

# FERRMED NEWS 7

## SUMMARY

The Global Study is finished.....	1
FERRMED Global Study Final conference...	4
Main Conclusions of the FERRMED Global Study ..	5
Other Studies under way	6
Other forecasted Studies	8
FERRMED activities from May 2009 to January 2010.....	9
Calendar of scheduled events for the coming months	13
Working plan for the coming Months .....	14
3rd FERRMED Conference.....	16
Interview to Mr. Lanfranco Senn.....	17
FERRMED Members presentation.	18

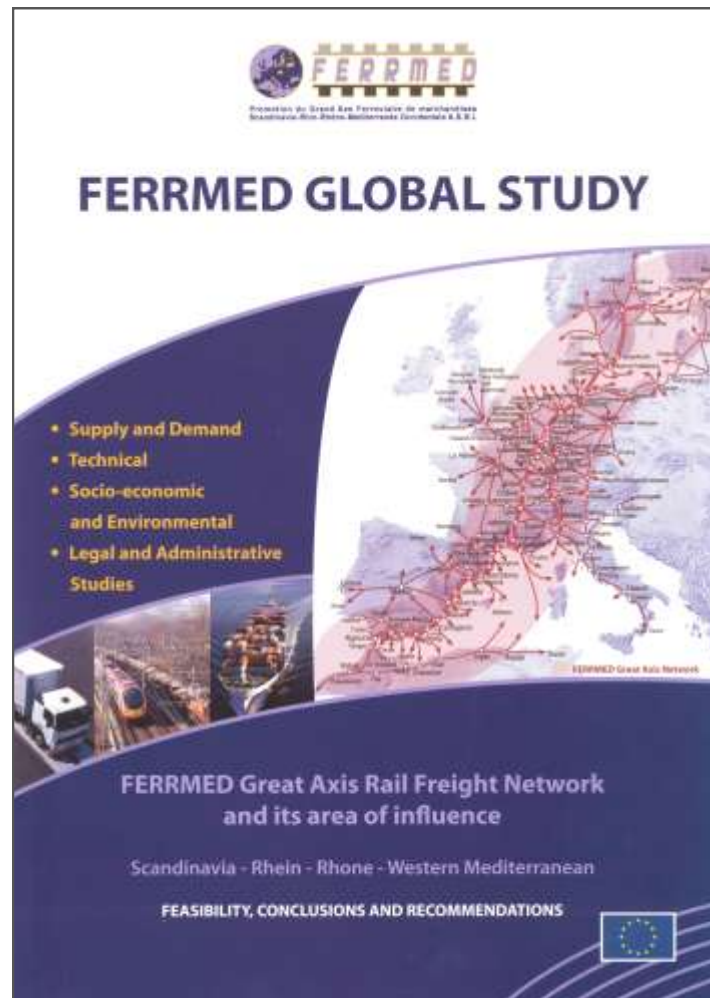
## The Global Study is finished

The Supply/Demand, Technical and socio-economic Global study of FERRMED great Axis rail network and its area of influence has been achieved.

The main conclusions of this study are:

- **The application of FERRMED Standards is a key issue in order to reverse the decreasing share of railway in land transportation.**
- **The proposed involvement and actions in the FERRMED Great Axis Rail Freight Core Network and main feeders, are feasible and sustainable from economical, financial and environmental perspective.**

As a consequence, FERRMED association proposes the adoption of FERRMED Great Axis Core Network and main feeders as a part of the EU high priority Rail Freight Network, recommending the approval as Priority Projects of all actions to be developed in the Core Network.



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The total investment required in the full FERRMED Scenario (full implementation of FERRMED standards, including rolling stock adaptation and new terminals) is 178 billion euros and the benefit during the period 2016-2045 are 228 billion in savings in vehicle operation costs, 285 billion euros in savings in travel and transport time, and 15 billion in savings in accidents and pollutant emissions. As a consequence, the economic internal Rate of Return is 11.1%, which is a very good figure for railway investments.

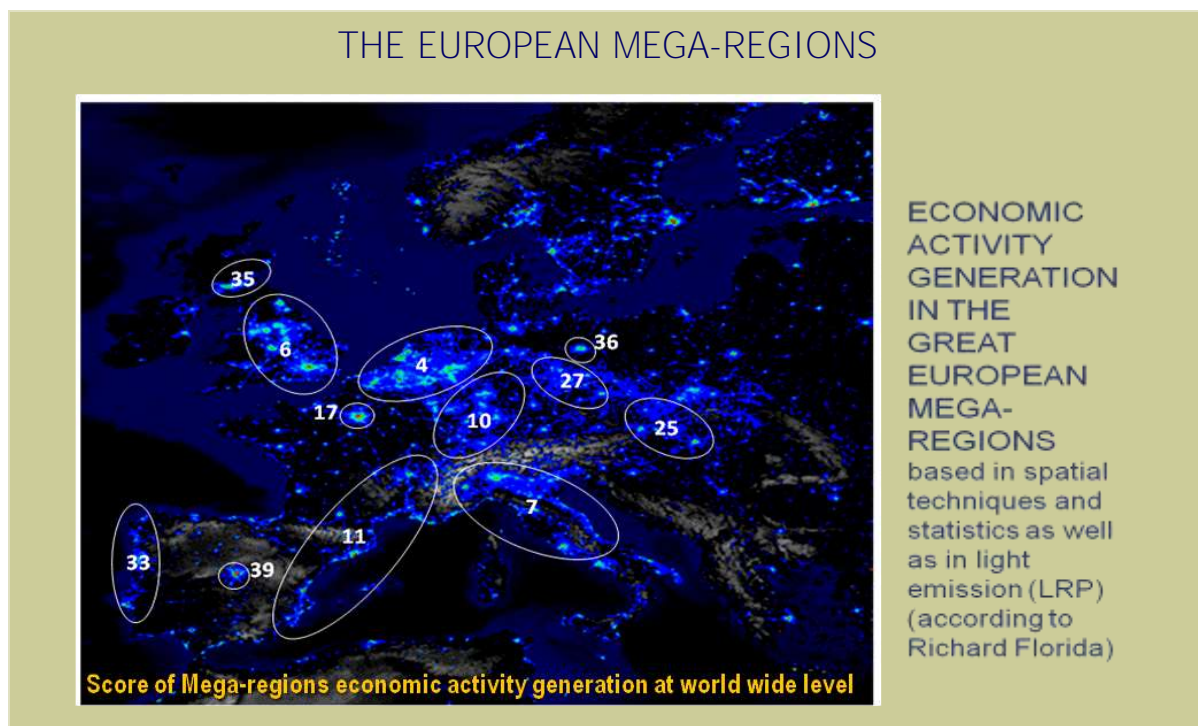
On the other hand, the implementation of all these improvements in the FERRMED Great Axis Rail Freight Network, allows increasing the number of tonnes.km transported from 266 billion per year in 2005 to 524 tonnes.km per year in 2025.

According to the Consortium<sup>(1)</sup> that has made the Global Study, the possible financing sources for the investments to be made during the period 2013-2025, could be:

- 43.5% National Public entities
- 13.9% EC, 13.9% EIB
- 20.4% Private PPP investors
- 8.3% commercial banks.

This year, the TEN-T network will be reviewed in order to adjust the list of Priority Projects. Therefore we modestly believe that FERRMED Global Study criteria could be very much helpful on determining a definitive transeuropean rail freight network.

This network has to link all EU locomotive economic regions (EULERS), as well as, all mega-regions (as described below by the economist Richard Florida).



In fact, we have to consider that we are going towards a new socio-economic dimension in Europe, following three emerging main vectors of business development:

- **EULER'S vector (FERRMED Great Axis Vector)**
- **Trans-Mediterranean vector**
- **Trans-Eurasian Vector**

(1).- The top European consulting firms which constitute the Consortium are: WYG International (UK) – consortium leader, DORSH Consult (Germany), GESTE ENGINEERING (Switzerland), INEXIA (France), NTU (Denmark), PROGTRANS AG (Switzerland), RINA INDUSTRY (Italy), SENER (Spain), SIGNIFICANCE BV (The Netherlands), SPIEKERMANN GmbH (Germany), STRATEC (Belgium), WSP AB (Sweden) and WYG Consulting Group (UK).

