



ATLANTIC CORRIDOR RAG

March 13th, 2025



Photograph by Dan GILA MARIA

SUMMARY

- NEW CO-SPEAKERS
- SPAIN: RAIL MOTORWAY TCR
- PORTUGAL: TRACK ACCESS CHARGES
- GERMANY: FORBACH – MANNHEIM TCR
- RELIABILITY OF PAPS
- LANGUAGE REQUIREMENTS
- FOR FURTHER DISCUSSION
- A.O.B



Photograph by
Mateusz Feliksik

NEW CO-SPEAKERS

- ❑ Frédéric Bousquet
- ❑ Miguel Rebelo de Sousa

RAIL MOTORWAY: HIGH IMPACT TCR

Total closure of the line between Guadalajara and Épila for **more than eight months** starting on 1st April 2025.

Alternative routes:

- 1) Madrid – Zaragoza: via Medina del Campo – Logroño – Casetas
- 2) Madrid/Andalucía – Barcelona: via Valencia

Impact:

- ❑ More than 100 trains per week affected by this TCR
- ❑ 30 International Connections
- ❑ Total Increase in Transit Time per week: more than 400 hours (more than 50 driving working days) per week.
- ❑ Total increase in km per week: more than 10000 Km.
- ❑ New traffics on stand-by due to the impact of the TCR and to incertitude.
- ❑ Alternative routes are affected by other TCR, leading to limited capacity



Alta Velocidad Alsasua-Irún

Trayectos Hernani-Irún (túneles de Loiola y Gainzturizketa)

- ✓ **Vía única en el túnel de Loiola entre Hernani - San Sebastián:**
- ✓ circulación en vía única desde 29/04/2024, finalización por concretar.
- ✓ Corte total Hernani - Pasaia días 15 y 16/02/25.
- ✓ Comunicado a las EF el 27/12/23, 13/02/24 y 19/04/24, para cada una de las actuaciones.
- ✓ Afectación: en los cortes totales todo el tráfico: por la vía única reducción de la capacidad en un 50 % en el trayecto afectado.
- ✓ Continúan vías únicas entre Hernani y San Sebastián y, entre Lezo e Irún.



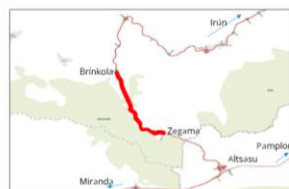
enero '25							febrero '25						
L	M	M	J	V	S	D	L	M	M	J	V	S	D
		1	2	3	4	5					1	2	
6	7	8	9	10	11	12	3	4	5	6	7	8	9
13	14	15	16	17	18	19	10	11	12	13	14	15	16
20	21	22	23	24	25	26	17	18	19	20	21	22	23
27	28	29	30	31			24	25	26	27	28		

diciembre '25						
L	M	M	J	V	S	D
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Renovación de túnel entre Alsasua-Irún

Trayecto Zegama - Brinkola

- ✓ **Renovación vía y electrificación túnel de Osina:**
- ✓ Circulación en vía única del 02 al 07/08, del 12 al 21/08 y del 26 al 30/08.
- ✓ **Corte total Zegama - Brinkola** del 07 al 12/08 y del 21 al 26/08.
- ✓ Coincidente con el corte programado Andoaín - Irún los meses de agosto y septiembre.
- ✓ Comunicado el 21/02.
- ✓ Afectación: adecuación de los horarios en periodos de vía única. Los periodos rojos, corte total de todo el tráfico.



agosto '25						
L	M	M	J	V	S	D
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

Ancho mixto entre Alsasua e Irún

Tramo Andoaín - Irún

- ✓ **Corte total por concentración de trabajos:** tercer carril, instalación de pantallas acústicas, trabajos en túnel de Gainzturizketa, trabajos previos túnel de Capuchinos, demolición pasos superior.
- ✓ Del 25/07 al 3/8: Primera fase entre **Andoaín e Irún**
- ✓ Del 4/8 al 7/9: Segunda fase **Hernani - Irún**
- ✓ Del 8/9 al 21/9: Tercera fase **Pasaia - Irún**.
- ✓ **Al finalizar la actuación se recupera la vía doble Lezo - Irún, en vía única desde 2017.**
- ✓ Comunicado el 21/02. Afectación: viajeros pueden llegar a Andoaín, Hernani o Pasaia según fase; mercancías interrumpido.

