



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

ATLANTIC
CORRIDOR



ADVISORY GROUP MEETING

10th December 2024

AGENDA

1. TERMINAL ADVISORY GROUP PRESENTATION
2. RAILWAY UNDERTAKING ADVISORY GROUP PRESENTATION
3. TEMPORARY CAPACITY RESTRICTIONS
4. COOPERATION WITH THE ATLANTIC EUROPEAN TRANSPORT CORRIDOR COORDINATOR
5. NEW PERFORMANCE KPI ACCORDING TO TEN-T REGULATION
6. MARKET DEVELOPMENTS FOLLOWING THE INVESTMENT PROJECTS IN THE IBERIAN PENINSULA AND FRANCE
7. ADVISORY GROUPS MEETINGS AND CONSULTATIONS IN 2025



A blurred background image of a freight train moving through a station or yard. The train consists of several brown and orange freight cars. The image is overlaid with a white rectangular area containing text. Above the white area is a blue horizontal bar, and below it is a purple horizontal bar. At the bottom right of the white area, there is a green horizontal bar.

3. TEMPORARY CAPACITY RESTRICTIONS (TCRs)

COORDINATION BETWEEN INFRASTRUCTURE MANAGERS

GERMANY - FRANCE

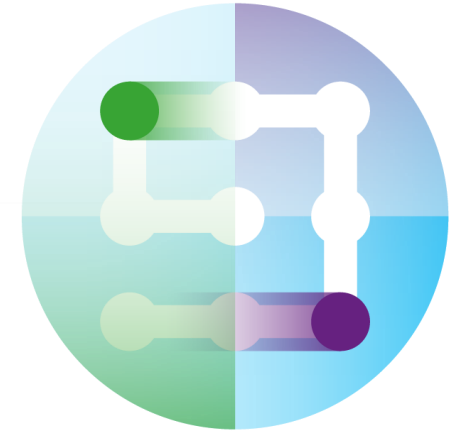
- 4 meetings per year to coordinate between IMs (« RAN group »)
- 1 meeting per year to inform RUs on the results of the coordination (last meeting on 25 Nov 24)
- In 2025, coordination of 2027 – 2028 TCRs

FRANCE - SPAIN

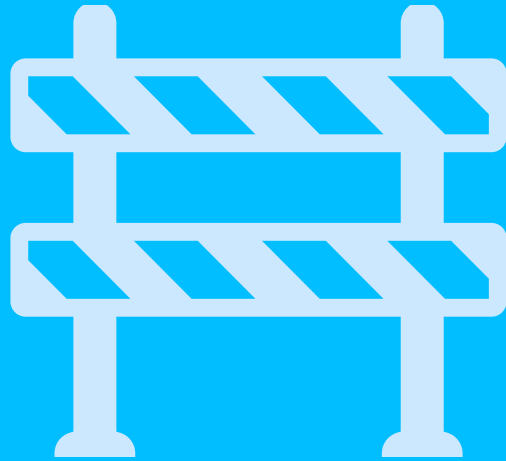
- 2 meetings per year to coordinate between IMs
- 1 meeting per year to inform RUs on the results of the coordination (1st meeting in Jan 25)
- In 2025, coordination of 2026 - 2027 TCRs

