



Port de Barcelona

ANNUAL
REPORT
2022

**WE ARE
PART
OF THE
CHANGE**



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OF THE
CHANGE**

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Letter from the president

“The Port has worked for some time to be a sustainable infrastructure, but the climate emergency, which this year can be seen more clearly than ever, demands that we speed up all the projects that we are developing in this field”

Lluís Salvadó
President, Port of Barcelona

2022 was marked by an uncertain international context brought about by multiple factors, such as the war in Ukraine, which led to higher gas and cereals prices, disruptions in supplies of raw materials and certain strategic products, and the rising cost of fuels and, therefore, transport, etc.

On this point, we must remember the efforts of the Port of Barcelona together with other institutions like the Government of Catalonia, Barcelona Food Bank and Open Arms to launch, in record time, the logistics hub for humanitarian aid for Ukraine during the first weeks of the war.

Despite this difficult situation, the Port of Barcelona continued to grow and closed the year with nearly 71 million tonnes and more than 3.5 million TEU. These results reflect the strength and dynamism of the productive fabric we serve, but we must also remember that the growth and degree of internationalisation of our hinterland economy are the result of a diversified, efficient and competitive logistics and transport infrastructure in the Port of Barcelona. Smooth operations at the Port are decisive for economic growth and, consequently, our citizens' well-being.

Of note among the traffic and economic results achieved during 2022 is the recovery of a historically important traffic segment for the Port and one that is an economic indicator of our area of influence: new vehicles. Not only is this making a strong recovery, with growth in imports, exports and transits, but we are capturing new traffic segments such as electric vehicles. The joint com-



mitment made years ago by the Port and its terminals to offer specific services for this traffic has paid off, and today the Port of Barcelona is an international benchmark in the transport of electric vehicles.

During 2022, the Port of Barcelona continued to move toward the major objectives set out in its Fourth Strategic Plan. Environmental projects aiming to reduce the impact of port activity on the surrounding area stand out. The Port has worked for some time to be a sustainable infrastructure, but the climate emergency, which this year can be seen more clearly than ever, demands that we speed up all the projects that we are developing in this field. The core axes of our efforts are energy transition, promotion of cleaner fuels, and wharf electrification.

Years ago, we undertook to foster the use of new, cleaner fuels, particularly liquefied natural gas (LNG), to reduce the impact of our activity and facilitate the transition towards zero-emission maritime transport. This bet has paid off and today the most modern ships arriving in Barcelona are powered by LNG. At first it was ferries and cruise ships, but ship owners are also increasingly incorporating LNG-powered cargo ships, which



regularly operate in our port. In the same way, now the entire global maritime industry is considering using alternative fuels (hydrogen, ammonia, biogas, etc.) allowing them to respond to the environmental challenges ahead in every field. We will be attentive to all these changes unfolding right now to adapt quickly and efficiently to the needs that maritime companies will encounter in the coming years. Similarly, we must facilitate the green transition in shipping and logistics by continuing to drive our energy transformation and leverage our role in strategic infrastructure like the future H2Med hydrogen corridor.

Wharf electrification at the Port of Barcelona also took significant strides during 2022. NEXIGEN, an ambitious project with investments of more than €110 million, is one of the pillars of achieving the key target that we have set for ourselves: to halve CO₂ emissions from port operations and become a carbon-neutral port by 2050. Consistent with this objective, one of the conditions of the project is that the electricity supplied to ships be certified 100% renewably sourced.

Following confirmation of the connection to Red Eléctrica Española's Cerdà substation, we continued to make progress in the various aspects of the project, both the overall planning, including construction of the Port's 220-kV substation and distribution pipelines, and pilot projects to build and commission the first onshore power supply (OPS) points at the BEST terminal and Terminal Ferry Barcelona – major projects, each with €5 million in investment.

We are working to electrify container, cruise and ferry terminals. Achieving this will require the involvement of the entire Barcelona Port Community and shipping companies. Particularly important in that regard are the agreements signed with the main cruise companies and one of the shipping companies that connects us every day with Italy, to align the infrastructure on land with that of the fleets.

In the field of the energy transition, multiple photovoltaic installations were launched on Port roofs and surfaces to move closer to the goal of

being able to generate the electricity that it consumes. One such example is the photovoltaic plant installed in the BIP Area, which makes it possible to cover 50% of the building's energy consumption needs. In the years ahead we will continue to foster electricity generation on Port roofs and areas, and new facilities that will have a real impact on our electricity consumption will come into service.

There is a direct connection between the energy transition and innovation, which has become one of our port's hallmarks. In coordination and under the same umbrella, the Port of Barcelona Innovation Plan, launched in 2022, aims to move forward the various projects that are transforming the way the Port offers its services. The Plan, whose management body is the BCN Port Innovation Foundation, will accelerate innovative initiatives and technological, environmental and energy transition projects, facilitating the Port's transformation while enhancing integration with the innovative ecosystem of Barcelona and Catalonia.

One of the drivers of innovation is training. After years of preparation, the opening of the Barcelona Logistics Institute and the inaugural academic year 2022-2023 were other milestones achieved. The Barcelona Logistics Institute, promoted by the Port and Education Consortium, brings together the range of logistics industry-focused vocational training on offer, and facilitated internships at companies in the sector for roughly 435 students during its first year. In this way, companies were directly connected with future professionals and new training opportunities arose for emerging professional profiles in the logistics sector.

In the area of infrastructure, important steps were taken in the new accesses during 2022. First, initial approval was secured for the Intermodal Logistics Terminal's Urban Master Plan (PDU), the instrument organising the rail development of the Port's southern area, conceived as a node with 68 hectares of surface area and six terminals and which will form part of the Mediterranean corridor.

One of the infrastructures included in this PDU –the Terminal Nou Llobregat reception and dispatch terminal running parallel to the current course of the river– also began to advance with the launch of the tendering process for the works preceding construction of the roads and services.

The coming years will be crucial for developing new road and rail accesses and infrastructure that will allow us to resize our offer in rail, the most sustainable mode of land transport. We must continue working to move forward the protocol signed by the various administrations involved in this development. It is thus important to remember that last June, the boards of directors of the Port of Barcelona and rail operator Adif agreed to set up the state-owned company Train Port Barcelona, S.A., which will include the rail terminals of the old Llobregat riverbed and, on the current north bank of the river, the Can Tunis railway complex, La Llagosta Intermodal and Logistics Terminal, Port of Barcelona Intermodal Terminal and Rail Motorway Intermodal Terminal (*ferroutage*).

Finally, it is worth mentioning the actions being carried out in the Port Vell, which have received a great boost from the holding of the 2024 America's Cup in Barcelona. First, let us acknowledge the efforts of the institutions and people involved in securing our port's hosting of the world's number-one sailing event: the spaces where the participating teams' technical bases will be installed were adapted and the organisational apparatus up and running in record time. Once again, we have demonstrated our ability to take on and rise successfully to the challenges we face.

Second, we must be able to seize the chance offered by the America's Cup to give fresh impetus to Port of Barcelona's nautical side, bringing sea sports even closer to our citizens. The inclusion of trials for young people and women in this year's event also reflect the values that the Port of Barcelona promotes.



Orientation to
sustainability



The PORT OF BARCELONA 2022 ANNUAL REPORT discloses the key data concerning port activity and the results of the year, provided mainly by **Barcelona Port Authority** (APB) as the entity that manages the infrastructure and guarantees its basic services. It also aims to respond to the demand for information from stakeholders in the Port of Barcelona and explain how their expectations are met.

Today, to address global change that improves living conditions overall, much of society and the industry is orienting itself towards the value of **sustainability**. And the Port is part of this change, it is an active part and a driving element of a global orientation towards ways of doing things that are more respectful of environments of every type. For this reason, sustainability is the central axis of the Port of Barcelona's activity and determines the structure of this report.

Port activity is structured according to the lines of action and objectives set out in the **Fourth Strategic Plan of the Port of Barcelona (2021-2025)**, which are oriented towards sustainability in every field: economic, social and environmental. In addition, sustainability is a central aim of the approach of all Port companies and entities integrated in the **Port of Barcelona's Sectoral Sustainability Plan**, created in 2015 and a pioneer in the port sector.

The approach taken in 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**.



Fourth Strategic Plan

MISSION

The Fourth Strategic Plan (2021-2025) establishes the **Port of Barcelona's mission**, its raison d'être:

"To generate prosperity in our community, increasing the competitiveness of our customers by providing efficient and sustainable logistics and transport services"



In the **vision**, the Port sets out what it hopes to become in future, while remaining true to the mission. The new vision envisages providing the logistics-port ecosystem with a series of complementary and innovative attributes.

VISION

LOGISTIC HUB

The SMARTest logistic hub in the MED



SUSTAINABLE



MULTIMODAL



AGILE



RESILIENT



TRANSPARENT



STRATEGIC OBJECTIVE

In addition, the Fourth Strategic Plan opts for a **three-dimensional strategic objective (SO)** responding to the three pillars of sustainability, which is the first attribute of the Barcelona logistics hub: economic, environmental and social.



Economic sustainability

€70
billion worth of foreign trade



Environmental sustainability

50%
of container and ro-ro docks electrified



Social sustainability

40,000
people employed at the Port

Operational objectives

Each of the three axes or strategic objectives (SO) is rolled out in four operational strategic objectives. These make for a total of 12 operational objectives, which in turn are specified in more than 50 projects and operational actions.

| SO1/Economic sustainability |
|---|
| <ul style="list-style-type: none"> > Diversify the port business > Differentiate the offer of services > Attract logistics activity > Develop the necessary infrastructures |

| SO3/Social sustainability |
|---|
| <ul style="list-style-type: none"> > Foster training, employment, entrepreneurship and talent attraction > Promote equal opportunities > Integrate the Port into the urban and metropolitan environment > Ensure the health, safety and security of people and facilities |

| SO2/Environmental sustainability |
|--|
| <ul style="list-style-type: none"> > Develop a new energy model > Decarbonise maritime-port activity > Reduce pollution > Increase intermodality |

Sustainable Development Goals

The Port of Barcelona has been a party to the United Nations Global Compact 2015-2030 right from the start, and is therefore committed to integrating the **Sustainable Development**

Goals (SDGs) consciously and gradually within its strategy. In this regard, this report refers throughout to the attainment of the SDGs.



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

As shown in the table below, due to its characteristics and activity, the Port of Barcelona is concerned by **13 of the 17 SDGs of the United Nations**, six of which are priority objectives on which it has a differentiated and direct impact (goals 6, 8, 9, 11, 14 and 17).



Contribution by the Port of Barcelona to the SDGS* and where they are disclosed in the Report

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

* Framed in blue, the SDGs that affect the Port of Barcelona directly and as a matter of priority.



Key Data 2022

Developing economic value



Contribution to the economy

Value of goods passing through the Port:

€120.686 Bn
(leading port in Spain)



Traffic data

Total traffic:

71 million tonnes
(35.3 million tonnes
of hinterland traffic)



Economic data

Net profit:

€63.1 M

Turnover:

€181.2 M

Cash flow:

€100.6 M

Investments:

€32.5 M



Bulk

Liquid: **15.6 million tonnes**
Dry: **4.6 million tonnes**

Vehicles:
591,015 units

Motorways of the Sea:
155,539 ITU
(intermodal transport units)

Passengers

Cruise: **2.3 million people**
Regular line: **1.6 million people**

Developing social value



Port security

24 drills
of the Self-Protection Plan (PAU)

Barcelona Port Authority

Presence and role of women:



30% hold management positions

20,000 hours
of internal training

Developing environmental value



Intermodal strategy:

€920 M
saved in negative externalities

Start of Nexigen project:

€110 M
invested by 2030 to electrify wharves

168,500 m³
of liquefied natural gas supplied to ships
from 2018 to 2022





Management



The Port of Barcelona is much more than a port infrastructure: it is understood as the sum of the activities performed by a series of public and private organisations that are managed independently but coordinated and led by Barcelona Port Authority with a shared overall strategy.

Orientation to the SDGs



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 and protect fundamental freedoms in accordance with national laws and international agreements.

[Code of ethics](#) of the Port of Barcelona, approved in 2015



Port work involves dealing with a variety 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



The Networked Port strategy seeks to bring the Port of Barcelona's services closer to users through infrastructure and services that are more sustainable than traditional alternatives. The organisations of the Port of Barcelona are committed to pursuing quality standards.

155,539
trucks taken off the road
by short sea shipping

**More than
€4**

billion in gross value added
(GVA) contributed by port activity
*(Economic impact study updated
in 2021 with 2018 data)*

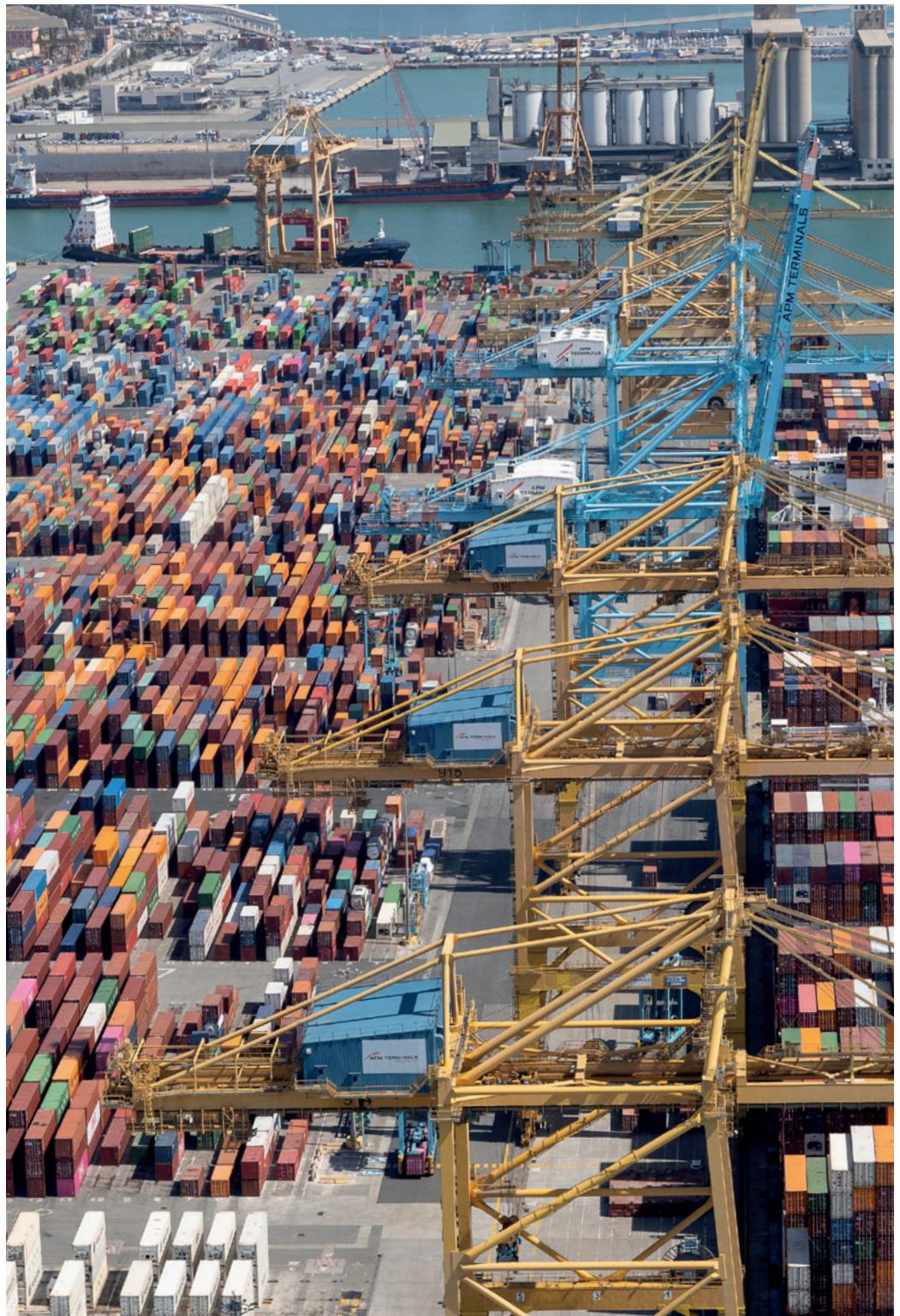
99

port activities certified
with the Efficiency Network
Quality Label

About the data

This section reflects the Port of Barcelona's situation from the point of view of its management and organisation: it describes the main features of

governance and operation, defines its stakeholders and explains the strategic lines of its action and its concept of business development.



The actors

Barcelona Port Authority

Barcelona Port Authority (APB) is a public body with a legal personality and its own assets which is responsible for administering, controlling, managing and operating the Port of Barcelona. It is **the organisation that leads the Port as a whole**, lays the foundations for its operation and for the quest 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'). Port authorities provide port land and infrastructure and regulate the operations performed within the port.

According to the law, the main functions and powers of Barcelona Port Authority are:

- Managing and overseeing port and commercial services.
- Providing general Port services.
- Organising the Port service area and port uses.
- Planning, designing, building, conserving and operating Port works and services.
- 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 at sea and on land.

Barcelona Port Community

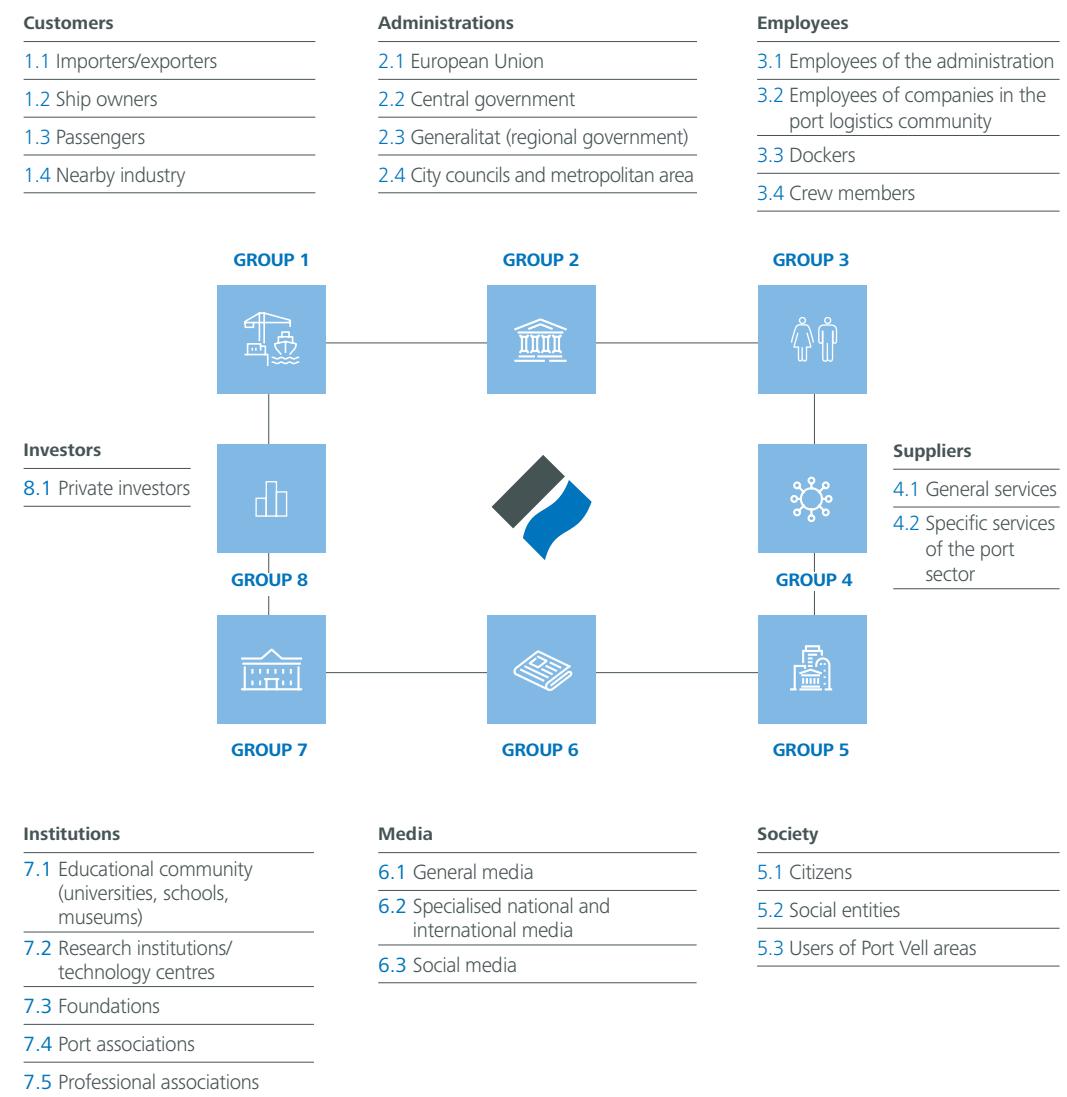
Today the Port of Barcelona Port Community (PC) comprises 500 administrations, entities and companies located in the port area and its surroundings, which participate in Port of Barcelona activity and share a common idea of service and quality that serves as a cooperative link. In this annual report they are called "organisations".

The Port Community 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 specific rights and laws (see annex).

Stakeholders

The Port of Barcelona has identified a total of **eight stakeholder groups and 26 subgroups**, i.e. groups, activities and organisations whose expectations and demands we wish to and must meet. From Barcelona Port Authority's perspective, furthermore, one specific and high-priority stakeholder group is the **concessionaire companies**, which manage terminals and facilities on port land.

Stakeholder groups and subgroups of the Port of Barcelona



Infrastructure

The Port of Barcelona is the main transport and services infrastructure in Catalonia and a benchmark port in the Euromediterranean region, in which **roughly 500 organisations work**. It has 96 direct services connecting the Catalan capital with **192 ports** on five continents and is a port specialising in general cargo and high value-added goods. Located at the foot of Montjuïc mountain, it occupies the stretch of coast between La Barceloneta and the mouth of the river Llobregat.

The port has three large business units that occupy differentiated spaces: the **commercial port**, which brings together activities dedicated to specific traffic; the **logistics port**, which complements the commercial port and is the basis for consolidating the networked port model; and the **Port Vell**, or Old Port, with public spaces recovered for urban, nautical and sports uses.



General technical characteristics of the Port of Barcelona

Location

Latitude: 41° 21' N
Longitude: 2° 10' E

Tides

Width: 125 cm

Entrance

South Entrance mouth
Position: 166° / 346° v
Width: 450 m
Depth at water level: 16 m

North Entrance mouth
Position: 018° / 192° v
Width: 235 m
Depth at water level: 11.5 m

Ro-ro ramps

Land area

1,112.2 ha

Wharves and berths

23.183 km

Ro-ro ramps

30

Tugs

8 (5,362 HP to 7,100 HP)

Warehousing

Covered: 203,304 m²
Uncovered: 5,023,964 m²

Dry dock

Length: 220 m
Beam: 39 m
Depth at water level: 12 m
Capacity : 90,000 t displacement

Wharf cranes

29 (for containers)

Specialised terminals

Container and multipurpose terminals: 3
Car terminals: 2
Coffee and cocoa terminal: 1
Liquid bulk terminals: 9
Dry bulk terminals: 5
Ferry terminals: 3
Cruise terminals : 7



Governance

Governing bodies

Barcelona Port Authority Administration Board

As of 31 December 2022, the composition of the Port Authority Administration Board, the highest governing body of the Port of Barcelona, is as follows:

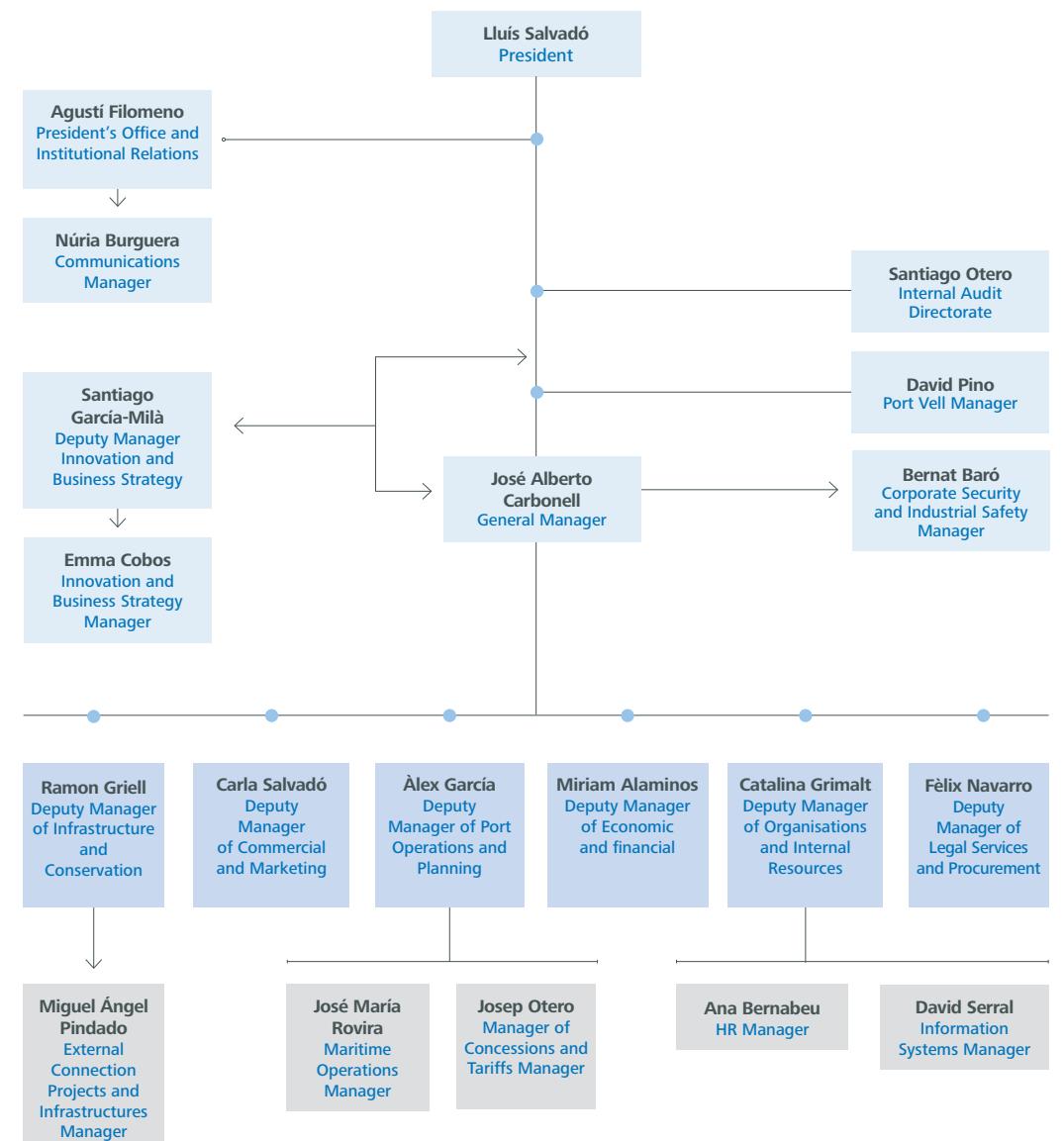
| | | |
|---|---|------------------------------------|
| President | Lluís Salvadó Tenesa | President of the Port of Barcelona |
| Ex officio member | Francisco Javier Valencia Alonso | Harbourmaster |
| General Manager (not member) | José Alberto Carbonell Camallonga | |
| Members representing the General State Administration | | |
| Maria Eugènia Gay Rosell | Government Delegate in Catalonia | |
| José Antonio Lago Alba | Manager of Operations of the public body Puertos del Estado | |
| Cristina Ozores Jack | Chief State's Attorney in Catalonia | |
| Members representing the Administration of the Generalitat de Catalunya | | |
| Antoni Llobet de Pablo | President of the Official Association of Customs Agents of Barcelona | |
| Xavier Tàrraga Martínez | Coordinator of the Catalan-Balearic area of the State Coordinator of Dockers | |
| Jordi Trius Traserra | 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 municipalities in the Port of Barcelona service area | | |
| Janet Sanz Cid | Second Deputy Mayor of the Barcelona City Council | |
| Lluís Mijoler Martínez | Mayor of El Prat de Llobregat City Council | |
| Members representing chambers of commerce, business and trade union organisations and key sectors in the port area | | |
| Xavier Sunyer i Deu | Barcelona Chamber of Commerce | |
| Xabier Maria Vidal Niebla | President of the Association of Port Stevedoring Companies of Barcelona | |
| Soraya Díaz Soldán | Workers' Commissions (CCOO) | |
| Carles Boy Rodríguez | General Union of Workers of Catalonia (UGT) | |
| Secretary (not member) | | |
| Ignacio Toda Jiménez | | |

During 2022 Damià Calvet i Valera resigned as president of Barcelona Port Authority and was replaced by Josep Lluís Salvadó i Tenesa (DOGC and BOE of 2/12/2022).

During 2022 the following directors resigned from their positions as members:
Mar Chao López
Teresa Cunillera Mestres

Barcelona Port Authority Executive Committee

The Executive Committee brings together the various functional areas of Barcelona Port Authority. These generally manage the infrastructure of the entire Port of Barcelona and its Port Community and conceive and lead their common strategy.



Steering Council for the Promotion of the Barcelona Port Community and Development of the Strategic Plan

In 1993 the Port of Barcelona began its formation as a **service port community** on the signing of the Charter of Concerted Quality and integration of the public and private operators with responsibilities and interests within the Port's territorial scope. It sought to meet customer needs and expectations more efficiently and the plenary body governing it was the Steering Council for the Quality Plan. This body's name, structure and statutes have been progressively adapted to the development of the Port's strategy, embodied in successive strategic plans.

| | |
|-------------|--|
| 1993 | Steering Council for the Quality Plan |
| 1998 | Steering Council for the Strategic Plan and Quality Plan |
| 2007 | Steering Council for the Promotion of Barcelona Port Community |
| 2020 | Steering Council for the Promotion of the Barcelona Port Community and Development of the Strategic Plan |

The Steering Council is, therefore, the collegial body embodying the desire for cooperation between Barcelona Port Authority and all the public and private institutions that develop their activity in Barcelona's port area. The **purpose** of the Steering Council is to increase and reinforce customer loyalty of freight traffic by promoting any actions that reinforce the Port of Barcelona brand as a business community and promoting the process of the Port's national and international expansion. These actions include participating in national and international fairs, presentations, forums and congresses, and organising business missions. In addition, the Steering Council acts as a facilitating body for proposals that are submitted to the Port Authority for their potential application.

Organisational structure

The Steering Council comprises representatives of entities, bodies and associations that make up the Barcelona Port Community and others related to international trade; all actors are therefore involved.

Executive Committee

President

Lluís Salvadó Tenesa, President of the Port of Barcelona

First Vice President

Xavier Vidal, President of the Association of Port Stevedore Companies of Barcelona and Vice President of the Port of Barcelona Management Board

Second Vice President

José Alberto Carbonell, Manager of the Port of Barcelona

Director

Manel Galán, Head of External Relations and Promotion of the Port of Barcelona

Secretary

Dolors Serratosa, Attorney of Port of Barcelona Legal Services

Plenary

The Steering Council comprises **70 representatives** of some fifty organisations from the Barcelona Port Community, with Barcelona Port Authority at the helm.

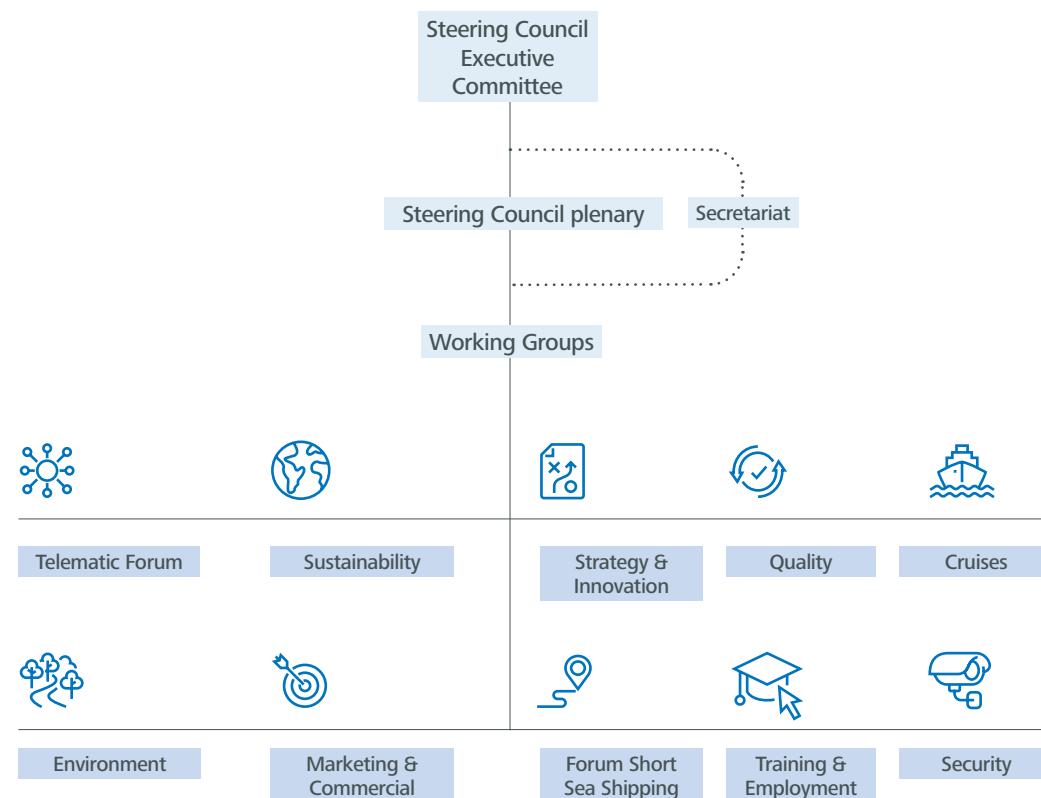
Organisations participating in the Steering Council, 2022

| | |
|---|--|
| ADIF - Management Northeast Goods Terminals | Government Delegation in Catalonia - Ministry of Agriculture and Fisheries |
| Aduanas Pujol y Rubio | Government Delegation in Catalonia - Ministry of Health and Consumer Affairs |
| Barcelona Airport, AENA | Customs of Barcelona |
| State Tax Administration Agency in Barcelona | European School - Intermodal Transport |
| ALFIL LOGISTICS | ESTIBARNA-SAGEP |
| AMETRACI - Mediterranean Association of Container and Intermodal Hauliers | Faculty of Nautical Studies of Barcelona |
| APM TERMINALS | Federation of Communication and Transport - CCOO |
| Apostolate of the Sea - Stella Maris | National Federation of Transports, Communications and Sea - UGT |
| BIP AREA - Port of Barcelona | Ferrocarrils de la Generalitat de Catalunya |
| Container Entrepreneurs Association (ATEC) | Gerència Urbanística Port Vell |
| Catalan Association of Concessionaire Companies | Government of Spain - Catalonia Delegation |
| Association of Shipping Agents of Barcelona | Grimaldi Logística España, S.L. |
| Association of Port Stevedoring Companies of Barcelona | ICEX |
| ATEIA-OLTRA Barcelona | Masiques, Logistics and Customs Services |
| Barcelona Catalunya Centre Logístic | MB92 |
| Barcelona Nautical Cluster | Mercabarna |
| Barcelona Chamber of Commerce | Miquel Torres, S.A. / TRANSPRIME |
| Barcelona Harbourmaster's Office | PIMEC |
| Carnival | Port of Barcelona |
| CILSA | Portcemen, S.A. |
| Official Association of Customs Agents and Commissioners of Barcelona | Ports de la Generalitat |
| Barcelona Fishermen's Guild | RENFE - Gerència de Producció Nord-est de Mercaderies i Logística |
| Council of Users of the Maritime Transport of Catalonia | Sintraport |
| Consortium of the Free Trade Zone of Barcelona | TRANSPRIME |
| State Coordinator of Sea Workers | |
| Port of Barcelona Pilots' Corporation | |



Working Groups

The Steering Council is structured into **12 working groups** that develop proposals for specific areas. Each working group is chaired by a business member of the Barcelona Port Community and coordinated by a figure from APB management.



Operation

The Steering Council for the Promotion of Barcelona Port Community and Development of the Strategic Plan is governed by the statutes approved in 2020.

The working groups submit their improvement and action proposals for approval by the Steering Council plenary, which convenes for ordinary

assemblies at least once a year, and typically twice (in January and July). Extraordinary meetings may also be held at the request of the President as necessary. Plenary agreements require an absolute majority of votes present in person or by proxy and in the event of a tie, the President holds the casting vote.

Guiding principles



Transparency

As a public entity, Barcelona Port Authority (APB) is subject to the regulations 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 this connection, apart from this annual report, the APB makes various types of information (institutional, organisational and planning; of legal relevance; and economic, budgetary and statistical) publicly available, both through the website and specific requests for information on the [OpenData](#) portal.



Ethics and integrity

The [Port of Barcelona Code of Ethics](#), 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.

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



Sustainability

The Port of Barcelona became a party to [the United Nations Global Compact](#) and Sustainable Development Goals (SDGs) as soon as they were adopted in 2015, orienting its actions to these goals as reflected in this Port of Barcelona 2022 Annual Report.

In addition, the [Fourth Strategic Plan of the Port of Barcelona \(2021-2025\)](#) resolutely coordinates the Port of Barcelona's short-, medium- and long-term action around sustainability.



Adding value to the surrounding area

Generating wealth and competitiveness

The Port of Barcelona participates actively and decisively in the economic development of Catalonia and Spain: it plays a key role in the internationalisation drives of companies, acting as a physical link between them and their markets, and is one of the key competitiveness factors for companies deciding where to locate. Its activities to **promote port activity and logistics chains sustainably** lay bare the relevance of sustainability for our area.

To determine a port's importance as **a generator of wealth and competitiveness** in its surrounding area it is necessary to look beyond the figures derived from traffic volume and passenger movements. A more complete indicator is **gross value added** (GVA), which measures economic income generated by the services of companies, organisations and institutions provided throughout the maritime transport logistics chain.

Economic impact of the Port of Barcelona

€4.213
billion = 2% of
Catalonia's GVA



46,469
direct and indirect jobs =
1.4% of total employ-
ment in Catalonia



Effects of digitalisation

In recent years, one of the key aspects to explaining the progress of Port of Barcelona activity, both in traffic and, particularly, in qualitative growth, has been the level of digitalisation implemented in its processes and operations. To quantify this, this year the Port and the **Ecoathenea** consultancy presented a study entitled "Economic impact of the commercial activity and digitalisation of the Port of Barcelona", involving the collaboration of 126 companies of the Port Community.

The general conclusion is that digitalising processes and services has made Barcelona's port **more competitive, with less environmental impact and more productive capacity**, all of which have a positive impact on the environment as a whole.

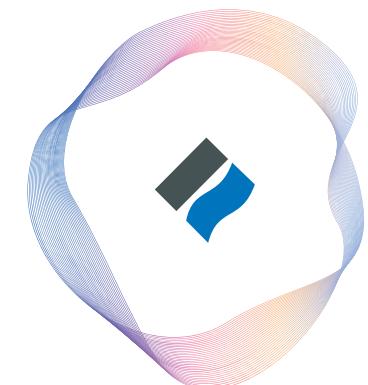
Economic impact of digitalisation

The main benefit of the Port's digitalisation has been a notable improvement in productivity, allowing it to gain capacity for growth and increase its competitiveness.

Initially, in the short term, increased productivity leads to a saving in costs as well as jobs, but in the long term this is reversed: digitalisation helps increase the Port's commercial activity and, therefore, a greater volume of sales and job creation; moreover, these new jobs are higher trained and higher quality – incomparable with job profiles in a non-digitalised environment.

In figures, for the Port Community as a whole, digitalisation explains nearly **40% of the increase in the Port's commercial activity** during the study, as well as employment growth of 2,564 jobs, or **16% of direct employment at the Port**.

Economic impact of digitalisation at the Port



Short term

€450 M
per year in reduced
costs, equivalent
to 15% of the
Port's operating
expenses

(lower COSTS + fewer JOBS
= more PRODUCTIVITY)

Long term

€427.4 M
increase in sales
(39% of the
2006-2018 total)

(more PRODUCTIVITY = more ACTIVITY + more SALES +
more qualified JOBS)



Environmental impact of digitalisation

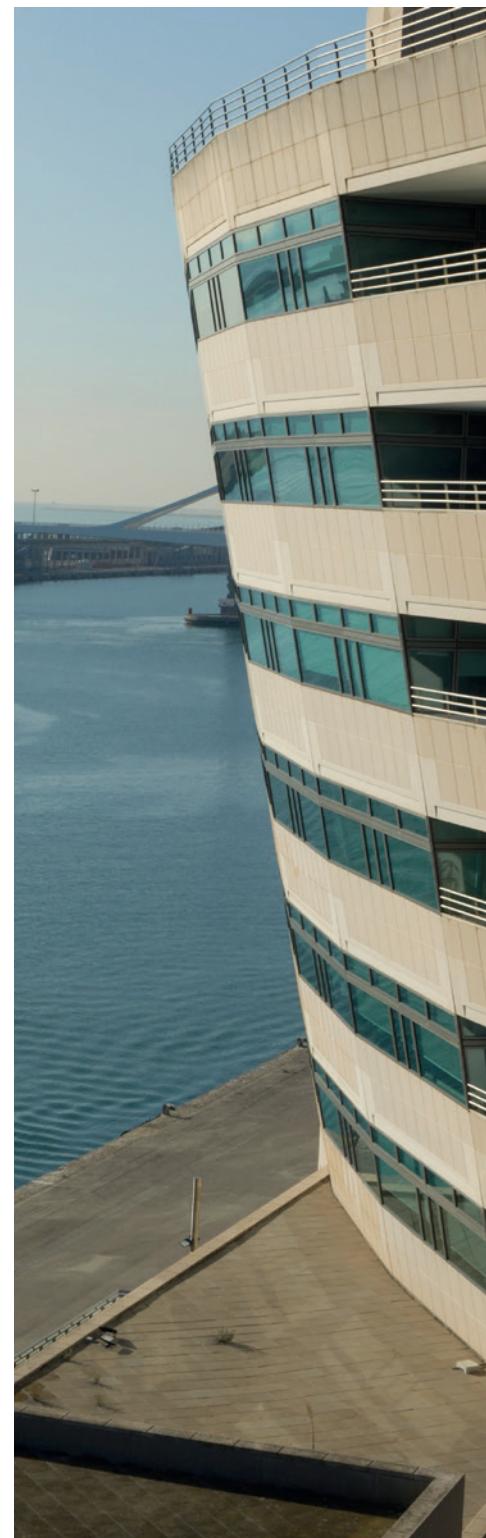
Improved productivity has also been quantified based on a series of actions related to operations and port movements, which result in reduced fuel consumption and, consequently, fewer pollutant emissions. Hence, the direct impact of digitalisation has been improved environmental efficiency equivalent to a **13% reduction in total pollutant emissions** from the Port and a **12% reduction of its carbon footprint**. The saving of carbon dioxide equivalent (CO₂eq) is extremely significant overall and equivalent to 234,117 trees planted or 316 hectares of new forest.

