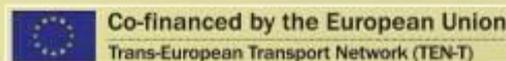




DEVELOPMENT OF THE  
CONNECTION  
LYON-MADRID  
ON THE MEDITERRANEAN  
CORRIDOR



## The Mediterranean Corridor keeps moving

Carles Rúa  
Project Manager  
clyma@clyma.eu

Dear CLYMA stakeholders,

During the last months, there has been movement in the Mediterranean Corridor. On one hand, the Second Work Plan for the Mediterranean Corridor was published by the European Coordinator last December. There we can find an estimation of fulfilment of the aims proposed by the EC until 2030: some of the objectives will be achieved, but some – e.g. manufacturing 740 mt trains along the whole corridor – are not very likely to be accomplished in this time frame.

Also in December, the Spanish and French railway infrastructure public sector companies ADIF and SNCF constituted Linea Figueras-Perpignan, S.A, a joint-venture equally shared by both entities, with headquarters in Madrid. The company will manage the exploitation and maintenance of the railway connection after TP Ferro bankruptcy.

Last month, January 2017, the Spanish Ministry responsible for public works elected Juan Barios Baquero as coordinator of the Mediterranean Corridor. This figure was greatly longed for by all stakeholders. He will satisfy the need of a Spanish spokesperson with a full vision of each territory's necessities.

This month, the CEF (Connecting Europe Facility) program's call for projects for 2016 was closed. Such call will allocate €1.9 billion of funding to projects of common interest in the transport sector. At the same time the new 2017 CEF Transport Blending call was opened (deadlines for submission of proposals: 14 July 2017 and 30 November 2017) with a budget of €1 billion. As you see, the project has been closed for a while now, but things keep moving in the right direction.

Stay tuned for more update!



## TmZ new terminal extension increases its capacity by 67%

The works for the extension of Zaragoza maritime terminal (tmZ) have started. 4,85 million Euros invested and several months dedicated to projecting studies for this new working space which will result in 67% more operating capacity. Moreover, new areas were fit out to manipulate temperature-controlled containers.

Specifically, more than 35.000 m<sup>2</sup> of marshaling yard for containers were incorporated into daily operations and 15.000 m<sup>2</sup> for empty containers stacking area. On the other hand, railway operations were upgraded through the construction of 550 meters new railways inlaid in concrete plate.

On the platform the terminal operations will be maintained with trucks and cranes crossing the area and at the same time trains will be operated on both sides of the railway to improve agility and accessibility.

In addition to the two new load/unload tracks, the reception and expedition tracks were extended by 200 meters in order to get more capacity. A new auxiliary track was built to position rolling stock.

On the other hand, a 9000 m<sup>2</sup> parking lot was built at the terminal's entrance to manage the trucks access as well as a new road for industrial vehicles exit.

Mercazaragoza, tmZ main stakeholder, was particularly interested in including a cold chain area in the extension, therefore specific connecting racks were built to manage and control reefers.

TmZ propels the maritime business in Zaragoza, Aragón, Valle del Ebro and surrounding areas. The trident ship-train-truck offers great service versatility to cut down on costs.



## The Gotthard Base Tunnel already entered commercial service for both freight and passenger traffic

Up to 260 freight trains and 65 passenger trains are expected to traverse the two-tube tunnel on a daily basis.

Vaunted as a major link in a pan-European railway corridor stretching from the port of Rotterdam in the north, to Genoa, in the south, the 57 kilometer-long Gotthard Base Tunnel has taken 17 years to build at a cost of over CHF12 billion. Proponents believe the tunnel will significantly enhance rail freight transport through the Alps while also providing additional stimulus to the modal shift, from truck to train, for the shipment of goods.

Swiss combined transport operator HUPAC said the new tunnel's benefits would include more reliable routes – regardless of weather conditions – the decrease of the route by 30 kilometers, fewer stops to change locomotives and to use bank engines, lower energy consumption, and less rolling stock maintenance due to the elimination of the mountain route.

It will also facilitate a new operating concept, based on the European Train Control System (ETCS), which offers greater timetable stability and punctuality, while also providing sufficient capacity for future growth.

*Source: Lloyd's Loading List*



## The Mediterranean Corridor finally has a coordinator, as announced by the Spanish Minister of Public Works and Transport

Some months ago Íñigo de la Serna, the new Minister of Public Works and Transport, promised the appointment of a coordinator with exclusive dedication to the Mediterranean Corridor. He kept his promise and at the end of January Juan Barios Baquero was designated. Barios will mediate with the social and political agents involved in the infrastructure development.

The Minister did not predict any date for the end of the works because he prefers to stick as much as possible *'to the reality of the facts'*. He insisted on the full dedication of the Executive and expressed his will to *'speed up the stages'* and move forward in all stretches, for which he demands a *'close collaboration'* with the Regional Governments and local organisations.



For further and updated news about the Mediterranean Corridor, please visit:  
[www.elcorredormediterraneo.com](http://www.elcorredormediterraneo.com)

## Spain and France reclaim AVE's tunnel to France

ADIF and SNCF Réseau – the Spanish and French railway infrastructure public sector companies – constitute a joint venture to manage the cross-border AVE connection.