SPAIN - PORTUGAL

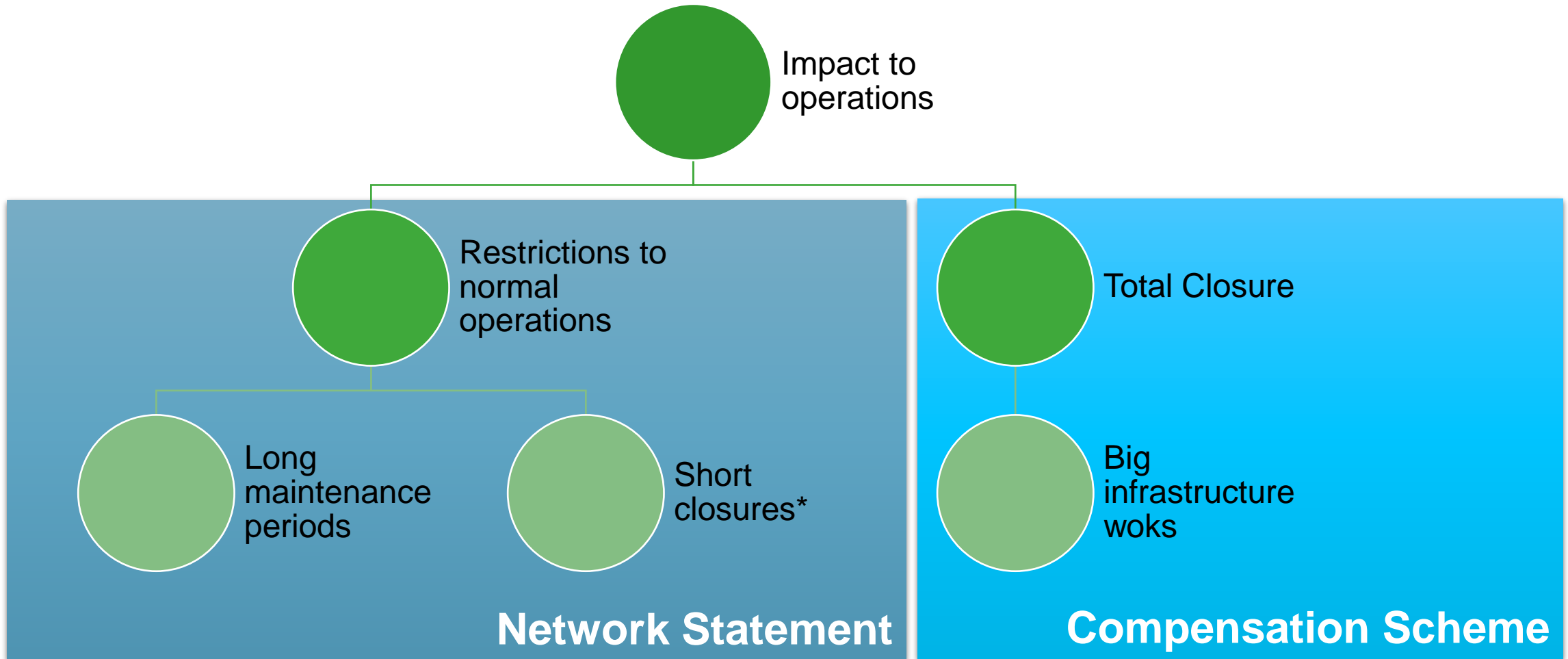
- 1 monthly meeting to coordinate planned works impacting international traffic (1-to-2-month plan)
- 2 Yearly meetings to inform and coordination TCRs planned within the next 1 to 2 years
- In 2025 coordination of 2026 – 2027 TCRs



