

El corredor ferroviario mediterráneo: un tren de alto interés europeo

Barcelona: puerto ampliado, aeropuerto, nueva estación y parque logístico

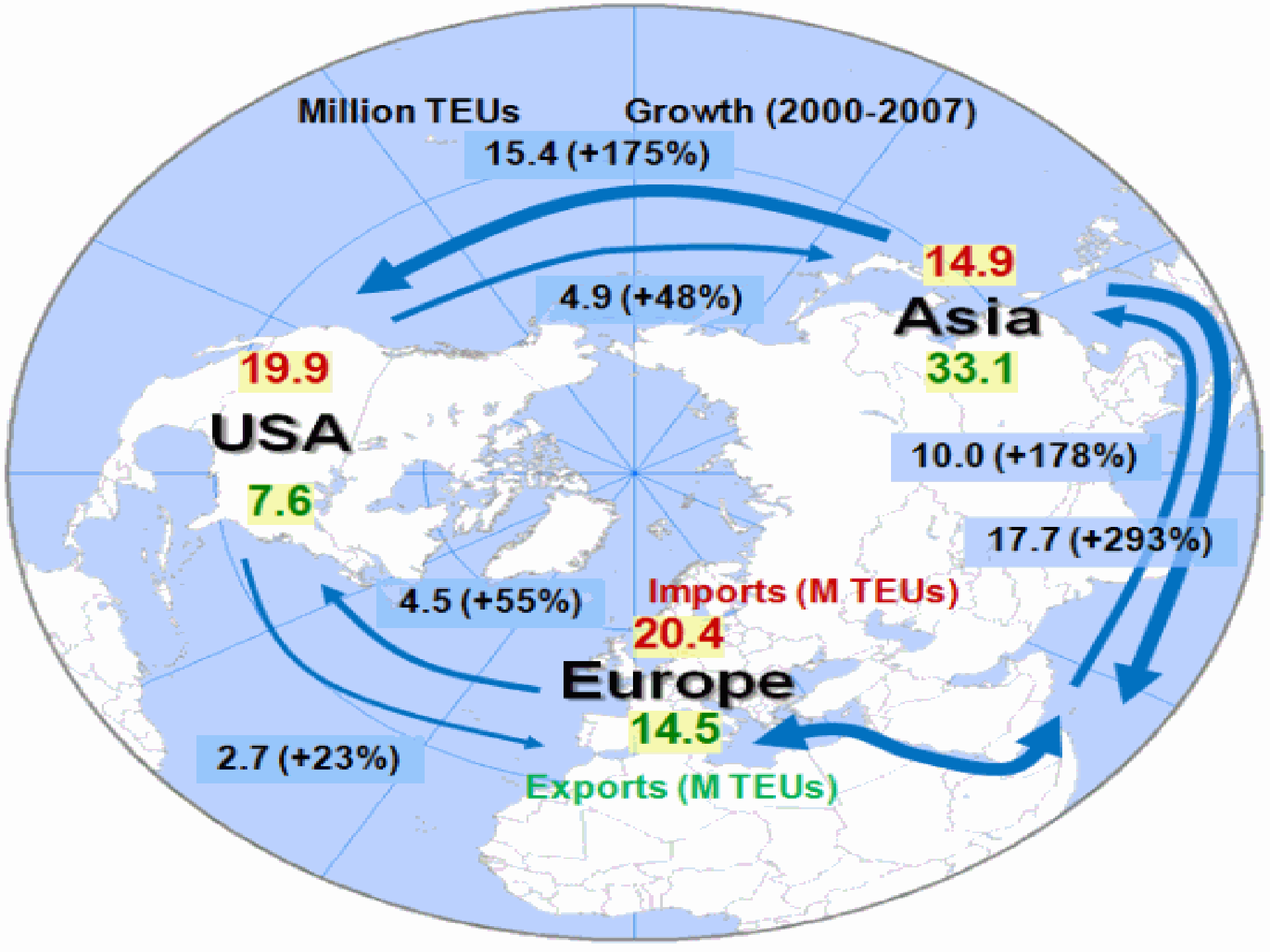


RAMON TREMOSA, Eurodiputado de CiU (www.tremosa.cat)
IESE Business School. Barcelona, 29.06.2011

