

# 13

## ANNUAL REPORT 2013



Port de Barcelona



PORT OF BARCELONA





A port that adapts to the  
logistics needs of the market

DAYS



PORT OF BARCELONA





The port serves its users  
throughout the day

HOURS

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1

## INTRODUCTION







## MESSAGE FROM THE PRESIDENT

Despite the prevailing economic situation, in 2013 the Port took a decisive step forward in terms of internationalisation, promoting the productive structure, developing customer-oriented actions and the culmination of key enlargement works; in short, it continued to fulfil its mission as an international trade facilitator working to serve the local economy.

The good performance of export containers and the Port of Barcelona's increasingly prominent role as a hub for certain strategic traffic, such as cars or hydrocarbons, meant that we were able to keep all our traffic sectors stable, generating revenue of 158.9 million EUR. Turnover was just 1% lower than in 2012, caused by our applying discounts to port occupation and usage fees, to help increase the competitiveness of our operators and our end customers; but this still confirmed us as the top port in the Spanish State Port System, thanks to a higher volume and variety of activity and our specialisation in high-value cargo.

We closed 2013 with a profit of 74.7 million EUR, an exceptional increase of 73% caused mainly by extraordinary income of 24 million. On the other hand, cash flow was 91.4 million EUR, up 9%, and the volume of investments for the year was 85.5 million EUR. Long-term debt with the European Investment Bank (EIB) fell by 20 million to 440 million EUR. These figures allowed us to maintain the Port's investment plan.

The overall balance of the year also includes important milestones that

point to the diversification of our infrastructure and allow us to face the future with optimism. Given the many years we have had to wait, we could say that one of the main milestones was the agreement finally struck with the Spanish Ministry of Public Works to finance the rail accesses, and the start of the call for tenders for road accesses, bringing us closer to a definitive solution for connecting the Port by land. Furthermore, the works undertaken to reinforce the Est Seawall completed the last maritime project of the enlargement.

As regards port facilities and services, 2013 saw the BEST terminal running at full capacity, along with the development of the second phase, as well as the announcement that Iberpotash is to invest 100 million EUR in a new terminal on Alvarez de la Campa wharf. In addition to this, the opening of the Grimaldi Barcelona Terminal reinforces Barcelona's leading role in SSS traffic and the coming on stream of the TP Nova service represents an improvement in the Port's rail connectivity with Perpignan, Lyon, Toulouse, Lille and Paris. In terms of quality, the Efficiency Network label, which now certifies 70% of the Port's foreign trade, shows clearly the advantage of efficiency in the logistics chains concerned.

As regards port activity, apart from the dynamism of certain traffic sectors already mentioned, we are now the undisputed leaders in the cruise industry, a position we hope to consolidate in 2014 when we host the Seatrade Med event. Setting up the Barcelona Nautical Cluster and putting out the new Marina of the North Entrance mouth for tender show further dynamism in other areas of the Port. Our port manages all the environmental aspects of its activities, to minimise their impact on the

