



APRIL 2024



# A major railway project for Europe

Strategically positioned and with unique functional characteristics, the LNMP project is consistent with two of Europe's most challenging goals:

- Completing the European North-South high-speed rail link between Seville and Amsterdam
- Removing one of the missing links on the Mediterranean Corridor of the Trans-European Transport Network (TEN-T).

The 150 km of new line will be suitable for both high-speed passenger (300km/h) and freight trains. Designed for interoperability, notably with ERTMS signalling, the line will be compliant with the Technical Specifications for Interoperability (TSI).

With its built-in resilience to climate change, it will be a contributory factor in achieving Europe's Green Deal objectives.

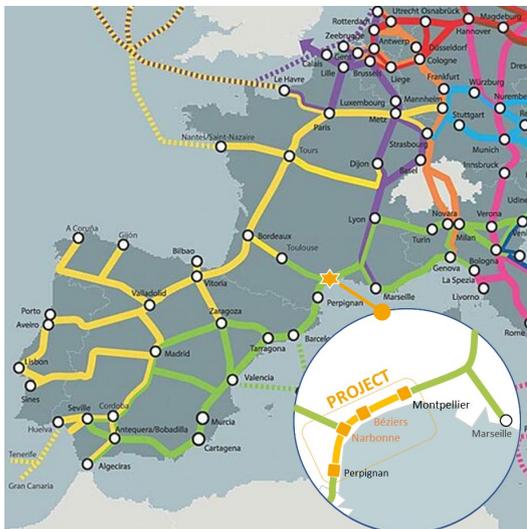
The project will play a vital role at both regional and European level and, as such, has the full support of its joint funding partners: the local/regional authorities, the French State and the European Union.

## Location:

### A missing link on the Mediterranean Corridor

The LNMP project, located in the south of France (Occitanie Region), will connect up with the Figueras - Perpignan international line section (LFP) across the Pyrenees to serve both Spain and Portugal.

It is one of the missing links on the Mediterranean Corridor of the TEN-T Core network described in the annex to EU Regulation 2021/1153.



## Overall Objectives:

### Quality, capacity, speed

- **The project will complete the European high-speed link between France and Spain** and release reliable and competitive train paths for freight on the multimodal TEN-T Mediterranean Corridor.
- **It will culminate in a new line operated on a parallel to the existing track**, the aim being to provide an efficient response to demand for additional capacity and for robust and quality railway services along the Mediterranean Arc.
- **It will provide new and attractive mobility solutions with modest ecological footprints.** The global project will offer a more resilient alternative in the face of climate change.
- **It will be synonymous with an increase in the number and variety of train paths** and offer suitably adapted and progressively enhanced solutions more in line with different uses and mobility requirements.

**FOR PASSENGERS:** the project will be instrumental in improving services. It will strike a fair balance in regional passenger operations and reinforce regional cohesion by means of a range of high-quality services catering to changing mobilities.

**FOR FREIGHT:** the aim is to prompt a modal shift, improve the link between Spain's Mediterranean Corridor rail freight programme and the rest of Europe and provide efficient links with the Region's main ports.



# Priority and urgency: A Project of Common Interest (PCI)

## KEY CHARACTERISTICS

- **Cohesion:**
  - ↔ Improved accessibility and connectivity for all European Union regions.
  - ↔ Interconnection between long-distance and regional/local transport infrastructures.
- **Efficiency:**
  - ↔ Bridging a missing transport infrastructure link.
  - ↔ National transport network interoperability.
- **Sustainability:**
  - ↔ Contribution to low greenhouse gas emission targets, more rail services adding to the rail mode's attractions in relation to other alternatives.
  - ↔ Promotion of low-carbon transport with the aim of achieving EU emission targets by 2050.
- **User benefits:**
  - ↔ Maintaining mobility under all circumstances and ensuring accessibility for emergency and rescue services.
  - ↔ Providing safe, secure and high-quality standards for both passenger and freight transport.
  - ↔ Meeting the mobility and transport needs of users, while substantially reducing trip times.

## A TEN-T CORE NETWORK PRIORITY

LNMP fulfils the requirements for classification as a PCI under the terms of Article 7 of the TEN-T Guidelines:

- **It will provide European added value** by filling a missing railway link in the TEN-T.
- **It will be economically viable** with a socio-economic net present value (NPV) of +€2.6 million for the global project.
- **It will be compliant with technical requirements:** full electrification, mixed traffic line, ERTMS signalling, European standard nominal track gauge for new railway lines, etc.

## PARALLEL REGIONAL PROJECTS CONSISTENT WITH EUROPEAN UNION OBJECTIVES

Several independent projects are in progress on a parallel to LNMP:

- ↔ **Le Boulou Rail-Road Terminal:** investment in railway capacity to remove the freight bottleneck at the French-Spanish border.
- ↔ **High Performance Marseille-Ventimiglia (HPMV) project:** deployment of ERTMS signalling along the Mediterranean Corridor.

LNMP is also linked to the two other major railway projects currently underway in the South of France:

- ↔ **Major South-West Railway Project (GPSO)**
- ↔ **Provence Côte d'Azur new line (LNPCA)**

Together these separate individual projects will form a functional whole to create new rail links between France, Spain and Italy.

## EU COMMITMENT TO THE PROJECT

In the light of European objectives, the project not only enjoys top priority status but also benefits from **major European Union financial support**.

The project is among those awarded European grants under the CEF (Connecting Europe Facility for Transport) scheme.

## Contribution to the European Coordinator's Work Plan

As highlighted in the **"Mediterranean Corridor Work Plan"** published in September 2022 by the Corridor Coordinator, **Iveta Radičova**, the section of high-speed line between Montpellier and Perpignan will complete one of the major missing links necessary to finalise the Corridor.

**In this connection, Iveta Radičova has:**

- **underlined the importance of constructing the missing link between Montpellier and Le Perthus (Perpignan)** so that the high-speed railway tunnel built at the border between France and Spain can reach its potential.
- made reference to the phases for LNMP set out in the French Mobility Act with a **Phase 1 between 2028 and 2032 and a Phase 2 post-2032** and acknowledged ongoing discussions with the Occitanie Region and other stakeholders **in a bid to bring forward these deadlines.**

*Iveta Radičova  
European Coordinator  
of the Mediterranean  
Corridor at the  
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