



INAUGURATION
OF RAIL TERMINAL
Port of Boulogne-Calais

PRESS KIT



23
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1. PROGRAMME FOR THE INAUGURATION OF THE RAIL TERMINAL

10.15 am Demonstrations /10.45 am

- Guests are welcomed by Jean-Marc Puissesseau, CEO of the Port of Boulogne-Calais, and Thierry Le Guilloux, Chairman of VIIA
- Demonstration of the procedure for opening a wagon: Jean-Marc Puissesseau, Thierry Le Guilloux and Daniel Percheron, Senator, President - Nord-Pas de Calais Regional Council
- Demonstration of the loading/unloading system with two semi-trailers

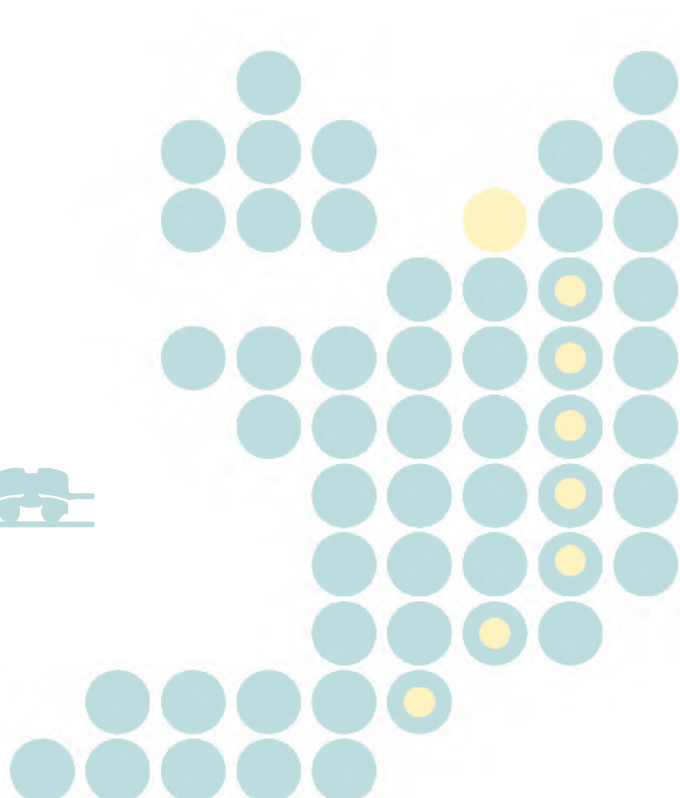
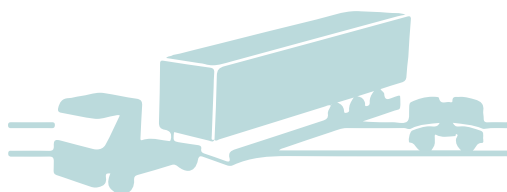
11.00 am Speeches

- Natacha Bouchart, Senator and Mayor of Calais
- Thierry Le Guilloux, President - VIIA
- Daniel Percheron, Senator, President - Nord-Pas de Calais Regional Council
- Jean-Marc Puissesseau, CEO - Port of Boulogne-Calais
- Denis Gaudin, Sub-Prefect for Calais (subject to confirmation)

11.40 am Ceremonial signatures of contracts by transport companies

11.50 am Press briefing: Jean-Marc Puissesseau, Thierry Le Guilloux and Daniel Percheron

12.15 am Drinks and buffet



A multimodal ambition all over Europe



PRESS RELEASE

2. THE PORT OF BOULOGNE-CALAIS BECOMES THE FIRST EUROPEAN PORT TO BE EQUIPPED WITH A RAIL MOTORWAY TERMINAL

The Rail Motorway Terminal is the first stage in the strategy of the Port of Boulogne-Calais aiming to develop the transporting of unaccompanied semi-trailers. The new VIIA Britanica line operated by VIIA opens in January 2016 and will link the port of Calais to the terminal of Le Boulou on the Franco-Spanish frontier.