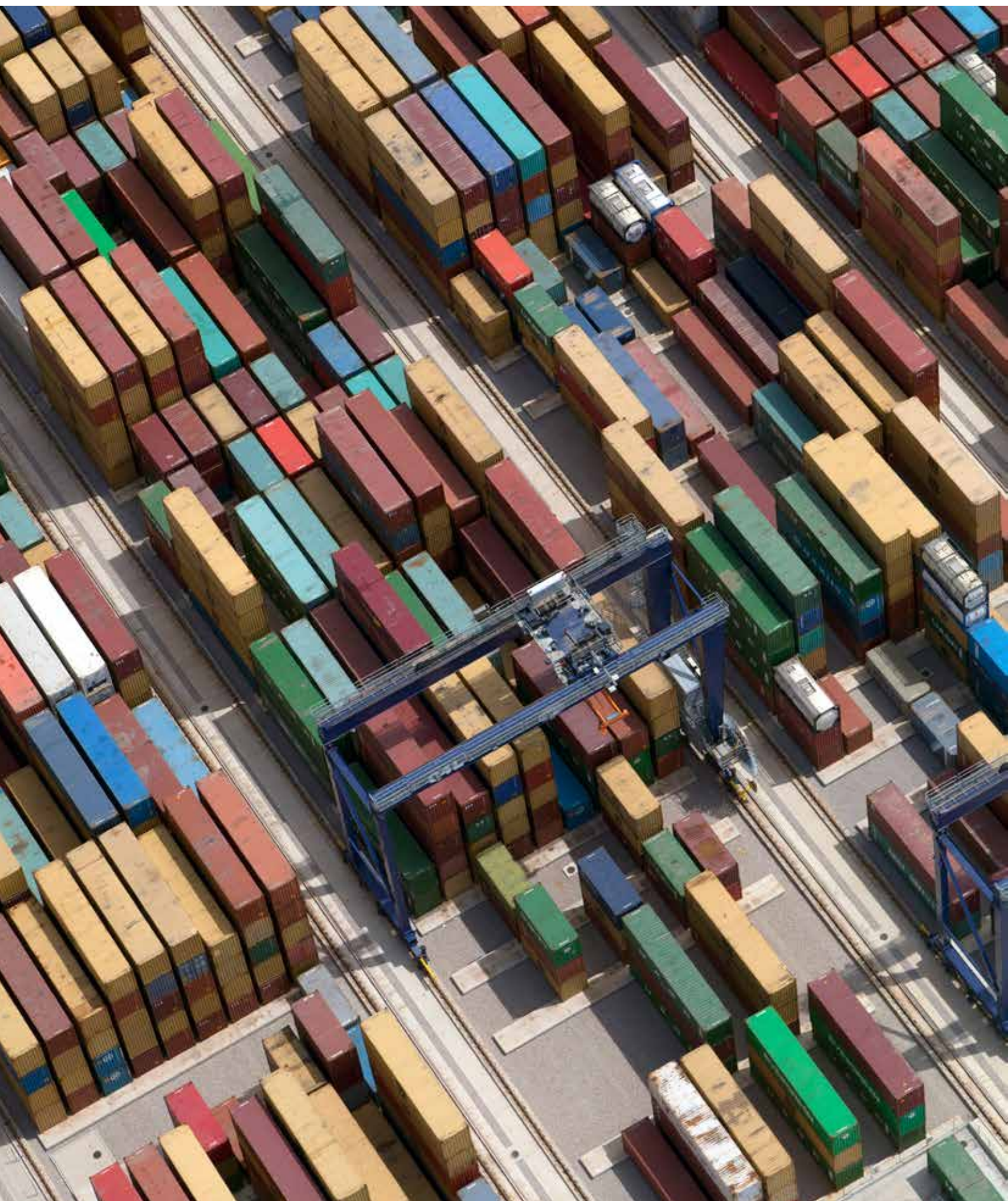


Sixte Cambra  
President

environment, both in terms of control and prevention.

As a public institution, the Port of Barcelona has again met its commitments to the social and economic environment. This responsibility was discharged with the cooperation of the entire Port Community and all the staff of the APB, in spite of significant sacrifices related to general measures that affect them directly. With the infrastructure in place and continuously developing quality services, we now face the key challenge of attracting new traffic. In this new growth-based cycle, the role of all the professionals that work day by day at our Port will be vital. I would like to thank them now for all of their past and future contribution.







## MESSAGE FROM THE GENERAL MANAGER

Several indicators pointed to signs of recovery and economic growth in 2013. Although total traffic handled at the Port of Barcelona remained stable, with a total of 42.4 million tonnes, this year foreign trade of containerised cargo (import and export containers) matched the highest levels achieved in the pre-crisis period. Export TEUs broke their historical record and the gradual recovery in container imports, which had fallen in recent years owing to the contraction of domestic consumption, made it possible to close the year with an increase of 2%.

This trend indicates the success of the strategy pursued by the productive sector around us, which has focused on internationalisation and opening new markets as a strategy for facing up to the crisis and dealing with sluggish domestic consumption. All in all, foreign trade routed through the Port of Barcelona this year stood at over 973,000 TEUs (import and export), exactly the same figure as the record in foreign trade established in 2007, before the recession began.

Exports in particular have soared, and represent one of the main drivers of port activity. 581,377 TEUs were exported during the year, which is 4.5% more than in 2012 and 33% higher than the peak reached in 2008. One of the characteristics of our sales abroad is the great diversity of destination markets for cargo, which helps to reduce risks when a particular country or region experiences economic contraction.

The main recipients of exports channelled through our Port included the United Arab Emirates, China, Algeria, Turkey, Brazil, Morocco, Saudi Arabia and Mexico.

Moreover, the rise in imports to 391,156 TEUs (+2%) does indicate a certain recovery in domestic consumption. 21% of import containers received at the Port come from China, which is consolidating its position as the leading economy in terms of goods origin.

One important factor in attracting new traffic is the Port's role as a logistics distribution hub in the Mediterranean and Southern Europe for several car companies. This positioning consolidates us as leaders in new vehicle traffic within the area, with 705,374 units in 2013 (+6%). Car exports, accounting for more than 380,000 units, are already more than 18% higher than the Port's previous record of 2007, while imports rose 4.4%.

