

# 17

ANNUAL REPORT 2017



Port de Barcelona





**Port of Barcelona,**  
serving its users 24 hours a day, 365 days a year





24 hours 365 days



**7 Presentation**  
 8 Message from the President  
 10 Message from the General Manager  
 12 Administration board of Barcelona Port Authority



**13 Economic and financial report**  
 14 Economic and financial report  
 22 Balance sheet  
 23 Profit and loss statement  
 24 Source and application of funds  
 Resources from operations - Operating cash flow  
 25 Cash flow



**27 Traffic development**  
 28 Stopovers  
 30 Containers  
 32 Rail Traffic  
 Vehicles  
 33 Bulks  
 34 Short sea shipping  
 35 Passengers



**37 Works and infrastructures**  
 38 Main works performed



**45 Business area**  
 46 Strategy and promotion  
 · The networked port  
 48 · Participation in organisations and projects  
 51 · Commercial promotion  
 52 · Promoting the Port Community  
 55 Quality  
 · Port efficiency and quality  
 · Efficiency Network  
 56 · The Customer Service Department



**57 Corporate security**

- 58 Port Police
- 59 Port security
- 61 Industrial security



**63 Social area**

- 64 Staff strategy
- 65 Structure, equality and diversity
- 67 Social action
- 68 Training
- 69 Internal communication
- 70 Medical services and prevention of occupational risks



**73 Environmental area**

- 74 Sustainable objectives
- 75 The port's impact on its surroundings and on the environment
- 82 Committed to climate change



**83 Institutional relations and communication**

- 84 Institutional Relations and Communication
- 86 Photo album
- 91 Organisation chart
- 92 Directory
- 94 Map of the Port









# Presentation

# 1

# Message from the President

In 2017 the Port of Barcelona made a quantum leap, positioning us at a new stage. We have achieved historic results in the main orders of magnitude: 61 million tonnes of total traffic (+26%), 3 million TEU (+32%), 14.5 million tonnes of liquid bulk (+27%) and 4.1 million passengers (+4.5%). These record figures and rates of growth are reflected not only in the annual snapshot, but can be seen on a month-by-month basis, and have occurred within a context in which the Spanish and Catalan economies have grown by 3.1% and 3.4% respectively.

Furthermore, it is worth underlining that we are the fastest-growing port in Europe and also that the data registered indicate that we have generally returned to pre-crisis levels. This fact is especially significant in the case of import containers, which exceed the results obtained in 2007 for the first time. Overall, we can say that we are in a radically different situation to that of ten years ago and our results clearly reflect the progression of the economy in our surrounding area.

There is no doubt that this leap in scale is directly related to the investments performed by the Port of Barcelona in recent years, which has allowed us to double the Port area to 1,300 hectares while increasing the capacity of terminals and wharves. The Port has therefore been able to better adapt to the needs of the market and to the changes in the maritime industry, with the merging and concentration of shipping companies, the trend towards increasingly larger vessels and new operational and sustainability requirements. The change in scale also has to do with the expansion of the Port's market through our strategy of increasing our presence in the hinterland, materialised in the network of inland maritime terminals in key locations in our area of influence, such as Aragon, Madrid, Navarre and the South of France, among others.

## SIXTE CAMBRA

President of the Port of Barcelona



Likewise, the increase in activity has brought positive economic results: net turnover of the Port of Barcelona's business stood at € 167 million, up 7% year on year, with a profit of € 50 million (+50%). I would highlight our ability to generate cash flow, which currently stands at € 98 million, marking a year-on-year rise of 14%. It should not be forgotten that the Port's investments are performed using its own resources, therefore sound economic and financial management has been crucial in this decisive push.

In this connection, in 2017 the Port of Barcelona managed to significantly reduce its long-term debt contracted with the European Investment Bank (EIB). This year, we reduced our indebtedness by 8% to € 281.1 million, representing 21% of equity.

During this financial year, the Port invested a total € 56.6 million, more than 50 million of which were used for infrastructures; a large part of this was dedicated to improving and extending railway infrastructures.



In accordance with the intermodal and port accessibility strategy, the new road and rail access of the Álvarez de la Campa wharf and the reception and dispatch terminal of the Prat wharf were completed in 2017, while work continued to enlarge the railway terminal on Príncipe d'Espanya wharf. In addition, the Port of Barcelona has private investment projects ongoing in all its areas as a result of the trust and involvement of the companies located within it.

In the business area, the Port of Barcelona's action is geared towards boosting competitiveness, growth and sustainability. One way to be more competitive as a port community is to offer quality assurance in operations. This is the goal of the Port Efficiency Network Quality Label, which already covers a total of 85 companies and which this year has extended the certification in the area of Vessel Services. We have also seen the presentation of a new edition of the Port Barcelona Challenge, the business acceleration programme that is being developed in collaboration with the Founder Institute, and which aims to promote the creation of new technology - based companies that can help improve the efficiency, competitiveness and service excellence of the port community.

As regards growth, we are also using intense commercial promotion actions to reach our near and far-afield markets and to adapt to their new needs, many of which are linked to digitalisation, in addition to exchanging knowledge and training. In this connection, to cite just a few examples, the Port has continued to work intensively within the Digital Port project; it hosted the ChainPORT Academy, an event organised by the international network of smart ports of the same name; it developed an extensive training programme for import-export companies, and organised the second edition of Port Innova - Barcelona Port Hackathon, a project involving vocational training students and companies in the port sector and situates the Port as a benchmark in sectoral innovation.

Sustainability is also a central theme at the Port of Barcelona, an element clearly shown in 2017 with the Sectoral Sustainability Plan, which contains an action plan drafted as a result of a process dialogue and reflection by the 53 companies and institutions that took part in the *Sustainability Report 2016*. This key issue is not merely theoretical, however, but is backed up by a whole series of concrete actions during the year, some of which are linked to the Air Quality Improvement Plan.

Thus, the Port of Barcelona has continued to make progress in three pilot projects based on the use of natural gas as an alternative fuel for ships, vehicles and terminal machinery: adapting two straddle carriers to run on natural gas, designing a tug powered by natural gas and commissioning a mobile generator to supply electricity to

ro-ro ships. These initiatives are led by the Port of Barcelona and are part of the European CORE LNGas hive programme to promote natural gas as a fuel in the maritime and port area. The Port has also invested nearly a million euros in promoting electric mobility with the incorporation of 31 electric and hybrid vehicles to its fleet, replacing old diesel and petrol-engine vehicles and designing and building 47 charging points for electric vehicles. Furthermore, as a way to encourage the transport of new vehicles on the motorways of the sea, the Port is taking part in the CarEsmatic project along with the Slovenian port of Koper. The project is supported by the European Commission's 2015 CEF (Connecting Europe Facility) programme, which is paying 30% of the budgeted costs. This initiative will analyse logistical needs for electric vehicles and how ports and the various operators must adapt to meet these demands.

With the upscaling achieved in 2017, the Port of Barcelona has reached a significant milestone, which increases the challenge we are facing. Now the short- and medium-term objective is to consolidate this quantum leap we have achieved with the collective effort of the entire Port Community. And this path is marked by the axes established by the Port of Barcelona Strategic Plan, with which all of our actions are aligned. Only by being competitive and true to our principles of economic, social and environmental sustainability can we continue to contribute value to the economy and we will continue to be a crucial and decisive infrastructure for the country.

“ With the upscaling achieved in 2017, the Port of Barcelona has reached a significant milestone, which increases the challenge we are facing. ”

# Message from the General Manager

## JOSÉ ALBERTO CARBONELL

General Manager of the Port of Barcelona



In 2017, the Port of Barcelona recorded its best ever traffic results. Not only did it break records in virtually all segments of activity, but in some it achieved this with remarkable two-digit increases.

For the first time, total traffic, which comprises all freight types, stood at more than 61 million tonnes, a year-on-year increase of 26%. Furthermore, containers, which represent a strategic traffic segment for the Port and are very representative of the progression of the surrounding economy since they are highly cross-cutting, grew more than 32% to 2,968,757 TEU. Transshipment containers (+137%), unloaded from one ship to re-embark towards their final destination, played a significant role in this growth. Although this activity does not have a direct relationship with the economy of the Port's area of influence, it does help to make the stowage operations more competitive and provides greater connectivity for importers and exporters in the region.

Foreign trade containers also performed extremely well, with 561,103 TEU (+8.3%) of containerised cargo for import and 705,204 TEU (+2.6%) for export. However, what is significant among the figures for this type of cargo is the significant recovery with respect to pre-crisis levels: this year the Port channelled 68% more export containers than in 2007 and for the first time it broke the historical record for import containers achieved in 2007. Specifically, today the Port channels 3% more containerised import cargo than it did ten years ago.

By geographical areas, Asia is the Port's largest supplier of goods and products, since it is the origin of 75% of imports arriving at the Port; it is also the main recipient, since it absorbs 43% of containerised cargo that our facility routes to international markets. China remains the Port's principal trading partner, both in terms of imports (44.3% of total containers) and exports (11.6%).

In the case of ro-ro traffic, which is cargo loaded onto ships on trucks, platforms or trailers, the Port of Barcelona exceeded 393,600 intermodal transport units (ITU), which include cabotage operations with the Balearic and Canary Islands and with motorways of the sea or regular ro-ro and passenger lines connecting Barcelona with Italy and North Africa. Using these short sea shipping services, Barcelona channelled a total of 144,723 ITU (+7%), which means an identical number of trucks were shifted from the roads to the maritime mode, which is more efficient from both an economic and an environmental point of view. In addition, this figure represents another historic record for the Port and contributes significantly to the boost in sustainable logistics chains in the Mediterranean area.

During 2017, the Port of Barcelona transported 14.5 million tonnes of liquid bulk (+27%), an all-time historic high. Growth was widespread in all segments of traffic: transshipment (+35%), imports (+26%), exports (+18%)



and cabotage (+10%), although imports, especially natural gas, and transits were the most outstanding traffic segments. Dry bulk increased only by 1%, however the 4.5 million tonnes achieved in 2017 mark the third highest rate since the crisis years.

The least positive note in freight was represented by car traffic, with 837,000 units handled, marking a fall of 9%. It should be noted that both the production and export of vehicles in Spain were negative during this year, which also explains the lower results for the Port of Barcelona, mainly in exports. Despite this setback, Barcelona remains the first port in Spain for car traffic.

Passenger traffic also reached a new historic high, with 4.1 million travellers (4.5%). While ferry passengers increased by 12%, cruise-goer numbers grew by a mere 1%, which was still an impressive 2.7 million people, also a new high for the Port. It is noteworthy that in the months considered as “low” season, the number of cruise passengers increased 13%, revealing the success of the strategy of de-seasonalising this activity.

Freight traffic and passenger movements have both grown thanks to the commercial activity exercised by the Port and the Port Community and to the terminals and operators investing and adapting to the needs of the market and customers and users. For example, in the area most directly linked to the business, it is worth noting the significant increase in the number of shipping lines on offer, with five new MSC services connecting Barcelona with strategic areas of our foreland since last July, such as India, the United States, Canada and Brazil.

Likewise, the Port’s powerful connectivity with the strategic points in its hinterland (such as Aragon, Madrid or Navarre) has allowed us to increase the volume of rail traffic by 8% to reach the highest ever rail share, which now stands at 12.82%.

These positive traffic data spur us to keep working to make our logistics chains even more efficient, competitive and sustainable. And we have the most effective tools to do this: a modern and well-connected infrastructure, a firm commitment to innovation and digitalisation, and the professionalism and collaboration of all the actors in the Port Community.



The Port’s powerful connectivity with the strategic points in its hinterland (such as Aragon, Madrid or Navarre) has allowed us to increase the volume of rail traffic by 8% to reach the highest ever rail share, which now stands at 12.82%.



# Management Board

31 december 2017

**President**

Sixte Cambra

**Ex officio member**

Francisco J. Valencia Alonso

**General Manager (not member)**

José A. Carbonell Camallonga

**Representing the General State Administration**

Severo Bueno de Sitjar de Togores

Rolando Lago Cuervo

Emilio Ablanedo Reyes

**Representing the Government of Catalonia**

Jordi Trius Traserra

Emili Sanz Martínez

F. Xavier Tàrraga Martínez

Ricard Font Hereu

**Representing the municipalities holding the Port of Barcelona's service area**

Janet Sanz Cid (Barcelona City hall)

Lluís Tejedor Ballesteros (El Prat de Llobregat City hall)

**On behalf of the Chambers of Commerce, business organisations and trade unions and relevant sectors in the port area**

Joan J. Llonch Pañella

Xabier M. Vidal Niebla

José Pérez Domínguez

Carles Boy Rodríguez

**Secretary (not member)**

Román Eguinoa de San Román

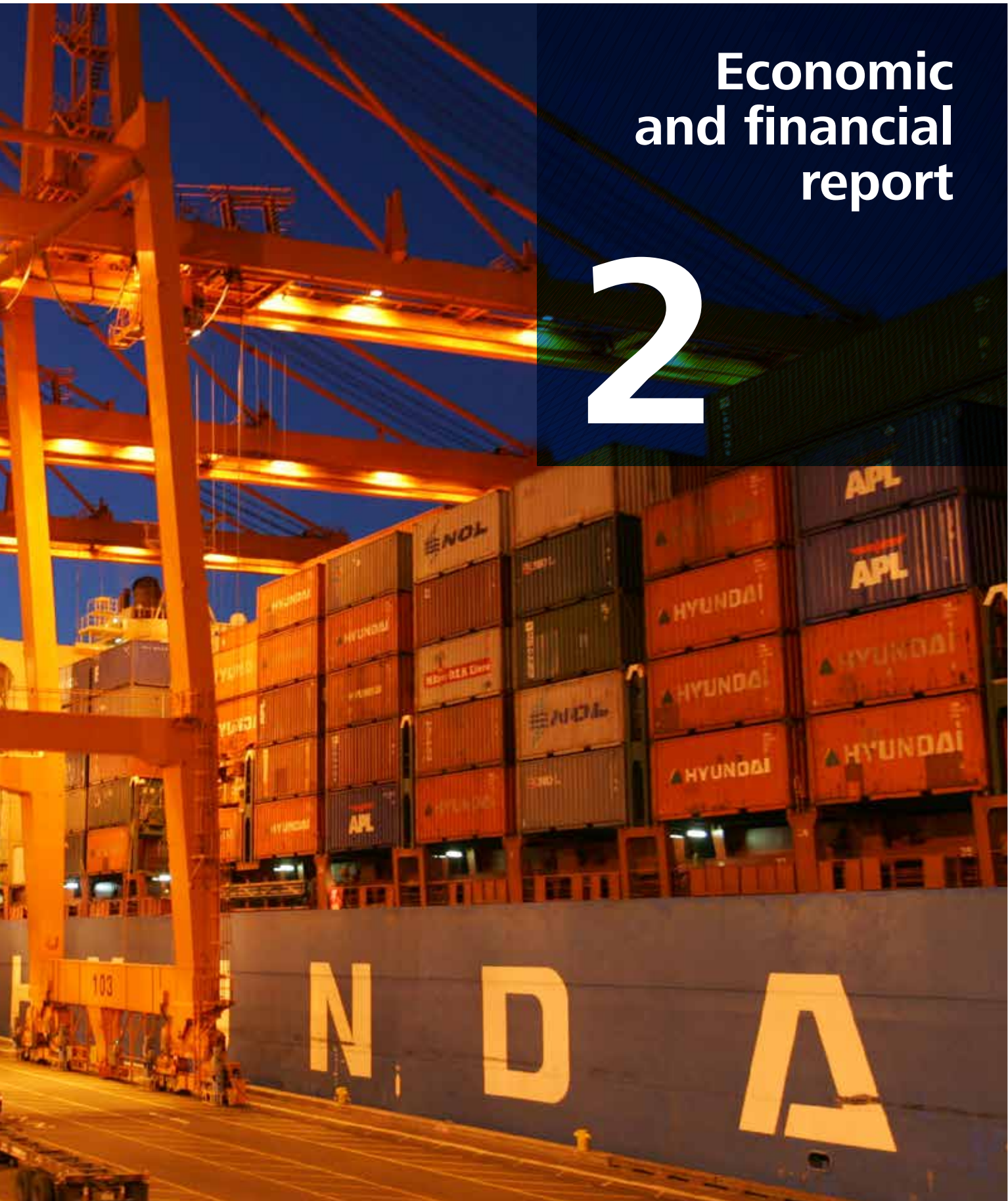
**Departures in 2017**

Jordi Aragunde Miguens

Josep M. Basáñez Villaluenga

Antoni Llobet de Pablo





# Economic and financial report

# 2





# Economic and financial report

The positive development in traffic at the Port of Barcelona has helped to increase turnover by 7%.

The Port Authority closed financial 2017 with **Net profit of € 49.5 million**, a year-on-year increase of 48%.

**PROFIT FOR THE YEAR** (million EUR)

	2017	2016	Variation	%Var.
Operating profit	47.8	33.9	13.9	41%
Financial results	1.7	(0.5)	2.2	-
Tax on profits	-	-	-	-
<b>Total</b>	<b>49.5</b>	<b>33.4</b>	<b>16.1</b>	<b>48%</b>

This increase had two fundamental causes: firstly, port activity indicators recovered to levels seen before the economic crisis and led to an increase in turnover; secondly, in 2016 losses

were attributed to the removal of certain fixed assets, which led to a considerable decrease in the operating result.

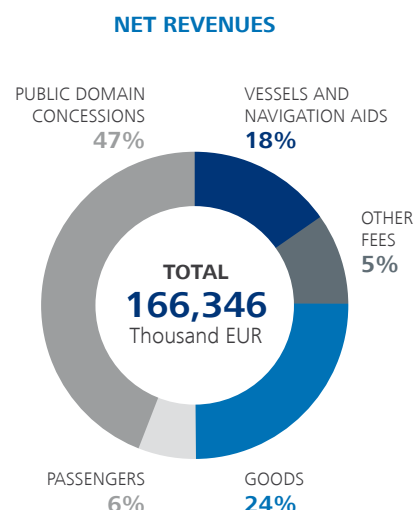


## Turnover

Net turnover in 2017 was € 166.3 million, up 7% year on year.

Virtually all port fees were bullish during this year, except the occupation fee, which remained at 2016 levels, and some less representative fees - such as fresh fish or pleasure craft -, which decreased slightly, but have a low specific share overall.

In traffic indicators, 2017 was a record year across the board. At over 60 million tonnes, total traffic increased 26% year on year. The most strategic traffics again recorded spectacular annual growth: container traffic was close to the 3 million TEU threshold (+32%) and passenger numbers increased 4.5% to close the year with a total of 4.1 million passengers.



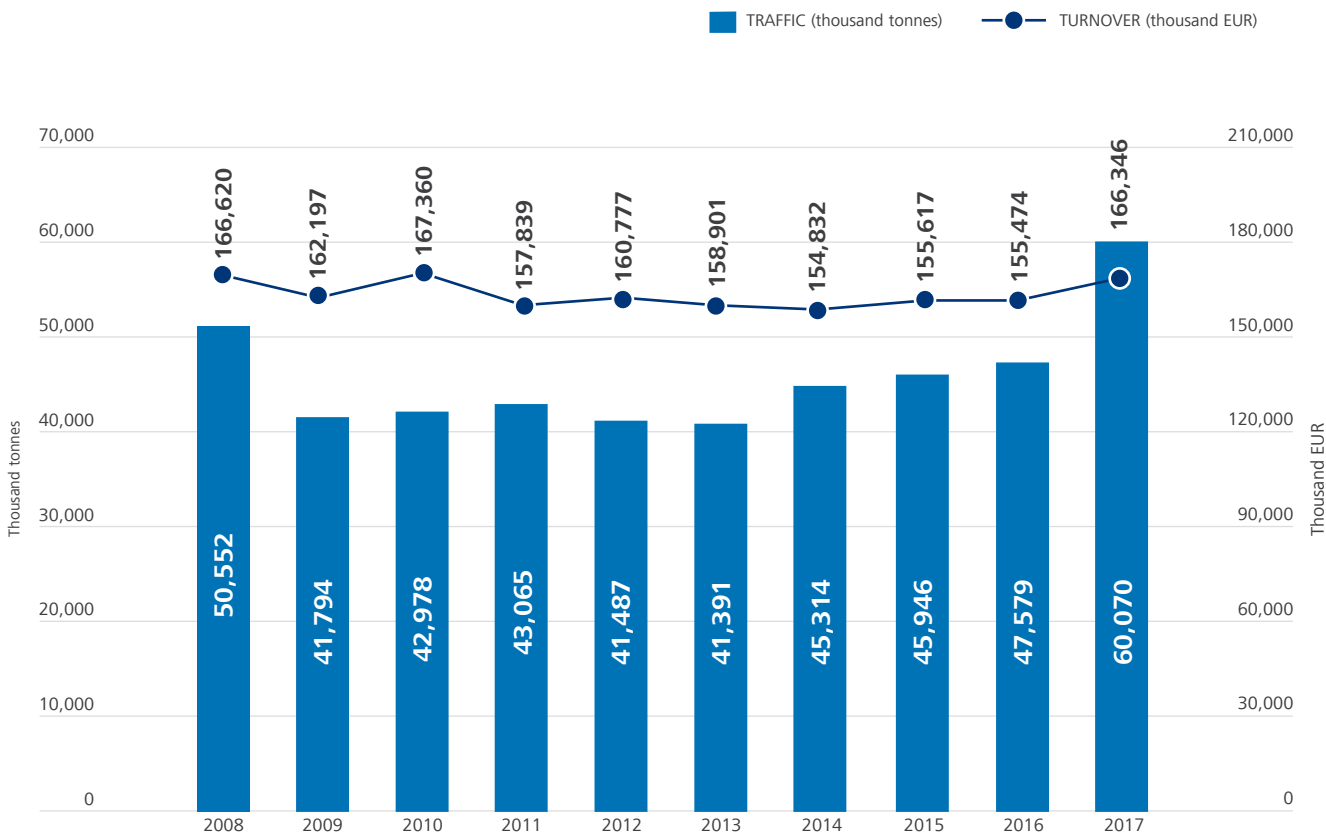
### NET TURNOVER ACCORDING TO INCOME STATEMENT (thousand EUR)

	2017	2016	Variation	%Var.
<b>Port fees</b>	<b>152,446</b>	<b>142,498</b>	<b>9,948</b>	<b>7%</b>
Occupation fee	52,460	52,439	21	0%
Fees for use	83,168	74,520	8,648	12%
Vessel fees	32,286	27,269	5,017	18%
Fees for pleasure craft	323	441	(118)	-27%
Passenger fees	10,015	9,856	159	2%
Cargo fees	40,074	36,565	3,509	10%
Fresh fish fees	170	180	(10)	-6%
Fees for special use of the transit area	300	209	91	44%
Activity fees	15,292	14,214	1,078	8%
Navigation aids fees	1,526	1,325	201	15%
<b>Other business income</b>	<b>13,900</b>	<b>12,976</b>	<b>924</b>	<b>7%</b>
Income from additional items	5,884	5,683	201	4%
Charges and other	8,016	7,293	723	10%
	<b>166,346</b>	<b>155,474</b>	<b>10,872</b>	<b>7%</b>

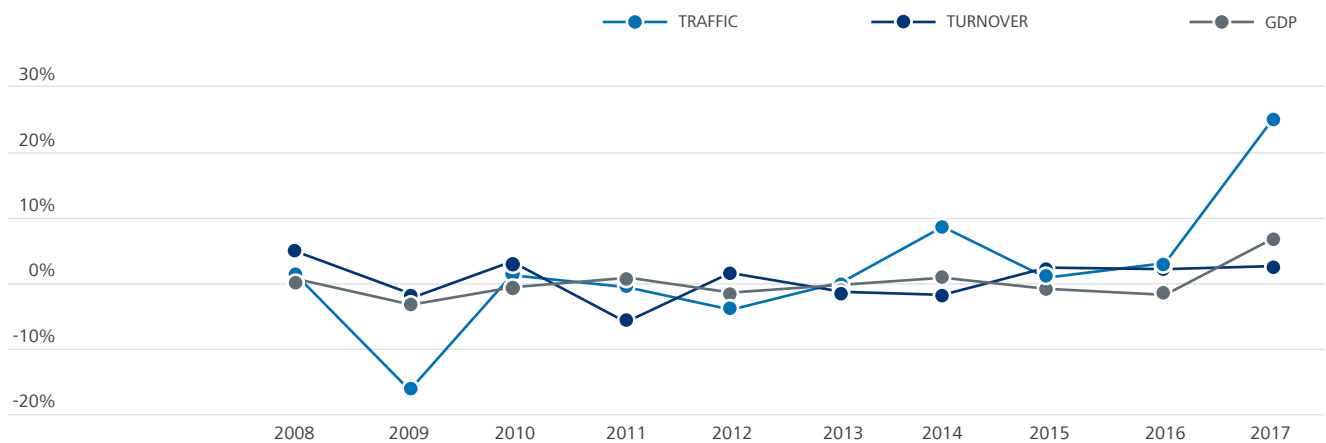
### NET TURNOVER BY BUSINESS LINES (thousand EUR)

	2017	2016	Variation	%Var.
Port fees and additional items	158,330	148,181	10,149	7%
Vessels and navigation aids	33,812	28,594	5,218	18%
Cargo	40,074	36,565	3,509	10%
Passengers	10,015	9,856	159	2%
Fresh fish	170	180	(10)	-6%
Pleasure craft	323	441	(118)	-27%
Concessions in the public domain	73,421	72,265	1,156	2%
Other fees for use of the public domain	215	71	144	203%
Fees for special use of the transit area	300	209	91	44%
<b>Charges for commercial services</b>	<b>8,016</b>	<b>7,293</b>	<b>723</b>	<b>10%</b>
	<b>166,346</b>	<b>155,474</b>	<b>10,872</b>	<b>7%</b>

PROGRESSION OF TURNOVER AND VOLUME OF TRAFFIC



PROGRESSION IN ANNUAL TRAFFIC VARIATIONS AND INCOME COMPARED TO GDP



	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
TRAFFIC	1.0%	-17.3%	2.8%	0.2%	-3.7%	-0.2%	9.5%	1.4%	3.6%	26.3%
TURNOVER	5.4%	-2.7%	3.2%	-5.7%	1.9%	-1.2%	-2.6%	0.5%	-0.1%	7.0%
GDP	0.9%	-3.6%	-0.1%	0.7%	-1.4%	-1.2%	1.4%	3.4%	3.3%	3.1%



## Operating income

Operating income stood at € 47.8 million, up 41% year on year.

Two factors helped to place the result at this level: 7% more revenue from fees represents almost € 11 million euros of the nearly € 14 million difference compared to 2016; and the remaining 3 million are the result of the losses of fixed assets the previous

year, the most important of which was the loss of the painting ship.

Other expenditure items remained stable or increased slightly, such as staff (+2%), and others decreased, such as the € 1 million in operating expenses.

