



Picture of the month

**Puerta del Sol Local Train Station.
Madrid.**

Leading



FINISHED PROJECTS

Espanyol Stadium.
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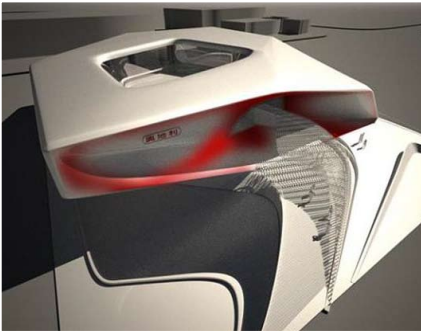
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Ribbon-cutting at Sol local train station.
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FCC wins the contract to build and operate Torrejón de Ardoz Hospital for 30 years

It will take an investment of 139 million euro to build and equip the new hospital, and FCC will have 18 months to complete construction.

The Community of Madrid has awarded the contract to build and operate Torrejón de Ardoz Hospital as a 30-year concession to a joint venture featuring FCC Construcción. The investment will come to 139 million euro, including medical and non-medical equipment. The completion period is 18 months long.



Torrejón Hospital.

FCC to build, operate and maintain Zaragoza Tram line 1

The new service, regarded as the most modern tram system in Spain because of its technology, will become fully operational in 2013. Work on the Zaragoza tram began on 18 August.



Photograph: Félix Bernad.

TRAZA consortium signing.

The TRAZA consortium, to which FCC Construcción belongs, won the tender called by Zaragoza's city government to select the city's partner in a public/private partnership to build, start up, main-

tain and operate line 1 of the Zaragoza tram system, for a 30-year period. This joint venture will hold an 80% stake in the company. The government of Aragón and the Zaragoza city government

will own the remaining 20%.

The tram line will run between Parque Goya and Valdespartera, a total of 12.8 kilometres, and will have 25 stops. It will take a total of 40 minutes to travel from one end to the other, and phase one is expected to be operational in 2011, followed by phase two in 2013.

The project, which involves an initial investment of approximately 340 million euro, 130 million of which will be furnished in equal shares by the city of Zaragoza and the regional government of Aragón, will equip the city with the most modern tram system in Spain.

FCC wins the contract to build a multi-purpose athletic complex in Algeria for 359 million euro

It will be built in Tizi Ouzou within 30 months' time, and it will feature a football stadium seating 50,000 spectators and a track and field stadium seating 6,500.

The Directorate of Youth and Sport of the Wilaya of Tizi Ouzou, Algeria, has given the joint venture partnering FCC Construcción and the private Algerian group ETRHB Haddad the contract to build the athletic complex, with a budget of 359 million euro, to be completed in 30 months.

The job includes the construction of a football stadium with roofed seating for 50,000, a track and field stadium seating 6,500 spectators, development of the area, parking facilities and improvement of the outer perimeter, plus a football pitch with real grass.



Tizi Ouzou Stadium.

With this new project to add to the list, Ouzou complex in Algeria, for a total of 874 million euro. In the last three months FCC has won five contracts to build five new athletic complexes, four in Poland and the Tizi

Other contract awards

- One-hundred-ten-hectare development in Siero, Asturias, worth 27.5 million euro, for JOGERSA, a company belonging to the Social Welfare and Housing Department of the Principality of Asturias.
- Contract to pipe water from El Realito Aqueduct in Mexico and process it for drinking.
- Design and construction of two 150,000-m³ liquid natural gas storage tanks at El Musel Harbour, Gijón, for ENAGAS.

The RCD Espanyol stadium in Barcelona is now a reality

Forty thousand spectators have been able to enjoy the club's new facilities since August.

The new stadium, located in La Plana del Galet, between road N-II and Avenida del Baix Llobregat, by the Plaza del Maresme, was built by a joint venture featuring FCC, for 65 million euro.

The design, by architects Esteban Gassulla and Mark Fenwick, includes the stadium (seating 40,000 spectators), offices, a club museum, various venues for a variety of uses and the construction of a 250-car, two-storey parking building, in addition to connections with the training grounds and El Cornellá pitch.

There are a number of different zones: the bowl, made up a several storeys of

tiers predominated by straight lines and a crystalline look; the roof, a ring or perimeter wall, which surrounds the bowl with a circular building; and the façade, which has been conceived as a floating, translucent curtain that covers the different parts of the ring and bears the function of representing the club. All this is achieved by incorporating an outer skin of white, blue and transparent u-glass that allows natural light to filter through into the inner spaces.

The stadium has been designed for handicapped accessibility. It meets all legislation on the subject throughout and around the building, and a total of 0.5% of the seating is adapted for handica-

pped use. The stadium performs from the energy-savings standpoint and from the efficiency standpoint as well; its roof is made up of a total of 7,000 square metres of photovoltaic panels, making a real sight together with the high-efficiency, energy-saving integral luminaires, providing some 650 megawatts of power.

