



ANNUAL REPORT 2019



Port de Barcelona

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|--|--|--|--|
| <p>01 Letter from the President 4</p> | <p>04 Management and business area 12</p> <p>The actors of the Port of Barcelona 14</p> <p>The infrastructure 16</p> <p>Governance and operation 18</p> <p>Value contribution 23</p> <p>Strategy and Promotion 24</p> <p>Quality as a tool for competitiveness 33</p> | <p>06 Developing social value 84</p> <p>Human capital: our staff strategy 87</p> <p>Ensuring the security of people and goods 97</p> <p>Social and relationship capital 103</p> | <p>08 Directory of the Port of Barcelona 139</p> |
| <p>02 About this report 6</p> <p>Scope, data source and content 6</p> | <p>05 Developing economic value 39</p> <p>The Port's contribution to the economy 40</p> <p>Traffic data of the Port of Barcelona 45</p> <p>Economic and financial report 55</p> <p>Other key economic figures 77</p> | <p>07 Developing environmental value 115</p> <p>Strategic model 117</p> <p>Environmental performance and control 124</p> <p>Environmental initiatives within the Sectoral Sustainability Plan 137</p> | <p>Annexes 141</p> <p>Sectoral Sustainability Plan Organisations 141</p> <p>Link to the description of the SDGs: 145</p> <p>Organisations of the Port Community 145</p> <p>Main environment R&D+i projects of the organisations of the Sectoral Sustainability Plan 147</p> |
| <p>03 Data Port of Barcelona 2019 10</p> | | | |

Index

This 2019 Annual Report from the Port of Barcelona is without a doubt a historic publication, since it integrates for the first time the Annual Report from the Port Authority, a summary document of the entity's performance for a whole year, and the Report of the Sectoral Sustainability Plan, which includes the actions of various organisations of Barcelona Port Community of Barcelona that are especially committed to sustainability.

This 2019 Report is therefore remarkable for two reasons. Firstly, because it brings together the actions of the managing body of the Port of Barcelona and its Port Community, setting out in black and white the close ties existing in the day-to-day reality of each of us who are a part of it. Secondly, because the vital importance of sustainability is placed front and centre as we set out the various contents of this publication.

Letter from the president



In this document we therefore speak as the Port of Barcelona when we refer to the data relating to the Port Authority, which plays a leading role and has the responsibility of managing the Port Community as a whole. Meanwhile, the Port Community refers to all the public and private organisations that are involved in port activity.

By unifying contents, our intention is none other than to show the total commitment by the Port Community of Barcelona to sustainable development from a broad perspective that encompasses both environmental and social and economic sustainability.

Today, the Port of Barcelona is the main logistics hub of southern Europe and the Mediterranean and handles goods worth more than €86 billion each year. The Port and its Logistics-Port Community comprise 450 companies and 41,000 workers, channelling over 80% of Catalonia's maritime trade and 22% of that of Spain as a whole.

We are a tool that helps companies in their internationalisation drive, making them more competitive by facilitating import and export operations. Boosting the economic sector is therefore one of the priority objectives facilitating commercial and logistics activities in a sustainable way. However, we cannot work in the present without considering the effects on the future. That is why we use digitalisation to become a smart port and move towards the ecological transition. These are two key aspects for facing the challenges of the future.

It is also important to remember that in this 2019 Report we want to make it clear that the entire Port of Barcelona, led by the Port Authority, has aligned its strategies with the Goals of the Agenda 2030 established by the United Nations. We begin our commitment to the SDGs by developing a series of actions, set out in this publication, to promote the emergence of a more egalitarian, inclusive and sustainable economy and way of life.

At the 2015 Sustainable Development Summit, the 193 member states of the United Nations (UN) reached a consensus on the new agenda of major global challenges. The document "Transforming our world: the 2030 Agenda for Sustainable Development", which sets 17 Sustainable Development Goals (SDGs) and 169 targets, must serve as an action plan for the international community and national governments to promote prosperity and common well-being over the coming years.

The SDGs focus on the three elements of sustainable development which interconnect to simultaneously form the axes of the Port's Third Strategic Plan, currently in force, and of this Annual Report: economic growth, social inclusion and environmental protection.

In recent years, policies aimed at adding value to our services, as well as environmental and social value - in line with the SDGs - have gained prominence within the Port Community. Indeed, one of the most outstanding projects in this regard is one that will allow us to achieve our goal of becoming a carbon-neutral port, an added value that our customers can include in their logistics chains to reduce their carbon footprint.

This project is none other than the Wharf Electrification Plan, with an investment of approximately €60 million, which will help us to more than halve greenhouse gas emissions from port activity by 2030. But that is not all. By electrifying the wharves, making it possible to connect ships arriving at the Port of Barcelona to mains current, we will achieve a 51% reduction in nitrogen oxide emissions and a 25% cut in particulates by 2030.

Fostering intermodality, a strategy that started a few years ago, is another aspect on which we are working to make port operations increasingly sustainable. Intermodality means fostering less polluting modes of transport, such as sea and rail, choosing the optimal solution for each

shipment. The result of this policy launched by the Port of Barcelona was that in 2019 we were able to maintain the positive trend in goods transported by short sea shipping services, including the Motorways of the Sea, totalling over 410,000 intermodal transport units (ITU). We also maintained the proportion of rail transport, which was 13% for containers and 35.5% for vehicles. This strategy of fostering the intermodal approach has allowed us to reduce the emissions produced by port activity and to improve the surrounding air quality: in 2019 we were able to save 50,000 tonnes of CO₂.

In this regard, one of the most important events of 2019 in the Port of Barcelona involved strengthening our commitment to the Global Compact and the Sustainable Development Goals through a working meeting held in January, at which I was privileged to coincide with the president of the Spanish Network of the UN Global Compact, during which various ways were mooted to allow our Port to deepen the sustainable development of port activities and its surrounding area.

The Port of Barcelona is making a firm commitment to sustainability and will invest a great deal of its economic and human resources in the new decade to developing projects related to the current climate emergency. Europe has set out on a path to become the first climate-neutral continent in 2050, a Green Deal of which the Port of Barcelona very much wants to be a part.

Mercè Conesa
President of the Port of Barcelona

02 About this report

The Port of Barcelona annual report is presented as a comprehensive document that aims to show accurately the overall situation of the port during the year, its commitment to sustainability and its orientation to the Port of Barcelona's Third Strategic Plan 2015-2020. This plan states that the strategic objectives that are to strengthen the position of the Port of Barcelona and help it to move towards achieving its vision revolve around three axes: growth, development and sustainability, understood in a triple economic, social and environmental dimension.

Scope, data source and content

The document reports on general and specific data on the activity of the Port of Barcelona provided mainly by **Barcelona Port Authority (APB)**, as the infrastructure management body that guarantees its basic services.

It also includes and relates data from the annual questionnaire on general, economic, social and environmental aspects that respond to the organisations of the Port Community that have signed up to the **Port of Barcelona Sectoral Sustainability Plan**. This Plan is an innovative and pioneering initiative in the port sector, which has been following the progress of the main indicators that measure the response to the needs and expectations of the Port's stakeholders since 2015. Participating bodies and companies are closely involved with the strategic objectives of the Port and show how they have integrated sustainability as a basic tenet of their management.

The organisations in the Plan, including the APB, represent more than 6,500 workers and almost 16% of the Port Community. Therefore, in the data presented, the percentages - as indicators of the trend - are more important than the absolute values. The data of the Plan are highlighted in green in the document.

Likewise, this report has taken into account the standards of the **Global Reporting Initiative (GRI)**, an international benchmark organisation for preparing sustainability reports, and the United Nations Sustainable Development Goals.

Relationship with sustainable development objectives

The **Sustainable Development Goals (SDGs)** promoted by the United Nations are a milestone to be consciously and gradually integrated into the strategy of the Port of Barcelona, which as an entity has been a member of the 2015-2030 Global Compact since its inception.

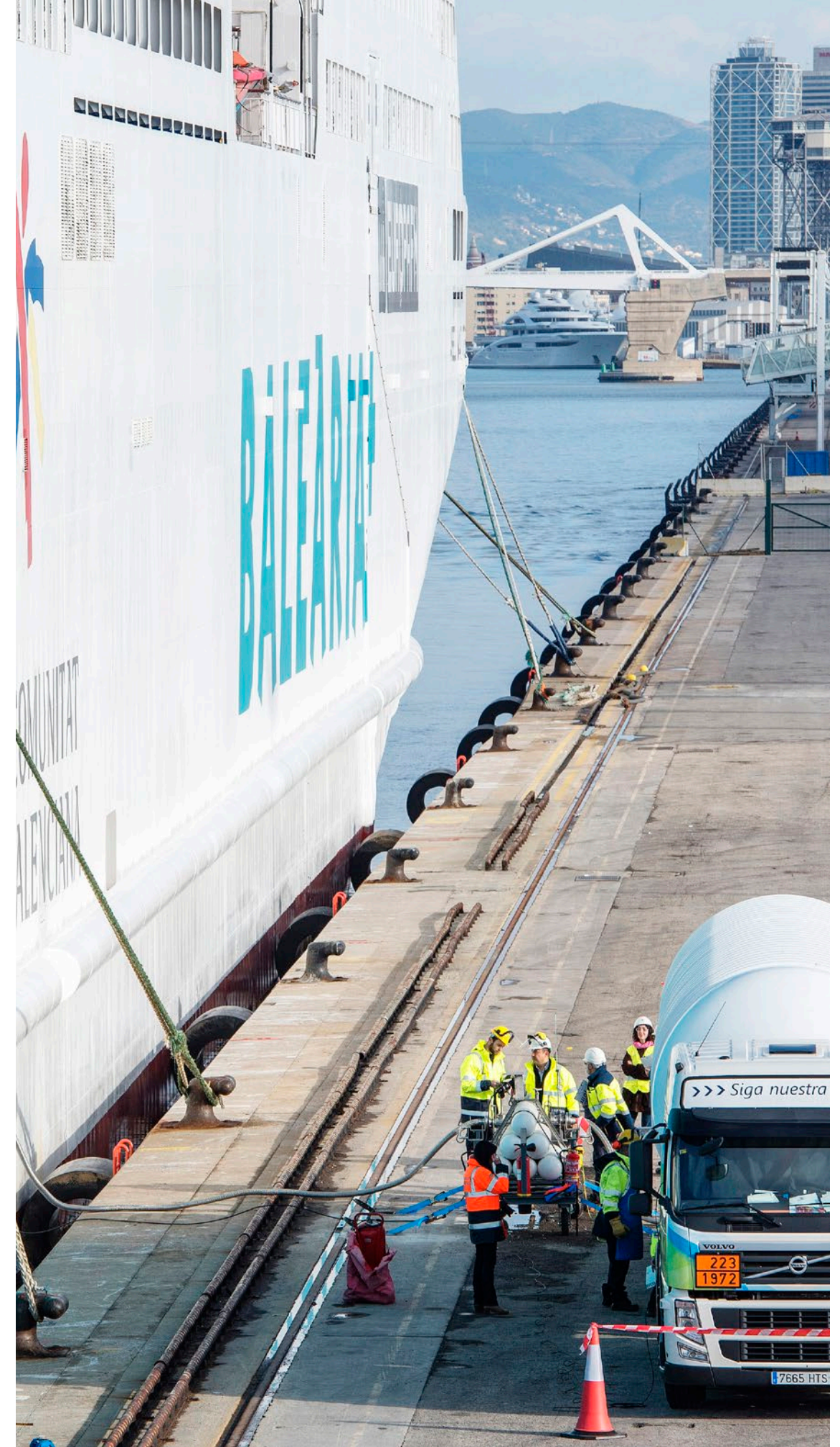


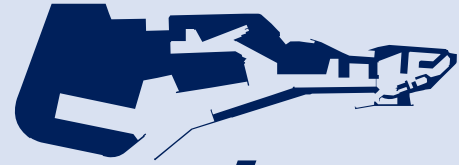
The priority objectives for the Port are mainly 6, 8, 9, 11, 14 and 17; and the objectives on which the Port also has an influence are 3, 4, 5, 7, 12, 13 and 16.

The main SDGs that are answered are indicated at the beginning of each chapter along with details of some of the relevant indicators that show this.

| SDGs | Goal | Location in the report |
|---|---|---|
|  | Ensuring healthy lives and promoting well-being at all ages | Developing social value |
|  | Ensure inclusive and equitable quality education and promote lifelong learning | Developing social value |
|  | Achieve gender equality and empower all women and girls | Developing social value |
|  | Ensure availability of water and sanitation for all | Developing environmental value |
|  | Ensure access to affordable, reliable, sustainable and modern energy for all | Developing environmental value |
|  | Promote sustained, inclusive and sustainable economic growth and decent work for all | Developing economic value Developing social value |
|  | Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation | Management and business area Developing economic value Developing environmental value |
|  | Make cities inclusive, safe, resilient and sustainable | Developing social value Developing environmental value |
|  | Ensure sustainable consumption and production patterns | Developing economic value Developing environmental value |
|  | Take urgent action to combat climate change and its impacts | Developing environmental value |
|  | Conserve and sustainably use the oceans, seas and marine resources | Developing environmental value |
|  | Promote just, peaceful and inclusive societies | Management and business area |
|  | Revitalise the Global Alliance for Sustainable Development | Management and business area Developing social value |

Contribution by the Port of Barcelona to the SDGs and where they are reported in this report





Value contribution

The main logistics hub of southern Europe and the Mediterranean and handled goods worth more than

€86BN

The activity of the Port of Barcelona generates a total gross value added (GVA) to the economy of

€3,531BN

1.7% of Catalan GVA

80%
maritime trade
of Catalonia

22%
maritime trade
of Spain

Total traffic
67.7 million tonnes

Hinterland traffic
35 million tonnes

TEUs (containers)
3,300,000

Liquid bulk Vehicles ITU (Motorways of the Sea)
16.1Mt 778,688 153,692

Cruise passengers Passengers - regular line ferries
3,137,918 1,490,644

Traffic data



Economic data

Net profit
€44.2M

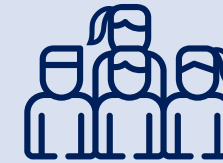
Turnover
€172.4M

Cash flow
€97.2M

Investments
€59.8M

Contribution to the Spanish Port System
12.5M€

Developing social value



The Port and its Port Logistics Community

450 Companies **41,000** Workers

41,200 Direct and indirect jobs **1.1%** Total employment of Catalonia

Presence of women in the organisations of the Port Community Sectoral Sustainability Plan

31.2% of the workforce **27%** hold managerial positions

Presence of women in Barcelona Port Authority

29% of the workforce **30%** hold managerial positions

Training in the organisations of the Port Community Sectoral Sustainability Plan

108,354.25 hours

Training at Barcelona Port Authority

20,588.50 hours

Data Port of Barcelona 2019

€173.78M
in negative externalities

Rail traffic of the Port of Barcelona saves
50,000 tonnes of CO₂ per year

1st port in the state to supply LNG to ships.
In 2019 it made **18** ship-to-ship LNG supply operations, 60% of Spain

Developing environmental value



04 Management and business area

Much more than a simple infrastructure, the Port of Barcelona comprises all the activities performed by organisations that are managed independently but coordinated and led by Barcelona Port Authority with a shared overall strategy.

Orientation to the SDGs



Promote fair, peaceful and inclusive societies

The Port and Port Community work to create effective, accountable and transparent institutions at all levels. At the same time, they ensure public access to information, while protecting fundamental freedoms in accordance with national laws and international agreements.

- > Code of ethics of the Port of Barcelona, approved in 2015
- > 78.2% of organisations under the Plan have a code of ethics or good governance
- > 71.8% of organisations under the Plan have channels for consultation/whistle blowing sorted by ethical subjects



Revitalise the Global Alliance for Sustainable Development

Port work itself involves relating and interrelating with a diversity of companies. Above and beyond the strict contractual relationship, we foster participation in organisations seeking to build a stable and universal trade framework.

- > The Port has been a signatory to the United Nations Global Compact since 2015
- > 32% of organisations under the Plan have signed up to the Global Compact
- > 67.9% of organisations under the Plan participate in sustainable initiatives
- > 33.3% of organisations under the Plan prepare sustainability reports



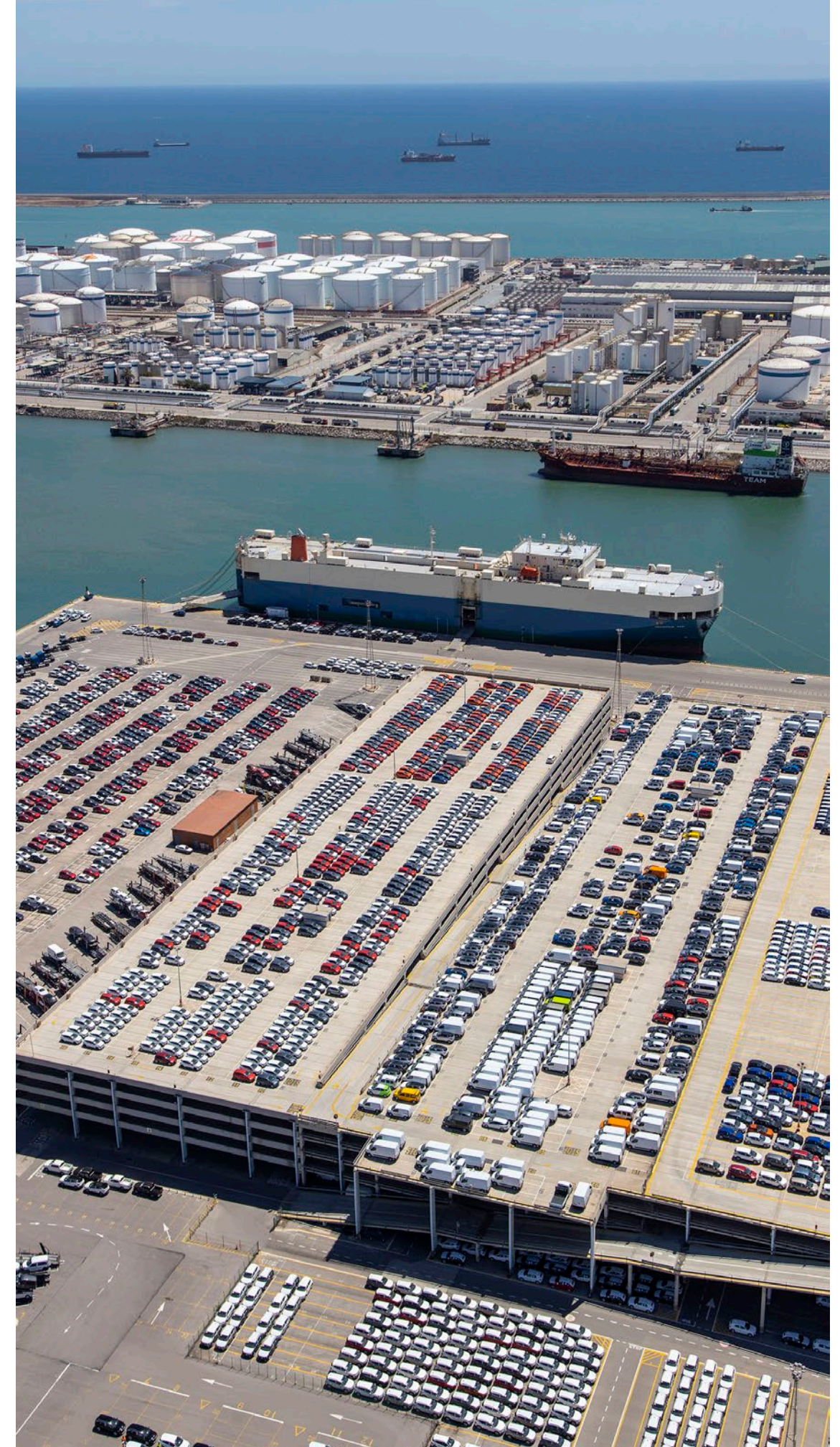
Develop resilient infrastructures, promote inclusive and sustainable industrialisation and encourage innovation

The “networked port” strategy seeks to bring the Port’s services closer to users through more sustainable infrastructures and services than traditional alternatives. Port organisations are committed to pursuing quality standards.

- > 153,692 trucks removed from the road by SSS services
- > 3,531 billion in GVA contributed by port activity
- > 95 port activities certified with the Quality Label

About the data

This first part shows a snapshot of the Port of Barcelona from the point of view of its management and organisation. It describes its governance and operation, its stakeholders and defines the main actions under the business strategy.



The actors of the Port of Barcelona

Leadership: Barcelona Port Authority

Barcelona Port Authority (APB) is a public body with its own legal personality and assets, which is responsible for the administration, control, management and operation of the Port of Barcelona. It is the organisation that leads the Port as a whole, lays the foundations for its operation and the search for a common goal, and represents it.

As public bodies, port authorities depend on the Spanish Ministry of Public Works through the Public Body *Puertos del Estado* [State Ports]. From a legal point of view, they are governed by specific legislation; essentially Royal Legislative Decree 2/2011 of 5 September 2011, adopting the Recast Law on State Ports and the Merchant Navy ('the Ports Law'). The port authorities provide port land and infrastructure and regulate the operations performed within the port.

The main functions and powers of the APB are:

- > Managing and overseeing port and commercial services.
- > Providing general port services.
- > Organising the Port's service area and port uses.
- > Planning, designing, building, conserving and operating the works and services of the Port.
- > Managing the port public domain and maritime signals.
- > Optimising the economic management and profitability of assets and resources.
- > Fostering industrial and commercial activities related to maritime or port traffic.
- > Coordinating the operations of the various modes of transport inside the port area.
- > Organising and coordinating port traffic (sea and land).

The Port Community

The Port of Barcelona is a concept of shared service and quality that serves as a cooperative link among all the agents, organisations and administrations that participate in port activity. All these agents are grouped under the name of Port of Barcelona Port Community (PC), comprising more than 450 administrations and entities located in the port area or its surroundings, and which in this document are called "organisations".

The PC does not have its own legal personality, but is governed by various legal regimes, comprising limited companies, joint-stock companies, common joint ownerships, foundations, associations and administrations, each governed by their individual rights and laws.

Stakeholders

In addition to indicating the progress of the Port of Barcelona's orientation towards sustainable growth and the SDGs, this report responds to the demand for information from its stakeholders and explains how its expectations are met.

In 2016, a working team made up of representatives of Port Community organisations identified 8 stakeholder groups and 24 subgroups for the Port of Barcelona. From the Port Authority's perspective, furthermore, one priority stakeholder group is the **concessionaire companies**, which manage terminals and facilities on port land.

| Stakeholder groups | Stakeholder subgroups |
|--------------------|---|
| Customers | Importers and exporters. Ship owners. Passengers |
| Administrations | European union Central government <i>Generalitat de Catalunya</i> (Regional government) City councils Metropolitan area of Barcelona |
| Employees | Employees of the Administration Employees of companies in the Port Community Stevedoring employees Crew members |
| Suppliers | General services Specific services of the port sector |
| Society | Citizens Port Vell users Social entities |
| Media | General media Specialised national and international media Social media |
| Institutions | Educational Community and Research Institutions Foundations Port associations Professional associations |
| Investors | Private investors |

The infrastructure

The Port of Barcelona is the main transport and services infrastructure in Catalonia and a benchmark port in the Euromediterranean region. It has 79 regular shipping lines directly connecting the Catalan capital with 188 ports on five continents and more than 450 organisations work there. It is the leading port in Spain for international traffic and specialises in general cargo and high value-added goods. It is located at the foot of Montjuïc mountain and occupies the stretch of coast between La Barceloneta and the mouth of the river Llobregat.

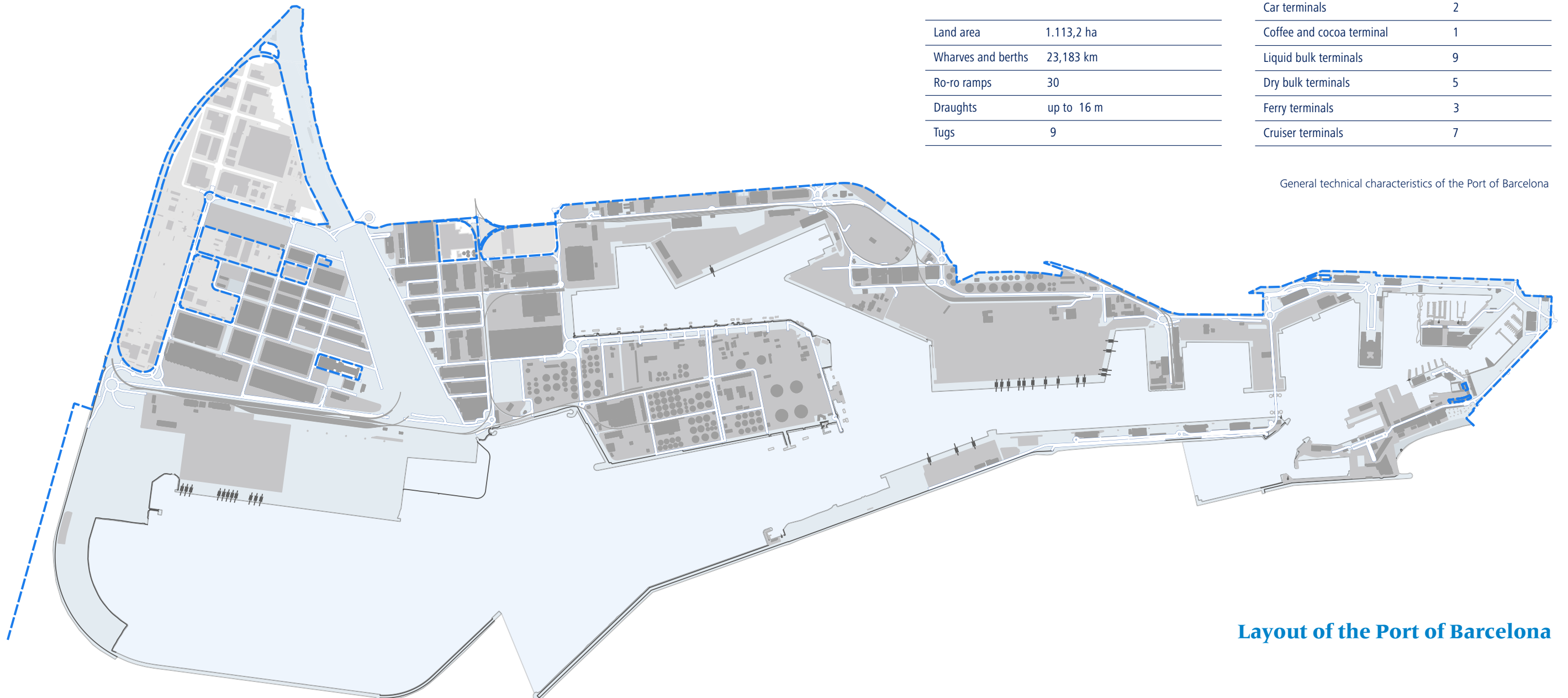
The Port is structured around three large business units:

- > The **commercial port**, which brings together activities dedicated to specific traffic.
- > The **logistics port** linked to the commercial port and the basis for consolidating the networked port model.
- > The **city port**, the part of the port recovered for urban, nautical and sports uses.

| Location | | |
|----------------------|------------|----------|
| Latitude | 41° 21' N | |
| Longitude | 2° 10' E | |
| Tides | | |
| Width | 125 cm | |
| Entrance | | |
| South Entrance mouth | Position | 191.8° v |
| | Width | 370 m |
| | Depth | 16 m |
| North Entrance mouth | Position | 205° |
| | Width | 145 m |
| | Depth | 11.50 m |
| Land area | 1.113,2 ha | |
| Wharves and berths | 23,183 km | |
| Ro-ro ramps | 30 | |
| Draughts | up to 16 m | |
| Tugs | 9 | |

| Warehousing | |
|-------------------------------------|--------------------------------|
| Covered | 203,304 m ² |
| Uncovered | 5,023,964 m ² |
| Dry dock | |
| Length | 215 m |
| Width | 35 m |
| Hourly capacity | up to 50,000 Tn of dead-weight |
| Cranes | 38 (27 containers) |
| Specialised terminals | |
| Container and multipurpose terminal | 4 |
| Car terminals | 2 |
| Coffee and cocoa terminal | 1 |
| Liquid bulk terminals | 9 |
| Dry bulk terminals | 5 |
| Ferry terminals | 3 |
| Cruiser terminals | 7 |

General technical characteristics of the Port of Barcelona



Layout of the Port of Barcelona

Governance and operation

Governing bodies

The composition of the main governing bodies of the Port of Barcelona at the end of 2019 from a general, corporate and sectoral perspective is detailed below.

Management board of the Barcelona Port Authority

This is the highest governing body of the Port of Barcelona and represents the main public administrations with interests in the Port, as well as the social partners and key sectors in the port area. Its composition as of 31 December 2019 was as follows:

| |
|--|
| President |
| Mercè Conesa i Pagès |
| Ex officio member |
| Francisco J. Valencia Alonso, Harbourmaster |
| General Manager |
| José Alberto Carbonell Camallonga |
| Members representing the General State Administration |
| Teresa Cunillera i Mestres, Government Delegate in Catalonia |
| Álvaro Sánchez Manzanares, Secretary General of <i>Puertos del Estado</i> |
| Cristina Ozores Jack, state's attorney |
| Members representing the Administration of the Generalitat de Catalunya |
| Antoni Llobet de Pablo, president of the Official Association of Customs Agents |
| Xavier Tàrraga Martínez, coordinator of the Catalan-Balearic area of the State Coordinator of Dockers |
| Jordi Trius Traserria, President of the Association of Shipping Agents of Barcelona |
| Emili Sanz Martínez, President of the Association of Freight Forwarders and International Shippers and similar (ATEIA-OLTRA Barcelona) |
| Members representing the municipalities in which the service area of the Port of Barcelona is located |
| Janet Sanz Cid, second deputy mayor of Barcelona City Council |
| Lluís Mijoler Martínez, Mayor of El Prat de Llobregat City Council |
| Members representing the chambers of commerce, business and trade union organisations and key sectors in the port area |
| Xavier Sunyer i Déu, Barcelona Chamber of Commerce |
| Xabier María Vidal Niebla, President of the Association of Port Stevedoring Companies of Barcelona |
| José Pérez Domínguez, CCOO |
| Carlos González Quirós, UGT |

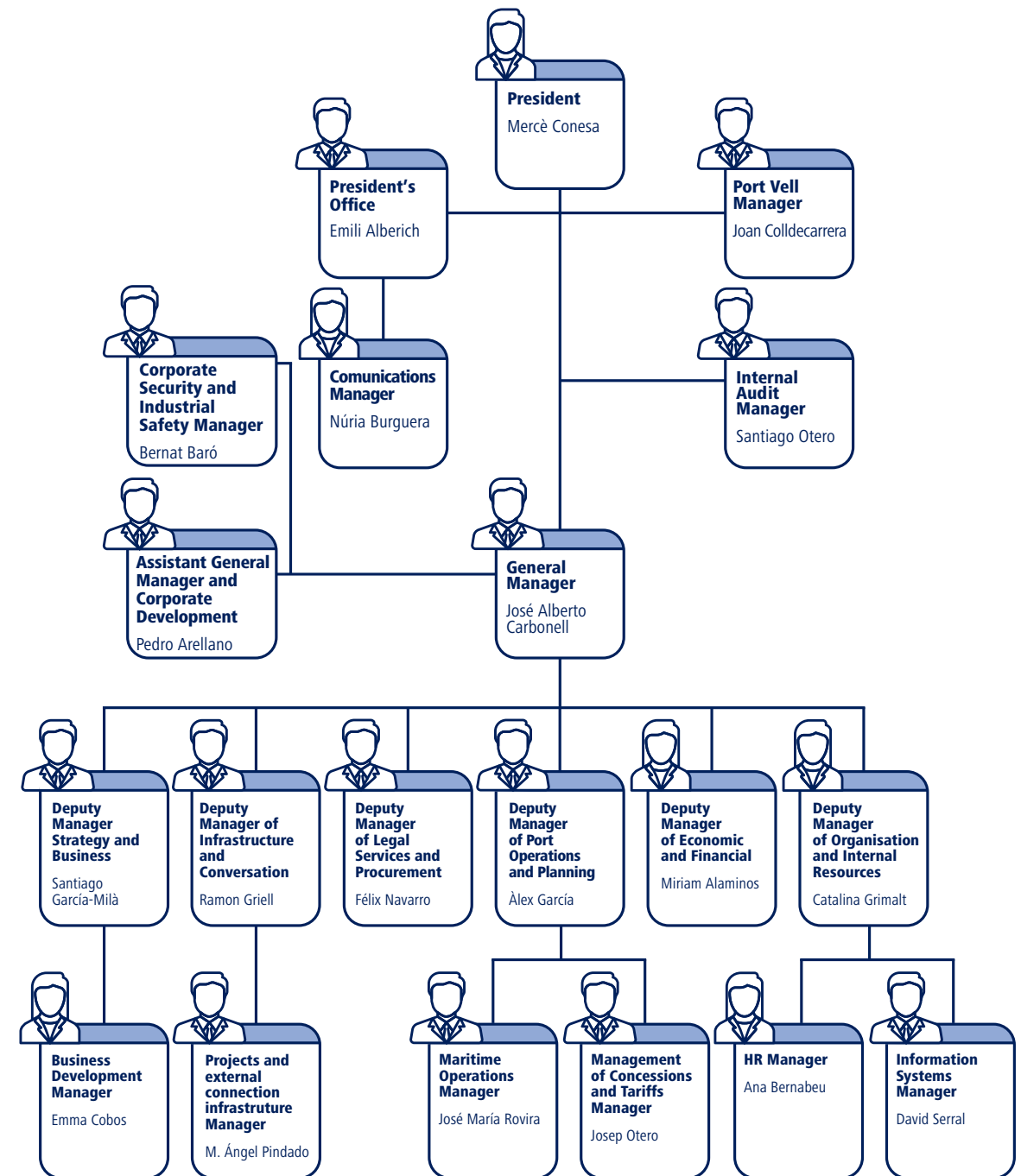
Changes during 2019:

Carlos González Quirós replaced Carles Boy Rodríguez (published in the Official Gazette of Catalonia on 10.01.2019), Cristina Ozores Jack replaced Ramón Fernández Calvo (18.07.2019), Teresa Cunillera i Mestres replaced Montserrat García Llovera (13.09.2019), Lluís Mijoler Martínez replaced Lluís Tejedor Ballesteros (27-09-2019), Antoni Llobet de Pablo replaced Isidre Gavín i Valls (10-10-2019) and Xavier Sunyer i Déu replaced Joan Llonch Pañella (21-11-2019)

Barcelona Port Authority Management Committee

This management body brings together the various functional areas of Barcelona Port Authority. It comprises, inter alia, the deputy general managers and the managers of the various areas making up the organisation.

The infrastructure in general is managed and the common strategy of the entire Port of Barcelona and its Port Community is conceived and led from the areas and departments of the APB.



Composition of the APB management committee, 2019

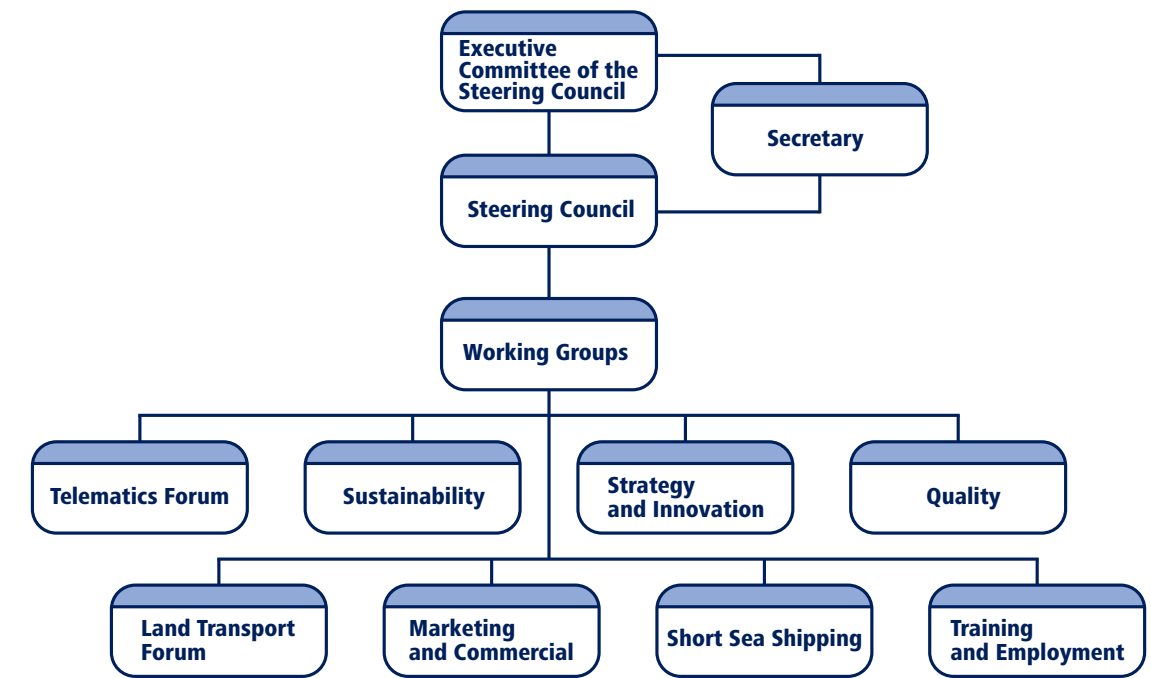
Steering Council for the Promotion of Barcelona Port Authority

This body embodies the desire for cooperation between the public and private institutions performing their activity in the port area of Barcelona and others related to international trade, therefore all the players in the port business are involved as well as representing the Port Community.

It aims to promote actions to reinforce the Port of Barcelona brand as a business community and foster its process of national and international expansion to increase and reinforce customer loyalty of freight traffic and enhance its image. It consists of the following organisations:

- > ADIF-Management Northeast Goods Terminals
- > Aduanas Pujol y Rubio
- > Barcelona airport
- > State Agency for Tax Administration in Barcelona
- > Alfil Logistics
- > AMETRACI - Mediterranean Association of Container and Intermodal Hauliers
- > APM Terminals
- > Apostolate of the Sea - Stella Maris
- > BIP AREA - Port of Barcelona
- > Arras Aduanas, SL.
- > Catalan Association of Concessionaire Companies
- > Association of Shipping Agents of Barcelona
- > Association of Container Carrier Businesses
- > Association of Port Stevedoring Companies of Barcelona
- > ATEIA Barcelona
- > Barcelona Port Authority
- > Barcelona Catalunya Centre Logístic
- > Barcelona Nautical Cluster
- > Barcelona Chamber of Commerce
- > Barcelona Harbourmaster's Office
- > CILSA (ZAL Port)
- > Official Association of Customs Agents and Commissioners of Barcelona
- > Barcelona Fishermen's Guild
- > Council of Users of the Maritime Transport of Catalonia
- > Consortium of the Free Trade Zone of Barcelona
- > State Coordinator of Sea Workers
- > Port Pilots' Corporation
- > Cotraport
- > Government Delegation in Catalonia (Ministry of Agriculture and Fisheries)
- > Government Delegation in Catalonia (Ministry of Health and Consumer Affairs)
- > Territorial Directorate of Commerce in Catalonia - Ministry of Industry
- > Customs of Barcelona
- > European School
- > Estibarna – SAGEP
- > Faculty of Nautical Studies of Barcelona
- > Federation of Communication and Transport - CCOO
- > National Federation of Transports, Communications and Sea - UG
- > Ferrocarrils de la Generalitat de Catalunya
- > Gerència Urbanística Port Vell
- > Grimaldi Logística España, SL
- > ICEX
- > Masiques, Logistics and Customs Services
- > Miquel Torres, SA
- > BIP (Border Inspection Post)
- > PIMEC
- > Portcemen, SA
- > Ports de la Generalitat
- > RENFE-Gerència de Producció Nord-est de Mercaderies i Logística
- > SINTRAPORT
- > Catalan Union of Insurers (UCEAC)

The Steering Council comprises 65 professionals from the participating companies and is structured into one **Executive Committee and eight Working Groups**. These are organised by strategic scenarios and comprise representatives of the Port's actors and players, all of whom are technical experts from the Port Community.



Organisation of the Port Community

The guiding principles

Transparency

Administrations and public entities are subject to legislation on transparency issues, set out in Law 19/2013 of 9 December 2013 on transparency, access to public information and good governance. Except in specific cases, this law does not affect organisations governed by private law.

In addition to this report, **Barcelona Port Authority** provides various types of information (institutional, organisational and planning; of legal relevance; and economic, budgetary and statistical), both through the website and the specific request for information through the Opendata portal.

The **Customs and Inspection Bodies** that answer to central government and the **Harbourmaster's Office**, through the Ministry of Public Works, also provide the information required by law on their respective portals and have mechanisms for requesting data.

Ethics and integrity

One way in which any organisation can show clearly its commitment to ethics and integrity, as an essential aspect of governance, is by providing a code of ethics or good governance, specific internal regulations, or internal compliance processes that include the aspects mentioned.

The **Code of ethics of the Port of Barcelona**, approved in May 2015, establishes the values and guidelines of conduct that should mark the behaviour of everyone working there, both in terms of daily operations and in relations with stakeholders.

At the same time, the code expresses the wish that other companies and groups of the Port of Barcelona adopt these principles to further strengthen the image of the Port Community.

