established on the basis of the Observatório de Transporte Espana Portugal (OTEP) survey, a cross-border freight assessment conducted between Portugal and Spain, and on information provided by rail operators;
- Spain-Europe: these correspond to all the flows between Spain and its European partners, with the exception of Portugal. These flows were established on the basis of the Cross Alps Freight Transport (CAFT) survey;
- All other corridor flows: those between origin-destination pairs that use at least part of the corridor (above the Pyrenees). These flows were calculated using information from the cargo database Etis+, by the European Commission

Figure 2 - Flow segmentation by trade partners

The selection of relevant origin-destination pairs (and thus the overall zoning system) for the corridor was performed on the basis of a "select link" analysis of European traffic flows as described by Etis+ data. By modelling the path of goods flows, it was possible to isolate the flows performing part of their journey on the corridor.

The maps below represent some of the "select link" analyzes conducted as part of the detection of relevant origin-destination pairs. The red sections set the location where the flow information is gathered. Thus any flow of goods between an origin and a destination through these links has been added to the list of origin-destination pairs.

Figure 3.1 - Road flows in the south of Tours

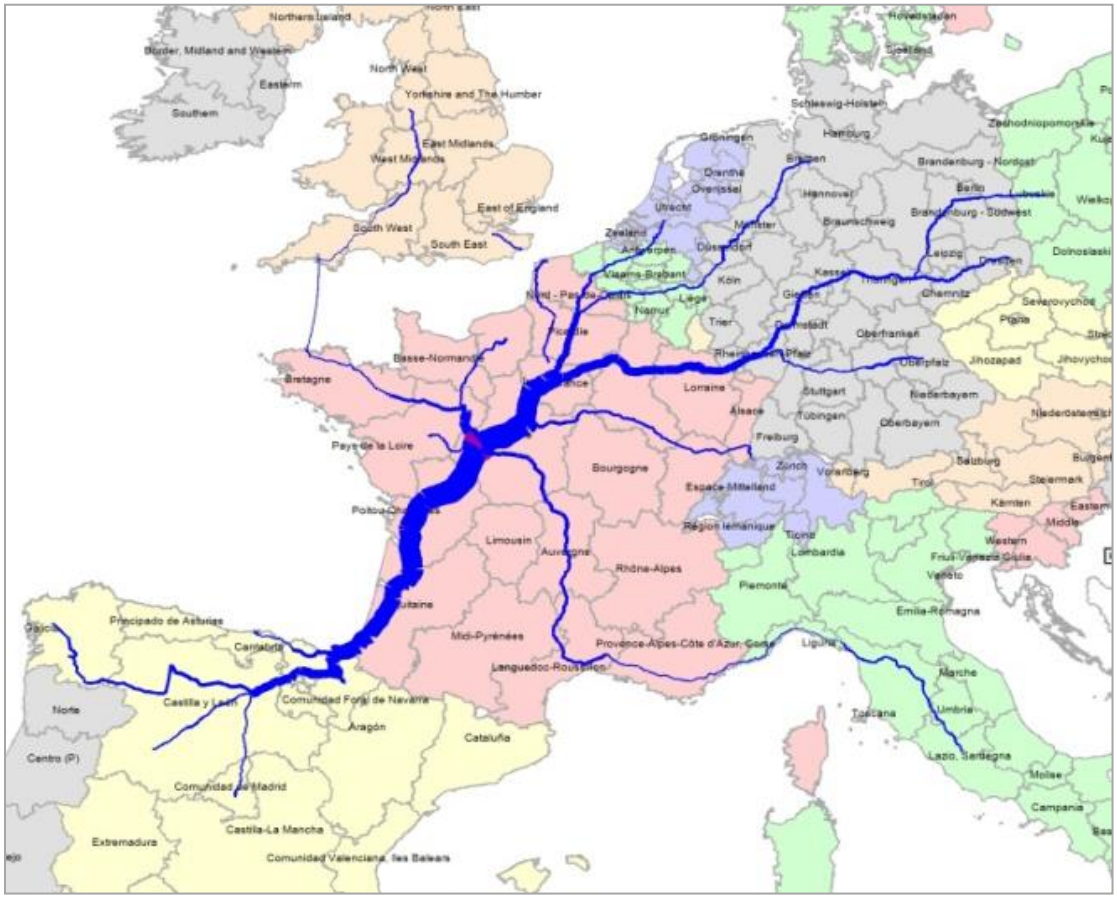


Figure 3.2 Road flows on the Portuguese-Spanish border

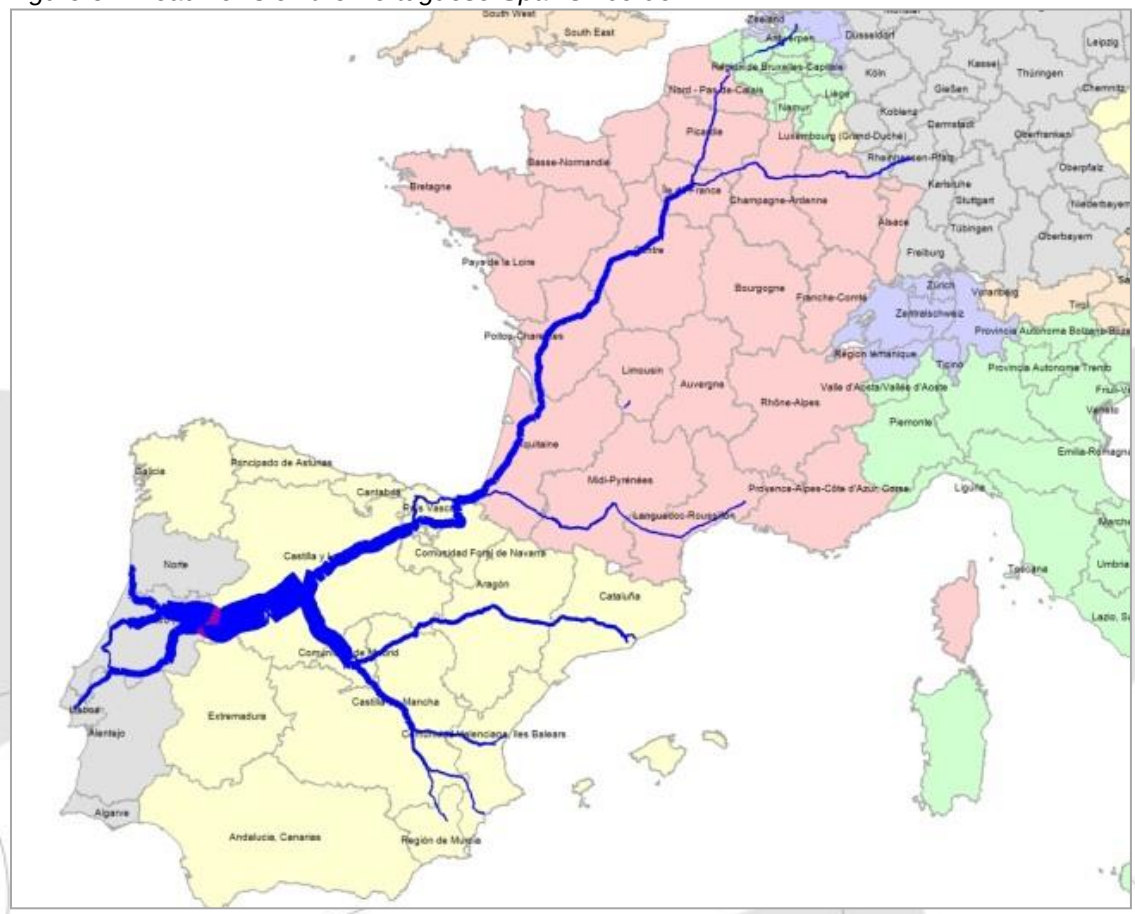


Figure 3.3 Road flows in the south of Madrid

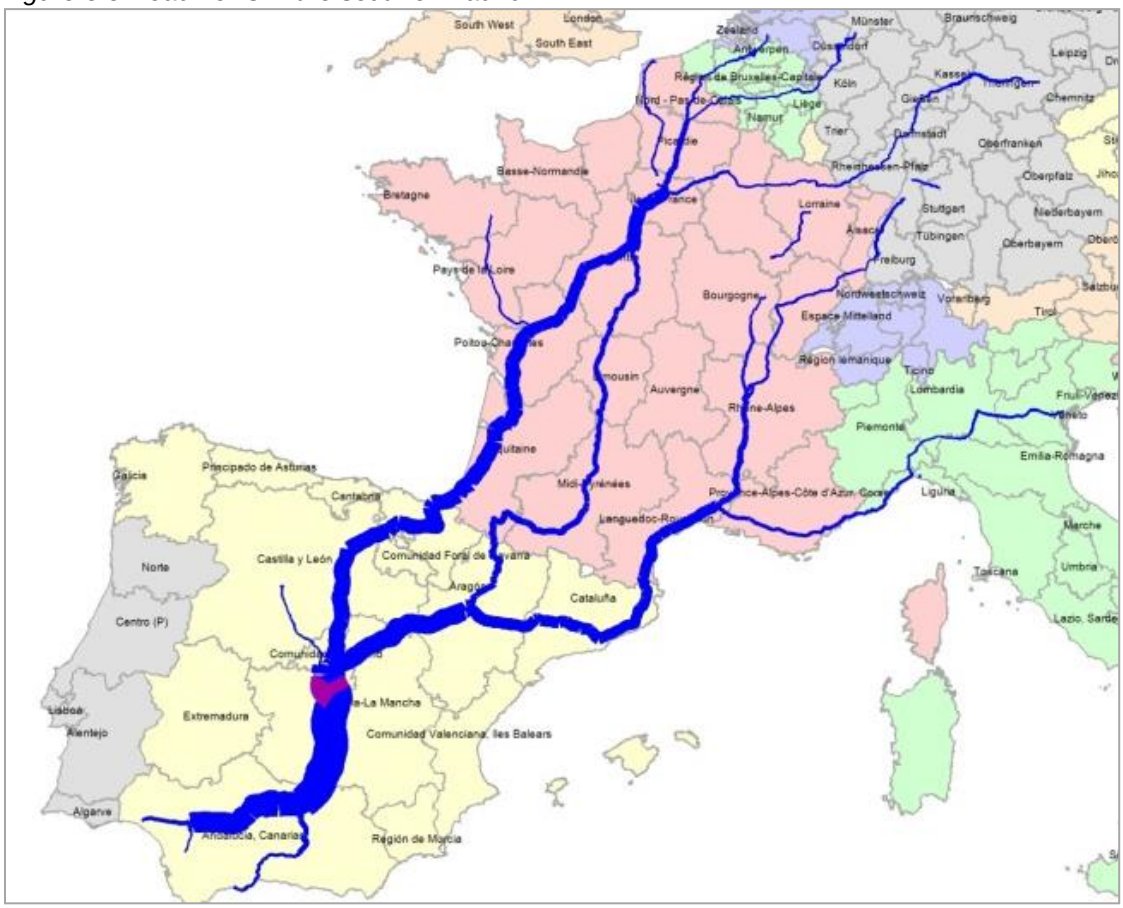
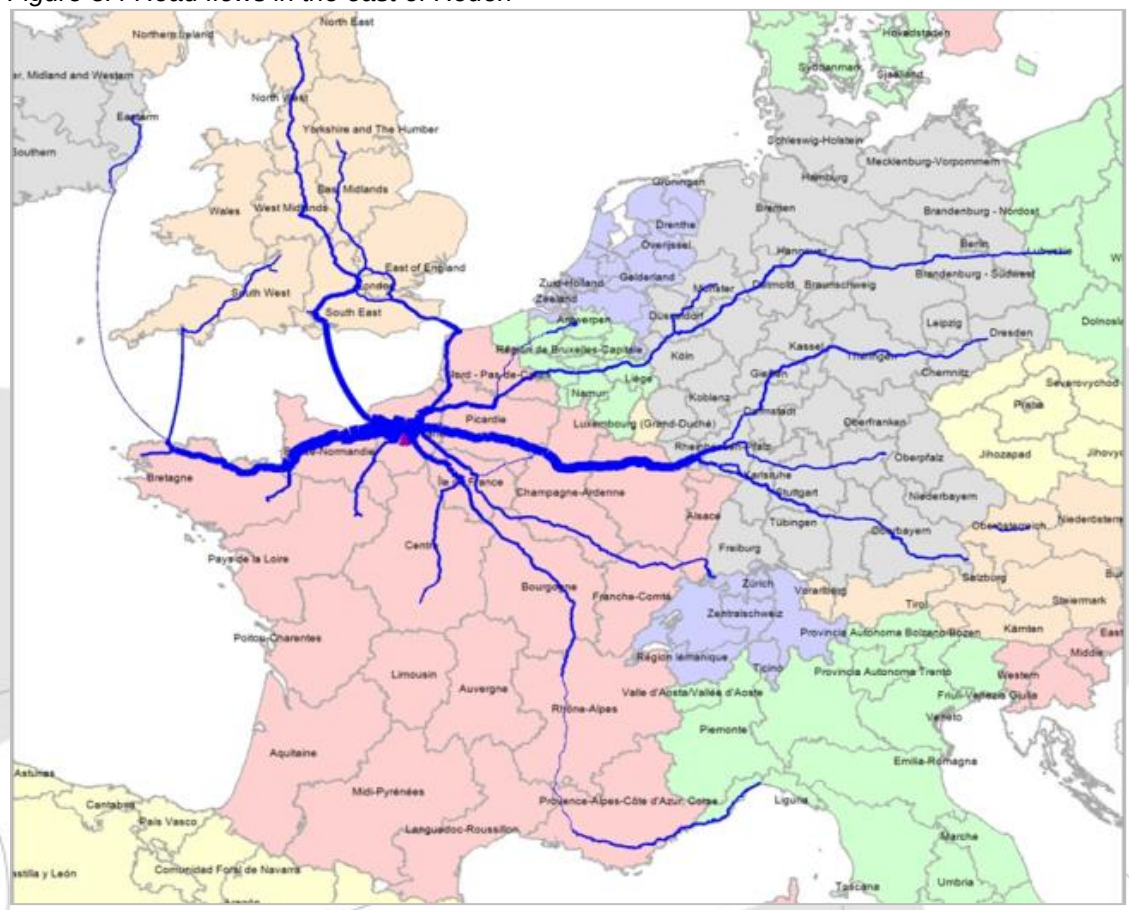


Figure 3.4 Road flows in the east of Rouen



Below is a summary of all flows considered for the established of 2010 demand matrices.

Table 2 – 2010 relevant freight flows, by mode and trade partners [Kt]

Mode		Portugal-Europe (inc. Es)	*Just Portugal-Spain*	Spain - Europe (exc. Pt)	Other Corridor flows	Total
Road		39 758	*30 162*	78 254	44 918	**162 931**
Rail	Rail-Rail	793	*793*	1 570	6 762	**10 692**
	Combined	-	-	1 567		
	Rail-Road	29	-	1 899	-	**1 928**
Fluvial		-	-	-	2 307	**2 307**
Marit.		20 002	4 717	71 034	29 833	**120 869**
Total		**60 582**	***35 673***	**154 323**	**83 821**	**298 726**

Portugal is accountable for a fifth of the flows considered in the matrices, while Spain answers for almost two thirds. Nearly 30% of all flows on the corridor axis run in its northern part, never crossing the Pyrenees. One should note this table encompasses all freight flows going through the Pyrenees, including those shared with the Mediterranean corridor.

When possible, due to data availability, rail flows were distinguished between conventional flows (or Rail-Rail) and combined transport streams.

This last one, based on the use of standard containers that can be easily transferred between modes, has been experiencing a continuous and solid growth that is expected to continue over the next decades.

Flows between Countries

The next table provides an OD matrix of all 2010 European freight flows relevant to the corridor, by country of origin and destination.

Table 3 – OD matrix of 2010 relevant freight flows, by country [Kt]

	Belgium	Switzerland	Germany	Spain	France	Ireland	Italy	Luxemb.	Netherlands	Portugal	UK
Belgium	-	316	804	4 578	7 045	-	271	-	-	1 035	145
Switzerland	40	-	-	245	1 166	-	-	-	-	48	-
Germany	886	-	-	8 021	11 806	-	-	-	-	1 267	679
Spain	3 567	488	8 370	-	23 188	474	11 669	59	4 978	20 513	6 135
France	3 973	4 453	9 227	26 347	-	292	5 549	3 848	2 289	3 475	2 769
Ireland	-	-	-	407	170	-	333	-	-	309	-
Italy	171	-	-	11 078	5 853	271	-	-	-	1 033	820
Luxemb.	-	-	-	144	1 917	-	-	-	-	12	-
Netherland	-	-	-	5 682	3 490	-	-	-	-	2 127	-
Portugal	808	152	1 449	15 159	2 129	355	935	33	1 867	-	1 301
UK	205	-	899	6 194	2 855	-	550	-	-	2 129	-

One must bear in mind when reading this table that, apart from Iberian flows, only flows with at least a part of their journey on the corridor were considered. Thus, it is natural that those countries involved in the corridor show the highest tonnage flows, followed by those countries nearer to corridor countries, particularly Italy and the Benelux countries. The selection of the potential ODs using the corridor was carried out at this stage of the study, on such a broad basis in order to keep all relevant traffics in our exercise. When the analyses pinpointed an OD flow not relevant for the corridor, it would cease to be taken into account.

3.3 Scenarios and projections

3.3.1 Projection of global demand

To project future traffic on the corridor, two different methods are used:

- For flows relating to Spain and Portugal, a series of econometric models were developed based on trade evolution over the last decades, for each country pair and each kind of cargo (13 categories considered). These models were based on the evolution of the GDP of Spain and Portugal, as well as those of their trading partners.
- For other origin-destination pairs, anticipated changes in flows are computed on the basis of the GDP share of each country, and on the elasticities of import and exports volumes to its GDP. These elasticities were calculated in the Transport World Report 2012/2013 of ProgTrans.

As it has been said, regardless of the method used, the GDP growth projections are at the core of these exercises. The econometric models developed for the first market study of the Rail Freight Corridor n°4 considered the European Commission's 2012 Ageing Report's "Potential" scenario series for GDP projections.

For this update, the following assumptions on GDP growth for all countries considered are given by:

- The actual GDP evolutions between 2010 and 2013;
- The latest European Commission Economic short term forecasts – "Spring 2014", for 2014 and 2015;
- From 2016 up to 2030, update the previously used forecast (Ageing Report 2012) with the differences arising between Prognos' projections for GDP (World Transport Report 2014 and World Transport Report 2011), and
- From then on, use the average between the previous growth figures (Ageing Report 2012) and Prognos' latest projections for GDP (World Transport Report 2014).

The following table sums up the variations of GDP forecasts between the original study and this update. As it can been noticed, the new forecasts are higher for Germany, Spain (except for 2020) and Portugal. On the other hand, the forecasts are significantly lower for France and for a few other EU countries (United Kingdom, Poland and Netherlands).

Table 4 – Variations of GDP forecasts for both studies

Country	2020	2030	2050
Germany	**3,2%**	**7,2%**	**9,9%**
Belgium	-3,5%	0,7%	2,7%
Spain	**-0,9%**	**2,4%**	**3,7%**
France	**-4,7%**	**-3,8%**	**-2,2%**
United Kingdom	-2,8%	-6,2%	-6,4%
Italy	3,5%	6,3%	4,3%
Luxembourg	-2,1%	-2,1%	-2,1%
Netherlands	-3,5%	-0,5%	-1,2%
Poland	-8,3%	-3,0%	2,7%
Portugal	**2,0%**	**5,8%**	**6,0%**

The following table illustrates the results of freight flows up to 2030, directly applying the assumptions on GDP growth presented above on the base year 2010 demand matrices (e.g., without taking into account future modal competitiveness evolution and its impact on modal choice, or any other issue).

Table 5 – 2030 "Business as Usual" freight flows, by mode and trade partners [Kt]

Mode		Portugal-Europe (inc. Es)	*Just Portugal-Spain*	Spain - Europe (exc. Pt)	Other Corridor flows	Total
Road		61 772	*48 701*	128 130	80 284	**270 186**
Rail	Rail-Rail	1 267	*1 267*	2 970	13 871	**20 756**
	Combined	-	-	2 649		
	Rail-Road	35	-	2 933	-	**2 969**
Fluvial		-	-	-	4 230	**4 230**
Marit.		27 656	*8 115*	115 810	48 227	**191 693**
Total		**90 730**	***58 082***	**252 492**	**146 612**	**489 833**

In this scenario, the relations amongst different market segments are kept pretty much unchanged from 2010 figures, whether it be the weight of different modes in total traffic, the structure of different types of flow or even the cargo categories, not shown here.

3.3.2 Projection of the future transport offer

Two major subjects regarding future infrastructure supply are thoroughly addressed in this study: interoperability, particularly the gauge difference between (standard) European and Iberian rail networks, but also power supply and signaling/communication issues, and the future potential of rail motorway services in the corridor.

Rail motorways consist of a transport system in which heavy goods vehicles (HGV) are loaded (unaccompanied) onto suitable trains. Each train can move up to forty HGV over long distances, avoiding the multiple negative externalities inherent in road transport.

One of these rail motorways runs between Bettembourg (Luxembourg) and Perpignan, near the French-Spanish border, since 2007. Its extension to Barcelona is expected to be achieved by 2020. By that time, a similar service (Ecofret) will expectedly be running along the Atlantic corridor, offering a direct connection between Lille (Dourges), Bayonne (Tarnos) and Vitoria.

By 2030, these two lines may well offer several additional direct connections. This study adds a couple of new services to the set of potential direct connections established within the framework of the first study. So, in addition to Madrid-Lille, Vitoria-Paris, Madrid-Paris or Lisbon – Lille services, demand projections are now also provided to services linking Bettembourg, Mannheim or Oporto. These new services end up sharing the same market with the initially foreseen connections. Regarding the Mediterranean corridor, new rail motorway services are expected to connect Barcelona-Lyon, Valencia-Bettembourg, and Valencia-Lyon.

Indeed, the current situation imposes lengthy and costly transhipments on the French-Spanish border. The total migration from Iberian to standard UIC gauge is a complex issue, involving heavy investments and therefore requiring a long time if ever, to be fully implemented. However, the planned interventions regarding UIC gauge penetration on Iberian rail freight network will undoubtedly push a qualitative leap in terms of cross-border rail traffic in the Corridor.
These infrastructure projects shall be accomplished over the coming decades. For what concerns the Atlantic Corridor, the line from the French border down to Valladolid (covering about 70% of the total distance up to the Spanish-Portuguese border) should be UIC Gauge compatible by 2020 (down to Cartagena at the Mediterranean corridor).

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

Figure 4 Projects of infrastructures planned to be performed in the short term (2020):

Figure 5 Projects of infrastructures planned to be performed in the medium (2030) and long term:

3.4 Analysis of the determinants of the modal choice

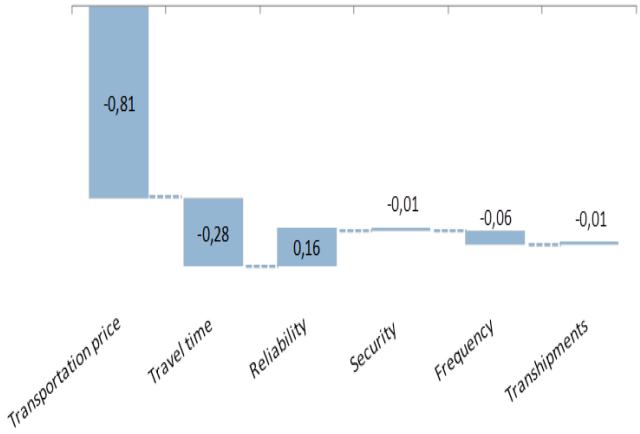
The determining factors of the modal choice are calculated from an econometric analysis based on stated preference surveys. These surveys are aimed at providing a qualitative and quantitative analysis of the main factors motivating the choice between the different modes of freight transport, thus enabling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

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

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

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

Figure 6 Composition of the estimated value of utility



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

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

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

Table 6 – Value of travel time savings for relevant NST groups

NST1	NST6 (>3000 €/ton)	Other NST	Total
0,63 € /h.ton	0,58 € /h.ton	0,29 € /h.ton	0,33 € /h.ton

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

3.5 Interviews wrap-up

Several in-depth discussions took place with a large variety of stakeholders, i.e. port operators, railway undertakings, terminal operators, shipping companies, corridor managers, infrastructure managers and logistics operators in the four countries covered by the RFC4. Although every stakeholder naturally presented his particular point of view, one can summarise that superposing all issues discussed gives a very clear picture of the strengths/opportunities, but also the observed weaknesses/threats of the RFC4 at the current state.
One can clearly cluster two segments of leverages: firstly operational measures (short- or mid-term considerations) and – secondly – more long term infrastructural measures. Stakeholders unanimously mentioned problems related to the different track gauges on the Iberian Peninsula. This leads to sometimes severe problems at the French – Spanish borders, which was often cited as one of the main reasons for the low market share of rail freight on the corridor.

The following chapters highlight the main topics addressed.

Information
The utmost priority for improving the competitiveness of international rail freight is to provide a reliable information platform on actual conditions in which it takes place. Lacking a integrated information platform that enables sharing information on the follow-up of each consignment, to provide real-time information to customers, the frequent replacement of time paths (in the Portuguese case the operator can swap a path without a utilization rate penalty within 7 days) and of the train number, the allocation in each country of different train numbers to the same international freight service, are some examples of the difficulties in obtaining reliable information on international rail services.

These difficulties may be overcome with the development of corridor's integrated management tools. The Performance Monitoring Reports will include, among others, the following KPIs: achieved punctuality in previously selected points along the chain, average waiting time in passing areas, or deviations between the actual and the scheduled time in corresponding paths.

The need to coordinate multiple activities which involve several different entities in four national rail spaces, such as the path allocation, traffic management, operations at terminals, rail and road transport make the integration of all these interventions particularly difficult to manage, requiring an effective coordination of efforts between the entities that manage the infrastructure, the terminals and rail operations.

Value Chain Management
Rail-based integrated supply chains have to be competitive in the face of the highest standards of service established by road haulage solutions, both in terms of price and of level of service offered, measured in terms of reliability, availability, flexibility, customer information (tracking & tracing), quality and safety/security.

In the current framing, it is essential to provide proper support for infrastructure accession by large integrators, by providing the essential conditions of safety, traceability and management of the point-to-point physical processes. They can bring their logistics expertise and the capability to identify the requirements of different markets, the capacity to promote the consolidation of cargos in strategic nodal points in the network, and ensure the necessary occupation rates and balancing of loads.
In order to increase the uptake of rail traffic flows it is important to engage core clients, with volume regularity (that support the launching of services with attractive frequency levels), and merge them with groupage cargo customers (with lower levels of cargo flows). Ultimately, this market may be enticed with the introduction of Rail Motorways, running trucks on top of railcars.

Integration of the last mile into the PAP's

Terminal and port operators miss the integration of the last mile into the PAP's. They argument that a non-coordination of Corridor slots and terminal slots leads to time losses on the last mile. According to these operators it can't be made understandable to the final customer, that competitive corridor transport times are wasted between the corridor and the terminals.

On the other hand it was also clarified that priority on scarce terminal slots allocation is given to the big clients of the terminals, bound with long term contracts. This will challenge the train path planning to fit the PAP's with available terminal slots. But, anyhow, this was seen as a step by step task for improving the whole corridor efficiency.

3.6 Traffic forecasts

Total international freight flows in the corridor axis summed up 196 Mt in 2010 of which 113 Mt corresponds to land traffics. These figures relate to the Atlantic Corridor only (especially, trans-Pyrenean flows by the Mediterranean corridor are not included in this analysis), and can be split into three distinct markets:

- The "South" flows, between Spain and Portugal (35 Mt including 30 Mt on land modes)
- The trans-Pyrenean flows, established between the countries of the Iberian Peninsula and their partners (107 Mt of which almost 53 Mt relate to land modes), and
- The "North" flows that use the corridor links north of the Pyrenees (establishing trade routes between France, Germany and its partners, excluding Portugal and Spain (55 Mt including 29 Mt on land)

These traffics can additionally be characterized by three different types of relationships:

- Internal traffic (12% of rail flows in 2010), when both origin and destination of flows are located inside the corridor´s influence area. By definition, all these flows materialize trade relations between Germany, France, Portugal and Spain,
- The exchange traffic (59% of flows) which include either the origin or destination inside the corridor influence area, and
- The transit traffic (29% of flows) that gathers all flows likely to go through any corridor link but neither the origin or destination are located inside the corridor (eg a route Brussels-Paris-Metz-Basel)

The following contingency table displays the interrelations between the above dimensions in 2010 and relevant projection horizons, skimming the rail flows by its different services. It illustrates the strong growth of rail traffic between 2010 and 2020, particularly for cross-border flows, due to the combined impact of extending the UIC gauge from the French border down to Valladolid, and the establishment of the first Ecofret rail motorway service to Vitoria. Rail modal share in 2020 (including rail motorway flows) jumps to 10.6% (against 5.9% in 2010).