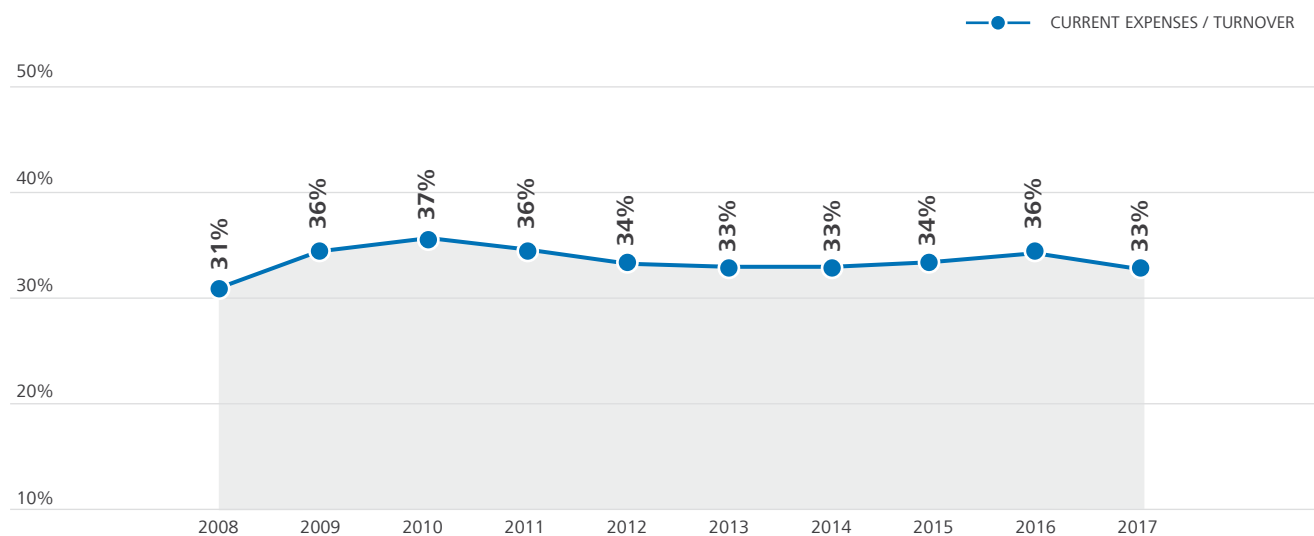
### OPERATING PROFIT (thousand EUR)

	2017	2016	Variation	%Var.
Net turnover	166,346	155,474	10,872	7%
Other operating income	4,630	5,389	(759)	-14%
Staff costs	(31,646)	(30,890)	(756)	2%
Other operating expenses	(42,769)	(43,923)	1,154	-3%
Depreciations of fixed assets	(55,398)	(55,720)	322	-1%
Allocation of grants and other non-financial assets	6,743	6,900	(157)	-2%
Surplus provisions	120	-	120	-
Impairment and gains on disposals of assets	(16)	(3,344)	3,328	-100%
Other results	(234)	-	(234)	-
<b>Total</b>	<b>47,776</b>	<b>33,886</b>	<b>13,890</b>	<b>41%</b>

In the analysis of the absorption ratio of expenses, we can see that the aforementioned factors - one million less cargo and an 11 increase in

turnover - have pushed up efficiency and put the ratio at one of its best figures in the last ten years.

### INCOME ABSORPTION RATIOS



Current expenses = Staff costs + External services + Other current management expenses

From 2011, income and expenditure related to the rubbish and waste collection service from ships are no longer included

## Stakeholder companies

During financial 2017 some changes were made to the percentage of stock held in stakeholder companies. These were the main operations:

- CILSA increased its capital to the tune of € 37.4 million. The Port Authority decided to waive its preferential subscription right provided that the funds obtained from this increase were simultaneously used to cancel total loans granted by the entity in the amount of € 30.4 million. The percentage share in CILSA decreased from 63% to 51.5%, but the majority position and control over the company remains.
- Perpignan Saint Charles performed a capital increase worth € 0.6 million. In this case the Port Authority did not exercise its preferential subscription right, therefore its percentage share fell from 5% to 3.89%.
- The entity made a contribution without financial compensation to Gerència Urbanística Port Vell, consisting of a transfer of the right to operate the Escar building for a term of 50 years, a transaction valued at € 1.5 million. This fact did not constitute any variation with respect to the percentage stake held, which remains 100%.
- The entity participated in the subscription right as part of the capital increase of the company Terminal Intermodal Marítima Centro, in which it maintains 49%.

### STAKEHOLDER COMPANIES

as at 12/31/2017

	% of share capital
<b>Group companies</b>	
Gerència Urbanística Port Vell	100.00%
Centro Intermodal de Logística, SA SME	51.50%
World Trade Center Barcelona, SA SME	52.27%
<b>Associated companies</b>	
Catalana d'Infraestructures Portuàries, SL	49.00%
Terminal Intermodal Marítima Centro, SL	49.00%
Terminal Intermodal de l'Empordà, SL	47.32%
Puerto Seco de Azuqueca de Henares, SA	36.73%
Portic Barcelona, SA	40.69%
Terminal Marítima de Zaragoza, SL	21.55%
<b>Other stakeholdings</b>	
Barcelona Regional Agencia Metropolitana de Desenvolupament Urbanístic i d'Infraestructures, SA	11.76%
Puerto Seco de Madrid, SA	10.20%
Perpignan Saint Charles Conteneur Terminal, SAEML	3.89%



## Financial results

The financial result of the year recorded a profit of € 1.7 million and therefore an improvement of € 2.2 million in relation to the loss recorded the previous year. This was caused by several factors:

- **Financial income** closed the year € 1.6 million below 2016, mainly due to the fact that interest received by Puertos del Estado had been accounted for the previous year (arising from the disputes around T3), which did not happen this year.
- Furthermore, **financial expenses** fell 33%, i.e. € 1.8 million, year on year, for the following reasons:
  - The financial burden of borrowing from the European Investment Bank was lower in 2017, due to the progressive reduction in the volume of borrowing and because of the advance cancellation of a € 20.8 million loan at the end of 2016 (EIB Tranche II B).
  - In 2016, interest had to be paid related to the disputes surrounding the works on Prat wharf (€ 1.2 million).
  - There was a positive shift of € 1.7 million in the fair value of financial instruments due to the change in the value of the interest rate swap contract.
  - A loss of almost € 1.6 million was recorded in 2016 due to the impairment of value of some associated companies, which did not occur this year.

### FINANCIAL RESULT (thousand EUR)

	2017	2016	Variation	%Var.
Financial income	3,503	5,112	(1,609)	-31%
Financial expenses	(3,552)	(5,326)	1,774	-33%
Change in fair value of financial instruments	1,736	1,276	460	36%
Impairment and gains on disposals of financial instruments	-	(1,560)	1,560	-100%
<b>Total</b>	<b>1,687</b>	<b>(497)</b>	<b>2,184</b>	-

## Resources, investment and borrowing

Pre-tax profits, interest, depreciation and amortisation (EBITDA) totalled € 104 million and funds from operations generated **operating cash flow of € 98.2 million**, a fall of 14% compared to the € 86.3 million the previous year.

The Port Authority performed **investments to the tune of € 58 million**, double the figure for 2016, involving a surplus of € 40.2 million compared to resources generated by operations.

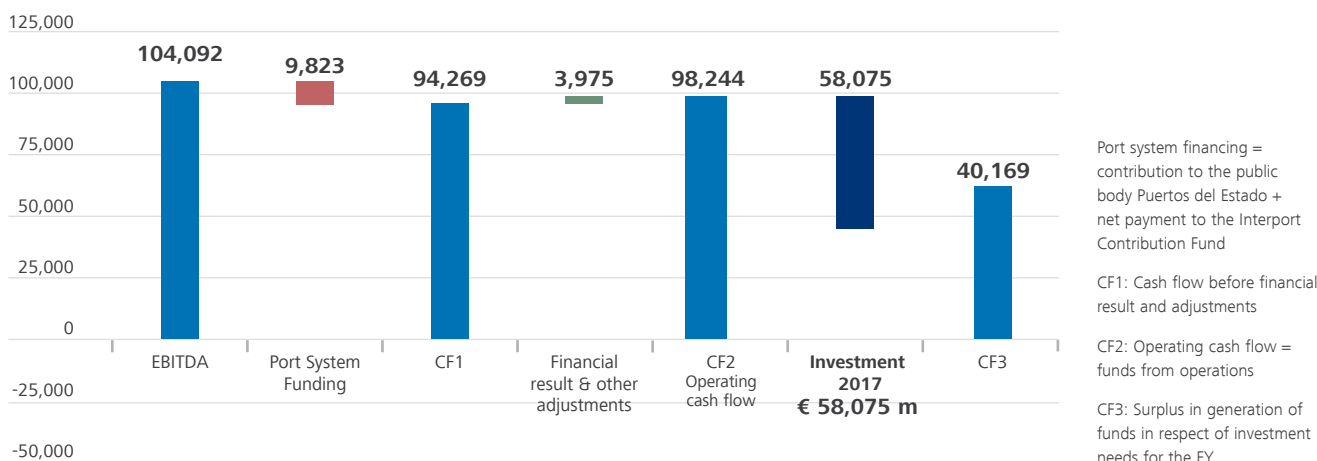
It is also worth noting the incorporation of € 22.2 million derived from concessions returned.

As regards the level and progression of debt, the Port Authority transferred a total of € 22.8 million to short-term, and returned to a stable amortisation rate (some tranches had been cancelled in advance during the previous two years), so that **long-term bank borrowing stood at € 281.1 million** at the end of the year, the lowest figure of the last 12 years.

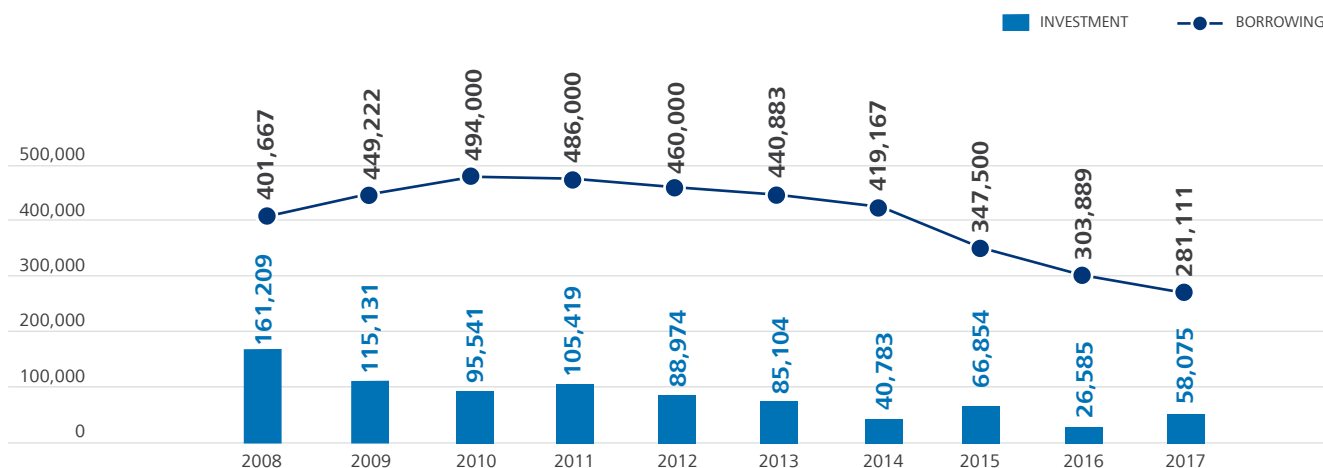
**EBITDA** (thousand EUR)

	2017	2016	Variation	%Var.
<b>Operating profit</b>	<b>47,776</b>	<b>33,886</b>	<b>13,890</b>	<b>41%</b>
Plus	69,248	73,553	(4,305)	
Funding Puertos del Estado	5,700	5,744	(44)	
Net contribution to the Interport Compensation Fund	4,123	4,035	88	
Depreciation of fixed assets	55,398	55,720	(322)	
Reserves for liabilities and expenses	3,822	3,920	(98)	
Losses from fixed assets	205	4,109	(3,904)	
Other		25	(25)	
Minus	12,932	13,578	(646)	
Profits accruing from fixed assets	-	576	(576)	
Valuation adjustments for impairment of non-current assets	189	190	(1)	
Surplus provisions for liabilities and expenses	120	-	120	
Capital grants and others transferred to profit	6,744	6,900	(156)	
Income from return of concessions	1,134	1,608	(474)	
Entering advances received for services rendered in results	4,745	4,304	441	
<b>Total</b>	<b>104,092</b>	<b>93,861</b>	<b>10,231</b>	<b>11%</b>

**NEED FOR EXTERNAL FINANCING** (thousand EUR)



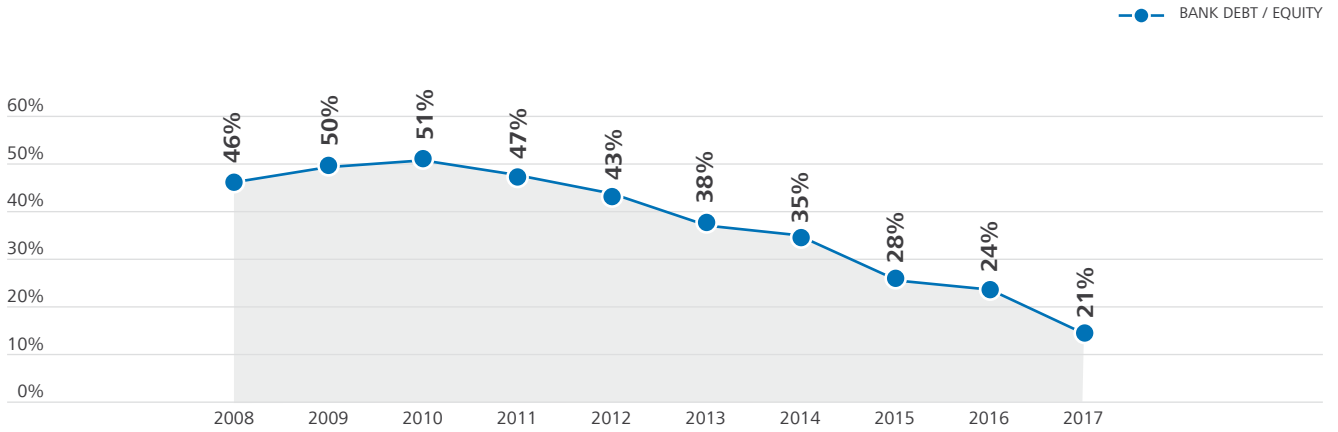
**PROGRESSION OF ANUAL INVESTMENT AND LONG-TERM BANK DEBT** (thousand EUR)



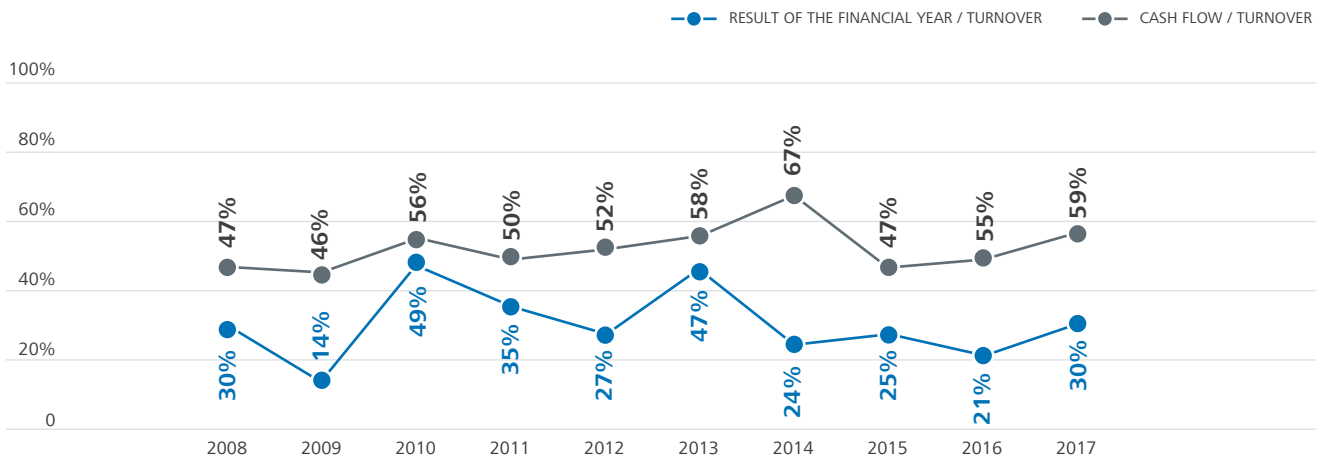
Thus, the **debt ratio fell to 21%**, the lowest figure since 2003, due partly to the effect of progressive

reduction in debt volume, and also to the application of profits to the entity's assets.

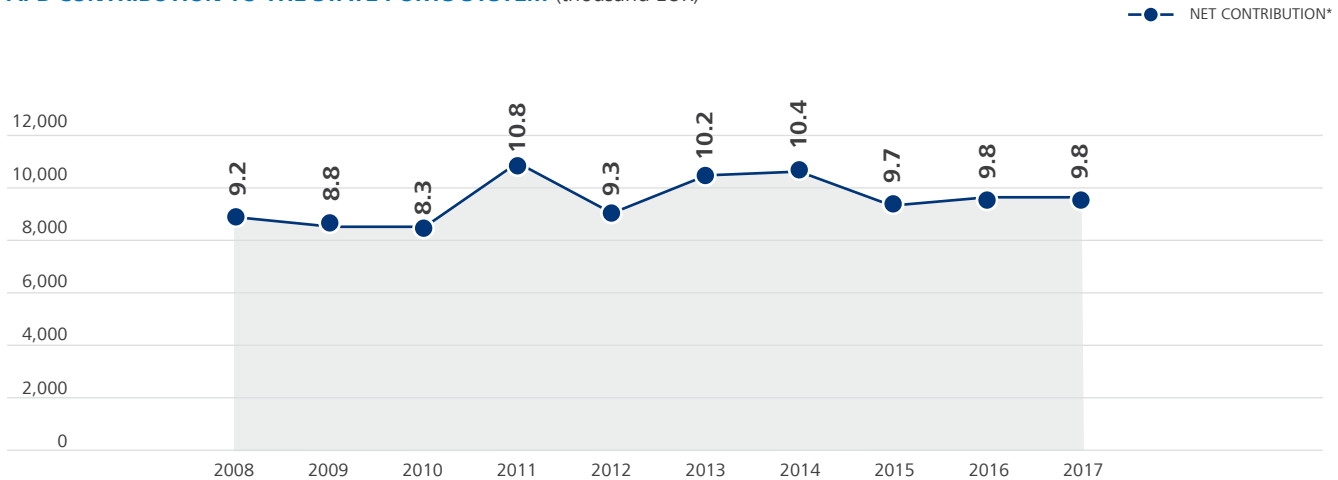
**PROGRESION OF THE DEBT RATIO** (thousand EUR)



**RATIOS OF THE MAIN ECONOMIC INDICATORS**



**APB CONTRIBUTION TO THE STATE PORTS SYSTEM** (thousand EUR)



\* Net contribution to the Interport Compensation Fund + OPE Financing (RDL 2/2011)



**BALANCE SHEET** (thousand EUR)

	2017	2016		2017	2016
<b>NON-CURRENT ASSETS</b>	<b>1,849,861</b>	<b>1,833,980</b>	<b>NET CAPITAL</b>	<b>1,610,653</b>	<b>1,546,746</b>
<b>I. Intangible assets</b>	<b>19,336</b>	<b>19,692</b>	<b>A1. Equity</b>	<b>1,338,524</b>	<b>1,289,061</b>
1. Industrial property and other intangible assets	7,881	8,105	I. Capital	539,486	539,486
2. IT applications	8,197	9,062	III. Reserves	749,575	716,186
3. Other intangible assets	3,258	2,525	VII. Profit for the year	49,463	33,389
<b>II. Tangible fixed assets</b>	<b>1,466,657</b>	<b>1,443,335</b>	<b>A2. Adjustments for changes in value</b>	<b>-</b>	<b>-</b>
1. Land and natural assets	288,958	288,958	<b>A3. Subsidies, donations and legacies received</b>	<b>272,129</b>	<b>257,685</b>
2. Buildings	1,077,857	1,084,804	1. Official capital subsidies	235,792	242,432
3. Technical equipment and facilities	1,905	2,194	2. Capital donations and legacies	34	34
4. Tangible fixed assets and advance payments	86,945	56,812	3. Other subsidies, donations and legacies	36,303	15,219
5. Other fixed assets	10,992	10,567	<b>NON-CURRENT LIABILITIES</b>	<b>446,953</b>	<b>469,667</b>
<b>III. Real estate investments</b>	<b>266,578</b>	<b>268,733</b>	<b>I. Long-term provisions</b>	<b>6,525</b>	<b>4,116</b>
1. Land	250,200	250,200	1. Long-term staff benefit obligations	-	-
2. Buildings	16,378	18,533	2. Provisions for legal liabilities	28	1,441
<b>IV. L/t debt with group and associated companies</b>	<b>78,871</b>	<b>90,963</b>	3. Other provisions	6,497	2,675
1. Equity instruments	76,469	74,840	<b>II. Long-term debts</b>	<b>287,938</b>	<b>312,452</b>
2. Loans to companies	2,402	16,123	1. Debt with credit institutions	281,111	303,889
<b>V. Long-term financial investments</b>	<b>2,829</b>	<b>3,205</b>	2. Long-term suppliers of fixed assets	-	-
1. Equity instruments	588	588	3. Other	6,827	8,563
2. Loans to third parties	1,730	1,933	<b>III. L/t debt with group and associated companies</b>	<b>-</b>	<b>-</b>
3. Public admin, official subsidies receivable	-	-	<b>IV. Deferred tax liabilities</b>	<b>-</b>	<b>-</b>
4. Other financial assets	511	684	<b>V. Long-term accruals and deferrals</b>	<b>152,490</b>	<b>153,099</b>
<b>VI. Deferred tax assets</b>	<b>-</b>	<b>-</b>	<b>CURRENT LIABILITIES</b>	<b>53,484</b>	<b>53,436</b>
<b>VII. Non-current trade debtors</b>	<b>15,590</b>	<b>8,052</b>	<b>II. Short-term provisions</b>	<b>-</b>	<b>-</b>
<b>CURRENT ASSETS</b>	<b>261,229</b>	<b>235,869</b>	<b>III. Short-term debts</b>	<b>36,430</b>	<b>34,569</b>
<b>I. Non-current assets held for sale</b>	<b>-</b>	<b>-</b>	1. Debt with credit institutions	22,938	22,949
<b>II. Stocks</b>	<b>263</b>	<b>226</b>	2. Short-term suppliers of fixed assets	10,658	8,828
<b>III. Trade debtors and other receivables</b>	<b>36,816</b>	<b>28,964</b>	3. Other financial liabilities	2,834	2,792
1. Customers for sales and services provided	28,121	17,935	<b>IV. S/t debt with group and associated companies</b>	<b>54</b>	<b>193</b>
2. Customers and debtors, group and associated companies	3,997	3,300	1. Debt with companies of the group	18	145
3. Miscellaneous receivable accounts	2,656	4,106	2. Debt with associated companies	36	48
4. Public admin, official subsidies receivable	-	-	<b>V. Trade creditors and other receivables</b>	<b>17,000</b>	<b>18,674</b>
5. Other credits with public administrations	2,042	3,623	1. Creditors and other receivables	8,652	10,387
<b>IV. S/t debt with group and associated companies</b>	<b>143</b>	<b>17,933</b>	2. Advance payments of public subsidies	-	-
<b>V. Short-term financial investments</b>	<b>70,122</b>	<b>146,368</b>	3. Other debts with public administrations	8,348	8,287
1. Equity instruments	-	-	<b>VI. Accruals and deferrals</b>	<b>-</b>	<b>-</b>
2. Loans to companies	122	1,368	<b>VII. Cash and other cash equivalent assets</b>	<b>153,194</b>	<b>41,757</b>
3. Other financial assets	70,000	145,000	1. Cash and banks	153,194	41,757
<b>VI. Accruals and deferrals</b>	<b>691</b>	<b>621</b>	2. Other cash equivalents	-	-
<b>TOTAL ASSETS</b>	<b>2,111,090</b>	<b>2,069,849</b>	<b>TOTAL LIABILITIES</b>	<b>2,111,090</b>	<b>2,069,849</b>

**PROFIT AND LOSS STATEMENT** (thousand EUR)

	2017	2016	Variation	% Var.
<b>1. Net turnover</b>	<b>166,346</b>	<b>155,474</b>	<b>10,872</b>	<b>7%</b>
<b>A. Port fees</b>	<b>152,446</b>	<b>142,498</b>	<b>9,948</b>	<b>7%</b>
a) Occupation fee	52,460	52,439	21	0%
b) Fees for the special use of port facilities	83,168	74,520	8,648	12%
1. Vessel fees	32,286	27,269	5,017	18%
2. Fees for pleasure craft	323	441	(118)	-27%
3. Passenger fees	10,015	9,856	159	2%
4. Goods fees	40,074	36,565	3,509	10%
5. Fresh fish fees	170	180	(10)	-6%
6. Fee for special use of the transit area	300	209	91	44%
c) Activity fee	15,292	14,214	1,078	8%
d) Navigation aids fee	1,526	1,325	201	15%
<b>B. Other business income</b>	<b>13,900</b>	<b>12,976</b>	<b>924</b>	<b>7%</b>
a) Amounts in addition to fees	5,884	5,683	201	4%
b) Fees and other	8,016	7,293	723	10%
<b>5. Other operating income</b>	<b>4,630</b>	<b>5,389</b>	<b>(759)</b>	<b>-14%</b>
a) Accessory and other current management income	2,817	3,147	(330)	-10%
b) Operating subsidies incorporated into the the result of the financial year	379	317	62	20%
c) Income from return of concessions	1,134	1,608	(474)	-29%
d) Interport Fund compensation received	300	317	(17)	-5%
<b>6. Staff costs</b>	<b>(31,646)</b>	<b>(30,890)</b>	<b>(756)</b>	<b>2%</b>
a) Wages, salaries and similar expenses	(21,820)	(21,284)	(536)	3%
b) Indemnities	(3)	-	(3)	-
c) Social charges	(9,823)	(9,606)	(217)	2%
<b>7. Other operating expenses</b>	<b>(42,769)</b>	<b>(43,923)</b>	<b>1,154</b>	<b>-3%</b>
a) External services	(28,047)	(26,501)	(1,546)	6%
1. Repairs and upkeep	(13,416)	(11,806)	(1,610)	14%
2. Services from independent professionals	(4,367)	(4,325)	(42)	1%
3. Supplies and consumption	(1,796)	(1,834)	38	-2%
4. Other external services	(8,468)	(8,536)	68	-1%
b) Taxes	(3,927)	(3,972)	45	-1%
c) Losses, impairment and variation of provisions for commercial operations	(112)	(179)	67	-37%
d) Other current management expenses	(560)	(3,174)	2,614	-82%
e) Contribution to Puertos del Estado	(5,700)	(5,744)	44	-1%
f) Interport Fund contribution	(4,423)	(4,353)	(70)	2%
<b>8. Depreciation of tangible assets</b>	<b>(55,398)</b>	<b>(55,720)</b>	<b>322</b>	<b>-1%</b>
<b>9. Allocation of subsidies and other non-financial assets</b>	<b>6,743</b>	<b>6,900</b>	<b>(157)</b>	<b>-2%</b>
<b>10. Surplus provisions</b>	<b>120</b>	<b>-</b>	<b>120</b>	<b>-</b>
<b>11. Impairment and gains on disposals of assets</b>	<b>(16)</b>	<b>(3,344)</b>	<b>3,328</b>	<b>-100%</b>
a) Impairment and losses	189	190	(1)	-1%
b) Gains on disposals and others	(205)	(3,534)	3,329	-94%
<b>Other results</b>	<b>(234)</b>	<b>-</b>	<b>(234)</b>	<b>-</b>
a) Exceptional income	-	-	-	-
b) Exceptional expenses	(234)	-	(234)	-
<b>OPERATING RESULT</b>	<b>47,776</b>	<b>33,886</b>	<b>13,890</b>	<b>41%</b>
<b>12. Financial income</b>	<b>3,503</b>	<b>5,113</b>	<b>(1,610)</b>	<b>-31%</b>
a) Stakes in financial instruments	1,401	1,384	17	1%
b) Of negotiable securities and other financial instruments	2,102	3,729	(1,627)	-44%
c) Incorporation of financial expenses to assets	-	-	-	-
<b>13. Financial expenses</b>	<b>(3,552)</b>	<b>(5,326)</b>	<b>1,774</b>	<b>-33%</b>
a) For third party debts	(3,230)	(5,326)	2,096	-39%
b) For updating of provisions	(322)	-	(322)	-
<b>14. Change in fair value of financial instruments</b>	<b>1,736</b>	<b>1,276</b>	<b>460</b>	<b>36%</b>
a) Trading portfolio and others	1,736	1,276	460	36%
<b>16. Impairment and gains on disposals of financial instruments</b>	<b>-</b>	<b>(1,560)</b>	<b>1,560</b>	<b>-100%</b>
a) Impairment and losses	-	(1,512)	1,512	-100%
b) Gains on disposals and others	-	(48)	48	-100%
<b>FINANCIAL RESULT</b>	<b>1,687</b>	<b>(497)</b>	<b>2,184</b>	<b>-439%</b>
<b>PRE-TAX RESULT</b>	<b>49,463</b>	<b>33,389</b>	<b>16,074</b>	<b>48%</b>
<b>17. Tax on profits</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>BALANCE OF THE FINANCIAL YEAR</b>	<b>49,463</b>	<b>33,389</b>	<b>16,074</b>	<b>48%</b>

