



Port de Barcelona

WE ARE  
PART  
OF THE  
CHANGE

ANNUAL  
REPORT  
**2024**





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## Letter from the president

### **2024 was especially enriching for the Port of Barcelona and its Port Community**

First, we hosted the world's premier sailing event, the America's Cup, which represented an unprecedented challenge for all the people and institutions involved. Second, the Port was able to improve its response to the growing tensions that the various situations of instability have generated in logistics chains around the world. Not only were we resilient in the face of the challenges put before us, but we also achieved significant increases in our main traffic segments in a difficult context in our leading markets.

Hosting the America's Cup was understood as a unique opportunity to consolidate Barcelona and its port as a global benchmark in nautical technology and once again to project our city's best image. The event accelerated the implementation of many of the projects to be developed in Port Vell and meant a challenge for our organisation. One after another, the various difficulties that arose were overcome and that is why, in this letter, I would like to recognise all the professionals at the Port of Barcelona for their effort and dedication.

In the international context, during 2024, tensions persisted in Ukraine and Gaza, with repercussions throughout the Middle East – Syria and the Suez Canal – and the economic slowdown in much of Europe and our foreland deepened. While these events affected maritime trade, for much of the year, a significant rise in transits, as well as increased imports and exports, meant that the Port of Barcelona was able to manage double-digit growth in total traffic and containers, and the situations of congestion in container traffic occurring at the start of the year were overcome.

The America's Cup and the upturns in traffic generated daily urgent work to be addressed, but the Port of Barcelona continued to move forward in the schedule of major projects specified in the Fourth Strategic Plan and with which we are developing the port of the future.



In sustainability, we took firm steps in wharf electrification and transition fuels. As part of the Nexigen wharf electrification plan, we launched the first onshore power supply (OPS) system at the Hutchison Ports BEST container terminal and became the first port in the Mediterranean to supply 100% renewable electricity to container ships. We also made progress in OPS installation at the Barcelona Grimaldi Terminal ferry terminal, which will enter service in 2025, and in developing the rest of the Nexigen plan, which includes building a new electrical substation, the new medium-voltage network for the entire port and an underwater pipeline between the Energy wharf and Adossat wharf, which will make it possible to electrify the cruise terminals.

We also took a significant leap forward in the use of liquefied natural gas (LNG) as a fuel for ships, with 60.5% growth compared to 2023, validating the Port of Barcelona's commitment to this transition fuel towards zero-emission fuels, which, we expect, will begin to be supplied to our port in the medium term.



**We became the first port in the Mediterranean to supply 100% renewable electricity to container ships**

As regards infrastructure, during 2024 we worked on important projects like the future cruise and ferry terminals at Adossat wharf; we launched the tender to award a public vehicle terminal at Príncipe d'Espanya wharf; the new headquarters of the Port Police and new private 5G network, with high capacity and reliability, became operational, and more. The financing agreement for the new road and rail accesses to the Port of Barcelona was also signed by the Ministry of Transport, ADIF, Puertos del Estado and the Port of Barcelona, with an investment of roughly €730 million. This strategic and highly-anticipated infrastructure, together with the construction of sidings and improvements to the rail network, will make it possible for us to offer much more efficient and competitive services to our hinterland.

In terms of innovation, the BCN Port Innovation foundation now exceeds 30 partners from the maritime, port and technological sectors; and BlueTechPort, the innovation hub in the Port of Barcelona's blue economy, opened the doors on phase one of the Sant Bertran sheds, where four companies have already settled in. BlueTechPort and the BCN Port Innovation foundation are the Port of Barcelona's tools to promote innovation in its Port Community and facilitate the transformation towards models that make economic development compatible with conservation of the marine environment. During the coming years we want to continue to develop the ambitious 25,000m<sup>2</sup>-plus project, which will convert the old warehouses of Sant Bertran into a hub of companies, institutions and knowledge centres related to the blue economy.

As I said at the start, during 2024 the Barcelona Port Community did a lot of work, was able to provide an efficient response to the challenges it faced and continued to lay the foundations of a solid future. Thanks to factors such as digitalisation and process innovation, we gained experience in managing complex situations. And in the years ahead we plan to continue work on important long-term projects like reorganising port spaces and activities towards the south, rolling out photovoltaics and drafting the future 2026-2030 Strategic Plan – all with the aim of being an ever more resilient and competitive port, one working to offer the fast and efficient services that our country's companies and our citizens need.

## The BCN Port Innovation foundation now exceeds 30 partners from the maritime, port and technological sectors

**José Alberto Carbonell**  
President, Port of Barcelona



# 02

## Sustainable approach



## **2.1. Fourth Strategic Plan**

## **2.2. Sustainable Development Goals**



The Port of Barcelona 2024 ANNUAL REPORT presents the key data concerning port activity and the results of the year and, in doing so, responds to the demand for information from stakeholders in the Port of Barcelona. The data come mainly from **Barcelona Port Authority** (APB), the entity that manages the infrastructure and guarantees its basic services.

The contents of this report are structured around **sustainability**, which the **Fourth Strategic Plan of the Port of Barcelona (2021-2025)** sets as the central axis of port activity. To address and be an active part of a global change that improves living conditions overall, the Port is orienting itself

towards this value, towards more respectful ways of doing things.

Sustainability is also a central aim of the approach of all Port of Barcelona 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**.



## 2.1. Fourth Strategic Plan



The Port of Barcelona Fourth Strategic Plan is the document laying the groundwork for action for the 2021-2025 period and focusing on sustainability.

### Mission

**Generate prosperity in our community while increasing our customers' competitiveness by providing efficient and sustainable logistics and transport services.**

### Vision

**Become the SMARTest logistics hub in the Mediterranean:**



Sustainable



Multimodal



Agile



Resilient



Transparent

### Three-dimensional strategic objective

**The Plan is based on three major strategic objectives (SO), each of which is rolled out into four operational objectives. These 12 operational objectives are simultaneously embodied in more than 50 projects and operational actions.**

## Port of Barcelona Fourth Strategic Plan, 2021-2025

### STRATEGIC OBJECTIVES

ECONOMIC  
SUSTAINABILITY

▶ **70 billion** worth  
of external trade

ENVIRONMENTAL  
SUSTAINABILITY

▶ **50%** of container  
and ro-ro wharves electrified

SOCIAL  
SUSTAINABILITY

▶ **40,000 people**  
employed at the Port

### OPERATIONAL OBJECTIVES

- > Diversify the port business
- > Differentiate the offer of services
- > Attract logistics activity
- > Develop the necessary infrastructures
  
- > Develop a new energy model
- > Decarbonise maritime-port activity
- > Reduce pollution
- > Increase intermodality
  
- > 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



IV Strategic plan of the Port of Barcelona: A better future for everyone

## 2.2. Sustainable Development Goals



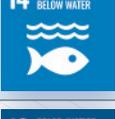
The Port of Barcelona has been a party to the United Nations Global Compact 2015-2030 right from the start, and is therefore committed to integrating the **Sustainable Development Goals (SDGs)** consciously and gradually within its strategy.



This report refers throughout to the attainment of the SDGs. 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 Uni-**

**ted 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

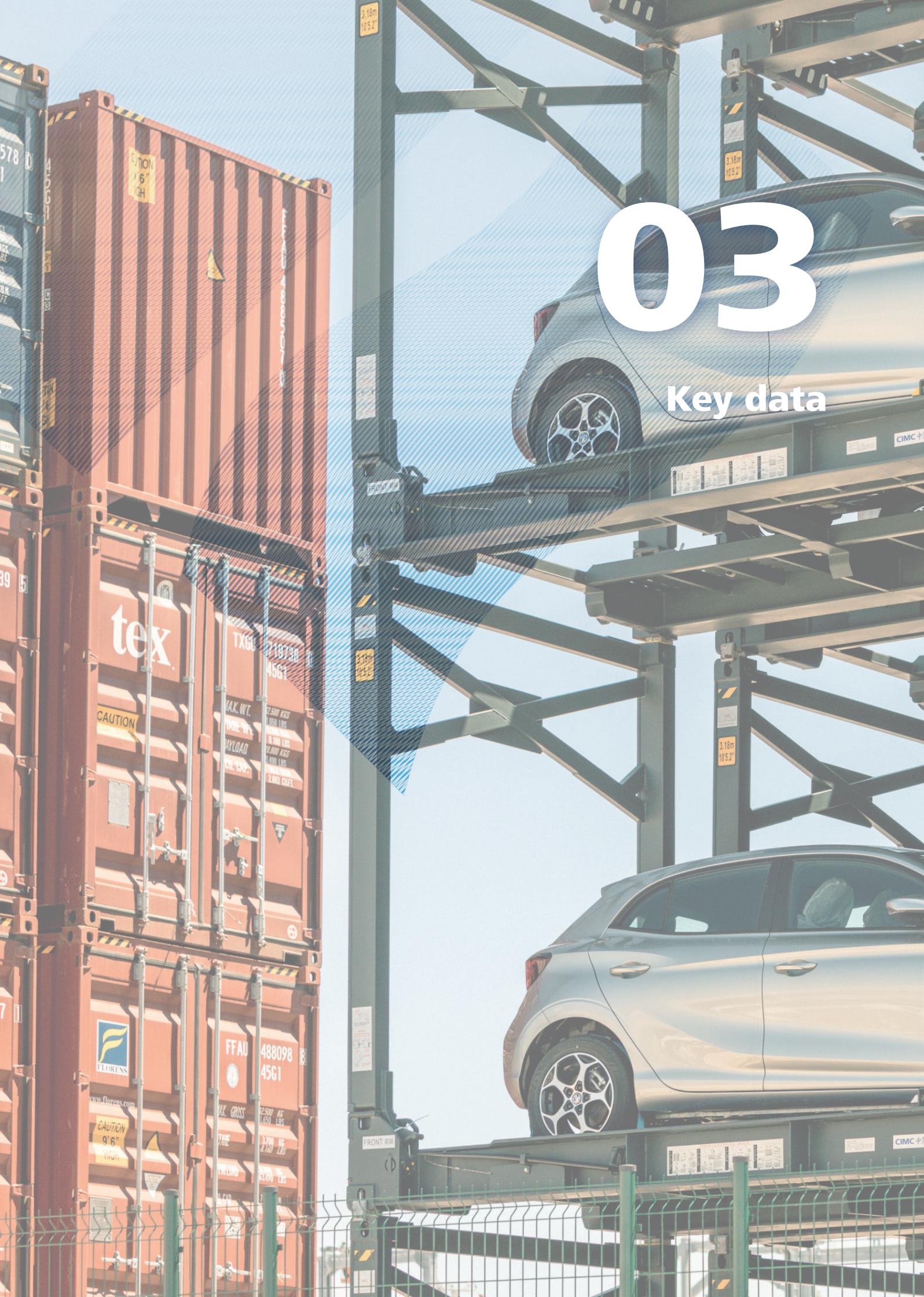
SDGS	OBJECTIVE	LOCATION IN THE REPORT
	Ensure healthy lives and promote well-being at all ages	Social value
	Ensure inclusive and equitable quality education and promote lifelong learning	Social value
	Achieve gender equality and empower all women and girls	Social value
	Ensure availability of water 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
	Making 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

\*SDGs affecting it directly and as a priority are framed in blue.



# 03

## Key data





**3.1. Economic value**

**3.2. Social value**

**3.3. Environmental value**



## 3.1. Economic value

### Contribution to the economy

Value of goods passing through the Port:

**113.343 Bn€**

(leading port in Spain)

▷ **70%** of Catalonia's maritime trade

▷ **24%** of Spain's maritime trade

### Traffic data

Total traffic:

▷ **69.7 million tonnes**

(42.8 million tonnes of *hinterland* traffic)

Containers:

▷ **3.9 million TEU**

Liquid bulk:

▷ **13.7**  
million tonnes

Dry bulk:

▷ **4.8**  
million tonnes

Vehicles:

▷ **682,082 units**

Motorways of the Sea:

▷ **158,097 UTI**

(intermodal transport units)

Passengers:

> Cruise:

▷ **3.6**  
million movements

> Regular line:

▷ **1.7**  
million people

### Economic data

Net profit:

▷ **62.5 M€**

Turnover:

▷ **200.3 M€**

Cash flow:

▷ **115 M€**

Investments:

▷ **66.7 M€**

## 3.2. Social value



### Port security

- ▶ **25 drills** under the Self-Protection Plan (PAU)

### Barcelona Port Authority

Presence and role of women:

- ▶ **33%** of the workforce and 32% of the Executive Committee
- ▶ **94%** of the workforce received internal training in 232 actions
- ▶ **Nearly 58,000 followers/subscribers** on social media

### Port Vell

- ▶ **24** urban and technological improvement actions in public spaces

## 3.3. Environmental value



Intermodal strategy:

- ▶ **919 M€**  
saved in negative externalities

Nexigen project:

- ▶ **first real OPS connection**  
of a container ship to the Port, at the BEST terminal

# 229,751 m<sup>3</sup>

of LNG supplied to ships from barge or tanker truck

# 04

## Management



**4.1. The actors**

**4.2. The infrastructure**

**4.3. Governance**

**4.4. Adding value to the surrounding area**

**4.5. Strategy**



The Port of Barcelona is a key infrastructure for its surroundings. It is also understood as the sum of 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.

This chapter details and explains the key data and actions of the Port of Barcelona during 2024 from the point of view of its management and organisation: the main features of governance and operation, strategic lines and the idea of business development.



## 4.1. 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 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 state 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**, known as the Ports Law, which details the functions and powers of port authorities.

### 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 **concession companies**, which manage terminals and facilities on port land.

## Stakeholder groups and subgroups of the Port of Barcelona

<b>GROUP 1</b>	<b>CUSTOMERS</b>
1.1	IMPORTERS/EXPORTERS
1.2	SHIP OWNERS
1.3	PASSENGERS
1.4	NEARBY INDUSTRY
<b>GROUP 2</b>	<b>ADMINISTRATIONS</b>
2.1	EUROPEAN UNION
2.2	CENTRAL GOVERNMENT
2.3	GENERALITAT DE CATALUNYA
2.4	CITY COUNCILS AND METROPOLITAN AREA
<b>GROUP 3</b>	<b>EMPLOYEES</b>
3.1	EMPLOYEES OF THE ADMINISTRATION
3.2	EMPLOYEES OF COMPANIES IN THE PORT LOGISTICS COMMUNITY
3.3	DOCKERS
3.4	CREW MEMBERS
<b>GROUP 4</b>	<b>SUPPLIERS</b>
4.1	GENERAL SERVICES
4.2	SPECIFIC SERVICES OF THE PORT SECTOR
<b>GROUP 5</b>	<b>SOCIETY</b>
5.1	CITIZENS
5.2	SOCIAL ENTITIES
5.3	USERS OF PORT VELL AREAS
<b>GROUP 6</b>	<b>MEDIA</b>
6.1	GENERAL MEDIA
6.2	SPECIALISED NATIONAL AND INTERNATIONAL MEDIA
6.3	SOCIAL MEDIA
<b>GROUP 7</b>	<b>INSTITUTIONS</b>
7.1	EDUCATIONAL COMMUNITY (UNIVERSITIES, SCHOOLS, MUSEUMS)
7.2	RESEARCH INSTITUTIONS/TECHNOLOGY CENTRES
7.3	FOUNDATIONS
7.4	PORT ASSOCIATIONS
7.5	PROFESSIONAL ASSOCIATIONS
<b>GROUP 8</b>	<b>INVESTORS</b>
8.1	PRIVATE INVESTORS



## 4.2. The infrastructure

The Port of Barcelona is the main transport and services infrastructure in Catalonia and a benchmark port in the Euromediterranean region. It has spaces, equipment and specialised services for each sector and the largest logistics area in its geographical area. In addition, it is a powerful tool for social and economic development.



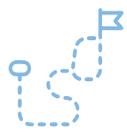
### Some key data about the Port



More than **500**  
**organisations**  
participate in port activity

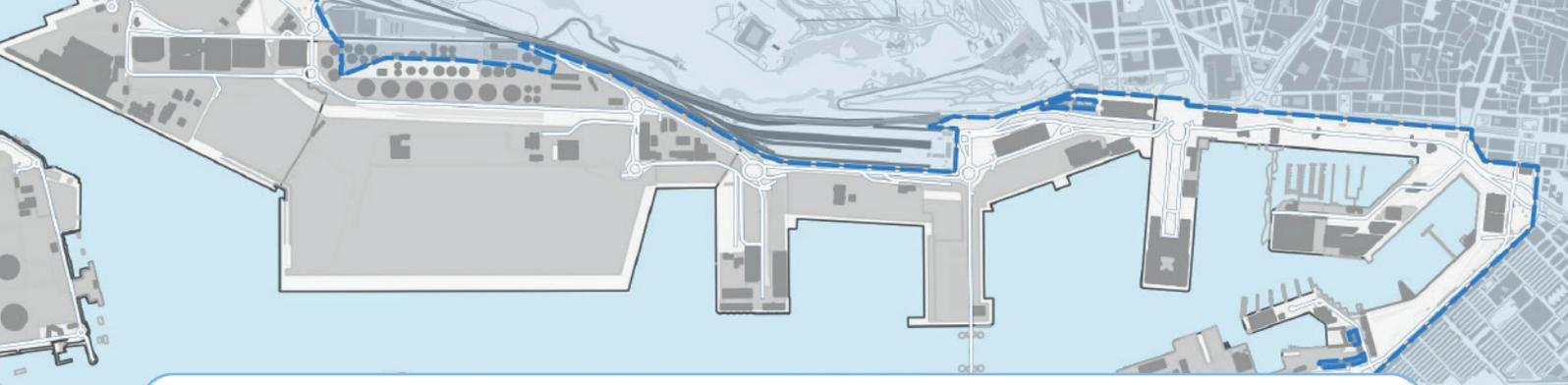


More than **40,000**  
**people** work  
there daily



**101 regular**  
**shipping** lines operate  
there (46 ship owners)

Connections to  
**183 ports**  
around the world



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 commercial activity 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

<b>Location</b>		<b>Land area</b>	1,141 ha	<b>Dry dock</b>						
		<b>Concession area</b>	633 ha							
Latitude	41° 21' N	<b>Length of active wharf alignment</b>	23.064 km	Length	220 m					
Longitude	2° 10' E	<b>Ro-ro ramps</b>	23	Beam	39 m					
<b>Tides</b>				Depth at water level	12 m					
				Capacity	90,000 t displacement					
Width	125 cm	<b>Tugs</b>		<b>Wharf cranes</b>						
						8 (between 4,000 HP and 6,866 HP)				
<b>Entrance</b>		<b>Warehousing</b>								
						<b>South Entrance mouth</b>	Position	160°	Covered	203,304 m <sup>2</sup>
						Width	450 m	Un covered	5,023,964 m <sup>2</sup>	
<b>North Entrance mouth</b>		Depth at water level	16 m							
		Position	205°							
		Width	230 m							
<b>North Entrance mouth</b>		Depth at water level	11.5 m							

### Specialised terminals

Container and multipurpose terminals	4	Dry bulk terminals	5
Car terminals	2	Ferry terminals	3
Coffee and cocoa terminal	1	Cruise terminals	6
Liquid bulk terminals	9		



## 4.3. Governance

### Governing bodies

#### Barcelona Port Authority Management Board

As of 31 December 2024, the composition of the Barcelona Port Authority Management Board, the highest governing body of the Port of Barcelona, is as follows:

<b>President</b>	José Alberto Carbonell Camallonga
<b>General Manager</b>	Àlex Garcia Formatjé (not member)
<b>Ex Officio Member</b>	Francisco Javier Valencia Alonso (Harbourmaster)

#### Members representing the General State Administration:

Carlos Prieto Gómez	Government Delegate in Catalonia
Pedro García Navarro	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:

Antonio Llobet de Pablo	President of the Official Association of Customs Agents of Barcelona
Salvador Richart Gómez	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)
Javier Tàrraga Martínez	Coordinator of the Catalan-Balearic area of the State Coordinator of Dockers

#### Members representing municipalities in the Port of Barcelona service area:

Laia Bonet Rull	First Deputy Mayor and Director of the Urban Planning, Ecological Transition, Urban Services and Housing Office 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:

Ignasi Sayol i Santamaria	Member of the Plenum of the Barcelona Chamber of Commerce (group 13)
Xabier Maria Vidal Niebla	President of the Association of Port Stevedoring Companies of Barcelona
Soraya Díaz Soldán	CCOO – Sea Sector of the Federation of Citizen Services
Carles Boy Rodríguez	UGT – General Union of Workers of Catalonia

<b>Secretary:</b>	Ignacio Toda Jiménez (not member)
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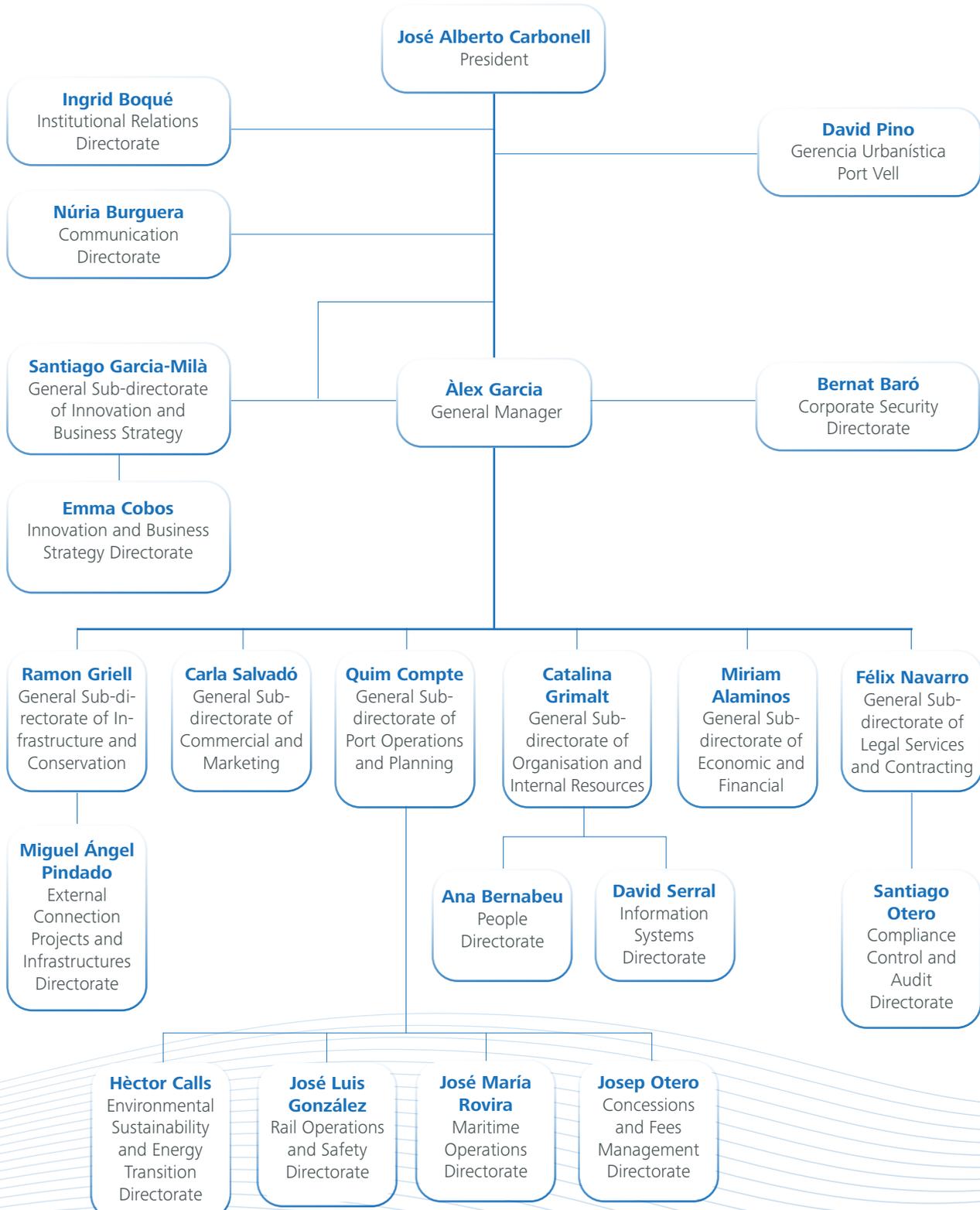
During the year, the following departures and new appointments took place:

- > Lluís Salvadó i Tenesa, President of Barcelona Port Authority, was replaced by José Alberto Carbonell Camallonga.
- > José Alberto Carbonell Camallonga, General Manager of Barcelona Port Authority, was replaced by Àlex Garcia Formatjé.
- > José Antonio Lago Alba was replaced by Pedro García Navarro.
- > Xavier Sunyer i Déu was replaced by Ignasi Sayol i Santamaria.

## 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.

### Organisational Chart, november 2024



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

The **Steering Council** (abbreviated name) is the collegial body in which Barcelona Port Authority (APB) and the public and private organisations that develop their activity within the Port Community cooperate. The purpose of the Steering Council is to increase and reinforce customer loyalty of freight traffic and passenger movement by promoting any actions that reinforce the Port of Barcelona brand as a business community and promoting the Port’s national and international expansion.

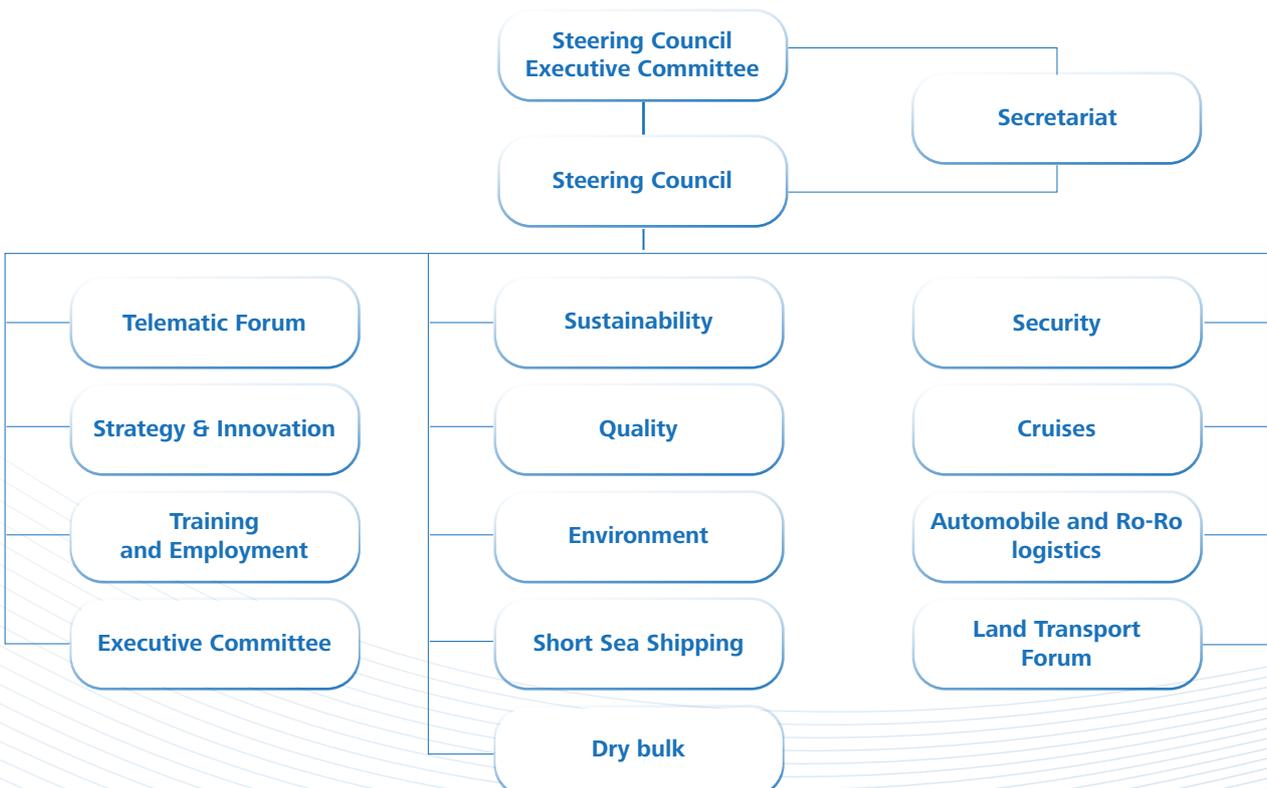
The **Port of Barcelona Port Community (PC)** comprises roughly 500 administrations, entities and companies located in the port area and its surroundings, which participate in Port of Barcelona activity and share a common idea of service and quality, for which they cooperate. The PC does not have its own legal personality, but is governed by various legal regimes, since it brings together various types of organisations with specific rights and laws.

### Evolution of the name



### Organisational structure and operation

The Steering Council is governed by **statutes** approved in 2020 and comprises representatives of organisations from the Port Community and others related to international trade; all actors in the activity are therefore involved. It is a facilitating body for proposals submitted to the APB for their potential application.



## Executive Committee

**President:** President of the Port of Barcelona.

**First Vice President:** President of the Association of Port Stevedore Companies of Barcelona and Vice President of the Port of Barcelona Management Board

**Second Vice President:** Manager of the Port of Barcelona

**Director:** Head of External Relations and Promotion of the Port of Barcelona

**Representatives:**

- > President of COACAB
- > President of the Association of Port Stevedore Companies of Barcelona
- > President of the Association of Shipping Agents of Barcelona
- > President of ATEIA
- > Representative of the State Tax Administration Agency

**Secretariat:** Attorney of Port of Barcelona Legal Services

## Plenary of the Steering Council

The Plenary comprises **80 representatives** of some 50 organisations of the Barcelona Port Community, with the Barcelona Port Authority at the helm, and is responsible for approving the proposals that will then be submitted to the APB.

## Working Groups

In 2024 the Steering Council had **12 working groups and a committee**, which have developed proposals for action to improve operations in the specific areas of the Barcelona Port Community. Each group is chaired by a business member of the Barcelona Port Community and coordinated by a figure from the APB management.



#### **TELEMATICS FORUM Working Group**

Defining, optimising and harmonising the documentary procedures associated with the passage of goods and means of transport through the Port of Barcelona.

#### **STRATEGY AND INNOVATION Working Group**

Promoting efficient and sustainable logistics and transport services that increase customer competitiveness, and generating new concepts, businesses, services, facilities, etc. for the constant and sustainable development of the PC.

#### **TRAINING AND EMPLOYMENT Working Group**

Having professional staff who are well trained from a global perspective. Promoting the recognition of training in educational centres and in real work environments.

#### **PROMOTION OF MARKETS AND CONTAINER TRAFFIC Working Group**

Generating commercial strategy for the Port Community both in the hinterland and foreland.

#### **SUSTAINABILITY Working Group**

Becoming more socially responsible through criteria of social responsibility and prevention of occupational and environmental risks in companies of the PC.

#### **QUALITY Working Group**

Providing concrete proposals for improving the processes of the PC that can be of significant benefit to the Port's offer of services.

#### **ENVIRONMENT Working Group**

A space for exchanging good practices and best techniques for excellence in the environmental management of Port concessions and services.

#### **SHORT SEA SHIPPING Working Group**

Fostering and facilitating mechanisms to develop and improve SSS in the Port of Barcelona.

#### **BULK GOODS Working Group**

Publicising the activities specific to traffic of dry and liquid bulk and involving the entire Barcelona Port Community.

#### **SECURITY Working Group**

Sharing information, knowledge and experiences related to security at the Port of Barcelona.

#### **CRUISES Working Group**

Aligning strategies and designing a local action plan to develop cruise tourism sustainably. Communication plan with virtues and truths of the sector.

#### **AUTOMOBILE AND RO-RO LOGISTICS Working Group**

Optimising the logistics distribution chain for finished vehicles, particularly on their passage through the Port of Barcelona.

#### **LAND TRANSPORT COMMITTEE**

Promoting the use of rail transport at the Port and organising joint actions of the entire PC linked to road transport at the maritime and inland terminals. Integrating and regulating the sector.

# Guiding principles

## Transparency

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.

Apart from this annual report, the APB makes various types of information (institutional, organisational and planning; legal; economic; budgetary and statistical) publicly available, through both general consultation on the Port of Barcelona website and specific requests for information through the **Opendata** portal.

## Ethics and integrity

### Internal Information System

In line with the firm commitment to the principle of business ethics in management and all processes, values such as integrity, respect for people, respect for the environment, professional responsibility and transparency, among other guidelines of conduct, must be the basis of all the APB's actions.

The APB **Internal Information System** is the channel or mailbox for information regarding acts or conduct contrary to applicable general, sectoral or anti-corruption regulations.

### Code of ethics and conduct

The **Barcelona Port Authority Port Code of ethics and conduct**, 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. This document **was updated in 2024** with approval from the Management Board.

The Code covers the entire organisation from the Management Board to the Executive Committee and all employees. At the same time, to further strengthen the image of the Barcelona Port Community, it expresses the hope that other companies and groups in the Port of Barcelona adopt these principles.

### Anti-fraud measures plan

On 21 July 2020, the European Council approved the European Union Recovery Instrument, known as "NextGenerationEU", which in Spain meant approval of the **Recovery, transformation and resilience plan** (PRTR). To guarantee and declare that the funds are used in accordance with applicable regulations, all entities participating in its implementation must have an anti-fraud measures plan, the requirements of which are set out in **Order HFP/1030/2021 of 29 September 2021**.

The **Barcelona Port Authority Anti-fraud measures plan** was approved by the Management Board on 29 June 2022 and modified by agreement on 20 July 2022. This year various subsequent regulatory changes (**Law 2/2023 of 20 February 2023**, for example, and **Order HFP/55/2023 of 24 January 2023**) prompted an **update of the Plan**, approved by the Management Board on 18 December 2024.

### Anti-corruption policy

Corruption is considered one of the greatest obstacles to economic and social development, it impacts public opinion and causes market distortions such as disincentives to investment as well as job losses.

In line with the principles expressed in its Code of ethics and the rest of its internal regulations, the APB is committed to responsible management and to establishing guidelines of conduct which guarantee that its activity complies with current legislation and the previously expressed principles of integrity and honesty.

## Compliance policy

The objective of the **compliance policy** is to establish the organisation's commitments in regulatory compliance. In this regard, the APB has developed the internal regulations necessary for a management system suitable for preventing, detecting, raising awareness about and handling crimes within the organisation.

Strict respect for regulations and the principle of business ethics in all processes constitutes the guiding principle on which the APB bases its decisions. It therefore demands the same standard of conduct from its governing bodies and staff, supplier companies, customers and all members of the Port Community.

## 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 2024 ANNUAL REPORT.

In this connection, the **Fourth Strategic Plan of the Port of Barcelona (2021-2025)** focuses the Port's actions in the short, medium and long term decisively towards sustainability.

## Data protection

The APB ensures that the personal data it uses to develop its skills are processed **responsibly and fairly** in accordance with the **General Data Protection Regulation (2016/679)** (GDPR) and **Organic Law 3/2018 of 5 December 2018 on protection of data and guarantee of digital rights** (LOPDGDD). In this connection, it prepares and publishes a **register of processing activities** and adopts technical and organisational security measures appropriate to the assessed and identified risks for the rights and freedoms of the persons concerned.

The APB also applies the **principle of transparency** in processing personal data and provides interested parties with the information required by the GDPR and LOPDGDD, through the **electronic office** or in person at the offices of the **Unified Access Service (SAU) General Registry**. The privacy policy and register of processing activities can be consulted on the Port of Barcelona website.



The following the APB figures ensure correct compliance with the regulations:

**Data Protection Officer** (in accordance with art. 37.1.a of the GDPR and 34 and 36 of the LOPDGDD, on personal data protection and guarantee of digital rights).

**Data Protection Chief** ([protecciodades@portdebarcelona.cat](mailto:protecciodades@portdebarcelona.cat)).

**Personal Data Protection Committee**, which meets twice a year.

## 4.4. Adding value to the surrounding area



### Generating wealth and competitiveness

The Port of Barcelona 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 relevance for the area is also manifested in the promotion of port and logistics activity with sustainability criteria. Ultimately, **the Port of Barcelona participates actively and decisively in the economic development of Catalonia and Spain.**

Beyond the figures for the volume of freight traffic and passenger movement, **gross value added (GVA)** is an indicator measuring the **importance of a port as a generator of wealth and competitiveness** in its surrounding area. GVA measures economic income generated by the services of companies, organisations and institutions throughout the entire maritime transport logistics chain.

#### Economic impact of the Port of Barcelona, (2018 data)

Indicator	Absolute value	% Catalunya	% Spain	Overall Impact
GVA	€4.213 billion	2%	0.4%	Every €100 of GVA generated at the Port generates €127 of additional income in the economy.
Employment	46,469 jobs (direct and indirect)	1.4%	0.23%	Every 100 Port jobs generate 181 additional jobs in the economy.
Tax revenue	€849 million	2%	0.4%	Every €100 of tax revenue contributed in the Port's surrounding area generates €128 of additional tax revenue.

### Effects of digitalisation

The “Economic impact of the commercial activity and digitalisation of the Port of Barcelona” study, prepared with the **Ecoathena** consultancy and collaboration from 126 companies of the Port Community with data from 2006-2018, concludes that digitalisation has made the Port of Barcelona **more competitive, with less environmental impact and with more productive capacity**, all of which has a positive impact on the surrounding area as a whole.

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**. The effects of this are different in the short term, (in which fewer costs and jobs mean greater productivity), and long term, (in which greater productivity translates to an increase in turnover and employment, which is also more qualified).

Improved productivity also means less fuel consumed and, as a result, fewer pollutant emissions, in line with the optimisation of Port operations and movements.

### Economic impact of digitalisation at the Port, short term

Cost reduction of

▷ **€450 million annually**

- > = 15% of the Port's operating expenses
- > Reduction of 2,700 jobs

### Economic impact of digitalisation at the Port, long term

▷ **€427.4 million**  
increase in sales

- > = 39% of total (2006-2018)
- > Creation of 2,564 jobs = 16% of the Port's direct employment in 2018

### Environmental impact of digitalisation at the Port

▷ Reduction of **781.7 tonnes** in pollutant emissions (NO<sub>x</sub> and PM)  
> = 13% of the Port's total emissions

▷ Direct carbon footprint reduction of **38,629 tonnes** of CO<sub>2</sub>e  
> = 12% of the Port's total CO<sub>2</sub>e emissions

## Innovation

Innovation is one of the key factors for developing the Port's sustainability strategy. This year, development of the initiatives planned in the **Port of Barcelona Innovation Plan** continued.

  
**BlueTechPort**  
Innovation by **Port de Barcelona**

The project to create a large innovation space called **BlueTechPort**, due to become operational over the course of 2027, continued space in 2024. Located on nearly 25,000 square metres of space in the former port warehouses of the Sant Bertran area, and distributed across three floors, this space will be home to start-ups and scale-ups, research centres, technology centres, schools, corporations and all the actors making it possible to create a true innovation ecosystem focused on the blue economy.

Provisionally, and given the need to offer an innovation space to this type of company, **the Tech Barcelona facilities at Pier 01** opened a roughly 300-square-metre **coworking** space in July 2023. By year's end, it was already 80% occupied by a dozen new companies related to the blue economy.

In May 2024, **Phase 2** of the **BlueTechPort** of Sant Bertran was presented. With BlueTechPort's growth and the start of activity at one of the six warehouses on Sant Bertran wharf, the Port of Barcelona offers various office and coworking formats on 1,250 square metres of space, which have hosted new companies since September 2024.

With **some 30 professionals and a total of 18 companies already active**, this hub of blue economy innovation reinforces its role as a centre for development of the maritime sector and sustainability. From the start of works, scheduled for late 2025, until the building is up and running in late 2027, all these companies will temporarily move to the offices of the World Trade Center Barcelona.

## PierNext



**PierNext** is the Port of Barcelona's blog about innovation in the maritime port sector.

### 2024 PierNext data

- > 48 articles
- > 11 newsletters
- > Various videos and infographics
- > 2 e-books
- > 176,000 visits
- > 90,000 users



**BCN PORT  
Innovation**

### BCN Port Innovation foundation

This was the year that BCN Port Innovation, a private foundation created by the Port of Barcelona to bring together the reality of start-ups and the Port Community, consolidated its activity. The foundation performs concept tests and pilot projects that make it possible to validate new technologies useful for the Port Community.

During 2024 membership grew to 30 partners and a technical director was brought in to manage the foundation's day-to-day operations.

The foundation works on six projects for the Barcelona Port Community:

- > Transforming and repurposing plastics to promote the circular economy and reuse of general plastics at the Port of Barcelona
- > Regenports: project to recover marine ecosystems in the Port area
- > Vehicle controls at the terminal
- > Port Cyber-Resilience Centre (PCRC)
- > BCN Sotamar, to enhance the marine capital around the Port of Barcelona
- > 5G Open Challenge: creating a testbed, based on the new 5G network developed by the Port, which provides coverage to the entire Port service area

### Testbed

The Port of Barcelona wishes to develop testing spaces in its territory to facilitate the technological development of the companies of the Port Community. Over the course of 2024, work was done at two such spaces in particular:

- > For initiatives requiring 5G technology, taking advantage of the infrastructure that the Port has deployed in recent years.
- > For marine regeneration, to be able to conduct tests with elements and materials that promote the development of undersea ecosystems.