Environmental impact of digitalisation at the Port

781.7

fewer tonnes of pollutant emissions (NOx and PM), representing 13% of the total emitted by the Port

Direct reduction of the carbon footprint by **38,629** tonnes of CO₂eq, representing 12% of the Port's total CO₂eq emissions



Strategy

The Networked Port

In recent years the Port of Barcelona has committed to developing a solid network of services and infrastructure at strategic points in its nearby markets to facilitate the routing of cargo between these areas and the Catalan capital. The so-called

Networked Port strategy is based on promoting intermodal services, rail and short sea shipping with the support of inland maritime terminals so that the Port of Barcelona can achieve the following milestones:



Orient itself to and meet the objectives of expanding the market and, therefore, growing.



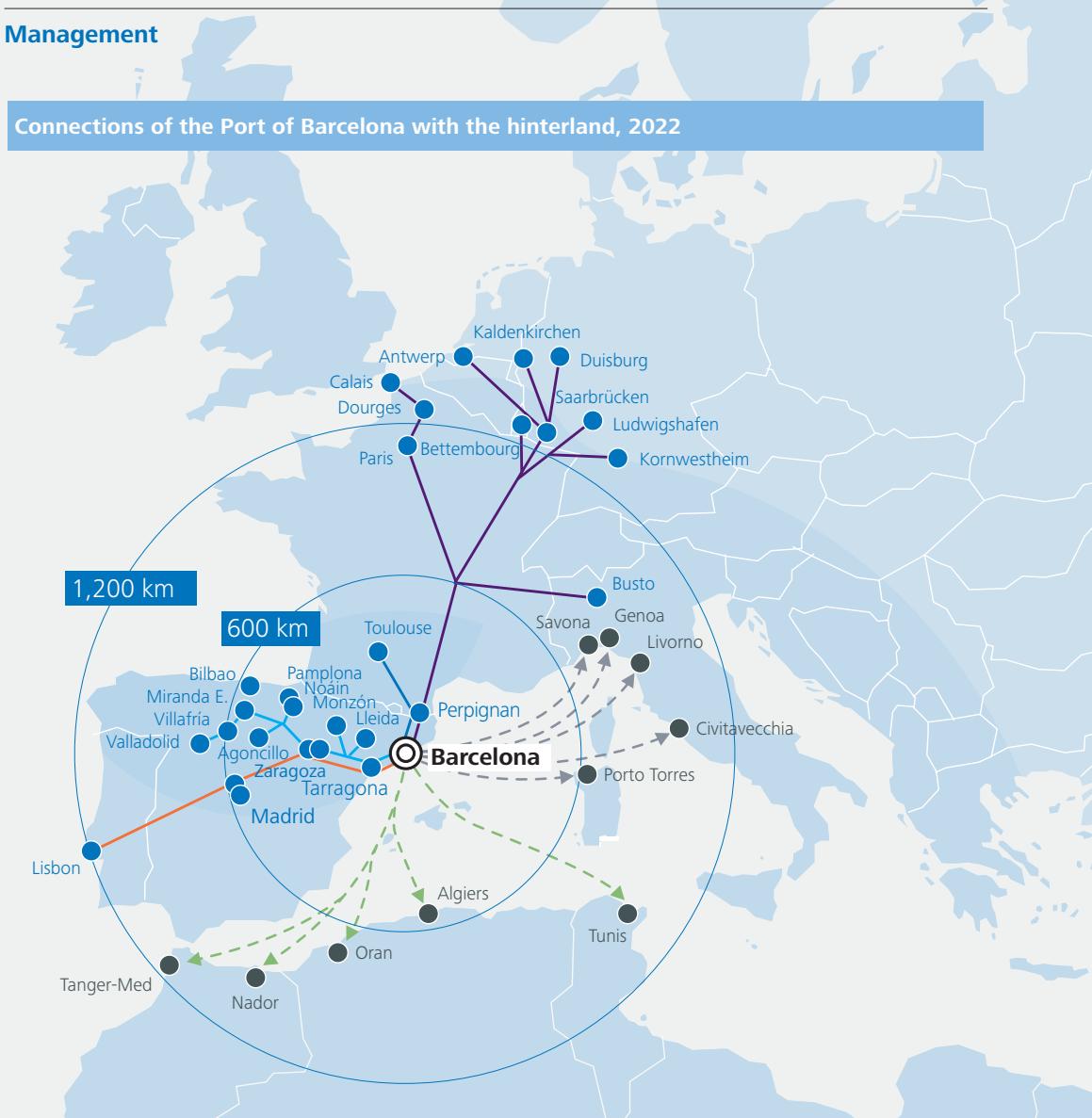
Promote services with the Port's quality standards and thus fostering the development and competitiveness of its actors.



Do so under sustainability criteria, through savings in emissions, time and money.



Connections of the Port of Barcelona with the hinterland, 2022



◎ Port de Barcelona

○ Hinterland

■ Containers, finished vehicles and semi-trailers

■ Finished vehicles and semi-trailers

● Terminals connected to the Port by train (containers and vehicles)

● Ports connected to the Port by Motorways of the Sea

Strategic corridors

- Northeast Iberian Peninsula
- Central Iberian Peninsula
- South of France
- Central Europe
- Motorways of the Sea with the Magreb
- Motorways of the Sea with Italy

Inland maritime terminals

Currently Barcelona Port Authority (APB) participates directly in **eight inland maritime terminals or dry ports** which bring port services closer to maritime logistics operators and import-export customers from the territories it serves. Most of the terminals have regular rail services with the Port of Barcelona.

Aware of the strategic importance of intermodal transport, some companies in the Port Community also hold stakes in inland and/or rail terminals.

Terminals in which the APB holds a stake and rail traffic, 2022

| Terminal | Location | Rail traffic |
|--|--|----------------------------|
| tmZ Zaragoza Maritime Terminal (tmZ) | Zaragoza | 187,657 TEU ⁽¹⁾ |
| FPU Terminal Intermodal Centro – Puerto Seco de Azuqueca | Azuqueca de Henares, Guadalajara | 57,530 ITU ⁽²⁾ |
| Puerto Seco de Madrid | Coslada, Madrid | 71,057 ITU |
| PERPIGNAN SAINT-CHARLES CONTAINER TERMINAL | Perpignan, France | 58,000 ITU ⁽³⁾ |
| Terminal Intermoda de l'Empordà | Vilamalla and El Far d'Empordà, Girona | In project |
| Intermodal Terminal of Monzón (TIM) | Monzón, Huesca | 31,424 TEU |
| agroTIM | Monzón, Huesca | 45,960 t |
| literaTIM | Tamarit de Litera, Huesca | Under construction |

(1) TEU (ten equivalent unit): unit used to define a 20-foot container.

(2) An intermodal transport unit (ITU) is any means, self-propelled or not, used directly or indirectly as a means of land transport.

(3) Closing forecast.

Terminals in which companies of Barcelona Port Community hold a stake, 2022

| Terminals | Companies of the Port Community |
|------------------------------|---|
| Zaragoza Maritime Terminal | Owned by APM Terminals and Hutchison Ports |
| Pla de Vilanova (Lleida) | Owned by APM Terminals |
| Tarragona Mercaderies | Owned by APM Terminals and Transportes Portuarios |
| Terminal de Noáin (Pamplona) | Owned by Synergy (rail operator from Hutchison) |

Rail services

The Networked Port strategy also involves developing or promoting regular and frequent rail services, both on the Iberian Peninsula and internationally. Apart from the connections with inland maritime terminals in which the APB or companies of the Port Community hold a stake,

there are rail logistics operators that offer rail services through other terminals, such as with the PLAZA and LTA terminals in Zaragoza, Miranda de Ebro and Villafría terminals in Burgos, and Agoncillo terminal in La Rioja.

Railway services available at the Port of Barcelona, 2022

| Containers and, depending on the service, semi-trailers | New vehicles | Bulk |
|---|--|--|
| Iberian Peninsula <ul style="list-style-type: none"> From the port terminals: Zaragoza, Madrid, Pla de Vilanova (Lleida), Noáin (Pamplona), Monzón (Huesca). Tarragona, Miranda de Ebro and Villafría (Burgos), and Agoncillo (La Rioja). From Can Tunis and Morrot: Madrid, Murcia, Cordoba, Seville and San Roque, Oporto and Lisbon (Portugal). International <ul style="list-style-type: none"> From Perpignan and Le Boulo to the rest of France and Luxembourg, Germany and Belgium. |  <p>Connection with most production plants in Spain and with Germany.</p> | <p>Súria, Martorell and Jaén, in Spain, and Tavaux, in France.</p> |
| | | |

Main milestones of railway services available at the Port, 2022

| Service / Connection | Description | Operators | Status / milestone 2022 |
|---|--|---|--|
| Services for containers with Zaragoza Maritime Terminal (tmZ) | Increase in services for containers (conventional and refrigerated) with tmZ, the leading rail freight terminal in Spain. | APMT Railway / SICSA | Five to six daily services |
| Service for refrigerated and conventional containers with Monzón (Huesca) | Growth of services for refrigerated containers with Monzón terminal (Huesca) in addition to those already existing for conventional containers. | MSC and APMT Railway (both offer conventional and refrigerated) | Six weekly services |
| Services for containers in Burgos at the Villafría and Miranda de Ebro terminals | Growth of services for containers with the Villafría and Miranda de Ebro terminals. | Synergy | Three to four weekly services at each terminal |
| Service for containers with Agoncillo (La Rioja) | Start of a new service for containers between Barcelona and the new Agoncillo terminal (La Rioja). | Synergy | One weekly service |
| Service for containers with Lleida | Service for containers between Barcelona and Pla de Vilanova terminal (Lleida), to which the service for refrigerated containers has been added. | APMT Railway (conventional and refrigerated) | Fourth weekly service consolidated |
| Service for containers with the Noáin terminal (Pamplona) | Growth of service for conventional and refrigerated containers between Barcelona and Noáin. | Synergy (conventional and refrigerated) | Five to six daily services |
| Service for semi-trailers between Perpignan and the terminals of Calais (France) and Kaldenkirchen (Germany) | Start of a new railway motorway service between Perpignan terminal and Kaldenkirchen, additional to the existing service to Calais. | CargoBeamer | Five weekly services at each terminal |
| 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 standard gauge train ever to enter the Iberian Peninsula (685 m). | DB Cargo | Consolidated offer of four weekly services |
| Vehicle service with Austria | Start of a new direct vehicle transport service in standard gauge to Schwertberg (Austria). | Rail Cargo | One weekly service |

To build on its rail strategy, the Port of Barcelona participates in various organisations linked to developing and promoting rail services and the Mediterranean corridor such as Ferrmed, Rail Freight Corridor 6 UE and Railgrup.



Short sea shipping services

The Motorways of the Sea (MoS) or short sea shipping (SSS) services represent alternatives to the road. They meet the criteria of three weekly departures minimum and a maximum of three stopovers in different ports and are fully integrated into the Networked Port strategy. The Port of Barcelona currently has short sea shipping services with Italian and North African ports.

This year a total of **155,539 intermodal transport units (ITU)** were recorded, 5.2% less than in 2021. Notwithstanding the decline, this traffic translates into an identical number of trucks diverted from the road to the maritime mode, which is more economically and environmentally efficient. It therefore contributes significantly to promoting sustainable logistics chains in the Mediterranean.

Short sea shipping services, 2022



| | |
|----------------------|------|
| Rome (RoPax) | 20 h |
| Porto Torres (RoPax) | 12 h |
| Savona (RoRo) | 18 h |
| Leghorn (RoRo) | 24 h |



| | |
|-----------------|------|
| Genoa (RoPax) | 19 h |
| Tangier (RoPax) | 29 h |
| Nador (RoPax) | 24 h |



| | |
|--------------------|------|
| Rades-Tunis (RoRo) | 30 h |
|--------------------|------|



| | |
|------------------------------|--------|
| Las Palmas & Tenerife (RoRo) | 3 days |
| Balearic Islands (RoPax) | 8 h |

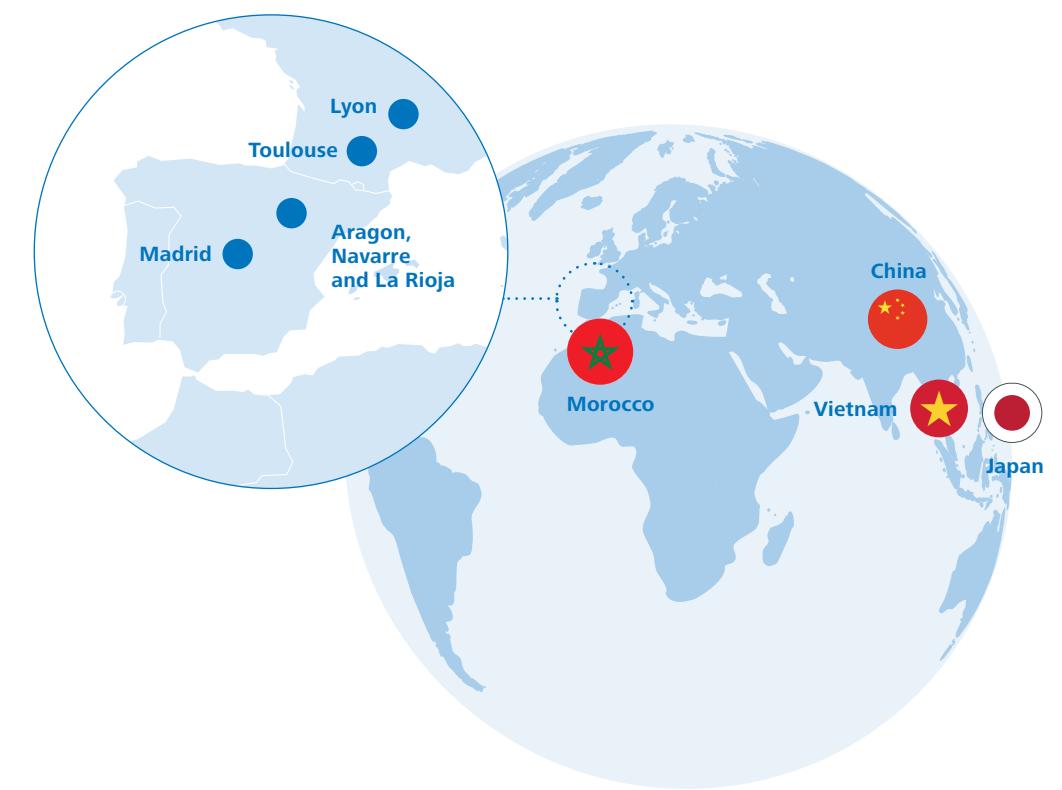
Commercial promotion

Port representations

The Port of Barcelona has eight commercial representations which both consolidate and monitor the Networked Port strategy in nearby markets and strengthen and establish new relationships in distant ones.

The staff running them answer to the Port Authority (contacts in the Directory chapter) and cover, in the hinterland, the centre-north of the Iberian Peninsula from Zaragoza and the south of France from Lyon and Toulouse. In the foreland, they cover the North African market from Morocco; the Southeast Asian area (ASEAN) from Vietnam; the Chinese market from Hong Kong, and the Japanese market and southern area from Japan.

Commercial representations of the Port of Barcelona, 2022

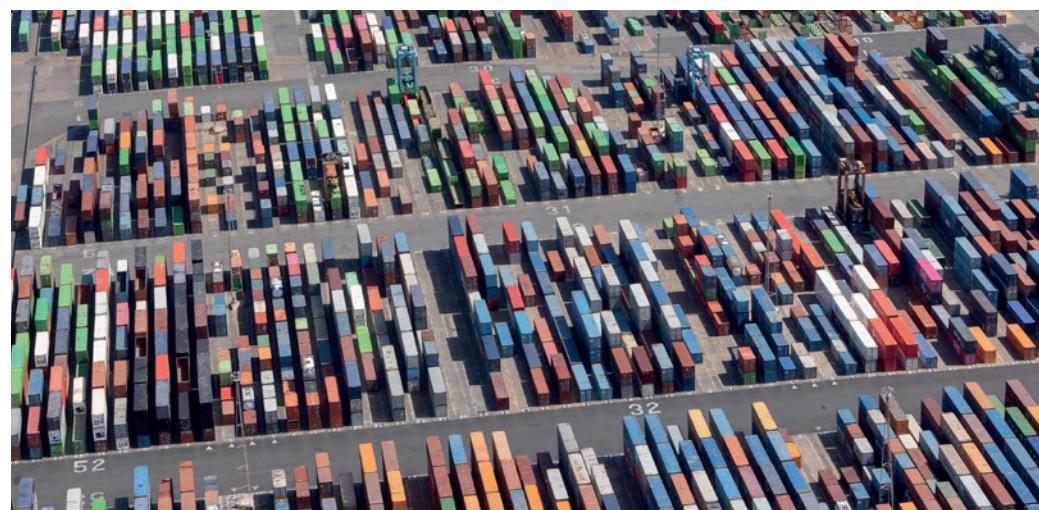


BARCELLOC programme

As part of the **BARCELLOC** initiative, the APB, AC-CIO and Barcelona City Council have continued to promote Catalonia as a distribution centre in southern Europe and are working to attract foreign companies looking for a location to distribute in southern Europe.

Some 15 companies from various countries, albeit primarily China and Korea, and various sectors (automotive, electric battery, chemical, solar panel and e-commerce) have received advice about installing a logistics hub in Barcelona. One success story is the installation of the Korean freight forwarder Taewoong Logistics in Barcelona's ZAL, with the launch of a warehouse to provide logistics and distribution services to Korean companies distributing in southern Europe.

BARCELLOC has also participated in various working groups with assorted Catalan organisations to analyse the measures to develop logistics land in Catalonia, particularly in the first and second belt. Large international companies have shown interest in setting up their distribution centres for southern Europe in this area, which is near an international port and airport and has good railway connectivity.



Participating in fairs and congresses

The Port of Barcelona participates actively in commercial events focused on various products and areas of action, to:

1. Promote, consolidate and position its strategic traffic.
2. Study market trends and user and operator needs first-hand.
3. Act as an umbrella for the Port Community by teaming up with companies to create synergies and add value and competitiveness to businesses in the sector.

The global pandemic continues to be reflected in the 2022 agenda, with some of the Port's planned participations having to be cancelled or go virtual, as set out in the table below.

Commercial promotion initiatives of the Port of Barcelona planned for 2022

● In-person ● Virtual ● Cancelled

| | Event name | Place held | Month held | Format |
|---|--|----------------|------------|--------|
| Taking part with own stand at international logistics and transport fairs | Transport and Logistics Innovation Week (SITL) | Paris (FR) | April | ● |
| | Intermodal South America | São Paulo (BR) | March | ● |
| | Transport Logistic China | Shanghai | June | ● |
| | Barcelona International Logistics Fair (SIL) | Barcelona (ES) | June | ● |
| | China International Logistics Fair (CILF) | Shenzhen (CN) | October | ● |
| | Black Sea Ports and Shipping | Istanbul (TR) | July | ● |
| Presence at specialised fruit and vegetable and/or perishable product (fresh produce) fairs | Fruit Logistica | Berlin (DE) | April | ● |
| | Medfel | Perpignan (FR) | May | ● |
| | Fruit Attraction | Madrid (ES) | October | ● |
| | Agrivac | Bayonne (FR) | September | ● |
| | Seafood | Barcelona (ES) | April | ● |
| Presence at specialised cruise traffic fairs | Seatrade Cruise Global | Miami (US) | April | ● |
| | Seatrade Mediterranean | Malaga (ES) | September | ● |
| Presence at fairs notable due to the relevance of the geographical area or market | Asia | | | |
| | WCA Worldwide Conference | Dublin (IR) | June | ● |
| | WCA Asia Conference | Thailand (TH) | September | ● |
| | SINO International Virtual Conference | | April | ● |
| | China International Import Expo (CIIE) | Shanghai | November | ● |
| * Organised by WCA (World Cargo Alliance) under the agreement between WCA and China International Freight Forwarders Association, CIFA, ATEIA and Port of Barcelona | | | | |
| North Africa | | | | |
| 8th Hispano-Moroccan Meeting | | | | |
| Tangier (MA) November | | | | |
| Intermodal Africa | | | | |
| Senegal June | | | | |
| French Market | | | | |
| Top Transport | | | | |
| Marseille (FR) October | | | | |
| Transport Logistics meetings | | | | |
| Cannes (FR) November | | | | |
| Top Logistics Europe | | | | |
| Lille June | | | | |
| Grain Day | | | | |
| Paris January | | | | |
| Le Rois de la Supply Chain | | | | |
| Paris January | | | | |



● In-person ● Virtual ● Cancelled

| | Event name | Place held | Month held | Format |
|--|---|--------------------------|------------|--------|
| Participation in other key fairs, congresses and conferences | | | | |
| | LetExpo - Logistics Eco Transport (ALIS) | Verona (IT) | March | ● |
| | Breakbulk Europe | Rotterdam (NL) | May | ● |
| | Petrochemicals Global Logistics Convention (PGLC) | Barcelona (ES) | June | ● |
| | Mediterranean Ports and Shipping | Koper (SI) | May | ● |
| | AAPA Latin American Congress of Ports | Cartagena de Indias (CO) | November | ● |
| | Cool Logistics International | Rotterdam (NL) | October | ● |
| | Shipping Summit | Amsterdam (NL) | October | ● |
| | Intermodal Africa | Ghana | October | ● |
| | BNEW | Barcelona (ES) | October | ● |
| | Smart Port Piers of the Future | Barcelona (ES) | November | ● |
| | Global Liner Shipping | – | November | ● |
| | Mini Mission in Alexandria | Egypt | October | ● |
| | Cross x Staff | Barcelona | September | ● |
| | Logitrans | Istanbul | November | ● |
| Participation in conferences organised by associations in which the Port of Barcelona is a member | | | | |
| | The Association of European Vehicle Logistics (EGC), on vehicle traffic | | | |
| | ECG Conference | Vienna | October | ● |
| | Shortsea Promotion Center (SPC), on short sea shipping | | | |
| | Annual conference | | November | ● |
| | Specialised conferences | | November | ● |
| | FETEIA | | | |
| | 12th Feteia Congress | Algeciras (ES) | September | ● |
| | AECOC | | | |
| | Transport forum | Madrid (ES) | December | ● |

Port of Barcelona trade mission

The Port of Barcelona's 24th trade mission was the fourth that the Port has carried out on the Asian continent and the first after the pandemic in an in-person format. The aim was to help to internationalise and consolidate port clients in this market, establish commercial and institutional relations, and strengthen the positioning of the Port of Barcelona in Thailand.

General programme

Date and place of event

22 to 28 October in the city of Bangkok (Thailand).

Delegation

A total of 34 Port Community managers—mainly logistics operators, freight forwarders and customs agents—made up the mission delegation, which was chaired by Javier Vidal, Vice President of the Port of Barcelona Management Board, together with Jordi Maluquer, Director of Catalonia Trade & Invest (Singapore), representing the Generalitat de Catalunya.

Work sessions

- “Thailand-Spain/Catalonia: New business opportunities” business day: the mission’s central event, which made it possible to present to Thailand’s community of businesses and associations, public institutions and entities the maritime and logistics offer of the Port of Barcelona, as well as to explore business and investment opportunities in both countries and cities. The two parties agree on greener, more innovative and clearly customer-oriented approaches to ports.
- “Customs and Standardization of procedures: AEO Figure” technical seminar: subjects like process standardisation between customs in Barcelona and Thailand, the singularities of the special trade zones and the single window were addressed.
- “Innovation and Smart Ports” technical seminar: this very well-received first edition highlighted the need to move further towards digitalisation to facilitate and streamline processes of international trade and their logistics chains.

Institutional and commercial meetings

In the course of the mission, meetings were organised with **three ship owners**, in addition to visits and meetings with the following **organisations**:

- Marine Department
- Thai Customs
- Port Authority of Thailand
- Thailand Chamber of Commerce
- Reception at the Spanish embassy in Thailand
- Port of Bangkok
- Port of Laem Chabang



Collaboration agreements

The **European School-Intermodal Transport** organised the signing of a Letter of Intent between the Port of Barcelona, Spanish Federation of Freight Forwarders (FETEIA), Association of Freight Forwarders of Thailand (TIFFA), and the School itself. It acknowledges the need to improve the commercial relationship between Spain and Thailand and make more efficient and fruitful transactions by building more highly trained, qualified and digitalised port communities. It includes setting up joint training activities and organising a pilot training course in international trade operations, focusing on transactions between Thailand, Europe and countries of the Mediterranean.

The top representatives of the associations of the Barcelona Port Community also signed cooperation agreements with their Thai counterparts.

Freight forwarders:

The Association of Freight Forwarders of Barcelona (ATEIA-OLTRA), chaired by Emilio Sanz, signed an agreement with the Thai Freight Forwarders Association (TIFFA), chaired by Witoon Santibunyarat.

Shipping agents:

The Association of Shipping Agents of Barcelona (ACV), chaired by Jordi Trius, signed agreements with Bangkok Shipowners and Agents Association (BSAA), chaired by Piset Rittapirom, and Thai Shipowners Association (TSA), chaired by Suraphon Meesathien.

The mission in figures

Members of the Port of Barcelona delegation

34

managers of the logistics-port sector and international trade



Actions performed

5

Port of Barcelona presentations

2

visits to various ports

3

meetings with ship owners

9

private agendas initiated

7

institutional meetings

4

agreements signed

Attendees at conferences and seminars

Business day:

100 pax.
(approx.)

Private meeting training:

16
managers registered

Technical customs seminar:

50 pax.
(approx.)

Technical innovation seminar:

60 pax.
(approx.)

Institutional meetings:

41
Thai managers

Promoting the Port Community

A total of **12 groups** worked within the Steering Council for the Promotion of the Port Community and the Development of the Strategic Plan, following the launch of a **new group** in 2022: **Automotive and Ro-Ro Logistics**.

Based on the work carried out by these groups, action and improvement proposals are drawn up which are presented to the Steering Council for approval. Each group's mission and objectives are detailed below.

Mission and objectives of the Steering Council Working groups, 2022

Telematics forum



Mission: Define, optimise and harmonise the documentary procedures associated with the passage of goods and means of transport through the Port of Barcelona.

Aims:

- Customs checks.
- Transport and operation of terminals and depots.
- Terminal operations.
- Border inspection services.

Strategy and innovation



Mission: Generate prosperity in our community while increasing our customers' competitiveness by providing efficient and sustainable logistics and transport services. Ensure the constant and sustainable development of the Port Community promoting the generation of new concepts, businesses, services, facilities, etc.

Aims:

- Innovative transport actions: rail, road and other corridors.
- Develop the concept of quality, understood in a broad sense, to make the Port of Barcelona the best port in Europe. The Port's strategic logistics alliances with agents of the logistics chain.
- New actions to develop in the hinterland / foreland: Virtual Port concept.
- Delve further into space management –demand/supply of space, land uses, etc.– in the Port.

Training and employment



Mission: Ensure adequate numbers of professional staff who are well trained from a European and global perspective; promote students' ability to reconcile training in educational centres with training in real work environments.

Aims:

- Facilitate the international mobility of students and teachers in Europe.
- Make it easier for students to get to know the Port of Barcelona first-hand.
- Through associations, provide companies in the sector with a space to showcase the characteristics of their activity and the professional profiles they require to be able to develop properly.
- Foster the development of the sector by working together to build a framework for dialogue and exchanges between companies in the logistics sector and training centres.
- Help to align companies' training needs with curricula designed and taught in training centres.
- Motivate companies to hire students in dual training and/or placements.
- Offer students the required tools and knowledge to quantify the environmental impact of transport operations.



Marketing and commercial

Mission: Generate commercial strategy for the Port Community both in the hinterland and foreland.

Aims:

- Benchmark with other communities.
- Locate emerging markets/opportunities.
- Identify objectives for business missions.
- Coordinate participation in fairs.
- Improve commercial communication among the Port Community.

Sustainability

Mission: Help the Port of Barcelona to become more socially responsible by enhancing criteria of social responsibility and occupational and environmental risk prevention in Port Community companies according to established objectives.

Aims:

- Inform, train and promote.
- General and specific conferences.
- CSR campaigns.
- Joint action proposals and cross-cutting projects.
- Improve the integration of environmental values in operations and activities.
- Unify the criteria for action in matters of Occupational Risk Prevention.
- Advise Port Community companies on prevention.

Quality

Mission: Provide concrete proposals for improving the processes of the Port Community that can be of significant benefit to the Port's offer of services.

Aims:

- Review the status of the Quality Plan and develop new actions to attract and achieve customer loyalty in high value-added cargo.
- Analyse port operations and other aspects of the Quality Plan.
- Interviews with business sectors.
- Comparison with other ports.
- Develop specific improvement proposals.

Environment

Mission: Serve as a space for exchanging good practices and best techniques for excellence in the environmental management of Port concessions and services; foster discussion on environmental questions that affect all port activity and are of interest to the majority.

Aims:

- Promote environmental awareness in the area of the Port of Barcelona.
- Continue to seek improvements in environmental management.
- Be a benchmark port in waste treatment.
- Actively disseminate environmental activities and news through events.

Short Sea Shipping

Mission: Foster and facilitate mechanisms to develop and improve SSS in the Port of Barcelona.

Aims:

- Analyse what is needed to improve the SSS operating procedure and make it more competitive.
- Benchmark with other ports (productivity, organisation, spaces, etc.).
- Evaluate SSS markets and customers.
- Define road and rail access needs.
- Interporto: Carrier assistance centre. Influence of new transport regulations.

Security

Mission: Share information, knowledge and experiences related to security at the Port of Barcelona.

Aims:

- Promote the culture of security at the Port of Barcelona.
- Foster communication between members of the Port Community.
- Work to continuously improve security management systems.
- Be the benchmark for security at the Port of Barcelona.

Cruise ship

Mission: Align strategies and design a local action plan to develop cruise tourism sustainably. The agreed actions will be framed in a communication plan that highlights the virtues and truths of the cruise industry.

Land transport forum

Mission: Promote the use of rail transport in the Port and organise the joint actions of the entire Logistics Community linked to the road transport of the maritime and inland terminals, from the maximum safety, quality and environmental protection point of view. Achieve the integration and regulation of the sector.

Aims:

- Make security an explicit objective in all networks and services.
- Quality commitment to improve how needs are met in all sectors of the economy that is supported by transport.
- Protect the natural environment where operations are developed.
- Integrate road transport into the general vision of the transport sector.

Automobile and ro-ro logistics

Mission: Optimise the logistics distribution chain for finished vehicles, particularly as they pass through the Port of Barcelona.

Aims:

- Establish a direct communication channel between the APB and Barcelona Port Community on vehicle traffic.
- Identify the needs of the various actors involved in the automotive logistics chain and look for joint solutions.
- Facilitate the passage of vehicles through the Port of Barcelona in terms of operations and documentation.
- Promote the use of the Port of Barcelona to distribute finished vehicles.
- Make progress in determining specific technological means for vehicle traffic.



Quality in service

The Port of Barcelona understands quality as a tool for competitiveness, which is why it works to achieve in all its actions a level of efficiency and quality allowing it to stand out from competing ports and at the same time serves to make its customers more competitive.

Quality System

The Port of Barcelona's Quality System, managed by the Port Authority' Department of Goods and Quality Operations (DOMQ), has once again renewed its **ISO 9001 certification** through the appropriate follow-up audit.

The DOMQ ensures the quality of port actions and operations as follows:

- collaborates with Port terminals that are certified or undergoing certification in **Reference Service Levels** with previous meetings, visits and audits;
- coordinates the **Quality Team (QT)** to monitor the service at the Border Inspection Point (BIP) and port terminals;
- through the QT, controls and checks the **Marpol Convention** waste of vessels operating in the Port and analyses the data to improve the processes carried out in the Port of Barcelona.

Reference Service Levels

The Reference Service Levels allow the organisations that hold them to stand out from their competitors through service quality while simultaneously showing their customers that they are making efforts to improve.

Reference service levels, certified terminals, 2022

| Terminals certified | Date certified |
|---------------------|----------------|
| CLH | 11.02.2022 |
| DECAL | 03.03.2022 |
| CREUERS DEL PORT | 29.04.2022 |
| AUTOTERMINAL | 03.06.2022 |
| ENAGAS | 12.08.2022 |
| APMT | 12.08.2022 |
| SETRAM | 10.10.2022 |
| TEPSA | 20.09.2022 |
| TERQUIMSA | 01.10.2022 |
| ERGRANSA | 21.10.2022 |
| BEST | 08.11.2022 |

Reference service levels, certified shipping companies, 2022

| Shipping companies certified | Date certified |
|------------------------------|----------------|
| ROYAL CARIBBEAN | 04.02.2022 |
| CELEBRITY CRUISES | 04.02.2022 |
| BALEARIA | 04.03.2022 |
| MSC | 12.11.2022 |
| PENINSULA PETROLEUM | 15.08.2022 |

Customer Experience

Analysis and improvement of the Customer Experience is an area of work that is included within the objectives of Barcelona Port Authority's General Sub-directorate of Commercial and Marketing. It focuses on supporting marketing activity as well as analysing and proposing actions that make it possible to improve the service offered to the Port of Barcelona's final shipper through these **main lines of action**:

- improving transparency and information to the final customer;
- managing customer enquiries and complaints;
- measuring the quality of the service offered by the Port community as a whole,
- and providing knowledge about port operations and other aspects related to maritime transport and international trade.

On an organisational level, the Customer Experience is shaped by the teams of the **Efficiency Network Quality Label**, SAC (**Customer Care Service**), and the **Customer Training Service** (FORMAR).

Efficiency Network Quality Label

The Efficiency Network Quality Label brings together the organisations of the Barcelona Port Community that voluntarily work to continuously improve efficiency with the rest of the community and improve the experience that, together, they offer to the Port's final customer. The active participation of more than 300 staff makes it possible for the organisations to interrelate and, in so doing, creates links and knowledge exchanges that strengthen the entire Port Community.

Efficiency Network ended 2022 with **95 member companies**. Some of these companies have more than one certification since they develop more than one activity within the scope of the label. For this reason there are a total of **98 certified activities** apart from the collaborating administrations: Border Inspection Services (Animal Health, External Health, Plant Health); Official Service of Customs Inspection, Surveillance and Regulation (SOIVRE); Barcelona Customs; Barcelona Harbourmaster's Office, and certain operations departments of Barcelona Port Authority.



Progression of activities certified with the Efficiency Network label, 2011-2022

| Sectors of activity | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 |
|------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Shipping agents | 14 | 14 | 13 | 13 | 14 | 12 | 12 | 11 | 11 | 11 | 11 | 9 |
| Hauliers | 12 | 18 | 20 | 23 | 23 | 23 | 23 | 28 | 31 | 32 | 32 | 30 |
| Customs / forwarding agents | 19 | 23 | 30 | 32 | 34 | 36 | 36 | 40 | 44 | 44 | 46 | 51 |
| Terminals | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Ship services | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 7 | 7 | 6 |
| Total | 47 | 57 | 65 | 70 | 73 | 73 | 73 | 89 | 95 | 96 | 98 | 98 |

This year the parameters analysed in the audits were made more demanding, and some certifications were paused so that companies suspended from the certification could present an improvement plan allowing them to keep using the Quality Label and, in so doing, improve the service offered to the final shipper.

10th anniversary of the Efficiency Network label

In 2022 the Port of Barcelona's Quality Label turned ten and marked the occasion with an event that brought together a large part of the Port Community and staff from the companies and administrations comprising the quality seal.



Extending the scope of the Quality Label

In the final quarter of this year, a **working group** was formed to expand the scope of certification and analysis of the processes of **container transport by rail**. This group will work in two specific areas: improving transparency and information on operations with the aim of increasing the traceability of goods passing through the Port of Barcelona in this mode of transport; and defining reliability commitments for logistics operations, which make it possible to cultivate certainty and confidence in this mode of transport.

Hinterland operators started to be **certified** as well, a process aiming to expand the community of member companies and bring the quality commitments closer to the immediate hinterland. This process started with the Aragonese freight forwarders, with whom work meetings were held, and Label requirements to audit and certify these operators were determined.

The text of the Quality Commitments was also **revised and updated** to adapt them to changes in port logistics and operations. In parallel, the Quality Label passed an **external audit** conducted by SGS in which the APB certification model was revised to guarantee all Port of Barcelona companies absolute objectivity, transparency and consistency in how Quality Label quality controls and audits are managed.

Customer Care Service

With more than twenty years of activity, the SAC (Customer Care Service) of Barcelona Port Authority (APB) is fully consolidated as a vital element of connection with the Port's final users. Through the SAC, shippers have a team to attend to enquiries and claims related to the logistics service offered by the Port, and a permanent channel of information for help in daily operational needs and support when planning and improving new shipments of goods.

During 2022 the SAC provided customised responses in a total of **908 enquiries and 597 claims** around subjects as diverse as physical inspections of goods, fees, and matters related to the traceability of goods passing through the Port of Barcelona. In **119** of the total claims handled, shippers **received financial compensation** for a breach of the Port's Quality Commitments.

There were **104 communications** to provide **customers** with information on such things as changes in the application of regulations and activities of the Port of Barcelona (conferences, fairs, etc.).

SAC activity, 2022

908
enquiries handled

104
communications

597
claims handled

119
with financial compensation



Other information tools

Through the **Container Tracking Application (CTA)**, launched in late 2020, the SAC can provide individualised information on the traceability of any container passing through the Port. The CTA is consolidating itself as a very valuable consultation tool for importers and this year has logged more than **5,000 queries** and **163 new app users** from more than 100 companies.

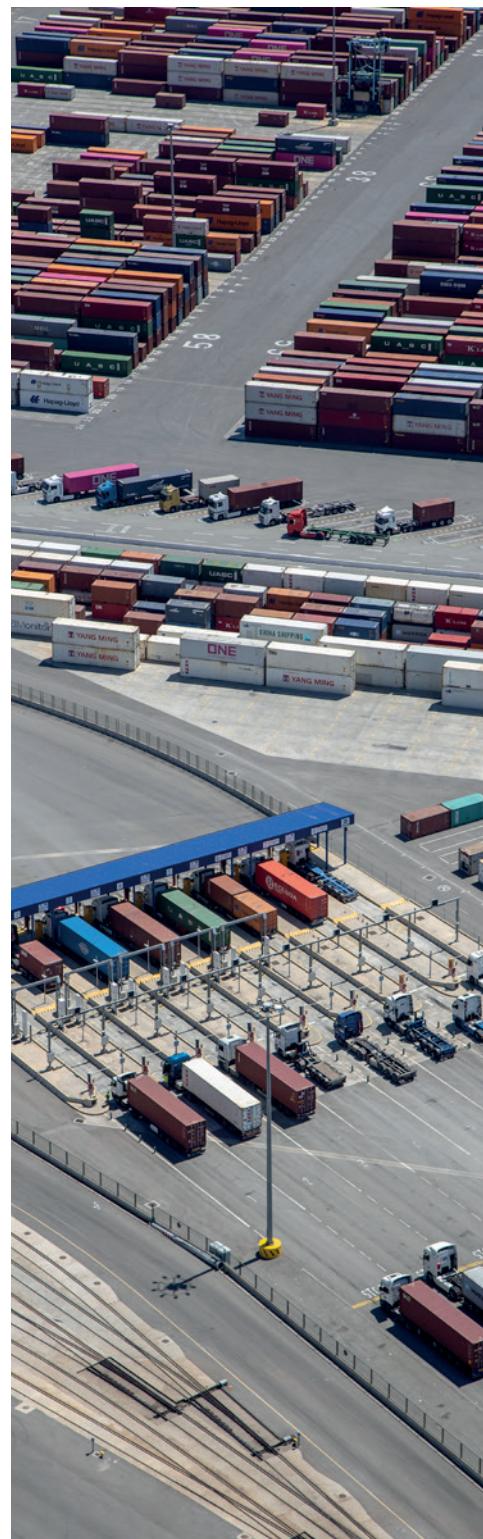
Other information tools of the SAC:



The **Telegram account** (<https://t.me/SAC>), through which changes or incidents in the usual operations of the Port are reported.



The SAC website (www.sac.portdebarcelona.cat), with traceability tools at the service of the Port's customers and a total of **12,387 views** registered in 2022.



Training and knowledge for the end customer

Another very important part of improving the customer experience is managing information and knowledge needs that the shipper may have when carrying out their international transport logistics. To this end, the Customer Training Service ("FORMAR") focuses on meeting these needs, both in the international field (macro) and in port operations (micro).

FORMAR evaluates the actions of the previous year and designs and plans future actions according to the demand and needs of shippers, detected through an annual survey. Apart from these

contents, which are carried out with the support of expert consultants in the field and are free for attendees, a new conference format was included in 2022, consisting of a physical visit to the Port (maritime and terminal operations perspective) to complement theory with operational reality. The final objective is for people immersed in day-to-day logistics to know and understand the reality of the movement of goods as they pass through the Port.