**SOURCE AND APPLICATION OF FUNDS** (thousand EUR)

	<b>2017</b>	<b>2016</b>
<b>APPLICATIONS</b>	<b>136,179</b>	<b>133,038</b>
<b>Non-current assets added</b>	<b>96,002</b>	<b>56,713</b>
Acquisition of intangible and tangible fixed assets	55,627	25,692
Incorporation of land		26,743
Financial assets purchased	18,149	893
Fixed assets from returned concessions	22,226	3,385
<b>Reductions in equity</b>	<b>-</b>	<b>-</b>
<b>Interport Fund contribution</b>	<b>4,423</b>	<b>4,353</b>
<b>Non-current liabilities removed</b>	<b>35,754</b>	<b>71,972</b>
Cancellation/Transfer of debt to credit institutions	22,778	43,611
Cancellation/Transfer of debts with suppliers of fixed assets		-
Cancellation/Transfer of loans with group and associated companies	11,684	11,684
Application of long-term provisions	1,292	16,677
<b>SOURCES</b>	<b>161,492</b>	<b>125,054</b>
<b>Resources from operations</b>	<b>98,244</b>	<b>86,268</b>
<b>Equity increases</b>		<b>26,743</b>
<b>Interport Fund compensation received</b>	<b>300</b>	<b>318</b>
<b>Subsidies and income from return of concessions</b>	<b>22,322</b>	<b>3,464</b>
Deferred capital subsidies		-
Other subsidies, donations and legacies	96	79
Income from return of concessions	22,226	3,385
<b>Non-current liabilities added</b>	<b>15,821</b>	<b>1,035</b>
Long-term debt with credit institutions	-	-
Long-term debt with suppliers of fixed assets	-	-
Long-term debt with group and associated companies and others		558
Advances received for sales or services rendered	15,821	477
<b>Non-current assets added</b>	<b>24,706</b>	<b>5,590</b>
Disposal of tangible and intangible fixed assets	1,626	3,902
Disposal of financial instruments		57
Other L/t financial investments cancelled/transferred to S/t	23,080	615
L/t subsidies receivable cancelled/transferred to S/t		-
Commercial non-current and other debtors cancelled/transferred		1,016
<b>Other</b>	<b>99</b>	<b>1,636</b>
<b>Excess of sources over applications</b>	<b>25,313</b>	<b>-</b>
<b>Excess of sources over applications</b>	<b>-</b>	<b>7,984</b>

**RESOURCES FROM OPERATIONS – OPERATING CASH FLOW** (thousand EUR)

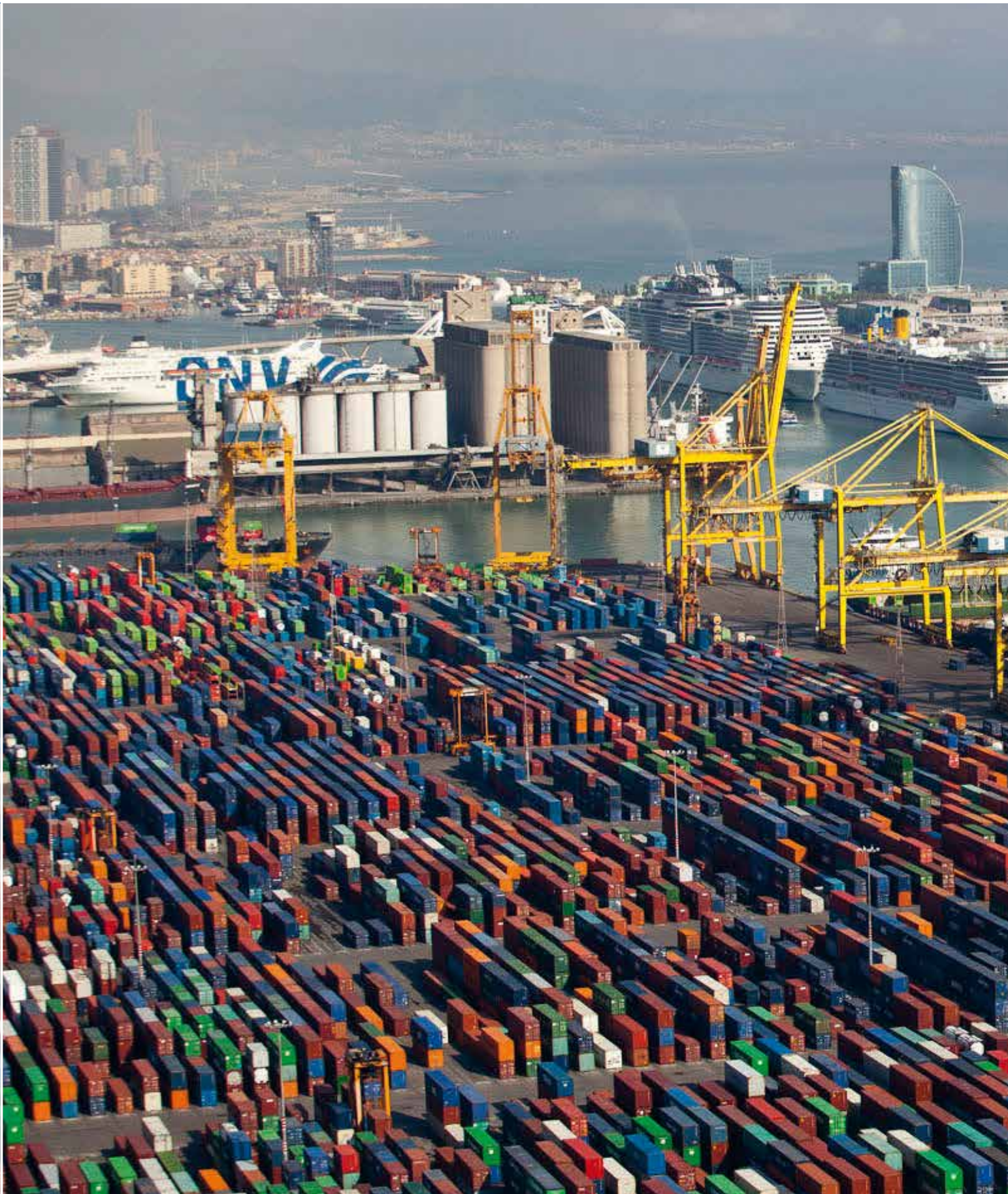
	<b>2017</b>	<b>2016</b>	<b>Variation</b>	<b>%Var.</b>
<b>Period results</b>	<b>49,463</b>	<b>33,389</b>	<b>16,074</b>	<b>48%</b>
<b>Plus</b>	<b>63,428</b>	<b>69,369</b>	<b>(5,941)</b>	
Net contribution to the Interport Compensation Fund	4,123	4,035	88	
Depreciation of fixed assets	55,398	55,720	(322)	
Reserves for liabilities and expenses	3,702	3,920	(218)	
Losses from fixed assets	205	4,109	(3,904)	
Impairment and losses on financial investments		1,560	(1,560)	
Other		25	(25)	
<b>Minus</b>	<b>14,647</b>	<b>16,490</b>	<b>(1,843)</b>	
Profits accruing from fixed assets	-	576	(576)	
Valuation adjustments for impairment of non-current assets	189	190	(1)	
Surplus provisions for liabilities and expenses		-	-	
Capital grants and others transferred to profit	6,744	6,900	(156)	
Income from return of concessions	1,134	1,608	(474)	
Entering advances received for services rendered in results	4,745	4,304	441	
Change in fair value of financial instruments	1,736	1,276	460	
Income from OPPE payment principal & interest T3 disputes	99	1,636	(1,537)	
<b>Total</b>	<b>98,244</b>	<b>86,268</b>	<b>11,976</b>	<b>14%</b>



**CASH FLOW** (thousand EUR)

	<b>2017</b>	<b>2016</b>
<b>A) CASH FLOWS FROM OPERATING ACTIVITIES</b>	<b>79,692</b>	<b>58,318</b>
<b>Profit before tax</b>	<b>49,463</b>	<b>33,389</b>
<b>Adjustments to the result</b>	<b>45,161</b>	<b>50,813</b>
Depreciation of fixed assets (+)	55,398	55,720
Valuation adjustments for impairment	(189)	1,322
Variation of provisions	3,702	3,920
Entering subsidies (-)	(6,743)	(6,900)
Results of fixed assets removed or disposed of	205	3,534
Results of financial instruments removed or disposed of	-	48
Financial income (-)	(3,503)	(5,113)
Financial expenses (+)	3,552	5,326
Change in fair value of financial instruments	(1,736)	(1,276)
Income from return of concessions (-)	(1,134)	(1,608)
Entering advances received for sales in results	(4,746)	(4,304)
Other income and expenses	355	144
<b>Changes in working capital</b>	<b>(14,197)</b>	<b>(7,928)</b>
Stocks	(37)	(5)
Trade debtors and other receivables	(129)	7,184
Other current assets	103	131
Creditors and other receivables	(1,819)	(984)
Other current liabilities	(11)	(2,351)
Other non-current assets and liabilities	(12,304)	(11,903)
<b>Cash flows from operating activities</b>	<b>(735)</b>	<b>(17,956)</b>
Interest payments (-)	(3,201)	(5,544)
Dividends received (+)	1,401	1,384
Interest received (+)	2,338	1,289
Late payment interest due to fee disputes (-)	(809)	(110)
Late payment interest received due to fee disputes (+)	99	1,636
Tax on profits received/paid	729	66
Other payments received/made	(1,292)	(16,677)
<b>B) CASH FLOWS FROM INVESTMENT ACTIVITIES</b>	<b>53,765</b>	<b>(4,269)</b>
<b>Payments for investments (-)</b>	<b>(56,916)</b>	<b>(25,995)</b>
Group and associated companies	(172)	-
Intangible assets	(3,544)	(2,934)
Tangible fixed assets	(53,200)	(23,061)
<b>Proceeds from divestitures (+)</b>	<b>110,681</b>	<b>21,726</b>
Group and associated companies	32,252	57
Intangible assets	-	1,530
Tangible fixed assets	306	-
Other financial assets	75,000	18,000
Non-current assets held for sale	-	-
Other assets	3,123	2,139
<b>C) CASH FLOWS FROM FINANCING ACTIVITIES</b>	<b>(22,020)</b>	<b>(43,738)</b>
<b>Equity instruments received and paid</b>	<b>19</b>	<b>79</b>
Subsidies, donations and legacies received	19	79
<b>Financial liability instruments received and paid</b>	<b>(22,039)</b>	<b>(43,817)</b>
Issue	739	1,183
Other payables (+)	739	1,183
Repayment and depreciation of:	(22,778)	(45,000)
Debt with credit institutions (-)	(22,778)	(45,000)
<b>NET INCREASE / DECREASE IN CASH AND CASH EQUIVALENTS (A+B+C)</b>	<b>111,437</b>	<b>10,311</b>
<b>Cash and cash equivalents at beginning of FY</b>	<b>41,757</b>	<b>31,446</b>
<b>Cash and cash equivalents at end of FY</b>	<b>153,194</b>	<b>41,757</b>









# Traffic development

# 3





## Traffic development

---

The Port of Barcelona registered record results in 2017 in the main traffic indicators.

---

Total traffic, which includes all types of freight, exceeded **61 million tonnes** for the first time, spelling a year-on-year increase of 26%.

---

### Stopovers

There were 8,976 stopovers recorded at the Port of Barcelona this year, up 248 year on year (+2.8%). In addition, there was a large increase in the size of the vessels calling in at Barcelona, with total tonnage at 329,458,451 tonnes (+6.2%).



**SHARE OF GENERAL CARGO  
IN TRAFFIC 2017**

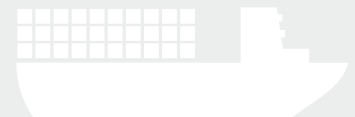
(thousand tonnes)



GENERAL CARGO  
41,121

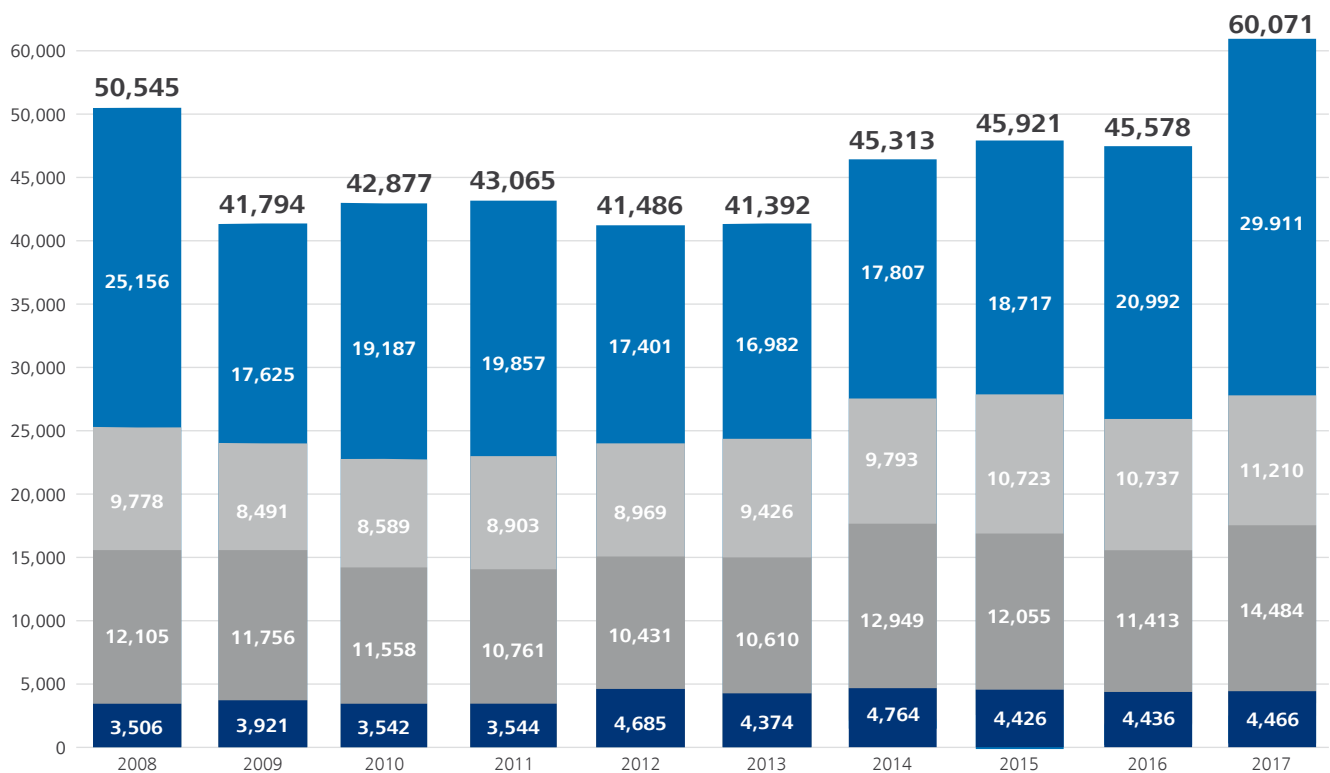
REST OF TRAFFIC  
18,949

**68%**      **32%**



**STRUCTURE OF GOODS TRAFFIC, 2008-2017** (thousand tonnes)

● CONTAINERISED CARGO   
 ● CONVENTIONAL CARGO   
 ● LIQUID BULK   
 ● DRY BULK



## Containers

With regard to containers, the Port of Barcelona moved almost 3 million TEUs (one TEU equals one 20ft container), specifically **2,968,757 TEUs**, which represents an increase of 32.3%. This is one of the most strategic segments for the Port and also the most representative of the surrounding economy.

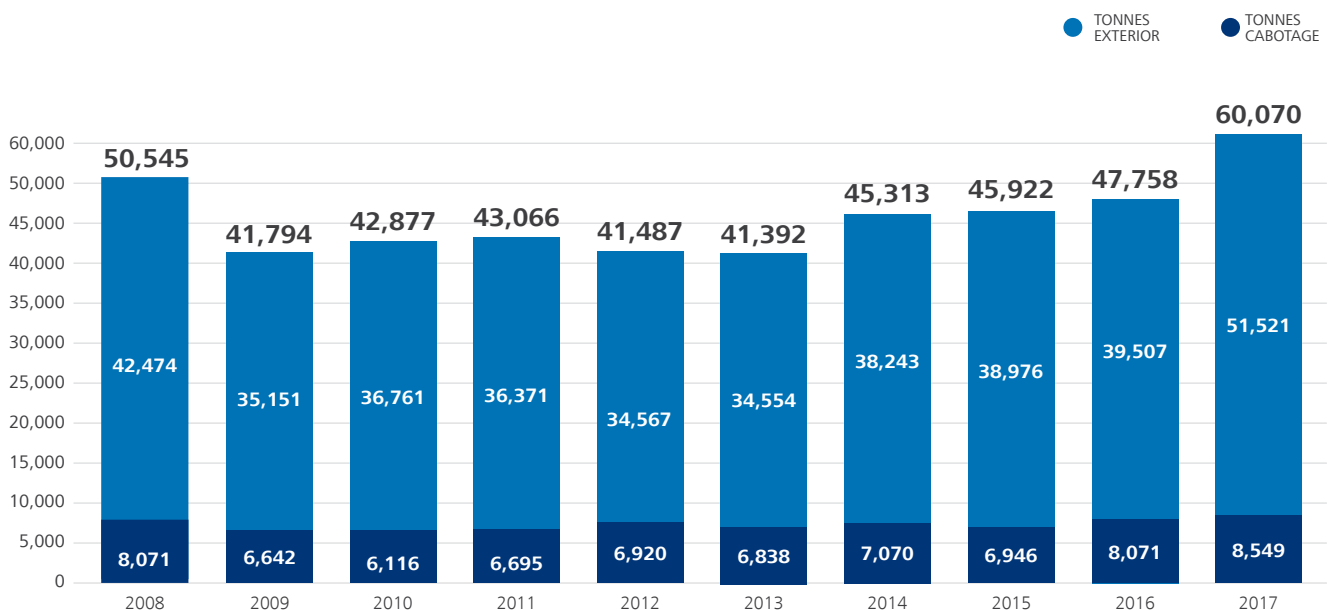
This result has contributed significantly to the excellent behaviour of **transhipment containers** (+137%), in other words those unloaded from one ship and re-embarked towards their final destination. Although this activity does not have a direct relationship

with the economy of the Port's area of influence, it does help to make stowage operations more competitive and provides greater connectivity for importers and exporters in the region.

**Foreign trade** also developed in a very positive manner. Import containerised cargo amounted to 561,103 TEUs, or 8.3% more than the previous year; while export cargo, which at 705,204 TEUs is more significant in volume terms, increased by 2.6%. These figures spell a significant recovery with respect to pre-crisis levels. Although flows of export containers were already recovering in 2010, it should be



**PROGRESSION OF CONTAINERISED GENERAL CARGO, 2008-2017** (thousand tonnes)





noted that in 2017 the Port of Barcelona channelled 68% more of this type of cargo than in 2007. The amount of import containers handled was 3% higher than ten years earlier.

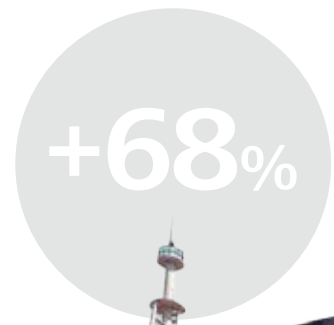
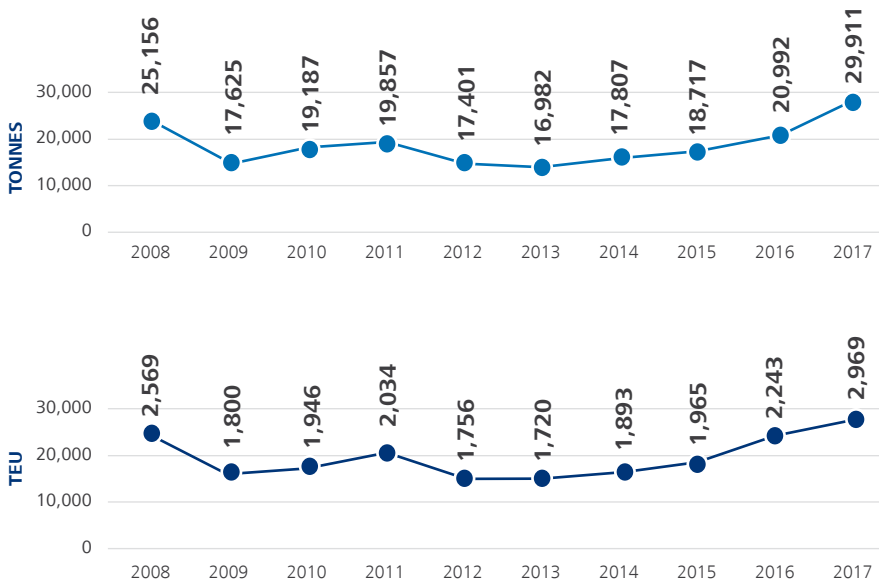
China remains the main trading partner for the Port of Barcelona, both in terms of imports - 44.3% of

foreign trade containers unloaded in the Catalan capital come from the Asian giant - and exports, since 11.6% of the containers leaving our Port end up in China. There has also been an uptick in foreign trade - imports and exports - with India (+15.2%), South Korea (+12.7%), Japan (+8%) and Turkey (+6.6%).

**In 2017, the Port of Barcelona channelled 68% more export containers than 10 years ago**

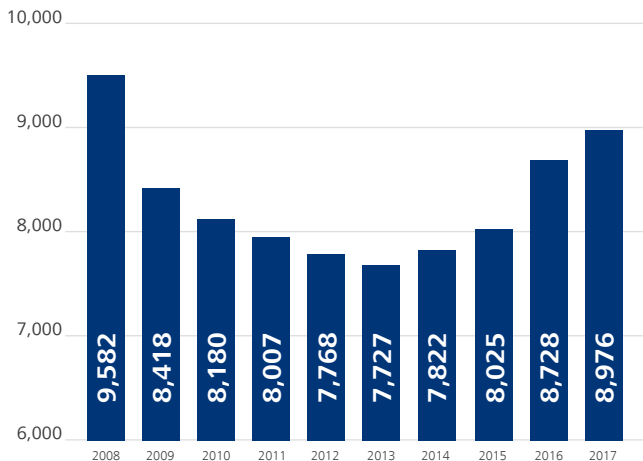
**DEVELOPMENT OF CONTAINERISED GENERAL CARGO TRAFFIC, 2008-2017**

(thousand TEU and thousand tonnes)

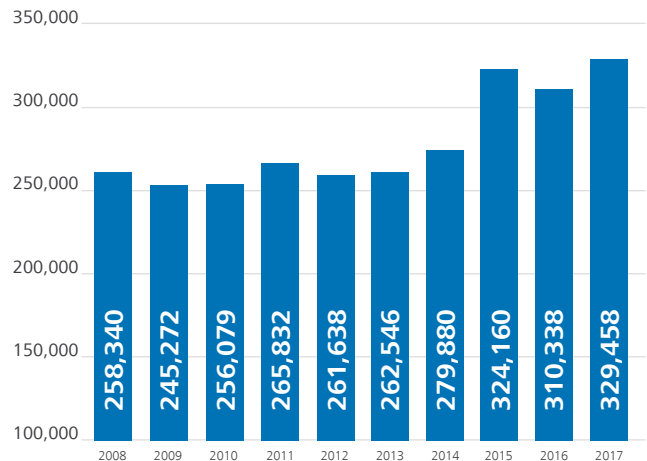


**VESSEL TRAFFIC, 2008-2017**

**VESSELS (units)**



**GROSS TONNAGE (tonnes)**



## Rail traffic

The number of **containers** that entered or exited the port by rail comprised **243,605 TEUs**, representing an increase of 7.8% year on year and a 12.8% share out of total TEU traffic.

**238,399 units of vehicle traffic** were transported (-12.2%). In other words, 31.8% of all vehicles that entered or left the Port were transported by rail.

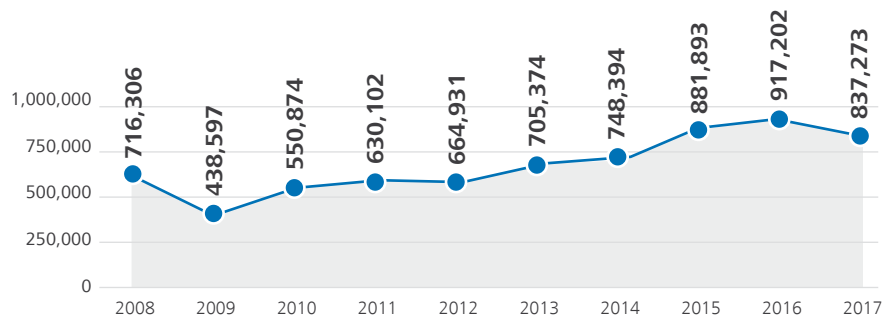
Most of the vehicle rail traffic was for unloading, with 216,476 units for export by sea. Furthermore, export vehicles loaded for the hinterland amounted to 21,923 (+29.3%) units transported. Most of these vehicles

loaded - 17,568 units in all - were travelling to destinations using UIC-gauge tracks. Barcelona is the first port in Spain to be connected to the European continent using international gauge track.

