



# Accessibility and capacity of a terminal

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# Profile of the rail traffic at Calais Port

## 2015 : from crunch to extension

Spring, Gefco leaves the port

Winter, Viia launches its Rail Motorway service Le Boulou-Calais (2/d)

March 2016, Viia launches a new Sète-Calais service (2/w)

2016 : Viia intends to launch other rail services to Calais port. Cross border and intra-Europeans.

2018 : 6 to 8 daily trains to the port for more than 100.000 trailers.





# Profile of the terminal

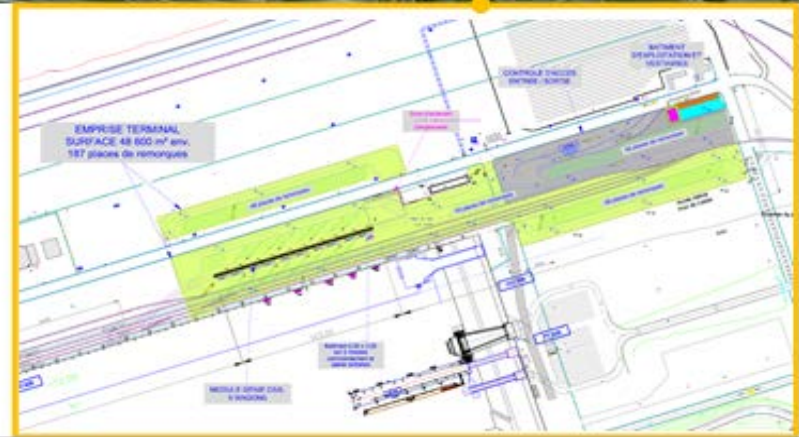
2 main terminals

Combined terminal (north) ,  
850 m long tracks, 17 ha  
platform

Rail Motorway terminal  
(alongside the quay and a  
RoRo linkspan)

Marshalling yard with 5x 1000  
m long tracks

Rail facilities to be extended in  
the frame of CP2015





## Connection to the terminal

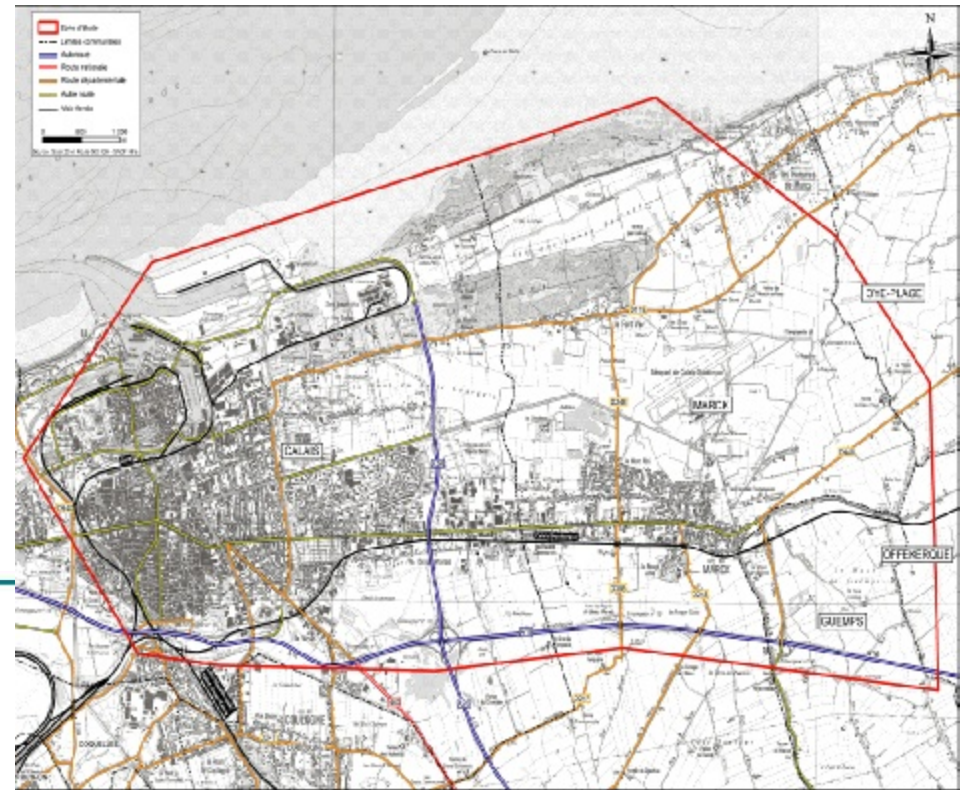
National network till ? Then transfer to the Région Nord Pas-de-Calais and then to the port company

From Calais-Frethun (marshalling yard ) to the port through Calais City station (conflicts of use freight vs pax)

Single track, non electrified, up to 16 level crossings

Safety and security issues

Today, max capacity 8 trains/day







# Connection to be upgraded

Through the « CPER » works are to be launched in 2017 to :

Electrify, upgrade signalization, automate some level crossings and suppress the others

Fluidity, a good transit time and continuity are necessary to be in line with the requested capacity and quality of service

New organizations and local services may be necessary (OFP)

What will be the real capacity of the main track ? Maxi 25 ?

And then ? New access out of the city ?  
When ? Who is in charge ?

What prevails ? Commercial or technical capacity ? Congestion is not an option

