

The country we want, the infrastructures we need

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THE INFRASTRUCTURE DEFICIT. PROVISION OF INFRASTRUCTURES.

The economic sectors, with the Chamber of Commerce at their head, have estimated the infrastructure deficit at 36,060 MEUR, through the interesting but simplistic exercise of counting the state's annual investment in the last 10 years, and calculating the difference between the actual investment and that which would correspond to our contribution to state GDP (17-20%). I believe that we now need to calculate the real investment needs, not in relation to our population or revenues but in relation to the projects that we need for the competitiveness of our economy.

THE LACK OF INFRASTRUCTURES HARMS THE LIVING CONDITIONS OF THE CITIZENS.

The daily problems of congestion in the entries to the main Catalan capitals, or the collapsed motorway networks in the departures for the main holiday periods, incur the wrath of the drivers affected, represent lost hours of work and the risk of accidents that we cannot permit. *The Catalans urgently require the construction of the main road axes pending and the reformulation of toll policies.*

The crisis in the operation of the suburban train network in the Metropolitan Region has made the Catalans see the fragility of our railway transport system caused by the lack of investment by the state administration.

The investment requirements in the train lines through a Suburban Rail Plan or the request for the management of the suburban services to be transferred requires an explanation and makes us see the need to apply the precepts of the new Statute which some considered to be "essentialist" and removed from the needs of Catalans.

We could continue with examples of lack of telecommunications, telephony or Internet networks in an important part of the Catalan territory and even in areas of major economic activity. *The whole Catalan population now knows that the infrastructure deficit affects its daily living conditions.*

In Catalonia the debate on infrastructures has gone from being a matter for experts, politicians, economists or businessmen, to being an issue of daily concern for the people.



MANAGEMENT OF THE TRANSITION TO OVERCOME THE NO CULTURE

On a cliff on the C-58, between Monistrol and Olesa, there is a banner with the slogan “No to everything”. This banner reflects the thought of an important and very active part of the Catalan associative movement with a high level of influence on the people in charge of the administrations and of the political parties.

Many of those who are “opposed to everything”, pushing Catalonia, maybe without realizing it, toward decadence, think that we live in an idyllic country in which we live better than anywhere else in the world and where it is not necessary to create new facilities or infrastructures which would only destroy the countryside, and they are not aware of the progress of our competitors in this sphere. Other dogmatic sectors reject economic development and call for a model of life which represents abandoning certain comforts which they consider to be superfluous.

The facts are undeniable and we cannot wait with our arms crossed without solving the demands of the citizens. We must resolve this contradiction of Catalan society, combating the “No to everything” or the “More and More infrastructures” with a new territorial project, which harmonizes respect for the territory and the environment with the provision of the infrastructures that we need in order to be competitive.

At the beginning of the 21st century a **period of transition** is required in the territorial models and infrastructure plans, a period which allows us to go from the current situation to the optimal one that we desire, while offering the citizens quality services.

We want to promote rail transport for people and goods, but we also have to build dual carriageways and guarantee road transport to the areas with a less dense population, at the same time as setting up an intermodal transport system.

We want a new toll road management policy to regulate mobility, favouring vehicles with high occupation and regular users, but we cannot support eliminating the tolls without the risk of a collapse of the road network and financial ruin for the Catalan government.

We cannot intend to change the model without accepting that it is necessary to build the infrastructures that are lacking and the need for a long transition period in which the old and the new models have to coexist.

INFRASTRUCTURES AND POWERS; TRANSFERS AND FUNDING

The end result of the process of approving the new Statute and of the financing of Catalonia and its application will have to have important consequences for Catalan infrastructures. Many citizens believe that the €34,000M of Additional Provision 3a are net transfers to the Generalitat which could be invested in improving its infrastructures.

This provision and the agreement on its application will allow the state to reduce its deficit of investment in infrastructures for which it is responsible in Catalonia, but not to solve the problems of investment in public works for which the Generalitat de Catalunya is responsible.

I am convinced that the negotiation of the transfers was correct and, at the time, had sufficient funding, but neither the need to transform roads into dual carriageways nor the need to expand the railway network or the underground railway were foreseen.

The negotiations foresaw the ordinary funding, but did not consider how new needs would be financed. The state has moreover increased its budget without revising the financing of the works transferred. The current situation is one of the state administration with plenty of resources, but without powers — and, therefore, without actions to take. On the other hand we have a Generalitat with plenty of projects and works to implement, but without sufficient resources. Again we have the need to fulfil the new Statute of Catalonia and obtain a new and better financing system.