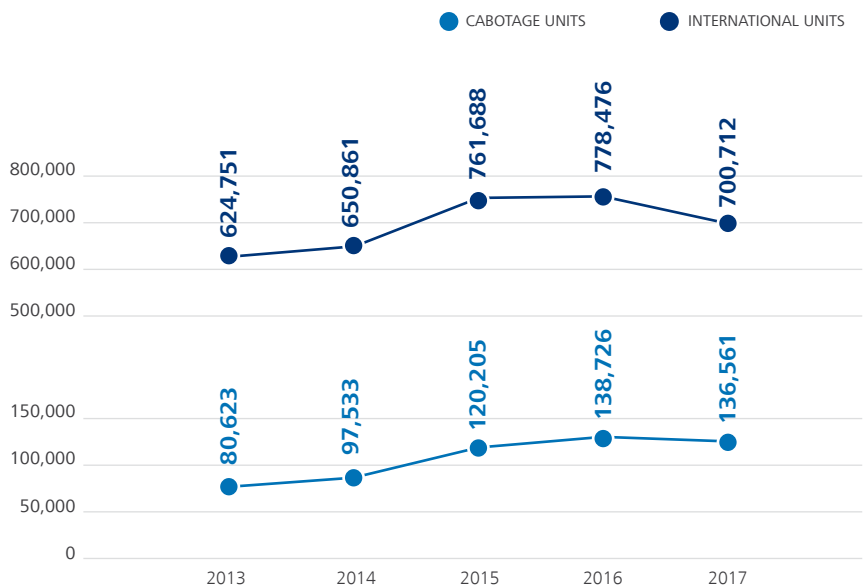
## Vehicles

During 2017 the Port of Barcelona channelled total traffic of **837,273 new vehicles**, 8.7% down on the previous year. It should be noted that this result reflects the decline in production and exports of vehicles in Spain experienced during the period. This year, changes were made to various models, which took longer

VEHICLE TRAFFIC, 2008-2017 (units)

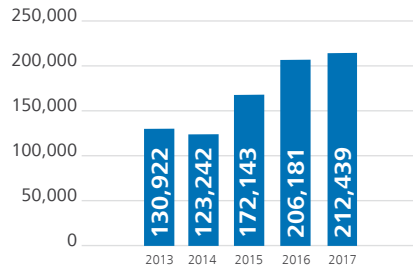


VEHICLE TRAFFIC BY NAVIGATION TYPE, 2013-2017 (units)

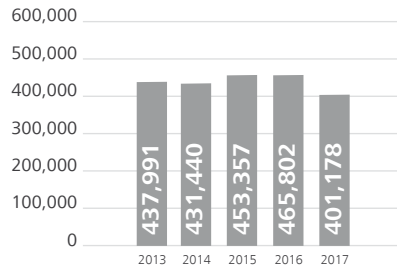


**INTERNATIONAL VEHICLE TRAFFIC, 2013-2017 (units)**

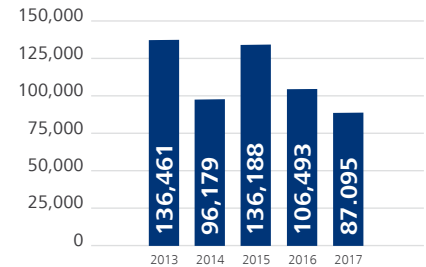
**IMPORT**



**EXPORT**



**TRANSIT**



than expected to enter a stable production phase, and this affected the pace of exports.

Despite this temporary downturn, Barcelona remains the leading port of the Spanish port system in movement of cars and continues to be the main distribution hub for vehicles in the Mediterranean and the South of Europe. In addition, the Port of Barcelona is home to Autoterminal, the specialised terminal that moves most units in the Mediterranean.

The main export destinations have remained structurally stable – basically the Eastern Mediterranean and Northern Europe - with new ones appearing in the Middle East and the Far East. For imports, the main suppliers continue to be Japan and India, with significant increases also in the Eastern Mediterranean and the United Kingdom.

**Dry and liquid bulks**

**Dry bulk**

Of the 4.4 million tonnes (+1%) of total dry bulk registered, soya beans experienced a particularly positive year (+10%), the result of making full use of the terminals; cereals and meal (+13%), which is a traffic that depends to a large extent on local crops, registered a significant increase as of June, following on from previous bad months.

Cement has good prospects, despite a decrease of 3.4%, and scrap metal increased by 15%, driven by increased demand for steel products.

Furthermore, traffic in potash and common salt held steady, with small increases in anticipation of the new terminal going live in 2019 to handle higher volumes.

**Liquid bulk**

Liquid bulk handled at the Port’s specialised terminals achieved a **historic record in the history of the Port:** 14.4 million tonnes, mainly hydrocarbons, marking a year-on-year increase of 27%.

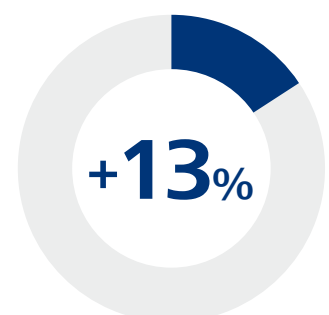
The main hydrocarbons registered an increase of 30%, underlining the 64% surge in natural gas, amounting to 4 million tonnes, and the 43% increase in fuel oil, with a total 1.9 million tonnes handled. In absolute terms, gasoline products behaved exceptionally well, rising by 35%, or more than 800,000 tonnes, due to the redistribution capacity of the Port facilities.

Under the other liquids heading, it is worth mentioning that the recovery of the chemical sector is clearly reflected in traffic values, which are up 23% and represent a very good indicator of the state of health of the processing industry in Catalonia. Other notable increases were natural fertilisers (up 30%) and oils and fats (up 25%).

**INCREASE IN DRY BULK TRAFFIC**



SOYA



CEREALS AND MEAL





## Short sea shipping

With regard to ro-ro traffic (shipped on a truck, platform or trailer), Barcelona's port shifted 393,601 intermodal transport units (ITU), marking an increase of 6.2%. This chapter includes goods transported to the Balearic and Canary Islands, but also freight using the motorways of the sea, which are regular services operating between Barcelona and various destinations in Italy and North Africa.

Barcelona channelled a total of 144.723 ITU via the motorways of the sea or short sea shipping services (+7%), which means that an identical number of trucks were diverted from roads to the maritime mode, which is more efficient from an economic and an environmental standpoint. The motorways of the sea also broke records for port facilities and contribute significantly to promoting sustainable logistics chains in the Mediterranean area.



### INCREASE IN INTERMODAL TRANSPORT UNITS (ITU)

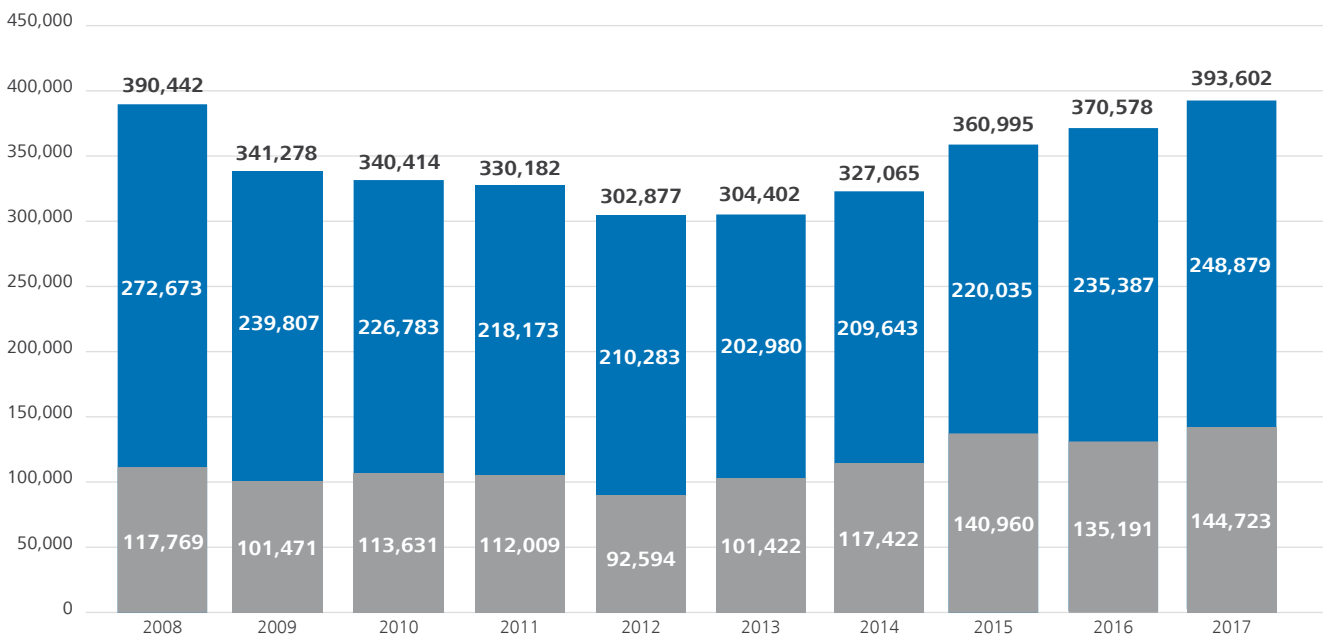


+6.2%

### TRAFFIC ITU\* (U) BY NAVIGATION TYPE, 2008-2017

\*ITU (intermodal transport units): An ITU is any means, whether self-propelled or not, which is used directly or indirectly, as a means of land transport. (e.g. trailers, platforms, trucks, refrigerated vans, etc) It does not include containers.

● NATIONAL ISLAND ● REST SSS



## Passengers

In 2017 four million passengers travelled through the Port of Barcelona, of which 1.4 million were users of the regular ferries connecting the city with the Balearic Islands, Italy and North Africa, and more than 2.7 million were cruise passengers.

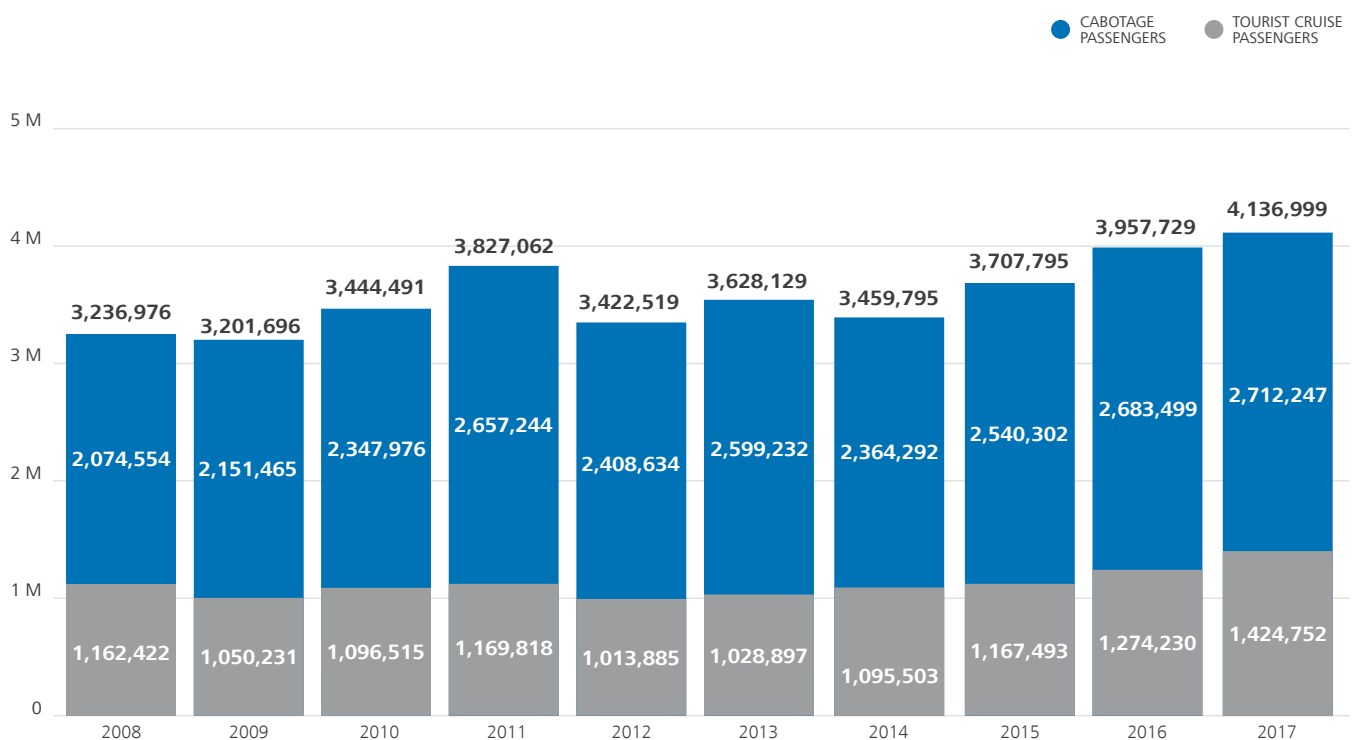
Total passenger numbers increased 4.5%, due mainly to the increase in ferry users (+12%). In this regard, it is worth mentioning the increase in the number of passengers to and from North Africa, up 54% year on year. Most important in this regard was traffic with Morocco (+37%), resulting from the decided effort by the lines connecting Barcelona and Morocco to bolster the four weekly connections with Tangier with a new connection to the port of Nador, which started running a service in June. The frequency and changes in the routes brought into service during 2017 have helped to boost this positive development.

The number of cruise passengers grew by only 1%, however. It is important to stress that in the months considered as the low season (January, February, March, November and December) cruise passenger numbers increased by 13%, while in the remaining months there was a decrease of 2%.

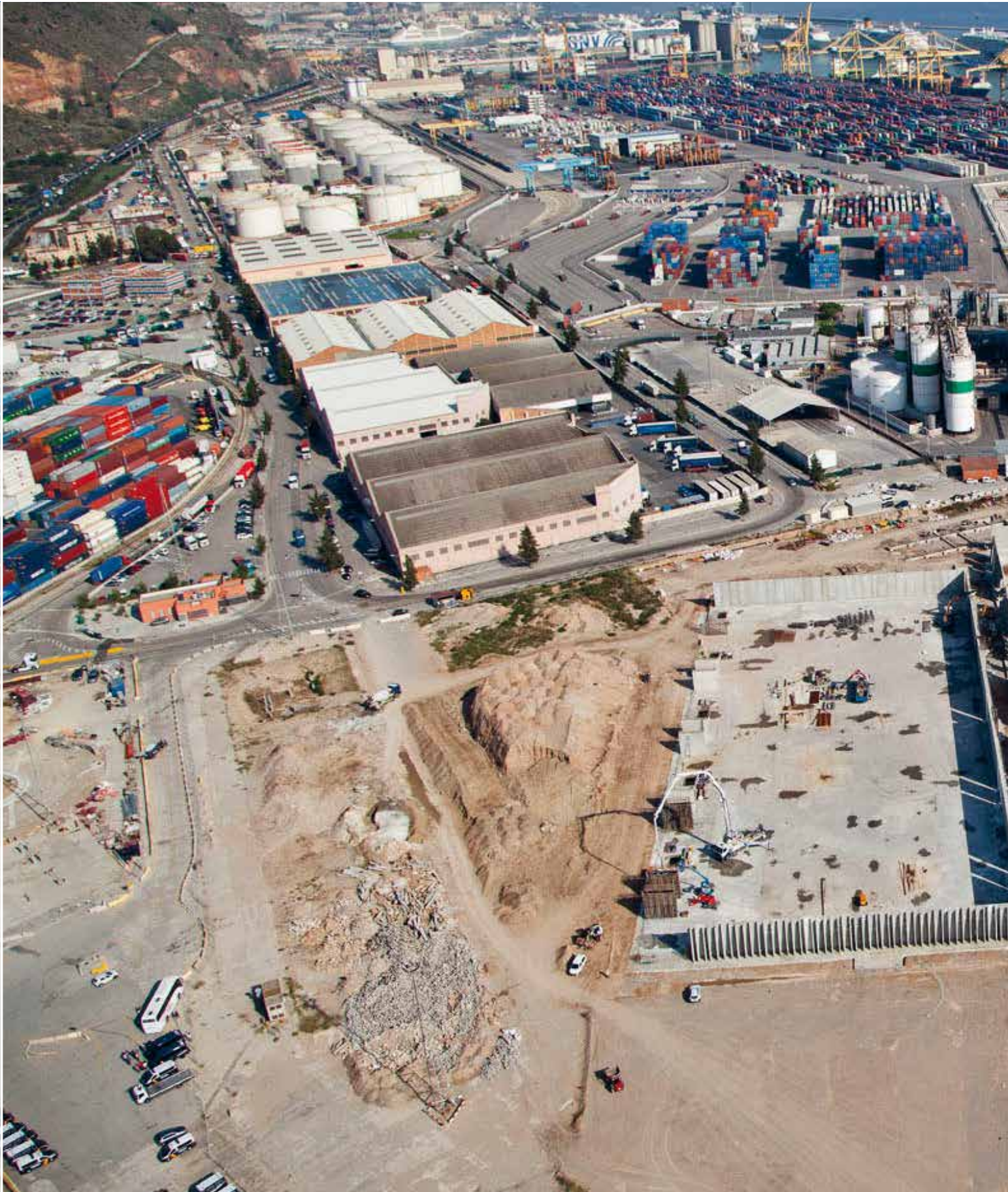
### INCREASE IN PASSENGERS WITH NORTH AFRICA



### PASSENGER MOVEMENT, 2008-2017





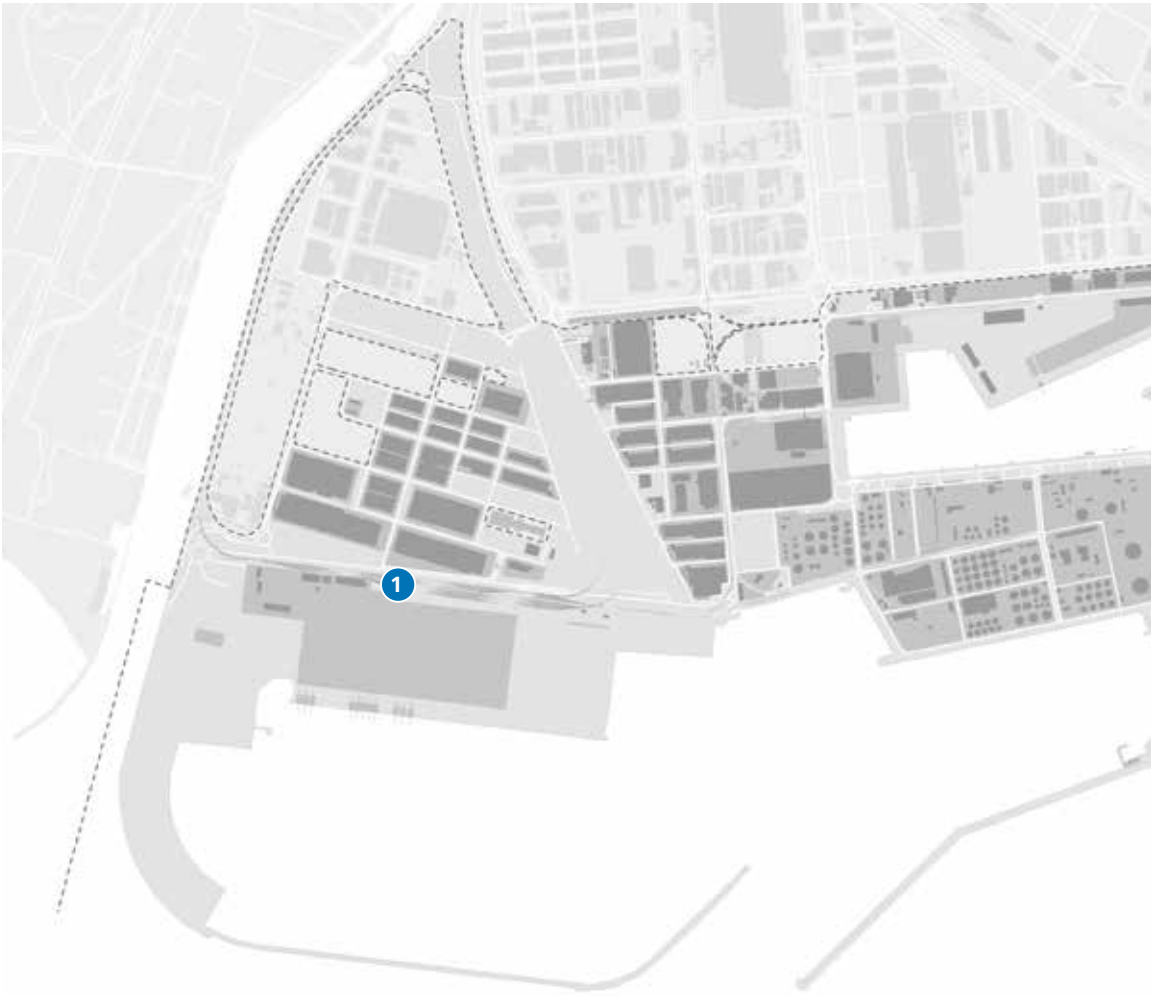






# Works and infrastructures

# 4



## Main works performed

---

In 2017 the Port of Barcelona made a total investment of over € 56.6 million, more than 50 million of which were in infrastructure. The most significant actions are described below

---





- 1** New rail access. Access and loading/unloading sidings
- 2** Refurbishing of the Portal de la Pau building
- 3** Civil engineering works: new *syncrolift* on Catalunya wharf
- 4** New road-rail access to Alvarez de la Campa wharf
- 5** Development of Passenger Terminal E
- 6** Filling on Passenger Terminal F wharf
- 7** Extension of the Adossat wharf, 2A Phase B (multipurpose terminal)
- 8** Enlargement of the Príncipe d'Espanya rail terminal. Phase 2
- 9** Restoring the subsoil on Contradic Wharf (Phase 2)
- 10** Preparing the office building on Adossat wharf





## 1

## New rail access. Access and loading/unloading sidings

AWARDED TO: UTE ACC FERROVIARIO APB

PERFORMANCE TIME: 12.5 MONTHS (COMPLETED)

INVESTMENT: € 12,047,078.51

The work comprises construction of the new rail access to the Port of Barcelona: a bundle of six 750m-long access, reception and dispatch tracks (2 + 4) in mixed gauge. The reception and dispatch tracks will receive trains and meet the demands of trains arriving at the Prat wharf and those from the Energy wharf, vehicle terminals and Príncipe d'Espanya wharf terminal.

This new rail access is one of the actions included in the project of the new rail accesses to the Port of Barcelona, co-financed by the European Union through the Connecting Europe Facility (CEF) for Transport.



Co-financed by the Connecting Europe Facility of the European Union



## 2

## Refurbishing of the Portal de la Pau building

AWARDED TO: UTE EDIFICIO PORTAL DE LA PAU

PERFORMANCE TIME: 25 MONTHS (IN PROGRESS)

BUDGET: € 8,026,077

The Barcelona Port Authority building located in the Portal de la Pau square dates back to the beginning of the 20th century. The advanced age of this building and the actions that had been performed since its construction means that it is suffering from a series of problems that require it to be refurbished. The aim of this works project is to completely refurbish the building and to develop the outdoor areas to the north.

This action has also involved a consideration of the future use of this infrastructure, with a view to strengthening its institutional role. The proposal is to use the building as a port center, an information area open to the public to present the various ambits of the port's activity.

Work is expected to finish in the summer of 2019.

### 3 Civil engineering works: new syncrolift on Catalunya wharf

AWARDED TO: UTE SYNCROLIFT

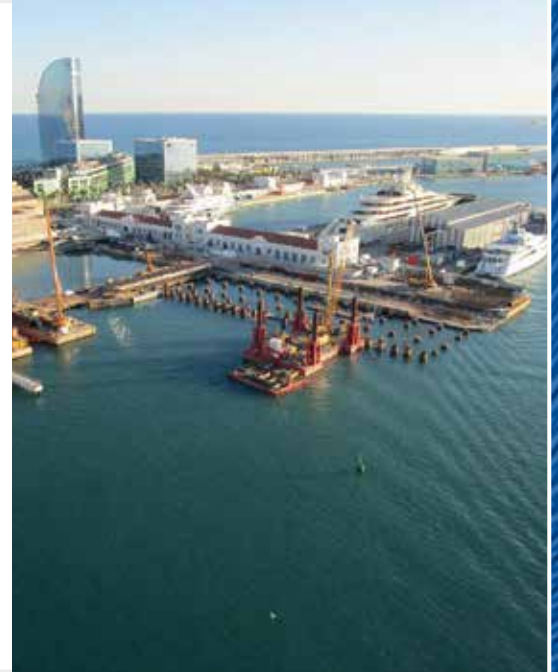
PERFORMANCE TIME: 24 MONTHS (IN PROGRESS)

BUDGET: € 23,871,658

This action seeks to implement a syncrolift between Catalunya wharf and Marina del Port de Barcelona wharf, as well as building a terrace on land reclaimed from the sea for various ship repair and maintenance operations.

The syncrolift is a platform that is hoisted up to pick up vessels and lift them up to terrace level. The platform of this syncrolift will be approximately 80m long and 20m wide. Longitudinally, on both sides of the platform there will be a structure able to withstand the weight of the heavy vessels to be lifted.

It is expected to finish during the first quarter of 2019.



### 4 New road-rail access to Alvarez de la Campa wharf

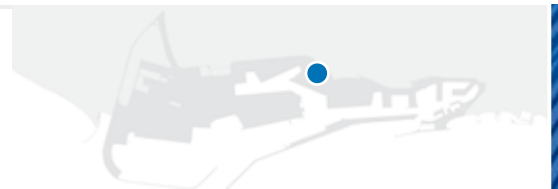
AWARDED TO: UTE MUELLE ALVAREZ DE LA CAMPA

PERFORMANCE TIME: 20 MONTHS (IN PROGRESS)

BUDGET: € 2,974,309.62

This works project will build a road connection for the future terminal of the company Iberpotash, on Álvarez de la Campa wharf, with sufficient capacity and road accesses for the traffic planned. Furthermore, the current rail infrastructure will be adapted to allow connection to the future terminal using mixed metric-UIC gauge. The project will be completed with a new drainage network, urban elements and road lighting system.

The work is forecast for completion in the first quarter of 2018.





# 5

## Development of Passenger Terminal E

**AWARDED TO:** UTE URBANIZACIÓN TERMINAL E

**PERFORMANCE TIME:** 12 MONTHS (IN PROGRESS)

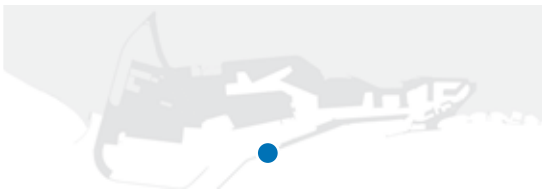
**BUDGET:** € 2,964,236.92



The action consists of developing the area not under concession linked to the new cruise terminal E located to the south of terminal D, on the current location of Port Nou terminal. It covers an area of approximately 45,000 m<sup>2</sup> and includes the definition of areas to be used by both vehicles and pedestrians.

In the northern part of the terminal there are plans to bring on stream an area for bus and taxi services for cruise passengers boarding at the Port of Barcelona, while in the southern part the same services will be provided for passengers disembarking there. It also includes building a car park and an additional parking area for the people working at the terminal, as well as a roundabout for correctly distributing the flows of vehicles that will provide service to the passenger terminal.