## Other key initiatives and actions

- > Participation in **various technology fairs and events**, such as MWC, 4YfN, Smart City Expo World Congress, BNEW and SIL.
- > Innovation-related collaboration with other ports as part of the **chainPORT, Smart Ports and Piers for the Future** groups.
- > Close collaboration in developing the **B-Blue incubator**, created by Barcelona Activa and promoted by the Port of Barcelona.
- > Continued work on financing port innovation through the **Ports 4.0 programme**.

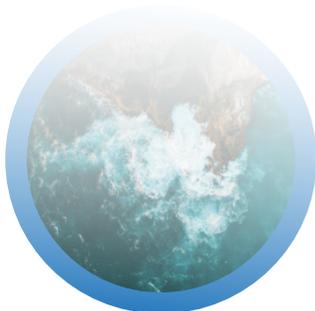
## 4.5. Strategy



### The Networked Port

The Port of Barcelona develops a solid network of services and infrastructure at strategic points in its hinterland to facilitate the routing of cargo between these areas and the Catalan capital. The

so-called **Networked Port** strategy is based on promoting intermodal, rail and short sea shipping services with the support of inland maritime terminals.



**Grow**, through market expansion.

Help the actors involved to **develop and be more competitive** by promoting services with the Port's quality standards.



Operate under **sustainability criteria**, through savings in emissions, time and money.



## Inland maritime terminals

Barcelona Port Authority (APB) has direct holdings in **eight inland maritime terminals or dry ports** to bring its port services closer to maritime logistics operators and import-export customers in the territories it serves, with quality and reliability. Most of these facilities 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 their rail traffic, 2024

Terminal	Location	Rail traffic
Zaragoza Maritime Terminal (tmZ)	 Zaragoza	110,054 TEU <sup>(1)</sup>
Terminal Intermodal Centro – Puerto Seco de Azuqueca	 Azuqueca de Henares (Guadalajara)	80,433 TEU
Puerto Seco de Madrid	 Coslada (Madrid)	59,202 UTI <sup>(2)</sup>
Perpignan Saint-Charles Container Terminal	 Perpignan (France)	46,000 UTI
Terminal Intermodal de l'Empordà	 Benifallet and El Far d'Empordà (Girona)	Projected
Intermodal Terminal of Monzón (TIM)	 Monzón (Huesca)	20,039 TEU
AgroTIM	 Monzón (Huesca)	32,654 tones
Terminal Intermodal Litera TIM	 Tamarit de Llitera (Huesca)	1,114 UTI

<sup>(1)</sup> TEU (Twenty-foot Equivalent Unit): unit used to define a 20-foot container

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

## Terminals in which companies of Barcelona Port Community (BPC) hold a stake, 2024

Terminals	Companies of BPC with shareholdings
Zaragoza Maritime Terminal	APM Terminals and Hutchison Ports
Tarragona Mercaderies	APM Terminals and Transportes Portuarios
Terminal de Noáin (Pamplona)	Synergy (Hutchison rail operator)

## Rail services

In addition to 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 with the Port through other terminals.

In 2024 the innovation in the international arena was the launch of **new rail services** of standard-width containers from Can Tunis terminal to Łódź and Swarzędz (Poland).

## Port rail offer by goods and routes, 2024\*



### ▷ Containers and, depending on the service, semi-trailers

#### > Iberian Peninsula

- From port terminals in Zaragoza, Noáin (Pamplona), Monzón (Huesca), Tarragona, Miranda de Ebro (Burgos), Agoncillo (La Rioja) and Bilbao.
- From Morrot to Madrid, Zaragoza, Bilbao, Tarragona, Córdoba, Seville, San Roque (Cádiz) and Vigo

#### > International

- From port terminals in Lyon and Toulouse (France).
- From Morrot to Italy, Germany and Belgium (service temporarily suspended in Italy).
- From Can Tunis to Poland (**new 2024**).
- From Perpignan and Le Boulou to the rest of France, Luxembourg, Germany, Belgium and Poland (**new 2024**).

### ▷ New vehicles

- > Connection with production plants in Spain, France, Germany and Austria.

### ▷ Bulk

- > From Súaia and Martorell to Jaén, in Spain, and to Tavaux, in France.

\*See also the *hinterland* connections map.

## Main rail services with the Port, 2024

Service type	Rail terminal	Frequency	Operators	Description and current situation
<b>Containers (conventional and refrigerated)</b>	Zaragoza Maritime Terminal (tmZ)	5 to 6 daily services	APMT Railway and SICSA	Highly frequent services with Spain's leading inland rail port terminal continue
<b>Containers (refrigerated and conventional)</b>	Monzón (Huesca)	6 weekly services	APMT Railway	Consolidation
<b>and Medlog</b>	Consolidating	10 servicios a la semana	TP Nova	Consolidation
<b>Containers</b>	Tarragona Mercaderies-Entrevies	10 weekly s ervices	TP Nova	Consolidation
<b>Containers</b>	Noáin (Pamplona)	4 weekly services	Synergy	Consolidation
	Consolidating	2 servicios semanales	Synergy	Consolidation
<b>Containers</b>	Miranda de Ebro (Burgos)	4 weekly services	Synergy	Consolidation
<b>Containers</b>	Agoncillo (La Rioja)	2 weekly services	Synergy	Consolidation
<b>Standard-gauge containers</b>	Toulouse Fenouillet (France)	3 weekly services	Maersk / Naviland Cargo	Consolidation of direct service launched in 2023. Longer standard-gauge container trains (750 m). First trains without change of locomotive at border.
<b>Standard-gauge containers</b>	Lyon Loire-sur-Rhône (France)	1 weekly service	Maersk	Service consolidation. Longer standard-gauge container train (750 m). First trains without change of locomotive at border.
<b>Standard-gauge containers</b>	Mannheim and Einsiedlerhof (Germany)	4 weekly services	DB Cargo	Consolidating. First direct service transporting vehicles manufactured in Germany for distribution in Spain. Longer standard-gauge vehicle train (685 m).
<b>Standard-gauge containers</b>	Schwertberg (Austria)	1 to 2 weekly services	Hödlmayr	Service increase
<b>Standard-gauge containers</b>	Sochaux (France) Production centre	1 weekly service	Pecovasa	Consolidation of direct service launched in 2023
<b>Iberian-gauge vehicles</b>	Martorell (Barcelona) Production plant	15 weekly trains	Autometro (FGC and Captrain)	Consolidation of the 3 daily trains between factory and port for maritime export of vehicles
<b>Iberian-gauge vehicles</b>	Landaben (Pamplona) Production plant	5 weekly trains	Pecovasa and Transfesa	Consolidation of daily train. Direct service from factory to export vehicles via port.

## Participation in sectoral organisations

To enhance its rail strategy, the Port of Barcelona takes part in various organisations, working groups and clusters linked to developing and promoting rail services and the Mediterranean corridor. In 2024 it participated in the following:

- ▷ FERRMED
- ▷ Mediterranean Rail Freight Corridor 6 UE
- ▷ Railgroup

## Short sea shipping services

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

In 2024 these services logged a total of **158,097 intermodal transport units (ITU)**, 2.3% less than the previous year. This traffic translates to an identical number of trucks diverted from roads to the maritime mode, which is more efficient economically and environmentally, so it can be said that the Port contributes significantly to promoting sustainable logistics chains in the Mediterranean area.

### SSS, Ro-Ro and multipurpose services, 2024



## Commercial promotion

### Port representations

The Port of Barcelona has **four commercial representations** which consolidate and monitor the Networked Port strategy and establish new relationships in hinterland markets and in other markets

in its area of influence. The professionals leading them are employed by the Barcelona Port Authority and are located in the following areas (contact details can be found in the Directory of this report):



### Attracting foreign investment

**BARCELOC** is an initiative led by Barcelona Port Authority, Barcelona City Council and ACCIÓ (public agency for the competitiveness of Catalan companies, of the Department of Business and Employment of the Generalitat de Catalunya). Its **objective** is to promote Catalonia as a distribution centre for southern Europe, and it works to attract foreign companies looking for a location to distribute in southern Europe.

This year it received advice to install in Barcelona a logistics hub of **roughly 15 companies** of various countries, mainly China and Korea, and sectors such as the chemical, food and automotive sectors and the fields of electric batteries, LED screens and solar panels.

### Participating in fairs and congresses

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

**Promote, consolidate and position its strategic traffic.**

**Study market trends and user and operator needs first-hand.**

**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.**



### Port of Barcelona trade promotion activities, 2024

	Event/fair name	Venue	Month
<b>Participation with own stand at international logistics and transport fairs</b>	Intermodal South America *	São Paulo, (Brazil)	March
	Transport and Logistics Innovation Week (SITL)	París (France)	March
	Barcelona International Logistics Fair (SIL)	Barcelona (Spain)	June
	China International Logistics Fair (CILF)	Shenzhen (China)	September
	Breakbulk Europe	Rotterdam (Netherlands)	May
	Logitrans	Istanbul (Turquía)	November
<b>Presence at specialised fruit and vegetable and/or perishable product (fresh produce) fairs</b>	Fruit Logistica	Berlin (Germany)	February
	Medfel	Perpignan (France)	April
	Fruit Attraction	Madrid (Spain)	October
<b>Presence at specialised cruise traffic fairs</b>	Seatrade Cruise Global	Miami (EE.UU.)	April
	Seatrade Cruise Med	Málaga (Spain)	September
<b>Participation in other key fairs, congresses and conferences</b>	Transport Middle East	Dubai (United Arab Emirates)	January
	LetExpo - Logistics Eco Transport (ALIS)	Verona (Italy)	March
	Mediterranean Ports and Logistics	Trieste (Italy)	May
	Petrochemicals Global Logistics Convention (PGLC)	Marseille (France)	June
	Black and Caspian Sea Ports & Logistics 2024	Constanța (Romania)	July

\*Coexpositor en el stand de Icxex

## 4.6. 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 that allows 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 is managed by the **Port Authority's Department of Goods and Quality Operations (DOMQ)** which ensures the quality of port actions and operations as follows:

> **Collaborates** with Port terminals certified or undergoing certification in **Reference Service Levels** (periodic meetings and visits and audits ahead of certification 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.

> **Analyses** the data to improve the processes carried out in the Port of Barcelona.

### Reference Service Levels

The Reference Service Levels are certifications allowing 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, 2024

Certified terminals	Date of certification
DECAL	22.02.2024
ENAGAS	01.03.2024
CREUERS DEL PORT	07.03.2024
EXOLUM	07.06.2024
APMT	26.07.2024
AUTOTERMINAL	06.08.2024
SETRAM	04.09.2024
TEPSA	11.10.2024
ERGRANSA	11.10.2024
BEST	08.11.2024

#### Reference Service Levels - certified shipping companies, 2024

Certified shipping companies	Date of certification
MAERSK	05.01.2024
ROYAL CARIBBEAN	05.02.2024
CELEBRITY CRUISES	05.02.2024
BALEARIA	04.03.2024
TRASMED GLE	03.10.2024
MSC	22.11.2024

## Customer Experience

The Port of Barcelona's Customer Experience service, integrated within the General Sub-directorate of Commercial and Marketing of the Barcelona Port Authority (APB), supports marketing activities and implements actions that make it possible to improve the services offered to the Port's final shippers.

The **main lines of action**:

- > Improving transparency and information: ensuring that customers receive clear and accurate information about Port services and operations.
- > Managing inquiries and complaints: attending to and managing customer demands efficiently and effectively.
- > Measuring service quality: guaranteeing high standards by qualitatively evaluating the services offered by the entire Port Community.
- > Contributing knowledge: providing information on Port operations and aspects related to maritime transport and international trade.

Customer Experience is organised into several **teams specialising** in various initiatives to guarantee excellent service:

- > **Efficiency Network Quality Label**: includes more than 100 companies and the collaboration of several administrations; commitment to reliability, information, transparency and security for customers.
- > **SAC (Customer Care Service)**: with more than 25 years of activity, it is a vital element of connection with Port users, managing inquiries and claims efficiently.
- > **Customer Training (ForMar)**: team dedicated to providing training to customers to improve knowledge about Port operations and other relevant aspects.

## Efficiency Network Quality Label

During 2024, the Port of Barcelona's Efficiency Network Quality Label consolidated its commitment to continuously improving efficiency and the final customer experience. With the active participation of more than 300 staff, this community has fostered interrelation between the 108 certified activities and collaborating administrations: Customs, Border Inspection Services (SIF), SOIVRE, Harbourmaster's Office and Barcelona Port Authority.

At the online Technical Conference held in June, entitled "Tips to optimise SIF and SOIVRE offices", the administrations offered practical advice to improve office management and reduce by one day the processing time of formalities handled by Efficiency Community companies. Ninety people from 36 companies took part.

### Evolution of activities certified with the Efficiency Network label, (2011-2024)

Sectors of activity	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Shipping agents	14	14	13	13	14	12	12	11	11	11	11	9	9	10
Hauliers	12	18	20	23	23	23	23	28	31	32	32	30	36	35
Customs/forwarding agents	19	23	30	32	34	36	36	40	44	44	46	51	57	54
Terminals	2	2	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	7	7
<b>Total</b>	<b>47</b>	<b>57</b>	<b>65</b>	<b>70</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>89</b>	<b>95</b>	<b>96</b>	<b>98</b>	<b>98</b>	<b>111</b>	<b>108</b>

## Label values and their extension across the logistics chain

This year meant a qualitative leap in the community model and the **Efficiency Values** were integrated into member organisations' DNA. Through specific workshops and the continuous improvement of daily processes and behaviours, their scope was extended in the logistics-port chain of Barcelona.

May saw the launch of the **Efficiency Network Values Platform**, a pioneering self-analysis system making it possible to obtain feedback from suppliers across the chain. Companies can use it to understand their operating model both internally and externally and improve the experience and quality of service. In these first few months since it was set up, the platform has registered high participation and 91% of companies have responded to other members.

This year, 100 people from 41 organisations participated in the **Efficiency Network Annual Conference**, which was held in a team-building format and focused on collaborative work and training to use the new online values platform. Forty-five people from 33 organisations took part in an online session.

In 2024, commitments were established to implement the values of the Efficiency Label throughout the entire logistics chain, including rail and port activity. In a first this year, **information on the traceability of containers on rail** was made available on the SAC (Customer Care Service) website **using CTA** (Container Tracking Application), which makes it possible to check assigned trains and departure and arrival times at the Port of Barcelona.

## Claims management

The **Efficiency Network technical office** manages and analyses the claims received from the SAC and highlights the Port Quality Label's commitment to operational excellence and customer satisfaction.

During 2024 it managed 161 claims, 88 of which received compensation for breach of Label commitments.

## Customer Care Service of the Port of Barcelona

Now in its 25th year of operation, the Port of Barcelona Customer Care Service (SAC) continues to be a fundamental pillar for communication and transparency. Through the SAC, shippers can make inquiries and claims about the logistics services offered and have a permanent information channel to help them with their daily operations.

and in planning new shipments of goods.

In 2024 the communications issued by the SAC focused mainly on issues such as physical inspections of goods, fees and the traceability of goods at the Port of Barcelona.

**SAC activity, 2024**

<p>▶ <b>778</b> inquiries handled</p> <p>▶ <b>96</b> communications issued</p>	<p>▶ <b>703</b> claims handled</p> <p>&gt; 88 with financial compensation for breach of Efficiency Network Quality Commitments</p>
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## Information channels

Channel	Description	2024 data
<b>Container Tracking Application (CTA)</b> <a href="https://appcta.portdebarcelona.cat/">https://appcta.portdebarcelona.cat/</a>	Application offering individualised information on the traceability of any container passing through the Port since 2020	19,257 inquiries 136 new users from more than 120 companies
<b>WhatsApp channel</b> <a href="https://www.whatsapp.com/channel/0029Vav3IRk545umBMJc6R1t">https://www.whatsapp.com/channel/0029Vav3IRk545umBMJc6R1t</a>	New channel to report changes or incidents in the usual operations of the Port. From 2025, it will replace the Telegram channel.	Launched in November
<b>SAC Website</b> <a href="https://sac.portdebarcelona.cat/">https://sac.portdebarcelona.cat/</a>	Specific SAC page including access to traceability tools at the service of Port customers.	14,875 views

## Training and knowledge for the end customer (ForMar)

Another aspect that is fundamental to improving the Customer Experience is managing shippers' information and knowledge needs when conducting their international transport operations. Under the umbrella of ForMar, **Customer Experience** organises technical conferences and maritime and logis-

tics site visits to discover the Port hands on.

In 2024 a total of **16 conferences** were held, with a total of **294 companies** participating. Attendance increased by 5.64% year on year, with 64 new contacts.

### ForMar conferences 2024\*

- > **Reopening trade relations with Algeria:** what this reopening has meant for importing and exporting companies and recommendations for tackling this new opportunity without obstacles.
- > **Sustainability:** new measures in the internationalisation of the importing and exporting company and their impact.
- > **Carbon Border Adjustment Mechanism (CBAM):** which products it affects, the TARIC measure, reports that must be submitted and information that must be declared.
- > Origin of goods and their customs process – European or not? That is the dilemma!
- > Managing costs in maritime container transport
- > Customs declaration: what to include? New changes in sight!
- > The ABCs of external trade! What do I need to know to sell more and better!?
- > Maritime visit for students of the Master's in Logistics at the University of Barcelona.
- > Two gamified days were held to present Port of Barcelona services to customers.
- > Risks in international trade. What they are and what we can do to minimise them.
- > INCOTERMS 2020: How to correctly use INCOTERMS (user level).
- > INCOTERMS 2020: Commercial strategy (advanced level).
- > INCOTERMS 2020: Decision making (expert level).
- > Explanatory visit to present services for customers and hazardous goods and industrial safety for members of the Terrassa Chamber of Commerce.

\*The first three on the list are notable for their innovative themes

# 05

## Economic value





**5.1. The Port's contribution to the economy**

**5.2. Port of Barcelona traffic data**

**5.3. Economic and financial report**

**5.4. Investment in infrastructure**

**5.5. Other key economic figures**

The Port of Barcelona seeks economic growth that is sustainable over time, minimises externalities and guarantees development in social and environmental aspects. This development depends

on the dynamism of goods traffic, passenger transport and logistics and related activities and not only impacts the Port area per se, but also wealth creation in the hinterland.



This chapter presents two types of information and data:

▷ **On the activity** of the organisations that manage goods and passenger transport at the Port of Barcelona, which are drawn from the data control systems of Barcelona Port Authority (APB) and reported monthly on the corporate website in “Port of Barcelona Traffic Statistics”.

▷ **On the financial year**, which refer to the results of APB as the organisation responsible for managing the Port of Barcelona and are significant for the whole because 1) the APB’s revenue comes from aggregated port activity and 2) the resources generated are invested in port infrastructure, the commercial promotion and strategy of the Port and its Community, and management.

## 5.1. The Port’s contribution to the economy



Specialising in high-value goods, the Port of Barcelona is one of the main drivers of economic development in Catalonia and Spain. In value terms, it channelled **70% of the maritime external trade of Catalonia and 24% of the total for Spain** in 2024.

In 2024 the approximate value of the total goods that passed through the Port was **€113.343 billion**, a figure almost identical to that of 2023 and which maintains Barcelona as **the number one port in Spain in terms of the value of external import and export trade** passing through it.

**Value of goods passing through the Port of Barcelona** (billion EUR), 2020-2024

2020	2021	2022	2023	2024
68.739	88.869	120.686	113.118	113.343 (+0.2%)

## Share of external trade

The Port of Barcelona's market share in the hinterland –the percentage of trade flows of a region routed through it– makes it possible to understand its positioning within Spain.

In terms of **Catalonia's total external trade in value terms**, in 2024, the Port of Barcelona:

- > Carried 70% of total maritime imports and exports.
- > Channelled 86% of Catalonia's maritime external trade in containers.

In terms of **Spain's total external trade in value terms**, in 2024, the Port of Barcelona:

- > Channelled 24% of imports and maritime imports.
- > Shipped 33% of the maritime external trade of containers.

	2020	2021	2022	2023	2024
<b>Market share of Catalonia's maritime external trade - bulk and general cargo (%)</b> , 2020-2024	<b>75%</b>	<b>74%</b>	<b>74%</b>	<b>71%</b>	<b>70%</b>
<b>Market share of Catalonia's maritime external trade - containers (%)</b> , 2020-2024	<b>87%</b>	<b>85.5%</b>	<b>87%</b>	<b>86%</b>	<b>86%</b>
<b>Market share of Spain's maritime external trade - bulk and general cargo (%)</b> , 2020-2024	<b>25%</b>	<b>23%</b>	<b>23%</b>	<b>24%</b>	<b>24%</b>
<b>Market share of Spain's maritime external trade - containers (%)</b> , 2020-2024	<b>32%</b>	<b>33.5%</b>	<b>34%</b>	<b>32%</b>	<b>33%</b>

## Sectors involved in port traffic

Catalonia is the **leading importing and exporting region in Spain**, with a widely diversified external trade sector. The main economic sectors of Catalan maritime external 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 pro-

viding an infrastructure tailored to needs, and by providing efficient and specialised services.

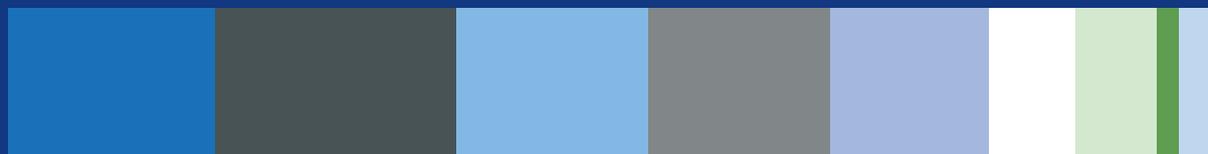
Most sectors of activity reported increases in port traffic. The vehicles and transport elements sector is now the leader in total volume of traffic in tonnes.

### Volume of goods transported at the Port by sector of activity (t), 2020-2024

Sectors	2020	2021	2022	2023*	2024	Variation % 2023/24
Energy	11,134,280	10,591,889	14,098,609	11,146,205	<b>10,764,019</b>	-3.4%
Vehicles and transport elements	11,002,575	12,803,453	13,392,295	13,017,592	<b>14,176,642</b>	8.9%
Agro-livestock and food	12,474,665	14,121,246	13,775,887	13,147,115	<b>12,950,205</b>	-1.5%
Other goods	10,611,026	12,733,386	12,911,197	11,774,445	<b>13,008,792</b>	10.5%
Chemicals	6,158,665	6,599,982	6,775,077	6,198,416	<b>8,904,603</b>	43.7%
Iron and steel	2,786,459	3,109,251	2,984,478	2,780,665	<b>2,881,897</b>	3.6%
Building materials	3,185,403	3,081,275	3,170,668	2,619,632	<b>3,155,231</b>	20.4%
Fertilisers	514,962	624,890	881,199	707,232	<b>886,131</b>	25.3%
Non-metallic minerals	624,576	1,228,231	1,156,071	1,036,724	<b>1,103,100</b>	6.4%
<b>TOTAL</b>	<b>58,492,611</b>	<b>64,896,014</b>	<b>69,145,480</b>	<b>62,428,027</b>	<b>67,830,621</b>	<b>8.7%</b>

\*Data for 2023 are adjusted with respect to the data that appeared at the close of the previous year.

### Share of the main sectors of activity in Port traffic (%), 2024



■ Energy	<b>15.9%</b>
■ Vehicles and transport elements	<b>20.9%</b>
■ Agro-livestock and food	<b>19.1%</b>
■ Other goods	<b>19.2%</b>
■ Chemicals	<b>13.1%</b>

■ Iron and steel	<b>4.2%</b>
■ Building materials	<b>4.7%</b>
■ Fertilisers	<b>1.3%</b>
■ Non-metallic minerals	<b>1.6%</b>
<b>TOTAL</b>	<b>+100%</b>

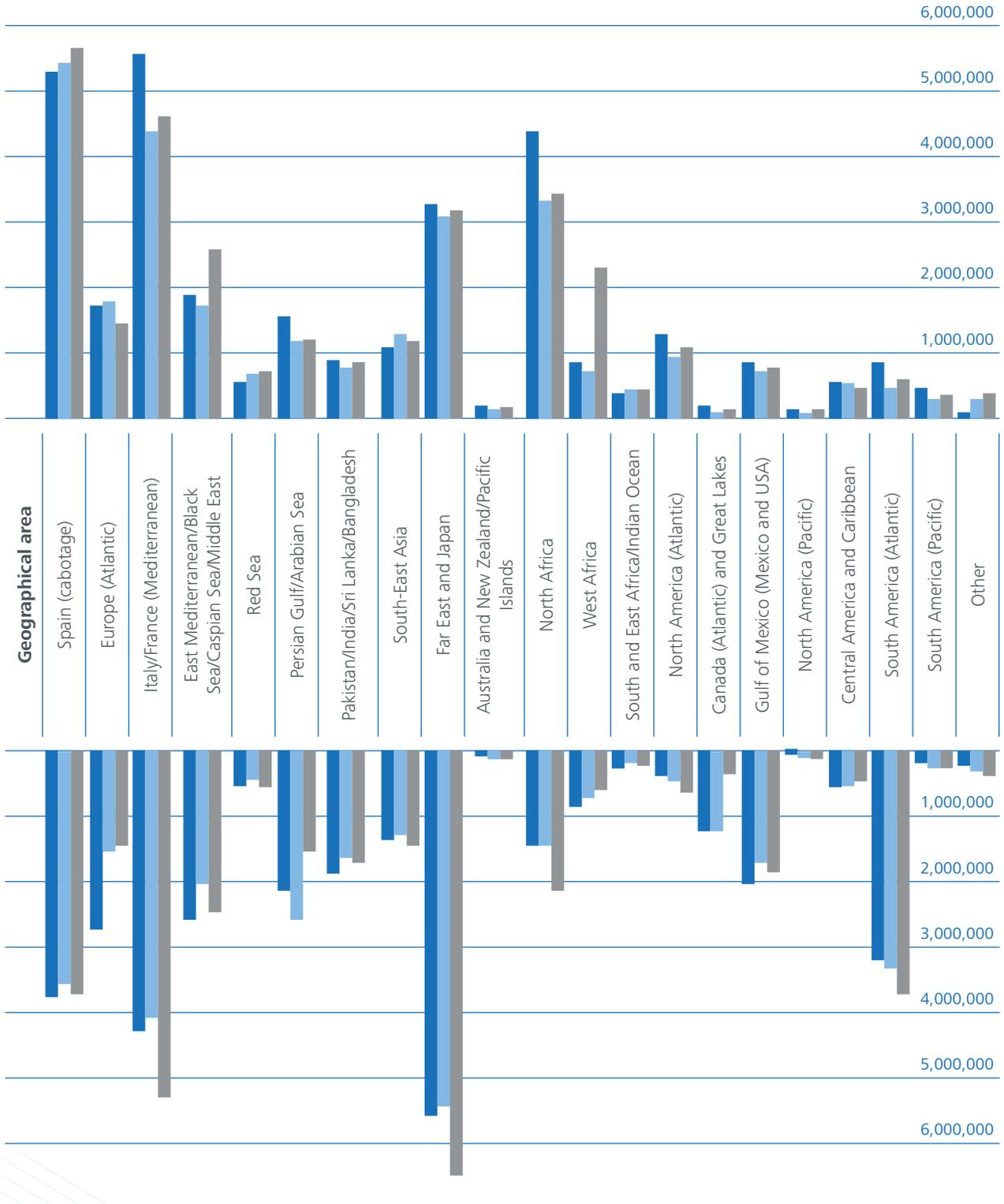
## Geographical areas of origin and destination

### Traffic by geographical area (t), 2023-2024

Geographical area	2023	2024	Difference 2024/2023	Variation % 2024/2023	2024 SHARE % of total
Spain (cabotage)	8,732,947	<b>9,280,099</b>	547,152	6.3%	13.7%
Europe (Atlantic)	3,373,031	<b>2,909,939</b>	-463,092	-13.7%	4.3%
Italy/France (Mediterranean)	8,428,962	<b>9,968,652</b>	1,539,690	18.3%	14.7%
Eastern Mediterranean/Black Sea/ Caspian Sea/Middle East	4,949,559	<b>6,246,520</b>	1,296,962	26.02%	9.2%
Red Sea	989,686	<b>1,560,424</b>	570,738	57.7%	2.3%
Persian Gulf/Arabian Sea	3,685,235	<b>2,737,707</b>	-947,529	-25.7%	4.0%
Pakistan/India/Sri Lanka/Bangladesh	2,681,506	<b>2,773,009</b>	91,502	3.4%	4.1%
South-East Asia	2,524,429	<b>2,691,112</b>	166,683	6.6%	4.0%
Far East and Japan	8,614,679	<b>9,520,592</b>	905,913	10.5%	14.0%
Australia and New Zealand/Pacific Islands	217,266	<b>247,180</b>	29,914	13.8%	0.4%
North Africa	4,750,113	<b>5,617,728</b>	867,616	18.3%	8.3%
West Africa	1,459,097	<b>2,650,883</b>	1,191,786	81.7%	3.9%
South and East Africa/Indian Ocean	511,284	<b>573,014</b>	61,730	12.1%	0.8%
North America (Atlantic)	1,436,842	<b>1,668,106</b>	231,264	16.1%	2.5%
Canada (Atlantic) and Great Lakes	1,257,140	<b>432,370</b>	-824,770	-65.6%	0.6%
Gulf of Mexico (Mexico and USA)	2,631,103	<b>2,858,894</b>	227,791	8.7%	4.2%
North America (Pacific)	129,570	<b>208,586</b>	79,016	61%	0.3%
Central America and Caribbean	1,159,204	<b>1,100,832</b>	-58,372	-5.0%	1.6%
South America (Atlantic)	3,745,885	<b>3,482,010</b>	-263,875	-7.0%	5.1%
South America (Pacific)	570,415	<b>591,838</b>	21,423	3.8%	0.9%
Other	580,072	<b>711,125</b>	131,053	22.6%	1.0%
<b>Total</b>	<b>62,428,027</b>	<b>67,830,621</b>	<b>5,402,594</b>	<b>8.7%</b>	<b>100%</b>

**Traffic by destination area (t), 2022-2024**

■ 2022 ■ 2023 ■ 2024



**Traffic by origin area (t), 2022-2024**

## 5.2. Port of Barcelona traffic data



In 2024 the impact of the Red Sea crisis translated to increased traffic, particularly in transshipment of containerised cargo, with the Port of Barcelona closing the year with total traffic at **€69.7 million tonnes (+8.9%)** and record volumes of container traffic (**3.9 million TEU, +19%**).

The growth is explained primarily by containerised cargo (+12%), followed by conventional cargo (+10%) and liquid bulk (+6%), while dry bulk (+0.1%) essentially maintained 2023 figures. All major traffic segments, except for new vehicles (-14%), recorded positive results.

**Hinterland traffic** rose slightly to reach **42.8 million tonnes (+1%)**.

**Passenger movements (+2%)** involved **5.4 million people**, a record figure that is 17% above that of 2019. Of these, **3.6 million were cruise passengers**, up 14% from pre-COVID-19 pandemic levels. These data certify the recovery of passenger traffic, since the pandemic all but paralysed it for months and the declines were particularly significant.

Total traffic (million tonnes)	Hinterland traffic (million tonnes)	Containers (million TEU)	Passengers (thousand movements)
2024: ▷ <b>70</b>	2024: ▷ <b>42.8</b>	2024: ▷ <b>3.9</b>	2024: ▷ <b>5.4</b>
2023: ▷ <b>64</b>	2023: ▷ <b>41.9</b>	2023: ▷ <b>3.2</b>	2023: ▷ <b>5.3</b>
v. 2024/2023: <b>+9%</b>	v. 2024/2023: <b>+2%</b>	v. 2024/2023: <b>+19%</b>	v. 2024/2023: <b>+2%</b>

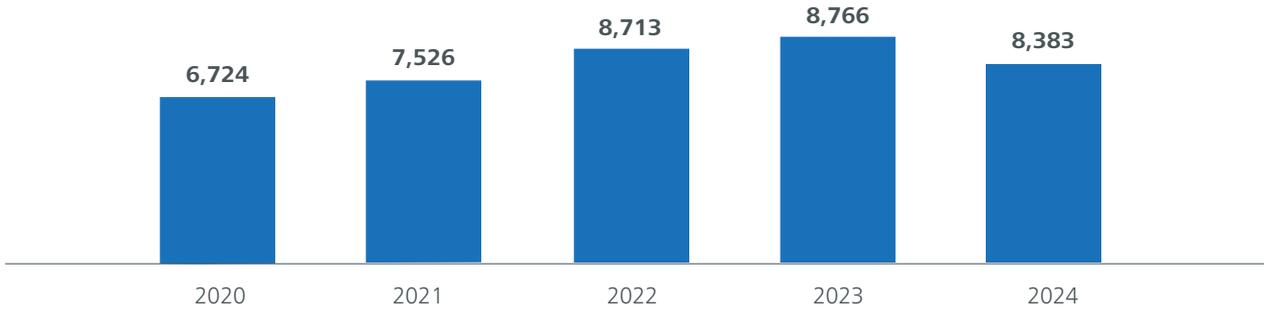
### Stopovers

During this year the Port of Barcelona logged a total of **8,383 stopovers**, with an average ship tonnage of 43,450 tonnes (+2%).

#### Stopovers by type of vessel (%), 2024

Car-carrier / Ro-Ro	866	10.3%	Oil tankers	988	11.8%
Cargo (Lo-Lo)	317	3.8%	Container ships	2,163	25.8%
Bulk carriers	157	1.9%	Ferries	3,101	37%
Passenger	791	9.4%	<b>TOTAL</b>	<b>8,383</b>	<b>100%</b>

**Progression in the number of stopovers (units), 2020-2024**



**Structure of traffic**

**Characteristics of the Port’s traffic, 2024**

By **type of packaging** for goods: 56% of the traffic was containerised cargo.

By **type of shipping**: 87% external traffic and 13% cabotage.

**General cargo** made up 72.7% of total traffic – more than 49 million tonnes, 37.6 million of them containerised.

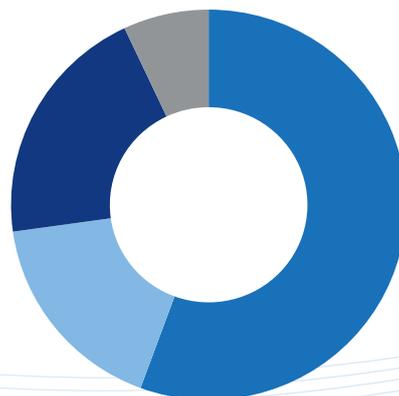
**Development of cargo traffic\* by type of packaging (thousand tonnes), 2020-2024**

Sectors	2020	2021	2022	2023	2024
Containerised cargo	31,980	37,455	37,610	33,525	37,681
Conventional cargo	9,555	10,713	11,415	11,222	11,661
Liquid bulk	12,799	12,370	15,553	12,919	13,689
Dry bulk	4,059	4,459	4,549	4,795	4,800
<b>TOTAL</b>	<b>58,393</b>	<b>64,997</b>	<b>69,127</b>	<b>62,461</b>	<b>67,831</b>

\*Excludes fishing and provisioning, tare weight, etc.

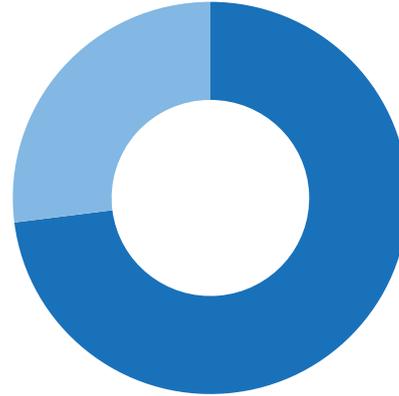
**Cargo traffic by packaging out of total traffic (%), 2024**

	thousand tonnes	% of total
■ Containerised cargo	<b>37,681</b>	<b>55.6</b>
■ Conventional cargo	<b>11,661</b>	<b>17.2</b>
■ Liquid bulk	<b>13,689</b>	<b>20.2</b>
■ Dry bulk	<b>4,800</b>	<b>7</b>
<b>TOTAL</b>	<b>67,831</b>	<b>100</b>

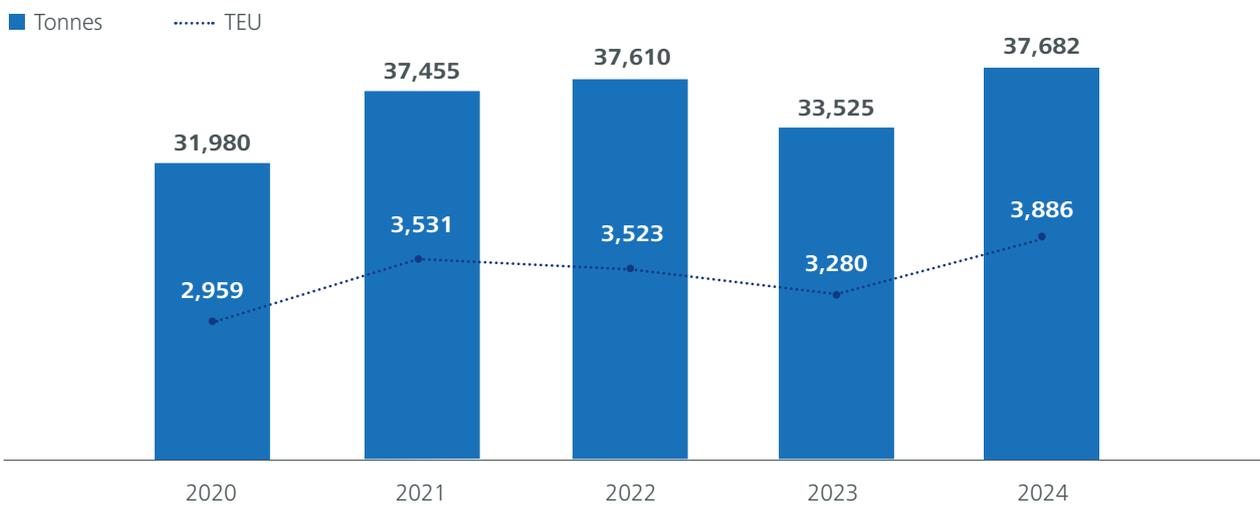


### Share of general cargo in total traffic (thousand tonnes), 2024

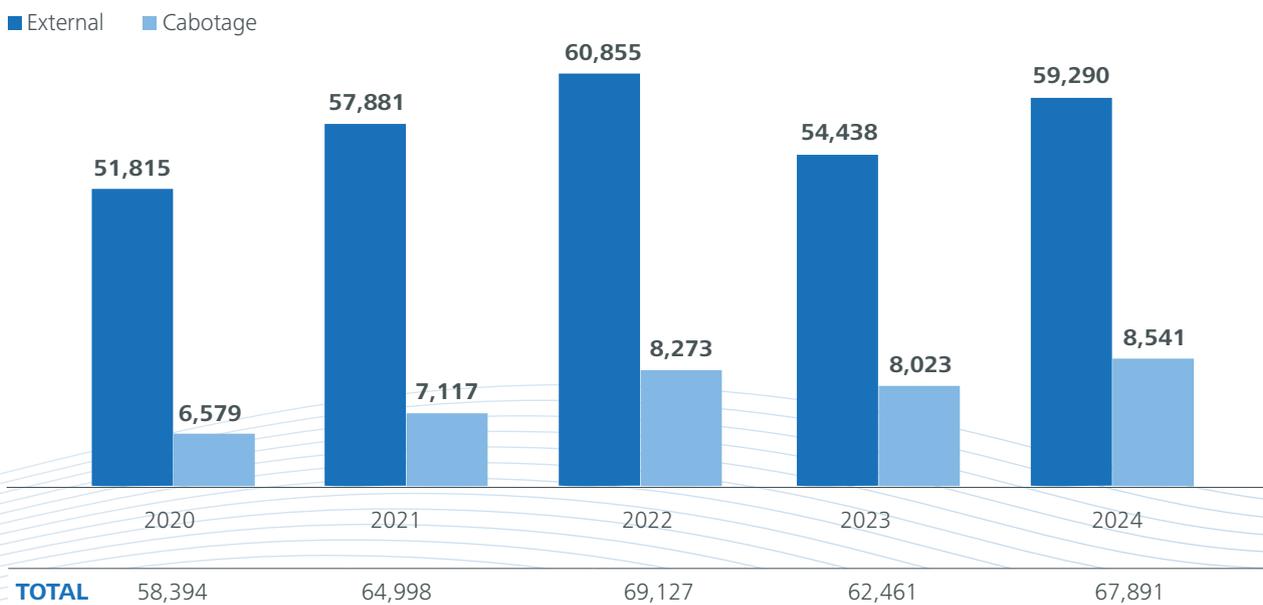
■ General cargo	49,342	73%
■ Other traffic	18,489	27%
Traffic total	67,831	100%



### Containerised general cargo traffic (thousand tonnes and thousand TEU), 2020-2024



### Cargo traffic by types of shipping (thousand tonnes), 2020-2024



## Containers

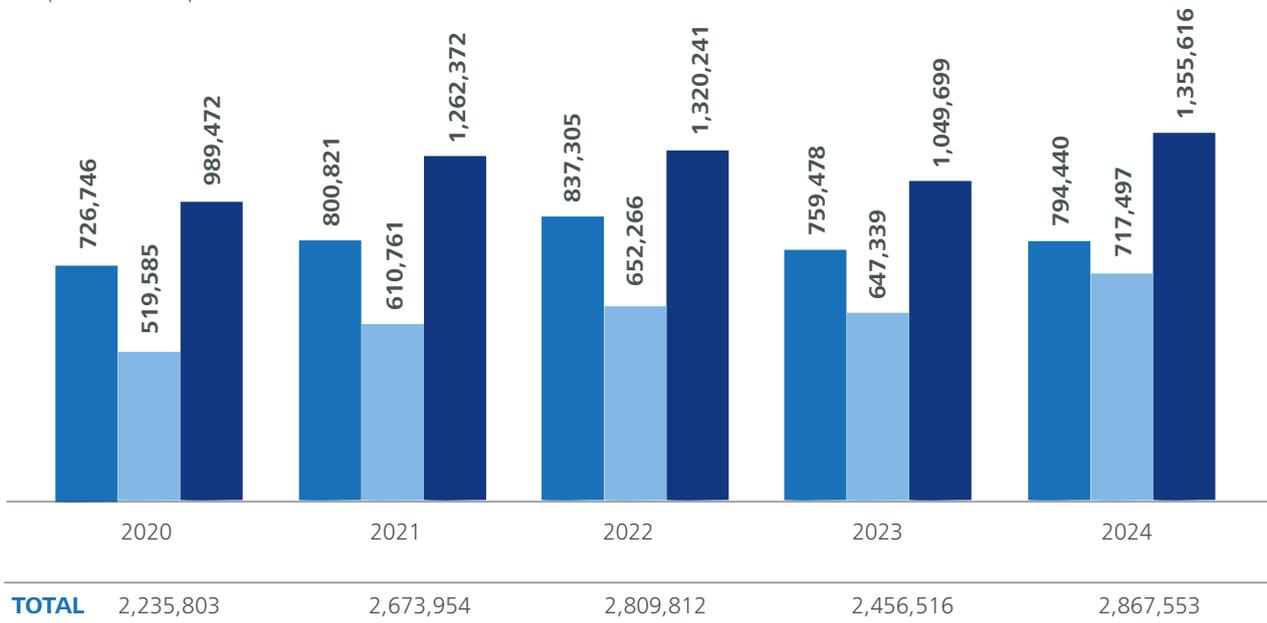
The year 2024 closed with record-breaking volumes of container traffic – **3.9 million TEU (+19%)** – due primarily to the increase in transshipment TEU. This was driven by the shift to maritime routes via the Cape of Good Hope, which the world’s major shipping lines had to use as it was impossible to access the Mediterranean via the Suez Canal – a consequence of attacks by Houthi rebels in the Bab el-Mandeb Strait. This rerouting affected the ports

of the eastern Mediterranean in particular and, consequently, both the Port of Barcelona and others in the west served as transshipment hubs for the major shipping routes, using smaller vessels to supply affected ports.