78.2% of the organisations of the Sectoral Sustainability Plan **have a code of ethics or good governance**, 3.5 points higher than in 2018, which indicates the growing commitment to ethics and integrity. Furthermore, **71.8% have internal channels to process inquiries or complaints** on ethical issues.

Sustainability

The Port of Barcelona was one of the original signatories, in 2015, **of the United Nations Global Compact** and its Sustainable Development Goals (SDGs). This commitment was renewed this year with the working meeting held in January between the President of the Port and the President of the Spanish Network of the United Nations Global Compact.

67.9% of the organisations under the Sectoral Sustainability Plan (SSP) are involved in external sustainability initiatives and most of them in more than one. This figure is up from 57.3% in 2018, therefore the progression is very positive and shows their commitment to the integration of responsible and sustainable practices.

| | 2016 | 2017 | 2018 | 2019 |
|-----------------------------------|-------|-------|-------|--------------|
| Global Compact | 45.8% | 58.7% | 41.9% | 32% |
| Global Reporting Initiative (GRI) | 37.5% | 48.3% | 30.2% | 24.5% |
| SGE 21 | 8.3% | 38.0% | 18.6% | 13.2% |
| Other initiatives ⁽¹⁾ | 62.5% | 65.7% | 72.0% | 75.5% |

(1) Of particular relevance are the Global Code of Ethics Tourism, EcoVadis, Implementation of the Guide to Good Environmental Habits, ISO 14001, EMAS and participation in circular economy programmes, inter alia.

Involvement of SSP organisations in sustainability initiatives, 2016-2019

This year, the Port of Barcelona has decided to clearly focus its annual report on sustainability criteria. **33.3% of the organisations under the Plan, which are already making a special effort to be accountable on these issues, prepare sustainability reports.**

Value contribution

The Port of Barcelona is one of the main drivers of economic development in Catalonia. It plays a key role in the internationalisation drives of companies, acting as a physical link between them and their markets, and is also one of the key competitiveness factors for companies deciding where to locate. In addition to this, however, the Port of Barcelona's priority objective is to **promote the sustainability of port activity and of the logistics chains that use the Port.**

In this regard, we would point out that the Port of Barcelona is a global benchmark thanks to its Sectoral Sustainability Plan that brings together organisations from the entire Port Community.

Contribution to GVA

The Port of Barcelona is made up of a wide variety of companies, organisations and institutions that provide a multitude of services along the entire maritime transport logistics chain, for goods and passengers. The traffic figures show the volumes registered, types of goods, direct value contribution and other data that help to quantify the economic volume derived from port activity.

However, this value contribution also involves other data that should be taken into account in view of the importance of the Port for our area. In this connection, the gross value added (GVA) generated by port activity measures the economic income obtained from **providing these services and determines the importance of a Port as a generator of wealth and competitiveness** in the surrounding area.

The original **economic impact study of the Port of Barcelona**, prepared in 2007-2008 on the basis of data from 2006, has been updated using estimated data for 2017 based on the evolution of the consumer price index (CPI) between 2006 and 2017 and the behaviour of the various traffic segments of the Port for the same period. Thus, it was possible to estimate the contribution the Port of Barcelona made to the Catalan economy in 2017 in terms of volume of wealth or GVA and in volume of employment.

The conclusion to be drawn is that the activity of the Port of Barcelona generates a total GVA to the economy of **€3.531 billion**, representing **1.7% of Catalan GVA**.

| | Gross value added (thousand EUR) | % share GVA Catalonia |
|-----------------------|----------------------------------|-----------------------|
| Initial impact | 2,228,076 | 1.1% |
| Inter-sectoral impact | 1,303,471 | 0.6% |
| Total impact | 3,531,547 | 1.7% |

Estimate of the economic impact of the Port of Barcelona 2017

The economic impact also has repercussions on other areas like employment. On the basis of the figures updated in 2017, an estimate was also made of the total impact of the Port's activity in terms of employment and it transpired that the Port generates **41,200 direct and indirect jobs**, accounting for **1.1% of total employment in Catalonia**.

Mission, Vision and Strategic Objective

In its Third Strategic Plan, the Port of Barcelona sets out its aim to add value to the surrounding area and society by defining its mission, vision, values and strategic objective.



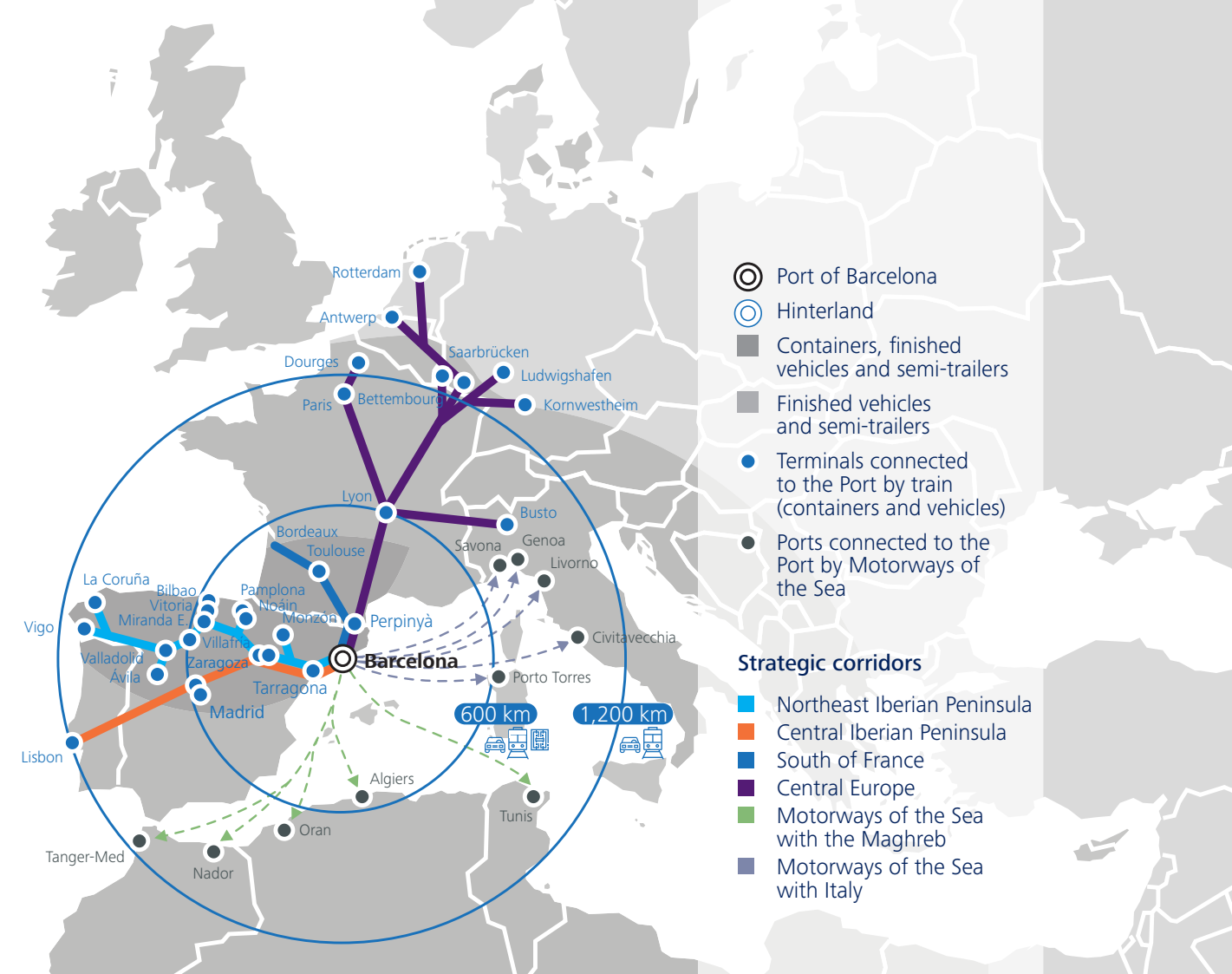
The **mission** attributed to the Port of Barcelona is **“To contribute to the competitiveness of customers by providing efficient services responding to their needs for maritime transport, land transport and logistics services”**



The **vision** or future scenario under which it aims to achieve its mission is expressed with the motto **“Barcelona: the European port solution in the Mediterranean”**



The **strategic goal** which specifies how the Port intends to realise its vision is **“to become the main Euroregion distribution centre in the Mediterranean competing with the ports of Northern Europe”**



Connections of the Port of Barcelona with the hinterland, 2019

Strategy and Promotion

This section describes how the Port develops its mission and vision. In other words, what strategy it follows to achieve the common objectives of the Port Community, adapting infrastructures and services to the needs of stakeholders.

The networked port

For years, the Port has been developing a network of services and infrastructures at strategic points in nearby markets to facilitate the routing of cargo between these areas and the Catalan capital: the so-called “networked port”. Promoting intermodality, through railway and short sea shipping services, with the support of the so-called Inland maritime terminals, allows the Port to be fully oriented towards its strategic objectives. These are: expanding its market and therefore growing; promoting services with the Port’s quality standards and thus fostering the development and competitiveness of its actors; and doing so under sustainability criteria, through savings in emissions, time and money.

Inland maritime terminals

The Port of Barcelona also participates directly in five inland maritime terminals, or dry ports, which bring port services closer to maritime logistics operators and import-export customers from the territories it serves:

Zaragoza Maritime Terminal (tmZ)



Puerto Seco de Madrid - Coslada



Empordà Intermodal Terminal



Terminal Intermodal Centro - Puerto Seco de Azuqueca de Henares



Saint-Charles Container Terminal (Perpignan)



In 2019 the three main terminals in volume of activity registered significant increases and traffic records.

| Name | Purpose and scope | Traffic data 2019 |
|---|---|---------------------------|
| Zaragoza Maritime Terminal (tmZ) | 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. | 164,014 TEU (+10%) |
| Terminal Intermodal Centro - Puerto seco de Azuqueca de Henares (Guadalajara) | The ports of Barcelona, Santander and Bilbao are the stakeholders, to bring maritime transport closer to the Madrid area and to enhance the competitiveness of the logistics and consumption areas of the Community of Madrid and the central Iberian Peninsula while connecting to the other markets in the Iberian Peninsula. | 85,464 TEU (+19%) |
| Saint-Charles Container Terminal (Perpignan) | The Port holds 4% of the capital of the terminal, located in one of southern Europe's main logistics and distribution centres for fresh produce. It hosts logistics operations starting/ending in Europe and passing through the Mediterranean. | 35,999 (+25.3%) |

Traffic of the main inland maritime terminals, 2019

Rail services

The networked port strategy also involves increasing the number of regular and frequent railway services with the Port and developing them

Peninsular railway services available for containers: Zaragoza, Madrid, Noáin (Pamplona), Monzón (Huesca), Tarragona, Burgos, Vigo and Vitoria, in addition to the services of the Morrot terminal in the rest of Spain and Portugal.

International railway services available for containers: Lyon; connections from Perpignan and Le Boulou to the rest of France and Luxembourg; from Morrot to Belgium, the Netherlands, Germany and Italy and from Can Tunis to Luxembourg.

Railway services available for cars: connection with most production plants in Spain and Germany.

Railway services available for bulks: Súria, Martorell and Tarragona.

| Service / Connection | Description | Operator | Milestone 2019 |
|---|---|-------------|---|
| Vehicle service with Germany | First direct service transporting vehicles manufactured in Germany and distributing them around Spain. The only service that does not require transshipment or changing bogies on the French border. Longest international gauge train ever to enter the peninsula (685 m). | DB Cargo | Consolidated offer of 4 weekly services |
| Container service with Miranda de Ebro (Burgos) | Service between Barcelona and Miranda de Ebro, covering the area of Burgos, La Rioja, Bizkaia, Vitoria and Santander, industrialised areas with large importing and exporting companies. | Synergy | Consolidated with a third weekly frequency |
| Service for liftable semi-trailers and containers with Luxembourg | New railway motorway service between the Grupo Alonso terminal in Can Tunis and Bettembourg (Luxembourg). Started in February 2019. | VIAA | 5 weekly services |
| Container service (especially reefers) with Rotterdam | New service for containers (especially reefers) between the Morrot terminal in Barcelona and Rotterdam. Started in May 2019. | Shuttlewise | 3 weekly services |

Consolidation and expansion of Port rail services, 2019

To build on its rail strategy, the Port of Barcelona participates in various organisations for developing and promoting rail services and the Mediterranean corridor (Fermed, Rail Freight Corridor 6 UE, Railgrup...).

Short sea shipping services

Motorways of the Sea (MoS) or short sea shipping (SSS) services are shipping services that represent an alternative to road haulage and meet the criteria of minimum frequency of three weekly departures and three stopovers in different ports at most and are fully integrated into the networked port strategy. The Port of Barcelona currently has SSS services with Italian and North African ports.

The 153,692 intermodal transport units (ITUs) registered in 2019 translate into an identical number of trucks diverted from the roads to the maritime mode, which is more efficient economically and environmentally. It therefore contributes significantly to promoting sustainable logistics chains in the Mediterranean.

Commercial promotion

Port representations

The Port of Barcelona has eight **commercial representations**, which aim to consolidate and to monitor the networked port strategy in nearby markets and to strengthen and establish new relationships in distant markets.

The professionals running them depend on the Port Authority and are based in the following areas: in the hinterland: in Zaragoza, north-centre of the Iberian Peninsula, Madrid, Lyon and Toulouse (France); and in the foreland: in Argentina, China and Japan.

Participation in fairs and congresses

By participating in fairs and conferences, the Port aims to promote, consolidate and position its strategic traffic, closely studying market trends and the needs of users and operators, and acting as an umbrella for the Port Logistics Community through joint participation to create synergies and add value and competitiveness to the companies in the sector.

New in 2019 was the organisation of the SINO European Freight Forwarders Conference and Smart Port Piers of the Future for the first time in Barcelona.

| | |
|---|--|
| Taking part with its own stand at international logistics and transport fairs | Intermodal South America (Sao Paulo, March) Transport Logistic, Munich (June) Barcelona International Logistics Fair (SIL Barcelona, June) China International Logistics Fair, CILF (Shenzhen, October) |
| Presence at specialised fruits and vegetables (fresh products) fairs | Fruit Logistica (Berlin, February) Medfel (Perpignan, April) Fruit Attraction (Madrid, October) |
| Presence at specialised cruise traffic fairs | Cruise Shipping Miami - Seatrade, Miami (April) Seatrade Europe, Hamburg (September) |
| Presence at fairs that stand out due to the relevance of the geographical area or market | ASIA 11th WCA Worldwide Conference (Singapore, March)* 16th SINO International Freight Forwarders Conference (Shanghai, September)* SINO European Freight Forwarders Conference, Barcelona (June)* China International Import Expo (CIIE), Shanghai (November) *Organised by WCA (World Cargo Alliance), under the agreement between the associations WCA and China International Freight Forwarders Association (CIFA, ATEIA and the Port of Barcelona NORTH AFRICA 8th Hispano-Moroccan Transport and Logistics Sector Meeting (Tangier, November) FRENCH MARKET Top Transport Europe, Marseille (October) World Class Logistics, Paris (November) |
| Participation in other key fairs, congresses and conferences | Breakbulk Europe (Bremen, May) Petrochemicals Global Logistics Convention (PGLC), Marseille (June) Automotive Logistics Europe, Munich (July) APPA Latin American Ports Conference (Valparaíso, October) Smart Port Piers of the Future, Barcelona (November) |
| Participation in conferences organised by associations of which the Port of Barcelona is a member | Automobile traffic organised by The Association of European Vehicle Logistics (ECG) Short sea shipping (SSS), organised by the Shortsea Promotion Centre (SPC) association Traffic in coffee, organised by the European Coffee Federation (ECF) |

Main commercial promotion initiatives of the Port of Barcelona 2019

Trade mission by the Port of Barcelona to Japan

Trade missions aim to promote and present the Port of Barcelona and its Logistics Community in different markets to generate and consolidate business and institutional links that help companies in Catalonia in their internationalisation drives.

The 21st edition of the Port of Barcelona Trade Mission comprised a 63-strong delegation that visited the Japanese cities of Tokyo and Yokohama from 8 to 14 November, where visits, business conferences, meetings and bilateral contacts were held. The mission was rated 8.4 out of 10.

Composition of the delegation: the participants from the Port Community, led by the President of the Port of Barcelona, were the presidents of the port associations, the Barcelona Customs Delegate, members of the press of the sector, representatives of CILSA - Uniql and the logistics - port sector (freight forwarders, customs agents and logistics operators) and importers/exporters in the meat, aggregates, services and consulting sectors. On behalf of the Generalitat de Catalunya were the Regional Minister of Territory and Sustainability, Damià Calvet; the Secretary of Infrastructures and Mobility, Isidre Gavín; the Regional Minister for Business and Knowledge, Maria Àngels Chacón; and the Director General of Industry, Matilde Villarroya.

Sponsors: COACAB, Bergé, IDOM, Masiques, Nippon Express (official freight forwarder of the mission), Freixenet and SIL Barcelona.

Collaborating entities: Generalitat de Catalunya, ACCIO, Embassy of Spain in Japan, Círculo Empresarial Japón España (CEJE), Fundación Consejo España-Japón, Foment del Treball, Pimec, Chamber of Commerce of Japan and Jetro.

Info and details of the mission:

- > 225 attendees at the business day
- > 65 attendees at the technical seminar
- > 43 meetings of 5 contact agendas prepared by ACCIO Tokyo
- > 12 institutional and commercial visits and meetings of the President of the Port: with shipping companies Mitsui Osk Lines (MOL) and ONE (Nippon Express, mission sponsors); with the UCC Coffee Academy; with the Japanese Ministry of Infrastructure and Transport, the mayor of Yokohama and the Casal Català; in the ports of Tokyo and Yokohama (Osanbashi terminal); with the companies Uniql, Nissan, All Nipon Airways (ANA) and Toyo Ito & Associates, Architects (Hermitage).

Cooperation agreements signed between:

- > Port of Barcelona and the ports of Yokohama and Tokyo (Tokyo Metropolitan Government) and with the mayoress of Yokohama.
- > The Association of Shipping Agents and Japan Association of Foreign-Trade Ship Agencies (JAFSA).
- > ATEIA-OLTRA Barcelona and the Japanese associations of the sector Japan Freight Forwarders Federation (JFFF), Japan Int Freight Forwarders Association (JIFFA) and Japan Aircargo Forwarders Association (JAFFA).

Promotion of the Port Community

The eight Working Groups of the Steering Council for the Promotion of the Port Community worked on several projects in 2019 that are described in the attached table.

| Working Group | Mission | Objectives and achievements |
|------------------------------|--|--|
| The Telematics Forum | Define, optimise and harmonise the documentary procedures associated with the passage of goods and means of transport through the Port of Barcelona | <ul style="list-style-type: none"> > CAU: Checking goods leaving Temporary Storage Warehouses (TSW) and generating appropriate registers. Analysing over 22,000 notices of collection of full containers, to determine the potential cases for authorising departures automatically. > Pre-SAD export. Monitoring the implementation of the procedure: after some occasional problems in the early days, the results were positive. > Documentary exchanges of the railway between the rail logistics operators (RLO) and the terminals. > Advances in the BCN Port Booking System. Drafting a contingency plan. > Simplifying the Verified Gross Mass (VGM) procedure. Studying the possibility of eliminating the alternative of communicating VGM or requesting weighing with the admission document and allowing the use of the VERMAS message only. |
| Strategy and Innovation | Promoting generation of new concepts, businesses, services, facilities, etc. to ensure constant and sustainable development of the Port Community | <p>In 2019 the group focused on providing inputs for drafting the 6th Strategic Plan of the Port of Barcelona, through specific working subgroups:</p> <ul style="list-style-type: none"> > Context subgroup, to analyse the general aspects and main trends affecting the Port overall. > Containers subgroup, to analyse containerised cargo. > Ro-Ro cargo subgroup, to analyse Ro-Ro and ro-pax cargo, essentially rail and new car traffic. > Bulk goods subgroup, responsible for analysing liquid and dry bulks. > Cruise ship subgroup, in charge of analysing cruise passenger movements. <p>The main results obtained were:</p> <ul style="list-style-type: none"> > Identifying how the main global trends will affect the Port of Barcelona. > Estimating the future development of the main traffic segments. > Identifying weaknesses, threats, strengths and opportunities that may impact activity as a port. > Gaining feedback on the mission, vision and lines of action proposed by the Port of Barcelona. |
| Quality - Efficiency Network | Through analysis and debate, providing concrete proposals for improvement in the Port Community processes that can be a significant benefit in the offer of services at the Port | <ul style="list-style-type: none"> > Current status of the Quality Plan. > Implementation of the nine audit models. > Label Technical Conference, 23 May 2019. Defining the programme and Objectives. > AECOC requirements for audits. |

| Working Group | Mission | Objectives and achievements |
|--------------------------|--|--|
| Land Transport Forum | Promoting the use of rail transport in the Port and organising the joint actions of the entire Logistics Community linked to the road transport of the maritime and inland terminals of the Port of Barcelona, from the maximum safety, quality and environmental protection point of view. Achieving the integration and regulation of the sector | <ul style="list-style-type: none"> > Container rail traffic of the Port of Barcelona: Railway statistics > Rail car traffic of the Port of Barcelona: Railway statistics |
| Marketing and Commercial | Generating commercial strategy for the Port Community, the hinterland and the foreland | <ul style="list-style-type: none"> > Organising the Annual Conference of the Port Community in Zaragoza and Madrid. > Locating emerging markets/opportunities. > Identifying objectives for trade missions. > Coordinating participation in fairs. > Coordinating participation with other bodies (Government, Chamber of Commerce...) |
| Short Sea Shipping (SSS) | Fostering and facilitating mechanisms for developing and improving SSS in the Port of Barcelona | <ul style="list-style-type: none"> > Adapting customs services to the requirements and needs of SSS. > Presentation (by Prevestiba) of the information obtained on the various security measures at the SSS terminals and detection of improvements. > Updated information on the Med Atlantic Project and monitoring the Italian Marebonus and Ferrobonus schemes. > Continuing to study damage to equipment at the terminals: indicators and traceability. > Updating market and trade balance studies. > Analysing the impact on SSS of the application of LNG technology to trucks, ships and port facilities. > Installing seven dynamic electronic panels for information on departures and arrivals of ferries and cruises, including the terminal. > Enabling the Truck Centre, a waiting area for trucks before they board the ferry. |
| Training and Employment | Having well-trained professionals from a European and global perspective, encouraging students to reconcile training in educational centres with training in real work environments | <ul style="list-style-type: none"> > Promoting quality training in accordance with present and future needs of the logistics/port sector (blue economy). > Quality training: attracting talent and developing world-class professionals. > Attracting talent for the sector. > Improving training for access to the sector. > Training to retrain people in the sector. > Promoting occupational training in the sector. > Internationalisation (training in English). |



Working Group Mission

Objectives and achievements

- > Contrasting and aligning the knowledge imparted in the training cycles with the needs of companies through sector-wide associations.
- > Writing a list of arguments to propose the creation of a logistics and transport sector board.
- > Completing, publishing, disseminating and maintaining the map of training resources linked to port activity.
- > Feasibility study of an international reference centre for repair and refit activities in Barcelona.
- > Publicising dual vocational training in the port logistics sector through an information day.
- > Introducing students to the Port of Barcelona and the professions of the sector.

Sustainability and Environment

Helping the Port of Barcelona to become more socially responsible by enhancing criteria of social responsibility and prevention of occupational and environmental risks in the companies of the Port Community according to established objectives.
Inform, train, promote

- > Presentation of the 2018 Sectoral Sustainability Plan Report.
- > Establishing the figure of the ambassador of the Sustainability Plan within the organisations to promote and encourage its participation. The ambassadors group began its activity in November 2019.
- > Grouping companies in the port area to tender a joint bid for electricity supply to achieve more advantageous prices
- > Introducing hydrogen as a zero-emission fuel and learning about experiences of using H2 as a transport fuel.
- > Commitment to electric vehicles.
- > Promoting "zero-carbon" fuels.
- > Presenting new tools and more effective and efficient indicators for internal and external communication on sustainability and the environment.
- > Final presentation of the Cleanport project.
- > The Commitment of the Port of Barcelona in the fight against climate change.
- > Electrification of wharves.
- > Study on the potential to generate wind energy in the port area.
- > Incorporating the Pilots and Tug Operators Corporation into the group.
- > New technologies applied to occupational risk prevention.
- > Occupational risk prevention on business trips and posted workers.

Activity of the working groups of the Steering Council, 2019

Quality as a tool for competitiveness

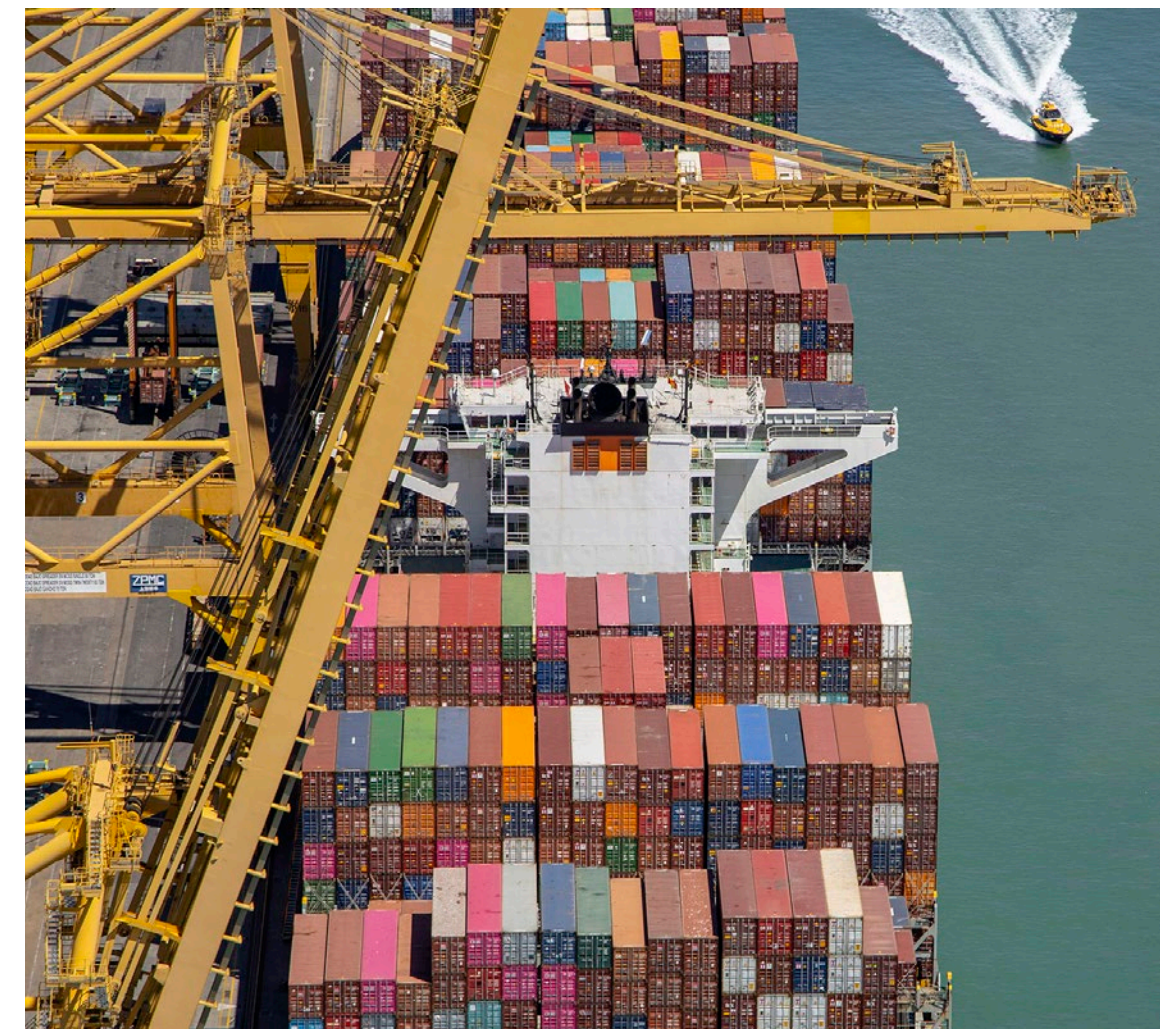
The Port of Barcelona is focusing direct efforts and objectives to achieve a level of efficiency and quality to allow it to stand out from competing ports while helping to make its customers more competitive.

The quality system

The **Port of Barcelona's Quality system** is managed by the Port Authority's Department of Goods and Quality Operations (DOMQ) and passed the corresponding follow-up audit of the **ISO 9001 certification** in 2019.

The department performs the following functions to ensure quality management:


- > Coordinating the **Port's quality team (QT)** to monitor and establish actions to improve service provision both at the terminals (vehicles, containers and Ro-Pax) and at the border inspection point (BIP).
- > Monitoring and supervising the service provided by the QT for checking waste under the **MARPOL convention** handed over by vessels operating in the Port of Barcelona.
- > Analysing data for improving the processes of the container terminals in the field of the Port of Barcelona's Specific Reference Service Levels.



Reference Service levels

The DOMQ also works with and provides support to the Port of Barcelona terminals that are certified or in the process of certification in the Reference service levels. These can be obtained by fulfilling a series of service requirements, for which companies (terminals or shipping companies) must pass an audit by an accredited external company. These standards allow the organisations that hold them to stand out from their competitors by their higher quality service provision while simultaneously showing their customers that they are making efforts to improve.

Certified terminals

| | | | |
|--|--|---|--|
|  | Autoterminal certification date 22/07/2019 |  | Engransa certification date 31/10/2019 |
|  | Setram certification date 02/07/2019 |  | Decal certification date 08/04/2019 |
|  | BEST certification date 08/11/2019 | TEPSA certification date 17/10/2019 | CLH certification date 24/06/2019 |
|  | Creuers del Port certification date 08/11/2019 | Terquimsa certification date 30/06/2019 | |

Certified shipping companies

| | | | |
|---|--|---|--|
|  | MSC certification date 08/04/2019 | Trasmediterránea certification date 24/06/2019 | Baleària certification date 30/06/2019 |
|  | RCCL certification date 17/10/2019 | Península Petroleum certification date 30/06/2019 | Maersk certification date 30/06/2019 |

Reference service levels. Terminals certified in 2019

The quality label: Efficiency Network

Another of the tools to achieve high levels of service efficiency and quality is the Port of Barcelona Efficiency Network Quality Label, which **certified a total of 95 activities in 2019**, up 7% on the previous year. These include organisations in the areas of container traffic and ship services, as well as the five administrations that work actively to improve the brand's commitments (Customs, Border Inspection Services, SOIVRE, the Harbourmaster's Office and the Port Authority itself).

In addition to certifying and measuring processes, the Quality Label actively promotes and disseminates its own quality commitments, as well as those of the companies and administrations that work with them. In this connection, the Port's quality label was present during this exercise at international fairs as well in training actions organised by the Port for final customers.

| Activity sectors | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Shipping agents | 4 | 14 | 14 | 13 | 13 | 14 | 12 | 12 | 11 | 11 |
| Hauliers | 2 | 12 | 18 | 20 | 23 | 23 | 23 | 23 | 28 | 31 |
| Customs / Freight Forwarders | 4 | 19 | 23 | 30 | 32 | 34 | 36 | 36 | 40 | 44 |
| Terminals | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Ship's services | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 7 |
| TOTAL | 12 | 47 | 57 | 65 | 70 | 73 | 73 | 73 | 89 | 95 |

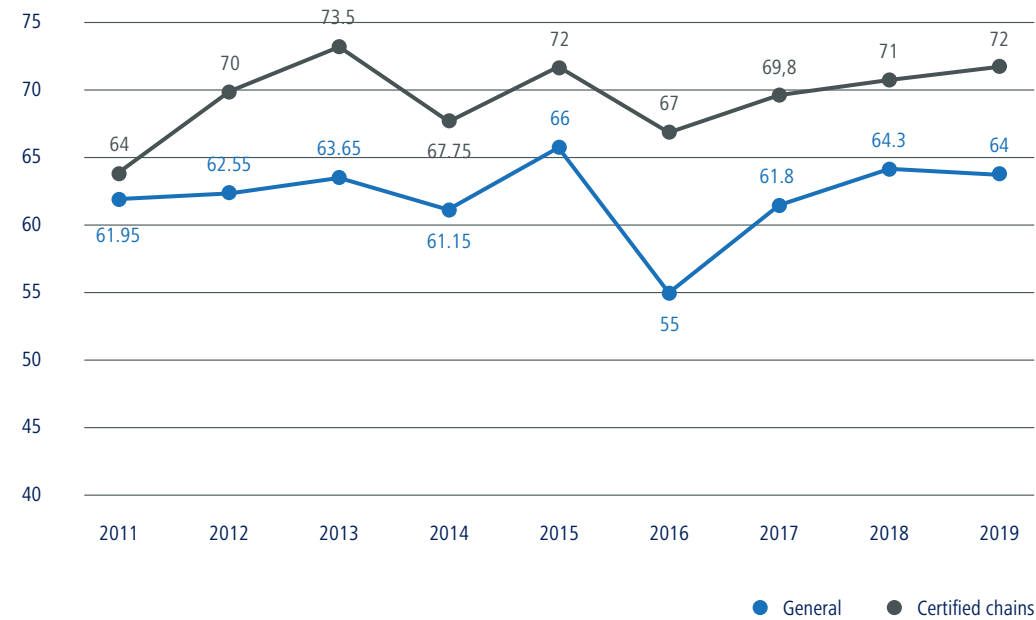
Companies certified by sector of activity, 2010-2019

In the **container traffic area**, collaborating companies and administrations were subject to the corresponding audits to assess their compliance with their quality standards. **183 reports were issued**, leading to the analysis of more than 753,000 data items.

As regards the efficiency of the processes guaranteed by the Label, the indices recorded in the previous year were maintained for container traffic in 2019, especially for certified logistics chains. This is a trend that has been observed since the label was launched ten years ago, placing the efficiency of these chains at around 10 points higher than the general average of the Port.

Average compliance with quality standards in the **scope of vessel services** exceeded 90%.

The data gleaned from these audits have provided the entire Port Community with information helping to detect areas for improvement, which are then analysed in working groups comprising all the participants in the supply chain.



Comparison of the achievement of the commitments in the container sector (in %), 2011-2019



The values of the label

Work took place in 2019 to validate the values we wish to attach to the Efficiency Network certification of the Port of Barcelona by seeking consensus among all the organisations - public and private - that make up the label. These values should become a new way to help companies to promote themselves, but also, and above all, a new tool to help define a list of best logistics practices associated with each of these values.



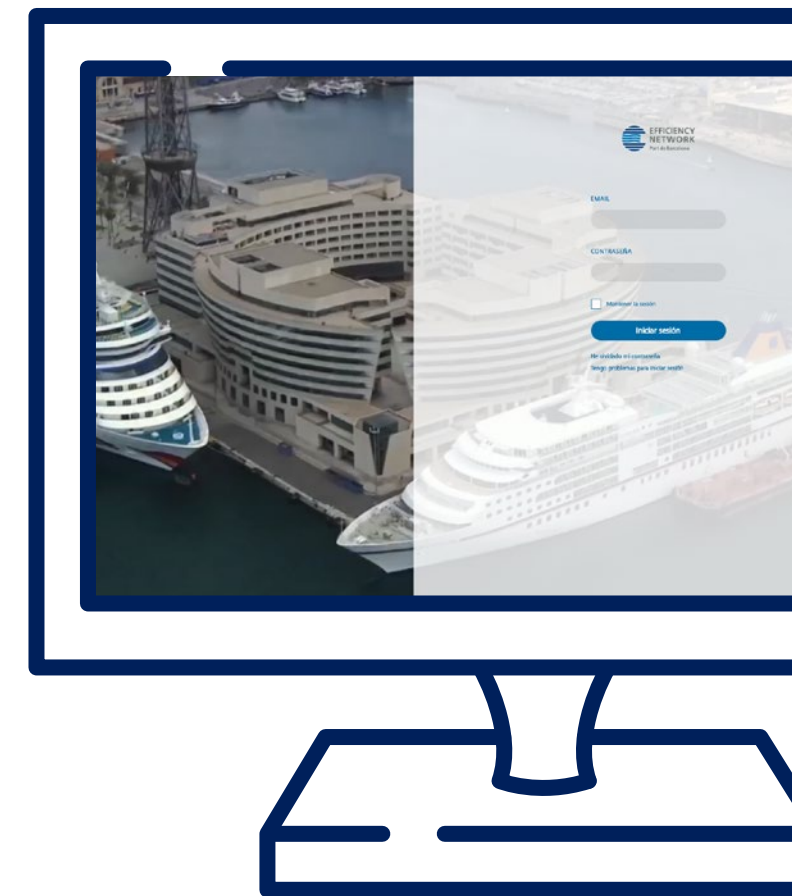
The values of the quality label

New internal tools of the label

Throughout 2019, the Quality Label developed two tools which it put into operation to make it easier to monitor and communicate with the member organisations: the BrandCentre platform and a new audit report.

BrandCentre platform

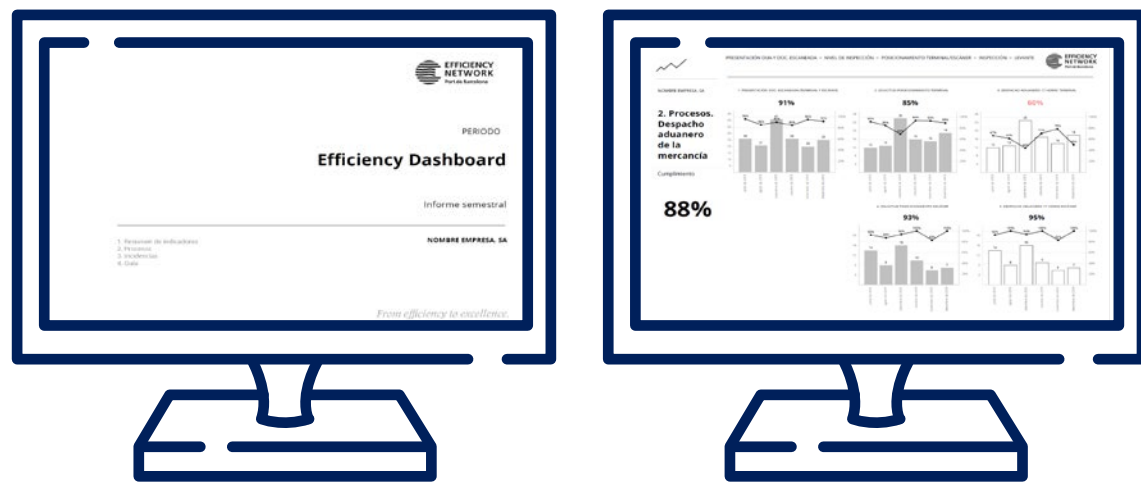
This new online portal for managing and communicating the label to certified organisations was launched earlier this year. The new internal tool entails a substantial improvement in usability, speed and accessibility and incorporates management and traceability of the entire audit process. The entire certification and/or renewal process of companies is performed through the BrandCentre, improving transparency and optimising the time spent. It also allows ongoing support, virtual communication channels linked to each specific task and useful documentary records and storage to allow the parties involved to follow the progress of each certification.



New audit report: Efficiency Dashboard

During this financial year, the audit report on certified companies was completely reformed to provide more information regarding compliance with the Efficiency Network commitments. This reform involved reviewing the indicators, to have a closer view of all the cases related to container management, and developing a new, more visual and graphic report, using the Business Intelligence Microstrategy tool.

New evaluation criteria were also introduced, such as compliance with the good logistics practices proposed by the AECOC association and measuring the percentage of process performance from an overall perspective. This measure provides a more business-focused view of the audited companies, as it allows them to see the outcome of the activities of all components of a supply chain.



The label technical conference

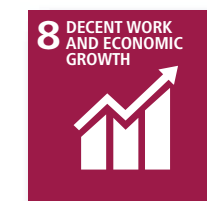
The Quality Label organises technical days for certified companies and participating administrations each year to consolidate forums for debate that help to improve cooperation between companies, fostering debate and consolidating the aim of efficiency and service to the final customer.

This year's conference was held at the Port of Barcelona's headquarters at the World Trade Centre and was attended by **135 professionals** from the various companies under the Label. It focused on getting to know the various features of the new platform of the Brand (Brandcentre) and acquiring a more extensive knowledge of the definition of the values of the brand and familiarity with the new audit models.

05 Developing economic value

The Port of Barcelona's core activity is goods traffic, passenger transport and the logistics that this generates. The growth and development of the organisations that are part of it depend on its dynamism. The Port of Barcelona works from the conviction that an environment of sustainable growth over time can be guaranteed only if it is able to reduce the economic externalities of port activity; in other words, if it seeks to ensure that economic, social and environmental aspects move forward in lockstep and reach everyone.

Orientation to the SDGs



Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all

The growth of freight traffic and passenger movement goes hand in hand with job creation and the concern that this growth should not harm the surrounding area or the environment. Furthermore, the description of jobs carried out by Barcelona City Council in the "blue economy sector", i.e. work in the maritime sector, underlines these jobs as quality employment.

- > 25% share of maritime external trade in Spain
- > Top port in Spain in cargo value
- > 35 million tonnes of hinterland traffic, i.e., real trade



Develop resilient infrastructures, promote inclusive and sustainable industrialisation and encourage innovation

The growth of the Port was made possible by consolidating infrastructures and increasing investments year after year. In addition, the Port's companies have promoted research, investigation and innovation.

