

# connect Valenciaport



Improvement of the hinterland rail connection to  
the Port of Valencia **CONNECT VALENCIAPORT**

 Co-financed by the Connecting Europe  
Facility of the European Union

CONNECT Valenciaport is an infrastructure project co-funded by the European Commission through the CEF programme. The project is completely aligned with the objectives of the Mediterranean Corridor, one of the nine TEN-T Core Network Corridors in which the Port of Valencia is a key node. Besides, the project perfectly fits in the Strategic Plan of the Port Authority of Valencia, which mainly aims to integrate the Port of Valencia into national and European infrastructure networks, contributing to the competitiveness of its industrial cluster by improving the connections to and from its hinterland.

CONNECT Valenciaport project is part of a global and ambitious project aiming to improve the accessibility of the Port of Valencia by sea and by land. In particular, the project concerns the upgrade of rail infrastructure including both, studies and construction works, and addresses the most urgent problems affecting the Port of Valencia's rail infrastructure. More specifically, it intends to tackle the lack of interoperability of the rail infrastructure of the port with the Mediterranean Corridor.

On the one hand, the project focuses on the improvement of the rail infrastructure by upgrading the rail tracks with UIC gauge thanks to the implementation of the third rail track solution. This improvement aims

IBERIAN GAUGE  
1,668 mm  
UIC GAUGE  
1,435 mm

TEN-T

● TEN-T Network  
● Mediterranean Corridor



Spain  
Mediterranean Corridor  
Port of Valencia



3 partners

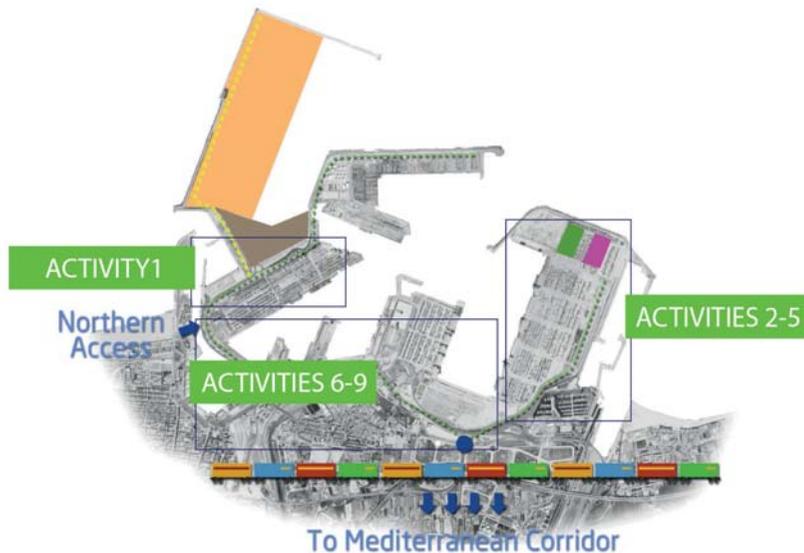


January/2014  
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[www.connectvalenciaport.eu](http://www.connectvalenciaport.eu)

to increase the hinterland connectivity of the Port of Valencia by means of connecting the port and its terminals with both, Iberian and UIC gauge to the Mediterranean Corridor. On the other hand, the project will upgrade the internal railway network of Valenciaport and will lengthen the rail tracks of the port terminals up to 750m. In addition, the layout of the internal rail network will be modified in order to cancel five existing level crossings, which will provide both safety and operational benefits.

With these improvements, the action will contribute to increase the rail modal share of the Port of Valencia and will also allow the presence of international trains coming from the Mediterranean Corridor thanks to the third rail track solution. Besides, the Action will improve rail transport efficiency, increasing interoperability and reducing transportation costs. Finally, the increased use of rail transport for cargoes will also contribute to reduce CO2 emissions and to moderate traffic congestion nearby port areas due to potential changes in the modal share.



### Status of the activities related to construction works:

#### • UIC gauge and lengthening of rail tracks in APM Terminal Valencia (A1)

Upgrading the rail infrastructure at the Public Container Terminal of Levante Quay lengthening tracks up to 750 m and connecting the Mediterranean Corridor with UIC gauge by the implementation of the third rail track solution. The construction works ended on march 2015 and, since then, the rail terminal is under operations.

#### • UIC gauge and lengthening of rail tracks in CSP Iberian Valencia Terminal (A2-A5)

Upgrading the rail infrastructure at the Public Container Terminal of Principe Felipe Quay lengthening tracks up to 750 m and connecting the Mediterranean Corridor with UIC gauge by the implementation of the third rail track solution (A2, A4). This upgrade requires the relocation of the terminal gates (A3) and the restoration of storage area in order to keep the capacity of the terminal yard (A5). The construction works will finish in 2020.

#### • Improving the railway network in the Port of Valencia (A6-A9)

Upgrading the internal railway network and layout of the Port of Valencia and connection to the Mediterranean Corridor with UIC gauge (third rail track solution), new tracks for train reception/expedition and a new rail operations control centre. The engineering projects have been already submitted, the tender is launched within 2019 and the works will start in 2020.

### Objectives:

- Improve the hinterland connections to and from the Port of Valencia by rail, connecting the port to the Med Corridor.
- Upgrade and improve the internal rail network of the Port of Valencia
- Increase the capacity to operate trains in the Port of Valencia as well as improve the efficiency of train handling operations
- Improve safety and control of trains entering and leaving the Port of Valencia by eliminating level crossings
- Rail market share increase from 6% to 18% for traffic in and out of the Port of Valencia
- More than 500,000 TEUs with origin / destination in Spain transported by rail in 2040
- More than 200,000 TEUs with origin / destination in other EU countries transported by rail in 2040

### Key Facts of the project:

- 55 M€ investments by the Port Authority of Valencia
- 11.6M€ CEF Transport Programme Co-financing
- Accommodation of trains up to 750 m in length in the terminals of the Port of Valencia
- Third rail track solutions: Iberian and UIC gauges
- Improved IT systems for train operations (loading/unloading operations, customs control, etc.)

Partners:

