EUROPEAN REGULATION 913/2010

Rail Freight Corridor "Atlantic"

CORRIDOR INFORMATION DOCUMENT

Sections 1, 2, 3 and 4

Timetabling year 2022

Co-financed by the European Union
Connecting Europe Facility

ATLANTIC CORRIDOR

Version control

Version	Author	Changes	Date
0.1	CID task force	Simplification and reviewing of the text in line with the proposed simplified common structure and implementation guide	17 July 2020
0.2	CID task force	Further streamlining based on comments of the task force	5 August 2020
0.3	CID task force	Further streamlining based on comments of RFC organisations	21 Sept 2020
0.4	Gerda Van Den Heede, Infrabel	Consistency check	9 October 2020
0.5	Elisabeth Gruber	Language check	21 October 2020
0.6	RNE/RFC High Level Group	Small adjustments to section 4	30 October 2020
1.0	RNE General Assembly	Approval	9 December 2020
1.1	ICM CID task force (including a check by the RNE WG LM)	Updating chapter 4.5.3 Traffic management in the event of disturbance and description of the relevant Corridor specificities according to the revised ICM Handbook.	30 August 2021
1.2	Miloslav Kogler & Gerda Van Den Heede, Infrabel	Consistency check	7 October 2021
1.3	Miloslav Kogler & Stefan Vartolomeec, dev-craft	Implementation of remarks agreed by WG NS & CID and adjusting the formatting according to requirements of the ‘NCI Tool’	25 October 2021

Version control

Version	Chapter changed	Changes compared to the previously published version	X marks which part in the chapter concerned has been changed	
			Common part	Corridor-specific part
10.12.2020	all		X	X
08.09.2021	all	Document format for NCI	X	X
15.11.2021	all	Document format for NCI	X	X

Table of contents

Glossary

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

https://rne.eu/wp-content/uploads/NS_CID_Glossary_2021.xlsx.

1 General Information

1.1 Introduction

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

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

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

1.2 Purpose of the CID

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

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

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


The corridor-specific parts are displayed in this frame.

The CID is divided into four Sections:

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

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

- Description of the characteristics of the Corridor,

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

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

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

1.3 Corridor Description

The railway lines of the Corridor are divided into:

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

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

1.4 Corridor Organisation

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

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

Members of the ExBo of the Corridor are as follows: - *Instituto da Mobilidade e dos Transportes (IMT, I.P.), from Portugal* - *Ministerio de Transportes, Movilidad y Agenda Urbana, from Spain* - *Ministère de la Transition écologique et solidaire, from France* - *Federal Ministry of Transport and Digital Infrastructure, from Germany*

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

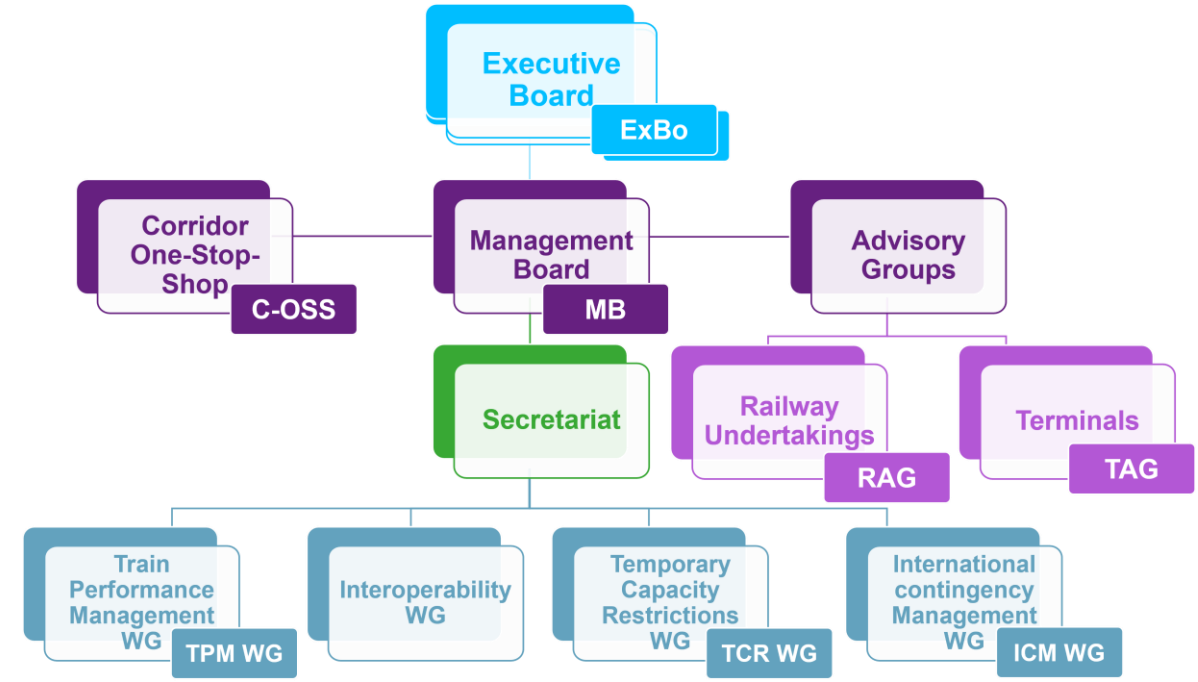
	Infraestruturas de Portugal	*PORTUGAL*
	ADIF	*SPAIN*
	SNCF Réseau	*FRANCE*
	DB Netz AG	*GERMANY*

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

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

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

The organigram of the Corridor can be found below.



https://www.atlantic-corridor.eu/our-corridor/our-governance/

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

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

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

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

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

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

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

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

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

1.5 Contacts

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

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

1.6 Legal status

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

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

1.7 Validity Period, Updating and Publishing

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

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

The CID can be updated when necessary according to:

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

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

1.8 IT tools

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

1.8.1 Path Coordination System (PCS)

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

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

1.8.2 Train Information System (TIS)

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

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

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

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

1.8.3 Charging Information System (CIS)

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

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

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

1.8.4 Customer Information Platform (CIP)

CIP is an interactive, internet-based information tool.

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

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

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

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

1.8.5 Network and Corridor Information (NCI) portal

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

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

1.9 Corridor Language

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

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

ATLANTIC CORRIDOR
The Corridor has additional official languages as follows: - *French for legal issues regarding the EEIG Atlantic Corridor legal matters*

The language used in operations is determined by national law.

2 Network Statement Excerpts

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

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

3 Terminal Description

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

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

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

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

The terminals along the Corridor are also displayed in a map in the CIP: www.cip.rne.eu.

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

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

ATLANTIC CORRIDOR

All the following Terminals are also displayed in a map in the CIP: www.cip.rne.eu.

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

Country	Terminal Name	Link to Terminal Description
Germany (see Annex 3.A1)	1. Beckingen Puhl Gmbh	www.puhl.eu
Germany (see Annex 3.A1)	2. Ludwigshafen KTL	www.ktl-lu.de/?lang=en
Germany (see Annex 3.A1)	3. Ludwigshafen Contargo	www.contargo.net/en/terminals/ludwigshafen/
Germany (see Annex 3.A1)	4. Mannheim Contargo	www.contargo.net/en/terminals/mannheim/
Germany (see Annex 3.A1)	5. Mannheim DP World Logistics	www.dpworldlogistics.eu/our-businesses/Mannheim
Germany (see Annex 3.A1)	6. Mannheim-Handelshafen DUSS	www1.deutschebahn.com/ecm2-duss/mannheim_flyer.pdf
Germany (see Annex 3.A1)	7. Mannheim Rangierbahnhof	http://www1.deutschebahn.com/ecm2-duss/start/
Germany (see Annex 3.A1)	8. Kirkel Terminal	www.bahnlog.saarlor.net/

Germany (see Annex 3.A1)	9. Germersheim DP World Logistics	www.dpworldlogistics.eu/ our-businesses/germersheim
Germany (see Annex 3.A1)	10. DUSS Saarbruecken	www.puhl.eu
Germany (see Annex 3.A1)	11. Rhenania Worms AG	www.rhenania-worms.de
Germany (see Annex 3.A1)	12. Rangierbahnhof Einsiedlerhof	www1.deutschebahn.com/ ecm2-duss/start/
France (see Annex 3.A2)	1. Grand Port Maritime du Havre	www.europorte.com/uk/ | subsidiaries/Railway-infrastructure-management/
France (see Annex 3.A2)	2. Terminal du Havre – Soquence	www.naviland-cargo.com/contact/centre-de-national-des-operations
France (see Annex 3.A2)	3. Grand Port Maritime of Rouen	www.europorte.com/uk/ | subsidiaries/Railway-infrastructure-management/
France (see Annex 3.A2)	4. Terminal of Le Bourget	
France (see Annex 3.A2)	5. Terminal of Noisy Le Sec	www.novatrans.eu/images/ | PDFterminaux/Terminal_Noisy.pdf
France (see Annex 3.A2)	6 Terminal of Woippy	
France (see Annex 3.A2)	8. Terminal of Hausbergen	
France (see Annex 3.A2)	8. Terminal of Valenton	www.naviland-cargo.com/implantations/paris-valenton | http://www.novatrans.eu/ | images/PDFterminaux/ | Terminal_Valenton.pdf | www.t3m.fr
France (see Annex 3.A2)	9. Port de Nantes St Nazaire	www.nantes.port.fr/ | https://www.europorte.com/uk/ | subsidiaries/Railway-infrastructure-management/
France (see Annex 3.A2)	10. Terminal of Saint Pierre des Corps (Tours)	www.brangeon.fr/transports-logistique/logistique/carte-implantations-logistiques/
France (see Annex 3.A2)	11. Grand Port Maritime de La Rochelle	www.larochelle-port.eu/ www.europorte.com/uk/ subsidiaries/Railway-infrastructure-management/
France (see Annex 3.A2)	12. Terminal of Cognac	www.naviland-cargo.com/implantations/cognac
France (see Annex 3.A2)	13. Grand Port Maritime de Bordeaux – Bassens	www.bordeaux-port.fr/en www.bordeaux-port.fr/sites/default/ files/bassens2013.pdf
France (see Annex 3.A2)	14. Terminal of Bordeaux – Hourcade	www.naviland-cargo.com/implantations/bordeaux | www.novatrans.eu/images/ | PDFterminaux/Terminal_Bordeaux.pdf
France (see Annex 3.A2)	15. Port of Bayonne	https://www.bordeaux-port.fr/en

France (see Annex 3.A2)	16. Terminal of Bayonne – Mouguerre	www.novatrans.eu/ | mages/PDFterminaux/ | Terminal_Bayonne.pdf | ambrogiointermodal.com/en | www.mivacef.com/articles-les.entreprises-logistique,et,report,modal
France (see Annex 3.A2)	17. Terminal of Hendaye	www.railsider.com/en/facilities-freight-transport/atlantic-axis-logistic-services
France (see Annex 3.A2)	18. Changing bogies installation of Hendaye	http://www.transfesa.com/rail-spain-en/where-are-we/international-connections/axle-change-facilities-1923450w
Spain (see Annex 3.A3)	1. Terminal Irún Mercancías	www.adif.es/es_ES/ | infraestructuras/terminales/11601/ | ficha_instalacion_logistica_0030.shtml
Spain (see Annex 3.A3)	2. Terminal de Pasaia	www.adif.es/es_ES/ | infraestructuras/terminales/11515/ | ficha_instalacion_logistica_0023.shtml
Spain (see Annex 3.A3)	3. Terminal de Júndiz	www.adif.es/es_ES/ | infraestructuras/terminales/11221/ | ficha_instalacion_logistica_0021.shtml
Spain (see Annex 3.A3)	4. Terminal Bilbao Mercancías	www.adif.es/es_ES/ | infraestructuras/terminales/13408/ | ficha_instalacion_logistica_0026.shtml
Spain (see Annex 3.A3)	5. Terminal de Noain	www.adif.es/es_ES/ | infraestructuras/terminales/80103/ | ficha_instalacion_logistica_0009.shtml
Spain (see Annex 3.A3)	6. Terminal Complejo de Zaragoza Plaza	www.adif.es/es_ES/ | infraestructuras/terminales/10600/ ficha_instalacion_logistica_0003.shtml
Spain (see Annex 3.A3)	7. Terminal Complejo de Valladolid	www.adif.es/es_ES/ | infraestructuras/terminales/95104/ | ficha_instalacion_logistica_0005.shtml
Spain (see Annex 3.A3)	8 Terminal Madrid Abroñigal	www.adif.es/es_ES/ | infraestructuras/terminales/98201/ | ficha_instalacion_logistica_0004.shtml
Spain (see Annex 3.A3)	9. Terminal Centro Logístico de Vicálvaro	www.adif.es/es_ES/ | infraestructuras/terminales/98201/ | ficha_instalacion_logistica_0004.shtml
Spain (see Annex 3.A3)	10. Terminal Madrid Puerto Seco de Coslada	www.puertoseco.com/ingles/ | dryport.html | www.conterail.com
Spain (see Annex 3.A3)	11. Terminal Córdoba El Higuerón	www.adif.es/es_ES/ | infraestructuras/terminales/50512/ | ficha_instalacion_logistica_0075.shtml
Spain (see Annex 3.A3)	12. Terminal de San Roque – La Línea Mercancías	www.adif.es/es_ES/ | infraestructuras/terminales/55026/ | ficha_instalacion_logistica_0089.shtml
Spain (see Annex 3.A3)	13. Terminal Algeciras Mercancías	www.adif.es/es_ES/ | infraestructuras/terminales/55020/ |ficha_instalacion_logistica_0088.shtml
Spain (see Annex 3.A3)	14. Puerto Bahía de Algeciras	www.apba.es/ferrocarril
Spain (see Annex 3.A3)	15. Puerto de Bilbao	www.adif.es/es_ES/ | infraestructuras/terminales/13408/ |ficha_instalacion_logistica_0026.shtml
Spain (see Annex 3.A3)	16. Puerto de Pasaia	www.adif.es/es_ES/ | infraestructuras/terminales/11515/ | ficha_instalacion_logistica_0023.shtml

Portugal (see Annex 3.A4)	1. Leixões Port	*Documento de Informação da Instalação de Serviços para os Terminais Ferroviários de Mercadorias da Bobadela e Leixões 2020 | http://www.apdl.pt/plataforma_logistica*
Portugal (see Annex 3.A4)	3. Valongo Terminal	*https://www.spc.sapec.pt/ | content.php?menuid=79&contentid=36*
Portugal (see Annex 3.A4)	2. Vila Nova de Gaia Terminal	*www.infraestruturasdeportugal.pt*
Portugal (see Annex 3.A4)	4. Cacia Logistic Platform	*www.portodeaveiro.pt*
Portugal (see Annex 3.A4)	5. Aveiro Port	*www.portodeaveiro.pt*
Portugal (see Annex 3.A4)	6. Pampilhosa Terminal	*www.infraestruturasdeportugal.pt*
Portugal (see Annex 3.A4)	7 Mangualde Terminal	*www.infraestruturasdeportugal.pt*
Portugal (see Annex 3.A4)	8. Guarda Terminal	*www.infraestruturasdeportugal.pt*
Portugal (see Annex 3.A4)	9. Alfarelos Terminal	*www.tmip.pt*
Portugal (see Annex 3.A4)	10. Entroncamento Terminal	*www.mscportugal.com | www.tvt.pt/PT/servicos*
Portugal (see Annex 3.A4)	11. Bobadela Terminal	*Documento de Informação da Instalação de Serviços para os Terminais Ferroviários de Mercadorias da Bobadela e Leixões 2020 | Documento de informação da instalação de serviços terminal norte do complexo ferroviário da Bobadela | www.spc.sapec.pt/content.php? | menuid=90&contentid=49 | www.alcont.pt/instalacoes*
Portugal (see Annex 3.A4)	12. Lisboa Port	*www.yilport.com/en/ports/ | default/Liscont-Portugal/111/0/0 | www.yilport.com/pt/portos/ | default/Sotagus-Portugal/978/0/0*
Portugal (see Annex 3.A4)	13. Poceirão Terminal	*www.infraestruturasdeportugal.pt*
Portugal (see Annex 3.A4)	14. Setúbal Port	*www.yilport.com/en/ports/default/ | Tersado-Portugal/241/0/0 | www.yilport.com/en/ports/default/ | Setubal-Portugal/116/0/0www.portodesetubal.pt/terminais_portuarios.htm | www.spc.sapec.pt/content.php?menuid=80&contentid=38 | www.somincor.com.pt/company/ | en.thenavigatorcompany.com/ | Institutional/Our-activity/Setubal*
Portugal (see Annex 3.A4)	15. Sines Port	*www.ete.pt/Grupo/Empresas/ | Portsines_P.htm | www.psasines.pt*

4 Procedures for Capacity, Traffic and Train Performance Management

4.1 Introduction

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

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

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

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

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

ATLANTIC CORRIDOR
More details can be found in the Pilot Information Document under the following link: https://www.atlantic-corridor.eu/our-work-results/

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

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

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

4.2 Corridor OSS

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

4.2.1 Function

The C-OSS is the only body where applicants may request and receive dedicated infrastructure capacity for international freight trains on the Corridor. The handling of the requests takes place in a single place and a single operation. The C-OSS is exclusively responsible for performing all

the activities related to the publication and allocation decision with regard to requests for PaPs and RC on behalf of the IMs / ABs concerned.

4.2.2 Contact

ATLANTIC CORRIDOR	
Address	Félix BARTOLOME & Olvido MERELO D.G. DE CIRCULACIÓN Y GESTIÓN DE CAPACIDAD Subdirección de Servicios de Circulación y Calidad C/ Agustín de Foxá, 56. Edificio 22. Estación de Chamartín. 28036 Madrid SPAIN
Phone	(+34) 917 744 774
Email	*OSS@atlantic-corridor.eu*

4.2.3 Language of the C-OSS

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

ATLANTIC CORRIDOR
The C-OSS has additional official languages for correspondence: Spanish

4.2.4 Tasks of the C-OSS

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

- Collection of international capacity wishes:
  - Consult all interested applicants in order to collect international capacity wishes and needs for the annual timetable by having them fill in a survey. This survey is sent by the C-OSS to the applicants and/or published on the Corridor's website. The results of the survey will be one part of the inputs for the predesign of the PaP offer. It is important to stress that under no circumstances the Corridor can guarantee the fulfilment of all expressed capacity wishes, nor will there be any priority in allocation linked to the provision of similar capacity.

- Predesign of PaP offer:
  - Give advice on the capacity offer, based on input received from the applicants, and the experience of the C-OSS and IMs/ABs, based on previous years and the results of the Transport Market Study

- Construction phase:
  - Monitor the PaP/RC construction to ensure harmonised border crossing times, calendar days and train parameters

- Publication phase:
  - Publish the PaP catalogue at X-11 in the Path Coordination System (PCS)
  - Inspect the PaP catalogue in cooperation with IMs/ABs, perform all needed corrections of errors detected by any of the involved parties until X-10.5
  - Publish offer for the late path request phase (where late path offer is applicable) in PCS
  - Publish the RC at X-2 in PCS

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

- Allocation phase: late path requests (annual timetable process)
  - Collect, check and review all requests for the late path request phase including error fixing when possible
  - Allocate capacity for the late path request phase where applicable
  - Monitor the construction of feeder and/or outflow paths by sending these requests to the IMs/ABs concerned and obtain their responses/offers. In case of non-consistent offers (e.g. non-harmonised border times), ask for correction
  - Send the responses/offers to the applicants on behalf of the IMs/ABs concerned
  - Keep the catalogue concerned updated

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

4.2.4.1 Path register

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

4.2.5 Tool

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

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

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

4.3 Capacity allocation

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

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

4.3.1 Framework for Capacity Allocation

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

ATLANTIC CORRIDOR
https://www.atlantic-corridor.eu/library/public-documents/?cat=1249

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

4.3.2 Applicants

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

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

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

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

With the acceptance the applicant declares that it:

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

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

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


Detailed information about the deadlines can be found in the Network Statements of the IMs involved in the Corridor or in the NCI portal (see Section 2).

4.3.3 Requirements for requesting capacity

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

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

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

- it must be submitted to a C-OSS by using PCS, including at least one PaP/RC section (for access to PCS, see1.8.1 and 4.2.5). Details are explained in the PCS User Manual http://cms.rne.eu/pcs/pcs-documentation/pcs-basics),
- it must cross at least one border on a corridor,

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

  To be able for the C-OSS to identify such dossiers as one request, and to allow a correct calculation of the priority value (K value) in case a request has to be submitted in more than one dossier, the applicant should indicate the link among these dossiers in PCS. Furthermore, the applicant should mention the reason for using more than one dossier in the comment field.
- the technical parameters of the path request have to be within the range of the parameters – as originally published – of the requested PaP sections (exceptions are possible if allowed by the IM/AB concerned, e.g. when the timetable of the PaP can be respected)
- as regards sections with flexible times, the applicant may adjust/insert times, stops and parameters according to its individual needs within the given range.

ATLANTIC CORRIDOR
No specificities

4.3.4 Annual timetable phase

4.3.4.1 PaPs

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

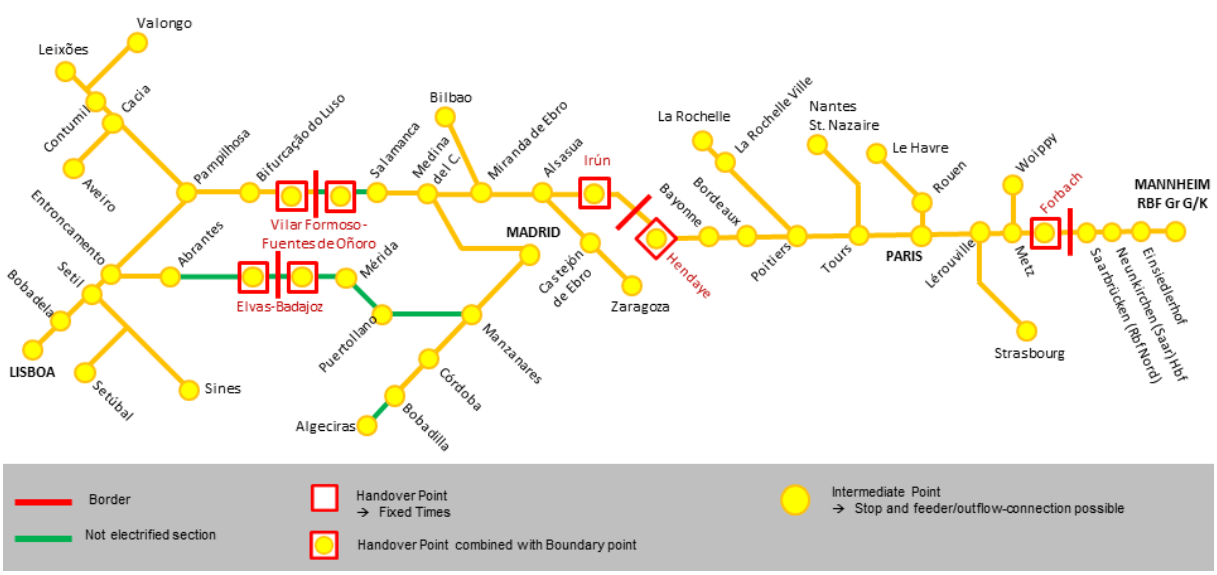
PaPs constitute an off-the-shelf capacity product for international rail freight services. In order to meet the applicants' need for flexibility and the market demand on the Corridor, PaPs are split up in several sections, instead of being supplied as entire PaPs, as for example from [Start Point(s)]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

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

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

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

4.3.4.2 Schematic corridor map



Other Atlantic Corridor maps can be found in the Implementation Plan or in the Customer Information Platform (CIP): www.cip.rne.eu

Symbols in schematic corridor map:

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

- Handover Point

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

  On the maps, this is shown as:

  Handover Point

- Intermediate Point

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

  On the maps, this is shown as:

  Intermediate Point

  Intermediate Point combined with Handover Point

- Operational Point

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

  On the maps, this is shown as:

   Operational Point

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

4.3.4.3 Features of PaPs

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

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

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

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

ATLANTIC CORRIDOR
Atlantic Corridor only offers Flex PaPs. *According to the guaranteed capacity pilot on progress on the Atlantic Corridor, one capacity bandwidth / direction is designed between Mannheim and Hendaye/Irun (FR/SP border) in order to increase the medium velocity of the train paths and guaranty capacity 5 days/week and 48 weeks/year.* *5 slots/direction are forecasted by DB Netz AG and SNCF Réseau in each capacity band per direction, including 1 slot/direction for rolling planning request.*
Further information can be found in Annex 4D

4.3.4.4 Multiple corridor paths

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

Multiple corridor paths on the Corridor are displayed on a map in Annex 4C or in the Customer Information Platform (CIP): www.cip.rne.eu

Atlantic Corridor is connected to	***at / between***	***offer***
Corridor North Sea - Mediterranean	*Paris*	*harmonized*
Corridor North Sea – Mediterranean	*Metz*	*harmonized*
Corridor North Sea – Mediterranean	*Strasbourg*	*harmonized*
Corridor North Sea – Mediterranean	*Lerouville*	*harmonized*
Mediterranean Corridor	*Madrid*	*harmonized*
Mediterranean Corridor	*Zaragoza*	*harmonized*
Mediterranean Corridor	*Linares-Baeza*	*Harmonized*

4.3.4.5 PaPs on overlapping sections

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

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

Description of common offers on overlapping sections on the Corridor can be found on a map in Annex 4C or in the Customer Information Platform (CIP): www.cip.rne.eu .

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

4.3.4.6 Feeder, outflow and tailor-made paths

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

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

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

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

4.3.4.7 Handling of requests

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

4.3.4.8 Leading tool for the handling of capacity requests

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

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

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

If an IM(s)/AB(s) accepts requests for modification or cancellation only via the national tool(s), provide this information here.

4.3.4.9 Check of the applications

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

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

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

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

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

No additional steps

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

In general: in case a request contains PaPs on several corridors, the C-OSSs concerned check the capacity request in cooperation with the other involved C-OSS(s) to ensure their cooperation in treating multiple corridor requests. This way, the cumulated length of PaPs requested on each

corridor is used to calculate the priority value (K value) of possible conflicting requests (see more details in 4.3.4.11). The different corridors can thus be seen as part of one combined network.

4.3.4.10 Pre-booking phase

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

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

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

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

4.3.4.11 Priority rules in capacity allocation

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

A) A resolution through consultation may be promoted and performed between applicants and the C-OSS, if the following criteria are met:
   - The conflict is only on a single corridor.
   - Suitable alternative PaPs are available.

B) Applying the priority rule as described in Annex 1 of the FCA (see Annex 4.A) and in 4.3.4.13 and 4.3.4.14.
   a. Cases where no Network PaP is involved (see 4.3.4.13)
   b. Cases where Network PaP is involved in at least one of the requests (see 4.3.4.14)

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

C) Random selection (see 4.3.4.15).

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

ATLANTIC CORRIDOR
The Corridor does not apply the resolution through consultation

4.3.4.12 Network PaP

A Network PaP is not a path product. However, certain PaPs may be designated by corridors as ‘Network PaPs’, in most cases for capacity requests involving more than one corridor. Network PaPs are designed to be taken into account for the definition of the priority of a request, for

example on PaP sections with scarce capacity. The aim is to make the best use of available capacity and provide a better match with traffic demand.

The Corridor does not designate any Network PaPs.

4.3.4.13 Priority rule in case no Network PaP is involved

The priority is calculated according to this formula:

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

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

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

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

K = The rate for priority

All lengths are counted in kilometres.

The method of applying this formula is:

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

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

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

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

K = Priority value

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

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

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

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

The method of applying this formula is:

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

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

4.3.4.15 Random selection

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

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

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

4.3.4.16 Special cases of requests and their treatment

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

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

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

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

- Construction starting point in the middle: The C-OSS pre-books the longest of the requested PaP sections either before or after the interruption. No other sections will be pre-booked; they will be treated as tailor-made.

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

4.3.4.17 Result of the pre-booking

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

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

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

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

4.3.4.18 Handling of non-requested PaPs

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

A) After pre-booking, all non-requested PaPs are handed over to the IM/AB.

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

ATLANTIC CORRIDOR
Atlantic Corridor handles non-requested PaPs according to B) above.

4.3.4.19 Draft offer

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

- Feeder, outflow or intermediate sections

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

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

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

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


Atlantic Corridor does not provide partial offers via PCS.

4.3.4.20 Observations

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

4.3.4.21 Post-processing

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

4.3.4.22 Final offer

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


Atlantic Corridor does not provide partial offers via PCS.

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

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

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

4.3.5 Late path request phase

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

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

4.3.5.1 Product

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

A) In the same way, as for PaPs, either specially constructed paths for late path requests or PaPs which were not used for the annual timetable.

B) On the basis of capacity slots. Slots are displayed per corridor section and the standard running time is indicated. To order capacity for late path requests, corridor sections without any time indications are available in PCS. The applicant may indicate his individually required departure and/or arrival times, and feeder and outflow path(s), as well as construction starting point. The indications should respect the indicated standard running times.

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

ATLANTIC CORRIDOR
Atlantic Corridor offers the possibility to place late path requests by using the variant A) and B) according to the product offered in each involved network. *Products for late path requests are not available in Germany.*

4.3.5.2 Multiple corridor paths

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

4.3.5.3 Late paths on overlapping sections

See 4.3.4.5.

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

4.3.5.4 Handling of requests

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

4.3.5.5 Leading tool for late path requests

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

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

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

ATLANTIC CORRIDOR

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

4.3.5.6 Check of the applications

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

4.3.5.7 Pre-booking

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

4.3.5.8 Path elaboration

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

4.3.5.9 Late request offer

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

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

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

4.3.6 Ad-hoc path request phase

4.3.6.1 Reserve capacity (RC)

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

A. RC based on PaPs will be a collection of several sections along the Corridor, either of non-requested PaPs and/or PaPs constructed out of remaining capacity by the IMs/ABs after the allocation of overall capacity for the annual timetable as well as in the late path request phase.

B. In case RC is offered on the basis of capacity slots, slots are displayed per corridor section and the standard running time is indicated. The involved IMs/ABs jointly determine the amount of RC for the next timetable year between X-3 and X-2. The determined slots may not be decreased by the IMs/ABs during the last three months before real time.

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

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

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

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

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

4.3.6.2 Multiple corridor paths

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

4.3.6.3 Reserve capacity on overlapping sections

See 4.3.4.5.

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

4.3.6.4 Feeder, outflow and tailor-made paths

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

4.3.6.5 Handling of requests

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

4.3.6.6 Leading tool for ad-hoc requests

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

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

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

ATLANTIC CORRIDOR
No specificities.

4.3.6.7 Check of the applications

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

4.3.6.8 Pre-booking

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

4.3.6.9 Path elaboration

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

4.3.6.10 Ad-hoc request offer

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

- Acceptance > leads to allocation
- Ask for adaptations > ad-hoc offer can be returned to path elaboration with comments; IM/AB will make an alternative proposal; however, if no alternatives are possible, the applicant will have to prepare a new request

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

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

4.3.7 Request for changes by the applicant

4.3.7.1 Modification

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

4.3.7.2 Withdrawal

Withdrawing a request is only possible

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

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

ATLANTIC CORRIDOR
On this Corridor the information about withdrawal fees and deadlines can be found in the Network Statements of the IMs involved in the Corridor or in the NCI portal (see Section 2).

4.3.7.3 Transfer of capacity

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

4.3.7.4 Cancellation

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

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

ATLANTIC CORRIDOR
On this Corridor the information about cancellation fees and deadlines can be found in the Network Statements of the IMs involved in the Corridor or in the NCI portal (see Section 2).

4.3.7.5 Unused paths

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

On this Corridor the information about fees for unused paths can be found in the network statements of IMs involved in the Corridor or in the NCI portal (see Section 2).

4.3.8 Exceptional transport and dangerous goods

4.3.8.1 Exceptional transport

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

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

4.3.8.2 Dangerous goods

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

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

4.3.9 Rail related services

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

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

4.3.10 Contracting and invoicing

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

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

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

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

4.3.11 Appeal procedure

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

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

4.4 Coordination and Publication of planned Temporary Capacity Restrictions

4.4.1 Goals

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

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

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

4.4.2 Legal background

The legal background to this chapter can be found in:

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

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

4.4.3 Coordination process of corridor-relevant TCRs

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

4.4.3.1 Timeline for coordination

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

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

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

4.4.3.2 Coordination between neighbouring IMs (first level of coordination)

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

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

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

ATLANTIC CORRIDOR
Time and frequency of coordination meetings may differ from country to country. The result is an agreed list of coordinated TCRs linked to time frames, describing the impact on capacity as far as it is known. *Coordination meetings shall be organised by the respective IMs; the RFC TCR Coordinator will be invited and will be informed about the results and open issues concerning TCRs on Corridor lines. The RFC TCR Coordinator monitors the results of the coordination*

4.4.3.3 Coordination at Corridor level (second level of coordination)

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

ATLANTIC CORRIDOR

The Atlantic Corridor has the following process:

Date	*Stages*	*Observations*
X-17	*1st publication of major TCR's before the beginning of construction of the prearranged train paths*	
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*
X-5	*Update before the final attribution and planning of the capacity for trains ad-hoc*	*The railway undertakings and terminals will be consulted in X-13*

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

4.4.3.4 Conflict resolution process

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

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

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

4.4.4 Involvement of applicants

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

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

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

4.4.5 Publication of TCRs

4.4.5.1 Criteria for publication

	Consecutive days	**Impact on traffic** **(estimated traffic cancelled, re-routed or replaced by other modes of transport)**
Major impact TCR[1]	More than 30 consecutive days	More than 50% of the estimated traffic volume on a railway line per day
High impact TCR[1]	More than 7 consecutive days	More than 30% of the estimated traffic volume on a railway line per day

Medium impact TCR[1]	7 consecutive days or less	More than 50% of the estimated traffic volume on a railway line per day
Minor impact TCR[2]	unspecified[3]	More than 10% of the estimated traffic volume on a railway line per day

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

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

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

ATLANTIC CORRIDOR
No specificities

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

4.4.5.2 Dates of publication

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

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

4.4.5.3 Tool for publication

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

ATLANTIC CORRIDOR
Link to the overview on the Corridor's website and/or in the CIP: https://www.atlantic-corridor.eu/library/public-documents/?cat=1245

4.4.6 Legal disclaimer

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

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

4.5 Traffic management

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

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

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


On this Corridor the information regarding the application of the ICM Handbook to the Atlantic Corridor, please check the RFC Atlantic ICM Re-routing options processes here: https://www.atlantic-corridor.eu/media/1129/rfc-atlantic-icm-re-routing-options-processes.pdf

4.5.1 Cross-border section information

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

		
The list of corridor-related cross-border sections shall be displayed here.		
Cross-border section	***Cross-border section***	***Cross-border section***
Badajoz - Elvas	*Badajoz - Elvas*	*Badajoz - Elvas*
Fuentes de Oñoro - Vilar Formoso	*Fuentes de Oñoro - Vilar Formoso*	*Fuentes de Oñoro - Vilar Formoso*
Forbach - Saarbrücken	*Forbach - Saarbrücken*	*Forbach - Saarbrücken*
Hendaye - Irún	*Hendaye - Irún*	*Hendaye - Irún*

4.5.1.1 Technical features and operational rules

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

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


On this Corridor the information about technical features and operational rules can be found in the Network Statements of IMs/ABs involved in the Corridor or in the NCI portal (see Section 2) and in CIP www.cip.rne.eu.. *Depending on the border crossing there might be no interoperable material between the IM networks on the Atlantic Corridor, which might require a change of traction and train driver in the border crossing. In this case, the new train driver must verify the respect of all the security rules of the train (in its wagon composition), according to the exigencies and documentation of each national network.*
Connection between Germany and France
The connection between German and French networks of the Atlantic Corridor takes place in the borders of Saarbrücken and Forbach. The connection has the same gauge of track in both sides. It is equipped with train protection system switch between the German system PZB and the French system KVB (Contrôle de vitesse par balises). Both sides are electrified, but with different voltages (Germany: 15,000 V~ and France: 25,000 V~). *The separation of the different voltage levels takes place in a neutral section on the German side of the border crossing (km 5,338 – 5,354).* *A detailed description of all operational and technical issues at this border crossing in German and French can be found in the network statement of DB Netz AG (Network Statement, Annex 2.4.3, Rules and Standard No. 302.6006Z98.*
Connection between Spain and France
This connection supports the greatest hindrances, due to the different track gauge, UIC in French side and a specific gauge in Spanish side. The transfer between the two networks is done inside the complex Irun/Hendaye, with different gauge tracks and blended itineraries between the two stations. *Regarding the different types of freights and loads, different procedures may be applied:* - *Container transfer using gantry cranes*

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

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

Connection between Portugal and Spain

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

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

Procedures:

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

Required documentation:

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

Change of locomotives and drivers

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

4.5.1.2 Cross-border agreements

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

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

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

On this Corridor the information about Cross-border agreements can be found in the Network Statements of IMs/ABs involved in the Corridor or in the NCI portal (see Section 2) and in CIP www.cip.rne.eu.

4.5.2 Priority rules in traffic management

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

IN GERMANY
The Priority rules in traffic management are described into detail in the DB Netz AG rules and standards No 420.0201. *General principles* - *Emergency trains have priority to other trains.* - *Trains on Passenger Express Paths have priority to other trains except emergency trains.* - *Trains on Freight Express Paths have priority to other trains except emergency trains and trains on Passenger Express Paths* - *Trains not mentioned above have to be considered in principle equal, but* - *Faster trains have principally priority to slower trains (average speed)* - *On specialized infrastructure listed in the Network Statement, certain traffic types have priority to other trains except emergency trains.* *Principles in case of deviations from timetable* - *Get back to the regular state as soon as possible* - *Guarantee the fluidity of operations* - *Improve punctuality of all trains* - *Best possible use of the capacities of lines and junctions*
IN FRANCE
Priority in circulation of trains *In case of a circulation conflict, trains running through compatible paths shall disturb each other.* *A non-discriminatory treatment for RU means:*

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

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

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

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

Capacity Restriction

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

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

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

IN SPAIN

The traffic management is done by the IM. The main objective is to adjust the effective running of all the trains within the capacities which were attributed. For this, RU shall provide all the requested pieces of information to the IM, as and when required, before the train departure or during its trip.

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

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

Priority rules

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

IN PORTUGAL

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

General principles

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

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

4.5.3 Traffic management in the event of disturbance

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

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

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

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

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

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

ATLANTIC CORRIDOR

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

1. Need to have a back-up organisation *(one of the following options shall be selected)*:
   a. This responsibility remains with the initiating IM;
2. Need to organise a communication telco during an ICM case in order to coordinate the public communication *(one of the following options shall be selected)*:
   a. The communication telco would always be organised;
3. List of stakeholders to be additionally informed during an ICM case (e.g. sector associations, etc.) taking into account the suggestions defined in the ICM Handbook *(one or more of the following options shall be selected – please specify)*:
   j. Any other stakeholders deemed as relevant by the RFC;

4.5.3.1 Communication procedure

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

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

ATLANTIC CORRIDOR

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

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

4.5.3.2 Operational scenarios on the Corridor in the event of disturbance

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

ATLANTIC CORRIDOR
For disturbance < 3 days, no operational scenarios at borders have been predefined on Corridor Atlantic. Nevertheless, it is important to remind the following points:
Emergency management
In case of perturbation of the railway traffic, for a technical failure, an accident or any other incident, the IM of the corridor must take all the proper measures to ensure the return to normal circulation of trains.
Assistance to defective or damaged trains
***In Germany**, The rules to assist to defective or damaged trains are described in detail in the DB Netz AG Network Statement, Annex 1.6: GTCURI (http://fahrweg.dbnetze.com/fahrweg-en/network_access/network_statement/).* - *In the event of operational disruptions e.g. locomotive damage for which the AP or involved RU is accountable, DB Netz AG shall take all measures necessary in any given instance (pursuant to Article 15 (1) Clause 1 EIBV). This involves clarification with the affected the AP or involved RU of the conditions and period of time under which the latter will be able to remedy the disruption by its own means.* - *If this is not possible or only within a given period that, depending on traffic loads or the number of other affected APs or involved RUs, would lead to unreasonable consequences in the form of partial or complete blockage of the line, DB Netz AG will clear the infrastructure itself or arrange for this to be done at the expense of the AP or involved RU.* ***In France**, a train stopped for a failure cannot stay longer than 15 minutes in current track. After this time and not being forecast to run again, it must be put in place all the measures to ensure the track liberation according to the suitable security procedure.* ***In Spain**, ADIF has set up an Emergency Plan ('Plan de Contingencia'), approved by the Ministry of the Development, enlisting the procedures to be used in these situations. In case of a stopped freight train, ADIF may require the use of traction resources from RU to remove the panned train towards the nearest stop, in order to restore as soon as possible the normal conditions for circulation in the line.* ***In Portugal**, in the case of disturbances to rail traffic due to accidents or technical failures, IP will take all necessary measures to re-establish all normal operating conditions. In the case of emergencies and technical failures that render the infrastructure temporarily unusable, allocated train paths can be cancelled without notice during the period needed to repair the system. If the track is blocked by rolling stock, IP will assume the role of coordinating the activities and the necessary resources to clear the blockage.* *IP may demand any RU to place at its disposal the resources needed to rapidly resolve the situation even if the RU is not the direct cause of the obstruction. The RU that put these*

resources at IP disposal to resolve obstructions caused by third parties have the right to be compensated to the amount agreed upon with the entity that caused the obstruction in the first place and which will have to bear the costs. IP will take all necessary measures to re-establish all normal operating conditions.
Itinerary modifications
In case of urgency or absolute necessity, for a temporary non-disposal of the infrastructure, the IM of the Rail Freight Corridor «Atlantic» may change the paths, without previous information, during the time needed until return to normality. They must also make the needed repairs during a suitable time period. They must inform as soon as possible about the situation to the RU and other applicants. *In this case, nor the authorized applicants or the RU may claim any compensation or indemnification.*

4.5.3.3 Allocation rules in the event of disturbance

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

ATLANTIC CORRIDOR
No specificities.

4.5.4 Traffic restrictions

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

ATLANTIC CORRIDOR
On this Corridor the information about unplanned can be found in the Network Statements of IMs/ABs involved in the Corridor or in the NCI portal (see Section 2) and in CIP www.cip.rne.eu .

4.5.5 Dangerous goods

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

4.5.6 Exceptional transport

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

4.6 Train Performance Management

The aim of the Corridor Train Performance Management (TPM) is to measure the performance on the Corridor, analyse weak points and recommend corrective measures, thus managing and improving the train performance of international services. RNE has developed guidelines for train

performance management on corridors (http://www.rne.eu/wp-content/uploads/RNE_Guidelines_for_Train_Performance_Management_on_RFCs.pdf) as a recommendation for processes and structures. However, the implementation of the TPM is subject to particular Corridor decision.

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

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

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

ATLANTIC CORRIDOR

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

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

Annexes:

Annex 3.A List of the terminals along the Corridor

Mentioned in Section 3

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

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

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

The terminal information is organised by country according to:

ANNEX 3.A1 GERMANY

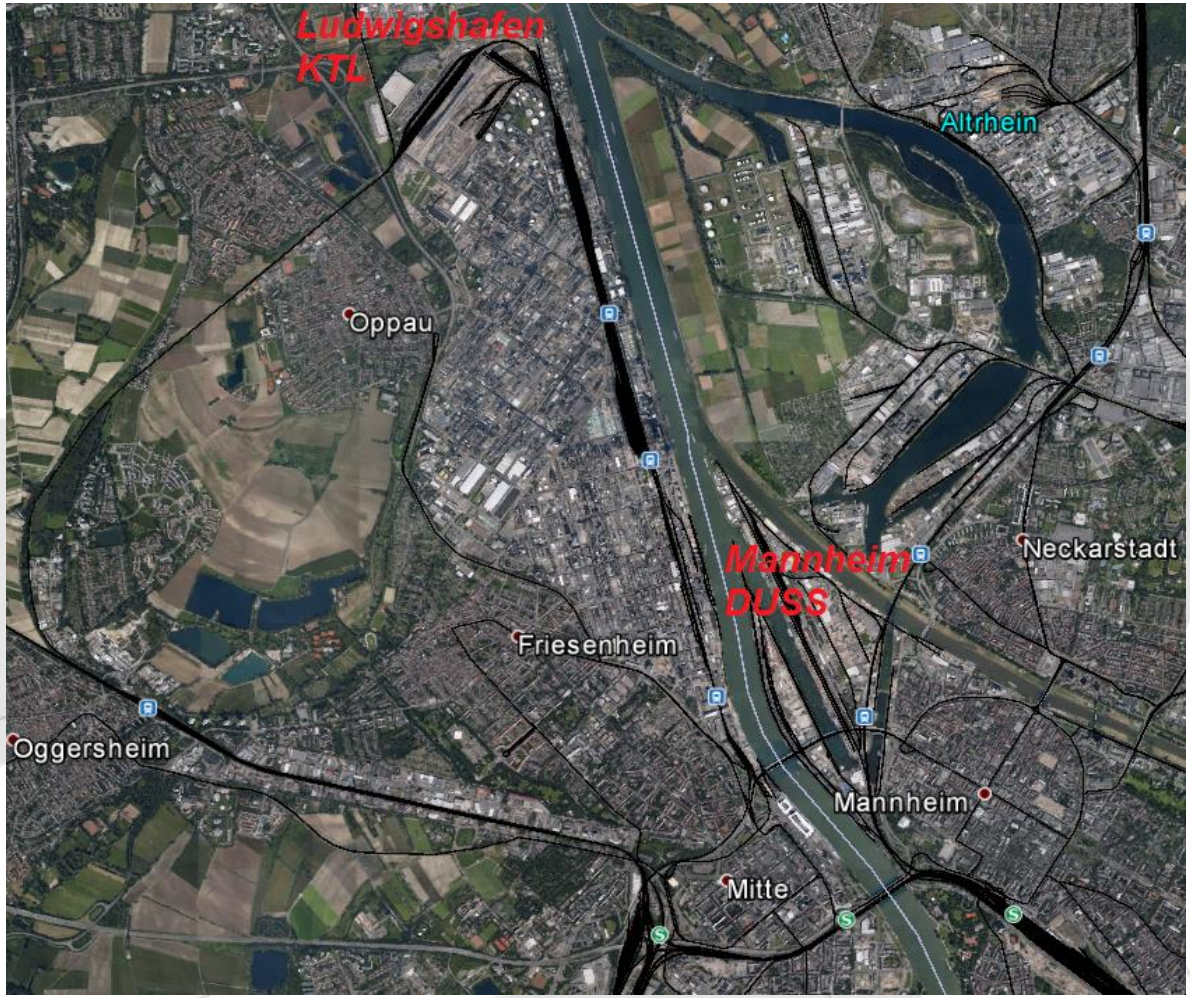
ANNEX 3.A2 FRANCE

ANNEX 3.A3 SPAIN

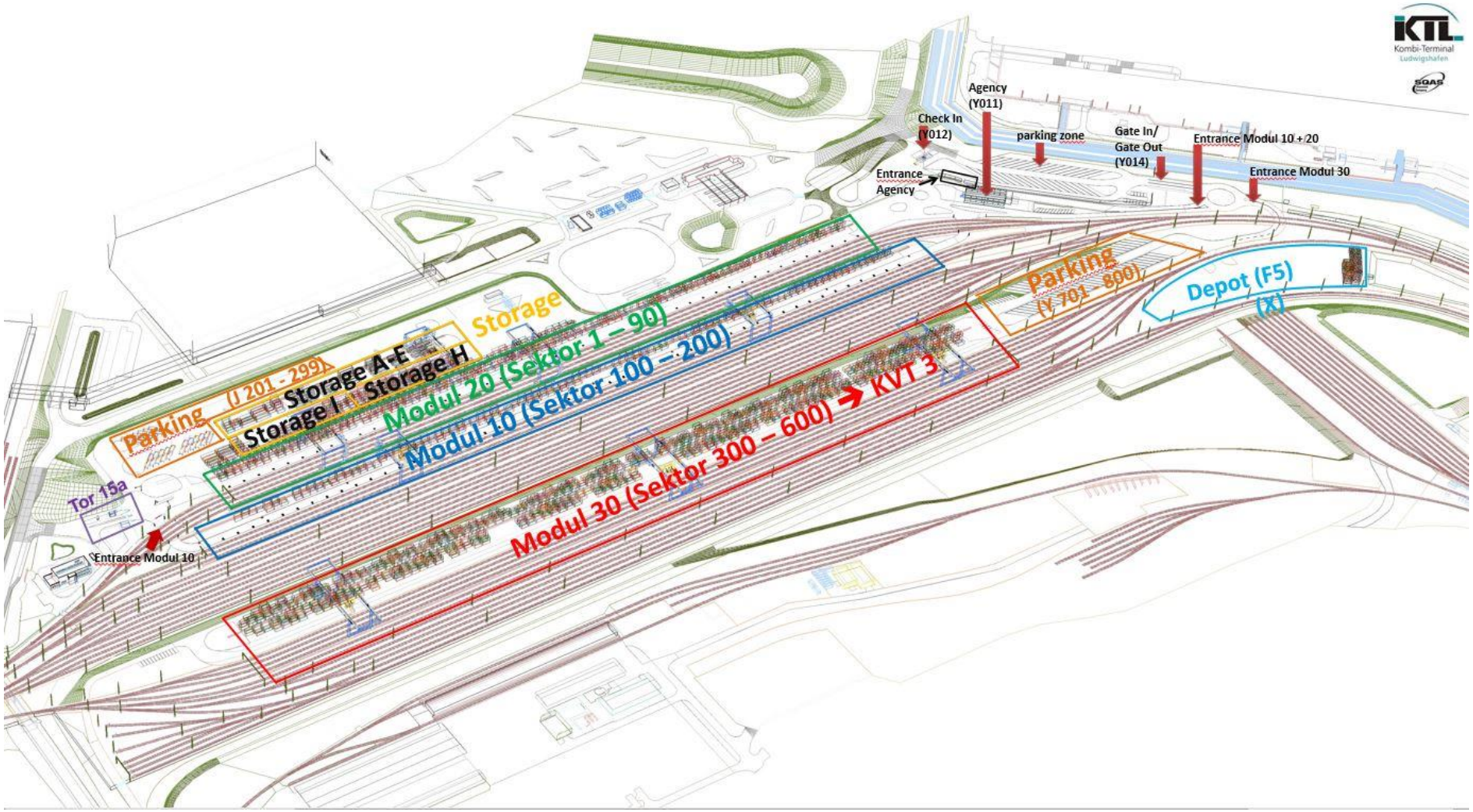
ANNEX 3.A4 PORTUGAL

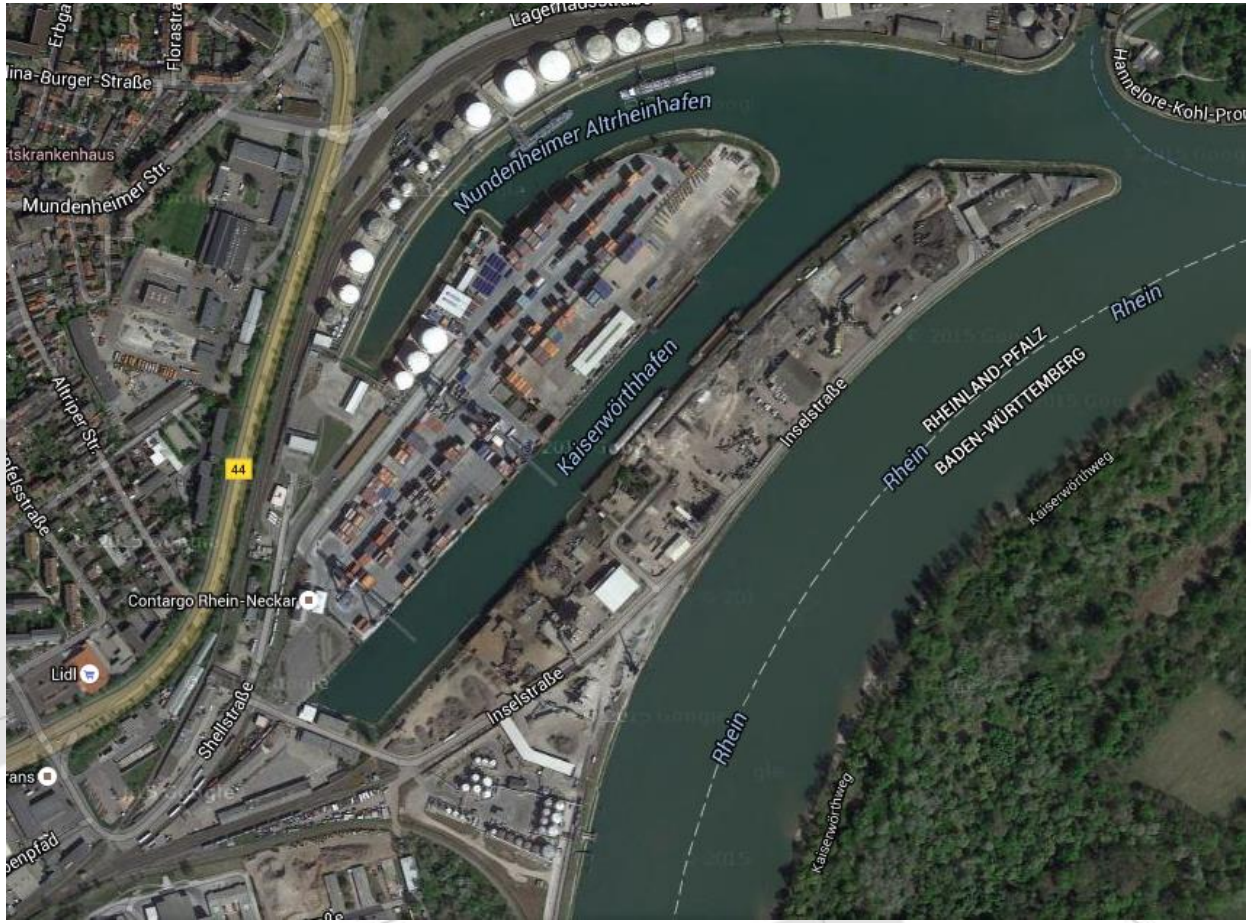
ANNEX 3.A1 – GERMANY

BECKINGEN PUHL GMBH	
LOCATION	TYPE OF TERMINAL
Coordinates: 49.378925 N / 6.71013 E 	General Cargo Terminal OPERATION Puhl GmbH Südstraße 6 D-66701 Beckingen Tel.: +49 6835 92200 Fax: +49 6835 922020 E-mail: info@puhl.eu http://www.puhl.eu OTHER INFORMATION Area: 70.000 m² Length of tracks: 80 m For any other information please contact the Terminal

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

INFRASTRUCTURE



UDWIGSHAFEN CONTARGO	
LOCATION	TYPE OF TERMINAL
Coordinates: 49.460497 N / 8.43709 E 	Container/Intermodal Terminal OPERATION Contargo Rhein-Neckar GmbH Shellstraße 5 D 67065 Ludwigshafen Tel.: +49 621 590070 E-mail: info.crn@contargo.net http://www.contargo.net/ OTHER INFORMATION Opening hours: Mon to Fri : 8:00 -17:00 Storage capacity : 6.500 TEU No. of rail tracks / length: 2 / 210m + 2 / 120m For more information please visit: http://www.contargo.net/en/terminals/ludwigshafen/

MANNHEIM CONTARGO	
LOCATION	TYPE OF TERMINAL
Coordinates: 49.494 N / 8.45 E 	Container/Intermodal Terminal
	OPERATION
	Contargo Rhein-Neckar GmbH Rheinkaistraße 2 D 68159 Mannheim Tel.: +49 621 590070 E-mail: info.crn@contargo.net http://www.contargo.net/
	OTHER INFORMATION
	Opening hours: Mon - Fri 8:00 -17:00 Storage capacity : 8.800 TEU No. of Rail tracks / length : 3 / 1470m For more information please visit: http://www.contargo.net/en/terminals/mannheim/

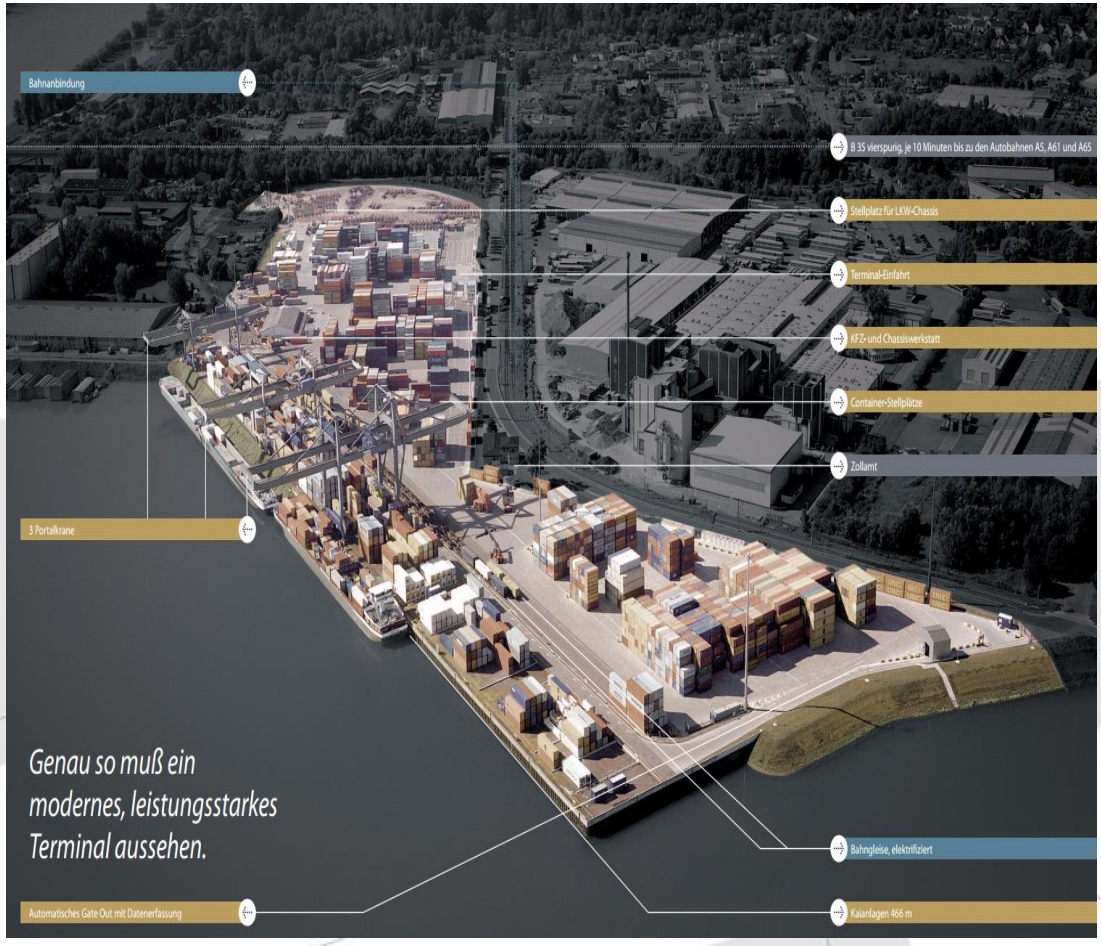
MANNHEIM DP WORLD LOGISTICS	
LOCATION	TYPE OF TERMINAL
Coordinates: 49.497185 N / 8.46122 E 	Container/Intermodal Terminal OPERATION MANNHEIM DP WORLD LOGISTICS Am Salzkai 5 68159 Mannheim Tel.: +49 621 1803710 Fax: +49 621 1803799 E-mail: Mannheim@dpworld.de http://www.dpworldlogistics.eu/our-businesses/Mannheim OTHER INFORMATION Area: 9.000 m² Opening hours: Mon to Fri 7:00 -18:00 Yearly handling capacity : 40 000 TEU No. of Rail tracks / length : 2 / 125m For more information please visit: http://www.dpworldlogistics.eu/our-businesses/Mannheim

MANNHEIM-HANDELSHAFEN DUSS	
LOCATION	TYPE OF TERMINAL
Coordinates: 49.505057 N / 8.44292 E 	Container/Intermodal Terminal OPERATION DB Netz AG Werfthallenstr. 40 D-68159 Mannheim Tel: +49 621 8301793 Tel: +49 621 8301794 http://www1.deutschebahn.com/ecm2-duss/start/ OTHER INFORMATION • Storage capacity: 125 TEU • Yearly handling capacity: 100.000 TEU For more information please visit: http://www1.deutschebahn.com/file/ecm2-duss/1626042/M5U5tefof6vUeB1TcLvz9ozqhJc/1624232/data/mannheim_flyer.pdf

MANNHEIM RANGIERBAHNHOF	
LOCATION	TYPE OF TERMINAL
Coordinates: 49.4559 N / 8.5217 E 	Marshalling Yard OPERATION DB Netz AG Ludwigshafener Straße D-68163 Mannheim Tel: +49 621 8301055 http://www1.deutschebahn.com/ecm2-duss/start/ OTHER INFORMATION For more information please contact the operator.

MANNHEIM RANGIERBAHNHOF	
LOCATION	TYPE OF TERMINAL
Coordinates: 49.505057 N / 8.44292 E 	Marshalling Yard OPERATION **DB Netz AG** Werfthallenstr. 40 D-68159 Mannheim Tel: +49 621 8301793 Tel: +49 621 8301794 http://www1.deutschebahn.com/ecm2-duss/start/ OTHER INFORMATION • Storage capacity: ?? TEU • Yearly handling capacity: ?? TEU For more information please visit:

KIRKEL TERMINAL	
LOCATION	TYPE OF TERMINAL
Coordinates: 49.318513 N / 7,30105 E 	General Cargo Terminal OPERATION Bahnlog GmbH Homburger Straße 45 66459 Kirkel Tel.: +49 6841 1897860 Fax: +49 6841 1897882 E-mail: info@bahnlog.com http://bahnlog.saarlor.net/ OTHER INFORMATION For any other information please contact the Terminal

GERMERSHEIM DP WORLD LOGISTICS	
LOCATION	TYPE OF TERMINAL
Coordinates: 49.23133 N / 8.37735 E 	Container/Intermodal Terminal OPERATION GERMERSHEIM DP WORLD LOGISTICS Woerthstrasse 13 76726 Germersheim Tel.: +49 72747080 E-mail: Germersheim@dpworld.de http://www.dpworldlogistics.eu/our-businesses/germersheim OTHER INFORMATION Area : 142 000 m² Opening hours: Mon to Fri 07:00-17:00 Yearly capacity : 465.000 TEU No. of Rail tracks / length: 3 / 1200 m For more information please visit: http://www.dpworldlogistics.eu/our-businesses/germersheim

ARSHALLING YARD - DUSS SAARBRUECKEN

LOCATION

Coordinates: 49.249963 N / 7.00341 E

TYPE OF TERMINAL

Marshalling Yard

OPERATION

Puhl Gmbh

Dudweiler Landstrasse 4

66123 Saarbrücken

Tel.: +49 6835 92200

Fax: +49 6835 922020

E-mail: info@puhl.eu

http://www.puhl.eu

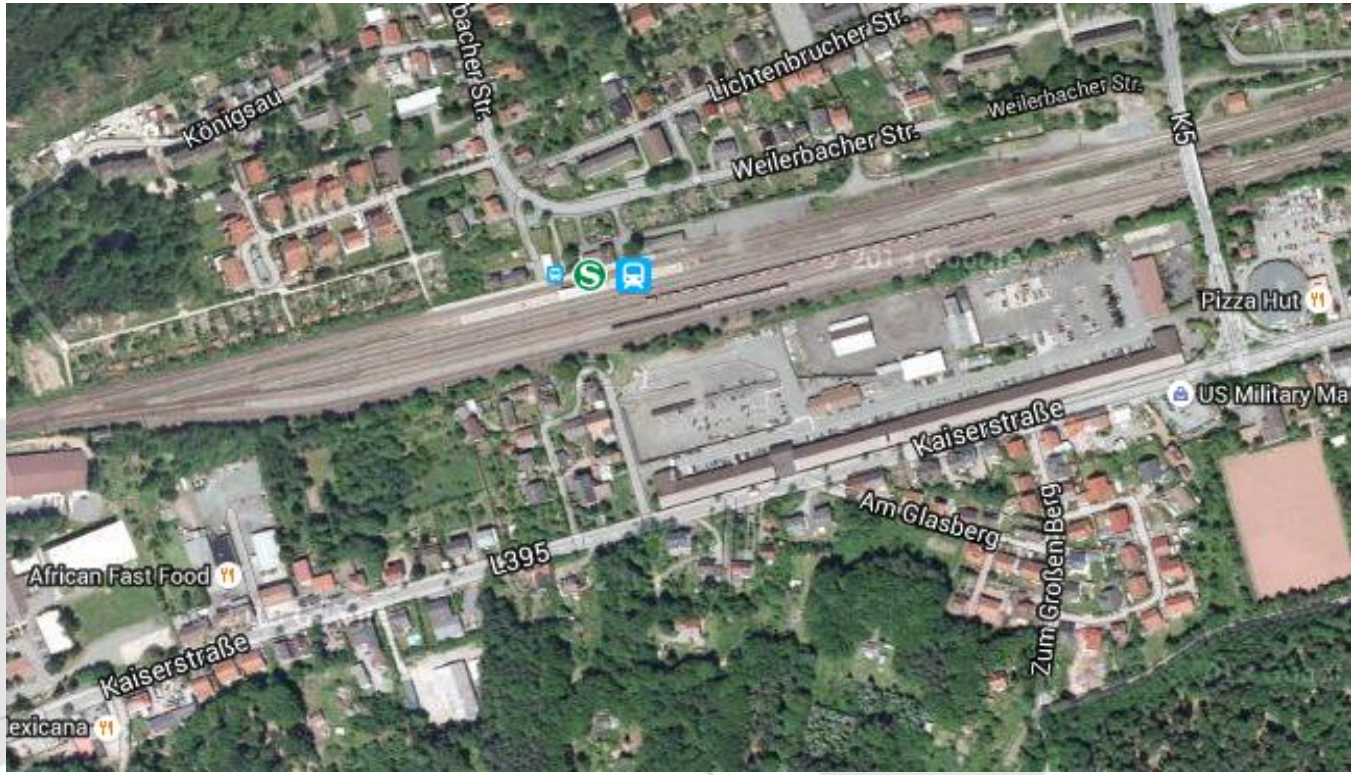
OTHER INFORMATION

Area: 23.000 m²

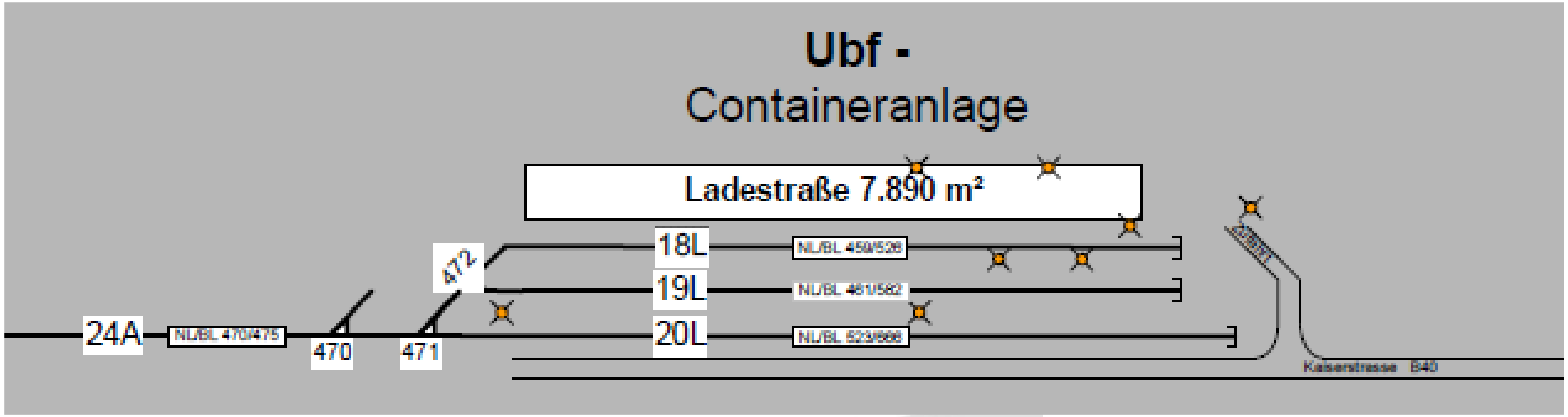
Length of tracks: 2.000 m

For any other information please contact the operator.

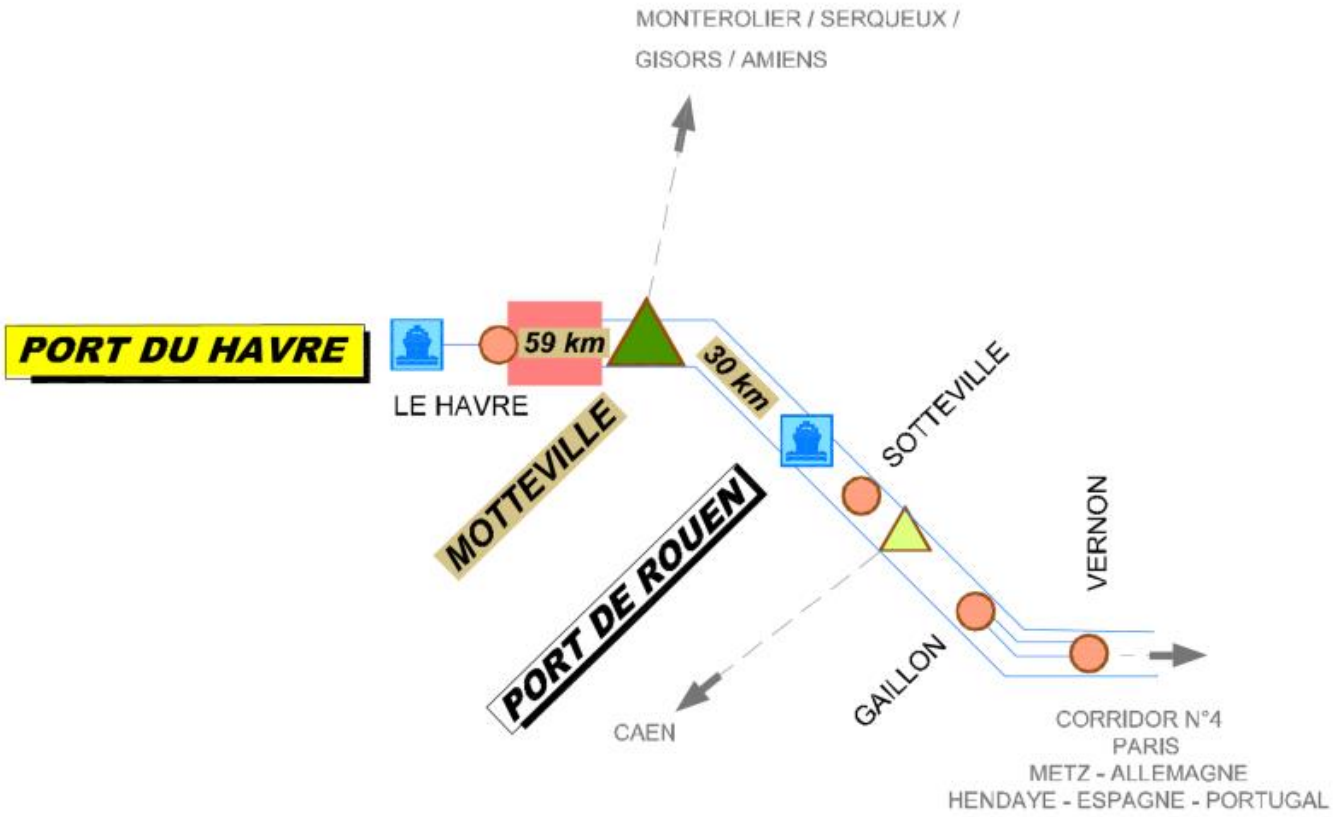
RHENANIA WORMS AG	
LOCATION	TYPE OF TERMINAL
Coordinates: 49.63747 N / 8.37480 E  	Container Terminal
	OPERATION
	Rhenania Worms AG Am Rhein 59 67547 Worms am Rhein Tel. + 49 6241–4717–0 Fax: + 49 6241–4717–19 E-Mail: info.worms@rhenania-worms.de Web: www.rhenania-worms.de
	OTHER INFORMATION
	Area: 22,500 m² Length of tracks: 2.000 m 3.200 TEU container spaces 280 TEU storage tank containers 2 container crane bridges For any other information please contact the operator.

MARSHALLING YARD - RANGIERBAHNHOF EINSIEDLERHOF	
LOCATION	TYPE OF TERMINAL
Coordinates: 49.430994 N / 7.66428 E 	Marshalling Yard
	OPERATION
	DB Netz AG Kaiserstr. 22 67661 Kaiserslautern Tel.: +49 7219727128 +49 681 3081574 E-mail: aps.sw@deutschebahn.com http://www1.deutschebahn.com/ecm2-duss/start/
	OTHER INFORMATION
	For any other information please contact the operator.

INFRASTRUCTURES

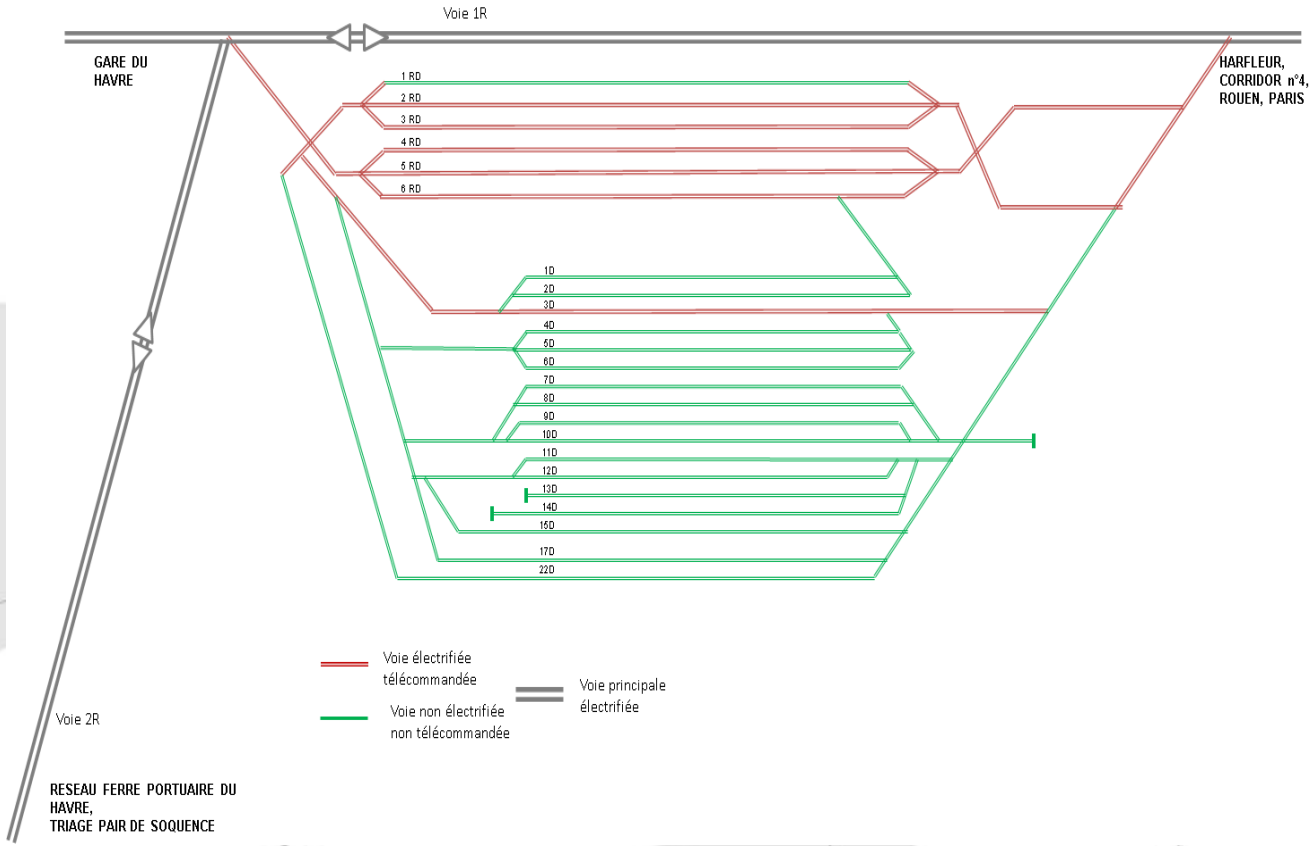


ANNEX 3.A2 – FRANCE

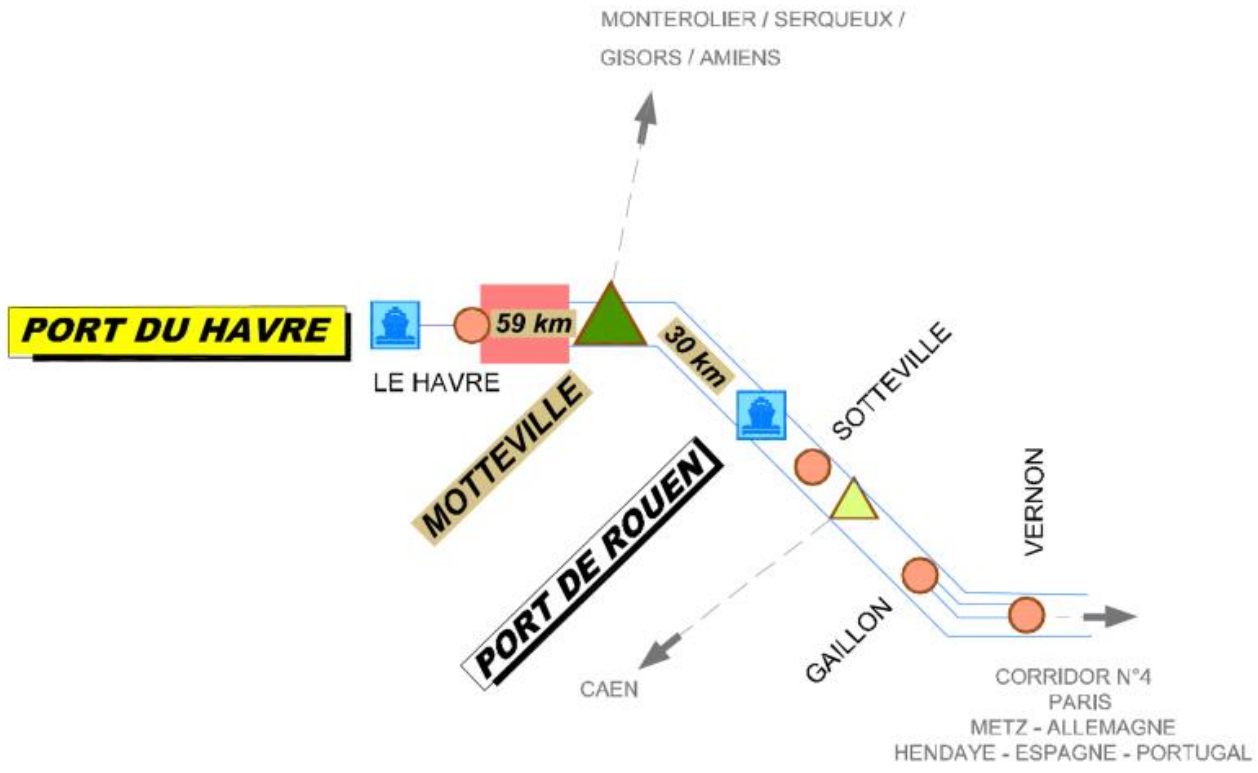
GRAND PORT MARITIME DU HAVRE	
LOCATION	TYPE OF TERMINAL
	Intermodal Port Terminal, outside of the Rail National Network
	CONTACTS
	Grand port maritime du Havre (GPMH) Terre -Plein de la Barre, 76067 LE HAVRE CEDEX Tel: + 33 (0)2 32 74 74 00 www.havre-port.fr EUROPORTE (SOCORAIL) Tel +33 (0)4 42 13 13 52
	WORKING TIMETABLE
	Réseau ferré national : Le Havre – Soquence, postes C et D Mon to Fri: 12am - 12pm Sat: 12am – 8.45pm Sun: 1.15pm – 8.45pm

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

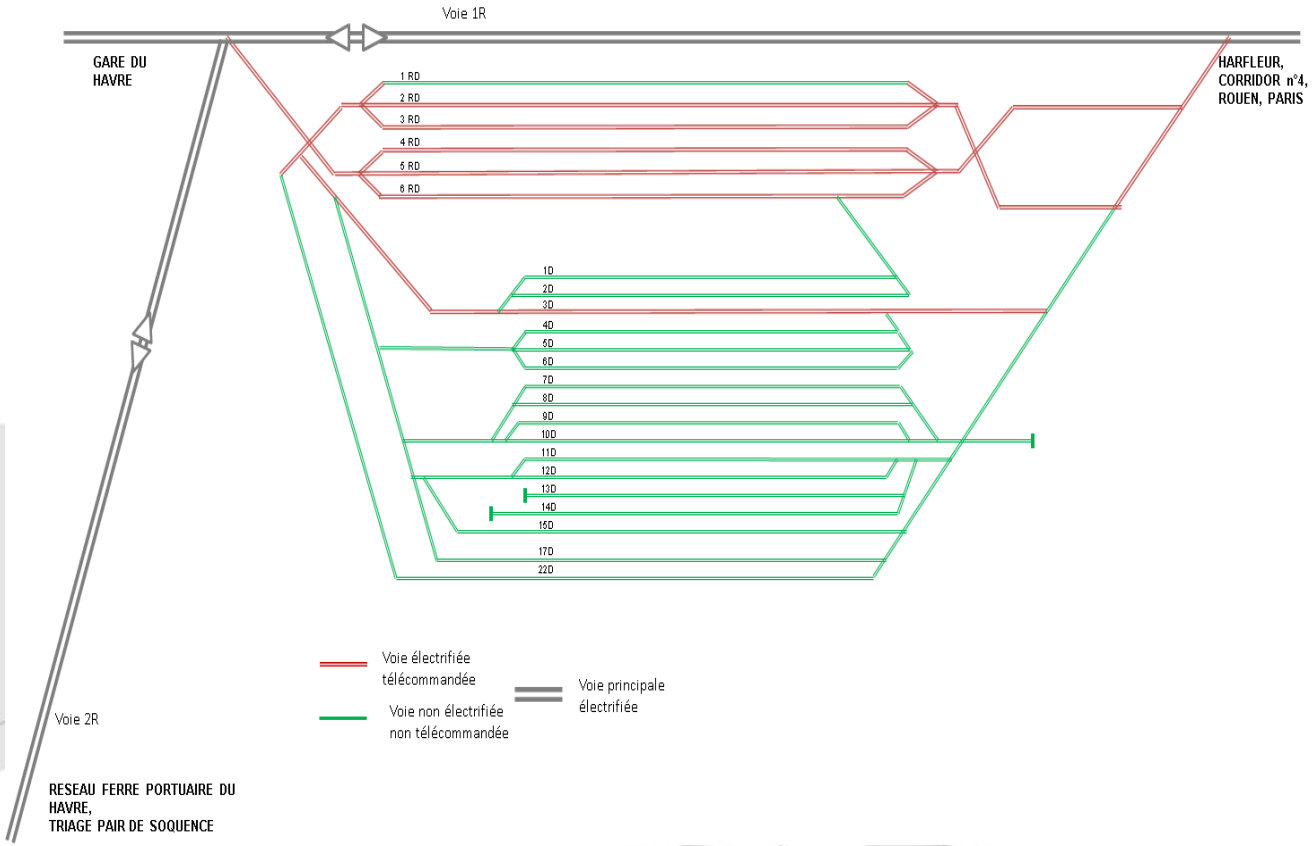
Facilities Plan of the Réseau Ferré National above Grand Port Maritime du Havre (odd sequence)



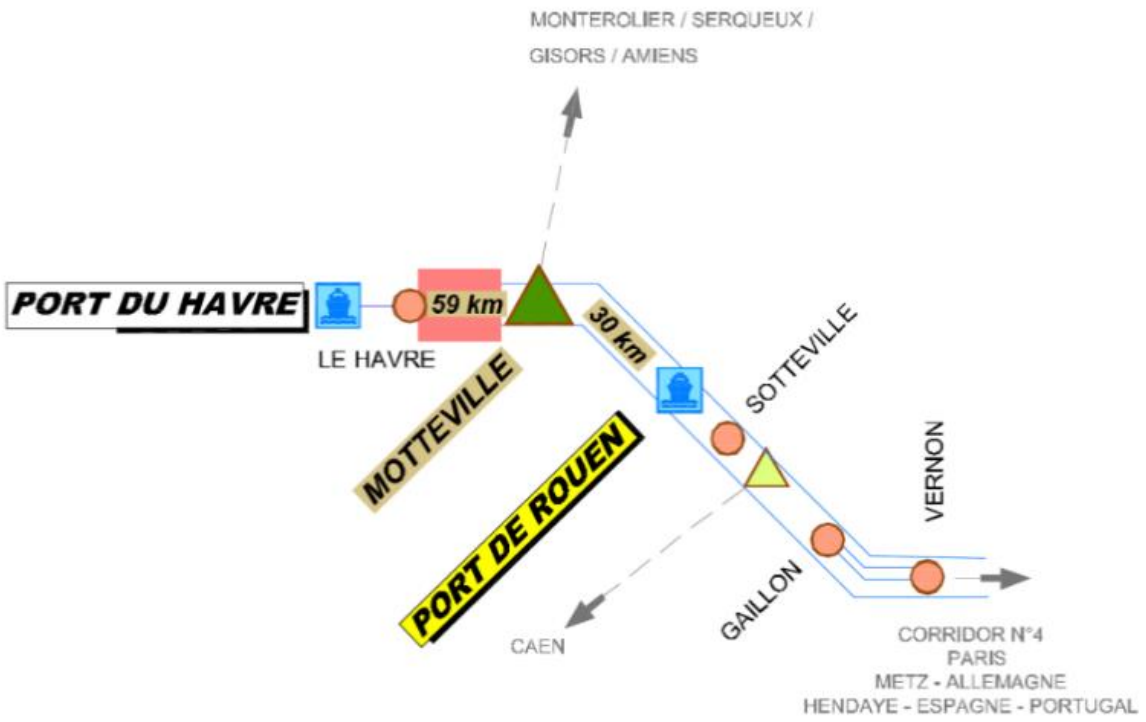
Nº Tracks	Track length (m)
Reception Odd Sequence 1RD – 6RD	789 - 815
Holding Odd Sequence 1D – 17D	501 - 534
Equipment Odd Sequence 22D	790

TERMINAL OF LE HAVRE – SOQUENCE	
LOCATION	TYPE OF TERMINAL
	Combined traffic Terminal of the of the Rail National Network CONTACTS NAVILAND CARGO 182 quai George V – BP 1073 76062 LE HAVRE CEDEX Tel: + 33 (0)2 35 25 80 50 http://www.naviland-cargo.com/contact/centre-de-national-des-operations WORKING TIMETABLE NAVILAND CARGO Mon to Fri : 8.00am to 5.30pm Réseau Ferré National Le Havre – Soquence, postes C et D : Mon to Fri: 12am-12pm Sat: 12am – 8.45pm Sun: 1.15pm – 8.45pm
SERVICES	
Combined traffic operation area: for more details, contact transport operators	

INFRASTRUCTURES

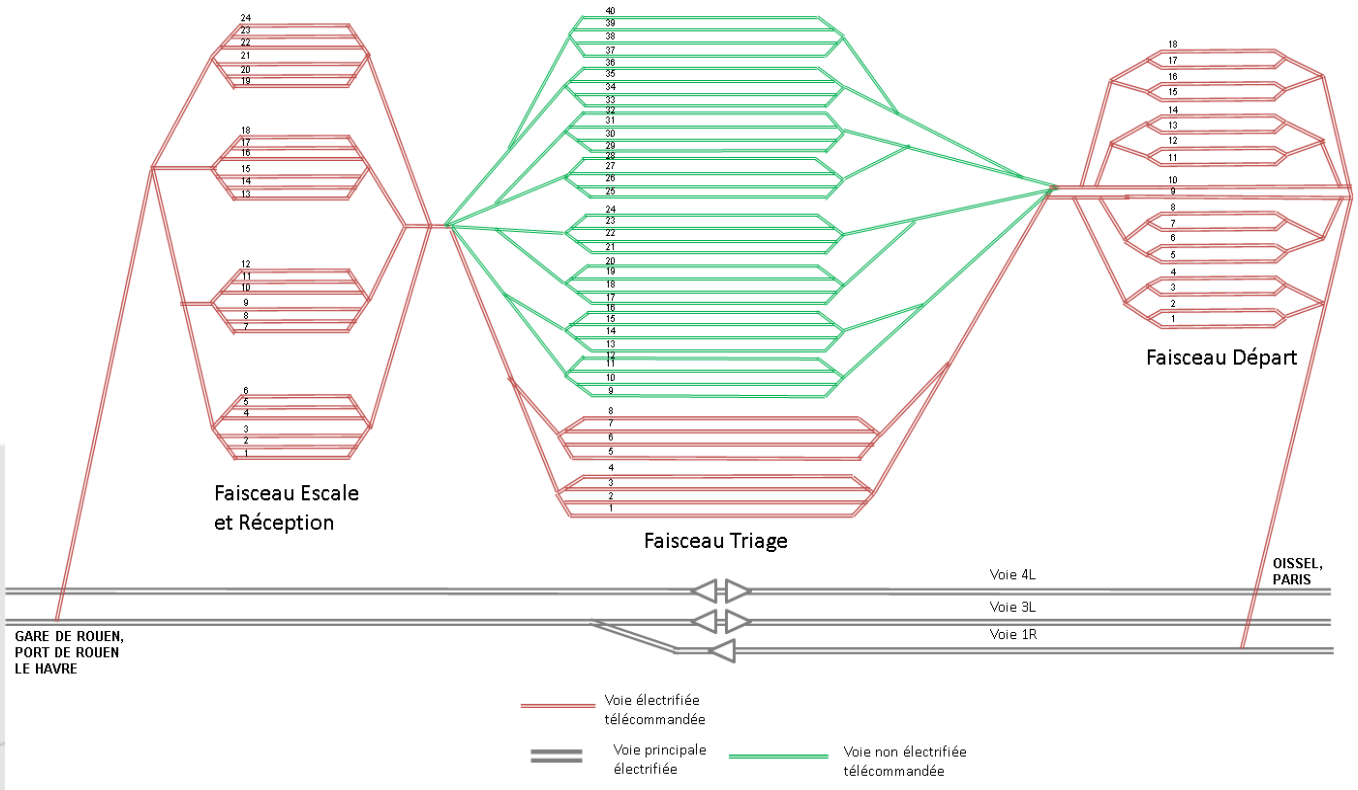


Nº Tracks	Track length (m)
Reception Odd sequence 1 RD – 6RD	789 – 815
Garage siding Odd sequence 1D – 17D	501 - 534
Equipment Odd sequence 22D	790

GRAND PORT MARITIME DE ROUEN	
LOCATION	TYPE OF TERMINAL
	Multimodal Port Terminal, outside of the Rail National Network CONTACTS Grand Port Maritime de Rouen 34 boulevard Boisguilbert – BP 4075 – 76022 ROUEN Cedex 3 Tel: + 33 (0)2 32 52 54 56 www.rouen.port.fr EUROPORTE (SOCORAIL) Tel +33 (0)4 42 13 13 52 WORKING TIMETABLE Réseau Ferré National Line 340, Poste 2 Sotteville: Mon to Sun: 12am-12pm
SERVICES	
Combined traffic operation area. For more details, contact transport operators. Rail services: please check the website https://www.europorte.com/uk/subsidiaries/Railway-infrastructure-management/	

INFRASTRUCTURES

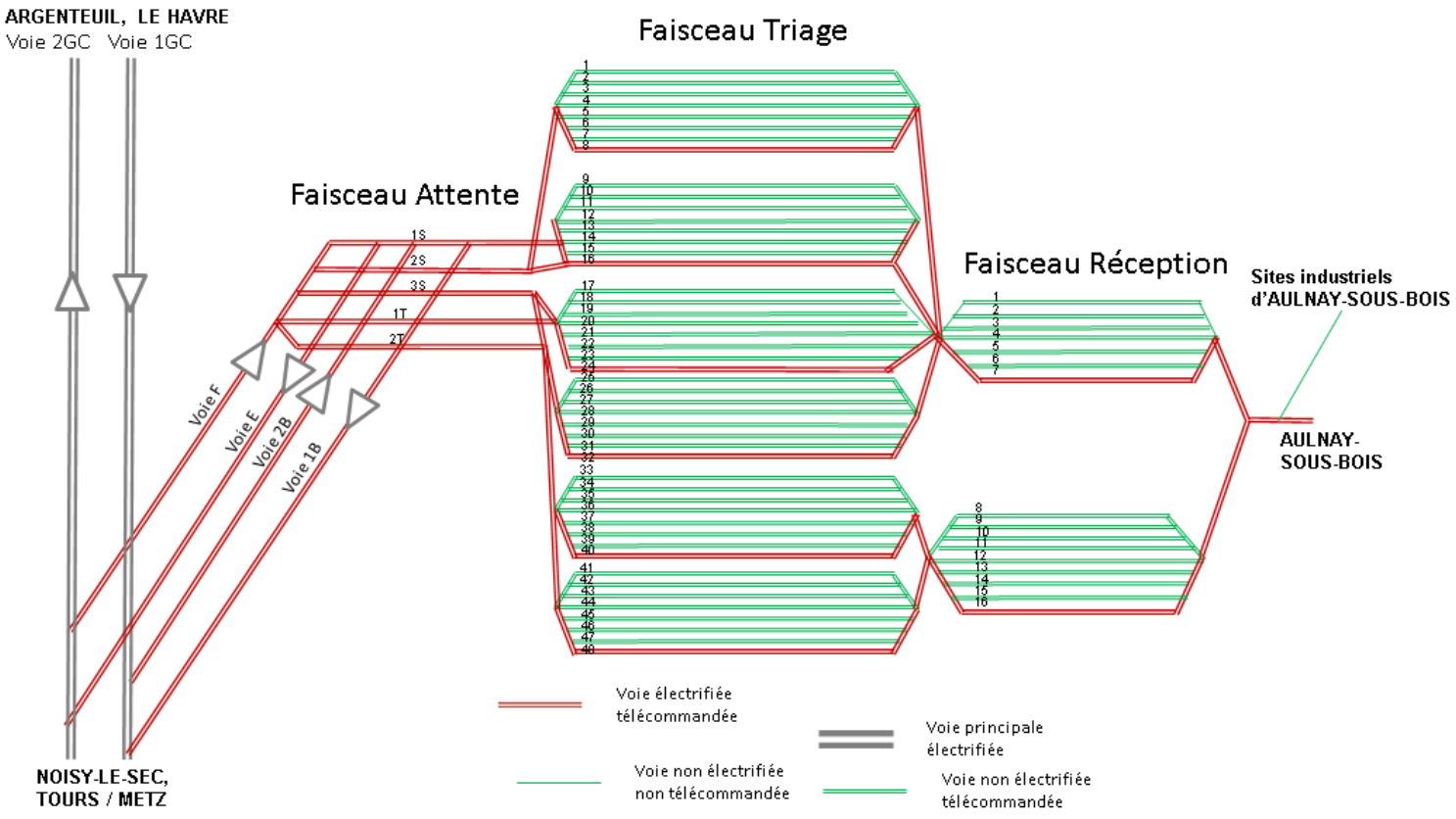
Facilities Plan of the Réseau Ferré National above Port de Rouen (Sotteville station)



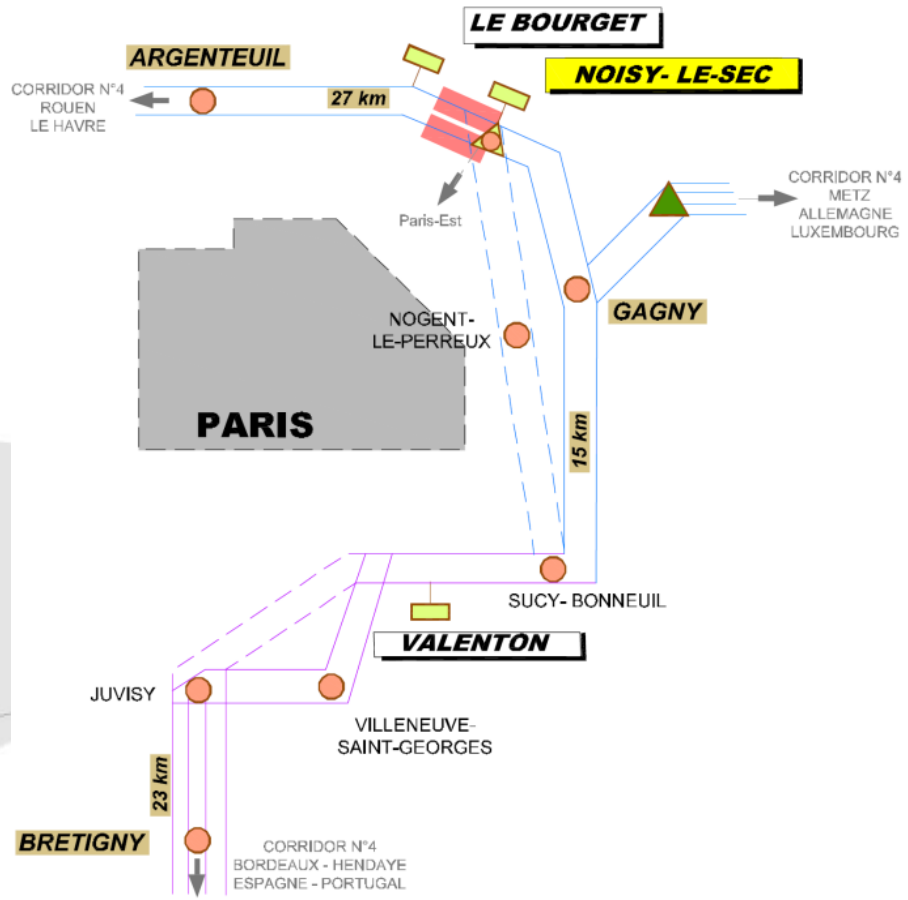
Nº Tracks	Track length (m)
Sorting and reception 1 – 24	750
Sorting and splitting-up 1 – 40	900
Holding and departure 1 - 18	680

TERMINAL OF LE BOURGET	
LOCATION	TYPE OF TERMINAL
	Gravity Shunting Centre, Réseau Ferroviaire National CONTACTS SNCF Réseau Direction Marketing et Commerciale Guichet Unique 174 avenue de France 75648 PARIS CEDEX 13 Tel: + 33 (0)1 53 94 33 23 GuichetUnique@reseau.sncf.fr WORKING TIMETABLE Réseau Ferré National: line n°229, positions Le Bourget 24h/24h 7 days/week SERVICES Gravity shunting Centre. For more details, contact transport operator

