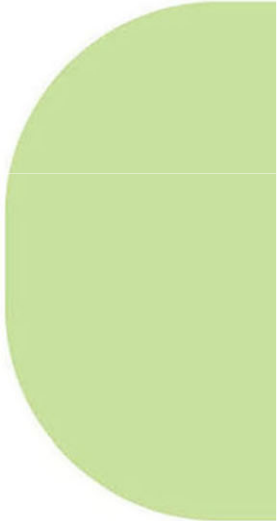
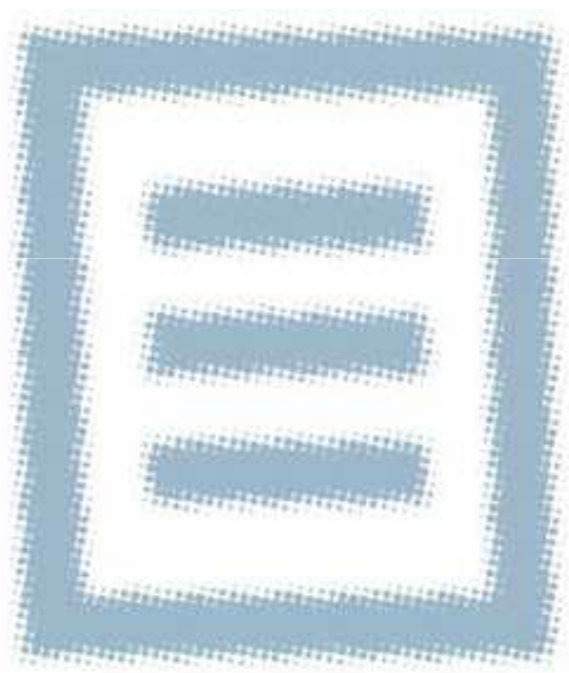


I CONGRESO INTERNACIONAL SOBRE LA TRAVESIA FERROVIARIA POR EL PIRINEO CENTRAL

Trans-European Transport Network
Portuguese HSR Network
National Network of Logistics Platforms



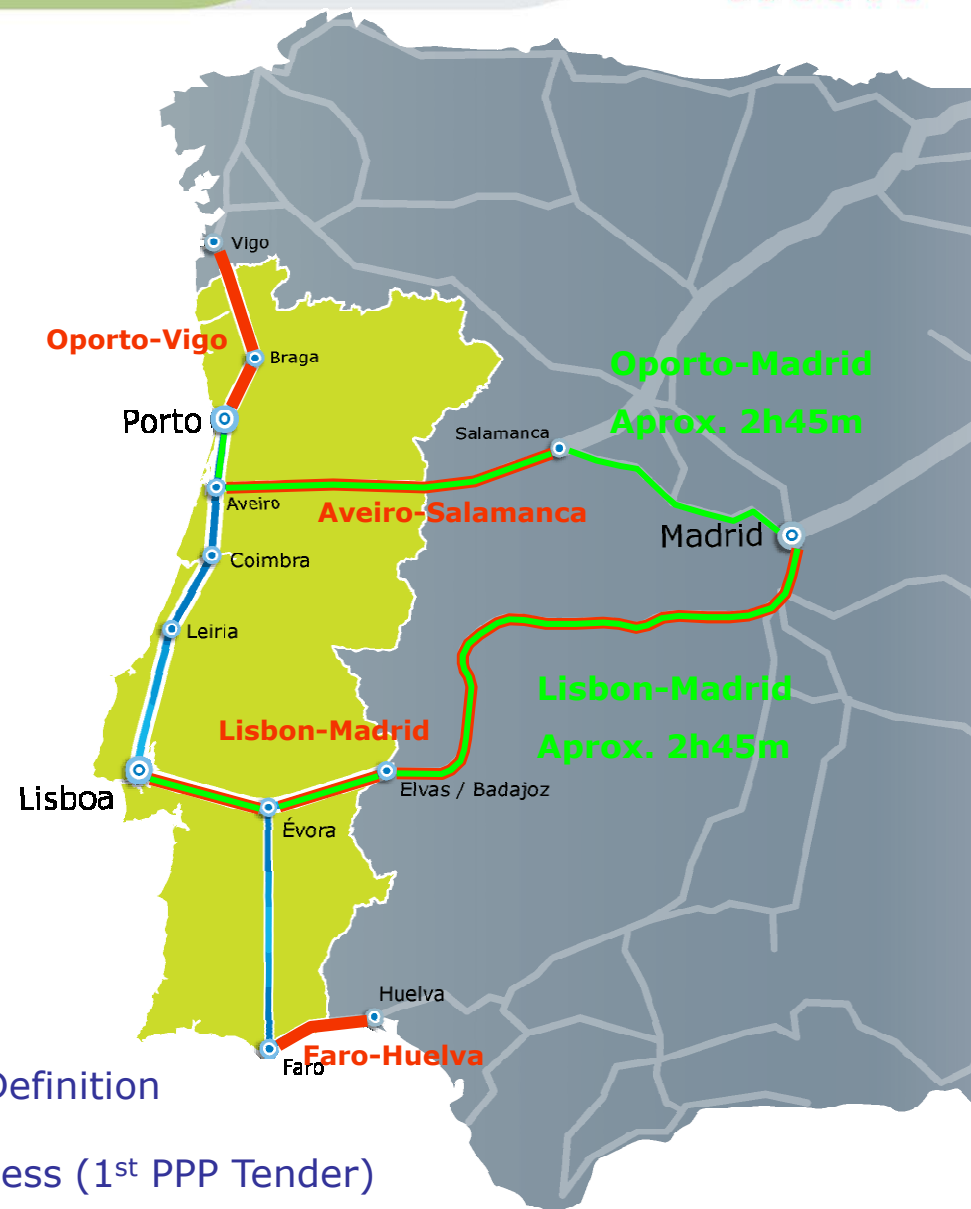
Instituto da Mobilidade
e dos Transportes Terrestres, I.P.

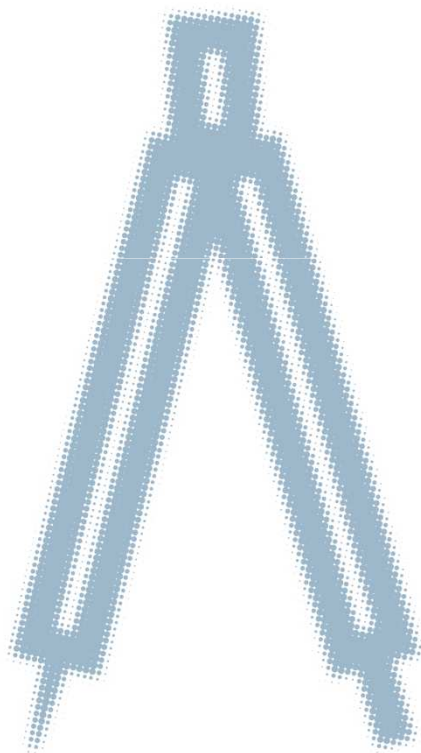


Portuguese HSR Network Historical Milestones

Historical Milestones

Dec/2000	Creation of RAVE
Jan/2001	Creation of AVEP
Jun/2002	Start of Feasibility Studies
Nov/2003	Portuguese/Spanish Summit • Cross border HSR Axis • Journey Time Objectives
Dec/2003	Start of Preliminary and Environmental Impact Studies
Jul/2004	Portuguese HSR Project included in the TEN-T 30 Priority Projects
Sep/2006	Start of the Environmental Impact Assessment Procedure
Jun/2007	Business and Procurement Model Definition
Jun/2008	Beginning of the Procurement Process (1 st PPP Tender)





The Project

Portuguese HSR Network

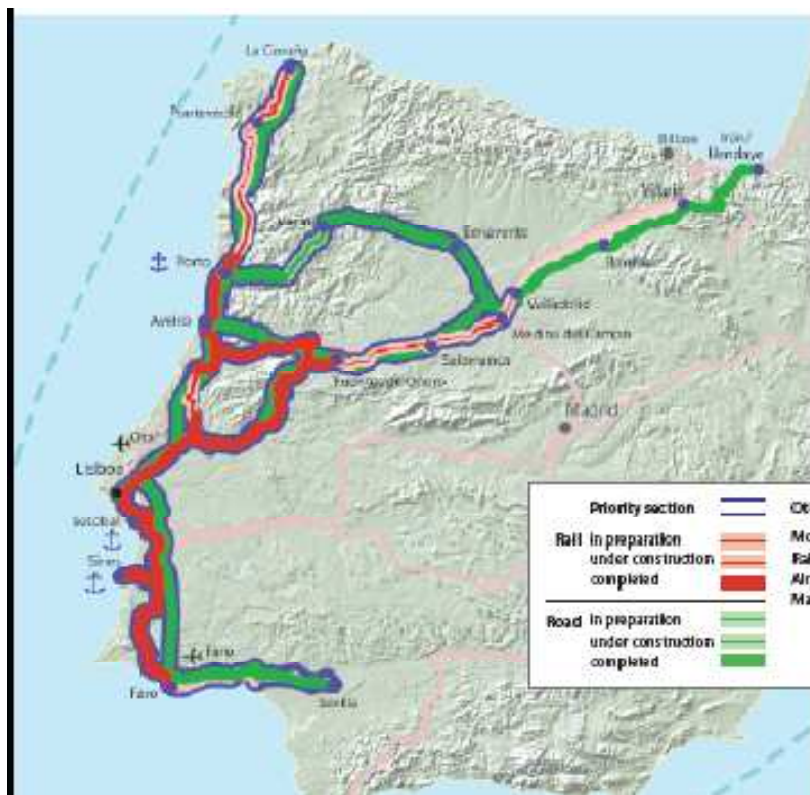
Trans-European Transport Network priority axes and projects

- 1. Main goal of European transport policy**
- 2. Improve cohesion, competitiveness and single European market**
- 3. Sustainable development**
- 4. Relieving of congestion of
main European axis**
- 5. Successful ongoing
projects**



Priority axis No 3 - High-speed railway axis of south-west Europe

Three new high-speed lines will link major cities on the Iberian peninsula with the French high-speed network, bringing the Spanish capital to within four hours of the French border. The new lines will slash current journey times by as much as 60 %, providing significant new competition to both air and road transport on key routes.



Priority axis No 8 - Multimodal axis Portugal/Spain – rest of Europe

Major improvements in the road, rail, air and maritime infrastructures in the Iberian peninsula will make passenger and freight journeys within and between Spain and Portugal quicker and more efficient. And it will also improve connections with the rest of the EU, bringing the citizens and firms of these two Member States closer to the heart of Europe.

Priority axis No 16 - Freight railway axis Sines/Algeciras-Madrid-Paris

A high-capacity line, including a new trans-Pyrenean crossing, linking the Sines and Algeciras container terminal ports with the Spanish and French rail networks will significantly increase rail's share of international freight on this crowded route, improving connections between southern and northern Europe.

Priority section	Other priority axes
Rail in preparation	Motorway of the sea
under construction	Road
completed	Rail

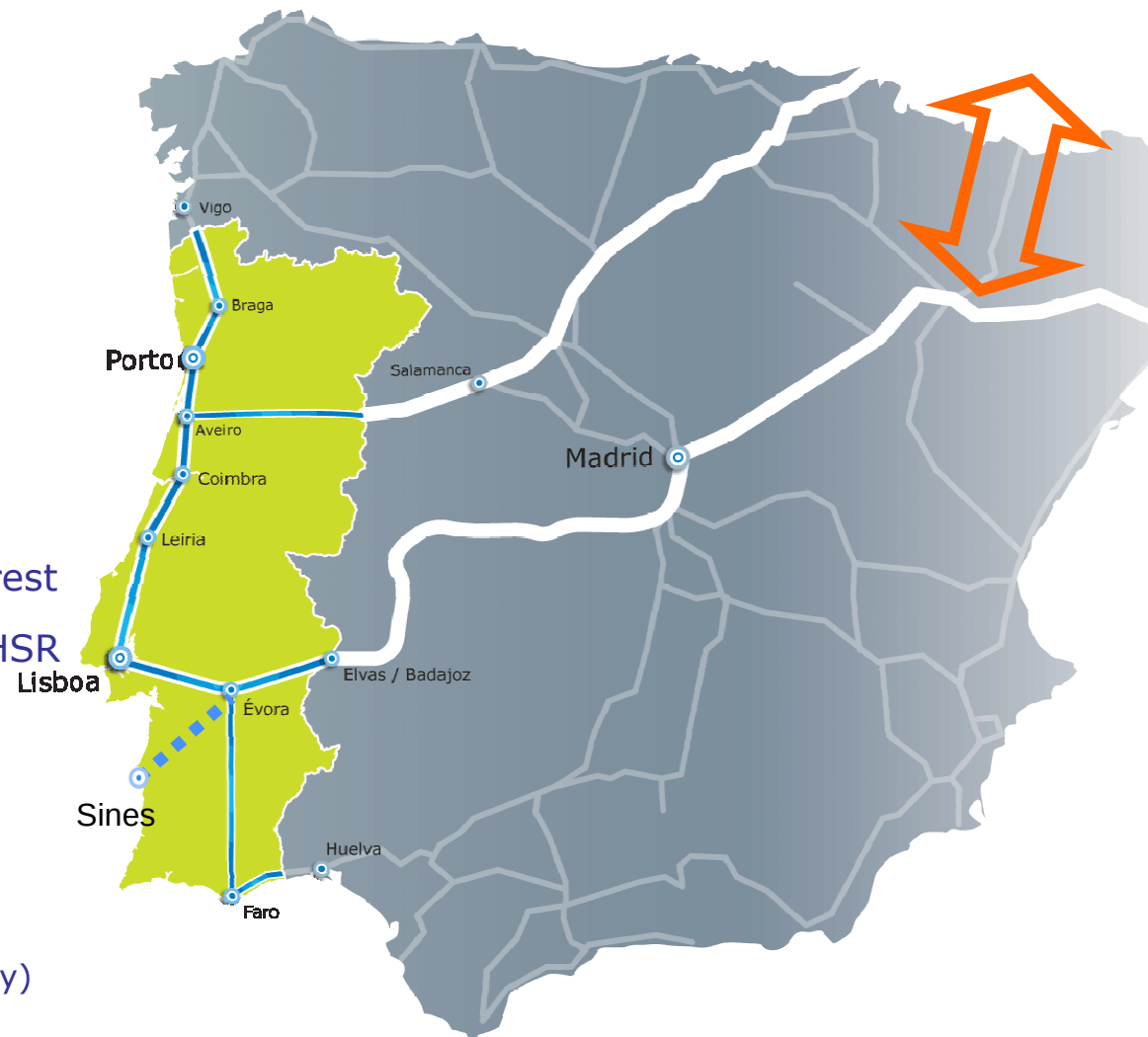


Priority axis No 19 – High-speed rail interoperability on the Iberian peninsula

New construction and technologies will make it possible to integrate Spain and Portugal into a fully interoperable trans-European high-speed rail network.

