



**THE PORT OF BARCELONA: A GREAT  
OPPORTUNITY FOR A COMPETITIVE RAILWAY**

**November 3, 2010**

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## PLACING SPAIN AS EUROPE'S ENTRANCE AND EXIT DOOR AND TURNING SPAIN A REAL INTERCONTINENTAL LOGISTIC PLATFORM

(José Blanco. Minister of Transport. Conference of Spanish Autonomous Communities.  
14.09.2010)

## TURNING BARCELONA PORT INTO ONE OF CHINA'S PORTS IN EUROPE

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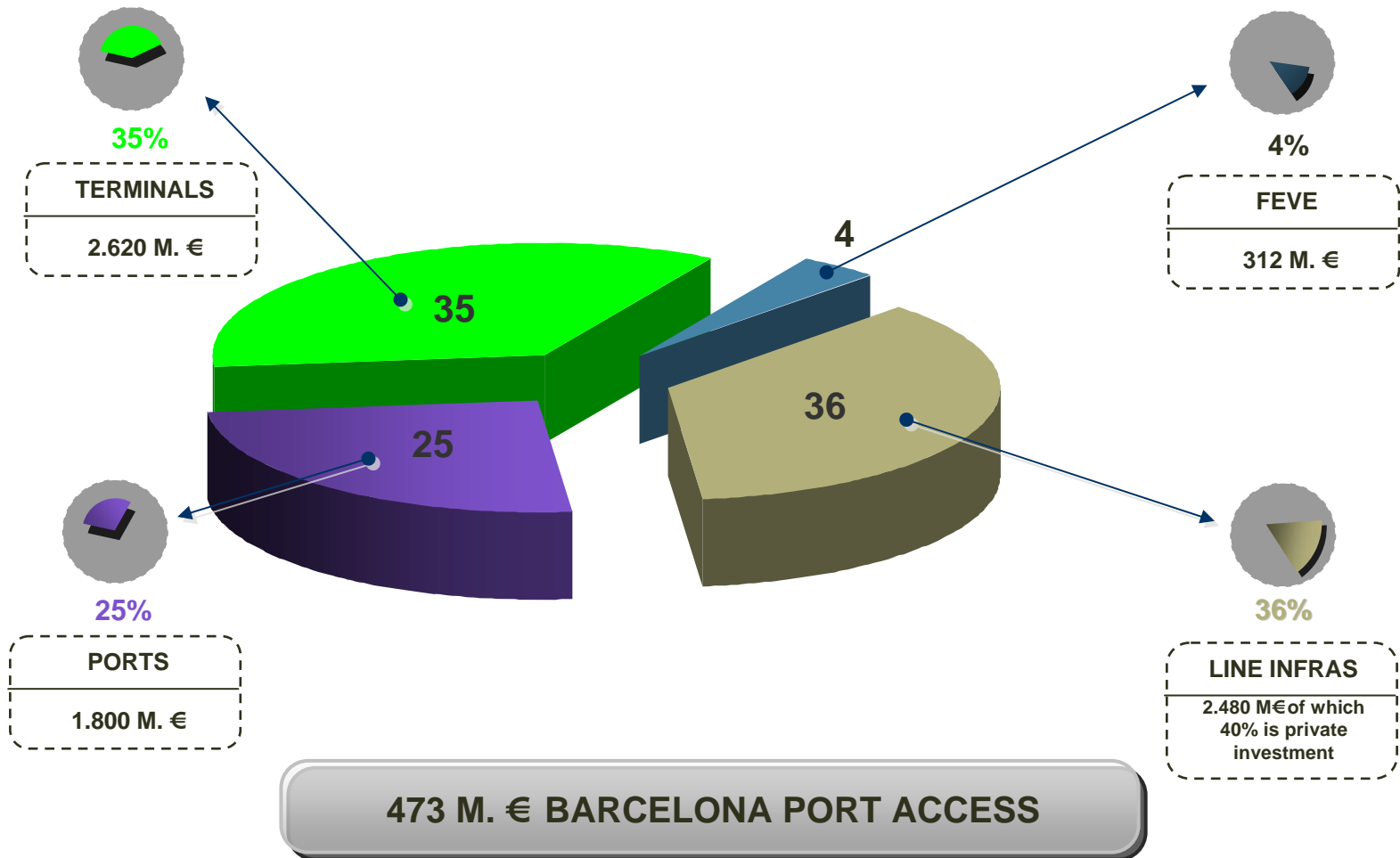
(Jordi Valls. Barcelona Port Authority President. 15.02.2010)

