


FERRMED CONFERENCE

AMÉLIORATION DU TRANSPORT FERROVIAIRE ENTRE MONTPELLIER/TOULOUSE ET BARCELONE

Proposition de FERRMED
Par Joan Amorós
Président

Auditori Josep Irla, Generalitat de Catalunya, Plaça Pompeu Fabra, 1
Girona, 28 de gener de 2019



Avec la collaboration de:








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INTERCONTINENTAL TRENDS


EUROPEAN MAIN SOCIO-ECONOMIC GROWTH VECTORS

The EU and neighbouring countries are going to a new socio-economic dimension following the three emerging growth vectors:

- Western North-South Vector (EULER)
- Eurasian East-West Vector
- Far East – Mediterranean Vector

The increase of competitiveness is mainly oriented towards this three emerging vectors.
Investments have to be made accordingly

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FERRMED GLOBAL STUDY IN WESTERN EUROPE



FERRMED GREAT AXIS RAIL NETWORK, backbone of EULER Vector

EULER = European Union Locomotive Economic Regions

FERRMED GREAT AXIS

The rail freight network of the FERRMED Great Axis interconnects the most important sea and inland harbour fronts; and the main East-West axes of the EU.

FERRMED Great Axis has a direct and close impact over **250 millions Europeans** (54% of the EU-28 population and 66% of the GDP).

In addition, the axis :

- has a close influence over **70 millions inhabitants in North Africa.**
- **links with western end of Trans-Siberian Railway** in St. Petersburg and Finland



Western North- South vector

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EU MEGA-REGIONS



ECONOMIC ACTIVITY GENERATION IN THE GREAT EUROPEAN MEGA-REGIONS based in spatial techniques and statistics as well as in light emission (LRP) (according to **Richard Florida**)

The figure in each Mega-Region is the ordinal score world wide



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SIX MOST IMPORTANT MEGA-REGIONS IN EU IN 2015 (according to Richard Florida criteria)



MEGA-REGION	INHABITANTS	GDP IN MILLION EUROS
AM – BRUS – TWERP (AMSTERDAM – BRUSSELS – ANTWERPEN) =Netherlands – Belgium – Luxemborug – Nord Rhein-Westfalen – Niedersachsen – Bremen – Hamburg=	~60.000.000	~2.175.000
LON – LEED – CHESTER (LONDON – LEEDS – MANCHESTER) =England=	~50.000.000	~1.766.000
ROM – MIL – TUR (ROME – MILAN – TURIN) =Piedmont – Liguria – Lombardy – Trentino – Alto Adige – Veneto – Friuli – Venezia – Gúilia – Emilia Romagna – Tuscany – Marches – Umbria – Abruzzo – Latium – Molise – Campania=	~47.400.000	~1.315.000
BARCE – LYON (BARCELONA – LYON) =Rhône-Alpes – Provence – Alpes – Côte d'Azur – Midi-Pyrénées/Languedoc-Roussillon – Catalonia – Aragon – Valencian Community – Balearic Islands – Murcia – Almeria=	~34.000.000	~910.000
FRANK – GART (FRANKFURT AM MAIN – STUTT GART) =Baden-Wutenberg – Hesen – Alsace – Saarland – West of Rheinland – Pfalz – Western part of Bavaria=	~26.000.000	~875.000
VIENNA – BUDAPEST =Triangle Vienna, Bratislava, Budapest, – North West Slovakia – East Czech Republic – Southern part of Poland=	~23.000.000	~530.000

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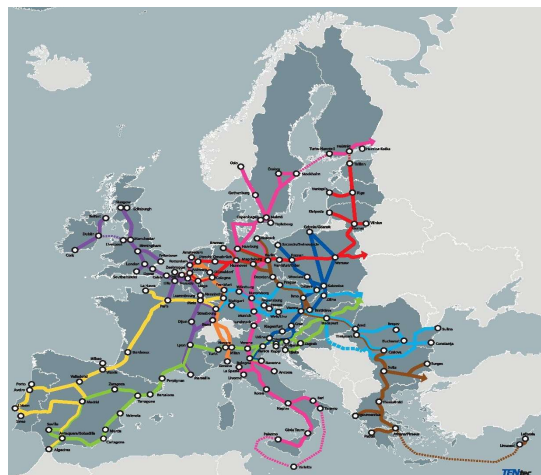
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ELS CORREDORS TRANSEUROPEUS