**The 8% rise in full TEUs for external trade** – fuelled by positive results in both imports (+11%) and exports (+5%) – is also worth highlighting.

### Development of full container traffic by operation (TEU), 2020-2024

■ Exports ■ Imports ■ Transits



## Export

In 2024, **full export containers** totalled **794,440 TEU (+4.6%)**, driven notably by the increase in the second half of the year, which was seen across virtually all representative sectors: chemicals, capital goods, food, feed and miscellaneous manufactured products.

This year growth was driven by the United Arab Emirates and China, the main target markets, followed by Saudi Arabia and South Korea. Exports to Algeria were virtually non-existent due to the trade blockade by that country’s government owing to the Spanish government’s position on the Western Sahara. In any case, the re-establishment of relations in the fourth quarter translated to a slight recovery at year-end.

This year **pork exports (68,925 TEU)** fell slightly (-1%) due to the decline in sales to China following the recovery of its pig population. Despite this, the Asian country remains the main target market, accounting for 43% of exports. The Philippines stands out among the markets showing a positive performance.

Moreover, **alfalfa exports (38,260 TEU)** were up 31% following the product’s recovery after a 2023 affected by weak demand and a drought that hurt production. Despite remaining well below past volumes, 2024 displayed an incipient recovery.



## Target markets

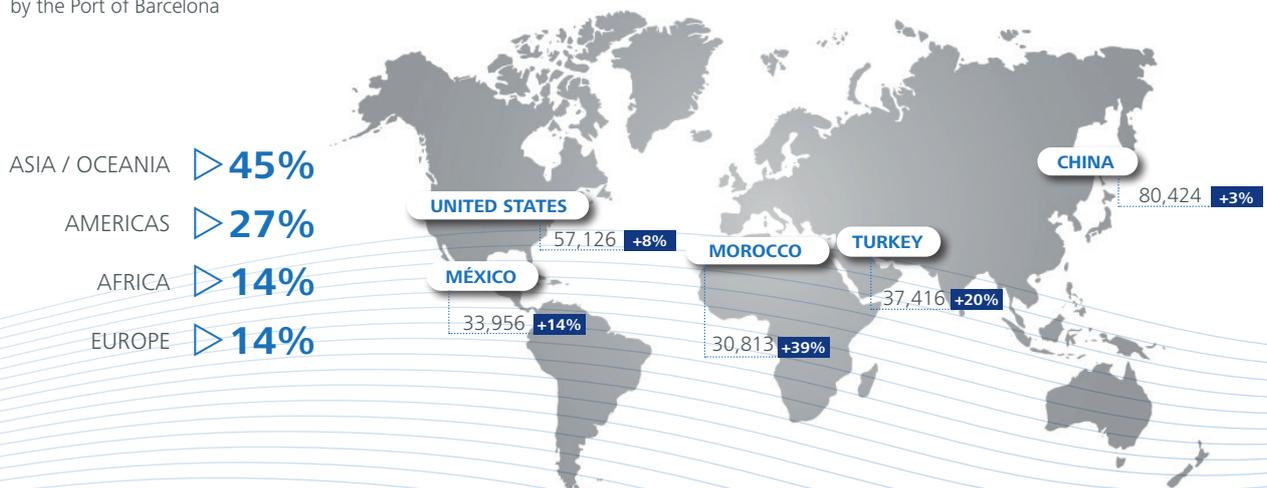
- > **Asia/Oceania:** received 45% of all export containers channelled by the Port of Barcelona in 2024. This year modest growth (+1%) was recorded, greatly influenced by declines in India and Indonesia, chiefly in paper waste, and in **China**, where the sharp drop in paper and pulp exports (-39%) kept total growth in trade with that country at 3%.
- > **Americas:** received 27% of the Port's exports and the main destinations – United States (+7%), Mexico (+15%), Brazil (+12%), Chile (+12%) and Colombia (+27%) – logged significant increases.
- > **Africa:** with 14% of the Port's export market share, Africa displayed a slight change in

trend after recent years' shrinkage of the North African market. This was also due to the end of Spain's trade restrictions with Algeria (see above), which meant that 1,740 TEU could be exported in December – up from a monthly average of just 35 throughout 2024. The main recipients of exports from the continent were the markets of Morocco (+30%) and Egypt (+24%).

The attached map shows export market shares by area, as well as 2024 data for the five main trading partners – China, the United States, Turkey, Mexico and Morocco – in exports received from the Port of Barcelona.

## Full export containers: market share by area, 2024

Main trade partners in the exports channelled by the Port of Barcelona





## Imports

During 2024 the Port of Barcelona registered **717,497 TEU of full import containers (+10%)**. As usual, the heavyweight status of the Asian market – three quarters of the Port’s total imports – meant that its behaviour (+11%) set the trend throughout the year.

### Markets of origin

> **Asia:** origin of 76% of the import containers arriving at the Port in 2024. China (48% market share) was the main trading partner for this import traffic and, since 2023, has recovered volumes (+17%) in key traffic such as capital goods, textiles and footwear. This behaviour also extended to other countries like India, Vietnam and Saudi Arabia. Drops in imports from South Korea (-8%) and Bangladesh (-4%) were noteworthy as well.

> **The Americas:** second source region for imports at the Port of Barcelona (11% of the total), led by the United States. Brazil, with growth of 31%, has displaced Mexico from second place.

>

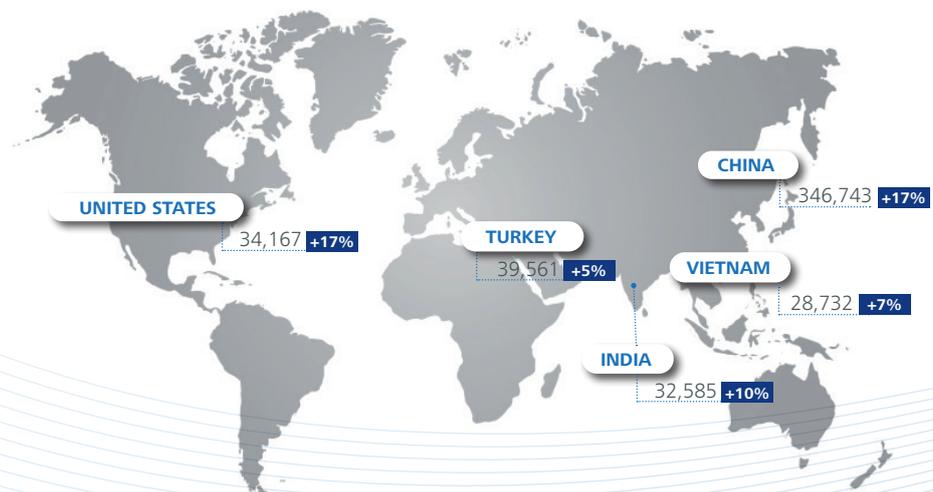
> **Eastern Mediterranean:** origin of 8% of total imports at the Port. Noteworthy development of traffic from Turkey (+5%) and Greece (+2%). Moreover, North African markets (5% of imports) logged significant growth (+24%), led by traffic from origins like Egypt (+4%), Ivory Coast (+44%) and South Africa (+12%).

The attached map details import market shares by continental area as well as the performance of the five main trading partners – China, Turkey, the United States, India and Vietnam, in that order – in terms of imports at the Port of Barcelona.

## Full import containers: market share by area, 2024

Main trade partners in the exports channelled by the Port of Barcelona

- ASIA / OCEANÍA ▷ **76%**
- AMERICAS ▷ **11%**
- AFRICA ▷ **8%**
- EUROPE ▷ **5%**



## Vehicles

During this year, **vehicle** traffic stood at **682,082 units (-14%)**, a decline which was largely determined by the sharp drop in imports and transits. Of the total traffic, 111,900 units were cabotage in Spain and 570,182 international traffic.

### Exports

Exports made up 63% of total vehicle traffic and showed positive growth, with a total of **428,999 vehicles (+4%)**, driven by the recovery from the component shortage crisis. As the year progressed, a stable and improving pace of parts supply enabled the growth of vehicle production and exports.

### Imports

Imports made up 23% of total vehicle traffic and reached **155,960 vehicles (-40%)**, nearly 100,000 units fewer than the previous year, when such operations broke records. The main reason was the decline in import traffic from China – from 90,340 vehicles in 2023 to 34,864 this year – a result of the change in distribution strategy of one of the brands with the most activity during 2023. Also significant to a certain degree were the situation at the Suez Canal – which reduced Barcelona’s competitiveness in terms of emissions and transit time – and insufficient space at the vehicle yard and the attendant diversion of ships in the first half of 2024. Nevertheless, this year new vehicle brands were incorporated that used the Port of Barcelona as a gateway to southern Europe.

To these figures must be added the approximately **60,000 vehicles** that arrived **in containers** and compensated for insufficient capacity in car-carriers. As with vehicles arriving in ro-ro mode, these are deconsolidated in the car terminals for subsequent management. Namely, the units undergo pre-delivery inspections and are distributed by truck, train or ship.

Although the effect was not yet felt in 2024, many Chinese brands have already established operations in the European Union or are considering doing so to avoid EU tariffs on Chinese-made electric vehicles. One example is the agreement between Ebro and Chery, which recently opened the Ebro Factory at the site of the former Nissan factory.

### Transshipments or transit

The Port of Barcelona experienced a 21% drop in operations of this type, which made up 14% of all traffic. These mainly involve ships arriving from the Far East and linking to closer countries such as Italy, Belgium and the Balearic Islands.

### Achievements in 2024

- > To consolidate the Port of Barcelona’s position as a distribution hub for the Mediterranean and northern Europe, further efforts were dedicated in 2024 to developing **European-gauge rail services** to be able to transfer goods from ship to train and thus reduce the use of trucks in the last mile. There are currently weekly services to Germany, Austria and France (see “**Rail Services**” section in the Management chapter).
- > Five car-carriers were supplied liquefied natural gas (LNG) in a total of **10 bunkering operations**. For the new vehicles sector, key for Barcelona’s port activity, this marks a new milestone in the decarbonisation of the logistics chain.
- > The Port of Barcelona Management Board has approved the call for tenders for the **concession of a third public vehicle terminal** at Príncipe d’Espanya wharf.

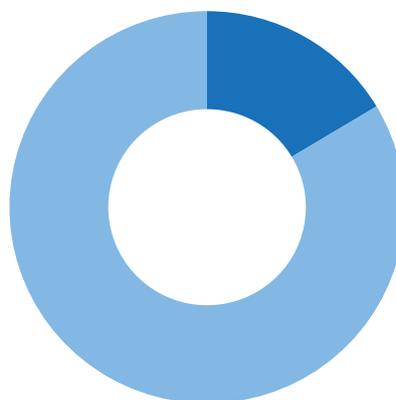


### Car traffic by type of shipping and operation (u), 2020-2024

	2020	2021	2022	2023	2024
<b>Cabotage</b>	84,418	85,524	87,731	106,555	111,900
<b>International</b>	395,922	413,487	503,284	683,764	570,182
Imports	103,546	98,103	159,927	246,615	129,505
Exports	262,532	280,958	258,788	325,298	343,627
Transit	29,884	34,426	84,569	111,851	97,050
<b>TOTAL</b>	<b>480,340</b>	<b>499,011</b>	<b>591,015</b>	<b>790,319</b>	<b>682,082</b>

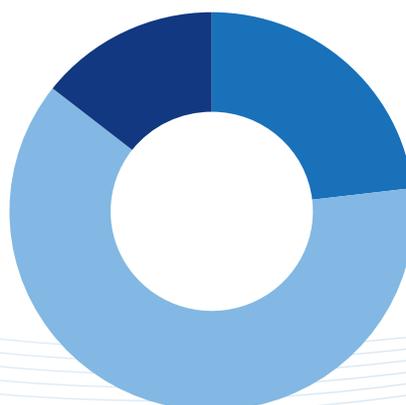
### Car traffic by type of shipping (u), 2024

	2024
■ Cabotage	111,900
■ International (external)	570,182
<b>TOTAL</b>	<b>682,082</b>



### External vehicle traffic by operation (u), 2024

	2024
■ Imports	155,960
■ Exports	428,999
■ Transit	97,123
<b>TOTAL</b>	<b>682,082</b>



# Liquid and dry bulk

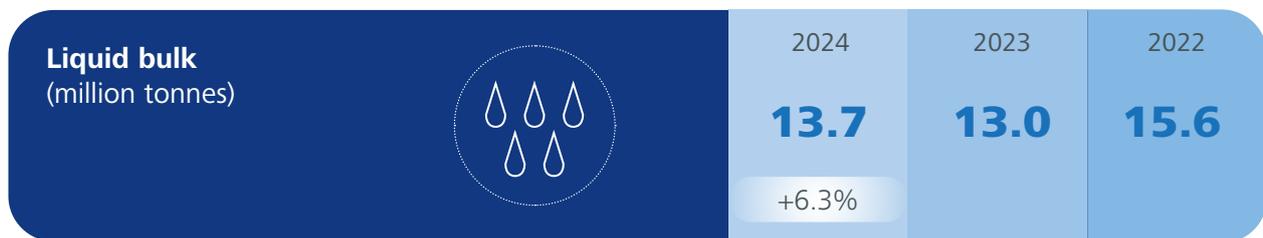
## Liquid bulk

During 2024 a total of **13,688,693 tonnes (+6.3%)** of liquid bulk were registered, an increase driven especially by the behaviour of gasoline traffic and natural gas inflows.

- > **Hydrocarbons** largely held steady compared to the previous year, with 9,377,546 tonnes handled. After the sharp global decline recorded in 2023, **gasoline** experienced a 40% recovery in transit traffic.
- > **Natural gas** closed the year slightly above 2 million tonnes (-34%), a sharp decline. Low domestic demand, due mainly to higher demand in the energy sector following the increased use of renewables in electricity generation, meant that the main regasification

plants (such as Barcelona) operated at a loss. In addition, the Virtual Single Tanker policy and Russia-Ukraine war favoured other regasification plants in the west, such as in Huelva, since traders are seeking shorter routes and cheaper freight rates and have opted for routes to the Gulf Coast of the United States or to the North Sea.

- > **Chemical products** traffic doubled (+108%) to reach 2.4 million tonnes.
- > **Biofuels** fell by 30% to roughly one million tonnes.
- > **Oils and fats** – fairly stable traffic given demand is mainly industrial – dropped slightly to 833,513 tonnes (-4%).

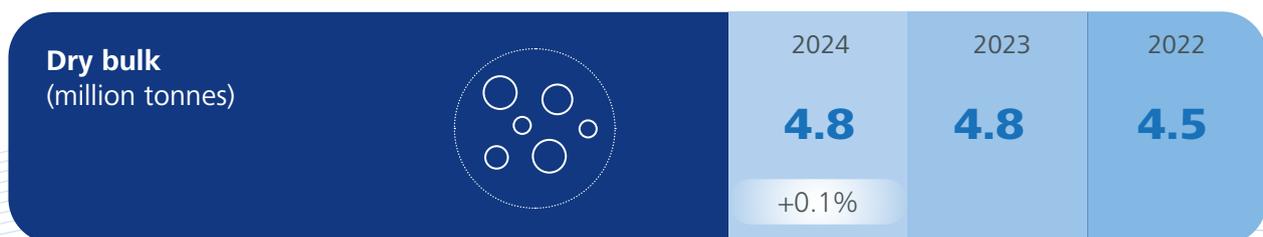


## Dry bulk

At **4,799,502 tonnes total (+0.1%)**, dry bulk traffic marginally exceeded the all-time high recorded last year. This result was due to imports, which rose by 5%, while exports closed the year down 4%.

As a result of the prolonged drought, which pushed

down domestic production, import traffic rose, buoyed mainly by **maize** (549,383 tonnes; +14%) and the leading dry bulk product, **soya beans** (1,672,187 tonnes total, +10%). Moreover, **cement** and **common salt** traffic fell (-12% and -5%, respectively), together accounting for nearly 1.3 million tonnes.



## Short sea shipping

According to the definition of the European Short-sea Network, short sea shipping (SSS) is the 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, SSS includes traffic with the Balearic and Canary Islands (cabotage) and freight travelling on the Motorways of the Sea (regular services between Barcelona and various destinations in Italy and North Africa).

In 2024 this traffic – general cargo that is shipped by truck, platform, trailer, etc. – registered a new record high of **427,734 intermodal transport units (ITU)**. The 2.9% growth was split equally between external traffic/Motorways of the Sea and cabotage, with the latter logging a total of 267,108 ITU (+3.1%) – mostly with the Balearic Islands (264,353 ITU) and driven by an increase in tourism, or its stabilisation at pre-pandemic levels. Passenger transport with the Balearic Islands totalled 1,223,539 passengers (+4.7%).

### Intermodal transport by type of shipping (ITU\*), 2020-2024

	2020	2021	2022	2023	2024
National island	194,298	217,469	253,053	259,441	267,108
Remaining SSS	152,796	179,261	165,546	154,449	160,626
Total	347,094	396,730	418,599	413,890	427,734

\*ITU (intermodal transport unit) is any means, self-propelled or otherwise, that is used directly or indirectly as a means of land transport

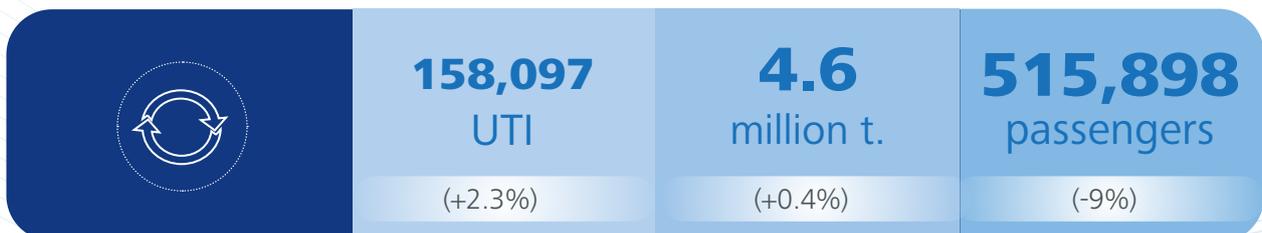


## Motorways of the Sea

In 2024 Barcelona shipped a total of **158,097 ITU (+2.3%)** to Italy and Morocco on the Motorways of the Sea or short sea shipping (SSS) services. This volume of traffic is equal to the number of trucks that were diverted from roads to the more economically and environmentally efficient maritime

mode. Cargo totalled more than **4.6 million tonnes (+0.4%)**.

In addition, this type of service logged **515,898 passengers (-9%)**, still 20% below the pre-pandemic record of 2019.



## Rail traffic

In recent years rail traffic has made steady progress and therefore helps to make the logistics chains passing through the Port more sustainable.

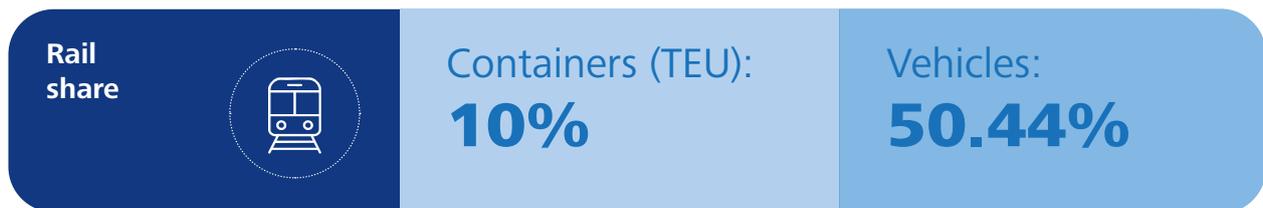
### Containers

In 2024 close to **219,039 containers entered or left the Port area by train (-14.4%)**, putting the **rail share of containers at 10%**, three points below the figure from 2023. This traffic was harmed by the numerous track closures to improve the rail network that occurred during 2024 and made it difficult to establish or maintain intermodal supply chains.

### Vehicles

Operational difficulties in the construction work to adapt the Castellbisbal head to the new gauge led to a decline in rail vehicle traffic, which fell to **295,059 units (-4.6%)**. However, the **rail share of vehicles made up 50.6%** of total vehicle traffic – five points higher than in 2023.

Finished automobile logistics at the Port also involves receiving and shipping vehicles via land transport. These operations are conducted primarily with international UIC gauge trains, which account for roughly 80,000 more vehicle units that are managed comprehensively at the Port's terminals and make it a key piece in the European distribution of many brands, both inbound and outbound.



## Sustainability

In 2024 the Port of Barcelona's rail services led to **annual savings of 48,533 tonnes of CO<sub>2</sub>**. The Port of Barcelona's commitment to using rail and short sea shipping (SSS) meant removing a total of **327,898 trucks** from the road this year and 3.4

million in the last ten years. These calculations are based on rail transport of containers and vehicles. For SSS, transport of semi-trailers with goods and transport of sales vehicles are considered.

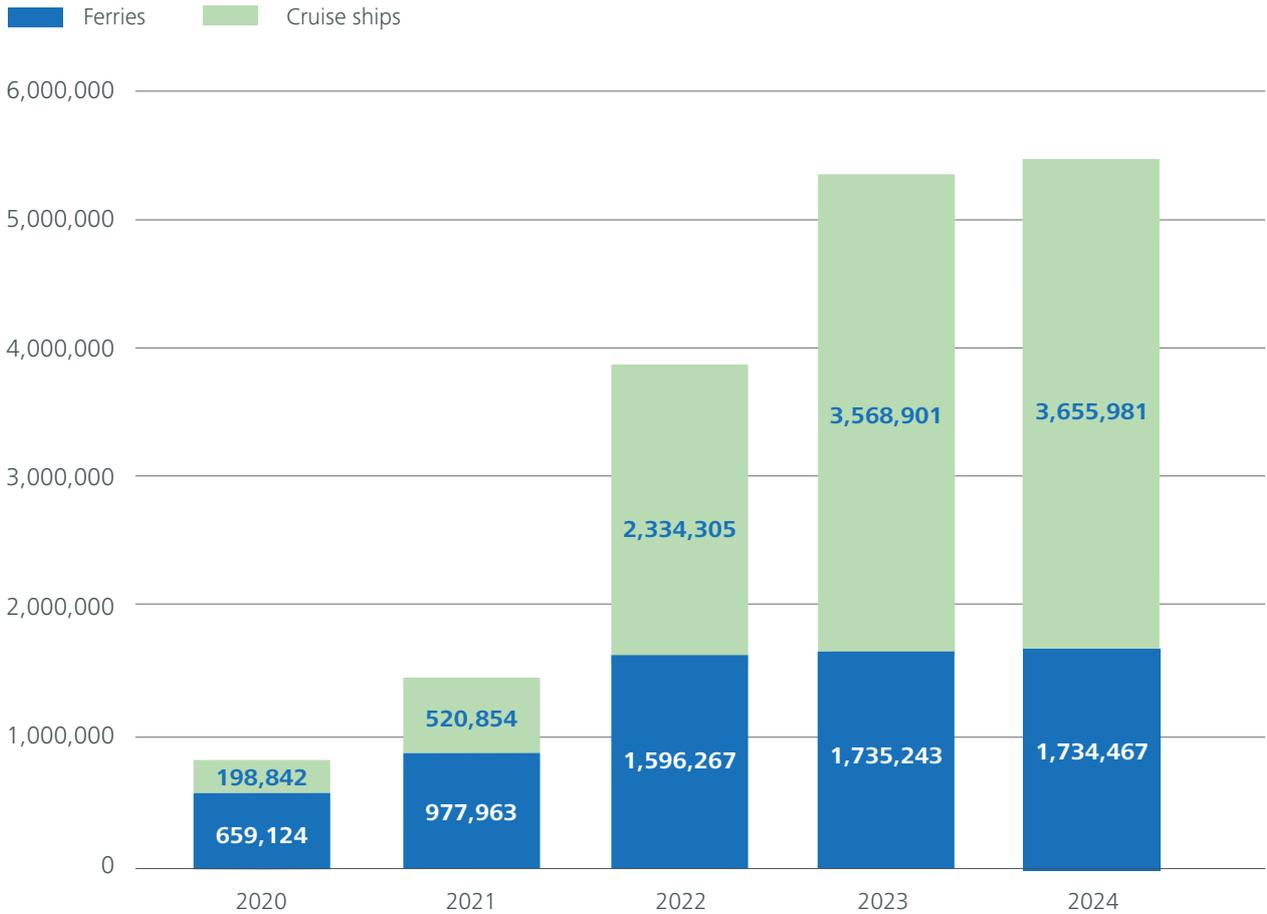


## Passenger movements

This year the overall recovery of passenger traffic was consolidated: the **5.4 million passengers (+1.7%)** passing through the Port marked an increase of 16% relative to 2019, before the COVID-19 pandemic.

In **ferry** transport, the **1,739,467 passengers (+0.2%)** recorded represented a slight increase over 2023 and set a new record.

**Progression of passenger movements** (number of people), 2020-2024



**Passengers**  
(million people)

2024: ▷ **5.395**

2023: ▷ **5.304**

v. 2024/2023: **+1.7%**

**Ferries**  
(million people)

2024: ▷ **1.739**

2023: ▷ **1.735**

v. 2024/2023: **+0.2**

**Cruise Passengers**  
(million movements)

2024: ▷ **3.656**

2023: ▷ **3.569**

v. 2024/2023: **+2.4%**

## Cruise ships

In 2024, cruise activity marked another milestone: a record total of **3,655,981 movements (+2.4)**, representing 2.2 million visitors to the city. The number of stopovers – 793 – was down slightly (10 fewer than in 2023), putting the average capacity of the cruise ships calling at Barcelona at 87%.

Particularly relevant is that the recorded growth was seen exclusively in turnarounds, that is, passengers starting and/or ending their trip in Barcelona. These types of operations made up 56% of the traffic recorded in 2024, up 3% over the previous year.

## 5.3. Economic and financial report



The Port Authority closed the 2024 financial year with a **net profit of €62.5 million (+25%)**, a year-on-year increase of €12.4 million which was driven by two factors:

- > Increased turnover – which, at €200 million, reached a historic high – made it possible to absorb the increased spending generated, inter alia, by the actions carried out around the city port for the holding of the America's Cup.

This made it possible to improve operating income by €6.2 million (+14%).

- > The achievement of an extraordinary financial result – €19 million – which surpassed the €14.7 million recorded the previous year and further improved operating income.

This year, the Corporate Tax expenditure fell by €2 million over 2023. However, this will be the first year that this tax (€2.9 million) is settled, as there are no negative taxable bases left to offset.

### Outturn for the FY (million EUR and %), 2024-2023

	2024	2023	Variation	% Var.
<b>Operating income</b>	50,157	43,961	6,196	14%
<b>Financial results</b>	18,955	14,694	4,261	29%
<b>Tax on profits</b>	(6,614)	(8,584)	1,969	(23%)
<b>Total</b>	62,498	50,072	12,426	25%

## Turnover

In 2024 net turnover totalled **€200.3 million (+6%)**, €11.2 million more than in 2023. This increase was due mainly to the positive development of income from port fees, which topped the previous year's figure by €10.7 million (+6%), amid growth in the main traffic indicators (see previous section "Traffic data for the Port of Barcelona").

**Composition of turnover** (thousand EUR and %), 2024-2023

		2023	Variation	% Var.
<b>Port fees</b>	<b>182,821</b>	172,170	10,651	6%
Occupancy fees	<b>67,108</b>	64,719	2,389	4%
Fees for use	<b>94,820</b>	88,072	6,748	8%
> Vessel fees	<b>41,337</b>	37,205	4,132	11%
> Pleasure craft fees	<b>422</b>	385	37	10%
> Passenger fees	<b>12,966</b>	12,791	175	1%
> Cargo fees	<b>39,900</b>	37,603	2,298	6%
> Fresh fish fees	<b>159</b>	79	80	101%
> Fees for special use of the transit area	<b>36</b>	10	26	264%
Activity rate	<b>18,990</b>	17,510	1,480	8%
Navigation aids fee	<b>1,903</b>	1,868	35	2%
<b>Other business income</b>	<b>17,483</b>	16,961	521	3%
Amounts in addition to fees	<b>8,066</b>	7,922	144	2%
Fees (not including Marpol)	<b>2,097</b>	1,607	489	30%
Fees for the waste collection service (Marpol)	<b>7,320</b>	7,432	(112)	(2%)
	<b>200,304</b>	189,131	11,173	6%



## Key operating indicators

### Indicators with impact on turnover (million tonnes, units and EUR), 2024-2023

	2024	2023	Var. 24/23 (%)
<b>million tonnes</b>			
<b>Liquid bulk</b>	<b>13.7</b>	12.9	6%
<b>Dry bulk</b>	<b>4.8</b>	4.8	-
<b>General goods</b>	<b>49.4</b>	44.7	11%
> containerised	<b>37.7</b>	33.5	13%
> non-containerised	<b>11.7</b>	11.2	4%
<b>Total goods</b>	<b>67.9</b>	<b>62.5</b>	<b>9%</b>
<b>units</b>			
<b>TEU</b>	<b>3,885,736</b>	3,280,247	18%
O/D	<b>2,146,649</b>	1,960,361	10%
Transit	<b>1,739,087</b>	1,319,886	32%
<b>UTI</b>	<b>427,849</b>	416,003	3%
Passengers	<b>5,395,448</b>	5,304,620	2%
Cars	<b>682,082</b>	790,318	-14%
Ships	<b>8,383</b>	8,766	-4%
<b>GT</b>	<b>364,239,329</b>	374,300,885	-3%

Traffic data had a positive impact on **fees for use**, which grew by €6.7 million (+8%), driven mainly by:

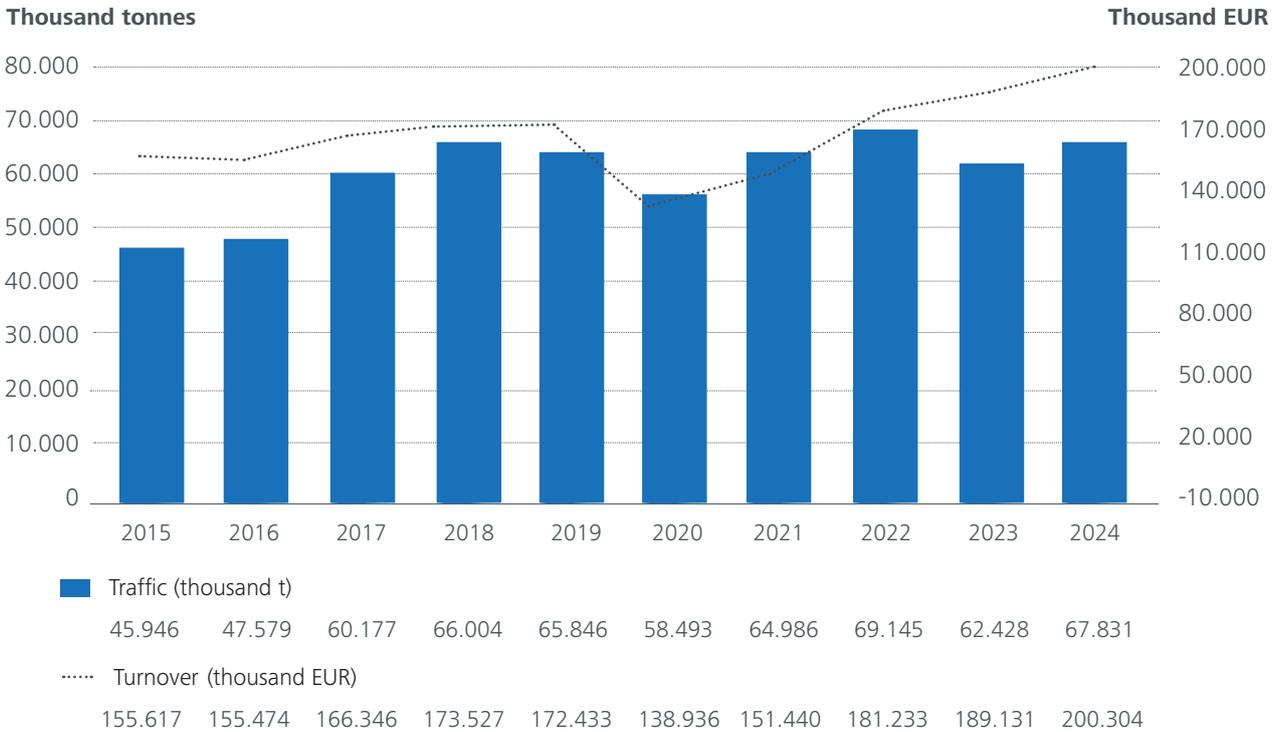
- > **Vessel fees** increased (+11%) due to the length of stay of ships with greater GT, despite fewer total calls (-4%).
- > **Cargo fees**, which also increased (+6%), did so at a lower rate than traffic (+9%). This effect occurs due to the high volume of transit containers (45% of the total) and empty containers (26% of the total), which cause a decoupling between activity evolution and revenue.

Revenue from **concession fees** (occupation and activity) grew by €3.8 million (+5%):

- > **Occupation fees** increased by €2.4 million compared to 2023 (+4%), driven by the €1.1-million reduction in special discounts and the regularisation of water pipeline occupation fees due to their environmental impact, accrued in previous years, which translated to an additional €1 million.
- > **Activity fees** grew by €1.5 million (+8%) due to improved concessionaire results.

**Progression of turnover (thousand EUR) and traffic volume (thousand tonnes), 2015-2024**

Turnover has evolved positively over the last few years and the sustained growth since the COVID-19 pandemic in 2020 is particularly noteworthy. Traffic, unlike revenue, shows greater volatility, indicating a partial disconnect between trends in port activity and financial results. This divergence is largely attributable to the stability of revenue from concessions.

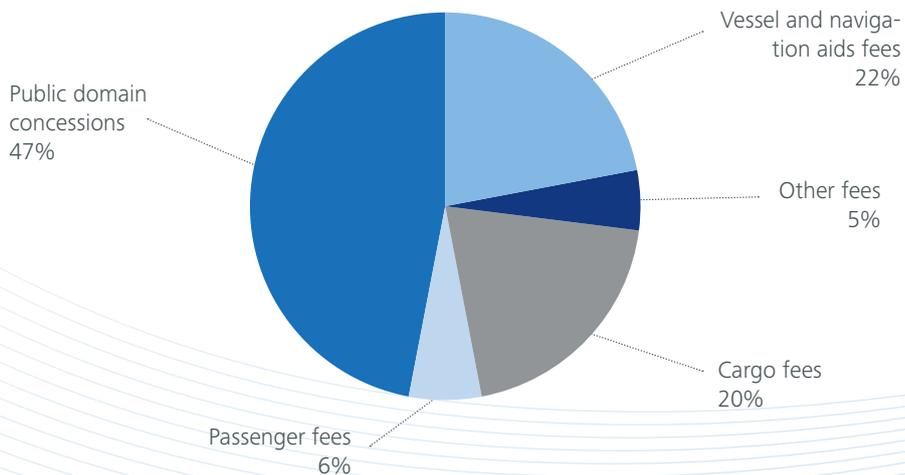


**Analysing income**

**By type**

In 2024, public domain concessions contributed nearly half of the Port’s revenue (47%), followed by vessel fees and navigation aids (22%) and cargo fees (20%), maintaining the same distribution as in 2023.

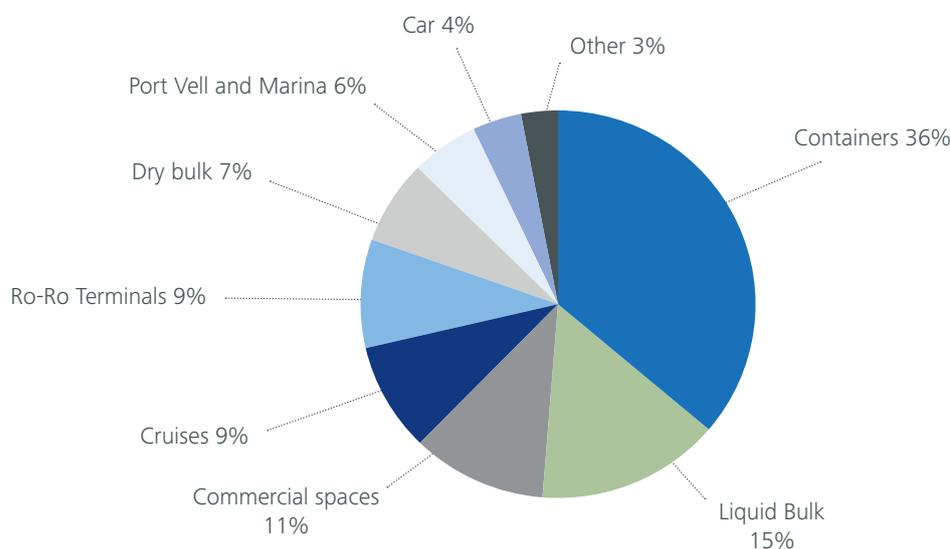
**Share (%) of 2024 turnover by type of income**



## By type of activity

Also in line with previous years, revenue related to containers and liquid bulk accounted for more than half of activity (51%).

### Share (%) of 2024 turnover by type of activity



## Expenditure

In 2024, spending totalled **€160.8 million (+6%)**, an interannual uptick of €9 million. On the one hand, notable increases were recorded in 'Other exceptional expenses and income' (of €9

million), 'Staff costs' (€2.3 million) and 'External services' (€2.3 million). On the other, 'Other current management expenses' were half those of 2023.

