Title: “The port’s accessibility, the development factor of the economical activities”
Author: Maria Caelles Lacasta
Tutor: Rosa Junyent i Comas

Abstract

There are many factors that cause really important changes in the world-wide trade structure: the phenomenon of the economy globalisation, the trade and transports liberalisation and the presence of the logistics in the trade interchanges.

Ports are directly affected by the increasing transport intermodal tendency. Intermodality will be the basic service and it will be the way to get a modal combination better adapted to the client load flux necessities, without losing the performance level.

During the last decades, the relations between the port and its hinterland are changing in a gradual way, replacing the concept of the geographical hinterland, that directly depends on the distance, by the logistic hinterland. It should be said that its radius depends on the prestations level offered by the port. As a consequence, the competition between ports will consist in offer the necessary logistic services so as to satisfy the clients.

Ports will also be a part of the logistic chain of a lot of products through the integrated, specialised and personalised services (post-industrial and pre-commercial services) that will increase the goods added value.

The ports accessibility function, both internal and external, is to manage the port’s infrastructures, so as to reach the necessary interconnection and interoperation for a transport and logistic service.

The main goal of the present dissertation is to analyse the role of port’s accessibility by land plays as an economical activities development factor. This is the reason why an specific example is studied: Barcelona’s Port. One of its main growing handicaps is its reduced accessibility. Barcelona’s port will be compared with the two European main ports: Rotterdam and Anvers Port. They both generate very important traffic volumes, they have huge infrastructures and their communication with the rest of Europe is really fluent through the wide transport nets.

It will be also realised a comparative analyse of the three ports, focussing on their infrastructures and the economical impact that they are causing not only nowadays, but also the future ones. This essay will let extract several conclusions about the importance of a good accessibility for the development of the port and its economical activities.

Finally, the conclusions from the comparative analyse are applied to the Barcelona’s case, evaluating his future growth previsions and the requirements that should be reached before 2010 so as to transform the Barcelona’s Port in the first Euromediterranean port.