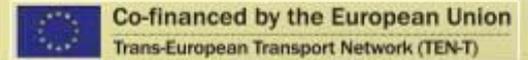




DEVELOPMENT OF THE
CONNECTION
LYON-MADRID
ON THE MEDITERRANEAN
CORRIDOR



CLYMA results visible as project approaches last semester

Carles Rúa
Project Manager
clyma@clyma.eu

Dear CLYMA stakeholders,

The end of the CLYMA project, in December 2015, is approaching. At this moment most of the studies have been finished (demand analysis, services offer, infrastructure and non-infrastructure problems, terminal catalogue, terminal problems, corridor benchmarking analysis,...) and now the project is focused on the management recommendations for the European Commission (EC). These management aspects include some recommendations for the management of the corridor nodes, for the management of the CLYMA section of the Mediterranean corridor and some of them for the entire corridor.

In recent months we have participated in different international fairs and events, such as SITL in Paris, STIMMED in Marseille, SIL in Barcelona or the TEN-T Infodays in Riga.

Now we have to continue the project's dissemination activities. Fifteen public presentations are going to be organised to explain the main results of the project. What is more, we are organising an end event in Brussels in November. The main conclusions will be presented to the EC, members of the European Parliament and project stakeholders. We will keep you informed about all these events and we hope to see you there.

All the studies and analysis developed during the project are available on our website. You are invited to download them and give us your feedback.

I hope that the information contained herein will provide you with a general update on the progress of the CLYMA project.

C8

Lyon

Valence

Avignon

C8

Marseille

Nîmes

Montpellier

Perpignan

Girona

Barcelona

Tarragona

Lleida

Zaragoza

Guadalajara

C7

Madrid

The importance of the Pyrenees crossing underlined during the 2nd Stakeholders' Forum of the TEN-T CLYMA project



During the second Stakeholder's Forum of the INEA co-funded CLYMA project, which took place on the 12th of March in Barcelona, Santi Vila, the Minister of Planning and Sustainability of the Generalitat de Catalunya, said that the short-term main challenges in Catalonia and Spain as a whole are the connectivity issue between ports and other means of transport as well as the competitiveness of the Pyrenees. During the one-day conference Mr. Vila also stressed the importance of the two states – France and Spain – working together with the shared goal of improving the flow of goods across their shared border, therewith strengthening the efficiency of the Mediterranean Corridor.

During the opening of the conference the European Coordinator for the Mediterranean Corridor Laurens Brinkhorst has also taken the stage, urging both governments and stakeholders in the project to build a “strong” and “lasting” lobby to improve the connection between the two countries.

THE FORUM

The second meeting of the forum discussed the current situation in the Mediterranean Corridor and the results of CLYMA project in relation to demand, the services offered, the market and the problems identified. Three roundtables were organized on: how to develop a green corridor; the relationship of the Corridor with the territories; and the resolution of difficulties along the CLYMA axis, such as the state of combined transport, access to the Port of Barcelona or the progress of the Corridor. All in all, more than 200 representatives from Spain and France attended the event, which took place in the World Trade Centre of Barcelona.

CLYMA's promotional activities

Ever since the 2nd Stakeholders' Forum met in Barcelona, different promotional activities for CLYMA have begun to take place throughout the continent.

SITL (Semaine Internationale du Transport et de la Logistique) Europe, which took place between the 1st and the 4th of April in Paris - the most important event of the continent in terms of transport and logistics and a must for professionals in this field. CLYMA was represented at MP2 and Port of Barcelona stands, where its promotional materials were displayed and distributed. In its 2015 edition, the fair have featured 495 exhibitors and welcomed more than 25.400 professional participants.

MEDFEL

CLYMA was represented at the MedFel 2015, the professional trade fair dedicated to the Mediterranean fruit and vegetable sector, which was held from the 21st until the 23rd of April in Perpignan (France).

TRANSPORT LOGISTIC

Moreover, another partner of the project, the Port of Tarragona, promoted CLYMA project at the Transport Logistic 2015 exhibition in Munich, held from 5th to 8th May.



CLYMA represented at SITL Paris 2015

IFREIGHTMED

The CLYMA has also been part of the presentation of iFreightMED "New opportunities for multimodal freight transport in the Mediterranean corridor", last May 26th, where Rua moderated the panel discussion on the possibilities of improving the competitiveness of the multimodal goods transport. One of the iFreightMED initiatives has been the development of a manifesto with 10 key actions to improve the multimodal services in the sphere of the corridor, with the objective that the European Union will take them as a priority within its transport policy.

