



COMMITTED TO THE FUTURE

ANNUAL
REPORT
2021



Port de Barcelona

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LETTER FROM THE PRESIDENT

“DURING 2021 WE HAVE CONTINUED TO SUPPORT THE PORT COMMUNITY AND THE INDUSTRIAL AND LOGISTIC FABRIC”

Damià Calvet i Valera
President, Port of Barcelona



At the Port of Barcelona, 2021 was marked by an accelerated recovery of normality in almost all areas; the traffic figures and economic results bear this out. Without forgetting this leading role in the country's economic reactivation, which was our priority, we were also able to continue developing the strategic agenda that shapes the Port of the future.

The outbreak of COVID-19 touched off a global shockwave that continued to be felt throughout 2021. That is why we continued to support our Port Community and the industrial and logistic fabric we serve with economic measures. The 2021-2022 Recovery Plan was launched during this financial year to boost the Port's economy and that of the surrounding area by recovering traffic, detecting new opportunities, and innovation.

The effort made by the Port Community and the companies of our hinterland paid off and the Port of Barcelona ended the 2021 financial year with total traffic virtually unchanged from the year before the pandemic (2019) and container traffic up by 6.2%. The growth in exports and imports compared to 2019 was 10% and 5% respectively, figures that reflect the recovery of the Catalan economy and the areas that we serve.

This increase in container traffic was in contrast to a fall in the number of stopovers. The maritime industry's ships in service are increasingly large, with capacities of up to 24,000 TEU, and the Port of Barcelona was able to capture this type of traffic thanks to the fact that it offers one of the highest productivity levels in Europe and highly efficient logistics services. Our ability to attract these types of ships makes us more sustainable: large container ships are the newest in the world fleet and therefore also the most efficient in terms of energy consumption and emissions.

I would like to highlight the progression –smaller, but also positive– of ferry and cruise passenger numbers, which accounted for nearly 1.5 million people. The cruise industry, which resumed operations in Barcelona in late June after more than a year-long standstill, made a firm commitment to our Port and we closed 2021 with 521,000 cruise passengers. This figure is much higher than we had originally anticipated when we resumed this activity.



In parallel with the recovery of traffic and the economy, we gave new impetus to the major projects that will shape the Port of Barcelona in the medium and long term, and which are set out in the Fourth Strategic Plan. In this connection, major environmental projects took shape during 2021 that will help to minimise the impact of port activity on the environment. This is true of the 244-metre acoustic and visual screen on the river Llobregat to protect the nesting areas of the Audouin's gull and the cormorant; and of the 160-metre extension of the Sant Sebastià breakwater, a complex project costing nearly €7 million which aims to stop sand being washed away during storms and helps to preserve one of the busiest beaches on the Barcelona coastline.

The companies of the Barcelona Port Community also continued to develop their environmental projects; Grimaldi Lines, for instance, started operating in Barcelona with ships equipped with a lithium battery system that eliminates all emissions when docked in port. We maintain a strong policy of discounts to facilitate development of the most sustainable projects and encourage the arrival of less polluting ships at our port.

During 2021 we made progress on several fronts in environmental sustainability, such as the various projects related to the use of liquefied natural gas as a transition fuel towards zero-emission solutions in shipping and logistics. And we continued working on the Nexigen strategic project, the Port of Barcelona Wharf Electrification Plan, will start to be an operational reality very soon once the construction of the new Ronda Litoral Substation has been confirmed by Red Eléctrica.

Sustainability must go hand in hand with efficiency and competitiveness. One example is the Port's more than 20-year commitment to rail transport, with obvious results. During 2021, a total of 319,000 containers entered or exited the Port by train, a figure that represents a year-on-year increase of 18.4% and places the rail share of containers at 15.5%, the highest in Spain.

The combined use of rail and logistics platforms in the hinterland has become one of our strengths. Today, the Barcelona-Zaragoza-Madrid rail corridor –with branches in Huesca, Navarre, Castile and Portugal and in which the Zaragoza Maritime Terminal plays a leading role– transports more goods than any other on the Iberian Peninsula. Aware of the need to bring the Port and logistics services closer to our customers, we also became a shareholder of the Monzón Intermodal Terminal this year. This follows our entry into the shareholder structure of the terminals of Coslada, Azuqueca, Saint Charles and El Far-Vilamalla and aims to develop efficient rail and logistics services that promote the competitiveness of the companies we serve.

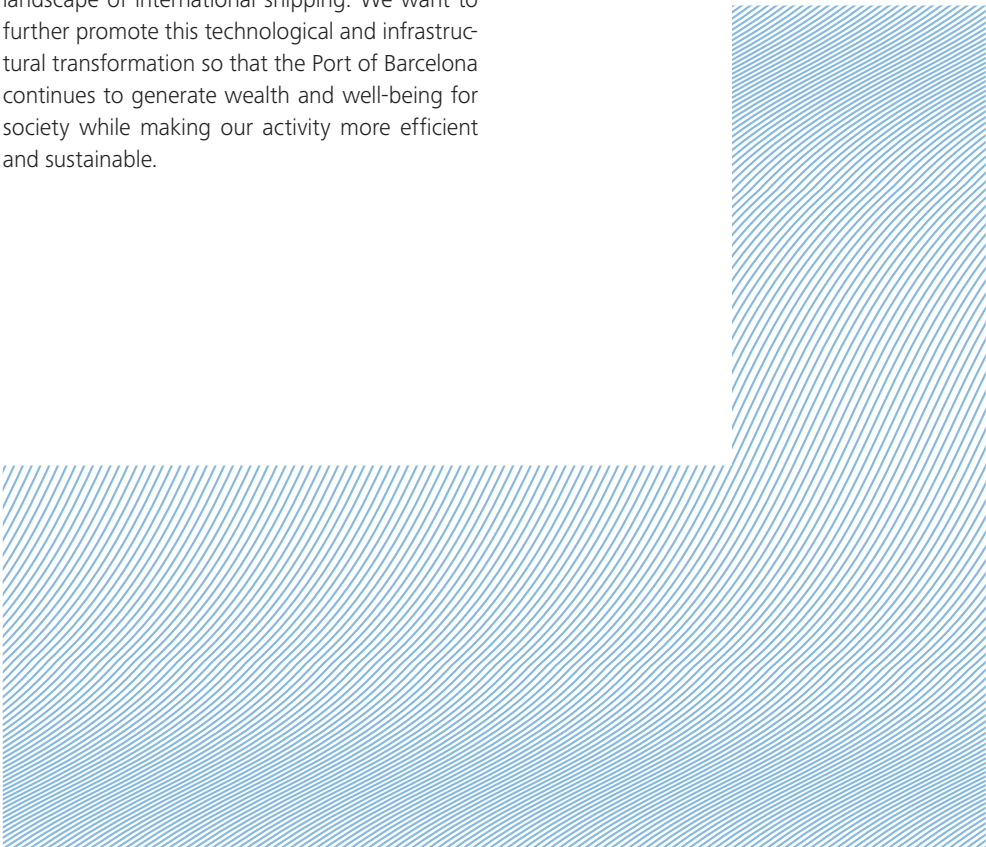
Rail is one of the Port of Barcelona's strategic commitments because, in addition to being competitive and eliminating the negative externalities of the road, it generates the smallest carbon footprint: every year the Port's rail services save 46,315 tonnes of CO₂ by taking 197,928 trucks off the road.

In late 2021 we took a decisive step towards consolidating rail transport at our Port by starting to process the Urban Master Plan (PDU) of the Port of Barcelona Railway Node, which will organise the rail development of the southern area. With a surface area of 68.8 hectares and seven terminals, this project will serve traffic at the Port and its surroundings: the Zona Franca Tax-Free Area, the Polígon Pratenc Industrial Estate and the industries in the municipality of Baix Llobregat and the south of Barcelona.

Taken together, the Railway Node, the new land accesses and the ten railway sections of the Barcelona-Zaragoza axis will entail a public investment of some €630 million and make up one of the nodes of the Mediterranean corridor, which will provide us with a very powerful infrastructure of a scale suitable for the future logistics and economic development of our country.

The companies that operate in our port also maintained their investment plans during this financial year to improve their facilities and operations. One example is the work that container terminals are carrying out on cranes and terminal machinery to ensure that Barcelona can efficiently and competitively serve the new large ships that are coming into service.

This unrelenting work to improve infrastructures was accompanied by a firm and constant commitment to innovation, digitisation and training as tools to successfully confront the ever-changing landscape of international shipping. We want to further promote this technological and infrastructural transformation so that the Port of Barcelona continues to generate wealth and well-being for society while making our activity more efficient and sustainable.



02

ORIENTATION TO SUSTAINABILITY

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8





The **Port of Barcelona 2021 Annual Report** provides a picture of port activity during this year, articulated around the lines of action provided for in the **Fourth Strategic Plan for the Port of Barcelona (2021-2025)** and the guidance and commitment to sustainability. **Sustainability** is not only the axis around which the new Strategic Plan revolves, but it is also a central goal of the operating procedures of nearly a hundred companies and entities of the Port since the launch of the **Port of Barcelona sectoral sustainability plan** in 2015, which is innovative and pioneering in the port sector.

Scope and content of the report

After a 2020 fully impacted by the COVID-19 crisis and with a general decline in activity, some of the data in this report are also referenced to 2019. This way, we can offer a clearer picture of both the clear recovery that began in 2021 and the evolution and actual state of traffic with respect to the pre-pandemic situation.

The document reports on general and specific data on the activity of the Port of Barcelona provided mainly by **Barcelona Port Authority (APB)**, as the infrastructure management body that guarantees its basic services. It also aims to respond to the demand for information from stakeholders in the Port of Barcelona and explain how their expectations are met.

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**.

The Sustainable Development Goals

The Port of Barcelona is a party to the United Nations Global Compact 2015-2030 and is therefore committed to integrating the Sustainable Development Goals (SDGs) consciously and gradually within its strategy. In this regard, this report refers throughout to the attainment of the SDGs.



SUSTAINABLE DEVELOPMENT GOALS

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



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

Contribution by the Port of Barcelona to the SDGs* and where they are disclosed in the report

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

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

The Port of Barcelona Fourth Strategic Plan

The approval by the Board of Directors of the Fourth Strategic Plan (2021-2025) was one of the highlights of the Port of Barcelona in 2021. Prepared during the years 2019 and 2020, this document is the basis for the development of the Port in the coming years and also incorporates its vision for 2040.

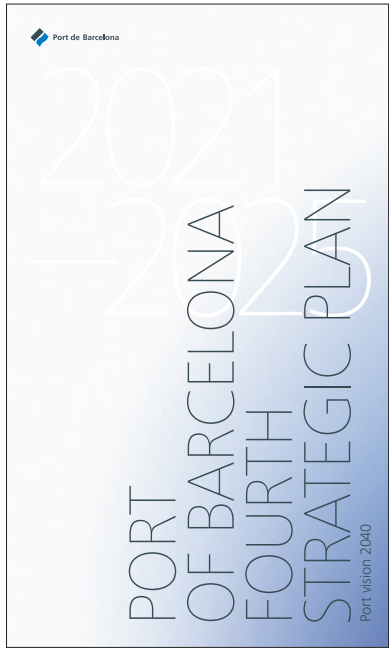
The central axis of the Plan is sustainability in its three dimensions (economic, social and environmental). In addition, it provides two different time horizons:

- > A short-term horizon, with around fifty specific actions for the closest period of 2021-2025, structured into operational objectives and reference projects.
- > A long-term vision, up to 2040, which sketches out the most plausible scenarios for the future and sets the lines of action necessary to guide the action of the Logistics-Port Community and ensure its competitive positioning in the most desired scenarios.

This double division into two different time horizons is essential when considering the large investments and possible unprofitability of certain actions, and the need to reserve and develop large spaces and for the long time horizon of many projects.

During the year 2021, several actions were carried out to publicise the content of the new Strategic Plan among the members of the Port Community and the general public, including:

- the publication of a pamphlet summarising its basic principles;
- the distribution on the social networks of a series of videos dedicated to the axes of the Plan, its general content and to the vision of the Port of the future;
- and the holding of two seminars in television format, one in English, to make the Plan better known to the Port's foreign customers and partners.





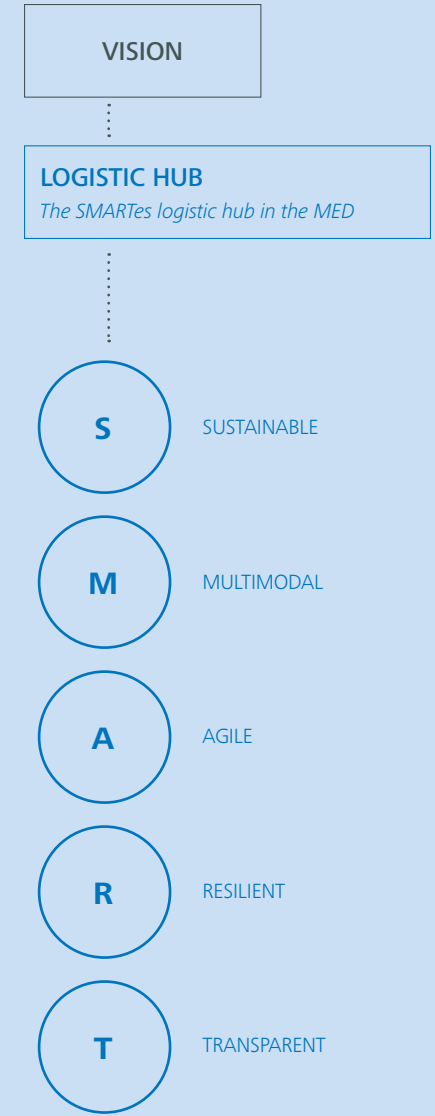
Mission, vision and strategic objective

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

“TO GENERATE PROSPERITY IN OUR COMMUNITY, INCREASING THE COMPETITIVENESS OF OUR CUSTOMERS BY PROVIDING EFFICIENT AND SUSTAINABLE LOGISTICS AND TRANSPORT SERVICES”



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



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

Economic sustainability



€70
billion worth of foreign trade

Environmental sustainability



50%
of container and ro-ro docks electrified

Social sustainability



40.000
people employed at the Port

OPERATIONAL OBJECTIVES

Each of the three axes or strategic objectives (SO) is deployed into 4 operational strategic objectives. In other words, there are a total of 12 operational objectives, which at the same time are specified in more than fifty operational projects or actions.

SO1/Economic sustainability

- > Diversify the port business
- > Differentiate the offer of services
- > Attract logistics activity
- > Develop the necessary infrastructures

SO2/Environmental sustainability

- > Develop a new energy model
- > Decarbonise maritime-port activity
- > Reduce pollution
- > Increase intermodality

SO3/Social sustainability

- > 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

03

KEY DATA



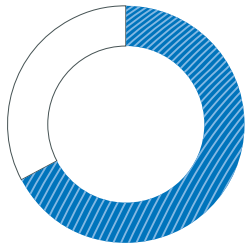
ECONOMIC VALUE



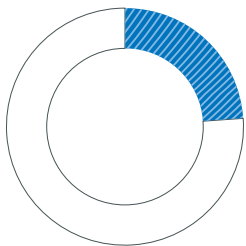
Contribution to the economy

Value of goods passing through the Port:

€88.869 billion
(leader in Spain)



74%
maritime trade of Catalonia



23%
of Spain's maritime trade



Traffic data

Total traffic:

66.4 million tonnes
(33.8 million tonnes of hinterland traffic)

Containers:

3.5 million TEU

Bulk

LIQUID:
12.4 million tonnes

DRY:

4.5 million tonnes

Vehicles:

492,928 units

Motorways of the Sea:

164,039 ITUs
(intermodal transport units)

Passengers

CRUISE:
520,854 people

REGULAR LINES:
977,963 people



Economic data

Net profit:

€37.9 million

Turnover:

€151.4 million

Cash flow:

€66.3 million

Investments:

€63.9 million

SOCIAL VALUE



Port security

33

preventive actions under the Self-Protection Plan (PAU)

Barcelona Port Authority

Presence and role of women

32% of the workforce



32% hold management positions



28,639

hours of internal training

ENVIRONMENTAL VALUE



Intermodal strategy =

€968 million

saved in negative externalities

Investment of

€110 million

for electrification of wharves up to 2030

143,000 m³

of LNG supplied to the Port 2017-2021

04

MANAGEMENT





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

Orientation to the SDGS



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

Code of ethics of the Port of Barcelona, approved in 2015



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

The Port of Barcelona has been a signatory to the United Nations Global Compact since 2015



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

164,039
ITU trucks removed from the road by short sea shipping services

€3,531
billion in GVA contributed by port activity

98
port activities certified with the Quality Label

About the data

This section reflects the situation of the Port of Barcelona from the point of view of its management and organisation: it describes the main features of governance and operation, defines its stakeholders and explains the strategic lines of its action and its concept of business development.





THE ACTORS

Barcelona Port Authority The Port Community

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

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

The main functions and powers of Barcelona Port Authority are:

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

All the agents, bodies and administrations that take part in Port of Barcelona activity share a common idea of service and quality that binds them in terms of cooperation. All these agents are grouped under the name of Port of Barcelona Port Community (PC), comprising more than 450 administrations, bodies and companies located in the port area and its surroundings, and which in this document are called "organisations".

The Port Community does not have its own legal personality, but is governed by various legal regimes, comprising limited companies, joint-stock companies, common joint ownerships, foundations, associations and administrations, each governed by their specific rights and laws (see annex).

Stakeholders

A total of **eight stakeholder groups and 26 sub-groups** have been identified in the Port of Barcelona. These groups, activities and organisations have expectations and demands which the Port wants to and must satisfy. From the Port Authority's perspective, furthermore, one specific and high-priority stakeholder group is the **concessionaire companies**, which manage terminals and facilities on port land.

Groups and subgroups

Customers	Importers/exporters
	Ship owners
	Passengers
	Nearby industry
Administrations	European Union
	Central government
	Generalitat (regional government)
	City halls and metropolitan area
Workers	Employees of the administration
	Employees of companies in the port logistics community
	Dockers
	Crew members
Suppliers	General services
	Specific services of the port sector
Society	Citizens
	Social entities
	Users of port vell areas
Media	General media
	Specialised national and international media
	Social media
Institutions	Educational community (universities, schools, museums)
	Research institutions/technology centres
	Foundations
	Port associations
Investors	Professional associations
	Private investors



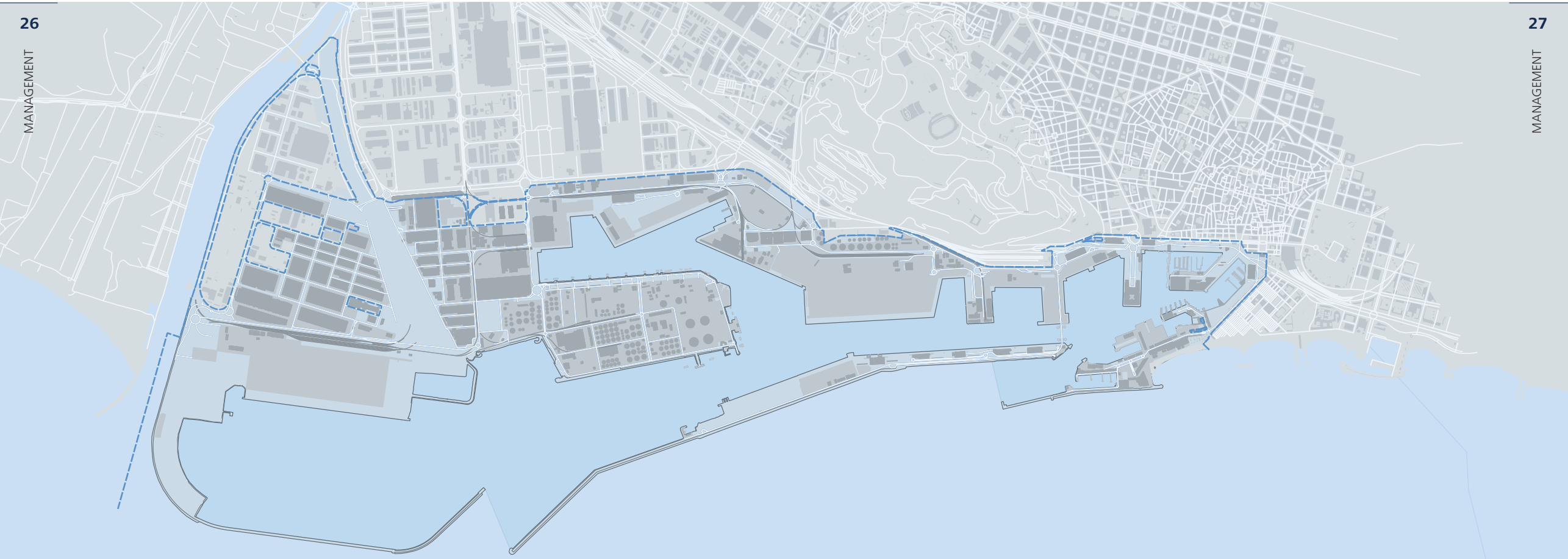
THE INFRASTRUCTURE

The Port of Barcelona is the main transport and services infrastructure in Catalonia and a benchmark port in the Euromediterranean region, in which **more than 450 organisations work**. It has **88 regular lines** that connect the Catalan capital directly with 178 ports on five continents and is a port specialising in general cargo and high value-added goods. Located at the foot of Montjuïc mountain, it occupies the stretch of coast between La Barceloneta and the mouth of the river Llobregat.

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

General technical characteristics of the Port of Barcelona

Location	Land area	Dry dock
Latitude: 41° 21' N Longitude: 2° 10' E	1,112.2 ha	Length: 215 m Beam: 35 m Capacity: up to 50,000 Tn of dead-weight
Tides	Wharves and berths	Wharf cranes
Amplitud: 125 cm	23,183 km	29 (for containers)
Entrance	Ro-ro ramps	Specialised terminals
South Entrance mouth Position: 191,8° Width: 370 m Depth at water level: 16 m North Entrance mouth Bocana Nord Position: 205° Width: 145 m Depth at water level: 11,50 m	30	Container and multipurpose terminals: 3 Car terminals: 2 Coffee and cocoa terminal: 1 Liquid bulk terminals: 9 Dry bulk terminals: 5 Ferry terminals: 3 Cruise terminals: 7
	Draught	
	Up to 16 m	
	Tugs	
	8 (1,213 kW / 2,943 kW)	
	Warehousing	
	Covered: 203,304 m ² Uncovered: 5,023,964 m ²	



GOVERNANCE

Governing bodies

Administration Board of Barcelona Port Authority

On 31 December 2021, the composition of the Administration Board of the Port Authority, the highest governing body of the Port of Barcelona, is as follows:

President

Damià Calvet i Valera

Ex officio member

Francisco Javier Valencia Alonso, harbourmaster

General Manager

José Alberto Carbonell Camallonga

Members representing the General State Administration

Teresa Cunillera i Mestres
Government Delegate in Catalonia

Mar Chao López
Director of Operations, Puertos del Estado

Cristina Ozores Jack
Chief State's Attorney in Catalonia

Members representing the Administration of the Generalitat de Catalunya

Antoni Llobet de Pablo
President of the Official Association of Customs Agents of Barcelona

Xavier Tàrraga Martínez
Coordinator of the Catalan-Balearic area of the State Coordinator of Dockers

Jordi Trius Traserra
President of the Association of Shipping Agents of Barcelona

Emili Sanz Martínez
President of the Association of Freight Forwarders and International Shippers and similar (ATEIA-OLTRA Barcelona)

Members representing the municipalities in which the service area of the Port of Barcelona is located

Janet Sanz Cid
Second Deputy Mayor of Barcelona City Council

Lluís Mijoler Martínez
Mayor of El Prat de Llobregat City Council

Members representing the chambers of commerce, business and trade union organisations and key sectors in the port area

Xavier Sunyer i Déu
Barcelona Chamber of Commerce

Xabier 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

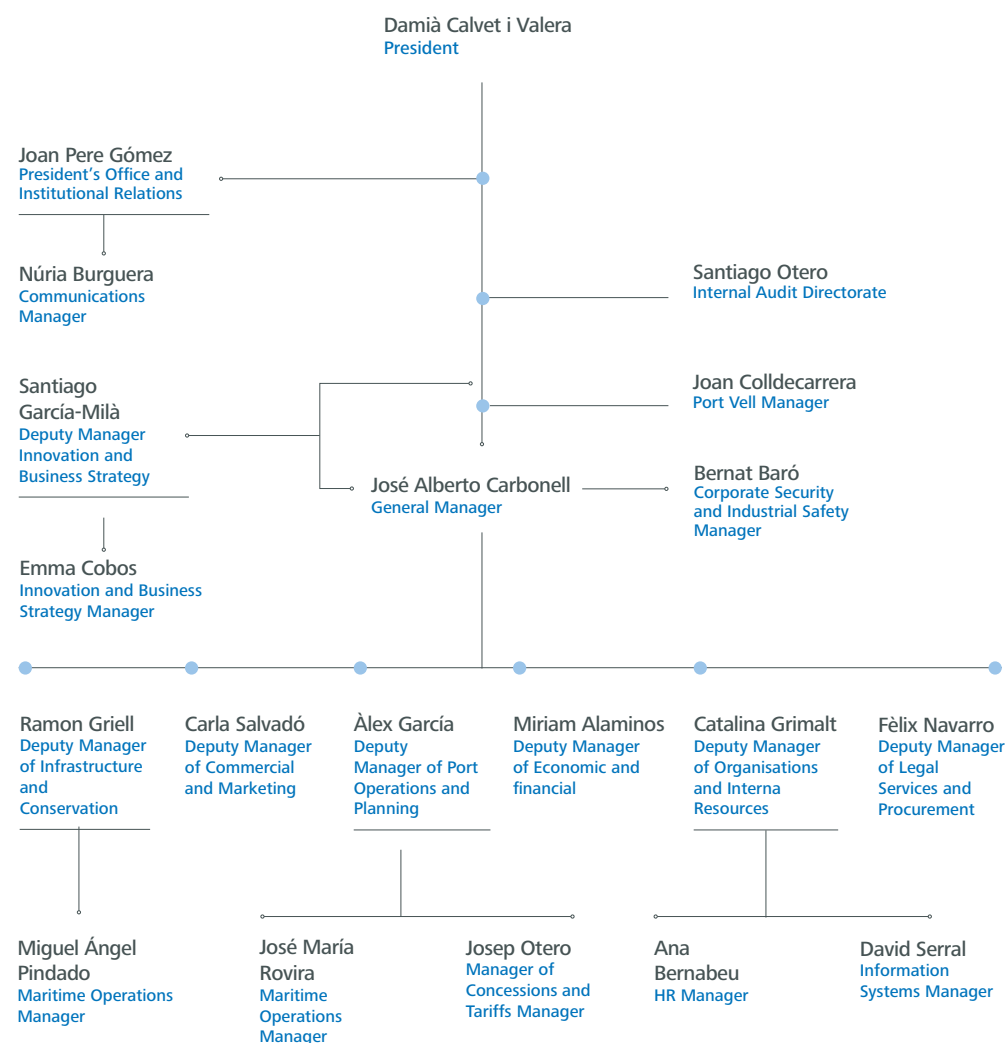
During 2021, Mercè Conesa resigned as President of Barcelona Port Authority and was replaced by Damià Calvet i Valera (DOGC of 2/7/2021 and BOE of the same date).

The following directors have resigned as members:
Carlos González Quirós
Álvaro Sánchez Manzanares
José Pérez Domínguez

Management Committee of Barcelona Port Authority

This management body brings together the various functional areas of Barcelona Port Authority.

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





Steering Council for the Promotion of the Port Authority

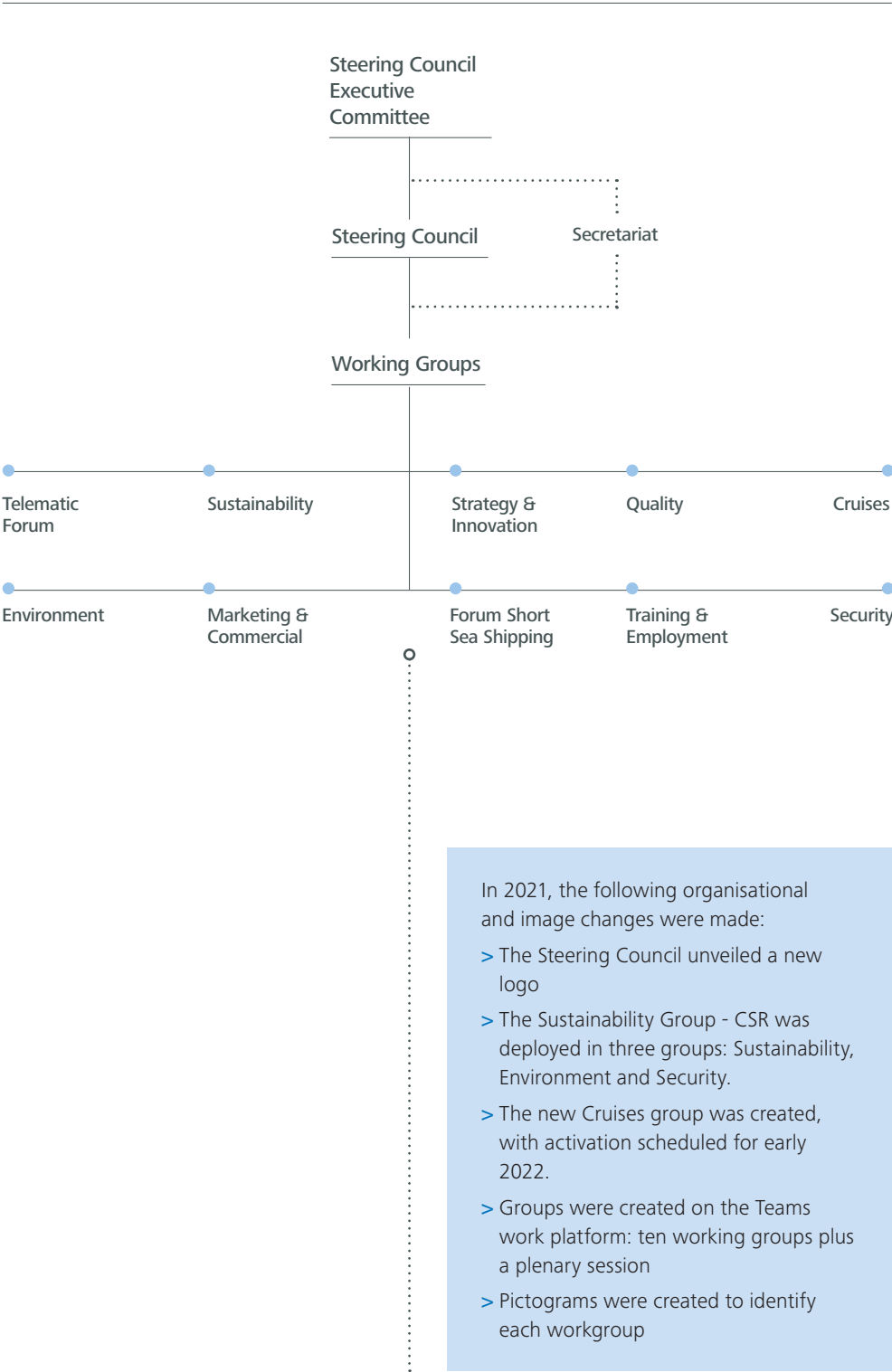
This body represents the desire for cooperation between the public and private institutions performing their activity in the port area of Barcelona and others related to trade. All the players in the port business are therefore involved in it, and it represents the Port Community. It aims to promote actions to reinforce the Port of Barcelona

brand as a business community and foster its process of national and international expansion to increase and reinforce customer loyalty of freight traffic and enhance its image.

The Steering Council comprises **69 professionals** from the participating companies and is structured into one **Executive Committee** and **10 Working Groups**. These are organised by strategic scenarios and comprise representatives of Port agents and stakeholders, all of whom are technical experts from the Port Community.

Organisations of the Steering Council for the Promotion of Barcelona Port Community

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





The guiding principles

Transparency

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

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

Ethics and integrity

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

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

Sustainability

The Port of Barcelona has been a party to the **United Nations Global Compact** and its Sustainable Development Goals (SDGs) since the start in 2015, orienting its actions to these goals, as reflected in this Port of Barcelona 2021 Annual Report.

Also, the new **Fourth Strategic Plan of the Port of Barcelona (2021-2025)** coordinates the short, medium and long-term action of the Port around sustainability, as explained in the chapter on "Orientation to sustainability" of this same report.

CONTRIBUTING VALUE TO THE SURROUNDING AREA

The Port of Barcelona is one of the main drivers of economic development in Catalonia. It plays a key role in the internationalisation drives of companies, acting as a physical link between them and their markets, and is a competitiveness factor for companies deciding where to locate. Its importance to the area is evident in the aim of **promoting the sustainably of port activity and of the logistics chains**.

Calculations of a **port's importance as a generator of wealth and competitiveness** in its surrounding area, therefore, need to consider more than just the recorded figures for traffic volume and passenger movements. A more complete indicator is **gross value added (GVA)**, measured as the economic income generated by the services of companies, organisations and institutions throughout the maritime transport logistics chain.

In this connection, the latest **Economic Impact Study of the Port of Barcelona**, from 2021, using data from 2018, determines that the activity of the Port of Barcelona contributes a total of **€4.213 billion** to the economy in terms of wealth or gross value added (GVA) (2% of Catalan GVA and 0.4% for Spain) and generates 46,469 direct and indirect jobs (1.4% of total employment in Catalonia).

Comparing these results with those of the previous impact study, corresponding to 2006, we see the remarkable cumulative growth of 84% in the Port's contribution to the GVA of Catalonia, which rose from 1.4% to 2%, as well as in employment, which went from 0.9% to 1.4% of the total in Catalonia. The fact that the increase in GVA was greater than that of employment indicates the improvement in the Port's productivity.



