



FERRMED

Promotion du Grand Axe Ferroviaire de marchandises
Scandinavie-Rhin-Rhône-Méditerranée Occidentale A.S.B.L



EXPLANATORY DOSSIER

Linking harbours and promoting a sustainable railway freight network

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Table of Contents

A. FERRMED ASSOCIATION	3
I. ORIGIN, OBJECTIVE AND MEMBERSHIP OF FERRMED ASSOCIATION	3
ORIGIN AND OBJECTIVE	3
IMPLEMENTATION OF THE FERRMED STANDARDS IN THE FREIGHT RAIL GREAT AXES	3
IMPROVEMENT OF PORTS AND AIRPORTS CONNECTIONS WITH THEIR RESPECTIVE HINTERLANDS.....	5
DEVELOPMENT OF THE LINES INHERENT IN THE FERRMED GREAT AXIS RAIL NETWORK	5
CONTRIBUTION TO A MORE SUSTAINABLE DEVELOPMENT	7
ASSOCIATION’S MEMBERSHIP	7
II. FERRMED ASSOCIATION OBJECTIVES	8
MAIN OBJECTIVES	8
III. STRATEGY OF FERRMED.	8
HOW TO ACHIEVE FERRMED OBJECTIVES?	8
HOW IS FERRMED ACHIEVING ITS OBJECTIVES?	9
IV. MEMBERSHIP IN FERRMED – THE WAY TO BECOME STRONGER	9
WHAT THE MEMBERSHIP IN FERRMED ASSOCIATION WILL BRING TO ITS MEMBERS?	9
HOW THE MEMBERS CAN CONTRIBUTE TO THE ACHIEVEMENT OF FERRMED OBJECTIVES?	10
V. RECOMMENDED ACTION PLAN	11
MAIN TARGETS	11
SHORT TERM ACTION PLAN OF THE FERRMED ASSOCIATION.....	11
B. THE IMPORTANCE OF THE FERRMED GREAT AXIS NETWORK	12
I. FERRMED GREAT AXIS NETWORK: LOGISTIC MULTIPOLAR AND MULTIMODAL AREA OF EUROPE	12
II. VERTEBRAL GREAT AXIS RAIL NETWORK OF WESTERN EUROPE	12
III. AN IDEAL GREAT AXIS NETWORK FOR FREIGHT TRANSPORTATION	14
IV. PROMOTION OF THE FERRMED GREAT AXIS NETWORK, THE ONLY SOLUTION TO SOLVE THE CONGESTION OF TRAFFIC IN ROADS AND HIGHWAYS	14
V. INCLUSION OF MAIL LINES OF FERRMED GREAT AXIS NETWORK INTO THE PROJECTS OF THE EUROPEAN UNION	14
VI. MAIN FORESEEABLE ADVANTAGES OF THE PROMOTION OF FERRMED GREAT AXIS NETWORK	15
C. FERRMED MEMBERS	16
D. INCORPORATION INTO THE FERRMED ASSOCIATION	19

A. FERRMED ASSOCIATION

I. ORIGIN, OBJECTIVE AND MEMBERSHIP OF FERRMED ASSOCIATION

ORIGIN AND OBJECTIVE

FERRMED is a non-profit association that was officially founded and registered in Brussels on the 5th of August 2004.

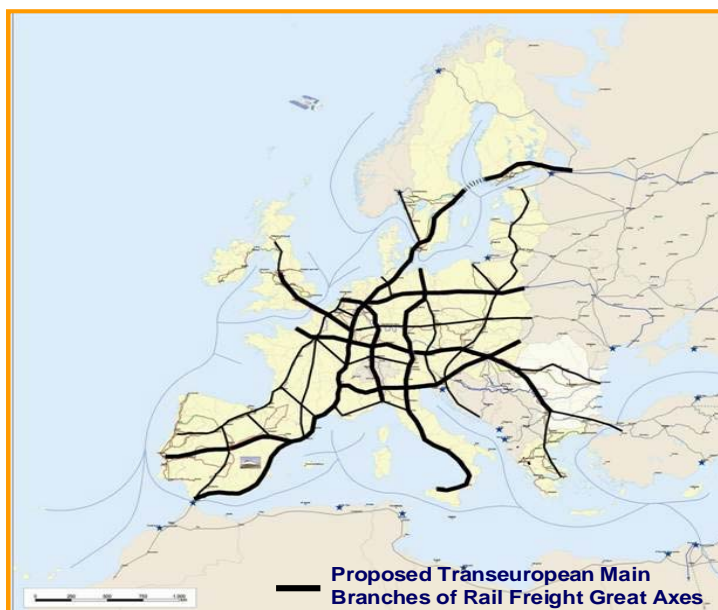
*It is a **multi-sectoral association** that came out of the initiative from the private sector in order to enhance the European competitiveness by promoting the so called “**FERRMED Standards**”, the improvement of Ports and Airports connections with their respective hinterlands, **the conception of Great Rail Freight Axis Scandinavia-Rhine-Rhone-Western Mediterranean, and a more sustainable development through the reduction of pollution and climate change emissions.***