COMPENSATION SCHEMES TO RUs FOR TCRs IN PORTUGAL

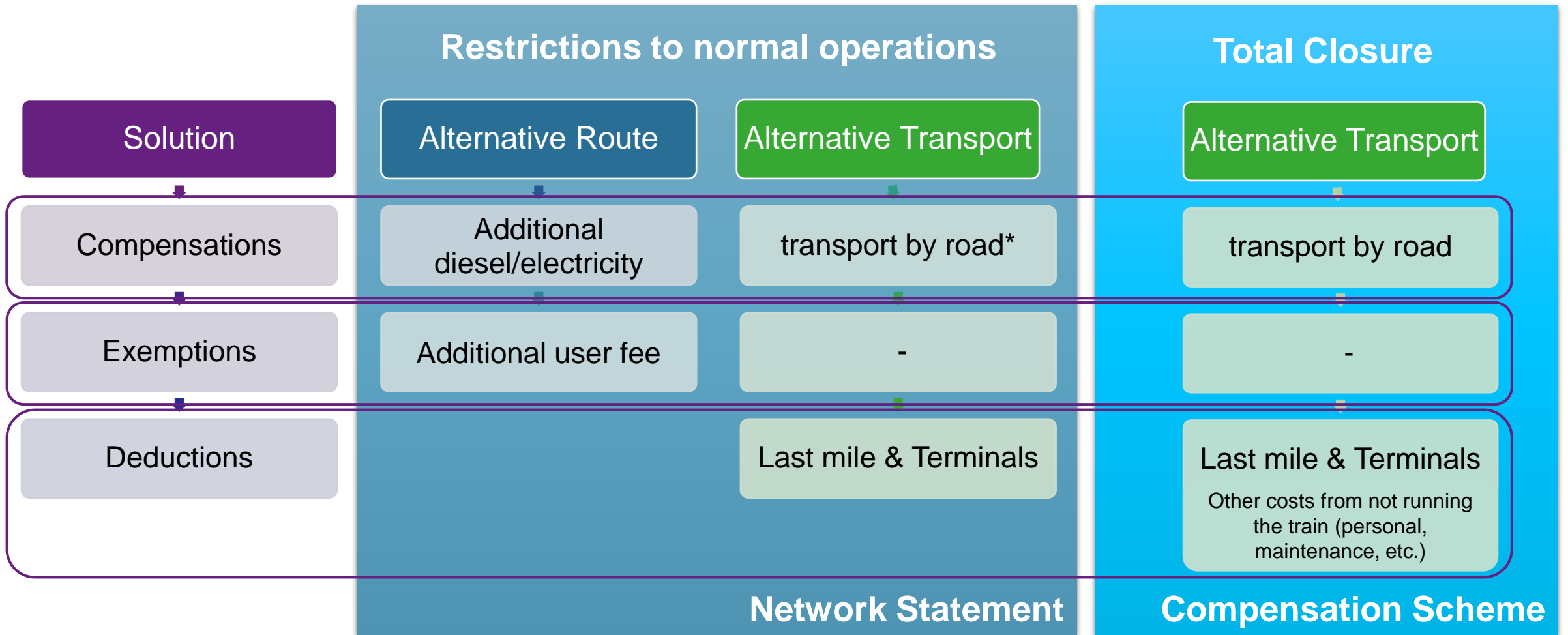


TCRs' IMPACTS ON TRAIN OPERATION



* Which can be offset to the following and previous days

RUs COMPENSATION FOR TCRs



* When not all traffic can be diverted to the alternative route

RUs COMPENSATION FOR TCRs

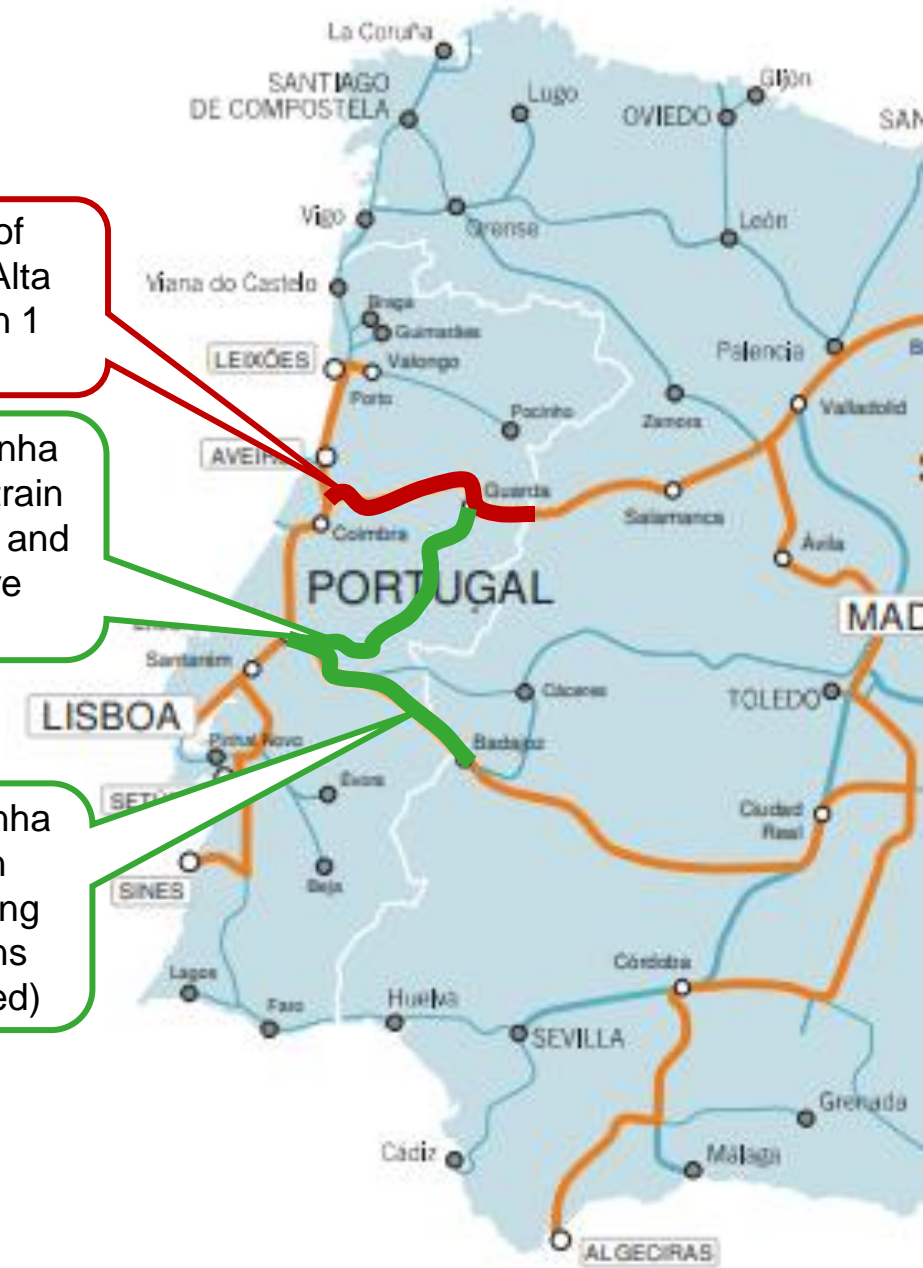
LINHA DA BEIRA ALTA EXAMPLE

	Rerouted Trains (by train)	Cancelled Trains (by cycle)	Transport by Road (by lorry)
User fee	+	-	
Manpower	+	-	
Fuel	+	-	
Maintenance	+	-	
Road transport in PT&SP territory			+
Last Mile			-
Terminal Operations			-

