« The European Commission closely follows the FERRMED Project »

The European Commission is aware of the crucial role that the development of a European Rail Freight corridor can play. It links one of the most strategic axes of the European community, the North-South link.

The European Commissioner for Transport, Antonio Tajani, stressed on this point during his first interview to a European media published on 23 February by the Spanish newspaper ‘El Vigia’.

“... The FERRMED Study, co-financed by the European Commission, has to come out this year with his conclusions for the development of the long distance rail freight transport supply” explains the head of the transport European policy.

Tajani, that replaced Mr. Jacques Barrot at the European Vice-presidency during the middle of the last year, assures that ‘the European Commission watch out this project and will follow up the conclusions very carefully regarding technical, financial and operative measures and for the identification of possible bottlenecks as well.

Differently from the previous Commissioner Jacques Barrot, Tajani chose a policy of “rational” balance of different transport ways, putting everyone in a different position according to their weight. Indeed, he thinks that railway is a good choice and that it can never be substituted by the road until the infrastructures and services do not improve.

He also thinks that “the creation of an exclusive freight network is too expensive and only feasible in the long-term”. Nevertheless, he hopes that a prior corridor for freight transportation only, can be possible.

FERRMED on the European Commission Website:

- A link towards FERRMED Website was placed on DG TREN Website: [http://ec.europa.eu/transport/infrastructure/links_en.htm](http://ec.europa.eu/transport/infrastructure/links_en.htm)
Since August 2007, FERRMED has commissioned the "Technical, Socio-economic and Supply/ Demand study regarding the transport of the FERRMED Great Rail Network (Scandinavia-Rhine-Rhône-Western Mediterranean) to a consortium of top European consulting firms made up of WYG International (UK) – consortium leader, DORSCH Consult (Germany), GESTE ENGINEERING (Switzerland), INEXIA (France), NTU (Denmark), PROGRTRANS AG (Switzerland), RINA INDUSTRY (Italy), SENER (Spain), SIGNIFICANCE BV (The Netherlands), SPIEKERMANN GmbH (Germany), STRATEC (Belgium), WSP AB (Sweden) and WYG Consulting Group (UK).

The overall objective of that Study, financed by the European Commission and by Member States and Regions, is to match Supply and Demand freight transportation during the period 2007-2025 in the FERRMED Great Axis area of influence and to formulate recommendations aiming at optimising traffic between the different modes of transportation, with a view of taking up to 30-35% of the land traffic onto rail and improving management systems and railway infrastructures for freight transport.

The study area involves all regions covered in the FERRMED Great Axis Network, located in Belgium, Denmark, Finland, France, Germany, Great Britain, Italy, Luxembourg, the Netherlands, Spain, Sweden and Switzerland.

Six parallel tasks are currently being carried out. A short description of the progress of each activity is provided in the following paragraphs:

Data collection and Market consultation

The aim of this task is to collect, analyze and evaluate the collection of data and information, which has provided input for the assessment of the existing total freight market, including all transportation modes.

Data for the network information (road, rail, air and waterways) was collected and a list of the major committed projects considered determining the future configuration of the reference scenario networks has been compiled. During the year 2008, data collection and analysis was completed.

In addition to the collection of specific data, the Project surveys the views of key opinion makers in the “Red Banana” area of the FERRMED Great Rail Network transport modes increasing rail freight to 35% of land transportation (for the case of long-distance).

The Study has taken into consideration three Scenarios:

- Reference Scenario for forecast years 2015, 2020, 2025;
- FERRMED Standards Medium Implementation Scenario for forecast years 2015, 2020, 2025;
- FERRMED Standards Full Implementation Scenario for the years 2015, 2020, 2025

According to the study area, the types of traffic analyzed, the whole scope of the project and the availability of data, the TRANS-TOOLS model was selected as the main modelling tool (For port flows, the Consortium is using a different software: TransCAD). The output of the TRANS-TOOLS trade model is a forecast Origin/Destination matrix for freight including origin region, between transhipments and destination region as well as transport mode at origin, between transshipments, and at destination, commodity group and tonnes.

Throughout the last year, TRANS-TOOLS 2000 was updated to 2005, which is the base Year of the present study. The first run of TransTools fitted with 2005 data was undertaken with the aim to verify the main results for passenger and freight with regard to the traffic flow and the demand assigned to the network. Port Flows Distribution Model using TransCAD was also calibrated. A gravity model has been built for each sector (demand). What’s more, future demand for the target years (2015, 2020 and 2025) was calculated. As of January 2009, the building, running and validation of 2025 Reference Scenario were completed. The resulting traffic of 2015 and 2020 Reference Scenarios were validated by the country experts. The other two scenarios corresponding to Medium and Full Implementation of the FERRMED Standards have been built and run. The Consultant is integrating at the date of the report the impact of bottlenecks solution in the model which was an output of the following study.
The expected result of the FERRMED Global Study is the definition of a “business-oriented” high priority rail freight network. It is the first initiative in favor of a European rail freight network that is completely directed towards the needs of companies and takes into account regional interest but with a European vision.

### Technical Analysis

The Technical Study is focused on investigating the current situation of the infrastructure, its current bottlenecks as well as the investment proposals for improving the transport infrastructure, operational systems, and evaluation of the extent to which these will meet future demand. The investment plans of public and private parties were taken into account, which together with the traffic forecasts and the future implementation of FERRMED Standards and proposals form the scenarios for the target years (2015-2020-2025). The Technical Study has used the results of the Supply/Demand Study in order to identify bottlenecks in the target years.

Throughout the year 2008, the assessment of the current Rail Network in all countries involved were completed. A methodology for capacity calculation was developed. The analysis on the feasibility of using long and heavy trains in the Red Banana, taking into account infrastructure and rolling stock aspects, was undertaken. ERTMS/signaling/power aspects were also examined from a technical point of view. The different projects proposed in the Red Banana have been examined, in terms of infrastructure improvements and required investments. Finally, costs for different solutions to bottlenecks have been estimated and their structural bottlenecks arising in the target years have been identified with regards to the Reference Scenario for above-mentioned forecast years and should be confirmed by the technical experts of each country. Then solutions to the bottlenecks have been proposed and their costs are being estimated.