IMPLEMENTATION OF THE FERRMED STANDARDS IN THE FREIGHT RAIL GREAT AXES

The **FERRMED standards** that we intend to establish are the following:

- ❖ **Reticular and polycentric network** with a great socio-economic and intermodal impact (comprising of three great North-South and three great East-West Trans-European axes, jointly with their corresponding subsidiary main feeder lines).
- ❖ In the main branches of the great axes:
 - Electrified (preferentially 25.000 volts) **conventional lines with double track, giving priority or exclusiveness to common freight traffic** suitable for trains with per axle load of 22,5 ÷ 25 tons.
 - **High performance parallel lines available for exclusive or preferential use of passenger and light fast moving freight transportation** properly connected with the main airports network.
- ❖ Width of the tracks: **UIC** ;
- ❖ **UIC C loading gauge**
- ❖ **Trains length reaching 1.500 meters and from 3600 to 5000 tons of loading capacity**
- ❖ The **maximum slope of 0, 012** and limitation of the length of the ramps

- ❖ **Availability of a network of intermodal polyvalent and flexible terminals** with high level of performance and competitiveness, based in the harbors and main logistic nodes of the great axes
- ❖ Usable **length of sidings and terminals for 1500 m.** trains
- ❖ **Unified management and monitoring systems** by main branches of every great axis;
- ❖ **ERTMS system** with “two ways working” along the tracks
- ❖ **Availability of capacity and traffic schedules** for freight transportation “24 hours a day and 7 days a week”
- ❖ **Harmonization** of the administrative formalities and the social legislation.
- ❖ Transport system management shared with several rail operators (**free competition**)
- ❖ **Favorable fees** for the use of infrastructures, bearing in mind the socioeconomic and environmental advantages of the railway.
- ❖ **Management philosophy based on the principles of the “R+D+4i”** (Research, Development, innovation, identity, impact, infrastructures) in the rail freight network, as an integral part of the global chain of added value.
- ❖ **Reduction of the environmental impact of the freight transporting system** (particularly noise, vibration, and CO2 emissions) as a result of the retrofitting of the old railway rolling stock, infrastructural solutions where needed, and an increase in the share of the rail in long distance land transportation of up to 30÷35%.



**RETICULAR AND
POLYCENTRIC
NETWORK OF HIGH
SOCIO-ECONOMIC
AND INTERMODAL
IMPACT**

IMPROVEMENT OF PORTS AND AIRPORTS CONNECTIONS WITH THEIR RESPECTIVE HINTERLANDS

The dramatic increase of intercontinental traffic, due to an accelerated globalization process, is converting the Ports and the Airports in key logistic infrastructure that require a good multimodal interconnection network all over the world.

In that sense, FERRMED is promoting the appropriate links of Harbours and Airports with the rail freight network and inland terminals, in order to achieve the customer requirements in quality, cost, delivery reliability, flexibility, security and from environmental point of view, as well.

To achieve this target two kind of rail lines are necessary, one for heavy freight joining the ports and another one for light freight joining the airports.

For the first ones, FERRMED would like to take advantage of existing conventional lines avoiding all kind of bottle - necks and operational problems, and looking for the progressive implementation of FERRMED Standards all over Europe and neighbouring countries.

For the second ones FERRMED would like to utilize the high speed lines, with adequate adaptation of rolling stock.

DEVELOPMENT OF THE LINES INHERENT IN THE FERRMED GREAT AXIS RAIL NETWORK

The rail network comprising of the FERRMED Great Axis includes the zone of most important economic and logistic activity, including the major ports and airports, of the European Union.

This is the reason why FERRMED Association has chosen it to analyze in detail **the implications of the implementation of FERRMED Standards** and carry out a **Supply/Demand, Technical, Socioeconomic and Global Study, business oriented**, in the whole zone of its influence.

It will enable us to determine, from two points of view – entrepreneurial, and environmental the action plans necessary to substantially improve the competitiveness of all sectors of economic activity.

The Study will take into consideration all modes of transportation in order to evaluate and to balance them optimally, with the aim of attaining a share for rail of 30-35% from the totality of long distance land transportation.

The philosophy, criteria and results of the aforementioned Global Study should be useful as a guide for the development of other trans-European rail great axes.

The main trunk of the Great Axis Network, - linking Northern Sweden, Finland, Russia and Baltic States-, begins in **Stockholm**, crosses the **Oresund** and **Fehmarn straits**, and connects, in a fan-shaped manner, all the **ports of the Baltic Sea** and **the North Sea**, as well as the **United Kingdom** and join together the **major inland ports**.

From Koblenz, the main trunk subdivides in two principal branches:

- The Western principal branch, that passes through the **Rhine and Rhone valleys** -goes from one to another in **Luxembourg** and **Metz** - it moves along the **western Mediterranean coast** from **Marseille** and **Genoa** until **Algeciras**, approaches **Morocco and Algeria**; and interconnects, the most important East-West axes of the European Union.
- **The Eastern principal branch**, that from Koblenz goes on south by the Rhine Valley to Basel and Bern, and from Bern-crossing the Swiss Alps- to Milan, Torino, and Genoa.