The content covered in the sessions was rated 9.4 out of 10.

SAC training actions, 2022

| Conference title | Participating companies | Number of attendees |
|---|-------------------------|---------------------|
| Managing maritime exports | 44 | 65 |
| KPIs in maritime trade | 25 | 30 |
| Managing costs (2 days) | 30 | 39 |
| Incoterms 2020: decision-making | 25 | 38 |
| Types of goods subject to health controls | 30 | 43 |
| Customs process. Origin of goods | 22 | 31 |
| Legal tips for exports and imports | 24 | 35 |
| Trade situation of Algeria (online) | 70 | 75 |
| Total | 216 | 356 |



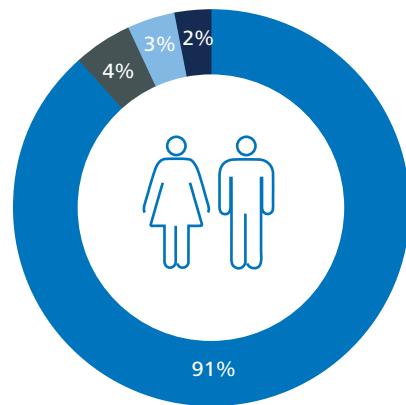
Attendee profile

Attendees at this year's conferences, in-person except in one case, were primarily importing and exporting clients from Catalonia, mostly **from the province of Barcelona**.

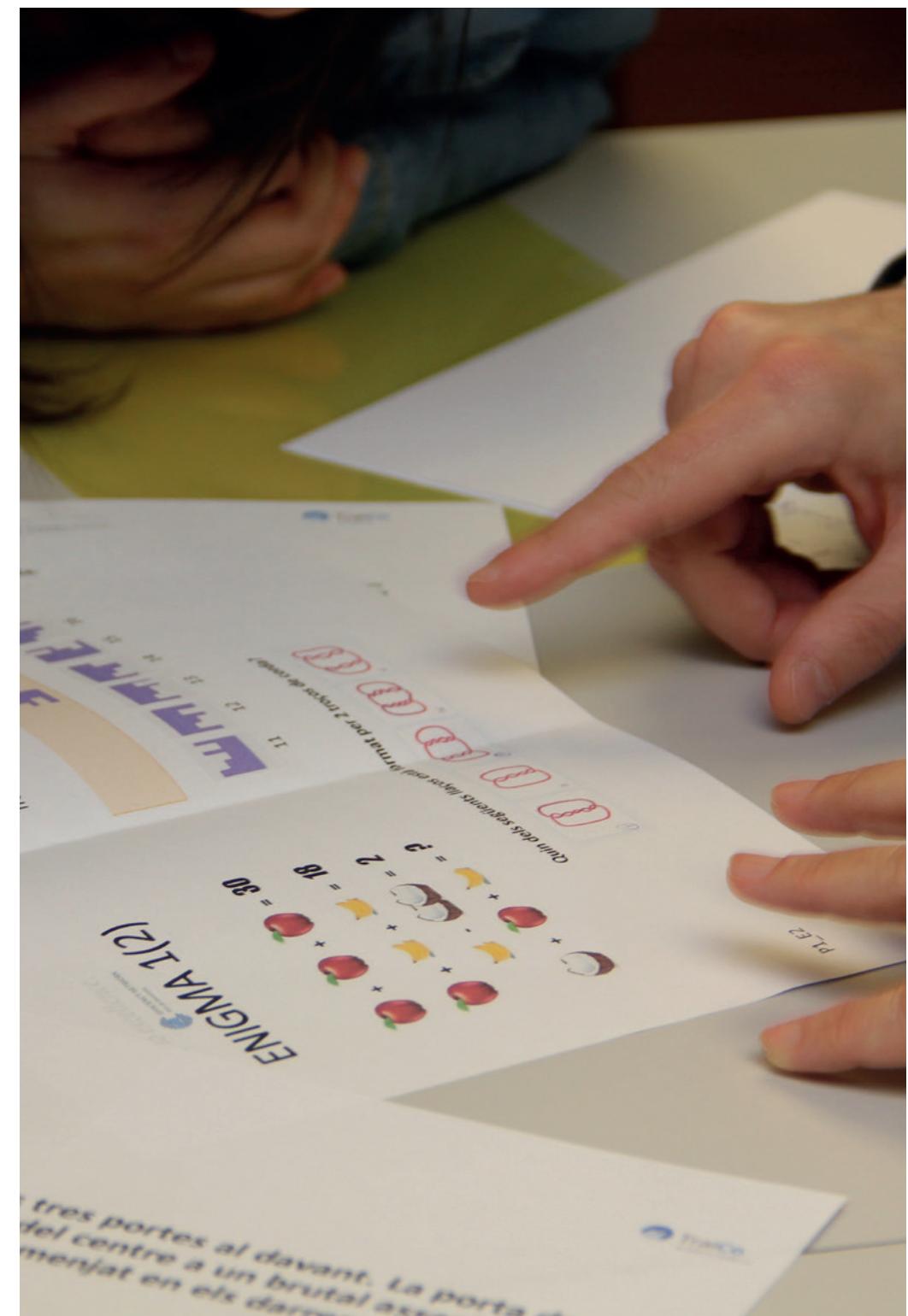
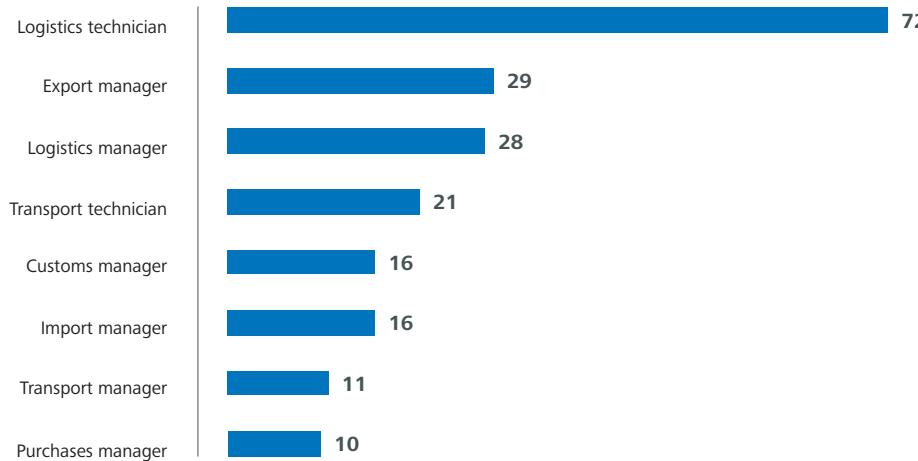
The most highly represented **sectors of activity** at the conferences were chemicals and plastics (27%) and food and beverages (20%). The rest, in smaller number, were distributed among the pharmaceutical, raw materials and other sectors, with a smaller representation.

As for the **professional profile** of attendees, 65% correspond to logistics and transport.

FORMAR session attendees, by origin, 2022



Professional profile of FORMAR session attendees, 2022





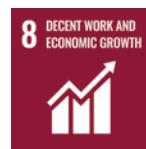
Economic value



The growth and development of the Port of Barcelona and of the organisations that are part of it depend on the dynamism of its goods traffic and passenger transport and on the logistics generated by them. However, these activities not only impact the port area strictly speaking, but they also have a notable influence on the creation of wealth in the hinterland.

The Port of Barcelona considers that an environment of growth that is sustainable over time can be guaranteed only if the economic externalities of port activity are reduced and it seeks to ensure that economic, social and environmental aspects move forward in lockstep and reach everyone.

Oriented to the SDGs



The growth in 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. Moreover, the Barcelona City Council describes jobs in the blue economy, i.e. work related to the maritime sector, as quality employment.

Top port
in Spain in cargo value

23%
share of maritime foreign trade in Spain

35.2
million tonnes
Record hinterland traffic (real trade)



The Port has been able to grow thanks to a consolidation of the infrastructure and to the expansion of investments year after year. In addition, the companies of the Port have promoted research, investigation and innovation.

Redesigned **fishing area**, with new fish market and facilities

Relocated **scanner and Megaports** for better management of security and spaces



The Port of Barcelona is working to achieve sustainable consumption and production methods by ensuring that all its component organisations become actors concerned with sustainability and promote policies that respect society and the environment. One way is for organisations of the Port Community to join the Sectoral Sustainability Plan, as well as establishing and monitoring sustainability indicators.

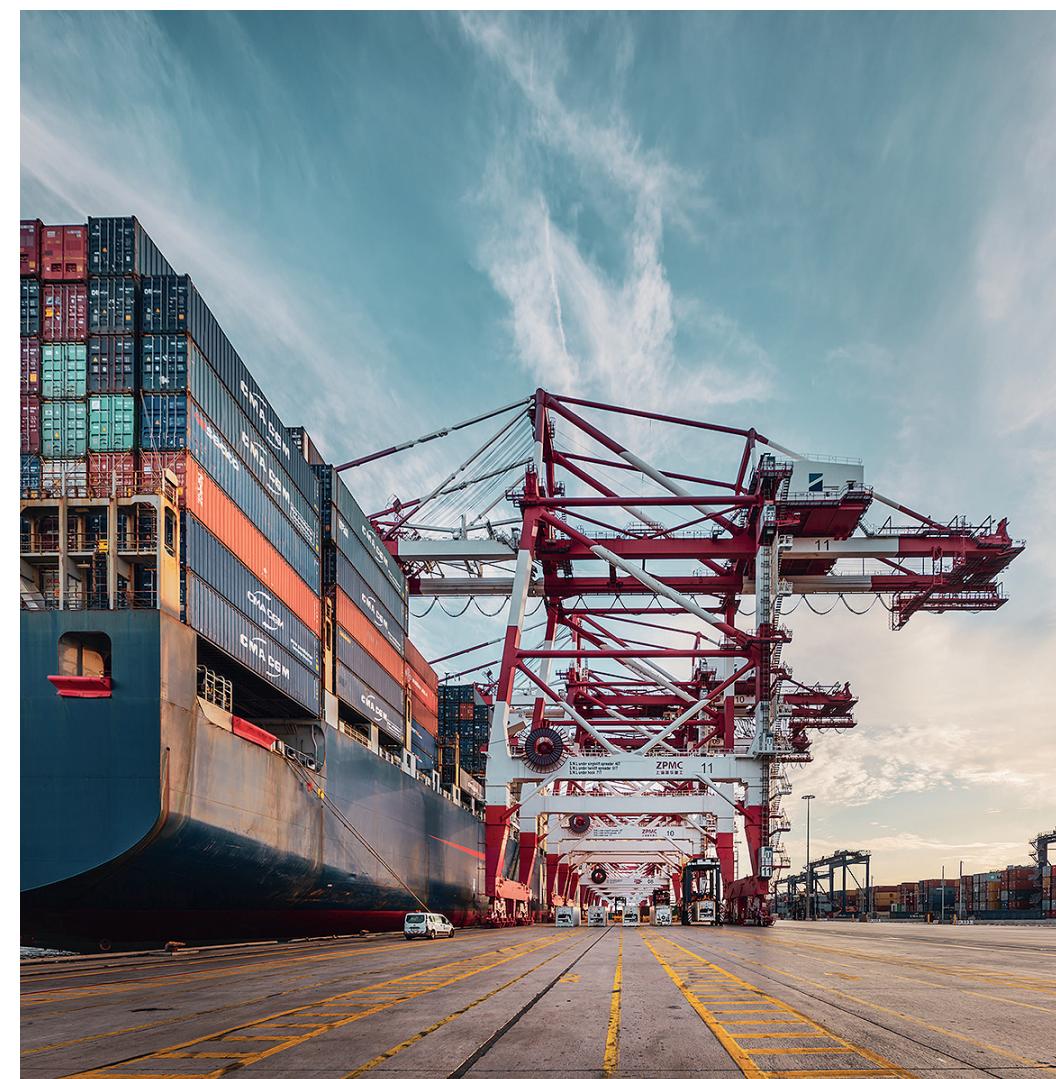
Purchasing group to secure joint, competitively priced energy supplies

About the data

Traffic data are aggregated for all the organisations of the Port of Barcelona, drawn from the data control systems of Barcelona Port Authority (APB) and reported monthly in the "Port of Barcelona Traffic Statistics" document.

Data on the financial year in this report refer to the results of the APB as the organisation responsible for managing 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 management and general administration tasks of the installation, inter alia.



The Port's contribution to the economy

The Port of Barcelona is one of the main drivers of economic development in Catalonia and Spain and specialises in high-value goods. In value terms, the Port channelled 74% of the maritime external trade of Catalonia and 23% of the total for Spain in 2022.

The approximate value of the total goods that passed through the Port in 2022 was €120,686 million, up 36% over 2021. This increase was due firstly to the 6.5% growth in traffic at the Port of Barcelona, and secondly to the inflationary spiral of 2022 which meant an overall increase in the value of all segments of traffic. In terms of traffic growth, of particular note are new vehicles –high-value traffic which registered an 18% increase in units– and bulk liquid traffic, with a strong, 27% rise centred on hydrocarbons. The rising cost of hydrocarbons was precisely one of the factors with the most positive impact on the increasing value of trade. The Port of Barcelona remains the number one port in Spain in terms of the value of the goods that pass through it.

Value of goods passing through the Port (million EUR), 2018-2022

| 2018 | 2019 | 2020 | 2021 | 2022 |
|--------|--------|--------|--------|------------------------|
| 86,633 | 86,080 | 68,739 | 88,869 | 120,686 ▲36% |

Share of external trade

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

In value terms, the Port of Barcelona is the main port in Catalonia, given that it carried 74% of Catalonia's total maritime external trade in 2022, maintaining the same market share as in 2021.

The Port of Barcelona's importance to Catalonia's external trade is even higher when we look at containerised cargo alone, as it channelled 87% of Catalonia's maritime external trade in containers, an increase of one and a half percentage points compared to 2021.

The Port of Barcelona's influence extends beyond Catalonia to the extent that other regions of Spain use the Port of Barcelona to channel their imports and exports. In this regard, 23% of the total value of Spain's maritime external trade was carried out through the Port of Barcelona in 2022.

The Port of Barcelona's importance in the Spanish market is greater if we look exclusively at containerised cargo, and in 2022, in value terms, it shipped 34% of Spain's maritime external trade of containers.



Market share of Catalonia's maritime external trade - bulk and general cargo, 2018-2022

| | |
|-------------|------------|
| 2018 | 73% |
| 2019 | 74% |
| 2020 | 75% |
| 2021 | 74% |
| 2022 | 74% |



Market share of Catalonia's maritime external trade - containers (%), 2018-2022

| | |
|-------------|------------|
| 2018 | 86% |
| 2019 | 87% |
| 2020 | 87% |
| 2021 | 85.5% |
| 2022 | 87% |



Market share of Spain's maritime external trade - bulk and general cargo (%), 2018-2022

| | |
|-------------|------------|
| 2018 | 24% |
| 2019 | 25% |
| 2020 | 25% |
| 2021 | 23% |
| 2022 | 23% |



Market share of Spain's maritime external trade - containers (%), 2018-2022

| | |
|-------------|------------|
| 2018 | 32% |
| 2019 | 32% |
| 2020 | 32% |
| 2021 | 33.5% |
| 2022 | 34% |



Sectors involved in Port traffic

Catalonia is the **leading importing and exporting region in Spain**. One characteristic of the Catalan external trade sector is its high degree of diversification, which encompasses a wide range of productive sectors. The main economic sectors comprising Catalan external maritime trade and their business and industrial fabric

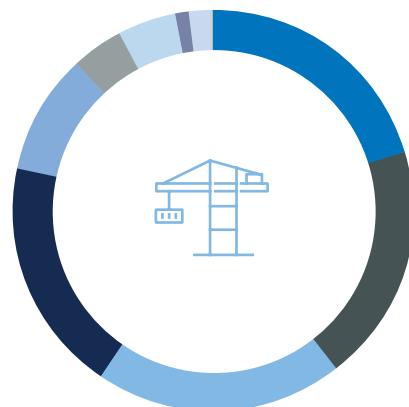
use the Port of Barcelona principally to channel their trade flows. The Port helps to make the economy more competitive by tailoring infrastructure to needs and providing services that are efficient and specialised.

The following table shows how the traffic volume of the various economic sectors has developed. In some cases they have recovered and even surpassed pre-pandemic levels.

Volume of goods transported at the Port, by sector of activity (t), 2018-2022

| Sectors | 2018 | 2019 | 2020 | 2021 | 2022 | Variation 2021/2022 |
|---------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|------------------------|
| Energy | 13,874,011 | 14,469,913 | 11,134,280 | 10,591,889 | 14,096,703 | ▲ 33.1% |
| Vehicles and transport elements | 13,757,357 | 13,291,063 | 11,002,575 | 12,803,453 | 12,805,863 | ▲ 4.6% |
| Agro-livestock and food | 12,992,796 | 13,553,103 | 12,474,665 | 14,121,246 | 13,798,507 | ▼ 2.3% |
| Other goods | 11,580,213 | 11,266,297 | 10,611,026 | 12,733,386 | 12,906,481 | ▲ 1.4% |
| Chemicals | 6,350,393 | 6,329,514 | 6,158,665 | 6,599,982 | 6,744,655 | ▲ 2.2% |
| Iron and steel | 3,242,672 | 3,163,141 | 2,786,459 | 3,109,251 | 2,984,051 | ▼ 4% |
| Building materials | 2,830,889 | 2,577,110 | 3,185,403 | 3,081,275 | 3,169,893 | ▲ 2.9% |
| Fertilisers | 793,175 | 749,827 | 514,962 | 624,890 | 882,241 | ▲ 41.2% |
| Non-metallic minerals | 581,713 | 558,116 | 624,576 | 1,228,231 | 1,156,020 | ▼ 5.9% |
| Total | 66,003,219 | 65,958,084 | 58,492,611 | 64,896,014 | 69,127,547 | ▲ 6.5% |

Share of the main sectors of activity in Port traffic (%), 2022



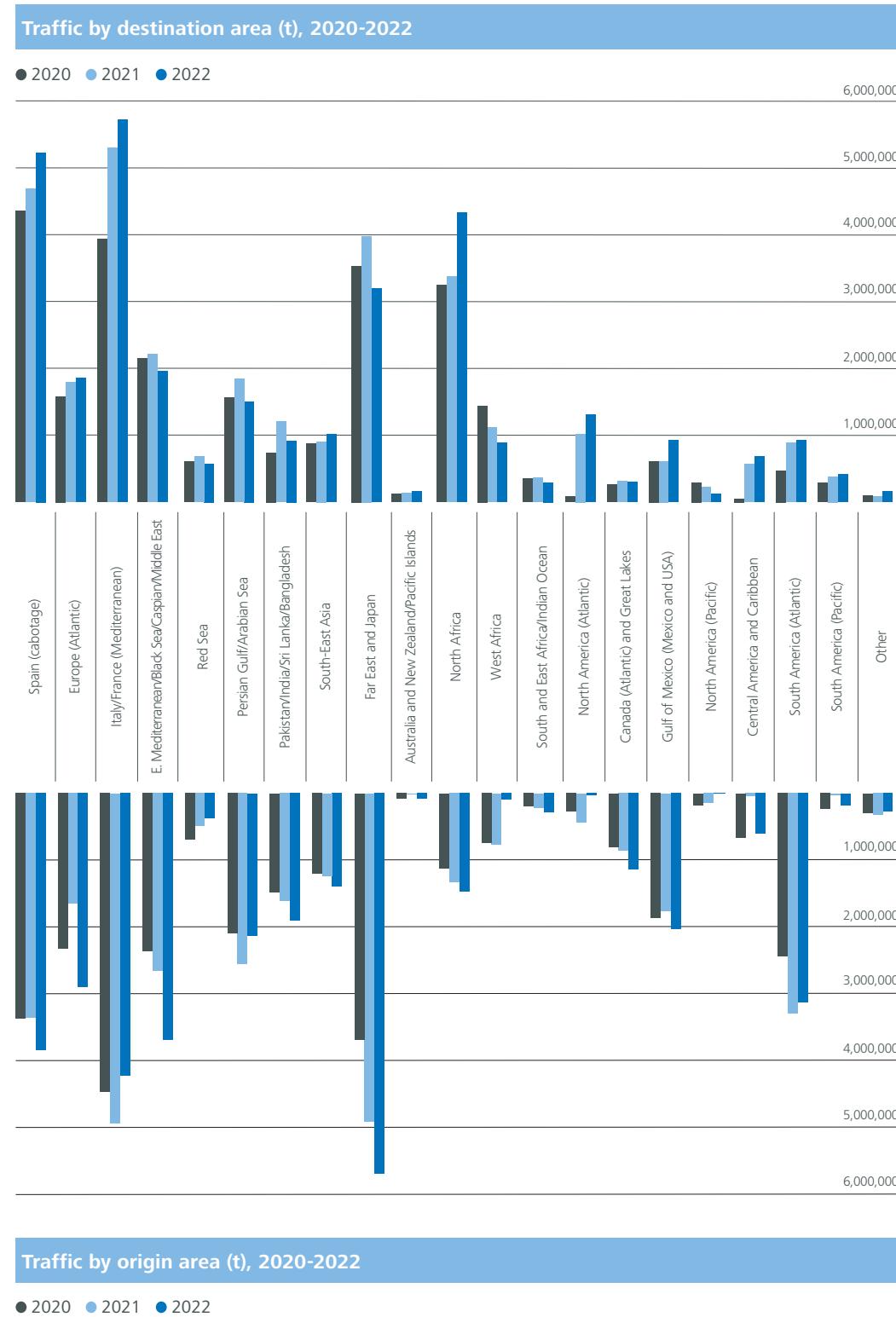
| | |
|-----------------------------------|-------|
| ● Energy | 20.4% |
| ● Vehicles and transport elements | 19.4% |
| ● Agro-livestock and food | 20% |
| ● Other goods | 18.7% |
| ● Chemicals | 9.8% |
| ● Iron and steel | 4.3% |
| ● Building materials | 4.6% |
| ● Fertilisers | 1.3% |
| ● Non-metallic minerals | 1.7% |

Geographical areas of origin and destination

Traffic by geographic area (t), 2021-2022

| Geographical area | 2021 | 2022 | Difference 2022/2021 | Variation 2022/2021 | 2022 share |
|---|-------------------|-------------------|-------------------------|------------------------|---------------|
| Italy/France (Mediterranean) | 10,204,868 | 9,951,825 | -253,044 | ▼ 2.5% | 14.4% |
| Far East and Japan | 8,006,842 | 9,078,306 | 1,071,464 | ▲ 13.4% | 13.1% |
| Spain (cabotage) | 8,889,143 | 8,888,875 | -269 | ▼ 0.0% | 12.9% |
| Eastern Mediterranean/Black Sea/Caspian/Middle East | 4,710,886 | 5,800,871 | 1,089,985 | ▲ 23.1% | 8.4% |
| North Africa | 4,889,287 | 5,651,550 | 762,263 | ▲ 15.6% | 8.2% |
| Persian Gulf/Arabian Sea | 3,382,433 | 4,749,334 | 1,366,901 | ▲ 40.4% | 6.9% |
| South America (Atlantic) | 4,180,113 | 4,048,973 | -131,139 | ▼ 3.1% | 5.9% |
| Europe (Atlantic) | 4,396,628 | 3,635,513 | -761,115 | ▼ 17.3% | 5.3% |
| Pakistan/India/Sri Lanka/Bangladesh | 2,365,918 | 2,962,609 | 596,692 | ▲ 25.2% | 4.3% |
| Gulf of Mexico (Mexico and USA) | 2,822,747 | 2,823,503 | 756 | ▼ 0.0% | 4.1% |
| South-East Asia | 2,140,653 | 2,410,117 | 269,464 | ▲ 12.6% | 3.5% |
| West Africa | 1,881,339 | 1,806,055 | -75,284 | ▼ 4.0% | 2.6% |
| North America (Atlantic) | 1,452,804 | 1,641,719 | 188,915 | ▲ 13.0% | 2.4% |
| Red Sea | 1,168,224 | 1,446,799 | 278,575 | ▲ 23.8% | 2.1% |
| Canada (Atlantic) and Great Lakes | 1,019,671 | 1,290,476 | 270,805 | ▲ 26.6% | 1.9% |
| Central America and Caribbean | 1,171,699 | 950,328 | -221,371 | ▼ 18.9% | 1.4% |
| South America (Pacific) | 610,737 | 588,726 | -22,011 | ▼ 3.6% | 0.9% |
| South and East Africa/Indian Ocean | 575,276 | 576,576 | 1,300 | ▲ 0.2% | 0.8% |
| Other | 404,181 | 429,249 | 25,068 | ▲ 6.2% | 0.6% |
| North America (Pacific) | 253,404 | 238,863 | -14,541 | ▼ 5.7% | 0.3% |
| Australia and New Zealand/Pacific Islands | 369,160 | 157,281 | -211,880 | ▼ 57.4% | 0.2% |
| Total | 64,896,014 | 69,127,547 | 4,231,534 | ▲ 6.5% | 100% |





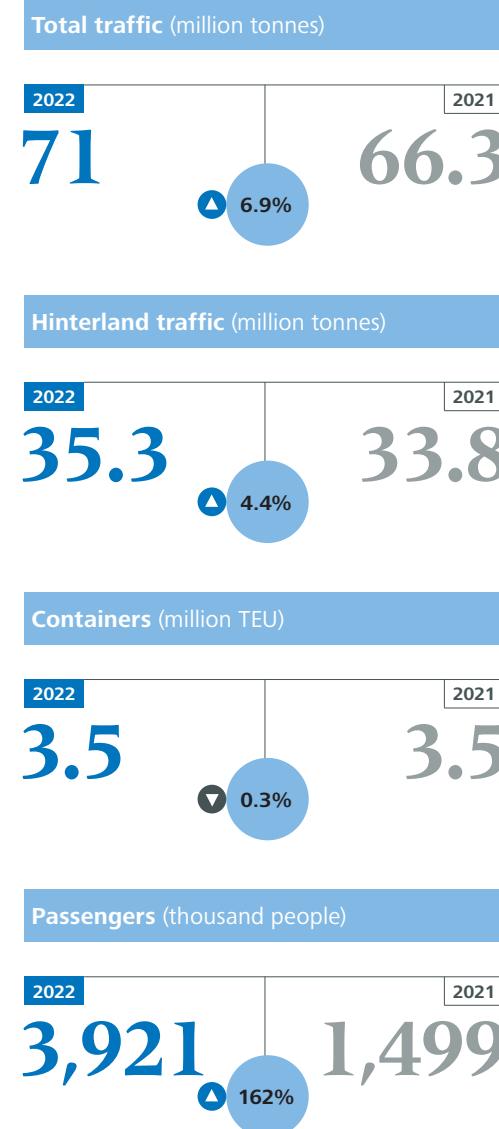
Traffic data of the Port of Barcelona

One milestone of 2022 was breaking the **record for total traffic** achieved in 2018 and thus consolidating the recovery of Port traffic after the declines stemming from the pandemic. The year ended with total traffic at **71 million tonnes**, a figure not only 6.9% higher than in 2021, but also 5% greater than the all-time high of 2018, before COVID-19.

Hinterland traffic also registered a clear improvement: the total of **35.25 million tonnes** constitutes a 4% increase, slightly (+0.2%) above the record from 2018.

All major traffic segments closed 2022 in positive territory, but while conventional and containerised cargo reached record highs, liquid bulk and cars continued to fall short of 2019 levels. Furthermore, at 3.5 million TEU, container traffic ended the year just 0.3% below the record result of 2021.

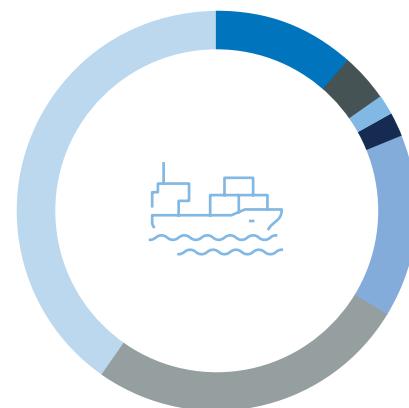
Passenger traffic grew 162%, totalling **3.9 million people**, which is nonetheless 15% below 2019 figures. Cruise traffic developed at a very good pace, registering a total of 2.3 million passengers (26% below pre-pandemic levels). Growth in this area was extremely significant considering the substantial declines that preceded it, since the pandemic all but paralysed the movement of passengers for months.



Stopovers

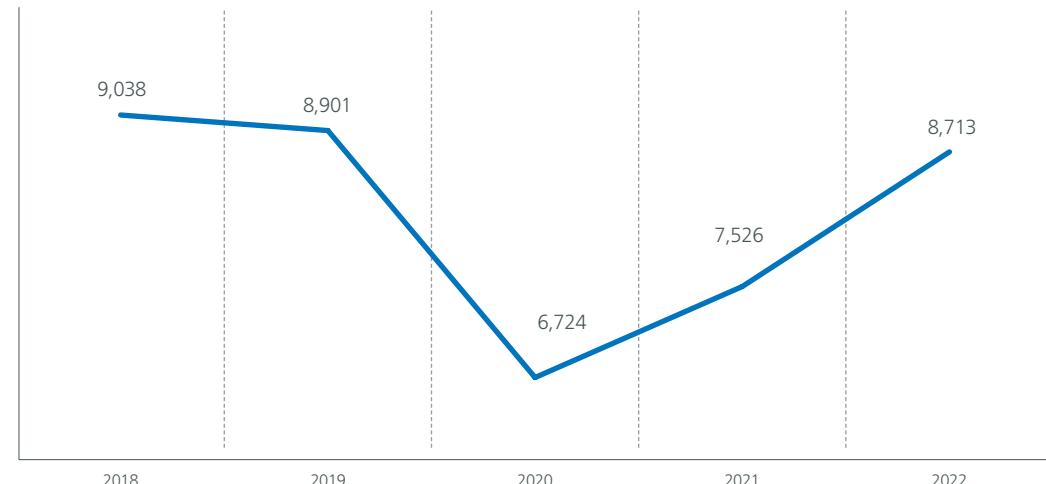
During this year the Port of Barcelona logged a total of **8,713 stopovers**, with the average tonnage of the ships calling there 40,282 tonnes (a year-on-year increase of 13.2%).

Distribution of stopovers by type of vessel (%), 2022



| | Number | % of total |
|---------------------|--------------|------------|
| Car-carrier / ro-ro | 932 | 10.7% |
| Cargo (lo-lo) | 309 | 3.5% |
| Bulk carriers | 154 | 1.5% |
| Passengers | 807 | 1.8% |
| Oil tankers | 1,188 | 13.6% |
| Container ships | 2,105 | 24.2% |
| Ferries | 3,217 | 36.9% |
| Total | 8,713 | 100% |

Progression in the number of stopovers (units), 2018-2022



Structure of traffic

In terms of the **type of packaging** for goods, this year 54% of the traffic measured in tonnes was containerised cargo.

In 2022 **general cargo** represented 71% of the Port of Barcelona's total traffic and topped 49 million tonnes, the vast majority of which (37.6 million) was containerised.

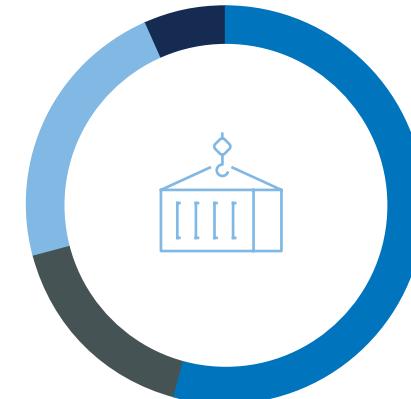
By **type of shipping**, 88% of the goods were external traffic (origin or destination in foreign markets) and 12%, cabotage – increases of 5% and 16% respectively compared to 2021.

Development of cargo traffic* by type of packaging (thousand tonnes), 2018-2022

| | 2018 | 2019 | 2020 | 2021 | 2022 |
|---------------------|--------------|--------------|--------------|--------------|---------------|
| Containerised cargo | 34,914 | 34,183 | 31,980 | 37,455 | 37,610 |
| Conventional cargo | 11,552 | 11,572 | 9,555 | 10,713 | 11,415 |
| Liquid bulk | 15,314 | 16,132 | 12,799 | 12,370 | 15,553 |
| Dry bulk | 4,225 | 4,071 | 4,059 | 4,459 | 4,549 |
| Total | 4,225 | 4,071 | 4,059 | 4,459 | 4,549 |

* Excludes fishing and provisioning, tare weight, etc.

Cargo traffic by packaging out of total traffic (%), 2022



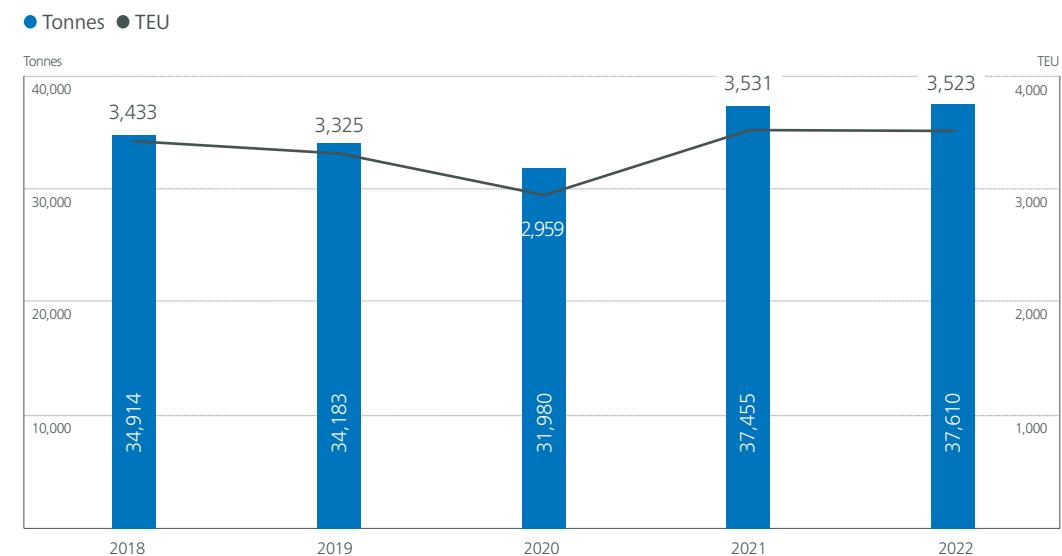
| | Thousand tonnes | % of total |
|---------------------|-----------------|------------|
| Containerised cargo | 37,610 | 54.4% |
| Conventional cargo | 11,415 | 16.5% |
| Liquid bulk | 15,553 | 22.5% |
| Dry bulk | 4,549 | 6.6% |
| Total | 69,127 | 100% |



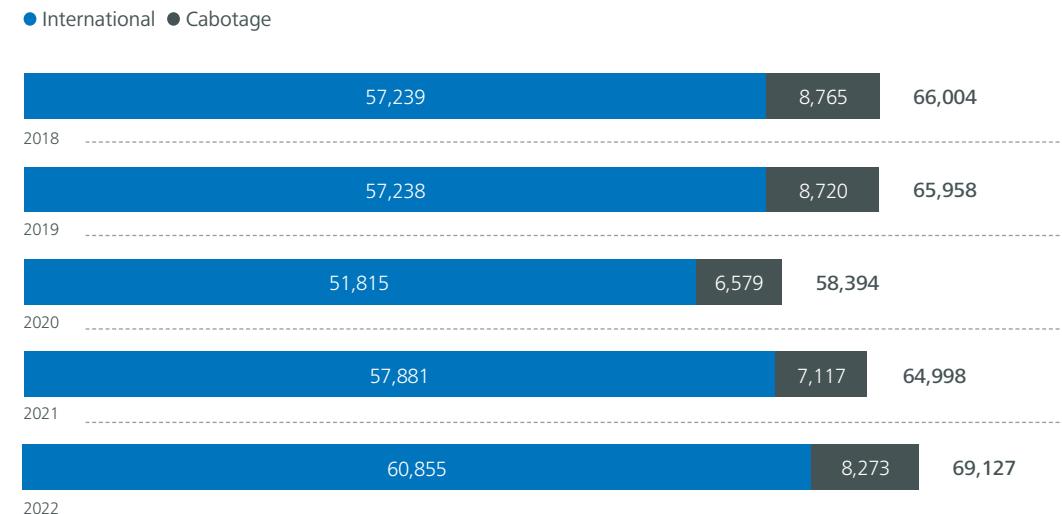
Share of general cargo in total traffic (thousand tonnes), 2022



Containerised general cargo traffic (thousand tonnes and thousand TEU), 2018-2022



Cargo traffic by types of shipping (thousand tonnes), 2018-2022



Containers

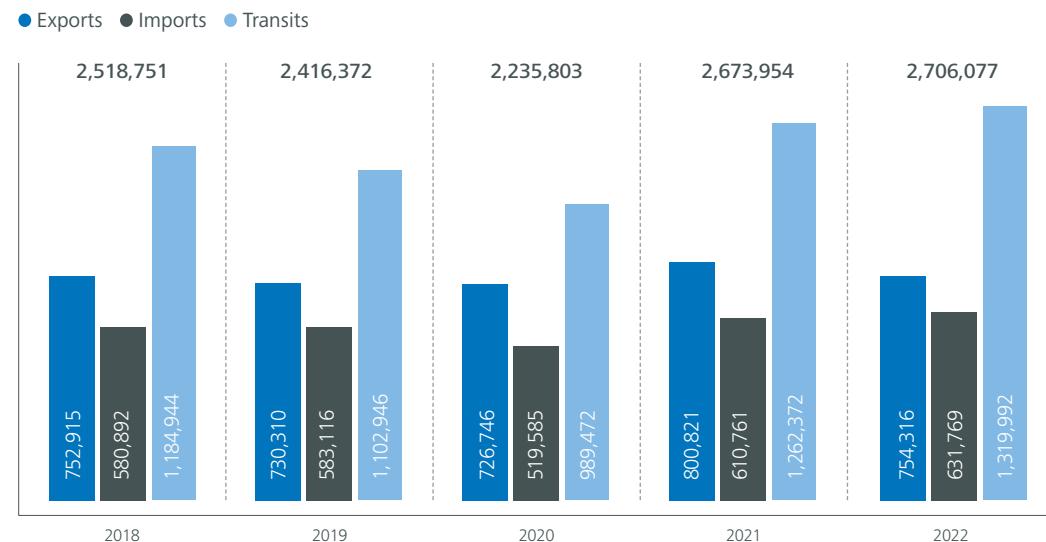
After an all-time high the previous year, containers at year-end 2022 were at almost the same level, with traffic at **3.5 million TEU**, a slight decrease (0.3%) due mainly to the behaviour of empty TEUs.

Productive terminals and high-quality stowage, linked to the strong network of services, make the Port of Barcelona one of the leading alternatives for shipping companies. In addition, more and more companies also rely on the Port for

their transhipments, which translates to even more diversified customers and maritime connections.

Thanks to the fact that imports (+3%) and transits (+5%) ended the year in positive territory and were able to largely offset the negative trend maintained throughout the year in exports (-6%) and cabotage (-11%), **full container** growth was a modest 1%.

Development of full container traffic by operation (TEU), 2018-2022



Export

Full export containers ended the year with a 6% year-on-year decrease and a total of **754,316 TEU**. This dip was mainly motivated by two factors: declines in the alfalfa and pork trades, and the drastic drop in trade with Algeria due to the commercial blockade that the Algerian government maintains with Spain owing to its position on the Western Sahara.

The 30% drop in pork shipments to China, which is recovering its pig population, impacted **pork exports** particularly. However, the opening of and diversion to new Asian markets such as the Philippines, South Korea, Japan and Taiwan, albeit with a much lower volume of traffic, made it possible to cushion more than half of the decline in these exports, which in total registered a drop of 75,548 TEU (-13%).

The fall in **alfalfa exports** was due to a different type of situation: in 2021, large surpluses from 2020 which, due to the pandemic, were available for export, meant this trade registered a record high. During 2022, surpluses were practically non-existent and exports were limited to what was produced. In this connection, the Spanish Association of Alfalfa Manufacturers (AEFA) have predicted that 20% less land allocated for dehydration, drought, and pests affecting the fourth harvest will drag down 2022-2023 production by 25% year on year. Hence, in 2022 the Port exported 3% less total volume than in 2019.

Target markets

Trade with **Asia/Oceania** accounts for 47% of all export containers channelled by the Port and this year it was 1% lower than last, particularly trade with Asia, which represents the lion's share. China receives 25% of export containers and in 2022 this fell sharply (-30%) due to decreased demand for pork, the main trade with the Asian giant.

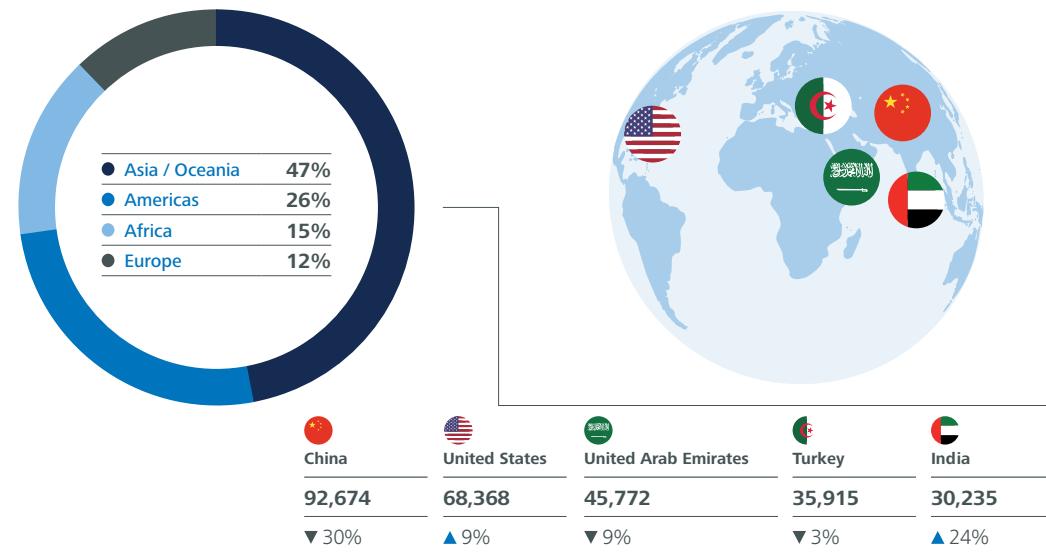
The second major area of reference is **the Americas**, which receive 26% of the Port's exports. This area registered 21% growth overall, which is very diversified in terms of products both in the north and south of the continent.

