



## PRESS RELEASE

Barcelona, 19 July 2019

### The Catalan government encourages the construction of the first rail motorway terminal in Catalonia

VIA has signed an agreement with the Department of Territory and Sustainable Development of the Generalitat of Catalonia, through CIMALSA, Logistics Centre of Catalonia, to build the rail motorway terminal at the Port of Barcelona.

*Councillor Calvet is mobilising “all of the resources available to the Generalitat to move towards total decarbonisation of transportation in order to reach our goal of zero emissions in 2050”.*



*Thierry Le Guilloux, Chairman of VIA, and Councillor Calvet at the signing ceremony, yesterday afternoon. The Secretary for Mobility and Infrastructure, Isidre Gavin, and the President of the Port of Barcelona, Mercè Conesa, were also present.*

Yesterday, VIA has signed a co-operation agreement with the Department of Territory and Sustainable Development of the Generalitat of Catalonia, through CIMALSA, to build and operate the rail motorway terminal at the Port of Barcelona. The agreement was signed by the Chairman of VIA, Thierry Le Guilloux, and the Chairman of CIMALSA, Enric Ticó, followed by the *Councillor* for the Territory and Sustainable Development, Damià Calvet, who underscored the economic and environmental benefits of this project and called for “*mobilisation all of the resources available to the Generalitat to move towards total decarbonisation of transportation in order to reach our goal of zero emissions in 2050*”. For Thierry Le Guilloux, Chairman of VIA, “*the signing of this project is excellent news for multimodal transport and rail motorways. It paves the way for an innovative and environmentally friendly mode of transport.*”

The agreement signed will allow for the development of the rail motorway terminal in the port area of Barcelona, on the site of the former bed of the Llobregat River, with a capacity of 8 daily connections that will be open to any operator. This rail transport offer is a real alternative to road freight transport

and will link Catalonia to France and the countries of Central and Northern Europe. It has numerous social, economic and environmental benefits, including the reduction of heavy vehicle traffic on roads with a significant reduction in harmful gas emissions, the optimisation of transport and logistics systems and a positive effect on the reduction of the loss ratio.

### **Dynamisation of the Catalan economy and environmental value of the project**

Thierry Le Guilloux points out *“that by simplifying access to VIIA multi-modal transport, it provides an ecological and economically dynamic solution. This is a real added benefit for Catalonia.”*

Councillor Calvet also underlined the economic and environmental value of this project *“which we have been working on for years and which will lead to a higher level of rail freight traffic”*. In this sense, the studies carried out with only the first 3 daily rotations planned will reduce CO2 emissions by around 80,000 tonnes per year. *“For the government,”* Calvet stressed, *“it is very important to go ahead with a project that will revitalise the economy and create jobs, as well as everything else that involves decarbonising transportation to tackle climate change”*.

The rail terminal project in the port of Barcelona is open to other public, local, regional and national administrations.

### **VIIA, Rail Motorways**

Within the SNCF group, VIIA develops rail motorways in France and Europe. Thanks to an innovative loading technique, VIIA transports all types of semi-trailers by train. It is an innovative, economical and responsible way of transporting goods by combining the speed of rail with the flexibility of the road. In 2018, 106,615 units were transported and 80,000 tonnes of CO<sub>2</sub> saved.

There are five rail motorway lines in service.

Barcelona – Bettembourg (Luxembourg), the first rail motorway departing from Spain, opened on 19 February 2019. It covers 1,219 km in 22 hours with 5 round trips per week.

Calais – Orbassano (Turin), opened in November 2018, covers 1,150 km in 18 hours with 5 round trips per week.

Calais–Le Boulou, in service in March 2016, operates up to 2 round trips per day across a distance of 1,470 km in 23 hours. In March 2019, a stop in Mâcon was added to the line, allowing it to serve Mâcon – Calais and Mâcon – Le Boulou.

The Bettembourg (Luxembourg) – Le Boulou line, in service since 2007, makes three round trips per day across a distance of 1,045 km in 15 hours.

Finally, Aiton (Chambéry)–Orbassano, open since 2003, covers 175 km between France and Italy in 3 hours, with 4 round trips per day.

### **CIMALSA**

CIMALSA is the public institution of the Generalitat in charge of planning, promoting, managing and administering the infrastructure and services related to transport, logistics and communication.

### **Press contact:**

VIIA - Anne Miller - Communications Manager - +33 6 68 12 18 36 /+33 1 56 76 73 55 - [anne.miller@viiia.com](mailto:anne.miller@viiia.com)