



**MEDITERRANEAN  
RAIL FREIGHT CORRIDOR**  
Spain-France-Italy-Slovenia-Croatia-Hungary

**TAG PRE-MEETING**  
**Carles Rúa - TAG spokesman**

10<sup>th</sup> February 2021



**tmZ**

Zaragoza Maritime Terminal



TERMINAL  
INTERMODAL  
MONZÓN



**EAST-WEST GATE**

INTERMODAL TERMINAL

HUNGARY



**tmZ**

Zaragoza Maritime Terminal

## 1 BRIEF INTRODUCTION: HISTORY

- Zaragoza Maritime Terminal **tmZ**, began in 2001 with the idea of creating an intermodal logistics hub to facilitate exports and imports operations
- The rail terminal was launched in 2007. From 2007 there have been 3 expansions.
- Corporate structure: succeed public-private model based on two companies:
  - **tmZ.S.L**
  - **tmZ Services**
- Milestone: in 2020 tmZ has handled 350,000 TEU's & 3025 trains

## 1 TMZ: BRIEF INTRODUCTION

- tmZ is designed with the aim of promoting international trade as well as boosting intermodal
- tmZ has become one of the centers of distribution and storage of containers with most growth in the Iberian Peninsula
- In addition, tmZ aims to improve the competitiveness (ship-train-truck)

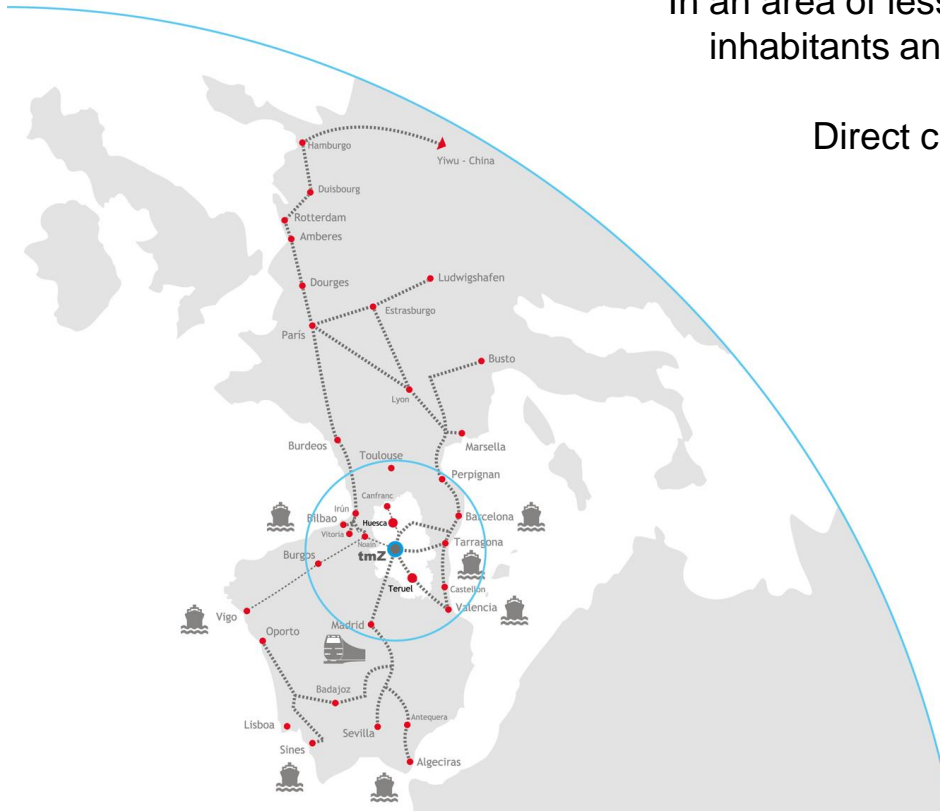


## 1 BRIEF INTRODUCTION: SITUATION

We are located in the most important economic area of Spain

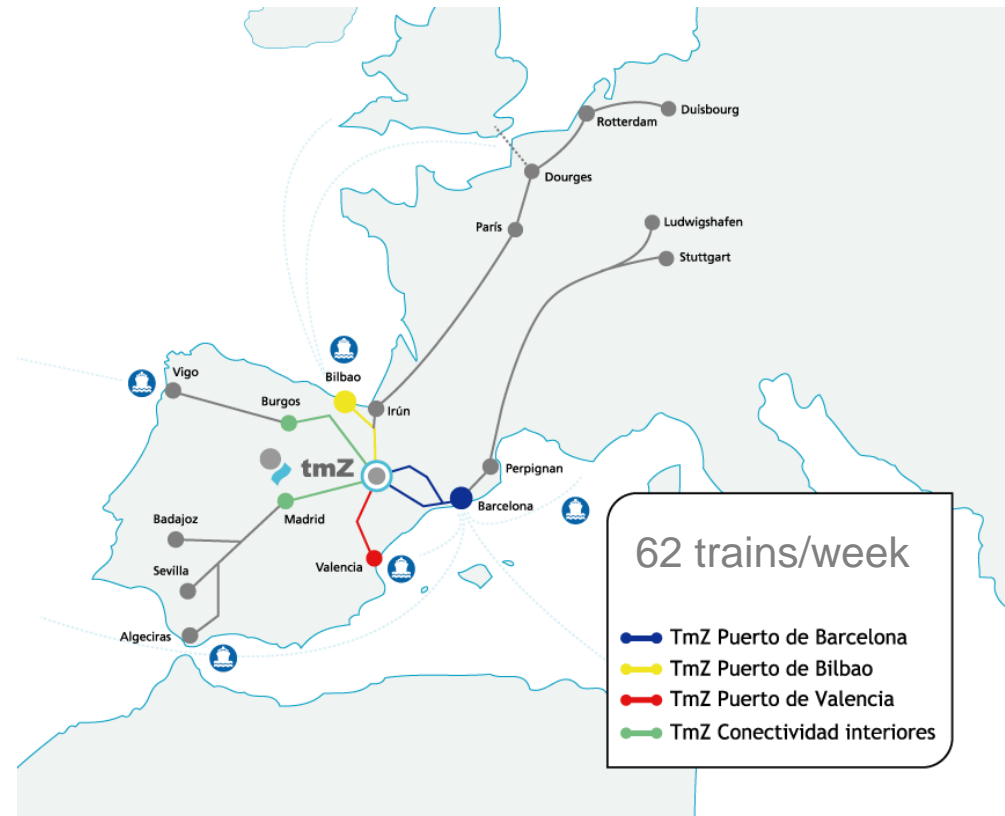
In an area of less than 300 km, we can find over 20 million inhabitants and 70% of the GNP

