



Making rail  
the best road

IBS



An aerial photograph of a highway interchange with several semi-trucks. A blue semi-transparent banner is overlaid on the left side of the image.

VIA concept



# THE CONCEPT: THE RAIL ADAPTS TO THE ROAD

Created in 2012 by SNCF Logistics, SNCF Transport and Logistics' division, VIIA offers a unique way of transporting goods and has reinvented European rail freight. Today with VIIA **the rail is adapting to the road** to create an efficient and multimodal mode of transport.

Thanks to an **innovative loading technology**, VIIA can transport throughout Europe, using existing rail lines, **all types of semi-trailers** that meet European standards. VIIA services are well adapted to cross natural obstacles, like mountain ranges, and provide an economical and environmentally-friendly solution for long distance journeys.



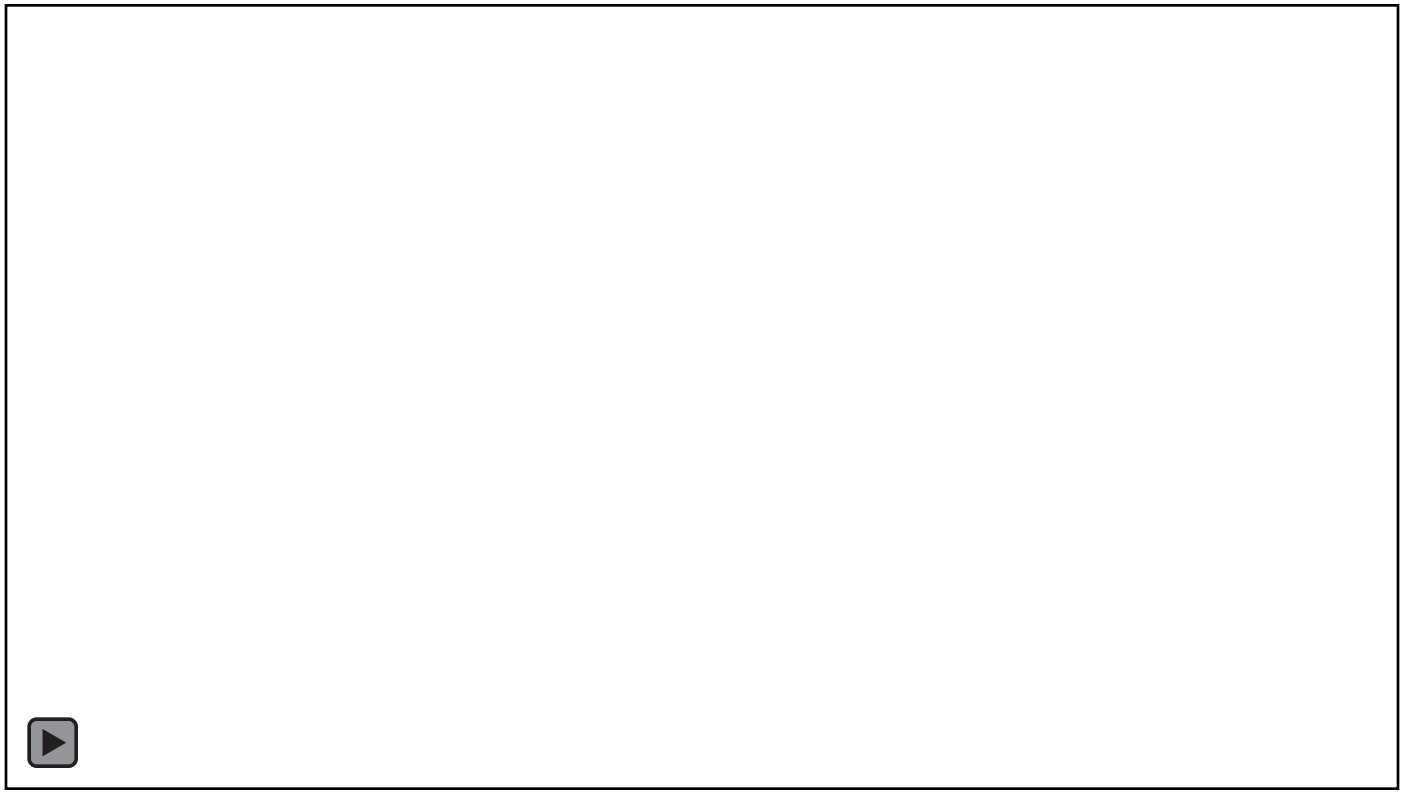
# THE CONCEPT: THE RAIL ADAPTS TO THE ROAD

With its strong European network, VIIA is a pioneer on its sector and offers its clients an innovative, economic and responsible way of transport, combining **rail frequency** and **road flexibility**.