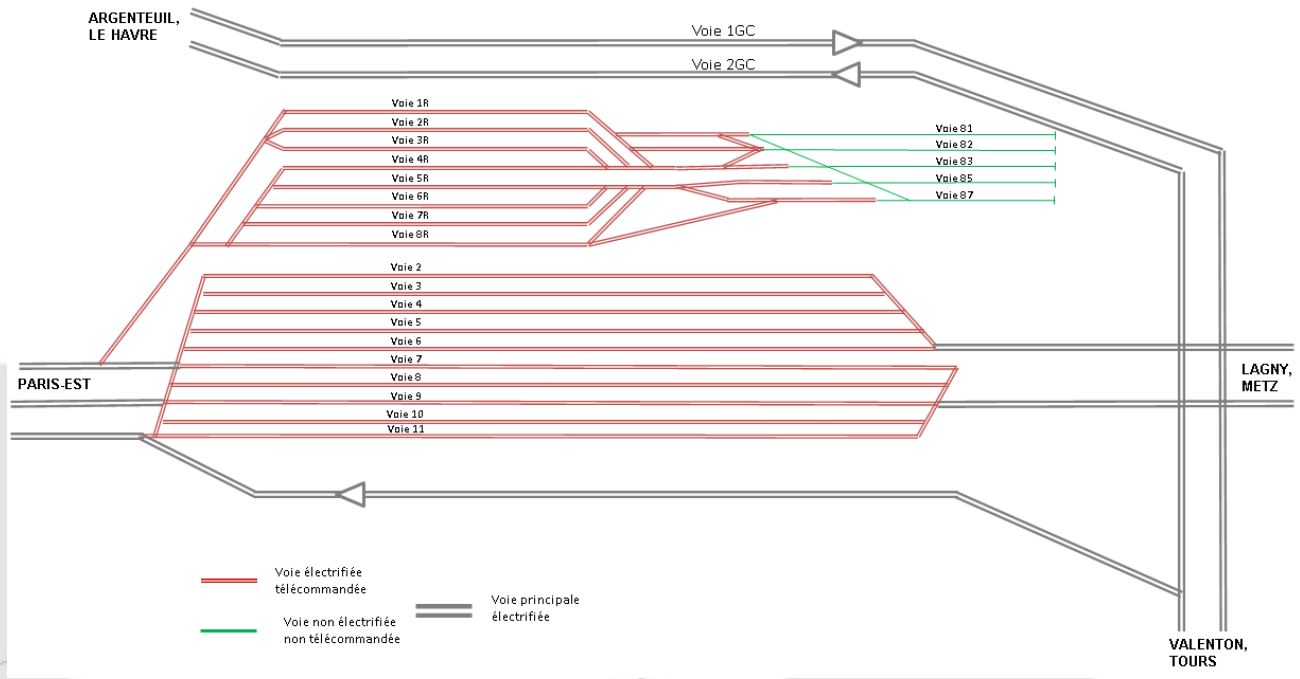
INFRASTRUCTURES



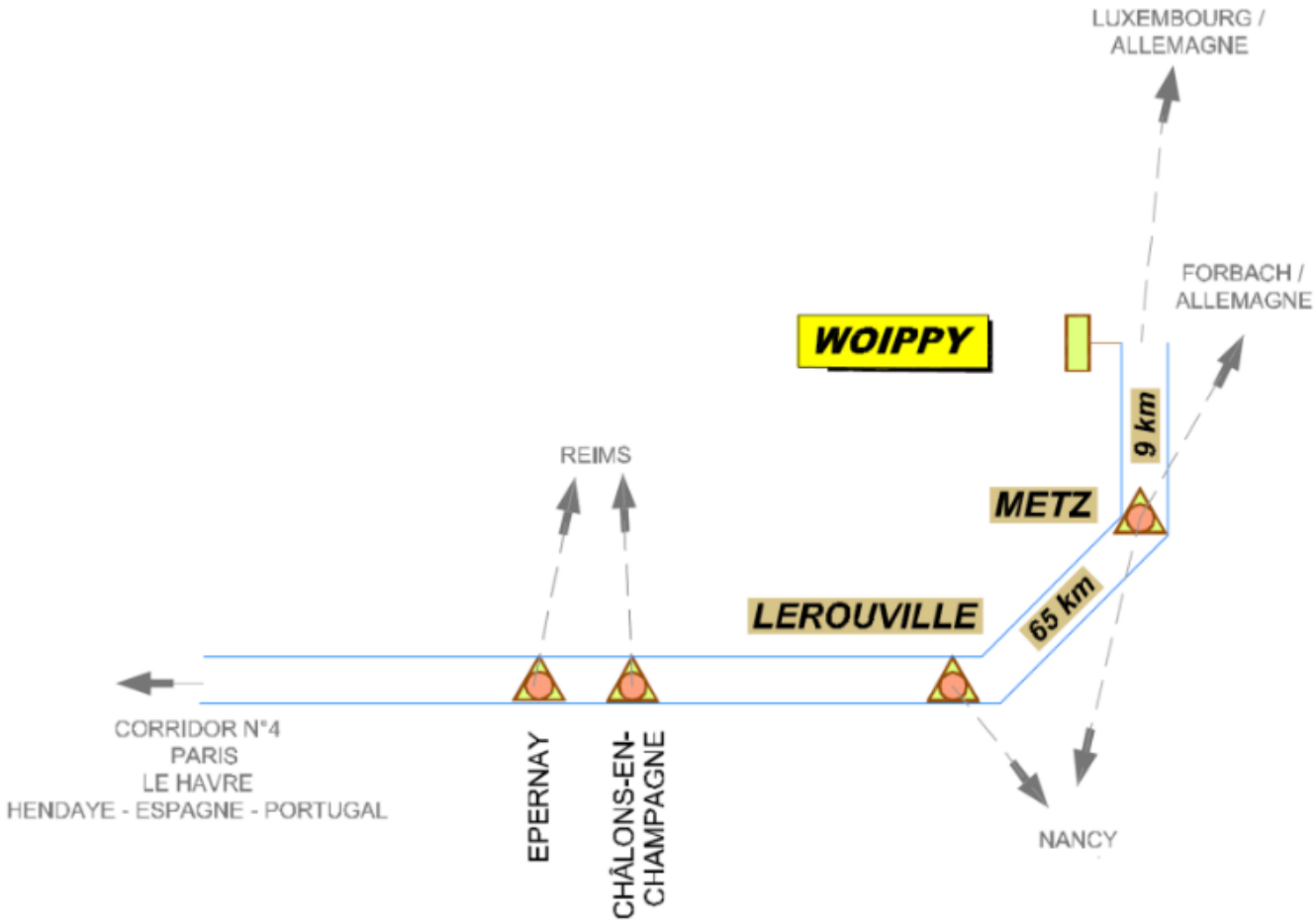
Nº Tracks	Track length (m)
Holding siding	
1S– S	796–800
1T–2T	634–635
Sorting siding	
1 – 2	646–702
3 – 8	691–700
9 – 16	689–692
17 – 24	694–706
25 – 31	707–720
33 – 40	731–761
41 – 48	764–786
Reception siding	
1 – 7	817– 847
8 – 16	666 – 840

TERMINAL OF NOISY-LE-SEC	
LOCATION	TYPE OF TERMINAL
	Combined traffic Terminal of the of the Rail National Network CONTACTS NOVATRANS 11 rue Emmanuel Arago 93130 NOISY-LE-SEC Tél.: +33 (0)1 48 49 22 88 http://www.novatrans.eu/images/PDFterminaux/Terminal_Noisy.pdf WORKING TIMETABLE NOVATRANS Mon to Fri: 5.15am – 7.30pm Réseau Ferré National (line 990, position M): Mon to Fri: 12am-12pm Sat: 12am-2pm Sun: 10pm-12am

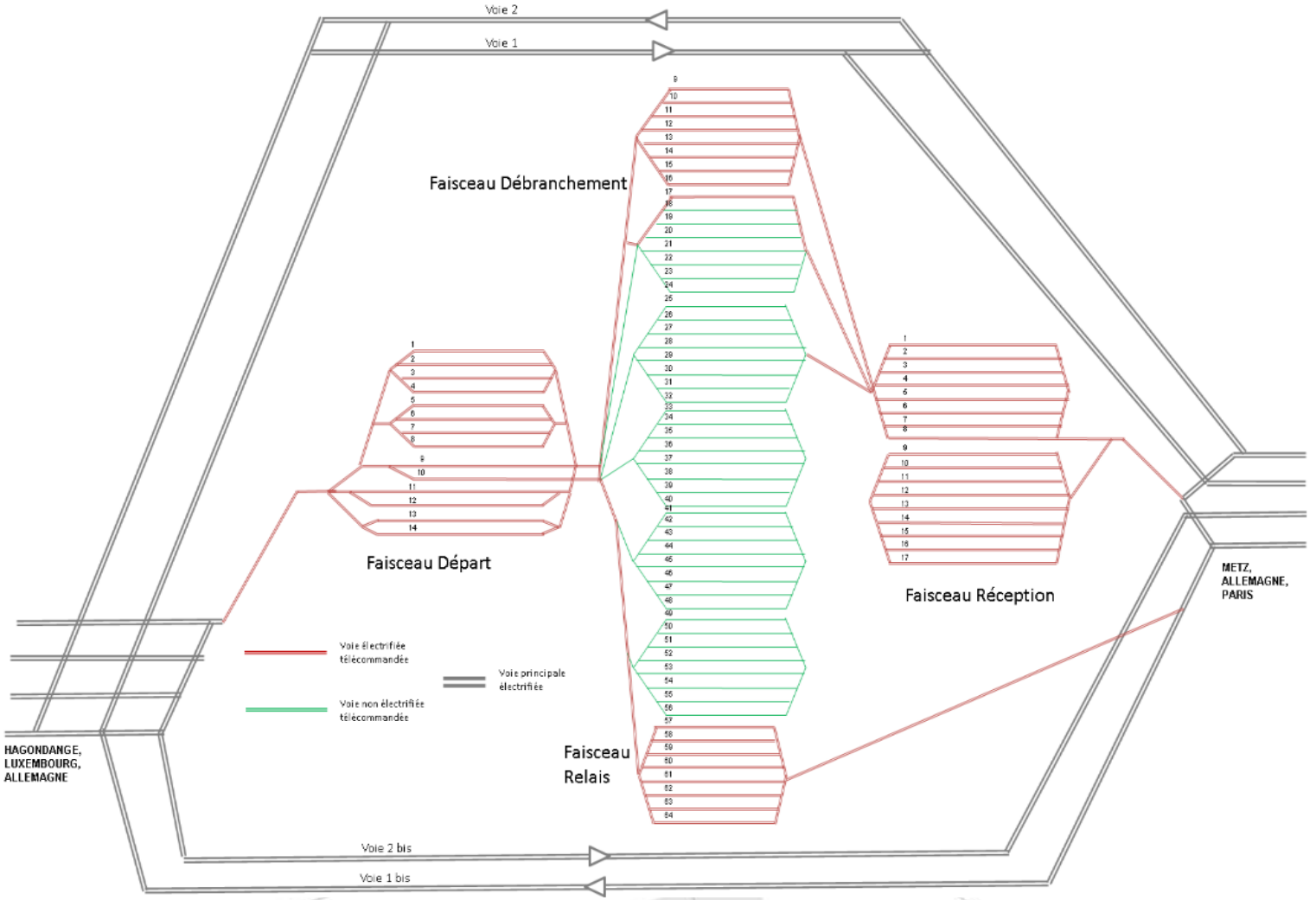
SERVICES
Combined traffic operation area. For more details, contact transport operators.
INFRASTRUCTURES



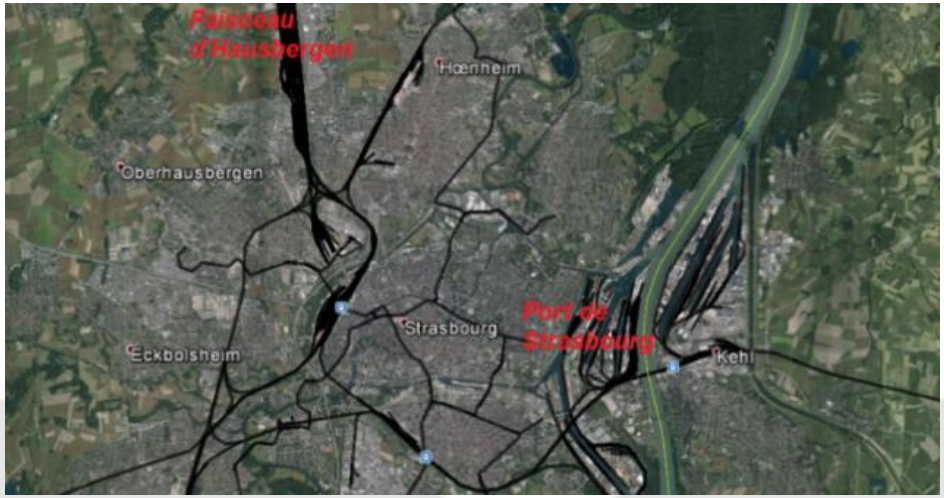
Nº Tracks	Track length (m)
Intermodal Transfer area	
1R-8R	387-390
2-11	690-695
Novatrans siding	
81	380
82	235
83	210
85	190
87	140

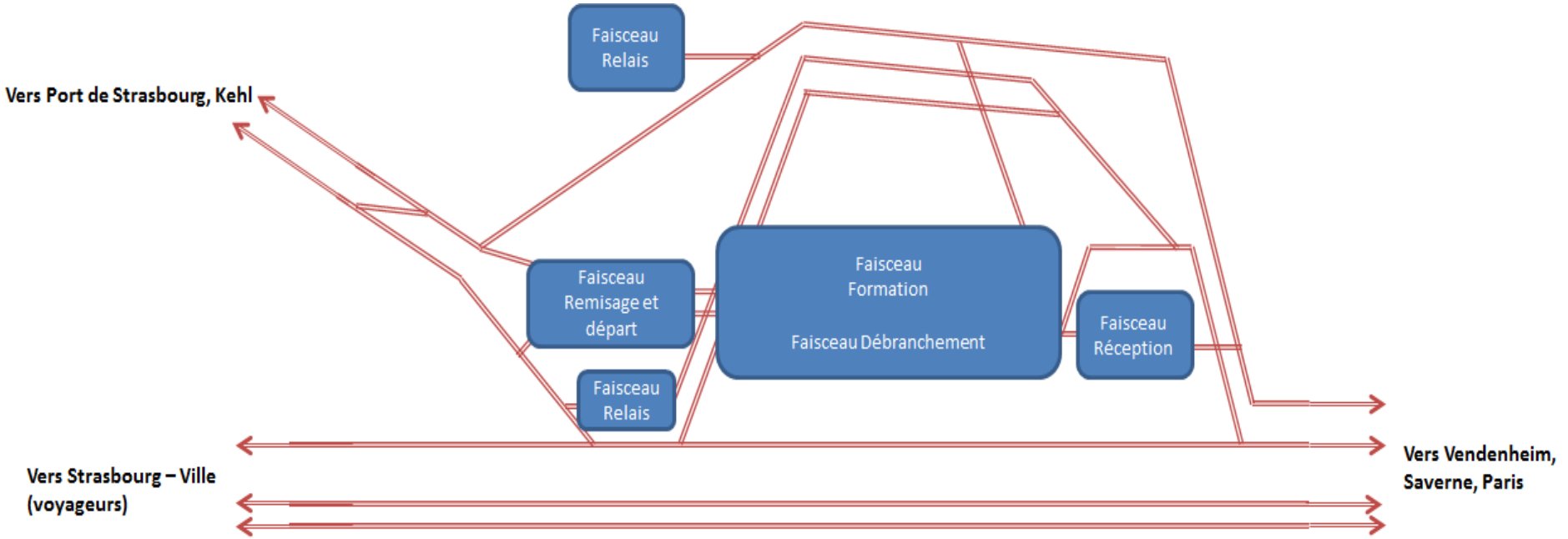
TERMINAL OF WOIPPY	
LOCATION	TYPE OF TERMINAL
	Gravity Shunting centre, Réseau Ferroviaire National CONTACTS SNCF Réseau Direction Marketing et Commerciale Guichet Unique 174 avenue de France 75648 PARIS CEDEX 13 Tel: + 33 (0)1 53 94 33 23. GuichetUnique@reseau.sncf.fr WORKING TIMETABLE Réseau Ferré National: line n° 180, positions of Woippy 24h/24, 7days/week SERVICES Gravity shunting Centre. For more details, contact transport operator.

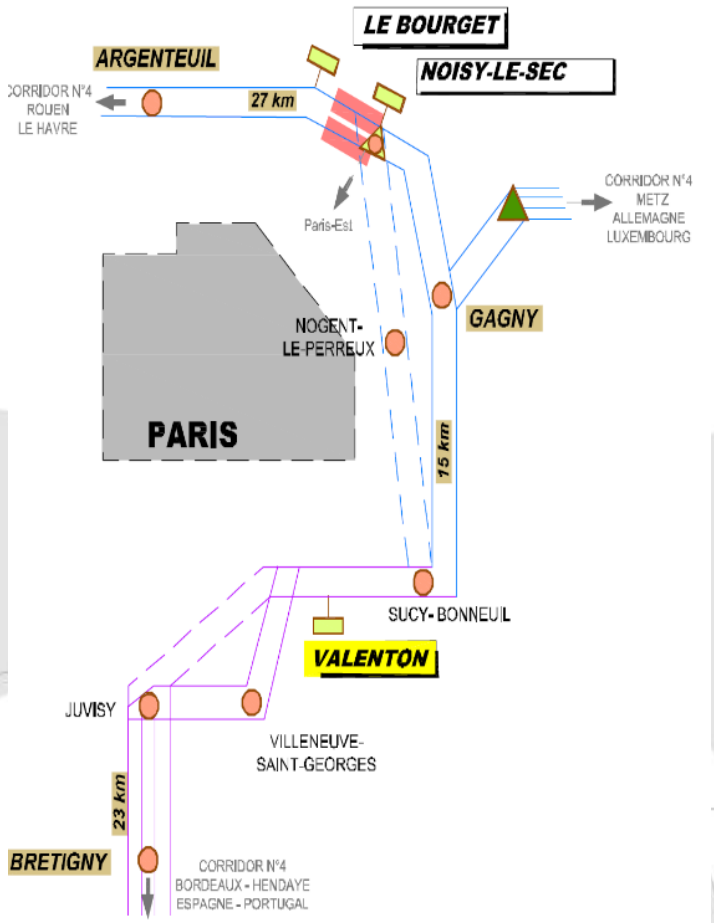
INFRASTRUCTURES



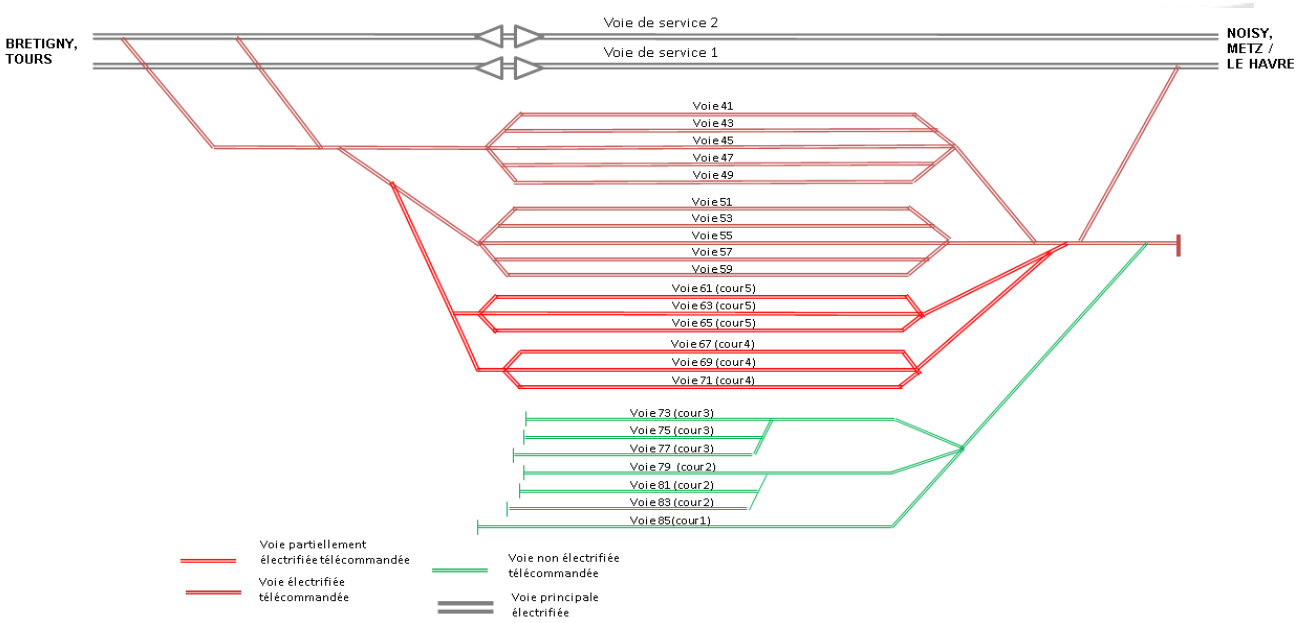
Nº Tracks	Track length (m)
Reception	
1 – 17	750
Splitting-up and sorting sidings	
9 – 17	760 – 790
18 – 56	730 – 760
Holding siding	
57 – 64	790
Departure siding	
1 – 14	760 - 790

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

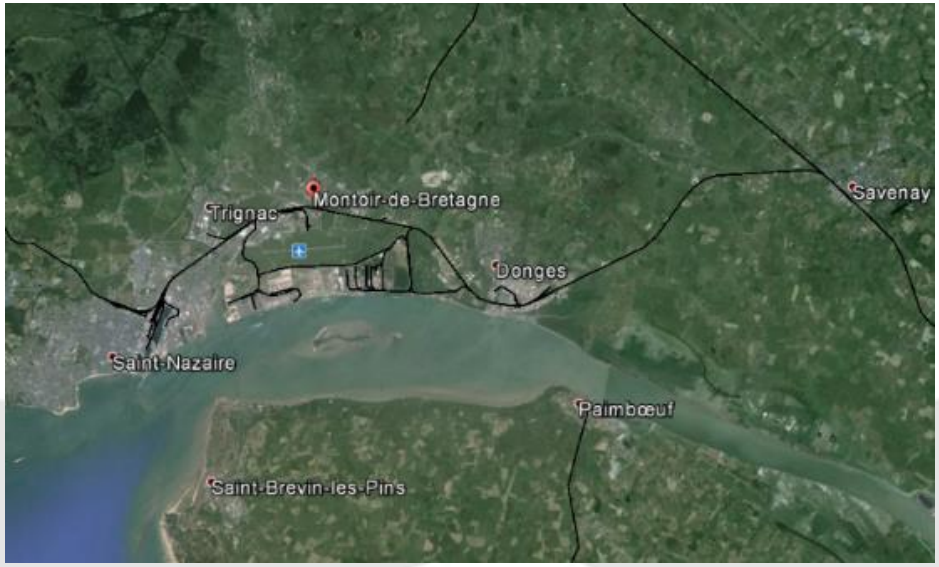
CHAPTER 2. ACCESS CONDITIONS/WORKING TIMETABLE		
Réseau Ferré National, Hausbergen Poste 1: 7 days / 24 hours		
CHAPTER 3. INFRASTRUCTURES		
The Hausbergen terminal is located at the north of Strasbourg city. A lot of electrified tracks are available.  		
CHAPTER 4. CAPACITY	CHAPTER 5. SERVICES	CHAPTER 6. PRICES
For more details, please contact the Terminal.	For more details, please contact the Terminal.	For more details, please contact the Terminal.

TERMINAL OF VALENTON	
LOCATION	TYPE OF TERMINAL
	Combined traffic Terminal of the of the Rail National Network CONTACTS Intermodal transfer area: 1 rue Pierre Sémard – 94380 BONNEUIL-SUR-MARNE DECOR 37 +33 (0)4 67 18 64 81 NAVILAND CARGO +33 (0)1 43 39 74 59 http://www.naviland-cargo.com/implantations/paris-valenton NOVATRANS +33 (0)1 43 39 12 57 http://www.novatrans.eu/images/PDFterminaux/Terminal_Valenton.pdf T3M +33 (0)1 41 94 16 50 www.t3m.fr

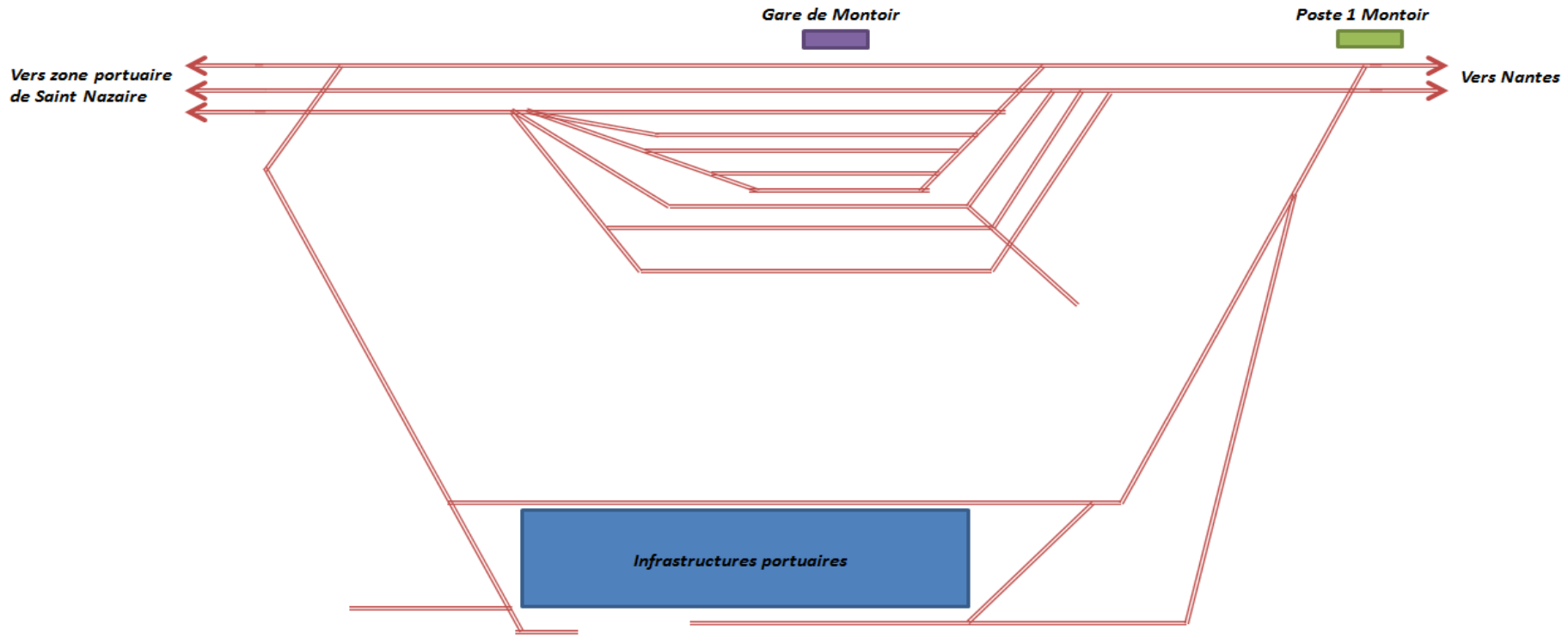
WORKING TIMETABLE	
NAVILAND CARGO : Mon to Fri: 6am - 6.30pm NOVATRANS : Mon to Fri: 4.30am - 8.15pm Sat: 4.30am – 11.20am	Réseau Ferré National (line 990: Poste T): Mon to Fri: 24 hours/day Sat: 12am - 2pm and 5pm -12.00pm Sun: 4.30am-0.30pm and 10pm-1am
SERVICES	
Combined traffic operation area. For more details, contact transport operators.	
INFRASTRUCTURES	



Nº Tracks	Track length (m)
41-59	525-785
61-65	616-665
67-71	620-745
73-77	570-610
79-83	593-625
85	717

GRAND PORT MARITIME DE NANTES – SAINT NAZAIRE	
CHAPTER 1. GENERAL INFORMATION	
1.1. LOCATION	
	Position: 47°19’19’’ N // 2°09’10’’ W 
1.2. TYPE OF TERMINAL/OWNER	1.3. OPERATION
Port Maritime Grand Port Maritime de Nantes – Saint-Nazaire 18 quai Ernest Renaud - BP 18609 44186 NANTES Cedex 4 Tél. +33 (0)2 40 44 20 20 http://www.nantes.port.fr/	Centre administratif de Montoir-de-Bretagne Rue de la Pierre Percée – BP 9 – 44550 MONTOIR-DE-BRETAGNE Tél. +33 (0)2 40 90 92 89 EUROPORTE (SOCORAIL) Tel +33 (0)4 42 13 13 52

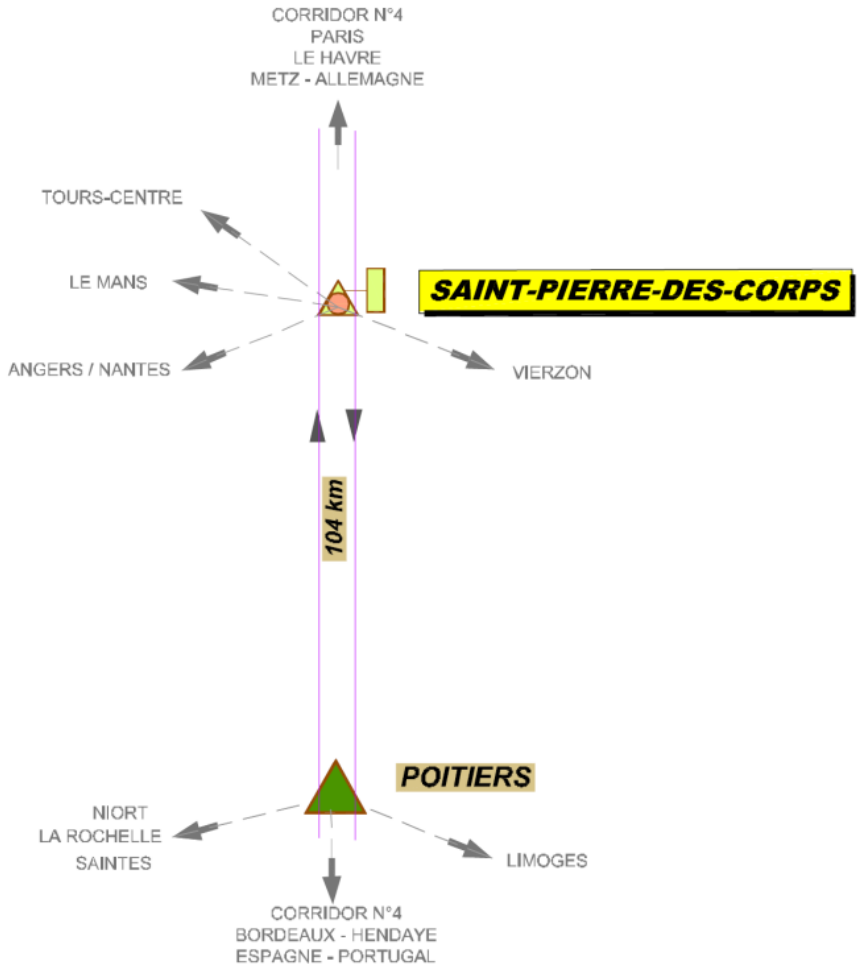
CHAPTER 2. ACCESS CONDITIONS/WORKING TIMETABLE	
Line St Nazaire to Le Croisic / Montoir-de-Bretagne, Poste 1 : Mon to Fri : 05.00am – 7.55pm	Line Savenay to St-Nazaire / Savenay, Poste 1: Mon to Sat : 24h / day // Sun: 5.30am – 12pm
CHAPTER 3. INFRASTRUCTURES	



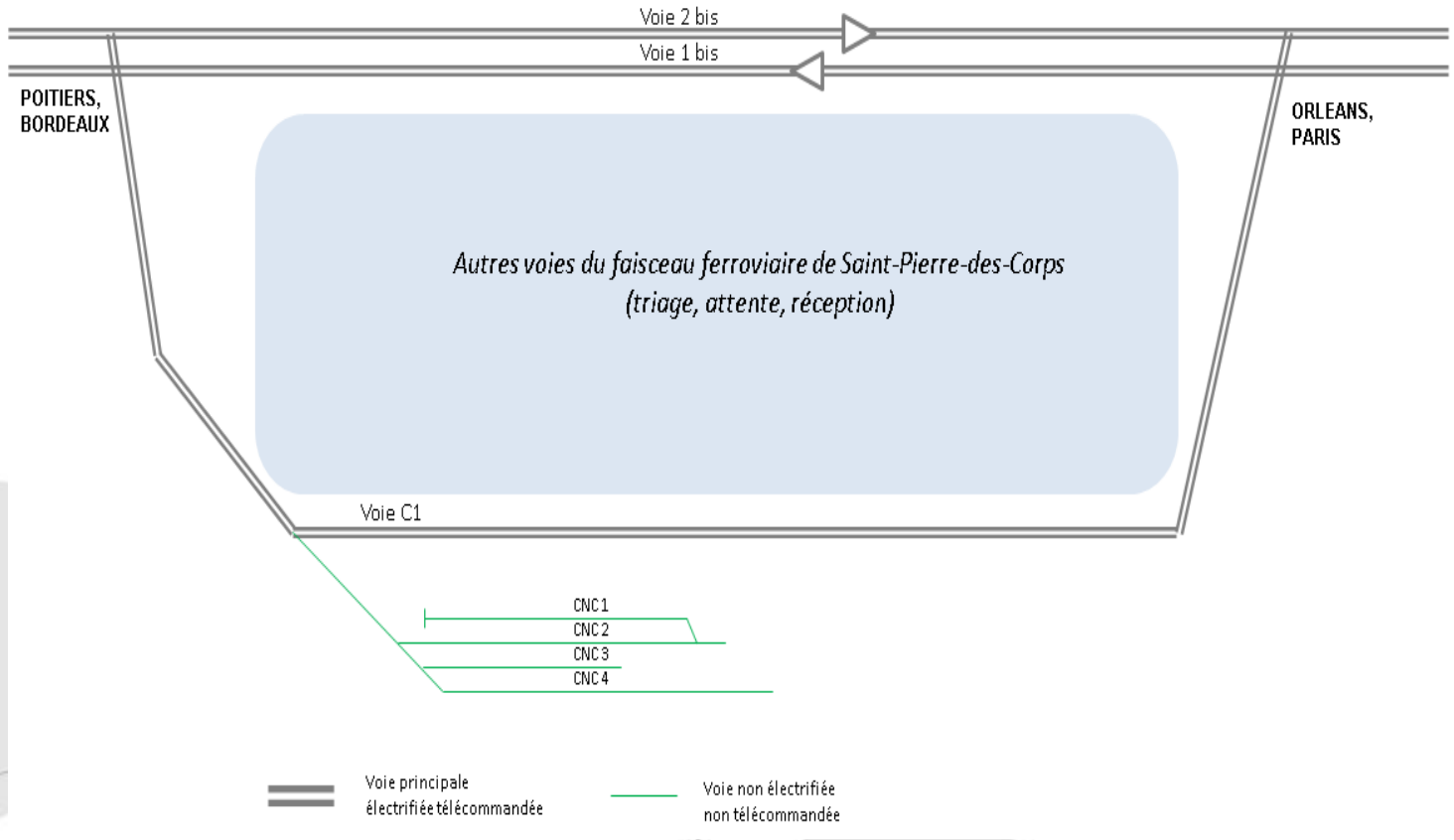
The rail terminal of Nantes St Nazaire port is located in Montoir de Bretagne.

The terminal access is available via the line Nantes St Nazaire – Le Croisic

CHAPTER 4. CAPACITY
For more details, please contact the Terminal
CHAPTER 5. SERVICES
For more details, please check the website https://www.europorte.com/uk/subsidiaries/Railway-infrastructure-management/
CHAPTER 6. PRICES
For more details, please contact the Terminal

TERMINAL OF SAINT-PIERRE-DES-CORPS (TOURS)	
LOCATION	TYPE OF TERMINAL
	Combined traffic Terminal of the of the Rail National Network CONTACTS BRANGEON LOGISTIQUE Rue Charles Duval 37700 SAINT-PIERRE-DES-CORPS +33 (0) 2 41 72 11 55 https://www.brangeon.fr/transports-logistique/logistique/carte-implantations-logistiques/ WORKING TIMETABLE Transport Operator: For more details, contact transport operators. Réseau Ferré National: Line n°570, position Saint-Pierre-des-Corps 24h/24, 7days/week SERVICES Combined traffic operation area for loading and downloading the freight cars, storage, routing. For more details, contact transport operators.

INFRASTRUCTURES

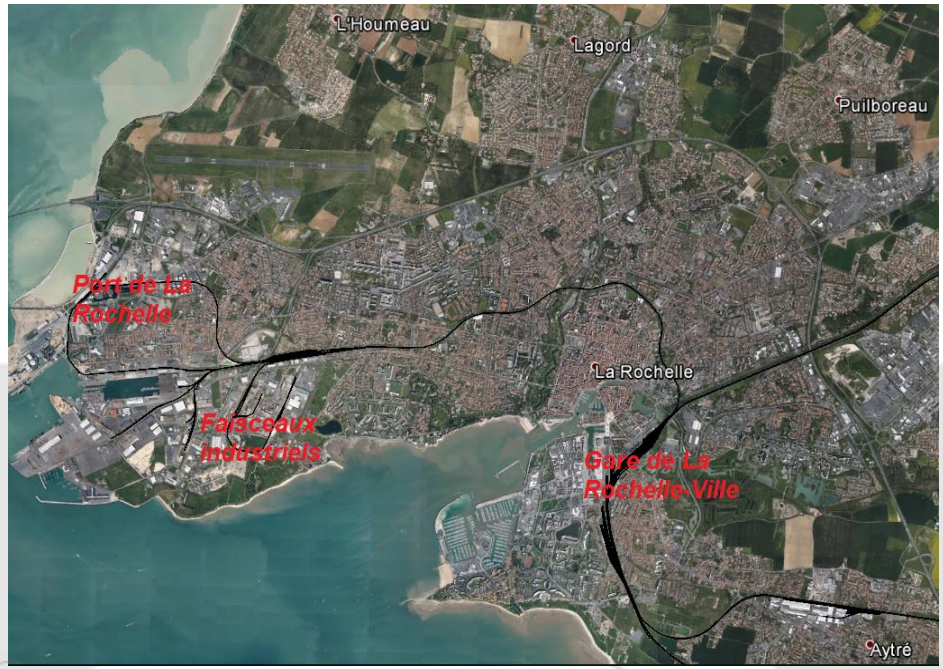


Nº Tracks	Track length (m)
CNC 1	200
CNC 2	260
CNC 3	200
CNC 4	300
Reception sidings	
201–209	778– 813
210–213	770
Sorting sidings	
1	771
2C	791
3 -32	700 -790
Holding siding	
101-108	789 - 859

GRAND PORT MARITIME DE LA ROCHELLE

CHAPTER 1. GENERAL INFORMATION

1.1. LOCATION



Position: 46°09’39’’ N // 1°13’08’’ W

1.2. TYPE OF TERMINAL/OWNER

Port Maritime

Grand Port Maritime Atlantique La Rochelle

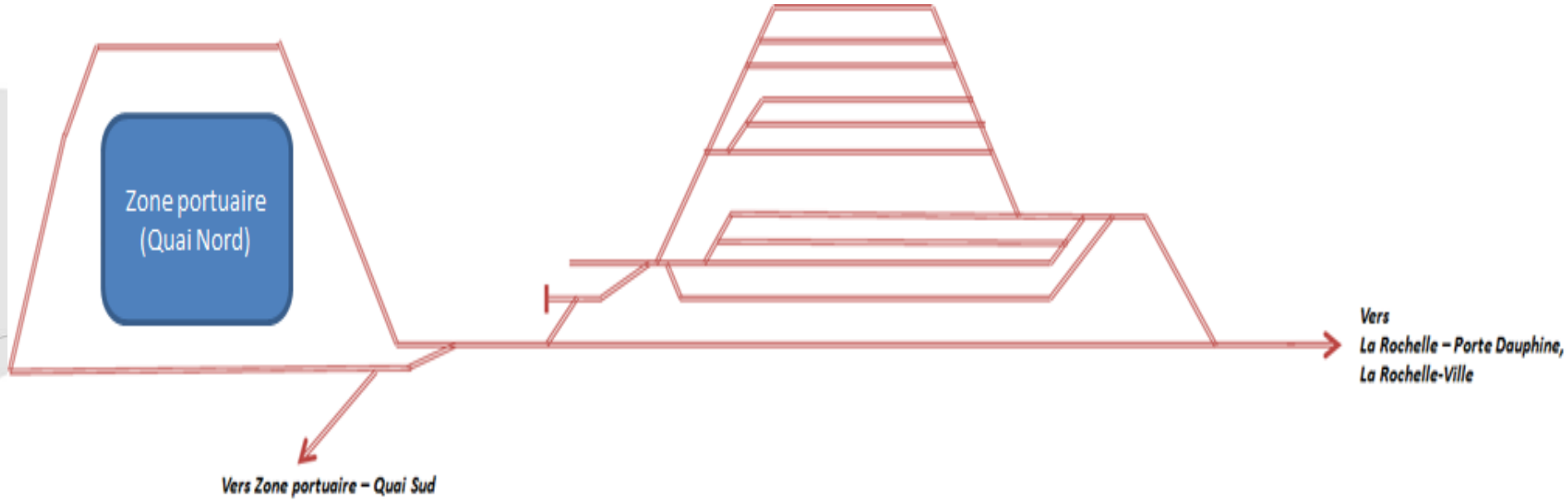
BP 70394

1.3.OPERATION

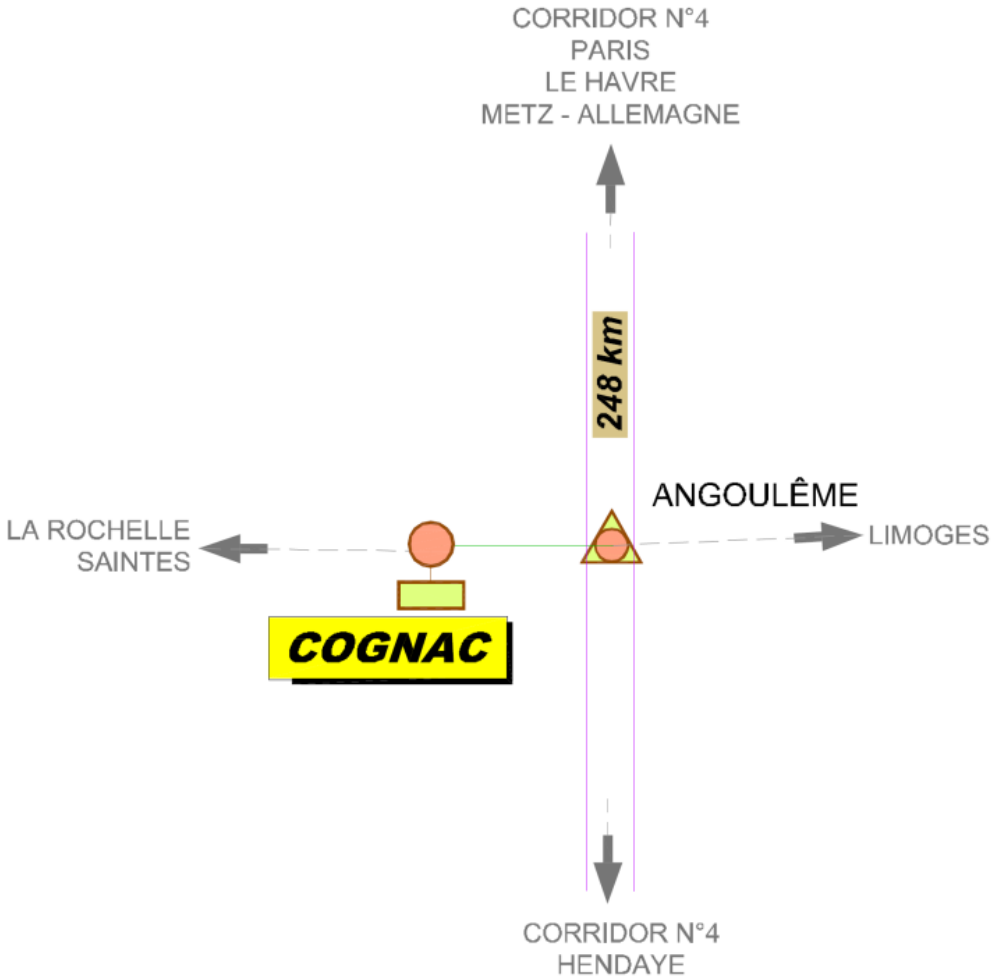
Gare SNCF de La Pallice

Quai Nord SNCF

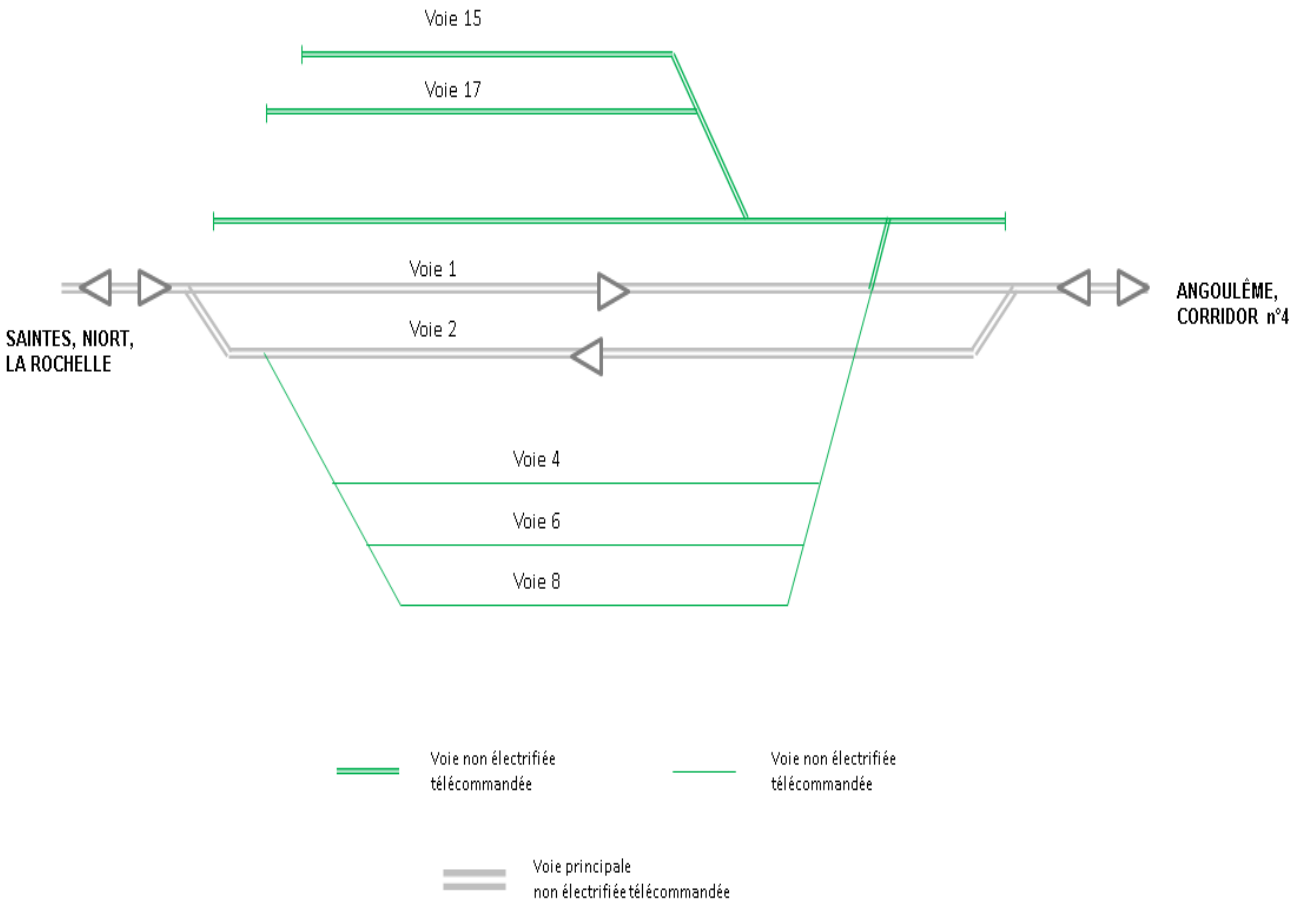
17000 La Rochelle Pallice

17001 La Rochelle Cedex 1 Tél. +33 (0)5 46 00 53 60 Fax +33 (0)5 46 43 12 54 http://www.larochelle.port.fr/	Tél. +33 (0)5 46 51 62 13 EUROPORTE (SOCORAIL) Tel +33 (0)4 42 13 13 52
CHAPTER 2. ACCESS CONDITIONS/WORKING TIMETABLE	
Line 440 La Rochelle-Pallice / La Rochelle-Ville : Mon to Fri : 4.40am – 0.40am // Sat: 4.40am – 0.10pm	
CHAPTER 3 INFRASTRUCTURES	
The rail terminal of La Rochelle port is connected via La Rochelle – Ville station. 	

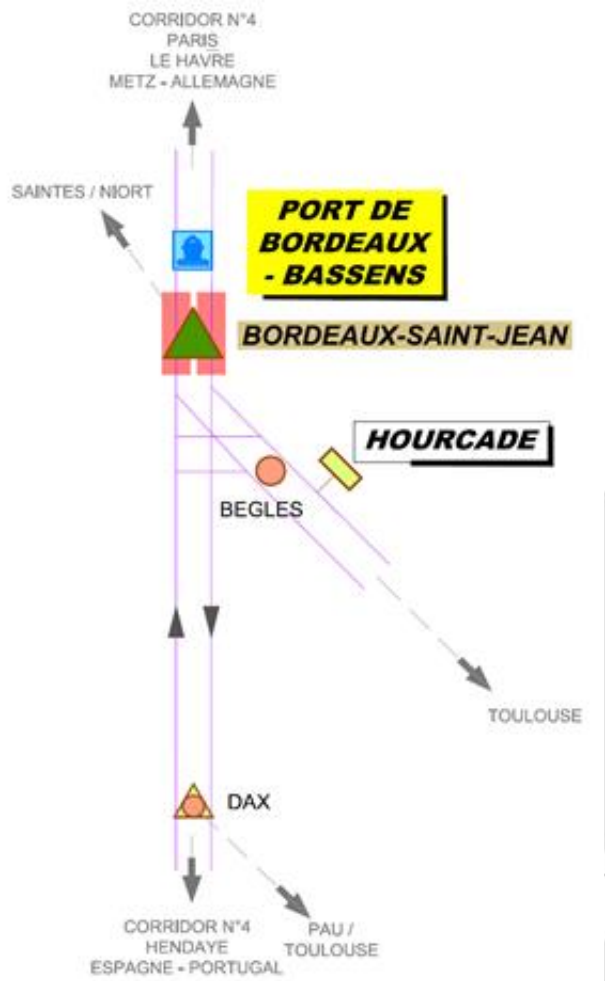
CHAPTER 4. CAPACITY
For more details, please contact the Terminal.
CHAPTER 5. SERVICES
For more details, please check the website https://www.europorte.com/uk/subsidiaries/Railway-infrastructure-management/
CHAPTER 6. PRICES
For more details, please contact the Terminal.

