

MEDITERRANEAN CORRIDOR

May 2025

Josep Vicent Boira

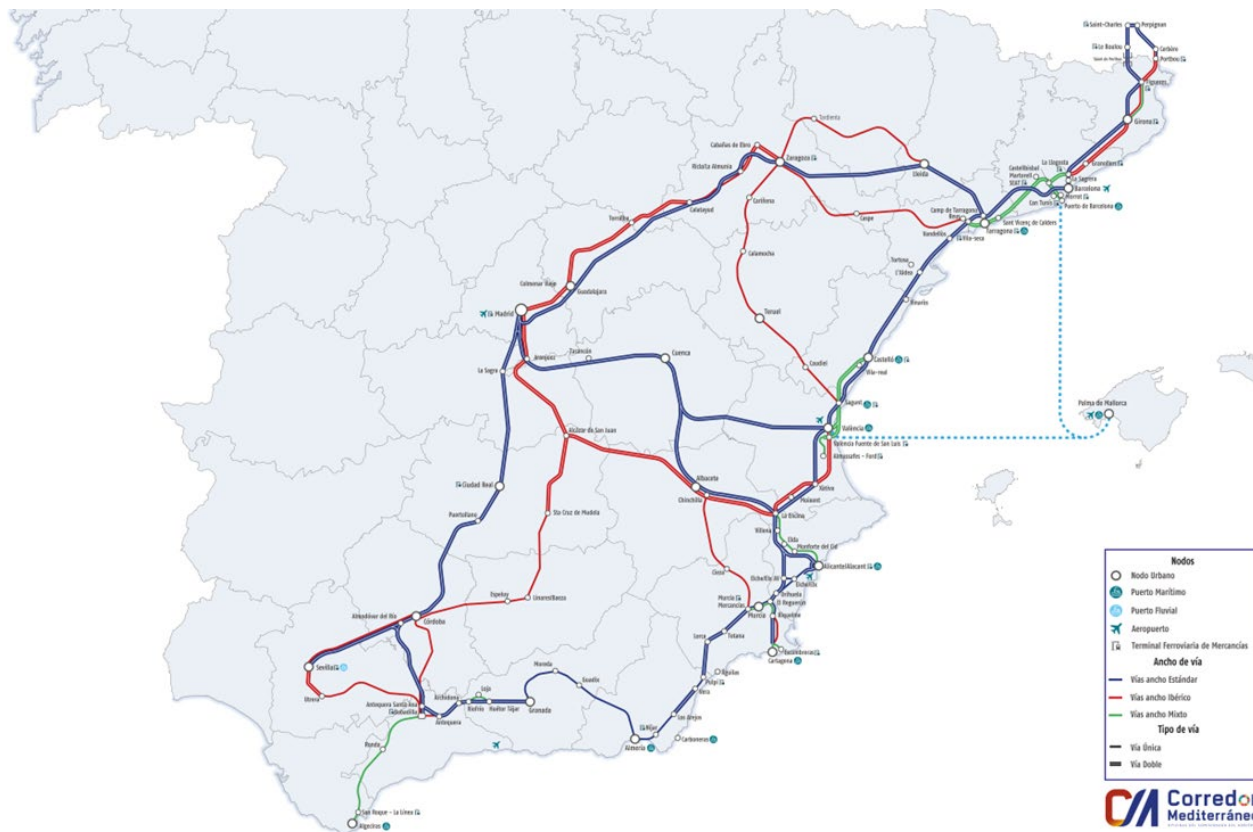
Spanish Government Commissioner for
the Mediterranean Corridor