Direct connection with the main Ports



## 1 TMZ: BRIEF INTRODUCTION

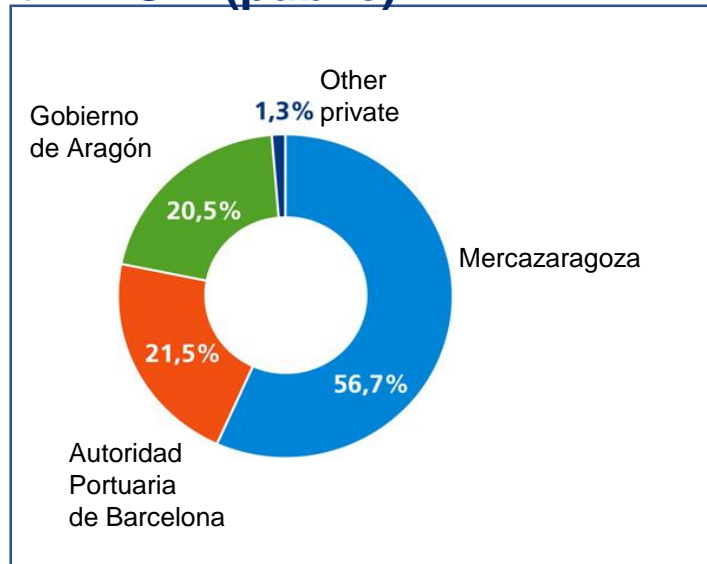
- Nº 1 Inland container Terminal in Spain
- 3025 trains in 2020
- 350,000TEUs / 164.000 rail UTIs
- Nearly 250 train/month
- 160 trains month connection to Port of Barcelona
- Our following developments:  
European link



