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EJE OGI

SISTEMA DE CAMBIO AUTOMÁTICO DE ANCHO DE VÍA PARA TRENES DE MERCANCÍAS



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Actualmente en España, sólo los trenes de viajeros disponen de capacidad para transitar entre la red de ancho estándar y la red de ancho ibérico.

No existe por lo tanto una solución basada en el cambio de ancho automático para los tráficos de mercancías, por lo que se están desarrollando en la actualidad proyectos de gran coste técnico y económico para remodelar la red convencional existente de ancho ibérico y dotarla de un tercer carril para hacerla útil a los tráficos de ancho estándar.

El proyecto que está llevando a cabo el consorcio formado por Azvi, Tria y Ogi en colaboración con ADIF, consiste en el desarrollo y homologación de un eje de ancho variable apto para vagones de mercancías.

Este sistema de cambio de ancho automático parte de la tecnología OGI desarrollada en la década de los años 70, sometida a una importante labor de reingeniería por parte del consorcio para adaptarla a los tiempos actuales.

Este eje de ancho variable permitirá que el ancho europeo se vaya implantando progresivamente en las líneas de ancho convencional, al poder circular cualquier tipo de vagón equipado con estos ejes indistintamente por vías en ancho ibérico y vías en ancho estándar en España.

Al igual que ocurre en los trenes de viajeros, que desde finales de los años 60 vienen utilizando tecnologías de ancho variable para poder transitar entre España (ancho 1.668 mm) y Francia (ancho 1.435 mm) y entre las Líneas de Alta Velocidad (1.435 mm) y las Líneas Convencionales (1.668 mm), este eje permitirá que coexistan tráficos de mercancías en ambos anchos y progresivamente se pueda cambiar el ancho de la red convencional existente en España, para adaptarlo al ancho internacional, lo que implicaría mejoras en los tráficos a/desde Europa a España y en la competitividad del transporte ferroviario de mercancías.

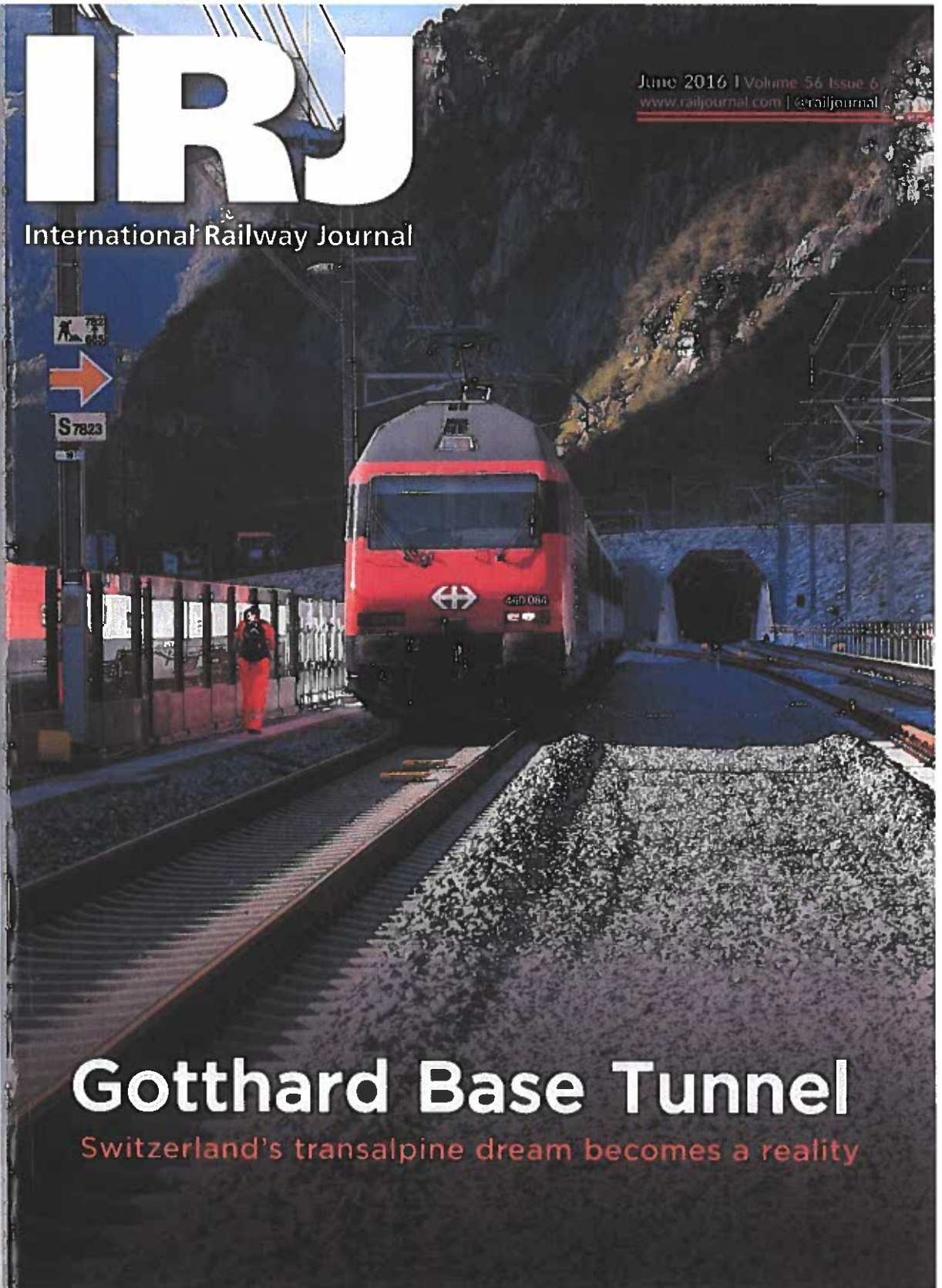
Así mismo, una vez homologado en el resto de países europeos, un tren de mercancías equipado con este eje de rodadura desplazable podrá circular entre las diferentes fronteras existentes con anchos de vía distintos, eliminando así los puntos de rotura de carga.

