

# CROSS-BORDER PASSENGER RAIL SERVICES: IMPLEMENTATION OF HIGH-SPEED RAIL SERVICES BETWEEN THE REGIONS OF CATALUNYA AND OCCITANIE

*June 2023*

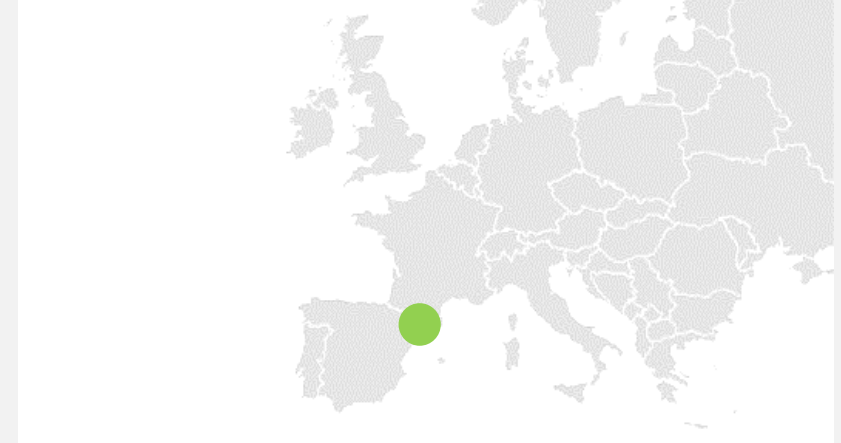
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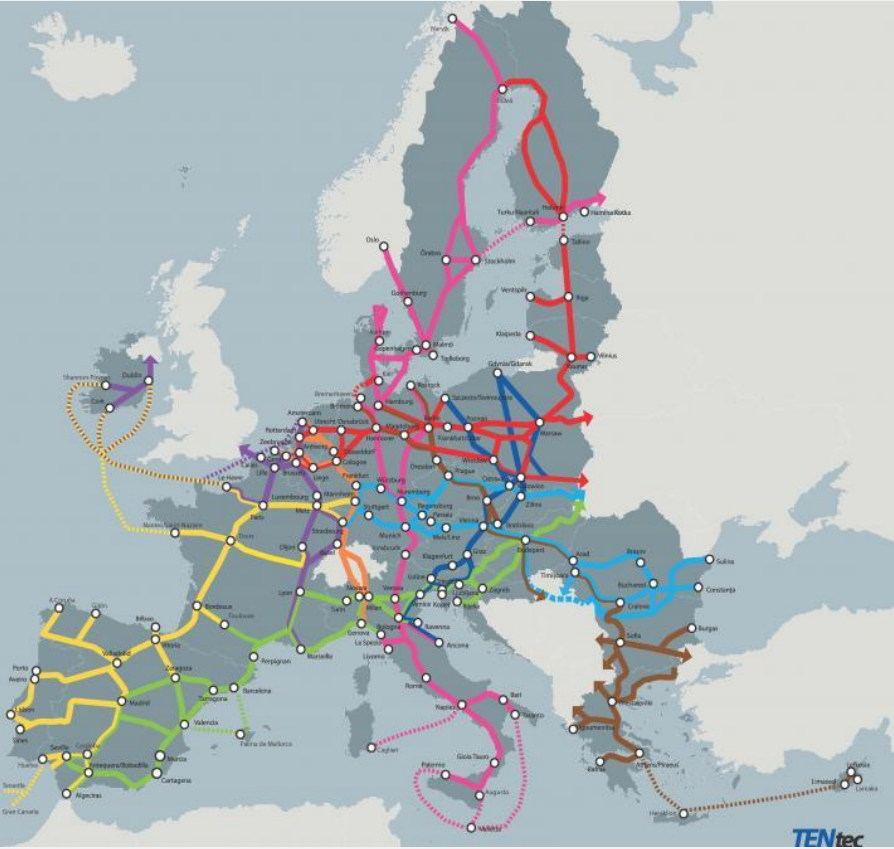
## FGC: Who are we?

- We are a **railway company** based in **Barcelona** owned by the Catalan Government.
- Besides **operating and managing railway infrastructure**, we also operate **mountain resorts**.
- Some of our figures:
  - +290 km of railway lines
  - +100 stations
  - +90 million passengers/year
  - +2,125 employees
  - 6 mountain resorts
  - 2 rack railways
  - 4 funiculars