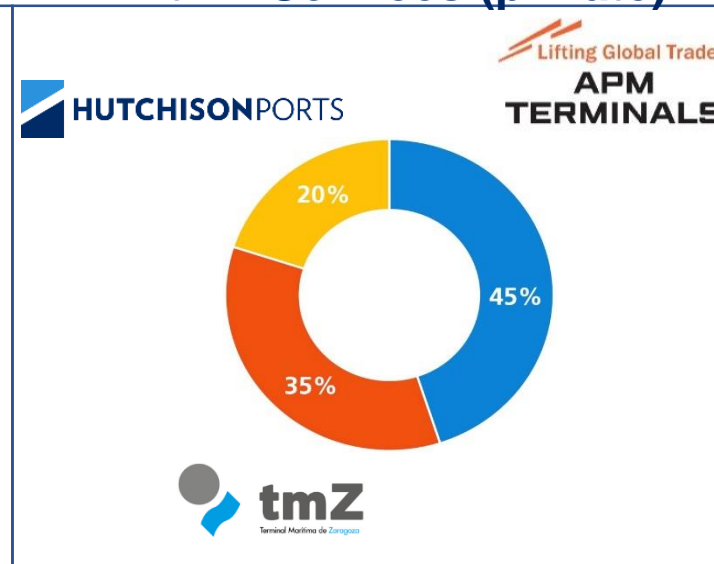
## 1 BRIEF INTRODCUTION: CORPORATE STRUCTURE

2 Companies:

### tmZ. SL (public)



### tmZ.Services (private)



2Companies

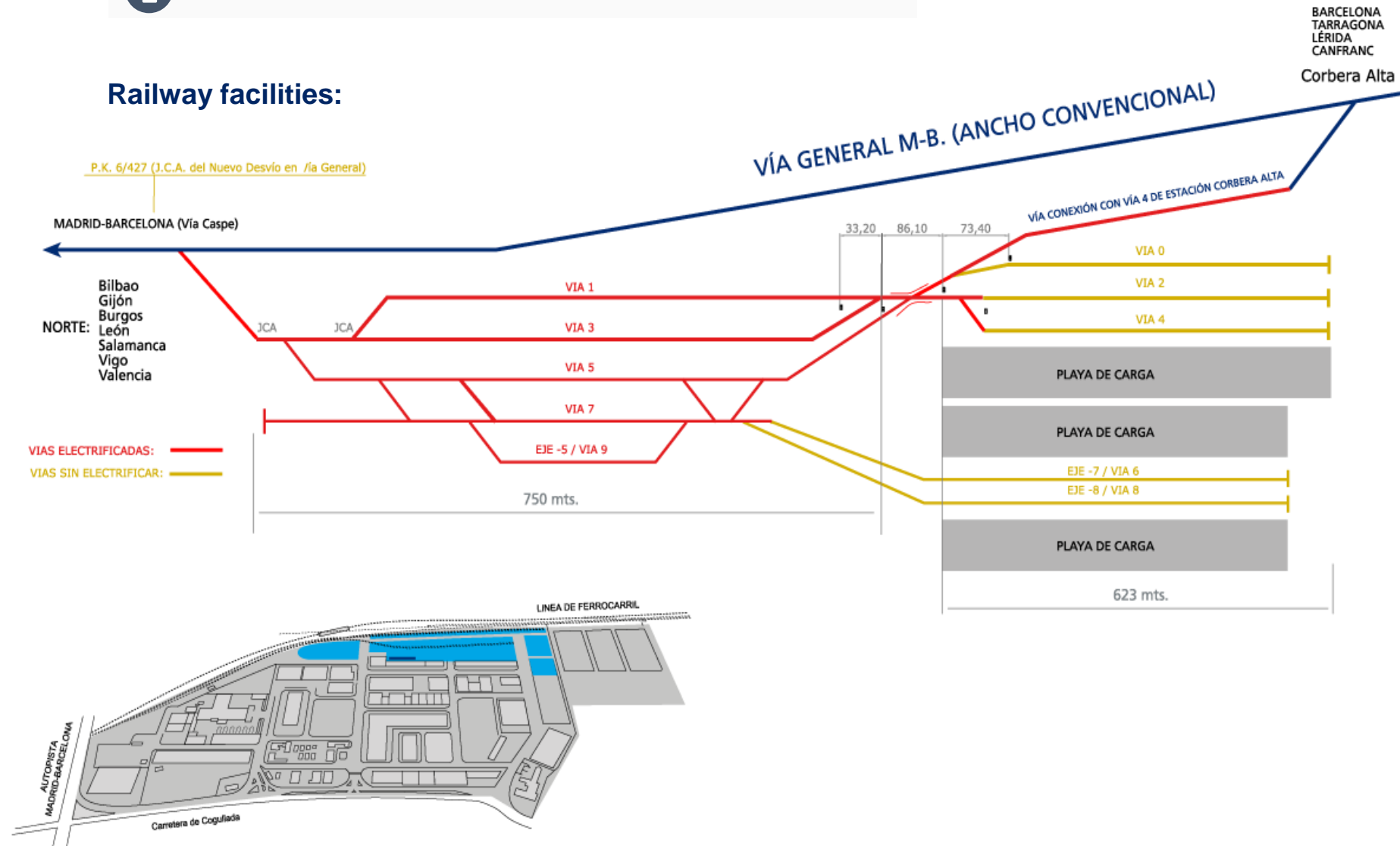
Same Goal

Spread function for  
best quality service

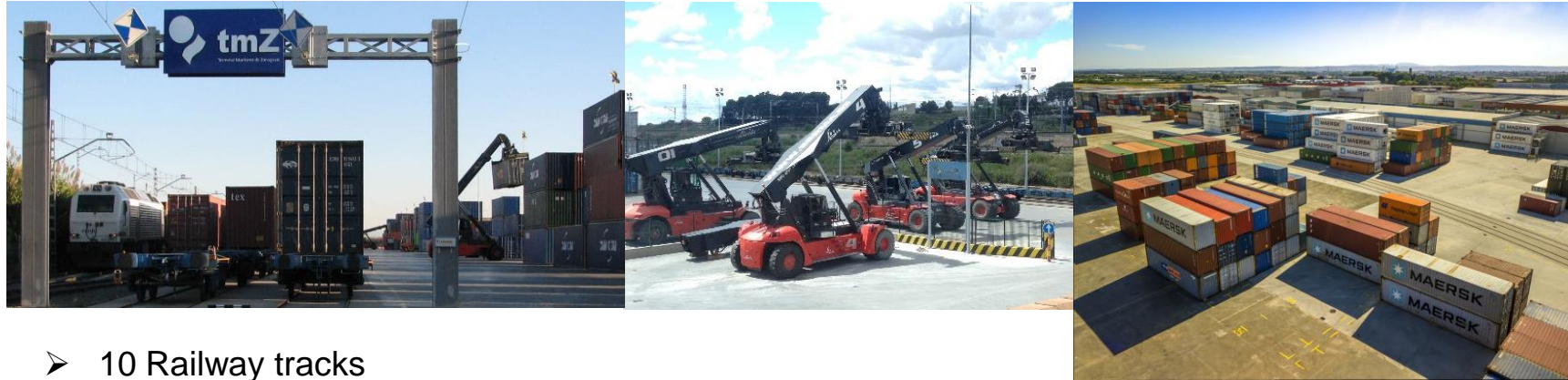


## 1 BRIEF INTRODUCTION: FACILITIES

### Railway facilities:



## 1 BRIEF INTRODUCTION: FACILITIES



- 10 Railway tracks
- 200.000m<sup>2</sup> between the containers terminal and the technical area
- 120.000m<sup>2</sup> Logistics facilities
- Warehouses. One of 6,000 m<sup>2</sup> inside the rail terminal.
- 120 Reefer plugs for frozen and perishable products
- 24/7, one of the highest mvt index/hour in Spain.
- 6 Reach stacker crane.
- Truck parking área.

