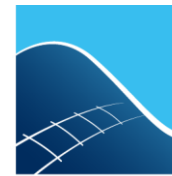
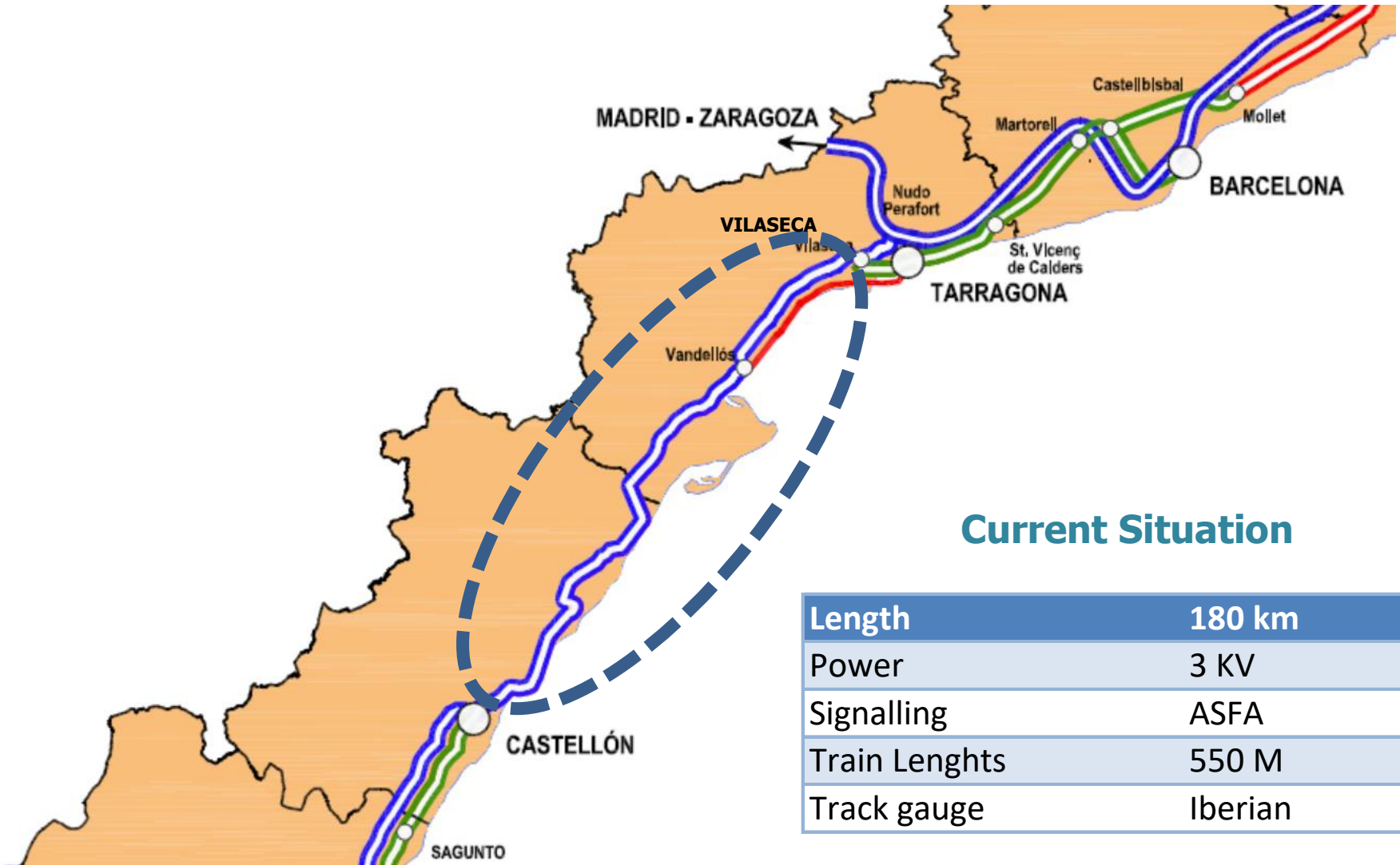


