



**FRET**

## The new UIC line to Barcelona

**SNCF Geodis Rail Cargo Sylvie CHARLES. CEO**

Market Place Seminar.  
2nd & 3rd of November 2010. Barcelona





① **SNCF Geodis**

② **European corridor**

③ **New UIC line**

# SNCF : One group – Five divisions

## SNCF Infrastructure



Activities in France,  
+ engineering in Europe,  
Asia, Middle-East,  
Africa, America

5,1 billion €

## SNCF Proximité



TER, Transilien and  
Intercités in France, Keolis  
in France, in Europe, in the  
USA, in Canada and in  
Australia

6,6 billion €

## SNCF Voyages



Europe (France, Spain, the  
United Kingdom, Belgium,  
the Netherlands, Germany,  
Switzerland and Italy)

7,4 billion €

## SNCF Geodis



Transport of goods and  
logistics in 120 countries  
and on 5 continents

8,4 billion €

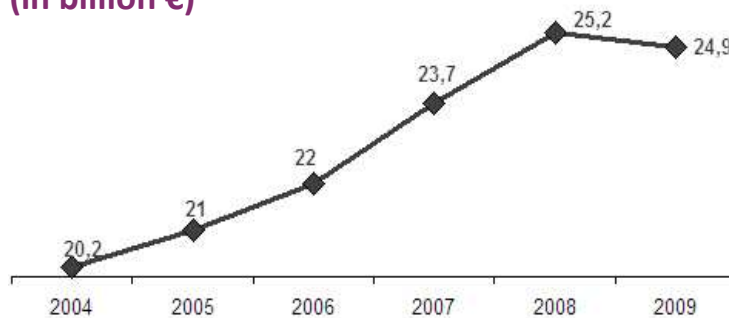
## STATIONS & CONNEXIONS



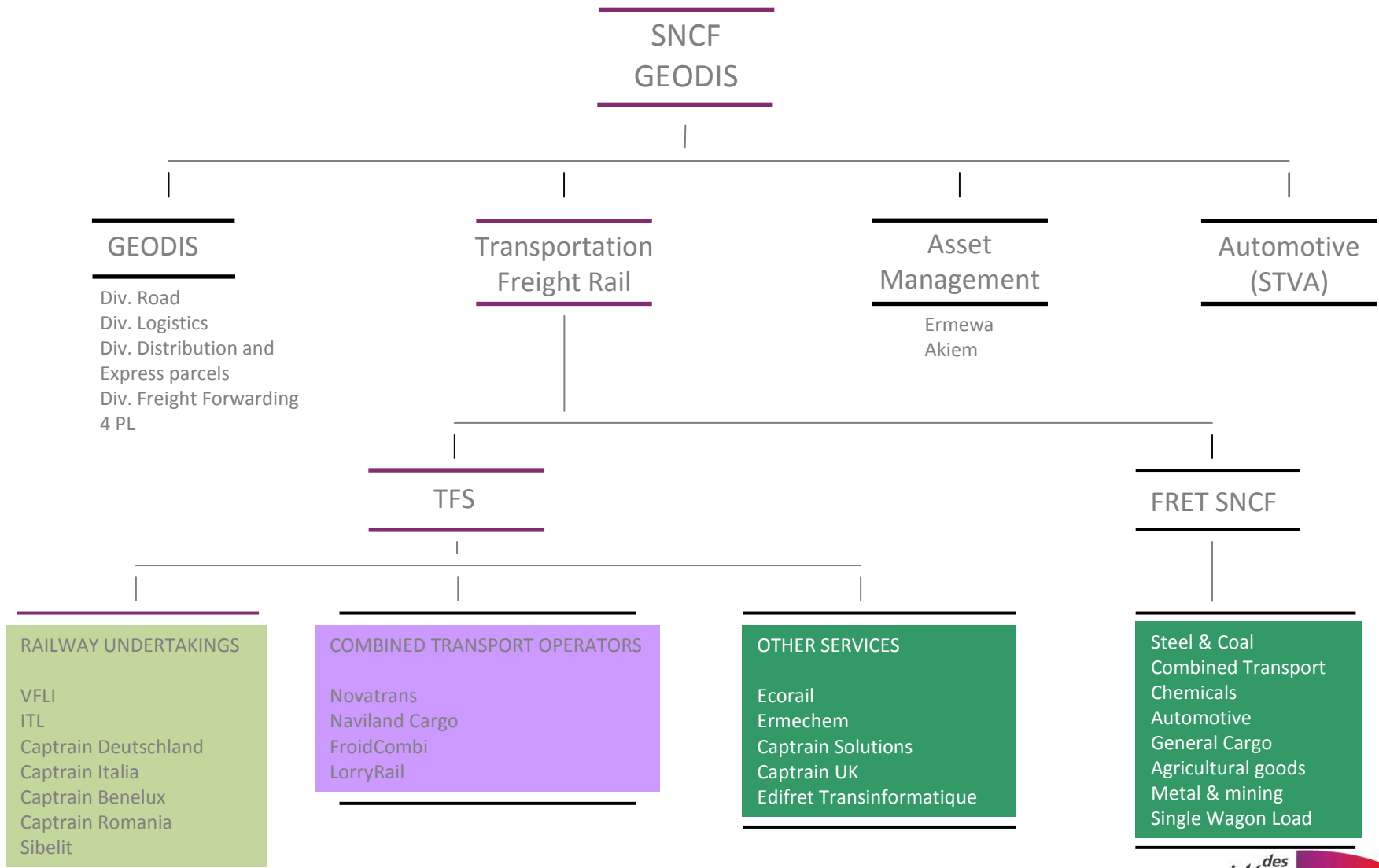
Manages 3 000 French  
stations, as well as  
international activities with  
AREP