Besides reduced carbon emissions and atmospheric pollutants by **more than 90%**, VIIA services provide a number of other advantages. By making optimal use of rail and road transport they **reduce transport costs**, improve **logistical efficiency**, **reliability** and **safety**, and **relieve traffic congestion**.

VIIA is answering the present and future challenges of freight transport, and contributes today to develop the **best way to do road transport** in Europe.







# LOHR LOADING SYSTEM



## Our added value

- / High frequency
- / Innovative technology
- / Non-stop service
- / Storage facilities / container depot  
Parking areas
- / Detailed scan report at the gate out/in
- / Assistance for transport planning /  
trucking from and to the terminals

## Your benefits

- / cost reductions
- / More than 90% CO2 savings
- / Short transit times
- / Flexibility
- / Productivity



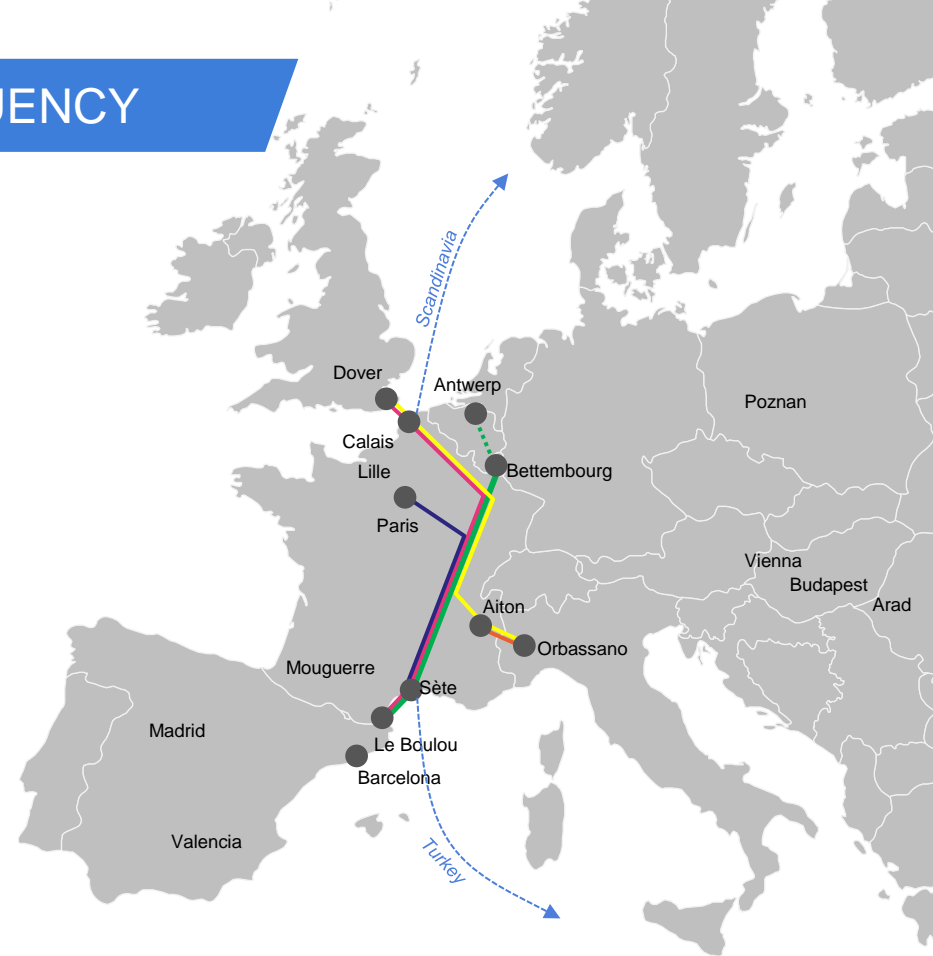
## Premium Services

- / Qualified Customer Service  
(24/7)
- / Multi-Language Customer Service  
  
English / Français / Deutsch  
Espagnol / Nederlands / Italiano  
Lëtzebuergesch
- / VIIA & You
- / VIIA+
- / GIRAF

# CROSSING FRANCE WITH HIGH FREQUENCY

## RAIL MOTORWAYS NETWORK

- Calais – Le Boulou (VIA BRITANICA)
- Bettembourg – Le Boulou (LORRY-RAIL)
- Lorry-Rail's connections to Antwerp and Duisburg (existing terminals for combined transport, vertical loading only)
- Aiton – Orbassano (AFA)
- Sète – Paris (existing terminals for combined transport, vertical loading only)
- Next service Calais – Orbassano (2018)