Table 7 – International Transport flows in the Atlantic Corridor [kt]

		Internal				Exchange				Transit				Total			
		Rail			Land modes	Rail			Land modes	Rail			Land modes	Rail			Land modes
		Conventional + Combined	Rail Motorway	%Rail		Conventional + Combined	Rail Motorway	%Rail		Conventional + Combined	Rail Motorway	%Rail		Conventional + Combined	Rail Motorway	%Rail	
North of the Pyrenees	2010	149	-	12.2%	1 219	2 003	-	11.1%	17 975	1 772	-	15.7%	11 297	3 924	-	12.9%	30 490
	2020	275	-	17.0%	1 611	3 390	-	14.9%	22 794	2 919	-	21.6%	13 521	6 583	-	17.4%	37 926
	2030	408	-	18.9%	2 157	5 139	-	16.3%	31 598	4 645	-	24.3%	19 149	10 192	-	19.3%	52 904
	2050	607	-	20.1%	3 021	8 238	-	17.5%	47 190	7 688	-	25.8%	29 742	16 533	-	20.7%	79 954
Across the Pyrenees	2010	394	-	2.9%	13 459	1 409	-	4.3%	32 694	160	-	2.5%	6 448	1 963	-	3.7%	52 601
	2020	753	193	5.9%	15 929	3 184	1 795	12.9%	38 476	393	33	5.4%	7 837	4 330	2 021	10.2%	62 242
	2030	1 254	1 435	12.2%	22 043	5 339	4 166	18.7%	50 774	594	277	8.7%	10 048	7 187	5 877	15.8%	82 865
	2050	2 520	2 432	14.5%	34 164	8 967	7 044	21.7%	73 767	1 059	470	10.6%	14 353	12 546	9 945	18.4%	122 285
South of the Pyrenees	2010	367	-	3.2%	11 515	426	-	2.4%	18 092	-	-	0.0%	186	793	-	2.7%	29 792
	2020	544	-	4.3%	12 666	645	-	3.2%	20 069	1	-	0.6%	206	1 190	-	3.6%	32 941
	2030	1 380	-	7.5%	18 527	1 151	-	3.9%	29 222	4	-	1.5%	299	2 535	-	5.3%	48 048
	2050	2 280	-	8.0%	28 492	2 042	-	4.6%	44 484	6	-	1.4%	455	4 328	-	5.9%	73 431
Total	2010	764	-	2.9%	26 192	3 984	-	5.8%	68 761	1 932	-	10.8%	17 931	6 680	-	5.9%	112 884
	2020	1 314	193	5.0%	30 206	7 476	1 795	11.4%	81 340	3 313	33	15.5%	21 563	12 103	2 021	10.6%	133 109
	2030	2 666	1 435	9.6%	42 727	12 005	4 166	14.5%	111 594	5 243	277	18.7%	29 496	19 915	5 877	14.0%	183 816
	2050	4 843	2 432	11.1%	65 678	19 810	7 044	16.2%	165 441	8 753	470	20.7%	44 550	33 406	9 945	15.7%	275 669

The increased penetration of UIC gauge all the way through the Iberian Peninsula and the establishment of additional Ecofret services, by 2030, causes yet again a significant increase (14.0%) of rail modal share in 2030. Subsequently, rail ever-increasing modal share continues but much more moderately, reaching 15.7% in 2050.

As we can see, trans-Pyrenean rail share in 2010 is very low (close to 4% of total land flows), and clearly part of the explanation for this fact is the existing interoperability issues between rail infrastructures on both sides of the mountain range. The estimated boost in the tonnage between 2010 and 2030, multiplying by 3.7 present rail flows (excluding rail motorway services), is directly linked to the increased adoption of the UIC standard on Iberian rail infrastructure.

Rail flows "South" of the Pyrenees also experience several interoperability and infrastructural (and “cultural”) issues that hinder its efficiency and competitiveness, such as the diverse (or inexistent) power supply, communication and signalling systems between the Spanish and Portuguese infrastructures, or the limitations on maximum train lengths and weights, due to a few localized steep gradients or the lack of suitable and plentiful 750m length crossing stations. All these have contributed to the “all-road” market currently observed (less than 3% modal share for rail). The expected improvements in the Iberian rail infrastructure up to 2030 will also tackle these issues, supporting the expansion of Iberian rail flows, with international tons figures expectedly multiplying by 3 current flows, while doubling today’s market share.

"North" rail flows, on the other hand, are characterized by a modal share quite closer to the European Union average (17% in 2010). The expected increases in tonnage and rail modal share are accordingly more moderate here than on the former cases.

Train Paths Demand Projections

The following table gives a summary on the train paths allocation scenario established in this study. This scenario is based on traffic projections by origin-destination pairs for 2020, looking to keep only a limited number of services. It was assumed that Irun / Hendaye will retain much of its current weight as a point of articulation between the Iberian Peninsula and the northern rail networks by 2020. This explains the large number of services that have one end in Irun / Hendaye. The flows are given aggregating the two directions of traffic. These services are either direct services or services with only one intermediate stop when indicated.

Table 8 – Annual flows and number of trains per section in 2020

Origin	Destination	Intermediary stop	Rail flows modelled for 2020 (in tons)	Number of trains per year for 2020
Irun/Hend	Metz		277 689	427
Metz	Irun/Hend		313 415	482
Irun/Hend	Mannheim		1 042 163	1 603
Mannheim	Irun/Hend		974 699	1 500
Irun/Hend	Paris		560 456	862
Paris	Irun/Hend		772 579	1 189
Irun/Hend	Le Havre		202 264	311
Le Havre	Irun/Hend		133 926	206
Irun/Hend	Vitoria		608 851	1 290
Vitoria	Irun/Hend		458 113	971
Irun/Hend	Porto		86 502	183
Porto	Irun/Hend		137 290	291
Irun/Hend	Madrid	Vitoria	1 647 287	3 490
Madrid	Irun/Hend	Vitoria	1 228 507	2 603
Irun/Hend	Algeciras		175 327	371
Algeciras	Irun/Hend		124 820	264
Irun/Hend	Lisboa		134 463	285
Lisboa	Irun/Hend		198 751	421
Lisboa	Madrid		225 895	479
Madrid	Lisboa		446 417	946
Mannheim	Paris	Metz	1 605 809	2 470
Paris	Mannheim	Metz	1 219 740	1 877
Metz	Le Havre	Paris	1 269 790	1 954
Le Havre	Metz	Paris	1 375 801	2 117
Madrid	Porto		56 427	120
Porto	Madrid		97 408	206

Figure 7 - Annual number of trains by link in 2020

For 2030, the choice of services was made taking into account, on the one hand, the matrix O/D flows and, on the other hand, flows between main production and consumption centres, again trying to keep a limited number of services.
In the following table, services are either direct services or services with an intermediate stop when specified.

Table 9 – Total flows and number of trains per section in 2030

Origin	Destination	Intermediary stop	Rail flows modelled for 2030 (in tons)	Number of trains per year for 2030
Irun/Hend	Metz		364 811	561
Metz	Irun/Hend		132 886	204
Irun/Hend	Mannheim		250 911	386
Mannheim	Irun/Hend		165 429	255
Lisboa	Paris		241 125	438
Paris	Lisboa		186 306	339
Vitoria	Paris		524 160	953
Paris	Vitoria		700 268	1 273
Vitoria	Metz		133 799	243
Metz	Vitoria		372 903	678
Lisboa	Mannheim		215 137	391
Mannheim	Lisboa		172 505	314
Algeciras	Paris		122 880	223
Paris	Algeciras		220 346	401
Lisboa	Madrid		574 464	1 044
Madrid	Lisboa		1 008 949	1 834
Le Havre	Mannheim	Paris	1 092 997	1 682
Mannheim	Le Havre	Paris	1 085 845	1 671
Mannheim	Madrid		463 169	842
Madrid	Mannheim		243 789	443
Mannheim	Paris	Metz	4 072 775	6 266
Paris	Mannheim	Metz	3 607 828	5 551
Mannheim	Vitoria	Metz	619 087	1 126
Vitoria	Mannheim	Metz	692 421	1 259
Porto	Vitoria		256 802	467
Vitoria	Porto		363 444	661
Irun/Hend	Madrid	Vitoria	940 511	1 710
Madrid	Irun/Hend	Vitoria	542 539	986
Algeciras	Irun/Hend	Vitoria	288 094	524
Irun/Hend	Algeciras	Vitoria	350 834	638
Porto	Mannheim		142 064	258
Mannheim	Porto		63 028	115
Porto	Paris		179 530	326
Paris	Porto		118 735	216
Paris	Madrid		582 522	1 059
Madrid	Paris		262 548	477
Porto	Madrid		247 691	450
Madrid	Porto		139 960	254

Figure 8 - 2030 trains by link

The above figures are net of rail motorway flows, which are dealt separately in the next section.

By 2020, the Ecofret connection between Vitoria-Lille will be the first rail motorway service running on the Atlantic Corridor. The traffic on this route is estimated at 2Mt (equivalent to 4,034 trains) per year.

For 2030, the demand projections are summarized in the following elements.

Table 10 – 2030 Rail Motorways estimates for the Atlantic Corridor

2030		In Kt	In number of trains
Vitoria	Paris	589	1 176
Vitoria	Lille	871	1 738
Madrid	Lille	1 019	2 033
Madrid	Paris	516	1 030
Lisboa	Paris	221	441
Lisboa	Lille	508	1 013
Porto	Paris	295	589
Porto	Lille	262	522
Vitoria	Bettembourg	266	532
Madrid	Bettembourg	171	342
Vitoria	Mannheim	713	1 424
Madrid	Mannheim	446	890
		5 877	**11 731**

Figure 9 - 2030 rail motorway trains by link

3.7 Extension of Atlantic Rail Freight Corridor

3.7.1 Connection to Mediterranean Corridor at Zaragoza

The Mediterranean Rail Freight Corridor runs from Algeciras in the South of Spain to the Hungary-Ukraine border and beyond, holding a common section with the Atlantic Rail Freight Corridor in the Algeciras – Madrid rail link. The proposal of new Atlantic Corridor extension to Zaragoza, creating a new connection between both corridors, adds the Autonomous Communities of Aragón and Navarra to the corridor's catchment area.

Figure 10 - Mediterranean and Atlantic Corridors contact points

The strategic sectors of the Aragonese economy are the automotive industry, logistics and transport. Aragón holds a relevant geostrategic position between the highly populated economic centres of Madrid, Barcelona, and the Basque Region. Some 50% of the Spanish automobile production is distributed through Aragón.

Aragón is one of the top 3 automotive clusters in Spain, being home to the GM Figueruelas site - General Motors most productive assembly plant in Europe - and over 300 tier 1, 2, 3 and 4 automotive suppliers, including Brembo, Mann+Hummel, Valeo, Arcelor Mittal or Fujikura. Other large plants in the region include factories for train engines (CAF - Construcciones y Auxiliar de Ferrocarriles S.A.), household appliances (Balay), or stationary products (SAICA and Torraspapel). Agriculture production, traditionally a relevant economic sector of Aragón, thrive on a well-developed irrigation system around the Ebro River.

The economic structure of Navarra differs from the Spanish average for the importance of the industrial sector, highly technological and showing strong export capacity. The following sectors stand out: Automotive, machinery and electrical equipment, food Industry (there are several Registered Designation of Origin in Navarra, particularly in cheese, wine, and peppers), and renewable energy.
Volkswagen Navarra SA is home to Spanish production and export champion VW Polo, the only 'made in Spain' car among the twenty best selling models worldwide. BSH Home Appliances España SA is another example of a leading company in the region.

These industries comprise several significant international rail freight shippers. We could name, for instance, GM's and VW's automotive flows to/from the assembly plants located in these Communities and elsewhere in Europe (using the Atlantic or Mediterranean corridors alike, in the case of GM), or the stationary related flows to/from Portugal.

There are also other international services that run through this extension (Zaragoza – Vitoria/Miranda del Ebro railway line), such as Portugal – Catalonia flows which use it to avoid going through Madrid's *Cercanias* congested rail network, as does Transfesa's twice-weekly IBEREXPRESS service.

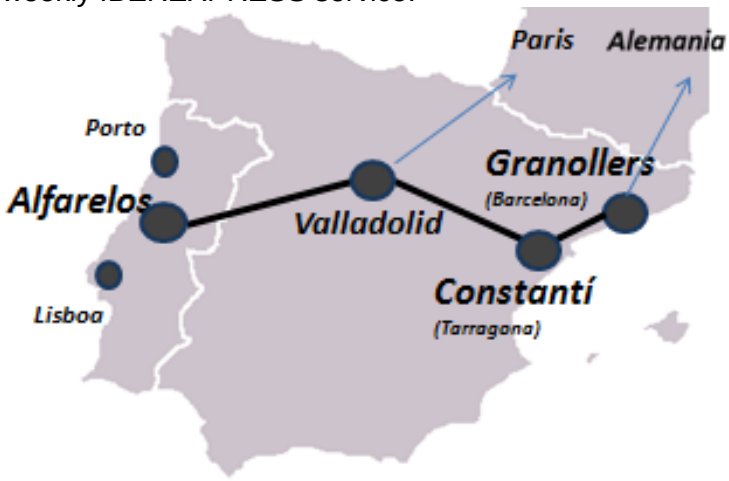


Figure 11 - Transfesa's IBEREXPRESS uses the Corridor Extension to Zaragoza

Several relevant logistics platforms are also located in this region, such as Zaragoza Plaza or Mercazaragoza, which is the base for a Port of Barcelona's inland terminal (TMZ), fostering maritime business in Zaragoza and the Ebro Valle, since 2012. Zaragoza Plaza is, on its own, the largest logistics premises on the European continent. Its intermodal service capacity (railways, roads, and air routes) have made PLAZA the site chosen by such as INDITEX, Imaginarium, Memory Set, Porcelanosa, TDN, DHL Express, Barclays Bank, MANN+HUMMEL IBÉRICA, S.A.U., etc. Several weekly rail services are offered on its premises, as illustrated below.

The new intermodal terminal at Noáin, near to Pamplona, supports the increased use of railways by local Industries from Navarra, which heavily rely on road transport. Located on existing Adif's premises, close to Pamplona Airport and the "Ciudad del Transporte de Pamplona", it has 15,000 square meters of warehouses and seventeen tracks, nine of them for loading and unloading, and eight for reception.

The terminal is currently operated by Tercat - Barcelona's BEST (Barcelona Europe South Terminal) terminal operator, materializing Adif's new strategy for the increased involvement of supply chain agents in terminal management and operations, such as the handling of intermodal units and provision of ancillary services (other recent examples include Huelva, Villafria de Burgos or Tarragona terminals). Noáin Terminal rail services to BEST terminal, performed by 70 TEU trains, started on a weekly frequency, and a second or a third frequency are expected shortly.

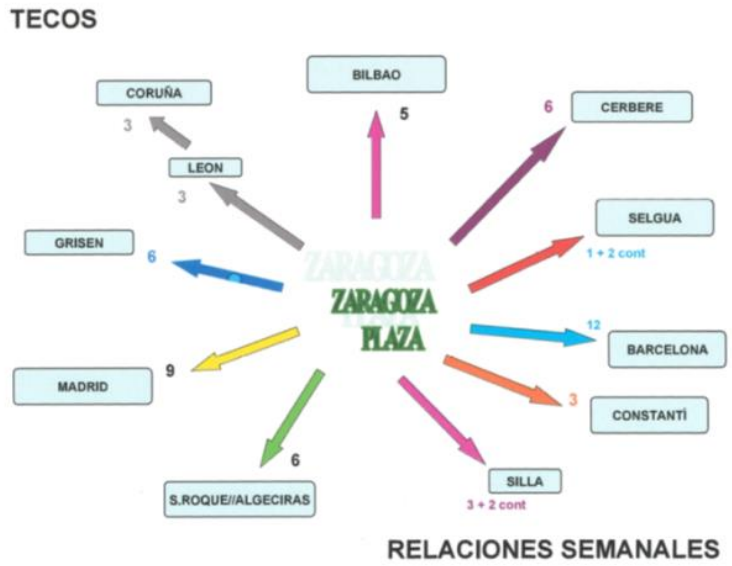


Figure 12 - Weekly rail services from/to services from Zaragoza Plaza per direction

The following tables provide the total forecasted tonnes for these region's international freight flows, along with the rail freight catchment potential for this new connection, which also includes the flows between Portugal and Catalonia.

Table 11 – Projections of freight flows to/from Portugal on the new extension to Zaragoza

ES-PT [kt]		To/from Aragón/Catalonia	To/from Navarra	Total
All Modes	2010	940	76	1 015
	2020	1 123	91	1 214
	2030	1 570	120	1 690
	2050	2 454	195	2 649
Rail flows	2010	260	-	260
	2020	401	14	416
	2030	810	60	870
	2050	1 388	117	1 506

There were over one million tons traded between Portugal and these Spanish Autonomous Communities in 2010, with rail seizing almost 28% modal share. These freight flows are estimated to growth over 2.5 times up to 2050, while rail flows will expectedly multiply by 6 its current figures, doubling today's figures to reach a modal share of almost 60%, in 2050. Depending on future network congestion and/or border cross, a significant part of these may be expected to use this connection (as opposed to going through Madrid).

Table 12 – Projections of freight flows through the Pyrenees and the new extension to Zaragoza

thrg.Pyrenees [kt]		To/from Aragón	To/from Navarra	Total
All Modes	2010	8 284	4 066	12 350
	2020	9 896	4 885	14 781
	2030	13 189	6 610	19 799
	2050	19 454	9 786	29 240
Rail flows	2010	485	180	665
	2020	724	260	984
	2030	829	354	1 183
	2050	1 480	525	2 005

Regarding trans-Pyrenean trade flows, 2010's tonnes figures are estimated to multiply by 2.3 by 2050, while rail flows triples, increasing its market share from 5.2% to 6.5%. It is worth mentioning here that the implementation plans established in the framework of this study consider the new high-capacity rail axis across the Pyrenees (Central Crossing) only in 2050.

3.7.2 Connection to Germany

Preparing the extension of the Atlantic Rail Freight Corridor to Germany two possible rail connections were analysed:

- via Stiring-Wendel/Saarbrücken and;
- via Strasbourg/Kehl/Offenburg.

The following figure shows that the main additional potential road transport flows between Germany and France were using the links via Metz-Saarbrücken in the North and Mulhouse in the South.

Figure 13 - Road transport flows Metz/Saarbrücken and Mulhouse

The link Metz – Saarbrücken is of highly relevance for Atlantic Rail freight Corridor. In contrast, the potential for a modal shift from road to rail on the Mulhouse link is mainly relevant for the Mediterranean corridor. As the above figure illustrates, this link is of less relevance for Atlantic Rail freight Corridor.

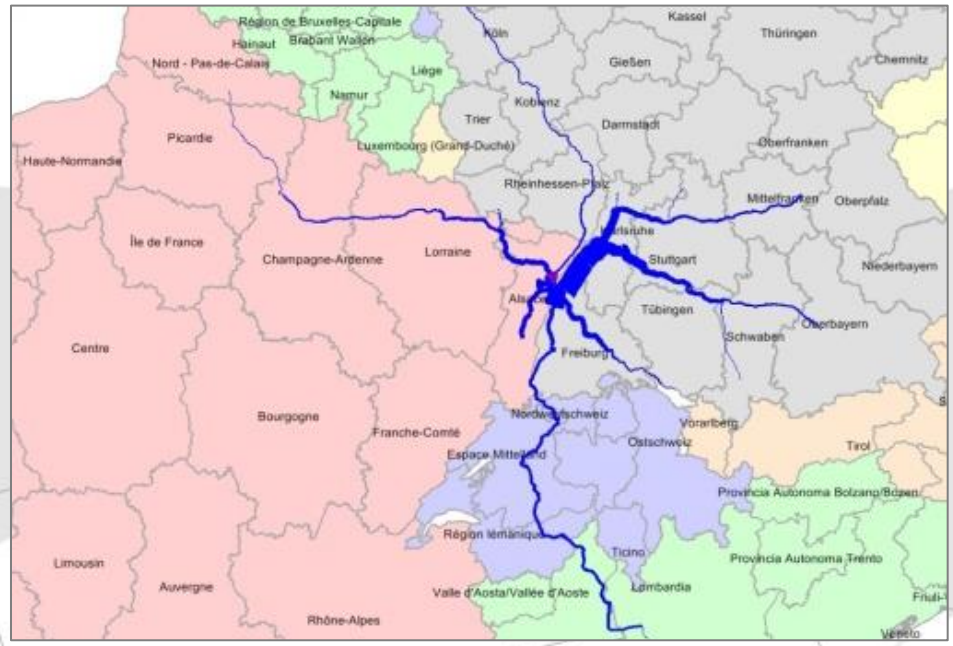


Figure 14 - Road transport flows using border crossing station Kehl/Offenburg

As it can be seen in figure 14 the itinerary for connecting Germany and France via Strasbourg – Kehl – Offenburg is mainly relevant for regional transport flows. Only a few transport flows refer to long distance transport. In 2013, about 1200 cross-border freight trains used the connection via Kehl/Strasbourg. Compared to the connection via Stiring-Wendel/Saarbrücken, Kehl/Strasbourg carries about 10% of the observed cross-border rail freight traffic between France and Germany. As conclusion, the connection via Strasbourg – Kehl – Offenburg-Mannheim is of limited interest for the Atlantic Corridor, although it can serve as a backup route to the itinerary via Stiring-Wendel/Saarbrücken.

3.7.3 Connection to Rhine-Danube Rail Freight Corridor

With the extension to Mannheim and Strasbourg, the Atlantic Corridor will be connected directly with the Rhine-Danube Rail Freight Corridor. The later runs from Mannheim and Strasbourg via Munich, Vienna, Bratislava and Budapest to Constanta in Romania on the Black Sea. This provides additional opportunities to manage future rail flows between Portugal, Spain, France and the East/South-East European countries.

The following figures show the expected progress of road transport volume of Portugal, Spain, France and Germany from/to the East-/South-East European countries. This data is relevant to help establish the modal shift potential of future road flows between these countries.

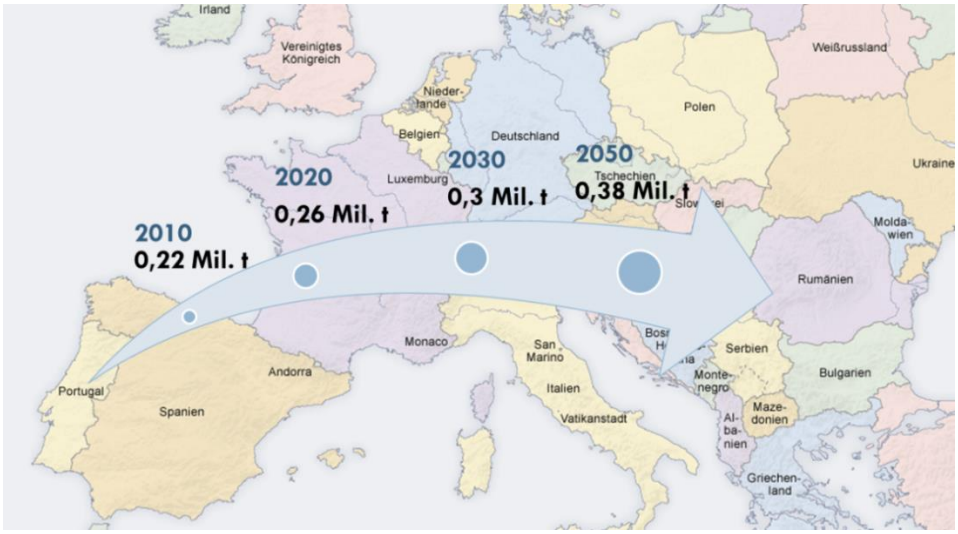


Figure 15 - Road freight volumes between Portugal and East-/South-East Europe (both directions)[Mt]

Figure 16 - Road freight volumes between Spain's Corridor area and East-/South-East Europe (both directions)[Mt]

Figure 17 - Road freight volumes between France's Corridor area and East-/South-East Europe (both directions)[Mt]

Road transport volumes between Portugal and the East-/South-East European countries are very low, resulting in just 0.38 million tonnes in 2050, which mainly run from Portugal to East-/South-East Europe and precisely Poland. The main commodities transported are machinery, transport equipment, manufactured articles and miscellaneous articles (NSTR9).

In contrast, the road transport volumes between Spain and the East-/South-East Europe will almost double between 2010 and 2050, resulting in 4.8 million tons. The most relevant transport volumes in East-/South-East Europe are oriented to Poland and the Czech Republic, and only limited volumes are going to other East-/South-East European countries. In addition the transport flows are quite unbalanced: About 60% of the transport volume originates in Spain and goes to the Eastern-/South-Eastern European countries. Main transport goods are NSTR9 (Machinery, transport equipment, manufactured articles and miscellaneous articles), foodstuffs, metal and agriculture products as well as chemicals.

Since these flows are handled mainly in combined transport terminals, and are not transported directly from their origin to their destination, the opportunities for handling goods in German terminals were analysed, based on a DB Netz database. Several terminals in Germany currently run direct international services to East-/South-East European cities, such as those located in Mannheim or Kehl (Rhine-Danube Rail Freight Corridors connections to the Atlantic Rail Freight Corridor), but also those terminals located in Cologne or Duisburg.

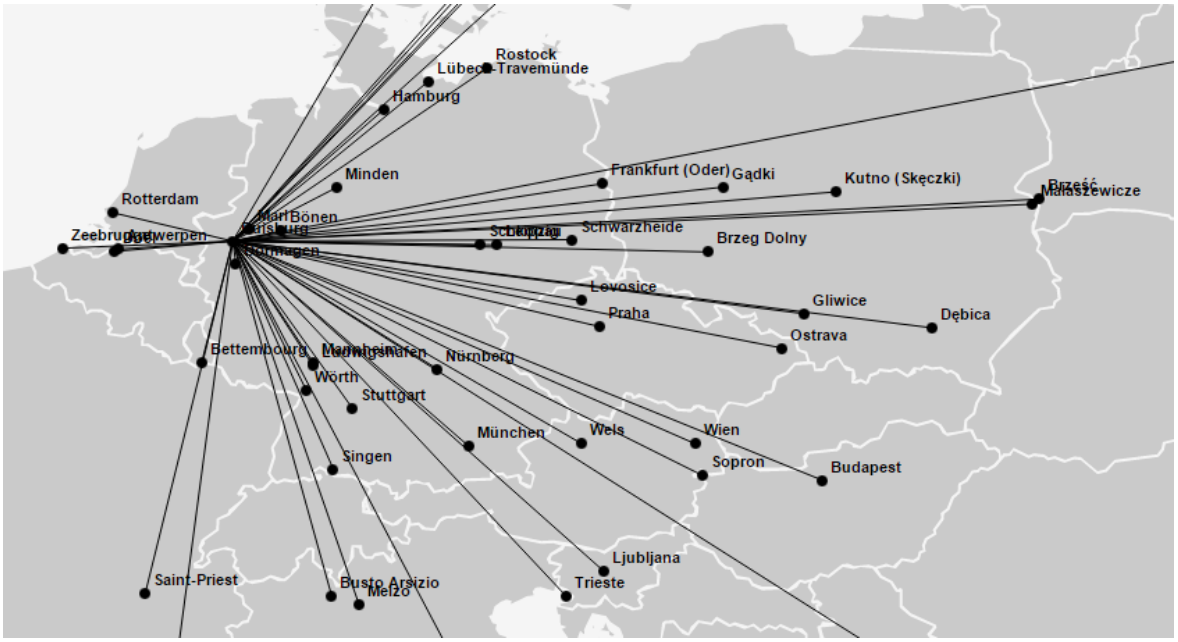


Figure 18 – Rail connections of Duisburg Terminal to the East

The example of Duisburg connections is given in figure 18. As a result of this analysis, it can be stated that there are some important eastward connections subsequent to Atlantic Rail Freight Corridor, via the Rhine-Alpine and Rhine-Danube Corridors. The central Gateway terminal in this context is Duisburg, providing up to 20 regular connections to East and South-East European countries. In addition, up to 4 connections are available from/to the terminals in Mannheim and Ludwigshafen.

3.7.3 New Connections with Nantes-St.Nazaire and La Rochelle seaports

In addition to the proposal of new connections to Mediterranean Corridor in Zaragoza, and to Rhine Danube Rail Freight Corridor in Germany, the rail links connecting the French seaports of Nantes/St. Nazaire and La Rochelle were also included into the corridor. Since both ports are major seaports in France, its inclusion in Atlantic Rail Freight Corridor may lead to additional international rail transport volumes along the corridor.

Therefore, the potential road transport volumes from/to Germany, Portugal and the corridor area in Spain which might be shifted to rail were analysed, and summarized in table 13 for the NUTS3 regions Nantes/St. Nazaire and La Rochelle. One should take note that this table does not distinguishing between loco and port traffic.