TERMINAL OF COGNAC	
LOCATION	TYPE OF TERMINAL
	Combined traffic Terminal of the of the Rail National Network CONTACTS NAVILAND CARGO 14 place de la Gare – 16100 COGNAC +33 (0)5 45 81 00 06 http://www.naviland-cargo.com/implantations/cognac WORKING TIMETABLE NAVILAND CARGO Mon to Fri : 8am-5pm Réseau Ferré National: Line n°579, Cognac positions Mon to Thu: 5.50am – 11.10pm Fri: 5.50am – 11.40pm Sat: 6.30am – 11.10pm Sun: 9.40am – 11.10pm

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



Nº Tracks	Track length (m)
Combined Traffic	
15	274
17	302
Electrified 1,5KV	
Sorting and holding	
4	370
6	520
8	400
Not electrified	

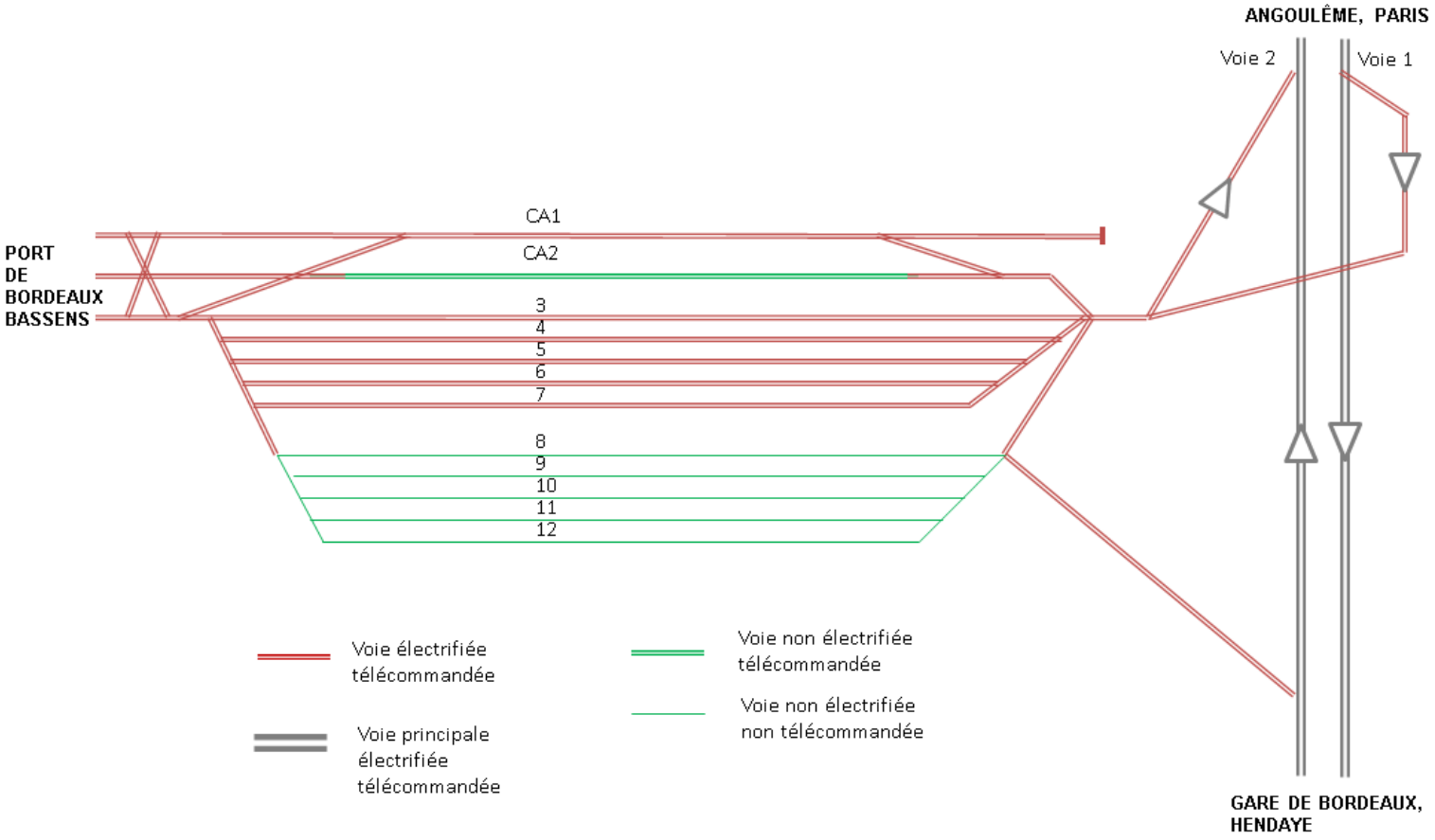
GRAND PORT MARITIME DE BORDEAUX - BASSENS	
LOCATION	TYPE OF TERMINAL
	Intermodal Port Terminal, outside of the Rail National Network
	CONTACTS
	Grand Port Maritime de Bordeaux – Port Atlantique 152 quai de Bacalan – CS 41320 33082 BORDEAUX Cedex + 33 (0) 5 45 81 00 06 https://www.bordeaux-port.fr/en EUROPORTE (SOCORAIL) Tel +33 (0)4 42 13 13 52
	WORKING TIMETABLE
	Network statement of Atlantic Port of Bordeaux For more details, please check https://www.bordeaux-port.fr/sites/default/files/bassens2013.pdf Réseau Ferré National (Bassens position) : Mon to Sun: 5.10am – 8.20pm

SERVICES

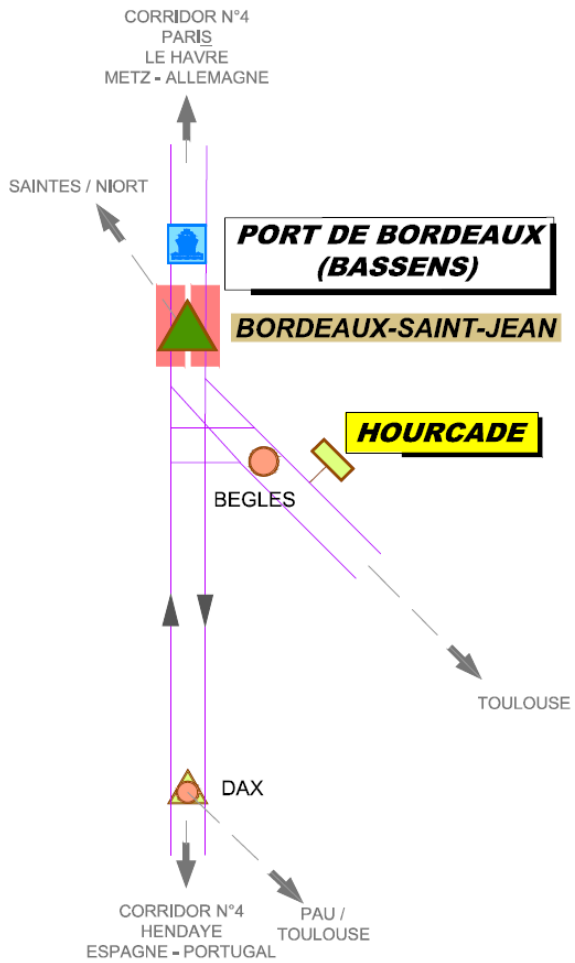
Combined traffic operations area. For more details, contact Grand Port Maritime de Bordeaux – “Atlantic Port”

INFRASTRUCTURES

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

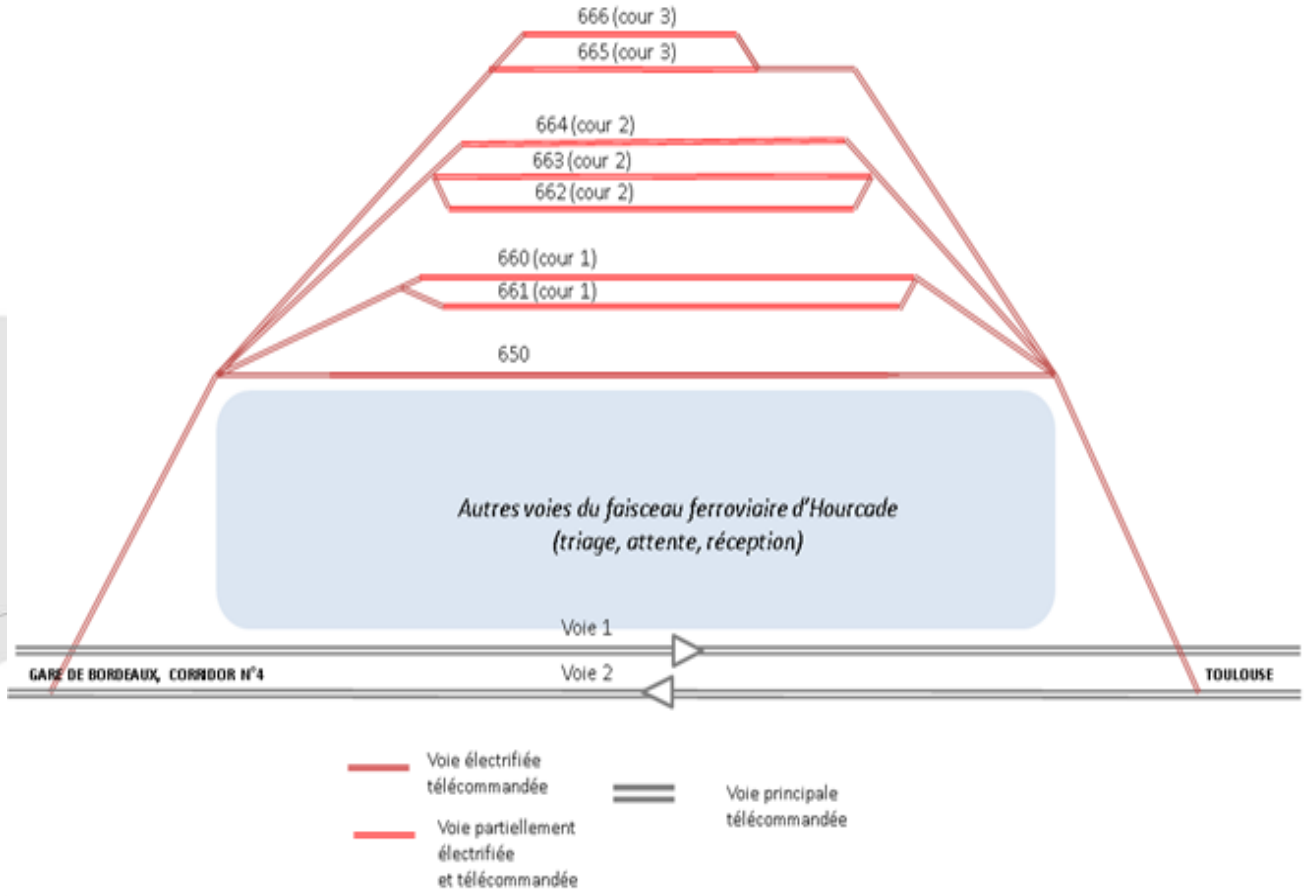


Nº Tracks	Track length (m)
CA1	1 910
CA2	3 270
3	510
4	520
5	520
6	810
7	780
8	580
9	520
10	490
11	420
12	260

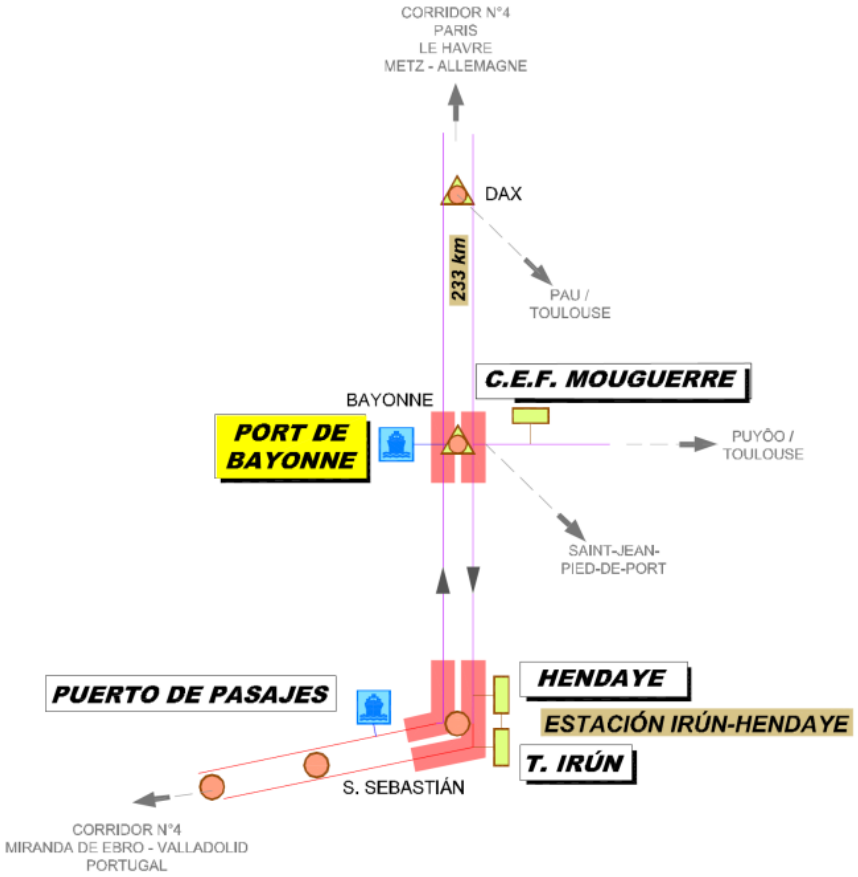
TERMINAL OF BORDEAUX–HOURCADE	
LOCATION	TYPE OF TERMINAL
	Combined traffic Terminal of the Rail National Network CONTACTS NAVILAND CARGO 40-45 rue Radio-Londres – 33130 BEGLES +33 (0)5 56 49 81 50 http://www.naviland-cargo.com/implantations/bordeaux NOVATRANS 40-45 rue Radio-Londres – 33310 BEGLES +33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

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

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

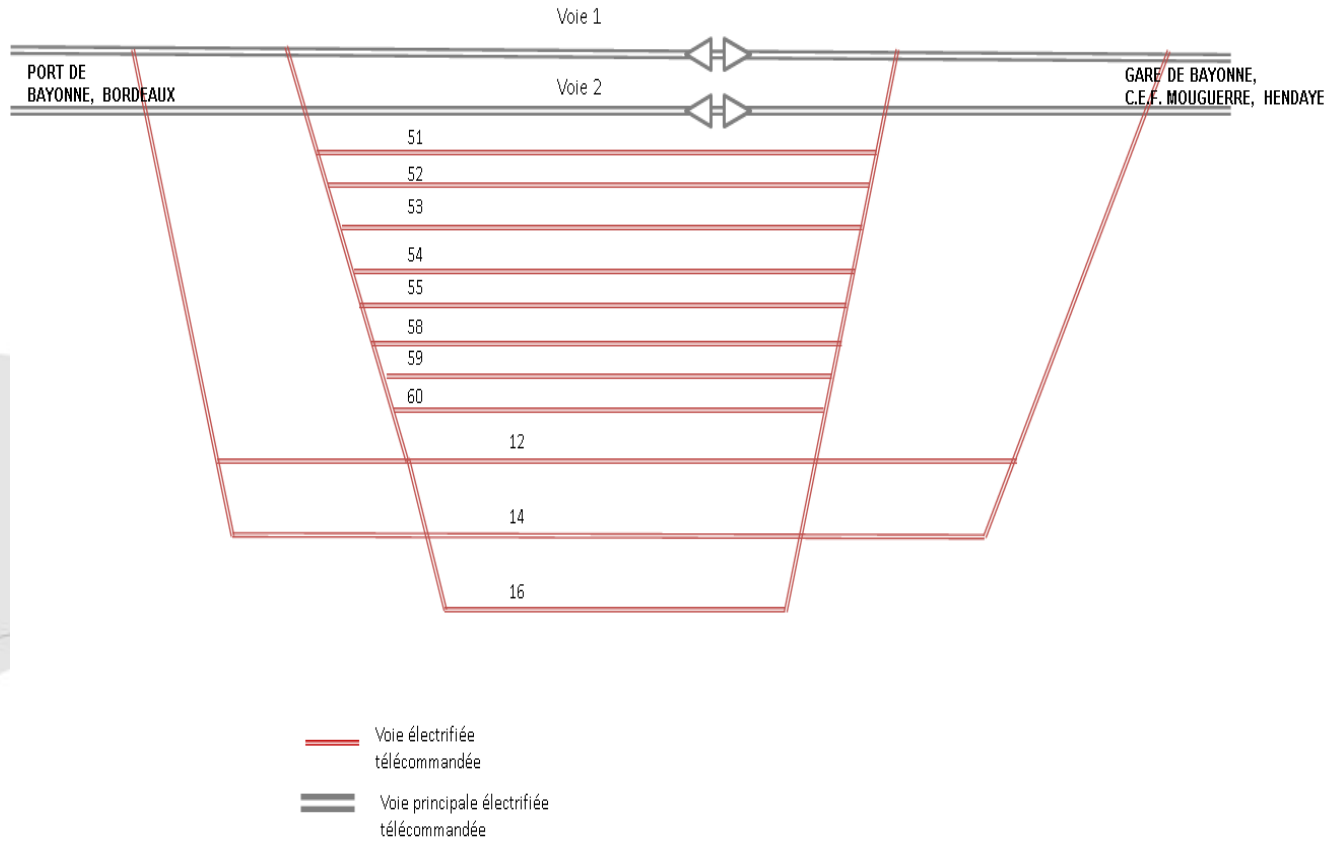


Nº Tracks	Track length (m)
Combined traffic terminal (*cf. diagram*)	
650	979
660 – 661	730
662 – 664	730
665 – 666	705
Reception sidings	
150 – 157	800
Holding sidings	
91 – 94	785
95 – 98	800
Sorting sidings	
11 – 18	850
21 – 28	850
31 – 38	850
41 – 48	850
51 – 58	850
61 – 67	850
Electrified 1,5 KV	

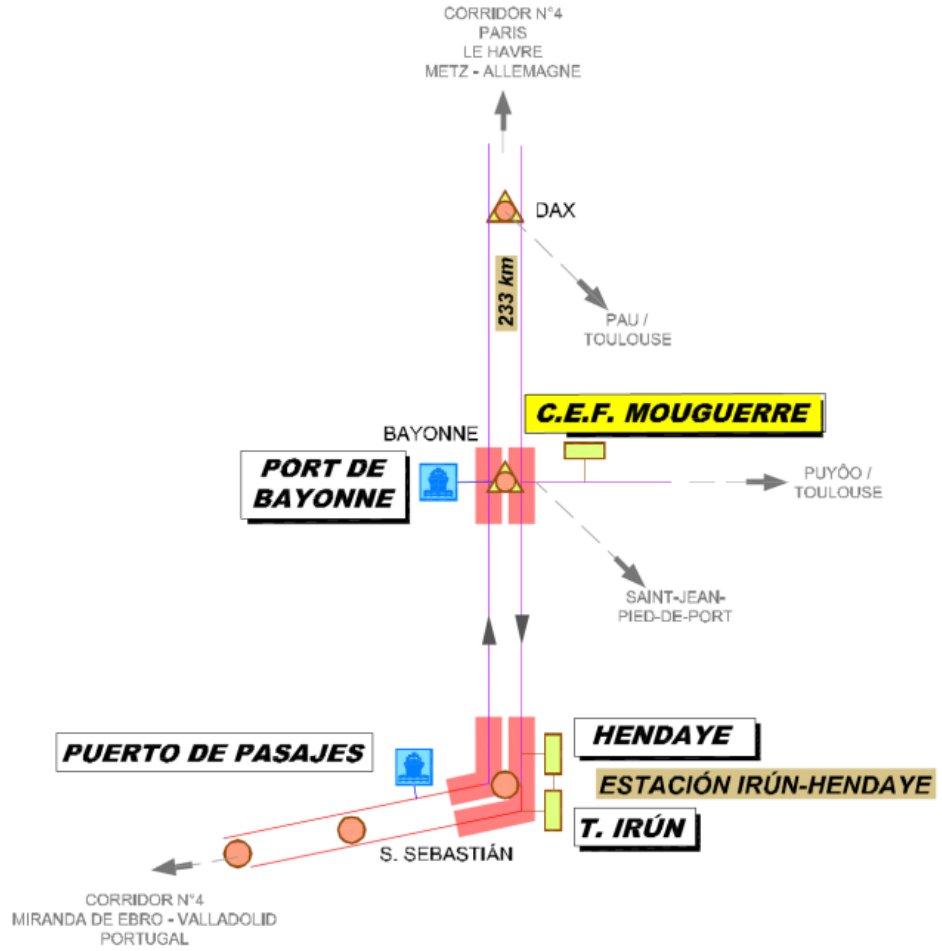
PORT OF BAYONNE	
LOCATION	TYPE OF TERMINAL
	Intermodal Port Terminal, outside of the Rail National Network
	CONTACTS
	Port de Bayonne Commerce chamber and industry of Bayonne – Pays Basque 50-51 Allées Marines – B.P. 215 64102 BAYONNE Cedex Tel +33 (0)5 59 46 59 46 www.bayonne.port.fr OFP Sud Ouest 1 rue Donzac 64100 BAYONNE Tel: +33 (0)5 59 55 31 81
	WORKING TIMETABLE
	Réseau Ferré National (Line n°655) : Mon to Sun: 24 hours / day

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

Facilities Plan of the Réseau Ferré National above Port of Bayonne



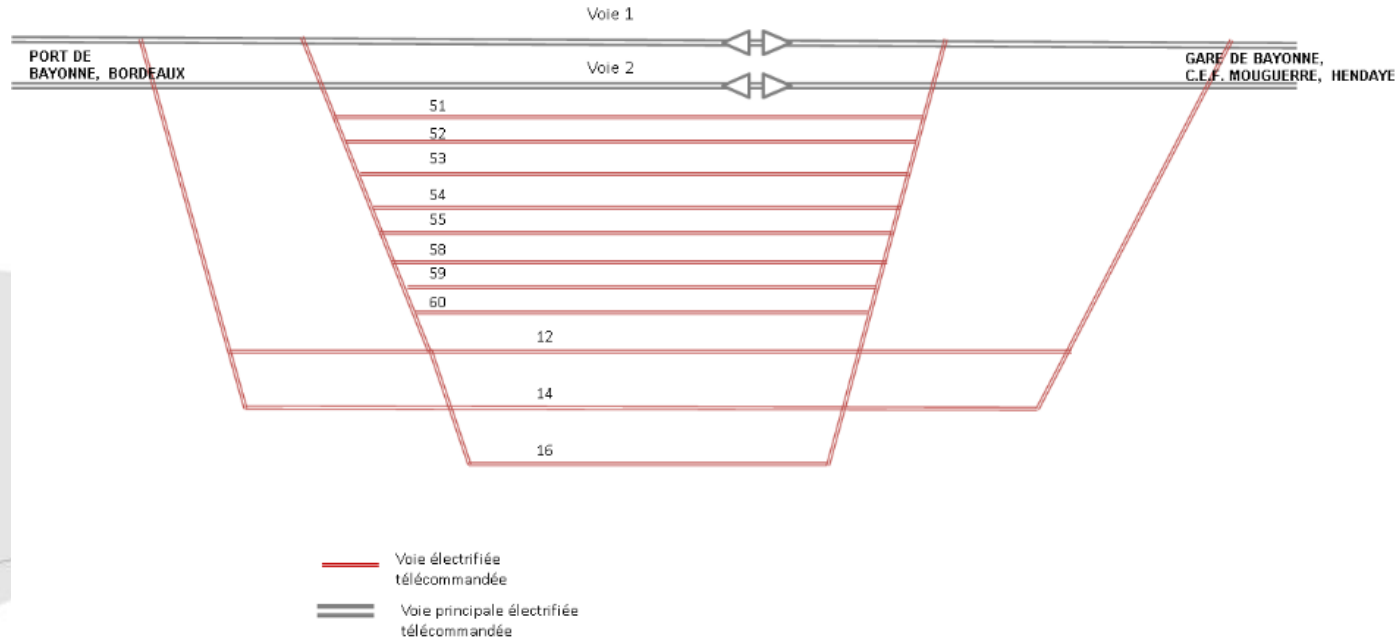
Nº Tracks	Track length (m)
12	794
14	457
16	517
51	367
52	316
53	316
54	331
55	322
58	307
59	339
60	337
Electrified 1,5 KV	

TERMINAL OF BAYONNE-MOUGUERRE	
LOCATION	TYPE OF TERMINAL
	Transport Terminal outside of the Rail National Network (European Freight Center) CONTACTS NOVATRANS European Freight Center of Mouguerre 64990 MOUGUERRE +33 (0)5 59 42 62 00 http://www.novatrans.eu/images/PDFterminaux/Terminal_Bayonne.pdf AMBROGIO European Freight Center of Mouguerre 14 avenue Alegera – BP 10036 64990 MOUGUERRE +33 (0)5 59 42 63 00 https://ambrogiointermodal.com/en European Freight Center 64990 MOUGUERRE +33 (0)5 59 44 88 93 http://www.mivacef.com/articles-les.entreprises-logistique,et,report,modal

WORKING TIMETABLE	SERVICES
NOVATRANS -> Mon to Fri: 6.30am - 8.30pm Réseau Ferré National: Line n° 650 -> 24h/24, 7days/week	Combined traffic operation area. For more details, contact transport operators.

INFRASTRUCTURES

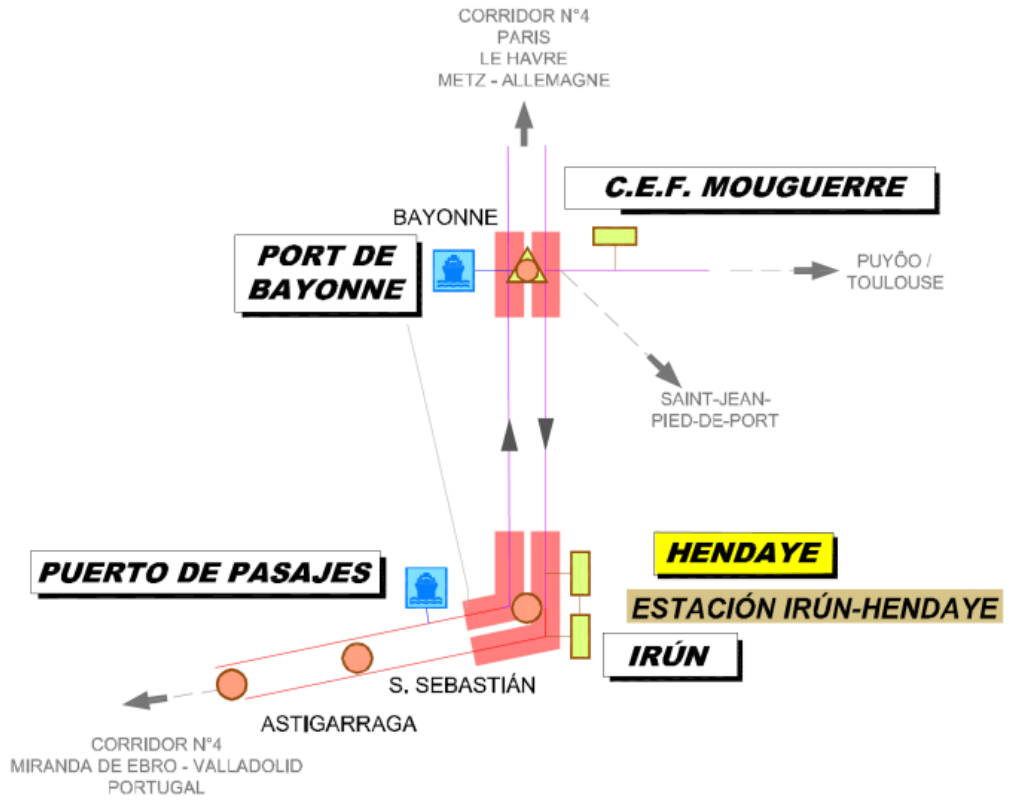
Bayonne terminal is located just at the north of Bayonne station on the line beyween Bordeaux and Hendaye, few kilometers at the north of Bayonne Mouguerre terminal.



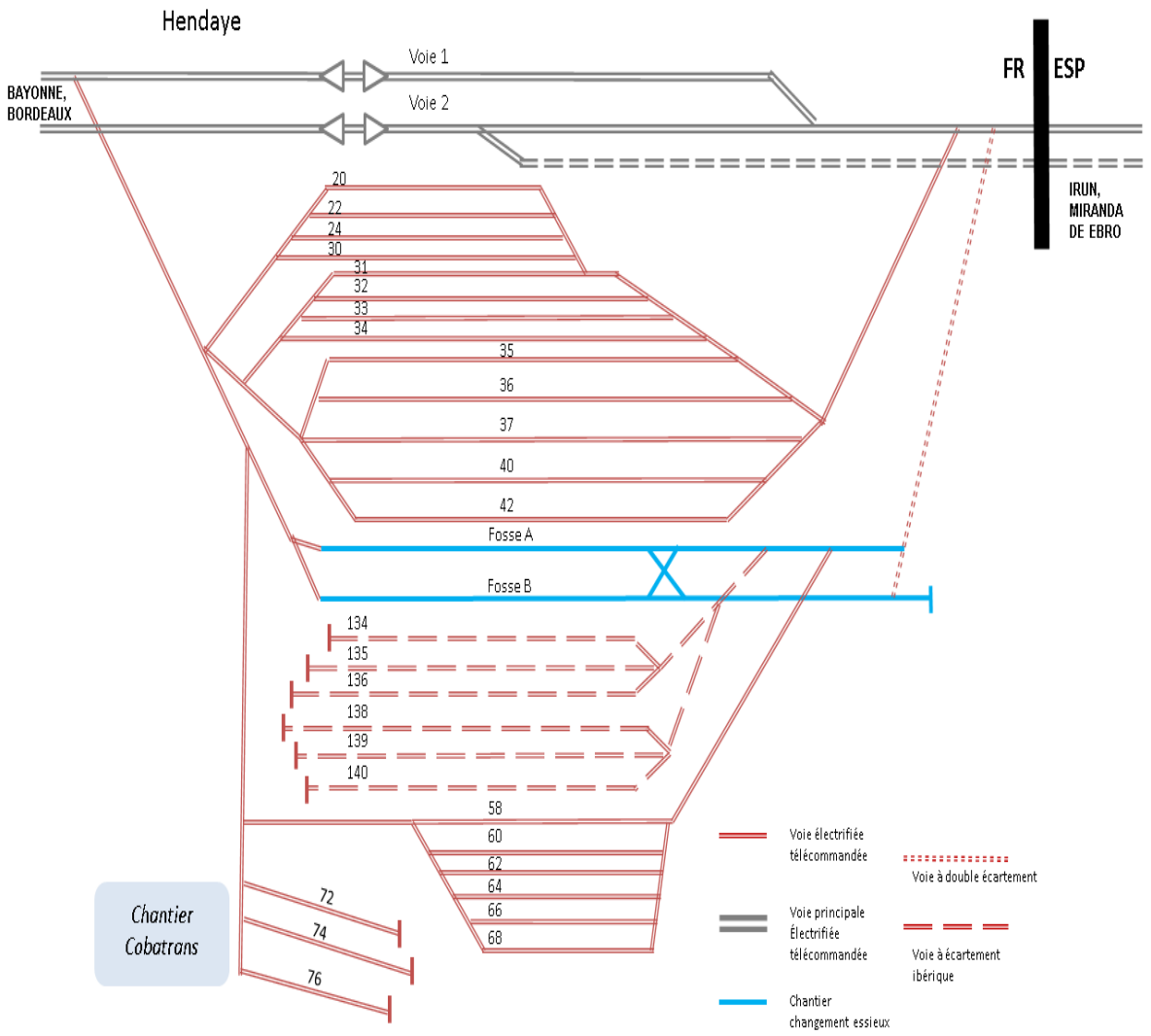
Terminal operators in European Freight center of Mouguerre:

NOVATRANS : 4x400m | AMBROGGIO : 2x300m + 2x400m

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

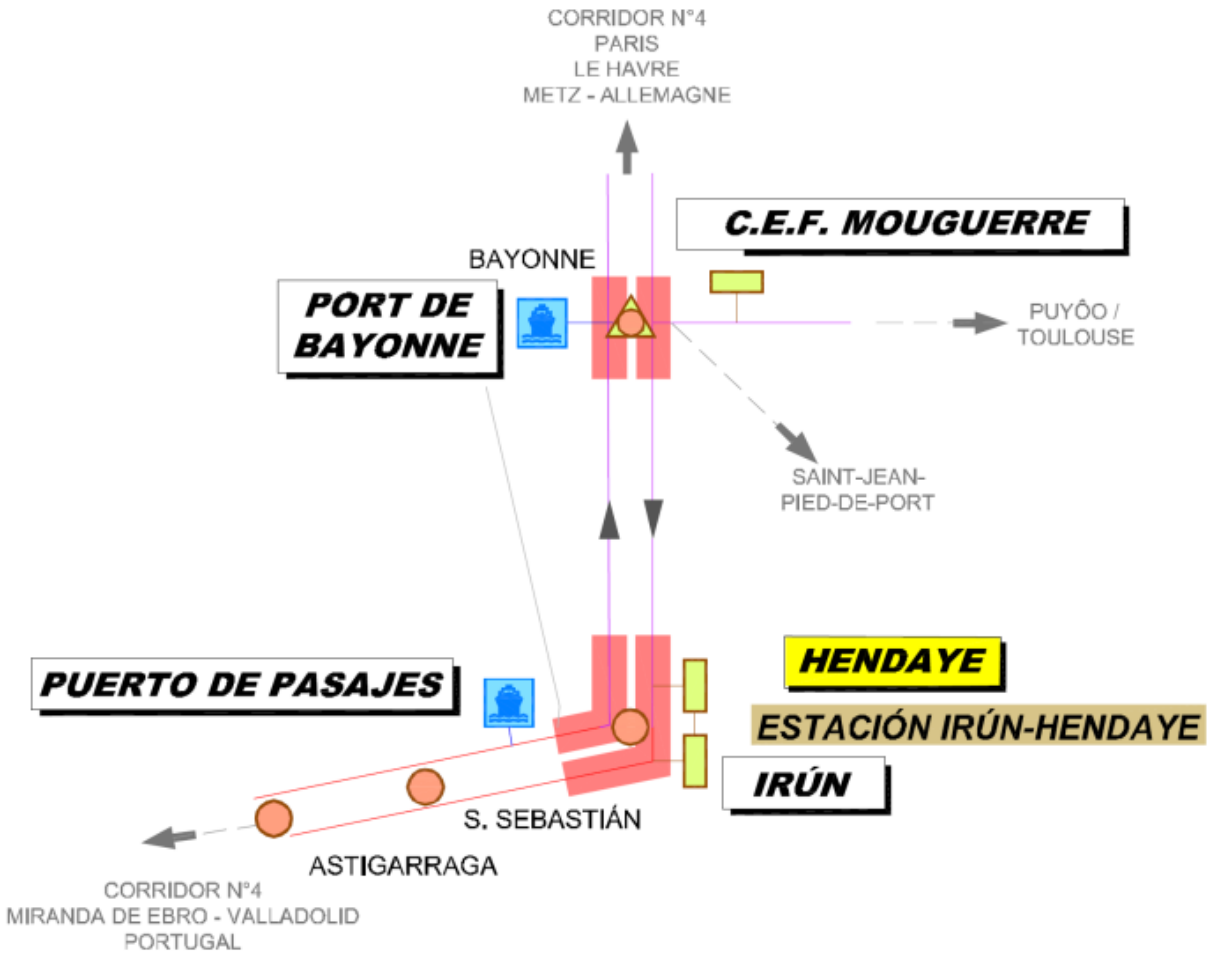
TERMINAL OF HENDAYE	
LOCATION	TYPE OF TERMINAL
	Combined traffic Terminal of the of the Rail National Network
	CONTACTS
	RAILSIDER (Hendaye Manutention) Boulevard du Général de Gaulle 64700 HENDAYE Tel: +33 (0)5 59 20 02 86 Fax: +33 559 20 55 26 https://www.railsider.com/en/facilities-freight-transport/atlantic-axis-logistic-services E-mail: atlantico@railsider.com
	WORKING TIMETABLE
	RAIL SIDER (Hendaye Manutention): 7am – 7pm Réseau Ferré National (line n° 655, Hendaye positions): 24h/24, 7days/week
	SERVICES
	Combined traffic operation area. For more details, contact transport operators.

INFRASTRUCTURES

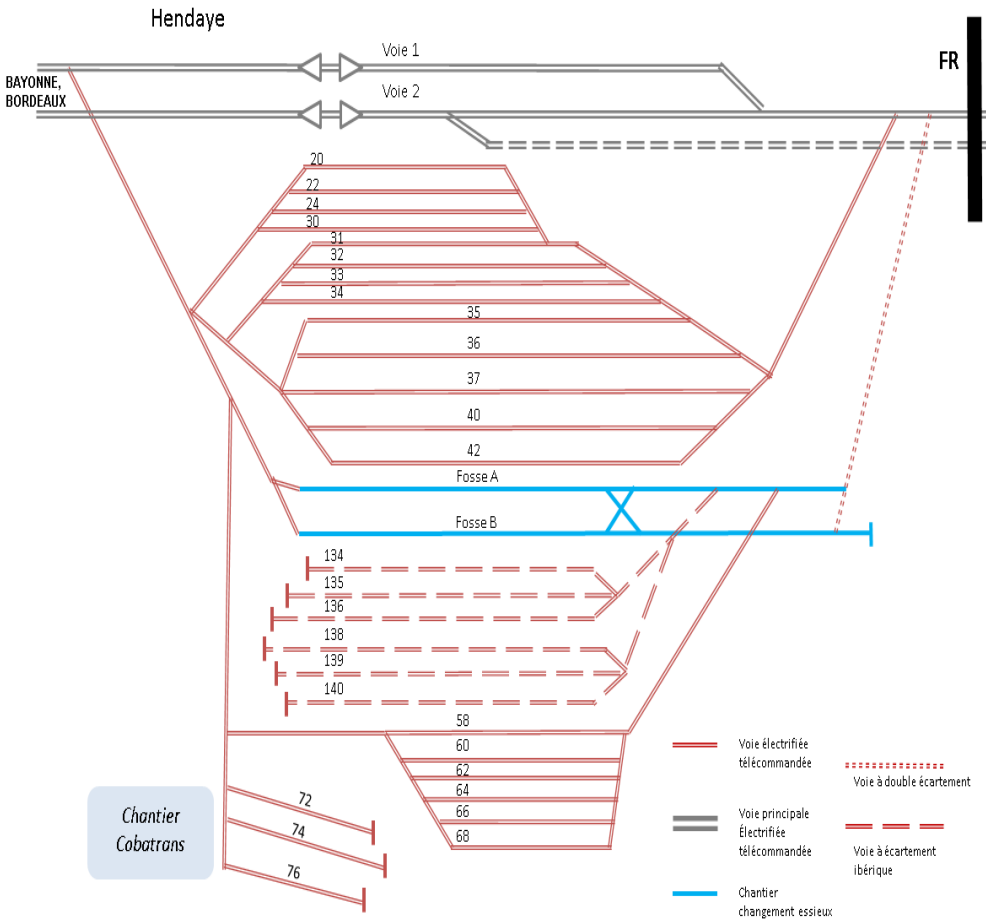


Nº Tracks	Track length (m)
Freight tracks	
20-22-24-30	387-34
31 – 34	<380
35	650
36	625
37	775
Holding siding	
40	569
42	571
Loading and unloading dock	
58-60-62- 64-66-68	<322
Combined traffic	
72	300
74	341
76	332

	Spanish sorting	
	134-136	433–446
	138-140	440
	Gauge change	
	Assembly pit A	
	Assembly pit B	

CHANGING BOGIES INSTALLATION OF HENDAYE	
LOCATION	TYPE OF TERMINAL
	Private area of gauge change systems operations CONTACTS Gauge change system operations area: TRANSFESA 64 Boulevard du Général de Gaulle 64700 HENDAYE +33 (0)5 59 20 61 41 E-mail: hendaya@transfesa.com https://www.transfesa.com/rail-spain-en/where-are-we/international-connections/axle-change-facilities-1923450 WORKING TIMETABLE TRANSFESA : Mon to Sat: 6.00 to 20.00 Réseau Ferré National (line n° 655, Hendaye positions): 24h/24, 7days/week

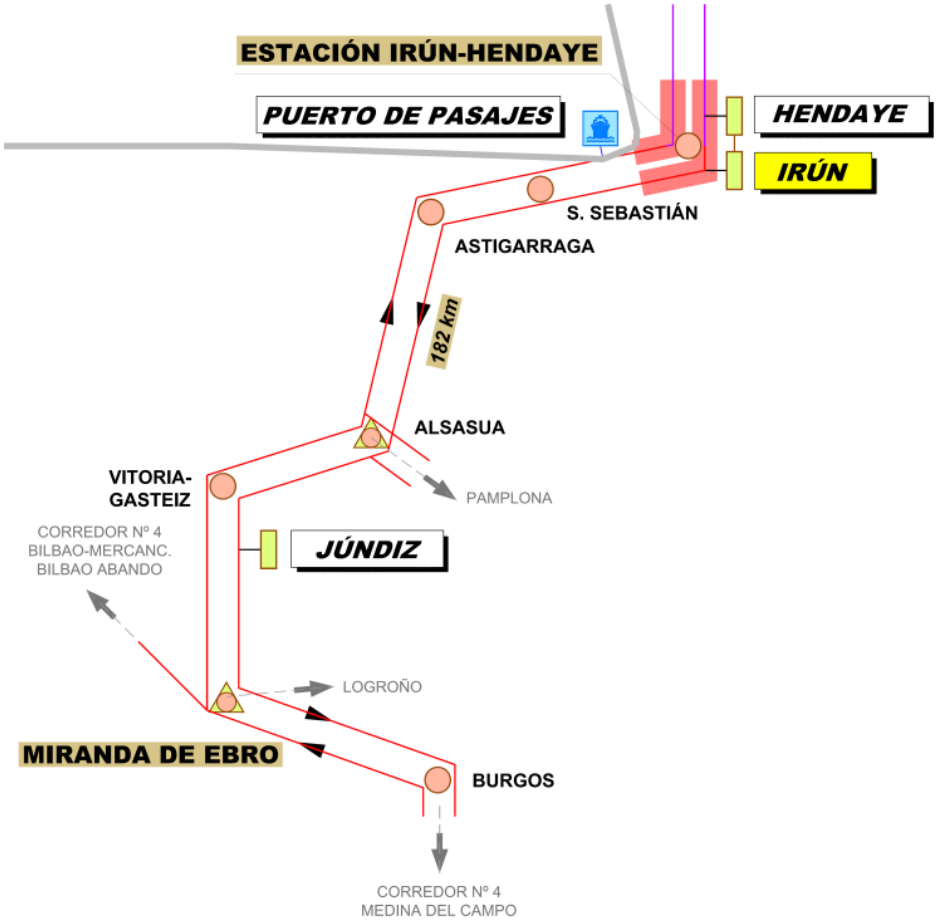
SERVICES
Operation area for gauge change systems (UIC gauge and Spanish gauge). For more details, contact transport operator.
INFRASTRUCTURES



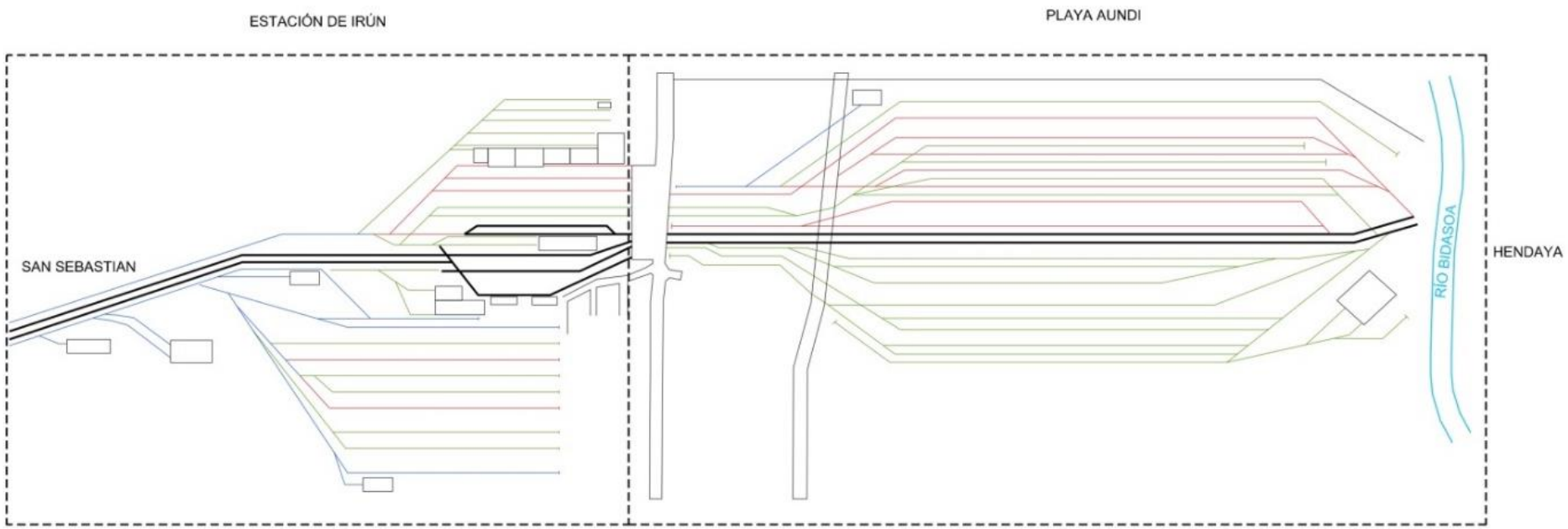
Nº Tracks	Track length (m)
Freight tracks	
20-22-24-30	387- 34
31 – 34	< 380
35	650
36	625
37	775
Holding tracks	
40	569
42	571
Load/download platform	
58-60-62-64-66-68	< 322
Combined traffic	
72	300

	74	341
	76	332
	Spanish sorting	
	134-136	433–446
	138-140	440
	Gauge change	
	trench A	
	trench B	

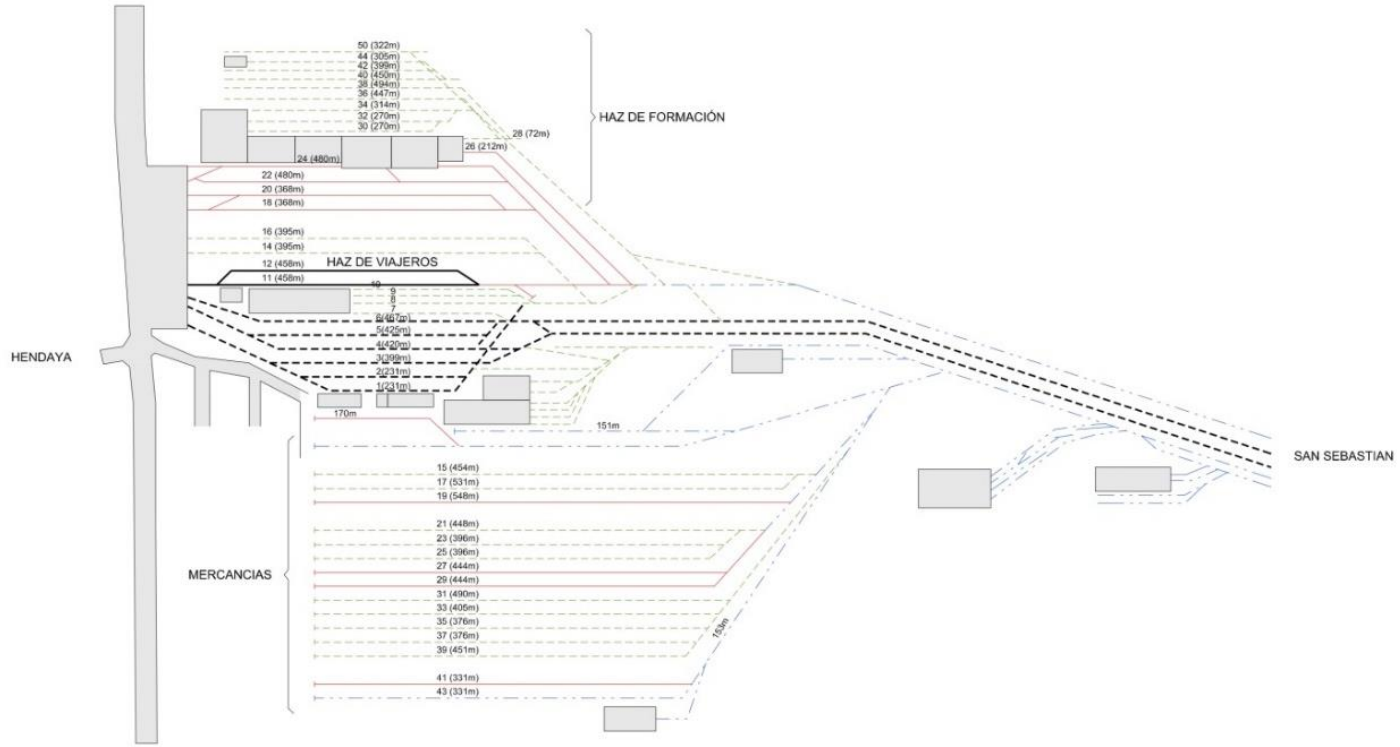
ANNEX 3.A3 – SPAIN

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

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



ESTACIÓN DE IRÚN



VÍA PRINCIPAL FRANCESA (UIC)

VÍA DE SERVICIO FRANCESA (UIC)