julio '25							agosto '25						
L	M	M	J	V	S	D	L	M	M	J	V	S	D
1	2	3	4	5	6	7	8	9	10	11	12	13	14
15	16	17	18	19	20	21	22	23	24	25	26	27	28
29	30	31											

septiembre '25						
L	M	M	J	V	S	D
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					



ADDITIONAL TCR COINCIDENT TO RAIL MOTORWAY TCR

- ❑ Total closure in February between Hernani and Irún.
- ❑ Total closure from June to September for **more than 8 weeks** (instead a 3 weeks original forecast)
- ❑ It won't be possible to arrive in Irún
- ❑ International traffics affected again (re-routing paths affected by the Rail motorway TCR).

RAIL MOTORWAY TCR: CONSEQUENCES

- ❑ Traffic redesigning:
 - New concepts must be implemented
 - Additional drivers needed
 - Additional locomotives required
 - Additional wagon compositions must be used.
 - Night shifts or special openings at the terminals may be needed.
- ❑ Scarce capacity (at this moment ADIF can't guarantee alternative path for existing paths).
- ❑ Overrun costs:
 - Longer routes (will RU pay for the more expensive re-routed paths?)
 - Less than 40% of the traffics would be candidates for the recently published compensation scheme SAPET.
- ❑ Loss of competitiveness and loss of confidence in rail
- ❑ Damage for all the Rail stakeholders (logistic facilities, terminals, railways, end-costumers, ...)



HIGH RISK OF SHIFT TO ROAD!

CUSTOMER ORIENTED TCR

- ❑ **TCR must end as planned.** Any extension damages the RU by preventing new traffics and increasing costs.
- ❑ **The TCR concept must be customer-oriented** (RU is the customer).
 - Cooperation between RU and IM is crucial. RU contributions should be considered and integrated in the implementation plan.
 - Rail Motorway TCR could have started once the current TCR on the alternative routes have finished to maximize available capacity.
 - New TCR on these alternative routes shouldn't impact the paths again, minimizing train cancellations and additional costs. Stability is needed for the operation.

A total closure is an opportunity for the road to take over rail traffics



TRACK ACCESS CHARGES IN PORTUGAL

MERCADORIAS		MARCHAS	
E	NE	E	NE
1,59	1,41	1,59	1,41
1,43	1,27	1,43	1,27
1,36	1,18	1,36	1,18
1,59	1,41	1,59	1,41
1,43	1,27	1,43	1,27
1,36	1,18	1,36	1,18
1,36	1,18	1,36	1,18
1,23	1,07	1,23	1,07
1,14	1,01	1,14	1,01

2024

MERCADORIAS		MARCHAS	
E	NE	E	NE
2,01	1,81	2,01	1,81
1,81	1,63	1,81	1,63
1,71	1,54	1,71	1,54
2,01	1,81	2,01	1,81
1,81	1,63	1,81	1,63
1,71	1,54	1,71	1,54
1,71	1,54	1,71	1,54
1,54	1,38	1,54	1,38
1,46	1,31	1,46	1,31

2025

MERCADORIAS		MARCHAS	
E	NE	E	NE
2,16	1,95	2,16	1,95
1,95	1,75	1,95	1,75
1,84	1,65	1,84	1,65
2,16	1,95	2,16	1,95
1,95	1,75	1,95	1,75
1,84	1,65	1,84	1,65
1,84	1,65	1,84	1,65
1,65	1,49	1,65	1,49
1,56	1,41	1,56	1,41

2026

- ❑ Track Access Charges increased in more than 25% in 2025
- ❑ Expected track access charges for 2026 to increase further 5-6%
- ❑ Road tolls for main international traffic axes exempted in 2025
- ❑ Unfair competition between modes of transport as a political decision: exempted tolls in the main international transport exits for road transport decreases rail competitiveness and hurt efforts to increase rail share. Policies must consider impact between modes of transport.

