

Picture of the month

Zaragoza University's Assembly Hall



Leading



CONTRACT AWARDS

FCC wins the contracts for two sections of AVE high-speed railway

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ALPINE

Breakthrough on Saint Gotthard Tunnel

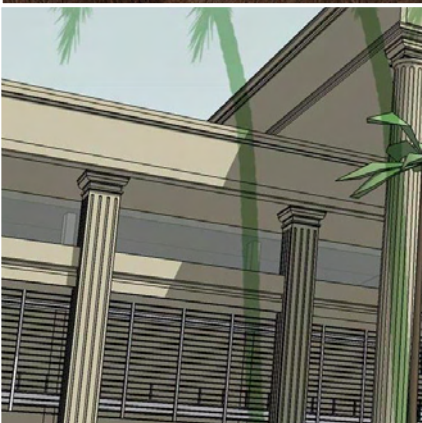
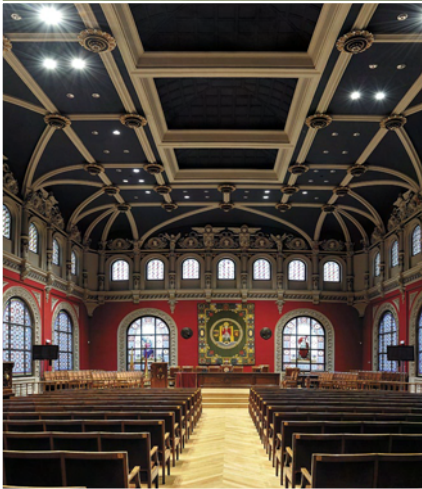
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FCC wins the contracts for two sections of AVE high-speed railway for more than 120 million euro

FCC will be building the section between Alcántara and Garrovillas in Cáceres and the access to Palencia



AVE high-speed railway line

The Ministry of Development, acting through ADIF, has awarded two new contracts to FCC, each for the construction of a section of high-speed (AVE) railway.

The first project will consist in the construction of the bed for a section of the line from Madrid to Extremadura to the Portuguese border. This particular section lies in Cáceres, between the Alcántara Reservoir and Garrovillas. It will cost 96.5 million euro. ADIF has also chosen to give FCC

the contract for the civil-engineering work, the tracks and the electrification of the portion of the North/Northwest High-Speed Corridor that runs through Palencia, for 26 million euro. The Cáceres section of track is 6.26 kilometres long and has a 32-month completion period. The contract was awarded to the joint venture created by FCC Construcción and the Portuguese firm Conduril.

The other project concerns Palencia's Railway Artery System (known by its

initials in Spanish as the RAF). It covers the work needed to enable the high-speed rail system to reach Palencia and continue from there to León. The Ministry of Development is investing 26 million euro in this project. The completion period is 14 months long.

ALPINE wins the contract for Salzburg Multipurpose Exhibition Centre

Alpine to build a multifunction centre costing 34 million euro

FCC, through its Austrian subsidiary ALPINE, will be building the new Salzburg Multipurpose Exhibition Centre for the Salzburg Chamber of Commerce. The centre will cost 34 million euro and take seven months to build.

The 15,300-square-metre building is

conceived as a multifunction space where trade fairs, exhibits and a wide variety of other events can be held.

The new centre will be replacing the present exhibition facility and will be built under criteria of sustainability, enabling up to 45,000 euro per year to

be saved in energy (the equivalent of 75,000 litres of oil per year). In addition, it will be put up on the site of six halls of the old building.

FCC to build the new headquarters for the Electoral Tribunal of Panama

The new building will house the Electoral Tribunal's offices



Electoral Tribunal of Panama

The Electoral Tribunal of Panama has given FCC Construcción the contract to build its new headquarters. Demolition of the structures occupying the site began on 5 October 2010.

The new building will be located on a

three-hectare lot ceded by the Ministry of the Economy and Finance, at the site of the old Panama Canal Authority Motor Pool, across from Avenida Omar Torrijos Herrera. The façade is a three-level affair inspired by the Panama Canal Authority's administration building.