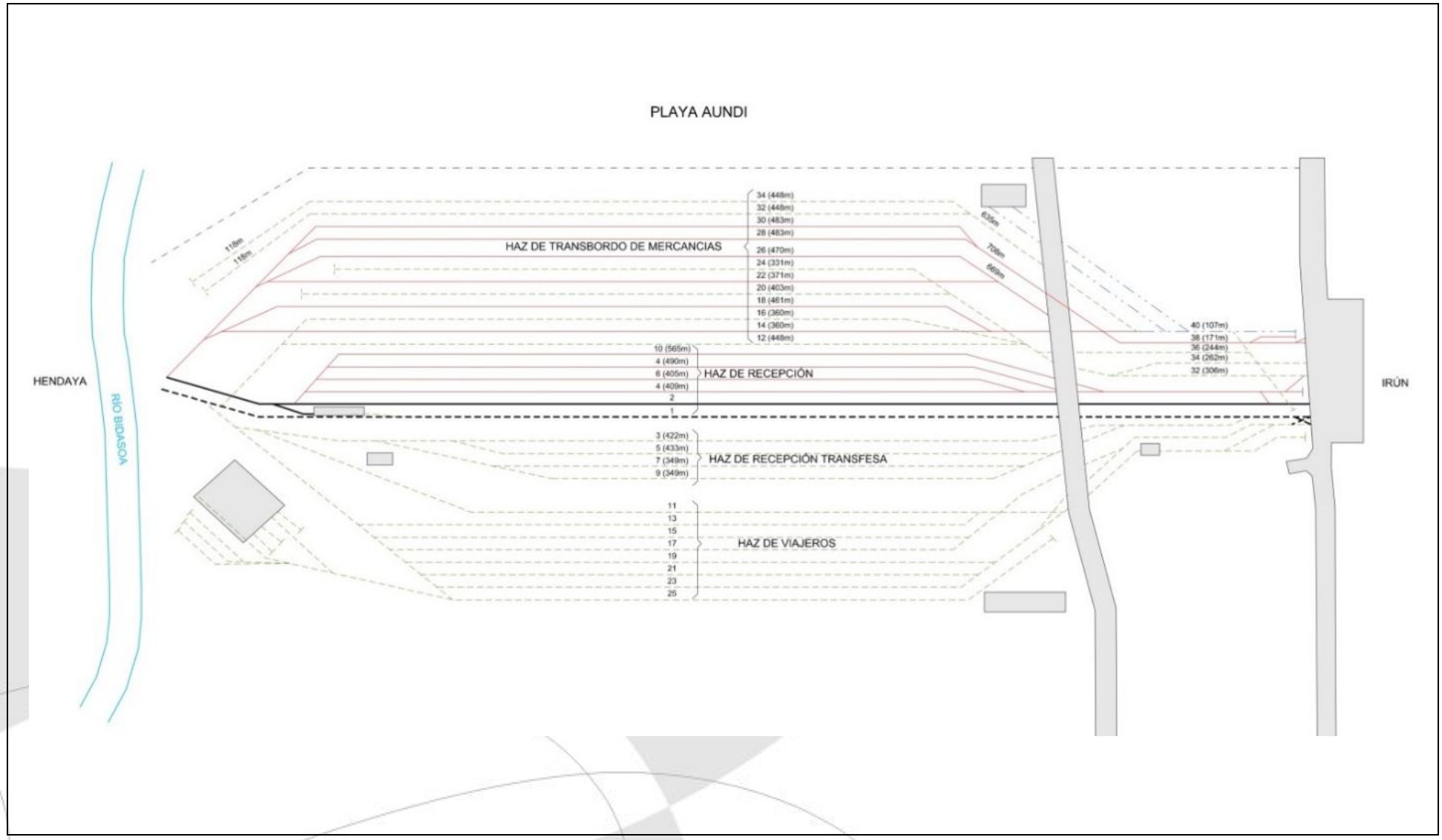
VÍA MIXTA

VÍA PRINCIPAL ESPAÑOLA (IBERICO)

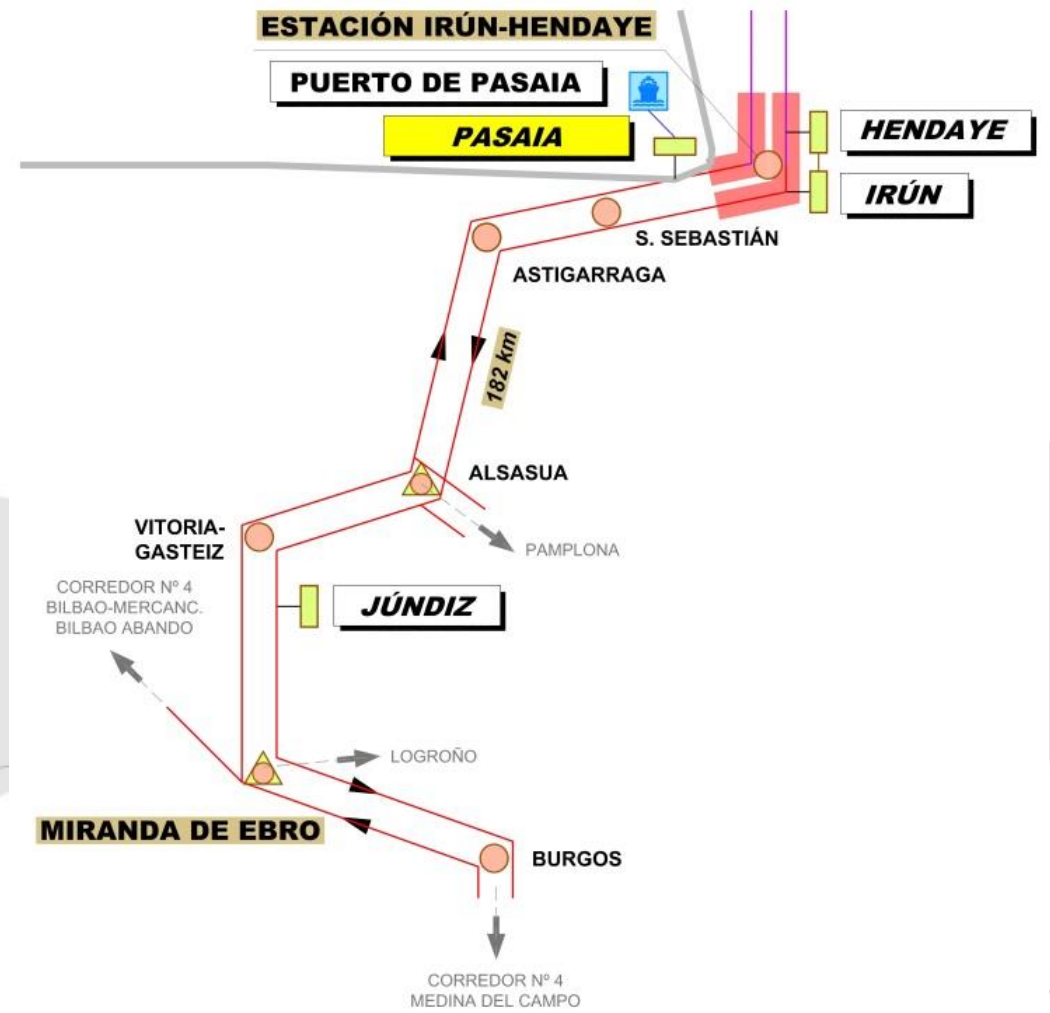
VÍA DE SERVICIO ESPAÑOLA (IBERICO)

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

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

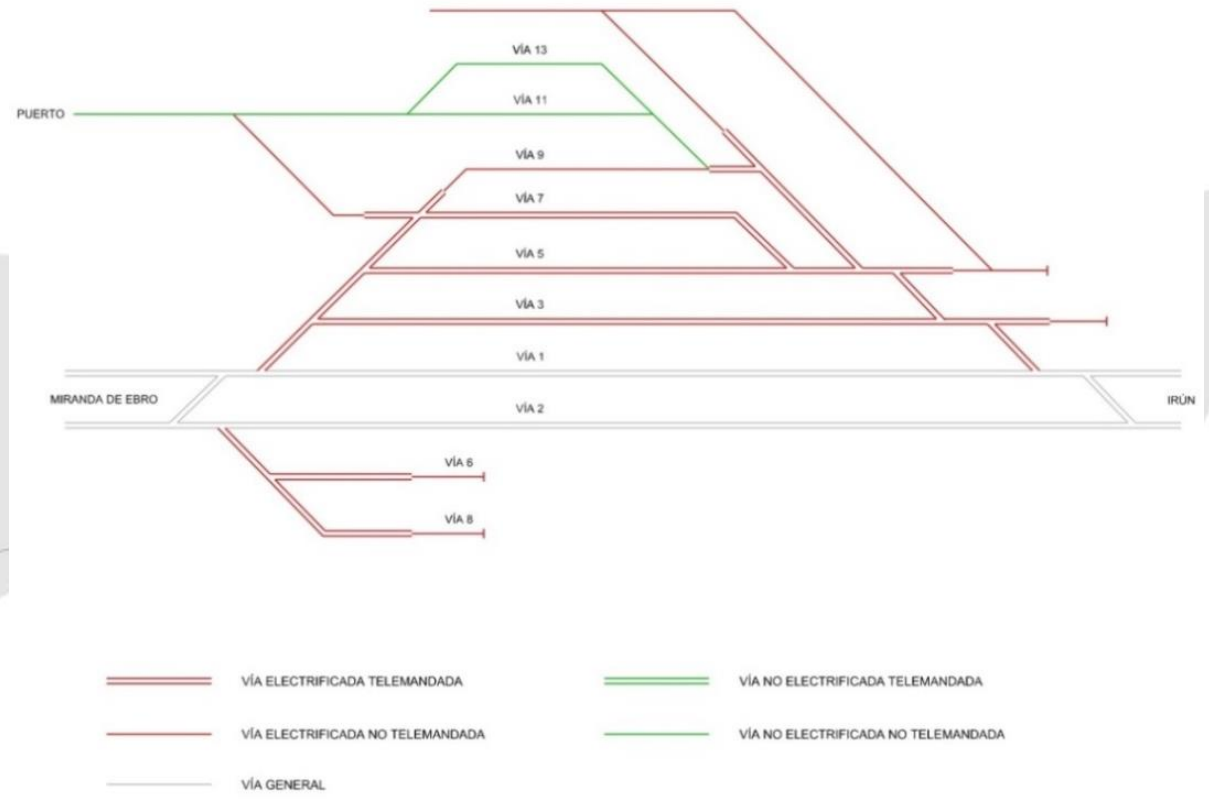

PLAYA AUNDI
HENDAYA
RÍO BIDASOA
IRÚN
HAZ DE TRANSBORDO DE MERCANCIAS
34 (448m)
32 (448m)
30 (483m)
28 (483m)
26 (470m)
24 (331m)
22 (371m)
20 (403m)
18 (461m)
16 (360m)
14 (360m)
12 (448m)
HAZ DE RECEPCIÓN
10 (565m)
4 (490m)
6 (405m)
4 (409m)
2
1
HAZ DE RECEPCIÓN TRANSFESA
3 (422m)
5 (433m)
7 (349m)
9 (349m)
HAZ DE VIAJEROS
11
13
15
17
19
21
23
25
40 (107m)
38 (171m)
36 (244m)
34 (262m)
32 (306m)

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

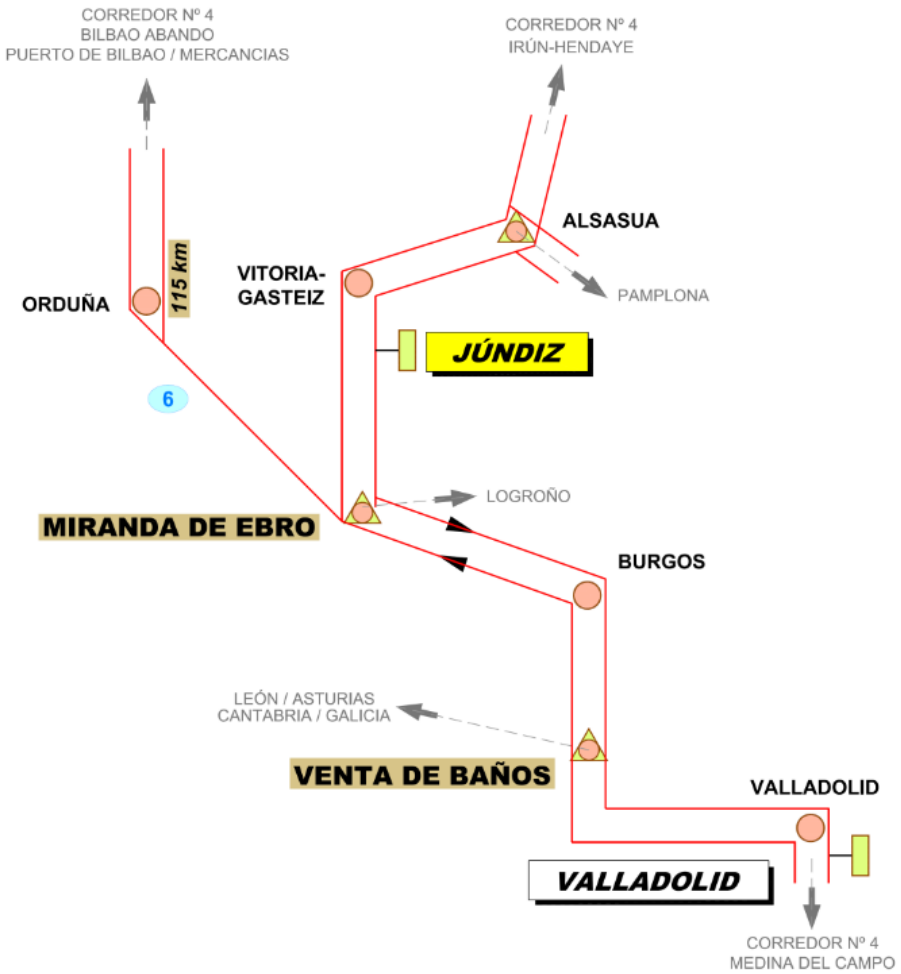
PASAIA TERMINAL	
LOCATION	TYPE OF TERMINAL
	ADIF Intermodal terminal OPERATION ADIF Direction North Terminal ADIF- Báscula Puerto de Pasajes PASAIA 20110 – GUIPÚZCOA Email: jmasaavedra@adif.es Tlf: +34 944.87.92.90 Web : www.adif.es WORKING TIMETABLE Technical facility: Access and Train expedition: Mon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

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

INFRASTRUCTURES

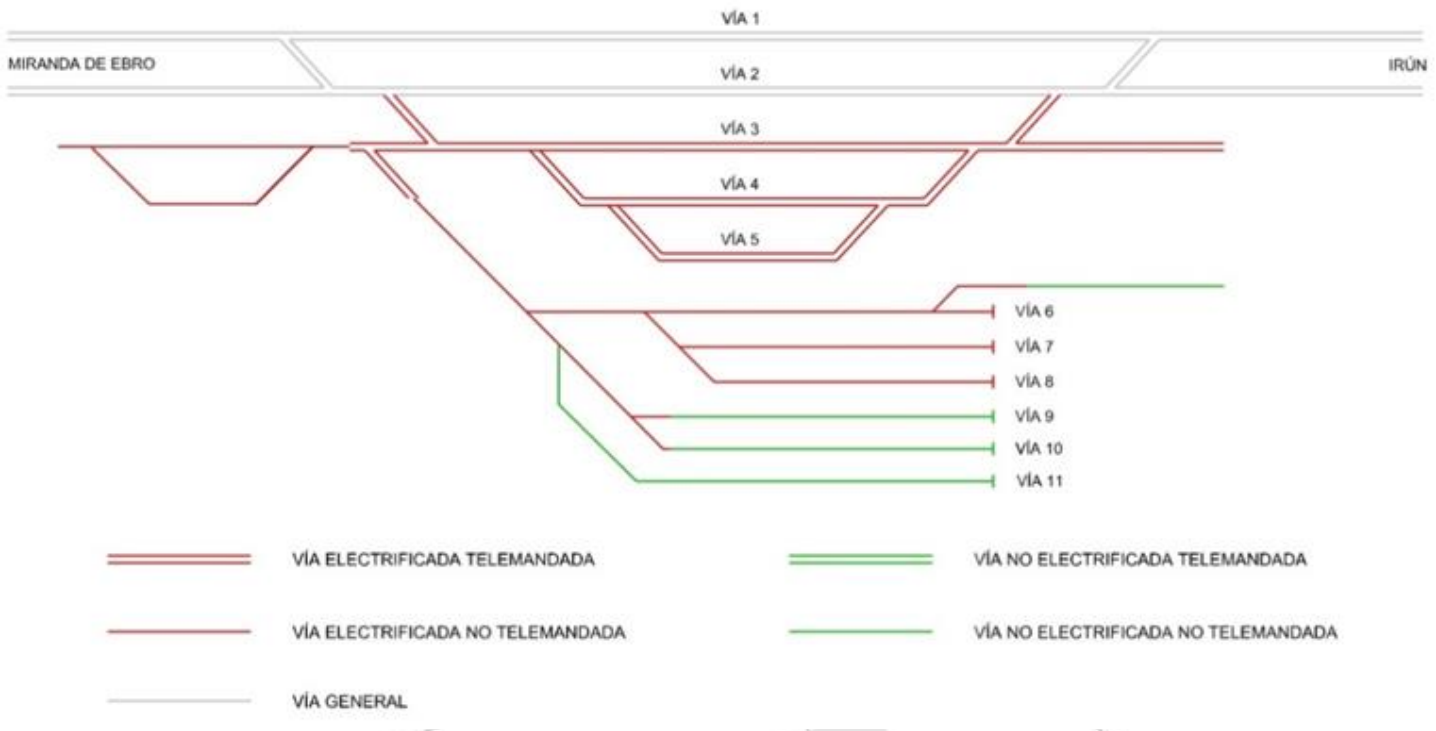


Nº Track	Length (m)
1	1.330
2	910
3	567
5	399
7	367
9	340
11	316
13	265
6	300
8	300
Electrified 3 KV | Non electrified	

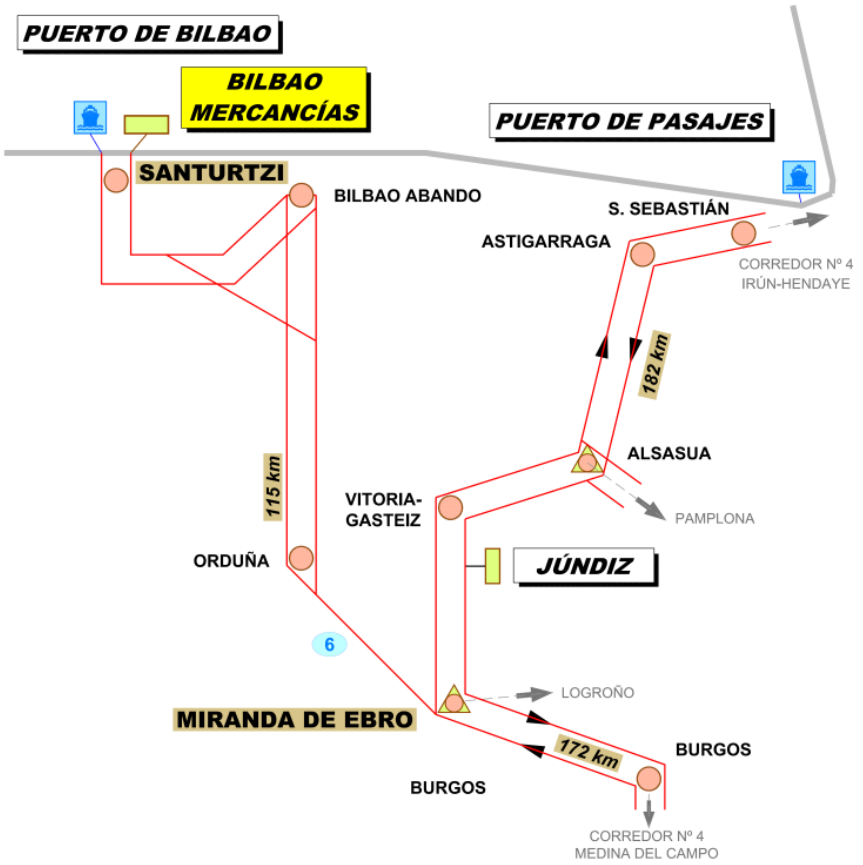
JÚNDIZ TERMINAL	
LOCATION	TYPE OF TERMINAL
	ADIF Intermodal terminal **OPERATION** ADIF Direction North C/ Lermandabibe, s/n Pol. Ind. Júndiz JÚNDIZ 11591 – ÁLAVA Email: *jmasaavedra@adif.es* Tlf: +34 944.87.92.90 Web : www.adif.es **WORKING TIMETABLE** Technical facility: Train access and expedition: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

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

INFRASTRUCTURES

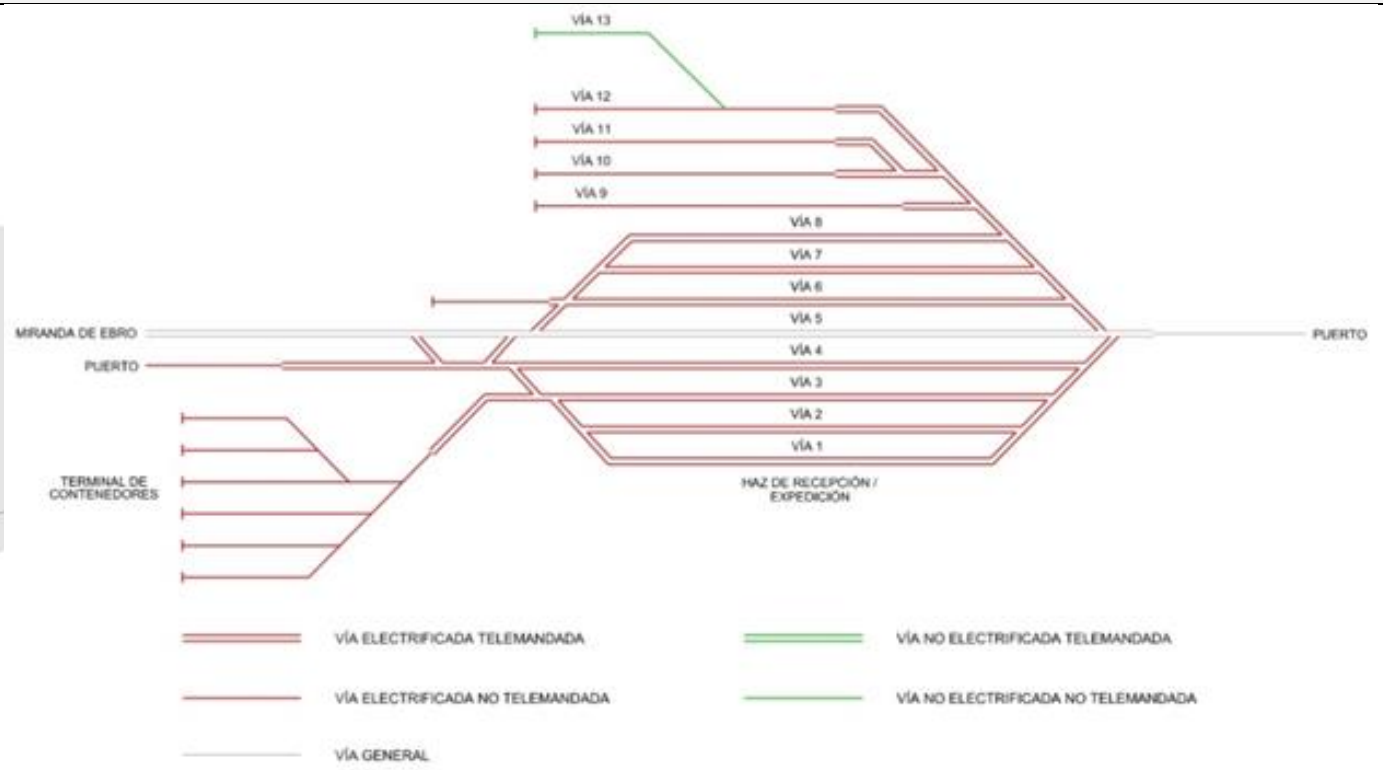


Nº Tracks	Track length (m)
1	850
2	850
3	830
4	740
5	740
6	???
7	???
8	???
9	???
10	???
11	???
Electrified 3 KV | Non electrified	

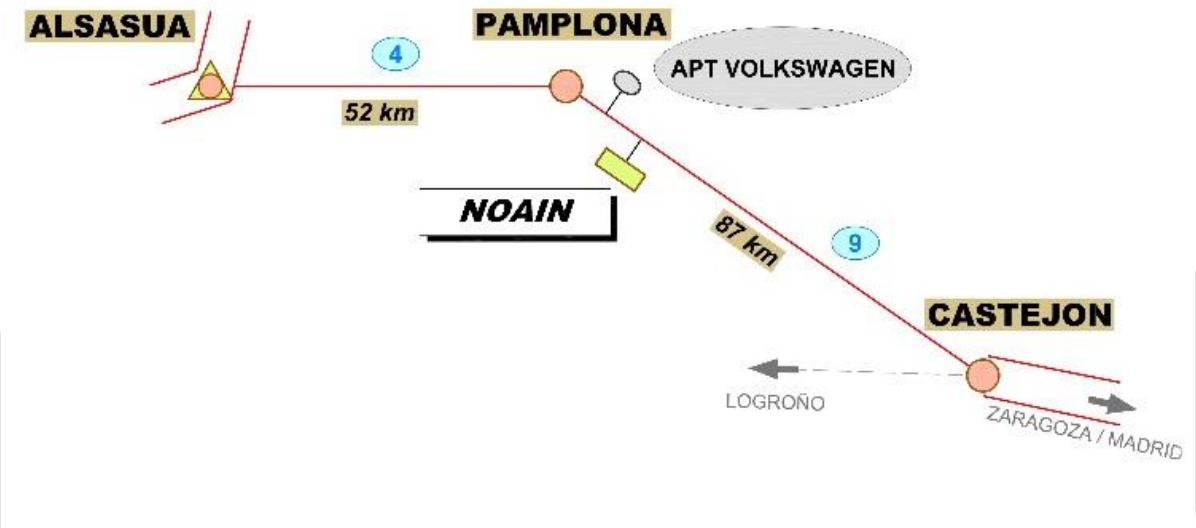
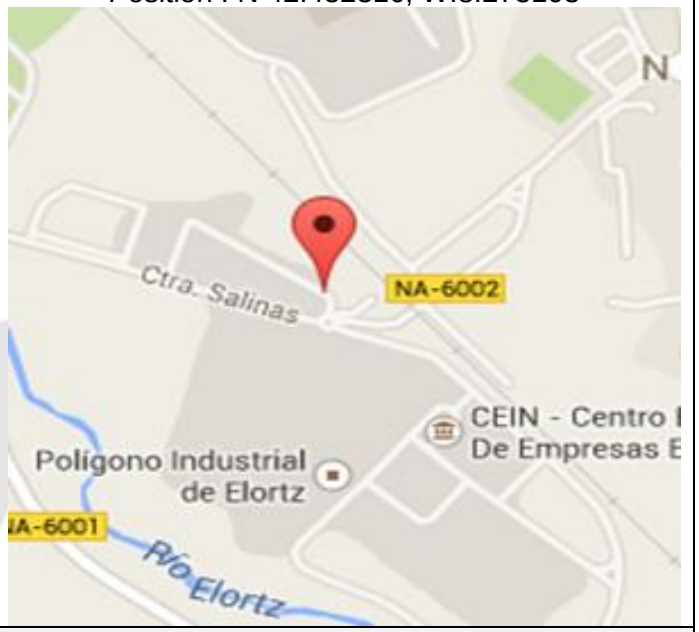
BILBAO FREIGHT TERMINAL	
LOCATION	TYPE OF TERMINAL
	ADIF Intermodal terminal OPERATION ADIF Direction North Avda. de Iparaguirre nº58 SANTURCE 48980 – VIZCAYA Email: jmasaavedra@adif.es Tlf: +34 944.87.92.90 Web : www.adif.es WORKING TIMETABLE Technical facility: Access and Train expedition: 7 days / 24 h Services : Timetable varies with service offered. For more information: http://www.adif.es/es_ES/infraestructuras/terminales/13408/ficha_instalacion_logistica_0026.shtml

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

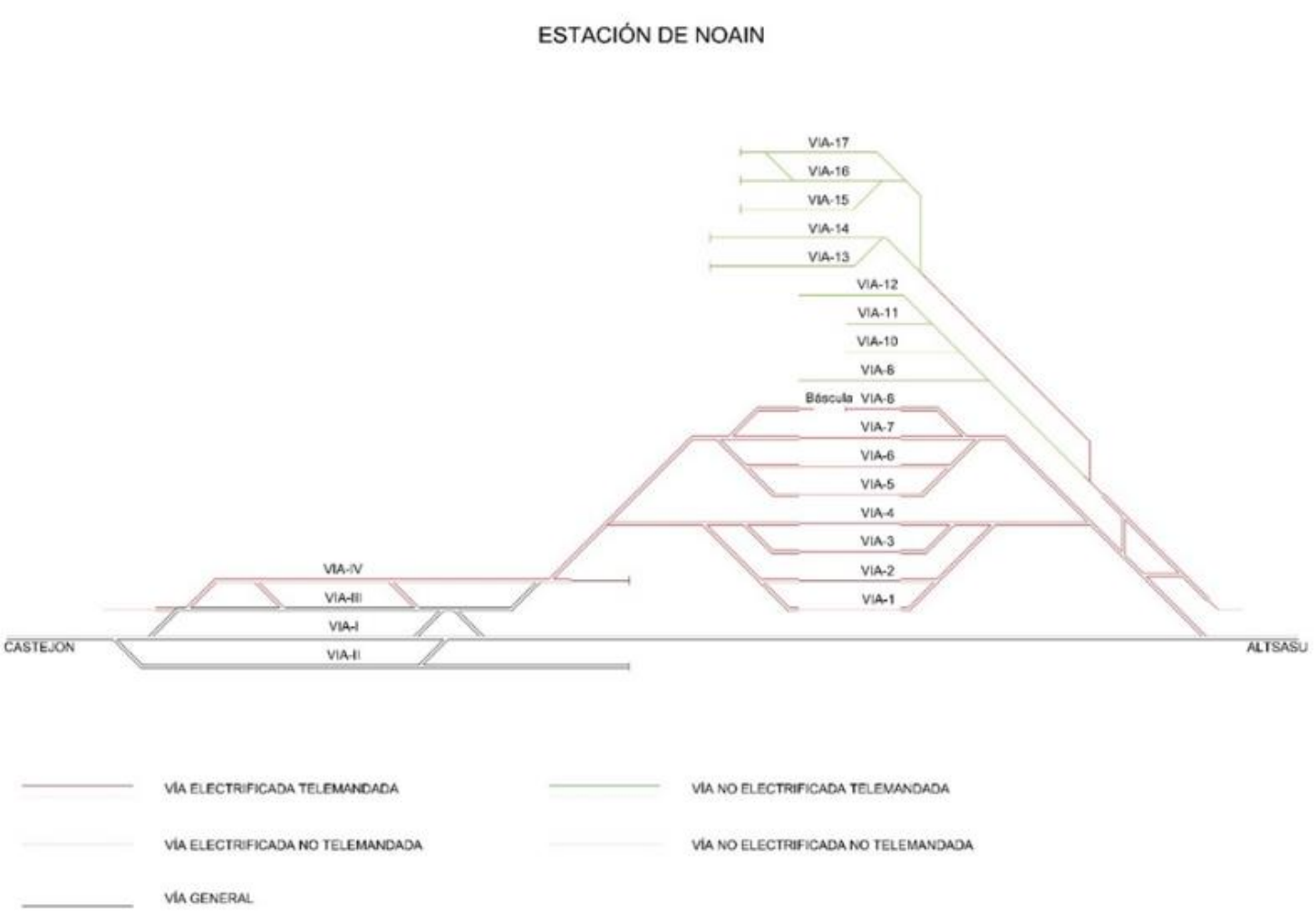
INFRASTRUCTURES



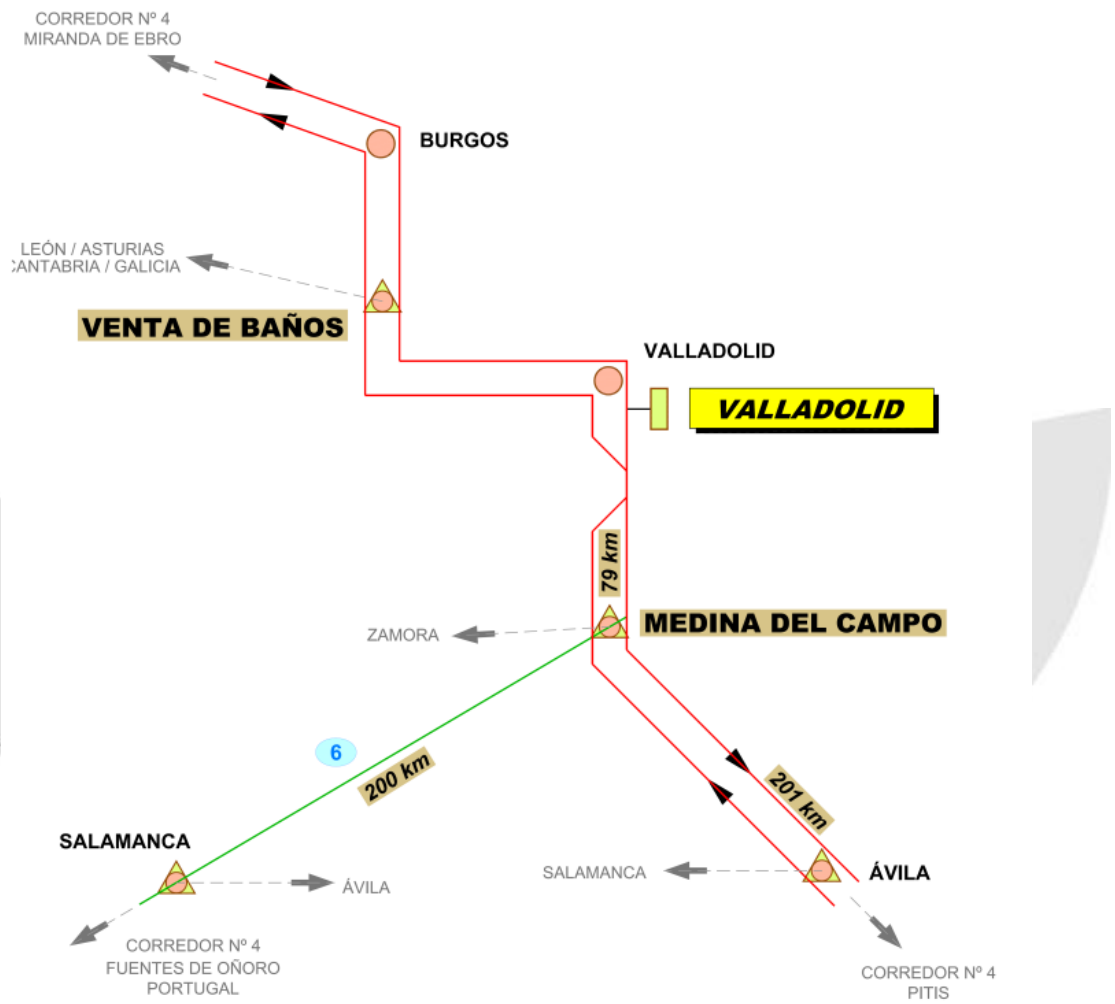
Nº Track	Length (m)
1	476
2	476
3	568
4	737
5	731
6	609
7	518
8	462
13	50
Electrified 3 KV | Non electrified	

NOAIN TERMINAL		
CHAPTER 1. GENERAL INFORMATION		
1.1. LOCATION		
	Position : N 42.452310, W.8.273103 	
1.2. TYPE OF TERMINAL/OWNER	1.3. OPERATION	
Freight Terminal	ADIF Direction North Terminal de Mercancías - Carretera de Salinas, s/n 31110 NOAIN (Navarra) Email: jmasaavedra@adif.es Tlf: +34 944879290	Web : www.adif.es TERCAT (operación de contenedores) Email: logistica@tercat.es Tlf: +34 935084440.- D.Héctor del Rosario

CHAPTER 2. ACCESS CONDITIONS/WORKING TIMETABLE
Technical facility: Train access and expedition : 7 days / 24h Servicios ferroviarios: WORKING TIMETABLE for the service offered. For more information: http://www.adif.es/es_ES/infraestructuras/terminales/80103/ficha_instalacion_logistica_0009.shtml Servicios de operación de contenedores (TERCAT): Horario de 7:00 a 23:00h de lunes a viernes.- Para otros horarios (consultar con TERCAT)
CHAPTER 4. CAPACITY
Please, contact the Terminal for this information
CHAPTER 5. SERVICES
Formation/selection shunting, with or without shunting vehicle. Positioning shunting in the logistic facilities within the main facilities Material operations associated to access and expedition of trains.. Shunting in facilities with or without shunting vehicle. Handling of intermodal transport units
CHAPTER 6. PRICES
Please, contact the Terminal for this information

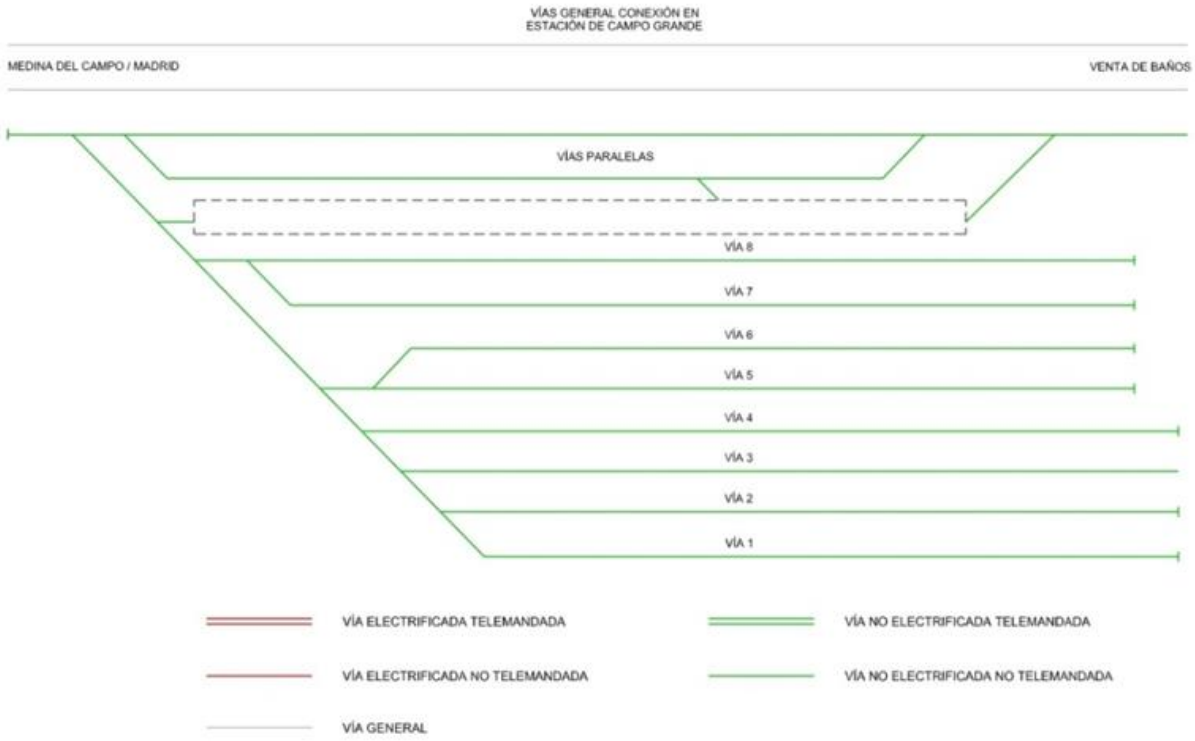


Nº Track - Length (m)			
1	489	11	250
2	639	12	400
3	286	13	650
4	286	14	650
5	286	15	450
9	450	16	450
10	250	17	450
Electrified 3 KV | Non electrified			
(Ver esquema en anejo de vías)			

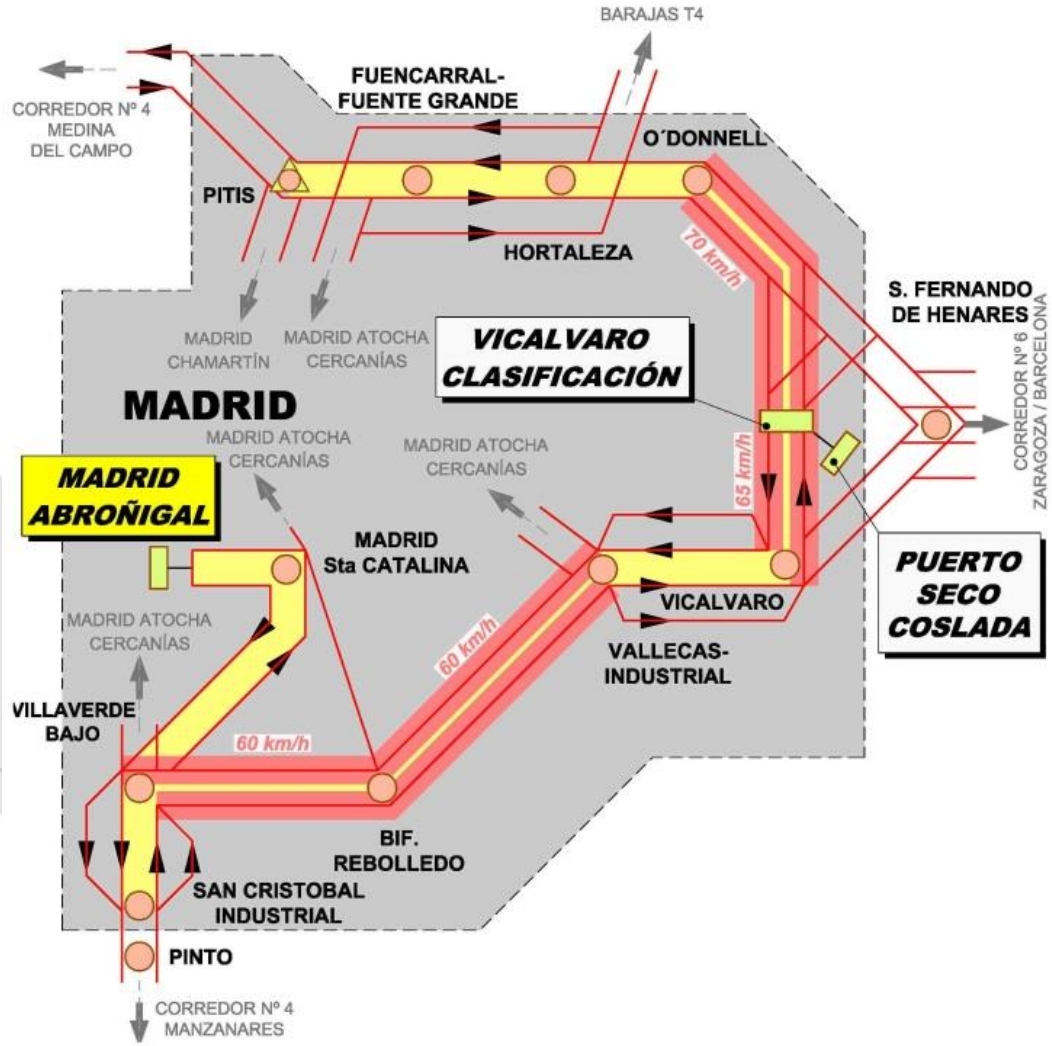
VALLADOLID COMPLEX TERMINAL	
LOCATION	TYPE OF TERMINAL
	ADIF Intermodal terminal OPERATION ADIF Direction North C\ General Solchaga s/n Parcela 108 VALLADOLID 47008 – VALLADOLID Email: *mpanero@adif.es* Tlf: +34 915.06.61.00 Web : www.adif.es WORKING TIMETABLE Technical facility: Train Access and expedition : 7 days / 24 h Services : Timetable varies with service offered. For more information: http://www.adif.es/es_ES/infraestructuras/terminales/10600/ficha_instalacion_logistica_0003.shtml

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

INFRASTRUCTURES - Not electrified

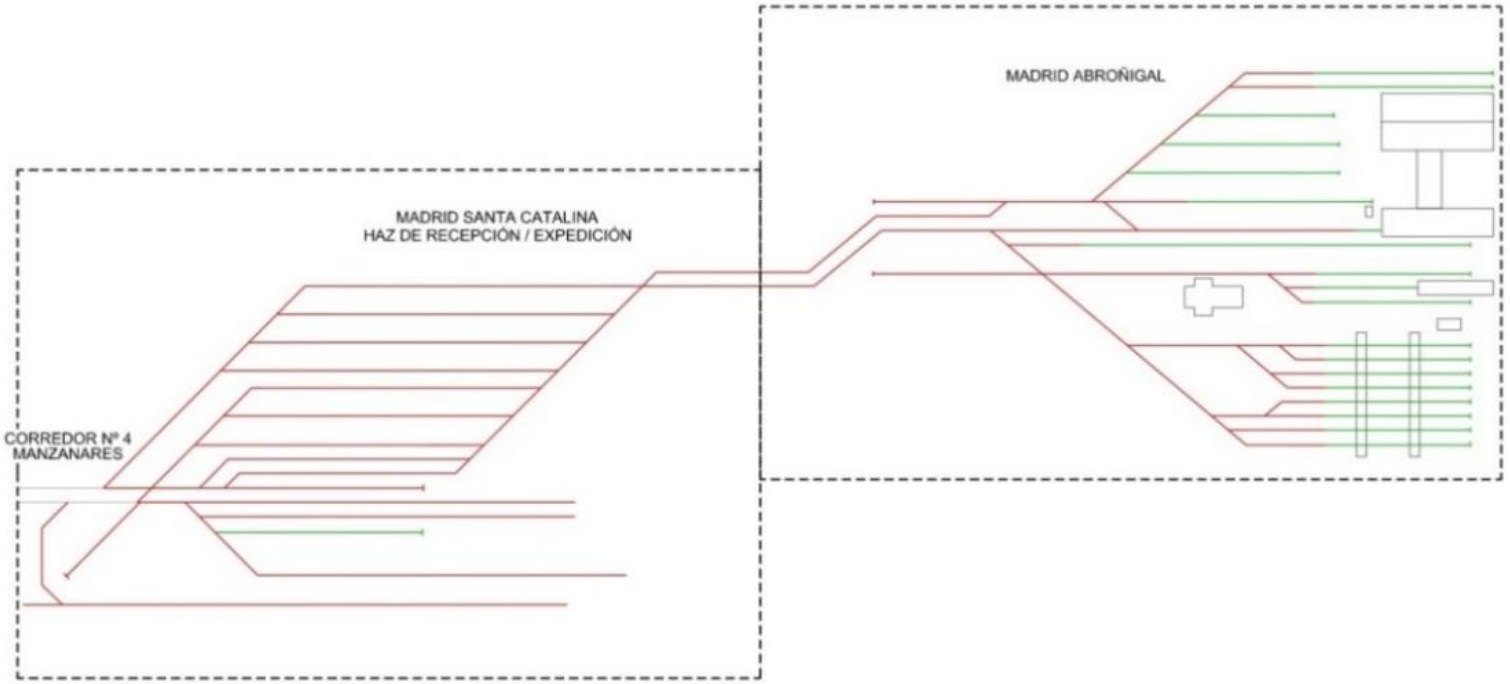


Nº Tracks	Track length (m)
1	288
2	293
3	304
4	319
5	450
6	450
7	508
8	508
1Parallel | 2 Parallel	520 | 520

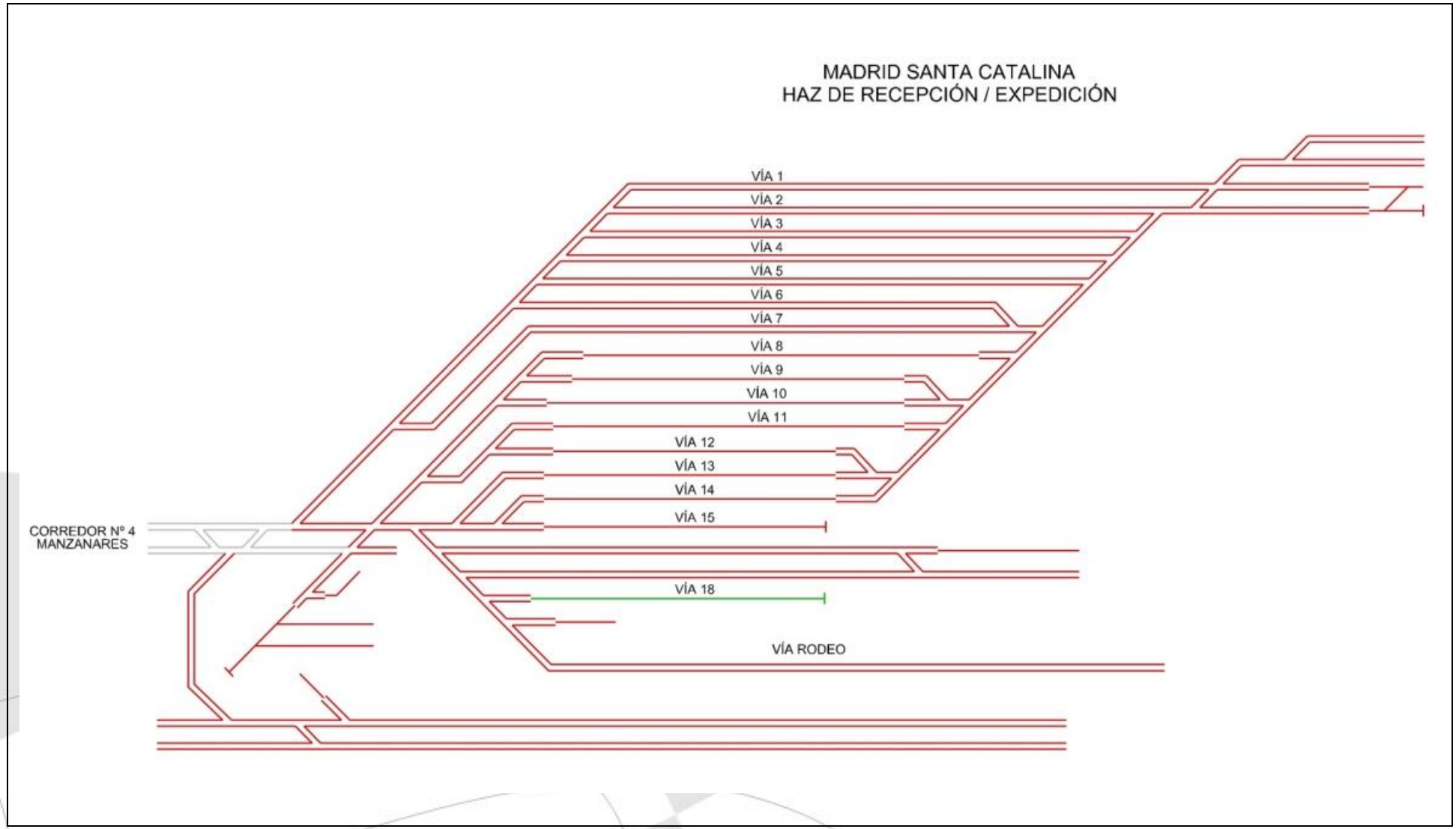
MADRID ABROÑIGAL TERMINAL	
LOCATION	TYPE OF TERMINAL
	ADIF Intermodal terminal OPERATION ADIF Direction Centre C/ Méndez Álvaro nº 84 (Centro Logístico) MADRID 28053 – MADRID Email: logistica.gerenciacentro@adif.es Tlf: +34 91.506.61.00 Web : www.adif.es WORKING TIMETABLE Technical facility: Access and Train expedition : 7 days /24 h Services : Timetable varies with service offered. For more information: http://www.adif.es/es_ES/infraestructuras/terminales/95104/ficha_instalacion_logistica_0005.shtml

