



**Barcelona Europe South Terminal  
BEST**

Avda. Estany del Port, 91  
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Port de Barcelona, Spain

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## **INFORMATION ON RAIL-RELATED SERVICES TERMINAL CATALUNYA**

- (A) HUTCHISON PORTS BEST
- (B) TERMINAL INTERMODAL DE NAVARRA

## (A) HUTCHISON PORTS BEST

### 1. General information

#### 1.1. Introduction

Terminal Catalunya S.A, trading under the name Hutchison Ports BEST, has drawn up this document in the context of EU Implementing Regulation 2017/2177.

BEST operates a “freight terminal” in the Port of Barcelona. This rail terminal is part of a deep sea container terminal operated by BEST at the Port of Barcelona. The core activity of the terminal is the loading and the discharging of containers to/from deep sea or feeder vessels; and the reception or delivery of them to trucks or trains.

The rail terminal of BEST is inextricably linked to deep sea terminal and, in that sense, constitute a derivative activity.

This document is published on: <http://www.best.com.es/en/rail-services/>

#### 1.2. Contact details

Hutchison Ports BEST  
Avinguda Estany de Port 91  
Port de Barcelona  
08820 El Prat de Llobregat  
Spain

For operational queries/coordination:

- E-mail address: [tren@best.com.es](mailto:tren@best.com.es)
- Telephone: +34 935084440

For commercial queries/coordination:

- E-mail address: [comercial@best.com.es](mailto:comercial@best.com.es)
- Telephone: +34 935084440

#### 1.3. Validity period

This document is valid from the 1<sup>st</sup> of June 2019 and will be updated if necessary.

Changes to this document will be announced on the web page <http://www.best.com.es/en/rail-services/> no later than four weeks before said changes come into effect. Customers are notified by e-mail.

## 2. Services

### 2.1. Basic service provision

The basic service provision of BEST regarding rail transport comprises:

- Handling of requests for railway infrastructure capacity
- The right to utilise capacity which is granted
- Unloading and loading of containers on the train

### 2.2. Additional services

- Repositioning of containers on the train

### 2.3. Ancillary services

- None

## 3. Terminal description

### 3.1. Terminal

As part of its deep-sea terminal, BEST operates the rail terminal

#### 3.1.1. Name and address details

Hutchison Ports BEST

Address: Hutchison Ports BEST

Avinguda Estany de Port 91

Port de Barcelona

08820 El Prat de Llobregat

Spain

#### 3.1.2. Operating hours

The rail terminal of BEST is operational 24/7 on working days. Saturday from 08:00h to 20:00h. Sundays and holidays under request.

Different hours of operation are in effect during some national holidays:

Closed:

- o From 31/12 20:00 hours to 2/01 08:00 hours.
- o From 01/05 02:00 hours to 02/05 08:00 hours
- o From 23/06 20:00 hours to 24/06 08:00 hours
- o From 24/12 20:00 hours to 26/12 08:00h.
- o If there is any other holiday, that will be announced in an official communication.

#### 3.1.3. Technical data

BEST has:

- o 8 tracks with a length of 750 metres
- o Double gauge (UIC and Iberian)
- o 2 rail cranes (RMG)
- o 4,600 TEU storage capacity (static)

#### 3.1.4. Scheduled projects

No projects have currently been scheduled. Planned work that leads to a reduction in capacity will be announced on the web page <http://www.best.com.es/en/rail-services/> no later than four weeks before said work commences. Customers who use a terminal slot during that period are notified by e-mail as well.

### 4. Charges

#### 4.1. Information on charges

The rates for basic service provision and additional services are listed in a rate sheet that is sent to existing customers and that is available on request.

#### 4.2. Information on discounts

Not applicable.

#### 4.3. Maximum charges

The maximum rates that terminal can charge to its customers are published on the web page: [https://www.cnmc.es/sites/default/files/1796428\\_0.pdf](https://www.cnmc.es/sites/default/files/1796428_0.pdf)

### 5. Access conditions

#### 5.1. Legal requirements

Normally General Trading Terms and Conditions that BEST has with its customers apply, except with some customers that have their own legal agreement.

#### 5.2. Terms of use

After allocation of a terminal slot, the customer is bound by user rules. These rules contribute to the optimum use of the rail terminal.

1. For the operations comprised between 06:00h and 20:00h, the loading list must be sent to the terminal before 20:00 hours the day before.
2. For the operations comprised after 20:00h, the loading list must be sent to the terminal before 12:00 hours the same day.
3. The terminal will operate the trains regarding the transport plan.
4. If the information is not sent on time, or the containers are not physically on the terminal, or the train has not arrived, the guarantee on (full) handling of all the containers that are to be unloaded and/or loaded is no longer valid. Handling takes place in consultation with the rail operator, at the moment that the planning allows for this. If there is no capacity at the terminal, BEST will offer the next possible option. If the rail operator has a slot for another train, the rail operator is free to make his own prioritisation, provided consensus has been reached on this with BEST before the slot commences.
5. In the event of a delay at the terminal, handling will be carried out in accordance with the planning as much as possible.

6. If the agreed-upon volume to be handled is deviated from, BEST reserves the right to shorten the loading /unloading list in the event of more volume. The rail operator has to deliver a shortened loading/unloading list

If the first two points above are not met, BEST reserves the right to withdraw the capacity.

