

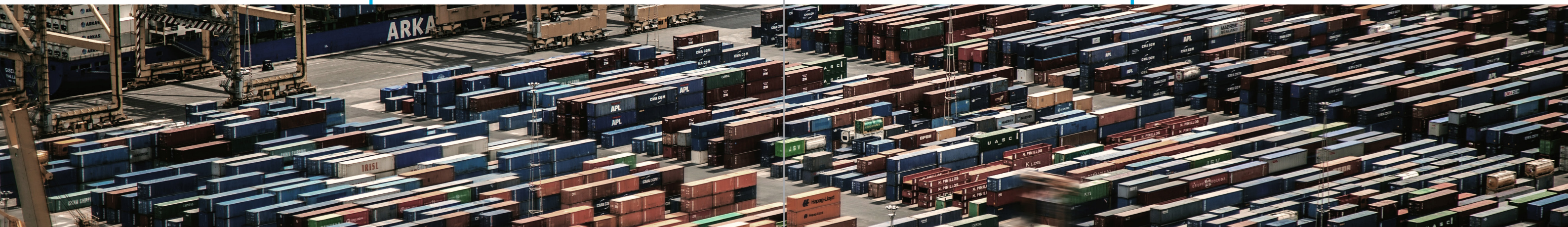
ANNUAL REPORT



INDEX

FOREWORD	06
1. INTRODUCTION	08
2. CORRIDOR DESCRIPTION	10
	• Background • Main Infrastructure Characteristics
3. GOVERNANCE	16
	• Executive Board • Management Board • Corridor One-Stop Shop • Advisory Groups • Regulatory Bodies
4. MAIN ACTIVITIES IN 2025	28
	• Corridor One-Stop Shop • Working Groups • Studies • Communication • Documents

5. CORRIDOR PERFORMANCE	42
	• Overview Key Performance Indicators • Market development • Capacity management • Operations • Report on Rail Freight Operational Requirements of TEN-T regulation to European Coordinator • Consultation and feedback of RAG/TAG • feedback from the rag
6. COOPERATION	64
7. EUROPEAN FUNDING	68
8. OUTLOOK FOR 2026	68
	• Executive Board • Management Board • Corridor One-Stop Shop • Advisory Groups • Regulatory Bodies
GLOSSARY	70
ANNEX	72
	Assignment of trains to rfcs – old and new methodology for punctuality kpi



FOREWORD

2025 marked a year of consolidation and transition for the Atlantic Corridor, driven by the implementation of the revised Trans-European Transport Network (TEN-T) Regulation and by a continued strengthening of cooperation with our stakeholders and European partners.

Following the publication of Regulation (EU) 2024/1679, a significant part of the year was dedicated to finalising the necessary updates to ensure full alignment with the new regulatory framework. A major milestone was the adoption of the revised RFC Atlantic alignment, now fully consistent with the European Transport Corridor (ETC) structure, reinforcing the role of the corridor within an increasingly integrated European transport network.

This transition was accompanied by important developments in governance and coordination at European level. In 2025, we welcomed the appointment of the new European Coordinator for the Atlantic ETC, François Bausch, succeeding Carlo Secchi. We would like to acknowledge the significant contribution of Professor Secchi, whose work has been instrumental in shaping the corridor's development over the years. At the same time, we look forward to further strengthening our cooperation with the new Coordinator, namely by enhancing his involvement in our exchanges with stakeholders, in particular within the Railway Undertaking Advisory Group (RAG) and Terminal Advisory Group (TAG).

Stakeholder engagement remained at the core of our activities. In line with the new TEN-T requirements, 2025 saw an intensification of consultation processes, including structured exchanges with RAG and TAG on key deliverables such as the Corridor Performance Report, the Investment Plan and the Implementation Plan. These consultations were conducted in close coordination with the four Infrastructure Managers and the ETC Coordinator, ensuring a coherent and transparent approach to corridor development.

A key achievement of the year was the revision of the joint Investment Map, carried out following a request from the RAG. This update reflects both market needs and the new TEN-T infrastructure requirements, including the deployment of rolling motorways, P400 gauge, electrification, ERTMS signalling and the operation of 740-metre-long trains, thereby reinforcing the corridor's capacity to support efficient and sustainable rail freight services.

In parallel, significant progress was made in the preparation of the new Implementation Plan, taking into account the revised alignment and the outcomes of consultations with the Executive Board and Advisory Groups. This work ensures that the corridor remains aligned with European priorities while responding to the operational needs of its users.

Finally, 2025 also brought changes within the RAG, with the retirement of Christian Ottmann. We would like to express our appreciation for his valuable contribution and engagement. He was succeeded by Miguel Rebelo de Sousa, whose appointment brings renewed momentum to the representation of railway undertakings within the corridor.

We invite you to explore in this report the main achievements and developments of 2025, which reflect the continued commitment of all partners to strengthening the Atlantic Corridor as a key pillar of European rail freight transport.



Prof. Miguel Cruz
President of the Assembly



Claire Hamoniau
Managing Director

INTRODUCTION



The Annual Report presents a summary of the most important activities and achievements developed by the Atlantic Corridor in 2025.

The main objective is to provide the relevant stakeholders with general information about the activities carried out by the Atlantic Corridor, accomplishing the goal of sharing and disseminating more and better information.

Moreover, this report also aims to demonstrate the fulfilment of the regulatory framework set out by Regulation (EU) 913/2010 and the revised Regulation (EU) 2024/1679 for the Trans-European Network of Transport (TEN-T).

The present report is organised in following chapters:

- Corridor Description (Chapter 2) - This chapter provides an overview of the main characteristics of the corridor, also giving information about the background and legal framework that gave rise to the corridor;
- Governance (Chapter 3) - This chapter describes how the Atlantic Corridor is organised, which are the main governing bodies and what are each of their responsibilities;
- Main activities in 2025 (Chapter 4) - It is the core chapter of the annual report, encompassing all the activity carried out in 2025 concerning documents production, C-OSS, working groups, studies, communication, implementation of IT tools and events;
- Corridor Performance (Chapter 5) – This chapter presents, on the one hand, the corridor key performance indicators and, on the other hand, the feedback provided by the Advisory Group members;
- Cooperation (Chapter 6) – This chapter focuses on the relation that the Corridor has with several other entities like RNE, other rail freight corridors and more importantly with the European Commission, namely the European Transport Corridors;
- European Funding (Chapter 7) – The chapter provides an overview on the support of CINEA for the Corridor's activities;
- Outlook for 2026 (Chapter 8) – The last chapter summarises the corridor's main challenges for 2026 and gives the stakeholders a timeline for the upcoming events related to the RFCs and to the Atlantic Corridor in particular, which are expected to take place in 2026. It aims to allow the interested parties to organise their agendas accordingly.

CORRIDOR DESCRIPTION



2.1 Background

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

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

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

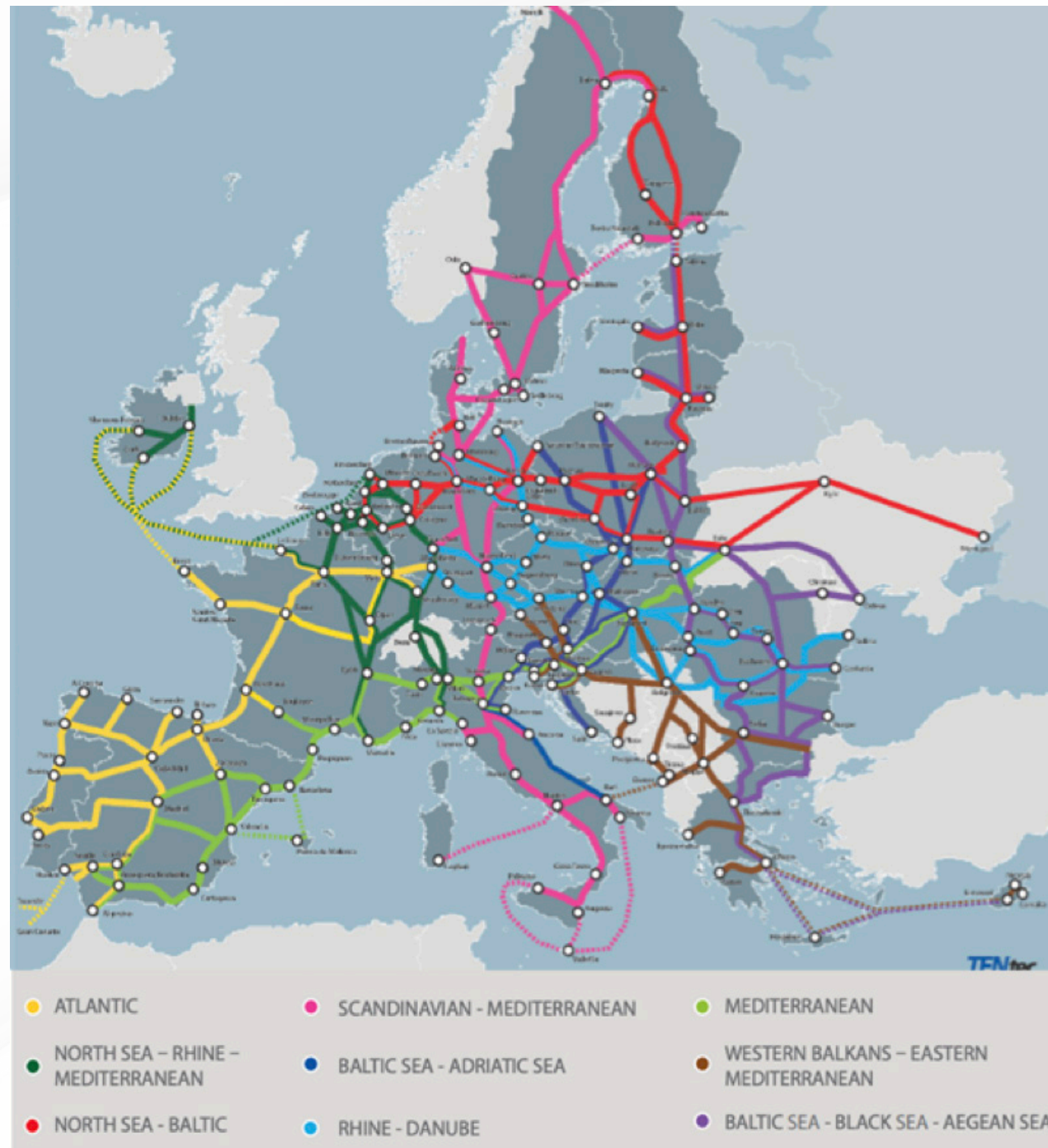
In this context, the establishment of international rail corridors for a European rail network (Regulation EU 913/2010) for competitive freight, on which freight trains can run under good conditions and easily pass from one national network to another, would allow for improvements in the conditions of use of the infrastructure.

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

In 2024, the European Commission published the revision of the Trans-European Network of Transport, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) 1315/2013. Regulation (EU) 2024/1679, adopted on June 13th, 2024, significantly reshaped the EU's approach to developing the Trans-European Transport Network (TEN-T), particularly concerning the Core Network Corridors. It introduced several key changes:

1. Introduction of the Extended Core Network;
2. Harmonisation of corridor routing between the Core Network and Rail Freight Corridors;
3. Enhanced Infrastructure Requirements;
4. Strengthened Governance and Monitoring.

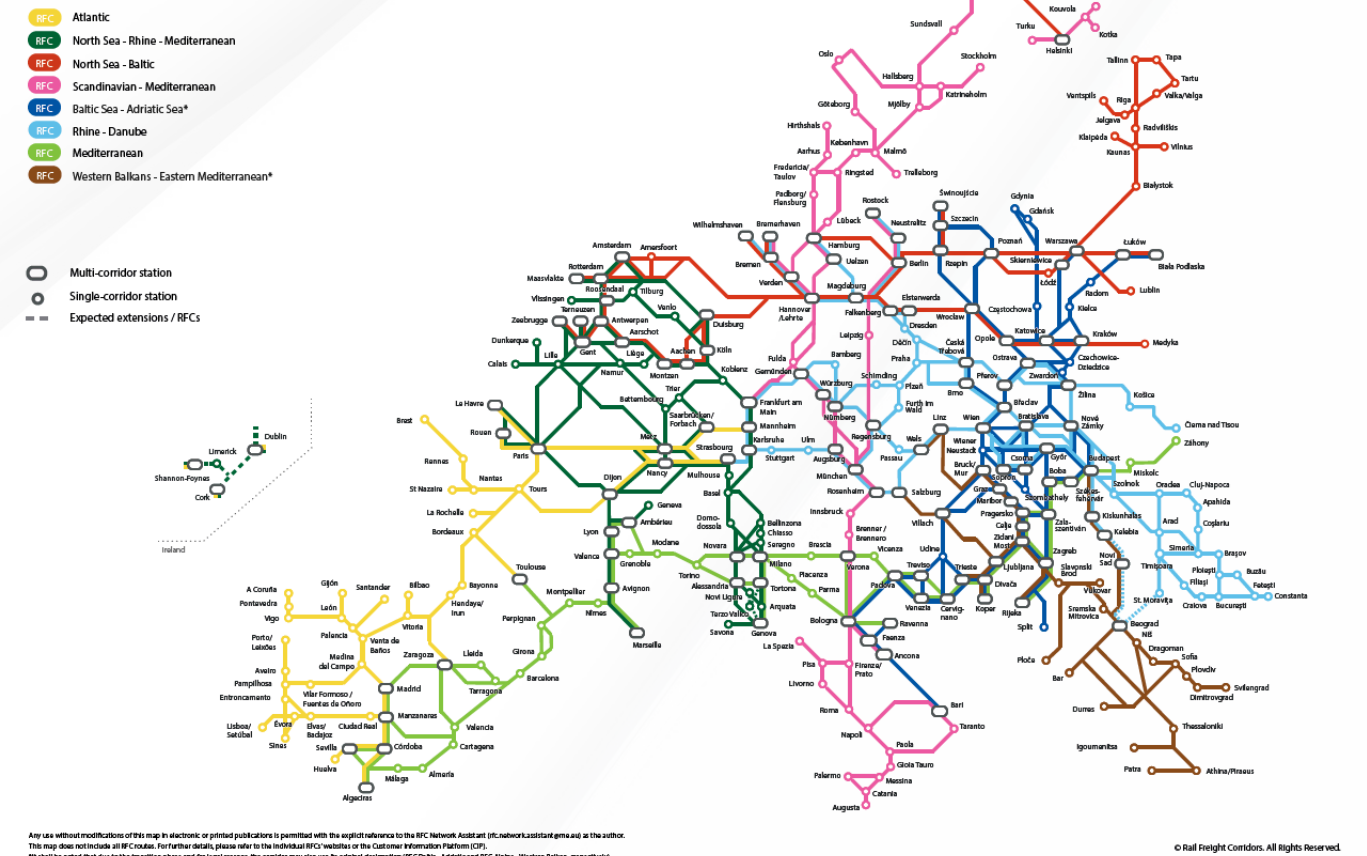
In summary, Regulation (EU) 2024/1679 introduced a more structured and integrated approach to developing the TEN-T, particularly enhancing the strategic importance and functionality of the Core Network Corridors. The TEN-T includes passenger and freight traffic, whether it is done through maritime, railroad or road.



The new regulation also resulted in a revision of the ETCs alignment and thus respective RFCs connections.

The aim of Regulation (EU) 913/2010 is to improve the efficiency of rail freight transport relative to other modes of transport through the creation of 11 RFCs, now revised to 9.

New alignment of the Rail Freight Corridors (RFCs) - 2026



In accordance with the conclusions of Regulation (EU) 913/2010, the Rail Freight Corridor N°4 was established on the 10th of November 2013. By the annex II of Regulation (EU) 1316/2013, this corridor was renamed to Rail Freight Corridor “Atlantic” and was extended to Mannheim and Strasbourg in 2016. In 2022, it saw its maritime domain expanded, which now includes ports in Ireland. With the new TEN-T regulation, published in June 2024, the RFC was further extended in France and Spain, with additional new lines offering alternative itineraries in Portugal.