In **Africa**, which represents 15% of the market share in Port exports, the North African market has shrunk in recent years. Moreover, traffic with Algeria in 2022 plunged 48% due to the diplomatic conflict between the two countries.

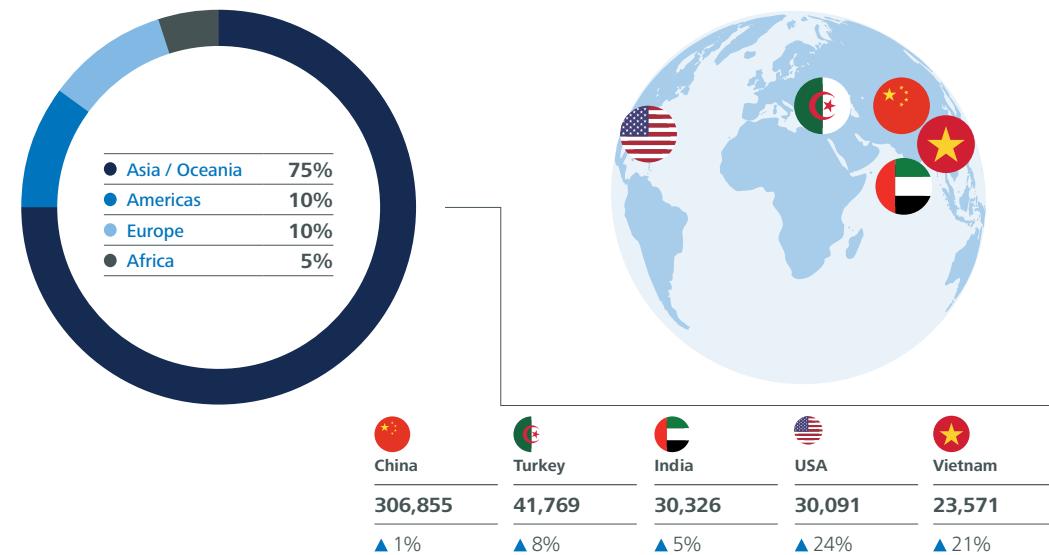
The attached map shows the export market shares by area, as well as the 2022 data for the five most dynamic countries in terms of exports received from the Port of Barcelona: China, the United States, the United Arab Emirates, India and Saudi Arabia.



Full export containers: market share by most dynamic areas and markets, 2022



Full import containers: market share by most dynamic areas and markets, 2022



Imports

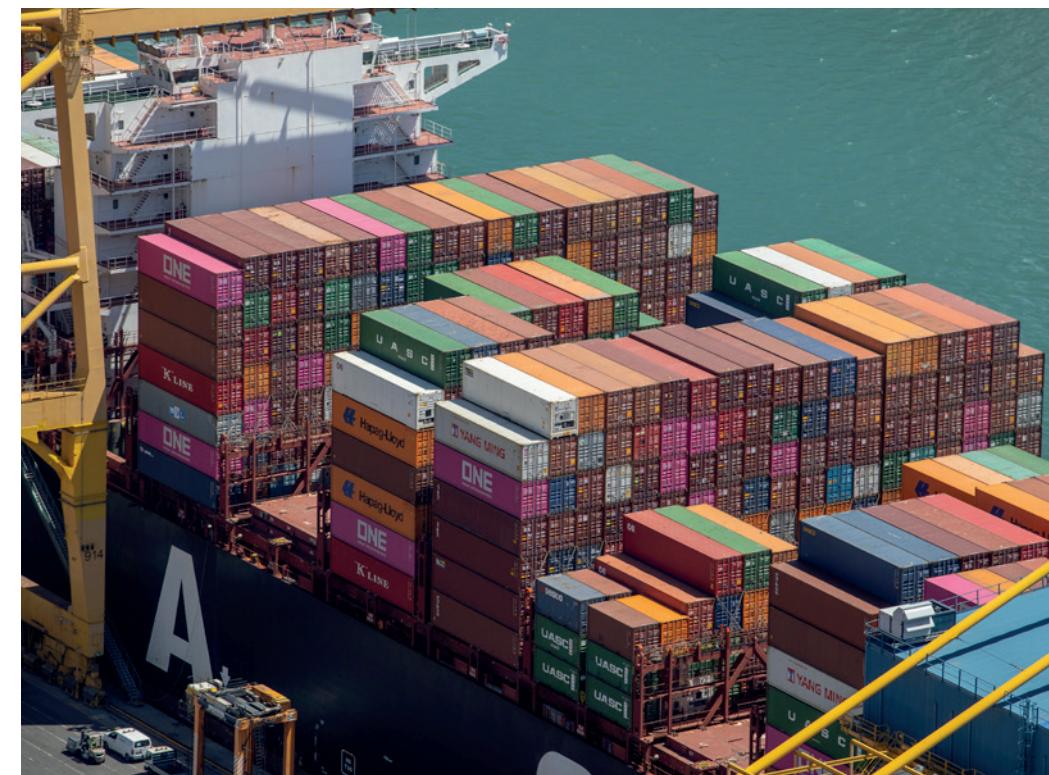
The closing figure for **full import containers** was **631,769 TEU**, marking a year-on-year growth of 3% and a new all-time high. As always, given Asia's heavyweight status (it is the source of 75% of total imports), its behaviour (+2%) set the trend throughout the year.

Markets of origin

Seventy-five per cent of the import containers arriving at the Port come from **Asia**, China (47.9% market share) being the number-one origin and registering a 1% increase compared to 2021. Apart from China, growth was limited to other countries like India, Vietnam, Saudi Arabia and Pakistan, where part of production has gradually moved.

The **American** market grew the most (+21%) - growth that was extremely widespread across the continent and led by the United States, notably due to polymer traffic. Particularly noteworthy in the **Eastern Mediterranean** was the development of import traffic from Turkey (+8%) and Greece (+25%). On the other hand, the markets of **Africa**, especially North Africa (-16%), registered significant declines caused particularly by decreased traffic with Algeria (-49%) due to the already mentioned commercial blockade and diplomatic conflict with the Spanish government.

The attached map indicates import market shares by continental areas as well as the performance of the five countries –China, Turkey, India, United States and Vietnam, in that order– that showed the greatest dynamism as the origins of imports during 2022.



Vehicles

In 2022 new vehicle traffic at the Port of Barcelona continued to show signs of recovery after the strong impact of COVID-19 and the Russia-Ukraine war. The year-end figure was **591,015 vehicles**, an interannual increase of 18.4%, although volumes remain significantly below pre-pandemic levels (-24%).

Exports performed poorly, with a total of 258,788 vehicles exported and a **drop of nearly 6%** due to the component shortage, which is gradually stabilising. During 2022 factories remained undersupplied, a fact which forced the temporary reduction of shifts and lines at some production plants. To try and minimise the impact, some brands opted to manufacture unfinished vehicles and store them until the corresponding components were received.

By contrast, **imports** saw spectacular growth (+63%), driven mainly by Chinese imports, which shot from 1,778 vehicles in 2021 to 52,018 in 2022 (+2,826%). This extraordinary increase was due to the transition from internal combustion to

electric vehicles in China causing new manufacturers to expand in Europe. In addition, some European manufacturers also started to manufacture in the Asian country. Congestion in northern European ports meant some cargoes were diverted to southern ports. By attracting new leading brands, the Port of Barcelona has positioned itself as a distribution point for electric vehicles coming from the Far East to Europe.

An uptick in the use of the Port of Barcelona (+145%) for **transhipments** can also be observed, with new links mainly from Asia and the Black Sea towards closer countries like Italy and Morocco, and towards the Balearic Islands.

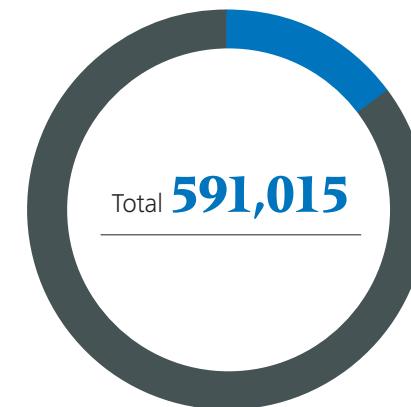
During 2022 the Port continued to explore new business areas for vehicle traffic, an extremely competitive sector currently immersed in a process of structural change. Port infrastructures and operators are key to guaranteeing a transition, both in terms of energy and the model of use, that is both smooth and beneficial for all.



Car traffic by type of shipping and operation (u), 2018-2022

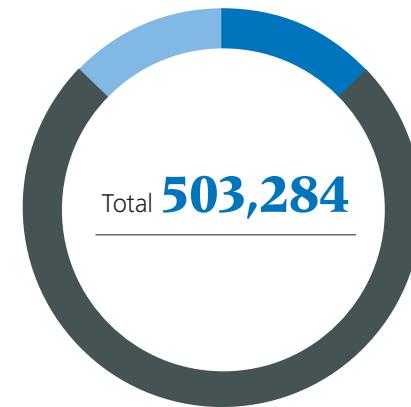
| | 2018 | 2019 | 2020 | 2021 | 2022 |
|----------------------|----------------|----------------|----------------|----------------|----------------|
| Cabotage | 138,769 | 132,062 | 84,418 | 85,524 | 87,731 |
| International | 671,403 | 645,626 | 395,922 | 413,487 | 503,284 |
| • Import | 201,000 | 201,197 | 103,546 | 98,103 | 159,927 |
| • Export | 390,158 | 377,777 | 262,532 | 280,958 | 258,788 |
| • Transit | 80,245 | 66,652 | 29,884 | 34,426 | 84,569 |
| Total | 810,172 | 777,688 | 480,340 | 499,011 | 591,015 |

Car traffic by type of shipping (u), 2022



| | |
|----------------------------|---------|
| ● Cabotage | 87,731 |
| ● International (external) | 503,284 |

External vehicle traffic by operation (u), 2022



| | |
|-----------|---------|
| ● Import | 159,927 |
| ● Export | 258,788 |
| ● Transit | 84,569 |



Liquid and dry bulk

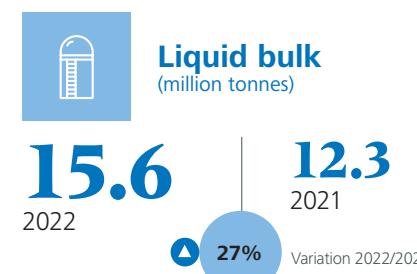
Liquid bulk

During 2022 liquid bulk traffic grew significantly –up to 26.9% year on year– to a **total of 15,553,247 tonnes**, just 2% below its 2019 peak. This rise is explained by transit goods, mainly gasoline, and inflows of natural gas. Owing to the war in Ukraine, and in the face of supply cuts by European gas pipelines, liquefied natural gas reserves were prioritised to make up for possible gas shortages.

This year the main increase was registered by **gasoline**: up 113% year on year to a total of 3.5 million tonnes. In hydrocarbons, **diesel fuel** was the only product to endure a decline, with 2.58 million tonnes (-3.6%).

Natural gas, usually the leading product in this category in terms of volume, rose by almost 40% year on year. In the case of **liquefied natural gas (LNG)**, the 3.9 million tonnes recorded was still below the 2018 peak of 4.2 million. Despite this, and after the sharp drops in 2020 and 2021, the recovery of this traffic was very positive. The main catalyst was the closure of the Maghreb-Europe gas pipeline (Algeria-Cadiz) in late October 2021, which has led to a continuous rise in LNG inflows by sea to the detriment of the pipeline and has benefited Spain's regasification plants, including that of Barcelona.

The other liquids, meanwhile, behaved very differently. **Chemical products** traffic fell 7.6% to 0.99 million tonnes. **Biofuels** increased 27% to 1.6 million tonnes. Meanwhile, **oils and fats** –fairly stable traffic given that demand is mainly industrial– decreased by 5% year on year to a total of 836,593 tonnes.



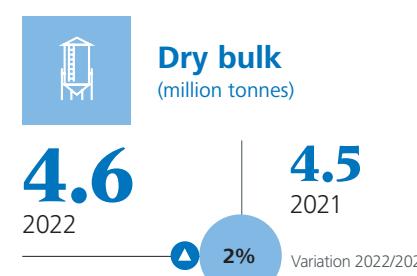
Dry bulk

Dry bulk traffic accounted for a total of **4,549,267 tonnes**, 2% more than the previous year and a near-record volume, surpassed only in 2014. Exports were up 6% while imports were down 4%.

The increased traffic was mainly driven by **cereals and flour imports** (+64.4%), which totalled 668,791 tonnes, concentrated in **maize**. Traffic also increased for **potash** (+53%) and **common salt** (+10.3%), which together add up to nearly 1.2 million tonnes. This positive development is due to higher levels of productivity at the new ICL Ibertpotash terminal.

Cement traffic has experienced cumulative declines in recent years due to high energy costs and CO₂ emissions rights, which undercut its competitiveness with manufacturers from Algeria, Egypt and Turkey.

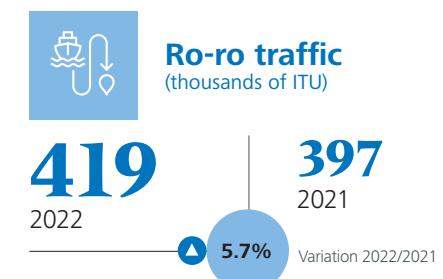
Imports of **soy beans** and **cement** both experienced year-on-year declines – of 14.5% and 11.4%, respectively.



Short sea shipping

According to the definition of the European Shortsea Network, short sea shipping (SSS) means 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. In the Port of Barcelona's case, this section includes goods transported to the Balearic and Canary Islands (cabotage), but also freight travelling on the Motorways of the Sea (regular services between Barcelona and various destinations in Italy and North Africa).

In 2022, **419,168 intermodal transport units (ITU)**, i.e. general cargo traffic that is shipped by truck, platform, trailer, etc., were loaded. This represents a new record in ITU traffic figures and an uptick of 5.7% compared to 2021. This growth is explained by cabotage, which accounted for a total of 253,653 ITU (+17%), mostly with the Balearic Islands.



Cabotage goods with the Balearic Islands totalled 249,524 ITU (+43%) and passenger transport with the Balearic Islands rose 56% to 1,141,994 passengers registered. Island traffic recovered 2019 levels from before the COVID-19 pandemic: ITU traffic is 1% higher and passenger movement is up 34%. This strong increase was due to the boost in mainly domestic tourism experienced by the Balearic Islands and an increase in the offer by operators.

Intermodal transport by type of shipping (ITU*), 2018-2022

| | 2018 | 2019 | 2020 | 2021 | 2022 |
|-----------------|----------------|----------------|----------------|----------------|----------------|
| National island | 253,996 | 252,860 | 194,298 | 217,469 | 253,653 |
| Remaining SSS | 154,045 | 157,210 | 152,796 | 179,261 | 165,516 |
| Total | 408,041 | 410,070 | 347,094 | 396,730 | 419,168 |

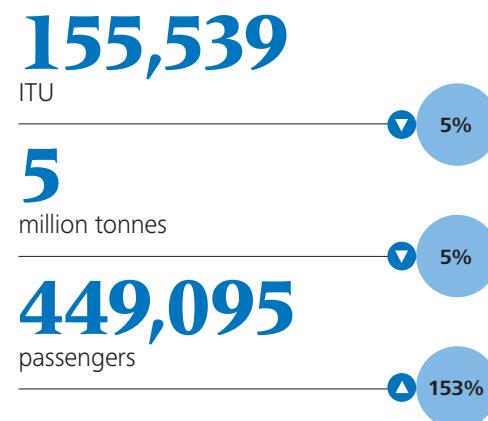
*ITU (intermodal transport unit) is any means, self-propelled or not, that is used directly or indirectly as a means of land transport.



Motorways of the Sea

In 2022 Barcelona shipped to Italy and Morocco on the Motorways of the Sea or short sea shipping (SSS) services a total of **155,539 ITU**, almost 5.2% less than the previous year. The decrease aside, this means that 155,539 trucks were diverted from the roads to the more economically and environmentally efficient maritime mode. Cargo totalled close to **5 million tonnes (-5%)**, behaviour that reflects decreased production and consumption caused by high inflation, which is now structural.

In 2022 passenger movement on the Motorways of the Sea climbed 152.9% to **449,095 passengers** but remains 30% below the pre-pandemic record from 2019.



Rail traffic

In recent years container rail traffic has made steady progress and therefore helps to make the logistics chains passing through the Port more sustainable. In 2022 close to **266,000 containers** entered or left the port area by train (+16.7%), putting the **rail share of containers at 13.5%**, two points below the figure from 2021.

This year rail transport of vehicles increased to **224,886 units** (+20.6%) and the rail share **-44.7%** was four points higher than in 2021.

Port of Barcelona rail services **save 44,378 tonnes of CO₂ annually**, since they remove a total of **324,856 trucks** from the road.



Rail share

Containers (TEU):

13.5%

Vehicles:

44.7%

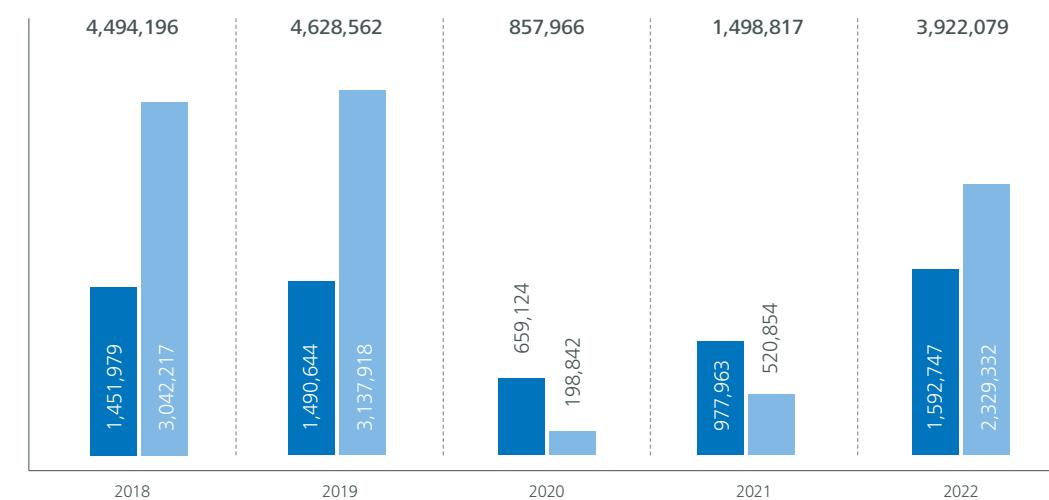
Passenger movements

This year a global recovery clearly took place, with total movements totalling nearly **3.9 million passengers** – 162% more than in 2021, but still 15% below the pre-pandemic traffic of 2019.

For ferries, this recovery was faster and the figure for 2022 was 1,592,747 people (+163%) – a new record and 7% above pre-pandemic traffic; for cruises, meanwhile, the figure remains 26% below what it was in 2019.

Progression of passenger movements, 2018-2022

● Ferries ● Cruises



Passengers
(thousand people)



Ferries
(thousand people)



Cruise passengers
(thousand people)

3,921

2022

1,499

2021

▲ 162%

Variation 2022/2021

1,592

2022

978

2021

▲ 163%

Variation 2022/2021

2,329

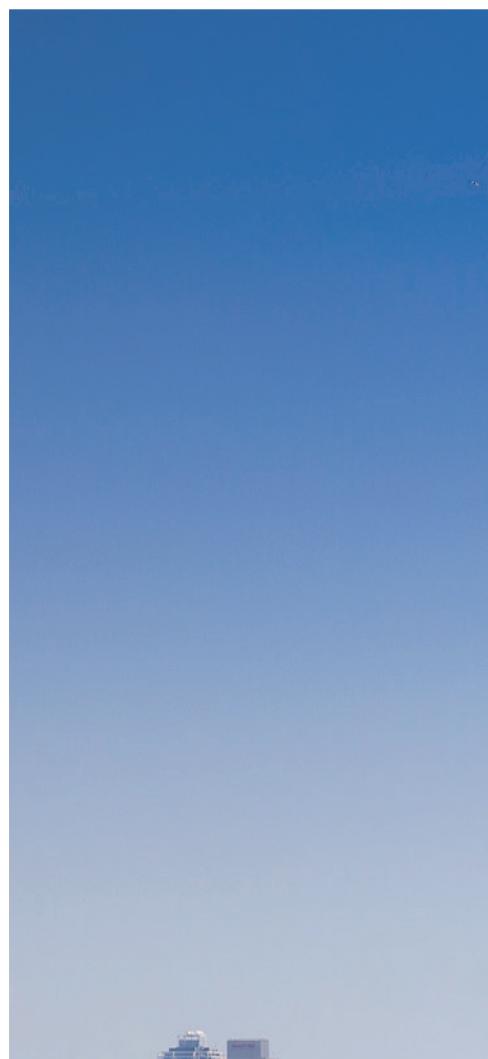
2022

521

2021

▲ 347%

Variation 2022/2021



Cruise ships

2022 was a year of consolidating cruise traffic after the pandemic-driven shutdown. Cruise companies committed firmly to re-establishing their fleets' operations, so the Port received **805 stopovers** – five more than the year before the pandemic (2019).

On the other hand, a drop in vessel capacities was observed due to the capacity restrictions set by governments and the slow recovery of cruise ship confidence. Thus, despite a very notable gain of **347.5%**, the **2,329,332 cruise passengers** recorded are still far from the record levels before the pandemic.

Also noteworthy are the increased passengers in turnaround travel, i.e. routes starting and ending in Barcelona, which accounted for 56% of all passengers in 2022.

Economic and financial report

Summary outturn for the year

The Port Authority closed FY 2022 with a **net profit of €63.1 million** for a year-on-year increase of 66%. Operating income rose by 97% compared to 2021, while the financial results rose by 3%.

The improved year-on-year outturn is driven by the recovery of turnover, which reached historic highs and left behind the effects of the COVID-19 pandemic. Although the generation of tax credits linked to corporate tax slowed down compared to 2021, outturn for the year increased by 66%.

Outturn for the FY (thousand EUR), 2021-2022

| | 2022 | 2021 | Variation | % Var. |
|-------------------|---------------|---------------|---------------|------------|
| Operating income | 54,212 | 27,550 | 26,662 | 97% |
| Financial results | 8,160 | 7,954 | 207 | 3% |
| Tax on profits | 696 | 2,379 | (1,683) | -71% |
| Total | 63,068 | 37,882 | 25,186 | 66% |



Turnover

In 2022, total net turnover –**€181.2 million**– marked a 20% year-on-year increase and **all-time high** at the Port.

Port of Barcelona turnover, 2021-2022 (thousand EUR), 2021-2022

| | 2022 | 2021 | Variation | % Var. |
|--|----------------|---------|-----------|--------|
| Port fees | 162,504 | 137,461 | 25,043 | 18% |
| Occupation fee | 59,189 | 57,121 | 2,068 | 4% |
| Fees for use | 83,010 | 64,280 | 18,730 | 29% |
| • Vessel fees | 37,949 | 27,162 | 10,787 | 40% |
| • Pleasure craft fees | 408 | 387 | 21 | 5% |
| • Passenger fees | 8,356 | 2,330 | 6,026 | 259% |
| • Cargo fees | 36,201 | 34,212 | 1,989 | 6% |
| • Fresh fish fees | 62 | 155 | (93) | -60% |
| • Fees for special use of the transit area | 34 | 34 | (0) | -1% |
| Activity fees | 17,089 | 14,818 | 2,271 | 15% |
| Navigation aids fee | 3,216 | 1,242 | 1,974 | 159% |
| Other business income | 18,729 | 13,979 | 4,751 | 34% |
| • Amounts in addition to fees | 9,953 | 7,967 | 1,986 | 25% |
| • Fees (not including Marpol) | 1,535 | 1,344 | 191 | 14% |
| • Fees for the waste collection service (Marpol) | 7,241 | 4,667 | 2,574 | 55% |
| Total | 181,233 | 151,440 | 29,794 | 20% |

This year's strong traffic figures translated to an overall increase in the fees and charges comprising the Port's turnover. The additional merit is that this year income from some fees fell under the Recovery Plan, which will be discussed later.

In contrast, although the impact is scarcely significant, following the enactment of RDL 6/2022 of 29 March 2022, and RDL 20/2022 of 28 December 2022, turnover from fresh fish dropped because of the war in Ukraine.

Impact of the Recovery Plan in 2022

January 2021 brought the launch of the Recovery Plan, which comprised a set of measures to help to minimise the fallout from the COVID-19 pandemic on the port sector actors most exposed to

decreased activity. This Plan's implementation was extended until 2022 and resulted in a **total reduction in turnover of €7.8 million** (in 2021, €10.8 million).

Reduced income due to implementation of the Recovery Plan (million EUR), 2022

| | 2022 |
|--------------------------------------|--------------|
| Fees for use | (4.9) |
| • Correction Coefficients T1, T2, T3 | (3.5) |
| • Island bonuses Ropax T1, T2, T3 | (1.4) |
| Concession fees | (2.3) |
| • Special discounts Occupancy fees | (2.3) |
| Total | (7.2) |

The Recovery Plan focused on two axes:

First, by applying **weights on goods use and passenger fees** (these also applied to vessel fees in 2021). For practical purposes, the Port of Barcelona reduced the share of fees, which resulted in a saving €3.5 million for operators.

Second, two **specific discounts** were applied apart from the package of annual commercial discounts that the Port of Barcelona approves regularly. One, the insularity discount affecting Ro-Ro traffic with the Balearic Islands, allowed operators to save €1.4 million; the other, special discounts on concession fees for cargo and passenger port terminals, meant total additional aid of €2.3 million.



Application of correction coefficients and discounts (%), 2021-2022

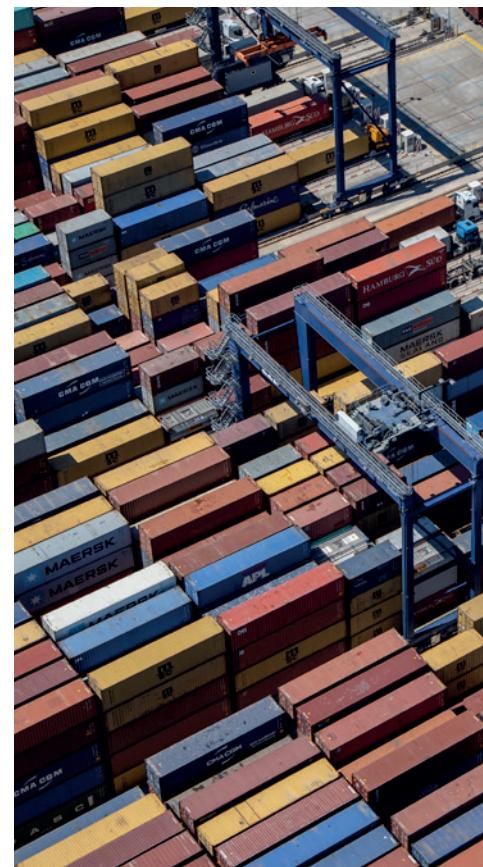
| | 2021 | 2022 | Variation |
|-------------------------|--------------------------------|---------------|---------------|
| Occupation fee | Special discounts | 17% (average) | 10% (average) |
| | Discount interval I | 10% | 5% |
| | Discount interval II | 25% | 20% |
| | Discount interval III | 30% | 15% |
| Use fees | Correction coefficients | | |
| | CC vessel fees | 0.9 | 1 |
| | CC passenger fees | 0.7 | 0.85 |
| | CC goods use fees | 0.95 | 0.95 |
| Island discounts | | | |
| | Discount vessel fees | 40% | 20% |
| | Discount passenger fees | 40% | 20% |
| | Discount goods use fees | 20% | 10% |

Key operating indicators

Increased imports of liquefied natural gas and of Chinese-made electric cars meant that the Port, a distribution centre for other European countries, closed the year 2022 with record freight traffic. These and other effects pushed the turnover to historic highs.

In 2022 all traffic indicators improved year on year except for origin and destination containers (-4%), which overshadowed the strong performance of TEU in transit (+5%). Total traffic reached 69 million tonnes (+7%).

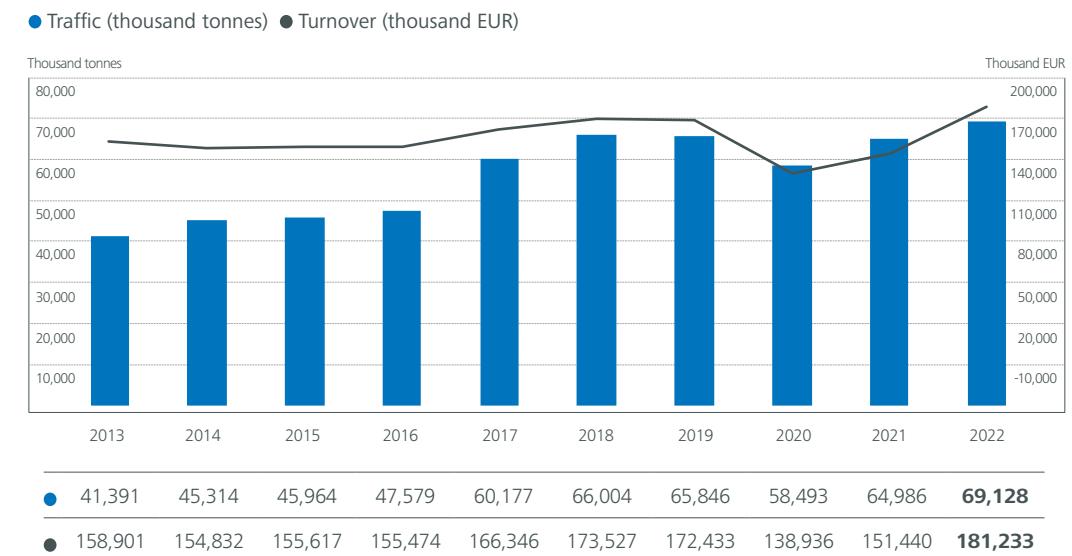
Also noteworthy is the strong, 348% growth in cruise passenger traffic, which, translated in economic terms, represented the second fee contributing to the year-on-year revenue increase and, therefore, a pillar of its recovery.



Key operating indicators with impact on turnover, 2021-2022

| | 2021 | 2022 | Var. 22/21 (%) |
|----------------------|-------------|--------------------|----------------|
| Liquid bulk | 12.3 | 15.6 | 27% |
| Dry bulk | 4.5 | 4.5 | 2% |
| General goods | 48.2 | 49.0 | 2% |
| • Containerised | 37.5 | 37.6 | 0% |
| • Non-containerised | 10.7 | 11.4 | 7% |
| Total goods | 64.9 | 69.1 | 7% |
| Units | | | |
| TEUs | 3,532,351 | 3,522,944 | -0,3% |
| • O/D | 2,053,129 | 1,971,945 | -4% |
| • Transit | 1,479,221 | 1,550,999 | 5% |
| ITU | 396,731 | 419,168 | 6% |
| Passengers | 1,498,473 | 3,922,079 | 162% |
| • Ferries | 977,963 | 1,592,747 | 63% |
| • Cruise ships | 520,510 | 2,329,332 | 348% |
| Cars | 480,340 | 499,011 | 4% |
| Ships | 6,724 | 7,520 | 12% |
| GT | 220,109,528 | 267,733,881 | 22% |

Progression of turnover and traffic volume, 2013-2022



Analysing income by type

The COVID-19 pandemic had substantially changed revenue distribution by business line since fees for use absorbed most of the falling revenue. By contrast, excepting reduced turnover from passenger fees, the other fees recovered their percentage of contribution to turnover in 2022.

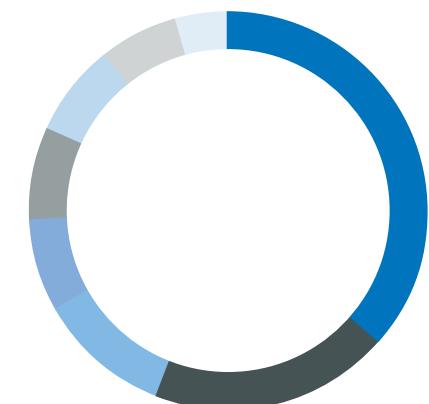
Income by type (%), 2022



Analysing income by type of activity

In relation to the type of activity within the port area, and considering occupation and use fees, the largest proportion of revenue comes from containers (34%), followed by bulk liquids (18%).

Income by type of activity (%)



Operating income

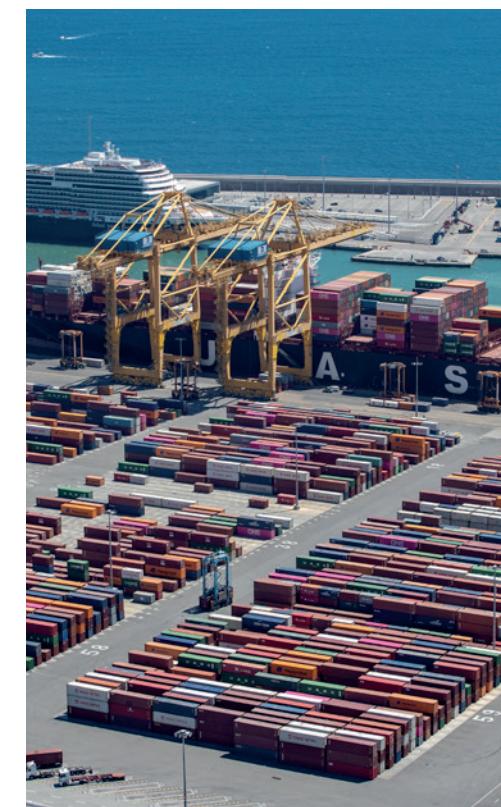
Operating income amounted to **€54 million**, a year-on-year increase of 97%.

Operating income (thousand EUR and %), 2021-2022

| | 2022 | 2021 | Variation | % Var. |
|---|---------------|---------------|---------------|------------|
| Net turnover | 181,233 | 151,440 | 29,794 | 20% |
| Other operating income | 5,844 | 7,296 | (1,453) | -20% |
| Staff costs | (33,053) | (32,692) | (361) | 1% |
| Other operating expenses | (56,103) | (47,457) | (8,646) | 18% |
| Depreciation of tangible assets | (54,646) | (54,693) | 47 | 0% |
| Allocation of grants and other non-financial assets | 6,613 | 6,591 | 23 | 0% |
| Surplus provisions | 1,656 | — | 1,656 | 0% |
| Impairment and gains on disposals of assets | (926) | (2,935) | 2,009 | — |
| Other results | 3,594 | — | 3,594 | 0% |
| Total | 54,212 | 27,550 | 26,662 | 97% |

Most of the improved operating income had its origin in the almost €30 million increase in turnover, which was aided by pay-out of the Prat wharf litigation provision (€1.7 million) and income from the Puertos del Estado body to compensate part of the previous payments resulting from T3 litigation.

In contrast, resuming activity at a pre-pandemic pace drove up the volume of spending year on year, although it remains below previous years.



Expenditure

In 2022 total recorded spending amounted to **€133 million**, a slight year-on-year increase of 1%.

Distribution of expenditure (thousand EUR), 2021-2022

| | 2022 | 2021 | Variation | % Var. |
|---|----------------|---------|-----------|--------|
| Staff costs | 33,053 | 32,692 | 361 | 1% |
| External service expenses | 38,663 | 32,390 | 6,273 | 19% |
| • Conservation (not including Marpol) | 9,574 | 8,089 | 1,485 | 18% |
| • Waste collection service (Marpol) | 8,578 | 6,502 | 2,076 | 32% |
| • Independent professionals | 7,554 | 7,253 | 302 | 4% |
| • Supplies | 2,653 | 1,934 | 719 | 37% |
| • Other external services | 10,304 | 8,613 | 1,691 | 20% |
| Other current management expenses | 2,651 | 1,741 | 910 | 52% |
| Contribution to Puertos del Estado and FCI | 10,670 | 9,567 | 1,104 | 12% |
| Depreciation | 54,646 | 54,693 | (47) | 0% |
| Other exceptional expenses and income | (205) | 6,694 | (6,899) | -103% |
| Allocation grants | (6,613) | (6,591) | (23) | 0% |
| Total | 132,865 | 131,186 | 1,679 | 1% |

We see that spending related to external services rose by €6.3 million compared to 2021, essentially for the following reasons:

- Conservation spending increased by €1.5 million for IT licence and service renewal and heritage conservation work, among others.
- Waste collection spending rose by more than €2 million due to increased activity and the application of new rates, a figure which is partially offset by €7.2 million in related revenue.
- A €0.7 million jump in supplies spending was due to the dramatic surge in the price of energy.
- 20% growth in spending on other external services came as the result of, among other things, resumed travel and commercial representations which had been frozen in 2020 and 2021 due to COVID-19.

Other variations that worsen the result:

- “Other current management expenses” includes spending for the activity at the Sant Sebastià breakwater (€2 million).
- Increased contributions to Puertos del Estado are linked to the higher basis of calculation due to the 2021 result.
- Assets deteriorated to the tune of €1.2 million (interior elements of the Portal de la Pau building and paving at the Contradic wharf).

Savings this year

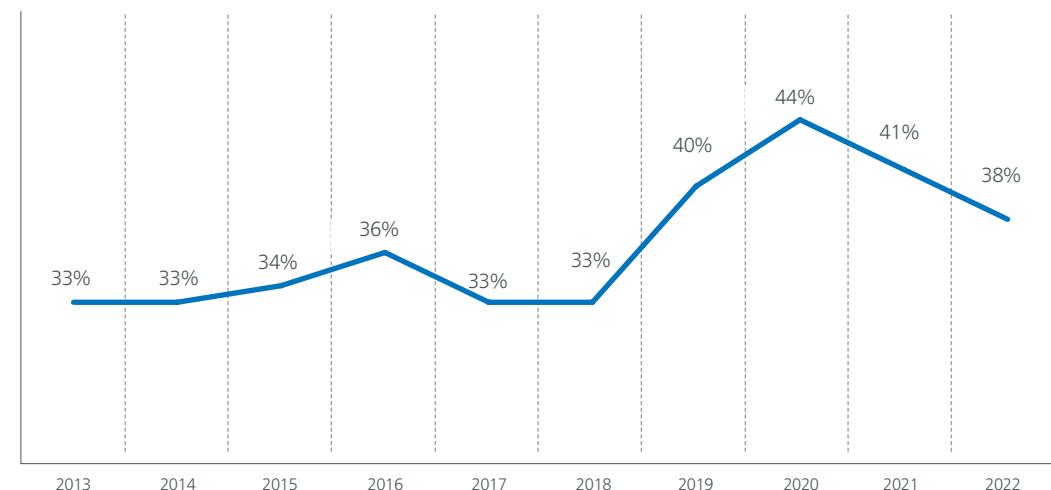
However, spending increases are offset by the following savings:

- This year, a provision of €1.7 million for the Prat wharf dispute was paid out.
- €3.6 million was collected from the Puertos del Estado body to offset part of the payments stemming from T3 disputes that the Port had previously disbursed.
- In 2021 a €2-million provision to demolish the Imax building had been entered into the accounts.

This year the ratio measuring absorption of expenses in the overall turnover dropped three points, clearly trending towards recovery of pre-pandemic levels.

Expenditure absorption ratio (%), 2013-2022

● Current expenses / Turnover



Current expenses = personnel expenses + external services + other current management expenses.
Excludes income and expenditure of the waste and rubbish collection service on vessels.



Stakeholder companies

During 2022, the portfolio of companies in which the APB holds a stake remained unchanged from 2021, with a total of **14 companies**.

Stakeholder companies (% of share capital), on 31/12/2022

| | % of share capital |
|---|--------------------|
| Group companies | |
| • Gerència Urbanística Port Vell | 100.00% |
| • Centro Intermodal de Logistica, SA SME | 51.50% |
| • World Trade Center Barcelona, SA SME | 75.99% |
| Associated companies | |
| • Catalana d'Infraestructures Portuàries, SL | 49.00% |
| • Terminal Intermodal Marítima Centro, SL | 49.00% |
| • B2B Logistics (Busan Barcelona Hub), 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 stakes | |
| • Barcelona Regional Agencia Metropolitana de Desenvolupament Urbanístic i d'Infraestructures, SA | 11.76% |
| • Puerto Seco de Madrid, SA SME | 10.20% |
| • Terminal Intermodal Monzón, SL | 10.00% |
| • Perpignan Saint Charles Conteneur Terminal, SAEML | 3.89% |

Additionally, on 26 July, BCN Port Innovation was formed, a private foundation in which the Port of Barcelona holds a 40% stake and the rest belongs to two technological companies: Acent Cybersecurity, SL (30%) and Aggity Europe, SA

(30%). The foundation seeks to facilitate and promote new technological, environmental and energy transition initiatives to transform the maritime and port sector.

Financial results

Financial results were positive and topped €8.2 million, a slight increase compared to the almost €8 million recorded in 2021.

Financial results (thousand EUR), 2021-2022

| | 2022 | 2021 | Variation | % Var. |
|--|----------------|-------|-----------|--------|
| Financial income | 9,259 | 8,551 | 707 | 8% |
| Financial expenses | (1,098) | (743) | (355) | 48% |
| Impairment and gains on disposals of financial instruments | – | 145 | (145) | – |
| Total | 8,160 | 7,954 | 207 | 3% |

Financial income

Stakes in equity instruments

During 2022 income from dividends reached €8.3 million, taking into account that WTC did not distribute a dividend this year, in contrast to the €2.1 million collected in 2021. The most sig-

nificant increase involves CIP, from whom we received €5.6 million, of which €3.2 million are due to 2022 profits and €1.7 million to available reserves.

