

29TH ATLANTIC CORRIDOR TAG-RAG MEETING

RAG

Madrid, 26th

November 2025



TEMPORARY CAPACITY RESTRICTIONS

TCR IN SPAIN



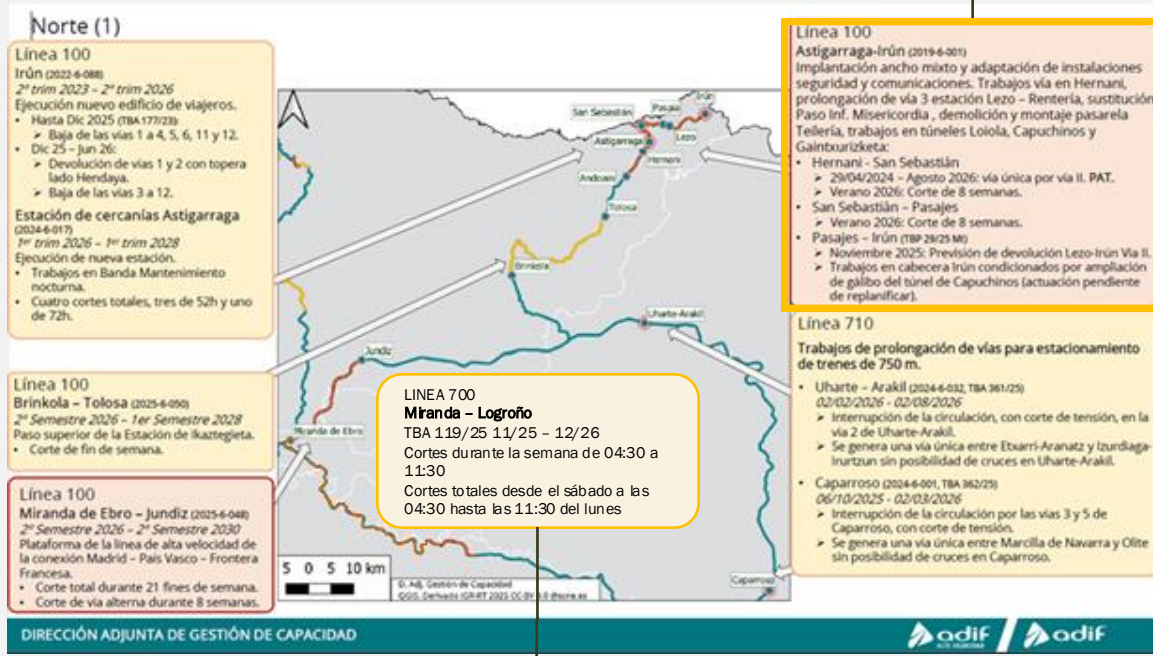
2025 has been another difficult year for Railway Undertakings (RUs) operating in Spain that have dealt with TCR all over the country.



TCR IN SPAIN

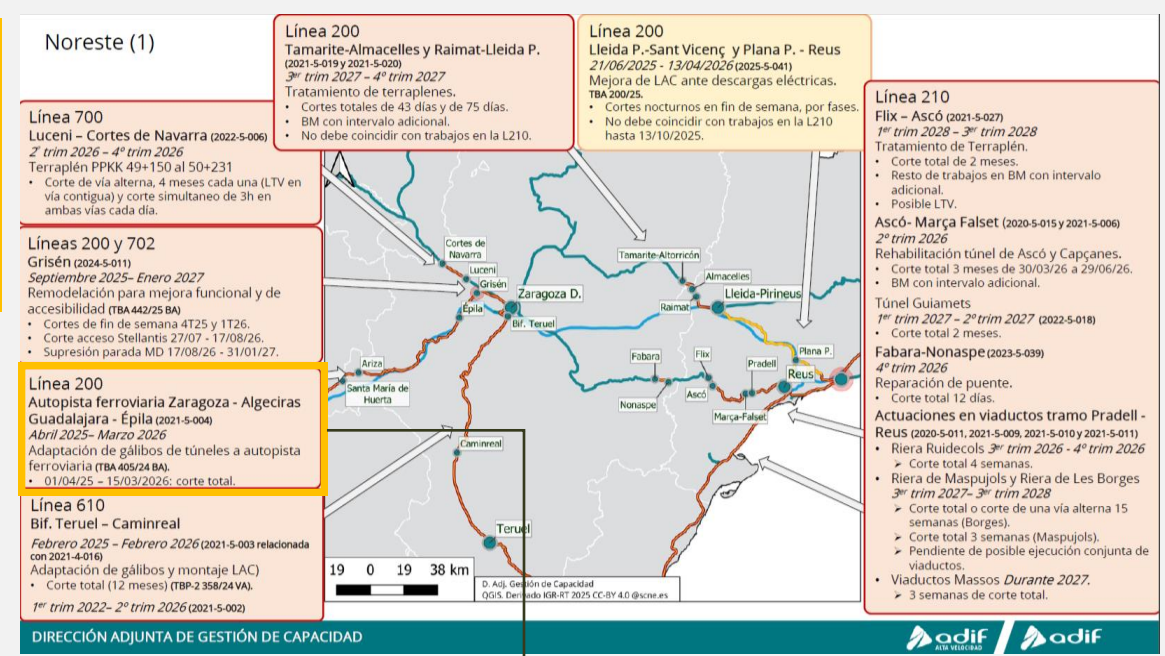
TBA 29/25: Total closure of the line between Irún and Andoain for 8 weeks. It did not end on time; three more days were needed to reopen the line. In addition to this, the double track between Lezo and Irún was not delivered until November.