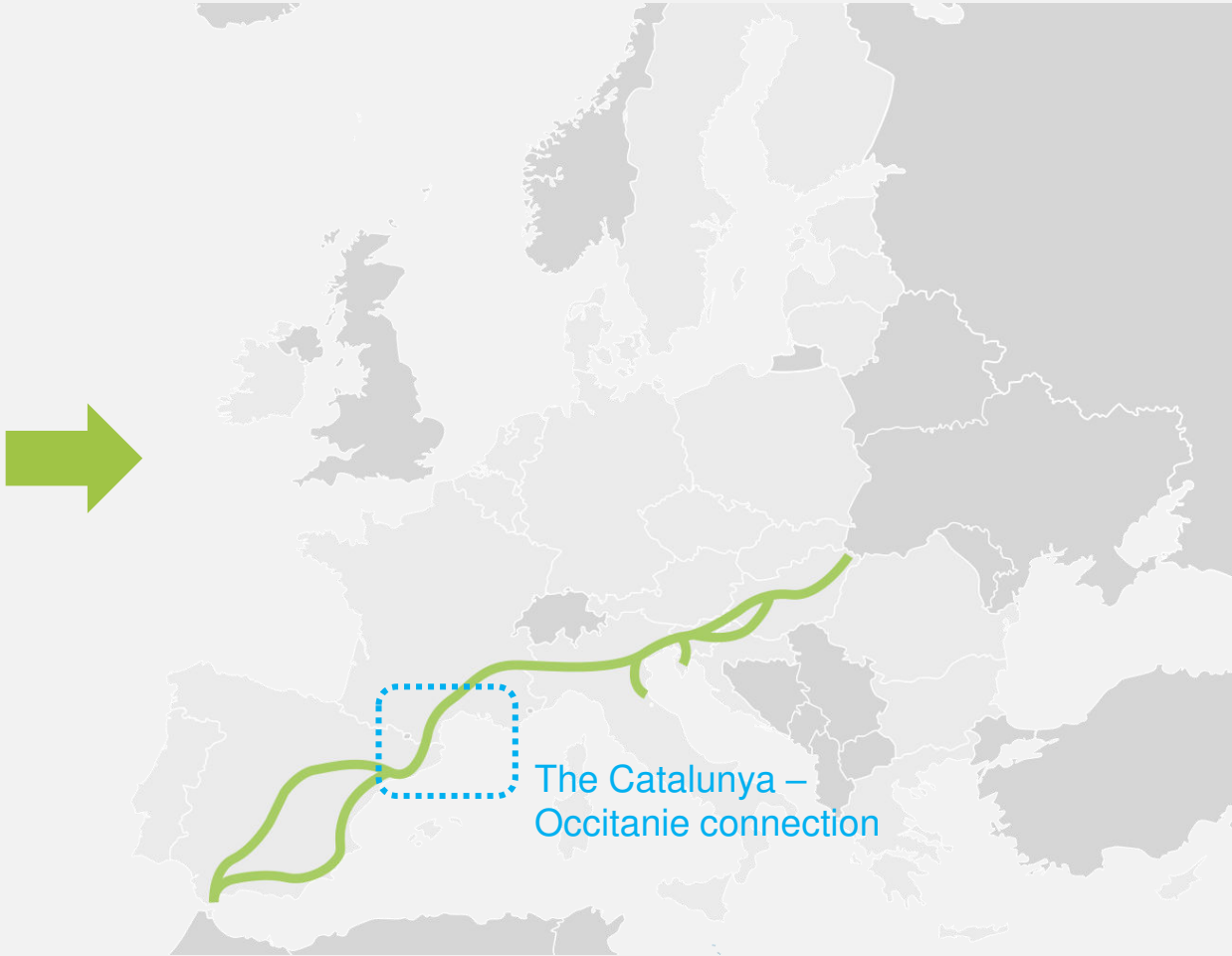


# Mediterranean Corridor, a regional approach

### Trans-European Transport Network (TEN-T)



### Mediterranean Corridor





# Cross-border regional rail services Catalunya - Occitanie

## THE NEED FOR REGIONAL SERVICES



Relevant potential demand



Insufficient and unattractive offer



A favorable scenario for the rail sector development in Spain



FGC is committed to Catalunya's development

## SERVICE DEFINITION

FGC aims to offer a cross-border regional alternative which better suits the existing mobility needs and becomes favorable for the rail sector development.



*Daily internal and international work journeys (allowing 7-8 hours at destination)*



*High service quality regarding comfort, trip duration and punctuality*



*Touristic demand attracted by new and improved origin-destination relations*



*Competitive fee*



## FGC's analysis: the business case

Given the strategic interest and market opportunity, FGC has carried an in-depth analysis to establish the viability of such cross-border services.



**The potential and interest of such services has been confirmed**

**Nevertheless, there are hurdles to overcome that are critical for the viability and sustainability of these rail offer, particularly linked to the cross-border operation and infrastructure development.**

