



DEVELOPMENT OF THE  
**CONNECTION  
 LYON-MADRID**  
 ON THE MEDITERRANEAN  
 CORRIDOR



## CLYMA success reverberates through the first half of 2016 as project finishes

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Dear CLYMA stakeholders,

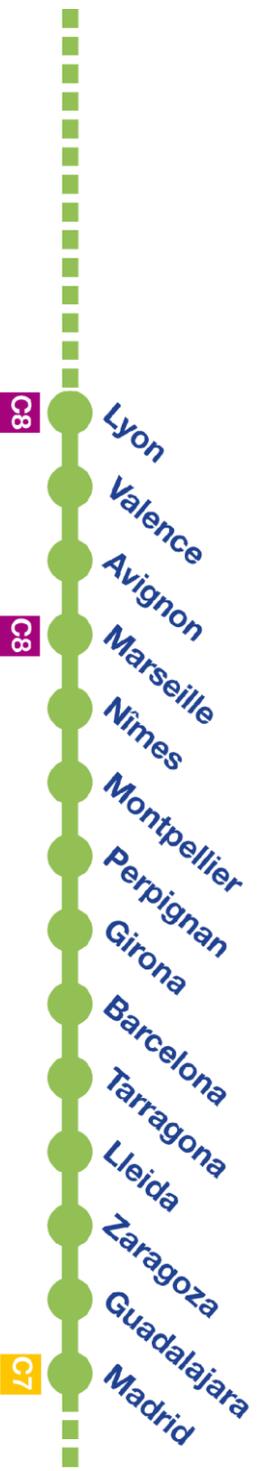
Half a year has passed since the CLYMA project finalized officially in December 2015. This does not mean that work on the Corridor, and on the legacy of the project, has stopped.

Since December we have continued updating all information related to the corridor and maintained communication on works on the CLYMA section of the Mediterranean Corridor.

We will keep on publishing news related to the hard work carried out over the two and a half years of CLYMA, both on the CLYMA website and on our social networks, and we will promote the successful project in international events and conferences, such as the 2016 TEN-T days that took place in Rotterdam in June.

Our project office has also updated the report on progress of the Corridor and it is available on the Stakeholders section of the CLYMA.eu website. It is important to continue to promote the results and the success in interest group meetings, which as Coordinator I will continue to do in the near future.

I hope this small update will remind you of the progress of the CLYMA and show you how its work has led to the expansion of the TmZ terminal, as well as to the development of the Corridor.



## New intermodal connection between Calais and Le Boulou

Since the end of March 2016, the French rail operator VIA has launched a new rail motorway service called VIA BRITANICA, which links its terminal in Le Boulou with the port of Calais.

The great feature of this service is that it connects the railway to the sea transport and offers the market an integrated train and ferry service. The union of maritime Ro-Ro with the rail motorway, called Ro-Ro rail, enables VIA to expand the addressable market.



VIA Britanica offers the possibility to connect Calais to Dover by ferry, thanks to a special agreement with the shipping company P&O. Now, after two months operating, VIA calls it a success and expects to begin operating a second daily convoy soon to provide higher frequency of departures and to meet market demand.

VIA also announced during SIL 2016 the launching of a new rail motorway service between Calais and Orbassano (Turin, Italy) as from 2017 which will address the flows between the UK and Italy.

## 195 transport projects will receive €6.7 billion of funding under the Connecting Europe Facility (CEF)

Launched in November 2015, the second CEF calls for proposals generated 406 eligible project proposals. With €12.49 billion of requested EU funding, the calls were widely oversubscribed.

Selected projects are primarily located on the core trans-European transport network (TEN-T). Among the beneficiaries are flagship initiatives such as the rehabilitation of the Brasov Sighisoara rail section in Romania, the railway connection Aveiro Vilar Formoso in Portugal, the development of a standard gauge railway line in the Rail Baltic corridor, the implementation of the SESAR Deployment Programme and the modernisation of railway line E30 (the Zabrze – Katowice – Krakow section) in Poland.

More info in: [http://ec.europa.eu/transport/themes/infrastructure/news/2016-06-17-cef\\_en.htm](http://ec.europa.eu/transport/themes/infrastructure/news/2016-06-17-cef_en.htm)



## Port of Barcelona and ADIF receive 36,1 mln EUR from CEF towards rail accesses

The European Commission has already pre-financed 5,4 million to the two entities.

Through the Connecting Europe Facility Programme (CEF), the European Commission (EC) has committed 36.1 mln euros to the Catalan companies towards the construction of rail accesses to the port enclosure. This number corresponds to 30% of the total, estimated at 120.4 mln euros.

The Port of Barcelona requested the funding through the project “New South rail access for the Port of Barcelona (Phase 2) – Connection works”, which aims to connect the area of the southern extension enclave to the Spanish rail network of general interest and the Can Tunis terminal. Works include the construction of 10.8 kilometers of rail access to connect the extension area of the Port to the general rail network in mixed gauge (Iberian and international) and the improvement of the connection to the Can Tunis terminal.

