

**ATLANTIC**  
CORRIDOR



# ADVISORY GROUPS MEETING (TAG-RAG)

Madrid & Online

26 November 2025

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A blurred photograph of a freight train in motion, with several brown and orange train cars visible. The background is out of focus, showing a hazy sky and some industrial structures. The text is overlaid on a white rectangular area in the center-right of the image.

# TERMINAL UNDERTAKING ADVISORY GROUP PRESENTATION

A blurred photograph of a freight train in motion, with several brown and orange freight cars visible. The background is out of focus, showing a cloudy sky and some industrial structures. The train is moving from left to right across the frame.

# RAILWAY UNDERTAKING ADVISORY GROUP PRESENTATION



# **TAG-RAG CONSULTATIONS 2025**

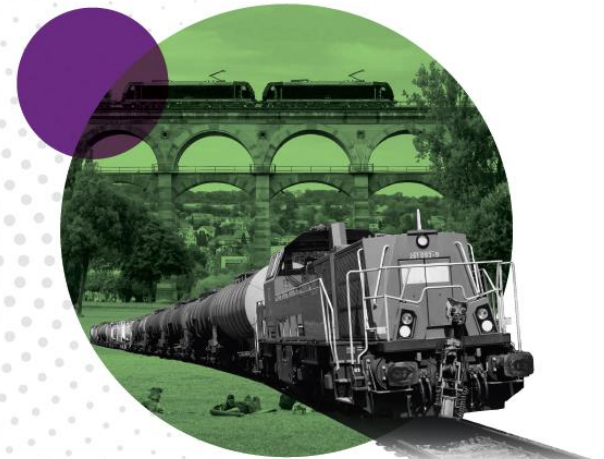


# **TAG-RAG CONSULTATIONS 2025**

# RFC PERFORMANCE CONSULTATION - ANNUAL REPORT

The RAG acknowledges the value of the **Performance Report** as a starting point but **identifies several areas for improvement** in how KPIs are used and reported.

24  
ANNUAL  
REPORT



# KEY ISSUES IDENTIFIED

## 1. Specificity

- KPIs lack clarity on their targets and intended outcomes (*deriving from RFCs and TEN-T Regulations*)

## 2. Measurability

- Data gaps due to limited coverage in the Train Information System (TIS), especially at some borders (*requires continued improvement and implementation of the TAF/TAP-TSI by the IMs and Rus*)

## 3. Achievability & Time-Bound Targets

- No clear goals or deadlines are defined for KPI improvements - (*deriving from TEN-T Regulation*)
- Request for RFC to outline specific improvement measures and target timelines - (*established by the TEN-T Regulation*)

## 4. Relevance (missing KPIs)

- Real vs. planned average speeds (*difficult for IMs to calculate in an automated manner*)
- Impact of Temporary Capacity Restrictions (TCRs) (*difficult to access and allocate in an automated manner*)
- Ton\*Km instead of Train\*Km (*only available when all IMs/RUs send TAF-TSI TCM to TIS*)



# PROJECT LIST (ETC) CONSULTATION

- The RAG supports a high-quality, interoperable, and resilient freight rail network, **with emphasis on a full network ecosystem** (tracks, terminals, ports, service facilities)
- **Investment plan lacks clarity, detail, and credibility**
- Need for **reliable, complete, and transparent infrastructure information**



# INFRASTRUCTURE AND OPERATIONAL CHALLENGES

## Track Gauge Compatibility:

- Júndiz Terminal must support Iberian–UIC gauge transition for 750m trains.

## 750m Train Operations:

- Full end-to-end operability required (terminals, ports, border stations).

## Electrification:

- Missing or unclear completion dates (e.g., Linha do Leste, Puertollano).
- Voltage inconsistencies in Spain need clarification.

## ERTMS Deployment:

- No projects in France; vague planning in Portugal (2040 target).
- Poor planning risks higher costs, safety issues, and delayed RU investments.

## P400 Semi-Trailers:

- No viable route from Germany to Portugal - severely limits modal shift opportunities.

# MISSING LINKS & REQUIRED IMPROVEMENTS



## Network Expansion Request

- Add *Porto–Vigo* line to the Corridor to enhance cross-border connectivity.
- Guarantee it meets **TEN-T standards** and include proper investment planning.

