

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.

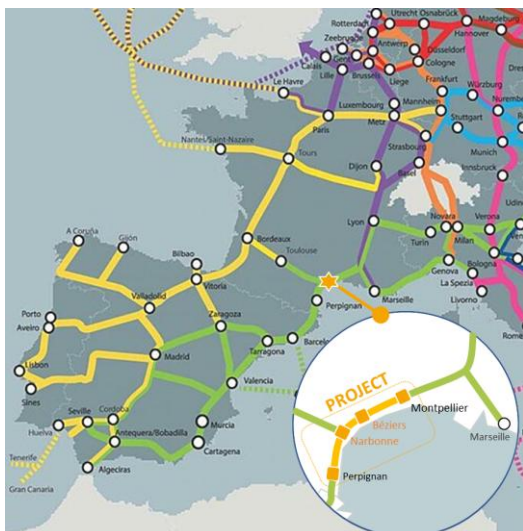
The project will play a vital role at both regional and European level and, as such, has the full support of its joint funding partners: the local/regional authorities, the French State and the European Union.

Location:

Removing Bottlenecks and Strengthening Cross-Border Links along 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 and connected 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, establish efficient connections to serve the region's main ports, and enhance transport capacity for civil and military purposes.

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 and resilience :**
 - ↔ 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.
 - ↔ Two complementary lines to improve the robustness and resilience of services.
- **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 Europe :

- ↔ **Major South-West Railway Project (LNSO)**
- ↔ **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.**

Contribution to the European Coordinator's Work Plan

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

This plan:

- **underlines 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.
- refers 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-2033.**

Mathieu Grosch

European Coordinator of the Mediterranean Corridor at the European Commission



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.