The growth of European Union Socio-economic welfare has to be fully business oriented to these "open" emerging vectors as well as R+D+4i factors of excellence <sup>(2)</sup>.

**The obsolete criterion of "close" radial network, at member State level, has to be abandoned. The investment in all member States has to be fully oriented towards a reticular and polycentric EU rail network as described in FERRMED standards.**

In that sense, we can classify the investments in two categories:

Main Preference:

Reticular and polycentric Trans-European intermodal corridors (linked with neighbouring countries) **as an EU "open" Core Network**, oriented to the emerging three vectors of business development

Secondary Preference:

Main feeders of the Trans-European intermodal corridors.

After the official presentation of FERRMED Global Study on October 27, 2009 in Brussels, FERRMED asbl is now doing a large dissemination process of the general content, conclusions and recommendations of this Study all over Europe.

**This process will include the presentation of "FERRMED locomotive concept" and "FERRMED wagon concept" in Barcelona during the International Logistics and Material Handling Exhibition(SIL) event in May 2010, and afterwards in other places.**

**Anyway, FERRMED asbl offers all its "knowhow" to everybody that is interested in the EU rail freight network development.**

Last but not least, FERRMED asbl expresses its gratitude to the European Commission, the Member States' national and regional governments and the TEN-T Agency for their support and valuable advice in the preparation of the Global Study. In particular, we want to express our acknowledgement to the governments of Finland, Sweden, Norway, Denmark, Germany, The Netherlands, Belgium, Luxembourg, France, Switzerland, Italy, Spain and United-Kingdom.

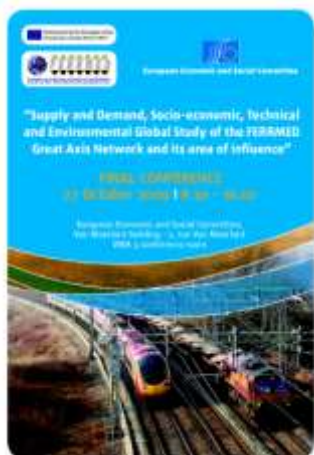
Specially, we would like to recognize the contribution of the Federal Government of Belgium and significantly the **"Service Public Fédéral, Mobilité et transport" which has reviewed the Study reports.**

FERRMED asbl would also like to thank all the members of the Consortium led by WYG International for their professionalism and working capacity in coming out and bringing forth such an ambitious and demanding Global Study.

We would like to thank the Advisory Council and Technical Working Group, the member of FERRMED as well as the General Secretariat supporting team for their assistance in the monitoring of the Global Study preparation.

Finally, FERRMED asbl, would like to acknowledge the financial contributions towards the Global Study, provided by the following entities: European Commission (Directorate-General for Energy and Transport), **Ministère de l'Écologie, de l'Énergie, le Développement Durable et de la Mer (MEEDDM, France);** Ministère du Développement Durable et des Infrastructures du Luxembourg; the Ministry for Mobility and **Public Works of the Flanders' Government, the region of Bruxelles-Capital**, the Junta de Andalucía; the Generalitat de Catalunya, the Generalitat Valenciana and the Region of Murcia for their economic contributions to the Global Study development.

Joan Amorós  
Secretary General



**The FERRMED Great Axis Network: a "business-oriented"**  
*European rail freight network integrating the regional interests into a European vision*

GLOBAL STUDY FINAL CONFERENCE – 27 October 2009

The European Economic and Social Committee (EESC) and FERRMED Association (Promotion du Grand Axe Ferroviaire de Marchandises Scandinavie-Rhin-Rhône-Méditerranée Occidentale) have jointly organised in Brussels on 27<sup>th</sup> of October the Final Conference of the **"Supply and Demand, Socio-economic, Technical and Environmental Global Study of the FERRMED Great Axis and its area of influence"**.

The aim of the Conference was to present the General Content and Main Conclusions of each Study (Supply/Demand, Technical, Socio-economic, Environmental, Legal), as well as the Overall Conclusions and Recommendations.

Participated in the opening session of the conference: the President of the EESC Section for Transport, Energy, Infrastructure and the Information Society János TOTH, the Head of the Road and Rail Transport Unit of the TEN-T Executive Agency Ioannis GIOGKARAKIS ARGYROPOULOS, the Director f.f. Transport Logistics, TEN-T and Comodality of the European Commission Jean-Eric PAQUET, the Manager-Director of Andalusian Public Ports Authority, Regional Ministry of Public Works and Transport of the Andalusian Government Jose SALGUEIRO, the Secretary for Mobility, department of Territorial Policy and Public Works of the Catalonian Government, Manel NADAL, the General Director for Transport and Ports, Ministry of Public Works, Housing and Transport of the Government of the Region of Murcia Carmen SALGUEIRO, Regional Minister of Infrastructure and Transport of the Valencian Government Mario FLORES, the Chargé d'opérations ferroviaires, MEEDDM (Ministère de l'Ecologie, de l'Energie, du Développement Durable et de la Mer), French Government Eric VACHET, the Advisor, Service Public Fédéral Belge Mobilité et Transports (on behalf of Mr. Etienne SCHOUPE, Secrétaire d'Etat à la Mobilité, Federal Government of Belgium) Henri MAILLARD



In the closing session, Massimo BALDINATO, Member of the Cabinet of Mr. Antonio TAJANI, Vice-President of the European Commission in charge of Transport and Joan AMORÓS, FERRMED Secretary General, have discussed FERRMED proposals towards a "business-oriented" Trans-European Rail Freight Transport Network.

The Conference was moderated by Frédéric SIMON, EurActiv Editor.



The Conference has involved more than 200 high ranking public sector representatives, logistics and transport companies representatives and delegates who represent a wide range of stakeholders all involved in aspects of freight transport and trans-European transport networks.

The Global Study is an initiative of the FERRMED Association, supported by the EC and several European national and regional Governments with a view to contributing to improve EU railway freight transportation system. It was undertaken by a consortium of European consulting companies over a period of more than 2 years.

The Study is a business-oriented analysis of the social, economic, financial and technical viability of the FERRMED Great Axis Rail Freight Network. This Network, connecting all EU primary economic regions with the main sea and inland ports, comprises 20.562 km (in 2005) of railways, including a core network and main feeders, from Helsinki/Stockholm to Algeciras through 13 Member States. In its present condition, this Network transports an estimated 266 billion of tons km per year.

The Study identifies the infrastructure, technical, institutional, legislative and regulatory actions required, and the financial alternatives initially available, to upgrade the FERRMED Great Axis Rail Freight Network into a harmonized, interoperable, profitable, competitive, efficient, safe and sustainable rail freight network, which would be consistent with EU transportation interoperability policies, legislation and regulations. The resulting increase in the total amount in goods transported would be to 524 billion of tons km per year by 2025.

Main conclusions:

Increase of the Freight Transport share...

Implementing the FERRMED Standards should increase the transport share of railways to 17% of all inland freight and 24% (more than 500 km) - 28% (more than 1,000km) of all long distance transport by 2025, reversing the trend of road transport share growth and capturing a broad range of socio-economic and environmental benefits for Europe.

	Million of euros
Bottlenecks solving	17. 131 M €
FERRMED Standards Implementation (Track gauge, Loading gauge, Rolling motorway, Axle load, Electrification, Train length...)	56. 709 M €
Ports and Terminals	51.700 M €
New lines (Spain)	16. 630 M €
By-passes in large cities	11. 000 M €
ERTMS Implementation (European Rail Traffic Management Systems)	14.296 M €
Rolling stock automatic coupling	7.365 M €
Noise Barriers	1.848 M €
Electric reinforcement (substations)	724 M €
Spanish rolling stock to UIC track width	630 M €

Investments required (2010-2025):

The total investment required in the Full FERRMED scenario is **177.764€**, split as it is stated in the table:

With these investments, the FERRMED Network could reach 30% to 35% of inland long distance freight rail transport market in later years.

Anticipated Benefits:

Savings in travel and time	284.000 M€
Savings in vehicle operation costs	194.000 M€
Savings in accidents and pollutant emissions	15.000 M€

The economic Internal Rate of Return (IRT) would reach 11,09 % of the required investment.