AN ENVIRONMENTAL-FRIENDLY MODE OF TRANSPORT  
MAIN FIGURES / VI/A

UP TO 88  
TRAINS PER  
WEEK



95 000 UNITS  
TRANSPORTED IN  
2016



MORE THAN  
90%

CO2 SAVINGS  
VS ROAD



70 000  
TONS OF  
CO2 SAVED  
IN 2016



ALL TYPES  
OF TRAILERS  
CAN BE  
TRANSPORTED

NON-STOP SERVICE

24/7



# GREEN LOGISTICS IS OUR FUTURE

1000 kgs  
CO<sub>2</sub>  
Saved per trip per unit\*



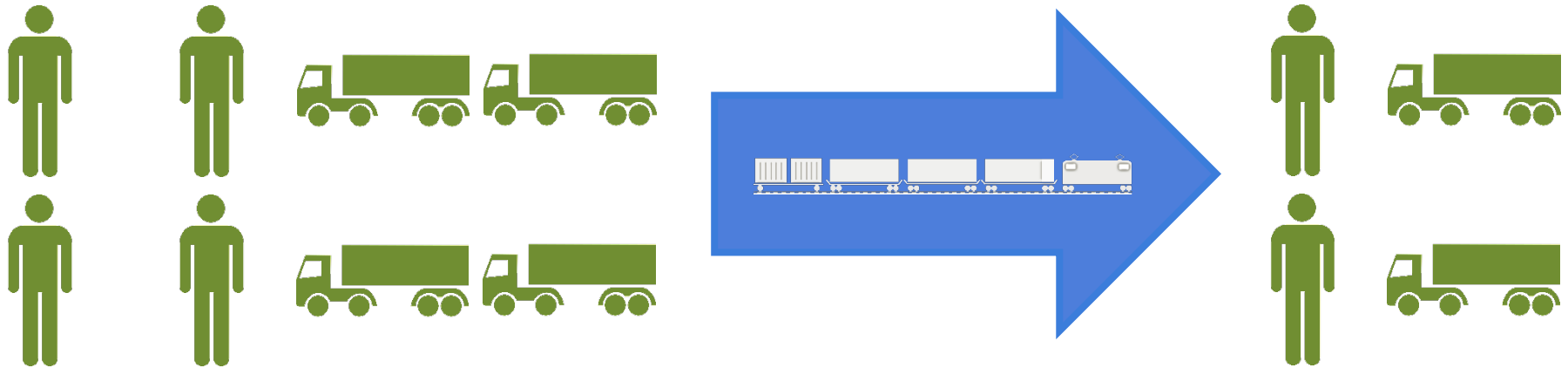
## CO<sub>2</sub> Saver Certificates



\*Data calculated on Bettembourg – Le Boulou



## LABOUR AND CAPACITY GAINS



Do the same work with a need of less hours and investment !



## AVOID THE RISE OF ROAD COSTS



**No VAT**



**No motorways tolls**



**No diesel increase**

# Our services





# LE BOULOU TERMINAL



# Lorry- Rail / Bettembourg – Le Boulou

## Key figures

- / Created in 2007
- / **3** round trips per day
- / **7/7** day service
- / **2300** tons
- / **850** meters
- / **1** hour to load a full train
- / Terminals opened **24/7**

## Equipments



## Timetables

### SWAP BODIES & CONTAINERS

#### Bettembourg > Le Boulou

DEPARTURE DAYS	CLOSING TIME	PICK UP TIME
2,3,4,5,6	14h00	11h00 (D+1)
1,2,3,4,5	18h00	17h00 (D+1)
6	18h00	07h00 (D+2)

#### Le Boulou > Bettembourg

DEPARTURE DAYS	CLOSING TIME	PICK UP TIME
1,2,3,4,5	11h30	17h00 (D+1)
6	17h00	17h00 (D+2)
1,2,3,4,5	17h30	17h00 (D+1)

### TRAILERS

#### Bettembourg > Le Boulou

DEPARTURE DAYS	CLOSING TIME	PICK UP TIME
2,3,4,5,6	02h00	02h00 (D+1)
7	09h00	03h00 (D+1)
2,3,4,5,6	14h00	13h00 (D+1)
1,2,3,4,5,6	18h00	17h00 (D+1)