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

Part of the previously mentioned extension included in the TEN-T revision and the new ETC maps, are the extensions to Brest, Rouen and Dijon in France, to Vigo, Pontevedra, La Coruña, León, Gijón, Santander, Sevilla and Huelva in Spain and the new connection to Elvas/Badajoz from Lisbon and Sines through Évora in Portugal.

2.2. Main Infrastructure Characteristics

Totalling around 8436 km of existing lines, it includes heterogeneous characteristics of rail infrastructure namely different track gauge in the Iberian Peninsula (Iberian Gauge; 1668 mm) and in France and Germany (European Gauge: 1435 mm). Other differences in the infrastructure characteristics, can be viewed in the following maps.

750 meter trains

- No Project
- Projectd
- Under Construction
- Implemented
- Implemented (up to 850m)
-  Border Crossings
-  Terminals
-  Ports



Implementation of P400

- No Project
- Projectd
- Under Construction
- Implemented
-  Border Crossings
-  Terminals
-  Ports



Electrification Status

- No Project
- Projectd
- Under Construction
- Implemented
-  Border Crossings
-  Terminals
-  Ports



As presented in the maps of Chapter 2.1, Rail Freight Corridor “Atlantic” connects directly to three other corridors:

- Rail Freight Corridor “North Sea - Rhine - Mediterranean”, in Le Havre, Rouen, Paris, Dijon, Nancy, Metz/Woippy, Nancy, Strasbourg, Mannheim and Forbach/Saarbrücken,
- Rail Freight Corridor “Mediterranean”, in Algeciras, Sevilla, Córdoba, Manzanares, Madrid, Zaragoza and Toulouse,
- Rail Freight Corridor “Rhine - Danube”, in Strasbourg and Mannheim,

All in All, the RFC Atlantic comprehends around 1775 km of overlapping sections between Rail Freight Corridor “Atlantic” and other corridors.

Furthermore, Rail Freight Corridor “Atlantic” crosses the following major urban nodes: Mannheim in Germany, Paris in France, Madrid in Spain and Lisbon in Portugal, where some of the major terminals for international rail freight traffic are located.



GOVERNANCE

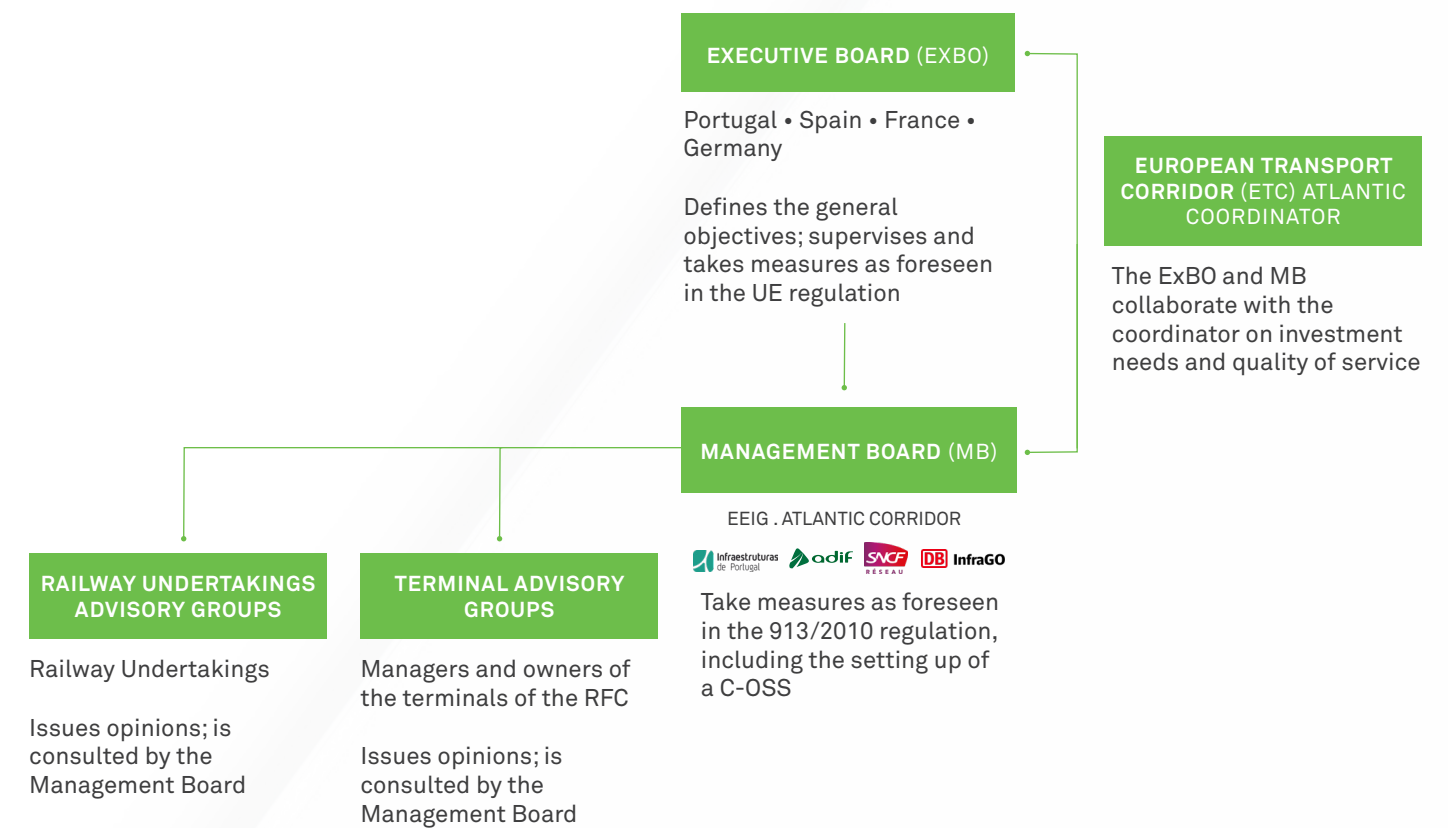


In line with the objective of increasing the competitiveness and market share of international rail freight, the governments of Portugal, Spain, France and Germany, and their rail infrastructure managers, joined forces to create governing bodies for the implementation, management and supervision of Atlantic Corridor.

The following figure gives an overview of Atlantic Corridor governance.

Atlantic Corridor Governance

(According to Art.º8 of Regulation 913-2010)



3.1 Executive Board

In accordance with Regulation (EU) 913/2010, the Executive Board is composed of representatives of the authorities of the Member States concerned. In 2025, the representatives were:

-  Osvaldo MANSO, on behalf of the Ministério das Infraestruturas e Habitação of Portugal;
-  David PÉREZ MARTÍN, on behalf of the Ministerio de Transportes y Movilidad Sostenible of Spain;
-  Delphine CHABALIER, on behalf of the Ministry of Ecological and Sustainable Transition of France. Delphine Chabalier is the Chairwoman of the Executive Board.
-  Lara ELSSEN, on behalf of the Federal Ministry of Transport and Digital Infrastructure of Germany.

According to the Regulation, the Executive Board is responsible for defining the general objectives of the freight corridor, supervising, acting as an intermediary between the Management Board and the advisory groups, approving the implementation plan (including the investment plan), defining the framework for the capacity allocation of the infrastructure and presenting to the Commission the results of the implementation plan.

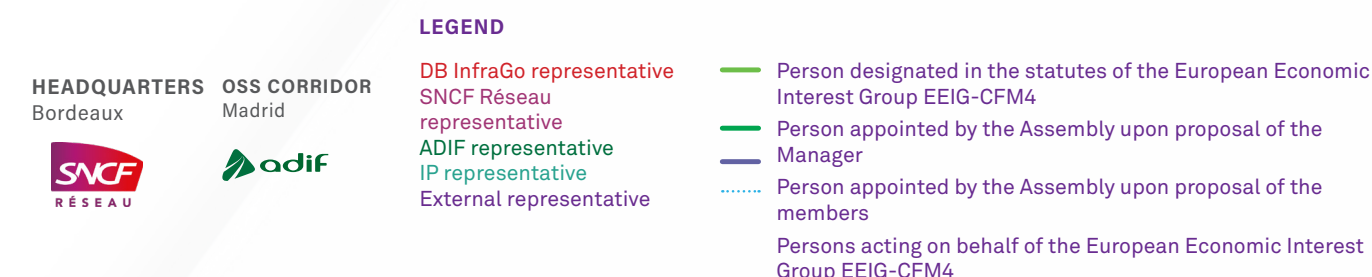
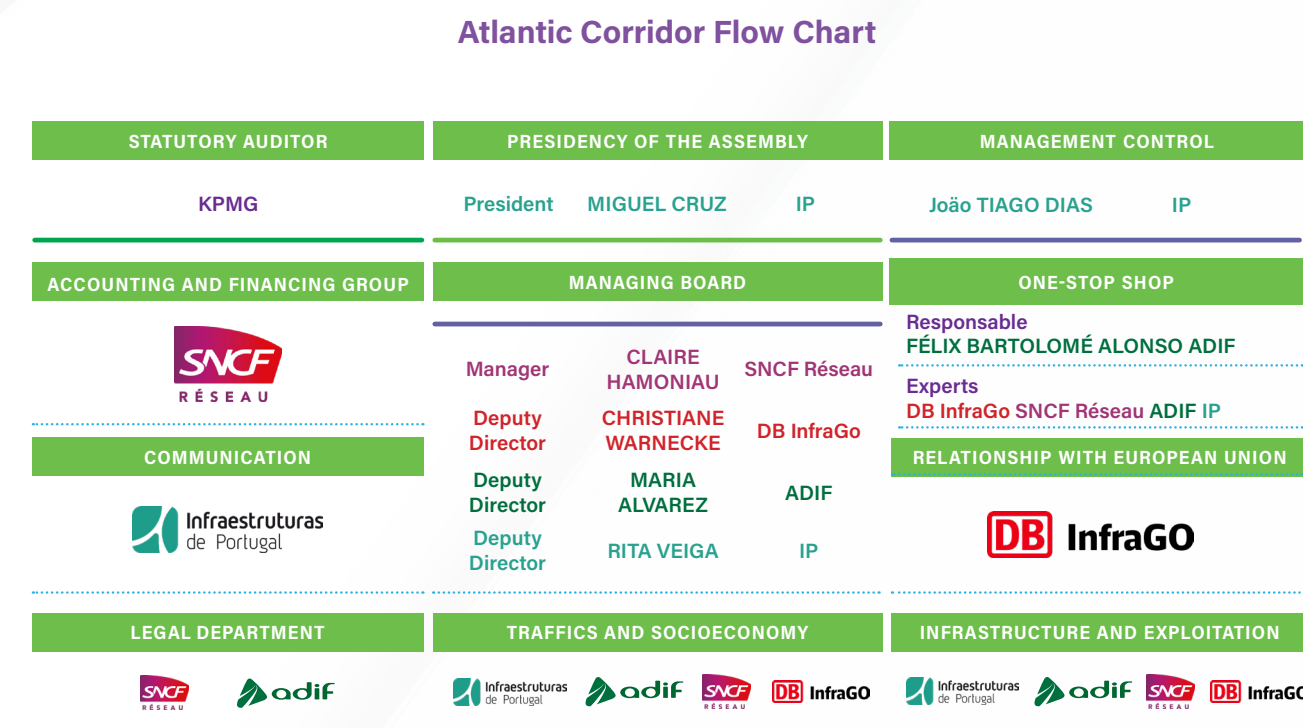
In 2025, the Executive Board held meetings on May 26th in Lisbon and on MS Teams, and on December 11th by MS Teams, which included key elements of Atlantic Corridor activity, presented by the Management Board, the representative of the Railway Undertakings Advisory Group (RAG) and the representative of the Terminals Advisory Group (TAG).



3.2. Management Board

The Management Board of the Atlantic Corridor takes the form of a European Economic Interest Grouping (EEIG) composed of the representatives of the infrastructure managers – Infraestruturas de Portugal S.A. (IP), ADIF, SNCF Réseau and DB InfraGO AG.

The headquarters are located at SNCF Réseau, Immeuble Le Spinnaker, 17 rue Cabanac – CS61926, 33081 Bordeaux Cedex. The following figure shows the structure of the EEIG.



Three main bodies constitute the EEIG: the General Assembly; the Management Team and the C-OSS.

3.2.1 General Assembly

The General Assembly is composed of representatives of the EEIG members (Infraestruturas de Portugal S.A., Administrador de Infraestructuras Ferroviarias - ADIF, SNCF Réseau and DB InfraGO AG).

According to the statutes signed on 28th April 2015, the representatives of the EEIG Atlantic Corridor' members (IP, ADIF, SNCF Réseau and DB InfraGO AG) are invited to attend a General Assembly twice a year in order to approve different points like the annual budget and accounts.

The President of the General Assembly is the CEO of IP.



Prof. MIGUEL CRUZ, CEO of IP
President of the General Assembly

In 2025 the GA meetings were held by MS Teams on May 13th and by written vote in December.

3.2.2 Management Team

Along with the C-OSS, this team is the heart of Atlantic Corridor, dealing with day-to-day work. In 2024, the Management Team had a new Deputy Director from ADIF and kept the same Managing Director from SNCF Réseau and the same two previous Deputy Directors from IP and DB InfraGO, forming a strong and multidisciplinary team.

CLAIRE HAMONIAU, SNCF RÉSEAU
Managing Director



DR. CHRISTIANE WARNECKE,
DB InfraGO AG Deputy Director



MARÍA ÁLVAREZ, ADIF
Deputy Director



RITA VEIGA, IP
Deputy Director



3.1 Corridor One-Stop Shop

The One-Stop Shop of Atlantic Corridor is at the disposal of applicants in order to coordinate the process of capacity allocation as well as to facilitate basic information on traffic management and on the use of the freight corridor.

Atlantic Corridor has established a representative One-Stop Shop, in which ADIF acts on behalf of the four infrastructure managers. The Corridor One-Stop Shop (or C-OSS) is placed in Madrid and is supported by a coordinating IT-tool (PCS - Path Coordination System).



FÉLIX BARTOLOMÉ, ADIF
Head of C-OSS

3.4. Advisory Groups

In accordance with Regulation (EU) 913/2010, the Management Board set up 2 advisory groups:

- An advisory group made up of managers and owners of the terminals of Atlantic Corridor including seaports (TAG);
- An advisory group made up of railway undertakings interested in the use of Atlantic Corridor (RAG).

The 28th and 29th TAG-RAG meetings in 2025 were held on March 3rd by MS Teams and on November 26th in Madrid.

The 28th meeting of the Railway Undertaking Advisory Group (RAG) and Terminal Advisory Group (TAG) for the Atlantic Rail Freight Corridor (RFC) was held virtually via MS Teams, focusing on critical topics affecting rail freight operations, including infrastructure updates, capacity management, regulatory changes, and cross-border coordination, with the following Key Discussion Points and Outcomes:

1. Terminal Advisory Group (TAG) Presentation

Luis Nuñez (Puerto de Algeciras) provided an update on infrastructure projects and investments across the corridor.

A presentation regarding the Port of Seville, by Manuel González (Puerto de Sevilla), was made, covering topics such as railway ring, the Ferroport II platform, and iRail.

2. Railway Undertaking Advisory Group (RAG) Presentation

María Valdés (Renfe Mercancías) and Miguel Rebelo de Sousa (APEF) presented key concerns and initiatives, including:

- The introduction of new RAG co-speakers: Frédéric Bousquet and Miguel Rebelo de Sousa;
- The high impact of Temporary Capacity Restrictions, especially in the Madrid-Zaragoza axis and in the Basque Country, affecting the international traffic of trains at the Irún-Hendaye border.
- The impact of Track Access Charges in Portugal, which have increased more than 25% in 2025.
- The TCR High Performance Corridor Forbach-Mannheim 2028, and the impacts of TCRs in this corridor.
- The reliability of PaPs, as their alterations can cause problems with RUs train schedule programming.
- The Status of Language Requirements at borders.