No capacity will be provided until the double track is put into service



TBA 119/25: 7h partial closures from Monday to Friday, total closure from Saturday to Monday morning.

No alternative paths offered yet for a TCR that will last one year



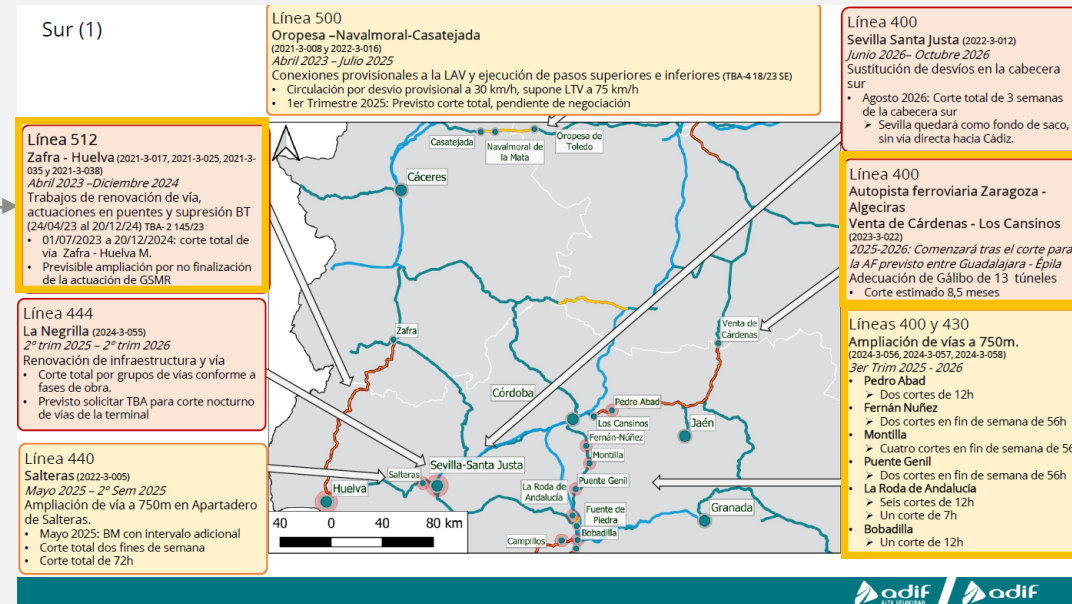
TBA 422/24 was expected to end in Dec 2025, but delayed until March 2026

More than 60 trains per week re-routed. This causes overrun costs, lack of capacity, and resources tied up for three more months

TCR IN SPAIN



TBA 145/23: total closure until 12/24, delayed for one year. Allowed train length is shorter than before the closure.



Delayed until march because TBA 422/24 hasn't ended on time, but total closures in course to prepare this TCR (TBA 532/25)

TBA 126/24: total closure of 15 days in summer. New total closure in January without alternative paths offer.