Since 2010

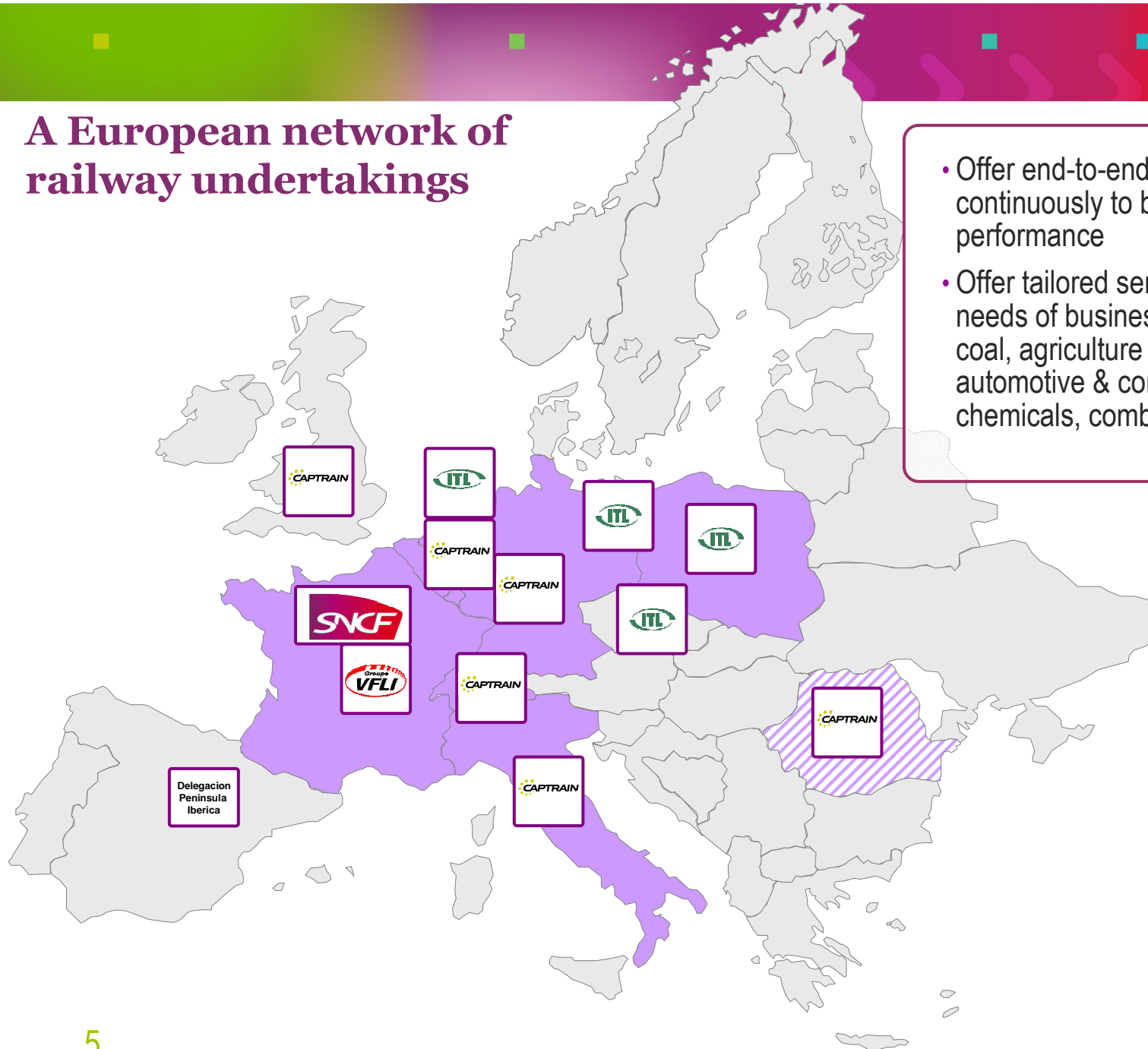
### Growing trend of SNCF's turnover (in billion €)