€/CK (distance actually covered by a rail composition in each line in operation)
E – Electric. NE – Non-electric

TRACK ACCESS CHARGES IN PORTUGAL

Rail demands reliability and stability so it's extremely important to ensure a regulatory environment that enable the market conditions required to allow modal shift and rail freight increase

TCR HIGH PERFORMANCE CORRIDOR FORBACH-MANNHEIM 2028

Several measures in Germany must be implemented to achieve the 740 m length for freight train, but the date of implementation in the Saarland region (Homburg and Kaiserslautern) is unknown.

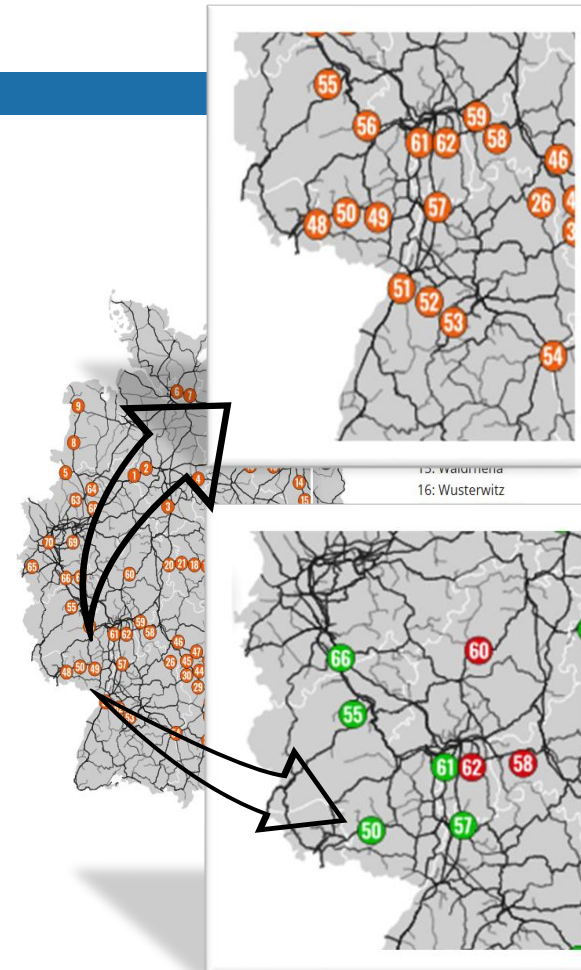
Once the TCRs start, traffics will be re-routed via Apach-Ehrang:

- ☐ Longer routes for alternative paths
- ☐ Highly congested lines that may limit new traffics
- ☐ Industry in the Saar area will be impacted

Scoreboard

Legend

-  necessary measures to achieve the 740-metre standard nationwide
-  Commissioning planned for 2023
-  ready
-  moved to other projects



33: Saarbrücken
40: Beratzhausen
41: Neumarkt (Oberpf)
42: Regensburg
43: Fürth (Bay)
44: Wicklesgreuth
45: Emskirchen
46: Markt Bibart
47: Neustadt/Aisch Gl. 1 & Gl. 3
48: Homburg (Saar)
49: Kaiserslautern
50: Kindsbach
51: Karlsruhe-Durlach
52: Pforzheim
53: Wilferdingen-Singen
54: Neu-Ulm
55: Urmitz
56: Bingen
57: Heppenheim/Bergstr.58
58: Aschaffenburg
59: Dettingen/Main Süd
60: Marburg (Lahn)
61: Darmstadt Gl. 4006
62: Darmstadt Gl. 4013
63: Dülmen
64: Sudmühle
65: Baal
66: Sechtem Gl. 3
67: Sechtem Gl. 6
68: Hamm
69: Schwelm

TCR HIGH PERFORMANCE CORRIDOR FORBACH-MANNHEIM 2028

As an economic compensation for RU has been denied, damages caused by the TCR must be minimized by working in advance on the following issues already known:

- ☐ In Apach border signal boxes will be modified in 2027. Will this change fix staff shortage to enable 24/7 operations?
- ☐ Taking into consideration additional improvements suggested by RU, like e.g. signalisation and catenary in Saarbrücken Rbf
- ☐ The signal box in Trier West should also be operational 24/7 during the TCR because some tracks in Ehrang cannot be reached when this signal box is not staffed what's usually the case during night.