## Project Monitoring & Communication

- Ensure accuracy and clarity of project status in the project list



## Final Message

- Greater transparency, consistency, and alignment with real freight needs are vital to unlock the corridor's full potential and meet EU modal shift goals.



# IMPLEMENTATION PLAN CONSULTATION

The MB requested feedback on the Implementation Plan Draft sent on 4th August 2025 to the RAG/TAG speakers.

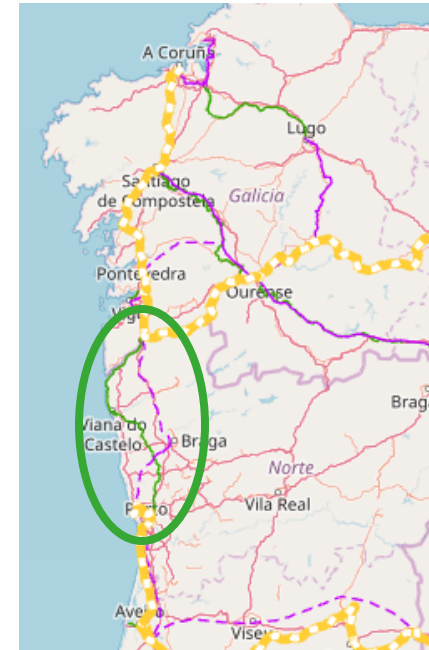
The RAG Speakers forwarded the draft to the RAG members and invited them to provide their comments, which can be summarized in 2 parts.



# COMPLEMENTARY INFORMATION



## Geographical scope of RFC to include the Valença do Minho/Tui border

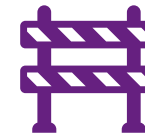


The RAG consultation highlighted

- the need to monitor the border,
- the lines that cross it and
- its KPIs.

Being the PT-ES border with the highest volume of international rail traffic and growing market demand.

## Additional Information



### TCR




Additional information on the TCR implementation



### TEN-T

requirements implementation (2027)




# LINE CHARACTERISTICS (2027)

- Iberian Multiple Track 25 kV
- Iberian Multiple Track 3kV
- Iberian Single Track 25kV
- Iberian Single Track 3kV
- Iberian Single Track Non-Electrified
- UIC Multiple Track 25kV
- UIC Multiple Track 1,5kV
- UIC Multiple Track 15kV
- UIC Multiple Track Non-Electrified
- UIC Single Track 25kV
- UIC Single Track Non-Electrified
-  Border Crossings
-  Terminals
-  Ports



**Note:** Linha do Minho is not in the TEN-T and ETC alignments but has been included in the maps at the request of RAG




# ELECTRIFIED TRACKS (2027)

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



**Note:** Linha do Minho is not in the TEN-T and ETC alignments but has been included in the maps at the request of RAG




# ERTMS IMPLEMENTATION (2027)

- No Project
- Projected
- Under Construction
- Implemented
- Under Study, No Project
-  Border Crossings
-  Ports
-  Terminals



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# SIGNALLING STATUS (2027)

- No Electronic System
- ASFA
- CONVEL
- KVB
- PZB
- ASFA + ERTMS
- KVB + ERTMS
- CONVEL + ERTMS
-  Ports
-  Terminals
-  Border Crossings



**Note:** Linha do Minho is not in the TEN-T and ETC alignments but has been included in the maps at the request of RAG

# 750M LONG TRAINS (2027)

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



**Note:** Linha do Minho is not in the TEN-T and ETC alignments but has been included in the maps at the request of RAG

# IMPLEMENTATION OF P400\* (2027)

- No Project
- Projected
- Under Construction
- Implemented
- Maximum Height 4m
- - Maximum Height 4m (Madrid - Zaragoza)
-  Terminals
-  Border Crossings
-  Ports

\* According to the TEN-T requirement



Note: Linha do Minho is not in the TEN-T and ETC alignments but has been included in the maps at the request of RAG



A blurred photograph of a freight train in motion, with several brown and orange freight cars visible. The train is moving from left to right, creating a sense of speed and motion. The background is slightly out of focus, showing a clear sky and some distant structures.