EU CORE NETWORK AND MAIN CORRIDORS



SOURCE: EUROPEAN COMMISSION

Legend	
	BALTIC - ADRIATIC
	NORTH SEA - BALTIC
	MEDITERRANEAN
	ORIENT / EAST-MED
	SCANDINAVIAN - MEDITERRANEAN
	RHINE - ALPINE
	ATLANTIC
	NORTH SEA - MEDITERRANEAN
	RHINE - DANUBE

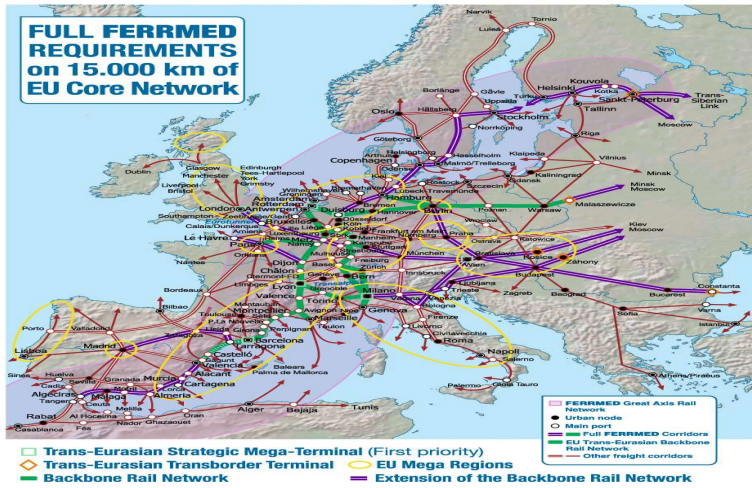
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EU MAIN TRANS-EURASIAN CORRIDORS NETWORK AND MEGA-REGIONS



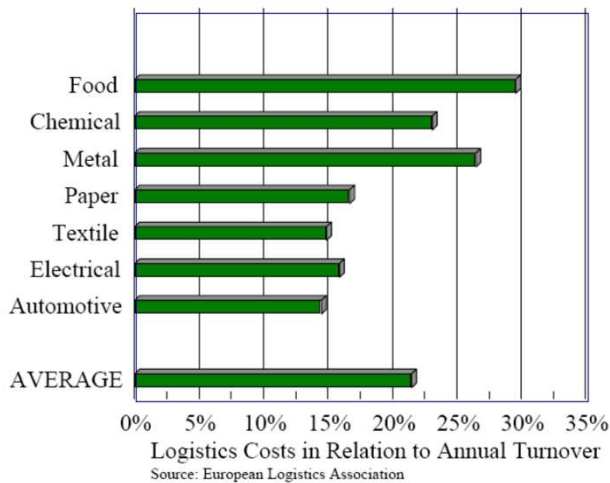
NOTE.- "EU FERRMED Main Trans-Eurasian Corridors gather close to 60% of land freight transportation in EU Core Network"

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PILLARS OF THE BUSINESS COMPETITIVENESS (II)



LOGISTICS, COMPRISE A SUBSTANTIAL PROPORTION OF PRODUCT PRICES



50% of Logistics costs are outside costs, particularly transport.

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LONG AND HEAVY TRAINS IN BARCELONA-LYON MEGA-REGION (MARATHON PROJECT)



Freight trains with two engines and 72 wagons of length 1,524 metres and weight 4.020 tons. Trial conducted in France between the towns of Sibelin and Nîmes in the first quarter of 2014. Project Marathon.