# Organisation of SNCF Geodis, Transport & Logistics Division



## A European network of railway undertakings



- Offer end-to-end services, striving continuously to boost quality and performance
- Offer tailored services adapted to the needs of business sectors : steel & coal, agriculture & quarry products, automotive & consumer goods, chemicals, combined transport



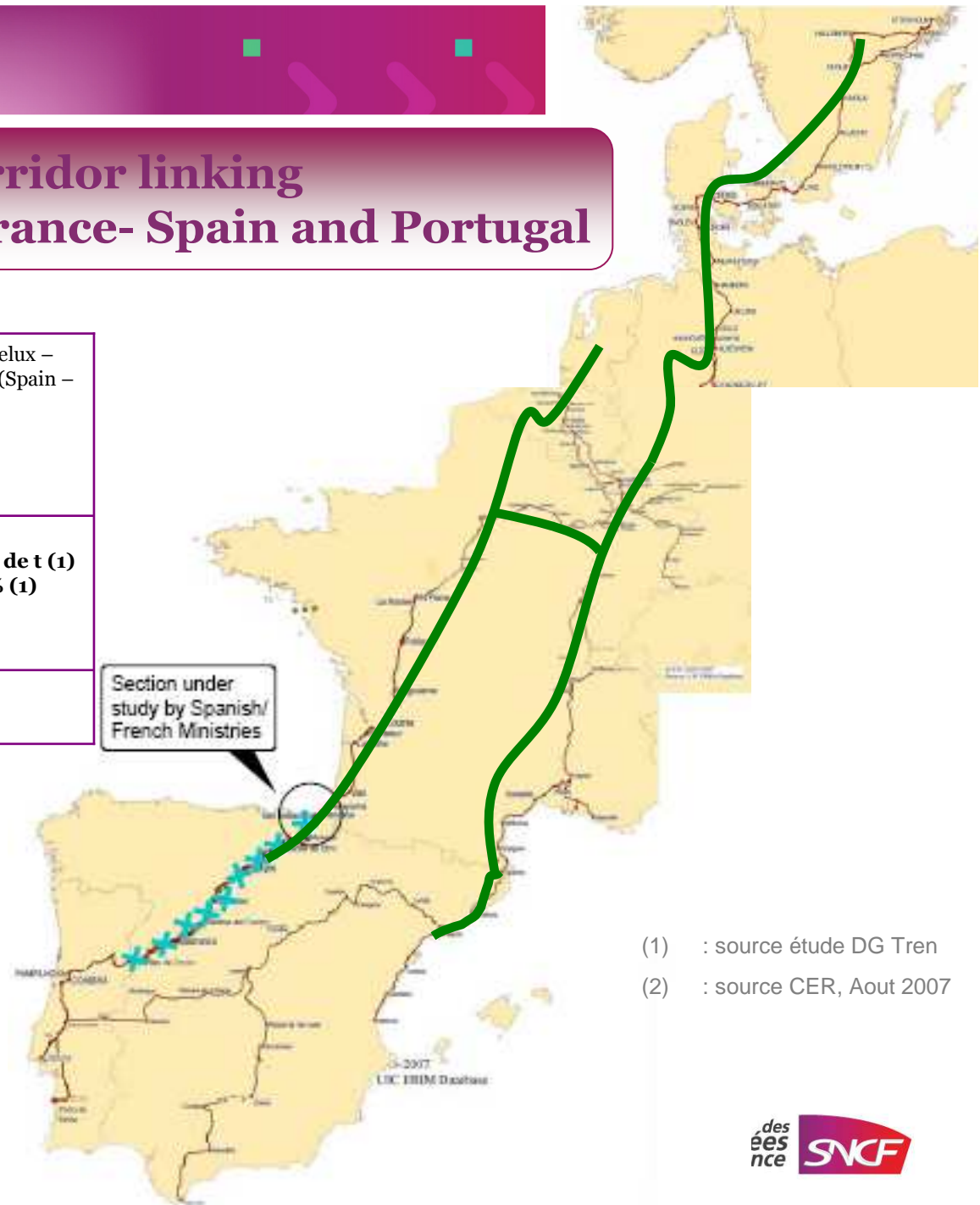
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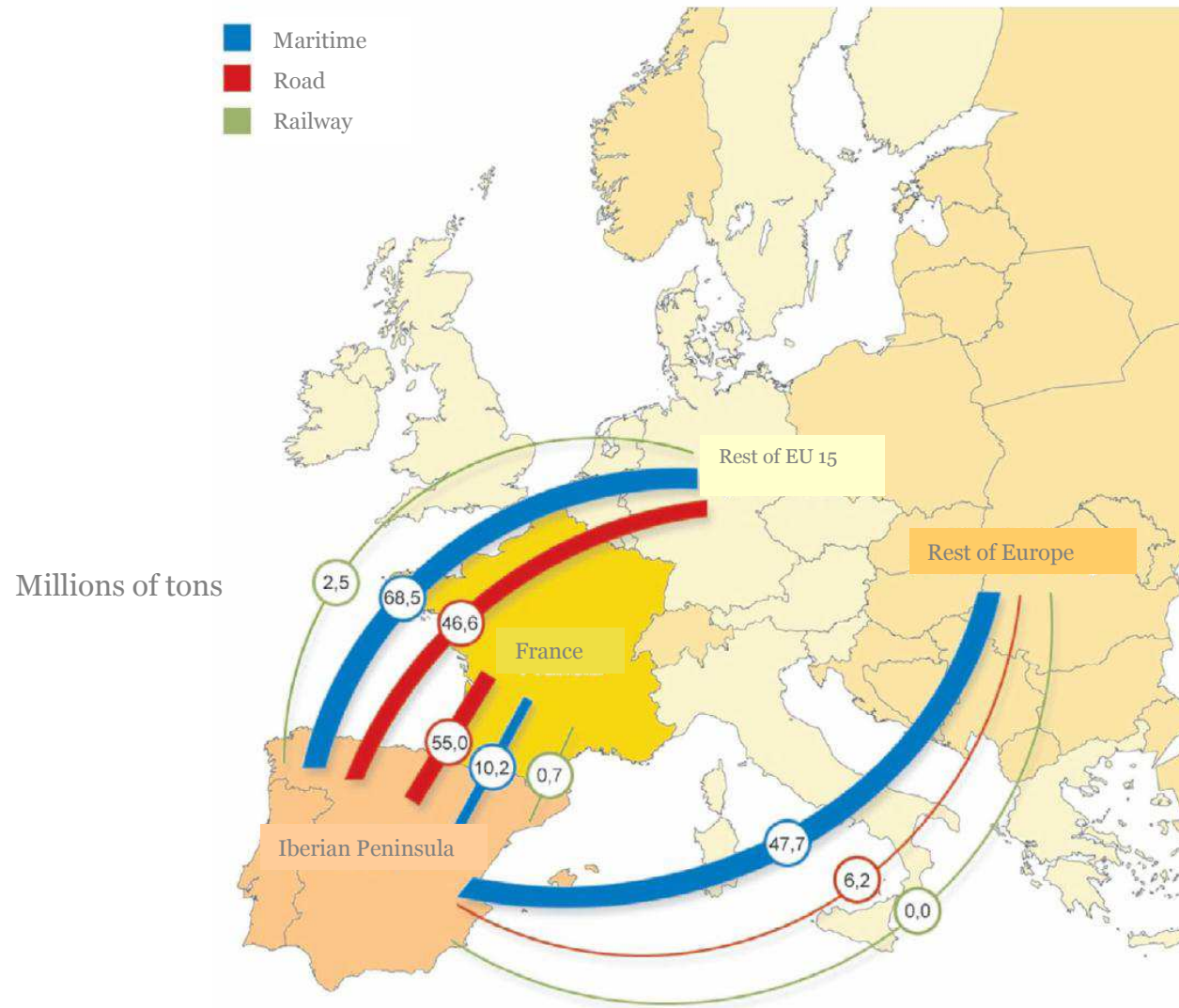
# A european corridor linking Scandinavia – Germany- France- Spain and Portugal