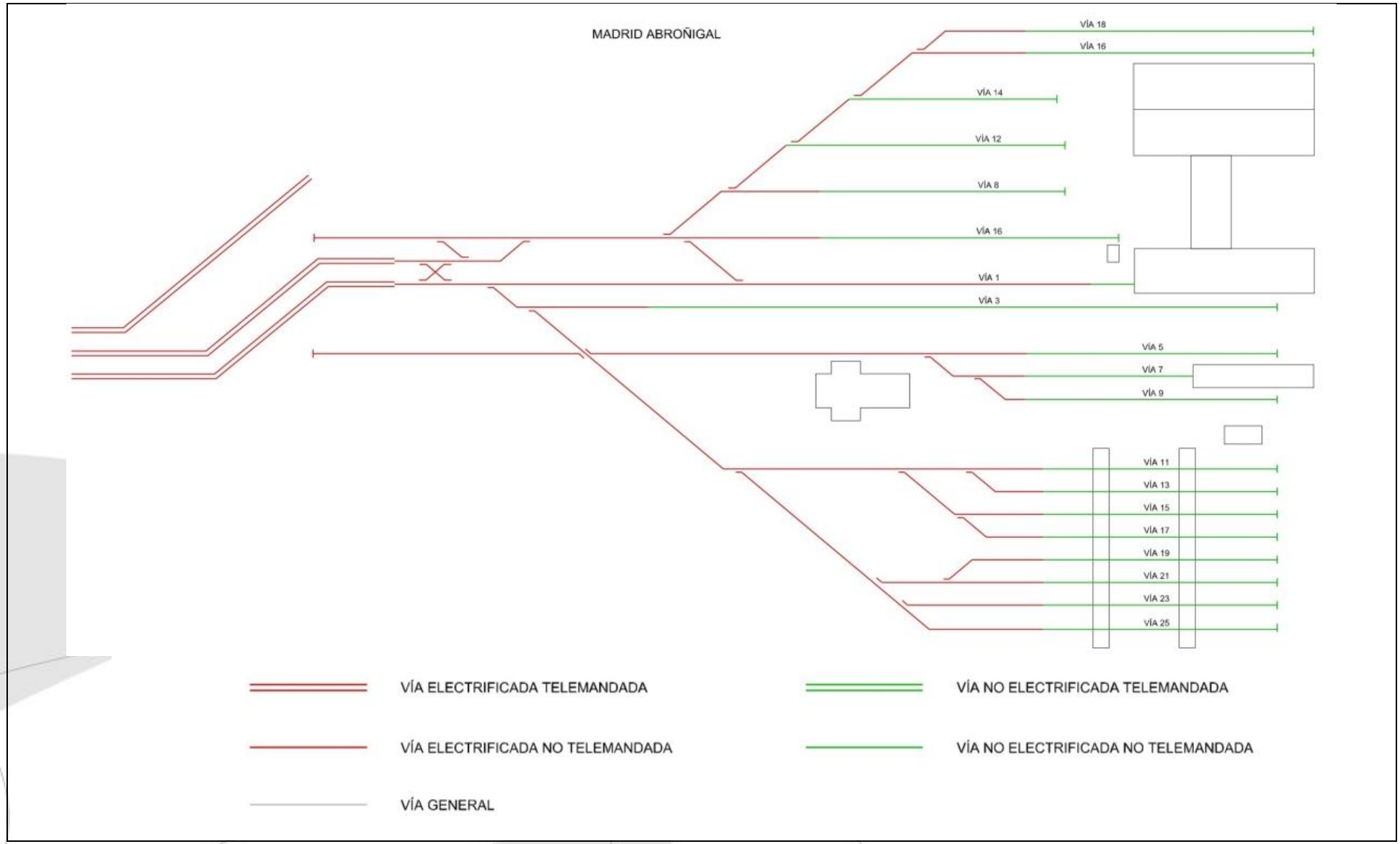
SERVICES	
Formation/selection shunting, with or without shunting vehicle. Reception shunting in other facilities. Positioning shunting in the logistic facilities within the main facilities Shunting in facilities with shunting vehicle	Shunting in facilities without shunting vehicle. Shunting in facilities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

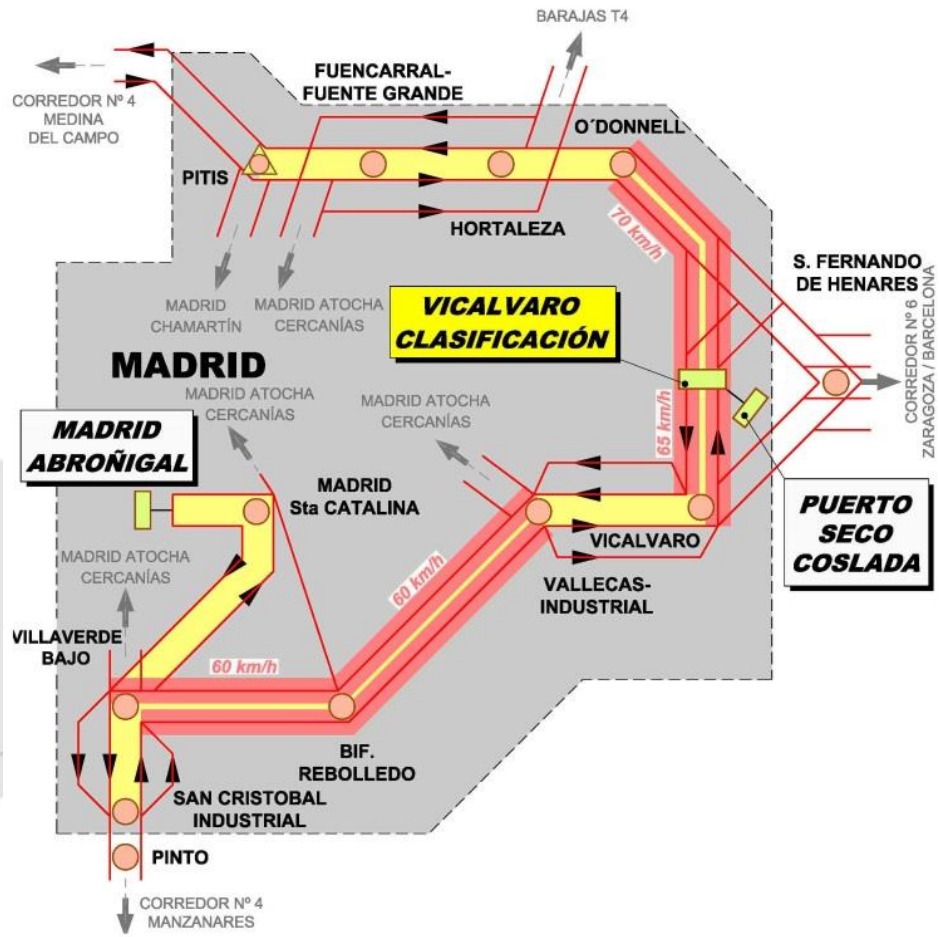
INFRASTRUCTURES



Nº Track	Length (m)
Madrid Santa Catalina 16 Electrified tracks with length between 145 – 710 m	
Madrid Abroñigal 19 Electrified tracks with length between 124 – 560 m.	

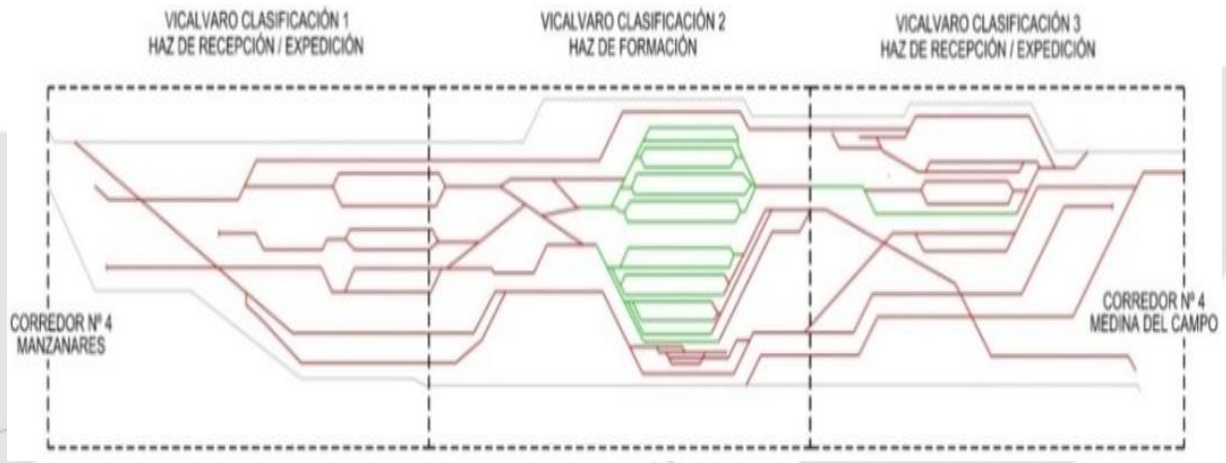

MADRID SANTA CATALINA
HAZ DE RECEPCIÓN / EXPEDICIÓN
VÍA 1
VÍA 2
VÍA 3
VÍA 4
VÍA 5
VÍA 6
VÍA 7
VÍA 8
VÍA 9
VÍA 10
VÍA 11
VÍA 12
VÍA 13
VÍA 14
VÍA 15
CORREDOR Nº 4
MANZANARES
VÍA 18
VÍA RODEO


MADRID ABROÑIGAL
VÍA 18
VÍA 16
VÍA 14
VÍA 12
VÍA 8
VÍA 16
VÍA 1
VÍA 3
VÍA 5
VÍA 7
VÍA 9
VÍA 11
VÍA 13
VÍA 15
VÍA 17
VÍA 19
VÍA 21
VÍA 23
VÍA 25
VÍA ELECTRIFICADA TELEMANDADA
VÍA NO ELECTRIFICADA TELEMANDADA
VÍA ELECTRIFICADA NO TELEMANDADA
VÍA NO ELECTRIFICADA NO TELEMANDADA
VÍA GENERAL

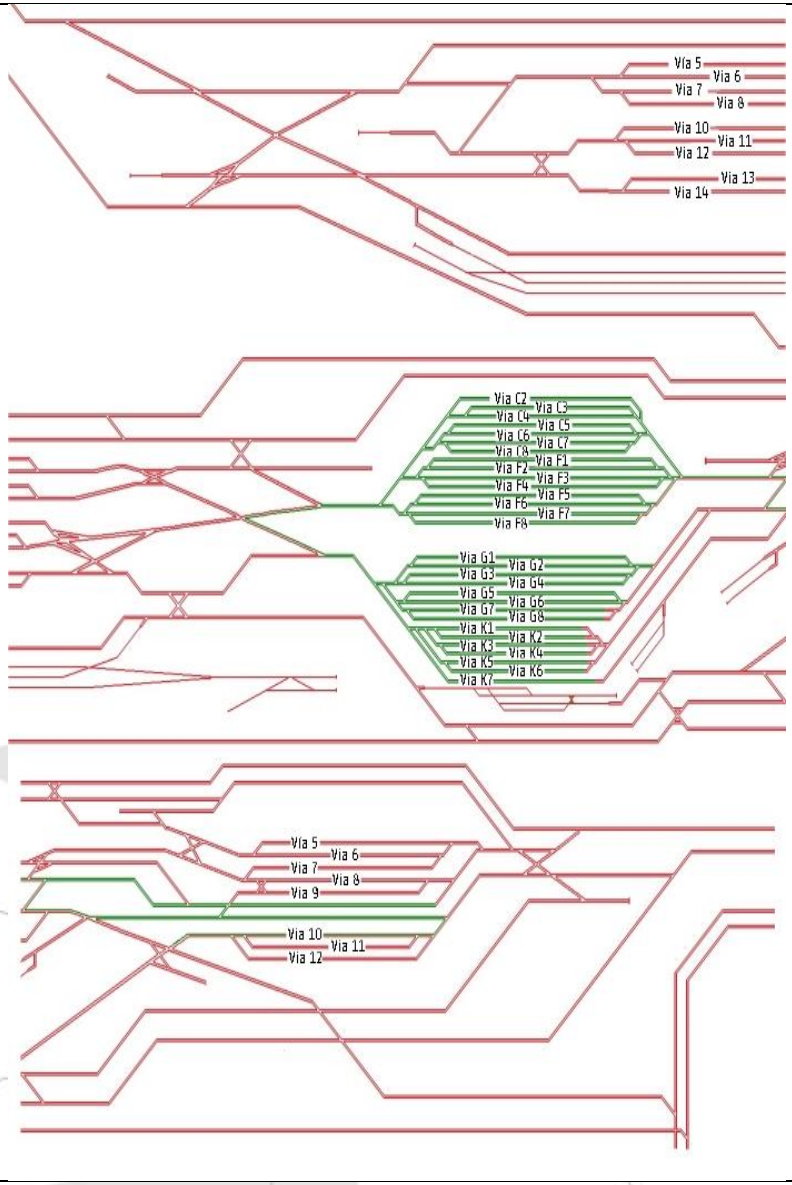
TERMINAL OF VICÁLVARO LOGISTIC CENTER	
LOCATION	TYPE OF TERMINAL
	ADIF Intermodal terminal
	OPERATION
	ADIF Direction Centre Carretera de Vicálvaro a Coslada Km. 2,500 MADRID 28052 – MADRID Email: logistica.gerenciacentro@adif.es Tlf: +34 915.06.61.00 Web : www.adif.es
	WORKING TIMETABLE
	Technical facility: Access and Train expedition : 7 days / 24h Services : Timetable varies with service offered. For more information: http://www.adif.es/es_ES/infraestructuras/terminales/98201/ficha_instalacion_logistica_0004.shtml

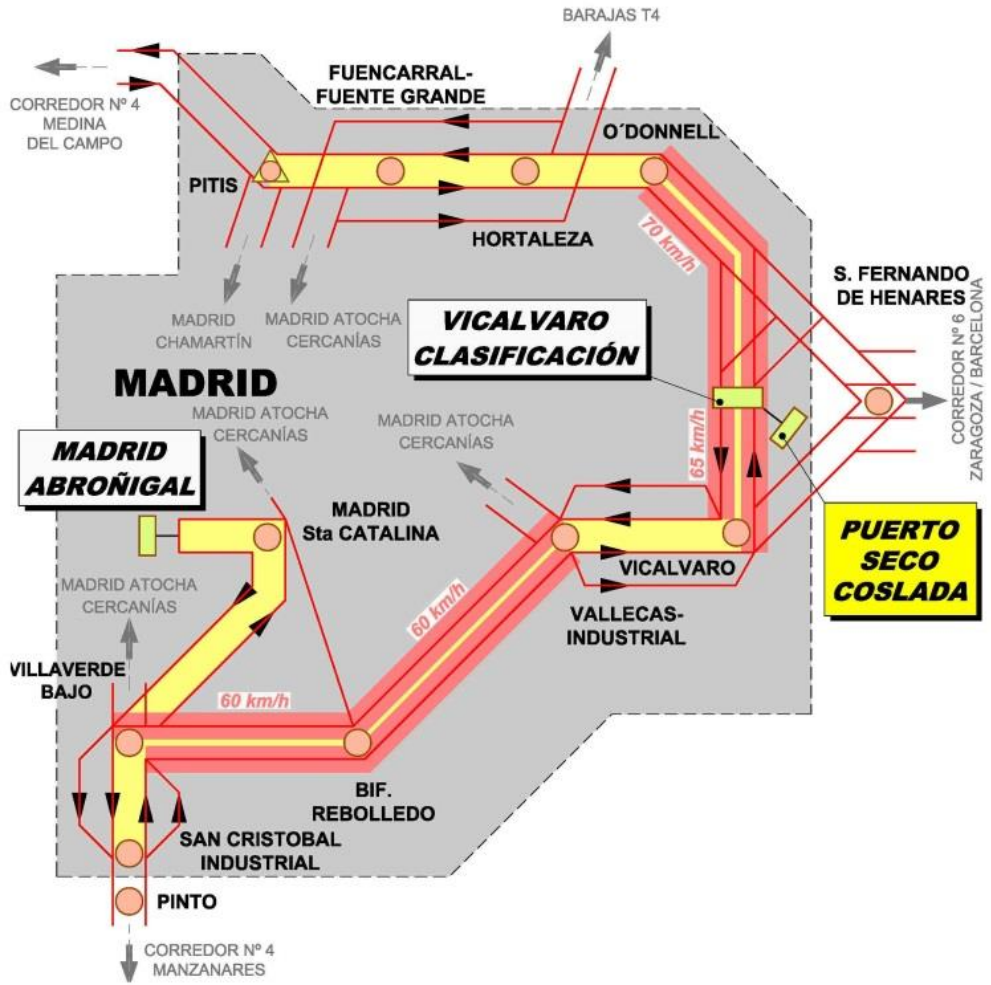
SERVICES	
Formation/selection shunting, with or without shunting vehicle. Reception shunting in other facilities. Positioning shunting in the logistic facilities within the main facilities Shunting in facilities with shunting vehicle Material operations associated to the access and expedition of trains.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

INFRASTRUCTURES

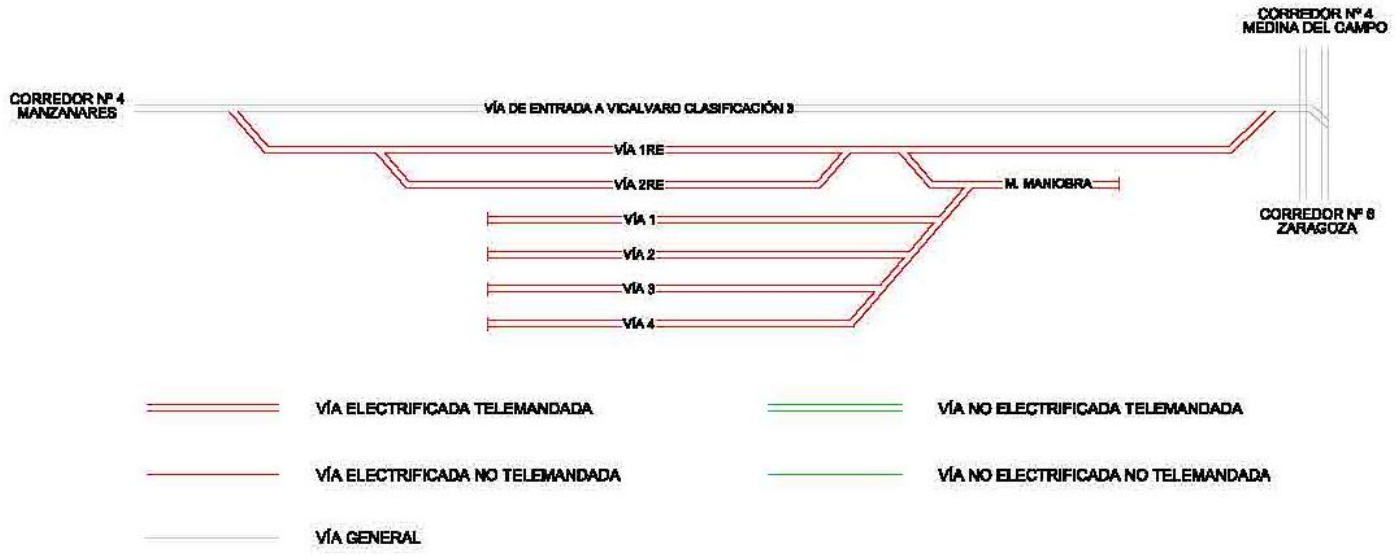


Nº Track	Length (m)
V. CLASSIFICATION 1	
9 Electrified tracks with length of 600 m	
V. CLASSIFICATION 2	
21 no electrified tracks with length of 670 m	
V. CLASSIFICATION 3	
8 Electrified tracks + 2 no electrified tracks with length of 600 m	


Via 5
Via 6
Via 7
Via 8
Via 10
Via 11
Via 12
Via 13
Via 14
Via C2
Via C3
Via C4
Via C5
Via C6
Via C7
Via C8
Via F1
Via F2
Via F3
Via F4
Via F5
Via F6
Via F7
Via F8
Via G1
Via G2
Via G3
Via G4
Via G5
Via G6
Via G7
Via G8
Via K1
Via K2
Via K3
Via K4
Via K5
Via K6
Via K7
Via 5
Via 6
Via 7
Via 8
Via 9
Via 10
Via 11
Via 12

MADRID DRY PORT COSLADA	
LOCATION	TYPE OF TERMINAL
	Intermodal Terminal OPERATION Terminal owner: PUERTO SECO DE MADRID, S.A Av Europa 28821 Coslada, Madrid http://www.puertoseco.com/ingles/dryport.html Manager. Jaime Seijas. jaime.seijas@puertoseco.com Terminal operator: CONTERAIL, S.A. Tel +34 916 707 091 www.conterail.com Manager. Carlos Romero. Felipe Mendaña. cromero@conterail.com fmendana@noatum.co

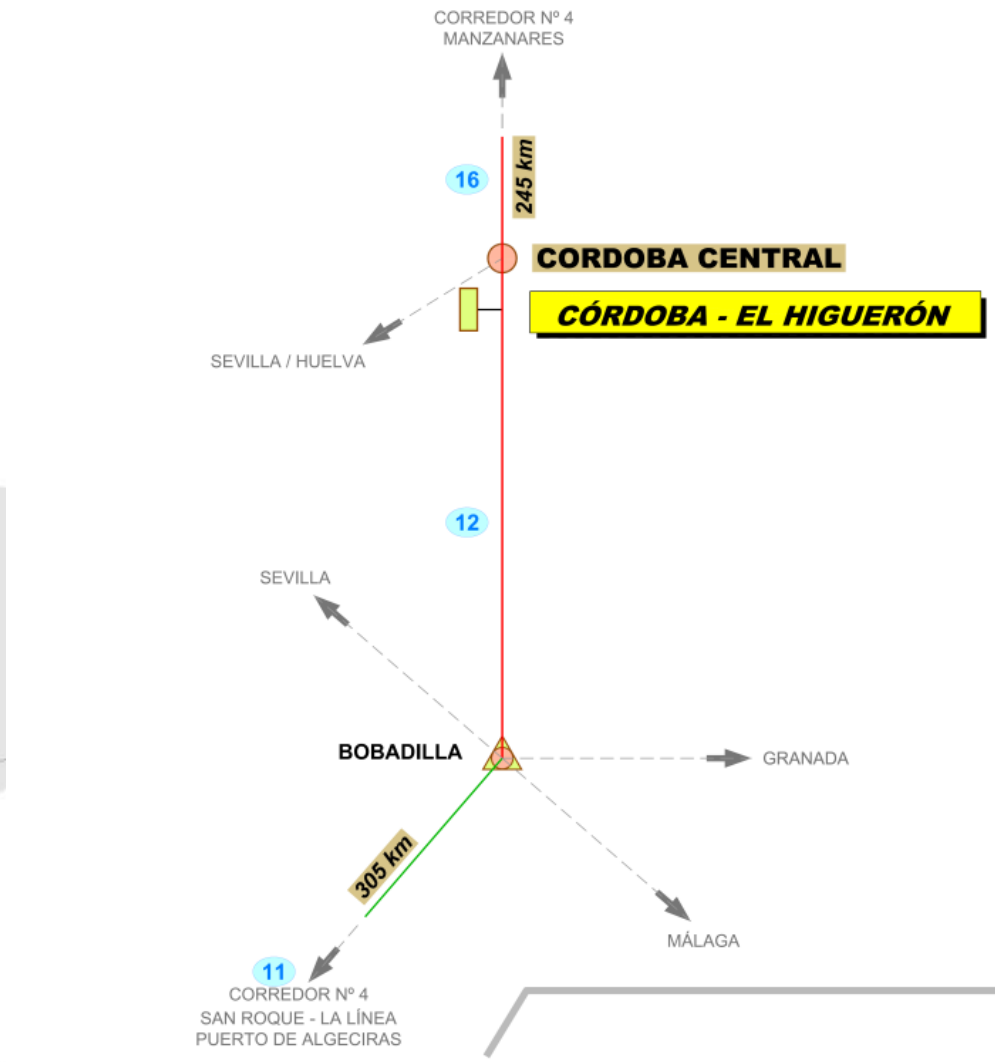
WORKING TIMETABLE	
Technical facility: Train access and expedition at all times	Services: Particular Services. In accordance to each service demand and Public Services
SERVICES	
Combined traffic operation area. For more details, contact transport operators.	
INFRASTRUCTURES	



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

CÓRDOBA – EL HIGUERÓN TERMINAL

LOCATION



TYPE OF TERMINAL

ADIF Intermodal terminal

OPERATION

South Direction ADIF

Crta. Palma del Río, Km. 3,500

CÓRDOBA

14005 – CÓRDOBA

Email: logistica.gerenciasur@adif.es

Tlf: +34 954.48.52.30

Web : www.adif.es

WORKING TIMETABLE

Technical facility:

Access and Train expedition : 7 days / 24h

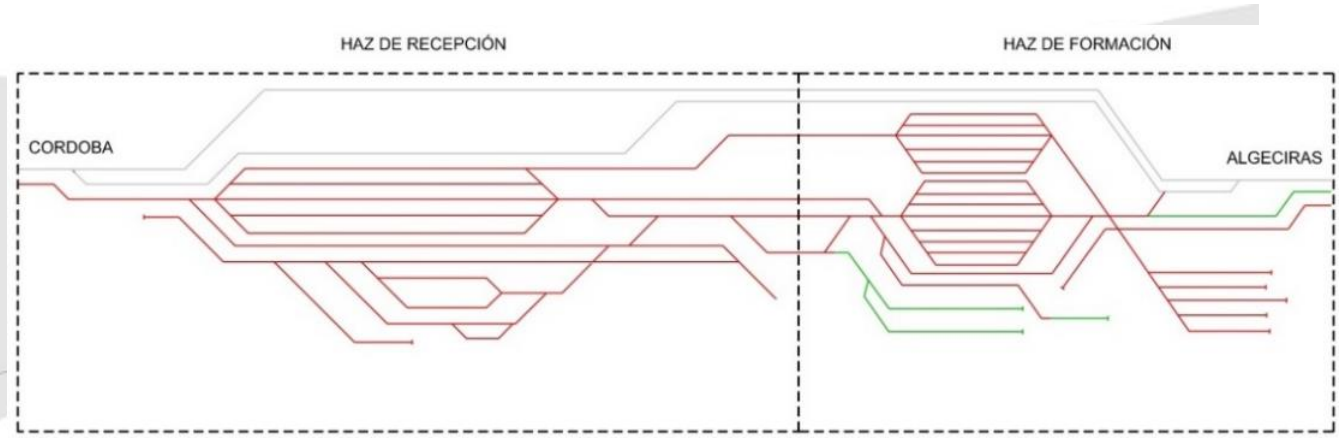
Services:

Timetable varies with service offered. For more information:

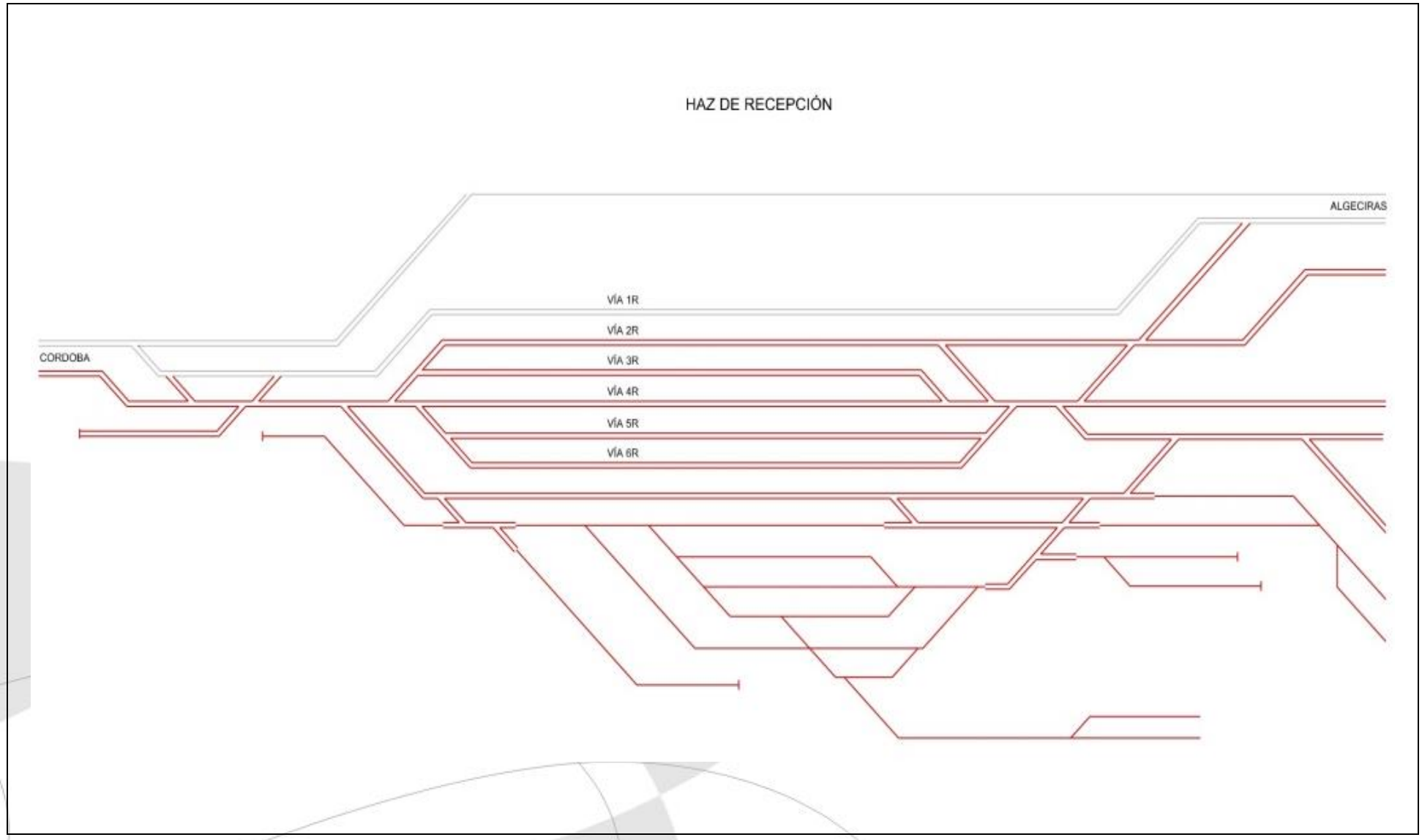
http://www.adif.es/es_ES/infraestructuras/terminales/50512/ficha_instalacion_logistica_0075.shtml

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

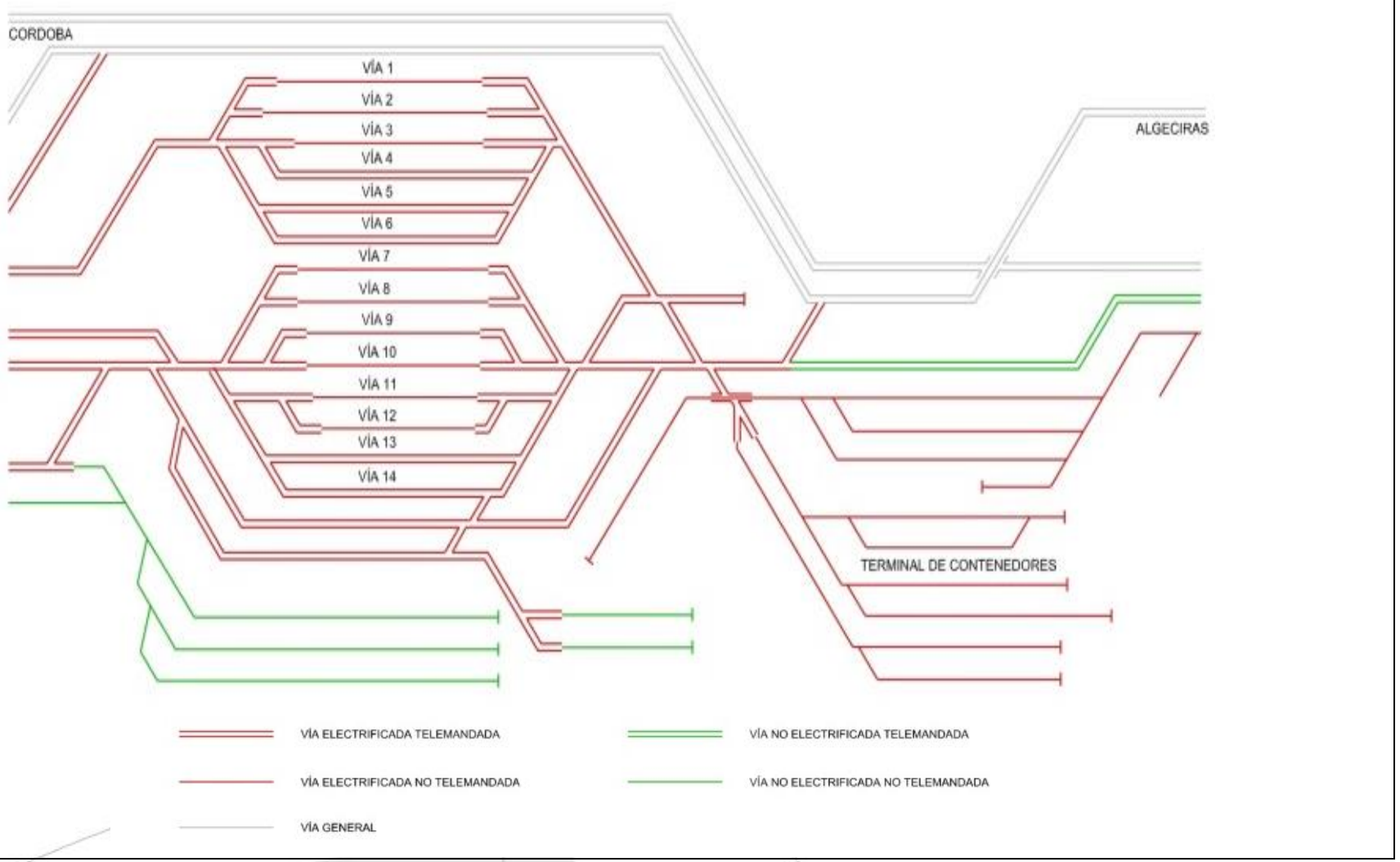
INFRASTRUCTURES



Nº Track	Length(m)
Reception siding	
1R	607
2R	609
3R	674
4R	616
5R	616
6R	608
Formation siding	
14 Electrified tracks with length between 465 – 670 m | Electrified 3 KV	

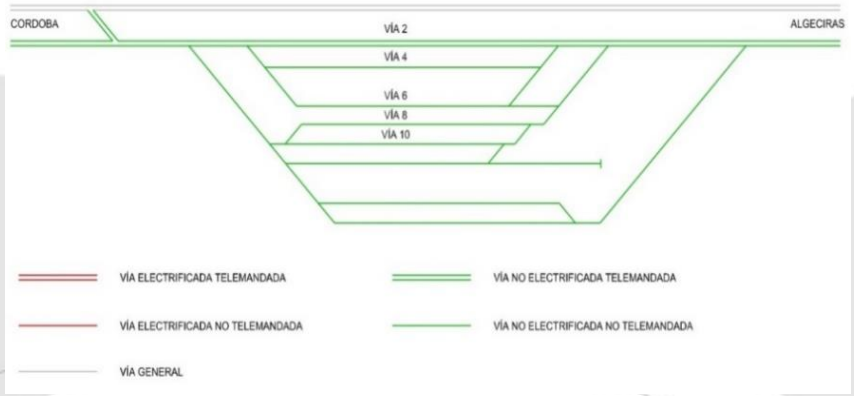

HAZ DE RECEPCIÓN
ALGECIRAS
VÍA 1R
VÍA 2R
CORDOBA
VÍA 3R
VÍA 4R
VÍA 5R
VÍA 6R

HAZ DE FORMACIÓN



SAN ROQUE – LA LÍNEA FREIGHT TERMINAL	
LOCATION	TYPE OF TERMINAL
	ADIF Intermodal terminal **OPERATION** South Direction ADIF Crta. Almoraima s/n SAN ROQUE 11368 – CÁDIZ Tlf: +34 954.48.52.30 Email: logistica.gerenciasur@adif.es Web : www.adif.es **WORKING TIMETABLE** Technical facility: Train Access and expedition: Mon to Fri : 6.00am – 10.30pm Services : Timetable varies with service offered. For more information: http://www.adif.es/es_ES/infraestructuras/terminales/55026/ficha_instalacion_logistica_0089.shtml

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



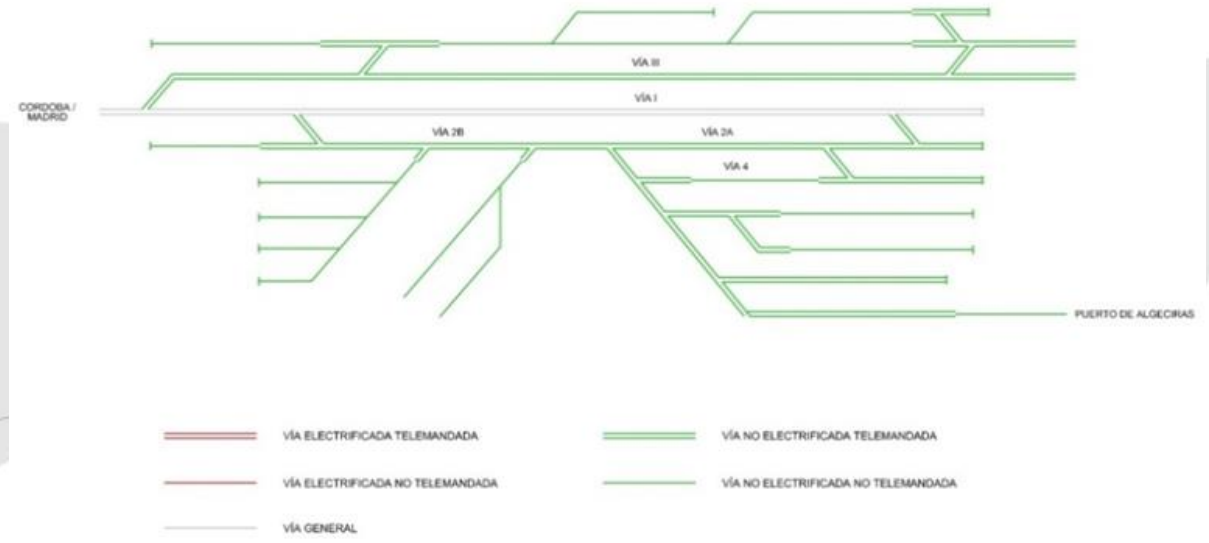
			Nº vías	Longitud máxima (m)	Longitud total (m)
Acceso por Ferrocarril	Vías de Recepción y Expedición	√	3	847	2.267
Acceso a las Instalaciones de Servicio	Vías intermodales	√	2	644	1.164
	Vías de apartado	√	4	977	3.204
	Vías de apartado larga duración	X	-	-	-
	Vías de formación y maniobra	X	-	-	-
	Vías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

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

ALGECIRAS FREIGHT TERMINAL	
LOCATION	TYPE OF TERMINAL
	ADIF Intermodal terminal OPERATION ADIF Direction South Estación Antigua de FFCC - c/ Agustín Balsamo s/n ALGECIRAS 11207 – CÁDIZ Email: logistica.gerenciasur@adif.es Tlf: +34 954.48.52.30 Web : www.adif.es WORKING TIMETABLE Technical facility Access and Train expedition : Mon to Fri : 7.00am – 10:00pm Services: Timetable varies with service offered. For more information: http://www.adif.es/es_ES/infraestructuras/terminales/55020/ficha_instalacion_logistica_0088.shtml

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

INFRASTRUCTURES

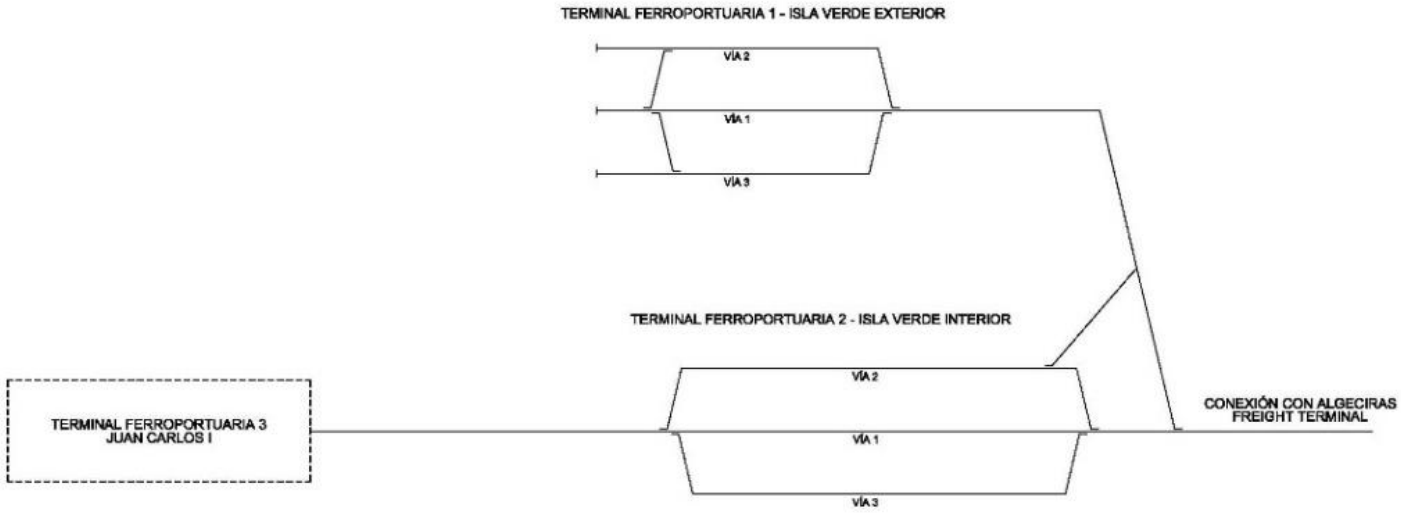


Nº Track	Length (m)
I	580
2A	120
2B	150
III	470
4	130
5	317
Not electrified	

BAHÍA DE ALGECIRAS PORT	
LOCATION	GENERAL INFORMATION
	Puerto Bahía de Algeciras Terminal Ferroportuaria 1 de Isla Verde Exterior y Terminal Ferroportuaria 2 de Isla Verde Interior. Avenida de la Hispanidad, 2. 11207 ALGECIRAS. Contacts: Rafael Olivares Email:rolivares@apba.es Tlf: +34 956.58.54.00 Juan José Aguilar Email:jjaguilar@apba.es Tlf: +34 956.58.54.29 Web : http://www.apba.es/ferrocarril Terminal owner: Autoridad Portuaria de la Bahía de Algeciras (APBA). According to the Spanish law, the port authority is the rail infrastructure manager within the port. Terminal operator: ADIF/ APBA Terminal character: Intermodal (rail-road /maritime)

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

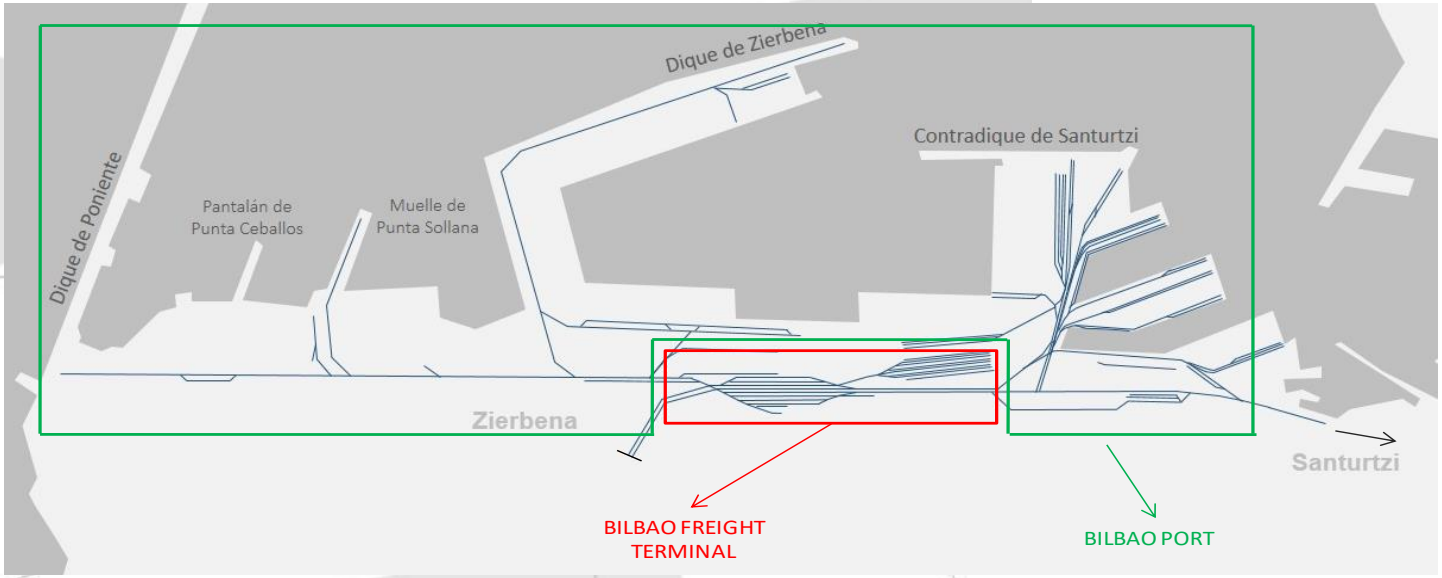
INFRASTRUCTURES

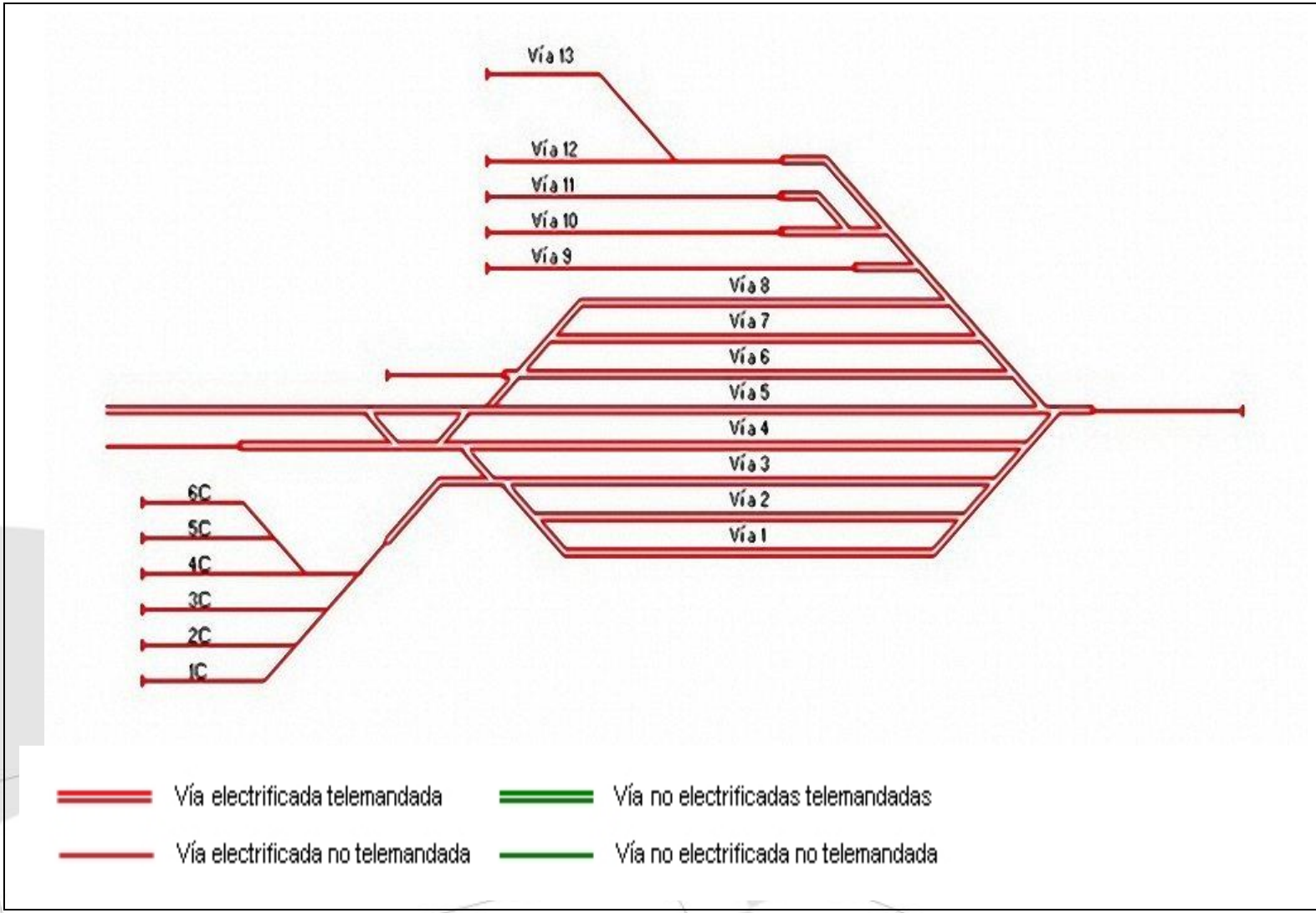


Nº Tracks	Track length (m)
T 1 – Isla Verde Exterior	
1	591
2	629
3	591
T 2 – Isla Verde Interior	
1	300
2	335
3	300

BILBAO PORT	
LOCATION	GENERAL INFORMATION
	Puerto de Bilbao Campo de Volatín, 37 48007 BILBAO Contact:Luis Gabiola Mendieta Email: comercial@bilbaoport.es Tlf: +34 944 871 200 Web : www.bilbaoport.es Terminal owner: Autoridad Portuaria de Bilbao (APB) - ADIF. According to the Spanish law, the port authority is the rail infrastructure manager within the port. However, the owner of the terminal is ADIF. Terminal operator: ADIF/ APB Terminal character: Intermodal (rail-road /maritime) **ACCESS CONDITIONS** Open access for all market operators (RU, forwarder, logistic provider...): Yes Legal requirements to access: no particular requirements Technical conditions: only diesel traction

TERMINAL DESCRIPTION	CAPACITY ALLOCATION
Type of cargo: all (container mainly) Equipment (container): RTG. Other cargoes (no specific equipment) Connection to main railway infrastructure: Connecting railway station: Bilbao Mercancías (ADIF)	Process description: regulated through ADIF-APB formal agreement. Paths are organized between Bilbao Mercancías (ADIF) and Puerto de Bilbao. Booking: on a daily basis
SERVICES	CHARGING
For more details, please check the website http://www.adif.es/es_ES/infraestructuras/terminales/13408/ficha_instalacion_logistica_0026.shtml ADIF operating times: 7 days / 24h	Price list: to be published (consult the APB in the meanwhile) Payment conditions: no particular conditions
INFRASTRUCTURE	





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

PASAia PORT

LOCATION

GENERAL INFORMATION

Puerto de Pasaia

Pasaia Ancho, s/n.