Calais, 23 October 2015 – The Port of Boulogne-Calais, the Nord-Pas de Calais Regional Council and VIIA, a subsidiary of SNCF Logistics, officially inaugurated this morning the new rail terminal in the port of Calais. This rail terminal will be used from January 2016 to operate the Rail Motorway service between Le Boulou and the Port of Calais, directly linking Spain to the United Kingdom for unaccompanied semi-trailer traffic. The project was launched by Frédéric Cuvillier in September 2013 when he was Minister of Transport.

The first European port to possess an integrated Rail Terminal equipped with the latest cutting-edge technical features

Financed jointly by the Port of Boulogne-Calais and the European Union (through the participation of the Nord-Pas de Calais Region in the BRIDGE¹ programme), the Rail Terminal required an investment of 7 million euros. This new facility reinforces the attractiveness of the port, which thus becomes the first in Europe to possess a terminal of this kind.

The port area was re-designed so as to accommodate the new facility and to make movements around the port as fluid as possible. A new zone was also created to receive the trains arriving from the Pyrénées-Orientales directly within the port area. All standard checks will be conducted on all semi-trailers unloaded from the trains before their transporting to their final destination.

A new innovative trans-European transport service that completes the VIIA network

The new Rail Terminal has been specially designed to receive the latest generation of rail wagon. These new side-loading UIC wagons, produced by the French manufacturer Lohr Industrie, simplify and speed up the loading and unloading process, since the trailers are towed directly onto the wagons instead of being lifted by crane as previously.

Thanks to this technology, all types of semi-trailer built to European standards can be accepted, whether they are reinforced or not, since it is no longer necessary to load them vertically. This innovative technology makes the new VIIA Britanica service accessible to all operators.

¹ The European “BRIDGE” project (Building the Resilience of International and Dependent Gateways in Europe) aims to adapt port infrastructures to the growth in freight traffic (forecast to increase by 40% by 2030 on the Calais-Dover sea route). The ports of Calais and Dover benefit from the project through their partnership with the Nord-Pas de Calais Region.



Installed for the first time inside a port area, this new terminal acts as a rail, sea and road intermodal node for unaccompanied semi-trailers travelling from Spain to Great Britain or to destinations in northern France and Belgium.

A reduction in CO₂ emissions of nearly 50,000 tonnes per year

The new VIIA Britanica service between Le Boulou and the port of Calais will be the longest rail motorway in Europe (avoiding 1,200 km of journey by road). 40,000 trailers will be able to transfer from road to rail every year, leading to reduced road congestion (saving 50 million km of road travel by truck) and a decrease in CO₂ emissions of nearly 50,000 tonnes per year.

The opening of this terminal and the inauguration on 12 January 2016 of the VIIA Britanica service constitutes a new stage in the construction of the VIIA network. VIIA Britanica will be the third Rail Motorway line in France, joining the already existing lines between Bettembourg (Luxembourg) and Le Boulou, and between Aiton (near Chambéry) and Orbassano (near Turin, Italy).

Jean-Marc Puissesseau,
the CEO of the Port of Boulogne-Calais, commented:

“We are proud to be the first European port to possess a terminal of this type. This investment brings the port new prospects for development and anticipates the growth expected for the port thanks to Calais Port 2015”

Thierry Le Guilloux,
the President of VIIA declared:

“We are delighted at the opening of this terminal, which testifies to the vision that we share with the Port of Boulogne-Calais of developing cross-Channel traffic in unaccompanied semi-trailers by establishing a connection between rail motorways and sea motorways.”



3. THE UNIFIED PORT OF BOULOGNE-CALAIS

The port of Boulogne-sur-Mer, the leading fishing port in France, and the port of Calais, the leading French passenger port and 4th port in France for freight traffic, became

on 22 July 2015 the unified “Port of Boulogne-Calais”, thanks to a public service delegation order authorised by the Nord-Pas de Calais Region.

The Port of Boulogne-Calais is operated by Société d’Exploitation des Ports du Détroit (SEPD), which has its head office in Calais. As part of the public service delegation order, SEPD was entrusted with the project “Calais Port 2015”, which aims to double traffic through the port of Calais.