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DE ESPAÑA

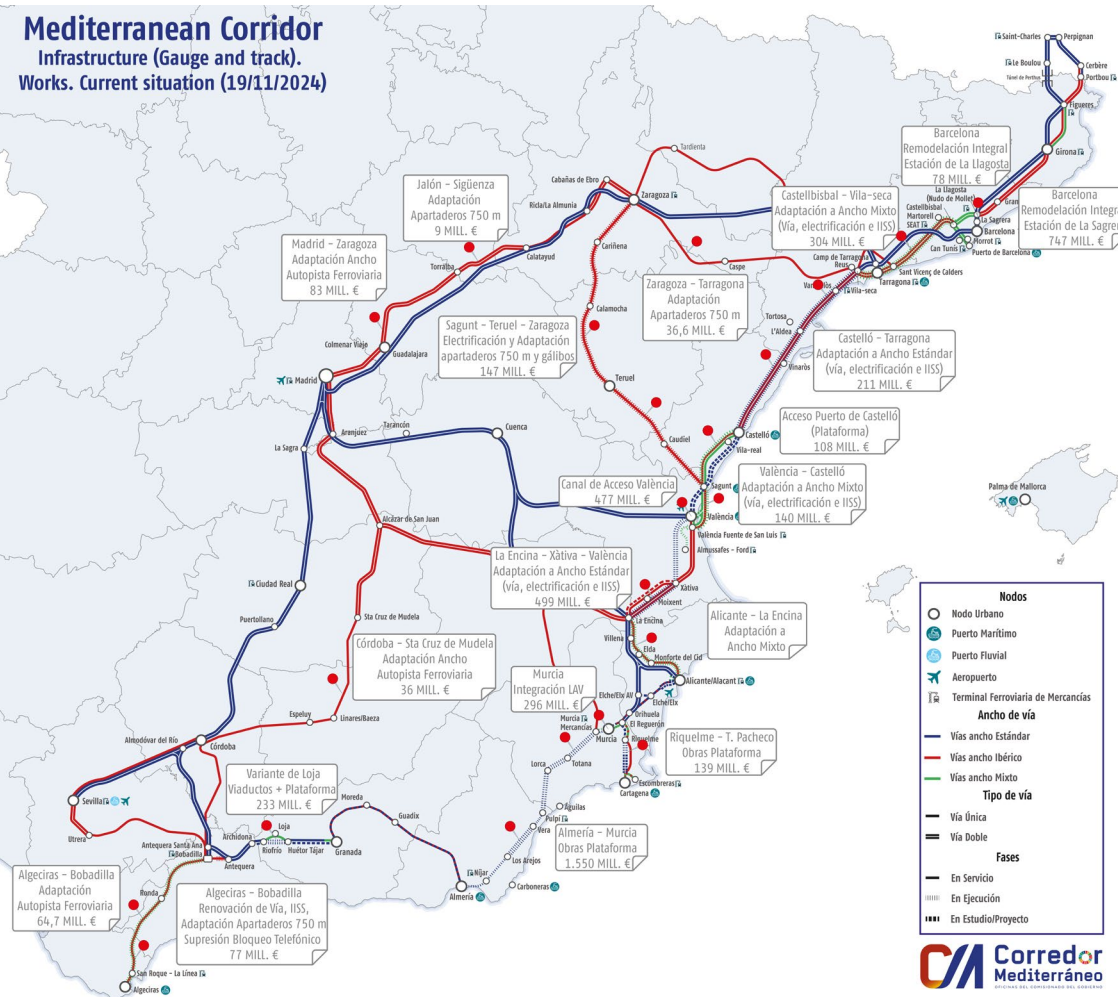
MINISTERIO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE

Spanish Mediterranean Corridor : Future



Mediterranean Corridor Infrastructure (Gauge and track). Works. Current situation (19/11/2024)

