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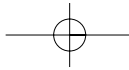
# PEIT

STRATEGIC INFRASTRUCTURES AND TRANSPORT PLAN



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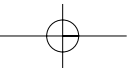




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STRATEGIC INFRASTRUCTURES AND TRANSPORT PLAN **PEIT****PREAMBLE**

This Strategic Infrastructures and Transport Plan (PEIT) approved in a Resolution of the Council of Ministers on 15 July 2005 is the expression of a new infrastructures and transport policy, conceived as an instrument at the service of major economic and social policy objectives. As part of this general approach, the Plan considers infrastructures to be the essential support providing citizens with quality transport services which are above all safe, at the same time as being an effective tool to promoting economic development and social and territorial cohesion, so guaranteeing the best use of their potential in society's service.



The Plan sets out the basic guidelines for action on infrastructures and transport within the State's competence over a medium- and long-term horizon (2005-2020), with the aim of defining an overall and coherent framework to ensure the stability of infrastructure and transport policy. Given their structural nature, the aim is to avoid improvisation in decision-making, so that the PEIT contains general criteria by which to frame any decisions made in this sphere.

For these same reasons, a high level of social consensus was sought for the elaboration of the PEIT, with the greatest possible input and transparency, by creating a specific procedure for participation and debate, which was unquestionably the most comprehensive developed in Spain for a Plan of these characteristics.

In this respect, may I express my thanks to the Autonomous Communities, Local Administrations, business organisations and trade unions, environmental associations and, in general, to all those citizens whose contributions in the form of observations and proposals have ensured that this final document is an improvement on the one proposed initially, thanks to its enrichment through their input.

Thus the PEIT is the upshot of more than a year's hard work and reflection but also of participation and debate open to the whole of society.

The Plan is infused with our concern for sustainable development and by great sensitivity to environmental concerns and criteria. It is no coincidence that the modes of transport most enhanced by the PEIT, such as rail, are precisely those which contribute most to transport sustainability.

I would like in this sense to emphasise that the Government decided to complete an environmental assessment of the PEIT, according to a procedure which meets the criteria and principles of the European Union Directive on the Environmental Assessment of Plans and Programs. This procedure was implemented in coordination between the Ministries of Public Works and Transport and of the Environment, culminating in the joint drafting by both Ministries of the Plan's Environmental Report. This Report confirms the environmental viability of the PEIT, and makes a series of recommendations which are incorporated into this final document. This also implies a significant novelty in infrastructure planning in this country.

STRATEGIC INFRASTRUCTURES AND TRANSPORT PLAN **PEIT****PREAMBLE**

The Strategic Infrastructures and Transport Plan represents the largest-ever drive to provide infrastructures in Spain, with expenditure of close to 250 billion euros, an annual mean of more than 15.5 Bn €, and average investment of some 1.5% of GDP throughout its effective term.

The backing for rail is one of the Plan's clearest strategic options and it includes as basic lines of action the development of an ambitious High-Performance Network providing balanced cover to the whole country, the promotion of rail transport of goods, with a clear commitment to mixed traffic, and the development of commuter rail transport. Rail accounts for more than 48% of total expenditure under the Plan.

This promotion of rail fits within the framework of an integrated intermodal transport system for both goods and passengers, in which the other modes also play a fundamental role. Thus spending on road, sea and air transport is maintained at levels appropriate to the satisfaction, in conditions of quality and safety, of expected increases in demand, major in some cases, and a proportional contribution to the fulfilment of the Plan's overall objectives.

The PEIT proposes a diversified financing strategy which does maintain a strong budget base, some 60% of the total, while opening up possible use of various sources and instruments for non-budgetary financing, so ensuring the entire Plan's economic-financial viability. Underlying this strategy are the principles of stable investment over time, making the most of public corporations' and bodies' self-financing capacity, and the use of suitable public-private collaboration mechanisms, in line with the Plan's own objectives and strategic options.

The Strategic Infrastructures and Transport Plan constitutes in short a decisive commitment to the future of this country, to its economic development and its competitiveness, its social and territorial cohesion, and the quality of life of its citizens, with a set of measures and actions designed to create a transport system which is more integrated, safer, efficient and respectful of its environment.

Magdalena Álvarez Arza  
*Minister of Public Works and Transport*

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