20110 PASAJES

Contact: César Salvador Artola

Email: csalvador@puertopasajes.net

Tel +34 943.35.01.42

Web : www.puertopasajes.net

Terminal owner: Autoridad Portuaria de Pasaia (APP).

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

Terminal operator: ADIF/ APP

Terminal character: Intermodal (rail-road /maritime)

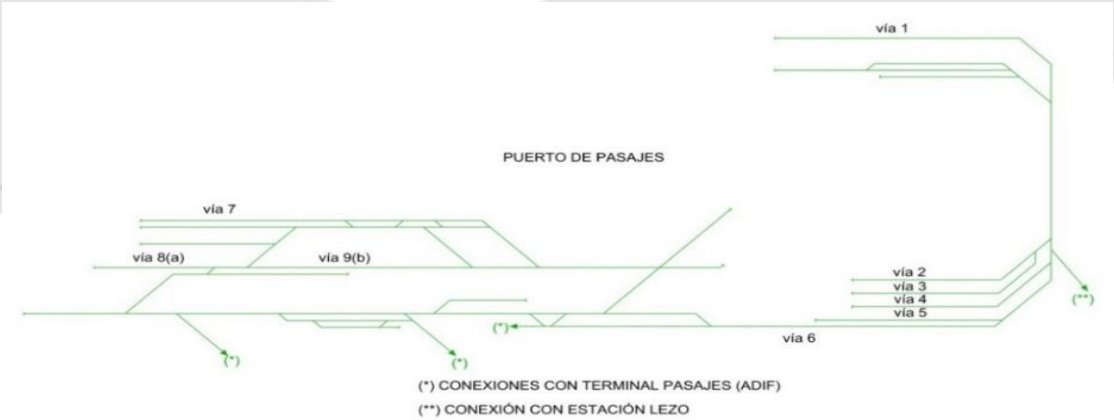
ACCESS CONDITIONS

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

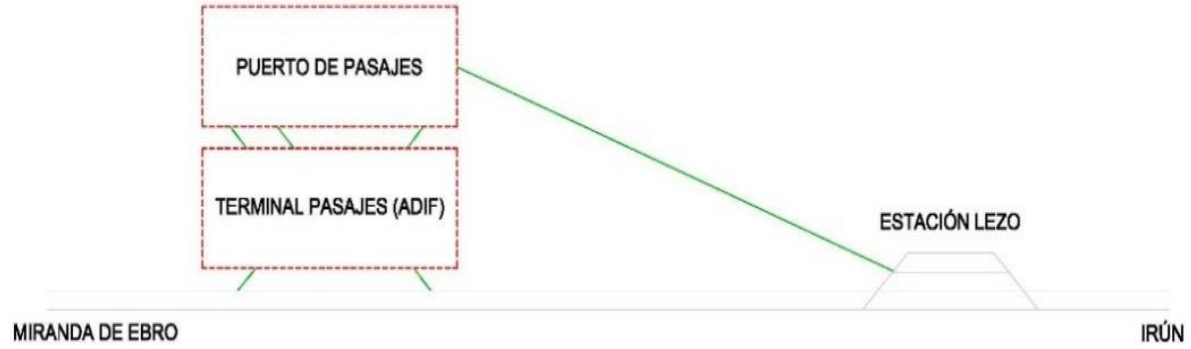
No particular legal requirements to access

Technical conditions: only diesel traction

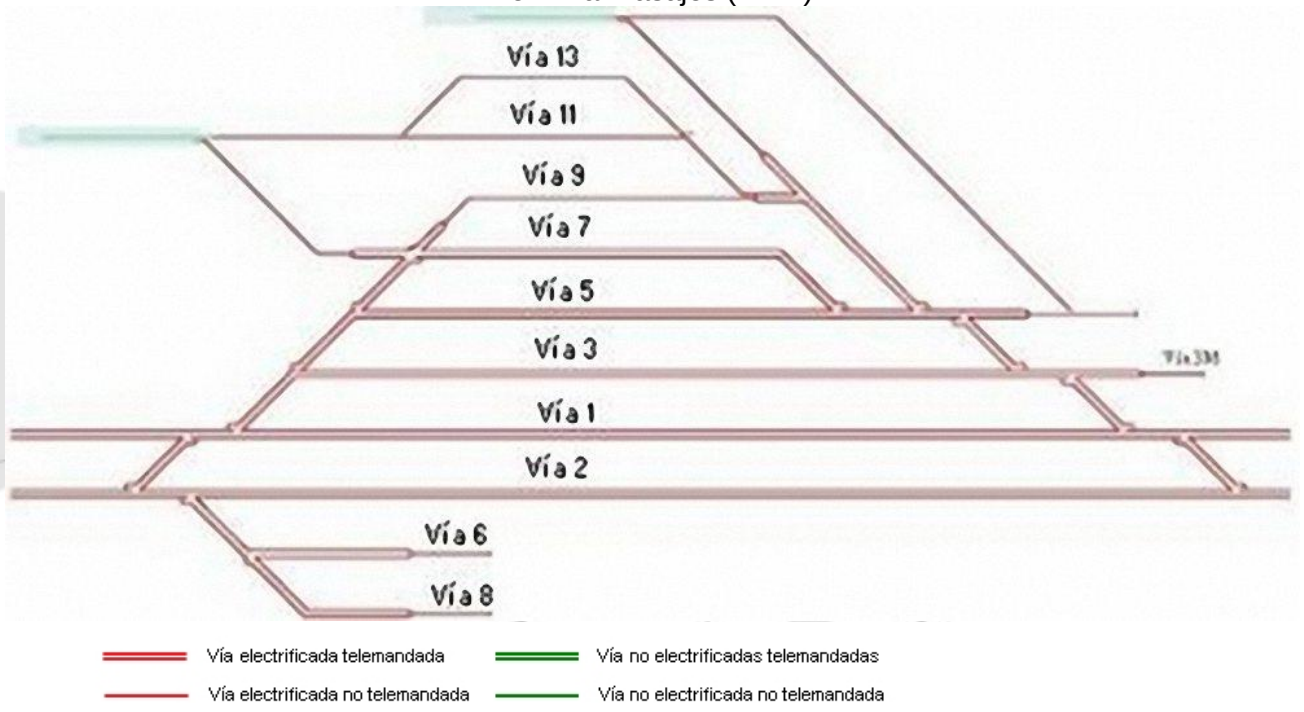
TERMINAL DESCRIPTION	
Type of cargo: general cargo (vehicles and coils mainly) Equipment: no specific equipment	Connecting railway station: Lezo & Pasaia Mercancías (ADIF)
CAPACITY ALLOCATION	
Process description: regulated through ADIF-APP formal agreement. Paths are organized between Lezo&PasajesMercancías (ADIF) and Puerto de Pasaia.	Booking: on a daily basis
SERVICES	CHARGING
For more details, please check the website http://www.adif.es/es_ES/infraestructuras/terminales/11515/ficha_instalacion_logistica_0023.shtml Operating times ADIF : Mon to Fri / 6.00am – 10.00pm	Price list: to be published (consult the APP in the meanwhile) Payment conditions: no particular conditions
INFRASTRUCTURES	



Nº Tracks	Track length (m)
1	610
2	319
3	329
4	324
5	200
6	440
7	310
8 (a)	405
8 (b)	471



Terminal Pasajes (ADIF)



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

ANNEX 3.A4 – PORTUGAL

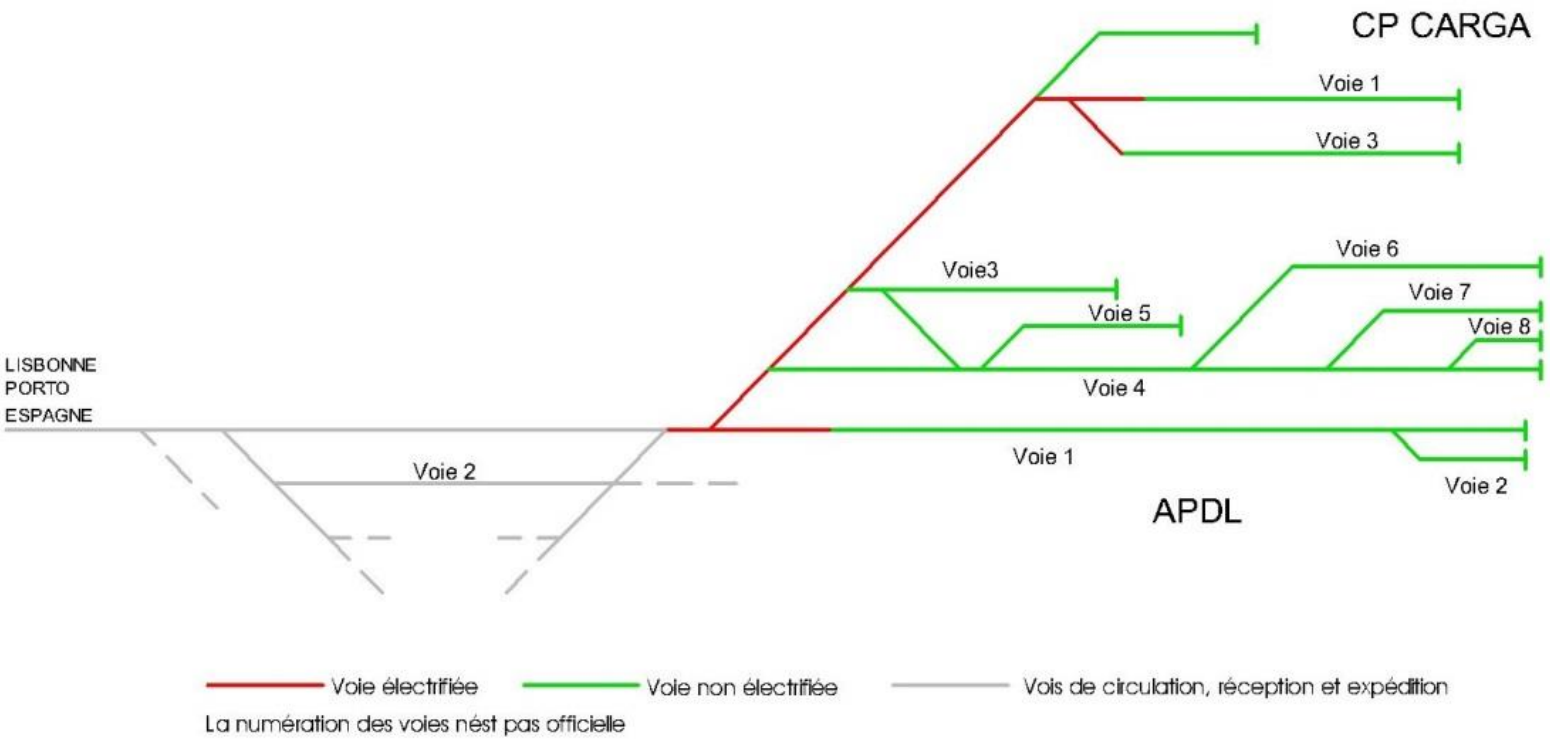
<table>
<tr><td colspan="2">LEIXÕES PORT</td></tr>
<tr><td>LOCATION</td><td>TYPE OF TERMINAL</td></tr>
<tr><td rowspan="3"> 
</td><td>Port and freight terminal</td></tr>
<tr><td>OPERATION</td></tr>
<tr><td>IP – INFRAESTRUTURAS DE PORTUGAL
Av. Eng. Duarte Pacheco
4450-110 Matosinhos
Tel.: (+351) 221 052 977Fax: (+351) 221 052 989
E-mail: tm.leixoes@infraestruturasdeportugal.pt
Site: www.infraestruturasdeportugal.pt
APDL – ADMINISTRAÇÃO DOS PORTOS DO DOURO E LEIXÕES
Avenida da Liberdade
4450-718 Leça da Palmeira
Contact Person: Amélia Castro
Tel.: (+351) 229 990 700
Fax: (+351) 229 990 701
E-mail: amelia.castro@apdl.pt
Site: www.apdl.pt</td></tr>
</table>

WORKING TIMETABLE	
IP – INFRAESTRUTURAS DE PORTUGAL 7 days / 8am-7pm	APDL Port works 24 hours per day, every day of the year. Freight movement is done by the licensed public services depending on the normal operation time between 8am and 12pm.

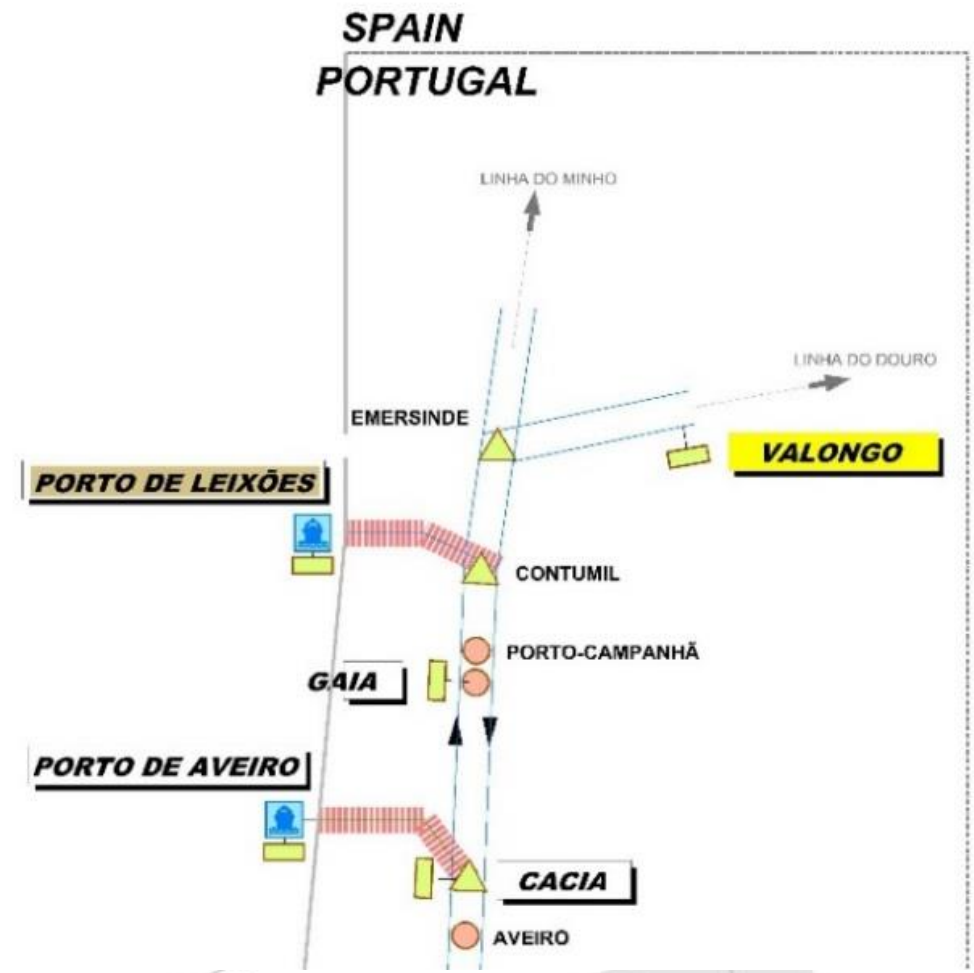
SERVICES		
IP – INFRAESTRUTURAS DE PORTUGAL	APDL	
Load, unload, reception and delivery of ITU (Intermodal Transport Unit), containers and change Terminal capacity: 550 Tus Availability for connection of 8 refrigerated containers Reserved area for dangerous materials Proximity parking	Diverse fragmented freight movement, freight in containers, liquid and solid bulk, ro-ro freight and passengers Covered storage and uncovered for freight Specialized storage: cereal storages, petroleum products tanks… Fish port Marina	Maritime services: pilot accompaniment, railroad trailer, berth Water and electricity supply 24 hours security systems Waste collection Port area cleaning Port security and vigilance 24 hours per day

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

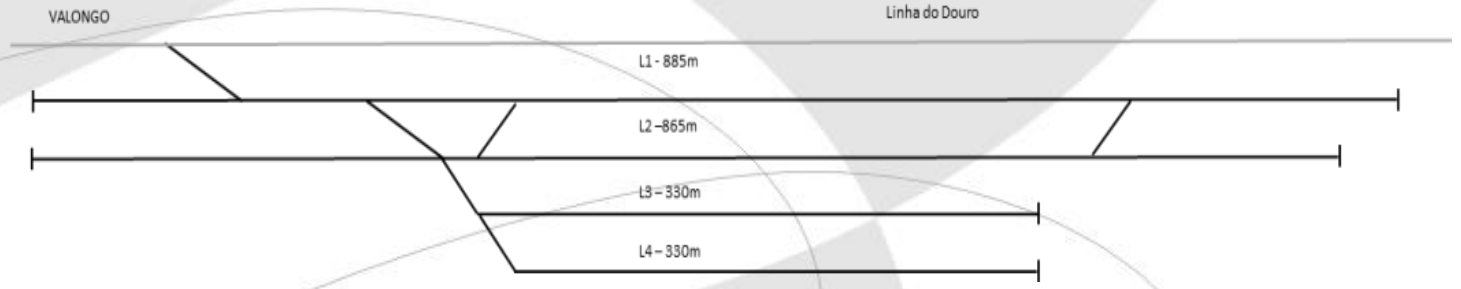
INFRASTRUCTURES



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

VALONGO TERMINAL	
LOCATION	TYPE OF TERMINAL
	Freight terminal OPERATION SPC – Terminal Norte S. Martinho do Campo Zona Industrial de Campo Rua da Central, 601 4440-043 Campo, Valongo Contact Person: Lucas Teixeira Tel.: (+351) 224 158 000 Fax: (+351) 224 158 099 E-mail: lteixeira@spc.sapec.pt E-mail: comercial@spc.sapec.pt WORKING TIMETABLE 7 days / 8am – 8pm

SERVICES	
Area: 18Ha Load/unload of Containers Container Depot / Terminal capacity: 4500 TUs Container Repair (Dry and Reefer) 30 refrigerated container availability Intermodal railroad-road transfer of ITU (containers, tank-container, and others) ITU transfer and parking Load reinforcement/decomposition Transport	General freight storage Customs Warehouse / Logistics / Road / Railway interface with 40 tons crane – 17.000m2 Electrified railway Reception and forwarding of compositions (500m) Formation / deformation compositions Load and unload compositions Consolidation / deconsolidation / charge storage Handling intermodal UTI'S and other charges Paved patio rail (loading and unload area of containers, wood, steel products, roundwood) – 20.000m2
EQUIPMENT:	
•40 tons Crane (rail, truck, and warehouse interface) •3 Reach stacker – 35 and 45 tons	•2 Fork lift with frontal spreader of 13 tons •1 railroad shunter locotractor
INFRASTRUCTURES	



Nº Track	Length (m)
1	885
2	865
3	330
4	330

VILA NOVA DE GAIA TERMINAL

LOCATION

TYPE OF TERMINAL

Marshalling yard

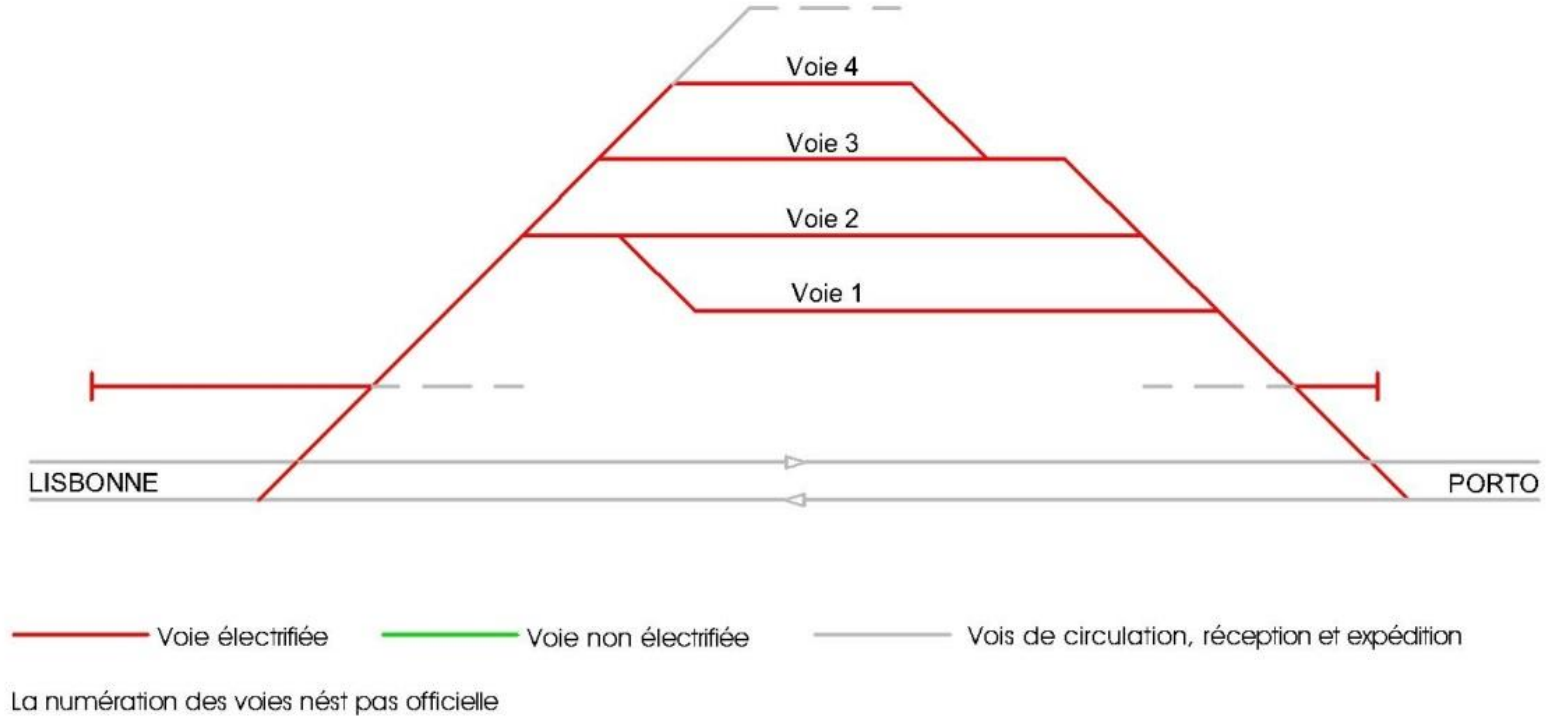
OPERATION

IP – INFRAESTRUTURAS DE PORTUGAL
Estação de Santa Apolónia
1100-105 Lisboa
Contact Person: Vítor Carvalho
Tel.: (+351) 211 022 154
Fax: (+351) 211 021 710
E-mail: vitor.carvalho@infraestruturasdeportugal.pt
Site: www.infraestruturasdeportugal.pt

WORKING TIMETABLE

7 days / 24 hours

SERVICES
Reception and delivery of trains. Ensembling traffic.
INFRASTRUCTURES

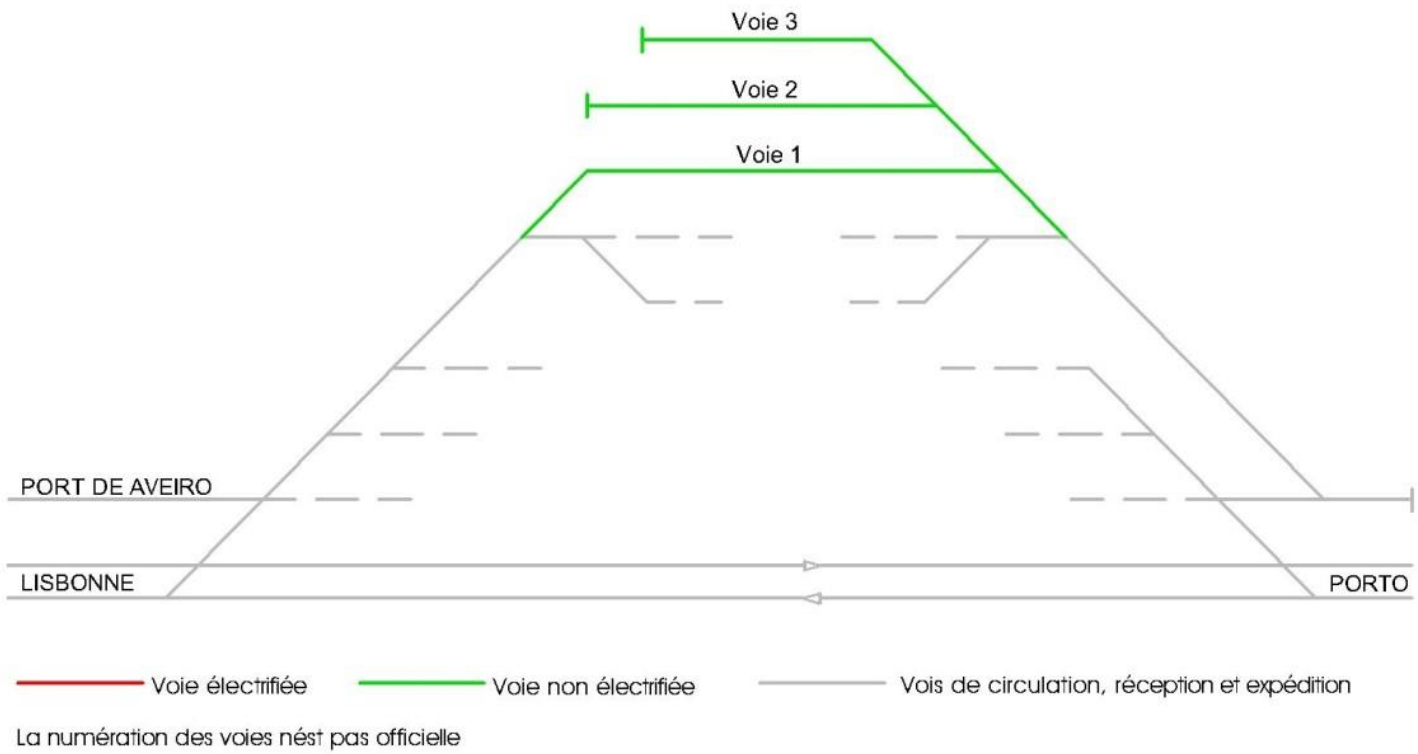


Nº Track	Length (m)
1	270
2	260
3	185
4	180

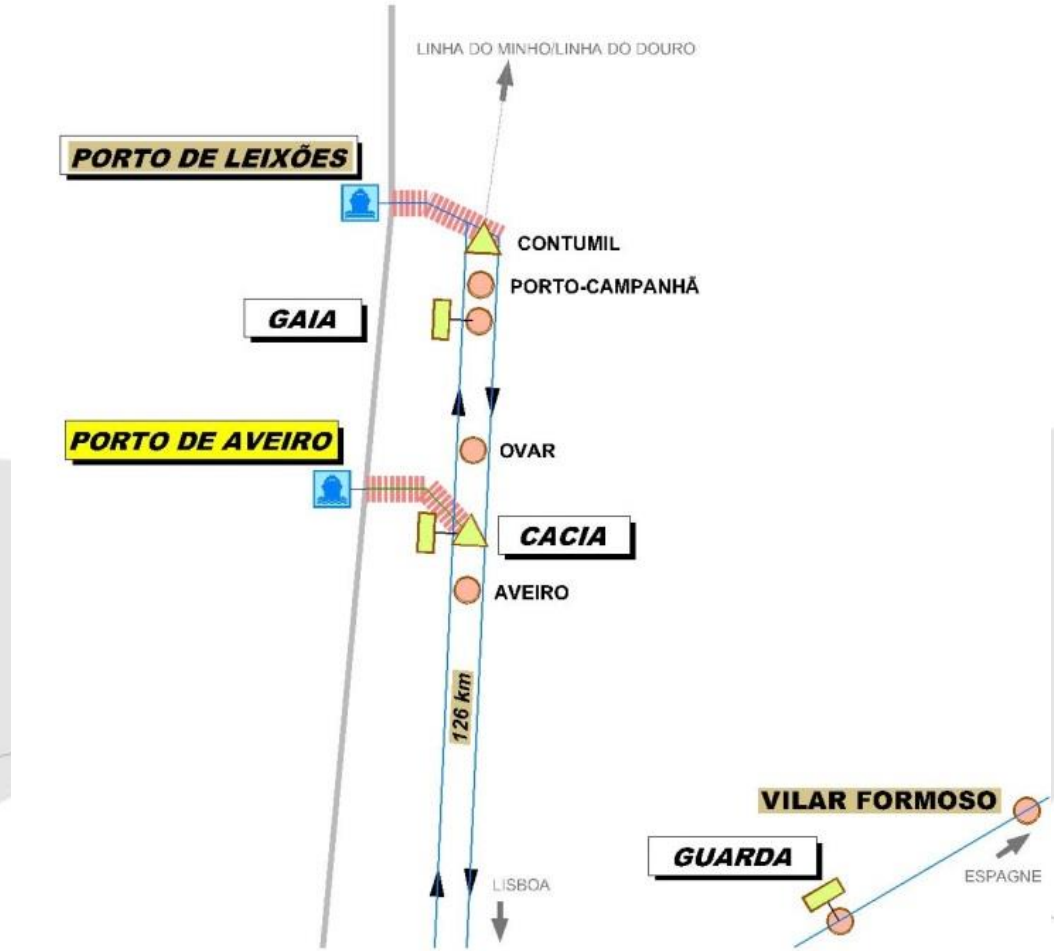
CACIA LOGISTIC PLATFORM	
LOCATION	TYPE OF TERMINAL
	Freight terminal OPERATION APA – ADMINISTRAÇÃO DO PORTO DE AVEIRO Edifício 9 – Forte da Barra 3830-565 Gafanha da Nazaré Contact Person: Marta Alves Tel.. (+351) 234 393 300 Tlm: (+351) 925 659 532 E-mail: marta.alves@portodeaveiro.pt Site: www.portodeaveiro.pt WORKING TIMETABLE Trains can make entrances in terminals at all times. Load and unload of trains can be done in the schedule agreed by companies that operate in the platform.

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

INFRASTRUCTURES

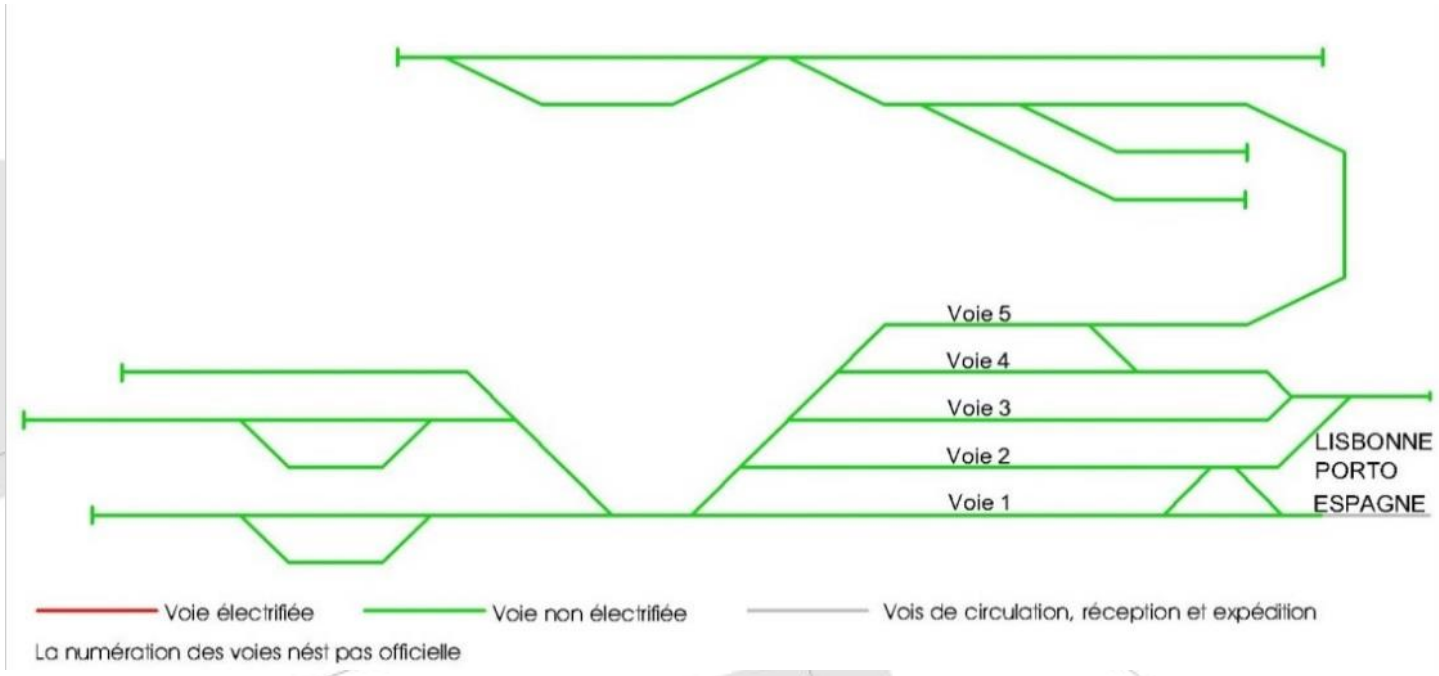


Nº Track	Lenght (m)
1	665
2	425
3	285

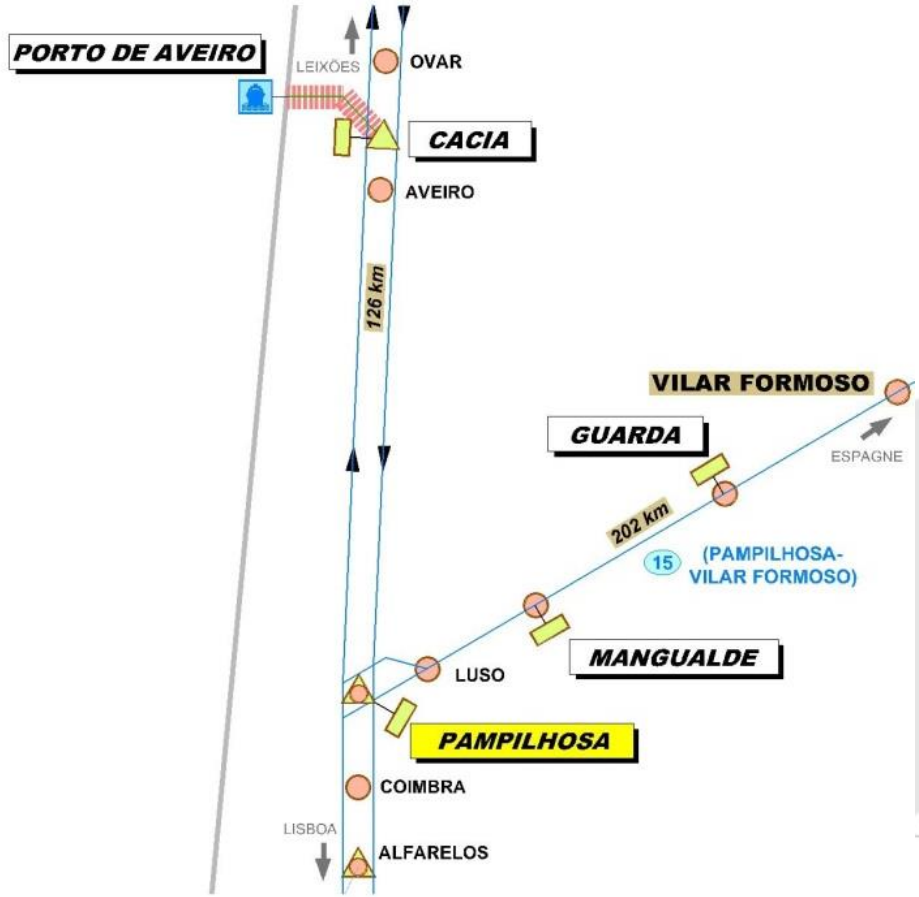
AVEIRO PORT	
LOCATION	TYPE OF TERMINAL
	Port terminal OPERATION APA – ADMINISTRAÇÃO DO PORTO DE AVEIRO Edifício 9 – Forte da Barra 3830-565 Gafanha da Nazaré Contact Person: Marta Alves Tel.. (+351) 234 393 300 Tlm: (+351) 925 659 532 E-mail: *marta.alves@portodeaveiro.pt* Site: www.portodeaveiro.pt WORKING TIMETABLE Trains can make entrances in terminals at all times. Load and unload of trains can be done in the schedule agreed by companies that operate in the platform. Normal working hours are from 8am to 12pm

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

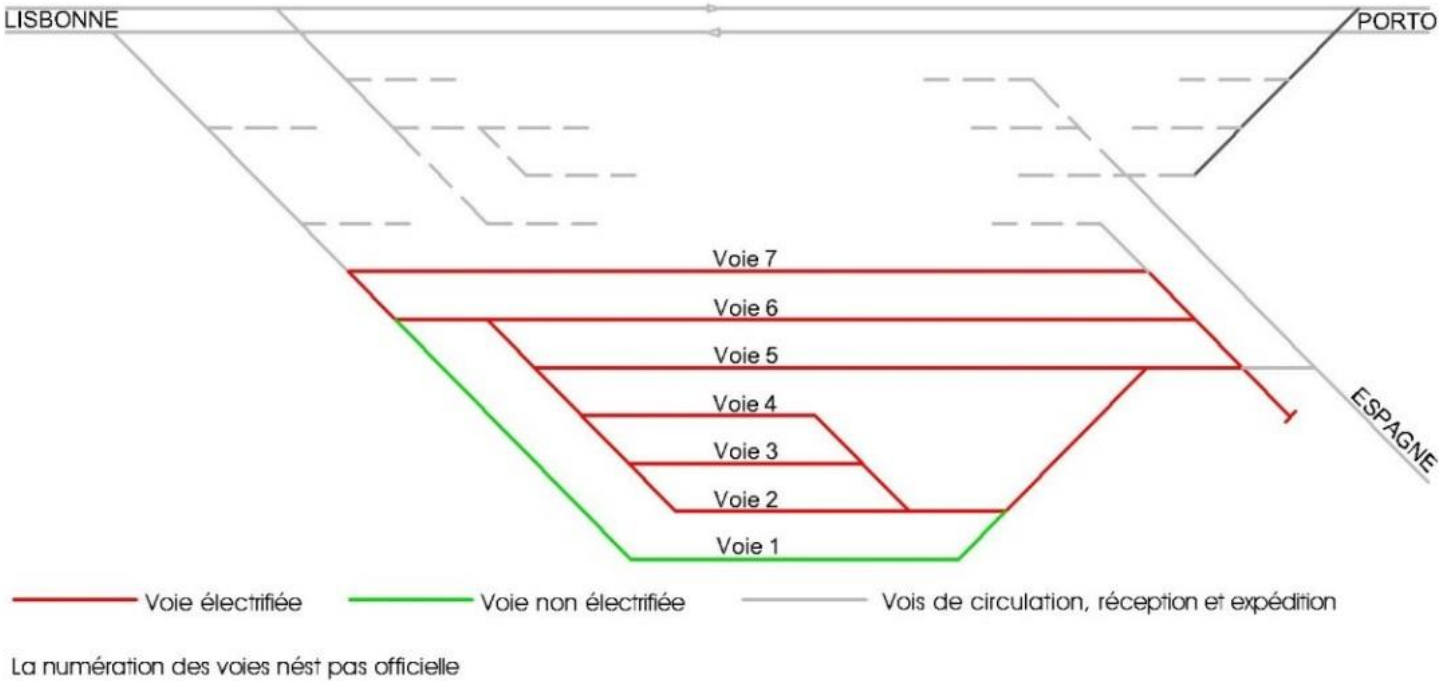
INFRASTRUCTURES



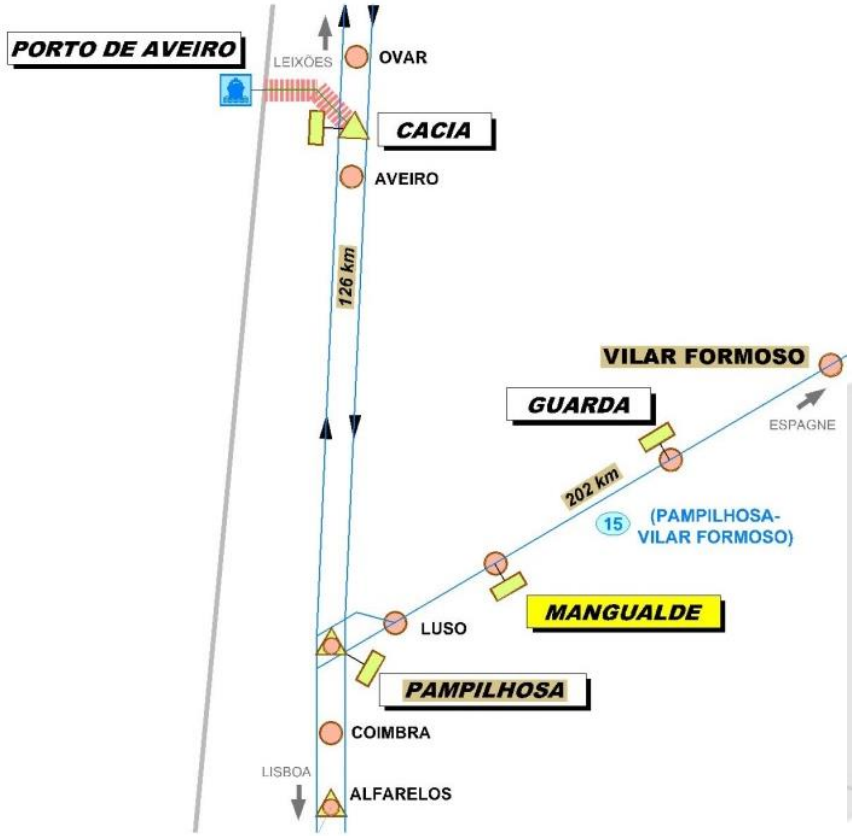
Nº Track	Lenght (m)
1	800
2	720
3	600
4	500
5	480

PAMPILHOSA TERMINAL	
LOCATION	TYPE OF TERMINAL
	Marshalling yard OPERATION IP – INFRAESTRUTURAS DE PORTUGAL Estação de Santa Apolónia 1100-105 Lisboa Contact Person: Vítor Carvalho Tel.: (+351) 211 022 154 Fax: (+351) 211 021 710 E-mail: vitor.carvalho@infraestruturasdeportugal.pt Site: www.infraestruturasdeportugal.pt WORKING TIMETABLE 7 days / 24 hours

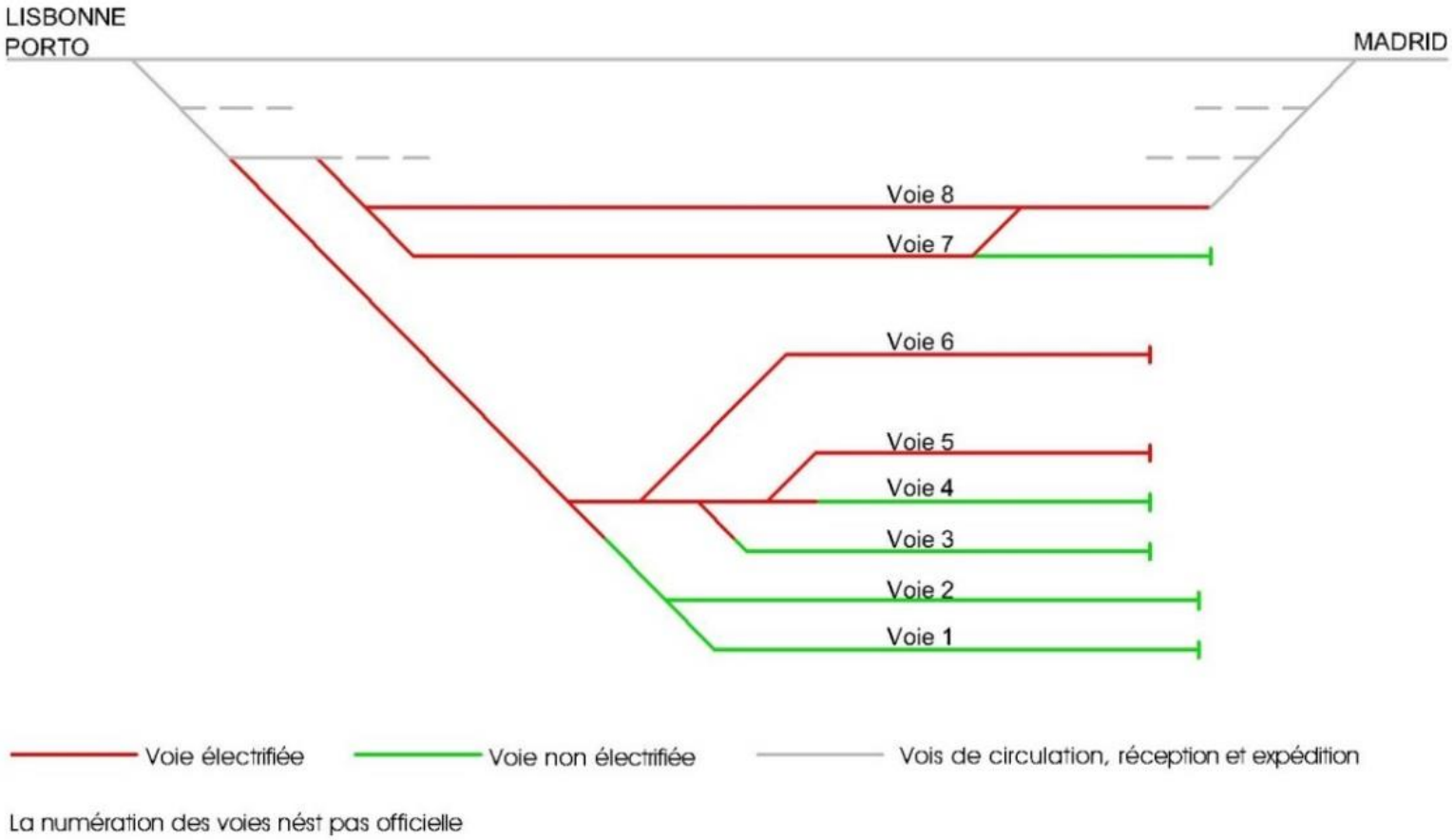
SERVICES
Reception and delivery of trains. Ensembling traffic.
INFRASTRUCTURES



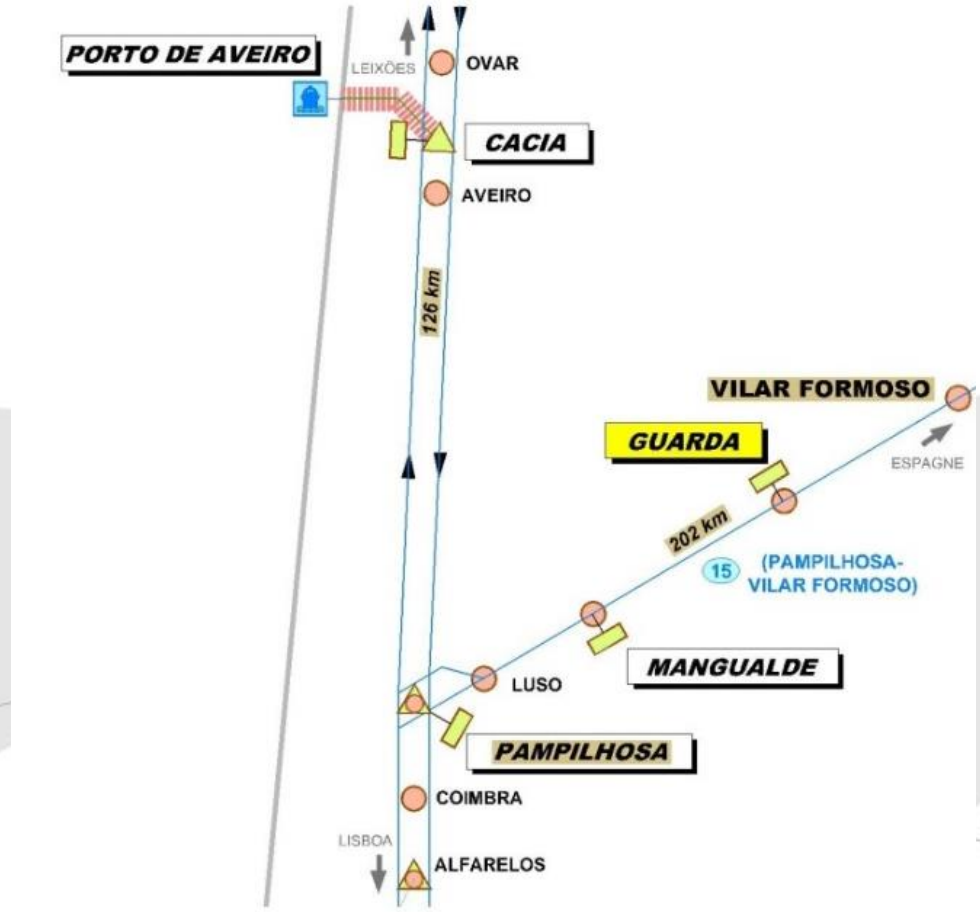
Nº Track	Length (m)
1	375
2	120
3	110
4	120
5	230
6	325
7	460

