



**MINISTÈRE
DE LA TRANSITION
ÉCOLOGIQUE
ET DE LA COHÉSION
DES TERRITOIRES**

*Liberté
Égalité
Fraternité*

MASTER PLAN OF COMBINED TRANSPORT

FERMMED MEETING

Context

National Rail Freight Development Strategy

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

The SNDFP 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)

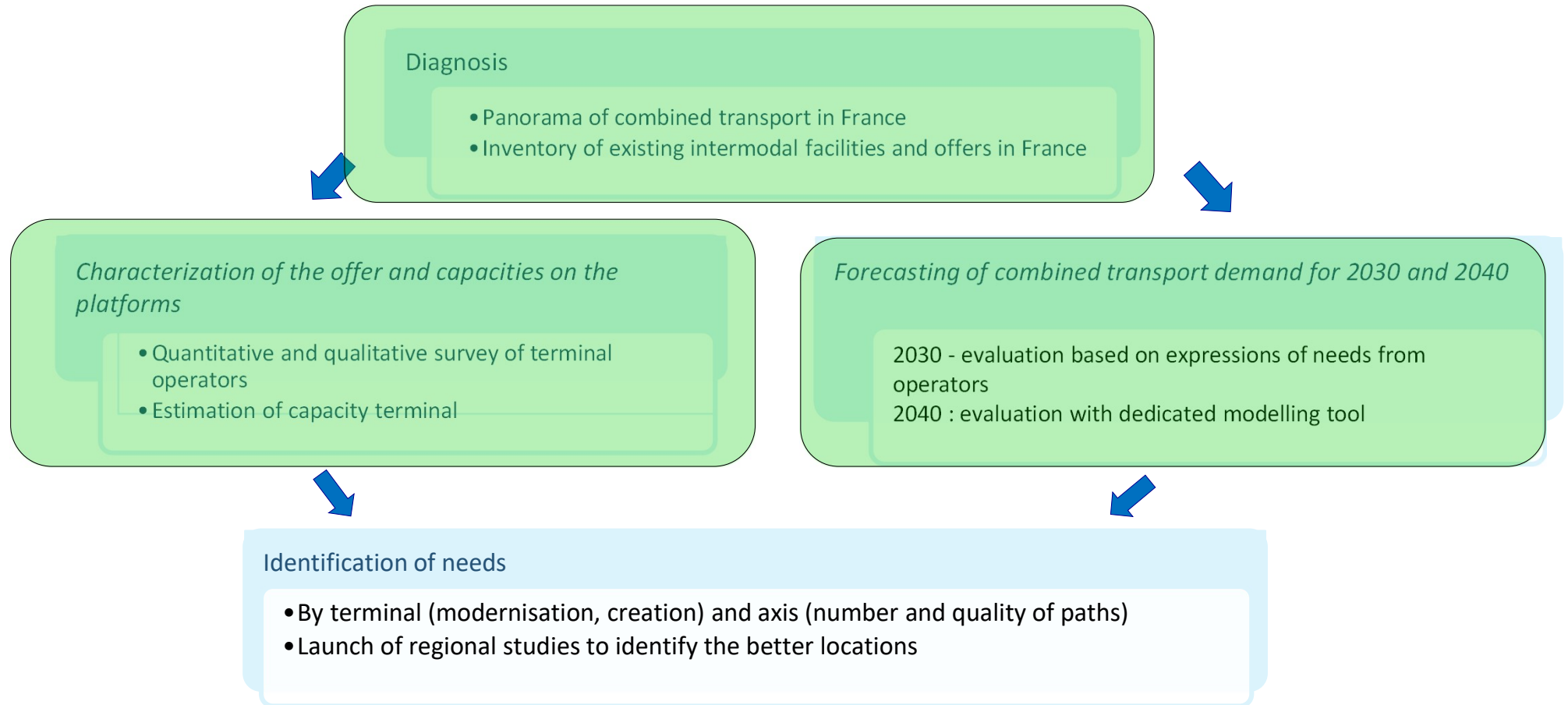
The measure 46 of the strategy provides for the **definition of a masterplan of combined transport in order to support the dynamic on intermodal transport** (target of $\approx x3$ on CT between 2019 and 2030)