3.4. Advisory Groups

3. Follow up of the Joint technical Workshop on International Rail Passenger and Freight Traffic – ETC

Christiane Warnecke, Claire Hamoniau and Rita Veiga presented the conclusions and focus areas from the Working Group in Bordeaux. One of the main issues presented was the status of language requirements, the provisions made in the legal framework, and the status of SNCF Réseau's simultaneous tool testing.

4. Transport Market Study

Jorge Devesa (ADIF) presented a summarized version of the Transport Market Study conducted in 2024. It featured the main motivations for the document, the common methodology used (NEAC forecast model), the scope and scenario definition, the current transport market conditions, the future transport market scenarios, and the studies recommendation.

5. RFC Atlantic's Key Performance Indicators (KPIs)

Christiane Warnecke presented the agreed KPIs to evaluate the RFC's performance, complemented with an analysis of the capacity KPIs, which have shown a modest progress in the 2026 timetable, the allocation process for the 2026 timetable, the number of trains crossing RFC's Atlantic national borders, the punctuality and dwell times at borders. At the end, the RAG/TAG's perspective on these KPI was also discussed.

6. TAG/RAG Consultations in 2025

The Management Board presented a proposal which included the consultation on the ETC coordinator's draft project list and investment map conducted via TAG/RAG speakers, and the consultation of implementation plan and developments performed through the TAG/RAG speakers.

7. Conclusions

The meeting focused on ongoing infrastructure projects, the importance of international coordination of TCRs and its impact on rail business, the impact of track access charges, the reliability of Pre-arranged Paths, the status of language requirements, the results of the Transport Market Study, and the planned TAG/RAG consultations in 2025. The next meeting will focus on the update of the themes already discussed in this meeting, and the performance of the Corridor. Maria Alvarez the participants to attend the following ExBo meeting to address ETCs, resilience, and consultations.

More detailed information can be found in the RFC Atlantic News and Library page: <https://www.atlantic-corridor.eu/library/public-documents/>.

The 29th RAG-TAG Meeting of the Atlantic Rail Freight Corridor (RFC) was held in Madrid, Spain, on the 26th of November in a Hybrid format (in-person & online).

The meeting brought together stakeholders from across Europe to discuss recent developments, regulatory changes, infrastructure planning, and operational strategies to enhance rail freight performance within the corridor, with the following **Key Discussion Points and Outcomes**.



1. Terminal Advisory Group (TAG) Presentation

Presented by Luis Nuñez (Puerto de Algeciras), Elise Sampere and Joan Migó (Algeciras Port Railway Terminal), the session provided updates on:

- Renovation of the Algeciras-Bobadilla line.
- Update on the Algeciras–Zaragoza rail motorway (rail freeway).
- Update on the evolution of Rail Freight in Algeciras.
- Updates on the EU Rail Capacity Regulation and its effects on RFC Atlantic, based on the opportunities and risks from Articles 29 and 39, from the ports and terminals point of view.

2. Railway Undertaking Advisory Group (RAG) Presentation

Delivered by María Valdés (RENFE Mercancías) and Miguel Rebelo de Sousa (APEF), this session highlighted:

- Discussion regarding Temporary Capacity Restrictions in Spain and Portugal, which are announced at extremely short notice and prolonged without reliable information for RUs to adapt.
- Change with PaPs until final offer in August.

3. Consultations of RAG and TAG

Rita Veiga presented the results of the RAG and TAG consultations of the 2027 CID and Implementation Plan. This session discussed:

- The new Key Performance Indicators, which should be brought into the discussions on performance review, and the importance of it being automatically calculated. The lack of involvement of Portuguese terminals regarding RFC consultations.
- The proposal of RAG to include the northern rail freight line between Portugal and Spain into the work of the RFC.
- Updates on the RFC networks regarding the line characteristics, state of electrification, electrification voltage, ERTMS implementation, Signalling Status, implementation of 750m long trains, implementation of P400 and the state of Rolling Motorways in 2027.

4. Performance of the corridor and QCO meetings

Christiane Warnecke shared updates regarding the performance of the corridor and QCO meetings, which included:

- An explanation of the approach to monitoring the operational KPI set by the TEN-T Regulation, regarding dwell times and arrival punctuality.
- A brief presentation regarding the state of play on the QCO meetings of Forbach-Saarbrücken and Hendaye-Irún. Maria Alvarez and Rita Veiga announced to the TAG and RAG that a new joint QCO will be created for the Valença-Tui and Vilar Formoso-Fuentes de Oñoro borders in 2026.

5. Language and Operational Communication

Parinaz Bezeghi (UIC) presented an overview over language initiatives to overcome the B1 language requirements in Europe, which included:

- The development of several translation tools, such as those based on oral communication: Translate4Rail, KITT (development halted due to budget constraints); written communication: DigiForm; written and oral communication: ATHENA/ODICEO, BEATE; and data exchange protocol: SFERA.

6. AoB and Conclusions

The 29th RAG-TAG meeting highlighted the importance of coordinated TCRs, the introduction of the Minho and the Tui-Vigo Line into the Corridors works, improved interoperability, performance of the Corridor, QCO meetings, and the results from the TAG and RAG consultations. The next meeting will focus on performance KPIs, PaP requests, Track Access Charges, new TSI Telematics, and Capacity Regulation, and will feature the participation of the ETC Atlantic Coordinator.

More detailed information can be found in the RFC Atlantic News and Library page: <https://www.atlantic-corridor.eu/library/public-documents/>.



MARÍA VALDÉS,
RENFE Mercancias
RAG Co-Speaker



MIGUEL REBELO DE SOUSA,
APEF
RAG Co-Speaker



LUIS NÚÑEZ,
Algeciras Bay Port Authority
TAG Speaker

3.5. Regulatory Bodies

According to the Regulation, national Regulatory Bodies shall cooperate in monitoring competition in RFCs. They shall ensure non-discriminatory access to the corridor and are responsible for receiving possible appeals from applicants. As far as the Management Team of RFC Atlantic knows, there was no appeal from applicants to Regulatory Bodies in 2025.

The Regulatory Bodies on RFC Atlantic are:

Regulation of Rail Activities



Autoridade da Mobilidade e dos Transportes (AMT)



Comisión Nacional de los Mercados y la Competencia (CNMC)



Autorité de Régulation des Transports (ART)



Bundesnetzagentur (BNetzA)

MAIN ACTIVITIES IN 2025



4.1. Corridor One-Stop Shop

Atlantic Corridor provides dedicated capacity for international freight trains on the form of Pre-arranged Paths (PaPs) and Reserve Capacity.

PaPs are defined in accordance with specific parameters such as load, length or locomotive type and are organised and presented in logical geographical sections. The PaP offered for an annual timetable are published at X-11 and thus, no later than three months before the deadline for submission of the applications for capacity in X-8.

The C-OSS accepts capacity requests from railway and non-railway undertakings.

Three types of paths are foreseen in the corridor:

- A.** Paths crossing a border included in any RFC and running, at least partially, on a PaP. The correspondent requests will be addressed to the C-OSS.
- B.** International paths running, at least partially, over the infrastructure of RFC Atlantic and crossing a border in any RFC but not requesting any PaP. The correspondent requests shall be directly requested to the involved IMs.
- C.** National paths dedicated to trains running through one part of the corridor and not crossing any border in RFC. They are defined and managed by the infrastructure managers. The C-OSS is not involved.

The C-OSS publishes the PaP catalogue in an IT tool called PCS (Path Coordination System). This tool is managed by Rail Net Europe (RNE) and is available to applicants for international path requests. It is through the PCS tool that railway undertakings and other applicants may apply for PaP and Reserve Capacity and receive answers from the C-OSS on the status of their requests.

The process for capacity requests and allocation for PaP and Reserve Capacity have the following general schedule:

PAP AND RESERVE CAPACITY GENERAL SCHEDULE

X - 11	Publication of Pre-arranged Paths (PaP) for the annual timetable (by C-OSS)
X - 8	Deadline for submission of PaP requests for the annual timetable (by applicants)
X - 7,5	Pre-reservation of PaPs requested to the C-OSS prior to X - 8
X - 5	Communication of paths draft offer for the annual timetable (by C-OSS)
X - 4	Deadline for comments of applicants about paths draft offer (by applicants)
X - 3,5	Communication of final answers (by C-OSS)
X - 2	Deadline for Late Path ordering (by applicants) and Publication of Reserve Capacity for ad-hoc path requests (by C-OSS)
X	STARTING OF ANNUAL TIMETABLE
C - 1	Deadline for submission of ad-hoc paths requests to C-OSS (by applicants) - afterwards this submission must also be made to IMS involved
C	TRAIN RUNNING DAY

1. PaPs 2025 and 2026

a) Managing of requests for Timetable 2026

PaPs for Timetable (TT) 2026 were published in PCS and on the website 11 months before the start of Annual Timetable (January 2025).

During 2025, the C-OSS team managed all requests concerning Pre-arranged Paths and Reserve Capacity and gave all the information requested by the customers.

The C-OSS received 38 Annual Path Requests (placed before the 2nd Monday in April) involving RFC Atlantic PaPs for TT 2025/2026. All the 38 requests were pre-booked by the C-OSS and an offer was placed for them.

Additionally, the quality of some offers were not as high as it was expected by the customers as some paths offered were not totally harmonised at the border or some requested days were not offered.

In X-2 the C-OSS also published the Reserve Capacity Offer for TT-2025/2026. The C-OSS received no Reserve Capacity requests for TT 2026 during 2025.

The PaPs published in 2025 for the TT 2026 can be downloaded in the Atlantic Corridor website:



[illegible][illegible]

1. This PaP catalogue might be subject to modifications due to unforeseen infrastructure works.
2. In case of discrepancies of information displayed in this PaP catalogue and PCS, please consider the offer in PCS.
3. PaPs are published in PCS at X-11. Between X-11 and X-10.5 the COSS 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 COSS regarding the correction of errors.
4. Logistic Services to be provided by the Freight Terminals shall be agreed between the applicant and the terminal. For Irún and Hendaye, the foreseen load transfer location should be taken as a reference, it depends on the logistic planned by the applicant.

RAIL FREIGHT CORRIDOR ATLANTIC/RESERVED CAPACITY OFFER TT-2026

b) PaPs construction phase for TT 2026/2027

The C-OSS coordinated the construction of RFC Atlantic PaPs for TT 2026/2027. All PaPs of Atlantic Corridor were “Flex PaPs”, which allows some flexibility in the timetable in order to better suit the applicants and the IMs needs. This product is being offered in a generalised way in the rest of the corridors. PaPs for 2026/2027 are published in January 2026.

A total amount of 66 PaPs have been constructed for TT 2026/2027 in both directions. The amount of capacity offered is 9,24 million kilometres*day for the whole service. There is a small increase in the offer from the last year.

2. Reserve Capacity 2026

The C-OSS coordinated the construction of the Reserve Capacity for the timetable 2025/2026.

Reserved Capacity from Spain to France, and from France to Germany was no possible to publish, while in the other direction, two slots were available. Reserve Capacity was published in both directions between Spain and Portugal and 1 slot per direction between Metz and Mannheim in Germany.

The Reserve Capacity published in 2025 for TT 2026 can be downloaded in Atlantic Corridor website: <https://www.atlantic-corridor.eu/library/public-documents/>.

RAIL FREIGHT CORRIDOR ATLANTIC / RESERVED CAPACITY OFFER TT-2026[illegible][illegible]

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

PaPs France/Spain/Portugal

PaPs Spain/France/Belgium/Germany

PaPs Spain/Portugal

PaPs France/Germany/Belgium/Luxembourg

DISCLAIMERS:

1. This PaP catalogue might be subject to modifications due to unforeseen infrastructure works.
2. In case of discrepancies of information displayed in this PaP catalogue and PCS, please consider the offer in PCS.
3. PaPs are published in PCS at X-11. Between X-11 and X-10.5 the COSS 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 COSS regarding the correction of errors.
4. Logistic Services to be provided by the Freight Terminals shall be agreed between the applicant and the terminal. For Irún and Hendaye, the foreseen load transfer location should be taken as a reference, it depends on the logistic planned by the applicant.

3. Temporary Capacity Restrictions (TCRs)

A Plan of TCRs is built in a yearly basis according to the works foreseen by each of Atlantic Corridor Infrastructure Manager.

The coordination of works planned for Atlantic Corridor ensures that planned capacity restrictions consider both the needs of the IMs and the market needs by rationalising and minimising the gravity of impacts and duration of the capacity restrictions as much as possible.

The Management Board (MB) gathered all the available information provided by the involved IMs regarding TCRs and published it in CIP and on the Atlantic Corridor webpage <https://www.atlantic-corridor.eu/library/public-documents/> together with presentations of the main TCRs.

This information is the result of bilateral TCR coordination, and more details about it are available on [Chapter 4.2.2.](#)

4.2. Working Groups

1. Train Performance Management

To objectively assess the benefits of the measures implemented within the Atlantic Corridor, it is essential to monitor the performance of rail freight services and regularly publish quality reports.

In 2025, the Train Performance Management Working Group (TPM WG) of the Atlantic Corridor published both a Monthly Punctuality Report and an Annual Performance Report. These reports are based on data from the RNE Train Information System (TIS) and are available in the CIP platform as well as on the Atlantic Corridor's official website under [Public Documents](#).

In parallel, the TPM WG concentrated efforts on improving TIS data quality and clarifying measures to improve it. Especially between Spain and Portugal and between Spain and France, it is often for TIS difficult to identify international trains as such and therefore data quality is not sufficient. Despite our efforts, it has not been possible to really improve data quality yet.

The established QCO meetings were the main focus of our performance management work together with the involved stakeholders of IMs, RUs and terminal operators. It was also decided to initiate QCO meetings between Portugal and Spain, which will start in May 2026.

Another line of work in TPM has been the proposal of the RNE Performance Management group for the operational TEN-T KPI. In several task force meetings, the TPM working group leaders of the RFCs and other IM and RNE experts developed a proposal for the dwell time KPI and the arrival punctuality KPI, which during 2025 was agreed by the RFC

Network, the ExBos, the NExBo and the ETC coordinators. We will include the KPI on arrival punctuality into our reporting from 2026 onwards. The dwell time KPI in general stayed as it already has been reported.

Please see chapter 5 for more information on performance management and our work in the QCO meetings.

2. Temporary Capacity Restrictions (TCRs)

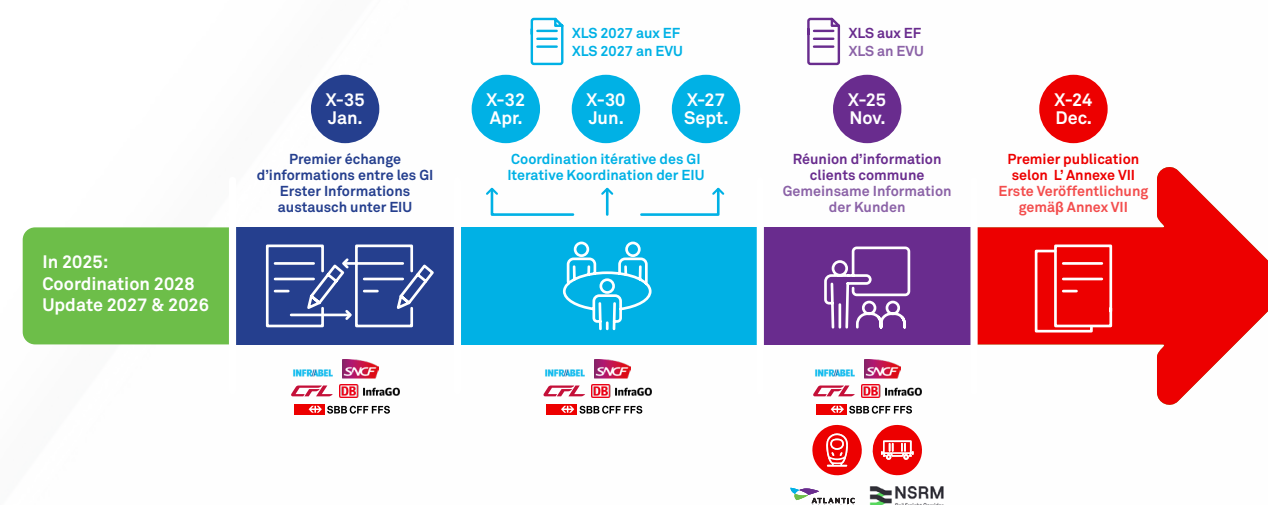
In 2025, in addition to the above mentioned TCR List published by the TCR Coordinator on the RFC website, the IMs began to tackle the cross border TCR in a more coordinated way.