### Distribution of expenditure (million EUR and %), 2024 - 2023

	2024	2023	Variation	% Var.
Staff costs	<b>39,060</b>	36,797	2,263	6%
External service expenses	<b>41,285</b>	38,994	2,291	6%
Conservation (not including Marpol)	<b>11,797</b>	10,148	1,650	16%
Waste collection service (Marpol)	<b>6,722</b>	7,575	(853)	(11%)
Independent professionals	<b>7,709</b>	7,360	349	5%
Supplies	<b>2,326</b>	2,560	(234)	(9%)
Other external services	<b>12,731</b>	11,351	1,380	12%
Other current management expenses	<b>5,241</b>	10,514	(5,273)	(50%)
Contribution to Puertos del Estado and FCI	<b>13,597</b>	13,000	597	5%
Depreciation	<b>55,983</b>	55,917	66	-
Other exceptional expenses and income	<b>12,214</b>	3,181	9,034	284%
Allocation grants	<b>(6,582)</b>	(6,611)	29	-
<b>Total</b>	<b>160,798</b>	<b>151,791</b>	<b>9,007</b>	<b>6%</b>

## Staff costs

This type of spending climbed to **€39.1 million (+6%)** due to the following factors:

- > Mainly temporary new hires to support the hosting of the America's Cup, quantified at €514,000.
- > Entry into accounts of the 2024 salary increase (+2%), previously authorised by Puertos del Estado, as well as the 0.5% increase in remunerations affecting the entire civil service, including arrears corresponding to 2023 for favourable GDP growth.
- > Rising social charges (€1.3 million), the result of three effects: the increase in the maximum contribution base planned for 2024 under the General State Budget Law (LPGE), set 5% higher than 2023; the payment of arrears under the local agreement for collectively bargained staff, including increases to existing pay items and new items created in 2024, and Port Police uniform renewal costs (€0.3 million).

## External service expenses

Expenditure on external services increased by €2.3 million to reach €41.3 million (+6%), mainly a consequence of the following:

- > The holding of the America's Cup meant a spending increase of €2.5 million on various items: hospitality activity; external conservation work (installation and maintenance of the piers, water and electricity connections, etc.); contribution to the BCN Capital Nàutica Foundation; technical assistance monitoring the team bases, and more.
- > Entry into accounts of €766,000 in additional spending on maintaining the rail infrastructure at street number 4 of the Consortium of the Free Trade Zone in 2022 and 2023.
- > On the other hand, the application of a new fee schedule during 2024 meant a €900,000 reduction (-11%) in expenditure associated with waste collection services (Marpol).



## Other expenses

**Current management expenses** were halved because €10.5 million in expenses related to compensation for the transfer of the Port Nou Terminal (€5.4 million) and a provision for litigation related to the land for the new accesses (€3.4 million) were entered into accounts last year.

Of the €5.2 million recorded this year, €3.2 million corresponded to port-city actions by APB in preparation for the America's Cup (developing the New Entrance and shipyard) and €940,000 to additional compensation for the Port Nou Terminal transfer.

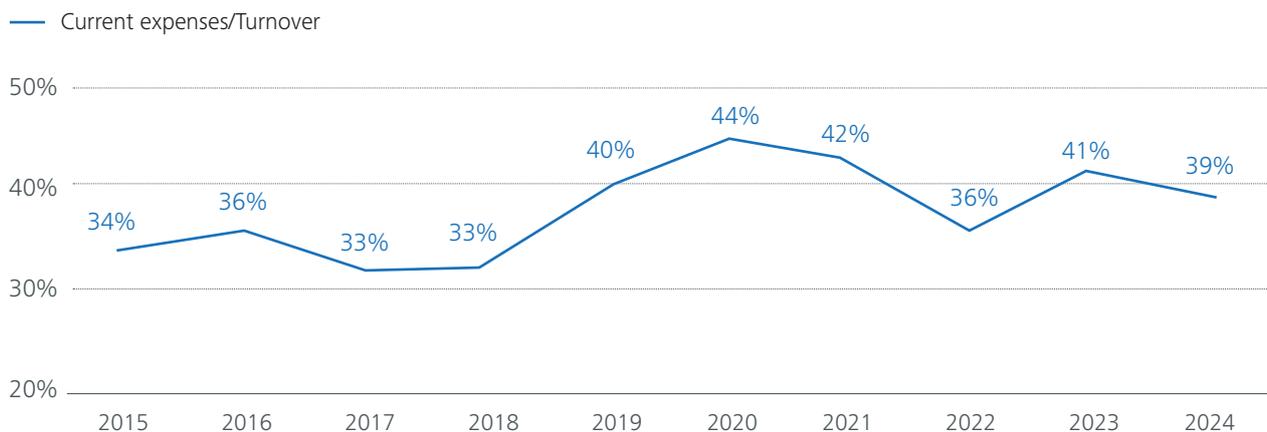
**"Other exceptional expenses and income"**, up €9 million, includes the provision for impairment of the investment to remodel the historic warehouses (*tinglados*) of the Eastern wharf – the Port of Bar-

celona's hospitality headquarters during the America's Cup – as no near-term plans exist to transfer these to third parties under a concession regime (this provision is reversible).

## Expenditure absorption ratio

In 2024 the ratio measuring the absorption of expenses in overall turnover stood at **39%, up two points from the previous year**. This result keeps the ratio slightly above the decade-long average of 38%. Despite occasional fluctuations throughout the period analysed, in recent years the behaviour of this indicator has reflected synchronised growth of current income and expenses, with a high of 44% in 2020 coinciding with the pandemic, and a low of 33% in 2017 and 2018.

### Expenditure absorption ratio (%), 2015-2024



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

Revenue and expenses from ship waste collection service are excluded

## Operating income

In 2024 operating income reached **€50 million**, an interannual increase of €6.2 million (+14%). This positive result stems from increased turnover, along with the reduction in "Other operating expenses" (€3.1 million) and the reversal of provisions (€4.5 mi-

llion). These factors more than offset the increase in expenses, stemming from the accounting treatment of certain actions carried out in the port-city area to host the America's Cup, which are recorded under "Impairment and gains on disposals of assets".

**Operating income** (thousand EUR and %)

	2024	2023	Variation	% Variation
Net turnover	<b>200,304</b>	189,131	11,173	6%
Other operating income	<b>6,211</b>	6,622	(411)	(6%)
Staff costs	<b>(39,060)</b>	(36,797)	(2,263)	6%
Other operating expenses	<b>(63,552)</b>	(66,635)	3,084	(5%)
Depreciation of tangible assets	<b>(55,983)</b>	(55,917)	(66)	-
Allocation of grants of other non-financial assets	<b>6,582</b>	6,611	(29)	-
Surplus provisions	<b>4,441</b>	-	4,441	-
Impairment and gains on disposals of assets	<b>(8,786)</b>	946	(9,732)	1028%
<b>Total</b>	<b>50,157</b>	<b>43,961</b>	<b>6,196</b>	<b>14%</b>

**Stakeholder companies**

During 2024, the group of companies in which Barcelona Port Authority (APB) holds a stake grew with the addition of **Train Port Barcelona, S.A., SME**, which is owned equally by the APB and rail operator ADIF and aims chiefly to integrate rail services within the port area, thus improving connectivity and efficiency in freight transport. In the short term, Train Port will manage the Barcelona Rail-Port Management Centre, while in the medium and long term it is expected

to also manage the terminals of the Barcelona rail node.

Thus, at year end, a total of 17 companies made up the Port of Barcelona organisation, each of which is dedicated to one of the three main branches of the business: managing spaces; rail terminals, or technological improvement, innovation and services. Together, these companies account for **€145 million in turnover**.



## Stakeholder companies (%) on 31.12.2024

	% of company capital
<b>Group companies</b>	
Gerencia Urbanística Port Vell	100.00%
Centro Intermodal de Logística, SA SME	51.50%
World Trade Center Barcelona, SA SME	75.99%
Train Port Barcelona, SA SME	50.00%
<b>Associated companies</b>	
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%
<b>Other stakeholdings</b>	
Barcelona Regional Agencia Metropolitana de Desarrollo Urbanístico y de Infraestructuras, SA	11.76%
Puerto Seco de Madrid, SA S.M.E.	10.20%
Terminal Intermodal Monzón, SL	10.00%
Perpignan Saint Charles Conteneur Terminal, SAEML	3.89%
Escuela Europea Intermodal Transporte	50.00%
Fundación BCN Port Innovation	40.00%

## Financial results

In 2024, APB recorded a positive result of nearly **€19 million**, up 29% year on year from €14.7 million.

### Financial results (thousand EUR), 2024-2023

	2024	2023	Variation	% Variation
Financial income	<b>21,812</b>	19,522	2,290	12%
Financial expenses	<b>(2,857)</b>	(2,880)	23	-1%
Impairment and gains on disposals of financial instruments	-	(1,948)	1,948	-
<b>Total</b>	<b>18,955</b>	<b>14,694</b>	<b>4,261</b>	<b>29%</b>

## Financial income

Financial income increased primarily due to the profitability of managing cash surpluses. Dividends, despite not having increased, continue to represent a significant source of income.

### Management of cash surpluses

During 2024 several temporary financial investments (IFT) were made, generating **€9.5 million** in revenue and making it possible to more than offset financial expenditure stemming from the effect of higher interest rates. At the close of 2024 the average rate of these investments was 3.50%. Additi-

onally, remuneration on current accounts reached €1.5 million in 2024. Overall, the income derived from this management grew by €4.1 million year on year, a positive variation of 60%.

### Stakes in equity instruments

Income from dividends reached **€9.8 million** (-14%). Despite the reduction in dividends distributed by CILSA and CIP, €760,000 were received by WTCB, which had not distributed dividends the previous year.

### Income from stakeholdings (million EUR and %), 2024-2023

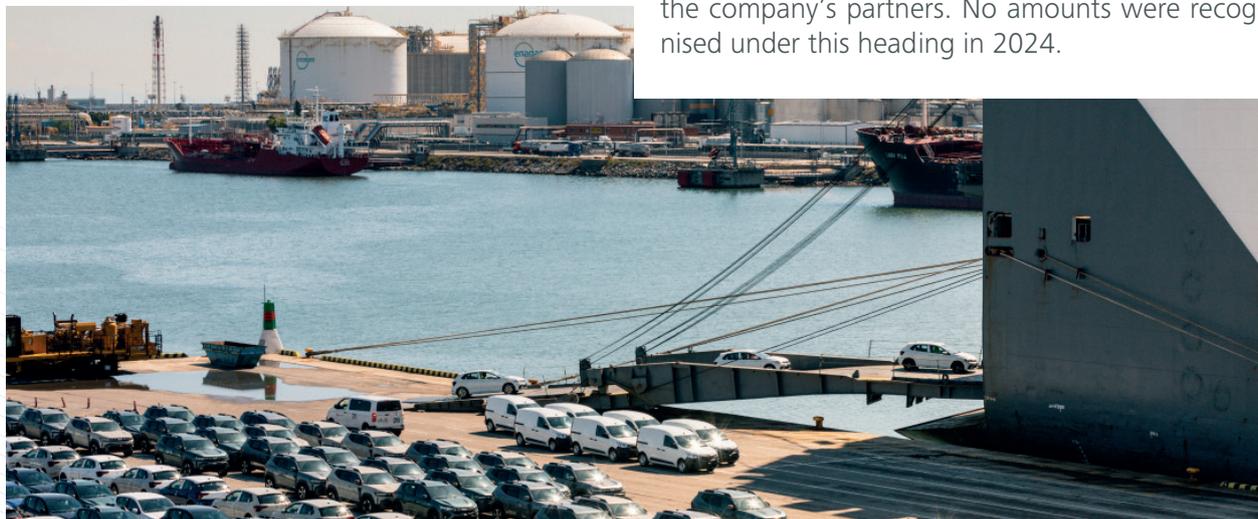
	2024	2023	Var	Var. %
Centro Intermodal de Logística, S.A.	6.3	8.3	(2.0)	(24%)
CIP, S.A.	2.7	3.1	(0.4)	(13%)
World Trade Center Barcelona, S.A.	0.8	-	0.8	100%
<b>Total</b>	<b>9.8</b>	<b>11.4</b>	<b>(1.6)</b>	<b>(14%)</b>

## Financial expenses

The economic situation drove up interest rates on the loans that APB maintains with the European Investment Bank. Interest rates reached 2.278% on average and brought about financial expenses of €2.8 million in the current year, in line with the previous year.

## Impairment and gains on disposals of financial instruments

During 2023 the carrying value of the stakeholder company Terminal Intermodal Marítima Centro, S.L. was impaired by €2.1 million. Conversely, part of the impairment recognised in the Puerto Seco de Madrid, S.A., SME company was reversed by €175,000 following a new valuation carried out by the company's partners. No amounts were recognised under this heading in 2024.



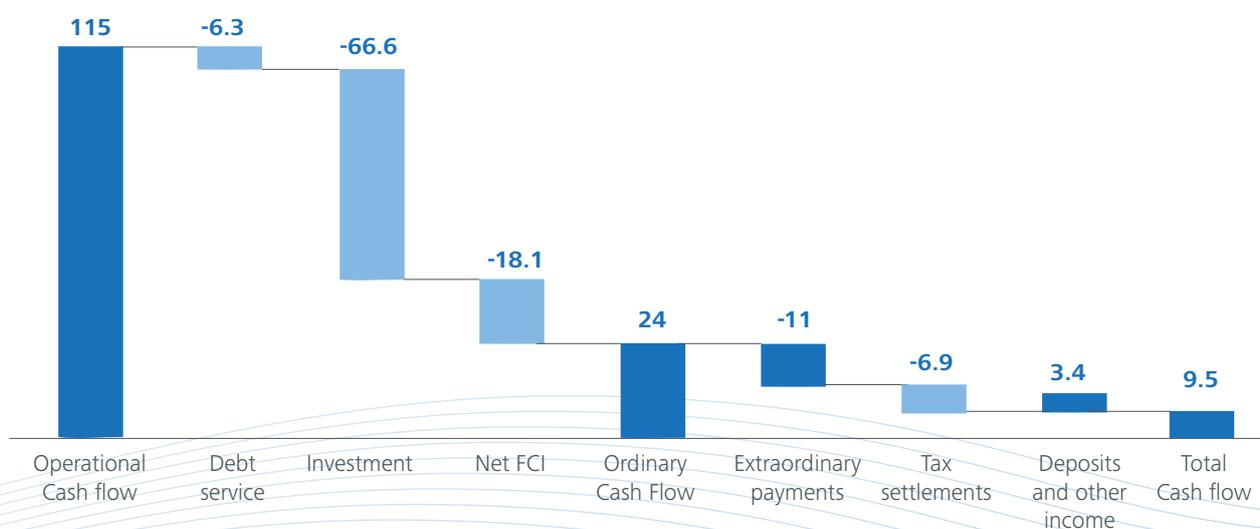
## EBITDA and cash flow

Earnings Before Interest, Taxes, Depreciation and Amortisation (EBITDA) totalled **€102 million (+8%)**, an increase that was due mainly to the €6.2 million improvement in operating income. Funds from operations generated operational **cash**

**flow of €115 million (+14%)**, with an increase in line with that of operating income. Thus, after payment of loans, investments and taxes, APB's ordinary operations made it possible to generate **€9.5 million in net cash**.

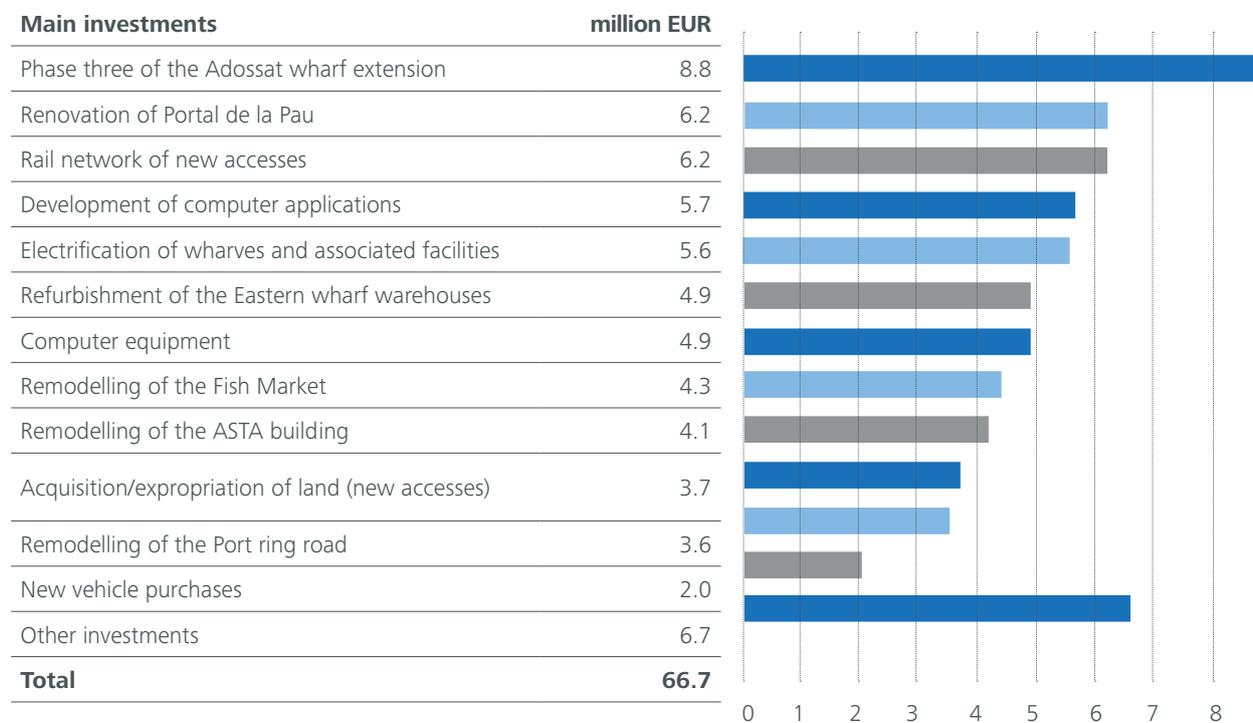
### EBITDA (thousand EUR and %), 2024-2023

(Thousand EUR)	2024	2023	Variation	% Var.
Operating income	<b>50,157</b>	43,961	6,196	14%
Plus	<b>66,114</b>	61,272	4,842	8%
Depreciation of fixed assets	<b>55,983</b>	55,917	66	
Reserves for liabilities and expenses	<b>1,345</b>	3,442	(2,097)	
Losses from fixed assets	<b>249</b>	42	207	
Losses from impairment of non-current assets	<b>8,537</b>	-	8,537	
Impairment and result of financial instruments	-	1,948	(1,948)	
Provision for traffic insolvencies (-)	-	-77	77	
Minus	<b>13,757</b>	10,441	3,317	32%
Valuation adjustments for impairment of non-current assets	-	988	(988)	
Surplus provisions for liabilities and expenses	<b>4,441</b>	-	4,441	
Capital grants and others transferred to profit	<b>9,317</b>	9,453	(136)	
<b>Total</b>	<b>102,514</b>	<b>94,792</b>	<b>7,721</b>	<b>8%</b>

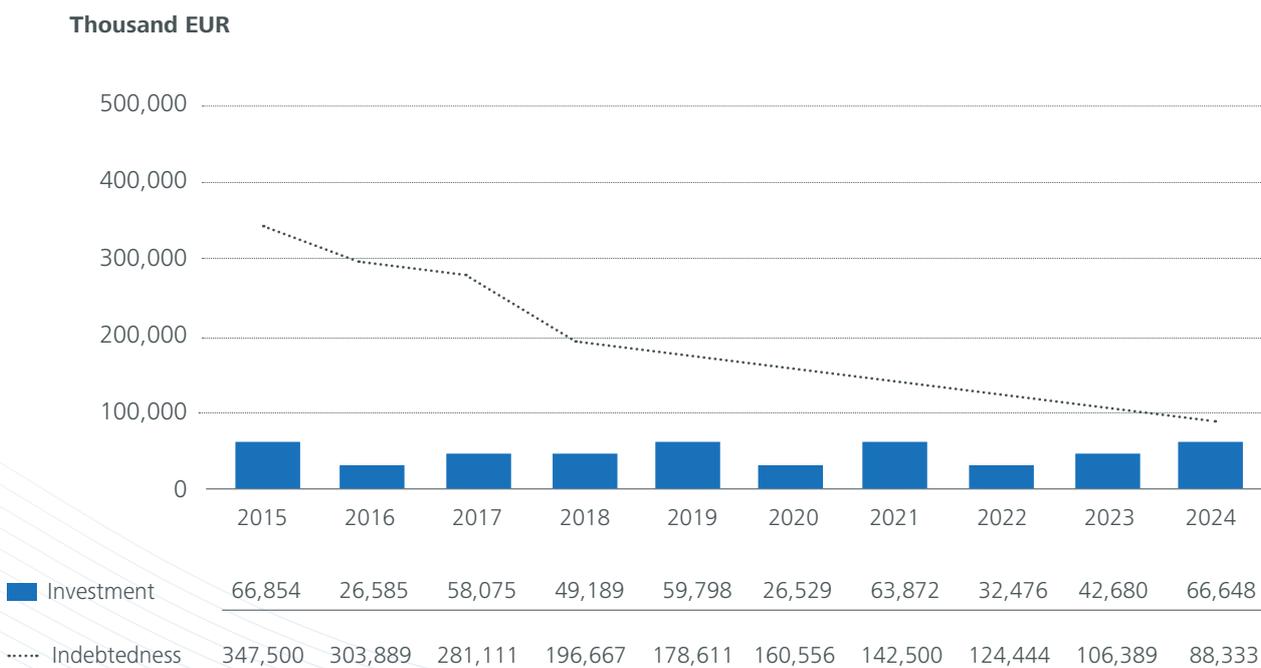


## Investment and borrowing

In 2024, Port Authority performed investments to the tune of **€66.7 million**. The following projects are among the most significant:



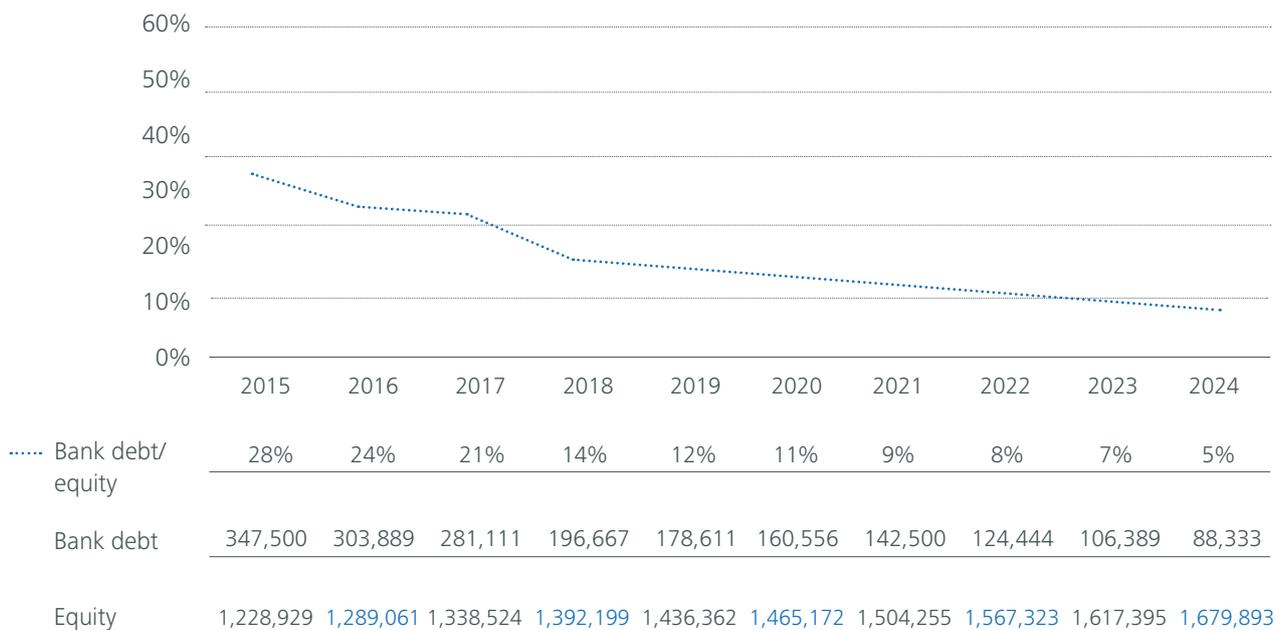
### Trend in annual investment and long-term debt (thousand EUR), 2015-2024



Since completion of the Port's most recent expansion project (Master Plan 1997-2011), which was highly financially leveraged (roughly €500 million in 2010), the debt ratio has decreased considerably due to the progressive effect of debt repay-

ment through early returns, as well as the application of profits to assets. This year a long-term **debt-to-equity ratio of 5.3%** was reached, **the lowest percentage in recent decades.**

### Trend in the debt ratio (%), 2015-2024



## Contribution to the port system

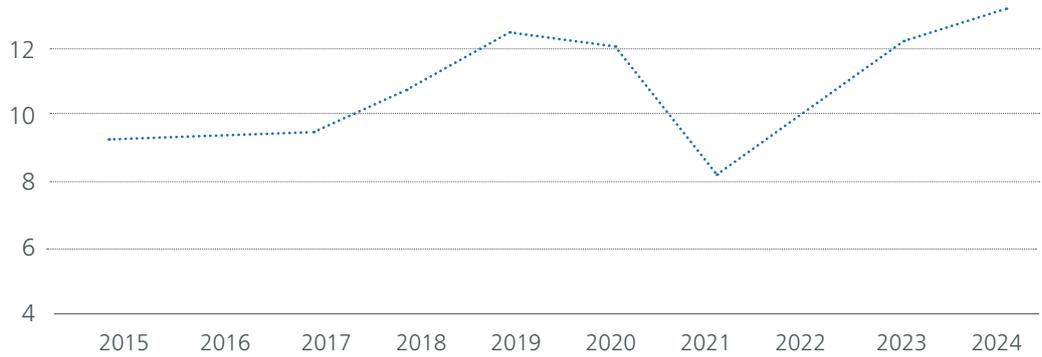
Article 19 of Royal Legislative Decree 2/2011 approving the Recast Law on State Ports and the Merchant Navy, states that the economic resources of the public body Puertos del Estado (OPPE) shall comprise, inter alia, 4% of the revenue accrued by the port authorities from port fees over the previous financial year.

In addition to funding the OPPE, port authorities must also make contributions to the Interport Compensation Fund (FCI), 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.

In 2024 the Port of Barcelona's net contribution to the **FCI** was **€6.33 million**, up from €5.96 million the previous year, and the contribution to **Puertos del Estado** increased to **€6.9 million**. The increase in turnover recorded in recent years explains the upward trend of the two contributions in the graph below.

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. This year and last, no contributions were made by common agreement in the Port System.

**Contributions by Barcelona Port Authority to the State Port System (million EUR), 2015-2024**



Year	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Total contribution*	9.7	9.8	9.8	11.0	12.5	12.1	8.6	10.4	12.5	13.2

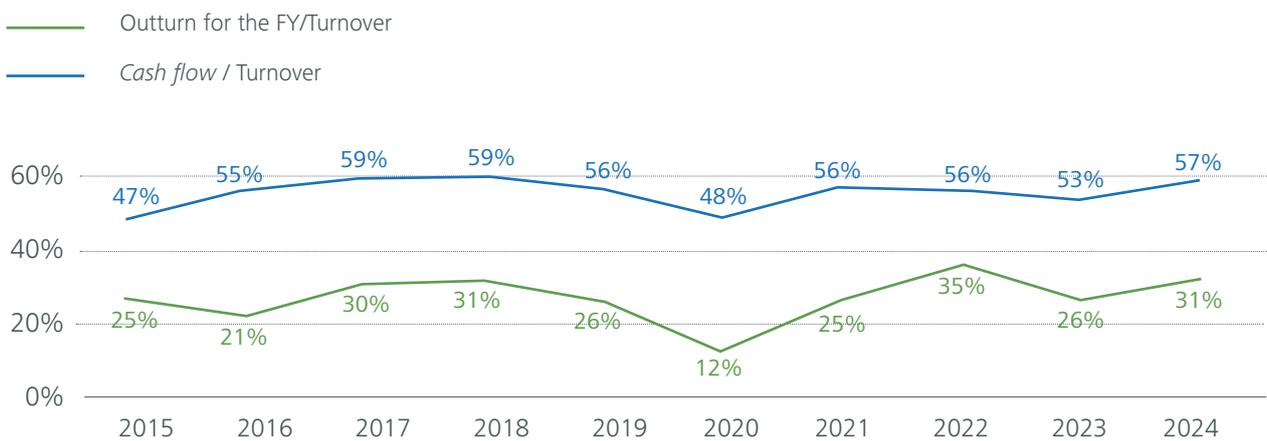
\*Net contribution to Interport Compensation Fund + financing of the public body Puertos del Estado

**Trend in the main economic indicators of the APB**

During the period between 2015 and 2024, the ratio of yearly results to turnover grew by 6%, climbing from 25% to 31%. This growth was interrupted in 2020, an atypical year due to the COVID-19

pandemic, when it amounted to 12%. In recent years, the ratio of cash flow to turnover has followed a positive trend as well, going from 47% in 2015 to 57% in 2024.

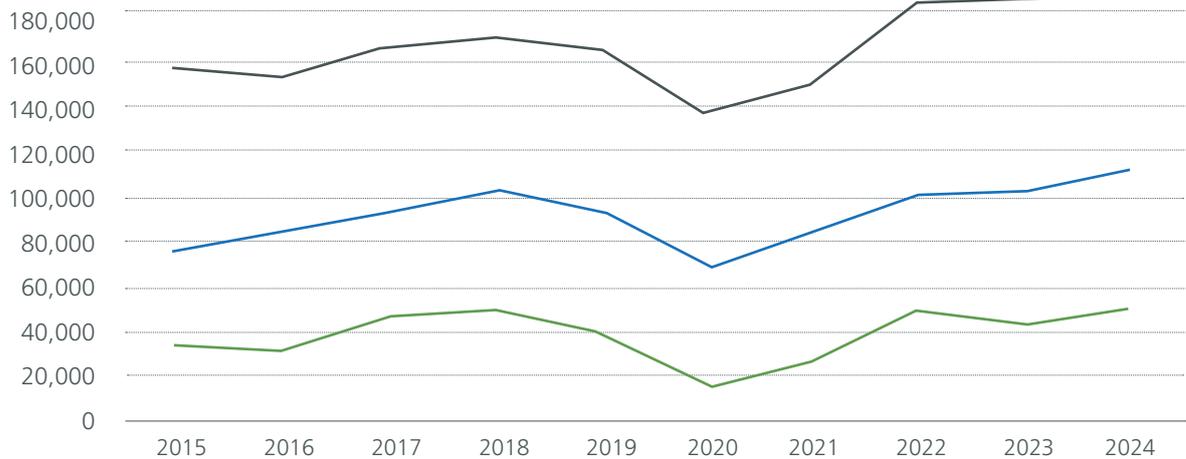
**Main economic indicators (thousand EUR), 2015-2024**



Since 2015, turnover has increased by €44.6 million – cumulative growth of 29% – while operating income has risen by €13.2 million, up 36%, and maintained a similar ratio relative to turnover (roughly 25%). The percentage increase in cash

flow has been even more significant: from 2015 to 2024 it climbed 56%, which led to growth of €41.3 million due largely to the particularly positive performance of 2024.

## Thousand EUR

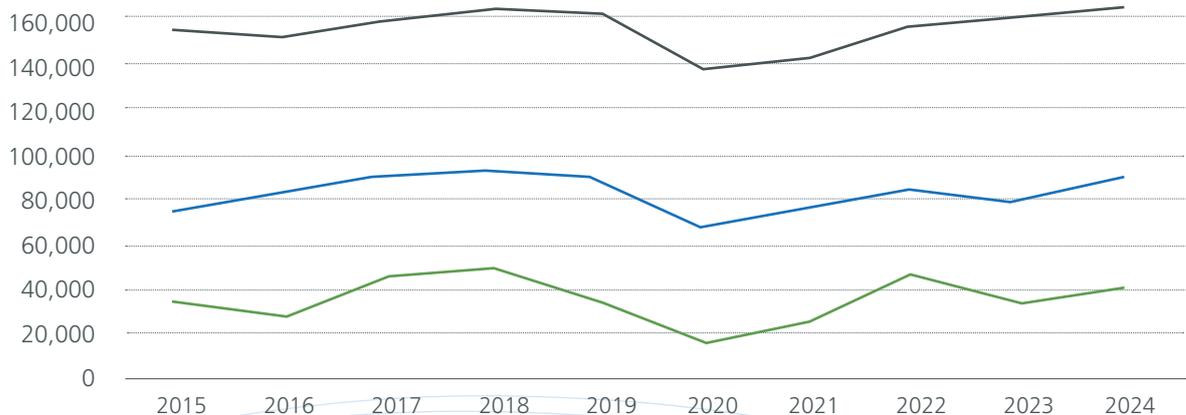


— Turnover	155,617	155,474	166,346	173,527	172,433	138,936	151,440	181,233	189,131	200,304
— Cash flow	73,718	86,267	98,244	102,480	97,154	67,287	85,086	100,615	100,730	115,023
— Operating income	36,930	33,389	47,776	51,377	40,211	13,968	27,550	54,212	43,961	50,157

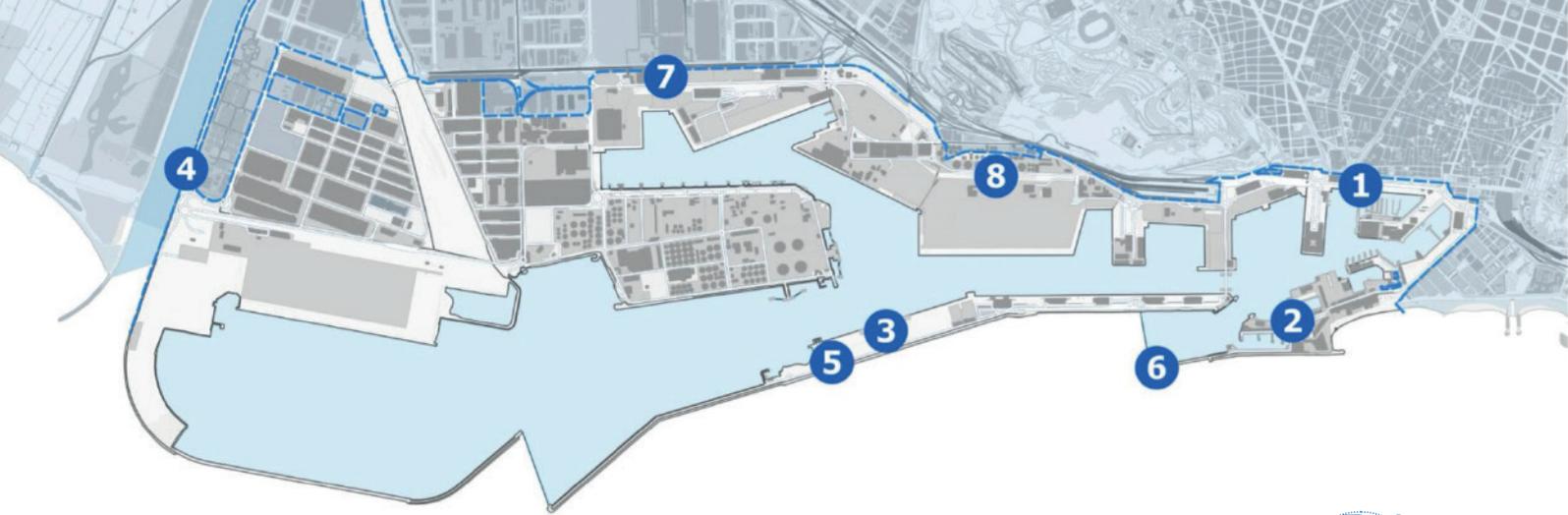
Below, the trend in the main economic indicators is presented in real terms, after adjusting for inflation (base year: 2015). In comparison to the indicators in absolute terms in the previous graph, the main difference is observed in the previous four years and owes to the effect of rising inflation (since 2021 the average CPI has been 4.5%), an impact greater than that recorded between 2015 and 2020 (average CPI: 0.7%).

Analysis in constant terms shows that, recent years' nominal increases aside, although the Port's general activity has grown by 47.6% (in tonnes of goods), turnover is up only €5.4 million (+3.5%). Cash flow, which is conditioned by investment, increased by €18.8 million (+25.4%) to reach €92.5 million in 2024. Lastly, operating income has grown by €3.4 million (+9.2%) and maintained the ratio relative to turnover. This analysis highlights the need to seek new strategies that allow the APB to avoid losing purchasing power.

## Thousand EUR



— Turnover	155,617	153,026	161,945	166,933	164,563	133,262	136,389	154,421	156,304	161,028
— Cash flow	73,718	84,909	95,645	98,586	92,721	64,539	76,630	85,729	83,247	92,470
— Operating income	36,930	32,863	46,512	49,425	38,376	13,398	24,812	46,191	36,331	40,322



## 5.4. Investment in infrastructure



During 2024 the Port of Barcelona committed a total investment of over €66.7 million, including €61 million for infrastructure. The most relevant actions carried out this year are described below.



### 1. “NEW RENOVATION OF THE PORTAL DE LA PAU BUILDING” (OB-GP-P-0862/2020)

**Awarded to:** Ute nova rehabilitació Portal de la Pau

**Performance time:** 24 months (underway)

**Budget:** €15,629,051.73

The project involves renovating the Portal de la Pau building, headquarters of Barcelona Port Authority, to adapt it for a new functional use. When the works are completed, the building will reopen to the public and house a centre for disseminating port activity. The works include structural reinforcement and interior and exterior restoration, and adaptation to current energy efficiency, environmental and safety requirements. Phase one, completed summer 2024, restored the main façade and consolidated the structure. To avoid interfering with the 2024 America’s Cup, work was temporarily halted between 1 August and 31 October. Phase two, initiated after the event, centres on restoring the interior and recovering the original structure. The project has received public funding from the 2% Cultural programme to conserve sites of architectural, historical and artistic interest.



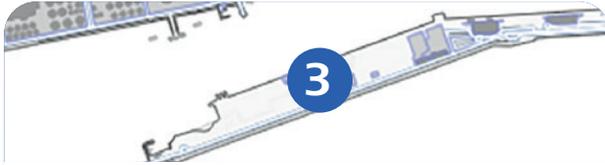
### 2. “MODIFIED NO. 2 REFURBISHMENT OF THE EASTERN WHARF WAREHOUSES” (OB-GP-M2-0900/2022)

**Awarded to:** Ute tinglat moll Oriental

**Performance time:** 13 months (work completed)

**Budget:** €5,792,000

Between the Eastern and Llevant wharves and Passeig Joan de Borbó is a group of warehouses with outstanding architectural value, built in the early 20<sup>th</sup> century. All were in disuse for years and gradually deteriorated, so they were refurbished and restored to their original state. The works were completed in time for the holding of the 2024 America’s Cup, during which three of the buildings served as a meeting point for the nautical community. The original aesthetics of the buildings have been recovered and, at the same time, the facilities updated. The buildings are named for their former uses, such as coal shed and small boat depot (**Carbonera i dipòsit de petites embarcacions**), carpentry shop (**Fusteria**) and metalworking workshop (**Taller de metal·lúrgia**). The roof of Carbonera has been rebuilt with metal trusses like those it had, while the roofs of Fusteria and Taller have been rebuilt with wood. Both warehouses are connected by wooden porticoes.



### 3. “EXTENSION OF THE ADOSSAT WHARF, PHASE 3. SUPERSTRUCTURE“ (OB-GP-P-0841/2019)

**Awarded to:** Ute ampliación muelle Adosado fase 3

**Performance time:** 8 months (work completed)

**Budget:** €5,448,952

The plans for expansion and development of cruise ships at the Port of Barcelona include consolidating this cruise activity at the Adossat wharf and siting a future terminal H at the last alignment of the wharf, in the space occupied by Terminal Port Nou (TPN).

The project entails construction of the edge beam for a 631.52 m section of the Adossat wharf and the planned utility networks (water supply, telecommunications and medium voltage), along with the demolition and subsequent reconstruction of the southernmost 34.41 m of TPN. Also included is the construction of the sections of the esplanade’s transverse drainage pipes closest to the wharf and repair of pavement cracks at the southern end of the TPN esplanade.



