Emporda 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.

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

The border is a huge bottleneck for the development of rail transport along the Mediterranean corridor.
In 2004, 1.5 M Tm were shifted from road to rail in Southern France.

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

9,185 daily trucks crossed the border in 2006, carrying 54,9 M Tm a year.
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.
Location of the project
Description of main projects

- Intermodal Terminal
- South access
- North access
- Connexion Portbou line
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
- Preliminary capacity forecast: 300,000 TEU and 300,000 cars
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 millessime incline
Complementarity with logistics area
LOGIS Empordà
Empordà Intermodal Centre

Connection with cross-border tunnel La Jonquera/Le Perthus
Connection with Portbou made possible
Joint venture:

CIMALSA 52%
Port de Barcelona 48%

Initial capital: 3,2 M €

Incorporated: January 2010

Project supported by the EU: TEN-T