In the Mediterranean area, we are also consolidating the Port's leading role as a redistribution centre for petroleum products. The entry into service of the berth with the deepest draft in the Mediterranean (2011) as well as various private investments on the Energia wharf (Meroil-Lukoil, Tradebe) have brought about significant increases in traffic of products such as gasoline (+88%) and fuel oil (+107%), which helped to make a total of 10.6 million tonnes (+2%) of liquid bulk.

The recovery in traffic with Italy made a very positive contribution to the results of short sea shipping services, which are an alternative to road transport, and connect the Port with several destinations in Italy and North Africa. This year 100,716 ICUs (intermodal transport units, equivalent



José Alberto Carbonell  
General Manager

to trucks, trailers and platforms) were handled, representing a year-on-year increase of 10%.

Passenger traffic is another element that sets our Port apart from others. In 2013, 3.6 million passengers passed through Barcelona (+6%), with over one million travelling by ferry (+1.6%) and 2.6 million onboard cruise ships (+8%). This last figure is almost equal to the record number of passengers of 2011. Work was undertaken in 2013 to develop and improve infrastructure and services, to provide all of these passengers with the appropriate standards of quality and security.

Passenger traffic and freight activity are both indicators of activity in the Port of Barcelona's surrounding area and in its hinterland, and it is our mission and our responsibility to serve their needs and requirements. This is the goal that we keep in mind in our daily work, and the results of 2013 show that we are on the right track. The only way for us to meet future challenges with the appropriate guarantees is for us to count on the invaluable help of the entire Port Community, as always, and make the most of the synergies that our business generates.







## MANAGEMENT

## BOARD

### OF BARCELONA PORT AUTHORITY

*At 31 December 2012*

**President**

Sixte Cambra

**Ex officio member**

Francisco J. Valencia Alonso

**General Manager (not member)**

José A. Carbonell Camallonga

**On behalf of the Spanish Government**

Jorge Sánchez Vicente

Rolando Lago Cuervo

Emilio Ablanedo Reyes

**On behalf of the Government of Catalonia**

Mariano Fernández Fernández

Jordi Aragunde Miguens

Ángel Montesinos García

Joan Amorós i Pla

**On behalf of the municipalities in which the Port of Barcelona  
service area is situated**

Antoni Vives (Barcelona City Council)

Lluís Tejedor Ballesteros (City Council of El Prat de Llobregat)

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

Josep Manuel Basáñez Villaluenga

Xavier María Vidal Niebla

José Pérez Domínguez

Joan Moreno i Cabello

**Secretary (not member)**

Román Eguinoa de San Román

***Members who left during 2013:*****On behalf of the Spanish Government**

Isabela Pérez Nivelá (01/08/2013)

**On behalf of the Government of Catalonia**

Antoni Llobet de Pablo (07/06/2013)







# 2

**ECONOMIC**

**AND FINANCIAL**

**REPORT**



# ECONOMIC AND FINANCIAL REPORT



## The organisation is able to generate resources to meet investment challenges

The Port Authority closed the financial year 2013 with a net profit of 74.8 million EUR, an increase of 73% year on year.

This significant improvement in the year's result was caused mainly by a series of exceptional economic events

that made a contribution of 24 million EUR to the year's result.

Traffic and port activity indicators showed figures close to those of the previous year, and the 158.9 million EUR net revenues were slightly (-1%) below the figure for 2012.

### PROFIT FOR THE YEAR (thousand EUR)

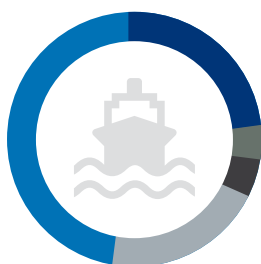
	2013	2012	Variation	%Var.
Operating profit	56,732	54,609	2,123	4%
Financial result	18,099	(11,370)	29,469	-
Tax on profits	-	-	-	-
<b>Total</b>	<b>74,831</b>	<b>43,239</b>	<b>31,592</b>	<b>73%</b>

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

	2013	2012	Var.	%Var.
Port fees	147,860	149,559	(1,699)	-1%
Occupation fee	58,279	57,007	1,272	2%
Utilisation fees	71,841	73,965	(2,124)	-3%
Vessel fees	25,080	27,435	(2,355)	-9%
Fees for pleasure craft	384	406	(22)	-5%
Passenger fees	8,795	8,180	615	8%
Goods fees	37,299	37,677	(378)	-1%
Fresh fish fees	163	184	(21)	-11%
Fee for special use of the transit area	120	83	37	45%
Activity fee	16,488	17,511	(1,023)	-6%
Navigation aids fee	1,252	1,076	176	16%
Other business income	11,041	11,218	(177)	-2%
Amounts in addition to fees	4,165	3,131	1,034	33%
Fees and other	6,876	8,087	(1,211)	-15%
	<b>158,901</b>	<b>160,777</b>	<b>(1,876)</b>	<b>-1%</b>