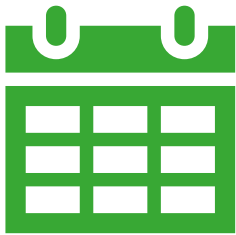
Total Closure of
Linha da Beira Alta
(over more than 1
year period)

Alternative by Linha
da Beira Baixa (train
length limitations and
more restrictive
slopes)

Alternative by Linha
do Leste (train
length and loading
gauge limitations
and not electrified)



LIMITS TO THE COMPENSATIONS

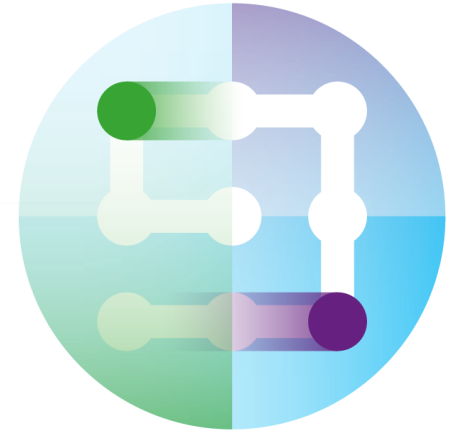


Compensations are only made to **existing traffic** at the time of the TCR

RUs must **demonstrate which trains are affected** by the TCR and **present evidences** of the additional costs



IP is responsible for negotiating with the RUs the compensation conditions, applying and paying them



FRANCE : THE PATHS PROTECTION PROGRAM

Trajectory of 210 Million Euros

2024

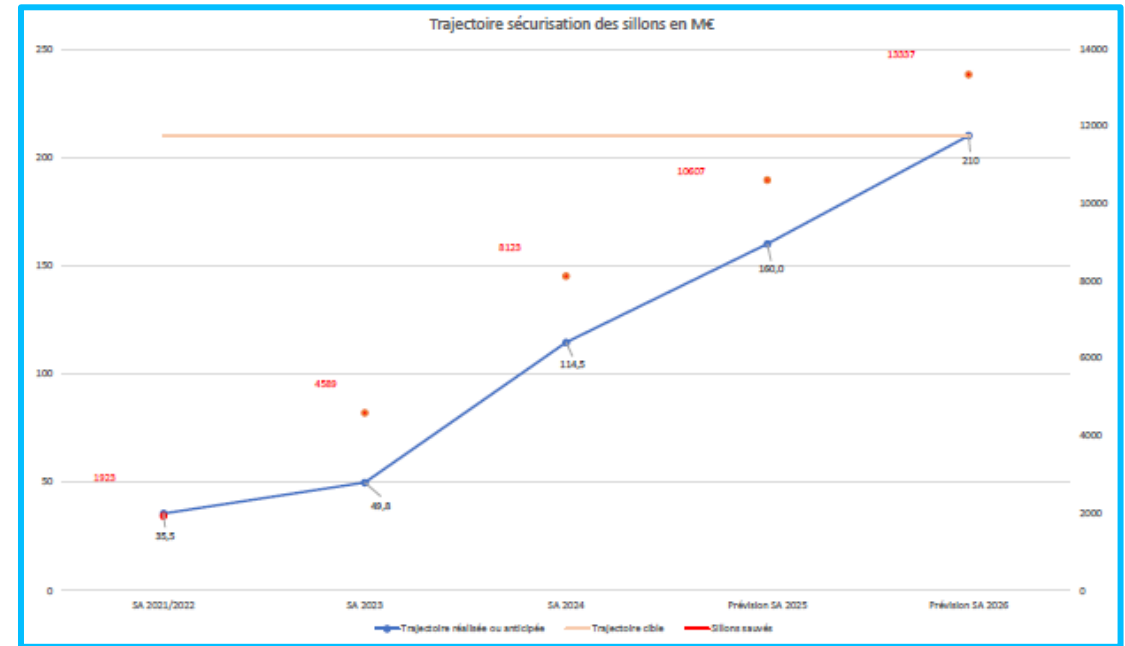
15 projects included for €114.5 million
Almost 50% of paths saved are on RFC Atlantic

2025, as of now*:

14 projects included for €160 million

2026, as of now*:

5 projects included for €210 million



Between 2021 and 2024, SNCF Réseau saved 8,123 paths-days thanks to the Program

The average cost for preserving a path is €14,096

* Information from June 2024

A blurred photograph of a train moving along tracks, serving as the background for the slide. A white rectangular box is overlaid on the right side of the image, containing the text. The box is partially bordered by a blue bar at the top and a purple bar on the left. A green bar is visible at the bottom right of the slide.

4.

