
ATLANTIC
CORRIDOR
Co-funded by
the European Union
EUROPEAN REGULATION 913/2010
Rail Freight Corridor “Atlantic”
IMPLEMENTATION PLAN
Annex to CID (Section 5)
TIMETABLE 2027
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VERSION CONTROL

Version	Author	Changes	Date

VERSION CONTROL

Version	Chapter changed	Changes compared to the previously published version	X marks which part in the chapter concerned has been changed	
			Common part	Corridor-specific part
17.12.2024	all		X	X
20.12.2024	all	Update to the German IM designation		X
20.12.2024	2.4.	Update to Management Board Members And Executive Board contacts		X
20.12.2024	6 and Annex 5.F List of Projects	Deleted to be in line with the new TEN-T regulation		X
01.08.2025	all	Update to include amended Regulation 913/2010 to reflect the revision of the TEN-T Regulation	X	

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GLOSSARY

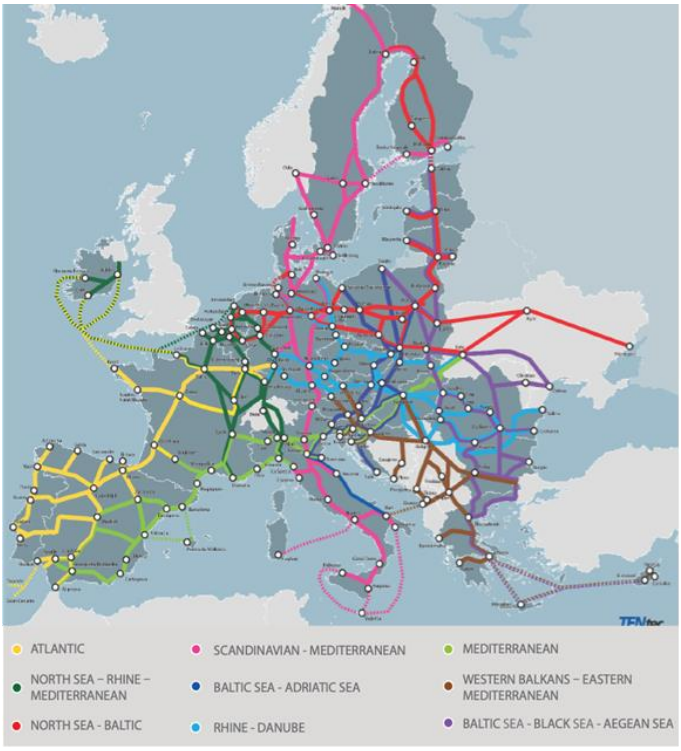
A general glossary which is harmonised over all Corridors is available under the following link: https://rne.eu/wp-content/uploads/NS_CID_Glossary_2023-Working-file_clean-version.xlsx

1 INTRODUCTION

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

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

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



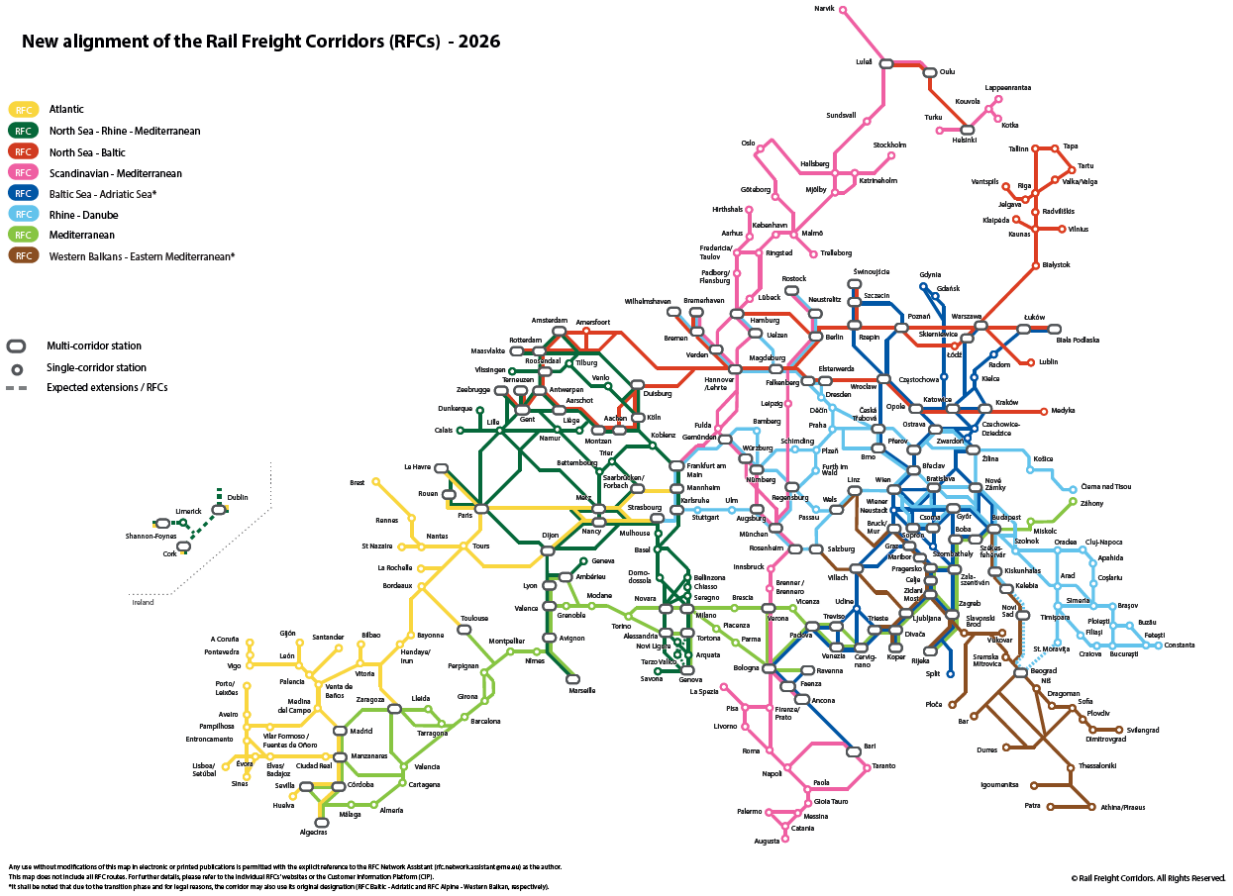
In this context, the establishment of international rail corridors for a European rail network for competitive freight on which freight trains can run under good conditions and easily pass from one national network to another would allow for improvements in the conditions of use of the infrastructure.

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

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

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

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



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

Regarding the Atlantic coast, the European Commission has selected the Rail Freight Corridor “Atlantic” connecting Portugal, Spain, France and Germany, namely the following points: “Sines-Lisbon/Leixões, Sines-Elvas/Algeciras, Madrid-Medina del Campo / Bilbao / San Sebastian-Irun-

Bordeaux-Paris / Le Havre / Metz-Strasbourg / Mannheim", which will constitute the hubs of the corridor.

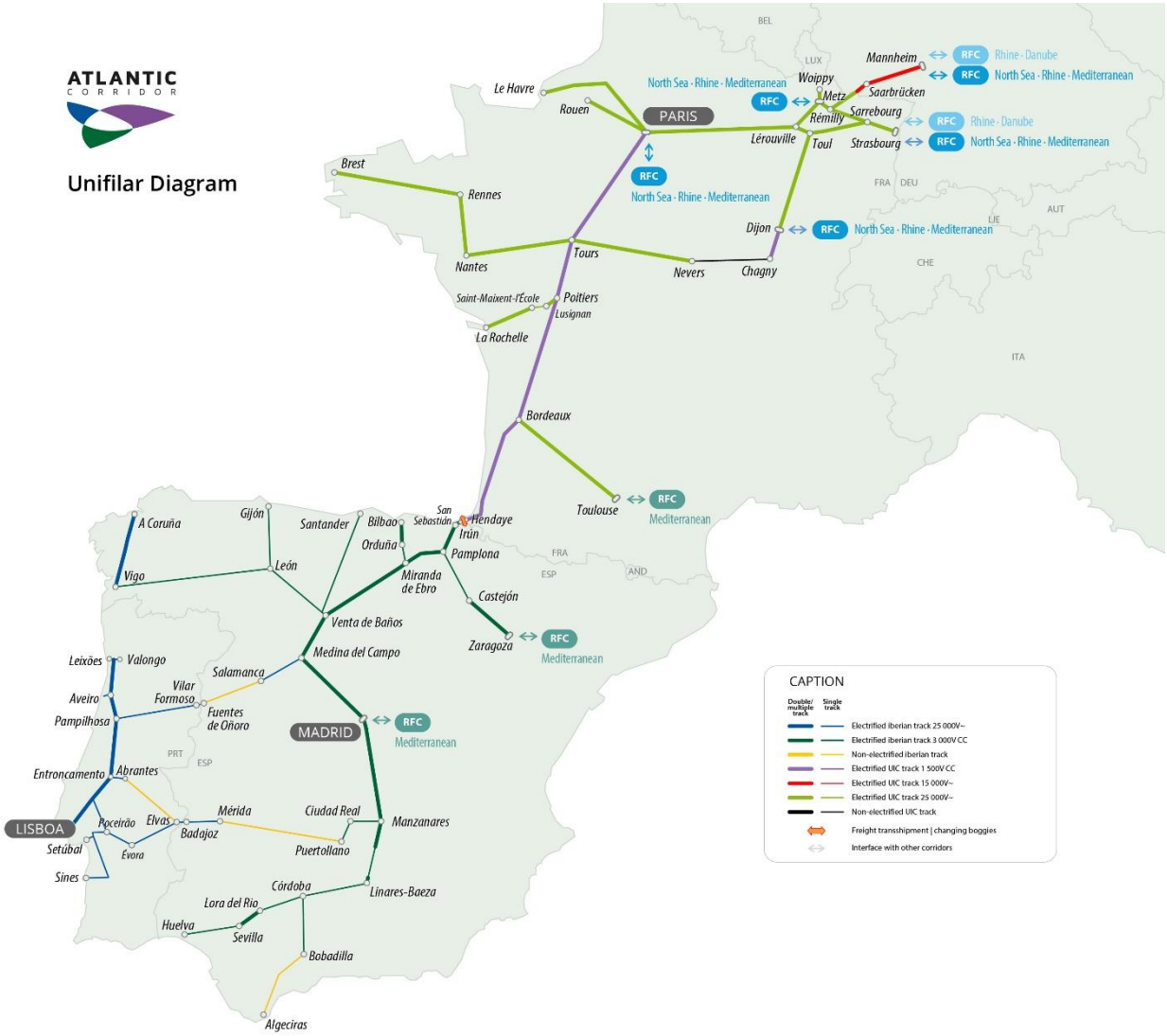
With the amendment of the TEN-T Regulation in 2024, the number of Rail Freight Corridors was reduced to 8, and extended the RFC ATL to the following axis: Sines/Vendas Novas – Évora – Elvas (Portugal), Huelva – Sevilla – Córdoba, Venta de Baños – Palencia – León – Vigo / Pontevedra – La Coruña, León-Oviedo, Palencia-Santander, and a change from intersection point to Bilbao from Miranda de Ebro to Vitoria-Gasteiz (Spain), Bordeaux – Toulouse, Tours – Dijon and Nantes – Rennes – Brest (France).

The Rail Freight Corridor "Atlantic" directly connects to three other corridors – Rail Freight Corridor "North Sea – Rhein - Mediterranean" in the sections of Metz Woippy – Strasbourg, Lérouville – Saarbrücken, Le Havre – Rennes – Paris, and Dijon – Nancy – Strasbourg, and the node of Mannheim, Rail Freight Corridor "Mediterranean" in the sections between Seville – Córdoba, Algeciras – Córdoba – Manzanares – Madrid, and the nodes of Zaragoza and Toulouse and with Rail Freight Corridor Rhine-Danube in Strasbourg and Mannheim.

This document is aimed at defining the means and strategy of which the parties intend to implement, in order to prepare during a given period the necessary and sufficient measures to establish the Rail Freight Corridor "Atlantic".

2 CORRIDOR DESCRIPTION

The main lines of the Rail Freight Corridor Atlantic have around 8,900 km in length and extends over Germany (174 km), France (3,825 km), Spain (3,730 km) and Portugal (1,198 km) running for long part along the Atlantic coast.



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

The detailed maps and summary tables of the features of the existing railway network are set out in Annex 5.D the Customer Information Platform in https://cip-online.rne.eu/.

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

GERMANY	DB InfraGO	DB InfraGO AG Adam-Riese-Str. 11-13 60327 Frankfurt am Main | Deutschland https://www.dbinfrago.com/web-en

FRANCE		SNCF Réseau 15 rue Jean-Philippe Rameau - CS80001 93418 LA PLAINE SAINT DENIS CEDEX | France www.sncf-reseau.fr
SPAIN		Dirección Internacional C/ Sor Ángela de la Cruz nº 3, planta 2ª 28020-Madrid | España www.adif.es
PORTUGAL		Departamento de Contratualização e Negócio Ferroviário | Corredor Atlântico Praça da Portagem 2809-013 Almada | Portugal www.infraestruturasdeportugal.pt

To ease the implementation of European Transport Corridors, of horizontal priorities (in this case, the European Rail Traffic Management System – ERTMS -), and to involve a large number and wide variety of stakeholders, a coordinator for each one of the ETCs is chosen. In the case of the Atlantic Corridor, in 2026, is François Bausch. The European Commission tasks them with contacting and interacting with the Member States of the Atlantic Corridor to ensure they are completing their TEN-T investments within appropriate deadlines. To facilitate the work and make sure these objectives are met, Julie Buy was named as the RFC Atlantic Coordinator's assistant.