On one hand, FERRMED proposes a hundred concrete actions to be developed along the FERRMED GREAT AXIS in order to improve the freight rail transport. And on the Other hand, FERRMED also considers that the European Commission should be accountable for the management of this project in order to realise homogeneous actions. Without taking any risk we can say that the FERRMED Global Study is the first Business-oriented European Study ever realized, which means that its results are even more significant for the improvement of EU competitiveness.

The study includes 54% of the population and 68% of the GDP of the EU. The most important inland and sea ports which represent 80% of the container traffic can be found in this area. These data reveal the importance of the FERRMED Axis for the whole EU.

The conclusions of the study should be the starting point of an urgent investment plan in the FERRMED great axis and its area of influence according to the study recommendations. And as a matter of fact, the recognition (by the EC and TEN-T EA) of the "FERRMED project" as a priority project is essential.

## FERRMED WAGON CONCEPT

Developed by Royal Institute of Technology Stockholm (KTH) –  
Railway Group; Institute of Technology Berlin (TIB)

The goal of this study is to analyze the state-of-the-art of freight wagons and to define how should be future EU wagons to fulfil technical FERRMED Standards. This includes the specification of a basic vehicle design, vehicle dimensions and technical equipment.

To define the suitable design parameters, particularly in all that concern to platform and frame concept, axle load, loading gauge, coupling resistance, brakes system, on board electric supply and IT equipment tare weight, loading pattern and capacity.

### Work plan of the study

#### 1.-Introduction

- Background
- Goal
- Basic ideas

#### 2.-Market requirements on future freight wagon

- Customer perspective: logistical aspects
- **Railway undertaking's perspective**
- Competitive environmental: Intermodal competition and cooperation

#### 3.- Relevance of FERRMED Technical and infrastructure Standards

- The FERRMED Standards
- FERRMED Standards and the FERRMED Wagon concept
- Interoperability issues

#### 4.- State-of-the-Art rail freight wagons

#### 5.- General features of the FERRMED Wagon concept

- Multipurpose platform
- Axle loads
- Speed
- Brake System
- Reduce tare weight
- Centre beam design
- Electric on-board power supply
- On-board IT-equipment

#### 6.-Design I: the long Multi-Purpose Wagon Concept (LMPW)

- Basic considerations
- Principal dimensions and key characteristics
- Loading length and tare weight
- Loading pattern and capacity

#### 7.- Design II: the Heavy Cargo-wagon Concept (HCW)

- Basic considerations
- Principal dimensions and key characteristics
- Loading length and tare weight

#### 8.- Design III: the Trailer-on-Flat-wagon concept (TOFW)

- Basic considerations
- Principal dimension and key characteristics
- Loading gauge for TOF wagons
- Loading and unloading of TOF-Wagon

#### 9.- Evaluation of FERRMED Wagon concept

- Existing situation versus optimal wagon fleet
- Loading plan of reference train
- Efficiency of trains with new wagons concept
- 

#### 10.- Summary of main features of the FERRMED Wagon Concept and Conclusions and Recommendations



## FERRMED LOCOMOTIVE CONCEPT

Developed by ALSTOM; APPLUS; BOMBARDIER; COEIC, COIIV, FAIVELEY, Universitat Politècnica de Catalunya; VOSSLOH

The goal of this study is define the minimum design parameter that the EU locomotives should have to fulfil the FERRMED Standards:

- To haul a train of 1.500 meters and 3.600 to 5.000tons in the following conditions:
- **Speed of 120Km/h when the gradient is 0‰**
- **With the capability to start when the gradient is 12 ‰**

Other scenario: calculate needed power to run the maximum weight able in trains of 1.500m

### Work plan of the study

- |  |   |
|--|---|
| 1.- Introduction <ul style="list-style-type: none"><li>• FERRMED: Great Axis and Standards</li><li>• Market requirements on freight locomotives</li></ul>  | 6.- Possibility to operate in several countries with the same locomotive <ul style="list-style-type: none"><li>• Interoperability</li><li>• Cross-Acceptance</li></ul>                                      |
| 2.- Objective of the Study.  | 7.- Characteristics to ensure the comfort, safety and security of the driver <ul style="list-style-type: none"><li>• Driving Advice System</li><li>• Drivers cab</li><li>• Ergonomics and safety</li></ul>  |
| 3.- State-of-the-art freight locomotives <ul style="list-style-type: none"><li>• Europe</li><li>• Worldwide</li></ul>  | 8.- Environmental aspects <ul style="list-style-type: none"><li>• Emissions (gaseous emissions and particles)</li><li>• Noise Emissions</li><li>• Energy efficiency</li><li>• Recycling materials</li></ul> |
| 4.- Needed power to haul heavier and longer trains   | 9.- Summary and Conclusions   |
| 5.- Technical parameters to haul heavier and longer trains <ul style="list-style-type: none"><li>• Power</li><li>• Adherence</li><li>• Coupling</li><li>• Multiple traction</li><li>• Brake system</li></ul> |   |



The "FERRMED Wagon Concept Study" is almost finalized and the "FERRMED Locomotive Concept Study" will be achieved in mars 2010.

A presentation of "FERRMED locomotive concept" and "FERRMED wagon concept" will be held the 27th of May, in Barcelona during the International Logistics and Material Handling Exhibition SIL 2010 (Barcelona) in the **3rd FERRMED CONFERENCE: "EU ROLLING STOCK NEW CONCEPT FOR FREIGHT"**, and afterwards in other places such as Brussels.

## REGIONAL «LAST MILE» STUDIES

Detailed analysis, of FERRMED Great Axis Network different sectors (regional based), regarding required Terminals, sidings and connections with Ports, industrial areas and important socio-economic zones.

Innovative technology in order to improve the management and intermodal cargo transshipment will be considered as well, in the study.

**To be developed with other partners, region by region all over "Red Banana" in the European Union.**

## TRANSMEDITERRANEAN ORBITAL RAIL NETWORK AND MULTIMODAL LINKS

To be developed jointly with the Euro Mediterranean Business Association and other institutions

Rail, ship, road and aerial infrastructures and routes in the Mediterranean basin are currently parts of a fragmented and uncoordinated transport system.

The Global Project known as Trans Mediterranean Orbital Rail Network and multimodal Links -- Renewed transportation system for peace, progress, solidarity and sustainability -- is a multimodal study that seeks to create an interlinked, coordinated and functional rail, ship, road and aerial shipping network allowing for an effective and efficient flow of goods, services and passengers in the Euro-Mediterranean Greater Area.

The aim of this Global Study is to identify a high priority rail, maritime, road and flight network to improve the Trans-Mediterranean multimodal transportation system, including the interconnection with airports, as well as, short sea shipping and intercontinental traffic, among all the main harbours of the Mediterranean/ Black Sea and between harbours and their hinterlands.



## TRANS-EURASIAN RAIL NETWORK GLOBAL STUDY

The incorporation of Eastern countries to the European Union and the increased trade relationships with Ukraine, Russia and other CIS countries, as well as China, makes of great interest the business oriented analysis of East-West transportation flows particularly by rail.

The existing lack of interoperability and policy harmonisation system causes bottlenecks and unnecessary delays, especially at border crossings.

To facilitate the railway connections with EU recently incorporated countries, and also with Eastern neighbours, removing all kind of barriers, from technical, administrative, organizational and legal point of views, is a big challenge to be solved in order to facilitate trade and to increase the competitiveness of the "added value global chain".

Following the example of the "Supply and Demand, Technical, Socio-Economic Global Study of

the FERRMED Great Axis Network and its area of influence", FERRMED would like to carry out another Global Study aiming at defining a key "business-oriented" axes linking Trans-European transport network to the Trans-Eurasian transport networks.