THE EFFORT STEMMING FROM THE STRATEGIC PLAN TO FOSTER RAIL FREIGHT TRANSPORT IN SPAIN IS IMPLEMENTED THROUGH

## A.- ACTIONS EMERGING FROM THE PLAN

STRATEGIC PLAN	ASSOCIATED ACTION	RESOURCES (MILLIONS OF €)
I. NEW MODEL OF THE SYSTEM MANAGEMENT	ROLLING STOCK RENEWAL HELP INTERMODALITY	300
II. SERVICE QUALITY AND EFFICIENCY	I + D + i	100
III. IMPROVEMENT OF RAIL INFRASTRUCTURES	LINE INFRASTRUCTURES AND HUBS PORT ACCESS	7.112
TOTAL		7.512

## B.- INVESTMENTS IN INFRASTRUCTURES

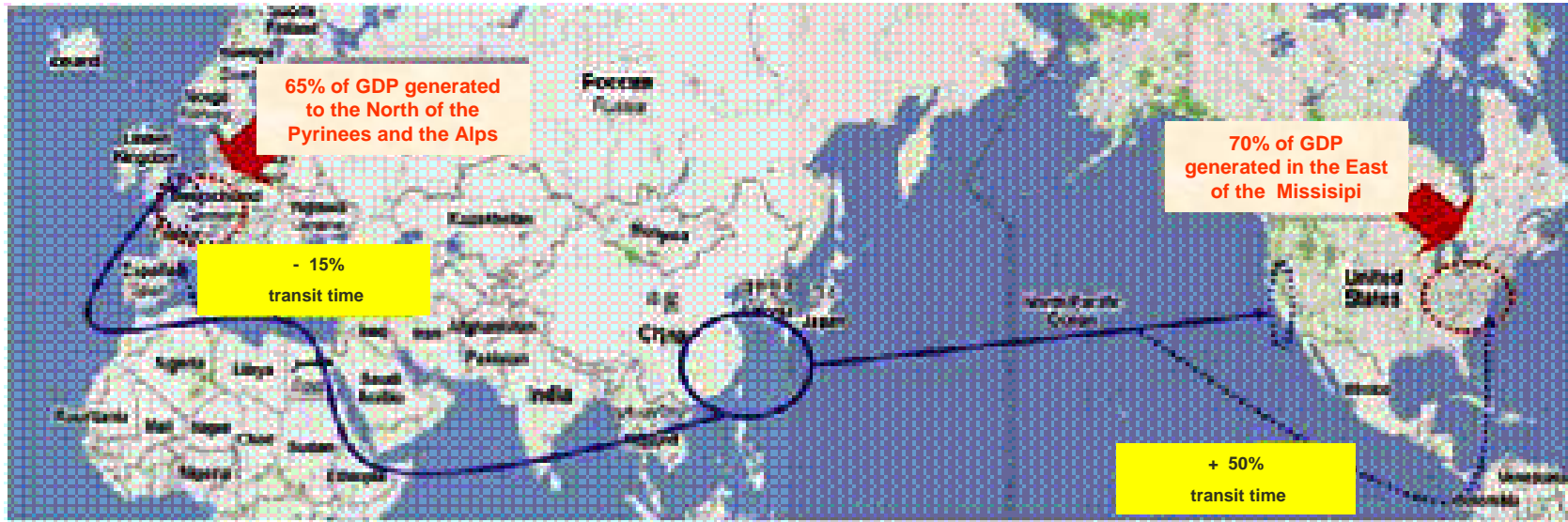


AREA	INVESTMENTS (MILLIONS OF €)
CURRENT PORT	48
FLAMMABLE	7,3
CONTAINERS 1	41,6
NOU LLOBREGAT	85,9
ZAL PRAT	123,3
CONTAINERS 2	38,9
SOUTH DOCK	32
<b>TOTAL</b>	<b>377</b>

FROM THE CURRENT 30 KM  
OF RAIL TO 90 KM

FROM A CURRENT  
4% RAIL SHARE  
TO A  
30% SHARE

¡ A GREAT OPPORTUNITY FOR A COMPETITIVE RAILWAYS !

