



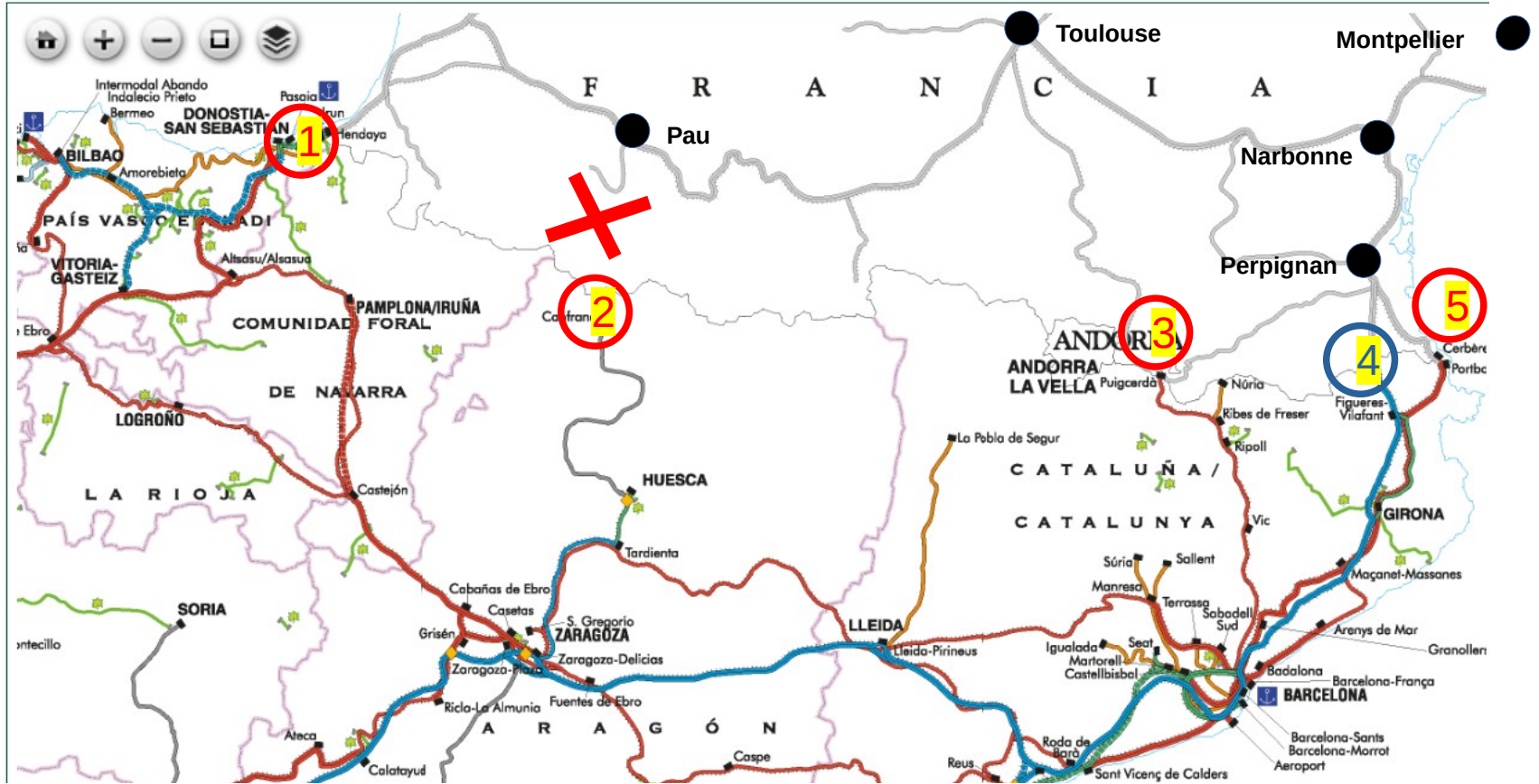
Solutions for cross-border ESP-FRA trains