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



Trajectory of combined transport

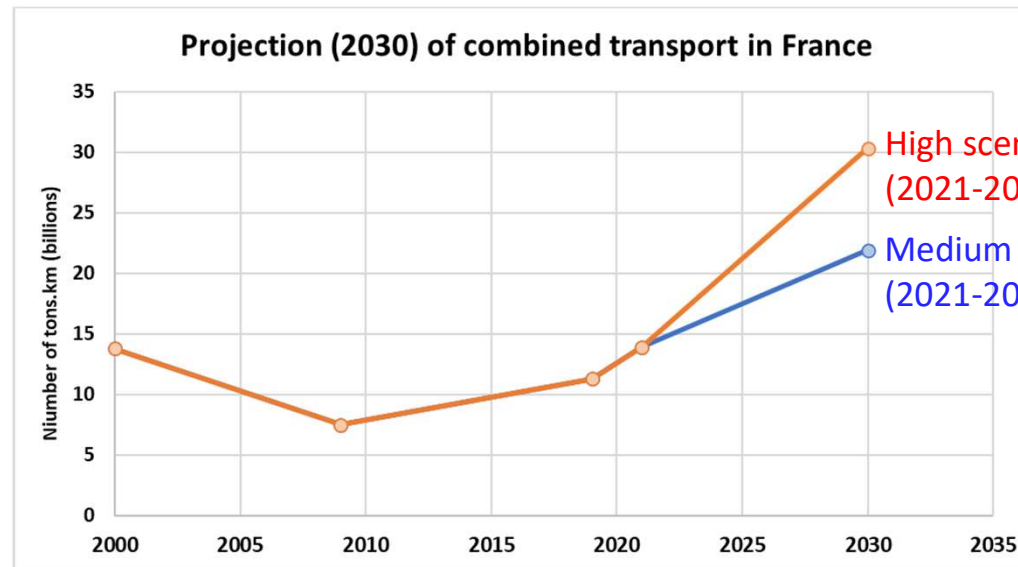
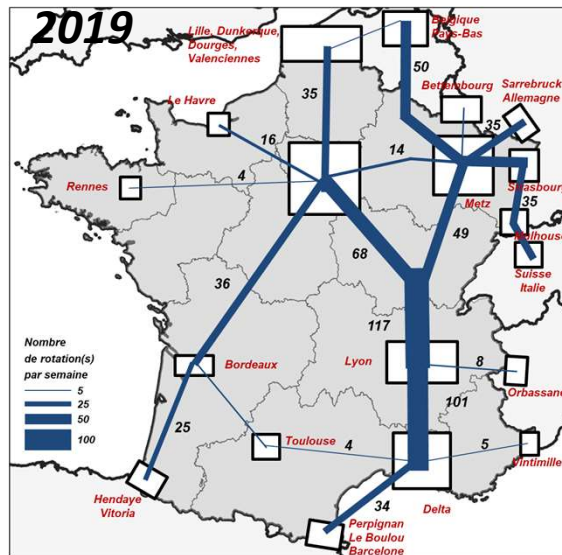
PAST

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%)

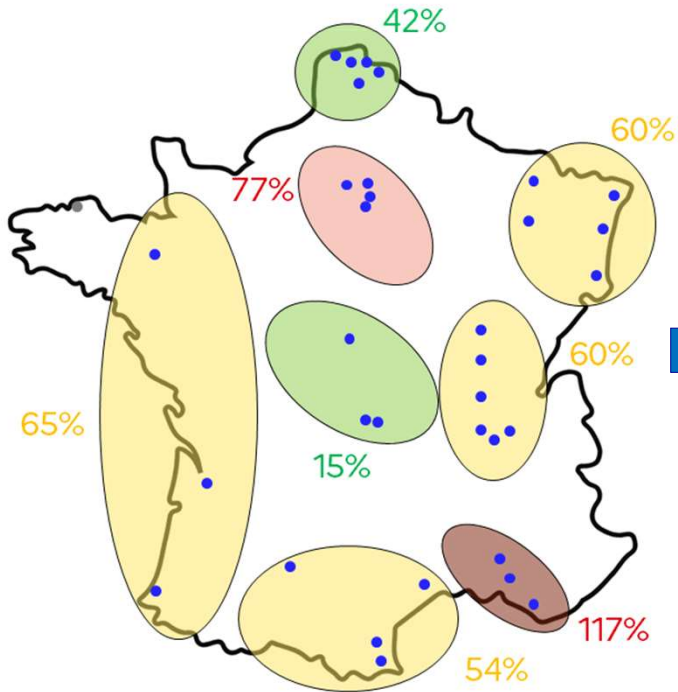
CT represents ≈40% of rail flows in France in 2021

FORCAST
(2030)



Terminal saturation

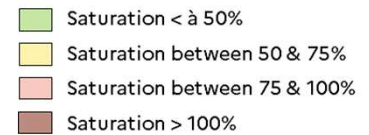
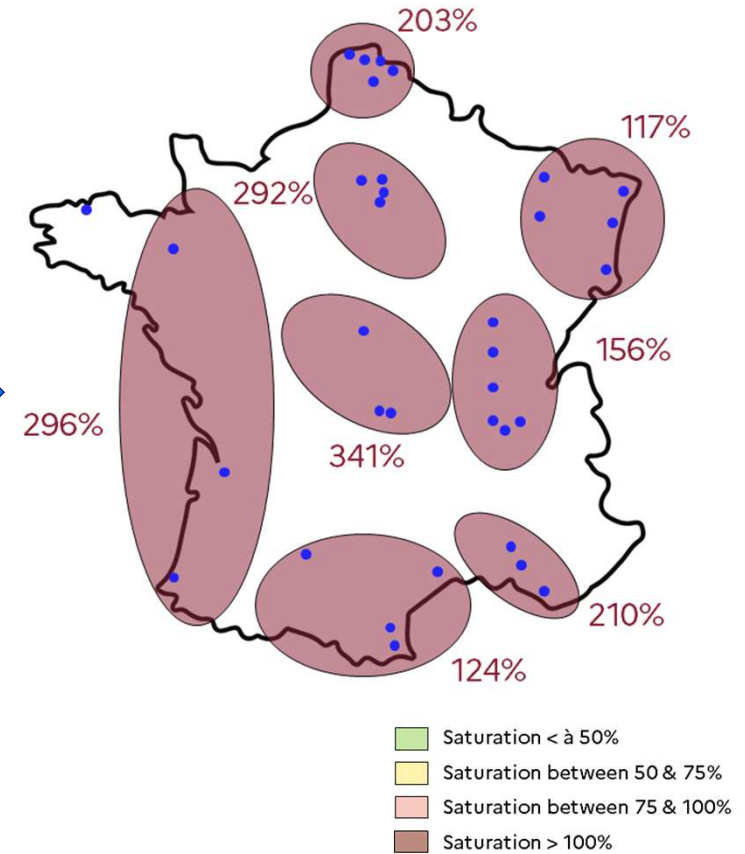
Current saturation on rail terminal (2021)



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



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