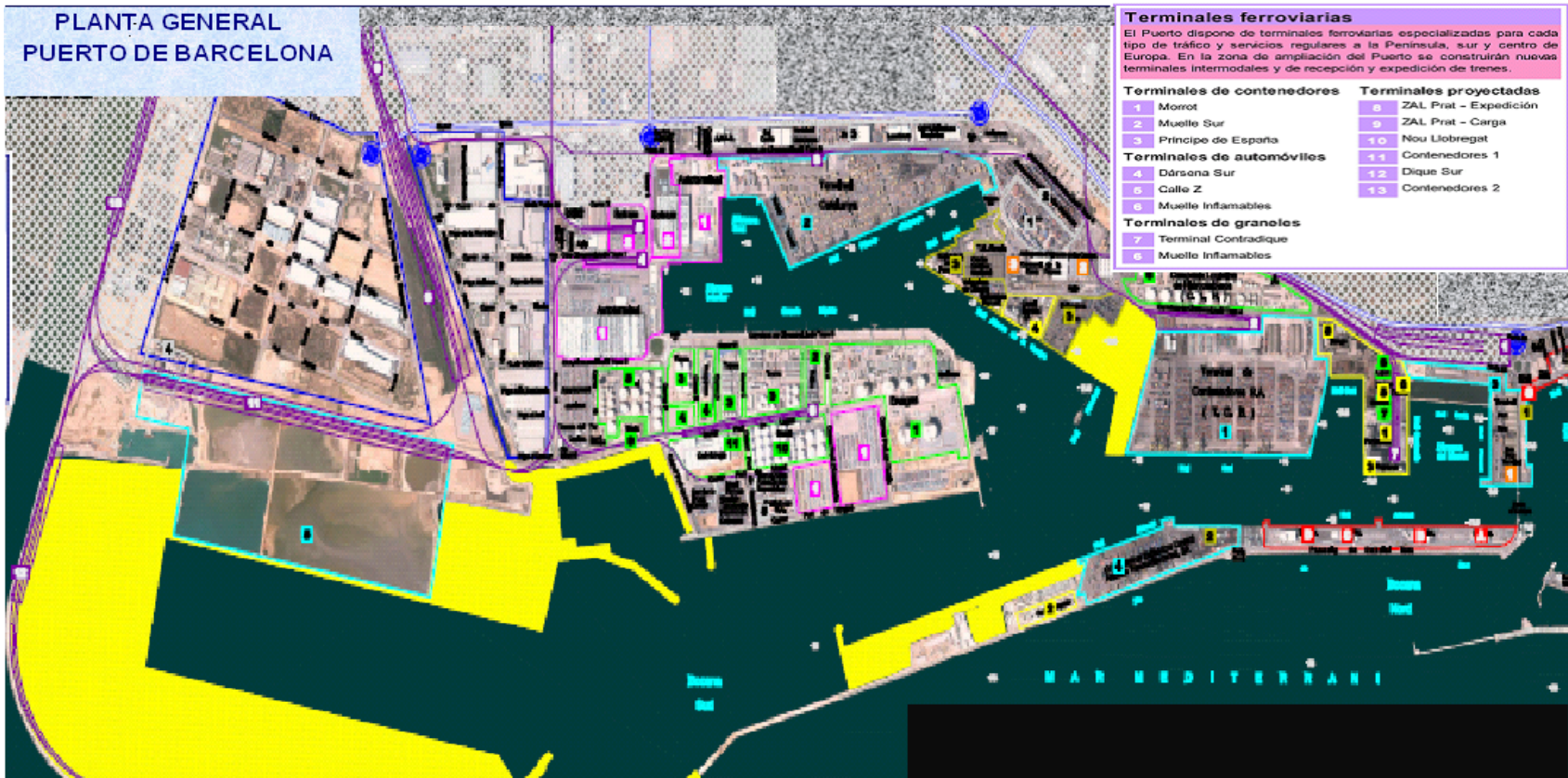


## IN ORDER TO TAKE THIS CHANCE IT WILL BE NECESSARY THAT THE MEDITERRANEAN PORTS:

- Adapt their infrastructures and services to new vessel types as Super Post Panamax and Plus.
- Efficiently handle rail accesses to the ports.
- Get linked with a standard rail connection to an efficient Transeuropean rail axis/ artery.

