

Recommendations for the definition of a governance structure for the Lyon-Madrid axis

EXECUTIVE SUMMARY

This analysis aims to identify the main constraints and needs that currently exist along the Lyon-Madrid transport axis, around the Spanish French cross-border sections in the Mediterranean Corridor, to draw up recommendations for addressing them through managerial bodies.

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The full document is accessible to the project's Stakeholders Interest Group on the CLYMA website: www.clyma.eu



DEVELOPMENT OF THE
**CONNECTION
LYON-MADRID**
ON THE MEDITERRANEAN
CORRIDOR



Co-financed by the European Union
Trans-European Transport Network (TEN-T)

Objectives

The need for a single point of coordination will continue to grow in the future, given the expected increase in traffic volumes and all the particular interests and demands coexisting under the global vision of a transport corridor. The current **development and expansion of global supply chains and the associated intermodal transport systems rely on different geographical scales**, which are not always sufficiently addressed in structures with a comprehensive view of the corridor. In this context, management entities for concrete sections of a Corridor are common practice, specifically in cross-border sections or axis with a particularly conflictive situation.

The present documents aims at **identifying the main constraints and needs currently existing in the Lyon-Madrid transport axis**, around the Spanish-French cross-border section in the Mediterranean Corridor, with the objective of drawing recommendations for addressing them through managerial bodies.

Transport corridors' management in Core Network Corridors' sections

Some European initiatives linked to a concrete section of a Core Network Corridor (Brenner Corridor Platform, Comité pour la Transalpine, Comitato per la Transpadana, CODE24 and Lyon-Turin Ferroviaria) have been analysed to extract conclusions on the definition of good practices regarding their management:

- **Flexibility of the governance structure is a major consideration**, as a close follow-up of the territorial and market reality is required to respond to the renewed needs of its agents and context.
- The **division of responsibilities**, through the establishment of working groups or intern committees is recommended in order to address particular needs of the corridor in an effective and efficient way.
- The **adoption of a multilateral vision in an individual transport corridor is needed** to improve its permeability to coexisting initiatives.
- The **involvement of government bodies** at a regional, national or European level in the organisational structure is highly recommended.
- **Sharing up to date and first-hand knowledge** about the development and operational limitations is a **valuable tool for increasing awareness** about the problems faced by the Corridor.
- It is recommended to **create multi-optional governance structures** with different degree of involvement of the stakeholders in the decision-making process.



- A **bottom-up perspective (collaborative approach)**, in which stakeholders are encouraged to effectively participate is highly recommended.
- To ensure a strong leadership, commitment of the different stakeholders and clear rules for decision-making processes, a governance structure with **proper legal personality is needed**.
- Regional initiatives analysed are mainly focused on **solving bottlenecks arising in cross-border sections, where bilateral agreements must be reached**.
- The most common practice regarding the funding of the start-up costs and operation of these structures is the **combination of membership fees and the co-financing of projects** (European or national calls).

Regional management structures in Core Network Corridors

Initiative	Legal Structure	Objectives	Funding
Brenner Corridor Platform	Cooperative forum, signature of a Memorandum of Understanding	To ensure an integrated transport policy for the Brenner Corridor, focusing on its strategical, political and technical aspects.	Voluntary participation of Members. Permanent secretariat financed and hosted by the regions.
Comité pour la Transalpine	Association	To promote the realization of the railway line between Lyon and Turin.	Membership fees.
Comitato per la Transpadana	Association	To promote, facilitate and accelerate the railway line from Lyon to Ljubljana.	Membership fees and projects (on a commercial basis or co-financed by public institutions).
CODE24 (Interregional Alliance Rhine-Alpine Corridor)	EU co-financed project → EGTC (European Grouping of Territorial Cooperation)	To ensure the development of the Rhine-Alpine Corridor.	Membership fees and co-financed European projects.
Lyon Turin Ferroviare	Simplified joint-stock company	To ensure the implementation (civil works) of the Lyon Turin rail connection.	Rete Ferroviaria Italiana and Réseau Ferré de France.

