

DECLARATION OF LLEIDA

The Mediterranean and Atlantic corridors, as well as the Axis of the Ebro are the most important transport routes of the Iberian Peninsula. The synergies that can be derived from a good interconnection between them are of great importance for the socioeconomic development of an area that concentrates most of the industrial and logistic activity of the Spanish State.

In the Santander / Bilbao - Barcelona - Valencia triangle, which together account for 39.26% of the population and 41.31% of Spain 's GDP, there are the most important clusters of the State in the fields of industry automotive, steel industry, textile / fashion industry, agro-food, petrochemical and pharmaceutical activities, electrical / electronics industry, railway industry, logistics, research at all levels, ...

It is also necessary to point out the trans-European and intercontinental links that provide the Mediterranean and Atlantic Corridors and the Mediterranean and Cantabrian maritime fronts that interconnect

This function of connection between the most important industrial areas and first-level agricultural areas of the Spanish State and the distribution function of both passenger and goods transit through its road and rail transport systems make this area an area where it requires a special attention the logistic activity and, therefore, strategically distributed multimodal terminals that need to be significantly enhanced.

On the other hand, this Hub as an integral part of the trans - European Core Network requires that all railway lines be duly included, particularly in the Tarragona - Zaragoza sector where it is necessary for the conventional line passing through Lleida to be incorporated as it is already The one that circulates by Caspe.

With respect to the adequacy of railway infrastructures to facilitate the passage of freight trains, the actions that FERRMED claims in the Mediterranean Corridor, in this area, are the following:

Short term (2018-2020)

- Restore the Castellbisbal node and adapt the Castellbisbal - Tarragona conventional line to the international width by means of the third lane on both roads
- New line Camp de Tarragona - Vandellòs
- Installation of international width on the conventional line Tarragona - Castellón - Valencia (third lane on the sea side road, only international width on the mountain side road between Tarragona and Castellón and third lane on the two roads between Castellón and Valencia)
- Adaptation of the Castellbisbal - Tarragona - Castellón - Valencia line and the corresponding intermodal terminals for freight trains of 740 m in length and revision of freight gauges in order to be able to accept the concept of rail freeway
- Connections to the international width of the Ports of Tarragona, Castellón, Sagunto and Valencia.
- New connection to the Port of Barcelona
- New terminals in the Metropolitan Region of Barcelona.
- Improvement of the maritime connections of the Balearic Islands with the Peninsular Mediterranean maritime front. Possible "hub" in the Port of Palma for the Western Mediterranean

Medium Term (2021-2026)

- By-pass of Martorell, avoiding the coincidence of the traffic of goods with the one of commuter.
- Redo the line of Roda de Barà - Reus with international width
- New high-speed line Tarragona - Valencia and Parc Central through tunnel - Valencia
- Convert to international width the conventional line Portbou - Barcelona, maintaining a track in Iberian width as long as necessary.

On the other hand, the actions that FERRMED proposes in the Axis of the Ebro are the following:

Short term (2018-2020)

- Adaptation of conventional lines and multimodal terminals of the Ebro axis, between Zaragoza and the Mediterranean, to the international width (with an additional route between Tardienta and Lleida), being suitable for trains of 740 m. Of length and admission of the concept of railway freeway.
- Adaptation of the conventional Zaragoza - Teruel - Sagunto line to the length of trains of 740 m in length, including electrification and renewal of the line
- Conclusion of the high-speed lines of the Basque Y and its connections.
- Adaptation to the international width of conventional lines in the Basque Country and their adaptation to interoperable standards.
- Remodeling of the terminal Vilanoveta de Lleida for 740 m long trains and railway motorway facilities and link to the line towards Picamoixons.
- Connections to the international width of the Ports of Bilbao, Pasaia and Santander.

Medium Term (2021-2026)

- New conventional Tortosa - Lleida international line and a new multimodal terminal in the Lleida area.
- Pass the Lleida - La Pobla de Segur line to international width and consider its extension to the north.
- Remodeling of the line Lleida - Manresa adapting it to the international width and adapting it for trains of 740 m, with direct connection with the line of FGC towards Martorell that incorporates the international width
- New high performance line for mixed traffic, for passengers and goods, according to the "Core Network" parameters between the Basque Country - Navarre - Zaragoza, in particular standard UIC width and freight trains length of 740m.

In general, FERRMED urges that the set of conventional lines in the area be interoperable with ERTMS system and voltage of 25,000 Volts.

In this way, the different multimodal terminals of the Axis of the Ebro could act, on the one hand, channeling traffic to the rest of the Iberian Peninsula and to the rest of Europe by rail and, on the other hand, large exchangers of (Short Sea Shipping and intercontinental) and Mediterranean (Short Sea Shipping and intercontinental flows, particularly in Africa and Asia).

From Lleida we ask the Spanish Government and the Governments of Catalonia, the Valencian Community, Aragon, La Rioja, Navarre, the Basque Country, Cantabria and the Balearic Islands to endorse these proposals, so that we can face a future that can be splendid, if we have

Of the relevant infrastructures. We believe that making a common front between the business world and all interested governments could make a big step forward.

We propose and hope so.

Lleida, March 30, 2017