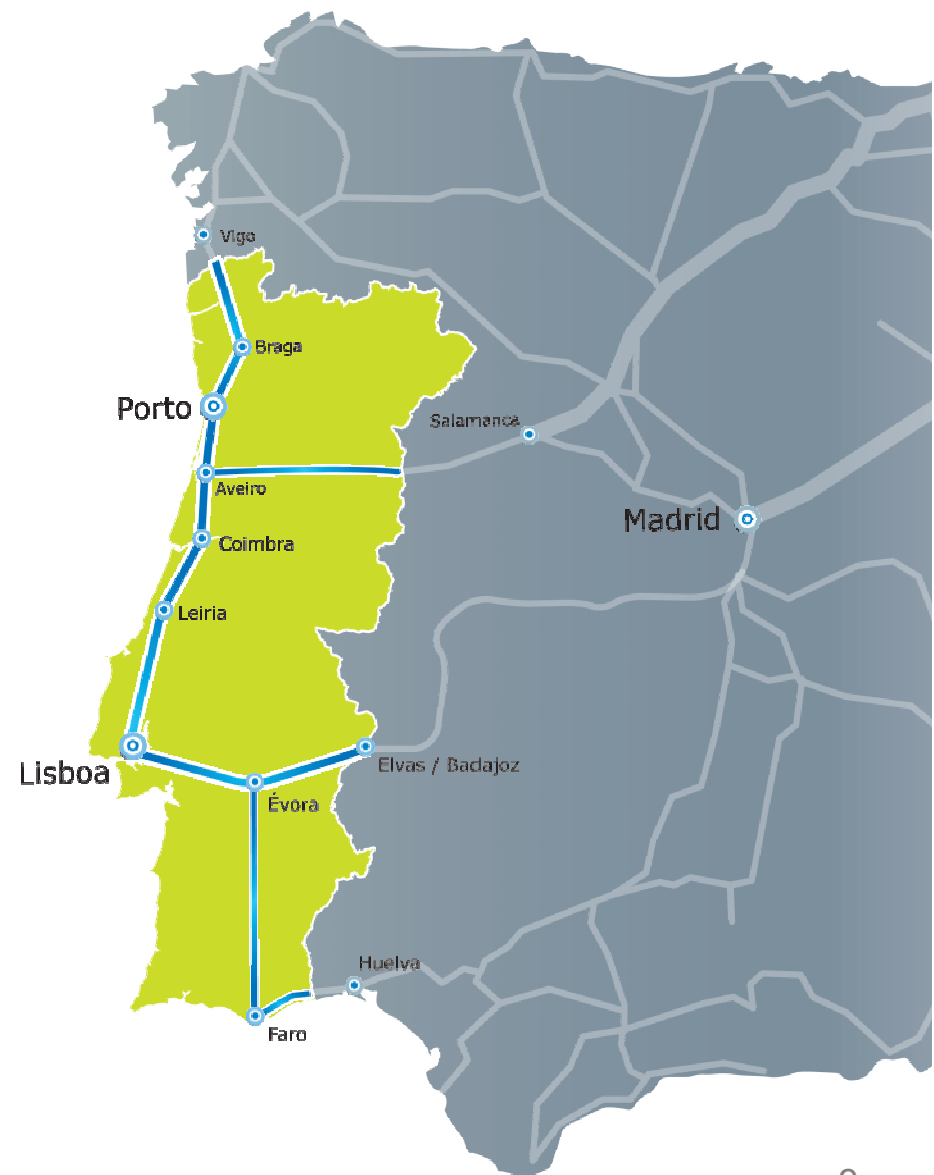
Portuguese HSR Network

- Five main axis:
 - **Lisbon – Madrid (2013)**
 - **Oporto – Vigo (2013)**
 - **Lisbon – Oporto (2015)**
 - Aveiro – Salamanca
 - Évora – Faro – Huelva
- Part of the TEN-T
- European Parliament and European Council: Project of Community Interest
- Interoperability with the European HSR Network
- Lisbon – Madrid Axis:
 - Considered by the European Commission one of the five most important project across Europe
 - Already being built (Spanish territory)



Portuguese HSR Network Main Objectives (1/2)

1. Enable a modern, sustainable and efficient transport system
2. Reduce the country's peripheral position, by connecting Portugal to Europe
3. Contribute to the Atlantic south-west front competitiveness
4. Accelerate the country's economical and technological development, also at the regional level
5. Contribute to a better modal distribution, both for passenger and freight, changing the actual hegemony of road solutions

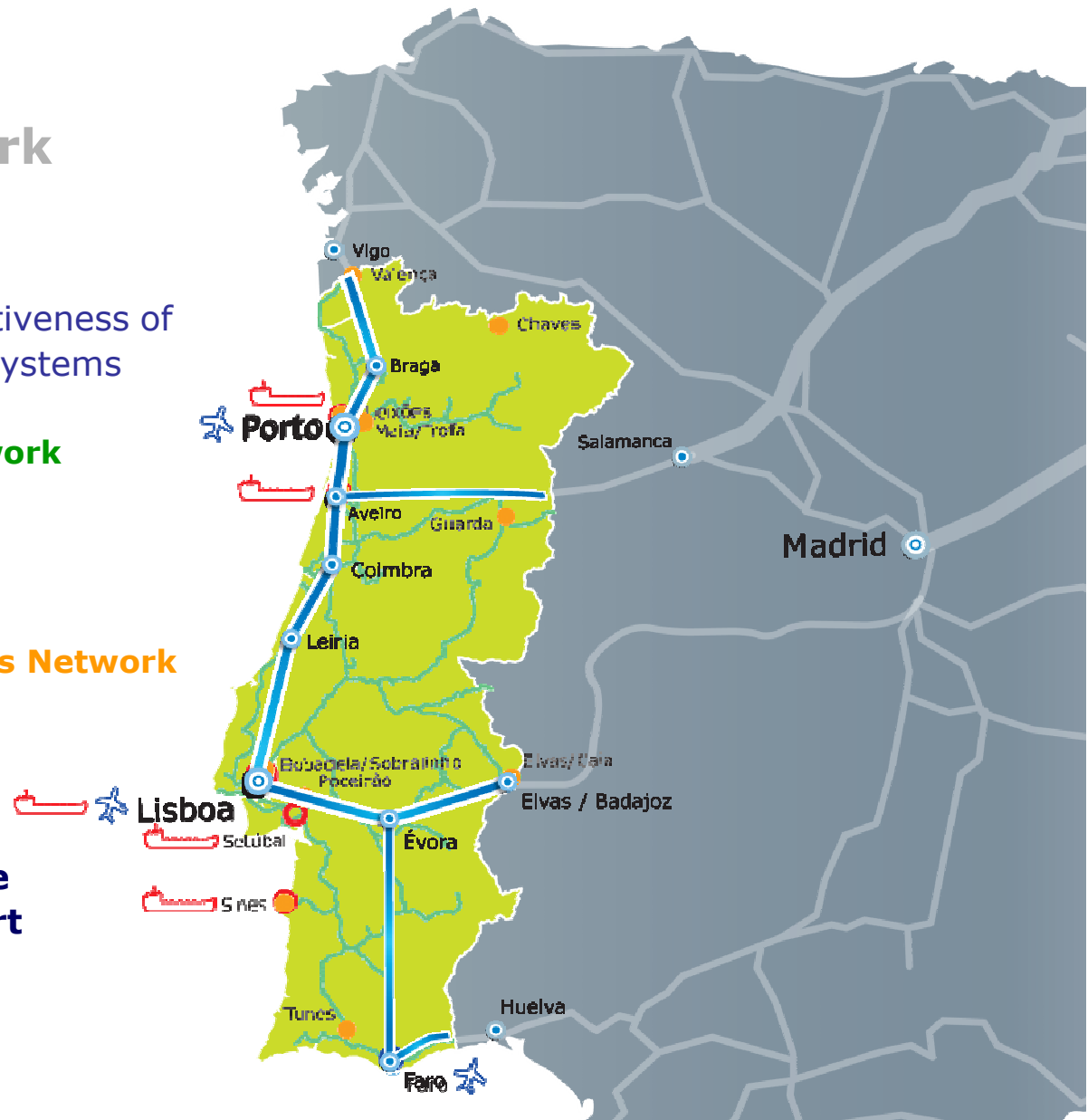


Portuguese HSR Network Main Objectives (2/2)

6. Increase mobility and competitiveness of the port, airport and logistics systems

- **Conventional Railway Network**
- **Main Ports**
- **Main Airports**
- **National Logistics Platforms Network**

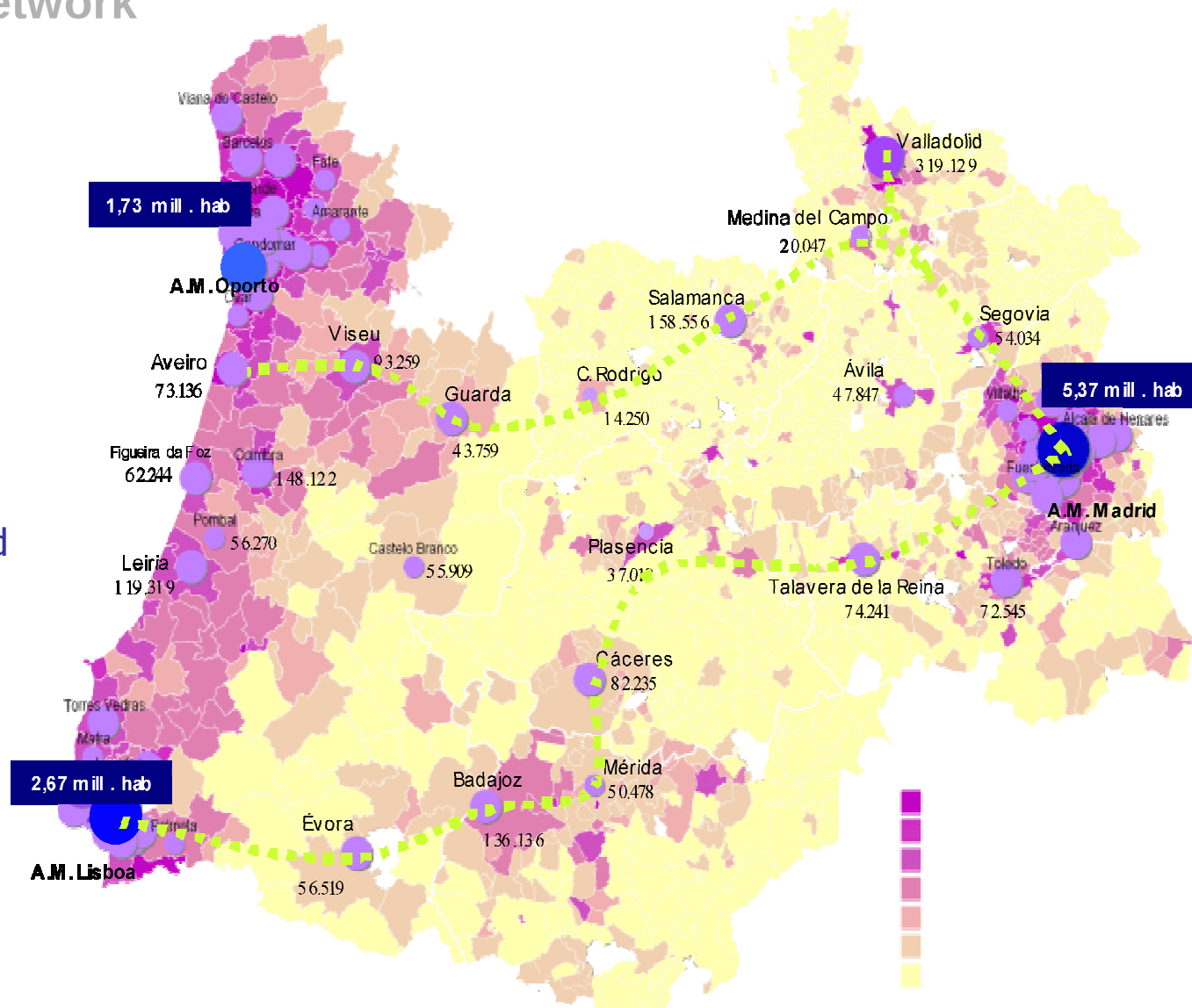
**HSR as the Backbone of the
Future Portuguese Transport
Network**



