

Infraestruturas de Portugal

THE BACKBONE OF PORTUGAL



Port of Aveiro Branch



Rio de Mouro railway station, Sintra Line

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The ancient Roman Aqueducts which are scattered around Portugal are testament to the fact that this small European country has been investing in long-term infrastructure for as long as the records go back

RESEARCH BY *Eurides Lopes*



Bridge over the Guadiana river (South of Portugal)

The ancient Roman Aqueducts which are scattered around Portugal are testament to the fact that this small European country has been investing in long-term infrastructure for as long as the records go back. These days, all anyone needs to do is travel by car or train from north to south of the country, or cross the magnificent 25 de Abril Bridge in Lisbon to realize the country's infrastructures are as ambitious as ever.

Infraestruturas de Portugal integrates the essential technical know-how to offer

an excellent performance on road and rail infrastructures networks in different areas, such as of design, construction, business consulting, maintenance, operation, redevelopment, extension and modernization, which also includes, in the railway domain, the command and traffic control.

IP currently has a stake in the share capital of three companies: IP Engenharia, IP Património and IP Telecom. In 2018, GIL - Gare Intermodal de Lisboa merged with IP Património into a single Company, which is responsible for

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the entire business of commercial operation of real estate belonging to the road and rail infrastructure.

Mr. António Laranjo, CEO of Infraestruturas de Portugal, recently took some time out to speak with Business Excellence about the Companies strategies and future.

Background

Mr. António Laranjo begins by telling us about each of Infraestruturas de Portugal’s Companies. The largest Company of the



António Laranjo, CEO of Infraestruturas de Portugal

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Group is Infraestruturas de Portugal (IP). Mr. Laranjo tells us: “IP was founded in 2015 from the merger between two state-owned companies, which were responsible for Portugal’s road (Estradas de Portugal, or “EP”) and railway (Rede Ferroviária Nacional, or “REFER”) network. IP Telecom, the telecommunications and IT Company was founded in 2000, and had become an increasingly central part of our infrastructure

responsibilities. It has grown to the extent that it now offers its services to external third parties in areas like cloud, data management and technology consulting”.

“IP Engenharia, which is responsible for the international activities, develops institutional capacity-building solutions for infrastructure management companies, mainly in Portuguese-speaking Countries. It has been in operation for more than forty

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“The mandate to manage the transport network infrastructure means that Infraestruturas de Portugal is responsible for a significant amount of Portugal’s sustainability efforts”

years, and provides railway engineering services to the other IP Group companies.”

Mr Laranjo continues: “IP Património, our Company that is responsible for the integrated management of road and railway assets, offers expertise in the commercial operation of the network of stations and transport interfaces, ensuring their efficient use, increasing valuation and profitability: those assets are an impressive array of road and rail infrastructure - enough to grace any bigger European state. Consider statistics like 15.000 km of road (plus a further

1.000 km under concession), 2.550 km of railway line of which 1.700 km is electrified, and over 400 passenger stations spread across the country”.

Sustainability

The mandate to manage the transport network infrastructure means that Infraestruturas de Portugal is responsible for a significant amount of Portugal’s sustainability efforts.

António Laranjo also takes particular pride in the Company’s Greenways, implemented by

IP Património – a network of routes recovered from old railway lines transformed into pedestrian routes - the Greenways, which are now used for recreation such as pedal biking or trekking.

He adds: “Since 2001, we have been rehabilitating old railway lines in the North and Central Portugal regions in partnership with the municipalities, a rewarded work which enabled IP to become a member of the European Association of Greenways.”

In 2018 Infraestruturas de Portugal also gave a special attention to the reforestation of Portuguese forests. Several activities were developed, involving some IP employees, who volunteered for different social actions. For example, following the serious fires that occurred in the country in the Summer of 2017, IP employees planted around 700 native trees (Portuguese ash and oak trees) on a plot of 9.000 m2, located in Pedrogão Grande, in the centre of Portugal, near the IC8.

“Since 2001, we’ve been rejuvenating old railway lines into Greenways in the North and Central Portugal regions”



S. João bridge over the Douro river, in Oporto



Marão Tunnel (5.625 km length)

Ferrovias 2020' Program

This huge European Union Investment Plan, 'Ferrovias 2020' will allow IP to implement the main railway lines across the border with Spain towards Europe, the electrification of more than 400 km of existing railway lines and the initial set-up phase of the European Rail Traffic Management System.

With "Ferrovias 2020" IP will increase the capacity for freight trains and promote the interoperability of the rail corridors (track gauge).

Portugal, once the world's leading maritime nation of Europe is now very much on terra firma.

The Future

In recent years Portugal has been considered as one of the countries with the best road network in the world. Therefore, on railways,

the future passes through the conclusion of the bold "Ferrovias 2020" EU Investment Plan.

The "Ferrovias 2020" project includes a global investment of around 2 billion euros to intervene in over 1.000 km of railway, aiming to achieve three main goals:

- To assume international commitments (Spain and the "Atlantic Corridor")
- To promote rail freight transport, supporting export growth
- To guarantee links between national ports and main land borders **BE**

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