

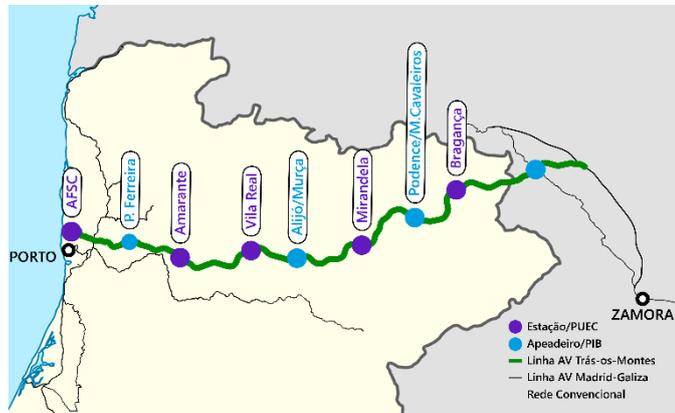
HIGH-SPEED RAILWAY CORRIDOR STUDY

Porto - Vila Real - Bragança - Zamora

Abstract

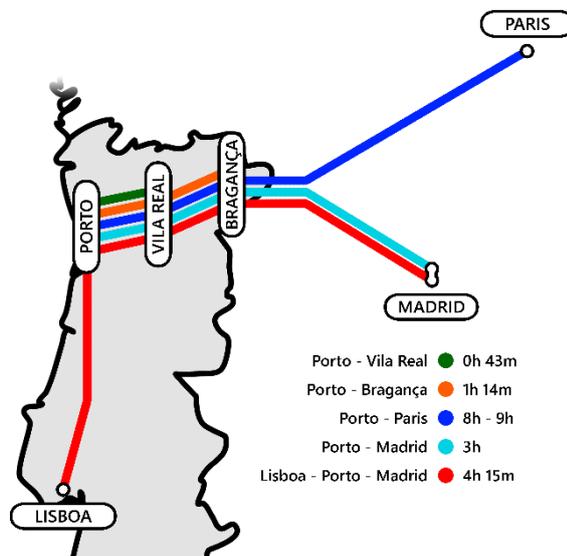
The High-Speed Line of Trás-os-Montes allows the connection from Francisco Sá Carneiro Airport (AFSC), in Porto, to the High-Speed Railway Line Madrid/Galicia, passing through Paços de Ferreira, Amarante, Vila Real, Alijó/Murça, Mirandela, Podence/Macedo de Cavaleiros and Bragança.

The study now presented demystifies the impossibility of building a railway crossing Portuguese region of Trás-os-Montes, evidencing the technical feasibility of this high-speed line of mixed traffic, which will allow the region to return a modern railway, breaking free from an exclusive dependence on road transport for the mobility of people and goods.



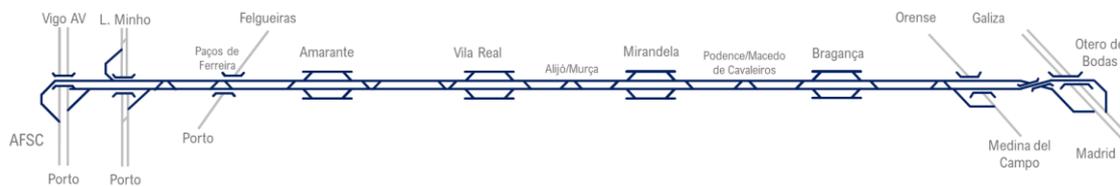
The Trás-os-Montes High Speed line will be a structuring communication connection that will not only enhance the territorial and socio-economic cohesion of the region but also bring the Northern region and the country closer to Western Europe in a strategy aligned and framed in the carbon neutrality policies defined by the European Community, which attribute to the train the main role of backbone of the entire transport system.

A railway axis of this importance will revolutionise the mobility and accessibility of the Northern Region, with a positive impact on the entire national economy, particularly in the role of economic facilitator in support of the export sector, shrinking and decreasing distances, which will allow modal shift to the railway, both by road and air mode on short-haul flights, in the Lisbon/Porto/Madrid triangle, the result of possible travel times for passenger transport.



Developed according to the standards of the Spanish *Administrador de Infraestructuras Ferroviarias* (ADIF), high-speed line of Trás-os-Montes presents maximum inclinations of 15‰ and speeds up to 250 km/h. Prepared for mixed traffic, it also ensures connections to the lines of AV Lisbon-Porto-Vigo, AV Madrid-Galicia, conventional connections of Minho railway line as well as the connection Orense-Zamora-Medina del Campo. Budgeting around 3 770 M€ (without contingencies) this value already includes about 400 M€ for the section to be built in Spain.

As relevant aspects, stand out the construction need of 35 km to connect Portugal-Spain border to the Madrid-Galicia high-speed line - instead of the 200 km needed to connect Vilar Formoso to the high-speed line in Medina del Campo -, and the transportation of goods with liquid loads higher than that of the other corridors planned and in operation, namely the Aveiro-Viseu-Salamanca corridor.



This project presents outside the ongoing investments in the Portuguese plan *Ferrovias 2020* and foreseen in the National Investment Programme *PNI 2030*, namely the Sousa Valley line that will be a feeding point of the new corridor of Trás-os-Montes, and the Douro line, serving the Douro Valley ensuring the mobility of people and supports tourism. The latter can be assumed in the future as the greatest tourist hub between Porto and Salamanca/Madrid, and an axis that will allow to leverage the flows of goods from northern Portugal, both from Moncorvo, as well as in the expansion and *strengthening of the hinterland* of the Port of Leixões.

The temporal gap between Trás-os-Montes and Alto Douro, and the Portuguese decision center, distances not only the region of the country, but also from the European project, with the Trás-os-Montes High-Speed line being the main instrument for temporal contraction at national and Iberian level, European integration and achievement of the carbon neutrality targets set by the European Union, not being the only concern of Trás-os-Montes and Alto Douro a purely regionalist but European vision, contrary to the centralist view that continues to coast Portugal, moving it away from the center of Europe.

Full study in www.avtrasosmontes.associacaovaledouro.pt