+ Team

Joint venture manager and project head: Carlos Sánchez Cobo

Construction manager: Salvador Pineda Ventura

Project coordinator: Julián Poch Martínez

Roof structure calculations: José Martínez Salcedo

Installation technician: José Antonio Molina

Civil works production technician: Pablo Delgado Alaman

Finish production technician: Josep Tarrés Gaset

General foreman: Juan Álvarez Martínez



Façade of Espanyol Stadium.

Two new sections on the San Jose/Caldera road in Costa Rica

The San José/Ciudad de Colón and Orotina/Caldera sections are opened.

Last June two sections of the San José/Caldera road concession in Costa Rica, the 14-kilometre-long San José/Ciudad del Colón section and the 24-kilometre Orotina/Caldera section, were opened to traffic. In addition work is being done on a third stretch, the 39-kilometre-long Ciudad Colón/Orotina section separating the two already-completed sections. It will be completed in June 2010.

San José/Ciudad Colón Section

This work included several different types of jobs: reclaiming of the first four kilometres of the old concrete road and resurfacing with asphalt; widening the

road from two to three lanes in each direction in the most heavily travelled section; construction of a new toll area, expanding from the four existing lanes to 28 lanes equipped with the latest technology; twinning of the three existing junctions; repair of the existing road surface and construction of a subdrainage system at points where water springs pose a problem.

Orotina/Caldera Section

The work consisted in retrofitting an already-existing road so its geometric design parameters and safety parameters would meet international standards.

This involved broadening and improving verges, enlarging and reclaiming the entire drainage system, reclaiming and stabilizing the existing road surface, laying fresh asphalt for ensured durability, building a toll area with ten gate lanes, remodelling and repairing the existing six junctions and repairing and strengthening existing structures.

+ Team

Department head: Enrique Marijuán Castro

Construction managers: Gonzalo Mateos Pavón, Santiago Erans

Production chiefs: Susi Bazán, Eva Amaya, Eduardo Solera

Head of surveying: José Mercado Garzón

Foremen: Sergio Navarro Ortiz, Jesús Carpio de los Pinos, Guillermo Gómez, Danilo Blanco

Machinery chiefs: Víctor Sanz, Carlos Enipane



San José-Caldera road.

ALPINE wins its fourth football pitch in Poland, Krakow Stadium

ALPINE has earned a fourth contract to build a stadium in Poland, this time in Krakow, for over 35 million euro.

After winning the contracts to build Gdansk Stadium, Posen Stadium and Warsaw National Stadium, securing this new stadium consolidates ALPINE's international position and makes it a pacesetter among the multinationals who can build large-scale athletic complexes. These four contracts together are worth 515 million euro.

The new Krakow stadium, designed by Spanish studio Arquitectos Lamela, will have 15,500 seats, and the grandstands will be replaced by modern tiers of reinforced concrete partially covered by a



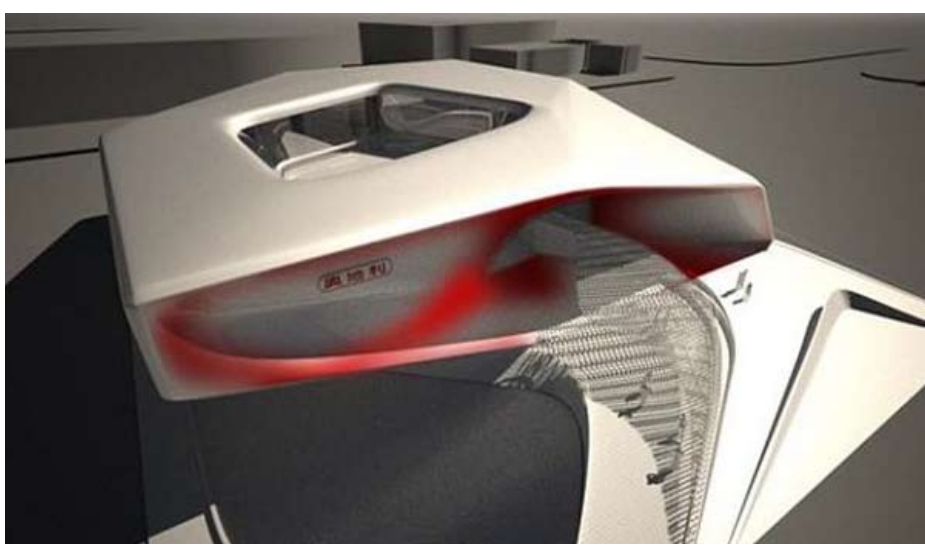
Cracovia Stadium.

roof. The façade will be decorated with light-coloured tiles, and the view of historic Wawel Hill will not be blocked.