The Portuguese and Spanish IMs established an Excel sheet, with meetings to coordinate works when it cannot be coordinated through the Excel sheet, to coordinate the works on the three border sections between Portugal and Spain, to minimise the impact on the RUs, as well as a semestral meeting to coordinate the investment works for the following 1 to 2 years TCRs.

The Spanish and French IMs also coordinate the TCRs bilaterally, in meetings which are held twice a year. In 2025, they coordinated the TCRs until 2027.

The French and the German IMs coordinate their TCRs within the platform named RAN (Rhine-Alpine-North Sea). This platform also includes the IMs from Belgium, Luxembourg and Switzerland to cover the wider area and impact on traffic between the IMs. In 2025, the RAN group met in January, April, June, September and November to coordinate the TCR of 2028 and make an update for 2026 and 2027.

Coordination à long terme des GI et présentation aux clients conformément à l'Annexe VII Langfristige Koordination der EIU und Präsentation an Kunden gemäß Annex VII Anforderungen



In November 2025, the group organised a meeting with RUs to give information on the TCR planning until 2028. In this meeting, about 35 RU representatives participated, and about 20 experts from the involved IMs. The following chart shows the main comments of the participants of the RAN group meeting in November 2025.

Retours / commentaires des participants (1/4) - Feedback der Teilnehmer (1/4)



Dans quelle mesure vos attentes concernant cette réunion du «Groupe RAN » ont-elles été satisfaites ? ---
Inwieweit wurden Ihre Erwartungen an diese Besprechung der RAN Gruppe erfüllt?



Qu'avez-vous particulièrement apprécié (et qui devrait être conservé)? ---
Was fanden Sie besonders gut (und sollte beibehalten werden)?

la parole aux entreprises ferroviaires qualité des échanges, la disponibilité, la bonne traduction
die interaktive Diskussion und die sofortigen Antworten, danke! Klarheit, und Dialoge ja traduction simultanée
l'existence du fichier excl unique Ja la qualité des échanges Lauras Moderation
la qualité des échanges, ja bonne coordination Übersicht Es war alles sehr gut aufbereitet, points abordés
l'échange direct entre les différents GI les cartes des itinéraires alternatifs
Qualité des échanges et des documents présentés Internationaler Austausch. Ein solches Format kannte ich bisher nicht. Sehr gut

**Qu'est-ce qui vous a manqué ? ---
Was hat Ihnen gefehlt?**

Creutzwald tableau différents chantiers
Frankreich Deutschland getrennte Einladung section
jour Rémilly Trennung **temps** Belgien Pause suivi
mise Luxemburg Frankreich Bessere Aufteilung évolution
Forbach-Dillingen Forbach-Sarrebruck 2 itinéraires alternatifs

8 Antworten — Réponses

France and Spain as well as France and Germany, partly addressed cross-border works issues in the Irun/Hendaye and Forbach /Saarbrücken QCOs respectively.



4.3. Studies

1. ETC update on the Transport Market study (TMS)

Regulation (EU) 913/2010 concerning a European rail network for competitive freight stipulates the implementation of Rail Freight Corridors (RFCs) and a package of measures to improve the competitiveness of rail freight services along these corridors. Under the scope of this regulation, 11 RFCs were established and made operational.

According to Article 9.3 of Regulation (EU) 913/2010, the Management Board of each RFC shall carry out and periodically update a Transport Market Study (TMS) related to the observed and expected changes in the traffic on the freight corridor as a consequence of the RFC being established. Over the past decade, RFCs elaborated initial TMSs and TMS updates. However, these studies were carried out without a common approach or a shared methodological framework.

To support the RFCs in achieving compliance with the above requirement in a coordinated and harmonised manner, the Management Boards of the 11 RFCs decided to execute a Joint TMS Update under the coordination of RailNetEurope (RNE). In 2024, results of the joint TMS were presented to the RFCs and specific reports were prepared for each of the 11 RFCs.

On December 2024, RailNetEurope (RNE), on behalf of 9 Rail Freight Corridors (RFCs) signed a contract to extend the 11 Rail Freight Corridors (RFCs) Joint Transport Market Study (TMS) Update analysis to include the 9 European Transport Corridors (ETCs) established by Regulation (EU) 2024/1679 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Regulation (EU) No 1315/2013. The final results of the ETC extension analysis were concluded in 2025.

TransportMarketStudiesperformedbytheRFCAtlanticcanbedownloadedonthe following website: <https://www.atlantic-corridor.eu/library/public-documents/?cat=1332>.

4.4. Communication

In 2025, the Atlantic Corridor continued improving the communication channels with the stakeholders through the website www.atlantic-corridor.eu publishing relevant information on the activities promoted and meeting organised by the RFC Atlantic team. All published information is also available on the Customer Information Platform (CIP) of the RFCs. During 2025, the CIP map of RFC Atlantic has been updated to show the new routing based on the TEN-T revision from 2024 (ETC alignment of corridor routing). To reach our stakeholders more easily, we have created a LinkedIn page - <https://www.linkedin.com/company/rail-freight-corridor-atlantic/>, where we repost and share news regarding the Corridor's state of affairs.

Rail Freight Corridor Atlantic took part in **transport logistic 2025**, held in **Munich from 2 to 5 June 2025**, the world's leading trade fair for **logistics, mobility, IT and supply chain management**. As a key European rail freight corridor, RFC Atlantic used this major international platform to promote the role of coordinated cross-border rail freight operations, strengthen dialogue with infrastructure managers, railway undertakings, terminals and logistics stakeholders, and highlight the Corridor's contribution to improving the efficiency, interoperability and competitiveness of rail freight transport along the Atlantic axis. Participation in the fair also provided an opportunity to raise the visibility of the Corridor's activities and to exchange views on the future challenges and opportunities for sustainable freight transport in Europe.

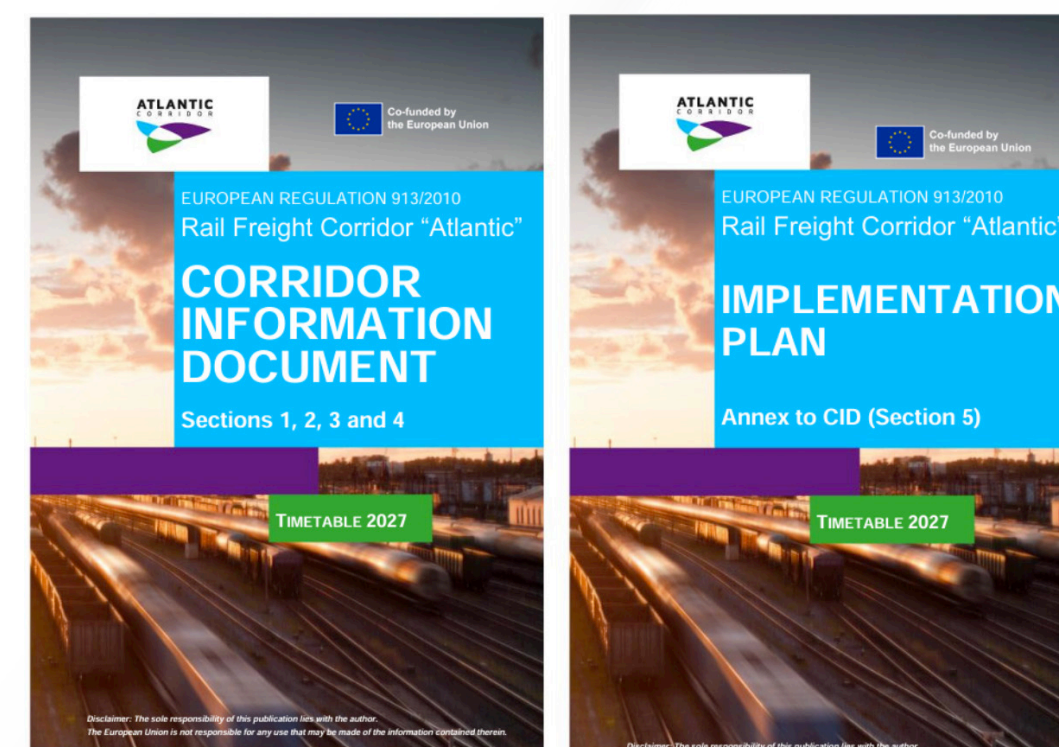


4.5. Documents

1. Corridor Information Document

In accordance with Regulation (EU) 913/2010, Art. 18, Atlantic Corridor has the responsibility to elaborate the Corridor Information Document (CID).

In line with the previous years, Atlantic Corridor prepares the CID in accordance with the harmonised structure and contents established by RNE Network Statement and CID taskforce. The advantage of following the RNE common structure is to elaborate the document in a similar structure to the other corridors. In such case, the customers and partners get access to similar documents along different corridors, same as in the case of the national Network Statements, making it easier for the clients of different corridors to locate the same information in the different CIDs.



The CID for timetable (TT) 2027 was published in 2025 and is currently published in the usual places, the website of the www.atlantic-corridor.eu, the Customer Information Platform (CIP) (<https://cip.rne.eu/>) and the Network and Corridor Information (NCI) (<https://nci-online.rne.eu/>).

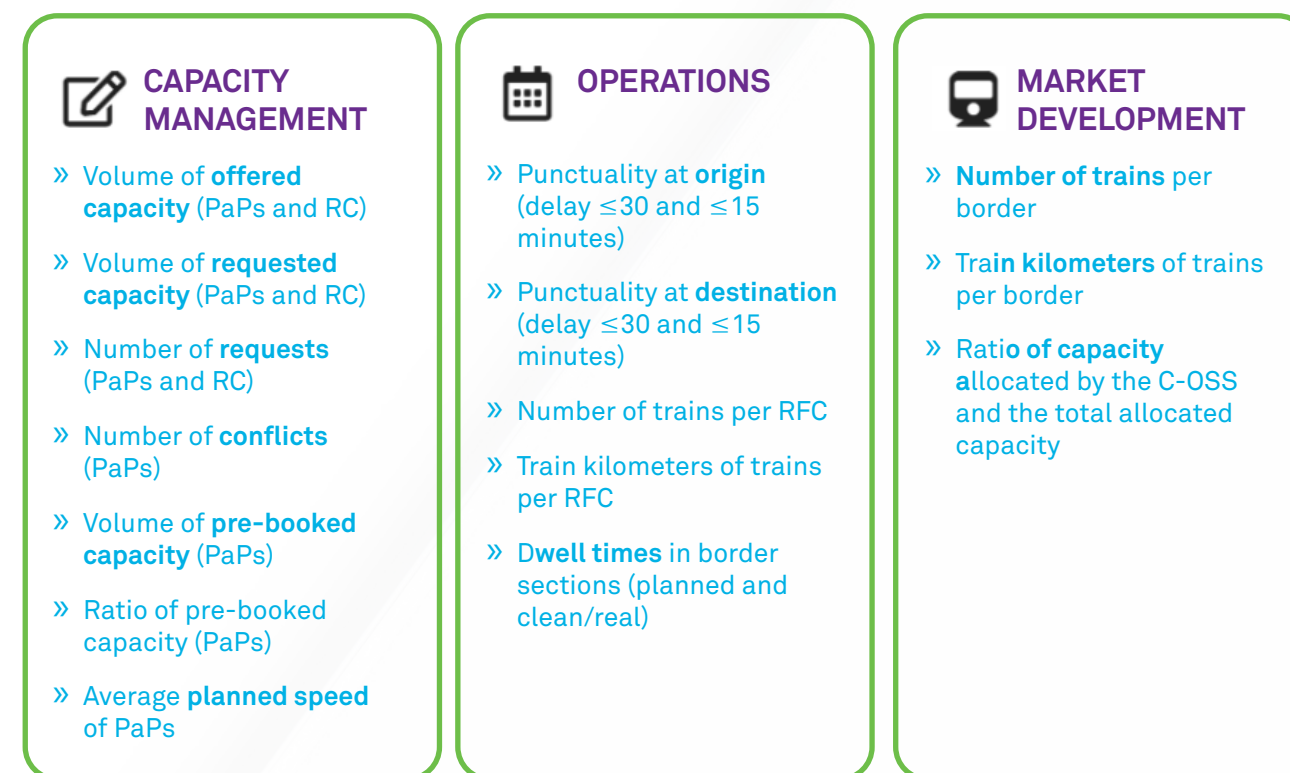
CORRIDOR PERFORMANCE



5.1. Overview Key Performance Indicators

The figure below shows the Key Performance Indicators (KPI) that have been agreed for the RFCs. They provide information on capacity management, operations and market development. The KPI for capacity management are mostly defined in the Framework for Capacity Allocation, which was agreed by all Executive Boards. All KPIs were thoroughly discussed and commonly agreed as KPIs to access the RFCs performance. A major requirement in the development and definition of indicators is that automatic calculation should be possible. The definitions and calculations methods are detailed and agreed by the RNE GA in the Guidelines on Key Performance Indicators of Rail Freight Corridors.

Figure 1: Overview of agreed RFC KPI



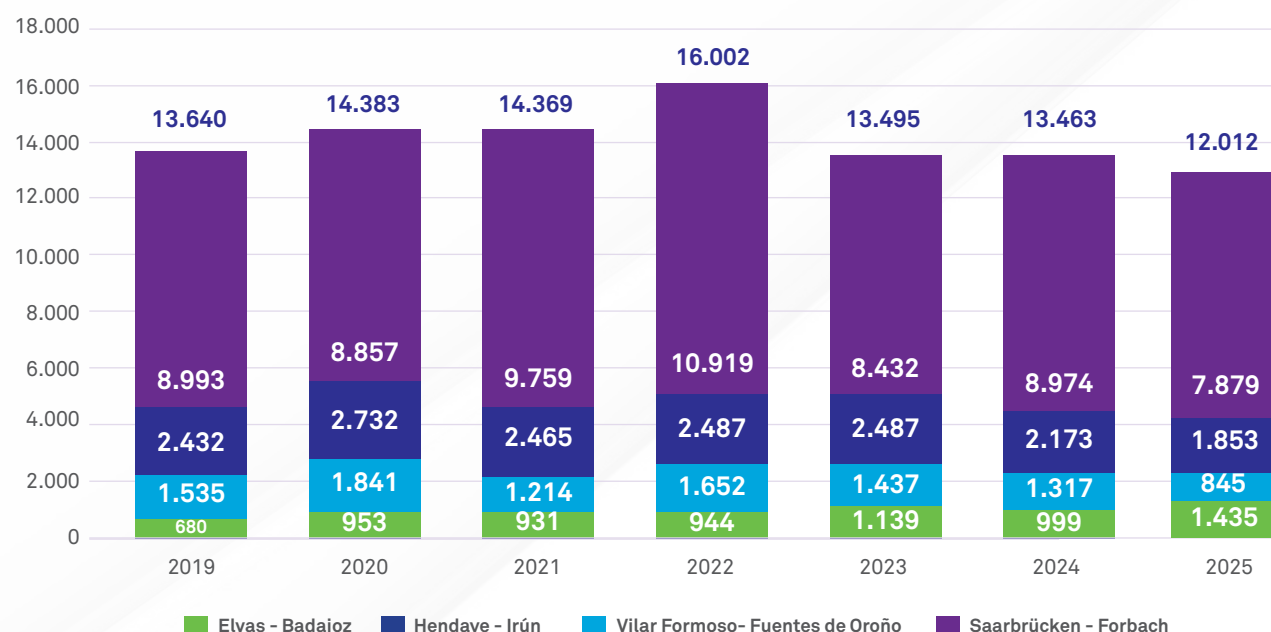
This RFC Atlantic Performance Review Report 2025 informs about the KPI development in these three areas, starting with market development.