A unified port to safeguard Boulogne and Calais’ positions as leading ports

The concession agreement turns the Boulogne-sur-Mer and Calais port areas into a single, unified port. The development strategy adopted is intended to contribute to balanced growth at the two sites and to ensure the complementarity of their operations:

- At Boulogne-sur-Mer, it will consolidate the port’s leading position in the fields of fishing and seafood, thanks to new investments to modernise equipment in the fishing industry.
- In Calais, the new concession has laid the way for the creation of “Calais Port 2015”, a major port infrastructure initiative designed to reinforce the site’s European integration and its leading role in cross-Channel passenger and freight transport.

In the words of Jean-Marc Puissesseau, the Chief Executive Officer of the Port of Boulogne-Calais:

“The creation of the unified Port of Boulogne-Calais is the starting point of a new adventure that will enable these two ports to form a unique and coherent whole, and specifically to adapt to the challenges of intermodal transport.”



Key dates

18 February 2015 :

Signature of the concession agreement by representatives of the Region and of the local chamber of commerce (CCI Côte d’Opale)

22 July 2015 :

Transfer of operations from the CCI Côte d’Opale Chamber of Commerce to the SEPD port operating company

23 October 2015 :

Official inauguration of the new Rail Motorway



CALAIS

10,7
million passengers
in 2014

The top passenger port
in France

1,8
million heavy goods
vehicles in 2014

2nd passenger port
in Europe after Dover

43
million tonnes
of freight in 2014

2nd port for
Ro-Ro traffic in Europe

4th port in France
in terms of freight traffic

BOULOGNE- SUR-MER

The premier fishing port
in France

Leading European centre
for the processing
of seafood

260
million euros of investment
are anticipated for
the Port of Boulogne-Calais
over the next 10 years

4. CALAIS PORT 2015: ADAPTING TODAY'S INFRASTRUCTURE TO TOMORROW'S CHALLENGES

Calais Port 2015 is one of the decade's major construction projects in France. It is the first maritime project included in the European Union's Juncker Plan for priority

infrastructures, and it is planned to be completed in 2021. The inclusion of the new Rail Terminal is an integral part of this project.

Modernisation and enlargement of the port of Calais

Calais Port 2015 is designed to meet new requirements:

- A 40% growth in cross-Channel traffic by 2030
- The future increase in the size of ferries (up to 240 metres, compared with 213 metres at present)
- The development of intermodal transport (rail freight and unaccompanied Ro-Ro transport)
- New international environmental standards, particularly the need to reduce ships' emissions

During this project, which is expected to last for 6 years, the following changes are foreseen:

- The creation of a protective sea-wall approx. 3 km in length and of a defensive jetty
- The creation of a new dock with a surface area of approx. 90 hectares
- The laying of new quay surfaces
- The creation of 3 ferry berths and the extension of a Roll On-Roll Off loading facility
- The introduction of a new vehicle traffic system
- The creation of zones and buildings linked to control systems



A strategic link in the Trans-European Transport Network

The shortest and most frequently used sea route between continental Europe and the British Isles, the Calais-Dover sea link is a vital connecting point for European trade.

Calais Port 2015 is specifically designed to reinforce this trajectory, and in this capacity has an essential role in the Trans-European Transport Network (TETN-T).

A project undertaken with the support of the European Union

The European Commission has confirmed that the Calais Port 2015 project for public financial support complies with EU regulations in terms of state aid.

The Commission has found that the public financial support accorded by the French authorities for the construction of this new cross-Channel terminal, to the tune of 270 million euros, was restricted to the minimum amount required to make the investment possible. The Commission has also confirmed:

- That this financial support complied with the criteria established in terms of investment aid for port infrastructure
- That Port Calais 2015 would contribute to the attaining of the objectives of the EU's transport policy without unduly distorting competition within the internal market.

3

billion in new receipts for the State (2.3 billion) and for public authorities (700 million) for the duration of the project

2 000

direct jobs generated during the 6 years of the project

110

hectares of additional dock area for the port of Calais

650

million euros in investment planned for the port of Calais



5. VIIA, WHEN RAIL IS THE BEST WAY TO TRAVEL THE ROADS

Created in 2012 by SNCF Logistics, SNCF's goods transport and logistics branch VIIA proposes a unique goods routing offer, thus reinventing rail freight in Europe. SNCF Logistics is France's leading carrier and logistics specialist, and is number 4 in Europe.