RFC Atlantic Coordinator		François Bausch move-atlantic-etc@ec.europa.eu
RFC Atlantic Coordinator's Assistant		Julie Buy Julie.buy@ec.europa.eu + 32 (0) 2 295 63 36

2.1 Key Parameters of Corridor Lines

Here follows a brief description of the existing railway infrastructures and performance-limiting factors of the corridor.

Regulation 2024/1679 presents itself with new parameters in which the RFC's and IM should do their best to put in place, regarding freight rail. These include the possibility for the operation of 740-meter trains, the reduction of dwell times in intra-EU border points to less than 25 minutes and to under 30 minutes for borders with countries external to EU, the need for the rail infrastructure to be ready to handle standard semitrailers up to 4m high, loaded at a height of at least 27 cm above the top of the rail track.

Some lines of the RFC Atlantic, in Portugal and Spain operate under Iberian gauge (1,668 mm), in contrast to the UIC gauge (1,435 mm). As stated in the TEN-T Regulation 2024/1679, there are some new parameters which are not compulsory, and are conditional to a cost benefits analysis.

In addition, for a clearer overview of the Corridor characteristics please consult Annex 5.D and the Customer Information Platform in https://cip-online.rne.eu/.

2.1.1 Germany (174 km)

For the freight traffic, the existing line has respectively:

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

with an UIC gauge, electrified at 15 kV~ and with an axle load of 22.5 tons.

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

The tables below provide detailed characteristics of infrastructures by section.

General information principal line	■ Tracks with UIC gauge (1,435 mm) ■ Max. load 22.5 tons/axle ■ Electrification 15,000V~ ■ Max. speed 100 – 160 km/h ■ Train communication system GSM-R ■ Signaling System: Main/preliminary signaling system (H/V) and Combined signaling system (Ks) with PZB ■ Length of trains limited to 740 m

2.1.1.1 French border – Mannheim section

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

2.1.2 France (3,825 km)

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

- 25,000 V~ between Le Havre, Paris, Metz/Woippy, and Strasbourg/Stiring Wendel, between Nantes St Nazaire port and Tours SPDC, La Rochelle port and Poitiers (1,428 Km)
- 1,500 V DC between Paris and Hendaye (804 km). It is equipped with a signalling system of the Automatic Block System (BAL) and Semi automatically Block system (BAPR) type with a Beacon Speed Control (KVB),

The maximum speed of freight trains ranges between 100 and 120 km/h, except for some urban nodes with limits between 40 and 60 km/h.

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

The tables below provide detailed characteristics of infrastructures by section.

General information principal line	■ Tracks with UIC gauge (1,435 mm) ■ Max. load 22.5 tons/axle

	■ Max. gradient 6 to 8‰, except Bayonne-Hendaye section (12‰) ■ Length of trains limited to 750 m, apart from Paris-Le Havre (751 to 850 m) ■ Signalisation type Automatic Block System (BAL) with Beacon Speed Control (KVB). Some lines have another automatic block system ■ Electrification 1,500 V DC between Irun and Sucy-Bonneuil ■ Electrification 25,000 V~ between Sucy-Bonneuil and the triangle of Gagny, between Tours and Nantes St Nazaire, between Poitiers and La Rochelle, between Le Havre and Woippy / Strasbourg and Stiring Wendel (German border)

2.1.2.1 Paris – Le Havre section

PO3: Mantes la Jolie - Rouen (82.2 km)	Current state – Main features: ■ 2 tracks, except for sections Vernon – Gaillon - Aubevoye and Oissel – Rouen Rive Droite (with 4 tracks) ■ Gauge of GB1 type (except Mantes-la-Jolie - Oissel: GB type) ■ Line authorised for long trains (751 to 850m long) Current state – Limiting factors: ■ Absence of permanent counterflow installations ■ Hard spot: Rouen junction
Conflans-Gisors (46.2 km)	Current state – Main features: ■ 2 tracks ■ Electrification 25,000 V. ■ Signalling system BAL type (except for Pontoise-Gisors: BAPR type) ■ Gauge GB1 type Current state – Limiting factor: ■ Limited capacity of the section Conflans-Gisors equipped in BAPR
Gisors-Serqueux (50.0 km)	Current state – Main features: ■ 2 tracks ■ Electrification 25,000 V. ■ Signalling system BAPR type (after renewal, start of operation 2013) Current state – Limiting factors: ■ Signalling system BAPR type, sufficient for an alternative axle ■ Line limited to gauge GB type as a result of a single tunnel

Serqueux-Montérolier B. - Motteville (53.4 km)	Current state – Main features: ■ 2 tracks between Serqueux and Montérolier-Buchy; 1 track between Montérolier-Buchy and Motteville (35,6 km) ■ Electrification 25,000 V ■ Signalling system type BAPR ■ Gauge GB1 type (except for Serqueux- Montérolier-B.: GB type) Current state – Limiting factors: ■ Section Montérolier – Motteville (line dedicated to freight) has a single track, high gradient (15 ‰) with a BAPR signalling system ■ The section Serqueux-Montérolier is limited to GB gauge
PO4: Motteville - Port du Havre (60.8 km)	Current state – Main features: ■ 2 tracks ■ Gauge type GB1

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

PE1: Triangle of Gagny – Le Raincy followed by Le Raincy - Lérouville (278.8 km)	Current state – Main features: ■ 2 tracks, except for Le Raincy - Lagny - Thorigny section with 4 tracks ■ Gauge GB1 type (except section Trilport - Epernay: GB type) Current state – Limiting factors: ■ Lack of capacity for the freight paths during rush hour between the triangle of Gagny and Le Raincy ■ The sole limitation regards the gauge, between Trilport and Epernay (GB type)
PE2: Lérouville - Metz (65 km)	Current state – Main features: ■ 2 tracks ■ Gauge type GB1 Current state – Limiting factors: None
PE3: Metz-Stiring Wendel (German border) (74 km	Current state – Main features: ■ 2 tracks ■ Gauge type GB1 Current state – Limiting factors: None

PE4: Metz – Woippy (8.6 km)	Current state – Main features: ■ 2 tracks ■ Gauge type GB1 Current state – Limiting factors: ■ The section between Metz Marchandises and Woippy has a limited capacity.
PE5: Lérouville-Strasbourg Port du Rhin (226 km)	Current state – Main features: ■ 2 tracks, 3 tracks between Vandenheim and Strasbourg ■ Gauge type GB1, except section Sarrebourg to Saverne (GB)y Current state – Limiting factors: ■ Gradient 14‰ and gauge GB between Sarrebourg and Saverne
Remilly – Sarrebourg - Reding (65.2 km)	Current state – Main features: ■ 2 tracks between Remily and Reding ■ Electrification 25,000 V. ■ Signalling system type BAL ■ Gauge GB1 type. Current state – Limiting factors: N/A

2.1.2.3 Paris – Hendaye/Irun (border Spain) section and connection to Nantes Saint Nazaire & La Rochelle ports

PS1: Hendaye-Bordeaux (232.8km)	Current state – Main features: ■ 2 tracks ■ Electrification: catenary of MIDI type between ■ Gauge GB type (except section Dax-Facture: GB1 type) Current state – Limiting factors: ■ Gauge GB type ■ Limited speed passing through the stations of Bordeaux, Dax, Bayonne, Hendaye ■ The pantograph collector heads of the Midi catenary may require the exchange of locomotive at the south of Bordeaux
PS2: Bordeaux-Poitiers-Saint	Current state – Main features: ■ 2 tracks

Pierre des Corps (Tours) (350.8 km)	■ Gauge GB1 type between Tours and Poitiers, GB type between Poitiers and Bordeaux Current state – Limiting factors: ■ Gauge GB type between Poitiers and Bordeaux
PS3 : Poitiers – La Rochelle Port (148 km)	Current state – Main features: ■ Line with double track and some single track section (Lusignan – St Maixent 28,2 km / La Rochelle station – La Rochelle port 5,1 km) ■ Electrification 25,000 V~ Current state – Limiting factors: ■ Gauge type GA (FR 3.3) between Poitiers and La Rochelle ■ Signalling system BAPR type ■ Virtual absence of freight lay-bys with 750 m
PS4 : Nantes St Nazaire port – Saint Pierre des Corps(Tours) (262 km)	Current state – Main features: ■ 2 tracks ■ Electrification 25,000 V~ Current state – Limiting factors: ■ Gauge type GB between Tours et Angers, ■ Signalling system type BAPR between Tours SPDC and Angers, type BAL between Angers and Nantes Saint Nazaire. ■ Line extensively used for passengers traffic TGV (before entry into service HSL BPL) and TER between Nantes and Angers
Nantes – Rennes (~98 km)	Current state – Main features: ■ 2 tracks ■ Electrification 25,000 V~ ■ Gauge type: ○ Nantes – Redon: GB1 ○ Redon – Rennes: GB ■ Speed limit: 160 km/h
Rennes – Brest (~236 km)	Current state – Main features: ■ 2 tracks ■ Electrification 25,000 V~ ■ Gauge type: GB1 ■ Speed limit: 160 km/h

PS5: Saint Pierre des Corps (Tours)-Brétigny (201.7 km)	Current state – Main features: ■ 2 tracks; Les Aubrais - Etampes section with 3 tracks; Etampes - Brétigny-sur-Orge section with 4 tracks ■ Gauge type GB1 Current state – Limiting factors: ■ Line extensively used for passenger traffic (Intercity and TER) ■ Few freight lay-bys
Bordeaux-Toulouse (~243,46 km)	Current state – Main features: ■ 2 tracks ■ Electrification 25,000 V~ ■ Gauge type: ○ Bordeaux – Montauban: GB ○ Montauban – Toulouse: GB1 ■ Speed limit: 160 km/h

2.1.2.4 Tours – Toul section

Tours – Dijon (~410 km)	Current state – Main features: ■ 2 tracks ■ Electrification ○ Tours – Nevers: 25,000 V~ ○ Nevers – Chagny: not electrified. ○ Chagny – Dijon: 1,500 V DC ■ Gauge type: ○ Tours – Vierzon: GB ○ Vierzon – Bourges: (not indicated) ○ Bourges – Nevers: G1 ○ Nevers – Chagny: GA ○ Chagny – Dijon: GB1 Current state – Limiting factors: ■ Speed limit: 100 km/h
Dijon – Toul (~176 km)	Current state – Main features: ■ 2 tracks

	■ Electrification : 25,000 V~ ■ Gauge type: GB1 (except a small section after Culmont-Chalindrey in GA) Current state – Limiting factors: ■ Speed limit: 120 km/h

2.1.2.5 Ile de France region

PS6: Brétigny-Juvisy – Valenton (22.9 km)	Current state – Main features: ■ 4 tracks; between Juvisy and Valenton, the section is divided by 2 itineraries with 2 tracks. ■ Gauge type GB1 Current state – Limiting factors: None
PS7: Valenton - Triangle of Gagny (15.4 km)	Current state – Main features: ■ 2 tracks, near *Grande Ceinture* Line, dedicated to freight ■ Gauge type GB1 Current state – Limiting factors: ■ Speed limited to 80 km/h
PO1: Triangle of Gagny – Val d'Argenteuil (26.6 km)	Current state – Main features: ■ 2 tracks ■ Gauge type GB1 Current state – Limiting factors: ■ Grande Ceinture Line, dedicated to freight ■ Speed limited to 80 km/h
PO2: Val d'Argenteuil – Mantes la Jolie (44.6 km)	Current state – Main features: ■ 2 tracks ■ Gauge type GB1 Current state – Limiting factors: ■ 2 itineraries are possible, both of them are very used by passenger traffic: by the northern bank of the Seine river (main route via Conflans Ste Honorine), or by the southern bank of the Seine river (via Poissy) ■ Lack of capacity for freight paths during rush hour

	■ The number of tracks on the principal itinerary on the right bank could become insufficient in case of development of passenger traffic from the Ile-de-France region and/or important works. ■ The itinerary on the southern bank requires a crossing point at the same level with RER A in Sartrouville

2.1.3 Spain (3,730 km)

The existing line has an Iberian gauge with an axle load of 22.5 tons; it is electrified with 3,000V DC or 25kV according to the following sections:

Between Irun, Medina del Campo and Fuentes de Oñoro (634 km):

- with a 3000V CC electrified double track between Irun and Medina del Campo (433 km),
- with a 25kV electrified single track between Medina del Campo and Salamanca, (77 km)
- Salamanca-Fuentes de Oñoro is not electrified (124 km).

Between Alsasua, and Zaragoza (238 km):

- with a single track Alsasua and Castejon (139 km),
- with a double track between Castejón and Zaragoza (99 km).