CATALONIA THE MAIN CORRIDORS AND THE TRANS-EUROPEAN TRANSPORT NETWORK

Catalonia will reinforce its strategic situation if it backs a strengthening of the trans-European transport network and the strategic and economic corridors

Catalonia is at a crossroads of two major European economic and strategic corridors: **the European Diagonal and the North – South corridor**. Improving the transport infrastructures of these corridors is therefore one of the country's priorities.

1. The European Diagonal is a major (West – East) corridor which leaves Lisbon and goes through Madrid, **Barcelona**, Montpellier, Lyons, Turin, Cape Istria, Ljubljana, Budapest and which reaches Kiev. The road and rail network of this corridor, called the V corridor, is one of the EU's priority projects.
2. The North – South corridor is one of the major strategic European axes of the trans-European transport network which extend to third countries, linking North Africa (Tangiers), Algeciras, Valencia, Barcelona, Montpellier, Lyons, Metz, Duisburg, ... It allows Barcelona to be connected to the north and the most dynamic area of the European economy.

The Pyrenees – Mediterranean Euroregion and the Madrid - Bilbao - Barcelona – Valencia quadrilateral

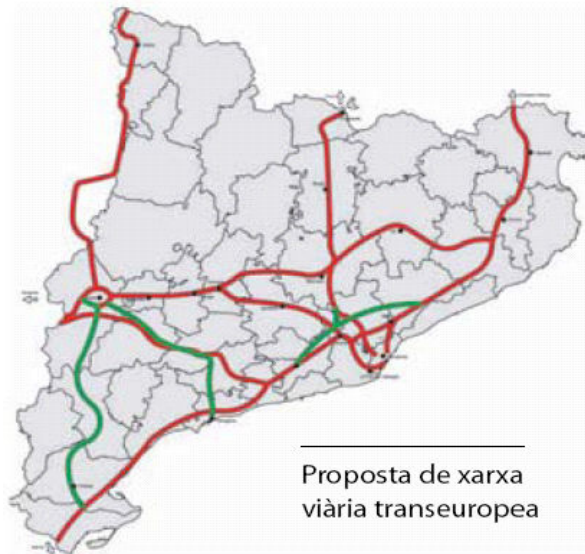
In the sphere of the closest regions and territories, Catalonia should back economic and political strategies which reinforce the Bilbao – Madrid – Valencia – Barcelona quadrilateral and the Pyrenees – Mediterranean Euroregion, for which the improvements of the transport networks of two corridors are especially important:

1. The **Atlantic – Mediterranean “two seas” corridor**, which allows you to go from Barcelona to Narbonne, Toulouse and Bordeaux, and from here to the west of France.
2. The **Ebro corridor** which connects Catalonia to Zaragoza – the Basque Country and the Cantabrian coast.



The trans-European transport network

- As for roads in Catalonia, the trans-European transport network has an important number of motorways and dual carriageways, mainly in the Mediterranean and Ebro corridor, AP-7/A-7, AP-2/A2.
- The trans-Pyrenean corridors are also trans-European routes:- E-9 Barcelona – Manresa – Toulouse and Lleida – Vielha, and the Transverse Axis or C-25.
- As for railways, the trans-European network incorporates the Iberian gauge international lines (Barcelona – Puigcerdà; Madrid – Barcelona – Portbou) and the new UIC gauge high-speed network.
- The ports of Barcelona and Tarragona, and the airports of Barcelona, Reus and Girona form part of the trans-European transport network.
- The coastal motorways, which would have to connect, with regular lines, the ports of Barcelona and Tarragona with the French and Italian ports, also form part of the trans-European transport network.



THE PORTS AND AIRPORTS, THE MAJOR GATEWAYS CONNECTING WITH THE WORLD. BASIC INSTRUMENTS FOR A POLICY OF ECONOMIC OPENING OF CATALONIA.

The global economy has represented a major boost for international trade: from 2000 to 2006, worldwide exports rose by 40%. In Catalonia the total imports and exports have increased even faster, by 25% in just two years (2004-2006).

Catalan exports represent 28% of the total Spanish exports.