### Socio-economic Analysis

The Socio-Economic Study is based on the calculation of the socioeconomic impact of developments in freight transportation within the time period from 2015 to 2025 (Cost Benefit Analysis-CBA). The general objective is to provide a critical investment assessment and evaluate the investment alternatives, based on transport demand and traffic forecasts resulting from the selected demand and supply scenario and also to provide FERRMED with basic information on the future needs and options for funding.

Throughout the last year, the Consortium has developed the methodology, defining the expected project impacts on the CBA output and the future scenarios. The Consortium is now awaiting the results of the Supply and Demand Study and the Technical Study, which will be analyzed by the CBA. Already, the study team has developed and run a test CBA analysis, which is providing encouraging results, showing significant benefits by the use of some FERRMED standards, with a focus on long trains.

### Environmental Analysis

The Environmental part of the Study estimates the environmental impacts (positive or negative) of the anticipated developments in goods transportation by all modes. The environmental Study mainly focuses on the following issues: the environmental impact due to the transfer of up to 35% of the land transportation to rail along the FERRMED network, noise mitigation measures and potential conflicts with protected environmental interests. The effects of the recommendations on the environment will be translated into monetary values into the Cost-Benefit Analysis.

Throughout the last year, preparatory work has been finished. The Consortium is now awaiting the results of the Supply and Demand Study and the Technical Study in order to feed these results into the environmental part of the Study.

### Legal and Administrative Assessment Analysis

The main purpose of this Study is to examine the policy and legal framework around the development of the FERRMED Great Axis Rail Network, at the European and also at the National levels, to review the existing legislation and policies and to develop legislation and policy recommendations.

Throughout the last year, background and analytical work has been completed (collection of information regarding the legal instruments and the regulations in the studied geographical area). So far, all the EC and National policies and legal frameworks have been examined. The legal/administrative proposals will be combined with the technical proposals and Cost-Benefit analysis, in order to back up any recommendations towards the end of the Global Study.

### Development of the FERRMED Global Study

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<th>Global Study Development</th>
<th>2007</th>
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<td>Kick-off meeting</td>
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<td>Conclusions and Recommendations</td>
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<td>Main FERRMED Conferences</td>
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<td>Audits from the Advisory Council</td>
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<td>Monthly reports and follow-up meetings</td>
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In order to fully exploit the new prospects for rail freight offered by the «FERRMED Standards», FERRMED has decided to define FERRMED Freight Locomotive and Wagon Concepts.

**Background**

Aiming to cover all European Union countries, FERRMED standards have been defined addressing issues like loading gauge, axle-loads, meter weight and train lengths. The goal is to considerably improve the conditions for international customer-oriented, competitive and profitable rail freight services across Europe.

In order to fully exploit the new prospects for rail freight offered by the FERRMED Standards, it is also necessary to deploy rolling stock and apply train operating methods, which make use of the future, more generous technical standards of the infrastructure.

**Goal**

The studies aim at developing an outline of a “FERRMED locomotive concept” and a “FERRMED wagon concept”, which utilize the possibilities of the FERRMED Standards.

This includes, in the case of the locomotive, the specification of a basic design and technical equipment, in order to define a powerful and versatile freight locomotive.

In the case of wagon, this considers the specification of a basic vehicle design, of vehicle dimensions and the technical equipment.

The concept will incorporate state-of-the-art technology and combine a number of solutions, which so far only have been implemented or tested independently of each other, but which have not yet been combined in a joined concept.

The FERRMED Standards make it meaningful to merge these solutions into one concept. By doing so, the full effects and benefits of the implementation of the FERRMED-Standards can be more widely quantified and illustrated.

**Studies development**

The FERRMED locomotive concept will be developed by locomotive manufacturers that are FERRMED members (ALSTOM, VOSSLOH and BOMBARDIER), jointly with the associations of the Industrial Engineers of Catalonia and the Technical University of Catalonia and with the participation of APPLUS.

The FERRMED wagon concept is under development by the Royal Institute of Technology of Stockholm (KTH) and the Institute of Technology of Berlin (TUB).

Both studies will be finished at the same time that the “Global Study”.

![Logos of participating institutions]
The Montpellier-Perpignan line is an important element of the FERRMED Great Axis and of the transeuro-pean rail freight network. This is why FERRMED actively participates, in France and in Spain, in the public debate which opened on March 12th, 2009, and will release soon a « position paper » on this issue. FERR-MED also fosters participation in this debate of all the European, national and regional actors.

Public debate is a procedure framed by law, dealing with local democracy, which enables the participation of the population in the decision process. The French National Commission for Public Debate (CNDP), seized by Réseau Ferré de France (RFF), decided to organize a public debate on the project of a new railway line between Montpellier and Perpignan.

This project is part of the achievement of a high-speed European axis linking France and Spain. The reflexions carried out by RFF include not only the issue of high speed but also regional movements and freight.

Thus, the CNDP will hold a public debate, the organization of which has been entrusted to a Special Commission on Public Debate (CPDP) chaired by Mr. Claude Bernet. The public meetings will take place between March and June 2009.

The 4 scenarios submitted to the Public Debate

RFF submits four scenarios to the public debate. Three of them involve the creation of a new line, whereas the last one involves the improvement of the existing line:

- **Scenario "High Speed Line for passengers at 320km/h":** new high speed line for high speed trains (up to 320km/h) with 5 new stations between Nîmes and Perpignan,
- **Scenario "New Line for passengers at 220km/h and freight at 220km/h":** new mixed line for freight (100-120km/h) and passengers (220km/h) with a new station in Montpellier and a service to other cities through existing stations,
- **Scenario "High Speed Line for passengers at 300km/h and freight at 120km/h":** new mixed line for freight (100-120km/h) and passengers (up to 300km/h) with 4 new stations between Nîmes and Perpignan,
- **Scenario "Partial doubling of the existing line":** modernization of the existing infrastructure for Express Regional Trains (TER), High Speed Trains (TGV) (up to 160km/h) and freight trains, with 2 new stations close to Nîmes and to Montpellier on the bypass of Nîmes and Montpellier (CNM).