Portuguese HSR Network

Population

- Geographic area between Lisbon, Oporto and Madrid has about 17 millions of inhabitants
- Lisbon, Oporto and Madrid represent around 60% of total (about 10 millions of inhabitants)



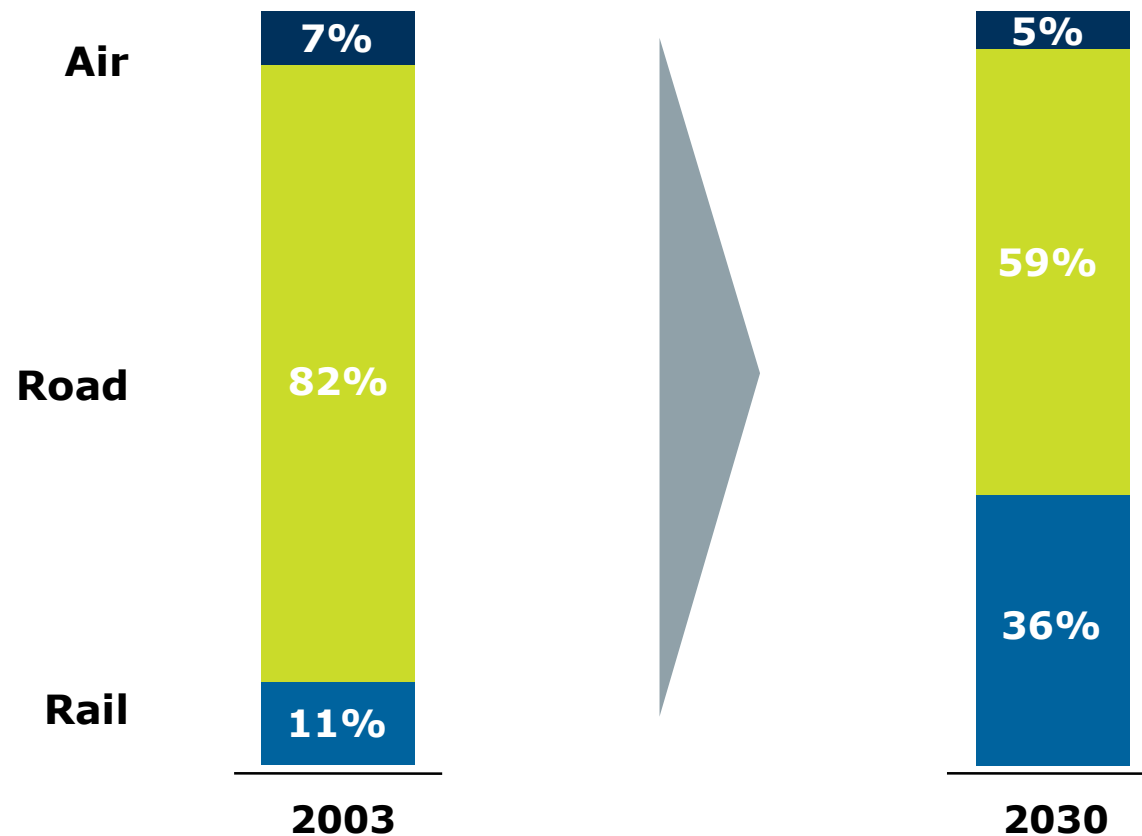
Portuguese HSR Network Demand Forecast

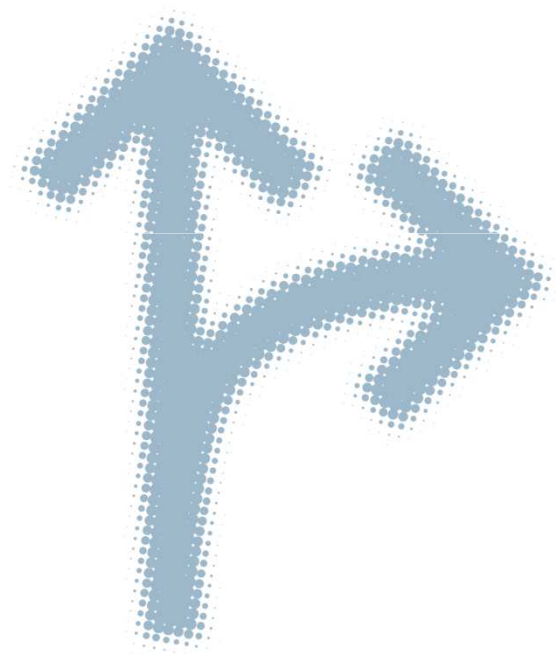
**Lisbon-Oporto &
Lisbon-Madrid axis**



Portuguese HSR Network Market Share (Long Distance Traffic)

**Lisbon-Oporto &
Lisbon-Madrid axis**



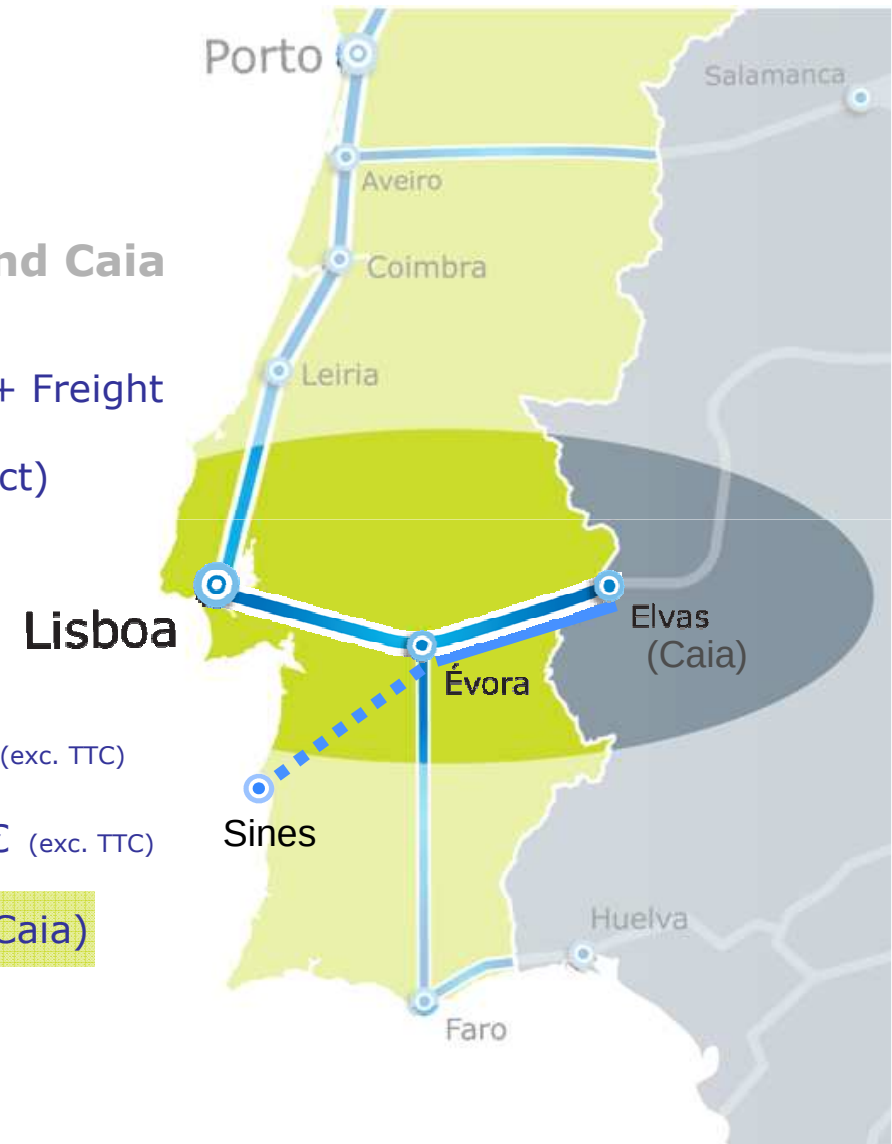


Priority Links

Priority Links: LISBON - MADRID

HSR + Conventional Rail between Évora and Caia

Traffic Type	Passengers + Freight
Journey Time	2h45m (direct)
Design Speed	350 km/h
Length (Lisbon-Caia)	206 km
Investment HSR	1,8 billion € (exc. TTC)
Inv. Conventional Rail	250 million € (exc. TTC)
Stations	Lisbon, Évora and Elvas/Badajoz (Caia)
Services Start	2013



Priority Links:

LISBON - MADRID - THIRD TAGUS CROSSING (TTC)

HSR + Conventional Railway + Roadway

Traffic Type

Passengers + Freight

Length

13 km
(7 km over the river)

Investment HSR

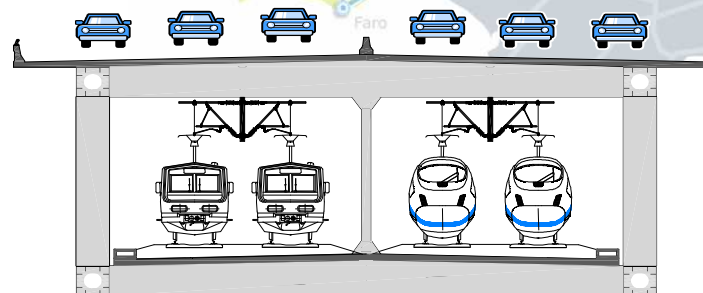
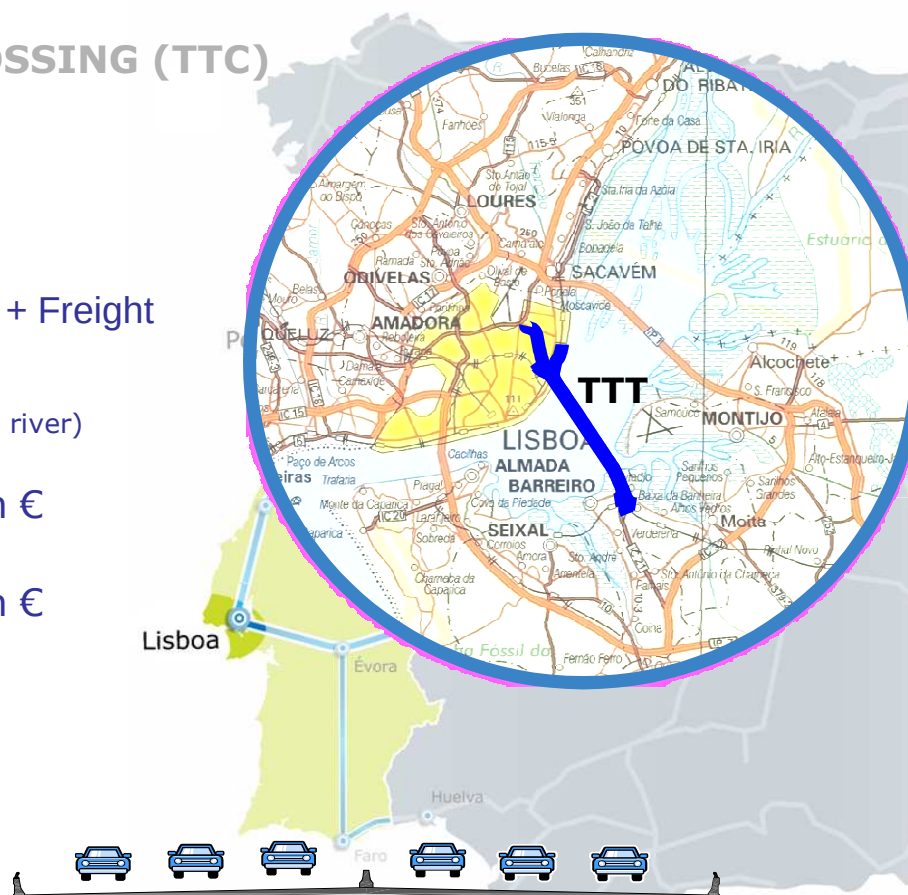
600 million €

Invest. Conventional Rail

600 million €

Services Start

2013



Rail-Road Traffic Bridge

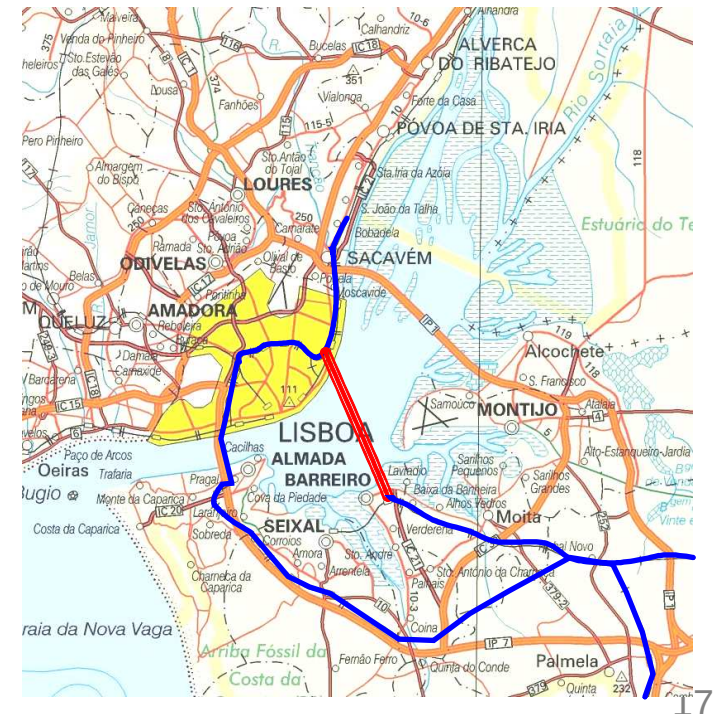
Project Main Objectives

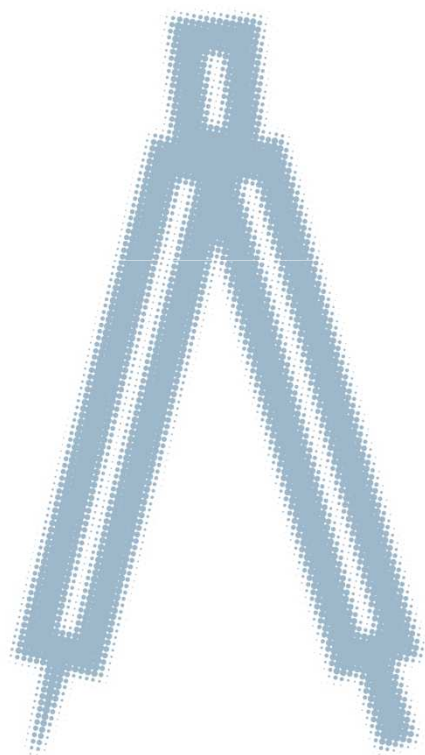
High Speed Rail Service

- Wholeness of the Lisbon/Madrid HSR axis
- Connection between the axis Lisbon/Porto and Lisbon/Madrid
- 2h45m journey time between the two Iberian Capitals
- Lisbon-Évora-Faro-Huelva Axis: Physical and Operational Feasibility
- Brings Évora closer to Lisbon on a metropolitan scale
- Ensure a quick connection to the new Lisbon Airport – Shuttle Service every 15 min.

