

FERRMED – ENERGIE TGV CONFERENCE

DECLARATION OF PERPIGNAN

28th June 2016

French-Spanish Mediterranean Railway Area

By "French-Spanish Mediterranean Railway Area" we understand the geographical area facing the Mediterranean between the cities of Lyon, Toulouse, Marseille, Nice, Montpellier, Perpignan, Girona, Barcelona, Lleida, Zaragoza, Tarragona, Castelló, València, Alacant, Murcia and Almeria. This space is one of the more populated areas of the two concerned states, with over 34 million residents (17-million people in France and 17-million people in Spain) and a GDP of 910 billion euros. Furthermore, this area represents a large potential exchange of freight and passengers.

The diagram below displays a railway network imbalance between Barcelona and Lyon, which damages the flow of rail traffic. Indeed, the Perpignan-Montpellier section is served by only one line, which is known as the old line, while other sections have at least 2 lines.

Between Barcelona and Almeria the situation is even more critical. There is no international gauge for the railway. Some sections have a single lane (Tarragona - Vandellós and Font de la Figuera area - Alacant - Murcia) while others, such as Lorca-Almeria, do not have any rail connection.

French / Spanish facts

-  Regarding at the land transport, the route has a quite efficient motorway network.
-  The rail sector mode of transport presents a considerable infrastructural deficit, partially due to technical differences between the two national networks, but also to delays in their harmonization. This fact contradicts the current climate sustainability goals and it is contrary to the decisions of the Cop21.

- ✚ All the railway lines in the North and in the South of the Mediterranean area are forced to go through the bottleneck Perpignan-Montpellier, hence the interest to focus primarily on “Ligne Nouvelle Montpellier–Perpignan” (LNMP) and all that harms the fluidity circulation.
- ✚ Regarding passengers, with 34 million residents in addition to the tourists traveling around the area, the lack of high-speed line between Montpellier and Perpignan on the one hand, and between Tarragona and València on the other, are unacceptable and go in contradiction with the climate sustainability goals.
- ✚ We cannot forget the existing bottleneck that the crossing of Lyon represents (no bypass in Lyon), and the need to advance the finalisation of the Base Tunnel of the Lyon-Turin line construction.
- ✚ Regarding more specifically to Spain, the need to upgrade the conventional line to the UIC width of the tracks is urgent, especially for the sections of Castellbisbal - Tarragona - Castelló – València - Alacant - Murcia / Cartagena.
- ✚ Therefore, the upgrade to the UIC width of the tracks in the connections to the Ports and Terminals must be completed in order to facilitate the transfer of multimodal flows to railway.
- ✚ Implementation of the link Murcia – Almeria for a mixed high speed line/freight transport.

FERRMED position

FERRMED requests:

a) To the French and Spanish governments:

✚ Regarding France:

Given the fact that cross-border traffic in the French and Spanish Mediterranean side is equivalent even higher than the existing between France and Italy, on which the work of the Lyon-Turin base tunnel will be finished in 2029, we support the need to plan the finalization of the projects: the LNMP and the East Lyon bypass before the end of 2017, in order to complete the works at the latest in 2025. As demonstrated by the FERRMED studies, conventional lines will be saturated in 2024.

 Regarding Spain:

To complete before the end of 2018 the implementation of the 3rd rail (to have UIC with of the track) on programmed routes between Barcelona and Cartagena including the new line between Murcia and Almeria, as well as in the connections with multimodal terminals, ports, industrial and logistic parks, mining areas, large factories, and the areas of large food production. Also, to realize by the end of 2017 the necessary studies for programming the duplication of the line between Tarragona and València (new high speed line), and between Alacant and Murcia (new conventional line for freight), in order to have these new lines in operation by 2025. On the other hand, we request the Spanish government to nominate a coordinator specifically for monitoring all the works.

b) To the European Commission:

We ask to the EC (DGMOVE) and to the Coordinators of the Mediterranean and North Sea-Mediterranean corridors, to realize - under European regulations concerning the New TEN-T policy- a detailed monitoring of the rail network planning and development in the short and medium term for the French-Spanish Mediterranean Space. That must be done stressing the respect of the deadlines already set by the States concerned, and forecasting in advance their possible delay while proposing the necessary measures to prevent delays and to reach the objectives (duly stated in the requests to French and Spanish Governments). This is the only way to be able to achieve the objectives of the White Paper on Transport of the European Union and to improve the competitiveness of our enterprises.

Note: See in the FERRMED website www.ferrmed.com the "Barcelona Tribune" Conclusions of 27 January 2015, the "Declaration of València" of December 2, 2015 and the "Declaration of Martorell" of June 8th 2016, for more detailed information about the actions needed.

Perpignan, 28th of June 2016