STIMMED

At the Salon du Transport International Multimodal de la Méditerranée, that took place on 27th-28th May in Marseille, the project was represented and MP2 and the Port of Barcelona presented the latest updates on the analysis of supply and demand and on the problems for the modal split in the Madrid-Lyon Mediterranean corridor.



CLYMA project technical committee meeting at SIL.

SIL

The CLYMA project planned several promotional activities during the International Logistics and Material Handling Exhibition (SIL) 2015 held between 9th and 11th June in Barcelona. In the 13th MEDA-Logistics & Transport Forum, Carles Rúa participated in the session on the Euro-Mediterranean railway. The project was also present permanently in the Port of Barcelona's stand, where Rúa explained all the information about the subject, as well as in those of the other project partners involved in the fair: Port of Tarragona, VIIA and MP2. Making the most of the date, a project board and a technical committee meeting took place these days.

EUROMODAL

Under the Euromodal forum, held in mid-June in Alcalá de Henares (Madrid), the state of intermodality in the field of the TEN-T networks was analyzed, besides the obstacles that nowadays block its development, highlighting among them the deficiencies of the infrastructure and, above all, of the interoperability, which hinder the development of competitive international services. During the session, Eduard Rodés, director of the Escola Europea de Short Sea Shipping, described the competitive challenges that rail freight transport keeps on facing today regarding the infrastructures and interoperability from CLYMA projects arguments and experience.



Rodés, Director of 2E3S, in Euromoda.

TEN-T INFO DAYS

CLYMA was also represented by the project partners during the TEN-T Info Days in Riga that took place on the 22-23 June 2015.

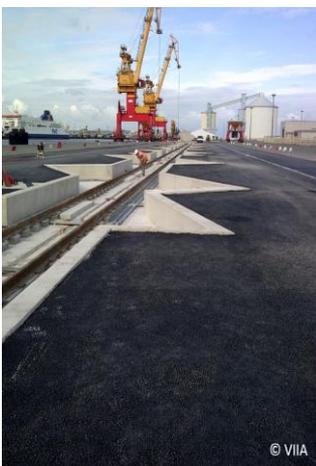
9 studies and the development needs of the TEN-T completed

On 15th January the European Commission (EC) completed the studies that identify the infrastructure priorities and investment needs for the TEN-T Network until 2030, nine studies on the state of play and the development needs of the TEN-T core network corridors which represent approximately €700 billion of financial investment until 2030. They highlight the importance of optimising the use of infrastructure along the corridors, notably through intelligent transport systems, efficient management and the promotion of future-oriented clean transport solutions. This is the first time that tens of thousands kilometres of rail, road, inland waterway connections, ports, airports and other transport terminals have been studied in such a comprehensive way and with a common methodology.

The results of these studies will be taken into account when deciding on the allocation of EU funds for the period 2014-2020, under the Connecting Europe Facility (CEF). In particular, the "project pipeline" resulting from these corridor studies constitutes an important source for the €315 billion European Investment Plan, which was published by the EC in November 2014. In this context, the Commission also mandated the former Vice-President of the EC, Henning Christophersen, as well as the European coordinators Kurt Bodewig and Carlo Secchi to identify concrete TEN-T projects which are suitable for contributing to the new investment plan. They published an interim report and presented their approach to the EU Transport Ministers at the Transport Council on 3 December 2014. In the study on the Mediterranean Corridor the CLYMA Project is referred to as a reference point following its publication of the Demand Study. Therewith CLYMA's work is recognized in the larger view of the Mediterranean Corridor.

Read the whole EC Press release [here](#).

The new rail highway VIIA 'Britannica' will work in January 2016



Works for the new terminal at Calais.

VIIA will launch next January 12th a new rail motorway service linking Le Boulou terminal, in southern France, with the port of Calais, in the north. It will also continue to the port of Dover, in UK, via ferry, through a Ro-Ro rail service. The new route, named *Britannica*, will be the first to integrate a maritime transport service by ro-ro vessels, expanding the range of solutions that VIIA offers to European carriers. The new railway highway will begin with two services per day six days a week, with 22-hour transit time and capacity to load a total of 40 semi-trailers in 20 wagons, as the port of Calais is optimizing its infrastructure to accommodate trains this length. VIIA railway highways have the challenge of reaching 500,000 trips in 2020, which will avoid 450,000 tons of CO₂ per year into the atmosphere.

