

## 26. New southern rail and road access ways in the Barcelona port expansion

### MUNICIPALITIES

Sant Joan Despí, Cornellà de Llobregat, l'Hospitalet de Llobregat, el Prat de Llobregat and Barcelona

### HEADING

Road and rail access to the Port of Barcelona, a key element in the development of the Mediterranean Corridor.

### IDENTIFYING DETAILS

Details of road access tender:

- Cost of road access tender: €174.1 M (including VAT), with a term of execution of 40 months
- Estimated investment for the new rail access is €108.07 M

### PROJECT DESCRIPTION

Now that the first phase of the southern expansion of the Port of Barcelona has come into operation, the corresponding road and above all rail links (via mixed gauge) with main goods transport routes is essential. This is vital to maintain the competitiveness of this important infrastructure. Currently, provisional access is in place, to guarantee international goods transport with standard European gauge, but the port cannot operate at full capacity until the definitive accesses have been built.

In September 2013, the Catalan Ministry of Territory and Sustainability and the Spanish Ministry of Public Works signed a protocol to push forward with the rail access. Although originally handled together, it is currently divided into three projects:

- Road access, in three sections. The first consists of the increase in capacity of the Coastal Ring Road, through the construction of a new lane in both directions, from the upper level of the A-2 motorway to the new l'Hospitalet junction. The second section is a motorway with two lanes in each direction between the l'Hospitalet junction and the crossing with the C-31 motorway. A third section then starts, with a two-lane viaduct over the port's Zona Franca area on the left side of the River Llobregat, across the Mercabarna bridge, where the road runs along a raised area on top of the old riverbed to link up with the future entry to the port. At present, the works have been awarded and their start is expected in 2014.
- Rail access: the first phase will have a single lane and mixed (Iberian and Standard European) width in the link for transport of goods from the access to the expansion of the Port of Barcelona. This new rail access is divided into different projects, and after their approval the award of the works is expected.
- Rail terminals: now that the new El Prat wharf is in operation, tendering of the works has got under way to complete their functionality. Still pending is progress towards a new terminal over the old bed of the River Llobregat.

### PROJECT ADDRESS

[no website]

### RESPONSIBLE

Spanish Ministry of Public Works