STRATEGY

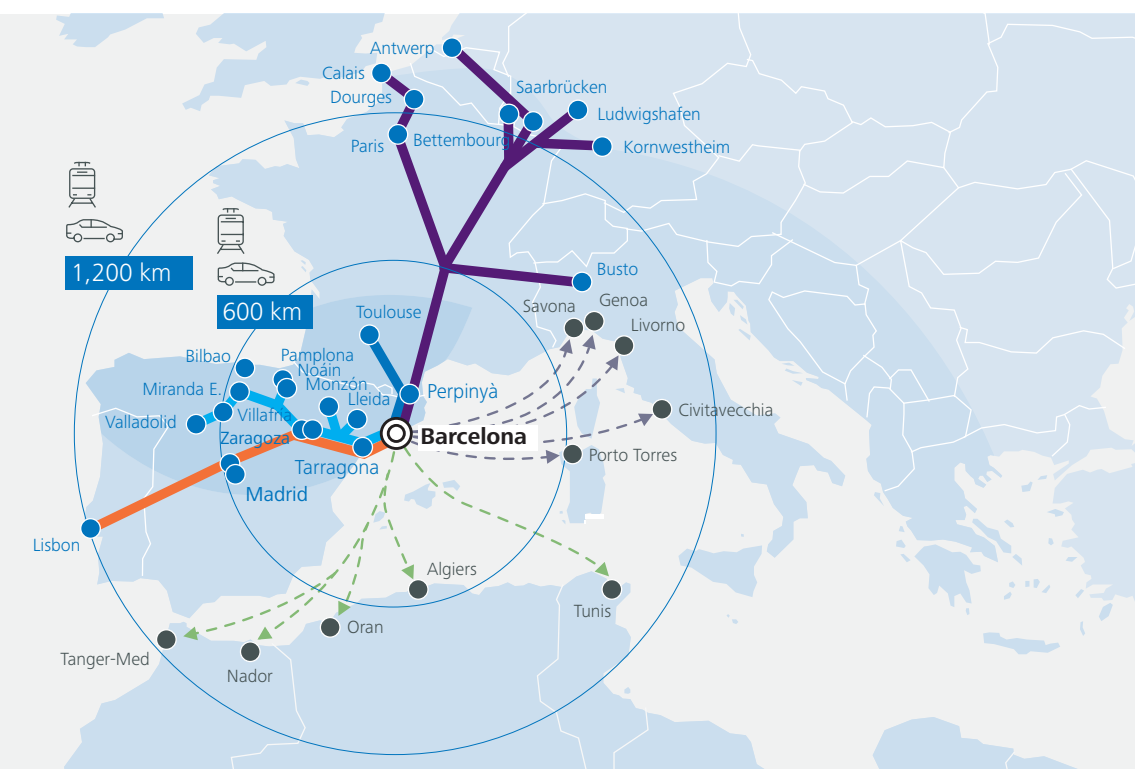
The networked Port

In recent years, the Port has developed a solid network of services and infrastructures at strategic points in nearby markets to facilitate the routing of cargo between these areas and the Catalan capital.

The “networked port” strategy promotes intermodal, rail and short sea shipping services, with the support of inland maritime terminals, so that

the Port of Barcelona can be oriented towards meeting the objectives of expanding its market and therefore growing; promoting services with the Port’s quality standards and thus fostering the development and competitiveness of its actors; and doing so under sustainability criteria, through savings in emissions, time and money.

Connections of the Port of Barcelona with the hinterland, 2021



- ⊙ Port de Barcelona
 - ⊙ Hinterland
 - Containers, finished vehicles and semi-trailers
 - Finished vehicles and semi-trailers
 - Terminals connected to the Port by train (containers and vehicles)
 - Ports connected to the Port by Motorways of the Sea
- Strategic corridors**
 - Northeast Iberian Peninsula
 - Central Iberian Peninsula
 - South of France
 - Central Europe
 - Motorways of the Sea with the Maghreb
 - Motorways of the Sea with Italy

Inland maritime terminals

During 2021 the Port of Barcelona joined the shareholders of the **Monzón Intermodal Terminal (TIM)**, Huesca. The terminal has two rail installations, one for containers and one for bulk, the **AgroTIM**, both at the service of the agri-food and industrial sector in the area. One of the projects of the TIM is the construction and management of the future **Tamarit de Llitera** terminal, also in Huesca, which will become a complementary installation to those in Monzón.

Currently Barcelona Port Authority (APB) holds a direct stake in **eight inland maritime terminals, or dry ports**, which bring port services closer to maritime logistics operators and import-export customers from the territories it serves. Some of them have terminals and regular train services to the Port of Barcelona.

In addition, some companies in the Logistics Community have also joined the networked port strategy and are involved in managing intermodal terminals connected to the Port.

Terminals in which the apb holds a stake and railway traffic, 2021

Inland maritime terminals	Location	Rail traffic
Zaragoza Maritime Terminal (tmZ)	Zaragoza	195,923 TEU (+20%)
Terminal Intermodal Centro - Puerto Seco de Azuqueca	Azuqueca de Henares, Madrid	87,759 TEU (+14%)
Puerto Seco de Madrid	Coslada, Madrid	
Perpignan Saint-Charles Container Terminal	Perpignan, France	44,347 ITU (+13%)
Terminal Intermodal de l'Empordà	Vilamallà & el Far d'Empordà, Girona	
Monzón Intermodal Terminal (TIM)	Monzón, Huesca	41,374 TEU (+22%)
AgroTIM	Monzón, Huesca	
Tamarite Intermodal Terminal	Tamarit, Huesca	

Terminals in which companies in the Logistics Community hold a stake, 2021

Inland maritime terminal	Participating Logistics Community Companies
Zaragoza Maritime Terminal (tmZ)	APM Terminals Hutchison Ports
Pla de Vilanoveta (Lleida)	APM Terminals
Tarragona Mercaderies	APM Terminals Transportes Portuarios
Terminal de Noáin (Pamplona)	Synergy, Hutchison's rail operator

Rail services

The networked port strategy also involves developing regular or frequent rail services both on the Iberian Peninsula and internationally. Apart from the connections with inland maritime terminals in

which the APB or companies of the Port Community hold a stake, there are railway logistics operators that develop railway services through other terminals, as is the case of the PLAZA and LTA terminals, in Zaragoza, and the terminals of Miranda de Ebro and Villafraía, in Burgos.

Railway services available at the Port of Barcelona

Cargo type	Railway services destinations
Containers 	Peninsular <ul style="list-style-type: none"> Zaragoza, Madrid, Pla de Vilanoveta (Lleida), Noáin (Pamplona), Monzón (Huesca), Tarragona, Burgos, Vigo from the Port other services from the Can Tunis and Morrot terminals International <ul style="list-style-type: none"> from Perpignan and Le Boulou to the rest of France, Luxembourg and Germany from Morrot to Belgium, Germany and Italy
New vehicles 	Connection with most production plants in Spain and Germany
Bulk 	Súria, Martorell, Tarragona, Jaen, Tavaux (France)



Status of the main rail services with the Port, 2021

Service / Connection	Description	Operator	Situation / milestone 2021
Container services with Zaragoza Maritime Terminal (tmZ)	Increase in services for containers (conventional and refrigerated) with tmZ, which has become the first inland railway terminal in Spain	APMT Railway	Between five and six daily services
Service for refrigerated and conventional containers with Monzón (Huesca)	New service for reefers with the Monzón terminal (Huesca). Started in May 2020. In addition to the existing one for containers	MSC (refrigerated) and APMT Railway (conventional and refrigerated)	10 weekly services
Vehicle service with Germany	First direct service transporting vehicles manufactured in Germany and distributing them around Spain. The only service that does not require transshipment or changing bogies on the French border. Longest international gauge train ever to enter the Iberian Peninsula (685 m)	DB Cargo	Consolidated offer of four weekly services
Container service with Lleida	Service for containers between Barcelona and the Pla de Vilanoveta terminal (Lleida). Service started in June 2020	APMT Railway	Consolidated with a third weekly frequency
Service for containers with Tarragona	Service for containers between Barcelona and the Tarragona Mercaderies terminal	Transportes Portuarios	Consolidated with a ninth weekly frequency
Service for semi-trailers between Perpignan and Calais	Start of a new Railway Motorway service from the CargoBeamer operator between the Perpignan and Calais terminals	CargoBeamer	Five weekly services
Bulk service with Andalusia	Consolidation of a new service for bulk liquids transport with Linares (Jaen)		One weekly service
Bulk service in standard gauge with France	Consolidation of a new standard gauge service for bulk transport between Barcelona and Tavaux (France)		One weekly service

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

Short sea shipping services

The Motorways of the Sea (MoS) are the short sea shipping (SSS) services that represent an alternative to road transport and meet the criteria of minimum frequency of three weekly departures and a maximum of three stopovers in different ports and are fully integrated into the networked port strategy. The Port of Barcelona

currently has short sea shipping services with Italian and North African ports.

The **164,039 intermodal transport units (ITUs)** recorded in 2021 translate to an identical number of trucks diverted from the road to the maritime mode, which is more efficient economically and environmentally. It therefore contributes significantly to promoting sustainable logistics chains in the Mediterranean.

Commercial promotion

Port representations

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

The staff running them work for the Port Authority and are based in Zaragoza, centre-north of the Iberian Peninsula, Madrid, Lyon and Toulouse (France) in the hinterland and Argentina, China, and Japan in the foreland (see chapter "Directory" for contacts).

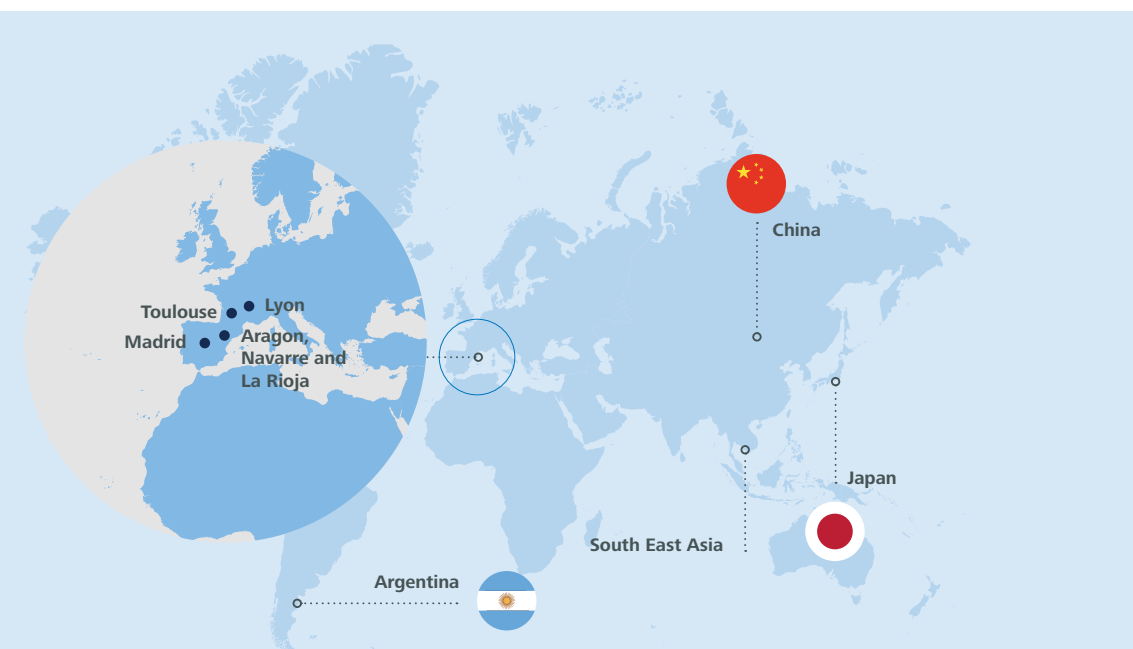
Barceloc programme

As part of the Barceloc initiative, the APB, ACCIO and Barcelona City Council have continued to promote Catalonia as a distribution centre in

southern Europe and are working to attract foreign companies looking for a location to distribute in southern Europe. Roughly 22 companies from various countries, most of them Asian, have received advice on the benefits of setting up a logistics hub in Barcelona. Requests for information have also been received from companies in European countries, mainly in the United Kingdom and France, that are interested in Barcelona and Catalonia.

This year, progress was made on the collaboration project with the port of Busan that was launched in 2020 to develop a joint logistics platform seeking to promote trade between both ports and support Korean companies that wish to distribute their products in southern Europe. In this connection, a joint venture was set up called B2B Logistics Busan Barcelona Hub SL, based in Spain, and a 9,000m² warehouse was opened for this purpose in the Logistics Activities Zone.

Commercial representations of the Port of Barcelona, 2021



Participation in fairs and congresses

By participating at commercial events focused on various areas of action, the Port of Barcelona aims to: 1) promote, consolidate and position its strategic traffic; 2) study market trends and the needs of users and operators first-hand, and 3) act as an umbrella for the Port Community, by

promoting joint participations to create synergies and add value and competitiveness to companies of the sector.

The global pandemic has meant that many schedules have been altered and some of the events where the Port planned to participate have been postponed, cancelled or moved online, as detailed in the attached table.

Commercial promotion initiatives of the Port of Barcelona planned for 2021

Taking part with its own stand at international logistics and transport fairs	Transport and Logistics Innovation Week (SITL)	Paris (FR)	September	in person
	Intermodal South America	Sao Paulo, (BR)	March	cancelled
	Transport Logistic Europe	Berlin (DE)	May	virtual
	Barcelona International Logistics Fair (SIL)	Barcelona (ES)	June	cancelled
	China International Logistics Fair (CILF)	Shenzhen (CN)	October	in person
	Black Sea Ports and Shipping	Istanbul (TR)	July	in person
Presence at specialised fruit and vegetable (fresh produce) fairs	Fruit Logistica	Berlin (DE)	May	cancelled
	Medfel	Perpignan (FR)	May	virtual
	Fruit Attraction	Madrid (ES)	October	in person
	Agrivac	Bayonne (FR)	September	in person
	International Frozen Seafood Exhibition (Conxemar)	Vigo (ES)	October	in person
Presence at specialised cruise traffic fairs	Seatrade Cruise Global	Miami (US)	September	virtual
	Seatrade Mediterranean	Malaga (ES)	September	cancelled
Presence at fairs that stand out due to the relevance of the geographical area or market	Asia			
	WCA Virtual Conference	–	December	virtual
	SINO International Virtual Conference	–	March	virtual
China International Import Expo (CIIE)	Xangai	November	in person	
*Organised by WCA (World Cargo Alliance) under the agreement between WCA and China International Freight Forwarders Association, CIFA, ATEIA and Port of Barcelona				
North africa				
8th Hispano-Moroccan Meeting	Tangier (MA)	November	cancelled	
French market				
Top Transport	Marseille (FR)	October	in person	
Transport Logistics meetings	Cannes (FR)	September	in person	



Participation in other key fairs, congresses and conferences

LetExpo - Logistics Eco Transport (ALIS)	Verona (IT)	March	cancelled
Breakbulk Europe	Bremen (DE)	May	cancelled
Breakbulk Connect	-	May	virtual
Petrochemicals Global Logistics Convention (PGLC)	Barcelona (ES)	June	cancelled
Automotive Logistics Europe	Munich (DE)	April	virtual
Mediterranean Ports and Shipping	Valencia (ES)	October	in person
Latin American Congress of Ports (AAPA)	Cartagena de Indias (CO)	November	in person
Cool Logistics International	Rotterdam (NL)	October	virtual
Shipping Summit	Amsterdam (NL)	October	virtual
Intermodal Africa	Ghana	October	in person
BNEW	Barcelona (ES)	October	virtual
Smart Port Piers of the Future	Barcelona (ES)	November	virtual
Global Liner Shipping	virtual	November	virtual

Participation in conferences organised by associations in which the Port of Barcelona is a member

Association of European Vehicle Logistics (EGC), on vehicle traffic			
EGC General Assembly & Spring Congress	Malaga (ES)	June	cancelled
EGC Conference	Brussels	October	in person
Shortsea Promotion Center (SPC), on short sea shipping			
Annual conference			virtual
Specialised conferences			virtual
European Coffee Federation (ECF), on coffee transport			
Specialised conferences			cancelled
AECOC			
Transport forum	Madrid (ES)	December	in person

The following events in which the Port planned to participate were also cancelled:

- > 29th Spanish Coffee Congress (Valladolid)
- > Trade fair promotion event (Barcelona)

Port of Barcelona trade mission

The 23rd Port of Barcelona trade mission was the second in an online format due to the public health situation generated by COVID-19 and served to consolidate cooperation between South Korea and Barcelona. **Port Summit Trade Mission Korea 2021** has become a major international business meeting to promote trade between Korea and Europe, with the Port of Barcelona acting as the main logistics hub facilitator of this international trade.

Date and place

From 26 to 29 October, in digital format

Participation

250 people registered, 75 of them Korean professionals

Delegation

As part of the mission, a delegation of directors from the Korean port of Busan, representatives of the Ministry of Oceans and Fisheries and the media travelled to Barcelona to take an active part in the events organised, including the press conference presentation.

Programme

- > Business day: "Korea-Catalonia: connecting new horizons": opened by Damià Calvet i Valera, President of the Port of Barcelona, together with Kang Joon Suk, President of the Port of Busan; Suyeon Kim, Deputy Director of the Korean Ministry of Oceans and Fisheries; Juan Ignacio Morro, Spanish Ambassador to the Republic of Korea; Ricard Font, Secretary General of the Department of Vice-Presidency, Digital Policies and Territory of the Generalitat de Catalunya, and Pau Solanilla, Commissioner for Promotion of Barcelona. Jarim Koo, Director of the Port of Busan, also took part, presenting the logistics and services platform that will serve Korean exporters who wish to distribute their products in southern Europe and the Mediterranean.
- > The day focused on the customs sector and the connection of the Korean and Spanish markets, with an emphasis on logistics, distribution and export of perishable and automotive products.
- > Seminar: "The future of ports depends on innovation", to present the roadmap of the Barcelona and Busan ports in innovation and research for the coming years.
- > Signature and launch of the stable logistics and services platform B2B Logistics located in the Logistics Activities Zone (ZAL) of the Port of Barcelona, which will be managed jointly by the Busan and Barcelona ports and will serve Korean exporters who wish to distribute their products in southern Europe and the Mediterranean.



Promoting the Port Community

In 2021 the ten working groups of the Steering Council for the Promotion of the Port Community worked on various internal projects.

Mission and objectives of the steering Council Working groups, 2021

Working Group	Mission	Aims
Telematics Forum	Defining, optimising and harmonising the documentary procedures associated with the passage of goods and means of transport through the Port of Barcelona	<ul style="list-style-type: none"> > Customs control > Transport and operation of terminals and depots > Terminal operations > Border inspection services
Strategy and Innovation	Promoting generation of new concepts, businesses, services, facilities, etc. to ensure constant and sustainable development. Aligned with the Port’s general mission of generating prosperity in our community while increasing the competitiveness of our customers by providing efficient and sustainable logistics and transport services	<ul style="list-style-type: none"> > Innovative transport actions: rail, road, etc. corridors > Developing the concept of quality, understood in a broad sense, to make the Port of Barcelona the best port in Europe. The Port’s strategic logistics alliances with the agents of the logistics chain. > New actions to be developed in the hinterland and foreland: “virtual port” concept > Learning more about space management – demand/supply, land uses, etc.– in the Port
Quality - Efficiency Network	Providing concrete proposals for improvement in the Port Community processes that can be a significant benefit in the offer of services at the Port	<p>Reviewing the status of the Quality Plan and developing new actions that support promotion of the Port and the attraction and loyalty of high value-added cargo, through four lines of action:</p> <ul style="list-style-type: none"> > Analysis of port operations and other aspects of the Quality Plan > Interviews with business sectors > Comparison with other ports > Development of concrete proposals for improvement
Marketing and Commercial	Generating commercial strategy for the Port Community, both in the hinterland and the foreland	<ul style="list-style-type: none"> > Benchmarking with other Port Communities > Locating emerging markets/opportunities > Identifying objectives for business missions > Coordinating participation in fairs > Coordinating participation with other bodies, like the Government, the Chamber, etc. > Improving commercial communication among the Port Community

Working Group	Mission	Aims
Short Sea Shipping (SSS)	Fostering and facilitating mechanisms for developing and improving short sea shipping (SSS) in the Port of Barcelona	<ul style="list-style-type: none"> > Analysis of the requirements for improving SSS operations and increasing its competitiveness. > Benchmarking with other ports (productivity, organisation, spaces, etc.) > Evaluation of SSS markets and customers > Definition of road and rail access needs > Interport: carrier assistance centre > Influence of new transport regulations
Training and Employment	Having enough well-trained professionals from a European and global perspective. Encouraging students to consider reconcile training in educational centres with training in real work environments	<ul style="list-style-type: none"> > Facilitating the international mobility of students and teachers in Europe > Making it easier for students to get to know the Port of Barcelona first-hand > Providing companies in the sector, through its associations, a place to showcase the characteristics of their activity and the professional profiles they require to be able to develop correctly > Working together to build a framework for dialogue among companies in the logistics field and training centres to foster development of the sector > Contributing and aligning the training needs of companies with the designed curricula > Offering students the required tools and knowledge to quantify the environmental impact of transport operations
Sustainability	Promoting the sustainable development of the Port Community. Guiding, leading and driving growth that takes into account stakeholders	<ul style="list-style-type: none"> > Reviewing and approving the SWOT and SSP action plan > Reviewing and approving the annual sector sustainability reports and executive summary > Supporting the actions to develop the plan (communication, relationship with stakeholders, etc.)
Security	Sharing information, knowledge and experiences related to security in the Port of Barcelona	<ul style="list-style-type: none"> > Promoting the culture of security in the Port of Barcelona > Encouraging communication between members of the Port Community > Working for continuous improvement of the Port’s security management systems > Being the benchmark for security in the Port of Barcelona
Environment	Group in the process of creation	
Cruise ships	Group in the process of creation	

QUALITY

The Port understands that quality is a tool for competitiveness. Therefore it focuses its efforts and objectives on achieving a level of efficiency and quality to allow it to stand out from competing ports while helping to make its customers more competitive.

The Quality System

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

Through meetings, visits and previous audits, the DOMQ collaborates with the certified Port terminals or those in the process of certification in **Reference Service Levels**. In addition, it coordinates the **Quality Team (QT)** to monitor service at the BIP and port terminals. Through the QT, it also controls and checks waste under the **Marpol convention** from ships operating in the Port and analyses the data for improving the processes carried out in the Port of Barcelona.

Reference Service Levels

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

Reference service levels, certified terminals, 2021

Terminals certified	Date certified
CLH	09.02.2021
DECAL	10.03.2021
AUTOTERMINAL	11.06.2021
SETRAM	13.07.2021
ENAGAS	06.08.2021
APMT	19.08.2021
TERQUIMSA	01.10.2021
TEPSA	05.10.2021
ERGRANSA	28.10.2021
BEST	08.11.2021

Reference service levels, certified shipping companies, 2021

Shipping companies certified	Date certified
ROYAL CARIBBEAN	06.02.2021
CELEBRITY CRUISES	06.02.2021
BALEARIA	04.03.2021
TRASMEDITERRANEA	22.10.2021
MSC	22.11.2021
PENINSULA PETROLEUM	16.08.2021

The Efficiency Network Quality Label

The Efficiency Network Quality Label includes organisations in the Port of Barcelona Community that work voluntarily to continuously improve their efficiency and the experience they offer their customers. During 2021, Efficiency Network

> continued to provide digital support to certified organisations, including ongoing monitoring of the evolution of their indicators;

> provided customised guidance to all companies that needed to take action to maintain compliance levels;

> fostered connections between companies and administrations to encourage improvements in the supply chain.

2021 closed with **92 companies certified**, which involved **98 certified activities and three administrations**.

Evolution of activities certified with the Efficiency Network level, 2012-2021

Activity sectors	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Shipping agents	14	13	13	14	12	12	11	11	11	11
Hauliers	18	20	23	23	23	23	28	31	32	32
Customs / Forwarding agents	23	30	32	34	36	36	40	44	44	46
Terminals	2	2	2	2	2	2	2	2	2	2
Ship services	0	0	0	0	0	0	8	7	7	7
Total	57	65	70	73	73	73	89	95	96	98

Technical conferences

The Efficiency Network Technical Conference reported an average of 50 registered users. This high participation, together with the use of new digital tools, allowed us to share experience to grow.

In 2021 the focus was on **Efficiency Network Values**: attributes that define the quality seal and serve certified organisations as a growth axis. All Efficiency Network organisations were actively identified with the premise of the year, "*Fem realitat els Valors*" [Making Values a Reality]: they analysed the day-to-day logistical actions that reflect the Label's values and agreed on the behaviours to adopt to be recognised and differentiated.

The FORMAR team also created and carried out two seminars for customs and forwarding agents at the specific request of this certified sector of activity.

	Conference "From Values to Behaviours" 24/02/21	"Label Values in Day-to-Day Logistics" 29/06/21
Registered	64	54
Attendees	53	39



Developing the label

INCLUSION OF THE AECOC PRINCIPLES IN THE EFFICIENCY NETWORK CERTIFICATE

Efficiency Network has introduced in its certification the evaluation of best logistics practices recommended by the AECOC (Association of

Manufacturers and Distributors) in the field of transport. In other words, the organisations that renewed their participation in the Label this year and exceeded 80% achievement of these best practices now have AECOC recognition incorporated in their Efficiency Network certificate.

Certifications by industry, 2021

Activity sector	Renewals (with AECOC extension)	New certifications (with AECOC extension)	
Customs/forwarding agents	42 (5)	4 (2)	
Shipping agents	11 (1)		
Hauliers	28 (10)	4 (2)	
Terminals	2		
Total	83 (16)	8 (4)	91 (20)

USING THE EFFICIENCY DASHBOARD AS A TRACKING TOOL

During 2021, Brand Center –a document platform for Label users– began to publish the Sectoral Efficiency Dashboard, where, twice a year, certified organisations can receive general data about the processes related to the commitments, organised by Label-certified sector.

With this document companies have been able to self-assess, compare themselves with the sector and establish improvements in their internal processes.

COLLABORATING WITH CUSTOMS AND BORDER INSPECTION SERVICES

This year, through collaboration and regular meetings with these organisations, the following improvements were obtained:

- > Developing a new dashboard, or report, of customs clearance indicators, including all the information about commitments. Reports are analysed jointly with customs twice a year.
- > Conducting a study of the goods clearance process with inspection at the BIP, with the collaboration of the Animal and Plant Health Services.

MANAGING COMPLAINTS ABOUT LABEL COMMITMENTS

The technical office of Efficiency Network oversees the management and technical analysis of Port of Barcelona end-customer complaints in relation to Brand commitments. This year Customer Service registered **109 such complaints**, which, after analysis, resulted in **61 compensations**. Complaints dealt with the following topics:

- > Reliability in cargo delivery/collection
- > Reliability in customs clearance
- > Reliability in SIF/SOIVRE service clearance
- > Dangerous goods authorisation
- > No loading during planned stopover
- > BL availability/notification
- > Information and transparency
- > Cargo integrity

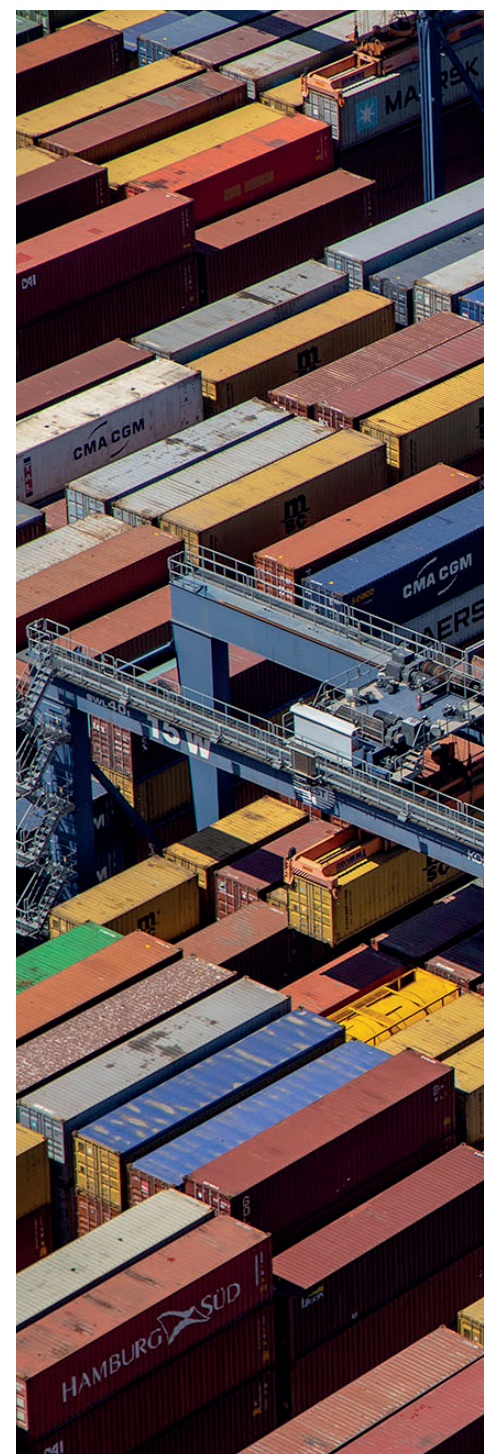
The Customer Care Service

In 2021 the Customer Care Service (SAC) provided a personalised response to **678 queries and complaints** concerning inspections, fees and traceability in the passage of goods.

In addition, there were 77 communications to provide customers with information on such things as changes in the application of regulations and Port of Barcelona activities (conferences, fairs, etc.). Among the tools to ensure quality service is the **Container Tracking Application (CTA)**, where users can obtain real-time information about the traceability of containers as they pass through the Port of Barcelona. This year, the service logged a total of **200 new registrations** and **3,321 queries**.

The SAC also manages a **Telegram account** (<https://t.me/SAC>) to report on changes or incidents in the usual operations of the Port.

In addition, in January 2021, the **SAC website** (www.sac.portdebarcelona.cat) was launched, with traceability tools at the service of Port customers and which has registered **7,356 views**.



1,216
queries and
complaints
received

77
communications
to customers

538
complaints (109 referred to the technical
office of the Efficiency Network)

678
responses issued



05

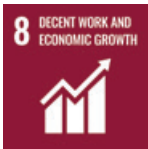
ECONOMIC VALUE



The Port of Barcelona’s core activity is goods traffic, passenger transport and the logistics that they generate. The growth and development of the Port and of the organisations that are part of it depend on its dynamism; however, as explained in the previous chapter, it also has a considerable influence on the wealth creation of its

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

Orientation to the SDGS



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

A **23%** share of maritime foreign trade in Spain

Top port in Spain in cargo value

33.8 million tonnes of hinterland traffic, i.e. real trade



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

Extension of the Sant Sebastià breakwater

Start of processing of the Urban Master Plan (UMP) for the Port of Barcelona railway node



The Port of Barcelona is working to ensure that all of its component organisations become actors concerned with sustainability and promote practices that respect society and the environment, working to achieve sustainable consumption and production methods. One of the ways is the affiliation of Port Community organisations to the Sectoral Sustainability Plan, in addition to the establishment and monitoring of sustainability indicators.

111,483.88 m³ of Marpol waste managed in the Port

About the data

Traffic data are aggregated for all the organisations of the Port of Barcelona, drawn from the data control systems of Barcelona Port Authority (APB) and reported monthly on the Port of Barcelona website. This year many data are also referenced to data from 2019. This is because, given the significant decline in activity during 2020, the variation 2019/2021 often gives a more realistic idea of recovered traffic. The data can be consulted in detail in the “Traffic Statistics of the Port of Barcelona” monthly reports prepared by the APB Statistics Service and published on the Port of Barcelona website.

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

THE PORT'S CONTRIBUTION TO THE ECONOMY

The Port of Barcelona is one of the main drivers of economic development in Catalonia and Spain and specialises in high-value goods. In value terms, the Port channelled **74% of Catalonia's maritime external trade and 23% of the total for Spain in 2021**.

The approximate value of the total goods that passed through the Port in 2021 was **€88.869 billion**, up 29% on 2020. This increase was due to

the 11% growth in traffic at the Port of Barcelona and mainly to the traffic of full containers, which registered a 19% increase in terms of full TEUs. Another factor that also had a positive impact on the increasing value of trade was the rise in the price of hydrocarbons, which led to an increase in the value of bulk liquid goods handled in the Port. Despite this setback, the Port of Barcelona remains **the number one port in Spain in terms of the value of the goods that pass through it**.

Value of goods passing through the Port (in million EUR), 2017-2021

2017	2018	2019	2020	2021
78,260	86,633	86,080	68,739	88,869 (+29%)

Participation in foreign trade

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

In this connection and in value terms, the Port of Barcelona is the main port of Catalonia as it carried **74% of Catalonia's total maritime foreign trade in 2021**, a figure that represents a decrease of one percentage point compared to 2020.

Looking exclusively at containerised cargo, the importance of the Port of Barcelona in Catalonia's foreign trade is higher, as it channelled **85.5% of Catalonia's foreign maritime trade of containers**.