FERRMED recommends the scenario « High Speed Line for passengers at 300km/h and freight at 120km/h » as it is the only one which would allow at the same time an improvement of passengers’ travelling time and the development of rail freight transport in the Languedoc-Roussillon region (+ 18% by 2020) and in Europe.

Indeed, in the framework of this scenario, a new line of 153 km, of which 90 km would be three or four ways sections between Montpellier and Perpignan, shall be built. High Speed national and international Trains would take this high speed line. Express Regional Trains and freight trains would take the conventional existing line but would also be able to take the new line, in particular during the night.

Nonetheless, FERRMED recommends:

- To set aside a plot of land, on each side of the sections which will not be doubled (63 km), to be able to lay new additional lines in the future;
- To establish connections between the new stations and the existing ones so that freight trains running on the existing line can go through the bypasses in big cities (thus reducing noise nuisance).

For more information and to participate in the debate, please consult the following Website: www.debatpublic-lnmp.org
## FERRMED Activities from October 2008 to May 2009

<table>
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<th>Month</th>
<th>Date</th>
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<th>Location</th>
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<td>SC Lyon</td>
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<td>16.10</td>
<td>Specific WGB Valencia</td>
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<td>30.10</td>
<td>WGB Paris</td>
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<td>Participation in meetings, conferences and fairs</td>
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<td>2.10</td>
<td>« 7ème Jeudi de l’Economie » - European Logistics Centre (Auberive, France)</td>
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<td>6-9.10</td>
<td>OPEN DAYS 2008 - European Week of Regions and Cities (Brussels)</td>
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<td>14-15.10</td>
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<td>29.10</td>
<td>European Rail Forum (RFF) - « Freight without Frontiers » (Paris)</td>
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<td>FERRMED Public Presentations</td>
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<td>ESPO (European Sea Ports Organisation) Committee Meeting (Brussels)</td>
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<td>November 2008</td>
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<td>WGB Brussels</td>
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<td>5.11</td>
<td>EUROFER Conference « Rail Freight as an integrated part of the environment » (Brussels)</td>
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<td>27-29.11</td>
<td>6th International Rail Forum (Madrid)</td>
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<td>12.11</td>
<td>Transport Conference in the Port of Trelleborg (Sweden)</td>
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<td>28.11</td>
<td>House of Rail « Sidings and Last Miles Conference » (Brussels)</td>
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<td>12-13.11</td>
<td>CCTT (Coordinating Council on Trans-Siberian Transportation) Plenary Session (Praga)</td>
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<td>December 2008</td>
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<td>FERRMED Locomotive Concept Study Meeting (Valencia)</td>
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<td>TEN-T Project Management Workshop (Brussels)</td>
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<td>4.12</td>
<td>III Congres d’Enginyeria i Cultura Catalana (Palma de Mallorca)</td>
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<td>January 2009</td>
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<td>20.01</td>
<td>EurailFreight 2009 Conference « Rail Freight Transport: New Challenges after Liberalisation » - CER (Bruxelles)</td>
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<td>February 2009</td>
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<td>FERRMED Locomotive Concept Study Meeting (Valencia)</td>
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<td>17.02</td>
<td>E-Freight Conference organized by the European Commission - DG TREN (Brussels)</td>
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<td>20.02</td>
<td>Presentation of the Project « La Maison du Port » launched by the Port of Brussels</td>
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<td>3.02</td>
<td>Presentation of the FERRMED Global Study at ESPO - European Sea Ports Organisation (Bruxelles)</td>
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<td>March 2009</td>
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<td>FERRMED Locomotive Concept Study Meeting (Valencia)</td>
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<td>InteGRail Project Final Conference - UNIFE (Brussels)</td>
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<td>9.03</td>
<td>High Level Conference on the Future of Transport organized by the European Commission - DG TREN (Brussels)</td>
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<td>DIOMIS Conference on « Combined Transport in Europe and in the United States » (Paris)</td>
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<td>MOBILYS Forum - Rail Meets Road (Brussels)</td>
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<td>Public Meeting about the New High Speed Line Montpellier-Perpignan (Montpellier)</td>
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<td>24-26.03</td>
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<td>April 2009</td>
<td>22.04</td>
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<td>16.04</td>
<td>Public Debate about the New Rail Line Perpignan-Montpellier (Barcelona)</td>
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<td>22.04</td>
<td>TEN-T Calls for Proposals 2009 Info Day (Brussels)</td>
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<td></td>
<td>29.04</td>
<td>EIA Intermodal Spring Reception (Brussels)</td>
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On the left: FERRMED General Assembly in Marseille (10 December 2008).

On the right: Presentation of FERRMED on the stand of CADev at SITL (25 March 2009).
FERRMED Activities from October 2008 to May 2009