# PERFORMANCE OF THE CORRIDOR

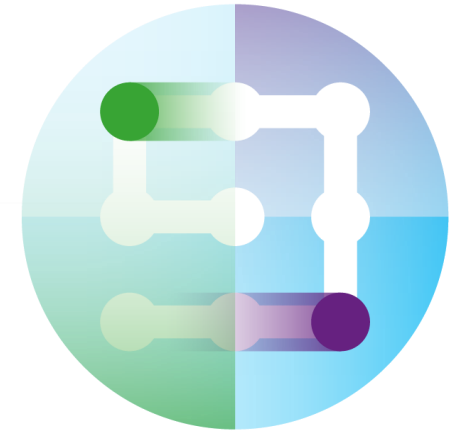
# APPROACH TO NEW TEN-T PERFORMANCE KPI (PROPOSAL OF RFC NETWORK)

## Dwell time KPI

- Real dwell time for international freight trains per ETC border
- Comprehensive approach including all dwell time reasons in the border area should be kept

## Arrival punctuality KPI

- Arrival punctuality for international freight trains per ETC
- Comprehensive approach including all delay reasons should be kept, impact shown for IMs, RUs, secondary delays and external reasons



**Common communication on RFC Network proposal  
for TEN-T KPI in ETC fora, in NExBo and in ExBos**

Already agreed  
by ETC  
Coordinators

# Work-in-progress on measuring TEN-T operational priorities: **dwell times**

*Proposed methodology, agreed by ETC, European Coordinators*

Backup

## Provisions from TEN-T regulation

- *“...the dwelling time of a train on a cross-border section means the total additional transit time that can be attributed to the existence of the border crossing...”*
- Dwelling time is the stopping time at the locations where border procedures occur
- A single figure per each ETC border, based on freight trains crossing the border.



## Challenges

- There are **50+ reasons for dwelling time on cross-border sections**, planned and not planned, caused by all stakeholders involved in the rail freight transport and also caused by external reasons
- There is usually **no clear and expedite way to distinguish** between border-related procedures and those unrelated to the border
- **Automatic calculation would not be possible**



## Proposed methodology / approach

- **All reasons for dwelling time** in the defined border section should be reported in the indicator
- **Real Dwell Time** = Total time the train is stopped at measuring locations; (Departure minus arrival time)
- **Additional information** to support the analysis and adopt corrective measures:
  - Clean Real Dwell Time: based on Real Dwell, but not including early arrival before planned arrival time
  - Planned Dwell Time: Total time the train is planned to stop at measuring locations

# Work-in-progress on measuring TEN-T operational priorities: **arrival punctuality**

*Proposed methodology, agreed by ETC, European Coordinators*

Backup

## Provisions from TEN-T regulation

- *“Freight trains crossing a border on the ETC arrive at their destination (...) 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 in third countries that are crossed by freight trains shall not be taken into account”*
- A single figure per ETC



## Challenges

- Considering **only the delays of IMs in EU Member States** for the calculation of arrival punctuality would lead to **distorted, non recognizable figures**
- **Excluding delays in non-MS** but TIS member countries is challenging and distorts the reality. (e.g.: Switzerland)
- Calculation of such an indicator would be **complex / not easy to understand**
- Delay **coding procedures** are **not fully harmonized**, that would hamper interpretation further