# THE EASTERN ROUTE: AN OPPORTUNITY FOR THE MEDITERRANEAN PORTS

## PLANTA GENERAL PUERTO DE BARCELONA



### Terminales ferroviarias

El Puerto dispone de terminales ferroviarias especializadas para cada tipo de tráfico y servicios regulares a la Península, sur y centro de Europa. En la zona de ampliación del Puerto se construirán nuevas terminales intermedias y de recepción y expedición de trenes.

### Terminales de contenedores

- 1 Morrot
- 2 Muelle Sur
- 3 Príncipe de España
- 4 Dársena Sur
- 5 Calle Z
- 6 Muelle Infamables
- 7 Terminal Contradique
- 8 Muelle Infamables

### Terminales proyectadas

- 9 ZAL Prat - Expedición
- 10 ZAL Prat - Carga
- 11 Nou Llobregat
- 12 Dique Sur
- 13 Contenedores 2

### Terminales de automóviles

- 1 Autoterminal SA
- 2 Setram SA

### Terminales de granos

- 1 Terminal Contradique
- 2 Muelle Infamables

### Terminales de automóviles

Las dos terminales de automóviles del Puerto ocupan una superficie de más de 51 ha y disponen de aparcamientos verticales, túnel de desprotección y centro de personalización de vehículos.

#### 1 Autoterminal SA

Superficie esplanada: 29,2 ha  
Aparcamiento vertical: 90.000 plazas

#### 2 Setram SA

Superficie esplanada: 8,7 ha  
Aparcamiento vertical: 10.000 plazas

### Terminales de contenedores y multipropósito

En el año 2006 el tráfico de contenedores del Puerto es de 2,3 millones de TEU. En el 2005, cuando esté operativa la primera terminal de contenedores del muelle Prat, la capacidad de manipulación alcanzará los 5 millones de TEU.

1	2	3	4	5
<b>TCB, SL</b>	<b>Terminal Catalunya, SA</b>	<b>Terminal Port-Nou, S.A.</b>	<b>Unió Terminals Estibadors Llevant, Acciona Trasmèditerr.</b>	<b>Terminal Moll Prat</b>
Superficie: 46,1 ha Línea atracada: 1.362 m Calado: 16 m Grúas: 9 (5 Post-panamax) Straddle-carriers: 36 Almacenes cubiertos: 14.400 m <sup>2</sup> Container freight station: 13.800 m <sup>2</sup> Conexiones ferroviarias: 256 Terminal ferroviaria (5 ha), aduana marítima y PIF integrados en la terminal	Superficie: 35,1 ha Línea atracada: 1.653 m Rampas ro-ro: 3 Calado: 14 m Grúas: 8 (3 Post-panamax) RIG (o RTG): 7 reach stacker: 30 tractores: 28 Almacenes cubiertos: 22.145 m <sup>2</sup> Container freight station: 3.607 m <sup>2</sup>	Superficie: 7,5 ha Línea atracada: 1.530 m Rampas ro-ro: 2 Calado: 12 m Grúas: 1 portacortén, 3 pteóricos RIG (o RTG): 1 reach stacker: 1 tractores: 4	Superficie: 9,77 ha Línea atracada: 650 m Rampas ro-ro: 2 Calado: 12 m Grúas: 2 portacortén, 6 reach stacker: 5 tractores: 9	Superficie: 92 ha Línea atracada: 1.500 m Calado: 16,5 m

\* Esta terminal, concesionada a Hutchison Ports Holding y al Grupo Mestre empezará a operar en abril del 2008. Su capacidad será de 2,5 M de TEU.

