The new UIC line to Barcelona

SNCF Geodis Rail Cargo  Sylvie CHARLES. CEO

Market Place Seminar.  
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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 €)

Graph showing the turnover growth from 2004 to 2009 with values 20,2, 21, 22, 23,7, 25,2, 24,9.
Organisation of SNCF Geodis, Transport & Logistics Division

SNCF
GEODIS

GEODIS
Div. Road
Div. Logistics
Div. Distribution and Express parcels
Div. Freight Forwarding 4 PL

Transportation
Freight Rail

Asset Management
Ermewa Akiem

Automotive (STVA)

TFS

RAILWAY UNDERTAKINGS
VFLI
ITL
Captrain Deutschland
Captrain Italia
Captrain Benelux
Captrain Romania
Sibellit

COMBINED TRANSPORT OPERATORS
Novatrans
Naviland Cargo
FroidCombi
LorryRail

OTHER SERVICES
Ecorail
Ermechem
Captrain Solutions
Captrain UK
Edifret Transinformatique

FRET SNCF

Steel & Coal
Combined Transport
Chemicals
Automotive
General Cargo
Agricultural goods
Metal & mining
Single Wagon Load
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
① SNCF Geodis

② European corridor

③ New UIC line
A European corridor linking Scandinavia – Germany - France - Spain and Portugal

<table>
<thead>
<tr>
<th>Reference Corridors</th>
<th>Corridors B (Scandinavia), C (Benelux – Basel and Benelux – Lyon) and D (Spain – Lyon – Budapest)</th>
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</thead>
</table>
| Key figures (except Scandinavian part) | • Length: 2 200 + 2 500 km  
• Global volume: 117 millions de t (1)  
• Railway market share: 5-8% (1)  
• Tonnages by rail: ~ 7.2 mio.  
• Trains km: 95 millions (2) |
| 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

- Maritime
- Road
- Railway

Millions of tons

Flows between the Iberian Peninsula and the rest of Europe

Modal split
Iberian Peninsula / rest of Europe

- Sea: 54%
- Rail: 45%
- Total: 237,3 Mt

Modal split
Iberian Peninsula / France

- Sea: 16%
- Rail: 1%
- Road: 83%
- Total: 65.9 Mt

19,800 trucks per day
400 wagons per day

① SNCF Geodis

② European corridor

③ New UIC line
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

Transhipment

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

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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