



**GUARDA**  
AT THE CENTRE  
OF IBERIAN LOGISTICS



## GUARDA

The District of Guarda is located in the central region of Portugal, covering an area of 5,518 km<sup>2</sup>. Its 143,019 inhabitants, resulting in a population density of around 26 inhabitants per km<sup>2</sup>.

This territory is made up of 14 municipalities and 242 parish councils, is bordered to the north by the District of Bragança, to the northeast with the District of Vila Real, to the east with the District of Viseu, to the south with the District of Castelo Branco and to the west with the District of Coimbra. To the east, it borders Spain, more precisely with the province of Salamanca, in the autonomous community of Castilla y León.

This strategic location, combined with its geographical and cultural diversity, gives the District of Guarda the important role in connecting Portugal and Spain, as well as boosting the region's economy and tourism.

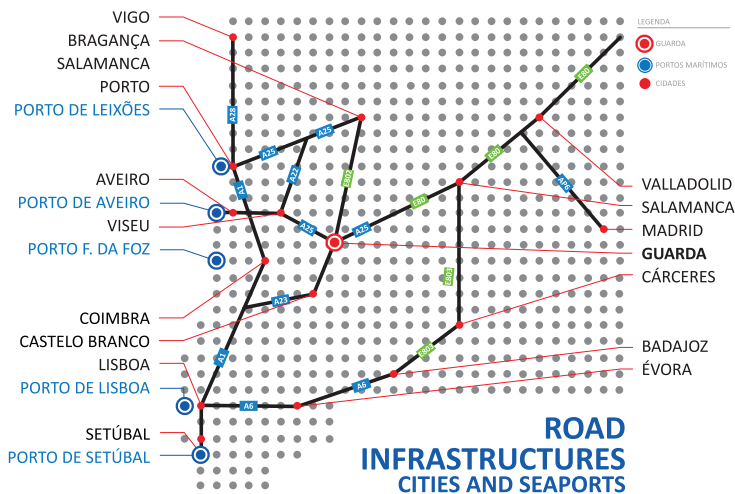
The city of Guarda, capital of the district of the same name, is located in the central region of Portugal, forming part of the sub-region of Beiras and Serra da Estrela. The municipality of Guarda covers an area of approximately 712.1 km<sup>2</sup> and has a resident population of 40,126 inhabitants, resulting in a population density of around 56.3 inhabitants per km<sup>2</sup>.

The municipality is made up of 43 parish councils, which vary between urban and rural areas, reflecting the region's geographical and cultural diversity.

The Comunidade Intermunicipal from Região de Beiras and Serra da Estrela, of which Guarda is a member and which hosts its headquarters, is a strong and relevant interlocutor for the implementation of cooperation projects in the field of innovation and development.

There are therefore strong possibilities for expansion, undoubtedly a lever for the regional base. In addition to its unique characteristics and landscapes, this Community has a land area of 6,305 km<sup>2</sup>, corresponding to 22% of the territory of the Central Region, and has around 236,023 inhabitants.

Guarda's strategic location, close to the border with Spain, gives this municipality an important role in cross-border connections, as well as being a point of convergence of important road and railways, reinforcing its relevance as a logistical and transport hub in the region.



## LOCATION

The city of Guarda is located in the Central Region of Portugal, in the sub-region of Beiras and Serra of Estrela, approximately 40 km from the border with Spain (Vilar Formoso). With an altitude of 1056 meters, it is the highest city in Portugal, which gives it a privileged geographical and strategic position.

Thanks to its cross-border location, Guarda plays a key role in the development of diversified economic activities, from logistics and transportation to traditional sectors such as the agri-food industry and nature tourism. The construction of the Dry Port and Logistics Platform consolidates the city as a leading goods hub on the Iberian Peninsula, guaranteeing efficient connections with the Spanish and European markets.

Guarda stands out as a strategic transport hub, benefiting from road and rail infrastructures that boost its competitiveness:

- **Road:** Convergence of the A25(E80) highways and the A23 (E802), providing fast connections to Lisbon (3 hours), Oporto (2 hours) and Madrid (3.30 hours), the IP2, which connects Guarda to Trás-os-Montes and Alto Douro, namely Bragança, and the long-awaited, and hopefully soon to become a reality, IC7, which is crucial to the region's development. An axis that covers a vast region between Guarda, Viseu and Coimbra.

- **Rail:** Intersection of the Beira Alta and Beira Baixa lines, with electrified connections to the main sea ports (Lisbon, Aveiro and Leixões) and direct connections to Central Europe.

- **Proximity to the border:** Strategic gateway for the Spanish market, with strong links to Castilla y León, Madrid and other regions of the Iberian Peninsula.

Its location, equidistant from the largest national consumption centers, such as Lisbon and Porto, and the largest Spanish consumption center, Madrid, gives it a highly efficient road and rail access network. This infrastructure provides direct links to the metropolitan areas of Lisbon, Porto and Madrid, as well as to its international airports and the sea ports of Setúbal, Lisbon, Figueira da Foz, Aveiro and Leixões.