# BARCELONA PORT: A POWERFUL RAIL REALITY

## Nuevos accesos y terminales ferroviarias



### RAIL CONNECTIONS

--- Current

--- Future

### RAIL TERMINALS

— Load-unload

— Receipt- shipping

● Current

● Future

### RAIL ACCESS

○ New direct access to the port and Can Tunis

○ Double track of both Iberian and UIC gauge width

9	ZAL-Prat
10	ZAL-Prat
11	Nou Llobregat
12	Containers 1
13	South Dock
14	Containers 2
* Bulk terminals	
2	Contradique
8	Flammable dock
* Finished car terminals	
6	South dock
7	Terminal Calle Z
8	Flammable dock

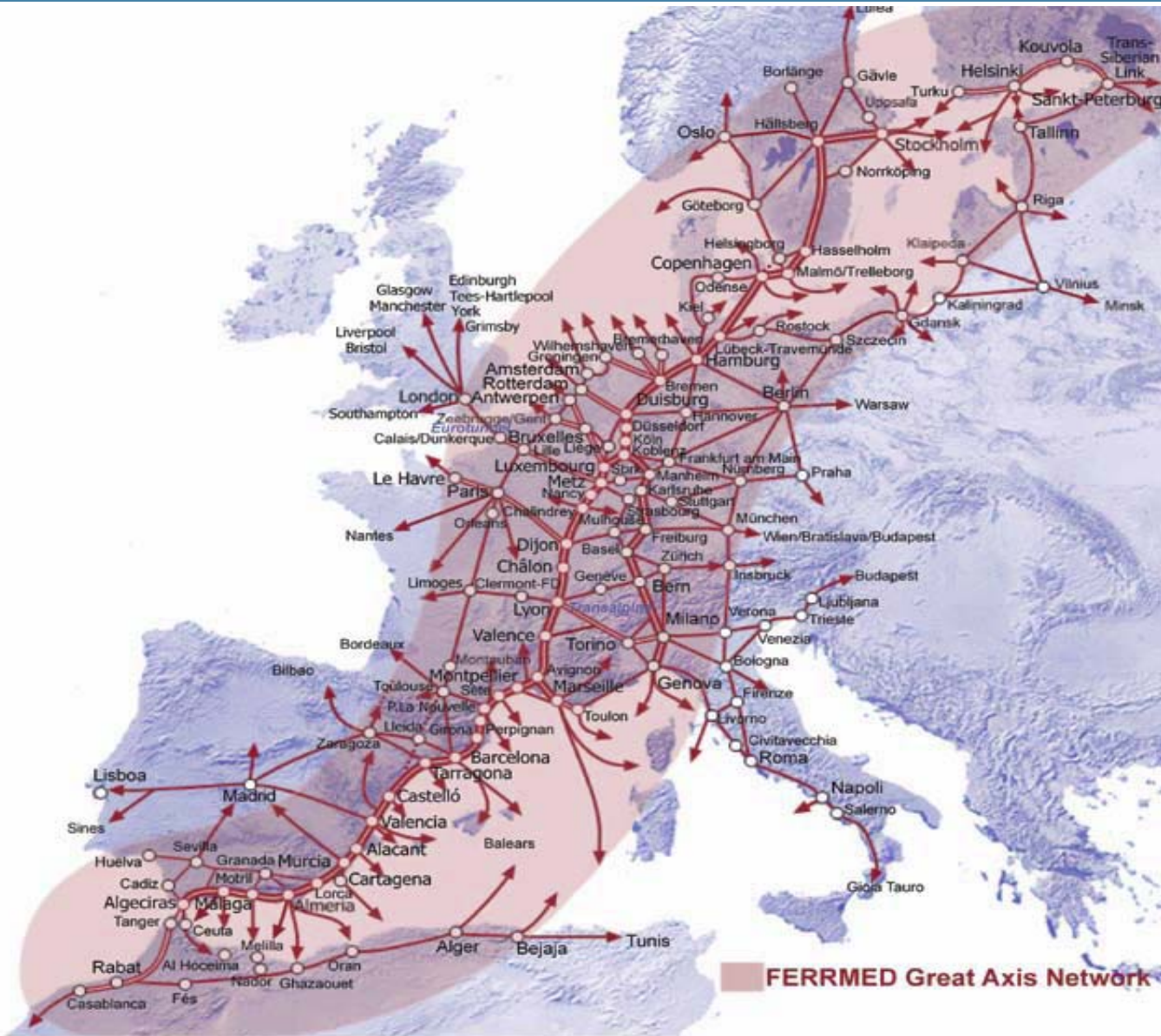
**IN 2011 THERE WILL BE PUBLIC TENDERS FOR:**  
**473 MILLIONS € TO BUILD THE RAIL CONNECTION**  
 (Ministry of Transport and Public Works)