The new building will hold all the Electoral Tribunal offices that are currently spread over a number of sites inside Calidonia township.

Other contract awards

- AENA has given FCC the contract to upgrade the apron slabs at Tenerife Norte Airport.
- The Principality of Asturias Sanitation Council has awarded the contract for alterations to the Villaviciosa wastewater treatment plant.

Culture complex in Vic

This project gave Vic its town theatre back



Culture centre in Vic

The new culture centre in Vic, the Osona Centre of Performing Arts, nicknamed “L’Atlàntida” (“Atlantis”), fits neatly into the city’s urban structure. With an area of more than 10,000 square metres, the complex includes the Ramón Montanyà Theatre, the Joaquín Maideu Auditorium and the Vic Music School.

The building was designed by architect Josep Llinàs and built by FCC. It has an interesting spiral design and a breathtaking combination of gold volumes and slanted zinc roofs.

The theatre has an 800-person seating capacity, and its stage has 168 square metres of floor space, with a 20-metre-

tall fly tower that holds an adjustable acoustic shell. The auditorium has seating space for more than 380 spectators, with a stage equipped with three automated platforms and retractable tiered seating.

The music school has 49 classrooms and seven studios, with a listening room seating 100 people. An indoor foyer has been built, with a coffee shop, as has an outdoor foyer for open-air activities. These spaces have been equipped with the most-advanced technologies in lighting and AV systems.

L’Atlàntida has enabled Vic to get its own theatre back and moreover has

provided the infrastructure to lend the city’s already-intense cultural activity fresh impetus.

+ Basic Information

Budget: 29.5 million euro (including equipment and furniture)

Construction manager: Jordi Clusellas

Site technicians: Javier Carmona, David Marcos, David López and Alberto Ruiz

Head of procurement: Joan Brunet

Prevention technician: Monserrat Roda

Office staff: Carles Xavier Sàez and Mari Carmen Latorre

Quality technician: Espartac Obradors

Foremen: Manuel González and José Luís Ábalos

Tito Bustillo Museum

The centre will house recreations of the cave's most important parts



Tito Bustillo Museum

The museum sits on one of the shores of the Sella River, in the former Corcubión quarry, next to Tito Bustillo Cave, and it occupies a magnificent site that adds to the charms of the town of Ribadesella with an avant-garde building. The building required an investment of 6.17 million euro to build, funds provided by the regional and central government. It is to house the Tito Bustillo Rupestrian Art Centre in Ribadesella.

The design plays with originality and modernity, blended with the true rupestrian meaning of the project, something that can be seen in the different ochre colours of the façade.

The building is 116 metres long, 16 metres tall and 16 metres wide. It has a total area of 8,000 square metres. The ground floor is designed to hold the reception desk and a souvenir shop.

The museum proper will occupy the entire first floor, and the top floor will be devoted to a huge coffee shop/restaurant.

The art museum will house recreations of the four most-important areas of Tito Bustillo cave: the Gallery of Horses, the Gallery of Anthropomorphs, the Chamber of Vulvas and the Main Panel.

+ Team

Department head: Aurelio Vega Fernández
Construction manager: Ramón Cortina Iglesias
Production chief: Estela Riego González
Foreman: Pablo Cesar Menéndez Menéndez
Quality technician: Belén García de Haro
Quality assistant: Miguel Angel Puerma
Systems technician: Arturo Trapiella Valín

IC6 between Catraia Dos Poços and Venda de Galizes, Portugal, is completed

FCC's Portuguese subsidiary, Ramahlo Rosa Cobetar, has built this section



Section of the IC6

FCC has completed the construction of the 17.2-kilometre-long section of the IC6 between Catraia dos Poços and Venda de Galizes and the connection between this highway and Tábua, 4.5 kilometres away. The project cost 59.4 million euro.

The section begins near Catraia dos Poços and runs north of road EN17 and the town of Moita da Serra to the three-kilometre point. After that, it veers northward between Carapinha and road EN17, where the Arganil intersection is located. The layout immediately after that runs north of Gualdim and south of Sinda.