	Steering Committee (SC) + General Assembly (GA) meetings	Working Groups A and B meetings (WGA et WGB)	Participation in meetings, conferences and fairs	FERRMED Public Presentations
May 2009	SC 11.05 Murcia	05.05 WGB Brussels 26.05 WGA Barcelona	6-7.05 : Logistics Transport Helsinki (Finland) 12-15.05 : Transport Logistic 2009 (Munich) 14.05 : ESPO 2009 Conference (Marseille) 20-22.05 : SIT TANGER (Maroc) 26-28.05 : SIFER (Lille)	4.05 : Presentation of the FERRMED Global Study at the TEN-T Executive Agency (Brussels) 14.05 : ESPO 2009 Conference (Marseille) 20-22.05 : SIT TANGER (Maroc)
June 2009	GA 03.06 Barcelona	02.06 & 30.06 WGB Barcelona	2-4.06 : SIL BARCELONA 2009 <b>11.06 : Séminaire sur les Transports dans le cadre de la « Semaine de Rhône-Alpes en Catalogne » (Barcelona)</b> 11.06 : UIRR Conference and Gala Dinner (Brussels) 23.06 : UNECE (United Nations Economic Commission for Europe) Group of Experts on Hinterland Connections of Seaports (Geneva)	<b>3.06: Présentation du Projet FERRMED au SIL BCN</b> <b>11.06 : Séminaire sur les Transports dans le cadre de la « Semaine de Rhône-Alpes en Catalogne » (Barcelona)</b> 23.06 : UNECE (United Nations Economic Commission for Europe) Group of Experts on Hinterland Connections of Seaports (Geneva)
July 2009			<b>06.07: Jornada Técnica « Divulgación-Incentivación de la I+D+I Nacional e Internacional (Madrid)</b> <b>08.07: Conférence RP Ile de France « Vers la création d'un maillon ouest de transport de fret » (Brussels)</b>	
August 2009		04.08 WGB Barcelona		
September 2009		03.09 WGB Brussels 22.09 WGB Barcelona	<b>28.09 : FP7 Information Day for "Transport DG RTD Sustainable Surface Transport &amp; Green Cars Agenda" (Brussels)</b> 29.09 : The 18 <sup>th</sup> Meeting of the International Association CCTT "Coordinating Council on Transsiberian Transportation" (Munich) <b>30.09 : Conférence "L'avenir des transports et du RTE-T: Les Régions du Bassin parisien se mobilisent" Région du Bassin Parisien C8 (Bruxelles)</b> 30.09: Réception anniversaire 30 ans de la Représentation de l'Assemblée des Chambres Françaises de Commerce et d'Industrie auprès de l'UE (Bruxelles)	<b>4.09: Présentation de FERRMED aux dirigeants et partenaires de CALAIS PROMOTONS (Calais)</b> 29.09 : The 18 <sup>th</sup> Meeting of the International Association CCTT (Munich)
October 2009	SC 27.10 Brussels	07.10 WGB Brussels	27.10 : Final Conference of the FERRMED Global Study (Brussels)	27.10 : Final Conference of the FERRMED Global Study (Brussels) 29.10 : Presentation of the FERRMED Global Study (Valencia)
November 2009	SC 20.11 Dijon		9-11.11 : Rail 2009 - Congress Fair with international Rail Summit (Dortmund, Germany) 20.11 : Second High Level Stakeholder Conference on the Future of Transport – TEN-T Green Paper: A policy review (Brussels) <b>24.11: Jornada "La connectivitat de Catalunya amb Europa, la connexió amb ferrocarril", Col·legi d'Enginyers de Camins, Canals i Ports de Catalunya</b> 30.11-03.12 : Fira barcelona, BcnRail 2009	03.11 : Presentation of the FERRMED Global Study (Murcia) 18.11 : Final Conference of the FERRMED Global Study (Barcelona) 20.11 : Presentation of the FERRMED Global Study (Dijon)
December 2009	GA 15.12 Castelló		<b>1.12: Jornada « La Importancia del ferrocarril en el transporte intermodal » Circulo de Empresarios de Galicia, Club Financiero de Vigo</b> 3.12 : The 9 <sup>th</sup> Freight Forwarders' Conference 4.12: Second Meeting of European Railway Clusters (Brussels) 9.12 : EU Green Corridors Conferencen, towards Climate-Neutral freight Transport	<b>2.12: Présentations des Résultats, Conclusions et Recommandations de l'Etude Globale FERRMED en el encuentro entre Cámaras de Comercio de Castellón y Tarragona (tarragona)</b> <b>14.12: Présentations des Résultats, Conclusions et Recommandations de l'Etude Globale FERRMED en el Plenari de la Cambra de Comerç de Lleida (Lleida)</b> <b>15.12: Présentations des Résultats, Conclusions et Recommandations de l'Etude Globale FERRMED en el Colegio de Ingenieros industriales de la Comunidad Valenciana en Castelló.</b>
January 2010			12.01 :Jornada: El desarrollo del arco mediterraneo español, trayectoria y prespectivas, organizada por la Caja de Ahorros del mediterráneo Murcia	

## Contacts with Companies and Institutions

FERRMED is currently trying to establish even more contacts with companies and institutions from the European Union but also from neighboring countries in order to obtain support, to get more members, and to spread the Global Study conclusions and recommendations.

City	Companies/Institutions	City	Companies/Institutions
Barcelona 02 - 05/06/2009	26	Vigo 01/12/2009	5
Bruxelles 11/06/2009	4	Bruxelles 09/12/2009	3
Barcelona 11/06/2009	9	Vilanova i la Geltrú 10/12/2009	1
Genève 23/06/2009	15	Lleida 14/12/2009	1
Madrid 06/07/2009	2	Castelló de la Plana 14/12/2009	1
Bruxelles 08/07/2009	9	Murcia 12/01/2010	3
Calais 04/09/2009	4	Barcelona 15/01/2010	1
Bruxelles 30/09/2009	4	Barcelona 21/01/2010	1
Bruxelles 27/10/2009	94	Barcelona 25/01/2010	1
Valencia 29/10/2009	4	Milán 26/01/2010	2
Barcelona 18/11/2009	143	Bruxelles 27-28/01/2010	2
Dijon 20/11/2009	7	Barcelona 29/01/2010	1
Barcelona 30/11 al 3/12/2009	23		

## Contacts with the European Institutions

Michalis ADAMANTIADIS – Chief Transport Facilitation and Economics section, Transport Division, United Nations, Economic Commission for Europe

Laura BAEZA - Ambassadeur, chef de la délégation de la Commission européenne en Algérie

Andrés BASSOLS - Deputy Head of Unit, EuroMed and Regional issues, European Commission

Jaromir CEKOTA – Economic affairs officer, Transport Division, United Nations, Economic Commission for Europe

Johann Friedrich COLSMAN – membre du cabinet du Vice-Président de la Commission européenne chargé de la politique des transports

Peter CRAWLEY – Research Programme Officer, Surface Transport Unit, Transport Directorate, FP7 Rail Transport, DG Research European Commission

Julio De La CUEVA ALEU, Seconded National expert, Ports, Directorate General for Energy and Transport, European Commission

Ioannis GIOGKARAKIS-ARGYROPOULOS - Head of Unit, Road and Rail Transport, TEN-T Executive Agency

Umberto GAMBINI – parliamentary assistant to Ramon Tremosa i Balcells, European Parliament

**Kateřina HANZLÍKOVÁ** - Assistant - TEN Section Secretariat, European Economic and Social Committee, European Institution

Roel HOENDERS - Programme Manager, Centralised operations for Europe, the Mediterranean and Middle-East, EuropeAid co-operation Office, European Commission

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Matthias RUETE – Directeur Général, Relations Internationales Transport et Politiques du Réseau Transeuropéen de Transport, Commission européenne, DG TREN

Ramon TREMOSA I BALCELLS– Député européen.

