

Liberté
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MASTER PLAN OF COMBINED TRANSPORT

FERMMED MEETING

DGITM/DTFFP/SF4

29/11/2023

MINISTÈRE DE LA TRANSITION ÉCOLOGIQUE ET DE LA COHÉSION DES TERRITOIRES Librit Ignitie Fatemati

National Rail Freight Development Strategy

Context

In 2022, France has adopted its National Rail Freight Development Strategy (SNDFF) with the objective of doubling rail freight modal share by 2030. This objective is written into the Climate & Resilience Law.

The SNDFF corresponds to a set of 73 concrete, structured, coherent and inseparable measures for:

- Strengthen the economic model of rail freight operators
- Improve the quality of service
- Invest in infrastructure for freight services

Master Plan of combined transport (CT)

The measure 46 of the strategy provides for the **definition of a** masterplan of combined transport in order to support the dynamic on intermodal transport (target of \approx x3 on CT between 2019 and 2030)

The measurement therefore consists of :

- assess the adequacy between the existing offer terminals (rail & iww) and the traffic forecast
- Investigate the complementarity between iww and rail
- Identify needs for 2030 2040:
 - Capacity development of terminals (modernization, extension, creation)
 - The volume of demand by axis
- Anticipate arbitrations, financing mechanisms
- Identify, at regional scale, best localisations for new terminals

Completion of master plan : first semester 2024



Measure 46 : methodology and progress



- Panorama of combined transport in France
- Inventory of existing intermodal facilities and offers in France

Characterization of the offer and capacities on the platforms

- Quantitative and qualitative survey of terminal operators
- Estimation of capacity terminal

Forecasting of combined transport demand for 2030 and 2040

2030 - evaluation based on expressions of needs from operators

2040 : evaluation with dedicated modelling tool

Identification of needs

- By terminal (modernisation, creation) and axis (number and quality of paths)
- Launch of regional studies to identify the better locations



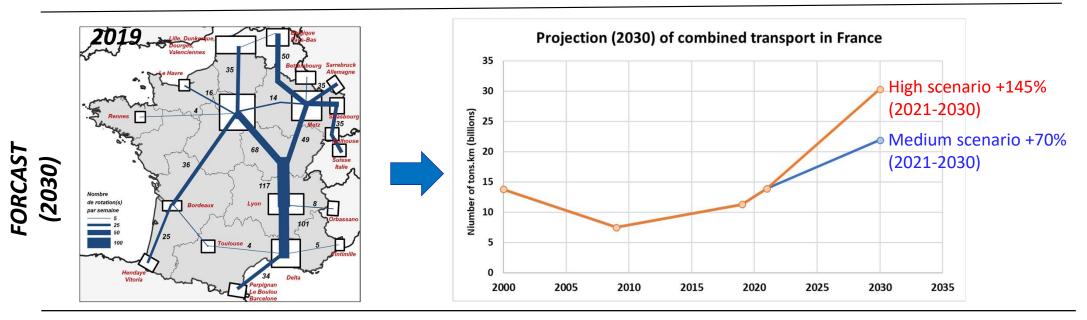
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Trajectory of combined transport

Billions of tons.km	2009	2019	2021	Var 2021 / 2009
Conventionnal	24,6	22,6	21,9	-11%
Combined transport	7,5	11,3	13,9	84%
TOTAL	32,1	33,9	35,8	11%

Rail growth (2009-2021) is driven by combined transport (+84%)

CT represents ≈40% of rail flows in France in 2021

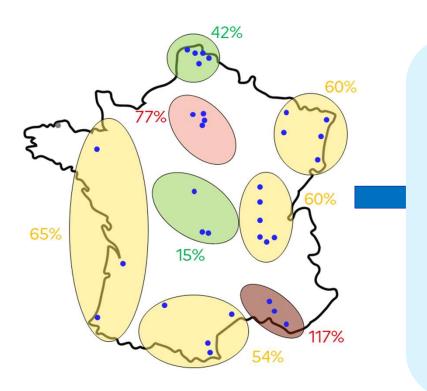


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Terminal saturation

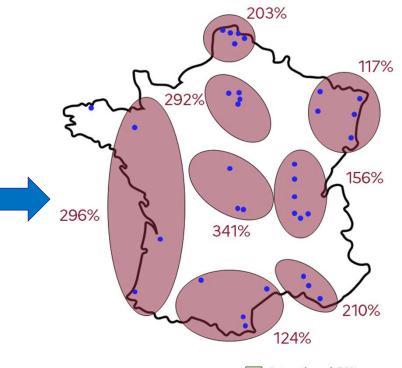
Current saturation on rail terminal (2021)



What configuration of combined transport system on :

- infrastructure (terminals and line)
- operation (opening of terminals), availability of train paths (quality)
- To support this expected growth?

Saturation 2030 without project



Saturation < à 50%
Saturation between 50 & 75%
Saturation between 75 & 100%
Saturation > 100%

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Master Plan & FERMMED Study

In order to support this increase of combined transport in France :

- An investment plan is programmed with : 10 terminal modernizations and the construction of 11 terminals (including 5 in progress)
- reinforcement of freight train paths (number & quality)



Beyond investments, meeting the objectives of modal shift and supporting the dynamic of combined transport imply a vision on the system of combined transport :

- Design of terminal : size, number and length of tracks, crossing terminal..
- Operation : productivity at terminals, opening of terminals and rail access, flexibility of services
- The economic model of terminal and combined transport
- The organization of a platform network in order to capture diffuse traffic

In this way, we share analysis carried by FERMMED

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