Besides the main trunk, it is taken into consideration all leading lines included in the FERRMED Great Axis Network, especially two additional parallel branches:

- **The Western additional one** that starts in Duisburg, continues to Amsterdam and Rotterdam and from there towards Antwerp, Brussels, Paris, Limoges, Toulouse and Barcelona (and possible complementary link to Lleida and Zaragoza).
- **The Eastern additional one** that start in Saint Petersburg and goes to Tallinn, Riga, Klaipeda, Kaliningrad, Gdansk, Szczecin, Berlin, Nürnberg, München, Innsbruck, Verona, Bologna, Livorno and Civitavecchia.

We also consider **all the sections East-West** situated in the FERRMED Great Axis Network like the interconnections:

- ❖ East direction:
 - From Sweden to Finland and the North of Russia (linking with trans-Siberian northern branch)
 - From the Netherland, Belgium, Luxembourg and France to Germany
 - From France to Switzerland and Italy
 - From Germany, Switzerland and Italy to Eastern E.U. countries
 - From Algeciras/Tanger to Algeria
- ❖ West direction:
 - From Sweden to Norway
 - From France to the United Kingdom
 - From the Mediterranean Coast to French Atlantic Coast, to the central part of Spain and Portugal
 - From Tanger to Rabat and Casablanca

Thus, the “**concept of Great Axis Network**” incorporates the areas going from Saint Petersburg in Russia, through the South of Finland, almost the whole Estonia, the major part of Latvia, and the Western part of Lithuania, the town of Kaliningrad in Russia, the South half of Sweden, the area of Oslo town in Norway, Denmark, the major part of Germany, the Russian territory of Kaliningrad the North-West corner of Poland, the Netherlands, Belgium,



Luxemburg, the South-East part of Britain, the majority of France, Switzerland, Lichtenstein, the Western corner of Austria, the North-West of Italy, Andorra, the Eastern and Southern part of Spain and finally the North of Morocco and Algeria.

CONTRIBUTION TO A MORE SUSTAINABLE DEVELOPMENT

Through the implementation of **FERRMED Standards** all over the European Union, achieving 35% rail freight share of long distance land transportation

ASSOCIATION’S MEMBERSHIP

The association’s membership is open to all companies, entities and institutions interested in the improvement of infrastructures on the FERRMED Great Axis, in the improvement of Ports and Airports connections with their respective hinterlands, and in the implementation of FERRMED Standards, new operational systems and the effective free market in the freight railway transport within the European Union.

Since August 2004, more and more companies and associations from several economic sectors have been joining FERRMED.

On the 10th of June 2008, FERRMED had **130 members** coming from ten different countries and new membership is growing at a steady pace. For this reason FERRMED is not only

becoming a **powerful lobby**, but also a **forum for exchange of new ideas** in order to optimize the global chain of added value, and to **open new ways of business and cooperation**.

II. FERRMED ASSOCIATION OBJECTIVES

MAIN OBJECTIVES

- ❖ To encourage the establishment of **FERRMED standards** in the rail freight transportation network in the European Union.
- ❖ To improve the ports and airports connections with their respective hinterlands in the European Union and neighbouring countries
- ❖ To stimulate the **development of railway infrastructures for freight transport** in the main **FERRMED Great Axis network**.
- ❖ To obtain **the declaration of “priority axis”** by the European Commission for all the main branches of FERRMED Great Axis Network.
- ❖ To stimulate the **improvement of management/operational systems** and **free competition** in the rail freight transportation network in the European Union.
- ❖ To promote **new “utilisation” procedures** in order to optimize railway transport and the combined/intermodal freight transport using the railway.
- ❖ To improve the **general competitiveness** of the European Union through the global chain of added value (particularly in the rail freight and multimodal transport) through the **application of the “R+D+4i¹” management philosophy**.
- ❖ To contribute to a **more sustainable development** through the **reduction of pollution and climate change emissions**

III. STRATEGY OF FERRMED.

HOW TO ACHIEVE FERRMED OBJECTIVES?

- ❖ Becoming a **powerful multi-sectoral association** at European level (*“FERRMED power is in its members”*);
- ❖ **Putting together** the ideas, targets, plans and requirements of FERRMED members;
- ❖ Participating in decisive **working groups** at local, regional, national and European levels;
- ❖ Carrying out a **Supply/Demand, Technical, Socioeconomic and Global Study** regarding the whole influence area of FERRMED Great Axis Network in order to determine the actions to be taken to improve the competitiveness of all economic involved sectors;
- ❖ Doing **“lobby” actions** at key political institutions and at principals decision-makers bodies;

¹ Research, Development, innovation, infrastructure, impact , identity

- ❖ **Proposing improving plans** in rail and multimodal freight transportation network and management systems, based on FERRMED principles and carry out studies at regional, national and European level;
- ❖ **Reporting the weaknesses** of the freight railway network and operational systems all over the European Union, beginning with the areas influenced by the FERRMED Great Axis Network;
- ❖ Making **strict analysis of government plans** related to the railway infrastructure and operation systems at regional, national and European levels and, if necessary, preparing the counter-proposals;
- ❖ Doing an **extensive follow-up** of the government plans implementation;
- ❖ Organizing **FERRMED conferences and public presentations** all over Europe and participating in specialized fairs and other main events;
- ❖ Having a **powerful web site and FERRMED forum**.