## Proposed methodology / approach

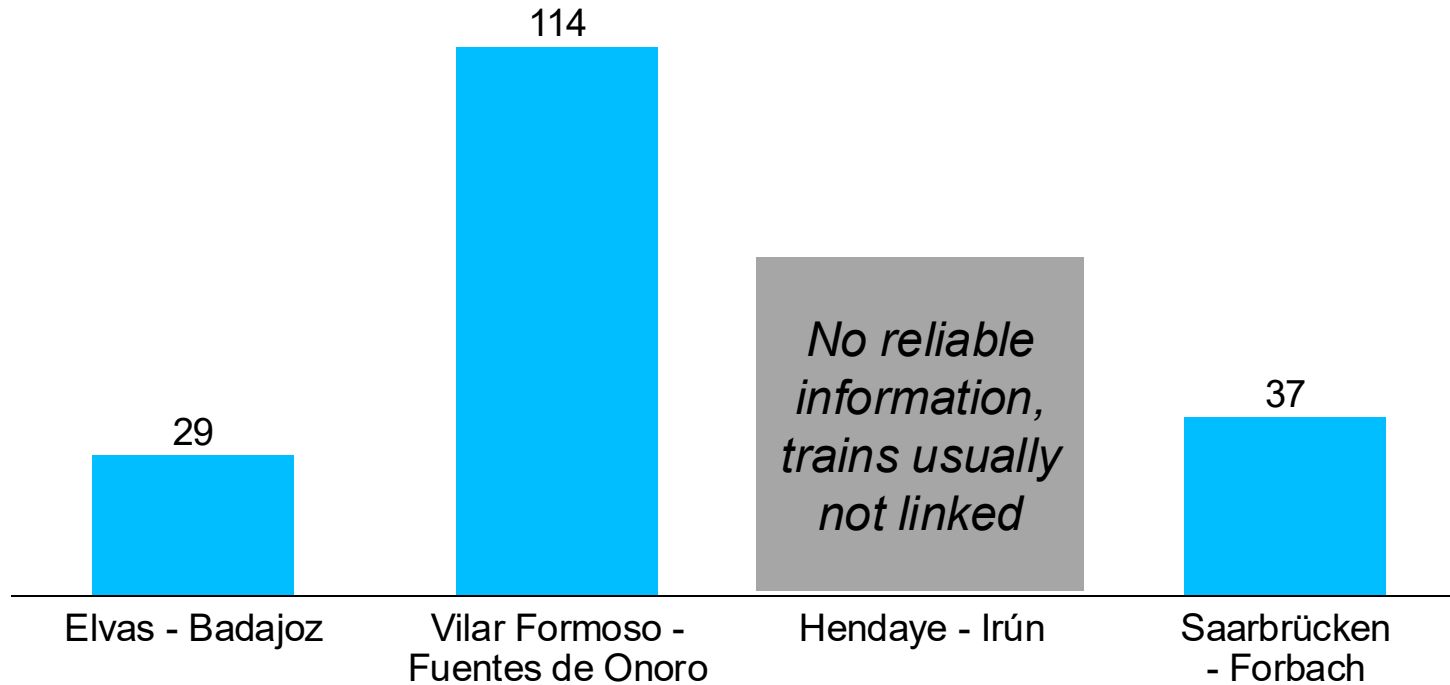
- The indicator should **include all delay reasons impacting arrival punctuality** and also **include delays occurred in non-EU IMs** if they participate in TIS
- The indicator should be **complemented by an indication of the share of delay reasons per stakeholder/cause** as per UIC leaflet 450-2 as additional information

# TEN-T operational priorities: dwell time in 2025 on RFC Atlantic

## Target 2030: 25 minutes

### Average dwell times in cross-border sections of RFC Atlantic, Jan-Sept 2025

[in min per train]



To work on improvements, Quality Circles (QCOs) with RUs and terminal operators have already been installed for Saarbrücken-Forbach and Hendaye-Irún. QCO meetings for borders ES-PT will start in 2026

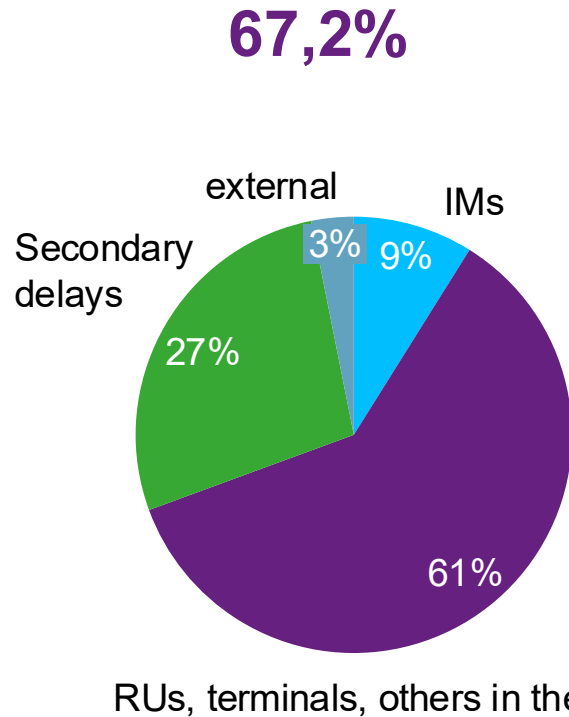
Source: RNE TIS

*Disclaimer: The calculation of this KPI is based on the data in RNE TIS. International freight trains crossing a border of RFC ATL are considered in the calculation if recognized by TIS. The presented data might differ from the data gathered in the national systems due to data quality differences between individual IMs*