Conventional Rail Service

- Create a suburban rail link between Lisbon and Barreiro/Pinhal
- Close the railway suburban ring in the Lisbon Metropolitan Area (LMA)
- Improve rail service between Lisbon and Setubal, reducing journey time in about 30 minutes
- Enhance long course North-South service
- Solve existing freight traffic restrictions on bridge 25th of April



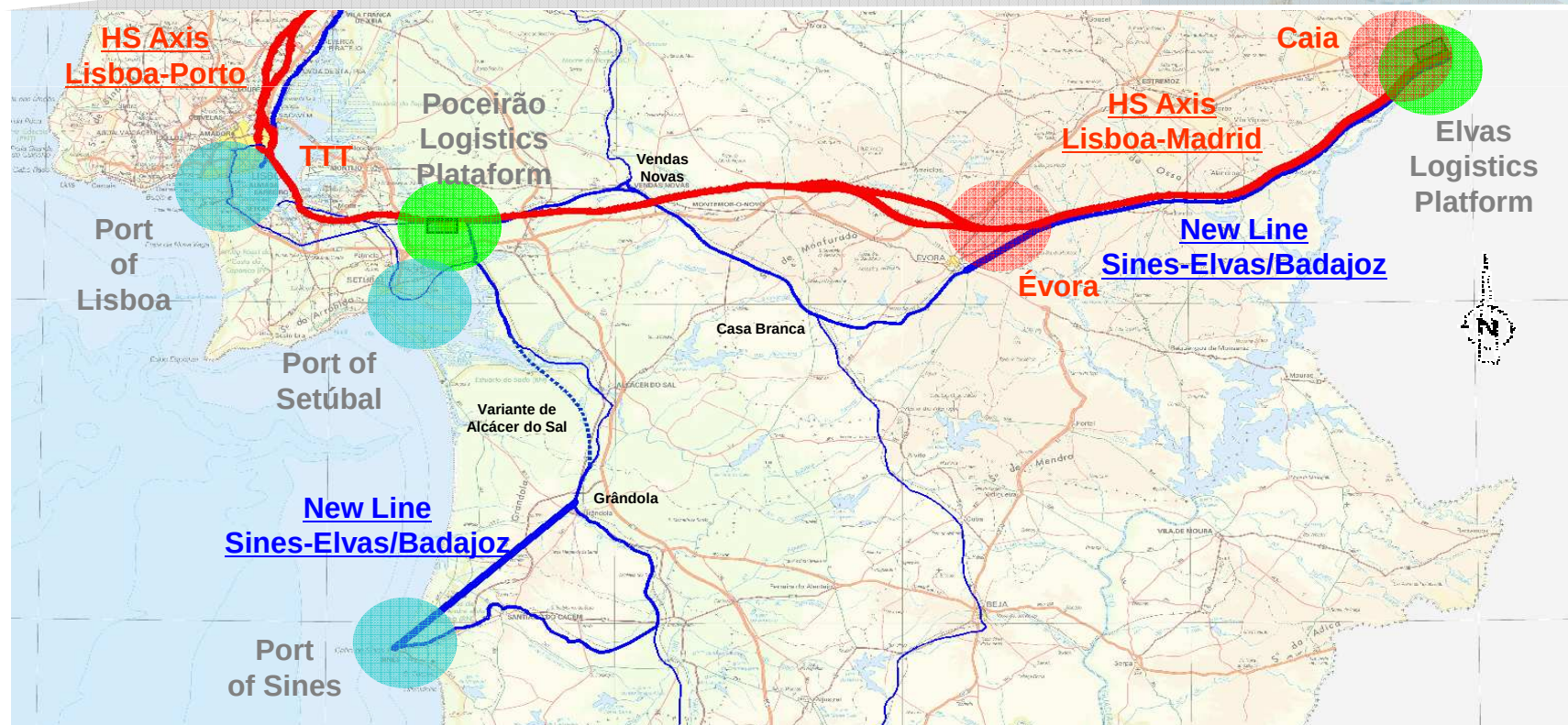


**Priority axis No 16:
Freight railway axis Sines/Algeciras-Madrid-Paris**

Priority Links:

Priority axis No 16:

Freight railway axis Sines/Algeciras-Madrid-Paris

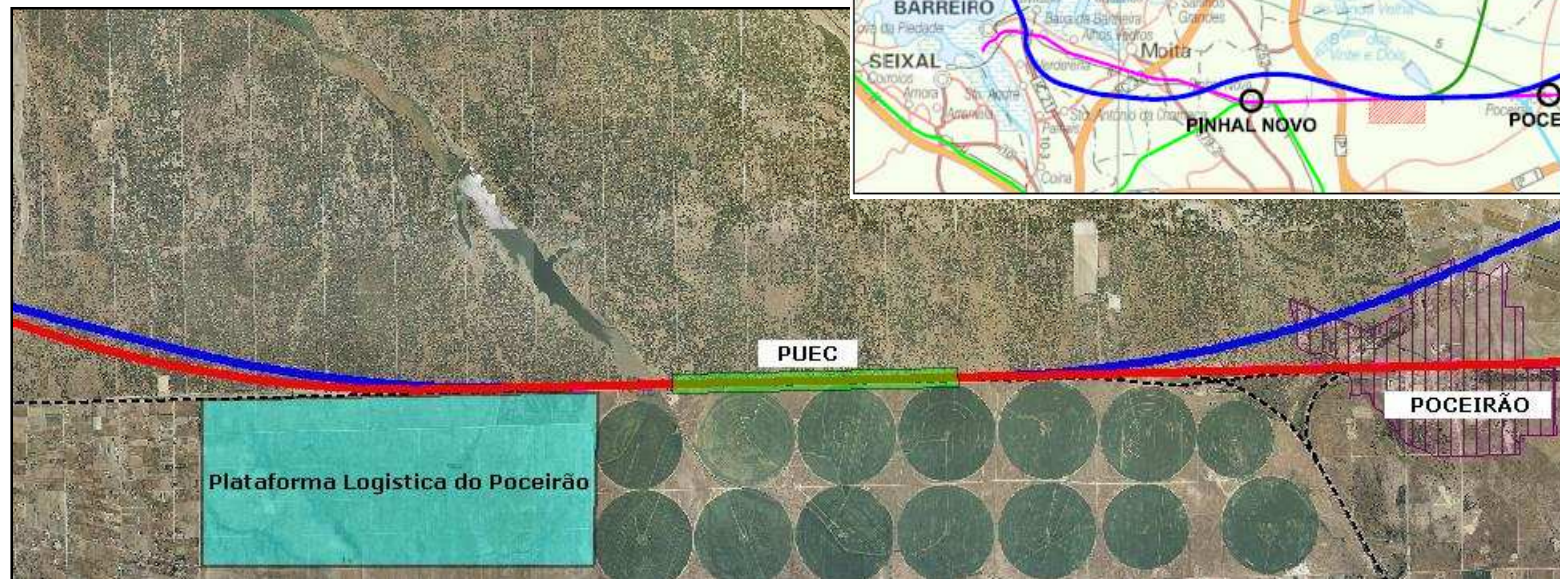


Priority Links:

HSR Lisbon – Madrid & Priority axis No 16

Poceirão

- Connection between the high speed line and the conventional rail network (Linhas do Alentejo e do Sul), for passengers and for freight
- Connection, in european and iberian gauges, to the new Lisbon airport and to the future Logistics Platform of Poceirão, to serve the ports of Setúbal, Lisbon and Sines

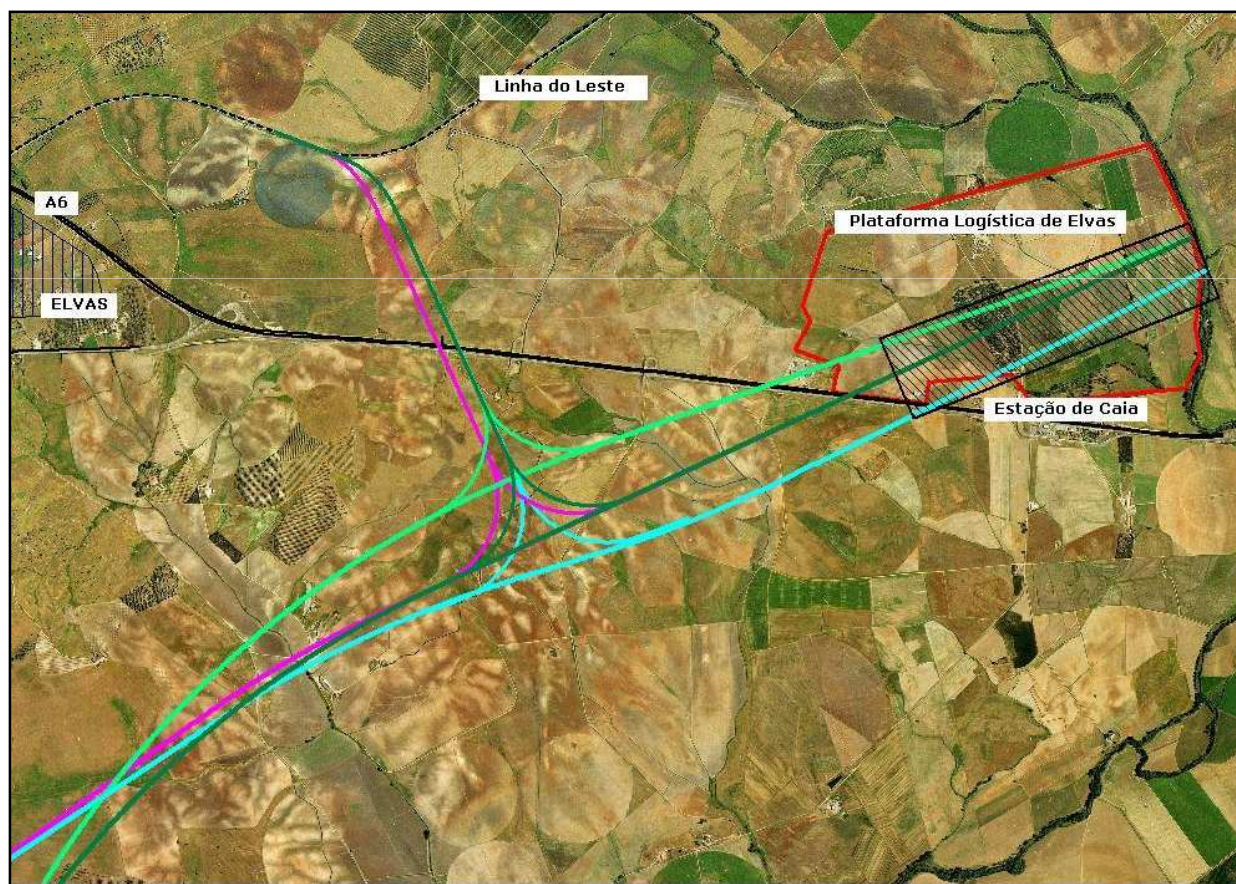


Priority Links:

HSR Lisbon – Madrid & Priority axis No 16

Elvas/Caia

- High speed and conventional railway international station (to define with Spain)
- Connection with the existing conventional railway network in Elvas (Linha do Leste)
- Connection, in european and iberian gauges, to the new Logistics Platform of Elvas
- International connection of the future Évora-Mérida trans border multi purposes rail corridor