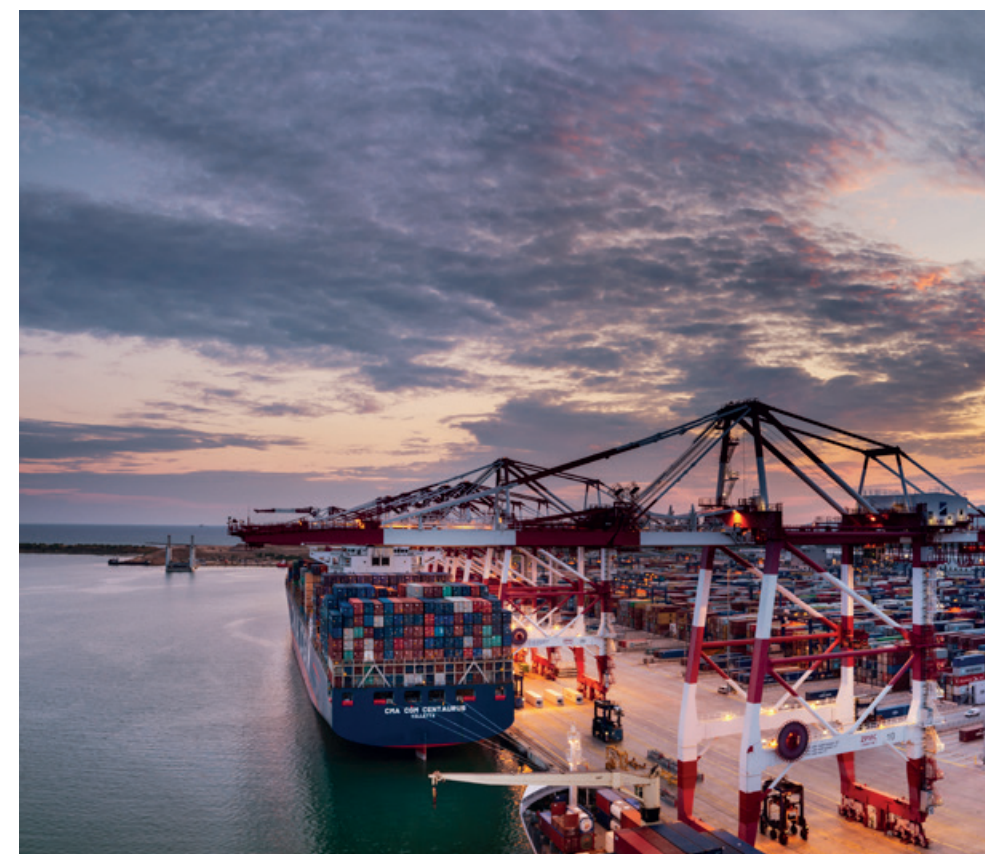
The influence of the Port of Barcelona extends beyond Catalonia to the extent that other regions of Spain use the Port of Barcelona to channel their imports and exports. In that regard, in 2021 and in value terms, **23% of Spain's total maritime foreign trade** was carried through the Port of Barcelona.

Looking exclusively at containerised cargo, the importance of the Port of Barcelona in the Spanish market is greater and in 2021, in value terms, it channelled **33.5% of Spain's foreign maritime trade of containers**.

Market share of maritime external trade (%), 2017-2021

Catalonia	2017	2018	2019	2020	2021
Bulk and general cargo	73%	73%	74%	75%	74%
Containers (TEU)	85%	86%	87%	87%	85.5%

Spain	2017	2018	2019	2020	2021
Bulk and general cargo	24%	24%	25%	25%	23%
Containers (TEU)	32%	32%	32%	32%	33.5%





Sectors involved in port traffic

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

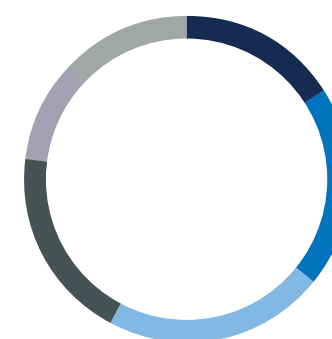
The following table shows that, with the exception of energy and building materials, traffic volume increased in most sectors relevant to local economic development, and in some cases even returned to pre-pandemic levels. The progression of non-metallic minerals stands out, mainly due to the increase in common salt exports.

Volume of goods transported to the Port, by sector of activity (tonnes), 2017-2021

Sectors	2017	2018	2019	2020	2021	%*
Energy	12,724,469	13,874,011	14,469,913	11,134,280	10,707,653	-3.8
Vehicles and transport elements	12,299,616	13,757,357	13,291,063	11,002,575	12,803,453	16.4
Agro-livestock and food	11,476,244	12,992,796	13,553,103	12,474,665	14,116,966	13.2
Other goods	10,454,914	11,580,213	11,266,297	10,611,026	12,732,849	20.0
Chemicals	5,791,910	6,350,393	6,329,514	6,158,665	6,597,299	7.1
Iron and steel	3,067,800	3,242,672	3,163,141	2,786,459	3,109,195	11.6
Building materials	2,954,709	2,830,889	2,577,110	3,185,403	3,079,171	-3.3
Fertilisers	764,933	793,175	749,827	514,962	624,869	21.3
Non-metallic minerals	535,538	581,713	558,116	624,576	1,227,600	96.6
Total	60,070,133	66,003,219	65,958,084	58,492,611	64,999,055	

Variation % 2020/21

Participation of the main sectors of activity in Port traffic (%), 2021



● Energy	16%
● Vehicles and transport elements	20%
● Agro-livestock and food	22%
● Other goods	19%
● Chemicals	10%
● Others (iron and steel, building materials, fertilisers, non-metallic minerals)	13%



Geographical areas of origin and destination

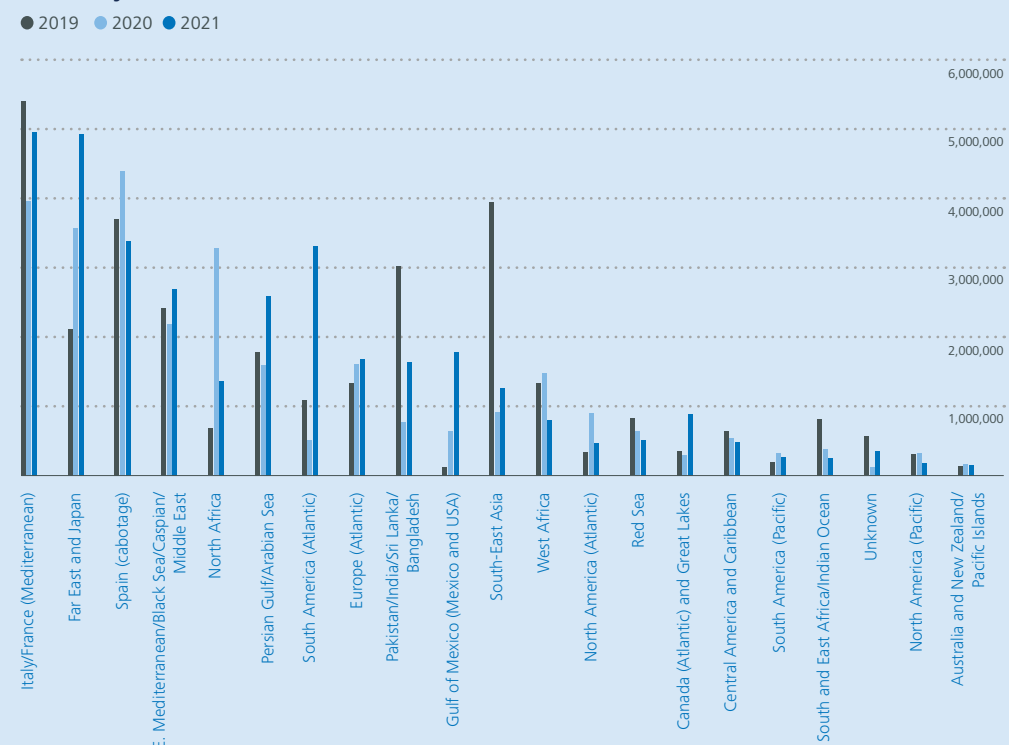
The origins and destinations of the traffic that passes through the Port of Barcelona cover the entire world. During 2021, traffic patterns in geographical areas with the greatest influence surged and double-digit growth rates were recorded in trade with Mediterranean Italy and

France (+22%), the Far East and Japan (+23%), Persian Gulf/Arabian Sea (+20%) and South Atlantic (+44%). However, traffic with Atlantic Europe fell by 12% and cabotage with Spain recovered more slowly (+4%).

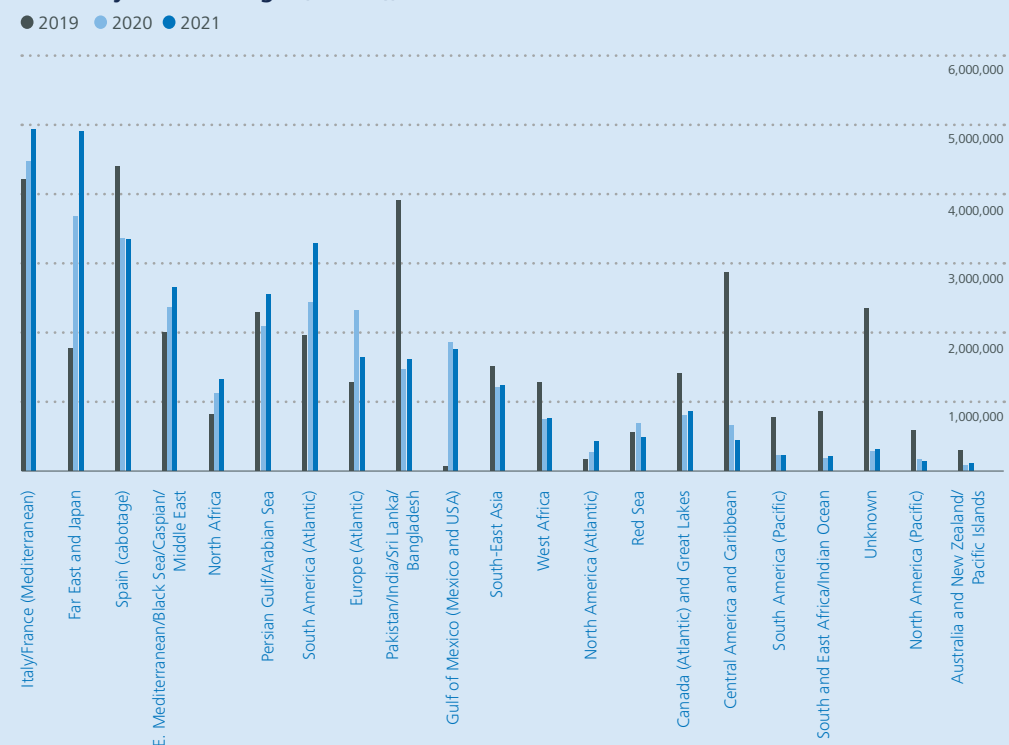
Traffic by geographical areas (tonnes), 2020-2021

	2020	2021	Difference 2021/2020	Variation % 2021/2020	Quota 2021 % of total
Italy/France (Mediterranean)	8,405,309	10,229,187	1,823,877	21.7%	15.7%
Far East and Japan	7,216,068	8,886,756	1,670,687	23.2%	13.7%
Spain (cabotage)	7,731,059	8,042,616	311,557	4.0%	12.4%
Eastern Mediterranean/Black Sea/Caspian/Middle East	4,515,199	4,873,538	358,339	7.9%	7.5%
North Africa	4,368,248	4,707,478	339,230	7.8%	7.2%
Persian Gulf/Arabian Sea	3,659,626	4,395,597	735,971	20.1%	6.8%
South America (Atlantic)	2,910,371	4,179,746	1,269,375	43.6%	6.4%
Europe (Atlantic)	3,906,508	3,437,345	-469,163	-12.0%	5.3%
Pakistan/India/Sri Lanka/Bangladesh	2,217,127	2,823,029	605,902	27.3%	4.3%
Gulf of Mexico (Mexico and USA)	2,478,711	2,368,945	-109,766	-4.4%	3.6%
South-East Asia	2,085,007	2,140,448	55,441	2.7%	3.3%
West Africa	2,186,514	1,881,128	-305,386	-14.0%	2.9%
North America (Atlantic)	1,140,008	1,453,271	313,263	27.5%	2.2%
Red Sea	1,300,873	1,171,326	-129,547	-10.0%	1.8%
Canada (Atlantic) and Great Lakes	1,063,148	1,168,222	105,074	9.9%	1.8%
Central America and Caribbean	1,174,067	1,019,717	-154,351	-13.1%	1.6%
South America (Pacific)	523,053	617,322	94,269	18.0%	0.9%
South and East Africa/Indian Ocean	544,380	575,571	31,192	5.7%	0.9%
Unknown	384,121	402,799	18,678	4.9%	0.6%
North America (Pacific)	472,247	369,131	-103,115	-21.8%	0.6%
Australia and New Zealand/Pacific Islands	210,964	255,881	44,917	21.3%	0.4%
Total	53,388,110	64,999,056	6,603,825	21.7%	100%

Traffic by destination areas (tonnes), 2019-2021



Traffic by areas of origin (tonnes), 2019-2021



TRAFFIC DATA OF THE PORT OF BARCELONA

2021 was characterised by a general recovery in Port traffic following the decline resulting from the pandemic. The year ended with **total traffic at 66.4 million tonnes**, a figure which not only represents an increase of 11.8% compared to 2020 but is also just 1.5% below that of 2019, before the onset of the pandemic. **Traffic to the hinterland**, i.e. import and export goods entering and leaving through the Port, registered a clear improvement as well, with **33.8 million tonnes** and an increase of 8.7%, though the figure remains 3.4 percentage points from its position in 2019. All major traffic, except for liquid bulk, closed the year on a positive note. Container traffic reached a record-breaking **3.5 million**

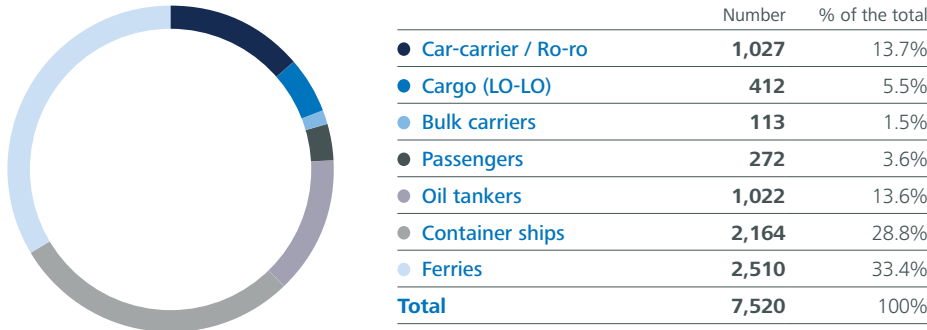
TEU and overall growth of 19.3%. Full containers also registered significant increases and record figures in exports (+10%), imports (+5%) and transshipments and transits (+14%).

Passenger transport remained one of the segments hardest hit by the pandemic in the Port of Barcelona due to the ban on passenger traffic, which in the case of cruises remained in force until June 2021. Although the figures have obviously increased compared to 2020, they are still well below pre-pandemic levels. This year there were a total of **1.5 million passengers**, of which just over a third were cruise-goers.

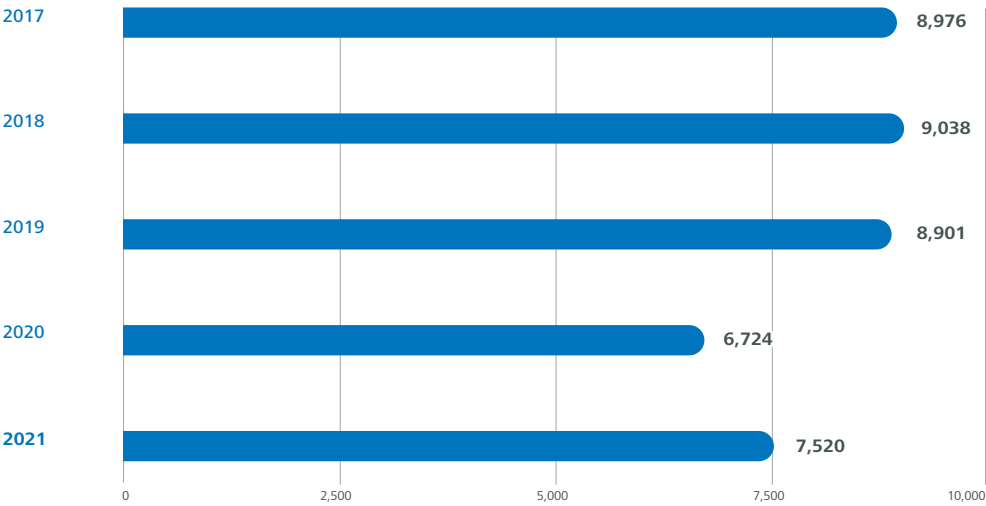
Stopovers

All told, there were **7,520 stopovers** in the Port of Barcelona, with an average tonnage of 35,603 tonnes (+8.8%).

Distribution of stopovers by type of vessel (units and %), 2021



Progression in the number of stopovers (units), 2017-2021



Icon	Total traffic (million tons)	Hinterland traffic (million tonnes)	Containers (millions of TEU)	Passengers (million of people)
	2021 66.4	2021 33.8	2021 3.5	2021 1.49
	2020 ... V - 2021 / 2020 59.4 +11.8%	2020 ... V - 2021 / 2020 31.1 +8.7%	2020 ... V - 2021 / 2020 2.9 +19.3%	2020 ... V - 2021 / 2020 858 +74.7%
	2019 ... V - 2021 / 2019 67.4 -1.5%	2019 ... V - 2021 / 2019 35 -3.4%	2019 ... V - 2021 / 2019 3.3 +6.2%	2019 ... V - 2021 / 2019 4,628 -67.6%

Structure of traffic

This year, by type of packaging and measured in tonnes, 58% of the Port of Barcelona's cargo traffic involved containerised cargo. General cargo accounted for 74% of total traffic.

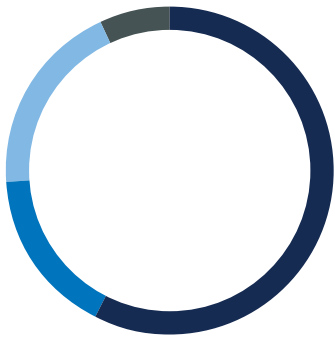
By types of shipping, 89% of total cargo traffic was international and 11% cabotage, increasing by 12% and 8% respectively compared to 2020.

Cargo traffic* by container type (thousand tonnes), 2017-2021

	2017	2018	2019	2020	2021
Containerised cargo	29,911	34,914	34,183	31,980	37,455
Conventional cargo	11,210	11,552	11,572	9,555	10,713
Liquid bulk	14,484	15,314	16,132	12,799	12,370
Dry bulk	4,466	4,225	4,071	4,059	4,459
Total	60,071	66,005	65,958	58,393	64,997

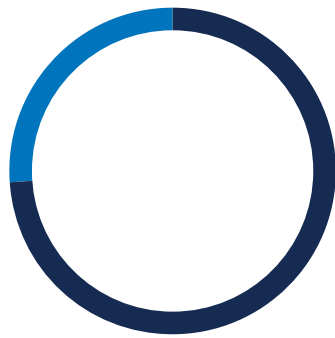
*Excludes fishing and provisioning, tare weight, etc.

Cargo traffic by packaging (thousand tonnes), 2021



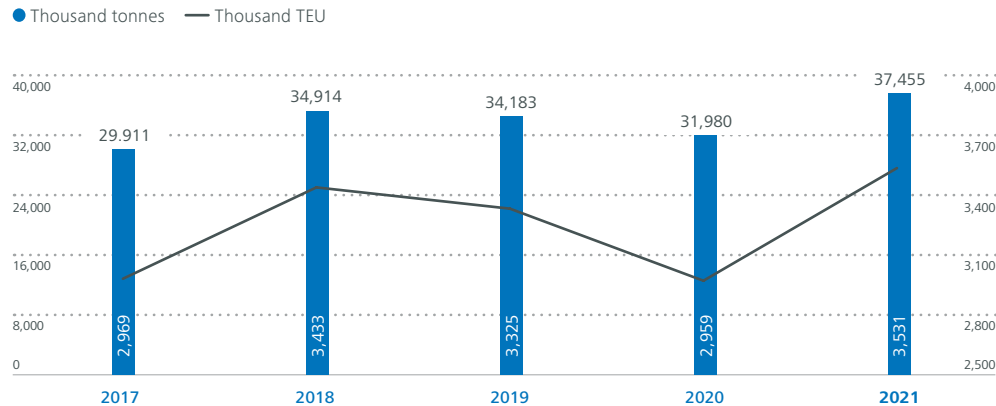
	Thousand tonnes	% of total
● Containerised cargo	37,455	57.6%
● Conventional cargo	10,713	16.5%
● Liquid bulk	12,370	19.0%
● Dry bulk	4,459	6.9%

Participation of general cargo in the total freight traffic (thousand tonnes), 2021

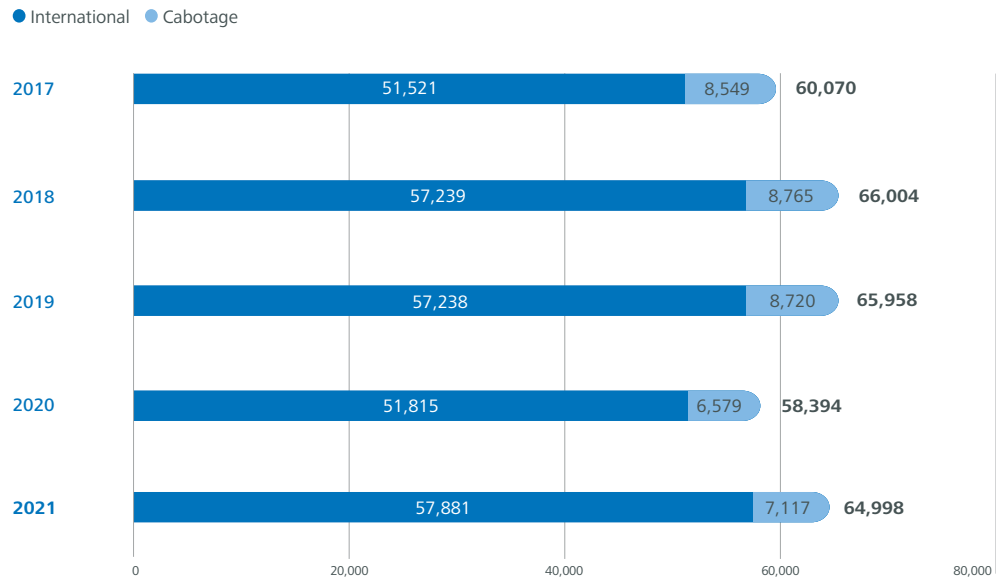


	Thousand tonnes	% of total
● General cargo	48,168	74%
● Rest of traffic	16,830	26%

Containerised general cargo traffic, 2017-2021



Cargo traffic by types of shipping (thousand tonnes), 2017-2021



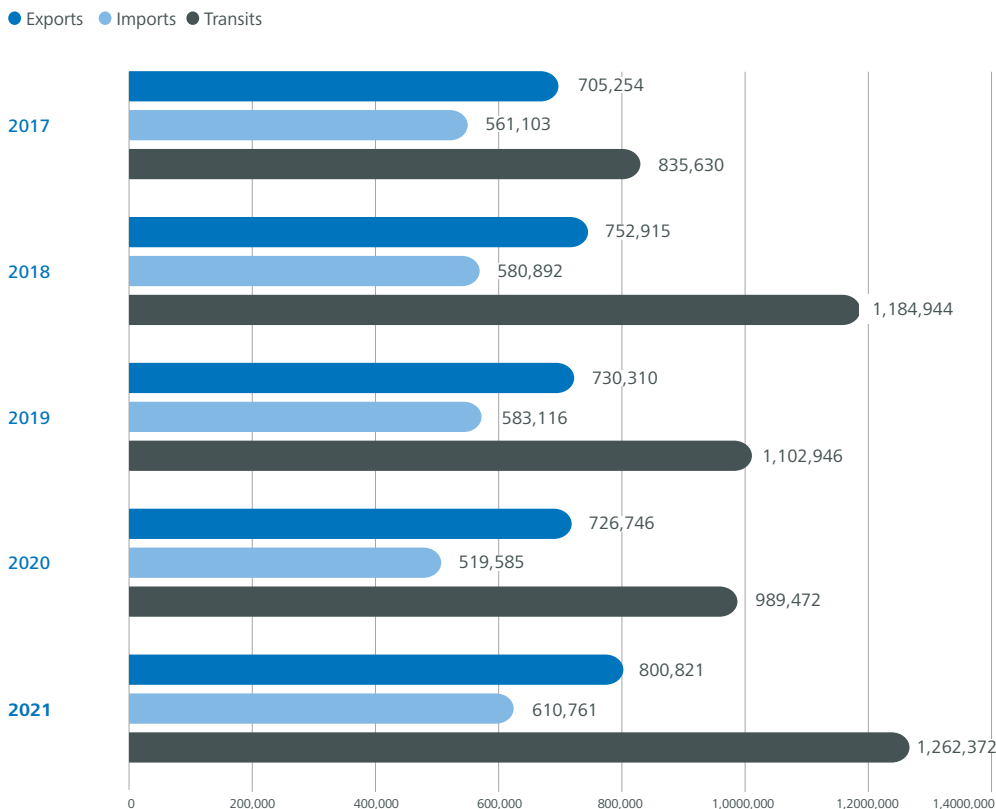
Containers

After the challenges of the pandemic in 2020, and despite disruptions in the supply chain globally, in 2021 the Port achieved a new record in containers, with traffic at **3.5 million TEU** and growth of 19% compared to 2020. The comparison with 2019 is also positive, with an increase of 6%.

For one thing, the good productivity of the terminals and the high quality of stowage, linked to the strong network of Port services, make it a preferred option for many shipping companies. Furthermore, more and more companies are relying on the Port of Barcelona for their transshipments, which translates to an even greater diversification of customers.

In terms of **full containers**, significant increases were registered in foreign trade (hinterland traffic) of exports (+10%) and imports (+18%) compared to the pre-pandemic figures (2019). However, cabotage figures closed on a negative note (-15%). Meanwhile, **full container traffic** grew by 14% compared to 2019 and in 2021 broke the historic high set in 2020, when it reached 1.3 million TEU.

Traffic of full containers by operation (TEU), 2017-2021



Export

Despite a certain slowdown in the second half of 2021, **full export containers** managed to break the all-time high recorded in 2018 and reached **800,821 TEU**, an increase of 10% compared to 2020 and 2019. This progression can in large part be attributed to two products, pork and alfalfa, without which the growth recorded in exports would have been only 7% compared to 2020 and 3% compared to 2019.

The slowdown in exports from June is due mainly to **pork** and, in particular, the drop in shipments of this product to China (-13%), which recovered its pig population. However, the opening and diversion to new Asian markets like the Philippines, South Korea, Japan and Taiwan, albeit with a significantly lower volume of traffic, allowed the pork trade to end the year on a positive note (+2%) and a total of 100,500 TEU.

On the other hand, the strong performance of **alfalfa exports**, which totalled 85,900 TEU, is due mainly to demand from the Chinese and Saudi Arabian markets and meant an increase of 52% (+29,450 TEU) compared to 2020 and 26% compared to 2019.

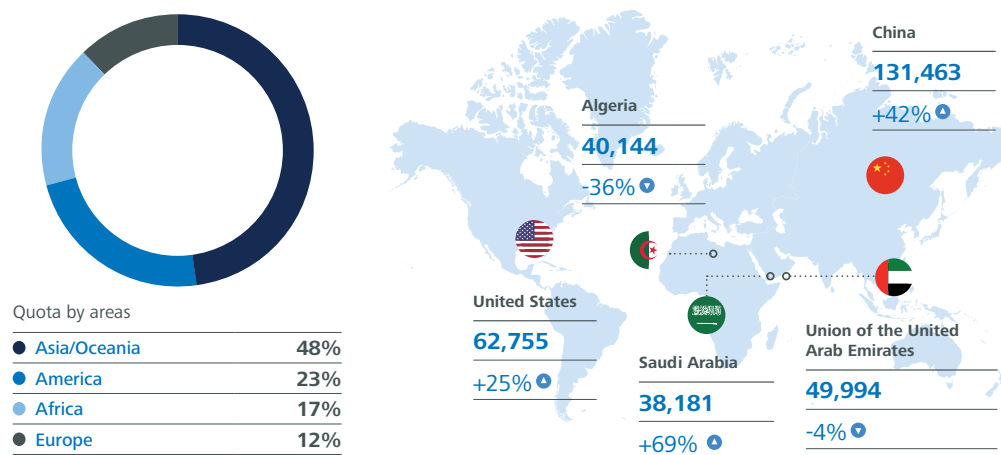
TARGET MARKETS

Trade with Asia/Oceania (particularly the former, as trade with the latter is limited) accounts for 48% of all export containers channelled by the Port and this increased by 10%. Specifically, China receives 14.5% of export containers. The second largest area of reference is the Americas, which receive 23% of the Port's exports and represents an overall growth of 21%, which is very diversified in terms of products and in the north and south of the continent.

In Africa, which represents 17% of the market share in Port exports, the North African market shrank by -3% compared to 2020 and -21% compared to 2019. On the other hand, the Eastern Mediterranean market closed on a positive note, both in relation to 2020 (+7%) and 2019 (+8%).

Apart from the export market shares, the attached map shows the five most dynamic countries in terms of exports received from the Port of Barcelona and their behaviour in 2021 compared to 2019. These countries are China, the United States, the United Arab Emirates, Algeria and Saudi Arabia.

Full export containers: market share by most dynamic areas and markets, 2021



TEU | Variation % 2021/2019



Import

Full import containers closed the year at **610,761 TEU**, with 18% growth compared to 2020 and a five-point gain on traffic in 2019, when the figure hit a record high. For much of 2021, imports remained slightly below 2019 levels, but the momentum of trade from China in the last two months of the year led to a reversal of the trend with the year closing on a positive note.

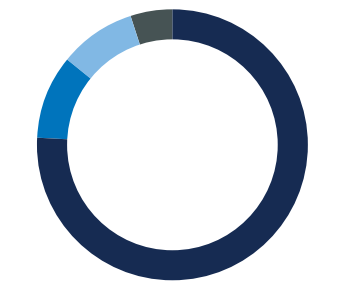
ORIGIN MARKETS

76% of the import containers that arrive at the Port come from Asia, with China (47.9% market share) the number-one origin and respective increases of 6% and 19% compared to 2019. By contrast, almost all other Asian countries registered significant declines. The US market also closed with traffic below 2020 and 2019 levels, with the largest decreases concentrated in the United States and the Central American market. On the other hand, the markets in Turkey and North Africa experienced significant growth, exceeding pre-pandemic levels.

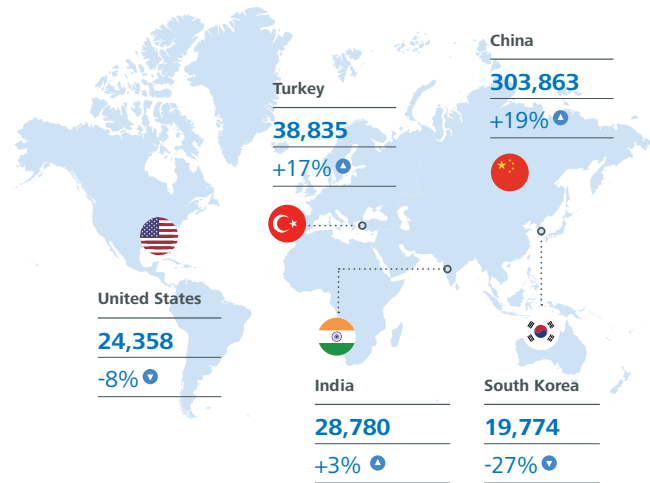
Apart from the import market shares, the attached map indicates the countries that showed the greatest dynamism during 2021 as the origin of imports and their behaviour compared to 2019. These countries are China, Turkey, India, the United States and South Korea, in that order.



Full import containers: market share by most dynamic areas and markets, 2021



Quota by areas	
● Asia / Oceania	76%
● America	10%
● Africa	9%
● Europe	5%



TEU/ Variation % 2021/2019

Vehicles

During 2021 new vehicle traffic in the Port managed to slow and reverse the decline of 2020, when COVID-19 took a heavy toll, closing the year with **492,982 vehicles (+3.8%)**. There was an uptick in exports, which represent 70% of traffic and registered 343,089 units (+8%), but the overall figure is still well below its pre-pandemic level (2019).

The largest impact stemmed from the microchip crisis caused by the lack of raw materials and production, for its part driven by supply chain difficulties affecting maritime traffic. The lack of supply in the factories forced some production plants to adopt exceptional measures such reducing shifts and in some cases even the temporary closure of some lines. Some brands opted for a strategy of continuing to manufacture vehicles and leaving them ready for microchips to be installed in the field or even in maritime terminals. In this way, when the components arrived, everything was ready for installation and for the export of the vehicles. Experts predicted that shortages would continue through

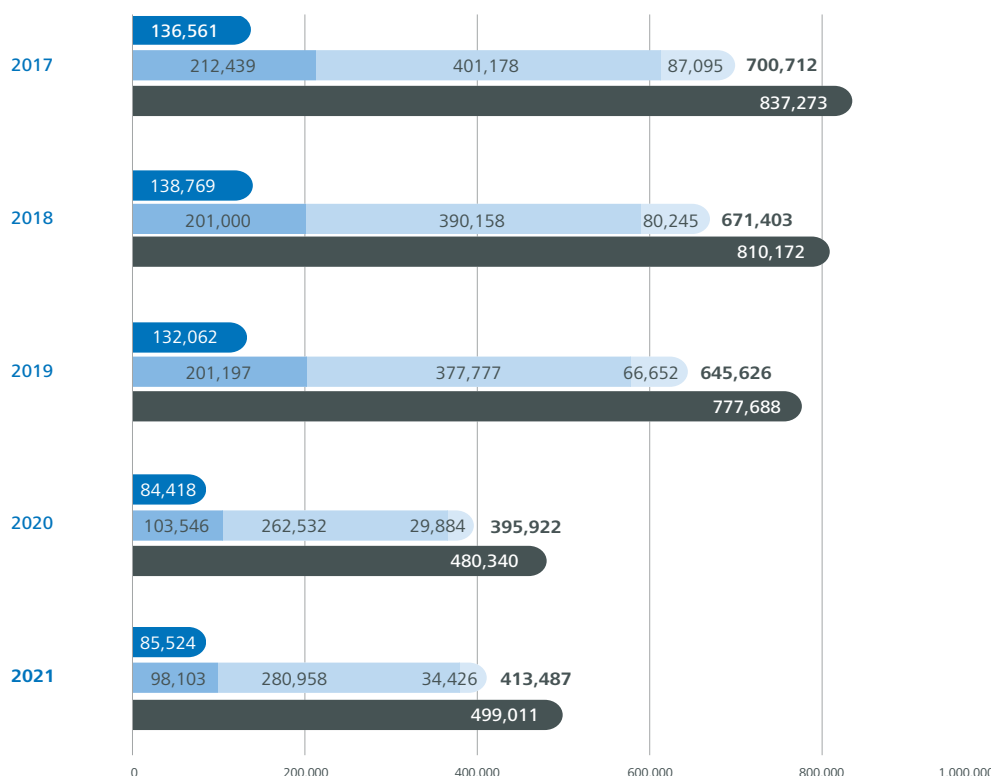
2022. Another factor that influenced this type of traffic was the closure of Barcelona's Nissan factory in December after more than 40 years of production.