Contacts with Companies and Institutions

- Association TGV Provence Cote d’Azur, Association Européenne de Ferroviaires, ANSALDO STS, ACI EUROPE (Airports Council International), ABP (Associated British Ports), APPLUS, AMCL, ASF (Autoroutes du Sud de la France), ANGEL TRAINS, Assemblée des Chambres Françaises de Commerce et d’Industrie, ADEIS, AMBROGIO INTERMODAL ONLY
- BMT TRANSPORT SOLUTIONS GMBH, BAYER-HAFEN GmbH, BOMBARDIER
- CERTe (Centre for Research on Regional Economics, Transport and Tourism), CAP (Construcciones y Auxiliar de Ferrocarriles) SA, CD CARGO, CFL CARGO, CORPORACION ROS CASARES, CIMAD SA, CECOT, CFE Groupe, Cambra de Comerc Barcelona, CLEP, TERMINAL SERVICES, COMPAGNIE DES CONTRACTANTS REGIONAUX, Chambre de Commerce et d'Industrie du Var, Chambre de Commerce, d'Industrie et de Services de la MOSELLE, Chambre de Commerce et d'Industrie de CALAIS, CIM spa Interporto di NOVARA, CALAIS PROMOTION, Conseil Régional de CHAMPAIGNE-ARDENNE
- DEUTSCHE BAHN AG, DHL RAIL AB, DSLV, D’APPOLONIA SpA, DB NETZE, DVB BANK SE, DSV
- ERMWEA, EPTO (European Passenger Transport Organisation), ESPO (European Sea Ports Organisation), ENA (Energia e Ambiente da Arquipélago do Atlântico), ENCE, ELECTROMOTIVE DIESELS, EUROGROUP, Entreprise Portuaire de SIKIKA, Entreprise Portuaire d’ORAN, EXEL gsa, ESRI France
- FFDM (Fédération Française de la Distribution des Métiers), FREIGHTLINER GROUP LIMITED, FEDERAL NETWORK AGENCY, FAIVELEY TRANSPORT, FERROVIE DELLO STATO, FS LOGISTICA, FLEETCARE, FRET SNCF
- GMV SISTEMAS SA, GREEN LOGISTICS
- HANGARTNER OY FINLAND, HPC (Hamburg Port Consulting GmbH)
- ITS (Institute for Transport Studies), INVENSYS DIMETRONIC SIGNALS, INDEPENDENT INTERNATIONAL, ITMIA (Instituto of Transport and Maritime Management Antwerp), IOSA INMUEBLES, INVER EN PICARDIE MARITIME
- JSC « Russian Railways »
- KATHOLIEKE UNIVERSITEIT LEUVEN, KUEHNE+NAGEL, KLASMANN DEILMANN
- LUIS SIMOES LOGISTICA INTEGRADA SA, LGH (Lubecker Hafen-Gesellschaft mbH), LE TREPOOL SHIPMENT STEVEDORING
- MITSUI RAIL CAPITAL EUROPE BV, MEV SCHWEIZ AG, MANUPORT GROUP, MISSION CONTRACTANT GENERAL, Mairie de Langres
- NORDISK TRANSPORT RAIL AB, NGIL (Next Generation Innovative Logistics), NORFOLK SOUTHERN INTERNATIONAL, NORFRAM GEO
- TRANS, NOVOGERAM, NORSE HAVNER Oficina de la Region de Murcia en Bruselas
- PFISTERER UPRESA SAU, PORT OF GJON, PANNONTRAIN RAILWAY INC., PAMIAS, PORT DE BORDEAUX, PORT DE CALAIS
- RHODIA, REYNOLDS EUROPEAN SAs, RAIL & SEA NV, Région NORD-PAS DE CALAIS
- SHELL Oil Products, SZZCECIN AND SWISS-NOUSSIE SEAPORTS AUTHORITY, SEA RAIL EEIG, STENA GOTHARD AB, SVAZ STROJNÍ-RENSEK TECHNOLIGUE, SEETO (South-East Europe Transport Observatory), SYSTEMA, SIEMENS AG TRANSPORTATION, SOLEY, SOGARIS, SAS PAGNY TERMINAL.
- TX Logistics AG, TAU Planificacion Territorial SL, TRELLEBORGS HAMN AB, TRANSFARGO, TAGOPERATORERNA, TRENITALIA CARGO, TRANSSALIANCE, TORRESCAMARA
- UKRMETALLURTRANS, UNIFE, UNIVERSITY OF ROME « TOR VERGATA », UOC (Universitat Oberta de Catalunya), UIC (TAP TSI), URIR
- VAN DIERNEN MARITIME, VR OSAKEYHTIO, VERBAND DEUTSCHER VERKEHRUNTERNEHMEN, VIAMONT CARGO, VILLACIDRO TERMINAL, VFLI Groupe
- WEST FINLAND ALLIANCE
- ZIEGLER TROYES

FERRMED at SITL 2009

FERRMED exhibited at the “Salon International du Transport et de la Logistique” (SITL) which was held from 27th to 29th of March 2009 in Paris Expo-Porte de Versailles-Hall 4.

SITL closed on a successful note for FERRMED. More than 60 visitors were welcomed on the stand of FERRMED and several promising contacts were established with companies. SITL was also a good opportunity to meet with FERRMED Members and to present FERRMED ongoing and future projects.

Among the high points of the Fair, we can note the meeting between Mr. Jacques Bernis, FERRMED Permanent Representative in Brussels, and Mr. Mario Flores, the Minister for Transport of the Generality of Valencia as well as the speech that Mr. Bernis delivered on the stand « Invest in Champagne-Ardenne ».

Besides, FERRMED Stand was visited by Mr. Laurent Noël, SITL Director, who wishes that FERRMED participates in the Plenary Conference which will be organized during the next SITL, from 23rd to 26th of March 2010 in Paris Nord Villepinte, Hall 6.

R+D+4i Project

The R+D+4i Project, a parallel initiative to FERRMED Project, driven by various institutions from several European Union locomotive economic regions, tries to give an answer to the challenges and opportunities that globalisation means to Europe’s economy.

On 23rd of March, a step forward was made: the “R+D+4i Project Euro-Action Group Association” was officially constituted, in order to promote the R+D+4i Project all over the “EU Locomotive Economic Regions” (EULER).

On the next 21st of May, the 1st General Assembly, which will be held in Barcelona, will enable to approve the Organisation Chart of the Association, the Membership quotations, the budget and the working plan for 2009.

For more information, please visit the Website: www.rd4i-project.com

BUSINESS EUMED

On 22nd of April, EURO-MEDITERRANEAN BUSINESS ASSOCIATION (BUSINESS EUMED) was officially constituted. BUSINESS EUMED aims to promote economic and social progress all over the area covered by the Union for the Mediterranean.

Among other activities, BUSINESS EUMED would like to develop, jointly with FERRMED, the Project « Transmediterranean Orbital Rail Network and Sea Links ».

BUSINESS EUMED shall consist of all kind of institutions, entities and companies from all over the Union for the Mediterranean geographical area (trade and business associations, chambers of commerce, companies and particularly the one linked to logistic and transport activities, academic, scientific and cultural world and professional associations and trade unions).
On 15th of October 2008, a delegation of FERRMED members had a meeting with D. Mario Flores, the Minister for Transport of the Generality of Valencia. FERRMED General Secretary explained the current situation of the development of the FERRMED Global Study and commented the data collected regarding the Community of Valencia.