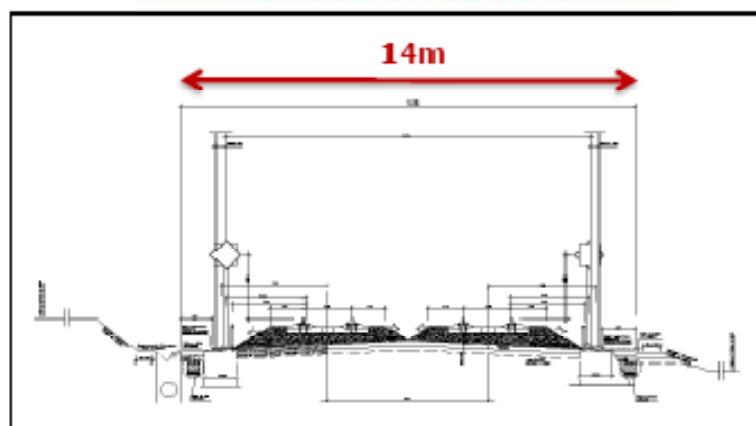
Priority Links:

HSR Lisbon – Madrid & Priority axis No 16

Track Transversal Profile

Double HSL + Conventional Line from Évora to Caia

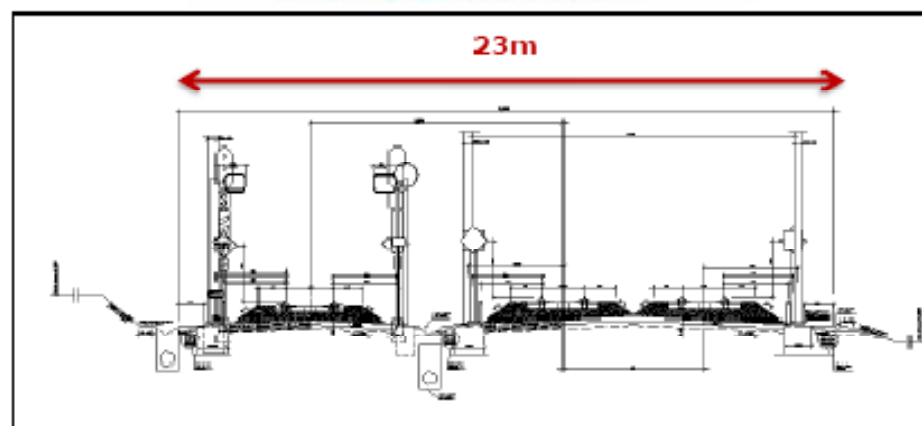
LAV Poceirão-Évora



Linha de Alta Velocidade

Velocidade (mín./máx.)	120/350 km/h
Raio Horizontal Mínimo (m)	9.150/7.250
Pendente Máxima (‰)	12,5/15,0
Carga por Eixo (ton.)	25
Bitola	1.435 mm (UIC)
Electrificação	2x25 kV/50Hz

LAV+LC Évora-Caia



Linha Convencional

Velocidade (máx.)	160 km/h
Pendente Máxima (‰)	12,5/15,0
Carga por Eixo (ton.)	25
Bitola	1.668 mm (Ibérica)
Travessa	Polivalente
Electrificação	2x25 kV/50Hz

Priority Links: LISBON - OPORTO

Traffic Type	Passengers
Journey Time	1h15m (direct)
Design Speed	300 km/h
Length	290 km
Investment	4,5 billion €
Stations	Lisbon, Leiria, Coimbra, Aveiro, Oporto
Services Start	2015

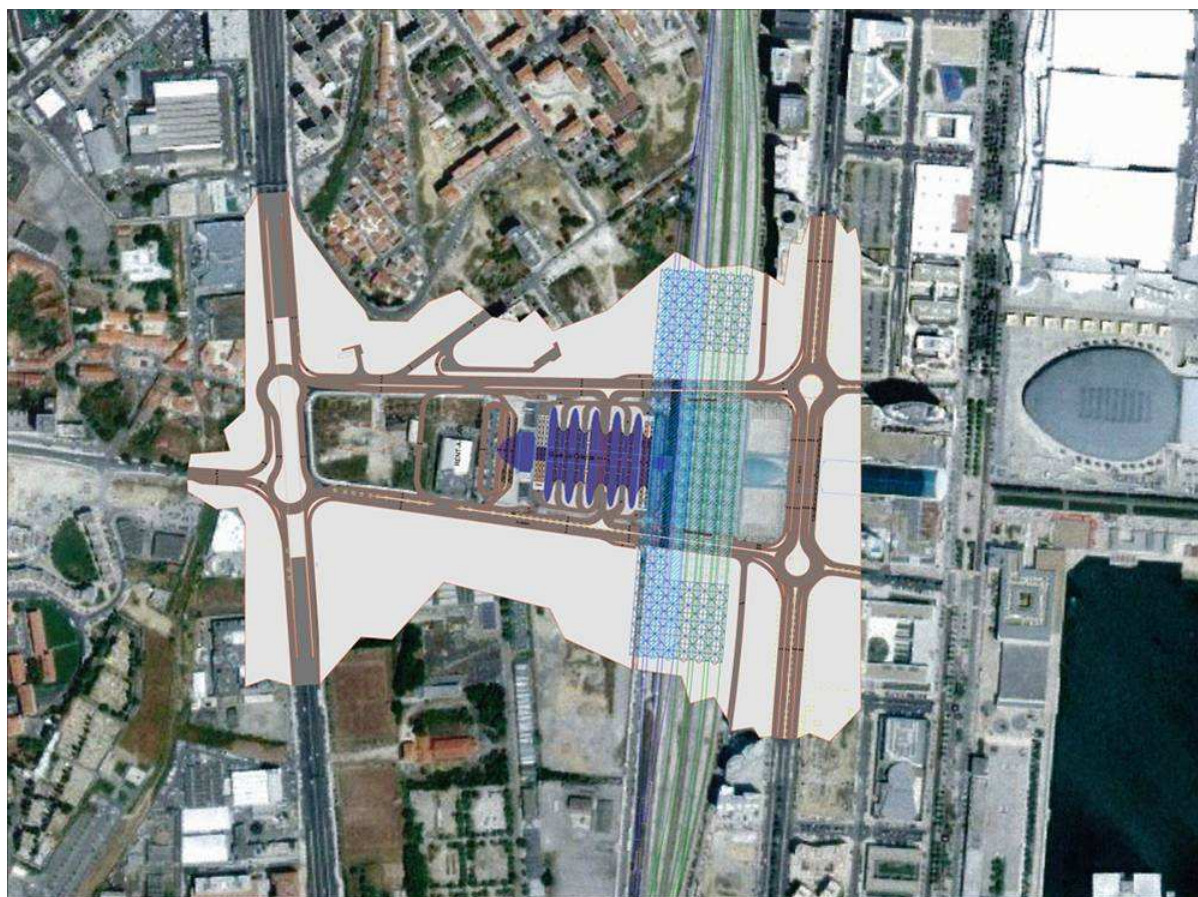


Priority Links: Oporto - VIGO

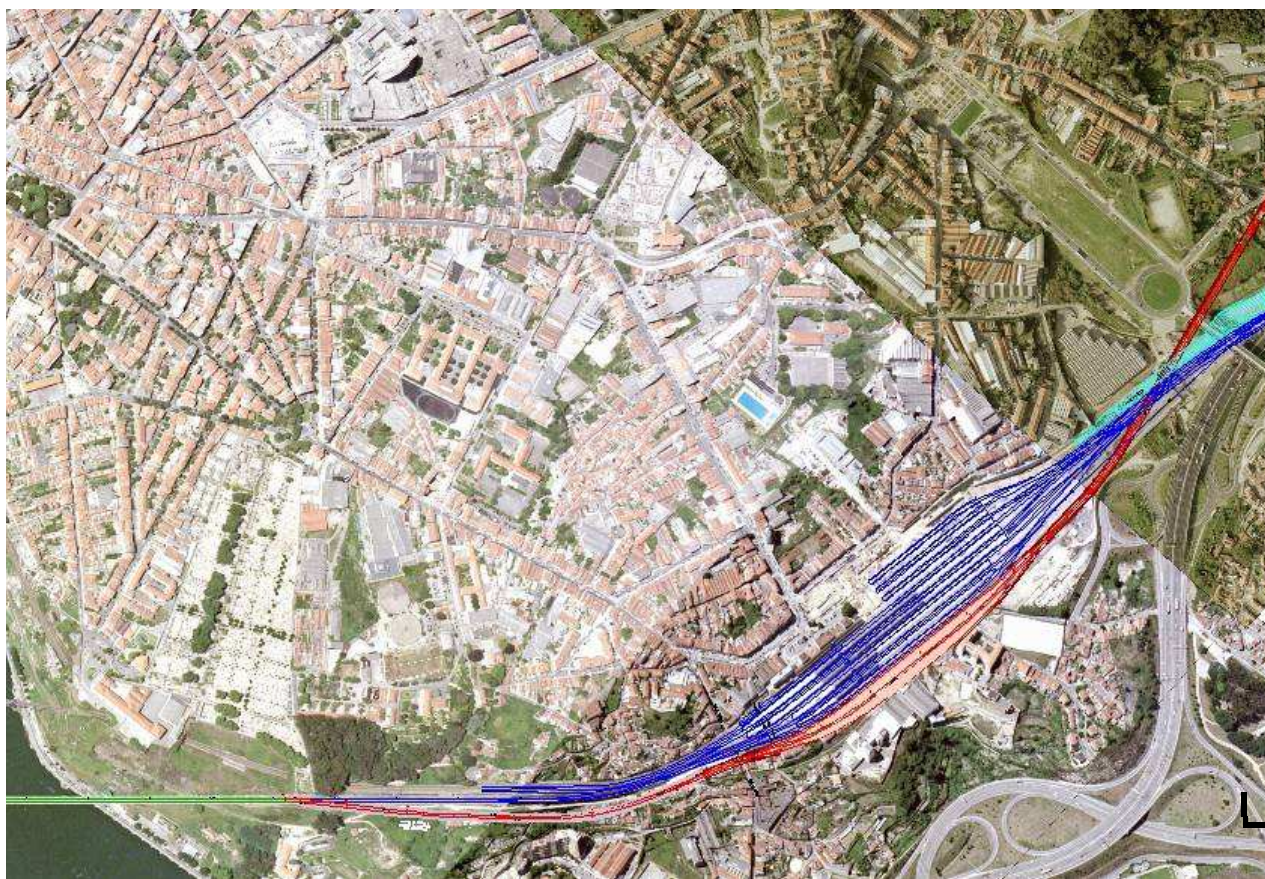
Traffic Type	Passengers + Freight
Journey Time	1h00m (direct)
Design Speed	250 km/h
Length (1st & 2nd phases)	55 km + 45 Km
Investment (1st phase)	845 million €
Investment (Global)	1,4 billion €
Stations	Oporto and Braga
Services Start (1st phase)	2013

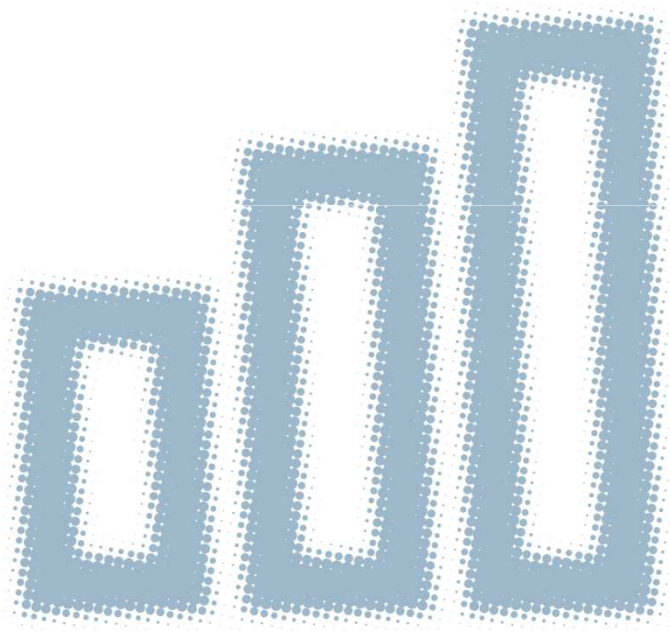


Lisbon Central Station (Oriente)



Oporto Central Station (Campanhã)