- > Building new road and rail accesses to the Port
- > 9.5% investment in R&D+I across all the organisations in the Plan
- > €4.4 million in aid received for projects of the organisations in the Plan



Ensure sustainable consumption and production patterns

The Port of Barcelona is working to ensure that all of its component organisations become actors concerned with sustainability and promote practices that respect society and the environment, working to achieve sustainable consumption and production methods. The Port is encouraging more organisations from its Port Community to adhere to the Sectoral Sustainability Plan and establishes and monitors sustainability indicators.

- > 197,812 m³ of MARPOL waste managed in the Port
- > 78 organisations signed up to the Port of Barcelona Sectoral Sustainability Plan
- > 97.3% purchases of products or services from the organisations in the Plan made within the European Union

About the data

The dynamism of port activity is directly reflected in goods traffic and passenger movements. This is partly the result of commercial actions, the offer of logistics and infrastructure and the human factor applied, where the social and environmental positions chosen also have an influence. Furthermore, the behaviour of traffic has an influence on the economic development of the Port, its Port Community and its hinterland. **Traffic data** are aggregated for all the organisations of the Port of Barcelona; they are drawn from the data control systems of Barcelona Port Authority (APB) and are reported monthly on the Port of Barcelona website.

Data on the financial year in this report refer to the results of the APB as the organisation responsible for the management of the Port of Barcelona. They are significant and have an impact on the whole Port in two ways: because the APB's revenue comes from aggregated general port activity (traffic and land concessions); and because the resources generated serve to fund the port infrastructure works, to support the Port of Barcelona's commercial promotion and strategy actions and to cover the necessary management and general administration tasks of the installation, inter alia.

Data referring to **aid received, investments in research, development and innovation (R&D+I), and the volume of purchases** from companies in the European Union come from sectoral data, i.e. from all the organisations under the Sectoral Sustainability Plan that responded to the questionnaire.

The Port's contribution to the economy

Market share in terms of goods value

The Port of Barcelona is one of the main drivers of economic development in Catalonia and Spain and specialises in high-value goods. In 2019 the Port channelled **74% of the maritime external trade of Catalonia and 25% of the total for Spain**.

The approximate aggregate value of the goods that passed through the Port in 2019 was **€86.080 billion**, down 0.6% on 2018, as a result of the 0.3% decrease in total tonnage handled and the 3.2% reduction in tonnes of containers, which have the most value and therefore count most in the indicator. Despite this small setback, the Port of Barcelona remains the number one port in Spain in terms of the value of the goods that pass through it.

| 2017 | 2018 | 2019 | % |
|--------|--------|--------|------|
| 78,260 | 86,633 | 86,080 | -0.6 |

Value of goods passing through the Port (in million eur), 2017-2019

Market share of maritime external trade of Catalonia

The Port of Barcelona's market share in the hinterland is the percentage of trade flows of a region routed through the Port. These data show the positioning of the Port of Barcelona within Spain.

In value terms, total maritime external trade in **bulk and general cargo** handled by the Port of Barcelona represented **74% of total external trade for Catalonia** in 2019, a one percent increase year on year.

| 2015 | 2016 | 2017 | 2018 | 2019 |
|------|------|------|------|------|
| 73% | 74% | 73% | 73% | 74% |

Market share of maritime external trade of Catalonia - bulk and general cargo, 2015-2019

Also in value terms, the Port of Barcelona channelled **87% of total maritime external trade of containers in Catalonia**.

| 2015 | 2016 | 2017 | 2018 | 2019 |
|------|------|------|------|------|
| 85% | 84% | 85% | 86% | 87% |

Market share of maritime external trade of Catalonia - containers (TEU), 2015-2019

Market share of maritime external trade of Spain

In addition, total maritime external trade in **bulk and general cargo** channelled by the Port of Barcelona in 2019, in value terms, represented 25% of the total maritime external trade of these products of Spain.

| 2015 | 2016 | 2017 | 2018 | 2019 |
|------|------|------|------|------|
| 24% | 25% | 24% | 24% | 25% |

Market share of maritime external trade of Spain - bulk and general cargo, 2015-2019

The value of maritime external trade of containers (TEU) channelled by the Port of Barcelona in 2019 was 32% of the total value of maritime external trade of **containers** of Spain.

| 2015 | 2016 | 2017 | 2018 | 2019 |
|------|------|------|------|------|
| 31% | 31% | 32% | 32% | 32% |

Market share of maritime external trade of Spain - containers (TEU), 2015-2019

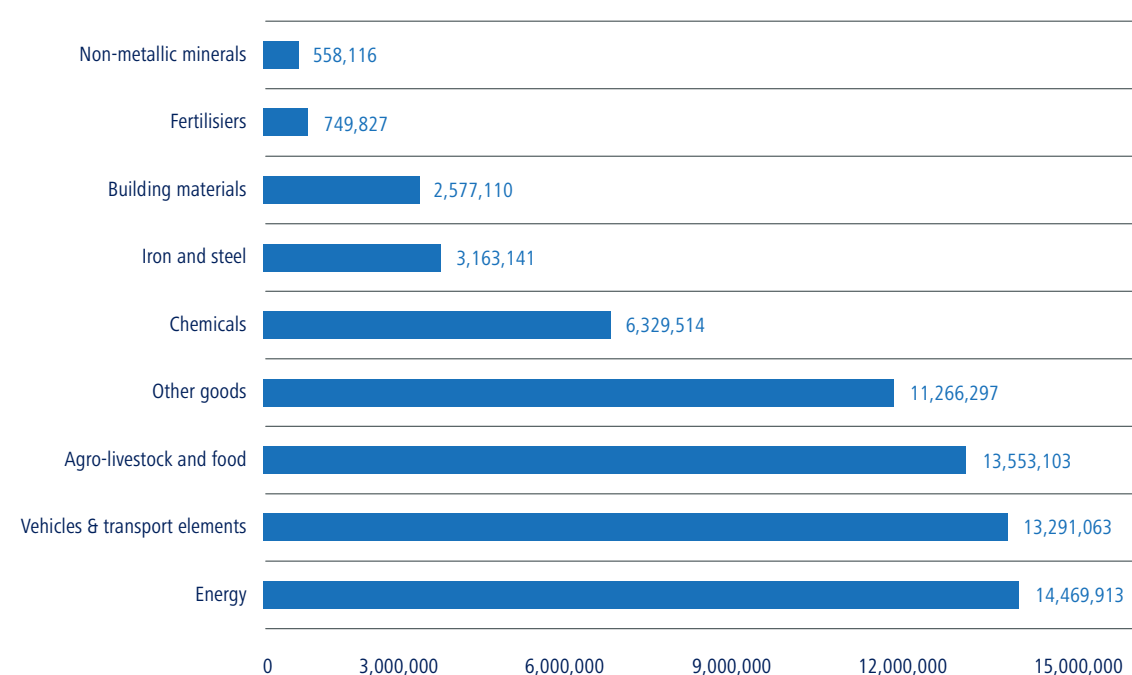
Sectors with which it works

As the main import and export region of Spain, one of the characteristics of the Catalan external trade sector is its high degree of diversification, which covers a wide range of productive sectors. The main economic sectors comprising Catalan external maritime trade and their business and industrial fabric use the Port of Barcelona principally to channel their trade flows, which helps to improve their competitiveness as they pass through an infrastructure adapted to the needs and the provision of efficient services.

The following table and graph indicate the key sectors in local economic development that rely on the Port's support for their growth:

| | 2015 | 2016 | 2017 | 2018 | 2019 | % |
|-------------------------------|------------|------------|------------|------------|-------------------|-------|
| Energy | 10,568,342 | 10,083,533 | 12,724,469 | 13,874,011 | 14,469,913 | 4.3% |
| Vehicles & transport elements | 9,546,940 | 10,386,425 | 12,299,616 | 13,757,357 | 13,291,063 | -3.4% |
| Agro-livestock and food | 7,684,093 | 8,248,351 | 11,476,244 | 12,992,796 | 13,553,103 | 4.3% |
| Other goods | 7,784,132 | 7,971,058 | 10,454,914 | 11,580,213 | 11,266,297 | -2.7% |
| Chemicals | 4,679,970 | 4,817,431 | 5,791,910 | 6,350,393 | 6,329,514 | -0.3% |
| Iron and steel | 2,142,439 | 2,182,656 | 3,067,800 | 3,242,672 | 3,163,141 | -2.5% |
| Building materials | 2,391,566 | 2,640,574 | 2,954,709 | 2,830,889 | 2,577,110 | -9.0% |
| Fertilisers | 791,835 | 717,586 | 764,933 | 793,715 | 749,827 | -5.5% |
| Non-metallic minerals | 331,936 | 465,348 | 535,538 | 581,713 | 558,116 | -4.1% |

Main types of goods transported at the Port of Barcelona (t), 2015-2019



Goods transported by sector (in tonnes), 2019

The progression was negative, except in the energy and agro-livestock and food sectors. However, this varied considerably by product:

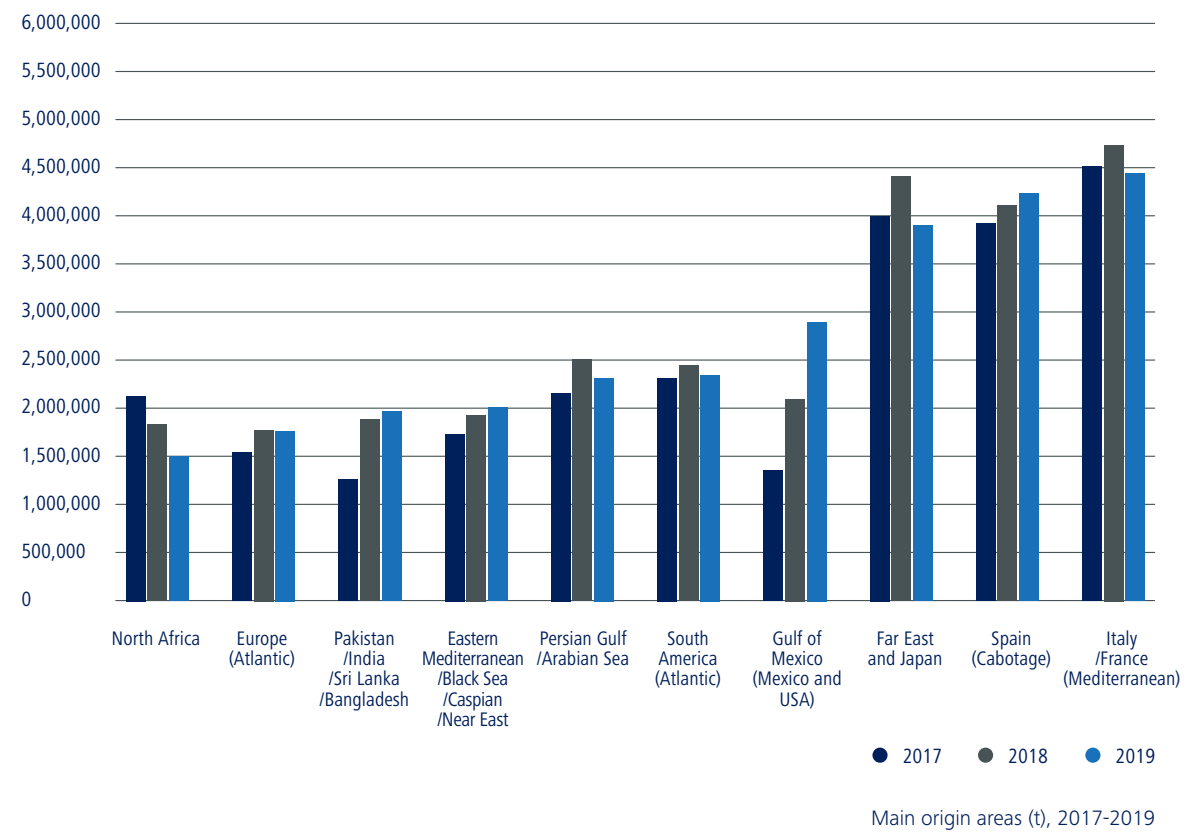
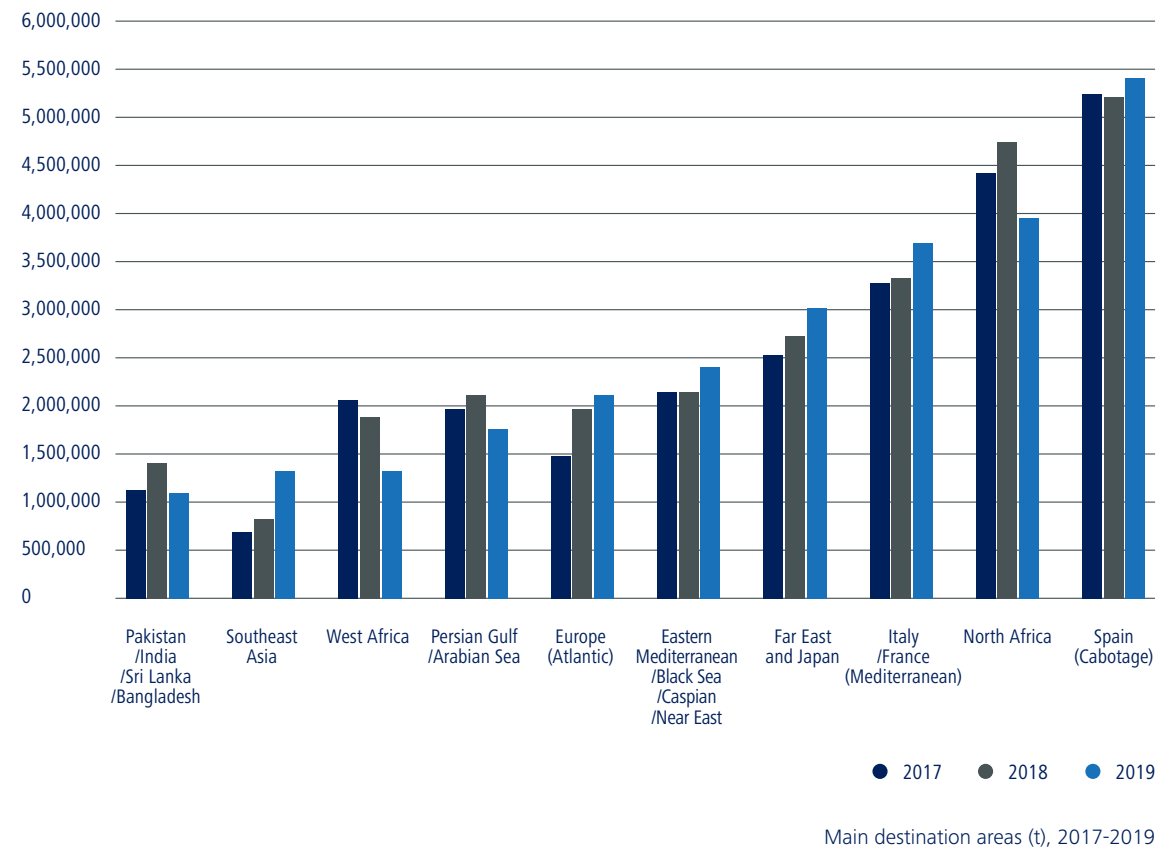
- > Energy: natural gas (-3%), gasoline (-1%), diesel (26%), biofuels (78%) and fuel oil (-29%).
- > Vehicles and transport elements: vehicles and parts (-12%).
- > Agro-livestock and food: fruits, vegetables and legumes (12%), soybeans (13%), feed and fodder (13%) and wines, beverages, alcohols and derivatives (-10%).
- > Others: pulp and paper (-1%), machinery and spare parts (-3%), and wood (-3%).
- > Chemicals: chemical products (-0.3%).
- > Iron and steel: steel products (-3%).
- > Building materials: other materials (-7%) and cement and clinker (-12%).

Countries with which it works

The following table shows the progression of the traffic of the Port of Barcelona in tonnes, by geographical areas, between 2015 and 2019. The areas with the highest growth this year, also in relation to absolute values, were West Africa, Canada and the Great Lakes and the Caribbean.

| Geographical areas | Accumulated monthly | | | | |
|---|---------------------|-------------------|----------------|--------------|-----------------|
| | 2018 | 2019 | Diff 19-18 | % | % of total 2019 |
| Tonnes | 66,003,759 | 65,958,084 | -45,675 | -0.1% | 100% |
| Spain (Cabotage) | 9,235,529 | 9,588,804 | 353,275 | 3.8% | 14.5% |
| Italy/France (Mediterranean) | 8,009,868 | 8,076,294 | 66,425 | 0.8% | 12.2% |
| Far East and Japan | 7,100,284 | 6,910,267 | -190,017 | 2.7% | 10.5% |
| North Africa | 6,527,968 | 5,434,891 | 1,093,077 | 16.7% | 8.2% |
| E. Med./Black Sea/Caspian/ Near East | 4,013,725 | 4,396,691 | 382,966 | 9.5% | 6.7% |
| Persian Gulf/Arabian Sea | 4,597,417 | 4,052,281 | -545,137 | -11.9% | 6.1% |
| Europe (Atlantic) | 3,689,023 | 3,863,925 | 174,902 | 4.7% | 5.9% |
| Gulf of Mexico (Mexico and USA) | 2,875,944 | 3,480,660 | 604,715 | 21.0% | 5.3% |
| Pakistan/India/Sri Lanka/ Bangladesh | 3,230,329 | 3,023,491 | -206,838 | -6.4% | 4.6% |
| South America (Atlantic) | 3,140,082 | 2,880,631 | -259,451 | -8.3% | 4.4% |
| West Africa | 2,822,132 | 2,594,513 | -227,619 | -8.1% | 3.9% |
| South-East Asia | 1,982,715 | 2,582,987 | 600,272 | 30.3% | 3.9% |
| Canada (Atlantic) and Great Lakes | 1,404,550 | 1,734,721 | 330,171 | 23.5% | 2.6% |
| Central America and Caribbean | 1,429,517 | 1,652,627 | 223,110 | 15.6% | 2.5% |
| Red Sea | 1,871,559 | 1,470,932 | -400,627 | -21.4% | 2.2% |
| North America (Atlantic) | 1,032,087 | 1,360,310 | 328,223 | 31.8% | 2.1% |
| North America (Pacific) | 685,024 | 934,108 | 249,084 | 36.4% | 1.4% |
| South America (Pacific) | 1,166,804 | 864,034 | -302,770 | -25.9% | 1.3% |
| South and East Africa/ Indian Ocean | 587,123 | 484,344 | -102,779 | -17.5% | 0.7% |
| Unknown | 382,241 | 408,300 | 26,058 | 6.8% | 0.6% |
| Australia and New Zealand/ Pacific islands | 219,838 | 163,274 | -56,564 | 25.7% | 0.2% |

Traffic by geographical areas (in tonnes)

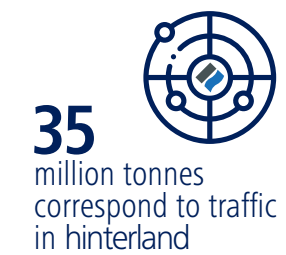
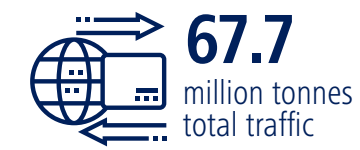


Traffic data of the Port of Barcelona

2019 was a year of consolidation for the Port of Barcelona, despite a series of uncertainties and disruptions that led overall to the slowdown in international trade.

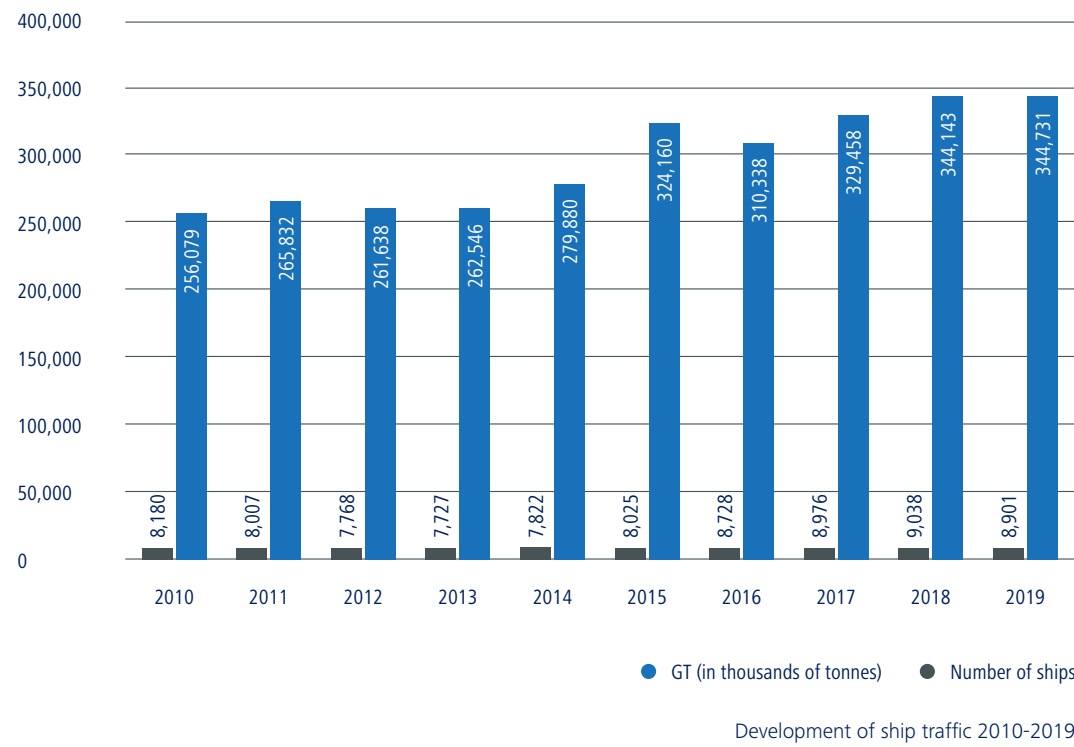
Total recorded **traffic was 67.7 million tonnes**, a figure that includes all cargo types in addition to victualling and fishing, very similar to the results of the previous year (67.8 million). It is worth noting that over half of this total traffic, more than **35 million tonnes**, correspond to traffic in the hinterland, i.e., actual trade in goods, without accounting for transshipments or tare weights. Despite the stagnation in certain segments, in 2019 hinterland traffic maintained the record figure achieved in 2018.

Although container traffic closed the year down 3.2%, the **3.3 million TEU** registered make 2019 the second best in the history of the Port of Barcelona in this traffic sector. There was also a negative figure in dry bulk and vehicles, products often affected by the current situation, while **liquid bulk hit a new record high**.



Stopovers

During 2019 there were a total 8,901 stopovers registered at the Port of Barcelona (-1.5%). Despite the decline, the size of ships calling at Barcelona remains the same, with a total gross tonnage of 344,730,742 tonnes (+0.2%).

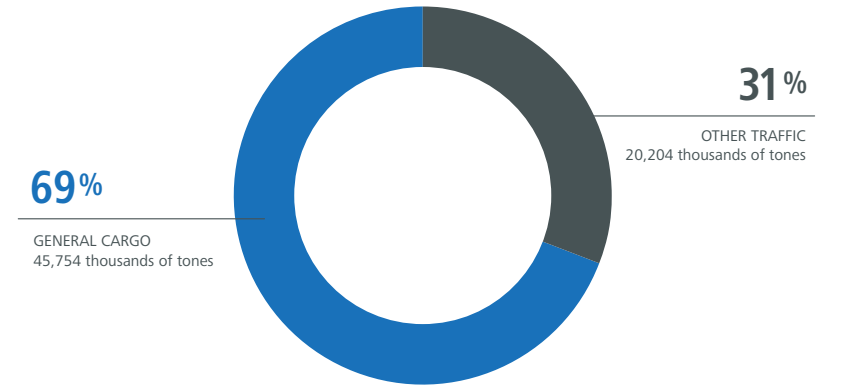


Goods by type of packaging and shipping

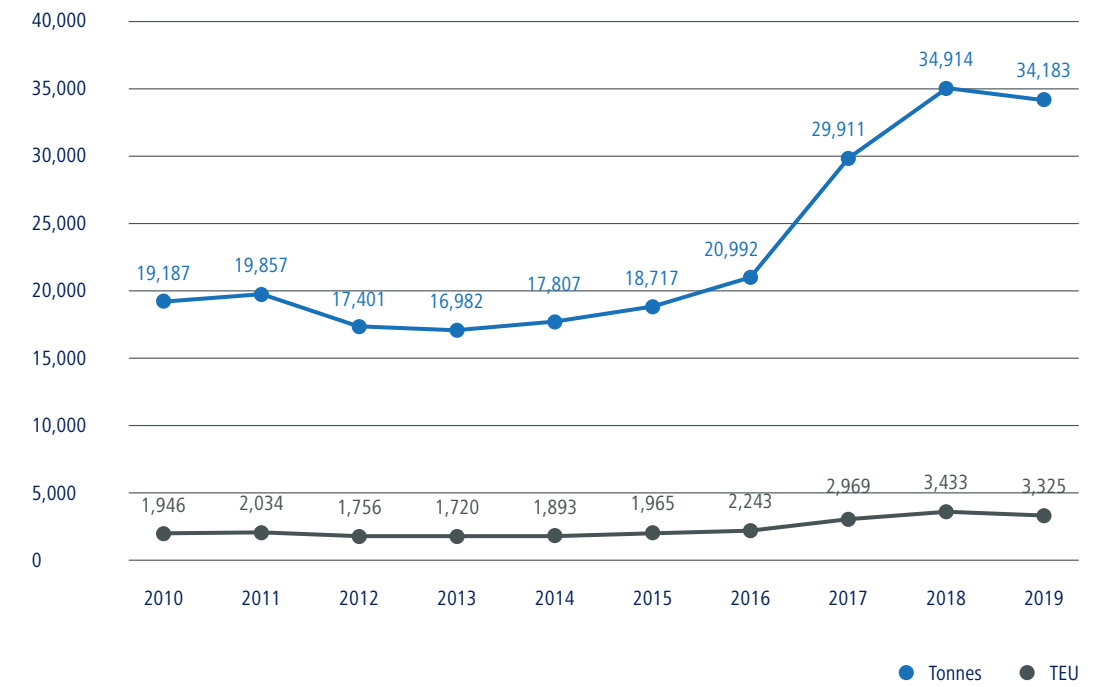
By type of packaging, more than half of goods cargo was containerised, although this experienced a slight decrease year on year. General cargo accounted for almost 70% of the total.

| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|---------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Container load | 19,187 | 19,857 | 17,401 | 16,982 | 17,807 | 18,717 | 20,992 | 29,911 | 34,914 | 34,183 |
| Conventional charge | 8,589 | 8,903 | 8,969 | 9,426 | 9,793 | 10,723 | 10,737 | 11,210 | 11,552 | 11,572 |
| Liquid bulk | 11,558 | 10,761 | 10,431 | 10,610 | 12,949 | 12,055 | 11,413 | 14,484 | 15,314 | 16,132 |
| Dry bulk | 3,542 | 3,544 | 4,685 | 4,374 | 4,764 | 4,426 | 4,436 | 4,466 | 4,225 | 4,071 |
| Total | 42,877 | 43,065 | 41,486 | 41,392 | 45,313 | 45,921 | 47,578 | 60,071 | 66,005 | 65,958 |

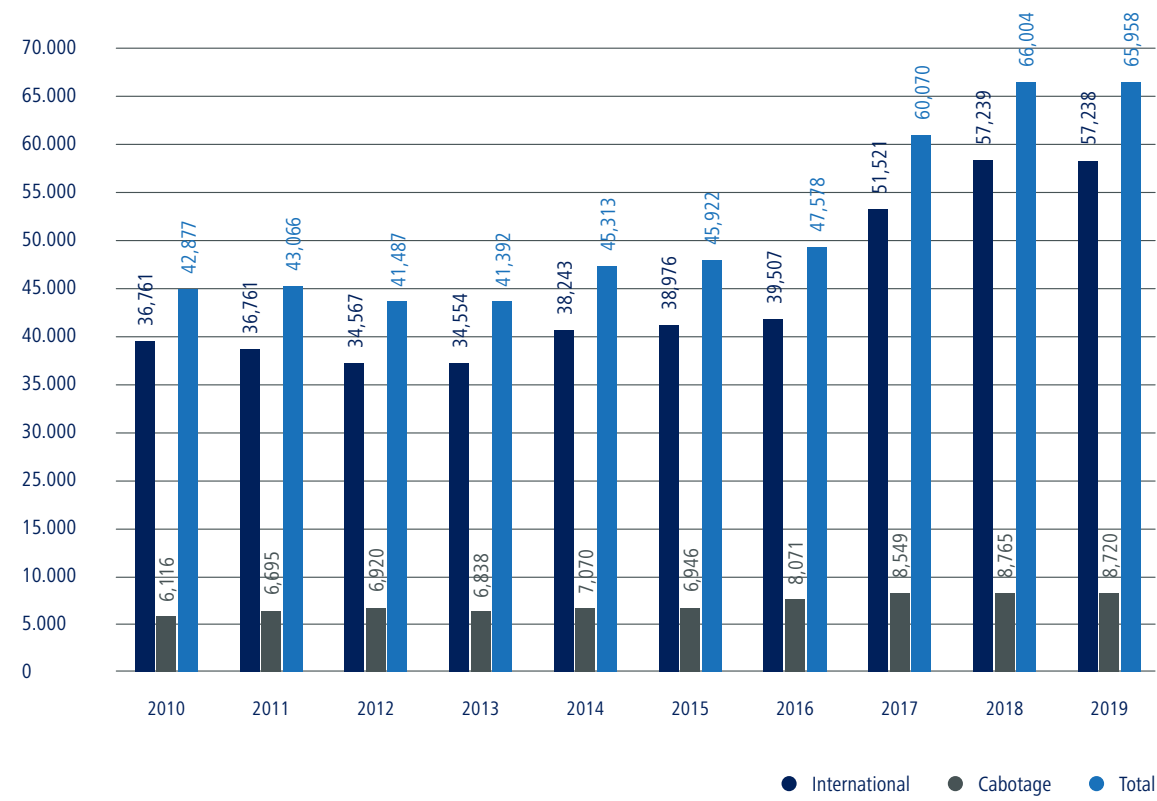
Structure of goods traffic, 2010-2019 (in thousands of tonnes)



Share of general cargo in total traffic, 2019 (in thousands of tonnes)



Development of containerised general cargo traffic 2010-2019

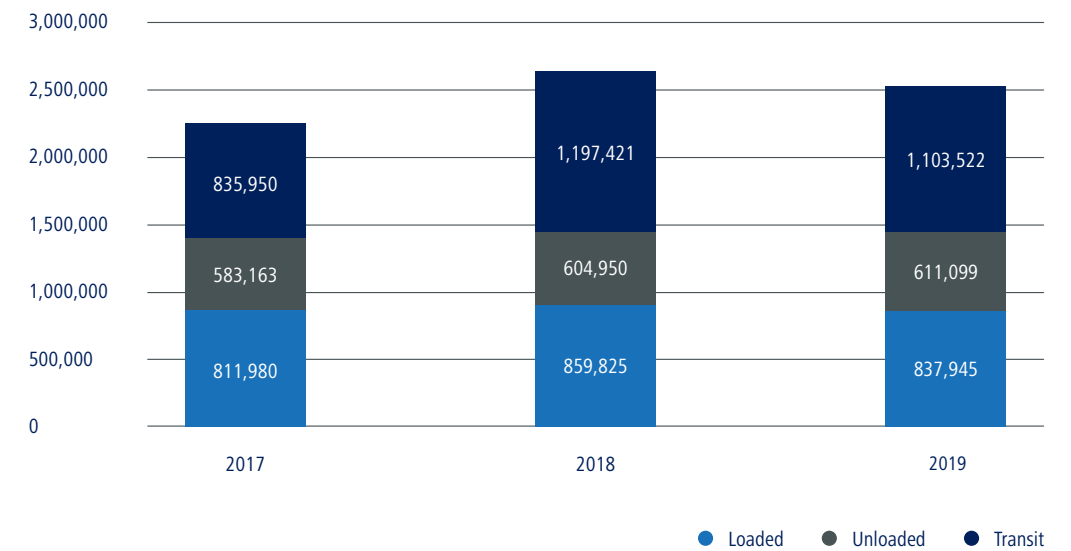


Development of cargo traffic by types of navigation (in thousands of tonnes), 2010-2019

Containers

The 3.2% decrease in this type of traffic, which totalled 3.3 million TEU, was due mainly to the behaviour of full containers, which closed the year with a decline of 4%, and which especially affects transits (-8%) and exports (-3%), while imports virtually stagnated (+1%).

On the other hand, the data show that the Port of Barcelona continues to bolster its role as an external trade facilitator, since full export and import containers continue to be the largest group.

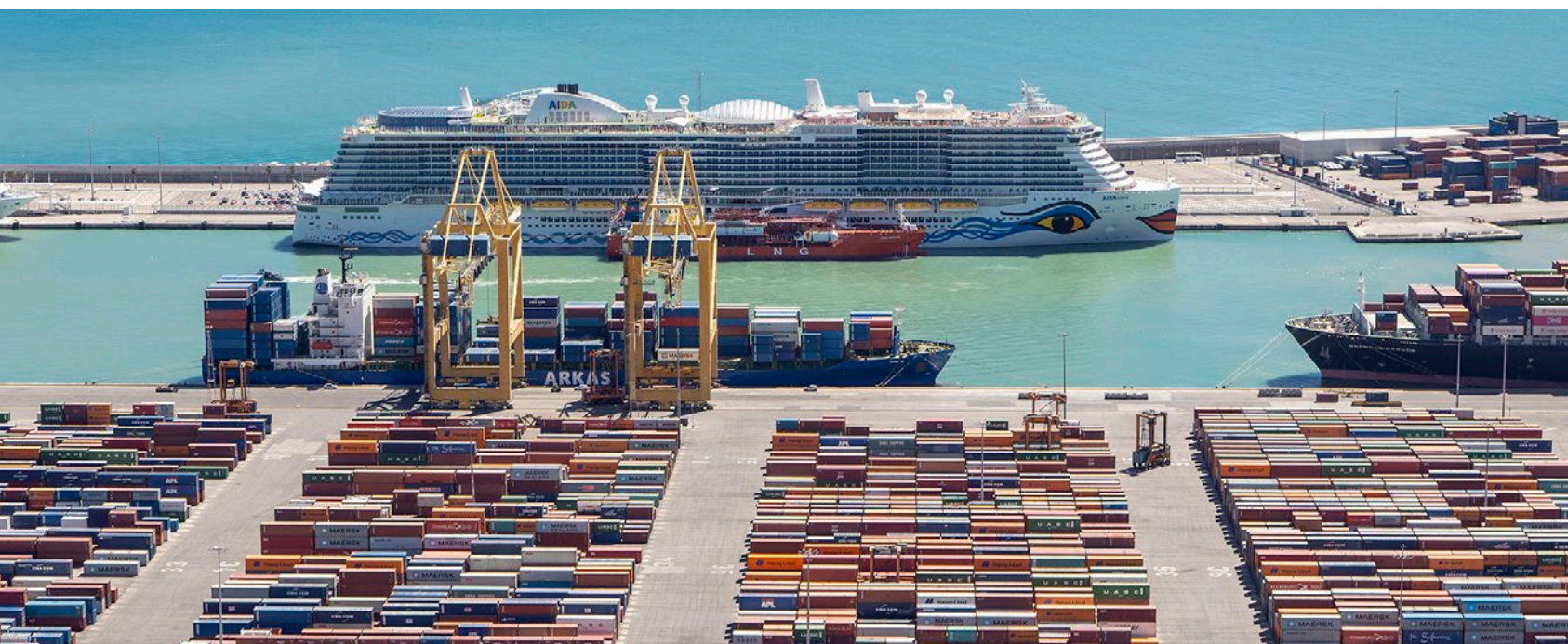


Full container traffic, according to operation (TEU), 2017-2019

Behaviour by markets and operation

Asia is the main continent of origin and destination of the containers channelled by the Port, with 42% of exports and 75% of imports. This year China again consolidated its position as our leading trading partner, receiving 11% of export containers and sending 42% of our import units.

However, the Port of Barcelona works with a wide variety of markets and some of the countries that registered greater dynamism in their exchanges with the Port during 2019 were Egypt (+11.1%), Turkey (+10.5%) and Saudi Arabia (+9.6%).



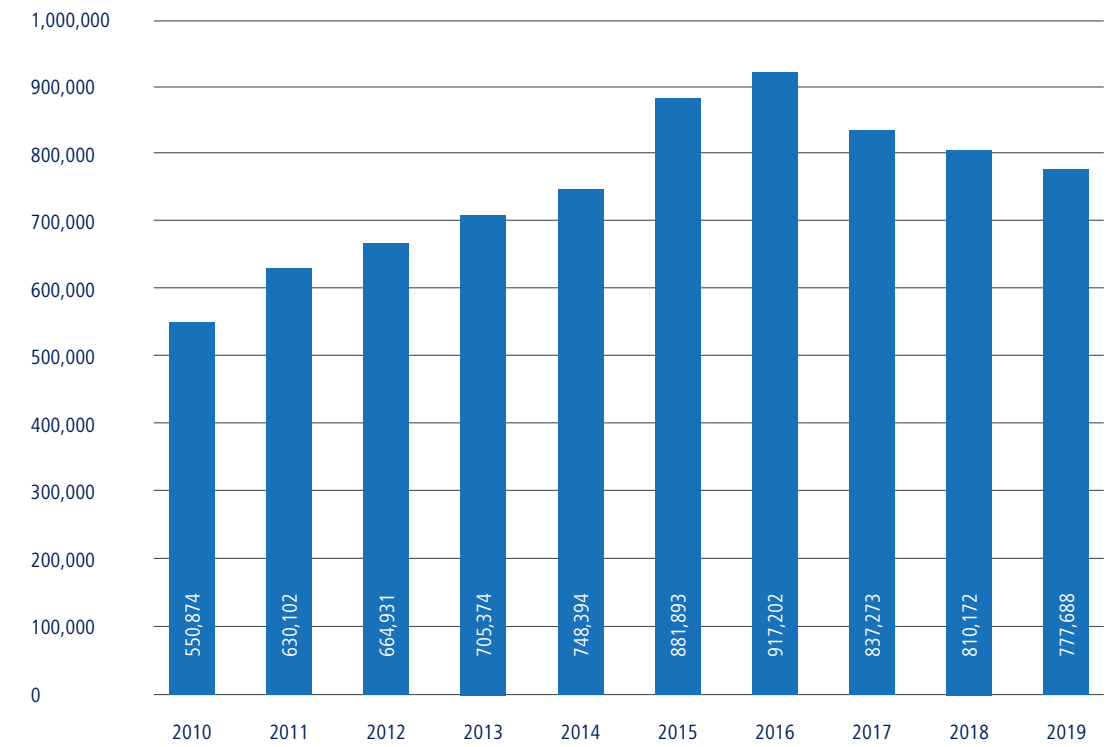
Exports

Containerised exports were down, but there were noteworthy results from China (+15%) linked to the rise in pig meat products (+94%). As for the rest of the foreland, the most negative note was North Africa (-11%), with a loss of 14,214 TEU concentrated in Algeria and, to a lesser extent, Morocco. The Americas also closed the year in negative territory (-6%), with declines in both South America (-12%), focused on Argentina and Brazil, and in the north of the continent (-4%), especially for goods destined for Mexico (-5%) and the United States (-3%).

Imports

Purchases from abroad remained stagnant (+0.4%), heavily influenced by the stagnation of the Asian market, which accounts for 75% of imports. Within Asia, while the Indian subcontinent and the Far East closed on a negative note, Southeast Asia bucked that trend and China recorded a moderate increase of 1%.

Apart from Asia, markets in the rest of the world grew on average by a moderate 3%, but the situation was very different from one country to another. Of note were the growth registered in Central America, led by Colombia and Costa Rica; in the Eastern Mediterranean, with Turkey as the fastest-growing country, both in relative (+15%) and absolute terms (+4,100 TEU, and the U.S. (+12%). In contrast, there were declines in the African continent (-5%) and in Mexico and Canada, among others.



● Vehicles

Development of car traffic (in units), 2010-2019

Vehicles

During 2019 the Port of Barcelona registered **777,688 units** of vehicle traffic, **down 4%** year on year, due mainly to the decline in exports (-20,789 units) and goods in transit (-13,541 units).

This decline was caused by circumstances inherent to activity within Spain: firstly, the general drop in exports caused by increased competition from emerging countries in this industry (such as the Czech Republic, Slovakia, Poland, Turkey, and Morocco); secondly, rail installations, which are one of the main elements of competitiveness of the Port of Barcelona, are becoming more common in other ports, therefore they can also offer factory rail access to regular customers of the Port of Barcelona.

However, 2019 saw the consolidation of some Central European land traffic, which stabilised in significant volumes and already represents more than 50,000 ground-to-ground units. An intermodal traffic segment that will contribute to making Barcelona a Central European export hub.

| | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|---------------|---------|---------|---------|---------|---------|---------|---------|---------|----------------|
| Cabotage | 70,259 | 70,722 | 80,623 | 97,533 | 120,205 | 138,726 | 136,561 | 138,769 | 132,062 |
| International | 559,843 | 594,209 | 624,751 | 650,861 | 761,688 | 778,476 | 700,712 | 671,403 | 645,626 |

Car traffic by type of shipping (in units), 2011-2019

| | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------------|
| Import | 134,720 | 103,501 | 130,922 | 123,242 | 172,143 | 206,181 | 212,439 | 201,000 | 201,197 |
| Export | 348,332 | 378,642 | 437,991 | 431,440 | 453,357 | 465,802 | 401,178 | 390,158 | 377,777 |
| Transit | 76,791 | 112,066 | 136,461 | 96,179 | 136,188 | 106,493 | 87,095 | 80,245 | 66,652 |

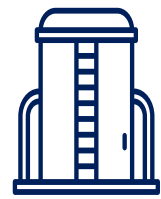
International car traffic (in units), 2011-2019

Dry and liquid bulk

Liquid bulk

2019 saw a new record set for liquid bulk: **16.1 million tonnes** (especially hydrocarbons), marking an increase of 5.3%. By volume, the most significant product was natural gas (-2.9%), followed by gasoline (-1.3%), although both fall slightly. Diesel, on the other hand, with 3 million tonnes, increased by 26% year on year and biofuels, at 1.4 million tonnes, are the liquid bulk that increased most (+92.2%).