Today with VIIA, rail is adapting to the road to create a global and efficient transport method on a European scale.

The innovative horizontal loading technique proposed by VIIA allows any type of European-standard semi-trailer to be carried across Europe by train. VIIA's services represent an economic and environmentally-friendly solution for long-distance travel.

VIIA has a growing European network, and as a pioneer in its field offers its clients an innovative, economic and responsible method for transporting goods, combining the benefits of rail travel with the flexibility of the road. The launch of VIIA Britanica on 12 January next year represents an additional step in the construction of the

VIIA network. VIIA Britanica is the third rail motorway line in France, adding to the existing lines between Bettembourg (Luxembourg) and Le Boulou, and between Aiton (near Chambéry) and Orbassano (near Turin).

Aside from a more than 80% reduction in CO₂ emissions and atmospheric pollutants, VIIA's services offer a variety of benefits. Optimisation of traffic flows, de-congestion of roads, economic performance... VIIA thus meets all the current and future challenges of the goods transport sector, and today is helping to develop the best road transport method in Europe.

Thanks to VIIA, rail is becoming the best road.

90

trains per week

95 000

units transported in 2014
throughout the entire network

CO₂ emissions

80

lower than that of road
transport

70 000

tonnes of CO₂
saved in 2014



Two rail motorways are already in operation:

Aiton (Chambéry) – Orbassano (Turin) : Known as the AFA (Autoroute Ferroviaire Alpine), this obstacle crossing rail motorway has been crossing the Alps since 2003.

AFA :

5 trains daily in each direction

More than **250 000** units transported since its inception.

Bettembourg (Luxembourg) – Le Boulou (France/Spain border): the longest European rail motorway in service, operated since 2007 by Lorry-Rail. With exceptional growth over the last few years, this service has become a gold standard in the goods transport by train sector.

Lorry-Rail:

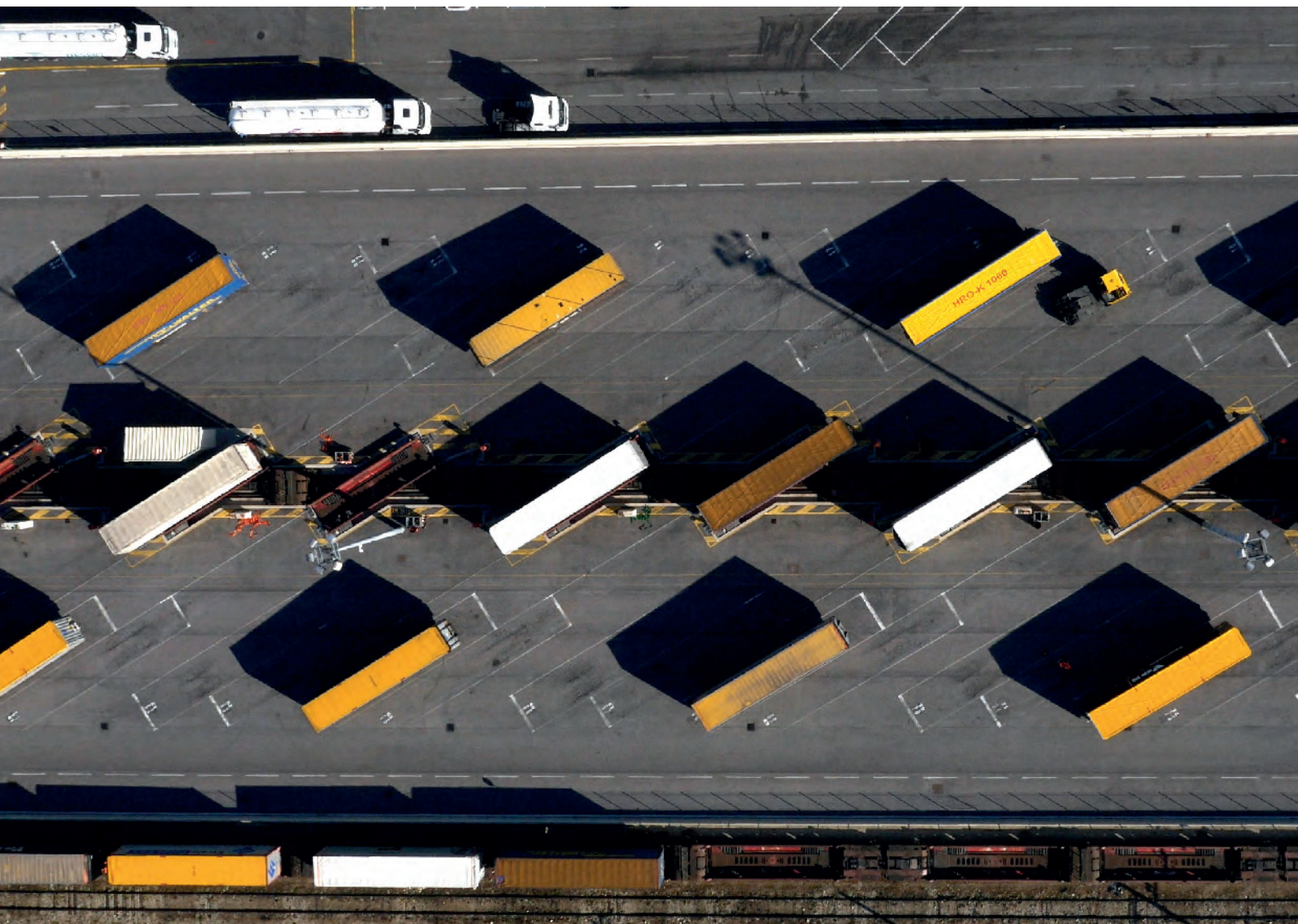
48 semi-trailers can be carried on each train measuring 850 m and weighing 2,300 tonnes