**Mercazaragoza is the Zaragoza Central Wholesalers' Markets** : reference in storage of fresh&frozen products Meat, fish, fruits and vegetables



## What is Mercazaragoza:

Mercazaragoza is the Ebro Valley Food and Produce Logistics Platform:

Mercazaragoza is business opportunity space synonymous with quality, traceability and food safety

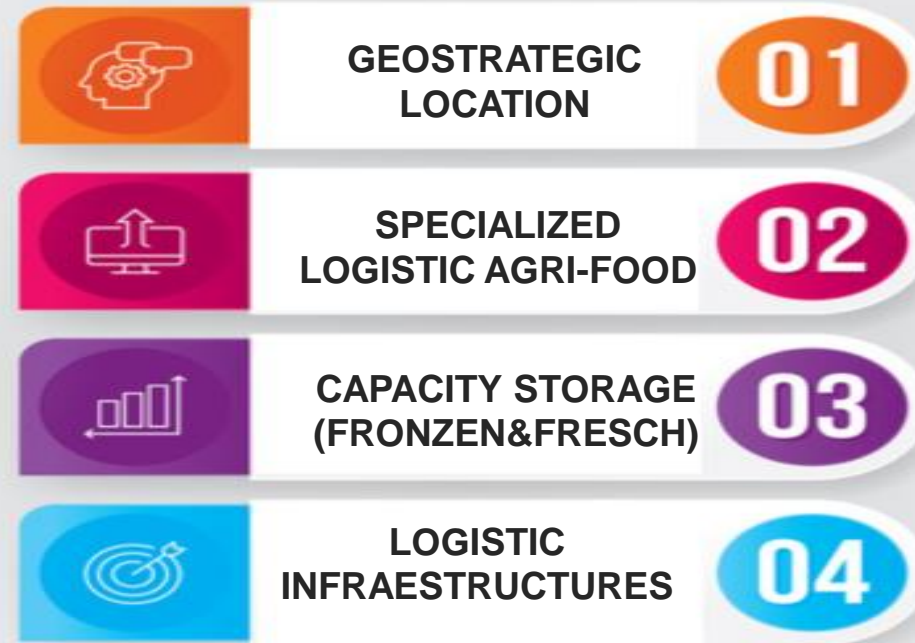
**Capacity fresh&frozen: 150.000 m<sup>3</sup>**

**120.000m<sup>2</sup> Available Logistics facilities**





## Mercazaragoza Strengths:

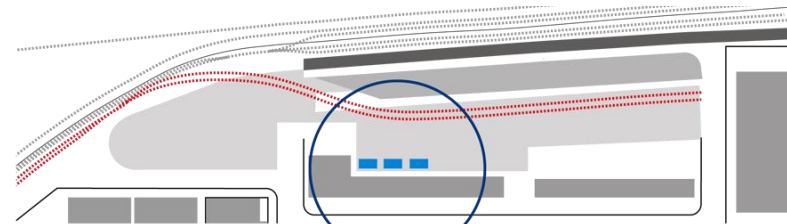


## 1 BRIEF INTRODUCTION: COLD CHANNEL

Being located within the Mercazaragoza logistics platform which specialises in agri-foods has led the tmZ to be the leading inland maritime terminal in terms of temperature-controlled cargo capacity and rail freight.

### Capacity:

- 120 plugs for reefer connections
- 6 structures with racks for these connections



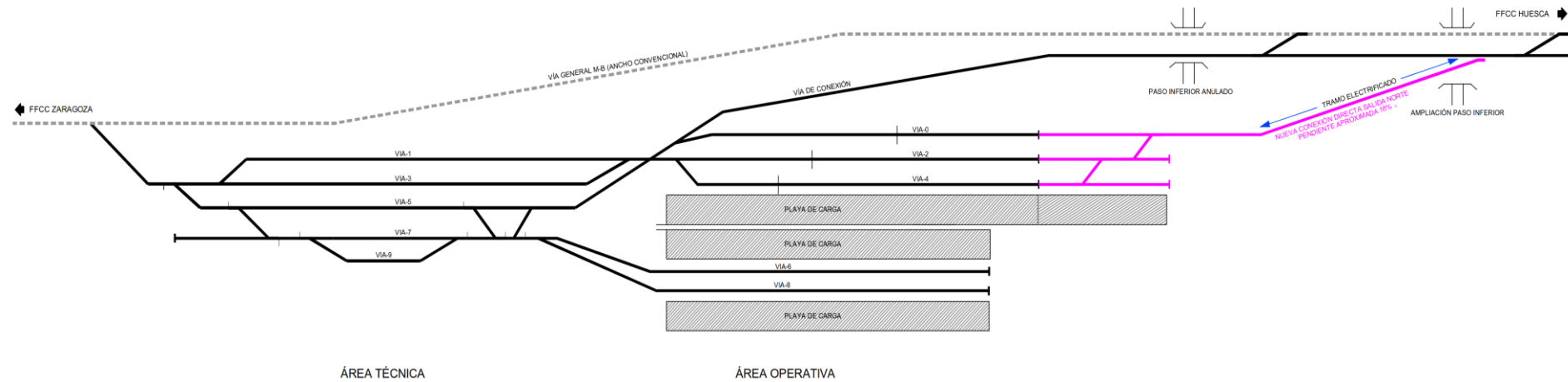
## 2 Current Activity: Total Trains per year