Among the chemical products, EDC recorded the largest increase (+12%), at 205,000 tonnes, while caustic soda, at 195,900 tonnes, fell 7%.



16.1
million tonnes
of liquids in bulk (historical record)

Dry bulk

With a traffic of **4.07 million tonnes**, dry bulk fell by 3.6% overall and suffered a sharp drop of 1.01 million tonnes of cement and clinker and 546,572 tonnes of potash, both experiencing a decline of 11.4% compared to 2018. This fall was prompted mainly by short-term causes, such as the unfavourable international environment for cement export traffic, and the expectation of the start of operations of the new potash terminal, which will allow a very considerable increase already in 2020. Soybeans (1.34 million tonnes) also suffered a slight decline of 3.7%.

Traffic in agricultural products increased by 8.4% overall, with a total 549,554 tonnes. The cereal with the largest increase (+64%) was maize, with 411,670 tonnes unloaded, while wheat, with 117,392 tonnes unloaded, fell 51%.

4.1 million tones
(-3.6%)



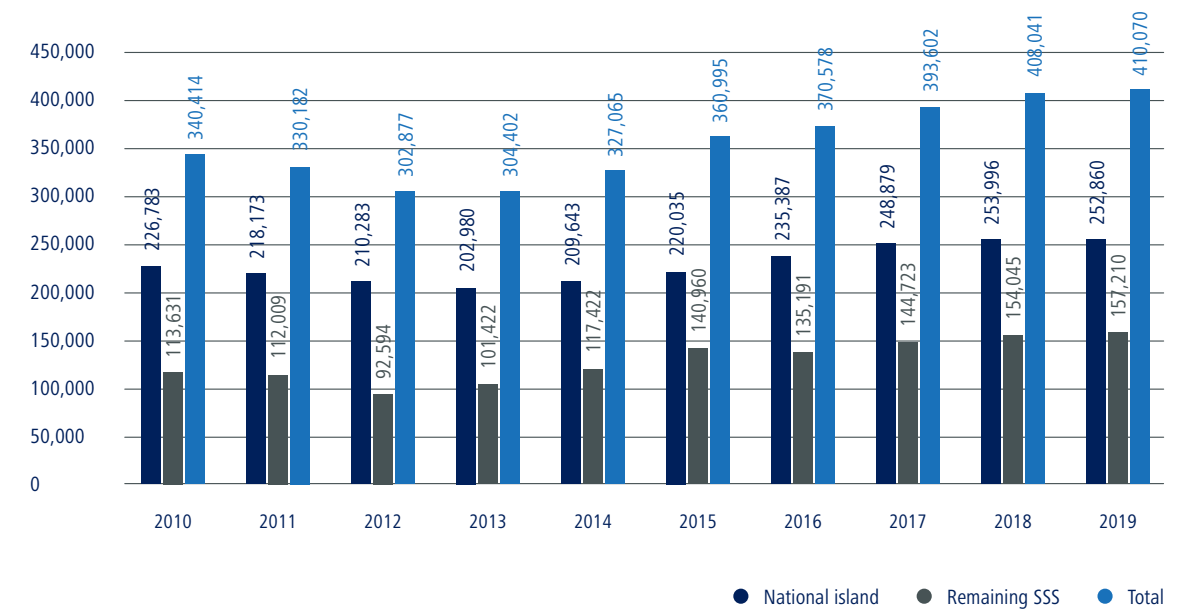
Short Sea Shipping

Short sea shipping (SSS) is maritime traffic of goods and passengers between ports located in European territory or between these ports and those located in non-European countries with a coastline in the seas surrounding Europe. The criterion applied is for goods coming from or going to ports in these countries, as established by the European Shortsea Network.

Goods are divided into containerised cargo segments (excluding containerised cargo on Ro-Ro equipment), Ro-Ro (general cargo transported in ITU, not including vehicles), conventional cargo (general non-containerised cargo other than Ro-Ro, not including vehicles) and vehicles.

The Port channelled **410,070 intermodal transport units (ITU)** of Ro-Ro traffic (embarked by truck, platform or trailer)¹, marking a slight year-on-year increase of 0.5%.

This section includes goods transported to the Balearic and Canary Islands, amounting to 252,874 ITUs, and represents a decrease of 0.4% year on year, but also cargo shipped on the Motorways of the Sea or regular short sea shipping services between Barcelona and various destinations in Italy and North Africa.



ITU traffic¹ (u) for navigation, 2010-2019

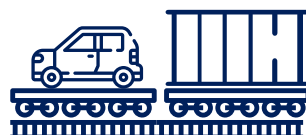
¹IUT = a unit, self-propelled or otherwise, used directly or indirectly as a means of land transport (trailers, platforms, trucks, refrigerated vans...).

Short sea shipping

Under this heading, so-called Motorways of the Sea (MoS) or Short Sea Shipping (SSS) services accounted for **153,692 ITUs (+3.0%), a new record for the Port**. The busiest line was Civitavecchia, with 77,889 ITUs (2.31%). This route increased its capacity this year, as a result of the 29-metre extension of the Rome and Barcelona vessels.

Significant in **new vehicles** traffic under SSS is the line with Savona, which experienced an increase of 51% for a total 61,117 units handled. In total, the Motorways of the Sea handled 158,313 cars (+16%).

In general, the upward trend in traffic with Italian ports (community), with more specific weight, helped all types of cargo to end the year on a positive note despite the falls in traffic of non-EU services (with North Africa).



Rail traffic

Despite the declines in traffic, the **share of rail transport** remained at 2018 levels: 13% for containers (249,751 TEUs handled in this mode) and 35.5% in vehicles (252,200 units).

Passengers

During 2019, a **total of 4,628,572 passengers** passed through the Port of Barcelona (**+3%**), of which 1,490,644 travelled on regular ferry lines, 2.7% more than the previous year. Community cabotage grew especially, while movements with the Balearic Islands - which represent 57% of the total - remained stable and other ferries decreased. The remaining passenger movements corresponded to cruise ships.

| | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|----------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Cabotaje pgrs. | 1,169,818 | 1,013,885 | 1,028,897 | 1,095,503 | 1,167,493 | 1,274,230 | 1,424,752 | 1,451,979 | 1,490,644 |
| Tourist cruise pgrs. | 2,657,244 | 2,408,634 | 2,599,232 | 2,364,292 | 2,540,302 | 2,683,499 | 2,712,247 | 3,042,217 | 3,137,918 |
| Total | 3,827,062 | 3,422,519 | 3,628,129 | 3,459,795 | 3,707,795 | 3,957,729 | 4,136,999 | 4,494,196 | 4,628,562 |

Evolution of passenger traffic, 2011-2019

Cruise ships

3,137,918 cruise passengers (+3.1%) and 800 cruise ship calls were registered in 2019. The main new developments of 2019 include the first call by an LNG-powered cruise ship and those of the Costa Smeralda, the latest ship from Costa Crociere, which also runs 100% on LNG.

This type of traffic has been adapted to the strategic axes of the Port of Barcelona - growth, development and sustainability - for years. The investments committed in recent years, both in infrastructure and in the quality of services, have led to an increase in passenger movements. Furthermore, the Port has been working for years to increase boarding and landing operations, which provide the most economic benefits to the city. While in 2019 these grew only a modest 1%, over the last three years there were average increases of 3%. In addition, this traffic segment's orientation towards sustainability involves the Port promoting the arrival of the newest ships in cruise fleets and which are therefore the most environmentally efficient and is working on measures such as electrification of wharves.

Economic and financial report

Summary economic results

The Port of Barcelona closed FY 2019 with a **net profit of €44.2 million**, up 18% year on year. The operating result fell 22% on the previous year, but the effect of the financial results helped to soften this fall to 18%.

| | 2019 | 2018 | Variation | % Var |
|-------------------|-------------|-------------|--------------|-------------|
| Operating profit | 40.2 | 51.4 | (11.2) | -22% |
| Financial results | 4.0 | 2.3 | 1.7 | 72% |
| Total | 44.2 | 53.7 | (9.5) | -18% |

Outturn for the fy (million EUR), 2019

The fall in the outturn for the financial year is due mainly to the increase in the volume of expenditure and less to the decrease in income which, despite economic instability, varied little with respect to FY 2018.

Turnover

Net turnover for 2019 was **€172.4 million**, down 1% year on year. Income from port fees fell by the same proportion, while other business revenues are in line with the previous year.

| (thousand EUR) | 2019 | 2018 | Variation | % Var |
|---|----------------|----------------|----------------|------------|
| Port fees | 157,722 | 158,862 | (1,140) | -1% |
| Occupation fee | 57,311 | 55,825 | 1,486 | 3% |
| Fees for use | 83,527 | 85,837 | (2,310) | -3% |
| Vessel fees | 33,362 | 33,175 | 187 | 1% |
| Fees for pleasure craft | 438 | 388 | 50 | 13% |
| Passenger fees | 11,570 | 11,235 | 335 | 3% |
| Cargo fees | 37,762 | 40,392 | (2,630) | -7% |
| Fresh fish fees | 194 | 165 | 29 | 18% |
| Fee for special use of the transit area | 201 | 482 | (281) | -58% |
| Activity fees | 15,272 | 15,661 | (389) | -2% |
| Navigation aids fee | 1,613 | 1,539 | 74 | 5% |
| Other business income | 14,711 | 14,665 | 46 | 0% |
| Amounts in addition to fees | 6,437 | 6,287 | 150 | 2% |
| Fees and other | 8,274 | 8,378 | (104) | -1% |
| Total | 172,433 | 173,527 | (1,094) | -1% |

Net turnover, 2018-2019

The most significant variations with respect to the previous year were:

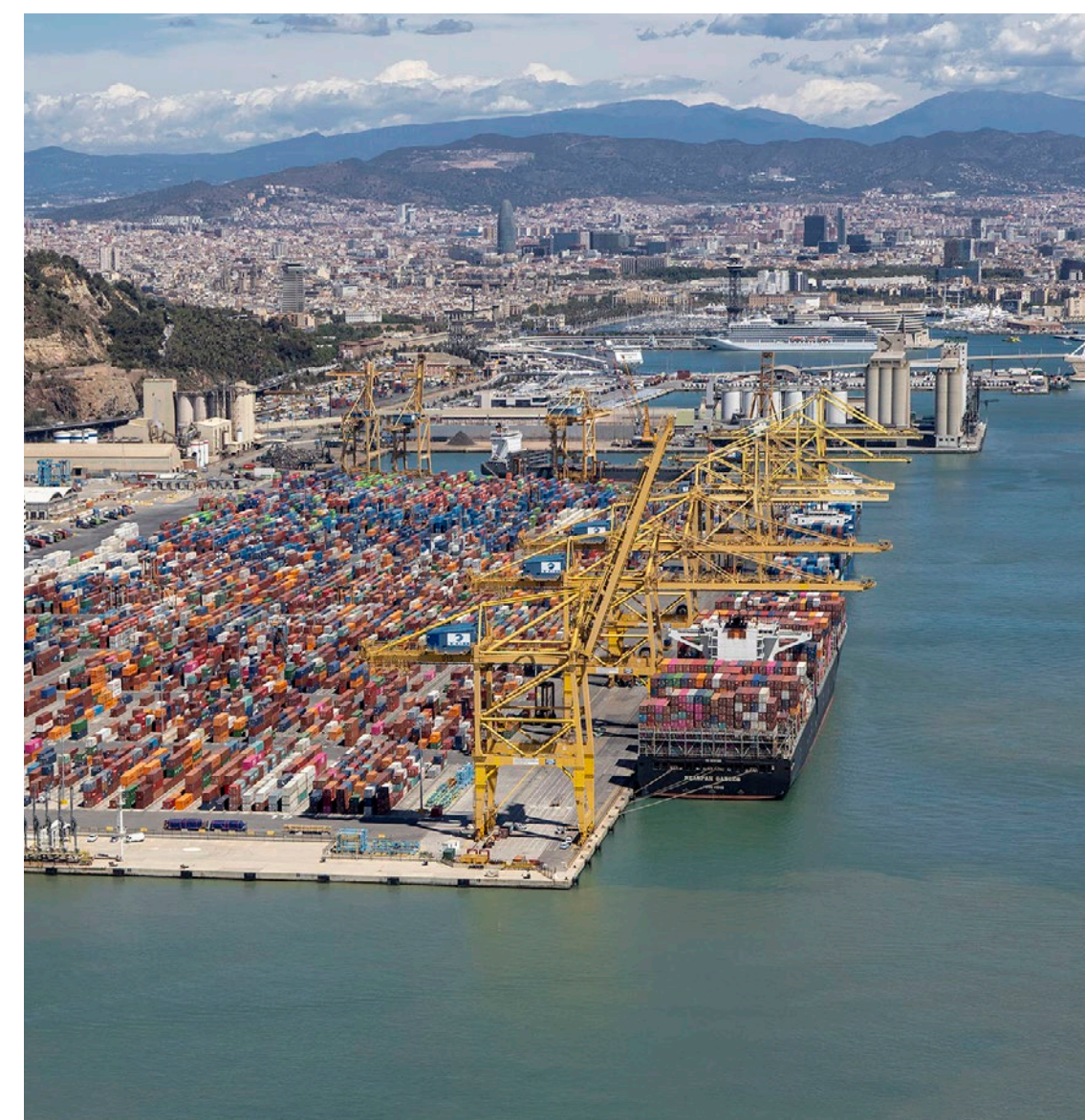
- > On a positive note, the increase in turnover of 3% for the occupancy fee (concession activity), related to the new port spaces granted to CILSA for marketing to end customers such as Owin GmbH and Damm, inter alia), for the new authorisations for storage operations (Autoterminal and Setram) and for the completion of the discounts for works on some concessions (Tramer).
- > On the negative side, we would point to the 7% drop in income from the goods fee due to the 10% reduction in the basic amount of the fee (General State Budget Act of 2018, with effect from 1 July 2018) and to traffic stagnation.

Link between activity and income

The progression of the key operating indicators is given below.

| Indicators | 2019 | 2018 | % Var |
|------------|--------------------|-------------|-------|
| Traffic | 65,958,084 | 66,003,759 | -0.1% |
| TEU | 3,324,650 | 3,433,088 | -3% |
| O/D | 1,927,108 | 1,972,036 | -2% |
| Transit | 1,397,542 | 1,461,052 | -4% |
| Stopovers | 8,901 | 9,038 | -2% |
| GT | 344,730,742 | 344,143,018 | 0.2% |
| Passengers | 4,628,562 | 4,494,196 | 3% |
| Cruise | 3,137,918 | 3,042,217 | 3% |
| Ferries | 1,490,644 | 1,451,979 | 3% |

Port of Barcelona operational indicators, 2018-2019



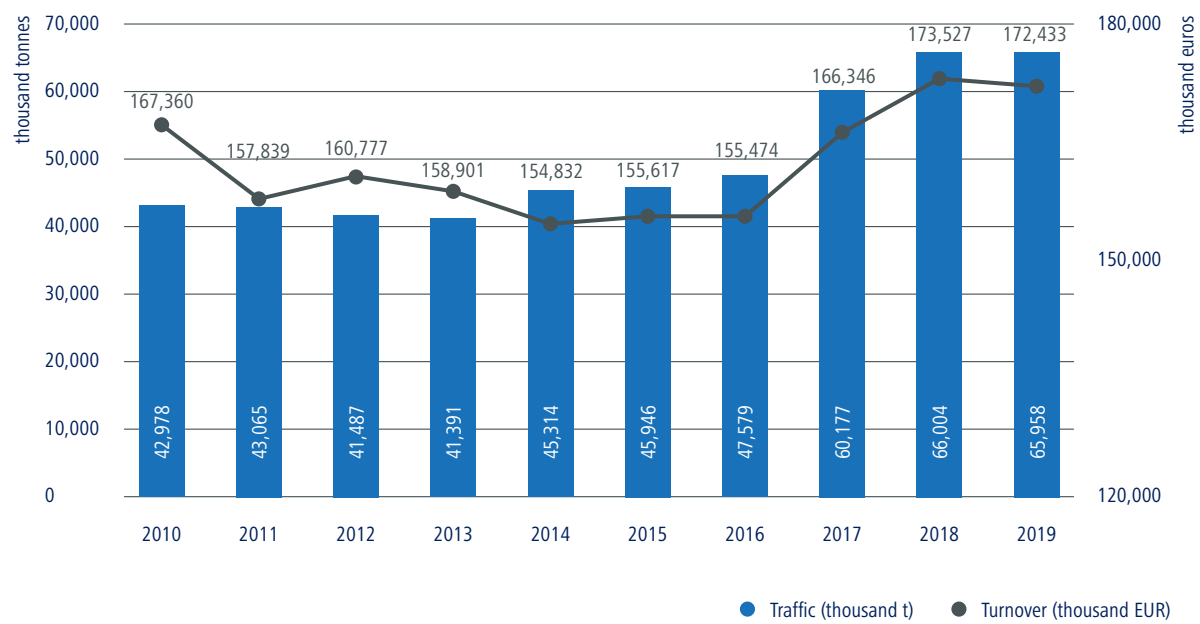
Our activity in 2019 was marked by the economic uncertainty caused by events such as the trade war between China and the United States, the global economic slowdown, the Brexit negotiations and the crisis in the automotive sector, which all contributed to a dip in indicators such as total traffic in tonnes (-0.1%) and the cumulative Gross Tonnage of ships (+0.2%) and the number of stopovers (-0.1%). On the positive side we saw particularly the upward trend in passenger figures (+3% in cruises and ferries), which increased revenue by 3% year on year.

To put the analysis of these variations into context, it is worth remembering that traffic volume and fees charges broke new records in 2018.

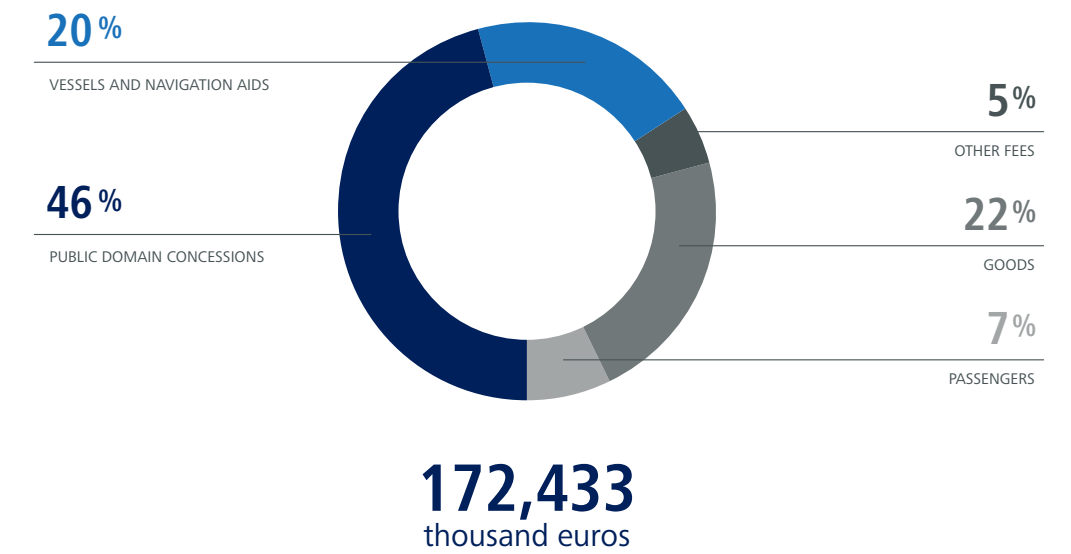
Income by type

46% of 2019 revenues came from public domain concessions and are therefore not related directly to traffic fluctuations, which brings stability to the APB's revenue structure.

These revenues were higher than the cumulation of the two main fees for use, goods and vessels and navigation aids, which together represent 42% of revenues. The percentage distribution of income by type has not changed significantly in recent years.



Trend in turnover and traffic volume, 2010-2019



Net turnover, 2019



Operating income

The operating result came to **€40.2 million**, 22% less than the previous year.

| | 2019 | 2018 | Variation | % Var |
|--|---------------|---------------|-----------------|-------------|
| Net turnover | 172,433 | 173,527 | (1,094) | -1% |
| Other operating income | 6,750 | 6,799 | (49) | -1% |
| Staff costs | (33,421) | (32,341) | (1,080) | 3% |
| Other operating expenses | (55,262) | (45,588) | (9,674) | 21% |
| Depreciation of tangible assets | (56,940) | (57,706) | 766 | -1% |
| Allocation of non-financial asset subsidies and others | 6,835 | 6,529 | 306 | 5% |
| Impairment and gains on disposals of assets | (184) | 157 | (341) | - |
| Total | 40,211 | 51,377 | (11,166) | -22% |

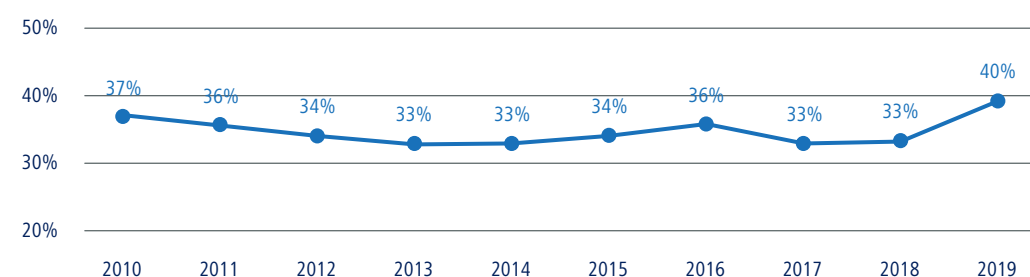
Operating result (thousand EUR), 2018-2019

Expenditure

Expenditure items are responsible for the decrease in annual income. On the one hand, staff costs increased by 3% as a result of compensation, Social Security regularisations and an increase in salaries and wages. On the other hand, operating expenses increased almost €10 million (21%), due mainly to the following effects:

- > Provision for disputes and claims (Prat and Imax wharf): +5.6 million.
- > General dredging operation: +2.1 million.
- > Contribution to *Puertos del Estado*: +1.3 million.
- > Exceptional events 2019 (Smart Ports fair, 150th anniversary...): 0.9 million.

The stable level of income and the increase in expenses significantly affected the absorption ratio, which stood at 40%, the highest percentage in the last ten years. However, if non-recurring events (disputes and exceptional events) were isolated, the ratio would be under 36%.



Current expenses = staff costs + external services + other current running costs

● Current expenses / Turnover

Expenditure absorption ratios (%), 2010-2019

Stakeholder companies

The percentages on the share capital of the companies in which the APB has a stake were unchanged with respect to the previous year:

| Group companies | % of share capital |
|---|--------------------|
| Gerència Urbanística Port Vell | 100.00% |
| Centro Intermodal de Logística, SA, SME. | 51.50% |
| World Trade Centre Barcelona, S.A. SME. | 75.99% |
| Associated companies | |
| 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% |
| Other stakeholdings | |
| Barcelona Regional Agencia Metropolitana de Desenvolupament Urbanístic i d'Infraestructures, S.A. | 49.00% |
| Puerto Seco de Madrid, SA S.M.E | 10.20% |
| Perpignan Saint Charles Conteneur Terminal, SAEML | 3.89% |

Companies in which the APB holds a stake, at 31/12/2019



Financial results

The financial result of around €4 million improved the figure of the previous year by 1.7 million (+72%).

| (thousand EUR) | 2019 | 2018 | Variation | % Var |
|--|--------------|--------------|--------------|------------|
| Financial income | 4,415 | 3,657 | 758 | 21% |
| Financial expenses | (1,955) | (2,904) | 949 | -33% |
| Change in fair value of financial instruments | 1,485 | 1,544 | (59) | -4% |
| Impairment and gains on disposals of financial instruments | 8 | - | 8 | - |
| Total | 3,953 | 2,297 | 1,656 | 72% |

Financial results (thousand EUR), 2018-2019

The following factors contributed to this variation:

a) Financial income:

- > Stakes in equity instruments. Dividends were received worth 3.3 million. Of note are the World Trade Centre, up by 0.7 million (in 2018 the APB held a 52.27% stake; following the capital reduction, the percentage is 75.99%) and CILSA, with 0.3 million more than in 2018.
- > Other financial instruments. No income was recorded for T3 disputes, while in 2018, income was €0.3 million.

b) Financial expenses. The financial burden of borrowing from the European Investment Bank was lower in 2019 due to the progressive reduction in the volume of debt, together with the fact that it cancelled two tranches of debt at the end of 2018 to the tune of €66.3 million.

c) Change in fair value of financial instruments. This heading shows the change in the value of the interest rate swap agreement, which generated a positive difference of €1.5 million, similar to 2018.

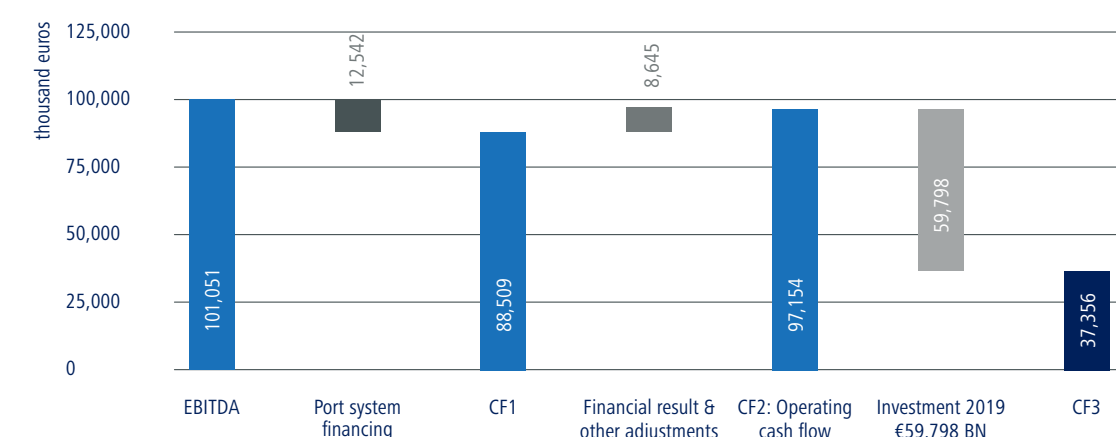
Resources, investment and borrowing

EBITDA and cash flow

Earnings before interest, tax, depreciation and amortisation (EBITDA) totalled €101 million (-7%) and resources from operations generated operational cash flow of €97.2 million (-5%).

| (thousand EUR) | 2019 | 2018 | Variation | % Var |
|---|----------------|----------------|----------------|------------|
| Operating profit | 40,211 | 51,377 | (11,166) | -22% |
| Plus | 76,546 | 72,361 | 4,185 | |
| Funding <i>Puertos del Estado</i> | 6,354 | 6,098 | 256 | |
| Net contribution to the Interport Compensation Fund | 6,188 | 4,858 | 1,330 | |
| Depreciation of fixed assets | 56,940 | 57,706 | (766) | |
| Reserves for liabilities and expenses | 6,732 | 3,669 | 3,063 | |
| Losses from fixed assets | 331 | 30 | 301 | |
| Minus | 15,706 | 15,528 | 178 | |
| Profits accruing from fixed assets | | 4 | (4) | |
| Valuation adjustments for impairment of non-current assets | 145 | 187 | (42) | |
| Capital grants and others transferred to profit | 6,835 | 6,529 | 306 | |
| Income from return of concessions | 3,663 | 3,725 | (62) | |
| Entering advances received for services rendered in results | 5,053 | 5,083 | (30) | |
| Other | 10 | 10 | | |
| Total | 101,051 | 108,210 | (7,159) | -7% |

Net amount of turnover, 2018-2019

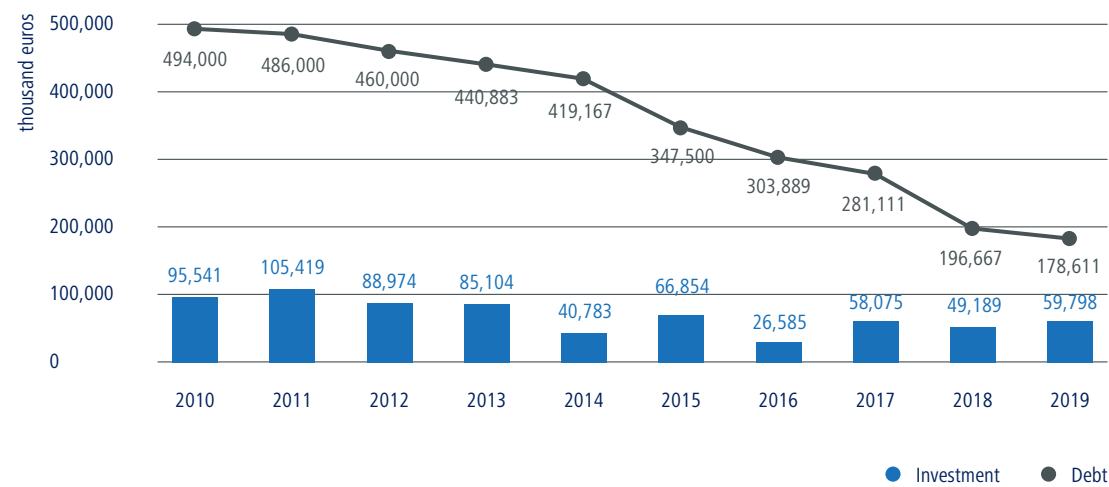


Port System Financing = Contribution to the public body *Puertos del Estado* + Net payment to the Interport Contribution Fund
 CF1: Cash Flow before financial result and adjustments
 CF2: Operating Cash Flow = Funds from operations
 CF3: Surplus in generation of funds in respect of investment needs for the FY

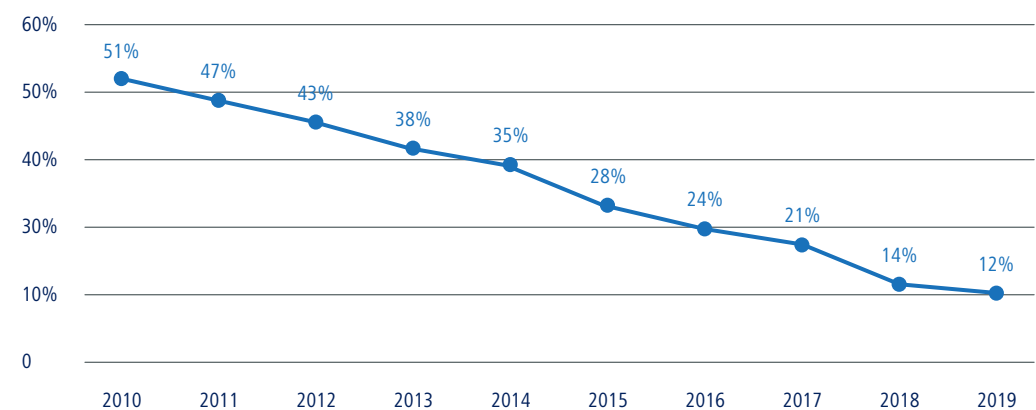
Investment and borrowing

The Port Authority performed investments to the tune of €59.8 million, providing a surplus of €37.4 million in relation to the funds generated by operations. Once again, the entity had no recourse to additional funding and also reduced long-term bank debt by €18 million (natural amortisation of existing loans) and reduced the outstanding balance from €196.7 to €178.6 million.

Since the completion of the Port’s highly financially leveraged expansion project, the debt ratio has decreased considerably due to the progressive effect of debt repayment, early cancellations, as well as the application of profits to assets. In 2019 there was a debt-to-equity ratio of 12%, the lowest percentage in the last 15 years.



Trend in annual investment and long-term bank debt (thousand EUR), 2010-2019



Bank debt / Equity

Trend in the debt ratio (%), 2010-2019

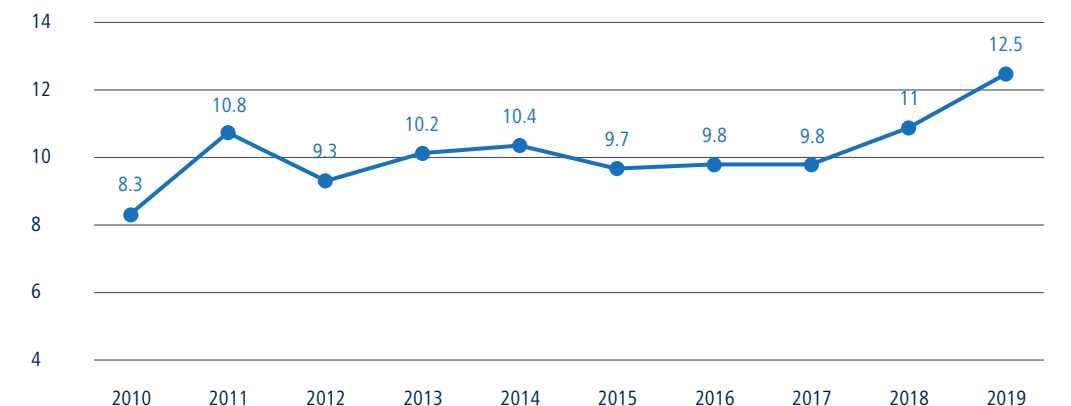
| | | | | | | | | | | |
|-----------|---------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------------|
| Bank debt | 494,000 | 486,000 | 460,000 | 440,833 | 419,167 | 347,500 | 303,889 | 281,111 | 196,667 | 178,611 |
| Equity | 978,043 | 1,034,073 | 1,077,311 | 1,152,142 | 1,189,569 | 1,228,929 | 1,289,061 | 1,338,524 | 1,392,199 | 1,436,362 |

Contribution to the Port System

Article 19 of Royal Legislative Decree 2/2011 approving the Recast Law on State Ports and the Merchant Navy, sets down that the economic resources of the Public Body Puertos del Estado (OPPE) shall comprise, inter alia, 4% of the revenue accrued by the port authorities from port fees over the previous financial year. The resulting amount is considered an operating expense.

In addition to funding the OPPE, port authorities must also make contributions to the Interport Compensation Fund (FCI), set up as an instrument for redistributing the resources of the state port system and regulated pursuant to Article 159 of the same law.

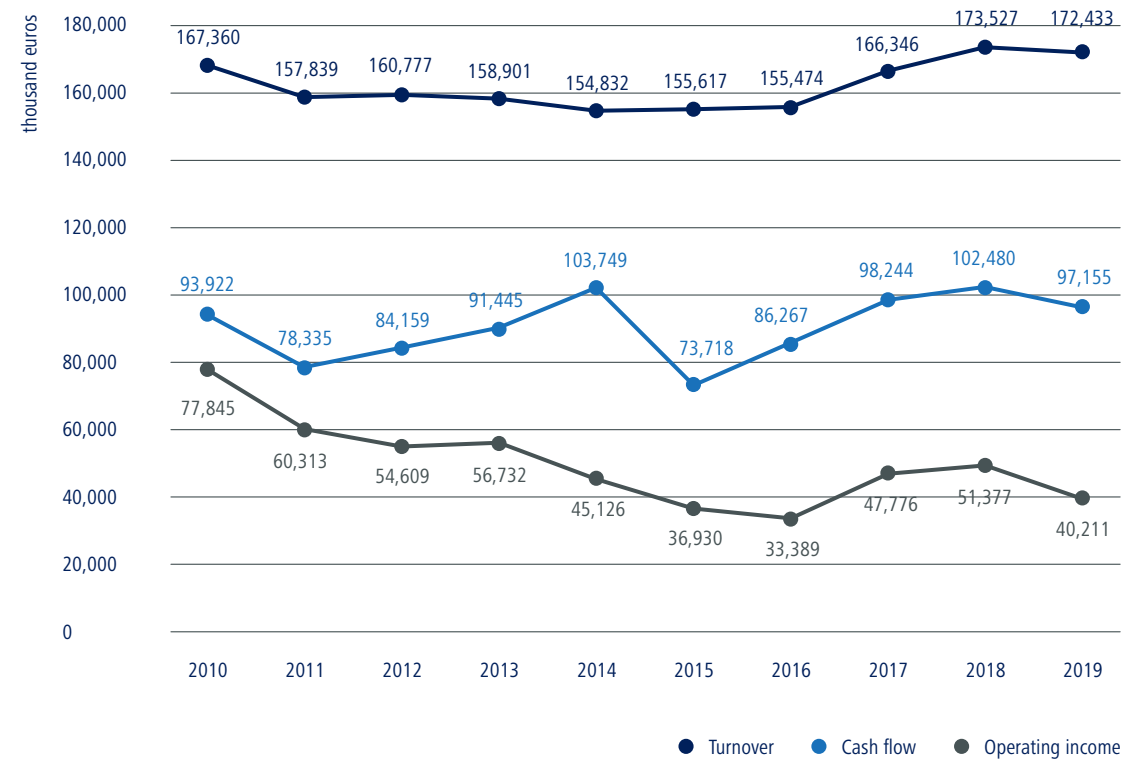
Furthermore, this year the increase in the contribution to Puertos del Estado (from €11 million in 2018 to €12.5 million this year) is the result of creating the new “Ports 4.0” capital fund. This programme aims to promote and incorporate incremental innovation as an element of competitiveness and efficiency in the Spanish logistics and port sector to facilitate its transition to the Economy 4.0.