On 19th of December 2008, a delegation of FERRMED Members, led by Joan Amorós, FERRMED General Secretary, was received by D. Pascual Villate, General Director for Planning in the Ministry for Development, and representatives from ADIF and RENFE. Joan Amorós explained the current situation of the development of the Global Study and set out his expectations regarding the Mediterranean Corridor and the required rail freight infrastructures (double lines with double tracks and international width of the tracks between Càdiz and Algeciras and the French border). FERRMED also requested from the Spanish Government its support to obtain from the European Commission the declaration of a priority project for this axis.

D. Pascual Villate told that he was willing to support FERRMED and to take into account the results of the FERRMED Global Study for the future review of the PEIT (Strategic Plan for Infrastructures and Transport) and for the improvement of the connections between Spain and France.

On 27th of January 2009, FERRMED was received by the “Agencia Pública de Puertos de la Consejería de Transportes de la Junta de Andalucía”. During the meeting, in which Dña Montserrat Badia, the Agencia Director and D. Ignacio Álvarez-Osorio, Director for Transport, took part, FERRMED General Secretary declared that FERRMED was promoting the interests of Andalusia regarding rail freight transportation and will actively support the reorganization of the lines between Algeciras, Bobadilla and Antequera, of all the connections towards the centre of the Peninsula and particularly of the links with the Mediterranean Axis, which is a part of the FERRMED Great Axis and plays a crucial role in the development of the economy of the Murcia region.

On 6th of November 2008, FERRMED was received by the President of the Autonomous Community of Murcia declared that the FERRMED Great Axis played a crucial role in the development of the economy of the Murcia region.
### Calendar of scheduled events for the coming months

<table>
<thead>
<tr>
<th>Month</th>
<th>Event Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 2008</td>
<td>11.05 SC Murcia&lt;br&gt;Working Groups A and B meetings (WGA et WGB) 05.05 WG B Brussels&lt;br&gt;WG A Barcelona (To be confirmed) 6-7.05 Logistics Transport Helsinki (Finland) 12-15.05 Transport Logistic 2009 (Munich) 14.05 ESPO 2009 Conference (Marseille) 20-22.05 SIT TANGER (Moroc) 26-28.05 SIFER (Lille) 4.05 Presentation of the FERRMED Global Study at the TEN-T Executive Agency (Brussels) 14.05 ESPO 2009 Conference (Marseille) 20-22.05 SIT TANGER (Morocco)</td>
</tr>
<tr>
<td>June 2008</td>
<td>3.06 SC Barcelona&lt;br&gt;WG B Duisburg or Basel (To be confirmed) 2-4.06 SIL BARCELONA 2009 11.06 Seminar on Transport during the « Week of Rhône-Alpes in Catalonia » (Barcelona) 11.06 UIRR Conference and Gala Dinner (Brussels) 23.06 UNECE (United Nations Economic Commission for Europe) Group of Experts on Hinterland Connections of Seaports (Geneva) 11.06 Seminar on Transport during the « Week of Rhône-Alpes in Catalonia » (Barcelona)</td>
</tr>
<tr>
<td>July 2009</td>
<td>SC Rotterdam or Dijon (To be confirmed)</td>
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<tr>
<td>October 2009</td>
<td>SC Bruxelles (To be confirmed)</td>
</tr>
<tr>
<td>November 2009</td>
<td>SC Lyon or Duisburg (To be confirmed) 30.11- 3.12 BCN RAIL (Barcelona)</td>
</tr>
<tr>
<td>December 2009</td>
<td>SC Valencia (To be confirmed)</td>
</tr>
<tr>
<td>ESPO</td>
<td>On 14th and 15th of May, ESPO (European Sea Ports Organisation) will organize, in partnership with the Port Authority of Marseille, a Conference about « The European Port System: Towards a sustainable network vision ». Joan Amorós, FERRMED General Secretary, will present the FERRMED Project in the session « Mediterranean and Black Sea ». The Conference will take place at the Pullman Palm Beach Hotel in Marseille.</td>
</tr>
<tr>
<td>UNECE</td>
<td>On 23rd of June, Joan Amorós, FERRMED General Secretary, will present the FERRMED Project during the 4th session of the « Expert Group on Hinterland Connections of Seaports » of the United Nations Economic Commission for Europe. The Economic Commission for Europe is a subsidiary organ which was established in 1947 by the United Nations Economic and Social Council (ECOSOC). Its headquarters are in the Palace of Nations in Geneva.</td>
</tr>
</tbody>
</table>
SIL 2009 - Meeting Point for the Logistic Sector

The International Logistics and Material Handling Exhibition (SIL) that will be held from the 2nd to the 5th of June 2009 consolidates its position as the meeting point for the logistics activity of the South of Europe, the Mediterranean coasts (in particular, the countries of the Maghreb), Latin America and Southeast Asia.

The SIL is a business and knowledge platform that was created with the purpose of offering a wide range of services and spaces for exhibitors, so that they can generate more business contacts and increase their level of Networking.

- **International Area**, where **Business Meetings** take place between the participants of the Mediterranean Logistics and Transport Forum and exhibitors; and where **International Visitor Services** are offered to facilitate the contact with exhibitors.

- **Multi-Purposes Halls are** offered to organise cocktails, meetings, presentations, etc.

- We draw up an **on-line Agenda**, so that the participants and exhibitors can program their visits.

- We offer a **Vacancy Board** on our web site.

- We organise the **Logistics Night** each year where the SIL awards are given to the professionals with the best initiatives and those who contribute to the development of the Logistics and Material Handling sector.

- We also celebrate the **Exhibitor Night**, a party dedicated to the exhibitors of the SIL.

---

**SIL 2009 (Barcelona) - From 2nd to 5th June**

**Everyone’s welcome to our Stand and FERRMED Public Presentation on 3rd of June at 1:00 pm!**

**11th International Logistics and Material Handling Exhibition**

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**LINKING HARBOURS AND PROMOTING SUSTAINABLE RAIL FREIGHT NETWORK!**
1. What is your relationship with rail and intermodal freight transport? What are your activities in this field?

As an academic, I have been in charge for 15 years, within the Law Faculty of Aix-Marseille, of the Professional Masters in Maritime Transport Law and of the Masters in Air Transport. Being convinced of the importance of land transport, and particularly of rail transport, I created and set up in 2005 a new Professional Masters in Land Transport Law, which has been harmoniously developing since then. Within those Masters, I teach, among other disciplines, multimodal transport law; The importance of this discipline is obvious to me indeed.

