

The logistics sector in Barcelona



Edition

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Port de Barcelona

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01

Barcelona, the Mediterranean's innovation hub



Barcelona, located in north-eastern Spain and on the shores of the Mediterranean, is one of the principal European cities and the centre of a vast metropolitan region of more than 160 towns, and with a population of more than 4.8 million people. It is the economic, cultural and administrative capital of Catalonia and the centre of an emerging area of economic activity in Southern Europe, with 17 million people and 800,000 businesses. The Euro-Mediterranean region, including the Balearic Islands, Valencia, Aragon and the south-east of France, is positioning itself in new strategic and internationally-competitive sectors, consolidating itself internationally as a major European metropolis.

With a long industrial tradition and a dense business fabric, Barcelona has a **highly diversified economic structure**. Its more traditional sectors coexist with new emerging ones, creating new clusters of knowledge that prioritise specialisation and competitiveness, focusing on internationalisation and creating a dynamic and innovative city economy. This has helped to drive Barcelona's strategic leadership in these fields.

In 2011, Catalonia was home to more than 5,000 international companies and it received 135 foreign investment projects, 85% of which were located in and around Barcelona.

Taking into account the distribution of gross value added across business activities, Catalonia is Spain's top autonomous region in the industrial sector, accounting for 23.6% of the total market. In terms of services, it is positioned second regarding national gross value added generated.

Additionally, Barcelona's entrepreneurial activity rate in 2010 was 5.5%, above both the Spanish and European averages according to the Global Entrepreneurship Monitor (GEM) 2010. Barcelona's international economic activities are mainly driven by the Trade Fair, the Port, Airport, the Zona Franca Consortium, Barcelona's Tourism Consortium, Barcelona City Council and its new technological innovation districts.

In addition, Barcelona and Catalonia are leading Spain's movement towards a knowledge economy. As such, Catalonia accounts for 21.6% of Spain's innovation-based companies and 22.5% of all Spanish spending on innovation activities.

Regarding this last point, and given the importance of innovation in the promotion of competitiveness, productivity and the internationalization of firms, the logistics industry is one of the key sectors for Barcelona and Catalonia.

Catalonia is the leading logistics centre in Southern Europe and the Mediterranean. It enjoys a geo-strategic location, with a comprehensive network of infrastructure -where all the different modes of transport interconnect-, and an industrial and commercial network that offers all the logistics services that companies, importers, exporters and international operators might need.

In addition, Catalonia has around 33,000 companies specializing in freight and logistics operations with a large and connected network of logistics platforms.

Regarding the availability of human resources, in recent years Barcelona has increased the amount of resources available for specialized education in areas related to the logistics sector, and in terms of new technologies and facilities available for research, which ensures the availability of the sorts of professionals that are most suitable for fully developing the sector.

02

10 reasons to invest in Barcelona

Barcelona offers a number of different elements that make it an attractive place to live, work and do business. Today the city is a highly interesting location for new economic activities. Some good reasons to invest here are as follows

01. Strategic geographic location

Two hours by road from France and one day from the main European cities. The gateway to Southern Europe and capital of the Union for the Mediterranean, Barcelona's port, airport, logistics parks, international trade fairs and city center are found within a five-kilometer radius.

02. Comprehensive transport infrastructure

Network of motorways connected to Europe, the fastest growing European airport; Spain's top port connected to the European railway network on international gauge track, Europe and the Mediterranean's top international cruise port, placed 4th in the world ranking; extensive metro, railway and bus network, high-speed train that will connect the city with the European network in 2013.

03. Center of a large, dynamic and diverse economic area

The Barcelona area has nearly 5 million inhabitants. It is the capital of Catalonia, with 7.5 million inhabitants, and the center of the Mediterranean Basin, an economic area with 18 million inhabitants. It accounts for 70% of Catalonia's GDP, and is the 6th largest urban area in Europe and has the 5th highest concentration in Europe in terms of industry. Catalonia has nearly 7,000 businesses working in innovation related activities, most of which are located in Barcelona and its surrounding area.

04. Successful foreign investment

Barcelona is ranked the 6th best city in Europe for business*, and Catalonia accounts for approximately 36% of all foreign investment in Spain and is home to more than 5,000 foreign companies, most of which are located in the Barcelona area.

05. Internationally renowned positioning

Barcelona tops a number of international rankings, which rate its urban environment, ability to attract foreign capital, entrepreneurial spirit and quality of life very highly.

06. Human resources prepared for the future

Barcelona now has one of the leading labour markets in Europe in terms of critical mass in high value-added sectors; highly productive, one of the best in Europe according to the OECD; 8 public and private universities; a number of prestigious business schools including ESADE, IESE and EADA; 34 international schools; wide-spread use of new technology and a natural tendency for innovation and creativity.

07. Excellent quality of life

For the 14th year running, Barcelona boasts Europe's best quality of life for employees*. It has a mild climate, sun, beaches, culture, splendid leisure time and arts programmes, a network of 4,500 educational institutions, modern and accessible health system. It is easy to get around on the public transport system and boasts beautiful parks that surround the city.

08. Large-scale urban-planning projects for the future

A complete and renewed offer in terms of intelligent land for the development of new economic projects in the main sectors of the knowledge economy, which is transforming more than 1,000 ha and 7 million m² of build surface space in Barcelona's metropolitan area.

09. Competitive real estate market

Wide range of offices, retail spaces and industrial warehouses with excellent price/quality balance and a high occupation rate.

10. Unique public/private cooperation

Barcelona City Council and the Catalan Government are highly committed to companies; the success of traditional public/private collaboration has been key to Barcelona's transformation.

*According to Cushman & Wakefield, European Cities Monitor 2011.

The logistics sector in Barcelona and Catalonia



The logistics sector is a key activity for the Catalan economy, because it is an economic activity in itself and because of the support it provides to the rest of the economy, making it more competitive, especially in international markets.