Income from stakeholdings (million EUR), 2021-2022

| Stakeholder companies | 2022 | 2021 | Variation | % Var. |
|------------------------------------|------------|------|-----------|--------|
| World Trade Center Barcelona | – | 2.1 | (2.1) | -100% |
| Centro Intermodal de Logística, SA | 2.7 | 1.9 | 0.8 | 44% |
| CIP, SA | 5.6 | 2.9 | 2.6 | 27% |
| Total | 8.3 | 7.0 | 1.3 | 19% |

Financial expenses

While in 2021 the entirety of the financial expenditure corresponded to bank commissions for cash balances that the financial institutions charged to offset negative interest rates (just €15,000 of interest was paid for debt with the EIB), this year the rise in interest rates drove up expenditure by €0.3 million.

Impairment and gains on disposals of financial instruments

In 2021 the €145,000 accounted for here corresponded to the return from the impairment of the APB's share in Puerto Seco de Madrid, SA, SME, after a new assessment of the company's partners.

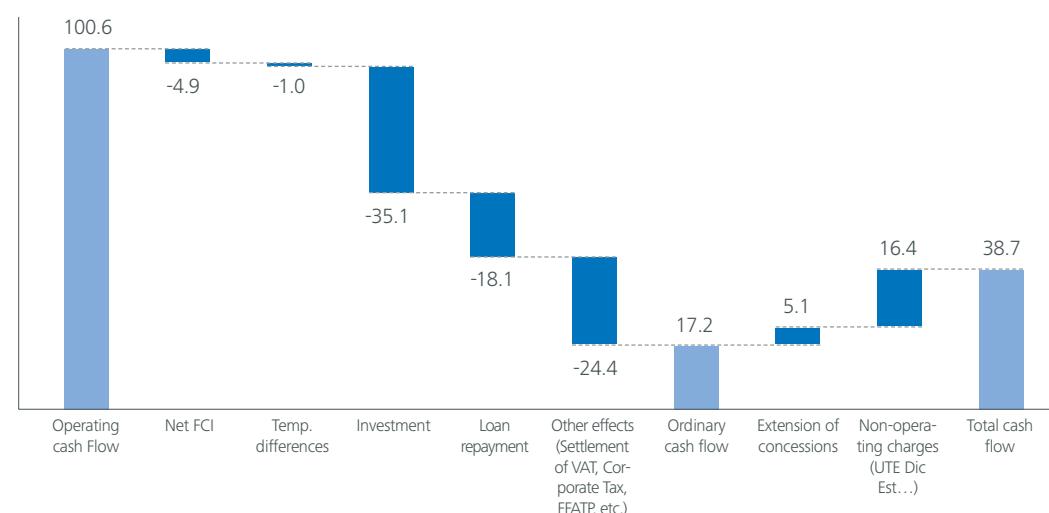


EBITDA and cash flow

Earnings Before Interest, Taxes, Depreciation, and Amortisation (EBITDA) totalled nearly **€95 million** and funds from operations generated operational cash flow of **€100.6 million**. Both EBITDA and operational cash flow present a positive year-on-year variation (+25% and +18%, respectively) motivated by the clear improvement in the result in 2022.

EBITDA (million EUR), 2021-2022

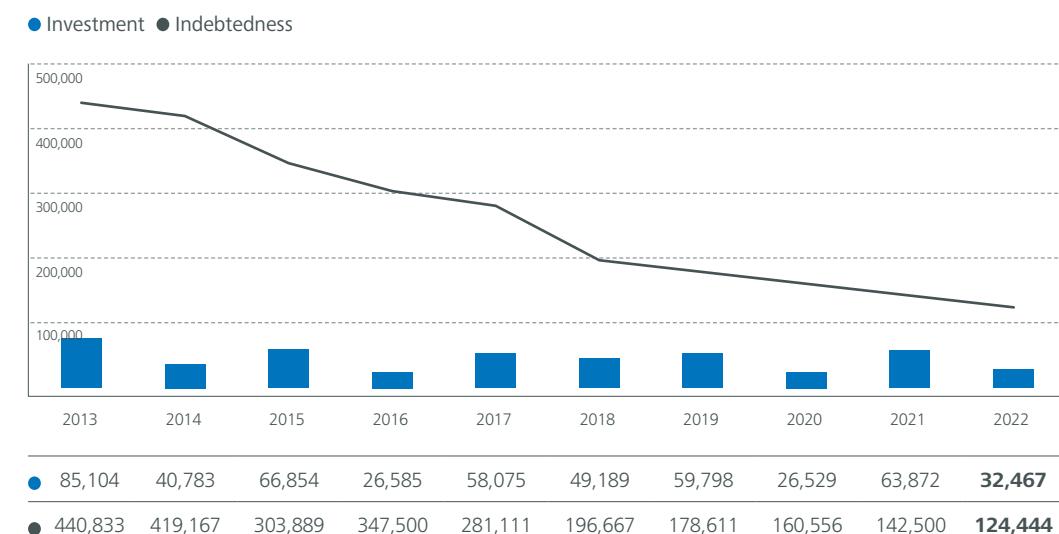
| | 2022 | 2021 | Variation | % Var. |
|--|---------------|---------------|---------------|------------|
| Operating profit | 54,212 | 27,550 | 26,662 | 97% |
| Plus | 55,881 | 58,855 | (2,974) | |
| Depreciation of fixed assets | 54,646 | 54,693 | (47) | |
| Reserves for liabilities and expenses | – | 1,055 | (1,055) | |
| Losses from fixed assets | 1,235 | 109 | 1,126 | |
| Loss from impairment of non-current assets | – | 2,999 | (2,999) | |
| Minus | 15,103 | 10,259 | 4,844 | |
| Profits accruing from fixed assets | – | 145 | (145) | |
| Valuation adjustments for impairment of non-current assets | 309 | 173 | 136 | |
| Surplus provisions for liabilities and expenses | 1,656 | – | 1,656 | |
| Capital grants and others transferred to profit | 6,613 | 6,591 | 22 | |
| Income from return of concessions | 2,866 | 3,098 | (232) | |
| Provision for traffic insolvencies | 65 | 252 | (187) | |
| Other | 3,594 | – | 3,594 | |
| Total | 94,990 | 76,146 | 18,844 | 25% |



Investment and borrowing

The Barcelona Port Authority performed **investments to the tune of €32.5 million**, €21.5 million of which were allocated to buildings; €5 million, to computer equipment; and €4.7 million to computer applications. 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 ended the year with an outstanding balance of **€124.4 million**.

Trend in annual investment and long-term debt (thousand EUR), 2013-2022



Port system financing = contribution to the public body Puertos del Estado + net payment to the Interport Contribution Fund (FCI).

CF1: Cash flow before financial result and adjustments.

CF2: Operating cash flow = funds from operations.

CF3: Surplus in generation of funds compared to investment needs for the FY.

Since the completion of the Port's highly financially leveraged expansion project (roughly €500 million in 2010), the debt ratio has decreased considerably due to the progressive effect of debt repayment through early returns, as well as the application of profits to assets. This year a **debt-to-equity ratio of 7.9%** was reached, the lowest percentage in recent decades.



Trend in the Port's debt ratio (%), 2013-2022

● Bank debt / Own funds



Bank debt

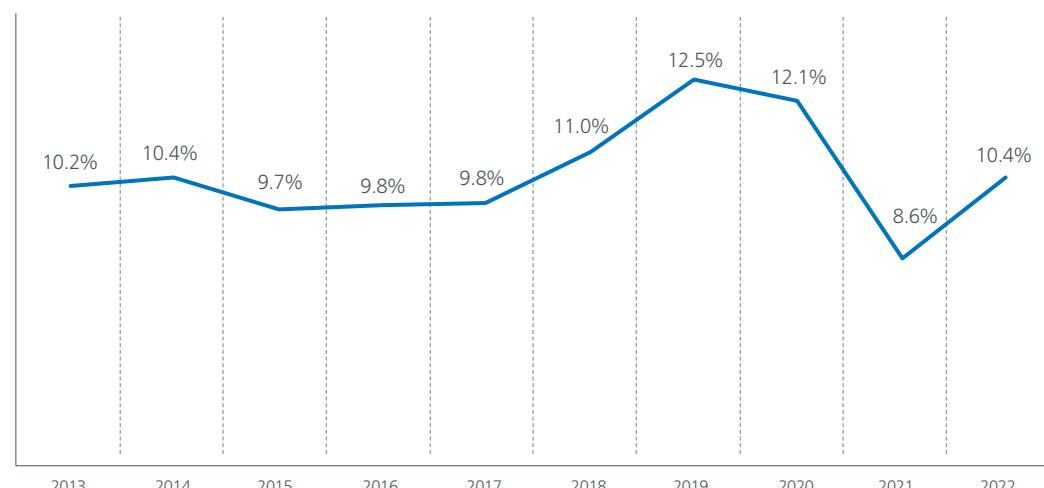
| | | | | | | | | | |
|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------------|
| 440,833 | 419,167 | 347,500 | 303,889 | 281,111 | 196,667 | 178,611 | 160,556 | 142,500 | 124,444 |
|---------|---------|---------|---------|---------|---------|---------|---------|---------|----------------|

Own funds

| | | | | | | | | | |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------------|
| 1,152,142 | 1,189,569 | 1,228,929 | 1,289,061 | 1,338,524 | 1,392,199 | 1,436,362 | 1,465,172 | 1,504,255 | 1,567,323 |
|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------------|

Contributions by Barcelona Port Authority to the state port system (million EUR), 2013-2022

● Total contribution*



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

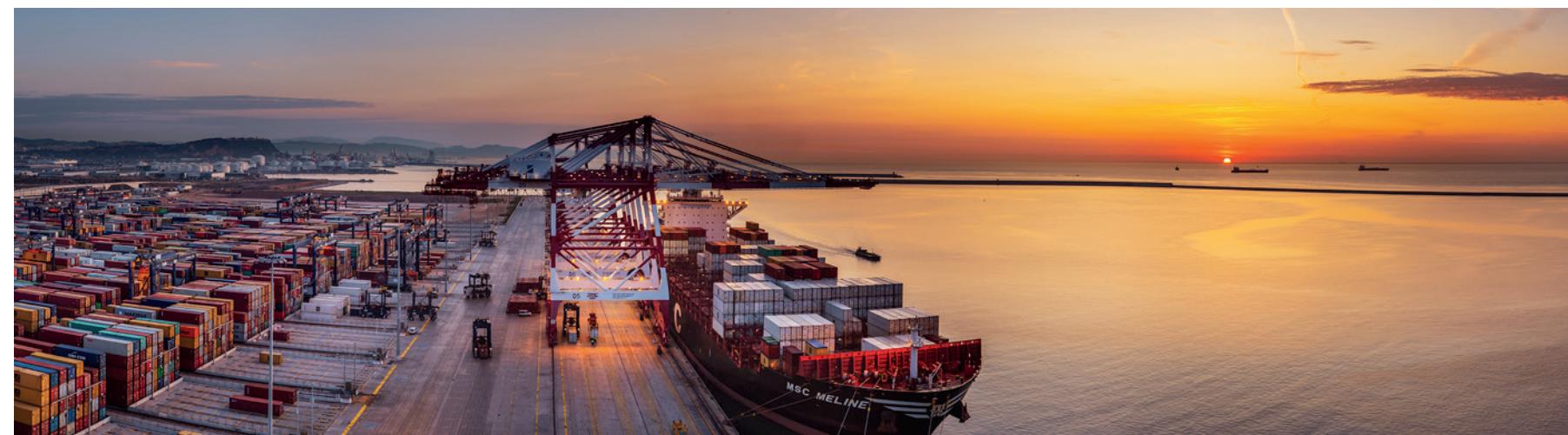
Contribution to the port system

Article 19 of Royal Legislative Decree 2/2011 approving the Recast Law on State Ports and the Merchant Navy, states 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.

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. Since 2019 the contribution has been higher, a result of the creation of the new "Ports 4.0" capital fund to promote and incorporate incremental innovation as an element of competitiveness and efficiency in the logistics and port sector.

The APB's net contributions to the port system have recovered after the effects of the pandemic, since the basis of the calculation is the income of the previous year. The net total settled by the APB for contributions to Puertos del Estado and the Interport Compensation Fund was up €1.7 million year on year.

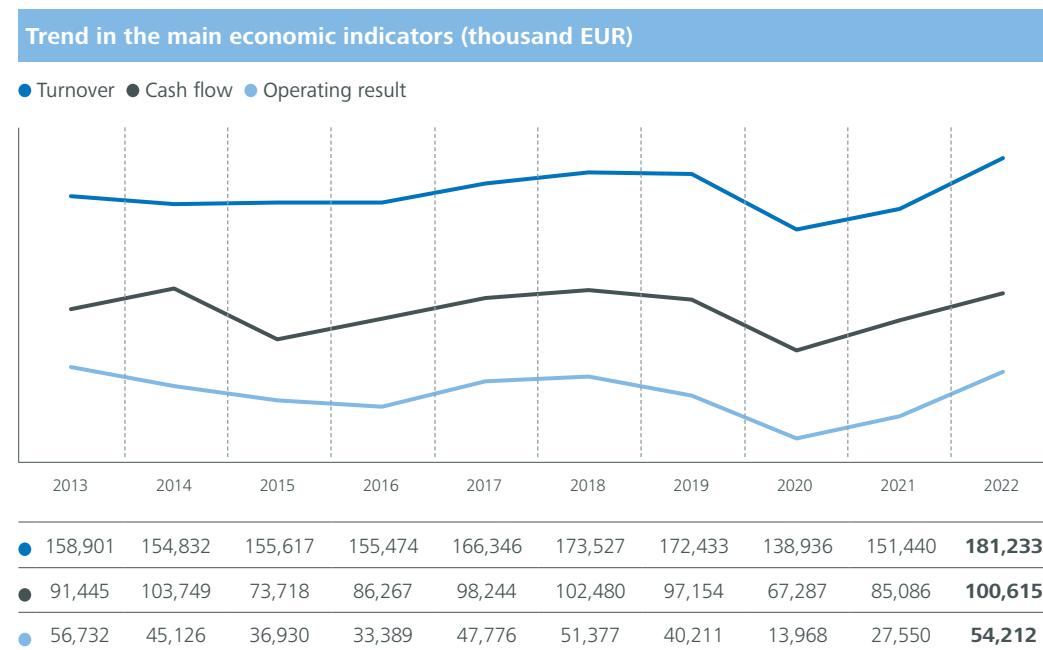
Additionally, port authorities contribute to the Port System via remunerated loans to the Financial Fund for Land-Port Accessibility (FFATP), a solidarity mechanism provided by law and intended to finance external access to ports. In 2022 the Port of Barcelona contributed €6.1 million.





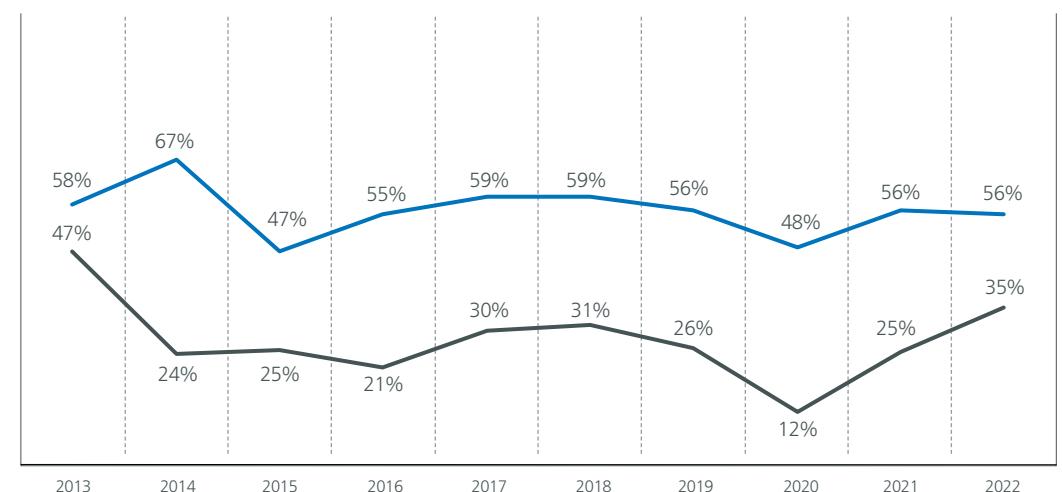
Trend in the main economic indicators of the Barcelona Port Authority

With the trend registered during 2022, turnover and cash flow grew 20% and operating income, 97%.



Ratios of the main economic indicators (thousand EUR)

● Result of the exercise / Turnover ● Cash flow / Turnover



The ratios of the yearly results and cash flow to turnover are again at pre-pandemic levels, with the best result-to-turnover ratio in the last eight years.



Annual accounts

Balance sheet

| | 2022 | 2021 |
|---|------------------|------------------|
| NON-CURRENT ASSETS | 1,819,388 | 1,808,774 |
| I. Intangible assets | 19,475 | 18,212 |
| 1. Industrial property and other intangible assets | 6,758 | 6,982 |
| 2. IT applications | 12,717 | 11,230 |
| II. Tangible fixed assets | 1,320,831 | 1,341,418 |
| 1. Land and natural assets | 308,091 | 307,191 |
| 2. Buildings | 966,465 | 997,843 |
| 3. Technical equipment and facilities | 1,245 | 1,426 |
| 4. Tangible fixed assets and advance payments | 33,034 | 24,501 |
| 5. Other fixed assets | 11,996 | 10,457 |
| III. Real estate investments | 335,112 | 338,425 |
| 1. Land | 300,820 | 300,820 |
| 2. Buildings | 34,292 | 37,605 |
| IV. L/t debt with group and associated companies | 87,567 | 81,736 |
| 1. Equity instruments | 76,714 | 76,714 |
| 2. Loans to companies | 10,853 | 5,022 |
| V. Long-term financial investments | 32,821 | 5,098 |
| 1. Equity instruments | 1,098 | 1,098 |
| 2. Loans to third parties | 1,013 | 3,546 |
| 3. Public admin., official subsidies receivable | 256 | — |
| 4. Other financial assets | 30,454 | 454 |
| VI. Deferred tax assets | 16,579 | 15,884 |
| VII. Non-current trade debtors | 7,003 | 8,001 |

| | 2022 | 2021 |
|--|------------------|------------------|
| CURRENT ASSETS | 289,453 | 268,432 |
| I. Non-current assets held for sale | — | — |
| II. Stocks | 305 | 295 |
| III. Trade debtors and other receivables | 51,903 | 39,504 |
| 1. Customers for sales and services provided | 32,360 | 21,684 |
| 2. Customers and debtors, group and associated companies | 6,205 | 2,266 |
| 3. Other debtors | 755 | 3,446 |
| 4. Public admin., official subsidies receivable | — | — |
| 5. Other credits with public administrations | 12,583 | 12,108 |
| IV. S/t debt with group and associated companies | 275 | 155 |
| V. Short-term financial investments | 74,930 | 55,847 |
| 1. Equity instruments | — | — |
| 2. Loans to companies | 4,930 | 5,847 |
| 3. Other financial assets | 70,000 | 50,000 |
| VI. Accruals and deferrals | 852 | 742 |
| VII. Cash and other cash equivalent assets | 161,188 | 171,889 |
| 1. Cash and banks | 161,188 | 171,889 |
| 2. Other cash equivalents | — | — |
| Total assets | 2,108,841 | 2,077,206 |

| | 2022 | 2021 |
|---|------------------|------------------|
| NET CAPITAL | 1,757,380 | 1,701,413 |
| A1. Equity | 1,567,323 | 1,504,256 |
| I. Capital | 539,486 | 539,487 |
| III. Reserves | 964,769 | 926,887 |
| VII. Profit for the year | 63,068 | 37,882 |
| A2. Adjustments for changes in value | — | — |
| A3. Subsidies, donations and legacies received | 190,057 | 197,157 |
| 1. Official capital subsidies | 158,147 | 162,844 |
| 2. Capital donations and legacies | 34 | 34 |
| 3. Other subsidies, donations and legacies | 31,876 | 34,279 |

| | 2022 | 2021 |
|--|------------------|------------------|
| NON-CURRENT LIABILITIES | 306,351 | 333,208 |
| I. Long-term provisions | 4,658 | 8,137 |
| 1. Long-term staff benefit obligations | — | — |
| 2. Provisions for legal liabilities | 4,658 | 8,136 |
| 3. Other provisions | — | 1 |
| II. Long-term debts | 124,444 | 142,808 |
| 1. Debt with credit institutions | 124,444 | 142,500 |
| 2. Long-term suppliers of fixed assets | — | — |
| 3. Other | — | 308 |
| III. L/t debt with group and associated companies | — | — |
| IV. Deferred tax liabilities | 52,715 | 54,281 |
| V. Long-term accruals and deferrals | 124,534 | 127,982 |
| CURRENT LIABILITIES | 45,110 | 42,585 |
| II. Short-term provisions | — | — |
| III. Short-term debts | 28,863 | 24,945 |
| 1. Debt with credit institutions | 18,302 | 18,104 |
| 2. Short-term suppliers of fixed assets | 4,443 | 2,812 |
| 3. Other financial liabilities | 6,118 | 4,029 |
| IV. S/t debt with group and associated companies | 3,957 | 226 |
| 1. Debt with companies of the group | 3,957 | 226 |
| 2. Debt with associated companies | — | — |
| V. Trade creditors and other receivables | 12,290 | 17,414 |
| 1. Creditors and other receivables | 10,638 | 8,927 |
| 2. Advance payments of public subsidies | — | — |
| 3. Other debts with public administrations | 1,652 | 8,487 |
| VI. Accruals and deferrals | — | — |
| Total liabilities | 2,108,841 | 2,077,206 |



Profit and loss statement

| (Thousand EUR) | 2022 | 2021 | Variation | % Var. |
|--|-----------------|----------|-----------|--------|
| Net turnover | 181,233 | 151,440 | 29,793 | 20% |
| Port fees | 162,504 | 137,461 | 25,043 | 18% |
| Occupation fee | 59,189 | 57,121 | 2,068 | 4% |
| Fees for the special use of port facilities | 83,010 | 64,280 | 18,730 | 29% |
| • Vessel fees | 37,949 | 27,162 | 10,787 | 40% |
| • Fees for pleasure craft | 408 | 387 | 21 | 5% |
| • Passenger fees | 8,356 | 2,330 | 6,026 | 259% |
| • Goods fees | 36,201 | 34,212 | 1,989 | 6% |
| • Fresh fish fees | 62 | 155 | (93) | -60% |
| • Fee for special use of the transit area | 34 | 34 | — | — |
| Activity fees | 17,089 | 14,818 | 2,271 | 15% |
| Navigation aids fee | 3,216 | 1,242 | 1,974 | 159% |
| Other business income | 18,729 | 13,979 | 4,750 | 34% |
| Amounts in addition to fees | 9,953 | 7,967 | 1,986 | 25% |
| Marpol fees | 7,241 | 4,667 | 2,574 | 55% |
| Other fees | 1,535 | 1,345 | 190 | 14% |
| Other operating income | 5,844 | 7,297 | (1,453) | -20% |
| Accessory and other current management income | 2,381 | 2,856 | (475) | -17% |
| Operating subsidies incorporated into the result of the financial year | 309 | 410 | (101) | -25% |
| Income from return of concessions | 2,865 | 3,098 | (233) | -8% |
| Interport Fund compensation received | 289 | 933 | (644) | -69% |
| Staff costs | (33,053) | (32,692) | (361) | 1% |
| Wages, salaries and similar expenses | (23,008) | (22,560) | (448) | 2% |
| Indemnities | (118) | (448) | 330 | -74% |
| Social charges | (9,927) | (9,684) | (243) | 3% |
| Provisions | — | — | — | — |
| Other operating expenses | (56,103) | (47,458) | (8,645) | 18% |
| External services | (38,663) | (32,391) | (6,272) | 19% |
| Repairs and upkeep | (18,152) | (14,591) | (3,561) | 24% |
| Services from independent professionals | (7,554) | (7,253) | (301) | 4% |
| Supplies and consumption | (2,653) | (1,934) | (719) | 37% |
| Other external services | (10,304) | (8,613) | (1,691) | 20% |
| Taxes | (4,184) | (4,011) | (173) | 4% |
| Losses, impairment and variation of provisions for commercial operations | 65 | 252 | (187) | -74% |
| Other current management expenses | (2,651) | (1,741) | (910) | 52% |
| Contribution to Puertos del Estado | (5,498) | (5,107) | (391) | 8% |
| Interport Fund contribution | (5,172) | (4,460) | (712) | 16% |

| (Thousand EUR) | 2022 | 2021 | Variation | % Var. |
|---|-----------------|----------|-----------|--------|
| Depreciation of tangible assets | (54,646) | (54,693) | 47 | -0% |
| Allocation of subsidies and other non-financial assets | 6,613 | 6,591 | 22 | 0% |
| Surplus provisions | 1,656 | — | 1,656 | — |
| Impairment and gains on disposals of assets | (926) | (2,935) | 2,009 | -68% |
| Impairment and losses | 309 | (2,826) | 3,135 | -111% |
| Gains on disposals and others | (1,235) | (109) | (1,126) | 1,033% |
| Other results | 3,594 | — | 3,594 | — |
| Exceptional income | 3,594 | — | 3,594 | — |
| Exceptional expenses | — | — | — | — |
| OPERATING RESULT | 54,212 | 27,550 | 26,662 | 97% |
| Financial income | 9,259 | 8,551 | 708 | 8% |
| Stakes in financial instruments | 8,300 | 6,976 | 1,324 | 19% |
| Of negotiable securities and other financial instruments | 959 | 1,575 | (616) | -39% |
| Incorporation of financial expenses to assets | — | — | — | — |
| Financial expenses | (1,099) | (743) | (356) | 48% |
| For third party debts | (1,099) | (743) | (356) | 48% |
| For updating of provisions | — | — | — | — |
| Impairment and gains on disposals of financial instruments | — | 145 | (145) | -100% |
| Impairment and losses | — | 145 | (145) | -100% |
| Gains on disposals and others | — | — | — | — |
| FINANCIAL RESULT | 8,160 | 7,953 | 207 | 3% |
| PRE-TAX RESULT | 62,372 | 35,503 | 26,869 | 76% |
| Tax on profits | 696 | 2,379 | (1,683) | -71% |
| BALANCE OF THE FINANCIAL YEAR | 63,068 | 37,882 | 25,186 | 66% |



| Source and application of funds | |
|---|----------------|
| | (Thousand EUR) |
| APPLICATIONS | 2022 |
| Non-current assets added | 100,951 |
| Adquisition of intangible and material fixed assets | 70,054 |
| Fixed assets | 32,476 |
| Investment in equity instruments | 36,421 |
| Long-term receivable subsidies | — |
| Long-term Accessibility Fund loan | 256 |
| Staff loans | 6,102 |
| Other long-term financial investments | 63 |
| Fixed assets from returned concessions | 30,000 |
| Incr. deferred long-term tax assets | 462 |
| Interport Fund contribution | 696 |
| Non-current liabilities removed | 5,172 |
| Cancellation/Transfer of debt to credit institutions | 25,725 |
| Other cancellations/transfers | 18,056 |
| Interim fee amounts cancellation | 308 |
| Application of long-term provisions | 5,539 |
| SOURCES | 1,823 |
| Resources from operations | 119,447 |
| Interport Fund compensation received | 100,615 |
| Deferred capital subsidies and concessions | 289 |
| Non-current assets added | 812 |
| Long-term debt with credit institutions | 10,269 |
| Long-term debt with suppliers of fixed assets and others | — |
| Long-term debt with group and associated companies | — |
| Long-term debt received FFATP | — |
| Long-term debt for concessional contributions | — |
| Non-current liabilities added | 10,269 |
| Disposal of non-current assets | 3,867 |
| Cancellation/Transfer to s/t of l/t subsidies receivable | 4 |
| Cancellation/Transfer to s/t of l/t loan granted FFATP | — |
| Cancellation/Transfer to s/t of other l/t financial investments | — |
| Commercial non-current s/t debtors cancelled/transferred | 2,689 |
| Cancellation of l/t deferred tax assets | 998 |
| Cancellation/Transfer of personal loans | — |
| Other | 61 |
| EXCESS OF SOURCES OVER APPLICATIONS | 3,594 |
| EXCESS OF APPLICATIONS OVER SOURCES | 18,496 |

| Resources from operations | | | | | |
|--|----------------|---------------|---------------|------------|--------|
| | (Thousand EUR) | 2022 | 2021 | Variation | % Var. |
| Period result | 63,068 | 37,882 | 25,186 | 66% | |
| Plus | 61,053 | 63,316 | (2,262) | -4% | |
| Depreciation of fixed assets | 54,646 | 54,693 | (47) | -0% | |
| Interport Fund contribution | 5,172 | 4,460 | 712 | 16% | |
| Reserves for liabilities and expenses | — | 1,055 | (1,055) | -100% | |
| Losses from fixed assets | 1,235 | 109 | 1,126 | 1,032% | |
| Losses from impairment of non-current assets | — | 2,999 | (2,999) | -100% | |
| Minus | 23,506 | 16,112 | 7,394 | 46% | |
| Return from impairment of non-current assets | 309 | 173 | 136 | 79% | |
| Interport Compensation Fund received | 289 | 933 | (644) | -69% | |
| Surplus provisions for liabilities and expenses | 1,656 | — | 1,656 | — | |
| Profits accruing from fixed assets | — | — | — | — | |
| Capital grants and returns transferred to profit | 9,479 | 9,688 | (210) | -2% | |
| Entering concessional contributions in results | 8,179 | 5,172 | 3,007 | 58% | |
| Profits accruing from fixed assets | — | 145 | (145) | -100% | |
| Other | 3,594 | — | 3,594 | — | |
| Total | 100,615 | 85,086 | 15,529 | 18% | |



| Cash flow | | |
|---|----------------|---------|
| (Thousand EUR) | 2022 | 2021 |
| A) Cash flows from operating activities | 86,611 | 85,797 |
| Profit before tax | 62,372 | 35,503 |
| Adjustments to the result | 24,624 | 35,989 |
| Depreciation of fixed assets (+) | 54,646 | 54,693 |
| Valuation adjustments for impairment | (309) | 2,681 |
| Variation of provisions | (1,656) | 1,055 |
| Entering subsidies (-) | (6,613) | (6,591) |
| Results of fixed assets removed or disposed of | 1,235 | 109 |
| Results of financial instruments removed or disposed of | — | — |
| Financial income (-) | (9,259) | (8,551) |
| Financial expenses (+) | 1,098 | 743 |
| Change in fair value of financial instruments | — | — |
| Income from return of concessions (-) | (2,865) | (3,098) |
| Entering advances received for sales in results | (8,179) | (5,172) |
| Other income and expenses | (3,474) | 120 |
| Changes in working capital | (6,617) | 13,143 |
| Stocks | (10) | 37 |
| Trade debtors and other receivables | (7,120) | 13,570 |
| Other current assets | (110) | (167) |
| Creditors and other receivables | (1,096) | (221) |
| Other current liabilities | 2,088 | 1 |
| Other non-current assets and liabilities | (370) | (76) |
| Cash flows from operating activities | 6,232 | 1,162 |
| Interest payments (-) | (901) | (749) |
| Dividend received (+) | 8,300 | 6,976 |
| Interest received (+) | 1,219 | 1,936 |
| Principal and late payment interest due to fee disputes (-) | — | (46) |
| Late payment interest received due to fee disputes (+) | 3,594 | 46 |
| Tax on profits received/paid | (4,158) | (4,794) |
| Other payments received/made | (1,823) | (2,207) |

| (Thousand EUR) | 2022 | 2021 |
|--|----------------|----------------|
| B) Cash flows from investment activities | (83,914) | (59,228) |
| Payments for investments (-) | (87,244) | (80,069) |
| Group and associated companies | (6,102) | (2,217) |
| Intangible assets | (4,614) | (4,596) |
| Tangible fixed assets | (26,529) | (58,082) |
| Property investments | — | — |
| Other financial assets | (50,000) | (15,174) |
| Non-current assets held for sale | — | — |
| Other assets | — | — |
| Proceeds from divestitures (+) | 3,330 | 20,842 |
| Group and associated companies | 213 | 155 |
| Intangible assets | — | — |
| Tangible fixed assets | 4 | 20,687 |
| Property investments | — | — |
| Other financial assets | 3,114 | — |
| Non-current assets held for sale | — | — |
| Other assets | — | — |
| C) Cash flows from financing activities | (13,398) | 6,751 |
| Equity instruments received and paid | 94 | 1,461 |
| Subsidies, donations and legacies received | 94 | 1,461 |
| Financial liability instruments received and paid | (13,492) | 5,290 |
| Issue | 4,563 | 23,345 |
| • Debt with credit institutions (+) | — | — |
| • Debt with group and associated companies (+) | — | — |
| • Other payables (+) | 4,563 | 23,345 |
| Return and depreciation of: | (18,056) | (18,056) |
| • Debt with credit institutions (-) | (18,056) | (18,056) |
| • Debt with group and associated companies (-) | — | — |
| • Other payables (-) | — | — |
| NET INCREASE/DECREASE IN CASH AND CASH EQUIVALENTS (A+B+C) | (10,701) | 33,320 |
| CASH AND CASH EQUIVALENTS AT BEGINNING OF FY | 171,889 | 138,569 |
| CASH AND CASH EQUIVALENTS AT END OF FY | 161,188 | 171,889 |





Investment in infrastructure

During 2022 the Port of Barcelona committed a total investment of over €32.476 billion, including **€21.505 billion for infrastructure**. The most significant actions carried out this year are described below and listed by project name.

1. REDESIGNING THE FISHING AREA. FISH MARKET (OB-GP-P-0670/2010)

Awarded to:
FCC CONSTRUCCIÓN, S.A.

Performance time:
17 months (underway)

Budget: €7,563,000

2. EXTENDING THE ADOSSAT WHARF, PHASE 3. REMOVING PRELOADED MATERIALS (OB-GP-P-0857/2020)

Awarded to:
ROGASA CONSTRUCCIONES Y CONTRATAS, S.A.U.

Performance time:
7 months (work completed)

Investment: €3,598,106.61

3. MODIFIED PROTECTION MEASURES AND EXTENSION OF THE USEFUL LIFE OF PORTA D'EUROPA BRIDGE AT PORT OF BARCELONA (OB-GP-M-0812/2017)

Awarded to:
NOVAPOX, S.L.

Performance time:
12 months (work completed)

Investment: € 615,193.38

4. PROTECTING THE STRUCTURE AND OTHER MEASURES TO EXTEND THE USEFUL LIFE OF THE PORT OF BARCELONA CONTROL TOWER (OB-GP-P-0872/2020)

Awarded to:
UTE PROTECCIÓ ACÚSTICA

Performance time:
9 months (underway)

Budget: €631,125.01

5. MODIFIED REFIT OF TERRACE FOR SCANNER AND MEGAPORT (OB-GP-M-0802/2016)

Awarded to:
UTE ACONDICIONAMIENTO ESCÁNER Y MEGAPORT

Performance time:
11.5 months
(work completed)

Investment: €4,102,939.36

6. ADAPTING CHANGING ROOM FACILITIES AT ESTIBARNA (OB-GP-P-0874/2020)

Awarded to:
ALGECO CONSTRUCCIONES MODULARES, S.L.U.

Performance time:
5 months (work completed)

Investment: €1,102,360





**1. REDESIGNING THE FISHING AREA.
FISH MARKET
(OB-GP-P-0670/2010)**

Awarded to:
FCC CONSTRUCCIÓN, S.A.

Performance time:
17 months (underway)

Budget: €7,563,000



**2. EXTENDING THE ADOSSAT WHARF,
PHASE 3. REMOVING PRELOADED
MATERIALS (OB-GP-P-0857/2020)**

Awarded to:
ROGASA CONSTRUCCIONES
Y CONTRATAS, S.A.U.

Performance time:
7 months (work completed)

Investment: €3,598,106.61



**3. MODIFIED PROTECTION MEASURES
AND EXTENSION OF THE USEFUL LIFE
OF PORTA D'EUROPA BRIDGE AT PORT
OF BARCELONA (OB-GP-M-0812/2017)**

Awarded to:
NOVAPOX, S.L.

Performance time:
12 months (work completed)

Investment: €615,193.38



**4. PROTECTING THE STRUCTURE AND
OTHER MEASURES TO EXTEND THE
USEFUL LIFE OF THE PORT OF
BARCELONA CONTROL TOWER
(OB-GP-P-0872/2020)**

Awarded to:
UTE PROTECCIÓ ACÚSTICA

Performance time:
9 months (underway)

Budget: €631,125.01

Construction of a new fish market, as well as the necessary auxiliary facilities to replace an obsolete building built over 40 years ago and facing serious problems of corrosion.

The action is part of the plan to reorganise and improve the entire Torre del Rellotge wharf, where, following the agreement with the fishermen, fishing activity is maintained and concentrated. It will also be necessary to develop the area around the market to adapt it to the standards of the new building and public format of the citizen port.

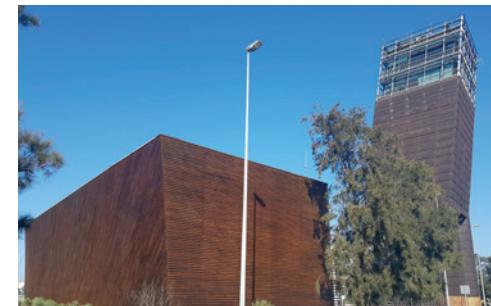
Plans to expand and develop cruise activity at the Port of Barcelona involve consolidating passenger activity at the Adossat wharf and locating a future cruise terminal on the last alignment of the wharf, in the space occupied by Port Nou Terminal.

This work generated an already consolidated terrace to house a new terminal. The work consisted of removing the pre-loading placed on the terrace and the caissons making up the wharf line of the sections corresponding to phase 3 and phase 2B of the Adossat wharf.

The Porta d'Europa mobile bridge provides full accessibility and connects the entire area of the East seawall and adjacent wharfs. For practical purposes, since the opening of the new entrance mouth this area is an island and its only road access is via the bridge. The bridge is therefore critical and fundamental infrastructure for port operations.

Given its seaside location, the bridge, namely the metal structure and concrete, is significantly exposed to corrosion and harsh surroundings. Because of the structure's strategic uniqueness, as far as possible it is necessary to anticipate the actions required to guarantee its conservation and durability. With this action, the necessary corrective measures were taken to remedy the problems and incidents detected and extend the useful life of the bridge.

With this project, the necessary work was carried out to protect and restore or repair the structure of the Barcelona Port Control Tower building in those areas affected or likely to be affected by corrosion. This problem is due to the high exposure to the sea, given the location, and the characteristics of the structure's design and conception. The building has a unique design, which combines a Corten steel structure with a permeable façade and various composite steel slabs.





5. MODIFIED REFIT OF TERRACE FOR SCANNER AND MEGAPORT (OB-GP-M-0802/2016)

Awarded to:
UTE ACONDICIONAMIENTO
ESCÁNER Y MEGAPORT

Performance time:
11.5 months (work completed)

Investment: €4,102,939.36



6. ADAPTING CHANGING ROOM FACILITIES AT ESTIBARNA (OB-GP-P-0874/2020)

Awarded to:
ALGECO CONSTRUCCIONES MODULARES,
S.L.U.

Performance time:
5 months (work completed)

Investment: €1,102,360



7. IMPROVING THE MOORING SYSTEM ON ADOSSAT WHARF. INSERTING BOLARDS ON THE WHARFSIDE. FROM TERMINAL E (OB-GP-P-0823/2018)

Awarded to:
SOCIEDAD ANÓNIMA TRABAJOS
Y OBRAS (SATO)

Performance time:
15 months (work completed)

Investment: €507,905.40



8. REDESIGNING ASTA FACILITIES (OB-GP-P-0828/2018)

Awarded to:
UTE REMODELACIÓN INSTALACIONES
ED. ASTA

Performance time:
42 months (underway)

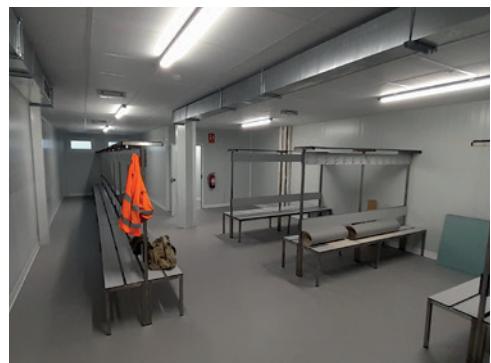
Budget: €15,819,845

Given the precarious state of conservation of the stevedore changing rooms in the main building of Estibarna, owned by Barcelona Port Authority, required a comprehensive remodelling to bring them in line with the latest requirements. The work involved moving the changing rooms to external modules and refitting the old building for other uses.

Definition of the new mooring points in the section of the Adossat wharf extending from the ro-ro wharf at the western end of Terminal E to the beginning of the sheet piling wharf opposite Terminal E. This way, the mooring system of the Adossat wharf is adapted to the needs of the large cruise ships currently operating in the Port of Barcelona.

The work will improve the functional conditions of the ASTA complex, which consists of a main building and an annex building of the Port Police. The spaces for the current departments (Conservation, Archive and Port Police) will be maintained and an area of the main building will be used as a rental for APB concessionary companies.

A comprehensive refurbishment of the two buildings has been proposed. At a functional level, a new distribution is planned on all floors; and at a structural level, the façade, roof and roof trusses will be completely replaced. However, the existing floor slabs will be maintained almost entirely, although it will be necessary to reinforce their foundations.



Other key economic figures

Financial aid received

During 2022 the Port of Barcelona participated in several projects with European funding.

