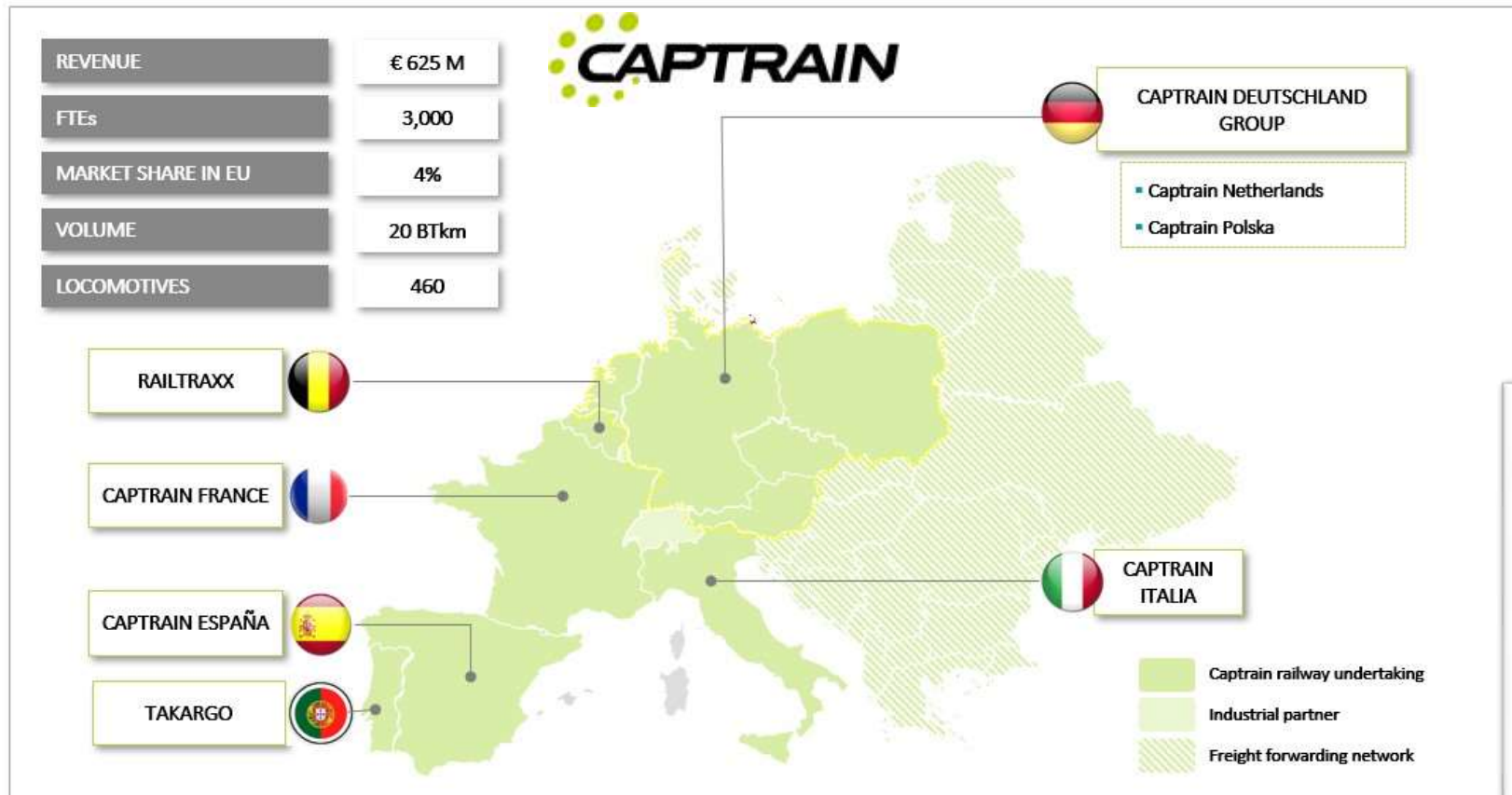


# **LISCONT: The Southwest Iberia Peninsula Deep Sea Gateway**

# Takargo is part of Captrain Group

Captrain is part of Rail Logistics Europe, the SNCF Group Division dedicated to international rail logistics.

