

Una manera de hacer Europa



BUENAS PRÁCTICAS

Actuaciones Cofinanciadas

Mediterranean Corridor. Monforte del Cid-Murcia
Section. Supply and Track assembly, Electrification and
Facilities (Community of Valencia)

Adif High-Speed

**Programa Operativo
Plurirregional de España**

Año 2020

Fondo Europeo de Desarrollo Regional

2014-2020. Good Practice presented by Adif High-Speed

Mediterranean Corridor. Monforte del Cid-Murcia Section. Supply and Track assembly, Electrification and Facilities (Community of Valencia).

DESCRIPTION OF THE ACTION

The action presented as Good Practice is the assembly of the track, the electrification of the section and the railway signalling and telecommunication systems of the Monforte del Cid-Murcia section in the Community of Valencia, which is integrated into the high-speed line Madrid-Castile La Mancha-Autonomous Community of Valencia-Region of Murcia and it is part of the European Mediterranean Corridor.



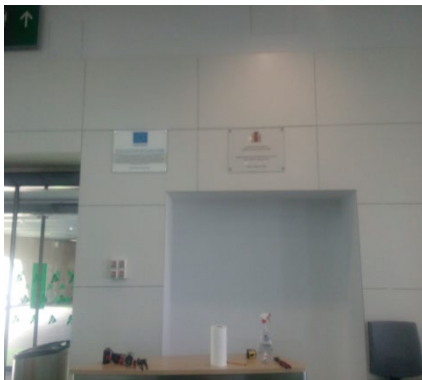
This action has an eligible cost of EUR 100 million with an **European Regional Development Fund (ERDF)** co-financing in the amount of EUR 50 million, and its impact is positive on the improvement of the European transport network because it involves the construction of 44 new kilometres of railway lines.

It is considered a Good Practice because it meets the following criteria:

The action has been appropriately disseminated among potencial beneficiaries and the general public.

The action included in this Good Practice has complied with the regulatory obligations on information and publicity. In addition, other communication actions have been implemented to make the general public aware of what the European Regional Development Fund (ERDF) consists of, what its main objectives are and how it has supported this particular project.

Permanent plaque in Elche station:



Billboard erected on site during the execution of the track assembly works:



A communication campaign was launched in October 2018. Press reports and advertisements were published in local newspapers in the Community of Valencia for wider dissemination (Las Provincias, Levante EMV and La Información de Alicante).



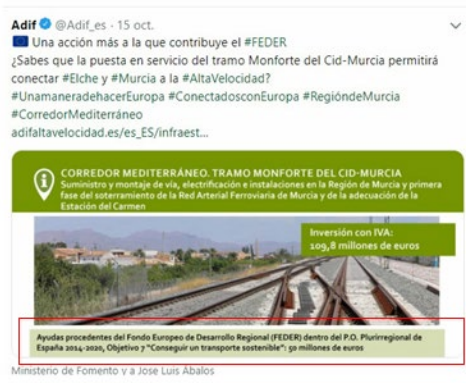
Information leaflets were included in their Sunday editions.



And in their digital editions were inserted banners that lead to an informative video.



Videos and digital leaflets highlighting the importance of ERDF were shared on social networks.



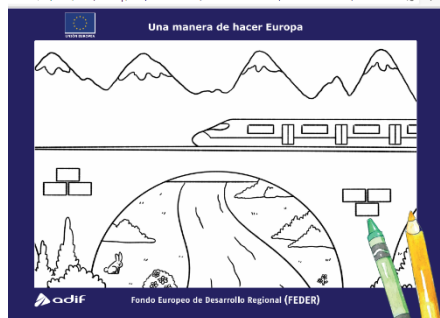
In the stations of Alicante, Atocha, Murcia, Orihuela and Valencia posters were placed in advertising panels and informative leaflets were distributed in them.



Another means of dissemination ERDF information has been FITUR. In FITUR 2019 the information was disseminated through two panels, an interactive screen, merchandising and entertaining activities with prizes for the general public during the weekend.



In FITUR 2020 the advertising of European funds was mostly digital, with access to the information and videos through touch screens. In addition, an interactive game was made for all audiences; there were activities for children and merchandising was given to all visitors.



At a national level, between November 2019 and March 2020 an information campaign was launched in the stations of Adif. Short videos screened in digital mupis and posters promoted how the European Regional Development Fund (ERDF) offers us support.



The action incorporates innovative elements

In order to reduce the levels of vibration in areas close to the tracks, this action has incorporated as an innovative element the installation of elastomeric blankets of high attenuation in the assembly of the track.

An elastomeric blanket consists of a layer of easily placed insulating material. It achieves elasticity in the structure to reduce vibrations.



Elastomeric blanket installation at San Isidro station

The results obtained are adapted to the target established

From the point of view of environmental impact, the main objective in the construction of this railway infrastructure has been to ensure that residents and workers in buildings near train track areas are not affected by vibration levels if they are slightly higher than perception threshold. For this purpose a vibratory study was prepared before the beginning of the works and measurements were obtained in all buildings closest to the tracks that could receive high levels. Finally, the study and measurements made identified the need for an isolation system.

The action reaches the main target set because the installation of elastomeric blankets in the assembly of the track has allowed the citizens of these areas who could be affected to have high-speed services without suffering the inconveniences of the vibrations.

Contribution to resolving a regional or weakness problem

For the vibratory study made before the beginning of the works on the Monforte del Cid-Murcia section, vibration levels inside the buildings were considered according to international, national and regional regulations, as well as the Environmental Impact Statements applicable to the section. The conclusion was that vibration levels were higher than what is acceptable for future railway traffic during daytime and night periods. Furthermore, it was widespread at different points in the section through Community of Valencia, which means an important environmental impact and became particularly important the need to mitigate this type of environmental pollution.

High degree of coverage of the target population

The route of the Monforte del Cid-Murcia section in the Community of Valencia, and more specifically in the province of Alicante, extends along 44 kilometres and crosses locations of Monforte del Cid, Aspe, Elche, Crevillente, San Isidro and Orihuela. Approximately 88% of buildings that are sensitive to the propagation of vibrations due to their proximity to the trains transit areas are of residential use and the rest of industrial, agricultural, tertiary, educational and cultural typology. This action has achieved the objective of high degree of coverage of the population because it has acted on all buildings close to this railway infrastructure.

Consideration of horizontal criteria of equal opportunities and environmental sustainability

Social and environmental criteria have been included in the procurement procedures and in the execution of contracts for this action, such as if the availability of the labour market in the sector allows it, ensuring the right to the same employment opportunities for women and men, as well as hiring people with disabilities, and the proposal for environmental management measures.

Furthermore, the works contracts of this action has been tendered through an open procedure, allowing companies to participate in the process under the same conditions.

With respect to environmental sustainability, all the works included in this action have based on the protection of the environment and seeking to minimize the impact on it. This action also contributes to the reduction of CO₂ emissions, because the development of the railway network between Madrid and Levante has allowed an average annual saving of 129,944 tons of CO₂.

Synergies with other policies or instruments of public intervention

This action is part of the National Transport Plan, with the aim of making the Spanish network coherent with the European network in the field of high speed, based on territorial cohesion, supported by ERDF resources allocated to priorities in more developed regions and in line with the Europe 2020 Strategy.

From an environmental viewpoint, noting synergies with the regional regulation of Generalitat Valenciana: Law 7/2002, of 3 December, on protection against noise pollution and Decree

266/2004, of 3 December, which lays down rules for the prevention and correction of noise pollution in relation to activities, facilities, buildings, works and services.

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