Work will be completed in August 2018.



# 6

## Filling on Passenger Terminal F wharf

**AWARDED TO:** DRAGADOS, S.A.

**PERFORMANCE TIME:** 15 MONTHS (COMPLETED)

**INVESTMENT:** € 2,243,688



The Adossat wharf is the site of several concessions, including the four cruise terminals: Terminal A, Terminal B, Terminal C and Terminal D (from north to south). Likewise, a projected fifth cruise terminal (Terminal E) is well under way. The current project includes filling work on the southernmost Terminal (F), which will be the sixth dedicated to cruises on this wharf.

The work involved partially filling the area and consolidating it in the terraces adjacent to the East Seawall, where Terminal F is expected to be built. The filling work was separated from the construction of the wharf to anticipate deadlines and allow construction of the terminal building running parallel to the wharf construction.

Work was completed in October 2017.





## 7

## Extension of the Adossat wharf, 2A Phase B (multipurpose terminal)

AWARDED TO: UTE AMPLIACIÓ MOLL ADOSSAT

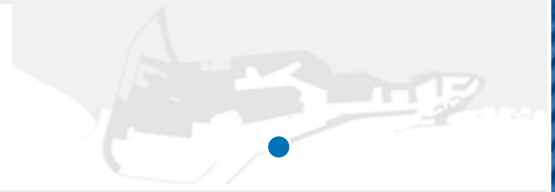
PERFORMANCE TIME: 22 MONTHS (IN PROGRESS)

BUDGET: € 23,414,262

The Port of Barcelona's Master Plan provides for the construction or extension of a wharf adjacent to the East Seawall. In addition, the rearrangement of the Port's container terminals entails the performance of a new section of the Adossat wharf.

This project sets out to extend the second alignment of the Adossat wharf to generate an additional berthing line 290 l.m. long with a draught of 16m. In the short and medium term, the intention is to expand the adjacent container terminal, and in the medium and long term to allow cruise ships to berth there.

Work will be completed by the end of 2018.



## 8

## Enlargement of the Príncipe d'Espanya rail terminal. Phase 2

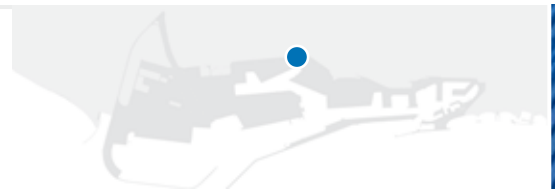
AWARDED TO: UTE TERMINAL PUERTO BCN

PERFORMANCE TIME: 13 MONTHS (IN PROGRESS)

BUDGET: € 5,125,052.15

This project responds to the need to expand the terminal in line with forecasts for growth in the volume of rail operations. The idea is to maintain the current function - allowing ro-ro loading and unloading operations - but with greater capacity and versatility for the operations performed there. The platform will be extended northwards, keeping the southern end in its current configuration and maintaining the distance between the tracks. The aim is to park and operate long trains on all three tracks.

Work is due for completion around August 2018.





## 9 Restoring the subsoil on Contradic Wharf (Phase 2)

AWARDED TO: UTE SUELOS MUELLE APB

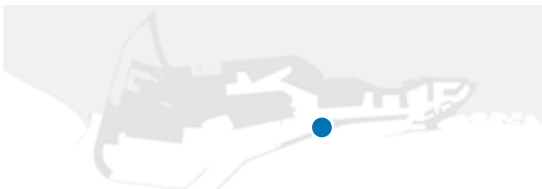
PERFORMANCE TIME: 22 MONTHS (IN PROGRESS)

BUDGET: € 1,445,527.53

The validity period of several concessions located in the Contradic wharf expired several months ago. During the process of checking the land it was found that the soil had become contaminated, caused mainly by hydrocarbons. This contamination does not correspond to the activities performed recently, rather to a much earlier time when the regulations and standards for the declaration of contaminated soils required no safeguards. In order to restore the affected areas before starting up the new activity, concession or redevelopment, it was necessary to restore the area.

The second phase of hydrocarbon decontamination on Contradic wharf completes the treatment of the plot as a whole.

This action is expected to end in the first quarter of 2018.



## 10 Preparing the office building on Adossat wharf

AWARDED TO: CPM CONSTRUCCIONES PINTURA

PERFORMANCE TIME: 8 MONTHS (IN PROGRESS)

BUDGET: € 1,527,765

The aim of this building project is to refurbish two buildings, one for office use and the other for high-rise parking, and its surroundings. These are the main actions planned:

Office building: complete the construction of enclosures, interior finishings, installations, vertical communication and safety, and extend the useful area of the first floor.

Car park building: complete the construction of enclosures, interior finishings, installations, vertical communication and safety, as well as the roof and sloping sections of the second floor.

Development of adjacent areas: repave the access road and perimeter pavements of buildings in the areas that are next to these roads.

The work will be completed during the first quarter of 2018.





Business  
area

5





## Business area

---

The Port of Barcelona promotes commercial services and initiatives to increase its activity and seeks to become more significant on the international port map by taking part in projects and institutions of the sector.







---

### Strategy and promotion

The Port of Barcelona serves a broad hinterland that includes the entire Iberian Peninsula, especially the Northeast and centre of the peninsula, and other European and Mediterranean countries.

### THE NETWORKED PORT

The Port has set up a network of services and infrastructure at strategic points, which have taken the form of inland goods terminals to bring port services closer to maritime logistics operators and import-export customers in the areas that it serves. These local infrastructures help to build more efficient supply chains and make it easier to route goods through the Catalan capital.

INLAND MARITIME TERMINALS			
NAME	PURPOSE AND SCOPE	TRAFFIC IN 2017	RAIL SERVICES
 Terminal Marítima de Zaragoza	<p>A service platform for operators, importers and exporters of Aragon, Navarre and La Rioja, and an intermediate logistics node towards the Centre and North-east of the Peninsula.</p> <p>The Port also has traffic to other terminals in the area: PLAZA and LTA.</p>	155,000 TEU, the first port-railway terminal and the second inland intermodal terminal in Spain.	Between 5 and 7 daily services with the Port and daily connections with other Spanish logistics nodes.
<p><b>Dry ports of Coslada (Madrid), Azuqueca de Henares and Yunquera de Henares (Guadalajara)</b></p>  Puerto Seco de Madrid	<p>The Port holds a stake in these infrastructures, which aim to bring maritime transport closer and foster the competitiveness of the logistics and consumption hub of the Community of Madrid and the centre of the Peninsula, as well as connecting with other markets in the Iberian Peninsula.</p> <p>To extend the activity of the Henares corridor, the Port of Barcelona is working with local partners to promote the development of the Terminal Intermodal Marítima Centro, in the municipality of Yunquera de Henares.</p>	61,000 TEU at Azuqueca, with the ports of Barcelona Valencia, Algeciras, Seville and Bilbao.	One daily service between the Port of Barcelona and the terminal of the Puerto Seco Azuqueca de Henares.
 Terminal Intermodal de Navarra	Rail terminal located in the town of Noáin, near Pamplona.	15,000 TEU	Three weekly services with the Port, operated by Hutchison Logistics.
<p><b>Terminal Tarragona Entrevies</b></p> 	A rail terminal attached to the Tarragona Classification Terminal and operated by Transportes Portuarios.	22,000 TEU with the Port of Barcelona.	Six weekly services with the Port, operated by Transportes Portuarios and two weekly services with Cordoba, Seville and San Roque operated by Multirail.
 PERPIGNAN SAINT-CHARLES CONTENEUR TERMINAL TERMINAL DE TRANSPORT COMBINE RAIL-ROUTE	The Port holds 5% of the capital of the Saint Charles container terminal (Perpignan), located in one of southern Europe's main logistics and distribution centres for fresh produce. It hosts logistics operations of all types of goods starting/ending in Europe and passing through the Mediterranean.	27,000 ITU	Regular connections to the Northwest and Southeast of France.
 Terminal Intermodal de l'Empordà SL	The Port and the Public Company Cimalsa have formed a company to develop the intermodal logistics hub comprising the future Far de l'Empordà intermodal terminal and the current Vilamalla terminal. Both are located next to the Logis Empordà storage and distribution centre to the east of Figueres. The terminal was recently leased to a national haulier.		

### Permanent representatives

To serve its strategic markets, the Port also has an active presence through permanent representations:

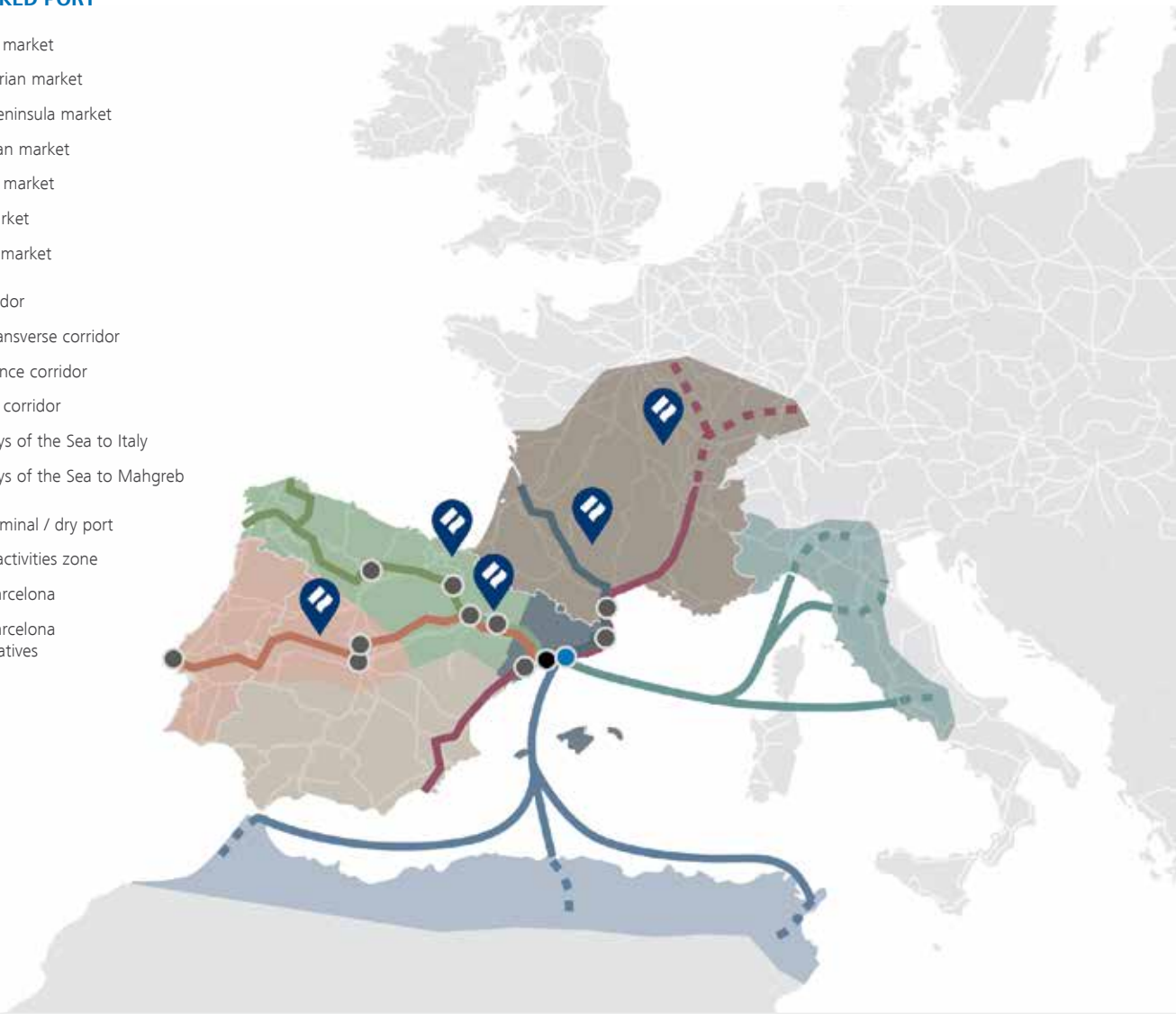
- In the hinterland markets (European and Mediterranean) it has permanent delegations in Spain (Zaragoza, Madrid and the north) and in France (Lyon and Toulouse). Their function is to bring the services of the Port of Barcelona

closer to international maritime trade operators located in the inland markets and to help create new logistics chains.

- In the foreland markets, the Port has permanent representation in South America, Japan and China, to strengthen ties and increase exchanges with these key markets and their neighbouring countries.

**THE NETWORKED PORT**

- Catalonia market
- North Iberian market
- Central peninsula market
- East Iberian market
- European market
- Italian market
- Mahgreb market
  
- Ebro corridor
- Iberian transverse corridor
- South France corridor
- European corridor
- Motorways of the Sea to Italy
- Motorways of the Sea to Mahgreb
  
- Inland terminal / dry port
- Logistics activities zone
- Port of Barcelona
- Port of Barcelona representatives



**PARTICIPATION IN ORGANISATIONS AND PROJECTS**

**INTERNATIONAL ORGANISATIONS**

**European Sea Ports Organisation (ESPO)**

- Member of the Executive Committee
- Chair of the Port Governance Committee

In 2017 the Port of Barcelona organised the annual ESPO conference entitled "Ports in a changing climate, a changing world" attended by more than 260 representatives of the maritime sector and EU institutions.

**International Association of Ports and Harbours (IAPH)**

- Presidency
- Vice-chair of Trade Facilitation and Port Community Systems Committee

The International Association of Ports and Harbours is the only forum recognised as a global spokesperson for the port sector, and its ports bring together around 80% of global container traffic and more than 60% by weight.

**Intermed**

- Founding member and member of the Executive Committee



This association, comprising the ports of Barcelona, Genoa and Marseilles, organised the first Medports Workshop in this latter city, where solutions were discussed to reduce CO<sub>2</sub> emissions at Mediterranean ports.

#### Medcruise

- Member of the association

This year was the last in which the Port of Barcelona participated as a member of the Board of Directors of the Mediterranean Cruise Port Association, although it continues to play an active role in all the assemblies and working groups.

**Other organisations** in which the Port participates actively:

- Association Internationale Villes et Ports (AIVP)
- Association of European Vehicle Logistics
- Association of the Mediterranean Chambers of Commerce and Industry (ASCAME)
- Coffee Federation, European Intermodal Association
- FERRMED
- Interferry
- World Association for Waterborne Transport Infrastructure (PIANC)

#### ORGANISATIONS LINKED TO THE CHINESE MARKET

It is essential for the Port of Barcelona to maintain a close relationship with the Chinese market, which is its principal trading partner in container traffic, with a share of 22%.

#### Barcelona China's European Logistics Centre (BARCELOC)

A joint project involving the Port of Barcelona, Catalonia Trade & Investment and Barcelona City Council, which aims to attract multi-country distribution centres for Barcelona.

The main innovation in 2017 involved increasing the number of countries at which the project is aimed, since it was initially designed for the Chinese market.

In this regard, 26 enquiries were received from companies in various countries including China, Japan, India, France, the USA and Canada, interested in setting up a factory or a logistics warehouse in Barcelona and/or reorienting their logistics flows towards the South of Europe.

Promotional activities were rolled out in the foreland, including the holding of a lunch-discussion in Tokyo, with 16 Japanese companies from various sectors, and Barcelona's participation at the China International Logistics & Transportation Fair in Shenzhen.

#### Logistics Chair of the China Europe International Business School (CEIBS), Shanghai

The Chair is sponsored by the Port of Barcelona and is the result of the cooperation agreement between the telematic platforms of the Barcelona (PortIC) and the port of Shanghai (Shanghai E&P International).

2017 saw the continuation of the pilot project to develop the Track&Trace container service to exchange information to make the transport chain visible to importers and exporters.

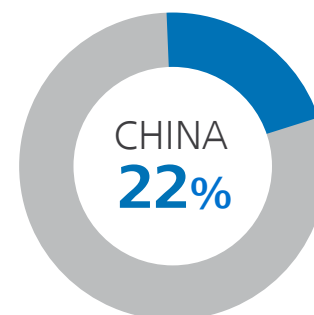
The "Cross Border E-Commerce" study on e-commerce between Europe and China started, with plans to present the initial conclusions by the end of 2018.

#### NATIONAL ORGANISATIONS

In Spain, the Port is a member of, or participates in, the following associations:

- Spanish Association for the Promotion of Short Sea Shipping
- Spanish Coffee Federation (FEC-ANCAFE)
- Barcelona European Finance Centre
- Spanish Association of Natural Gas for Mobility (GASNAM)
- UPC Agri-Food Cluster
- Barcelona-Catalonia Logistics Centre (BCCL)
- Catalan Maritime Forum










#### MAIN TRADING PARTNER IN CONTAINER TRAFFIC



**INTERNATIONAL PROJECTS**

The Port of Barcelona continues to participate in various international projects that receive financial assistance

from the European Union. Significant this year was the awarding of the new BCLink - MOS for the future project.

<b>INTERNATIONAL PROJECTS</b>			
<b>PERIOD</b>	<b>PROJECT</b>	<b>ACTION</b>	<b>PROGRAMME</b>
2018-2020	<b>BCLink-MoS for the future</b>	Improving the Motorway of the Sea between Barcelona and Civitavecchia by improving certain infrastructures. Specifically at the Port of Barcelona it involves adapting the Contradic wharf to MoS traffic, through two activities: reinforcing the Contradic Nord alignment and extending the ro-ro ramp, and adapting the Contradic wharf rail terminal.	
2016-2018	<b>RePort</b> <b>MOBILITAT ECO</b>	Reducing pollutant emissions caused by lorry transport to the Port and improving existing technology in dual fuel engines to help consolidate liquefied natural gas (LNG) use.	<b>RIS3CAT</b>
2016-2018		Adapting the Princep d'Espanya terminal and building a new rail link to improve the service and increase the transport of electric cars using the Motorways of the Sea.	
2015-2018	<b>New Southern Rail and Road Access to the Port of Barcelona. Phase 2. Connection Works</b>	Building the new rail access to the Port of Barcelona, which will absorb the rail traffic generated by the enlargement of the Port and its logistics areas. It involves creating approximately 10.8 km of new roads.	
2015-2018		Developing maritime traffic management services and the coordination processes between the control tower and technical-nautical services using information technology.	
2014-2020		Rolling out LNG in shipping through a series of pilot actions such as adapting a barge to supply LNG to vessels and adapting port machinery and designing a tug powered by this fuel.	
2014-2017	<b>CLEANPORT</b>	Adapting a ship from the Balearia company to use LNG as fuel in its auxiliary engines and connecting the vessel berth to the Port with the LNG supply.	

## COMMERCIAL PROMOTION

During 2017 the Port participated in **15 fairs** (on 10 occasions with its own stand) and more than 10 conferences, both national and international. The Port of Barcelona is leading the participation in these acts with the dual objective of promoting its services and acting as an umbrella of the Port Community.

Its joint participation at the most significant fairs in the sector creates important synergies and adds value and competitiveness to companies in the sector.

## PRESENCE AT FAIRS AND CONGRESSES

By geographic and commercial areas:

### EUROPE

- **Transport Logistic** (Munich, Germany), Europe's leading fair in the transport and logistics sector. This year, the digital revolution was a central theme, closely aligned with the goal of digitising the Port.
- **Fruit Logistica** (Berlin, Germany), a fair dedicated to logistics and international trade in fruits and vegetables, in which the Port has participated as a visitor since 2003 and as an exhibitor since 2007. The Port took part once again with Grimaldi Group and Mercabarna, to promote import traffic from Central and South America as well as short-sea traffic, while repositioning Barcelona as a logistics and distribution hub for this type of products.
- **MEDFEL** (Perpignan, France), the fruit and vegetable sector fair in the Euro-Mediterranean area.
- **Fruit Attraction** (Madrid), the international fruit and vegetable fair.
- **5th Med Ports** (Barcelona), a congress organised with the support of the Port of Barcelona and focussing on the promotion of Mediterranean ports to attract foreign investments.
- **Barcelona International Logistics Fair** (Barcelona). An annual and unmissable event for the Port of Barcelona, where it again opted for a proactive presence, organising a programme of conferences, presentations and networking days at its stand.

### AMERICAS

- **Intermodal** (Sao Paulo, Brazil). The Port has made efforts to consolidate contacts with ship owners, logistics operators and ports and to establish new commercial links in this strategic market.
- **Latin American Congress of Ports** (Uruguay), organised by the American Association of Port Authorities (AAPA).
- **Expo Carga** (Mexico), a fair focused on freight, which brings together around 9,000 international professionals.

### ASIAN MARKET

- **9th WCA Worldwide Conference** (Singapore), in which the Port participated in application of the current cooperation agreement with the WCA Family and China International Freight Forwarders Association (CIFA).
- **14th WCA Sino-International Freight Forwarders Conference** (Shanghai, China). Participation in application of the agreement with the WCA Family and CIFA.
- **12th International Logistics and Transportation Fair-CILF** (Shenzhen, China), the main logistics and transport fair in Asia, where the Port participated with its own stand under the BARCELOC initiative.



- **14th Trans Middle East** (Tehran, Iran), a fair that brings together the main shipping companies, logistics firms, ports and operators of maritime terminals in the Middle East.

## MAGHREB

- **6th Hispano-Moroccan Transport and Logistics Sector Meeting** (Tangier, Morocco), an event bringing together the key players operating between both countries, especially with the port of Tanger Med. The Port of Barcelona has taken part since the first edition and this year it received an award for Promotion of Hispano-Moroccan Cooperation.

By sectoral or activity areas:

- **Automotive.** In this sector, which is of strategic importance both for port activity and for the entire Catalan economy, the Port participated in the **ECG Conference 2017** (Brussels, Belgium) and in working groups of associations such as the **Catalonia Automotive Industry Cluster** (CIAC) and the European Car Transport Group (ECG).
- **Short sea shipping.** Participation in conferences and working groups of the Spanish Association for the Promotion of Short Sea Shipping (SSPC), of which the Port has been a member of the management board since 2010, in addition to the **SSPC Annual Conference**, in Santander.
- **Coffee.** The Port took part in the **7th Coffee Day** (Madrid), held on odd years alternating with the Spanish Coffee Congress.
- **Promoting maritime and logistics activity in the ports of the south.** The Port of Barcelona participated in the work seminar on **Low Carbon logistics solutions** held in Marseilles, within the MEDports Forum. This forum, organised by Intermed, gives port authorities in the Mediterranean basin the chance to share experiences and to increase international visibility.

## PROMOTING THE PORT COMMUNITY

### TRADE MISSION

The Port of Barcelona's nineteenth mission took place from 11 to 17 November 2017 in the cities of Buenos Aires (Argentina) and Montevideo (Uruguay) to foster foreign trade between Catalonia and the Río de Plata area countries to promote new business opportunities and establish or consolidate commercial ties with these two countries.

### Delegation

In light of the political situation in Catalonia, and by order of the Ministries of Public Works and of Foreign Affairs, the mission did not involve any institutional representative or anyone from the Port of Barcelona. The delegation comprised companies from the Port Community (freight forwarders, customs agents and logistics operators), import-export companies (software, aggregates and consultancy sector), and headed by the vice president of the Port Community Steering Council, accompanied by the presidents of the associations of the sector.

### Presentation of port services

Speaking before an audience of 300 businessmen from Argentina and Uruguay, the vice president of the Port Community Steering Council presented the Port of Barcelona's strategic positioning as a gateway for goods from the ports of Buenos Aires and Montevideo - whether their goods are shipped to the Iberian Peninsula, Southern Europe or North Africa - and also as the most competitive port of origin for exports from Catalonia and the European continent.

### Seminars and visits

A technical customs seminar was organised in Argentina, attended by

more than 90 professionals from the sector, with speakers from the Argentinian Association of International Freight Agents; the presidents of the Association of Customs Agents of Uruguay and of Argentina, and their counterparts from Barcelona, the president of the Association of International Freight Forwarders of Barcelona and the president of the Association of Customs Agents of Barcelona.

In Buenos Aires, the business delegation visited and learned about the operations of the Hutchison terminal in the capital's port, which is the only one with the capacity to consolidate and deconsolidate containers, and were received by the general manager of Buenos Aires Container Services - BACTSSA and the terminal manager.

During the business day in Montevideo, the president of the National Institute of Logistics of Uruguay (Inalog), the National Director of Customs of Uruguay, the President of the World Customs Organization (WCO) and the president of the National Port Administration of Uruguay.

### **Outcome**

Despite the exceptional nature of this mission, especially in the city of Buenos Aires, and the last-minute change in format, we consider that the overall outcome was satisfactory once again. As part of the mission, the associations of the Port Community signed a cooperation agreement with their counterparts; in addition, the delegation's member companies held several meetings, many of which were the result of the personalised agenda prepared by ACCIÓ.

### **STEERING COUNCIL AND WORKING GROUPS**

The Port Community Steering Council aims to enable cooperation between Barcelona Port Authority (APB) and all the public and private institutions performing their activity in the port area.

Two meetings of the Executive Committee were held during 2017 to present the progress and work achieved by each of the working groups:

#### **Corporate Social Responsibility**

- Presentation of the report on "Sectoral Sustainability of the Port of Barcelona", a document setting out the objectives of sustainable growth from an economic, social and environmental point of view, which responds to the expectations of the various stakeholders of the Port Community.
- Preparation of the 2016 Sectoral Sustainability Report, which sets 142 indicators to show the commitment to sustainability, to create links with business and define a plan of action, among other objective.

#### **Forma't al Port [Get trained at the Port]**

This working group intends to help students to reconcile training in educational centres with that provided in real work environments.

- Participation of Port Community companies and students involved in the analysis and conclusions of a survey to provide experience as a school.

#### **Quality Label**

- Activation of the Label to vessel services, presented to shipowners along with the administrative management of the stopover.

This functions via a monitoring committee and a working group on vessel services, a structure that sets goals for reviewing and periodically evaluating the results of the various elements of the new Quality Plan and propose improvements.

- Working seminar with 84 participants 8 working groups and 31 proposals presented. The objective of these conferences (a total of 18, held since 2011 with the participation of 398 technical experts and specialists) is to publicise the scope of the Quality Label and its annual results and to develop the proactive role of the companies that take part.
- IESE-organised Assessment Study on the value provided by the Quality Label to companies and to the Port of Barcelona.
- Agreement with AECO, a State-wide association made up of more than 28,000 companies from various sectors of activity to receive periodic information on the general progression of the indicators.
- Revision of the current regulations governing the Quality Label, to amend the structure and channels for approval with a dynamic management tool. The main new elements are the inclusion of vessel service commitments, the validity of biannual certification and the updating of the processes.
- By the end of 2017 there were 77 companies covered and administrations working with the Quality Label in container traffic and 7 in vessel services.

### Strategy and Innovation

This group presents the model of innovation for the Port of Barcelona based on the smart or smartly efficient city concept. In the port area, this is reflected in initiatives such as Portic, Efficiency Network and EMAS, as well as in these projects:

- PortInnova Project. The principal objectives of this third edition were to make the Port of Barcelona a meeting point for the development of high-impact projects, develop 21st century educational skills through real challenges, bring the needs of the productive fabric closer to the capacities of vocational training students and increase the visibility of student talent to the companies and organisations involved.
- In its first edition, Port Challenge Barcelona aimed to find innovative ideas using the new technologies to impact on the Port ecosystem, the citizens interacting with the Port, the workers, etc.
- Barcelona Tech City presented the winning project of the Port Innova (second edition).