Reference Corridors	Corridors B (Scandinavia), C (Benelux – Basel and Benelux – Lyon) and D (Spain – Lyon – Budapest)
Key figures (except Scandinavian part)	<ul style="list-style-type: none"> <li>• Length : 2 200 + 2 500 km</li> <li>• <b>Global volume : 117 millions de t (1)</b></li> <li>• <b>Railway market share : 5-8% (1)</b></li> <li>• <b>Tonnages by rail : ~ 7.2 mio.</b></li> <li>• Trains km : 95 millions (2)</li> </ul>
By 2020	+ 63% in volume (2)



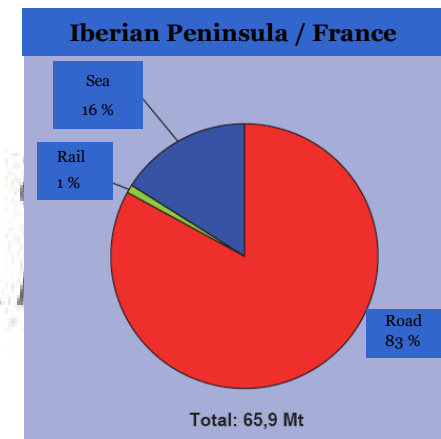
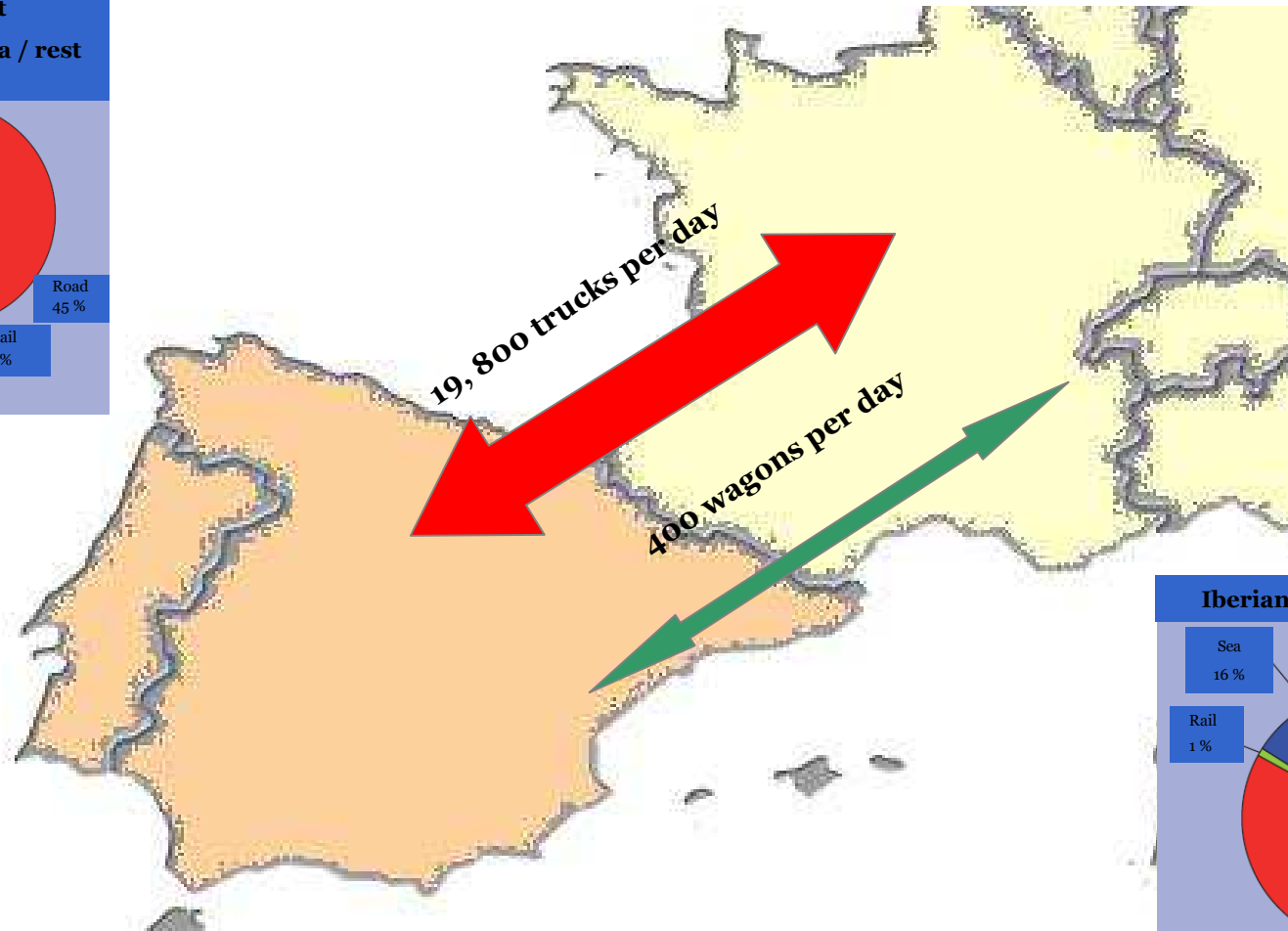
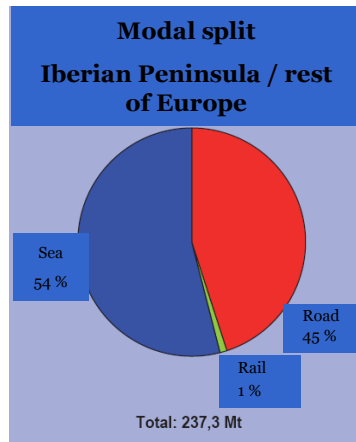
(1) : source étude DG Tren  
 (2) : source CER, Aout 2007

# Flows between the Iberian Peninsula and the rest of Europe





# Flows between the Iberian Peninsula and the rest of Europe



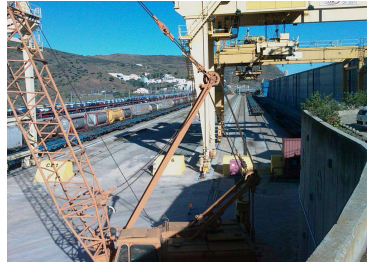
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- ① **SNCF Geodis**
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# Spain-France railway border crossing issues