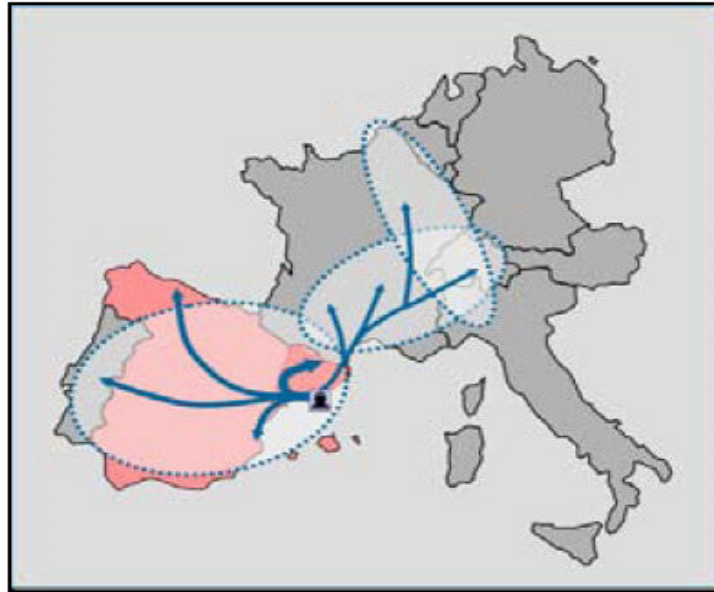
The degree of opening of the Catalan economy (exports + imports in relation to GDP) is 31%, way above the 22% of the Spanish economy.

Air freight transport is still very low, 684,000 tons in 2006 in the whole of Spain, of which 104,000 tons in Barcelona, which represents 15.2% of the Spanish total. Barcelona air transport has European destinations for 58% of cargo and medium and long distance for 18%.

From local ports to international ports.

The ports of Barcelona and Tarragona need to expand their hinterlands, making them extend to the closest large economic areas, to Madrid, the dry ports of Azuqueca or Coslada, to the Peninsular South and the North, to the South of France and the Rhône-Alpes region (Lyons) and with a clear and decisive commitment to the so-called Fermed corridor from Algeciras to Duisburg.

The expansion of the Hinterland toward Madrid, Bilbao-Zaragoza, the Mediterranean corridor and North Africa and southern France and the Rhône corridor



Asia, the foreland of the Catalan ports. Africa and Europe, the short sea shipping zones

The importance of long-distance shipping with Asia and Africa is growing to the detriment of trade with American ports. China, India, Japan and other Asian countries are those with the highest growth in their traffic to Catalonia. We must commit ourselves to continuing to capture this Asian trade.



The Port of Barcelona is doubling its surface area and making an investment of over €3,595M.

The Master Plan of the Port of Barcelona being implemented has made it possible to double the surface area of the port, going from 563 Ha to 1265 Ha, while the lines of mooring quays are also being increased from 19,766 linear metres to 29,702.

The approximate investment that will have been made in the Port of Barcelona in the period 1997-2011 will be €3,596M, of which €1,404M in infrastructure and €2,182M in superstructure and facilities.

A new expansion of the Port of Tarragona, the new external port of the year 2022.

The Port of Tarragona has approved a Master Plan which foresees growth up to 613 Ha. with an investment of €400M.

The Port Authority of Tarragona is already designing a “new expansion plan for the year 2022” with the construction of a new external dock and gaining some 300 Ha of quays with an investment of over €700M.

Airports in optimal conditions to confront the future.

The major modernization work that is being carried out in Barcelona, Reus and Girona airports, together with the construction of the new Lleida – Alguaire airport and a new business or corporate airport, will equip Catalonia with one of the best airport networks in Europe.

— The actions under way in the Barcelona Airport Master Plan will provide facilities capable of absorbing 55 million passengers, 90 operations an hour, and over half a million tonnes. The investment made will amount to over 2.6 billion euros and with the satellite terminal and the remodelling of the new terminal a further 1,400MEUR will be invested.

— Girona Airport, with investments under way amounting to 103MEUR, could move 9 million passengers and 374 tonnes with just one runway. The master plan foresees the construction of a second runway, but without any time horizon.

— Reus Airport, with investments worth 173MEUR, will have infrastructures and facilities for 5 million passengers and 32 tonnes. It also has space for a second runway.



— Lleida – Alguaire Airport, with an investment of almost 100MEUR, has a runway of over 2,000 metres which can be extended to 2,500. It has space for logistic and aeronautical activities of over 167 hectares.

— The business airport will allow Catalonia to be positioned among the leading countries in the aeronautical sector.