## Quality

### PORT EFFICIENCY AND QUALITY

#### Quality reference service levels

During 2017 a total nine terminals were certified according to the Port of Barcelona Specific Reference Service Levels and three shipowners were certified in the corresponding Generic Reference Service Levels.







#### Certification of the Quality Management System

In October the Port's Goods and Quality Operations Department successfully passed the second audit monitoring its certification according to UNE-EN ISO 9001:2008.



## PORT EFFICIENCY AND QUALITY

### PORT OF BARCELONA SPECIFIC REFERENCE SERVICE LEVELS

Terminals certified		Date certified 2017
	AUTOTERMINAL	10/5/2017
	SETRAM	3/3/2017
	BEST	8/11/2017
	CREUERS DEL PORT	9/6/2017
	ERGRANSA	31/10/2017
	DECAL	25/4/2017
	TEPSA	8/11/2017
	CLH	3/10/2017
	TERQUIMSA	13/10/2017
Shipping companies certified		
	MSC	22/11/2017
	RCCL	10/3/2017
	TRASMEDITERRANEA	23/10/2017

### THE EFFICIENCY NETWORK QUALITY LABEL

To achieve an increasingly high level of efficiency and quality of service, the Port of Barcelona and its Port Community roll out actions and objectives to improve their competitiveness towards their customers. One of the tools used to achieve this is the Port of Barcelona Efficiency Network Quality Label, a certification obtained in 2017 by a total of 73 companies, as well as the four collaborating administrations: Customs, Border Inspection Services, SOIVRE and Barcelona Port Authority.

All of these companies and the collaborating administrations were subject to the corresponding audits (an average of two per company per year), to assess whether they meet its quality

standards. A total of **243 reports** were submitted, which meant analysing more than 635,000 data items, with an average compliance level of 90%. The results have provided the entire Port Community with information to identify areas for improvement, which are then analysed within working groups comprising all the participants in the supply chain.

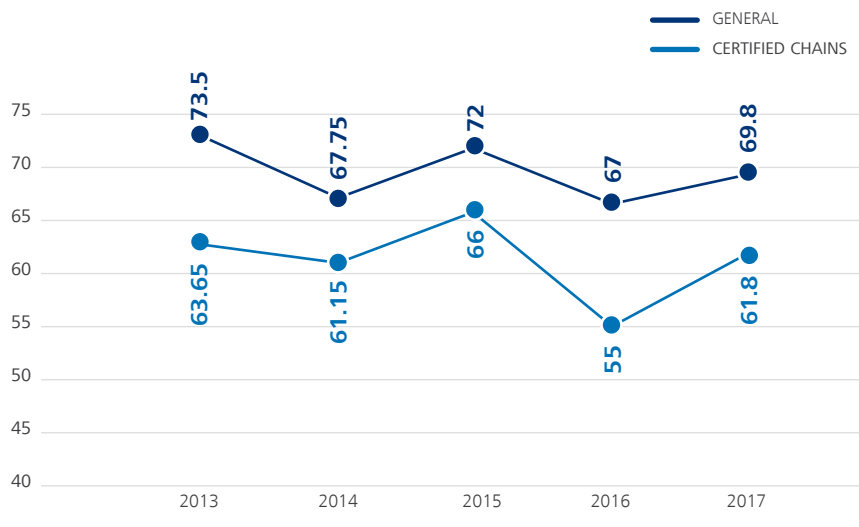
In general, the efficiency of processes guaranteed under the Label remained stable this year, especially those of certified logistics chains, as did the trend observed since the label was launched, thus the efficiency of these chains is around ten points above average for the Port.

The Quality Label actively promotes and disseminates its own quality commitments and those of the

### COMPANIES CERTIFIED BY ACTIVITY, 2013-2017

	2013	2014	2015	2016	2017
SHIPPING AGENTS	13	13	14	12	12
TRANSPORT COMPANIES	20	23	23	23	23
CUSTOMS AGENCIES/FREIGHT FORWARDERS	30	32	34	36	36
TERMINALS	2	2	2	2	2
<b>TOTAL</b>	<b>65</b>	<b>70</b>	<b>73</b>	<b>73</b>	<b>73</b>

COMPARISON OF COMPLIANCE WITH COMMITMENTS



companies and governments that work with it. In this connection, the Port quality label was present at international fairs and training activities in the Port for final customers.

Extending the brand to vessel services

This year saw the start of the process to extend the Port of Barcelona Efficiency Network Quality Label to processes related to vessel services. A working group was activated to coordinate the implementation and actions to perform in this area, comprising representatives from Barcelona Harbourmaster’s Office, Barcelona Pilots Association, the shipping agents, towing and mooring, bunkering, water services and waste removal companies and the Port of Barcelona.

These are the commitments for obtaining Efficiency Network certification in the field of vessel services:

- publishing the berthing wharf and terminal for cruise ships
- reliability in providing services to the vessel once it has docked
- reliability in ship clearance
- speeding up the granting of the discount in the waste collection fee
- reliability in the entry and exit process of vessels

On-line platform for professionals of the Quality Label

A pilot experience was launched in the last quarter of this year with the development of a training module providing certified companies the possibility to train their professionals in the various areas of managing the Brand, ranging from promotion to management of the audits.

A total of 84 professionals from the Port Community attended the course in this first edition. This training is expected to be repeated so that all professionals who wish to become experts in managing the Quality Label can take part.

THE CUSTOMER CARE SERVICE

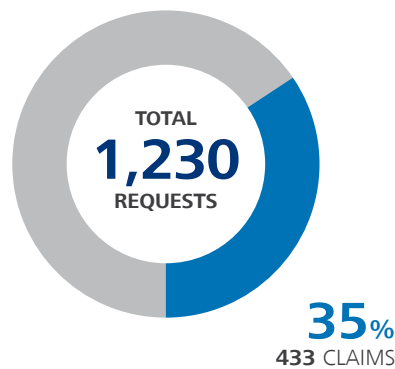
In 2017 the Customer Care Service (SAC) provided a customised response to **1,230 requests** concerning inspections, fees and traceability concerning the passage of goods. Of these, **433 were claims**, 101 of which were subject to analysis by the Efficiency Network Quality Label, leading to financial compensation being paid in 78 cases. Furthermore, **797 enquiries** were attended to.

In addition, there were **98 communications to customers** to provide them with information on such things as changes in the application of regulations and activities of the Port of Barcelona (seminars, fairs, etc).

The communication channels most used were the phone (line 902 22 28 58) and email (sac@portdebarcelona.cat).

THE COSTUMER CARE SERVICE

65%  
797 ENQUIRIES







# Corporate security area

# 6







## Corporate security area

---

The Port of Barcelona plays an active role in taking care of the various areas in which the integrity of people, goods, facilities and the environment can be affected.

---

This is done via the Port Police and the collaboration with other security forces, as well as the Industrial Security team.

---

### Port Police

Once again this year, the Port Police have played a very active role in all their areas of activity.

#### Public safety

528 criminal proceedings were launched, marking an increase of

15%. The main cause was the uptick in proceedings involving minors, as well as thefts, although the number of individuals arrested for this was lower than in previous years: 45 arrests (-15%). All other parameters remained stable.

## Traffic and road safety

The increased activity at the Port of Barcelona also led to an increase in the mobility and circulation of vehicles, which resulted in 178 traffic accidents, an accident rate nearly 40% higher than the previous year. The increase occurred in accidents resulting in material damage, while the number of minor injuries decreased by 23% and severe injuries remained stable at 6 people. The most negative aspect was that one of the accidents led to the death of the driver.

Regarding traffic offences, there was a significant increase of almost 30% in the detection of vehicles with an expired vehicle inspection certificate (419 cases). Of the 6,117 complaints from the list of Port offences, 85% were due to traffic violations. 7% correspond to cases of people accessing the port in the wrong direction as photographed by automatic systems, which fell 50% compared to 2016.

## Assistance

The negative figure continues to be accidents at work: all told, there were 109 accidents (+33%), most resulting in minor injuries. Although the number of serious casualties fell significantly, sadly two people lost their lives in 2017.

706 ambulance services were managed during the year and 576 citizens received assistance. It should be noted here that two of the Port Police patrols have been equipped with DEA defibrillators.

## Administrative area

For the third year in a row, it was a difficult year in the efforts to combat and prevent illegal peddling, especially following the terrorist attacks in August. Those events have naturally led to a change in the priorities and distribution of resources of the Catalan police force - *Mossos*

*d'Esquadra (PG-ME)* - which has meant reducing the patrols that had been covering the port area.

Several joint operations were performed, involving the seizure of large amounts of material from up to 80 vendors in one day. A total of 929 seizures of goods took place and more than 15,000 confiscated products were destroyed, with a total weight of 3.2 tonnes.

## Port area

In this area, we want to underscore the good work done in controlling accesses, making it possible to detect and withdraw 1,422 expired access badges. 208 cases of breakages were registered, including 67 corresponding to the smashing of barriers at special railway intersections. In addition, 240 internal work requests were made for anomalies observed in the public thoroughfare, and cases were detected and opened for 45 abandoned vehicles.

Among other matters, the support office managed 4,853 entry/exit registries, as well as checking and managing 4,600 staff permits and incidents.

## Port security

The most notable events related to **compliance with port protection regulations** in the Port of Barcelona in 2017 were:

- Drafting the Specific protection plan, derived from Law 8/2011 and Royal Decree 704/2011 on Critical Infrastructure Protection, which includes all the security measures implemented in the Port of Barcelona, as approved by the Secretary of State for Security of the Ministry of Foreign Affairs and the Interior.
- The third validation tests of canine units to detect explosives by the private security companies that provide supply services to ships at the



# 1,422

EXPIRED ACCESS BADGES



# 208

CASES OF BREAKAGES WERE REGISTERED



# 240

INTERNAL WORK REQUESTS FOR ANOMALIES OBSERVED



# 45

ABANDONED VEHICLES

international cruise terminals. The 33 participants that passed (out of a total of 102) were entered in the annual register at the disposal of shipping companies, freight agents and terminal operators.

- The opening of the facilities of the marine base on Adossat wharf for the Provincial Maritime Service of Barcelona (Directorate General of the Civil Guard), which is the result of the cooperation agreement signed with the Secretary of State for Security.
- The approval by the Port of Barcelona Management Board of eight security plans for various port facilities, public and concessional, affected by Regulation 725/2004/EC; in particular, concerning its risk analysis and security measures.
- The participation in the third Security Conference of Puertos del Estado and in the National Police Seminar on Security at Sea Borders.

The most important **security measures implemented** during the year were:

- The annual approval by the Committee for the Control of Video Surveillance Devices of Catalonia (Catalan government Department of the Interior) for the approval, renewal and extension of the CCTV video

surveillance system of the Port of Barcelona Control Centre and the renewal of the cameras of the accesses and terminals belonging to the SIAM automatic licence plate identification system. In this regard, and within the 2014 agreement with the General Directorate of the Civil Guard, the national and European police databases are now interconnected for consultation and real-time alerts on any vehicles accessing the port affected by pending traffic, security and judicial injunctions.

- Supervision of the private security services contracted by the Port of Barcelona for the surveillance and provision of services in access controls, truck parking, cruise security enclosures, public quays and other port areas. As a result of the agreement with the Naval Command, in 2017 we proceeded to the mandatory implementation of this type of services on port calls of military vessels, within the section on non-regulated activities of the security regulations.
- The commissioning of two X-ray vans as technical police equipment for the inspection of supplies and luggage at the cruise, short sea shipping and cabotage terminals.

Among the procedures established by the various Security Committees

37

## INSPECTIONS AND AUDITS

or checks at port facilities, affected and not affected by the International Ship and Port Facility Security (ISPS) Code.

42

## SECURITY MEETINGS

with police forces and authorities, private security companies and technological measures. Agreements and commitments consolidated with the major cruise ship companies.

12

## DRILLS

performed at various international facilities; supervision and participation in the security practices and exercises, and coordination the training centres approved by Puertos del Estado and conducting three courses to train Port Facility Security Officers in Barcelona.



derived from the Consultative Committee, we would emphasise the mandatory accreditation of ADR trucks (hazardous goods) and others that access the Energy wharf and the identification of the users of port facilities in sector 8, to guarantee regulated, automatic and operational access to the aforementioned restricted area that is critical to the control of Gate 31.

The **Passes and Permits** section issued 15,214 credentials, 7,485 of which were renewals of port of Barcelona cards, particularly for stevedores (1,060) and AG accreditation (general authorisation) for container carrier drivers (1,570) -, while 7,729 correspond to new Port users, more than twice the figure for the previous year due to the new credentials for the hauliers on the Energy wharf.

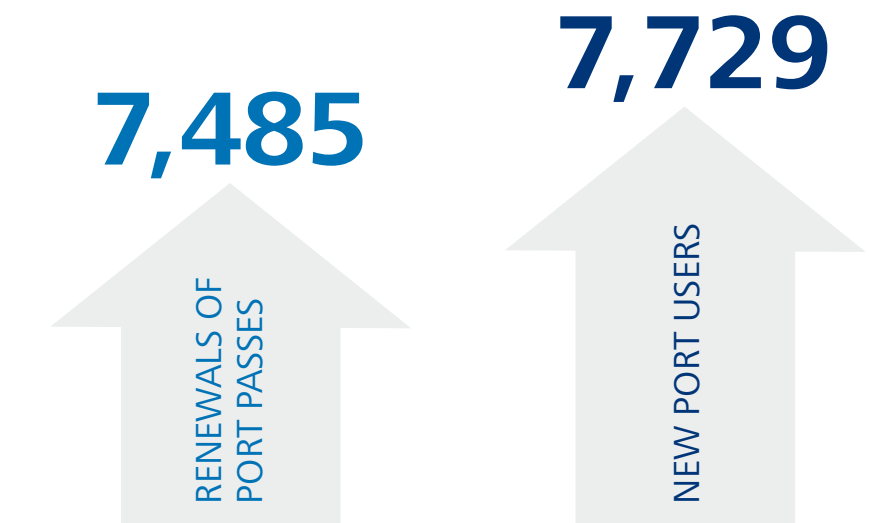
In addition, 134 permits were authorised for acts, events and filming and there were 5,774 complaints processed under the Services and Police regulations.

## Industrial Security

During this period, the Port of Barcelona **Self-protection plan (PAU)** has become part of the HERMES **Electronic Register of self-protection plans** platform of the Directorate General for Civil Protection of Catalonia, to formalise its approval in accordance with Decree 30/2015 of the Generalitat de Catalunya.

Various **fire fighter training courses** were held within the Cooperation Agreement with Barcelona City Hall and in exercise of the respective competencies in the field of Civil Protection, Prevention and Extinction of fires and Rescue, at the following specialised centres: SEGANOSA (Pontevedra), TUNNEL SAFETY TESTING (Asturias), and the Red Cross of the Sea of Zarautz.

## PASSES AND PERMITS



Within the framework of **Mutual Assistance Agreement (PAM)** - which includes the companies affected by the legislation on major accidents and the largest in terms of volume located close to these on the Energy wharf, and those located in the ZAL-Prat and South wharf -, **internal drills** of the companies concerned were planned and performed, with the external help of the Port's PAU. Other issues related to the security of facilities, to mobility and access control to the most secure area were also addressed at these meetings.

In total there were **22 drills, practices and exercises, activating the Port of Barcelona PAU**, including those of the companies affected by the Catalonia Chemical Security Plan (PLASEQCAT). The Barcelona Fire Brigade took part in a total of 20 exercises on land, sea and underwater.

Regarding management of Hazardous goods, in accordance with the handling requirements set by Royal Decree 145/89, in 2017 a total of 152,398 authorisations were granted (+24%), marking a new record. By volume, 750,797 tonnes of hazardous goods cargo (6%) were mobilised (+6%).

For the first time, liquid natural gas (LNG) cargo operations were authorised as fuel for cruise and ferry vessels, once handling procedures had been approved, and with the presence of the Barcelona Fire Brigade Prevention Group.







# Social Area

7







## Social area

---

The organisation seeks to achieve the well-being of the people working there, fostering job satisfaction, promoting health and safety and improving the key processes that affect them

---

### Staff strategy

2017 was the year in which all of the objectives set for the current Staff Plan, which includes the period 2017-2020, were achieved.

The Staff Plan responds to weaknesses and threats detected and the need to anticipate changes. It seeks to fulfil the objectives of the Staff Department to work on staff

commitment, a common feeling of belonging, enthusiasm and positivity; in short, it is an attempt to achieve welfare at work.

The restrictions on hiring authorisations make it more necessary than ever to have a staff policy that ensures the continuity of business in the near future. At the same time, it should guarantee that people with a high potential and



performance capacity are recruited, by retraining and adapting jobs to new realities and ways of working.

The organisation considers differential achievement as the basis for professional development, and also works to promote a more horizontal structure, where internal talent can emerge and be recognised. Recognition and differentiation are key elements.

Promoting health and safety at work is also a priority objective, which goes well beyond prevention and aims to consolidate the concept of a healthy company.

The organisation also places emphasis on improving key processes: firstly by systematising operational staff, and secondly by designing the processes that define the long-term relationship between people and the company.

## Structure, equality and diversity

### Characteristics of the workforce

The workforce of Barcelona Port Authority increased slightly during 2017, mainly with the temporary recruitment of personnel covered by an agreement, but also with the recruitment of one person not covered by an agreement.

At the end of 2017, staff numbered **534 people** (70 of whom are not covered by an agreement) with the following characteristics:

### Equality and diversity

The Standing Committee for Equality registered no incidents related to equality and/or harassment throughout the year.

### CHARACTERISTICS OF THE WORKFORCE

534 people



**70%** MEN  
**30%** WOMEN



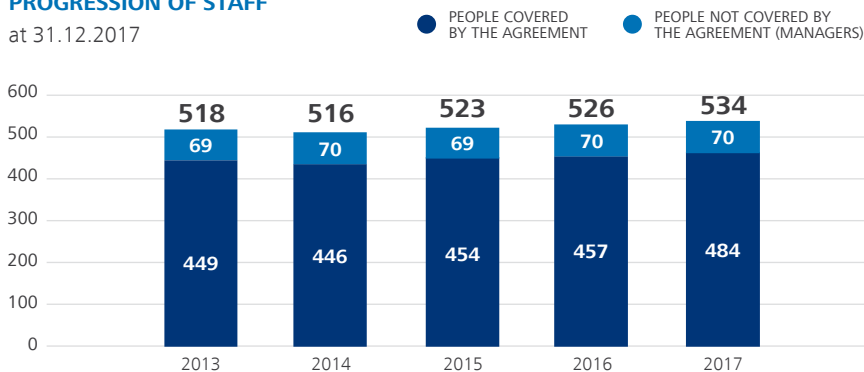
**75%**  
OVER 40 YEARS OLD



**66%**  
HAVE WORKED MORE THAN 15 YEARS  
IN THE ORGANISATION

### PROGRESSION OF STAFF

at 31.12.2017



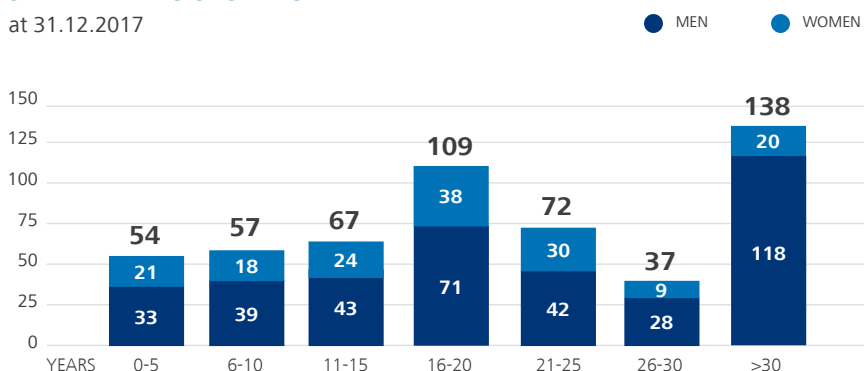
### STAFF BY AGE GROUPS

at 31.12.2017

	16-30 years	31-40 years	41-50 years	51-60 years	61-70 years	
Men	20	72	118	126	38	<b>374</b>
Women	3	38	58	49	12	<b>160</b>
<b>TOTAL</b>	<b>23</b>	<b>110</b>	<b>176</b>	<b>175</b>	<b>50</b>	<b>534</b>

### STAFF BY YEARS OF SERVICE

at 31.12.2017



In the wake of new incorporations to the Standard Committee for Equality, a training course addressed to all Committee members was provided in May.

The new three-year Equality Plan (2017-2019) was also drafted. Significant among the actions planned for roll-out in the medium and long term are promotion of the Concilia Plan, including information on gender violence in the Equality Plan and performing new actions on equality and awareness-raising throughout the workforce.

### Benefits

Given the economic context, and in compliance with the instructions of the Executive Committee of the Inter-ministerial Commission on Remuneration (CECIR) and the relevant legislation, the organisation had to maintain cuts to the budget allocated to social benefits for all workers, known as the Social Fund.

Also in accordance with Law 3/2017 of 27 June 2017 on the General State Budgets for 2017, the contributions by the promoter of the pension plan for employees was suspended for the entire year, with the company unable to make any contributions.



## Social action

Thanks to the Sectoral Sustainability Plan, it was possible to publish the first **Port of Barcelona Sustainability Report**, a transparency and commitment instrument that responds to the relevant objectives of the Port of Barcelona Third Strategic Plan and analyses how the Port is progressing towards more sustainable scenarios.

The Sustainability Plan specifies that sustainable growth must take account of the expectations of the various stakeholders, be aware of the level of response provided them by the Port Community and plan the necessary actions for improvement. Guaranteeing sustainable growth is crucial for the Port of Barcelona.

All in all, 54 Port organisations have joined the Sectoral Sustainability Plan, and the information gathered was used to draft the first report, based on 2016 data, and aims to inform our stakeholders and society at large about the main actions performed in the economic, social and environmental fields.

A series of wide-ranging actions were performed under the **organisation's social sustainability policies** this year, including:

- 0.2% of the money spent on issuing luncheon vouchers for 2016, totalling € 1,760.08, was allocated to **Casal dels Infants del Raval**, a social entity that supports children, young people and their families during the educational process.
- The Saint George's Day roses that Barcelona Port Authority distributes among its staff were hand-made by volunteers from the **Barcelona Actua** Foundation, an organisation that performs actions in solidarity with the most vulnerable groups and those at risk of social exclusion in various neighbourhoods of Barcelona.
- The Port of Barcelona has taken part in the **5th Solidarity lunch for a future without Alzheimer's**, an initiative held on 6 May, which aims to raise funds for research into this, and other, neurodegenerative diseases. The event brought together around 550 professionals from the sector, accompanied by family and friends, and the € 23,000 raised were handed over to the Pasqual Maragall Foundation.
- The **30th Seafarers' Event**, organised in November by the Port of Barcelona Welfare Committee, focused this year on strengthening relations between ship crews and land personnel in the area of port loading and unloading operations. The initial activity took place at the BEST terminal and brought together the crew of a ship and the ground staff to discuss the needs and expectations of both groups under the title "Experiences quayside". A round table on "Dialogues in a plural society" was also held, along with a sporting event in the shape of a five-a-side football tournament with teams comprising crews of ships and land crews.
- Under the "**Nadal Solidari 2017**" [Solidarity at Christmas time] campaign from 11 to 15 December, 1,360 kg of food was collected and delivered to the Barcelona Food Bank along with 4,655 units of personal hygiene products, which were delivered to the IReS Foundation. The solidarity campaign was made possible again this year thanks to collaboration with APM Terminals, Port of Barcelona ZAL, ESTIBARNA-SAGEP, the CARES Foundation, the associations of the Logistics Community and Port companies and administrations.
- We collaborated with the campaign "**Posa't la gorra!**" [Put on your cap!] promoted by the Association of Family and Friends of Child Cancer Patients of Catalonia (AFANOC) to raise awareness and

### COLLECTION NADAL SOLIDARI 2017



**1,360 kg**

FOOD



**4,655 u.**

HYGIENE PRODUCTS

publicise the existence of childhood cancer and its side effects, such as hair loss.

- The quarterly **magazine of the CARES Foundation, *Naranja y Azul*** [Orange and Blue] was printed using the Port's own resources. The Foundation's mission is to ensure decent work for persons with disabilities and/or at risk of social exclusion by helping them develop relational and professional skills, particularly in logistics.
- The **Port of Barcelona Dance Section** organised several dance activities on the street. Its goals include solidarity actions, which this year were as follows: to raise funds for the TV3 dial-in fundraiser, for the fight against Alzheimer's and food for Barcelona Food Bank.
- Actions to raise awareness and disseminate sustainability in various forums, such as the interview at **BTV's Verd Primera [First Green] programme**, during which the origins and certain key points of the Port's Sectoral Sustainability Plan were explained, along with the presentation of this plan made at the **Barcelona International Logistics Fair (SIL)**.

## Training

A total of 384 training activities were carried out in 2017, aimed at worker groups and individual employees. The number of training activities, students and training hours increased overall, with the level of general satisfaction of the activities at more than 8 out of 10.

### Training Plan in Digital Skills and Innovation

This is one of the plans in which activity increased the most, since all the joint and individual actions performed by the workers have been included for this purpose. This includes actions to update tools from different jobs.

### Sustainability training plan

This plan is directly related to the organisation's strategic objective of sustainable growth and includes promoting actions in environment, equality, ethics and risk prevention. It has doubled the number of actions carried out with respect to the previous year.

### Port Police training plan

Work continued with the continuous training plan defined jointly with the

## TRAINING ACTIVITIES

Training Plan <sup>(TP)</sup>	Training <sup>(1)</sup>	Students <sup>(2)</sup>	Satisfaction	Training hours <sup>(3)</sup>
Public Management TP	6	93	8.52	232.00
Digital Skills and Innovation TP	36	259	8.78	1,364.00
Sustainability TP	15	88	9.06	266.00
Port police TP	42	296	7.79	7,174.00
Languages TP	149	276	9.31	6,101.50
Specific TP	24	42	8.33	766.25
Skills TP	106	137	7.86	2,880.00
Managers TP	6	6	9.03	216.00
<b>TOTAL</b>	<b>384</b>	<b>1,197</b>	<b>8.58</b>	<b>18,999.75</b>

(1) total number of students who completed training activities

(2) number of hours for each activity per number of students who completed activities

(3) these data correspond to training activities started and finished in 2017. However it is worth pointing out that 40 training activities that started in 2015 and 2016 were completed in 2017 and that 22 training activities that were started remain open and are scheduled for completion in 2018.

Institute of Public Security of Catalonia. In 2017 three editions of various scale courses were also held: a new edition of the basic Port Police course, an edition of the corporal's course and a further deputy inspector course. A total of 24 Port Police officers participated.

### Language training plan

Once again this year, we maintained the strategy of small group sizes with a similar level of language skills and common work themes and areas. Furthermore, the offer of training includes the possibility of undertaking starting courses. This is just one of the training plans that has increased its activity and number of students and has attained a higher score with respect to the previous year.

### Management Development training plan

This year we have studied and evaluated the activities carried out since the programme began. For this reason, we focused on individual actions.

### Other training activities

Within the scope of **Responsible Public Management**, we offered training in the new recruitment procedure. Furthermore, the **Specific training plan** attended to the needs of various posts and training continued in technical skills defined in the skills model of Puertos del Estado and the port authorities.