Besides the railway undertaking business (Fret SNCG and Captrain) this division includes a rail forwarder (Forwardis), a rail motorway and combined transport business (VIA) and a combined maritime transport business (Naviland Cargo).



1<sup>st</sup> Rail Logistics Hub in France and 2<sup>nd</sup> in Europe!

Strong geographic coverage and complementarity of brands.









# Takargo in a nutshell

Takargo is a Portuguese railway undertaking with safety certificate for Portugal and Spain.

We are specialized in cross-border block train operations for large industrial clients carrying substantial volumes and/or in complex multimodal projects.

## KEY FIGURES 2021

 <b>3.728 TRAINS</b>	<b>105 WORKERS</b> 
 <b>1.959.199 TRANSPORTED TONS</b>	<b>16.4 MILLION € REVENUE</b> 
 <b>462M TRANSPORTED TON-KM</b>	<b>60% MARKET SHARE ON CROSS-BORDER</b> 



Conventional	Intermodal
	

*Non Exhaustive*



# Current Operation in the Port of Lisbon



Product: Containerized Cargo

Origin/Destination: Leixões/Lisbon; option of intermediate stops in Alfarelos/Entroncamento

Frequency: between 3 and 5 roundtrip trains per week

Train Type:

Locomotive	Wagons	Train Length	TEU	Net Tons	
				Import	Export
Euro 4000	18 x Sgnss 60'	356 m	54 TEU	794 ton	614 ton

## Short term opportunities

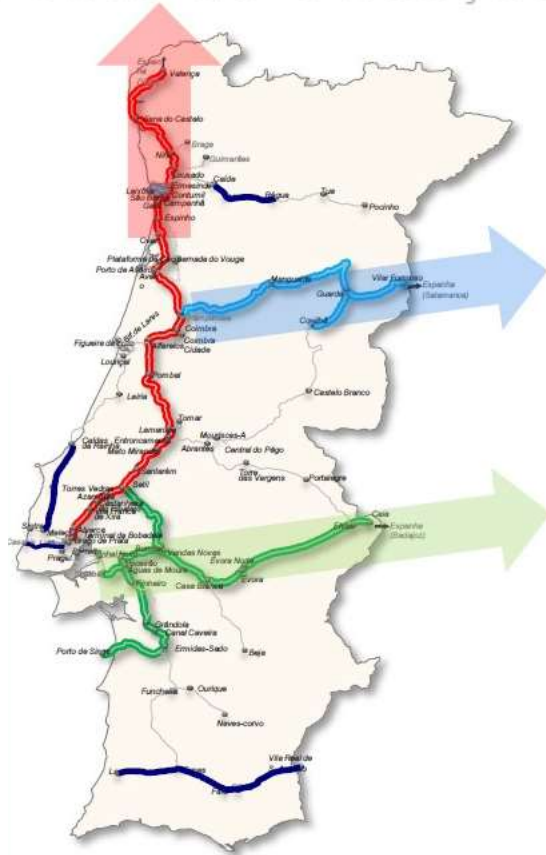
- **Increase train frequency** up to 4 daily roundtrip trains (7 days per week)
- Immediate potential to **develop international rail connections** (e.g., Madrid, Mérida and Valladolid) and expand the hinterland of the Port of Lisbon
- Internal extension of railway in the Alcantara terminal will increased efficiency in loading operations



# Future developments – Public & Private

## FERROVIA 2020

Ponto de Situação



### International North and South Corridors

Strong investment is underway in the modernization of the Portuguese rail network, with special focus on the North and South International Corridors. Works will be concluded in 2024.



### New rolling stock

Railway undertakings are investing heavily on new interoperable electric locomotives for Portugal and Spain. These locomotives are already working in Spain (Captrain has already received 8 units) and will be authorized to run in Portugal within 3 years.

## Our View – The future of Liscont

The existence of a natural deep-sea terminal with state-of-the-art equipment and managed by an international Terminal Operator creates the potential for Liscont to **extend its hinterland far beyond the Lisbon area.**

Due to environmental restrictions (carbon footprint, urban pressure around the terminal) and transport efficiency (lower cost, higher capacity) **rail freight will be the major partner** to materialize this hinterland expansion.

The railway infrastructure and **railway undertakings (like Takargo!)** will be ready to support Yilport achieving this growth. However, a strong commercial activity and partnerships with inland terminals will also be critical.



