

Una manera de hacer Europa



BUENAS PRÁCTICAS

Actuaciones Cofinanciadas

Atlantic Corridor. Valladolid- Burgos High-Speed Line.
Track assembly and electrical, signaling
and control facilities
ADIF High-Speed

**Programa Operativo
Plurirregional de España**

Año 2019

Fondo Europeo de Desarrollo Regional

2014-2020. A Good Practice presented by ADIF High-Speed

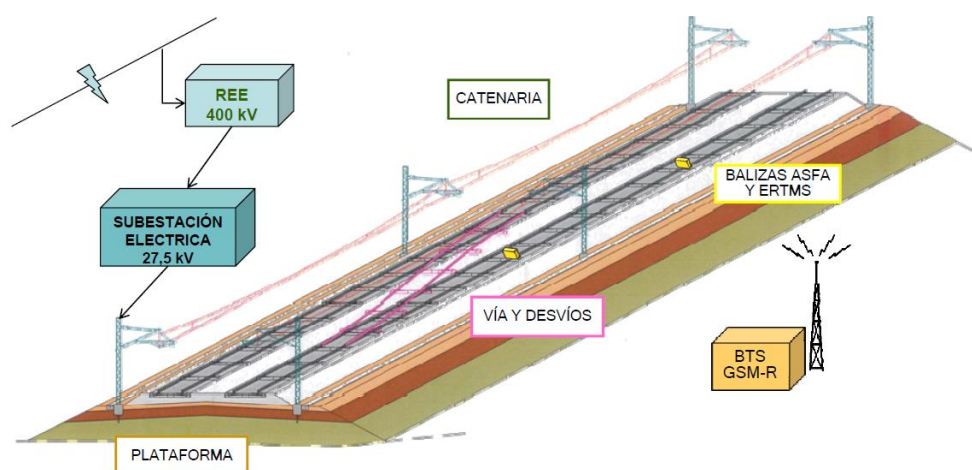
Atlantic Corridor. Valladolid-Burgos High-Speed Line. Track assembly and electrical, signaling and control facilities.



DESCRIPTION OF THE ACTION

The construction works of the Valladolid-Burgos High-Speed Line take place between the provinces of Valladolid, Palencia and Burgos and it has a length of 123 km. This Line is part of the Atlantic High-Speed Corridor, and it will contribute significantly to the full integration of our country into the future European High-Speed Network.

The Action includes the track assembly, the construction of a track gauge changer, interlocking facilities, train protection systems, centralized traffic control, fixed telecommunication detection auxiliary systems, protection and safety installations, aerial contact line and associated systems, electric traction substations and associated self-transformation centers, energy remote control and high voltage lines.



The Action has an eligible cost of 65,4 million of euros with an ERDF co-financing amount of 32,7 million of euros. This will represent an increase of 409.000 passengers for the first year of operation.

It is considered a Good Practice because it meets the criteria designed for this purpose:

The action has been suitably disseminated among beneficiaries, potential beneficiaries and the general public.

Since the start of works on the Valladolid-Burgos High-Speed Line, billboards were installed in points with high visibility, which specify that this is a project co-financed by ERDF.



Billboard installed on the Estépar-Burgos Station section

Once the works on the line were completed, a plaque was placed at the Station of Valladolid informing that the ERDF has contributed to the co-financing of this action.



And the 2014-2020 European Funds Section of the Adif High-Speed website provides information on the ERDF support for the construction of the Valladolid-Burgos High-Speed Line.



In February 2018, different complementary communication actions were carried out at the Stations of Chamartín, Valladolid and Burgos through MUPIS and the dissemination of fliers.



MUPIS in the stations of Chamartin and Valladolid



Disseminating of fliers in the Station of Chamartin



Informative flyer distributed to the general public

On social networks (Twitter and Facebook), posts were published with links to a video about the Action, in which highlights the contribution of the ERDF to the financing of the Valladolid-Burgos High-Speed Line.