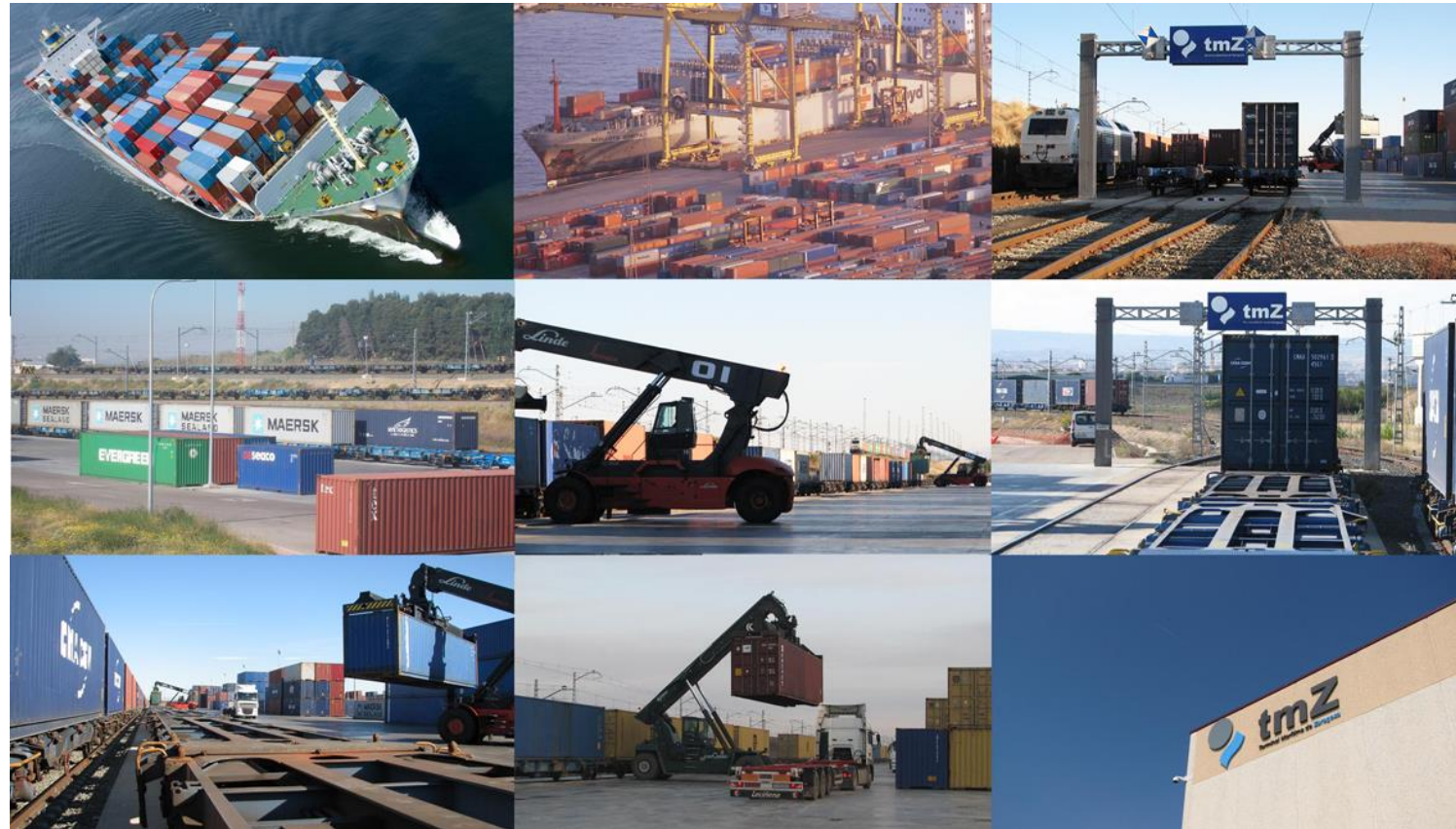
## 2 Current Activity: Total TEUS per year