Besides, as a barrister, I have been acting for more than 30 years in council and litigation in rail matters, for some of my most faithful clients.

As Chairman of the Mediterranean Institute for Maritime Transport, I promote studies, research and focus on the land phases of pre and post transportation framing maritime transport. For that matter, the theme of our annual international seminar held in Tanger in 2008 was the development of logistic platforms. The development of rail service to ports is a hot topic for all maritime lawyers.

2. Could you briefly characterize the situation of rail and intermodal freight transport in the European Union? What are the challenges still needing to be taken up?

Such situation seems paradoxical. In every respect the need of a modal shift from road transport to rail and river transport is more and more obvious, from a practical as well as from an environmental point of view. However, at the present time - at least in France - rail freight has proven unable to fulfil the increasingly important part it should play as a consequence of this necessity. Many factors can explain this. It seems to me that the main challenge currently, at the national French level, is to be able to overcome those obstacles, particularly in the sustainable development prospect laid down by the Grenelle Environment. At the Community scale, the most urgent challenge seems to be able to achieve the liberalization of rail transport as stated in legal texts, in an effective and bearable way.

From the technical point of view, an important challenge remains the implementation of interoperability.

3. How did you discover FERRMED?

FERRMED was introduced to me by a dynamic shipowner from Marseille, being himself, at the FERRMED General Assembly held in Marseille on December 10th, 2008. I was then contacted by the Secretary General and I am grateful for that.

4. You are a member of FERRMED Advisory Council, which gives you the opportunity to contribute to the Studies carried out by FERRMED through your expertise and advice. Could you please give us the reasons why you agreed to become part of this Council? What does it mean to you?

I was struck by the dynamism of FERRMED. Such a dynamism is welcome in a field where strong resistance to change can be felt. Contributing to this project through my involvement in the Advisory Council would really please me.

5. According to you, what is the value added by FERRMED to European companies and to the European freight transport policy?

The set up of common technical standards on an ambitious and realistic basis can stimulate companies as well as governments.

6. What do you think about the « FERRMED standards » and about the possibility of applying them gradually in the main axis of the European rail freight transport network? Do they seem realistic to you?

I must admit that I still have to improve my knowledge of these standards. On the face of it, they do seem, quoting Mr. Amorós, « ambitious et realistic ».

We would also like to welcome:

Mr. Vincenzo VULLO - Professor at the University of Rome « Tor Vergata »
(Department of Mechanical Engineering)
Un Partenariat et des Objectifs

Béjaia Mediterranean Terminal

BMT (Béjaia Mediterranean Terminal) a été créée sur décision du Conseil des Participations de l’Etat (CPE) en mai 2004, pour la conception, le financement, l’exploitation, l’entretien d’un Terminal à Conteneurs et la réalisation d’un centre de formation en techniques portuaires au port de Béjaia.

BMT SRK est une joint venture entre l’Entreprise Portuaire de Béjaia (EPB) et PORTEK, une société singapourienne. Portek est un opérateur de terminaux à conteneurs qui est aussi spécialisé dans les équipements portuaires. Il est présent dans plusieurs ports à travers le monde.

Béjaia Mediterranean Terminal est une entreprise prestataire de service spécialisée dans le fonctionnement, l’exploitation et la gestion du Terminal à conteneurs. Les deux partenaires ont assigné des objectifs à atteindre à court terme, c’est-à-dire dans les trois premières années de son activité :
- Augmenter sa part de marché, passer de 6% à 10%, délivrer le temps d’attente par 3 passers de l’indice de contournement de 6% à 15% ; création d’emplois (250 nouveaux postes) ; proposer des prestations normalisées et de qualité, et développer le transport de bout en bout.

Un Terminal Moderne

Le port de Béjaia est entrain de vivre l’âge d’or du conteneur. Le taux de croissance de la conteneurisation ne cesse d’augmenter. De part sa position géographique favorable, le dynamisme de son équipe, l’hospitalité de sa région, le Port de Béjaia s’affirme comme destination choisie par les armateurs et les clients de l’ensemble du bassin méditerranéen.

L’emplacement du Terminal à Conteneurs est situé au nouveau quart dans l’enceinte portuaire, avec quatre postes à quai spécialement affectés au conteneur.

Le Terminal est entièrement clôturé, gardé et sous surveillance électronique avec un accès dédié et spécialisé.

En plus des terre-plans pour la gestion des conteneurs vides, les zones d’empilage/dépilage et le parc engin pour les équipements de manutention, le Terminal dispose d’installations spécialisées de grande capacité de stockage, en l’occurrence une zone spécialisée aux conteneurs gigantesques et une zone réservée aux produits dangereux (CTM),

Des Equipes et des Resultats

Des Equipes

Béjaia Mediterranean Terminal a pour mission principale de traiter dans les meilleures conditions de vitesse, de solidité, et de sécurité l’ensemble des navires portants conteneurs.

Pour atteindre cet objectif, BMT a recruté un personnel jeune et particulièrement formé en interne pour exploiter des équipements de manutention (conduite de portiques de que, conducteurs de portiques gérants, ...) et utiliser les nouvelles technologies (planners navires, planners parc, planniers ressources, ...). Chaque membre du personnel est motivé pour fournir des opérations rapides, efficaces et en avantageuse afin de répondre aux exigences les plus sévères en matière de qualité et de performance.

Avec un centre et des moyens de formation propres aux activités portuaires et spécialement dans le traitement du conteneur, Béjaia Mediterranean Terminal assure à ses équipes des formations internes périodiques. Ce qui permet d’assurer un professionnalisme et un savoir faire pour atteindre une disponibilité des équipements, et pour dispenser de meilleurs services pour une productivité plus importante.

Des Resultats

Durant l’année 2008 BMT a réalisé une bonne progression en terme de trafic de conteneurs (+16%), passant de 100 050 à 116 000 EVP, ce qui a permis à l’entreprise de consolider sa part de marché estimée à 12% du trafic conteneurs en Algérie.

En terme de productivité, la manutention au navire a atteint une moyenne annuelle de 27 conteneurs/heure, avec une amélioration remarquable au cours du dernier trimestre (30 conteneurs/heure).