The land along the layout is mountainous, so three viaducts were built: one 230-metre long viaduct at kilometre point 1.8, and the other two (one 340 metres long and the other 400 metres long), at the crossings of the banks of Gualdim and Sinda.

+ Team

Management: Antonio Tenreiro and Antonio Mendes
Architectural supervisor: Nuno Castro
Construction manager: Bruno Lopes
Technical services management: Antonio Campos
Planning: Silvia Figueiredo
Office staff: José Amaral
Assistants in charge of works: Eduardo Santos, Nuno Gama
General foremen: Antonio Pereira, Victor Flório, Amandio Moura, Nuno Pinto and Rui Martinho

FCC finishes boring Switzerland's Saint Gotthard Tunnel, the longest tunnel in the world

FCC subsidiary Alpine is a member of the consortium that has completed the 57-kilometre tube



Saint Gotthard Tunnel © AlpTransit Gotthard AG.

FCC has finished boring the longest railway tunnel in the world, Saint Gotthard, in Switzerland. The new 57-kilometre-long structure, built by a consortium headed by FCC subsidiary Alpine, will connect the Swiss cities of Erstfeld and Bodio.

The tunnel breakthrough ceremony was attended by the Swiss minister of transport, Moritz Leuenberger, and different Alpine executives, such as Dietmar Aluta-Oltyan, chairman of the Supervisory Board.

Consorzio TAT, in which Alpine holds a share, won the 15-kilometre-long Bodio section and the 14-kilometre-long Faido section, two of the five sections into which the project was divided.

The contract, valued at 1,258 million euro, also includes the construction of the railway infrastructure for the two single-track tunnels and the tunnel facilities, plus the construction of eleven kilometres of outdoor track to reach the connection with the existing railway system.

ALPINE finishes its first stadium for the UEFA Euro 2012 competition

Poznan Stadium in Poland has seating for 41,000



Poznan Stadium

Poland has opened Poznan Stadium, the first stadium for the 2012 European Football Championship. The stadium was built by FCC's Austrian subsidiary ALPINE in 21 months and cost 89 million euro.

The reconstruction and enlargement of the stadium involved such jobs as constructing two sets of lower stands and a new roof. Designed by Sportfive in cooperation with architect Wojciech Rzyński,

the new Poznan Stadium is built on top of an old football pitch from the 1960s. Work to remodel the old pitch began in 2002, but the most important work on the stadium got under way in 2006, when Poland submitted its candidacy to host the 2012 games.

After the Euro 2012, this stadium will be used by the KKS Lech (which has 20,000 supporters) for the Polish first-division football league.

Tolga Genç is first to sail through the new Seville lock built by FCC

A fresh milestone in a project that does a lot for the city's transport and development



Seville harbour lock

The new Seville harbour lock, whose construction was spearheaded by FCC, has opened its gates to ships. The first to sail through the new port infrastructure was the Turkish ship Tolga Genç, at 14:00 hours on 15th September. The Tolga Genç is a cargo ship 90 metres long and 13 metres wide displacing 3,327 tons.

This is a fresh milestone in the fast-approaching end to the project. It marks the start of a short stage in which ships will use both the new lock and the old lock, until the levee can be built.

Afterward the navigable channel will be opened and the old lock, on Alfonso XIII Channel, will be shut down, routing water solely through the new lock and closing off that branch of the Guadalquivir River.

Tour of the site of Alcollarín Dam, built by FCC

The dam will have a holding capacity of 51.6 cubic hectometres

On 14th October the central government's deputy, the president of the Guadiana River Hydrographic Confederation and the mayors of Alcollarín, Abertura, Zorita, Conquista de la Sierra, Escorial, Robledillo de Trujillo and Almoharín visited the site where Alcollarín Dam is being built. The dam's construction is entrusted to FCC, with a 29.2-million-euro budget and a 33-month completion period.

The vibrated-concrete gravity dam is a total of 625.80 metres long and 31 metres tall, and it has a holding capacity of 51.6 cubic hectometres.