Among the trends in the sector, we can see increased production of electric vehicles, particularly in Asia. The Port of Barcelona works to meet the specific requirements of this type of traffic and thus to position itself as a valid option for the import of electric vehicles and their distribution to Europe.

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

Car traffic by type of shipping (u), 2017-2021

● Cabotage | International: ● Import ● Export ● Transit ● Total



Liquid and dry bulk

Liquid bulk

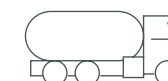
In 2021, liquid bulk traffic fell 3.4% to a total of **12,370,580 tonnes**, compared to 12.8 million tonnes the previous year and still far from the more than 16 million recorded in 2019. In 2020, there was an acute “contango” (situation in which the financial futures price of a commodity is higher than its current price), which led to the filling of oil reserves around the world. This left its mark on the traffic figures for 2021, as these reserves were used to meet demand and therefore harmed the transport of “new” products.

During the year **gasoline** maintained declines of 29% year on year and 52% compared to 2019. **Natural gas** (usually the leading product in this category in terms of volume) also continued to fall by 8% year on year and 32% compared to 2019, with a total of 2.8 million tonnes handled this

year. In the last financial year, more natural gas entered the Iberian Peninsula by pipeline to the detriment of maritime transport and, in addition, changes in the regulatory market for access to re-gasification plants and the diversification of LNG-supplying countries favoured entry through other mainland ports. In hydrocarbons, the only product that increased was fuel oil, with 1.6 million tonnes (+25%).

Other liquids such as **chemical products** remained at 1.06 million tonnes, up 3% from 1.04 million tonnes in 2019. **Biofuels** climbed 43% to 1.2 million tonnes but remained 13.6% below pre-pandemic levels. For their part, **oils and fats**, fairly stable traffic considering demand is mainly industrial, grew 4% year on year, with a total of 881,000 tonnes, the same level as in 2019.

Liquid bulk (million tonnes)



2021

12.4

2020 V - 2021 / 2020

12.8 -3.4%

2019 V - 2021 / 2019

16.1 -22.9%

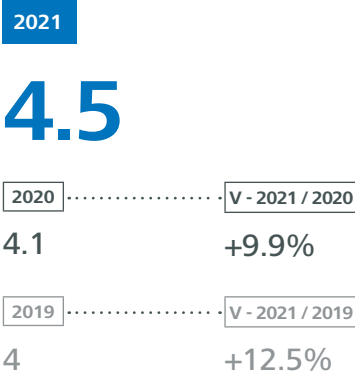


Dry bulk

Dry bulk registered a total of **4,459,744 tonnes**, an increase of 10% compared to the previous year, when, dipping 0.6%, it was the only traffic to hold steady. This increase was mainly due to imports of **soybeans** (+17%), which totalled 1,603,242 tonnes. There was also increased traffic in **common salt** (+232%) and **potash** (+33%), which together represented about 900,000 tonnes. This progression stemmed from the full performance of the new dedicated ICL Iberpotash terminal and shutdowns last year caused by production issues. Also noteworthy were increases in **scrap metal** imports, which totalled 355,067 tonnes (+15%).

Overall, agricultural products fell 8.4% to 406,650 tonnes from 443,720 tonnes in 2020. The only cereal that rose was **maize** (20%), while **wheat** fell by 45% and **other cereals** by 24%.

Solids bulk (million tonnes)

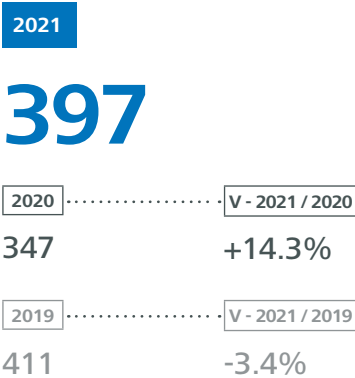


Short sea shipping

According to the definition of the European Short-sea Network, short sea shipping (SSS) means the movement of cargo and passengers by sea between ports situated in geographical Europe or between those ports and ports situated in non-European countries having a coastline on the enclosed seas bordering Europe. In the case of the Port of Barcelona this section includes goods transported to the Balearic and Canary Islands (cabotage), but also freight travelling on the Motorways of the Sea (regular services between Barcelona and various destinations in Italy and North Africa).

In 2021, loaded **intermodal transport units (ICU)**, i.e. general cargo traffic that is shipped by truck, platform, trailer, etc., totalled **396,730**. This figure represents a year-on-year increase of 14% and is only 3.4% below that of the previous year; this is due to the drop in insular cabotage traffic, which fell by about 16% compared to 2019, a record year.

Ro-ro traffic (thousands of UTI)



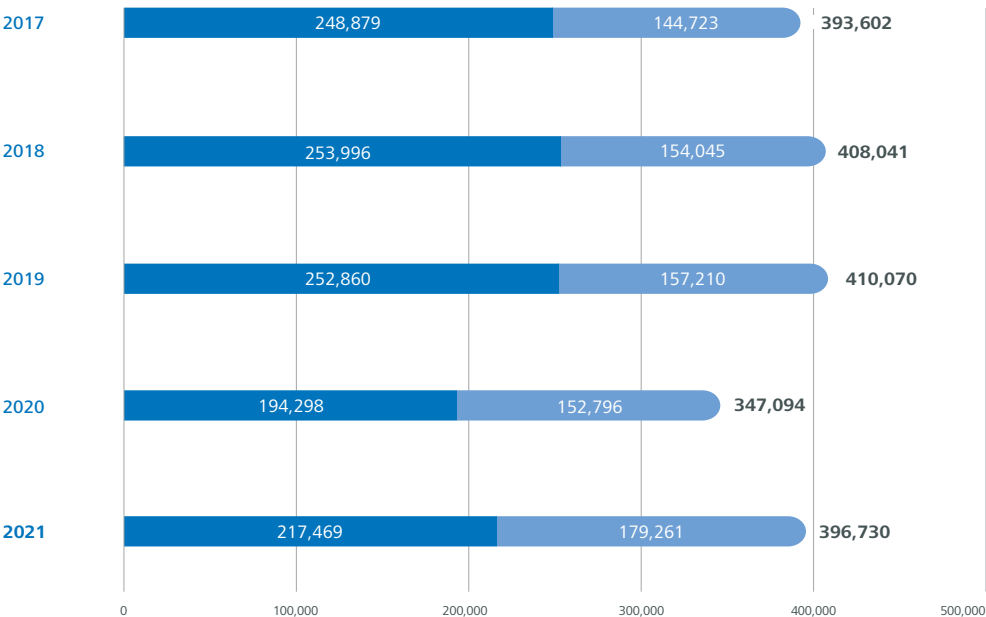


Total traffic of cabotage goods (Balearic Islands) was 216,673 ITU (+12%) and passenger transport with the Balearic Islands increased by 56%, with 800,089 passengers recorded. Compared to 2019, however, island traffic had not yet recovered: ITUs and passenger traffic remain below 2019 levels (by 14 and 6 points, respectively).

Total SSS cargo was 31 million tonnes (+8%) and the number of new vehicles rose slightly (+1.4%) to close the year at 422,490 units (-37%), well below the 579,918 units moved in 2019.

Intermodal transport by type of shipping (ITU*), 2017-2021

● National island ● Remaining SSS



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

MOTORWAYS OF THE SEA

In 2020 Barcelona shipped to Italy and Morocco a total of 164,039 ITU on the Motorways of the Sea or short sea shipping (SSS) services, down about 19% on the previous year. This figure translates to an identical number of trucks diverted from the roads to the maritime mode, which is economical and environmentally more efficient. Total cargo was nearly 5 million tonnes (+19%). These increases are due to three main factors:

- > the increased capacity of the lines with Italy, where demand has responded very positively;
- > shippers' positive response to the consolidation of the ro-ro line with Morocco.

In 2021, passenger traffic on the Motorways of the Sea increased 38% (177,608 passengers) but remained 5% below the 2019 pre-pandemic figure.

> the recovery of traffic thanks to a slight improvement in the situation of the pandemic, with a year without widespread lockdowns or strict restrictions such as those in 2020;

Rail traffic

Container rail traffic has made steady progress in recent years, helping to make the logistics chains passing through the Port more sustainable. 2021 closed with 319,000 containers entering or leaving the port area by rail, which represents a year-on-year increase of 18.4% and pushes up the rail share of containers to a new record of 15.5%.

This year rail transport of vehicles totalled 186,499 units and the rail share stood at 40.1%, slightly lower than in 2020 (42%).

Port of Barcelona rail services save 46,315 tonnes of CO₂ annually, as they involve removing a total of 197,928 trucks from the road.

Container rail traffic (TEU)



2021

318,971

2020 V - 2021 / 2020

269,304 +18.4%

2019 V - 2021 / 2019

249,751 +27.7%



Container rail share: 15.5%



Rail vehicle share: 40.1%



Annual savings of 46,315 tonnes of CO₂ (= 197,928 trucks)

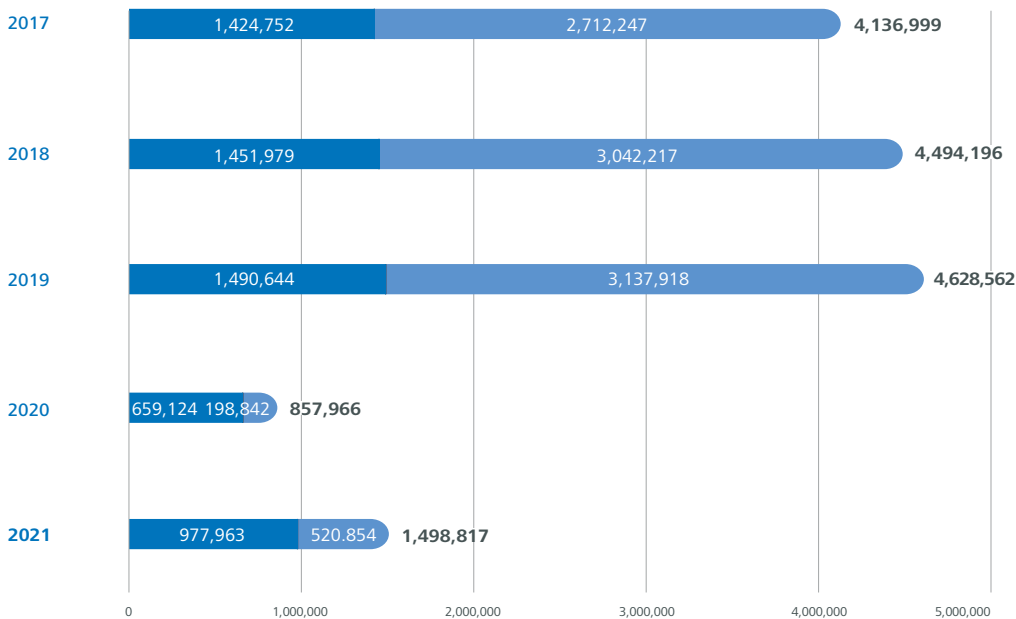
Passengers

Passenger traffic is one of the activities most affected by the COVID-19 crisis. Order PCM/216/2020 of 12 March 2020 prohibited the entry of passenger ships from Italy and cruise ships of any origin bound for Spanish ports, a ban which, in the case of cruisers, remained in effect until June 2021.

Nevertheless, this year there was a clear global recovery, with a total of nearly **1.5 million passengers** – 74.7% more than in 2020, but still 67.6% below the traffic registered in 2019. For ferries this recovery was faster, amounting to 977,963 people (+48%), which is 34.4% below pre-pandemic traffic, while cruiser traffic remained 83.4% shy of 2019 levels.

Progression of passenger movements, 2017-2021

Vessel type: ● Ferries ● Cruise ships



Passengers
(thousands of people)

2021
1,499

2020 V - 2021 / 2020
858 +74.7%

2019 V - 2021 / 2019
4,628 -67.6%



Ferry passengers
(thousands of people)

2021
978

2020 V - 2021 / 2020
659 +48.4%

2019 V - 2021 / 2019
1,490 -34.4%



Cruise passengers
(thousands of people)

2021
521

2020 V - 2021 / 2020
199 +161.9%

2019 V - 2021 / 2019
3,138 -83.4%

CRUISE SHIPS

When Order PCM/216/2020 came into force on 12 March 2020, negotiations got underway with the competent authorities for safe return based on strict protocols of cruise activity.

On 18 May 2021, Puertos del Estado, External Health and the Directorate General of the Merchant Navy approved "Health measures for the re-establishment of international cruises", a document which allowed the return and passage of these types of vessels to be approved on 7 June.

On 26 June 2021 the *MSC Grandiosa* was the first cruise ship to arrive at the Port of Barcelona after the closure of cruiser access to Spanish ports in March 2020. In total during the year there were **520,854 cruise passengers (+161.9%) and 271 stopovers.**

ECONOMIC AND FINANCIAL REPORT

Summary outturn for the year

Barcelona Port Authority closed FY 2021 with a **net profit of €37.9 million**, up 130% year on year. Operating income increased by 97% com-

pared to 2020, while the financial results increased by 213%.

Outturn for the fy (million EUR), 2021

	2021	2020	Variation	%Var.
Operating profit	27.5	14.0	13.6	97%
Financial results	8.0	2.5	5.4	213%
Tax on profits	2.4	1.1	1.3	126%
Total	37.9	16.5	21.4	130%

The improvement in the year-on-year outturn has its roots in several effects, most significantly the recovery of operating income after the deep impact of the fallout from the COVID-19 pandemic in 2020. During 2021 dividends received from stakeholder companies also generated a notably

positive impact, helping to increase the financial results. The result for the financial year is additionally influenced by the generation of tax credits linked to corporation tax.

Turnover

Net turnover for 2021 was **€151.4 million**, down 9% year on year.

Outturn for the fy (million EUR), 2021

	2021	2020	Variation	%Var.
Port fees	137,461	127,665	9,796	8%
Occupation fee	57,121	51,782	5,339	10%
Fees for use	64,280	62,838	1,442	2%
Vessel fees	27,162	25,511	1,651	6%
Fees for pleasure craft	387	451	(64)	-14%
Passenger fees	2,330	2,547	(217)	-9%
Cargo fees	34,212	34,047	165	0%
Fresh fish fees	155	135	20	14%
Fee for special use of the transit area	34	146	(112)	-77%
Activity fees	14,818	11,845	2,973	25%
Navigation aids fee	1,242	1,200	42	4%
Other business income	13,979	11,271	2,708	24%
Amounts in addition to fees	7,967	5,776	2,191	38%
Fees and other	6,011	5,495	516	9%
Total	151,440	138,936	12,504	9%





Notwithstanding the effect of the Recovery Plan, concession-related fees show a significant year-on-year progression:

- > The occupation fee increased by 10%, due mainly to the non-application of Legislative Royal Decree 16/2020 of 7 July 2020 on economic reactivation measures to address the impact of COVID-19 in transport and housing, which meant a €5.5 million drop in 2020 turnover. Further, an addition is made for the additional income to market new port spaces (ZAL, BEST, Ecoimsa) in 2021.
- > Activity fees increased by 25% due to the elimination of the minimum activity threshold also applied under Decree 16/2020, which meant a drop in revenues in 2020 and the regularisation in 2021 of turnover corresponding to 2020.

Impact of the recovery plan (millions of euros), 2021

Fees for use	(7.3)
Correction coefficients T1, T2 T3	(5.6)
RoPax Island discounts T1, T2, T3	(1.7)
Concession fees	(3.5)
Special discounts Occupation fees	(3.5)
	(10.8)

The Recovery Plan centres on two core areas:

1) First, the application of downward correction coefficients on fees for use for goods, ships and passengers. Unlike the rest of the main ports in Spain, the Port of Barcelona applied a reduction in the unit price of fees, saving operators €5.6 million.

> Fees for use improved at a more moderate rate of just 2%, considering the implementation of the Recovery Plan had a greater effect and given the lack of revenue from the passenger fee, since cruise traffic is still far from attaining pre-pandemic volume.

IMPACT OF RECOVERY PLAN IN FY 2021

The Recovery Plan was launched in January 2021, comprising a set of measures to help lessen the effect of the COVID-19 pandemic on the port sector actors most exposed to the decline in activity. The implementation of the Plan during 2021 resulted in a total reduction in turnover of 10.8 million. The Plan is expected to remain in force throughout 2022, but with a less significant impact.

2) Second, apart from the annual commercial discounts that the Port of Barcelona approves on a regular basis, two specific discounts are applied: the insularity discount, which affects Ro-Ro traffic with the Balearic Islands and allowed operators to save €1.7 million; and the special discounts on concession fees for cargo and passenger port terminals, which meant additional aid of €3.5 million.

Although the Recovery Plan was put into operation in 2021, as a result of the application of RDL 26/2020 during the 2020 financial year aid mobilised in the Port Community during the 2020 financial year topped €6.6 million, which was deducted directly from turnover.

Main operating indicators, 2020-2021

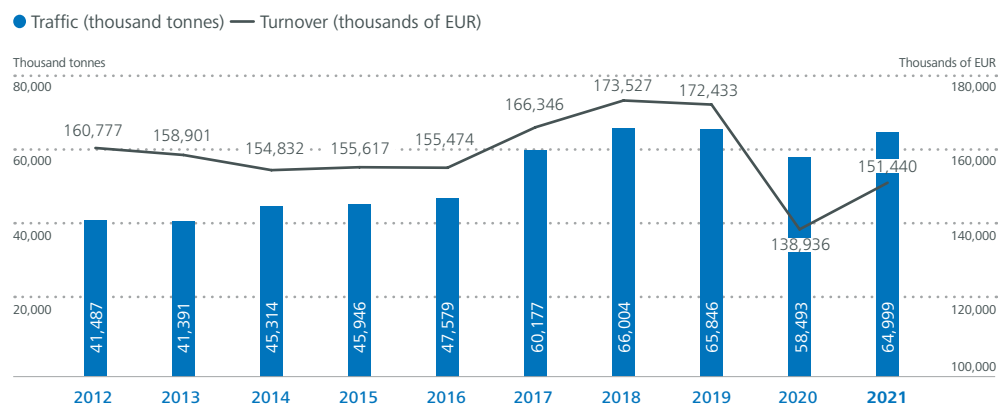
Million tonnes	2021	2020	Variation 21/20 (%)
Liquid bulk	12.4	12.8	-3%
Dry bulk	4.5	4.1	10%
General goods containerised	48.2	41.5	16%
non-containerised	37.5	32.0	17%
non-containerised	10.7	9.6	12%
Total goods	65.0	58.4	11%

Units			
TEU	3,531,324	2,959,751	19%
origin/destination	2,054,081	1,782,730	15%
Transit	1,477,242	1,177,022	26%
ITU	396,730	347,093	14%
Passengers	1,498,817	857,966	75%
ferries	977,963	659,124	48%
cruise ships	520,854	198,842	162%
Vehicles	499,011	480,340	4%
Ship stopovers	7,520	6,724	12%
GT	267,733,881	220,109,528	22%

Total traffic at the Port of Barcelona was 65 million tonnes, which represents a year-on-year increase of 11%. In 2021, all traffic indicators improved on the previous year, save for bulk liq-

uids, which fell slightly (-3%). Cruise passenger traffic grew by 162%, insufficient to increase turnover from the passenger fee due to the implementation of the measures of the Recovery Plan.

Progression of turnover (thousands of euros) and traffic volume (tonnes), 2021

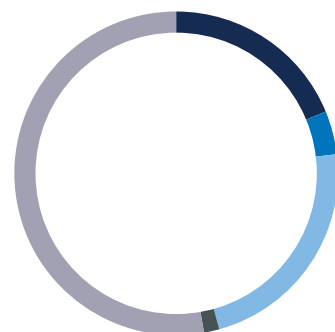


INCOME BY TYPE

The COVID-19 pandemic changed the distribution of revenue by business line substantially, as fees for use absorbed most of the falling revenue. In absolute terms, concession fees fell in 2020, but in 2021 they represented a very similar amount to that recorded in 2019. For the purposes of revenue distribution, it should be borne in mind that concession fees were around 45% of turnover before the pandemic; in 2020 this proportion increased to 50%, due to the fall in revenue from fees for use; and in 2021 the relative weight of concession fees increased even further, to 53% of turnover.

As for the cause of the decline in the proportion of revenue from fees for use to the total, it is worth noting that in 2021 cargo fees accounted for 23%, in line with the percentage recorded before the pandemic. In contrast, the proportion of other fees for use fell, particularly that of passenger fees, which used to be around 7% and in 2021 remained below 2% of the total.

Composition of turnover (%), 2021



● Boats and navigation aids	19%
● Other fees and charges	4%
● Goods	23%
● Passage	2%
● Public Domain Concessions	53%

Operating income

Operating income accounted for nearly **€28 million**, a year-on-year increase of 97%. This improvement is mainly due to the increase of 12.5 million in turnover. However, also noteworthy are the positive effects of savings in staff costs (1.8 million) and the decreased depreciation of fixed assets (2.3 million) due to a change in ac-

counting criteria. In contrast, the increases recorded in other operating expenses (2 million) and in impairments and gains on disposals of assets (1.7 million) partially offset this improvement in operating income, which totals 13.5 million.

Operating income (thousands of EUR), 2020-2021

	2021	2020	Variation	%Var.
Net turnover	151,440	138,936	12,504	9%
Other operating income	7,296	6,395	902	14%
Staff costs	(32,692)	(34,519)	1,826	-5%
Other operating expenses	(47,457)	(45,378)	(2,079)	5%
Depreciation of tangible assets	(54,693)	(57,002)	2,309	-4%
Allocation of grants and other non-financial assets	6,591	6,785	(194)	-3%
Impairment and gains on disposals of assets	(2,935)	(1,249)	(1,686)	135%
Total	27,550	13,968	13,582	97%



Expenditure

The 9% increase in turnover was not accompanied by an increase in spending, which in 2021 amounted to **€131 million**, practically the same as in 2020.

Distribution of expenditure (million EUR), 2020-2021

	2021	2020	Variation	%Var.
Staff costs	32,692	34,519	(1,826)	-5%
External service expenses	32,390	26,285	6,105	23%
Conservation	8,089	6,496	1,593	25%
Independent professionals	7,253	5,667	1,586	28%
Supplies	1,934	1,452	482	33%
Other external services	8,613	8,446	167	2%
Waste collection (Marpol)	6,502	4,224	2,277	54%
Other current management expenses	1,741	2,463	(722)	-29%
Contribution to Puertos del Estado and FCI	9,567	12,410	(2,843)	-23%
Depreciation	54,693	57,002	(2,309)	-4%
Other expenses	6,694	5,469	1,225	22%
Allocation grants	(6,591)	(6,785)	194	-3%
Total	131,186	131,363	(176)	0%

However, we can see that external services increased by 6.1 million compared to 2020, mainly for the following reasons:

- > The conservation budget includes the cost of anchor removal in the amount of €1.3 million.
- > Spending on waste collection rose by almost €2.3 million due to the increase in activity and the application of new tariffs. However, this is partially offset by 4.7 million in revenue.
- > The independent professionals heading grew by €1.5 million, largely due to the increase in spending on technical assistance.
- > Other spending also grew by 1.2 million because it included a provision for the demolition of the Imax building for an amount of €2 million.

Moreover, these spending increases were offset by the following savings:

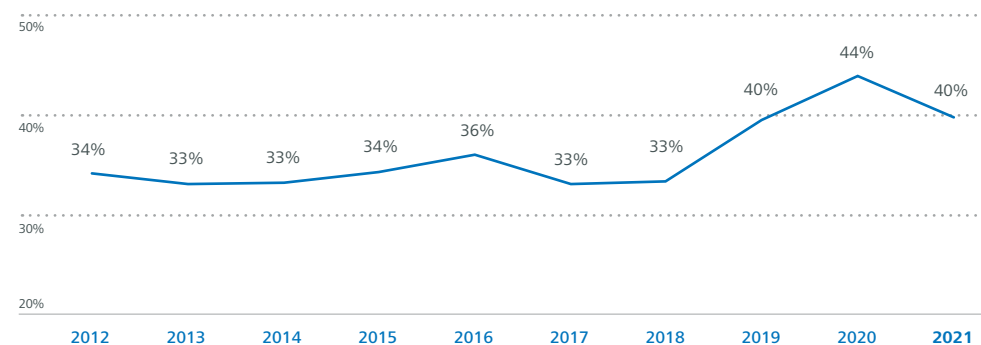
- > Staff costs were reduced by 6% due to savings in early retirement benefits amounting to €1.8 million.
- > Other current management expenses fell by €722,000 because in 2020 there was an allocation to cover the disputes concerning the Prat wharf and for settlement of the contract for the Portal de la Pau intervention, whereas in 2021 the Ecoimsa allocation was smaller.
- > Contributions to Puertos del Estado, including the Interport Compensation Fund (not offset by revenue), decreased by 2.8 million, because they are calculated according to the results of 2020, which were affected by the pandemic.

> Depreciation of tangible assets decreased by 2.3 million due to the application of the accounting criterion, in accordance with the general regime in corporation tax, which led to an increase in the useful lives of tangible assets.

The ratio measuring the absorption of expenses in the overall turnover dropped four points in 2021 and recovered the 40% that had been recorded in 2019 (it does not take into account the Marpol effect):

Expenditure absorption ratios (%), 2012-2021

— Current expenses / Turnover



Current expenses = personnel expenses + external services + other current management expenses

Stakeholder companies

During 2021, the APB added two more stakeholder companies to its portfolio, bringing the total up to 14.

In June the company B2B Logistics (Busan Barcelona Hub), S.L. was set up, with 49% of the shares held by Barcelona Port Authority and 51% by the Port of Busan (South Korea). The goal of B2B Logistics is to promote maritime traffic with South Korea through the joint management of logistics assets. APB's financial investment relative to the contribution of capital for the incorporation of the company was €245,000.

During the month of October, a 10% stake was acquired in the Monzón Intermodal Terminal, S.L., a joint venture with the Samca Group, Logirail and Tarragona Port Authority. This is a strategic investment to strengthen the Port of Barcelona's commitment to Aragon by acquiring a stake in a company that manages a railway terminal in Monzón. Acquiring the shares through a capital increase meant a financial investment for APB of €364,000.



Stakeholder companies (%) on 31.12.2021

	% of share capital
Group companies	
Gerencia Urbanística Port Vell	100.00%
Centro Intermodal de Logística, SA SME	51.50%
World Trade Center Barcelona, SA SME	75.99%
Associated companies	
Catalana d'Infraestructures Portuàries, SL	49.00%
Terminal Intermodal Marítima Centro, SL	49.00%
B2B Logistics (Busan Barcelona Hub), SL	49.00%
Terminal Intermodal de l'Empordà, SL	47.32%
Puerto Seco de Azuqueca de Henares, SA	36.73%
Portic Barcelona, SA	40.69%
Terminal Marítima de Zaragoza, SL	21.55%
Other stakeholdings	
Barcelona Regional Agencia Metropolitana de Desenvolupament Urbanístic i d'Infraestructures, 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%

Financial results

Financial results were positive and topped **€7.9 million**, an increase of €5.4 million compared to the figure recorded in 2020 (+213%).

Financial results (thousand EUR), 2020-2021

	2021	2020	Variació	%Var.
Financial income	8,551	2,830	5,722	202%
Financial expenses	(743)	(644)	(99)	15%
Change in fair value of financial instruments	-	352	(352)	-100%
Impairment and gains on disposals of financial instruments	145	-	145	-
Total	7,954	2,538	5,416	213%

The following factors contributed to this substantial improvement in the financial result:

a) Financial income

i. **Stakes in equity instruments:** dividends earned in 2021 amounted to €6.9 million euros, in contrast to the 2 million recorded in 2020. In 2021, the dividends of the World Trade Center were recovered and extraordinary dividends of CIP were received as well.

ii. **Other financial instruments:** these accounted for €1.6 million, double the €0.8 million recorded in 2020, thanks to extraordinary interest income from the East seawall and various other surcharges.

b) **Financial expenses.** Virtually all the €743,000 booked in the accounts corresponds to bank fees for the cash balances that financial institutions charge to offset negative interest rates. Although at the end of the year APB had a long-term debt with the European Investment Bank of €142.6 million, the recorded expenditure amounted to just €15,000.

c) Change in fair value of financial instruments.

This heading showed the change in the value of the interest rate swap agreement. This operation expired in 2020 and had no impact at the end of 2021.

d) Impairment and gains on disposals of financial instruments.

The €145,000 recorded for this item corresponds to the return from impairment of APB's shares in Puerto Seco de Madrid, SA, SME, after a new valuation was carried out by the company's partners.

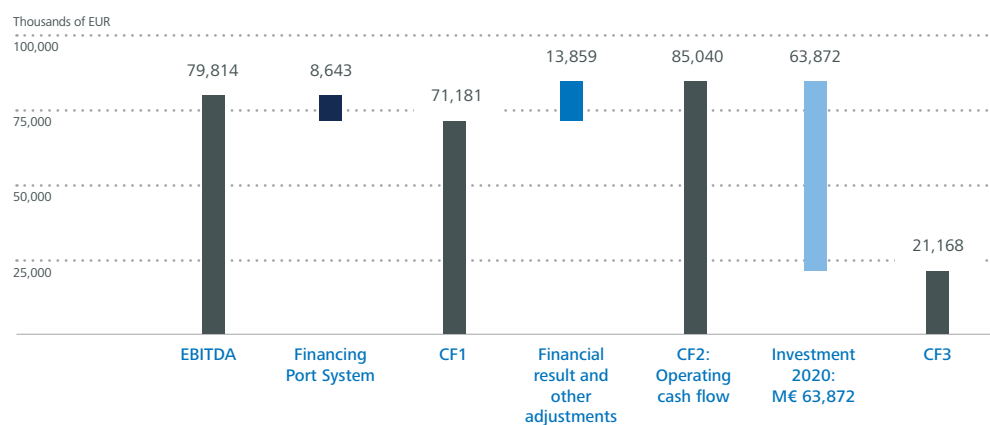
EBITDA and cash flow

Earnings Before Interest, Taxes, Depreciation, and Amortisation (EBITDA) totalled €79.8 million and funds from operations generated operation-

al cash flow of €85 million. Both figures rose over the previous year (+10% and +26%, respectively), due to the improvement in the 2021 result.

EBIDTA (thousand EUR), 2020-2021

	2021	2020	Variation	%Var.
Operating profit	27,550	13,968	13,582	34%
Plus	67,234	70,440	(3,206)	
Funding Puertos del Estado	5,107	6,309	(1,202)	
Net contribution to the Interport Compensation Fund	3,527	5,776	(2,249)	
Depreciation of fixed assets	54,693	57,002	(2,309)	
Reserves for liabilities and expenses	1,055	1,353	(298)	
Return impairment of intangible fixed assets	2,853			
Minus	14,970	14,404	566	
Profits accruing from fixed assets			-	
Valuation adjustments for impairment of non-current assets	-	144	(144)	
Capital grants and others transferred to profit	6,591	6,785	(194)	
Income from return of concessions	3,098	3,460	(362)	
Entering advances received for services rendered in results	5,172	5,408	(236)	
Losses from fixed assets	64	(1,393)	1,457	
Other	46	-	46	
Total	79,814	70,004	9,810	10%



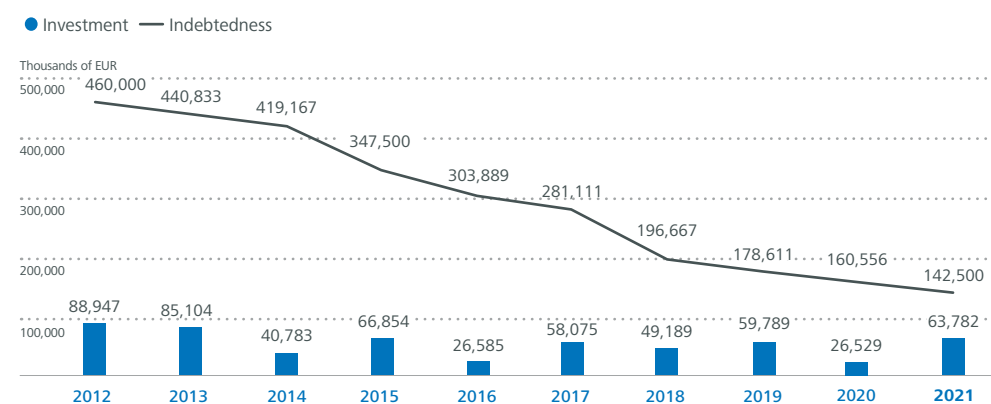
Port system financing = contribution to the public body Puertos del Estado + net payment to the Interport Contribution Fund
 CF1: Cash flow before financial result and adjustments
 CF2: Operating cash flow = funds from operations
 CF3: Surplus in generation of funds in respect of investment needs for the FY

Investment and borrowing

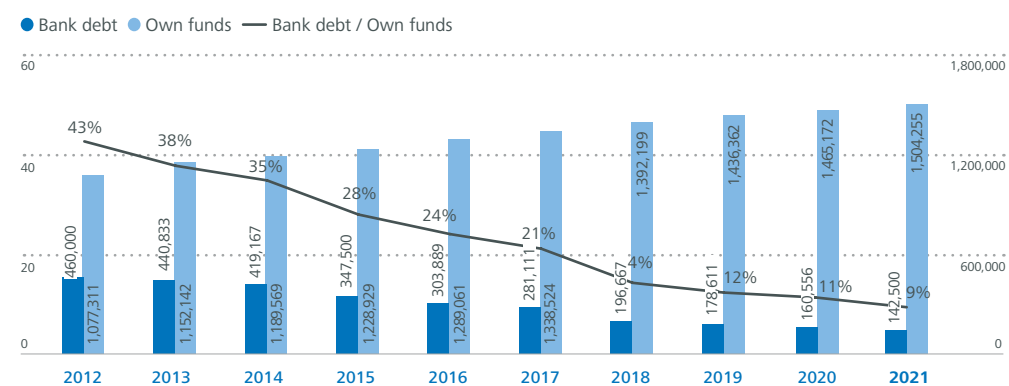
Barcelona Port Authority (APB) performed investments to the tune of €63.9 million, providing a surplus of €21.2 million in relation to the funds generated by operations. The most significant investment was the acquisition of an enclave in the Logistics Activities Zone worth €39.2 million. Once again this year, the entity had no recourse to additional funding and also reduced long-term bank debt by €18 million (natural amortisation of existing loans) and reduced the outstanding balance from €160.6 to €142.5 million.