Needs and determining factors for the Lyon-Madrid axis management

Main limitations and needs which can be addressed from an operational perspective and be solved through soft or governance-oriented measures have been extensively identified in the Activity 3.3 report *Considerations for designing a management model for the Mediterranean Corridor*. The most relevant limitations identified in the document and referred to the particular situation in the Lyon-Madrid axis are briefly presented below:

- **Mixed character of the UIC gauge line** between Barcelona and the French border is **usually seen as a limitation** for the potential freight traffic growth. Other agents note that the mixed use of the line is a limitation **but not an incompatibility for current traffics**, meaning that it can be a temporary but not an ultimate solution.
- A crucial limitation for the exploitation of the UIC line between Barcelona and the French border is the **scarcity of multisystem locomotives able to run on the line** (only three tandems are available). Besides, the existence of only one railway undertaking (Renfe) with locomotives and drivers enabled to run on the line means a competitive disadvantage for the rest of railway undertakings.
- **Greater attention to territorial fabric demands** should be paid in order to ensure a market-oriented strategy, reflecting the local and regional interests, in the development of the Corridor.
- The **duration and costs of procedures for placing in service a rail vehicle can be considerably enlarged due to a lack of authorisation procedures' homologation**. This dysfunction is particularly acute when considering the technical requirements for locomotives crossing Le Perthus tunnel, as technical characteristics in this section (triple tension, two safety systems, high slopes) are so specific that new mobile stock adapted to run on this line would be useful only for this concrete section, discouraging investments for the adaptation of vehicles to run on the line.
- **Lack of coordination in the implementation** of infrastructural measures means that the expected benefits would only be achieved much later, affecting the return of the investment and leading to an inefficient use of public resources, which brings a climate of **uncertainty for potential forthcoming investments**.
- Greater attention needs to be paid **to management and adaptation concerns** which, not being purely infrastructural aspects, have minor roles in transport funding decisions but constitute real bottlenecks.
- **Further integration of the modal chain** is needed; thus greater presence of all the relevant professionals of multimodal freight transport, such as logistics operators, shippers, forwarders, railway undertakings and infrastructure managers in consultative processes is essential.



Recommendations for the Lyon-Madrid axis management

The following 5 conclusions and recommendations to improve the management of the Lyon-Madrid axisi have been drawn. This set of actions complements and particularises the 10 management measures to improve the governance of the Mediterranean Corridor, presented in the report Considerations for designing a management model for the Mediterranean Corridor.

<i>ACTION 1</i>	<i>CREATION OF A FRENCH-SPANISH CROSS-BORDER REGULAR FORUM</i>
<i>OBJECTIVE</i>	To collectively ensure a joint coordination of the infrastructure upgrading schedule, the interoperability issues and the governance problems in the border area, to overtake the current lack of competitiveness.
<i>PROBLEM ADDRESSED</i>	Several dysfunctions (infrastructural and operational) hindering the traffic growth across the border remain unsolved.
<i>DESCRIPTION</i>	Creation of a regular forum with the main institutional representatives from Europe, France and Spain (including both national and regional levels), infrastructure managers and transport operators with the objective of sharing perspectives and enhance coordination on both sides of the border.

<i>ACTION 2</i>	<i>CREATION OF A POOL OF LOCOMOTIVES ABLE TO OPERATE IN THE FRENCH-SPANISH BORDER</i>
<i>OBJECTIVE</i>	To provide enough locomotive tandems to allow railway operators using the UIC connection between Barcelona and Le Soler, allowing competition between railway undertakings.
<i>PROBLEM ADDRESSED</i>	The few existing locomotives able to circulate in the border belong to Renfe, and the investment needed to circulate in this section is very high, constituting a barrier to the entrance of new operators.
<i>DESCRIPTION</i>	Creation of a sufficient pool of certified interoperable rolling stock capable of running on the UIC line from Barcelona to Le Soler, to widen the range of available locomotives approved to cross Le Perthus tunnel.

