



PRESS RELEASE

LAUNCH OF THE CALAIS TO TURIN ORBASSANO RAIL MOTORWAY: GOOD NEWS FOR THE ENVIRONMENT

CALAIS, 6 NOVEMBER 2018

On 6 November 2018, officials inaugurated the new rail motorway linking the Port of Calais in northern France with Orbassano in the suburbs of Turin (Italy). Ultimately the link will transfer 31,000 lorries off the roads and on to rail. Present at the ceremony were Élisabeth Borne, the French Minister reporting to the *Ministre d'Etat*, Minister for the Ecological and Solidarity-Based Transition, with responsibility for Transport; Natacha Bouchart, mayor of Calais; Jean-Marc Puisseuseau, Chairman and CEO of Port Boulogne Calais; Guillaume Pepy, Chairman of the Executive Board, SNCF; and Thierry Le Guillaux, Chairman of VIIA, operator of SNCF Group rail motorways.

The line is operated from existing terminals at the Port of Calais and Orbassano, making use of rail companies Fret SNCF on the French side and Mercitalia (the Italian state rail company Ferrovie dello Stato Italiane), on the Italian side. It will connect to ferry services at Calais and the United Kingdom, allowing semi-trailers to be transported unaccompanied across France to Italy.

MORE THAN 30,000 LORRIES TRANSFERRED TO RAIL

The new service will provide three weekly round trips connecting Calais to Orbassano, a distance of 1,150 km, in 18 hours. When fully operational, the new rail motorway will run two round trips a day.

Thierry Le Guilloux, Chairman of VIIA said: *"This new rail motorway line between Calais and Turin Orbassano is an addition to our existing Spain service. It results from work conducted by teams at VIIA as well as the Port of Calais and Fret SNCF—and it is excellent news for the development of unaccompanied semi-trailer transport in Europe."*

The service, open to all types of trailers, could save some 1.2 tonnes of CO₂ per trailer per trip, for a total saving of 37,200 tonnes of CO₂ full year.



PARTNERSHIP WITH PORT BOULOGNE-CALAIS

The partnership between Port Boulogne Calais, VIIA and SNCF Group is strengthened by the new Calais to Turin Orbassano line. Opened in March 2016, the Calais rail motorway terminal is a port facility that is unique in Europe. The first VIIA Britannica line connects Calais to Le Boulou on the Franco-Spanish border, offering service up to twice a day in each direction.

Jean-Marc Puisseuseau, Chairman and CEO of Port Boulogne Calais, stated: *“The launch of this new rail line confirms our vision of developing unaccompanied trailer traffic in the years to come, and our desire to support this development. With the opening of this new service offered by our partner VIIA, the Port of Calais is becoming the main hub for sea/road/rail interconnections between the north and the south of Europe, and can deliver intermodal solutions to our freight customers within the port itself.”*

ABOUT RAIL MOTORWAYS

SNCF Group has tasked VIIA with developing rail motorways in France and in Europe.

Guillaume Pepy, Chairman of SNCF's Executive Board, said: *“VIIA's rail motorways are an extremely effective tool for shifting from road to rail and for fighting greenhouse gas emissions. VIIA adapts rail to roads: all semi-trailers can be carried without any investment on the part of road freight companies, and with competitive journey times.”*

In 2017, VIIA carried 106,747 units (semi-trailers, mobile bodies or containers), saving 75,000 tonnes of CO₂ emissions.

In addition to lines serving Calais, two other lines are contributing to VIIA's vision of a modal shift in transport. Since 2003, the 175-km Aiton (Chambery) to Orbassano line has connected France and Italy in three hours, making four round trips a day. And the Bettembourg (Luxembourg) to Le Boulou Perpignan line, in service since 2007, makes three round trips a day over 1,045 km in 15 hours.

Élisabeth Borne, Minister of Transport, said: *“Rail motorways are an excellent way to shift to more eco-friendly freight transport, through a move from lorries to rail. Today's ceremony is a striking symbol of the government's strong commitment to promoting rail freight that is reflected in key decisions taken over the past few months—such as holding the rise in freight tolls to the rise in inflation—and our confidence in this efficient, clean mode of transport.”*



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ABOUT SNCF GROUP

SNCF is a global leader in passenger and freight transport services, with revenue of €33.5 billion in 2017, of which one-third on international markets. With 270,000 employees in 120 countries, SNCF draws on its foundations in French rail and its extensive experience as an architect of transport services. It aims to become the benchmark for mobility and logistics solutions in France and worldwide. SNCF has six core businesses: SNCF Réseau (management and operation of the French rail network); commuter transport (mass transit in the Paris region, TER regional rail, and Keolis in France and worldwide); long-distance rail (TGV inOui, Ouigo, Intercités, Eurostar, Thalys, Ouibus and more, and ticket sales through Oui.sncf); SNCF Gares & Connexions (station management and development), SNCF Logistics (freight transport and logistics worldwide with Geodis, Fret SNCF, Ermewa and VIIA) and SNCF Immobilier (management and optimization of SNCF property and land assets). Learn more at sncf.com

ABOUT SNCF LOGISTICS

SNCF Logistics, the transport and logistics division of SNCF Group, offers clients in Europe and around the world multimodal solutions (road, air, sea, rail) and customized management of end-to-end freight flows in the supply chain. As France's leading transport and logistics specialist, number four in Europe and number eight worldwide, SNCF Logistics reported 2017 revenue of €10 billion. It has 52,000 employees and is present in 120 countries. Through its TFMM unit, SNCF Logistics offers Europe-wide rail services (Fret SNCF, Captrain, Forwardis and more) and combined transport (VIIA, Naviland Cargo) as well as wagon and tank container rentals by Ermewa Group.



ABOUT VIA

VIA is responsible for marketing rail motorway services through the TFMM (Transport ferroviaire et multimodal de marchandises) unit of SNCF Logistics. It adapts rail to road transport to create global, high-performance transport options on a European scale. VIAA operates the following rail motorway lines: Aiton (Chambery, France)/Orbassano (Turin, Italy); Bettembourg (Luxembourg)/Le Boulou (southwestern France); and Calais/Le Boulou. Each of these lines handles up to eight trains a day.



ABOUT PORT BOULOGNE CALAIS

The Port of Boulogne-sur-Mer and the Port de Calais became Port Boulogne Calais on 22 July 2015, as part of the Public Service Delegation granted by the Haut-de-France Regional Council, the owner of the two ports.

Operated by SEPD (Société d'Exploitation des Ports du Déroit) whose head office is in Calais, Port Boulogne Calais is a port complex operating both Boulogne-sur-Mer and Calais. It is the leading fishing port in France, the leading port in France for passenger traffic, the second largest port in Europe for roll on-roll off (ro-ro) services, the leading seafood-processing and sales platform in Europe, and France's third largest freight port.

Under the Public Service Delegation, SEPD was entrusted with carrying out Calais Port 2015, a project aimed at doubling the size of the port of Calais, with service scheduled for start-up in January 2021. Calais Port 2015 is one of the largest construction projects of the decade and the first maritime project under the Juncker Plan for investment in priority infrastructures in the European Union. SEPD has entrusted this project to Société des Ports du Déroit (SPD).