Works now

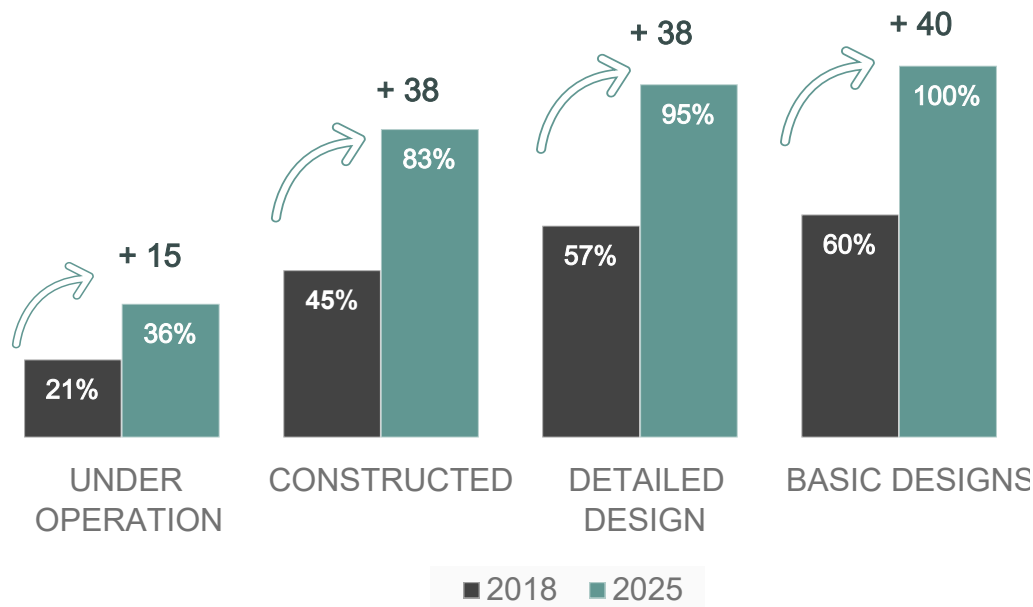


Corredor Mediterráneo



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Progress 2018-2025



7.901 M€

Tendered

Act. 05/05/2025

6.028 M€

Awarded

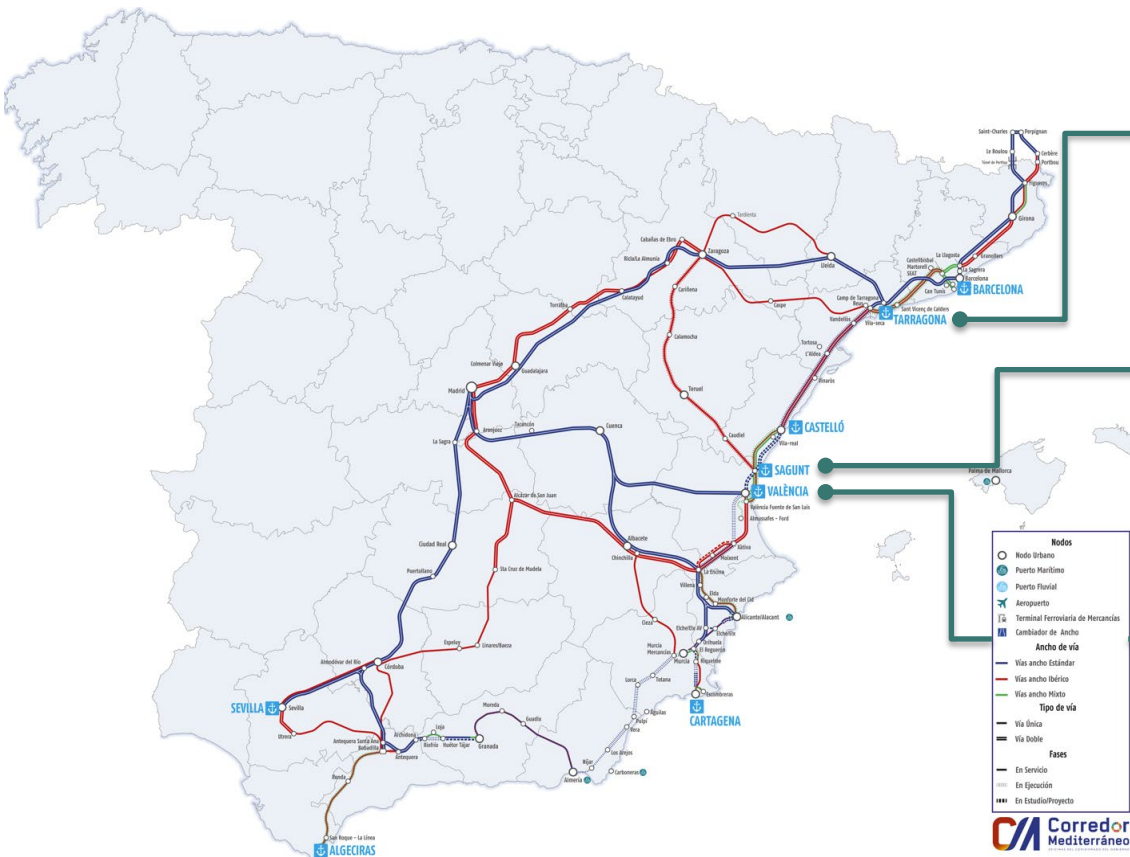
Act. 05/05/2025

4.735 M€

Built

Act. 31/03/2025

Strategic Objectives : Connection with ports 24-26



Port of Tarragona

Implementation of the mixed gauge and 740m trains.
Rail access works in an advanced stage of execution
UIC gauge, RRT, access and internal network adaptation (La Boella)