5.2. Market development

On RFC Atlantic, the total number of international rail freight trains per border decreased after a high peak in 2022. In 2025, the total number of trains decreased further by about 11 %. This is due to the low economic development and decrease of sectors favouring rail freight (e.g. coal, steel, chemical, etc), TCRs and re-organisation at RUs.

The borders between France - Spain and Spain – Portugal had a light peak in the first Covid year 2020. In 2025, the number of trains on both borders decreased by 10-12%. At the border France – Germany, the number of trains had a peak in 2022. The strong decrease in 2023 of more than 20% was among others triggered by long lasting strikes in France. After a slight recovery in 2024, the number of freight trains between France – Germany decreased further by about 12%. Apart from impacts from the economic development, the change from SNCF Fret to Hexafret and the re-organisation of DB Cargo also seem to have had considerable impact.

Figure 2: KPI number of trains per border, data from national train information systems



Rail freight via Irún – Hendaye had been quite stable until 2023. The decrease in 2025 was mostly due to the closure of the border for 2 months during summer to enable infrastructure works.

Rail freight traffic between Spain and Portugal actually increased in 2025, if the major border in the north via Valença – Tui is taken into account. Since 2020 this has actually been the most important border-crossing for rail freight between Spain and Portugal, again with a considerable increase in 2025. Although it is no official ETC / RFC border crossing, RFC Atlantic decided to include Valença – Tui into its work. The newly installed QCO meeting (in 2026) also addresses this border.

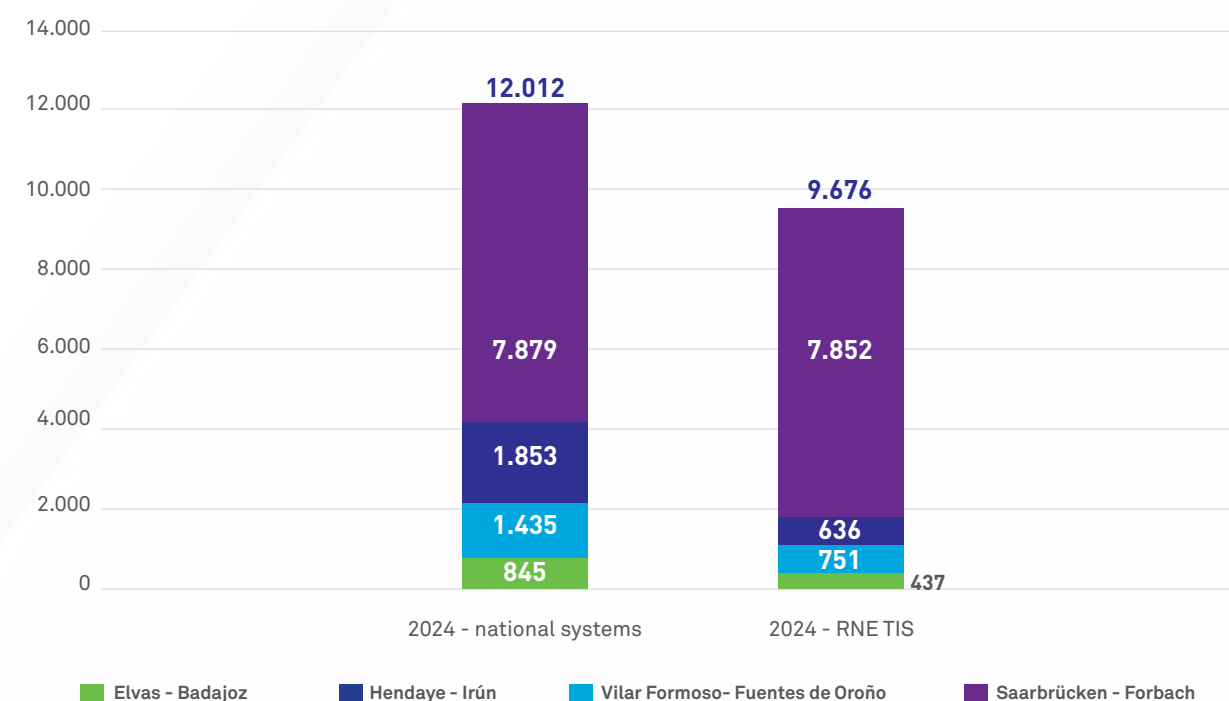
Figure 3: Number of freight trains between Spain and Portugal – development since 2019

	2019	2020	2021	2022	2023	2024	2025
Total PT - ES	4.160	3.737	4.454	4.489	4.268	4.207	4.773
Valença/Tui (North)	1.366	1.592	1.858	1.913	1.952	1.930	2.493
Vilar Formoso/Fuentes de Oñoro (Middle)	1.841	1.214	1.652	1.437	1.317	1.379	1.435
Caia/Badajoz (South)	953	931	944	1.139	999	898	845

For the calculation of the KPI “number of trains per border”, we still use the national systems of the IMs of RFC Atlantic. The following figure shows the difference between the figures from the national systems and from RNE TIS. The data quality is good for the French-German border, but there is a lack of many trains in the calculations from TIS for the other borders. Due to many reasons, including the lacking possibilities for linking of trains, many international freight trains cannot be identified in RNE TIS. Also, information for ad hoc trains is often not sent to TIS by the IMs on RFC ATL. But RNE TIS needs planned and actual train run information to calculate punctuality.

The missing trains are the reason why RFC Atlantic is currently also not able to give reliable information on train kilometres for the RFC trains in total and per border. These KPI are missing in our information, as the automatically calculated figures from RNE TIS would be too flawed. Data quality improvements are very important, but also very difficult to achieve. The introduction of TAF/TAP TSI and TCM messages is expected to strongly improve this situation in the future. In 2025, however, we could not achieve an improvement.

Figure 4: Comparison of data from national systems and from RNE TIS for number of trains per border 2025



The Ratio of capacity allocated by C-OSS and the total allocated capacity compares the number of international freight train runs allocated in the yearly timetable by the C-OSS per RFC border with the total number of allocated international freight train runs in the yearly timetable per RFC border.

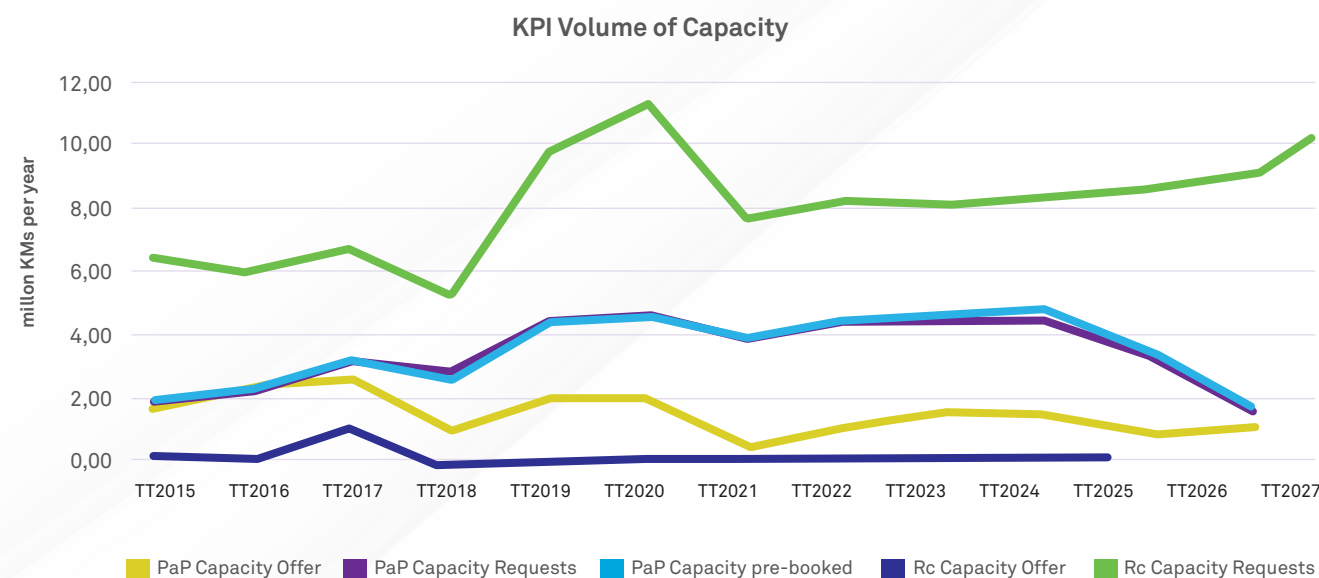
The information for this KPI is obtained from the IMs (the total number of international freight train runs) and from the C-OSS (the number of international freight train runs allocated in the form of Pre-Arranged Paths) once the national allocation process has been completed. The published figures for the year 2026 are as follows:

- Vilar Formoso / F. Oñoro: 15,63%
- Elvas / Badajoz: 63,87%
- Irún / Hendaye: 28,6%
- Forbach / Saarbrücken: 15,59%

5.3. Capacity management

Most of the KPIs related to capacity management in RFC Atlantic are published in coordination with the other Corridors as follows:

Figure 5. Development of capacity offer and requests for PaPs and RC since TT 2015



In the previous graph, the evolution over the years (in millions of km) of the PaPs offer provided by RFC Atlantic, the requests received from Applicants, the capacity pre-booked by the C-OSS, as well as the published and requested Reserved Capacity offer, can be observed. The following table provides a detailed breakdown of these data:

Figure 6. Development of capacity offer and requests for PaPs and RC since timetable (TT) 2015 (values in millions of Km)

RFC Atlantic	TT2015	TT2016	TT2017	TT2018	TT2019	TT2020	TT2021	TT2022	TT2023	TT2024	TT2025	TT2026	TT2027
PaP Capacity Offer	6,50	6,20	6,90	5,50	9,90	11,40	7,78	8,44	8,15	8,39	8,65	9,24	10,23
PaP Capacity Requests	1,80	2,50	3,30	2,90	4,47	4,61	3,99	4,45	4,52	4,76	3,64	2,01	
PaP Capacity pre-booked	1,80	2,50	3,30	2,80	4,47	4,61	3,99	4,45	4,52	4,76	3,64	2,01	
RC Capacity Offer	1,90	2,40	2,60	1,11	2,06	2,10	0,60	1,13	1,54	1,61	1,29	1,86	
RC Capacity Requests	0,00	0,04	0,82	0,00	0,00	0,00	0,00	0,00	0,00	0,00			

As shown, the trend of the published PaPs offer has maintained constant growth over the years. Regarding the demand for PaPs in the corridor, the trend has been similar to that of the offer, except for TT2025 and TT2026. In TT2025 it decreased mainly due to changes in Applicant's needs that were not foreseen when they responded to the capacity wish list, and in TT2026 applicants changed their requests shifting from the Irún-Hendaye border to LFP border, as well as reducing the train kilometres requested compared to what they expressed in their wishes when constructing the PaP Offer.

The unusual increase of the offer in TT 2019 and 2020 is not real, it was due to a technical issue in the Path Coordination System tool, which caused the need of publishing and requesting the 365 days of the year even it was not a real offer for some PaPs. This situation was communicated to the applicants.

Regarding Reserved Capacity, the offer generally followed a growing trend, although not very pronounced, except for last year, when it was not possible to offer as much capacity as in previous years. For TT2026, the Reserved Capacity offer grew in comparison with previous years. The demand for Reserve Capacity in RFC Atlantic has been non-existing, except for TT2016 and TT2017, when some Applicants requested it because they weren't aware at the time of the possibility of requesting PaPs in the annual timetable, so they requested them as Reserve Capacity.

A KPI related to capacity management in RFC Atlantic that is not presented is the KPI on the number of conflicts. This is because there has never been a conflict between requests in RFC Atlantic.

Another KPI related to capacity management in RFC Atlantic is the average speed of the offered PaPs. This KPI is calculated using data obtained by the C-OSS from the different IMs during the PaPs construction phase, based on the distance and travel time between various origins and destinations.

The variations observed in the different segments analysed over the years for this KPI can fluctuate annually. The main factor affecting the year-to-year changes in the average speed of a PaP are the Temporary Capacity Restrictions (TCRs) along each route. This KPI is presented below in two tables, differentiated by country:

Figure 7. Development of average planned speed for PaPs from Germany to Spain, TT 2025 to TT 2027

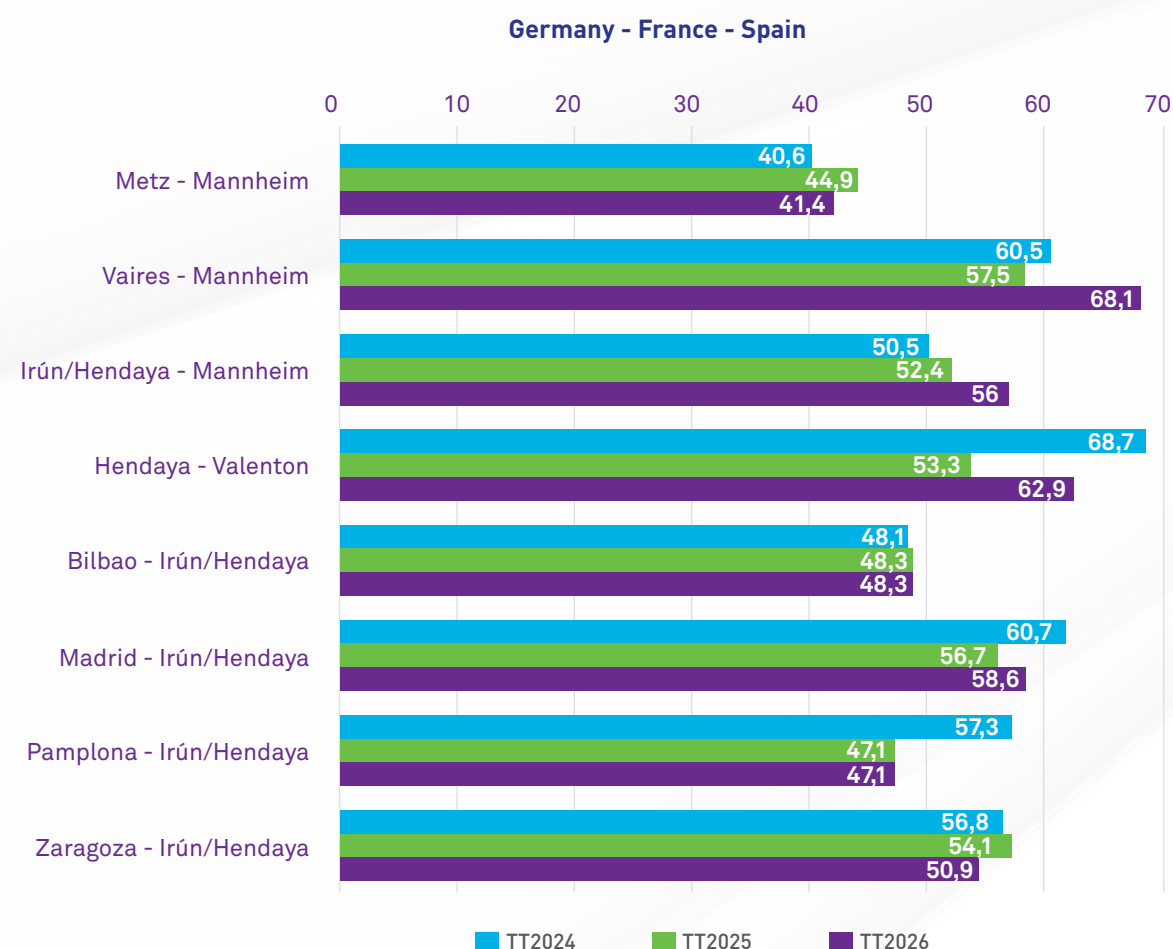
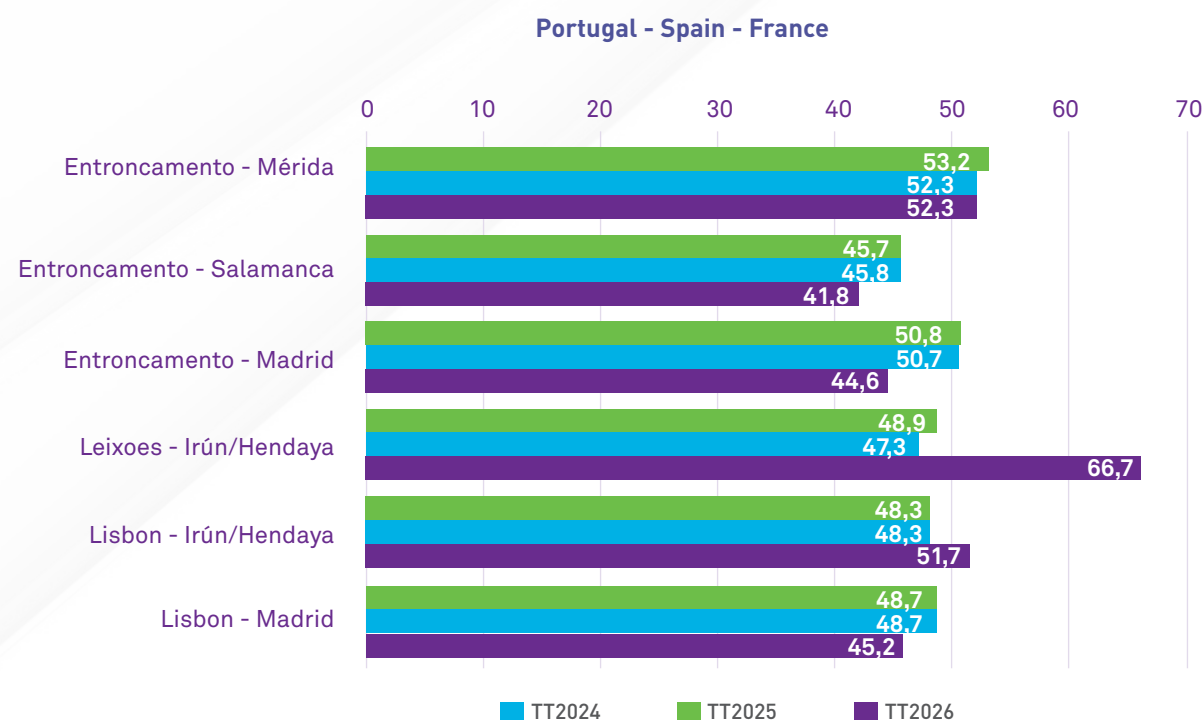