### “NEW RAIL ACCESS. ACCESS ROADS AND DISPATCH/RECEPTION TO NOU LLOBREGAT. AFFECTED SERVICES AND LAND CONSOLIDATION“ (OB-GP-P-0788/2016)

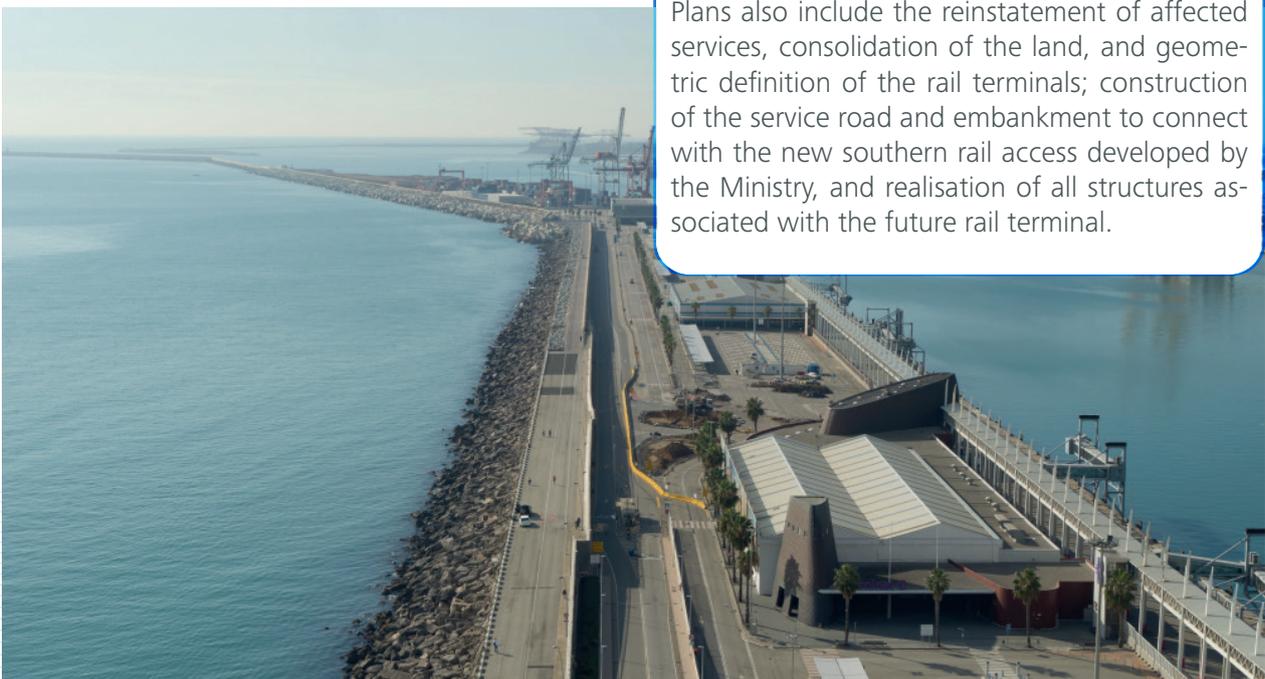
**Awarded to:** ute nou accés ferroviari

**performance time:** 24 months (underway)

**budget:** €24,947,508

The “Collaboration protocol for the promotion and realisation of the new rail access to the Port of Barcelona (13 September)” was signed between various administrations (Ministry of Transport, Puertos del Estado, ADIF, FGC, Generalitat and Port of Barcelona) to promote the new rail access to the Port of Barcelona – part of the Recovery, Transformation and Resilience Plan (PRTR), with funding from the Recovery and Resilience Facility (RRF) of the European Union.

The work, performed by Barcelona Port Authority, includes the construction of the rail superstructure within the Port, including an access branch line and a set of tracks at the TERCAT terminal; the access roads and dispatch-reception lines in the Nou Llobregat area, including the electrification and traction substation, and the proportional part of the overall signalling project. Plans also include the reinstatement of affected services, consolidation of the land, and geometric definition of the rail terminals; construction of the service road and embankment to connect with the new southern rail access developed by the Ministry, and realisation of all structures associated with the future rail terminal.





### 5. “EXTENSION OF THE ADOSSAT WHARF, PHASE 3. ROAD INFRASTRUCTURE“ (OB-GP-P-0887/2021)

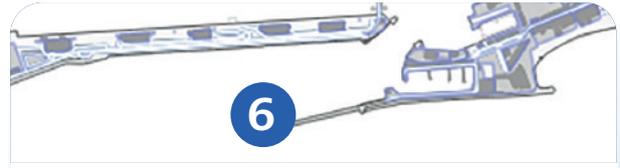
**Awarded to:** cosplan obres serveis laantit, sl

**Performance time:** 16 months  
(work completed)

**Budget:** €2,435,807

The project involved extending the road running parallel to the back of the Port of Barcelona’s East seawall to provide service to the new cruise terminal („terminal H“, concessioned to the MSC company) to be built to the south of the Port Nou multi-purpose terminal, as well as to serve, in future, the ro-pax terminal, to be developed further south, also adjacent to the East seawall. The characteristics of this road are similar to those in front of the cruise terminals already operating at the Adossat wharf.

The scope of the project began at the southern end of the multi-purpose terminal and extended slightly farther south of the new cruise terminal H, with an approximate length of 557 m of roadway. This coincides with the exit area of the service pipes that will connect the service networks of the Adossat wharf with those of the Energy pier.



### 6. “REFURBISHMENT OF THE EMERGING WALL OF THE NORTH ENTRANCE BREAKWATER” (OB-GP-P-0758/2014)

**Awarded to:** acsa, obras e infraestructuras, sau

**Performance time:** 7 months  
(work completed)

**Budget:** €1,958,081

The construction work on the North Entrance breakwater was completed in December 2003, and in 2009, the surfaces of the emerging wall were reinforced and repaired. Some years later the infrastructure required new action. The Port Authority promoted the drafting of an appraisal report for implementation, including a more far-reaching refurbishment solution to restore the structure to its the original state.

The project entailed restoration of the concrete surfaces on the Port and sea side to a depth, beyond the planes of steel reinforcement, of sound concrete. Once the concrete was restored, new GRP (glass reinforced polymers) were installed. The scope of action corresponded to the entire length of the back vertical seawall, roughly 526 m long.





### 7. “MODIFIED NO. 1 REDESIGN OF ASTA FACILITIES” (OB-GP-M-0828/2018)

**Awarded to:** ute remodelació instal·lacions ed. asta

**Performance time:** 42 months (underway)

**Budget:** €17,274,690

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. Plans involve maintaining the current departments (Conservation, Archives and Port Police) and using an area of the main building as a rental for Port Authority concession companies.

To this end, a comprehensive refurbishment of both buildings is proposed, both at a functional level, as a new layout is planned for all floors, and at a structural level, as the façade, roof and roof reinforcements will be completely replaced. However, the existing floor slabs will be maintained almost in their entirety, with reinforcements to the foundations.



### 8. “DEVELOPMENT OF THE PORT RING ROAD. SECTION 4. PHASE 3” (OB-GP-P-0825/2018)

**Awarded to:** eiffage infraestructuras, sa

**Performance time:** 13.5 months (work completed)

**Budget:** €2,983,220

In recent years, the port area between the Ponent and Contradic wharves has undergone a significant transformation stemming from the implementation of a new ferry terminal. It has gone from an industrial and commercial area to a clearly urban space and completely open to the public. The scope of action included the section of the Port ring road, between the edge of the recently completed development in section 4 phase 2 and the roundabout at gate 28. Thus, development extended from the current access to the concession of APM TERMINALS BARCELONA, SLU (APM) to the roundabout located directly preceding.

Considering existing shortcomings made apparent by the proximity of the site to urban areas and by public transport improvements, which have increased pedestrian numbers in the zone, the works will improve road traffic flow, particularly pedestrian accessibility in the area. In this section, the Port ring road borders the facilities of the Companyia Logística d’Hidrocarburs, SA (CLH) and APM concessions.



# 5.5. Other key economic figures



## Financial aid received

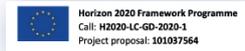
### Participation in international research and innovation projects with European funding, 2024

Period	Project	Action and objectives	Programme
2024 – 2028	 Electrification by Port de Barcelona	Plan to electrify wharves and supply renewable energy to ships during their stay in port. NEXIGEN 1+2 promotes collaboration between stakeholders, facilitates integration with the regional network and shares knowledge to foster more sustainable ports in the Mediterranean region and beyond.	
2023 – 2025	 MEDITERRANEAN GREEN SHIPPING NETWORK	Project to analyse the state of green transport in the Mediterranean and generate a community of actors involved in promoting sustainable transport. APB participates with bodies and organisations from Spain, Italy, Türkiye, Israel and the Netherlands.	 EMFAF Programme Call: EMFAF-2023-PIA-FLAGSHIP Project proposal: 101124818
2018 – 2024	 MoS FOR THE FUTURE	Global project to support investments in the ports of Barcelona and Civitavecchia to address the growth of freight traffic and integrate existing logistics chains.	 Connecting Europe Facility Programme Call: 2017 CEF Transport MAP Project proposal: 2017-EU-TM-0037-W
2020 – 2024		Project focused on facilitating local pioneers to create and operate advanced Community Energy Systems (CES) by supporting technical, financial and social processes at each phase of the CES life cycle.	 Connecting Europe Facility Programme Call: 2019 CEF Transport MAP Project proposal: 2019-EU-TM-0234-S
2020 – 2024		Study proposing a common harmonised and interoperable EU framework for the transition to electrification and acceleration of the effective deployment of ship-to-wharf (OPS) electrical connection solutions. 22 partners, including ports and port organisations, have worked on the technical, legal and regulatory framework to accelerate the implementation of OPS solutions.	 Connecting Europe Facility Programme Call: 2019 CEF Transport MAP Project proposal: 2019-EU-TM-0234-S
2021 – 2024	 Horizon 2020 Framework Programme Call: H2020-LC-GD-2020-1 Project proposal: 101037564	Project focused on implementing cross-border cooperation activities in the context of the European Neighbourhood Policy.	 Horizon 2020 Framework Programme Call: H2020-LC-GD-2020-1 Project proposal: 101037564

2021 – 2026



Project uniting the ports of Antwerp, Barcelona, Constanța and Venlo, to respond to the challenges of reducing their environmental impact while staying competitive and addressing the continuous growth of the maritime sector.



2020 – 2024



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.



2022 – 2024



Project in cooperation with the Balearic Islands Port Authority to develop onshore power supply (OPS) pilot projects for electrical connections to container ships and ferries at the dock. The ultimate goal is to reduce greenhouse gas emissions and other pollutants.



2022 – 2024



Develop a Centralised Traffic Centre (CTC) to digitalise the Port of Barcelona rail network.



2023 – 2025



Capture and recover CO<sub>2</sub> from ship waste to produce clean synthetic marine fuels. The APB, CENIT (CIMNE), Aigües de Barcelona and CETAQUA participate.



## Procurement and service purchase practices

On 3 May 2024, Barcelona Port Authority (APB) published on the Public Sector Procurement Platform a notice of open tender, by lots, to contract the supply of energy jointly in a purchasing group. The procedure followed the award criterion of best cost-effectiveness ratio based on price and ordinary processing, with an estimated contract value of €5,959,193, excluding VAT. On 27 June 2024, **APB awarded** all lots of the contract (1, 2, 3, 4, 5, 6 and 7) to **Total Energies Electricidad and Gas España, SA**. Electricity supply contracts are valid two years.

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 2024 the dates the specification was drafted), a **budget reserve of €2,300,000** for chapter B10070.161400, **Consumption of APB electrical and climate supplies (2024)**, was requested.

# 06

**Social value**



**6.1. Human capital**

**6.2. Security of people and goods**

**6.3. Social and relationship capital**



The Port of Barcelona understands human capital as a strategic factor for its development, which is why it strives to ensure the well-being, health and development of skills and abilities of the people who work here, as well as every area and aspect of their safety.

This chapter presents occupational data that refer exclusively to the Barcelona Port Authority (APB), as an organisation subject to the principle of transparency and as a port model. It also presents data on quality, safety and actions related to the public, which come from the APB but often refer to the entire Port Community.



## 6.1. Human capital



In 2024, **33 priority actions** were rolled out under the Barcelona Port Authority (APB) **Plan for People 2021-2024**, which seeks to consolidate an organisational culture that is increasingly open and based on trust but also committed to effort and delivering results.

Moreover, **the remuneration policy for staff who are not covered by the agreement** was rolled out, with the performance evaluation tool, which enables increased transparency in processes regarding remuneration policy and enhanced recognition of APB staff.

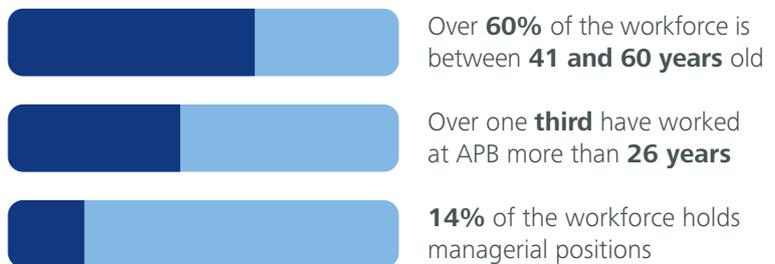
This year saw the implementation of the **agile leadership programme**, which represents an improvement in the way teams are led, and of the **“Descobrim el Port” [Let’s Discover the Port]** programme, celebrated at the 2023 **Naveguem Junts [Let’s Sail Together]** Awards, to promote cross-cutting knowledge of all areas of the Port of Barcelona.

This year, in the health area, activities were performed to promote **emotional health** and **prevent vascular pathologies**. Likewise, actions were rolled out to **digitalise and modernise** processes related to people.

### Barcelona Port Authority workplace

#### Workforce profile

At year-end 2024, the Barcelona Port Authority (APB) workforce had seven fewer people than the previous year. The profile of this workforce maintains characteristics highly similar to previous years:



**Progression of APB staff** (number of people), 2020 – 2024

	2020	2021	2022	2023	2024
Covered by the agreement	451	461	468	491	479
Not covered by the agreement (managers)	70	70	69	72	76
<b>TOTAL</b>	<b>521</b>	<b>531</b>	<b>537</b>	<b>563</b>	<b>555</b>

**APB workforce by age range** (number of people), 2024

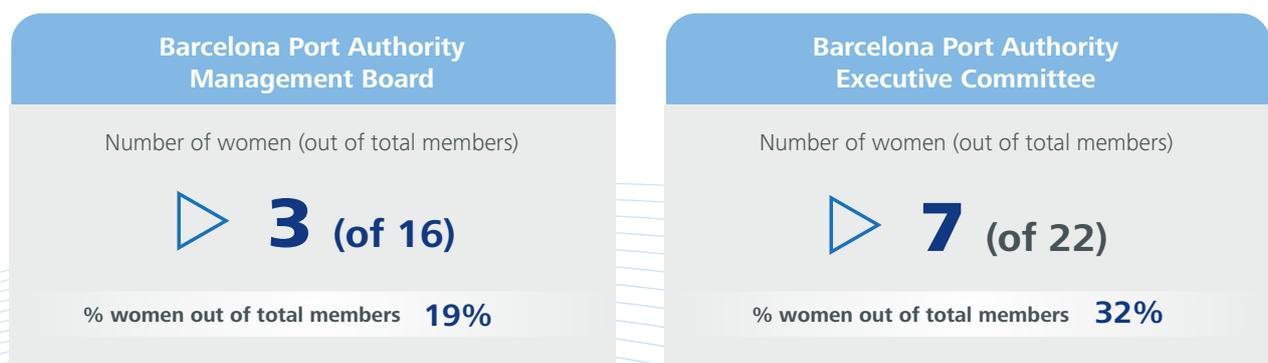
	16-30 years old	31-40 years old	41-50 years old	51-60 years old	61-70 years old	>70 years old	TOTAL
Men	30	65	102	124	50	2	<b>373</b>
Women	19	28	56	57	22	0	<b>182</b>
TOTAL	49	93	158	181	72	2	<b>555</b>

**APB workforce by seniority** (number of people), 2024

	0-5 years old	6-10 years old	11-15 years old	16-20 years old	21-25 years old	26-30 years old	>30 years old	TOTAL
Men	73	37	34	46	34	74	75	<b>373</b>
Women	45	25	15	22	15	42	18	<b>182</b>
TOTAL	118	62	49	68	49	116	93	<b>555</b>

**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 that of women in the total workforce, although in the APB Executive Committee it has increased by one person.

**Presence of women in governing bodies of the Port of Barcelona and APB, 2024\***

\*Data as of 31 December 2024

### Fourth Equality Plan

During this year, more than half of the members of the APB Equality Monitoring Committee changed: a retiring member of the business representation was replaced and, as a result of the Works Council elections, the company representation renewed all its members on the Committee. This body monitors the development of each action and the degree to which the objectives of each measure are achieved.

September 2024 marked the halfway point of the Equality Plan, and an interim report evaluated and contrasted the fulfilment of its 23 actions in accordance with [Royal Decree 901/2020](#). In addition, the action calendar of the Equality Plan and internal regulations of the Monitoring Committee stipulate semi-annual reports and one when the Plan is halfway through its term.

### Preventing discrimination

APB ensures that cases of discrimination do not occur at the workplace: it 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 2024 the APB directly contracted a total of **21 people with some kind of disability**.

### Working conditions

#### LABOUR PROTOCOLS

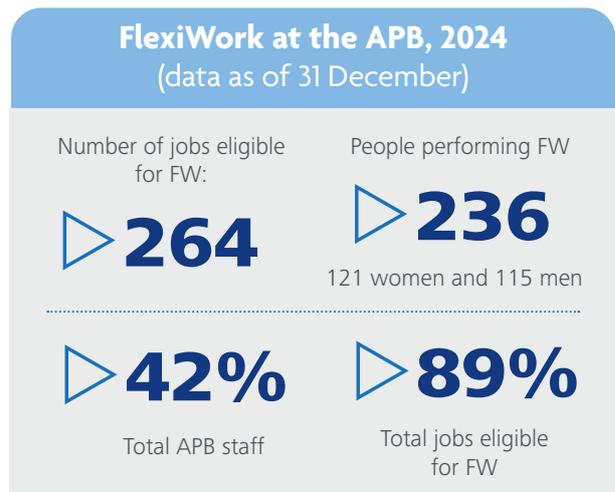
The content of the protocols that govern the APB work environment – with explanatory infographics – are available to all staff on the APB intranet:

- > Equality Plan
- > Harassment protocol (pending approval)
- > APB internal policy on digital disconnection
- > Regulations for the use of e-mail, internet and computer and electronic communication tools

The working group of APB’s internal policy on digital disconnection received no incidences and therefore did not meet during 2024.

#### FLEXIWORK

Since 2002, APB has offered staff the possibility of FlexiWork (FW) or of combining remote and on-site work. The main mode offered is a maximum of two days a week working from home (40% FW). For positions not initially considered suitable for FW, the possibility of one day a week may exceptionally be considered – provided that certain tasks not requiring physical presence can be concentrated on that day. Most of the positions incompatible with FW correspond to Port Police, General Maintenance Unit (UMG), Passenger Terminals (EM), Management assistants, Control Tower operators, Industrial Safety, Berths, Sailing Assistance, Conservation, Warehouses, General Services, Medical Services and Communication.



The **FlexiWork Monitoring Committee**, made up of representatives of the Works Council and a business representation, monitors incidents and questions that may arise, and observes the entire implementation of the new system. During 2024 it received no incidents.

#### 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 has been reduced by 75% for years; its use has therefore been limited significantly.

## People-centred organisation

### SUCCESSION PLAN

APB works to promote internal talent with the **Succession Plan** project, which identifies the organisation's key positions so that their continuity can be guaranteed by another person from within the organisation. The Plan involves understanding workers' abilities and potential and involves conducting a more in-depth analysis of positions.

During 2024, **six job changes or promotions** took place in implementation of the Succession Plan, and 54 changes have occurred within its framework since it began in 2019.

### CALLS FOR APPLICATIONS AND TEMPORARY JOB BANK

During 2024 a total of 67 job openings were announced:

- > 27 selection processes through external calls to fill all types of positions – administrative as well as technical and specialised.
- > An internal call for applications to fill the position of Corporal for the Port Police.
- > 22 selection processes to fill temporary substitutions due to leave, maternity leave, paternity leave, contingencies, etc.
- > 17 selection processes to support activities linked to the hosting of the America's Cup.



## Promoting youth work

During 2024 the APB maintained **six internship contracts** regulated under the Workers' Statute. This type of contract aims to facilitate the incorporation into the labour market of recent graduates 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 and APB contributes to the general mission of generating prosperity for the community.

### EDUCATIONAL COOPERATION AGREEMENTS

Below are some of the actions representing APB's drive to search for talent in 2024:

- > **25 interns from various areas of specialisation**, including Business Administration and Management, International Business, Civil Engineering, Biology, Physics, Environmental Sciences, Public Relations, Audiovisual Communication, Logistics and more.
- > **Extension until 2028 of the agreement with Abat Oliba University** to host interns.
- > **APB participation in various university job fairs** to promote the APB among students.

## Internal communication

The Barcelona Port Authority (APB) understands the important role played by internal communication in managing and developing Port of Barcelona activities. The various actions carried out during 2024 aimed to **improve operational efficiency, strengthen organisational culture and foster employee commitment**.

### Bringing business closer to people

The internal communication audit performed in 2023 identified several areas for improvement, particularly in the functionality of the intranet. This year, efforts were made to achieve an internal communication more aligned with the strategy, which reinforces and prioritises the communication focuses defined in the Internal Communication Plan: information about the business (what is done), the team (who does it) and processes (how).

As a first response to this objective, a **new design of the Port of Barcelona brand's identifier intranet** was implemented in collaboration with the Corporate Image team to bring it closer and make it more user friendly for the internal public and compliant with accessibility standards. Efforts were also made to improve the display of content, particularly on the home page, and the search engine was redesigned and optimised.

Along the same lines, since corporate presentations are one of the tools used most for internal and external communication, the Corporate Image and Internal Communication and Training departments jointly developed a project to **update PowerPoint templates**. This project aims to ensure a coherent projection of the brand identity and provide the entire APB team with the necessary tools to optimise use of it simply.

### “The little big story of the America’s Cup” documentary



The 37<sup>th</sup> America’s Cup left many spectacular images – of boats gliding over the waters, crews pedalling to exhaustion and teams celebrating victories. But behind all this was also great effort and commitment on the part of many at the Barcelona Port Authority (APB), whose intense work to make this event a success spanned over two years.

To document all this work and involvement, the internal documentary “La petita gran història de la Copa Amèrica” [The little big story of the America’s Cup] was produced, a journey through moments and experiences explained by the protagonists themselves: APB workers.

### “LET’S DISCOVER THE PORT” INITIATIVE

During 2024, the “**Descobrim el Port**” [Let’s Discover the Port] programme was launched, a winning initiative at the 2023 **Naveguem Junts** [Let’s Sail Together] Awards. The programme aims to give everyone at the organisation the chance to learn about what the various departments of the APB do, how they do it and, above all, **how each worker helps to develop the Port of Barcelona**. In March, the first edition was held to raise awareness of the Port Operations and Goods department, which included a visit to the Hutchinson Ports BEST terminal. In November, participants in the second edition visited the new facilities of Port Police and learned about all the work that is done within the Corporate Security directorate.

## Employee experience

As part of the 2021-2024 Plan for People, a programme was launched to improve the employee experience, which enables each person to have relevant information about different key moments in their professional career at the APB.

The **welcome portal** was designed and developed to ensure that onboarding at APB happens in the best conditions and the most structured and fastest way possible. This intranet space brings together all the essential information about the APB – policies, organisation, culture, etc.– and includes links to procedures, courses, tutorials and professional development materials.

### GIVING PEOPLE A VOICE

In 2024, to assess the workplace climate and, above all, the path that lies ahead to form part of the organisations considered excellent places to work, the Barcelona Port Authority underwent its second audit by the **Great Place to Work** company. Sixty-four percent of the people asked participated in the survey and the results obtained will serve as a basis for future actions to improve the organisation.

As part of the annual *Naveguem Junts* [Let’s Sail Together] Day, this year’s honours were given for the Let’s Sail Together Awards, which promote the organisation’s internal talent by fostering new ways of thinking and acting and by strengthening commitment to APB.

This second edition focused on working on ideas that promote, enhance and improve the experience of workers and place them at the centre of the organisation. An expert committee evaluated the 11 candidacies presented and selected three finalists, which were submitted to an organisation-wide open vote to determine the winner.

## Making community

The APB’s internal employer branding, **Naveguem Junts** [Let’s Sail Together], organises a yearly conference – a **meeting space with in-person participation** – dedicated to transmitting desired behaviours in the organisation.

Three hundred workers attended the 2024 **Let's Sail Together Day** at the emblematic Casa Rius. The Day centred on **people as a fundamental pillar of organisations** and included remarks from the president and general manager, in addition to various round tables on areas and projects relevant to the APB. The Day's playful climax was "**Ante todo, mucha calma**" [Above all, keep calm], a production by actor and comedian José Corbacho.

#### INTERPORT EXCHANGE PROGRAMME

Apart from raising awareness of the organisation, APB understands that it is highly enriching to learn what other ports are doing in areas where they excel, as this makes it possible to **establish synergies** and, potentially, import knowledge.

During the month of April, as part of the second inter-port exchange programme with other European ports, two workers from **Hamburg Port Authority** visited Barcelona and met and exchanged experiences with various APB departments: Innovation and Business Strategy, Infrastructure and Conservation, Environmental Sustainability, Land Planning, America's Cup, Commercial and Marketing and more. From 16 to 20 September, two APB workers returned the visit and had the chance to get to know the German port, its facilities, projects and staff.

## Training and talent

The Barcelona Port Authority (APB) trains its staff because it believes in the effectiveness of continuous learning and the benefits that renewal, changing the way things are done, and adapting to changes, bring to the people in the organisation. Also to ensure that Barcelona's port remains a global benchmark, with the help of the people who work here.

### Learning as a tool for transformation

The Port of Barcelona has always been innovative, and it is hoped that this trait of its identity is also transmitted in the training and learning processes offered to the workforce. That is why all training has a dual objective: to improve and benefit the individual and APB.

To guarantee the continuity and updating of knowledge within the organisation and promote the development and professional growth of the people who work here, during 2024 **more than 26,000 hours of training were conducted, which impacted 93.64% of the APB workforce**. Thus, practically the entire APB workforce participated in one (or multiple) training proposals, which together obtained an **average satisfaction score of 9 out of 10**.



Under the **Training and Development Plan**, internal needs are assessed in order to define (and expand with new proposals) multiple courses and programmes of varying types, modes and scope.

The online training platform, **Let's Sail Together Learning**, has been consolidated and doubled the training offer since its launch in 2022. In 2024 a total of **374 people** took part in training in this mode.

## Developing internal talent

Given its ongoing commitment to developing and professionalising internal talent, APB conducts a **specific individual training programme**, which allows staff to access a wide variety of specialised courses taught at renowned training centres, foundations, universities and business schools.

This personalised approach not only **enhances people's skills and competencies** but has also fostered a **culture of continuous learning and professional excellence**. Active participation in these courses prepares workers to better face market challenges and play a key role in helping the organisation to succeed and grow.

Furthermore, aware of the specificity of the areas of knowledge of the logistics-port sector and of the challenges in innovation and sustainability that this economic activity faces, APB works with first-class entities and specialists in specific disciplines, such as the European School – Intermodal Transport.

### TEAM MANAGEMENT PROGRAMME

One of the major areas addressed in 2024 was team management, an initiative that aims to transform the APB. The **Team Management Programme** covers areas like communication, perceived favouritism, equity, agility, feedback, shared responsibility and role definition.

The programme is intended for everyone in the organisation with supervisory roles, given their fundamental role in promoting people-centred management based on the APB's values and ethical principles; helping to attract, develop and motivate people; facilitating their commitment, and achieving the Port of Barcelona's goals respectfully and sustainably. Thirty-four people participated in this first edition.

## Customer-oriented training

For years, APB has also offered **specific training activities to the final customer**, to adapt to their needs and align with the objectives of the Port of Barcelona. (Information about this training can be found in the "Customer Experience" section of the Management chapter).

## European School – Intermodal Transport

The European School – Intermodal Transport, a training centre in which the Port of Barcelona holds a stake and which specialises in intermodal transport, offers a wide range of social and professional training. The activities organised during 2024 directly served more than 6,000 people from over 80 countries:

▷ **Technical visits to the Port of Barcelona** to raise awareness of the Port Community and its business, social and environmental activities.

### ▷ Training actions:

- > **Specialised training courses**, face-to-face and hybrid (part online), on topics related to maritime and rail intermodality; artificial intelligence applied to port logistics activity; temperature-controlled logistics chains; energy transition in ports; port operations; port management, and digitalisation of international trade.
- > **Executive trainings** for professionals from various countries; for example, with managers of the ports of Brazil and Angola, and with the Turkish Ministry of Transport.

## Activity of the European School - Intermodal Transport, 2024

Training activities:

▶ **80**

Participants in training activities:

▶ **2,368**

Technical visits:

▶ **113**

Technical visit participants:

▶ **3,639**

### VIRTUAL LAB PORT

The School continued to consolidate its **Port Virtual Lab** training tool, which recreates international trade operations with a platform of simulated companies and **incorporated 11 new centres** into the programme during 2024.

Trainings were held at **national educational institutions** like the University of Barcelona, Autonomous University of Barcelona Foundation, CE Politècnics, Barcelona Logistics Institute, Lluïsa Cura Institute, FP Santurtzi, Barcelona Activa and El Prat City Council. Others took place at **international institutions** such as Fondazione Caboto (Italy), Université de la Sorbonne (France), Saudi Logistics Academy (Saudi Arabia), GMLS (South Africa), IFTL (Morocco), La Spezia (Italy) and Fondazione ISYL (Italy).

### TECHNICAL OFFICE OF SUSTAINABILITY OF THE PORT OF BARCELONA

In its role managing issues of social sustainability and good governance in the Barcelona Port Community, the School supported the Organisation and Sustainability team in developing the Sectoral Sustainability Plan, in addition to organising several events linked to this topic.

### PARTICIPATION AND PROJECT LEADERSHIP

The European School not only organises training actions directly but also promotes and is the fundamental axis of various programmes, projects and training days, on which it continued to work in 2024.

#### Green Marine Med

**Led by:** Centro Tecnológico Naval y del Mar (CTN) and World Ocean Council (WOC)

**Co-financed by:** European Maritime, Fisheries and Aquaculture Fund (EMFAF).

**Goal:** create a community of stakeholders in Mediterranean green shipping to promote innovation and sustainability in the sector.

#### Achievements and activities, 2024:

- > Course in Energy Transition for Port Communities, centred on designing energy transition plans.
- > Creating a simulator of energy transition plans for ports.

#### Formati al Porto

**Led by:** European School – Intermodal Transport Civitavecchia

**Goal:** This is the Italian version of the **Formati al Porto** [Train at the Port] programme.

#### Achievements and activities, 2024:

- > New school incorporated into the programme: there are now a total of six high schools and universities.
- > 272 participants.

### Higher-Level Technician in Integrated Logistics and Shipping Processes and Higher-Level Technician in Logistics and Supply Chain Management

**Led by:** European School in Civitavecchia, port authorities of Rome and Lazio and Fundazione G. Caboto.

#### Achievements and activities, 2024:

- > Launch of a new higher-level technical degree in Logistics and Supply Chain Management with **25 students**.
- > Fifth year. In previous years more than **100 participants** received training, 90% of whom have entered the workforce.

#### TRAINING AND EMPLOYMENT WORKING GROUP

The European School chairs and coordinates the sessions of the working group of the Steering Council for Training and Employment and its sub-groups. Activity in 2024 is detailed below.

#### Forma't al Port [Train at the Port]

**Led by:** European School.

**Directed by:** Training and Employment Working Group of the Steering Council for the Promotion of the Port Community.

#### Achievements and activities, 2024:

- > 588 students from higher education courses in Transport and Logistics and International Trade from high schools in the Barcelona metropolitan area.
- > 60 students from the higher education course in Industrial Chemistry.
- > Third round of the TALENT programme, which allows the best students from each school to access training for high-performance teams in logistics.

#### Treballem Junts [Let's Work Together]

Upskilling programmes for the people who form part of the companies of the Port Community.

*Descobreix el Port* [Discover the Port], *Aprenem Junts* [Let's Learn Together] and *Benvingut al Port* [Welcome to the Port], coordinated by the European School, are discussed in the "Social Action" section of this chapter.

## Occupational safety and health

### APB Medical Services

During 2024 Barcelona Port Authority (APB) Medical Services had a total of **1,399 potential users** (61 more than in 2023), including active and retired employees of the entity and their families.

Healthcare activity at the medical centres of the Bosch and Alsina wharf and WTC Barcelona building amounted to a total of **11,769 visits** (+1.5%) including specialists, family medicine, rehabilitation sessions and nursing consultations. Care was provided both in person and online (through the Teams platform and others) and by telephone. This also made it possible to conduct hybrid consultations (physical and virtual) which allow, for example, for follow-up visits without travel.

#### Potential users of APB Medical Services, 2024

■ 555	active Port Authority staff
■ 402	family members of active staff
■ 226	retired workers
■ 70	relatives of retired staff
■ 146	temporary workers, widows, orphans and others
TOTAL: 1,399 potential users	



#### Assistance provided by APB medical services, 2024

■ 4,714	nursing consultations
■ 4,719	specialist and family medicine consultations
■ 2,336	rehabilitation sessions
TOTAL: 11,769 visits (+1.5%)	



## Promoting health

In 2024, the usual initiatives to guarantee health in the port area (healthcare, check-ups, etc.) were complemented with the following **information and training activities**:

- ▷ Accreditation as a healthy company under the National Social Security Institute (INSS).
- ▷ Strengthening the “La mar de bé” [Feeling great] slogan, to offer necessary and appropriate information about healthy habits.
- ▷ Yearly campaign on colon, prostate, breast and cervical cancer.
- ▷ Programme to reduce overweight and coronary risks (II): based on a medical examination and appropriate to their weight, individuals are advised to visit a dietitian, adopt a healthy diet, and/or exercise.
- ▷ Study of emotional well-being in the organisation, with publication on the Let’s Sail Together Learning platform of videos on emotional self-control, emotional intelligence, burnout syndrome and resilience in the face of change.
- ▷ Complete study of workers to detect venous vascular risk.
- ▷ Promoting healthy habits, with four publications to help people to quit smoking.

## Occupational risk prevention

Some time ago, the APB chose to be a preventive organisation by establishing its own Prevention Service with the four specialities and the necessary human and technical resources, as provided for in the Prevention Law. During 2024 all external monitoring audits **of the Occupational Health and Safety Management System (OHSMS)**, created by the Prevention Service and certified with the ISO 45001:2018 standard, were passed.

### SAFETY AND HEALTH INDICATORS AT WORK

#### Occupational accidents at the APB

- ▷ Rate of incidence of accidents with worker leave: **2,275 points**
- ▷ Number of accidents with leave: **17** – three during journeys during working hours and two during actions by Port Police.

#### Monitoring health

- ▷ **339 medical examinations** under the Puerros del Estado and Port Authorities agreement: periodic, involving new entries, changes of post and/or after prolonged leave.

#### Drills

Conducted in the buildings and spaces where APB staff work at the World Trade Center Barcelona (central offices of the Port Authority) and in other facilities of the Port area.

### TRAVEL PLAN

APB provides 3-month travel cards (T-usuals) to workers who choose this sustainable option to go to work. In 2024 a total of **239 people** benefitted from this initiative. In addition, two people use the mobility option of the bicycle parking space at the World Trade Center Barcelona, which is subsidised by APB.

## 6.2. Security of people and goods



### Port Police

2024 was a year marked mainly by the hosting of the 37<sup>th</sup> America's Cup, but the increase in Port activity in most of its areas also had an impact on the daily work of Port Police. Their main actions are summarised below.

### Traffic circulation area

#### Action by the Port Police in traffic, 2023-2024

Indicator	2023	2024	Variation
Accidents within the port area <sup>(1)</sup>	137	146	+6%
Minor injuries	52	55	+6%
Serious injuries	2	9	+350%
Fatalities	2	1	-50%
Breathalyser tests <sup>(2)</sup>	1,915	1,508	-21%
With sanction for administrative positive	57	29	-50%
With sanction for criminal positive	14	22	+57%
Drug tests <sup>(2)</sup>	40	18	-55%
With sanction for administrative positive	22	15	-32%
With sanction for criminal positive	1	0	-100%
Complaints processed <sup>(3)</sup>			
For traffic violation	5,263	8,188	+50%
For administrative offence	298	251	-15%
Transport controls <sup>(4)</sup>	47	58	+23%
Land transport legislation complaint	172	217	+26%

<sup>(1)</sup> The majority (124) of **traffic accidents in the Port service area** involved only material damage. Tragically, one person lost their life in one of the accidents.

<sup>(2)</sup> Port Police participated in **ten campaigns of the Catalan Traffic Service (SCT)**. The **214 controls for alcohol and drugs** conducted in the Port service area also made it possible to detect **13 other traffic safety offences**, such as driving without a license, driving with a suspended license, or driving despite having lost all the points on a license.

<sup>(3)</sup> Most of the **reports filed under the Port of Barcelona's Catalogue of Administrative Infractions** were for traffic violations, particularly parking infractions and unauthorised stops. Almost 30% of the **1,479 complaints processed with a ticket from the SCT** were for failing to present vehicles to the Technical Vehicle Inspection (ITV).

<sup>(4)</sup> **Fifty-eight traffic controls** were conducted (+23%) with **217 complaints** related to land transport legislation, **116** of which related to passenger transport (VTC), particularly in urban areas.

## Safety

### Action by the Port Police in safety, 2024

Type	Number of interventions
Participating in PAU drills as an Order Group <sup>(1)</sup>	59
Monitoring and supervising operations with firefighters:	
Direct loading or unloading between ship and truck of hazardous goods <sup>(2)</sup>	420
Of TTS or MTTTS bunkering operations of liquefied natural gas (LNG)	341
Controlling access to the restricted area of the Port	
Seizure of expired accreditations	791
Reports filed for using third-party accreditation or transferring accreditation	22
Proceedings referred to other police forces <sup>(3)</sup>	
Criminal acts (detained persons)	470 (41)
Violations of the Public Safety Protection Law LO-4/2015	59
Thefts	167 <sup>(4)</sup>

<sup>(1)</sup> As heads of the Order Group and both in own drills and of area companies and terminals

<sup>(2)</sup> According to Regulation RD 145/1989

<sup>(3)</sup> Mossos d'Esquadra, Civil Guard, National Police, etc.

<sup>(4)</sup> **148** for theft with forced entry to a vehicle

## Healthcare

- ▶ **Assistance in 104 occupational accidents** at the Port of Barcelona, which resulted in five serious injuries and one fatality.
- ▶ **Managed and supported 783 ambulance services** by SEM Medical Emergencies Service, Port Ambulance and private mutual societies.
- ▶ **Various types of assistance provided to 738 citizens** (+11%)

## Administrative

- ▶ **1,097 administrative acts** (+13%) were opened, **42% of which for products confiscated from street vendors** – up 6% from 2023, the result of more exhaustive controls.

## Port

- ▶ **183 breakages reported**, 48 involving barriers smashed at special railway intersections, and 28 involving barriers to access controls in the restricted area.
- ▶ **420 environmental procedures** activated, most involving solid waste on the wharves, liquid spills and solid waste on roads, or NO<sub>2</sub>/PM<sub>10</sub> air pollution.
- ▶ **64 abandoned vehicles registered** in the Port service area.

## Port security

The Port of Barcelona is subject to the requirements of state and European Port Protection regulations. In 2024 this meant implementing specific measures and providing the necessary tools to carry them out, as detailed below.

### Actions in compliance with regulations

**Regulation 725/2004 EC**, on improving protection for ships and port facilities:

- > Validation and approval of the risk assessments and protection plans of the Príncep d'Espanya wharf, Autoterminal SA and DECAL ESPAÑA SA.
- > Currently 44 facilities are affected by the International Ship and Port Facility Security (ISPS) standard at the Port of Barcelona.

**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 2025 — in the various international passenger terminals of the Port (cabotage, short sea shipping and cruises). These are specified in conversations and meetings with officials from the National Police at the Port and, specifically, the General Commissariat for Immigration and Borders.

### Security measures implemented

- ▷ Approved and included in the annual APB register: **15 of the 38 participants** in the eighth round of **validation tests for sniffer dog units to detect explosives** by the private security companies that provide supply services to ships at the international cruise terminals.
- ▷ The **Committee for the Control of Video Surveillance Devices** of Catalonia under the Department of the Interior of the Generalitat de Catalunya **endorsed** the following:
  - > Approval, renovation and extension of closed-circuit television (CCTV).
  - > Renovation of the video surveillance system of the Port Authority Control Centre (248 cameras).
  - > Renovation of the cameras at Port of Barcelona accesses and terminals (129 cameras in 21 points) of the SIAM automatic license plate identification system.
  - > Extension of the Port Authority Control Centre video surveillance system (244 cameras), pending receipt of the corresponding approval resolution.
- ▷ 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 one-off services depending on circumstances: military ships, Drassanes Passenger Terminal, Àgora APB (Boat Show), etc.
- ▷ With regard to the Security Commissions, as part of the **Container Terminal Security Commission**, the Operational Working Group met in coordination with the Tax Agency and Civil Guard on the measures to be established **to combat illicit drug trafficking**.
- ▷ Supervision of the services contracted by APB and third parties on **the use of drones in the Port of Barcelona** to obtain authorisation from ENAIRE and coordinate with the Adossat wharf heliport to authorise unmanned aerial system (UAS) flight plans over the Port territory.
- ▷ Stemming from the agreements in 2021 with AESA, ENAIRE, SENASA and, on the operational side, Mossos d'Esquadra and Guardia Civil (Pegaso group), **84 authorisations to use drones and 130 flight information coordinations** were issued to **third parties** during 2024.
- ▷ On 7 November 2024 **the Barcelona Port Authority received the drone operator license**.