The main factors that determine Catalonia's and Barcelona's competitive advantage in the logistics sector are:

A geostrategic location: Catalonia has historically been a transit route between the Iberian Peninsula, North Africa and Europe, and this functionality is seen today in a vocation for logistics with a continental reach. The geography of Catalonia is articulated along two so-called corridors –one called Ebre and the other Mediterranean-, which head towards Europe through La Jonquera and Portbou, an eastern route through the Pyrenees where the topography allows direct access to the plains and inland valleys of Europe.

Proximity to a major consumer market: With about 7.5 million inhabitants and a GDP of 209.727

billion Euros (year 2010), Catalonia has one of the largest specific weightings in the Europe of the Regions. 60% of its population is concentrated in an area of 25 km around Barcelona, the so-called Metropolitan Region of Barcelona, which is one of the most dynamic metropolitan areas in Europe. Besides its local consumption potential, Catalonia and Barcelona's geostrategic location is optimal for distribution to the major consumer markets in southern Europe.

The existence of an important production base: Catalonia has always been the engine driving the Spanish economy with high levels of industrial and business activity. Occupying 6.4% of Spain's land and accounting for 16% of its population, Catalonia generated 25% of Spain's GDP and accounted for 26% of national exports in 2010.

The existence of a network of infrastructures that is continuously growing, which promotes the interconnection between different modes of transport, which makes up one of the most competitive intermodal logistics systems in Europe. In 2010 this logistics system handled about 400 million tonnes.

An extensive and diverse range of around 33,000 companies specializing in logistics operations and freight in Catalonia.

A network of logistics platforms directly connected to the country's major infrastructure and intended to serve both the local market and the southern European area.



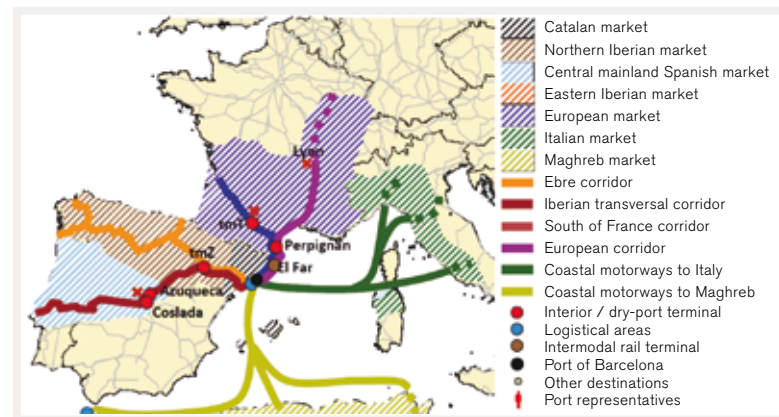
This document aims to explain the basic features and future trends of the logistics sector in Catalonia and Barcelona by way of **10 strategic reasons:**

- 01** Privileged geographic location
- 02** Important centre of production and consumption, and a Euro regional distribution centre
- 03** The Port of Barcelona
- 04** Barcelona Airport
- 05** The rail network
- 06** The road network
- 07** Wide range of specific areas for logistics
- 08** Concentration of logistics operators
- 09** Benchmark platforms and major city projects
- 10** Culture regarding research and training in the logistics field

10 reasons to invest in logistics in Barcelona and Catalonia

01. PRIVILEGED GEOGRAPHICAL LOCATION

Catalonia is the leading logistics centre in Southern Europe and the Mediterranean. As well, thanks to the recent inauguration of the Lukoil and Meroil terminals, it is now positioned as the Mediterranean's largest petroleum logistics platform.



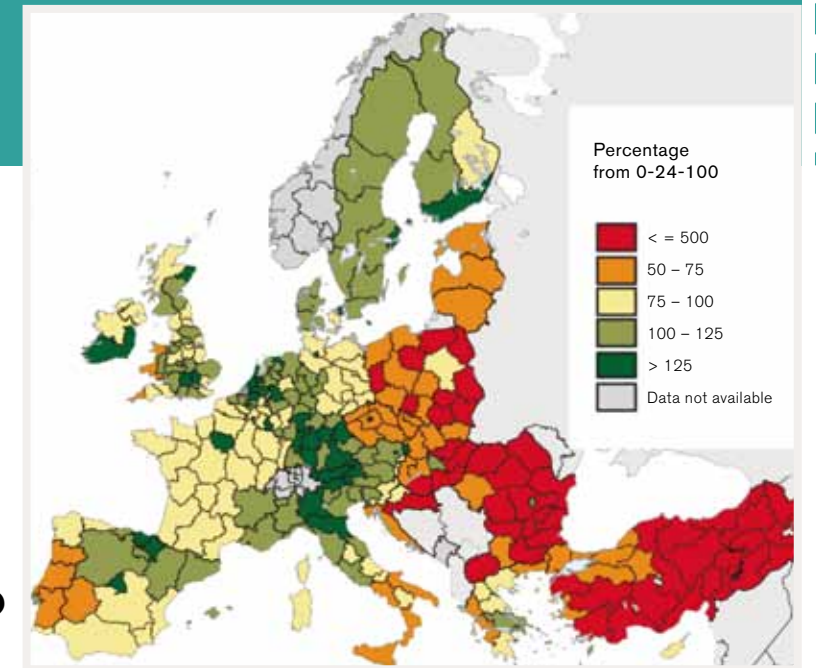
Catalonia enjoys a geo-strategic location, with a comprehensive network of infrastructure -where all the different modes of transport interconnect-, and an industrial and commercial network that offers all the logistics services that companies, importers and exporters, and international operators might need.

For the logistics sector Barcelona's geographical location is a privileged one because of its proximity to a major production and consumption market. Some data worth remembering:

- Within a radius of 600 km we find cities such as Saragossa, Madrid, Valencia, Toulouse, Perpignan and Lyon.
- Less than 24 hours away in terms of distribution (about 1,200 km), we find cities like Paris, Milan and Lisbon.
- In terms of maritime communications, and located less than 24 hours away, Barcelona is connected to Genova, Rome, Livorno, and to the northern Maghreb.

