



An European Association

Development of an efficient rail freight network in South-West Europe

European Alliance for Railway Corridors Development and Trans-European Transport Networks
TEN-T to structure the Iberian Peninsula and its Connection With The Rest Of Europe





Iberian Peninsula: Europe's Intercontinental Logistics Platform

Civil Society Initiative to the European Institutions and the States

For the development of a real rail freight NETWORK

European Alliance for Railway Corridors Development and Trans-European Transport Networks TEN-T to structure the Iberian Peninsula and its Connection With The Rest Of Europe

corredores.eu

Spain transports less than 4% of its freight by rail International rail traffic is insignificant, with only two border crossings



European authorities promote the decarbonisation of transport

Through a unique competitive, social and sustainable space

Alianza Corredores.eu proposes realistic solutions to the road's difficulties



...the rest is carried by road. As for the trans-Pyrenean data, only 3.4% of goods go by train; an overwhelming 96.6% still use the road.



With only two border crossings not designed for goods, it is impossible to reach 10% marked in the MITMA's initiative "Mercancías 30"



Why Corredores.eu?





To support and assist European States

Interoperable Multimodal TEN-T network
Freight is not compatible with High Speed train lines



To develop and promote new connections

Existing border crossings are not sized for the traffic objectives



To contribute to the achievement of the White Paper objectives

Rail Motorways should help meet targets: 10% by 2030, 50% by 2050

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The Objective

Promote a NETWORK of Rail Corridors linking the Ports and Logistics Centres of the Peninsula with interoperable lines in:

- Track gauges
- Loading gauges
- Train lengths
- Signalling and electrification systems

By joining Corredores.eu we will support together the territorial structuring and integration and the energy transition of the Iberian Peninsula



The Iberian Peninsula is the European territory worst connected by rail with the centre of Europe.



Competitive disadvantage of our ports compared to other European ports in the Mediterranean.

Connections between the Iberian Peninsula and the rest of Europe are very limited.

While Italy shares 7 cross-border rail connections, France and Spain share only 2.

The UK and France are linked by 7 other connecting nodes.



The Conferences: a vehicle to make ourselves visible



The Ports of Valencia, BCN, Bilbao, Tarragona, Algeciras, Sines, Oporto or Niort need the corredores.eu Alianza

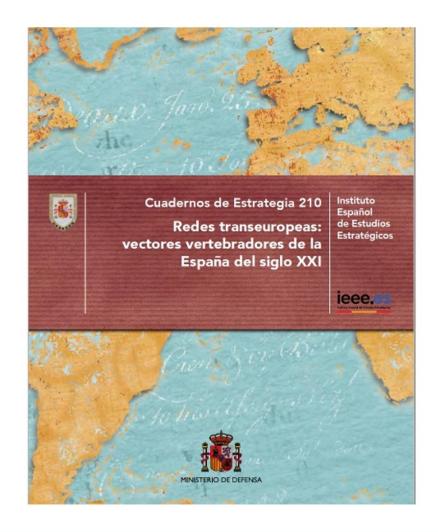
The Allianza has been presented in Portugal, France and at various Transport and Logistics Conferences in Spain, such as the Puerto Seco de Madrid, Algeciras, Cordoba, Zaragoza...

Associate your company with the Alianza at the most interesting events!

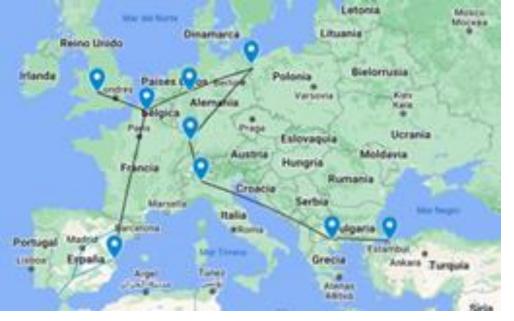


Conference: NATO's Strategic
Core Corridor for National
Security





One of the assets to claim the need for rail connections with the rest of Europe through a Central Corridor is the need for transport in terms of MILITARY SECURITY.



NATO Rapid Deployment Corps Bases

Dual-use infrastructures in the European Transport Network TEN-T



The European Commission defines dual-use infrastructure as Transport Network infrastructure that serves both Civil and Defence needs.