## TMZ: NEXT EXTENSION TERMINAL







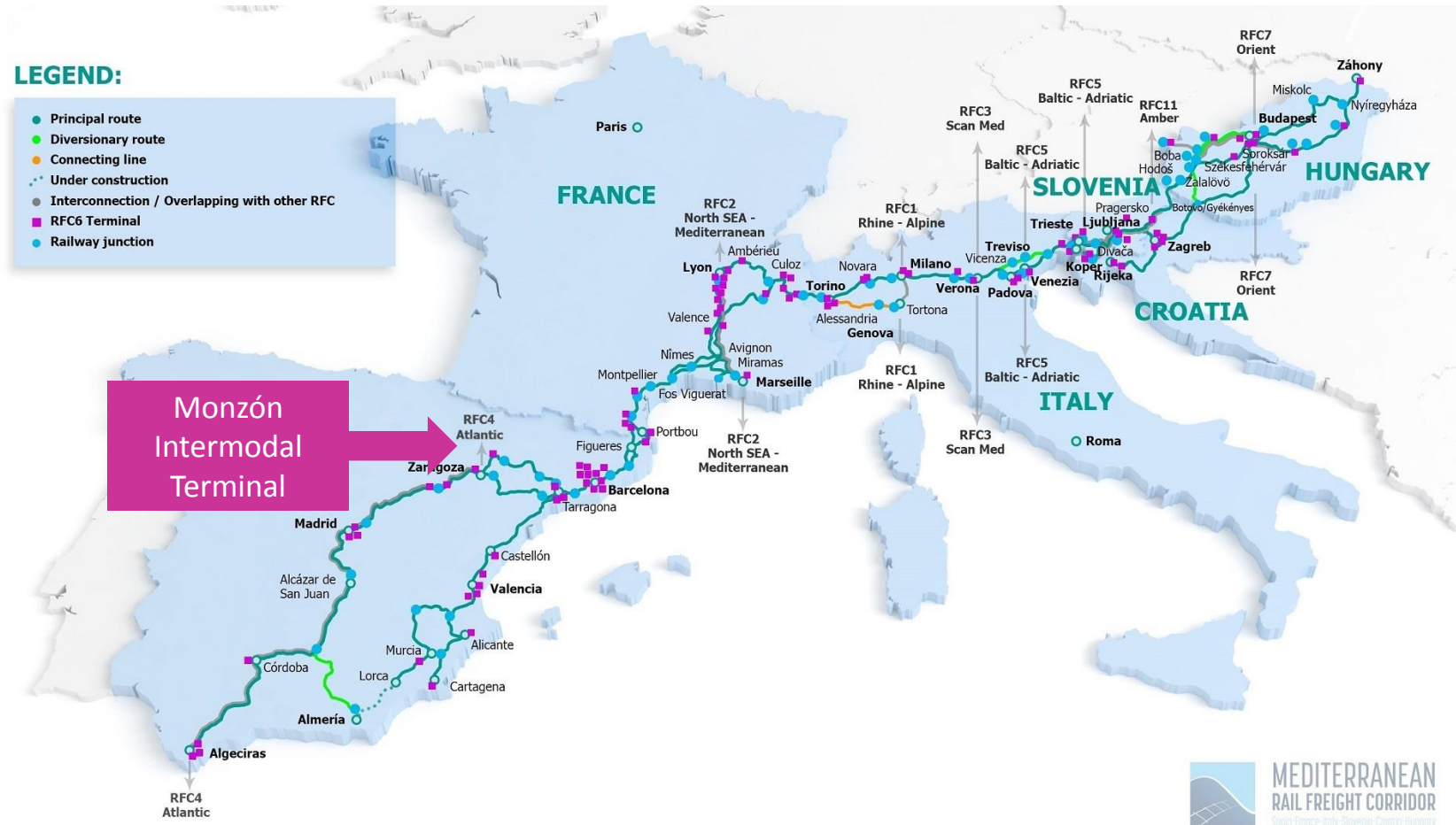


TERMINAL  
INTERMODAL  
MONZÓN

# Monzón Intermodal Terminal

## Strategic location

- Located in Monzón (Huesca, Aragón). Northeast of Spain.
- On the main peninsular land transport corridor: **Barcelona-Zaragoza-Madrid**.
- Railway connection with the **main Spanish ports** (Barcelona, Tarragona, Valencia, Bilbao) and **other intermodal terminals** (Maritime Terminal of Zaragoza, Madrid terminals..)



# Monzón Intermodal Terminal

## Background

- Operational since 2011
- Initially created for provisioning and expedition of cargo from SAMCA companies (NOVAPET: plastic polymers and BRILEN: synthetic fibres)
- Owned by:
  - SAMCA Group, 90%
  - Logirail (RENFE railway services company) 10% .  
Railway operations TIM -Selgua shunting station
- 3 business units and railway facilities:
  - TIM: container traffic (2011)
  - TERMOTIM: reefer containers (2020)
  - AGROTIM: solid bulk (2019)



**One of the main industrial groups in Aragon**

More than 30 companies from diverse sectors

- Mining
- Renewable Energies
- Plastic Polymers
- Synthetic Fibres
- Agri-Food
- Real Estate Development
- Agrochemicals
- Logistics Infrastructures sectors

Annual turnover around 850 M€

The group employs 3,500 people in Spain, France, Italy, Brazil, Colombia, Ecuador, Mexico and Peru.



# Monzón Intermodal Terminal

## TIM, container terminal

- 6 ha (expandable to 15 ha 2n phase)
- 3 load/unload rail tracks: 520 m (Iberian gauge)
- 2 container storage yards (expandable to 4)
- Own technical equipment (locotractor, reach stacker cranes and container handling crane)
- Depot capacity: 1.200 TEU
- TermoTIM: Reefer connection for 60 containers simultaneously.



## Railway traffics

- Mainly, maritime container trains from the Port of Barcelona
- From the ports of Bilbao and Algeciras and other logistics nodes: maritime terminal of Zaragoza.

### Traffics from/to Port of Barcelona

- Import traffic of PTA and glycol
- Export traffic of PET to the Port of Barcelona and from there to Lyon. Service suspended in March 2020 during the COVID crisis.
- Export traffic of animal fodder
- Exports of refrigerated pork meat
- Other traffics from factories in the area: chemicals, metallurgy and industry.

**10 rail services/week**

**Total TEU 2020: 67,705 TEU (+8.3%)**

# Monzón Intermodal Terminal

## AgroTIM, terminal for bulk traffic

- Operational since December 2019
- 3.5 ha
- Unloading of bulk cargo from trains directly onto trucks for final distribution and storage in a warehouse (5 warehouses with a total capacity of 20,000 cubic metres, 16,000 tonnes of cereals)
- AgroTIM serves mainly the agri-food sector, with a large presence in the area.
  - Plants located in the vicinity of the terminal produce more than 2 Mt of animal fodder/year, for which the main raw material is bulk cereals which arrive by train from the ports of Tarragona and Barcelona.

**Total traffic 2020: 34.,729 tonnes**



# Monzón Intermodal Terminal

## Rail access to TIM and AGROTIM

- **Extension of the railway track at Selgua shunting station to 750 metres** (currently 410 m). The most necessary and urgent development.
- The extension of this track - accompanied by other sidings on the Barcelona- Zaragoza corridor- would allow the arrival of longer and more competitive trains and reduce the time currently spent on shunting.
- This improvement is essential to be able to absorb some of the growth expected in the coming years.



# Monzón Intermodal Terminal

## Case study

- TIM, initially created to serve very specific traffics of SAMCA companies, has become a **multi-product and multi-client terminal serving a wide range of companies in the area**, with connections to different ports and other terminals.
- **The fastest growing intermodal terminal in Spain** (last quarter 2020) thanks to a wide range of traffic, including exports of frozen pork meat, animal fodder, chemicals and cereals.
- The terminal benefits from the **enormous growth in foreign trade in the province of Huesca**, one of the most open economies in Spain and with the lowest unemployment rate.