Participation in international projects with EU funding, 2021

| Period | Project | Action | Programme |
|-----------|--|---|--|
| 2018-2024 |  BClink | Fostering the Motorway of the Sea between Barcelona and Civitavecchia by improving infrastructures: adapting the Contradic wharf to MoS traffic by strengthening the Contradic north alignment, extending the ro-ro ramp, and adapting the Contradic rail terminal. |  Co-funded by the European Union |
| 2019-2023 |  CREATORS | Smart energy community models are still experimental, reaching 0.01% of the current energy market through pilot programmes of fewer than 100 members and covering only one energy vector at this time. Creators allows local initiators to create and operate advanced community energy systems (CES) by supporting technical, financial and social processes in each phase of the CES life cycle. |  Funded by the European Union |
| 2020-2023 |  EALING | This project brings together ports from nine EU countries that wish to transition to alternative fuels. It includes preparatory actions for the construction of Onshore Power Supply (OPS) infrastructure for ships. The goal is to reach a pre-construction state in the various ports. |  Co-funded by the European Union |
| 2020-2023 |  LNG hive2 | Building a barge to supply LNG as marine fuel in the Port of Barcelona and adjacent areas. The barge will have an LNG storage capacity of 5,000 m ³ using type-C storage tanks, which will give it a boiling generation of between 0.15% and 0.25% per day. It will be equipped with several supply pumps. |  Co-funded by the European Union |

| Period | Project | Action | Programme |
|-----------|---|--|--|
| 2020-2023 |  YEP MED | Implementing cross-border cooperation activities in the context of the European Neighbourhood Policy, while complementing the efforts made within the framework of the Euro-Mediterranean Association, with the ultimate goal of developing an area of peace, stability, prosperity and neighbourliness. Participation of EU Mediterranean Partner Countries (MPC). |  ENI CBCMED  Funded by the European Union  BRUSSELS AUTONOMOUS PORT AUTHORITY AUTONOME HAVENMAATSCHAPPIJ VAN BRUSSEL |
| 2021-2026 |  PIONEERS | PIONEERS addresses the challenges facing EU ports in reducing their environmental impact while staying competitive and responding to the sector's continued growth. Five objectives have been defined: <ol style="list-style-type: none"> 1. Reduce the Port's total environmental footprint by introducing clean energy. 2. Deploy sustainable port infrastructure beyond energy supply and demand. 3. Introduce ecological improvements based on digitalisation and new methods of operation. 4. Co-define and transfer PIONEERS demos to other ports during the project lifecycle. 5. Develop a port master plan to transition to GHG neutral freight and broader multimodal mobility by 2050. |  Funded by the European Union |
| 2020-2023 |  ZB750 | Extend sidings up to a useful length of 750 m in the Zaragoza – Barcelona section of the Mediterranean corridor. Includes actions at the Zaragoza Maritime Terminal and Port of Barcelona. |  Co-funded by the European Union |
| 2022-2024 |  OPS 4B&B | Project in cooperation with the Balearic Islands Port Authority to develop on-shore power supply (OPS) pilot projects for electrical connections to container ships and ferries at the dock. |  Plan de Recuperación, Transformación y Resiliencia |
| 2022-2024 |  PortDigital Rail | Develop a centralised traffic centre (CTC) to digitalise the Port of Barcelona rail network. |  Plan de Recuperación, Transformación y Resiliencia |
| 2022-2025 |  SU-PORT | Capture and recover CO ₂ from ship waste to produce clean synthetic marine fuels. |  Plan de Recuperación, Líneas Estratégicas |

Procurement and service purchase practices

To manage the energy supply jointly in a purchasing group, 29 October 2021, Barcelona Port Authority (APB) announced in the Official Journal of the European Union (OJEU) an open tender, by lots, for the best cost-effectiveness ratio based on price and ordinary processing, to award the following tender:



"Contract to supply electrical energy during 2022 for the Barcelona Port Authority, entities in which it holds a stake and private companies that wish to join the Port of Barcelona purchasing group".

File key: 2021I070017

Ref. Recruitment Service: 2021-00318
with an estimated value of

€5,902,762.09

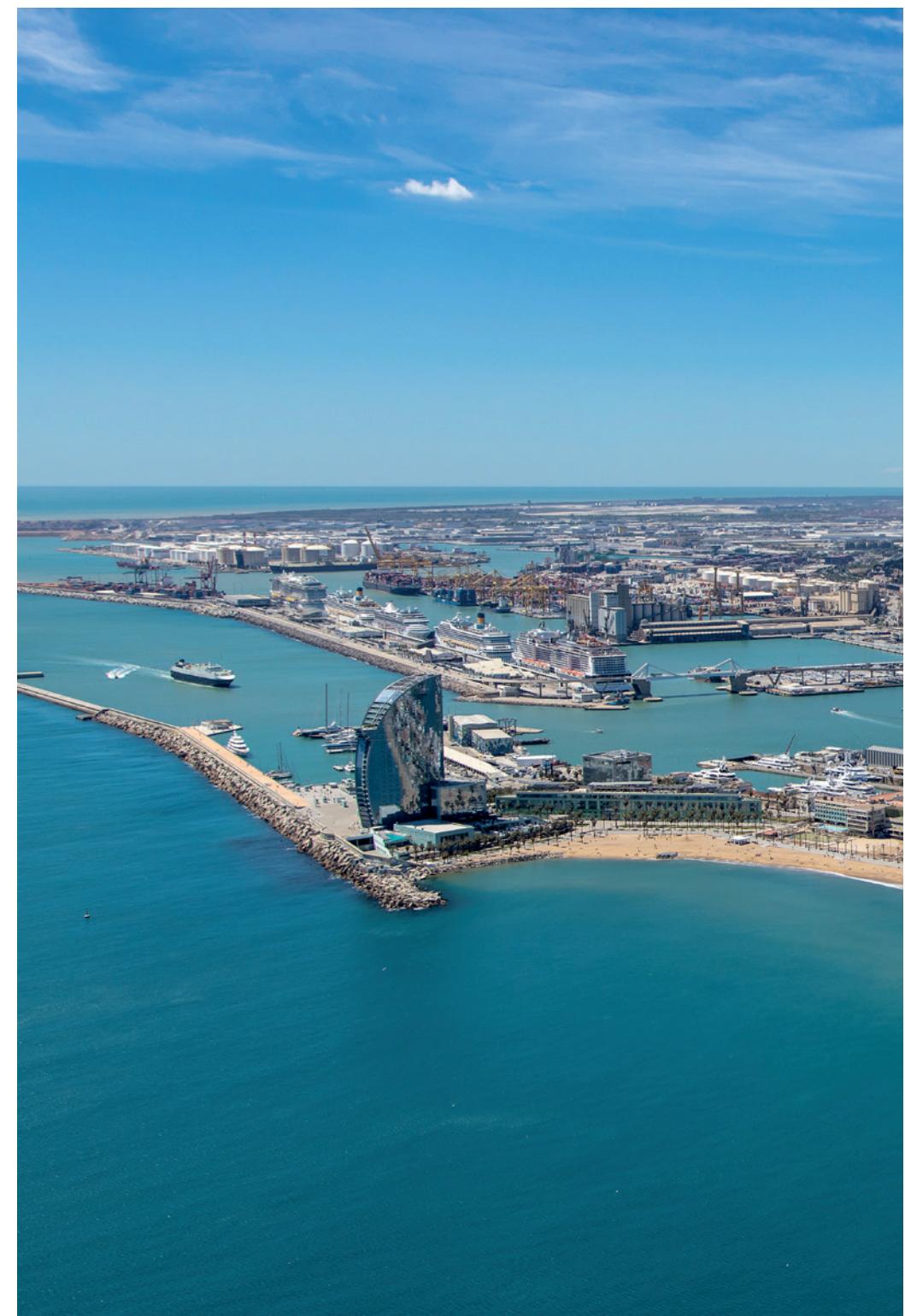
VAT excluded

(total estimated value of APB contracts and stakeholder companies).

The duration of the contract
is one (1) year.

On 23 February 2022, the APB awarded the contract to **Gas Natural Comercializadora, S.A.** (lots 1, 2 and 3) and **Iberdrola Clients, S.A.U.** (lot 4) for one year.

In accordance with the energy price formula established in the terms and conditions and the coefficients offered by the awarded sellers, applying the Iberian Energy Market Operator (OMIE) value used in preparing this tender (the futures price of energy for 2022 the dates the specification was drafted), a **budget reserve of €2,175,720.88 for chapter I.07.B10070.161400, Consumption of APB electrical supplies (2022)**, was requested.





Social value



The Port of Barcelona considers the people who work here to be a strategic factor in port development. That is why it strives to ensure their well-being, health and the development of their skills and abilities.

Also, the Port's social and relational capital –its behaviour and actions towards society, and how it communicates and relates to the public and stakeholders– are values that impact the achievement of its objectives. For this reason, it works to guarantee application of the precautionary principle to all the activity carried out in the port facility and its surroundings, the goods and the people for whom they are intended.

Orientation to the SDGs

The diverse services for goods and passenger transport provide a very wide scope of port activity which meets various SDGs. The following are some of those that have the most impact and relevance in day-to-day Port affairs.



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.

24
drills within the Port Self-Protection Plan

11,031
visits attended by APB Medical Services

667
ambulance services managed in port territory



The Port is involved in designing quality training not only for working people, but also to promote employment and match labour supply and demand in the port sector. The European School – Intermodal Transport, promoted by the Port, is a benchmark European centre for training in logistics and intermodal transport.

62
direct training activities of the European School – Intermodal Transport

541
students from higher training courses in Transport and Logistics and International Trade have participated in the *Forma't al Port* programme



Working for gender equality is a responsibility taken on by organisations in a sector in which women are still under-represented, particularly in positions of responsibility.

30%
of women on the APB Executive Committee and **25%** on the Management Board

Approval of the **Fourth Equality Plant**, which includes new regulations



Creating quality employment is a challenge that extends to people with disabilities or at risk of social exclusion, as well as young people. The Port also carries out initiatives to improve the qualifications of workers and potential workers.

Nearly **20,000** hours of training for APB staff

Agreements with the Polytechnic University of Catalonia and the ESERP to **host interns**

Getting Talent project and participation in the **Employment Fair**



Safety in the port area is an aspect on which we work constantly. Furthermore, actions are developed to make the environment inclusive and supportive of people and the city, and to protect cultural heritage.

226
free integrated transport cards for APB staff

Promotion of bus **line 88** for the staff of companies in the Port service area, integrated into the public transport network of Barcelona

Celebration of the **250th anniversary of the Torre del Rellotge [Clock Tower]**, an important element of Port of Barcelona heritage



Port work 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 participates actively and has a voice in the **main** national and international **bodies of the sector**.

About the data

Occupational data are presented that refer exclusively to Barcelona Port Authority (APB), an organisation subject to the principle of transparency and a strategy model for people oriented towards sustainability, which we hope to extend throughout the port environment.

In addition, data are provided on Reference Service Levels, safety and qualitative information concerning actions related to the public, which come from the APB and refer to the entire Port Community.



Human capital

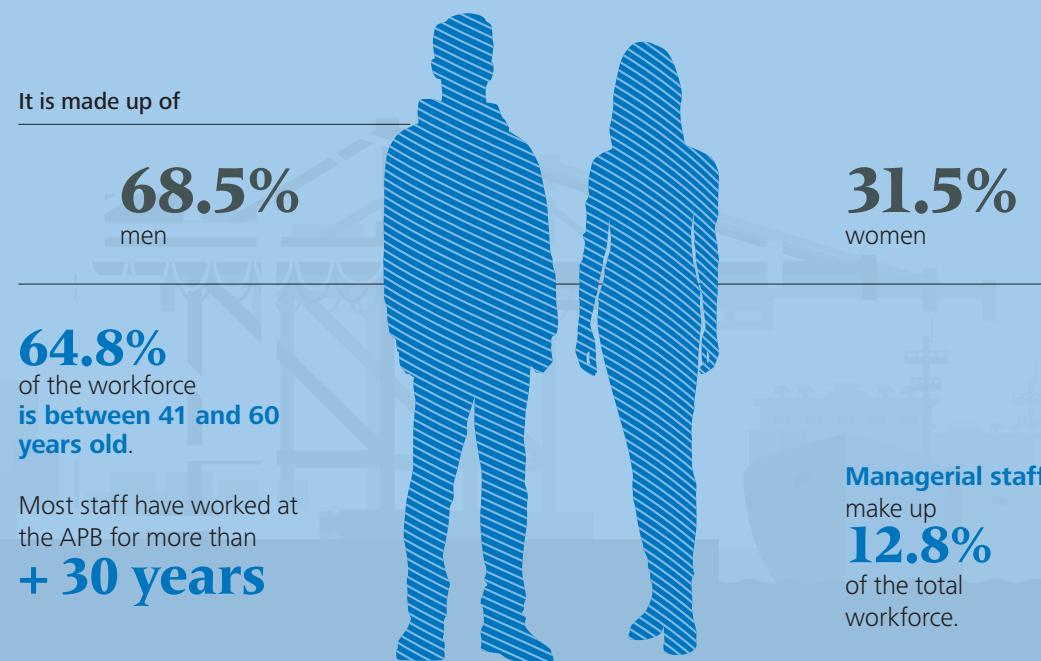
2022 was an intense year in terms of the actions rolled out under the Barcelona Port Authority (APB) Plan for People 2021 – 2024, and the contribution of individuals to the collective results of the organisation was at the forefront. Overcoming the pandemic and consolidating remote work required significant efforts in the main lines of action initiated in the fields of mobility, learning, work-life balance, equality, well-being and communication.

The APB hopes to continue growing towards a more open organisational culture, moving away from oversight and based on trust, but also committed to effort and delivering results, particularly in a context of continuous change like the current one.

The Barcelona Port Authority workplace

Workforce profile

The Barcelona Port Authority (APB) workforce has the following characteristics as of 31 December 2022:



Progression of APB staff (number of people), 2018-2022

| | 2018 | 2019 | 2020 | 2021 | 2022 |
|---|------------|------------|------------|------------|------------|
| Covered by the agreement | 458 | 456 | 451 | 461 | 468 |
| Not covered by the agreement (managers) | 69 | 68 | 70 | 70 | 69 |
| Total | 527 | 524 | 521 | 531 | 537 |

APB workforce by age range (number of people), 2022

| | 16-30 years old | 31-40 years old | 41-50 years old | 51-60 years old | 61-70 years old | TOTAL |
|--------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------|
| Men | 22 | 63 | 110 | 127 | 46 | 368 |
| Women | 12 | 24 | 61 | 50 | 22 | 169 |
| Total | 34 | 87 | 171 | 177 | 68 | 537 |

APB workforce by seniority (number of people), 2022

| | 0-5 years | 6-10 years | 11-15 years | 16-20 years | 21-25 years | 26-30 years | >30 years | TOTAL |
|--------------|-----------|------------|-------------|-------------|-------------|-------------|------------|------------|
| Men | 69 | 22 | 41 | 41 | 68 | 38 | 89 | 368 |
| Women | 27 | 20 | 20 | 23 | 29 | 28 | 22 | 169 |
| Total | 96 | 42 | 61 | 64 | 97 | 66 | 111 | 537 |





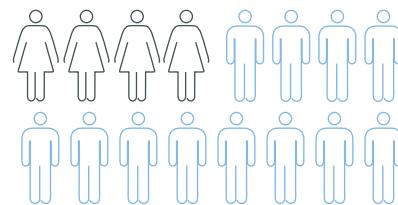
Diversity and equal opportunities

Gender equality

The proportion of women in the chief governing bodies of the Port of Barcelona and APB is slightly lower than the proportion of women in the overall APB workforce.

Proportion of women in governing bodies of the Port of Barcelona

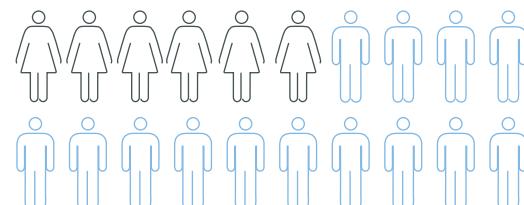
Barcelona Port Authority Management Board (16 members)



4/16 | 25%

Data as of 31 December 2022.

Barcelona Port Authority Executive Committee (20 members)



6/20 | 30%

Fourth Equality Plan

In October 2020 the publication of Royal Decrees 901 and 902 brought in new regulations that were not covered by the Equality Plan in force at that time. For this reason, in 2021 the APB hired an expert consultant on equality issues (Criteria) to evaluate and implement all the new developments envisioned in the regulations.

In 2022 the following milestones were reached in the Equality Plan:

1. Negotiating with company representatives (Equality Negotiating Committee) concerning actions included in the new Plan.
2. Preparing the Fourth Equality Plan, valid for four years (2022-2026), which includes a remuneration audit.
3. Preparing the files for the 23 actions incorporated in the Equality Plan. Establishing the figures responsible for monitoring all the actions included in the new Plan.
4. Programming the 23 actions of the Equality Plan.
5. Creating the APB Equality Monitoring Commission with 10 people - five from the business side and five from the company side.
6. Preparing the Operating Regulations of the Equality Monitoring Commission.
7. Registering the Equality Plan, minutes and salary audit and filing collective labour agreements (REGCON).

Preventing discrimination

Barcelona Port Authority applies the current collective agreement (Third Collective Agreement of *Puertos del Estado* and Port Authorities) on the qualifications required for each post, follows open competition procedures to select staff, and recruits according to current labour regulations.

In 2022 the APB directly recruited a total of **25 people with a disability** and none at risk of social exclusion.

Working conditions

Labour protocols

During this year the APB was governed by these four labour protocols:

Equality Plan, updated this year

Harassment Protocol

APB internal policy on digital disconnection

Regulations for the use of e-mail, internet and computer and electronic communication tools

Explanatory infographics available on the APB intranet guarantee that workers can consult each protocol quickly and easily at any time.

There is also a **working group** on the APB internal policy on digital disconnection, which received no incidences and therefore did not meet during 2022.



FlexiWork

As of 1 April 2022, the APB had implemented a combination of remote and on-site work, the so-called FlexiWork (FW) model. Following a study to determine which positions were likely to use FlexiWork, the following modalities were approved:



1. Maximum of two days of FW per week and the rest of work in office (40% FlexiWork).
2. When two days of FW are not possible, in some cases the option of one day of FW per week may be considered. The positions in question must allow 20% of tasks –e.g. drafting, review, analysis, data processing, etc.– to be carried out from home, concentrated in the same day.

The FlexiWork Monitoring Committee, made up of representatives of the Works Council and a business representation, monitors incidents and doubts that may arise, and observes the entire implementation of the new system.

Social benefits

In compliance with instructions from Puertos del Estado and by indication of the Executive Commission of the Interministerial Remunerations Commission (CECIR), the contribution to the social fund was reduced by 75% for more than four years; its use has therefore been very limited.

Furthermore, promoter contributions to the employee pension plan were suspended throughout the 2022 financial year.

People-centred organisation

Employee Journey Map

In 2022 the Employee Journey Map project was launched to determine APB workers' experience in detail at each point of contact with the company, from the day they joined the organisation until the end of the contractual relationship, personalised to make it more pleasant (benefit for the worker) and productive (benefit for the organisation). The Employee Journey Map tool made it possible to identify these contact points (moments of truth) to enhance the positive ones and improve the negative ones.

Active listening, measurement and feedback are essential elements to know and satisfy teams' needs and, if necessary, redefine a new value proposition with a positive impact on the worker's experience.

Healthy company campaigns

People's health and well-being continues to be a pillar of all the initiatives carried out by the People Directorate. To that end, communication campaigns associated with the healthy company are of particular importance. In 2022 various communication materials were produced around preventing occupational risks ("Eliminating occupational risks at the Port" audiovisual series), promoting physical activity (online stretching and muscle toning sessions), and more.

Promoting youth work

To further the overall mission of generating prosperity in the community, one of the aims of Barcelona Port Authority (APB) is to promote the incorporation of young people into the labour market.

During 2022 the APB maintained **five internship contracts** regulated under the Workers' Statute. This type of contract aims to facilitate the incorporation into the labour market of recent graduates (graduated in the last three years, or five years in the case of people with disabilities) who may not necessarily have enough professional experience for their activity to be fully productive. This increases their chances of entering the labour market once their placement is over.

Educational cooperation agreements

During 2022 the APB hosted **26 interns** from various areas of specialisation such as Business Administration and Management, International Business, Nautical, Public Relations, Labour Relations, Audio-visual Communication, Logistics and more.

Also, the framework agreement was formalised with **Polytechnic University of Catalonia** and the agreement with **ESERP** was extended to receive interns for the next four years.



Internal communication

Internal communication has continued to increase its value as a strategic element in managing people and business, with the commitment to transparent, open and participative communication and spaces for communication, collaboration and participation that generate bonding and pride of belonging.

The **corporate intranet** remains the main internal communication channel, with news, operational information and communications to promote and spread the organisation's strategic axes published every day.

APB intranet, 2022



168,004
visits

550
new contents published

8,046
positive reactions

370
interactions

83
audiovisual contents published

Communication within the organisation aims to convey its business objectives, keep employees informed and motivated and create a positive work climate. This year it focused on key aspects such as purpose and sustainability, leadership and people's well-being.

Workers are a strategic audience for the organisation, with a very relevant role as ambassadors of the **internal Naveguem Junts [Let's Sail Together] brand**. In this connection, an effort is made to get to know each person in the organisation better, listen to them and answer their questions, to be able to design more effective strategies to ensure their satisfaction.

Other dissemination tools

By **designing infographic and audiovisual material**, the goal is to promote internal and cross-cutting knowledge of the organisation. During 2022 new infographics highlighted the activity of various departments and themes (Public Relations, Conservation, Port Police, Printing and Photocopying Service, concessions investments, Equality Plan, etc.) and a new instalment of the "Inside the APB" series focused on the BIP Area.

To spread the Port of Barcelona's strategic vision within the company, various **communication campaigns** were designed, developed and published in the areas of innovation, business and sustainability. Among these, for example, the internal dissemination of progress on the Nexigen project; the awareness campaign during European Waste Prevention Week, and periodic publicising of PierNext content.

Internal Communication Plan

In 2022 this plan's continued roll-out involved setting the agenda and establishing the internal communication Canva, a document helping to homogenise all communications and making sure that they tie in with the organisation's strategy.

The Plan is a strategic document that is not only useful for the Department of Internal Communication; it can be a key tool to involve the areas of the organisation that participate in implementing it. The current situation forces organisations and people to be more flexible and constantly adapt to unexpected changes; a flexible and dynamic yet focused approach and attitude can help meet these changing needs.

Training and upskilling

APB staff development

Workers' professional and personal development is one of the basic pillars of Barcelona Port Authority's evolution and improvement, as well as of the services and values it provides to society and the city. Some of the training actions carried out in 2022 responded to previously detected

needs, while others cropped up over the year, since maximum adaptability in this area is essential to offer a better internal service.

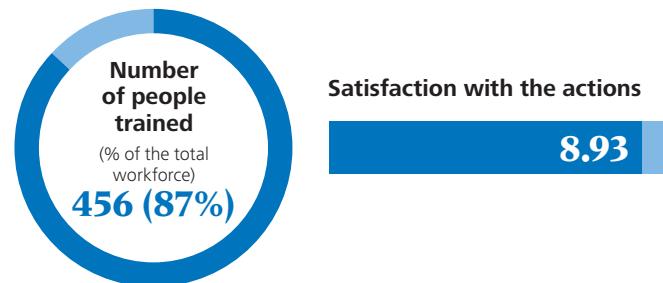
During the year **87% of people** in the organisation completed some type of training activity, a demonstration of the APB's firm commitment to developing its internal talent and its human capital.

Training indicators at the APB, 2022

Training actions/groups

226
actions **508**
groups

Hours invested in training
19,995.50



This year the main innovation in this area was the launch of **Let's Sail Together Learning**, the internal training and online learning tool on the Learning Management System (LMS) platform. The training offer in various areas –from digital skills and office automation to training videos on

the procedures and tools commonly used at the APB– has grown throughout the year to reach 20 courses. With this system, APB workers can complete training when they need it, anywhere and on any device.

Indicators of Let's Sail Together Learning activity, 2022

Courses available
on LMS
20

Number of people trained
with LMS
385

Overall satisfaction with actions



The Department of Internal Communication and Training has gone to great lengths to continue with normal training activity while adding this new autonomous learning methodology which complements the training catalogue.

Training for the final customer

With the aim of adapting to user needs and focusing on the objectives of the Port of Barcelona as a whole, the APB also offers specific training activities for the Port's final customers. The "Customer Experience" section of the Management chapter details the online sessions in which a total of **356 professionals** from various sectors have participated in 2022.



Activity of the European School - Intermodal Transport, 2022

62
training
activities

98
technical
visits

2,100
participants

62
participants

The School was designated **the Port of Barcelona's Technical Office of Sustainability** to manage issues of social sustainability and good governance in the Barcelona Port Community. It has supported the organisation and sustainability team in developing the Sectoral Sustainability Plan and organised other events linked to this theme.



Participation and project leadership

Beyond the actions which the European School organises directly, it has promoted and been the fundamental axis of various programmes, projects and training days, on which work has continued in 2022:

YEP MED

A project led by the European School and co-financed by the European Neighbourhood Instrument within the Cross-Border Cooperation (CBC) Mediterranean Sea Basin Programme, in which eight Mediterranean ports and port communities participate with the Port of Barcelona: the ports of Valencia (Spain), Marseille (France), Civitavecchia (Italy), Radès - La Goulette (Tunisia), Damietta (Egypt), Beirut (Lebanon), Aqaba (Jordan) and, as a guest country, Morocco.

This initiative seeks to create jobs and facilitate productive economic growth, particularly for unemployed young people and women, by finding a better match between qualification needs and the offer of dual vocational training in the labour market of the Mediterranean port communities sector. Trainers and students alike have received **more than 30 courses** on trade and international operations focused on digitalisation, environment and sustainability in the sector.

As part of the project, the School has developed a new training tool called **Port Virtual Lab**, which recreates international trade operations across a platform of simulated companies.

TECHLOG

This European project to develop simulators in the field of ports and transport is co-financed by the European Neighbourhood Instrument within the Cross-Border Cooperation (CBC) Mediterranean Sea Basin Programme and aims to strengthen relations between academia and the transport industry in Mediterranean port areas. The School participates as a centre that will provide training in the aforementioned field. In addition to the programmes in which the School is already a partner, during 2022 the entity helped to support and manage the European projects of other companies in the port and educational community of Spain and Italy.

Forma't al Port [Train at the Port]

This project is directed by the Training and Employment Working Group of the Steering Council to Promote the Port Community and led by the European School. During 2022 it has received **541 students** in higher degree training courses in Transport and Logistics and International Trade at institutes in the Barcelona metropolitan area and in the bachelor's and master's degree in Logistics and Maritime Business at the Tecnocampus.

In a first this year, the School has unveiled a programme called **TALENT**, in which the best students from each centre apply to participate in training for high performance logistics teams. Through this training, participants have the chance to develop cross-cutting skills, proficiency in the English language and technical knowledge about maritime transport, in addition to being able to define their profile and professional orientation with the help of a recruiting company.

Descobreix el Port [Discover the Port]

Organised by the Steering Council's Training and Employment Working Group, this conference familiarised teachers and guidance counsellors at compulsory education training centres in Barcelona with the professional profiles of the Port of Barcelona.

Aprenem Junts [Let's Learn Together]

Conference organised by the Steering Council's Training and Employment Working Group, in which short interviews were organised between teachers and companies to promote the teachers' stays in companies in the sector.

Formati al Porto

The Italian version of *Forma't al Port* held at the School's headquarters in Civitavecchia has incorporated two new centres. Five institutes now participate in this programme. In 2022 a total of **164 participants** have joined the various trainings carried out in the Italian port.

Higher Technical Diploma in Integrated Logistics and Shipping Processes

Jointly promoted and managed by the European School, its Civitavecchia headquarters, port authorities of Rome and Lazio and the Fundazione G. Cabot. The third edition has begun successfully, and **43 participants** are in the programme's two ongoing editions. The first class graduated in 2022 and 90% of these students have entered the labour market.

Training and Employment Working Group

The European School has been assigned the presidency and coordination of the sessions of this Steering Council working group to promote the Barcelona Port Community and develop the Strategic Plan, as well as its corresponding project groups:

Recruiting talent for bulk terminals

Accrediting skills for Port Community workers

Participating in the Employment Fair

Recruiting talent for the road transport sector



Occupational safety and health

APB Medical Services

During 2022 Barcelona Port Authority (APB) Medical Services attended to **1,371 people** (16 more than in 2021), including active and retired employees of the entity and their family members. Over the course of this year, things gradually returned to normal following COVID-19, so healthcare activity was possible both on site and with methods adopted or strengthened during the pandemic, i.e. online contact via Zoom or

other platforms and telephone support. This has also made it possible to conduct hybrid consultations (physical and virtual) which allow, for example, for follow-up visits without travel.

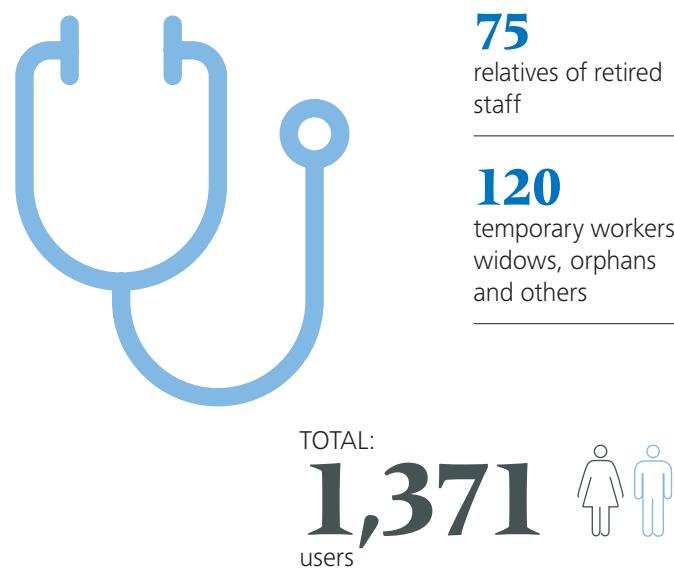
The medical centres of the Bosch i Alsina wharf and WTC Barcelona building attended to **11,031 visits**, a year-on-year increase of 1,512 visits (15.9%) corresponding to the activity of family medicine, rehabilitation sessions and nursing consultations.

Potential users of APB Medical Services, 2022

527
active Port Authority staff

429
family members of active staff

220
retired workers



Healthcare work of APB Medical Services, 2022

3,846

nursing consultations

▲ 16.5%

4,403

specialist and family medicine consultations

▲ 11.9%

2,782

rehabilitation sessions

▲ 21.9%

TOTAL:

11,031

visits



▲ 15.9%

Promoting health

To guarantee health in the organisation, Barcelona Port Authority carried out the following **information and training activities on healthy habits**:

- Work as a healthy company to strengthen the slogan "*La mar de bé*" [Feeling Great], which aims to provide necessary and appropriate information on healthy habits.
- Follow-up of the usual health promotion activities, fundamental pillars in this area.
- Yearly campaign on colon, prostate, breast and cervical cancer.
- Programme to reduce overweight and coronary risks I: web platform-based challenge in which participants could take part in a virtual trip and discover various parts of Europe by providing their daily physical activity monitored with their mobile device and/or wristband. Participation could take the form of any type of individual or group exercise or physical activity, regardless of participants' level of physical conditioning.

○ Programme to reduce overweight and coronary risks II: following a medical examination, individuals are advised, as necessary, to visit a dietitian or adopt a healthy diet and those with a body mass index (BMI) higher than 28% are recommended the most suitable type of exercise.

○ All workers received fruit to commemorate Food Week.

○ Study of emotional well-being in the organisation, to obtain proposals to emotionally improve employees and their environment.

○ Agreement signed with the Activa'TT per la Salut Association, of Hospital de Sant Pau, to raise awareness of vascular diseases and research to tackle them and the associated comorbidities and complications. Promoting information and prevention through specialised studies.

○ Second revalidation, in May, of the "Report on Good Business Practices", with healthy company accreditation from the National Institute for Safety and Health at Work.



Occupational risk prevention

During this year Barcelona Port Authority has redesigned its own **Occupational Health and Safety Management System** (SGSST). After submitting it to an **audit** in November, the auditing entity proposed to grant the APB certification according to **ISO 45011:2018** provided the corrective action plan for the incidents detected is developed within three months of the audit date. The certificate was expected in March 2023.

These are the **audit findings**, which led to the awarding of the organisation's SGSST certification:

- The defined scope is consistent with the organisation's activities.
- The SGSST is highly compliant with the audit criteria.
- The management system is clearly able to identify and fulfil legal requirements.
- The system effectively meets the established objectives.
- Areas of improvement have been identified and improvement measures taken.
- The compliance of the system documentation with the requirements of the standard has been verified. The implemented system has tools to promote continuous improvement in occupational health and safety.
- Objectives and milestones have been established to continually improve the system and its effectiveness.
- There is a system of internal audits with demonstrated effectiveness.

Safety and health indicators at work



Occupational accidents at the APB

The rate of incidence of accidents with sick leave has fallen compared to previous years and stands at 1,105 points. There have been **12 accidents with leave** - six *in itinere*, three during journeys during working hours and two during actions by the port police.



Monitoring health

In application of the Puertos del Estado and Port Authorities agreement, this work entailed **339 medical examinations**, both periodic and involving new entries, changes of post and/or after prolonged leave.

Mandatory medical examinations were also implemented for workers who perform work at height. These have resulted in **19 individuals** being declared **conditionally fit or under observation**, some of whom have required adaptation or a change of post.



Drills

Drills have been carried out in the buildings and spaces where APB staff work in the World Trade Center Barcelona (central offices of the Port Authority), BIP building (Goods Inspection Service) and TIR building (Transport Service Centre).



Travel Plan

The **Mobility Commission** was created with representatives of various departments of the APB and the Works Council, with the final objective of defining the Travel Plan for Barcelona Port Authority workers. First, it will be necessary to conduct an analysis of the current situation and surveys of the workforce to learn about their mobility habits and thus obtain a diagnosis of the current scenario and be able to establish an action plan for the coming years.

To foster the use of public transport, the APB provides **3-month travel cards** to workers who choose to go to work using public transport. In 2022 a total of **226 members** of Port Authority staff have benefited from this initiative.

Also, for years a **bus service** has been promoted for staff of the companies located in the Port's service area: **Line 88** of the Barcelona public transport network.

Security of people and goods

Port Police

2022 was a year of recovering activity after the COVID-19 pandemic and, therefore, recovering activity in mobility and tourism as well, which have impacted the activity of the Port Police. Below are some of the key indicators referring to this police force's various areas of action during 2022.

Traffic circulation area

There was a slight **rise in accidents** due to increased and normalised mobility, albeit below the figure in 2018 and 2019, when 178 and 148 accidents were recorded, respectively. Of 125 traffic accidents within the port area, 113 have resulted in material damage alone, and no deaths have been reported.

In addition to participating in **13 campaigns of the Catalan Traffic Service (SCT)**, the Port Police carried out a total of **280 controls** for alcohol and narcotics. The controls also made it possible to detect **16 other traffic safety offences**, such as driving without a licence, driving with a suspended licence, or driving despite having lost all the points on a licence.

Of the **reports filed under the Port of Barcelona's catalogue of administrative infractions**, the vast majority were for traffic violations (7,333), notably in car parks and at stops. A total of **1,662 complaints were processed with a ticket from the SCT**. Complaints for driving while using a mobile phone fell by 40%.

Twenty-one transport controls were carried out and **47 complaints** related to land transport legislation were processed.

Action by the Port Police in traffic, 2021-2022

| Indicator | 2021 | 2022 | Variation |
|---|-------|-------------------------|-----------|
| Number of accidents within the port area | 97 | 125 | ▲ 25% |
| • Minor injuries | 54 | 58 | ▲ 7% |
| • Serious injuries | 3 | 6 | ▲ 100% |
| Breathalyser tests | 1,349 | 1,829 | ▲ 35% |
| • With sanction for administrative positive | 40 | 66 | ▲ 65% |
| • With sanction for criminal positive | 13 | 24 | ▲ 85% |
| Drug tests | 30 | 21 | ▼ 30% |
| • With sanction for administrative positive | 21 | 11 | ▼ 48% |
| • With sanction for criminal positive | 2 | 1 | ▼ 50% |
| Complaints processed | 6,543 | 7,333 | ▲ 12% |
| • For traffic violation | 1,222 | 1,274 | ▲ 4% |
| Transport control | 40 | 21⁽¹⁾ | ▼ 47% |
| Land transport legislation complaint | 21 | 46 | ▲ 135% |

(1) One in collaboration with transport officials of the Generalitat and two with the Waste Agency of Catalonia and Mossos d'Esquadra traffic officers.



Safety

Action of the Port Police in safety, 2022

| Type | Number |
|---|--------------------|
| Participating in Self-Protection Plan (PAU) drills as an Order Group⁽¹⁾ | 57 |
| Monitoring and supervising operations with firefighters | |
| • Direct loading or unloading between ship and truck of hazardous goods | 397 |
| • Of MTTS bunkering of liquefied natural gas (LNG) | 37 |
| Controlling access to the restricted area of the Port | |
| • Seizure of expired accreditations | 528 |
| • Reports filed for using third-party accreditation or transferring accreditation | 26 |
| Proceedings referred to other police forces⁽³⁾ | |
| • Criminal acts (arrests) | 280 (41) |
| • Violations of the Public Safety Protection Law LO-4/2015 | 83 |
| • Robberies | 105 ⁽⁴⁾ |

(1) As heads of the Order Group and both in own drills and of area companies and terminals.

(2) According to Regulation RD 145/1989.

(3) Mossos d'Esquadra, Civil Guard, National Police, etc.

(4) 81 for theft with forced entry to a vehicle.

Healthcare

During this financial year the Port Police provided assistance in a total of **94 occupational accidents** in the Port of Barcelona, with 19 serious injuries and one fatality.

In addition, there were a total of **627 ambulance services** (+45%) by the SEM Medical Emergencies System, Port ambulance and private mutual societies, and **598 citizens** have received various types of assistance (+50%).

Port

Of **140 reports of breakages**, 24 involved barriers smashed at special railway intersections, and 33 involved barriers to access controls in the restricted area.

Additionally, during the year, **420 environmental procedures** were activated, most involving solid waste on the wharves, liquid spills and solid waste on roads, or NO2/PM10 air pollution.

Also, **84 abandoned vehicles** were registered in the Port service area.

Administrative

Of **608 administrative acts** (-10%), **30%** were for **confiscated products peddled on the street**. This figure is 47% lower than in 2021, the result of greater control of illegal street vendors.

Port security

To guarantee adequate port security, the Port of Barcelona meets the requirements of state and European regulations, implements specific measures and provides the necessary tools to carry them out. This year's actions in this regard are detailed below.

Actions in compliance with regulations

Regulation 725/2004 EC, affecting 22 areas of the Port of Barcelona:

- Renewed the compulsory risk assessment of 3 public wharves and 19 concession facilities.
- Approved 13 facility protection plans during the second half of the year.

Royal Decree 1617/2007, on improving port security and maritime transport:

- 15 March 2022, the Secretary of State for Security (Spanish Ministry of the Interior) approved the Port of Barcelona's Protection Plan (PPP) with new content, procedures and security measures in place at the Port.

Law 8/2011 and Royal Decree 704/2011, referring to the Port as a designated operator and critical infrastructure:

- 15 March 2022, the Secretary of State for Security (Spanish Ministry of the Interior) approved the Port of Barcelona's Specific Protection Plan (PPE), linked and annexed to the Protection Plan.

Regulation 725/2004 EC and of Directive 65/2005 EC, related to European Union Inspection monitoring within the framework of DG Move (Directorate A.5. – Policy coordination and security):

- In June the observations were processed and resolved with satisfactory results, which confirms the high level of security measures implemented both by the Port and port facilities subject to inspection.

Regulation (EU) 2017/2226 of the European Parliament and the Council, of 30 November 2017, to establish an entry and exit system (EES) recording these and refusal of entry data related to third-country nationals crossing the external borders of the Member States:

- Agreed measures and equipment necessary for system implementation –to become effective during 2023– in the various international passenger terminals of the Port (cabotage, short sea shipping and cruises).



Security measures implemented



Measures to **combat illicit drug trafficking**, agreed within the Container Terminal Security Commission.

Sixth round of **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. A total of **35 of the 78 participants** in this year's test, held in February, passed and were included in the annual register that Barcelona Port Authority makes available to shipping companies, freight forwarders and terminal operators.

Annual endorsement of the approval, renovation and extension of the Port Authority Control Centre **video surveillance system (CCTV)** and renovation of the cameras in Port of Barcelona accesses and terminals belonging to the **SIAM automatic licence plate identification system** by the Committee for the Control of Video Surveillance Devices of Catalonia under the Department of the Interior of the Generalitat de Catalunya.

Supervision of the services contracted by the APB for **surveillance and provision of private security services** at access controls to truck parking areas and security enclosures at public wharves and other port areas, and extraordinary services depending on circumstances: military vessels, Drassanes Passenger Terminal, Christmas at the Port, etc.

Supervision of the services contracted by the APB and by third parties on the **use of drones in the Port of Barcelona**. Subsequent to the agreements signed in 2021 with AESA, ENAIRE, SENASA and, on the operational side, the Mossos d'Esquadra and Civil Guard (Pegaso group), during 2022 the operating rules and conditions were published on the Port's website, and are accessible from a direct link on the ENAIRE website. All of this makes it possible to facilitate steps by operators regarding the use of drones and, at the same time, coordinate with ENAIRE and the heliport at Adossat wharf so that the APB can authorise flight plans over the port territory.

Main port security measures, 2018-2022

| Actions | 2018 | 2019 | 2020 | 2021 | 2022 |
|--|----------|---------|--------|--------|----------------|
| Mobile X-ray services and safety arches for FCS cabotage and cruise traffic | 421 | 433 | 82 | 68 | 259 |
| CCTV (police and judicial recordings) | 33 | 40 | 57 | 46 | 48 |
| Private security service hours in public port facilities | 25,964 | 24,461 | 37,032 | 27,589 | 33,919 |
| • Cruise services, access control, enclosures, etc. | 8,444 | 6,941 | 19,464 | 10,069 | 16,399 |
| • Parking services | 17,520 | 17,520 | 17,568 | 17,520 | 17,520 |
| K-9 pair certifications | 104 (42) | 88 (40) | 0 | 0 | 78 (35) |
| Sostrat authorisations* - QR code passes | – | – | – | 13,775 | 17,360 |
| • Public area (no gates) | | | | 33 | 393 |
| • Restricted area (other gates) | | | | 260 | 804 |
| • Energy Pier (Gate 31) | | | | 12,851 | 14,510 |
| • Semi-restricted area, Adossat wharf (Gate 2) | | | | 631 | 1,653 |

* Sostrat is the electronic platform managing authorisations and other digital operations.