**NET REVENUES 2013 (BY BUSINESS LINES)** (thousand EUR)

	2013	2012	Var.	%Var.
Port fees and additional amounts	152,025	152,690	(665)	0%
Vessels and navigation aids	26,332	28,511	(2,179)	-8%
Goods	37,299	37,677	(378)	-1%
Passengers	8,795	8,180	615	8%
Fresh fish	163	184	(21)	-11%
Pleasure craft	384	406	(22)	-5%
Public domain concessions	78,825	77,556	1,269	2%
Other fees for use of the public domain	107	93	14	15%
Fee for special use of the transit area	120	83	37	45%
Fees for commercial services	6,876	8,087	(1,211)	-15%
<b>Thousand EUR</b>	<b>158,901</b>	<b>160,777</b>	<b>(1,876)</b>	<b>-1%</b>

**NET REVENUES 2013  
(BY BUSINESS LINES)**

PUBLIC DOMAIN CONCESSIONS

**49%**

GOODS

**23%**

VESSELS AND NAVIGATION AIDS

**17%**

PASSENGERS

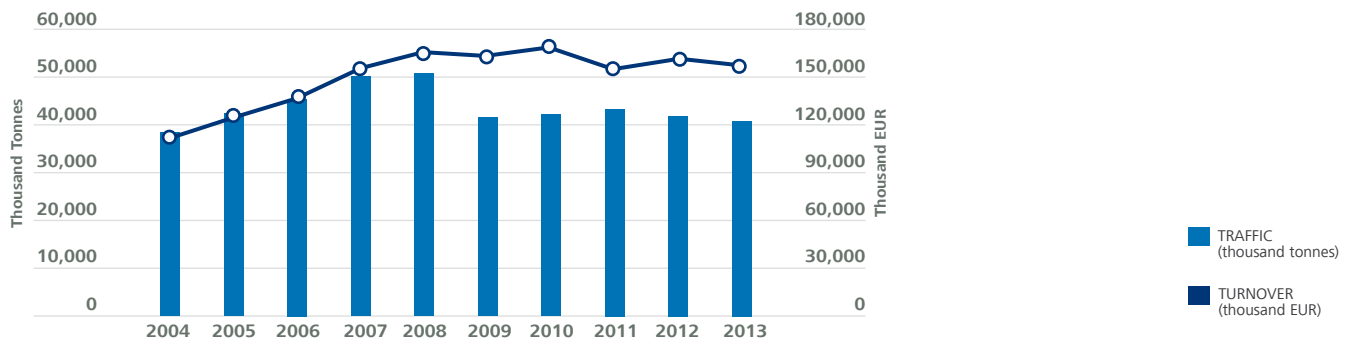
**6%**

OTHER FEES

**5%**

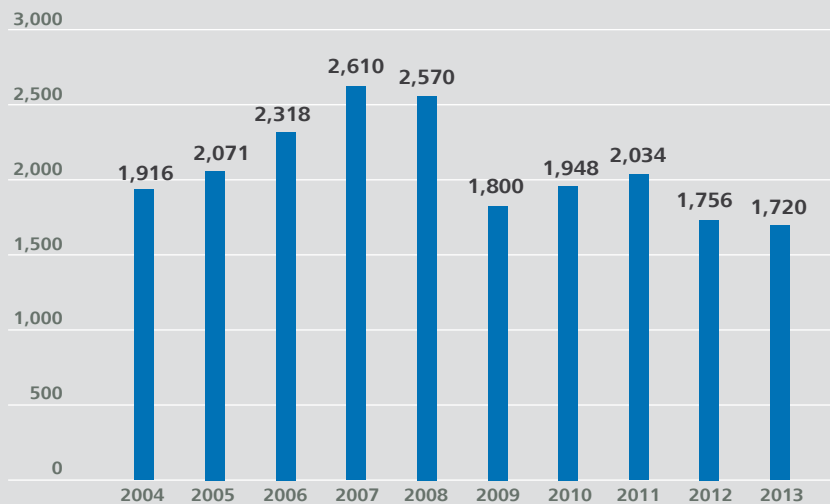


## PROGRESSION OF TURNOVER AND VOLUME OF TRAFFIC

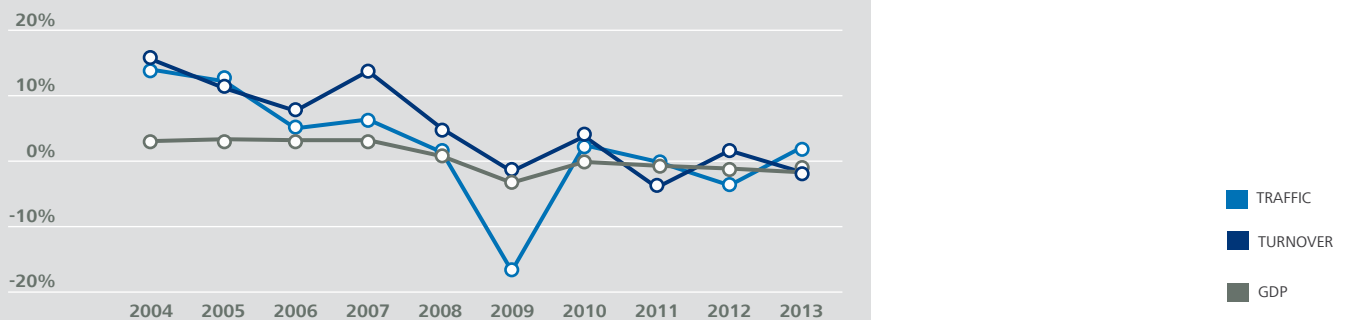


2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
39,321	43,837	46,406	50,046	50,552	41,794	42,978	43,065	41,487	41,391
114,829	127,971	139,360	158,107	166,620	162,197	167,360	157,839	160,777	158,901

## PROGRESSION IN NUMBER OF TEU (thousands)



## PROGRESSION IN ANNUAL TRAFFIC VARIATIONS AND INCOME COMPARED TO GDP (%)



2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
13.1%	11.5%	5.9%	7.8%	1.0%	-17.3%	2.8%	0.2%	-3.7%	2.3%
14.6%	11.4%	8.9%	13.5%	5.4%	-2.7%	3.2%	-5.7%	1.9%	-1.2%
3.3%	3.6%	3.9%	3.8%	0.9%	-3.6%	-0.1%	0.7%	-1.4%	-1.2%

**OPERATING PROFIT** (thousand EUR)

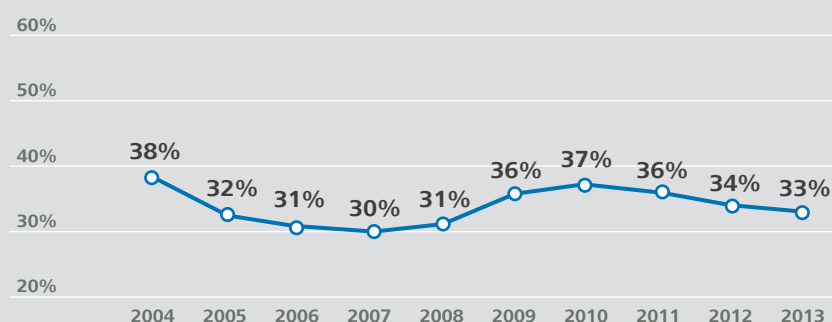
	2013	2012	Variation	%Var.
Net turnover	158,901	160,777	(1,876)	-1%
Other operating income	4,982	3,487	1,495	43%
Staff costs	(29,622)	(31,239)	1,617	-5%
Other operating expenses	(41,484)	(42,197)	713	-2%
Depreciation of tangible assets	(48,888)	(40,881)	(8,007)	20%