The Spanish Government should develop and invest in the development of a well-connected military mobility network comprising:

- Multimodal transport corridors, including road, rail, air and water routes with dual-use infrastructure, capable of handling potentially heavy and large-scale military transports in a short space of time
- Transport nodes and logistics hubs to provide the required support and sustainment and transit to facilitate the deployment of troops and stuff.

The Central Pyrenees Low Tunnel Rail Crossing (TGC-P), due to its strategic importance, should be considered as one of the priority dual-use Civil-Military projects included in the European Transport Network (TEN-T), as part of the dual-use Transport Network. So as to enable rapid, efficient and unimpeded movements of potentially large-scale forces, including military personnel and their equipment, both in the context of the EU's Common Security and Defence Policy, and for national and multinational activities in particular in the framework of NATO.

The infrastructure of **rail connections for freight** in the TEN-T Network of the Peninsula with the EU is not enough. Today, only 3% of the total amount of goods pass through and the current crossings through the Basque Country and Catalonia cannot absorb more than 8%, they will be saturated. Investments must be made...



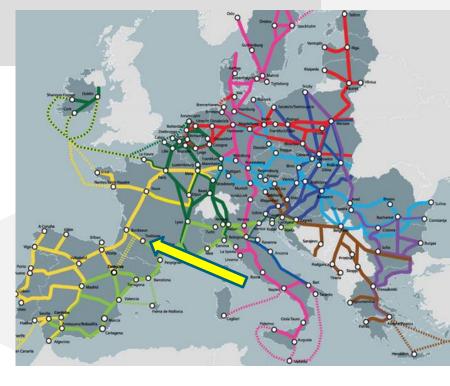
A European project for the Iberian Peninsula: a Central Cross-Border Corridor

A Central Corridor through the Pyrenees

The Alliance is in favor of the necessary reopening of the Zaragoza-Pau line through Canfranc...

and the New High Capacity Crossing through the Pyrenees TGC-P that Spain (ADIF) and France (SNCF-Réseau) are promoting through the AEIE:









CORREDORES.eu, a benchmark for the national media





Los expertos prevén que en el periodo 2030-2050 los corredores mediterráneo y atlántico son insuficientes, megnerraneo y ananneo son msuncientes, siendo ya un cuello de botella para el paso

Hacia un corredor ferroviario central, un proyecto transeuropeo

or razones europeas, estratégicas, de seguri-dad nacional, competitivas y de sostenibili-dad, es necesario impulsar los corredores femu, ca necessato impunsat no contenores re-noviarios europeos y en particular el corredor cen-tral por los prineos. Con este cometido, se constituyó formalmente hace unas semanas Corredotayo unmanueme mate unas semanas sometas res.eu, la Alianza Europea para el desarrollo de co-

transeuropeas de transpor-te TEN-T para la vertebración de la Península Ibérica y su conexión con el resto de Europa. Un proyecto de la sociedad civil.
La infraestructura de co-

rredores ferroviarios para transportar mercancías es insuficiente, máxime a la vista de la aprobación de paquetes ministeriales y europeos para impulsar el transporte de mercancías por ferrocarril en países como España, donde tan solo el 4 por ciento de mercancías se transporta por ferrocarril, la misma que hace 15 años, muy por debajo de la media europea, alrededor del 18 por ciento.

En este contexto de transición energética e interconexión europea, los expertos prevén que en el periodo 2030-2050 los corredores mediterráneo y atlánti-

tes incunerranco y attanti-co son insuficientes, siendo ya un cuello de boteco son msuncientes, stendo ya un cueno de poce-la para el paso de mercancías. Habiéndose converna para es paso de mencancias, municipas conver-tido Zaragoza en uno de los principales hubs logísticos de la Península, no tener un corredor a través acos os la reminina, no tener un correttor a traves de los Pirineos es significativo de cierto letargo en de los ratmeos es significativo de cierco letargo en la planificación a medio plazo y supone un atraso ta pantinención a mento piano y supone un arraso significativo con respecto a la conexión con Eurosignificativo con respecto a la conexion con Euro-pa: mientras los Alpes tienen seis corredores ferroviarios y van camino del séptimo, los Pirineos tan