The stadium, which will be used for Euro 2012, will comply with all UEFA standards and will be completed by Oc-

tober 2010. The contract also includes the construction of a shopping centre with offices, whose completion is scheduled for November 2011.

ALPINE to build the Austrian pavilion at the Shanghai World Expo



Austrian Pavilion.

The Austrian World Expo Office has awarded the contract to build the Austrian pavilion at the 2010 Shanghai World Expo to ALPINE, FCC's Austrian

subsidiary, for 5.5 million euro. The work of Arge Span-Zeytinoglu Architects and Shanghai XianDai Architec-

tural Design (Group) Co. Ltd., Austria's pavilion, a building of futuristic design, will have two storeys and an area of some 2,112 square metres.

ALPINE will be in charge of construction, indoor equipment and the multimedia system. The building will be dismantled when the Expo is over.

Expo 2010, with its motto "Better City, Better Life", will be open from 1 May to 31 October 2010 and will be the biggest exhibition since the Expo series was founded in 1951. More than 200 countries will participate, and some 70 million visitors will attend.

Ribbon-cutting at Puerta del Sol local train station

A great civil engineering project that features the biggest platform cavern ever dug out of soil.



Ribbon cutting at the new station.

Spanish Prime Minister José Luis Rodríguez Zapatero cut the ribbon on the new Puerta del Sol local train station in Madrid on 27 June last, accompanied by Minister of Development José Blanco, President Esperanza Aguirre of the Community of Madrid and Madrid Mayor Alberto Ruiz-Gallardón. The job has involved an investment of 155 million euro.

The new Puerta del Sol Station, located in the square of the same name

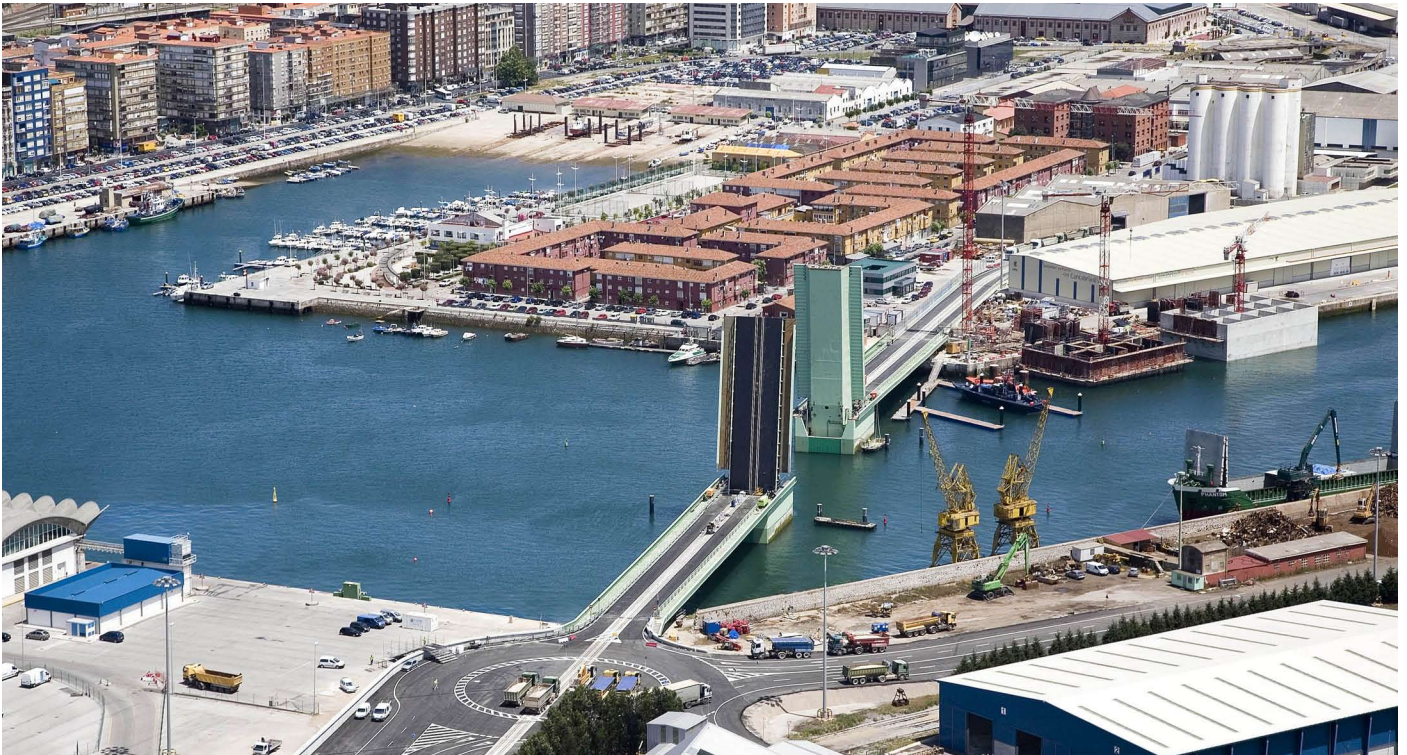
and built by FCC for the Ministry of Development's Directorate-General of Railway Infrastructure, forms part of the second local railway tunnel between Atocha Station and Chamartín Station, which is 8,500 metres long and has been in use since 9 July 2008.