02. IMPORTANT CENTRE OF PRODUCTION AND CONSUMPTION, AND A EURO REGIONAL DISTRIBUTION CENTRE

Catalonia and especially the metropolitan area are major centres of production and consumption in southern Europe, and together they form Europe's sixth biggest urban agglomeration and it is the fifth largest in terms of industrial concentration. Catalonia has a population of 7.5 million inhabitants, with the Metropolitan Region of Barcelona alone boasting 4.6 million.



Gross domestic product (GDP) per capita expressed as a purchasing power standard (EPA)

In terms of production, Catalonia has always been the engine driving the Spanish economy with high levels of industrial and business activity. Occupying 6.4% of Spain's land and accounting for 16% of its population, Catalonia generated 25% of Spain's GDP and accounted for 26% of national exports in 2010.

Catalonia has a number of major European companies, both in terms of production centres (Seat, Nissan, Celsa, Codorniu, Mango,...) and also in terms of large multi-nations' distribution centres for southern Europe (Decathlon, Ikea, Inditex, Carrefour,...).

Barcelona, a Euro regional distribution centre

Changes to trade routes in the last few years have developed Barcelona's position as a Euro regional distribution centre:

- In the XXI century the main trading routes changed compared

to previous centuries' routes. Until then, the main economic route was the transatlantic one, but now the Asia-Europe route is three times as important compared to the former in terms of container traffic. This has put the Mediterranean at the centre of the main routes between Asia and Europe.

- Transport of goods between Asia and Europe is much more efficient and sustainable through the Mediterranean than via the ports of northern Europe. Regarding these routes, using the Port of Barcelona can reduce travel time by 3 or 4 days compared to ports such as Rotterdam and Hamburg, with the consequent reduction in fuel consumption and CO₂ emissions.

Additionally, we should take into account the fact that trade flows with North Africa will follow a rising trend and Barcelona will increasingly take on a leadership role regarding these types of traffic.

03. THE PORT OF BARCELONA

The Port of Barcelona is a reference port in the Mediterranean area. The port handles a quarter of all foreign trade out of Spain and three-quarters of that coming from Catalonia. It is connected to over 850 ports worldwide through established regular shipping lines with its hinterland and through an extensive network of road and rail infrastructure. The importance of the Port of Barcelona is not only limited to freight, and currently it is the top cruise port in Europe and the Mediterranean, occupying the 4th position in the world ranking.



At the moment, the Port of Barcelona is undertaking enlargement works that will double its capacity both quantitatively (piers, docks, cranes, access) and qualitatively (new lines, more services and connections). This extension will provide extra capacity allowing it to handle up to 10 million containers (TEUs) per year, and it is accompanied by the construction of new rail and road access routes to ensure the competitiveness of the new terminal on the so-called Prat wharf, in operation since the summer of 2012, as well as the other terminals that will be developed in the near future.

The Port of Barcelona has worked hard in recent years to expand its area of influence or hinterland. As such, the Port of Barcelona is putting into place local infras-

tructure located strategically at **inland maritime terminals** in order to serve new customers in the regions of Aragon and the Ebre Valley, Madrid and the centre of the Iberian Peninsula, southern and central France, and North Africa.

Currently there are terminals operating in Saragossa and Toulouse, and another interior terminal is being built in Madrid. These three terminals are connected by rail to the Port of Barcelona. In addition, the Port of Barcelona also operates at the terminals of Azuqueca de Henares (Guadalajara), Coslada (Madrid) and Perpignan, also connected by rail to the Port of Barcelona, and it is developing a new Intermodal Maritime Terminal Centre in Yunquera de Henares (Guadalajara) and another terminal at Vilamalla (Girona).



In line with its hinterland expansion strategy, in 2009 it launched the Barcelyon Express container rail service that connects the Port of Barcelona to Lyon (France) on international gauge track. It's important to note that in 2011, Barcelyon Express traffic rose by 147% compared to the previous year and train container freight rose 41%. Since July 2011, the Port also runs a rail service to Toulouse and Bordeaux with a twice-weekly service since last January. Barcelona is the only port in Spain to have an international gauge rail connection to Europe.

PORT INFRASTRUCTURE ENLARGEMENT



Capacity / year	2008	2015	Enlargement finished
Tonnes	50 million	85 million	130 million
Containers (TEU)	2.6 million	5.5 million	10 million

04. BARCELONA AIRPORT

The **Barcelona Air Cargo Centre**, which is located at the **Barcelona-El Prat Airport**, is strategically positioned in one of the largest consumer and industrial hinterlands in Europe.



The centre, covering nearly 40 hectares, has its facilities organized around two distinct operational lines. In the first line we find handling operators, auto handling companies and couriers, which operate from premises with direct access to the platform. On the other hand, the second line consists of facilities for customs and shipping agents, an ideal location for cargo related operations and front line operators in the air transport logistics chain in general.

The Barcelona Air Cargo Centre is undergoing constant expansion, currently immersed in new works to extend its first and second lines, with a third phase planned as part of its Strategic Plan.

In 2011, Barcelona Airport handled nearly 100,000 tonnes of cargo, of which over 50% were managed by the following companies: UPS, Jade Cargo, CARGOLUX, European Air Transport (DHL) and Singapore Airlines. When the current works finish, the airport will have the capacity to handle more than 500,000 tonnes annually, which will convert it into one of the largest European air cargo industrial estate.

The **General Services Building** houses more than 130 companies involved in the air cargo logistics chain.

It is the nerve centre of the Air Cargo Centre, where the major airlines, GSAs, freight forwarders and customs agents, among others, work



together in their rented premises just a few metres from the front line terminals. The building has a fully-equipped Business Centre, and banking services, restaurants, etc..

As well, the Public Administration has a centre designed to provide services needed for airport operations, like customs services, phytosanitary and veterinary border inspection facilities.