This project will enable the Alcollarín River to be regulated, thus completing the regulation of the entire right bank of the Guadiana River. Also, it is a step toward ensuring a good water supply for the

towns whose mayors attended the ceremony, and it contributes to better water management for the Orellana Channel and the central area of Extremadura.

Recreational areas and environmental spaces will be set up, and the flow needed to maintain the river's native ecology will be ensured.

Tour of the Bimenes Y site

FCC is in charge of phases I and III

President Vicente Álvarez Areces of the Principality of Asturias paid a visit to the site where construction is under way on the Bimenes Y, the road that will connect the Nalón Corridor to the Cantabrian Dual Carriageway. FCC holds the contract for phases I and III of the Y. The total investment comes to 174.8 million euro, financed largely by the Coal-Mining Plan.

Phase I consists of the construction of a 4.3-kilometre section of new road, which begins in the vicinity of the junction between La Central in El Entrego and road AS-338, in the area of El Corvero. There are seven structures, together having a total length of 1,088 metres. The environmental activities envisaged in the project include the restoration of 138,300 square metres of slopes via hydroseeding and the planting of 1,866 trees.

Phase III is made up of two sections of road, one that goes from the vicinity of the town of Lieres to the connection with phase II of the project, and one that extends the road built in phase I to the Nalón Corridor.

The section is 4.2 kilometres long. The project calls for the construction of ten



The Bimenes Y

structures, the foremost of which will be a 776-metre-long tunnel under El Alto de La Cruz.

trees will be planted along the length of the road.

Hydroseeding will restore 71,439 square metres of slopes, and 2,119 native

The refurbishment of Zaragoza University's Assembly Hall receives two honourable mentions

The honourable mentions were given in the García Mercadal Awards and the Ricardo Magdalena Awards



Zaragoza University Assembly Hall

At the annual Fernando García Mercadal Architecture Awards, the Official Professional Association of Architects of Aragon granted an honourable mention in the category of refurbishment and restoration to FCC's project to refurbish the Zaragoza University Assembly Hall.

In addition, at the Thirty-first Ricardo Magdalena Architecture Awards, another honourable mention was given in acknowledgement of the excellent work done restoring the Assembly Hall.

The Assembly Hall has housed Zaragoza University's School of Medicine and School of Science since the building was opened in 1893. It is the university's oldest historic construction.

The refurbishment designed and directed by architects Luis Franco and Mariano Pemán had a budget of over 18 million euro, financed by authorities including the Aragon Government Science, Technology and University Department.

The nearly two-year project targeted the building's 13,000 square metres of erstwhile floor space and reclaimed an additional 9,000 square metres.

Two FCC Construcción initiatives earn prizes at the First Eco-efficiency Awards

The prize-winning projects were “Sustainable Mobility in a Responsible Company” and “Charging Facility”

At the First Eco-efficiency Awards –created to recognise initiatives and action taken by FCC employees that contribute to sustainable development, the introduction of good measures for natural resource use and the implementation of new processes– two initiatives submitted by employees of FCC Construcción turned out to be the winners.

The project entitled, “Sustainable Mobility in a Responsible Company”, submitted by Lucía Monforte, from the Environment Department, earned the Eco-efficiency Award in the category of eco-efficient ideas/projects that improve citizens’ lives.

Also, an honorary certificate was accorded in recognition of the project

submitted by Álvaro González Rodríguez of the Concessions Management Office, “Charging Facility”.

ALPINE a distinguished winner at the 2010 International German Training Prize

The Site Manager Development Programme took home the silver



Traismauer Bridge

FCC’s Austrian subsidiary ALPINE took second prize at the 2010 International German Training Prize for its Site Manager Development Programme.

The International German Training Prize is given out yearly by the BDVT, the As-

sociation of German Sales Promoters, Trainers, Consultants and Coaches. The jury was made up of nine trainers plus marketing and human resources managers from large companies.

The winning human resources develop-

ment initiatives are marked by being clearly goal-oriented, respecting the interests of trainees, being innovative and fostering motivation.

Ribbon cut on the southern ring road around Prague, built by FCC

The road connects the capital with the two roads linking the Czech Republic and Germany



Prague ring road

ALPINE, the FCC subsidiary that does business in Austria and the eastern European countries, has completed construction on the southern ring road around Prague, which was opened on the 20th September last.