# PORT CONNECTION WITH THE EUROPEAN CENTRAL RAIL CORRIDOR



# FERRMED





## 1.1) FREIGHT TRAFFIC 2000/2009:

**FREIGHT TRAFFIC STRUCTURE 2000-2009 (thousands of tons)**

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Containerised cargo	12.989	13.340	13.842	15.344	18.344	19.929	22.573	25.417	25.156	17.625
Conventional cargo	4.596	4.706	5.453	5.574	6.437	7.325	9.190	9.768	9.778	8.491
Liquid bulk	8.966	9.515	9.930	10.159	11.071	12.531	10.536	10.991	12.105	11.756
Solid bulk	3.254	3.818	3.383	3.698	3.468	4.052	4.108	3.870	3.506	3.921
<b>TOTAL</b>	<b>29.805</b>	<b>31.469</b>	<b>32.608</b>	<b>34.775</b>	<b>39.320</b>	<b>43.837</b>	<b>46.407</b>	<b>50.046</b>	<b>50.545</b>	<b>41.794</b>

## 1.2) CONTAINERISED CARGO PERFORMANCE 2000/2009:

**CONTAINERISED CARGO PERFORMANCE (thousands)**

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Tons	12.989	13.430	13.842	15.344	18.344	19.929	22.573	25.417	25.156	17.625
TEU	1.388	1.411	1.461	1.652	1.916	2.071	2.328	2.610	2.569	1.800

## 1.3) FINISHED VEHICLES TRANSPORT PERFORMANCE 2000/2009:

**EVOLUTION OF AUTOMOBILE TRADE. 2004-2009 (number of vehicles)**

	2004	2005	2006	2007	2008	2009
Finished vehicles	728.953	686.048	723.016	801.406	716.306	438.597

## CONTAINERS

**22% OF THE DETECTED DEMAND IN THE EUROPEAN CENTRAL RAIL CORRIDOR HAS**

- **3% ORIGIN / DESTINATION LATIN AMERICA.**
- **19% ORIGIN / DESTINATION CHINA**

**CREATE RAIL SHUTTLES WITH OTHER PORTS AND INLAND MARITIME TERMINALS**

**520,000 TEU FOR A MODERATE SUCCESS SCENARIO**

## FINISHED VEHICLES

### FOR AN INCREASE OF THESE TRAFFICS WE NEED

- BARCELONA PORT'S INTEGRATION IN THE MAIN PRODUCERS' EXPORT CHAINS.
- TO ACCOUNT ON RAIL CONNECTIONS TO A COMPETITIVE RAIL NETWORK
- THE SHEER PORT COMPETITIVENESS

## RENFE MERCANCÍAS WILL TURN INTO SEVERAL MERCANTILE CORPORATIONS

- **PECOVASA** WILL BE AT THE CORE OF ONE OF THOSE COMPANIES COMPETING IN THE SEGMENT OF FINISHED VEHICLE AND COMPONENTS/ PARTS TRANSPORT AND IN THE COMPOUND MANAGEMENT BUSINESS.
- **PECOVASA** WILL ALSO EXPECTANTLY WORK FOCUSING ON THE GOAL TO ACCOMPANY BARCELONA PORT IN ITS HINTERLAND ENLARGEMENT PROJECT AND IN THE VENTURE OF TURNING BARCELONA PORT IN ONE OF THE LARGEST PORTS OF CHINA IN EUROPE.
- **PECOVASA** WILL HARDLY WORK TO CO-OPERATE, WITHIN ITS POSSIBILITIES, IN THE COLLECTIVE EFFORT TO MAKE SPAIN BECOME AN INTERCONTINENTAL LOGISTIC PLATFORM AND EUROPE'S GATE.



**THANK YOU FOR YOUR ATTENTION**

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