TCR IN SPAIN



On **19th November 2025** at 19:00, Railways Undertakings received the notification of the TBP 542/25 Palencia Arroyo Villalobón - Palencia scheduled to start on **20th November 2025**.

Despite objections from the RUs, the final TCR was issued on the same day it was due to start because this TCR “had to be executed”.

RUs had to adapt more than 60 paths in 24h timeframe !

Finally this TCR began on the 21st November, though a new version was released modifying again key parameters such as closure windows and deadline

Bad planning resulted in cancellations on 20th November for trains that could have run under normal conditions.



TCR IN SPAIN

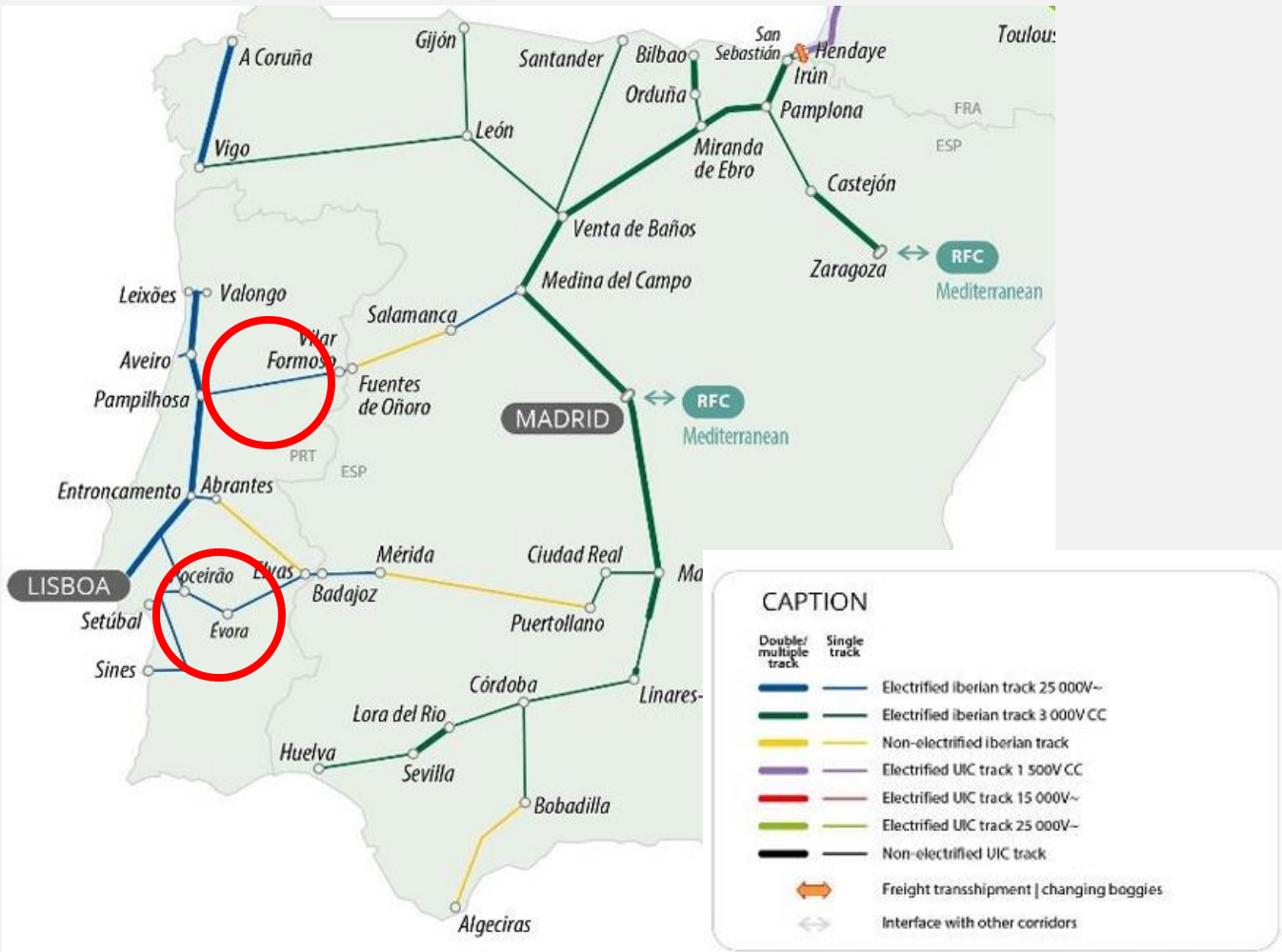


TO SUM UP

- High impact total closures neither finished on time nor delivered the tracks as planned
- Systematic extension of TCR causes delays in the beginning of other TCR or produces lack of capacity in some other lines by concurrence of TCR
- Total closures have not been used to bring forward activities that could have been done at the same time and RUs suffer additional closures.
- The scope and deadline of the TCRs can be unilaterally extended by ADIF even if the alternative paths had previously been accepted by the RUs
- Communication of TCRs 24h or 48h in advance
- No compensation expected for the damage of TCR in 2024. What about 2025?

CAN RAILWAY UNDERTAKINGS RUN TRAINS, BE TRUSTWORTHY, AND REMAIN PROFITABLE UNDER THESE CIRCUMSTANCES?