Figure 8. Development of average planned speed of PaPs from Spain to Portugal, TT 2025 to TT 2027



5.4. Operations

This sub-chapter focuses on the performance of international train runs in operations. Operational KPI used to focus on punctuality. With the revised TEN-T regulation (July 2024), dwell time in the border area is also taken up as KPI. The calculation of the dwell time figures from RNE TIS has already been prepared for some years. In RFC Atlantic it was reported for the first time for the year 2024.

Please note, that for 2025 the KPI on operational performance are calculated as agreed before the TEN-T revision came into force. In the beginning of 2025 discussions are still ongoing between the RFCs and IMs in the RNE working group on Train Performance Management, how to take the KPI definition from the TEN-T revision into account.

The KPI for punctuality and dwell time are calculated automatically in RNE TIS. They are based on the number of international freight trains identified by TIS. As has been explained above, many trains are missing in this calculation for the border crossings between Portugal and Spain and between Spain and France. However, the figures for punctuality and dwell time still give a good indication for the operational situation and its development on RFC Atlantic.

Punctuality KPI

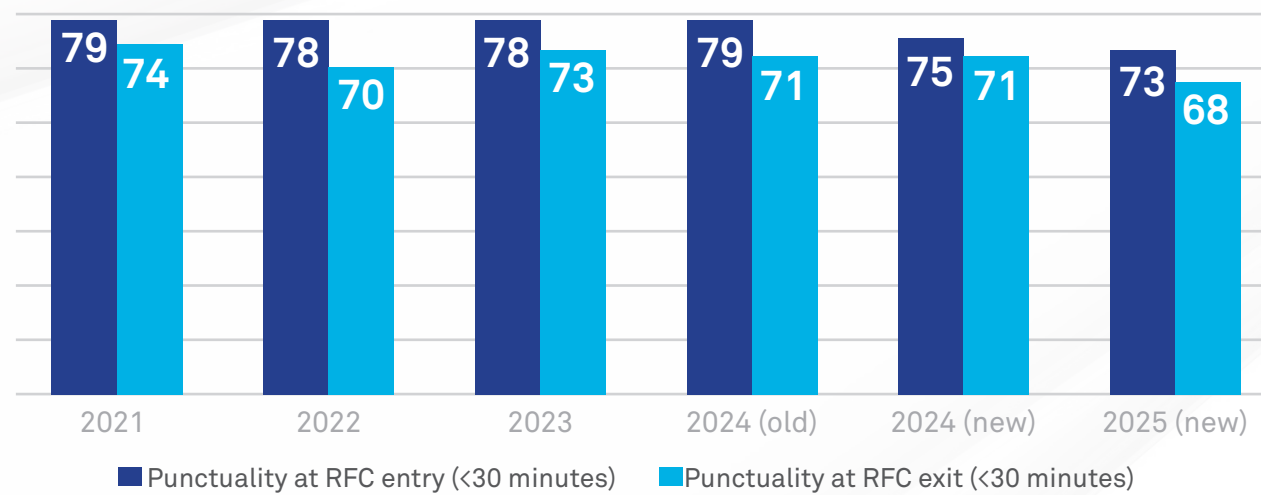
Starting with the year 2024, a change in the assignment of international freight trains to RFCs for the purpose of punctuality / performance management has been agreed by the RFC Network after intensive discussions in the RNE Working Group on Train Performance Management. The RFC train assignment is the basis for the punctuality calculation per RFC. The change was made in order to have better information for performance management in each RFC, with better mapping of trains to the RFCs, where they are treated in performance management. In the figures below, we also report the 2024 punctuality KPI with the old definition in order to be able to better compare the development over the last years. For the definitions, please check Annex I. The new arrival punctuality KPI from the TEN-T revision will be shown from 2026 onwards, based on the ETC alignment of the RFC routes which was completed at the end of 2025.

The punctuality KPIs of the RFCs show the figures for “RFC entry” and “RFC exit”. In RNE TIS we also follow the punctuality for real origin and real destination of the trains. For RFC Atlantic there is usually only 1-2 percentage points difference between those figures, i.e. slightly more trains are delayed when entering/exiting the RFC compared to real origin and real destination.

As can be seen in the figures below, the punctuality of international freight trains on RFC Atlantic had been relatively stable for many years. Entry punctuality (within 30 min) was stable at around 78-79%. The new calculation method brought a shift to 75% entry punctuality and exit punctuality of 71% in 2024. Compared to 2024, in 2025 punctuality decreases by 2-3 % for entry and exit punctuality. This is in line with the overall development of punctuality on the RFCs.

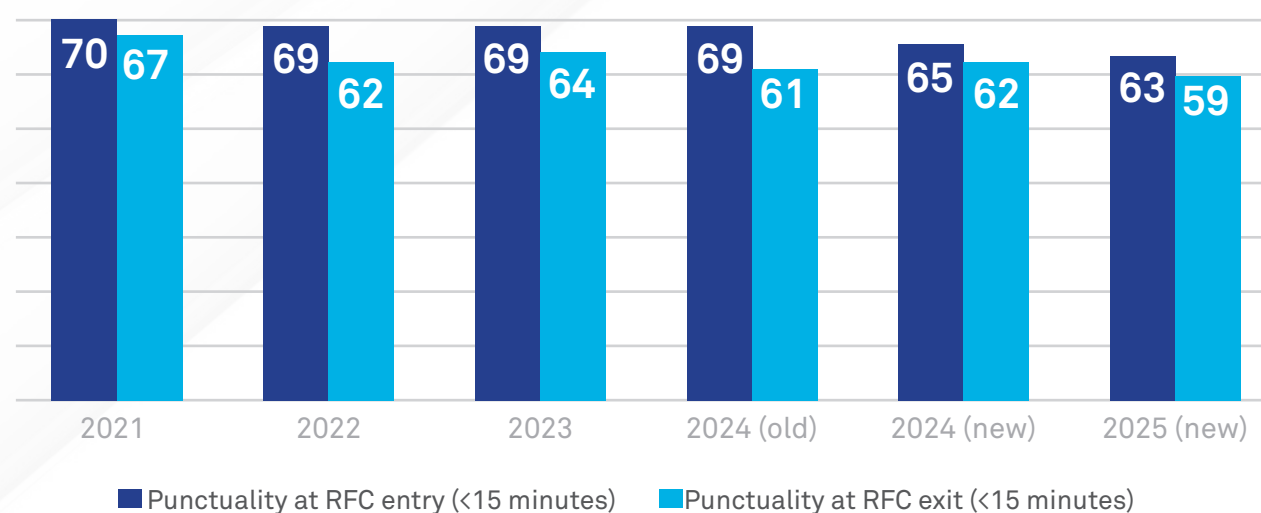
The figures show, that the main reasons for delay are beyond the international train run on RFC Atlantic, as in 2025 more than 25% of the international freight trains are already delayed with more than 30 minutes when entering the IM infrastructure. Punctuality already decreases at the start of the train, due to factors also resulting in the logistics chain before the train run.

Figure 9: Punctuality at RFC entry and exit for RFC Atlantic (in % for delay <30 min)



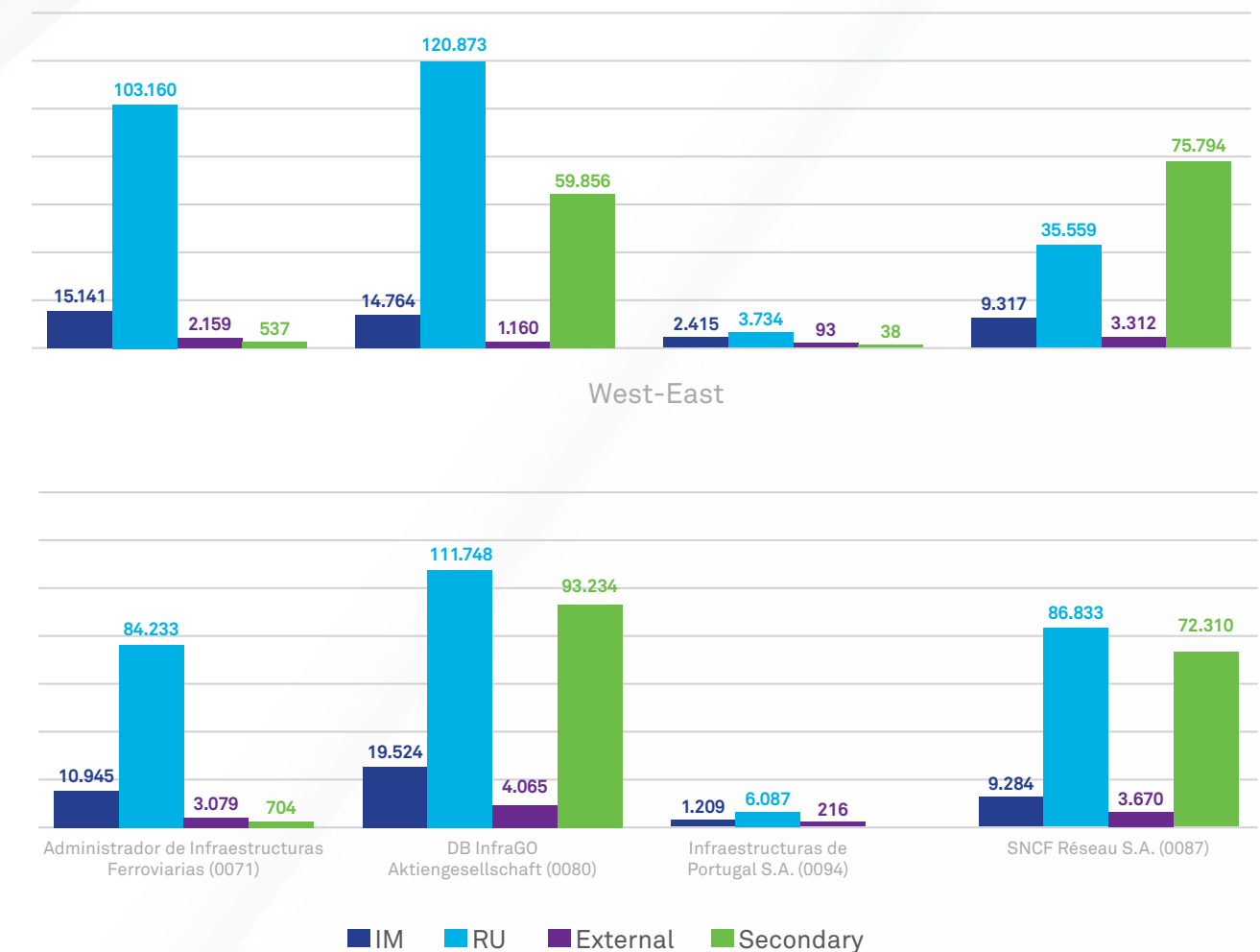
Looking at punctuality for international freight trains with a maximum of 15 minutes delay, we see a similar picture, just on a lower punctuality level. In comparison between the two punctuality thresholds of 15 and 30 minutes, there is a decrease in punctuality of about 8-10 percentage points. That means that 8-10% of the trains have a delay of 16-30 min.

Figure 10: Punctuality at RFC entry and exit for RFC Atlantic (in % for delay <15 min)



Reports from RNE TIS also give information on the amount and distribution of delays on stakeholders. This is based on the agreed UIC delay codes and comes from the constant coding of IMs, which is coordinated with the RUs. However, it has to be noted, that there are no delay codes for terminals or other parts of the logistics chain. Those delays are normally attributed to RUs and are part of the very high RU delay minutes shown below.

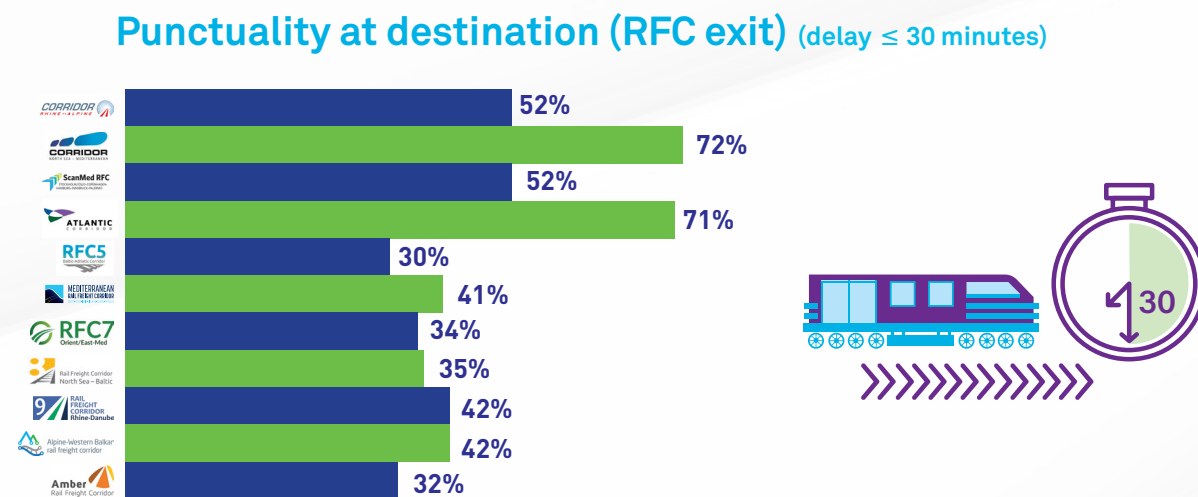
Figure 11: Amount and distribution of delays per IM, in total delay minutes year 2025



At DB InfraGO and at SNCF-R, “secondary” is an important delay code. Due to the complexity of the system and generally low punctuality, the freight trains on RFC ATL are often delayed due to delays of other trains.