Table 13 – International road freight flows to French seaports (@NUTS3) [kt]

O/D (both ways)		2010	2020	2030	2050
Nantes/St. Nazaire	Germany	680	860	1130	1560
	Spain	680	820	1100	1800
	Portugal	90	110	120	200
La Rochelle	Germany	190	230	290	400
	Spain	160	200	290	460
	Portugal	19	21	27	43

As it can be seen in table 12, the transport flows are on a relatively low level and, in the particular case of Portugal, totally negligible. When analysing the transport flows in detail, only few O/Ds between regions will have sufficiently high volumes suitable for rail transports. But this is only the case under the condition that these flows are sufficiently locally massified on a few shippers to be of interest for rail transport:

From/to La Rochelle

- Südbayern: 126’000 (2010) – 300’000 tons per year (2050)
- Niedersachsen: 70’000 (2010) – 150’000 tons per year (2050)

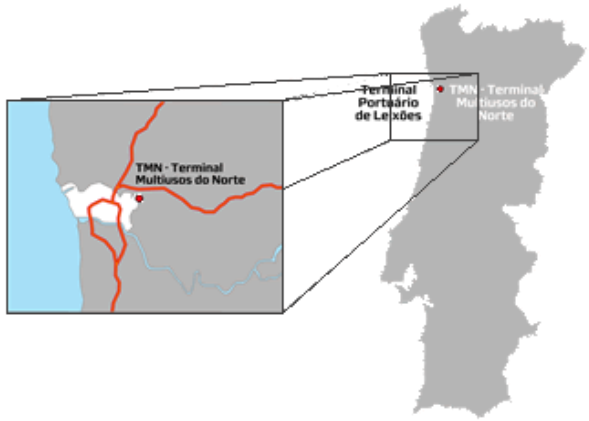
From/to Nantes/St. Nazaire

- Südbayern: 37’000 (2010) – 87’000 tons per year (2050)
- Niedersachsen: 41’000 (2010) – 94’000 tons per year (2050)
- Stuttgart: 29’000 (2010) – 70’000 tons per year (2050)

The main commodities transported are Machinery, transport equipment, manufactured articles and miscellaneous articles (NSTR9) whereas the other commodities are distributed to all the other commodity groups.

As conclusion, with the exception of some potential between Spain and Nantes/St. Nazaire, the potential for rail connections of the Iberian Peninsula with Nantes/St. Nazaire and La Rochelle is of minor interest. The transport volumes between Germany and Nantes/St. Nazaire or La Rochelle are relatively low and distributed to disperse O/D pairs and commodities. Those conditions are more or less inappropriate for rail transport.

3.7.4 Connection to Valongo terminal (SPC Multiusos)



The Valongo Terminal, recently integrated in the Atlantic Rail Freight Corridor, lies in a 16 ha site in the Industrial Area of Campo (Valongo), situated at about 29 km from the Port of Leixões and at about 20 km from Francisco Sá Carneiro Airport. With 8.000 Sqm of warehousing area (including a customs bonded area) and a storage capacity of 2.300 TEUS, it can operate 500 m long electric trains 24 hours/day, holding a theoretical capacity for 8 block trains a day.

Figure 3 - TMN Valongo’s location near Oporto

This strategic location allows it to serve the northern part of Portugal, and perform as a backup site to the Port of Leixões future Logistics Platform. This is quite relevant as, increasingly, feeder movements between Portuguese seaports are being captured by rail, and particularly those with a leg in Sines seaport, such as MSC operations to the Port of Setúbal (a operation performed at SPC’s terminal at the Sapec Bay Industrial Area).

SPC main vocation is terminal operations management, and it operates several rail and Logistics terminals close to the main Portuguese Atlantic freight hubs, such as Valongo (Oporto), Setúbal (TMS), but also Bobadela (Lisbon – just by CP Carga’s Terminal) and a couple of other sites. It enjoys privileged partnerships with terminal players located in strategic locations in Spain (Irun, Tarragona and Sagunto).

SPC is one of CP Carga largest international transport customers, e.g. in the Iberian Link Service (an intermodal CPCarga / Renfe partnership connecting the Portuguese Atlantic rail hubs - Bobadela and Leixões - to Madrid and Catalunya). Its core customers lie in the chemical industry, to whom it provides added values services, such as container tanks heating, and its biggest commitment goes toward capturing market share in specific freight categories that involve larger scale operations, such as chemicals, industrial raw and intermediate materials, steel, wood, and shipping containers.

Chemicals represent around 50% of Portuguese rail freight imports, mainly in 30 foot intermodal containers that usually return emptily to their origin. 90% of chemicals' import flows are destined to the Northern part of Portugal (from Santo Tirso down to S. João da Madeira), while export flows originates mainly from the southern part of the country (Repsol).These flows are most relevant between Bobadela and Valongo, in Portugal, and Tarragona in Spain, Europe's second most important - and Iberian first - chemistry hub.

SPC also has some experience in managing rail services. Just recently, SPC set up an international rail freight operation in a joint operation with Geodis, connecting its main terminals to Catalunya. This operation lasted for several months and summed over 100 trains during its lifetime up to its end, in March 2014, when Geodis lost its main customer (IKEA) to Transfesa/Klog and dropped the train.

3.8 Analysis SWOT

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

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

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

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

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

CHAPTER 4 LIST OF MEASURES

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

The management of activities of Rail Freight Corridor Atlantic depends on the EEIG Atlantic Corridor and on the role that each infrastructure manager (IM) plays in a coordinated manner. For each Article mentioned is presented below a summary of the actions established.

4.1 COORDINATION OF INFRASTRUCTURAL WORKS

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

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

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

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

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

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

4.2 CORRIDOR ONE STOP SHOP

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

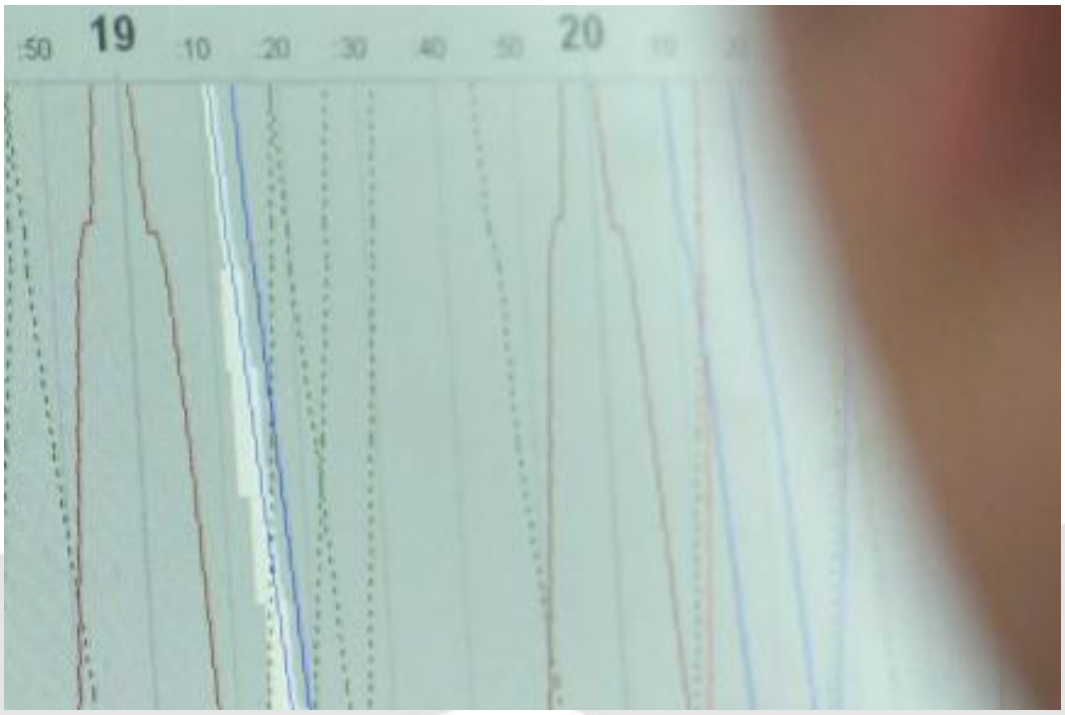
Rail Freight Corridor Atlantic has established a Representative OSS, in which ADIF acts on behalf of the IMs. The Atlantic C-OSS is placed in Madrid and is supported by a coordinating IT-tool (Path Coordination System).

Contact data:

By post **Atlantic C-OSS / Félix BARTOLOME**
Administrador de Infraestructuras Ferroviarias **(ADIF)**
C/ Hiedra, S/N Edificio 23. Estación de Chamartín.
28036 MADRID - SPAIN

By mail: **OSS@atlantic-corridor.eu**

By phone : + 34 (91) 7744774



The main functions of the one-stop shop of Rail Freight Corridor Atlantic will be the following:

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

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

In this sense, the experts of the one-stop shop of Rail Freight Corridor Atlantic have drawn up the catalogue 2017 of prearranged international train paths. Its summary is presented in appendix 4 of this Implementation Plan.

A detailed description of the construction of prearranged paths and the allocation of international capacity will be included in the Corridor Information Document part 4. A summary of these processes is described below:

Construction, delivery and publication of PaPs:

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

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

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

C-OSS will also support the coordination of the PaPs in the connecting points with other RFCs (North-Sea - Mediterranean and Mediterranean).

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

Prearranged paths application phase:

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

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

Allocation phase for the annual timetable:

Pre-booking phase by C-OSS.

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

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

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

In case of conflicting PaPs requests, the Corridor OSS shall apply the Rail Freight Corridor Atlantic priority rules defined in the Framework for Capacity Allocation attached in appendix 1.

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

Construction phase

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

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

Observations from Applicants

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

Post processing and final allocation for annual Timetable

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

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

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

Application and Allocation phase for late path requests:

According to the PaPs remaining after the allocation of the PaPs at X-7.5, the C-OSS will receive and allocate late path requests (requests placed beyween X-7.5 and X-2). – depending on whether and which unbooked PAP-sections and/or availability of capacity slots, the Management Board and the IMs decided to keep available for exclusive C-OSS Management.

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

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

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

Application and Allocation phase for ad-hoc path request:

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

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

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

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

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

Evaluation phase

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

4.3 CAPACITY ALLOCATION PRINCIPLES

The framework for capacity allocation of Rail Freight Corridor Atlantic was defined by the Executive Board. This document is presented in appendix 1 to this Implementation Plan.

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

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

4.4 APPLICANTS

The C-OSS takes into account non-railway undertakings among applicants.

According to Article 15 of the Regulation, an "applicant" can be:

- every railway undertaking or
- every international grouping of railway undertakings or
- other persons or legal entities, shippers, freight forwarders and combined transport operators.

To use the prearranged paths awarded, all applicants are required to provide to the IMs and the C-OSS the name of the railway(s) undertaking(s) which will held the traction at least 30 days before the train running.

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

For allocating capacity of a prearranged path by the C-OSS, it will not be necessary to know the railway undertaking that provides traction. However, the failure of communication of this information to the IM and the C-OSS within the prescribed period will be a reason for the removal of the capacity allocated

4.5 TRAFFIC MANAGEMENT

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

In terms of rail traffic management, RU will be informed of the state of ongoing traffic according to the norms of circulation and traffic of the network; they would use the Train Information System (TIS) tool provided by RNE.

Criteria for traffic control.

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

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

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

4.6 TRAFFIC MANAGEMENT IN EVENT OF DISTURBANCE

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

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

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

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

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

Whenever a disturbancies in rail traffic due to a technical problem, an accident or other incident takes place, the IMs and RUs of Rail Freight Corridor Atlantic must adopt all necessary measures to restore normal operation.

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

With the support of messages delivered by TIS or TCCCom, the IM on whose network the incident takes place will also provide as soon as possible the said information to the RU(s) which operate the affected train(s), as well as the destination terminal(s) of the affected train(s) or to other terminals that might have been equally affected.

The C-OSS of Rail Freight Corridor Atlantic will be involved in all communications performed between IMs, in order that it can daily summarise the received information regarding the disturbance of traffic recorded and inform its customers about it.

Each of the players concerned (RU, authorised applicants and terminal managers) will provide an email address to the IMs in order to be able to receive these messages.

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

In addition, precise information via TIS must be provided for every train circulating with a delay higher than 60 min in a PaP.

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

4.7 INFORMATION PROVIDED

Taking into account the information required from Regulation EU 913/2010 and 1316/2013, the EEIG Atlantic Corridor offers to adopt the following agenda:

Date	Document
May 2015	Transport market study of the Atlantic Corridor (report)
January 2016	Implementation Plan of the Atlantic Corridor (publication)
January 2016	Corridor Information Document 2017 (publication)
January 2017	Corridor Information Document 2018 (publication)
May 2017	Update of the transport market study (report)
November 2017	Update of the Implementation Plan
2018 and following	Same process as in prior years

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

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

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

4.8 QUALITY EVALUATION

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

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

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

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

4.8.1 Performance Monitoring report

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

Indicators	
i.	Annual number of prearranged freight paths (p)
ii.	Volume of offered capacity (km×days): - at X-11 - at X-2
iii.	Volume of requested capacity (km×days): - between X-11 and X-8 - between X-8 and X-2 (late paths requests) - between X-2 and X+12 (ad hoc paths requests)
iv.	Volume of requests (number of requests): - between X-11 and X-8 - between X-8 and X-2 (late paths requests) - between X-2 and X+12 (ad hoc paths requests)
v.	Number of paths allocated by the one-stop shop: - paths allocated for the annual service - paths allocated upon late request - paths allocated upon ad hoc paths requests
vi.	Volume of pre-booked capacity by the one-stop shop (km×days): - paths allocated for the annual service - paths allocated upon late request - paths allocated upon ad hoc paths requests
vii.	Number of conflits (Number of requests submitted to the C-OSS which are in conflict with at least one other request)
viii.	Total traffic volume (number of freight trains crossing a border)
ix.	C-OSS share (Relation between the capacity allocated by the C-OSS and the total traffic volume)
x.	Punctuality at different points of measure (on the origin and destination of trains at best, as well as on border crossing)
xi.	Average speed of trains [km/h], excluding freight transhipment time at the border between France and Spain.
xii.	Annual number of paths reserved and not used [n]
xiii.	Response time in days to the paths on demand [d]

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

These performance indicators will show the Rail Freight Corridor Atlantic as a whole. Nonetheless, specific sections of the Corridor will be identified and the indicators will be thus calculated.

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

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

4.8.2 Satisfaction surveys

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

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

This survey addresses the main and potential users of Rail Freight Corridor Atlantic, as defined in Article 15 of Regulation 913/2010, and assesses aspects such as:

- ✓ Network of lines and terminals for the Corridor (need to include more lines/terminals)
- ✓ Quality of the information issued by the Corridor
- ✓ Application of the procedures of the Corridor
    - Procedures of demand of paths
    - Management of traffic and punctuality, operation
    - Complaint management
- ✓ Quality of the infrastructure (planning of maintenance, improvements performed)
- ✓ Quantity and quality of prearranged train paths
- ✓ Punctuality in the management of train paths

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

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

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

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

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

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

The general purpose is to **multiply by 3.7 the volume of rail freight which will cross the borders of Rail Freight Corridor Atlantic in the next 20 years**. According to the results of the Trafic Market Study, it is anticipated a growth from 7 million tons in 2010 to 26 million tons in 2030.

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

Strategic Objectives	2017	2020
a. Number of international prearranged freight paths using the corridor (n.) Method: Number of international prearranged paths crossing one or two borders available at X-11. Purpose: Provide a basic production indicator for Rail Freight Corridor Atlantic	32	+25%
b. Average speed of prearranged paths [km/h], excluding freight transhipment time at the border between France and Spain Method: AvSpeed = Sum (PaP Length) / Sum (PaP Journey time) AvSpeed = Average speed of the PaPs PaPLenght = Complete length of each PaP PaP Journey time = Journey time of each PaP Purpose: Provide a basic production indicator for Rail Freight Corridor Atlantic. The PaP were selected as being the most significant commercial product of Rail Freight Corridor Atlantic.	55 km/h	+15%

Two horizons were chosen: 2017 as the first year of extension of Rail freight Corridor Atlantic to Germany and 2020 as a planned key date for the implementation of new sections of high-speed lines on Rail Freight Corridor Atlantic which will release more capacity for freight traffic on the existing line.

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

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

6.1 LIST OF PROJECTS

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

It is therefore possible that some operations will be delayed or achievements could be challenged. Dates and costs presented may be modified according to the Core Network Corridor's Workplan published by the European Commission.

6.1.1 Germany

Velocity upgrade and ETCS equipment of the existing line between Saarbrücken and Ludwigshafen:

This major project aims at reducing an important bottleneck on the rail section between Saarbrücken at the French-German border and Ludwigshafen. It is part of the Priority Project 4, the east-west European railway axis from Paris to Budapest, via Eastern France and further to Southwest Germany.

Works will upgrade this rail section in order to enable travelling speed up to 200 km/h. They primarily constitute of track engineering tasks such as carrying out refined line alignment, upgrading underground tracks, improving the clearance of level crossings and widening of bridges.

At the same time, the track's wiring and control and communications technologies will be renewed - including equipment of the track with ETCS (European Traffic Control System). The installation of ETCS technology will take place along the entire rail section from the French-German border to Mannheim.

It is planned to finish the works without ETCS by the end of 2018; realizing ETCS by the end of 2019.

6.1.2 France

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

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

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

The following tables present the major projects on Rail Freight Corridor Atlantic.

6.1.2.1 ERTMS and GSM R deployment

ID	Typology				Identification - description - location	Corridor section	Entry into service			Valuation (M€$_{2013}$)			Impact of works on corridor traffic
	Track	Structures	Electrification	Signalling			Short term	Medium term	Long term	< 50 M€	From 50 to 500 M€	> 500 M€	
57				X	Déploiement programme CCR	Totalité du corridor		X	X		X		
58				X	Déploiement ERTMS	Paris-Metz-Woippy/Forbach		X			X		
59				X	Déploiement ERTMS	Paris-Le Havre		X			X		
60				X	Déploiement ERTMS	Paris-Hendaye		X			X		
61				X	Déploiement GSM R	Paris-Metz-Woippy		X		X			
62				X	Déploiement GSM R	Paris-Le Havre		X		X			
63				X	Déploiement GSM R	Paris-Hendaye		X			X		

6.1.2.2 Paris-Le Havre section

ID	Typology				Identification - description - location	Corridor section	Entry into service			Valuation (M€$_{2013}$)			Impact of works on corridor traffic
	Track	Structures	Electrification	Signalling			Short term	Medium term	Long term	< 50 M€	From 50 to 500 M€	> 500 M€	
24	X	X	X	X	Tangentielle Légère Nord Phase 1	PO1 Gagny-Argenteuil	X				X		
25	X	X	X	X	Tangentielle Légère Nord Phase 2	PO1 Gagny-Argenteuil		X			X		
26	X		X	X	Refonte plan de voie de Mantes-la-Jolie (EOLE)	PO2 Argenteuil-Mantes	X				X		
27				X	Création d'IPCS ou banalisation de Val d'Argenteuil à Conflans Ste Honorine	PO2 Argenteuil-Mantes		X			X		
28	X	X	X	X	Ligne Nouvelle Paris Normandie	PO2 Argenteuil-Mantes		X	X			X	
29	X	X	X	X	Programme de renouvellement de la ligne Paris-Le Havre	PO3 Mantes-Rouen - Le Havre	X	X			X		
30				X	Création IPCS Gaillon-Val de Reuil	PO3 Mantes-Rouen - Le Havre	X			X			
31				X	Création IPCS Motteville - Le Havre	PO3 Mantes-Rouen - Le Havre	X				X		
32				X	Modernisation signalisation Rouen Rive Droite	PO3 Mantes-Rouen - Le Havre	X			X			

6.1.2.3 Paris – Metz/Woippy – German border section + Lerouville – Strasbourg section

ID	Typology				Identification - description - location	Corridor section	Entry into service			Valuation (M€$_{2013}$)			Impact of works on corridor traffic
	Track	Structures	Electrification	Signalling			Short term	Medium term	Long term	< 50 M€	From 50 to 500 M€	> 500 M€	
33				X	Création IPCS de Meaux à Château-Thierry	PE1 Gagny-Lérouville		X			X		
34				X	Création IPCS de Dormans à Epernay	PE1 Gagny-Lérouville		X		X			
35	X		X	X	Refonte du plan de voies en gare de Lagny (prolongement EOLE)	PE1 Gagny-Lérouville		X		X			
36	X				Programme de RVB de la ligne classique Paris-Strasbourg	PE1 Gagny-Lérouville	X				X		
37	X		X	X	Suppression du goulet d'étranglement de Metz Nord	PE2 Lérouville - Metz	X			X			
38	X	X	X		Amélioration de la capacité du nœud de Metz	EC3 Lérouville - Forbach		X			X		
39	X	X	X	X	Réaménagement de la gare de Forbach (voie suppl. à quai pour les voyageurs) --> libération de capacité pour le fret	EC3 Lérouville - Forbach		X		X			
40	X				Programme de RVB de la ligne classique Paris-Strasbourg	EC4 Lérouville - Strasbourg	X				X		
41	X		X	X	Amélioration de la capacité du nœud de Nancy	EC4 Lérouville - Strasbourg	?			?			
42		X			Passage en gabarit GB1 des tunnels entre Sarrebourg et Saverne --> CFM-2	EC4 Lérouville - Strasbourg	?			?			
43	X	X			Modernisation de la ligne classique Baudrecourt-Strasbourg	EC4 Lérouville - Strasbourg	X			?			
44	X	X	X	X	Raccordement Phase 2 LGV Est	EC4 Lérouville - Strasbourg	X						
45	X	X	X	X	Mise en place d'une 4e voie entre Strasbourg et Vendenheim	EC4 Lérouville - Strasbourg		X			X		
46	X			X	Investimments dans le secteur de la gare de Strasbourg (modifications du plan de voie, développement de la capacité du nœud de	EC4 Lérouville - Strasbourg			X		X		
47	X		X	X	Création d'un terminus technique à La Kibitzenau (délestage de la gare de Strasbourg)	EC4 Lérouville - Strasbourg			X	?			

6.1.2.4 Paris – Hendaye section

ID	Typology				Identification - description - location	Corridor section	Entry into service			Valuation (M€$_{2013}$)			Impact of works on corridor traffic
	Track	Structures	Electrification	Signalling			Short term	Medium term	Long term	< 50 M€	From 50 to 500 M€	> 500 M€	
1	X		X	X	Réaménagement complexe ferroviaire Hendaye/Irun	PS1 Hendaye Bordeaux	X			X			
2	X				Renouvellement de la voie entre Hendaye et Bordeaux	PS1 Hendaye Bordeaux	X				X		
3			X		Remplacement de la caténaire Midi entre Hendaye et Bordeaux	PS1 Hendaye Bordeaux		X			X		
4				X	Redécoupage du BAL en sortie sud de Bordeaux	PS1 Hendaye Bordeaux	X			X			
5				X	Création d'IPCS de Gazinet à Dax	PS1 Hendaye Bordeaux	X				X		
6	X		X	X	Création garages fret à Morcenx et Ychoux (liés à l'AFAT)	PS1 Hendaye Bordeaux	X			X			
7		X			Mise au gabarit GB1+ de la section Dax-Hendaye	PS1 Hendaye Bordeaux	X			X			
8	X	X	X	X	GPSO (lignes nouvelles Bx-Tlse & Bx-Espagne) - 1ère phase	PS1 Hendaye Bordeaux		X				X	
9	X	X	X	X	GPSO (lignes nouvelles Bx-Tlse & Bx-Espagne) - 2ème phase	PS1 Hendaye Bordeaux			X			X	
10	X		X	X	Refonte plan de voie zone sud gare de Bordeaux Saint Jean	PS1 Hendaye Bordeaux		X		X			
11	X		X	X	LGV SEA / raccordements et bases travaux	PS2 Bordeaux Tours	X					X	
12	X				Mise à 4 voies sortie nord de Bordeaux	PS2 Bordeaux Tours	X				X		
13	X	X			Mise au gabarit GB1+ entre Bordeaux et Poitiers	PS2 Bordeaux Tours		X			X		
14	X				RVB entre Boisseaux et Blois *(programme pluriannel)*	PS3 Tours Brétigny	X			X			
15	X		X	X	Création garage fret de Beaugency (V1)	PS3 Tours Brétigny	X			X			
16	X		X	X	Modification bifurcation de Joué les Tours	PS3 Tours Brétigny	X						
17		X			Réhabilitation d'ouvrages d'art	PS3 Tours Brétigny	X			X			
18				X	Régénération du poste d'Artenay	PS3 Tours Brétigny	X			X			
19				X	Renouvellement de circuits de voie aux Aubrais	PS3 Tours Brétigny	X			X			
20				X	Régénération du BAL entre Brétigny et Les Aubrais	PS3 Tours Brétigny	X				X		
21				X	Création IPCS Toury - Cercottes	PS3 Tours Brétigny	X			X			
22	X		X	X	Refonte du plan de voie de Brétigny (modernisation RER C)	PS4 Brétigny Valenton	X				X		
23				X	Redécoupage du BAL entre Juvisy et Brétigny (modernisation RER C)	PS4 Brétigny Valenton	X				X		

6.1.2.5 Tours SPDC – Nantes St Nazaire + Poitier-La Rochelle sections

ID	Typology				Identification - description - location	Corridor section	Entry into service			Valuation (M€$_{2013}$)			Impact of works on corridor traffic
	Track	Structures	Electrification	Signalling			Short term	Medium term	Long term	< 50 M€	From 50 to 500 M€	> 500 M€	
52	X				RVB de la section à voie unique Lusignan - Saint Maixent	EC1 Poitiers - La Rochelle	X			X			
53	X	X	X	X	Doublement total ou partiel de la section à voie unique Lusignan - Saint Maixent	EC1 Poitiers - La Rochelle			X		X		
54	X				Renouvellement d'appareils de voie en gare de Nantes	EC2 Tours - Nantes Saint Nazaire	X			X			
55		X	X		Importants travaux structurels	EC2 Tours - Nantes Saint Nazaire	X			X			
56	X	X	X	X	Chantier de transport combiné de Montoir de Bretagne	EC2 Tours - Nantes Saint Nazaire		X		X			

6.1.1.6 Diversionary Lines Serqueux-Gisors & Niort-Saintes-Bordeaux

ID	Typology				Identification - description - location	Corridor section	Entry into service			Valuation ($M€_{2013}$)			Impact of works on corridor traffic
	Track	Structures	Electrification	Signalling			Short term	Medium term	Long term	< 50 M€	From 50 to 500 M€	> 500 M€	
48	X				Rénovation voie Serqueux Gisors	Gisors Serqueux	X				X		
49				X	Redécoupage du bloc entre Boissy l'Aillery et Gisors	Gisors Serqueux		X		X			
50	X	X	X	X	Modernisation Serqueux Gisors	Gisors Serqueux	X				X		
51	X	X		X	Mise au gabarit GB1 et aménagements de capacité (projet lié à l'AFAT)	Poitiers Niort Saintes BX	X				X		

6.1.3 Spain

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

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

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

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

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

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

6.1.3.1 Irún/Hendaya (French border) - Madrid section

ID	Typology				Identification - description - location	Corridor section	Entry into service			Valuation (M€$_{2013}$)			Impact of works on corridor traffic
	Track	Structures	Electrification	Signalling			Short term	Medium term	Long term	< 50 M€	From 50 to 500 M€	> 500 M€	
1	D	D	R	D	Línea Alta Velocidad Y Vasca (tráfico mixto). Entrada en ciudades con estación actual. Incluye actuaciones en Jundiz y adaptacion UIC entre Astigarraga y Irun	Madrid - Irún/Hendaya	X					X	
2	D	D	D	D	Línea Alta Velocidad Y Vasca (tráfico mixto). Seccion Astigarraga-Lezo y conexion con Francia	Madrid - Irún/Hendaya		X	X		X		
3	D		R	D	Adaptación UIC Tramo Burgos – Vitoria BAB	Madrid - Irún/Hendaya	X				X		
4	R	D	R	R	Adecuación infraestructura Burgos - Vitoria (túneles)	Madrid - Irún/Hendaya	X				X		
5	D		D	D	Adaptación UIC Tramo Vitoria - Alsasua	Madrid - Irún/Hendaya	X				X		
6	D		D	D	Doble vía Pinar de Antequera	Madrid - Irún/Hendaya	X			X			
7	D	D	D	D	Línea Alta Velocidad tramo Valladolid – Burgos (tráfico mixto)	Madrid - Irún/Hendaya	X					X	
8	D		D	D	Variante de Valladolid (mercancías) (2 IB+acceso norte UIC al complejo=10 km)	Madrid - Irún/Hendaya	X				X		
9	D	D	D	D	Nuevo Complejo de mercancías Valladolid	Madrid - Irún/Hendaya	X			X			
10	D	D	D	D	Puerto Seco de Bilbao en Pancorbo	Madrid - Irún/Hendaya	X			X			
11	D		R	D	Alsasua - Astigarraga adaptación UIC	Madrid - Irún/Hendaya		X			X		
12	D		R	D	Medina del Campo – Valladolid – Burgos adaptación UIC	Madrid - Irún/Hendaya		X			X		
13	D	D	D	D	Línea Alta Velocidad tramo Burgos – Vitoria (viajeros exclusivos)	Madrid - Irún/Hendaya		X				X	
					Madrid – Medina del Campo adaptación UIC:	Madrid - Irún/Hendaya		X					
14	D		D	D	1.- Pitis - Villalba - Escorial (cercanías)	Madrid - Irún/Hendaya		X			X		
15	D		R	D	2.- Escorial - Ávila (actualmente B.A.B + ENCE)	Madrid - Irún/Hendaya		X			X		
16	D		R	D	3.- Ávila - Medina del Campo (actualmente B.A.)	Madrid - Irún/Hendaya		X			X		

6.1.3.2 Miranda de Ebro – Puerto de Bilbao section

ID	Typology				Identification - description - location	Corridor section	Entry into service			Valuation (M€$_{2013}$)			Impact of works on corridor traffic
	Track	Structures	Electrification	Signalling			Short term	Medium term	Long term	< 50 M€	From 50 to 500 M€	> 500 M€	
27	D		R	D	Adaptación UIC Tramo acceso Puerto de Bilbao- Y Vasca	Miranda de Ebro - Bilbao		X		X				