#### Le Boulou > Bettembourg

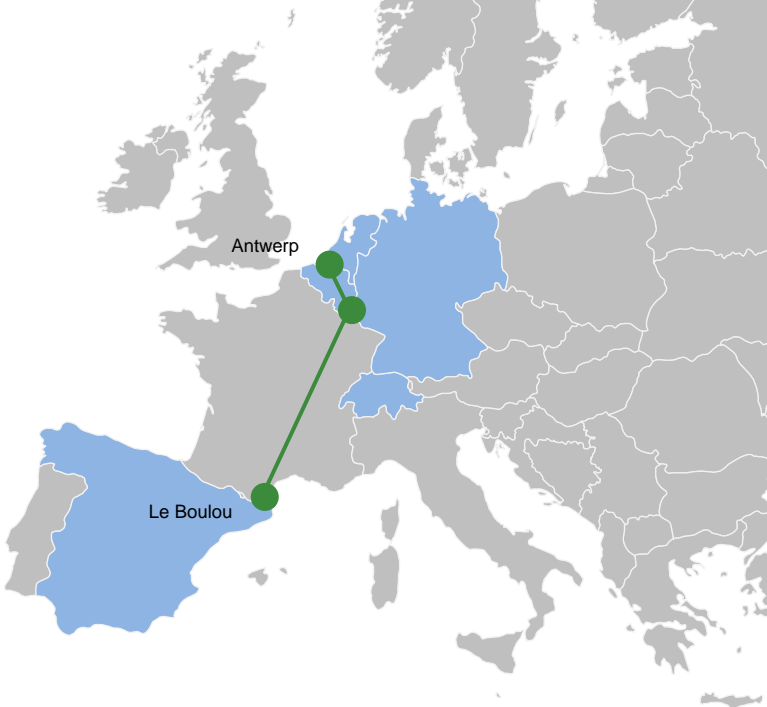
DEPARTURE DAYS	CLOSING TIME	PICK UP TIME
2,3,4,5,7	12h00	13h00 (D+1)
1,2,3,4,5,6	18h00	18h00 (D+1)
1,2,3,4,5,6	23h00	02h00 (D+2)



## Key figures

- Transit time **48h**
- Up to **5** departures per week

Equipments: all types of containers, swap-bodies and P400



## Timetables

Antwerpen-Le Boulou			Le Boulou-Antwerpen		
Closing	Pick-up		Closing	Pick-up	
Tue	16:30	Thu 16:00	Tue	11:30	Thu 06:00
Wed	14:30	Fri 16:00	Wed	11:30	Fri 06:00
Thu	16:30	Mon 09:00	Thu	11:30	Sat 06:00
Fri	16:30	Mon 10:00	Fri	11:30	Wed 06:00
			Sa	11:30	Wed 06:00



# VIA Britanica / Dover - Calais – Le Boulou

Integrated RoRo Rail service: **Rail** + **Ferry**

/ **Started in march 2016**

## ADVANTAGES

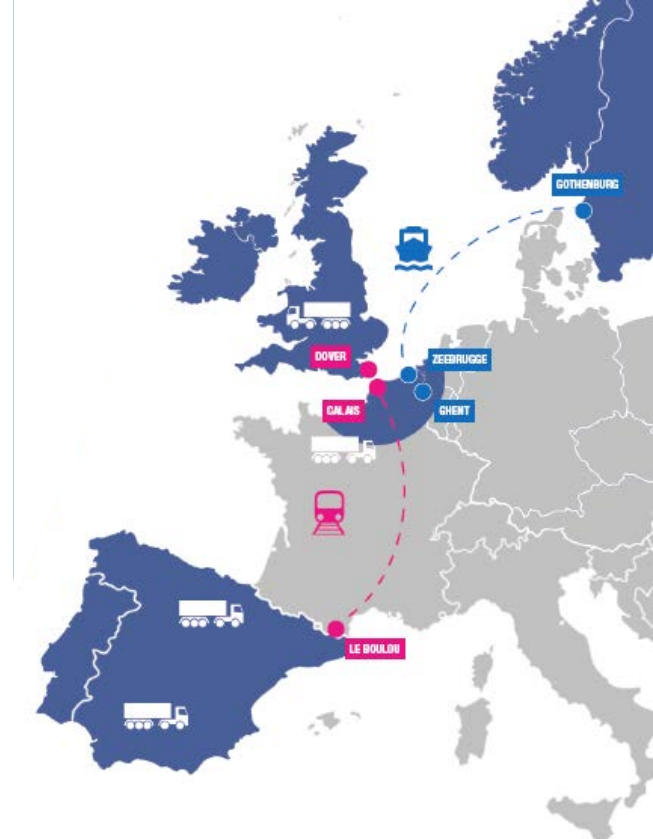
- / **24h** faster than by road
- / **10 to 15%** less expensive
- / More than **90%** CO2 savings
- / **1,5** ton CO2 saved per trailer per trip