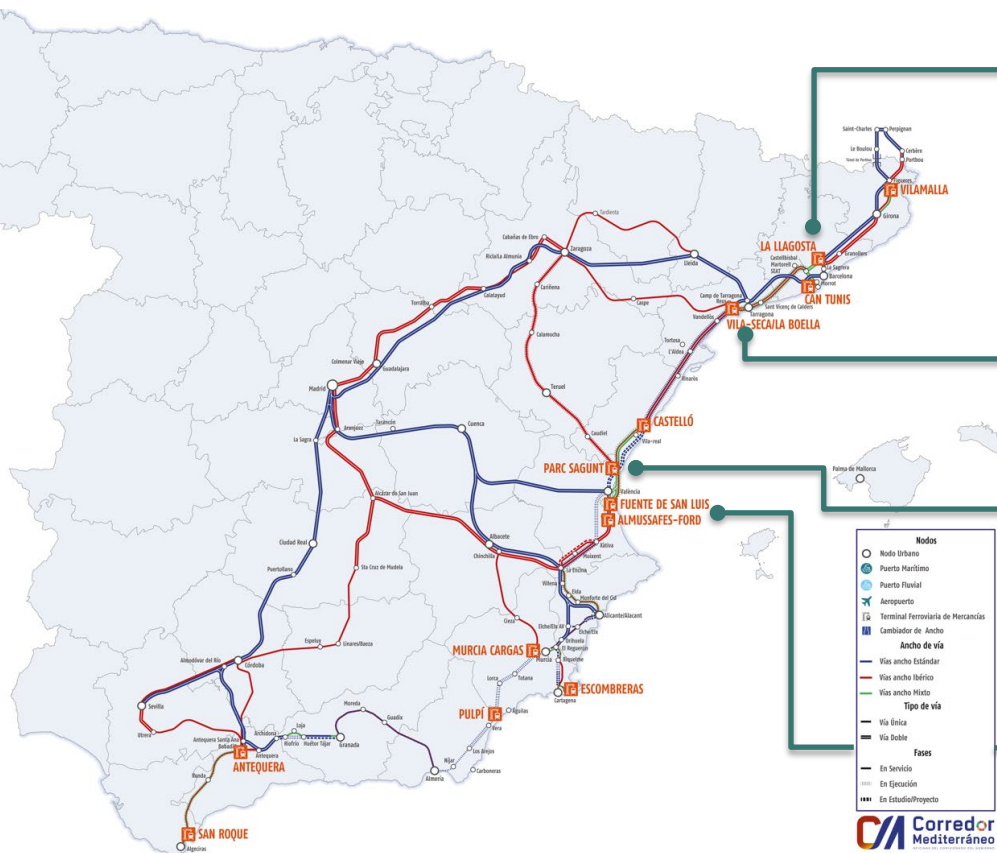
Port of Sagunt

A single 3 kV electrified track of mixed gauge that links the port with the Valencia-Tarragona line with two branches to the north and south.
New mixed gauge rail freight access connecting the port with the Mediterranean corridor, the Cantabrian-Mediterranean corridor and the new RRT.

Port of València

Implementation of mixed gauge and 740m trains.
Works in advanced phase of execution.
Connection of the Port of Valencia in standard gauge with mediterranean corridor, and rail motorway.

Strategic Objectives : Connection with terminals 24-26



La Llagosta

Strategic logistics node in international freight transport. Interoperable, high-capacity, sustainable, efficient and integrated node.

New reception/dispatch track yard made up of parallel tracks with lengths of more than 750 m, with mixed gauge and electrified at 3,000 V.

La Boella (Port Tarragona)

Works finished. Both gauges. Ready for UIC access connection. 5 tracks with mixed gauge (Iberian and UIC) on concrete platforms.