The Port Security Office manages actions related to drills, audits, inspections, meetings, incidents and more. For its part, Passes and Permits issues authorisations to access the restricted areas of the Port and to develop non-port activities in its spaces.

Actions of the Port Security Office, 2018-2022

| Types of actions | 2018 | 2019 | 2020 | 2021 | 2022 |
|---|----------|-----------|-----------|-----------|------------------|
| ISPS drills (practical and theoretical)⁽¹⁾ | 12 | 16 | 13 | 8 | 13 |
| Inspections / Audits | 49 | 27 | 36 | 46 | 43 |
| • Internal | 2 | 1 | 2 | 2 | 3 |
| • External | 47 | 26 | 34 | 44 | 40 |
| Security meetings documented with minutes | 12 | 37 | 18 | 29 | 48 |
| Security incidents in the ISPS area / (related to intrusions, stowaways, etc.) | 18 / (3) | 25 / (13) | 15 / (14) | 38 / (11) | 96 / (44) |

(1) The International Ship and Port Facility Security (ISPS) code is a document with a series of preventive measures and action protocols to ensure maximum security for people, ships and port facilities.



Managing accreditations and permits, 2018-2022

| Document type | 2018 | 2019 | 2020 | 2021 | 2022 |
|---|------------|------------|------------|------------|--------------------|
| Port access credentials | 16,515 | 15,839 | 13,232 | 13,009 | 14,665 |
| New users | 4,988 | 4,301 | 2,875 | 3,494 | 4,447 |
| Renewals | 11,527 | 11,538 | 10,357 | 9,515 | 10,218 |
| Passes withdrawn by Port Police access control and Passes and Permits | 1,211 | 1,169 | 998 | 1,012 | 1,354 |
| APB complaints (Port Police)⁽¹⁾ | 5,135 | 5,764 | 4,947 | 7,688 | 8,819 |
| Permitted non-port activities⁽²⁾ | 165 | 149 | 132 | 282 | 265 |
| Authorisations to use drones | 0 | 0 | 0 | 28 | 46 |
| Flight authorisations and coordination | 0 | 0 | 0 | 53 | 53 |
| Payment permits | 41 | 37 | 17 | 68 | 82 |
| Revenue from payment permits | €21,274.00 | €48,267.00 | €29,311.18 | €78,850.92 | €133,550.27 |

(1) Complaints processed under the Services and Police regulations.

(2) Activities, events and filming.

Industrial safety

Agreement with Barcelona City Council

8 April 2022, in line with the long history of collaboration between both entities, the Barcelona City Council and Barcelona Port Authority signed the new agreement in matters of civil protection, fire prevention and extinction and rescue. During 2022 the **Monitoring Committee** of the agreement met seven times: three electronically and four in person.

Among the year's **investments** are the new J-25 bodied vehicle, equipped with a multi-lift container carrier system and winch and a transport container/collecting machine for 150mm-diameter hose.

In May the APB Presidency signed a resolution regarding the **transfer of the Barcelona Fire Brigade E-19 crane vehicle to the State Emergency Service of Ukraine**. This rescue boom allows work at extreme heights and had been acquired under the agreement. The vehicle was transported to Ukraine in a convoy organised and led by the Barcelona Fire Department and handed over to the Ukrainian emergency services on 2 June 2022.

Training

As part of the agreement, the following training activities were carried out during the year:

- Two Basic Safety Training courses for firefighters and corporals whose duties include water and underwater rescue. Taught by the Escola Port - Maritime Professional Training in Barceloneta.
- Practical training sessions for boat skipper qualification (PER) geared towards firefighters and corporals whose duties include water and underwater rescue. Taught by the Escola Port - Expomaritime & Boats in Barcelona.
- Two fire commanders' training courses in shipboard firefighting and rescue. Taught at the facilities of Seguridad Gallega Nosa Terra, S.A. (SEGANOSA) in the town of Salvatierra de Miño in Pontevedra.

Implementing the PAU

On 25 November, the Civil Protection Commission of Catalonia approved the **Port of Barcelona's Self-Protection Plan** (PAU), and thus ended the review process that takes place every four years. One of the main objectives of the PAU is to determine the necessary means of coordination and availability of resources of both the member companies and groups acting in the event of an emergency.

Preventive actions (PAU), 2022

Port of Barcelona PAU **general drill**.

23 drills in concessions, including companies affected by the Special External Emergency Plan for the Chemical Sector (PLASEQCAT).

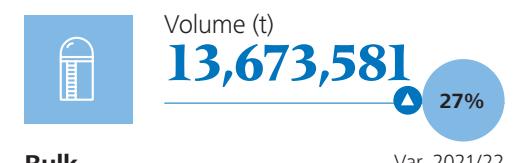
Managing hazardous goods

In compliance with Royal Decree 145/89 on the handling of hazardous goods, a total of **178,770 authorisations** of this type of goods were registered during 2022.

Volume of hazardous goods traffic in the Port, 2022 (tonnes)



In containers



Bulk



Social and relationship capital

Participation in organisations

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

International organisations with Port participation, 2022



European Sea Ports Organisation (ESPO)

Member of the Executive Committee

Member of the following specific committees:

- Economic and Statistical Analysis (chair)
- Port Governance
- Sustainable Development
- Intermodality, logistics and Industry
- Trade Facilitation, Customs and Security
- 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.



International Association of Ports and Harbours (IAPH)

As former IAPH President, the Deputy General Manager of Innovation and Business Strategy of the Port of Barcelona is an honorary member.

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.



World Ports Climate Action Program

One of the drivers of this initiative –along with ports of Hamburg, Antwerp, Los Angeles, Long Beach, Vancouver and Rotterdam– promoting port projects to combat global warming. The Port participates actively in the working group on supplying renewable energy to ships while at port (OPS) and the working group on developing low-carbon fuel ships.



Intermed

Founding member of the association, which comprises the ports of Barcelona, Genoa and Marseille.



MEDports Association

Vice-presidency of the association, which is made up of 24 ports and port organisations on both shores of the Mediterranean. The objective is to encourage collaboration between these ports, address the new challenges of international trade and logistics, and highlight the centrality of the Mediterranean in the new international trade flows.

Presidency of the Cooperation and Alliances Committee, with two meetings organised in 2022.



Medcruise

Active member of the association.

The Port has taken part in all the assemblies and working groups organised by the Association of Mediterranean Cruise Ports.

Other international organisations

- Association Internationale Villes et Ports (AIVP)
- Association of European Vehicle Logistics
- Association of the Mediterranean Chambers of Commerce and Industry (ASCAME)
- European Coffee Federation
- European Intermodal Association
- FERRMED
- Interferry
- Mediterranean Rail Freight Corridor (RFC6)
- World Association for Waterborne Transport Infrastructure (PIANC)

Spanish organisations with the Port's participation, 2022

- Spanish Association for the Promotion of Short Sea Shipping
- Spanish Coffee Association (AE Cafè)
- Barcelona Logistic Center AEEPB
- Spanish Association of Natural Gas for Mobility (GASNAM)
- Barcelona-Catalunya Centre Logístic (BCL)
- Railgroup



Corporate relations

Corporate communication

Port activity in 2022 was marked by instability and uncertainties in maritime transport and the world economy. The war in Ukraine accentuated the economic crisis, leading to a crisis in the supply of raw materials and fuels, inflation and disruptions in logistics chains, among other consequences. Despite the challenging maritime and port context, the Port of Barcelona managed to close the financial year with positive figures, continued to initiate new projects and accelerated the strategic objectives in place to build a more innovative and sustainable port.

In coordination with the various departments, companies and institutions of the Port, Barcelona Port Authority's Communications Department explained the work and importance of Catalonia's biggest transport and trade infrastructure to citizens and the economic fabric. It used various channels –media, social networks and corporate image– and adapted messages to the particularities of each one.

Port of Barcelona content on social media has increased and work to lend immediacy and value to the information that the Port publishes on its own channels is ongoing. By carefully managing communication on social and traditional media, the Port can deliver its messages to increasingly segmented audiences and thus increase its efficiency.



External communication in figures, 2022

155

Press releases

Social media



Twitter:

17,833 followers in total

(two profiles: @portdebarcelona and @portofbarcelona)



Instagram:

2,723 followers



LinkedIn:

22,583 followers



Youtube:

935 subscribers

Main topics of dissemination

During 2022 the main topics communicated related, once again, to the environment and innovation.

- This year the **Innovation plan**, which brings together the various projects that are transforming the way the Port offers its services and entails the launch of the **BCN Port Innovation** foundation to help to manage innovative initiatives and accelerate projects involving technology, the environment and energy transition. The Innovation Plan is a tool for boosting the blue economy.

- Presenting the **Nexigen project** was a central theme in 2022. The project brings together all the actions underway to connect ships to the electricity grid once docked, one of the Port's main initiatives to decarbonise port activity and improve air quality. The agreements reached with the first cruise companies in the world to adapt their ships were explained.

- Citizens were also informed about the various **renewable energy generation projects** under development such as the energy communities and photovoltaic panel units which have come on stream on certain rooftops of warehouses in the Port and ZAL.

- There was special dissemination of the **sustainable mobility initiatives** launched this year and which meant substantial technological investment. For example, the autonomous electric bus pilot test, the first in Barcelona. Also, the project for the hydrogen-powered truck that participated in the latest Dakar Rally. The Port was the scientific collaborator of the KH-7 Epsilon team studying the adaptation of industrial engines to new clean fuels and their future implementation in the port area.

- As usual, the Communication Directorate was involved in the **social and solidarity initiatives** led by the Port and conveyed them to citizens to encourage their participation. Take, for example, the yearly Solidarity Container campaign, with contributions to the Barcelona Food Bank, and support for the Open Arms organisation. In addition, this year the **logistics hub for humanitarian aid to Ukraine** was launched. This 1,800 m² logistics space in the ZAL is used to store and distribute all the aid that Catalonia sends to the Ukrainian people.

- The activities and events in the **Port Vell** were at the centre of many of the communication efforts during the year. We publicised important historical celebrations like the 250th anniversary of the *Torre del Rellotge* [Clock Tower] and the presentation of the project to remodel the Fishermen's wharf, which will open this area to the city.

- Organising work for Barcelona's hosting of the **America's Cup 2024** also began this year. This global sporting event was one of the most important news stories of the year for the city and for the Port of Barcelona. The Port Vell will host the six bases of the participating teams, and during summer and autumn 2024 will host the major players in nautical sports from around the world. From day one the Port of Barcelona communication team was involved in organising this competition and works in coordination with the organisers to show the most cosmopolitan and seafaring side of Barcelona.



Institutional relations

Thanks to the positive evolution of the COVID-19 health crisis, all the activities programmed by Barcelona Port Authority Department of Public Relations and Protocol could be performed normally, unaffected and without restrictions. This department coordinates support for Port visits,

organises business and institutional events and makes information on protocol for activities like meetings, conferences, forums, congresses, fairs and business missions available to the President and other APB departments.

Activities involving Public Relations and Protocol, 2022

Scope of action

Designing and coordinating Port visits

429 actions

Protocol and attendance by the Port President at events

455 actions

Organising internal and external events*

22 actions

Total activities

906

*Includes support for the Thailand 2022 business mission.

The number of activities was not only higher than in 2021, when work was still subject to some restrictions due to COVID-19, but also exceeded pre-pandemic levels of 2019, when a total of 588 actions were registered.

Among the events organised was the commemoration of the **250th anniversary of the Torre del Rellotge**, held on 22 June at the Fishermen's wharf, which highlighted the Port of Barcelona's oldest architectural element.



The direct impact achieved thanks to this kind of actions during 2022 was:

13,184
people



Spreading Cultural Heritage

The lines of action of the Strategic Plan of the Department of Cultural Heritage seek to fulfil these core objectives: spread and safeguard maritime heritage; transmit the values of the Port through the historical legacy, and establish syn-

ergies with other entities with which we share values and goals.

During 2022 four actions conceived in this spirit have stood out in particular:

"Fisherman for a day" activity

For the feast day celebration of Our Lady of Mount Carmel, patron saint of fishermen, Port of Barcelona workers and their families were able to enjoy the projection of a 360-degree virtual reality montage showing a day of fishing, from the departure in the morning until the sale of the fish at the market. To complete the activity, Barcelona Maritime Museum curators who belong to Cap a Mar, an association of fishing families in La Barceloneta, gave a guided explanation of the museum's "*Jo, de petita anava sempre al moll*" [As a Young Girl, I Always Went to the Pier] exhibition.

"Torre del Rellotge, 250 years of history" exhibition

As part of the 250th anniversary of the Torre del Rellotge, the oldest architectural element of the Port of Barcelona and one of the most important of the Port's heritage, the Port of Barcelona organised a travelling exhibition. Initially located at the Fishermen's wharf and later the Bosch i Alsina wharf, the exhibition told the story of this unique tower, which was originally a lighthouse and over time changed its function with the installation of a four-face clock to become the Torre del Rellotge.

Restoration of the Torre del Rellotge clock mechanism

To enrich the Port's cultural heritage, a restoration of what was probably the tower's second clock mechanism was completed. It is exhibited in a display case in the inner hall of the Torre del Rellotge and gives meaning to the heritage complex.

Sailing with the *Santa Eulàlia* schooner

To celebrate European Heritage Days, the Department of Heritage organised two sailing trips with the *Santa Eulàlia* schooner. On these trips seafarers were able to enjoy a visit along the Barcelona coastline in an early-20th-century boat designated cultural asset of national interest.



Social action

As part of its social sustainability policies, the Port of Barcelona has continued to promote actions focused on the social, environmental, economic, good governance and labour spheres and geared towards both society at large and the Port Community or certain groups.

Initiatives aimed at the public and Port Community

Christmas at the Port

| | |
|-------------|---|
| Description | Activities in Port Vell for children aged 4 to 12: puzzle with the areas of the Port of Barcelona; puzzle of Port Community professions; photocall; "Be a Pretend Stevedore" in the stevedores' tent. |
| Goal | Introduce children to the port and attract new vocations in the logistics and port sector. |
| Result | From 19 December to 5 January, a total of 21,282 children participated in the children's activities in the APB tents. |

Solidarity Container

| | |
|-------------|--|
| Description | Fundraising at companies of the Port Community, with equivalency made between one euro and one kilogramme of food. |
| Goal | Help communities with limited resources. |
| Result | 3,762 kg of food amassed, equivalent to €3,762 . |

Toy collection

| | |
|-------------|---|
| Description | Toy collection promoted by the Port of Barcelona Dance Section and in which the entire Port Community participates. |
| Goal | Ensuring that children from low-income families have gifts for Christmas. |
| Result | A total of 277 toys collected at the APB. |

TV3 dial-in fundraiser

| | |
|-------------|--|
| Description | Dance demonstrations by the Port of Barcelona Dance Section at Moll de la Fusta. |
| Goal | Raise funds for this year's TV3 dial-in fundraiser dedicated to cardiovascular health. |
| Result | A record €2,610 was raised. |

Xec Gourmet (social luncheon vouchers)

| | |
|-------------|---|
| Description | The APB has contributed 0.2% of the value of the luncheon vouchers received by APB workers. |
| Goal | The money obtained was donated to the Open Arms NGO. |
| Result | Collections have totalled €1,516.41 . |

Collaboration with the Spanish Cancer Association (AECC)

| | |
|-------------|--|
| Description | Collaboration with the AECC: APB staff are informed of the day to raise money for cancer research. |
| Goal | General support for the fight against cancer. |
| Result | Communication. |

Blood drive

| | |
|-------------|--|
| Description | APB Medical Services publicise a blood donation day among the workforce. |
| Goal | Collaborate in organising the blood drive in the World Trade Center space. |
| Result | Communication and organisational support. |

Collaboration for Ukraine

| | |
|-------------|--|
| Description | Creating a space dedicated to collecting essential materials for Ukraine. |
| Goal | Support assistance for people affected by the war in Ukraine. |
| Result | 1,803 pallets containing 467,194 kg of food, clothing, medicine, etc. were shipped. |

Free Zone Women's Council

| | |
|-------------|---|
| Description | Creating the council as a strategy to promote parity. |
| Goal | Promote equal opportunities. |
| Result | (Assessment pending) |



Within the Sustainability Working Group

The Sustainability Working Group coordinates the various needs and initiatives of the Port Community by holding recurring meetings during which it monitors the various projects. As part of the efforts of this working group, the following actions were carried out:

Sectoral Sustainability Plan (SSP)

| | |
|-------------|--|
| Description | Managing the project that, through annual data collection, acts as an observatory of sustainability among the companies in the Port of Barcelona Port Community. |
| Goal | The Plan promotes sustainable growth that takes into account the various stakeholders. |
| Result | As of 31 December 2022, there were 97 companies under the Sectoral Sustainability Plan (SSP) . |

SSP - Materiality analysis

| | |
|-------------|--|
| Description | Analysis among SSP member companies in which 45 organisations from various sectors participated. |
| Goal | Identify and prioritise various material matters. |
| Result | Preparation of a strategic plan and sustainability action plan for the Port Community . |

SSP - Sectoral Sustainability Report 2021

| | |
|-------------|---|
| Description | Publishing the document bringing together the actions and sustainability indices of SSP member organisations. |
| Goal | Inform stakeholders and society at large taking into account the main indicators extracted from the result of the materiality analysis. |
| Result | 33 visits to the Catalan section of the Sustainability Report website; 240 to the Spanish version, and 49 to the English version. |

Sustainability Day

| | |
|-------------|---|
| Description | Organising an Awareness/Notable Initiatives day on 7 November during which two environmental and two social talks were offered. |
| Goal | Share noteworthy sustainability-related initiatives of companies in the Barcelona Port Community. |
| Result | A total of 89 people registered and wide dissemination in social and traditional media. |



As part of the Training and Employment Working Group

In the Training and Employment Working Group, two meetings were held to monitor projects and initiatives and the following actions were taken:

Getting Talent project

| | |
|-------------|---|
| Description | Organising a day to attract talent in which representatives of companies in the logistics and transport sector have met with teachers from these areas. |
| Goal | Arrange for teachers to visit companies to see how to focus content within the classroom. |
| Result | A total of 110 people registered during the day. After the event, teachers completed 3 two-week visits of a company. |

Employment Fair project

| | |
|-------------|--|
| Description | Creating a MARKETPLACE event in which companies could come and meet potential candidates to work in their organisation. Setting up and staffing a counter. |
| Goal | Provide information and help find job options in the port, transport and logistics fields. |
| Result | Of a total of 74 people who requested information: 88% were job search enquiries and 7% offered their services. |



Services for seafarers

The Port of Barcelona takes special care to respond to the needs of this group, whose working conditions and characteristics require them to spend long periods away from home and who often lack appropriate services or occupational, financial and emotional support. 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. 2022 was still partially marked by the pandemic, particularly aboard cruise ships, although a gradual return to normal was witnessed in many areas. The Stella Maris residence has returned to normal occupancy; the transport of crew members to this centre and the city has increased significantly since last year, and the number of sailors who have visited the Club space and, to a lesser extent, the Passenger Terminal office, has gradually rebounded as well.

Main services of Stella Maris, 2022

| Service | Description | 2022 data |
|---|---|---|
| Residential | Possibility for seafarers to overnight, with special conditions. | 7,982 overnight stays. 638 users: 67% merchant sailors; 9% fishermen; and remainder, others (relatives of sailors, nautical students, diver, etc.). |
| Visits aboard ships | To welcome the crews and explain the services offered to them. | 2,221 visits aboard ships. 40,000 crew members received information: Filipinos (26%), Ukrainians (14%), Russians (9%), Indians (8%) and Turks (5%). |
| Transport for sailors | Provided using the two 9-seater vans currently available, donated by the ITF. | 3,071 sailors using the service. |
| The Club | In this space, sailors have access to a bar, games, internet connection, telephone, currency ex-change, chapel, library and shop. General assistance and advice are also offered. | 2,895 sailors: Filipinos (56%), Indians (18%), Ukrainians (15%), Russians (9%), Spanish (8%), Turks (5%). |
| Passenger Terminal Office - Cruise Ship Assistance | Located at International Passenger Terminal "C", the office has two telephone lines, four com-puters with internet connection and Wi-Fi and is especially intended for the crews of cruise ships. This office was unable to function normally as, although cruise ships have started to return in the summer, crews have generally not been allowed to disembark. | 655 crew members served: Filipinos (30%), Indians (30%), Indonesians (20%). 74 people have participated in the five football matches organised. |

| Service | Description | 2022 data |
|-------------------------------|--|--|
| Social assistance | Various types of assistance to sailors and fishermen (free overnight stays, financial aid, etc.). | €3,250 in aid. |
| Sailor's Rights Centre | Staffed by three lawyers, the centre provides sailors calling at the Port with answers in possible situations of conflict. The centre also promotes knowledge and application of the laws –particularly of the ILO– that protect them. | Inquiries have come primarily from foreign sailors, mainly from South America, seeking to regularise their situation. Other inquiries have involved recruitment. |

Port of Barcelona Welfare Committee

The Port of Barcelona Welfare Committee is made up of representatives of the following entities: Port Authority (which chairs 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, International Transport Workers' Federation, Faculty of Nautical Studies, Fishermen's Guild and Stella Maris (which holds the secretariat).

In 2022 the Committee has held three meetings to propose and follow up on the various activities carried out, including:

National Committee for the Welfare of Seafarers

23 November 2022, the National Committee for the Welfare of Seafarers was established at the Merchant Navy headquarters in Madrid with the participation of the following organisations: Puertos del Estado, Directorate General of the Merchant Navy, Social Marine Institute, National Association of Freight Forwarding Companies (ASECOB), National Association of Shipping Companies of Spain (ANAVE), International Transport Federation (ITF) and Stella Maris.

International Maritime Organisation Seafarers' Day (25 June). Greeting sheets were distributed to the crews; the Porta d'Europa bridge was lit up at night and admission to the Maritime Museum was free all day.

The **35th Seafarers' Conference**, held the second week of November, with the following programme:

- Five-a-side football championship between teams from the maritime-port area.
- "Women in the Maritime-Port Sector" session.
- Interreligious meeting for peace.



Port Vell

Gerència Urbanística Port Vell manages the 70 hectares of port area which are open to the public. In addition to conserving and maintaining the public spaces included in its territory, this public entity set up by Barcelona Port Authority supports the companies that operate in its field and ensures a sustainable and diversified balance of the activities which are carried out there. It therefore assumes the responsibility of guaranteeing the best coexistence between the port and city.

To consolidate itself as an area of economic and social development in the city and backbone of the coastal area, Gerència Urbanística Port Vell promotes and facilitates activities directly related to the **blue economy** whose purpose is innovation, sustainability, new technologies and the promotion of maritime culture.

Gerència Urbanística Port Vell participates in two **international associations** which aim to improve the integration between ports and cities: Association Internationale Villes et Ports (AIVP) and the Association for Collaboration between Ports and Cities (RETE).



Actions to improve spaces

In 2022 actions were aimed at improving public spaces to make them safer and consolidating them as friendly and quality areas for the enjoyment of visitors. Some are listed below:

- Paving renovation works at Plaça de Pau Vila and Moll del Dipòsit.
- Safety improvements on Passeig Mare Nostrum.
- Start of renovation work on the Rambla de Mar pavement.
- Adaptation and beautification of the unique helical bridges connecting Passeig de Colom with Moll de la Fusta.

Key events

During the year there was a recovery of activity in the area after the years of the health pandemic, which had forced a large part to stop.

Organisation and private company events

- 60th International Boat Show of Barcelona.
- Catalan Book Week.
- Shows offered by various circuses.
- Traditional and second-hand markets.
- Various events related to music and gastronomy.
- Nautical competitions (sailing, rowing, swimming, etc.) organised by the sports and nautical clubs in the area.

Compared to previous years, this year also marked a significant increase in the number of promotional events for commercial brands and photo sessions and shoots for films and TV series that have chosen as a backdrop the public spaces of the Port Vell.

City events

The Port has ceded its spaces for holding civic events, such as the concerts organised during the Mercè and Lali Jove celebrations.

Actions and projects of local organisations

- Barceloneta Medieval History Fair.
- Gran Trobada d'Havaneres "Barcelona Cara al Mar".
- La Barceloneta neighbourhood festival.
- "Space4OurPlanet" exhibition.
- Magic Line solidarity walk, organised by Sant Joan de Déu Solidaritat.
- Walk on the Southern Shoreline.
- Events in honour of the patroness of La Rambla in Barcelona, organised by Friends of La Rambla.



Christmas at the Port

From 5 December 2022 to 6 January 2023, the Moll de la Fusta once again hosted "Christmas at the Port." With an extensive programme of music and activities, the festival incorporates this area of the citizens' port into the city's calendar of cultural, sports and leisure programming.

The festival offered **traditional Christmas lighting** and **more than 30 children's activities** organised by the Port of Barcelona and entities and companies related to the nautical sector. Additional programming included **concerts** (mainly from students of neighbourhood music schools and entities), a **gastronomic market** and a wide offer of **attractions**, including a big wheel and sustainable ice rink.

"Christmas at the Port" has fast become one of the leading centres of leisure and public points of convergence in the city of Barcelona during the Christmas holidays. In this event the Port connects the city with the actors, companies and activities in its area, thus helping to disseminate and promote port and maritime activities and publicising the blue economy among visitors.





Environmental
value



Aware of the environmental impacts of port activity on the environment and the need to prevent or minimise these conditions as much as possible, the Port of Barcelona works with the entire Port Community to make sure to reduce its environmental footprint.

In addition, the Port of Barcelona assumes its role as a leader and an agent of change in **decarbonising** maritime transport and port activity. For that reason, its **Fourth Strategic Plan (2021-2025)** incorporates and is oriented towards the targets set by both the Paris Accords of the European Union and the International Maritime Organization (IMO), which envisage approaching decarbonised port activities by 2050.

Oriented to the SDGs



While this goal is focused on accessibility to drinking water and water sanitation in developing countries, it is worth mentioning the efforts made to prevent spills and clean up port waters.

22

tonnes of floating waste collected and removed from the water table



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.

25% reduction in electricity consumption at the BIP through photovoltaic panels and efficiency improvements

Initial implementation of the Fisherman's Wharf **Energy Community**, part of the CREATORS project



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.

Investments of **€110** million in wharf electrification projects by 2030

The Port's intermodal strategy resulted in savings of **€920** million in the cost of negative externalities in 2022

Start of the drafting of the Port of Barcelona's **Energy Transition Plan**

168,500 m³ of liquefied natural gas supplied to ships from 2018 to 2022

The Port joined the **World Ports Climate Action Plan (WPCAP)** programme aiming to lead decarbonisation

Barcelona Port Authority has signed up to the **Voluntary Agreements to reduce emissions** of greenhouse gases (GHG)



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

Improved water and sediment quality thanks to **periodic** control and monitoring **campaigns**

Surveillance of **benthic communities**

The data in this section also respond to the following SDGs:



About the data included

The data included in this section come from the control systems of Barcelona Port Authority (APB) and are periodically reported on the Port of Barcelona website. They are also further detailed in the Environmental Declaration document of the European EMAS Regulation 2022 entitled "Towards sustainability: Decarbonisation and energy transition."



Commitment to tackling climate change

The Port of Barcelona's environmental strategic model focuses on decarbonising port activity, but also on improving the quality of port waters and soils and appropriately managing waste and biodiversity.

In 2022 the Port of Barcelona once again ratified the commitment with its **environmental policy**.

01

Have an appropriate environmental management programme that guides and improves our environmental performance and drives decarbonisation to confront climate change, the energy transition, the circular economy and the protection of biodiversity.

02

Stay informed and comply with current environmental legislation and other environmental requirements to which we subscribe.

03

Work to prevent environmental accidents and maintain a high level of preparedness to reduce the effects of any incident or accident that may occur.

04

Use resources in the most efficient way possible, while trying to cut consumption of non-renewables and energy, CO₂ and other pollutant emissions like particulates.

05

Influence, field requests and cooperate with customers, suppliers, authorities and other participants to comply with our environmental policy and communicate effectively with the local community, relevant organisations and their environmental programmes.

06

Buy products and services whose production, use and destruction reduce the negative environmental effect to a minimum.

07

Provide all employees with training on environmental issues so that they consider themselves to be active agents of environmental protection and sustainability in their daily work.

08

Ensure that the necessary resources are implemented to meet these objectives and maintain our environmental management system and its certification.

09

Provide interested parties validated information in these areas and publish an environmental statement annually.

10

Ensure that all our action is carried out within the framework of the Port's Fourth Strategic Plan and Sustainable Development Goals of the 2030 Agenda.

Commitment signed in 2021 by José Alberto Carbonell, General Manager of the Barcelona Port Authority, and ratified in 2022.



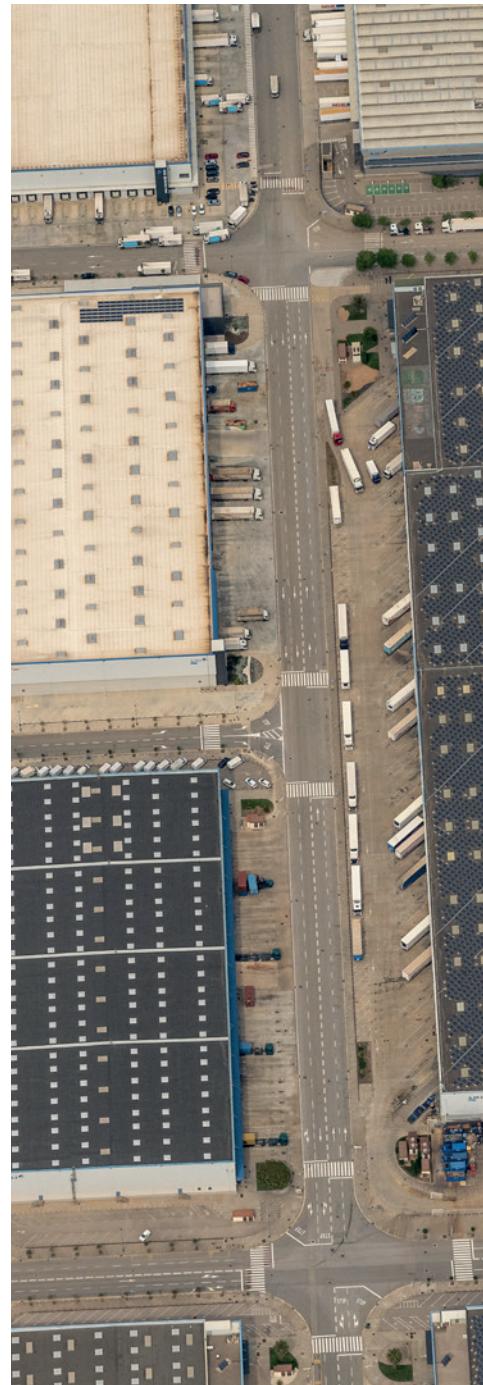
Climate Strategy

According to the Port Authority's preliminary calculations, total activity in the port area emits around 315,000 tonnes of CO₂ per year. Of these, 215,000 come from ships (including emissions derived from anchoring, manoeuvring, and during their stay in port), roughly 78,000 from the electricity consumption of all the facilities inside the port area, and the remaining 20,000 from emissions from light and heavy vehicles, terminal machinery and industry.

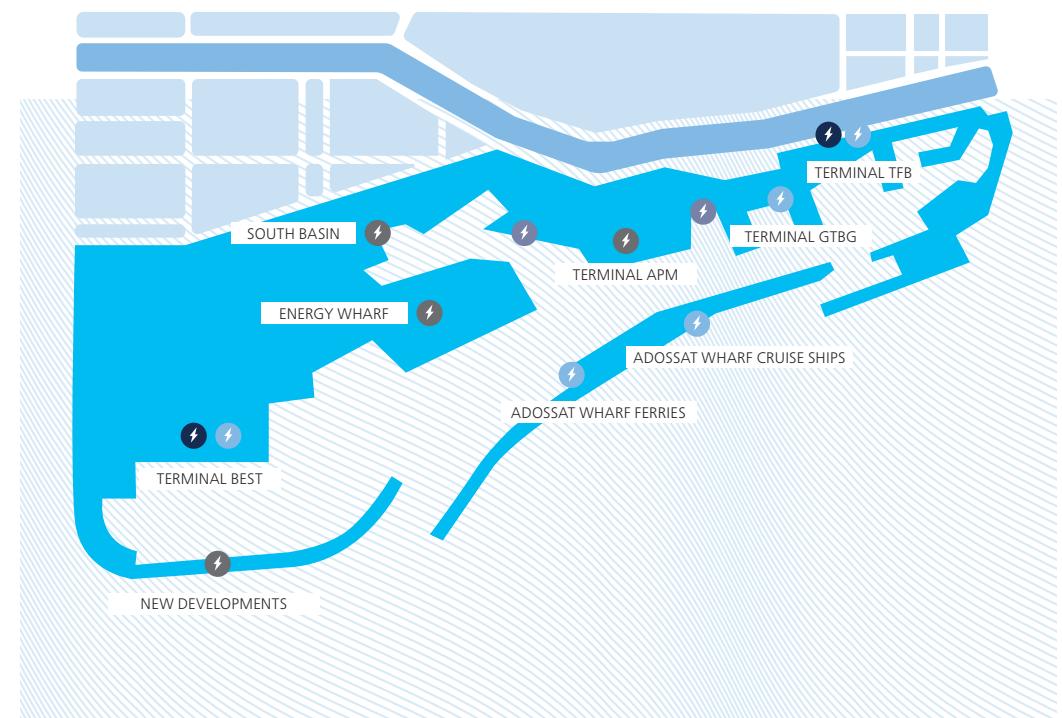
To meet the objectives set by the European Union and International Maritime Organization (IMO), the Port of Barcelona has established commitments to reduce greenhouse gas (GHG) emissions at three levels: overall port activity; the Port Authority; and the concessions and operators of the Port Community.

Overall port activity

In the **Fourth Strategic Plan of the Port of Barcelona** the commitment is particularly concrete in the aim of having electrical infrastructure so that ships can connect to the wharves of the cruise terminals, Prat wharf container terminal and ferry passenger terminals by 2030. It is estimated that this type of connection, which is known as onshore power supply (OPS), will lead to a reduction of close to 40% of CO₂ and NO_x emissions in the port environment and, therefore, move resolutely towards **decarbonisation** and improved air quality. (See the "Atmospheric environment" section of this chapter.)



Wharf electrification



- Electrification between 2021-2025 (pilot)
- Electrification from 2030
- Electrification included in advanced phases (specific studies necessary)

The Port of Barcelona has begun the process of **energy transition** to achieve an 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.

To this end, the Port is working to tap the **photo-voltaic generation potential** of roofs and surfaces of the port area, which is roughly 92 MW of peak power with an annual production of about 120 GWh. In addition, pilot projects of energy communities of shared consumption and reused surpluses were initiated in 2021.

Promoting new fuels with zero carbon emissions for ships, heavy vehicles and terminal machinery will also be a key component in achieving decarbonisation and meeting the emission reduction targets set by the European Union and International Maritime Organization for 2030 and 2050, for example, by studying the use of hydrogen as an alternative energy source.

One of the initiatives to move toward these goals is the **World Ports Climate Action Program (WPCAP)**, in which the Port of Barcelona has participated with nine other international ports since 2018.

The Port Authority

The Barcelona Port Authority (APB) has adopted several actions to guarantee savings and **maximum energy efficiency** at its buildings and facilities, in addition to generating renewable energy. The following actions stand out:

- Replacing compact lamps with LEDs and sectorising switching on and off in the APB offices of the WTCB building.
- Installing renewables in the new buildings of the fish market and service warehouses of the Fishermen's wharf.
- Installing renewables in the BIP building.
- In future, installing renewables in all buildings owned by the Port.

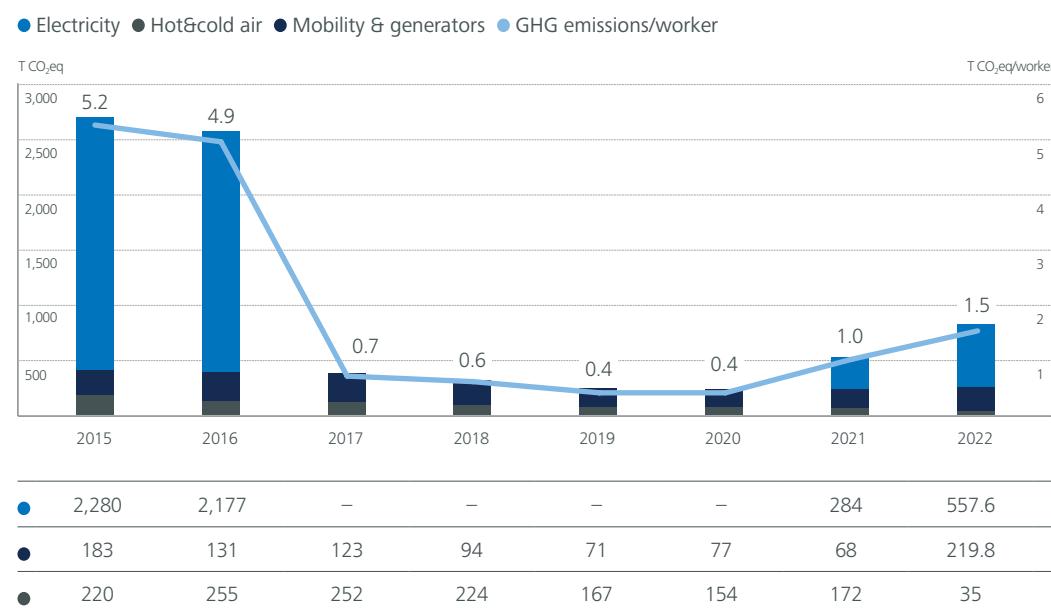
Through the Port of Barcelona's accession in 2012 to the Voluntary **Greenhouse Gas (GHG) Emissions Reduction** Agreements promoted

by the Catalan Government Office of Climate Change (OCCC), the organisation pledged to gradually reduce direct and indirect (scope II) emissions from the fuel consumption of its fleet of vehicles, boats and some generators, while also reducing electricity consumption.

In 2022, of the approximately 100 units of its **own fleet of vehicles**, a total of 41 were electric and the rest will gradually be replaced by new electric ones. (See the "More sustainable transport and mobility" section of this chapter.)

Since 2017, all the electricity consumed by the APB and companies in which it holds a stake (Port 2000, WTC Barcelona and CILSA) has carried a renewable generation guarantee certificate, so that the associated emissions do not count as greenhouse gas emissions. At the end of 2021 the distribution company unilaterally terminated the contract and electricity was temporarily purchased without certification pending a new tender of the service in May 2022.

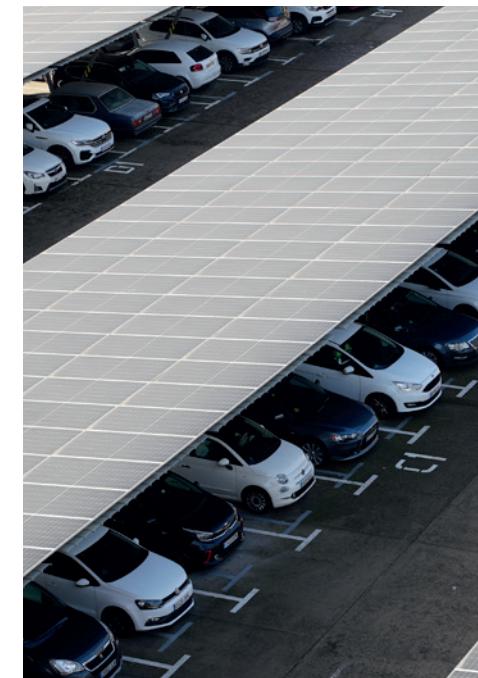
GHG emissions



The Port Community

The following are some of the aspects and commitments of the Port's climate strategy that involve and affect the Port Community:

- Extending the plan for electric vehicle charging points in facilities under concession.
- Promoting the voluntary agreements of the Catalan Government's OCCC to reduce GHG emissions among the concessionaire companies.
- Promoting clean fuels for terminal machinery through environmental discounts and concession clauses.
- Adopting more environmentally efficient equipment and means in the licence conditions for port services companies.
- Promoting energy efficiency and renewable generation in concession buildings and facilities.



Environmental Management System

The Port of Barcelona's Environmental Management System (EMS) covers all the facilities and activities developed by Barcelona Port Authority (APB) in accordance with its functions related to facilitating the passage of goods through the Port by sea, rail or road.

In addition, the Port of Barcelona's environmental management complies with current legislation, and its management system is certified according to the **ISO 14.001: 2015 standard** and recognised by **EMAS Regulation**, and according to the **Port Environmental Review System (PERS)** industry standard, promoted by the European Sea Ports Organisation (ESPO).

Under the EMS, the Port of Barcelona has planned its environmental action with the **2022 Environmental Programme**, which sets goals and milestones for the significant aspects and for relevant issues detected in the context and risk and opportunity analysis. The Environment Committee is responsible for monitoring its progress and degree of fulfilment and, in addition, has specific plans and programmes to conduct and control measures for environmental improvement.

Specific environmental plans and programmes

- Water quality monitoring programme
- Air quality improvement plan
- Inland maritime spill containment plan
- Emergency and self-protection plans
- Ship waste reception plan
- Environmental communication plan



Environmental impact and improvement actions

Below are basic data and indicators related to the direct and indirect environmental impact of the Port's most significant port activity, as well as the improvement and control actions done to minimise impacts.