## POTENTIAL

- / Longest rail motorway service in Europe
- / **40 000** trailers transported per year within 5 years
- / **50 000** tons CO2 saved per year within 5 years
- / **50 millions** km per trucks avoided

## FREQUENCY & CAPACITY

- / **1** round trip per day
- / **6/7** day service
- / **20** wagons
- / **680** meters
- / **40** trailers
- / **2000** tons



### DOVER ► CALAIS

DEPARTURE DAY	CLOSING TIME (local time)
1, 2, 3, 4, 5, 6, 7	16h00

+

### CALAIS ► LE BOULOU

DEPARTURE DAY	CLOSING TIME	PICK UP TIME
1, 2, 3, 4, 5, 6	22h00	01h00 (D+1)

### LE BOULOU ► CALAIS

DEPARTURE DAY	CLOSING TIME	PICK UP TIME
1, 2, 3, 4, 5, 6	04h00	08h00 (D+1)

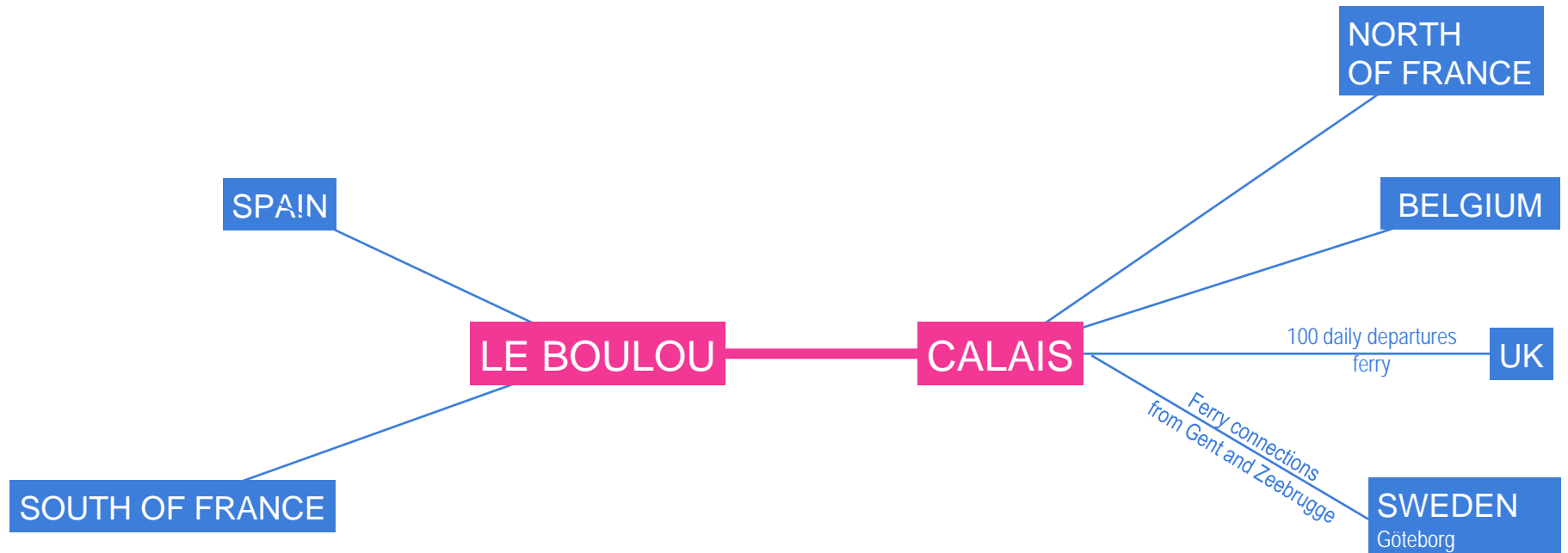
+

### CALAIS ► DOVER

DEPARTURE DAY	PICK UP TIME (local time)
1, 2, 3, 4, 5, 6, 7	13h00 (D+1)



# CONNECTING SOUTH OF EUROPE TO NORTH OF EUROPE





Port of Calais  
rail motorway  
platform

Key points

- / Created in 2003
- / Best way to cross the french Alps
- / More than 250 000 units transported since 2003

Main figures

- / 5 round trips per day
- / 6/7 day service
- / 175 km in 3 hours
- / Transport of 44 tons from France to Italy: +17% capacity