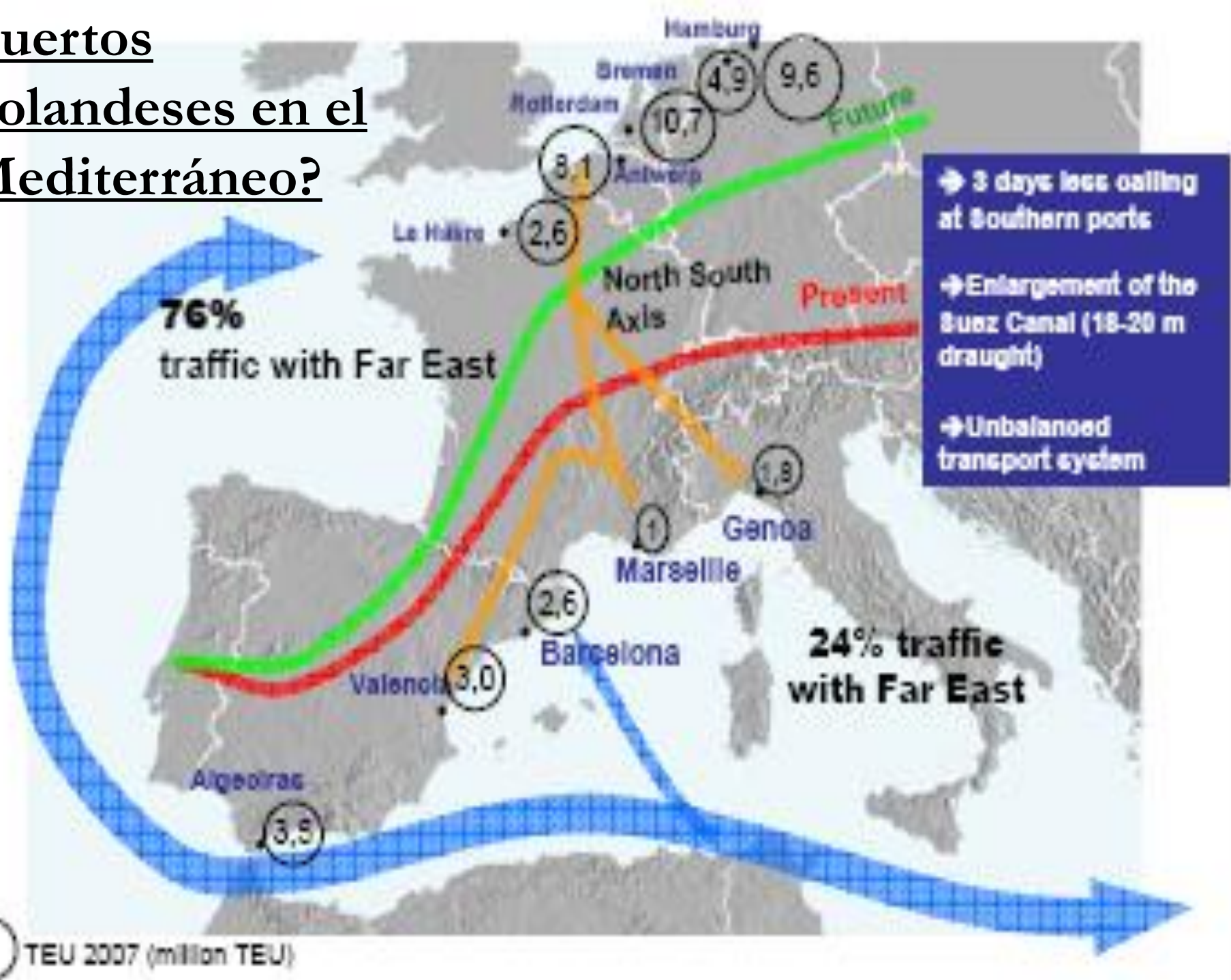
Siglo XXI: Revolución logística.

Mediterráneo, nuevo centro del comercio global





Puertos holandeses en el Mediterráneo?