Allocation of grants and other non-financial assets	6,764	6,959	(195)	-3%
Surplus provisions	-	-	-	-
Impairment and gains on disposals of assets	1,637	(992)	2,629	-
Other results	4,442	(1,305)	5,747	-
<b>Total</b>	<b>56,732</b>	<b>54,609</b>	<b>2,123</b>	<b>4%</b>

The operating result rose by 4%, despite the slight decrease in sales figures and the significant increase in the accounting cost of provisions for depreciation of fixed assets. This result was caused by a fall in current expenses and the booking of 6.4 million EUR in exceptional revenue (2 million added to profits from disposals of fixed assets and 4.4 million from other results).

Overall staff costs fell for the third consecutive year, in this case a year-on-year fall of 5%, which meant 1.6 million EUR in absolute terms. Other operating expenses decreased by 2%, mainly due to the 7% reduction in spending allocated to external services. Consequently, the absorption ratio of income by expenses stood at 33%, and one point below that of the previous year.

**INCOME ABSORPTION RATIOS**

■ CURRENT EXPENSES / TURNOVER



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

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

CONTAINING  
SPENDING ALLOWS  
OPERATING RESULT  
TO GROW



This year there were 24 million EUR in exceptional revenue, resulting from the following operations:

- Sale of the APB's stake in the company Creuers del Port de Barcelona, with a capital gain of 14 million EUR.
- Granting of a new extraordinary loan to the APB, approved by the Council of Ministers, to the tune of 6.8 million EUR: 4.4 million allocated to paying the principal of the debt arising from the firm rulings handed down for the payment of port fees,

and the other 2.4 million EUR to cover the relevant interest payments.