Justement, parmi les objectifs de l’année 2009, le maintien de la productivité autour de 30 conteneurs/heure en moyenne, ceci placera le terminal à conteneurs du port de Béjaïa parmi les plus performants du bassin méditerranéen.

En terme de trafic, l’objectif des 131 000 EVP pour 2009 représente un vrai défi pour toutes les équipes.

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Conception Etude Réalisation Logistique
Transports maritime et aérien

CERL est une entreprise familiale d’origine Lyonnaise, dirigée par Georges Nouveau. Créée en 1986, son activité de commissionnaire en transport maritime et aérien s’est développée autour de 3 axes : un esprit fort de partenariat entre ses fournisseurs et clients, une recherche de synergie de compétences de ses collaborateurs, une qualité de service adaptée à chaque transport.

Deux réseaux d’agents performants
Chaque partenaire est choisi selon son expérience sur chaque type d’expéditions.

2008 a été une année charnière : nouveaux locaux près de l’aéroport Saint-Exupéry à Lyon pour le développement de son service aérien, l’ouverture d’un bureau à Paris pour renforcer l’activité Projets Industriels.

L’adhésion à FEERMED : utilisation du RAIL dans nos prestations.
Lorsque les contraintes techniques et les impératifs de délai le permettent, nous privilégions le rail dans le pré-acheminement vers les ports...

... ou le réacheminement. Le combiné rail représente également des atouts certains pour certaines destinations comme la Russie (ici Krasnoyarsk)

Ces évolutions viennent compléter et renforcer nos pôles d’activité :
- Affrètement de navire
- conventionnel et containers spécialisés
- containers complets
- groupage
- aérien

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EMTE has proven professional experience in the sector of rail transport infrastructures and acts as a business group with the capacity to take on multi-disciplinary projects involving electro-mechanical and technological installations. This sector’s growing complexity and technical demands has lead to the creation of a specific division in EMTE to take on the development of engineering solutions and rail transport electrification.

The EMTE rail transport division comprises some one hundred employees, with 15 engineers specialised in projects and operations (substations and overhead lines), 12 driver-machine engineers and crane drivers, 6 foremen and 60 assembly officials. Our vehicle park for installation work included a train for conductor cable laying, self-propelled towers and platforms for the assembly of overhead lines (rigid and conventional), and up to seven rail-wagons and dual-mode vehicles for maintenance work, among others.

With this technical equipment and manpower team, EMTE has undertaken work for the Administrator of Spanish Railway Infrastructures (ADIF), the State Administration for Narrow-Gauge Rail Tracks (FEVE), the Basque Railway Management Service (ETS), the Catalan Railway Management Service (FGC), the Valencian Railway Management Service (FGV) and the Mallorcan Railway Management Service (SFM), in addition to metropolitan railway transport organisations in Madrid, Barcelona, Bilbo, Valencia, Seville, Vitoria and Toulouse (France); on conventional rail lines, narrow-gauge, high speed and rack and pinion tracks.

Moving towards port logistics with FERRMED

Today, the technical and financial solvency of EMTE places us at a level of national reference for all types of electrical infrastructures in the rail sector, with our clear-set, increasing projection in the international market, where we have proven experience in France, alongside projects in countries as distinct as Brazil and Singapore.

As a member of FERRMED, and therefore convinced of the need to promote a valid north-south goods rail corridor in Europe, EMTE today presents its services and its experience to the operators and heads of port logistics; the key agents in the development of this important FERRMED promoted communications project, EMTE seeks to communicate its know-how in the tasks of electrification, overhead lines, sub-stations, power lines, transformer centres, tunnel lighting, remote energy control, coupling motors, heaters, line guidance and security, communications and control installations.

Active and coordinated participation of all the organisations involved in FERRMED is key to the construction of a better-communicated Europe, one which is logistically prepared for the needs of today and the challenges of tomorrow.

Further information:
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Tel. + 34 93 480 92 92
**Une nouvelle façon de penser le Fret**
**A smart way of Transport**

Lorry-Rail commercialise et exploite le service de la plus longue Autoroute Ferroviaire d'Europe.

Ce transport multimodal repose sur la technologie Modalohr permettant le transport de 40 semi-remorques non accompagnées (semi-remorques seules) par trajet.

**Un service unique en Europe :**

Une première ligne de longue distance a vu le jour en 2007 et relie L- Bettembourg à F- Le Boulou, soit 1.050 km parcourus en moins de 15 heures.

Les trains circulent 7/7 jours, même les dimanches et jours fériés quand les interdictions de circulation s'appliquent sur les autoroutes. Ils ont une longueur de 700 mètres et une capacité de traction de 1800 tonnes.

Un système de réservation et de géolocalisation online permet aux clients transporteurs européens de gérer leurs réservations et de suivre l'acheminement des marchandises confiées.

Par ce biais les émissions de gaz carbonique sont réduites de près d'une tonne de CO2 par voyage comparé au parcours route équivalent. Ce constat motive de nombreux chargeurs à utiliser ce service.

La forte ponctualité des trains (+ de 94% en février 2009) et la flexibilité du système ont permis à Lorry-Rail d'être accepté par le marché dès la première année d'exercice.

La nature des marchandises transportées témoigne de la qualité du service :
Fruits et légumes sous température dirigée, pièces automobiles s'intégrant dans des chaînes de montage, fret aérien mais aussi du fret industriel à haute valeur ajoutée.

Avec le lancement d'un deuxième départ quotidien et l'acceptation des matières dangereuses avant l'été 2009, Lorry-Rail deviendra déjà un acteur incontournable pour le transport de marchandises entre l'Europe du Nord et la péninsule ibérique.

D'autres lignes sont déjà à l'étude.

**Pourquoi FERRMED ?**

L'implication de l'Association FERRMED dans la mise en œuvre de Standards techniques européens et notamment ceux concernant le gabarit de chargement est très appréciée par Lorry-Rail.

L'amélioration des conditions d'utilisation du transport ferroviaire soutenue par FERRMED entre la Scandinavie et la Méditerranée Occidentale, en passant par Luxembourg et Perpignan, participera au développement du fret ferroviaire dans sa globalité et donc à celui de l'Autoroute Ferroviaire entre Bettembourg et Le Boulou.