Between Miranda de Ebro and Bilbao (115 km):

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

Between Medina del Campo, Madrid, Huelva and Algeciras (1253 km through Cordoba):

- with an electrified double or multiple track between Medina del Campo - Santa Cruz de Mudela (465 km), Madrid Bypass (46 km) and between Lora - Bifurcación de Cartuja (47 km)
- with an electrified single track between Santa Cruz de Mudela - Bobadilla (333 km), Córdoba – Lora (74 km), and Huelva - Bifurcación de Cartuja (112 km)
- with a non-electrified single track between Bobadilla and Algeciras (176 km).

Between Manzanares and Badajoz (405 km):

- with an electrified single track between Manzanares and Puertollano (105 km), and Badajoz and Mérida (37 km)
- with a non-electrified single track between Puertollano and Mérida (263 km).

Between Venta de Baños, Gijón, Santander, Vigo, Santiago de Compostela and A Coruña

- with an double track between Venta de Baños – La Robla (161 km), Pola de Lena – Gijón (63 km), Muriedas – Santander (5 km), Rande – Redondela (4 km), Redondela – Santiago (76 km), and Santiago – A Coruña (59 km)
- with a single track between Redondela – León (413 km), La Robla – Pola de Lena (83 km), Vigo – Rande (8 km) and Palencia – Muriedas (212 km)

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

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

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

The tables below provide detailed characteristics of infrastructures by sections.

General information principal line	■ Tracks with Iberian gauge (1,668 mm) ■ Line Category: line class D4 with a maximum axle load of 22.5 tonnes and a load per metre of eight tonnes per metre. ■ Iberian gauge

2.1.3.1 Irun/Hendaye (French border) - Madrid section

PS4: Madrid (Hortaleza) - Medina del Campo (210.4 km) (Line 1100)	Current state – Main features: ■ 2 tracks ■ Electrification 3,000 V ■ Signalling system: BAB with CTC ■ Connection track-to-train and ASFA ■ v.min=30km/h, v.max=160km/h ■ Gradient: 5-18 ‰ ■ Gross load hauled between 1,080-1,730 t (with a single electric locomotive class 253) ■ Train length limited to 400-600 m Current state – Limiting factors: ■ Gross load hauled limited to 1,080 t ■ Important suburban traffic on rush hour on Pitis – Pinar de las Rozas – Villalba de Guadarrama section
PS5: Medina del Campo - Venta de Baños (78.9 km) (Line 1100)	Current state – Main features: ■ 2 tracks, except for a single underground track from El Pinar to the entry of Valladolid (3.5 km) ■ Electrification 3,000 V ■ Signalling system: ○ BAB with CTC ○ BAU with CTC from El Pinar Sur to El Pinar Norte ■ Connection track-to-train and ASFA

	■ v.min=30km/h, v.max=160km/h ■ Gradient: 3-10 ‰ ■ Gross load hauled between 1,730-2,500 t (with a single electric locomotive class 253) ■ Train length limited to 400 to 600 m Current state – Limiting factors: ■ Electrified single track, underground, over 3.5 km from El Pinar to the entry to Valladolid ■ Gross load hauled limited to 1,730 t (maximum value on the main lines in Spain)
PS6: Venta de Baños - Miranda de Ebro (172.4 km) (Line 1100)	Current state – Main features: ■ 2 tracks ■ Electrification 3,000 V ■ Signalling system: BAB with CTC ■ Connection track-to-train and ASFA ■ v.min=30km/h, v.max=160km/h ■ Gradient: 12-15‰ ■ Gross load hauled limited to 1,240 t (with a single electric locomotive class 253) ■ Train length limited to 400 to 600 m Current state – Limiting factors: ■ Gross load hauled limited to 1,240 t
PS7: Miranda de Ebro - Irún (181.5 km) (Line 1100)	Current state – Main features: ■ 2 tracks ■ Electrification 3,000 V ■ Signalling system: ○ BAU with CTC between Irún - Hendaya ○ BAB with CTC between Irún - Miranda de Ebro ■ Connection track-to-train and ASFA ■ v.min=30km/h, v.max=160km/h ■ Gradient: 9-18 ‰ ■ Gross load hauled between 1,080-1,730 t (with a single electric locomotive class 253) ■ Train length limited to 400 to 600 m

	Current state – Limiting factors: ■ 18‰ grade on the Tolosa – Brínkola section ■ Gross load hauled limited to 1,080 t

2.1.3.2 Madrid – Algeciras section

PS1: Algeciras - Córdoba (305.3 km) (line 4420, 4430)	Current state – Main features: ■ Single track ■ Electrified with 3,000 V on the Córdoba – Bobadilla section, non electrified on the Bobadilla - Algeciras section ■ Signalling system: ○ BAU with CTC between Algeciras and Ronda ○ BT between Ronda and Bobadilla ■ Connection track-to-train and ASFA solely on Córdoba – Bobadilla and Ronda-Gaucín sections ■ Gradient: 8-24 ‰ ■ Gross load hauled ranging between 920 and 1,980 t, with a single electric locomotive class 253 (electrified sections) and a single diesel locomotive class 333.3 (non-electrified sections) ■ Train length ranging between 450-549- m Current state – Limiting factors: ■ Gross load hauled limited to 1,130 t connected to grades with 17‰ in the first section between Valchillón - Fuente de Piedra. ■ On the Bobadilla – Algeciras section, there are the most significant load limitations with values ranging between 920 - 960 t / train connected to grades with 24 ‰ ■ Section with a 305.3 km single-track line ■ Section with a non-electrified line over 176 km
PS2: Alcazar de San Juan-Manzanares - Seville (419 km) (Line 4400)	Current state – Main features: ■ 151km with double track and 268km with single track. ■ Electrification 3,000 V ■ Signalling system: ○ BAB with CTC between Manzanares - Sta. Cruz de Mudela, Vadollano – Linares and Lora - Sevilla ○ BAU with CTC on the remaining section ■ Connection track-to-train and ASFA

	■ v.min =80km/h, v.max=160km/h ■ Gradient: 5 - 16 ‰ ■ Gross load hauled between 1,180-2,310 t (with a single electric locomotive class 253) ■ Length of trains ranging between 550-600 m Current state – Limiting factors: ■ Gross load hauled limited to 1,180 t between Santa Cruz de Mudela and Vadollano ■ Single-track section over 194 km ■ Saturation between Córdoba and Alcolea connected to an important traffic of regional trains to the University. ■ Saturation between Alcolea and Espelúy over a period of 3 hours concomitantly with a maintenance period (bare relevance).
PS3: Alcazar de San Juan-Madrid (Hortaleza) (143 km) (Line 3300)	Current state – Main features: ■ Double track, 4 tracks near Madrid region ■ Electrification: All with a 3000V CC ■ Connection track-to-train with ASFA ■ Signalling system: BAB type with CTC ■ v.min =70km/h, v.max=160km/h ■ Gradient: 5 - 16 ‰ ■ Gross load hauled between 1,180-2,310 t (with a single electric locomotive class 253) ■ Length of trains ranging between 550-750 m Current state – Limiting factors: ■ Gross load hauled limited to 1,180 t between Hortaleza and Villaverde ■ Important suburban passenger traffic on the Villaverde Bajo – Aranjuez section ■ Speed limited to 60 km/h on O'Donnell - Vicálvaro and Vallecas - Villaverde Bajo sections
Bypass Seville (13km) (Lines 4444 and 4454)	Current state – Main features: ■ 11km with double track and 2km with single track. ■ Electrification: All with 3000V CC ■ Signalling system: BAB with CTC ■ Connection track-to-train with ASFA

	■ v.min =65km/h, v.max=100km/h
Sevilla-Huelva (106 km) (Line 4440)	Current state – Main features: ■ 4km with double track and 102km with single track ■ Electrification: All with 3000V CC ■ Signalling system: ○ BLAU with CTC between Aznalcazar and Huelva Mercancías ○ BAU with CTC between Huelva and Huelva Mercancías, and Aznalcazar and Bif. Cartuja ■ Connection track-to-train with ASFA ■ v.min =70km/h, v.max=140km/h ■ Huelva Port Access (1 km) (Line 4000)

2.1.3.3 Alsasua – Zaragoza section

PS8: Alsasua – Castejon (139,3 km) (Line 1710)	Current state – Main features: ■ 1 single track ■ Electrification 3,000 V ■ Signalling system: BAU type with CTC ■ Connection track-to-train and ASFA ■ v.min =80km/h, v.max=140km/h ■ Gradient: 11-17 ‰ ■ Gross load hauled between 1,130 t (with a single electric locomotive class 253) ■ Length of trains ranging 550 m Current state – Limiting factors: ■ Gradient: 17 ‰ ■ Length of trains ranging <750 m
PS9: Castejon - Zaragoza (98,8 km) (Line 1700)	Current state – Main features: ■ 2 tracks ■ Electrification 3,000 V ■ Signalling system: BAB type with CTC ■ Connection track-to-train and ASFA ■ Gradient: 8 - 10 ‰

	■ Gross load hauled between 1,630 t (with a single electric locomotive class 253) ■ v.min =65km/h, v.max=170km/h ■ Length of trains ranging 575 m Current state – Limiting factors: ■ Length of trains ranging <750 m

2.1.3.4 Miranda de Ebro – Bilbao section

PS10: Miranda de Ebro - Bilbao (Santurtzi) (114.8 km) (Line 1700; 1720; 1724; 1726)	Current state – Main features: ■ 2 tracks on Santurtzi – Orduña section, 1 track on Orduña - Miranda de Ebro section (62.9 km) ■ Electrification 3,000 V ■ Signalling system: ○ BAB with CTC between Santurtzi and Orduña ○ BAU with CTC between Orduña and Miranda de Ebro ■ Connection track-to-train and ASFA ■ Gradient: 9-18 ‰ ■ Gross load hauled between 1,080-1,840 t (with a single electric locomotive class 253) ■ v.min =65km/h, v.max=170km/h ■ Train length limited to 450-499 m Current state – Limiting factors: ■ Existence of 2 km of a single, electrified track line with a BA type signalling system on Bif. La Casilla - Aguja Enlace section ■ Grade of 18‰ on the single-track section of Orduña - Miranda de Ebro ■ Gross load hauled limited to 1,080 t

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

PS11: Vilar Formoso - Medina del Campo (201.1 km) (Line 1120)	Current state – Main features: ■ 1 track ■ Electrification: 4,5km with 3000V CC, 72km with 25000V CA, 124km not electrified. ■ Signalling system: BLAU with CTC ■ 200 km Connection track-to-train: 200 km with ASFA and 1 km (Border) with BT ■ Gradient: 11-18 ‰

	■ v.min =50km/h, v.max=155km/h ■ Gross load hauled between 1,210-1,830 t ■ Train length limited to 600 m Current state – Limiting factors: ■ Gradient with 18 ‰ on the Salamanca - Fuentes de Oñoro section ■ Gross load hauled limited to 1,210 t ■ BT type signalling system from Vilar Formoso to Fuentes de Oñoro

2.1.3.6 Manzanares – Badajoz/Elvas (Portuguese border) section

PS12: Badajoz (Frontera) - Mérida – Ciudad Real - Manzanares (405.3 km) (Lines 4508, 4520, 4522)	Current state – Main features: ■ Single track ■ Electrified with 3,000 V on the Manzanares – Puertollano section, Electrified with 25,000 V on the Badajoz (Frontera) – Mérida, non-electrified on the Puertollano – Mérida section ■ Signalling system: heterogeneous with three different types (BLA, BA and BT) ○ BT between Badajoz (Frontera) and Badajoz, Villanueva Serena and Brazatortas ○ BLAU between Bif. Poblete and Brazatortas, and Villanueva Serena and Mérida ○ BAU with CTC between Badajoz and Mérida, and Bif. Poblete and Manzanares ■ Without connection track-to-train on 5 sections, with ASFA on the whole section ■ Gradient: 5-17 ‰ ■ Gross load hauled ranging between 1,280 and 2,500 t, with a single electric locomotive class 253 (electrified section) and a single diesel locomotive class 333.3 (non-electrified section) ■ v.min =90km/h, v.max=140km/h ■ Train length ranging between 400-549 m Current state – Limiting factors: ■ Gross load hauled limited to 1,280 t on the Caracollera – Almorchón section. ■ Sidings limited to 460 m ■ BT type signalling system on the Caracollera - Villanueva de la Serena section ■ Section with a 405.3 km single-track line

	■ Section with a non-electrified line over 300 km

2.1.3.7 Venta de Baños–(Cantabria. Asturias. Galicia) (Eje 6)

Venta de Baños-Gijón (217 km) (Lines 6130, 6138 and 6152)	Current state – Main features: ■ 197km with double track and 20km with single track. ■ Electrification: All with a 3000V CC ■ Signalling system: ○ BAB with CTC between Venta de Baños and P.A. Villalobón, Bif. Grijota and Bif. Ozonilla, León and La Robla, and Pola de Lena and Gijón ○ BAU with CTC between P.A. Villalobón and Bif. Grijota, Bif. Ozonilla and León, and La Robla and Pola de Lena ■ Connection track-to-train with ASFA ■ v.min =40km/h, v.max=160km/h.
Palencia-Santander (217 km) (Line 6160)	Current state – Main features: ■ 5km with double track and 212km with single track. ■ Electrification: All with 3000V CC ■ Signalling system: BAU with CTC ■ Connection track-to-train with ASFA ■ v.min =40km/h, v.max=160km/h.
Leon-Vigo (417 km) (Lines 6800, 6810 and 6812)	Current state – Main features: ■ 4km with double track and 413km with single track. ■ Electrification: All with 3000V CC ■ Signalling system: ○ BLAU with CTC between León and Redondela, and Rande and Vigo ○ BAB with CTC between Redondela and Rande ■ Connection track-to-train with ASFA ■ v.min =45km/h, v.max=160km/h.
Vigo-Santiago de Compostela (84 km) (Line 6824)	Current state – Main features: ■ 76km with double track and 8km with single track. ■ Electrification: 1km with 3000V CC electrified, 77km with 25000V CA electrified, 6km not electrified ■ Signalling system:

