



Montpellier- Perpignan New Line

**A DUAL-LINE SYSTEM A DUAL-LINE
SYSTEM : ON THE LONG TERM**

+ resilient

+ connected

+ freight

About the new line

The Montpellier-Perpignan new line will consist of 150 km of high-speed track between Montpellier and Perpignan to supplement the existing line.

The aim is to boost regional service capacity and provide continuity between high-speed links in France and Spain. The line will fill one of the missing links in the European freight and passenger network and thereby help **drive down pollution**.

The new line is designed to cater to growing demand for rail services along the Languedoc coast in a region engaged in negotiating the energy transition and with a booming population. The existing line is saturated, and has already reached its capacity limits at peak times between Montpellier and Béziers.

The new line will release extra capacity for both passengers and freight. The result will be a more efficient, more reliable network with greater resilience to climate change.



NEW LINE

**Faster, more reliable
services over longer
distances**

EXISTING LINE

**More regional
& local trains**

Location



150 km of new cross-border line between Montpellier and Perpignan

..... ✓

TGV high-speed trains will continue to call at **the existing stations** in Sète, Agde, Béziers, Narbonne and Perpignan **as well as serving** the new stations.

Method

The Montpellier-Perpignan new line is to be completed in two stages : a first section between Montpellier and Béziers, followed by a second between Béziers and Perpignan. By proceeding in this way, the aim is to give priority to the most heavily trafficked section of the network, while shortening the study and works phases and staggering investments over time to improve project sustainability.

A two-part project

PHASE 1 MONTPELLIER ↔ BÉZIER

52.3 km of new line
+7 km of lines connecting to the existing network

Mixed traffic line (freight + passengers)

2 billion euros 2020 economic conditions

Phase 1 of the project was declared in the public interest in February 2023. Functional studies are still in hand (detailed design studies) and first preparatory work will shortly begin in the field.

PHASE 2 BÉZIER ↔ PERPIGNAN

97.7 km of new line
+23 km of lines connecting to the existing network

2 new stations

4 billion euros 2020 economic conditions

Some of the Phase 2 functionalities (stations and mixed traffic option) are to be further studied and the findings unveiled during new consultation procedures.

Reasons

One new line, four main objectives

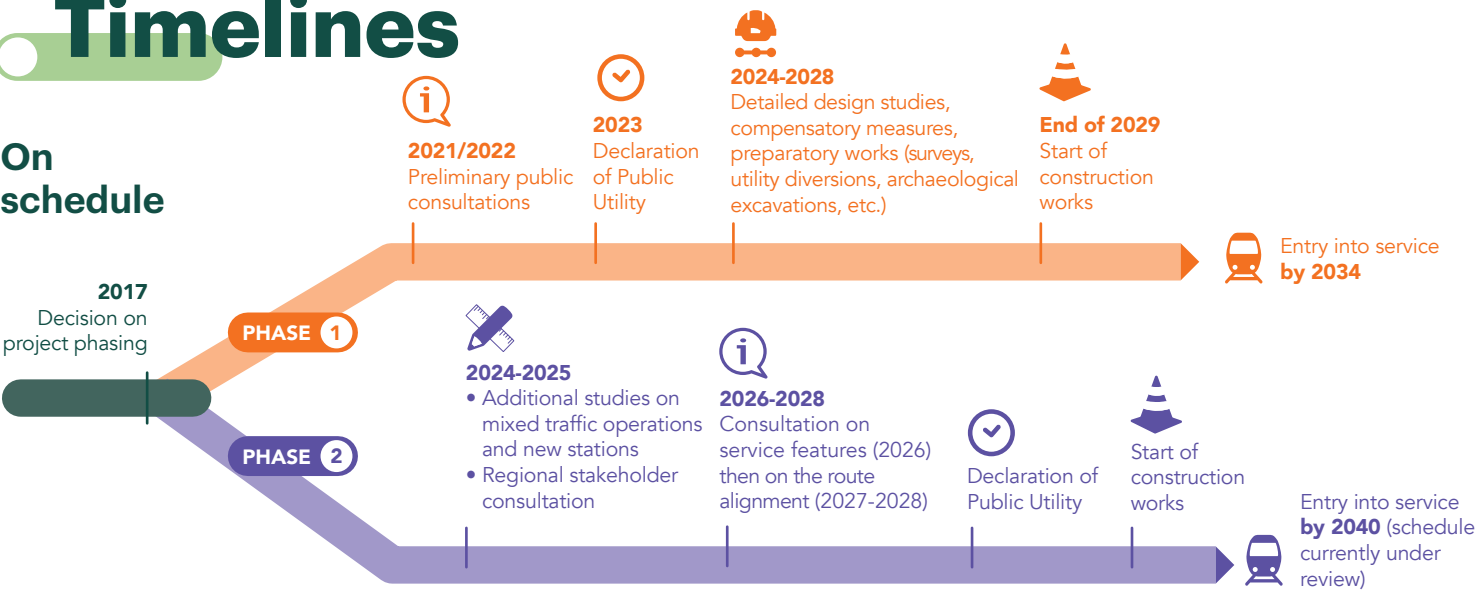
- To release extra capacity and boost quality for local and regional trains**
- To help drive down greenhouse gas emissions**
- To provide continuity between highspeed links in France and Spain**
- Improve freight train flows, enhance rail access to ports and enable the rapid movement of military equipment**