REVISION OF THE TEN-T REGULATION & COOPERATION WITH THE RFC GOVERNANCE
(SEPARATE PRESENTATION)

RFC ATLANTIC : UPDATED MAP OF THE RFC

Comparison before and after the TEN-T Revision 2024

-  Existing lines
-  New lines



A blurred background image of a train on tracks, with a white rectangular text box overlaid in the center. The text box contains the title '5. NEW PERFORMANCE KPIs FROM THE TEN-T REGULATION'. The text is in a bold, blue, sans-serif font. There are decorative colored bars: a blue bar above the text box, a purple bar to the left, and a green bar below the text box.

5. NEW PERFORMANCE KPIs FROM THE TEN-T REGULATION

CHALLENGES AND REQUIREMENTS FOR PERFORMANCE KPI OF TEN-T

Performance KPI in TEN-T

Existing RFC KPI

Definition in TEN-T regulation

Dwelling time in cross-border section of max 25 minutes (2030ff)

- **Dwell time in a defined border section**, due to IMs, RUs and external factors, incl.
- Comparison of **planned and real dwell time**

- **Dwelling time** = total additional transit time that can be **attributed to the existence of the border crossing**
- **Excluding** the time that cannot be attributed to the border crossing*

Punctual arrival of at least 75% for international freight trains (2030ff)

- **Punctuality** within 30 min **at real destination, RFC destination, RFC exit**
- **All delay reasons** considered, from IMs, RUs, external factors

- **Punctual** within 30 min of planned arrival, measured either **at destination (EU country), or at border to third country**
- **Only IM delay reasons** considered
- **Excluding delays from third countries**

RFC Atlantic approach to new TEN-T requirements

- **Keep existing comprehensive KPI** showing the full effect
- Develop KPI according to TEN-T definition **as additional KPI**
- **Requirements for TEN-T KPI:**
 - Implementation of definition agreed** between the RFCs/IMs and with stakeholders (RUs, ExBo, ETCs,...) and
 - Automatic calculation** of the agreed KPIs is possible

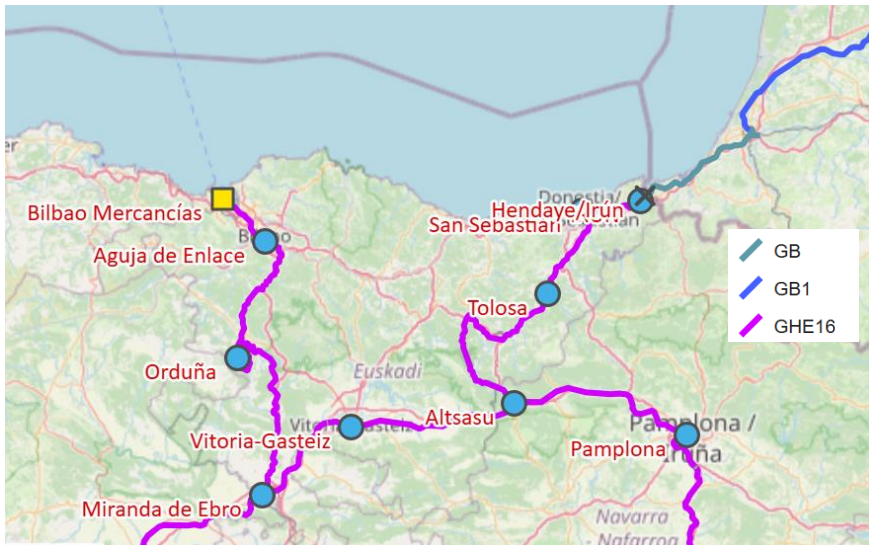
* “such as operational procedures carried out in facilities located in the proximity of the border crossing but not intrinsically related to it (...)”

A blurred photograph of a train track with several freight cars. A white rectangular text box is overlaid on the right side of the image. The text is in a bold, blue, sans-serif font. There are three colored bars: a blue bar at the top left, a purple bar below it, and a green bar at the bottom right.

