

Cuatro nuevos tranvías en España para 2011

Four new tramways in Spain for 2011

Las ciudades de Zaragoza, Murcia, Jaén y Granada contarán antes de que finalice el primer semestre del año con un sistema tranviario nuevo y moderno. La infraestructura está prácticamente acabada en todos los casos, las concesiones de explotación aseguradas, el material móvil adjudicado y ya sobre la vía, las pruebas de explotación han comenzado y las fechas de inicio del servicio están prácticamente fijadas. La experiencia en la explotación la tienen ya otras ciudades españolas como Sevilla, Vélez-Málaga, Barcelona, Madrid, Parla, Vitoria, Bilbao, Valencia o Alicante, que han comprobado ya las ventajas del tranvía moderno en sus respectivos territorios.

The cities of Zaragoza, Murcia, Jaén and Granada will have a modern new tramway system before the second half of the year. The infrastructure is virtually complete in all cases, the operating concessions secured, the contracts awarded and the rolling stock already on the track, the operating tests having begun and the service start dates almost finalised. Other Spanish cities like Sevilla, Velez-Málaga, Barcelona, Madrid, Parla, Vitoria, Bilbao, Valencia and Alicante already have operating experience, and have already seen the benefits of a modern tramway in their respective regions.

Zaragoza

La ciudad de Zaragoza, quinta ciudad española por número de habitantes (666.000) inaugurará su primera fase de la red moderna de tranvía el próximo 19 de abril. La totalidad de la línea, que configura un eje norte-sur, tendrá una longitud total de 12,8 kilómetros con un trazado íntegramente en superficie y dispondrá de 25 paradas. La distancia media entre paradas será de unos 500 metros.

La primera de las de las dos fases en las que se divide el trazado del Tranvía de Zaragoza comprende el tramo comprendido entre Valdespartera y la Gran Vía y tendrá trece estaciones. Las calles por donde circulará serán: Gran Vía, Fernando el Católico, Isabel la Católica, Vía Ibérica, Volver a Empezar, Paseo de los Olvidados y La Ventana Indiscreta. Las obras de esta fase se iniciaron en septiembre de 2009.

La fase 2 comprende el trazado entre Gran Vía y Parque Goya, con doce estaciones más. El tranvía discurrirá por Avenida de la Academia General Militar, Majas de Goya, Avenida del Poeta Luciano Gracia,



The first of the two phases into which the Zaragoza Tramway is divided includes the section between Valdespartera and the Gran Vía and will have thirteen stations. It will run

along the following streets: Gran Vía, Fernando el Católico, Isabel la Católica, Vía Ibérica, Volver a Empezar, Paseo de los Olvidados and La Ventana Indiscreta. Work on this phase began in September 2009.

Phase 2 covers the route between Gran Vía and Parque Goya, with twelve more stations. The tramway will run along Avenida de la Academia General Militar, Majas de Goya, Avenida del Poeta Luciano Gracia, Gómez Avellaneda y Coso, Plaza de España María Zambrano, Avenida de Ranillas, Puente de Santiago, César Augusto and Paseo Independencia. In this second section, which crosses the historic old town, the line covers a section where power will be supplied through the ACR (Quick Charge Battery) system installed on trams manufactured by CAF for Zaragoza, the Urbos 3 model.

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Work on this second phase will begin in late 2011 and will last approximately 24 months, so that the full 12.8 km of the line will be operational by mid-2013.

The new tramway has been built with a 1,435 mm track gauge and electrified at 750 volts. The route will mostly have a double track running on a reserved line although in the Valdespartera areas, in the first phase, and in Actur (on the route in the second phase), the line runs along one-way parallel streets.

The anticipated service timetable for the new tramway will be from 5.00 am to 23.45 pm, with a minimum tram frequency of five minutes at peak times. Travel time is about 30 minutes on the longest possible route.

■ Caf Urbos 3 trams

The fleet will consist of 21 trams with integral low floors, manufactured by CAF and corresponding to the Urbos 3 model, with Giugiaro design. They are 32 metres long with a 2.65 m gauge and an integral low floor, although their length can be extended to 42 metres with the addition of two intermediate modules. All units will have quick charge batteries (ACR) installed to move without catenary. They have a passenger capacity of 206

and have 52 seats. Access is via six doors, four double ones and two single ones.

The Urbos 3 has two driving cabs, one at each end and separated by a partition from the rest of the passenger area.

Rolling stock will be maintained in two sheds, one located in Valdespartera and the other, to be built during the second phase of the work, in the northern area of Actur, connected to the main line through an exclusive branch line. ■