	○ BAB with CTC between Vilagarcía de Arousa and Pontevedra (ERTMS too) and Redondela and Rande ○ BAU with CTC between Santiago de Compostela and Vilagarcía de Arousa, Pontevedra e Redondela, e Rande e Vigo ■ Connection track-to-train with ASFA ■ v.min =50km/h, v.max=200km/h.
Santiago de Compostela - La Coruña (61 km) (Lines 6822 and 6834)	Current state – Main features: ■ 59km with double track and 2km with single track. ■ Electrification: 59km with 25000V CA, 2km no electrified ■ Signalling system: BAB with CTC, ERTMS n1 ■ Connection track-to-train with ASFA ■ v.min =60km/h, v.max=200km/h

2.1.4 Portugal (1198 km)

The existing line has respectively:

- a single track between Setúbal and Sines (180 km), Elvas and Entroncamento (169 km), Vilar Formoso and Luso (194 km), Oporto and Leixões (19 km), Feeder line of the Port of Aveiro (9 km), Setil and Águas de Moura (94 km), Concordância da Mealhada (3 km), Agulha 13 and Braço de Prata (9 km), Setil and Vendas Novas (64,7 km), Poceirão and Concordância do Bombel (21,3 km), Concordância do Bombel e Concordância de Elvas (155,7 km).
- a multiple track between Lisbon and Entroncamento (118 km), Entroncamento and Pampilhosa (125 km), Pampilhosa and Oporto (107 km), Oporto and Valongo (17 km); Pampilhosa and Luso (8 km), Agulha 13 and Alcântara Mar (2 km).

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

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

The maximum speed of freight trains is 70 km/h. The maximum length of trains ranges between 350 and 600 m.

The tables below provide detailed characteristics of infrastructures by section.

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

	■ CPb+ type Iberian gauge (except on section Abrantes – Elvas, with CPb)

2.1.4.1 Oporto area

P6 : Douro line: Ermesinde – Valongo/São Martinho do Campo (10.9 km)	Current state – Main features: ■ 2 tracks ■ Electrification 25,000 V. ■ BA signalling system with BO ■ Gross load hauled limited to 1,290 t (with a single diesel locomotive type 4000) and 1,100 t (with a single electric locomotive type 4700) [Ermesinde – São Martinho do Campo], and 1,380 t (with a single diesel locomotive type 4000) and 1,210 t (with a single electric locomotive type 4700) [São Martinho do Campo – Ermesinde] ■ The typical gradient ranges between 17‰ and 18‰ Current state – Limiting factors: ■ Line extensively used by suburban passengers' traffic, limiting the available capacity for freight trains in rush hours ■ Length of trains limited to 520m
P1 : Minho line: Oporto (Campanhã) - Ermesinde (8.4 km)	Current state – Main features: ■ 2 tracks (6 tracks between Campanhã- Contumil) ■ Electrification 25,000 V. ■ BA signalling system with BO ■ Gross load hauled limited to 1,450t (with a single diesel locomotive type 4000) and 1,220 t (with a single electric locomotive type 4700) [Campanhã – Ermesinde], and 1,350 t (with a single diesel locomotive type 4000) and 1,220 t (with a single electric locomotive type 4700) [Ermesinde – Campanhã] ■ The typical gradient ranges between 0‰ and 16‰ Current state – Limiting factors: ■ Line extensively used by suburban passengers' traffic, limiting the available capacity for freight trains in rush hours ■ Length of trains limited to 520m ■ Maximum Speed below 90 km/h on the Campanhã-Contumil section
P5: Leixões line: Oporto	Current state – Main features: ■ 1 track

(Contumil) - Leixões (18.9 km)	■ Electrification 25,000 V. ■ BA signalling system with BO ■ Gross load hauled limited to 1,300 t (with a single diesel locomotive type 4000) and 1,080 t (with a single electric locomotive type 4700) [Contumil – Leixões], and 1,360 t (with a single diesel locomotive type 4000) and 1,120 t (with a single electric locomotive type 4700) [Leixões – Contumil] ■ The typical gradient ranges between 1‰ and 18‰ Current state – Limiting factors: ■ Maximum length of train limited to 550 m ■ Single track, with limited available capacity ■ Maximum Speed below 90 km/h

2.1.4.2 Oporto – Pampilhosa – Entroncamento – Lisbon section

P8: Norte Line: Oporto (Campanhã) – Lisbon (Sta. Apolónia) (336.1 km)	Current state – Main features: ■ 2 tracks (4 tracks between Lisboa-Oriente and Alverca (17,8 km), and Castanheira do Ribatejo and Azambuja (12,7 km)) ■ Electrification 25,000 V. ■ BA signalling system with BO ■ Gross load hauled limited to 1,310 t (with a single diesel locomotive type 4000), and limited to 1,100 t (with a single electric locomotive type 4700) [Campanhã – Santa Apolónia], and 1,250 t (with a single diesel locomotive type 4000), and limited to 1,250 t (with a single electric locomotive type 4700) [Santa Apolónia – Campanhã] ■ The typical gradient ranges between 2‰ and 18‰ Current state – Limiting factors: ■ Line extensively used by suburban passengers' traffic between Oporto and Aveiro and between Azambuja and Lisbon, limiting the available capacity for freight trains in rush hours. ■ Typical gradient of 18‰ on the Entroncamento – Alfarelos (92.0km) section ■ Needs modernization in some sections ■ Length of trains limited to 500m

P90: Feeder line of the Port of Aveiro (8.8 km)	Current state – Main features: ■ 1 track ■ Electrification 25,000 V. ■ BA signalling system with BO ■ Gross load hauled limited to 1,770 t (with a single diesel locomotive type 4000), and limited to 1,420 t (with a single electric locomotive type 4700) [Porto de Aveiro – Cacia], and 2,240 t (with a single diesel locomotive type 4000), and limited to 1,420 t (with a single electric locomotive type 4700) [Cacia – Porto de Aveiro] ■ The typical gradient ranges between 9‰ and 13‰ Current state – Limiting factors: ■ Maximum speed below 90 km/h

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

P20: Beira Alta line: Vilar Formoso - Pampilhosa (201.9 km)	Current state – Main features: ■ 1 track (2 tracks between the bifurcation of Pampilhosa – Luso, 8 km), ■ Electrification 25,000 V. ■ BA signalling system with BO + ETCS ■ Gross load hauled limited to 1,310 t (with a single diesel locomotive type 4000) and 1,060 t (with a single electric locomotive type 4700) [Vilar Formoso – Pampilhosa], and 1,310 t (with a single diesel locomotive type 4000) and 1,000 t (with a single electric locomotive type 4700) [Pampilhosa – Vilar Formoso] ■ The typical gradient ranges between 17‰ and 19‰ ■ Possibility of accommodating 750 m trains.
P192: Concordância da Mealhada (3.3 km)	Current state – Main features: ■ 1 track ■ Electrification 25,000 V. ■ BA signalling system with BO + ETCS ■ Gross load hauled limited to 1,790 t (with a single diesel locomotive type 4000) and 1,410 t (with a single electric locomotive type 4700) [Mealhada – Vacariça], and 3,000 t (with a single diesel locomotive type 4000) and 3,000 t (with a single electric locomotive type 4700) [Vacariça – Mealhada] ■ The typical gradient ranges between 0‰ and 13‰ Current state – Limiting factors:

	■ Maximum speed below 90 km/h

2.1.4.4 Elvas/Badajoz (Spanish border) - Entroncamento section

P25: Beira Baixa line: Abrantes - Entroncamento (28.6 km)	Current state – Main features: ■ 1 track ■ Electrification 25,000 V. ■ BA signalling system with BO ■ Gross load hauled limited to 1,910 t (with a single diesel locomotive type 4000) and 1,540 t (with a single electric locomotive type 4700) [Abrantes – Entroncamento], and 1,670 t (with a single diesel locomotive type 4000) and 1,430 t (with a single electric locomotive type 4700) [Entroncamento – Abrantes] ■ The typical gradient ranges between 12% and 13‰ Current State – Limiting Factors: ■ Length of trains limited to 570m
P27: Leste line: Elvas - Abrantes (140.7 km)	Current state – Main features: ■ 1 track ■ Non electrified (except for the Elvas-Fronteira do Caia section, 10.7 km) ■ BT signalling system ■ Gross load hauled limited to 1,410 t (with a single diesel locomotive type 4000) ■ The typical gradient ranges between 14‰ and 17‰ Current State – Limiting Factors: ■ Length of trains limited to 600m ■ Circulation limited to diesel locomotives.

2.1.4.5 Lisbon area

P29: Cintura line: Braço de Prata - Alcântara (11.3 km)	Current state – Main features: ■ 1 track between Alcântara Mar – Agulha 13 (2.4km), 4 tracks between Sete Rios – Technical terminal of Chelas (3.7km) and 2 tracks on the remaining (5.2 km), ■ Electrification 25,000 V. ■ BA signalling system with BO ■ Gross load hauled limited to 980 t (with a single diesel locomotive type 4000) and 1,160 t (with a single electric locomotive type 4700) [Braço de Prata – Alcântara], and 1,010 t (with a single diesel locomotive type

	4000) and 990 t (with a single electric locomotive type 4700) [Alcântara – Braço de Prata] Current state – Limiting factors: ■ The typical gradient ranges between 0‰ and 21‰ ■ Maximum length of train limited to 315 m ■ Line extensively used by suburban passengers' traffic and with bottlenecks in Alcântara and between Technical terminal of Chelas and Braço de Prata (2.8 km), limiting the available capacity for freight trains. ■ Maximum speed below 90 km/h

2.1.4.6 Lisbon – Sines section

P33: Vendas Novas line: Setil – Concordância do Bombel (64.7 km)	Current state – Main features: ■ 1 track ■ Electrification 25,000 V. ■ BA signalling system with BO ■ Gross load hauled limited to 1,420 t (with a single diesel locomotive type 4000) and 1,220 t (with a single electric locomotive type 4700) [Setil – Vendas Novas], and 1,370 t (with a single diesel locomotive type 4000) and 1,240 t (with a single electric locomotive type 4700) [Setil – Vendas Novas] ■ The typical gradient ranges between14‰ and 15‰ Current state – Limiting factors: ■ Single track ■ Length of trains limited to 605 m ■ Maximum speed below 90 km/h
P34: Alentejo line: Concordância de Bombel - Poceirão (21.3 km)	Current state – Main features: ■ 1 track ■ Electrification 25,000 V. ■ BA signalling system with BO ■ Gross load hauled limited to 2,230 t (with a single diesel locomotive type 4000) and 1,800 t (with a single electric locomotive type 4700) [Bombel – Poceirão], and 2,540 t (with a single diesel locomotive type 4000) and 2,060 t (with a single electric locomotive type 4700) [Poceirão – Bombel]Needs modernization in some sections ■ The typical gradient ranges between 7‰ and 9‰ Current state – Limiting factors:

	■ Limited available capacity ■ Length of trains limited to 595 m
P46: Concordância do Poceirão: (7.7 km)	Current state – Main features: ■ 1 track ■ Electrification 25,000 V. ■ BA signalling system with BO ■ Gross load hauled limited to 2,090 t (with a single diesel locomotive type 4000) and 1,660 t (with a single electric locomotive type 4700) [Pinhal Novo – Águas de Moura], and 1,640 t (with a single diesel locomotive type 4000) and 1,300 t (with a single electric locomotive type 4700) [Águas de Moura – Pinhal Novo], 1,940 t (with a single diesel locomotive type 4000) and 1,660 t (with a single electric locomotive type 4700) [Pinhal Novo – Pinheiro], and 2,130 t (with a single diesel locomotive type 4000) and 1,920 t (with a single electric locomotive type 4700) [Pinheiro – Pinhal Novo] ■ Maximum length of the train of 600 m ■ Typical gradient of 4‰ and 10‰ Current state – Limiting factors: ■ Maximum speed below 90 km/h
P37: Sul line: Setúbal-Mar – Ermidas do Sado (99.0 km)	Current state – Main features: ■ 1 track (2 tracks between Concordância do Poceirão and Concordância de Águas de Moura (8,2 km)) ■ Electrification 25,000 V. ■ BA signalling system with BO ■ Gross load hauled limited to 1,500 t (with a single diesel locomotive type 4000) and 1,300 t (with a single electric locomotive type 4700) [Setúbal-Mar – Ermidas do Sado], and 1,750 t (with a single diesel locomotive type 4000) and 1,400 t (with a single electric locomotive type 4700) [Ermidas do Sado – Setúbal-Mar] (through Variante de Alcácer) ■ Gross load hauled limited to 1,400 t (with a single diesel locomotive type 4000) and 1,260 t (with a single electric locomotive type 4700) [Setúbal-Mar – Ermidas do Sado], and 1,400 t (with a single diesel locomotive type 4000) and 1,100 t (with a single electric locomotive type 4700) [Ermidas do Sado – Setúbal-Mar] (through Alcácer do Sal) ■ Typical gradient of 0‰ and 15‰ ■ Possibility of accommodating 750 m trains.