6.1.3.3 Alsasua – Pamplona – Zaragoza section

ID	Typology				Identification - description - location	Corridor section	Entry into service			Valuation (M€$_{2013}$)			Impact of works on corridor traffic
	Track	Structures	Electrification	Signalling			Short term	Medium term	Long term	< 50 M€	From 50 to 500 M€	> 500 M€	
36	D		R	D	Tramo Zaragoza-Castejón 3er hilo (78 km)	Zaragoza-Alsasua		X			X		
37	D	D	D	D	Tramo Castejón-Pamplona. Nueva línea AV tráfico mixto/convenio (78 km)	Zaragoza-Alsasua		X				X	
38	D	D	D	D	Variante de Pamplona. Nueva estación y conexión factoría Volkswagen (13 km)	Zaragoza-Alsasua		X			X		
39	D		R	D	Pamplona-Alsasua-Vitoria 3er hilo (85 km)	Zaragoza-Alsasua		X			X		

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

ID	Typology				Identification - description - location	Corridor section	Entry into service			Valuation (M€$_{2013}$)			Impact of works on corridor traffic
	Track	Structures	Electrification	Signalling			Short term	Medium term	Long term	< 50 M€	From 50 to 500 M€	> 500 M€	
28			D	D	Medina del Campo – Salamanca. Electrificación y sistema de señalización (se extrapola la inversión del tramo Medina del Campo – Salamanca)	Medina del Campo - Fuentes de Oñoro	X				X		
29			D	D	Salamanca – Fuentes de Oñoro. Electrificación y sistema de señalización (se extrapola la inversión del tramo Medina del Campo – Salamanca)	Medina del Campo - Fuentes de Oñoro	X				X		
30	D		R	D	Fuentes de Oñoro – Medina del Campo adaptación UIC	Medina del Campo - Fuentes de Oñoro		X			X		

6.1.3.5 Madrid-Algeciras section

ID	Typology				Identification - description - location	Corridor section	Entry into service			Valuation (M€$_{2013}$)			Impact of works on corridor traffic
	Track	Structures	Electrification	Signalling			Short term	Medium term	Long term	< 50 M€	From 50 to 500 M€	> 500 M€	
17	D	D		D	Variante de Almoraima (estación de San Roque)	Madrid - Algeciras	X			X			
18	D		D	D	Complejo de Aranjuez (sistema de concesión)	Madrid - Algeciras	X			X			
19	D		R	D	San Cristobal - Villaverde bajo - Pitis vía mercancías	Madrid - Algeciras		X			X		
20	D		R	R	Incorporación a UIC terminales de Vicálvaro y Abroñigal	Madrid - Algeciras		X		X			
					Algeciras – Madrid adaptación UIC:	Madrid - Algeciras		X					
21	D		D	D	1.- Algeciras - Bobadilla - incluye nueva electrificación	Madrid - Algeciras		X			X		
22	D		R	D	2.- Bobadilla - Córdoba - Linares	Madrid - Algeciras		X			X		
23	D		R	D	3.- Linares - Vadollano	Madrid - Algeciras		X		X			
24	D		R	D	4. - Vadollano - Santa Cruz de Mudela	Madrid - Algeciras		X		X			
25	D		R	D	5.- Santa Cruz de Mudela - Aranjuez	Madrid - Algeciras		X			X		
26	D		D	D	6.- Aranjuez - San Cristobal - Villaverde bajo	Madrid - Algeciras		X			X		

6.1.3.6 Manzanares - Badajoz/Elvas (Portuguese border) section

ID	Typology				Identification - description - location	Corridor section	Entry into service			Valuation (M€$_{2013}$)			Impact of works on corridor traffic
	Track	Structures	Electrification	Signalling			Short term	Medium term	Long term	< 50 M€	From 50 to 500 M€	> 500 M€	
31	D	D		D	Línea Alta Velocidad Plasencia-Cáceres-Badajoz (1er tramo)	Manzanares - Badajoz	X				X		
32	D	D	D	D	Línea Alta Velocidad Extremadura Plasencia-Navalmoral-Pantoja (2º tramo)	Badajoz - Cáceres - Madrid		X				X	
33	D	D	D	D	Enlace línea Alta Velocidad Madrid – Extremadura con vía de mercancías Madrid	Badajoz - Cáceres - Madrid		X				X	

6.1.2.7 ERTMS deployment

ID	Typology				Identification - description - location	Corridor section	Entry into service			Valuation (M€$_{2013}$)			Impact of works on corridor traffic
	Track	Structures	Electrification	Signalling			Short term	Medium term	Long term	< 50 M€	From 50 to 500 M€	> 500 M€	
34				D	Implantación ERTMS corredor 4 tramo vía doble	Todo el Corredor		X				X	
35				D	Implantación ERTMS corredor 4 tramo vía única	Todo el Corredor		X			X		

6.1.4 Portugal

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

In preparation of the partnership agreement for the EC funding period 2014-2020, the Portuguese Government undertaken an extensive and exhaustive evaluation and prioritization of investments on value added infrastructures, which resulted in a national intersectoral investment plan – the PETI 3+, 2014-2020, approved in its final version by the Portuguese government in June 2015.

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

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

The following tables present the major projects forseen on Portuguese rail network concerning the Rail Freight Corridor Atlantic.

6.1.4.1 Oporto area

ID	Typology				Identification, location and description	Corridor section	Entry into service			Valuation (M€$_{2013}$)			Impact of the works in the corridor
	Track	Structures	Electrification	Signaling			Short term	Medium term	Long term	<50 M€	50 M€ a 500 M€	> 500 M€	
1	D	D	D	D	Track quadruplication (Ermesinde and Contumil)	P1 Oporto (Campanhã) - Ermesinde	X	X		X			
2	D				Upgrading of existing terminal, new terminal and increase train length (Leixões Port)	P5 Contumil - Leixões	X			X			

6.1.4.2 Oporto – Pampilhosa – Entroncamento - Lisbon section

ID	Typology				Identification, location and description	Corridor section	Entry into service			Valuation (M€2013)			Impact of the works in the corridor
	Track	Structures	Electrification	Signaling			Short term	Medium term	Long term	<50 M€	50 M€ a 500 M€	> 500 M€	
3	D	D		D	Modernization (Válega-Porto)	P8 Oporto (Campanhã) - Lisbon (Sta. Apolónia)	X				X		
4			D		Electrification (Cacia Platform - Aveiro Port)	P90 Feeder line of the Port of Aveiro Plataforma de Cacia - Porto de Aveiro	X			X			
5	D	D		D	Modernization (Alfarelos-Pampilhosa)	P8 Oporto (Campanhã) - Lisbon (Sta. Apolónia)	X				X		
6	D	D		D	Modernization (Santana-Cartaxo-Entrocamento)	P8 Oporto (Campanhã) - Lisbon (Sta. Apolónia)	X			X			
7	D	D	D	D	Track triplication (Alverca-Castanheira do Ribatejo)	P8 Oporto (Campanhã) - Lisbon (Sta. Apolónia)	X	X		X			
8	D		D	D	Connection to Lisbon North logistic platform (Alverca-Castanheira do Ribatejo)	P8 Oporto (Campanhã) - Lisbon (Sta. Apolónia)	X	X		X			

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

ID	Typology				Identification, location and description	Corridor section	Entry into service			Valuation (M€2013)			Impact of the works in the corridor
	Track	Structures	Electrification	Signaling			Short term	Medium term	Long term	<50 M€	50 M€ a 500 M€	> 500 M€	
9	D		D	D	Construction of the transition between Beira Alta and North lines (Pampilhosa)	P20 Vilar Formoso - Pampilhosa	X	X		X			
10	D		D	D	Railway stations Layout (increasing of train lenghts)	P20 Vilar Formoso - Pampilhosa	X	X		X			
11	D	D	D	D	Profile optimization (grades reduction)	P20 Vilar Formoso - Pampilhosa		X			X		
12	D	D	D	D	Implementation of UIC gauge	P20 Vilar Formoso - Pampilhosa		X	X			X	

6.1.4.4 Elvas/Badajoz (Spanish border) - Entroncamento section

ID	Typology				Identification, location and description	Corridor section	Entry into service			Valuation (M€2013)			Impact of the works in the corridor
	Track	Structures	Electrification	Signaling			Short term	Medium term	Long term	<50 M€	50 M€ a 500 M€	> 500 M€	
13	D	D	D		Modernization (Entroncamento-Abrantes)	P25 Abrantes - Entroncamento		X		X			
14	D				Modernization (Assumar-Arronche; Torre das Vargens-Crato)	P27 Elvas - Abrantes		X		X			
15	D	D	D	D	Modernization (Elvas - Border)	P27 Elvas - Abrantes	X	X		X			
16	D				Layouts adjustments (Torre das Vargens - Portalegre)	P27 Elvas - Abrantes		X		X			

6.1.4.5 Lisbon Area

ID	Typology				Identification, location and description	Corridor section	Entry into service			Valuation (M€2013)			Impact of the works in the corridor
	Track	Structures	Electrification	Signaling			Short term	Medium term	Long term	<50 M€	50 M€ a 500 M€	> 500 M€	
17	D	D	D	D	Track quadruplication (Areeiro - Braço de Prata)	P29 Braço de Prata - Alcântara		X			X		
18	D	D	D	D	Construction of fly under on Nó de Alcântara (Alcântara Mar - Campolide)	P29 Braço de Prata - Alcântara		X			X		

6.1.4.6 Lisbon – Sines section

ID	Typology				Identification, location and description	Corridor section	Entry into service			Valuation (M€2013)			Impact of the works in the corridor
	Track	Structures	Electrification	Signaling			Short term	Medium term	Long term	<50 M€	50 M€ a 500 M€	> 500 M€	
19	D			D	Full track renovation and layouts adjustments (Setil - Vendas Novas)	P33 Setil – Vendas Novas	X	X		X			
20	D			D	Full track renovation and layouts adjustments (Poceirão - Bombel)	P34 Vendas Novas - Poceirão	X	X		X			
21	D	D	D	D	Improving Connection (Sines - Grandola Norte)	P38 Ermidas do Sado - Sines	X	X			X		
22	D		D	D	New technical station (Lousal - Canal Caveira)	P37 Setúbal – Ermidas do Sado	X			X			
23	D			D	New layouts to Ermidas and C. Caveira stations (Grandola - Ermidas do Sado)	P37 Setúbal – Ermidas do Sado	X			X			
24	D		D	D	Increasing and upgrading connections to Setúbal Port (Setúbal - Praias do Sado)	P37 Setúbal – Ermidas do Sado	X	X		X			

6.1.4.7 Abrantes – Guarda section

ID	Typology				Identification, location and description	Corridor section	Entry into service			Valuation (M€2013)			Impact of the works in the corridor
	Track	Structures	Electrification	Signaling			Short term	Medium term	Long term	<50 M€	50 M€ a 500 M€	> 500 M€	
25		D			Reinforcement of structures (Mouriscas - Covilhã)	P25 Abrantes - Guarda		X		X			
26	D	D	D	D	Modernization (Covilhã - Guarda)	P25 Abrantes - Guarda	X				X		

6.1.4.8 Vendas Novas – Elvas (Spanish border) section

ID	Typology				Identification, location and description	Corridor section	Entry into service			Valuation (M€2013)			Impact of the works in the corridor
	Track	Structures	Electrification	Signaling			Short term	Medium term	Long term	<50 M€	50 M€ a 500 M€	> 500 M€	
27	D	D	D	D	Modernization (Évora - Évora Norte)	P39 Elvas - Évora - Casa Branca	X	X		X			
28	D	D	D	D	New line construction (Évora - Caia)	P39 Elvas - Évora - Casa Branca	X	X				X	
29	D	D	D	D	UIC gauge adaptaion (Vendas Novas - Casa Branca)	P34 Casa Branca - Vendas Novas - Poceirão		X	X		X		
30	D	D	D	D	UIC gauge adaptaion (Casa Branca - Évora)	P39 Elvas - Évora - Casa Branca		X	X	X			
31	D	D	D	D	UIC gauge adaptaion (Évora - Évora Norte)	P39 Elvas - Évora - Casa Branca		X	X	X			
32	D	D	D	D	UIC gauge adaptaion (Évora Norte - Caia)	P39 Elvas - Évora - Casa Branca		X	X		X		

6.1.4.9 Poceirão - Lisbon section

ID	Typology				Identification, location and description	Corridor section	Entry into service			Valuation (M€2013)			Impact of the works in the corridor
	Track	Structures	Electrification	Signaling			Short term	Medium term	Long term	<50 M€	50 M€ a 500 M€	> 500 M€	
33	D		D	D	Connection to Poceirão logistic platform (P.Novo - Poceirão)	P34 Barreiro - Poceirão		X		X			
34	D		D	D	Connection to the new Lisbon port terminal on the south bank of Tagus river	P34 Barreiro - Poceirão	X	X		X			

6.1.4.10 ERTMS deployment

ID	Typology				Identification, location and description	Corridor section	Entry into service			Valuation (M€$_{2013}$)			Impact of the works in the corridor
	Track	Structures	Electrification	Signaling			Short term	Medium term	Long term	<50 M€	50 M€ a 500 M€	> 500 M€	
35				D	Installation of ERTMS-ETCS + GSM-R (Sines - Caia)	P39 Elvas - Évora - Casa Branca P34 Casa Branca - Vendas Novas - Poceirão P46 Poceirão – Águas de Moura P37 Setúbal – Ermidas do Sado P38 Ermidas do Sado - Sines	X	X			X		
36				D	Installation of ERTMS-ETCS + GSM-R (Lisboa - Oporto)	P8 Oporto (Campanhã) – Lisbon (Sta. Apolónia)		X			X		
37				D	Installation of ERTMS-ETCS + GSM-R (Aveiro - Vilar Formoso)	P20 Vilar Formoso - Pampilhosa P90 Feeder line of the Port of Aveiro	X	X			X		
38				D	Installation of ERTMS-ETCS + GSM-R (Lisboa - Poceirão)	P34 Poceirão - Pinhal Novo P37 Pinhal Novo - Lisboa		X			X		
39				D	Installation of ERTMS-ETCS + GSM-R (Entroncamento- Caia)	P27 Elvas - Abrantes P25 Abrantes - Entroncamento		X	X		X		
40				D	Installation of ERTMS-ETCS + GSM-R (Abrantes-Guarda)	Abrantes-Guarda (P25 Abrantes - Guarda)		X	X		X		
41				D	Installation of ERTMS-ETCS + GSM-R (Setil - Vendas Novas)	P33 Setil – Vendas Novas		X	X		X		

6.2 DEPLOYMENT PLAN FOR INTEROPERABLE SYSTEMS

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

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

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

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

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

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

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

6.3 CAPACITY MANAGEMENT

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

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

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

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

2 Suppression of bottlenecks

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

3 Creation and/or improvement of Terminals

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

4 Improvement of the efficiency of the transport system

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

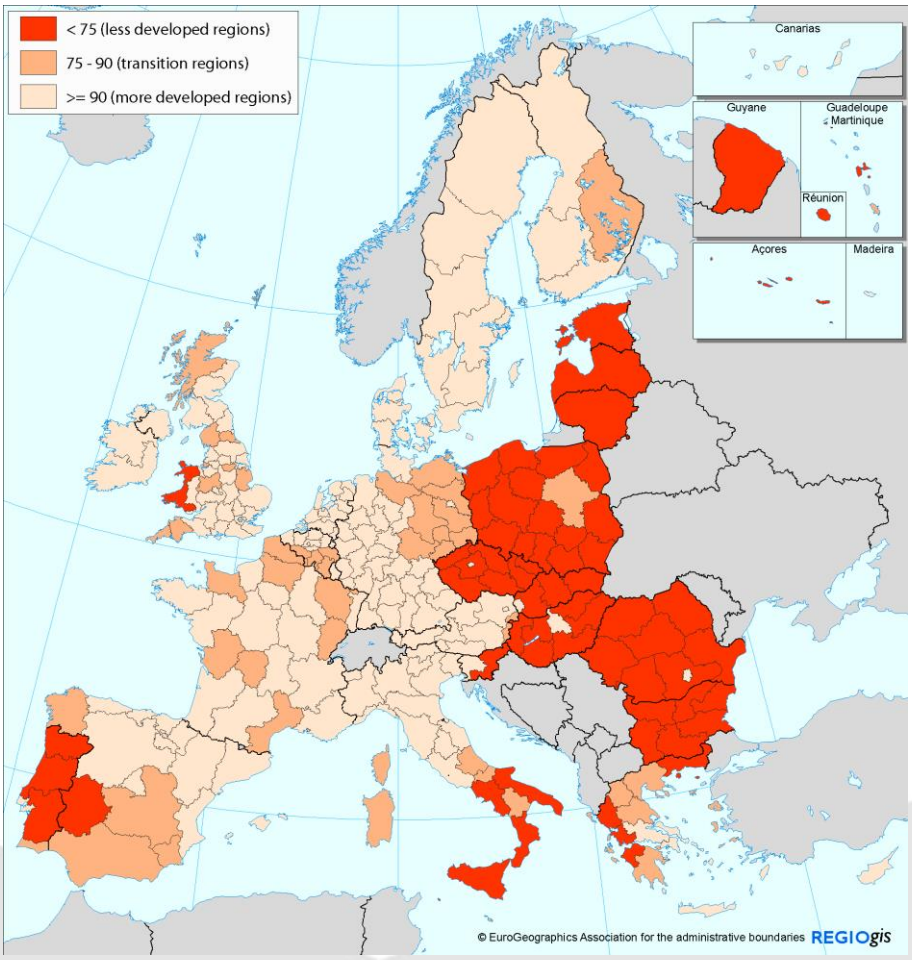
6.4 REFERENCE TO EUROPEAN UNION CONTRIBUTION

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

STRUCTURAL AND COHESION FUNDS

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

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



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

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

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

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

This amount comprises:

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

On the basis of the Multi Annual Call 2014 results provided by INEA, the European Commission decided to allocate 9,83 / 13 billion euros to rail project; **0,83 / 0,94 billion euros will be dedicated to the rail project of the Atlantic Corridor**.

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

After the subsequent validation of the Investment Plan of Rail Freight Corridor Atlantic by its Executive Board, the EEIG Atlantic Corridor will assist IM of the Corridor in terms of request of funds to be addressed, namely, to INEA for the financing of projects connected with the improvement of competitiveness of rail freight traffic.

APPENDICES

Appendix 1 / Framework for capacity allocation on Rail Freight Corridor Atlantic

Appendix 2 / Maps of the existing rail infrastructures on Rail Freight Corridor Atlantic (5 frames)

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

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

Appendix 5 / Summary of the PaPs offer 2017 for freight on Rail Freight Corridor “Atlantic” (1 frame)

Decision of the Executive Board
establishing the Framework for capacity allocation
on the Rail Freight Corridor Atlantic

Having regard to

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

Whereas:

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

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

Chapter I
PURPOSE, SCOPE AND CHARACTER OF THE FRAMEWORK

Article 1

1. This framework for the allocation of infrastructure capacity on the rail freight corridor ("Corridor Framework") concerns the allocation of pre-arranged paths as defined according to Article 14(3) of Regulation (EU) No 913/2010 ("the Regulation"), and of reserve capacity as defined according to Article 14(5) of the Regulation, displayed by the Corridor One-Stop-Shop ("C-OSS") for freight trains crossing at least one border on a rail freight corridor. It describes the key activities of the C-OSS and Management Board in this respect, and also identifies the responsibilities of the Regulatory Bodies in accordance with Article 20 of the Regulation.
2. The scope of application of the Corridor Framework is the railway network defined in the rail freight corridor implementation plan where principal, diversionary and connecting lines are designated.
3. The Executive Board may decide to allow specific rules within this Corridor Framework for networks which are applying the provisions permitted in accordance with Article 2(6) of Directive 2012/34/EU.

Article 2

The document to be published by the Management Board in accordance with Article 18 of the Regulation – hereinafter referred to as the Corridor Information Document ("CID") – shall reflect the processes in this Corridor Framework.

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

Article 3

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

Article 4

The pre-arranged paths shall be handed over to the C-OSS for exclusive management at the latest by X-11[5], and reserve capacity at the latest by X-2. The Management Board is required to decide whether, and if so to what extent, unused pre-arranged paths are to be returned by the C-OSS to the relevant IMs/ABs at X-7.5 or kept by the C-OSS after X-7.5 in order to accept late requests, taking into account the need for sufficient reserve capacity. The Management Board shall publish in the CID the principles on which it will base its decision.

Article 5

1. The pre-arranged paths managed by the C-OSS for allocation in the annual timetable and the reserve capacity are dedicated solely to the rail freight corridor. Therefore it is essential that the displayed dedicated capacity is protected between its publication in the pre-arranged path catalogue and the allocation decision by the C-OSS at X-7.5 against unilateral modification by the IMs/ABs.
2. Following the allocation decision by the C-OSS at X-7.5, an IM/AB and an applicant may agree to minor modifications of the allocated capacity that do not impact the results of the allocation decision. In that case, the modified capacity shall have the same level of protection as that applied to the original capacity.

Article 6

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

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

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

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

Chapter III
PRINCIPLES OF ALLOCATION OF PRE-ARRANGED PATHS AND RESERVE CAPACITY

Article 7

1. The decision on the allocation of pre-arranged paths and reserve capacity on the rail freight corridor shall be taken by the C-OSS, in accordance with Article 13 of the Regulation.
2. The activities under the timetabling processes concerning pre-arranged paths and reserve capacity are set out in Annex 2.

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

Article 8

1. The CID to be published by the Management Board shall describe at least the competences, the form of organisation, the responsibilities vis-à-vis applicants and the mode of functioning of the C-OSS and its conditions of use.
2. The corridor capacity shall be published and allocated via an international path request coordination system, which is as far as possible harmonised with the other rail freight corridors.

III-B PRINCIPLES OF ALLOCATION

Article 9

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

Article 10

1. After receipt of all path requests for pre-arranged paths at X-8 (standard deadline for submitting path requests for the annual timetable) the C-OSS shall decide on the - allocation of pre-arranged paths by X-7.5 and indicate the allocation in the path register accordingly.
2. Requests for pre-arranged paths that cannot be met pursuant to Article 13(3) of the Regulation and that are forwarded to the competent IMs / ABs in accordance with Article 13(4) are to be considered by IMs/ABs as having been submitted before the X-8 deadline. The IMs/ABs shall take their decision and inform the C-OSS within the timescales set out in Annex VII of Directive 2012/34/EU and described in Annex 2 of this Corridor Framework. The C-OSS shall complete the processing of the request and inform the applicant of the decision as soon as possible after receiving the decision from the competent IMs/ABs.
3. The Management Board is invited to decide the deadline for submitting requests for reserve capacity to the C-OSS in a harmonised way at 30 days before the running date.
4. The C-OSS shall provide a first response to requests for reserve capacity within five working days of receiving the path request.

III-C PRINCIPLES OF FAIRNESS AND INDEPENDENCE

Article 11

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

III-D PRIORITIES TO BE APPLIED BY THE C-OSS IN CASE OF CONFLICTING REQUESTS

Article 12

1. In the event of conflicting requests, the C-OSS may seek resolution through consultation as a first step, if the following criteria are met:
   - The conflict is only on a single rail freight corridor;
   - Suitable alternative pre-arranged paths are available.
2. Where consultation is undertaken, the C-OSS shall address the applicants and propose a solution. If the applicants agree to the proposed solution, the consultation process ends.
3. If for any reason the consultation process does not lead to an agreement between all parties by X-7.5 the priority rules described in Annex 1 apply.

Article 13

1. Where consultation under Article 12 is not undertaken, the C-OSS shall apply the priority rules and the process described in Annex 1 immediately.
2. The priority rules concern only pre-arranged paths and are applied only between X-8 and X-7.5 in the event of conflicting applications.
3. Once the allocation decision is made for requests received by X-8, the C-OSS shall propose suitable alternative pre-arranged paths, if available, to the applicant(s) with the lower priority ratings or, in the absence of suitable alternative pre-arranged paths, shall without any delay forward the requests to the competent IMs/ABs in accordance with Article 13(4) of the Regulation. These path requests are to be considered by IMs/ABs as having been submitted before the X-8 deadline.
4. Experience of the conflict resolution process should be assessed by the Management Board and taken into consideration for the pre-arranged path planning process in following timetable periods, in order to reduce the number of conflicts in following years.

Article 14

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

Chapter IV
APPLICANTS

Article 15

1. An applicant may apply directly to the C-OSS for the allocation of pre-arranged paths or reserve capacity.
2. Applicants shall accept the rail freight corridor’s general terms and conditions as laid down in the CID in order to place requests for pre-arranged path and reserve capacity. A copy of these general terms and conditions shall be provided free of charge upon request. The applicant shall confirm that :
   - it accepts the conditions relating to the procedures of allocation as described in the CID,
   - it is able to place path requests via the system referred to in Article 8,
   - it is able to provide all data required for the path requests.

   The conditions shall be non-discriminatory and transparent.
3. The allocation of pre-arranged paths and reserve capacity by the C-OSS to an applicant is without prejudice to the national administrative provisions for the use of capacity.
4. Once the pre-arranged path/reserve capacity is allocated by the C-OSS, the applicant shall appoint the railway undertaking(s) which will use the train path/reserve capacity on its behalf and shall inform the C-OSS and the IMs / ABs accordingly. If this appointment is not provided by the applicant by 30 days before the running day at the latest, regardless of whether it is a prearranged path or reserve capacity, the allocated path shall be considered as cancelled.
5. The CID shall describe the rights and obligations of applicants vis-à-vis the C-OSS, in particular where no undertaking has yet been appointed.

Chapter V
REGULATORY CONTROL

Article 16

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

Chapter VI
FINAL PROVISIONS

Article 17

The Management Board shall inform the Executive Board on an annual basis, using the indicators identified in Annex 3, of the quantitative and qualitative development of pre-arranged paths and reserve capacity, in accordance with Article 9(1)c and 19(2) of the Regulation. On this basis, the Executive Board shall evaluate the functioning of the

Corridor Framework annually and exchange the findings with the other rail freight corridors applying this Corridor Framework. The Regulatory Bodies may inform the Executive Board of their own observations on the monitoring of the relevant freight corridor.

Article 18

1. The Executive Board has taken this Decision on the basis of mutual consent of the representatives of the authorities of all its participating States, in accordance with the provisions of Article 14(1) of the Regulation. This Decision is legally binding on its addressees and shall be published.
2. This Corridor Framework replaces any previous Corridor Framework. It shall come into force for the timetable period 2017.
3. Changes to this Corridor Framework can be made but only after consultation with the Management Board and with all rail freight corridors' Executive Boards and Regulatory Bodies.

Article 19

1. The priority rule and the process described in Annex 1, which are based on frequency and distance criteria, shall be evaluated by the rail freight corridor in the second half of 2018. This evaluation shall be based on a general assessment undertaken by the rail freight corridor taking into account its experience in terms of allocation.
2. In addition in order to broaden the scope of the above evaluation, the Management Board may decide to define and carry out an ex-post evaluation to measure the importance for society and the efficient use of the network under the allocation process for solving conflicting requests.
3. If the rail freight corridor undertakes this additional ex-post evaluation it shall, by the end of 2016, develop a model that can be applied for analytical purposes to the allocation for timetable periods 2018 and 2019. It shall also inform the other rail freight corridors, and make its evaluation and model available to the other rail freight corridors for their consideration.
4. In accordance with the results of the evaluation of the priority rule, as described above, any potential modification would take effect for the timetable period 2020 and onwards.

Article 20

A reference to this Corridor Framework will be included in the CID and in the network statements of the IMs/ABs.

Article 21

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

ANNEXES

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

ANNEX 1 / Description of the priority rule at X-8 in the event of conflicting requests for pre-arranged paths.

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

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 dossier
$L^{F/O}$ = Total requested length of the feeder/outflow path(s); for the sake of practicality, is assumed to be the distance as the crow flies.
Y^{RD} = Number of requested running days for the timetable period. 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 = 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 shall be defined in the CID.

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

ANNEX 2 / Activities under the timetabling processes concerning pre-arranged paths and reserve capacity.

Date/period	Activity
X-19 – X-16	Preparation phase
X-16 – X-12	Construction phase
X-12 – X-11	Approval and publication
X-11	Publication of pre-arranged paths provided by the IMs/ABs and identification among them of the designated Network PaPs
X-11 – X-8	Application for the Annual Timetable
X-8	Deadline for submitting path requests
X-8 – X-7.5	Pre-booking phase
X-7.5	Forwarding requests with “flexible approaches” (e.g. Feeder/Outflow) “special treatments” and requests where the applicant has neither received the requested pre-arranged path nor accepted – if applicable – an appropriate alternative pre-arranged path to IMs/ABs
X-7.5	Possible return of some remaining (unused) pre-arranged paths to the competent IMs/ABs – based on the decision of the rail freight corridor Management Board – for use during the elaboration of the annual timetable by the IMs/ABs
X-7.5 – X-5.5	Path construction phase for the “flexible approaches”
X-5.5	Finalisation of path construction for requested “flexible approaches” by the IMs/ABs and delivering of the results to C-OSS for information and development of the draft timetable
X-5	Publication of the draft timetable for pre-arranged paths – including sections provided by the IMs/ABs for requested “flexible approaches” by the C-OSS - and for tailor-made alternatives in case the applicant has neither received the requested pre-arranged path nor accepted – if applicable – an appropriate alternative pre-arranged path
X-5 – X-4	Observations from applicants
X-4 – X-3.5	Post-processing and final allocation
X-8 – X-4	Late path request application phase
X-4 – X-2	Late path request allocation phase
X-4 – X-2	Planning (production) reserve capacity for ad-hoc traffic
X-2	Publication reserve capacity for ad-hoc traffic
X-2 – X+12	Application and allocation phase for ad hoc path requests
X+12 – X+15	Evaluation phase

ANNEX 3 / Evaluation of the allocation process

The process of capacity allocation on the rail freight corridor shall be evaluated throughout the allocation process, with a focus on continuous improvement of the working of the C-OSS.