Trains of up to 750 metres in length.

Parc Sagunt

Enabling railway connection to the logistics park in standard gauge with the implementation of mixed gauge.

Railway connection with the Mediterranean Corridor and the Cantabrian-Mediterranean Corridor as well as access after its completion to the P400 Railway Motorway and it will be linked to the Port of Sagunt. Terminal adapted to serve 750 m trains.

Fuente San Luis

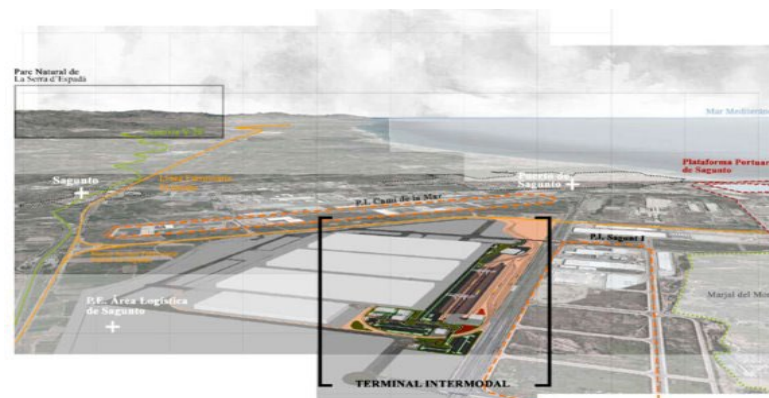
Intermodal logistics platform which, due to its proximity to the port of Valencia and its place in the European network, is a strategic logistics node.



Strategic Objectives : Connection with factories



The Seat-Cupra Martorell, Ford Almussafes and PowerCo Sagunt factories are currently being connected to the Mediterranean corridor. PowerCo will supply material through the corridor to Ford and Seat, but also to other factories such as the one in Pamplona. This will allow, in addition to being connected between them, exports and imports to and from Europe through the corridor.