6. MARKET DEVELOPMENTS FOLLOWING THE INVESTMENT PROJECTS IN THE IBERIAN PENINSULA AND FRANCE

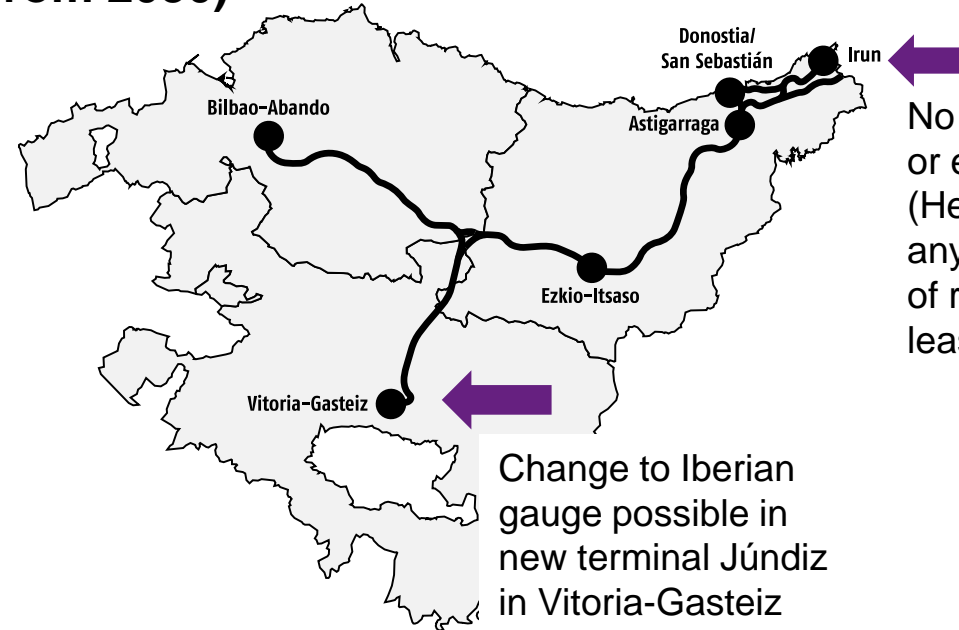
CHANGES WITH BASQUE Y PROJECT IN SPAIN

Situation regarding gauge in 2024



RFC map in CIP: <https://cip-online.rne.eu/topology/interactive-map?welcome=true>

Future lines of Basque Y with UIC gauge (from 2020)



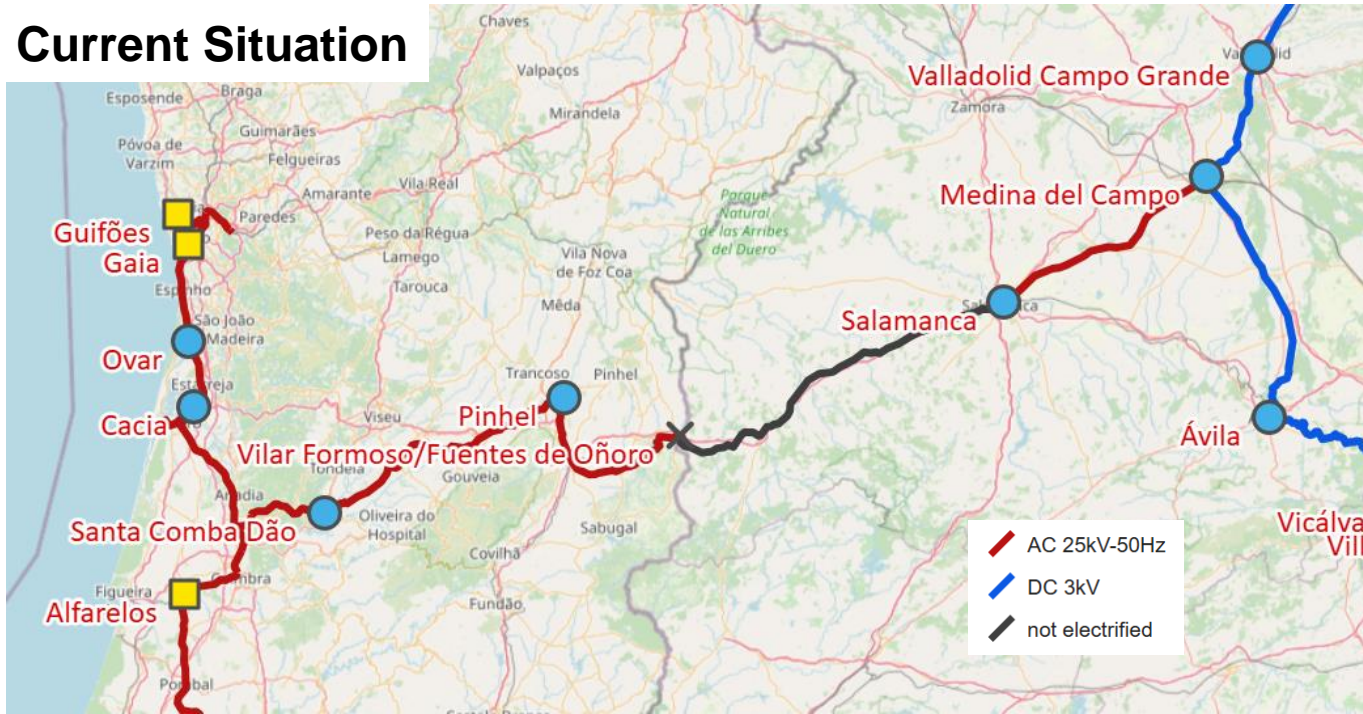
No shift of load (Irún) or exchange of axles (Hendaye) needed any more = reduction of running time of at least 1:30h to 2:00h

Change to Iberian gauge possible in new terminal Júndiz in Vitoria-Gasteiz

CHANGES BETWEEN PORTUGAL AND SPAIN (SLIDE I)