## TmZ invests 5 mln euro in a new extension

The Council of the Maritime Terminal of Zaragoza, in which the city council participates through Mercazaragoza, the Port of Barcelona and the Government of Aragon, with Ibercaja and local entrepreneurs, has agreed to undertake an expansion of infrastructures, which will double its capacity in both rail and container handling.

The expansion will involve an investment of 5 M € and will allow the construction of two new rails for loading and unloading, setting up a new area of operations and more than 25,000m<sup>2</sup> of a new operating platform. One receiving track will also be extended, and another one created, increasing the technical area by 33%. The works will be completed by the end of July 2016.

TmZ counts on the financial support of the Port of Barcelona, the main source and destination of traffic, as well as Ibercaja. Meanwhile, tmZ Services, will undertake a third of the investment in everything that relates to the container depot.



## TmZ increases its output by 13% and improves the Aragonese competitiveness

The presidents of Aragon and of the Catalan enclave analyzed the expansion of services of the Maritime Terminal of Zaragoza, TmZ, a key point in the internationalization of Aragonese companies. The president of the Port of Barcelona, Sixte Cambra, confirmed on the 22<sup>nd</sup> of February 2016 the strategic commitment of the Catalan infrastructure to Aragon, which will expand in coming years with a strengthening of its logistics supply. This has been expressed during a working meeting held with the president of the Aragonese Government, Javier Lambán, who visited the port accompanied by the Minister of Economy, Industry and Employment, Marta Gaston, and the manager of Zaragoza Logistics Platform Francisco de la Fuente.

"We will continue contributing to the competitiveness of the Aragonese business community through improving our intermodal services," stated Sixte Cambra. Among the specific actions to be carried out, the president of the Port of Barcelona has referred to the adaptation of TmZ facilities for refrigerated products, which will facilitate the export of perishable goods - meat, fruits, vegetables, preserves and wines, among others - of local produce. This action will involve an investment of 300,000 euros from the maritime terminal.

For his part, President Javier Lambán, said that "together with the Port of Barcelona we have placed Zaragoza and the enormous logistical potential of Aragon on the map of rail freight traffic, with the first inner terminal of the Peninsula. The support of the Port of Barcelona has allowed the Aragonese to be included in the branch of the Mediterranean corridor that reaches Madrid". Throughout his working visit Lambán has praised the collaboration with the Port of Barcelona and its top officials.

## Gotthard Base Tunnel – world's longest and deepest rail tunnel

Inaugurated in June 2016 after 17 years of works and 11 billion euros, the twin-bore Gotthard base tunnel will provide a high-speed rail link under the Swiss Alps between northern and southern Europe. Switzerland says it will revolutionise European freight transport.

57 kilometres long and travelling 2.3 kilometres deep beneath the Alps, the tunnel will slice 45 minutes off the journey time between Zurich and Lugano. It will also form the backbone of a high-speed network connecting Dutch sea port Rotterdam to the Italian port of Genoa.

Goods currently carried on the route by a million lorries a year will go by train instead.

The tunnel has overtaken Japan's 53.9km Seikan rail tunnel as the longest in the world and pushed the 50.5km Channel Tunnel linking the UK and France into third place.

## 8th Advisory Group meeting of the Rail Freight Corridor 6 (RFC6) – Mediterranean Corridor (TAG RAG)

On the 26<sup>th</sup> of June a meeting of the 8<sup>th</sup> Advisory Group of the RFC6 took place. At the meeting the proposed extension RFC6 was addressed, with particular attention to the section in Croatia. The OSS (One Stop Shop) also presented the results of the capacity reserve Pre-Arranged Paths for 2016 and forecasts for 2017 and 2018.

During the meeting the progress of the Nîmes-Montpellier bypass was also presented. The route includes 60 km of new mixed line railway (cargo and passengers) between Manduel (east of Nîmes) and Lattes (west of Montpellier), and 20 additional connecting km with existing lines and new railway stations of Montpellier and Manduel. More information on this Mediterranean Corridor project which will be delivered in late 2017, can be found in [www.ocvia.fr](http://www.ocvia.fr).



## New working group to solve crossbordering problems

Considering that 3 years after removal of the gauge obstacle – opening of the new UIC gauge line through Le Perthus– interoperability problems still exist in the cross border between France and Spain and that the new railway line remains underutilized, the European Coordinator for the Mediterranean Corridor, Mr. Laurens Jan Brinkhorst, has established a new working group to deal with these questions aiming at optimizing as much as possible this part of the Mediterranean corridor.

The 1st meeting took place on the 14<sup>th</sup> of March 2016, in Brussels. All interested parties, which can effectively contribute to the work, are invited to participate in this group. These are notably the national/regional/local authorities of countries, the infrastructure managers, the railway operators and other users of the infrastructure. There are two objectives: to reach a common understanding of the issues and problems; and to agree on a way forward.