**EAST-WEST GATE**

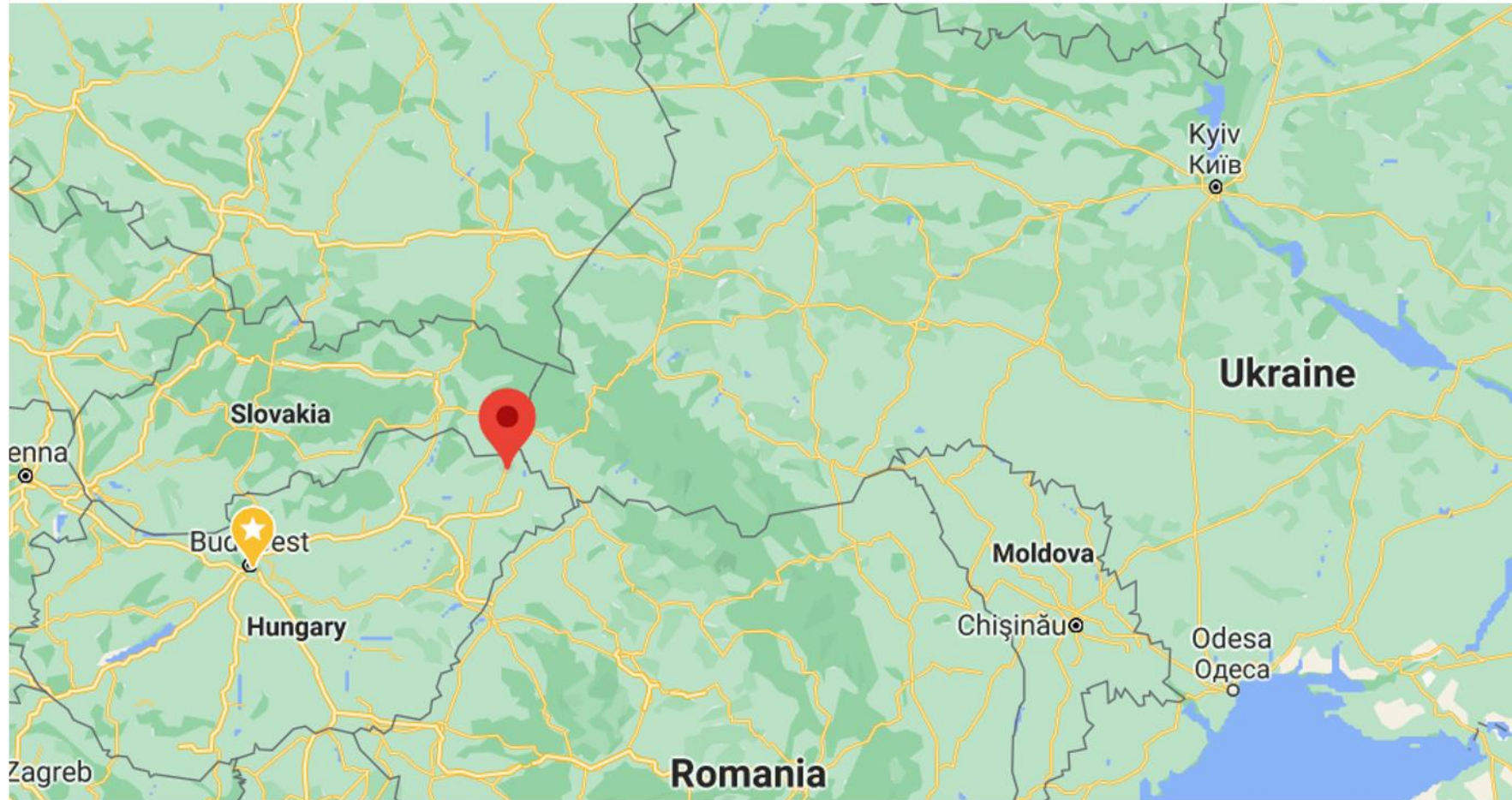
INTERMODAL TERMINAL

HUNGARY

## EAST-WEST GATE INTERMODAL TERMINAL HUNGARY

- as an investment of East-West Intermodal Logistics Plc. (Hungary), a container terminal with a capacity of 1 million TEU per year will be implemented at the Hungarian-Ukrainian border, located at Fényeslitke.
- the terminal has both wide and narrow gauge, direct railway connections.
- the total investment will be between EUR 60-70 million.
- the investment is supported by the Government of Hungary.
- the investment is financed by the company from our private equity.
- the terminal has a building permit and the construction has already started.
- planned start of operation of the terminal is Q1 – 2022.
- the area of the terminal will be about 85 hectares. The surrounding area suitable for building of the offices, warehouses, manufacturing facilities can be extended up to 400,000 m².

## **Location of the Terminal in Hungary – Fényeslitke:**



### **The terminal can provide the following services:**

- the terminal will be an independent service provider.
- container transfer from wide gauge to normal gauge and vice versa.
- container transfer from rail to road and from road to rail.
- transfer of (liquefied) gas tank containers.
- transfer of chemicals and dangerous goods on both gauges and road.
- storage of full and empty containers.
- transferring, storage and refueling of refrigerated containers.
- container repairing and cleaning.
- 24/7 customs service will be available.

## EAST-WEST GATE INTERMODAL TERMINAL HUNGARY

- commissioning (collection and sorting) of goods.
- warehousing within the area of the terminal and in the surrounding area of the terminal. Office and warehouse rental with full infrastructure will be possible on the territory of the terminal.
- customs warehousing.
- cranes and loading equipment are ADR and ATEX certified, suitable for transfer of dangerous goods.
- the terminal has permit to manage and store dangerous goods.
- the terminal will have a storage capacity of 15.000 TEUs.
- the wide-gauge railway service of the terminal takes place on the Csop-Záhony-Komoró route. The narrow-gauge railway service is provided through Fényeslitke Railway Station.

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## EAST-WEST GATE INTERMODAL TERMINAL HUNGARY

- an X-ray gate will be installed on the wide-gauge railway.
- OCR camera (to record the condition of the container) will be installed on both wide and narrow gauges.
- OCR camera will also be installed at the public road entry point of the terminal.
- a digital scale built into the rail will be installed at both (wide and narrow) rail connection points and at the public road entry point of the terminal.
- the length of the craneable railway track is 3x850 m in both (wide and narrow) gauge.
- the cranes and mobile container transport equipment used in the terminal will have a load capacity of 45 tons.

