



# Empordà Intermodal Centre

**French-Iberian rail link  
Fostering European Connectivity**

Barcelona  
November 2, 2010

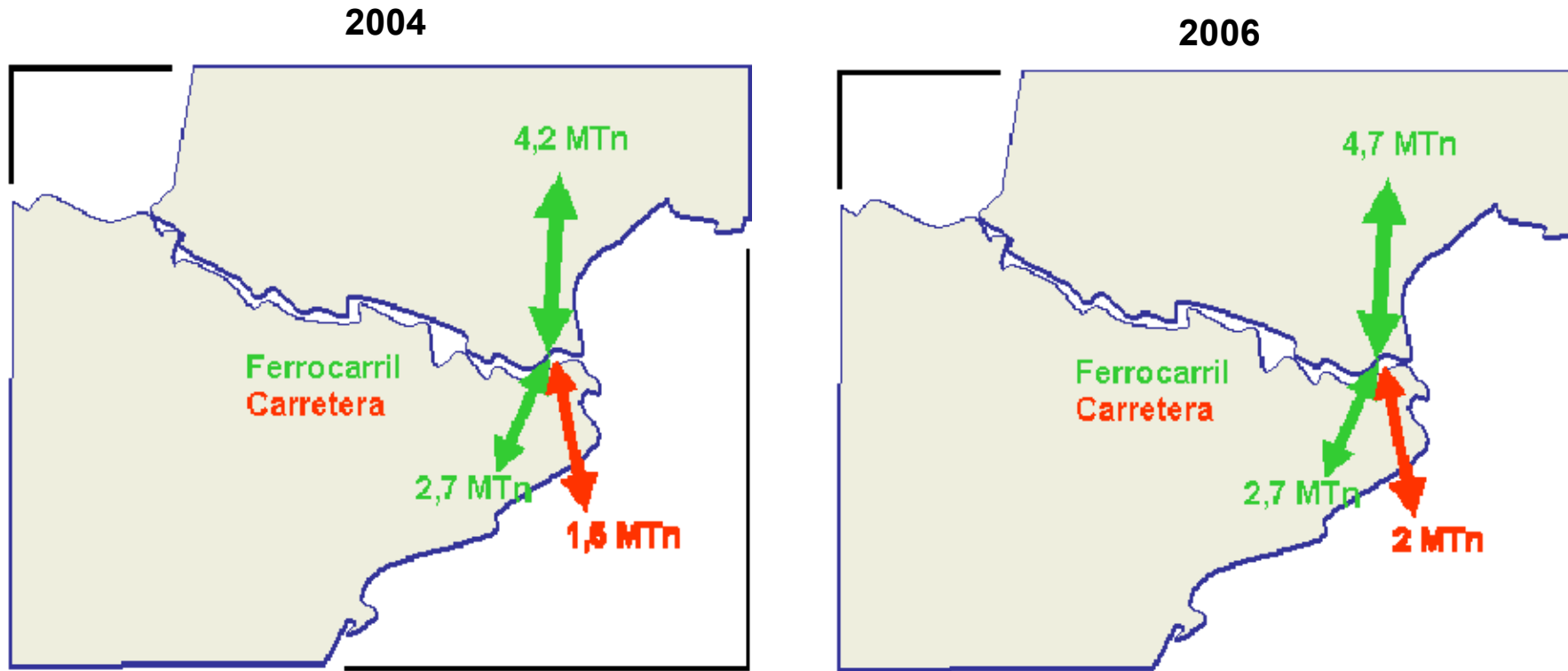
# Cross-border rail transport

International transport has experienced the worst decrease in recent years through the Mediterranean rail corridor