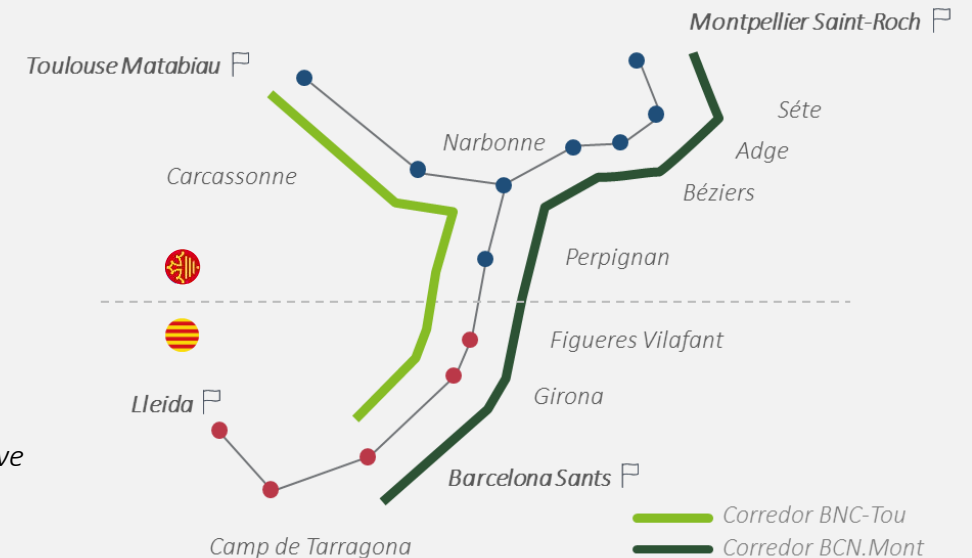
# An initial stage foresees 4 round trips in each corridor offering convenient timetables

## BASE CASE BUSINESS STUDY

### 1st stage

Several scenarios have been considered, linking each one with its potential to capture demand and with its operations requirements.

**A limited scenario with just 4 trains is technically feasible and would achieve a demand of up to 1,7 M passengers per year.**



### Barcelona bottleneck

Current situation in Barcelona hinders the development of through services. With the opening of the Barcelona-Sagrera station, more services could be developed but a by-pass of Barcelona could be a game-changer for the corridor.

# Cross-border requirements

## ROLLING STOCK

Adif	LFP	SNCF
ERTMS/ETCS level 1 and 2 and ASFA	ERTMS/ETCS level 1	KVB
300 km/h	300 km/h	160 km/h
25 kv AC	25 kv AC	1,5 kv DC

Rolling Stock with double **tension** and be 3 different signalling systems

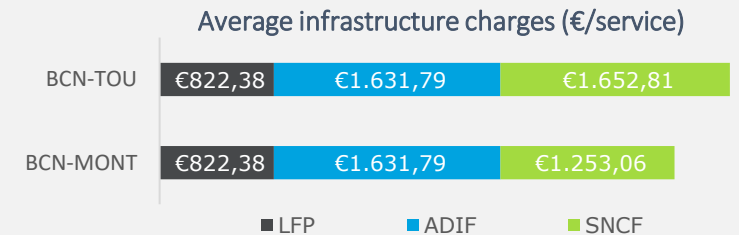
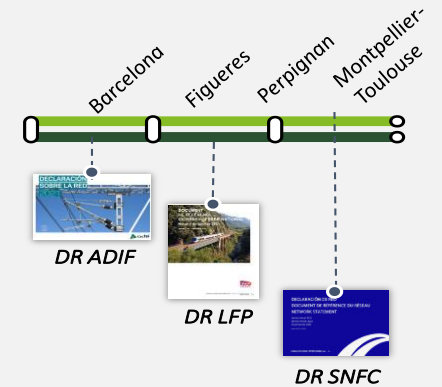
## TRAIN DRIVERS

	License/diploma		Certification	
Drivers with the Spanish licence	FRA	725h	ESP	240h
			FRA	240h
Drivers with the French diploma	ESP	725h	ESP	240h
			FRA	240h

*Durada aproximada de la formació*

Interoperability in the two countries requires drivers to receive **more training** and to **speak the official languages**, thus increasing costs and difficulty to recruit the suitable profiles.

## INFRASTRUCTURE CHARGES



**Infrastructure charges represent 62,5% of the estimated operational costs.**

The project competitiveness requires to **exploring options for its adjustment.**

## Other operators have also identified the potential demand and are planning to cover it with non-sustainable transport alternatives

Vueling has announced a new air route between Barcelona and Toulouse.

The airline offered this flight until 2020, when it was canceled due to the pandemic outbreak. The route will start services again the on the 1<sup>st</sup> of July 2023 offering three weekly flights.



[https://metropoliabierta.lespanol.com/vivir-en-barcelona/aeropuerto-barcelona-tendra-nuevos-vuelos-este-destino-este-verano\\_72945\\_102.html](https://metropoliabierta.lespanol.com/vivir-en-barcelona/aeropuerto-barcelona-tendra-nuevos-vuelos-este-destino-este-verano_72945_102.html)





## Final remarks

- The Mediterranean Corridor is a strategic corridor both for passenger and freight services as it has a huge potential for the long-distance routes, **but also for regional services.**
- Regional services will expand the social and economic benefits of the Mediterranean corridor beyond its main hubs generating a **multiplying effect on the transition to a greener mobility model.**
- The international rail offer is developing focused on freight and the long-distance trips, but **unattended cross-border regional demand** should also be considered.
- **Cross-border regional services are particularly sensitive to the interoperability challenges that hinder both their launch and their long-term sustainability.** (ranging from technical to administrative & legal issues). **The issue of infrastructure charges** needs specific action as regional cross-border services should be treated differently than long-distance services.

**There is demand and strategic interest for cross-border regional services between Catalunya and Région Occitanie in order to boost the regional competitiveness and sustainability.**

Selected as one of the 10 EU pilot services to boost cross-border rail

**Thank you!**

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