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## EAST-WEST GATE INTERMODAL TERMINAL HUNGARY

- the terminal will provide fulfillment service for e-commerce companies.
- it will be possible to build high-bay warehouses, buildings and halls suitable for other activities, even within the dutyfree area.
- the internal communication of the terminal (including the operation of the cranes) will be based on 5G technology, for the first time in Europe.
- the Terminal Operating System (TOS) allows customers to continuously monitor the position of the forwarded containers and it will be able to make bookings on trains. The system will handle waybills and customs documents as well.
- the terminal uses fully digital document management.

## EAST-WEST GATE INTERMODAL TERMINAL HUNGARY

- the terminal can transship a complete train (i.e. 740 m) from one gauge to another gauge within 2 hours including the time of the brake test.
- it will be possible to load and reload 3 pairs of trains on the terminal at the same time.
- specifically for the needs of the Ukrainian road hauliers, NIKRASA or similar technology, suitable for loading traditional, non-craneable trailers onto rails, will be installed at the terminal.
- the technology is also suitable for loading only semi-trailers or articulated vehicle (road tractor with semi-trailer) on rail.
- terminals in Italy, Spain, Austria, Germany, Switzerland, Netherlands, France will also be available with this solution.
- we are ready to meet any special needs of our future partners. Your inquiries are welcome.

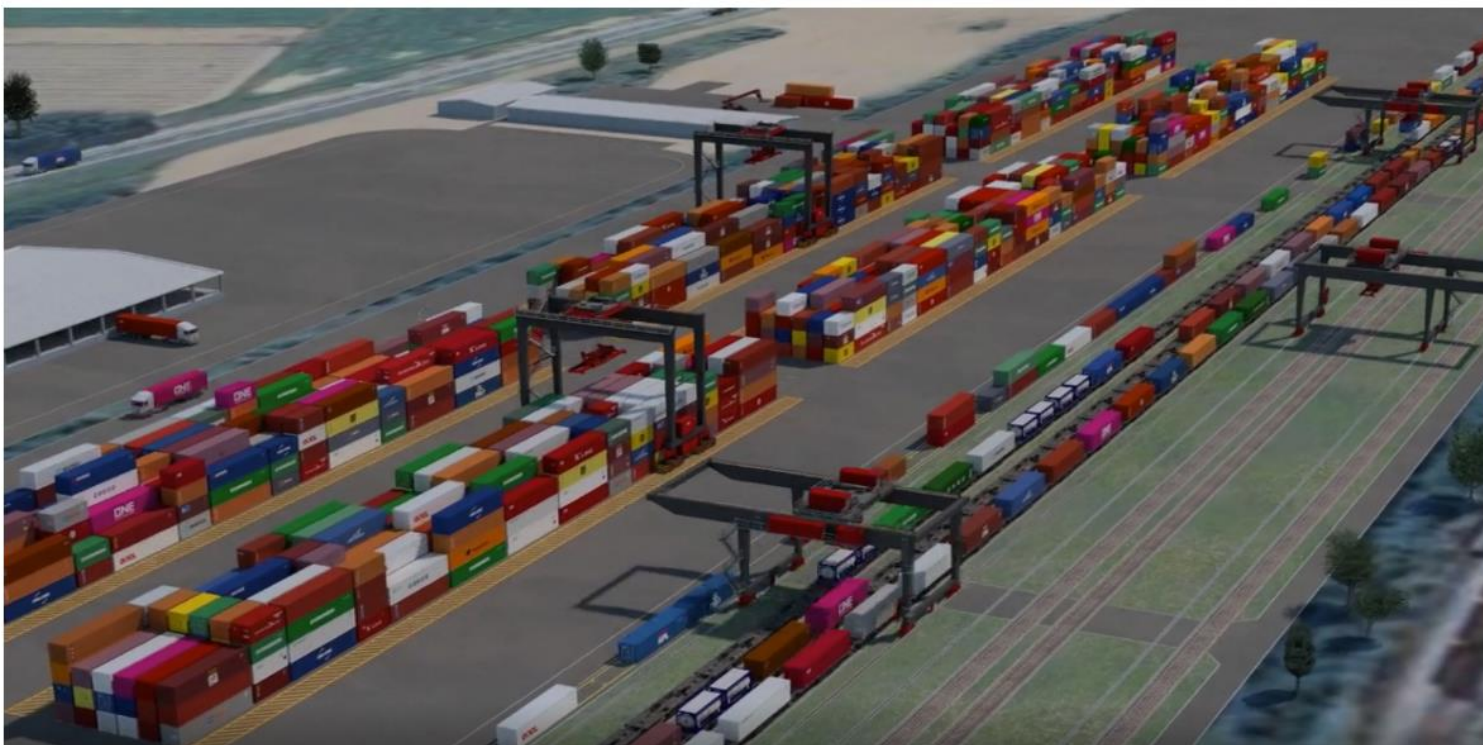
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## EAST-WEST GATE INTERMODAL TERMINAL HUNGARY



PLEASE CLICK ON THE LINK BELOW:

[https://www.youtube.com/watch?v=07liZmhQVXk&feature=emb\\_title](https://www.youtube.com/watch?v=07liZmhQVXk&feature=emb_title)

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# Concluussions

- Right dimensions for terminals
- Diversification
- Evolution to added value activities
- Try to balance traffics
- Management structure
- Cooperation between terminals and with ports
- Terminal network concept
- MED corridor as connector between Africa and Asia