soio tieneri dos. Por fazones europeas, estratégicas, de seguridad nacional, competitivas y de sostenibilidad es imnacional, competativas y de sosteminadad es ini-prescindible recuperar el proyecto del corredor cenprescunatore recuperar er proyecto dei conteuor cen-tral multimodal por los Pirineos con la reapertura uai innumentata por sos rimitos com sa respectada del trazado de Zaragoza a Pau a través de Can-Gertracauo de Laragoza a rau a traves de can-franc, y con la mejora del eje ferroviario actual de tranc, y con la migora dei eje rerroviano actual de la península lbérica desde Algeciras, que permitila Península Ibérica desde Algeeiras, que permur-rá conectarse con Portugal y los puertos del Esta-do con Francia, el Mar del Norte y el resto de Eu-

pa. Este corredor permitirá el desarrollo de los puersiste corrector permitura er desarronto de sos puer-tos seccos de interior y áreas de actividad industrial para un mayor equilibrio territorial de España. El corrector es también estrarégico para aumentar el concedor de fisica de managandos que los aumentar el concedor de fisica de managandos que los actuares descorrettor es tampien estrategico para aumania es volumen de flujo de mercancías en los puerros desde los buques mercantes al interior. Podría contrioc ao souques mercanes ai mercase, rouna contri-buir a sustituir el tráfico de 2,5 millones de camiopun a sustituir ei tranco de 4,5 minones de camo-nes y reducir a la mitad el tiempo de transporte desde Zaragoza a Francia. Además de ahorrar más

ASULUDO UNICIALISMO DE CAULO.

Es el momento de desarrollar una Alianza de la es el momento de desarroma una ruianza de la sociedad civil, como la que acabamos de constituir, sociedad civii, cumo ia que acabamos de consenuir, para unir voluntades consensuadas y grupos de trabajo que ayuden a conformar voluntades políticas. vajo que ayuuen a comormar vountages ponucas. Y, alineados con el Libro Blanco, tenemos que r, anneatius con et auto manco, tenemos que transmitir a la Comisión Europea la necesidad de priorizar este gran corredor central europeo que priorinal este gran conteuor central europeo que incremente el transporte de mercancías por ferroincremente ei transporte de intercancias por cerca carril y vertebre la Península de una forma compe-



Por ello, el impulso a la red de corredores ferroviarios de mercancías es mucho más que un provarios de mercancias es mucio mas que un pro-yecto trans-autonómico, es un proyecto transeuropeo. Con esta certeza y con la mirada puesta en un futuro seguro, desde la Alianza Europea, donde nuturo seguro, uesue ta rutanza europea, uonue coincidimos colegios profesionales, universidades, camaras de comercio y el sector empresarial del

Presidente de la Alianza Europea para el desarrollo de corredores ferroviarios y redes transeuropeas

Promoter







































Collaborating **Partners:**













































Among others, they support us:



























































































Why should you become a partner?

Be part of a broad Civil Society lobby with the European States and Institutions to make rail freight transport through a European TEN-T Network a reality

BECOMING A MEMBER

... of the decision-making bodies as a partner of a European Alliance that aims to boost rail freight transport and demands the improvement of infrastructures.



PARTICIPATE

... in the Working Groups and Networking activities of the association and in those to which the Alliance is invited, enabling interaction with potential customers and suppliers.



SUBMIT PROPOSALS

... for specific studies on topics of common interest or technical and/or commercial work that are aligned with the objectives of the Alliance.



PRESENCE IN THE PRESS

... for the Alliance to influence the opinion of civil society and institutions to unite political will in favour of freight transport.









PUBLICATION

... of opinion, technical or commercial articles on topics aligned with the objective of achieving freight transport.



SUPPORT AND HELP FOR YOUR BUSINESS

... calling on the European administrations to implement the TEN-T core network corridors



SUSTAINABILITY

To promote decarbonisation in order to decongest road infrastructures and especially the Ports of the Iberian Peninsula.



I WANT TO JOIN THE ALLIANCE!



Promoter Partner

2.000€

Collaborationg Partner

100€

I WANT TO BECOME A MEMBER!

CONTACT info@corredores.eu



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