Section
Vilaseca- Castellón



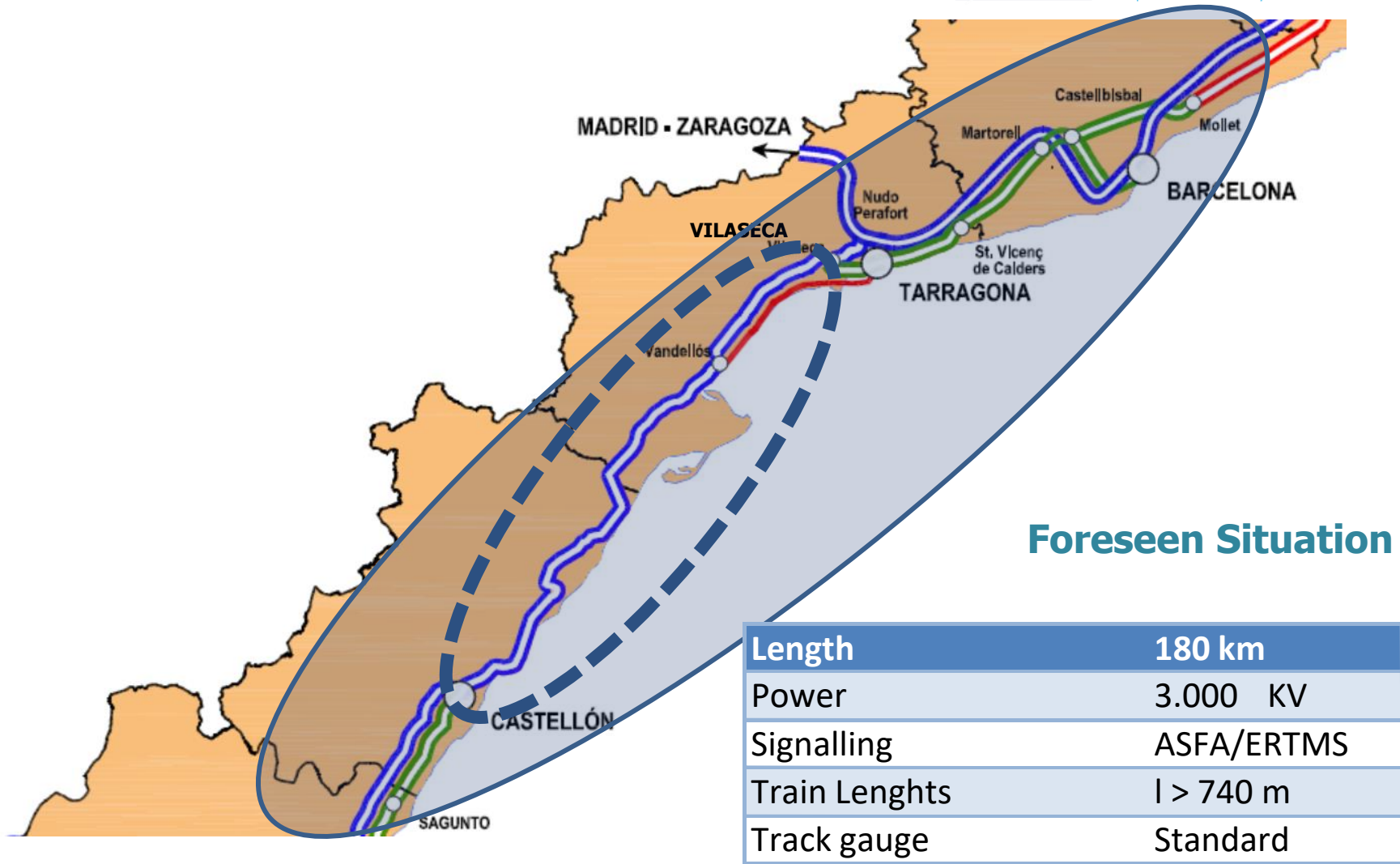
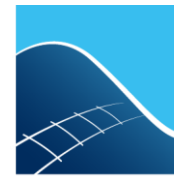
MEDITERRANEAN RAIL FREIGHT CORRIDOR

Spain-France-Italy-Slovenia-Croatia-Hungary



Current Situation

Length	180 km
Power	3 KV
Signalling	ASFA
Train Lengths	550 M
Track gauge	Iberian

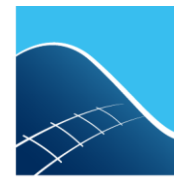




Questions raised

1.- The detailed design is not finalized and there are no details about how final users, and even railway service facilities will be connected (if they have ever been considered).

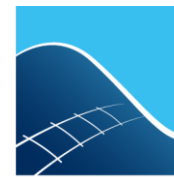
- ❑ All the projects have been specified as of today.
- ❑ Railway companies and other end users have been informed of all the details.