Multi-port Gateway Regions, 2008 (U. Anvers, 2009)



REGIONES PORTUÁRIAS EUROPEAS

Millones de contenedores (TEUS)

Theo Notteboom, Universidad de Amberes (ITMMA)

1985	1995	2005	2008
1. H+B = 4,3	1. H+B = 7,8	1. H+B = 17,5	1. H+B = 22,3
2. ELBA = 2,1	2. ELBA = 4,4	2. ELBA = 11,8	2. ELBA = 15,2
3. LON = 1,6	3. LON = 3,5	3. LON = 5,8	3. LON = 6,5
4. LIG = 0,9	4. LIG = 2,0	4. B+V = 4,4	4. B+V = 6,2
5. PAR = 0,7	5. B+V = 1,3	5. LIG = 3,5	5. LIG = 4,0
6. B+V = 0,6	6. PAR = 1,0	6. PAR = 2,3	6. PAR = 2,6
7. DAN = 0,5	7. DAN = 0,9	7. DAN = 1,6	7. DAN = 1,8

H+B = Holanda + Bélgica. ELBA = Hamburgo + Bremen. LON = Delta del Támesis. LIG = Liguria (Génova). PAR = París y estuario del Sena. B+V = Barcelona + Valencia. DAN = Delta del Danubio.

TEN-T and intermodal accessibility of seaports

Prof. Dr. Theo Notteboom
President, TMMA - University of Antwerp

www.itmma.ua.ac.be
theo.notteboom@ua.ac.be

**Business conference 'Rail infrastructure for freight services: from
corridor to network'
Rotterdam, 14 June 2010**

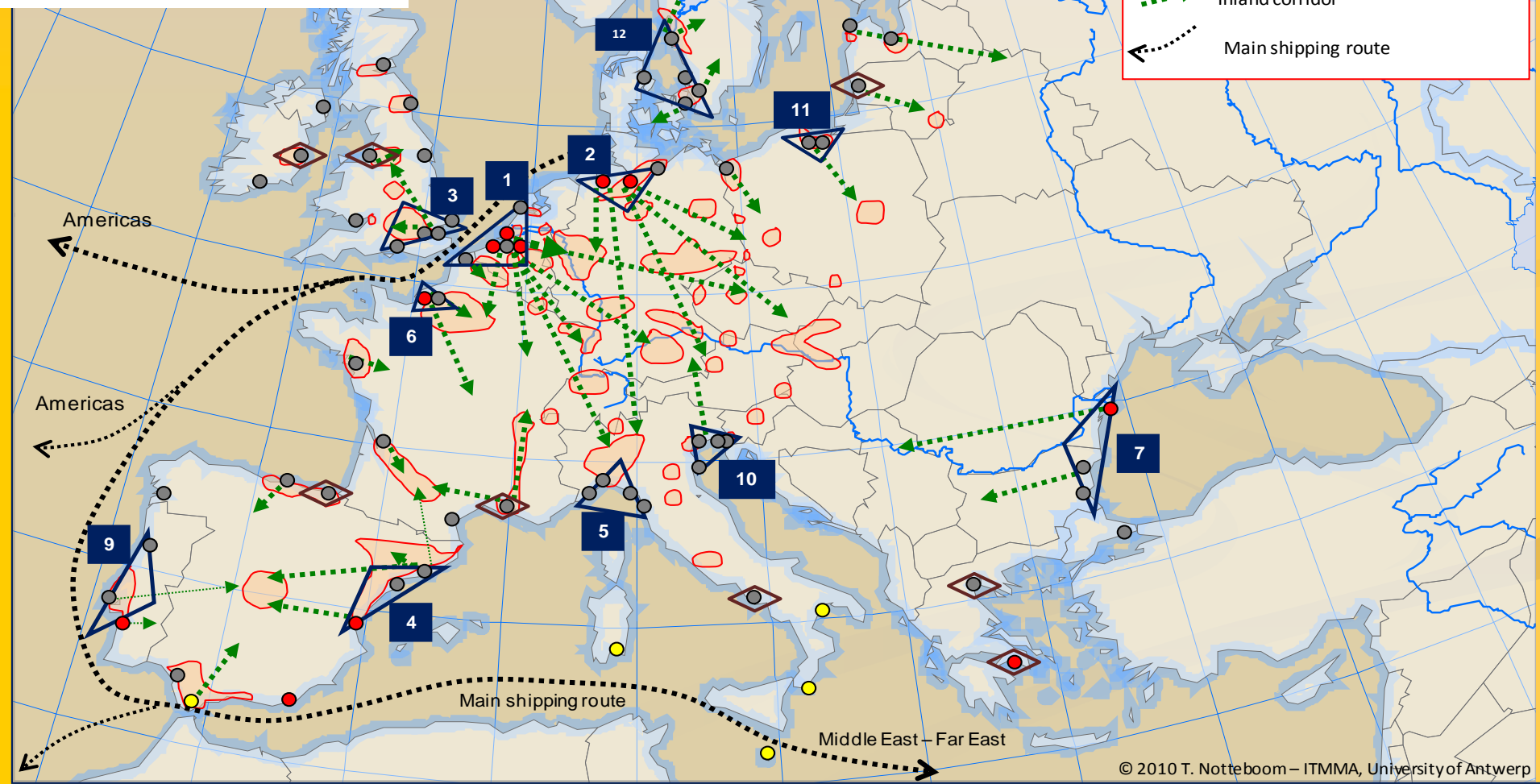
Multiport Gateway Reg.