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LOADING GAUGE IN TRANS-EUROPEAN MAIN ROUTES



Adaptation of the existing lines to facilitate the “Unaccompanied Combined Transport” (Semi-trailers) minimum GB1 loading gauge (preferable UIC-C)



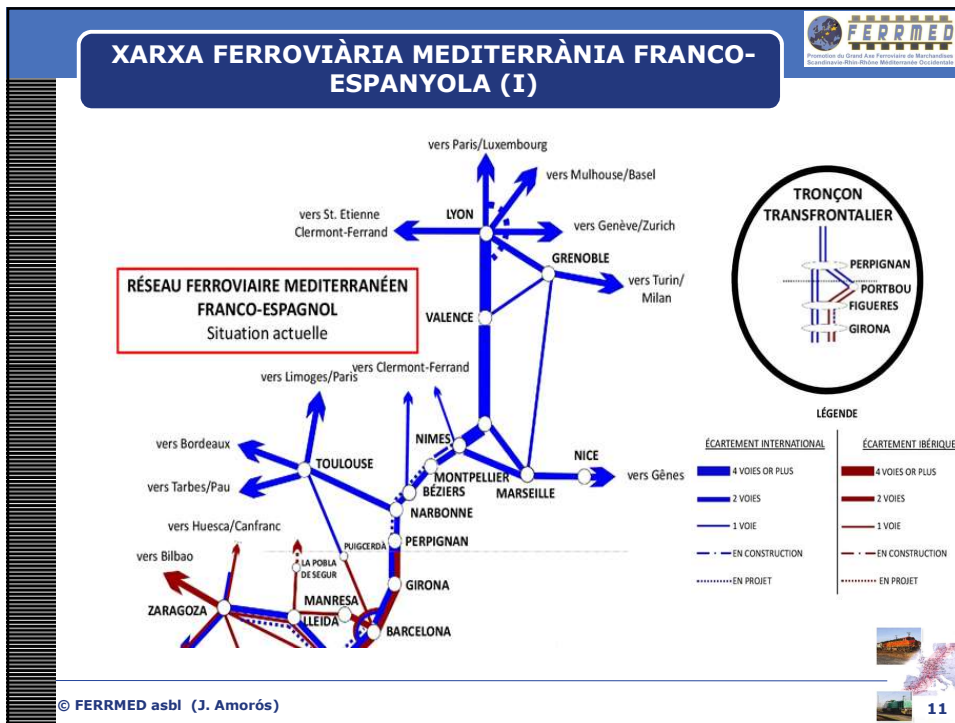
“No more trucks in distances over 1.000 kms”

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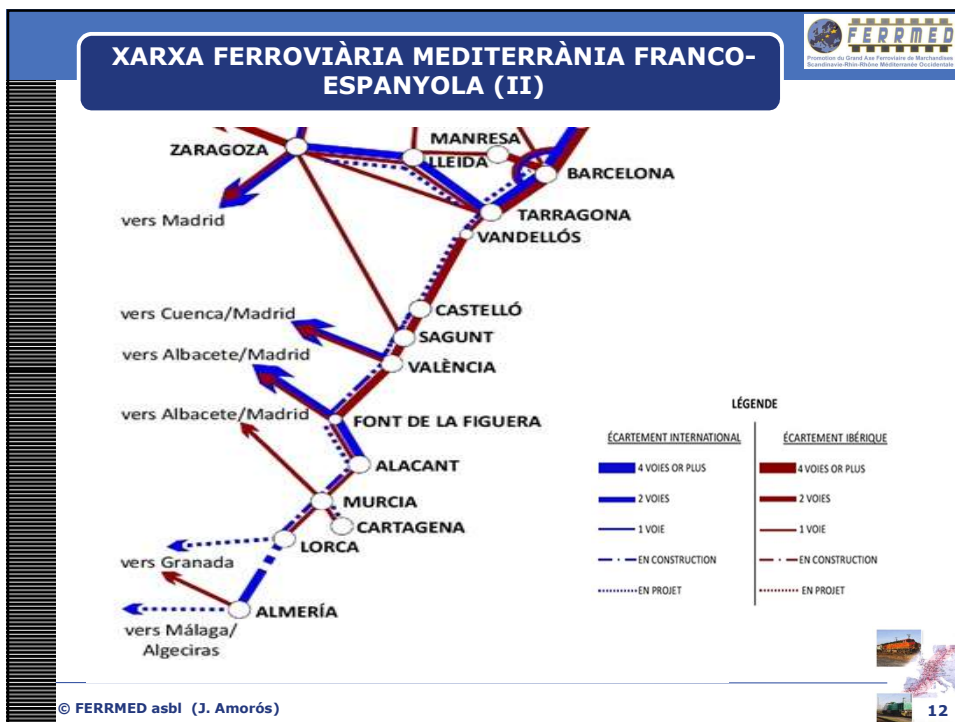