Equipments

TRAILER

BULK

P400

ADR

Accompanied transport

Timetables

AITON ► ORBASSANO

DEPARTURE DAY	CLOSING TIME	PICK UP TIME
2, 3, 4, 5, 6	01h10	05h53
1, 2, 3, 4, 5	05h45	10h29
1, 2, 3, 4	10h13	15h30
1, 2, 3, 4, 5	15h41	20h25
1, 2, 3, 4, 5	20h24	01h08

ORBASSANO ► AITON

DEPARTURE DAY	CLOSING TIME	PICK UP TIME
2, 3, 4, 5, 6	01h10	06h08
1, 2, 3, 4, 5	05h42	10h30
1, 2, 3, 4	10h20	15h40
1, 2, 3, 4, 5	15h30	20h24
1, 2, 3, 4, 5	20h23	01h19





# The + VIIA





### Key points

- / Groupe d'Intervention Rapide des Autoroutes Ferroviaires
- / Common project between VIIA and Fret SNCF
- / Since mid-september 2015

**Objectives: Improve the quality of service by avoiding big delays.**

### Principle:

- / Several teams of 2 agents (1 driver & 1 technician) can take action if a problem occurs when the train is running.
- / Each team gathers skills in rail traction and maintenance, so they can intervene on any types of situations.
- / The teams are based in different locations so they can take action within 3 hours maximum.



## Key points

- / The First Multimodal Freight Exchange
- / Partnership between VIIA and Wtransnet, leader in Spain for online freight exchange

**Objective: Help you balance your traffic and make multimodal solutions more accessible.**



## How does it works?

VIIA+ offer different functionalities adapted to your needs as a user of multimodal solutions:

- / Propose/find **trucking service** from/to VIIA terminals
- / Propose/find **trailers, containers or swap-bodies**
- / Propose/find **loads**
- / Propose/find partners to work with if you use a rail service on a **regular basis**

←

→

http://app.wtransnet.com/WTNWEB/servlet/central?URL=/wtn/ofe/index.jsp

Wtransnet

Archivo Edición Ver Favoritos Herramientas Ayuda

Google

wtransnet

Buscar

Compartir

Marcadores

Corrector ortográfico

Más

Acceder

B

MULTIMODAL FREIGHT EXCHANGE

Carre Graú, Wotrant S.L. (1)

SALIR

Home

Exchange

beLINK

Routes

Storage Ex.

Associates Searcher

Payment Guarantee

Settings

TransGPS

Administration

Regulation

Control committee for members

Suggestions



VIIA  
powered by  
Wtransnet

FREIGHT EXCHANGE FOR LOADS AND TRUCKS

Post your needs



HAVE SEMI-TRAILER  
LOOK FOR TRACTOR



HAVE CONTAINER  
LOOK FOR SKELETON CONTAINER  
TRAILER



HAVE TRACTOR  
LOOK FOR SEMI-TRAILER



HAVE SKELETON CONTAINER  
TRAILER  
LOOK FOR CONTAINER



HAVE SEMI-TRAILER  
LOOK FOR LOAD



HAVE CONTAINER  
LOOK FOR LOAD

VIEW ALL  
FREIGHTS

VIEW ALL  
TRUCKS

DELETE MODIFY  
OFFER

FREIGHT EXCHANGE ROUTES

Post your needs



HAVE SEMI-TRAILER  
LOOK FOR PARTNERS  
TRACTOR



HAVE CONTAINER  
LOOK FOR SKELETON CONTAINER  
TRAILER



HAVE TRACTOR  
LOOK FOR WORK



HAVE SKELETON CONTAINER  
TRAILER  
LOOK FOR WORK

VIEW ALL  
LOADS ROUTES

VIEW ALL  
TRUCKS

DELETE MODIFY  
OFFER

http://central.wtransnet.com/es/publique-sus-rutas-habituales-desde-la-bolsa-cargas

100%





An aerial photograph of a highway interchange with several semi-trucks. A blue diagonal banner is overlaid on the left side of the image.