Perthus Tunnel management to arrange with creditors

The Perthus Tunnel is a twin-bore railway tunnel between France and Spain under the Eastern Pyrenees. It forms a central link within the Mediterranean Corridor and provides a key connection between France and Spain, both in terms of passenger and freight traffic. Since December 2013, the tunnel has been able to support high-speed trains, linking the Spanish AVE network with the French TGV.

TP Ferro, managing entity of the tunnel, has failed to recover its expenses over the last period, increasing its debt to 400 million euros. The low number of passenger trains passing through the tunnel and goods trains well below those forecasts has resulted in the crisis, which may mean that France and Spain may have to bear the load.

According to the Catalan news Corporació Catalana de Mitjans Audiovisuals the company that currently manages the infrastructure, represented by ACS, has argued that it cannot cope with the high debt repayments. The rail transit deficit through the Perthus tunnel has led for TP Ferro to ask its creditors to renegotiate its debt. The consortium is made up of Spanish ACS and the French group Eiffage, and it took concession of the tunnel in 2003. Since then, based on overly optimistic traffic forecasts, the debt increased up to 400 ME. If the negotiations to re-evaluate the loan fail, France and Spain may end up rescuing the company.

The current alternative to the tunnel is the passage through Portbou, which serves as a dropping off point for SNCF trains coming from Cerbère in France. For it to be an efficient link, the creation and implementation of a third railway would be necessary to allow the circulation of trains in standard gauge.

The CLYMA Project is currently working on improving the management and flow of freight across the Mediterranean Corridor on which the France-Spain crossing is crucial.

Upcoming CLYMA's appointments

- ✓ 8th July – Perpignan
International Market Saint Charles International: 16h30 - 18h00
- ✓ July – Lyon
- ✓ September – Montpellier, Avignon & Valence
- ✓ October – Toulouse & Girona & Lleida
- ✓ 10th November - Tarragona

Trial of the CLYMA ECOcalculator



The activity on the development of the concept of “green corridor” on the CLYMA project includes the development of a web tool for calculating CO₂ emissions and other pollutants associated with a particular transport route that uses the axis. Using the tool is quite simple. It allows selecting the origin and destination of the transport chain, the main transport mode - road, rail, fluvial or SSS- and assumes that first and the last miles are always done by road. As a result the tool calculates emissions and externalities of the whole transport chain.

The web application is accessible through CLYMA website. It is sequential – users need to specify the origin, destination, and a main transport mode, selecting an itinerary that takes place entirely by road or by rail/SSS/IWW, with the access / egress to these modes by road. Once all the calculations are carried out, the system can then generate a summary report of the results of the simulation, which includes a map with the route and the results for emissions and externalities.

Details on the ECOcalculator can be found in the summary report, accessible from the downloads area in the CLYMA website. The methodology used been reviewed and certified by TÜV Rheinland and reviewed and validated by the Institute for the Organisation and Control of Industrial Systems at the Polytechnic University of Catalonia. The tool serves to help the users along the Axis to determine the most ecological route to use for their transport needs.

Testimonials

Laurens Jan Brinkhorst, European Coordinator of the Mediterranean Corridor

"Experience has shown that the development of infrastructure is most difficult on crossborder sections when technical and financial difficulties are exacerbated by the fact that two Member States have to work together."



José Llorca, President of Puertos del Estado

"The development of railways must be a compulsory component in Spain's empowerment as a strategic element of southern Europe. [...] The Government's objective is to double the percentage share of this type of transport from current 4% to 8% in 2024."



Guther Ettl, Advisor of the European Coordinator of the Mediterranean Corridor

"The connection between Montpellier and Perpignan is crucial to the Corridor and should be subject to renewal. On the one hand, because it's a very important section within the French space already, but also because it acts as a bottleneck for all the traffic that goes to Spain."



Credits & Legal Note

Bulletin concept and design: Adriana Díaz & Lidia Slawinska & Raquel Ferreira

Contributions from:

Port de Barcelona

| Escola Europea de Short Sea Shipping

| VIIA



✉ clyma@clyma.eu

☎ +34 932 986 070

www.clyma.eu



Co-financed by the European Union

Trans-European Transport Network (TEN-T)

"The sole responsibility of this publication lies with the author. The European Union is not responsible for any use that may be made of the information contained therein."