% European traffic, 2009

1. Delta Rin: 25%
2. Helgoland Bay: 15%
3. UK SE Coast: 8%
4. Spanish Med: 7,5%
5. Ligurian Range: 4,5%
6. Seine Estuary: 3%

Profile map of European seaport system CONTAINERS

- Gateway port
- Transshipment/interlining port (transshipment incidence >75%)
- Gateway port also handling substantial transshipment flows
- Logistics core region
- △ Multi-port gateway region
- ◇ Main stand-alone gateways
- Inland corridor
- Main shipping route



Tren de mercancías de Algeciras a Estocolmo



A FAVOR del corredor mediterráneo

- * **Prioridad política de la CE: reducir CO2 y congestión, penalizando el tráfico de camiones de radio largo.**
- * **Necesidad descongestión puertos del Mar del Norte: Baviera y Austria abastecidas desde el Mediterráneo.**
- * **Sensibilidad nueva CE y grandes grupos ferroviarios (DB –Ferrmed 14.01.2011-, SNCF –Barcelyon-).**
- * **Jean-Eric Paqué (TEN-T): red básica de elevado interés europeo obligatoria para los Estados.**

In the 21st century Catalonia needs infrastructure that is conceived and managed with a global vision, to take advantage of opportunities that today are equally global: the new economic geography of the world offers the coast of Catalonia and Valencia opportunities of the first magnitude, thanks to the recovery of the Mediterranean's strategic value in world trade.

The Mediterranean sea is on course to claim the highest volume of maritime trade in the world in the 21st century. This anticipated expansion will be due in part to the growth of the Asia-Europe trade corridor, complemented by the proposed Suez Canal enlargement. The Catalan ports of Barcelona and Tarragona and the port of Valencia offer the most efficient and cost-effective entry ports on the Mediterranean, and are poised to gain ascendancy over other European ports offering comparable services. Economists and business leaders predict that Asia will shortly be the main industrial platform in the world, while Europe will become the world's largest consumer market. Forecasts of the consequences of this phenomenon for Catalonia seem to be on track, given that in 2000 for the first time over the ports of Barcelona and Valencia exceeded the container traffic (measured in TEUs) of the French port of Marseille and Genoa in Italy.

Catalonia is the most important industrial region on the Mediterranean, with large modern industrial centres near its ports; the chemical and automotive industry clusters are the Mediterranean's largest, while other ports are mainly dedicated to transshipment traffic or coastal trade. Catalan ports are thus able to add value to semi-manufactured goods imported from the emerging economies in Asia, Africa and Latin America. It is anticipated that over the next century Catalan ports will play a similar role to those of Flushing and the Netherlands, which in the nineteenth century were at the forefront of the expansion of trade across the Atlantic. Given these circumstances, it is not surprising that global logistics operators rate Barcelona as the primary and most important entrance port for Asian and African trade with Europe on the Mediterranean sea.