With these optimal facilities and those foreseen in the Catalonia Airports Plan, on an infrastructure level, we will have airports which allow us to compete with other countries on an equal footing. Catalan society needs to overcome complexes and clichés, and needs to work to get the airports to help us to achieve the objectives that we have set ourselves as a country:

1 Achieve a new model of business management and obtain the ownership of the airports which are no longer considered to be of general interest (Girona and Reus) and the participation of the

autonomous and local administrations and of the private sector in the management of Barcelona airport.

2 Expand the intercontinental connections of Barcelona airport.

3 Strengthen the presence of companies which decide to have their operating base in the airports of Catalonia.

4 Achieve a minimum of 210,000 tons of air freight in Barcelona and consider the specialization in freight of Lleida – Alguaire airport in the medium term.

THE INFRASTRUCTURES NECESSARY FOR THE MAJOR AREAS DRIVING THE CATALAN ECONOMY.

The infrastructures of competitiveness

1. The **Metropolitan Region of Barcelona** is the most dynamic area of Catalonia and has 2 main poles of growth: the Llobregat Delta area and the Vallès corridor (AP-7 and B-30).

1.1 The **Llobregat Delta Area** concentrates the most important infrastructures of southern Europe. The port, the airport, the duty-free zone, the logistic activities zone (ZAL) and the future goods station, situated in the space of the Delta, at the heart of the metropolitan area, form the main economic driving force of Catalonia and are a future guarantee of competitiveness for this country.

• **This territory urgently needs a new road and rail connection to the port. The international gauge track which connects with the border, the railway logistic platform in the former bed of the Llobregat River and a preferential lane for lorries from Martorell to the port.**



Llobregat Delta Area

• The improvement of public transport with train and metro to the airport, metro to the exhibition site and new railway lines such as **Cornellà - Castelldefels** and the extension of the tram network.

1.2 **The Vallès corridor (the AP-7 the B-30)**, covers the industrial estates and industries which contribute 55% of Catalonia's industrial production. This corridor takes advantage of the communication possibilities of the high-capacity network built for the AP-7 and the B-30, but there are considerable symptoms of congestion.

• Its future will depend on the construction of a **new Ronda del Vallès** (high-capacity dual carriageway with ring-road and long-distance transit functions) to link Abrera and Granollers.

• It will also need to be equipped with new railway and vehicular transport infrastructures, such as: **the high-speed branch for El Vallès and its station; the completion of the conventional, European**

gauge, railway line between Mollet and Castellbisbal; the orbital train between Mataró and Vilanova i la Geltrú (via Granollers, Sabadell, Terrassa, Martorell and Vilafranca); the bus-lane and tram network to the Caldes Axis or between Ripollet and St. Cugat.

2. **The Metropolitan Area of Tarragona** concentrates, in a relatively small area: a high-capacity port, an airport and a logistic activities zone (ZAL), with the advantage, in relation to the Llobregat Delta area, of a good arrangement of logistic areas - to the CIM “El Camp”, from the Canonja, Tarragona; to the town of Valls; to Montblanc in the Conca de Barberà area or the proximity of the Logis Penedès, etc. Industrial activity (in particular, the chemical estates), logistics and tourism will enjoy the positive effect of these infrastructures.

- The **3rd lane of the AP-7** and the construction of the **A-7 dual carriageway** (N-340), the conversion into a dual carriageway of the **Tarragona-Lleida Axis** are actions which are already under way.
- The completion of the **Mediterranean Corridor** railway connection with the high-speed train from Zaragoza to Barcelona and the **new Camp de Tarragona station**, together with a new high-speed international gauge line to connect Castellón and Tarragona is a priority.
- The departure of goods from the port of Tarragona **needs a new UIC gauge goods line from the port of Tarragona to Castellbisbal.**
- **The organization of the Camp Region with a good public transport system and the Camp tram system** are necessary for the correct operation of this territory.



3. The new economic axis: the **Transverse Corridor of Catalonia** (the Lleida pole, the Bages pole, the Osona area and the metropolitan area of Girona). The congestion of the coastal corridor, without logistic spaces, or possibilities for new infrastructures, opens up the possibility of backing this new corridor.

3.1 **The Lleida pole**, which covers a territory which goes as far as Cervera, will be strengthened as the major food and agriculture and logistic pole of Catalonia.

- **The widening of the Transverse Axis**, the coming into operation of the “Avant” railway services (which connect Lleida and Barcelona in just over an hour), the A-2 dual carriageway (which connects Lleida to Zaragoza and Barcelona), the construction of **Alguaire Airport** and the programming

of the new **Railway Transverse Axis** are the connecting infrastructures in this sphere.