Antonio TAJANI–Vice-President for transport policy, Commission européenne

Patrick VANKERCKHOVEN - Head of Unit, Marco Polo Unit



**Antonio TAJANI**  
European commission Vice-President for Industry and Entrepreneurship



**Matthias RUETE**, General Director, DG-TREN,

## Contacts with National and Regional Governments

BELGIUM

Pascal COOLS - General Manager at Flanders District of Creativity

Hilde CREVITS – Ministre de la Mobilité et des Travaux Publics, Gouvernement Flamand

Lieven DENOLF – attaché, cabinet Ministère Brigitte GROUWELS - Ministre des Travaux Publics, des Transports, de l'Informatique régionale et communale et de la Politique de l'égalité chances, Gouvernement de la Région de Bruxelles-Capitale

Pierre FORTON– Directeur Général SPF Mobilité

Els 't KINDT – Conseiller Aéroport, Chemin de fer, cabinet Ministre H. CREVITS

Henri MAILLARD – Conseiller, Service Public Fédéral Mobilité et Transports, Direction générale Transport Terrestre

Etienne SCHOUPE –Secrétaire d'Etat à la mobilité, Gouvernement Fédéral Belge

André WALGRAFFE – Chef de Cabinet Adjoint du Ministre Antoine, Cellule Transports, Gouvernement Wallon – Vice-Présidence



**Hilde CREVITS**  
Minister for mobility and Public Works, Flemish Government



**M. Etienne Schoupe**, Secrétaire d'Etat à la Mobilité-Gouvernement Fédéral Belge

## SPAIN

Joaquim NADAL – Conseller de Política Territorial i Obres Públiques, Generalitat de Catalunya

Manel NADAL- Secretari de Mobilitat, Departament de Política Territorial i Obres Públiques, Generalitat de Catalunya

Francisco CAMPS, President Generalitat Valenciana

Mario FLORES – Conseller Insfratruccures i Trasnsport, Generalitat Valenciana

Ramon Luís VALCÁRCEL, Presidente del Gobierno Autónomo de la Región de Murcia

Josep-Lluís CAROD-ROVIRA, vicepresident de la Generalitat de Catalunya

José BALLESTA GERMAN, Consejero de Transporte del Gobierno de la Cominudad Autónoma de la Región de Murcia

José BLANCO LÓPEZ, Ministro de Transportes del Gobierno de España



Victor MORLÁN GRACIA – Secretario de Estado, Planificación e Infraestructuras

Inmaculada RODRIGUEZ PIÑEIRO – Secretaria de Estado de Infraestructuras

Antonio GONZÁLEZ MARÍN – Presidente de Adif

**Mr. José BLANCO LÓPEZ**  
Ministry of Public Works, Spain Government

## FRANCE

Pascal BRICE, Consul Général de France à Barcelona

Françoise CHOTARD – Directrice, Représentation ILE-DE-FRANCE auprès de l'union Européenne

Patrick COURTIN – Délégué Permanent, Délégation Lorraine Champagne-Ardenne.

Jean-Claude GAILLOT – Directeur Général Adjoint, Région Ile-de-France

François LAVALETTE – Chef de Bureau Marché Intérieur et Financements communautaires Secrétariat général, Direction des Affaires européenne et internationales, sous **direction de la Régulation européenne, Ministère de l'Ecologie, de l'Energie, du Développement Durable et de l'Aménagement du Territoire.**

Camille LE BORGNE - **Chargé de Mission, Assemblée des Chambres Françaises de Commerce et d'industrie, représentation auprès de l'Union Européenne**

Olivier LEMERLE - **ACFCI Assemblée des Chambres Françaises de Commerce et d'industrie, représentation auprès de l'Union Européenne**

Nicolas LETE, Chargé de Mission « Recherche et Innovation », Région Rhône-Alpes

Isabelle MOUZE-ESTEVEES – **Directrice, Direction de l'Economie et du Développement local, Conseil Général de l' AISNE**

Didier PASTANT- Directeur des Déplacements et des Territoires, Région Haute-Normandie

Marie-Elisabeth RUSLING – **Directrice des Affaires Européennes, Assemblée des Chambres Françaises de Commerce et d'industrie, représentation auprès de l'Union Européenne**

Bernard SOULAGE – Vice-Président en charge des Transports, Région Rhône-Alpes

Michel VIARDOT - expert transport intermodal et logistique, direction des Infrastructures, des Transports et de la Mer, Direction des services de transports, Mission Intermodalité Fret

## ITALY

Roberto FERRAZZA - Ministero delle infrastrutture dei trasporti, Dipartimento per le infrastrutture, gli affari generali e il personale, DG per lo sviluppo del territorio, la programmazione e i progetti internazionali

Laura MICCA – Regione Liguria, Sede di Bruxelles

Valentina PINNA – Head of office - Unioncamere Lombardia EU office

## TURKEY

Emre DINÇER – Maritime Expert, Prime Ministry, undersecretariat of Maritime Affairs, General directorate for Merchant Marine, Republic of Turkey

	Steering Committee (SC) + General Assembly (GA) meetings	Working Groups A and B meetings (WGA et WGB)	Participation in meetings, conferences and fairs	FERRMED Public Presentations
<b>February 2010</b>	2.02 SC GENOVA	8.02 WGB València	2-3.02 Conférence de presse et Présentation des résultats de l'Etude Globale FERRMED (Genova)  22-24.02 <b>Eurofreight 2010</b> , Steigenberger hotel Berlin, Germany	23.02 Présentation publique, <b>Eurofreight 2010</b> "FERRMED Standards: The way towards successful rail freight" (Berlin)
<b>March 2010</b>	24.03 SC SITL Paris	WGB Turin	23-26.03 <b>SITL 2010</b> (Paris Parc Expo Villepinte)  23.03 RDV Ministère des transport M. Dirk DEKKERS, directeur Général Mobilité (The Hague, Rotterdam)	9.03 Présentations des Résultats, Conclusions et Recommandations de l'Etude Globale FERRMED lors de la réunion mensuelle du groupe de travail relatifs aux réseaux transeuropéens de transports la Banque Européenne de la BEI (Luxembourg)
<b>April 2010</b>	SC Reims		26.04 <b>ICHCA</b> Biennial Conference (Casablanca)  27-29.04 MULTIMODAL 2010 (Birmingham, UK)	Public Presentation (Reims TBC)  Public Presentation Montpellier  Public Presentation Lyon  29.04 Public Presentation MULTIMODAL 2010
<b>May 2010</b>	GA Barcelona		25-27.05 7th International Rail Forum (València)  25-28.05 SIL 2010 (Barcelona)	<b>25-28.05 SIL 2010</b>
<b>June 2010</b>	SC Duisburg			



FERRMED next steering committee will be held in Genova in collaboration with one of its member: la Compagnia Portuale Pietro Chiesa.

ACTION	2009			2010								
	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
1) BUDGET APPROVAL 2010 ACCOUNTING APPROVAL 2009			●					▲				
2) NEW MEMBERS INCORPORATION Target ( )	[Progress bar from Oct 2009 to Sep 2010]											
3) MEETINGS OF: GENERAL ASSEMBLY STEERING COMMITTEE	SC	SC	GA		SC	SC	SC	GA	SC			SC
4) FERMED CONFERENCES (Bruxelles and Barcelona)	Global Study							University & Wagon Concepts				
5) GLOBAL STUDY DISSEMINATION (public presentations)	[Progress bar from Nov 2009 to Jul 2010]											
6) GLOBAL STUDY PRESENTATIONS to EC, NATIONAL and REGIONAL GOVERNMENTS AND PARLIAMENTS	[Progress bar from Nov 2009 to Jul 2010]											
7) GLOBAL STUDY PRESENTATIONS to FINANCING INSTITUTIONS and CONTRACTOR COMPANIES	[Progress bar from Nov 2009 to Jul 2010]											
8) DEVELOPMENT OF FERMED LOCOMOTIVE AND WAGON CONCEPTS	[Progress bar from Oct 2009 to Apr 2010]											
9) FERMED PARTICIPATION IN FAIRS, CONFERENCES, etc.			BCN RAIL			SITL		EMU SEL				
10) WEBSITE UPDATING												
11) FERMED NEWS EDITION												
12) MEETINGS A and B WORKING GROUPS	B Global Study		A B (1) Locomotive & Wagon (2)	B (1)	B (1)	B (1)	B (1)(2) New Issues (2)	A	B(2)			B (2)

## EuroFreight 2010



Strategy and business development opportunities  
**for Europe's rail freight operators**  
 Steigenberger Hotel Berlin, GERMANY  
 From 22<sup>nd</sup> to 24<sup>th</sup> of FEBRUARY

EuroFreight will offer a forum in which to discuss and debate the implications of the changes faced by the rail freight industry today. With the help of speakers from across Europe, pinpoint the benefits of competition, the strategies for long-term success, the mutual benefits of efficient partnerships, how to reinvent business in the crisis and how to use the downturn as an opportunity rather than an obstacle.