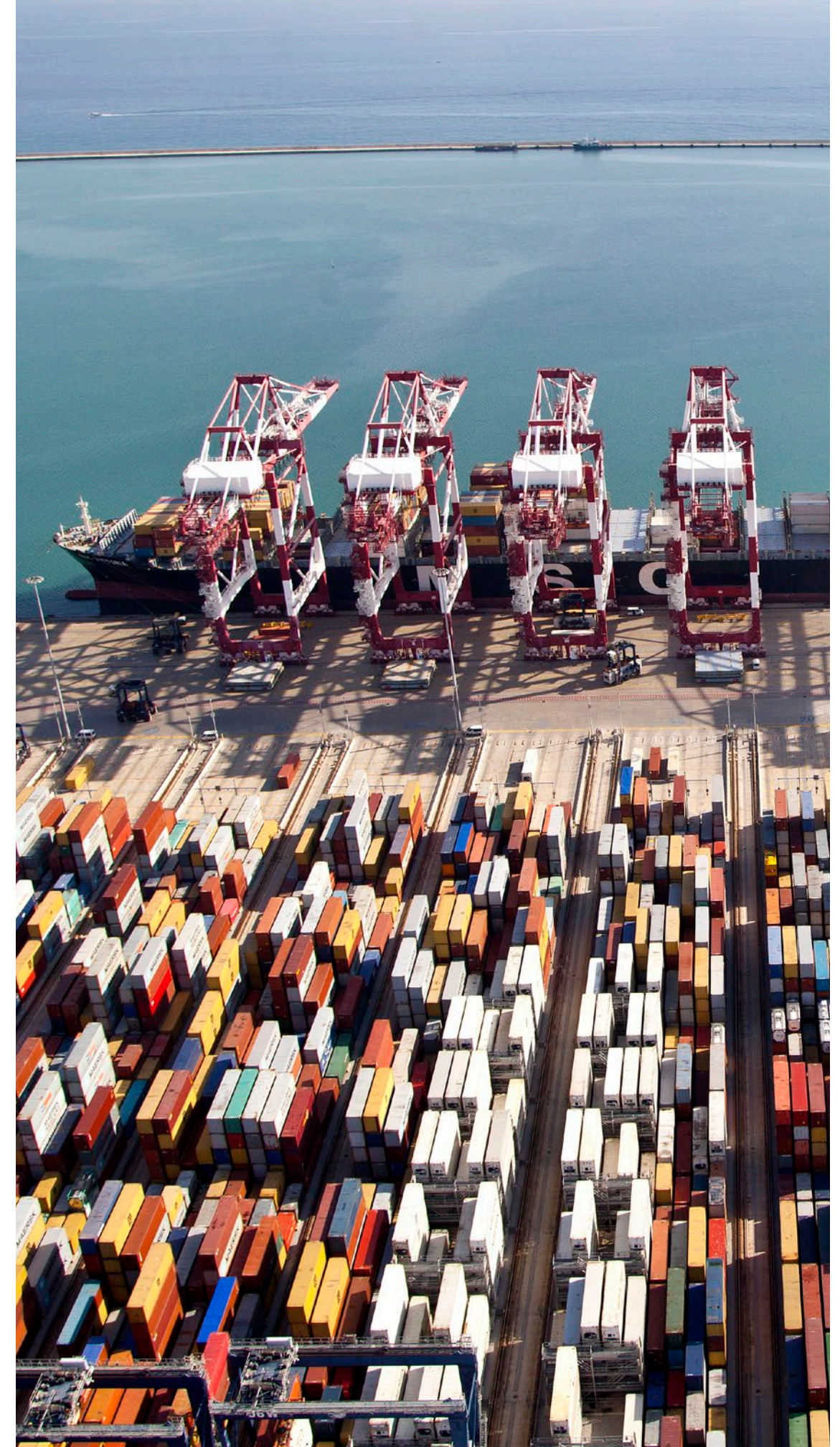
Net contribution to Interport Compensation Fund + financing of the public body Puertos del Estado

Contributions by Barcelona Port Authority to the state port system (million EUR), 2010-2019

Trend in the main economic indicators of the APB



Trend in economic indicators (thousand EUR), 2010-2019



Annual accounts

Balane sheet

| (Thousand EUR) | 2019 | 2018 |
|---|------------------|-----------|
| NON-CURRENT ASSETS | 1,843,683 | 1,841,371 |
| I. Intangible assets | 17,689 | 18,695 |
| 1. Industrial property | 7,431 | 7,656 |
| 2. IT applications | 10,258 | 11,039 |
| 3. Other intangible assets | | |
| II. Tangible fixed assets | 1,431,414 | 1,435,932 |
| 1. Land and natural assets | 288,958 | 288,958 |
| 2. Buildings | 1,032,816 | 1,042,548 |
| 3. Technical equipment and facilities | 1,440 | 1,621 |
| 4. Tangible fixed assets and advance payments | 99,556 | 93,312 |
| 5. Other fixed assets | 8,644 | 9,493 |
| III. Real estate investments | 303,107 | 295,277 |
| 1. Land | 261,725 | 250,200 |
| 2. Buildings | 41,382 | 45,077 |
| IV. L/t debt with group and associated companies | 78,910 | 78,089 |
| 1. Equity instruments | 76,469 | 76,469 |
| 2. Loans to companies | 2,441 | 1,620 |
| V. Long-term financial investments | 2,688 | 2,624 |
| 1. Equity instruments | 588 | 588 |
| 2. Loans to third parties | 1,362 | 1,524 |
| 3. Public admin, official subsidies receivable | 284 | |
| 4. Other financial assets | 454 | 512 |
| VII. Non-current trade debtors | 9,875 | 10,754 |

| (Thousand EUR) | 2019 | 2018 |
|--|------------------|------------------|
| CURRENT ASSETS | 226,151 | 215,160 |
| II. Stocks | 314 | 316 |
| III. Trade debtors and other receivables | 314 | 316 |
| 1. Customers for sales and services provided | 31,231 | 31,435 |
| 2. Customers and debtors, group and associated companies | 23,435 | 24,417 |
| 3. Other debtors | 2,559 | 2,614 |
| 4. Public admin, official subsidies receivable | 2,953 | 2,639 |
| 5. Other credits with public administrations | | - |
| IV. S/t debt with group and associated companies | 155 | 781 |
| V. Short-term financial investments | 20,122 | 2,660 |
| 1. Equity instruments | | |
| 2. Loans to companies | 122 | 2,660 |
| 3. Other financial assets | 20,000 | - |
| VI. Accruals and deferrals | 1,004 | 804 |
| VII. Cash and other cash equivalent assets | 173,325 | 179,164 |
| 1. Cash and banks | 173,325 | 179,164 |
| 2. Other cash equivalents | - | - |
| Total assets | 2,069,834 | 2,056,531 |

| (Thousand EUR) | 2019 | 2018 |
|---|------------------|-----------|
| NET CAPITAL | 1,700,894 | 1,665,162 |
| A1. Equity | 1,436,363 | 1,392,198 |
| I. Capital | 539,486 | 539,486 |
| III. Reserves | 852,713 | 799,038 |
| VII. Profit for the year | 44,164 | 53,674 |
| A2. Adjustments for changes in value | - | - |
| A3. Subsidies, donations and legacies received | 264,531 | 272,963 |
| 1. Official capital subsidies | 228,991 | 234,669 |
| 2. Capital donations and legacies | 34 | 34 |
| 3. Other subsidies, donations and legacies | 35,506 | 38,260 |

| (Thousand EUR) | 2019 | 2018 |
|--|----------------|---------|
| NON-CURRENT LIABILITIES | 319,504 | 342,575 |
| I. Long-term provisions | 11,488 | 4,756 |
| 1. Long-term staff benefit obligations | | - |
| 2. Provisions for legal liabilities | 8,129 | 2,549 |
| 3. Other provisions | 3,359 | 2,207 |
| II. Long-term debts | 185,181 | 198,532 |
| 1. Debt with credit institutions | 178,611 | 196,667 |
| 2. Long-term suppliers of fixed assets | | - |
| 3. Other | 6,570 | 1,865 |
| III. L/t debt with group and associated companies | - | - |
| V. Long-term accruals and deferrals | 122,835 | 139,287 |
| CURRENT LIABILITIES | 49,436 | 48,794 |
| III. Short-term debts | 31,270 | 31,300 |
| 1. Debt with credit institutions | 18,136 | 18,138 |
| 2. Short-term suppliers of fixed assets | 9,330 | 9,618 |
| 3. Other financial liabilities | 3,804 | 3,544 |
| IV. S/t debt with group and associated companies | 321 | 275 |
| 1. Debt with companies of the group | 228 | 147 |
| 2. Debt with associated companies | 93 | 128 |
| V. Trade creditors and other receivables | 17,845 | 17,219 |
| 1. Creditors and other receivables | 9,385 | 8,789 |
| 2. Advance payments of public subsidies | | - |
| 3. Other debts with public administrations | 8,460 | 8,430 |
| VI. Accruals and deferrals | - | - |

Profit and loss statement

| (Thousand EUR) | 2019 | 2018 | Variation | % Var |
|---|-----------------|----------|-----------|-------|
| 1. Net turnover | 172,433 | 173,527 | (1,094) | -1% |
| A. Port fees | 157,722 | 158,862 | (1,140) | -1% |
| a) Occupation fee | 57,311 | 55,825 | 1,486 | 3% |
| b) Fees for the special use of port facilities | 83,526 | 85,837 | (2,311) | -3% |
| 1. Vessel fees | 33,362 | 33,175 | 187 | 1% |
| 2. Fees for pleasure craft | 438 | 388 | 50 | 13% |
| 3. Passenger fees | 11,569 | 11,235 | 334 | 3% |
| 4. Goods fees | 37,762 | 40,392 | (2,630) | -7% |
| 5. Fresh fish fees | 194 | 165 | 29 | 18% |
| 6. Fee for special use of the transit area | 201 | 482 | (281) | -58% |
| c) Activity fee | 15,272 | 15,661 | (389) | -2% |
| d) Navigation aids fee | 1,613 | 1,539 | 74 | 5% |
| B. Other business income | 14,711 | 14,665 | 46 | 0% |
| a) Amounts in addition to fees | 6,437 | 6,287 | 150 | 2% |
| b) Fees and other | 8,274 | 8,378 | (104) | -1% |
| 5. Other operating income | 6,750 | 6,799 | (49) | -1% |
| a) Accessory and other current management income | 2,694 | 2,674 | 20 | 1% |
| b) Operating subsidies incorporated into the the result of the financial year | 78 | 91 | (13) | -14% |
| c) Income from return of concessions | 3,663 | 3,725 | (62) | -2% |
| d) Interport Fund compensation received | 315 | 309 | 6 | 2% |
| 6. Staff costs | (33,421) | (32,341) | (1,080) | 3% |
| a) Wages, salaries and similar expenses | (22,637) | (22,258) | (379) | 2% |
| b) Indemnities | (301) | (88) | (213) | 242% |
| c) Social charges | (10,483) | (9,995) | (488) | 5% |
| 7. Other operating expenses | (55,262) | (45,588) | (9,674) | 21% |
| a) External services | (31,043) | (27,140) | (3,903) | 14% |
| 1. Repairs and upkeep | (15,227) | (13,382) | (1,845) | 14% |
| 2. Services from independent professionals | (5,083) | (4,161) | (922) | 22% |
| 3. Supplies and consumption | (1,855) | (1,710) | (145) | 8% |
| 4. Other external services | (8,878) | (7,887) | (991) | 13% |
| b) Taxes | (3,842) | (3,758) | (84) | 2% |
| c) Losses, impairment and variation of provisions for commercial operations | 24 | (123) | 147 | -120% |
| d) Other current management expenses | (7,544) | (3,302) | (4,242) | 128% |
| e) Contribution to <i>Puertos del Estado</i> | (6,354) | (6,098) | (256) | 4% |
| f) Interport Fund contribution | (6,503) | (5,167) | (1,336) | 26% |
| 8. Depreciation of tangible assets | (56,940) | (57,706) | 766 | -1% |
| 9. Allocation of subsidies and other non-financial assets | 6,835 | 6,529 | 306 | 5% |
| 10. Surplus provisions | - | - | - | - |

| (Thousand EUR) | 2019 | 2018 | Variation | % Var |
|---|----------------|---------|-----------|-------|
| 11. Impairment and gains on disposals of assets | (184) | 157 | (341) | - |
| a) Impairment and losses | 144 | 187 | (43) | -23% |
| b) Gains on disposals and others | (328) | (30) | (298) | 993% |
| Other results | - | - | - | - |
| a) Exceptional income | - | - | - | - |
| b) Exceptional expenses | - | - | - | - |
| OPERATING RESULT | 40,211 | 51,377 | (11,166) | -22% |
| 12. Financial income | 4,415 | 3,657 | 758 | 21% |
| a) Stakes in financial instruments | 3,267 | 2,328 | 939 | 40% |
| b) Of negotiable securities and other financial instruments | 1,148 | 1,329 | (181) | -14% |
| c) Incorporation of financial expenses to assets | - | - | - | - |
| 13. Financial expenses | (1,955) | (2,904) | 949 | -33% |
| a) For third party debts | (1,955) | (2,904) | 949 | -33% |
| b) For updating of provisions | - | - | - | - |
| 14. Change in fair value of financial instruments | 1,485 | 1,544 | (59) | -4% |
| a) Trading portfolio and others | 1,485 | 1,544 | (59) | -4% |
| 16. Impairment and gains on disposals of financial instruments | 8 | - | 8 | - |
| a) Impairment and losses | - | - | - | - |
| b) Gains on disposals and others | 8 | - | 8 | - |
| FINANCIAL RESULT | 3,953 | 2,297 | 1,656 | 72% |
| PRE-TAX RESULT | 44,164 | 53,674 | (9,510) | -18% |
| 17. Tax on profits | - | - | - | - |
| BALANCE OF THE FINANCIAL YEAR | 44,164 | 53,674 | (9,510) | -18% |

Source and application of funds

| (Thousand EUR) | 2019 | 2018 |
|--|----------------|---------|
| APPLICATIONS | 97,548 | 165,114 |
| Non-current assets added | 60,784 | 54,974 |
| Acquisition of intangible and material fixed assets | 59,584 | 49,189 |
| Long-term receivable subsidies | 284 | |
| Incorporation of land | | |
| Financial assets purchased | | 96 |
| Fixed assets from returned concessions | 916 | 5,689 |
| Reductions in equity | - | - |
| Interport Fund contribution | 6,503 | 5,167 |
| Non-current liabilities removed | 30,261 | 104,973 |
| Cancellation/Transfer of debt to credit institutions | 18,056 | 84,445 |
| Cancellation/Transfer of debts with suppliers of fixed assets | | |
| Cancellation/Transfer of loans with group and associated companies | | 3,418 |
| Cancellation/Transfer of long-term periodifications | 12,205 | 11,672 |
| Application of long-term provisions | | 5,438 |
| SOURCES | 107,897 | 123,735 |
| Resources from operations | 97,154 | 102,480 |
| Equity increases | | |
| Interport Fund compensation received | 315 | 309 |
| Subsidies and income from return of concessions | 2,066 | 11,089 |
| Deferred capital subsidies | 1,080 | |
| Other subsidies, donations and legacies | 986 | 5,400 |
| Income from return of concessions | - | 5,689 |
| Non-current liabilities added | 6,995 | 3,551 |
| Long-term debt with credit institutions | - | - |
| Long-term debt with suppliers of fixed assets | - | - |
| Long-term debt with group and associated companies and others | 6,570 | |
| Advances received for sales or services rendered | 425 | 3,551 |
| Non-current assets added | 1,357 | 5,921 |
| Disposal of tangible and intangible fixed assets | | |
| Disposal of financial instruments and other | 12 | 2 |
| Other L/t financial investments cancelled/transferred to S/t | 465 | 5,919 |
| L/t subsidies receivable cancelled/transferred to S/t | | |
| Commercial non-current and other debtors cancelled/transferred | 880 | |
| Other | 10 | 385 |
| Excess of sources over applications | 10,349 | - |
| Excess of applications over sources | - | 41,379 |

Resources from operations - Operating cash flow

| (Thousand EUR) | 2019 | 2018 | Variation | % Var |
|---|---------------|----------------|----------------|------------|
| Period results | 44,164 | 53,674 | (9,510) | -18% |
| Plus | 70,191 | 66,264 | 3,927 | |
| Net contribution to the Interport Compensation Fund | 6,188 | 4,858 | 1,330 | |
| Depreciation of fixed assets | 56,940 | 57,706 | (766) | |
| Reserves for liabilities and expenses | 6,732 | 3,670 | 3,062 | |
| Losses from fixed assets | 331 | 30 | 301 | |
| Minus | 17,201 | 17,458 | (257) | |
| Profits accruing from fixed assets | 11 | | 11 | |
| Valuation adjustments for impairment of non-current assets | 1,629 | 1,731 | (102) | |
| Capital grants and others transferred to profit | 6,835 | 6,529 | 306 | |
| Income from return of concessions | 3,663 | 3,725 | (62) | |
| Entering advances received for services rendered in results | 5,053 | 5,083 | (30) | |
| Income from OPPE payment principal & interest T3 disputes | | 386 | (386) | |
| Other | 10 | 4 | 6 | |
| Total | 97,154 | 102,480 | (5,326) | -5% |

Cash flow

| (Thousand EUR) | 2019 | 2018 |
|---|----------------|----------------|
| A) CASH FLOWS FROM OPERATING ACTIVITIES | 86,234 | 83,853 |
| Profit before tax | 44,164 | 53,674 |
| Adjustments to the result | 44,472 | 43,700 |
| Depreciation of fixed assets (+) | 56,940 | 57,706 |
| Valuation adjustments for impairment | (145) | (187) |
| Variation of provisions | 6,732 | 3,670 |
| Entering subsidies (-) | (6,835) | (6,529) |
| Results of fixed assets removed or disposed of | 328 | 30 |
| Results of financial instruments removed or disposed of | (8) | - |
| Financial income (-) | (4,415) | (3,657) |
| Financial expenses (+) | 1,955 | 2,904 |
| Change in fair value of financial instruments | (1,484) | (1,544) |
| Income from return of concessions (-) | (3,663) | (3,725) |
| Entering advances received for sales in results | (5,053) | (5,083) |
| Other income and expenses | 120 | 115 |
| Changes in working capital | (4,782) | (9,266) |
| Stocks | 2 | (53) |
| Trade debtors and other receivables | (11,349) | (9,600) |
| Other current assets | (328) | 64 |
| Creditors and other receivables | 756 | 324 |
| Other current liabilities | 6,170 | 155 |
| Other non-current assets and liabilities | (33) | (96) |
| Cash flows from operating activities | 2,380 | (4,255) |
| Interest payments (-) | (1,956) | (3,035) |
| Dividends received (+) | 3,267 | 2,328 |
| Interest received (+) | 1,238 | 840 |
| Late payment interest due to fee disputes (-) | - | (20) |
| Late payment interest received due to fee disputes (+) | 9 | 386 |
| Tax on profits received/paid | (178) | 684 |
| Other payments received/made | - | (5,438) |

| (Thousand EUR) | 2019 | 2018 |
|---|-----------------|-----------------|
| B) CASH FLOWS FROM INVESTMENT ACTIVITIES | (76,466) | 20,376 |
| Payments for investments (-) | (79,797) | (49,827) |
| Group and associated companies | (976) | - |
| Intangible assets | (2,775) | (3,043) |
| Tangible fixed assets | (56,034) | (46,784) |
| Property investments | (12) | - |
| Other financial assets | (20,000) | - |
| Non-current assets held for sale | - | - |
| Other assets | - | - |
| Proceeds from divestitures (+) | 3,331 | 70,143 |
| Group and associated companies | 789 | 143 |
| Intangible assets | - | - |
| Tangible fixed assets | 5 | - |
| Property investments | - | - |
| Other financial assets | 2,537 | 70,000 |
| Non-current assets held for sale | - | - |
| Other assets | - | - |
| C) CASH FLOWS FROM FINANCING ACTIVITIES | (15,607) | (78,259) |
| Equity instruments received and paid | 737 | - |
| Subsidies, donations and legacies received | 737 | - |
| Financial liability instruments received and paid | (16,344) | (78,259) |
| Issue | 1,879 | 10,908 |
| Debt with credit institutions (+) | - | - |
| Debt with group and associated companies (+) | - | - |
| Other payables (+) | 1,879 | 10,908 |
| Repayment and depreciation of: | (18,223) | (89,167) |
| Debt with credit institutions (-) | (18,056) | (89,167) |
| Debt with group and associated companies (-) | - | - |
| Other payables (+) | (167) | - |
| NET INCREASE/DECREASE IN CASH AND CASH EQUIVALENTS (A+B+C) | (5,839) | 25,970 |
| Cash and cash equivalents at beginning of FY | 179,164 | 153,194 |
| Cash and cash equivalents at end of FY | 173,325 | 179,164 |

Statement of changes in equity in 2019 and 2018, (thousand EUR)

| Statement of recognised income and expenses (thousand EUR) | 2019 | 2018 |
|--|-----------------|-----------------|
| A) Result of the profit and loss account | 44,164 | 53,674 |
| B) Total income and expenses charged directly to net equity | 2,066 | 11,089 |
| For valuation of financial instruments | - | - |
| To cover cash flows | - | - |
| Subsidies, donations and legacies received | 2,066 | 11,089 |
| For actuarial gains and losses and other adjustments | - | - |
| Tax effects | - | - |
| C) Total transfers to the income statement | (10,498) | (10,254) |
| For valuation of financial instruments | - | - |
| To cover cash flows | - | - |
| Subsidies, donations and legacies received | (10,498) | (10,254) |
| Tax effects | - | - |
| Total recognised income and expenses (A+B+C) | 35,732 | 54,509 |

Statement of changes in equity in 2019, (thousand EUR)

| Total status of changes in equity (thousand EUR) | Capital | Accumulated result | Outturn for the financial year | Subsidies, donations and legacies | Total |
|--|---------|--------------------|--------------------------------|-----------------------------------|-----------|
| Final balance for the 2018 financial year | 539,486 | 799,038 | 53,674 | 272,964 | 1,665,162 |
| Total recognised income and expenses | - | - | 44,164 | (8,432) | 35,732 |
| Distribution of the result for the 2018 financial year | - | 53,674 | (53,674) | - | - |
| Final balance for the 2019 financial year | 539,486 | 896,876 | 44,164 | 264,532 | 1,700,894 |

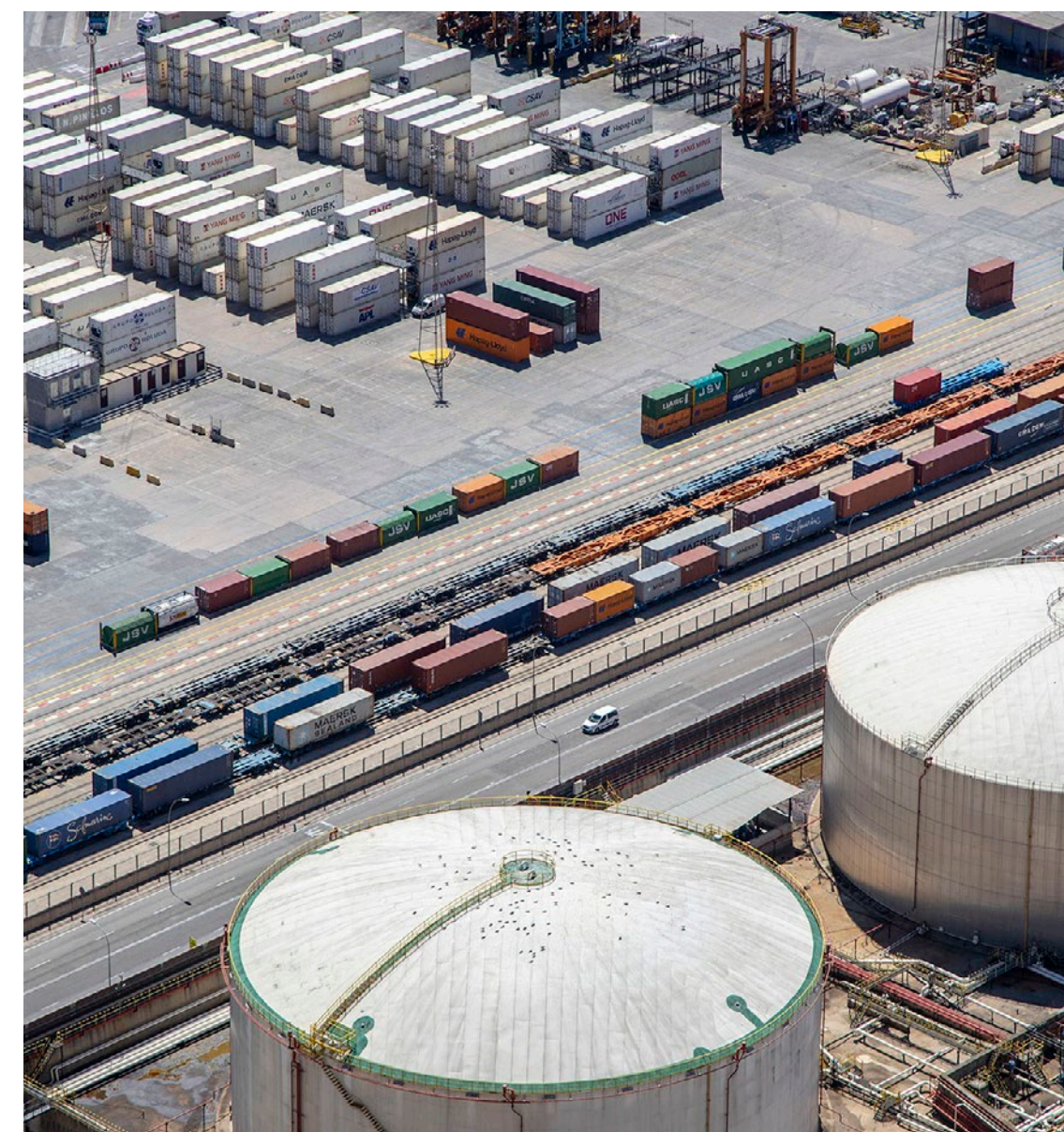
Other key economic figures

Port infrastructure investment



As the manager of the port area, one of the responsibilities of Barcelona Port Authority is to promote and participate in the development and maintenance of public and private land and infrastructure. Public investment consolidates and improves the competitiveness of the organisations working in the Port while encouraging private investment. The commitment to the Port of Barcelona by private companies indicates their confidence in attracting future traffic.

The Port of Barcelona committed a total investment of over €59.8 million in 2019, of which **€54 million** were in infrastructure. Below are the most relevant works during this financial year.



1 INCREASING THE DRAUGHT OF ÁLVAREZ DE LA CAMPA WHARF (IBERPOTASH-TRAMER)

AWARDED TO: COMSA
PERFORMANCE TIME: 16 months (completed)
BUDGET: €5,556,910.17

The works involved increasing the draught of Álvarez de la Campa Wharf up to the -14 metre line and that of the access channel to -14.50 m, in addition to building a new beam lane for the front leg of the new cranes, supported by micro-props. It also included providing the new nautical equipment in the area of action, protection against subsidence and other facilities and services.



2 CIVIL ENGINEERING WORKS NEW SYNCROLIFT ON CATALUNYA WHARF

AWARDED TO: UTE SYNCROLIFT (DRAGADOS, SA.; CRC OBRAS Y SERVICIOS; CIOMAR, SL)
PERFORMANCE TIME: 32 months (completed)
BUDGET: €26,384,384.59

This involved implementing a syncrolift between Catalunya wharf and Marina del Port de Barcelona wharf, as well as building a terrace on land reclaimed from the sea in which ships will be placed for various repair and maintenance operations. The project also included the civil works associated with the *syncrolift*, as the facilities and equipment are run by the concession-holder Marina Barcelona 92.

A platform about 80m long and 20m wide was created and is hoisted up to pick up vessels and lift them up to terrace level. On both sides of the platform there is a structure able to withstand the strain of lifting the vessels, while a system of tracks will allow vessels to move to different working positions on the terrace area generated.



3 MOVEMENT OF PRE-LOADED MATERIALS (ACTION 7) PRAT TERMINAL

AWARDED TO: UTE CCV Terminal Prat (CONSTRUCTORA DE CALAF, S.A.U.; COYNESA 2000, S.L.; VOLTES, S.L.U.)
PERFORMANCE TIME: 10 months (completed)
BUDGET: €4,178,591.85

The works involved partially removing the pre-loaded earth from the area located northwest of Prat wharf and forming the corresponding terrace (up to the level of the storage terrace requested by the concessionaire), to complete the penultimate delivery to the concessionaire of the geotechnically consolidated storage area. This action has provided land for seven more automated cranes (ASC), with the area corresponding to the last six ASC cranes, located further west, still pending, to be built and delivered at a later stage.

4 PORT SERVICE MOORING WHARF (35A)

AWARDED TO: COPISA CONSTRUCTORA PIRENAICA, S.A.
PERFORMANCE TIME: 7 months (ongoing)
BUDGET: €1,811,359.82

As part of the actions to improve the Port environment, a plot of land has been awarded under concession for the management of waste from the vessels using the Port. Waste is brought by sea from the ships to this plot, creating the need for a wharf to unload the waste in safe conditions.

The works will involve the actions necessary for fitting out a wharf suitable for operations involving unloading waste removed from port vessels, on the sloping breakwater slope at the southern end of the Energy wharf. The work is expected to be completed on 15 May 2020.



5 IMPROVING THE MOORING SYSTEM ON ADOSSAT WHARF. INSERTION BOLARDS ON WHARFSIDE. TERMINALS C & D

AWARDED TO: UTE MUELLE ADOSSADO (ACSA OBRAS E INFRAESTRUCTURAS, S.A.U.; JOCA INGENIERÍA Y CONSTRUCCIONES, S.A.)
PERFORMANCE TIME: 5.5 months (ongoing)
BUDGET: €2,220,598.24

The purpose of this action is to improve the mooring system in the area of the Adossat wharf, which is dedicated exclusively to cruise ship traffic following a review that uncovered the need to update and improve the piles and sea defences to adapt them to the maximum size of the type vessel currently operating there. Piles will be inserted into the current dock line to provide more operability, versatility and safety to the cruise ship berth. Also, since we are acting generally on the superstructure of the wharf, we are considering renewing the tracks of the passenger boarding and disembarking bridges.



6 EXTENSION OF THE ADOSSAT WHARF, PHASE 3

AWARDED TO: UTE MUELLE ADOSSADO 3ª FASE (COPCISA CONSTRUCTORA PIRENAICA, S.A.; FCC CONSTRUCCIÓN, S.A.; SATO, S.A.)
PERFORMANCE TIME: 19 months (ongoing)
BUDGET: €26,140,754.92

The reorganisation of the Port's container terminals and the building of a new terminal for cruise-type ships make it necessary to extend the Adossat Wharf southwards, following on from a previous phase of expansion (2B), now completed. We are therefore building a berthing line 476m long with a 12m draught, which will include a Ro-Ro ramp (infrastructure for freight loading and unloading operations) 60m long. The size of this ro-ro ramp will allow two vessels to load and unload simultaneously in the future. Completion is scheduled for March 2020.



7 DEVELOPMENT OF THE PORT RINGROAD. SECTION IV (BUNGE). PHASE 2

AWARDED TO: CRC OBRAS Y SERVICIOS, S.L.
PERFORMANCE TIME: 13 months (ongoing)
BUDGET: €2,226,462.37

This action involves redeveloping the Port Ringroad, section IV, around the West wharf. The new roundabout aims to improve traffic distribution inside the Port in general and to the West and Contradic wharves, increasing the capacity and safety of the section up to currently required levels. It also includes improving pedestrian accessibility, required by the proximity to the urban area and to help improve public transport. The work is expected to be completed by the end of March 2020.

8 ENCLOSURE EMBANKMENT PRAT WHARF PHASE 3

AWARDED TO: UTE MUELLE PRAT FASE III (ACSA OBRAS E INFRAESTRUCTURAS, S.A.U.; JOCA INGENIERÍA Y CONSTRUCCIONES, S.A.)
PERFORMANCE TIME: 8 months (ongoing)
BUDGET: €2,979,085.79

To cover future needs for space in the Prat wharf area or to manage earthworks, preloads and backfilling in the port area, we are considering the option of putting up terrace delimitation enclosures to reclaim land independently of the wharf construction.

This action involves building the delimitation enclosure of the terrace area associated with Prat wharf Phase 3. This will involve filling this terrace and consolidating the plots. Expected date for the completion of the work is February 2020.



Investments in R&D+i



In 2019, R&D+i investments in the organisations of the Sectoral Sustainability Plan amounted to an average of **9.5% of total investment**. After a significant drop in 2018, this percentage is recovering but has not yet reached 2017 levels of 12.5%.

Financial aid received

The Port of Barcelona continued to participate in various international projects that receive financial assistance from the European Union:

| Period | Project | Action | Programme |
|-------------|---|--|---|
| 2018-2020 |  | Fostering the Motorway of the Sea between Barcelona and Civitavecchia by improving infrastructures: adapting the Contradic wharf to MoS traffic, strengthening the Contradic north alignment and extending the RO-Ro ramp, and adapting the Contradic rail terminal. |  |
| 2016-2019 |  | Reducing pollutant emissions caused by lorry transport to the Port and improving existing technology in dual fuel engines to help consolidate liquefied natural gas. |  |
| 2016-2019 |  | 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. |  |
| 2019- 2023 | MiRO 2 – Multimodal Route connecting Barcelona to Paris | Buiding a railway motorway connection between Barcelona and Paris suitable for transporting semi-trailers between both cities. Includes the development of two terminals, one in the Port of Barcelona (former Llobregat riverbed) and the other in Rungis. |  |
| 2015 - 2019 |  | Developing maritime traffic management services and the coordination processes between the control tower and technical-nautical services using information technology. |  |
| 2014 - 2020 |  | Rolling out use of liquefied natural gas (LNG) in maritime transport through a series of pilot actions, e.g.: adapting a barge to supply LNG to ships, adapting port machinery, and designing a tug powered by this fuel. |  |
| 2014 - 2019 |  | 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. |  |

Participation in international projects

15.4% of organisations have received financial aid from the State or the European Union under the Sectoral Sustainability Plan. Total aid received was **€4.4 million**, much higher than the previous year, which was €2.7 million.

| Type of aid | Amount |
|-----------------------------|--------------|
| For R&D+i | 85.17 |
| For infrastructures | 1,045 |
| For other types of projects | 3,200 |
| Total | 4,400 |

Public aid received for organisations under the Sustainability Plan (in thousand eur), 2019

Procurement and service purchase practices

An **electric power purchasing group** has been set up in the Port of Barcelona since 2010 for the exclusive use of the private companies in the port area that wish to join voluntarily; around twenty organisations usually join.

The auction is held annually alongside the one in which the Port Authority participates to award its electricity supply contract. However, the companies in the purchasing group have access to the auction in batches different to that of the APB and, once the best price has been auctioned, they may or may not contract with the winning company.

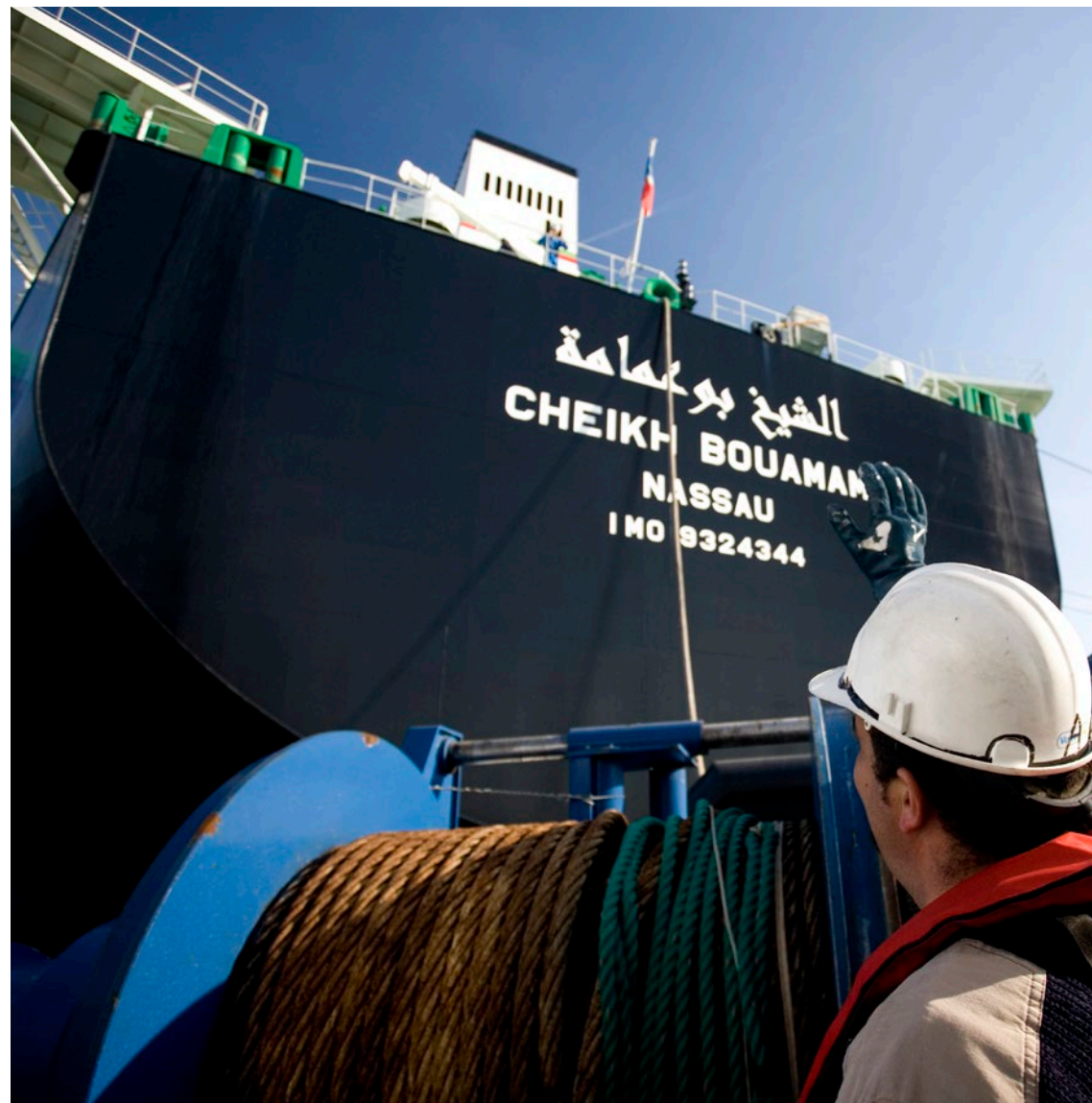
Furthermore, the percentage of local purchases of companies within the EU is a key factor for boosting the economy of an area and preserve community relations. **97.3%** of purchases of goods or contracts made by **the organisations under the Plan are for services from companies in the European Union**.

06 Developing social value

The human capital of the Port of Barcelona - all the people who work there - is a strategic factor for its development in all areas. That is why it is essential to guarantee their well-being, health and the development of their skills and abilities.

Furthermore, however, all the activities carried out in the port area are important for organisations and users relying on the services of the Port of Barcelona and for the surrounding metropolitan area. The Port's social and relationship capital is therefore also a value that has an impact on the fulfilment of its objectives.

In this context, safety is an essential factor for the people from the organisations and the surrounding area, and the goods, and by extension the people to whom they are sent, through the application of the precautionary principle for all the activities that take place in the port facility.



Orientation to the SDGs

The many different services for goods and passenger transport provides a very wide scope of port activity which responds to different SDGs. Of note are those considered to have the greatest impact and presence in the day-to-day life of the Port.



Ensure healthy lives and promote well-being for all at all ages

Health and safety at work are essential aspects addressed by organisations. Rapid access to medical services is a priority to ensure the well-being of Port users.

- > Recognition by the APB of Good Business Practices in Promoting Health in the Workplace
- > 27 drills within the Port Self-Protection Plan
- > 94,9% of organisations in the Plan have an ORP system
- > 42,3% of organisations in the Plan conduct satisfaction and work climate surveys



Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all

Training is important, and not only for working people. Efforts are also being made to design quality training to foster employment and match supply and demand for jobs necessary in the port sector. The Port promotes the European School of Intermodal Transport, which is the benchmark European centre for training in logistics and intermodal transport.

- > 100 training activities of the European School of Intermodal Transport
- > 608 students from the higher degree training cycles participated in the *Forma't al Port* training programme
- > 16,6 hours on average per year in training per worker under the Plan
- > 13% of organisations in the Plan have a training committee



Achieve gender equality and empower all women and girls

Working towards gender equality is a responsibility taken on by companies. In a sector with a small presence of women, it is a sensitive issue that we try to address.

- > 30% of women on the APB Executive Committee
- > APB membership in the Talent Girl programme
- > 31,2% of women in the workforce in the organisations in the Plan
- > 41% of organisations in the Plan have equality plans
- > 62,8% of organisations in the Plan have anti-harassment protocols



Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all

Creating quality employment is a challenge that extends to people with disabilities or at risk of social exclusion. At the same time, initiatives are under way to improve the qualifications of working and potentially working people.

- > Objectives of the 2017-2020 People Plan of the APB achieved
- > 90,6% of the contracts of the organisations in the Plan are fixed-term
- > 93,2% of contracts of the organisations in the Plan are full-time
- > 1,5% of people in the organisations in the Plan have some type of disability and 2% are at risk of social exclusion



Make cities and human settlements inclusive, safe, resilient and sustainable

Safety in the port area is an aspect on which we are working constantly. Furthermore, actions are under way to ensure an inclusive environment and solidarity with people and the city.

- > Specific bus service for the port area: Line 88
- > Celebrations of the 150th anniversary of the Port, with events for the public and the Port Community
- > 17% fewer traffic accidents in the Port
- > 25,6% of organisations in the Plan have mobility plans



Revitalise the Global Alliance for Sustainable Development

Port work involves relating and interrelating with a diversity of companies. Beyond the strict contractual relationship, we promote participation in organisations seeking to build a stable and universal trade framework.

- > 300 claims handled by the Customer Service
- > 85,9% of organisations in the Plan belong to sectoral associations
- > 65,4% of organisations in the Plan participate in stakeholder activities
- > 85,9% of organisations in the Plan evaluate customer satisfaction

About the data included

These data relate to the type of recruitment, training, equality, diversity and inclusion, action protocols and other aspects linked to labour, social and environmental issues. We present the data of Barcelona Port Authority, as the company that manages the Port and a model strategy for people, oriented to sustainability that we wish to extend to the entire port environment. These data are completed with others from the organisations under the Sectoral Sustainability Plan.

The data on Reference Service Levels, Customer Service (SAC), safety and qualitative information on actions related to citizenship refer to the entire Port Community.

Human capital: our staff strategy

All of the annual objectives set in the **Staff plan 2017-2020** were achieved during 2019 by Barcelona Port Authority (APB). The organisation's staff policy is based, inter alia, on selecting high-potential and high-performance personnel; differential performance as a basis for professional development; the momentum of more horizontal structures that allow talent to emerge; promoting the healthy company, and improving the key processes that define the relationship between people and the organisation in the long term.

Employment in the Port of Barcelona



The Port Community is made up of very diverse public and private organisations with highly differentiated structures. As mentioned in the chapter on economic value, Barcelona City Council has made a **description of jobs in the "blue economy sector"**, i.e. work in the maritime sector, underlining that these jobs are quality employment.