The evaluation shall take place after the major deadlines:
X-11: Publication of PaPs
X-8: Deadline for submitting path requests in the annual timetabling process
X-7.5: Deadline for treatment of PaP requests for the annual timetable by the C-OSS
X-2: Publication of reserve capacity for ad-hoc traffic

The evaluation shall be undertaken by the Management Board. Furthermore, the Management Board shall compile an annual evaluation report which includes recommendations for improvements of the capacity allocation process. The Annual report shall be addressed to the Executive Board.

The results of the monitoring shall be published by the Management Board, and to be included in the reporting as referred to in Article 19 of the Regulation.

The following basic indicators shall at least be evaluated using the methodology outlined below:

Indicator	Calculation formula	Timing
Volume of offered capacity	Km*days offered	At X-11 and X-2
Volume of requested capacity	Km*days requested	At X-8
Volume of requests	Number of requests	At X-8
Volume of capacity (pre-booking phase)	Km*days -(pre-booking phase)	At X-7.5
Number of conflicts	Number of requests submitted to the C-OSS which are in conflict with at least one other request	At X-8

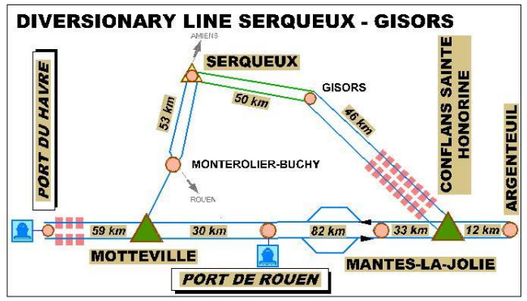
GLOSSARY OF ABBREVIATIONS

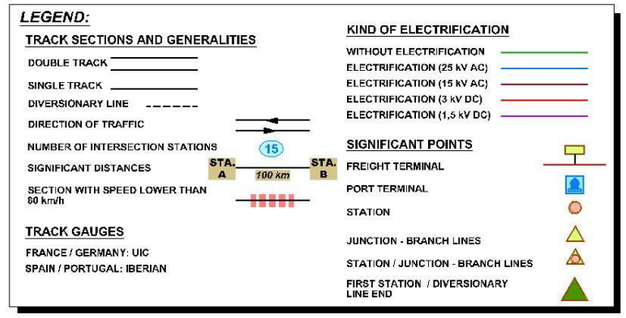
- **AB:** Allocation Body
- **IM:** Infrastructure Manager
- **C-OSS:** Corridor One Stop Shop
- **PaP:** Pre-arranged path
- **X:** Starting date of a timetable
- **F/O:** Feeder / Outflow
- **RD:** Running days
- **RFC:** Rail Freight Corridor
- **Network PaP:** Pre-arranged path on which the “Network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

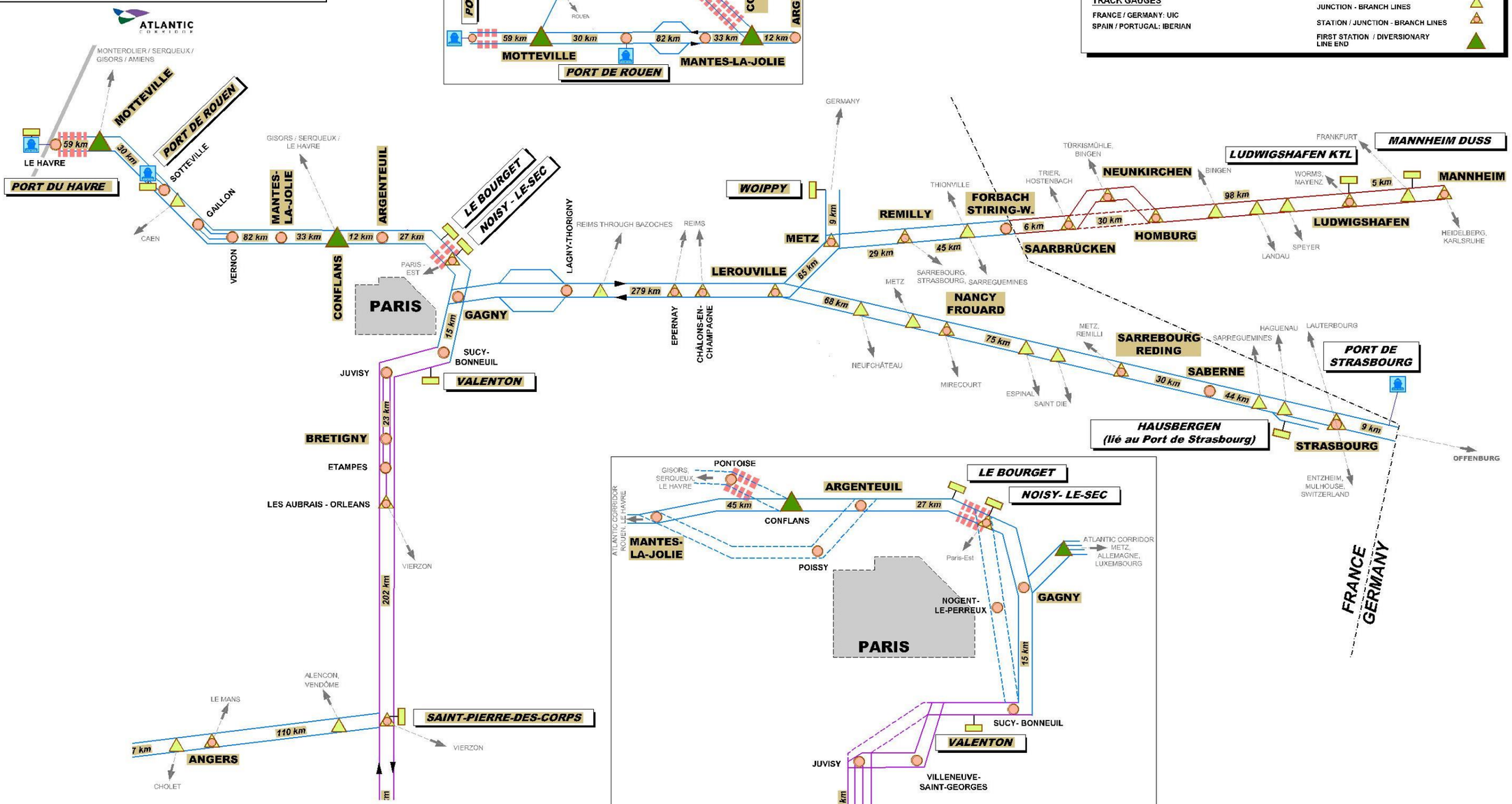
SCHEMATIC PLAN OF THE EUROPEAN RAIL FREIGHT CORRIDOR ATLANTIC

WORKING DOCUMENT

CURRENT SITUATION
2016







SCHEMATIC PLAN OF THE EUROPEAN RAIL FREIGHT CORRIDOR ATLANTIC

WORKING DOCUMENT

CURRENT SITUATION
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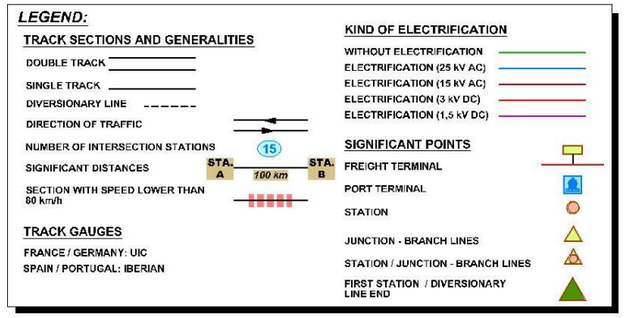
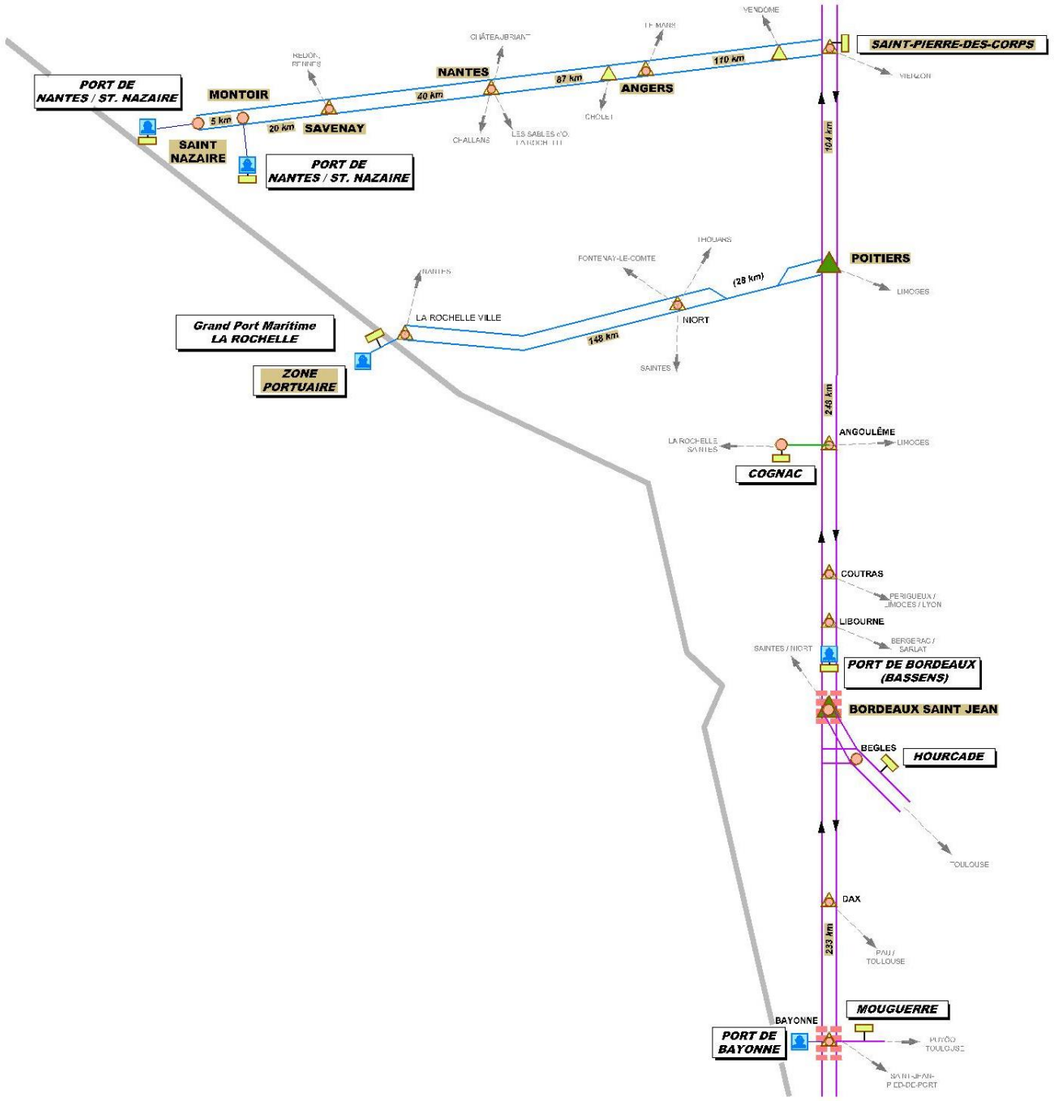
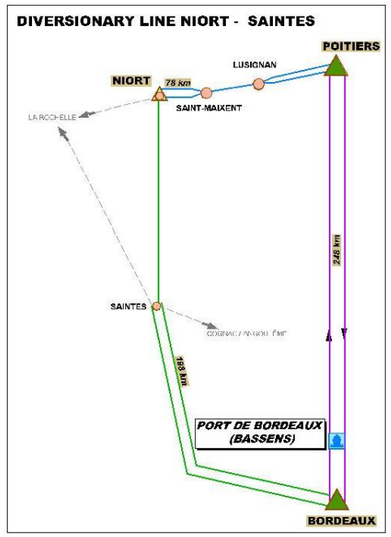
ATLANTIC CORRIDOR







SCHEMATIC PLAN OF THE EUROPEAN RAIL FREIGHT CORRIDOR ATLANTIC

WORKING DOCUMENT

CURRENT SITUATION
2016

ATLANTIC CORRIDOR

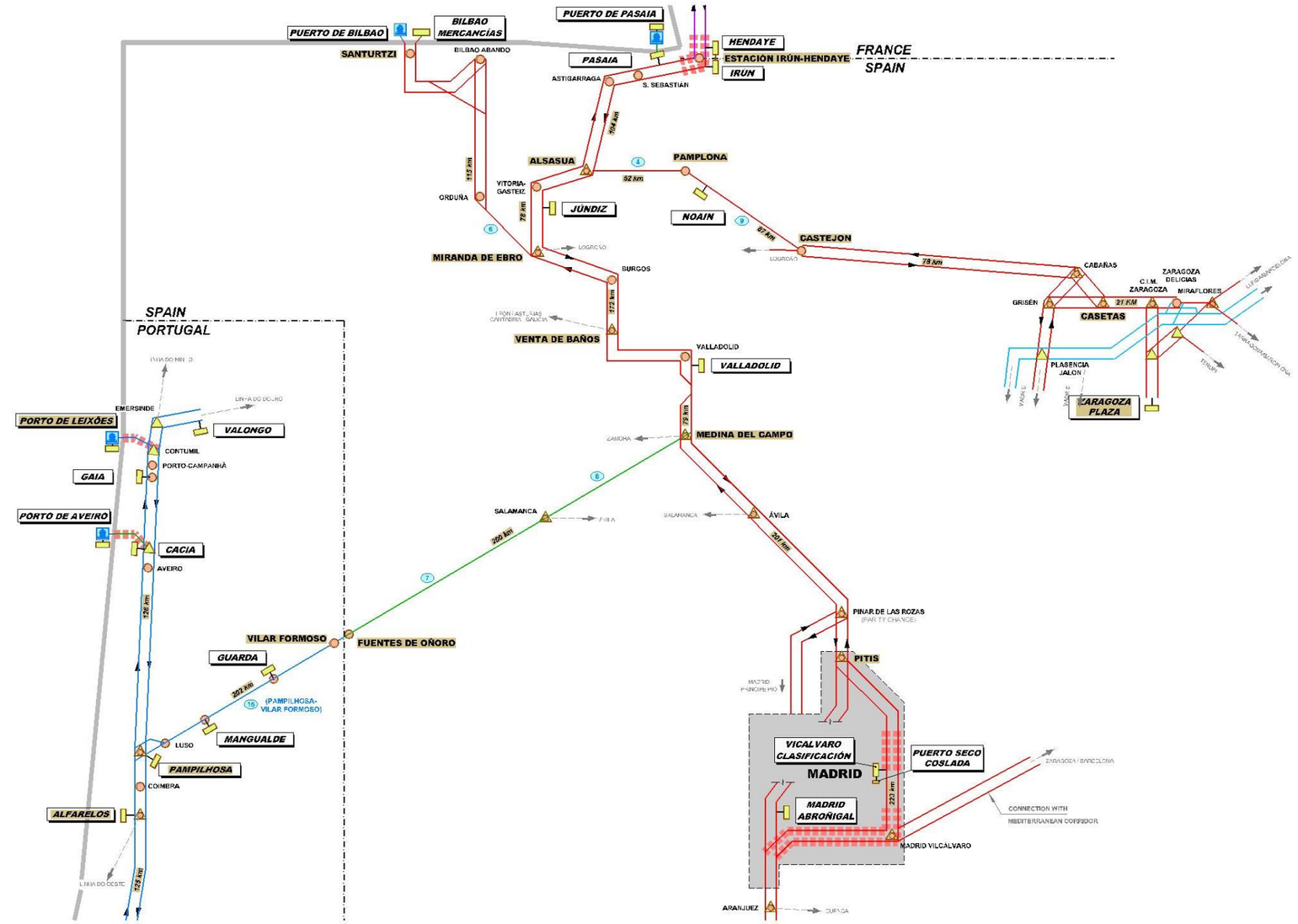
LEGEND:

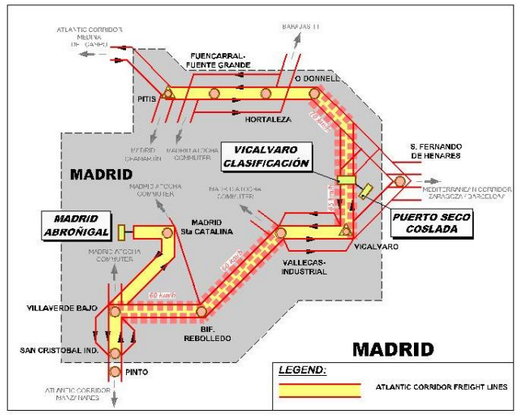
TRACK SECTIONS AND GENERALITIES
- DOUBLE TRACK
- SINGLE TRACK
- DIVERSIONARY LINE
- DIRECTION OF TRAFFIC
- NUMBER OF INTERSECTION STATIONS (15)
- SIGNIFICANT DISTANCES (STA. A — 100 km — STA. B)
- SECTION WITH SPEED LOWER THAN 60 km/h

TRACK GAUGES
- FRANCE / GERMANY: UIC
- SPAIN / PORTUGAL: IBERIAN

KIND OF ELECTRIFICATION
- WITHOUT ELECTRIFICATION
- ELECTRIFICATION (25 kV AC)
- ELECTRIFICATION (15 kV AC)
- ELECTRIFICATION (3 kV DC)
- ELECTRIFICATION (1,5 kV DC)

SIGNIFICANT POINTS
- FREIGHT TERMINAL
- PORT TERMINAL
- STATION
- JUNCTION - BRANCH LINES
- STATION / JUNCTION - BRANCH LINES
- FIRST STATION / DIVERSIONARY LINE END



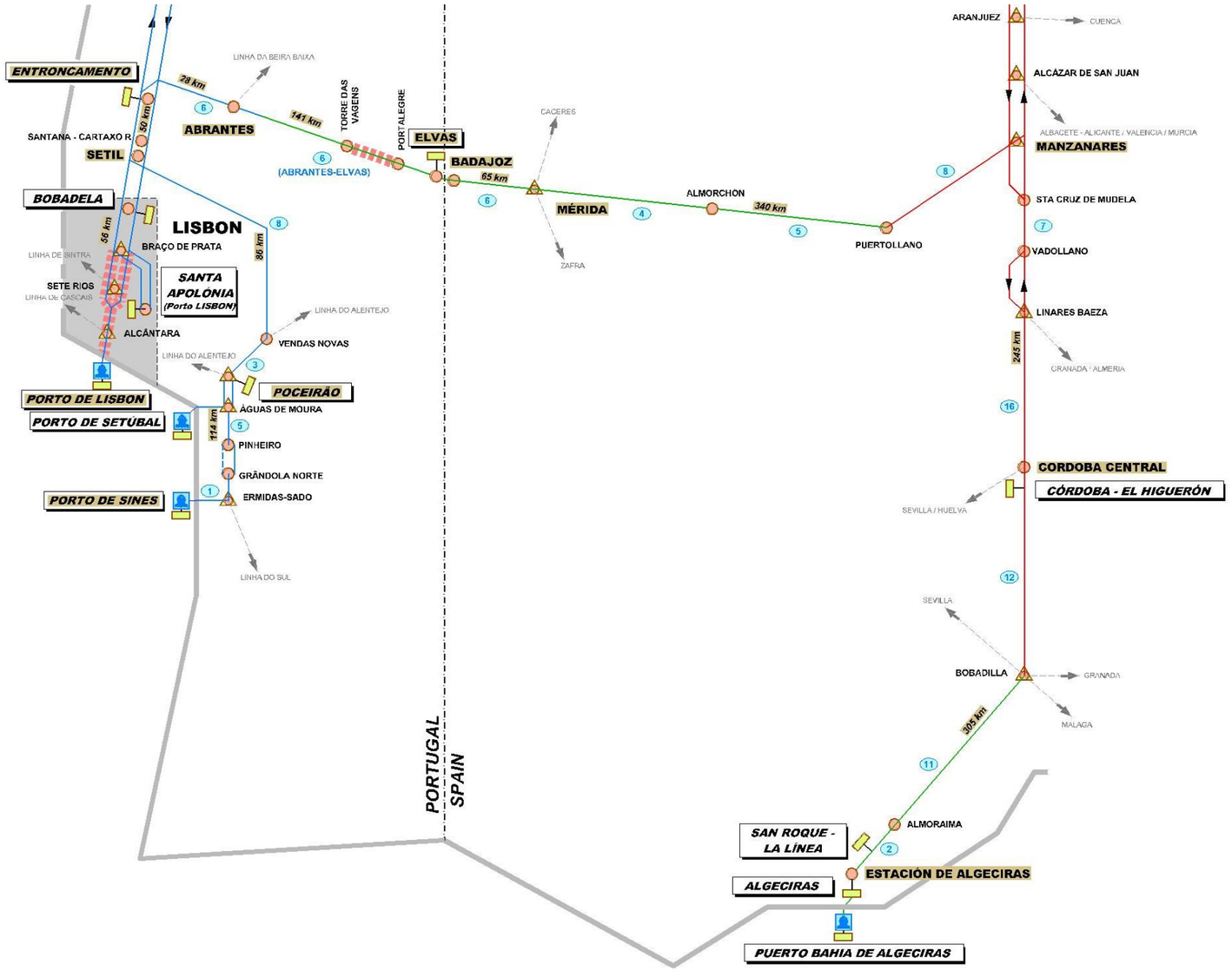


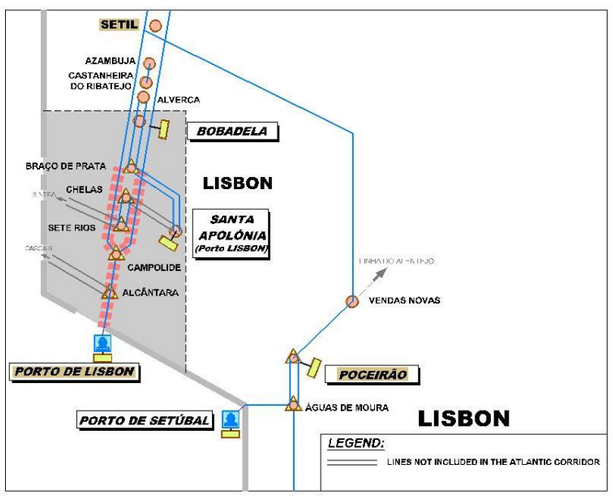
SCHEMATIC PLAN OF THE EUROPEAN RAIL FREIGHT CORRIDOR ATLANTIC

WORKING DOCUMENT

CURRENT SITUATION
2016

ATLANTIC CORRIDOR





LEGEND:

TRACK SECTIONS AND GENERALITIES

- DOUBLE TRACK
- SINGLE TRACK
- DIVERSIONARY LINE
- DIRECTION OF TRAFFIC
- NUMBER OF INTERSECTION STATIONS (15)
- SIGNIFICANT DISTANCES (STA. A — 100 km — STA. B)
- SECTION WITH SPEED LOWER THAN 60 km/h

TRACK GAUGES

- FRANCE / GERMANY: UIC
- SPAIN / PORTUGAL: IBERIAN

KIND OF ELECTRIFICATION

- WITHOUT ELECTRIFICATION
- ELECTRIFICATION (25 kV AC)
- ELECTRIFICATION (15 kV AC)
- ELECTRIFICATION (3 kV DC)
- ELECTRIFICATION (1,5 kV DC)

SIGNIFICANT POINTS

- FREIGHT TERMINAL
- PORT TERMINAL
- STATION
- JUNCTION - BRANCH LINES
- STATION / JUNCTION - BRANCH LINES
- FIRST STATION / DIVERSIONARY LINE END

APPENDIX 2 / Maps of the existing infrastructures on Rail Freight Corridor Atlantic (5/5)

ATLANTIC CORRIDOR

LOADING GAUGE

2015 October

ATLANTIC CORRIDOR

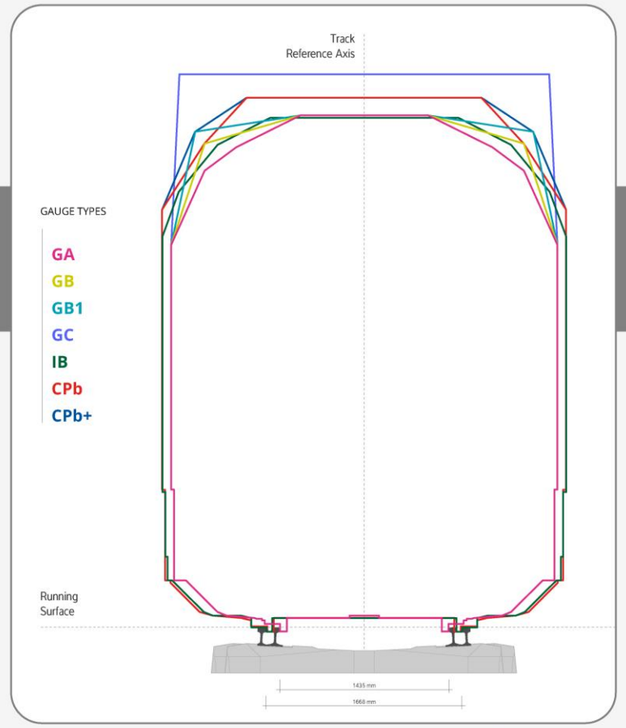
Gauge type
- GA
- GB
- GB1
- GC
- 3.3
- IB
- CPb
- CPb+

Gauge type Alternative Itinerary
- GA
- GB
- GB1
- GC
- 3.3
- IB
- CPb
- CPb+

HIGH-SPEED NETWORK

CONVENTIONAL NETWORK

NON CONTRACTUAL DOCUMENT



APPENDIX 3 / Detailed characteristics of existing infrastructures on Rail Freight Corridor Atlantic – GERMANY

RAIL FREIGHT CORRIDOR ATLANTIC / EXISTING INFRASTRUCTURE IN GERMANY 2015-2016

LINE	SECTION			INFRASTRUCTURES							AUTOMATIC TRAIN PROTECTION SYSTEM (ATP)					SIGNALING SYSTEM												COMMUNICATION WITH TRAIN							OTHERS CARACTERISTICS			MAXIMUM LOAD (with one locomotive) (TON)													
	NODE 1	NODE 2	LINE NUMBER	NUMBER OF TRACKS	ELECTRIFICATION	LENGHTH (Km)	AXLE LOAD (TN)	ECARTEMENT DES RAILS (mm)	GRADIENT DIRECTION 1 (‰)	GRADIENT DIRECTION 2 (‰)	No ATP	PZB (DE)	KVB (FR)	ASFA (SP)	EBICAB (700) (P)	Main / preliminary (HV) or combined signal system (Ks) (SE)	Telephone communication (FR)	Manual block system (FR)	BAL (FR)	BAPR (FR)	BLA (SP)	BA (SP)	BAB (SP)	BEM (SP)	BT (SP/P)	BA with BO (P)	BA without BO (P)	Other exploitation system	RST WITH DATA TRANSMISSION (FR)	RST WITHOUT DATA TRANSMISSION DE DONNEES / WITH IDENTIFICATION (FR)	RST WITHOUT DATA TRANSMISSION (PR)	TREN-TIERRA (SP)	RADIO SOL-O-TRAIN TTT CP_N (P)	GSM-R	GSM-FU	NO COMMUNICATION	PASSENGER TRAIN MAXIMUM SPEED	MAXIMUM LENGTH OF TRAINS (m)	TUNNEL GAUGE	Loc. 186 Electrica 5600 kw (GE)	Loc. 27000 midi Electrica 4200 kw / direction 2 (FR)	Loc. 27000 midi Electrica 4200 kw / direction 1 (FR)	Loc. 75000 Diesel 2000 kw / direction 2 (FR)	Loc. 75000 Diesel 2000 kw / Direction 1 (FR)	Loc. 253 Electrica 5200 kw / direction 2 (SP)	Loc. 253 Electrica 5200 kw / direction 1 (SP)	Loc. 333.3 Diesel 2460 kw / direction 2 (SP)	Loc. 333.3 Diesel 2460 kw / direction 1 (SP)	Loc. 335 Diesel 3200 kw / direction 2 (SP)	Loc. 335 Diesel 3200 kw / direction 1 (SP)	Loc. 4000 Diesel 3200 kw / direction 1 (P)	Loc. 4000 Diesel 3200 kw / direction 2 (P)	Loc. 4700 Electrica 4600 kw / direction 1 (P)	Loc. 4700 Electrica 4600 kw / direction 2 (P)
GE1 - Stiring Wendel (french border)-Mannheim 138,8 km	Stiring-Wendel (Frontière)	Saarbrücken	3231	2 (circulation on right)	15 000 V.	5,5	22,5	1435	15-20	15-20		X				X																	X			100	740	GC	2 755													
	Saarbrücken	Neunkirchen	3511	2 (circulation on right)	15 000 V.	21,3	22,5	1435	5-25	5-25		X				X																	X			100	740	GB/GC	1 720													
	Neunkirchen	Homburg	3282	2 (circulation à droite)	15 000 V.	13,6	22,5	1435	0 - 10	0 - 10		X				X																	X			100	740	GB/GC	3 000													
	Homburg	Ludwigshafen	3280	2 (circulation on right)	15 000 V.	96,8	22,5	1435	0 - 20	0 - 20		X				X																	X			100	740	GB/GC	2 125													
	Ludwigshafen	Mannheim	3401	2 (circulation on right)	15 000 V.	5,4	22,5	1435	0 - 25	0 - 25		X				X																	X			100	740	GC	3 000													
Diversionary line Saarbrucken - Homburg via Rohrbach																																																			
GE2 - Saarbrucken - Homburg via Rohrbach 31,1 Km	Saarbrücken	Homburg	3250	2 (circulation on right)	15 000 V.	31,1	22,5	1435	5-15	5-15		X				X																	X			100	740	GB/GC	1 930													