## Measures for the America's Cup

For the organisation of the regatta at the Port of Barcelona, a one-off Consultative Committee was held, as well as various meetings with the police forces, to establish the guidelines for the distribution of competences and the resources necessary to ensure the security of the event.

The maritime and land Coordination and Communications Centre was located at Drassanes Ferry Terminal and headed by the Barcelona Centre for Emergency Operational Coordination (CECOR). The Port also participated in the meetings of the **Specific Maritime Port Technical Committee for the America's Cup**, which coordinated the organisation of the event.

### Main Port security measures, 2020-2024

Indicators	2020	2021	2022	2023	2024
Mobile X-ray services and safety arches for FCS cabotage and cruise traffic	82	68	259	244	<b>49</b>
CCTV (police and judicial recordings)	57	46	48	109	<b>149</b>
Hours of private security service in public port facilities	37,032	27,589	33,919	28,910	<b>35,347.5</b>
cruise services, access control, enclosures, etc.	19,464	10,069	16,399	6,261	<b>8,999.25</b>
parking services	17,568	17,520	17,520	22,649	<b>26,348.25</b>
K-9 pair certifications (submitted/eligible)	0	0	78 (35)	51 (25)	<b>15 (38)</b>
Sostrat authorisations* - QR code passes	0	13,775	17,360	18,370	<b>10,336</b>
Public area (no gates)		33	393	223	<b>0</b>
Restricted area (other gates)		260	804	2,147	<b>2,809</b>
Energy pier (Gate 31)		12,851	14,510	14,695	<b>7,494</b>
Adossat wharf-Controlled Area (Gate 2)		631	1,653	1,305	<b>33</b>

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

### Port Security Office

The Port Security Office manages actions related to drills, audits, inspections, meetings, incidents and more, and records and documents all such activities.

### Port Security Office, 2020-2024

Actions	2020	2021	2022	2023	2024
ISPS drills* (practical and theoretical)	13	8	13	37	<b>17</b>
Inspections/Audits	36	46	43	44	<b>19</b>
internal	2	2	3	5	<b>3</b>
external	34	44	40	39	<b>16</b>
Security meetings documented with minutes	18	29	48	39	<b>80</b>
Security incidents in ISPS area (related to intrusions, stowaways, etc.)	15 / (14)	38 / (11)	96 / (44)	96 / (67)	<b>100 / (70)</b>

Document registry and control	2020	2021	2022	2023	2024
Port facilities approvals by APB Management Board/President					
Evaluations (new + revisions)	10	22	5	8	<b>3</b>
Protection plans (new + revisions)	10	13	7	8	<b>3</b>
Supplying ship safety information	14,496	16,404	18,313	17,221	<b>17,885</b>
ISPS notices					
Special vessel stopovers (military - oceanographic - school)	5 (3-2-0)	14 (9-2-3)	25 (15-3-7)	23 (13-7-3)	<b>21</b> <b>(14-1-6)</b>
Pre-arrival information (PAI) – public Port facilities	0	0	0	1	<b>0</b>
Security declarations – public Port facilities	2	6	0	0	<b>0</b>
Protection level changes 2-3 / (errors)	0	3 (3)	2 (2)	3 (3)	<b>6 (6)</b>
Hard of hearing alerts	0	0	0	0	<b>0</b>

\* 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.

## Passes and Permits

The Port of Barcelona manages, through the Department of Passes and Permits, the issuance of authorisations to access the restricted areas of the Port and permits to develop non-Port activities in its spaces.

### Managing accreditations and permits, 2020-2024

Type	2020	2021	2022	2023	2024
Port access accreditations managed	13,232	13,009	14,665	16,834	<b>13,586</b>
New users	2,875	3,494	4,447	4,760	<b>3,841</b>
Renewals	10,357	9,515	10,218	12,074	<b>9,745</b>
Passes withdrawn – by Port Police at access control and by Passes and Permits	998	1,012	1,354	1,415	<b>1,159</b>
APB complaints (managed by GESPOL-GESCITY Port Police)	4,947	7,688	8,819	6,927	<b>8,507</b>
Permitted non-Port activities	132	282	265	353	<b>298</b>
Authorisations to use drones	0	28	46	40	<b>84</b>
Flight authorisations and coordination	0	53	53	44	<b>130</b>
Other payment permits*	17	68	82	61	<b>46</b>
Revenue from payment permits	29,311.18 €	78,850.92 €	133,550.27 €	55,856.29 €	<b>52,579.66 €</b>

\*Access and use of spaces for activities, events and filming, for example.

## Industrial safety

### Agreement with Barcelona City Council

The **Monitoring Committee of the agreement** on collaboration between Barcelona City Council and Barcelona Port Authority met a total of seven times during 2024. The actions that took place as part of the agreement are detailed below.

#### Investments

- ▷ Reception of three new large fire pumper vehicles for fires in hydrocarbon or chemical storage tanks, requiring high-capacity water and/or foam deployment.
- ▷ Start of tender procedures for two new vehicles equipped with a crane, container-loading and -unloading mechanism and 8,000-litre water tank.
- ▷ Start of tender procedures for a firefighting robot for the Barcelona Fire Department.

#### Solidarity

Participation in the shipment of emergency convoys with vehicles and resources to work in the municipalities most affected by the isolated high-altitude depression in Valencia, with vehicles acquired under the Agreement between Port of Barcelona and Barcelona City Council.

#### Training

- ▷ The Escola Port-Maritime Professional Training (Barcelona) offered three practical courses for firefighters and corporals whose duties include aquatic and underwater rescue: Basic Maritime Safety Training Course, Professional Boat Skipper Training Course (PER) and Advanced Rescue Boat Handling Course.
- ▷ The École Nationale Supérieure des Officiers de Sapeurs-Pompiers (ENSOP) offered two rounds of the Technical Field Training for Crew Chief and Group Chief, for fire brigade commanders and relating to strategic command in emergency interventions.

### Implementing the Self-protection plan

During 2024, with the intervention of staff of the Barcelona Fire Department and Port Police, the necessary drills and practical exercises were conducted to achieve one of the main objectives of the Port of Barcelona's Self-protection plan (PAU): establish 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), 2024

##### Port of Barcelona PAU general drill.

▷ **24**

#### drills in concessions

including companies affected by the Special External Emergency Plan for the Chemical Sector (PLASEQCAT).

▷ **8**

#### joint-practice exercises

in firefighting between Barcelona Fire Brigade and Remolcadores del Port (tug operators).



## Actions related to the America's Cup

In 2024, various actions were developed and promoted to ensure compliance with industrial safety requirements during the 37th America's Cup.

- ▷ Regarding the team bases, buildings and facilities involved
  - > Review of projects to issue industrial safety rules.
  - > Coordination with the Barcelona Fire Department to establish fire protection and self-protection criteria for the facilities.
  - > Joint visits with Barcelona Fire Department and Port Police.
  - > Collaboration and distribution of operational files from the Barcelona Fire Department.
- ▷ Regarding self-protection plans and emergency management
  - > Review of the Self-Protection Plans (PAU) of the bases.
  - > Review of the PAUs of related buildings, such as the America's Cup Experience centre and the warehouses of the Eastern wharf.
  - > Review of the general PAU of the event to establish the means of coordination with the PAU of the Port and with the Directorate General of Civil Protection of the Generalitat de Catalunya.
  - > Review of emergency procedures related to the PAU of the Port and implementation with the SISPEM application.
  - > Dissemination through various channels (managing documentation for the Port PAU, training Port Police, presentations in security working groups, etc.).

- > Conducting simulations in facilities linked to the America's Cup: Marina Barcelona 92 (American Magic), Alinghi building and Desigual building (Hospitality terrace).
- > Review and distribution of the emergency protocol specific to the building where Barcelona Centre for Emergency Operational Coordination (CECOR) of the America's Cup was located.
- > Representation at America's Cup CECOR during regatta days.

- ▷ Regarding the hydrogen supply station  
In 2023, the project to supply hydrogen as an alternative fuel for the navigation of America's Cup support vessels began. During 2024, phase two consisted of the commissioning of a new hydrogen supply station at the West wharf. During the training and competition period hydrogen was delivered to a total of ten support vessels of the America's Cup – six of participating teams and four of organisers.

The Industrial Safety Department carried out the following actions:

- > Documentary review of the project, risk studies and Self-Protection Plan.
- > Coordination in the management of permits and authorisation for the facility.
- > Technical visits with Barcelona Fire Department, preparation and distribution of operational files.
- > Coordination and participation in a hydrogen technical day with the participation of the supplier, Port Police and Barcelona Fire Department.
- > Visits, monitoring and checks of hydrogen supply operations during training and competition.

## Managing hazardous goods

Also in 2024, the Port of Barcelona managed a significant volume of hazardous goods. The management of this type of cargo in the Port area is subject to compliance with **Royal Decree 145/89**.

### Indicators of hazardous goods management at the Port, 2024

▶ **231,935** notifications of hazardous goods

- > 196,770 authorisations
- > 35,164 changes or denials

▶ **333** inspections at terminals

- > 300 at container terminals
- > 33 at bulk terminals

## 6.3. 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 involving the Port , 2024

- > Association Internationale Villes et Ports (AIVP)
- > Association of American European Chambers of Commerce and Business Associations (EUROCHAM)
- > Association of European Vehicle Logistics
- > Association of the Mediterranean Chambers of Commerce and Industry (ASCAME)
- > European Coffee Federation (ECF)
- > European Intermodal Association
- > European Car-transport Group (ECG)
- > European Sea Ports Organisation (ESPO)
- > FERRMED
- > Good Distribution Practice Universal Compliance Initiative (GDP-UCI)
- > Groupement National de Transports Combinés (GNTC)
- > Interferry
- > Intermed
- > International Association of Ports and Harbours (IAPH)
- > Medcruise
- > Mediterranean Rail Freight Corridor (RFC6)
- > MEDports Association
- > TENLOG Occitanie Cluster Logistique
- > The European Freight and Logistics Leaders' Forum (F&L)
- > World Association for Waterborne Transport Infrastructure (PIANC)
- > World Ports Climate Action Program



## Spanish organisations with the Port's participation, 2024

- > ALACAT - Federation of National Associations of Freight Forwarders and International Logistics Operators of Latin America and the Caribbean
- > Spanish Association for the Promotion of Short Sea Shipping (TMCD)
- > Spanish Coffee Association (AECafé)
- > Barcelona Centre Logístic (BCL)
- > Foment del Treball
- > Qualimac

## Corporate relations

### Corporate communication

During 2024, the Port of Barcelona's Communication Directorate focused its efforts on raising awareness of the role of the Port – the main transport and trade infrastructure in Catalonia – as a necessary part of the functioning of the economy and, therefore, of the well-being of the people it serves. In line with what is established in the Port of Barcelona's Fourth Strategic Plan, the main thematic axes around which the information was structured were **innovation and sustainability**.

The department's goal is to convey the importance of the various projects underway by delivering messages efficiently to the Port's various audiences (members of the Port Community, shippers and users, citizens, etc.). Combining more summarised information published immediately on social media with press releases sent to the media and more specialised and quality branded content published in specialised and general media has made it possible to **segment messages according to the type of media and audience** and thus improve knowledge of the Port.

This year, in accordance with the editorial line defined in **the social media strategy**, the result of exhaustive analysis, the decision was taken to publish less content on the Port's profiles on X, LinkedIn, Instagram and YouTube, but with more value for the target audience. The results were very positive, and an extremely high average rate of engagement was achieved on the main social media platforms, which confirms users' interest in Port content.

Furthermore, this year the Port of Barcelona made history within the state port system with the first **social media collaboration with content creators**. This initiative, focused on promoting the Open Days on Instagram, was a great success: it topped a half a million views and had a high number of interactions. In this way, it was able to reach more people and make the chance to visit the Port known to a wider audience.



Hosting the America's Cup was a challenge for the entire Port and for the Communications

Directorate as well, which worked closely with the other institutions and people involved to publicise this grand event. The America's Cup generated a steady and growing flow of communication about the regatta and various related events (bases, women's regatta, conferences and presentations, etc.), as well as the 25 actions developed in the Port Vell to get it ready for the event: new public spaces, services such as the Maritime Bus, etc.

2024 also came with other special campaigns like the Open Days, held 24, 25 and 26 May, which had more than 30,000 participants; and Christmas at the Port, which consolidated the citizens' port as a benchmark for Christmas in Barcelona.

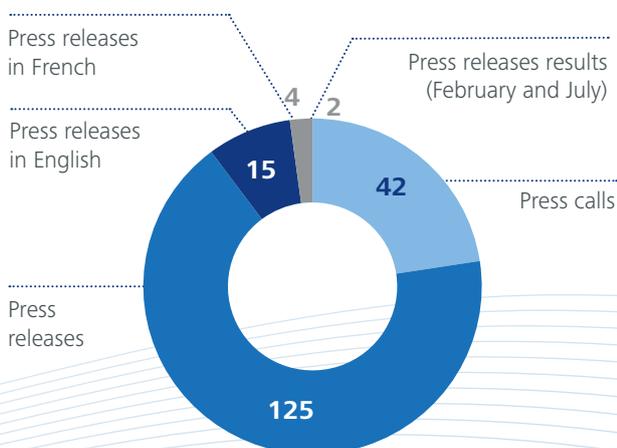
In the field of innovation, communication efforts focused on publicising the various projects developed by the **BCN Port Innovation Foundation** and the start of phase one of **BlueTechPort**, the Port of Barcelona's hub of blue economy innovation, at the historical **tinglados** (warehouses) of Sant Bertran. The importance of other initiatives

was explained as well, such as the Port of Barcelona's new, high-capacity and highly reliable 5G network, which makes it possible to develop new technological solutions in the Port ecosystem.

This year, the numerous environmental projects underway at the Port continued to achieve milestones and the Communication Directorate, in coordination with the departments involved, took special care to get this information to the media and society. Milestones were achieved by the **Nexigen project**, which has already regularly connected the first container ships to the electricity grid and will continue to put more OPS connections into service during the coming years. Strong growth in the supply of liquefied natural gas as a transitional fuel for ferries, cruise ships and vehicle carriers was also publicised, as were projects like the entry into service of the first electrical straddle carriers, generation of electrical energy on the roofs of Port warehouses and facilities and generation of zero-emission fuels at the Port.

Also relevant for communication were the major infrastructure projects that will shape the future Port of Barcelona, including the signature, with the Ministry of Transport, ADIF and **Puertos del Estado**, of the financing agreement for new road and rail accesses – a strategic infrastructure to improve the Port's connectivity and competitiveness. Other works crucial to operations at the Port that were reported on were the new Port Police headquarters and progress on the future ferry and cruise terminals at Adossat wharf.

### Actions with the media, 2024



### Social media of the Port of Barcelona, 2024



X in Spanish and Catalan:

**14,379**  
(+1.39%) followers

X in English:

**4,095**  
(+1.51%) followers



LinkedIn:

**30,952**  
(+19%) followers



Instagram:

**7,153**  
(+61%) followers



Youtube:

**1,260**  
(+13.5%) followers

### Institutional relations

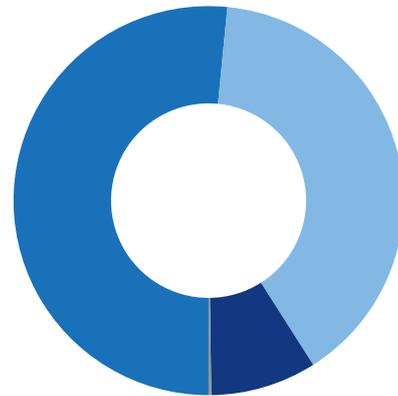
Throughout this year, the Department of Institutional Relations intervened directly in **909 actions** (+3.8%). The department's public relations and protocol team coordinated visits to the Port of Barcelona for the port and logistics sector; organised business and institutional events and provided advice and assistance in matters of protocol for activities such as meetings, conferences, forums, congresses, fairs and business missions.

**Key events, 2024**

- > Formation of Societat Train Port Barcelona, 13 March.
- > Presentation of the new ‘tinglados’ on the Eastern wharf of the Port Vell, 16 May.
- > Institutional opening of the Open Days, 24 May.
- > Presentation of the Llotja de Pescadors [Fish Market], 31 May.
- > Launch of the Maritime Bus service, 3 July.
- > Inauguration of the new Port Police headquarters, 5 July.
- > Inauguration of the first OPS installation at the Hutchison Ports Best Terminal, 12 July.

**Activities involving public relations and protocol, 2024**

Scope of action	Number of actions
■ Designing and coordinating Port visits	469
■ Protocol advice and assistance at events	359
■ Organising internal and external events	80
■ Support for Quebec business mission	1
<b>Total activities</b>	<b>909</b>



**Spreading Cultural Heritage**

The Operational Plan of the Department of Cultural Heritage helps to disseminate and safeguard maritime heritage, transmit the Port’s values through its historical legacy and establish synergies with other entities, with which values and purposes are shared. Below are some of the most noteworthy actions in this regard from 2024.

**“Port and photography. The photographic image of the Port of Barcelona” travelling exhibition**

Organised by the Port of Barcelona and Agrupació Fotogràfica de Catalunya as a closing event for the latter’s centenary in 2023, this exhibition travelled and was shown at the Barceloneta Civic Centre and, coinciding with the America’s Cup event, Barcelona Maritime Museum, during 2024.

In this small but powerful exhibition about the Port of Barcelona, curator Joan Alemany brings together 40 photographs by professionals and amateurs who have immortalised Port spaces over time. The exhibition is complemented by a projection of historical images of the Port, selected from the archives of the Barcelona Port Authority.

**“Picasso and the Port. 1895-1904” exhibition**

From 30 September 2024 to 28 February 2025, the Port Vell of Barcelona, Picasso Museum, Barcelona City Council and BWA Yachting presented an urban exhibition which illustrates the artist’s connection to the Barcelona waterfront. The signposted tour of the port features large panels that, with period photographs and reproductions of Picasso’s works from the period from 1895 to 1904, establish a dialogue between the current infrastructures and the painter’s experiences.

## Preventive conservation and restoration

Preventive conservation work on the heritage collections continued, with periodic inspections. All relevant data were also recorded in the Museum-Plus RIA heritage management software to monitor the collections, and necessary interventions were conducted to ensure preservation of the works over time.

## Activities with other entities

To strengthen the relationship between the Port and the city of Barcelona, various activities were organised in collaboration with other entities in the Port environment:

- > Port of Barcelona workers and their families were able to enjoy guided tours of unique exhibitions and buildings such as the permanent exhibition of the Ethnological and World Cultures Museum, the permanent exhibition of the Picasso Museum and the “Nafragis” [Shipwrecks] exhibition of the Archaeology Museum of Catalonia.
- > The Port organised maritime visits with heritage content for cultural entities and occasionally opened the doors of the **Torre del Relotge** [Clock Tower] to show this important building and highlight its history.

# Social action

As part of the social sustainability policies included in the Port’s Fourth Strategic Plan, the promotion of actions for society in general, the Port Community and specific groups, continued in 2024.

## Initiatives aimed at the APB, Port Community and public

### Christmas at the Port (Navidad en el Port)

<b>Description</b>	Various activities in Port Vell for children aged 4 to 12.
<b>Goal</b>	Bringing the Port closer to children and attracting new vocations in the logistics and port fields.
<b>Result</b>	500 activities and a wide range of events for all audiences.

### Solidarity Container

<b>Description</b>	Fundraising among the companies of the Port Community, with €1 equivalent to 1 kg of food.
<b>Goal</b>	Help communities with limited resources.
<b>Result</b>	4,743 kg of food amassed, equivalent to €4,743.

### Toy collection

<b>Description</b>	Toy collection promoted by the Port of Barcelona Dance Section in which the entire Port Community participates.
<b>Goal</b>	Ensuring that children from low-income families have gifts for Christmas.
<b>Result</b>	532 toys collected for the children of the Drassanes Children’s Centre.

### TV3 dial-in fundraiser 2024

<b>Description</b>	Fundraising for the TV3 dial-in fundraiser, dedicated to sexual and reproductive health, organised by the Dance Section of the Port of Barcelona.
<b>Goal</b>	Support this year's central theme to promote research and dissemination.
<b>Result</b>	€1,570 collected.

### Xec Gourmet (social luncheon vouchers)

<b>Description</b>	APB contributes 0.2% of the value of the luncheon vouchers that workers receive.
<b>Goal</b>	Make a monetary contribution to an NGO.
<b>Result</b>	€1,801.44 collected for the Barcelona Food Bank.

### Campaign to multiply blood donors

<b>Description</b>	Disseminating the Blood and Tissue Bank campaign to recruit donors.
<b>Goal</b>	Increase blood and tissue donations.
<b>Result</b>	Communication.

### International Day for the Elimination of Violence against Women

<b>Description</b>	Collaborating with the campaign to eradicate gender violence and publishing an online gender awareness course on Let's Sail Together Learning. 25 November.
<b>Goal</b>	General support in the struggle to combat violence against women.
<b>Result</b>	Communication.

### Work stoppage in solidarity with the victims of the natural disaster (DANA) in Valencia

<b>Description</b>	Rally in solidarity with the victims of the isolated high-altitude depression.
<b>Goal</b>	Mobilise the public resources needed to safeguard jobs, economic activity, care and accommodation of affected individuals.
<b>Result</b>	Dissemination and show of solidarity.

### Let's Contribute—Port Solidarity Valencia sends donations to the victims of the natural disaster in Valencia

<b>Description</b>	In response to the emergency caused by the DANA, the "Aportem—Port Solidari València" [Let's Contribute—Port Solidarity Valencia] initiative channelled contributions from the public and the Port logistics community to a bank account.
<b>Goal</b>	Dedicate funds raised to the most urgent needs of those affected by the tragedy.
<b>Result</b>	Dissemination and fundraising.

### Charity Lunch for Catalan ALS Foundation

<b>Description</b>	Hosting a charity lunch together with the Catalan ALS Foundation to support those affected by this disease (amyotrophic lateral sclerosis).
<b>Goal</b>	Raise money to promote ALS research, raise awareness of the disease, its effects and the challenges it entails.
<b>Result</b>	170 participants and €36,094 collected.

### Free Zone Women's Council

<b>Description</b>	Body for promoting parity. Notably, the "Feel the ZF Power" initiative brings Barcelona schoolchildren closer to companies in the Free Trade Zone (ZF), publicising the latter's contribution to society.
<b>Goal</b>	Promote equal opportunities.
<b>Result</b>	2 visits of the Port facilities and approval of the equality Plan.

### International Women's Day (8 March)

<b>Description</b>	Encouraging reflection on the importance of a gender perspective in daily life and the workplace.
<b>Goal</b>	Advocate enriching the workplace and strengthening society at large by recognising and valuing diverse perspectives and experiences of gender.
<b>Result</b>	Communication.

### Open Port

<b>Description</b>	Periodic meetings of the Port of Barcelona with associations of merchants and residents of nearby neighbourhoods to inform them of Port activities. Initiative promoted by the APB Presidency.
<b>Goal</b>	Engagement with the public.
<b>Result</b>	Quarterly or four-monthly meetings and more mutual knowledge.

### Presentation of "The T-shirt with the most history" campaign

<b>Description</b>	Presenting at the Port of Barcelona "La samarreta amb més història" [The T-shirt with the most history], a campaign by FC Barcelona and its Foundation to commemorate the 75th anniversary of the Universal Declaration of Human Rights.
<b>Goal</b>	Act to support human rights.
<b>Result</b>	Commemoration of the 75th anniversary of the Universal Declaration of Human Rights.

### Vending machines and furniture at America's Cup

<b>Description</b>	Furniture and free vending machines available to APB staff while observing the regattas.
<b>Goal</b>	Enjoy the sports competition held in Port of Barcelona waters.
<b>Result</b>	Communication.

### New Maritime Bus service in the Port Vell

<b>Description</b>	Launching the Maritime Bus service between the Drassanes and Eastern wharves.
<b>Goal</b>	Advance port-city integration and decongest land traffic in the Port Vell.
<b>Result</b>	Two zero-emission catamarans, which save 180 tonnes of CO2 annually.

### Anti-smoking campaign: Stop smoking

<b>Description</b>	Internal APB campaign to help people to quit smoking, promoted by Medical Services.
<b>Goal</b>	Provide information and resources to support smoking cessation.
<b>Result</b>	Communication.

### Donation of obsolete mobile terminals to Stella Maris

<b>Description</b>	Donating to Stella Maris the APB's unused but useful mobile terminals.
<b>Goal</b>	Reuse materials and reaffirm commitment to social responsibility.
<b>Result</b>	Delivery of 145 mobile phones in good condition.

### Get into the Port Day

<b>Description</b>	Port of Barcelona's first open days (24-26 May), coinciding with European Maritime Day.
<b>Goal</b>	Bring the Port of Barcelona closer to the public and raise awareness of its operations and importance, as well as its history and future projects.
<b>Result</b>	More than 30,000 participants.

## 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.

### Positive Impact (PI) Sustainability Plan

<b>Description</b>	Managing the project that, through annual data collection, acts as an observatory of sustainability among the companies of the Port of Barcelona Port Community.
<b>Goal</b>	Promote sustainable growth that considers the various stakeholders.
<b>Result</b>	131 member companies on 31 December 2024.

### Positive Impact Report 2023

<b>Description</b>	Publishing the document that brings together the actions and sustainability indices of member organisations of the Positive Impact Sustainability Plan during the previous year.
<b>Goal</b>	Inform stakeholders and society at large considering the main indicators extracted from the result of the materiality analysis.
<b>Result</b>	Publication on the Port website of the Positive Impact Report in Catalan, Spanish and English. Each of the companies adhering to the Plan receives a Positive Report and executive report, as well as the summarised documentation of aggregate data obtained from a survey of the organisations involved.

### Third Sustainability Day

<b>Description</b>	Organising the third Jornada Parlem de Sostenibilitat [Let's Talk About Sustainability Day] (27 November).
<b>Goal</b>	Share sustainability-related CSR information with companies of the Barcelona Port Community.
<b>Result</b>	61 people registered and wide dissemination across social and traditional media.

### 37<sup>th</sup> Seafarers' Week

<b>Description</b>	Cultural, sporting and professional activities to highlight collaboration and the diversity of the Barcelona Port Community.
<b>Goal</b>	Advocate for the role, reality and needs of seafarers.
<b>Result</b>	Strengthened links between participants and organisations in the Port Community.

### 2<sup>nd</sup> Port Institutes Cup

<b>Description</b>	Hosting at the Port of Barcelona pavilion the second "Port Institutes Cup", a seven-a-side football tournament, with male and female teams comprising high school students from the Port area of Barcelona.
<b>Goal</b>	Create community, create talent and retain it, and publicise the job profiles of the Port Community.
<b>Result</b>	Enriching educational experience that strengthens ties between participating schools and demonstrates the talent and ability of young people.

## Within the Training and Employment Working Group

This year, two meetings were held to monitor projects and initiatives of the Training and Employment Working Group and various actions were developed for the Port Community and society in general.

### Let's Learn Together project

<b>Descripción</b>	Day to promote stays at companies in the Port of Barcelona for teachers from vocational training secondary schools who teach subjects related to the activities of the logistics and port sector.
<b>Objetivo</b>	Promote talent recruitment and advance the Port of Barcelona's goal of creating quality employment.
<b>Resultado</b>	20 attendees: 8 business professionals and 12 teachers, who held personal interviews with each other.

### Discover the Port project

<b>Description</b>	Hosting a day to get to know the professional profiles of the Port of Barcelona, for teachers and counsellors from compulsory education training centres in Barcelona, and a day for trainers from El Prat del Llobregat.
<b>Goal</b>	Publicise the job opportunities at the Port.
<b>Result</b>	39 assistants: 30 from Barcelona and 9 from El Prat.

### Welcome to the APB

<b>Description</b>	Conference for new hires and interns who have joined the APB in recent years.
<b>Goal</b>	A chance to learn more about the work of each of the APB's sub-directorates, the territory where each activity is developed and the projects underway, in addition to understanding the APB's organisational culture.
<b>Result</b>	Connect with other colleagues who are not regular collaborators.

### Welcome to the Port programme

<b>Description</b>	Hosting two annual conferences (10 April and 21 November) to welcome and provide new professionals who join the Barcelona Port Community with a complete and cross-cutting vision of the infrastructure.
<b>Goal</b>	As part of the policy of attracting and retaining talent at the Port, respond to the need to positively integrate people joining the sector and companies of the Port Community.
<b>Result</b>	43 attendees in total.

### Employment Fair project

<b>Description</b>	Showing the job opportunities that the sector can offer; answering questions about job opportunities; giving visibility to companies in the Community that seek workers; publicising the sector's specialised training for students.
<b>Goal</b>	Promote quality employment for all. Support people in the processes of job improvement, job search and continuous adaptation to technological and labour market changes.
<b>Result</b>	Presence with a stand, participation in round tables and activities to explain the professional profiles of the Port Community.

### Train at the Port - Chemical Terminals Recruiting talent for bulk terminals

<b>Description</b>	Putting bulk terminals in contact with the Escola del Treball and Narcís Monturiol Secondary School, schools that teach higher training courses (CFGS) for Chemical Plant Operators.
<b>Goal</b>	Create collaborations and respond to the needs of companies in the chemical sector to recruit and retain talent.
<b>Result</b>	57 participating students

### Implementing Artificial Intelligence Project

<b>Description</b>	Training days on Generative AI in the fields of Administration and Finance, Sales and Marketing, People Management and Port Operations.
<b>Goal</b>	Present to companies in the Port Community the possibility of hosting dual vocational training interns and present the profiles taught.
<b>Result</b>	51 participants in the training days.

### Professional Life Project – Barcelona Activa

<b>Description</b>	Barcelona Activa activity about the various sectors of the blue economy.
<b>Goal</b>	Show students in secondary education, training and integration programmes, Baccalaureate, vocational training courses (CF), Special Educational Needs Centres and Adult Schools the occupations linked to the blue economy and necessary training pathways.
<b>Result</b>	By the end of the 2024-2025 school year, 206 students from schools in the city will have visited the Port and its facilities.

## 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. Stella Maris and the Port of Barcelona Welfare Committee try to mitigate these shortcomings through various actions.

## Apostolate of the Sea – Stella Maris

The Apostolate of the Sea – Stella Maris organisation offers support and guidance to seafarers in need. In 2024 the Stella Maris residence was **70%** occupied and crew members transported to the entity's facilities or to the city increased slightly compared to 2023. Sailor visits to the Stella Maris Club and passenger terminal office remain low, but these too have increased.

### Main services of Stella Maris, 2024

Service	Description	Data from 2024
Residence	Possibility for seafarers to overnight, with special conditions.	7,498 overnight stays 682 users (sailors, fishermen, family, etc.)
Visits aboard ships	Welcoming crews and explaining services offered.	1,789 visits aboard ships 36,000 crew members received information
Transport for sailors	Van service between ship and Stella Maris	4,075 users
The Club	Space with services, assistance and advice for sailors.	3,620 users
International Passenger Terminal Office C	Telephone and computer services with internet and Wi-Fi for crews of cruise ships.	973 crew members served 225 crew member participants in football and basketball matches 60 crew member participants in visits to the Sagrada Familia
Other services	Supplying SIM cards and receiving crew-purchased packages.	1,581 SIM cards supplied 1,423 packages of crew purchases received and delivered
Social assistance	Various assistance for sailors and fishermen.	€4,125 in aid (free overnight stays, financial aid, etc.).
Sailor's Rights Centre	Staffed by two lawyers. Offers advisory services for situations of conflict and promotes knowledge and application of the laws that protect sailors.	24 inquiries from foreign sailors.

### Port of Barcelona Welfare Committee

The Port of Barcelona Welfare Committee is made up of representatives of the following entities:

- > Barcelona Port Authority (which chairs the Committee)
- > Barcelona Pilots' Corporation
- > Social Marine Institute
- > Barcelona Harbourmaster's Office
- > Association of Shipping Agents of Barcelona
- > Association of Port Stevedoring Companies of Barcelona
- > Catalan Association of Merchant Navy Captains
- > General Company of Engine Captains and Officers
- > Remolcadors de Barcelona (tugboat operators)
- > International Transport Workers' Federation
- > Faculty of Nautical Studies of Barcelona
- > Barcelona Fishermen's Guild
- > Stella Maris (which holds the secretariat)

In 2024 **three Committee meetings** were held (15 February, 14 May and 1 October) to propose and monitor the various activities.

### Notable activities 2024

- ▷ **International Maritime Organisation Seafarers' Day** (25 June). Greeting cards were distributed to crews, the Porta d'Europa bridge was illuminated at night, admission to the Maritime Museum was free all day and a photography contest, sponsored by the Maritime Museum and Stella Maris, was organised.
- ▷ **37<sup>th</sup> Seafarers' Conference**, held in November, with the following programme:
  - > Friendly football championship between teams from the maritime-port area.
  - > Round table about the Port of Barcelona Welfare Committee.
  - > "The Stars and the Sea: Some Reflections on Science and Faith" session.

### National Committee for the Welfare of Seafarers

The National Committee for the Welfare of Seafarers is a state-level body established in 2022 and headed by the president of the public body **Puertos del Estado**. In 2024 **three meetings** were held to discuss issues related to the network of local committees, financing of welfare services, the problem of Schengen visas, etc.

During the annual assembly of the Spanish Association of Shipping Agents in Madrid, a plaque of recognition was presented to the welfare committees and to Stella Maris.

In November, the "Social Humanitarian Dimension in General-Interest Ports" conference was held in Madrid, with representatives from the various ports and Stella Maris of Spain. Participating on behalf of the Port of Barcelona were the Head of Organisation and Sustainability, and, as moderator, the Director of the Apostolate of the Sea. Discussion involved the importance of social sustainability in ports and the need to improve the working conditions of sailors and guarantee stable funding for these initiatives. Additional topics included, for example, the social contribution of cruises, including the possibility of distributing unserved food to social aid networks; the availability of medical equipment for crew members, and the need to promote sustainable and solidarity initiatives.

### Port Vell

In its desire to consolidate itself as an area of economic and social development in the city and as a backbone of the coastal area, Port Vell is constantly evolving.

### Actions to improve spaces and services

In 2024, the hosting of the **37<sup>th</sup> America's Cup** entailed the launch of **25 important urban and technological improvement actions** in the Port Vell area, most of them planned prior to the Port of Barcelona's designation as the headquarters of the event and promoted from that moment on.

Together, these interventions – detailed in **the "America's Cup" section** of this report – mark an extremely important transformation of this port area and create new public spaces open to the city and the possibility of expanding and diversifying the existing offer with new uses.

### Headquarters for activities and events

This year as many as **93 events** were held in the public spaces of the Port Vell, **47** directly related to entities and associations in the city. This meant that the various public spaces of the Port Vell were occupied a total of 1,115 days.

## Key Performance Indicators (KPI), 2024

	Units	Days of activity
TOTAL economic impact	46	877
TOTAL social, concessionaires, without economic impact	47	238
<b>TOTAL events</b>	<b>93</b>	<b>1,115</b>

## Key events of entities, institutions and associations, 2024

- > Port of Barcelona Open Days
- > Feast day celebrations of Santa Eulàlia and La Mercè
- > Christmas Cup – Barcelona Swimming Club (CNB)
- > Travessia al Port de Barcelona – Barceloneta Athletic Swimming Club (CNAB)
- > Christmas at the Port
- > Arrival of the Three Wise Men
- > La Barceloneta History Fair – Barceloneta Residents’ Association
- > La Barceloneta Trade Day – La Barceloneta Traders’ Association
- > Piano in the Port by Maria Canals
- > “Ocean from Space” exhibition, Cartographic Institute of the Generalitat de Catalunya
- > Gathering of Giants, Grallers and Bestiari of La Barceloneta
- > 38th Gran Trobada d’Havaneres “Barcelona Cara al Mar”
- > “Classical on the Beach” concert, promoted by the Liceu and Auditori
- > Our Lady of Mount Carmel celebration
- > First Swim of the Year – CNAB
- > Women’s Sports Day
- > Motocross Circuit of Ciutat Vella
- > Various rowing and sailing regattas
- > 37th America’s Cup
- > El Tinglado Reial, in collaboration with La Barceloneta Festival Committee



## Other notable actions

- ▷ Various actions to promote and disseminate commercial products; advertising and film shoots; photo sessions; concerts; circuses; children’s fairs, and markets and fairs.
- ▷ To explain what the Port of the Future 2030 will be like, the Port of Barcelona was present with its own stand and dynamic activities at the America’s Cup public village at Bosch i Alsina wharf, and was met with enthusiasm from visitors.
- ▷ As part of the Port of Barcelona’s Open Days, the Port Vell organised dramatised visits to explain its history. It also offered a seafood market, concerts, activities for the little ones and an agora with a programme of conferences on the blue economy and the Port of Barcelona.

## The 37<sup>a</sup> America's Cup, more than a regatta for the Port de Barcelona

Beyond the relevance and prestige of the America's Cup as a sporting event, hosting and serving as the headquarters of the 37<sup>th</sup> edition has had a highly positive impact on the Port of Barcelona, both for its commercial strategy and global projection, as well as for its technological and infrastructural development. And all this following a model that is sustainable in every aspect – social, economic and environmental – to ensure a continued impact on its surroundings.

### Projecting and exchanging knowledge

**The Port of Barcelona Hospitality space**, the reception space located in the recently renovated warehouses, or **tinglados**, of the Eastern wharf, received more than 4,000 visitors and became the nerve centre for interaction between customers, concessionaires, operators, freight forwarders and ship owners of the Port. In addition, other Port spaces offered chances to exchange specific knowledge.

The Port leveraged this confluence of port actors to host the so-called **Industry-Focused Forum** at the historic warehouses. These are meetings specialised by sector, which promoted the establishment of commercial connections, generation of business opportunities for the Port and its Port Community and discussion with the most relevant professionals in each field. The end goal was to promote the Port and its traffic to the most strategic markets of the hinterland and foreland, thus helping to build loyalty and attract new customers. **More than 1,600 people** (professionals, customers and strategic partners) participated in the **20 sessions** that were held.

The **tinglados** made it possible to consolidate the Port of Barcelona as one of the epicentres of the economic and social fabric of the area and promoted its **global visibility as a first-class hub of logistics and tourism**, as well as a privileged setting for international events.

As part of the America's Cup, the Port of Barcelona Hospitality space also hosted its own corporate events and those of the Port Community:

- > Short Sea Shipping Annual Conference
- > "60 years of agri-food bulk cargo at the Port of Barcelona" conference
- > 30<sup>th</sup> anniversary of the Intermodal Logistics Centre (CILSA)
- > 25<sup>th</sup> anniversary of the World Trade Center Barcelona
- > Events of companies of the Port Community such as Iberica Marítima and Europcar
- > Conferences promoted by various associations such as the Maritime Freight Forwarder Club, Barcelona Nautical Cluster and Association of Distributors and Manufacturers (AECOC)

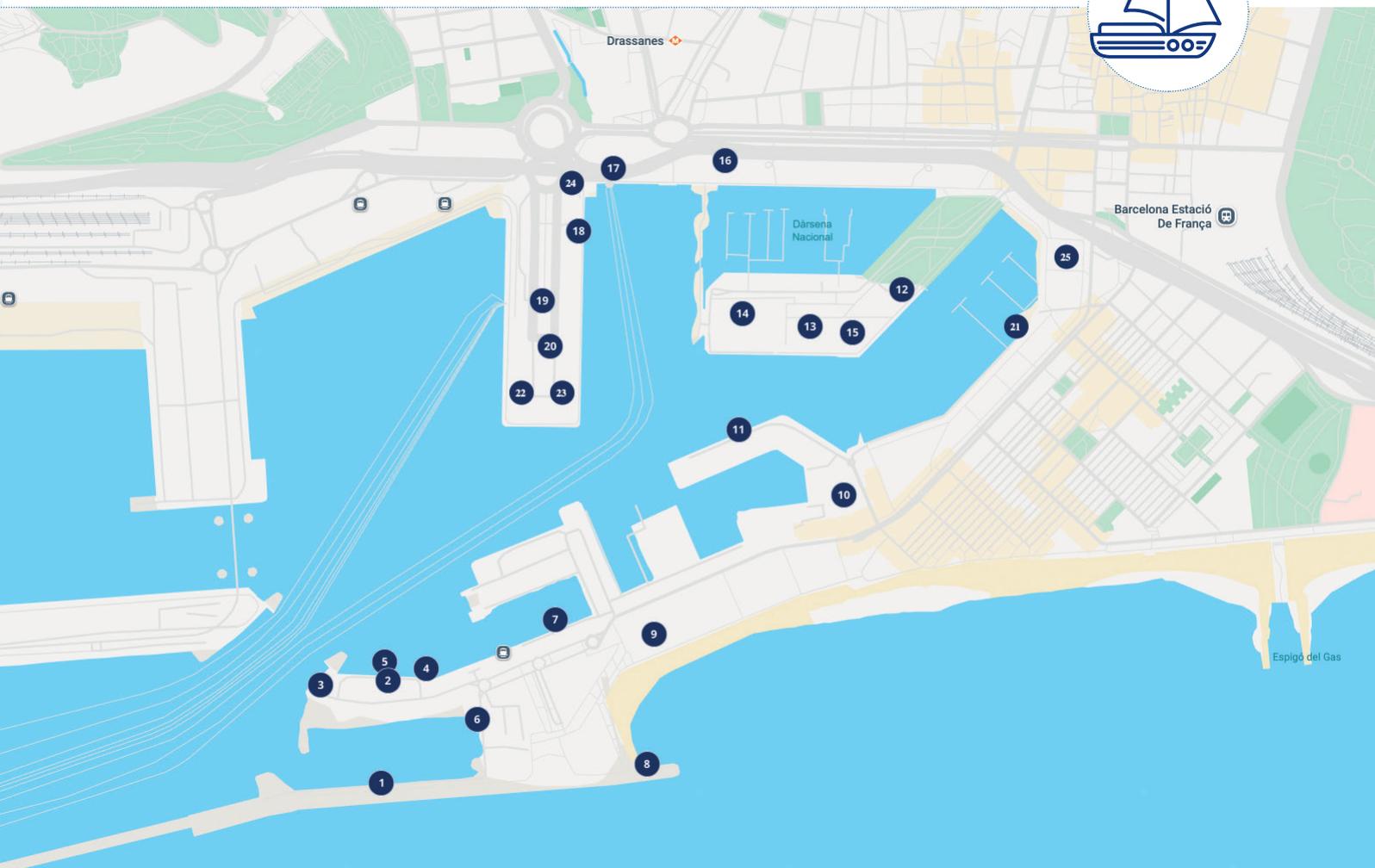
**BlueTechPort** also organised various conferences in the public Race Village at Moll de la Fusta. These promoted the establishment of contacts among professionals and, at the same time, brought the blue economy closer to the public.