Compared to other RFCs, the punctuality KPI calculated in RNE TIS for RFC Atlantic is on a very high level. The following graph shows the example for punctuality at destination for all RFCs in 2024. Please note, that this picture could look different if all international freight trains on RFC Atlantic were included in RNE TIS.

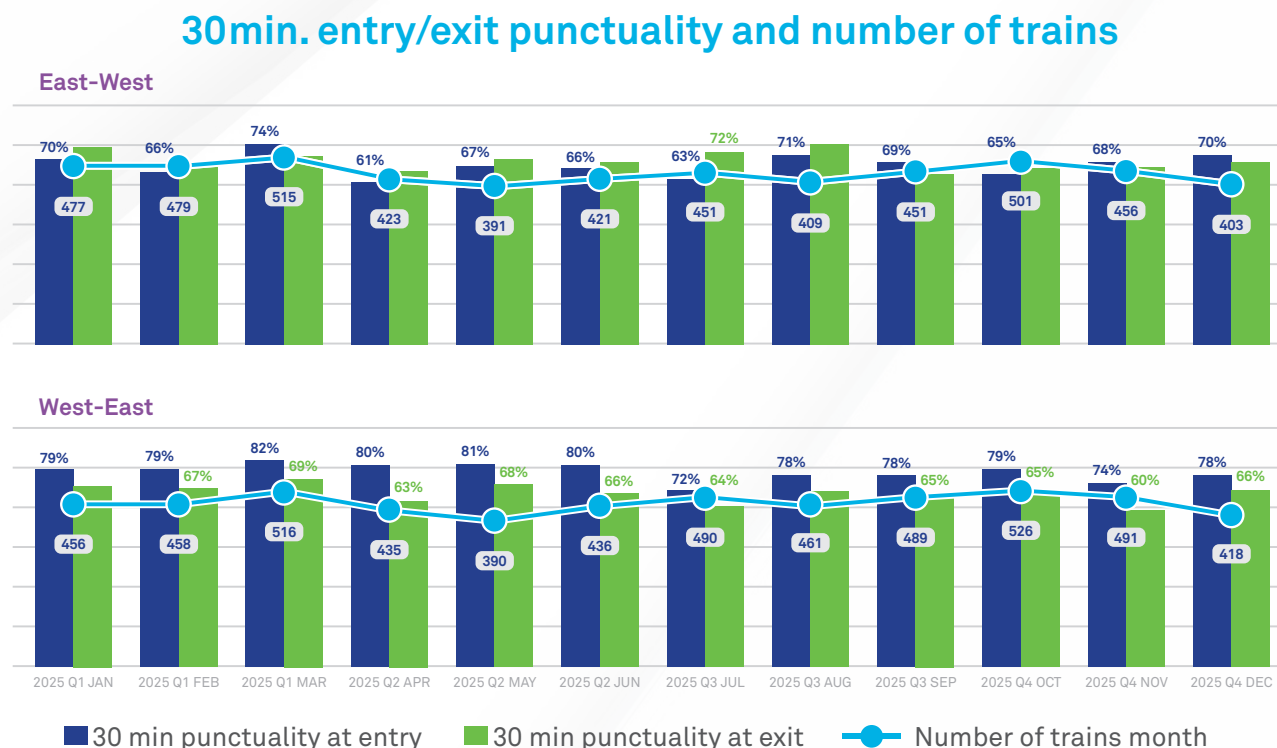
Figure 12: Punctuality at destination (in %, delay ≤ 30 min) for all RFCs, year 2024



The monthly figures give further information on punctuality per direction (West-East and East-West). Below you find the report covering the year 2025, with the example of punctuality at RFC entry and RFC exit of the trains. It shows a high stability of punctuality in the East-West direction. During the train run, trains can even make up for delays and are getting more punctual. In the West-East direction, the international freight trains loose about 10-15 percentage points of punctuality during RFC entry and exit.



Figure 13: Punctuality on RFC Atlantic per direction (in % delay ≤ 30 min) and number of international trains from RNE TIS



In 2025, the **German part of the Atlantic Corridor** remained comparatively calm in operational terms. While the corridor was generally stable, a few isolated events had a temporary impact on punctuality and traffic flow.

A notable incident occurred on 18 February 2025, when a piece of ordnance, a grenade, was found in Kaiserslautern, causing disruptions until 19 February 2025. Also worth mentioning is the commissioning of PRISMA, DB InfraGO's control system, on 29 June 2025. However, this had no negative impact on punctuality.

On 10 September 2025, a derailment in Saarbrücken marshalling yard led to the declaration of an ICM case, with effects lasting until 16 September 2025. Since then, capacity problems in Saarbrücken marshalling yard increased with negative impact on the traffic flow (see also description on QCO Saarbrücken – Forbach below). Due to data quality problems with unlinked trains, this does, however, not show in the dwell time at Saarbrücken.

In 2025, **ADIF** identified the primary causes of train delays as follows: delays due to waiting for Railway Undertakings (RUs) mainly due to a limited capacity in logistics nodes, significant infrastructure works, locomotive breakdowns, adverse weather conditions, signalling equipment issues and electrification failures.

In 2025, the major causes for delays in the **Portuguese network** were strikes, bad weather events and important renewal work in the main lines for international traffic. In 2026, with the conclusion of some of those works, the expectation is to improve not only the punctuality of the trains, but also to improve train operations, by allowing for longer trains (750m) and higher commercial speeds.

1. Dwell time KPI

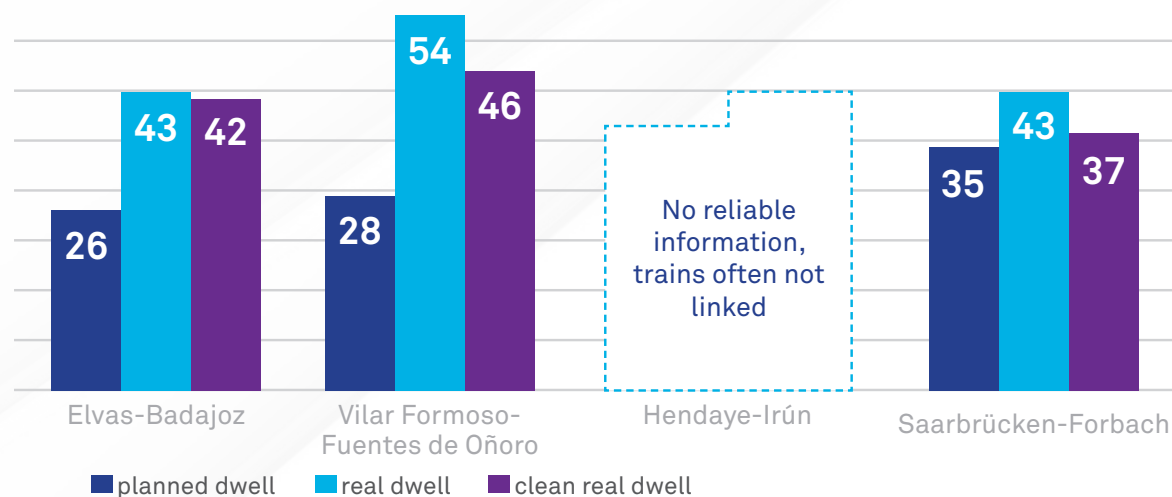
The dwell time is calculated for a defined border region, including the main stopping points for processes of the RUs in the international freight train run. RNE TIS calculates the information of planned and real dwell for all trains, for which information exists both for the planned timetable and for real dwelling time during the international train run. Trains for which information is missing or very apparently faulty, are not included into the calculation. For the additional information on “clean real dwell”, dwell time minutes are deducted if the train arrives before its planned time in the timetable. The clean real dwell thus only considers the dwell time starting from the planned stopping time.

It should be noted that the TEN-T indicators (dwell time and arrival punctuality) are officially scheduled to be reported from 2027 (for the reporting year 2026). Therefore, the 2025 figures should be considered more indicative in nature, as the methodology and setup are still being refined during 2026.

Regarding data quality, many changes have already been implemented in the beginning of 2026 with impact on the report for 2025. On the one hand, it was clarified with all RFCs in the RNE Performance Management working group, to only calculate dwell time for trains with complete information on planned and real dwell, i.e. with proper info on run-through or arrival and departure time. On the other hand, data quality could be improved for Spanish-Portuguese borders by improving the identification of international trains at the borders.

As the resulting figures are not comparable with the dwell time shown for 2024, we will start a comparison with previous years only from next year onward.

Figure 14: Dwell time on the RFC Atlantic border crossing in 2025, in min per train



Unfortunately, there is no reliable information on dwelling time for the Hendaye – Irún border, which would actually show the longest dwell time due to the change of gauge. This is due to missing continuous information on the international train runs in the operating systems of the two IMs. However, RFC Atlantic organises regular QCO meetings to identify possibilities to improve operations and reduce dwell time at this border point.

For Elvas - Badajoz and Vilar Formoso – Fuentes de Oñoro, planned dwell is less than 30 min, for Saarbrücken – Forbach it is a bit higher with 35 min per train. At all three borders the real dwell is higher, and that is especially the case for Vilar Formoso – Fuentes de Oñoro, with almost twice as much time as planned.

The clean real dwell is usually lower than the real dwell, when trains arrive earlier than planned, but continue in their planned timetable after the stop at the border. Especially at Vilar Formoso – Fuentes de Oñoro, the RUs use the border station as a buffer in both directions, which actually creates capacity problems for ADIF and IP and needs to be addressed with RUs at the border. To do this, QCO meetings are initiated in May 2026 for traffic between ADIF and IP. The discussions will also cover the important border Valencia – Tui.

Report from QCO Hendaye – Irún

On this border point, railway undertakings, terminals and both infrastructure managers meet regularly to solve operational issues to lower the dwelling time on this border point. Changes of modalities in the application of rules at Irún have already enabled a strong reduction of dwelling time (around 50% less time). In this group, the temporary capacity restrictions affecting the border point are also discussed with the aim to reduce their impact, when possible, for the railway undertakings and terminals. Finally, information is provided on projects and activities, which can have an impact on the cross-border traffic. In 2025, the group exchanged information on the new Communication System implemented in Irún by ADIF (GSM-R), the automatic translation tool developed by SNCF Réseau (ATHENA) and expressed and addressed support to the users of LIFE in their initiative to re-establish it as a useful communication tool.





Report from QCO Saarbrücken – Forbach

In QCO Saarbrücken – Forbach, RFC Atlantic, together with colleagues from SNCF Réseau and DB InfraGO organised four online meetings and a one-day workshop in 2025 to discuss performance development and performance improvements together with RUs and terminal management of the IMs.

A major topic in the meetings in the beginning of the year was the Saardam closure in April/May 2025 due to construction works at DB InfraGO and clarifications for the main deviation route via Apach-Perl, where one of the signal boxes is not open any longer on a 24/7 basis. Though the planning processes of DB InfraGO and SNCF Réseau are different, SNCF-R was able to organise the 24/7 opening of Apach-Perl for most of the re-routing days.

In the QCO workshop in March 2025, we put a focus on conditions and requirements for efficient operations at Forbach station and Saarbrücken main station. Also, the development of dwell time via the border was discussed.

In September, an ICM case was declared by DB InfraGO due to two incidents, one in Saarbrücken marshalling yard and the second on a line south of Saarbrücken. Cross-border operations could be assured again relatively quickly, but with some restrictions on the throughgoing tracks in the marshalling yard.

Although those restrictions could be lifted again in October, capacity problems at Saarbrücken marshalling yard have continued and led to many complaints of RUs and also of SNCF-R which sometimes faces queueing of trains at and before Forbach. The analysis of DB InfraGO shows that the capacity shortages are the result of several structural problems, including RUs misusing the service facility as long-term parking spot without the proper booking of sidings. It needs more efforts from all involved stakeholders to reach improvements. Developments are still ongoing in the beginning of 2026.



The capacity problems in Saarbrücken marshalling yard are the result of structural problems on many levels

Sidings

- » A number of sidings are relevant for international rail freight transport; these are completely leased to trains in the annual timetable.
- » Large marshalling yard, but capacities are limited also by missing RU shunting personnel.
- » Sidings and through tracks are often blocked for a long time by RUs in ad hoc traffic which did not book any parking facility.

Signaller / operations

- » Relevant information on international freight trains is often missing (destination, border processes, overtaking RU, etc.).
- » Relevant sidings and through tracks fill up quickly, then train offering procedures are required from SNCFR, which also have hardly any buffer tracks in the border area.

Ad hoc timetable

- » Rejection of train paths in ad hoc traffic is not possible due to missing allocation of siding slot.
- » There are frequent train number changes and often no continuous international train path requests for the border-crossing freight trains.

RUs

- » Share of smaller RUs is increasing, often without local shunting staff.
- » More combined transport and block trains.
- » Long unauthorised use of sidings and tracks in Saarbrücken marshalling yard is common practice of many RUs.



Report from the Iberian Borders

In 2025, cross-border rail traffic between Portugal and Spain saw some slight improvement. Nevertheless, most of the problems from the recent past years persist, primarily due to ongoing major infrastructure works. These works have had a considerable impact on the operation of international train services, including freight transport. However, the conclusion of some TCR works, such as the reopening of the Beira Alta line, in Portugal, in September 2025, saw a small percentage of these problems improve.

To mitigate the effects of these prolonged works, the Portuguese and Spanish infrastructure managers, IP and ADIF, established the TCR Coordination Working Group. This group is tasked with coordinating interventions and minimising disruptions to Railway Undertakings (RUs). It coordinates the works through an Excel sheet and convenes every six months to address projects planned up to two years in advance.

Still, in Portugal, most delays affecting international rail services stem from infrastructure-related issues. These include speed restrictions and disruptions caused by the ongoing works, track deficiencies under the responsibility of the infrastructure manager (GI), and operational delays due to train formation and manoeuvring, particularly at departure stations and terminals. Additionally, some delays are attributed to rolling stock failures, which fall under the responsibility of the RUs.

Operationally, the process for responding to ad hoc international train path requests has been reviewed and optimised by IP and ADIF. The goal is to offer a well-coordinated response across both networks that best meets the needs of the requesting RU. To improve the dwell time in the border sections and the communication between the IMs and the RUs, a new joint Quality Circle Operation for the Vilar Formoso-Fuentes de Oñoro and the Valença-Tui borders will be established in 2026.



5.5. Report on Rail Freight Operational Requirements of TEN-T regulation to European Coordinator

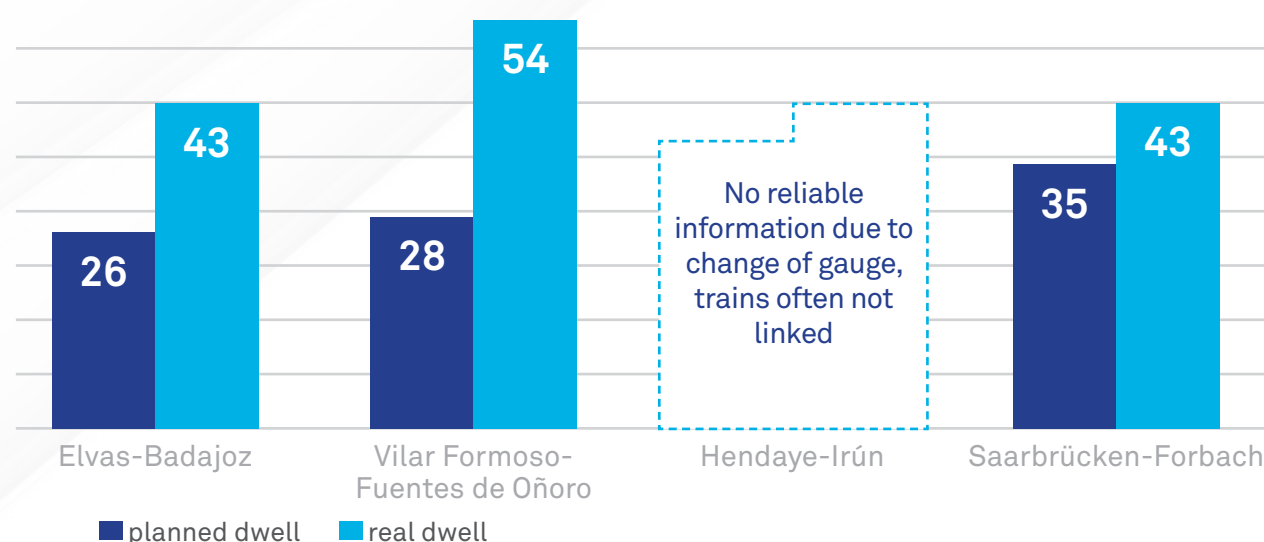
It should be noted that the TEN-T indicators (dwell time and arrival punctuality) are officially scheduled to be reported from 2027 (for the reporting year 2026). Therefore, the 2025 figures should be considered more indicative in nature, as the methodology and setup are still being refined during 2026.