HOW IS FERRMED ACHIEVING ITS OBJECTIVES?

- ❖ With the collaboration of **experts of FERRMED** members, through the corresponding Association working groups and their commissions;
- ❖ Having a **General Secretariat** able to manage and promote efficiently the Association objectives and plans;
- ❖ Subcontracting skilled and renowned **consultant companies**;
- ❖ Collaborating with **sectoral associations** active in the field of the railway and multimodal freight transportation;
- ❖ Collaborating with the **Polytechnic Universities** and **Scientific Institutions** all over the European Union;
- ❖ Collaborating with the **public and private companies** in charge of the infrastructure management and rail freight transportation;
- ❖ Promoting **FERRMED objectives, activities and action plans** through the Web site, “FERRMED News”, and by the communication means (radio, TV, press, etc.).

IV. MEMBERSHIP IN FERRMED – THE WAY TO BECOME STRONGER.

WHAT THE MEMBERSHIP IN FERRMED ASSOCIATION WILL BRING TO ITS MEMBERS?

- ❖ The acceleration of **public investments** in the main corridors of the EU freight railway network, including suitable connections to ports and airports, and the effective implementation of free competition;
- ❖ The enhancement of **new business activities** among FERRMED Members (increasing the “critical mass” to become more competitive);

- ❖ The possibility of participating in **decisive meetings and working groups**;
- ❖ The adequate **introduction** of the FERRMED **members' requirements** to the corresponding regional, national and European authorities;
- ❖ The **participation** in **FERRMED Forum** and **promotion** of the **members' business activities** through the FERRMED Web site and public activities of the Association;
- ❖ The possibility of **guided visits** to the works of new lines or to the modernization activities of the existing ones, in relation to main rail freight corridors;
- ❖ The **participation** in **FERRMED conferences** and **public presentations**;
- ❖ The **exchange of new ideas, points of view and know-how** with other FERRMED members;
- ❖ The participation in the **studies** promoted and carried out by the Association;
- ❖ The participation in the **analysis of the government plans** concerning railway infrastructures, operational systems, multimodal transport development and regulation as well as in corresponding public debates;
- ❖ The participation in the **preparation of responses** to the government plans and in the follow-up of the implementation of the latter;
- ❖ **Being regularly informed** of the most important news regarding **rail freight and multimodal transportation network plans**, programs and improvements, as well as concerning new methods to enhance the business competitiveness through global chain of added value;
- ❖ As an ordinary member, having **the right of vote in FERRMED** General Assembly and the possibility of being member of FERRMED Steering Committee. In the both cases, ordinary or associated member, **participate in the Association activities.**

HOW THE MEMBERS CAN CONTRIBUTE TO THE ACHIEVEMENT OF FERRMED OBJECTIVES?

- ❖ **Paying the Association fees** that allows FERRMED to carry out the activities and actions in order to accomplish its objectives;
- ❖ **Helping** the Secretary General to incorporate other **new members**;
- ❖ **Participating** in the regular Steering Committee meetings, General Assembly meetings and Public presentations of the Association;
- ❖ **Participating** in FERRMED **working groups activities** and in all kinds of Association activities and lobbying actions;
- ❖ **Promoting FERRMED objectives and plans**;
- ❖ **Contributing** with new ideas and information regarding FERRMED targets and activities;
- ❖ **Helping the Association** to participate in Fairs, Forums, Seminars, Conferences, etc;
- ❖ Especially **increasing the power of the Association** in their lobbying activities by supporting its objectives, visions and plans.

V. RECOMMENDED ACTION PLAN

MAIN TARGETS

- ❖ Choose 6 Trans-European Great axes, three North-South and three East-West, adapting them gradually to the FERRMED standards.
- ❖ Start with those having the greatest socio-economic impact and the most important intermodal capacity (as it is for FERRMED Great Axis Network)
- ❖ Implement the R+D+4i management principles in order to improve the quality, the reliability, the punctuality, the traceability, the flexibility, the security, the performance and the competitiveness of the costs and the functioning of long and heavy trains in the main freight railway axes. Aimed date: 2017 ÷ 2020, for main lines of FERRMED Great Axis Network.