Since the completion of the Port's highly financially leveraged expansion project (about €500 million in 2010), the debt ratio has decreased considerably due to the progressive effect of debt repayment through early returns, as well as the application of profits to assets. This year we reached a debt-to-equity ratio of 9.5%, the lowest percentage in decades.

Trend in annual investment and long-term debt (thousand eur), 2012-2021



Trend in debt ratio, 2012-2021



Contribution to the port system

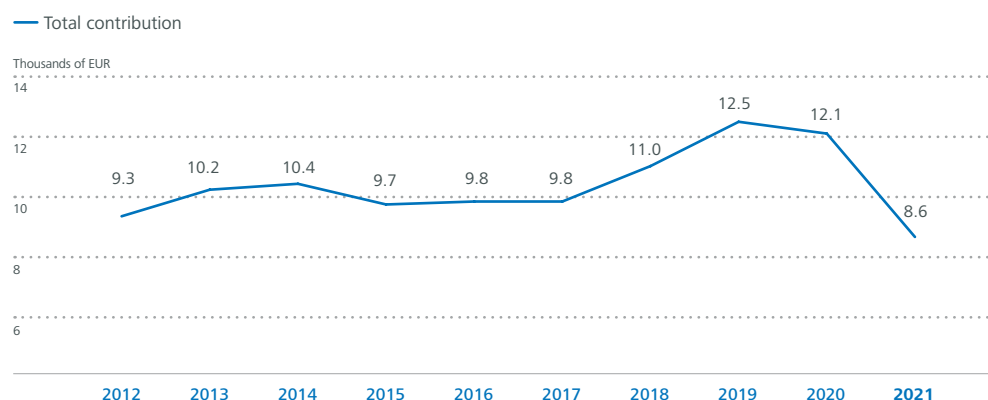
Article 19 of Royal Legislative Decree 2/2011 approving the Recast Law on State Ports and the Merchant Navy, sets down that the economic resources of the Public Body Puertos del Estado (OPPE) shall comprise, inter alia, 4% of the revenue accrued by the port authorities from port fees over the previous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

In addition to funding the OPPE, port authorities must also make contributions to the Interport Compensation Fund (FCI), set up as an instrument for redistributing the resources of the state port system and regulated pursuant to Article 159 of the same law. Since 2019, the contribution is higher as a result of the creation of the new

“Ports 4.0” capital fund set up to promote and incorporate incremental innovation as an element of competitiveness and efficiency in the logistics and port sector.

In 2021 Barcelona Port Authority (APB) net contributions to the Spanish port system fell to €8.6 million, having totalled €12.1 million in 2020. The basis of the calculation, which is revenue and the outturn for financial year 2020, suffered the effects of the most severe period of the pandemic. For this reason, the total amount that APB paid for the contribution to Puertos del Estado and for the net Interport Compensation Fund was €3.5 million lower than the previous year.

APB contributions to the state port system (million EUR), 2012-2021

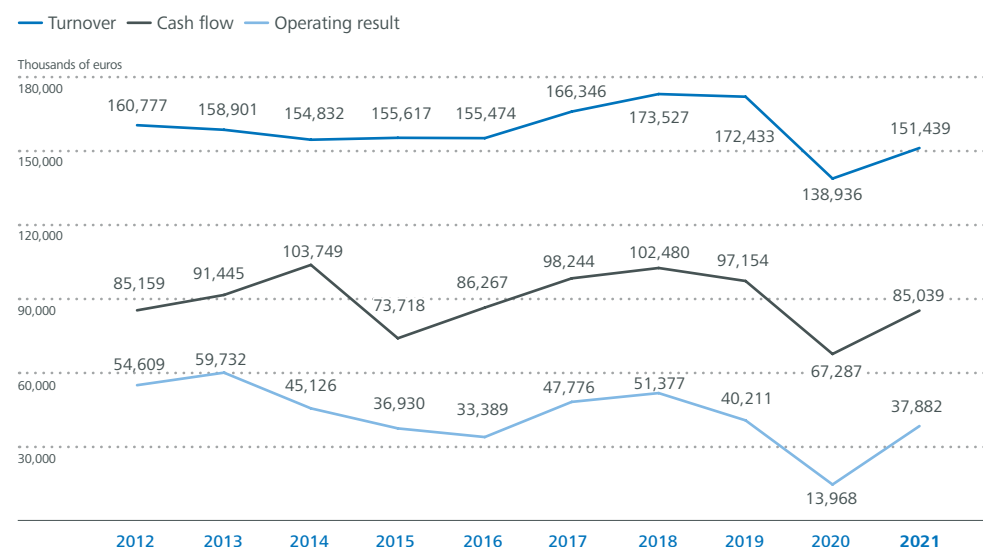


*Net contribution to Interport Compensation Fund + financing of the public body Puertos del Estado

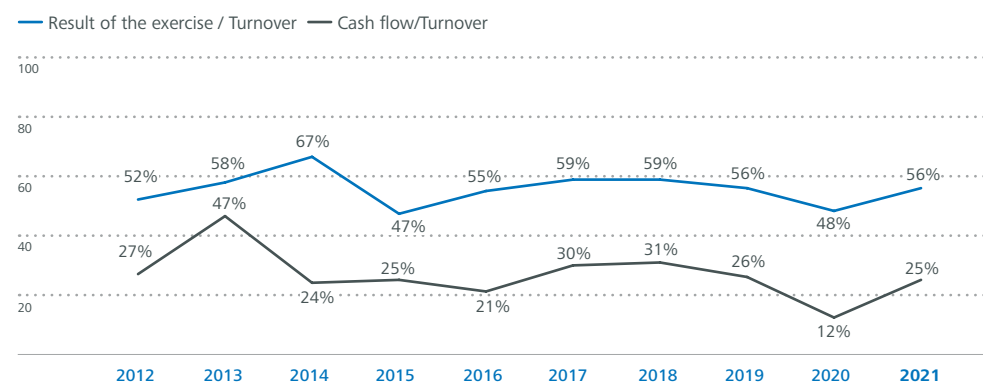
Trend in APB’s main economic indicators

The trend recorded during 2021 shows the turnover, cash flow and operating income at a level similar to that recorded in 2015 and 2016. The ratios of the yearly results and cash flow with regard to turnover improved during 2021 and were similar to those of 2019.

Trend in the main economic indicators (thousand EUR), 2012-2021



Trend in the ratios of the main economic indicators (%), 2012-2021



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

Annual accounts

Balance sheet

(Thousand EUR)	2021	2020
Non-current assets	1,842,701	1,828,120
I. Intangible fixed assets	18,212	17,079
1. Industrial property	6,982	7,207
2. Computer applications	11,230	9,872
3. Other intangible assets		
II. Tangible fixed assets	1,341,418	1,403,756
1. Land and natural assets	307,191	305,034
2. Buildings	997,843	1,025,835
3. Technical equipment and facilities	1,426	1,332
4. Tangible fixed assets and advance payments	24,502	61,441
5. Other fixed assets	10,457	10,114
III. Real estate investments	338,425	302,517
1. Land	300,820	261,725
2. Buildings	37,605	40,792
IV. S/t debt with group and associated companies	81,736	79,731
1. Equity instruments	76,714	76,469
2. Loans to companies	5,022	3,262
V. Long-term financial investments	5,097	2,575
1. Equity instruments	1,098	588
2. Loans to third parties	3,546	1,249
3. Public admin, official subsidies receivable	-	284
4. Other financial assets	454	454
VI. Deferred tax assets	15,884	13,505
VII. Non-current trade debtors	41,929	8,957

(Thousand EUR)	2021	2020
Current assets	268,434	235,240
I. Stocks	295	332
III. Trade debtors and other receivables	39,504	54,947
1. Customers for sales and services provided	21,684	43,998
2. Customers and debtors, group and associated companies	2,266	2,756
3. Other debtors	3,446	3,217
4. Public admin, official subsidies receivable	-	-
5. Other credits with public administrations	12,108	4,976
IV. S/t investments in group and associated companies	155	155
V. Short-term financial investments	55,847	40,131
1. Equity instruments	-	-
2. Loans to companies	5,847	122
3. Other financial assets	50,000	40,009
VI. Accruals and deferrals	742	1,106
VII. Cash and other cash equivalent assets	171,889	138,569
1. Cash and banks	171,889	138,569
2. Other cash equivalents	-	-
Total assets	2,111,134	2,063,360

(Thousand EUR)	2021	2020
Equity	1,701,413	1,668,950
A1. Own funds	1,504,255	1,466,373
I. Capital	539,486	539,486
III. Reserves	926,887	909,327
VII. Profit for the year	37,882	17,560
A2. Adjustments for changes in value	-	-
A3. Subsidies, donations and legacies received	197,157	202,577
1. Official capital subsidies	162,844	166,659
2. Capital donations and legacies	34	34
3. Other subsidies, donations and legacies	34,279	35,884

(Thousand EUR)	2021	2020
Non-current liabilities	354,216	349,529
I. Long-term provisions	29,144	9,289
1. Long-term staff benefit obligations		
2. Provisions for legal liabilities	8,136	7,082
3. Other provisions	21,008	2,207
II. Long-term debts	142,808	167,126
1. Debt with credit institutions	142,500	160,556
2. Long-term suppliers of fixed assets	-	
3. Other	308	6,570
III. L/t debt with group and associated companies	-	-
IV. Deferred tax liabilities	54,281	55,635
V. Long-term accruals and deferrals	127,982	117,479

Current liabilities	55,506	44,881
II. Short-term provisions	12,920	
III. Short-term debts	24,946	28,122
1. Debt with credit institutions	18,104	18,110
2. Short-term suppliers of fixed assets	2,812	5,984
3. Other financial liabilities	4,030	4,028
IV. S/t debt with group and associated companies	226	733
1. Debt with group companies	226	590
2. Debt with associated companies		143
V. Trade creditors and other receivables	17,414	16,026
1. Creditors and other receivables	8,927	7,702
2. Advance payments of public subsidies	-	-
3. Other debts with public administrations	8,487	8,324
VI. Accruals and deferrals	-	-
Total liabilities	2,111,134	2,063,360



Profit and loss statement

(Thousand EUR)	2021	2020	Variation	%Var
1. Net turnover	151,440	138,936	12,504	9%
A. Port fees	137,461	127,665	9,796	8%
a) Occupation fee	57,121	51,782	5,339	10%
b) Fees for the special use of port facilities	64,280	62,838	1,442	2%
1. Vessel fees	27,162	25,511	1,651	6%
2. Fees for pleasure craft	387	451	(64)	-14%
3. Passenger fees	2,330	2,547	(217)	-9%
4. Goods fees	34,212	34,048	164	0%
5. Fresh fish fees	155	135	20	15%
6. Fee for special use of the transit area	34	146	(112)	-77%
c) Activity fee	14,818	11,845	2,973	25%
Navigation aids fee	1,242	1,200	42	4%
B. Other business income	13,979	11,271	2,708	24%
Amounts in addition to fees	7,967	5,776	2,191	38%
b) Fees and other	6,011	5,495	516	9%
5. Other operating income	7,296	6,395	901	14%
a) Accessory and other current management income	2,855	2,201	654	30%
b) Operating subsidies incorporated into the result of the financial year	410	409	1	0%
Income from return of concessions	3,098	3,460	(362)	-10%
d) Interport Fund compensation received	933	325	608	187%
6. Staff costs	(32,692)	(34,519)	1,827	-5%
a) Wages, salaries and similar expenses	(22,560)	(22,474)	(86)	0%
b) Indemnities	(448)	(2,219)	1,771	-80%
c) Social charges	(9,684)	(9,826)	142	-1%
7. Other operating expenses	(47,457)	(45,378)	(2,079)	5%
a) External services	(32,390)	(26,286)	(6,104)	23%
1. Repairs and upkeep	(14,591)	(10,721)	(3,870)	36%
2. Services from independent professionals	(7,253)	(5,667)	(1,586)	28%
3. Supplies and consumption	(1,934)	(1,452)	(482)	33%
4. Other external services	(8,613)	(8,446)	(167)	2%
b) Taxes	(4,011)	(3,975)	(36)	1%
c) Losses, impairment and variation of provisions for commercial operations	252	(244)	496	-203%
d) Other current management expenses	(1,741)	(2,463)	722	-29%
e) Contribution to Puertos del Estado	(5,107)	(6,309)	1,202	-19%
f) Interport Fund contribution	(4,460)	(6,101)	1,641	-27%
8. Depreciation of tangible assets	(54,693)	(57,002)	2,309	-4%
9. Allocation of subsidies and other non-financial assets	6,591	6,785	(194)	-3%
10. Surplus provisions	-	-	-	-

(Thousand EUR)	2021	2020	Variation	%Var
11. Impairment and gains on disposals of assets	(2,935)	(1,249)	(1,686)	135%
a) Impairment and losses	(2,826)	144	(2,970)	-2063%
b) Gains on disposals and others	(109)	(1,393)	1,284	-92%
Operating result	27,550	13,968	13,582	97%
12. Financial income	8,551	2,830	5,721	202%
a) Stakes in financial instruments	6,976	2,039	4,937	242%
b) Of negotiable securities and other financial instruments	1,575	791	784	99%
c) Incorporation of financial expenses to assets	-	-	-	-
13. Financial expenses	(743)	(644)	(99)	15%
a) For third-party debts	(743)	(644)	(99)	15%
b) For updating of provisions	-	-	-	-
14. Change in fair value of financial instruments	-	352	(352)	-
a) Trading portfolio and others	-	352	(352)	-
16. Impairment and gains on disposals of financial instruments	145	-	145	-
a) Impairment and losses	145	-	145	-
b) Gains on disposals and others	-	-	-	-
Financial result	7,954	2,538	5,416	213%
Pre-tax result	35,504	16,506	18,998	115%
17. Tax on profits	2,379	1,054	1,325	126%
Balance of the financial year	37,882	17,560	20,322	116%

Source and application of funds

(Thousand EUR)	2021	2020
APPLICATIONS	142,724	69,135
Non-current assets added	73,060	33,451
Acquisition of intangible and material fixed assets	68,943	26,529
Long-term receivable subsidies	-	-
Non-current commercial debtors	-	-
Deferred tax assets	2,379	2,997
Fixed assets from returned concessions	1,738	3,925
Reductions in equity	-	-
Interport Fund contribution	4,460	6,101
Non-current liabilities removed	31,276	29,583
Cancellation/Transfer of debt to credit institutions	18,056	18,056
Cancellation/Transfer of debt with suppliers of fixed assets	-	-
Cancellation/Transfer of other debts	11,013	7,975
Application of long-term provisions	2,207	3,552
Others (debtors for contingent liabilities)	33,928	-
SOURCES	165,294	82,777
Resources from operations	85,040	67,287
Equity increases	-	-
Interport Fund compensation received	933	325
Subsidies and income from return of concessions	2,915	3,925
Deferred capital subsidies	2,915	3,925
Other subsidies, donations and legacies	-	-
Income from return of concessions	-	-
Non-current liabilities added	20,425	8,028
Long-term debt with credit institutions	-	-
Long-term debt with suppliers of fixed assets	-	-
Long-term debt with group and associated companies and others	-	-
Advances received for sales or services rendered	20,425	8,028
Non-current asset added	1,647	3,212
Disposal of equity and other instruments	-	-
Cancellation / Transfer to s/t of other l/t financial investments	406	353
Cancellation/Transfer to s/t of l/t subsidies receivable	284	-
Commercial non-current and other debtors cancelled/transferred	956	917
Deferred tax assets	-	1,942
Others (FFATP provision, East seawall ruling, etc.)	54,333	-
Excess of sources over applications	22,570	13,642
Excess of applications over sources	-	-

Resources from operations - operating cash flow

(Thousand EUR)	2021	2020	2019	Variation	%Var
Outturn for the period	37,882	17,560	44,164	20,322	116%
Plus	62,382	65,524	70,191	(3,142)	
Net contribution to the Interport Compensation Fund	3,527	5,776	6,188	(2,249)	
Depreciation of fixed assets	54,693	57,002	56,940	(2,309)	
Reserves for liabilities and expenses	1,055	1,353	6,732	(298)	
Losses from fixed assets	109	1,393	331	(1,284)	
Loss from impairment of non-current assets	2,999	-	-	-	
Minus	15,225	15,797	17,201	(572)	
Profits accruing from fixed assets	145	-	3	145	
Valuation adjustments for impairment of non-current assets	173	144	1,629	29	
Capital grants and others transferred to profit	6,591	6,785	6,835	(194)	
Income from return of concessions	3,098	3,460	3,663	(362)	
Entering advances received for services rendered in results	5,172	5,408	5,053	(236)	
Income from OPPE payment principal & interest T3 disputes	46	-	-	46	
Other	-	-	10	-	
Total	85,040	67,287	97,154	(29,867)	-31%

Cash flow

(Thousands EUR)	2021	2020
A) Cash flows from operating activities	85,855	27,062
Profit before tax	35,504	16,506
Adjustments to the result	35,989	41,533
Depreciation of fixed assets (+)	54,693	57,002
Valuation adjustments for impairment	2,681	(144)
Variation of provisions	1,055	1,353
Entering subsidies (-)	(6,591)	(6,785)
Results of fixed assets removed or disposed of	109	1,393
Results of financial instruments removed or disposed of	-	-
Financial income (-)	(8,551)	(2,830)
Financial expenses (+)	743	644
Change in fair value of financial instruments	-	(352)
Income from return of concessions (-)	(3,098)	(3,460)
Entering advances received for sales in results	(5,172)	(5,408)
Other income and expenses	120	120
Changes in working capital	13,200	(25,766)
Stocks	37	(18)
Trade debtors and other receivables	13,628	(24,812)
Other current assets	(167)	428
Creditors and other receivables	(221)	(1,856)
Other current liabilities	1	577
Other non-current assets and liabilities	(76)	(85)
Cash flows from operating activities	1,162	(5,211)
Interest payments (-)	(749)	(670)
Dividends received (+)	6,976	2,039
Interest received (+)	1,936	322
Late payment interest due to fee disputes (-)	(46)	-
Late payment interest received due to fee disputes (+)	46	-
Tax on profits received / paid	(4,794)	(3,351)
Other payments received / made	(2,207)	(3,551)

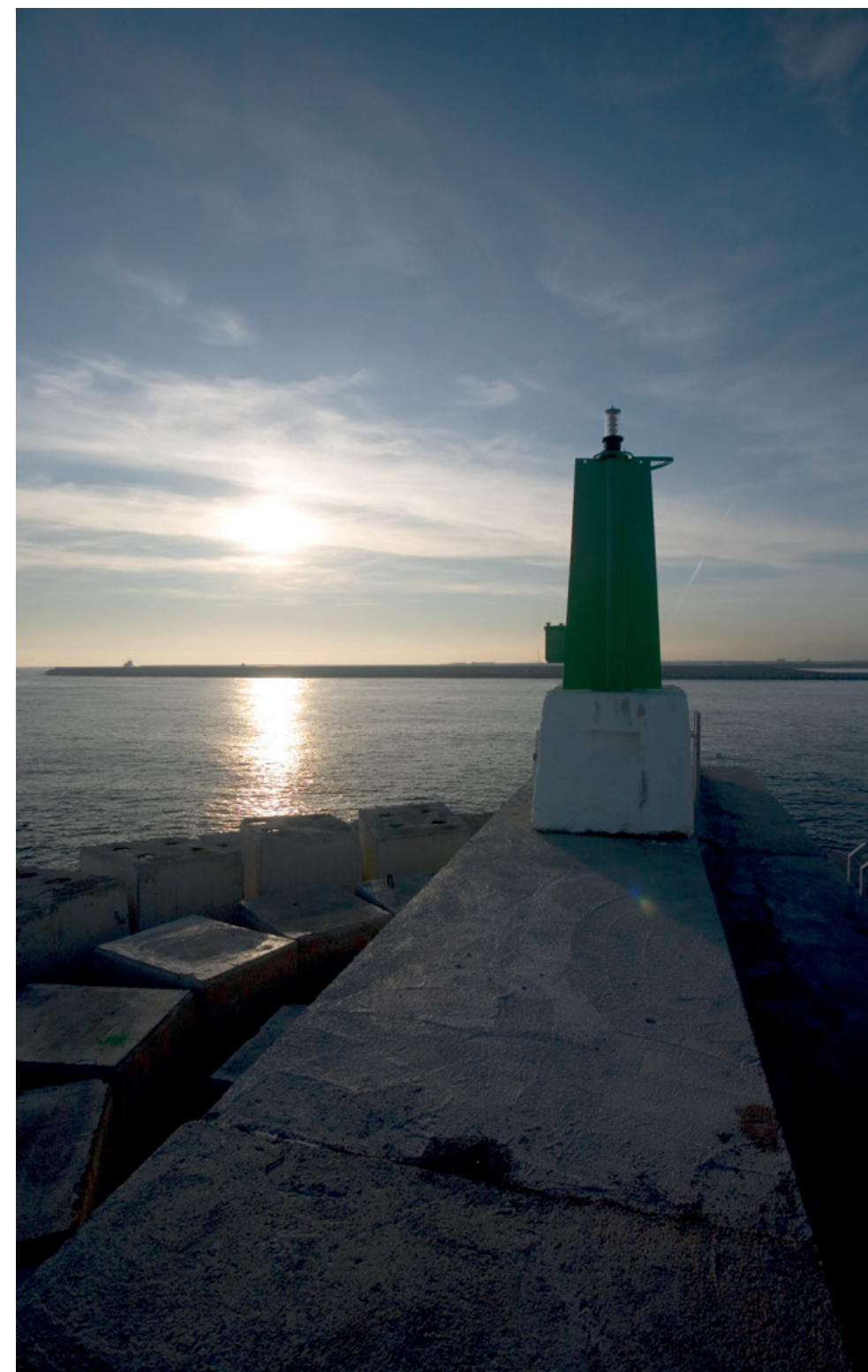
(Thousands EUR)	2021	2020
B) Cash flows from investment activities	(59,285)	(49,186)
Payments for investments (-)	(80,069)	(49,341)
Group and associated companies	(2,217)	(976)
Intangible assets	(4,596)	(2,847)
Tangible fixed assets	(58,082)	(25,518)
Property investments	-	-
Other financial assets	(15,174)	(20,000)
Proceeds from divestitures (+)	20,784	155
Group and associated companies	98	155
Tangible fixed assets	20,687	-
Property investments	-	-
Other financial assets	-	-
C) Cash flows from financing activities	6,751	(12,632)
Equity instruments received and paid	1,461	-
Subsidies, donations and legacies received	1,461	-
Financial liability instruments received and paid	5,290	(12,632)
Issue	23,345	5,424
Debt with credit institutions (+)	-	-
Debt with group and associated companies (+)	-	-
Other payables (+)	23,345	5,424
Repayment and depreciation of:	(18,056)	(18,056)
Debt with credit institutions (-)	(18,056)	(18,056)
Other payables (-)	-	-
Net increase / decrease in cash and cash equivalents (A+B+C)	33,320	(34,756)
Cash and cash equivalents at beginning of FY	138,569	173,324
Cash and cash equivalents at end of FY	171,889	138,569

Statement of changes in equity in 2021 and 2020

Statement of recognised income and expenses (Thousand EUR)	2021	2020	2019
A) Result of the profit and loss account	37,882	17,560	44,164
B) Total income and expenses charged directly to net equity	2,621	3,925	2,066
For valuation of financial instruments		-	-
To cover cash flows		-	-
Subsidies, donations and legacies received	2,915	3,925	2,066
For actuarial gains and losses and other adjustments		-	-
Tax effects	(294)	-	-
C) Total transfers to the income statement	(8,041)	(8,549)	(10,498)
For valuation of financial instruments		-	-
To cover cash flows		-	-
Subsidies, donations and legacies received	(9,688)	(10,245)	(10,498)
Tax effects	1,648	1,696	-
Total recognised income and expenses (A+B+C)	32,463	12,936	35,732

Statement of changes in equity in 2021

Total status of changes in equity (Thousand EUR)	Capital	Accumulated result	Outturn for the financial year	Subsidies, donations and legacies	Total
Final balance for the 2020 financial year	539,486	909,327	17,560	202,577	1,668,950
Total recognised income and expenses	-	-	37,882	(6,773)	31,109
Distribution of the result for the 2020 financial year	-	17,560	(17,560)	-	-
Tax effect				1,353	1,353
Final balance for the 2021 financial year	539,486	926,887	37,882	197,157	1,701,413



INVESTMENT IN INFRASTRUCTURE

The Port of Barcelona committed a total investment in excess of €63.8 million in 2021, of which €23 million –over **€14.5 million– was in infrastructure**. This year the Port’s most substantial investment, with 61% of the total, was made in land with more than €39.2 million.

The following is a detailed description of the most significant infrastructure actions carried out this year, including the official project name.

1
MODIFIED NO. 1 ROAD ACCESSIBILITY IMPROVEMENTS IN CRUISE SHIP AREA. GATE 2 ENLARGEMENT
(OB-GP-M-0771/2015)



2
MODIFIED EXTENSION OF THE ADOSSAT WHARF, PHASE 3.
(OB-GP-M-0761/2014)



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



4
NEW RAIL ACCESS. ACCESS AND LOADING/ UNLOADING SIDINGS AT NOU LLOBREGAT (VISUAL AND ACOUSTIC SCREEN)
(OB-GP-P-0794/2016)



5
REFITTING OF TERRACE FOR SITING OF SCANNER AND MEGAPORT
(OB-GP-P-0802/2016)



6
PORT OF BARCELONA INTERMODAL TERMINAL. MOVEMENT OF PRE-LOADED MATERIALS (ACTION 2)
(OB-GP-P-0822/2018)



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



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

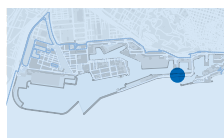


9
EXTENSION OF THE SANT SEBASTIÀ BREAKWATER
(OB-GP-P-0817/2017)

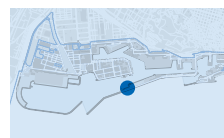




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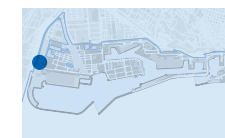
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MODIFIED NO. 1 ROAD ACCESSIBILITY IMPROVEMENTS IN CRUISE SHIP AREA. GATE 2 ENLARGEMENT
(OB-GP-M-0771/2015)

AWARDED TO:
ROGASA CONSTRUCCIONES Y CONTRATAS, S.A.U.

PERFORMANCE TIME:
7 months (work completed)

INVESTMENT:
€1,381,689.87

Growth in cruise ship activity at the Port of Barcelona meant a considerable increase in traffic on the Adossat wharf. To provide an appropriate level of service, an action to improve mobility and functionality was planned in the gate 2 area to access this wharf.

The work consisted in relocating and remodelling access control; reorganising parking areas; redistributing spaces to make pedestrian movement viable and safe alongside vehicle traffic; guaranteeing pedestrian access to the new checkpoint locations so that the staff working there can access them safely.

MODIFIED EXTENSION OF THE ADOSSAT WHARF, PHASE 3. CONSOLIDATION
(OB-GP-M-0761/2014)

AWARDED TO:
ROGASA CONSTRUCCIONES Y CONTRATAS, S.A.U.

PERFORMANCE TIME:
14 months (work completed)

INVESTMENT:
€2,639,860.29

Plans to expand and develop cruise activity in the Port of Barcelona include the location of a future cruise terminal in the last alignment of the wharf, in the space occupied by Port Nou Terminal. The aim of the present work is to consolidate the plots by placing preloaded earth on a part of the backfill and caissons to build the new wharf line corresponding to phase 3 of the Adossat Wharf extension.

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

AWARDED TO:
NOVAPOX, S.L.

PERFORMANCE TIME:
8 months (underway)

BUDGET:
€615,193.38

The Porta d'Europa mobile bridge provides full accessibility and connects the entire area of the East seawall and the Adossat wharf. As the only road access since the new entrance mouth opened, it is a critical and fundamental infrastructure for port operations. Due to the strategic singularity of this infrastructure, to the extent possible, we must anticipate any action that can safeguard its conservation and sustainability.

Owing to its proximity to the sea, considerations of corrosion and harsh surroundings are significant as regards the metal structure and concrete bridge. This action includes the necessary corrective measures to remedy the problems and incidents detected and to prolong the useful life of the bridge.

NEW RAIL ACCESS. ACCESS AND LOADING/UNLOADING SIDINGS AT NOU LLOBREGAT (VISUAL AND ACOUSTIC SCREEN)
(OB-GP-P-0794/2016)

AWARDED TO:
UTE PROTECCIÓ ACÚSTICA

PERFORMANCE TIME:
4 and a half months (work completed)

INVESTMENT:
€1,177,117.87

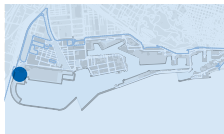


For building the new rail access to the new riverbed area, Nou Llobregat, the extension of the Environmental Impact Statement (EIS) issued in July 2013 established a possible impact on a colony of Audouin's gulls. These gulls are a protected and endangered species, nesting on Illa del Molí, located at the mouth of the river Llobregat. This island is in the middle of the river, but very near the path of the new access and where the Nou Llobregat dispatch/reception sidings are set up near the left bank.

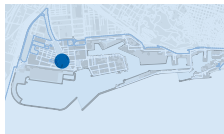
As a compensatory measure, the EIS envisions the construction of a visual and acoustic screen to prevent impact of train traffic on this species' reproductive activity on the island. The work has received a grant from Next Generation EU funds.



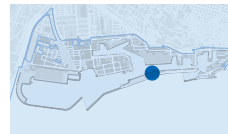
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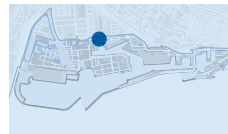
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REFITTING OF TERRACE FOR SITING OF SCANNER AND MEGAPORT
(OB-GP-P-0802/2016)

AWARDED TO:
UTE ACONDICIONAMIENTO ESCÁNER Y MEGAPORT

PERFORMANCE TIME:
10 months (underway)

BUDGET:
€3,228,353.76

Scanner and megaport facilities are essential for container monitoring operations. For years, this equipment has been temporarily located on Àlvarez de la Campa wharf. The planned reorganisation of spaces on the wharf affects the terrace where the aforementioned facilities are located, making a new location necessary.

This action consists of bringing into service a terrace and space where the scanner and megaport facilities can be sited in the southern expansion area next to the BEST terminal, which can be consolidated as a final location. It includes levelling and paving the surface, delimitation and fencing as well as service connections and preparations for wheeled accessibility.

TERMINAL INTERMODAL PORT DE BARCELONA. MOVIMENT DE PRECÀRREGUES (ACTUACIÓ 2)
(OB-GP-P-0822/2018)

AWARDED TO:
CATALANA DE INVERSIÓ Y CONSTRUCCIÓ TRES, S.L.

PERFORMANCE TIME:
8 months (work completed)

INVESTMENT:
€495,486.03

The Port of Barcelona's railway development plan, as well as its Rail Master Plan, involves using the land on the former bed of the river Llobregat to create a series of railway terminals, both for loading and unloading and for reception and dispatch.

The purpose of this action is to define the preloading required in the section of the old riverbed, located between the section connecting Street A of the Zona Franca and Street 114 of the Poligon Pratenc Industrial Estate, and the junction of the overhead high voltage line above the old riverbed, as well as the underground gas pipeline of the Nedgia company located in this area. The working area is roughly 350 m long and executing the preloading involves cleaning and clearing the land, closing the entire perimeter of action, forming a 107,002.10 m3-volume preload, etc.

IMPROVING THE MOORING SYSTEM ON ADOSSAT WHARF. INSERTION OF BOLLARDS ON WHARFSIDE. TERMINAL E
(OB-GP-P-0823/2018)

AWARDED TO:
SOCIEDAD ANÓNIMA TRABAJOS Y OBRAS (SATO)

TEMPS D'EXECUCIÓ:
15 months (underway)

BUDGET:
€482,661.58

This action is part of the updating and improving of the mooring system of the Adossat wharf, both in terms of bollards and defenses. This wharf, dedicated exclusively to the berthing of cruise ships, is thus tailored to the needs of the large cruise ships currently operating in the Port. Specifically, the new mooring points are established in the section of the Adossat wharf running from the Ro-ro wharf at the western end of Terminal E to the beginning of the sheet pile wharf opposite Terminal E.

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

AWARDED TO:
UTE REMODELACIÓ INSTALACIONES ED. ASTA

PERFORMANCE TIME:
19 months (underway)

BUDGET:
€15,819,845

The purpose of this action is to improve the functional conditions of the ASTA complex, which consists of a main building and an annex building of the port police. APB department spaces that are currently located there will be maintained (Conservation, Archive and Port Police) and an area of the main building will be used for rental to APB concessionaire companies.