On 19 December 2016, Spain and France signed a four-year agreement (extendable to six) for the exploitation and management of the infrastructure. The contract for this railway stretch had been granted to TP Ferro, private group constituted by ACS y Eiffage, which declared bankruptcy last September. The Minister of Public Works, Iñigo de la Serna, declared that no compensation will be paid to the former contractor group due to the breach of contract.

The costs of the management operations for Spanish Adif and its French equivalent SNCF Réseau of the 44km AVE railway stretch between Figueras and Perpignan, including Perthus tunnel, will be of 11.7 Ml Euros to be equally divided between both countries.

The new public company maintained all the 88 TP Ferro employees. It aims at guaranteeing the continuity of the railway service between Spain and France with the same performances and the same quality and security levels so that the connection will grow and become the driving factor of socioeconomic development it should have been for years.

## Azuqueca dry port celebrates 20 years fully in business

Terminal Intermodal Centro, also known as Azuqueca dry port, was the first dry port in Spain, starting its activities in 1996.

Conceived as one of the big value-added elements of Gran Europa group to the Henares corridor, nowadays it represents the core of several manufacturers and distribution centres occupying a more than 3 million m<sup>2</sup> industrial area, the biggest logistics hub in the Iberian peninsula. It offers regular railway services to the maritime and inland terminals of Barcelona, Bilbao, Sevilla, Valencia, Algeciras and Zaragoza.

The terminal moves approximately 30.000 containers and only in 2016 more than 1.300 trains arrived at Azuqueca. It offers customs service and consolidation warehouses, a logistics warehouse with internal railway, and a containers depot. Moreover it has a business centre, weighing platforms, parking lots for trucks and platforms and local transporters for carriage.

In 20 years, Azuqueca specialised in all types of freight: iron and steel, paper rolls, bulk, palletized goods -cereals, cement, beverages- and special transports.

## 2016 and 2017 CEF Transport Calls

Nearly €7.5 billion requested for CEF Transport infrastructure projects.

The Innovation and Networks Executive Agency (INEA) has received 349 project proposals by

the 7 February 2017 deadline for the 2016 CEF Transport Calls, requesting nearly €7.5 billion in total EU funding. The total available budget for the call is €1.94 billion. Evaluation of the project proposals with the help of external experts will start in March.

The 2016 CEF Transport Calls closed yesterday, 7 February 2017, at 17:00:00 with INEA receiving 349 proposals under the following calls:

CEF-Transport-2016 – Annual Work Programme – Cohesion envelope

CEF-Transport-2016 – Annual Work Programme – General envelope

CEF-Transport-2016 – Multi-Annual Work Programme – Cohesion envelope

CEF-Transport-2016 – Multi-Annual Work Programme – General envelope

In total, €7.49 billion funding was requested, whereas the available indicative budget for the calls is €1.94 billion. This represents an overall oversubscription rate of 3.86 times the budget available.

### 2017 CEF Transport Calls for Proposals

The 2017 CEF Transport Blending MAP Call for Proposals, opened on 8 February 2017, makes €1 billion of funding available for projects of common interest in the transport sector aiming at maximising the leverage of private involvement and capital in the delivery of CEF Transport projects.

This call is open (deadlines for submission of proposals - 14 July 2017 & 30 November 2017).

INEA, along with the European Commission, organises an Info Day on 27 February 2017 to present the political priorities and content of the call. The Info Day will also provide participants with practical information about how to prepare a successful proposal, as well as other background information relevant to the application and evaluation process.

The results of the 2017 CEF Transport Blending MAP Call will be officially announced in the first quarter of 2018.

## Uber's first self-driving truck hits the road in the US

The world's first autonomous truck delivery was carried out last October: 50,000 cans of Budweiser beers travelled through Colorado, US.

Its technology works only on the highway, where it doesn't have to deal with tricky variables like jaywalking pedestrians, four-way stops, or kids on bicycles. It maintains a safe following distance, and changes lanes only when absolutely necessary.

The successful experiment shows that autonomous means of transport represent the near future and trucks are the first in line. They'll almost certainly be here sooner than cars, because the industry desperately needs them and because its use is safer. The trucking industry hauls 70 percent of the nation's freight—about 10.5 billion tons annually—and simply doesn't have enough drivers. The American Trucking Association pegs the shortfall at 48,000 drivers, and says it could hit 175,000 by 2024.

### IN SHORT

The 2nd Workplan on the Mediterranean Corridor, issued by European Coordinator Laurens Jan Brinkhorst, is now available online: <http://ec.europa.eu/transport/sites/transport/files/tent-coordinators-2nd-workplan-med.pdf>

## Credits & Legal Note

Bulletin concept and design: Adriana Díaz & Viviana Zappa

Contributions from:

Port de Barcelona

| Escola Europea de Short Sea Shipping

| VIIA

\*Note: Clyma newsletter is still being published although the project has already finished.



✉ [clyma@clyma.eu](mailto:clyma@clyma.eu)

☎ +34 932 986 070

[www.clyma.eu](http://www.clyma.eu)



**Co-financed by the European Union**

**Trans-European Transport Network (TEN-T)**

"The sole responsibility of this publication lies with the author. The European Union is not responsible for any use that may be made of the information contained therein."



PROJECT OFFICE