SHORT TERM ACTION PLAN OF THE FERRMED ASSOCIATION

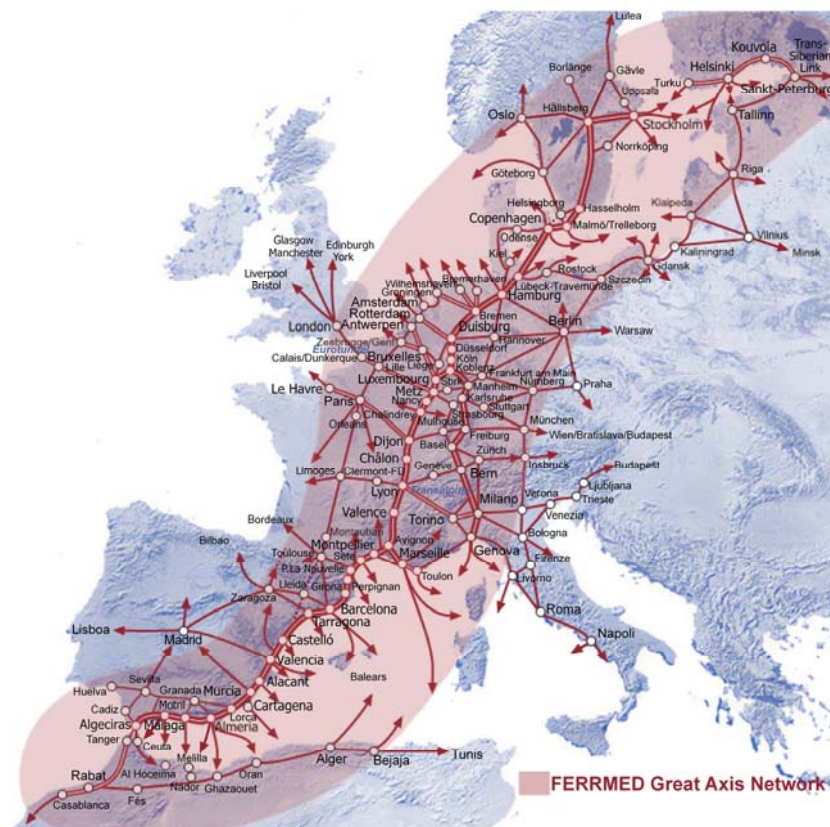
- ❖ Production of two main **Studies**
 - Demonstrative study (already done)
 - Supply/Demand ,Technical, Socioeconomic and Global Study (2008)
- ❖ Strengthening of the FERRMED project and **incorporating new members** in order to become a powerful multi-sectoral association.
- ❖ **Presentation and justification of the project** to the private, public European, national, regional and local institutions.
- ❖ Participation in **working groups** within relevant administrations, in order to achieve the agreed objectives and obtain the inclusion of the main branches of FERRMED freight Great Axis Network in the national and European high priority transport programs.
- ❖ Holding “**FERRMED Conferences**”
- ❖ Setting up **FERRMED Forum**
- ❖ To encourage **short and medium term actions** for operational improvements (Quality, Reliability, Punctuality, Traceability, Flexibility, Performance, Security and Costs).
- ❖ To push for gradual **adoption of FERRMED standards** all over EU, including suitable connections to main ports and airports and free competition.
- ❖ To foster the **implementation of new railway transportation methods**.

B. THE IMPORTANCE OF THE FERRMED GREAT AXIS NETWORK

I. FERRMED GREAT AXIS NETWORK: LOGISTIC MULTIPOLAR AND MULTIMODAL AREA OF EUROPE

- ❖ The FERRMED Great Axis Network is a **key zone** for the guidance of traffic between ports, forwarders, and manufacturing and distribution companies.
- ❖ Due to the multiple interconnections and the economic weight of its zone of influence, the main trunk with its two principal branches and the two additional parallel ones, **are ideal corridors for setting up intermodal platforms.**
- ❖ It enhances the **Intra-European and Inter-Continental** logistical flows.

II. VERTEBRAL GREAT AXIS RAIL NETWORK OF WESTERN EUROPE



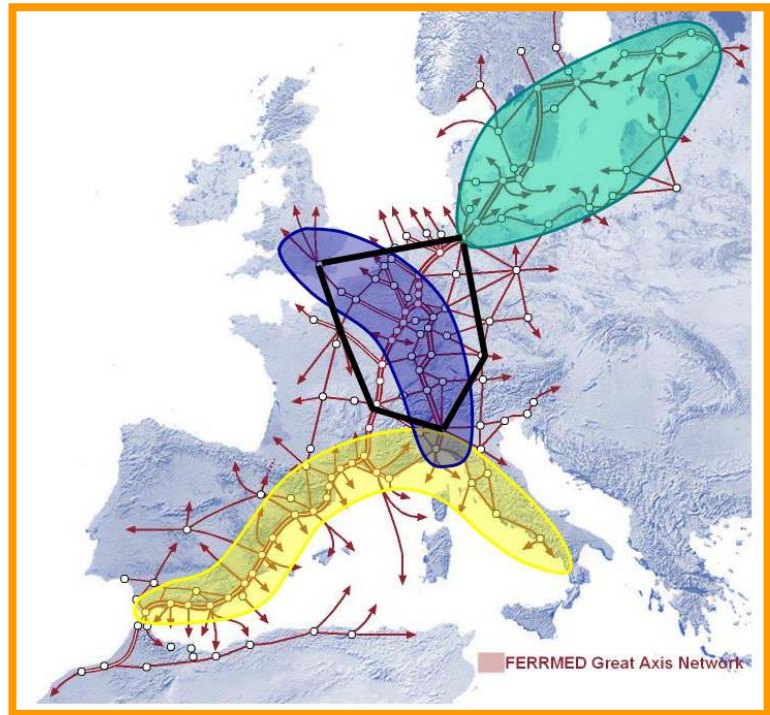
A key structural Great Axis Rail Network for Western Europe