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



9



EXTENSION OF THE SANT SEBASTIÀ BREAKWATER
(OB-GP-P-0817/2017)

AWARDED TO:
UTE PROLONGACIÓ DE L'ESPIGÓ DE SANT SEBASTIÀ

PERFORMANCE TIME:
17 months (underway)

BUDGET:
€5,681,329.21

The orientation and considerable length of the old Barceloneta beach –currently formed by the beaches of Sant Sebastià, Sant Miquel and Barceloneta– is highly exposed to easterly storms. The beach loses sand, particularly during storms, in a process whereby a system of North-South currents forms which drags the sand to depths where the waves cannot return it to the active area of the beach, with the consequent loss of sedimentary material. Apart from other actions in this regard, the breakwater will be extended by 170 m to stabilise the Barceloneta beach against the loss of sand.



OTHER KEY ECONOMIC FIGURES

Financial aid received

During 2021 the Port of Barcelona participated in several projects with European funding.

Period	Project	Action	Programme
2018-2024	 BLink Hub for the future	Fostering the Motorway of the Sea between Barcelona and Civitavecchia by improving infrastructures: adapting the Contradic wharf to MoS traffic by strengthening the Contradic north alignment, extending the Ro-Ro ramp and adapting the Contradic rail terminal.	 CEF programme
2020-2023	FEDER – IDAE – Plaques solars	Implementing energy efficiency improvements in the BIP Area building: generating power using a photovoltaic installation, implementing a general monitoring control system for the building and replacing current lighting technology with LEDs.	 IDAE
2014-2020	 CORE LNGas hive	Rolling out use of liquefied natural gas (LNG) in maritime transport through a series of pilot actions, e.g.: adapting a barge to supply LNG to ships, adapting port machinery and designing a tug powered by this fuel.	 CEF programme
2019-2023	 CREATORS	Smart energy community models are still experimental, as they can reach 0.01% of the current energy market through pilot programmes of fewer than 100 members and cover only one energy vector at a time. Creators allows local initiators to create and operate advanced community energy systems (CES) by supporting technical, financial and social processes in each phase of the CES life cycle.	 Horizon 2020
2020-2023	 EALING	This project brings together ports from nine EU countries that want to make the transition to alternative fuels. It includes preparatory actions for the construction of Onshore Power Supply (OPS) infrastructures for ships. The aim is to reach a pre-construction state in the distinct ports.	 CEF programme
2020-2023	LNGasHIVE2	Building a barge to supply liquefied natural gas (LNG) as marine fuel in the Port of Barcelona and adjacent areas. The barge will have a LNG storage capacity of 5,000 m ³ using type-C storage tanks, which will give it a boiling generation of between 0.15-0.25% per day. It will be equipped with several supply pumps.	 CEF programme



Period	Project	Action	Programme
2020-2023		This project aims to implement cross-border cooperation activities in the context of the European Neighbourhood Policy, complementing the efforts made within Euro-Mediterranean Association, the ultimate goal of which is to develop an area of peace, stability, prosperity and good neighbourliness with the participation of EU Mediterranean Partner Countries (MPC).	
2021-2026		PIONEERS addresses the challenges faced by EU ports in reducing their environmental impact, maintaining competitiveness, and responding to the sector's continued growth. With this approach, a set of five objectives has been defined: <ol style="list-style-type: none"> 1. Reduce the port's environmental footprint by introducing Clean Energy. 2. Deploy sustainable port infrastructure beyond energy supply and demand. 3. Introduce ecological improvements based on digitisation and new methods of operation. 4. Co-define and transfer PIONEERS demonstrations to other ports during the project lifecycle. 5. A port master plan for the transition to GHG neutral freight and broader multimodal mobility by 2050. 	
2020-2023		Construction projects to extend siding tracks up to a useful length of 750 metres in the Zaragoza – Barcelona section of the Mediterranean Corridor. It includes actions in the Zaragoza Maritime Terminal and Port of Barcelona.	

Procurement and service purchase practices

In mid-2021, the Conservation Department of Barcelona Port Authority published the tender for the purchase of energy for the next two years (2022 and 2023), as the current contracts with Aura Energia and Naturgy ended on 31 December 2021. Given the situation of escalating energy prices, this tender was abandoned: the starting prices and tender budget were well below the market price and no energy utility submitted a bid.

It was therefore necessary to propose a new tender, published in mid-October 2021, which was unresolved as of year end (a resolution is expected in the first four months of 2022) and had the following contracting characteristics:

- > Given high market variability and instability, offers will be requested based on a formula indexed to the price of energy in the wholesale market (until now offers were requested at a fixed price throughout the term of the contract).
- > The contracting period is reduced to one (1) year and the tender budget is increased.



06

SOCIAL VALUE





All the people who work in the Port of Barcelona are a strategic factor in its growth. That is why it is essential to guarantee their well-being, health and the development of their skills and abilities.

In addition, all the activities carried out in the port area are important for organisations and users that rely on the services of the Port of Barcelona and for the surrounding metropolitan area. The

Port's social and relationship capital is therefore also a value that has an impact on the fulfilment of its objectives. For this reason, it is necessary to guarantee application of the precautionary principle to all the activity carried out in the port facility and its surroundings, to goods and to the people for whom they are intended.

Orientation to the SDGS

The diversity of services for goods and passenger transport provides a very wide scope of port activity which meets various SDGs. The following are the ones that have the most impact and presence in day-to-day Port affairs.



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

9,519 healthcare services provided by APB Medical Services

22 drills within the Port Self-Protection Plant



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

52 training activities of the European School of Intermodal Transport

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



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

32% of women on the APB Executive Committee

Assessment to draw up the new Equality Plan



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

Implementation of the 2021-2024 People Plan and fulfilment of the annual objectives



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

Creation of the Mobility Board to define the APB Travel Plan

25 fewer serious injuries in traffic accidents in the Port



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

The Port is actively involved and has a voice in the main national and international bodies in the sector

About the data included

On one hand we present the data of Barcelona Port Authority (APB), as the company that manages the Port and as a model strategy for people that is oriented to sustainability and which we wish to extend to the entire port environment. On the other, the data on Reference Service Levels, Customer Service (SAC), safety and qualitative information on actions related to citizens come from the APB and refer to the entire Port Community.

HUMAN CAPITAL

In 2021 Barcelona Port Authority (APB) began to roll out its Plan for People 2021-2024, with an emphasis on the individual and collective contribution of people to the objectives of the organisation. Among other things, it contains lines of action re-

lated to mobility, learning, work-life balance, equality, well-being and communication. The staff policy is based on the belief that the people who are most committed to the organisation, and most in line with our values and strategy, work better.

The Barcelona Port Authority workplace

Employment profile

As detailed in the tables below, as of 31 December 2021, the APB staff has the following characteristics:



32.4%
women
(+2%)



67.6%
men
(-2%)

65%

of the workforce is between 41 and 60 years old

+50%

of the staff have been working at the APB for more than 20 years. Most staff have worked at the APB for 21 to 25 years

13%

of the staff has a management function (as in 2020)

Progression of APB staff, 2015 – 2020

	2015	2016	2017	2018	2019	2020	2021
Covered by the agreement	453	457	463	458	456	451	461
Not covered by the agreement (managers)	69	69	70	69	68	70	70
Total	522	526	533	527	524	521	531

APB workforce by age ranges, 2021 (years)

	16-30	31-40	41-50	51-60	61-70	2021
Men	19	57	111	127	45	359
Women	11	35	59	48	19	172
Total	30	92	170	175	64	531

APB workforce by seniority, 2021 (years)

	0-5	6-10	11-15	16-20	21-25	26-30	>30
Men	53	26	58	22	83	35	82
Women	39	18	26	7	47	19	16
Total	92	44	84	29	130	54	98

Diversity and equal opportunities

GENDER EQUALITY

The proportion of women in the Port of Barcelona's main governing bodies, according to their composition on 31 December 2021, is:

- > Barcelona Port Authority Administration Board: 25% (4 out of 16 members)
- > Barcelona Port Authority Executive Committee: 32% (6 out of 19 members)

On 14 October 2020, two new royal decrees on equality plans and the wage gap were issued: **Royal Decree 901/2020** of 13 October 2020 seeks the regulatory development of equality plans and means that companies with fifty or more employees must draw up and implement a related ad hoc plan; **Royal Decree 902/2020** of 13 October 2020 calls for equal pay for women and men and incorporates new wage registration

mechanisms to prevent discrimination arising from differences in pay.

As a result of the new regulations, during 2021 a **new assessment of equality was performed at the APB**, based on which a **new Equality Plan** will be drawn up and negotiated. These are some of the points that were included in the assessment: training received by staff in recent years; promotions in recent years; new hires and departures in the last year; under-representation of women; sexual and sex-based harassment, and reconciliation of and co-responsibility for personal, family and work life.

The new Equality Plan will have a maximum validity of four years, and it must be registered in the official register (REGCON) and have the annual **Remuneration Record** and **Remuneration Audit**. The plan is negotiated and agreed within the **Negotiating Committee of the new Equality Plan**, comprising ten people, five from the business side and five from the company side.



PREVENTING DISCRIMINATION

The APB applies the current collective agreement (Third Collective Agreement of Puertos del Estado and Port Authorities) regarding the qualifications required for each post, follows open competition procedures to select staff and recruits according to current labour regulations. In 2021, the Port Authority directly recruited a total of **25 people with a disability** and none at risk of social exclusion.

Working conditions

LABOUR PROTOCOLS

During 2021, negotiations were held with the Works Council on the **internal APB policy on digital disconnection**, which is included in the APB's working protocols together with the Equality Plan, the harassment protocol and the regulations for the use of e-mail, internet and computer and electronic communication tools.

The People Directorate has undertaken various actions to raise awareness and publicise this new internal policy of digital disconnection. The aim is to encourage the reasonable use of technological tools to avoid the risk of computer fatigue, especially for people who work remotely due to the COVID-19 pandemic; to ensure the reconciliation of personal and family life and work activity, and to preserve health.

FLEXIWORK

During 2021, negotiations with the Works Council led to an agreement on implementing telework at the APB once it is no longer applied as a preventive measure stemming from the SARS-CoV-2 pandemic. It was agreed to implement the following types of **FlexiWork (FW)**, i.e. the combination of telework and in-person work:



- 1 Maximum two days of FW per week and the rest of work at the office (40% FlexiWork).
- 2 When it is not possible to do FW for two days, it will be possible to implement FW one day a week, provided the job allows employees to carry out 20% of tasks from home, concentrated in the same day;
- 3 In addition, it was agreed to create a **FlexiWork Monitoring Committee**, formed by a business representation and representatives of the Works Council and responsible for monitoring any incidents and questions that may arise, as well as for full implementation of the new system.

WORKING CLIMATE

2021 was dedicated to designing and implementing the action plan to correct and improve the areas assessed in the **Great Place to Work** audit conducted in 2020. In accordance with the results obtained, actions have been initiated to improve leadership and communication between the responsible directors and managers and their teams. Although internal communication and training were two of the highest ranked aspects, initiatives continued to be designed and implemented to enhance and develop improvements in both areas.

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 more than four years, its use has therefore been very limited.

Furthermore, in accordance with Law 11/2020 of 30 December 2020 on the General State Budget for 2021, promoter contributions to the employee pension plan were suspended for the entire financial year.

Promoting youth work

One of the aims of the Port Authority and the Port of Barcelona is to promote young people's incorporation into the labour market to contribute to the general mission of generating prosperity in the community.

During 2021 the APB maintained **six internship contracts** regulated under the Workers' Statute. These contracts aim to facilitate the incorporation into the labour market of recent graduates (graduated in the last five years, or seven years in the case of people with disabilities) who may not necessarily have enough professional experience for their activity to be fully productive. This increases their chances of entering the labour market once their placement at the Port Authority is over.

Various other actions to familiarise younger generations with the Port of Barcelona are noteworthy:

- > Virtual job fair at **ESERP Business School**.
- > **JoBarcelona'21**, virtual fair with national and international impact organised by JobinPlanet.
- > Workshop organised by **Barcelona Activa** to publicise the Port of Barcelona as an employer and to help registered candidates with their applications.
- > **Barcelona Employment Fair** with two actions: one to publicise the most in-demand profiles at the APB and the other to promote the APB as an employer and offer feedback on the activity carried out.

EDUCATIONAL COOPERATION AGREEMENTS

During 2021 the APB hosted **20 interns** from various areas of specialisation including Business Administration and Management, International Business, Public Relations, Labour Relations and Audiovisual Communication.

It also formalised the framework agreement with Blanquerna University to receive interns for the next four years.

JOVE VALOR PROJECT

The Fundesplai foundation's "*Jove Valor*" [Young Value] project offers a job opportunity to young people who are unemployed and/or at social risk. Fundesplai offers young people training in administrative matters and then a one-year placement –in this case at the APB– to put into practice the knowledge acquired during training. In 2021 **the Port hosted three young people** from this project, who learned and performed administrative and support tasks in the Customer Care Service (SAU) and the APB's Department of Economics and Finance.

Internal communication

With the onset of the pandemic, internal communication took on a vital role and uncovered new and exciting challenges. Through the introduction of new technologies, the situation has accelerated digitalisation and intensified communication. In today's brittle, anxious, non-linear/multicausal and incomprehensible (BANI) environment, communication within the organisation has focused on key issues like purpose and sustainability, as well leadership and the well-being of people, and prioritised the important over the urgent.

Internal communication is an essential pillar of the transformation of the organisation; it adds value and helps to improve staff engagement. It is therefore essential to have measurement indicators and know how they relate to the organisation's objectives. With these tools, the **Internal Communication Plan 2022-2024** designed and prepared this year will make it possible to set the communication strategy and communication agenda for the years ahead.

Managing the covid-19 crisis

During 2021, following the strategy started in 2020, a specific communication strategy was also designed and rolled out to provide staff with operational, service and protocol information on the public health situation caused by COVID-19.

Communications have focused on prevention and protection (workplace measures), health (resolving doubts about vaccination, for example) and labour issues (organisational measures, return-to-work protocols) so that staff feel safe and supported at all times.

Naveguem junts internal brand

During 2021, above and beyond the situation caused by the pandemic, the internal communication office carried out numerous actions and initiatives aimed at highlighting the conduct defined by the internal brand *Naveguem Junts* [Let's Sail

Together]. Implemented in 2018, it aims to shape a good reputation for the company to attract new talent and retain talent already here. Some of the lines of action and initiatives developed are listed below:



Fostering internal knowledge:

infographics highlighting the activity of the Port Police, which help to make their daily work more visible to the rest of the organisation; infographics summarising the Public Relations and SAC activity during 2020.



Other communication campaigns:

- > Monitoring of COVID-19 measures: communicating the measures in force at any given time and the impact on the organisation.
- > Healthy company (healthy sleep habits, working in hybrid environments, stress management, etc.).
- > Policy of regulatory compliance.
- > Lighthouses of the Port of Barcelona.
- > Trivial Port Eco to celebrate Environment Week.
- > Under the collaboration agreement with the AECC, dissemination of campaigns adapted to the APB.



Audiovisual communication:

67 multimedia pieces (videos and infographics) with their own media to increase the impact of communications and give visibility to staff. Some examples:

- > **High Performance and Wellness Letters:** six episodes of the animated audiovisual series explaining the most important concepts that emerged from the High Performance and Wellness Workshops.
- > **Digital disconnection:** infographic with the highlights of the APB's internal policy on digital disconnection.
- > **International Women's Day 2021:** video with the testimony of four APB workers.
- > **Electronic administration:** eight instalments of the audiovisual series on concepts key to this subject at the APB.
- > Video on the adaptation and transformation of the engine of a natural gas-powered straddle carrier.
- > Redesign of recruitment adverts.



Training and upskilling

APB staff development

Workers' professional and personal development is one of the basic pillars of the evolution and improvement of the Barcelona Port Authority (APB), as well as of the services and values it provides to society and the city. In 2021, training actions were carried out in response to the detection of needs, as well as others that came up over the year. The APB is aware that maximum adaptability in this area is essential to offer a better internal service.

The year closed with **216 actions** performed for a total of **1,646 people** across **419 training groups**.

As could be seen in 2020, the current situation and context have not affected the development of activities; on the contrary, there has been an increase in the number of actions as well as the number of people trained and the number of hours of training carried out.

Language training remains one of the organisation's most valued needs and is one of the training plans where APB workers' dedication is at its highest.

The **Port Police training plan**, following the great response received, will continue to be held online. This year, a tailor-made virtual course on Standardised Work Procedures was developed for the first time. Also for the first time, there were team-building actions in phases to foster relationships and teamwork on the force. At the end of the year, new officers took part in the 11th Port Police Basic Training Course at the Catalan Public Safety Institute. Particularly noteworthy was the **training in regulatory compliance** completed by approximately 450 people and demonstrating the APB's effort to continue efficient and responsible public management.

Training for APB staff, 2021

Training Plan (TP)	Training actions ⁽¹⁾	Training groups	Students ⁽²⁾	Training hours ⁽³⁾	Satisfaction with the actions
Skills TP	75	114	124	7,086	8.86
Management TP	1	1	1	16	9.69
Specific TP	59	80	190	7,551.5	8.58
Digital Skills and Innovation TP	1	2	56	56	-
Languages TP	50	161	269	6,453	9.24
Port Police TP	12	28	331	5,787	6.45
Sustainability TP	9	14	105	514	8.12
Public Management TP	4	8	559	1,099	7.89
Conferences and seminars	5	11	11	76.5	9.16
Total⁽⁴⁾	216	419	1,646	28,639	8.50

(1) Training actions managed in 2021. Some are from previous years that remain open; others started in 2021 and were not completed during the year. This report differentiates between the training action itself and the number of groups within each one.

(2) Total number of students who completed training activities (> 75% attendance).

(3) Number of hours of actions completed in 2021 by students who completed them (> 75% attendance).

(4) This data collection takes place on 14 January, before full closure of the 2021 financial year.

COOPERATION AGREEMENTS

The three cooperation agreements formalised in previous years remained in force this year. One of them, the **Partners Agreement**, between ES-ADE and the APB, involved a member of the management team taking part in the Strategic Management Programme in Public-Private Collaboration. The other two were cooperation agreements with the Polytechnic Foundation of Catalonia to create a **Masters in Shipping Business and Supply Chain**, which includes training benefits for Port Authority and Port Logistics Community staff.

Actions for the Port's final customers

Given the situation, in 2021 it was also decided to maintain a webinar format for training sessions for import-export customers. The quality of the in-person days was guaranteed through the support of a streaming platform specialised in training. The other key point marking this year was the offer of training videos related to each presentation which were delivered to attendees before each session. The topics of the sessions can be consulted in the table below.

The above-mentioned aspects played a part in ensuring that the **FORMAR Training Days** maintained their rating in surveys and increased the number of attendees to 852, despite being a challenging year.

Online training for Port's final customers (formar), 2021

Session theme	Number of participants
Brexit: customs and contracts	88
Incoterms 2020: proper use	75
Brexit: new controls and regulations	93
Understanding a DUA	118
Triangular operations	120
Protocol in business with China	69
Customs process. Origin of goods	164
Incoterm 2020 (three sessions)	65
European origin	33
Incoterms 2020: Transprime	27
Total	852

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, directly received more than 1,700 people – 830 of whom took part in specialised training courses, 880 in technical visits to the Port – from more than 40 different countries.

 **52**
training
activities

 **830**
course
participants

 **880**
participants
in technical visits

52 training activities were organised in all types of formats: exclusively online, hybrid and completely in-person. In this connection, courses aboard ferries resumed, respecting in all cases public health indications and requirements. Thematic areas covered maritime intermodality and Motorways of the Sea; rail intermodality; the energy transition and

sustainability; temperature-controlled chains; port and international trade operations, and the Port Community.

Furthermore, the European School participated in and was the linchpin of **four training projects**:

1 YEP MED, led by the European School and co-financed by the European Neighbourhood Instrument within the Cross-Border Cooperation (CBC) Mediterranean Sea Basin Programme, in which eight Mediterranean ports and port communities participate with Barcelona. The aim is to aid economic growth and job creation, particularly for unemployed young people and women, by finding a better match between qualification needs and the offer of dual vocational training in the labour market in these communities. Trainers and students alike received a total of 13 courses on international operations and trade focused on digitalisation, the environment and sustainability in the sector.

As part of this project, the School has developed a new training tool called Port Virtual Lab, which uses a platform of simulated companies to recreate international trade operations.

2 TECHLOG, a European project co-funded by the European Neighbourhood Instrument under the Cross-Border Cooperation (CBC) Mediterranean Sea Basin Programme, to strengthen relations between academia and the transport industry in Mediterranean port areas by developing simulators in the field of ports and transport. The School participates as a training centre.

3 *Forma't al Port [Train at the Port]*, led by the Working Group of the Steering Council for the Promotion of the Port Community, received 586 students from higher training courses in Transport and Logistics and International Trade from secondary schools in the metropolitan area of Barcelona and from the bachelor's and master's degree in Logistics and Maritime Business from the Tecnocampus.

4 *Descobreix el Port [Discover the Port]*, organised by the Training and Employment Working Group of the Steering Council: a day was organised to highlight professional profiles at the Port of Barcelona for teachers and counsellors at compulsory education training centres in Barcelona.

5 *Energy Transition in Ports* and specialised courses in liquefied natural gas terminal management. The School has taken on a special role in training focused on environmental improvement in ports and transport. A course on this subject was held within the framework of the MedPorts Mediterranean Ports Association, and various other training courses have focused on natural gas.

6 *Port Strategy Training*, a training course designed for managers at the Port of Baku (Azerbaijan) and focused on port strategy through port community development, sustainability, intermodality and digitalisation.

7 *Formati al Porto*, the Italian version of *Forma't al Port* held at the School's headquarters in Civitavecchia, has incorporated three new centres and carried out various training activities in this Italian port, with a total of 180 participants.

8 *Higher Technical Diploma in Integrated Logistics and Shipping Processes*, promoted and jointly managed by the European School, its Civitavecchia headquarters, port authorities of Rome and Lazio and the Fondazione G. Caboto. The second edition started successfully and involves a total of 54 participants.

The European School was also responsible for coordinating the sessions of the Training and Employment Working Group of the Steering Council for the Promotion of Barcelona Port Community, as well as its corresponding project groups.



Health and safety at work

APB medical services

The Medical Services of Barcelona Port Authority (APB) attend to 1,355 people that include the entity's active and retired workers, and their relatives. The situation throughout this year forced some changes in these services, always in compliance with the recommendations of the Spanish and Catalan Health authorities. Using pre-arranged in-person visits and particularly virtual visits, it has been possible to maintain the maximum medical care for users and/or give appropriate recommendations for each case.

The medical centres on the Bosch i Alsina wharf and the WTC Barcelona building attended to 9,519 consultations, 35% of which involved healthcare and monitoring and were dealt with by the nursing team. Rehabilitation sessions were down 8.8% compared to 2020 due to careful screening and the increase in all safety measures.



Potential users of APB medical services

2021

537
active staff of the Port Authority

87
relatives of retired staff

449
family members of active staff

74
temporary workers, widows, orphans and others

2,013
retired workers

Total
1,355 users



Healthcare work of APB medical services

2021

3,302
nursing consultations

2,282
rehabilitation sessions

3,935
specialist and family medicine consultations

Total
9,519 visits





Promoting health

To ensure health in the organisation, the APB conducted the following information and training activities on healthy habits:

- > Working as a healthy company to strengthen the slogan “*La Mar de Bé*” [Feeling Great], which aims to provide necessary and appropriate information on healthy habits.
- > An annual campaign to promote healthy sleeping habits, with talks by specialists.
- > Talks on stress management and time management by a psychologist from Dependientia.
- > Publication of material related to COVID prevention resources, both in the organisation and for all the relatives of workers.
- > Issuing personalised information on questions arising from the pandemic.
- > Signing of a collaboration agreement with the AECC (Spanish Association Against Cancer) on 21 June. Under the agreement, the APB is enriched by all AECC activities, including those linked to the communication, social and health fields.
- > Preparation of the “Report on Good Business Practices” to revalidate the healthy company accreditation granted by the National Institute of Safety and Health at Work.

Preventing occupational risks

In 2021 action in the Occupational Risk Prevention area continued to be marked by the evolution of the COVID-19 pandemic. The measures established by the health authorities were followed at all times, through the updates of the Prevention Services action procedure for exposure to SARS-CoV-2, according to the evolution of the pandemic.

The APB plans to conduct the audit to **certify its occupational safety and health management model** according to ISO45001. During 2021, an action plan was designed and launched to increase awareness in prevention and increase its integration in all APB processes.

These are the APB’s main prevention actions and indicators:

Psychosocial risks

To reduce the most prominent risk factors in the various groups analysed, the results obtained in the psychosocial risk assessment were analysed to verify that the measures which were already adopted were correct and to be able to implement new measures proposed by the evaluation.

Monitoring workers’ health

This meant performing **293 medical examinations** (volunteers, compulsory re-entry or change of job), in compliance with Article 22 of Law 31/1995 of 8 November 1995.

In addition, given the situation of the COVID pandemic, a thorough control of infection risk was carried out and the protection measures allow us to state that there was no outbreak among the Port Authority staff throughout the year.

Accidents at work

Incidence rate decreased: organisation staff suffered a total of 25 accidents, all of them minor, **ten of which led to sick leave** (compared to 14 in 2020).

TRAVEL PLAN

Representatives of various APB departments and the Works Council formed the **Mobility Board** with the ultimate goal of defining the Travel Plan for workers of the Barcelona Port Authority. First, it will be necessary to conduct an analysis of the current situation and surveys to learn about staff mobility habits to obtain a diagnosis of the current situation and to be able to establish an action plan for the coming years.

To foster the use of public transport, the APB provides a three-month travel card to workers who choose to go to work using public transport. In 2021 a total of **226 staff** of the Port Authority benefitted from this initiative.

In addition, for years a **bus service** has provided transport for staff of the companies located in the port service area: **Line 88** of the Barcelona public transport network.



SAFETY OF PEOPLE AND GOODS

Port Police

2021 was a year of gradual recovery of port activity, mobility and tourism, with occasional restrictions arising from the pandemic, which also affected the activity of the Port Police. Below are

some of the key indicators for the various areas of action of this police force during 2021. Detailed information can be found in the "Annual Report of the Port Police 2021".

Traffic circulation

Indicator	2021	Variation % 2021/2020
Number of accidents within the port area	97⁽¹⁾	+15%
Minor injuries	54	+32%
Serious injuries	3	-25%
Fatalities	-	
Breathalyser tests performed	1,349	
Sanction for administrative positive	40	
Sanction for criminal positive	13	
Sanction for refusal to test	3	
Drug tests performed	30	
Sanction for administrative positive	21	
Sanction for criminal positive	2	
Complaints processed		
For traffic violation	6,543⁽²⁾	+54%
For administrative infraction	1,222	+75% ⁽³⁾
Transport control	40⁽⁴⁾	
Land transport legislation complaint	20	

(1) Forty-five resulted in only material damages.

(2) The vast majority for violations in car parks and at stops.

(3) Due to the recovery and return of the phenomena of street vending and personal mobility vehicles.

(4) One in collaboration with the transport officials of the Generalitat, three with officials from the Waste Agency of Catalonia and Mossos d'Esquadra traffic officers.

Traffic safety was a priority for the action of the Port Police, which participated in **ten Catalan Traffic Service campaigns and a total of 243 controls**. In addition to tests for alcohol and narcotics, the controls also made it possible to detect and carry out the legal proceedings relative to **eight traffic safety offences**, such as driving without a licence, driving with a suspended licence and driving despite having lost all the points on a licence.

Among the **1,453 reports filed with a ticket from the Catalan Traffic Service**, 452 were for not taking a vehicle to its annual inspection and 113 were for driving while using a mobile phone.

Public safety

Indicator	2021
Proceedings referred to other police forces (Mossos d'Esquadra, Civil Guard...)	700
Criminal acts	234
Arrests	33
Violations of COVID-19 restrictions	217
Seizure of expired accreditations	1,012
Reports filed for misuse of accreditation	26

Together with the fire brigade, the Port Police also carried out the following actions:

> Participation as head of the **PAU Order Group** in 68 drills, both own and of area companies and terminals.

> Control and supervision of **350 dangerous goods operations** (loading or unloading).

> Control and supervision of 204 MTTs liquified natural gas (LNG) bunkering operations.

Healthcare

Indicator	2021	Variation % 2021/2020
Assistance in work-related accidents at the Port	100	
Serious injuries	11	
Fatalities	1	
Ambulance services (SEM Medical Emergencies System or FREMAP Prevention Service plus private mutual societies)	433	+20%
Assistance to citizens	397	+73%

Port

In 2021, the following actions related strictly to the port:

> Of **121 reports of breakages**, 24 involved barriers smashed at special railway intersections and 26 involved barriers to access controls in the restricted area.

> Of the **460 environmental procedures** activated, most involved solid waste on the wharves, liquid spills and solid waste on roads, or NO₂/PM₁₀ air pollution.

> **Eighty-four abandoned vehicles** were registered in the port service area.

Administrative

Half of the **673 administrative** acts processed (+47%) were for confiscated products peddled on the street, up 83% from 2020.

Port security

Compliance with regulations

During 2021, the most significant events involving compliance with port security regulations were:

- > **Validation and approval of 22 risk assessments and security plans for port facilities** affected by Regulation 725/2004/EC. These included three assessments of public wharves, the renewal of those of 19 facilities under concession and the 13 security plans mentioned above.
- > **Revision/update of the Port Protection Plan (PPP)** in compliance with RD 1617/2007 on improving port security and maritime transport, which includes new content, procedures and security measures in place in the Port of Barcelona. On 16 September, the APB sent the Consultative Committee members' preliminary report to the Secretary of State for Security of the Interior Ministry; at year end, communication of its approval was still pending.
- > 27 September to 1 October, DG Move (Directorate A.5. – Policy coordination and security) led the European Union inspection to monitor compliance with Regulation 725/2004/EC and Directive 65/2005/EC **on improving port security and port facilities**. The reported result was satisfactory and confirms the high level of security measures in place in the Port.
- > **Revision/update of the specific security plan (PPE)** of the Port of Barcelona as a designated operator and critical infrastructure (Law 8/2011 and Royal Decree 704/2011) and, given this plan is linked to the PPP and is part of the PPP annex, its delivery on 2 November to the National Centre for Critical Infrastructure Protection (CNPIC).
- > **Ongoing talks and meetings with officials of the National Port Police**, in particular, from the General Commissariat of Foreigners and Borders, in compliance with Regulation (EU) 2017/2226 of the European Parliament and of the Council of 30 November 2017 establishing an entry and exit system (EES) to register data entry and exit data and refusal of entry data of third-country nationals crossing the external borders of the Member States. Once the terminals' needs have been recorded, it involves studying the strategy and measures to implement the system in the various international passenger terminals located in the Port (cabotage, short sea shipping and cruises) for the application to EU Frontex on equipment and installation, which must be operationalised during 2022.

Measures implemented

- > Supervising the services contracted by the APB for **surveillance and provision of private security services**, specifically on access controls to truck parking areas and security enclosures of public wharves and other port areas, with various extraordinary services for assorted circumstances (military vessels, Drassanes Passenger Terminal, Christmas at the Port, etc.).
- > Supervising the services contracted by the APB and by third parties on the **use of drones in the Port of Barcelona**. Various meetings and agreements with AESA, ENAIRE, SENASA and, on the operational side, with the Mossos d'Esquadra and the Civil Guard (Pegaso group). As a result, in March, the APB Management Board voted to update the rates of these unique permits and in May, the rules for the use of drones within the Port. In addition, the APB established an agreement with the public company SENASA to join with ENAIRE in coordinating authorisation of UAS flight plans over the port territory, as well as the future publication on the Port website of the mentioned prescriptions and operating conditions.

Port security measures, 2018-2021

Actions	2018	2019	2020	2021
Private Security Service Hours - Public port installations:	25,964	24,461	37,032	27,589
Cruise services, access control, enclosures and other services	8,444	6,941	19,464	10,069
Car park services	17,520	17,520	17,568	17,520
CCTV – Police and judicial recordings	33	40	57	46
	104	88	tests	tests
K-9 pair certifications	(42)	(40)	cancelled	cancelled

Port security office

Actions	2018	2019	2020	2021
ISPS drills (practical and theoretical)	12	16	13	8
Facilities inspections/audits	49	27	36	46
Internal	47	26	34	44
External	2	1	2	2
Security meetings	12	37	18	29
Security Incidents – ISPS (intrusions, stowaways...)	18 (3)	25 (8)	15 (14)	38 (11)

General drills were conducted at the Helix and BEST terminals; in the latter case, drills were combined with the industrial safety aspect (Port Self-Protection Plan).



Accreditations and permits

Apart from managing accreditations for habitual access to the Port of Barcelona, 282 permits were authorised for acts, events and filming, including new authorisations for drone flights, and

there were 7,688 complaints, as well as 489 changes of holder, processed under the Services and Police regulations.

Accreditations	2018	2019	2020	2021
Total accreditations processed	16,515	15,839	13,232	13,009
New users	4,988	4,301	2,875	3,494
Renewals	11,527	11,538	10,357	9,515
Passes withdrawn during stop by Port Police	1,211	1,169	998	1,012
APB – GESCITY COMPLAINTS Port Police	5,135	5,764	4,947	7,688
Permits for activities, filming, drones...	165	149	132	282
Authorisations to use drones	0	0	0	28
Authorisations and coordination of flights	0	0	0	53
Payment permits	41	37	17	68

Under the agreement, the following training courses were carried out:

- > Four courses for Restricted Operators of the World Maritime Relief and Safety System (SMSSM-STCW) and four courses in Basic Safety Training for firefighters and corporals whose duties include water and underwater rescue, taught by the Escola Port – Maritime Professional Training in Barcelona.
- > Boat skipper qualification (PER) training for firefighters and corporals whose duties include water and underwater rescue, including various practical sessions taught by the Port School – Expomarine & Boats in Barcelona.
- > Two fire commanders' training courses in shipboard firefighting and rescue, taught at the facilities of Seguridad Gallega Nosa Terra, S.A. (SEGANOSA), in the town of Salvatierra de Miño, in Pontevedra.
- > A practical fire training course in the technical field for various levels of command, taught by the École Nationale Supérieure des Officiers de Sapeurs-Pompiers (ENSOSP) at its school in France.