MANGUALDE TERMINAL	
LOCATION	TYPE OF TERMINAL
	Freight terminal OPERATION IP – INFRAESTRUTURAS DE PORTUGAL Departamento de Exploração de Terminais Av. Paiva Couceiro 4300-383 Porto Contact person: Paula Rocha Tel.: (+351) 223 391 755 Fax: (+351) 212 879 932 E-mail: paula.rocha@infraestruturasdeportugal.pt Site: www.infraestruturasdeportugal.pt WORKING TIMETABLE Under request

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

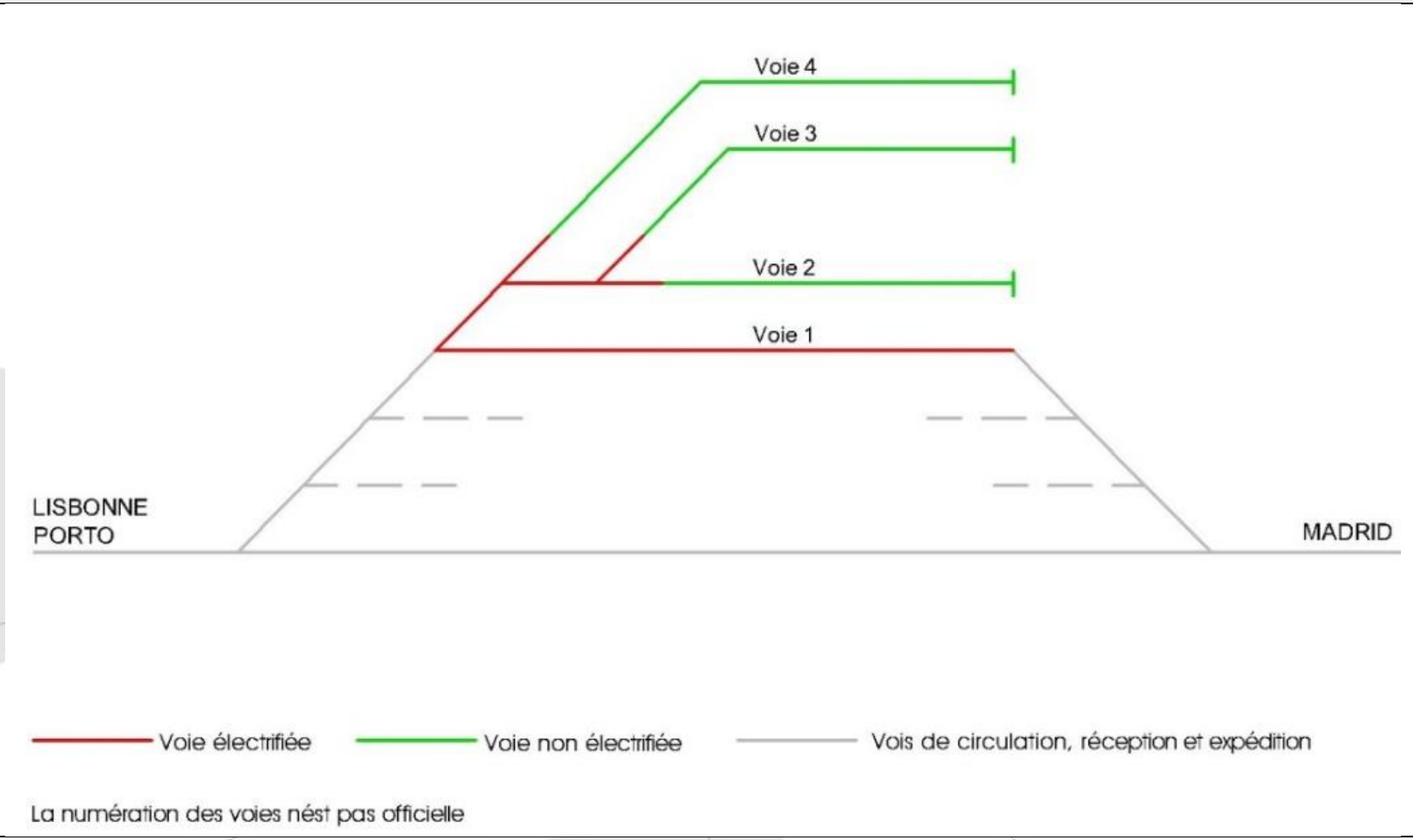


Nº Track	Length (m)
1	230
2	177
3	150
4	150
5	210
6	210
7	210
8	330

GUARDA TERMINAL	
LOCATION	TYPE OF TERMINAL
	Freight terminal OPERATION IP – INFRAESTRUTURAS DE PORTUGAL Departamento de Exploração de Terminais Av. Paiva Couceiro 4300-383 Porto Contact person: Paula Rocha Tel.: (+351) 223 391 755 Fax: (+351) 212 879 932 E-mail: paula.rocha@infraestruturasdeportugal.pt Site: www.infraestruturasdeportugal.pt WORKING TIMETABLE Under request

SERVICES	
Unload of rations, sands…	There is an existing access by road

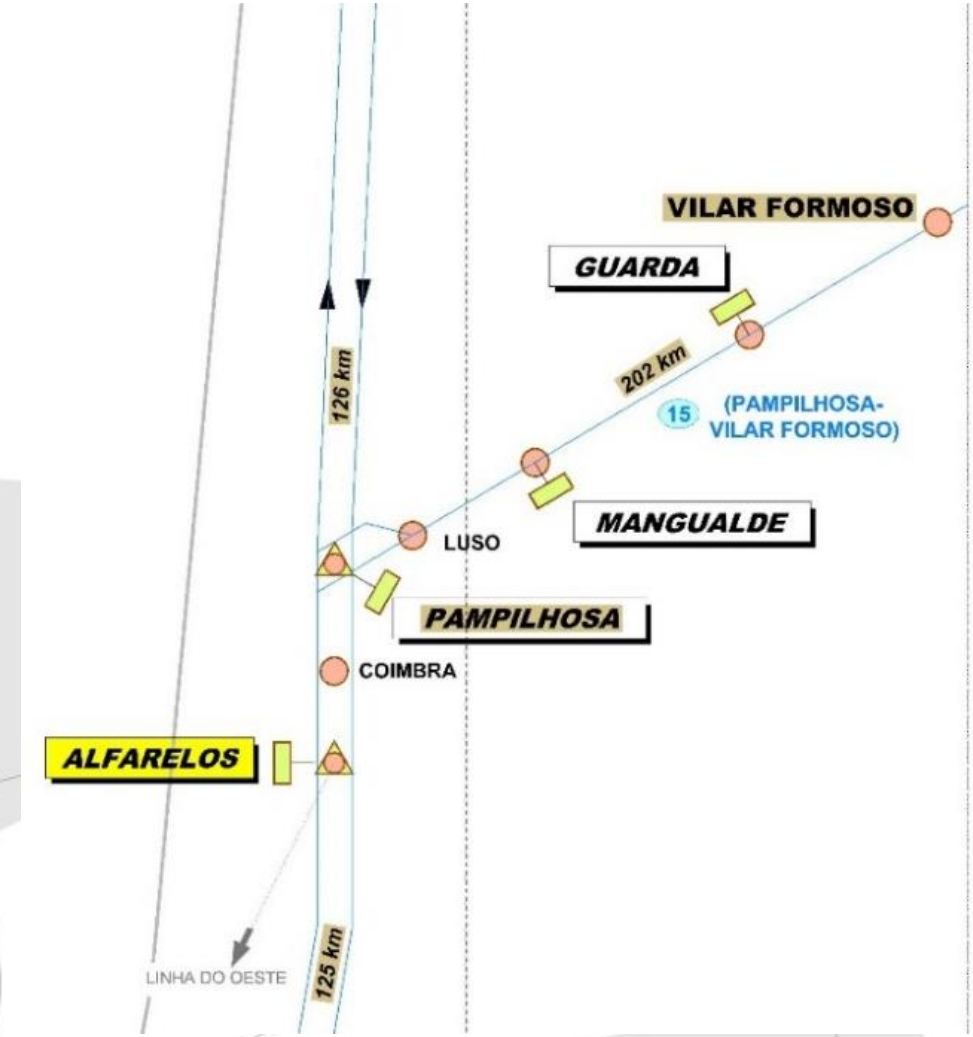
INFRASTRUCTURES



Nº Track	Length (m)
1	600
2	230
3	230
4	250

ALFARELOS TERMINAL

LOCATION



TYPE OF TERMINAL

Freight terminal

OPERATION

TMIP — Transportes e Logística, Lda.

Terminal Ferroviário de Alfarelos

3130 - 080 Granja do Ulmeiro

Contact person: Júlio Tomás

Tel.: (+351) 239 470 100

Telm: +351.966306140Fax: (+351) 239 470 109
E-mail: geral@tmip.pt juliotomas@tmip.pt
Site: www.tmip.pt

WORKING TIMETABLE

Working scheduled:

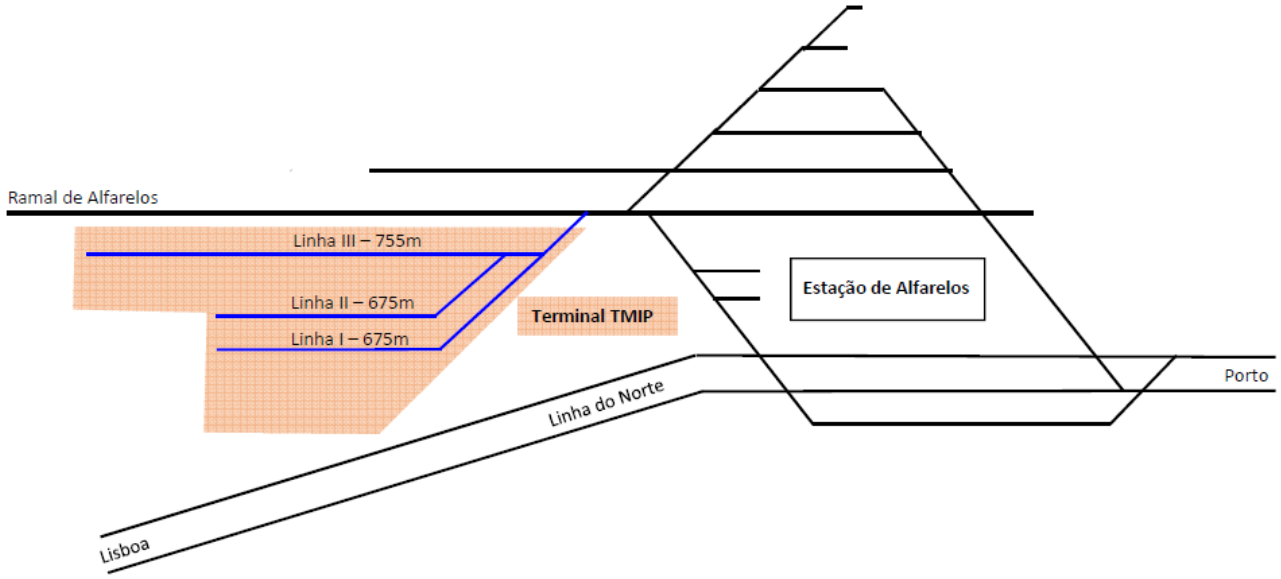
Mon to Sat : 8.00am – 12.00pm

Site Security:

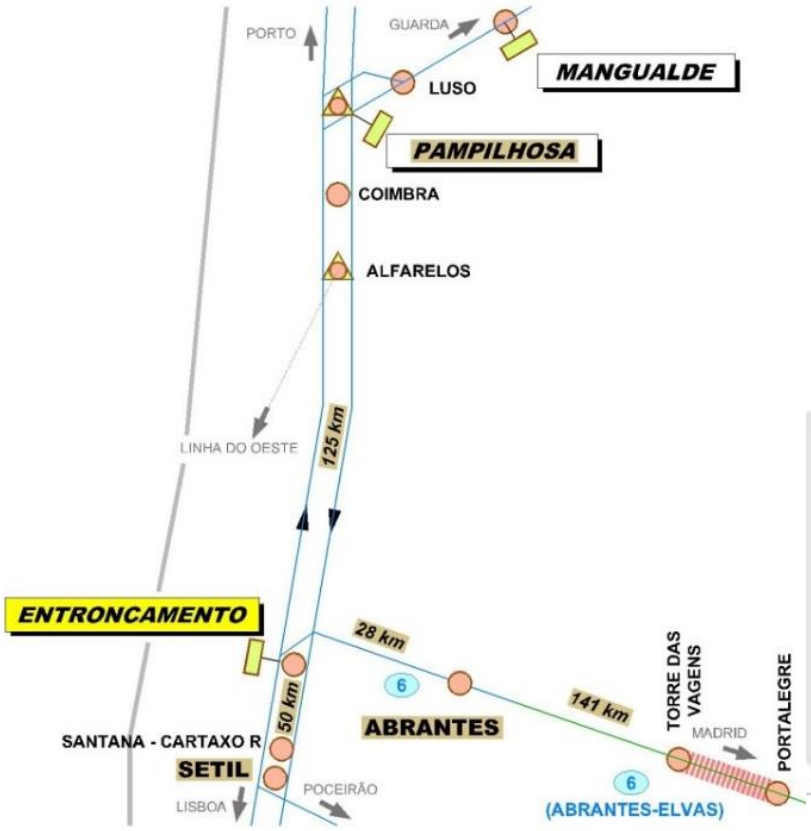
24h security service

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

INFRASTRUCTURES

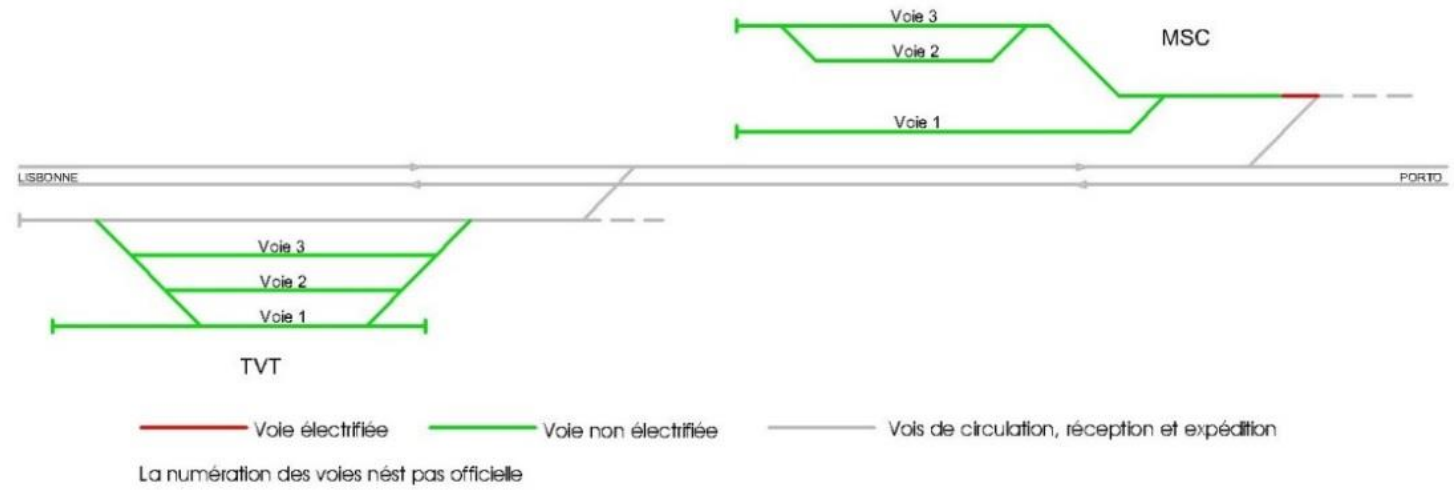


Nº Track	Length (m)
IP	
1	265
2	392
3	309
4	374
5	450
T1	268
T2	270
TMIP	
L6	180
L7	210

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

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

INFRASTRUCTURES

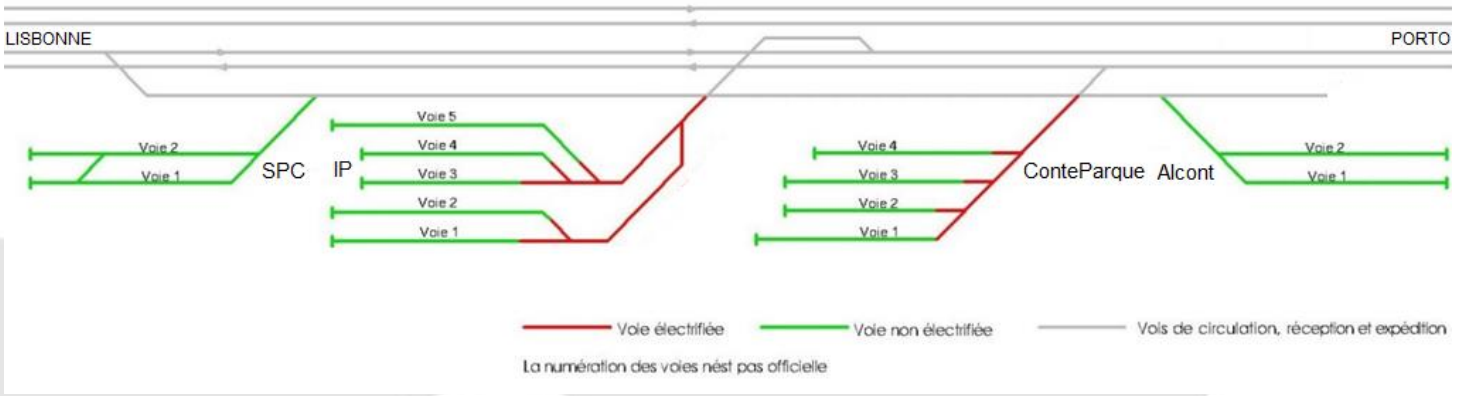


Nº Track	Length (m)
MSC	
1	390
2	215
3	250
TVT	
1	600
2	800
3	600

BOBADELA TERMINAL		
LOCATION	TYPE OF TERMINAL	
	Freight terminal OPERATION	
	IP – INFRAESTRUTURAS DE PORTUGAL Rua Estação de Mercadorias 2695-038 Bobadela Tel.: (+351) 211 028 811 Fax: (+351) 211 020 248 E-mail: tm.bobadela@infraestruturasdeportugal.pt Site: www.infraestruturasdeportugal.pt CONTEPARQUE *ALB - Área Logística da Bobadela* Plataforma Ribeirinha – Parque Norte, 2695-001, Bobadela, Portugal T: +351 211 020 371 F: +351 211 020 342 E-mail: comercial@alb-logistica.pt	SPC – Terminal Multiusos Lisboa-Bobadela Rua Estação de Mercadorias 2695 Bobadela Tel.: (+351) 219 534 800 Fax: (+351) 219 534 891 E-mail: multiusos@spc.sapec.pt Site: www.spc.sapec.pt ALCONT Lugar Dom Pedro Instalações da Cavan Tel.: (+351) 219 587 480 Fax: (+351) 219 587 489 E-mail: geral@alcont.pt Site: www.alcont.pt

<table>
<tr><td colspan="4">WORKING TIMETABLE</td></tr>
<tr><td colspan="2">IP – INFRAESTRUTURAS DE PORTUGAL
8am – 7pm
CONTEPARQUE
7am – 11pm</td><td colspan="2">SPC – Terminal Multiusos Lisboa-Bobadela
8am – 8pm
ALCONT
7am – 9 pm</td></tr>
<tr><td colspan="4">SERVICES</td></tr>
<tr><td colspan="2">IP – INFRAESTRUTURAS DE PORTUGAL</td><td colspan="2">CONTEPARQUE</td></tr>
<tr><td>Load, unload, reception and shipment of ITU, tank-containers and change
Terminal: 2000 TUs
Storing tank – Type A</td><td>27 refrigerated container availability
Reserved area for dangerous good
Load ramp for cars Proximity parking</td><td>ALB - Área Logística da Bobadela
Park of containers
24 refrigerated container availability</td><td>Intermodal railroad-road transfer of ITU (containers, tank-container, and others)
Load/unload of containers</td></tr>
<tr><td colspan="2">SPC – Terminal Multiusos Lisboa-Bobadela</td><td colspan="2">ALCONT</td></tr>
<tr><td>Load/unload of containers
Terminal capacity: 6 500 TUs
Warehouse (1.000m2) with railway and crane (40tonnes)
Storing tank – Type A
Container Repair (Dry and Reefer)
24 refrigerated container availability
Intermodal railroad-road transfer of ITU (containers, tank-container, and others)
ITU transfer and parking
General freight storage</td><td>Load reinforcement/decomposition
Logistic services
24 hours security
Equipment:
40 tonnes crane (warehouse)
2 Reach Stacker of 35/40 tonnes
1 stackers of 13 tonnes
2 Fork Lift with frontal spreader of 13 tonnes</td><td>Container Depot maximum capacity 13500 TUs
In house container management with inventory and EDI messages
72 plugs for Reefer containers
Container repair shop
Cleaning and steam washing dry and Reefer
Container sales and rental service
Reefer team provides pre-trip inspections and available for call outs 24/7
Authorised dealer for Carrier, Thermoking and Daikin</td><td>Handling services, rail and road fleet for ITU (dry containers, tanks, bulks and reefer)
Certified container weighing for VGM
Container transport with own trucks
Equipment:
2 Reach Stacker of 45 tons
1 Fork Lift of 32 tons
1 Fork Lift of 13 tons
7 Empty Container Handlers</td></tr>
</table>

INFRASTRUCTURES



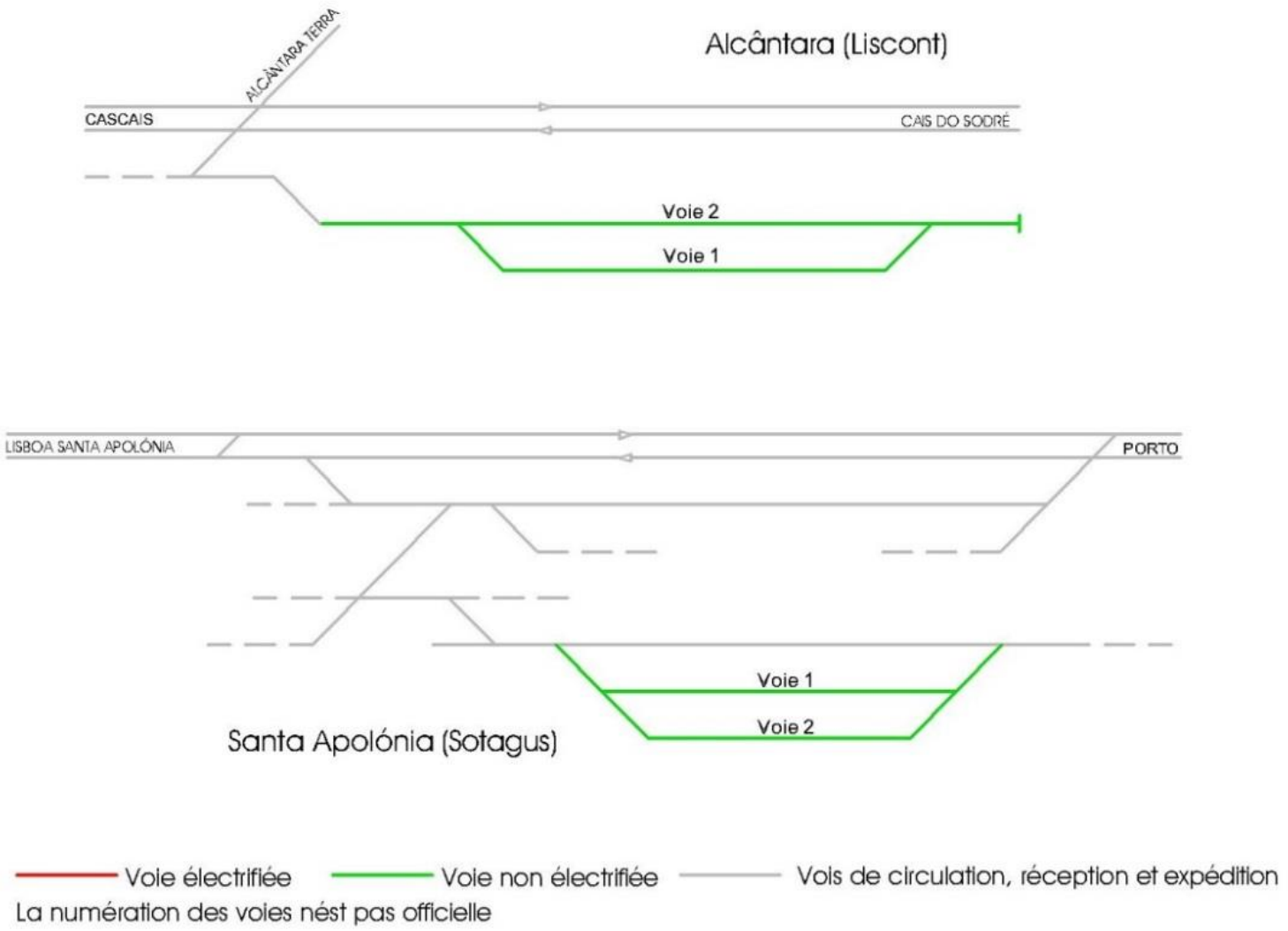
Nº Track	Length (m)
CONTEPARQUE	
1	465
2	440
3	465
4	320
IP	
1	565
2	550
3	545
4	545
5	695
SPC	
1	450
2	450
ALCONT	
1	350
2	350

LISBON PORT		
LOCATION	TYPE OF TERMINAL	
	Port terminal OPERATION	
	LISCONT - Operadora de Contentores, S.A Terminal de Contentores de Alcântara-Sul 1399-002 Lisboa Tel.: (+351) 213 939 901 Fax: (+351) 213 939 919 E-mail: *liscont@liscont.pt* Site: www.liscont.pt SOTAGUS - Terminal de Contentores de Santa Apolónia, S.A. Rua Cintura do Porto de Lisboa Edifício TCSA, Xabregas 1900-649 Lisboa Tel.: (+351) 218 625 634 Fax: (+351) 218 625 639 E-mail: comercial@sotagus.pt Site: www.sotagus.pt	SILOPOR - Terminal de Granéis Alimentares do Beato Rua da Cintura do Porto de Lisboa 1900-263 Lisboa, Tel.: (+351) 213 923 200 (sede) E-mail: silopor@silopor.com Site: www.silopor.pt/ TMB - GRUPO TMB Rua da Cintura do Porto de Lisboa Armazém 20 – 2º Piso 1950-015 Lisboa Tel: (+351) 218 621 160 Fax: (+351) 218 620 308 E-mail: tmb@tmb.pt Site: www.tmb.pt/ WORK TIMETABLE

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

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

INFRASTRUCTURES

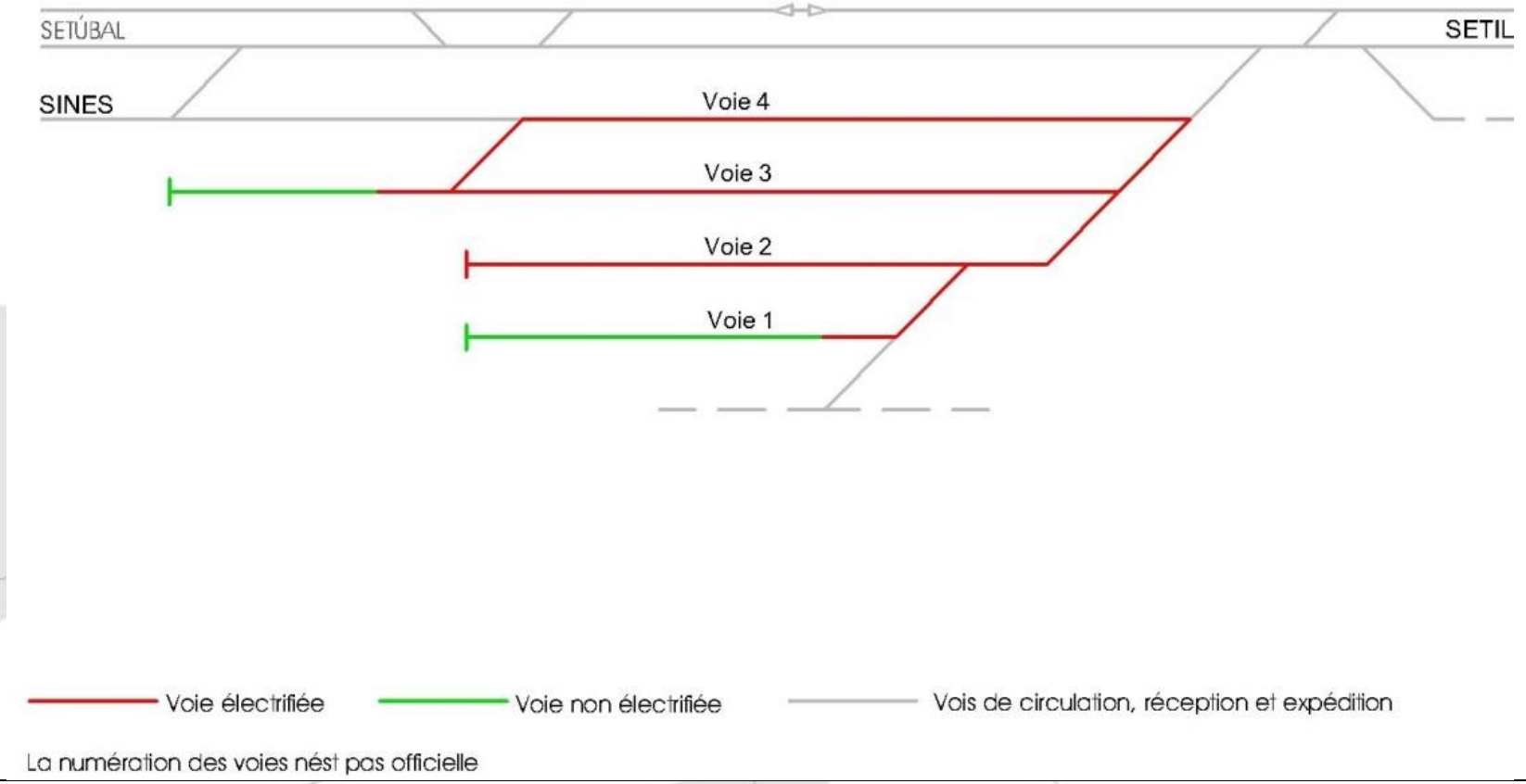


Nº Track	Length (m)
LISCONT	
1	500
2	610
SOTAGUS	
1	300
2	260

POCEIRÃO TERMINAL	
LOCATION	TYPE OF TERMINAL
	Freight terminal OPERATION IP – INFRAESTRUTURAS DE PORTUGAL Departamento de Exploração de Terminais Praça da Portagem 2809-013 Almada Tel.: (+351) 212 879 174 Fax: (+351) 212 879 932 E-mail: carlos.lameira@infraestruturasdeportugal.pt Site: www.infraestruturasdeportugal.pt WORKING TIMETABLE Under request

SERVICES	
Shavings load and unload	Another road access to the infrastructure

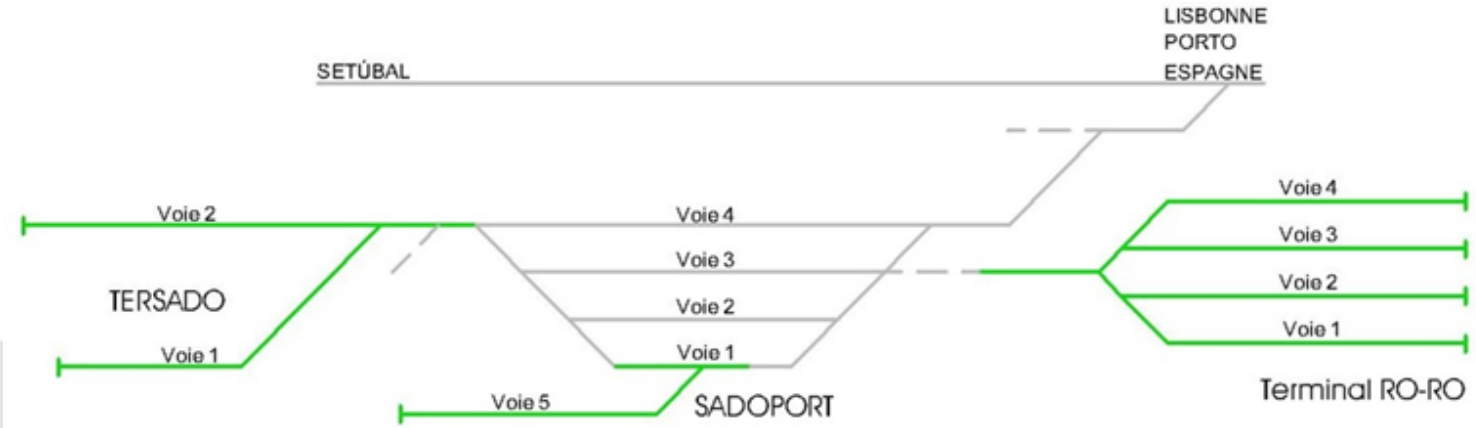
INFRASTRUCTURES

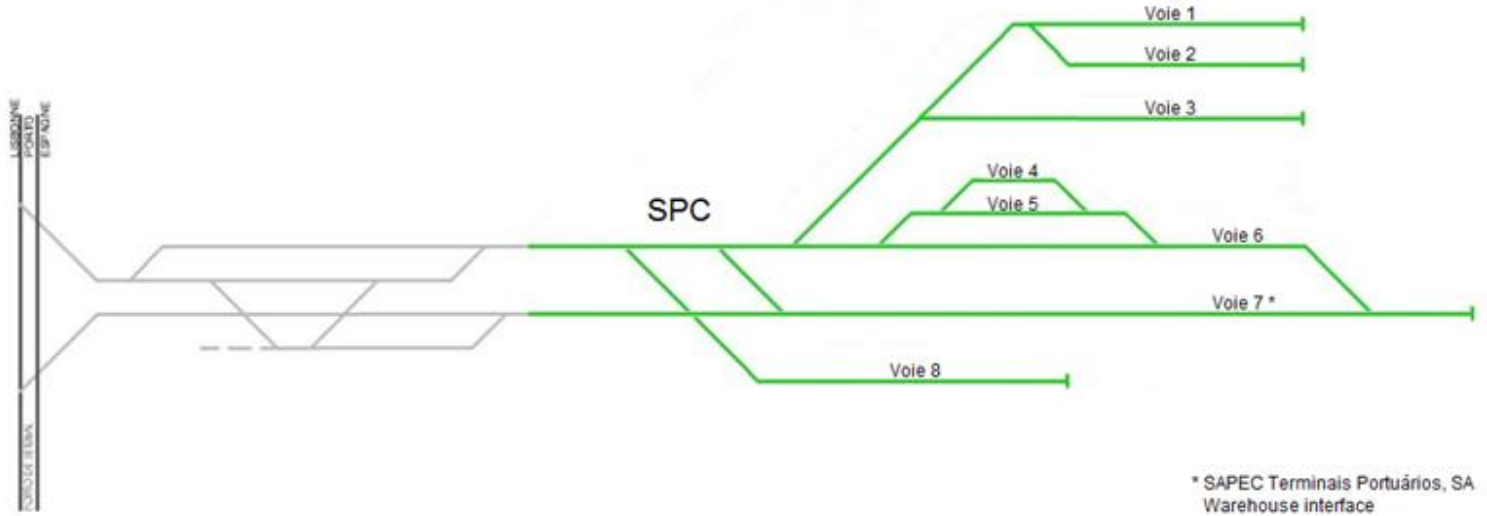


Nº Track	Length (m)
1	350
2	355
3	190
4	260

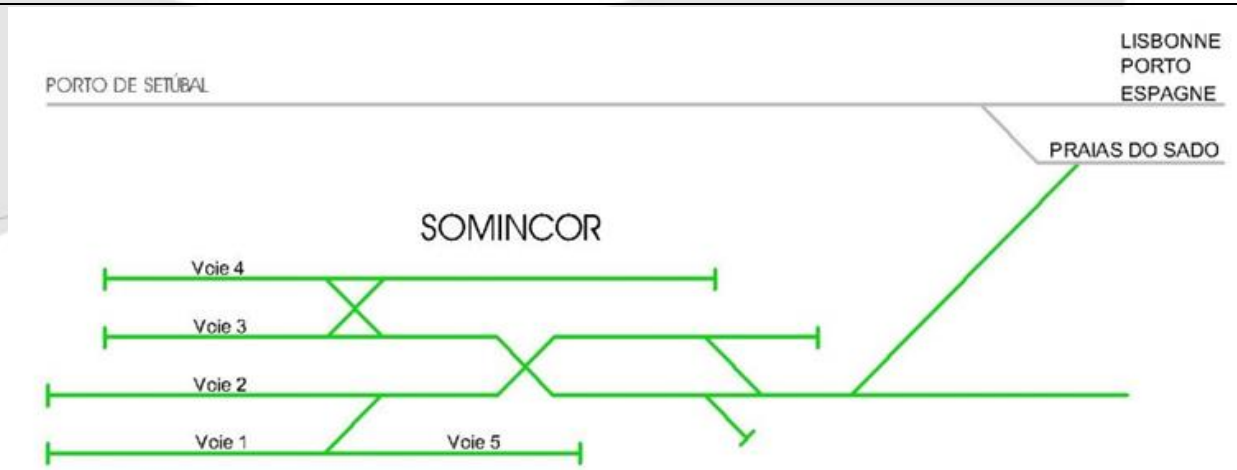
SETÚBAL PORT		
LOCATION	TYPE OF TERMINAL	
	Port and multifunction freight terminal	
	OPERATION	
	TERSADO - Terminais Portuários do Sado, SA 2910-793 Setúbal Tel.: (+351) 265 528 480 Fax: (+351) 265 528 488 E-mail: andrade@tersado.pt SADOPORT - Terminal Marítimo do Sado, SA 2910-793 Setúbal Tel.: (+351) 265 545 090 Fax: (+351) 265 545 099 E-mail: planeamento@sadoport.pt Terminal RO – RO APSS, SA Praça da República 2904-508 Setúbal Tel.: (+351) 265 542 000 Fax: (+351) 265 230 992 E-mail: geral@portodesetubal.pt SAPEC Terminais Portuários, SA Herdade das Praias - Apartado 1062 2901-902 Setúbal Tel.: (+351) 265 710 221 Fax: (+351) 265 710 225 E-mail: jfranco@graneis.sapec.pt Site: www.spc.sapec.pt	SPC – Terminal de Setúbal Avenida do Rio Douro, Parque Industrial SAPEC Bay 2910-567 Setúbal Tel.: (+351) 219 534 870 Fax: (+351) 219 534 895 E-mail: logisticatms@spc.sapec.pt Site : www.spc.sapec.pt SOMINCOR (single client installation) Delegação de Setúbal – Operações Portuárias 2900 Setúbal Tel.: (+351) 265 531 660 Fax: (+351) 286 683 165 E-mail: p.koehler@lundinmining.com Site: www.somincor.com.pt PORTUCEL(single client installation) Complexo Industrial de Setúbal, Apartado 55 2901-861 Setúbal Tel.: (+351) 265 709 000 E-mail: goncalo.vieira@thenavigatorcompany.com Site: www.portucelsoporcel.com/pt

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

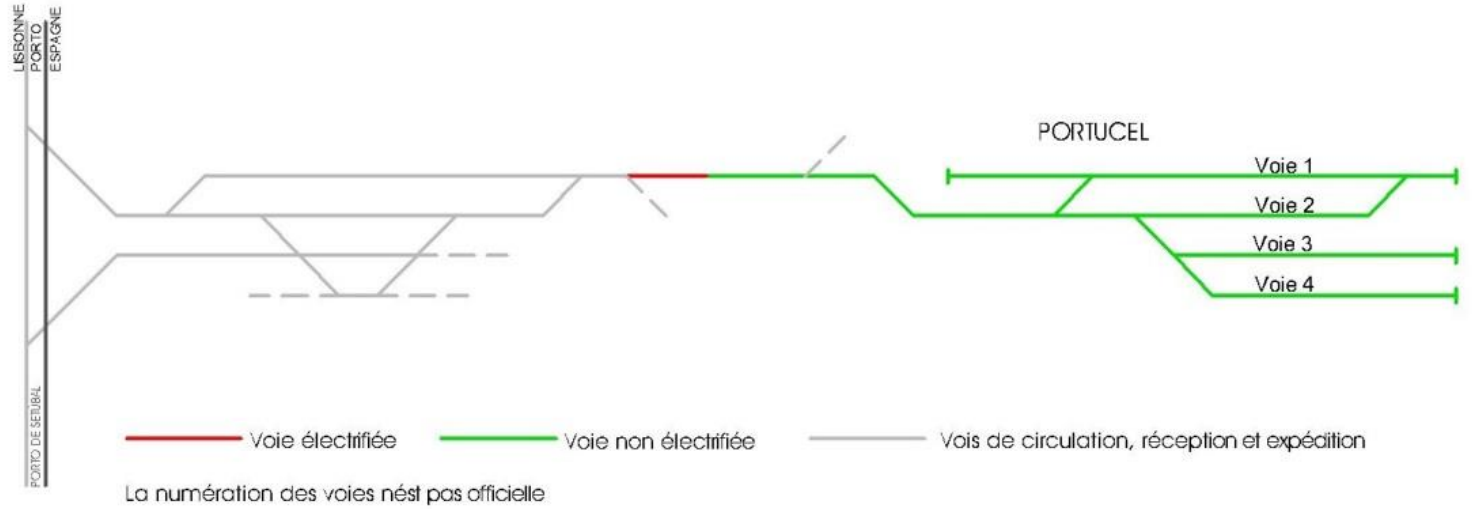
INFRASTRUCTURES		
	Nº Track	Length (m)
	TERSADO	
	1	580
	2	900
	SADOPORT	
	1	490
	5	320
	Terminal RO – RO	
	1	320
	2	320
	3	320
	4	320



SPC	
1	250
2	293
3	460
4	236
5	352
6	1970
7	1293
8	605



SOMINCOR	
1	300
2	570
3	560
4	380
5	140

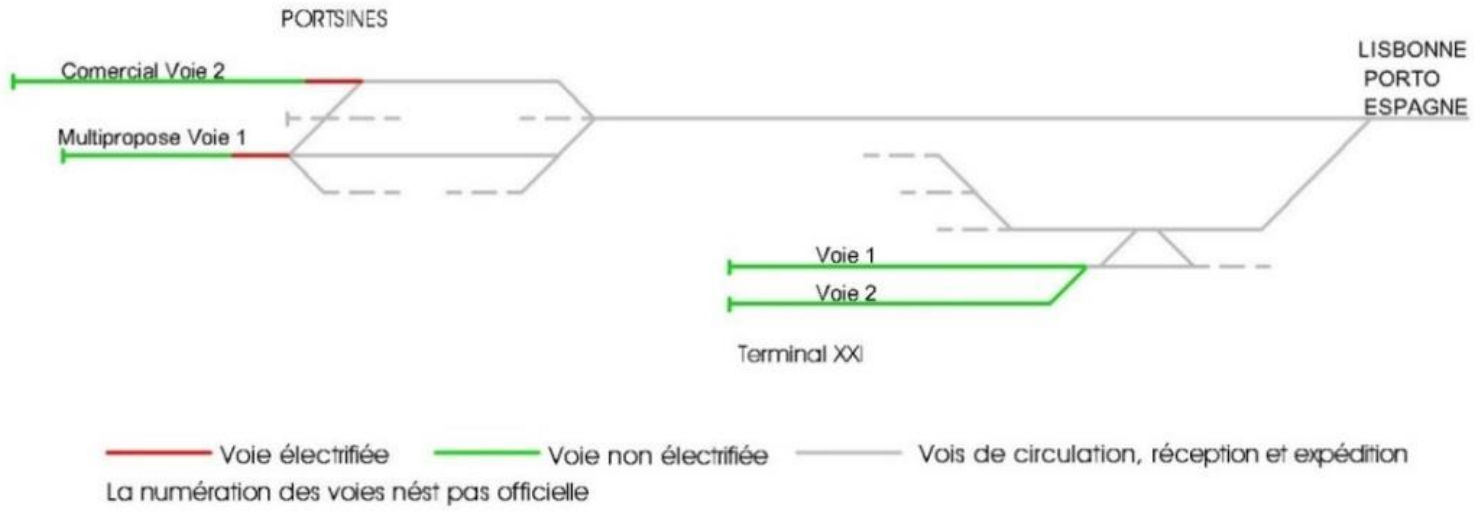


PORTUCEL	
1	800
2	540
3	350
4	350

SINES PORT	
LOCATION	TYPE OF TERMINAL
	Port terminal OPERATION PORT SINES Terminal Multipurpose de Sines, Apartado 153 7520-902 Sines Tel.: (+351) 269 630 540 Fax: (+351) 269 630 550 E-mail: sines@portsines.pt Site: www.ete.pt/Grupo/Empresas/Portsines_P.htm TXXI - PSA Sines – Terminais de Contentores, S.A. Apartado 195 7520-903 Sines Tel.: (+351) 269 870 611 Fax: (+351) 269 870 614 E-mail: rui.pinto@psasines.pt Site: www.psasines.pt WORKING TIMETABLE PORTSINES 24h / 365 TXXI - PSA Sines – Terminais de Contentores, S.A. 24h / 365

SERVICES	
PORTSINES Load/unload ramp for cars Solids treatment Parking for coal and diverse loads Truck parking with surveillance	TXXI - PSA Sines – Terminais de Contentores, S.A. Container load/unload Terminal Capacity: 2 100 000 TUs Container parking Truck parking with surveillance Logistic services Another road access to the infrastructure

INFRASTRUCTURES



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

Annex 4.A Framework for Capacity Allocation

Mentioned in 4.2.4, 4.3.1, 4.3.4.10 and 4.3.4.11

See document available here on the Atlantic Corridor website:

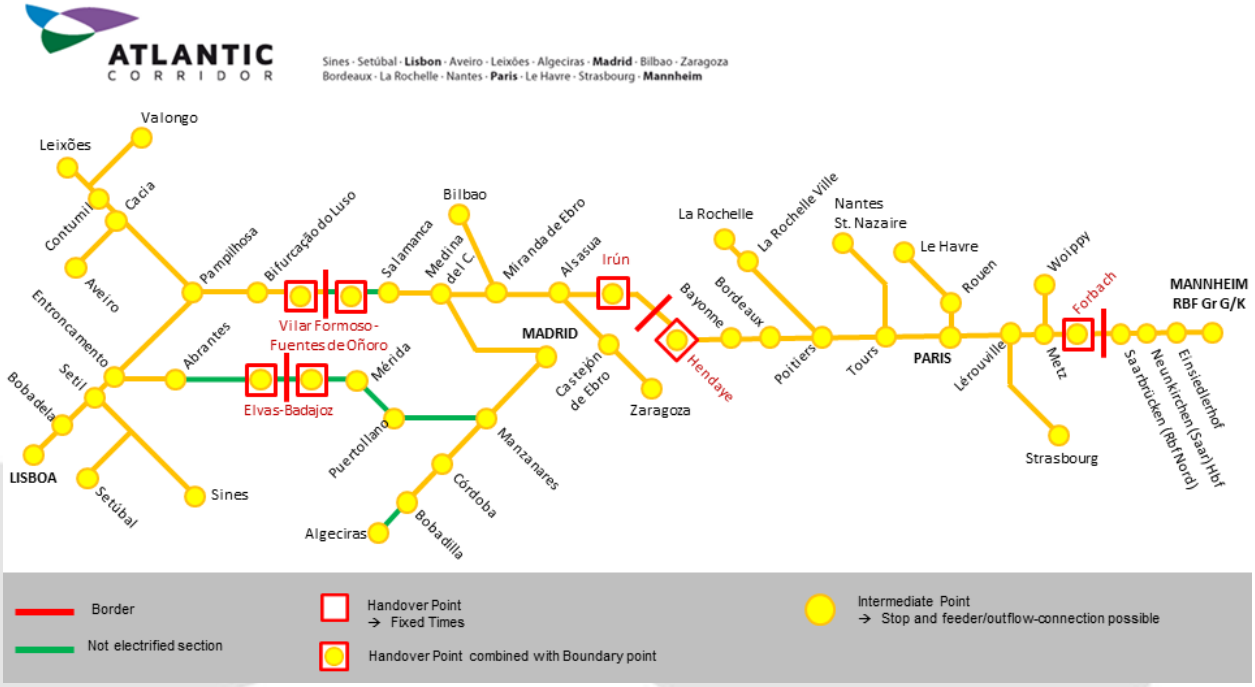
https://www.atlantic-corridor.eu/media/1340/cid-2021_framework-for-capacity-allocation-signed-in-2019.pdf

Annex 4.B Table of deadlines

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

Annex 4.C Maps of the Corridor

Mentioned in 4.3.4.2, 4.3.4.4, 4.3.4.5



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

Mentioned in 4.3.4.3

ATLANTIC CORRIDOR
Not applicable.

Annex 4.E Table of distances (PaP sections)

Mentioned in 4.3.4.11

ATLANTIC CORRIDOR
Not applicable.

ATLANTIC
CORRIDOR

EUROPEAN ECONOMIC INTEREST GROUPING « Atlantic Corridor »
174, avenue de France
75013 PARIS Cedex 13
Tel +33 1 53 94 34 11 headquarters
Tel +34 91 774 47 74 one-stop shop
www.atlantic-corridor.eu