The FERRMED Great Axis Rail Network interconnects the most important sea and inland ports as well as the main East-West Axes from the European Union



An Economic corridor of the first magnitude

The FERRMED Great Axis Network connects some of the most important areas in the European Union. From the sociological and geographical points of view, it is an ideal axis for freight transportation.

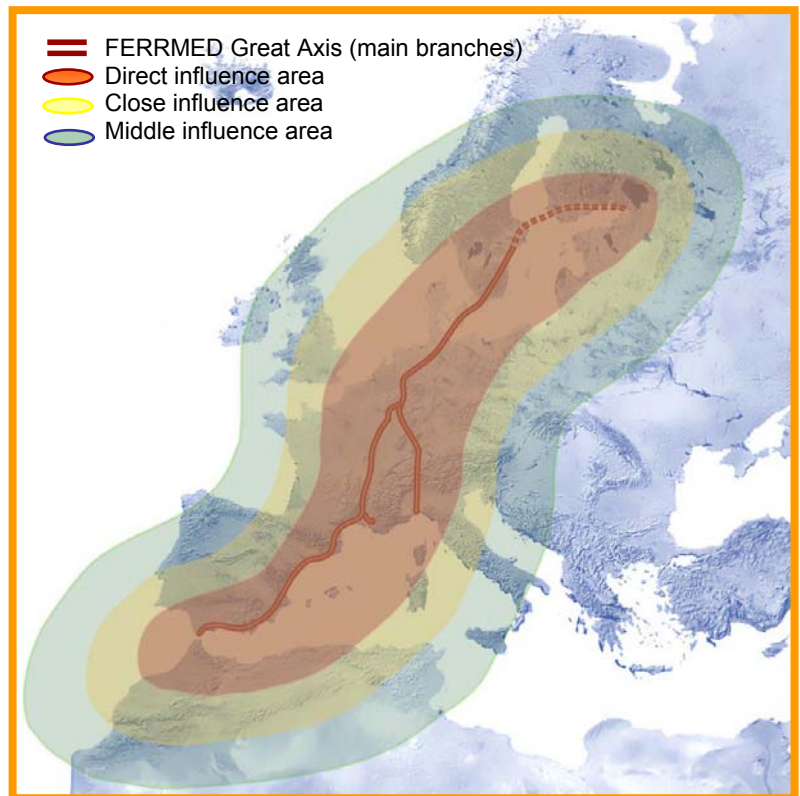


Direct and Close areas of influence

FERRMED Great Axis Network has a direct and close influence over **245 million Europeans** (54% of the EU population and 66% of the GDP).

In addition, the Great Axis :

- has a close influence over **60 millions inhabitants in North Africa.**
- **links with** western end of **Trans-Siberian Railway** in **St. Petersburg and Finland**



III. AN IDEAL GREAT AXIS NETWORK FOR FREIGHT TRANSPORTATION

- ❖ The Socioeconomic characteristics of the zones of influence covered by the Great Axis and the forecast of future development ensure significant flows for the railway sector.
- ❖ The topography of the Western principal branch of FERRMED Great Axis Network is gentler, and therefore better for freight transport than other North-South EU railway corridors. The Eastern principal branch facilitates the crossing of the Alps linking some of the most developed regions in the EU.

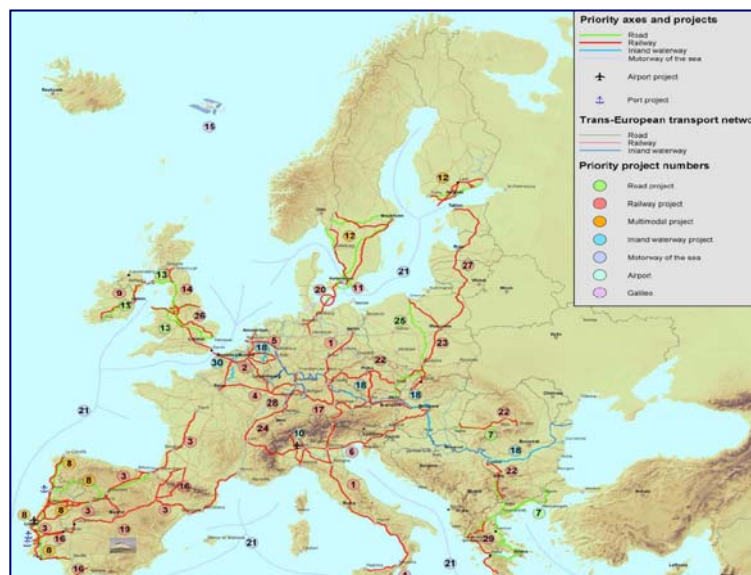
IV. PROMOTION OF THE FERRMED GREAT AXIS NETWORK, THE ONLY SOLUTION TO SOLVE THE CONGESTION OF TRAFFIC IN ROADS AND HIGHWAYS AND HIGHWAYS

Roads and highways located in the area of influence of the FERRMED Great Axis become naturally saturated.