<https://vimeo.com/257457592>

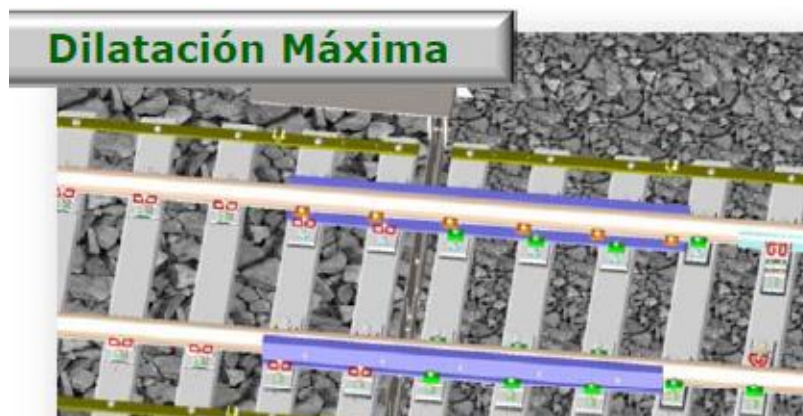
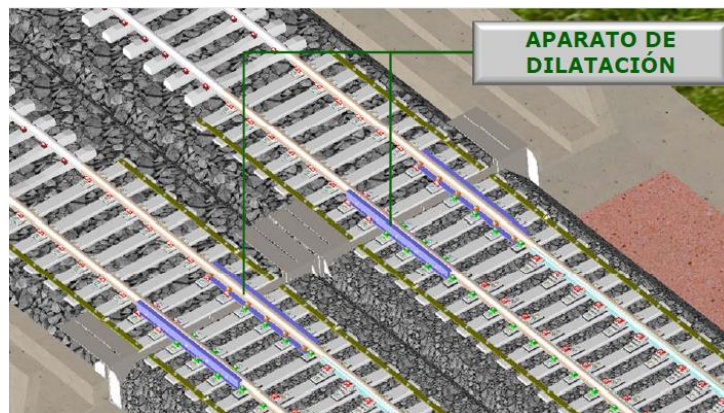
Furthermore, an advertisement of the Action was published in the edition of September 2018 of the Spanish Railway Yearbook edited by Via Libre.



The Action incorporates innovative elements

A new model of expander has been used as an innovative element in the track assembly works in order to increase safety and comfort in the railway traffic and to facilitate maintenance operations.

The expanders, that consist of two steel bars installed in specific points of the track section to reinforce the rail, prevent situations in which the rail may bend or even break due to temperature changes or the braking and starting actions of trains.



The results obtained are adapted to the target established

The Actions included in this Operation contribute to place into service of the new Valladolid-Burgos High-Speed Line, which is another step towards connecting to the future Vitoria-Bilbao-San Sebastian/French Border High-Speed Line. This will achieve the objective of connecting

Madrid with the French Border on the European gauge, and it will facilitate the traffic of trains between Spain and France.

Contribution to resolving a regional problem or weakness

The use of railway as a means of transport in the connections of Madrid with Burgos and the Basque capitals reaches, on average, over 6% of the movements that occur in the Corridor, due to long journey times and low frequency of trains. For example, travelling by train the nearly 400 kilometres that separate Bilbao from the capital takes five hours, with only one train in the morning and another in the afternoon.

Once the Madrid-French Border Line becomes operational, travelling by train will be more attractive for the citizen on the routes between the cities along the Corridor (Madrid, Valladolid, Burgos, Vitoria, Bilbao, San Sebastián), because journey times will be significantly reduced. Rail traffic between the Iberian Peninsula and the French Southwest will also be linked, facilitating commutes without having to change track gauges.

In a first phase, when the Valladolid-Burgos section is completed, the journey time will reduce by an hour. It will provide commuters with a wider offer of timetables and available places, as well as the safety and comfort of the trip will be increased.

High degree of coverage of the target population

The Valladolid-Burgos High-Speed Line will provide coverage for the inhabitants of the provinces through which it operates. It connects with the Madrid, Valladolid-Venta de Baños-Palencia-León High-Speed Line, currently in service, and with the conventional line from Burgos to the Basque country.

Once the high-speed access to the Basque Country and the arrival to the French Border is completed, the beneficiaries of this infrastructure will be 7 million of potential users.

Consideration of horizontal criteria of equal opportunities and environmental sustainability

The actions between Valladolid and Burgos carried out through the processing of the contracts have complied with the legislation, regulations and procedures, as required by the Ethical Code of ADIF High-Speed.

Achieving a sustainable transport is one of the priority objectives for ADIF High-Speed. For this reason and following the guidelines of maximum respect for the environment, corrective measures have been designed for the section in order to achieve environmental and landscape recovery of the land crossed by the line and to facilitate the crossing of the infrastructure by the fauna.

Synergies with other policies or instruments of public intervention

The Valladolid-Burgos High-Speed Line has also received support by Trans-European Transport Network (TEN-T) for track-bed works on the Venta de Baños – Burgos section, and studies and projects for the Valladolid-Venta de Baños-Burgos section with a subsidy of 49,3 million of euros.

It is also expected to receive support from a new European financial mechanism called Connecting Europe Facility (CEF) which is going to co-finance the implementation of the European Rail Traffic Management System (ERTMS) with a subsidy of 5,9 million of euros.