Finally, regarding the volume of passengers, in 2011 Barcelona Airport held the ninth place in the European airports ranking with a total of 34.4 million, a rise of 17.8% on the previous year.

THE MAIN EUROPEAN AIRPORTS IN TERMS OF PASSENGER THROUGHPUT

City (airport)	Passengers 2011
London Heathrow (LHR)	69,433,565
Paris Roissy (CDG)	60,970,551
Frankfurt (FRA)	56,436,255
Amsterdam (AMS)	49,754,910
Madrid (MAD)	49,644,302
Munich (MUC)	37,763,701
Rome-Fiumicino (FCO)	37,651,222
Istanbul (IST)	37,398,221
Barcelona (BCN)	33,668,048
London Gatwick (LGW)	31,378,644

Source: Airports Council International. Airport Traffic Report, 2011

10 reasons to invest in logistics in Barcelona and Catalonia

05. THE RAIL NETWORK

The Catalan railway network and so-called corridors, with its epicentre in Barcelona, is undergoing a process of transformation, and this has strengthened its position in terms of its logistics and railway network. The main freight rail corridors exist along the traditional communication lines: mainly the Mediterranean axis (linking Catalonia with France and Europe to the north, and to Valencia to the south) and the so-called Ebre corridor (an interior corridor running to the rest of the Peninsula).

Apart from the high-speed international gauge and mixed traffic line running from Barcelona to the French border, the Spanish government has begun a Strategic Plan to promote railway freight transport aimed at making improvements to the Iberian gauge track as it is discontinued. Amongst the different action programmes, we can highlight a notable increase in the length of trains (450 to 550m) that use the Ebre corridor, with the final objective of reaching train lengths of 750m.

Catalonia has a network of interconnected railway terminals, which extend the railway to the main production and consumption centres in the country. Apart from the operational terminals shown in the accompanying map, we should highlight the construction project of the future intermodal Empordà (El Far – Vilamallà) terminal. This terminal, occupying 30 hectares and with a €118m budget, will become the main rail hub in Spain and bring a new impetus

to international rail transport, with 750-metre-long train configurations.

The various programmes outlined previously have enabled Barcelona to become the first city in Spain where you can develop UIC gauge railway services to Europe. The action programmes in this process have benefited rail services to Europe, and these are now attracting a lot of interest. More specifically the European gauge has helped create a global increase in international rail traffic by 23% compared to 2010. These new services include:

- The **Barcelyon Express** service, which joins the Port of Barcelona's two container terminals –TCB and Tercat- with the rail terminal at Naviland Cargo terminal in Venissieux (Lyon). The service has recently increased its frequency, having transported 1,458 containers in the first quarter of 2011, a figure that represents a growth of over 150% compared to the same period in 2010.



RAIL CORRIDOR



- Currently, thanks to the European gauge, trains that run between Barcelona and Lyon are now up to 630 metres long (made up by 30 wagons).

- Recently, the rail service that connects the **Port of Barcelona, Toulouse and Bordeaux** has doubled its frequency, offering two weekly departures in both directions.

- It is also worth highlighting that the **Barcelona-Switzerland service via Milan** has a frequency of two trains per week in both directions, thanks to an agreement with the operator Hupac.

- Recently, a new Hupac service has been added which connects the terminal of **Morrot with Antwerp**, a key logistical hub in the region of northern Europe. This service is provided three times a week with forecasts expecting 4,500 tonnes to be transported every week.

10 reasons to invest in logistics in Barcelona and Catalonia

06. THE ROAD NETWORK

The geographical location of Catalonia and the development of the country's population and economy have given the highway network a high degree of strategic functionality internally and externally: Catalonia alone is a generator of transport flow, but its role as Europe's gateway to the Iberian Peninsula also creates an important flow of traffic passing through.

Catalonia is in relative terms, one of the regions with the largest capacity of highways both at the Spanish and European levels. Catalonia accounts for 13% of the main highway capacity in Spain and 2% in terms of the EU, even though it only occupies 6% and 1% of the surface area of Spain and the EU respectively.

The country has over 12,120 kms of roads, of which 10,854 kms are A and B roads, with 1,267 kms of high-capacity highways. This figure puts Catalonia amongst Europe's leaders. More specifically, regarding the ratio of highways in terms of surface area, Catalonia is located in third place behind the Netherlands and Belgium.

This leading position at the European level will be strengthened in the medium term because the

National Accord on Infrastructure foresees over 600 kms of additional fast roads up until 2020. The main roads in Catalonia used by the logistics sector are, on one hand the so-called Mediterranean motorway running through Catalonia, connecting Valencia to La Junquera via Girona, Barcelona and Tarragona. On the other hand, the Ebre corridor boasts the A-2 and AP-2 and links Catalonia with the rest of Spain through an interior corridor.

The strategic location of Barcelona boasts direct connections with the trans-European network of high capacity roads (B-20, C-31North, C-31South, C-33, C-17, C-58, A-2 and A7).



07. WIDE RANGE OF SPECIFIC AREAS FOR LOGISTICS

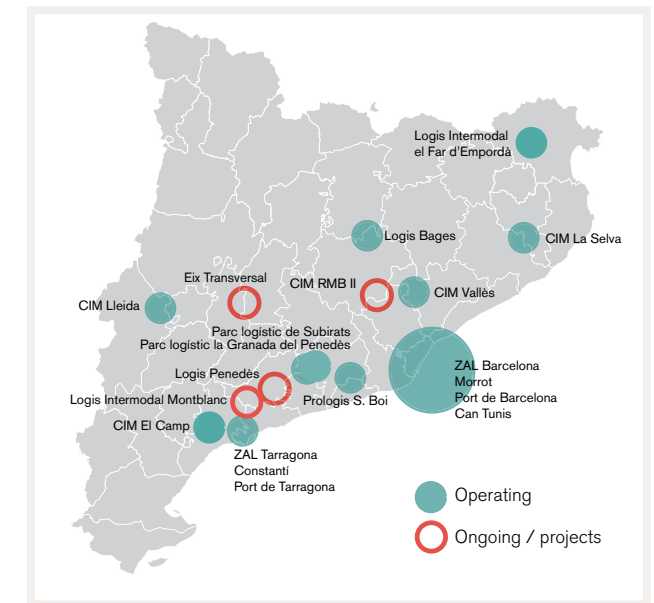
A marked increase in demand for suitable spaces for the development of logistics activities by specialized operators and industrial companies has led to an increase in the number of sustainable logistics areas in recent years.