## THE ATLANTIC CORRIDOR

As an integral part of the Atlantic Corridor, which is part of the Trans-European Transport Networks (TEN-T) and aims to improve transport infrastructures throughout the European Union, connecting ports, cities and industrial centers, the city of Guarda is one of its main nodes, facilitating rail, road and maritime transport, ensuring intermodality, ensuring the good performance of supply chains, promoting trade and economic development between the Atlantic regions and the interior of Europe.

The Atlantic Corridor is crucial for the efficiency and competitiveness of freight transport, especially for products arriving and departing from the Atlantic ports of Portugal and Spain, for the storage and distribution of goods and merchandise in the territories crossed and for the industry located in the corridor's areas of influence.

## TRANSPORT INFRASTRUCTURES

The municipality of Guarda is crossed by two European road transport routes, the E80 (A25) and the E802 (A23), as well as by two electrified railway infrastructures, the Beira Alta Line and the Beira Baixa Line, which guarantee the main national rail link to Central Europe.

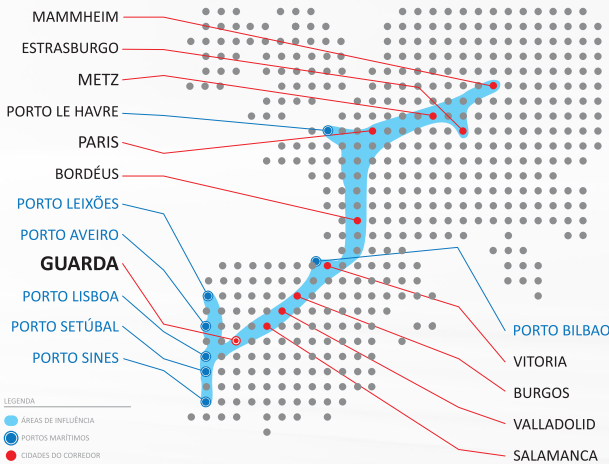
These four road-rail corridors converge in the city of Guarda, giving it the status of Portugal's only cross-border transport hub, with high relevance on the Iberian Peninsula and strategic integration into the Atlantic Corridor of the Trans-European Transport Network (TEN-T).

This logistical configuration allows for competitive transit times for road freight: Lisbon, 3 hours; Aveiro, 1 hour and 30 minutes; Porto, 2 hours and Madrid, 3 hours and 30 minutes.

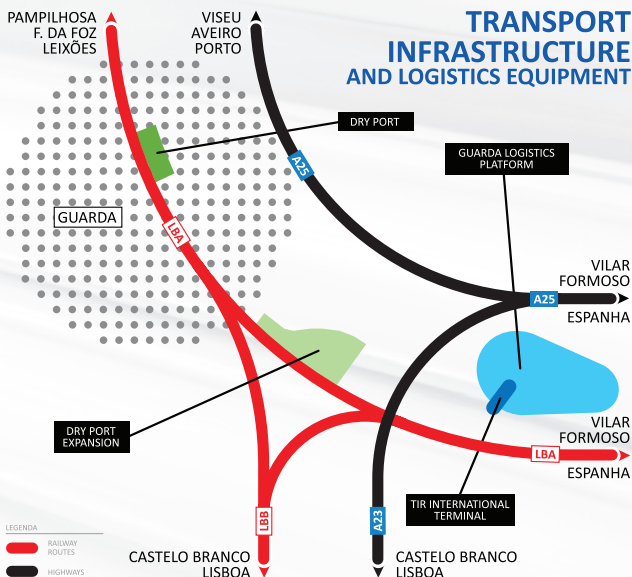
In rail transport, the city offers an efficient connection to the ports of Lisbon, Figueira da Foz, Aveiro and Leixões, with reduced transit times and reliable connections. This integrated infrastructure guarantees a significant economic advantage for the flow of goods, increasing the competitiveness of the logistics sector and facilitating the storage and transportation of goods.

Its strategic location is a determining factor in attracting investment from large industries, logistics and distribution companies, consolidating Guarda as an important logistics and industrial hub.

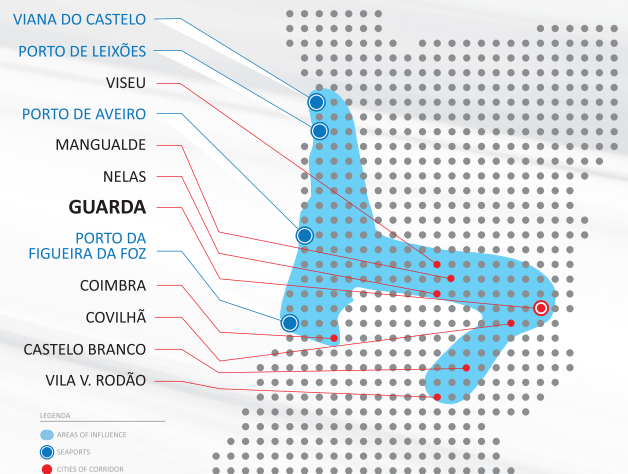
### ATLANTIC CORRIDOR PRIORITY CORRIDOR 7



### TRANSPORT INFRASTRUCTURE AND LOGISTICS EQUIPMENT



### GUARDA DRY PORT NATIONAL AREAS OF INFLUENCE



## THE DRY PORT

A Dry Port is an intermodal land terminal that acts as an extension of a seaport, acting as a warehouse for goods. In this space, goods are stored, transported and shipped, and are subject to customs procedures.