**Key issues to be addressed include:**

**Financial impact:** how can the rail freight industry weather the storm?

**Liberalisation in practice:** has today's liberalised environment really encouraged competition?

**Business innovation:** explore macro trends in the transport market and forecasted growth on key corridors.

**Focus on logistics:** discuss tips on how to maintain and grow your market share.

**Key speakers include:**

Dr Christoph Wolff, Member of the Management Board, DB Schenker

István Heinczinger, CEO, MAV

François Coart, Director, Europorte 2, Groupe EuroTunnel

Dr Sebastian Jürgens, Member of the Board, Hamburger Hafen und Logistik AG (HHLA)

Geert Pauwels, Freight Group Coordinator, SNCB

For any further information do not hesitate to contact us or visit the following website:  
<http://www.terrapinn.com/2010/eurofreight/>

Given that M. AMOROS will make a presentation on the 23<sup>rd</sup> at 4.15 pm within the panel « Freight opportunities without frontiers»



SITL EUROPE, the European meeting place for transport and logistics.  
From the 23<sup>rd</sup> to the 26<sup>th</sup> of March, 2010 –  
Paris Nord Villepinte, Hall 6, France

SITL Europe offers **the entire national and international community** involved in the transport of goods and of logistics services, a unique access to the complete range of products and innovative services aimed at supply, distribution and the supply chain of tomorrow.

SITL Europe is THE place where you find the most relevant information on market composition and evolution with opportunities to develop and network. It gives access to **all the necessary tools** to gain in **competitiveness** and **performance** from a strategic, commercial and operational point of view.

### The Key Facts

40 500 professionals  
15 % international visitors from over 70 countries  
800 exhibitors (30 % international)  
45 000 sqm exhibition space  
23 French regions  
350 journalists  
More than 40 sessions  
70 media  
5 Logistic Innovation Awards

For further information, do not hesitate to contact us or visit the following website: <http://www.sitl.eu>



**Everyone's welcome to our Stand (number D092) and  
FERRMED Steering Committee!**



Reserve your stand at the 7<sup>th</sup> Edition

**7<sup>th</sup> International Rail  
Forum 2010**

Valencia 25<sup>th</sup> - 27<sup>th</sup> May 2010  
Pavilion 5. Feria de Valencia

THERE IS NOT LONG TO GO UNTIL THE INTERNATIONAL RAIL FORUM!

There are only three months left for the 7<sup>th</sup> edition of the IRF to be held. Sign up to this new conference. It is an unmissable event to learn, at first hand, about railway sector news.

In addition, you will be able to share experiences and establish a solid contact network on a global scale. Download the brochure to get the provisional program of the IRF 2010 Conference.

**BOOK YOUR STAND NOW!**

For those who have not booked a stand yet, don't miss this opportunity of showing all your progress to the sector's professionals. Capacity is limited and there are less and less available square meters. Don't miss this opportunity and choose now the most suitable place to display your products.

## Hospitality Area



3rd FERRMED CONFERENCE: EU ROLLING STOCK NEW CONCEPT FOR FREIGHT  
In collaboration with International Logistics and Material Handling Exhibition SIL 2010

27th May 2010  
PROGRAMME (DRAFT)

- 10.00.- OPENING SESSION  
by personalities from EC, Spanish and Catalan governments and FERRMED top management
- 10.30.- FERRMED GLOBAL STUDY SUMMARY. FERRMED STANDARDS IMPLEMENTATION  
by FERRMED Secretary General
- 11.00.- FERRMED FREIGHT LOCOMOTIVE CONCEPT  
by representatives from ALSTOM; APPLUS; BOMBARDIER; COEIC, COIIV, FAIVELEY, Universitat Politècnica de Catalunya; VOSSLOH.
- 12.15.- COFFEE BREAK
- 12.45.- FERRMED FREIGHT WAGON CONCEPT  
by representatives from Royal Institute of Technology Stockholm (KTH) – Railway Group; Institute of Technology Berlin (TIB)
- 14.00.- NETWORKING LUNCH
- 15.30.- LONG FREIGHT TRAINS IN EU  
by representatives from ; "Tor Vergata" University of Rome; infrastructure managers and rail operators (RFF, ADIF, DB NETZ, SNCF, RENFE, DB)
- 16.45.- **"LAST MILE"** REQUIRED IMPROVEMENTS  
by representatives from ERFA, RFG, CARGO BEAMER, ISOLOADER SEAT and CIMALSA
- 18.00.- CLOSING SESSION  
by International Logistics and Material Handling Exhibition ( SIL) and FERRMED Secretary General

FERRMED Stand:

FERRMED puts an HOSPITALITY AREA **at its members's disposal on the 27<sup>th</sup>** of May, day of the 3<sup>rd</sup> FERRMED conference.

This space allows us to have a luxury area of 180m2, a perfect spot with an exclusive visibility for FERRMED MEMBERS.

**BUSINESS CONTACTS:** you will be able to invite your clients, to receive visitors, to do a presentation of your products/services, to organize a private meeting and to offer a cocktail to your clients.

**EXCLUSIVE NETWORKING:** The SIL provides us with an exclusive networking with all the companies and visitors attending the SIL 2010.

**EQUIPMENT AND CHARACTERISTICS:** Stand of 180 m2 with a great location in the central corridor; Dais with a carpet and an access for handicapped persons; A private room for meetings; A bar with a fridge and a store in order to offer a cocktail to your clients; A furnished space with coffee tables, armchairs, sofas, stools and counters; Visibility thanks to a great exterior panel (6,6 m2); Projection of pictures and logos on interior screens.

Please contact us at [ferrmed@ferrmed.com](mailto:ferrmed@ferrmed.com), to know more about the conditions of participation and prices.

**SIL 2010**  
BARCELONA

## SIL 2010 PRESENTS CUSTOM SOLUTIONS SO NOBODY IS LEFT OUT

The International Logistics and Material Handling Exhibition, which will be held from 25 to 28 May 2010, is presenting solutions for all tastes that can be adapted to any budget.

From **25th to 28th May 2010**, the International **Logistics and Material Handling Exhibition** returns for the 12th consecutive year at Barcelona's Gran Via de Fira. It is an Exhibition which, as a result of sector involvement, continues beating records, growing year after year and consolidating itself as the leading Exhibition in Spain and Southern Europe as an international point of reference where all logistics sectors are represented.

**SIL 2010** is presenting new, useful offers and favourable conditions so that all sector businesses may be present at this annual logistics event in Spain. Aware that businesses are more than ever keeping careful watch on their expenses, the **SIL 2010** organization has used its imagination and has come up with a series of possibilities so they can be present at the Exhibition ranging from 10 square metre turnkey stands at a price of just €2,800 to the availability of a multi-brand stand under a time-sharing scheme that businesses may rent and use during certain hours to present their offer.

At the 2010 Exhibition will be held the **8th Mediterranean Logistics and Transport Forum** accompanied by the traditional sector meetings, all of them filled with outstanding figures in logistics, plus support from the main institutions related to the sector.

Over these last 12 years, Barcelona has become the annual logistics meeting point, as an effective and profitable tool for doing business and making contacts in a professional, international and friendly climate that is difficult to match.

FERRMED Advisory Council is made up of experts from university institutes, research centres, consultancies and companies from all over Europe. It aims at increasing the scientific control over the studies carried out by FERRMED, among them the « Supply and Demand, Technical and Socio-economic Global Study of the FERRMED Great Axis Network and its area of influence ».

1.- What is your relation to the Freight Railway Transportation ? And what are your responsibilities related to this sector?

*In my position of Director of CERTeT (Research Center on Regional Economics, Transport and Tourism), one of main research Center of Bocconi University, Milan, Italy, I coordinate a number of research activities carried out at the National and the European level on Freight Railway Transportation.*

*In addition I have been appointed Member of the Expert Group of the EU for the methodological definition of the new TEN-T selection program. In both activities my interest is to analyze and suggest policy measures to develop Freight Railway Transportation as a relevant instrument for territorial sustainable development.*

*I have no operational responsibilities in the field.*

2.- Could you, please, briefly characterize the situation of Rail Freight transportation in Italy and all over the EU ? What are the challenges and the opportunities?