		2001	2003	2004	2005	2006	2007	2008	Δ 07-08	Δ Anual
<b>Origen i destinació Catalunya</b>	Renfe	1.046	1.153	1.275	1.322	1.227	1.429	1.369	-4,2%	4,6%
	FGC	570	655	606	569	641	659	632	-4,1%	1,7%
	<b>TOTAL intern</b>	<b>1.616</b>	<b>1.808</b>	<b>1.881</b>	<b>1.891</b>	<b>1.868</b>	<b>2.088</b>	<b>2.001</b>	<b>-4,2%</b>	<b>3,6%</b>
<b>Intercanvis amb la resta d'Espanya</b>	Catalunya – Resta Estat	2.352	2.825	2.981	3.084	2.894	2.729	2.515	-7,8%	1,1%
	Resta Estat – Catalunya	1.829	2.230	2.155	1.915	1.993	2.040	2.014	-1,3%	1,6%
	<b>TOTAL amb resta Estat</b>	<b>4.181</b>	<b>5.055</b>	<b>5.136</b>	<b>4.999</b>	<b>4.887</b>	<b>4.769</b>	<b>4.529</b>	<b>-5,0%</b>	<b>1,3%</b>
<b>Intercanvis internacionals</b>	Catalunya – Estranger	338	341	371	364	353	321	331	3,4%	-0,3%
	Estranger – Catalunya	615	666	738	742	724	695	585	-15,8%	-0,8%
	<b>TOTAL internacional</b>	<b>953</b>	<b>1.007</b>	<b>1.109</b>	<b>1.106</b>	<b>1.077</b>	<b>1.016</b>	<b>917</b>	<b>-9,7%</b>	<b>-0,6%</b>
<b>Tràfic de pas</b>	<b>TOTAL de pas</b>	<b>660</b>	<b>770</b>	<b>792</b>	<b>160</b>	<b>110</b>	<b>99</b>	<b>127</b>	<b>28,3%</b>	<b>-24,0%</b>
<b>TOTAL</b>		<b>7.410</b>	<b>8.640</b>	<b>8.918</b>	<b>8.156</b>	<b>7.942</b>	<b>7.972</b>	<b>7.574</b>	<b>-5,0%</b>	<b>0,4%</b>

The border is a huge bottleneck for the development of rail transport along the Mediterranean corridor

# Cross-border rail transport



In 2004 1,5 M Tm were shifted from road to rail in Southern France.

In 2006 2 M de Tm, were shifted. 33% increase in 2 years.

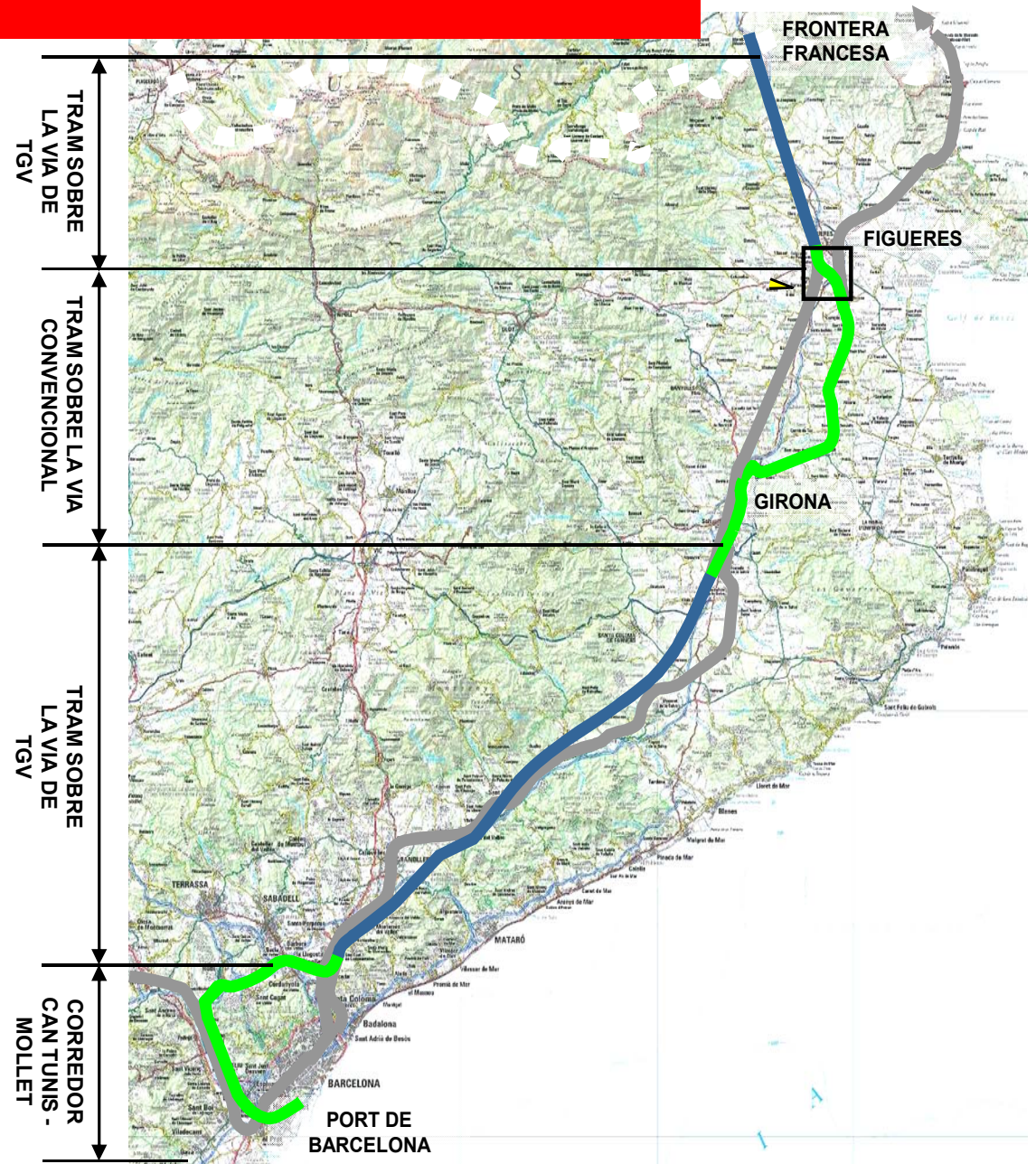
**9.185 daily trucks crossed the border in 2006,  
carrying 54,9 M Tm a year**