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FERRMED GLOBAL STUDY IMPACTE ECONÒMIC A ESPANYA I FRANÇA



Estalvi en milions d'Euros (període 2016-2045)

Concepte	Global Red Banana	Espanya 18,2%	Corredor Mediterrani 70% Espanya	França 31,6%	Corredor Mediterrani 27% França
VOC	228.000	41.496	29.047,2	72.048	19.453
Estalvi en temps de transport	285.000	51.870	36.309	90.060	24.316
Emissions	15.000	2.730	1.911	4.740	1.280
Σ	528.000	96.096	67.267,2	166.848	45.049

Inversió total Corredor Mediterrani a l'Estat Espanyol: 51.300 milions d'euros s/ Estudi Ministeri de Foment de 2011 (56.000 s/ Estudi de FERRMED) EIRR=11,09%

Nota.- 1). Càlculs realitzats considerant la longitud de la Xarxa Ferroviària Principal (Core Network).

2). Impacte en PIB no considerat (pot ésser aproximadament d'un 1% d'increment cada any en els primers 10 anys.



CORREDOR MEDITERRANI



TRÀFIC TRANSFRONTERER EN ELS PIRINEUS ORIENTALS EN MILIONS DE TONES

<i>En milions de tones</i>	Any 2005	Any 2025
Carretera	50,2	71,5
Tren	2,5 (4,7% del tràfic total)	38,5 (35% del tràfic total) *
Total	52,7	110

*Aquesta xifra equival a 214 trens de 500 tones netes al dia, o a 107 trens de mil tones netes al dia o a 53,5 trens de dues mil tones netes al dia.

Les línies ferroviàries del Corredor Mediterrani, amb les accions previstes en l'Estudi Global que hem fet i amb les propostes de FERRMED, **admeten sobradament el 35% del tràfic terrestre total i poden absorbir sense problemes un balanç de tràfic marítim Nord-Sud del 65÷35% (i àdhuc del 60÷40)**



KEY ISSUES IN THE FRENCH-SPANISH MEDITERRANEAN CORRIDOR NETWORK



- ❖ Important delays in the planned actions particularly in:
 - Bottlenecks solving in main urban areas: Lyon, Marseille, Barcelona, Tarragona, Valencia, Alicante, Murcia, Almería, Málaga,...
 - Ports/Terminals connections to the main lines
 - Implementation of international gauge in Spain
 - Studies concerning mid/long term development of the network: La Transalpine, contournement Est de Lyon, New line Montpellier – Perpignan, new lines in: Barcelona and Valencia urban zones, Barcelona – Valencia section; Lorca – Granada; Alicante – Murcia – Almería – Málaga – Algeciras;...
- ❖ No clear definition/commitment in mid/long term development plans.



FERRMED REQUEST TO THE FRENCH GOVERNMENT



- Clear timing for the Transalpine new line
- Implementation of Lyon by-pass
- Implementation of new Montpellier – Perpignan line
- Arrangements in Marseille-Fos interconnections
- Arrangements in the existing Montpellier – Perpignan line
- Arrangements in Le Soler – Perpignan section
- To establish the corresponding Action Plan at Short (2020), Medium (2025) and Long term (2030). Full commitment in accomplishment



FERRMED REQUEST TO THE SPANISH GOVERNMENT (I)



- To develop the Mediterranean Corridor according to the study made by the Ministry of FOMENTO in March 2011

Adding to this project:

- International gauge in Portbou transborder connection
 - All the links to Terminals, Ports and main Airports
 - New freight lines in the surroundings of Barcelona (North section), Monforte – Murcia;...
 - Adaptation of the lines Tarragona – Zaragoza and Valencia – Zaragoza
 - New line Lorca – Baza – Granada
 - UIC-C loading gauge
 - To build new strategic/intermediate terminals
 - To study the possibility of having only international gauge in all the lines involved in the Mediterranean Corridor
- To establish a clear Action Plan at Short (2020), Medium (2025) and Long term (2030). Full commitment in its accomplishment



FERRMED REQUEST TO THE SPANISH GOVERNMENT (II)

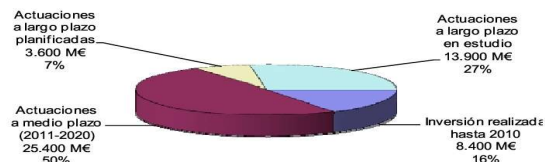


To update the Study about the Mediterranean Corridor made in 2011

En cuanto al estado de ejecución de la inversión en el corredor, de la inversión total estimada en el Corredor Mediterráneo de **51.300 millones de euros**:

- **8.400 M€** (16%) es inversión **ya realizada** hasta 2010;
- **25.400 M€** (50%) corresponden a actuaciones a llevar a cabo a medio plazo,
- **3.600 M€** (7%) corresponden a actuaciones planificadas a largo plazo, y
- **13.900 M€** (27%) es la inversión prevista de las actuaciones en estudio a largo plazo.

Estado de ejecución de las inversión total estimada en el corredor



SOURCE: Estudio del Corredor Ferroviario Mediterráneo – Ministerio de Fomento, Gobierno de España – Marzo 2011



FERRMED REQUEST TO THE SPANISH GOVERNMENT (III)



Estudio del Corredor Ferroviario Mediterráneo



6.8.- IMAGEN FINAL DEL CORREDOR FERROVIARIO MEDITERRANEO

Con la realización y puesta en servicio de las actuaciones propuestas en el estudio la **imagen final del Corredor Ferroviario Mediterráneo** es la que se muestra en el esquema adjunto.



SOURCE: Estudio del Corredor Ferroviario Mediterráneo – Ministerio de Fomento, Gobierno de España – Marzo 2011

El Corredor Ferroviario Mediterráneo en esta imagen final incluye básicamente:

LÍNEA BÁSICA DE MERCANCÍAS que garantiza la **continuidad** y la **capacidad** necesaria en todo el Corredor

- ▶ conecta con todos los **puertos** y las **instalaciones logísticas** ferroviarias,
- ▶ permite el paso de trenes de hasta **750 m de longitud**, e
- ▶ **independiza los tráficos de mercancías** de los de viajeros.

LÍNEA DE ALTA VELOCIDAD continua a lo largo de todo el corredor para **transporte de viajeros**,

- ▶ conecta todas las **grandes ciudades** y núcleos importantes,
- ▶ reduce los **tiempos de viaje** y mejora la **calidad** y **confort** de los servicios.



FERRMED MULTISECTORAL WORKING GROUPS (FMWG)



The business oriented approach to the EU Railway Core Network development with Eurasian Outlook

FERRMED is launching three Multisectoral Working Groups at EU/Eurasian level in relation to:

- Infrastructure
- Operation
- Rolling stock

in order to push the development of Trans-European/Trans-Eurasian Railway Network, particularly for freight (bottleneck solving and FERRMED Standards implementation) and to reduce drastically the logistics costs.

Priority development criteria:

- Socio-economic
- Environmental
- Eurasian Outlook

The Working Groups are open to all interested companies and associations.



FMWG: WHAT POSITIVE RESULTS THIS CAN LEAD TO?



- Significant increase in Railway land transportation share
- Multimodal flows optimization
- Drastic lead time reduction (over 50%)
- Transportation cost reduction: over 25%
- Freight train punctuality over 95%
- Freight trains able to carry 224 TEUS
- Lines capacity increase: over 50%
- Continuous full "on line" information
- Payload increment ~2 Tn/wagon
- Substantial reduction of noise and vibration
- Strong decrease in GHG emissions
- Socio-economic Internal Rate of Return of 11%



FERRMED CONFERENCE PARIS Février 2019



FERRMED CONFERENCE: "La liaison ferroviaire Paris – Barcelone à l'horizon 2025"



FERRMED, ASBL



**MOLTES GRÀCIES
PER LA VOSTRA
ATENCIÓ**

**MUCHAS GRACIAS
POR SU ATENCIÓN**

**MERCI BEAUCOUP
DE VOTRE
ATTENTION**

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