<i>ACTION 3</i>	<i>DEVELOPMENT OF A COMPARATIVE PERFORMANCE STUDY BETWEEN ROAD AND RAIL MODES IN THE BARCELONA-PERPIGNAN CONNECTION</i>
<i>OBJECTIVE</i>	To identify the most effective actions in order to rebalance the modal share and make railway more competitive in this section.
<i>PROBLEM ADDRESSED</i>	The lack of competitiveness, the insufficient means and the highest costs of rail mode oblige operators to stay in the road connexion between Spain and France.
<i>DESCRIPTION</i>	To develop a comparative analysis between road and rail costs (generalised costs) and competitiveness, in order to identify the main barriers to overcome and the most effective actions to conduct in order to rebalance the current modal share.

ACTION 4	DEVELOPMENT OF SPECIFICATIONS FOR THE EXPLOITATION OF THE SPANISH SECTION OF THE MEDITERRANEAN CORRIDOR AS A MIXED LINE (HIGH-SPEED PASSENGERS AND CONVENTIONAL FREIGHT SERVICES)
OBJECTIVE	To foresee possible future problems or traffic incompatibilities in the mixed line.
PROBLEM ADDRESSED	The co-existence of traffics is seen as a limitation for the potential freight traffic growth; besides, specifications for the exploitation of mixed lines, which can help solving future problems, do not exist.
DESCRIPTION	Preparation of a document with recommendations for the exploitation of this mixed line, including guidelines and suggestions for traffic optimization, schedules and speed restrictions among others, in order to properly manage the line and start devising a plan to allocate the expected traffic.

ACTION 5	REDEFINITION OF DEMAND ASSIGNATION PROCESSES
OBJECTIVE	To facilitate and simplify slot allocation procedures to all railway undertakings.
PROBLEM ADDRESSED	There remain some dysfunctions in the capacity allocation procedures in Spain which should be solved in order to ensure fairer access to the network and guarantee an efficient use of the available capacity.
DESCRIPTION	Facilitation of the access to infrastructure of new entrants through the revision of the existing unfair practices in the Spanish capacity allocation procedure.





Conclusions

Continuing the activity of the Clyma project, through a legal structure to support the development of the Lyon-Madrid axis, with participation of Spanish and French key stakeholders and with a more operational approach can be the next step in achieving an efficient growth of the axis. The involvement of European and government representatives (both at a national and regional level) would be an essential part of the governance entity as **important trans-national planning and investment decisions must be taken** in order to unblock the current situation. European experiences analysed denote the success of project initiatives aimed at enhancing the development of a Corridor's section; indeed some of the initiatives (such as the CODE24) started as a co-financed project, whose activity is extended in the long term through the creation of a legal entity, and whose approach is transformed towards **greater implication of private partners**.

The proposed management structure is envisaged in a context in which the pre-existing management structures (RFC6 and European Coordinator) will lead, in a coordinated manner, the comprehensive management of the Mediterranean Corridor. In this sense, the entity for the development of the Lyon-Madrid axis should avoid duplication of works or studies, but **provide the RFC6 and the European Coordinator with conclusions and proposals for action with an added-value**, derived from their better **knowledge of the local and regional needs and their greater proximity to the business and territory agents**.



CLYMA project consists of the implementation of the corridor approach to a section of the **Mediterranean corridor**, concretely to the Western part of the corridor and specifically to the Lyon-Madrid Axis.

The project comprises of studies and actions on the organization and optimal implementation of the **TEN-T network**, taking into account long term perspectives, environmental aspects and associated needs, as well as studies that promote environmental sustainability, resource efficiency and low-carbon transport within an integrated transport concept. This should stimulate the deployment of the **Green Corridor concept**. The project also intends to develop a **managerial structure** for the intermodal corridor.



PROJECT OFFICE



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