Leitmotiv: sustainable development

For this project, SNCF Réseau has made the deliberate decision to comply with HQE (High Quality Environment) Sustainable infrastructure criteria. To obtain HQE certification, it is necessary to demonstrate that new line projects fulfil all sustainable development and eco-design requirements by ensuring that measures are planned to contain their carbon footprint. Compliance is judged in relation to four criteria: quality of life, environmental-friendliness, economic performance and accountable management. The line will also boost the climate resilience of the rail network in the Roussillon region. **From the outset, SNCF Réseau has taken active steps to curb the project's environmental impact on farming, wetlands, biodiversity, landscapes, etc. It has consistently paid special attention to ensuring that the new line will blend into its natural and architectural environment.**

Timelines

On schedule



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Once Phase 1 has been completed, ridership is expected to rise by 70,000 passengers per year.

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On completion of Phase 1, 18 minutes will be shaved off trip times between Montpellier and Béziers. High speeds will help improve access to the region and make it more attractive through the possibility of faster and easier travel.

.....

Modal shift should curb atmospheric pollution and lessen the number of accidents on the roads. A freight train can carry the equivalent of 45 truckloads.

.....

The project should prompt a shift from road to rail. It will, therefore, have a positive effect on the climate and public health by avoiding greenhouse gas emissions. Trains are by far the most environmentally friendly form of transport.

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+ 3 million rail passengers per year

- 39 minutes for trip times between Montpellier and Perpignan

- 500,000 heavy goods vehicles per year on the A9 motorway

- 160,000 tonnes of CO₂eq per year
i.e. the equivalent of 160,000 individual Paris - New York flights

6 billion euros, 13 co-funding partners

With an estimated price tag of 6.12 billion euros*, the new line is being jointly funded by 13 partners, all involved in project governance.

*under January 2020 economic conditions

A project funded equally by the French State and local authorities, with the highest possible level of long-term, secured European Union funding.

French State

The Montpellier-Perpignan New Line (LNMP) is one of the major priority railway projects listed in France's 2019 Mobility Orientation Act (LOM). The French State is, consequently, contributing a sizeable proportion of the necessary funds.

Local & regional authorities

These 11 local & regional authorities are together providing a further part of the funds needed for the project. For Phase 1, they have set up a public agency (Société de financement de la Ligne Nouvelle Montpellier Perpignan, SLNMP) to manage their different financial contributions. The SLNMP is chaired by Carole Delga, President of the Occitanie Region.

Europe

The Montpellier-Perpignan new line is one of the European Union's priority projects. Both its phases should, therefore, qualify for substantial European Union grants in addition to those already awarded.



Project co-owners



As the French railway infrastructure manager, SNCF Réseau is the main contracting authority for the project and, as such, responsible for masterminding the necessary studies and spearheading consultations with local and regional protagonists.



SNCF Gares & Connexions is the main contracting authority for the new stations.



Local & regional involvement in the project: a priority for SNCF Réseau

Since the earliest days of the project, SNCF Réseau has made a point of maintaining constant contact with the various local & regional stakeholders (politicians, institutions, associations, socioeconomic and environmental agencies, local residents, etc.) to foster the social acceptability of the project and secure local support.

Objective: to ensure that proper allowance is made for local & regional needs and preferences and design a project also capable of containing the effects of works operations on the lives of local residents and the environment.

Since the first public hearings in 2009, there have been several waves of consultations for each of the preparatory line development stages. Similar processes will continue until the line is ultimately placed in service.



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