



LOGISTIC AREAS ASSOCIATED WITH THE INTERMODAL TERMINAL

- Intermodal Terminal: 20.5 hectares dedicated exclusively to the development of a high performance Dry Port. occupying the whole front side of the railway Madrid-Barcelona.

The loading and unloading sector will be composed by minimum paved containers parking lots of 900 m x 55 m with interior traffic roads of 18 metres wide and a gantry crane to undertake operations of containers transfers and their storage.

The railway sector comprises:

- **Electrified R&D track beams with a useful length of 900 metres** and a maximum longitudinal slope of 3‰.
- Four non electrified C/D track beams, with 900 metres of useful length for each one and a longitudinal slope of 0‰ and an exit every 450 m.
- Safety track of 900 m of useful length and a maximum slope of 3‰.
- Diversion type C for R&D tracks and links to general tracks.
- Diversion type A for interior and manoeuvre tracks.
- Railway management and control building

- Intermodal Logistics: 25.6 hectares dedicated to logistic uses with the possibility of direct railway access from the safety track of the Intermodal Terminal.

Great logistic area with a high intermodality between the road and the railway and with the capacity to accommodate different railway operators. The framework puts forward big plots (with a surface area of more than 2 hectares) with the possibility to incorporate railway beams fixed onto the track with a useful length of 250m. The possibility to unify some of these plots will allow to reach a 500 metre track useful length. This framework is adequate for the installation of:

- **Specialised terminals of complete wagon.** Vehicle transport, products, steel, bulk...
- **Dedicated terminals.** Warehouses with railway access.