Catalonia leads the ranking in Spain in terms of specific areas for logistics activities, with 80% more than the second-placed autonomous community at the Spanish level. In Catalonia, Barcelona accounts for a large proportion of available land, almost 75% of the total. The supply of land for logistics activities ranges from logistics platforms focused on intermodal distribution across southern Europe to more locally-orientated distribution platforms.

The first promoter offering land for logistics activities in Catalonia was the Port of Barcelona when it created ZAL (Logistics Activities Zone). Afterwards, we have seen important activities carried out by the large public company called CIMALSA, owned by the Government of Catalonia, as well as private developers and managers. Others

worth noting are: Coperfil, Abertis Logística, Proinosa and multinational ProLogis. Another is INCASÒL (the Generalitat of Catalonia's Catalan Land Institute), which has several areas devoted to logistics usage across Catalonia.

Logistics activities are carried out where we find higher levels of production and consumption, leveraging the transport facilities that make it possible. Thus, in Catalonia the main areas of logistics activities are concentrated in the Metropolitan Region of Barcelona and close to major transport infrastructure.



08. CONCENTRATION OF LOGISTICS OPERATORS

The logistics and transportation industry accounts for almost 3% of GDP in Catalonia, and it has around 33,000 companies in different areas of specialization, and which turn over more than 14,000 million Euros.

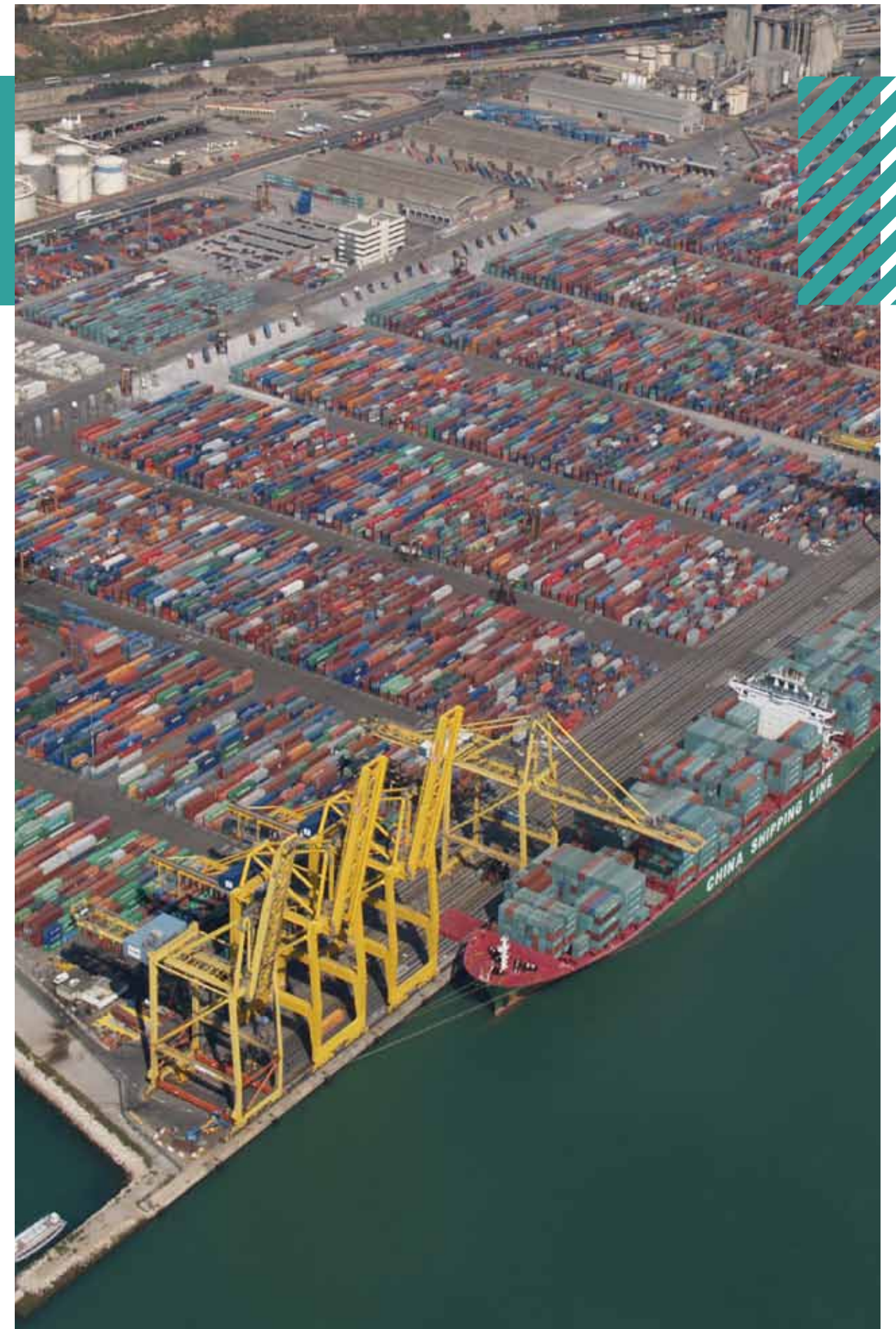
Among the companies offering logistic services, the most relevant internationally are:

- In the field of **freight transport**: Grupo Logista, DHL, FCC logística, Gefco, Seur, Norbert Dentressangle Gerposa, etc..
- In terms of the **deposit and storage of goods**: Kuehne & Nagel, Salvensen Logística, etc

The logistics sector in Catalonia is now in itself an economic activity that generates more jobs than other sectors traditionally rooted in the fabric of the Catalan economy (as in the case of the chemical sector or transport material). In the last decade, the sector has been driven by a growth rate that, as in the case of freight transport, has doubled the GDP rate.

In 2010, the Catalan logistics system handled a volume of freight traffic that reached around 400 million tonnes. This volume can be classified into three categories:

- **Internal traffic**, which is produced in Catalonia itself, and is driven by an intense level of production and consumption.
- **Traffic to/from Catalonia**, which includes traffic with the rest of the Iberian Peninsula, and European and intercontinental traffic. This is mainly driven by the presence of two top-level ports (Barcelona and Tarragona), and the activity generated by the Airport.
- **Through traffic**, thanks to Catalonia's strategic position, which means it handles much of the trade between the Iberian Peninsula and the rest of Europe via its road and rail networks.



10 reasons to invest in logistics in Barcelona and Catalonia

09. RELATED PLATFORMS AND MAJOR CITY PROJECTS

The logistics sector is the main facilitator of growth for the country. A powerful logistics sector maximizes the competitiveness and internationalization of the country's production sectors and facilitates the creation of new industry. For this reason, Barcelona has a number of stakeholders and agents that are working on projects to revitalize, strengthen and consolidate this sector.



Barcelona Catalonia Logistics Centre (BCL) is a platform made up by nearly 100 members, and it has the objective of presenting the advantages and increasing the potential of the Catalan logistics sector and **consolidating Catalonia as large logistics hub in southern Europe.**

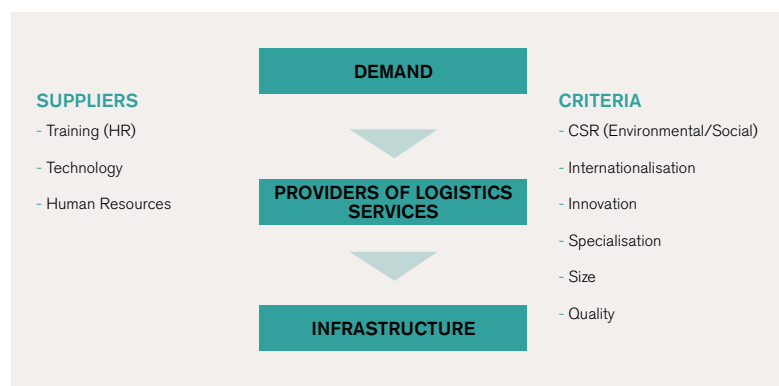
BCL concentrates its efforts on positioning Catalonia as a European benchmark for trade between Asia, the Maghreb and South America. BCL wants to create optimal conditions so that new industrial activities and logistics companies

set up here and to improve the competitiveness of the sector in terms of costs, quality and service reach. BCL also lobbies different administrations to accelerate the construction of networks and infrastructures needed for the development of the economy. BCL carries out a continuous analysis, debate and reflection within the sector and implicates business people, users, and infrastructure managers.

The main focus of BCL is the promotion of logistics in terms of being a **central service for production and**

commercial activities in Catalonia and a consolidated economic sector with strong future prospects. Catalonia's strategic commitment to logistics is set to the backdrop of strong **competition** between regions and to stand out as competitive nodes in the **interconnected global economy network**. Logistics and transport activities are essential for economic growth, to ensure greater competitiveness in terms of costs and services, and the maximum level of openness for production in Catalonia.

Consolidating these goals requires an **active position aimed at constant improvements to factors affecting the competitiveness** of the logistics system, with special attention to infrastructure and its management and complements, but also other factors that affect the competitiveness of companies (training, regulation, R&D,...).



International Logistics Fair (SIL)

The International Logistics and Material Handling (Saló Internacional de la Logística i de la Manutenció) is a benchmark meeting point for southern European companies in the logistics industry. Year after year, we see increases both in professionals and company participation rates and in terms of international trade delegations from countries such as Marroc, Turkey, Egypt, Algeria, Rússia o Tailàndia.

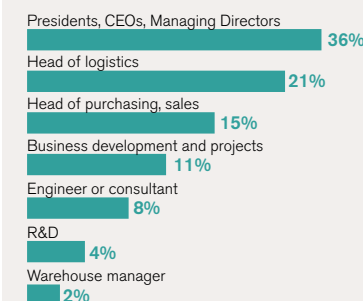
In its last edition, SIL 2012 showed just how consolidated it is with over 50,000 visitors and 500 participating

companies (45% of these international representations from over 40 countries).

Furthermore, SIL 2012 recorded its highest levels of industry conferences and 3,500 participants took part in its 16 seminars.

Set to the background of the wider economic difficulties, SIL 2012 overcame the situation with more than 800 commercial interviews between logistics managers and participating companies, and more requests for interviews from the public. Overall, SIL 2012 generated a **turnover of around 2 billion Euros.**