Will Forbach - Saardamm - Saarbrücken Hbf/Rbf/-Burbach be closed the whole time or maybe shorter TCR on this section could be expected?

Once the TCRs finalize, which improvements will Rail Freight companies see? In particular, will they be able to run 740m trains from Mannheim to France?



RELIABILITY OF PAPs

- ❑ PaPs may be impacted by TCR at some days during a year.
- ❑ The discrepancies observed over the years between PaP publication and the final offer always led to a lot of stress for our colleagues in the planning department and finally did not deliver the promised quality of what a PaP was intended for.
- ❑ PaP alterations should be known beforehand, ideally at the time of their publication, or, at the very latest, at a moment, where both involved infrastructure managers will still be able to harmonise border-crossing times.

NORTH - SOUTH DIRECTION				GERMANY							
Running Days in DB NETZ network	Running Days in SNCF Réseau network	Running Days in Adif network	Running Days in IP network	MANHEIM	LUDWIGSHAFEN	ENSDORF	SARREBRÜCKEN (arrival)	SARREBRÜCKEN (departure)	Nat. ID	FORBACH (ARRIVAL)	FORBACH (DEPARTURE)
C42BICE0002	1 2 3 4 5	1 2 3 4 5				0:04	0:59	2:03	99419	2:24	2:29
C4SABY001004	1 2 3 4 5	1 2 3 4 5						5:25	99401	5:39	5:44
C4MAV000006	2 3 4 5 7	2 3 4 5 7		2:29	2:41	3:34	4:27	5:31	99407	5:50	5:55
C42BEIPN0006	1 2 3 4 5	1 2 3 4 5				4:14	5:17	5:52	99405	6:07	6:12
C4SABL000010	1 2 3 4 5 6	1 2 3 4 5 6						6:09	99409	6:24	6:36
C4MAV000012	1 2 3 4 5	1 2 3 4 5		12:09	12:28	13:24	14:35	14:49	99411	15:04	15:16
C42BICE00012	1 2 3 4 5	1 2 3 4 5						16:19	99417	16:33	16:38
C42BSAPN0016	1 2 3 4 5	1 2 3 4 5						16:30	99403	16:44	16:49
C42SAV000018	1 2 3 4 5	1 2 3 4 5						18:50	99413	19:04	19:09
C42LUGV00020	1 2 3 4 5 6 7	1 2 3 4 5 6 7			19:16	20:16	21:37	21:49	99421	22:03	22:08
C42BMAPN0022	1 2 3 4 5 6	1 2 3 4 5		19:55	20:22	21:27	22:24	22:29	99433	22:43	22:48
C42BSAGN0024	1 2 3 4 5	1 2 3 4 5						22:48	99423	23:02	23:07
C42BIBAN0026	1 2 3 4 5 6	1 2 3 4 5 6				21:31	22:44	22:59	99425	23:13	23:18
C42SAV500028	1 2 3 4 5	1 2 4						23:30	99415	23:45	23:50
C42BLUBA0030	1 2 3 4 5	2 3 4 5 6			20:02	21:04	22:04	23:41	99427	23:57	0:02

We would therefore like to ask involved infrastructure managers once again to coordinate their construction planning processes so that expected capacity restrictions for certain traffic days are already announced as far as possible at the time of PaP publication and that alternative PaPs are then offered for these traffic days.

STATUS OF LANGUAGE REQUIREMENTS

RAG members want to know the status of language requirements at the borders: regulation, exemptions, translation tools,...

Profitability of international traffics is at stake.

FOR FURTHER DISCUSSION...

Development of ETCS along the ATL Corridor: different systems in each country increases the costs of the locomotives (example, CONVEL in Portugal)

Railway Undertakings request a separate meeting

A.O.B.

THANK YOU!