Trends and developments when connecting sea and rail modes

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SNCF Group in brief
1 Company, 5 Divisions

**SNCF PROXIMITÉ**
Local & regional transport division
Urban, suburban, departmental and regional public transport networks
TER, Transilien and inter-city Corail in France, Keolis in France, Europe, Canada & Australia

**SNCF GEODIS**
Freight transport and logistics division
Transport and logistics
Global presence 66 countries worldwide

**SNCF VOYAGES**
Long distance transport division
Long distance passenger rail transport
Europe (France, Spain, the U.K. Belgium, the Netherlands, Germany, Switzerland and Italy)

**SNCF INFRA**
Infrastructure & engineering division
Operating, maintaining, engineering & managing rail & other infrastructures
Activity in France + engineering in Europe, Asia, the Middle East, Africa, the Americas

**GARES & CONNEX.**
Station division
Development and operation of train stations, independently from transport divisions
3 000 French railway stations + AREP

€ 11.9 b
€ 9.1 b
€ 6.8 b
€ 5.5 b
€ 1.2 b

32.3 Bn € revenues, 9% EBITDA/Revenue, >25% international
250.000 people in 120 countries
A unique European rail network dedicated to cargo

Leading operator in France and active in Europe with more than 1,300 people and 250 line locomotives mainly interoperable.
Connecting sea and rail: why?

Maritime traffic is a priority, 80% of world trade travels by sea, traffic is growing

- Maritime is under severe evolution mainly due to giant ships (up to 18,000 TEUs), new ports and changing service models of shipping lines
- Ports are not only berts but strategic links in a critical logistics chain
- Rail services are key to:
  - Avoid port and road congestion, particularly for the historical direct ports, coping with volumes of giant vessels
  - Serve long distance destinations enabling fast transit time and competitive costs (land about 65% of total transit time and 80% of total cost)
  - Develop eco friendly logistics solutions
Streamlining port operations

- Port operations and services (maritime agencies, customs, documentation, ...)
- Efficient rail infrastructure
- Liberalised and competitive shunting services (hybrid locomotives)
Improving rail infrastructure

Rail competitiveness is mainly driven by focused investment strategy solving bottlenecks and enabling:

- Longer trains (tomorrow 850 m, « after tomorrow » 1,000-1,500 m long)
- Heavier trains (up to 3,000 tons)
- Bigger trains (up to P400)
- Faster trains (160 km/h, 270 Km/h for post services)
- Mixed trains (intermodal and conventional)
Supporting rail development

Rail competitiveness is mainly driven by:

- Efficient management of domestic and international paths (Corridors development, managing works and traffic vs passengers)
- Neutral management of infrastructure guaranteeing fair competition
- Technical developments making interoperability effective
- Coherence of safety rules between modes
- Fair supporting policies between modalities accounting for external costs at European and national level
Thank you for your interest!