Connection between Pampilhosa/Vilar Formoso and Salamanca/Medina del Campo/Fuentes de Oñoro

Current Situation



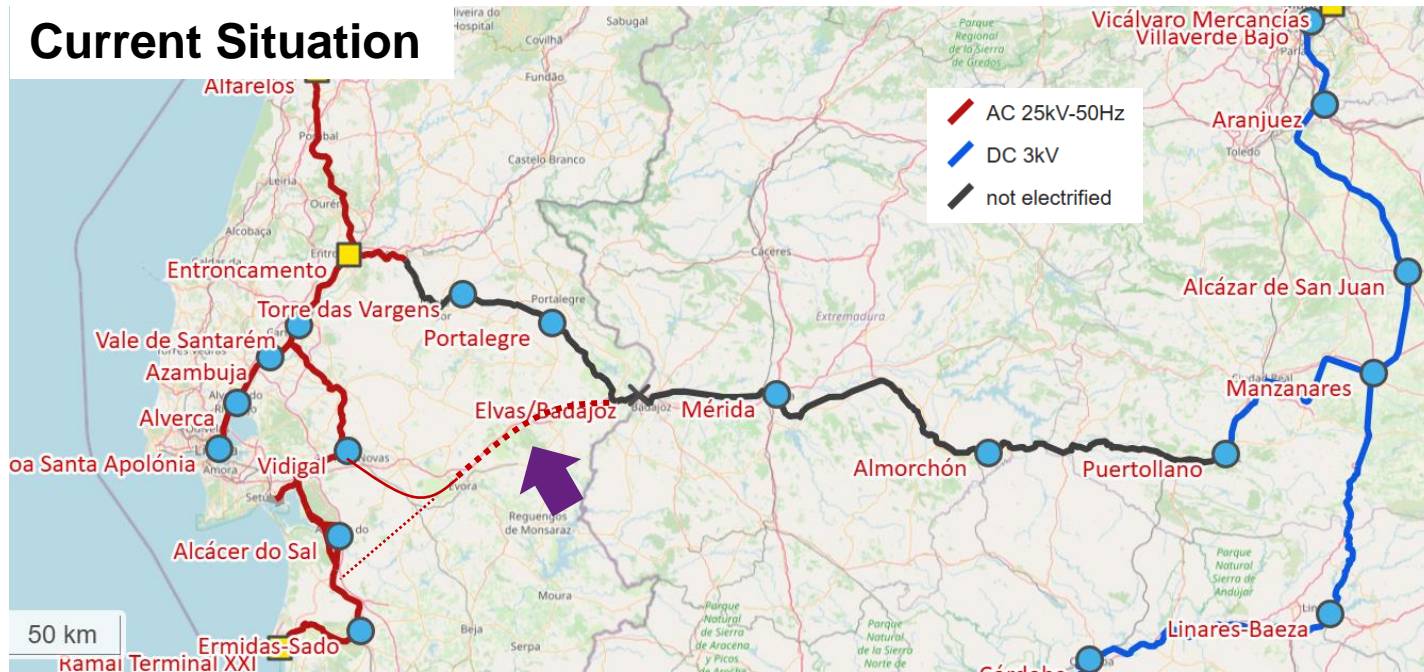
Planned improvements

- Full electrification is under construction in Spain (2025/2026)
- Further improvements planned to enable 750m trains in Spain
- Under construction, stations to enable 750m trains in Portugal (2025)

CHANGES BETWEEN PORTUGAL AND SPAIN (SLIDE II)

Connection between Sines/Setubal/Lisbon to Madrid via Elvas/Badajoz

Current Situation



RFC map in CIP: <https://cip-online.rne.eu/topology/interactive-map?welcome=true>

Planned improvements

- New Line Evora – Elvas as part of the new high speed link Lisbon – Madrid (2025), the new line will also enable rolling motorways, electrification 25kv and 750m trains
- The full New South Corridor is expected to cut running time tremendously, e.g. 3:30h faster services from Sines Port to Badajoz
- The section Badajoz-Mérida-Puertollano is planned to be fully electrified and enabling also rolling motorways services by 2028. By 2030, ERTMS is planned to be fully operational on the line.