De esta forma se acortarán considerablemente los tiempos de recorrido de las mercancías y se permitirá mejorar también la competitividad de este modo de transporte.

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Gotthard Base Tunnel

Switzerland's transalpine dream becomes a reality

Infrastructure investment alone will not guarantee success

THIS month sees the handover of the 57km Gotthard Base Tunnel from Alp Transit to Swiss Federal Railways (SBB) for trial operation in preparation for the launch of commercial services on December 11 (page 20). The Gotthard Base Tunnel may not be the longest railway tunnel in the world as there are longer tunnels on the Beijing and Guangzhou metros, but it is has a much larger diameter than a metro tunnel to cope with high-cube container and high-corner-height piggyback freight trains and it is undoubtedly one of the world's great feats of railway engineering.

The Gotthard Base Tunnel will allow the operation of much longer and heavier freight trains and faster passenger trains than are currently permitted as trains will no longer have to wind their way up the steep gradients and through the spirals on the existing line.

When it opens in December, the new tunnel will provide capacity for up to 210 freight trains and 52 passenger services per day on this important corridor linking Germany with Italy. The Zürich - Milan passenger journey time will be cut by 30 minutes to 3h 30min.

The tunnel forms part of a larger project to upgrade the Gotthard main line which includes the construction of the 15.4km Ceneri Base Tunnel which will open in 2020 creating an almost level rail corridor through the Alps, and shaving another 30 minutes off the Zürich - Milan journey time. The project is also part of Switzerland's long-term policy to switch as much trans-Alpine freight from road to rail to reduce pollution and congestion on Alpine highways.

The Gotthard Base Tunnel is the second such tunnel to be constructed in Switzerland - the first being the 34.6km Lötschberg Base Tunnel which opened in 2007. To reduce costs, only a single track was installed on the 21km northern section, while the 14km central section of the second running



Sweden is an example of a country where the infrastructure manager is ignoring the needs of international rail freight.

tunnel was completed but not fitted out, and the 7km northern section of the second running tunnel was not bored.

As the tunnel is now operating at capacity, BLS has launched a project to install the second track on the single-track section with an option to build the missing second bore. All three base tunnels are part of Switzerland's New Railway Link Across the Alps (Neat) programme, and BLS says expansion of capacity on the Lötschberg Base Tunnel is essential for Switzerland's Alpine modal shift policy.

Construction is underway of the 64km Brenner Base Tunnel linking Innsbruck, Austria with Fortezza in northern Italy on the Munich - Verona trans-Alpine axis. When it opens in 2025 it will give a major boost to the Scandinavia - Mediterranean TEN-T corridor. Further east, the 27.3km Semmering Base Tunnel in eastern Austria will improve the rail link between Vienna, southern Austria and Italy when it opens in 2024.

Finally, preparatory works are expected to start next year for a new 140km line linking

Turin, Italy, with Lyon, France, with 87km of tunnels under the western Alps, including a 57km twin-bore base tunnel.

The line is expected to open in 2028 or 2029 and will allow longer and heavier freight trains, while the Turin - Lyon journey time for passengers will be halved to 1h 27min.

While these huge projects will be of great benefit to Europe's TEN-T network by increasing capacity and cutting transit times, and Switzerland has had success in encouraging a switch from road to rail, unfortunately investment like this is not sufficient on its own to boost

is still a long way to go to remove barriers between countries, align pricing for rail and road more closely, and improve train path allocation and the management of train operations.

Sweden is an example of a country where the infrastructure manager is ignoring the needs of international rail freight. Thankfully the Association of Swedish Train Operating Companies has produced its *Vision for Freight 2050* (page 50) which identifies 10 steps to make rail freight more responsive to customer needs. The association says increasing the reliability of infrastructure and operations and improving utilisation have the ability to make rail freight profitable, and its case appears to have caught the attention of the transport ministry.

There is no point in governments investing vast sums in railway infrastructure projects if train operators and infrastructure managers are unable or unwilling to create the conditions for rail freight to thrive. Railways need to up their game and listen to the needs of their existing and potential customers.

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Fomento asegura ahora que el mejor modelo para el AVE es el del tráfico mixto

José Blanco, que cumple dos años al frente del Ministerio, dice que la Alta Velocidad habría sido «más eficiente» para pasajeros y mercancías

07.04.2011 | 02:00

Oviedo, Pablo GONZÁLEZ

La falta de fondos para afrontar como estaban previstas en un principio las obras del AVE empujaron ayer al ministro de Fomento, José Blanco, a reconocer abiertamente que el plan para la implantación de la Alta Velocidad en España no es el «más eficiente», ya que se debería haber apostado por un diseño de tipo mixto. Es decir, que los trenes de mercancías y pasajeros deberían utilizar las mismas vías. Esto es lo que ocurrirá en el caso de Asturias una vez que se abra la variante de Pajares en el horizonte del año 2013.