### A new Port Vell: transforming spaces

Visitors and the public were also able to enjoy various spaces and activities – a result of the **24 transformation and improvement actions** that the Port Vell carried out thanks to **more than €130 million in public-private investment**. Most of these actions were already planned, but the designation of Barcelona as host of the America's Cup meant that these could be promoted and accelerated.

Urban transformations made it possible to expand the Port's integration in the city, making new port spaces accessible to the public. And the technological actions made it possible to guarantee optimal and safe management of the competition and consolidated the Port of Barcelona as a benchmark in innovation and smart port pioneer.

In line with the model advocated by the Port of Barcelona, the fact that the works mainly involved rehabilitating and transforming existing spaces and facilities made for a more sustainable alternative from an economic perspective.



- |   |   |
|---|---|
| <b>1</b> Restoration of the supporting wall of the New Entrance Mouth | <b>12</b> America's Cup Experience - former IMAX                  |
| <b>2</b> Construction of the Rompeolas promenade                      | <b>13</b> Demolition of the Cinesa building                       |
| <b>3</b> New Mirador building   | <b>14</b> Remodel of Maremàgnum                                   |
| <b>4</b> Adaptation of the spaces of the Barcelona Nàutic Center      | <b>15</b> Renovation of the Aquarium                              |
| <b>5</b> Maritime bus service   | <b>16</b> Renovation of the Portal de la Pau building             |
| <b>6</b> Development of the terraces of the New Entrance Mouth        | <b>17</b> Development of the Drassanes wharf                      |
| <b>7</b> Refurbishment of the warehouses of the Eastern wharf         | <b>18</b> Relocation of operations from Barcelona Nord to Adossat |
| <b>8</b> Sant Sebastià breakwater                                     | <b>19</b> Remediation of Jaume I Tower                            |
| <b>9</b> Renovation of the spaces of Club Natació Barcelona           | <b>20</b> Remodel of WTC  |
| <b>10</b> New spaces for the Institut de Nàutica                      | <b>21</b> Transformation of Marina Port Vell                      |
| <b>11</b> Redesign of the fishing area-fish market                    | <b>22</b> Implementation of 5G network                            |
|   | <b>23</b> Fibre optic improvements                                |
|   | <b>24</b> Technological investments at CECOR                      |

## The environment as a priority

From the start, minimising the environmental impact of events and operations has been a priority for the Port of Barcelona and one of the conditions for hosting the 37<sup>th</sup> America's Cup. The Port developed a guide of requirements that the teams had to meet from the months prior to the competition until the weeks of the final regattas, including:

- > sustainable practices in the construction of bases and in routine actions in them,
- > installing a water meter at each base with saving devices to guarantee maximum efficiency,
- > mandatory carbon footprint analysis to offset CO<sub>2</sub> emissions,
- > installing solar panels on at least 20% of the surface area of base roofs and
- > reusing all possible materials used in previous editions of the America's Cup.

Throughout the 2024 Annual Report of the Port of Barcelona, certain specific actions on the occasion the America's Cup are highlighted in various fields. More information can be found in the section dedicated to the America's Cup on the Port of Barcelona's website: <https://www.portdebarcelona.cat/ca/port-vell/america-cup-barcelona-2024>.





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VIP  
On Board

Blue Wave

EXTINTOR  
BOCA DE INCENDIO

K7

EXTINTOR  
BOCA DE INCENDIO

BALTIC

07

Environmental value



**7.1. Commitment to tackling climate change**

**7.2. Climate Strategy**

**7.3. Environmental impact and improvement actions**

**7.4. Ecology and biodiversity**





The Port of Barcelona assumes its role as a leader and an agent of change in **decarbonising** maritime transport and port activity. To this end, it monitors and works with its Port Community to reduce the environmental footprint of its activity through prevention and by taking measures to minimise environmental impacts. Additionally, using careful and certified environmental management, it ensures the quality and biodiversity of all environments, including water, air and soil, in its area of direct influence.

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 and in the annual Environmental Declaration. The **scope** of information in the system of environmental management includes APB facilities and activities, based on the fulfilment of its functions: managing the public port domain; building and maintaining infrastructure, and managing and supervising port and commercial services related to the passage of goods through the Port. The **Port Vell**, or Old Port, and facilities not directly related to Port activity are excluded, as are lighthouses and maritime signals.



## 7.1. Commitment to tackling climate change



The Port of Barcelona's strategic environmental model seeks excellence in sustainability, particularly by helping to decarbonise activity, but also by improving the quality of port water, air and soils and appropriately managing waste and biodiversity.

In 2021, José Alberto Carbonell, then general manager of Barcelona Port Authority (APB), signed the document that defines the **Port of Barcelona's environmental policy**. As in previous years, **in 2024, APB Management once again ratified this commitment to environmental sustainability**.

### Port of Barcelona's commitment to environmental sustainability

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, CO<sub>2</sub> 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 and relevant organisations in 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.

## 7.2. Climate Strategy



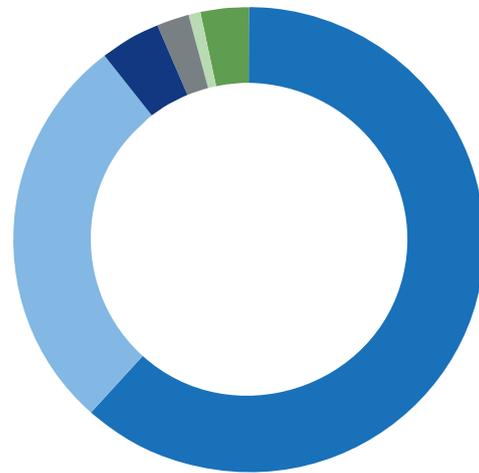
The preliminary calculations performed by Barcelona Port Authority to quantify the carbon footprint of all the activity conducted in the Port area

concluded that **a total of roughly 485,000 tonnes of CO<sub>2</sub> were emitted in 2022.**

### Origin of CO<sub>2</sub> emissions at the Port (tonnes), 2022\*

	Tonnes CO <sub>2</sub>
Ships (anchoring, manoeuvring and stay in port)	300,000
Energy consumption of Port facilities	135,000
Other vehicles and machinery	20,000
MARPOL waste	10,000
Expansion works	5,000
Other sources	15,000
<b>Total</b>	<b>485,000</b>

\*Latest data available



The **Fourth Strategic Plan of the Port of Barcelona (2021–2025)** is fully oriented towards the targets set by both the Paris Accords of the European Union and the International Maritime Organization (IMO) and includes the port activity decarbonisation strategy to halve greenhouse gas emissions by 2030 and become a climate-neutral port by 2050.

In this connection, the Port is developing an **Energy Transition Plan** to minimise emissions in all areas of action: port activity in general, the APB and the concessions and operators of the Port Community.

The details of the Port of Barcelona's climate strategy can be consulted in the **"2024 Environmental Declaration. European EMAS Regulation"** document.



## Commitments in the scope of overall port activity

The Port of Barcelona Wharf Electrification Plan, known as Nexigen, is the key instrument in the Port's energy transition on its path towards decarbonisation. Its main objective is to improve the air quality of the Port and city of Barcelona by implementing onshore power supply (OPS) technology, which makes it possible to supply renewable energy to ships during their stay in port, avoiding the use of their auxiliary engines. It is estimated that the impact of Nexigen will entail a nearly **47% reduction in CO<sub>2</sub> and NO<sub>x</sub> emissions in the Port environment** and therefore move resolutely towards decarbonisation targets.

The "Actions to improve the atmospheric environment" section of this chapter details Nexigen progress during 2024.

The Port of Barcelona's Energy Transition Plan also focuses its **energy model** on renewable energies, energy storage and a smart electricity grid that make it possible to respond to new consumption with optimal management. That is why for years it has worked to tap the **photovoltaic generation potential** on decks and surfaces in the port area and **promote new fuels with zero-carbon emissions**, like renewable hydrogen, green electricity, liquefied natural gas (LNG), bioLNG and green methanol, for ships, heavy vehicles and terminal machinery.

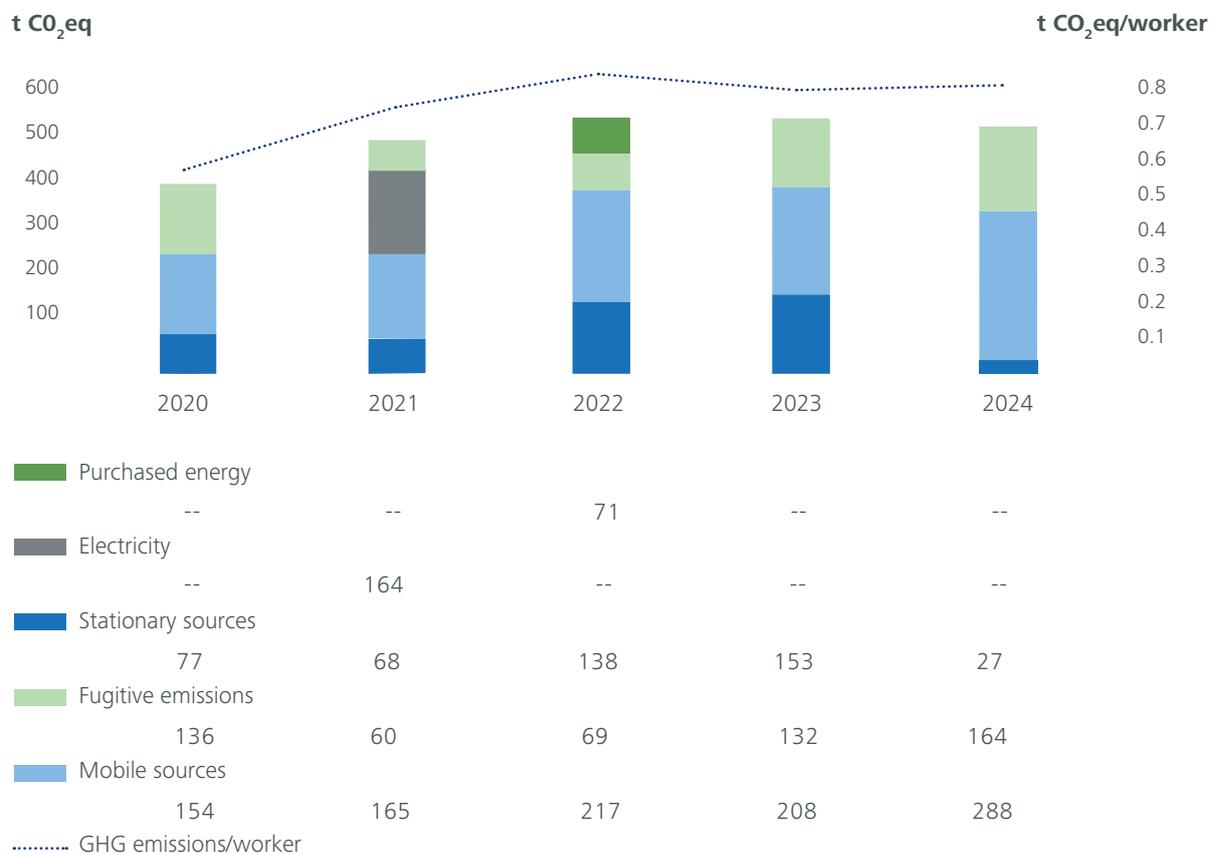
## Commitments in the scope of the Port Authority

To contribute to the Port's climate strategy, for years Barcelona Port Authority (APB) has applied extra measures to guarantee **savings and maximum energy efficiency** in its buildings, facilities and public lighting network, using LED lamps and sectorised lighting and promoting renewable energies.

Since 2012 the Port of Barcelona has been party to the **Voluntary Agreements to Reduce**

**Greenhouse Gas Emissions (GHG)** promoted by the Catalan Government Office of Climate Change (OCCC), pledging to gradually reduce electricity consumption, as well as direct and indirect (scope II) emissions from the fuel consumption of its fleet of official vehicles, boats and some auxiliary generators, as well as reduce electricity consumption generally and consume electricity from renewable sources.

### GHG emissions, 2020–2024



Moreover, 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.

\* The contract with the distributor ended in late 2021, but since 1 May 2022, renewably sourced electricity has once again been contracted for supplies contracted within the free market.



## Commitments in the scope of the Port Community

Below 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.
  - > Covered in the concession contracts.
  - > Promoted among concessionary companies of the Voluntary Agreements of the Catalan Government Office of Climate Change, to reduce greenhouse gas emissions (GHG).
- ▷ Promoting clean fuels for terminal machinery
  - > Achieved through environmental discounts and clauses in concession contracts.
  - > Adoption of more environmentally efficient equipment and means in port services is also promoted by including conditions in the licenses for their provision.
- ▷ Promoting energy efficiency and renewable generation in concession buildings and facilities.
  - > With environmental discounts and inclusion in new concession contracts.
  - > Currently there is a capacity of 7.6 kWp and the goal is to reach 50 MWp installed by 2030, although, based on current projections, this could reach 75 MWp.
- ▷ Externalities of the Port logistics chain are calculated using **the ecocalculator** so that they may be included in decision-making on transport routes.
- ▷ Evaluating the carbon footprint of the Port Community.
  - > Barcelona is the first port in the Mediterranean to certify its carbon footprint, through the classification and certification company DNV and under the ISO 14064 standard. The overall footprint of the activities carried out at the Port was 495,356 t CO<sub>2</sub>e in 2022.

## 7.2.1. Environmental Management System

The Port of Barcelona's Environmental Management System (EMS), implemented in 2014, covers all the facilities and activities performed by Barcelona Port Authority (APB) as part of its basic functions, complies with **current legislation** and has the following certifications:

- ▷ **ISO 14001 standard: 2015**
- ▷ **EMAS Regulation** (Eco-Management and Audit System)
- ▷ **Port Environmental Review System (PERS)**, promoted by the European Sea Ports Organisation (ESPO).

Under the EMS, the **2024 Environmental Programme** (which can be consulted in the "2024 Environmental Declaration" document) sets goals and milestones for the significant aspects and for relevant issues detected in the context and risk and opportunity analysis. The Port also has specific plans and programmes for prevention and to conduct and monitor measures for environmental improvement.

### Specific environmental plans and programmes of the Port of Barcelona

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

During 2024 the Port of Barcelona managed a total of 206 environmental incidents of varying magnitude, 19% more than the previous year.

### Environmental incidents managed in 2024

Pollutant spill in maritime service area	49
Nurdles at wharves	23
Waste at wharves	25
Marine animals at wharves	5
Liquid spills on roadway	25
Solid spills on roadway	50
Live land animals	7
Falling tree risk	4
Dust due to operations with dry bulk	1
Black smoke from ship funnel	3
Soja bean computer system failure	8
Any incident in Port sanitation network	6
<b>TOTAL</b>	<b>206</b>

## 7.3. Environmental impact and improvement actions



The Port of Barcelona is aware of the direct and indirect environmental impact of the activity conducted in its facilities and surroundings

and not only quantifies and monitors it, but also takes improvement and control actions to minimise impacts.

### 7.3.1. The marine environment

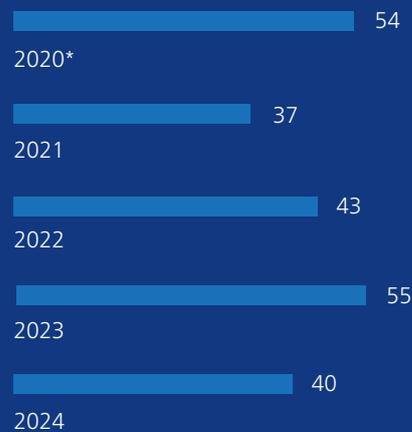
#### Sanitation network

The Port has a sanitation network with **more than 30 km of collectors** and 16 pumping stations which collect wastewater from port activity and transport it to the Llobregat and Besòs treatment stations through 14 connections to the metropolitan network. This network, together with the actions taken in the sanitation system of the city of Barcelona, has made it possible to limit the number and volume of discharges during rainy weather and thus improve the quality of port waters.

#### Port water cleaning

The service for collecting and removing floating waste from the Port of Barcelona's water sheet – which is provided every day of the year and during daytime hours– collected a total of **40 tonnes of waste** in 2024.

#### Total waste collected from the water sheet (t), 2010–2024



(\*) Excludes exceptional collection for Storm Gloria.

## Monitoring the quality of the marine environment

During 2024 the Port of Barcelona continued to safeguard, control and monitor the quality of the marine environment through periodic campaigns to sample water and sediments and measure bioindicators. 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.

### Water quality

Regarding water, the main pollutants derive from nautical and port activity and urban anthropogenic pressure, with some factors outside the scope of Port management.

## Sediment quality

Past and present activities in the port environment also affect the seabed. To improve the quality of marine sediments, and in accordance with the guidelines of the Ministry of Public Works, the Port carefully characterises the sands removed by dredging works and determines a suitable place to deposit them.

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 of these benthic communities have developed positively since monitoring began in 1998.

### Physical-chemical parameters of Port waters, 2021–2024

	2021		2022		2023		2024	
	Offshore waters Zone II	Internal waters						
Temperature (°C)	17.94	17.96	15.46	15.27	18.78	19.04	<b>18.77</b>	<b>19.25</b>
Salinity (PSU)	38.045	37.822	38.24	38.19	38.176	38.187	<b>37.880</b>	<b>37.792</b>
Turbidity (FTU)	1.06	3.79	2.51	10.25	1.87	4.11	<b>6.91</b>	<b>7.56</b>
Density (kg/m <sup>3</sup> )	1,027.53	1,027.35	1,028.41	1,028.42	1,027.49	1,027.38	<b>1,027.29</b>	<b>1,027.04</b>
Chlorophyll (µg/l)	0.87	1.51	0.51	1.07	0.54	2.12	<b>0.88</b>	<b>4.20</b>
Suspended solids (mg/l)	0.83	3.39	1.42	7.26	1.68	4.58	<b>1.68</b>	<b>4.58</b>
Dissolved oxygen (mg/l)	6.18	5.68	8.19	7.73	7.48	7.18	<b>7.05</b>	<b>6.44</b>
Oxygen saturation (% saturation)	81.21	74.34	103.65	97.47	100.07	96.20	<b>95.15</b>	<b>87.45</b>

## Development of benthic communities at the Port, 2022–2024

	2022		2023		2024	
	Offshore waters Zone II	Internal waters	Offshore waters Zone II	Internal waters	Offshore waters Zone II	Internal waters
Richness (taxa/800 cm <sup>2</sup> )	62	36	56	27.8	79	46
Abundance of individuals/800 cm <sup>2</sup>	195	196	240	144	297	266.33
Margalef Diversity Index	11.6	6.9	10	5.4	--	--
Shannon Diversity Index	--	--	--	--	3.8	2.725

### 7.3.2. The atmospheric environment

The **Port of Barcelona's Air Quality Improvement Plan** was approved in 2016, proposing 53 specific actions which defined the strategy to reduce emissions of polluting gases and particulates. The Plan is updated regularly to align it with the action plans of the Catalan Government and Barcelona City Council for the Special Protection Zone for the Atmospheric Environment for NO<sub>x</sub> and PM<sub>10</sub>. A new version is planned for 2025 that includes new actions to reach air quality and decarbonisation targets by 2030.

#### Atmospheric monitoring stations

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

- ▷ A **weather network with six stations** with wind speed and direction sensors; three of which are also equipped with sensors for rain, temperature, relative humidity, atmospheric pressure and solar radiation.
- ▷ A **manual air quality network with five stations**: five receivers for PM<sub>10</sub> particulates (suspended particles with diameters less than 10µm) and three for PM<sub>2.5</sub> particulates. The PM<sub>10</sub> receiver located in the Port Vell is part of the Catalan Government's Atmospheric Pollution Monitoring and Forecasting Network (XVP-CA) and its values are official. The rest are for reference.
- ▷ An **automatic air quality network with two stations** to measure gaseous pollutants such as nitrogen oxides and sulphur dioxide. Currently, work is under way to expand the network to five stations that will make it possible to also analyse particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) in compliance with the new **Directive (EU) 2024/2881**.



## Air quality indicators

### Port activity emissions

According to estimates by Barcelona Port Authority (APB), the most substantial emissions of polluting gases into the atmosphere at the Port come from ships. These represented more than 95% of the total nitrogen oxide and particulate matter in 2020 (most recent reference data). These emissions represent 7.6% of the city’s air pollution due to NO<sub>x</sub> and 1.5% of its pollution due to PM<sub>10</sub>.

The APB reviews and updates the data every few years with a calculation methodology agreed with the Barcelona City Council and Catalan Government. During 2024, work was performed on a **new automated calculation platform** that allows for better detail.

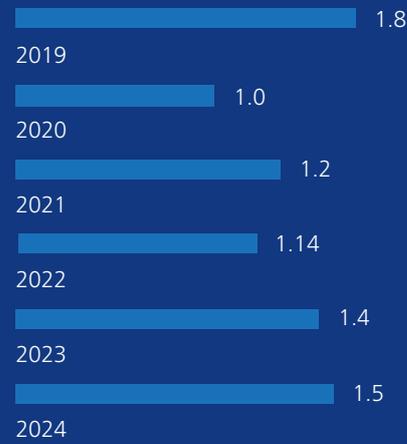
### Pollutant gas immissions

The trends in immission levels of the main polluting gases in the Port of Barcelona are detailed below.

#### Sulphur dioxide (SO<sub>2</sub>)

Although they rose in 2024, concentration levels of SO<sub>2</sub> at the Port are currently low if we consider that current European regulations set a maximum daily average threshold of 125 µg/m<sup>3</sup>, which cannot be exceeded more than three days a year. The entry into force in 2020 of ships’ obligation to use fuels with a lower sulphur content by mass (from 3.5% to 0.5%) has had a positive impact in this regard.

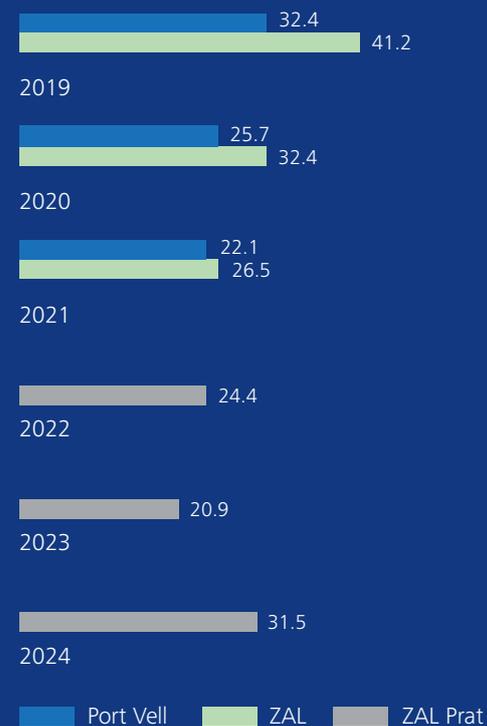
**Average SO<sub>2</sub> concentration at the Port (µg/m<sup>3</sup>), 2019–2024**



#### Nitrogen oxide (NO<sub>x</sub>)

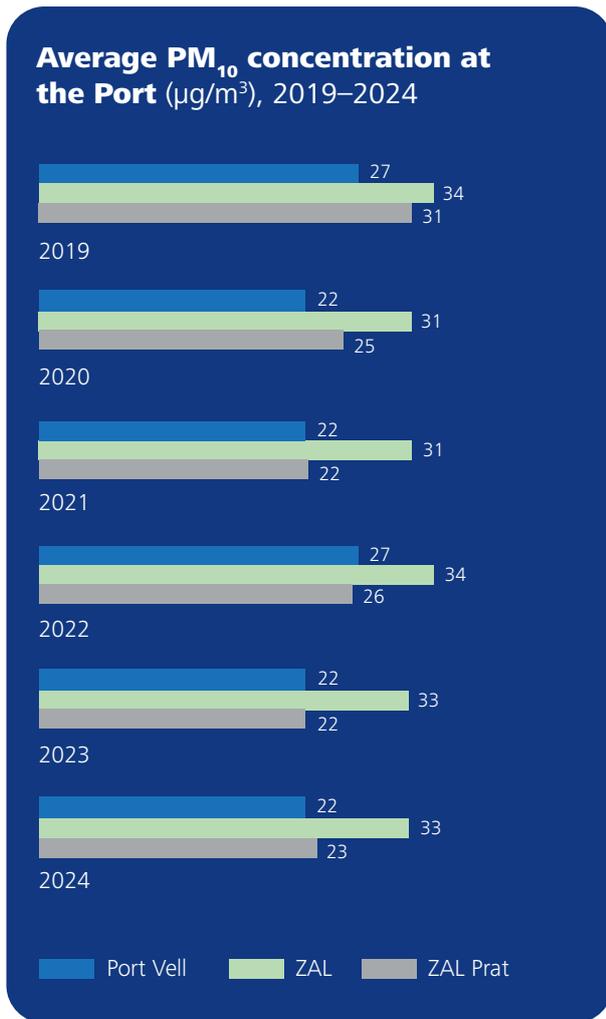
With the increase in port activity since the pandemic, NO<sub>x</sub> levels have risen, but remain below the regulatory limit of 40 µg/m<sup>3</sup>.

**Average NO<sub>2</sub> concentration at the Port (µg/m<sup>3</sup>), 2019–2024**



### PM<sub>10</sub> particulates

This year the average levels of PM<sub>10</sub> particulate in the air were calculated from three stations. Concentrations show a general downward trend, except in the South basin, which due to its proximity to land traffic has levels that are higher, but stable, and always below the 40 µg/m<sup>3</sup> limit.



## Actions to improve the atmospheric environment

Barcelona Port Authority actively promotes various actions to help directly or indirectly to improve air quality at the Port and its surroundings continuously.

### Impact of the intermodal strategy

For years, intermodality has been a key element of the Port of Barcelona’s global strategy. Using rail and short sea shipping (SSS), notably the Motorways of the Sea, as an alternative to the road makes it possible to reduce the emission of polluting gases and particulate matter and offer more sustainable logistics chains.

In 2024 the Port’s intermodal strategy **saved €919 million in negative externalities**. This figure derives from the application of a calculation methodology proposed by the European Commission in 2019, which makes it possible to monetise the impacts associated with pollution, climate change, noise, accidents, traffic congestion and the use of infrastructure.

Although SSS traffic increased in 2024, an even greater drop in rail traffic –affected by the rail works mentioned in chapter 5– resulted in an interannual decline in externality savings.

### Savings in externalities by using rail and SSS (million EUR), 2020–2024\*



\*Due to a modification and recalculation of rail traffic data from 2021, externality levels have changed slightly compared to those published previously.

## Promoting the move to gas

The Port of Barcelona has led the way in the Mediterranean area in promoting the use of natural gas as a transition fuel for goods mobility by sea and land. To achieve this goal, the Air Quality Improvement Plan includes actions and projects to provide the appropriate infrastructure and equipment, implement and comply with the relevant regulations, extend the use of this fuel to all Port mobility and subsidise its use.

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

**During 2024, 229,751 m<sup>3</sup> of LNG was supplied to ships at the Port of Barcelona** – 45,427 m<sup>3</sup> from a tanker truck (TTS mode) and 184,324 m<sup>3</sup> from a barge (STS mode).

## Services and volume of LNG supplied to ships (units and m<sup>3</sup>), 2021–2024

		2021	2022*	2023	2024
	Number de operations	218	18	133	402
<b>From tanker (TTS/MTTS)</b>	Ships	Abel Matutes, Nápoles, Eleanor Roosevelt, Sicilia, Martín i Soler	Sicilia, Nápoles, Abel Matutes, Martín i Soler, Hypatia de Alejandria	Abel Matutes, Eleanor Roosevelt, Hypatia de Alejandria, Martín i Soler, Bahama Mama, Sicilia	Abel Matutes, Margarita Salas, Hypatia de Alejandria, Martín y Soler, Bahama Mama, Sicilia
	Supply in m <sup>3</sup>	27,080	821	15,501	45,427
	Number de operations	18	14	66	89
<b>From barge (STS)</b>	Ships	Mardi Gras, Iona, Costa Smeralda, Costa Toscana	Aida Nova, Costa Smeralda, Iona, Costa Toscana, Aida Cosma	Aida Cosma, Arvia, Costa Smeralda, Iona, Costa Toscana, Lake Herman	Aida Cosma, Arvia, Costa Smeralda, Iona, Costa Toscana, Lake Herman, Sun Princess, Lake Annecy, Cerulean Ace, Turquoise Ace, Celeste Ace
	Supply in m <sup>3</sup>	37,971	25,576	127,668	184,324
	Number de operations	236	32	199	494
<b>TOTAL OPERATIONS</b>	Supply in m <sup>3</sup>	65,051	26,397	143,169	229,751

\*The high price of LNG caused an extremely significant decline that year.

In the area of **land transport**, since 2018 the Port of Barcelona has had a supply station for liquefied natural gas (LNG) and compressed natural gas (CNG) for trucks and light vehicles.

## Sustainable transport and mobility

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

### Reducing emissions from ships

The Port backs **technological developments** like those of the Grimaldi company's six regularly calling ferries that since 2019 have incorporated storage batteries with more than 5,000 KWh capacity

for their stay in port, and the initiatives involving **fuels with zero or near-zero emissions**, such as hydrogen, ammonia, methanol, synthetic hydrocarbons, biofuels and biomethane.

### Electric road mobility within the Port

The Port of Barcelona is party to the **Voluntary Greenhouse Gas (GHG) Reduction Agreements** promoted by the Catalan Government Office of Climate Change (OCCC). Under these agreements, Barcelona Port Authority (APB) undertakes to reduce the emissions from its fleet of vehicles, boats and generators and encourages concessionaire companies to join it.

Of Barcelona Port Authority's fleet of 92 vehicles, 37 are electric land vehicles and 21 more are hybrids of various types, in addition to eight MHEV vehicles.

## The Port's fleet of land vehicles, 2024

Type	units
Electric vehicles	37
Plug-in hybrid vehicles	14
Gasoline-powered vehicles	15
> Gasoline vehicles	7
> MHEV vehicles (ECO label) <sup>1</sup>	8
Gasoline/LPG hybrid vehicles <sup>2</sup>	4
Diesel/CNG hybrid vehicles <sup>3</sup>	3
Diesel-powered vehicles	19
<b>TOTAL</b>	<b>92</b>

<sup>1</sup> Mild hybrid electric vehicles (MHEV) are also known as micro- or gasoline light hybrids.

<sup>2</sup> liquefied petroleum gas (LPG)

<sup>3</sup> compressed natural gas (CNG)

To be able to supply energy to the fleet of electric vehicles, the Port has 44 charging points for its own use in various areas of the facilities.

## Electrical charging points at the Port of Barcelona, 2024

Location	units
Car park of the World Trade Center Barcelona building	28
ASTA service building	14
Drassanes Passenger Terminal, for Port Police motorcycles	2

## Wharf electrification

Under the **Nexigen project**, the Port of Barcelona approved an investment of more than **€110 million up to 2030** to electrify wharves and avoid the use of auxiliary engines that generate emissions during ships' stay in port. The Fourth Strategic Plan sets the goal of electrifying 50% of the Port's container and ferry wharves by 2025 and during 2024 the development of Nexigen has made it possible to move forward in this regard.

Ships' electrical connection to the wharf, known as onshore power supply (OPS), requires roughly 78 MW in estimated power from the 220 kV high-voltage network. The launch aims to reduce carbon dioxide (CO<sub>2</sub>) by 60,000 tonnes and nitrogen oxide (NO<sub>x</sub>) by 1,264 tonnes: a 22% reduction in annual polluting emissions from port activity, which brings the Port closer to the goal of net-zero emissions by 2050.

## 2024 Nexigen achievements

- > Completion of the pilot period during the year, followed by the launch of the **OPS system at the BEST terminal** and the **first real connection of a container ship** – the first electrical supply system for ships in a container terminal at a Mediterranean port.
- > Conclusion of the **OPS pilot programme at the passenger terminal** and implementation of actions necessary for the commissioning, scheduled for early 2025.
- > Award of the **tender for construction of the new Port Substation (SE Port)** and an internal **distribution network** that will make it possible to bring energy to the various docks efficiently and safely.
- > Award of the **tender for installation of the first OPS system for MSC cruise ships** at the Adossat wharf.



### 7.3.3. 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.

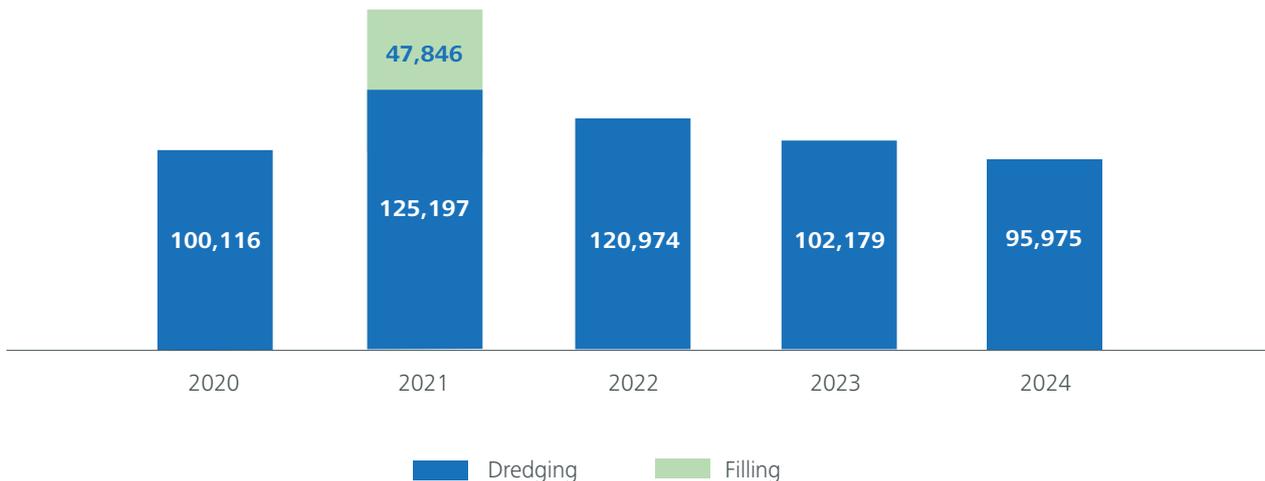
In 2020 a database of contaminated soils was set up and fed with soil and groundwater pollution data from more than 1,400 registers. This will make it possible to anticipate the need to characterise a plot of land, to know whether action is required to recover it and to gather information on the level of underlying contamination.

#### Environmental monitoring of port works

All works performed or promoted at the Port by Barcelona Port Authority are subject to **environmental monitoring** to ensure that they are conducted in line with best practices in the sector and applicable regulations and minimise the environmental impact.

When the works use recycled materials from dredging and demolition and deconstruction works, analysed previously, the indications of the revised text of the Ports Law and the Recommendations for managing dredged material, prepared by CEDEX in 1994 and replaced by the modified version of 2017, are upheld strictly.

#### Dredging volumes in works (m<sup>3</sup>), 2020–2024



### Materials used in construction (t and m<sup>3</sup>), 2020–2024

Type of material	Unit	2020	2021	2022	2023	2024
Rubble and riprap	t	90,956	49,491	101,206	4,763	6,433
Concrete	m <sup>3</sup>	13,632	3,450	14,226	2,083	16,460
Steel	t	218	142	2,719.66	11,026	2,414
Dredging materials	m <sup>3</sup>	100,116	-	-	-	-
Filling materials	m <sup>3</sup>	1,149,183	316,776	476,599	12,349	30,036
Paving	m <sup>3</sup>	2,205	962	-	142	17,042
Wood	m <sup>3</sup>	-	-	-	-	117
Aggregate	t	6,756	2,684	7,666	-	17,775

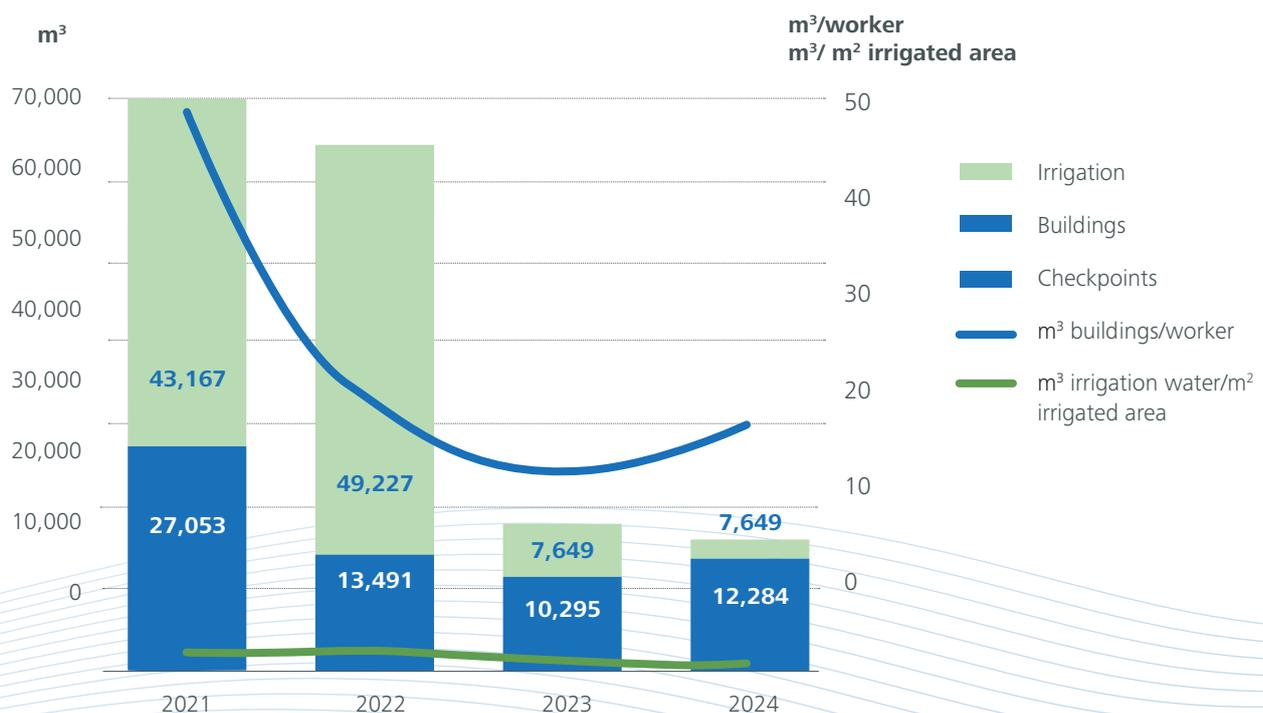
## 7.3.4. Use of natural resources

### Water consumption

Water is supplied from the public companies Aigües de Barcelona and Aigües del Prat. Water consumption by Barcelona Port Authority (APB) refers only to consumption in own facilities and common services; water supplied to third parties is not counted.