- Receipt of 3.2 million EUR pursuant to the ruling of the Catalan Court of Justice in connection with the expropriation of the land affected by the project to build a Waste water Treatment Plant in the Baix Llobregat. This ruling grants the APB the right to receive a fair price in excess of the two million EUR established at the time by the Expropriation Jury of Catalonia, plus the relevant legal interests

#### EXCEPTIONAL ECONOMIC EVENTS - FY 2013 (thousand EUR)

	Effects on Operating profit	Effects on Financial Results	Total
Sale of Creuers del Port de Barcelona	0	13,964	13,964
Extraordinary loan disputes concerning port fees	4,442	2,378	6,820
Fair price for expropriation of property	1,999	1,241	3,240
	<b>6,441</b>	<b>17,583</b>	<b>24,024</b>

.....

**EXCEPTIONAL ECONOMIC EVENTS  
CONTRIBUTED 24 MILLION EUR TO THE  
YEAR'S RESULTS**

.....



## THE COMPANY GENERATED EBITDA OF 99 MILLION FOR FY 2013

The change in the fair value of financial instruments showed an accounting profit of 3.4 million EUR, which is a net improvement of 7.3 million over the negative variation of 2012. These instruments refer to two interest rate swaps through which the company pays a fixed rate and receives a variable one.

Financial expenses amounted to 4.5 million EUR, a reduction of 33%. On the one hand, the fall in interest rates and long-term indebtedness provided a saving of 3.6 million; on the other,

the updated provisions for disputes concerning port fees reduced spending by 0.9 million.

The financial result recorded a profit of 18.1 million EUR, representing a net improvement of 29.5 million compared to the 11.4 million loss the previous year. Nearly all of this profit is the result of the exceptional facts listed above.

EBITDA was 99.2 million EUR and resources from operations generated an operating cash flow of 91.4 million EUR (+9%).

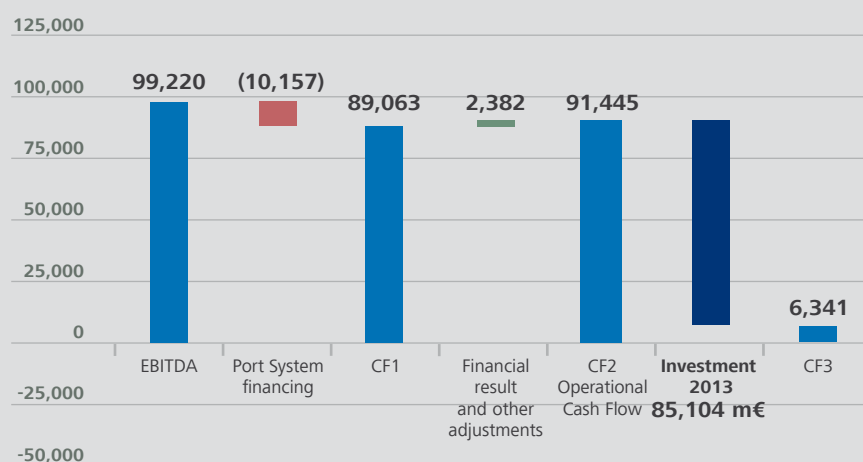
### FINANCIAL RESULTS (thousand EUR)

	2013	2012	Variation	%Var.
Financial income	10,127	6,840	3,287	48%
Financial expenses	(9,353)	(13,879)	4,526	-33%
Change in fair value of financial instruments	3,361	(3,942)	7,303	-
Impairment and gains on disposals of financial instruments	13,964	(389)	14,353	-
<b>Total</b>	<b>18,099</b>	<b>(11,370)</b>	<b>29,469</b>	<b>-259%</b>

### EBITDA (thousand EUR)

<b>Operating profit</b>	<b>56,732</b>
OPPE funding	5,982
Net contribution Interport Fund	4,175
Reserves for liabilities and expenses	674
Depreciation of fixed assets	48,888
Valuation adjustments for impairment of non-current assets	-247
Impairment and gains on disposals of assets	-1,390
Reclassification from fixed assets to expenses	95
Allocation of grants and other non-financial assets	-6,764
Income from return of concessions	-941
Entering advances received for serv, rendered in results	-3,542
Income from OPPE payment main T3 disputes	-4,442
<b>Total</b>	<b>99,220</b>

### NEED FOR EXTERNAL FINANCING (thousand EUR)



Port System Financing =  
Contribution to the Public  
Body Puertos del Estado + Net  
contribution to the Interport  
Contribution Fund

CF1: Cash Flow before  
financial results and financing  
of the port system

CF2: Cash Flow before  
financing of the port system

CF3: Net Cash flow

CF4: Need for financing  
investments with other  
sources of funds



During the financial year, the APB executed investments amounting to 85.1 million EUR, mainly in infrastructure works.