# Mediterranean rail corridor

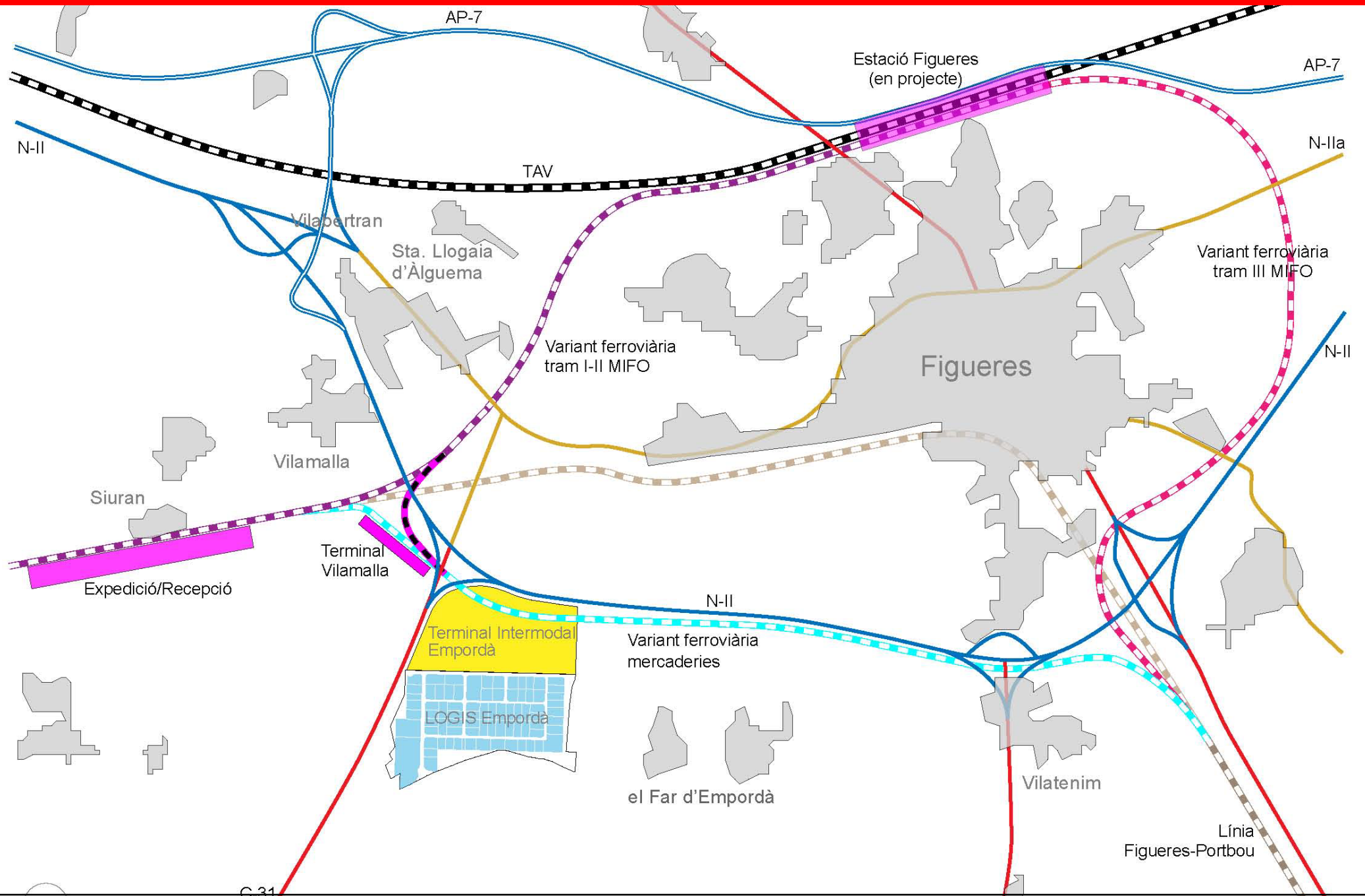
The UIC gauge connection between the Port de Barcelona and the border will be a reality very soon.