Service operational **7** days a week, terminals open **24** hours a day

40 trains per week

In 2014 **65,000** units transported

1 tonne of CO₂ saved on each journey per unit transported



VIIA: an innovative, ecological and economic service

The rail motorway optimises the use of each method of transport and combines the advantages of the road, such as flexibility, and of rail, providing more economical transport of mass volumes. It is also economically and environmentally suited to long journeys and offers many benefits for its users.

More effective logistics

Thanks to the frequent daily connections, including weekends and public holidays during which road vehicles are prohibited from using the roads, VIIA offers carriers a flexible and competitive solution. The quick loading and unloading operations as well as the option to reserve online up to one hour prior to the train's departure add to this flexibility and provide a competitive advantage.

Reduced transport costs

When using the rail motorway, carriers reduce their fuel expenses and their vulnerability to fluctuations in the price of hydrocarbons. They thus improve their visibility on operating costs. Vehicle service life is extended due to reduced wear and tear on tyres, for example. Furthermore, the economic model of the rail motorway allows carriers to improve their productivity by capitalizing on the use of their tractors. Indeed, when a semi-trailer is being carried by train, a single tractor can make other short-distance deliveries. On the Le Boulou-Bettembourg route, carriers enjoy a transport cost 15% lower than that of road transport.

Benefits for the public authority

Rail motorways provide a solution to the problem of road congestion and help improve road safety, particularly for transport of hazardous materials. They also optimise the use of existing rail capacity and to some extent help limit investments in the road infrastructure.

Social advantages

By limiting long-distance road journeys, the use of the rail motorway helps carriers and drivers to comply with regulations concerning driving times and rest times.

The transport of a semi-trailer by train also offers the carrier the option to assign the driver to other short-distance jobs. The driver is thus assigned jobs that involve fewer absences from home.

A reduced environmental impact

Rail motorways allow road carriers to reduce their CO₂ emission by more than 80% compared with road travel.

A semi-trailer travelling by train over the 1,050 km distance between Bettembourg in Luxembourg and Le Boulou in France thus saves around 1 tonne of CO₂ compared with road travel over the same distance.

Furthermore, in ecologically sensitive areas, in the Alps in particular, the AFA reduces disturbance, particularly sound emissions and local pollutants (such as particles) caused by road traffic.

Innovative technologies and infrastructures serving the modal shift

Pivoting cradles for easier loading and unloading

A complete train comprises 24 double rail motorway wagons on the Le Boulou - Bettembourg route and 11 double wagons on the AFA.