Regarding the stakeholder companies, the most significant transaction of the year was the sale of the entire 20% the Port held in *Creuers del Port de Barcelona SA* to *Barcelona Port Investments SL*, belonging to the Royal Caribbean group. This transfer will make it possible to roll out the strategic and operational planning of the cruiser terminals, to attract traffic.

#### VOLUME OF INVESTMENT 2013

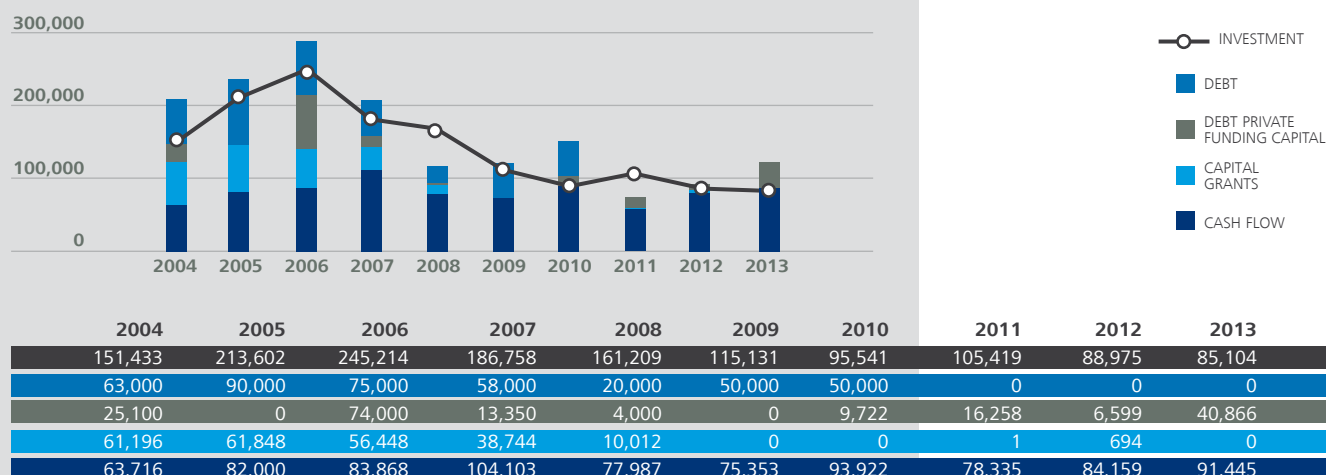
(million EUR)

Acquisition of intangible assets	4.2
Fixed assets purchased	79.5
Prat wharf	40.1
East Seawall	18.1
Energia wharf	6.2
Railways	2.7
Sud wharf	2.2
Quality control on small budget works	1.9
Hardware	1.7
Costa wharf	0.7
Other	5.9
Financial investments	1.4
<b>Total investments</b>	<b>85.1</b>

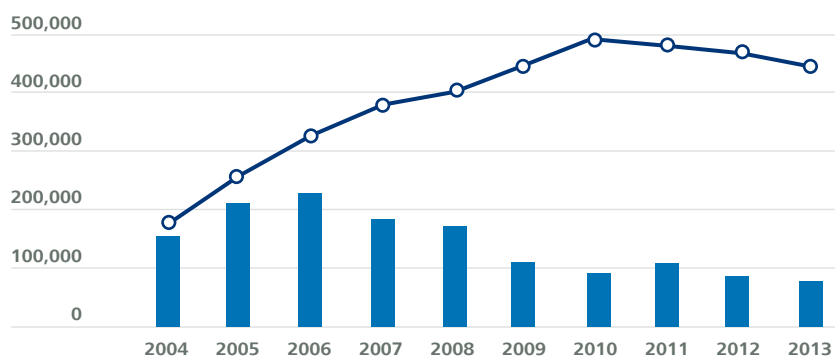
#### STAKEHOLDER COMPANIES ON 31/12/2013

	% of share capital
<b>COMPANIES OF THE GROUP</b>	
Gerència Urbanística Port 2000 de l'APB	100.00%
Centro Intermodal de Logística, SA	51.00%
World Trade Center Barcelona, SA	52.27%
<b>ASSOCIATED COMPANIES</b>	
Catalana d'INFRASTRUCTURES Portuàries, SL	49.00%
Terminal Intermodal Marítima Centro, SL	49.00%
Terminal Intermodal de l'Empordà, SL	47.32%
Puerto Seco de Azuqueca de Henares, SA	36.73%
Portic Barcelona, SA	25.18%
Barcelona Strategical Urban Systems, AIE	25.00%
Terminal Marítima de Zaragoza, SL	21.55%
Consorti de Parcs Logístics, SL	20.00%
<b>OTHER STAKEHOLDINGS</b>	
Barcelona Regional Agència Metropolitana de Desenvolupament Urbanístic i d'INFRASTRUCTURES., SA	11.77%
Puerto Seco de Madrid, SA	10.20%
Marina Barcelona 92, SA	8.07%
Perpignan Saint Charles Conteneur Terminal, SAEML	5.00%