# Development of entry (departure) and exit (arrival) punctuality on RFC Atlantic with all delay reasons

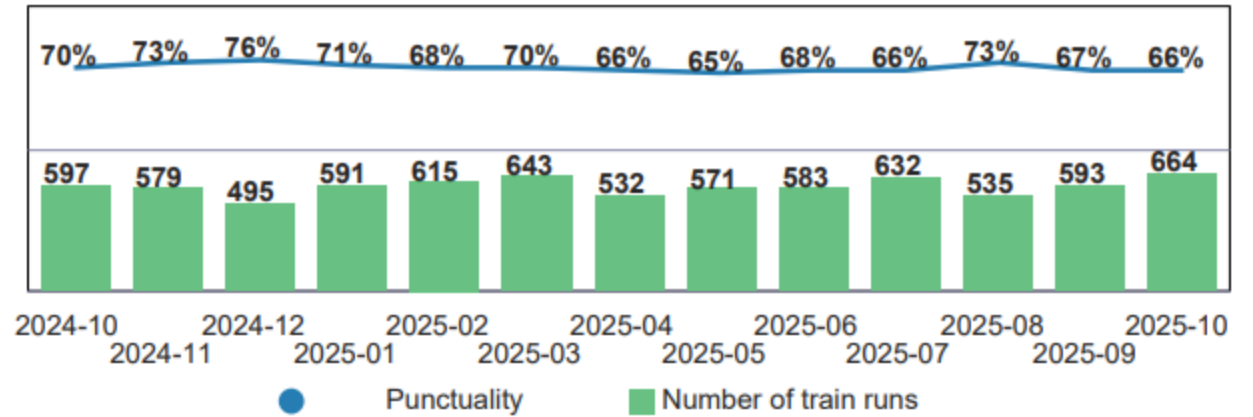


Arrival punctuality Corridor Atlantic  
Jan-Oct 2025, threshold 30 min

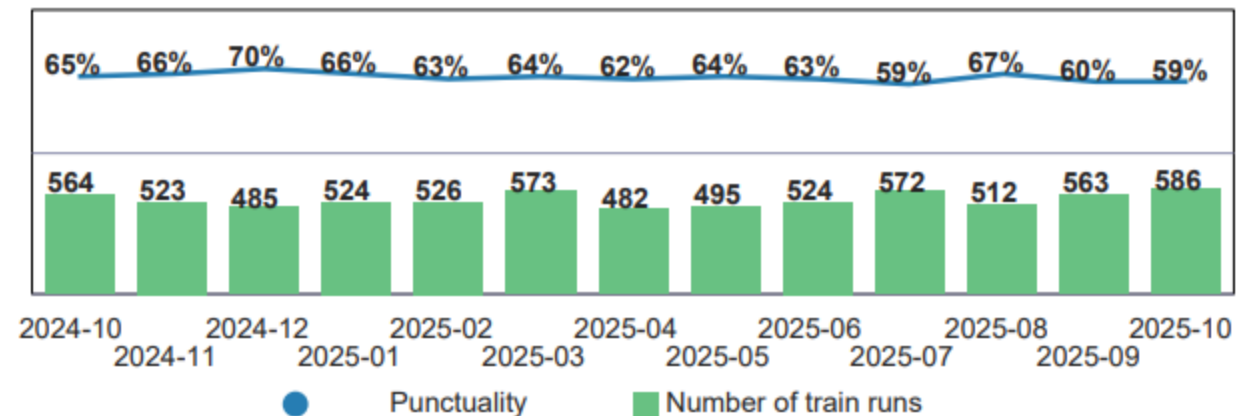


Source: RNE TIS

RFC ATL arrival (exit) punctuality, East -> West



RFC ATL arrival (exit) punctuality, West -> East



# QCO FORBACH - SAARBRÜCKEN



## QCO Saarbrücken - Forbach



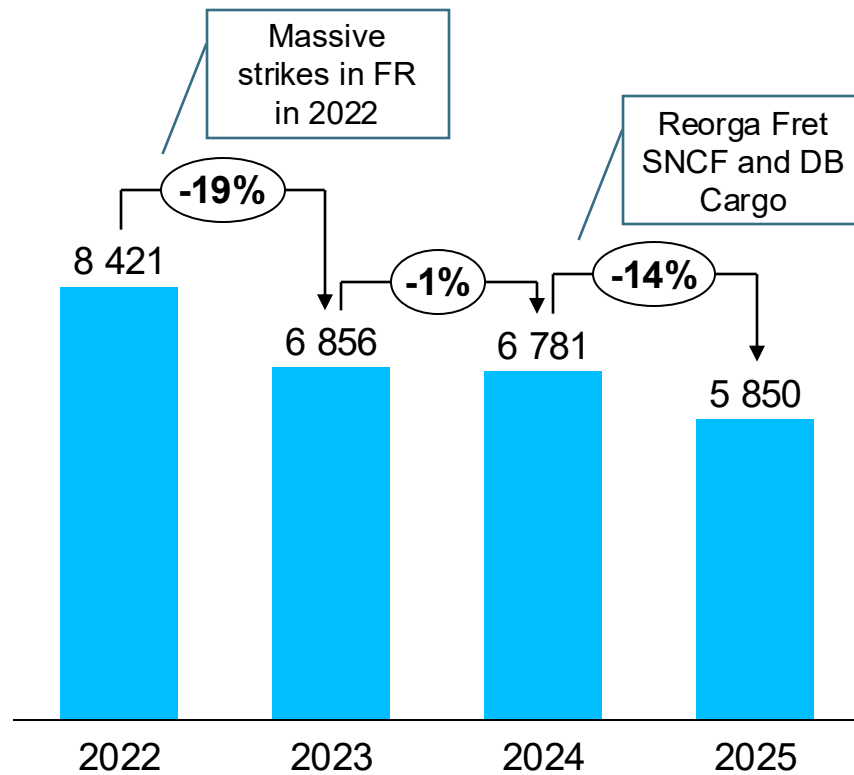
QCO Orga	Approx. 4 telcos per year, plus annual workshop, all with translation FR-DE/DE-FR; weekly telco between CNOC and NLZ
Participants	20-25 people, including approx. 1/3 RUs and many colleagues from SNCF-R and DB InfraGO from operations, timetable, terminals
RUs 2025	DB Cargo, Hexafret, Bahnlog, Europorte, Captrain, Rhenus Rail, CFL, etc.
Number of trains	approx. 9000 trains in 2024

## Measures / discussions in 2025

- Clarifications on the **2 Weeks full closure** of the Mannheim-Saarbrücken line and Saardamm in April/May
- Strong focus on ensuring **diversions via Apach-Perl** - signal box in Apach at SNCF-R no longer continuously manned
- **Partial problems with BZA trains at the weekend** - lack of timely timetable orders by rail companies, necessary feedback to SNCF-R from DB InfraGO not possible, some trains were stopped at the border by DB InfraGO