Questions raised

Operations management conditions/model, mixing passenger high speed with freight trains, have **not been clearly defined**. (Lack of experience in Spain)

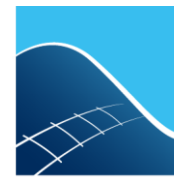
- ❑ There are several European networks on which high speed is made compatible with passenger trains, this shows there is experience in management models of this type of lines.
- ❑ More specifically, regarding Spain, we can consider the Perpiñán-Figueras line experience, where high speed trains and freight trains are both allowed to run.



Questions raised

There are no locomotives homologated to run through this infrastructure: time limit is already too short to homologate new equipment and technical requirements for homologating existing European locomotives are not clear.

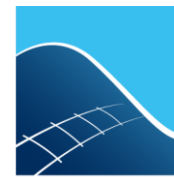
- ❑ The Government Commissioner Office for the Mediterranean Corridor has met with several rail companies established in Spain which have an international dimension.
- ❑ These companies, motivated by the changes to be introduced in 2019 in the homologation processes are initiating the proceedings as soon as possible.
- ❑ It is true that the costs of these homologations entail are a burden for the companies, this is why this Office is contributing with possible solutions for the departments of ADIF and the Ministry of Transport with responsibilities for this, in order to take measures in this respect.



Questions raised

Infrastructure future cost for users is not defined;

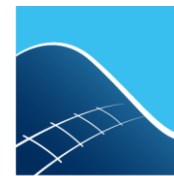
- ❑ The rail companies that have requested a meeting with this Office have informed of the need to know the costs that the Rail Infrastructure Manager will pass on to them at future point, committing to keep the said cost as it is.
- ❑ This could enable the adjustment of prices for end clients and therefore to attract more freight.
- ❑ The Office informed ADIF and the Ministry of Transport of the need to take measures in this respect.



Questions raised

In relation to track gradients, much higher in Spain than in the rest of central Europe, European trains will need double traction in most cases;

- ❑ The implementation of exclusive standard gauge on the Castelló and Vila-Seca section will not imply the modification of the gradients



Questions raised

Spanish companies will be in clear disadvantage with European ones, as they will need to invest in new equipment to reach a “new small section of the Spanish network”, accessible for them up to now. Wouldn't this be a competition issue?

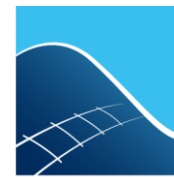
- ❑ It is worth highlighting that this is the initial stage, but that other sections included in the Mediterranean and Atlantic Corridors could follow the same steps to accomplished the interoperability objectives by 2030.
- ❑ In any case, the Office of the Government Commissioner for the Mediterranean Corridor, aware of the possible disadvantages of Spanish rail companies, has established a set of measures capable of mitigating the situation of the departments of ADIF and the Ministry of Transport with responsibilities for this.



Questions raised

Traffic that may need to cross this section (pure UIC gauge) with origin or destination somewhere outside the corridor in the Iberian network will disappear due to too higher costs of alternative routes (longer distances or big weight constraints due to very high gradients).

- ❑ This office has studied all the traffic which as of today runs on this section and has informed the departments of ADIF and the Ministry of Transport with competencies of the possible solutions for each one of them, according to their origin and destination.
- ❑ These solutions include diverting traffic on other routes trying to compensate with other diverse measures the disadvantages that these diversions could entail (as a consequence of extra kilometers or as a consequence of lesser dragging capacity or length of the trains).



Questions raised

The corridor will be disconnected from the rest of the Iberian network, and traffics that would require to triangle with other destinations (to reduce empties) will not be able to be developed. It will only allow equilibrated northbound and southbound trains within the corridor (is this realistic?) which will tremendously cap the future rail freight development.

- ❑ This situation will be mitigated over the next years as the lines included in the Atlantic and Mediterranean Corridors, following the requirements of 1315/2013 Regulation, will enable the circulation of trains on standard gauge before 2030.
- ❑ On the other hand, as an initiative of ADIF, variable gauge axles for wagons are currently being developed and in following stages the aim is to develop these kind of axles on locomotives.

Office of the Government Commissioner
for the Mediterranean Corridor



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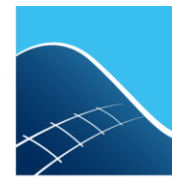
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**MEDITERRANEAN
RAIL FREIGHT CORRIDOR**
Spain-France-Italy-Slovenia-Croatia-Hungary

Thank you for your attention