Implementing the PAU

One of the main objectives of the Port of Barcelona's Self-Protection Plan (PAU) is to establish the necessary means of coordination and available resources for member companies and groups acting in the event of an emergency. During 2021, the following drills, exercises and practices were carried out with the intervention of Barcelona Fire Brigade and Port Police personnel:

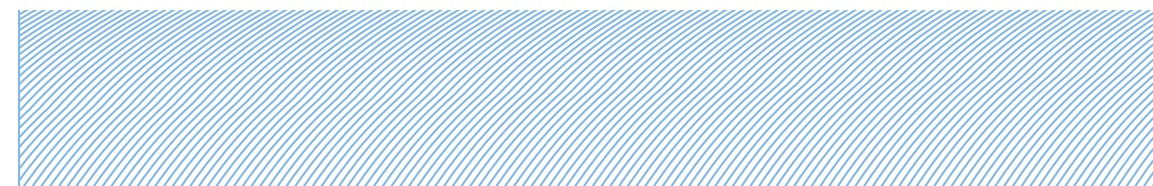
- > Port of Barcelona PAU **general drill**.
- > **22 concession drills**, including companies affected by the Special External Emergency Plan for the Chemical Sector (PLASEQCAT).
- > **10 joint-practice exercises in fire-fighting** between Barcelona Fire Brigade and Remolcadores del Port (tug operators).

Dangerous goods

During 2021, in compliance with Royal Decree 145/89 on the handling of dangerous goods, a total of 181,420 authorisations for this type of goods were registered, up 24% from the previous year.

Volume of dangerous goods in the Port, 2021

Type of packaging	Volume (tonnes)	Var. 2020/21
Container cargo	913,815	+33%
Bulk cargo	12,032,410	+2%



Industrial safety

Agreement with the City Council

During 2021, the committee monitoring the collaboration agreement between Barcelona City Council and the Barcelona Port Authority in matters of civil protection, fire prevention, extinction and rescue met a total of seven times. All meetings were held electronically.

The investments portion of the agreement includes:

- > Reception of the lifeboat *Valenta II* (BS-3), which replaces the old lifeboat BS-2 and incorporates substantial improvements for water and underwater rescue operations of the Service of Civil Protection, Prevention, Fire and Rescue of the Barcelona City Council (SPCPEIS).
- > Signing of the contract to acquire the new J-25 bodied vehicle, equipped with a multi-lift container carrier system and winch and a transport container/collecting machine for 150mm-diameter hose.






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 be able to closely monitor the sector’s progress and to take decisions to influence it.

International organisations

	<p>European Sea Ports Organisation (ESPO) European Sea Ports Organisation (ESPO) Member of the Executive Committee. Chair of the Economic and Statistical Analysis Committee. Member of the Port Governance Committee. Member of the following committees: Sustainable Development; Intermodality, Logistics and Industry; Trade Facilitation, Customs and Security; and the network on ferry and cruise port policy. Within the ESPO, the Port is following closely the actions of the European Commission regarding transport and sustainable development of ports.</p>
	<p>International Association of Ports and Harbours (IAPH) Santiago Garcia-Milà, Deputy General Manager for Strategy and Commercial of the Port of Barcelona, finished his third term as president and is an honorary member. The IAPH is the only forum recognised as a global spokesperson for the port sector, and its ports represent around 80% of global container traffic and more than 60% by weight.</p>
	<p>World Ports Climate Action Program One of the drivers of this initiative, along with ports of Hamburg, Antwerp, Los Angeles, Long Beach, Vancouver and Rotterdam. The WPCAP promotes projects to combat global warming, focusing on the efficiency of supply chains with digital tools; common regulatory approaches; supplying renewable energy to ships while at port; developing low-carbon fuels, and fully decarbonising cargo handling facilities in ports. The Port of Barcelona participates actively in Working Group 3, which focuses on the onshore power supply (OPS) of renewable energy to ships while at port.</p>

	<p>Intermed Founding member of the association, which comprises the ports of Barcelona, Genoa and Marseille.</p>
	<p>MEDports Association Vice presidency of the association, which is made up of about 20 ports and port organisations on both shores of the Mediterranean. Presidency of the new Cooperation and Alliances Committee. Aims: to foster cooperation among Mediterranean ports; to tackle the new challenges facing international trade and logistics, and to highlight the centrality of the Mediterranean in the new international trade flows. In 2021, the Port organised two online meetings of the committee it chairs and helped to make progress in the projects that the committee is developing, including a seminar for young port professionals on energy transition, which took place from 19 October to 4 November 2021.</p>
	<p>Medcruise Active member of the association. The Port has taken part in all the assemblies and working groups organised by the Association of Mediterranean Cruise Ports.</p>
<p>Other organisations in which the Port participates</p>	<ul style="list-style-type: none"> > Association Internationale Villes et Ports (AIVP) > Association of European Vehicle Logistics > Association of the Mediterranean Chambers of Commerce and Industry (ASCAME) > Coffee Federation, European Intermodal Association > FERRMED > Interferry > World Association for Waterborne Transport Infrastructure (PIANC)

Spanish organisations

- > Spanish Association for the Promotion of Short Sea Shipping [WEBSITE: SPC Spain / Shortsea Promotion Centre - Spain]
- > Spanish Coffee Federation (FEC-ANCAFE)
- > Barcelona Logistic Center AEEPB [NO WEB RESULTS. YES RESULTS: Association of Port Docking Companies of Barcelona (AEEPB)]
- > Spanish Association of Natural Gas for Mobility (GASNAM)
- > Barcelona-Catalunya Centre Logístic (BCL)



Corporate relations

Corporate communication

Throughout the pandemic, the Port fully assumed its responsibility as a necessary critical infrastructure for ensuring the proper functioning of logistics chains and providing essential services to the industrial sector and the public. The Communication Department worked thoroughly and continuously to highlight in the media and on social media **the Port of Barcelona's role** as a key player in the smooth operation of the economy and one of the main drivers of economic recovery.

2021 was the year of the gradual return to normal, after a few particularly hard months due to the health, economic and social crisis. The Communication Department continued to adapt to the changes to provide companies and society with the necessary information and always in the most appropriate way. While the preferred option was a return to **in-person** or occasionally **hybrid formats**, whenever circumstances allowed, some events like press conferences, interviews and dissemination days maintained an **online format**. When pandemic developments meant that the online format was advised, such

events meant a twofold objective could be reached: maintaining direct contact between the people in charge of the Port and journalists; and maintaining Port-organised events while complying with public health social distancing measures. Technological solutions made it possible, for example, to hold the Business Mission and SmartPorts: Piers of the Future.

Throughout the year, in addition to delivering a fresh boost to the **Twitter** account, the Port launched a new account on the social media platform **Instagram** and the production of **audiovisual material**, both in-house and handled by outside firms, increased. This was the case with the production of the seven video capsules in assorted languages for the Strategic Plan 2021-2025; the video of the first cruise ships in the Port of Barcelona after the pandemic brought the sector to a halt, and the video of the arrival of the new super post-panamax cranes at the BEST terminal. Audiovisual content was also created for the organisation's various social media accounts and videos and other audiovisual resources were developed for the assorted departments.

In terms of content, the Communication Directorate continued to publicise the milestones reached in various areas, such as infrastructure, with progress on the Port of Barcelona Intermodal Logistics Terminal's Urban Master Plan (PDU), which will organise the future railway development of the southern area of the Port; the launch of the logistics platform developed together with the Port of Busan, located in the Logistics Activities Zone (ZAL), and more.

Institutional relations

barcelona Port Authority's Department of Public Relations and Protocol provides information to the President and the other departments of the APB on protocol and expertise in organising meetings, conferences, forums, congresses, fairs, trade missions and business and institutional events of all kinds. Throughout the year, the Department has maintained the working procedures established at the start of the COVID-19 health crisis to ensure that the activities held comply at all times with the established safety measures and that every effort is made to safeguard the health of all participants and attendees.

The positive evolution of the pandemic has made it possible to recover the activity levels of 2019, before the health crisis, when a total of 588 actions were registered. Once again this year, the hybrid format and virtual livecasting has meant that many scheduled activities could be carried out successfully. The combination of physical and virtual attendance has made it possible to reach a wider audience, while avoiding congestion and safeguarding the health of all participants. The Department has worked hard to redesign activities in these formats, with the collaboration of the rest of the organisation.

During 2021 the organisation of visits and events had a direct impact on about 4,031 people. However, we should also consider the indirect impact achieved through dissemination in the media and social media, which brought these activities closer to the port sector and to the public.

A special mention in 2021 goes to the presentation of the Fourth Strategic Plan 2021-2025 in the Foment del Treball auditorium on 13 January. This event was an example of success in livestreaming to a public that watched from home.

Corporate communication action 2021

140
Press releases

102
Organised events

Social media data



Twitter:
16,900
followers in total (two profiles)



LinkedIn:
18,260
followers



Instagram:
1,160
followers



Youtube:
750
subscribers

Public relations action and protocol

2021

580
Direct intervention in activities and events

242
Design and coordination of visits

323
Protocol and attendance by the Port of Barcelona

14
Organisation of internal and external events

1
Support for the Port Summit Trade Mission Korea 2021



Spreading cultural heritage

The lines of action provided for in the Strategic Plan of the Department of Cultural Heritage seek, among other things to: help disseminate and safeguard maritime heritage; transmit the values of the Port through its historical legacy; and establish synergies with other entities with which we share values and purposes. During 2021, two actions conceived in this spirit stood out in particular:

> The exhibition on the Port of Barcelona and the wreck of Barceloneta I

The Port of Barcelona worked together with Barcelona History Museum to make possible the project to conserve, restore and exhibit the remains of the Barceloneta I wreck. This ship is an exceptional discovery, a testimony that amplifies the commercial importance of Barcelona, which, since the 13th century, has remained one of the main ports in trade and in Mediterranean maritime legislation.

The virtual exhibition "The Port, the doorway into Barcelona: The testimony of the Barceloneta I ship" was presented in parallel with the in-person exhibition at the MUHBA, making the content available to everyone through the web.

> Guided tours of the Fisherman's wharf and the Fish Market

To commemorate Fisherman's Day, approximately fifty visitors were able to see and experience the arrival of boats in port after fishing, learn about the Mediterranean marine ecosystem, differentiate fishing systems and discover how fish auctions work at the Llotja de Pescadors [Fish Market]. The last stop on the route was the Torre de Relotge, a symbol of the Port of Barcelona, where participants were able to learn about the clock tower's history and evolution.

Social action

As part of its social sustainability policies, the Port of Barcelona promotes actions aimed at society at large and at the Port Community, or certain groups. These are some of the most important in 2021:

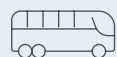
Initiatives aimed at the public and the Port community



Publication of the **Sectoral Sustainability Report 2020** to inform stakeholder groups and society at large.



Collaboration of the Port of Barcelona with the **Jove Valor [Young Value]** project, promoted by the Catalan Leisure Foundation (Fundesplai). During 2021, Fundesplai hosted unemployed young men and women with 12-month contracts in the fields of administration and customer service (see the "Social capital" section of this report).



The Port of Barcelona and the Barcelona Metropolitan Area **expanded the capacity and route of Line 88**, the only public transport line serving the port area. In this way, transfer time was reduced and some of the journeys of this service extended their route to reach the BEST terminal.



The Port of Barcelona named its own **sustainability ambassadors**, representatives of Port companies and associations with an outstanding commitment to sustainability and which aim to spread the values of sustainability among the various organisations and people that make up the Barcelona Port Community.



Signature of the first **collaboration agreement** between the Port of Barcelona and the **Spanish Association Against Cancer (AECC) - Catalonia** to support each other and work together to meet the challenge of fighting cancer. The signing is part of the Barcelona Port Authority's healthy business programme "*La Mar de Bé*" (Feeling Good).



Sponsorship agreement between the Port of Barcelona and the **Spanish Red Cross in Catalonia**, to continue the historical collaboration maintained between the two entities. It reflects the Port's sensitivity to social, humanitarian and aid work for vulnerable groups.



A total of €9,550 was raised for the sixteenth Port of Barcelona Solidarity Container, equivalent to 9,550 kg of food, which, together with more than 144 kg of donated Christmas baskets, made a total of 9,694 kg of food collected for the Barcelona Food Bank Foundation to help people in food insecurity. Due to the COVID-19 pandemic, this edition was once again held in an exclusively online format using a proprietary virtual space enabled on the Port of Barcelona and Barcelona Food Bank Foundation websites and received significant support from the entire Port Community.



Two activities for children aged 4 to 12 in the **Port Vell Christmas Fair** focused on environmental issues: stevedores and waste collection ships. The Solidarity Container was also present.



The **Christmas toy collection campaign** promoted by the Port of Barcelona Dance Section and in which the entire Port Community participates, collected a total of 378 toys, which were distributed to various foundations and associations such as the Drassanes Children's Centre, Cottolengo del Pare Alegre, Fundación Adra, Cabàs Solidari and the Red Cross.



Services to seafarers

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

APOSTOLATE OF THE SEA - STELLA MARIS

This entity provides support and assistance to seafarers in need. 2021 continued to be marked by the pandemic. No cruise ship entered port until summer, and when arrivals began, nearly all companies banned their crews from going ashore, which hampered the normal operation of the Stella Maris office on the Adossat wharf. As for cargo ships, on-board visits were carried out quite normally, but even in this case crews were often not allowed to disembark, leading to a significant drop in overnight stays registered at the Stella Maris residence.

Main services of Stella Maris, 2021

Service	Description	2021 data
Residence	Possibility for seafarers to overnight, with special conditions.	5,717 overnight stays. 317 users: 67% merchant sailors; 12%, fishermen; remainder, others (relatives of sailors, nautical students, divers, etc.).
Visits aboard ships	To welcome the crews and explain the services offered to them.	2,178 visits aboard ships. About 30,000 crew members received information, mainly Filipinos (28%), Ukrainians (15%), Russians (9%), Indians (9%) and Turks (6%).
Sailors transport service	Provided using the two 9-seater vans currently available, donated by the ITF.	1,336 sailors using the transport service.
The Club	In this space sailors have access to a bar, games, internet connection, telephone, currency exchange, chapel, library and shop. General assistance and advice are also offered.	1,155 sailors from various countries used it: Filipinos (47%), Indians (16%), Ukrainians (13%), Russians (6%) Turks (5%) and Spaniards (3%).
Passenger Terminal Office - Cruise Ship Assistance	Located at International Passenger Terminal "C", it has two telephone lines, four computers with internet connection and Wi-Fi and is especially intended for the crews of cruise ships. This office was unable to operate normally because, though cruise ships began to return in the summer, crews were generally not allowed to disembark.	48 crew members served. A single football match with 16 participants was able to be organised. A religious ceremony was organised for a crew member of the Norwegian Star.

Service	Description	2021 data
Social assistance	Various types of assistance to sailors and fishermen (free overnight stays, financial aid, etc.).	€4,650 in aid.
Sailor's Rights Centre	Staffed by three lawyers, it provides sailors calling at the Port with answers in possible situations of conflict. It also promotes knowledge and application of the laws that protect them, especially from the ILO.	The inquiries came primarily from foreign sailors, mainly from Africa and South America, who wanted to regularise their situation.

THE PORT OF BARCELONA'S WELFARE COMMITTEE

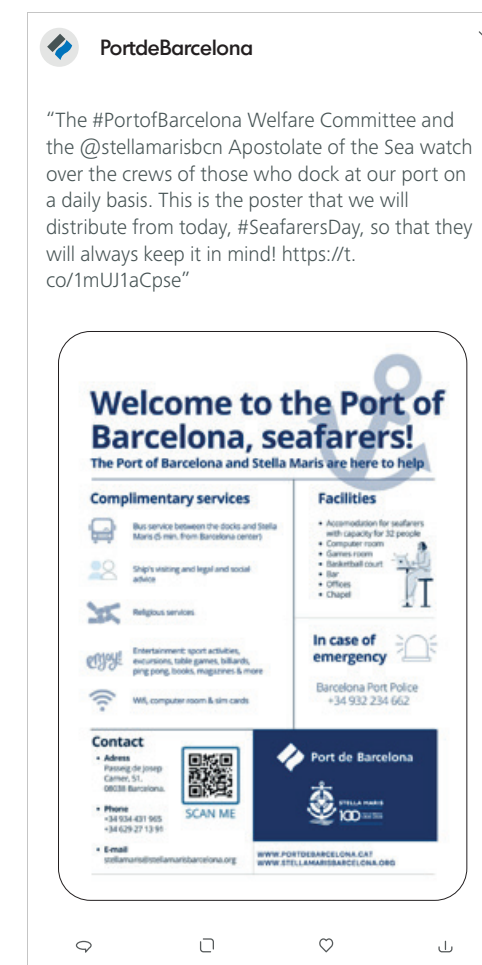
The Port of Barcelona Welfare Committee is made up of representatives of the following entities: Port Authority (chairing the committee), Pilots' Corporation, Social Marine Institute, Harbourmaster's Office, Freight Forwarders' Association, Association of Port Stevedoring Companies, Captains' Association,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

In 2021 the Committee held three meetings to propose and follow up on the various activities carried out, which include:

The 34th Seafarers' Conference, held the second week of November, included the following sessions:

- > Vaccination of crews <https://youtu.be/OA1KKUwXLDc>
- > Sustainability and dialogue with religions <https://youtu.be/n88PcNLghm0>

IMO Seafarers' Day (25 June). The following statement was made on Twitter:





The Port Vell

The Port of Barcelona, open to the public, occupies seventy hectares of port area. Since 1988 this territory has been managed by Gerència Urbanística Port Vell, a public entity set up by the Barcelona Port Authority which, as the manager of the public space in this area, assumes responsibility for its preservation and maintenance and for guaranteeing its full and convenient integration with the public environment.

Most of the Port Vell, or Old Port, is intended for sectors that are directly related to the Blue Economy and is considered an area of economic and social development in the city and a backbone of its coastline. At the same time, it supports and encourages activities in its field aimed at innovation, sustainability, new technologies and the promotion of maritime culture.

The Port Vell Strategic Plan 2020-2025 defines the lines on which Gerència bases the development of its action for this period. This Plan turns on three basic axes.

MAIN ACTIONS AND EVENTS IN 2021

Based on these objectives, during 2021 *Gerència* carried out several **public space improvement** projects, such repaving Passeig d'Ítaca and widening and adapting the existing bike lane infrastructure.

In this line **seven new areas of green living areas** were also built on an area of 3,000 m². These "climate islands" have a vegetation design in which plants are selected on the basis of their adaptation to the Mediterranean climate, a water nebulisation system that is activated sequentially during periods of hot weather, low thermal index paving capable of reducing the room temperature up to 4°C and other new street fixtures which form spaces for living and comfort designed to mitigate the effects of high temperatures.

Moreover, the Port Vell has continued to work with neighbourhood organisations and concessionaire companies located in the area to support their projects. In that connection, it has continued to collaborate with the Barceloneta neighbourhood's *Taula d'Ocupació* [Employ-

ment Board] neighbourhood initiative and to promote local contracting among companies.

Despite the fact that this was a year still marked by the pandemic and that COVID-19 containment measures dictated by the health authorities restricted activities in public spaces, the Port Vell collaborated and gave **support for events organised by area sports clubs**, such as Swimming across the Port of Barcelona, the International Rowing Regatta and the Christmas Swimming Cup, following all the prescribed regulations.

It also collaborated in celebrating the **festivities** of Saint Mercè, as well as those of Barceloneta, which were organised by that district's association of neighbours. And it took part in the events held in honour of the Patron Saint of the Rambla, Our Lady Roser, organised by Amics de la Rambla.

In addition, the spaces of the Port Vell welcomed **events** such as the Barcelona International Boat Show and Catalan Book Week, and Raluy Historical Circus, Mystike Circus and Raluy Legacy Circus set up and offered their **shows** there as well.

From 9 December to 6 January, the Moll de Fusta hosted the third **Christmas at the Port**, which had Christmas lights along the entire wharf and was energised with the participation of musical entities from nearby neighbourhoods. This project has joined forces with the activities that the city is planning for these dates and has established itself as one of the traditional Christmas fairs of Barcelona.

Basic axes of the Port Vell Strategic Plan 2020-2025



07

ENVIRONMENTAL VALUE

142

143





The Port of Barcelona is aware of the impacts that port activity has on its surrounding area and the need to prevent or minimise these conditions as much as possible. To this end, it oversees and works with the entire Port Community to reduce its environmental footprint.

The Port of Barcelona’s environmental commitment is reflected in many actions and attitudes and is evident in its adherence to the United Nations Global Compact and the European Green

Deal and the milestones aligned with them. And, more directly, in the global approach and in the environmental objective of decarbonisation established in the Port of Barcelona Fourth Strategic Plan (2021-2025). In this connection, to move further towards **decarbonisation**, the Port has set itself the goal of **halving greenhouse gas emissions** by 2030 and almost completely eliminating them by 2050 and is committed to the **energy transition** to produce and consume clean energy.

Orientation to the SDGS



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

37 tonnes of floating waste collected and removed from the water table

Control and monitoring of water and sediment quality



The Port is committed to energy efficiency and the generation of renewables, as well as advanced and less polluting fossil fuel technologies, while promoting investment in sustainable infrastructure and non-polluting energy technologies.

Pilot tests of photovoltaic energy consumption communities

143,000 m³ of liquefied natural gas supplied to gas-powered ships from 2017 to 2021



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

€110 million for wharf electrification projects until 2030

€968 million in savings in the cost of negative externalities in 2021 thanks to the intermodality promotion strategy

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

The Barcelona Port Authority joined the Voluntary Greenhouse Gas (GHG) Reduction Agreements of the Catalan Government Office for Climate Change (OCCC)



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

Controlling operations that put water quality at risk

Monitoring water and sediment quality

Surveillance of benthic communities for port sediments, per environmental declaration

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



About the data included

The data included in this section come from the control systems of Barcelona Port Authority (APB) and are periodically reported on the Port of Barcelona website. They can also be consulted in more detail in the Environmental Declaration of the “On the way to sustainability. Decarbonisation and energy transition (verified environmental management)” environmental management system.

THE STRATEGIC MODEL

The Port of Barcelona's strategic environmental model focuses on making activity more sustainable, particularly by supporting decarbonisation, but also by improving the quality of port water, air and soil and proper waste and biodiversity management.

In 2021, the Port of Barcelona revised its environmental policy, a decalogue that reaffirms its commitment to environmental sustainability.

The Port of Barcelona's commitment to environmental sustainability

- 1 Have an appropriate environmental management programme that guides and improves our environmental performance and promotes decarbonisation to address climate change, the energy transition and the circular economy and protect biodiversity.
- 2 Stay abreast of and comply with current environmental legislation and other environmental requirements to which we adhere.
- 3 Work to prevent environmental accidents and maintain a high level of preparedness to reduce the effects of incidents or accidents.
- 4 Maximise the efficient use of resources by trying to reduce non-renewable consumption, energy consumption, CO₂ emissions and other polluting emissions such as particulates.
- 5 Influence, handle requests from and cooperate with customers, suppliers, authorities and other participants to comply with our environmental policy and communicate effectively with the local community and organisations relevant to its environmental programmes.
- 6 Buy products and services whose production, use and destruction minimise negative impacts on the environment.
- 7 Provide all employees with training on environmental questions so that they consider themselves active agents in environmental protection and sustainability in their daily work.
- 8 Ensure that the necessary resources are implemented to meet these objectives and maintain our environmental management system and its certification.
- 9 Provide interested parties with verified information in these areas and publish an annual environmental statement.
- 10 Ensure that all our action is carried out within the framework of the Port's Fourth Strategic Plan and the Sustainable Development Goals of the 2030 Agenda.

Barcelona Port Authority
José Alberto Carbonell
General Manager
(Revised: April 2021)

Commitment to tackling climate change

It is estimated that total activity in the spaces of the Port of Barcelona emits some 315,000 tonnes of CO₂ annually. Nearly 70% comes from ships (anchoring, manoeuvring and stay in port), about 25% from electricity consumption of all the facilities of the precinct, and the rest from emissions from vehicles, terminal machinery and industry.

Decarbonisation and energy transition

The Port of Barcelona is aware of its leading role in **decarbonising** maritime transport and port activity. That is why its **Fourth Strategic Plan (2021-2025)** incorporates and is oriented towards the objectives set by both the Paris Agreements of the European Union and the International Maritime Organization (IMO), which foresees halving CO₂ emissions from the maritime sector by 2050, based on 2008 levels.

In the Strategic Plan, the Port's commitment is materialised in the goal of having **electrical infrastructure to connect ships to the wharves** of the cruise terminals, the container terminal of the Prat wharf and the ferry passenger terminals by 2030. This milestone will reduce CO₂ and NO_x emissions in the port environment by approximately 40% and therefore marks a determined approach to decarbonising and improving air quality.

Another essential factor for reducing greenhouse gas emissions is the **energy transition** towards a **new energy model** based on renewables, energy storage and a smart grid to respond to new consumption patterns with optimal management and shared consumption.

Electricity generated from photovoltaic panels on the roofs of buildings and facilities has a peak power potential of about 92 MW and an estimated annual production of about 120 GWh and will supply energy to electrified wharves and facilities.

Environmental management system

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

The Port of Barcelona's environmental management complies with current legislation and its management system is registered in the European EMAS register and certified under the ISO 14.001: 2015 standard and the Port Environmental Review System (PERS) industry standard, promoted by the European Sea Ports Organisation (ESPO).

ENVIRONMENTAL PLANNING AND ACTION

Under the Environmental Management System, the Port of Barcelona has established the 2021 Environmental Programme, which sets goals and milestones for the significant aspects and for relevant issues detected in the context and risk and opportunity analysis. The Environment Committee monitors its progress and degree of performance.

In addition, it has also monitored the parameters of specific plans and programmes.

Specific environmental plans and programmes

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



ENVIRONMENTAL MILESTONES 2021

- > Approval of the Port Wharf Electrification Plan.
- > Completion of European projects to gasify mobility in the Port and start of a new project to build a port LNG barge.

Environmental objectives 2021 and actions taken



1 THE PATH TOWARDS THE ENERGY TRANSITION

Improve energy efficiency—in relation to 2008—in the APB by 30% by 2030 and have 50 MWp of photovoltaic energy installed in the Port.

Improve energy efficiency by 5% by 2021:

- > Refurbish the ASTA building (2021-2024). *Work began in the second half of 2021.*
- > Improvements in electrical efficiency and installation of photovoltaic (PV) panels in the PIF building. Reduce the PIF's electricity consumption by 25% (2021-2022). *PV panels were installed and energy efficiency improvements were made.*

Foster the installation of renewables on concession roofs:

- > Obligation of self-consumption and reservations for roof use in concession contracts (2021). *7 projects to install PV panels in concessions were carried out.*
- > Shared consumption model in the port area:
- > Development of the shared consumption model in the port area (2021-2022). *The analysis of possible patterns of consumption in various scenarios is ongoing.*



2 CLIMATE EMERGENCY RESPONSE

Reduce GHG emissions by more than 50% by 2030 compared to 2008.

Promote new clean fuels:

- > Drafting a project to stimulate H2 demand in port transport (2021). *Studying offers to transform a straddle carrier to H₂.*

Inventory of GHG emissions from port activity:

- > Ship emissions inventory (2021-2022). *Reviewing the inventory for the next modelling.*
- > Ground emissions inventory (2021-2022). *Scope study.*



3 IMPROVING THE AIR QUALITY OF THE PORT ENVIRONMENT

Reduce NOx emissions by more than 50% by 2030 compared to 2008.

Update the Port's Air Quality Improvement Plan:

- > Replace vehicles with hybrid or gas/gasoline units (2021). *A total of 10 vehicles replaced (see "Atmospheric environment" section of this report for more details).*
- > APB staff mobility plan. *Survey, statistics and first proposals completed.*

Ship electrification plan:

- > Developing pilot programmes at Ferry and BEST terminals. *Launching the BEST pilot tender.*

Fostering use of LNG as a mobility fuel:

- > Completing projects. *Pilot project for a natural gas-powered straddle carrier. Project complete: execution and communication of the pilot project.*



4 IMPROVING THE RESPONSE TO ACCIDENTAL DISCHARGES AT SEA

Achieving quality in the 2025 Monitoring Plan.

Improving the response to accidental discharges at sea:

- > Incorporating new means of response on the Prat wharf and external waters. *Included in the Inland Maritime Plan 2020; undergoing approval by the Directorate General of the Merchant Navy.*

Water quality system:

- > Implementing the ROM 5.1. *Management System proposal, already implemented ad hoc.*



5 COMMUNICATE MORE

- > New initiatives to encourage internal participation in 2021. *EcoTrivial initiative with 39 participants and participation in European Sustainable Mobility Week.*
- > Update materials and contents for external communication. *Update materials to disseminate the Environmental Declaration: video and leaflets.*



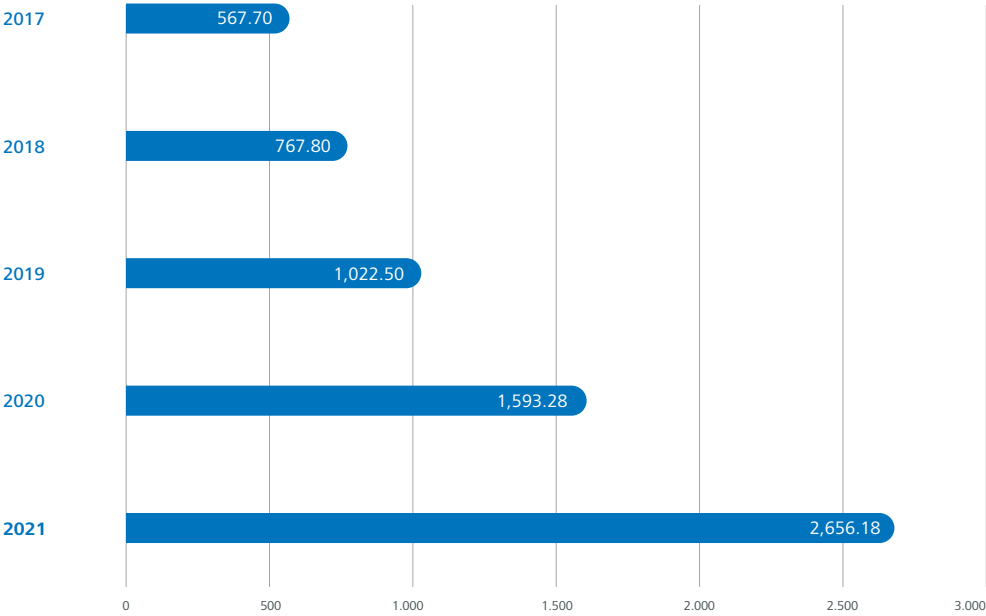
Environmental expenditure and investment

In 2021, Barcelona Port Authority (APB) earmarked **€548,574** for environmental actions, not including staff headings. This is the cost of performing the functions and activities for which it is responsible in its role managing port areas and strategy.

In addition to this, however, to encourage improvements in the Port's overall sustainability, **the APB subsidises the environmental investments of the concessionaire companies**. This year, the concessions invested a total of €2.7 million to obtain the discounts.

Development of subsidised environmental investment (thousand EUR), 2017-2021

● Total volume of environmental investments by concessions



ENVIRONMENTAL PERFORMANCE AND MONITORING

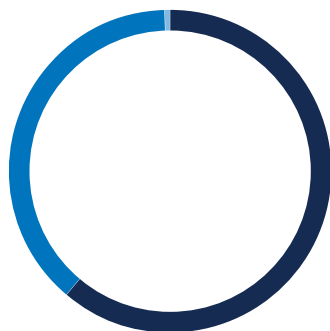
The basic data and indicators relating to the most significant direct and indirect environmental aspects are shown below. The control actions executed to minimise the impacts are given as well.

Using natural resources

Water consumption

Water is supplied from the public companies Aigües de Barcelona and Aigües del Prat. The primary usage, of **70,566 m³ in total consumption**, is for irrigating green areas and gardening, which represents 61% of the total. This value has increased mainly due to a very dry summer, with recorded rainfall well below average. To reduce the volume of water consumption, advanced plant species, grass and irrigation systems are selected.

Distribution of APB's water consumption by uses (in m³), 2021

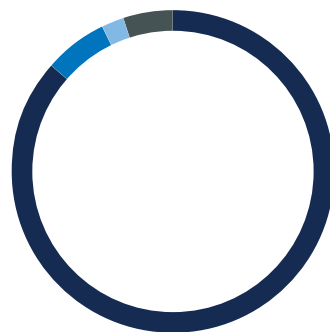


	m ³
● Irrigation	43,167
● Buildings	27,053
● Checkpoints	346
Total	70,566

Energy consumption

Total energy consumption at the APB in 2020 was **7,764 MWh**. The primary consumption was electricity (87%) and corresponded mainly to the electrical supply of the buildings.