P38: Sines line: Ermidas do Sado - Sines (50.7 km)	Current state – Main features: ■ 1 track ■ Electrification 25,000 V. ■ BA signalling system with BO ■ Gross load hauled limited to 1,270 t (with a single diesel locomotive type 4000) and 1,040 t (with a single electric locomotive type 4700) [Ermidas do Sado – Sines], and 1,190 t (with a single diesel locomotive type 4000) and 1,040 t (with a single electric locomotive type 4700) [Sines – Ermidas do Sado] ■ Possibility of accommodating 750 m trains. Current state – Limiting factors: ■ Limited available capacity. ■ Typical gradient of 19‰ and 21‰
P68: Variante de Alcácer (29.7 km)	Current state – Main features: ■ 1 track ■ Electrification 25,000 V ■ BA signalling system with BO ■ Gross load hauled limited to 1,790 t (with a single diesel locomotive type 4000) and 1,430 t (with a single electric locomotive type 4700) ■ Typical gradient of 13‰ ■ Possibility of accommodating 750 m trains. Current state – Limiting factors: ■ Limited available capacity.
P34: Linha do Alentejo: Concordância do Bombel – Casa Branca (38,8 km)	Current state – Main features: ■ 1 track ■ Electrification 25,000 V. ■ BA signalling system with BO + ETCS ■ Gross load hauled limited to 1,980 t (with a single diesel locomotive type 4000), and limited to 1,600 t (with a single electric locomotive type 4700) [Bombel – Casa Branca], and 1,880 t (with a single diesel locomotive type 4000), and limited to 1,520 t (with a single electric locomotive type 4700) [Bombel – Casa Branca] ■ Typical gradient ranges are 15‰ ■ Possibility of accommodating 750 m trains

P39: Linha de Évora: Casa Branca– Caia (115,6 km)	Current state – Main features: ■ 1 track ■ Electrification 25,000 V. ■ BA signalling system with BO + ETCS ■ Gross load hauled limited to 1,800 t (with a single diesel locomotive type 4000), and limited to 1,440 t (with a single electric locomotive type 4700) [Casa Branca – Évora], and 1,910 t (with a single diesel locomotive type 4000), and limited to 1,530 t (with a single electric locomotive type 4700) [Évora – Casa Branca] ■ The typical gradient ranges between 11‰ and 15‰ ■ Possibility of accommodating 750 m trains
P191: Concordância de Elvas (1,3 km)	Current state – Main features: ■ 1 track ■ Electrification 25,000 V. ■ BA signalling system with BO + ETCS ■ The typical gradient ranges between 0‰ and 16‰ Possibility of accommodating 750 m trains

2.2 Corridor Terminals

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

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

The terminals along the Corridor are also displayed in Annex 5.D and in the CIP: https://cip-online.rne.eu/.

Disclaimer: The list of terminals may not be aligned with the identification of the multimodal freight terminals according to the revised TEN-T regulation (EU 1679/2024).

2.3 Capacity Bottlenecks

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

- the different track gauge between the Iberian Peninsula and France and Germany, requiring the freight transfer across the border between France and Spain
- the maximum length of the trains limited to 500 m in Portugal, 550 to 600m in Spain, 750 m to 850 m in France and 740 m in Germany
- the maximum grades reaching 18‰ and more in Spain and Portugal requiring additional traction south of Bayonne, depending on the gross load hauled
- the sections with single-track lines limiting the available capacity, and/or conditioning timetabling
- the sections with non-electrified lines requiring, when appropriate, the exchange of the locomotive
- the disparity in the signalling systems requiring the exchange of machines and drivers at borders,
- the disparity of the power supply requiring rolling stock with dual voltage, triple voltage or thermal,
- the differences in loading gauge. On many tracks, combined transport with P400 is not possible.

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

- TRANSFESA (rail axle changing, requiring specially a customised management of the limited stock of the different types of axle on site)
- TECO and RAIL SIDER (HENDAYE MANUTENTION) (transhipment of containers)

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

- on the line,
  - to the capacity of the sections with a single-track line,
  - to the passage of certain junction stations on rush hour (Paris, Bordeaux, Madrid, Lisbon, etc.) and
  - to the eventual reinforcement of traction on certain sections with steep grades,
- at the border of Hendaye/Irun,
  - to the capacity of freight transhipment sites and to the operations of reconfiguration of the train length (2 UIC trains = 3 Iberian trains)
- at any other border

- to the minimum duration of machine and/or driving changes in order to address the gauge conversion, the signalling system and/or electrification.

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

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

IMs and the RFC ATL with support of the EU Commission have been developing and implementing several solutions to eliminate these “rail bottlenecks” in the long term.

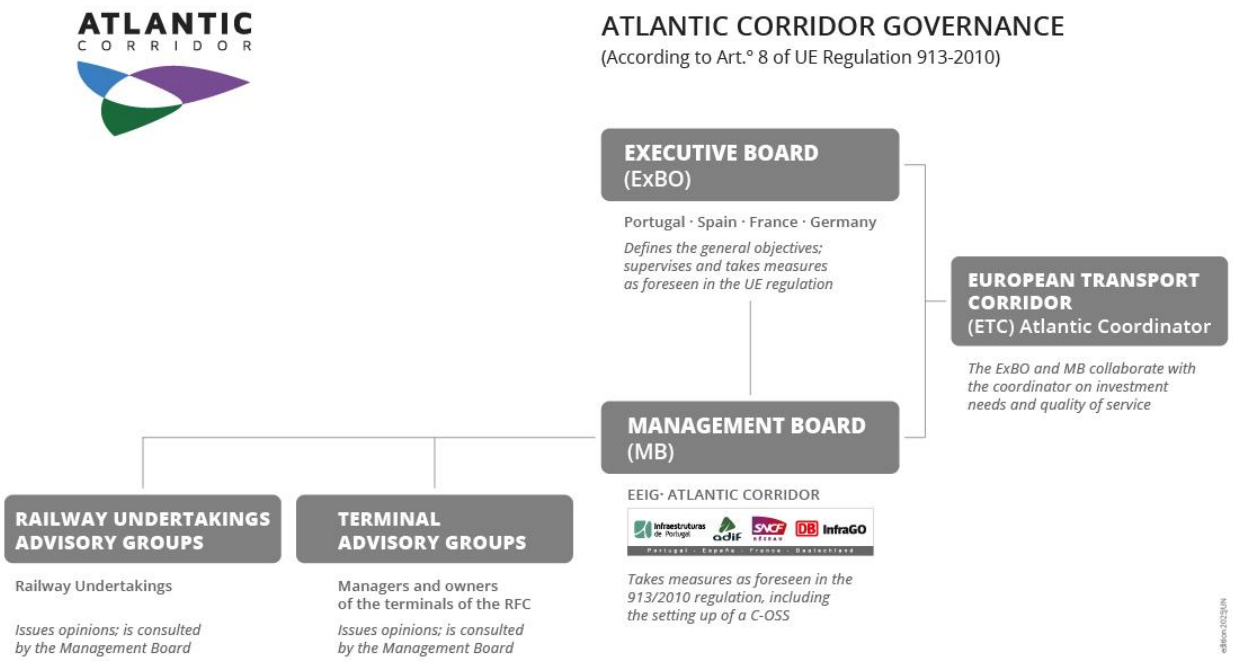
2.4 Rail Freight Corridor Governance

A detailed description of the RFC Atlantic organization can be found in Section 1, chapter 1.4 of the CID TT 2027 and in the RFC’s webpage: https://www.atlantic-corridor.eu/our-corridor/our-governance/. Implementation Update provides the scope of the part each body has in the implementation of the Corridor.

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

- European institutions,
- national regulatory bodies,
- infrastructure managers,
- Railway Undertakings and terminal operators.

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



The European Commission acts at several levels for the implementation of Regulation (EU) 913/2010, 1315/2013 and 1316/2013 by means of DG MOVE (Directorate-General for Mobility and Transport). It organises regular meetings with the representatives of the Member States and the infrastructure managers in order to assess the progress of the implementation of European freight corridors: meetings including those of the SERAC Rail Freight Corridor Working Group1, the TEN-T Core Network Corridor forum and the Corridor Working Group.

2.4.1 Executive Board

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

The Members of the Atlantic Corridor ExBo are as follows:

Germany	Bundesministerium für Verkehr (BMV)	*Referat E 13, Güterverkehr, DAK, Förderrichtlinien* *Robert-Schuman-Platz 1* *D-53175 Bonn* *https://bmv.de*
France	Ministère de L'Aménagement du Territoire et de la Décentralisation	*DGITM* *Tour Séquoia, 1 place Carpeaux,* *92000 Puteaux CEDEX*

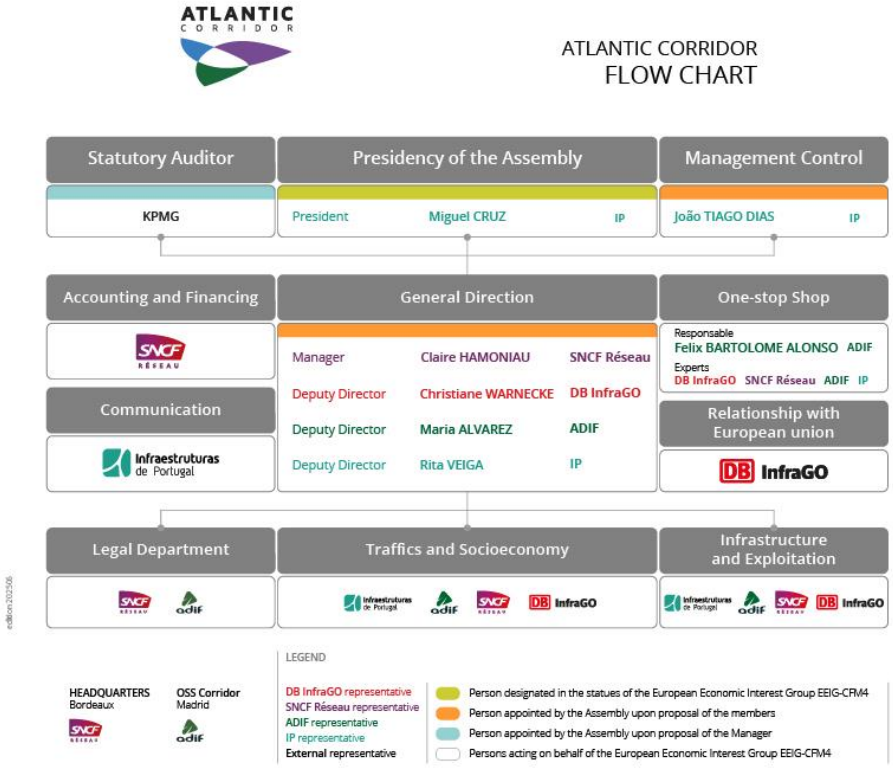
[1] SERAC stands for Single European Railway Area Committee

		https://www.ecologie.gouv.fr/
Spain	Ministerio de Transportes, y Movilidad Sostenible	*Dirección General del Sector Ferroviario* *Plaza de los Sagrados Corazones n°728071 MADRID* https://sede.transportes.gob.es/
Portugal	Ministério das Infraestruturas e Habitação	*IMT - Instituto da Mobilidade e dos Transportes, I.P.* *Avenida Elias Garcia,103* *1050-098 Lisboa* www.imt-ip.pt

2.4.2 Management Board

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

The Management Board of the Atlantic Corridor is comprised by the infrastructure managers and represented by a European Economic Interest Grouping - designated “EEIG Atlantic Corridor”. The operational management of the Corridor is executed by the resources described hereinafter Management Board (MB).



Managing Director		Claire Hamoniau SNCF Réseau
Deputy Manager		Dr. Christiane Warnecke DB Infra Go
Deputy Manager		Maria Alvarez ADIF
Deputy Manager		Rita Veiga IP

- Managing Director: Claire Hamoniau (SNCF Réseau)
- Deputy Managers:
  - Dr. Christiane Warnecke (DB InfraGO),
  - Maria Alvarez (ADIF) and
  - Rita Veiga (IP)
- Corridor One Stop Shop: Félix Bartolomé (ADIF)

Corridor One Stop Shop		Félix Bartolomé ADIF

2.4.3 Advisory Groups

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

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

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

Detailed information about the RFC Atlantic Advisory Groups may be found both in Section 1, chapter 1.4 of the CID TT 2027 and on the RFC webpage on https://www.atlantic-corridor.eu/our-corridor/our-partners-clients/.

3 TRANSPORT MARKET STUDY

3.1 Traffic Market Study

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. 11 RFCs have been established under the scope of this regulation since it entered into force and were operational until 2026. According to Article 9.3 of Regulation (EU) 913/2010, the Management Board of the 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 first TMSs and, in most cases, 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.