VISITOR PROFILE



SECTORS REPRESENTED BY VISITORS



10. CULTURE REGARDING RESEARCH AND TRAINING IN THE LOGISTICS FIELD

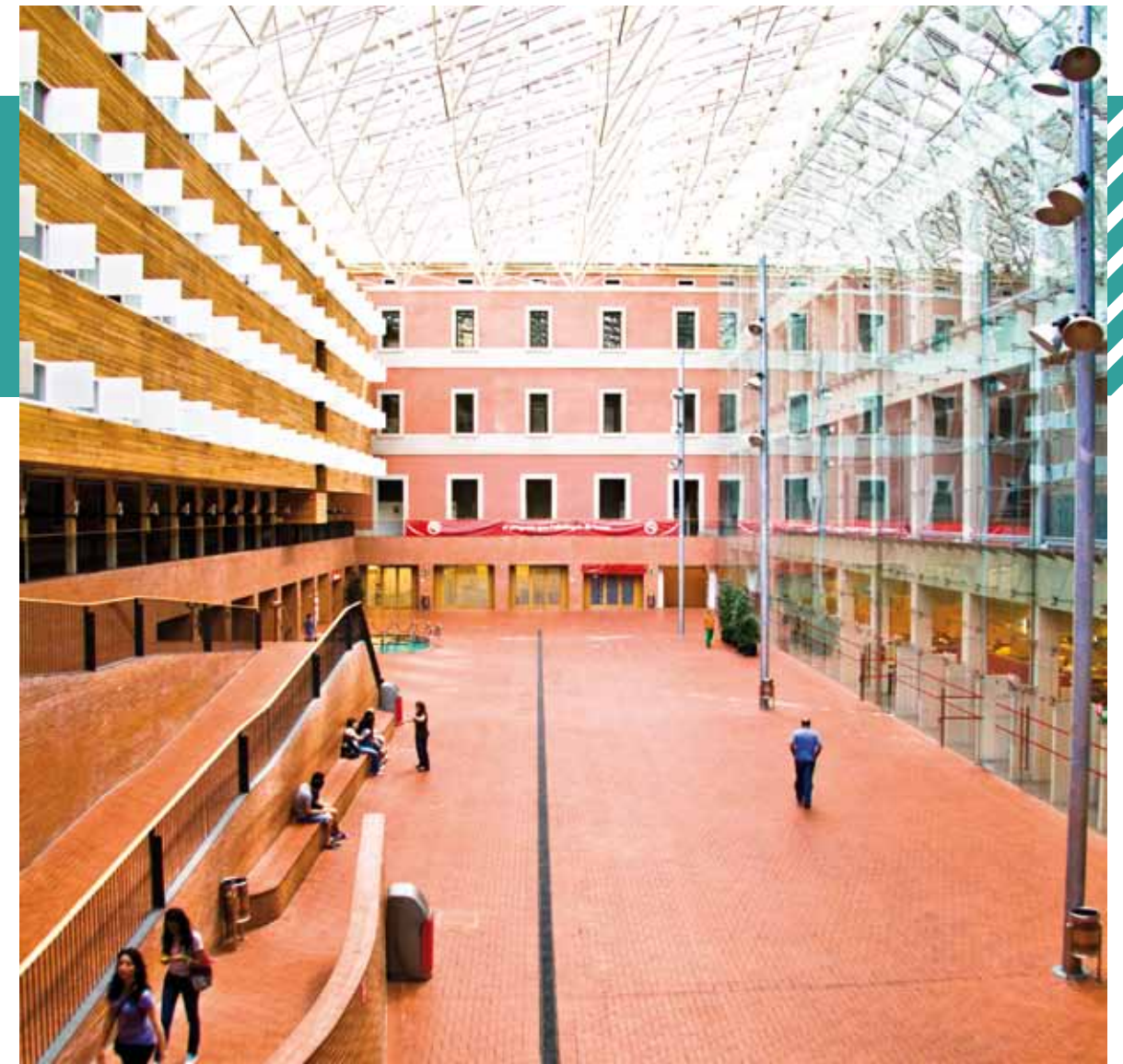
In Catalonia there is a wide range of training available related to logistics and this ranges from higher degrees (postgraduates and masters) to training for warehouse staff, and a growing amount of research activity from schools focused on a variety of aspects regarding the logistics industry.



Thus, in Catalonia we can find everything from lifelong learning courses for retraining workers via short courses focusing on specific aspects to other courses on management or other specializations. Training courses ensure the availability of key professional profiles that are most suitable for the full development of the sector.

Regarding the diversity of supply, we can highlight the following centres, with their qualifications in some cases recognised by the ELA (European Logistics Association):

- **Business Schools:** ESADE and IESE, among others.
- **Public Universities:** The UPC (Polytechnic University of Catalonia), the UPF (Pompeu Fabra University), etc...
- **Specialist training centres:** The European School of Short Sea Shipping trains professionals and offers a basis for the sustainable development of the European logistics system.
- **Representative institutions from the sector:** CEL (Spanish Logistics Centre), ICIL (Catalan Institute of Logistics Research), ILI (Institute of International Logistics), etc...



It's worth highlighting the fact that in addition to the training programmes at masters and postgraduate level courses, we need to add the Higher Degree in Logistics Engineering offered at the UPC. This is a higher degree, integrated into the UPC's Technical School of Industrial Engineering at the UPC in Barcelona, and which is designed to provide training both in the areas of technology and management, and which is addressed at people with their university foundation courses finished.

Besides the training aspect, these centres also contribute to research at the various levels that span the

logistics sector. Among these, there are:

- **International Centre for Logistics Research:** This is the result of collaboration between IESE and Mecalux, with the aim of bringing the most advanced knowledge and trends at each and every moment in the management of integrated logistics to the general business community.
- **UPC research groups:** The UPC has numerous research and innovation groups that are having an effect on the field of logistics and transportation. The research group

working on the engineering of industrial organizations and industrial logistics (EOLI), which is part of the organizational business department, is especially noteworthy.

- **CENIT:** In parallel with the UPC, the Centre for Innovation in Transport or CENIT, part of the same university, offers many different lines of research related to transportation.