- Despite a strong drop in train numbers, there is **limited capacity for parking in Saarbrücken Rbf** / in the German border region of Saarbrücken; this is repeatedly addressed by customers, but there is no easy solution at DB InfraGO

# Strong drop in international rail freight via Saarbrücken-Forbach since 2022

International rail freight via Saarbrücken-Forbach, Jan-Sept  
[Number of trains; changes in %]



Source: Leidis DB InfraGO

- The main border crossing for rail freight between France and Germany sees **strong decrease of traffic since 2022**
- In addition to the negative effect of the global **economic development**, probable causes are the massive **strikes in France in 2022**, and the **reorganization of Fret SNCF and DB Cargo in 2024/2025**
- **Other reasons ?**

# HENDAYE – IRUN

MEETING



4<sup>th</sup> Nov 2025

Infrastructure managers  
Logistics Operators  
Railway undertakings



# QCO IRUN-HENDAYE

## TOPICS

- Information about Works
- New communication systems in Irun (GSM-R)
- Language tools (ATHENA)
- Communication tool (LIFE)

## NEW CHALLENGES

- Works coordination
- LIFE



## IMPROVEMENTS

- Timeline gains after safety authorization changes
- Works status and TCR coordination (Dec 2025)
- Cross border improvements
  - On infrastructure
  - On communications (GSM-R)
  - On procedures (Operating Instruction)