750M TRAINS ON RFC ATLANTIC



Implemented



Under Construction



Projected



P400* ON THE RFC ATLANTIC



Implemented



Under Construction



Projected



No Project



* On the French Atlantic lines, preliminary studies have been carried out for AFG (low wagon type Cargo Beamer/Modalhor) and LGP400 loading gauge for the first 7 tunnels studied (the other ones are being studied only with LGP400)

ERTMS ON RFC ATLANTIC



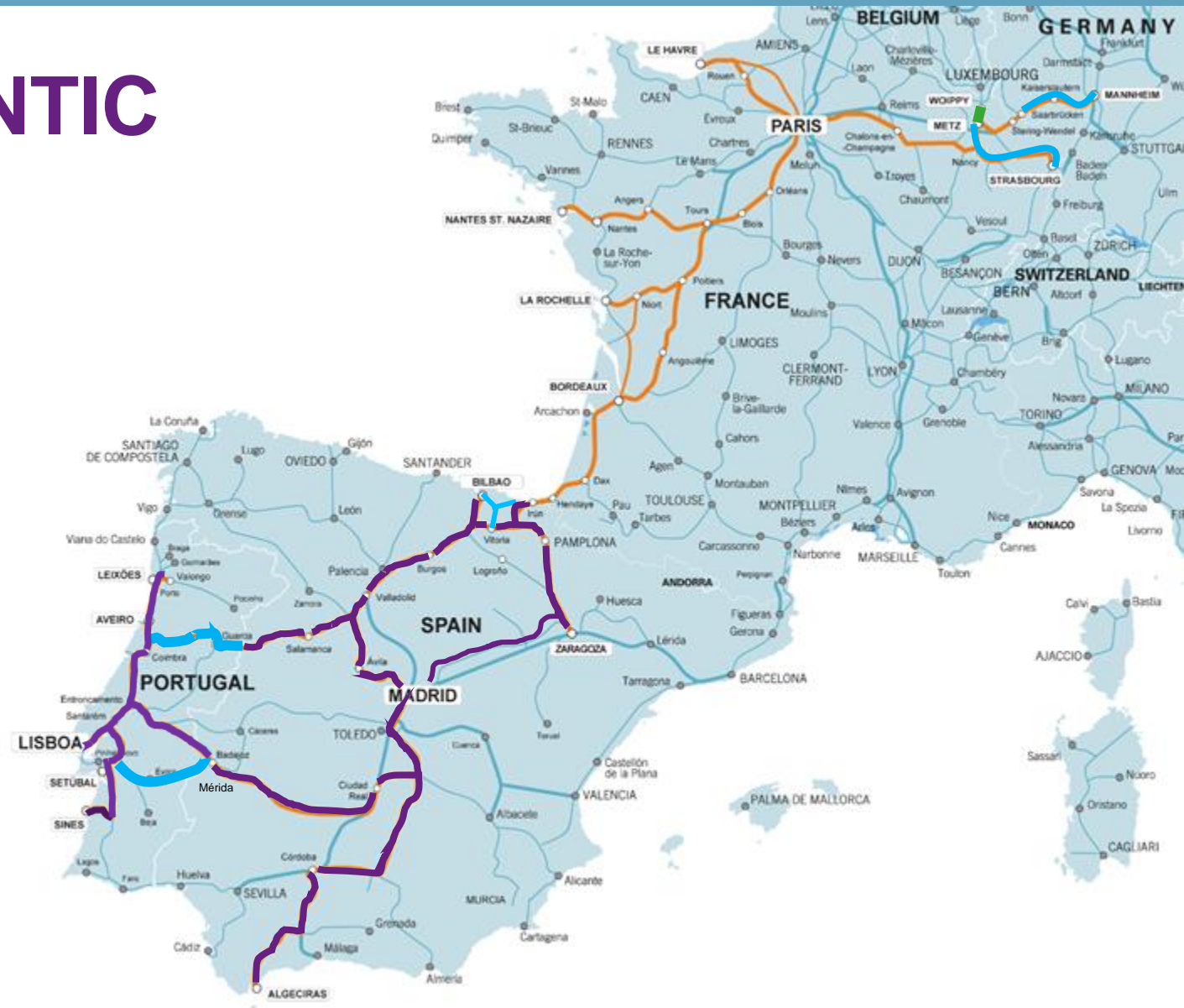
Implemented



Under
Construction



Projected



Please note:

- The connection Madrid – Zaragoza is not part of the ETC or RFC Atlantic. It is shown here only to complete the picture.
- The French National Implementation Plan will be published shortly and will contain information on the planning of ERTMS deployment

ELECTRIFICATION



Implemented



Under construction



Projected



No Project





7. ADVISORY GROUPS MEETINGS AND CONSULTATIONS IN 2025

2025 CONSULTATION OF THE ADVISORY GROUPS FROM THE TEN-T REGULATION REVISION

FOR THE IMPLEMENTATION PLAN



- On the investment plan, ie on the draft Project list of Atlantic ETC (to be confirmed) in March
- On corridor developments in March
- On the Implementation plan itself in October

FOR THE ANNUAL REPORT



- On the performance of the corridor in March
- On the performance indicators in March

2025 MEETINGS WITH CUSTOMERS AND TERMINALS

TAG RAG meetings



- Spring
- Autumn

QCO meetings



- Forbach – Saarbrücken: 5 meetings, including a workshop in Forbach
- Hendaye – Irun: 2 to 3 meetings

TCR meetings



- DE / FR: 1 meeting in November*
- FR / ES: 1 in January*

* To confirm