*Rail freight transport has declined sharply in 2009, as an effect both of the financial crisis and of the restructuring process which Trenitalia underwent. Provisional figures show that the decrease is between 20% and 30% in terms of tonne-km, on 2008 performance.*

*On one hand, rail freight declined more than road transport did. On the other hand, the incumbent operator needed to reorganise its offer, for recovering from chronic budget losses of the freight division. Many small terminals have been dismissed and single wagon load traffic is now concentrated in few main hubs. The terminal management was reorganised, with a stronger presence of FS Logistica and Terminali Italia as key market players.*

*Prices for traction of North-South domestic intermodal connections were not set as market prices. They had to be increased to be in line with costs. This led to a sudden loss of domestic rail freight traffic, even amplified by the crisis.*

*New comer operators represent a slightly increasing 11-12% of the market, but their presence is concentrated on the most profitable lines (e.g. 55% of traffic on Brenner axis is managed by new comers). Some railway undertakings, mainly subsidiaries of foreign incumbents, have consolidated in their presence in Italian market, also with significant acquisitions, the most relevant of which was made by DB Schenker. The German State-owned operator integrated Nord Cargo, formerly owned by Lombardy Region. DB has also a participation in the Brenner axis-based RTC.*

*All relevant new comers, including SBB Cargo Italia, suffered less from the crisis: their traffic decreased by 10% maximum, and the most recent figures show that the traffic decline has ended after all.*

3.- How did you find out about FERRMED ?

*A few years ago I was visited by Mr. Pou and Mr. Amorós at Bocconi and was asked to become a member of the FERRMED Advisory Board. I thought it was a good opportunity to understand better what was going on in Europe in freight railway transportation and to have a wider comparative vision of the existing project innovation activities.*

4.- You are a member of the FERRMED Advisory Board, which offers you the opportunity to give your expertise and advice in the field of freight railway transportation. Could you explain us your motivation to be part of this body? What does it mean to you?

*As I said, the motivation to become member of the Advisory Board is typical of a research as I am: to enlarge one's knowledge, to compare data and information, to exchange views and opinions not only among academicians but also with people who actually operate in freight railway transportation. Reading and evaluating the documents prepared at different levels by FERRMED is also a challenge to understand what could be the implications and the coherence of the project within the European context*

5.- What do you think the added value of FERRMED is for Italian companies and for European freight transport policies ?

*Being an economist and not an operator it is quite difficult for me to judge what could be the technical value added for Italian companies of FERRMED.*

*On the other hand I am sure that any planning design to rationalize and make freight railway transportation more profitable and efficient would be of great use and interest for each single company who reflects and draws a strategy for its future.*

6.- What do you think about the FERRMED standards and the possibility of their implementation in the main axes of the European freight railway network ? How real does it seem to you?

*Do you think they can be considered as an asset to the current Ten-T policy review?*

*Some interesting initiatives for increasing the competitiveness of rail freight are active in Italy. Above all, those aimed at connecting seaports with dry ports (e.g. TIGER, SLIMPORT and other projects). The definition of FERRMED standards would help the integration of such initiatives in a real European dedicated freight network.*

*Moreover, RFI has made big efforts for adapting the national rail network to the most advanced European standards (e.g. ERTMS), and for removing other relevant barriers towards interoperability. The challenge for FERRMED is now to cooperate with similar initiatives aimed at establishing a dedicated rail freight network, going above the "corridor" concept, and creating an effective solution for revitalising the rail freight sector all over Europe.*

7.- What is your opinion about the "Supply/Demand, Technical and socio-economic Global Study of FERRMED Great Axis Rail Network and its area of influence ?

*What about the possibility to reverse the declining trend of rail participation in local transportation?*

**What about the importance of FERRMED Great Axis "Core network" as key freight transportation in the EU?**

*The FERRMED Global Study I indeed a very complete and well detailed study. Among its main characteristics I appreciate the attempt to reinforce the role of rail freight transport in pursuing the objectives of obtaining important positive impacts on environmental and sustainable growth of Europe; of developing long distances rail freight transport; of achieving a higher degree of interoperability, through the proposal of the adoption of European standard; of increasing the role of private companies in the conception and the financing of rail freight transport; of solving the problems of the bottlenecks represented by the missing links with ports, which actually represent the real gateways to and from Europe to global international trade.*

*A further element of appreciation is the integration and reliance of the FERRMED project on other studies of TEN-T.*

*In fact its actual success and implementation will depend on the acceptance and insertion of FERRMED in the new TEN-T policy. This is relying more on the idea that the future TEN-T network will have to connect the most dynamic regions in Europe rather than being a negotiated collection among the desire of Member States.*

*In this sense the conception of FERRMED is more similar to a network than an axis between Spain and Scandinavia. The axis core has probably to be more developed towards other ports of the Mediterranean Sea (through Italy) and towards Central East Europe to achieve the status of the main network of the ne new TENT-T program.*



## Mission statement

The regional chamber of commerce and industry of the Languedoc-Roussillon Region (CRCI LR) is an administrative public body which aimed at contributing to the economic development of its territories and companies.

Leader of a network of expertise at the disposal of **companies' ambitions, the CRCI LR represents and defends**, for more than 40 years, the regional interests of any company located in the region.

Preferential contact of the State and interface with the regional institutions, its main role is to anticipate and direct the economic policies so as to contribute to the economic growth of Languedoc-Roussillon, to the regional attractiveness and to the promotion of entrepreneurship. In this respect, the CRCI is the federative body of nine chamber of commerce and industry within the region. Thus, it constitutes a united and efficient **network at the disposal of the companies' general interests** and of the regional development.

## Activities

The CRCI fulfils important missions of counselling and expertise, particularly in the field of intellectual property, and contributes throughout its technical studies and prospective analyses to the definition of strategic policies of the territory.

Major actor of the regional economy, the CRCI initiates numerous structuring projects and collective actions in order to support, strengthen and encourage growth in all sectors of the economy: innovation, industry, trade, tourism, environment, international, land settlement, financial engineering, and creation/transmission of businesses.

## Why FERRMED?

The Languedoc-Roussillon is at the crossroads of major exchange flows, an open space on the Mediterranean basin thanks to its harbours and directly connected to the north of Europe via the Rhône axis.

Entry point for the flows of goods, the region holds a central position in the south of Europe; which also give it a key role in the organisation of international exchanges as well as a comparative advantage in the logistic and transport sector, a key sector of the territorial development.

**In this regard, FERRMED's implication in the implementation of European technical standards** in a way to facilitate freight transport, (whether in the improvement of infrastructures and in rail operating systems or in getting a better connection between port platforms and their hinterlands), contributes directly to meet the sustainable development issues the region is facing.

Endorsing the CRCI through some initiatives aiming at promoting the intermodality in transport and the achievement of eco-friendly rail infrastructures, FERRMED supports our actions for the promotion of the re-



gion and thus contribute to our very first objective, which is to make the region a worldwide leader in the

For further information :

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[crci@languedoc-roussillon.cci.fr](mailto:crci@languedoc-roussillon.cci.fr)



## ... and rail meets road

**CargoBeamer AG** has developed an innovative technology for the intermodal cargo transportation and provides a fast and cost-efficient transshipment of standard-semitrailers between road and railways.