New stations , new projects & Rail Motorways

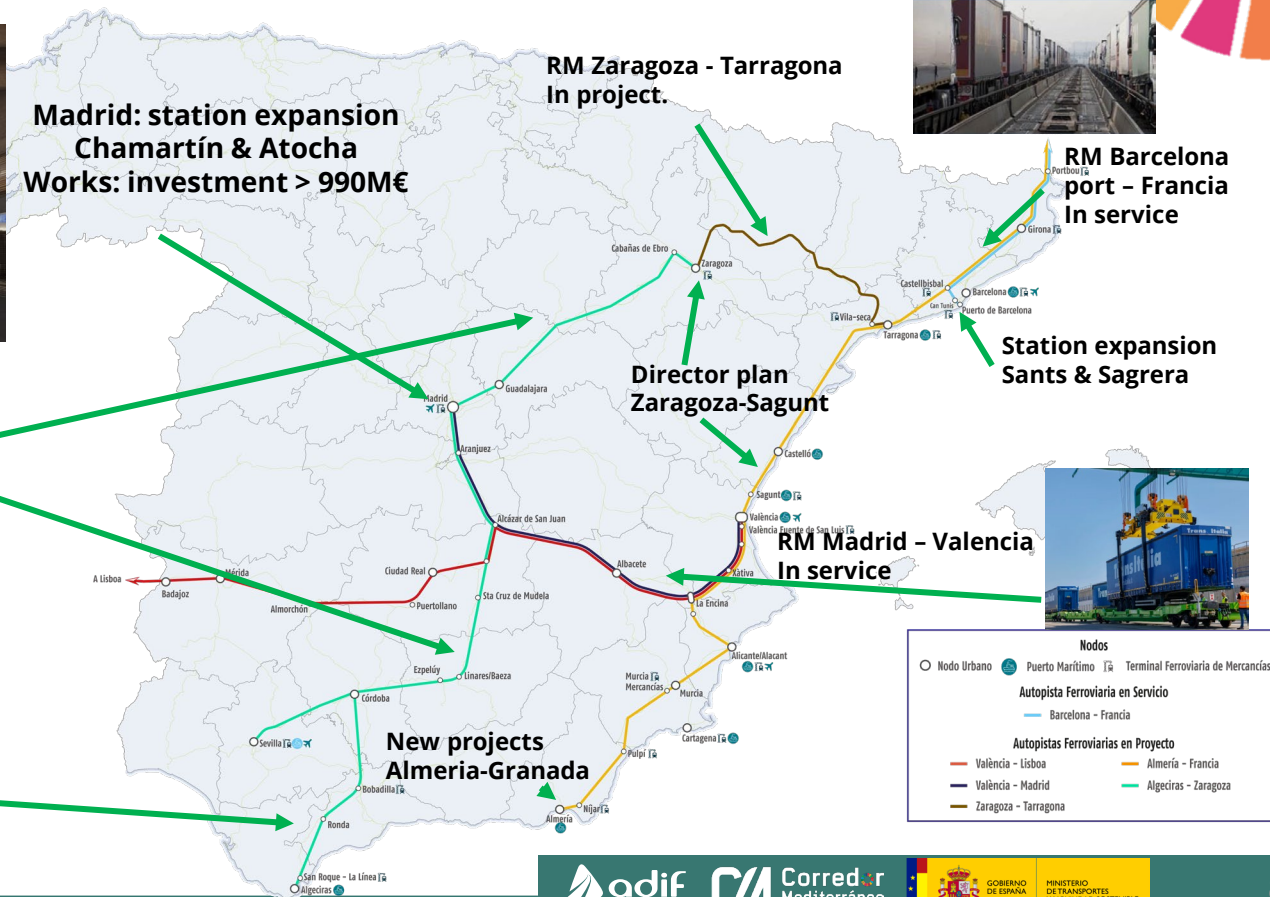


**Madrid: station expansion
Chamartín & Atocha**
Works: investment > 990M€

**Rail Motorways Algeciras-
Madrid-Zaragoza**
Works: investment > 660M€



Director plan Algeciras-Bobadila
Works: investment > 450M€



Cross-Border section Spain - France: Freight

2025

SEAT (VW)

2026

Tarragona
(Port, Terminal
& Industry)

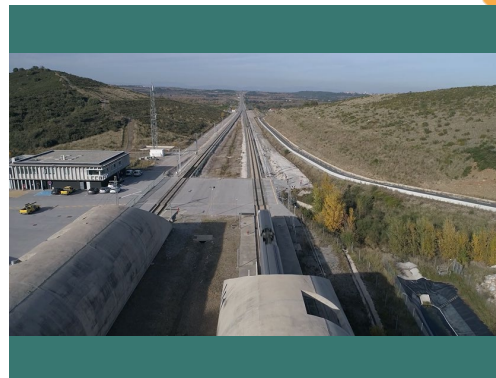
2027

Valencia (Port & Terminal)
FORD

Powerco-Sagunt (Port &
Terminal)

Castelló (Port, Terminal &
Industry)

Perpignan-
Montpellier



- The **toll** for freight trains through the Le Perthus cross-border passage **will be reduced by 90%**.
- This measure is permanent and will take effect on December 15.
- Carriers will pay 59,62 euros for journeys over 750 kilometers, instead of the current 596,21 euros.
- The reduction is the result of an agreement between the transport ministries of both countries.
- It aims to encourage the use of rail transport and reduce pollutant emissions.
- The current management model of the tunnel will be maintained.
- The operating deficit will be covered 50% by Spain and 50% by France.

Objective:

- ✓ To improve the competitiveness of rail transport compared to other modes of transportation.
- ✓ To increase freight traffic on a currently underutilized infrastructure.
- ✓ More trains will be connected, and once Tarragona or Valencia is connected, it will represent a qualitative leap.
- ✓ In the medium term, there will be no deficit.