Ramon Tremosa is the author of several books on Catalan economic policy. He was elected Member of the European Parliament for the Catalan coalition *Convergència i Unió* in June 2009. A full biography is provided within the book.

Over the author's front - The port of Barcelona 2005, with a blue dock and the container terminal, taken from Maribell Escarot, courtesy of Glòria Sureda i Bach - *Cover project* of the new Barcelona port area, PortAgora and the Josep Oriol industrial park.

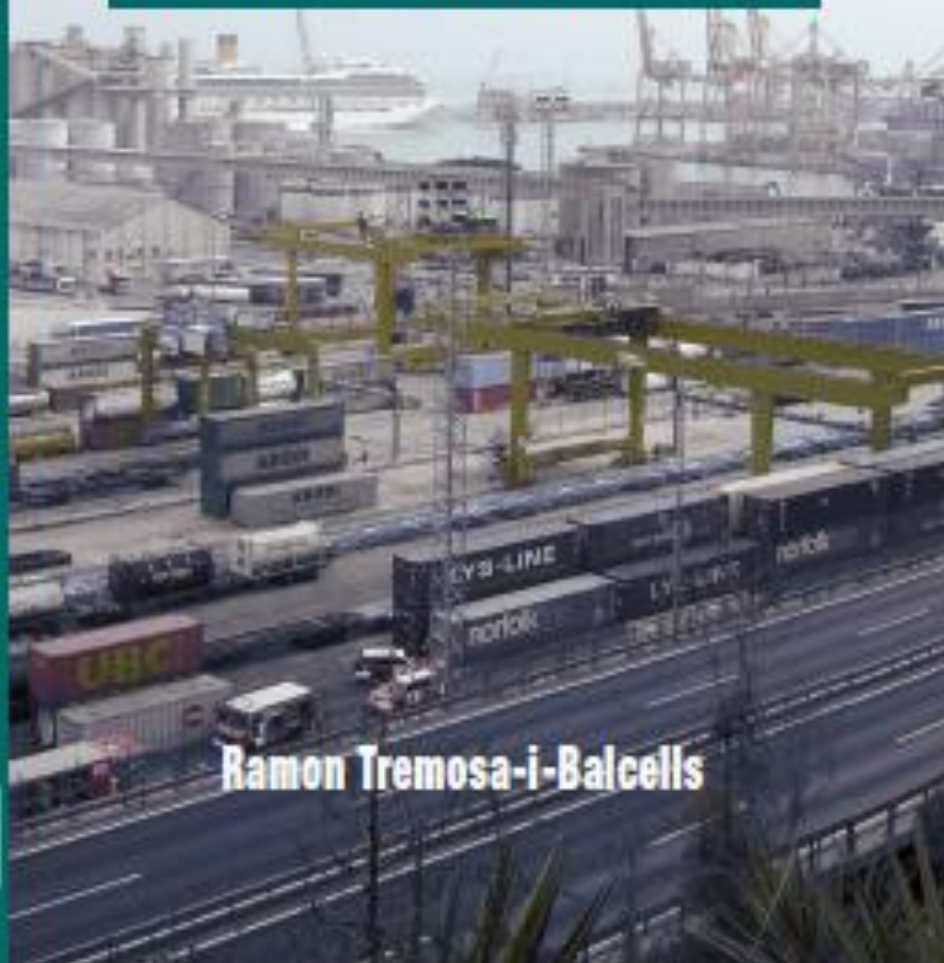


CATALONIA An Emerging Economy Ramon Tremosa i Balcells

CATALONIA

An Emerging Economy

The Most Cost-Effective Ports in the Mediterranean Sea



Ramon Tremosa-i-Balcells

sussex
ACADEMIC
PRESS

Wilmington • Portland • Toronto

Published in cooperation with the
Catalan Observatory of the University
of Girona

SERGI
JORDI
PUJOL

III Institut
RAMON PUJOL
Catalan Language and Culture

Catalan March Centre
No Contemporary
Spanish Studies

1289-778-1-05157-057-0



9 781289 193890

www.sussex.ac.uk/arc



USE

ARC
SUSSEX