### European School of Short Sea Shipping

This entity, linked to and located in the Port of Barcelona, continues to work intensely both with regard to promoting intermodality and providing specialised training in this area.

During 2017 the European School of Short Sea Shipping organised 36 courses involving 1,300 participants (compared to 883 the previous year).

As regards the venues, there were 19 courses in Barcelona and the rest on board the ferries on the Barcelona-Civitavecchia (14), Barcelona-Genoa (2) and Tangier-Barcelona (1) routes. As far as the profile of the students is concerned, 26% came from companies and institutions, 28% were postgraduate students, and the remaining 46% were vocational training students. In general, the courses scored more than 4 out of 5.

In addition, during this year, the European School of Short Sea Shipping organised 38 workshops, which were attended by 1,430 people. A total of 35 training centres from 46 countries participated in the actions organised this year by the School, plus courses and visits.

## Internal communication

In 2017, internal communication was consolidated as a strategic tool to foster worker commitment with the organisation, based on a very clear premise: to give workers a leading role in communication. This is the goal of the Port of Barcelona brand as an employer, which has been named **Naveguem Junts** [Let's sail together], launched in 2017 as one of the pillars of Barcelona Port Authority (APB) Staff Plan.

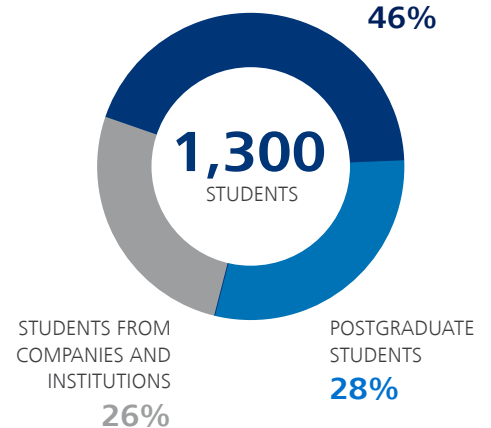
More than 50 different actions were developed throughout the year. On the one hand, actions were undertaken to reinforce an internal model in which two of the fundamental pillars are recognition and welfare of the people in the organisation.

To achieve this objective, we have worked to promote the use of multimedia formats to increase the impact of the communications and to give greater visibility to the staff at the APB, among other efforts. Video and computer graphics are increasingly used to the detriment of other more traditional formats.



36 COURSES

VOCACIONAL TRAINING STUDENTS  
46%



38 WORKSHOPS





We have also aimed to reconstruct face-to-face meeting and participation spaces where the people in the organisation can share experiences. We have achieved tangible results in this connection, since the number of attendees at these events has doubled, with very positive dynamics generated among the participants.

Finally, we have worked especially to disseminate the actions taken to promote staff welfare. The slogan "La mar de bé" [feeling great] was used to cover all of the APB's dissemination actions as a healthy company to publicise the various health campaigns performed, promote healthy habits or provide specific advice and recommendations.

## Medical services and prevention of occupational risks

### Medical services

The medical centres on the Bosch i Alsina wharf and the WTC Barcelona building offer a wide range of healthcare and social options to 1,459 people, according to the latest census. During 2017 the personnel from the

Medical Services of Port of Barcelona attended a total of 16,360 visits. These various services continued to provide a sufficient level of healthcare, which keep rising year after year.

The procedures and protocols for unifying guidelines for the organisation's healthcare and professional medicine practitioners are based on the Catalan Health Plan and the new health monitoring guidelines agreed by the workers' representatives. Furthermore, the protocol from the Spanish Organic Law on Data Protection adapted to medical services provides an important boost, as it ensures that all highly sensitive data concerning health are safeguarded.

This year we continued inform through **educational activities about healthy habits** using the following tools:

- the campaign to give up smoking with pharmacological means, in collaboration with the Atlantida health care plan. The study conducted throughout the year confirms that smoking among workers is 3.5% lower than the average for Catalonia as a whole.
- Identification as a healthy company, with the slogan "La mar de bé"

### POTENTIAL USERS

at 31.12.2017

529	475	214	116	137	TOTAL <b>1,459</b>
ACTIVE APB STAFF	RELATIVES OF ACTIVE STAFF	RETIRED WORKERS	RELATIVES OF RETIRED WORKERS	OTHERS (temporary workers, widows, orphans and others)	

### VISITS ATTENDED

at 31.12.2017

4,122	5,612	1,851	4,775	TOTAL <b>16,360</b>
NURSING VISITS	SPECIALITIES	GENERAL MEDICINE	REHABILITATION	

[feeling great], which aims to provide necessary and adequate information on healthy habits.

- publications on the corporate Intranet providing basic first aid tips.
- and prevention of musculoskeletal problems of the back, with a publication entitled Escola de l'esquena [back school] on the Intranet and workshops to demonstrate live the most suitable positions and stretching.

**Health monitoring** entailed performing 329 medical examinations on staff members: 273 on permanent employees (representing 49.5% of the total workforce) and 56 on temporary workers (10.2% of the average annual workforce).

### Prevention of Occupational Risks

The Prevention Service organised and participated in the 15th Port Seminar on Prevention of Occupational Risks, promoted by the Working Group on Prevention under the Steering Council for Promotion of the Port Community and FREMAP Health and Safety, held in cooperation with the APB's Corporate Social Responsibility service. The seminar, entitled **Prevention assurances**, tackled various initiatives developed in risk prevention and social responsibility in the Port Community.

Likewise, the prevention management model was again certified under international standard **OHSAS 18001** on prevention of occupational risks, which is the international quality standard in prevention management in companies.

The work of the Steering Council's Sub-Working Group on Health Emergencies - involving the SEM (Medical Emergencies System), CILSA, the FREMAP Prevention Service, Port Police and TEPSA - and the good joint work and coordination of their services meant that almost all

emergency health assistance cases could be attended to in a maximum of five minutes.

The number of defibrillators installed in the port area and the Port Police vehicles was increased to improve cardioprotection in the Port, maintaining its status as a cardioprotected space.

This year there were 34 accidents involving APB staff, all of which were minor, of which 14 led to sick leave. The total incidence rate, i.e. the total number of accidents with and without sick leave in relation to the number of employees fell by 13% year on year.

The prevention management model was again certified under international standard **OHSAS 18001** on prevention of occupational risks, which is the international quality standard in prevention management in companies.







# Environmental area

# 8





## Environmental area

The Port of Barcelona works to reduce the impact of its activity on the environment, to reconcile its usual activity with non-port uses and at the same time to promote the sustainability of the logistics chain, which is an important link.

### Sustainable objectives

The Port of Barcelona's objectives and actions aimed at guaranteeing environmental sustainability revolve around **four axes**:

1. Ensuring that the activities performed in the Port have only a minimal impact on the environment and fostering efficient use of energy and material resources.
2. Fostering the most environment-friendly transport systems to guarantee a reduction in induced impacts beyond the Port itself.
3. Promoting medium and long-term alternatives to hydrocarbon mobility fuels for freight and passenger transport.
4. Cutting atmospheric emissions of port activities to help improve air quality in the Port and its surrounding area.





Since 2014, the Port of Barcelona has implemented an environmental management system certified by ISO 14001 and by the ESPO Ports Environmental Review System (PERS) included in the EMAS III European company register.

Pilot tests were completed with natural gas in 2017 under European maritime mobility projects, which, together with other initiatives, will allow Barcelona to become the first Mediterranean port with the capacity to supply liquefied natural gas (LNG) to any ship that requests it.

## The port's impact on its surroundings and on the environment

The Port of Barcelona measures the environmental impact of port activities and develops management tools for waste, air, water and soil. It also coordinates and facilitates the

organisation's own actions and the initiatives generated by port terminals.

One of the main management tools for monitoring environmental incidents **involves activating specific procedures** from the Port Police Control Centre when an incident is detected or notified. 154 were registered this year.

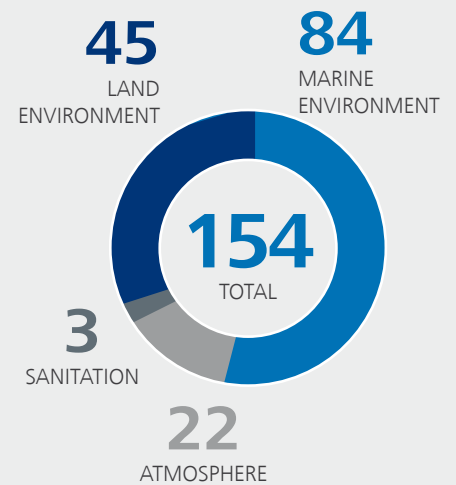
### MANAGING THE MARINE ENVIRONMENT

#### Contamination by oil spills

The Port applies an active policy for preventing incidents and accidents involving oil spills in port waters. The instrument used to respond to such spills is known as the P.I.M. (Internal Marine Plan).

In 2017 there were 54 alerts concerning pollution of port waters, but only seven cases required specific response and collection actions.

### ENVIRONMENTAL INCIDENTS



### CONTAMINATION BY OIL SPILLS



**54**

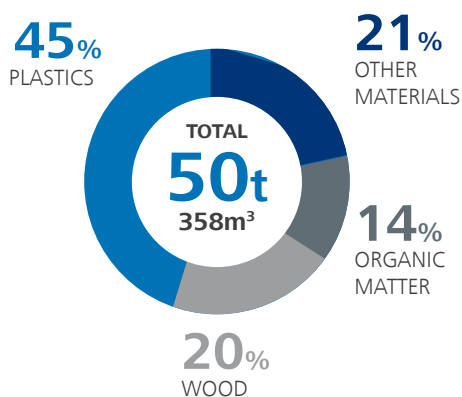
ALERTS CONCERNING POLLUTION OF PORT WATERS

**7**

SPECIFIC RESPONSE AND COLLECTION ACTIONS



## FLOATING WASTE RECEIVED BY TYPE



## Port water cleaning

The Port has a water surface cleaning service that works 24/7 using specialised vessels and staff.

## Monitoring water quality

Under the plan for monitoring bodies of coastal water, agreed with the Catalan Water Agency, the Port of Barcelona monitors port water quality with bimonthly controls on physical-chemical parameters and nutrients in the water column, and two complete campaigns to analyse for metals and organic pollutants in water and sediments.

## Receiving ships' waste

According to the International Convention for the Prevention of Pollution from Ships (the MARPOL 73/78 Convention), all ports must have appropriate facilities and specific services for the effective receipt of ships' waste.

## PORT WATER QUALITY, 2014-2017

Parameters	2014 (summer)		2015 (summer)		2016 (summer)		2017 (summer)	
	offshore waters	internal waters	offshore waters	internal waters	offshore waters	internal waters	offshore waters	internal waters
Temperature (°C)	22.75	23.62	16.92	19.46	17.63	18.18	22.67	22.45
Salinity (mg/l)	37.92	38.05	37.77	37.80	38.07	38.04	37.71	37.70
Turbidity (FTU)*	0.56	4.01	--	--	20.63	55.66	1.20	4.04
Density (kg/m <sup>3</sup> )	1,026.27	1,026.08	1,027.64	1,027.02	1,027.65	1,027.48	1,026.19	1,026.11
Chlorophyll (µg/l)**	<1	1.2	3.04	2.57	1.23	2.19	0.37	1.67
MIS (mg/l)***	5	6.5					--	3.15

\*FTU: Formazin Turbidity Unit

\*\*µg/l: microgram/litre

\*\*\* MIS (mg/l): materials in suspension. milligram/litre

MARPOL WASTE COLLECTED, 2013-2017 (in m<sup>3</sup>)

Type	2013	2014	2015	2016	2017
<b>MARPOL I (liquid hydrocarbon waste, including sub-types Ib &amp; Ic)</b>	58,848	60,289 (2,860 services)	69,358 (3,001 services)	74,131 (3,258 services)	77,174 (3,190 services)
<b>MARPOL II (liquid chemical waste)</b>	527	393 (21 services)	589 (29 services)	741 (34 services)	4,351 (87 services)
<b>MARPOL IV (waste and sanitary waters)</b>	6,819	3,755 (77 services)	3,494 (191 services)	2,283 (122 services)	653 (9 services)
<b>MARPOL V (solid waste)</b>	82,210	79,956 (5,561 services)	86,689 (5,909 services)	81,749 (6,266 services)	82,994 (6,630 services)
<b>MARPOL VI (exhaust gas cleaning residues)</b>	-	100 (3 services)	257 (8 services)	800 (35 services)	330 (18 services)

## MANAGEMENT ON LAND

### Street cleaning

In 2017 a total of 116 actions were taken outside the planned service by the contractor for the street cleaning and waste collection service:

- 62 ordinary service (no extra cost);
- 54 extraordinary, which include 76 days of additional cleaning at the

passenger terminals and 27 days of cleaning of the pits on the Energy wharf.

### Waste from land-based activity

In total, the Port handled more than 802 tonnes of waste from activities such as street cleaning, water cleaning, gardening and managing the waste generated by its own activity, from incidents or abandoned cargoes.

### WASTE COLLECTION, 2013-2017 (tonnes)

Types of waste	2013	2014	2015	2016	2017
Non-hazardous (selective)	352.7	321.8	299.7	320.1	363.1
Hazardous (selective)	59.01	49.2	69.1	45.6	63.6
Total selective collection	411.7	371	368.9	365.7	426.7
Total non-selective collection (ordinary)	311.74	404.4	431.2	435	375.7
<b>TOTAL</b>	<b>723.4</b>	<b>775.5</b>	<b>800.1</b>	<b>800.7</b>	<b>802.4</b>

## MANAGING THE ATMOSPHERIC AREA

### Air quality

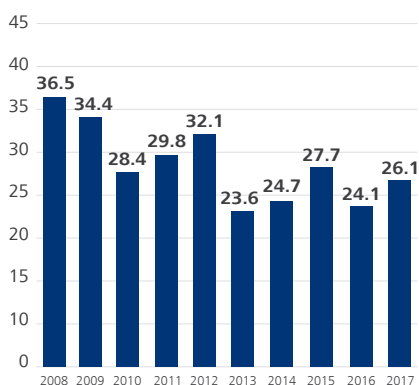
The APB's Weather and Air Quality Surveillance Network (XMVQA in its Catalan initials) provides information on the quality of the air in the Port and weather information to support the various activities undertaken there, such as ship navigation or handling of goods in the terminals.

In addition to the secondary pollutant gas ozone (O<sub>3</sub>) and evaporative fuel gases such as benzene (C<sub>6</sub>H<sub>6</sub>), the network measures the average annual concentrations (in µg/m<sup>3</sup>) of the main pollutants.

As far as meteorological variables are concerned, data are obtained on wind speed and direction, which is the phenomenon that most affects port operations. However, the Port's interest also focuses on rainfall, temperature

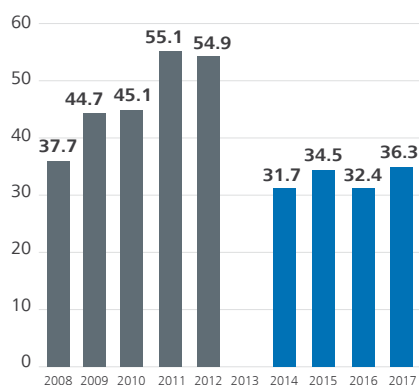
### PARTICULATE MATTER\*

PM10 Port Vell



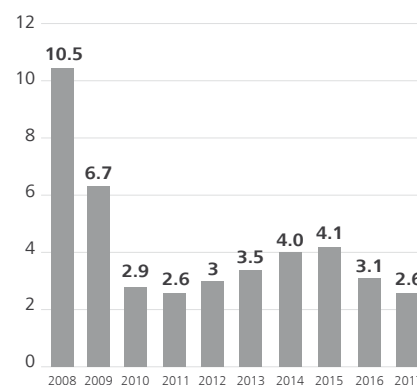
### NITROGEN DIOXIDE

NO<sub>2</sub> ■ Mobile unit (Energy wharf) ■ ZAL Prat



### SULPHUR DIOXIDE

SO<sub>2</sub> Basin Sud



\*Dust, determined as particulate matter less than 10µm in diameter (PM10).

and relative humidity of the air, atmospheric pressure and solar radiation.

### Improving air quality in the metropolitan area and the city

The Port of Barcelona has implemented the Air Quality Improvement Plan approved in 2016, with 53 actions grouped in different fields of action, as follows:

- Providing infrastructures for supplying and developing pilot projects to promote rapid implementation of alternative fuels - particularly natural gas - for cargo transport.
- Starting the study on the feasibility of providing a wharfside electrical connection for vessels moored.
- Progress in implementing a new system of discounts for vessels to promote improved environmental performance and attract “cleaner” ships.
- Replacing 23 diesel-engine vehicles from its own fleet with electric vehicles and installing a public recharging point at the Barcelona wharf.
- Making progress in the electrification or gasification, as appropriate, of port terminal machinery.
- Promoting the use of rail and short sea shipping (SSS) as an alternative to road haulage, with new and better infrastructure, new operators and consolidating and constantly improving services.
- Promoting sustainable mobility criteria in the port area and among the port companies.
- Approving the protocol of actions to reduce the emissions of the port activity in the event of an environmental episode being declared by the Catalan Government.

The Port of Barcelona continues to implement Liquefied **Natural Gas (LNG)** as a competitive and sustainable alternative to hydrocarbon fuels used until now in maritime and land freight transport. It is sustainable because it eliminates emissions of sulphur dioxide and particulate matter; furthermore its emissions of NOx (nitrogen oxides) are 85% lower than those of diesel and fuel oil; and it is competitive because it is the cheapest energy source with the most stable prices.

Results have also been achieved thanks to the Port of Barcelona participating with other partners in **projects receiving support from European funds** (Chapter 5):

- **Cleanport** (CEF fund) has made it possible to install a natural gas-fuelled auxiliary engine to a ferry plying the Barcelona-Palma route each day, replacing the diesel engine used hitherto. It is already being used during stopovers at both ports, with the consequent reduction in emissions.
- **CORE LNGas** hive (CEF fund) includes several activities in various ports in the Iberian Peninsula of which the Port of Barcelona leads some sub-projects: adapting a bunkering barge to supply LNG apart from other conventional fuels modifying a loading arm on the Enagas terminal to supply LNG to the barge; converting two handling machines to natural gas in two port container terminals; designing a LNG-powered tug and building a portable LNG-powered generator to supply electricity from the dock to a ro-ro vessel.
- **RePort** (ERDF fund) is working to convert diesel-powered container transport trucks to a dual system with gas natural. In 2017 22 of the 26 planned vehicles were modified and came into use.



## ELECTRICITY CONSUMPTION

Electricity consumption at the Port facilities was 7.45 GWh, a decrease of 4.5%, mainly explained by the improvement in lighting on the Adossat wharf.

This consumption includes the thermal energy corresponding to the air

conditioning of the Port offices in the World Trade Center Barcelona building. At 751,038 kWh, it was significantly higher than the previous year. Grouped by type, the highest consumption and administrative activity (lighting and air conditioning of buildings).

### ELECTRICITY CONSUMPTION, 2013-2017 (in kWh)

	2013*	2014*	2015*	2016	2017
Port of Barcelona	9,125,171	9,086,416	8,276,038	7,794,150	7,447,035

\*This included the consumption at the Port Vell up to 2015

Types of consumption	% of total
Public lighting on roads and terraces	25.72
Offices (lighting, HVAC, etc.)	54.89
Water pumping stations	4.26
Lighthouses and maritime signalling	1.23
Other (rail network, telecommunications huts, weather stations, CCTV cameras, etc.)	13.89

## FUEL CONSUMPTION

Consumption of natural gas for heating and hot water for the ASTA building decreased by approximately 18% year on year to stand at 668,302 kWh.

Overall consumption of gasoline and diesel was also reduced substantially, by 23%, due mainly to a fall in consumption of both type A and B diesel fuel.

In addition, the Port's **internal vehicle fleet** was renewed in the period from October to December 2017, incorporating new electric vehicles. The total investment of almost € 1 million made it possible to electrify 34 units and to install 47 recharging points in their own parking areas. This improvement will be reflected more clearly in the consumption for 2018 and subsequent years.

### FUEL CONSUMPTION, 2013-2017

Type	2013	2014	2015	2016	2017
Gasoline (vehicles)	9,019.64	7,784.67	6,947.40	6,525.44	8,795.23
Type A diesel (vehicles)	86,851.39	79,584.65	82,663.01	84,207.9	79,241.97
Type B diesel (ships)	11,164	17,298	11,831	10,891	6,317
Type B diesel (generators)	25,920	19,853	21,805	2,514.41	719
<b>TOTAL</b>	<b>132,955.03</b>	<b>124,520.32</b>	<b>123,811.66</b>	<b>104,138.75</b>	<b>95,073.24</b>



**ELECTRIC ENERGY CONSUMPTION**

**-4.5%**



**NATURAL GAS CONSUMPTION**

**-18%**



**GASOLINE AND DIESEL CONSUMPTION**

**-23%**

### CONSUMPTION OF RESOURCES

The 91 hydrants owned by the Port of Barcelona are used for supplying water to vessels, irrigation facilities, buildings, pumping stations, and toilet facilities in guardhouses and port premises that request this service.

**Total water consumption of the network** during 2017 was **264,043 m<sup>3</sup>**, almost 13% more than in 2016, mainly due to the increased use to water the new green spaces built and for consumption in buildings.

#### PORT WATER CONSUMPTION, 2013-2017 (in m<sup>3</sup>)

	2013	2014	2015	2016	2017
Supply to third parties (mainly vessels)	207,152	189,908	167,458	189,473	202,960
Other consumption (*)	43,605	36,713	51,546	44,987	61,123
Port Vell (**)	28,982	40,020	31,400		
<b>TOTAL</b>	<b>279,739</b>	<b>266,641</b>	<b>219,004 (***)</b>	<b>234,460 (***)</b>	<b>264,043 (***)</b>

(\*) Including irrigation facilities, buildings and premises of the Port, consumption in police guardhouses and pumping stations.

(\*\*) No consumption data available for water supplies at Port Vell.

(\*\*\*) Total m<sup>3</sup> excluding Port Vell consumption.

There was a slight **increase in paper consumption** with regard to the previous year also related to the increase in staff.

#### PAPER CONSUMPTION, 2013-2017 (in kg)

	2013	2014	2015	2016	2017
Paper consumption	15,098	12,009	8,758	10,163	10,745
% Recycled/eco out of total	24	55	82	80	82



## MATERIAL USED IN BUILDING WORKS

### CONSUMPTION OF MATERIALS USED IN WORKS, 2013-2017

Material	2013	2014	2015	2016	2017
Ballast + riprap (t)	0.00	19,421.40	221,664.06	187,244.57	729,626.41
Concrete (m <sup>3</sup> )	135,666.30	39,452.20	33,218.49	6,655.82	44,780.18
Steel (t)	429.62	4,962.53	2,626.92	6,849.92	4,607.28
Dredged material* (m <sup>3</sup> )	380,696.16	5,017.62	6,761.96	4,883.96	372,527.81
Filling materials** (m <sup>3</sup> )	532,286.59	223,441.57	228,810.28	58,478.10	209,300.01
Surfacing (m <sup>3</sup> )	10,031.68	8,155.07	44,729.40	250.60	8,500.34
Agglomerate (t)	13,810.14	22,103.24	24,727.38	3,502.99	5,423.42

\*Materials from the levelling required to build the mantle for the new wharf, Does not include dredging to the beach

\*\*Filling materials from different sources

### CONSUMPTION OF RECYCLED MATERIALS USED IN WORKS, 2013-2017

Recycled material	2013	2014	2015	2016	2017
Ballast + riprap (t)	5,306.27	788.00	84,133.77	179,093.56	215,585.66
Filling materials (m <sup>3</sup> )	39,544.93	13,805.05	99,875.22	17,909.38	45,287.17

## MOBILITY

The Port promotes public transport by funding **bus line 88**, which connects the Avinguda Paral·lel in Barcelona to the ZAL in 48 stops, with much of the route passing inside the port area and serving users of the entire port

community. This bus service is attached to the metropolitan public transport system's integrated fare scheme with a 16.8% increase in use over the last year.

### USE OF BUS LINE 88, 2013-2017

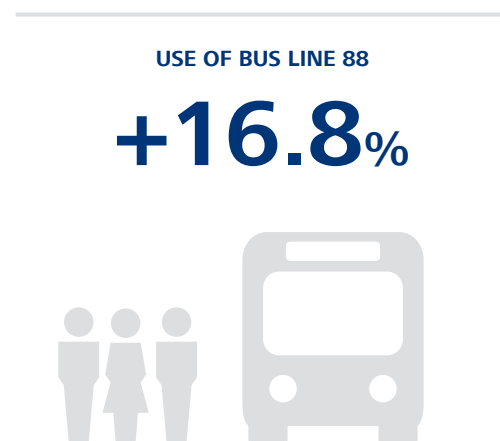
	2013	2014	2015	2016	2017
Validated journeys	220,858	221,252	252,386	276,101	322,494

In addition, the Port provides a **free travel card for the whole integrated public transport network** to its employees who have

signed up to use public transport as a more sustainable option to private transport.

### INTEGRATED PUBLIC TRANSPORT TRAVEL CARDS FOR EMPLOYEES, 2013-2017

	2013	2014	2015	2016	2017
Number of quarterly travel card users	222	225	227	243	251







## Committed to tackling climate change

In order to contribute to the sustainability of its business and its environment, the Port of Barcelona is leading environmental consultancy initiatives, such as those provided using the following web tools:

The **ecocalculator**, operational since 2013, makes it possible to calculate quickly, simply and graphically the environmental footprint generated by the transport of a container between a European location, the Port of Barcelona and any other port in the world.

Since 2016, **Port Links** has integrated the complete and updated range of maritime and land services offered by the Port of Barcelona and provides detailed information on transit times, distances, emissions of CO<sub>2</sub> and other pollutants (NO<sub>x</sub>, PM2.5, CO, NMVOC and SO<sub>x</sub>) to enable an economic assessment of the externalities generated by transport.

## The environmental competitive edge

The requirement for environmental sustainability in economic activities, particularly in transport, represents a competitive advantage of the Mediterranean coast compared to the Atlantic: Mediterranean ports are more environmentally efficient for traffic between Europe and Asia than those of Northern Europe, since they involve four or five days less navigation and therefore **estimated average savings of 20% in CO<sub>2</sub> emissions**. In other words, the Mediterranean port option helps to reduce congestion in road transport networks in the north and reduces logistics costs which favours the competitiveness of European business.

## The intermodal strategy

Achieving more sustainable transport requires diverting a greater proportion of traffic towards modes that generate fewer negative externalities - air pollution, global warming, noise, accidents, congestion and infrastructure costs - i.e. fostering rail, river and/or sea in routes wherever possible.

The Port has quantified the savings in externalities as a result of its intermodal strategy; In 2017, all of these services represented an annual saving of € 156 million in the cost of the negative externalities that would have been generated by the same volume of cargo transported by road. That represents an additional saving of 12% over 2016 and a 77% saving on the cost of externalities.





# Institutional relations and communication

# 9



## Institutional relations and communication

---

In 2017 the Port performed a great many actions to publicise messages in the media; putting across its commitment to innovation, efficiency, sustainability and responding to institutional visits.