Besides its technical standards, the new TEN-T Regulation (EU) 2024/1679 introduces a number of operational performance targets at rail border crossings, that is, average cross-border dwell times not exceeding 25 minutes (with limited exceptions) and at least 75% of cross-border freight trains arriving on time or within +30 minutes at destination by reasons that are attributable to the infrastructure manager(s) of the Union. Dwell time should be calculated based on “the total additional transit time that can be attributed to the existence of the border crossing, irrespective of procedures or considerations of infrastructural, operational, technical and administrative nature”.

On the selected border crossings, the average dwell times exceeds 25 minutes, as presented in the figure below. It has to be noted though, that the figures show an approximation to the KPI and its targets. As presented by the RFC Network, it is not possible so far to automatically and exactly distinguish time that can be attributed only to the existence of the border crossing from dwell time in operational points at the border that might have other reasons.

Due to the change of gauge, the dwell time target does actually not apply to the border crossing Hendaye – Irún.

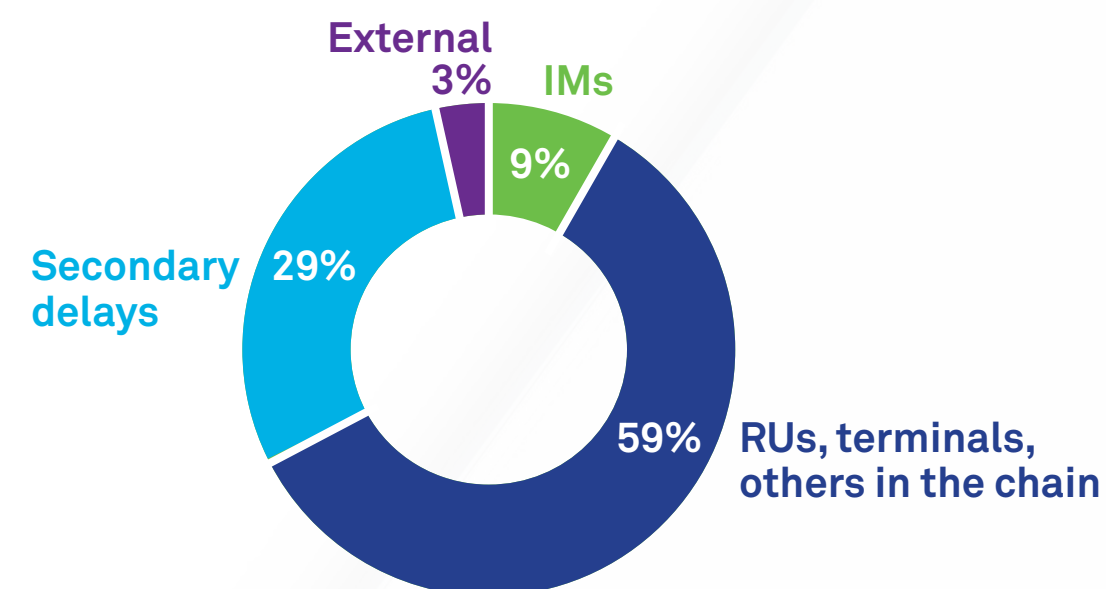
Figure 15: Average dwell times in cross-border sections of RFC Atlantic in 2025 (min per train)



Source: RNE TIS

The arrival punctuality based on all delays of trains on RFC Atlantic reaches 66.9% of cross-border freight trains arriving on time or within +30 minutes at destination. As the infrastructure managers of corridor Atlantic only accounted for 9% of the delay reasons that led to the arrival punctuality figure in 2025, it can well be assumed that the threshold of 75% by reasons that are attributable to the infrastructure managers of the Union is already met. The delay causes are based on a methodology agreed in the UIC. The attribution of delay causes to RUs is coordinated between RUs and IMs.

Figure 16: Share of delay reasons for arrival punctuality of trains on RFC Atlantic in 2025 (in % of delay minutes)



To guarantee a continued improvement of the cross-border operations, the RFC and its IMs set up several Quality Circles Operations (QCOs) together with the RUs and terminal operators. Presently there are two fully functioning QCOs for the Saarbrücken-Forbach and Hendaye-Irún borders. QCO meetings for borders ES-PT will start in 2026.

5.6. Consultation and feedback of RAG/ TAG

The consultation of RAG and TAG on the development of the KPI on RFC ATL was carried out by email through the Advisory Groups' Speakers, who organized the consultation directly with the respective AG members. While no formal feedback was provided by the TAG, the feedback provided by the RAG is as follows.

5.7. Feedback from the RAG

DATA QUALITY

Data quality has not significantly improved since the last report. On the contrary, the alignment between international trains recorded on national systems and those registered on TIS has worsened.

At the Irún–Hendaye border, the matching rate has dropped from 64% to 34%, and at Elvas–Badajoz from 83% to 52%.

At Saarbrücken–Forbach and Vilar Formoso–Fuentes de Oñoro, the ratios remain stable: close to 99% in Germany, while at Vilar Formoso it is still around 50%, which remains a low figure.

Further explanation of these figures would be welcome.

Some measures have been taken to improve data reliability, such as promoting the use of the Train Composition Message in Portugal. However, this may not resolve the issue for trains running on Iberian-gauge tracks at the Irún–Hendaye border. One of the reasons is that SNCF Réseau does not assign train numbers to these paths.

Last-minute paths on TIS are another issue that should be addressed: ongoing Temporary Capacity Restrictions (TCRs) and the lack of alternative paths force Railway Undertakings (RUs) to rely on these types of paths on a regular basis.

CAPACITY MANAGEMENT

It is observed that the capacity offered increases each year, while the capacity requests are decreasing.

TCRs on the Atlantic Corridor, particularly those involving long closures, have undermined the reliability perceived by end customers in this corridor, prompting a shift towards the

Mediterranean axis. Moreover, circulation through the LFP tunnel allows trains to run on a single-gauge track, minimizing costs. Access charges via LFP are subsidized by governments (this measure is very welcomed by RUs), making it more appealing for end customers to operate via the Mediterranean Corridor.

Regarding the average speed, we observe that, except for three routes, it will not improve despite the interventions carried out in recent years.

QCO

Railway Undertakings strongly support the QCO and welcome the new one recently implemented at the Portuguese borders.

CONCLUSIONS

- Decision-making based on the current data entails a certain level of risk.
- Railway Undertakings expect improved network performance following the completion of TCRs; however, this is not reflected in the available data.
- RUs express concern regarding the cumulative TCRs forecast for the coming years, noting that this represents a considerable risk for the market as it may lead to a reduction in rail activity, increase the modal share of road transport, and potentially result in divestment by RUs due to growing uncertainty regarding expectations for the rail network performance.
- RUs also consider it relevant to mention that it is challenging to meet the dwelling times objectives while maintaining the level of ongoing TCRs, which significantly increases the complexity of the rail network and affects its efficiency.
- The Atlantic Rail Freight Corridor should be as competitive as other corridors in order to maintain customer interest. To this end, improvements in line performance or cost reductions for RUs could be considered.



COOPERATION



6.1. RFC Network

The RFC Network aims to increase the harmonisation between corridors and working on common projects. It is shared by Managing Directors of corridors, in a rotating way.

In 2025, the RFC Network organised four meetings focussing on:

- The revision of the TEN-T Regulation and its impact on the RFCs,
- the cooperation between the RFC Management Board and ETC coordinators,
- the consultations of the TAG-RAGs,
- the update of the European transport market study, in order to include the new alignment of the RFCs,
- the common approaches to the Customer Information Documents as well as of the operational TEN-T KPIs,
- the transition period of the RFCs until the repealing of the 913-2010 Regulation,
- marketing topics, such as the organisation of the 2025 Transport Logistic fair in Munich.

6.2. RailNetEurope (RNE)

The RNE-RFC High Level group is sign of the strong cooperation between the RFCs and RNE. The RFCs are associated members of RNE, thus they are invited to participate at the RNE General Assembly as observers.

The RNE-RFC High level group met twice in 2025, on April 28th and November 6th, to coordinate and decide on all RFC related topics in which RNE has responsibility (common KPIs, digital tools such as the CIP or TIS, CID common structure). These meetings prepared the two meetings of the RNE General Assembly, in which RFC Atlantic participated too.

6.3. The European Commission

The European Commission plays a major role for the Corridor. Sharing the common objective of improving the conditions for international rail freight, it acts as a facilitator for communication and coordination. It also contributes to the development of the Corridor through its financial support (see [Chapter 7 - European funding](#)).

6.4. European Transport Corridor Atlantic

The Working Group on TEN-T Transport Infrastructure Climate Resilience, held on 11 March 2025 in Valencia, brought together representatives from European institutions, national ministries, infrastructure managers, and transport operators to address the growing impact of climate change on transport infrastructure in the Mediterranean and Atlantic European Transport Corridors. The meeting highlighted the increasing urgency of strengthening resilience, particularly in light of recent extreme weather events such as the 2024 DANA emergency in Valencia. Speakers in the opening session stressed that climate risks are no longer a future concern, but a present operational and strategic challenge that requires coordinated action across borders.

A key contribution came from DG MOVE, which presented the 2024 study on climate adaptation and cross-border investment needs for the TEN-T network. The study identified major threats including floods, droughts, and wildfires, introduced the Transport Vulnerability Index (TVI), and underlined the need for harmonised risk assessment methodologies and greater investment in adaptation measures.

The two panels provided both operational and strategic perspectives. The first focused on economic impact and business continuity, with case studies showing the value of data collection, early warning systems, real-time monitoring, and preventive investment. The second panel presented resilience plans and innovative projects from several European countries, emphasizing multimodal risk assessment, nature-based solutions, governance tools, and EU-funded initiatives. Overall, the meeting concluded that climate resilience must be addressed through a European, rather than purely national, approach, with stronger cooperation, better data harmonisation, and the integration of resilience into infrastructure planning. Participants also agreed on the need for both short- and long-term measures and proposed reconvening to define concrete follow-up actions.





7. EUROPEAN FUNDING

The **Connecting Europe Facility (CEF) for Transport** is the funding instrument to realise European transport infrastructure policy. It focuses on cross-border projects and projects aiming at removing bottlenecks or bridging missing links. In 2025, Atlantic Corridor was involved in the Programming Period 2021-2027, benefiting from the Technical Assistance for Rail Freight Corridors. This grant covered the period 2021-2024. The final report of the grant was approved by CINEA in 2025 leading to the payment of the remaining 50% of the subsidy.

8. OUTLOOK FOR 2026

The international transport market of Atlantic Corridor is one of the most important in France, Spain and Portugal with a tremendous road modal share.

Even if the rail infrastructure presents various characteristics all over the corridor, the Railways Undertakings involved in this corridor developed an important cooperation to satisfy their clients, especially for automotive, container and chemical traffic.

The overall goal in Europe is to triple the international rail freight traffic in the next 20 years.

To achieve this goal, RFC Atlantic will focus its action on the following points for 2026:

- a. Increase the quality of the capacity offer in the short to mid-term, especially for long distance trains. In order to reach this goal, the IMs in RFC Atlantic will further increase the coordination of works;
- b. Enhance train operation performance, particularly at cross-border points. As from 2026, with the inclusion of the two additional Portuguese-Spanish border crossings, Quality Circle Operations meetings will be held regularly at all corridor border points. These meetings will focus on cross-border coordination, with the objective of improving punctuality, reducing dwell times, and ensuring seamless operations.
- c. Enhance data quality on RFC Atlantic lines within the RNE Train Information System to support greater accuracy of KPI and operational insights.
- d. Promote the use of EU IT tools and increase the quality of the information they provide.
- e. Continue a good cooperation with its customers to better understand their needs, specifically in terms of capacity and performance; as well as with the terminals situated along the corridor, by further developing the public information available on the Corridor website and the Customer Information Platform.

GLOSSARY

AA	Authorized Applicants
AB	Allocation Body
ADIF	Administrador de Infraestructuras Ferroviarias - Spanish IM
AG	Advisory Group
CEF	Connecting Europe Facility
CID	Corridor Information Document
CINEA	European Climate, Infrastructure and Environment Executive Agency
CIP	Customer Information Platform
CIS	Cost Information System
CNC	Core Network Corridor
C-OSS	Corridor One-Stop Shop
DB Netz AG	German IM
EC	European Commission
EEIG	European Economic Interest Grouping
ERTMS	European Rail Traffic Management System
EU	European Union
ExBo	Executive Board
GA	General Assembly
IM	Infrastructure Manager
IP	Infraestruturas de Portugal - Portuguese IM

KPI	Key Performance Indicator
MB	Management Board
OCC	Operational Control Center
PaP	Pre-arranged Path
PCS	Path Coordination System
RAG	Railway undertakings Advisory Group
RC	Reserve Capacity
RFC	Rail Freight Corridor
RNE	RailNetEurope
RU	Railway Undertaking
SNCF Réseau	French national IM
TAG	Terminal Advisory Group
TCM	Train Composition Message
TCR	Temporary Capacity Restriction
TEN-T	Trans-European Transport Networks
TIS	Train Information System
TM	Traffic Management
TMS	Transport Market Study
TPM	Train Performance Management
TTR	Timetable Redesign for Smart Capacity Management
WG	Working Group

ANNEX: ASSIGNMENT OF TRAINS TO RFCS – OLD AND NEW METHODOLOGY FOR PUNCTUALITY KPI

Old methodology – A freight train belongs to an RFC if it crosses at least one border within that RFC's network.

New RFC Train Definition (relevant for punctuality KPIs for the year 2024 and 2025)

An RFC train is defined as a freight train that crosses at least one international border and operates on designated RFC network routes. The figure below shows the assignment rules.

To be classified as an RFC train, it must meet the following conditions:

- Be a **freight train**.
- Cross **at least one international border**.
- Operate **fully or partially on an RFC network section**.
- If an **already identified RFC train runs 300 km or more within the network of a different RFC** without crossing its border, it is still classified as an RFC train of that corridor.
- Assignment Rules for **Overlapping sections of RFC Corridors**:



Trains on fully overlapping sections:

- All trains running on completely overlapped sections are assigned to all the corridors involved. However, the concerned RFCs may apply additional criteria to assign a train to a single corridor based on the specific situation.

Trains running partly in overlapping sections:

- If a train crosses **one border along the RFC** and runs at least one section **exclusively** within a single RFC, it is assigned to that RFC.
- If a train operates on an **overlapping section, but there is at least one corridor that can also cover the previous or following non-overlapping section**, the train will be assigned to that corridor(s) only.

The following figure shows the assignment rules.

Figure 17: Dwell time on the RFC Atlantic border crossings in 2024, in min per train





**Co-financed by the Connecting Europe
Facility of the European Union**

The contents of this publication are the sole responsibility of Atlantic Corridor
and do not necessarily reflect the opinion of the European Union.

EUROPEAN ECONOMIC INTEREST GROUPING EEIG ATLANTIC CORRIDOR

Immeuble Spinnaker
17 Rue Cabanac CS61926
33081 Bordeaux Cedex
France
+33 153 943 411 Headquarters
+34 917 744 774 One stop shop
www.atlantic-corridor.eu