In 2024, the first results of the joint TMS were presented to the RFCs and specific reports for each of the 11 RFCs were prepared. By the end of 2024, on the 9th of December 2024, RailNetEurope (RNE), on behalf of 9 Rail Freight Corridors (RFCs), Tplan and Panteia (the Contractor) signed a contract to extend the 11 Rail Freight Corridors (RFCs) Joint Transport Markey Study (TMS) Update analysis, conducted from June 2023 to December 2024, to now include the nine European Transport Corridors (ETCs) established by Regulation (EU) 1679/2024 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.

Final results of all the TMS will be concluded in 2025.

All Traffic Market Studies performed by the RFC Atlantic can be downloaded on the website here: https://www.atlantic-corridor.eu/library/public-documents/?cat=1332

3.2 Other Market relates Studies

In addition to the Traffic Market Study referred to in Chapter 3.1, the EEIG Atlantic Corridor performed several other Market related Studies in order to achieve the goals of the Regulation 913/2010. The following studies and reports can be downloaded here, https://www.atlantic-corridor.eu/library/public-documents/?cat=1248.

- STUDY_Feasibility of ERTMS implementation on the cross- border section Vitoria-Bordeaux_2021
- STUDY_Feasibility Study on ERTMs Deployment on Woippy-Manheim Section_2019
- STUDY_Implementation of 750 m length trains on the Iberian Peninsula_2018
- STUDY_Atlantic Rail Freight Corridor Observatory_2018

- STUDY_ Assessment Impact of the Infrastructure Constraints on Railway Undertakings_2016
- STUDY_Assessment optimization of capacity management and operational coordination_2016
- STUDY_Feasibility of rolling motorway service at short, medium and long term on the Atlantic Corridor_2016
- STUDY_Impact od Atlantic Ports' Development on International Rail Freight Traffic_2016

All other market related studies performed by the RFC Atlantic can be downloaded on the website here: https://www.atlantic-corridor.eu/library/public-documents/?cat=1248.

4 LIST OF MEASURES

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

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

4.1 Coordination of planned temporary capacity restrictions

In order to ensure the coherence and continuity of the available infrastructural capacity along the freight corridor, all rail infrastructural, and equipment works that might restraint the capacity available on Rail Freight Corridor Atlantic will be coordinated at the level of the freight corridor and will be subject to an up-to-date publication. In this document, the term "works" describes the needs of IM for all activities reducing the capacity of their infrastructure (exp: maintenance, repair, renewal, improvement, construction works).

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

Different types of TCR require a different deadline for final coordination. The deadlines are described in chapter 4.4 Coordination and Publication of planned Temporary Capacity Restrictions of the CID.

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

Further information about TCRs may be found in Chapter 4.4 of Section 4 - Procedures for Capacity, Traffic and Train Performance Management of the CID TT 2027 to which this

Implementation Plan is Annexed to. The relevant information about TCRs is also published on the RFC website (here: https://www.atlantic-corridor.eu/library/public-documents/?cat=1245) and on the Corridor Information Platform (CIP) (https://cip-online.rne.eu/topology/interactive-map?welcome=true) in the documents section.

The basis of the TCR coordination on RFC Atlantic is the regular bilateral TCR coordination between the involved IMs, to coordinate the cross border works and mitigate the effects of these prolonged works on our clients.

TCR experts of SNCF Reseau and DB InfraGO meet about four times per year to coordinate the TCRs for the upcoming 2-3 years and to mitigate their effect. They actually coordinate on all joint border crossings and also involve SBB Infrastructure, CFL and Infrabel in the discussions to directly discuss all possible diversionary routes ("RAN" group"). A discussion with Railway Undertakings on the planned TCRs is organised once a year.

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 convenes monthly to coordinate works scheduled within a three-month horizon, and every six months to address projects planned up to two years in advance.

4.2 Corridor OSS

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

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

Contact data:

Address	*Félix BARTOLOMÉ* *D.G. DE OPERACIONES Y EXPLOTACIÓN* *Dirección de Circulación y Gestión de Capacidad* *Subdirección de Servicios de Circulación y Calidad* *C/ Agustín de Foxá, 50. Edificio 21. Estación de Chamartín* *28036 Madrid* *SPAIN*
Phone	*(+34) 917 744 774*
Email	*OSS@atlantic-corridor.eu*

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

- Provide information on:
  - Access to the infrastructures of the Corridor
  - The conditions of access to the terminals of the Corridor
  - The procedures of allocation of capacity on the Corridor
  - Information on charging schemes in place on the sections of the Corridor
  - Information for access to the reference guide of each IM concerned for the Corridor
  - The procedures of management of traffic of IM of the Corridor, including procedures in case of disturbances
  - Manages and monitors the construction of prearranged train paths in collaboration with the IM of the Corridor
  - Allocate the capacity of the prearranged paths and reserve capacity
  - Establish a record of the demands of capacity on the corridor
  - Establish and maintain processes of communication with IM and the terminals of the Corridor
  - Publish the programme of the works that might limit the available capacity of the freight Corridor
  - Ensure the monitoring of the use of the allocated prearranged train paths

In this sense, the experts of the one-stop shop of Rail Freight Corridor Atlantic have drawn up the catalogue 2027 of prearranged international train paths. Its summary can be downloaded from the Corridor "Atlantic" webpage here: https://www.atlantic-corridor.eu/library/public-documents/?cat=1244.

A detailed description of the construction of prearranged paths and the allocation of international capacity is included in the Corridor Information Document part 4.

4.3 Capacity Allocation Principles

The framework for capacity allocation of Rail Freight Corridor Atlantic was defined by the Executive Board. This document is presented in the RFC website (https://www.atlantic-corridor.eu/library/public-documents/?cat=1249) and on the Corridor Information Platform - CIP (https://cip-online.rne.eu/) in the documents section.

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

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

In what concerns the subject Capacity Allocation Principles referred to in Article 9 (1.e) and 14 in Regulation 913/2010, further information about it may be found in Chapter 4.3 of Section 4 - Procedures for Capacity, Traffic and Train Performance Management of the CID TT 2027 to which this Implementation Plan is Annexed to, as well as, here in Annex 5.B.

4.4 Applicants

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

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

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

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

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

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

In what concerns the subject Applicants referred to in Article 9 (1.e) and 15 in Regulation 913/2010, further information about it may be found in Chapter 4.3.2 of Section 4 - Procedures for Capacity, Traffic and Train Performance Management of the CID TT 2027 to which this Implementation Plan is Annexed to.

4.5 Traffic Management

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

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

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

Further information about it may be found in Chapter 4.5 of Section 4 - Procedures for Capacity, Traffic and Train Performance Management of the CID TT 2027 to which this Implementation Plan is Annexed to.

4.6 Traffic Management in the Event of Disturbance

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

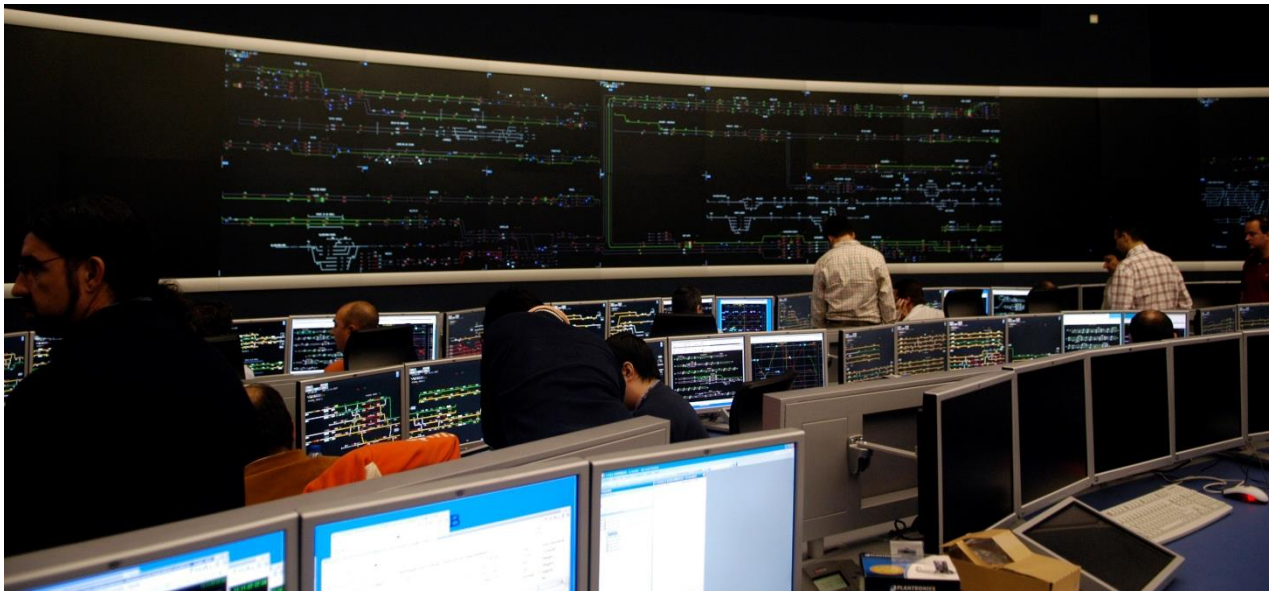
In order to reach the above-mentioned goals, traffic management in case of disturbance needs an efficient communication flow between all involved parties and a good degree of predictability, obtained by applying predefined operational scenarios at the border.

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

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

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

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



The infrastructure managers of Rail Freight Corridor Atlantic review the re-routing scenarios annually in order to keep them up to date.

In what concerns the subject Traffic Management in Event of Disturbance referred to in Article 9 (1.e) and 17 and in Regulation 913/2010, further information about it may be found in Chapter 4.5.3 of the Section 4 - Procedures for Capacity, Traffic and Train Performance Management of the CID TT 2027 to which this Implementation Plan is annexed to, as well as, in the International Contingency Management Handbook from RNE and its application to the RFC Atlantic (download here on the RFC website (https://www.atlantic-corridor.eu/library/public-documents/?cat=2222) and on the Corridor Information Platform CIP (here: https://cip-online.rne.eu/) in the documents section.

4.7 Corridor Information Document

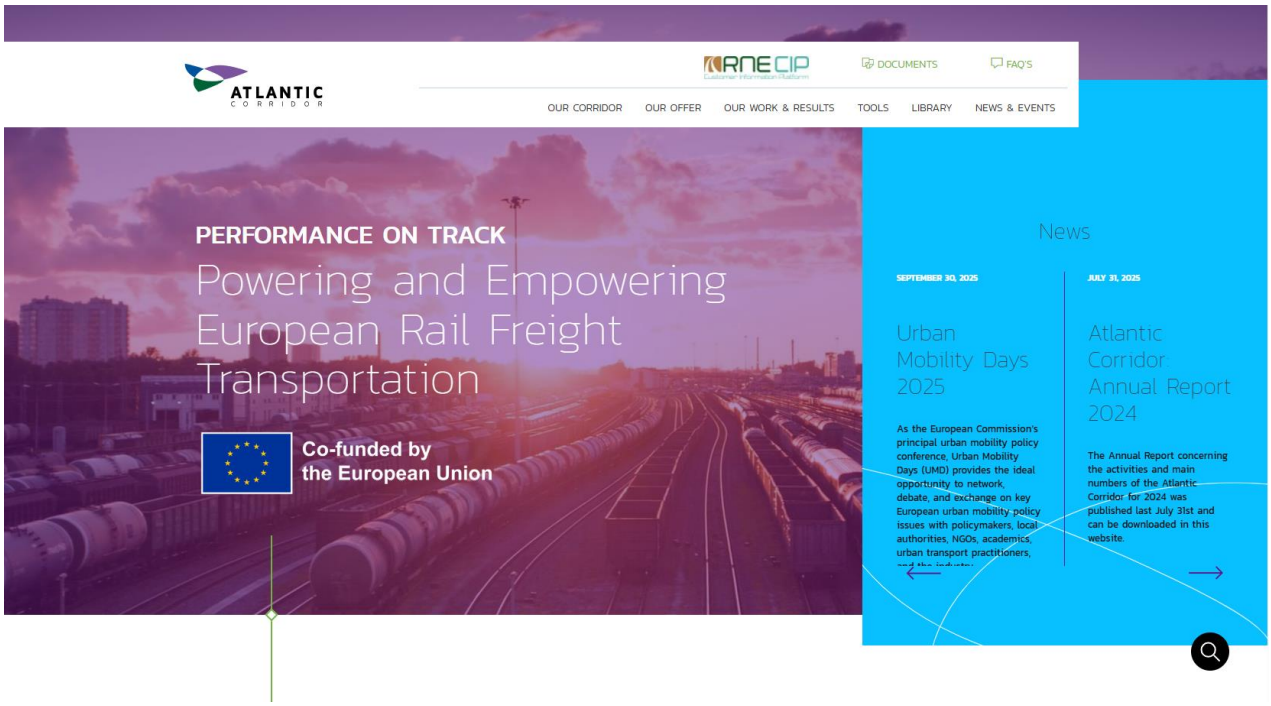
The Corridor Information Document (CID) objective is to provide all corridor-related information and to guide all applicants and other interested parties easily through the workings of the Corridor, in line with Article 18 of the Regulation EU 913/2010 and 1316/2013.