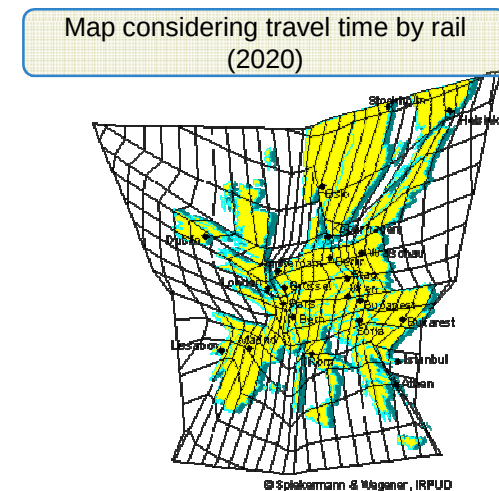
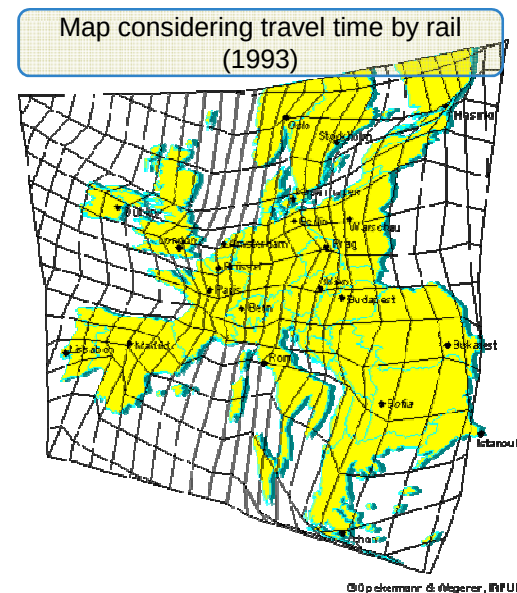
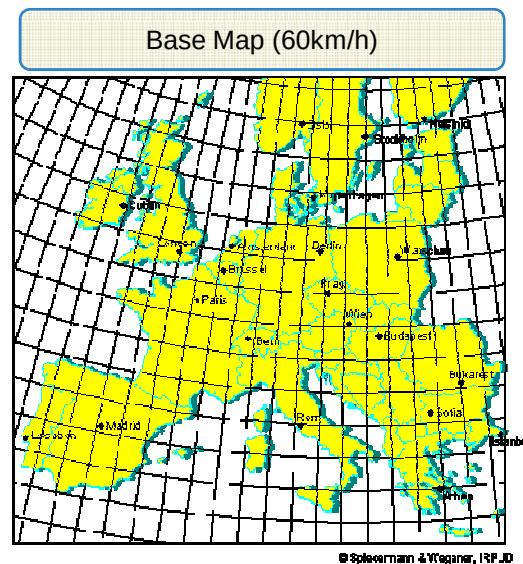
Socio-Economic and Environmental Impacts

Economic and Budgetary Impact

- ✓ Several studies are unanimous regarding the positive economic result of the project
- ✓ Investment foreseen in the HSR, for the Lisbon-Oporto and Lisbon-Madrid axis, generates globally positive effects in all the macroeconomics variables:
 - Creation, in the long term, of 56 thousand new permanent jobs
 - Increase of the Private Investment in 126 Billion €
 - Increase of the GDP in 121 Billion €
 - Cumulative increase of 64 Billion € of tax revenues
- ✓ Positive effect in all Country regions

Social Impact – Time Savings

- ✓ Promotes greater social, economic and territorial cohesion, reducing the differences in the mobility of people
- ✓ Integration in **Trans-European Transport Network: Europe will be closer!**



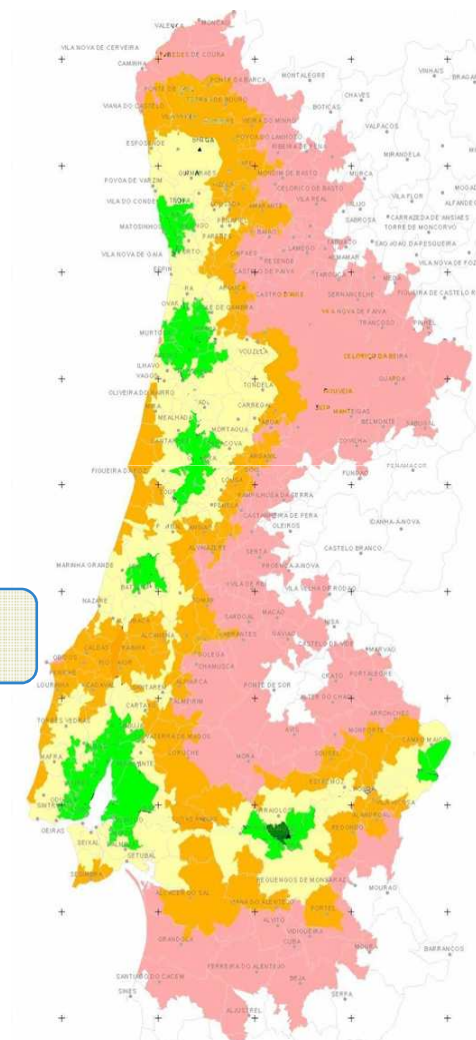
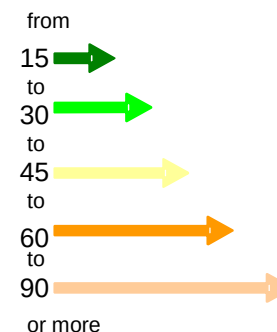
Source: "Accessibility and Economic Development in Europe"; Vickerman & Spiekermann & Wegener, 1997

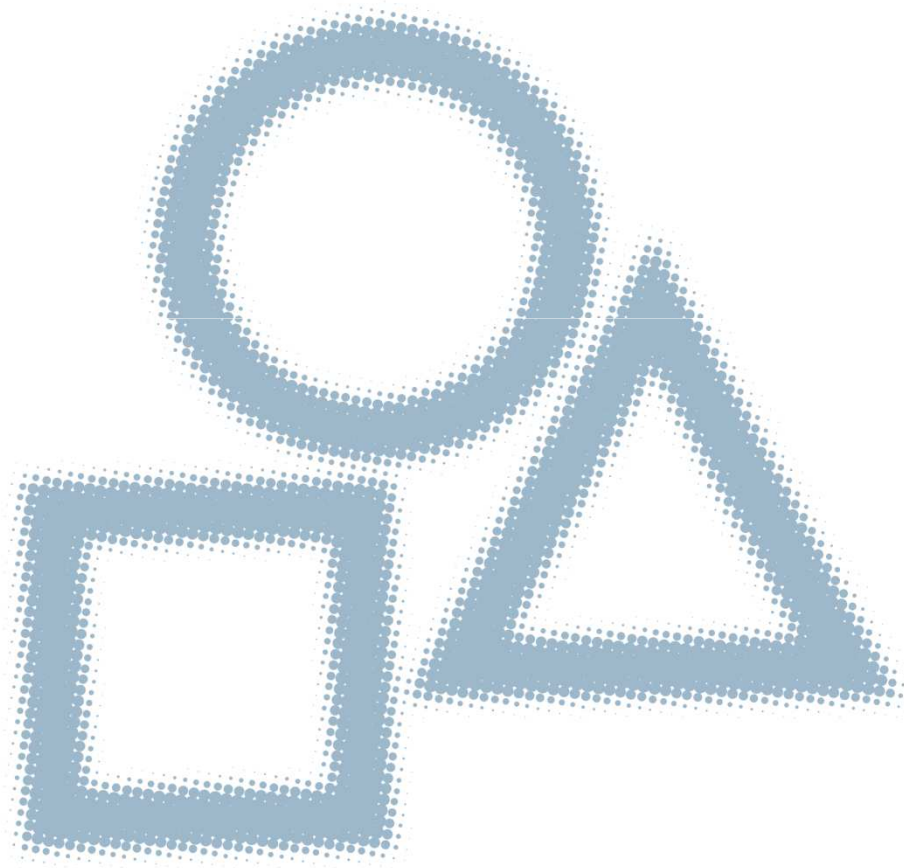
Social Impact – Access to HSR Services

- ✓ More than 50% of the population will be connected with the main urban areas with a total time travel of less than 2 hours (door to door time); for 3 hours time will be around 90%
- ✓ Consolidation of a stronger and more coherent urban network, by increasing the influence of the middle size urban centres

Journey	Lenght (km)	Journey time in 2007		2013/2015 in HSR
		road	rail	
Lisbon-Oporto	312	3:24	2:34	1:15
Oporto-Vigo	152	1:38	3:30	1:00
Lisbon-Madrid	628	6:00	9:00	2:45

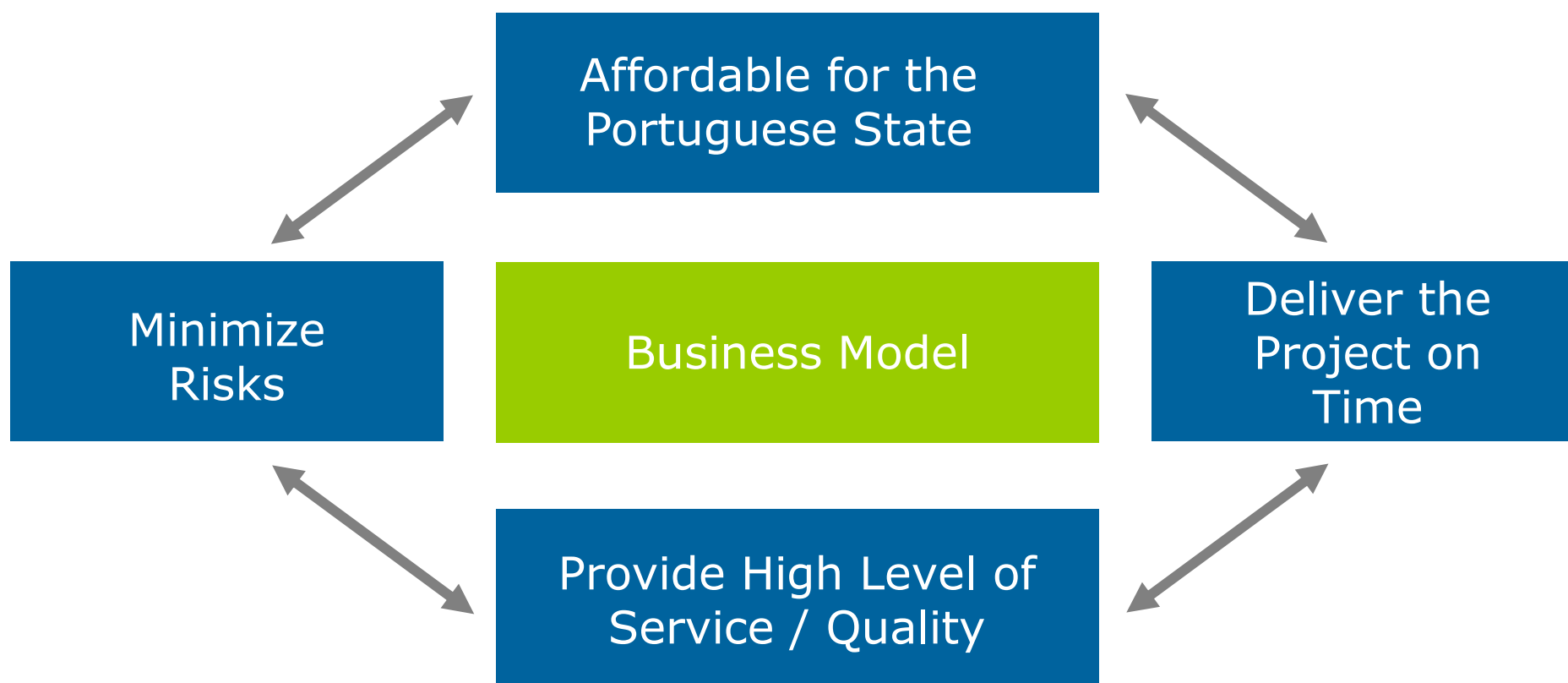
Access to High Speed Services





Business and Procurement Model

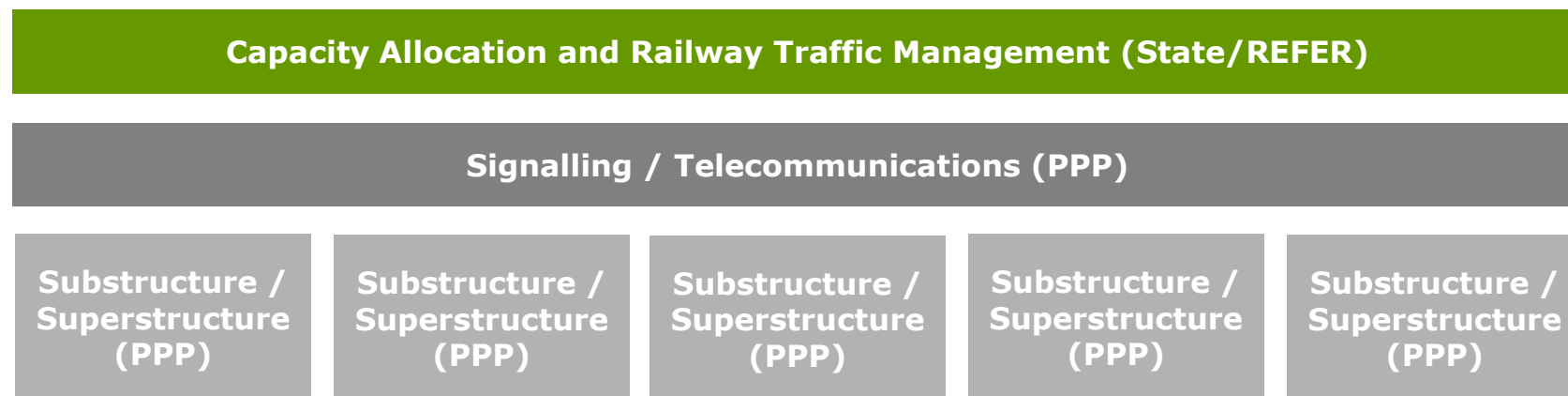
Business Model – Strategic Goals



International HSR Projects – Benchmarking Analysis

	France (Decades: 80 and 90)	Spain (Decades: 80 and actual)	United Kingdom (Decade: 90)	Holland (2005)	Perpignan- Figueras (France-Spain, 2005)	Bordeaux- Tours (France, 2007)
Strategic Role Regulation Planning Establishment of Requirements Articulation of the System	State	State	State	State	State	State
Financial Role	State	State	Private (PPP)	State and Private	Private (PPP)	Private (PPP)
Operational Role Design Build Maintain Operate	State	State	Private (PPP)	State and Private	Private (PPP) State and Private	Private (PPP)
Trend						
Reduction of State risk exposure						