Pau Noy

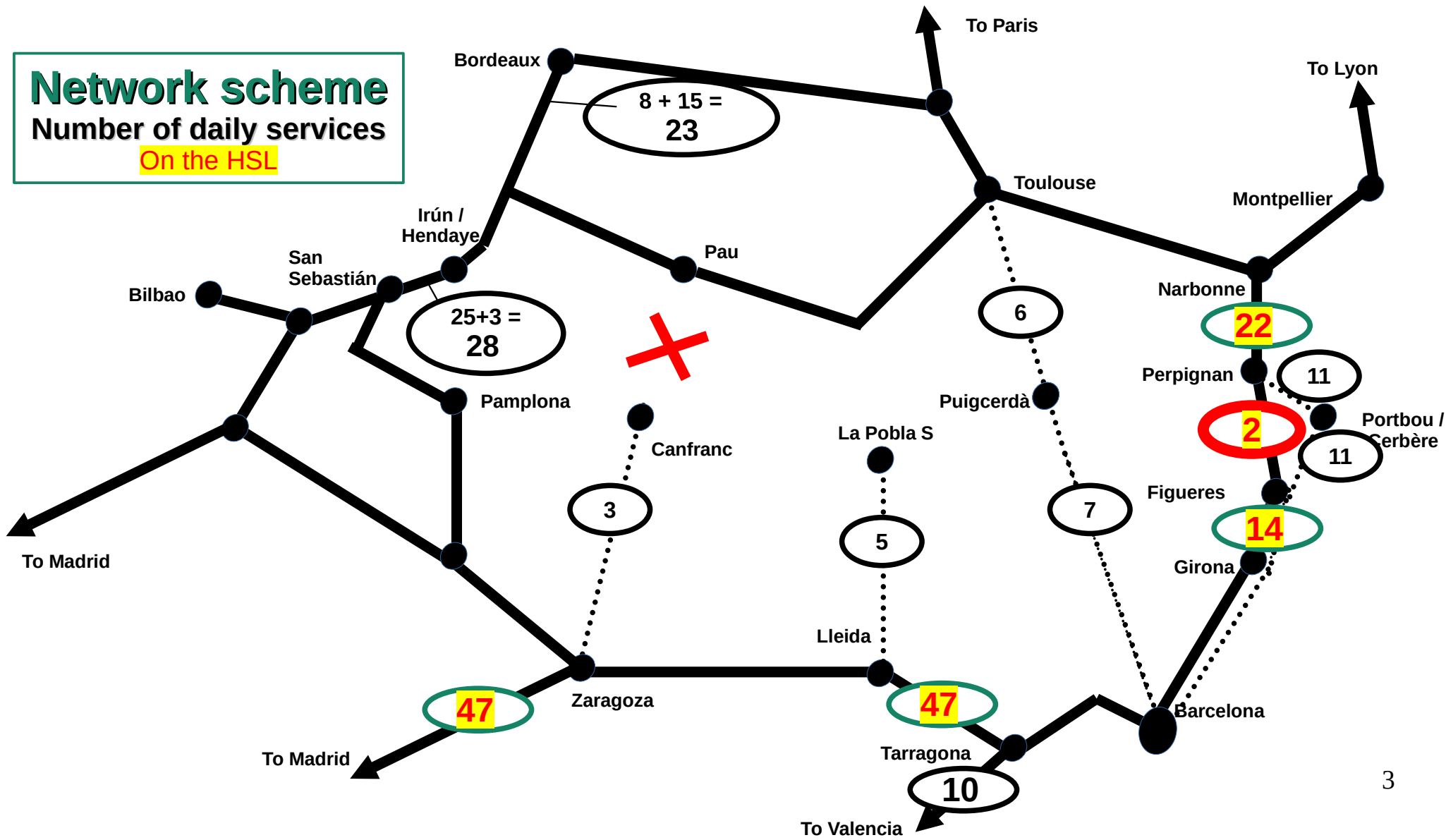
Barcelona, 2nd June 2023

Network scheme

5 cross-border rail lines

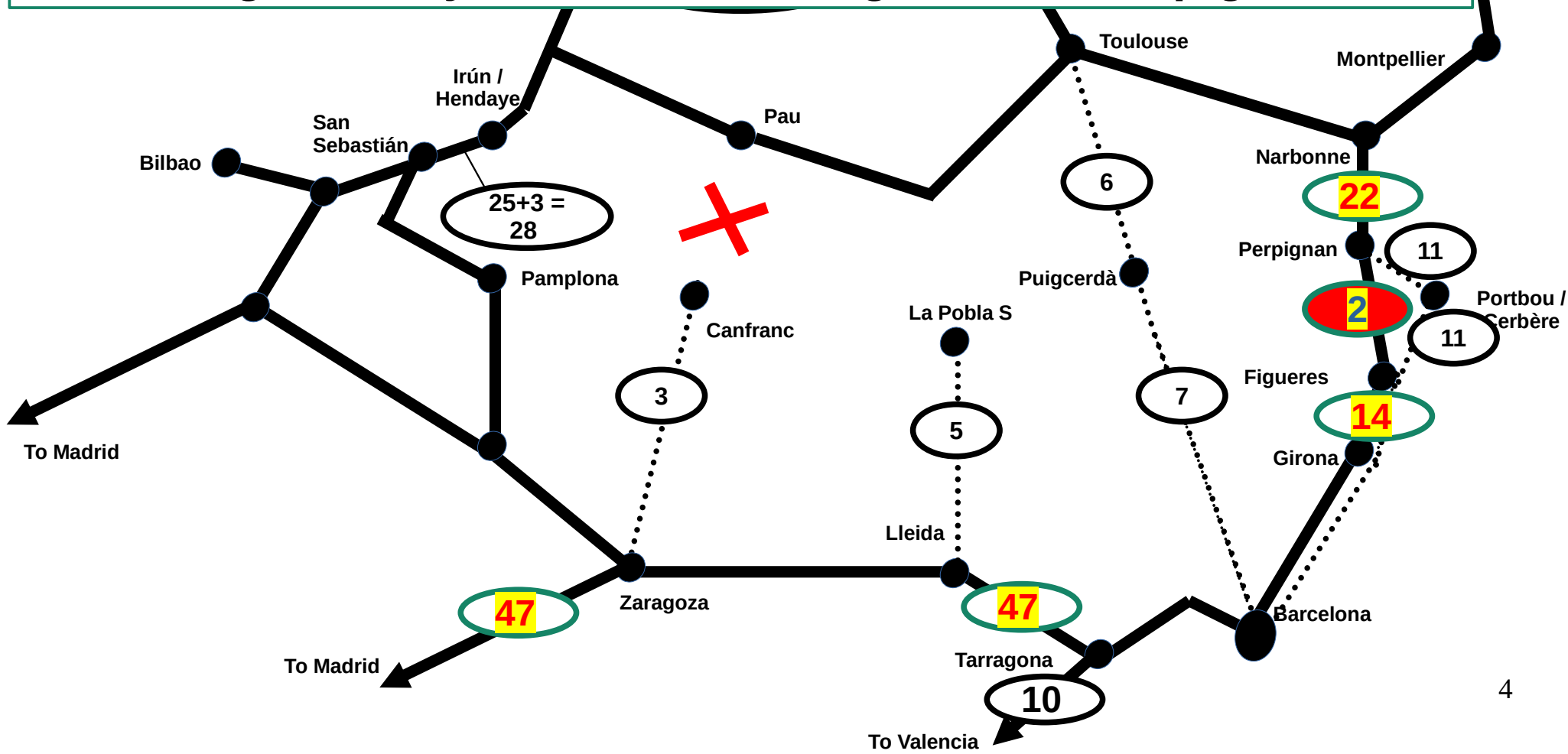


Network scheme
 Number of daily services
 On the HSL



Solution 1

Extending 8/9 daily services from Figueres to Perpignan



Solution 1

Extending services from Figueres to Perpignan.

8/9 daily services will provide 10/11 instead of 2 rail links on the HSL.

Sentit Barcelona-Montpellier Temps de viatge FIG-PER 00:27

Amb correspondència	Tren	Barcelona	Girona	Figueres	Perpinyà	Tren	Perpinyà	Narbona	Béziers	Sete	Montpellier	Nîmes	Avinyó	Valence TGV	Lyon	París	Marsella
						TGV INOUI	06:02	06:42	06:58	07:27	07:50	08:13		08:53		11:07	
						TER	06:24	07:10									
						IC		07:15	07:33	08:05	08:30	09:05					
						TER	07:10	07:54									
						IC		08:01	08:17		08:57	09:24					10:33
						TER	07:10	08:09	08:24	08:51	09:13	09:47					
						TER	07:45	08:33	08:49	09:16	09:35						
						TER	08:07	08:52									
1	Avant	06:55	07:35	07:50	08:17	TGV INOUI	08:07	08:52									
						TER	09:10	08:59	09:15	09:39	10:05	10:29		11:12	11:50		
						IC		09:55									
						TER	11:10	10:01	10:18	10:58	11:25						12:34
2	AVE	08:22	09:04	09:19	09:46	IC		12:01		12:36	12:58	13:25					14:38
3	AVE	09:10	09:50	10:05	10:32												
4	Avant	09:30	10:10	10:25	10:52	TER	11:10	12:09	12:24	12:51	13:13	13:50	14:28				