The forecast growth of the road traffic in this wide area, predicts that there will be a complete traffic collapse in a period of 10 or 12 years.

The modal shift to the railway (which should represent about 30%÷35% of long distance land traffic), using a well developed FERRMED Great Axis Rail Network, is the only solution to prevent this happening.

V. INCLUSION OF MAIL LINES OF FERRMED GREAT AXIS NETWORK INTO THE PROJECTS OF THE EUROPEAN UNION



EU HIGH PRIORITY PROJECTS

The partial projects developed concerning the area covered by the FERRMED Great Axis Rail Network deals, almost exclusively, with passengers' transportation.

An analysis of the EU high-priority infrastructure projects shows that freight transportation has not been considered enough for the North/Central Europe-Western Mediterranean corridors.

The incorporation of the main lines of FERRMED Great Axis Network in the EU high-priority freight railway projects overcomes a major part of the detected deficiencies.

VI. MAIN FORESEEABLE ADVANTAGES OF THE PROMOTION OF FERRMED GREAT AXIS NETWORK

- ❖ Big improvement in the global chain of added value, with **costs and time savings, higher quality and reliability** and **diminution of stocks** in transit.
- ❖ **Improvement of competitiveness** of supply, manufacturing and distribution processes for companies, with better access to the market.
- ❖ **Increase of business volumes** in logistical centers located in FERRMED Great Axis Network area of influence.
- ❖ **Increase of economic development and job creation** in the regions related to FERRMED Great Axis Network (increase of GDP).
- ❖ **Better connectivity** between the major North and Central European transportation systems, the Western Mediterranean basin and North Africa.
- ❖ **Greater traffic in ports.**
 - In the case of the North Sea ports, Baltic ports and the inland ports of Rhine, Meuse, Moselle, Seine, Saone and Rhone, there is an opportunity of catching new additional volumes in southern part of the European Union and to have new links with Eastern Europe.
 - In the case of Mediterranean ports, there is the opportunity of catching new significant volumes, principally in the traffic with Asia and North Africa.
- ❖ Facilitate the carried goods distribution from airports to customers
- ❖ **Balanced intermodal development** between the land networks and the maritime lines in the Northern Sea and the Western Mediterranean basins.
- ❖ **New possibilities for the short sea-shipping and the motorways of the sea** development because of better connections between harbors and their hinterlands.
- ❖ **Elimination of congestion on roads and highways** and greater flexibility and security of transport.
- ❖ The enhanced conventional lines in the principal branches of FERRMED Great Axis Network -ideal for **freight transport**,- will be able to handle traffic equivalent to more than 25,000 large tonnage trucks daily, which will lead to considerable **cost benefits**.
- ❖ Alignment with the environmental directives of European Communities in **energy saving, reduction of CO2 emissions** and respect for the environment.

C. FERRMED MEMBERS

- AB VOLVO
- ABERTIS Infraestructuras, S.A.
- Agència de Desenvolupament local de l'Ajuntament d'Alcoi
- ALSTOM Transporte
- Arbeitskreis
- Ardanuy Ingeniería, S.A.
- Asociación Nacional Empresas Estibadoras y Consignatarias de Buques (ANESCO)
- Asociación Española de Fabricantes Azulejos y Pavimentos Cerámicos (ASCER)
- Associació Empresarial Química de Tarragona
- Associació d'Empresaris del Garraf (ADEG)
- Association Internationale pour le Tunnel de Salau
- Autoridad Portuaria de Alicante
- Autoridad Portuaria de Almería
- Autoridad Portuaria de la Bahía de Algeciras
- Autoridad Portuaria de Cartagena
- Autoridad Portuaria de Castellón
- Autoridad Portuaria de Málaga
- Autoridad Portuaria de Motril
- Autoridad Portuaria de Valencia
- Autoritat Portuària de Barcelona
- Autoritat Portuària de Tarragona
- AUTOTERMINAL
- Barcelona Centre Logístic (BCL)
- BOMBARDIER
- CADev
- Cámara de Comercio, Industria y Navegación de Almería
- Cámara de Comercio, Industria y Navegación del Campo de Gibraltar
- Cámara de Comercio, Industria y Navegación de Cartagena
- Cámara de Comercio, Industria y Navegación de Castellón
- Camara de Comercio Industria y Navegación de Motril
- Cámara de Comercio, Industria y Navegación de Murcia
- Cambra de Comerç i Indústria de Sabadell
- Cambra de Comerç i Indústria de Terrassa
- Cambra de Comerç i Indústria de Lleida
- Cambra de Comerç, Indústria i Navegació de Barcelona
- Cambra de Comerç, Indústria i Navegació de Girona
- Cambra de Comerç, Indústria i Navegació de Mallorca, Eivissa i Formentera
- Cambra de Comerç, Indústria i Navegació de Reus
- Cambra de Comerç, Indústria i Navegació de Tarragona
- CDM
- Cementos Molins, s.a.
- Centre Européen de Fruits et Légumes
- Cercle pour l'Optimodalité en Europe

