



CORRIDOR

D

VALENCIA
LYON
TORINO
LJUBLJANA
BUDAPEST

Rail traffic without borders

www.corridord.eu

TOMORROW, EUROPE WILL HAVE A RAIL SERVICE FOR ALL

Increase in traffic flows

To increase traffic flows on European rail networks, countries supported by the Community are promoting projects that are new “distribution channels” for goods and rail freight. **Corridor D** is opening up a whole new horizon for transport across the old continent.

Sustainable mobility

Corridor D links various markets, from Valencia in Spain to Budapest in Hungary. By improving the quality of the rail service, **Corridor D** is encouraging the modal shift from road to rail. In fact, it lies fairly and squarely within the sustainable development objectives set out by the European Commission.



Opening up the market

As a bridge between five European countries, Corridor D provides interoperability between North-South and East-West networks. Its connections also complete the services provided by other corridors and projects in Europe, creating maximum territorial coverage.

TRAFFIC FORECASTS BY 2020:

- + 6% annual growth in freight traffic between France and Spain, via the Mediterranean branch
- cross-border freight traffic multiplied by almost three between France and Italy, via Modane
- 15 Million tons more between Slovenia and Hungary
- rail freight traffic between Slovenia and Hungary multiplied by 5



AN EFFICIENT TRANS-EUROPEAN RAIL NETWORK

FRANCE

corridor

C

Lyon

Amberieu en Bugey

Sibelin

Modane

Bardonecchia

Novara

Torino

Milano

corridor

Nîmes

Avignon

Montpellier

Marseille

Perpignan

Figueras

Barcelona

Tarragona

SPAIN

Sagunto

Valencia

CORRIDOR D MEANS:

- a 3,000 km line
- services to 5 countries - Spain, France, Italy, Slovenia and Hungary



The **Corridor D** project has two constituents:

- 1. Deployment of ERTMS** (European Railway Traffic Management System) on the line connecting Valencia, Lyon, Turin, Ljubljana and Budapest. This standardised management system will replace the many different European systems that are incompatible and, in some cases, obsolete. ERTMS will be introduced gradually from 2007 to 2016.
 - 2. Improvement to service quality** along the corridor by standardising infrastructure parameters, harmonizing operational rules, coordinating investments and improving train path offer.
- a line interconnected with Corridor C (Antwerp-Basel-Lyon), A (Rotterdam-Genoa), B (Stockholm-Naples) and E (Dresden-Budapest)

LEADING AND COORDINATING A CROSS-BORDER PROJECT

The managers of Spanish, French, Italian and Slovenian rail infrastructures (ADIF, RFF, RFI and SZ) have set up a **European economic interest grouping** (EEIG) to coordinate investments on **Corridor D** and facilitate the applications for funds.

The Hungarian railway infrastructure manager (MAV), the concessionaire of the high-speed line Perpignan-Figueras (TP Ferro) and railway undertakings are also involved in the project.

The EEIG is tasked with two activities: deployment of ERTMS and improvement of quality on **Corridor D**.



KEY DATES:

- 17/03/2005: Memorandum of Understanding between the European Commission and the railway associations to study 6 trans-European corridors
- 12/12/2006: letter of intent signed by the Transport ministers of Spain, France, Italy and Slovenia: they took the commitment to fully implement ERTMS on Corridor D by 2016
- 04/2007: Hungary joined the signatories
- 07/2007: setting up of Corridor D EEIG
- 07/2007: response to the call for proposals for the community financial aid in the field of ERTMS
- 2008-2009: start of deployment of ERTMS on pilot sites in Italy, Slovenia and Spain