One of its main advantages is tax exemption until the goods are officially imported, which reduces tax costs, optimizes logistical efficiency and increases competitiveness in transport and storage services. Currently in its initial construction phase, the Guarda Dry Port is located in the city's existing road-rail terminal. This strategic project expands the capacity of the ports of Lisbon, Figueira da Foz, Aveiro and Leixões to capture and handle goods transportation services.

Taking benefit of the locational advantages that the city of Guarda has, in an international intermodal corridor - the confluence of three roads: The IP2, on the Bragança-Guarda-Castelo Branco route; the A25, from Aveiro to Spain; and the A23, between Lisbon and Guarda, connected with the railway confluence of the Beira Baixa line with the Beira Alta line and the link to Spain and the center of Europe, which allow this project to be given strength, with a direct link to the sea ports of Leixões and Aveiro and the dry port of Salamanca.

The region has a privileged location, making it a crucial point for many of Portugal's exporting and importing industries. In addition, the flow of goods to and from national ports, as well as traffic from Castilla y León, Madrid and other regions of Spain and Europe, reinforce Guarda's logistical and economic potential.

The transfer of the management of Guarda's road-rail terminal to APDL-Administração dos Portos do Douro, Leixões and Viana do Castelo and the consequent creation of Porto Seco reflect the recognition of Guarda's economic potential and strategic importance as a cross-border logistics hub, with a strong capacity to boost the sustainable development of the city, the region and the national transport, logistics and industry sector.



## THE LOGISTICS PLATFORM

Located at the confluence of the A25 highway (which connects Aveiro to the Spanish border) and A23 highway (which connects Guarda to Torres Novas), the platform benefits from road access that makes it easy to connect to the portuguese coast, the capital Lisbon and the rest of Europe. It is approximately 20 minutes from the Spanish border, reinforcing its position as an entry and exit point for the European market.

The platform offers a TIR Park with capacity for 106 parking spaces for heavy vehicles, 15 of which are specifically for transporting refrigerated goods. It also has 27 spaces for light vehicles. It also has changing rooms, toilets for drivers, a cafeteria and rest area.

In October 2024, the 3rd phase of the platform was inaugurated, adding 44 new plots. In this phase, 14 companies have committed to investing around 21.5 million euros and 198 jobs are expected to be created. The companies cover various sectors, including logistics, engineering, energy and industrial services.

Guarda City Council is continuing to expand the platform, with a 4th phase already planned which will include 60 new plots, of which 23 have already been sold for the installation of a future International Industrial Unit, which will create around 160 direct jobs.

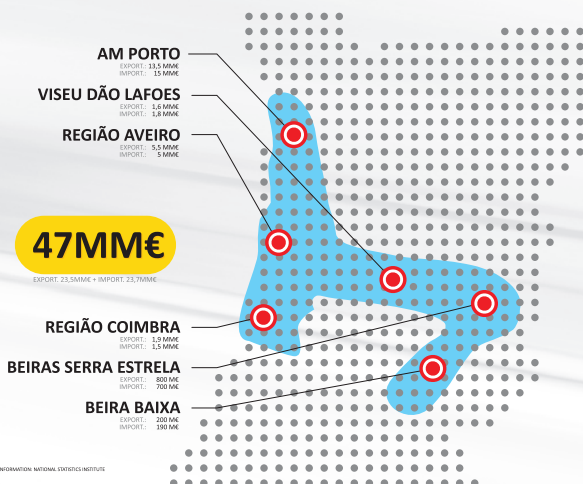
## THE NEW MUNICIPAL MASTER PLAN

The revision of Guarda's Municipal Master Plan (Plano Diretor Municipal- PDM) aims to optimize land use planning, with a special focus on boosting the Economic Activities to be Programmed, setting the definition of new zones for the establishment of economic activities based on criteria of accessibility, proximity to logistical infrastructures and environmental sustainability, the need for investment in road networks, water supply, energy, telecommunications and sanitation to enable economic development and the definition of rules to ensure that land use is sustainable and complies with planning policies.

The consolidation of existing areas for economic activities is also one of the objectives, reinforcing and qualifying the areas already earmarked for economic activities, promoting the modernization of infrastructures, the rehabilitation of spaces and the improvement of conditions for existing companies.

With the definition of new areas in the revision of Guarda's PDM for the installation of economic activities and the consolidation of existing spaces, the available area has increased from 271 ha to 1011 ha, which corresponds to a fourfold increase in the spaces available for boosting the business fabric in the municipality.

## GUARDA DRY PORT ECONOMIC VALUE OF NATIONAL AREAS OF INFLUENCE





MUNICÍPIO DA  
**GUARDA**

**Guarda City Council**

**BUSINESS SPACE**

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