Used since the end of 2003 between Aiton and Orbasano, the low-floor semi-trailer transport wagons have demonstrated their reliability and sturdiness. Designed and manufactured in France by the Lohr Industrie





Rail train on the highway linking Bettembourg - Le Boulou.

group, they accommodate all clearances of semi-trailers according to European standards and require no investment by the carrier in specific equipment.

The wagon is articulated and comprises 2 low-floor pivoting cradles located between the bogies and securely locked at the ends to the body of the wagon. For loading, the cradles are opened and turned to 30° onto the platform for loading at an angle. A semi-trailer is then pulled into each cradle by a VIIA handling vehicle. The cradles pivot again in the other direction and are closed and locked.

This «pivoting cradle» technique reduces handling times to the strict minimum (**around 5 minutes for each semi-trailer, 1 hour for a full 24-railcar train loading 48 semi-trailers at Le Boulou**).

A new generation of «Euro-compatible» low-floor wagons

The new low-floor UIC wagon with pivoting cradles from Lohr Industrie can travel on the entire European rail network, with UIC clearance.

The VIIA Calais-Le Boulou rail motorway will be the first to use this new generation of wagons.



6. VIIA BRITANICA, A BRIDGE BETWEEN SPAIN AND THE UNITED KINGDOM

From January 2016, the VIIA BRITANICA rail motorway will connect the terminals of the port of Calais (Pas-de-Calais) and Le Boulou (eastern Pyrenees), offering a multi-modal transport solution on a particularly dense

route. Compared with road travel, it offers time savings of up to one day for the carrier, financial savings of 10% to 15% and CO₂ emission reductions of more than 1 tonne for each semi-trailer carried.

Connecting Spain and the United Kingdom thanks to multi-modal transport

Beginning in January 2016, open to all types of European-standard semi-trailers, VIIA Britanica will connect Spain and south-eastern France with Great Britain and the north of France.

The opening of a terminal in the port of Calais is part of VIIA's vision to connect European ports and thus link up rail motorways with maritime motorways. «Unaccom-

panied multi-modal transport represents the future of long-distance goods transport. The launch of a Ro-Ro integrated rail service between Spain and Great Britain will restructure transport flows in favour of unaccompanied transport,» explains Thierry Le Guilloux, President of VIIA.

40,000 semi-trailers carried each year within 5 years

This new service between Le Boulou and the port of Calais will be the longest rail motorway in Europe, representing 1,200 km of road avoided. VIIA Britanica will operate one return trip daily beginning in January 2016, then two return trips daily 6 or 7 days a week following a ramp-up phase.

The Calais terminal is located inside the Port, opposite the Ravisse dock and the future ferry terminal planned as part of the «Calais Port 2015» project. This ideal location captures flows of unaccompanied semi-trailers (without driver) between Le Boulou and Great Britain. Projected traffic is estimated at each terminal at 40,000 semi-trailers per year in cruising speed.



The potential of the VIIA BRITANICA Rail Motorway

VIIA will operate trains with 20 wagons (680 metres and 2,000 tonnes) with capacity for 40 semi-trailers, between Calais and Le Boulou.

A «green» service

The modal shift from road to rail promoted by VIIA Britanica will reduce road congestion and prevent emission of almost 50,000 tonnes of CO₂ each year. This represents a greenhouse gas emission reduction of more than 80% compared with road travel. For each semi-trailer carried between Calais and Le Boulou, a savings of 1,240 kg of CO₂ is achieved.

An innovative technology

VIIA Britanica will use a new generation of double wagons with pivoting cradles produced by Lohr Industrie. Manufactured in France and with 85% of its components produced in France, this low-floor wagon can travel throughout the entire European freight network. This service required the purchase of 105 wagons (around €39.5 million).

40,000

semi-trailers per year on the Port of Calais
– Le Boulou link in 5 years' time

50,000

of CO₂ per year will be saved in 5 years'
time

2

round-trips per day, 6 or 7 days per week
once traffic reaches increased level

50

million km by truck avoided per year

a reduction of
1 240

kg of CO₂ for each semi-trailer transported

20

wagons per train (680 metres,
2,000 tonnes), loading 40 semi-trailers



7. CONTACTS

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