TCCR IN PORTUGAL



Investment Plan Ferrovia 2020 with works with several delays in the International Corridors:

- **Linha Beira Alta** closed in **April 2022 for an estimated 9-month period just opened in Set 2025 (almost +3yrs)** with communications system and ERTMS to be installed and branches to be concluded, not allowing the increase of capacity expected
- **Linha Évora-Elvas** estimated to be concluded by end 2023, is **expected to be concluded by end 2025**, but to be tested and certified during 2026, with ERTMS to be installed in the future – **Opening date uncertain (+3yrs)**
- **Concerns with works starting in 2026**, such as **Linha de Vendas Novas**, for the **connection to Porto de Sines**, as it has a longer schedule for works than initially previewed. **It is critical to ensure calendar presented and minimize impacts.**
- **It is important to guarantee that Linha do Leste has the capacity to face the increasing market demand for it.**

DELAYS RUIN CONFIDENCE IN RAIL AND RU'S CAPACITY TO RUN THEIR BUSINESS



PRE- ALLOCATED PATHS

RELIABILITY OF PAPs

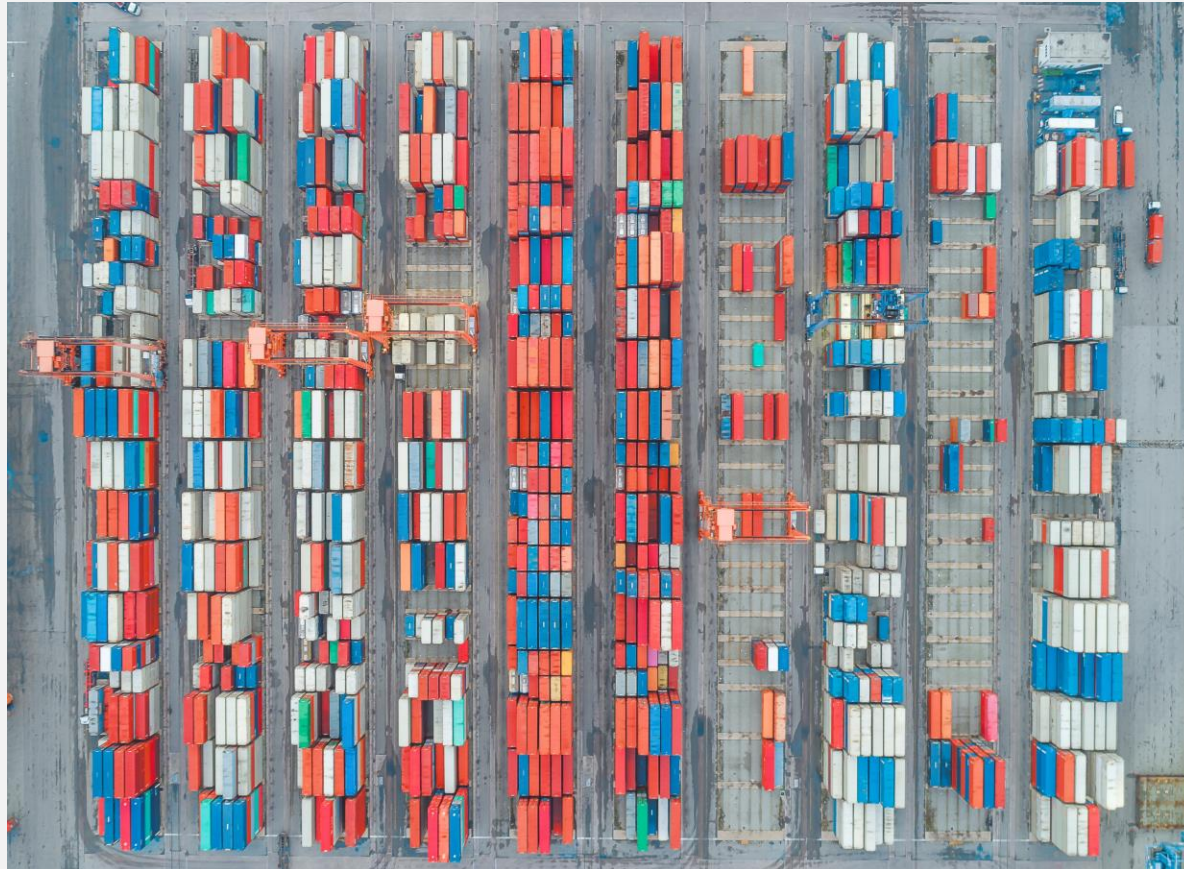
- PaPs may be impacted by TCR at some days during a year.
- The discrepancies observed over the years between PaP publication and the final offer always led to a lot of stress for our colleagues in the planning department and finally did not deliver the promised quality of what a PaP was intended for.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