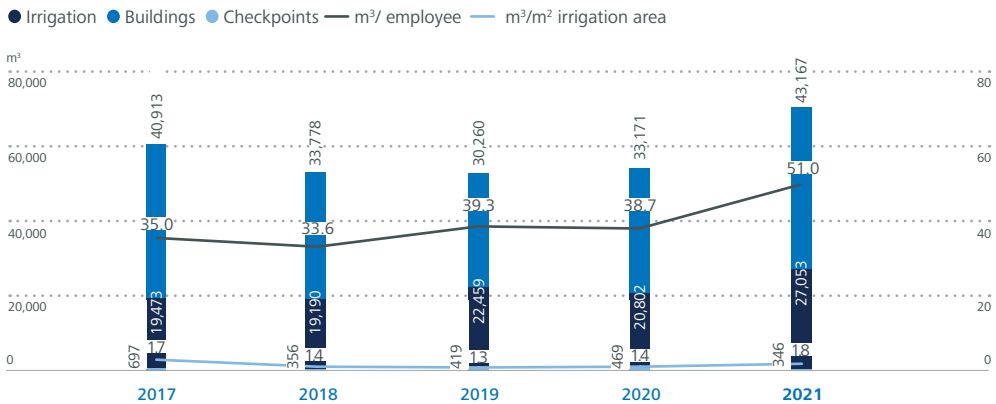
Distribution of apb energy consumption by type (in MWh), 2021



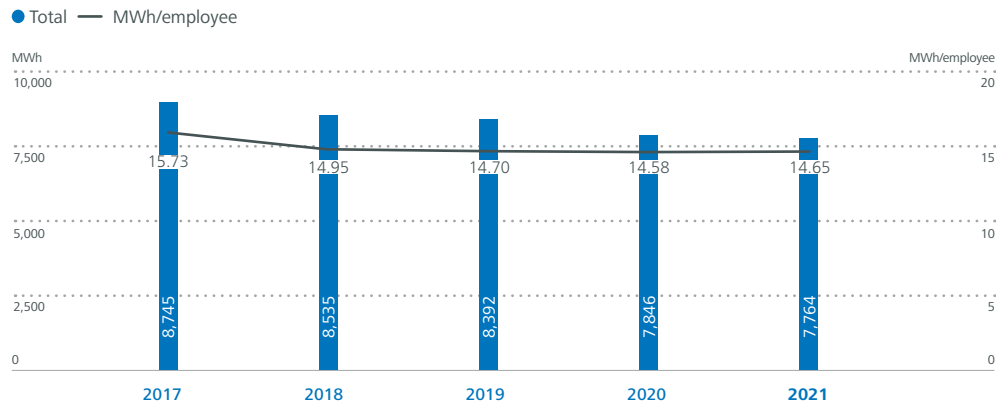
	MWh
● Electricity	6,719
● Diesel fuel	493
● Gasoline	173
● Natural gas	372
Total	7,764



Development of APB's water consumption by uses (in m³), 2017-2021



Development of energy consumption (MWh), 2017-2021

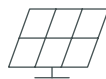




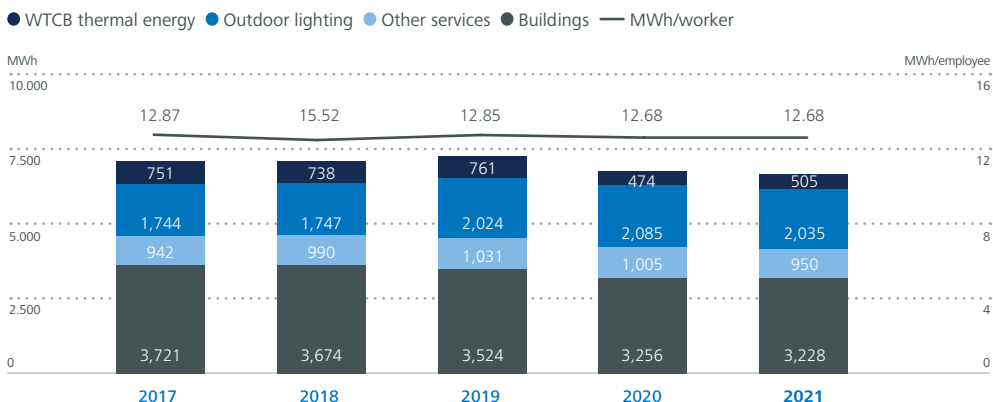
ELECTRICITY CONSUMPTION

In 2021, total electricity consumption fell slightly and most went to buildings and outdoor lighting. To reduce these consumptions, the APB applies energy efficiency measures like modernising the public lighting network, changing to LED technology and improving air conditioning.

100% of the electricity supplied to the APB has come from renewable sources since January 2017.



Trend in APB electricity consumption by uses (in MWh), 2017-2020

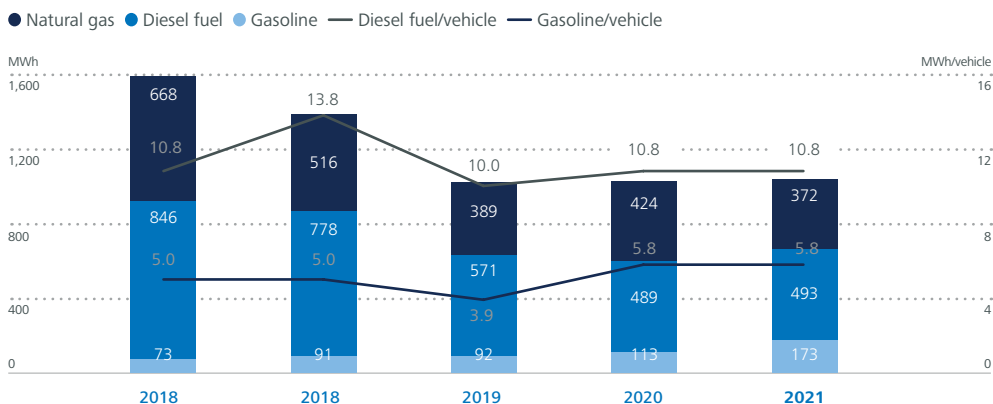


FUEL CONSUMPTION

The only consumption of natural gas is for heating and domestic hot water (DHW) in the ASTA building and this year it increased by 12%, predictably

due to a comparatively mild winter. Gasoline consumption however rose by 53%.

Trend in APB fuel consumption by uses (in MWh), 2017-2021

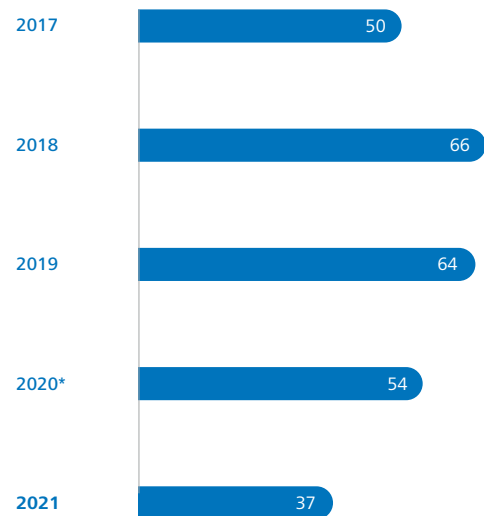


Impact on the surrounding area and improvement actions

Below are the main indicators of the impact of port activity on its surrounding area and the tools the Port of Barcelona has to monitor and minimise it.



Waste collected from the water sheet (tonnes), 2017-2021



* Excluding the exceptional collection due to storm Gloria in 2020

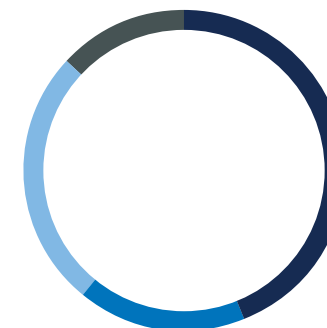
SANITATION NETWORK

The Port's sanitation network, with **more than 30 km of collectors** and 16 pumping stations, collects wastewater from port activity and carries it through 14 connection points to the large metropolitan collectors that go to the Llobregat and Besòs treatment plants. The operation of this infrastructure, together with fewer discharges from the unitary system of the city of Barcelona during rainfall, made it possible to substantially improve the quality of port waters thanks to the reduction of organic matter and pollutants.

PORT WATER CLEANING SERVICE

The Port provides a service for collecting and removing floating waste from the water sheet every day of the year and during the day. During 2021, plastics, followed by wood, made up the highest percentage of waste collected.

Type of waste collected from water, 2021



● Plastics	44%
● Organic matter	17%
● Wood	26%
● Other	13%

MONITORING THE QUALITY OF THE MARINE ENVIRONMENT

During 2021, the Port of Barcelona continued to monitor the quality of the marine environment through periodic water and sediment sampling campaigns and the measurement of bioindicators.

The task of monitoring **water quality** is carried out in collaboration with the Catalan Water Agency, in compliance with the Water Framework Directive and within the Coastal Water Surveillance Plan for Catalonia. Based on the data obtained, the main pollutants are derived from nautical-port activity and urban anthropogenic pressure, with some factors outside the scope of port management. In general, though port activity has increased, the data have stabilised or improved in recent years.

In the dredging necessary for port activity, the Port of Barcelona monitors **sediment quality** by classifying the sediments removed and sending them to the appropriate destination in accordance with the guidelines of the Ministry of Public Works. In addition, all works involving dredging are subject to strict and independent environmental monitoring that ensures that dredged sediments are properly managed according to their degree of contamination.

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 have evolved positively since monitoring started in 1998.

Physical-chemical parameters of port waters, 2019-2021

	2019		2020		2021	
	External waters Zone II	Internal waters	External waters Zone II	Internal waters	External waters Zone II	Internal waters
Temperature (°C)	17.88	17.86	18.22	18.53	17.94	17.96
Salinity (PSU)	38.076	38.040	37.743	37.619	38.045	37.822
Turbidity (FTU)	0.65	2.74	1.30	4.02	1.06	3.79
Density (kg/m ³)	1,027.762	1,027.764	1,027.243	1,027.090	1027.53	1027.35
Chlorophyll (µg/l)	1.00	2.13	1.21	2.01	0.87	1.51
MIS (mg/l)	2.08	7.12	0.83	3.96	0.83	3.39
Average dissolved oxygen (mg/l)	5.6	5.6	4.8	4.6	6.18	5.68
Average OX saturation (% saturation)	80.4	78.5	82.4	80.9	81.21	74.34

Development of benthic communities, 2019-2021

	2019		2020		2021	
	External waters Zone II	Internal waters	External waters Zone II	Internal waters	External waters Zone II	Internal waters
Composition (taxons/800 cm ²)	43	46	59	39	75	50.2
Abundance (individuals/800 cm ²)	170	302	210	222	749	525.2
Shannon Diversity Index (H')	3.1	2.75	3.5	2.78	2.54	2.86





The atmospheric environment

The strategy for reducing emissions of polluting gases and particulate matter is defined in the **Port of Barcelona Air Quality Improvement Plan**, adopted in 2016, which brings together a total of 53 concrete and specific actions.

Since 2019, the Port has worked on an update of the Plan, which will be in line with the action plans of the Generalitat de Catalunya and Barcelona City Council for the Special Protection Area of the Atmospheric Environment for NO_x and PM₁₀, which is expected to be presented in 2022. The primary action included in the Plan was to electrify the main wharves to be able to connect ships whilst they call in at Barcelona and avoid emissions from auxiliary engines.

Air quality monitoring

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

- > A **seven-station weather network** with speed and wind direction sensors; three of the stations are also equipped with sensors for rain, temperature, relative humidity, atmospheric pressure and solar radiation.
- > A **high-volume sensor (CAV) network with five stations**: all equipped with devices to measure PM₁₀ particulates (suspended particulates with diameters less than 10µm), three of which have PM_{2.5}-sensing equipment.
- > **Three automatic stations** to measure gaseous pollutants such as nitrogen oxides and sulphur dioxide.

Air quality indicators




PORT ACTIVITY EMISSIONS

According to estimates, which the Port Authority reviews and updates every few years, the greatest emissions of polluting gases into the atmosphere at the Port come from ships, which represent more than 95% of the total nitrogen oxide and particulate emissions. The measurement methodology was agreed with Barcelona City Council and the Generalitat de Catalunya.

In the city and surrounding area, the Port of Barcelona's emissions represent 6.9% of air pollution due to NO_x and 1.6% of air pollution due to PM₁₀.



Port activity emissions (tonnes)

Emission source	NO _x	PM ₁₀	PM _{2.5}
 Commercial vessels			
Container ships	1,793.22	101.03	90.17
Ferries	908.04	51.55	45.72
Tanks	287.89	15.93	14.27
Passengers (cruise ships)	576.69	29.76	26.38
Ro-Ro	199.55	12.49	11.14
<i>Car-carrier</i>	223.98	11.1	9.88
Bulk carriers	309.81	12.45	11.02
Yachts	207.85	7.06	6.13
Lo-lo	45.31	1.96	1.72
Oil tankers	1,030.56	56.92	51.39
Other	3.07	0.29	0.26
Total	5,585.97	300.54	268.08
 Auxiliary vessels			
Tugs	235.95	4.51	4.21
Pilot boats	25.51	0.49	0.45
Mooring vessels	3.69	0.07	0.07
Bunkering barges	39.69	3.54	3.51
Total	304.84	8.61	8.24
Terminal machinery			
Auxiliary land-based machinery	135.52	8.62	8.62
 Road traffic			
Passenger vehicles	8.67	0.56	0.38
Vans (LDV)	4.67	0.25	0.17
Trucks (MDV)	10.65	0.32	0.23
Trucks (HDV)	153.71	3.53	2.75
Coaches	8.22	0.25	0.21
Motorcycles	0.66	0.06	0.05
Total	186.58	4.97	3.79



POLLUTANT GAS EMISSIONS

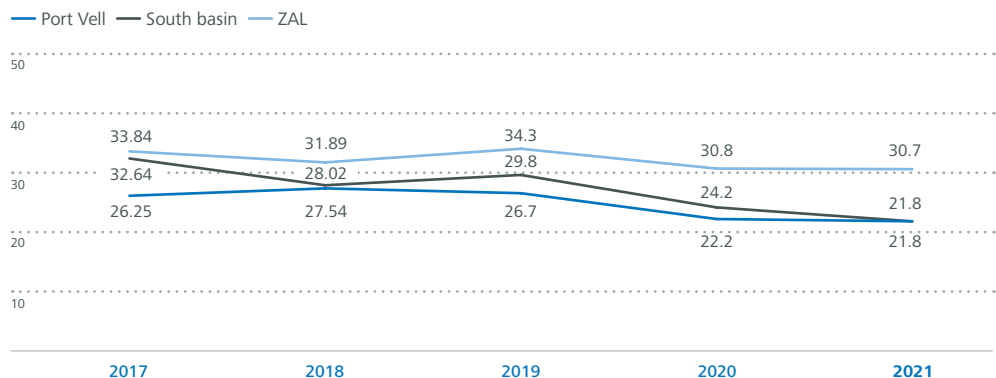
Pollutant emissions in the Port of Barcelona increased in 2021 in the wake of the rebound in ship traffic following the pandemic. However, air quality in the port environment has improved since the early 2000s, when monitoring emission levels of the main polluting gases began.

This year increased activity meant that sulphur dioxide (SO₂) concentration levels were up, but they remained below pre-pandemic levels and

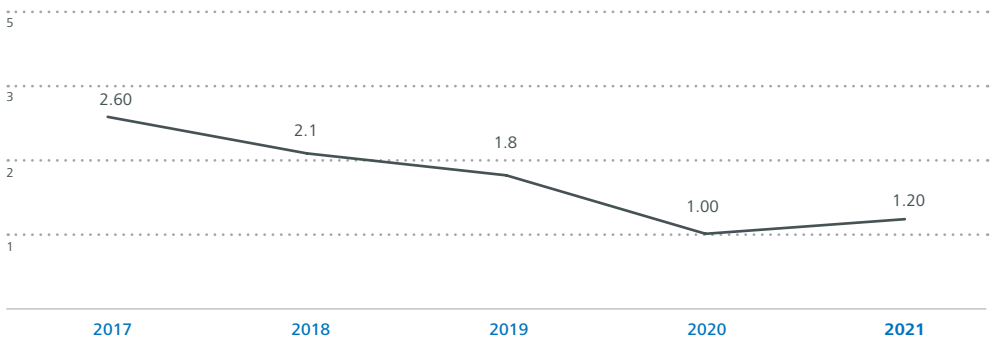
were low considering that current EU regulations set a maximum daily average threshold of 125 µg/m³ that cannot be exceeded more than three days a year. The improvement was due to the fact that, since 2020, ships have been required to use fuels with less mass sulphur content (from 3.5% to 0.5%) during sailing.

Nitrogen oxide (NO_x) and the concentration of PM₁₀ particulates were down and remained within acceptable limits.

Average PM₁₀ concentration at the port (µg/m³), 2017-2021

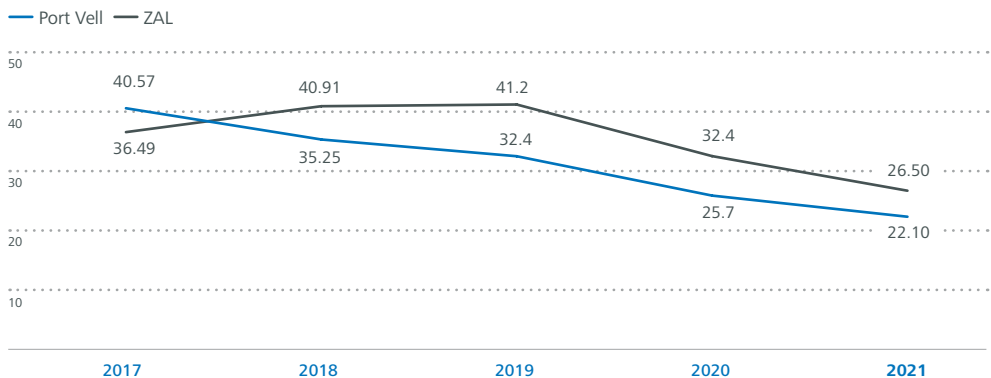


Average SO₂ concentration at the port* (in µg/m³), 2017-2021



* South basin.

Average NO_x concentration at the Port (in µg/m³), 2017-2021



ACTIONS TO IMPROVE THE ATMOSPHERIC ENVIRONMENT

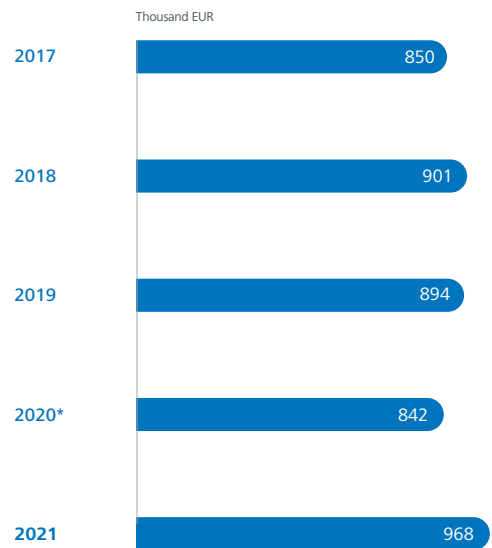
Barcelona Port Authority carries out various actions to directly or indirectly reduce emissions from its activity and continuously improve air quality in the Port and its surroundings.

The impact of the intermodal strategy

For years, the Port of Barcelona has been committed to intermodality in goods transport to and from the Port. The use of rail and short sea shipping, particularly the Motorways of the Sea, not only helps to expand the Port of Barcelona’s hinterland, but reduces the emission of polluting gases and particulates and makes it possible to achieve more sustainable logistics chains.

In 2021, the Port of Barcelona’s intermodal strategy represented savings of €968 million in the cost of negative externalities (air pollution, global warming, noise, accidents, congestion and infrastructure cost) which would have been generated by the same volume of cargo transported by road.

Savings in externalities by using rail and SSS (million EUR), 2017-2021*



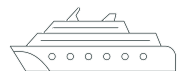
* In 2021, historical data was recalculated to include rail traffic that had not been incorporated



Promoting the move to gas

The Port of Barcelona has been a pioneer in the Mediterranean in promoting the use of liquefied natural gas (LNG) as an alternative and clean fuel to move goods by sea and land. The **Barcelona Air Quality Improvement Plan** includes actions and projects (see section "Financial aid received" in Chapter 5) to attain this objective and is articulated around four axes for action: having adequate infrastructure to supply LNG to ships and trucks; regulating these operations to ensure they are safe and harmonised with other regulations; promoting pilot projects that demonstrate its viability, and subsidising ships that use LNG to encourage its use.

In late 2021, the situation concerning ships' use of LNG at the Port of Barcelona was:

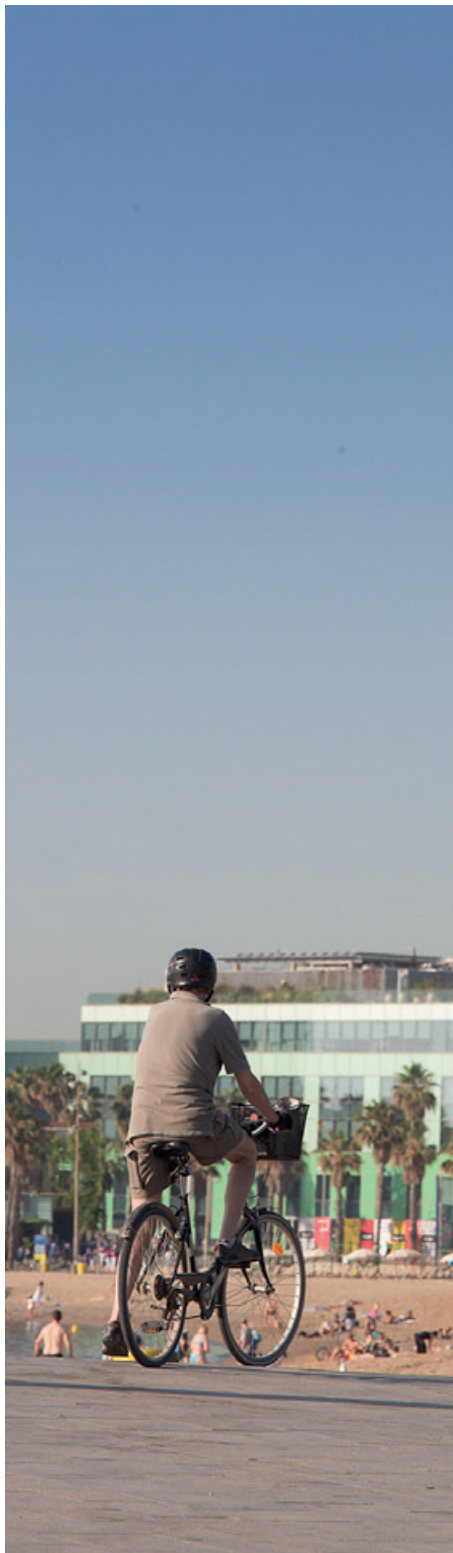


7 Baleària ferries authorised to supply LNG in truck-to-ship (TTS) mode.

5 Carnival cruise ships authorised to supply LNG in ship-to-ship (STS) mode.

This year, the Baleària ferry Eleanor Roosevelt received an extraordinary supply of bioLNG on its maiden voyage to the Port of Barcelona.

Since 2017, **some 143,000 m³ of LNG have been supplied to ships** at the Port of Barcelona, 54,000 m³ from a tanker truck (TTS mode) and 89,000 m³ from a barge (STS mode). In addition, the Port has had a station to supply LNG and compressed natural gas (CNG) to lorries and light vehicles since 2018.



Services and volume of lng supplied to ships (units and m³), 2017-2021

	2017	2018	2019	2020	2021	TOTAL
From tanker						
Number of operations	42	18	4	212	218	494
Tankers involved	42	18	4	596	609	1.269
Ships	<i>Abel Matutes, Aida Perla</i>	<i>Abel Matutes</i>	<i>Hypatia de Alejandria</i>	<i>Abel Matutes, Nápoles, Sicilia, Bahama Mama</i>	<i>Abel Matutes, Nápoles, Eleanor Roosevelt, Sicilia, Matin y Soler</i>	
Supply in m ³	886.11	344.61	322.93	25,437.82	27,079.59	54,071.06
From barge						
Number of operations	0	0	17	7	18	42
Ships			<i>Aida Nova, Costa Smeralda</i>	<i>Costa Smeralda</i>	<i>Mardi Gras, Iona, Costa Smeralda, Costa Toscana</i>	
Supply in m ³	0	0	37.222	13.711	37.971	88.904
Total operations	42	18	21	219	236	536
Supply in m³	886.11	344.61	37,544.93	39,148.82	65,050.59	142,975.06

More sustainable transport and mobility

the APB is fostering the use of cleaner energy in the Port, either by participating in projects and pilot programmes or subsidising initiatives that are committed to more sustainable transport. It also supports technological developments, such as the six ferries of the Grimaldi company that call regularly at the Port and which incorporate storage batteries with a capacity of more than 5,000 KWh for their stay in port; and the initiatives involving zero- or near zero-emission fuels like hydrogen, ammonia, methanol, synthetic hydrocarbons, biofuels and biomethane.

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

Under this agreement, Barcelona Port Authority is working on a more sustainable mobility and currently has **41 electric vehicles** out of a fleet of about 100 units, and 44 recharging points for own use and three slow charging points for public use.

During 2021, ten vehicles were replaced with more sustainable options: three gasoline-powered cars for three with micro-hybrid engines and the ECO environmental label; four light diesel vans for four diesel-LPG hybrids, and three diesel vans for three dual engine CNG-diesel fuel vans with the ECO environmental label.



The terrestrial environment

As the owner of the port area, the Port of Barcelona is ultimately responsible for the state of this area, to which end it establishes control, surveillance and action measures to ensure its quality.

PREVENTING SOIL POLLUTION

The Port conducts ongoing monitoring of the state of the subsoil in the port area under concession by terminals and operators, as well as in non-concession areas. When necessary, remediation actions are performed on contaminated soils.

Until 2021, we performed a total of 13 remedial actions on plots with levels of concentration of pollutants in soil or groundwater above the regulatory limits.

Since 2020, a database of contaminated soils has been available in which soil and groundwater pollution data have been introduced from more than 750 boreholes and nearly 2,000 sight holes. This will make it possible to anticipate the need to clean or characterise a plot of land and gather information on the level of underlying contamination.

ENVIRONMENTAL MONITORING OF PORT WORKS

All the works carried out in the Port are subject to environmental monitoring to ensure minimal environmental impact. Checks ensure that works are performed following the best practices of the sector and respecting the applicable regulations. Further, in many cases the works use materials recycled from dredging and demolition and deconstruction works, which must be previously analysed so they can be used properly.

Electric recharging points at the Port of Barcelona, 2021

Uses	Location	Number
For the Port fleet	Parking at the World Trade Center Barcelona building	28
	ASTA service building (Ronda del Port)	14
	Drassanes Passenger Terminal (Barcelona wharf), for motorcycles	2
For public use*	Energy Pier	2
	Passenger Terminal	1

* Slow charging. These are part of the Plan to install electric vehicle charging points, under which we expect to have 27 points distributed throughout the port area by 2022.

Electrifying wharves

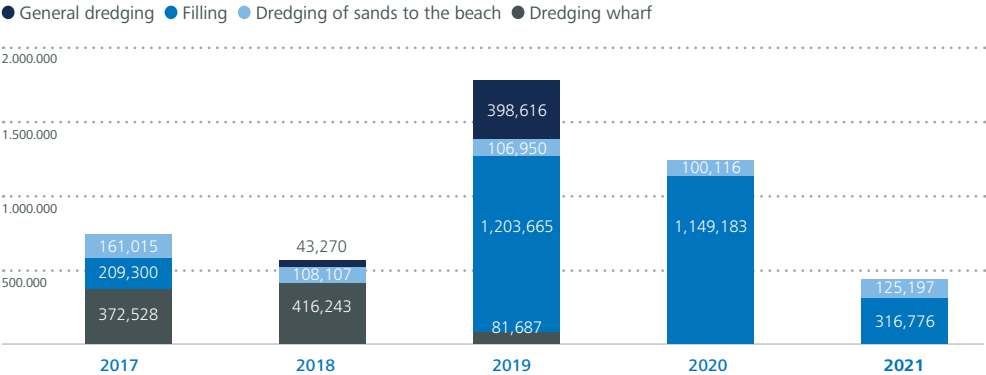
The Port of Barcelona approved an investment of more than **€110 million up to 2030** to electrify wharves and prevent the use of emission-generating auxiliary engines during ships' stay at the Port, in the so-called Nexigen project.

The electrical connection of ships to the on-shore power supply (OPS) wharf, with an estimated required power of about 78 MW, which will come from the 220kV high voltage network, is estimated to reduce carbon dioxide (CO₂) by 60,000 tonnes and nitrogen oxide (NO_x) by

1,264 tonnes. This decarbonisation represents 22% of the Port's annual polluting emissions and brings the Port closer to the goal of net-zero emissions by 2050.

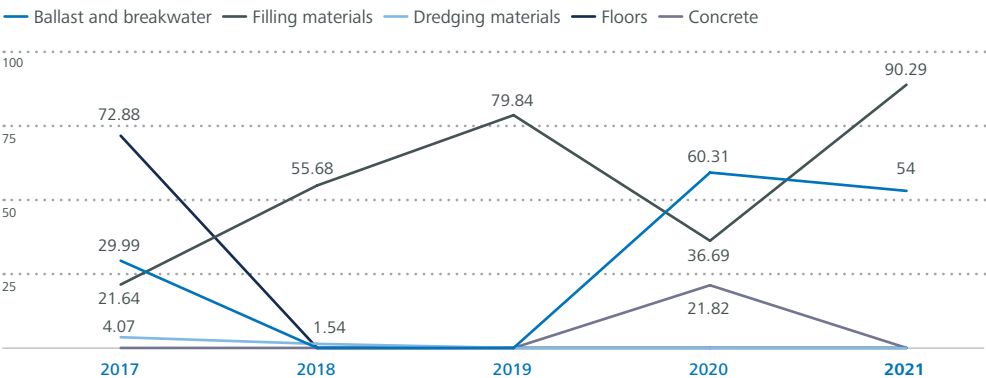
The Fourth Strategic Plan sets the goal of electrifying half of container and ro-ro wharves by 2025: by 2023 we expect to be able to supply electricity to container carriers at the BEST terminal and by 2024, to Transmed ferries.

Volumes of dredging in works (in m³), 2017-2021





Consumption of recycled materials, by type (%), 2017-2021



Ship-generated waste management – Marpol Convention

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

In 2021, the Port of Barcelona managed a total of 111,484 m³ of MARPOL waste, an increase compared to 2020, when this waste was almost halved due to lower vessel traffic due to the COVID-19 pandemic.

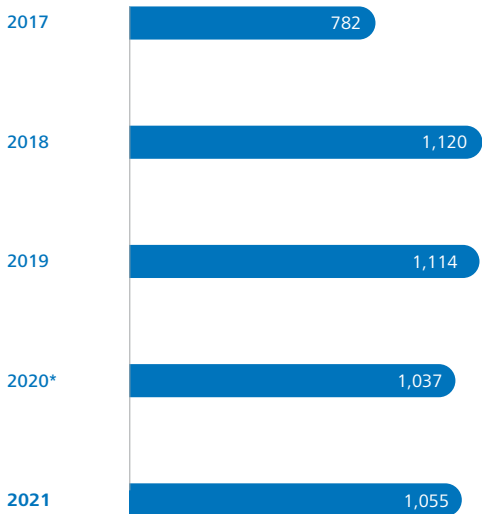
Waste managed by the Port of Barcelona in the MARPOL categories is oily liquid waste from engine oil, bilge water or sewage sludge; cargo tank washing waters that contained hydrocarbons, and solid waste.

Waste management



Of the hazardous waste managed which was generated by the APB, 0.12 tonnes were packaging with residues of hazardous substances and 0.11 tonnes were fluorescents and lamps. The most significant externally generated waste are the bilge oils collected at wharves (9.62t).

Waste managed by the APB (tonnes), 2017-2021

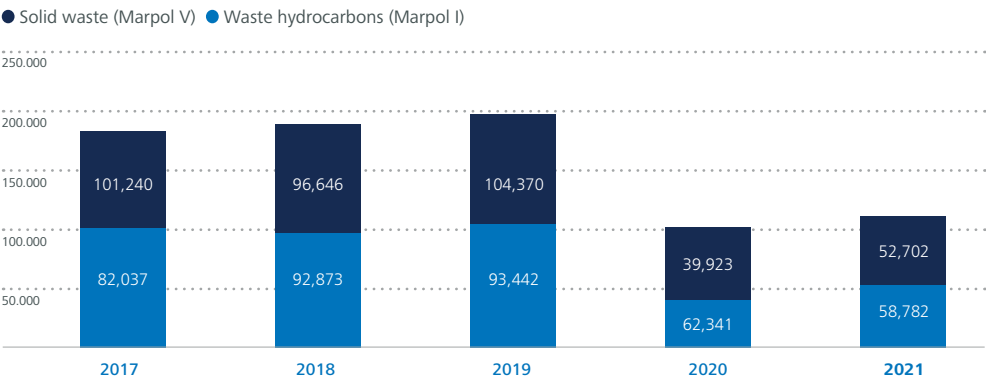


The Port Authority is responsible for removing and managing all types of waste generated in the Port of Barcelona’s own and common areas –excluding the offices and spaces occupied in the East building of the WTC– as well as at the bars and restaurants within the port premises and waste from road cleaning, Port warehouses and workshops and occasional and shock cleaning. The concessions and facilities that conduct their activity in the port area manage their own waste.

Barcelona Port Authority Waste Management

The APB practises selective waste collection, and in 2021 it managed a total of 1,055 tonnes of internal and external waste, 99% of which was non-hazardous.

Solid waste managed at the Port (m³), 2017-2021





Ecology and diversity

The Port strives to ensure that its activity and works interfere as little as possible with the ecosystems and populations of birds and other species in its territory (a land area of 1,042 ha) and its surrounding area, which borders on the Llobregat Delta Integral Reservation. Further, there are checks and monitoring of non-native species that arrive at the Port via ships and which can become invasive species.

Interaction with protected species

A total of 8,000 m² of port area can be considered intended for conserving and promoting biodiversity. Since 2016 one of the most significant breeding colonies in the western Mediterranean of the Corsican gull (*Larus audouinii*) has settled on the East seawall, and more than 600 couples breed there each year. In addition, the Port of Barcelona has been working for ten years to guarantee a habitat for the cormorant population.

BIRD CONTROL

In 2001 and 2002 the Port of Barcelona helped to reintroduce the peregrine falcon (*Falco peregrinus*) in the city of Barcelona, raising three chicks in an artificial nest installed in a grain silo. As a result of the initiative, the falcon population in Barcelona is becoming more consolidated, and in 2021 three pairs of the nine were raised at the Port in Barcelona.

The continued presence of falcons has a deterrent effect on the population of pigeons that descend daily from the city to feed on the Contradic wharf and other port areas.



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