The marine environment



Sanitation network

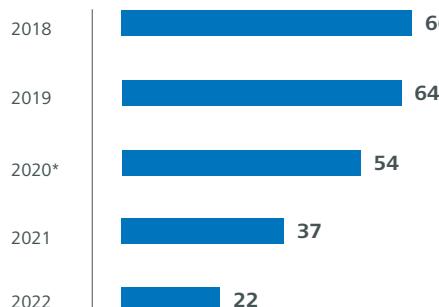
The Port's sanitation network, with **more than 30 km of collectors** and 16 pumping stations, collects wastewater from port activity and leads it through 14 points to the river Llobregat and Besòs treatment stations. Together with the actions of the sanitation system of the city of Barcelona, this has made it possible to substantially improve the quality of port waters.

The city's flood containment and control actions and the connection between networks have made it possible to reduce storm water discharges and has meant a 75% reduction in the amount of organic matter finding its way into the docks of the Port since 1995.

Port water cleaning

The Port provides a service for collecting and removing floating waste from the water sheet every day of the year and during the day. Plastics constituted the highest percentage of waste collected during 2022, followed by wood.

Total waste collected from the water sheet (t), 2018-2022



* Excludes exceptional collection for storm Gloria 2020.

Monitoring the quality of the marine environment

By periodically sampling water and sediments and measuring bioindicators, the Port of Barcelona checks and monitors the quality of the environment. This monitoring work is conducted in collaboration with the Catalan Water Agency in compliance with the Water Framework Directive and within the Monitoring Plan for Catalonia's coastal water bodies. In general, and despite increased port activity, the data have stabilised or improved in recent years.

As regards **water quality**, the main pollutants are derived from nautical and port activity and urban anthropic pressure, with some factors outside the scope of port management.

The seabed is also affected by present and past activities carried out in the area around the Port. In the effort to improve **sediment quality**, the Port characterises the sediments removed from port activity dredging and deposits them in an appropriate destination in accordance with the guidelines of the Spanish Ministry of Public Works.

One indicator of the state of health and environmental quality of the sediments of the seabed is the **benthic communities** or group of living organisms that live there. The main bioindicators defining these benthic communities have developed positively since monitoring first began in 1998.

Physical-chemical parameters of Port waters, 2018-2022

● Offshore waters Zone II ● Internal waters

| | 2018 | 2019 | 2020 | 2021 | 2022 |
|--------------------------------------|-----------|-----------|-----------|-----------|-----------|
| Temperature (°C) | 20.31 | 20.29 | 17.88 | 17.86 | 18.22 |
| Salinity (PSU) | 37.819 | 37.776 | 38.076 | 38.040 | 37.743 |
| Turbidity (FTU) | 1.08 | 6.45 | 0.65 | 2.74 | 1.30 |
| Density (kg/m³) | 1,026.765 | 1,025.473 | 1,027.762 | 1,027.764 | 1,027.243 |
| Chlorophyll (µg/l) | 0.68 | 1.08 | 1.00 | 2.13 | 1.21 |
| MIS (mg/l) | – | – | 2.08 | 7.12 | 0.83 |
| Average dissolved oxygen (mg/l) | 6.4 | 5.9 | 5.6 | 5.6 | 4.8 |
| Average OX saturation (% saturation) | 87.9 | 81.3 | 80.4 | 78.5 | 82.4 |



Development of benthic communities, 2018-2022

● Offshore waters Zone II ● Internal waters

| | 2020 | 2021 | 2022 | | |
|--|------|------|------|-------|------|
| Composition (taxons/800 cm ²) | 59 | 39 | 75 | 50.2 | 62 |
| Abundance (individuals/800 cm ²) | 210 | 222 | 749 | 525.2 | 195 |
| Shannon Diversity Index (H') | 3.5 | 2.78 | 2.54 | 2.864 | 3.54 |
| | | | | 36 | 196 |

The atmospheric environment



The [Port of Barcelona's Air Quality Improvement Plan](#), approved in 2016, defines the strategy to reduce emissions of polluting gases and particulates by proposing a total of 53 specific actions to be implemented in the short, medium and long term.

Since 2019 the Port has updated the Plan to align it with the action plans of the Generalitat de Catalunya and Barcelona City Council for the Special Protection Zone of the Atmospheric Environment for NO_x and PM₁₀. The primary action incorporated in the Plan involved **electrifying the main wharves** so that ships can be connected while they call in Barcelona and thus avoid producing emissions from auxiliary engines.

Air quality monitoring

To monitor and check air quality, the Port of Barcelona has the following infrastructure:

- A **weather network with 7 stations** with wind speed and direction sensors, 3 of which are also equipped with sensors for rain, temperature, relative humidity, atmospheric pressure and solar radiation.
- An **8-unit network of 8 high volume sensors**: 5 for PM₁₀ particulates (suspended particles with diameters less than 10µm) and 3 for PM_{2.5}.
- **3 automatic stations** to measure gaseous pollutants, such as nitrogen oxides and sulphur dioxide. The "Mobile Unit" station has also incorporated an analyser of benzene, toluene and xylene (BTX) and another analyser of ozone (O₃).

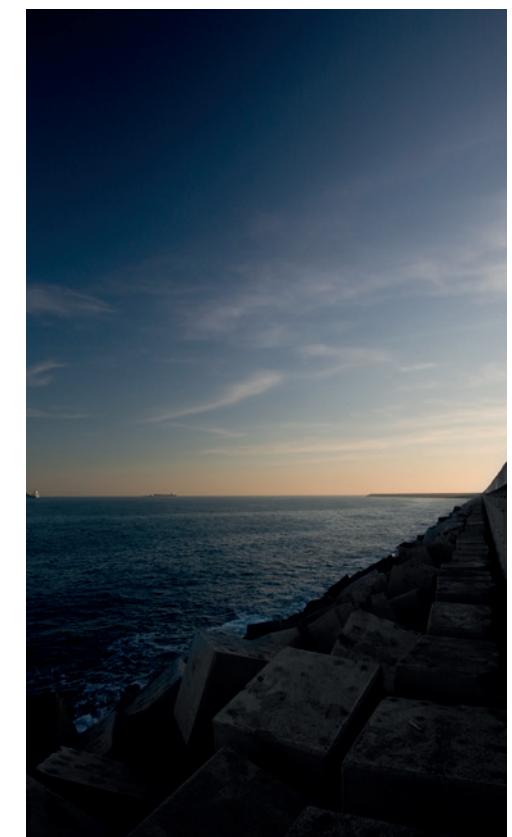
Air quality indicators

Port activity emissions

According to estimates, which the Port Authority reviews and updates every few years, the largest emissions of polluting gases into the atmosphere in the Port come from ships, which represent more than 95% of the total nitrogen oxide and particulate emissions.

According to the measurement methodology agreed with Barcelona City Council and the Generalitat de Catalunya, the Port's emissions represent 7.6% of the city's air pollution due to NO_x and 1.5% of its pollution due to PM₁₀ (2020 data).

In total, emissions of the main polluting gases and particulates from port activity are 6,212.91 tonnes of nitrogen oxides (NO_x), 322.74 tonnes of suspended particles with a diameter of less than 10 µm (PM-10) and 299.73 tonnes of suspended particles under 2.5 µm (PM-2.5).



Total emissions

| NO _x (t) | PM ₁₀ (t) | PM _{2.5} (t) |
|---------------------|----------------------|-----------------------|
| 6,212.91 | 322.74 | 288.73 |

Pollutant gas immissions

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

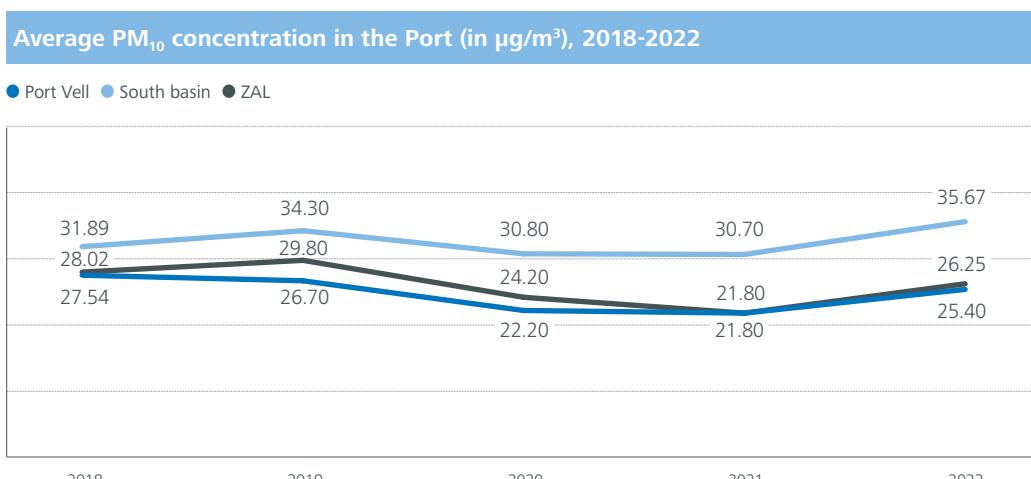
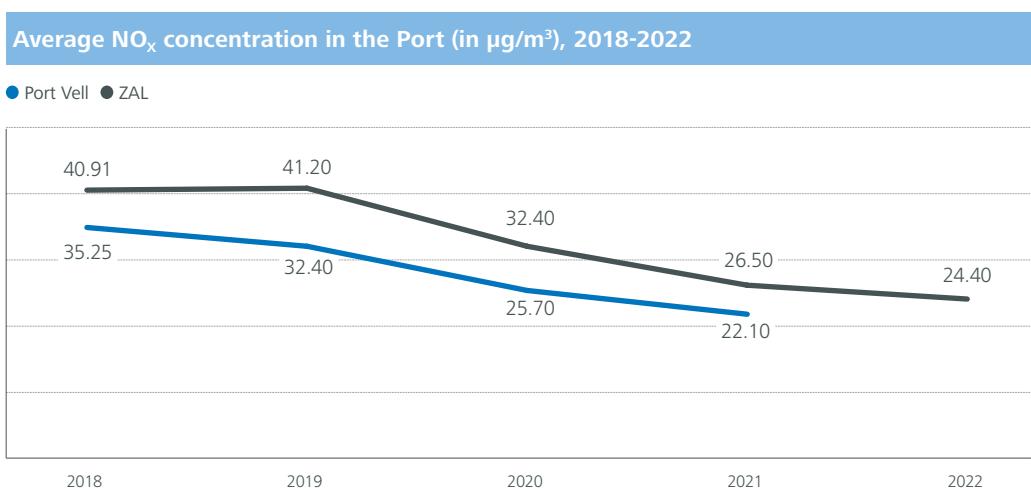
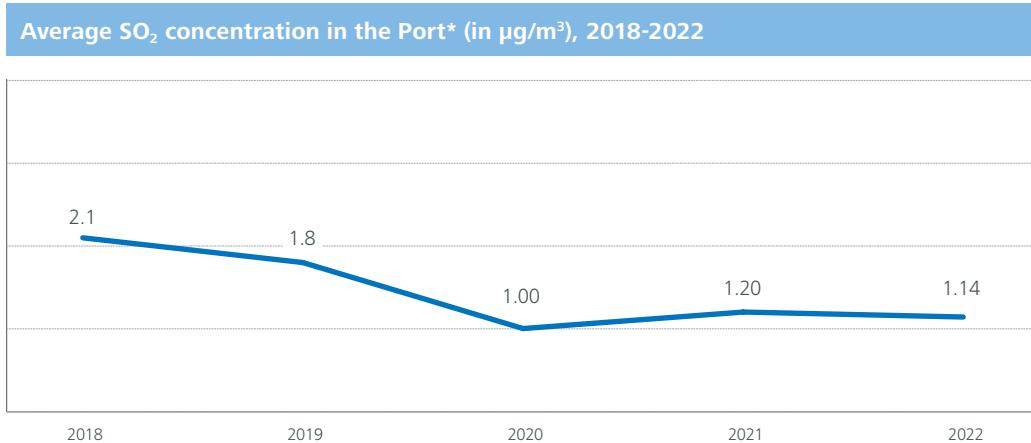
Concentration levels of **sulphur dioxide (SO₂)** are low if you consider that current European regulations set a maximum daily average thresh-

old of 125 µg/m³, which cannot be exceeded more than three days a year. The entry into force of ships' obligation to use fuels with less mass sulphur content (from 3.5% to 0.5%) during navigation has clearly influenced this.

Nitrogen oxide (NO₂) levels present a clear downward trend –except for the upturn in 2021 due to lack of activity in 2020– and are well below the benchmark value (40 µg/m³).

On the other hand, the concentration of **PM₁₀ particulates** is slightly on the rise because this depends a great deal on the performance of works and dry bulk operations but can be considered generally low. The highest levels are concentrated in the South basin area, which has more intensive road traffic.





Actions to improve the atmospheric environment

Barcelona Port Authority conducts various actions to directly or indirectly reduce these concentrations and works to continuously improve air quality in the Port and its surroundings.

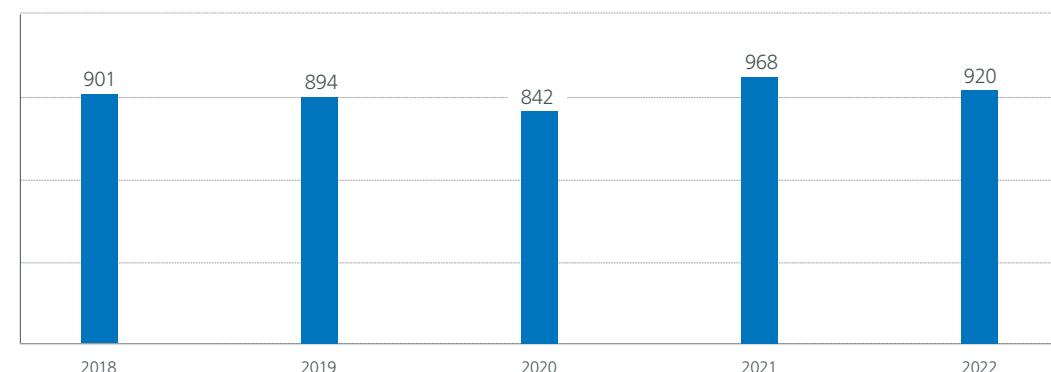
Impact of the intermodal strategy

For years, the Port has integrated intermodality as a key element of its global strategy. Using rail

and short sea shipping, especially the Motorways of the Sea, not only helps to expand the Port of Barcelona's hinterland, but –as an alternative to the road– makes it possible to reduce the emission of pollutant gases and particulates and offer more sustainable logistics chains.

In 2022 the Port's intermodal strategy **saved it €920 million in the cost of negative externalities**. In other words, shifting part of freight transport from road to rail and sea not only helps to reduce air pollution and global warming, but also has an impact on issues like noise, health costs from accidents and respiratory diseases, as well as infrastructure investment and depreciation costs.

Savings in externalities by using rail and SSS (million EUR), 2018-2022*



*In 2021 historical data were recalculated to include rail traffic that had not previously been included.





Promoting the move to gas

The Port of Barcelona has been a pioneer in the Mediterranean in promoting the use of natural gas as a transition fuel for goods mobility by sea and land. The **Air Quality Improvement Plan** includes actions and projects (see section "Financial aid received" in chapter 5) aimed at this goal.

Having liquefied natural gas (LNG) in the Enagas terminal has allowed the Port to become consolidated as a bunkering hub for this product in the Mediterranean.

The following are some of the milestones in promoting the move to gas at the Port of Barcelona:

- In 2017 liquefied natural gas (LNG) was supplied to a ferry from a tanker truck (truck-to-ship or TTS mode).
- In 2019 we were the first port in the Mediterranean to supply a ship from a barge (ship-to-ship or STS mode).

- Since 2020, supplies have also been administered in multitruck-to-ship mode, i.e. from several tankers at the same time, which makes it possible to nimbly operate vessels with short stopovers, such as ferries.

- Currently 7 Baleària ferries are authorised to receive supplies in TTS mode and 5 cruise ships of the Carnival company can receive supplies in STS mode.

Between 2018 and 2022, **close to 168,500 m³ of LNG was supplied to ships** at the Port of Barcelona - 54,000 m³ from a tanker truck (TTS mode) and 114,000 m³ from a barge (STS mode). In 2022 the volume of LNG supplied to ships decreased significantly due to the high price.

Services and volume of LNG supplied to ships (units and m³), 2018-2022

| | | 2018 | 2019 | 2020 | 2021 | 2022 | TOTAL |
|--------------------------|---|--------|-----------|-----------|-----------|-----------|--------------|
| From tanker truck | Number of operations | 18 | 4 | 212 | 218 | 18 | 470 |
| Tanks involved | | 18 | 4 | 596 | 609 | 19 | 1,246 |
| Vessels | Abel Matutes Hypatia de Alejandría Abel Matutes, Nápoles, Sicilia, Bahama Mama Abel Matutes, Nápoles, Eleanor Roosevelt, Sicilia, Matin i Soler Sicilia, Nápoles, Abel Matutes, Matin i Soler Hypatia de Alejandría | | | | | | |
| | Supply in m³ | 344.61 | 322.93 | 25,437.82 | 27,079.59 | 821.42 | 54,006.37 |
| From barge | Number of operations | 0 | 17 | 7 | 18 | 14 | 56 |
| Vessels | Aida Nova, Costa Smeralda Costa Smeralda Mardi Gras, Iona, Costa Smeralda, Costa Toscana Aida Nova, Costa Smeralda, Iona, Costa Toscana, Aida Cosma | | | | | | |
| | Supply in m³ | 0 | 37,222 | 13,711 | 37,971 | 25,576 | 114,480 |
| TOTAL OPERATIONS | Number of operations | 18 | 21 | 219 | 236 | 32 | 526 |
| | Supply in m³ | 344.61 | 37,544.93 | 39,148.82 | 65,050.59 | 26,397.47 | 168,486.37 |

More sustainable transport and mobility

The Port encourages the use of cleaner energies in its precinct, both by participating in projects and pilot programmes and by subsidising initiatives to foster more sustainable transport.

Reducing emissions from ships

It backs **technological developments** like those of the Grimaldi company's six regularly calling ferries which since 2019 have incorporated storage batteries with more than 5,000 KWh capacity for their stay in port, and initiatives involving **fuels with zero or near-zero emissions** like hydrogen, ammonia, methanol and synthetic hydrocarbons, biofuels or biomethane.

Since 2017 a total of 23 ships have received discounts for using batteries during stopovers or natural gas in main or auxiliary engines.

Electric road mobility within the Port

The Port of Barcelona is party to the **Voluntary Greenhouse Gas (GHG) Reduction Agreements** promoted by the Office of Climate Change (OCCC) of the Generalitat de Catalunya. In virtue of these, the APB undertakes to reduce the emissions of its fleet of vehicles, boats and generators and encourages concessionaire companies to join them as well.



Thanks to these agreements, the Barcelona Port Authority is working on more sustainable mobility and currently has **40 electric vehicles** in a fleet of roughly 100:

17
cars for the shared vehicle pool

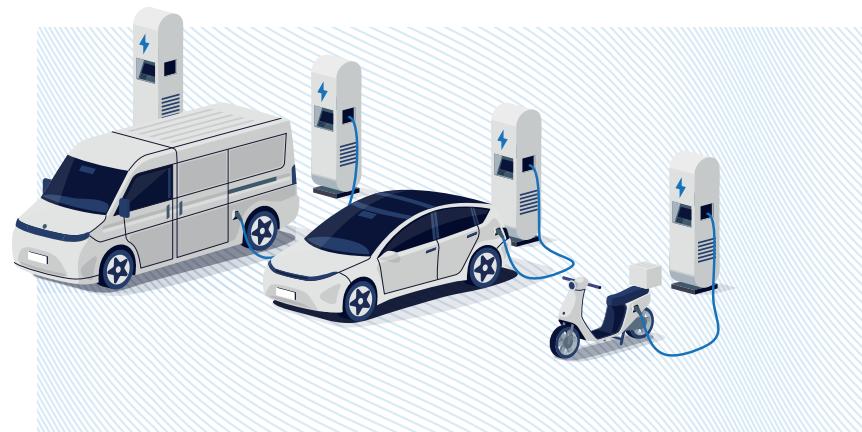
1
electric passenger car for Management

2
plug-in hybrid passenger cars

8
electric motorcycles of the Port Police

9
vans for specific services

3
electric passenger cars for specific services



To be able to supply this 40% of the fleet, the Port has 44 charging points for its own use and 3 slow charging points for public use. These are part of the Plan to instal e-vehicle charging points, which envisions gradually installing 27 points distributed throughout the port area.

Electrical charging points at the Port of Barcelona, 2022

| Uses | Location | Number |
|-----------------------------|---|--------|
| For the Port's fleet | Car park of the World Trade Center Barcelona building | 28 |
| | ASTA service building | 14 |
| | Drassanes Passenger Terminal (Barcelona wharf), for motorcycles | 2 |
| For public use | Energy wharf | 2 |
| | Drassanes Passenger Terminal | 1 |

Wharf electrification

The Port of Barcelona has approved an investment of more than **€110 million by 2030** to electrify wharves and avoid using emission-generating auxiliary engines while ships are at the Port, in what is called the **Nexigen project**.

It is estimated that ships' electrical connection to the wharf via onshore power supply (OPS), which requires roughly 78 MW in estimated power from the 220kV high voltage network, will reduce carbon dioxide (CO₂) by 60,000 tonnes and nitrogen oxide (NO_x) by 1,264 tonnes. This decarbonisation accounts for 22% of the annual polluting emissions of port activity and brings the Port closer to the goal of achieving net-zero emissions by 2050.

The Fourth Strategic Plan sets the goal of electrifying 50% of container and ferry wharves by 2025. To that end, in 2022, a pilot project was created to connect to the BEST container terminal with three connection points per ship, with works scheduled to start in 2023. Meanwhile, the Terminal Ferry Barcelona pilot project, with two connections for ferries, was in the bidding phase during 2022.



The terrestrial environment

As the owner of the port land, the Port of Barcelona is ultimately responsible for its condition, therefore it establishes control, monitoring and action measures to guarantee its quality.

Preventing soil pollution

The Port continuously monitors the state of the soil in both the port area concessioned to terminals and operators and common areas and, when necessary, takes remedial actions on contaminated soils.

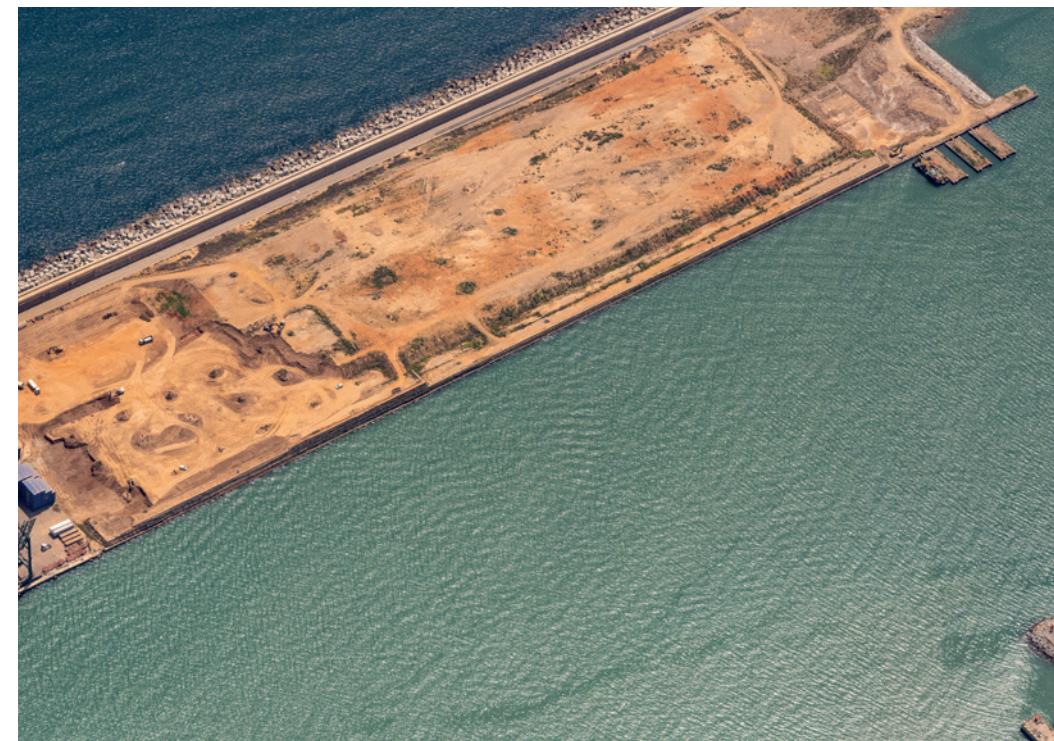
In 2020 a database of contaminated soils was set up in which soil and groundwater pollution data were introduced from more than 600 boreholes and more than 1,500 registers. This will make it

possible to anticipate the need to characterise a plot of land, to know whether action is required to recover it and to gather information on the level of underlying contamination.

Environmental monitoring of port works

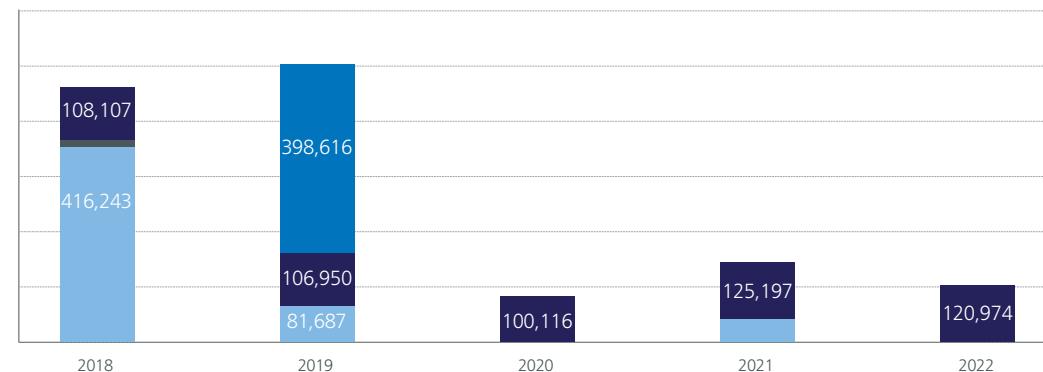
All the works carried out at the Port are subject to **environmental monitoring** to ensure that they are conducted in line with best practices in the sector and applicable regulations and that the impact on the environment is minimised.

Likewise, works often use recycled materials from dredging and demolition and construction works, which must first be analysed to ensure proper use.



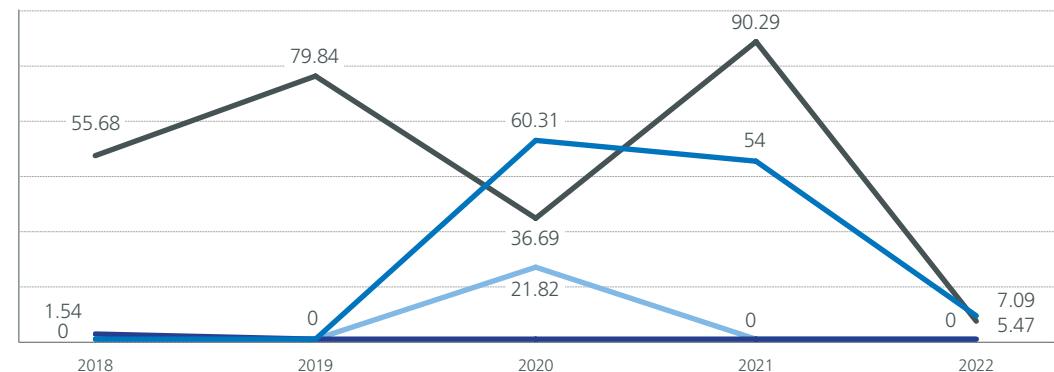
Volumes of dredging in works (in m³), 2018-2022

● General dredging ● Filling ● Dredging of sands to the beach ● Dredging wharf



Recycled materials used out of respective total, by type (%), 2018-2022

● Ballast & rip-rap ● Filling materials ● Dredging materials ● Concrete

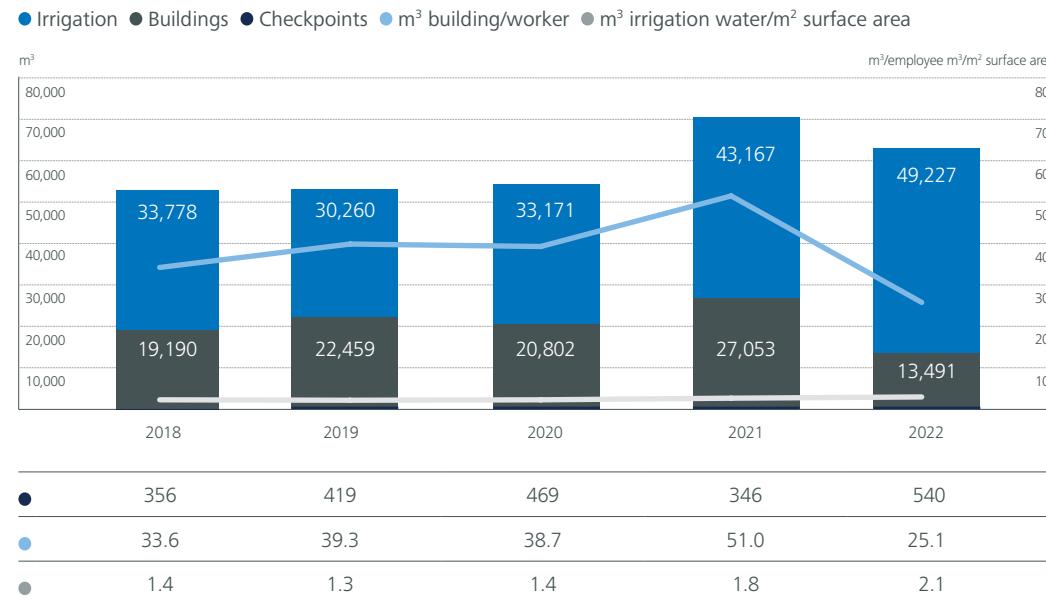


Use of natural resources

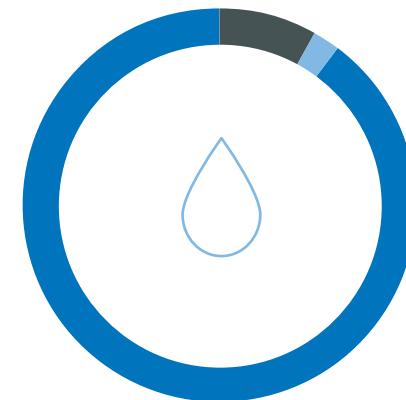
Water consumption

Water is supplied from the public companies Aigües de Barcelona and Aigües del Prat. In 2022 **water consumption totalled 63,258 m³**, 10% less than the previous year. Water supplied to buildings, which represents 21% of total water used, has been halved and made it possible to offset the 14% increase in irrigation water for green areas and gardening (78% of total water use).

Development of APB's water consumption, by uses (in m³), 2018-2022



Distribution of APB's water consumption by uses (in m³), 2020

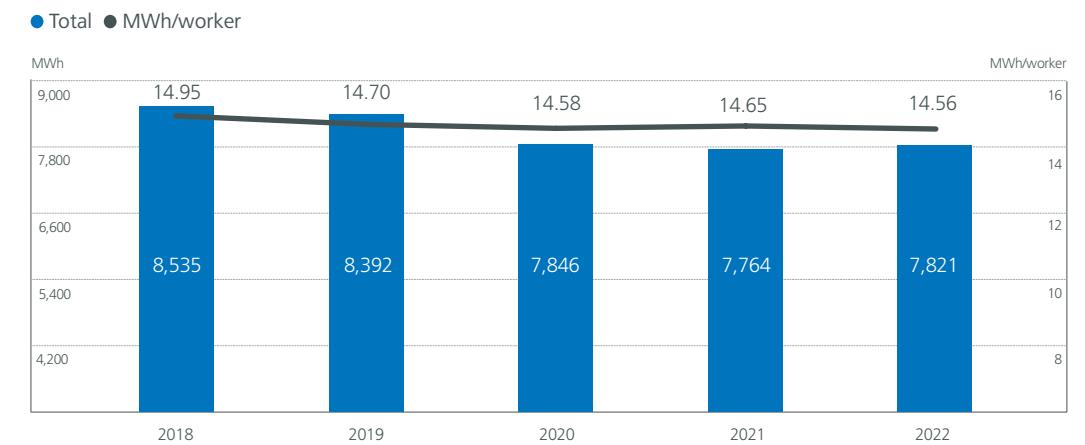


| | |
|---------------|---------------|
| ● Irrigation | 49,227 |
| ● Buildings | 13,491 |
| ● Checkpoints | 540 |
| Total | 63,258 |

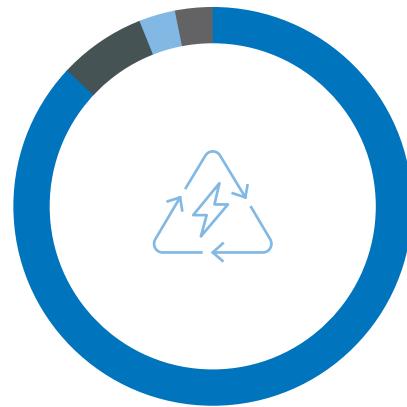
Energy consumption

In 2022 the APB's total energy consumption was **7,821 MWh**, very slightly above that of 2021. The main consumption continued to be electricity (87%).

Development of energy consumption (MWh), 2018-2022



Distribution of APB's energy consumption by type (MWh), 2022



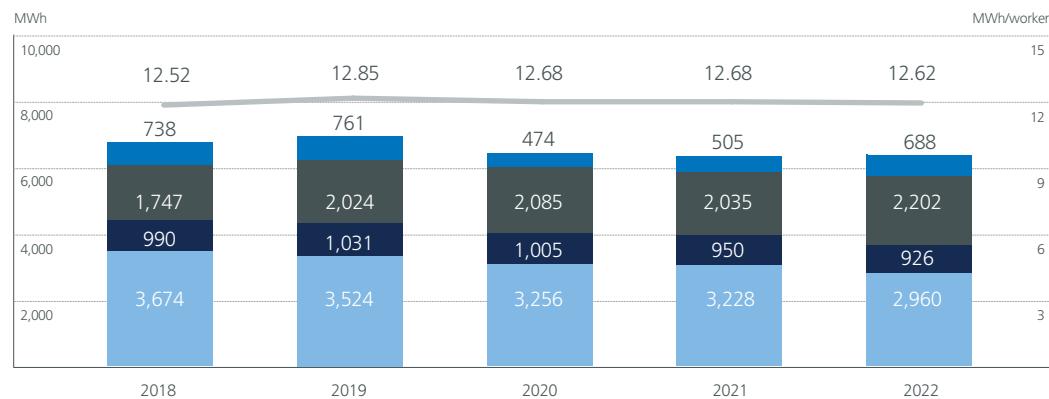
| | % |
|--------------|------------------|
| Electricity | 87 |
| Diesel fuel | 7 |
| Gasoline | 3 |
| Natural gas | 3 |
| Total | 7,821 MWh |

Electricity consumption

In 2022 total electricity consumption rose slightly due to slight increases in outdoor lighting and thermal energy from the WTCB. However, electricity used in buildings decreased, representing nearly 44% of total consumption.

Trend in APB electricity consumption by uses (in MWh), 2018-2022

● Thermal energy WTCB ● Outdoor lighting ● Other services ● Buildings ● MWh/worker



Since April 2022, renewably sourced electricity has once again been contracted for supplies on the free market. From January 2017 until the end of 2021 –when the contract with the selling company ended– the electricity supplied to the APB and companies in which it holds a stake was 100% renewably sourced.

Fuel consumption

Natural gas is used for heating and sanitary hot water in the ASTA building and this year consumption of liquified natural gas was also incorporated for generators in the Secondary Inspection Area (ZIS).

Trend in APB fuel consumption by uses (in MWh), 2018-2022

● Natural gas ● Diesel fuel ● Gasoline ● Diesel/vehicle ● Gasoline/vehicle



Waste management

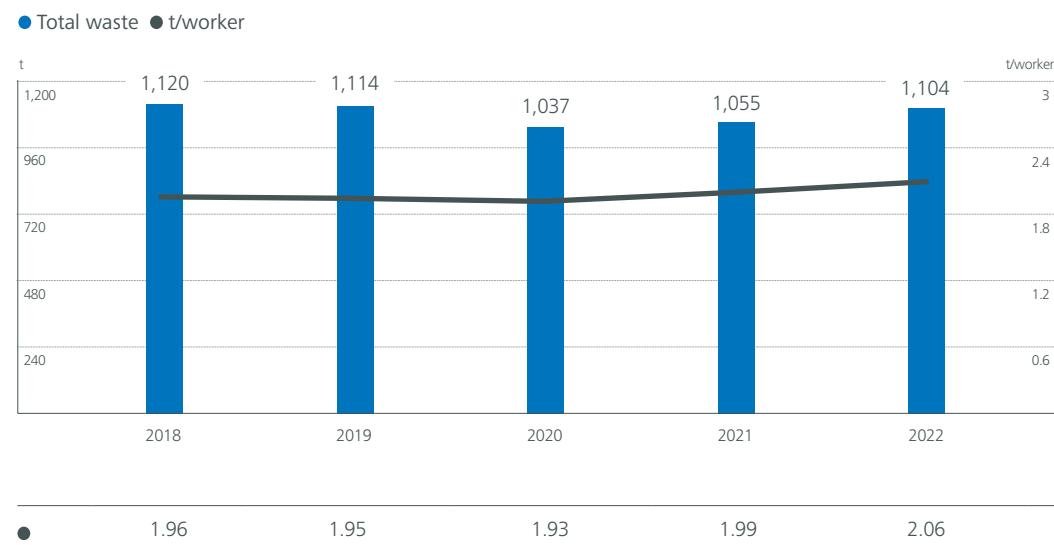
The Barcelona Port Authority (APB) is responsible for removing and managing all types of waste generated in the Port of Barcelona's own and common areas –excluding the offices and spaces occupied in the East building of the WTC Barcelona– including the bars and restaurants within the port premises and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

Barcelona Port Authority Waste Management

In 2022 the APB managed a total of 1,104 tonnes of recycled waste, a volume significantly higher than 2020 and 2021 figures, but below pre-pandemic levels. Ninety-six per cent was non-hazardous waste.

Of the 4.2 tonnes of hazardous waste generated by the APB, 1.3 t were absorbents and filtration materials, 0.97 t were packaging with remnants of dangerous substances, and 0.8 t were lead batteries. A total of 41.5 tonnes of hazardous waste of two types was generated externally: aqueous liquid waste containing hazardous substances (39 t) and absorbents (2.5 t).

Waste managed by APB (t), 2018-2022



Ship-generated waste management - MARPOL Convention

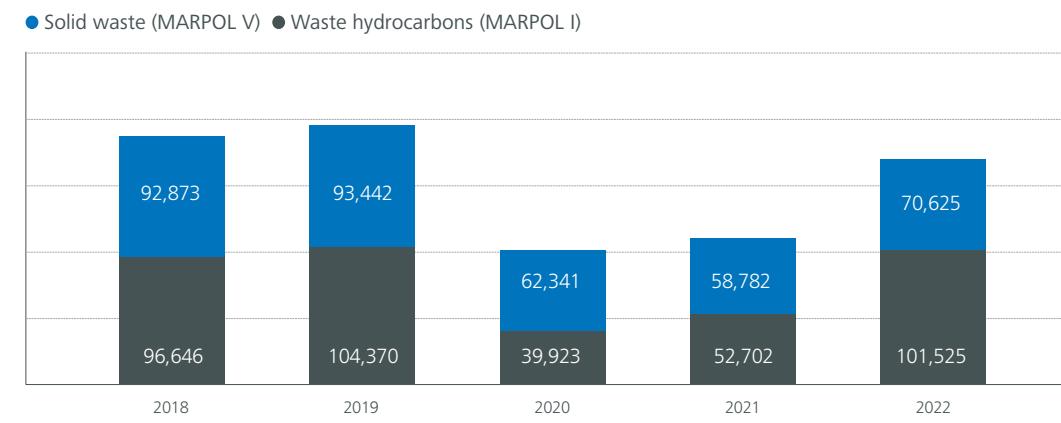


Under the International Convention for the Prevention of Pollution from Ships, 1973 (known as the MARPOL Convention 1973-1978), ports must have adequate reception facilities for ship's waste using a port service.

Waste managed by the Port in the MARPOL categories is oily liquid waste from engine oil, bilge water or sewage sludge, cargo tank washing waters that contained hydrocarbons, and solid waste.

In 2022 the MARPOL waste managed by the Port totalled 172,177 m³, a figure that is already very close to pre-pandemic volumes due to COVID-19.

Marpol waste managed at the Port (m³), 2018-2022



Ecology and diversity

The Port is very clear about, and fully assumes, its responsibility to ensure that port activity and works interfere as little as possible with the ecosystems and populations of birds and other species in its area, which occupies a land area of 1,042 ha and borders the Llobregat Delta Integral Reserve. This work also includes controlling and monitoring non-native species that have arrived at the port via ships and that may become invasive.

Of the total port area, about 8,000m² can be considered intended to preserve and promote biodiversity. In that connection, it sees to the well-being of the breeding colony of the Corsican gull (*Larus audouinii*) installed on the East seawall since 2016, one of the largest in the western Mediterranean, in which more than 600 pairs breed every year. In addition, we have worked for ten years to guarantee a habitat for the cormorant population.

Since 2010 the Port of Barcelona has performed checks and actions to deter seagulls and pigeons from approaching the facilities and avoid damage and soiling. In 2001 and 2002 the Port of Barcelona helped to reintroduce the peregrine falcon (*Falco peregrinus*) in the city of Barcelona, raising three chicks in an artificial nest installed in a grain silo. As a result of the initiative, the falcon population in Barcelona is becoming more consolidated, and three pairs of the nine were raised at the Port in Barcelona in 2022.



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