---

In 2017 the various areas making up the Department of Institutional Relations and Communication performed a great many actions to publicise the messages of the Port of Barcelona in the media; to transmit its commitment to innovation, efficiency and sustainability, and to respond to the visits - mainly institutional and commercial - made in the Port. External communications are the main task of the Press Office and the Image Area, while the Public Relations area is responsible for organising visits and events of all kinds promoted by the Port of Barcelona.

In 2017 the Communication Department continued to develop a strategy based on transparency, rigour of information and expanding its own digital media.

The media continue to be the main mouthpiece of the Port, although the channels open on social networks are gaining more and more importance. Other means of communication are also important, such as brochures and videos produced and published throughout the year on specific traffic and services, as well as on issues of public interest such as the environment, cruises, the Quality Label, etc.



The Port's presence on the social networks - Twitter, LinkedIn, YouTube, Google and Flickr - continued to grow throughout 2017, with particular emphasis on the Twitter account @portdebarcelona, which now has around 9,000 followers.

2017 was a record year for almost all traffic segments (61 million tonnes and 3 million TEU), with figures bringing the Port closer to the goals set in its Third Strategic Plan 2015-2020. The Communication Department has brought these results to the fore, while at the same time giving specific attention to the messages that underlie its main aims: growth, competitiveness and sustainability. The Port has made it particularly clear that this growth in traffic is the result of several factors: the activity in the hinterland that it serves; the commitment to Barcelona by shipping companies around the world, which has helped to bring about the increase in traffic in all traffic segments (import, export and transit), and the Port Community's orientation to Customer needs, among others.

As a complement to the excellent traffic results, the Port of Barcelona was present at the main maritime transport and international trade fairs, conferences and international events. All these commercial and dissemination actions were provided specific support from the various areas of the Institutional Relations and Communication Department, both in the design and production of stands and specific materials for each fair provided by the Image Area and the media tracking performed before, during and after each event.

The participation at various fairs, events and seminars dedicated to the transport and logistics of fresh products, such as Fruit Logística, Medfel or Fruit Attraction, or the Canal Frío railway service with Zaragoza are notable examples of this. Widespread coverage was given

to initiatives to promote the Port in its markets in the Iberian Peninsula and North Africa. The Maghreb and the Mediterranean coast hosted various initiatives by the Port in training, promotion and collaboration in the logistics, maritime and commercial fields, which was the case of the Hispano-Moroccan Meetings.

Initiatives aimed at guaranteeing the sustainability of port activity were also a key focus of communication efforts. The department reflected the advances made in the various projects included in the Port of Barcelona Air Quality Improvement Plan: the electric connection to a boat from a liquefied natural gas (LNG) engine; adapting two straddle carriers to run on LNG; adapting a barge to supply LNG to vessels, designing a tugboat driven by LNG and adapting 26 heavy trucks to run on this fuel, among other projects, were regularly explained to the Port Community and to society at large.

Likewise, the Port's efforts to promote the use of electric vehicles has been widely publicised, commissioning a fleet of its own vehicles and setting up various public recharging points to encourage companies to gradually replace their current vehicles with electrical units.

Innovation as a factor of competitiveness in the transport and logistics sector is another pillar on which the Port's growth is based. Two examples of this are the Port InnoVa-Barcelona Port Hackathon, which aims to promote the culture of innovation by connecting the educational world with the port's business fabric and its real issues; and the Port's acceleration programme, named Port Challenge Barcelona, which aims to promote the creation of technology-based companies that help improve the efficiency and competitiveness of the port logistics community.

At the international level, the Port has publicised the presence of its leaders



at fairs and conferences in our main markets, China and the whole of the Asian continent, Latin America and North Africa. Also the holding, in Barcelona, of events such as the Chain Port Academy, organised by the international network of smart ports, the International Association of Port Telematic Platforms and the committee meetings of the IAPH - of which the Port holds the presidency - have made it possible to inform audiences around the world of the work carried out by the Port of Barcelona to consolidate its position as the southern gateway to Europe and the main logistics platform of the Mediterranean.

## Graphic summary of the year



Opening of the Trasmediterránea Centennial exhibition



Annual results press conference



Calçotada by the Club del Transitori Marítim



Presentation of the new Fire Brigade vehicle



Opening of the first natural gas engine for passenger ships



Presentation of finalist projects at the Port Challenge Barcelona





Opening of the Maritime Museum's Drassanes and Galeres exhibition



Visit by the President of Catalonia's Parliament



CILSA's results press conference



Celebration of ATEIA freight forwarder's day



Opening of Carrefour's new cold store



Opening of the 14th edition of the ESPO Conference



Opening of the International Logistics Fair





Cocktail of the International Logistics Fair



Visit of the president of Barcelona Provincial Council



Core LNGas event



Press conference and the first quarter results



Visit by members of PDCAT



Conference on the European Ports Regulation





Opening of the new facilities of the Lacisa company



Inaugural event of MED Ports 2017



Presentation of the Port of Barcelona's fleet of electric vehicles



Cocktail of the Port Community



First electric connection to a boat from a natural gas engine



Delivery of the Solidarity Container



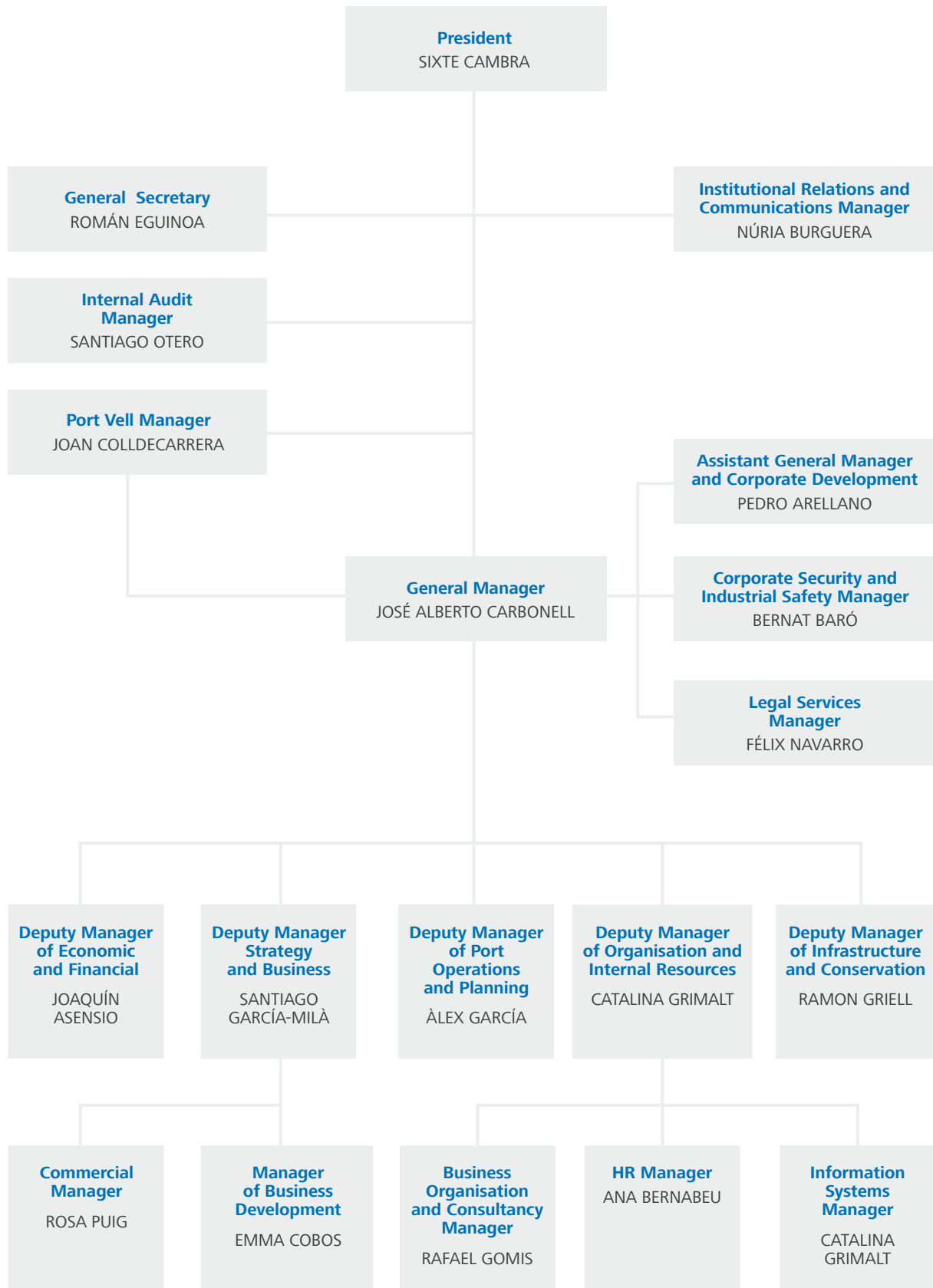
Port staff Christmas lunch







## Organisation chart



## Port of Barcelona Directory

### **Port de Barcelona**

World Trade Center Barcelona  
Edifici Est  
Moll de Barcelona, s/n  
08039 Barcelona  
T.+34 93 306 88 00  
www.portdebarcelona.cat

### **Unified Access Service (SAU)**

T.+34 93 298 60 00  
sau@portdebarcelona.cat

### **SAC (Customer Care Service)**

T.902 22 28 58  
sac@portdebarcelona.cat

### **Representation of the Port of Barcelona in Japan**

Takao Suzuki  
2-18-4 somejidai Hamakita-ku hamamtsu  
Shizuoka, Japan  
Tel. +81 80 1586 0474  
tak.suzuki1955@gmail.com

### **Representation of the Port of Barcelona in China**

Joan Dedeu  
CHINA CONSULTANTS  
Room 101 1/F., Chung Nam Bldg 1  
Lockhart Road  
Wan Chai, Hong Kong  
T.+852 2866 88 41  
jdedeu@portdebarcelonahk.es

### **Representation of the Port of Barcelona in South America**

Hugo Norberto Lejtman  
Charcas, 2715 PB "B"  
1425 Buenos Aires  
T.+54 11 4824 3601  
hugo.lejtman@hotmail.com

### **Representation of the Port of Barcelona in a Auvergne Rhône- Alpes PACA (France)**

Claire Perez  
T.+ 33 668 25 70 38  
claire.perez@portdebarcelona.cat  
infofrance@portdebarcelona.cat

### **Representation of the Port of Barcelona in Occitanie Pyrénées Méditerranée (France)**

Nathalie Thomas  
M. + 33 624 01 09 42  
nathalie.thomas@portdebarcelona.cat  
infofrance@portdebarcelona.cat

### **Representation of the Port of Barcelona in Madrid**

Miguel Ángel Palomero  
C. Jorge Juan, 19, 6  
28001 Madrid  
T.+34 91 781 54 45  
mapalomero@portdebarcelona.cat

### **Representation of the Port of Barcelona in centre-north Iberian Peninsula**

Estefania Sanles  
Tel.: + 34 93 298 60 19  
M. + 34 677 26 18 65  
estefania.sanles@portdebarcelona.cat

### **Gerència Urbanística Port Vell**

C. Josep Anselm Clavé, 27  
08002 Barcelona  
T.+34 93 317 61 35  
info@portvellbcn.com  
www.portvellbcn.com

### **Logistics Activities Area (ZAL) Centre Intermodal de Logística, SA (CILSA)**

Av. Ports d'Europa, 100, 4a pl., ed.  
Service Center  
08040 Barcelona  
T.+34 93 552 58 00 /28  
sac@zalport.com  
www.zalport.com

### **World Trade Center Barcelona, SA**

Moll de Barcelona, s/n, edifici Est, 1a pl.  
08039 Barcelona  
T.+34 93 508 80 00  
comercial@wtcbarcelona.es  
www.wtcbarcelona.com

### **Portic Barcelona, SA**

World Trade Center, edifici Est, 6a pl.  
Moll de Barcelona, s/n  
08039 Barcelona  
T.+34 93 508 82 82  
comercial@portic.net  
www.portic.net

**Catalana d'Infraestructures  
Portuàries, SL (MEPSA)**

Moll de Barcelona, s/n  
World Trade Center  
08039 Barcelona  
T. +34 93 298 21 83  
administracio@mepsa.cat

**Puerto Seco Azuqueca de Henares, SA**

Av. del Vidrio, 18. Pol. Ind. Garona  
19200 Azuqueca de Henares  
(Guadalajara)  
T.+34 949 261 207  
grupo@graneuropa.com  
www.graneuropa.com

**Terminal Marítima de Zaragoza (tmZ)**

Silvia Martínez  
Ctra. de la Cogullada, 65. Mercazaragoza  
50014 Zaragoza  
T.+34 97 647 96 58  
silvia.martinez@portdebarcelona.cat  
www.tmzaragoza.com

**Terminal Intermodal de l'Empordà, SL**

C. Còrsega, 273  
08008 Barcelona  
T.+34 93 363 49 60  
www.terminalemporda.com

**Customs of Barcelona**

Pg. Josep Carner, 27  
08038 Barcelona  
T.+34 93 344 49 40

**Barcelona Harbourmaster's Office**

Ronda del Port, sector 6  
Control Tower  
08040 Barcelona  
T.+34 93 223 53 94

**Centre for Technical Assistance and  
Inspection of Foreign Trade (CATICE)**

Cal Patrici, 8-12  
ZAL Port (Prat)  
08820 El Prat de Llobregat  
T.+34 93 289 66 10  
barcelona.cice@comercio.mineco.es

**Border Inspection Post (BIP)**

Cal Patrici, 8-12  
ZAL Port (Prat)  
08820 El Prat de Llobregat  
External Health: Tel +34 93 520 91 80  
Quality Team (QT): Tel +34 93 306 65 60

**Barcelona Rescue Coordination  
Centre**

Ronda del Port, sector 6  
Edifici Torre de Salvament, 9a pl.  
08040 Barcelona  
T.+34 93 223 47 33  
barcelon@sasemar.es  
www.salvamentomaritimo.es

**Corporació de Pràctics de Barcelona,  
S.L.P [Pilots]**

C. Port de Ningbó, s/n  
08039 Barcelona  
T.+34 93 221 95 67  
admin@barcelonapilots.com  
www.practicos-bcn.es

**ESTIBARNA – SAGEP**

Ronda del Port, sector 5  
08039 Barcelona  
T.+34 93 223 18 22  
info@estibarna.es  
www.estibarna.es

**Barcelona Association of Shipping  
Agents Industry and Navigation**

Av. Drassanes, 6-8  
Ed. Colón, plta.13, p.1  
08001 Barcelona  
T.+34 93 270 27 88  
acb@consignatarios.com  
www.consignatarios.com

**Barcelona Association of Port  
Stevedoring Companies**

Ronda del Port, sector 6  
Edifici Gregal, 1a pl.  
08040 Barcelona  
T.+34 93 442 88 24  
aeepb@aeepb.com  
www.aeepb.com

**Barcelona Association of Freight  
Forwarders (ATEIA-OLTRA)**

Via Laietana, 32-34, 2n  
08003 Barcelona  
T.+34 93 315 09 03  
ateia@bcn.ateia.com  
www.ateia.com

**Barcelona Association of Customs  
Agents**

C. Diputació 295, baixos  
08009 Barcelona  
Tel +34 93 329 26 66  
coacab@coacab.com  
www.coacab.com

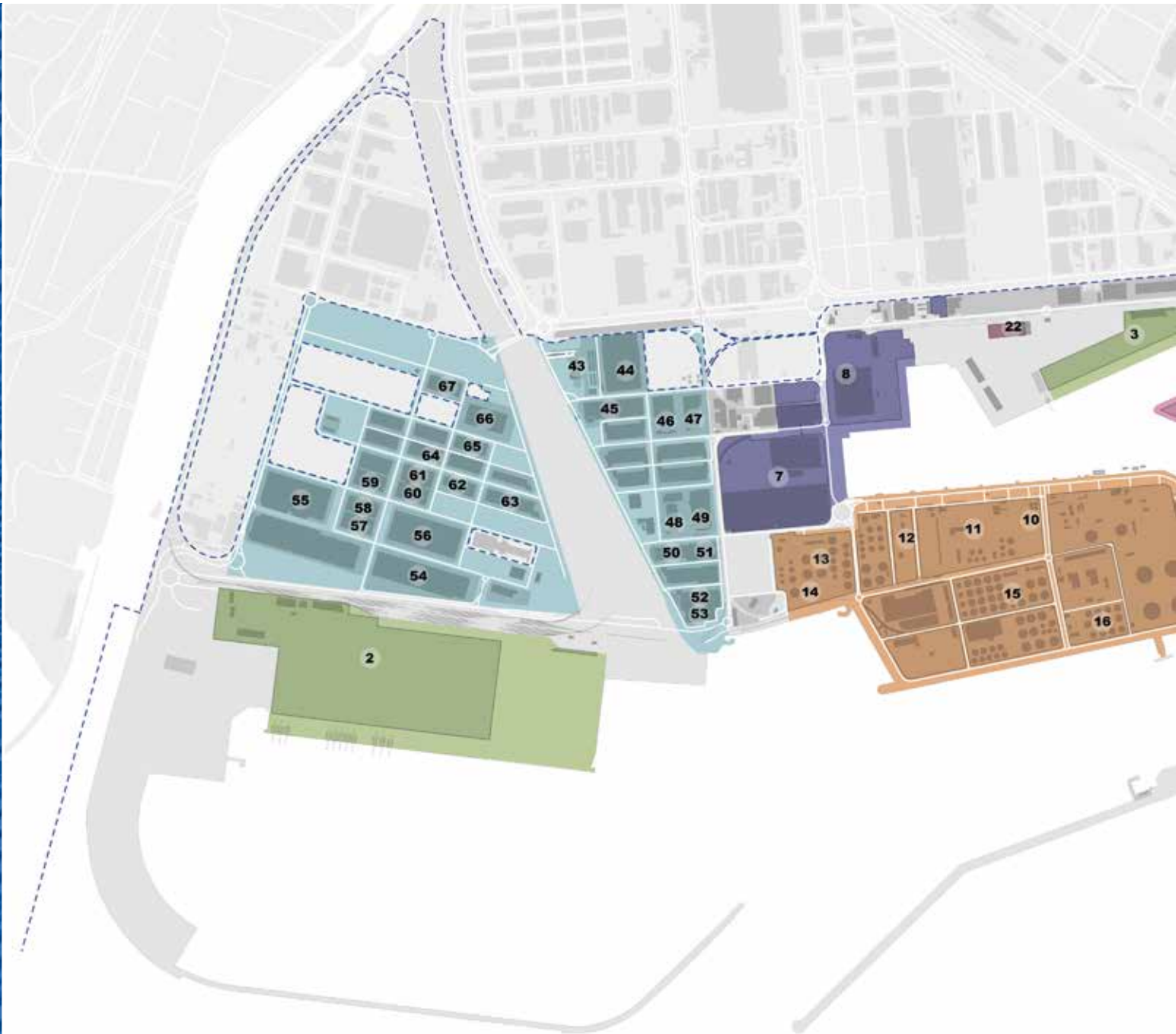
**Maritime Transport Users' Board  
of Catalonia**

Av. Diagonal, 452-454, 4a pl.  
08006 Barcelona  
T.+34 93 416 94 84  
shippers@cambrescat.es

**Barcelona Chamber of Commerce,  
Industry and Navigation**

Av. Diagonal, 452  
08006 Barcelona  
T.+34 93 416 93 00  
cambra@cambrabcn.org  
www.cambrabcn.org





## Map of the Port

**Location:** Latitude = 41°21' N Longitude = 2° 10' E

**Tides:** Amplitude 125 cm

**Entrance:**

South Entrance mouth: orientation: 191.8° Width: 370 m Draught: 16 m

North Entrance mouth: orientation: 205° Width: 145 m Draught: 11.5 m

**Land area:** 1,109.9 ha

**Wharves and berths:** 23,183 km

**Ro-ro ramps:** 30

**Draughts:** up to 16 m

**Tugs:** 9 (1 213 kW / 2 943kW)

**Warehousing:** Covered: 203,304 035 m<sup>2</sup> Open: 5,023,964 m<sup>2</sup>

**Dock cranes:** 31 (All containers)

**Dry dock:** Length: 215 m Beam: 35 m Capacity: up to 50 000 Tn of deadweight

### CONTAINER AND MULTIPURPOSE TERMINALS

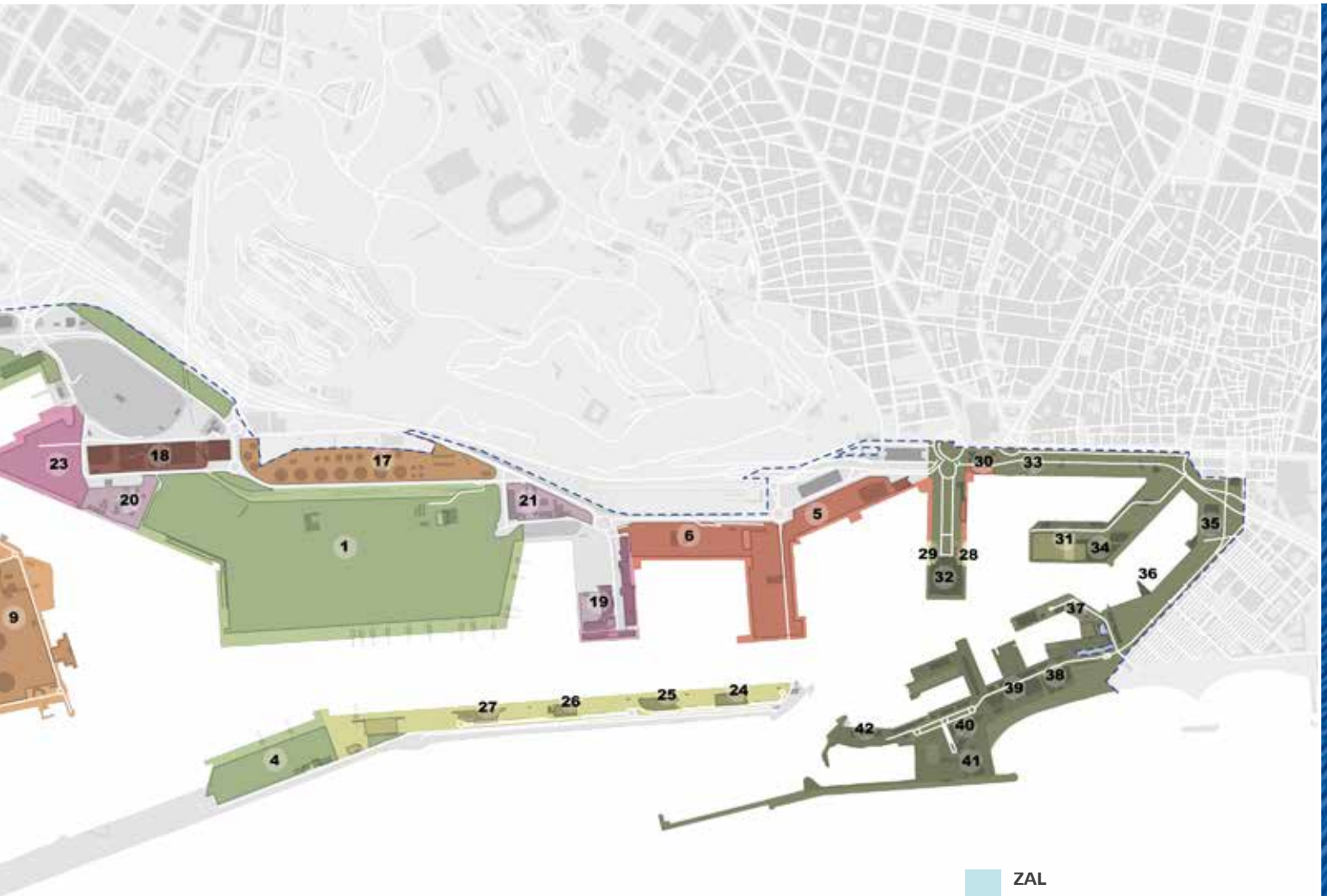
- 1 · APM TERMINALS BARCELONA
- 2 · Terminal BEST
- 3 · Manipuladora de Mercancías, SL
- 4 · Terminal Port Nou, SA

### FERRY TERMINALS

- 5 · Terminal Ferry de Barcelona, SRLU
- 6 · Grimaldi Terminal Barcelona, SL
- 30 · Estació Marítima Drassanes

### CAR TERMINALS

- 7 · Autoterminal, SA
- 8 · Setram, SA



- LIQUID BULK TERMINALS**
  - 9 · Enagás, SA (gas natural)
  - 10 · Relisa (líquids oliosos)
  - 11 · Tepsa (químics i refinats)
  - 12 · Terquimsa (químics i refinats)
  - 13 · Decal (refinats)
  - 14 · Koalagás, SA
  - 15 · Meroil
  - 16 · Tradebe Port Services, SL
  - 17 · CLH, SA (refinats)
- 18 · TERMINAL DE CAFÈ I CACAU BIT, SA**
- DRY BULK TERMINALS**
  - 19 · Portcemen, SA (ciment)
  - 20 · Cargill SLU (fava de soja)
  - 21 · Bunge Ibérica, SA (fava de soja)
  - 22 · Ergransa (gra)
  - 23 · Tramer, SA (potassa)

- CRUISE TERMINALS**
  - 24 · Estació Marítima A
  - 25 · Estació Marítima B
  - 26 · Estació Marítima C
  - 27 · Estació Marítima D
  - 28 · Estació Marítima Nord (World Trade Center)
  - 29 · Estació Marítima Sud (World Trade Center)
  - 31 · Estació Marítima Maremagnum

- PORT VELL AREA**
  - 32 · World Trade Center
  - 33 · Portal de la Pau
  - 34 · L'Aquarium de Barcelona
  - 35 · Museu d'Història de Catalunya
  - 36 · One Ocean
  - 37 · Llotja de Pescadors
  - 38 · Club Natació Atlètic Barceloneta
  - 39 · Club Natació Barcelona
  - 40 · Desigual
  - 41 · Hotel W Barcelona
  - 42 · Barcelona Nautic Center

- ZAL**
  - 43 · Service Center
  - 44 · Naeko
  - 45 · BCN Euro Express
  - 46 · Logipoint
  - 47 · Jose Salvat
  - 48 · DHL
  - 49 · Kuhne & Nagel
  - 50 · Lear Corporation
  - 51 · Rhenus
  - 52 · World Duty Free Group
  - 53 · Agility
  - 54 · Decathlon
  - 55 · Damm
  - 56 · DHL-Carrefour
  - 57 · Indukern
  - 58 · Districenter
  - 59 · Db Schenker
  - 60 · TLISA
  - 61 · Yusen
  - 62 · Seur
  - 63 · Redur
  - 64 · Nippon
  - 65 · Transglory
  - 66 · Carrefour
  - 67 · Transnatur



## Port de Barcelona

### **Management and coordination**

Communication Department  
Port of Barcelona  
World Trade Center Barcelona  
Edifici Est  
Moll de Barcelona, s/n  
08039 Barcelona  
Tel.: 93 306 88 00  
[www.portdebarcelona.cat](http://www.portdebarcelona.cat)

### **Layout and graphic design**

El Taller Interactivo, s.l.

### **Photographs**

Juanjo Martínez  
Ramon Vilalta  
Port de Barcelona

### **Translation**

Mike Lucas  
Simultrad, SL





OSW

071

SWL40t

tex

FACE STORAGE

FACE 5424832