Nevertheless trains to/from south and west of Barcelona will still run on Iberian gauge

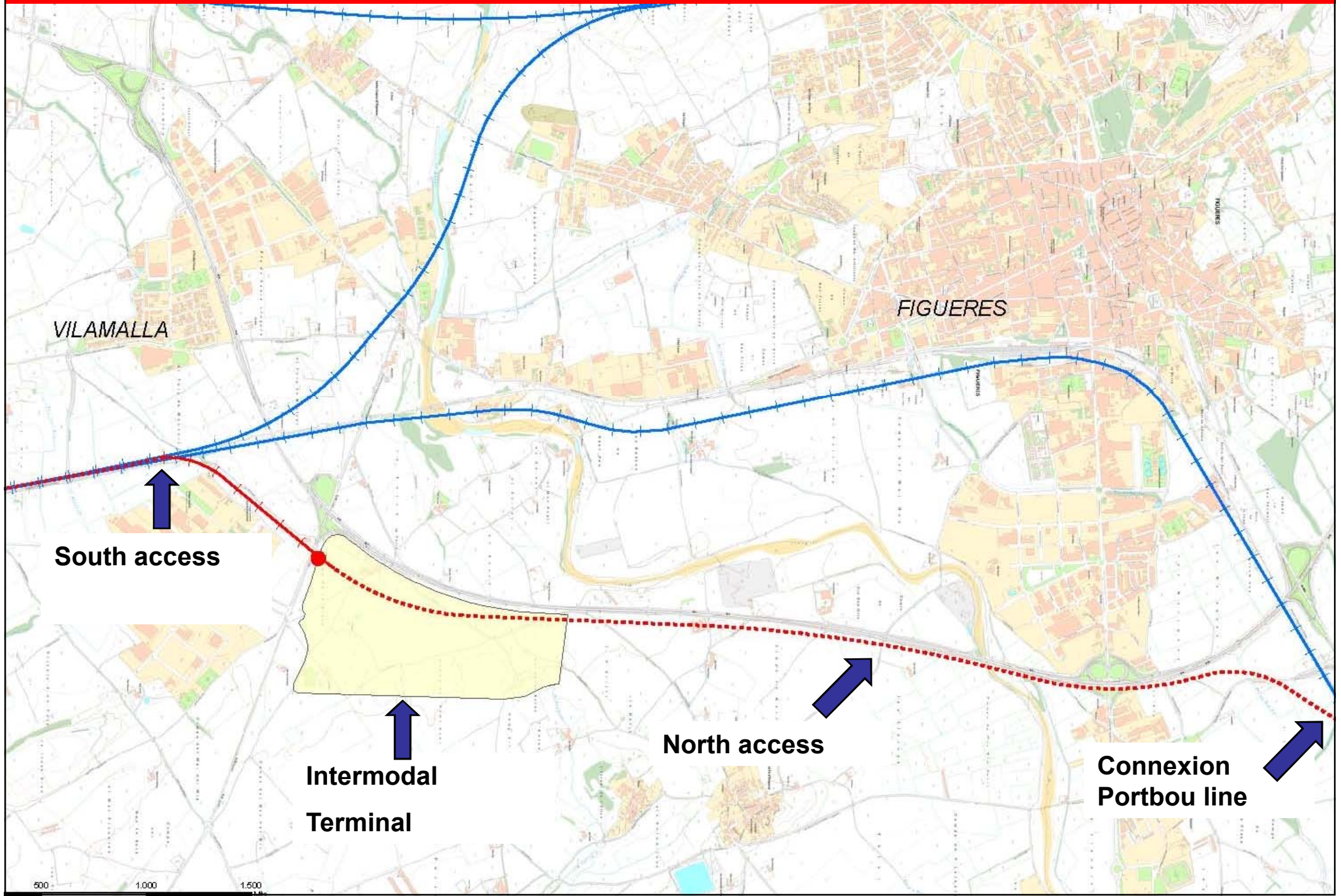
- HST, UIC gauge
- Conventional line, dual gauge
- Conventional line Iberian gauge