5	SNCF	10:33	11:14	11:31	12:04	TGV INOUI	12:04	12:42	12:58	13:28	13:50	14:19		15:05		17:20	
						TGV INOUI	13:04	13:42	13:58	13:44	14:28	15:16		15:55		18:18	
						TER	13:10	13:55									
						IC		14:01	14:17		14:58	15:25					16:37
						TER	14:00	14:44									
						TER		15:09	15:24	15:51	16:13	16:50	17:27				
6	Avant	12:45	13:25	13:40	14:07	TER	15:10	15:55									
						IC		16:01	16:17		16:52	17:22					18:35
						TER	15:10	16:29	16:24		17:13	17:50	18:34				
7	SNCF	14:32	15:13	15:30	16:04	TGV INOUI	16:04	16:42	16:58	17:27	17:51	18:22		19:06		21:21	
						TER		16:59	17:14		17:58	18:27		19:12	19:51		
8	Avant	15:50	16:30	16:45	17:12	TER	18:04	18:43	19:00	19:30	19:52	20:13		20:53		23:08	
						TER	16:09	17:02									
						TGV INOUI		16:59	17:15	17:39	17:59	18:27		19:14	19:48		
						TER	17:10	17:54									
						IC		18:01	18:17		18:58	19:25					20:36
						TGV INOUI	18:04	18:43	19:00	19:30	19:52	20:13		20:53		23:08	
9	Avant	16:34	17:14	17:29	17:56	TER	18:10	18:54									
						TGV INOUI		18:59	19:15	19:39	20:11	20:33		21:15	21:50		
10	AVE	17:30	18:10	18:25	18:52	TER	19:10	19:54									
						IC		20:01	20:17		20:55	21:22					22:31
11	EuroMed	18:29	19:12	19:27	19:54	TER	20:10	21:09	21:24	21:51	22:13	22:47					
	Avant	19:25	20:13	20:28	20:55												
	AVE	21:40	22:30	22:35	23:02												
	AVLO	22:56	22:36	23:51													