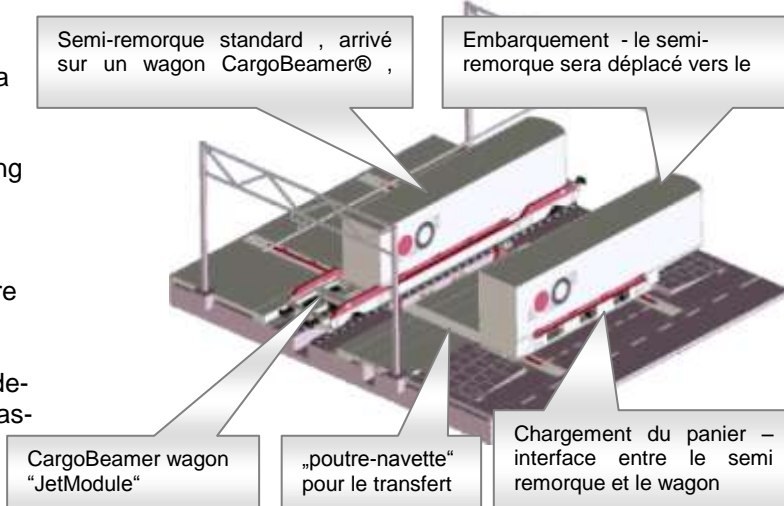
**CargoBeamer®** meets the future demand of taking road freight traffic onto rail with the focus on the high percentage of Heavy goods vehicles (HGV) on Europe's roads, which can't be lifted by cranes onto rail-wagons.

### Technology Components:

Core element of the **CargoBeamer®** innovation is a horizontal, parallel and fully automated rail-road loading system for standard semi-trailers. With this unique system very high throughput, strong performance and big profitability are achieved.

### GateModul and special wagon:

Main components of the **CargoBeamer®** system are special wagons with a basket-platform for loading standard semi-trailers. The modular designed CargoGate is equipped with shuttle beams and lifting devices for parallel and transversal shipment of the basket-platforms onto the rail wagons.



With the **CargoBeamer®** system unmodified semi-trailers are able to enter trains in an automated and efficient way for unaccompanied intermodal freight transport using rail-ways:



1. After entering the **CargoBeamer® Gate (terminal)** the truck delivers its semi-trailer on a special basket platform. Before leaving the Gate, the tractor might pick up another semi-trailer playing the role of a



2. The principle of today's passenger transportation is transferred to cargo's one: Semi-trailers are waiting at the storage area for train arrival (**CargoBeamer® Jet**) independent of the presence of the truck, the truck-driver or the train itself. Fast shuttle trains with short scheduled stops, parallel, autonomous boarding and exit of semi-trailers like passengers.

3. When **CargoBeamer® Jet** has arrived at the Gate modules, the automated, horizontal and parallel transshipment process starts. While incoming semi-trailers are shifted onto the storage area, all boarding semi-trailers are moving simultaneously from their storage area onto the train. The parallel loading and unloading of the complete train takes approximately 15 minutes instead of 5 to 8 hours. In addition **CargoBeamer® system** allows fast track switching between incompatible gauge lines in Europe's rail-network. The parallel and automated Rail gauge switching will take one hour instead of one day.

An internet-based platform called **CargoBeamer® eLogistics** will build the link between all players of this value chain like operators, terminals, forwarders and of course CargoBeamer AG. This platform will offer services like planning, booking, information and accounting.

### Why FERRMED?

With the vision of a European Rail Freight Network FERRMED sets a clear signal concerning the future demand of optimising the intermodal freight transportation. The **CargoBeamer®** advanced technology meets these goals to shift considerable freight volumes from road onto rail on a very efficient and profitable way. The focus is on standard semi-trailers, which currently can't participate on rail traffic. **CargoBeamer®** as a solution provider can contribute to FERRMED's ambitious plans that aim to have a Europe-wide rail network without any barriers. (gauge, profile, transshipment etc...)

# abertis logística

**Abertis logística** is the business unit of the **abertis** Group devoted to the promotion, development, management and operation of logistic parks. Its network includes sites in Madrid (**abertis logisticspark coslada**, **abertis logisticspark henares** and **abertis logisticscenter camarma**), Barcelona (Parc Logístic de la Zona Franca, ZAL Barcelona, **abertis logisticspark penedès**), Álava (Arasur), Seville (ZAL Sevilla). The company is also developing international projects in Lisbon (**abertis logisticspark lisboa**) and Santiago de Chile (**abertis logisticspark Santiago**).

In the last years, the gross surface area of **abertis logística's** portfolio has grown to over 735 hectares, with a buildable area of nearly 3 million square metres. At present there are buildings on over 933,100 square metres with an average occupancy rate of 88%.

The business strategy of **abertis logística** is based on constructing a network of parks located at hubs where logistic activity is interrupted, near to the major centres of consumption and production. The parks promoted by **abertis logística** offer well-built functional units, using the latest techniques, complying with all relevant regulations and ensuring maximum durability, safety, comfort and energy saving.

**Abertis logística's** parks are always developed in strategic locations with excellent access and on large tracts of land, which allow the highest possible concentration of logistic companies in a single environment. **Abertis logística** pursues the objective of creating logistic communities in the areas where it acts, favouring the creation of synergies and scale economies among the companies that are located at each of its logistic parks.



With a marked long-term perspective, **abertis logística** develops logistic parks and directly operates their infrastructure with a commitment to staying there indefinitely and to proactive management. The sites are fully integrated in their location and improve and structure the management of movement of goods, ensuring the compatibility with the main sustainability criteria, such as integration with the environment, selective waste disposal and renewable energy, and also minimising noise pollution. **Abertis logística's** parks also give a boost to a wide range of complementary services.

**Abertis logística** offer to logistics operators integrated services for the conduct of their activity in strategic areas, interconnected by transport infrastructures which facilitate modal transfer and the rapid distribution and delivery of products and goods to their final destination. Over 300 clients occupy the parks run by **abertis logística**. Among its clients are leading multinationals in distribution and manufacture from several sectors and the main logistic operators.

From **Abertis logística's** point of view, **FERRMED** is an association that could help concentrating freight transport activities in the Mediterranean, which could turn out to be profitable for our company.

For further information :

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Genova - Piazzale Giaccone, 7 - Tel. 010 2462893 - E-mail: [cpchiesa@tin.it](mailto:cpchiesa@tin.it)

The carbon workers Company “Pietro Chiesa” has been operating in the Port of Genoa for over one century. Indeed, it was founded in 1892, year in which the first “Lega di miglioramento fra i lavoratori del carbone” was instituted, with the purpose to obtain fairer tariffs, the introduction of the work shift and the abolition of the discretionary power of the so called “informers” (corporalship and military arm of the employer).

Based on this first experience, the “Cooperativa caricatori del carbone” and the “Cooperativa facchini del carbone” were constituted in 1902. In conclusion, the various organizations merged in the “Società Cooperativa Sbarco Imbarco Carboni Minerali” in 1906.

Therefore, an entity was created consisting of 2540 members and subdivided into four groups: carriers, loaders, unloaders, and receivers/weighers.

A long history of commitments concerning the work and fight for workers’ rights, which is still deeply tangible and active nowadays.

Also with regards to the port operations which are being fully transformed in the World Third Logistic Revolution; the one concerning outsourcing, externalization in terms of logistics and transports (where the warehouse of semi-finished, finished products and stocks, is of movable character. It can be placed in a decentralized position in relation to the “physical” location of the company’s production cycle).

A tangible and vital reality that gives a central position in the growing flow of Mediterranean and non-Mediterranean traffics not only to Genoa, but to the entire system of Italian ports.



Today, in the local and national public debate on the subject, the habit to evaluate the quantitative growth of a port of call according to the number of containers that go through their passageways, prevailed. But we are forgetting that in the large ports of Northern Atlantic (so called Northern Range), the percentage of goods inside containers is about 30% of the total.

Indeed, in the growing discussion on the “positivity” of a port viewed as such by the urban and regional community that hosts it, it is obvious that such positivity mainly depends on the ability of the port to transform the goods into local wealth created on-site. Not only this is based on the ability to cross the territory as quickly as possible. As for example the transport through container.

For this reason, the role of the treatment of bulk and various goods is essential. This is an activity where the Company “Pietro Chiesa” has gained an excellent experience, also thanks to its precious traditions.

For Company Pietro Chiesa, re-thinking the role of Genoa and its port means to work at international level as well. The choice to join FERRMED is the first essential step to strengthen the dialogue and collaboration with the main subjects worldwide, a place where it is possible to compare and share strategic goals and identify tangible development projects.

- 1 League to improve the work conditions of carbon workers
- 2 Cooperative of carbon loaders
- 3 Cooperative of carbon carriers
- 4 Cooperative for the Loading and Unloading of Mineral Carbons