CLYMA report on the crossbordering problems was the initial document to start the discussions. Most of the participants agreed on the main problems for this section: train length limitation to 500 meters; lack and cost of interoperable locomotives; quality of available slots; the closing of the new line during night time, the lack of UIC connection to main factories and other ports than Barcelona and the lack of reliable information about the dates and the precise specifications of the future UIC connections to Tarragona or Valencia.

## Update on the CLYMA ECOcalculator

The CLYMA ECOcalculator is functioning from the beginning of 2015 and it is accessible through the CLYMA website. It was developed to help measure the emissions and externalities of the services along the CLYMA corridor.

Its good reception highlights the interest of users in this kind of tools. These are very useful to determine- easily and reliably - the most efficient and ecological route to use for their transport needs.

That is why the Port of Barcelona decided to expand the scope of the ECOcalculator to provide as much information as possible about the whole transport chains served by Barcelona.

As a result of this work, the Port of Barcelona built up a new tool - Port Links- which enables users to create their own transport chain through Barcelona with all updated information about maritime transport services, rail and port passage.

The tool provides a complete list of indicators associated with the transport chain that has been built (distance, transit time, emissions and externalities) which help users to determine their best transport option in terms of services, ecological and other transport impacts.

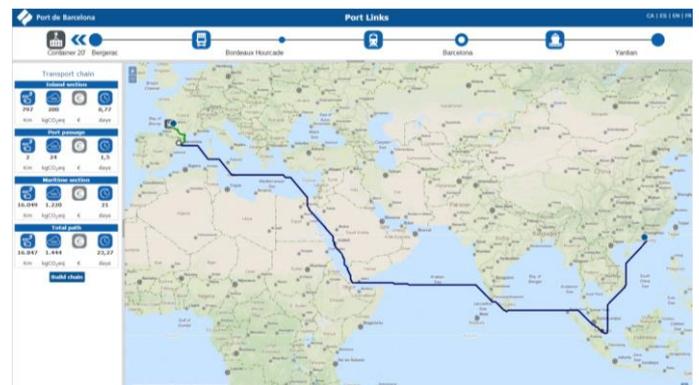
Port Links integrates the offer of maritime and land based services of the Port of Barcelona and is linked to a Geographic Information System which calculates routes, distances and transit times. These distances are then used to calculate emissions and externalities following the methodology developed under the CLYMA project.

The Port of Barcelona expects to develop the tool further in the future to increase its potential and offer users greater functionality.

### From the CLYMA ECOcalculator



### To PORT LINKS



### Path info

	O-D	Service name	Dist.(km)	Time (d)
<b>Maritime service</b>	Yantian - Barcelona	JADE / AE-11	16.049	21
<b>Port passage</b>	Barcelona		1,5	
<b>Rail service</b>	Moll Sud (TCB) / Moll Prat (B)	TPNova	677,08	0,71
<b>Road section</b>	Bordeaux Hourcade - Bergeri		120,98	0,06
<b>Total path</b>			<b>16.847,06</b>	<b>23,27</b>

### CO2 emissions and other pollutants

	Kilograms (Kg)	CO <sub>2</sub> eq	NO <sub>x</sub>	PM <sub>2.5</sub>	CO	NM VOC	SO <sub>x</sub>
<b>Maritime service</b>	1.219,97	30,52	2,16	2,85	1,04	7,7	
<b>Port passage</b>	23,98	0,32					0,01
<b>Rail service</b>	68,39						
<b>Road section</b>	132	0	0	0			
<b>Total path</b>	<b>1.444,34</b>	<b>30,84</b>	<b>2,16</b>	<b>2,85</b>	<b>1,04</b>	<b>7,71</b>	

### Externalities

	Euros (€)	Cong	Accid	Polut	Noise	Clim. Cl	AvaPos	Infras	Total
<b>Maritime service</b>				0,01		0,06	0,02		<b>0,09</b>
<b>Port passage</b>									
<b>Rail service</b>	1,35	2,71	5,42	6,09	2,81	24,51	6,09		<b>48,98</b>
<b>Road section</b>	13,67	0,73	1,51	33,87	5,02	2,18	2,9		<b>59,88</b>
<b>Total path</b>	<b>15,02</b>	<b>3,44</b>	<b>6,94</b>	<b>39,96</b>	<b>7,89</b>	<b>26,71</b>	<b>8,99</b>		<b>108,95</b>

## CLYMA Promotion activities

CLYMA project will continue to publish news related to the hard work carried out over the two and a half years of CLYMA, both on the CLYMA website and on our social networks, and we will promote the project in international events and conferences.

The project participated in the 2016 TEN-T days which took place in Rotterdam in June 2016. You can find more information in: <https://www.tentdays.eu/2016/> where the project leader had the opportunity to attend presentations and meetings about European Policy, TEN-T network and corridors.

During the event the EU explained the new policies and financing. From now on project financing is recommended to be blended combining CEF grant and loans and guarantees through the European Investment Bank.



## Credits & Legal Note

Bulletin concept and design: Adriana Díaz & Lidia Slawinska

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