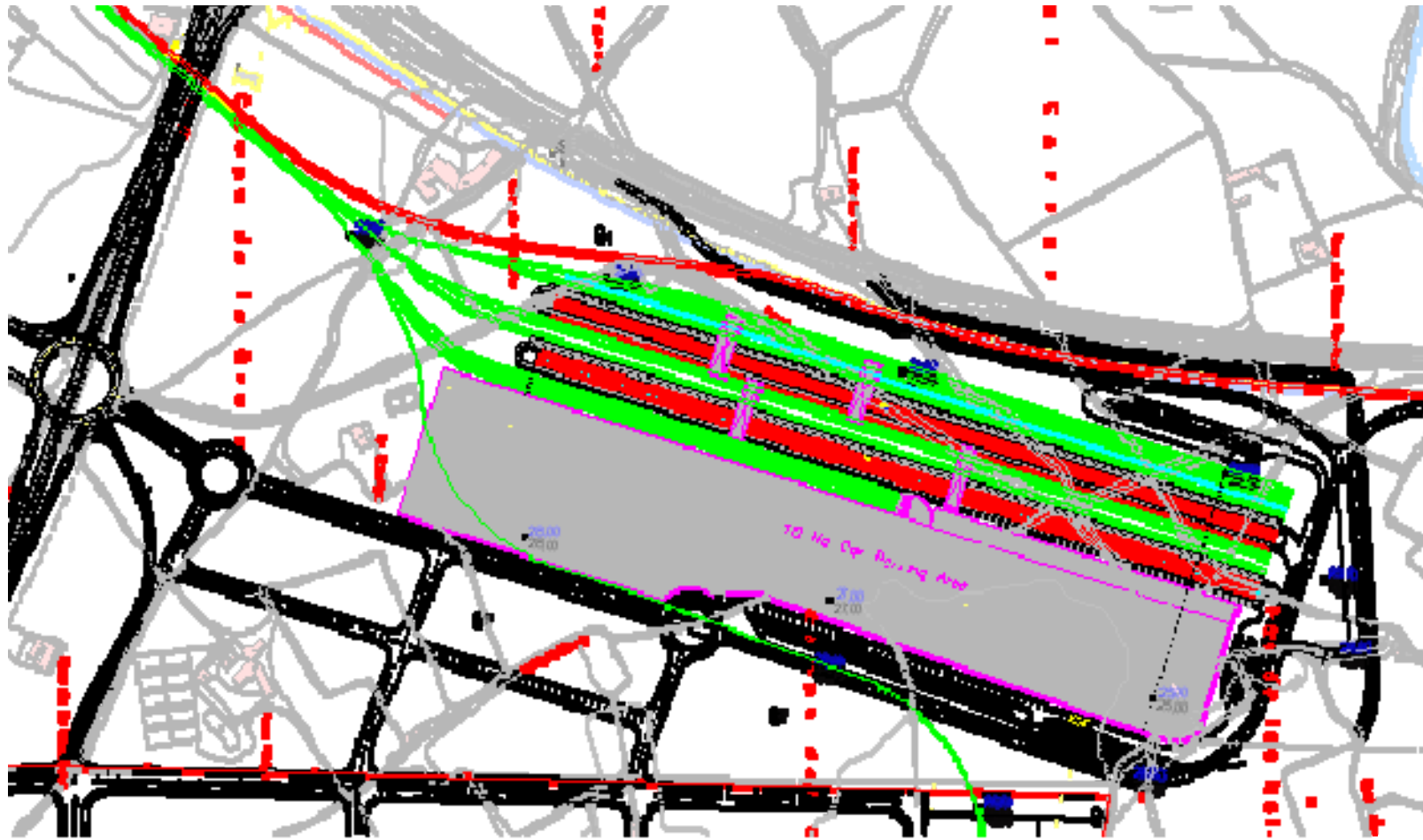
# Location of the project



# Description of main projects

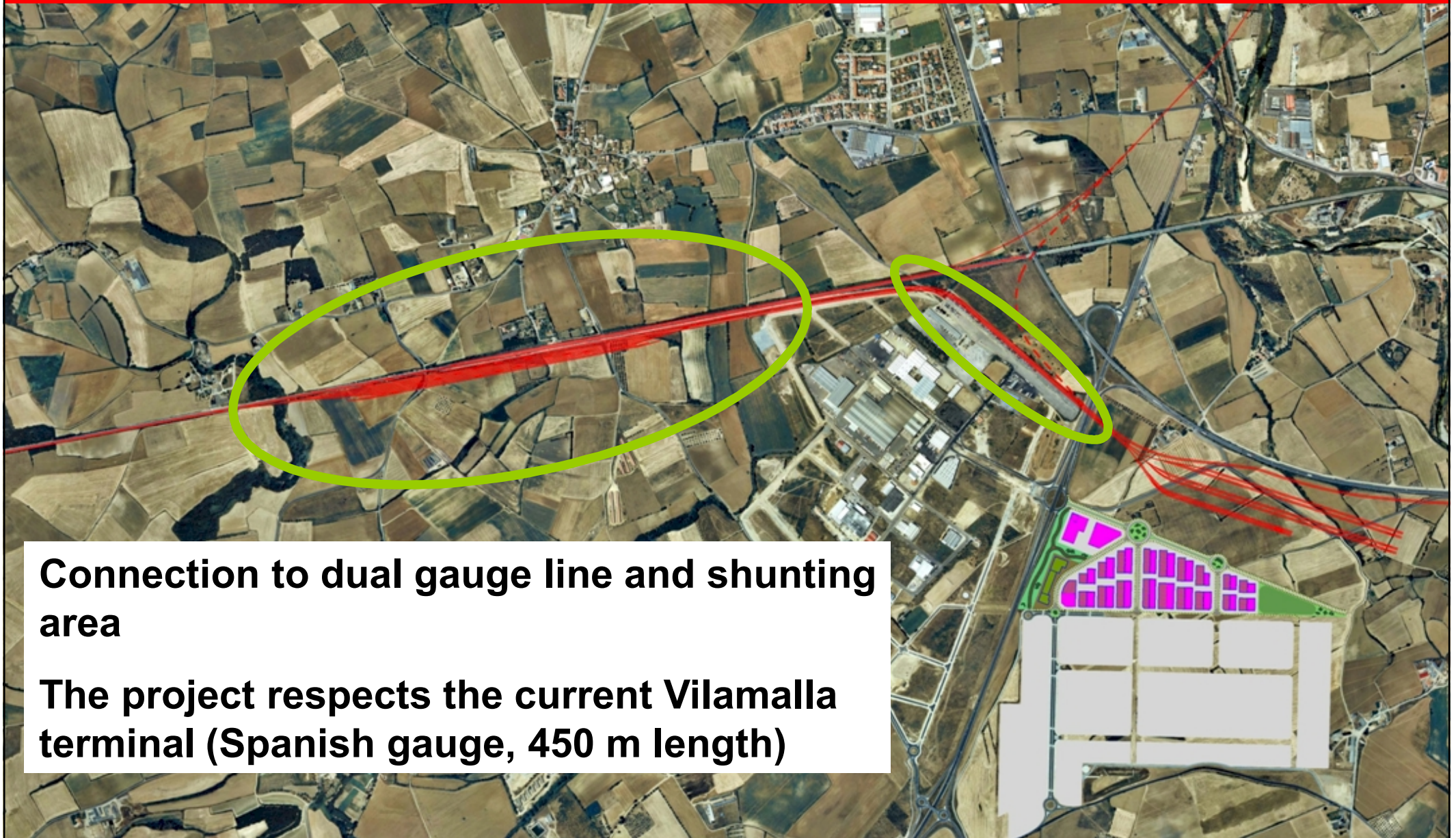


# Main characteristics of the project



**Rail access Iberian and UIC gauge**  
**Terminal length up to 750 m**  
**Connection to la Jonquera/Perhus tunnel and to Portbou/Cerbere**  
**Preliminar capacity forecast: 300.000 TEU and 300.000 cars**