APPENDIX 3 / Detailed characteristics of existing infrastructures on Rail Freight Corridor Atlantic – FRANCE

RAIL FREIGHT CORRIDOR ATLANTIC / EXISTING INFRASTRUCTURE IN FRANCE 2015-2016

	SECTION			INFRASTRUCTURES							AUTOMATIC TRAIN PROTECTION SYSTEM (ATP)					SIGNALING SYSTEM													COMMUNICATION WITH TRAIN								OTHERS CARACTERISTICS			MAXIMUM LOAD (with one locomotive) (TON)														
LIGNE	NODE 1	NODE 2	NUMERO DE LIGNE	NOMBRE DE VOIES	ELECTRIFICATION	LONGUEUR (Km)	CHARGE ADMISSIBLE A L'ESSIEU (TN)	ECARTEMENT DES RAILS (mm)	DECLIVITE CARACTERISTIQUE SENS PAIR (‰)	DECLIVITE CARACTERISTIQUE SENS IMPAIR (‰)	Pas d'ATP	PZB (DE)	KVB (FR)	ASFA (SP)	EBICAB (700) (P)	Main / preliminary (HFV) or combined signal system (Ks) (GE)	Telephone communication (FR)	Manual block system (FR)	BAL (FR)	BAPR (FR)	BLA (SP)	BA (SP)	BAB (SP)	BEM (SP)	BT (SP/P)	BA with BO (P)	BA without BO (P)	Other exploitation system	RST WITH DATA TRANSMISSION (FR)	RST WITHOUT DATA TRANSMISSION DE DONNEES / WITH IDENTIFICATION (FR)	RST WITHOUT DATA TRANSMISSION (FR)	TREN-TIERRA (SP)	RADIO SOLO-TRAIN TTT CP_N (P)	GSM-R	GSM-FU	NO COMMUNICATION	FREIGHT MAXIMUM SPEED	MAXIMUM LENGTH OF TRAINS (m)	TUNNEL GAUGE	Loc. 186 Electrica 5600 kw (GE)	Loc. 27000 midi Electrica 4200 kw / direction 2 (FR)	Loc. 27000 midi Electrica 4200 kw / direction 1 (FR)	Loc. 75000 Diesel 2000 kw / direction 2 (FR)	Loc. 75000 Diesel 2000 kw / Direction 1 (FR)	Loc. 253 Electrica 5200 kw / direction 2 (SP)	Loc. 253 Electrica 5200 kw / direction 1 (SP)	Loc. 333.3 Diesel 2460 kw / direction 2 (SP)	Loc. 333.3 Diesel 2460 kw / direction 1 (SP)	Loc. 335 Diesel 3200 kw / direction 2 (SP)	Loc. 335 Diesel 3200 kw / direction 1 (SP)	Loc. 4000 Diesel 3200 kw / direction 1 (P)	Loc. 4000 Diesel 3200 kw / direction 2 (P)	Loc. 4700 Electrica 4600 kw / direction 1 (P)	Loc. 4700 Electrica 4600 kw / direction 2 (P)
PS1 - Hendaye - Bordeaux 232,8 km	Hendaye	Bayonne	655	2	1500 V	35,2	22,5	1435	12	10			X						X												X						80	750	GB		1 310	1 310	870	870										
	Bayonne	Dax	655	2	1500 V	50,1	22,5	1435	6	6			X						X												X						120	750	GB1		2 210	2 210	1 750	1 750										
	Dax	Bordeaux	655	2	1500 V	147,5	22,5	1435	6	6			X						X												X						120	750	GB1		2 130	2 130	1 660	1 660										
PS2 - Bordeaux - Tours 350,8 km	Bordeaux	Libourne	570	2	1500 V	36,8	22,5	1435	9	5			X						X												X						120	750	GB		2 000	2 000	1 960	1 960										
	Libourne	Angoulême	570	2	1500 V	97,7	22,5	1435	6	6			X						X												X						120	750	GB		2 275	2 275	2 220	2 220										
	Angoulême	Poitiers	570	2	1500 V	112,8	22,5	1435	5	5			X						X												X						120	750	GB		2 275	2 275	2 220	2 220										
	Poitiers	Tours (Saint-Pierre-des-Corps)	570	2	1500 V	103,5	22,5	1435	6	5			X						X												X						120	750	GB1		2 275	2 275	2 220	2 220										
PS3 - Poitiers - La Rochelle (GPM de la Rochelle) 148,3 km	Saint-Benoît	Lusignan	538	2	25 000 V.	21,7	22,5	1435	9	8			X							X															X		100	750	GB1		2 400	2 400	1 410	1 410										
	Lusignan	Saint-Maixent	538	1	25 000 V.	28,3	22,5	1435	8	9			X							X															X		100	750	GB1		2 400	2 400	1 410	1 410										
	Saint-Maixent	Niort	538	2	25 000 V.	23,5	22,5	1435	8	9			X							X															X		80	750	GB1		2 400	2 400	1 410	1 410										
	Niort	La Rochelle-Ville	538	2	25 000 V.	67,2	22,5	1435	9	9			X							X															X		100	750	GA		2 400	2 400	1 910	1 910										
	La Rochelle-Ville	La Rochelle-Pallice	539	1	25 000 V.	7,6	22,5	1435	12	10	X						X																			X	40	750	GA		1 600	1 600	1 200	1 200										
PS4 - Tours SPDC - Nantes St Nazaire (GPM de Nantes St Nazaire) 260,9 km	Saint-Pierre-des-Corps	Angers	515	2	25 000 V.	109,9	22,5	1435	4	4			X						X	X										X							120	680	GB		3 400	3 400	2 480	2 480										
	Angers	Nantes	515	2	25 000 V.	87,4	22,5	1435	6	5			X						X											X							120	750	GB1		2 680	2 680	2 160	2 160										
	Nantes	Saint-Nazaire	515	2	25 000 V.	63,6	22,5	1435	8	5			X						X											X							120	750	GB1		2 680	2 680	2 160	2 160										
PS5 - Tours - Brétigny 201,7 km	Tours (Saint-Pierre-des-Corps)	Orléans (Les Aubrais)	570	2	1500 V	114,1	22,5	1435	5	5			X						X												X						120	750	GB1		1 840	1 840	2 160	2 480										
	Orléans (Les Aubrais)	Etampes	570	3	1500 V	63,1	22,5	1435	5	8			X						X										X		X						120	750	GB1		2 120	2 120	2 480	2 480										
	Etampes	Brétigny	570	4	1500 V	24,5	22,5	1435	5	8			X						X										X		X						120	750	GB1		2 550	2 550	2 220	2 220										
PS6 - Brétigny - Valenton 22,9 km	Brétigny	Juvisy	570	4	1500 V	12,3	22,5	1435	8	8			X						X										X								120	750	GB1		3 020	2 130	2 480	1 630										
	Juvisy	Villeneuve-Saint-Georges	745	4	1500 V	6,7	22,5	1435	5	8			X						X												X						70	750	GB1		2 410	2 410	1 910	1 910										
	Villeneuve-Saint-Georges	Valenton	830	4	1500 V	3,9	22,5	1435	5	8			X						X												X						70	750	GB1		2 410	2 410	1 910	1 910										
PS7 - Valenton - Triangle de Gagny 15,4 km	Valenton	Sucy-Bonneuil	990	2	1500 V	3,1	20,0	1435	6	6			X						X												X						80	750	GB1		2 180	2 410	2 060	1 850										
	Sucy-Bonneuil	Triangle de Gagny	957	2	25000 V	12,3	22,5	1435	6	6			X						X												X						90	750	GB1		2 180	2 410	2 060	1 850										
PO1 - Triangle de Gagny - Val d'Argenteuil 26,6 km	Triangle de Gagny	Bobigny	957	2	25000 V	9,0	22,5	1435	10	11			X						X												X						60	750	GB1		2 180	2 410	2 060	1 850										
	Bobigny	Val d'Argenteuil	990	2	25000 V	17,6	22,5	1435	10	10			X						X												X						60	750	GB1		2 480	2 240	1 450	1 410										
PO2 - Val d'Argenteuil - Mantes la Jolie 44,6 km	Val d'Argenteuil	Conflans Ste Honorine	334	2	25000 V	11,9	22,5	1435	7	7			X						X											X							120	750	GB1		2 680	2 000	2 160	1 410										
	Conflans Ste Honorine	Mantes La Jolie	334	2	25000 V	32,7	22,5	1435	7	7			X						X											X							120	750	GB1		2 680	2 000	2 160	1 410										
PO3 - Mantes-la-Jolie - Rouen 82,2 km	Mantes-la-Jolie	Vernon	340	2	25000 V	22,6	22,5	1435	5	5			X						X												X						120	750	GB1		2 700	2 700	2 160	2 160										
	Vernon	Gaillon-Aubevoye	340	4	25000 V	13,3	22,5	1435	5	5			X						X												X						120	750	GB1		2 700	2 700	2 160	2 160										
	Gaillon-Aubevoye	Oissel	340	2	25000 V	32,6	22,5	1435	5	5			X						X												X						120	750	GB1		2 700	2 700	2 160	2 160										
	Oissel	Rouen	340	4	25000 V	13,7	22,5	1435	13	10			X						X												X						110	750	GB1		2 700	2 700	2 160	2 160										
PO4 - Rouen - Le Havre 88,4 km	Rouen	Le Havre	340	2	25000 V	88,4	22,5	1435	13	11			X						X												X						120	750	GB1		2 410	2 410	1 910	1 910										
PE1 - Triangle de Gagny - Lérouville 278,9 km	Triangle de Gagny	Ligne Paris-Strasbourg (Le Raincy)	957	2	25000 V	4,9	22,5	1435	6	8			X						X												X						120	750	GB1		2 815	3 170	2 160	2 650										
	Le Raincy	Lagny-Thorigny	70	4	25000 V	14,5	22,5	1435	5	5			X						X															X			120	750	GB1		2 815	3 170	2 160	2 650										
	Lagny-Thorigny	Epernay	70	2	25000 V	114,0	22,5	1435	5	5			X						X															X			120	750	GB		2 815	3 170	2 160	2 650										
	Epernay	Chalons-en-Champagne	70	2	25000 V	28,9	22,5	1435	5	5			X						X															X			120	750	GB1		3 810	3 860	3 275	3 850										
	Chalons-en-Champagne	Blesme-Haussignemont	70	2	25000 V	44,9	22,5	1435	8	8			X						X															X			120	750	GB1		2 680	2 800	2 160	2 480										
	Blesme-Haussignemont	Lerouville	70	2	25000 V	71,6	22,5	1435	8	8			X						X															X			120	750	GB1		2 680	2 800	2 160	2 480										
PE2 - Lérouville - Metz 65 km	Lerouville	Metz	89	2	25000 V	65,0	22,5	1435	8	8			X						X												X			X			120	750	GB1		2 700	2 400	2 225	1 960										
PE3 - Metz - Stiring Wendel 73,6 km	Metz	Stiring-Wendel (Frontière)	140 172	2 (circulation à droite)	25 000 V.	73,6	22,5	1435	8	8			X						X															X			120	710	GB1		2 625	2 625	2 050	2 050										
PE4 - Metz - Woippy 8,6 km	Metz	Woippy	180	2	25000 V	8,6	22,5	1435	6	5			X						X												X						100	750	GB1		2 400	3 020	1 890	2 480										
PE5 - Lérouville - Strasbourg Port du Rhin (frontière) 221,8 km	Lérouville	Sarrebourg	70	2 (circulation partiellement à	25 000 V.	143,1	22,5	1435	6	6			X						X															X			120	730	GB1		2 680	2 680	2 160	2 160										
	Sarrebourg	Strasbourg - Neudorf	70 138	2 / 3 (circulation à droite)	25 000 V.	73,9	22,5	1435	5	8			X						X															X			120	750	GB		2 185	3 015	3 285	2 450										
	Strasbourg - Neudorf	Strasbourg Port-du-Rhin (frontière)	142	2 (circulation à droite)	25 000 V.	4,8	22,5	1435	6	6			X					X																X			80	750	GB1		2 680	3 015	2 135	2 450										
					TOTAL	2 131,1																																																
Diversionary line Bordeaux - Poitiers via Niort																																																						
CA1 - Bordeaux - Niort via Saintes 197,7 km	Bordeaux	Saintes	500	2	-	120,9	22,5	1435	12	10										X																X	100	750	GB1				1 250	1 250										
	Saintes	Niort	500	1	-	76,8	22,5	1435	10	10										X																X	90	750	GB1				1 070	1 070										
Diversionary line Bayonne Dax via Puyoo																																																						
Bayonne -Dax via Puyôo 81,5 km	Bayonne	Puyôo	650	1	1500 V	51,2	22,5	1435	12	12			X					X													X						100	750	GA		2490	2385	2045	1870										
	Puyôo	Dax	656	2	1500 V	30,4	22,5	1435	8	8			X					X													X						80	750	GB1		2130	3015	1665	2490										
Diversionary line Conflans - Motteville via Serqueux																																																						
CB3 - Conflans-Sainte-Honorine - Gisors 46,2 km	Conflans Ste Honorine	Eragny-Neuville	338	2	25000 V	3,8	22,5	1435	10	10			X						X											X							80	750	GB1		2180	2180	1300	1300										
	Eragny-Neuville	Pontoise	338	2	25000 V	3,4	22,5	1435	10	10			X						X											X							80	750	GB1		2180	2180	1300	1300										
	Pontoise	Gisors	330	2	25000 V	39,0	22,5	1435	10	11			X							X																X	80	750	GB		1700	1700	1300	1300										
CB4 - Gisors - Serqueux 50 km	Gisors	Serqueux	330	2	-	50,0	22,5	1435	10	11																		X								X	100	750	GB				1300	1300										
CB5 - Serqueux - Motteville via Montérolier 53,4 km	Serqueux	Montérolier	321	2	25000 V	17,8	22,5	1435	6	6			X							X											X						100	750	GB		2300	2410	2000	1980										
	Montérolier	Motteville	354	1	25000 V	35,6	22,5	1435	15	15			X							X																X	100	750	GB1		1700	1700	1300	1300										
Diversionary line Metz - Sarrebourg via Rémilly																																																						
Metz - Sarrebourg via Rémilly 87,1 km	Metz	Rémilly	140	2	25000 V	22.2	22,5	1435	5	8			X							X											X						120	750	GB1		2680	2680	2160	2160										
	Rémilly	Sarrebourg	140	2	25000 V	64,9	22,5	1435	5	5			X							X											X						120	750	GB1		2680	2680	2160	2160										

APPENDIX 3 / Detailed characteristics of existing infrastructures on Rail Freight Corridor Atlantic – SPAIN

RAIL FREIGHT CORRIDOR ATLANTIC / EXISTING INFRASTRUCTURE IN SPAIN 2015-2016

LIGNE	SECTION			INSFRASTRUCTURE							AUTOMATIC TRAIN PROTECTION SYSTEM (ATP)					SIGNALING SYSTEM												COMMUNICATION WITH TRAIN							OTHERS CARACTERISTICS			MAXIMUM LOAD (with one locomotive) (TON)												
	NODE 1	NODE 2	NUMERO DE LIGNE	NOMBRE DE VOIES	ELECTRIFICATION	LONGUEUR (Km)	CHARGE ADMISSIBLE A L'ESSIEU (Tn)	ECARTEMENT DES RAILS (mm)	DECLIVITE CARACTERISTIQUE SENS PAIR (‰)	DECLIVITE CARACTERISTIQUE SENS IMPAIR (‰)	Pas d'ATP	PZB (DE)	KVB (FR)	ASFA (SP)	EBICAB (700) (P)	Main / preliminary (NV) or combined signal system (Ks) (GE)	Telephone communication (FR)	Manual block system (FR)	BAL (FR)	BAPR (FR)	BLA (SP)	BA (SP)	BAB (SP)	BEM (SP)	BT (SP/P)	BA with BO (P)	BA without BO (P)	Other exploitation system	RST WITH DATA TRANSMISSION (FR)	RST WITHOUT DATA TRANSMISSION DE DONNEES / WITH IDENTIFICATION (FR)	RST WITHOUT DATA TRANSMISSION (FR)	TREN-TIERRA (SP)	RADIO SOLO-TRAIN TTT CP_N (P)	GSM-R	GSM-FU	NO COMMUNICATION	FREIGHT MAXIMUM SPEED	MAXIMUM LENGTH OF TRAINS (m)	TUNNEL GAUGE	Loc. 186 Electrica 5600 kw (GE)	Loc. 27000 midi Electrica 4200 kw / direction 2 (FR)	Loc. 27000 midi Electrica 4200 kw / direction 1 (FR)	Loc. 75000 Diesel 2000 kw / direction 2 (FR)	Loc. 75000 Diesel 2000 kw / Direction 1 (FR)	Loc. 253 Electrica 5200 kw / direction 2 (SP)	Loc. 253 Electrica 5200 kw / direction 1 (SP)	Loc. 333.3 Diesel 2460 kw / direction 2 (SP)	Loc. 333.3 Diesel 2460 kw / direction 1 (SP)	Loc. 335 Diesel 3200 kw / direction 2 (SP)	Loc. 335 Diesel 3200 kw / direction 1 (SP)	Loc. 4000 Diesel 3200 kw / direction 1 (P)	Loc. 4000 Diesel 3200 kw / direction 2 (P)	Loc. 4700 Electrica 4600 kw / direction 1 (P)	Loc. 4700 Electrica 4600 kw / direction 2 (P)
	Algeciras	Gaucín	420	1	-	57,0	22,5	1668	22	23															X																									
	Gaucín	Ronda	420	1	-	48,8	22,5	1668	3	23				X								X										X																	
SP1. Algeciras - Córdoba	Ronda	Bobadilla	420	1	-	70,4	22,5	1668	24	18															X																									
	Bobadilla	Fuente de Piedra	430	1	3000 V	11,2	22,5	1668	12	10				X								X										X																	
	Fuente de Piedra	Valchillón	430	1	3000 V	104,6	22,5	1668	17	17				X										X								X																	
Length (km):	Valchillón	Córdoba-El Higuerón	430	1	3000 V	9,5	22,5	1668	7	8				X								X										X																	
305,3	Córdoba- El Higuerón	Córdoba Central	430	1	3000 V	3,8	22,5	1668	8	4				X								X										X																	
	Córdoba Central	Alcolea	400	1	3000 V	10,1	22,5	1668	7	10				X								X										X																	
SP2. Córdoba - Manzanares	Alcolea	Espeluy	400	1	3000 V	91,0	22,5	1668	11	12				X								X										X																	
	Espeluy	Linares Baeza	400	1	3000 V	26,2	22,5	1668	5	13				X								X										X																	
	Linares Baeza	Vadollano	400	2	3000 V	8,5	22,5	1668	7	14				X								X	X									X																	
Length (km):	Vadollano	Santa Cruz de Mudela	400	1	3000 V	67,1	22,5	1668	13	16				X								X										X																	
244,6	Santa Cruz de Mudela	Manzanares	400	2	3000 V	41,7	22,5	1668	7	4				X								X	X									X																	
	Manzanares	Alcázar de San Juan	400	2	3000 V	49,2	22,5	1668	6	5				X								X	X									X																	
	Alcázar de San Juan	Villacañas	300	2	3000 V	27,9	22,5	1668	6	7				X								X										X																	
	Villacañas	Castillejo-Añover	300	2	3000 V	56,0	22,5	1668	10	7				X								X	X									X																	
	Castillejo-Añover	Aranjuez	300	2	3000 V	14,5	22,5	1668	6	5				X								X										X																	
SP3. Manzanares - Madrid (Hortaleza)	Aranjuez	San Cristobal Industrial	300	2	3000 V	38,1	22,5	1668	9	11				X								X										X																	
	San Cristobal Industrial	Villaverde Bajo	300	4	3000 V	2,9	22,5	1668	9	11				X								X	X									X																	
	Villaverde Bajo	Vallecas-Industrial	942	2	3000 V	7,2	22,5	1668	16	2				X								X	X									X																	
	Vallecas-Industrial	Vicálvaro	942	4	3000 V	4,2	22,5	1668	11	5				X								X										X																	
Length (km):	Vicálvaro	O'Donnell	930	2	3000 V	6,0	22,5	1668	3	14				X								X										X																	
213,2	O'Donnell	Hortaleza	200	2	3000 V	7,2	22,5	1668	0	13				X								X	X									X																	
	Hortaleza	Pitis	902	2	3000 V	9,7	22,5	1668	16	14				X								X	X									X																	
	Pitis	Pinar de Las Rozas	100	2	3000 V	14,9	22,5	1668	16	18				X								X	X									X																	
SP4. Madrid (Hortaleza) - Medina del Campo	Pinar de Las Rozas	Villalba de Guadarrama	100	2	3000 V	17,4	22,5	1668	0	16				X								X	X									X																	
	Villalba de Guadarrama	El Escorial	100	2	3000 V	12,4	22,5	1668	2	15				X								X	X									X																	
	El Escorial	Sta Mª de La Alameda	100	2	3000 V	21,5	22,5	1668	6	17				X								X	X									X																	
Length (km):	Sta Mª de La Alameda	Ávila	100	2	3000 V	48,9	22,5	1668	17	17				X								X	X									X																	
210,4	Ávila	Medina del Campo	100	2	3000 V	85,6	22,5	1668	10	5				X								X										X																	
SP5. Medina del Campo - Venta de Baños	Medina del Campo	El Pinar Sur	100	2	3000 V	33,2	22,5	1668	9	10				X								X	X									X																	
	El Pinar Sur	El Pinar Norte	100	1	3000 V	3,5	22,5	1668	5	5				X								X										X																	
Length (km):	El Pinar Norte	Valladolid Campo Grande	100	2	3000 V	5,5	22,5	1668	5	5				X								X	X									X																	
78,9	Valladolid Campo Grande	Venta de Baños	100	2	3000 V	36,7	22,5	1668	3	5				X								X	X									X																	
SP6. Venta de Baños - Miranda de Ebro	Venta de Baños	Burgos Rosa de Lima	100	2	3000 V	88,2	22,5	1668	2	15				X								X	X									X																	
172,4	Burgos Rosa de Lima	Miranda de Ebro	100	2	3000 V	84,2	22,5	1668	12	15				X								X	X									X																	
	Miranda de Ebro	Vitoria	100	2	3000 V	33,5	22,5	1668	11	10				X								X	X									X																	
SP7. Miranda de Ebro - Irún	Vitoria	Alsasua	100	2	3000 V	43,1	22,5	1668	10	9				X								X	X									X																	
	Alsasua	Brinkola	100	2	3000 V	21,7	22,5	1668	0	13				X								X	X									X																	
	Brinkola	Tolosa	100	2	3000 V	39,7	22,5	1668	18	0				X								X	X									X																	
Length (km):	Tolosa	San Sebastián	100	2	3000 V	26,6	22,5	1668	12	2				X								X	X									X																	
181,5	San Sebastián	Irún	100	2	3000 V	16,9	22,5	1668	13	12				X								X										X																	
	Miranda de Ebro	Orduña	700	1	3000 V	62,9	22,5	1668	18	12				X								X										X																	
SP8. Miranda de Ebro - Bilbao (Santurtzi)	Orduña	Aguja Enlace	700	2	3000 V	39,1	22,5	1668	14	0				X								X	X									X																	
	Aguja Enlace	Bifurcación La Casilla	720	1	3000 V	2,0	22,5	1668	10	9				X								X										X																	
114,8 km	Bifurcación La Casilla	Desertu-Barakaldo	720	2	3000 V	5,5	22,5	1668	12	13				X								X	X									X																	
	Desertu-Barakaldo	Santurtzi	720	2	3000 V	5,3	22,5	1668	13	11				X								X	X									X																	
	Alsasua	Pamplona	710	1	3000 V	51,9	22,5	1668	16	16				X								X										X																	
SP11. Alsasua - Zaragoza	Pamplona	Castejón de Ebro	710	1	3000 V	87,3	22,5	1668	17	17				X								X										X																	
237,9 km	Castejón de Ebro	Casetas	700	2	3000 V	78,3	22,5	1668	10	10				X									X									X																	
	Casetas	CIM Zaragoza Plaza	200-216-218	2	3000 V	20,4	22,5	1668	< 10	< 10				X									X									X																	
SP9. Badajoz(frontera) - Mérida - Ciudad Real - Manzanares	Frontera (Badajoz)	Badajoz	520	1	-	5,3	22,5	1668	< 10	< 10															X																									
	Badajoz	Aljucén	520	1	-	53,2	22,5	1668	10	7				X								X										X																	
405,3 km	Aljucén	Mérida	520	1	-	6,1	22,5	1668	1	9				X								X										X																	
	Mérida	Villanueva de la Serna	520	1	-	58,9	22,5	1668	11	11				X							X											X																	
	Villanueva de la Serna	Almorchón	520	1	-	62,4	22,5	1668	15	16				X											X																									
	Almorchón	Caracollera	520	1	-	84,2	22,5	1668	17	14				X											X																									
	Caracollera	Puertollano	520	1	-	33,8	22,5	1668	14	16				X							X																													
	Puertollano	Cañada de Calatrava	520	1	3000 V	23,3	22,5	1668	12	9				X							X																													
	Cañada de Calatrava	Bifurcación Poblete	520	1	3000 V	14,2	22,5	1668	13	12				X								X																												
	Bifurcación Poblete	Ciudad Real- Miguelturra	520	1	3000 V	1,9	22,5	1668	5	5				X								X																												
	Ciudad Real- Miguelturra	Manzanares	522	1	3000 V	62,0	22,5	1668	5	5				X								X										X																	
SP10. Vilar Formoso - Medina del Campo	Vilar Formoso	Fuentes de Oñoro	120	1	-	1,2	22,5	1668	14	17															X																									
	Fuentes de Oñoro	Salamanca	120	1	-	123,3	22,5	1668	17	18				X							X																													
201,1	Salamanca	Medina del Campo	120	1	-	76,6	22,5	1668	11	10				X							X																													

APPENDIX 3 / Detailed characteristics of existing infrastructures on Rail Freight Corridor Atlantic – PORTUGAL