Links

Organizations and associations

Schools

EADA-Higher School of Management and Administration
www.eada.edu

ESADE Business School
www.esade.edu

IESE Business School
www.iese.edu

UAB (Autonomous University of Barcelona)
www.uab.cat

UB (University of Barcelona)
www.ub.es

UIC (International University of Catalonia)
www.unica.edu

UOC (Open University of Catalonia)
www.uoc.edu

UPC (Polytechnic University of Catalonia)
www.upc.es

UPF (Pompeu Fabra University)
www.upf.es

URL (Ramon Llull University)
www.url.cat

European School of Short Sea Shipping
www.2e3s.eu

R&D&I and knowledge transfer

CENIT (Centre for Innovation in Transport)
www.cenit.es

ICIL (Catalan Institute for Research Logistics)
www.icil.org

CIIL (International Logistics Research Centre)
www.iese.edu/ciil

Local, autonomous and state institutions

Local agencies

Barcelona City Council
Area of Economy, Enterprise and Employment
www.bcn.cat/barcelonagrowth

Port Authority (Port of Barcelona)
www.portbarcelona.es

Barcelona Activa
www.barcelonactiva.cat

Barcelona Zona Franca Consortium
www.elconsorci.net

Mercabarna
www.mercabarna.cat

Metropolitan Region's Industrial Agreement
www.pacteind.org

Autonomous regional agencies

ACC10 - Government of Catalonia
www.acc10.cat

Central Offices and Infrastructure for Mobility and Logistics Activity (CIMALSA)
www.cimalsa.es

Generalitat of Catalonia Railways Network
www.fgc.cat

Spanish Foundation for Science and Technology (FECYT)
www.fecyt.es

Environmental Forum Foundation
www.forumambiental.org

Spanish agencies

Barcelona-El Prat Airport
www.aena.es

CDTI (Centre for Industrial Technological Development)
www.cdti.es

CSIC (Higher Council for Scientific Research)
www.csic.es

Ministry of Economy and Competitiveness
www.mineco.gob.es

Ministry of Industry, Energy and Tourism
www.minetur.gob.es

Renfe freight
www.renfe.com/empresa/mercancias

Funding sources

ACC10 - Government of Catalonia
www.acc10.cat

Catalan d'Initiatives
www.iniciatives.es

Catalan Institute of Finance
www.icfinances.com

Official Credit Institute
www.ico.es

Avalis of Catalonia
www.avalis-srg.cat

ENISA (National Innovation Company)
www.enisa.es

Business organizations

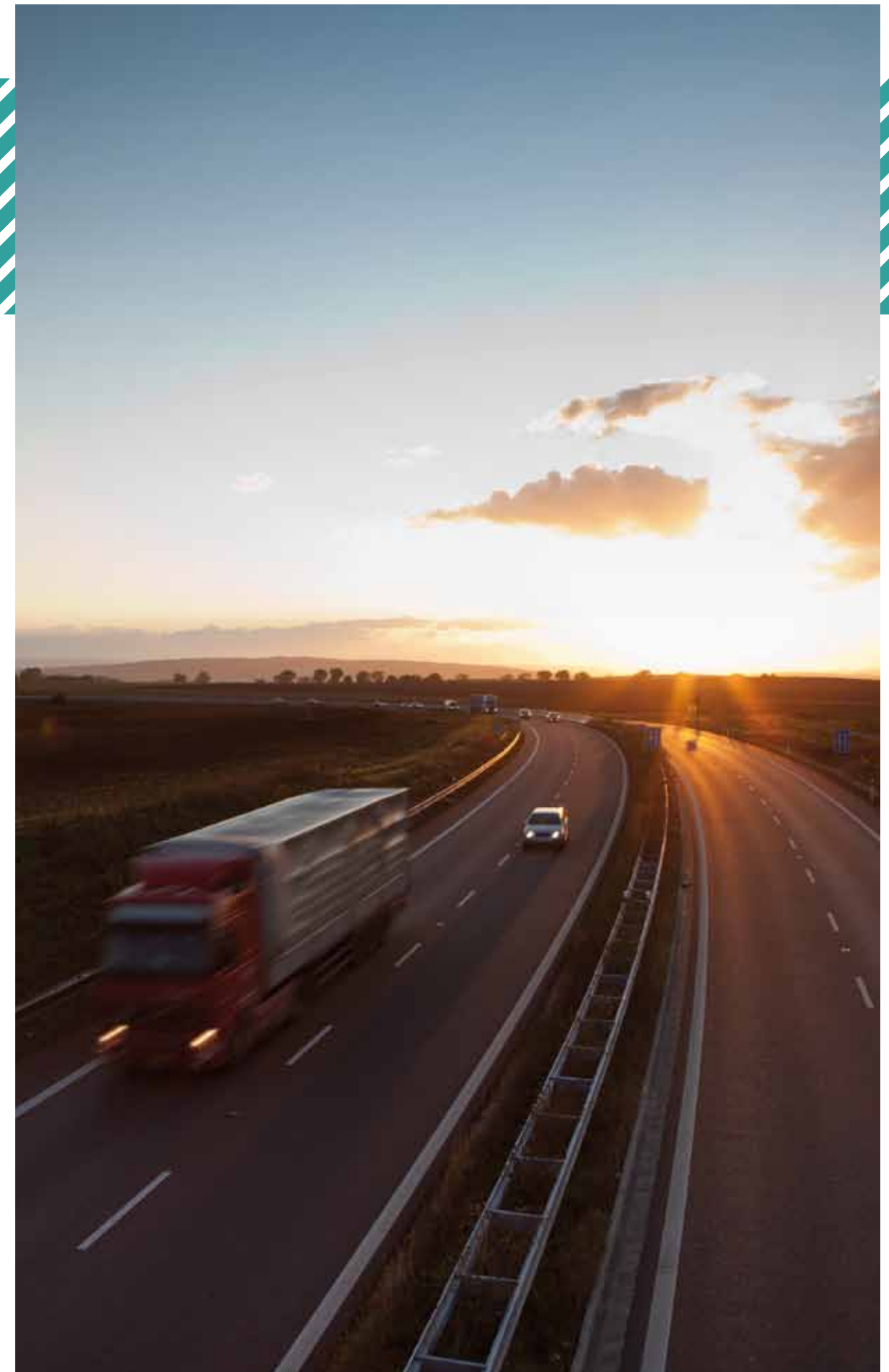
Barcelona Catalonia Logistics Centre
www.bcncel.es

CEL (Spanish Logistics Centre)
www.cel-logistica.org

ILI International Logistics
www.ilionline.com

Amec
www.amec.es

Barcelona Chamber of Commerce
www.cambrabcn.org





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