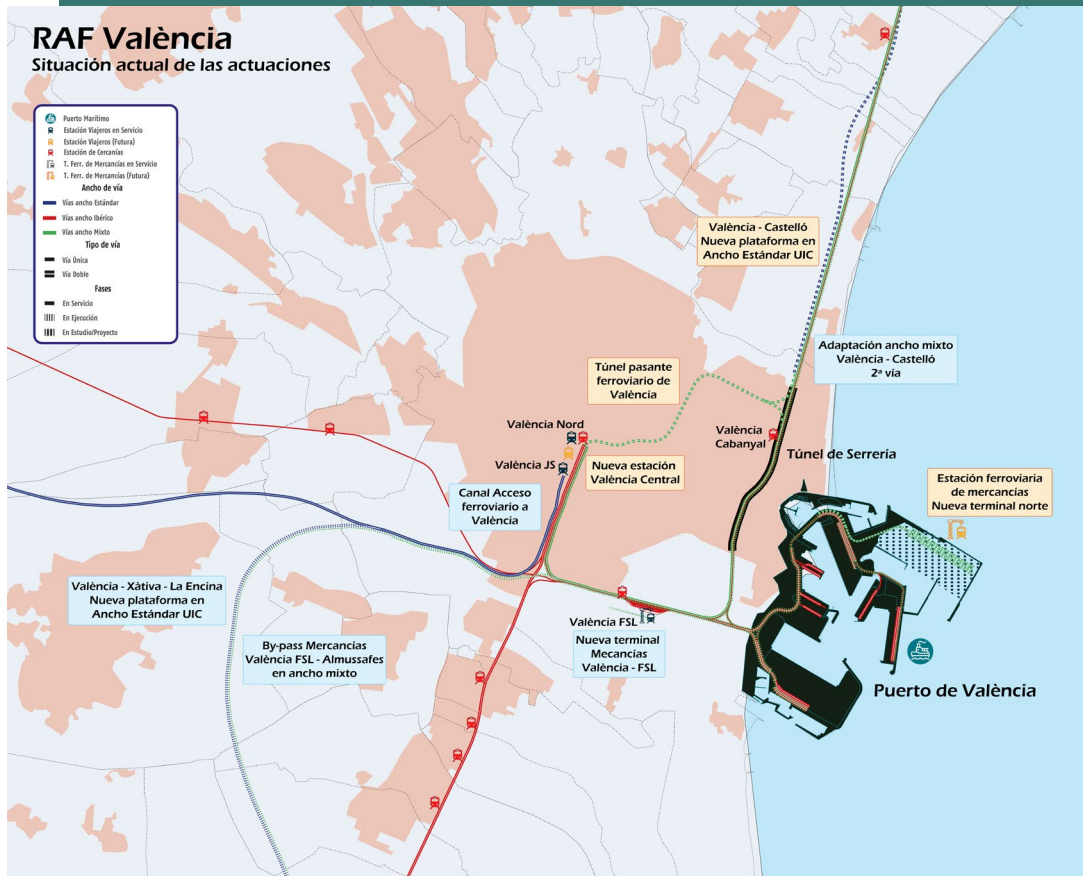


València , Urban Node

RAF València

Situación actual de las actuaciones

- Puerto Marítimo
- Estación Viajeros en Servicio
- Estación Viajeros (Futura)
- Estación de Carga
- T. Ferr. de Mercancías en Servicio
- T. Ferr. de Mercancías (Futura)
- Ancho de vía**
 - Vía ancho Estándar
 - Vía ancho Ibérico
 - Vía ancho Mixto
- Tipo de vía**
 - Vía Única
 - Vía Doble
- Fases**
 - En Servicio
 - En Ejecución
 - En Estudio/Proyecto



Mediterranean Corridor

Anwar Zibaoui: «Queremos hacer que el Mediterráneo vuelva a ser el centro del mundo con una marca propia»

El secretario general de la Asociación de Cámaras de Comercio e Industria del Mediterráneo quiere poner Tarragona «en el mapa» e impulsar la diversificación de su economía y turismo organizando acontecimientos empresariales en la ciudad



diari més

Diari més 5 de mayo de 2025

Para conseguirlo, son clave infraestructuras como el Corredor Mediterráneo. ¿Cómo analiza que desde Europa parece que se apueste más por el Corredor Atlántico?

«El Corredor Mediterráneo no es sólo estratégico para los países mediterráneos. Lo es para Europa porque después conectará con África. Yo diría que es la infraestructura más importante para el futuro del continente. No ver eso es miopía política que sólo mira a corto plazo. Y no es sólo el corredor. Creo que es muy importante que Europa recupere la soberanía sobre los puertos».



Thanks a lot

Mediterranean Corridor Office



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