The 67-million-euro contract called for the construction of a new 23-kilometre-long section of road and the refurbishment of a seven-kilometre section connecting the east and west of the Czech Republic. It links motorway D1 to Brno

with road R4 to Strakonice, road D5 to Pilsen and road R6 to Chomutov.

This road is the most-important piece of infrastructure in the Czech Republic. It features several major structures: the bridge over the Vltava River (the country's longest bridge, 2.3 kilometres long), Lochkov Tunnel (1.7 kilometres long), Cholupice Tunnel (1.9 kilometres long) and two flyovers near the Modletice (D1) and Zbraslav inter-sections.

Globalvia opens its second motorway in Ireland

It will operate the M-50 Dublin ring road until the year 2042



Opening of the M-50

Irish Minister for Transport Noel Dempsey, accompanied by executives from the concession companies, opened the M-50 motorway ringing Dublin, which was built by a joint venture featuring

FCC. The investment in this section of road came to 300 million euro.

This is the second motorway managed and operated in Ireland by Globalvia,

an infrastructure concession company in which FCC and Caja Madrid hold interests. The concession in this case will last until 2042. Globalvia and Sacyr each have a 45% interest, and local group PJ Hegarty holds the remaining 10%.

The M-50 is one of Ireland's most-important motorways, because, in addition to routing traffic around the country's capital, it plays a part in the Irish high-capacity road system.

The work to improve the M-50 and increase its capacity has been completed four months ahead of schedule.

Sustainable mobility in a responsible company

By Lucía Monforte Guillot, FCC Construcción Environment Department



Travel to work accounts for more than one-third of all travel. It is the main reason people move from place to place in Spanish cities. In addition, the preferred mode of transport is the under-occupied private vehicle, to the detriment of public transport and other means, despite the fact that private automobiles are the least-efficient option of all. Thus, this type of travel is extremely important, because of the proportion it represents out of all trips made and because of the significant environmental, social, occupational and economic impact associated with driving to work in a less-than-fully-occupied car.

FCC is a highly diversified business group that has in Spain alone around 59,000 employees, scattered over a great many cities and towns. This multi-site reality is a significant circumstance and, as such, ought to be considered for the purpose of kicking off strategic initiatives to foster sustainable mobility.

These are the circumstances behind the idea for the project “Sustainable Mobi-

lity in a Responsible Company”, which was a winner at the First Eco-efficiency Awards. The project proposes identifying how great the impact of portal-to-portal travel by FCC Group employees is and what kind of action can be taken to favour more-responsible mobility. The first step will be to study the mobility patterns of Group employees. These patterns will then be used to diagnose needs, shortcomings and improvement potential.

Obviously, sufficiently tested basic information will be required in order to draw up a diagnosis of our workplaces. For that, the first thing that will be indispensable will be a data collection and analysis phase. The project will focus on analysing the initial situation by posting on the Group intranet an on-line survey that will help the company reach a diagnosis of the mobility pattern situation that will enable “analysis for knowledge and knowledge for action”.

It is also suggested that this intranet section not be devoted exclusively to gathering data, but also be used to give FCC

employees the means to calculate their carbon footprint and its environmental repercussions and to calculate the time wasted in traffic jams and its economic repercussions, depending on the mode of transport used. Consequently, the underlying idea is for the section to become an in-house communication tool for the FCC workforce that can be used also to encourage carpooling among employees who share similar routes.

The data obtained from the survey will provide an overview of the overall volume of trips and the distribution of modes of transport. In phase two, then, measures aimed at encouraging more-eco-efficient transport can be considered. The project provides a number of examples of good practices related with travel; these could be worked into FCC’s Mobility Plan or applied separately to solve one-off problems at a given workplace.

One clear conclusion the project yields is that sustainable mobility is fairer, more energy-efficient, safer, healthier, less polluting and more competitive; so, improving our mobility patterns falls squarely within the triple sustainability outlook, providing environmental, economic and social value.