

## 27. New southern rail and road access ways in the Barcelona Port expansion

### MUNICIPALITIES

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### HEADING

The road and rail access to the port of Barcelona, a key element in the development of the Mediterranean Corridor.

### ECONOMIC AND TECHNICAL DETAILS

Data from the informative study (there are no data from the constructive project because it is in preparation):

- Road tender cost: €91.6 M
- Rail tender cost: €316.6 M (price as at April 2006)
- Length of 2+2 dual carriageway: 10.0 km
- Length of mixed-gauge double track: 1.98 km
- Length of mixed-gauge single track: 9.34 km
- Term of execution: 4 years

### DESCRIPCIÓ DEL PROJECTE

With the coming into operation of the new port terminal, it is essential if it is to be competitive that construction of new southern road and rail access ways is ensured.

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 connections (with mixed gauge) with main goods transport routes is essential. Currently, provisional access is in operation to guarantee international goods transport with broad European gauge, but the port cannot operate at full capacity until the definitive accesses have been built.

Although initially processed together, currently three projects can be differentiated:

- Road access: this begins just before the C-245 junction, with widening of lanes along the coastal ring road running parallel to the River Llobregat as far as Mercabarna, then continuing along the left bank of the old bed of the River Llobregat until they terminate at the new port access.
- Rail access: the branch train line will emerge from the Can Tunis junction and follow the left bank of the current river bed to the new wharves then run parallel to the sea, to then travel up the old bed of the River Llobregat to where the future station will be located.
- Rail terminals: the port wants to establish two rail terminals that can be run by two different operators, with capacity for 200-240 trains a day up to 1,500 metres long.

Both the rail and road construction projects are at the drafting phase. When the Spanish Ministry of Public Works and Transport approves them, the works can be put out to tender.

### PROJECT ADDRESS

[www.fomento.gob.es](http://www.fomento.gob.es) and [www.seitt.es](http://www.seitt.es)

### RESPONSIBLE

Spanish Ministry of Public Works and Transport