	NORTH - SOUTH DIRECTION				GERMANY										
	Running Days in DE NETZ network	Running Days in SNCF Réseau network	Running Days in AdR network	Running Days in IP network	MANHEIM	LEINWISHEIM	ENDREBACH	SAARBRÜCKEN (Lands)	SAARBRÜCKEN (Stadion)	Metz	Metz	FORBACH (ABRWAL)	FORBACH (GERMANISCH)	Metz	
CA26CJ0002	1 2 3 4 5	1 2 3 4 5						0 04	0 59	2 00	0410	2 24	2 29	FR302	
CA26F00104	1 2 3 4 5	1 2 3 4 5							5 25	0407	5 39	5 44	FR310		
CA26H00006	2 3 4 5 7	2 3 4 5 7			2 09	2 41	3 34	4 27	5 21	0407	5 50	5 55	FR310		
CA26E00008	1 2 3 4 5	1 2 3 4 5						4 14	5 17	5 52	0407	6 07	6 12	FR310	
CA26L00010	1 2 3 4 5 6	1 2 3 4 5 6								6 09	0407	6 24	6 36	FR310	
CA26H00012	1 2 3 4 5	1 2 3 4 5			12 09	12 09	13 24	14 39	14 49	0417	15 04	15 16	FR311		
CA26CJ0014	1 2 3 4 5	1 2 3 4 5						16 06	16 54	16 19	0417	16 33	16 38	FR311	
CA26AF0016	1 2 3 4 5	1 2 3 4 5								16 30	0407	16 44	16 48	FR311	
CA26AF0018	1 2 3 4 5	1 2 3 4 5								16 30	0417	16 44	16 48	FR312	
CA26L00020	1 2 3 4 5 6 7	1 2 3 4 5 6 7					16 16	16 16	17 37	21 49	0417	22 03	22 08	FR312	
CA26AF0022	1 2 3 4 5 6	1 2 3 4 5			16 55	20 22	21 37	22 24	22 29	0417	22 43	22 48	FR312		
CA26AG0024	1 2 3 4 5	1 2 3 4 5								21 31	22 44	22 48	0423	23 02	FR323
CA26E00026	1 2 3 4 5 6	1 2 3 4 5 6								21 31	22 44	22 48	0423	23 02	FR323
CA26AF0028	1 2 3 4 5	1 2 4								21 31	22 44	22 48	0417	23 02	FR323
CA26L00030	1 2 3 4 5	2 3 4 5 6					20 02	21 04	22 04	23 41	0427	23 57	0 02	FR363	

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



DIFFERENCES BETWEEN THE OFFERED PaP AND THE ALLOCATED PATHS SHOULD BE MINIMIZED TO GUARANTEE THE QUALITY OF THE SERVICE TO OUR CUSTOMERS



A.O.B

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THANK YOU!

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