

Name: Manuel Guerra Vázquez  
Position: Planning and Commercial Director

### ***What is CONNECT Valenciaport Project?***

The CONNECT Valenciaport Project is part of the Port Authority of Valencia's global plan to improve the accessibility and competitiveness of the Port of Valencia. This consists of improving the rail infrastructure, the development of the Valenciaport's northern access and the adaptation of the berth line to attend the new mega containerships of 18.000 TEUS or more. In particular, the CONNECT Valenciaport Project involves several actions that improve the port-rail infrastructure.

### ***Which are the objectives of the Project?***

As previously mentioned, the CONNECT Valenciaport Project focuses on improving the new rail infrastructure by adapting it to the new challenges. The main objective is to improve the train capacity operations that arrive and leave the port of Valencia, improving the inter-connectivity to its hinterland and the Mediterranean Corridor.

The specific objectives of CONNECT Valenciaport are the technical upgrading of the railway infrastructure of Valenciaport and its terminals in order to accommodate f larger trains up to 750m long and the construction of the third rail track solution in order to operate trains with UIC gauge and connect to the Mediterranean Corridor of the Trans-European Transport Network (TEN-T).

### ***What are the most important actions in which the project is divided?***

The CONNECT Valenciaport Project can be divided into five different group of activities. The first activity consists in the improvement of the Levante Quay's rail infrastructure by adapting the rail tracks to UIC gauge and also its lengthening to accommodate trains up to 750m long. The second group of activities affects the Principe Felipe Quay and, as in the previous activity, is focused on the rail infrastructure improvement, aiming to operate longer trains with UIC gauge. Furthermore, the third group of activities pursues the road and internal rail network improvement by adapting the current rail tracks to UIC gauge and the elimination of several level crossings that will increase the level of performance and safety of rail operations. The fourth group of activities focuses on the upgrading of the TIC systems for the rail operations and finally, the last activity group is in charge of the management, coordination and communication of the CONNECT Valenciaport project.

### ***Who are the partners of the CONNECT Valenciaport Consortium?***

The consortium of the CONNECT Valenciaport Project is composed by three different partners: The Port Authority of Valencia, the Fundación Valenciaport and Noatum. The Port Authority of Valencia (APV) is in charge of the promotion and development of the infrastruc-

tures included in the project's different actions. The Fundación Valenciaport is in charge of the project's coordination as well as the communication and dissemination activities and, in addition, is the link between INEA for the administration and management of the European funds that are used to finance part of the project. Finally, Noatum is Valenciaport's public container terminal company that will upgrade the information and management system for the rail operations.

***In which stage are the different actions of the Project? What are the timelines for they completion?***

The works for the first activity, of the CONNECT Valenciaport Project, began in the year 2014 with the actions in the Levante Quay, and finalised in March 2015. Currently, the rest of the activities are being carried out according to the project's plan, this includes the design studies of the works at the Principe Felipe Quay and the works related to the new rail traffic management systems and other communication and management activities of the project. Regarding the completion time, it is expected

that all the actions carried out during the project will finish in December 2019.

***What is the budget of the project? Is it co-funded by the European Union?***

The budget of the project is more than 55M€ with a co-founding of 11.6M€ (nearly 20% of the budget) by the European Commission through the CEF "Connecting Europe Facility" programme, a programme designated for the funding of European projects related to transport, energy and telecommunication projects.

***How will affect the CONNECT Valenciaport Project and its connection to the Mediterranean Corridor to the Port of Valencia competitiveness?***

Currently, the rail transport mode for cargo represents less than 7% of the total inland transport that enters and leaves the Port of Valencia. The execution of this project and its connection to the Mediterranean Corridor will foster the rail transport mode for cargoes because it is more sustainable and it will also increase the competitiveness of the Port of Valencia and the companies of its hinterland.

## Activity 1 | Upgrading the rail infrastructure at the public container terminal of Levante Quay

The Activity 1 of the CONNECT Valenciaport project consists of the necessary works for the lengthening of the rail tracks in order to allow trains up to 750 m long to be operated at the container terminal of Levante Quay inside the Port of Valencia. The works of this activity of CONNECT Valenciaport Project started in March 2014 and finalised one year after, in March 2015.

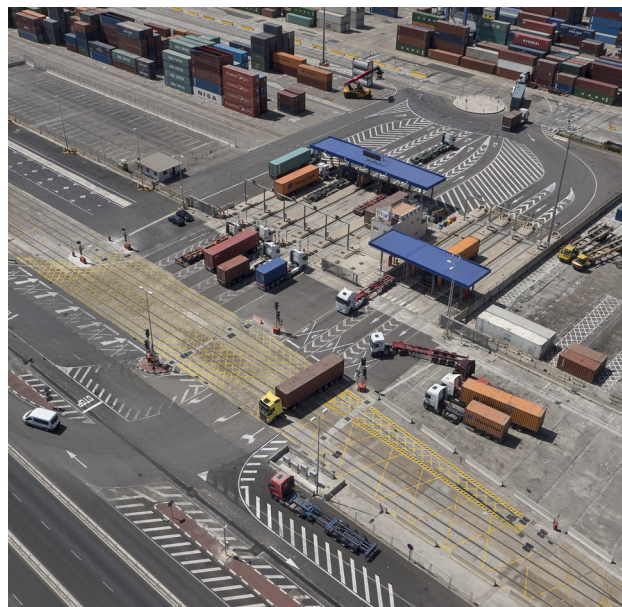
The new railway terminal layout consists of one general rail track and another two for loading/unloading operations located next to the





container terminal. The layout of the existing general rail track has been extended 202 m and adapted to make room for the extension of the existing load/unload rail tracks that have been also lengthened from 330 and 435 up to 799 and 804 metres respectively. The extended general rail track and one of the load/unload rail tracks (the one from 330 m to 799 m) have been also implemented with dual gauge (Iberian and UIC).

The modification of the rail track layout affects the adjacent road network, specially a roundabout located next to the terminal. Therefore, this road network has been reshaped. In addition, in order to optimize the operations of the terminal, two reinforced beams have been implemented alongside the loading/unloading rail tracks enabling the use Rubber Tired Gantry Cranes (RTGs) instead of Reachstackers for the loading/unloading operations.



The final result in the railway layout of the container terminal is one general and one load/unload rail track, both with dual gauge, and the remaining load/unload rail track with the Iberian gauge.