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

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

Although the Corridor Information Document is the primary source of information, the library in the website of EEIG Atlantic Corridor (www.atlantic-corridor.eu) includes other additional information inherent to the important possibilities of this communication instrument, such as:

- projects and studies developed by the RFC Atlantic;
- results of surveys and AG meetings;
- TPM monthly reports; and
- any other related news.



The CID for timetable (TT) 2027 was published in 2025 and is currently published on the Atlantic Corridor website (https://www.atlantic-corridor.eu/library/public-documents/), the Customer Information Platform (CIP) (https://cip.rne.eu/) and the Network and Corridor Information (NCI)

(https://nci-online.rne.eu/). It also proves upon demand more detailed information or any other clarification https://www.atlantic-corridor.eu/our-offer/one-stop-shop/.

4.8 Quality evaluation

In order to monitor the proper implementation of the Rail Freight Corridor Atlantic and the performance of key activities on the Corridor – comparison between the aims drawn up and the real operational figures – the EEIG Atlantic Corridor regularly publishes a report of the performances of the corridor. This is included in the **Annual Report or RFC Atlantic** https://www.atlantic-corridor.eu/library/public-documents/?cat=1250.

The interested parties are encouraged to provide their opinion on the content of the document and their analysis may be addressed in a new report. The EEIG Atlantic Corridor will review annually its processes in order to achieve the best potential of the Rail Freight Corridor Atlantic.

Article 19 (2) of Regulation (EU) 913/2010 concerning a European rail network for competitive freight requires the Management Boards of the RFCs to monitor the performance of rail freight services on their respective freight corridors and publish the results once a year.

To facilitate the fulfilment of the above obligation, in 2015, a joint RNE-RFC project team developed a first set of KPIs commonly applicable to all RFCs. These KPIs were included into the Guidelines 'Key Performance Indicators of Rail Freight Corridors'.

The further development of commonly applicable KPIs was triggered by the Rotterdam Sector Statement of 2016. One of its priority projects was to monitor the quality of freight services by means of implemented and shared KPIs. To meet this requirement, the sector developed proposals and those which were proved feasible have been added to the set of commonly applicable RFC KPIs.

The current set of commonly applicable KPIs is displayed below.

In addition, an RNE/RFC KPI Coordination Group has been established, aiming to coordinate the harmonised use of these KPIs and to evaluate their use on a yearly basis.

The RFCs provide a harmonised overview of the figures of their commonly KPIs available here.

5 OBJECTIVES AND PERFORMANCE OF THE CORRIDOR

5.1 Objectives and performance management in general

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

The Rail Freight Forward alliance of European freight RUs, in December 2020, set the goal of a modal share of 30% for international rail freight in 2030. In RFC Atlantic we support their ambition. To enable the accomplishment of the proposed goals, the RFC Atlantic and its member IMs, set out a comprehensive Investment Plan, to greatly reduce the infrastructure bottlenecks described under point 2.3 above, and to improve operational and commercial conditions for the freight RUs operating in the RFC ATL Network.

The EEIG Atlantic Corridor has also defined two objectives for the development of our service offer to support the market development of international rail freight on the corridor.

Objectives for RFC service offer	2023	2030
a) Number of international prearranged freight paths using the corridor (n.) • Method: Number of international prearranged paths and/or TTR slots crossing one or two borders available at X-11. • Purpose: Provide a basic production indicator for Rail Freight Corridor Atlantic	54	+10%
b) Average speed of prearranged paths [km/h], excluding freight transhipment time at the border between France and Spain • Method: AvSpeed = Sum (PaP Length) / Sum (PaP Journey time) • AvSpeed = Average speed of the PaPs • PaPLength = Complete length of each PaP • PaP Journey time = Journey time of each PaP • Purpose: Provide a basic production indicator for Rail Freight Corridor Atlantic. The PaP were selected as being the most significant commercial product of Rail Freight Corridor Atlantic.	52,4 km/h	+10%

Two horizons were chosen: 2023 as the reference year of Rail freight Corridor Atlantic and 2030 as a planned key date for the implementation of new sections of high-speed lines on Rail Freight Corridor Atlantic which will release more capacity for freight traffic on the existing line.

The accomplishment of these purposes is partially depending on global economic conditions, as well as on concrete actions performed by the EEIG Atlantic Corridor and IM of Rail Freight Corridor Atlantic. The choice of the 2 abovementioned indicators is aimed at providing a simple and efficient reading of the performance of the Rail Freight Corridor Atlantic which depends, in fact, on several

factors. These several factors will be controlled by the EEIG Atlantic Corridor but will not correspond to the purposes published in the Implementation Plan.

The previous European Coordinator, Professor Carlo Secchi, also states several objectives to improve rail traffic. They are to accelerate rail interoperability between Portugal and Spain, who mainly use Iberian gauge (1.668mm) and France and Germany, who use UIC (1.435 mm), the deployment of ERMTS, and the completion of electrification of the rail network.

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

Article 19.1 of Regulation 2024/1679 states the operational priorities EU member-states Infrastructure Managers must put in place. Within these, they are obeyed to ensure the dwell time of all freight trains must not be higher than 25 minutes on average, for trains that cross the border between two EU member-states (Dwell time of a train on a cross-border signifies 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; dwelling time does not include the time that cannot be attributed to the border crossing, such as operational procedures carried out in facilities located in the proximity of the border crossing but not intrinsically related to it). Another priority is that at least 75% of freight trains crossing a border in a European Transport Corridor arrive at their destination, or at the external Union border if their destination is outside the Union, at their scheduled time or with a delay of less than 30 minutes by reasons that

are attributable to the infrastructure manager(s) of the Union; delays occurring in and attributable to third countries that are crossed by freight trains shall not be taken into account.

The Key Performance Indicators as mentioned under chapter 4.8 are available on the Atlantic Corridor Website https://www.atlantic-corridor.eu/library/public-documents/?cat=1611, at the Customer Information Platform https://cip-online.rne.eu/, and in the Annual Report https://www.atlantic-corridor.eu/library/public-documents/?cat=1250.

5.2 Train Performance Management

The aim of the Corridor Train Performance Management (TPM) is to measure the operational performance on the Corridor, analyse weak points and recommend corrective measures, thus managing and improving the train performance of international services. RNE has developed guidelines for train performance management on corridors (RFC TPM Guidelines) as a recommendation for processes and structures.

RFC Atlantic publishes in the CIP and on its website a management summary of the Corridor's monthly punctuality report, harmonised among the corridors.

Several different reports have also been developed by RNE for the needs of corridors. Interested parties (applicants, terminals and others) are welcome to contact the Corridor MB in case of need for further, specific, detailed analyses. In addition, direct access to the reporting tool can be requested by applicants via the RNE Joint Office.

Added Value of The RFC TPM Approach

- The international approach to punctuality analysis is designed to improve the quality of train performance on corridors and thereby improve customer satisfaction and attract more traffic to railways.
- A network of experts is now in place.
- Regular international collaboration regarding quality performance (beyond borders) between individual Infrastructure Managers (IMs), and between IMs and Railway Undertakings (RUs), has been established.

The main approach for operational performance improvements on RFC Atlantic is via Quality Circle Operations (QCO's) for cross-border operations. It is based on regular exchange and workshops between Infrastructure Managers, Allocation Bodies, Railway Undertakings and other interested stakeholders. Their main objective is to discuss the problems that hinder good functioning of operation in border crossings, as well as developing the solutions that could minimise their impact. There are two QCO's already functioning in RFC Atlantic, in the Forbach / Saarbrucken border (since 2019 between SNCF Réseau and DB InfraGO) and in the Irún / Hendaye border (between ADIF and SNCF Réseau), with another QCO being implemented in the near future for the Vilar Formoso – Fuentes de Oñoro border (between IP and ADIF).

6 COOPERATION AND CONSULTATION IN THE FRAME OF THE IMPLEMENTATION PLAN

6.1 Procedure of the cooperation with advisory groups

Deriving from the revision of the TEN-T regulation in 2024, new requirements for coordination and consultation of the Advisory Groups were foreseen by amending the EU Regulation 913/2010 in Article 9 and Article 11. The Management Board must also consult the Advisory Groups on infrastructure developments and investment needs. The document used for consultation will be the draft Project List prepared by the European Transport Corridor of the Atlantic completed and updated by the Member States. The topics approached were regarding the capacity needs, especially with the entrance of 740m trains in circulation, the TEN-T infrastructure requirements, and the need for target investments to remove local bottlenecks, improvements to nodes and rail access routes or technical equipment enhancing operation performance.

To prepare for this procedure, the MB informed the AG members in the TAG-RAG Meeting of March 13th, 2025, about the consultation and the conditions in which it was going to take place.

It was explained that the MB would send the relevant documentation – the Draft Project List and maps on TEN-T developments through RAG-TAG speakers, which would be responsible to

disseminate to the members and prepare the final document with the answer of the members to the consultation.

When the information was sent out, the Management Board held another meeting to frame the speakers on what they would receive and what was expected of them, on the 16th of April.

Only the RAG speaker received the document with the results of the consultation of freight rail undertakings. The answer to the consultation was received by the MB on the 28th of May.

6.2 Views and assessment of advisory groups regarding corridor development

6.2.1 Summary of the consultation feedback on the draft ETC workplan

The Rail Advisory Group (RAG) provided consolidated feedback on the Draft Project List prepared by the European Transport Corridor of the Atlantic, emphasizing the importance of developing a high-quality, resilient, and interoperable rail network to support competitive rail freight operations across Europe. They urged that the investment plan inherent to the Project List should not focus solely on track development but also include connections to terminals, ports, and service facilities to ensure comprehensive network functionality. The feedback reflects the collective input from major freight operators across Portugal, Spain, France, and Germany, highlighting the ecosystem nature of rail freight operations.

A central concern among the RAG members is the lack of clarity and detailed data in the documents provided. They noted missing or inconsistent information on project timelines, compliance with TEN-T standards (e.g., electrification, train length, ERTMS), and project status. They also stress the importance of knowing the impact of construction work on operations, such as track closures, and called for more transparent and realistic scheduling.

Specific technical and operational concerns were raised, including the need for seamless gauge transfer at Júndiz Terminal, uninterrupted 750-meter train operations across the corridor, clearer electrification schedules, and realistic ERTMS deployment plans. RAG members flagged the lack of support for P400 semi-trailers, which prevents the full exploitation of rolling motorways between Germany and Portugal. Additionally, Portuguese operators advocated for including a missing strategic line from Porto to Vigo in the network, contingent on compliance with TEN-T parameters. The overarching message is clear: without more reliable, detailed, and strategically integrated planning, the corridor's full potential for rail freight competitiveness cannot be realized.

6.2.2 Full Report of the Rail Undertakings Advisory Group

Rail Advisory Group members (RAG) welcome the opportunity to provide feedback on the rail infrastructure work plan for the Atlantic Rail Freight Corridor (RFC).

Unanimously, RAG members agree on the need of a railway network of a sufficient quality, capacity, interoperability, responsiveness and resilience that ensures competitiveness for rail freight.

We would like to stress that for freight Railway Undertakings, the network is an ecosystem that enables to run traffics from origin to destination, that is, tracks, terminals, service facilities, ports, borders, etc. The investment plan should consider not only the development of the tracks, but their connections to those elements. This would enable each European country to reach the target market share by 2030.

The feedback is based on the responses given by Captrain Portugal & Captrain España and Medway in Portugal through the Associação de Empresas Ferroviarias (APEF), Renfe Mercancías in Spain, Rail Logistic Europe (RLE) integrated by HexaFret, Naviland, VIIA, Captrain France in France and ITL and CCW both in Germany and DB Cargo in Germany.

Evaluation of the documents received from the Atlantic Corridor

A general feeling is that the scope of the documents is not clear. More detailed data such as duration of the initiative, the conformity to TEN-T parameters (electrification, train length, minimum speed, ERTMS, etc.) or the status of the projects would help to make a good assessment.

Unfortunately, not all companies have resources to review the infrastructure projects. It must be noted that some of them have been consulted by several RFC in a short period of time.

It does reflect the needs of rail freight generically speaking, but we consider it is important to share more detailed information regarding the works to be implemented and improve the quality of the information available: some projects are in progress and other have already finished or are marked as finished even if that is not true (for instance, Corredor Sul Évora-Elvas line). We notice a lack of details and credibility for the dates presented in some projects (Corredor Internacional Norte: Linha da Beira Alta, Aveiro-Vilar Formoso).

We also think that it is important to know if these investments involve total closures and their duration, especially when they will significantly impact on our business.

It is of the utmost importance to ensure quality and credibility of the data and information provided and we were expecting that from the investment plan presented.

Evaluation of the investment plan

The approach from some Railway Undertakings (RU) has been to prioritise project implementation in the countries where they conduct their business. The full document has been sent to the Management Board of the Atlantic Corridor. 2

Other RU have sent their feedback based on the analysis of the maps in the document “Infrastructure improvements RFC Atlantic.pdf” as follows:

Track Gauge

More details of the works projected for the Júndiz Terminal are needed. It is important to guarantee that it will be able to shift cargo from Iberian gauge trains to UIC gauge trains in the same terms creating no obstacles to the rail operation (750m long trains).