In 2024 the APB consumed a total of **15,524 m<sup>3</sup> of water**, 16% less than the previous year. Reduced consumption has remained the trend after the strict water saving measures implemented in Catalonia in 2023 due to the extreme drought.

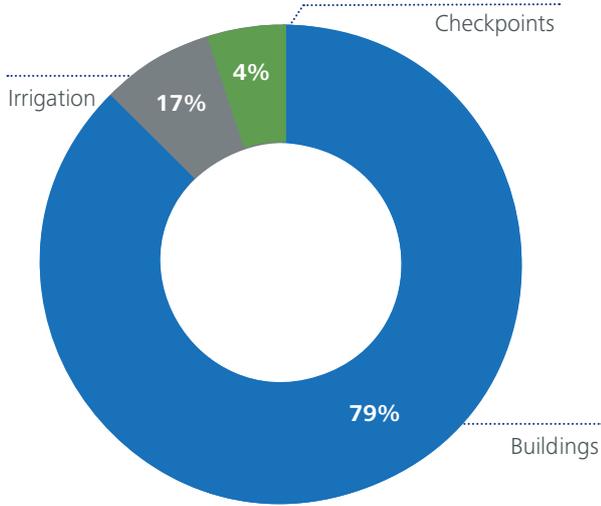
### Trends in APB water consumption by use (m<sup>3</sup>), 2021–2024\*



\*2023 data have been updated.

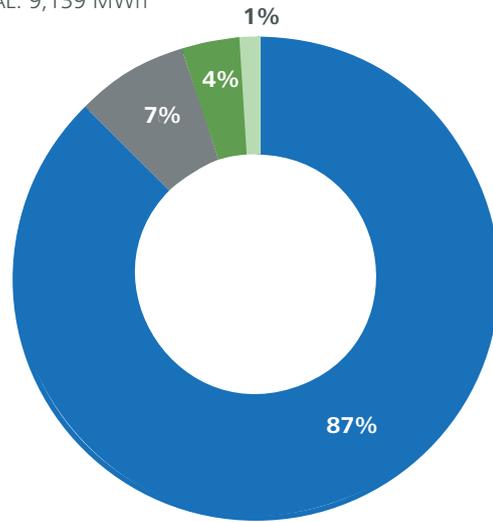
### Distribution of APB water consumption by use (%), 2024

TOTAL: 15,524 m<sup>3</sup>



### Distribution of APB energy consumption by use (%), 2024

TOTAL: 9,139 MWh

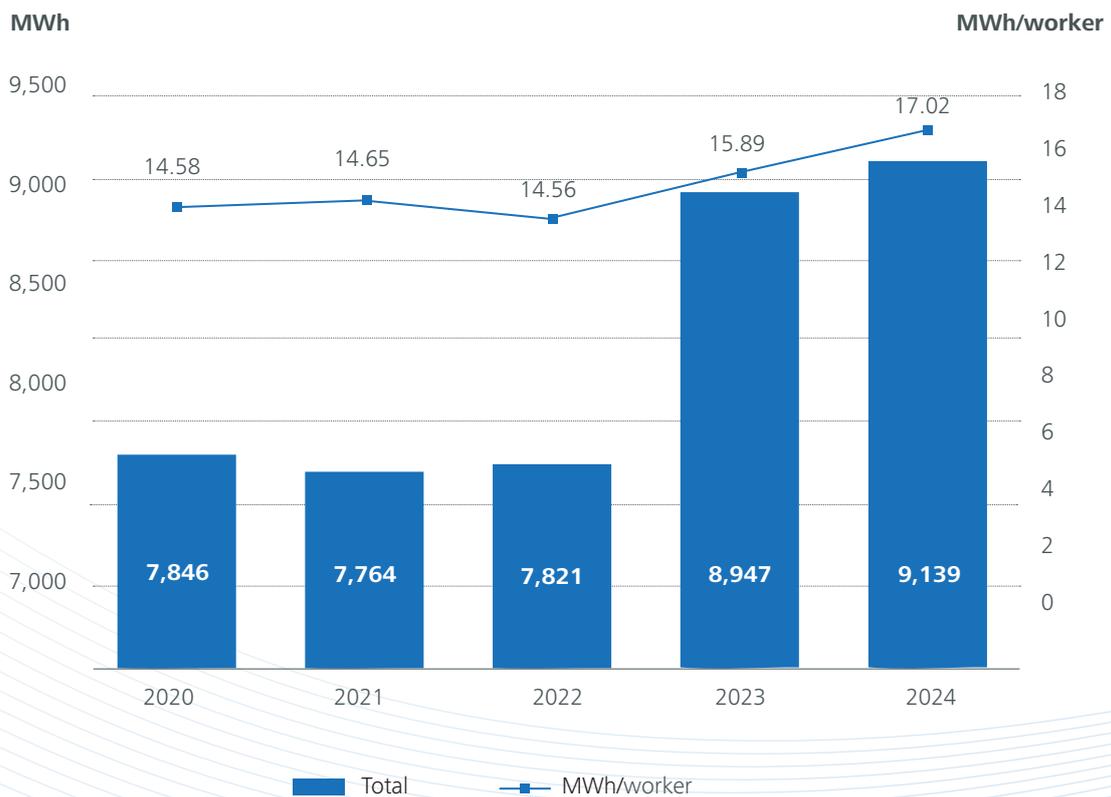


- Electricity
- Gasoline
- Diesel fuel
- Natural gas

## Energy consumption

This year the APB consumed a total of 9,139 MWh of energy. The main source of energy is electricity.

### Trends in energy consumption (MWh), 2020–2024

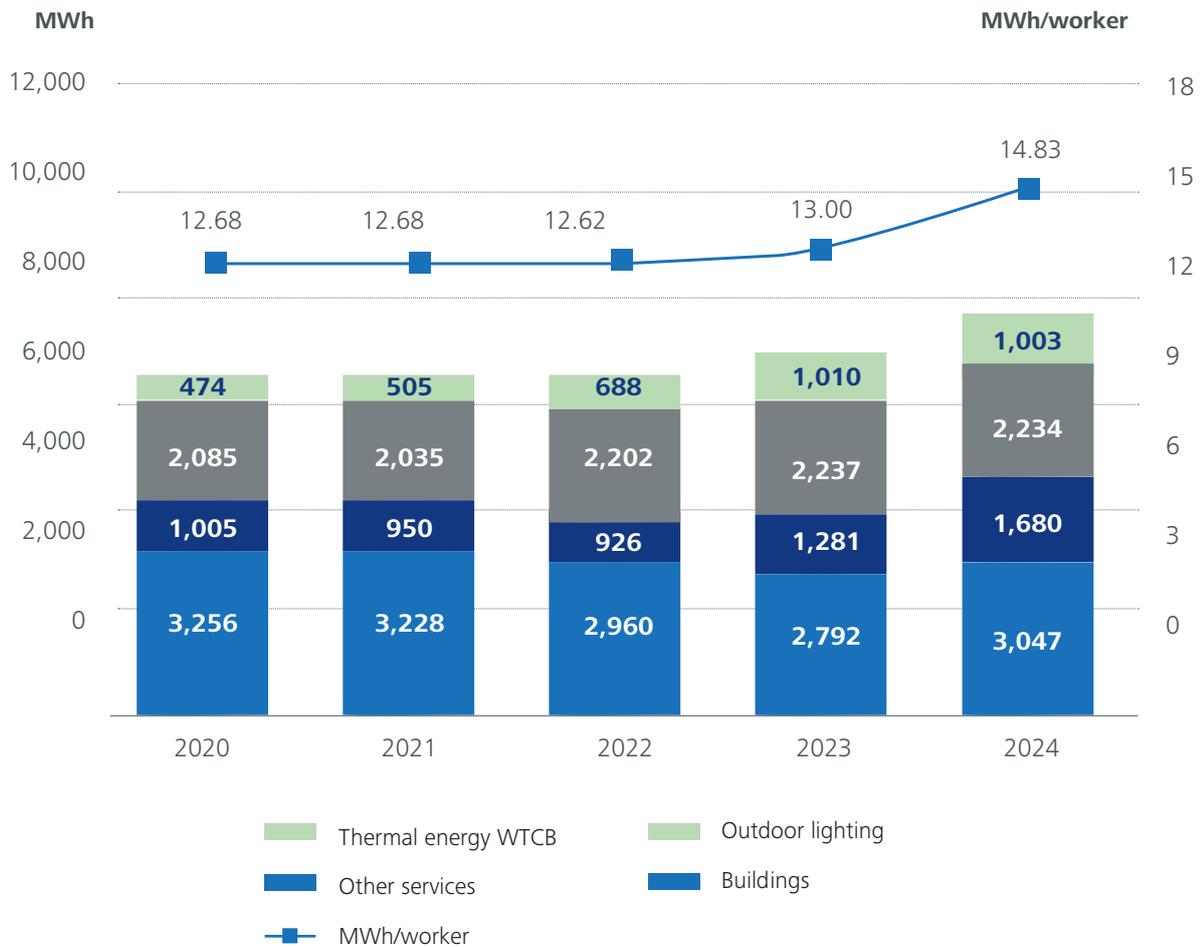


## Electricity consumption

In 2024 the APB’s electricity consumption grew by 4.8%, driven by increased consumption in buildings and other services.

### APB electricity consumption by use (kWh)\*, 2020–2024

\*The North Passenger Terminal’s consumption –not included in previous years– has been added to the WTCB’s thermal energy consumption. 2023 data have also been updated with this figure.

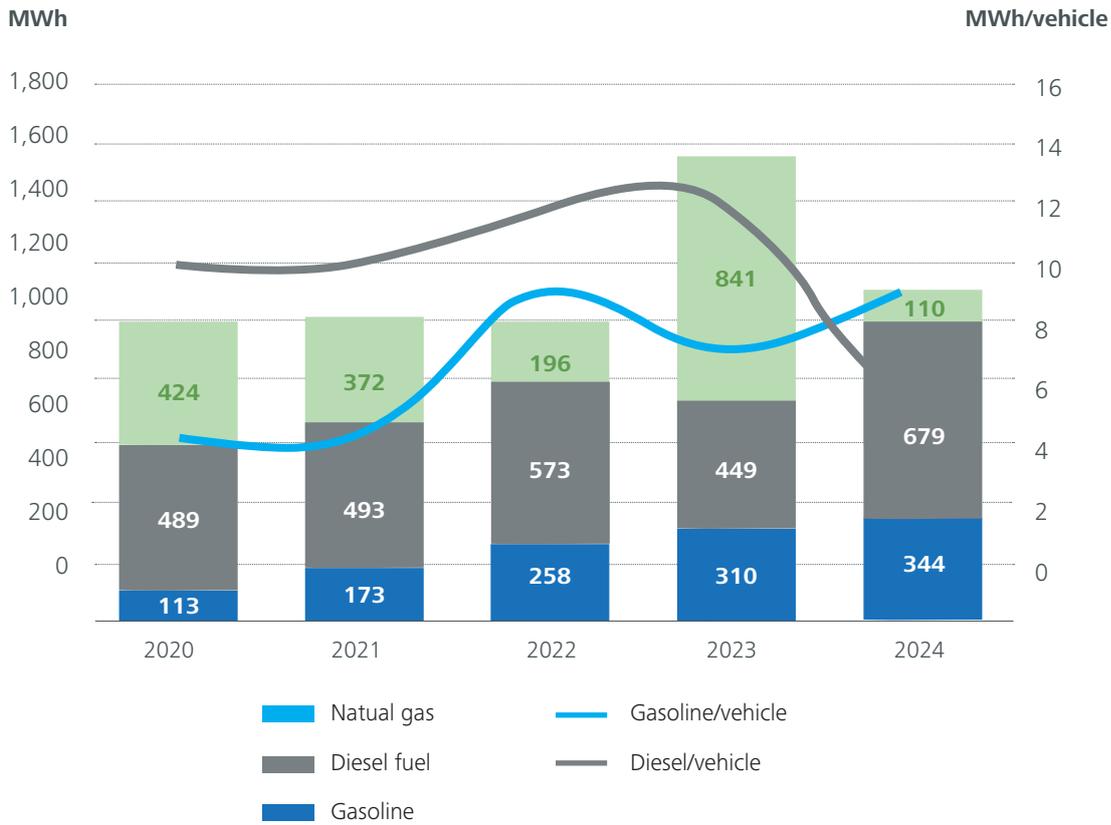


## Fuel consumption

Gasoline is mainly used for the fleet of vehicles, including land vehicles and the two own vessels. Diesel fuel is used for temporary electrical generators that are gradually being replaced by electrical connections. Liquefied natural gas (LNG) is consumed

in the generator sets of the ZIS building and varies based on how the building used. Compressed natural gas (CNG) and liquefied petroleum gas (LPG) consumed by vans are not shown in the graph as consumption of these is minor.

### APB fuel consumption by use (MWh)\*, 2020–2024



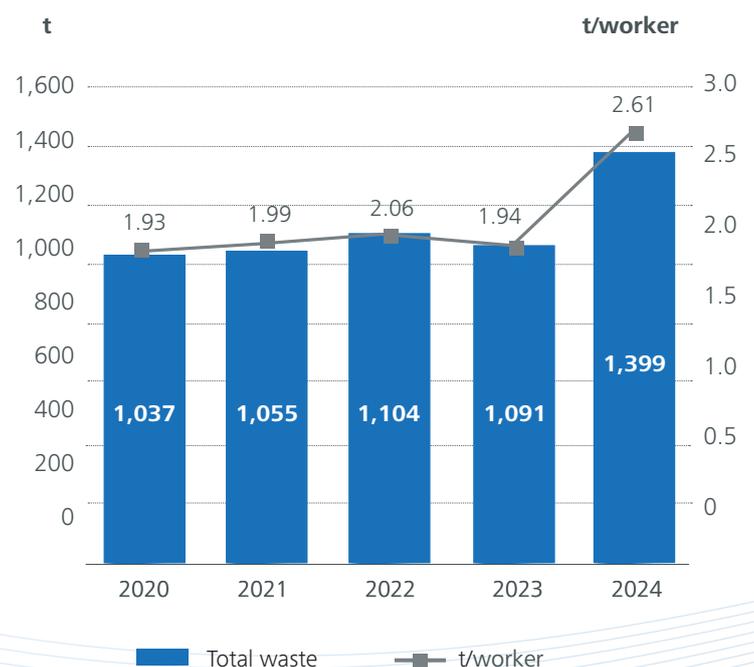
## 7.3.5. Waste management

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 cleans and accidents. Concessions and facilities that conduct their activity in the port area manage their own waste.

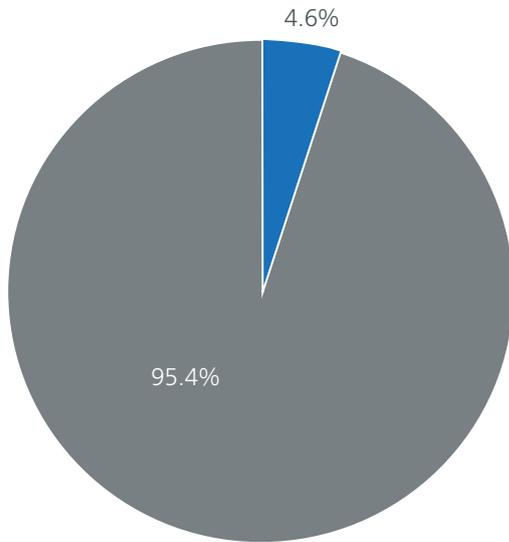
### Barcelona Port Authority Waste Management

In 2024 the APB managed a total of **1,399 tonnes of recyclable waste**, 2.6% more than in the previous year. Four point six percent of it corresponded to hazardous waste.

### Total waste generation (t), 2020–2024



**Distribution of waste managed by the APB by type (%), 2024**



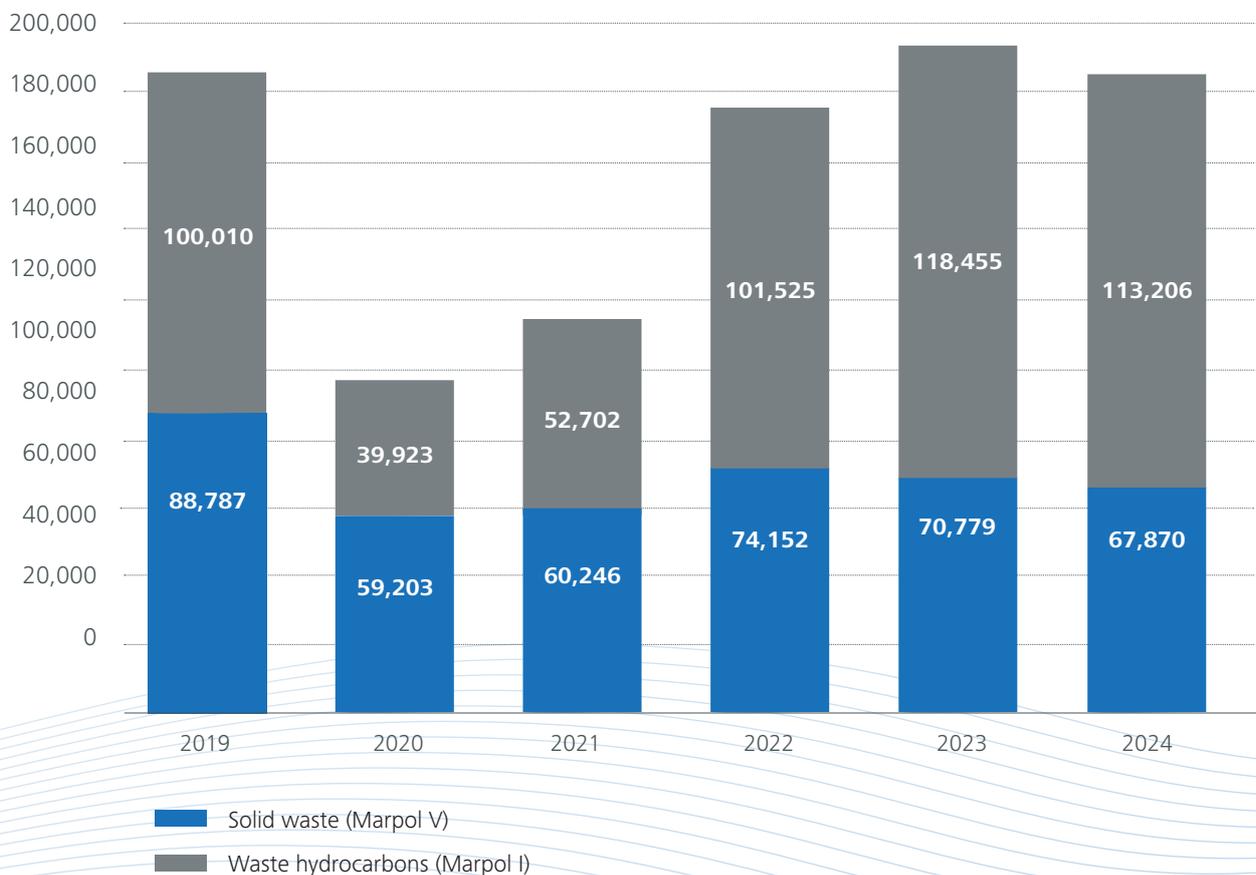
- Hazardous waste
- Non-hazardous waste

**Ship-generated waste management - MARPOL Convention**

The International Convention for the Prevention of Pollution from Ships, 1973 (known as the MARPOL Convention 1973-1978) establishes that ports must have adequate facilities and a dedicated port service to receive ship-generated waste.

In 2024 the Port managed a total of **181,076 m<sup>3</sup> MARPOL waste**, of which 62% corresponded to the MARPOL V category (solid waste) and the rest to MARPOL I, including oily liquids from bilges and engines, oily sludge waste and oily liquids from tank washing.

**MARPOL waste managed at the Port (m<sup>3</sup>), 2019– 2024**



## 7.4. Ecology and biodiversity



The Port of Barcelona occupies a land area of 1,042 ha, roughly 8,000 m<sup>2</sup> of which can be considered intended for conserving and promoting biodiversity. For years, given its location bordering the Delta del Llobregat Integral Reserve, the Port has been fully aware of 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 territory.

### Species protection

Since 2016 the Port has safeguarded the well-being of the breeding colony of the **Corsican gull** (*Larus audouinii*) settled on the East seawall, one of the largest in the western Mediterranean, with more than 800 pairs breeding there every year. Also, for a decade, the Department of Environment has worked to guarantee a habitat for the population of **cormorants**.

### Marine biodiversity and species control

In 2023, the Port of Barcelona, Marina Barcelona 92 and the Ocean Ecostructures company launched a joint initiative consisting of installing **28 underwater structures** at eight points of the Port as a substrate for the recovery of marine biodiversity. Every two months an underwater drone inspects the structures and during 2024 it was verified that their installation has made it possible to **increase the number of marine species present in Port waters by 44%** and help to decarbonise the atmosphere, since the biomass gener-

ated by each one has fixed 850 grams of CO<sub>2</sub> in a year. Given the success of the initiative, the promoters are studying the possibility of expanding it with 20 new structures.

These underwater structures have also proven that they can facilitate the **rapid detection of potentially invasive species** from outside the western Mediterranean. Of 112 species detected in the underwater structures, nine were non-native, some never before detected at the Port of Barcelona. They are subject to the corresponding monitoring, but none has impacted the local ecosystem.

Ports are potential entry points for exotic species introduced through vessel operations or their cargo, and to detect them, the Port of Barcelona has studied, controlled and monitored animal and plant species for years.

### Bird control

Since 2000 the Port has emitted acoustic signals through loudspeakers to deter seagulls and pigeons from approaching the facilities and prevent damage and soiling.

In 2001 and 2002 the Port's Department of Environment 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 consolidated and having a deterrent effect which leads the pigeons to keep away from the Port.



A large container terminal at a port. A blue crane is lifting a container. Stacks of shipping containers are visible, including Maersk and CMA CGM. The background shows a large blue structure, possibly a bridge or terminal roof, with the word 'TERMINALE' partially visible. The sky is clear and blue.

# 08

## Annual accounts



**PROFIT AND LOSS STATEMENT**

(Thousand EUR)	2024	2023	Variation	% Var.
<b>Net turnover</b>	<b>200,304</b>	189,131	11,173	6%
Port fees	<b>182,821</b>	172,170	10,651	6%
Occupation fee	<b>67,108</b>	64,719	2,389	4%
Fees for special use of port facilities	<b>94,820</b>	88,073	6,747	8%
> Vessel fees	<b>41,337</b>	37,205	4,132	11%
> Fees for pleasure craft	<b>422</b>	385	37	10%
> Passenger fees	<b>12,966</b>	12,791	175	1%
> Goods fees	<b>39,900</b>	37,603	2,297	6%
> Fresh fish fees	<b>159</b>	79	80	101%
> Fee for special use of the transit area	<b>36</b>	10	26	260%
Activity fees	<b>18,990</b>	17,510	1,480	8%
Navigation aids fee	<b>1,903</b>	1,868	35	2%
Other business income	<b>17,482</b>	16,961	521	3%
Amounts in addition to fees	<b>8,066</b>	7,922	144	2%
MARPOL fees	<b>7,320</b>	7,432	(112)	-2%
Other fees	<b>2,097</b>	1,607	490	30%
<b>Other operating income</b>	<b>6,211</b>	6,622	(411)	-6%
Accessory and other current management income	<b>2,826</b>	2,906	(80)	-3%
Operating subsidies incorporated into the result for the financial year	<b>270</b>	331	(61)	-18%
Income from return of concessions	<b>2,735</b>	2,842	(107)	-4%
Interport Compensation Fund received	<b>380</b>	543	(163)	-30%
<b>Staff costs</b>	<b>(39,060)</b>	(36,797)	(2,263)	6%
Wages, salaries and similar expenses	<b>(26,722)</b>	(25,720)	(1,002)	4%
Allowances	<b>(256)</b>	(198)	(58)	29%
Social charges	<b>(12,082)</b>	(10,879)	(1,203)	11%
Provisions	-	-	-	-
<b>Other operating expenses</b>	<b>(63,552)</b>	(66,635)	3,083	-5%
External services	<b>(41,285)</b>	(38,994)	(2,291)	6%
Repairs and upkeep	<b>(18,519)</b>	(17,722)	(797)	4%
Services from independent professionals	<b>(7,709)</b>	(7,360)	(349)	5%
Supplies and consumption	<b>(2,326)</b>	(2,560)	234	-9%
Other external services	<b>(12,731)</b>	(11,351)	(1,380)	12%
Taxes	<b>(3,500)</b>	(4,050)	550	-14%
Losses, impairment and variation of provisions for commercial operations	<b>71</b>	(77)	148	-192%
Other current management expenses	<b>(5,241)</b>	(10,514)	5,273	-50%
Contribution to Puertos del Estado	<b>(6,887)</b>	(6,500)	(387)	6%
Interport Fund contribution	<b>(6,710)</b>	(6,500)	(210)	3%
<b>Depreciation of tangible assets</b>	<b>(55,983)</b>	(55,917)	(66)	0%
<b>Allocation of subsidies and other non-financial assets</b>	<b>6,582</b>	6,611	(29)	-0%
<b>Surplus provisions</b>	<b>4,441</b>	-	4,441	-
<b>Impairment and gains on disposals of assets</b>	<b>(8,786)</b>	946	(9,732)	-1029%
Impairment and losses	<b>(8,537)</b>	988	(9,525)	-964%
Gains on disposals and others	<b>(249)</b>	(42)	(207)	493%
<b>Other results</b>	-	-	-	-

(Thousand EUR)	2024	2023	Variation	% Var.
<b>OPERATING RESULT</b>	<b>50,157</b>	43,961	6,196	14%
<b>Financial income</b>	<b>21,812</b>	19,522	2,290	12%
Stakes in financial instruments	<b>9,797</b>	11,444	(1,647)	-14%
From negotiable securities and other financial instruments	<b>12,015</b>	8,077	3,938	49%
Incorporation of financial expenses to assets	-	-	-	-
<b>Financial expenses</b>	<b>(2,857)</b>	(2,880)	23	-1%
For third party debts	<b>(2,857)</b>	(2,880)	23	-1%
For updating of provisions	-	-	-	-
<b>FINANCIAL RESULT</b>	<b>18,955</b>	14,694	4,261	29%
<b>PRE-TAX RESULT</b>			10,457	18%
Tax on profits	<b>(6,614)</b>	(8,584)	1,970	-23%
<b>BALANCE OF THE FINANCIAL YEAR</b>	<b>62,498</b>	50,072	12,426	25%

## BALANCE

(Thousand EUR)	2024	2023
<b>NON-CURRENT ASSETS</b>		<b>1,765,104</b>
<b>I. Intangible assets</b>	<b>22,317</b>	20,788
1. Industrial property and other intangible assets	<b>6,308</b>	6,533
2. IT applications	<b>16,009</b>	14,255
<b>II. Tangible fixed assets</b>	<b>1,314,306</b>	1,310,191
1. Land and natural assets	<b>315,395</b>	308,109
2. Buildings	<b>903,192</b>	926,586
3. Equipment and technical facilities	<b>1,125</b>	1,170
4. Tangible fixed assets and advance payments	<b>81,021</b>	61,695
5. Other fixed assets		12,631
<b>III. Real estate investments</b>	<b>328,382</b>	332,147
1. Land	<b>300,820</b>	300,820
2. Buildings	<b>27,562</b>	31,327
<b>IV. L/t debt with group and associated companies</b>	<b>84,413</b>	85,070
1. Equity instruments	<b>74,665</b>	74,590
2. Loans to companies	<b>9,748</b>	10,480
<b>V. Long-term financial investments</b>	<b>20,780</b>	2,850
1. Equity instruments	<b>1,273</b>	1,273
2. Loans to third parties	<b>853</b>	867
3. Public admin., official subsidies receivable	-	256
4. Other financial assets	<b>18,654</b>	454
<b>VI. Deferred tax assets</b>	<b>4,317</b>	7,996
<b>VII. Non-current trade debtors</b>	<b>8,504</b>	6,062

(Thousand EUR)	2024	2023
<b>CURRENT ASSETS</b>	<b>380,628</b>	<b>372,857</b>
<b>I. Non-current assets held for sale</b>	-	-
<b>II. Stocks</b>	<b>250</b>	269
<b>III. Trade debtors and other receivables</b>	<b>55,245</b>	42,606
1. Customers for sales and services provided	<b>36,465</b>	23,786
2. Customers and debtors, group and associated companies	<b>4,562</b>	2,862
3. Other debtors	<b>512</b>	605
4. Public admin., official subsidies receivable	-	-
5. Other credits with public administrations		15,353
<b>IV. Short-term debt with group and associated companies</b>	<b>745</b>	391
<b>V. Short-term financial investments</b>	<b>153,573</b>	283,321
1. Equity instruments	-	-
2. Loans to companies	<b>120</b>	120
3. Other financial assets	<b>153,453</b>	283,201
<b>VI. Accruals and deferrals</b>		1,227
<b>VII. Cash and other cash equivalent assets</b>	<b>169,574</b>	45,043
1. Cash and banks	<b>69,574</b>	45,043
2. Other cash equivalents	<b>100,000</b>	-
<b>TOTAL ASSETS</b>	<b>2,163,647</b>	<b>2,137,961</b>
<b>NET CAPITAL</b>	<b>1,861,105</b>	<b>1,802,751</b>
<b>A1. Equity</b>	<b>1,679,893</b>	1,617,395
I. Capital	<b>539,486</b>	539,486
III. Reserves	<b>1,077,909</b>	1,027,837
VII. Profit for the year	<b>62,498</b>	50,072
<b>A2. Adjustments for changes in value</b>	-	-
<b>A3. Subsidies, donations and legacies received</b>	<b>181,212</b>	185,356
1. Official capital subsidies	<b>154,879</b>	156,288
2. Capital donations and legacies	<b>34</b>	34
3. Other subsidies, donations and legacies	<b>26,299</b>	29,034
<b>NON-CURRENT LIABILITIES</b>	<b>257,849</b>	281,646
<b>I. Long-term provisions</b>	<b>3,770</b>	7,000
1. Long-term staff benefit obligations	-	-
2. Provisions for legal liabilities	<b>2,425</b>	7,000
3. Other provisions	<b>1,345</b>	-
<b>II. Long-term debts</b>	<b>92,129</b>	106,389
1. Debt with credit institutions	<b>88,333</b>	106,389
2. Long-term suppliers of fixed assets	-	-
3. Other	<b>3,796</b>	-
<b>IV. Deferred tax liabilities</b>		52,096
<b>V. Long-term accruals and deferrals</b>	<b>110,324</b>	116,161

(Thousand EUR)	2024	2023
<b>CURRENT LIABILITIES</b>	<b>44,693</b>	<b>53,564</b>
<b>II. Short-term provisions</b>	-	-
<b>III. Short-term debts</b>	<b>33,763</b>	35,780
1. Debt with credit institutions	<b>18,148</b>	18,181
2. Short-term suppliers of fixed assets	<b>7,758</b>	10,528
3. Other financial liabilities	<b>7,857</b>	7,071
<b>IV. Short-term debt with group and associated companies</b>	<b>488</b>	151
1. Debt with companies of the group	<b>184</b>	50
2. Debt with associated companies	<b>305</b>	101
<b>V. Trade creditors and other receivables</b>	<b>10,442</b>	17,633
1. Creditors and other receivables	<b>8,992</b>	15,840
2. Advance payments of public subsidies	-	-
3. Other debts with public administrations	<b>1,449</b>	1,792
<b>VI. Accruals and deferrals</b>	-	-
<b>TOTAL LIABILITIES</b>	<b>2,163,647</b>	<b>2,137,961</b>

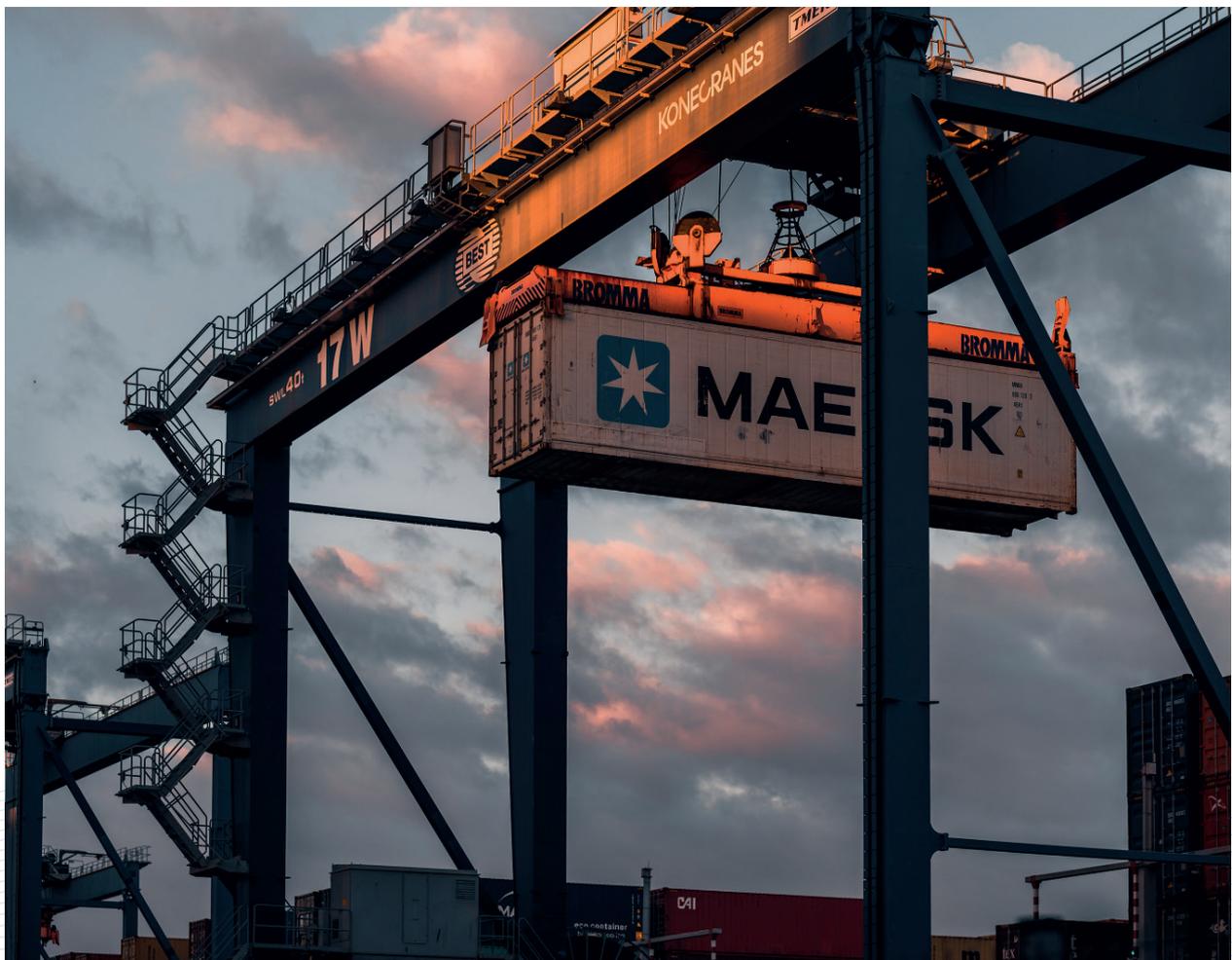


**SOURCE AND APPLICATION OF FUNDS**

(Thousand EUR)	2024
<b>APPLICATIONS</b>	<b>118,840</b>
<b>Non-current assets added</b>	<b>89,480</b>
Acquisitions of fixed assets and other investments	66,649
Investment in equity instruments	75
Loans granted to staff	198
Other long-term financial investments	18,200
Non-current commercial debtors	4,358
Fixed assets from returned concessions	-
<b>Interport Fund contribution</b>	<b>6,710</b>
<b>Non-current liabilities removed</b>	<b>22,650</b>
Cancellation/Transfer of debt to credit institutions	18,056
Interim fee amounts cancellation	4,460
Application, and reclassification to short-term, of long-term provisions	134
<b>SOURCES</b>	<b>135,483</b>
<b>Resources from operations</b>	<b>115,023</b>
<b>Interport Fund compensation received</b>	<b>380</b>
<b>Deferred capital subsidies</b>	<b>4,704</b>
<b>Non-current liabilities added</b>	<b>8,581</b>
Long-term debt with credit institutions	-
Long-term debt with suppliers of fixed assets	3,796
Long-term debt with group/associated companies and others	-
Long-term debt for concessional contributions	4,785
<b>Non-current assets added</b>	
Cancellation/Transfer to short-term of long-term subsidies receivable	256
Cancellation/Transfer to short-term of long-term loans granted FFATP	590
Cancellation/Transfer to short-term of other long-term financial investments	263
Commercial non-current short-term debtors cancelled/transferred	1,916
Cancellation of long-term deferred tax assets	3,679
Cancellation/Transfer of staff loans	92
<b>Excess of sources over applications</b>	<b>16,643</b>
<b>Excess of applications over sources</b>	<b>118,840</b>

## RESOURCES FROM OPERATIONS

(Thousand EUR)	2024	2023	Variation	% Var.
<b>PERIOD RESULT</b>	<b>62,498</b>	<b>50,072</b>	<b>12,426</b>	<b>0.25</b>
<b>Plus</b>	<b>72,824</b>	67,849	4,975	0.07
Depreciation of fixed assets	<b>55,983</b>	55,917	66	0%
Interport Fund contribution	<b>6,710</b>	6,500	210	3%
Reserves for liabilities and expenses	<b>1,345</b>	3,442	(2,097)	-61%
Losses from fixed assets	<b>249</b>	42	207	493%
Loss from impairment of non-current assets	<b>8,537</b>	-	8,537	-
Impairment and result of financial instruments	-	1,948	(1,948)	-100%
<b>Minus</b>	<b>20,300</b>			
Return from impairment of non-current assets	-	988	(988)	-100%
Interport Compensation Fund received	<b>380</b>	543	(163)	-30%
Surplus provisions for liabilities and expenses	<b>4,441</b>	-	4,441	-
Capital grants and returns transferred to profit	<b>9,317</b>	9,453	(136)	-1%
Entering concessional contributions in results	<b>6,162</b>	6,207	(45)	-1%
Other	-	-	-	-
	<b>115,023</b>	100,730	14,293	14%



**CASH FLOW**

(Thousand EUR)	2024	2023
<b>A) Cash flows from operating activities</b>	<b>86,700</b>	99,336
Pre-tax profit	69,112	58,655
Adjustments to the result	27,360	28,179
Depreciation of fixed assets (+)	55,983	55,917
Valuation adjustments for impairment	8,537	960
Variation of provisions (-)	(3,095)	3,442
Entering subsidiaries (-)	(6,582)	(6,611)
Results of fixed assets removed or disposed of (-)	249	42
Financial income (-)	(21,812)	(19,522)
Financial expenses (+)	2,857	2,880
Change in fair value of financial instruments	-	-
Income from return of concessions (-)	(2,735)	(2,842)
Entering advances received for sales in results (-)	(6,162)	(6,207)
Other income and expenses (+)	120	120
Changes in working capital	(26,253)	991
Stocks (+)	19	36
Trade debtors and other receivables (-)	(11,896)	(5,947)
Other current assets (-)	(3,212)	(404)
Creditors and other receivables (-)	(7,393)	5,354
Other current liabilities (+)	786	954
Other non-current assets and liabilities (-)	(4,556)	998
Cash flows from operating activities	16,481	11,511
Interest payments (-)	(2,890)	(3,000)
Dividends received (+)	9,797	11,444
Interest received (+)	11,894	4,997
Tax on profits received/paid (-)	(2,184)	(830)
Other payments received/made (-)	(134)	(1,100)
<b>B) Cash flows from investment activities</b>	<b>46,418</b>	(211,738)
Payments for investments (-)	(83,956)	(216,818)
Group and associated companies	(75)	-
Intangible assets	(5,810)	(4,814)
Tangible fixed assets	(63,071)	(32,004)
Other financial assets	(15,000)	(180,000)
Proceeds from divestitures (+)	130,374	5,080
Group and associated companies	374	270
Other financial assets	130,000	-
Non-current assets held for sale	-	4,810
<b>C) Cash flows from financing activities</b>	<b>(8,587)</b>	(3,743)
Equity instruments received and paid	4,960	3,099
Subsidies, donations and legacies received (+)	4,960	3,099
Financial liability instruments received and paid	(13,547)	(6,842)
Issue	4,509	11,213
> Other payables (+)	4,509	11,213
Return and depreciation of:	(18,056)	(18,055)
> Debt with credit institutions (-)	(18,056)	(18,055)
<b>NET INCREASE/DECREASE IN CASH AND CASH EQUIVALENTS (A+B+C)</b>	<b>124,531</b>	(116,145)
<b>Cash and cash equivalents at beginning of FY</b>	<b>45,043</b>	161,188
<b>Cash and cash equivalents at end of FY</b>	<b>169,574</b>	45,043



MSC MIA  
PANAMA  
IMO 9839466

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**Port de Barcelona**