APB staff

As detailed in the tables below, as of 31 December 2019, the APB staff has the following characteristics:

- > 29% women.
- > More than half of workers are between 41 and 60 years old.
- > Practically two-thirds of the staff have been working there for more than 20 years and the over-30 age bracket includes the most people. Therefore, it is a very stable workforce.
- > The proportion of staff covered or not covered by the agreement remains virtually the same; managerial staff represent 13% of the total.

| | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|--|------------|------------|------------|------------|------------|------------|
| People covered by the agreement | 444 | 453 | 457 | 463 | 458 | 456 |
| People not covered by the agreement (managers) | 70 | 69 | 69 | 70 | 69 | 68 |
| Total | 514 | 522 | 526 | 533 | 527 | 524 |

Progression of staff APB, 2014-2019 (at 31.12.2019)

| | 16-30 years | 31-40 years | 41-50 years | 51-60 years | 61-70 years | Total |
|--------------|-------------|-------------|-------------|-------------|-------------|------------|
| Men | 16 | 60 | 117 | 122 | 57 | 372 |
| Women | 2 | 31 | 58 | 47 | 14 | 152 |
| Total | 18 | 91 | 175 | 169 | 71 | 524 |

APB workforce by age ranges, 2019 (at 31.12.2019)

| | 0-5 years | 6-10 years | 11-15 years | 16-20 years | 21-25 years | 26-30 years | > 30 years |
|--------------|-----------|------------|-------------|-------------|-------------|-------------|------------|
| Men | 35 | 33 | 48 | 37 | 77 | 28 | 114 |
| Women | 22 | 12 | 21 | 14 | 49 | 13 | 21 |
| Total | 57 | 45 | 69 | 51 | 126 | 41 | 135 |

APB workforce by seniority, 2019 (at 31.12.2019)

Type-employment under the Sustainability Plan

Within the Port Community, the organisations under the Sectoral Sustainability Plan (SSP) - 6,532 people in all - are also enhancing their human capital and look to orient their personnel policies towards sustainability. These are some of the characteristics of the typical workforce of these organisations:

- > **90.6% of staff have a fixed-term employment contract**, a figure well above the 80.3% recorded in 2018, which shows the commitment to stable employment, reinforced by the fact that **93.2% of contracts are full-time**.
- > **86.9% of people are covered by collective agreements** and there has been less external recruitment, as the average external recruitment of staff over the total workforce was 8.8%, compared to 13% in 2018.
- > With regard to the type of function performed within the organisation, **more than half of staff are assigned to operational functions**, 12.5% in middle management and **4.7% of the total are managers**. 27% of management positions are occupied by women.
- > In gender terms, most companies have a clear predominance of men: **women represent 31.2% of the workforce**. The largest female portion of the workforce is to be found in administrative positions, with the most women working in customs and in transit and freight agencies.

| | 2017 | 2018 | 2019 |
|--|--------------|--------------|--------------|
| Fixed employment contract | 85.1% | 80.3% | 90.6% |
| Full-time employment contract | 87.7% | 76.9% | 93.2% |
| Staff covered by collective agreement | 93.6% | 91.4% | 86.9% |

Types of contract in SSP organisations, 2017-2019

| Post | 2016 | | 2017 | | 2018 | | 2019 | |
|-------------------|-------|---------|-------|---------|-------|---------|--------------|--------------|
| | % Men | % Women | % Men | % Women | % Men | % Women | % Men | % Women |
| Management | 72.0% | 28.0% | 76.2% | 23.8% | 74.3% | 25.7% | 73.4% | 26.6% |
| Middle management | 65.0% | 35.0% | 71.4% | 28.6% | 66.4% | 33.6% | 66.5% | 33.5% |
| Administration | 47.0% | 53.0% | 44.8% | 55.2% | 46.6% | 53.4% | 51.1% | 48.9% |
| Operations | 67.0% | 33.0% | 82.8% | 17.2% | 79.1% | 20.9% | 84.9% | 15.1% |
| Other | 75.0% | 25.0% | 53.5% | 47.5% | 79.5% | 20.5% | 57.6% | 42.4% |

Workforce of organisations, by functions and gender, 2016-2019

Diversity and equal opportunities



Presence of women in governing

The proportion of women in the main governing bodies of the Port of Barcelona, according to their composition at 31 December 2019, was:

| | APB | Organisations in the Plan (average) |
|---------------------|-----|-------------------------------------|
| Management board | 25% | 12.3% |
| Executive Committee | 30% | 17.5% |

Women in governing bodies, 2019

In the highest governing body of the sector, the Steering Council for the Promotion of the Port Community, women account for 17% of members (11 women and 54 men).

Equality plans

Companies with more than two hundred and fifty workers are subject to Article 45 of Organic Law 3/2007 of 22 March 2007, which stipulates that they are obliged to respect equal treatment and opportunities in the workplace. During this year, the APB continued to roll out the actions of the **APB Equality Plan 2017-2019** and has publicised it on the Port's website. Its **Standing Committee on Equality** recorded no incidents related to equality and/or harassment.

The Port took part in a series of talks after joining the **Talent Girl** project, which seeks to promote the development of STEM (Science, Technology, Engineering & Mathematics) talent and promote scientific and technological vocations among young women and girls of the next generation, to help close the gap between men and women in this type of work in the near future.

41% of the organisations that are part of the Plan also have and apply **equality plans**, compared to 36% in 2018. It should be noted that only 8% of the organisations in the Plan have a workforce of more than 250 people and are therefore required by law. Many of them therefore take on and implement this challenge voluntarily.

In addition, **62.8% of participating organisations have a sexual and/or gender harassment protocol**. This figure is gradually increasing, which points to a growing commitment by organisations to tackle this issue.

Preventing discrimination

The APB applies the current collective agreement (Third Collective Agreement of *Puertos del Estado* and Port Authorities) regarding the qualifications required for each post, follows open competition procedures to select staff and recruits according to current labour regulations. In 2019, the APB recruited **23 people with disabilities** and none at risk of social exclusion.

In addition, an average **1.5% of the staff of the Plan's organisations** have some kind of disability. It should be noted that this ratio includes 56.4% of companies with under 50 workers (those which must have a minimum of staff with disabilities, by law). At the same time, it also includes some organisations working in the Port Community that are denominated special work centres, in which a large part of the professionals are people with disabilities. The organisations in the Plan also registered on average **1.9% people at risk of social exclusion** in their workforces.

Working climate

Job satisfaction and working climate surveys facilitate individual or group actions to improve the perception of the people in the organisation, while being useful tools for measuring the well-being of people hired within organisations and proposing the necessary improvements.

Under the Succession Plan project, in 2019 the APB conducted **135 individual interviews** with all organisational profiles to gauge their impressions of the organisation and their expectations and work concerns.

Breaches of labour regulations within the APB are referenced to the Code of Ethics and labour protocols: the Equality Plan, the Harassment Protocol and the Regulations for the use of e-mail, internet and computer tools and electronic communication.

42.3% of the organisations in the Plan have conducted job satisfaction and working climate surveys, compared to 37.3% the previous year.

64.1% of the organisations in the Plan have established channels for making complaints about breaches of labour regulations. Depending on the organisation, these are the works council, the staff or union delegate, the human resources or labour relations department or via a specific page on the corporate intranet. Organisations received a total 5 complaints through these formal mechanisms, two of which could be resolved through them.

Benefits

Some organisations in the port environment implement social benefit programmes for the well-being of their workers. The way these are applied, however, may be affected by the economic or social situation or the condition of the organisation itself. This is the case of the APB: in compliance with the instructions from *Puertos del Estado*, and by indication of the Executive Commission of the Interministerial Commission of Remunerations (CECIR), the contribution to the social fund has been reduced by 75% for more than three years, therefore use of it has been very limited.

Furthermore, in accordance with Law 6/2018 of 3 July 2019 on the General State Budget for 2019, the contributions by the promoter of the pension plan for employees was suspended for the entire financial year.

Internal communication

Internal communication is a strategic tool for strengthening existing commitment and encouraging bonding among workers within each organisation. The APB uses this tool consciously to unite its staff and contribute to spreading behaviours such as transparency, honesty, respect and innovation, fundamental ideas behind the *Naveguem Junts* [Let's sail together] brand.

In 2019, it set up several actions and face-to-face meeting and participation spaces to help to spread these behaviours:

- > **Annual Let's Sail Together Day 2019**, with over 300 participants, focused on the theme of teamwork and was held in the Petit Palau of the Palau de la Música. It included the screening of the video-documentary *La resposta* [The answer], starring APB staff, on how they dealt with the cyberattack suffered by the Port in September 2018; and a music workshop by the Vallès Symphony Orchestra.
- > **Brand/selection portal:** creation of a portal to publicise the Port of Barcelona as a place of employment and to make it more attractive to potential candidates. The portal will include all the processes of selection, information on the job market, the internship programme, and information on "life in the company".
- > **Internal documentary on the 150th anniversary of the Port of Barcelona, *Els fils de la memòria*** [The threads of memory], projected during the celebration event for staff. The documentary, made especially for this occasion, reviews the most important moments in the history of the Port told by the people who were part of it. More than 80 people took part.
- > **New-look Intranet:** a new design was released in March to offer a service that is better, more transparent, useful and, above all, reliable.
- > **Graphic and audiovisual media in communication:** creation of physical supports to enhance certain communications *in situ* made on the intranet. Implementation included information posters on recycling in offices or explanatory stickers on new switches to raise awareness of energy efficiency; or audiovisuals and infographics to reinforce the messages of the healthy sleep habits programme.
- > **Audiovisual communication:** encouraging the use of multimedia formats to increase the impact of communications and give visibility to staff. In 2019, a total of 25 videos were produced with our own media.

Training and upskilling



Training and education are becoming key strategic aspects for better development of the specific functions of workers. Providing training is therefore essential for the continuous improvement and greater well-being of workers.

Training actions for APB staff

Port Authority staff manage very diverse general aspects of the Port of Barcelona. To ensure training for its staff and to adapt to the needs of the Port Community and the surrounding area, the APB carried out a total of **411 training actions** in 2019 aimed at groups and individual workers.

| | Training ¹ | Students ² | Satisfaction | Training hours ³ |
|----------------------------------|-----------------------|-----------------------|--------------|-----------------------------|
| Digital Skills and Innovation TP | 18 | 202 | 7.57 | 333.50 |
| Sustainability TP | 16 | 62 | 8.49 | 585.00 |
| Port police TP | 45 | 368 | 8.56 | 4,739.00 |
| Languages TP | 170 | 275 | 9.30 | 6,338.50 |
| Specific TP | 51 | 291 | 8.66 | 4,198.50 |
| Skills TP | 105 | 142 | 8.47 | 4,242.00 |
| Managers TP | 6 | 6 | 9.57 | 152.00 |
| Total | 411 | 1,346 | 8.66 | 20,588.50 |

Training plans for APB staff, 2019

¹ Data correspond to training activities started and finished in 2019. It is worth pointing out that 24 training activities that started in 2018 were completed in 2019 and that 30 training activities that were started remain open and are scheduled for completion in 2020.

² Total number of students who completed training activities (attended more than 75%).

³ Number of hours for each activity per number of students who completed activities.

In general, during this year the number **of total training hours and actions increased (20,588.50)** and the level of satisfaction rose slightly, 8.7 points out of 10.

Language training occupied the greatest number of hours of people in the organisation, followed by training in technical skills, related to the adaptation to the current collective agreement. There was a similar figure for specific training, addressing the concrete needs of various departments, projects, working groups and individuals. Of note is the substantial increase in the Sustainability Training Plan, which includes actions to address ethics, equality and the environment, given the firm commitment to these matters.

For the Port Police, once the four-year training plan with the ISPC was completed, training was provided concerning personal protection and the port area, involving a total of 4,739 hours and 368 students.

Three cooperation agreements were formalised in 2019, which include training benefits for APB staff: one with the ESADE Public Governance Centre and two more with the *Fundació Politècnica de Catalunya*.

Training in the Port Community

18 days of training sessions were organised by the Department of Business Development for import/export companies this year, with the participation of **619 professionals from over 453 companies**.

Two extra study days were offered for end customers of the Port and organisations of the Port Community this year, entitled "Study of the EU customs code for companies with domiciliation", provided by the Council of Transport Users of Catalonia, and "Exports are increasing in China", via the China International Import EXPO fair (CIIE) fair. A total of **103 professionals from more than 23 companies** took part.

Furthermore, **13% of the organisations in the Plan have a training committee involving the company and the workers** to cover their own training needs, with a total 108,354.25 hours of training completed, making an **annual average of 16.6 hours per worker**. Training was aimed mainly at professional skills (68.4%) and occupational risk prevention (14.5%).

Other entities within the Port Community also organise training courses that are open to the sector in general. This is the case of the modules of the online training programme dedicated to Regular Line Maritime Transport the Association of Shipping agents teaches in English for an international audience. More than 450 students have participated since its inception.

European School - Intermodal Transport

This training centre, in which the Port of Barcelona holds a stake, received 3,587 people from 54 different countries this year: 1,568 people participated in training courses and 2,019 went on a technical visit to the Port of Barcelona.

A total of 100 training activities were carried out, on the following topics:

- > maritime intermodality and Motorways of the Sea
- > rail intermodality
- > port operations
- > temperature-controlled transport
- > port management

Furthermore, the European School was the fundamental axis of two training projects:

- > **TranslogMed**, training in developing door-to-door logistics chains based on the Motorways of the Sea between Mediterranean ports. Conferences were held in Morocco, Tunisia and Algeria along with a course featuring participants from Algeria.
- > **Forma't a l'Port**, [Get trained at the Port], run from the Working Group of the Steering Council of the Port Community, received 680 students from training cycles of the course on Transport and Logistics and International Trade from secondary schools of the metropolitan area of Barcelona; the degree in Logistics and Business of the Tecnocampus; and the degrees in Nautical and Maritime Transport, Marine Technologies and Systems Engineering and Naval Technology of the Faculty of Nautical Studies of Barcelona of the Polytechnic University of Barcelona (UPC).
- > **Formati al Porto**, the Italian version of Forma't al Port, held its first edition in 2019 with the participation of 30 Italian students. amb una participació de 30 estudiants italians.



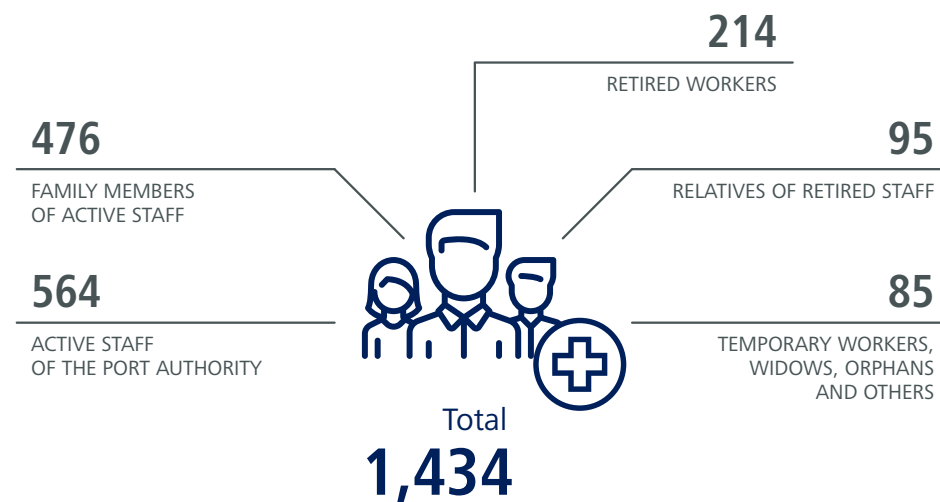
Healthcare for APB staff, 2019

Occupational safety and health



APB medical services

In 2019 **Barcelona Port Authority (APB) Medical Services** attended a total of 18,609 medical visits, including 3,815 rehabilitation sessions, for the APB workers - both active and retired - as well as the Bosch and Alsina care centres and the WTC Barcelona building for their family members. According to the census update, this entire group numbers 1,434 people.



Potential users of APB medical services, 2019

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. The protocol on the new Data Protection Law: The Spanish Organic Law on Data Protection and the guarantor of digital rights, adapted to medical services provides an important boost, as it ensures that all highly sensitive data concerning health are safeguarded.

Health promotion

Action in this area led to the APB receiving the **recognition of Good Business Practices in Health Promotion in the Workplace** in 2019, awarded by the National Institute for Safety and Health at Work (INSST)

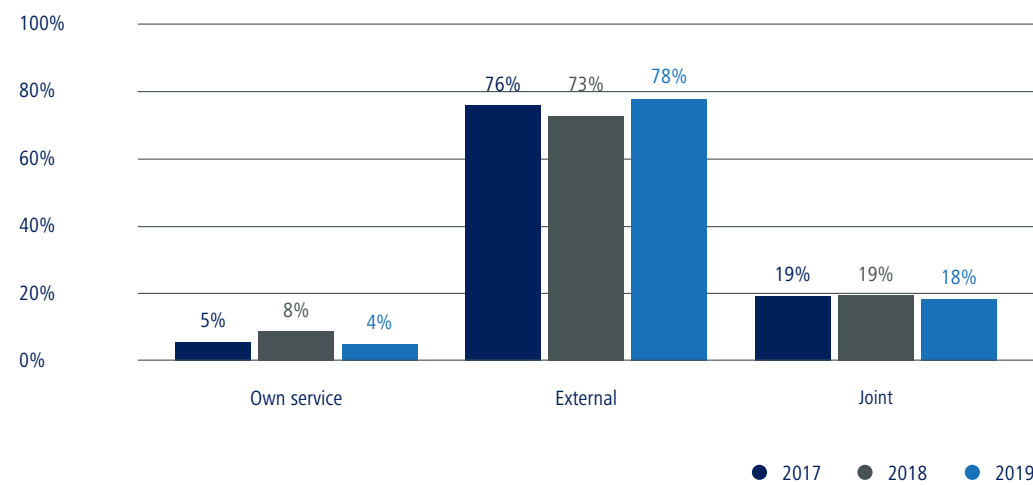
These activities on healthy habits were performed during the year:

- > Campaign to **give up smoking** using pharmacological means, and with the Atlantida health care plan. A study among people taking their health check-up showed that smoking among workers is 4.12% lower than the average for Catalonia as a whole.
- > Promoting the **healthy company**, with the slogan "La mar de bé" [feeling great], which aims to provide necessary and adequate information on healthy habits.
- > **Healthy sleeping habits** campaign, with workshops and talks by specialists.
- > Campaign for the **early detection of breast and cervical cancer** in women and of **prostate diseases** in men.
- > Start of the REGICOR study (Girona Heart Registry) **on coronary risk** of people over 35, which showed a low risk in 95% of men and 98% of women.
- > Drawing up protocols for the **prevention of osteoarticular impacts** of the back through tailored advice from rehabilitation specialists, which this year led to a decrease of 14.7% in sessions.

Occupational risk prevention

During 2019 the **APB prevention management system** successfully passed the periodic follow-up audit of the OHSAS 18001 occupational risk prevention certification and is preparing for the new ISO 45001 certification.

Virtually all of the organisations in the Plan (94.9%) have an **Occupational Risk Prevention Service**, which could be internal, external or joint, and **50% of organisations have their service certified**, a figure that is significantly higher than the 42.7% in 2018. 54% of the independent certificates correspond to the OHSAS 18001 Occupational Health and Safety Management System. All of the organisations that have their own prevention service perform the corresponding regulatory or legal audits.



Occupational risk prevention services between SSP organisations, 2017-2019

Seminar on prevention of occupational risks and sustainability

The Port of Barcelona holds this Conference once a year as a forum for debate and a meeting point for the Port Community in which to share knowledge about prevention and sustainability. It is promoted by the Prevention Working Group at the Steering Council for Promotion of the Port Community and Quiron Prevención and is organised by the Prevention Service of the APB in collaboration with the Sustainability Service.

The seventeenth edition bore the title "Occupational health and sustainability in the port sector". The programme addressed the fact that occupational risk prevention is a cross-cutting international issue and analysed the sustainable development of the Port Community, particularly in relation to water use.

Monitoring workers' health

Health monitoring of APB staff entailed performing **373 medical examinations** on members of an average annual workforce of 582 workers: 353 on permanent employees (representing 60.6% of the total workforce) and 20 on temporary workers (3.4% of the average annual workforce). This is a 5.5% increase in examinations year on year.

Accidents at work

This year Barcelona Port Authority staff suffered a total of 29 accidents, all of them minor, 10 of which led to sick leave. The accident index referred to, according to the definition of *Puertos del Estado* in relation to the number of accidents involving sick leave, discounting *in itinere* accidents, was down 59% year on year.

During 2019, 56% of the organisations in the Port of Barcelona under the Sectoral Sustainability Plan had no accidents, slightly higher than the 54.7% recorded in 2018, which indicates a good performance in this regard. The number of accidents increased significantly, with 358 cases compared to 92 the previous year, due to the high accident rate of a single organisation, although all cases were minor. **44% of organisations registered accidents**, which occurred mainly within the company (41.1%), with 20.9% *in itinere* and the remaining 35.5%, within the port area.

Mobility plans

The APB runs a **bus service** within the port precinct for staff of the companies located in the Port's service area: Line 88 of the Barcelona public transport network.

It also provides a 3-month **travel card** to workers who choose to go to work using public transport. In 2019 231 people from the APB staff benefited from this initiative.

25.6% of the Plan's organisations have mobility plans for their staff, an initiative that minimises accidents at work, facilitates access to the workplace and helps to protect the environment.

Ensuring the security of people and goods

The Port of Barcelona must guarantee the security of the people, goods, areas and facilities in its physical environment. The **APB's Corporate Security** area coordinates the forces, services and units responsible for this security at all levels.

Port Police

The Port Police is a professional security force that depends on Barcelona Port Authority and performs its functions within the port area, checking and monitoring the service area and the maritime and land operations related to port traffic. Below are some data regarding the exercise of their functions in the various areas of action during 2019. They can be consulted in more detail in the "Annual Report of the Port Police 2019".

Traffic circulation area

The **number of traffic accidents** (148) fell 17%, but the downside is that the number of injured persons increased and there was one fatality.

Furthermore, the **1,112 breathalyser tests** performed led to an increase in positives (+43%) but a decrease in criminal offences (-37.5%).

While the number of **reports filed for traffic violations** was virtually the same (up by 2% to 4,395), administrative reports filed increased by 79% to 1,463, with the vast majority due to the **phenomenon of personal mobility vehicles**. In addition, vehicle sharing led to a much higher number of reports of leaving scooters, bicycles and motorcycles in unauthorised spaces (254).

Healthcare area

The Police provided assistance in a total of 108 work-related accidents in the Port of Barcelona. In addition, there were **679 ambulance services** (SEM Medical Emergencies System or FREMAP Prevention Service plus private mutual societies) and various types of assistance were provided to **532 citizens**.

Cooperation with FREMAP, which has a medical ambulance, allowed emergency medical assistance to be provided within five minutes in the Port commercial area and the Z.A.L. With regard to emergency care, it is worth mentioning that the Port of Barcelona guarantees an environment with public access to cardio protection using the DEAS defibrillators distributed throughout the port area and in Port Police squad cars.

Public safety area

During 2019 the Port Police launched 3% fewer **criminal proceedings** (542 in all) but recorded 6% more **criminal acts**, essentially caused by more forced entries to vehicles (61).

In addition, there was a 50% decline in the number of **arrests** (39 in total), as well as in people indicted but not arrested (46).

Administrative area

60% of administrative acts, 851 in all, were **for confiscation of products peddled on the street**, down 17% on 2018, with fewer goods concerned and the destruction of a total of 4,000 kg of products (-62%).

Efforts to stop **illegal street vending** involved more than 900 sellers in the first months of the year. During the summer, a joint action by almost one hundred agents of the Guardia Urbana (USP, Beaches and UT-1) Mossos d'Esquadra (ARRO) and Port Police led to a real overall decline in the number of vendors in the public spaces of the Port.

There were **39 inspection reports filed**, mainly as a result of the start of the first phase of inspections for illegal occupations of the former Llobregat riverbed.

Port area

Port access controls detected and withdrew **1,169 expired accreditations** and 31 people were sanctioned for misuse of personal, non-transferable accreditation. Of the **154 reports of cases of breakages** registered this year, 36 were due to smashing barriers at special railway intersections

Port security

Compliance with regulations

The most significant events that occurred during 2019 in compliance with port security regulations were:

- > **Visit to Miami (USA) by a security delegation** from the APB, the Civil Guard and maritime operators to inform the main American shipping companies about the security model and the measures put in place at the international cruise terminals of the Port of Barcelona.
- > **Fifth validation tests of sniffer dog units** to detect explosives by the private security companies that provide supply services to ships at the international cruise terminals. 40 participants out of 88 passed.
- > Validation of the **Port Security Assessment** by the Secretary of State for Security of the Spanish Ministry of the Interior, in compliance with the Royal Decree on port and maritime protection.
- > Approval by the Management Board of the **security plans for three port facilities** affected by Regulation 725/2004 EC on risk assessment and security measures.

Measures implemented

- > **Measures to combat illicit drug trafficking** and the consequent reassessment of terminals as an AEO, through meetings with Maritime Customs and within the framework of the Container Terminal Security Commission.
- > **Annual approval of the CCTV video surveillance system** and renewal of the cameras of the accesses and terminals belonging to the SIAM automatic licence plate identification system.
- > Supervision of the services contracted by the APB for **the surveillance and provision of private security services**, which meant not only access controls to the truck parking areas and security enclosures of certain public docks and other port areas, but also the establishment of new services such as the surveillance of the Truck Centre and checks on Gate 5 of the Fishermen's wharf.
- > **Implementation of automatic lanes and technical resources** necessary for access controls for authorised users to the perimeter accesses of Gates 25 and 30.

| | 2018 | 2019 |
|---|----------|---------|
| Mobile X-ray services + arcs - FCS cabotage + cruises | 421 | 433 |
| CCTV - Police and judicial recordings | 33 | 40 |
| Private Security Service Hours - Public IPs: | | |
| Cruise services, access control, precincts, etc. | 8,444 | 6,941 |
| Car park services | 17,520 | 17,520 |
| K-9 binomial certifications | 104 (42) | 88 (40) |

Port security measures, 2018-2019

Port security office

| | 2018 | 2019 |
|--|--------|----------|
| ISPS drills (practical and theoretical) | 12 | 16 |
| Facilities inspections/audits) | 49 | 27 |
| Internal | 47 | 26 |
| External | 2 | 1 |
| Security meetings ¹ | 12 | 37 |
| Security incidents - ISPS (intrusions, stowaways...) | 18 (3) | 25 (5-8) |

Actions of the Port Security Office, 2018-2019

¹With police forces, authorities and private security companies and technological measures, to consolidate agreements and commitments with cruise ship companies, their shipping agents and various foreign consulates.

There were two general drills conducted: one on maritime security, involving the provincial maritime service of the Civil Guard on the dock and southern entrance channel and of the Energy wharf; and one on land, simulating drug trafficking in the luggage of cruise passengers at the Adossat wharf, involving Barcelona Cruise Terminal.

Accreditations and permits

Apart from the management of **accreditations to access the Port of Barcelona, 149 permits were authorised for acts**, events and filming and there were **5,764 complaints processed** under the Services and Police regulations.

| | 2018 | 2019 |
|---|---------------|---------------|
| Total accreditations issued | 16,515 | 14,920 |
| New users | 4,988 | 4,301 |
| Renewals | 11,527 | 11,538 |
| Withdrawn Passes - Port Police Access Control | 1,211 | 1,169 |

Accreditations and permits, 2018-2019

Industrial safety

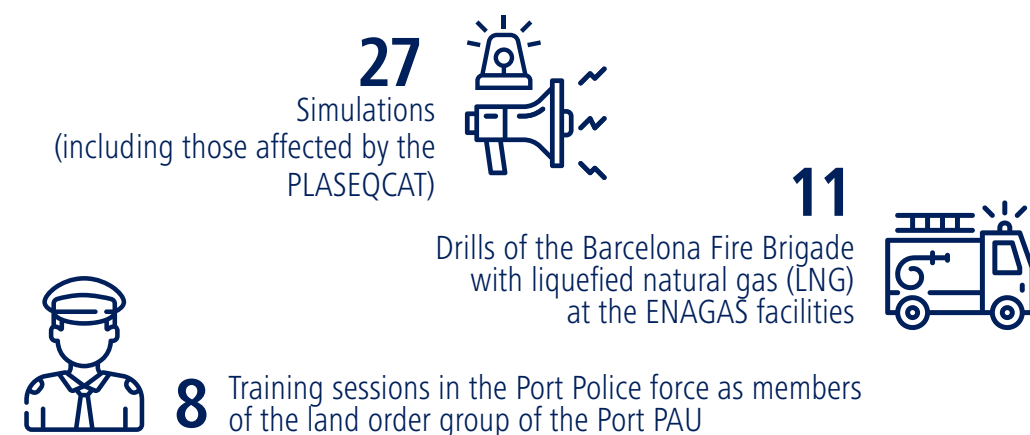
During 2019, under the **collaboration agreement with Barcelona City Council** in matters of civil protection, fire prevention and extinction and rescue, Barcelona Fire Brigade received a **fire truck (BUP-410)** designed for extinguishing fires in the Port, which require large flows of water and/or foam (for extinguishing fires in hydrocarbon or chemical storage tanks). Practice drills were held at the Prat wharf in conjunction with Tugs and at the Energy wharf with direct seawater extraction.

The following courses were held for this group:

- > one Practical Fire Training session in the Technical Field for Sergeants and Corporals, taught in France by the Ecole Nationale Supérieure des Officiers de Sapeurs-Pompiers (ENSOSP);
- > one Chemical Risk session for New Fire chiefs, also provided by the ENSOSP, in Barcelona;
- > two firefighting and rescue by boat courses, in the SEGANOSA training centre in Pontevedra;
- > and a boat rescue course at the Spanish Red Cross Centre in Getaria, Gipuzkoa (Basque Country).

This year work was also undertaken on a **new edition of the Mutual Assistance Agreement (MAP)**, to establish the means of coordination and availability of resources of the member companies during an emergency. It was agreed to expand the scope of coordination by identifying fire protection installations in maritime facilities in all modules of the Energy wharf.

These are some of the main figures on the activity of the **Port Self-protection plan (PAU)** in 2019:



This year there were a total of **182,328 authorisations** in compliance with Royal Decree 145/89 on the **management of dangerous goods**. This year a total 863,528 tonnes of containerised cargo (+1%) and 14,250,033 tonnes of bulk cargo were handled (-1%) classified as dangerous.

Social and relationship capital

Participation in organisations

International organisations

The Port of Barcelona seeks to have a say in the main international port sector organisations to be able to closely monitor the progress of the sector and to take decisions to influence it.

| | |
|--|--|
| | <p>European Sea Ports Organisation (ESPO) Member of the Executive Committee. Chair of the Port Governance Committee. Member of the following committees: Sustainable development; Intermodality, logistics and Industry; Trade Facilitation, Customs and Security; Economic and Statistical Analysis; and the network on ferry and cruise port policy. Within the ESPO, the Port is following closely the actions of the European Commission regarding transport and sustainable development of ports.</p> |
| | <p>International Association of Ports and Harbours (IAPH) (Santiago Garcia-Milan), Deputy General Manager for Strategy and Commercial of the Port of Barcelona, was elected for the third time as president of the IAPH for a two-year term. The WPSA Awards were given to the most innovative port projects during the IAPH Annual Conference in Guangzhou, China. The IAPH 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.</p> |
| | <p>World Ports Climate Action Program Promoted the initiative along with ports of Hamburg, Antwerp, Los Angeles, Long Beach, Vancouver and Rotterdam. They promote projects to combat global warming, focusing on the efficiency of supply chains with digital tools; common regulatory approaches; supplying renewable energy to ships while at port; developing low-carbon fuels, and the full decarbonisation of cargo handling facilities in ports.</p> |
| | <p>Intermed A founding member of the association, comprising the ports of Barcelona, Genoa and Marseilles.</p> |
| | <p>MEDports Association Vice-presidency of the association Presidency of the Port Training and Knowledge Committee Comprises around twenty ports and port organisations on both shores of the Mediterranean. Aims: to foster collaboration among Mediterranean ports; to address the new challenges of international trade and logistics; and to highlight the centrality of the Mediterranean in the new international trade flows. The Port hosted the Executive Committee meeting in 2019. Within the Committee it chairs, the Port organised the first international seminar on Port Management in Barcelona in conjunction with the European School of Intermodal Transport (17 participants from 13 ports).</p> |
| | <p>Medcruise Active member of the association. It has taken part in all the assemblies and working groups organised by the Association of Mediterranean Cruise Ports.</p> |
| <p>Other organisations in which the Port participates</p> | <ul style="list-style-type: none"> > 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, its main trading partner in container traffic, with a share of 24%. That is why it is participating with Catalonia Trade & Investment and Barcelona City Council in a joint project called China's European Logistics Centre (BARCELOC) to attract multi-country distribution centres to Barcelona and focusing especially on the automotive, fashion, chemical industry and e-commerce sectors.

The Port participated in the following actions to promote the project in 2019:

- > Follow-up on **16 cases of companies** interested in establishing a distribution centre in Catalonia in southern Europe and/or interested in finding a logistics and commercial partner. Especially from the fashion, electronics, chemical and agri-food sectors and from markets such as China, Japan and Korea, but also from Central America and Europe.
- > Promoting the project before delegations of businessmen, mostly Asian, who have visited the Port of Barcelona.
- > Return mission of the automotive/electric vehicle sector, with 12 Chinese companies.
- > Preparing a specific brochure aimed at the automotive/electric vehicle sector.
- > Monitoring the developments of the Belt & Road Initiative promoted by the Chinese government, especially from the land side, and specifically monitoring the rail service between the city of Yiwu in China and Madrid in Spain, and the possibility for it to pass through Barcelona.
- > Joint work with BARCELOC and ACCIÓ to solve the need for the availability of logistics land with certain characteristics, close to the Port and with detected railway connectivity. 19 locations with areas of between 20,000 and 80,000 m² were identified, with various availability periods (less than 6 months and/or more than 2 years) and a coordination bureau set up with Barcelona Chamber of Commerce, Barcelona Logistics Centre, the Barcelona Metropolitan Area, CIMALSA, Port of Barcelona, Zona Franca Consortium and ACCIO, among other entities.

National organisations

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

- > Spanish Association for the Promotion of Short Sea Shipping (TMCD)
- > Spanish Coffee Federation (FEC-ANCAFE)
- > Barcelona Logistic Center AEEPB
- > Spanish Association of Natural Gas for Mobility (GASNAM)
- > Barcelona-Catalonia Logistic Centre (BCL)

In addition, 86% of the organisations in the Sectoral Sustainability Plan belong to sectoral associations. These are the most common of the organisations:

- > National Association of Stevedoring Companies and Shipping Companies (ANESCO)
- > Catalan Association of Concessionaire Companies with Port Facilities (ASCIPORT)
- > Association of International Freight Forwarders of Barcelona (ATEIA)
- > Spanish Association of Terminals Receiving Liquid, Chemical and Gas Bulks (ATERQUIGAS)
- > European Association for Forwarding, Transport, Logistics and Customs Services (CLECAT)
- > Spanish Federation of Freight Forwarders Associations (FETEIA OLTRA)
- > International Federation of Freight Forwarders Associations (FIATA)
- > International Air Transport Association (IATA)
- > Propeller Club. Association of Logistics Managers and Entrepreneurs (Castellón, Valencia, Barcelona)
- > World Cargo Alliance (Inter Global) (WCA)

Corporate relations field

Corporate communication

Once again this year, the various areas that comprise the **Communication Department** based their work strategy on communicating the importance of the Port of Barcelona to their different audiences - media, general public, Port Community, international logistics operators and shippers, etc. – as the main logistics infrastructure in Catalonia and as a facilitator of the foreign trade of an extensive hinterland; and they did this while adhering to sustainability criteria.

The Port is present at the main logistics, maritime transport and international trade fairs, conferences and international events. All these actions were accompanied by the various areas of the Communication Department, both in the design and production of stands and/or specific materials by the Image Area, and in terms of communication monitoring each event.

The Department also brought the main technological advances for reducing the environmental impact and saving energy to the fore. This was the case with the arrival of the *Cruise Rome* and *Cruise Barcelona*, the first zero-emission ships in the Mediterranean, or the *AidaNova*, the world's first LNG-powered cruise ship. Notably, in 2019 the port area was the scenario of 60% of *ship-to-ship* LNG supply operations in Spain.

The Port of Barcelona's communication strategy is based on transparency, rigour of information and expanding its own digital media, for which it uses various channels.

Media

The Port maintains an ongoing smooth relationship with both the general and specialised media and its Communications Department acts as a bridge between the Port's various departments and areas and media journalists. In addition to providing a tailored response to such professionals, press releases and the management of interviews and reports on specific topics, the Department took great strides in spreading branded content during 2019, publishing numerous articles on topics of the greatest interest in the main Catalan, Spanish and international media. This type of contents proved very useful in transmitting Port messages to strategic markets such as Aragon, Madrid and Navarre.

Activities organised this year by the department in collaboration with other areas included various events to celebrate the 150th anniversary of the constitution of the Port of Barcelona Works Council. To mark the occasion, the Communication Department coordinated the publication of the book *The Port of Barcelona. From the creation of the Works Council to the present (1869-2019)*, by Joan Alemany, in collaboration with the Corporate Image Area and the Document and Archive Management Service.

To support the development of social value, this department played an active role in disseminating the work of various bodies and organisations of the Port Community, especially those involved in specific projects such as Stella Maris and the Food Bank.

In the environmental field, the department informed of various ongoing actions and projects and publicised the initiatives launched to comply with the United Nations Global Compact SDGs. The Press Department backed up these actions with two master videos and six microcapsules on the Air Quality Improvement Plan, disseminated through social media.

Furthermore, the Department supported and accompanied various television productions and reports featuring the Port of Barcelona. One highlight was the Spanish TV programme "Five days in..." which dedicated two 25-minute reports to explain the day-to-day activity of the Port.

Social media

The Port's presence on the social networks continued to grow throughout 2019 and was committed to enhancing content with creativity and videos across all media. Highlights include the more than 26,000 followers on the LinkedIn page and the two Twitter profiles, national (@portdebarcelona) and international (@portofbarcelona).



Various different videos were produced on Youtube during 2019 in collaboration with other departments, some of which were distributed to the general public (such as those explaining the results of the previous year or the Port Vell) and others on specific topics (such as the 150 years of the Port of Barcelona or the third edition of experiences quayside).

Institutional relations

The Public Relations and Protocol Department reinforces the Port's messages through its presence and joint work in organising various different activities (conferences, seminars, business breakfasts and lunches, etc.) organised throughout the year by the main public and private bodies and institutions in Barcelona and Catalonia: Cercle d'Infraestructures, Corredor Mediterrani, Tribuna Barcelona, DinarsCambra de la Cambra de Comerç de Barcelona, Cercle d'Economia, Nit de l'Empresari (CECOT), Premis Pimes (PIMEC), etc.

The Department provides services both to the Port organisation and to the bodies and associations comprising the Port Community of Barcelona: Association of International Freight Forwarders of Barcelona (ATEIA-OLTRA), Barcelona Association of Shipping Agents and the Association of Port Stevedore Companies of Barcelona and the Official Association of Customs Agents and Commissioners of Barcelona.

The department also promotes and organises visits to the Port by various business and social entities to glean a better knowledge of the infrastructure, services offered to companies, their importance, the contribution to the growth of the country and its future plans, based on innovation and economic, environmental and social sustainability.

We would highlight the intensive efforts made to publicise the strategic objectives of the Port of Barcelona among various different audiences (the Port Community of Barcelona, customers and users of the Port and the main economic and social actors of the city and Catalonia), which means direct intervention in **about 600 activities**, 400 in the design and coordination and about 200 in protocol and assistance to the Port President in her participation in various events.

Some events in 2019 that deserve a special mention were the holding of the first Christmas Fair in the Port Vell and the complete programme of events aimed at the Port Community and the public that was organised on the occasion of the **150th anniversary of the Port of Barcelona**, described later in the "Social action" section of this report.

Other relations with stakeholders

The customer care service

The organisations of the Port Community have their own customer care systems, some of which are more or and some less sophisticated and developed. In the general field, the **Port of Barcelona Customer Care Service (SAC)** is one of its direct links with the market. Its main objectives are: to improve the transparency and reliability to the passage of goods through the Port of Barcelona, acknowledging the figure of the final customer as one of its main assets; identifying and transferring the needs of the market to Barcelona Port Authority and its Port Community is one such objective; and how to offer importers/exporters as much information as possible on available services and infrastructures.

The specific communication channels of this service are telephone (933 068 806) and e-mail sac@portdebarcelona.cat.

In 2019 the Customer Care Service (SAC) provided a customised response to 833 enquiries and claims concerning inspections, fee items and traceability concerning the passage of goods. Of the **300 claims** handled, 75 were analysed by the Efficiency Network Quality Label and 38 cases led to financial compensation being awarded. **533 queries** were made.



In addition, there were 97 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 (conferences, fairs, etc).

Measuring customer satisfaction

85.9% of the organisations in the Sectoral Sustainability Plan evaluated the satisfaction of their customers during 2019, a figure that has been increasing gradually in recent years. The main mechanisms for gauging the degree of customer satisfaction were surveys, followed by personal visits and/or meetings.

The organisations in the Plan received **51 claims related to economic issues**. These correspond to only three organisations, which resolved all claims received through formal mechanisms. During this year, however, organisations in the Sectoral Sustainability Plan received no complaints related to the privacy their its customers' personal data.