*2 different gauges :  
Iberian (1,633 mm) and UIC 1,435 mm)*



*Several technical solutions are used to cross the border*



*Axles change*



*Transshipment*

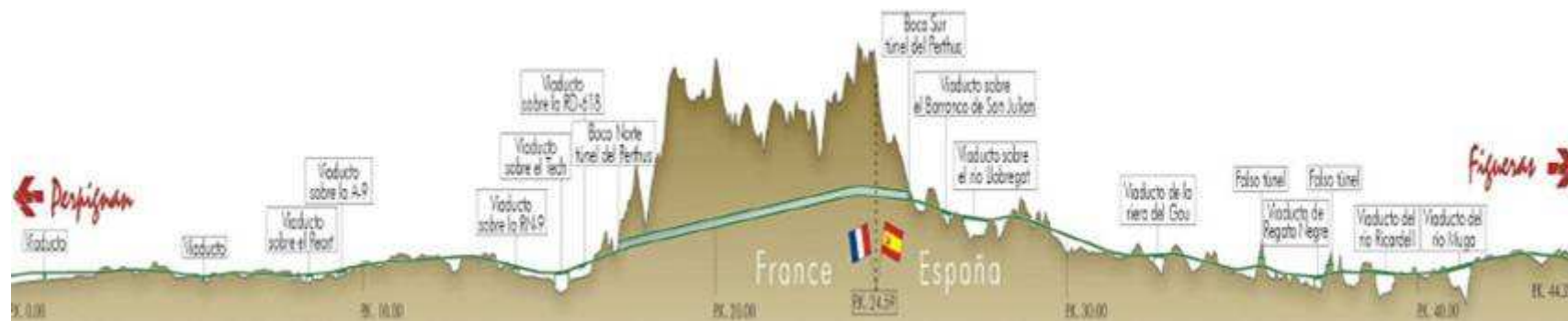


*Trains with 2 different standard length :  
750 m in France vs 450 m (500m) in Spain  
⇒ A majority of trains have to be cut and reconstructed*

## The new UIC line



1995 : signature of an agreement between Spanish and French Governments in 1995 to create an international high speed line through the Pyrenees on the Mediterranean side.



Construction of a new link with a length of 44 km and a 8, 3 km length tunnel under the Pyrenees.

TGV and freight trains (750 m length) will be able to run.

This infrastructure will remove geographical and technical barriers.

## The new UIC line

ADIF (Spanish infrastructure manager) is in charge of achieving the segment between Figueres and Barcelona.

These works will allow to link the new tracks to the Port of Barcelona and the travellers station of Sants in the centre of the city.

In a close future the Morrot containers terminal and the Can Tunis marshalling yard will be connected to the UIC European network

### Main characteristics of the line

- ↳ 750 meters length trains.
- ↳ Hazardous goods accepted under the tunnel.
- ↳ D charge.
- ↳ Speed limit : 100 km per hour.
- ↳ TP Ferro toll : 650 € / train.

**This infrastructure will be a major leverage  
for rail freight transport development**

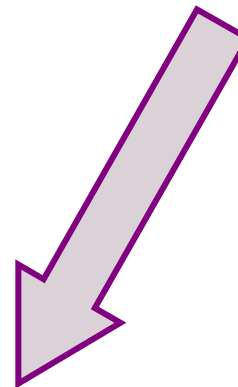
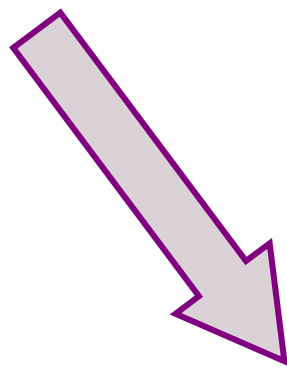
## Constraints

### Traffic control systems

ERTMS level 2 on the new line.  
ASFA on the ADIF part  
KVB on the RFF network.

### Electrification systems

25, 000 v alternating current on the UIC line.  
3000 v direct current (DC) on the ADIF part  
1500 v DC on the RFF section in Le Soler (near Perpignan).



### Locomotives

Necessary investments in locos  
ERTMS, ASFA and KVB equipped.  
Currently, no RU gets such equipped locos.



## Running on this axis must be economically profitable

- ↪ Therefore not too high tolls and stability of the tolls.
- ↪ So as to be able to take the opportunity of the new UIC line to develop new railway solutions and increase the rail market share

## To open the discussion

- ⇒ On the Iberian market, SNCF has decided to be active not through a RU subsidiary but through partnerships : ports authorities, freight forwarders, logistics operators, RUs,...
- ⇒ In this context, we are analysing all the solutions allowing a dynamic use of this new railway link between Perpignan and Barcelona.
- ⇒ The aim is to increase the share of the rail in the trade between the Iberian Peninsula and the rest of Europe.



**Thank you for your attention**



*TRANSPORTS ET LOGISTIQUE*