# Empordà Intermodal Centre

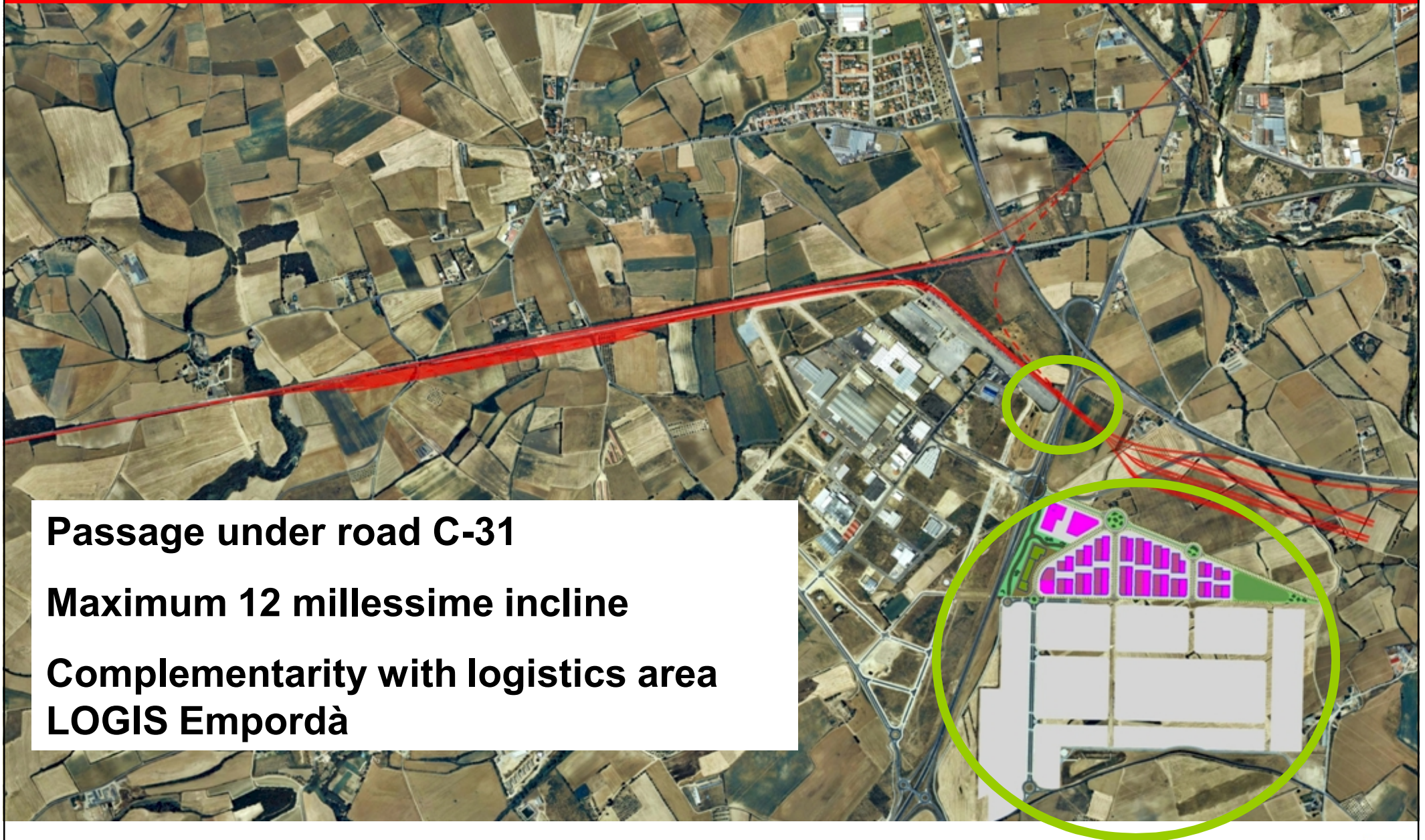


**Connection to dual gauge line and shunting area**

**The project respects the current Vilamalla terminal (Spanish gauge, 450 m length)**



# Empordà Intermodal Centre

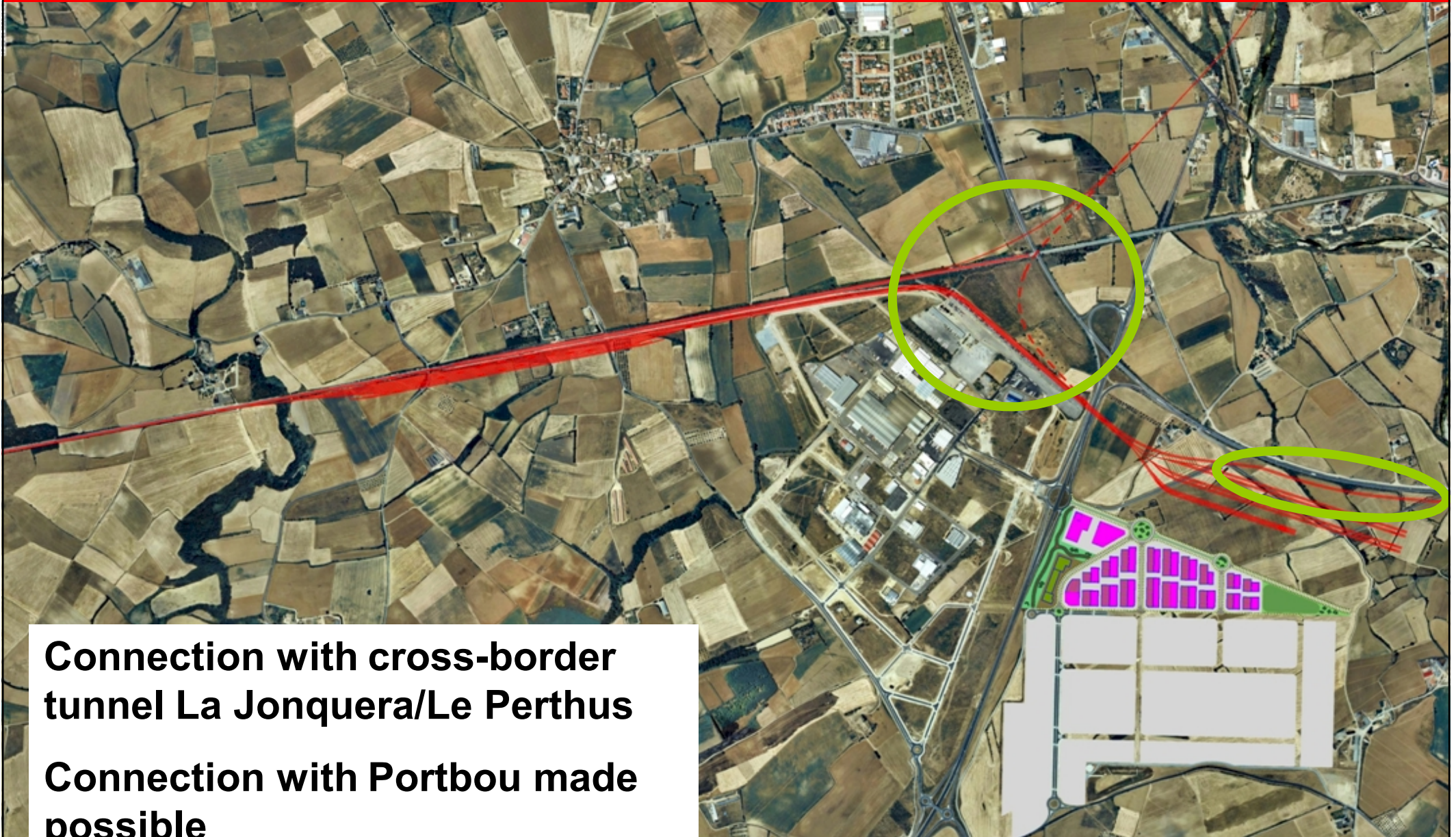


**Passage under road C-31**

**Maximum 12 millesime incline**

**Complementarity with logistics area  
LOGIS Empordà**

# Empordà Intermodal Centre



**Connection with cross-border  
tunnel La Jonquera/Le Perthus**

**Connection with Portbou made  
possible**

# Terminal Intermodal de l'Empordà SL



**Joint venture:**

**CIMALSA 52%**

**Port de Barcelona 48%**

**Initial capital: 3,2 M €**

**Incorporated: January 2010**

**Project supported by the EU: TEN-T**