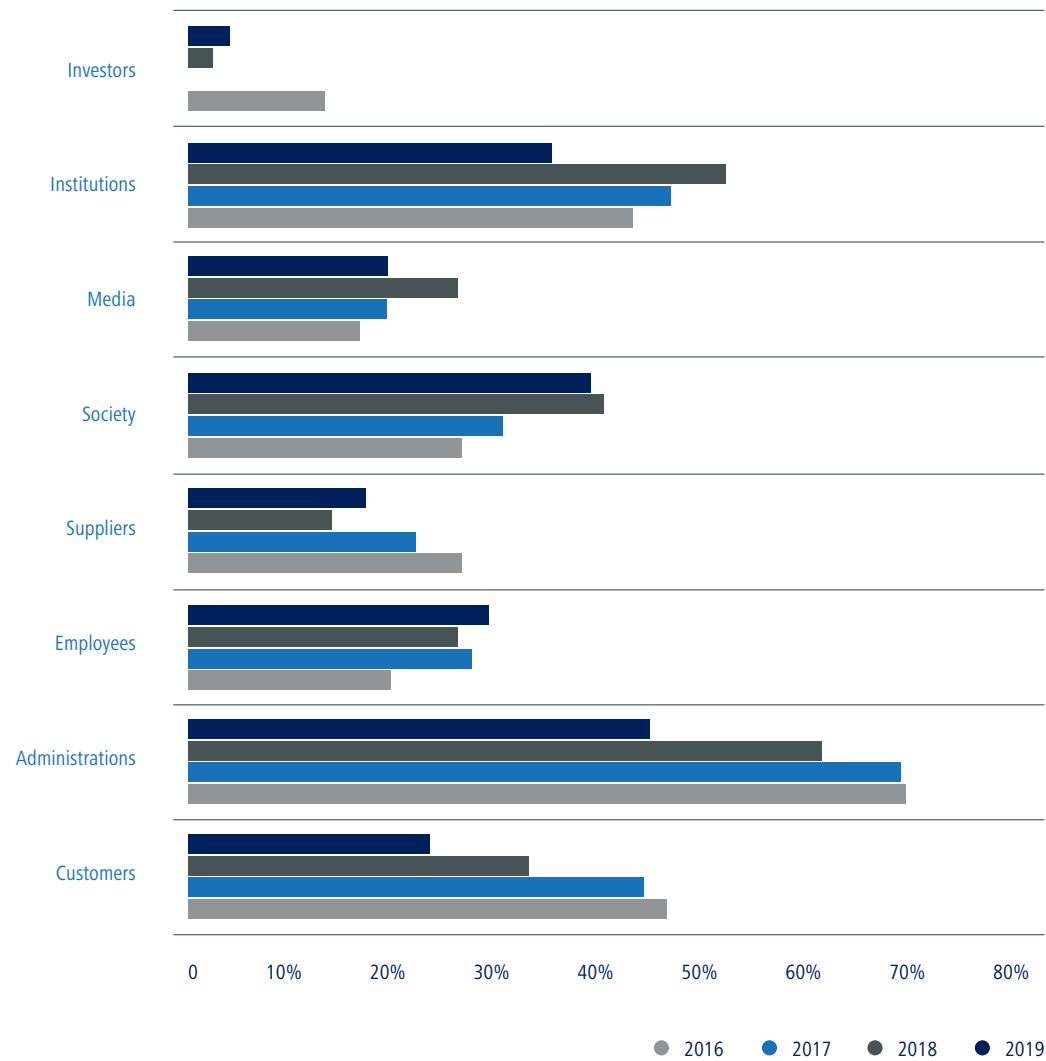
Dialogue and participation with stakeholders

62% of organisations in the Sectoral Sustainability Plan have **communication channels with their stakeholders**. This figure is very similar to the previous year, which was 57.3%.

| Stakeholder groups | Communication channels |
|--------------------|--|
| Customers | Face-to-face meetings Commercial communications SAC (Customer Care Service) Customer management (telephone, mail, web and social networks) Events of customer associations Steering Council Management board |
| Administrations | Face-to-face meetings Corporate website Steering Council Management board |
| Workers | On-site communications Telephone contact, mail and website Works council |
| Suppliers | Provider management Face-to-face meetings Telephone contact, mail and website |
| Society | Telephone contact, mail and website Media Events of associations |
| Media | Conferences, conferences and events Interviews Press conferences |
| Institutions | Collaboration agreements Attendance at events |
| Investors | Face-to-face meetings Telephone contact, mail and website Management board |

Communications channels for organisations of the Sectoral Sustainability Plan with stakeholders

In addition, 65.4% of the organisations in the Sectoral Sustainability Plan (SSP) were involved in **activities organised by their stakeholders** during 2019. The main interaction group was the administration, followed by institutions and clients.



Participation of SSP organisations in stakeholder activities, 2016-2019

Social action

As part of its social sustainability policies, the Port of Barcelona promotes actions aimed at society at large and at the Port Community, or certain groups. These are some of the most important in 2019:

Initiatives aimed at the public and the Port Community

- > **150th anniversary of the Port of Barcelona.** Various events were held throughout the year for the general public and the Port Community, including: a public concert in the Port Vell by the Vallès Symphony Orchestra; an institutional event at the Palau de la Música for the Port Community; a commemorative publication of the 150th anniversary featuring the work of Joan Alemany; Boat trips on the Las Golondrinas for families; a mapping video and an exhibition at Barcelona History Museum with the key events of the last century and a half of Port history.
- > **Sixth the solidarity paella to fight Alzheimer's disease.** An initiative by a retired Port haulier to raise funds for research into Alzheimer's and neurodegenerative diseases among groups in the Port Community. Around **600 people** took part in 2019, raising **€20,000** for the Pascual Maragall Foundation. The Port Authority ceded the sports centre and took part in communication and security.
- > Publication of the **Sectoral Sustainability Report 2018** to inform stakeholders and society at large.
- > **Guided tour of the Llobregat Lighthouse** for a group of residents of the Marina del Prat Vermell and the Zona Franca of Barcelona. The visitors were received by the Port President and General Manager, among other directors, heard an explanation of how the lighthouse works and were able to visit the exhibitions on old elements and equipment and on photographs.
- > Participation in the conference entitled **Smart Ports: Piers of the Future** within the Smart City Expo World Congress, a privileged setting for learning about the most innovative projects in mobility, digital transformation, cybersecurity, artificial intelligence and the environment and the challenges for more sustainable and efficient cities.
- > Dedicated space at the **Ciutat dels Somnis** [City of Dreams] festival dedicated to children in the Montjuïc area. Two activities were organised for children aged 4 to 12 and focused on environmental issues: stevedores and waste collection ships.
- > Organisation of the first **Christmas Fair in the Port Vell**, featuring wooden stalls with gifts and food; gastronomic area; a stage with an entertainment programme focusing on the entities, associations and schools of Ciutat Vella; a 31-metre tall Christmas tree lit up with LEDs; a floating nativity scene located on the water sheet in front of the Rambla de Mar and attractions for little children.
- > **Collection for Barcelona Food Bank** as part of the Port's 2019 solidarity at Christmas campaign, coordinated by the APB with APM Terminals, Fundació CARES and Butransa and with the collaboration of ambassadors of 22 companies and entities of the Port. 3,111 kg of food (107%) were collected for the Food Bank and 9,998 units of hygiene products (74%) for the IReS Foundation. The money boxes located in the APB also raised €608.

- > The **Sports Dance Section of the Port of Barcelona** organised solidarity dances:
 - With Nuala Irish Dancers, the solidarity Ballad for a future without Alzheimer's, to raise funds for the Pasqual Maragall Foundation project.
 - With Forever Twisters, the "Country music at the Port special, for seafarers" day, with fundraising for the Stella Maris.
 - With Sant Andreu Line Dance Senior, a session of "Senior line dance in the Port" collecting books, films and music for the Llibre Solidari Association.
- > The APB participated in a project for **offsetting the CO₂ emissions produced by business flights** (Air France, KLM and Delta Air Lines), as a BlueBiz partner.
- > An **exhibition on sustainability issues** within the 27th Conference on Occupational Risk Prevention and Sustainability of the Port Community.
- > Start of the programme to dynamise the Sectoral Sustainability Plan consisting of the creation of the figure of **sustainability ambassadors** in Port companies, who promote and disseminate the Plan within their organisations.

Services to seafarers

The Port of Barcelona takes special care to respond to the needs of this group, whose working conditions and characteristics mean that they spend long periods away from home and do not always receive the appropriate services and support (labour, financial and emotional). Alleviating these shortcomings is the aim of the work by Stella Maris and the Port of Barcelona Welfare Committee.

Apostolate of the Sea - Stella Maris

This entity provides support and assistance to seafarers in need. In the leisure area, in 2019 almost 500 cruise ship crews took part in basketball and football matches organised in the Port sports facilities in the ZAL, and more than twenty made use of a new bike rental service. In the religious area, there were 23 Masses held on board ships, feast days were celebrated and contacts maintained with various religious communities. In addition, newsletters are prepared and distributed with news from various countries of origin of sailors.

| Service | Description | Data 2019 |
|--|---|---|
| Residential | Possibility for seafarers to stay the night, with special conditions. | 822 users: 64% merchant sailors; 9%, fishermen; and rest, others (divers or cruise ship staff) 7,732 overnight stays |
| Visits aboard ships | To welcome the crews and explain the services offered to them. | 2,642 visits 30,000 crew members received information |
| Sailors transport service | Provided using the two 9-seater vans currently available, donated by the ITF. | 4,546 sailors used the services |
| The Club | Here, sailors have access to a bar, games, internet connection, telephone, currency exchange, chapel, library and bazaar. It also offers general assistance and advice. | 3,015 people of 37 different nationalities used it |
| Passenger Terminal Office - Cruise Ship Assistance | Located at International Passenger Terminal "C", it has two telephone lines, four computers with internet connection and wifi and is especially intended for the crews of cruise ships. A new package or correspondence reception service was launched this year. | 2,950 crew members served 55 packages delivered |
| Social assistance | Various types of assistance to sailors and fishermen (free overnight stays, financial aid, etc.). | Average of 16 free monthly tickets for public dining rooms. €3,110 in aid. |
| Sailor's Rights Centre | Staffed by three lawyers, it provides answers in possible conflict situations of sailors calling at the Port. It also promotes knowledge and application of the laws that protect them, especially from the ILO. | |

Main services of stella maris, 2019

The Port of Barcelona's Welfare Committee

The Committee is made up of representatives of the following entities: Port Authority (chairing the committee), Pilots' Corporation, Social Marine Institute, Harbourmaster's Office, Freight Forwarders' Association, Association of Port Stevedoring Companies, Captains' Association, General Company of Engine Captains and Officers, Tugs, ITF, Faculty of Nautical Studies, Fishermen's Guild and Stella Maris (which holds the secretariat).

The Committee held three meetings in 2019 to propose and follow up on the various activities carried out, which include:

- > **IMO Seafarers' Day** (25 June), distributing greeting leaflets to crews, night lighting of the Europa Bridge and free admission to the Maritime Museum.
- > **31st Seafarers' Conference** (5 November), at the Faculty of Nautical Studies, showing of the video *Experiences quayside* and the round table "The Importance of the mental and physical health of crews".
- > **Inter-religious day** (7 November), also at the Faculty of Nautical Studies, involving people from different religions: Christians, Jews, Hindus and Baha'is.
- > **Sports day** (9 November) with the participation of 7 five-a-side football teams from the maritime port area of Barcelona.

Sponsorships and donations

In 2019, **48.7% of the organisations in the Plan** reported that they had made **sponsorships and/or donations in the social and/or educational field**, for a total amount of €2,488,206, very similar to the previous year (€2,532,280).

The Port Vell

The Port Vell (Old Port) is an extensive land and water area of the Port of Barcelona that is open to the public. This "citizen port" model is a model that has been emulated by many other ports in Spain and around the world. Each year it attracts around 16 million visitors.

The Port Vell is managed by an urban management body with its own legal personality, set up by the Port of Barcelona in 1988. Its powers also include guaranteeing territorial cohesion and achieving full and proper integration between the port area and the public environment, a coexistence that demands a fluid dialogue between both. Activities and actions of a social, recreational, cultural and sporting nature are carried out throughout the year following criteria of economic and social sustainability.

Leisure and cultural

- > Fiestas of Saint Mercè
- > Fiestas of Saint Mercè Eulàlia
- > Meeting of Gegants of Barceloneta - Port Vell
- > International Music Day
- > Habaneras in the Old Port
- > 150th Anniversary of the Port
- > Fiestas of La Barceloneta
- > 130th anniversary of Las Golondrinas pleasure boats
- > Christmas Fair in the Port (150th anniversary)
- > Arrival of the Three Kings
- > Meet Vicent Van Gogh (interactive exhibition)
- > Raluy Historical Circus

Social

- > Festeja. Party for the elderly
- > Open Arms

Sports

- > Swimming across the Port of Barcelona - Copa Nadal
- > DIR Foundation Activity
- > European Swimming Championship
- > Correbarri (race)
- > Open International Barcelona Coastal (rowing)
- > Maremagnum Regatta Port of Barcelona Trophy
- > Barcelona City International Rowing Trophy
- > The Port of Barcelona race

Commercial

- > Revela't Festival (photo exhibition)
- > Nautical fair
- > MYBA Charter Show (yachts)
- > Van Van Market (gastronomic market)
- > Lost&Found (swapping market)
- > Jazz & Food (jazz and gastronomy festival)
- > Circus of Horrors (horror show)

07 Developing environmental value

The Port of Barcelona is aware of the impacts of port activity on the air, water and soil quality of its area and the need to prevent or minimise these conditions as much as possible. To consolidate long-term sustainable development, the Port dedicates efforts and resources along with the Port Community to reduce environmental risks, start the path towards decarbonisation by using cleaner energies and properly managing waste, resources and biodiversity in the surrounding area.

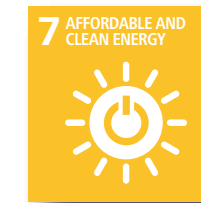
The organisations of the Port of Barcelona's Sectoral Sustainability Plan also take on environmental challenges within their strategy and dedicate economic, material and human resources to them.

Orientation to the SDGs



Actions to clean up the Port's waters

- While this goal is focused on accessibility to drinking water and water sanitation in developing countries, it is worth mentioning the efforts made to reduce waste, prevent spills and clean up port waters.
- > A new port sanitation network with more than 30 km of collectors and 16 pumping stations that prevents discharges of port waste water into the sea.
 - > all year round collection of floating waste and removal from the water surface.
 - > Control and monitoring of water and sediment quality.



Affordable, safe, sustainable and modern energy

- The Port is committed to energy efficiency and the generation of renewables, as well as advanced and less polluting fossil fuel technologies, while promoting investment in sustainable infrastructure and non-polluting energy technologies.
- > Participation in five European projects for introducing natural gas as a mobility fuel.
 - > First port in the Mediterranean to supply LNG to a cruise from a barge.
 - > Project to incorporate photovoltaic energy and electrical storage on the Fishermen's wharf.
 - > Support in promoting the use of hydrogen and other clean fuels, along with the Energy Research Institute of Catalonia.



Urgent measures to combat climate change and its effects

The Port and its Port Community are committed to reducing their greenhouse gas emissions and are aware of all the environmental risks that global warming can entail.

- > The Port has joined the World Ports Climate Action Plan (WPCAP) programme to lead the decarbonisation of ports and contribute to cutting GHG emissions from maritime transport.
- > Barcelona Port Authority has signed up to the Voluntary Agreements to reduce emissions of greenhouse gases (GHG).
- > €1.02 million in subsidised environmental investments.
- > 47.4% of organisations in the Plan certified in environmental management systems.



Conserve and sustainably use the oceans, seas and marine resources

Careful management of the sea is essential for a sustainable future. Looking after the sea means looking after port activity.

- > Controlling operations that put water quality at risk.
- > Monitoring water and sediment quality.
- > Surveillance of benthic communities.

The chapter also responds to the following SDGs:



Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation



Make cities and human settlements inclusive, safe, resilient and sustainable



Ensure sustainable consumption and production patterns

About the data included

The data on energy and water consumption, effluents and waste, gas emissions, transport and sustainable mobility and waste controls refer to indications given at any given time from Barcelona Port Authority's data control systems and are reported periodically on the Port of Barcelona website. They can also be consulted in the document Environmental Declaration - European EMAS Regulation Port of Barcelona 2019.

The data concerning certifications in environmental management systems, R&D+I projects, spending and investment in sustainability and environmental initiatives come from sectoral data, i.e. from the organisations in the Sectoral Sustainability Plan.

Strategic model

Based upon the Port of Barcelona's Strategic Plan 2016-2020 and the analysis of the Sectoral Sustainability Plan, the Port reviews the effects of its impact on environmental aspects and designs the **Environment programme** each year as part of its Environmental Management System (EMS). This sets **goals and milestones** for significant aspects and for key issues detected in the contextual analysis and the risk and opportunity analysis. The Environment Committee monitors its progress and degree of performance.

The Port's actions take shape in specific **sustainability plans and programmes**:

- > Water quality monitoring programme
- > Barcelona Air Quality Improvement Plan 2016-2020
- > Inland maritime spill containment plan
- > Emergency and self-protection plans
- > Ship waste reception plan

Environmental Management System

The Port of Barcelona's Environmental Management System (EMS) covers the spaces and activities controlled and developed by Barcelona Port Authority (APB) in the performance of its functions.

The environmental management of the Port of Barcelona complies with current legislation and its management system is certified by ISO Standard 14001:2015 and recognised by the EMAS III Regulation, as well as with the Port Environmental Review System (PERS) industry standard promoted by the European Sea Ports Organisation (ESPO).

47.4% of the organisations that are part of the Sectoral sustainability plan have certified environmental management systems, which is six percentage points lower than in 2018 (53.3%). 91.9% of certified organisations **have ISO 14001 certification and 16% have the EMAS III certificate**, lower than the previous year, when the figures were 98% and 30% respectively. These organisations received no complaints related to environmental issues in 2019.

Environmental action

Within the EMS, the Port of Barcelona has developed its own **2019 Environment programme**, which sets **goals and milestones** for significant aspects and for key issues detected in the contextual analysis and the risk and opportunity analysis.

Environmental milestones 2019

- > First supply of liquefied natural gas (LNG) from barge to the cruise ship Aida Nova in the Mediterranean, continuously every fortnight.
- > Supply of LNG from barge to the cruise ship *Costa Smeralda*.
- > APB agreement for the Port wharf electrification project. Application to the Spanish Electricity Network for an electrical connection to supply electricity to ships.
- > European EMAS Award in the category of medium-large public company.
- > First natural gas-powered ferry: the *Hypatia Alejandria* (Balearia).
- > Grimaldi's first ferries with batteries to prevent emissions during the stay in port.
- > Declaration of Climate Emergency by the Catalan Government and Barcelona City Council.
- > Savings of €173.78 million in the cost of negative externalities, representing a 75% saving, thanks to the intermodal strategy.

Environmental objectives 2019 and degree of achievement

1. 2.4% reduction in electricity consumption, based on 2018 - **NOT ACHIEVED**
Electricity consumption in facilities increased by 2.04% due to the incorporation of another area with street lighting and delays in improvements.
2. 20% reduction in diesel and gasoline consumption for vehicles - **PARTIALLY ACHIEVED**
The total reduction in fuel was 13.34%, therefore the target was 66% achieved.
3. Implementation of the Air Quality Improvement Plan - **PARTIALLY ACHIEVED**
Progress made in the consensual validation of the emissions inventory methodology. The Plan is being extended to incorporate new actions and measures.
4. Promotion of liquefied natural gas as a mobility fuel - **ACHIEVED**
All planned pilots were carried out (except for a straddle carrier, scheduled for 2020), and the provisional regulatory specification for LNG supply operations to ships was approved.
5. Improvement of the Inland Maritime Plan - **ACHIEVED**
Improved response operation in the event of a contingency and in the waiting phase to incorporate additional material to meet the contingency.
6. Application of the Environmental Communication Plan - **ACHIEVED**
Publication of new communication materials in video format.
7. Implementation of the Plastics Reduction Plan - **ACHIEVED**
Installation of 30 osmosis water fountains instead of the 118,680 plastic bottles purchased in 2018.

Environmental incidents

The Port of Barcelona has the services and procedures required to respond to and intervene in environmental incidents that take place in its territory (see also the section on "Industrial safety" of this report). The most significant environmental incidents in the Port are summarised below:


12/04/2019
Mud spill caused by MSC TORONTO. It is verified that all the spill is on barge.

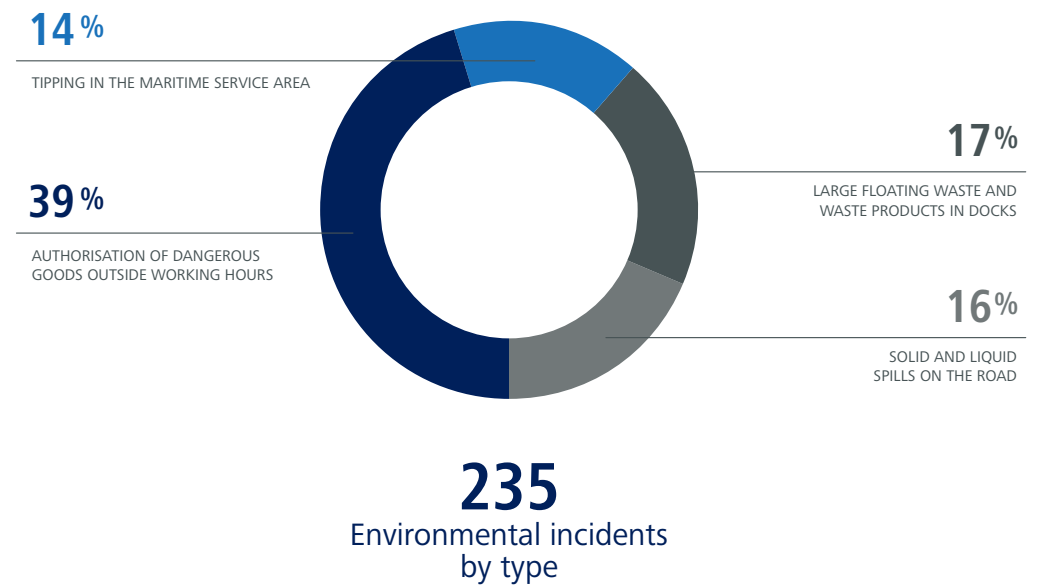
23/07/2019
Oil and fuel spill in the dock due to the sinking of the boat.

09/12/2019
Fire brigade intervention to drain boat water. The PIM is activated in the alert phase.

3

Activation of the Inland Maritime Plan





Environmental incidents by type, 2019

Environmental expenditure and investment

In 2019, the Port Authority earmarked €862,000 for environmental actions, not including staff headings. This is the cost of performing the functions and activities for which it is responsible in its role managing port areas and strategy.

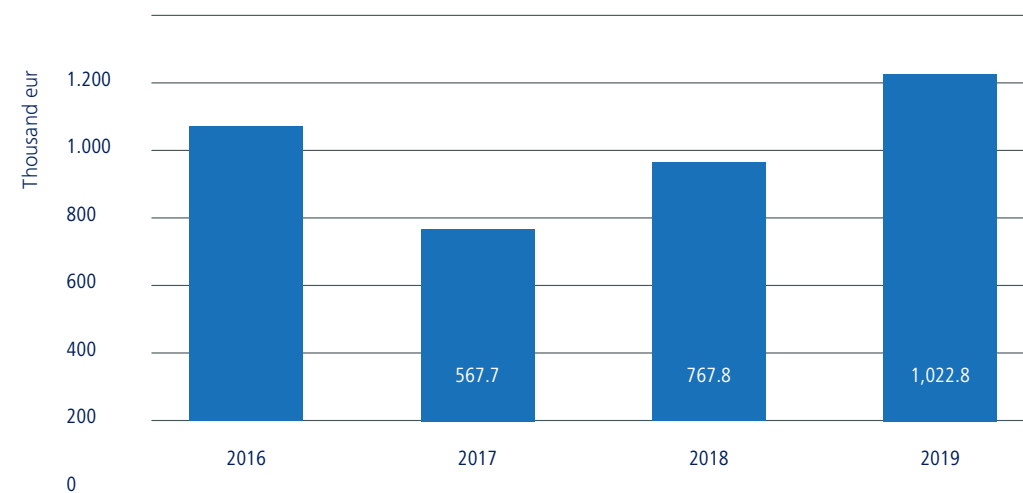
21.8% of the organisations in the Sectoral Sustainability Plan reported that on **average they spent 6% of total expenditure on sustainability**, down from 9.8% in 2018. The number of organisations engaging in environmental spending also decreased.

29.5% of the organisations in the Plan made **environment-related investments, representing an average of 11% of total investment**. These figures are very similar to the previous year. The organisations participating in the Plan performed **49 environmental R&D+I projects**.

Subsidised investments

The Law on State Ports and the Merchant Navy provides for applying a **discount on the activity fee of port facilities** that hold a concession or authorisation or license for handling goods. To be eligible for such discounts, the facility must have an environmental management system in place and sign an agreement on good environmental practices with the Port Authority based on the model Guide to Good Environmental Practices of the Port of Barcelona, in virtue of which the facilities commit to rolling out a programme of improvements involving economic investment in equipment, systems and supplies.

Throughout 2019, the companies that have signed this agreement with the APB made discountable investments totalling **€1.02 million**, which is the biggest overall contribution since 2016.



Trend in subsidised environmental investments (thousand eur), 2016-2019

Commitment to tackling climate change



According to initial calculations by the APB, total activity performed throughout the Port of Barcelona emits some 315,000 tonnes of CO₂ annually. Approximately 70% comes from ships (anchoring, manoeuvring and stay in port), about 25% from electricity consumption of all the facilities of the precinct, and the rest from emissions from vehicles, terminal machinery and industry.

The Port of Barcelona has taken on board a **commitment to halve CO₂ emissions by 2030** in relation to 2017 emissions, a target that brings it in line with the targets set by the European Union (EU) and the International Maritime Organization (IMO). These are some of the lines of the Port's climate decarbonisation strategy.

Energy transition

To reduce the greenhouse gas emissions of the Port of Barcelona and come closer to complying with the SDGs in environmental matters, the Port of Barcelona is committed to a **new energy model** based on three axes: renewable energies, energy storage and a smart electricity grid making it possible to respond to new consumption with optimal management. It is working on these through various initiatives and projects.

Renewable energy

Photovoltaic generation potential on decks and surfaces of the port area is about 92 MW of peak power, with an annual production of about 120 GWh, therefore it could respond to the electrical demand of ships and complement that of port facilities. A study was performed in 2019 on photovoltaic energy generation on the Fishermen's wharf with power storage in lithium batteries, as a small-scale example.

Since 2017, all the electricity consumed by the APB and companies in which it holds a stake (Port 2000, WTC Barcelona and CILSA) carries a renewable generation guarantee certificate, so that the associated emissions do not count as greenhouse gas emissions.

Promoting new fuels

In the innovation field, the Port has begun to study the role of **hydrogen and other derived clean fuels** as possible fuels with zero-emission pollutants and greenhouse gases, for land and sea freight transport, with the help of the Energy Research Institute of Catalonia.

Electrification of wharves

In July 2018 the Port of Barcelona joined the **World Ports Climate Action Plan (WPCAP)**, an initiative involving the world's major ports (Vancouver, Los Angeles, Long Beach, New York, Hamburg, Antwerp, Rotterdam, Gothenburg and Busan) that aims to speed up the decarbonisation of port activity and maritime transport. The Port of Barcelona leads the group dedicated to supplying electricity and zero-emission fuels to ships direct from the wharf and participates as a partner in the group of sustainable fuels for ships.

In 2019 the Port made public its commitment to **electrifying the wharves** where cruise ships, container ships, vehicle carriers and ferries call in at port, to avoid emissions from their auxiliary engines during their stay. The project will be developed over 7 to 10 years and will begin with a connection to the high voltage grid in order to provide the necessary electrical power of about 80,000kW. However, the intention is to create a new exclusive and independent medium-voltage power network (25kV) infrastructure to provide services to ships moored at the wharf, to be deployed through transformer stations and command centres.

Energy saving and efficiency

In 2012 the Port of Barcelona signed up to the **Voluntary agreements to reduce greenhouse gas (GHG) emissions** promoted by the Catalan Government's Office for Climate Change (OCCC), through which it undertakes to gradually reduce direct and indirect (scope II) emissions from the fuel consumption of its fleet of 120 vehicles, 2 boats and some generators, while also reducing their electricity consumption.

The APB fleet currently has 41 electric vehicles (motorcycles, cars and vans) and the rest will be gradually replaced. The Port area offers 44 charging points installed for the APB's own use and three new charging points for public use (two slow charging points at the Energy wharf and one at the Drassanes Passenger Terminal). There is a specific plan to roll out 22 charging points throughout the Port by 2022.

Furthermore, the APB has chosen to sectorise on and off switching in its **buildings and facilities** and to replace compact lamps with LEDs. This technology is also being progressively applied in the **street lighting network**, in which improvements are being brought in with regard to regulating the intensity of ignition according to time periods.

Promoting sustainable logistics chains

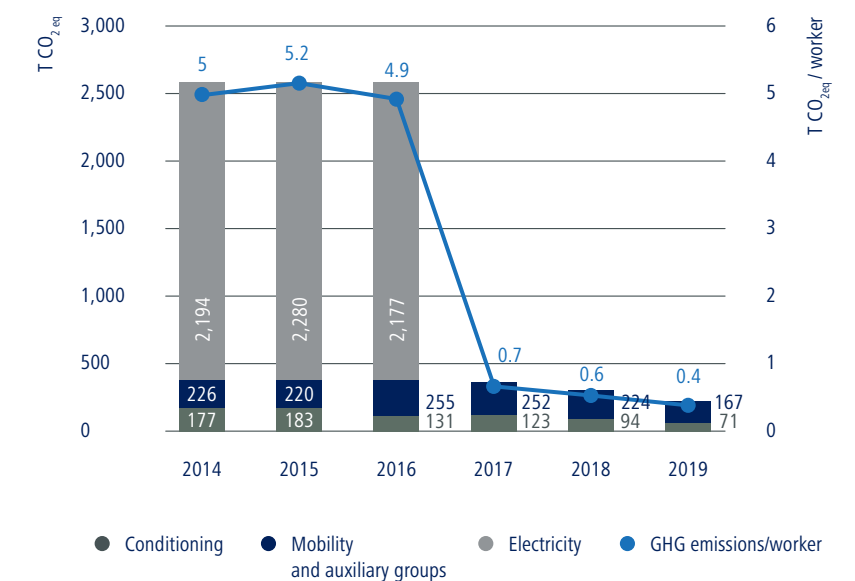
In 2014 the Port launched the **BCN Zero Carbon Project** together with terminals and logistics service operators. This involves drawing up an inventory of GHG emissions from activities closely related to the passage of goods through the Port in order to reduce them as much as possible or offset them when they cannot be minimised.

The growing interest of customers of goods and logistics chain agents in knowing the extent of their environmental externalities to integrate these into decision-making on transport routes has led the Port to offer environmental consulting services and specific web tools. Two such tools are the **ECOcalculator** (www.portdebarcelona.cat/ecocalculadora) and **Port Links** (www.portdebarcelona.cat/port-links), which not only make it possible to create transport chains through the Port of Barcelona with complete and up-to-date information on services, but also measure their environmental footprint.

The impact of the intermodal strategy



To raise the profile of the positive impact generated, the Port of Barcelona quantifies the savings in externalities each year as a consequence of its intermodal strategy in favour of rail transport and short sea shipping, and the boost given by the European School of Intermodal Transport in the training field. In 2019, all these more sustainable services **saved** the port of Barcelona **€173.78 million in the cost of negative externalities** (atmospheric pollution, global warming, noise, accidents, congestion and infrastructure cost), which would have been generated by the same volume of freight transported by road. This represents a **75% saving** in the cost of externalities.



Trend in ghg emissions in the Port of Barcelona (CO_{2eq}), 2014-2019

Environmental performance and control

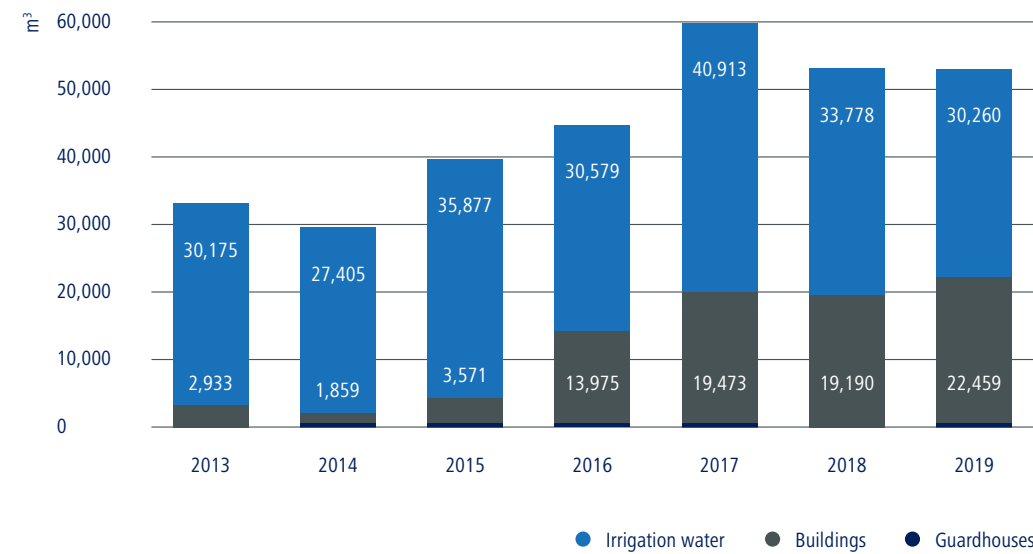
The basic data and indicators related to the most significant direct and indirect environmental aspects are specified below.

Consumption of resources

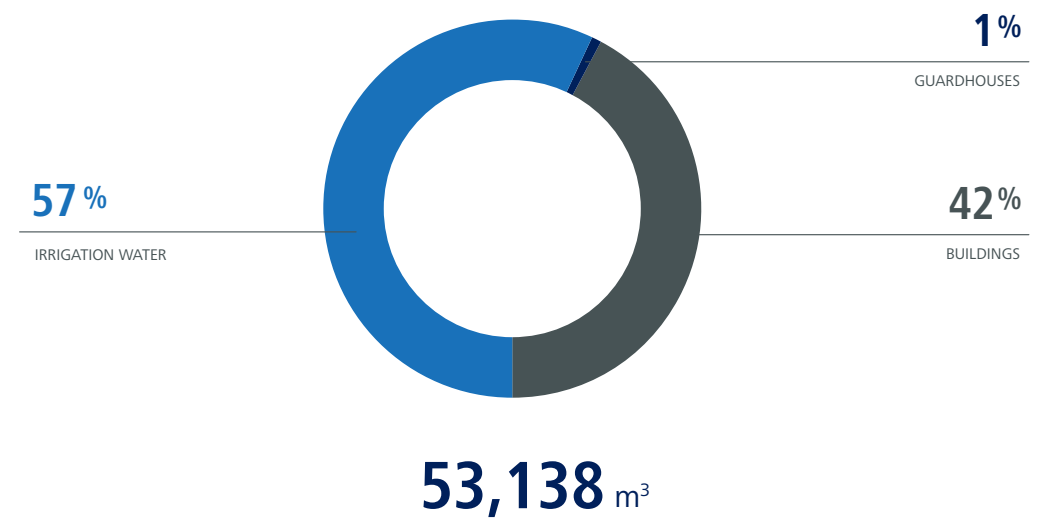
Water consumption

The Port is supplied water from the public companies Aigües de Barcelona and Aigües del Prat. 2019 saw a drop in the main consumption usually recorded - for irrigation of green areas and gardening - which at 30,260m³ represents 58% of total consumption. On the other hand, there was an increase in consumption for buildings, due to the water supplied for the preloads of the Adossat wharf.

It should be noted that these data **do not include** the extraordinary volume associated with third parties, which basically corresponds to **supplying ships with drinking water**.



Trend in apb water consumption, by uses (in m³), 2013-2019

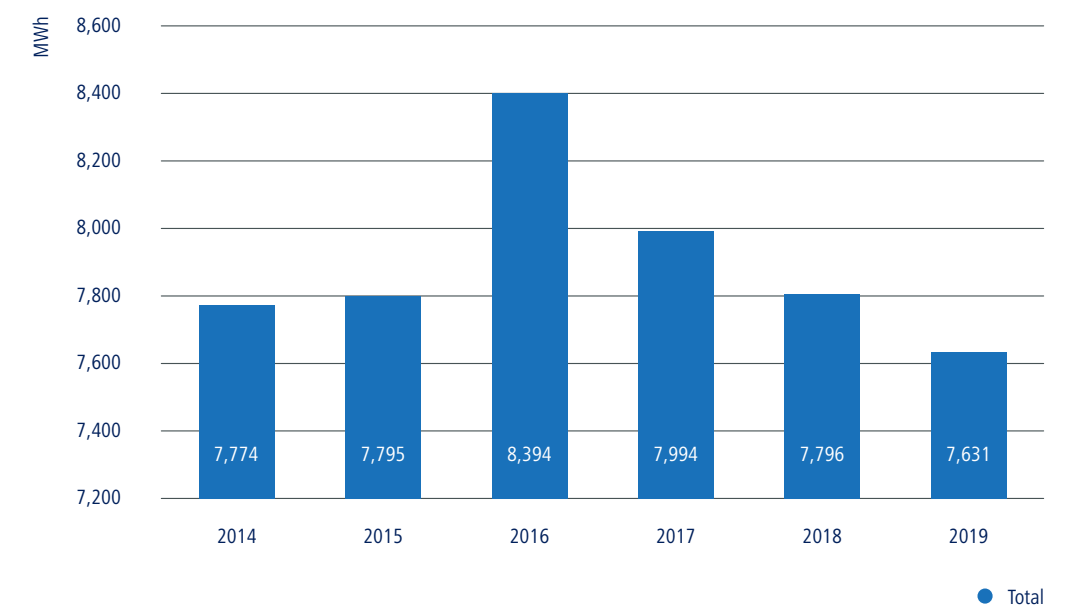


Distribution of APB water consumption, by uses (in m³), 2019

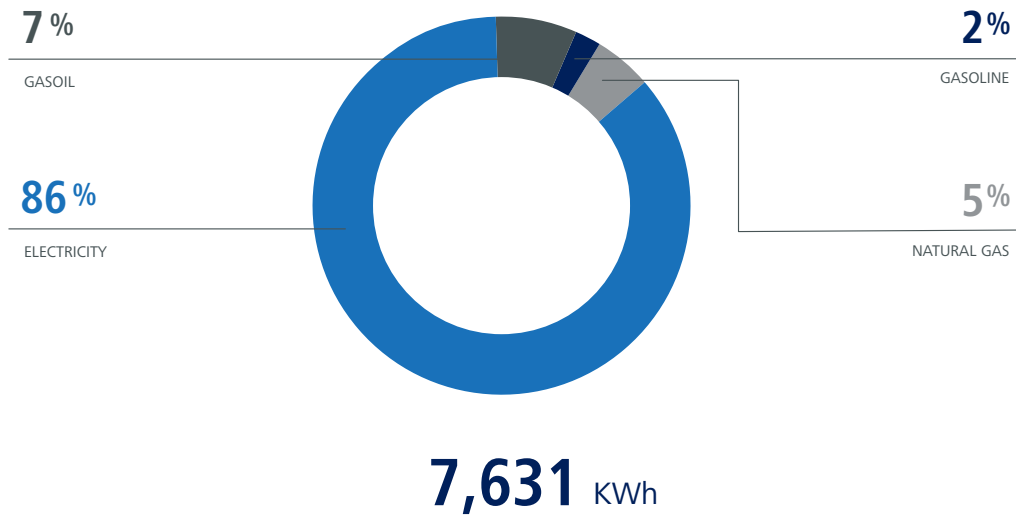
The organisations participating in the Sectoral Sustainability Plan declared a **water consumption in the port precinct of 675,933.57 m³**.

Energy consumption

In 2019 the APB recorded the lowest **total energy consumption** since 2014, **7,631 MWh (-2.12%)**, most of which corresponds to the electrical supply of the buildings.



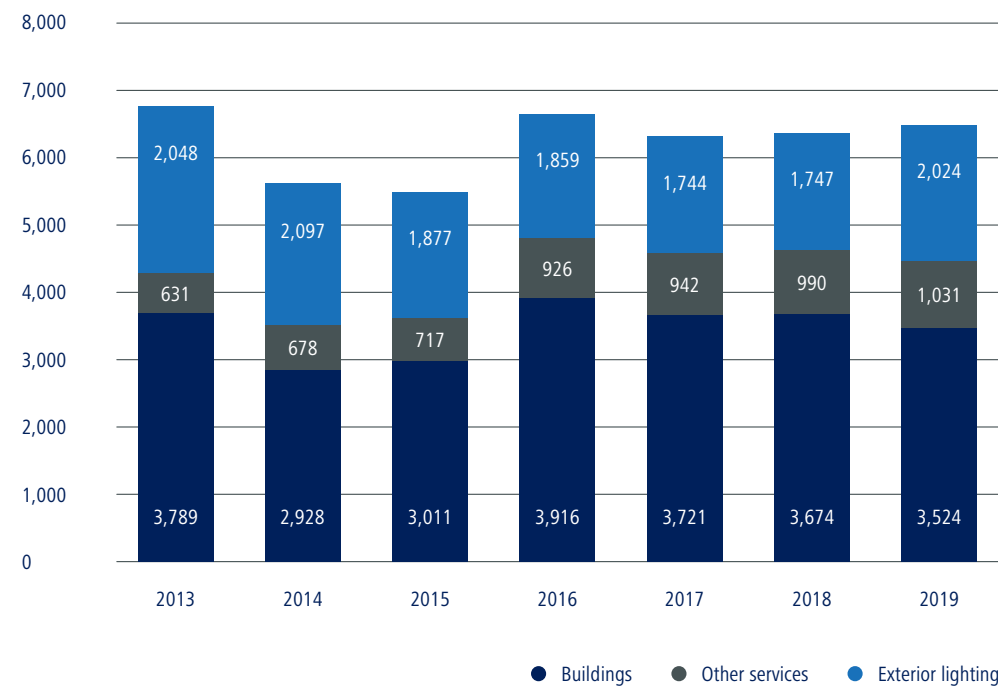
Trends in energy consumption (in MWh), 2014-2019



Distribution of APB energy consumption by type (in MWh), 2019

Electricity consumption

In 2019, the consumption corresponding to public lighting increased with the commissioning of new areas in the port. Total electricity consumption at the APB was 6,579 MWh (+4.25%).