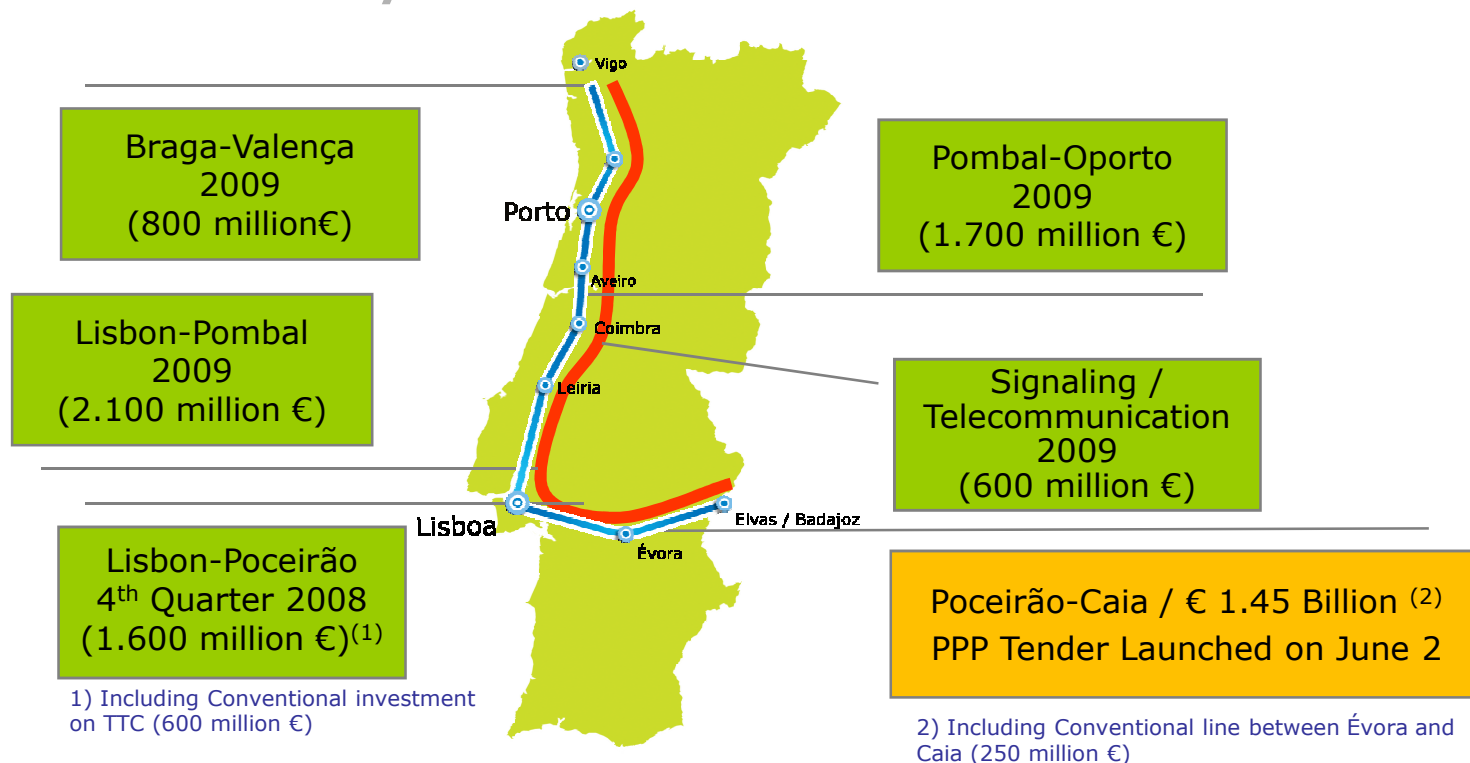
Business Model Selected: Infrastructure



Reasons for the breakdown of the value chain:



Procurement Process / Timetable: Infrastructure



PPP Substructure / Superstructure

Scope: Design, Built, Finance and Maintain (DBFM)

Concession Period: 40 years

Payment Mechanism: Availability (75%) + Maintenance (25%) + Demand (+/-2%)

PPP Signaling / Telecommunication

Scope: Design, Supply, Installation, Finance e Maintain (DBFM)

Concession Period: 20 years

Payment Mechanism: Availability

1st PPP: Tender Process Timetable

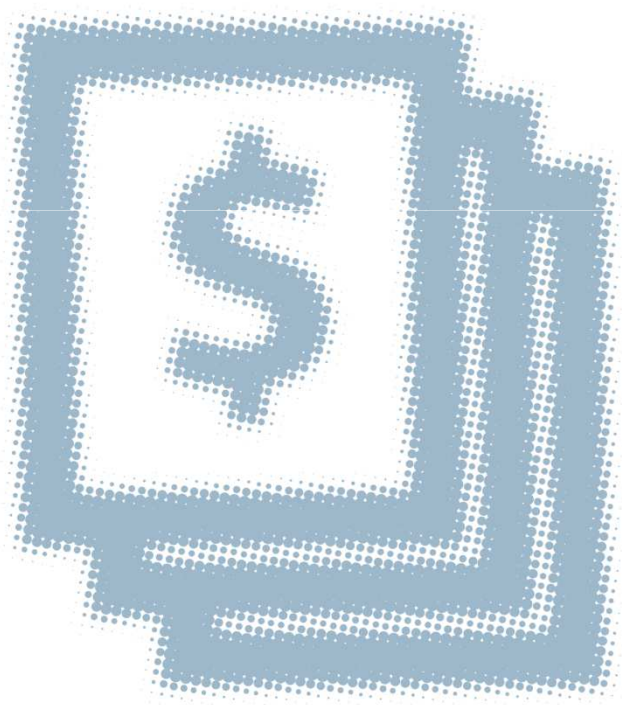
			Status
Announcement in the EU Official Journal	2.Jun.2008		✓
Preparation of Proposals	2.Jun.2008 to 2.Oct.2008	4 months	✓
Evaluation of Proposals - 1 st Phase	2.Oct.2008 to 20.Dec.2008	2,5 months	Ongoing
Negotiations and BAFO - 2 nd Phase	20.Dec.2008 to 15.Mar.2009	3 months	
Evaluation of Proposals - 2 nd Phase	15.Mar.2009 to 5.Jun.2009	2,5 months	
Governmental Award	5.Jun.2009 to 2.Jul.2009	1 month	
Closing (Commercial + Financial)	2.Jul.2009 to 14.Sep.2009	2,5 months	

Total » 15,5 months

1st PPP: Bidders / Consortiums

1. Brisa / Soares da Costa / Iridium / Dragados / Lena / Bento Pedroso / Odebrecht / Edifer / Zagope / BCP Investimento / Caixa Geral de Depósitos
2. Eiffage / Forclum / SEOP / Wittfeld / FCC Construcción / Ramalho Rosa – Cobetar
3. Cintra / Meridiam Infrastructure Finance / H. Hagen / Conduril / Tecnovia / Novopca
4. Mota-Engil / Vinci / Somague / Teixeira Duarte / MSF / OPWAY / Banco Espírito Santo / Banco BPI / Banco Invest.

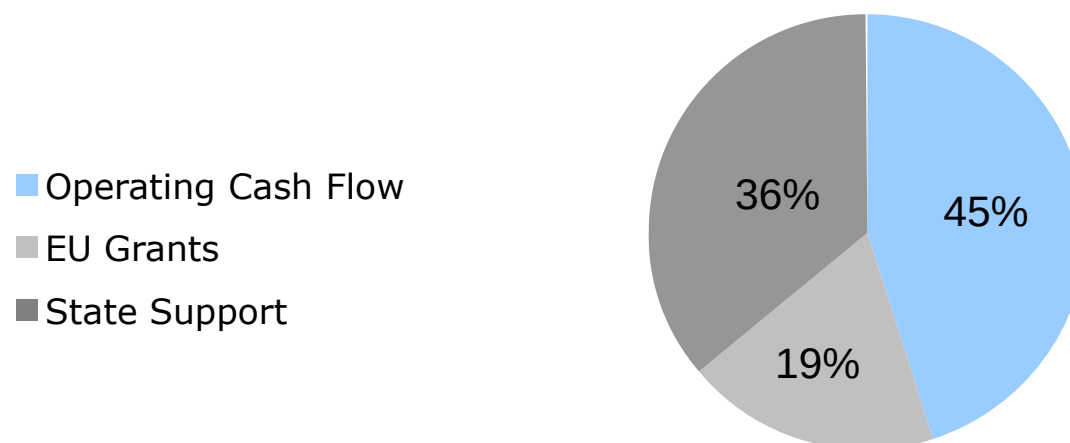
Major Portuguese, Spanish and French construction companies are interested in the Project

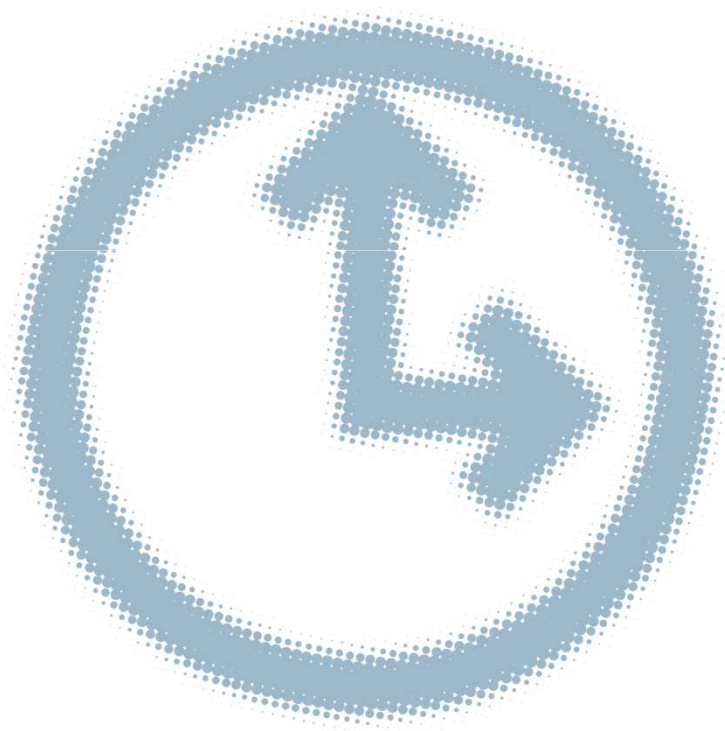


Funding the Project

Lisbon–Oporto and Lisbon–Madrid axis Funding

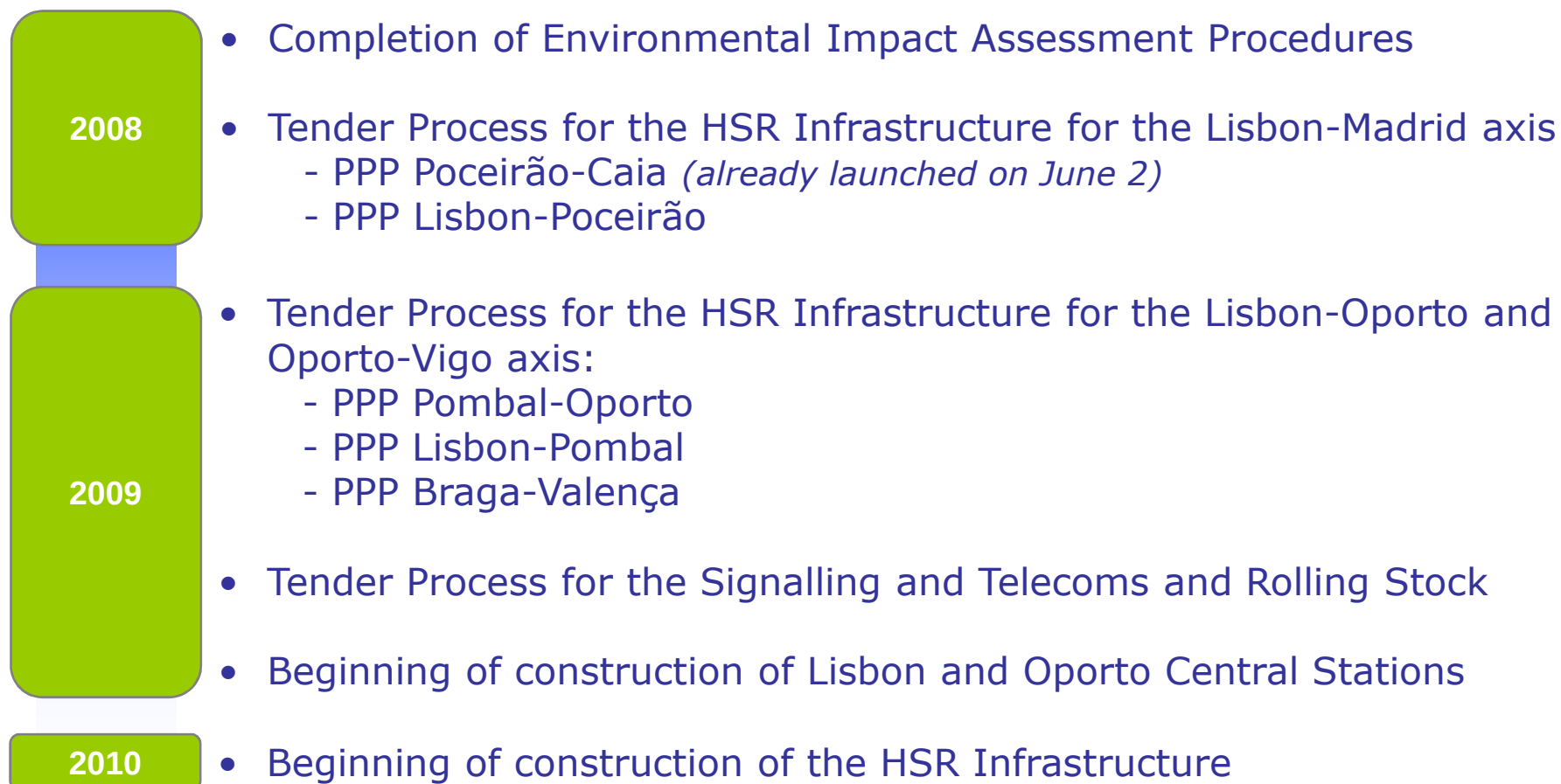
- ✓ As with other railway projects operating cash flow is not sufficient to cover the amount of investment
- ✓ Public support is required
- ✓ The required **State support as percentage of investment would be around 36%. The EU funds would be around 19%** of the total investment taking in consideration both Lisbon-Madrid and Lisbon-Porto HSL