Solution 2

Direct day trains BCN-PAR

There is a **potential demand of 20 day trains** in each sense between Île-de-France and BCN

- 10 direct trains 5 h 10'
- 10 trains with diff stops 6 h / 6h 50'(current time of travel)



Solution 3

Night trains BCN → Paris, Amsterdam, Frankfurt, Zurich

From **Amsterdam** → European Sleeper

From **Zürich** → ÖBB

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European Sleeper



ÖBB

Solution 4

Reopening of the Zaragoza-Canfranc-Pau line

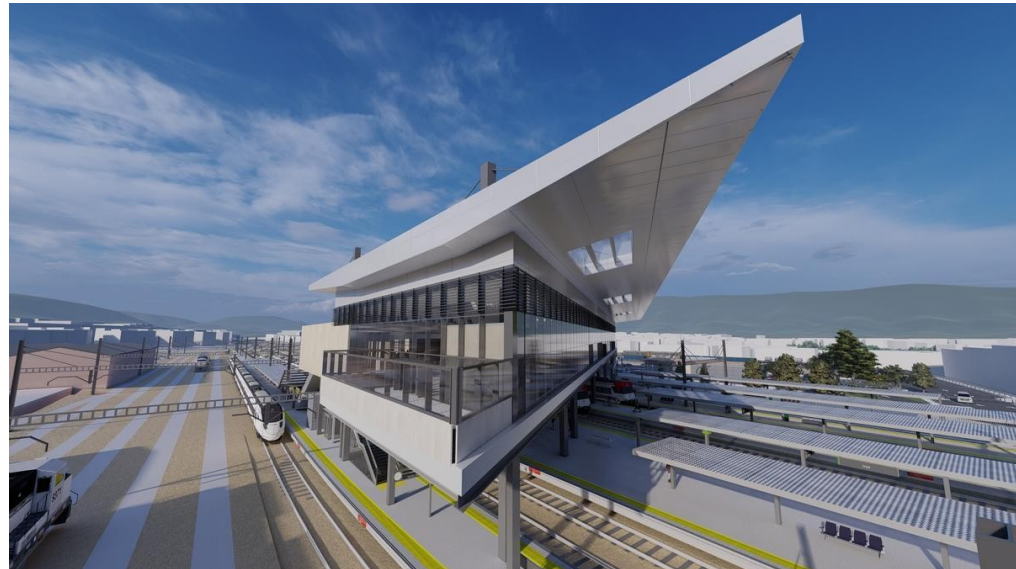
Modernisation works along the line are being made in the Spanish side. Increase of speed, electrification and change to UIC gauge



Solution 5

Direct trains between San Sebastian and Bordeaux line

This year will finish the installation of the UIC gauge in the Spanish side, which will allow direct trains (*but different tensions and platforms*)



Solution 6

Improve La Tor de Querol -Puigcerdà connexion

- Until 1996 it was possible to reach Puigcerdà station in UIC gauge, just a symbolic investment is needed to recover SNCF service
- Puigcerdà has 15.000 inhab in winter and 40.000 in summer. La Tor de Querol just 400 inhab