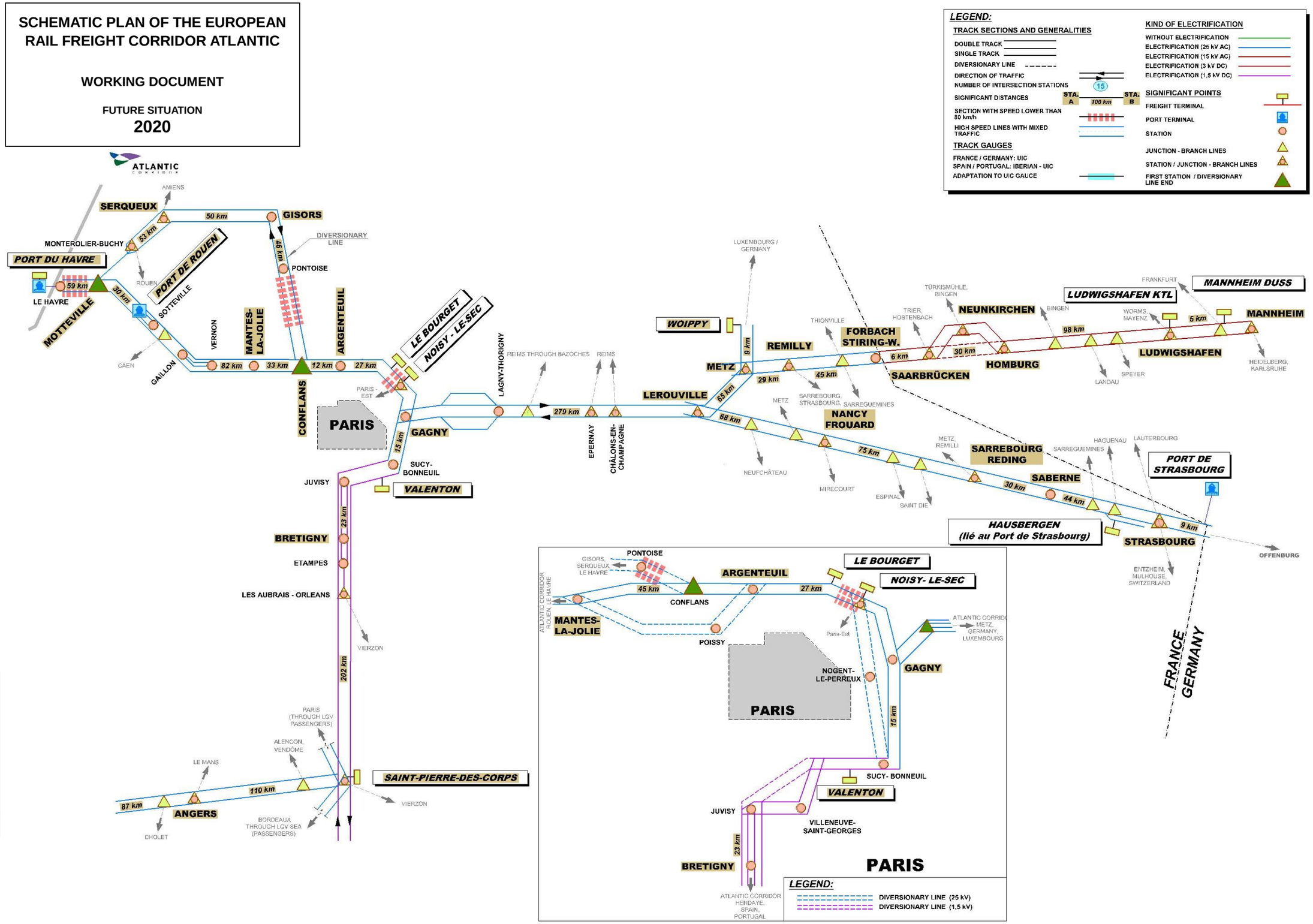
RAIL FREIGHT CORRIDOR ATLANTIC / EXISTING INFRASTRUCTURE IN PORTUGAL 2015-2016

LINE	SECTION			INSFRASTRUCTURE							AUTOMATIC TRAIN PROTECTION SYSTEM (ATP)					SIGNALING SYSTEM													COMMUNICATION WITH TRAIN								OTHERS CARACTERISTICS			MAXIMUM LOAD (with one locomotive) (TON)														
	NODE 1	NODE 2	NUMERO DE LIGNE	NOMBRE DE VOIES	ELECTRIFICATION	LONGUEUR (Km)	CHARGE ADMISSIBLE A L'ESSIEU (TN)	ECARTEMENT DES RAILS (mm)	DECLIVITE CARACTERISTIQUE SENS PAIR (‰)	DECLIVITE CARACTERISTIQUE SENS IMPAIR (‰)	Pas d'ATP	PZB (DE)	KVB (FR)	ASFA (SP)	EBICAB (700) (P)	Main / preliminary (H/V) or combined signal system (Ks) (GE)	Telephone communication (FR)	BLOCK MANUEL (FR)	BAL (FR)	BAPR (FR)	BLA (SP)	BA (SP)	BAB (SP)	BEM (SP)	BT (SP/P)	BA with BO (P)	BA without BO (P)	Autre type d'exploitation	RST WITH DATA TRANSMISSION (FR)	RST WITHOUT DATA TRANSMISSION DE DONNEES / WITH IDENTIFICATION (FR)	RST WITHOUT DATA TRANSMISSION (FR)	TREN-TIERRA (SP)	RADIO SOLO-TRAIN TTT CP_N (P)	GSM-R	GSM-FU	NO COMMUNICATION	PASSENGER TRAIN MAXIMUM SPEED	MAXIMUM LENGTH OF TRAINS (m)	TUNNEL GAUGE	Loc. 186 Electrica 5600 kw (GE)	Loc. 27000 midi Electrica 4200 kw / direction 2 (FR)	Loc. 27000 midi Electrica 4200 kw / direction 1 (FR)	Loc. 75000 Diesel 2000 kw / direction 2 (FR)	Loc. 75000 Diesel 2000 kw / Direction 1 (FR)	Loc. 253 Electrica 5200 kw / direction 2 (SP)	Loc. 253 Electrica 5200 kw / direction 1 (SP)	Loc. 333.3 Diesel 2460 kw / direction 2 (SP)	Loc. 333.3 Diesel 2460 kw / direction 1 (SP)	Loc. 335 Diesel 3200 kw / direction 2 (SP)	Loc. 335 Diesel 3200 kw / direction 1 (SP)	Loc. 4000 Diesel 3200 kw / direction 1 (P)	Loc. 4000 Diesel 3200 kw / direction 2 (P)	Loc. 4700 Electrica 4600 kw / direction 1 (P)	Loc. 4700 Electrica 4600 kw / direction 2 (P)
P1 - Minho Line Porto Cam. - Ermesinde 8,4 km	Porto Campanhã	Contumil	1	6	25000 V	2,4	22,5	1668	0	16					X											X							X				120	500	CPb+														1490	2120
	Contumil	Ermesinde	1	2	25000 V	6,0	22,5	1668	16	16					X											X							X				140	500	CPb+														1450	1350
P5 - Leixões Line Contumil - Leixões 18,9 km	Contumil	Leixões	5	1	25000 V	18,9	22,5	1668	18	18					X											X							X				70	480	CPb+														1310	1490
P6 - Douro Line Emersinde - T.S. Martinho do Campo (Valongo) 10,9 km	Emersinde	Ter. S. Martinho do Campo (Valongo)	6	2	25000 V	10,9	22,5	1668	15	18					X											X							X				110	520	CPb+														1240	1380
P8 - North Line Lisboa Santa Apolónia - Porto Campanhã 336,1 km	Lisboa Santa Apolónia	Braço de Prata	8	2	25000 V	4,0	22,5	1668	2	12					X											X							X				160	340	CPb+														1 940	1 450
	Braço de Prata	Alverca	8	4	25000 V	17,8	22,5	1668	8	6					X											X							X				180	500	CPb+														1 940	1 450
	Alverca	Castanheira do Ribatejo	8	2	25000 V	12,4	22,5	1668	7	8					X											X							X				220	500	CPb+														2 260	1 440
	Castanheira do Ribatejo	Azambuja	8	3	25000 V	12,7	22,5	1668	7	2					X											X							X				190	500	CPb+														2 260	1 440
	Azambuja	Setil	8	2	25000 V	9,5	22,5	1668	4	6					X											X							X				190	500	CPb+														2 260	1 440
	Setil	Santana-Cartaxo R	8	2	25000 V	6,8	22,5	1668	8	7					X											X							X				190	600	CPb+														2 060	2 200
	Santana-Cartaxo R	Entroncamento	8	2	25000 V	43,1	22,5	1668	12	11					X											X							X				100	600	CPb+														1 920	1 850
	Entroncamento	Alfarelos	8	2	25000 V	92,0	22,5	1668	18	17					X												X						X				160	600	CPb+														1 360	1 310
	Alfarelos	Pampilhosa	8	2	25000 V	33,0	22,5	1668	12	14					X											X							X				140	500	CPb+														1 530	1 780
	Pampilhosa	Ovar	8	2	25000 V	69,5	22,5	1668	11	10					X											X							X				220	600	CPb+														1 760	1 540
	Ovar	Gaia	8	2	25000 V	31,5	22,5	1668	15	15					X												X						X				180	400	CPb+														1 250	1 330
	Gaia	Porto Campanhã	8	2	25000 V	3,8	22,5	1668	11	4					X											X							X				120	400	CPb+														3 000	1 990
P20 - Beira Alta Line Pampilhosa - Vilar Formoso (fronteira) 201,9 km	Pampilhosa	Bif. Pampilhosa	20	1	25000 V	0,7	22,5	1668	1	1					X											X							X				30	500	CPb+														1 330	1 400
	Bif. Pampilhosa	Bif. Luso	20	2	25000 V	7,3	22,5	1668	2	16					X											X							X				120	500	CPb+														1 330	1 400
	Bif. Luso	Santa Comba Dão	20	1	25000 V	27,1	22,5	1668	17	17					X											X							X				160	500	CPb+														1 260	1 400
	Santa Comba Dão	Mangualde	20	1	25000 V	43,0	22,5	1668	12	18					X											X							X				160	500	CPb+														1 340	1 750
	Mangualde	Pinhel	20	1	25000 V	58,8	22,5	1668	17	17					X											X							X				130	500	CPb+														1 420	1 290
	Pinhel	Noémi	20	1	25000 V	45,4	22,5	1668	16	16					X											X							X				160	500	CPb+														1 270	1 420
	Nóemi	Vilar Formoso (fronteira)	20	1	25000 V	19,5	22,5	1668	16	18					X											X							X				120	500	CPb+														1 270	1 420
P25 - Beira Baixa Line Entronc. - Abrantes 28,6 km	Entroncamento	Abrantes	25	1	25000 V	28,6	22,5	1668	12	10					X											X							X				120	450	CPb+														1910	1670
P27 - Leste Line Abr. - Elvas (fronteira) 140,7 km	Abrantes	Torre das Vargens	27	1	-	39,3	22,5	1668	16	17															X												130	400	CPb														1 180	1 180
	Torre das Vargens	Portalegre	27	1	-	42,3	22,5	1668	15	16															X												120	400	CPb														1 250	1 410
	Portalegre	Elvas (fronteira)	27	1	-	59,1	22,5	1668	18	18															X												130	400	CPb														1 380	1 240
P29 - Cintura Line Alcântara Mar - Braço de Prata 11,3 km	Alcântara Mar	Agulha 13	29	1	25000 V	2,4	22,5	1668	20	0					X											X							X				90	350	CPb+														3 000	980
	Agulha 13	Sete Rios	29	2	25000 V	2,4	22,5	1668	20	0					X											X							X				90	350	CPb+														3 000	980
	Sete Rios	Terminal Técnico Chelas	29	4	25000 V	3,7	22,5	1668	14	20					X											X							X				90	350	CPb+														1 160	1 240
	Terminal Técnico Chelas	Braço de Prata	29	2	25000 V	2,8	22,5	1668	13	20					X											X							X				90	350	CPb+														1 160	1 240
P33-Vendas Novas Line Bif. Setil-Vendas Novas - Vidigal 64,7 km	Bif. do Setil-Vendas Novas	Vidigal	33	1	25000 V	64,7	22,5	1668	15	14					X											X							X				90	650	CPb+														1420	1370
P34 - Alentejo Line Poceirão - C. Bombel 21,3 km	Poceirão	PK Início Concordância Bombel	34	1	25000 V	21,3	22,5	1668	7	9					X											X							X				120	650	CPb+														2230	2540
P37 - South Line Set.-Mar - Ermi. Sado 99,0 km	Setúbal-Mar	Águas de Moura	37	1	25000 V	14,7	22,5	1668	10	13					X											X							X				120	550	CPb														1 500	1 950
	Bif. Águas de Moura Sul	Início Variante	37	1	25000 V	13,4	22,5	1668	8	10					X											X							X				200	600	CPb+														1 940	2 370
	Início Variante	Extremo Variante	37	1	25000 V	36,0	22,5	1668	8	15					X											X							X				100	600	CPb+														1 580	1 400
	Extremo Variante	Ermidas Sado	37	1	25000 V	34,9	22,5	1668	13	13					X											X							X				220	600	CPb+														1 750	1 750
P38 - Sines Line Ermidas Sado - Sines 50,7 km	Ermidas-Sado	Sines	38	1	25000 V	50,7	22,5	1668	21	18					X											X							X				120	480	CPb+														1270	1190
P46 - Poceirão Concordance Bif. Agualva - Bif. Águas de Moura Sul 5,1 km	Bif. Agualva	Bif. Águas de Moura Norte	46	2	25000 V	2,3	22,5	1668	9	0					X											X							X				200	600	CPb+														2 090	1 640
	Bif. Águas de Moura Norte	Bif. Águas de Moura Sul	46	1	25000 V	2,8	22,5	1668	9	0					X											X							X				200	600	CPb+														2090	1640
P53 - Agualva Concordance Poceirão - Bif. Agualva 2 km	Poceirão	Bif. Agualva	53	1	25000 V	2,0	22,5	1668	4	12					X											X							X				80	600	CPb+														1940	2370
P54 - Águas de Moura Concordance Águas de Moura - Bif. Águas de Moura Norte 3,7 km	Águas de Moura	Bif. Águas de Moura Norte	54	1	25000 V	3,7	22,5	1668	10	0					X											X							X				100	600	CPb+														1640	2090
P55 - Bombel Concordance PK Início Conco. Bombel - Vidigal 3,4 km	PK Início Concordância Bombel	Vidigal	55	1	25000 V	3,5	22,5	1668	3	9					X											X							X				80	600	CPb+														2230	1600
P68 - Alcacer Variant Pinheiro - Grândola Norte 28,8 km	Início Variante	Extremo Variante	68	2	25000 V	28,8	22,5	1668	13	13					X											X							X				220	700	CPb+														1790	1790
P69 - North of Setil Concordance Bif. Norte Setil - Bif. Setil-Vendas Novas 1 km	Bif. Norte do Setil	Bif. Setil-Vendas Novas	69	1	25000 V	1,0	22,5	1668	2	2					X											X							X				45	600	CPb+														1470	1370
P90 - Branch Line of Aveiro Port Plataforma de Cacia - Porto de Aveiro 8,8 km	Plataforma de Cacia	Porto de Aveiro	90	1	-	8,8	22,5	1668	12	9					X											X							X				60	500	CPb+														2290	1820

SCHEMATIC PLAN OF THE EUROPEAN RAIL FREIGHT CORRIDOR ATLANTIC

WORKING DOCUMENT

FUTURE SITUATION
2020

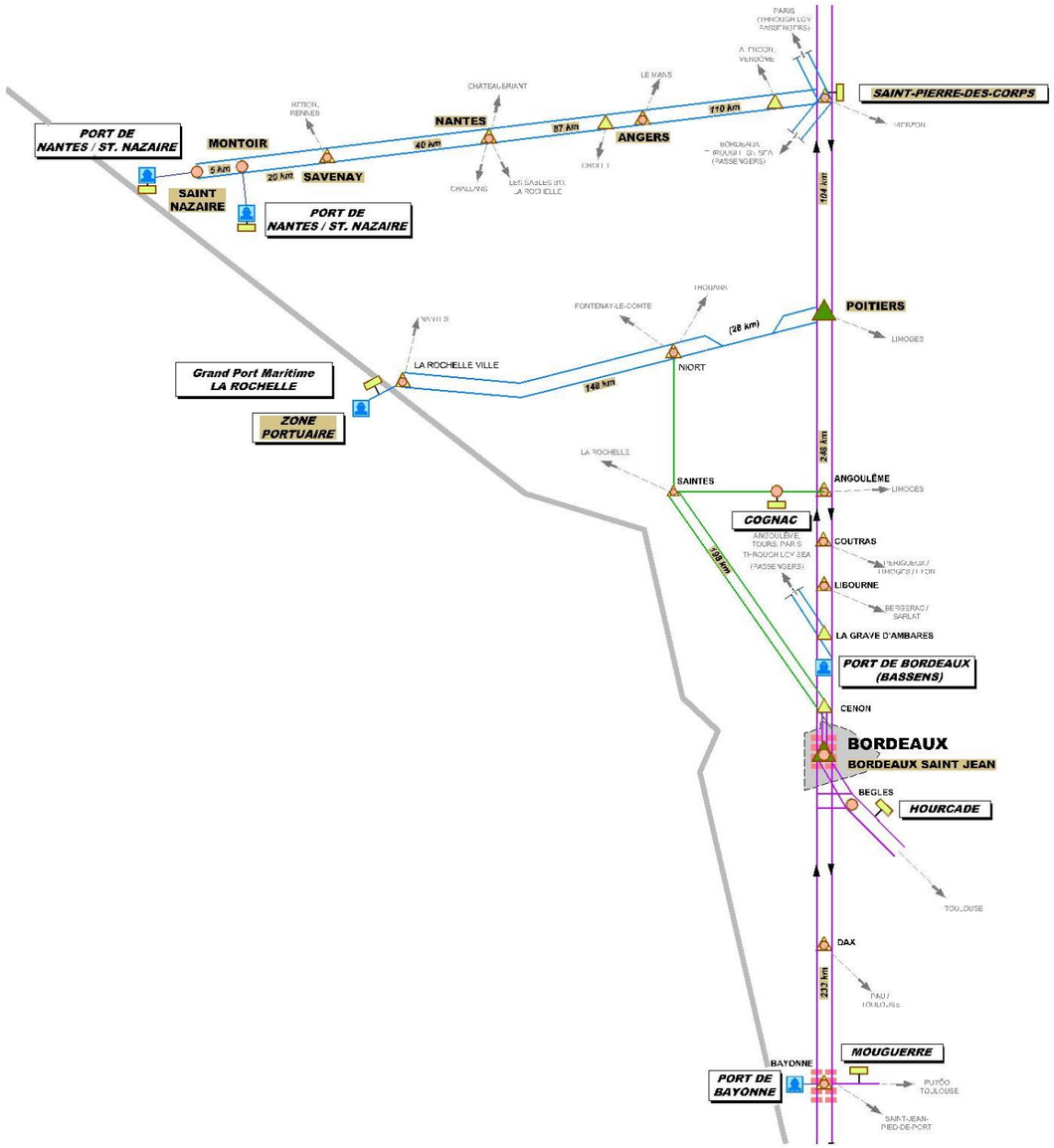


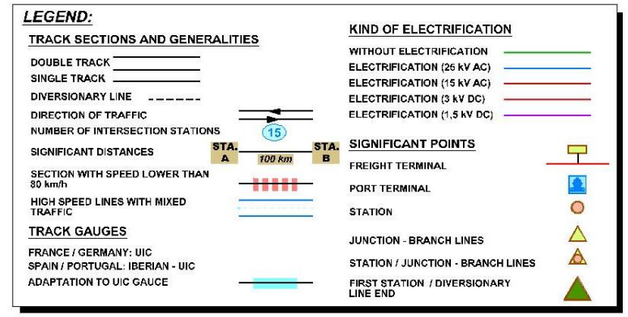
SCHEMATIC PLAN OF THE EUROPEAN RAIL FREIGHT CORRIDOR ATLANTIC

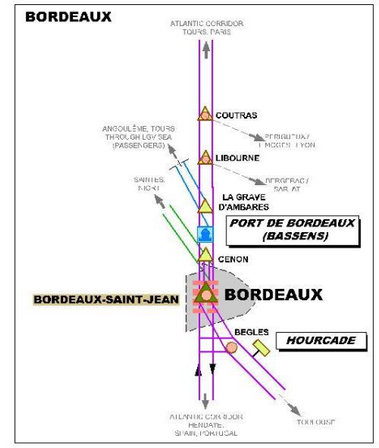
WORKING DOCUMENT

FUTURE SITUATION
2020

ATLANTIC CORRIDOR







SCHEMATIC PLAN OF THE EUROPEAN RAIL FREIGHT CORRIDOR ATLANTIC

WORKING DOCUMENT

FUTURE SITUATION
2020

ATLANTIC CORRIDOR

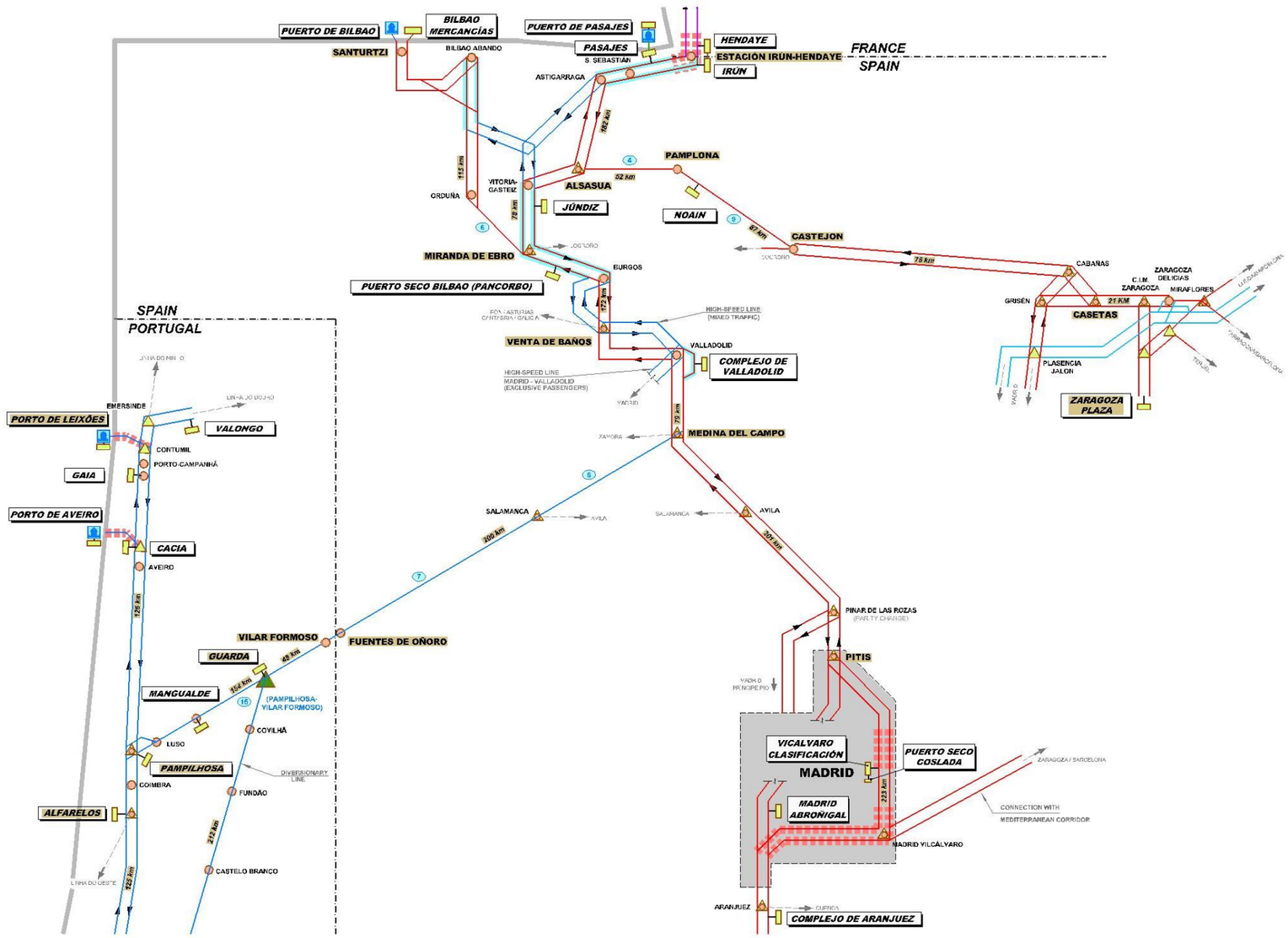
LEGEND:

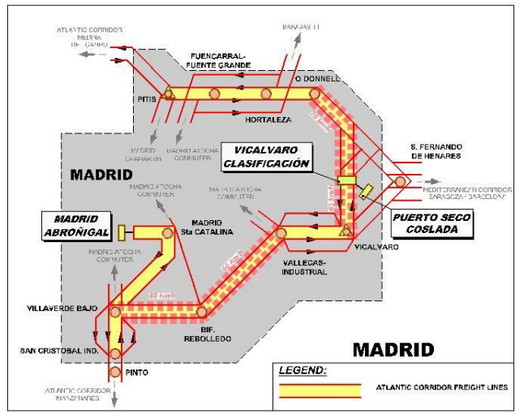
TRACK SECTIONS AND GENERALITIES
- DOUBLE TRACK
- SINGLE TRACK
- DIVERSIONARY LINE
- DIRECTION OF TRAFFIC
- NUMBER OF INTERSECTION STATIONS
- SIGNIFICANT DISTANCES
- SECTION WITH SPEED LOWER THAN 80 km/h
- HIGH SPEED LINES WITH MIXED TRAFFIC

TRACK GAUGES
- FRANCE / GERMANY: UIC
- SPAIN / PORTUGAL: IBERIAN - UIC
- ADAPTATION TO UIC GAUCE

KIND OF ELECTRIFICATION
- WITHOUT ELECTRIFICATION
- ELECTRIFICATION (25 kV AC)
- ELECTRIFICATION (15 kV AC)
- ELECTRIFICATION (3 kV DC)
- ELECTRIFICATION (1,5 kV DC)

SIGNIFICANT POINTS
- FREIGHT TERMINAL
- PORT TERMINAL
- STATION
- JUNCTION - BRANCH LINES
- STATION / JUNCTION - BRANCH LINES
- FIRST STATION / DIVERSIONARY LINE END