- Chambre de Commerce et d'Industrie de Dunkerque
- Chambre de Commerce du Grand-Duché de Luxembourg
- Chambre de Commerce et Industrie de Marseille-Provence
- Chambre de Commerce et d'Industrie de Lyon
- Chambre de Commerce de Sète-Frontignan-Mèze/Port de Sète
- Chambre Régionale de Commerce et d'Industrie de Bourgogne
- Chambre Régionale de Commerce et d'Industrie de Lorraine
- Chambre Régionale de Commerce et d'Industrie de Languedoc – Roussillon
- Chambre Régionale de Commerce et d'Industrie de Rhône-Alpes
- Col·legi d'Enginyers de Camins Canals i Ports de Catalunya
- Col·legi d'Enginyers Industrials de Catalunya
- Colegio de Ingenieros de Caminos, Canales y Puertos de la Comunidad Valenciana
- Colegio de Ingenieros de Caminos, Canales y Puertos de Murcia
- Colegio de Ingenieros Industriales de Andalucía Oriental
- Colegio de Ingenieros Industriales de Murcia
- Colegio de Ingenieros Industriales de Valencia
- Comité de Ordenamiento y Expansión de la Moselle
- Compañía Española de Laminación, S.L. (CELSA)
- COMSA Rail Transport
- Conception Etude Realisation Logistique (CERL)
- Confederació d'Associacions Empresariales de Balears
- Confederació Empresarial de la Provincia de Tarragona (CEPTA)
- Confederación de Organizaciones Empresariales de la Pequeña y Mediana Empresa de la Comunidad Valenciana (CEPYMEVAL)
- Confederación de Organizaciones Empresariales de la Comunidad Valenciana (CIERVAL)
- Confederación Independiente de la Pequeña y Mediana Empresa Valenciana-L'Empresarial
- Confederación Regional de Organizaciones Empresariales de Murcia (CROEM)
- Consorci de la Zona Franca de Barcelona
- Decathlon, S.A
- Dragados,s.p.l.
- Duisburger Hafen AG (Duisport)
- ERFA
- Estudios Montajes y Tendidos Eléctricos (EMTE)
- Europakorridoren AB
- European Intermodal Association (EIA)
- European Rail Freight Customer Platform
- European Rail Shuttle
- Europorte 2 – Filiale fret de Eurotunnel
- EWS
- FemCat
- Foment del Treball
- Ford España S.L.
- Fundació Occitano Catalana
- Groningen Sea Port
- GEFCO

- Hupac Intermodal
- IBS
- Institut Català de Logística (ICIL)
- Institut Ignasi Villalonga
- ISOLOADER
- KUEHNE-NAGEL
- Le Comité pour la Transalpine Lyon-Turin
- Logística y Transporte Ferroviario, S.A.(LTF)
- Logitren Ferroviaria S.A.U.
- Lorry Rail
- Lyon - Terminal
- MERCABARNA
- NETEX
- Novatrans
- Paris Terminal
- Parque Metropolitano Industrial y Tecnológico de Granada
- Petita i Mitjana Empresa de Catalunya (PIMEC)
- Port of Antwerpen
- Port Autonome du Havre
- Port Autonome de Liège
- Port Autonome de Marseille
- Port of Brussels
- Port of Rotterdam
- PROMÁLAGA
- PUNTO FA S.L (MANGO)
- RAFTS E.E.I.G.
- RAIL FREIGHT GROUP
- RAILGRUP
- RAILINK Europe
- Servicios de Transportes de Automóviles y Mercancías, S.A. (SETRAM)
- SEAT S.A.
- SKF Logistics Services
- STVA
- SUN ROLLER
- Terminal de Contenedores Barcelona (TCB)
- TRADISA
- TRANSFESA
- TRIMODAL Europe B.V.
- T.R.W.
- Universitat Politècnica de Catalunya
- VOSSLOH España, S.A.

For the time being, more than **200 companies and institutions** have expressed their interest to join the project. It is expected that they will formalize their engagement in the near future.

Authorization of representation in FERRMED

ENTITY	Name of the legal entity	
	Juridical form	
	Tel.	
	Fax	
	Address of the head office	
	ZIP Number	
	City	
	Country	
	VAT Number	
Legal Representing	Name	
	Surname	
	Current Position	
	E-mail address	
Authorized person	Name	
	Surname	
	Current Position	
	ID Number	
	Business Address	
	ZIP Number	
	City	
	Country	
	Phone number	
	Mobile phone number	
	E-mail address	

Legal Representative Signature

Stamp of the entity