- The **Tarragona - Montblanc - Lleida and Montblanc - Tarragona dual carriageways** will be the connection of the transverse corridor with the Mediterranean Corridor in the Lleida area.

- **The Òdena basin.** Half way between the Transverse Axis and the RMB, the Òdena Basin can play an important role in the future of the country when the railway branch line is built from the Axis to the Port of Barcelona, via Igualada, and when Òdena aerodrome is expanded.

3.2 The **Manresa and Bages pole**, located at the junction of the Transverse Axis (the C-25, being widened) and the European dual carriageway E-9/C-14, from Barcelona to Toulouse.

- The **future widening of the C-55** will make it possible to guarantee a good road network for Bages.

- It will be necessary to improve its railway communications – which will be achieved with the **construction of the Railway Transverse Axis** — and to reduce the journey time by rail to Barcelona — which will be achieved with the construction of the **Vacarisses and Montcada tunnels**.

3.3 The **urban area of Girona** has a constantly growing airport, situated at the junction of two major road and rail corridors: the Transverse corridor (C-25 and the railway transverse axis) and the Mediterranean corridor (AP-7 toll road, the free A-2 dual carriageway and the conventional and high-speed and European gauge railway lines). It also has an intermodal centre in operation and a major industrial and logistic area is planned.

- The construction of a **station for the high-speed train in the airport area and the new industrial and logistic area is required.**

- The completion of the **widening of the A-2, the third lane of the AP-7, the widening of the Gavarres ring and the completion of the Girona- Olot dual carriageway.**

- The improvement of the public transport and the **creation of a suburban or light rail system.**

4. Motorways

Since the 1970s, Catalonia has had a network of toll roads which has allowed major economic growth throughout the territory that they serve. When the Spanish governments decided to build toll-free dual carriageways the imbalance between the toll and the toll-free networks began to produce an effect against the competitiveness of the Catalan economy.

Spain has some 3,378 km of toll roads, of which 661 are in Catalonia, representing 19.5% of the total network. (We moreover have 291 km of shadow toll roads). The network of motorways and dual carriageways in Spain amounts to 11,000 km, while in Catalonia we have 1,268 km.

- **We must continue to promote investment in the toll-free dual carriage network**, in order to put us on the Spanish level and thus eliminate the discrimination and the barriers to the development of our economy.

- On the other hand, it is **essential to redefine the toll policy**, promoting a toll which regulates mobility, which favours high-occupation vehicles, users with compulsory mobility, environment-friendly vehicles, ... and which takes into consideration peak and off-peak times and days.

The rebalance infrastructures

1. The **Terres de l'Ebre**. The area covered by Tortosa, Aldea, Amposta and St. Carles de la Ràpita, is at the meeting point between the Mediterranean corridor (the AP-7 toll road, the A-7 / N-340 free dual carriageway, and the Euromed railway axis) and the Ebro corridor.

- The **widening of the Ebro axis** will allow a direct link to the Lleida and Zaragoza pole.

- The **new A-7 (former N-340)** dual carriageway inland will contribute toward a better balance of this territory.

2. **The Pyrenees.**

- The major challenge pending is the completion of the **Pyrenean Axis**.

- The **Lleida-Huesca dual carriageways** and the Lleida-Val d'Aran dual carriageway and main road are works under way.

- The improvement of the axes of the rivers which connect the main urban areas to the territorial capitals (Vic, Manresa and Lleida) and to Barcelona is promoting the development of this territory. Both the **widening of the C-17 (BCN-Vic-Ripoll) and of the C-16 (BCN-Manresa-Berga) and the improvement of the C-14 (La Seu d'Urgell-Lleida) and of the Pallars axes.**

The national infrastructure agreement

Catalonia is permanently debating infrastructures, the deficit which cripples the economy, the projects that are used by the defenders or opponents as weapons in the political battle.

We need to achieve a major national infrastructure agreement in order to agree on those actions which we think it is necessary to carry out in order to strengthen the economic competitiveness or the territorial rebalance.

The agreement should end the controversies which perpetuate the programming and the performance of the works that we need in order to give a new boost to the competitiveness of our economy.

A lack of agreement would delay the actions and could cause a process of economic decadence which no-one wants.

The Catalan government, aware of its responsibility, has prepared the base document for the national infrastructure agreement and has presented it to institutions, administrations, organizations, and political parties for consultation. Catalan society has a great responsibility; the agreement is an opportunity that cannot be missed.

Barcelona, 23 May 2008