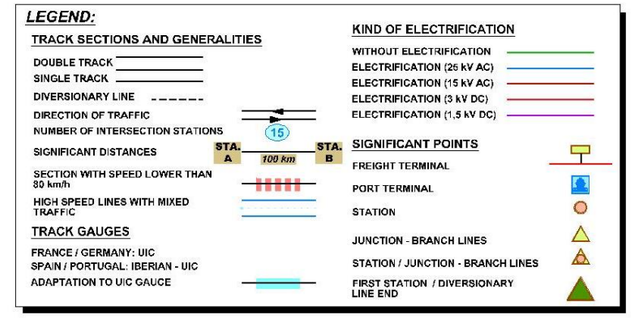
SCHEMATIC PLAN OF THE EUROPEAN RAIL FREIGHT CORRIDOR ATLANTIC

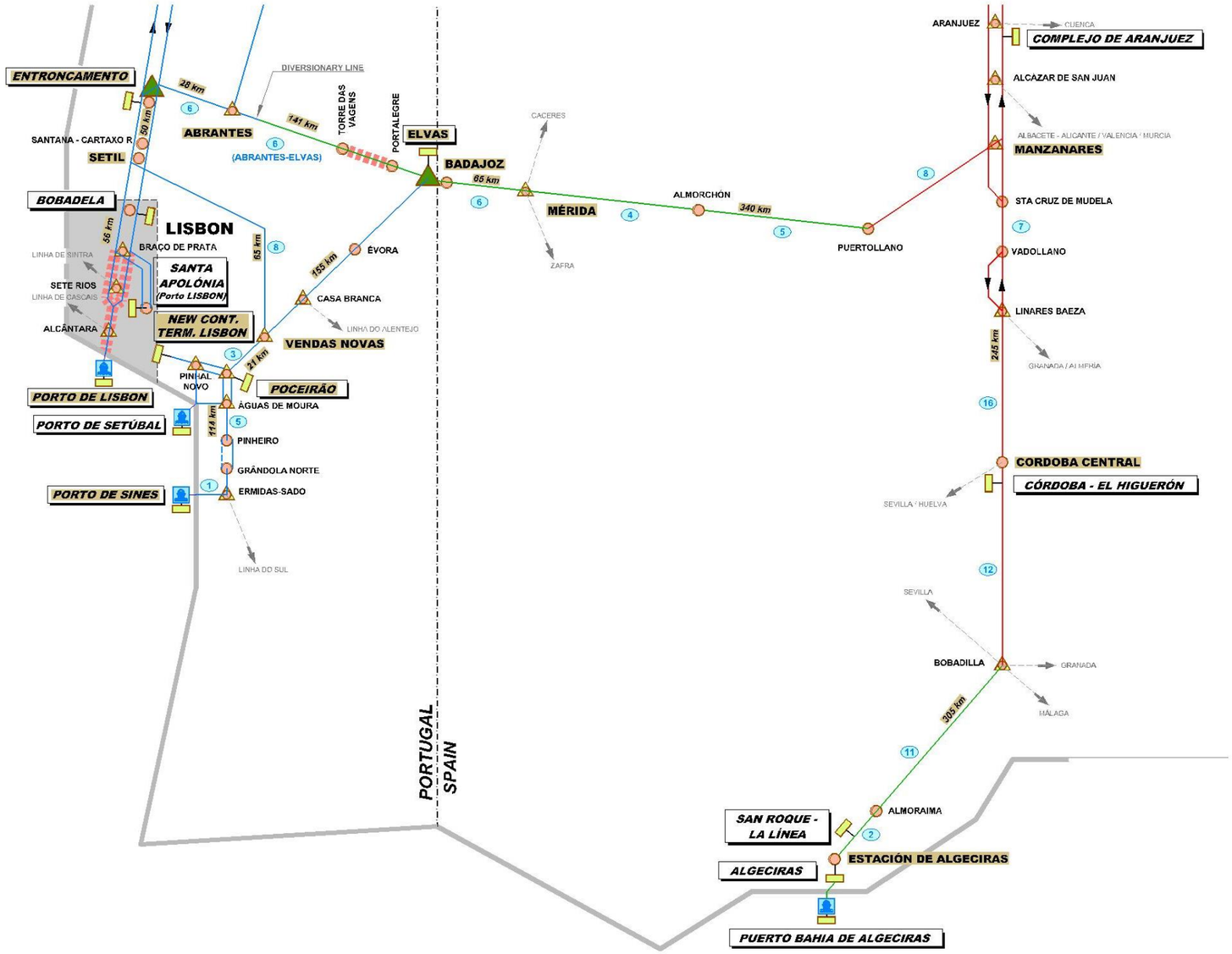
WORKING DOCUMENT

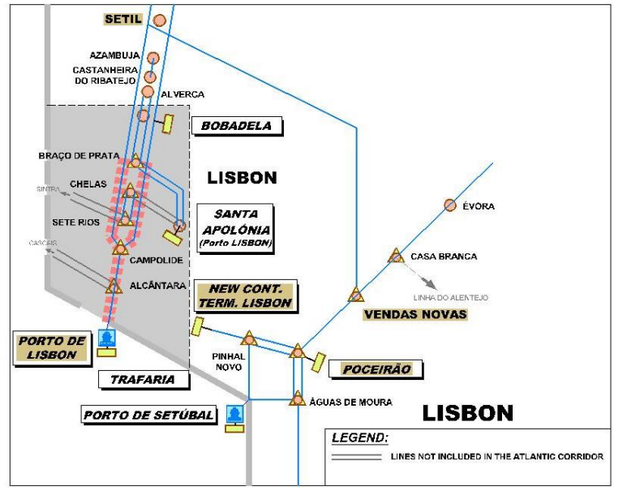
FUTURE SITUATION

2020

ATLANTIC CORRIDOR



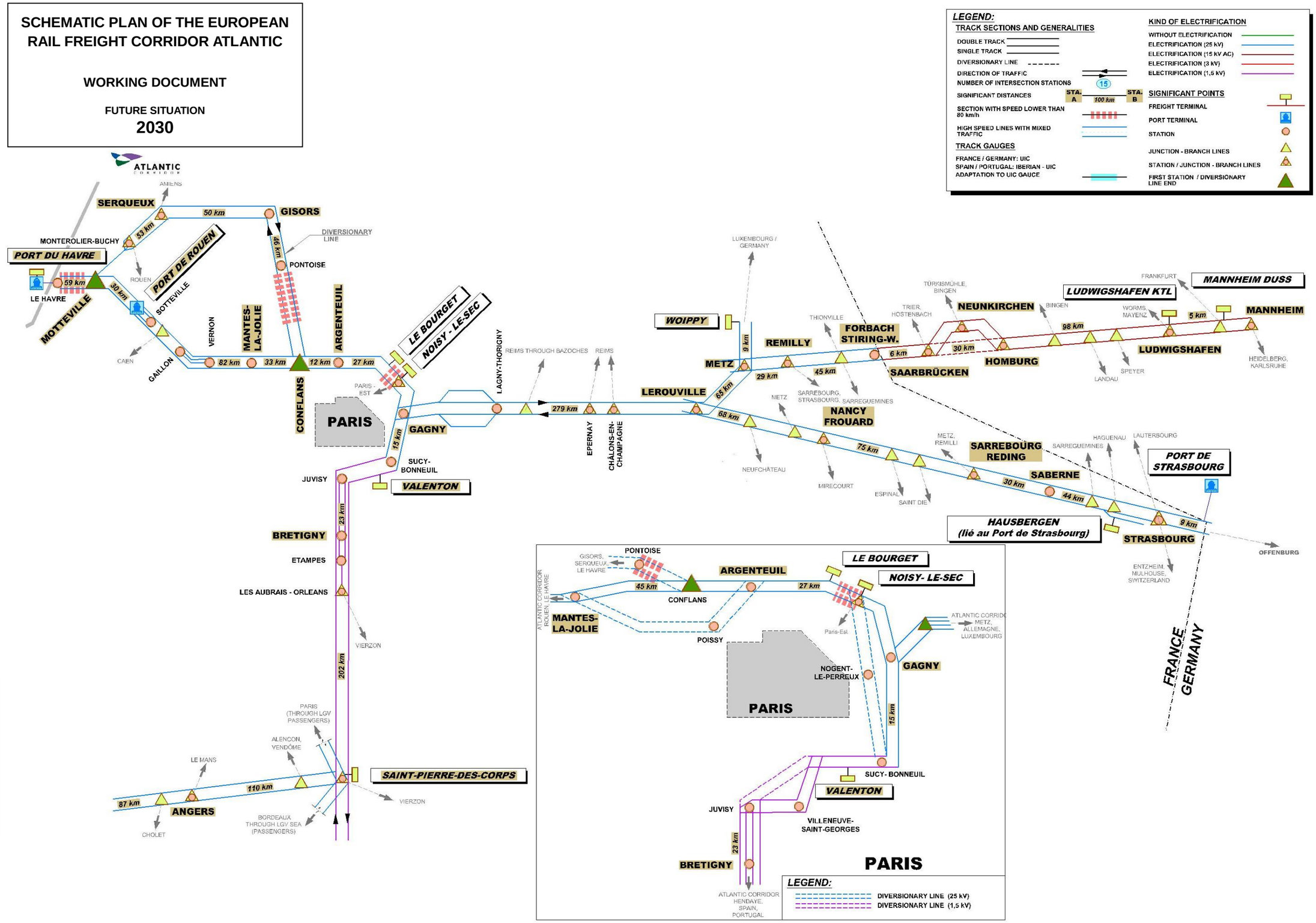




SCHEMATIC PLAN OF THE EUROPEAN RAIL FREIGHT CORRIDOR ATLANTIC

WORKING DOCUMENT

FUTURE SITUATION
2030



SCHEMATIC PLAN OF THE EUROPEAN RAIL FREIGHT CORRIDOR ATLANTIC

WORKING DOCUMENT

FUTURE SITUATION
2030

ATLANTIC CORRIDOR

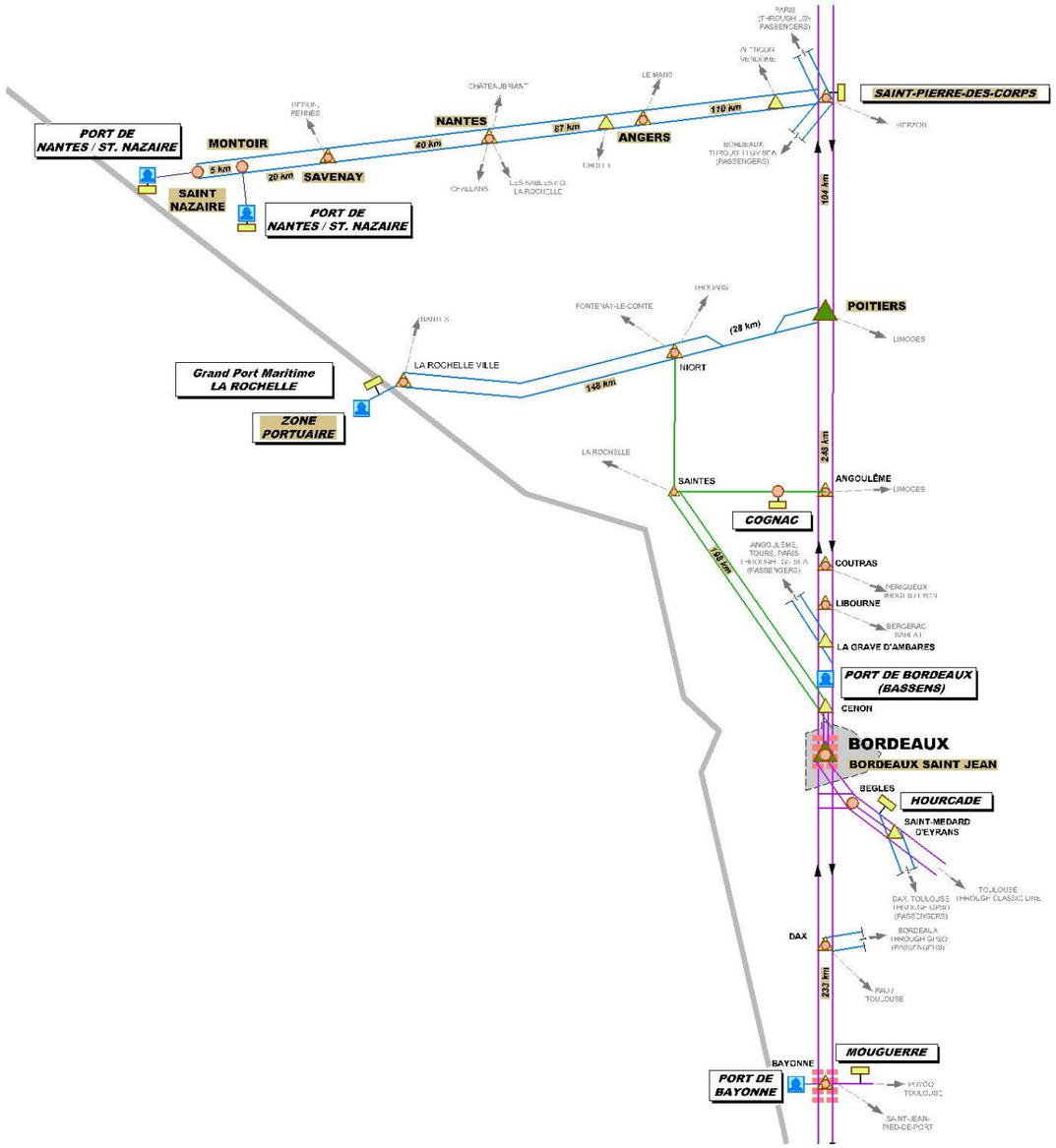
LEGEND:

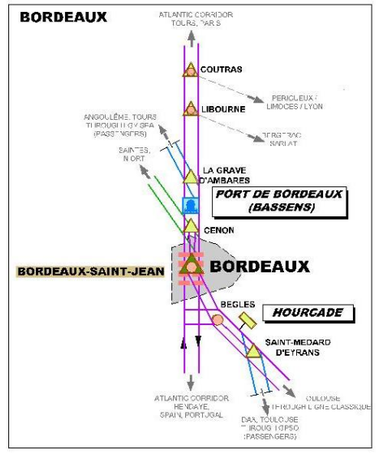
TRACK SECTIONS AND GENERALITIES
- DOUBLE TRACK
- SINGLE TRACK
- DIVERSIONARY LINE
- DIRECTION OF TRAFFIC
- NUMBER OF INTERSECTION STATIONS (15)
- SIGNIFICANT DISTANCES STA. A — 100 km — STA. B
- SECTION WITH SPEED LOWER THAN 80 km/h
- HIGH SPEED LINES WITH MIXED TRAFFIC

TRACK GAUGES
- FRANCE / GERMANY: UIC
- SPAIN / PORTUGAL: IBERIAN - UIC
- ADAPTATION TO UIC GAUGE

KIND OF ELECTRIFICATION
- WITHOUT ELECTRIFICATION
- ELECTRIFICATION (25 kV)
- ELECTRIFICATION (15 kV AC)
- ELECTRIFICATION (3 kV)
- ELECTRIFICATION (1,5 kV)

SIGNIFICANT POINTS
- FREIGHT TERMINAL
- PORT TERMINAL
- STATION
- JUNCTION - BRANCH LINES
- STATION / JUNCTION - BRANCH LINES
- FIRST STATION / DIVERSIONARY LINE END



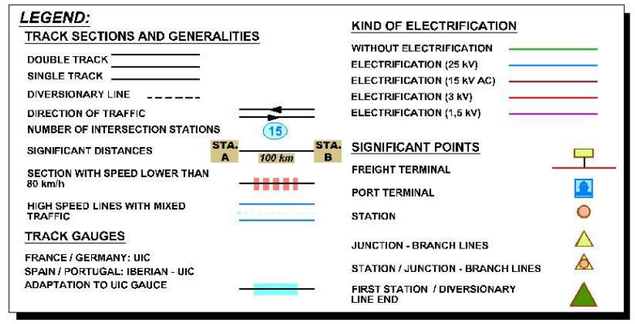


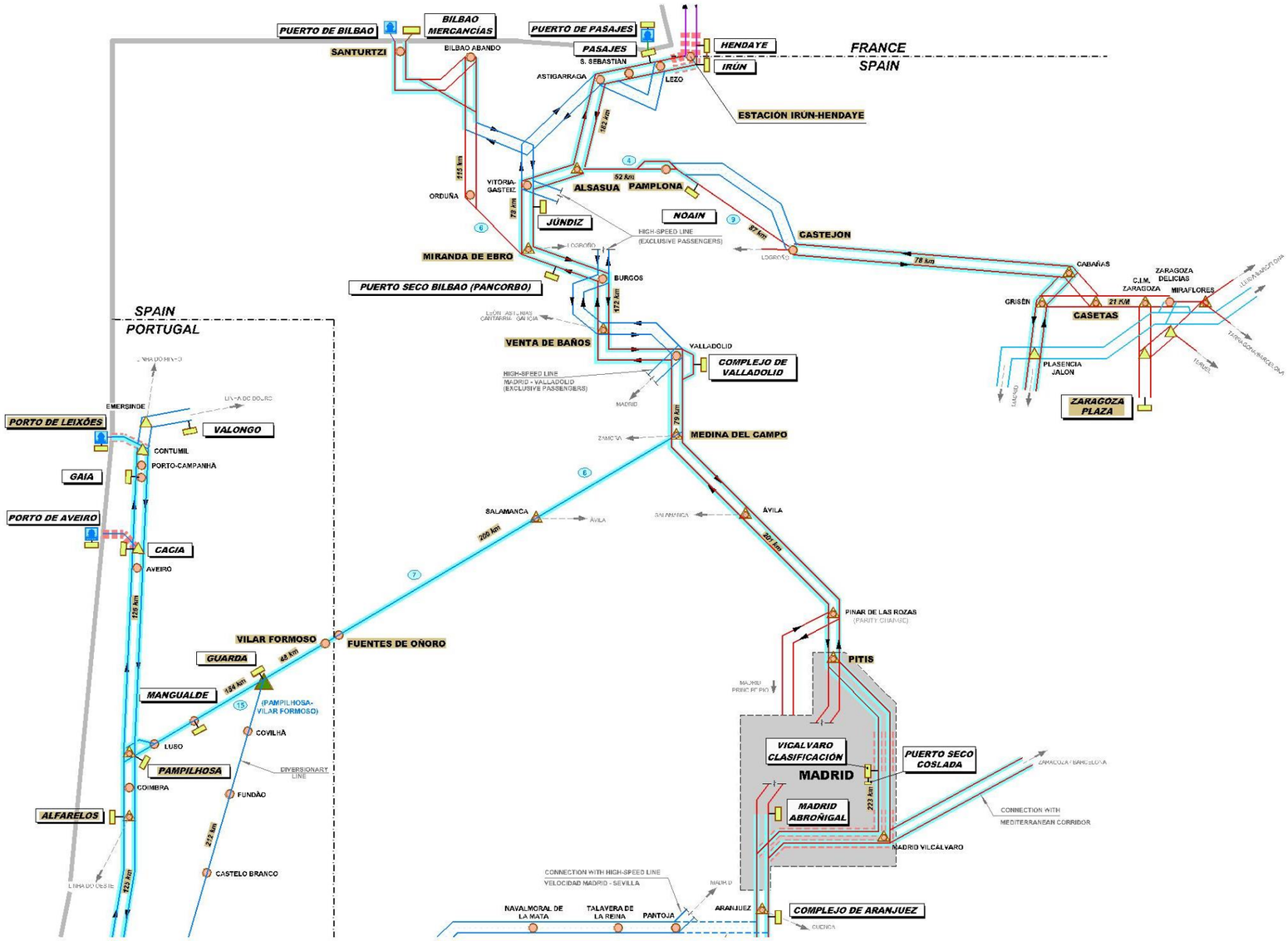
SCHEMATIC PLAN OF THE EUROPEAN RAIL FREIGHT CORRIDOR ATLANTIC

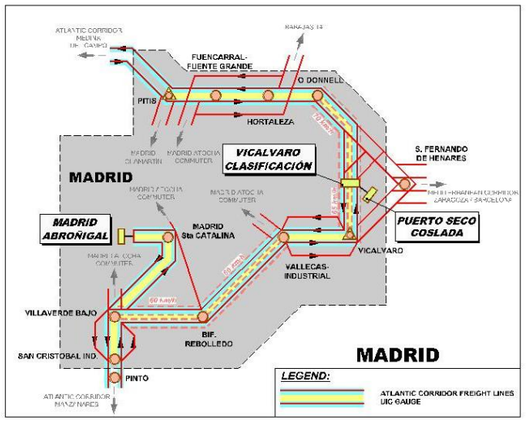
WORKING DOCUMENT

FUTURE SITUATION
2030

ATLANTIC CORRIDOR







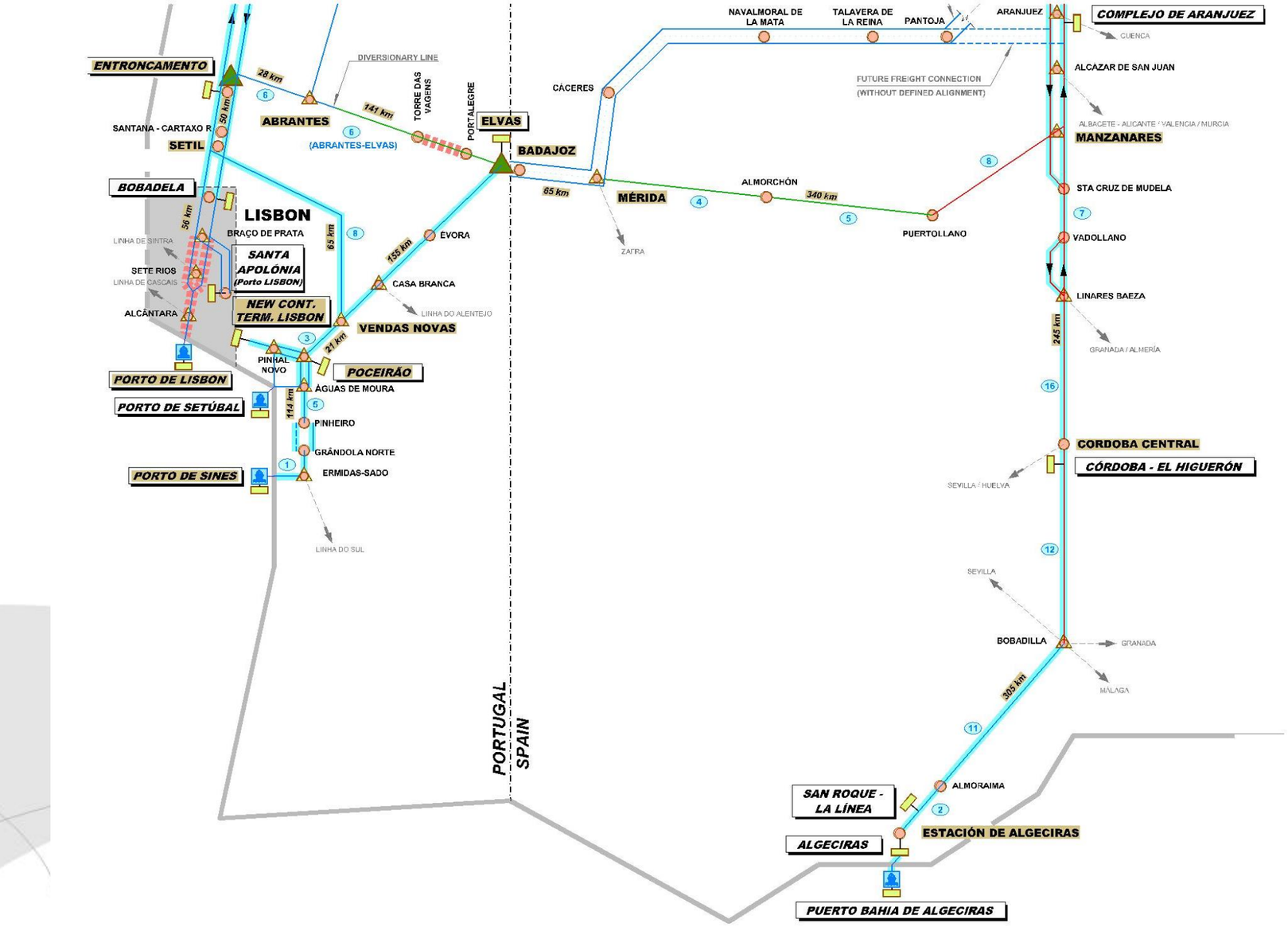
STUDY INFRASTRUCTURES AND EXPLOITATION IN THE SHORT, MEDIUM AND LONG TERM

SCHEMATIC PLAN OF THE EUROPEAN FREIGHT CORRIDOR ATLANTIC

WORKING DOCUMENT
FUTURE SITUATION
2030

Date: December2015

ATLANTIC CORRIDOR



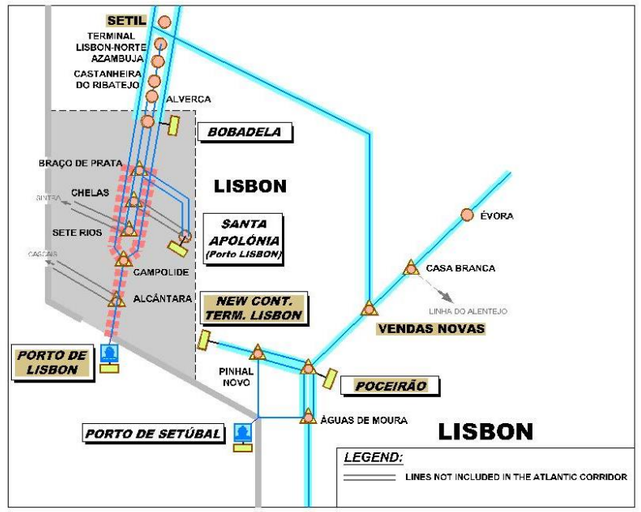
LEGEND:

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

TRACK GAUGES
- FRANCE / GERMANY: UIC
- SPAIN / PORTUGAL: IBERIAN - UIC
- ADAPTATION TO UIC GAUCE

KIND OF ELECTRIFICATION
- WITHOUT ELECTRIFICATION
- ELECTRIFICATION (25 kV)
- ELECTRIFICATION (15 kV AC)
- ELECTRIFICATION (3 kV)
- ELECTRIFICATION (1,5 kV)

SIGNIFICANT POINTS
- FREIGHT TERMINAL
- PORT TERMINAL
- STATION
- JUNCTION - BRANCH LINES
- STATION / JUNCTION - BRANCH LINES
- FIRST STATION / DIVERSIONARY LINE END



APPENDIX 5 / Summary of the PaPs offer 2017 for freight on Rail Freight Corridor "Atlantic" (1 frame)

	Running Days in IP network (origin)	Running Days in Adif network (origin)	Running Days in SNCF Réseau network (origin)	Running Days in DB NETZ network (origin)	Portugal: SINES	LISBOA / BOBADELA	LEIXÕES	ENTRONCAMENTO	PAMPILHOSA	ELVAS (HP)	VILAR FORMOSO Arrival (HP)	VILAR FORMOSO Departure (HE)	Spain: FUENTES DE ONORO	BADAJOZ Arrival (HP)	BADAJOZ Departure (HE)	MERIDA / HUELVA	ALGECIRAS	MADRID	BURGOS	NOAIN / PAMPLONA	GRISEN / ZUERA	MIRANDA EBRO / BILBAO	IRUN (Arrival)	IRUN (Departure)	France: HENDAYE (Arrival)	HENDAYE (Departure)	BAYONNE	LE HAVRE	NOISY LE SEC	LE BOURGET	VAIRES/TORCY	METZ SABLONS	WOIPPY	FORBACH (ARRIVAL)	FORBACH (DEPARTURE)	STIRING WENDEL	Germany: SAARBRUCKEN	EINSIDLERHOF	LUDWIGSHAFEN	MANNHEIM
1			1234567	1234567																							from Spain by Cerbère 11:09 (RFC6/RFC2)					???		02:31	No PaP offer available in Germany			
3			1234567	1234567																							from Barcelona 03:35 by TP FERRO (RFC6/RFC2)					???		02:53	No PaP offer available in Germany			
5			1234567	123457																											22:00			04:26	04:30		05:39			08:01
7			1234567	1234567																							from Spain by Cerbère 15:20 (RFC6/RFC2)					???		06:40	06:46		07:55			10:24
9			1234567	1234567																									18:18						08:04	No PaP offer available in Germany			
11			1234567	1234567																							from Spain by Cerbère 20:29 (RFC6/RFC2)					???		10:39	11:16		12:15			15:53
13			1234567	1234567																									From GEVREY 05:33 (RFC2)					???			10:14	No Pap offer available in Germany			
15			1234567	123456																													14:05		15:07	15:11	16:01			19:10
17			1234567																									18:34					???	To Bale 08:14 (RFC2)					
19			1234567	1234567																											14:30			19:30	20:03		21:33			23:58
21			12345	1234567																							03:06								20:07	No Pap offer available in Germany			
23		1234567	12345	1234567																20:00			23:36	19:11										12:35	No Pap offer available in Germany				
25		12345	12345	1234567																	17:20		22:36	14:14										11:13	12:45		14:01			16:25
27		23456	12345																14:13				18:12	18:27	18:32	*18:08*	to Lyon Sibelin 17:03 (paths protected by FA in France°												
29		12347	12345																			13:37	18:51	18:56	19:00	02:30					21:00									
31		123457	12345	1234567														23:25	(coordinated with RFC6)				08:49			02:00								01:15	No Pap offer available in Germany				
33		12346	12345	1234567													19:05	13:40	(coordinated with RFC6)				23:58			19:52					???	to Mouscron 20:36 / Antwerp (RFC2)							
35		12347	12345															07:14					17:01	17:03	17:08	*16:55*	to Noisy le Sec 03:49 /Dourges (Paths protected by FA in France)												
37	56	67				16:18		17:30	21:20		00:06	01:30	01:38										11:55	12:00	12:07	1 day / week							No PaP offer available in France and Germany					
39							19:00																			1 day / week				???									
41	6	7						20:36	22:12		00:50	02:40	03:05					10:55	to Barcelona 23:04 (RFC6)																					
43	135	246				18:32		20:36	22:12		00:50	02:40	03:05					12:20																					
45	24	24				02:10				07:17				07:35	10:08	11:03																							
47	5	6			18:00			05:00		08:00				08:18	10:20			21:50																					

	Running Days in DB NETZ network (origin)	Running Days in SNCF Réseau network (origin)	Running Days in Adif network (origin)	Running Days in IP network (origin)	Germany: MANNHEIM	LUDWIGSHAFEN	EINSIDLERHOF	SAARBRUCKEN	France: STIRING WENDEL	FORBACH (ARRIVAL)	FORBACH (DEPARTURE)	WOIPPY	METZ SABLONS	VAIRES / TORCY	LE BOURGET	NOISY LE SEC	LE HAVRE	BAYONNE	HENDAYE (Arrival)	HENDAYE (Departure)	Spain: IRUN (Arrival)	IRUN (departure)	MIRANDA EBRO / BILBAO	GRISEN / ZUERA	NOAIN / PAMPLONA	BURGOS	MADRID	ALGECIRAS	MÉRIDA / HUELVAS	BADAJOZ Arrival (HE)	BADAJOZ Departure (HP)	FUENTES DE ONORO	Portugal: VILAR FORMOSO Arrival (HE)	VILAR FORMOSO Departure (HP)	ELVAS (HP)	PAMPILHOSA	ENTRONCAMENTO	LEIXÕES	LISBOA	SINES
2	1234567	1234567				No PaP available in Germany					00:06		???	to Barcelona 22:50 by TP FERRO (RFC2/RFC6)																												
4	1234567	12345						No Pap available in Germany			03:22							00:16																								
6	1234567	1234567			No PaP available in Germany						03:36		???	to Spain by Cerbere 19:04 (RFC2/RFC6)																												
8	1234567	1234567			03:43			07:02	07:13	07:16		09:50																													
10	1234567	1234567			No PaP available in Germany						14:45			19:53																												
12	1234567	1234567			13:59			16:51		17:05	17:08		???	to Spain by Cerbere 07:00 (RFC2/RFC6)																												
14	1234567	1234567			From Munchen	No Pap available in Germany					15:54					04:45																										
16	1234567	1234567			11:57			15:37		15:51	16:10			21:27																										
18		1234567							From Bâle 13:51 (RFC2)				???				07:37																										
20	1234567	1234567			18:26		19:45	22:33	22:45	22:47			???	To Gevrey 04:22 (RFC2)																												
22	1234567	1234567			19:54			23:14		23:28	23:39		???	to Spain by Cerbere 15:55 (RFC2/RFC6)																												
24	1234567	12345	234567			No PaP available in Germany					03:10											00:55	12:45		(coordinated with RFC6)			23:40														
26	1234567	12345	1234567		No PaP available in Germany						03:52											03:19	07:14			10:17																
28	1234567	12345	12345		11:46		12:58	15:06		15:20	15:24								11:49	11:33					18:20															
30		12345	12345												???				10:00	16:25			01:21																	
32			23456										From Lyon Sibelin 6:20 (path protected by FA in France)						*08:32*	07:43						12:24														
34			12345										From Dourges / Noisy le Sec 20:45 (path protected by FA in France)						*8:47*	00:50							11:50												
36		12345	123456										From Antwerp/Mouscron 16:43 (RFC2)		???				11:55			03:50		(coordinated with RFC6)			15:20	08:40										
38			67	17											???	1 day / week				20:00	20:05	20:10											06:02	06:57		13:20		15:23		
40					???	No PaP offer available in Germany and France										1 day / week																					09:30	11:14		12:43	
42			6	7																					from Barcelona (RFC6)		16:44						01:22	01:32		04:14	05:46			
44			135	246																							16:45						01:22	01:32		04:14	06:36		07:47	
46			24	24																									06:50	08:10	08:18				08:42		11:58		13:12	
48			6	6																							00:45			11:45	11:04				11:27		14:35			18:34

Time in Portugal (HP) = time in France/Spain (HE) - 1H00

PaPs Germany/France/Spain/Portugal

PaPs France/Spain

PaPs Spain/Portugal

PaPs France/Germany/Netherlands/Switzerland

Note: Logistic Services to be provided by the Freight Terminals shall be agreed between the applicant and the terminal. The foreseen load transfer location is only as informative
To be checked the feasible running days
This shows the wish of the IMs to satisfy the MB proposal. When constructing the PaPs it will be possible that no feasible solution could be found.

23:36 | 19:11 long period for freight transhipment

01:15 PaPs probably affected by a variable stop at the French/German boarder (no traffic available from 0:00 to 4:00 in Germany all the year 2017)

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