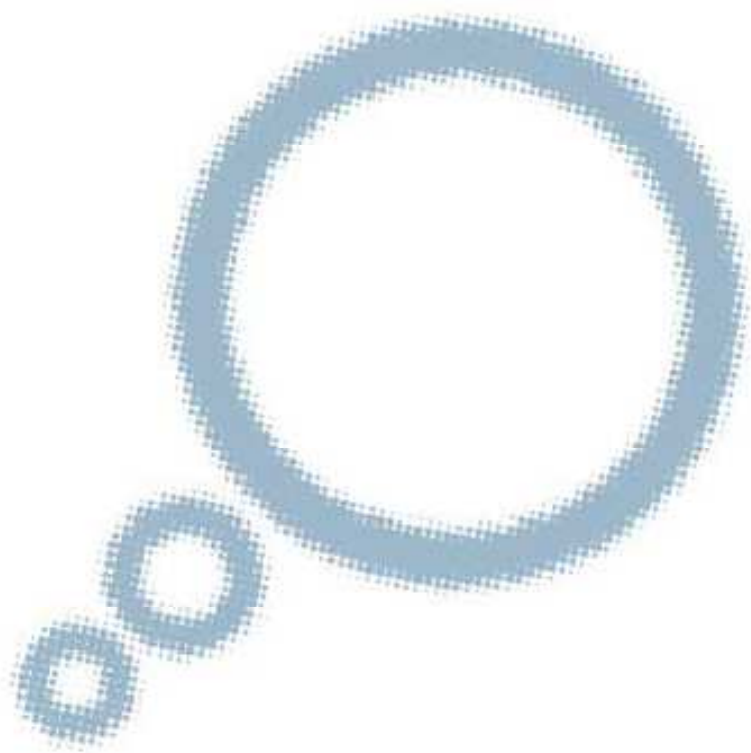




Next Steps

Next Steps

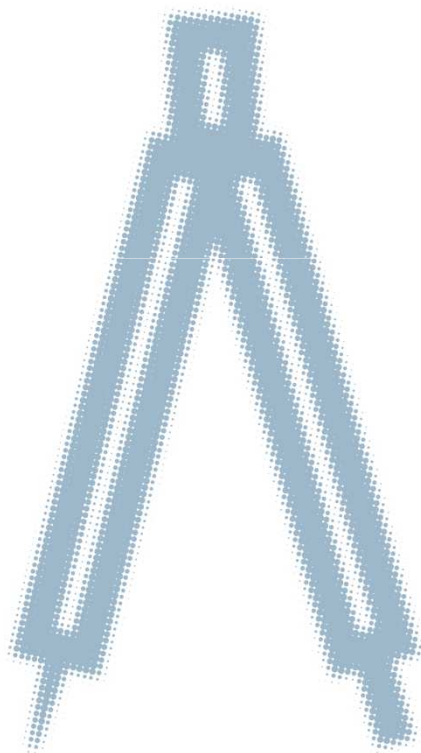




Final Statements

Final Statements

- ✓ The HSR Network constitutes an agreement between Portugal and Spain undertaken to the European Union.
- ✓ Project has the strong support from European Union.
- ✓ Project management has been ruled by a great effort of optimizing and rationalizing the technical solutions.
- ✓ Investment has a high social, economic and fiscal return.
- ✓ Business model established by efficiency and quality standards.
- ✓ Procurement schedule according with the established calendar.



The Project Portugal Logistico

National Network of Logistics Platforms

WHAT IS *PORTUGAL LOGÍSTICO*?

IT'S THE GOVERNMENT'S PLAN TO REARRANGE AND DEVELOP THE PORTUGUESE LOGISTICS SYSTEM

TO TURN

- Portugal into a Atlantic platform for international inbound flows to the Iberian and European market.

TO PROMOTE

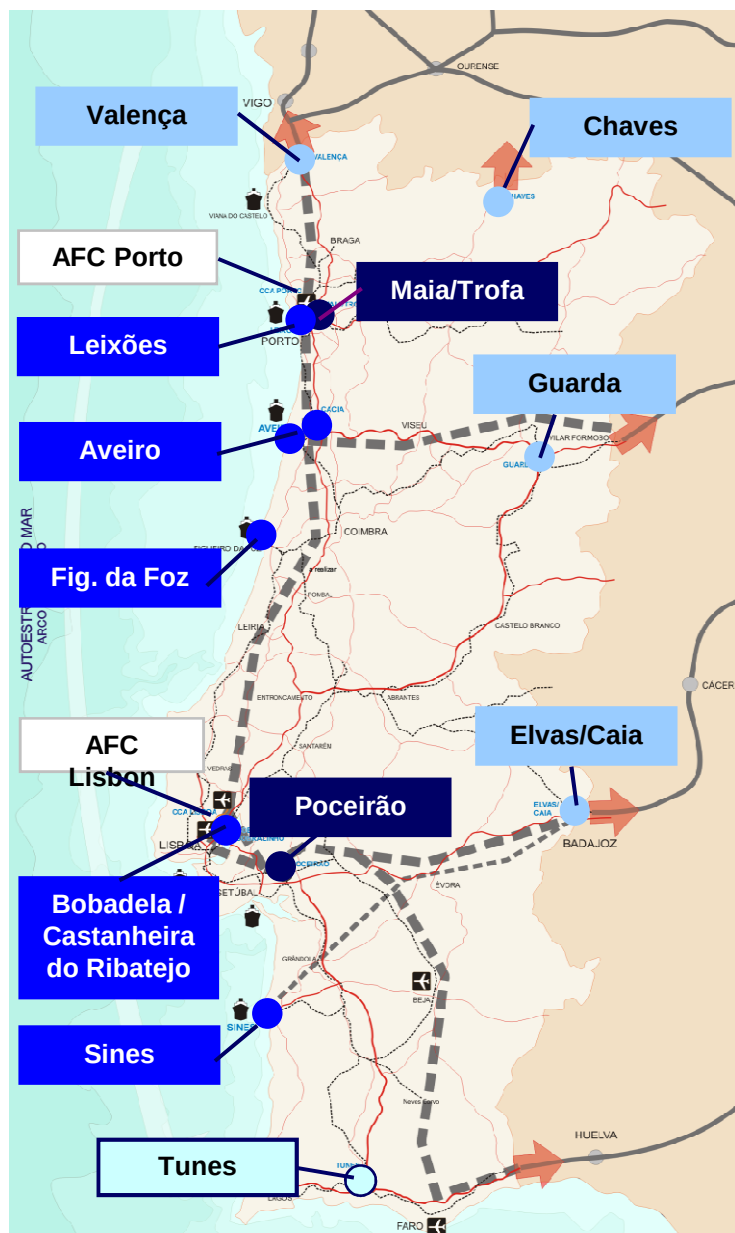
- The logistics potential of Portugal to secure economical growth, increase environmental sustainability and territorial cohesion.

TO DEVELOP

- An integrated system which includes a planning and regulator body and the execution of a strategic network of platforms articulated with transport infrastructures.

TO INCREASE

- The overall volume of goods transported, taking advantage of Portugal's geo-strategic position and of the maritime-port system's capacity.



NATIONAL NETWORK OF LOGISTICS PLATFORMS

12 Logistics Platforms supplemented by 2 air freight centers (AFC) in Lisbon and Porto

Main strategic goals

National Urban Platforms

- To encourage the country's economical activity
- To rearrange the logistic system and the transport flows

Port Platforms

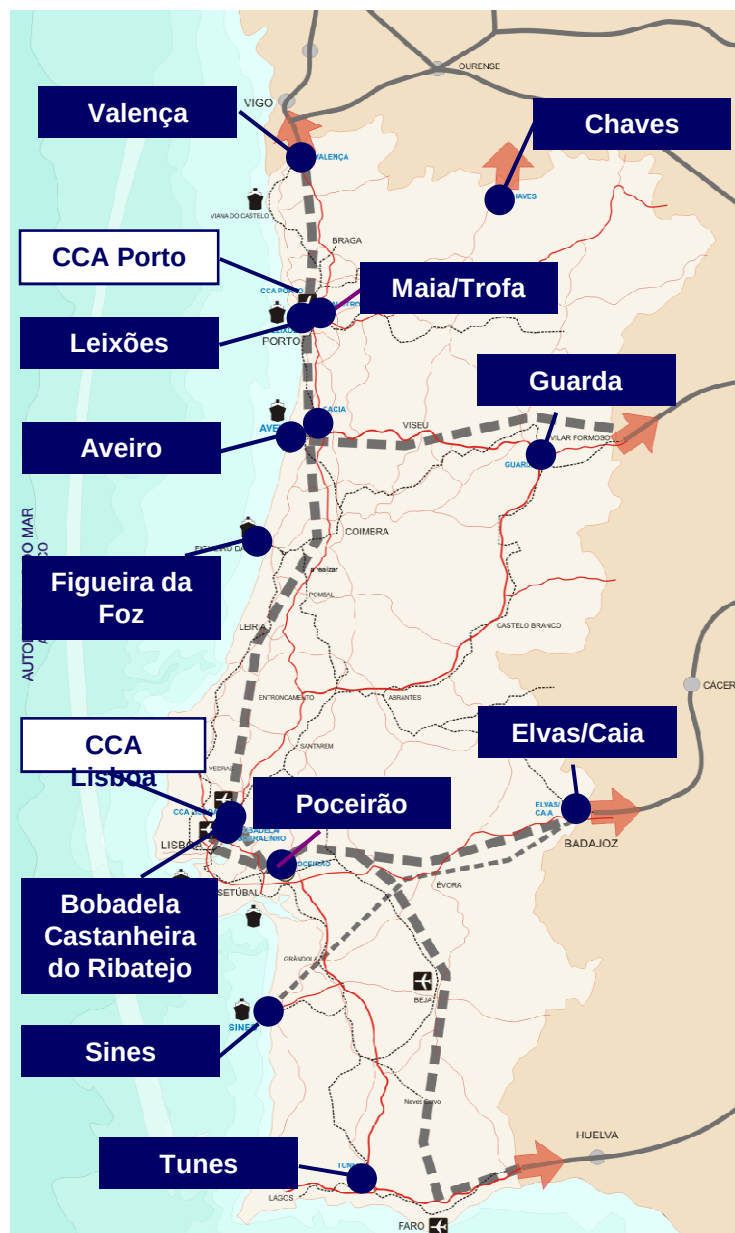
- To boost port activity and expand ports' hinterland, namely into Spain.
- To encourage intermodality and use of rail and maritime transport.

Cross-border Platforms

- To encourage regional economy.
- To capture Spanish industrial flows and investment.
- To expand the hinterland of national ports.

Regional Platforms

- To ensure network cohesion.
- To rearrange the logistic system and the transport flows.



NATIONAL NETWORK OF LOGISTICS PLATFORMS

Occupied area

1.132 ha

Coverage

More than 98% of Portuguese economy and population

Demand directed at the platforms

13,3 million tons
(2 million tons of new traffic)

Increase of port activity

16%

Investment

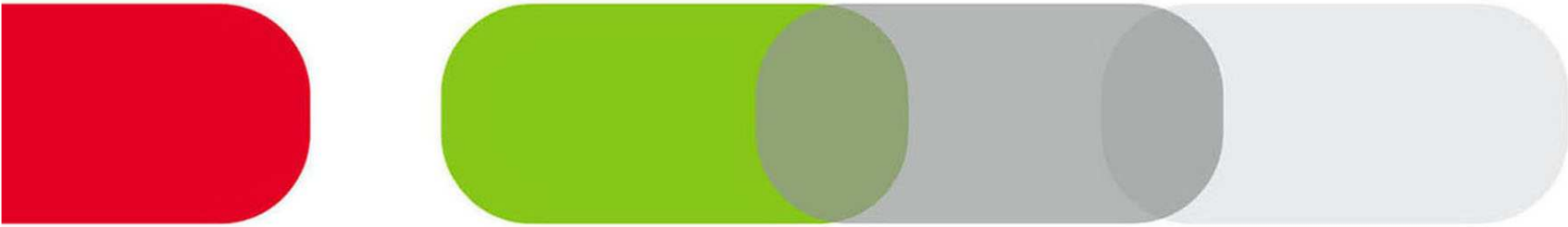
1.688 million Euros
(161 million in accessibilities)

Average reduction of logistic costs

10%

Environment

Reduction of pollutant emissions.
Contribution to attain Kyoto goals



Thanks for your attention



Instituto da Mobilidade
e dos Transportes Terrestres, I.P.