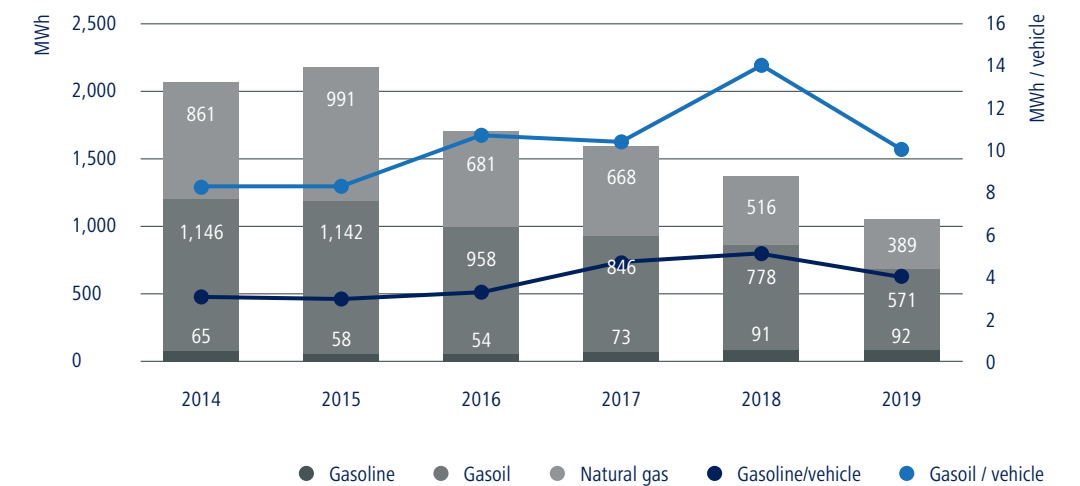


Trend in APB electricity consumption by uses (in MWh), 2013-2019

Total energy consumption of the organisations of the Sectoral Sustainability Plan within the port precinct was **177,461 MWh**.

Fuel consumption

There is a single consumption figure of natural gas - for heating in the ASTA building - which fell 24.6% during 2019. We would also point to the 8% reduction in diesel consumption, which will accentuate as the fleet of electric vehicles increases and temporary electrical generators stop working as they are replaced by power sockets.



Trend in APB fuel consumption by uses (in MWh), 2014-2019

Impact on the surrounding area and the environment

Below are the main indicators of the impact port activity has on its surrounding area and the tools the Port of Barcelona has to monitor and minimise it. In addition to the data on marine, atmospheric and terrestrial environments, it is worth noting that the Port conducts actions to preserve the biodiversity of its environment - for example through control of invasive species and birds - and manages and monitors environmental noise throughout the port area using its noise map.

The marine environment



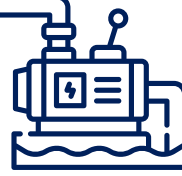
The Port has services and procedures for improving water quality.

Port sanitation network

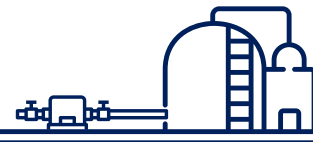
The Port has **30** km of collectors



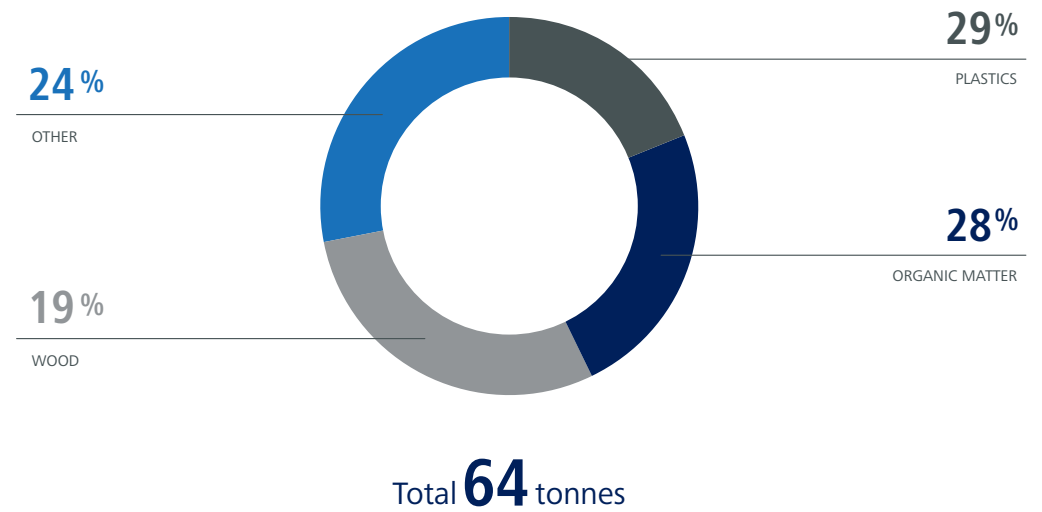
16 pumping stations



and **14** connection points with the metropolitan collector that carries wastewater to the Llobregat and Besòs treatment plants.

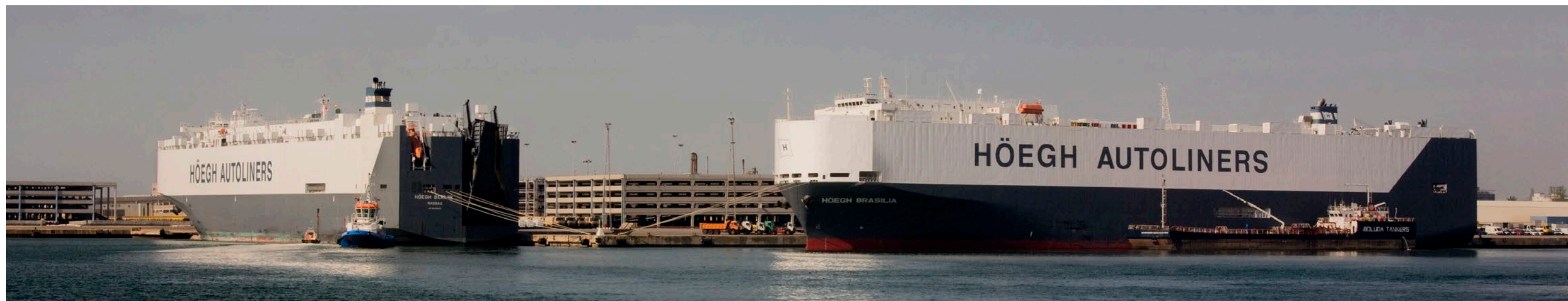


> **Port water cleaning service.** The specialised vessels that are available 24/7 this year collected 64 tonnes of floating waste from the water surface, compared to 66 collected in 2018.



Type of float ing waste collected in the port, 2019

> **Monitoring and checks on water quality**, which are part of the Coastal Water Surveillance Plan for Catalonia; **of sediment quality**, with periodic sampling campaigns; and **of benthic communities**, which are indicative of the state of health and environmental quality of the seabed.

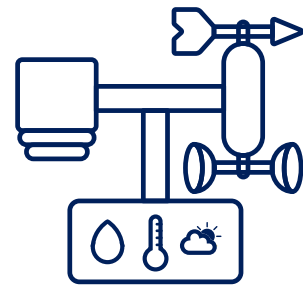


The atmospheric environment



The strategy for reducing emissions of polluting gases and particulate matter is defined in the Port of Barcelona **Air Quality Improvement Plan**, adopted in 2016, which brings together a total of 53 concrete and specific actions. Work to update the Plan began in 2019 and is expected to be finalised in 2020, with stricter measures to achieve the Port's decarbonisation objective (see the section on "Commitment to climate change" of this Report).

Air quality monitoring

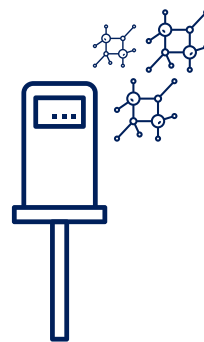


> Weather network

- 7** seven stations with speed and wind direction sensors,
- 3** of which have sensors to detect rain, temperature and relative humidity, atmospheric pressure and solar radiation.

> High Volume Sensor Network (CAV):

- 8** capture units,
- 5** for PM₁₀ particulates (particulate matter with diameters under 10µm) and
- 3** for PM_{2,5}.



> Automatic pollutant measuring stations

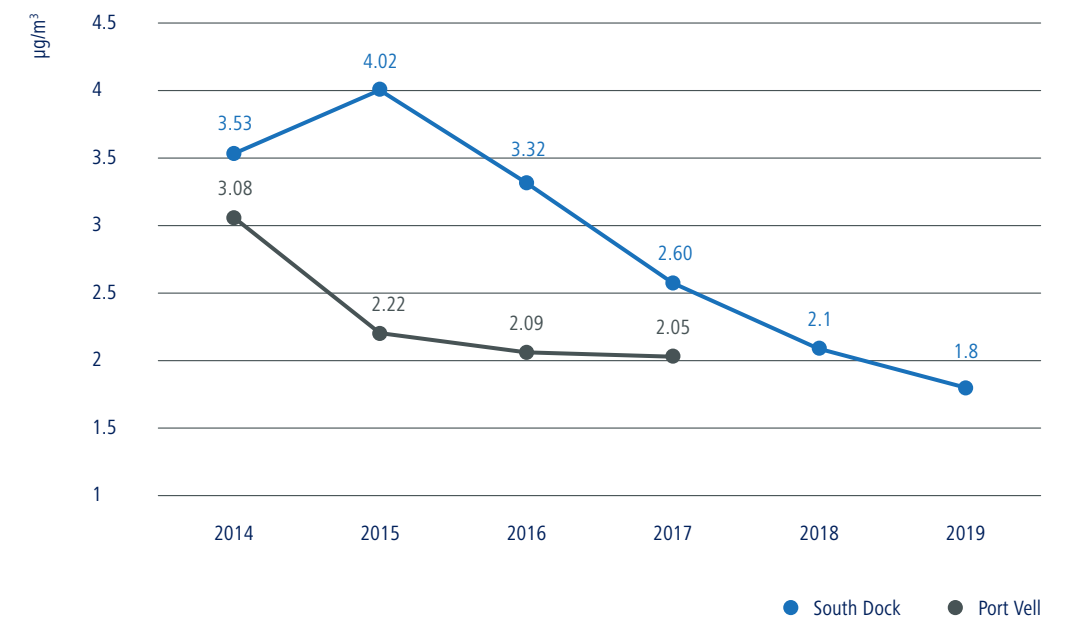
- 3** that measure the concentration of gaseous pollutants such as nitrogen oxides and sulphur dioxide. The Mobile Unit station also incorporates analysers of benzene, toluene and xylene (BTX) and ozone (O₃).

Promoting the move to gas

The Port is working to equip itself with the **right infrastructure for supplying LNG to ships and trucks (berths and barges)**, regulations guaranteeing safety and the necessary economic incentives to be support this cleaner alternative. In 2019 it became the **first port in the Mediterranean to supply LNG to a cruise ship from a barge** and supplied LNG from tanks to the first new ferries of the Baleària company, which is fully powered by this fuel. Furthermore, the Port is taking part in **five pilot tests for LNG** as a mobility fuel: the Cleanport and REPORT projects and three activities of the CORE LNGas hive project (explained in the section on "Financial aid received" in this Report).

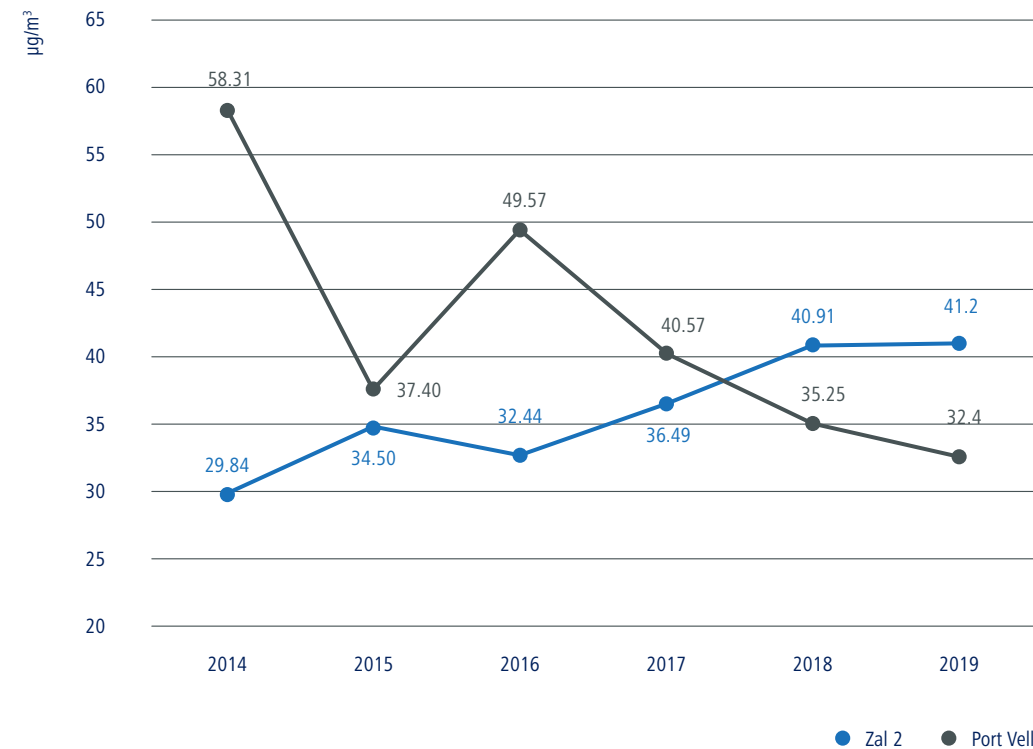
Air quality indicators

Air quality in the port environment has improved since the early 2000s, when monitoring emission levels of the main polluting gases began.



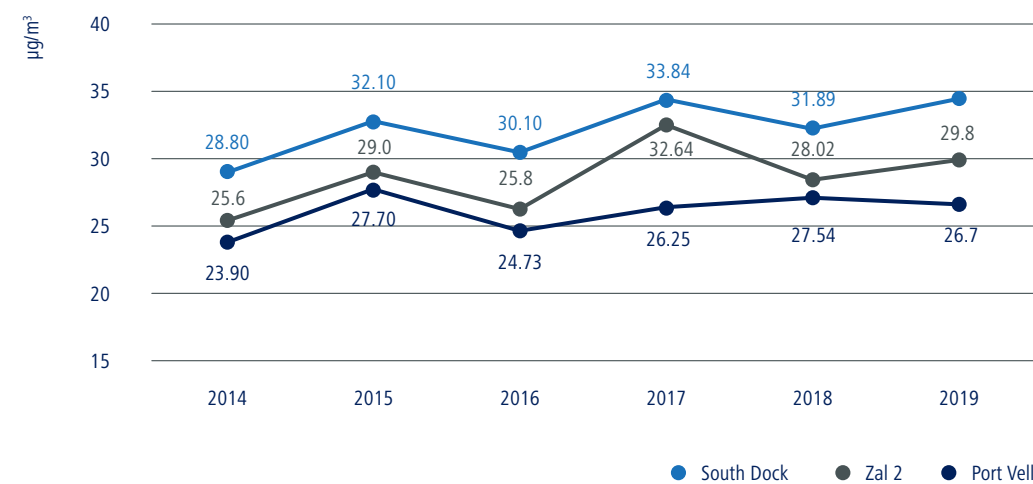
Average SO₂ concentration in the port (in µg/m³), 2014-2019

Sulphur dioxide concentration levels are low. Current EU regulations set a maximum daily average threshold of 125 µg/m³ that cannot be exceeded more than three days a year.



Average NO_x concentration in the port (in µg/m³), 2014-2019

Monthly average **Nitrogen oxide levels** are high (the reference level is 40µg/m³) especially in the Port Vell location of the Mobile Unit.



Average PM₁₀ concentration in the port (in µg/m³), 2014-2019

Airborne PM₁₀ suspended particulate matter concentration values, which are greatly influenced by works projects or dry bulk operations, can generally be considered as low. The highest levels correspond to the station on the South Dock, influenced by terrestrial traffic.

The terrestrial environment

The Port of Barcelona also has control, surveillance and action measures in place to ensure the quality of port land.

Preventing soil pollution

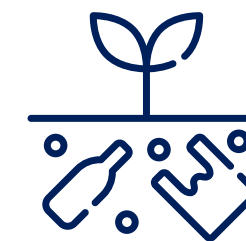
There is ongoing monitoring of the state of the subsoil in the port area under concession by terminals and operators, as well as in non-concession areas. When necessary, remedial actions on contaminated soils are taken either by the Port Authority, after the end of the concession period for occupation of port land by an activity, or by the terminals and concessions themselves.



7
Remedial and follow-up actions



7
Characterisation and prior study



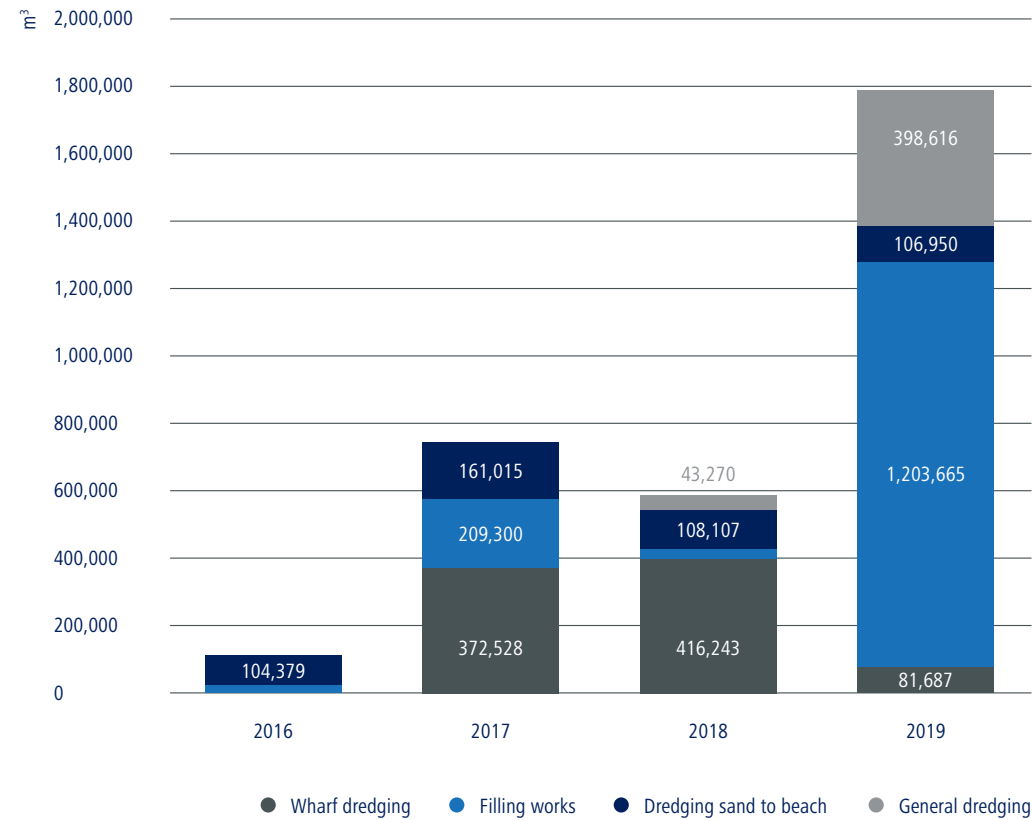
TOTAL soil pollution prevention actions **14**

The main soil remedial actions in 2019 were:

- > Costa wharf, in the section of a former collector of asphalt and hydrocarbon products
- > Various hydrocarbon storage terminals

Checks on dredging material

Characterising dredging materials and making sure they are correctly relocated in the maritime-terrestrial domain with minimal impact on the environment is one of the basic aspects of the APB's environmental monitoring of the Port's works projects.



Volumes of dredging in works (in m³), 2016-2019

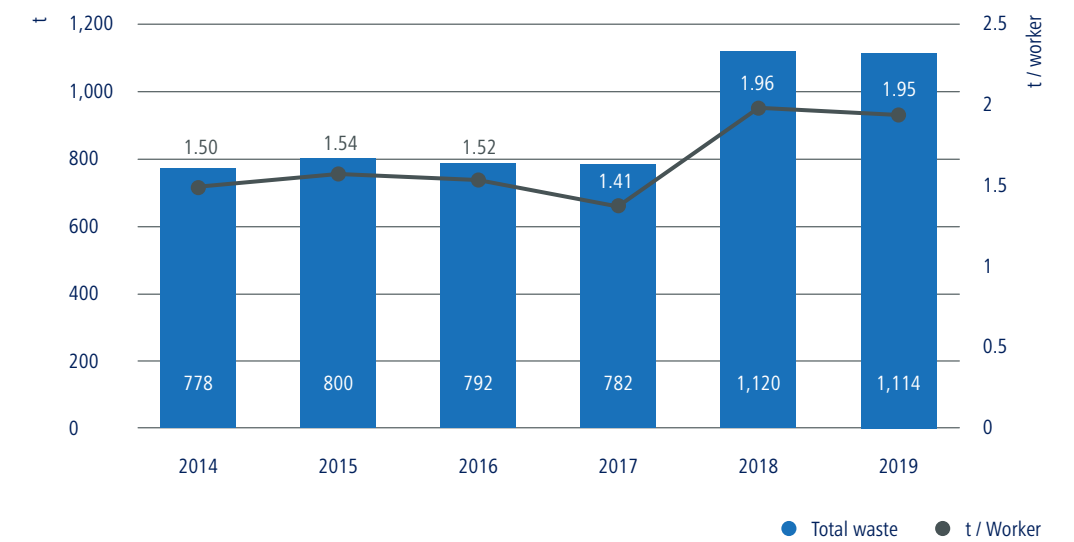
| Total volumes | 2016 | 2017 | 2018 | 2019 |
|----------------------------|---------|---------|---------|-----------|
| Dredging in m ³ | 109,263 | 533,543 | 567,620 | 587,253 |
| Filling in m ³ | 6,177 | 209,300 | 14,170 | 1,203,665 |

Development of dredging and filling works (in m³), 2016-2019

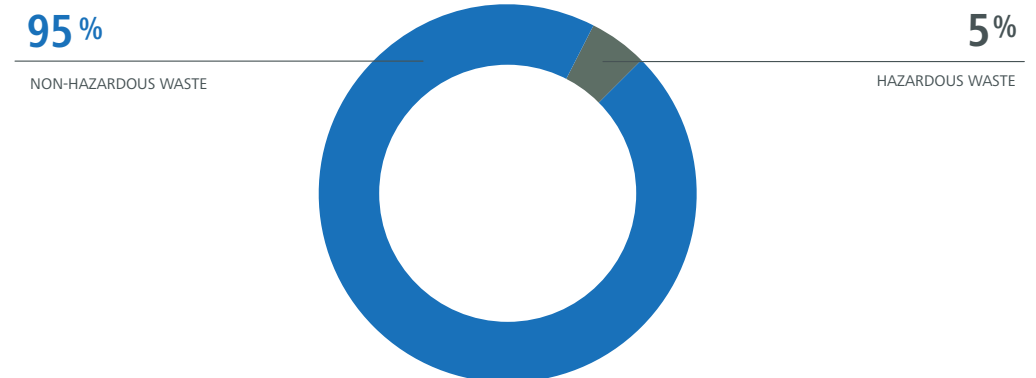
Waste management

The Port Authority is responsible for removing and managing all types of waste generated in the Port of Barcelona's own and common areas - excluding the offices and spaces occupied in the East building of the WTC, but including the bars and restaurants within the port premises - and waste from road cleaning. The concessions and facilities that conduct their activity in the port area manage their own waste.

The APB practices selective waste collection, and in 2019 it managed a total of **1,114 tonnes of waste**, internal or external, 95% of which were non-hazardous.



Waste management by the APB (in tonnes), 2014-2019



Including their own and those not generated by the APB (in charge of its management)

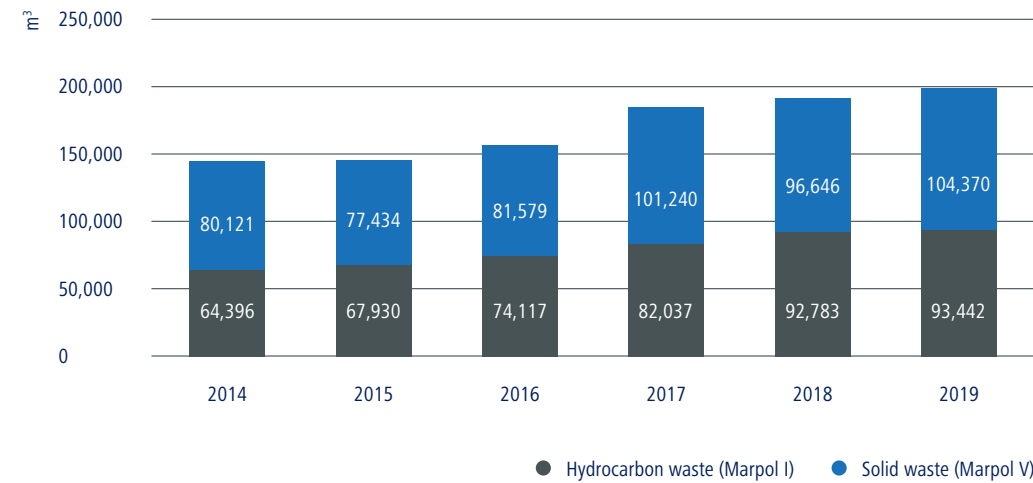
Types of waste managed by the APB (%), 2019

Ship-generated waste management - MARPOL Convention



Under the International Convention for the Prevention of Pollution from Ships, 1973, ("the Marpol Convention 1973-1978"), ports must have adequate reception facilities for ship's waste using a port service.

The following graph and table show the progression of waste managed by the Port in the following categories: MARPOL I, Annex "Ic" (oily liquid waste from engine oil, bilge water or sewage sludge) and annex "Ib" (cleaning water from cargo tanks that contained hydrocarbons) and MARPOL V (solid waste). In 2019 the Port managed **197,812 m³ of MARPOL waste**.



Trend in MARPOL waste managed (in m³), 2014-2019

| Typology (m³) | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Bilge and engine oils (Ic) | 60,289 | 62,455 | 69,196 | 77,915 | 85,703 | 85,419 |
| Tank cleaning oils (Ib) | 4,107 | 5,475 | 4,921 | 4,122 | 7,170 | 8,023 |
| Soid waste (V) | 80,121 | 77,434 | 81,579 | 101,240 | 96,646 | 104,370 |
| Total (m³) | 144,517 | 145,364 | 155,696 | 183,277 | 189,519 | 197,812 |

MARPOL waste managed, by type (in m³), 2014-2019

Environmental initiatives within the sectoral Sustainability Plan

Apart from the general actions of the Port of Barcelona led by the APB described throughout the report, the organisations of the Sectoral Sustainability Plan also carried out or participated in initiatives to minimise their environmental impact. Here are some examples:

INITIATIVES RELATED TO SUSTAINABLE MOBILITY

AECOC Lean & Green Project. Reduction for good logistics practices in warehouse and transport for cutting greenhouse gases by 20%

Buying an electric vehicle for the company fleet and installing three double charging points (one in the staff car park). Cutting CO₂ emissions.

Providing portable printers requiring no installation, as well as export seals and mobile phones to receive and print documents throughout the fleet. This cuts vehicle trips to the dispatch centre and therefore reduces pollution.

Hybrid or electric vehicles, for auxiliary services and mooring. Reducing CO₂ emissions.

Acquiring NGV vehicles. Cutting more than 3% in CO₂ emissions.

Tugs equipped with engines that consume less diesel and oil, to reduce CO₂ emissions.

Transforming the entire fleet of vehicles to natural gas, 35% of the fleet with ECO label. Reducing pollutant emissions.

Facilitating and promoting access to the Port's Z.A.L. with environmentally sustainable means of transport.

Measures to reduce mobility, determining which trips are strictly necessary.

Upgrading the truck fleet with electric trucks.

INITIATIVES RELATING TO ENERGY EFFICIENCY

Reducing fuel consumption between 4% and 6%.

Cutting use of light, paper and plastic in the organisation's facilities by promoting good habits.

AECOC Lean & Green Project. Good logistics practices in the warehouse and transport to cut greenhouse gases by 20%.

Implementing and certifying the ISO 50001 Energy Management System to significantly improve measurement and reduction of energy consumption in the facilities. Analysing the most significant energy consumption at facility and equipment level to prioritise the energy efficiency initiatives with the greatest impact.

Reducing the mixing of different types of waste to increase recycling potential and reduce unnecessary spending on raw materials. This drives down waste management costs and reduces indirect environmental impacts such as energy consumption for waste treatment.

Progressive reduction of disposable plastic in the coffee corners and dining rooms until total elimination.

INITIATIVES RELATED TO RESOURCE OPTIMISATION

Rethinking the production processes and the tools we use to improve them, the working conditions and the profitability of the company.

Eliminating disposable plastic cups and distributing bottles made of BPA-free reusable plastic among workers.

Equipping ships with liquefied natural gas engines and scrubbers, in compliance with IMO 2020 regulations. Cutting NO and NO₂ emissions into the atmosphere.

Elastic moorings to protect the seabed and posidonia.

Certifying the environmental sustainability and the carbon footprint of the process for recycling hydrocarbon waste from ships calling at the Port of Barcelona.

08 Directory of the Port of Barcelona

Barcelona Port Authority

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
T. +81 80 1586 0474
Takao.suzuki.externo@portdebarcelona.cat
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 France

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

Representation of the Port of Barcelona in 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
T.: + 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, S.A. (CILSA)

Av. Ports d'Europa, 100, Planta 0
Edifici Service Center
08040 Barcelona
T. +34 93 552 58 00 / 28
sac@zalport.com
www.zalport.com

World Trade Center Barcelona, S.A.

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, S.A.

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, S.L. (MEPSA)

Moll de Barcelona, s/n
World Trade Center
Ed. Est Planta 7
08039 Barcelona
T. +34 93 298 21 83
administració@mepsa.cat

Puerto Seco Azuqueca de Henares, S.A.

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 Saragossa
T. +34 97 647 96 58
silvia.martinez@tmzaragoza.com
www.tmzaragoza.com

Terminal Intermodal de l'Empordà, S.L.

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
Torre de Control
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
Sanitat Exterior:
T. +34 93 520 91 80
Sanidad_exterior.barcelona@seap.minhap.es
Equip de Qualitat (EQ):
T. +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 93 225 60 52
admin@barcelonapilots.com
www.barcelona-pilots.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, 594 1ª planta
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
T. +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@cambrascat.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

ANNEXES

SECTOR SUSTAINABILITY PLAN ORGANISATIONS
(Alphabetical order)

A. PÉREZ Y CIA. S.L.



ADUANAS ALIE, S.A.



ADUANAS PUJOL RUBIO



AGENCIA FERNANDEZ DE SOLA, S.L.



AIRPHARM



ALFIL LOGISTICS, S.A.



ALMARIN, EQUIPOS Y SERVICIOS PORTUARIOS, S.L.



APM TERMINALES BARCELONA



APOSTOLAT DEL MAR 'STELLA MARIS'



AROLA ADUANAS Y CONSIGNACIONES, S.L.



ASSOCIACIÓ BARCELONA CLÚSTER NÀUTIC



AUTOMOCIONES PORTUARIAS, S.L.



AUTORITAT PORTUARIA DE BARCELONA



AUTOTERMINAL, S.A.



BALEÀRIA



BARCELONA CONTAINER DEPOT SERVICE, S.L.



BARCELONA CRUISE TERMINAL, S.L.



CAPITANÍA MARÍTIMA EN BARCELONA



CÀRREGA I TRANSPORT DE CONTENIDORS, S.L.



CEMESA AMARRES BARCELONA, S.A.



| | | | | | | | |
|--|---|---|---|--------------------------------|---|---|---|
| CENTRO INTERMODAL DE LOGÍSTICA, S.A., S.M.E. |  | ECOLOGICA IBERICA Y MEDITERRANEA, S.A. (ECOIMSA) |  | FUNDACIÓN CARES |  | MARÍTIMA DEL MEDITERRÁNEO, S.A.U. |  |
| CMA CGM IBÉRICA S.A.U. |  | EGARDIMO, S.L |  | GRIMALDI TERMINAL BARCELONA |  | MASIQUES SERVICIOS LOGÍSTICOS Y ADUANEROS S.L |  |
| COLUMBUS TRANSIT, S.A. |  | ELITE SPAIN LOGISTIC, S.L. |  | HIJO JOSE MARÍA MASIQUES, S.A. |  | MULTILINK S.A. |  |
| COMA Y RIBAS S.L.U. |  | ENAGÁS TRANSPORTE, S.A.U. |  | HUTCHISON PORTS BEST |  | NADAL FORWARDING, S.L.U. |  |
| COMBALÍA AGENCIA MARÍTIMA, S.A. |  | ERGRANSA |  | INFE PROYECTOS S.L. |  | NAUTIEL SERVICE, S.L. |  |
| COSCO SHIPPING LINES (SPAIN), S.A. |  | ESCOLA EUROPEA - INTERMODAL TRANSPORT |  | INTERCRUISES |  | NOATUM LOGISTICS SPAIN |  |
| CREUERS DEL PORT DE BARCELONA, S.A. |  | ESTELA SHIPPING BARCELONA, S.L. |  | LIBERTY CARGO, S.L. |  | OCEAN NETWORK EXPRESS (SPAIN) S.A. |  |
| DCS ASTA LOGISTIK, S.L. |  | ESTIBARNA CENTRO PORTUARIO DE EMPLEO EN EL PUERTO DE BARCELONA, S. A. (ESTIBARNA - CPE) |  | LOGISBER FORWARDING, S.L. |  | OPERINTER BARCELONA, S.A. |  |
| DECAL ESPAÑA |  | EUROCOMBI 2003, S.A. |  | MARINA BARCELONA 92 S.A. |  | PORTCEMEN S.A. |  |
| DUAMAR TRANSITOS Y ADUANAS, S.A.U. |  | EWALS CARGO CARE, S.A. |  | MARINA PORT VELL, S.A.U. |  | PROMOCION, EXPORTACION Y SERVICIOS, S.A |  |
| | | FERCAM TRANSPORTES, S.A. |  | | | RECEPTORA DE LIQUIDOS S.A. (RELISA) |  |

| | |
|--|---|
| <p>REMOLCADORES DE BARCELONA, S.A.</p>  | <p>TRANSCOMA GLOBAL LOGISTICS.</p>  |
| <p>SAR REMOLCADORES, S.L.</p>  | <p>TRANSJUNIOR</p>  |
| <p>SERVICIOS RECIPE TM2, S.A.</p>  | <p>TRANSMAR LOGISTICA CTC, S.L.</p>  |
| <p>SPACE CARGO</p>  | <p>TRANSPORTES CID CAMARASA, S.L.</p>  |
| <p>TERMINAL PORTNOU</p>  | <p>TRANSPORTES PORTUARIOS, S.A.</p>  |
| <p>TERMINALES PORTUARIAS, S.L.</p>  | <p>TRANSPORTES RICARDO MARTÍNEZ, S.A.</p>  |
| <p>TERMINALES QUIMICOS S.A.</p>  | <p>TRANSPORTES Y CONSIGNACIONES MARÍTIMAS</p>  |
| <p>TRANSCOMA CRUISE & TRAVEL</p>  | <p>WTC BARCELONA</p>  |

LINK TO THE DESCRIPTION OF THE SDGs:

<https://www.un.org/sustainabledevelopment/sustainable-development-goals/>

ORGANISATIONS OF THE PORT COMMUNITY – Description, legal regime and functions

| Organisation name | Description and legal regime | Functions |
|-------------------------------------|--|---|
| Customs | This public body is attached to the State Tax Administration, under the Spanish Ministry of Finance and Civil Service. | Fiscal checks on imports and exports of goods and collection of rights corresponding tariffs. |
| Harbourmaster's Office | A public body that answers to the Directorate-General of the Merchant Navy under the Ministry of Public Works. | Guarantee the safety of human life and navigation at sea, maritime safety and the marine environment. |
| Shipping agent | The natural or legal person who is responsible, on behalf of the maritime transport operator or shipping company that appoints them. | Performs administrative services and procedures related to the ship's stopover at the Port as well as the activities undertaken with the goods and/or passengers transported. |
| Port terminal / Stevedoring company | It is generally the holder of an administrative concession granted by the Port Authority, which authorises it for exclusive use of an area located on the wharf side, in which it performs its activities. | The main goods handling operations are: reception, loading and stowing and unstowing, unloading and dispatch of goods. Passenger terminals: perform all operations involving loading and disembarkation of passengers, luggage and vehicles under passenger regime. There are two types: cruises and ferries and short sea shipping (which combine passenger and ro-ro traffic). |
| Stevedores | Through a stevedoring company (a provider of specialised labour) or a stevedoring company or port terminal. | Cargo handling activities during loading, stowing, unloading, unstowing and transshipment of goods transported on ships. |
| Freight forwarder | A private company specialising in organising international freight transport on behalf of a customer. | Receiving goods as shipping agents or delivering them to those who will transport them. |
| Customs Agent | Customs agents are empowered by the Department of Customs and Excise of the Inland Revenue. The legal representative of the importer and exporter before Customs. | Provide clearance for goods under import, export or transit. |
| Land transport | Haulier or self-employed worker. | Responsible for transporting imported or exported goods between the point of loading and the Port, by road and rail. The transport of containers is of particular relevance in ports, since this type of packaging is exclusive to maritime transport. |
| Port services to ships | Provided by people and organisations licensed or authorised by the Port Authority: | |
| | Pilots | Assist ships' captains in port entry or exit manoeuvres. |

| Organisation name | Description and legal regime | Functions |
|--------------------------------------|--|--|
| Port services to ships | Tugs | Tug service to assist in manoeuvring the ship. |
| | Moorers | Provide the auxiliary service from land to ships during their mooring manoeuvre. |
| | Waste removal companies | Perform a service to receive garbage and other waste from ships and are responsible for recycling them. |
| | Bunkering companies | Supply fuel to ships. |
| Auxiliary and complementary services | Additional services provided to maritime activity. | |
| | Border control services responsible for ensuring the health security of imports and exports, the quality of agri-food products and the safety of certain products and ensuring the safety and security of incoming and outgoing passengers. At the Port: | |
| | The External Health Inspection Service, provided by the Health Department of the Central Government Delegation in Catalonia. | Checks and monitors sanitary hygienic conditions in international goods traffic (products for human use and consumption) of two types: of animal origin (PAO) and of non-animal origin (PNAO). |
| | Pharmacy Inspection Service by the Pharmacy Department of the Central Government Delegation in Catalonia. | Checks and monitors imports and exports of medicines, cosmetic products and medical and surgical material. |
| | Animal Health Inspection Officer service by the Agriculture and Fisheries Department of the Central Government Delegation. | Perform health checks on live animals, products of animal origin not intended for human consumption, animal health products, produce intended for animal nutrition and veterinary medicines under the import and export regime |
| | Plant Health Inspection service by the Agriculture and Fisheries Department of the Central Government Delegation. | Works to protect against the introduction and spread (nationally or locally) of organisms harmful to plants or plant products from third countries under the import and export regime. |
| | National Police and Civil Guard | Check the entry and exit of passengers and crew, with passport and baggage controls on boarding or landing. Furthermore, the Civil Guard performs fiscal and security checks on goods transiting through the port, in collaboration with Customs. |
| | Official Inspection, Surveillance and Regulation of external trade Service (SOIVRE) depends on the Barcelona Territorial Trade Department. | Performs checks to guarantee compliance with commercial quality standards in agri-food products and safety in toys, textiles, footwear, furniture and low-voltage electrical equipment. It also applies the CITES Convention on International Trade in Endangered Species of Wild Fauna and Flora and their derivatives. |

MAIN ENVIRONMENT R&D+i PROJECTS OF THE ORGANISATIONS OF THE SECTORAL SUSTAINABILITY PLAN

- > Sustainable mobility.
- > Stake buoy and distribution of Hazelett elastic moorings.
- > Acquisition of 4 electric vehicles and installation of solar panels.
- > Cleanport project; Sub-activity EPM1; Sub-activity EV4; Sub-activity EPM2; Report project.
- > Installation of 3 general meters to monitor electrical consumption.
- > Installation of 21 partial meters to monitor sectorized electricity consumption.
- > Purchase of an electric vehicle and installation of 3 double charging points.
- > Plan to replace fluorescent lights in the Vertical Spaces with LEDs.
- > Energy Efficiency study.
- > Gradually replacing lighting units with LEDs.
- > Removing single-use plastics in workplaces.
- > Project for donating electrical and electronic equipment.
- > Improvements in waste treatment and building of a new barge for the MARPOL service.
- > Reducing electricity consumption by installing speed frequency converters in pumps.
- > Converting truck engines to LNG. Using LNG in certain technologies and port operations. Adapting certain port facilities to transport using electric vehicles.
- > Acquiring a new hybrid industrial vehicle goods transport
- > Shore Power project to electrify wharves.
- > Collecting floating waste, aspiration of waste water, fitting charging points for electric vehicles.
- > Implementing a new ERP programme.
- > Replacement tanks, valves and LEDs.
- > Incorporating 2 tugs classified as "Oil Recovery Ship" with a storage capacity of 51 tonnes of waste collected. Complete oil recovery collection equipment comprising a 150-metre anti-pollution barrier and a model Markleen Multiskimmer MS10 hydraulic skimmer.
- > Adapting the tugboat and equipment required by the "Oil Recovery Ship" classification.
- > Internal manual of 10 environmental and energy best practices.
- > Photovoltaic panels and electric car chargers.



Port de Barcelona

Coordination

Barcelona Port Authority Communication Department

Collection of data and consolidation of the information

Barcelona Port Authority

Fundació Pere Tarrés

Data

Barcelona Port Authority

Companies under the Sectoral Sustainability Plan

Proposal, creation and writing of contents

Teresa Calveras

Translation

Mike Lucas

Design and layout

Taller de Ideas y Comunicación, S.L.

Photographs

Barcelona Port Authority

UTE Audingintraesa Typsa



Port de Barcelona

www.portdebarcelona.cat