



JOINT WORKING GROUP Ports & Rail TEN-T Intermodal Transport

Algeciras, 21-23 November 2023

INITIATIVE SUMMARY

The purpose of this working group is to identify the necessary actions to achieve a full deployment of TEN-T infrastructure requirement enabling the circulation of freight trains carrying standard semitrailers up to 4 meters high on wagons with a minimum height of 27 centimetres along the Mediterranean, Atlantic, and North Sea Mediterranean corridors.

The primary objective is to contribute to the growth of intermodal traffic and promote modal shift. To achieve this, the infrastructure should support the establishment of a rolling motorway on the major corridor's axis, starting from Algeciras to Zaragoza, and extending further north to France, Belgium, the Netherlands, and Germany.

The main focus of this Working Group is to facilitate the exchange of best practices among stakeholders regarding viable rolling motorways that cross borders and the resulting modal shift they generate. The representatives of Spain, Portugal, France, Italy, Belgium, Luxembourg, the Netherlands, and Germany will be invited to share their experiences.

The meeting aims to gather perspectives and insights from various angles and experiences, including ministries, railway undertakings, infrastructure managers, private operators, and logistic players representing different modes of transport. In cases where appropriate, clear commitments from stakeholders will be expected to drive the implementation of the identified actions.

AGENDA

Day 1 - 21/11/2023 (OPTIONAL)

Date 21/11/2023 (Tuesday)

Venue Cordoba

Logistics issue to define: Arrival to Madrid Airport and then AVE to Cordoba.

14h Gathering at Córdoba Rail Station lobby, as meeting point take a dedicated Bus service.

14:30 Bus departure for visit to the Lab Center where it is developed the OGI System (10 minutes away from Córdoba Station)

16:00 End of the visit and return by Bus to Córdoba Station.

16:30 Train to Malaga.

17:35 Bus from Malaga to Algeciras. Algeciras Port courtesy.

19:30 Arrival

20h30

Welcome dinner in Reina Cristina Hotel

Day 2 - 22/11/2023

Venue Algeciras Port

9h Welcome

- JOSE IGNACIO LANDALUCE CALLEJA, Major of Algeciras city and Senator of Spain Kingdom.
- ROCÍO DIAZ JIMÉNEZ, Minister of Development, Infrastructure and Territorial Planning of the Government of Andalusia (TBC)
- GERARDO LANDALUCE CALLEJA, Algeciras Port Chairman
- ALVARO RODRIGUEZ, President, Puertos del Estado

9:30 – 10:45 Session 1: P400's Investment plan for Algeciras / Huelva-Sevilla – Zaragoza

The section of the Trans-European Transport Network (TEN-T) between "Algeciras - Zaragoza" holds paramount importance in facilitating the movement of cargo across major nodes within the Iberian Peninsula and extending to neighbouring France and the broader EU internal market. Realizing the full potential of this section is contingent upon strong collaboration between the public and private sectors.

The aim of this session is to establish a common list of necessary investments, evaluate financial tools that could support stakeholders' needs and set a reliable calendar to execute in a gradual but progressive way necessary constructions on Algeciras to Zaragoza.

Moderation: Ms. Iveta Radičová, Mediterranean Corridor Coordinator

1. XAVIER FLORES, Secretario general de Infraestructuras de Ministerio de Transportes, Movilidad y Agenda Urbana
2. GERARDO LANDALUCE, President of Algeciras Port
3. RAFAEL CARMONA, President of Port of Sevilla
4. MANUEL BESTEIRO GALINDO, ADIF, Spanish Railway Infrastructure Management
5. SILVIA DE ROCCHI, Railway Advisory Group of the Mediterranean Rail Freight Corridor Spokeperson, Captrain

10:45 – 12:00 Session 2: New industrial needs and new trade flows as per geopolitics and climate crises

Given the current geopolitical situation and the urgency of the climate crisis, Europe's economic model must undergo an evolution, necessitating a more efficient transportation system. The trends of de-globalization and the shortening of value chains will present a significant challenge, particularly concerning logistics and transport, especially for ports and their connectivity to the European hinterland.

In response to the Green Deal's call for a 90% reduction in greenhouse gas emissions from the transport sector, comprehensive measures must be implemented to significantly reduce reliance on fossil fuels. Decisive action is required to shift a substantial portion of freight transportation to more sustainable modes, with a particular emphasis on transferring freight from road to rail.

The objective of this session is to address the new industrial requirements arising from the imperative of reshoring and nearshoring to strengthen European Value Chains. It will explore how businesses can adapt and respond to these changing dynamics to enhance supply chain resilience and sustainability.

Moderation by Péter Balázs, North Sea-Mediterranean Corridor Coordinator

1. MIGUEL OLIVER, Renault Vehicle plant manager Tanger and Casablanca



2. AKOS ERSEK, UIRR
3. JUAN FERNÁNDEZ, President of Rail & Truck
4. JEAN-BAPTISTE BUGUELLOU, DGTIM, French transport Ministry
5. Port of Marseille (name of speaker TBC)
6. FRED LESSING, FRESH RAIL

12:00 – 12:30 Coffee break

12:30 – 13:45 Session 3: Technical specifications for P400 loading gauge

Enabling the circulation of freight trains carrying standard semitrailers up to 4 meters high (P400) on wagons with a minimum height of 27 centimetres along the major European corridors can only be based on a clear picture of the clearance gauge restrictions set by infrastructure managers for distinct parts of their network, and the elimination of restrictions where they are no longer justified. Eliminating restrictions requires either significant infrastructure improvement, or the reassessment, European wide if possible, of the safety margins individually set by each infrastructure manager, or a combination of both these approaches.

Some of today's challenges for European freight transport arise from different methodologies defining the line profiles for combined transport (CT) and different approaches across various Member States or infrastructure managers, which set different methods for calculating safety margins for loading.

The absence of a harmonisation of calculation measures for safety margins hinders interoperability and leads to a sub-optimal usage of the infrastructure, hence hindering modal shift. Harmonizing performant methods for the definition of Combined Transport line profiles will be crucial for achieving seamless cross-border operations and cost-effectiveness, by opening more routes to Combined Transport

The session's main goal is to strike a balance between identifying the obstacles to the definition of optimum combined transport line profiles versus a real need for infrastructure upgrades for smooth combined transport train circulation. By attacking the root causes of the issue and applying a common method we would overcome these challenges and the transportation network could be optimized to accommodate the increasing demands of freight traffic.

Moderation: Professor Carlo Secchi, TEN-T Coordinator for the Atlantic corridor

1. ANTOINE DEFOSSEZ, Rolling Stock and Fixed Installations Unit Project Officer, European Union Agency for Railways (ERA)
2. ÁLVARO FONSECA, General Manager, Takargo-Captrain, Portuguese Railway Undertakings
3. BENOÎT PIRAT, Technical customer advisor, SNCF Réseau
4. GILLES PETERHANS, Secretary General, International Union of Wagon Keepers (UIP)
5. Railway Undertaking representative (tbc)
6. HINNE GROOT, Coordinator international rail affairs, Dutch Ministry of transport

14:00 – 14:30 Press Conference

14:30 – 16:00 Lunch



16:00 - 19:00 Port Visit

20:00 Dinner

Day 3 - 23/11/2023 (OPTIONAL)

Venue Algeciras-Sevilla

08:30 Bus to Seville port

11:00 Visit Seville Traffic control system visit

12:00 - 17:00 RAG TAG Meeting in Sevilla Atlantic and Mediterranean RFC