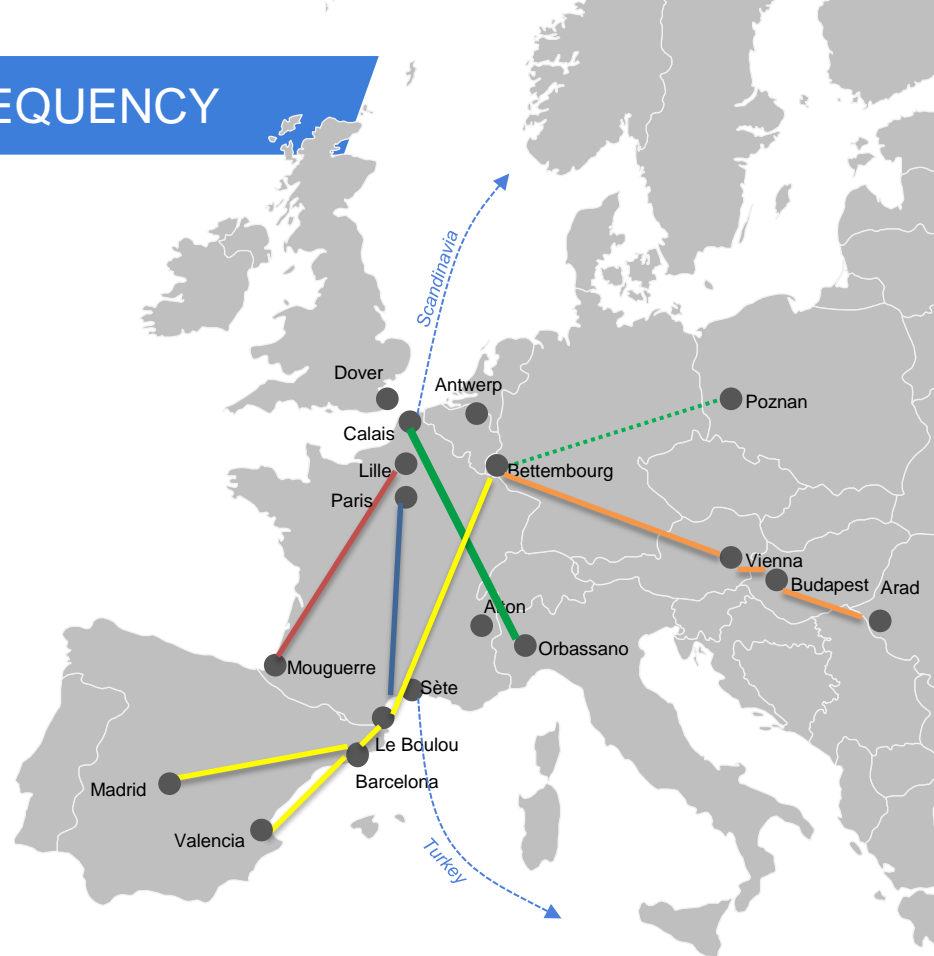
## VIA Future



# CONNECTING EUROPE WITH HIGH FREQUENCY

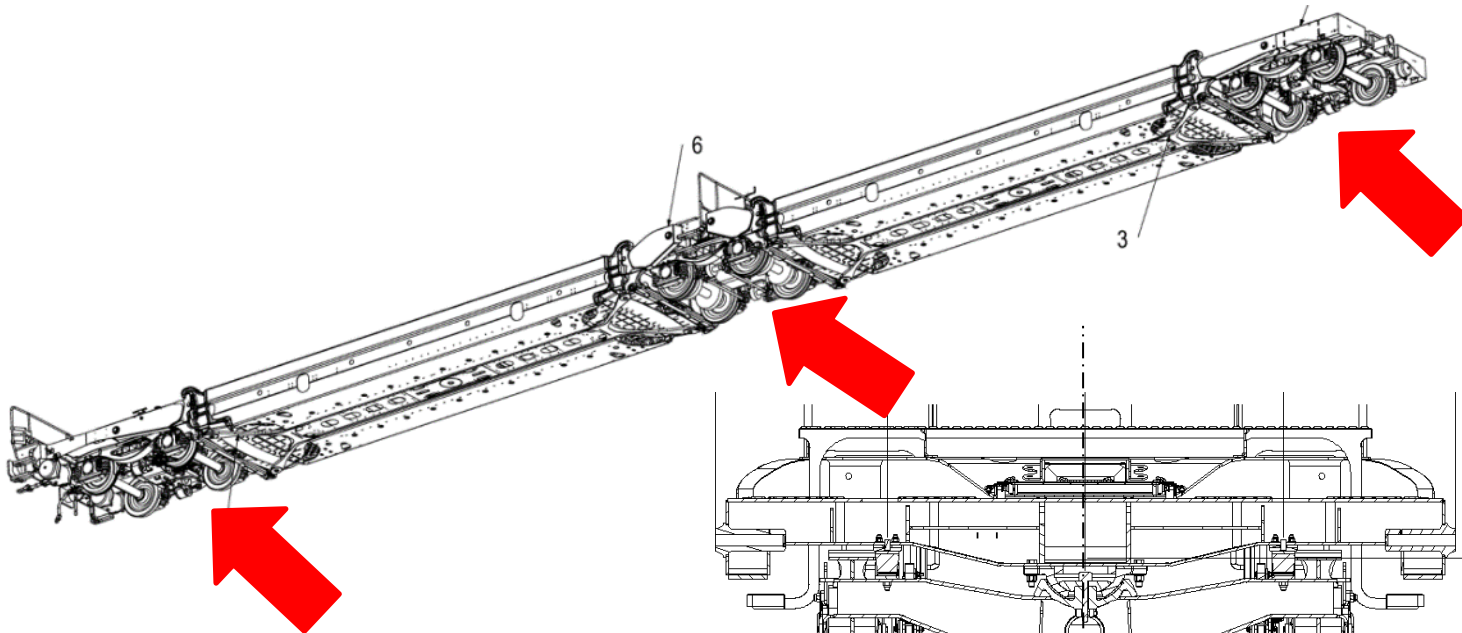
## FUTURE PLANNED INTERMODAL NETWORK

- Lille – Mouguerre for trailer P400
- Orbassano Torino – Calais (Lohr System)
- Poznan - Bettembourg
- Austrian - Hungarian - Romanian Corridor
- Perpignan – Paris (existing terminals for combined transport, vertical loading only)
- Connecting Madrid & Valencia via Barcelona with Bettembourg

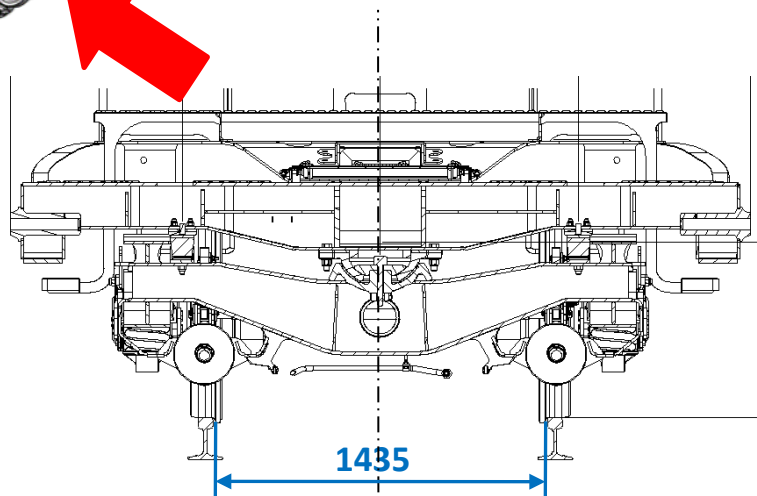




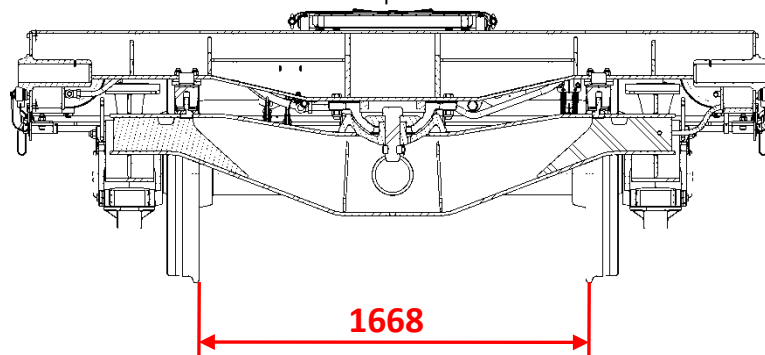
# CONNECTING SPAIN



Toutes les structures des wagons LOHR UIC actuelles ont été conçus dès l'origine pour pouvoir être équipées aussi bien de bogies à écartement UIC que de bogies à écartement IBERIQUE .



LOHR Wagon equipped with Y25 bogie for UIC railtrack gauge (1435 mm)



LOHR Wagon equipped with Y21 bogie for Iberian railtrack gauge (1668 mm)

## CONNECTING SPAIN

Thanks to European TEN, LOHR UIC wagons are already tested between Perpignan and the Port of Barcelona. This test shows that UIC LOHR wagons can be used on the existing rail infrastructure without any additional modification of the rail infrastructure.



LOHR UIC wagons in Barcelona – Can-Tunis terminal

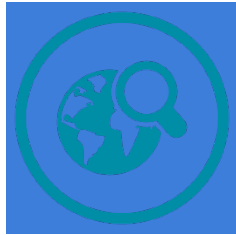


## CONNECTING EUROPE

LOHR wagons can be used also for the traditional handling at all existing terminals across Europe like the well known twin pocket wagons.



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# MODAL SHIFT





# CO2 SAVER