We want to highlight that current traffic flows in Spain go further than Vitoria, so transhipment or axles change will continue to be necessary to reach other terminals of the Iberian Peninsula.

It is crucial to ensure RUs operations along the Corridor in the more fluent possible way.

750 M Trains

Trains 750m long should be able to circulate along the entire Atlantic Corridor. For that to be accomplished, Terminals and Ports should also enable trains with the same characteristics.

It must be ensured that it will be possible to operate 750m long trains from their origin to their destination throughout the Corridor, including terminals, ports and border stations.

Electrification

A more detailed calendar should be provided for the missing links requiring electrification in the Iberian Peninsula. For instance, the project for Linha do Leste and Mérida-Puertollano is presented as Projected without a completion date (classified as Unknown).

We've also detected some inconsistencies in slides 3 and 8. Different tensions would be implemented in Spain. We request further clarification.

ERTMS

A more detailed plan is required. There are no projects to develop ERTMS in France on the map and in Portugal, projects are vague and point to 2040 as the deadline for implementation.

A lack of knowledge about the ERTMS development may increase the costs of the investment plans of the RU since obsolete safety systems must be installed in the locomotives (sometimes without maintenance assistance as in Portugal), increasing the risk of safety issues and the risk that rolling stock may be sidelined.

Vague planning increases uncertainty and delay in investment, causing doubts about the financing of the investment associated to onboard installation. RUs could not have financial capability to support it.

P400 Semi-Trailers

According to the map, there will not be any possibility of carrying P400 semi-trailers from Germany to Portugal.

There is no connection between Germany and Spain via the French coast, neither from Vitoria to the Iberian Peninsula, limiting the potential of rail motorways to be presented as a service to clients while the market is interested in it.

Network Extension

Portuguese RUs require adding a new line not foreseen in the plan provided, from Porto to Vigo to the Atlantic Corridor, as it is a missing link that would enable a network effect along the Corridor. It must be noted that new lines added must comply with the TEN-T parameters and have investment plan associated to fulfil them.

6.3 Results of the Consultation of the Draft Implementation Plan

According to Article 9: Measures for implementing the freight corridor plan of the EU Regulation. 913/2010, the Management Board of the RFC Corridor must consult the Advisory Groups referred to in Article 8(7) and 8(8) of the same regulation, on the draft Implementation Plan. The feedback of RAG and TAG on this draft version of the implementation plan will be included into the final version.

This plan must include:

a) the improvement of the management of bottlenecks

b) the establishment of quantitative or qualitative targets relating to the RFC objectives, taking into account Article 19 of this legislation

c) the measures to improve RFC's performance, based on Article 19(3), to achieve these targets referred to in b)

d) the views of the assessment of the AG regarding the RFC's development, using the ETC Project List.

e) A summary of the cooperation and the results of the consultation referred to in Article 11.

ANNEXES:

Annex 5.A Rail Freight Corridor “Atlantic” / Corridor Information Document 2027 – Section 1, 2, 3 and 4

Mentioned in 1 and 4.8

See document available here on the Atlantic Corridor website: https://www.atlantic-corridor.eu/library/public-documents/?cat=1249 and in the Network and Corridor Information (NCI) portal

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

Annex 5.B Framework for Capacity Allocation

Mentioned in 4.2 and 6.1

See document available here on the Atlantic Corridor website:

https://www.atlantic-corridor.eu/media/1675/rfc-atlantic-cid-2026_framework-for-capacity-allocation-signed-in-2024.pdf

Annex 5.C International Contingency Management (ICM)

Mentioned in 4.6

See documents available here on the Atlantic Corridor website: https://www.atlantic-corridor.eu/library/public-documents/?cat=2222

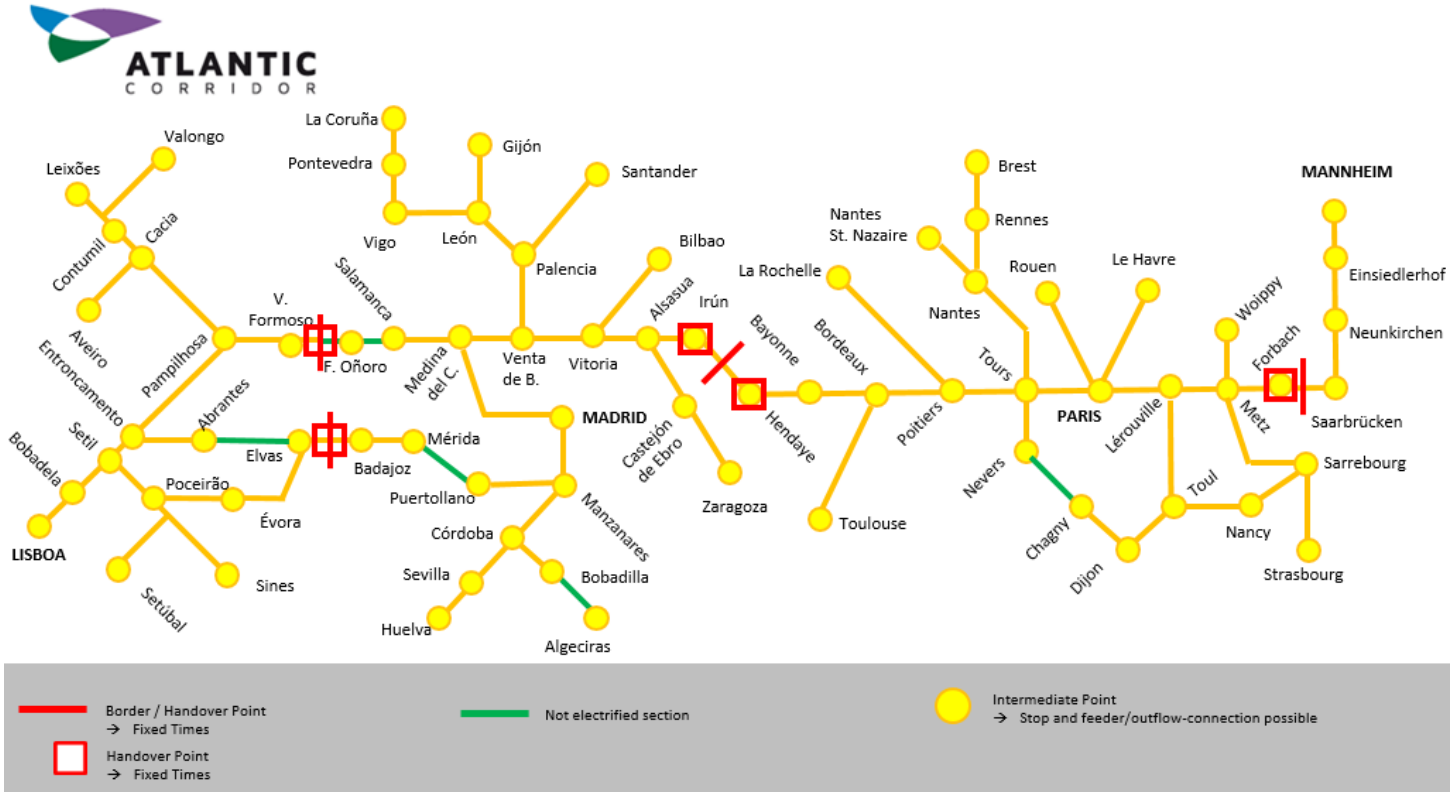
Annex 5.D Key Parameters of Corridor Lines

Mentioned in 2, 2.1 and 2.2

See https://cip-online.rne.eu/

Annex 5.D.1 Ports and Terminals

Mentioned in 2.2



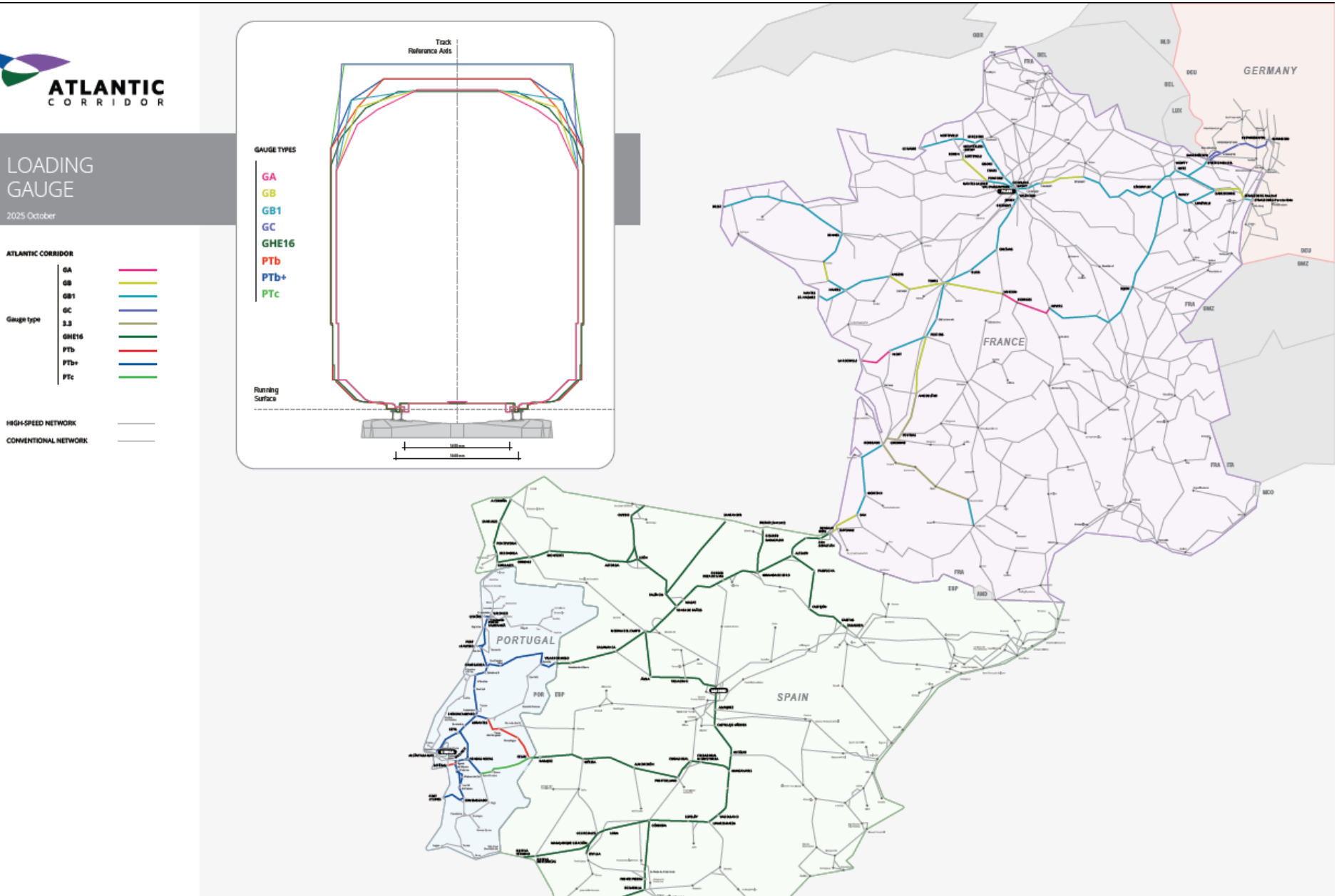
Annex 5.D.2 Maps of the existing infrastructures on Rail Freight Corridor Atlantic

Mentioned in 2.1 and 2.2

ATLANTIC CORRIDOR

LOADING GAUGE

2025 October



Annex 5.D.3 Detailed characteristics of existing infrastructures on Rail Freight Corridor Atlantic

Mentioned in 2.1

See detailed information on the characteristics of existing infrastructures is published in https://cip-online.rne.eu/

Annex 5.E Market Analysis Studies

Mentioned in 3

See documentation available on the Atlantic Corridor website:

Traffic Market Study:

https://www.atlantic-corridor.eu/media/1499/2021-03-31-rfc-atlantic-study-tms_synthesis-final-6sept21.pdf

Feasibility Study about ERTMS deployment on the French-German Cross-Border Section Woippy – Mannheim

https://www.atlantic-corridor.eu/media/1131/rfc-atlantic_ertms-study_woippy-mannheim_website.pdf

Assessment impact of the infrastructure constraints on Railway Undertakings

https://www.atlantic-corridor.eu/media/1132/7202-76-atlantic-corridor_rn010-deliverable-6-synthesis.pdf

Assessment optimization of Capacity Management and Operational Coordination

https://www.atlantic-corridor.eu/media/1136/20160802_rfc4_final-report-synthesis-vf-1.pdf

Impact of Atlantic Ports' development on International Rail Freight Traffic

https://www.atlantic-corridor.eu/media/1133/20160401_cfm4_summary-note_v20.pdf

Feasibility of Rolling Motorway Service at short, medium and long term on the Atlantic Corridor

https://www.atlantic-corridor.eu/media/1134/v-3-at-romo-synthesis.pdf

Implementation of 750 m length trains on the Iberian Peninsula

https://www.atlantic-corridor.eu/media/1135/implementation_750m_length_train_-_synthesis.pdf

www.atlantic-corridor.eu

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