The new station's construction is unique in its features and site, and it posed a major technological challenge. In rising to the call, Spanish engineering has pulled into a world leadership position.

The station has two main parts, the platform cavern and a lobby that provides access to the station and a connection to the Metro underground railway system.

Ribbon-cutting at the new access to Maliaño quay in Santander

Raos Bridge is a 273-metre-long draw bridge that required an investment of 14.8 million euro.



Aerial view of Raos Bridge.

On 1 July Minister of Development José Blanco, accompanied by representatives from the national, regional and local government, Port Community companies and the builder, FCC Construcción, cut the ribbon on Raos Bridge, a 273-metre-long draw bridge that provides access to Maliaño quay.

The bridge stretches over Maliaño basin, carrying roads and railway tracks between Maliaño quay and Raos quay, which sit on opposite sides of the basin. It has three spans; the two end spans are fixed, and the central span consists of two segments that can be drawn upward to an angle of 82° with the horizontal plane, forming a 62-metre-wide navigation channel.

The platform had to be able to bear combined use by vehicles and the railway.

The solution: to make the cross-section a total of 15 metres wide, accommodating road and rail, albeit non-simultaneously.

The project, which required an investment of 14.8 million euro, was aimed at solving the problem of heavy traffic on calle de

Marqués de la Hermida and calle Castilla, caused by heavy vehicles engaged in harbour business.



Ribbon cutting at the new access.

FCC Construcción publishes its 2008 Sustainability Report Update



FCC Construcción has released the 2008 update of its 2007-2008 Sustainability Report, a document that sums up the most important information from the Report and contains an update of the main indicators for the last fiscal year.

The company prepares its report every two years and updates it on the odd-numbered years. With this new edition,

FCC Construcción is holding up its commitment to dialogue and information transparency with all interest groups, to inform them of its economic, social and environmental progress, presenting the results of 2008 and previewing the objectives for 2009.

Current events

Turnover abroad rises to over 50%

FCC Construcción's turnover hit 3,331.8 million euro in the first half of the year, down 9% from the same period in the last fiscal year. Over half the turnover, just 51.7% of the total, or 1,723.3 million euro, was earned abroad, as a consequence of growth in the countries of Central Europe. Sales in Spain are down 18.3%, as the pace of business has slowed to match clients' financing capacity.

Business abroad has centred on Europe, with 91% of the total. The two busiest spots have been Austria (42% of the total) and Germany (18%).

By construction type, 89% of all income was earned in civil works and residential building. Civil works experienced a sustained increase, thanks to the growing backlog racked up in major infrastructure

projects, which are more complex in technical terms and carry a greater added value.

Avelino Acero, FCC Construcción's new Corporate Manager

Avelino Acero Díaz has been appointed new Corporate Manager of FCC Construcción. A civil engineer and graduate of Madrid Polytechnic University, Mr Acero Díaz has been with FCC for 23 years, always as manager of the company's railway and underground railway work.

Under his helmsmanship, all kinds of work related with railways has been done, from infrastructure projects for high-speed lines and action to extend, build or renovate conventional lines, to the building of big stations, and most especially the construction of new underground lines

under plans to expand the Madrid Metro system.

Archaeological test pits for road SE-40 discover a Roman necropolis

In Alcalá de Guadaíra, on the section done by FCC to link road A-92 and road A-376.



The excavation site.

Archaeological test pits dug prior to building the section of the SE-40 ring road that will connect dual carriageways A-92 and A-376, which is being built by FCC Construcción, have uncovered a Roman necropolis containing approximately 120 burials and two architectural complexes attributed to the period of Roman domination and dated to the first and fourth centuries AD.

These archaeological digs come under the preventive protocol FCC Construcción engaged for the completion of this 5.96-kilometre-long section of the new

SE-40 ring road, which lies primarily in the municipality of Alcalá de Guadaíra, Sevilla.

Approximately 120 tombs of Roman origin, half of them cremation tombs, have been located in what constitutes one of the most important necropoli of this variety ever found in Sevilla. From the excavated burial sites archaeologists have removed numerous coins from the first and second centuries AD in addition to other burial goods, such as pitchers, coins and glass objects, proof that most of the tombs held poor people.

But the most important discoveries were a High-Roman-Empire villa from the first century AD, made up of three buildings, and another villa that might have been inhabited in the fourth century AD.



The remains.