**Contact :**

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Daniel Lebreton  
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Avec un trafic global de 100 MT, le Port de Marseille-Fos est le premier port de France, le premier port de Méditerranée, le quatrième port Européen et le 3ème port mondial pour ses trafics d’hydrocarbures (62.5 MT). Le port de Marseille-Fos dispose d’une **configuration unique associant deux bassins aux qualités spécifiques et complémentaires** :

Les **bassins Est**, berceau historique du port, sont composés de 5 domaines d’activités étroitement articulés : les marchandises (fruits et légumes, ro-ro, conteneur), la réparation navale (de plaisance et industrielle avec des infrastructures uniques en Europe), la logistique, les passagers (croisière, corse et passager international) et le tourisme.

Les **bassins Ouest** offrent les services complémentaires d’un port qui peut massifier. Les capacités nautiques, le traitement des navires (ouillage), les zones logistiques et industrielles, ainsi que les réserves foncières permettent de répondre aux besoins des dernières générations de navires (en particulier avec la rénovation du terminal minéralier, du terminal céréalier, des terminaux XL ou de GDF2).

La dynamique de notre port global s’appuie donc sur le **développement volontariste de plusieurs activités à fort potentiel**. Outre le GNL, la croisière et les implantations logistiques et industrielles, le conteneur fait partie de nos priorités avec l’apparition dès 2010 des terminaux Fos 2XL. Suivront Fos 3XL et Fos 4XL, ainsi qu’une percée fluviale (nouvelle liaison des bassins de Fos avec le Rhône).

La situation géographique du port de Marseille-Fos justifie la mise en place de ces grands projets internationaux : aucune barrière géographique n’existe entre le GPMM et les zones les plus riches d’Europe auxquelles il est directement relié par le corridor multimodal rhodanien.

Dans ce contexte, la **quadri-modalité** (fleuve, fer, pipeline, route) est une carte maîtresse pour le port de Marseille-Fos. La diversité, la pluralité et la fiabilité de nos dessertes terrestres nous confèrent un avantage comparatif sans équivalence sur toute la façade sud de l’Europe, et nous permettent d’atteindre idéalement les marchés cibles générateurs de trafics de l’Europe.

**Why FERRMED ?** Nous croyons que la qualité et la compétitivité d’un port sont influencées par la qualité de l’offre de dessertes terrestres qu’il propose. Nous croyons aussi que cette offre permet aux ports d’atteindre leurs hinterlands éloignés et de gagner de nouveaux trafics et de nouvelles parts de marchés. Nous croyons enfin que la stratégie ferroviaire de FERRMED et son « Great Axis » correspondent à la stratégie de développement de l’hinterland du port de Marseille/Fos et que le mode ferroviaire permet d’atteindre le centre économique européen. En dernier lieu FERRMED est un moyen supplémentaire de soutenir notre politique active de report modal dans l’objectif d’assurer une meilleure contribution du GPMM à la préservation de l’environnement.

www.marseille-port.fr
Contact commercial: Mme Valerie GEORGE v.george@marseille-port.fr Tel.: 0033.437.65.19.75
The Company

Trimodal Europe BV has been established in 1995 on the initiative of a group of Dutch clothing-selection companies with central purchase towards the railway as the goal. The neutral rail specialisation attracted soon new customers, as a result of which we are now shipping gasses, liquids and dry bulk products (powder and granulates). Our sister company, the within 1998 launched Trimodal Europe GmbH, is specialised in the transportation of agricultural products and project loads by train.

The name 'Trimodal' has not been chosen at will; the three modalities (water, road and rail) are being optimally used by Trimodal Europe BV. Conventional loads are for example shipped partly by barge and partly by train on behalf of customers in Germany and France. Besides short-sea lines, Trimodal Europe BV has been engaged since 2000 with deep-sea lines between Europe and America.

Trimodal Europe NVOCC BV has been established on January 1st, 2002. NVOCC, a Non Vessel Owning Cargo Carrier, is a specialist on the field of sea expedition and dry bulk. Trimodal Europe BV has specialised itself on the field of rail expedition. Since both companies are a part of the Trimodal Europe Group, you as customer still benefit from the best combination of modalities!

Reefers on Rails

Trimodal Europe NVOCC BV has tested on 22 September 2006 in collaboration with OCC, Norfolkline and Bravel – a 10 feet container with a Rail Reefer Generatorset on the route Rotterdam-Lyon.

"To implement a new product, you'll need to test it first", said Don van Riel, managing director of Trimodal Europe NVOCC BV. "Our train between Rotterdam and Lyon suits its purpose perfectly. We know that there are different similar systems available on the market. We want to implement an existing technology in a way it fits us best.

"The Rail Reefer Generatorset in a 10 feet container is perfect. In the testing phase it could be placed on a normal 40 feet wagon and it can be accompanied with a 20 feet container on the same wagon. You then lose only one 20 feet spot, which can normally be compensated by the fact that trains are usually limited by weight instead of capacity. The ideal line-up for these types of units is a 60 feet wagon with a 40 or 45 feet reefer on the same wagon.

The Rail Reefer Generatorset in the 10 feet container is equipped with a John Deere water-cooled silent diesel engine, accompanied with a Stanford generator. The power train produces a standard output of 40 Volt-amperes. The total weight of the unit including a fully fuelled tank is 4000 kilogram. The capacity is sufficient to provide 2 reefers of energy. Because we want to avoid the risk of leaking fuel tanks, we provided them with a double-wall construction and a low centroid to stabilize the 950 litre of fuel inside the tank. This capacity is sufficient to keep the two reefers running continuously for a week.

The container is fully isolated, so that the engine noise can be reduced to 60 Db. This is less than two clip-on units for each reefer container. The container is fitted in such a way, that the start/stop button, the control panel and the 2 connections to the reefers are easy accessible to any employee.

The container is also equipped with a Fela Carloc Rail-C unit provided by Bravel. With this GPS/PGRS unit, the container can be followed constantly. Also the tank capacity, power supply updates to the reefers and possible alerts can be monitored".

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