# IBERIAN QCO, BETWEEN ES & PT

November 2025

IP and PT RU representatives  
attended QCO in Irun-Hendaye

Identification of subjects and  
Expertise to replicate

1st semester 2026

Organize 1st Iberian QCO  
including 2 northern borders  
(Valência do Minho/Tui and Vilar  
Formoso/Fuentes de Oñoro)

Visit to the borders, identification  
of problems to tackle, joint sector  
compromise on the objectives of  
the QCO

2nd semester 2026

2nd Iberian QCO for 2 northern  
borders

Follow-up on the subjects from  
the previous meeting and the  
solutions to be implemented.



# IBERIAN QCO SUBJECTS IDENTIFIED

- Language derogation
- Translation Tools (SNCF, RNE, UIC,...)
- Glossary Table
- Translator on board

## Language Issues



- Timetable Coordination
- Train numbering Coordination
- Simultaneous TCRs at the border section

## Coordination



- Analysis of the causes for high dwell time

## Dwell time



- Optimization of train parking times

## Train Parking





# LANGUAGE & OPERATIONAL COMMUNICATION

# STATE OF PLAY OF AUTOMATIC TRANSLATION TOOLS (BY UIC & SNCF RÉSEAU)



# LANGUAGE DEROGATIONS *(BY ADIF)*



# LANGUAGE DEROGATION

## LEGAL FRAMEWORK

Network Statement Chapter 3.4.2. REQUIREMENTS FOR RAILWAY PERSONNEL

- **Spain Real Decreto 929/2020**: All communications relating to Safety in Railway Operations with Adif should be in Spanish.

## LINGUISTIC EXCEPTION IN BORDER SECTIONS

- **Regulation (EU) 2019/554** amending Annex VI to Directive 2007/59/EC on the certification of train drivers, specifically point 3(a) of that Regulation, provides for a linguistic exception in railway operations taking place on sections between borders and nearby stations designated for cross-border operations

# LANGUAGE & OPERATIONAL COMMUNICATION

## PROCEDURE

Based on this exception, ADIF establishes the following procedure to authorise it:

- Formal request of RU to **Adif Traffic Management Directorate**.
- **Adif** will grant an exception if conditions are accomplished
- To ensure fair and equitable treatment of applicants, RU's request and Adif's assessment shall be carried out with reference to the **risk assessment methodology** set out in **Regulation (EU) No 402/2013**.

## 5 CURRENT LANGUAGE DEROGATIONS

## FOLLOW-UP MEETING TO SHARE EXPERIENCES

# IMPLEMENTATION OF GSM-R IN IRUN *(BY ADIF)*



A blurred photograph of a freight train in motion, with several brown and red train cars visible. The image is overlaid with a white rectangular area in the center, and a blue horizontal bar at the top, a purple horizontal bar on the left, and a green horizontal bar at the bottom right.