### 5.3. Technical requirements

Apart from the ADIF network statement, there are no additional technical requirements.

### 5.4. Options for independently performing services

It is not possible for third parties to provide services themselves.

### 5.5. IT systems

No particulars.

## 6. Capacity allocation

### 6.1. Applications for access to the rail terminal

This information is included in the railway regulation, established by the Port Authority of Barcelona. All the information is published on the following link:

<http://www.portdebarcelona.cat/es/web/el-port/infraestructures-ferroviaries>

## **(B) TERMINAL INTERMODAL DE NAVARRA**

### **1. General information**

#### 1.1. Introduction

Terminal Catalunya S.A, trading under the name Terminal Intermodal de Navarra (TIN), has drawn up this document in the context of EU Implementing Regulation 2017/2177.

TIN operates an “inland terminal” in the north of Spain (Navarra). The core activity of the terminal is the reception or delivery of containers from train to truck or from trucks to trains.

This document is published on: <http://www.best.com.es/en/rail-services/>

#### 1.2. Contact details

TIN Terminal Intermodal Navarra  
Carretera de Salinas, s/n  
Noain  
31110 Navarra  
Spain

For operational queries/coordination:

- E-mail address: [noain@synergy.com.es](mailto:noain@synergy.com.es)
- Telephone: +34 948311553

For commercial queries/coordination:

- E-mail address: [operaciones@synergy.com.es](mailto:operaciones@synergy.com.es)
- Telephone: +34 5084443

#### 1.3 Validity period

This document is valid from the 1<sup>st</sup> of June 2019 and will be updated if necessary. Changes to this document will be announced on the web page <http://www.best.com.es/en/rail-services/> no later than four weeks before said changes come into effect. Customers are notified by e-mail.

## 2. Services

### 2.1. Basic service provision

The basic service provision of TIN regarding rail transport comprises:

- Handling of requests for railway infrastructure capacity
- The right to utilise capacity which is granted
- Unloading and loading of containers in connection with the different shipping ports

### 2.2. Additional services

- Unloading and loading of containers that have been delivered or will be further transported by truck, or train
- Repositioning of containers on the train

### 2.3. Ancillary services

- Stuffing & un-stuffing of containers for different customers (under request).

## 3. Terminal description

### 3.1. Terminal

#### 3.1.1. Name and address details

TIN Terminal Intermodal Navarra  
Address: Terminal Intermodal Navarra  
Carretera de Salinas, s/n  
Noain  
31110 Navarra  
Spain

#### 3.1.2. Operating hours

The terminal of TIN is operational from 07 to 19 hours on working days. Saturday, Sunday and holidays under request.

Different hours of operation are in effect during some national holidays:

Closed:

- o From 31/12 19:00 hours to 2/01 07:00 hours.
- o From 24/12 19:00 hours to 27/12 07:00 hours.
- o If there is any other holiday, that will be announced in an official communication.

#### 3.1.3. Technical data

TIN has:

- o 2 tracks with a length of 450 metres
- o Double gauge (UIC and Iberian)
- o 3 reach stacker cranes
- o 1,000 TEU storage capacity (static)

#### 3.1.4. Scheduled projects

No projects have currently been scheduled. Planned work that leads to a reduction in capacity will be announced on the web page <http://www.best.com.es/en/rail-services/> no later than four weeks before said work commences. Customers who use a terminal slot during that period are notified by e-mail as well.

### 4. Charges

#### 4.1. Information on charges

The rates for basic service provision and additional services are listed in a rate sheet that is sent to existing customers and that is available on request.

#### 4.2. Information on discounts

Not applicable.

#### 4.3. Maximum charges

The maximum rates that terminal can charge to its customers are published on the web page: [https://www.cnmc.es/sites/default/files/1171356\\_9.pdf](https://www.cnmc.es/sites/default/files/1171356_9.pdf)

### 5. Access conditions

#### 5.1. Legal requirements

Normally General Trading Terms and Conditions that TIN has with its customers apply, except with some customers that have their own legal agreement.

#### 5.2. Terms of use

After allocation of a terminal slot, the customer is bound by user rules. These rules contribute to the optimum use of the rail terminal.

1. For the operations related to train loads, the containers must be at the terminal at 5:00 p.m. the day before of the departure of the train.
2. The terminal will operate the trains regarding the transport plan.
3. If the information is not sent on time, or the containers are not physically on the terminal, the guarantee on (full) handling of all the containers that are to be unloaded and/or loaded is no longer valid.
4. In the event of a delay at the terminal, handling will be carried out in accordance with the planning as much as possible.

##### a. Technical requirements

Apart from the ADIF network statement, there are no additional technical requirements.

##### b. Options for independently performing services

It is not possible for third parties to provide services themselves.



c. IT systems

No particulars.

## **5. Capacity allocation**

### Applications for access to the rail terminal

This information is included in the railway regulation, established by ADIF. All the information is published on the following link:

[http://www.adif.es/es\\_ES/infraestructuras/terminales/80103/ficha\\_instalacion\\_informacion\\_0013.shtml](http://www.adif.es/es_ES/infraestructuras/terminales/80103/ficha_instalacion_informacion_0013.shtml)