**A.O.B.**

# A.O.B.



PCS CCB Trainings in 2022



European Railway Platform (ERP), the consultive body to ENIM



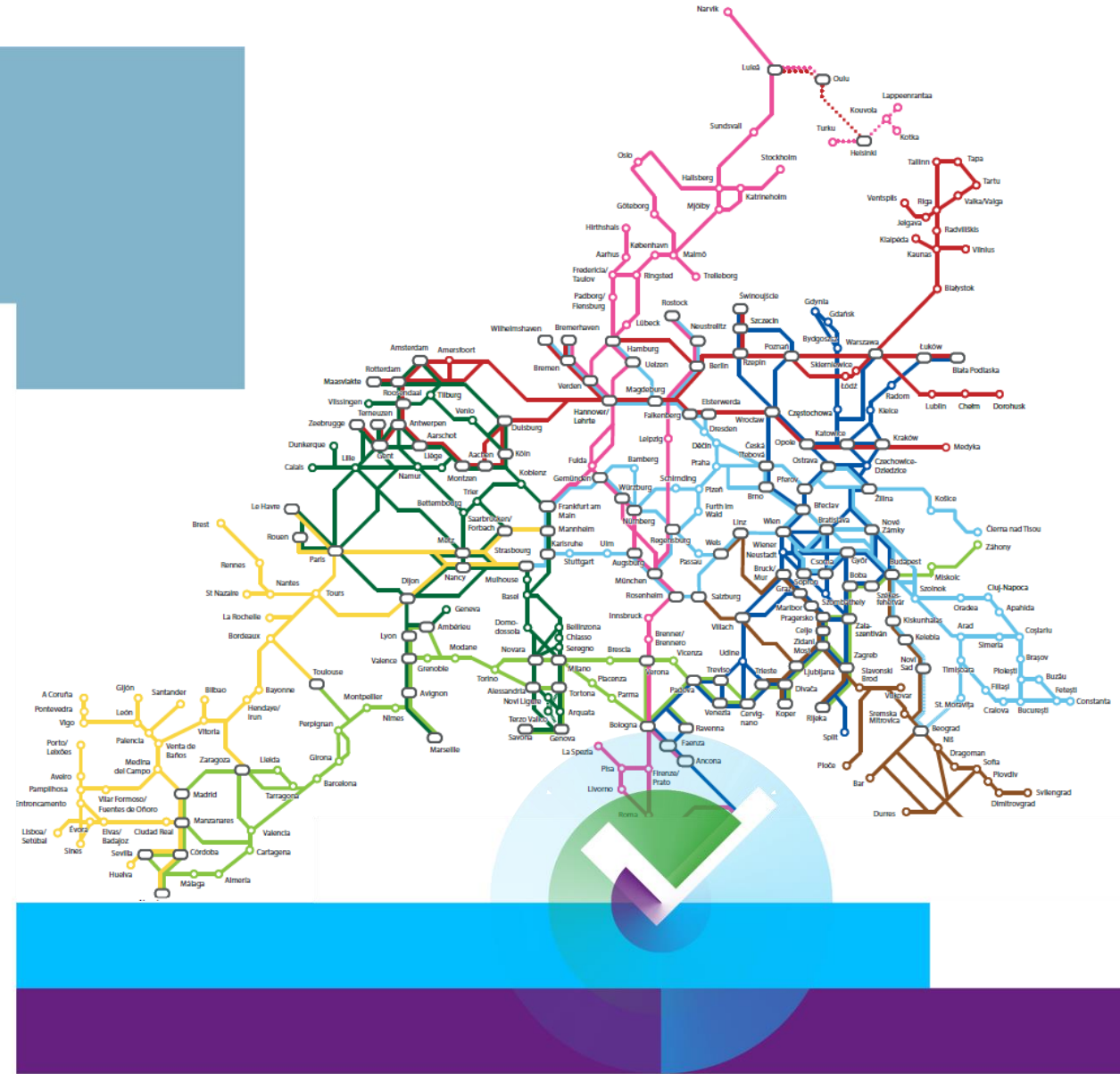
Next TAG RAG meeting with Mr. Bausch, the Atlantic ETC Coordinator



Possible subjects to be discussed in the next TAG-RAG meeting



SAVE THE DATE – Next TAG-RAG



PCS CB go live date: **November 20<sup>th</sup>, 2025**

## Trainings:

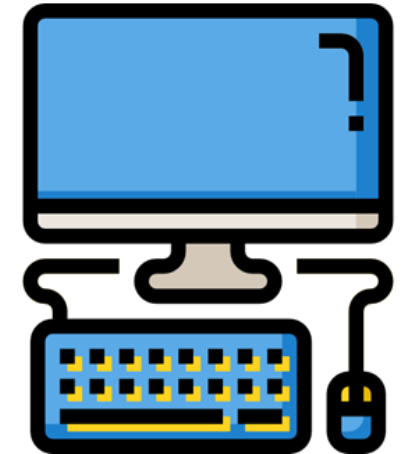
### RFC4 Training (in-person only):

- 11<sup>th</sup> and 12<sup>th</sup> of February – Brussels.

### Online training:

- February 5<sup>th</sup> – Beginner.
- March 5<sup>th</sup> – Intermediate.
- March 6<sup>th</sup> – Advanced.

More migration and trainings information: [Link](#)



A blurred background image of a freight train in motion, with several colorful horizontal bars (blue, purple, green) overlaid on the image. The word "CONCLUSIONS" is centered in a white box.

# CONCLUSIONS

[www.atlantic-corridor.eu](http://www.atlantic-corridor.eu)