#### INVESTMENT FINANCE (thousand EUR)



## PROGRESION OF ANUAL INVESTMENT AND LONG-TERM BANK DEBT



2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
151,433	213,602	245,214	186,758	161,209	115,131	95,541	105,419	88,974	85,104
166,010	253,606	326,202	383,601	401,667	449,222	494,000	486,000	460,000	440,833

INVESTMENT

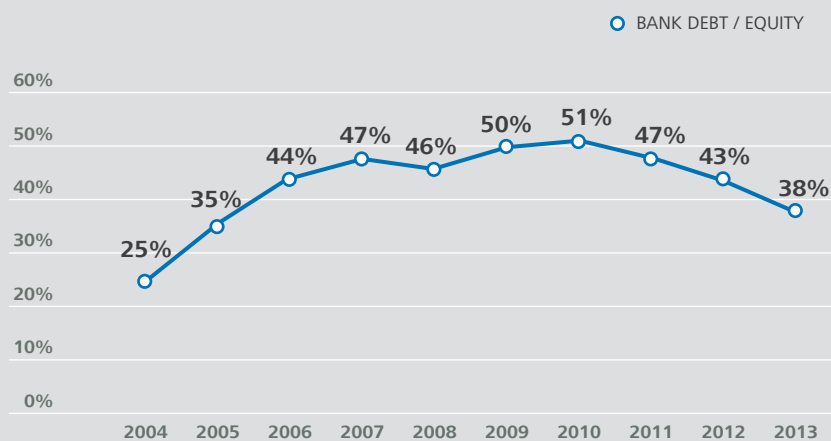
BORROWING

.....

PART OF THE  
RESOURCES  
GENERATED WERE  
USED TO CUT  
LONG-TERM DEBT

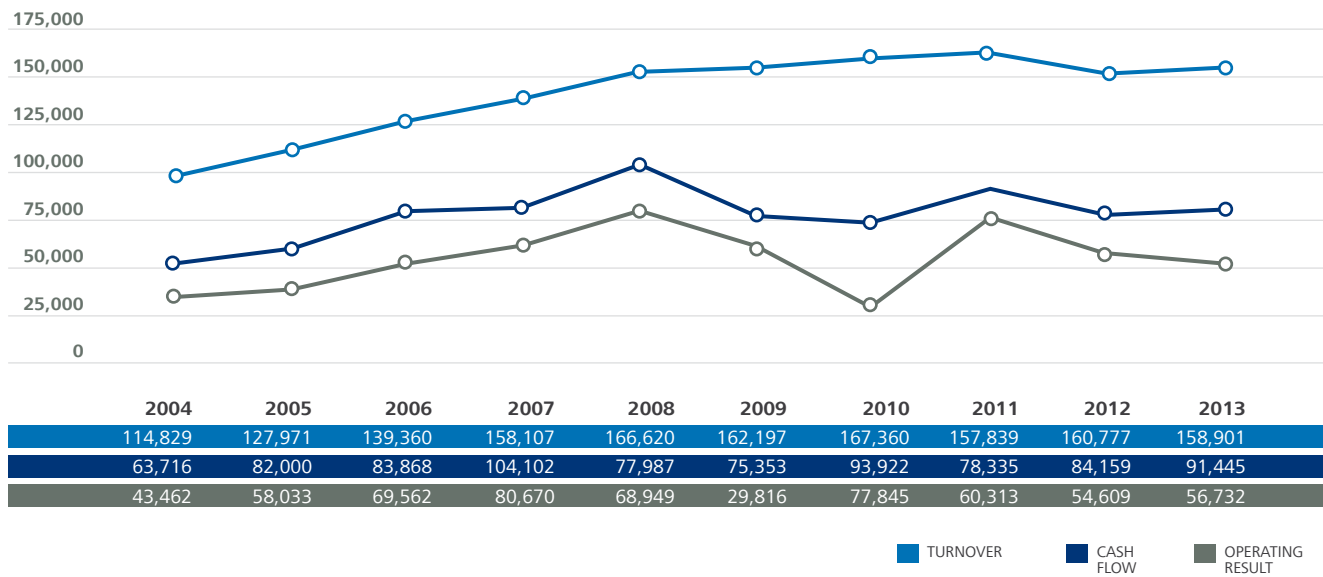
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## PROGRESION OF THE DEBT RATIO (thousand EUR)





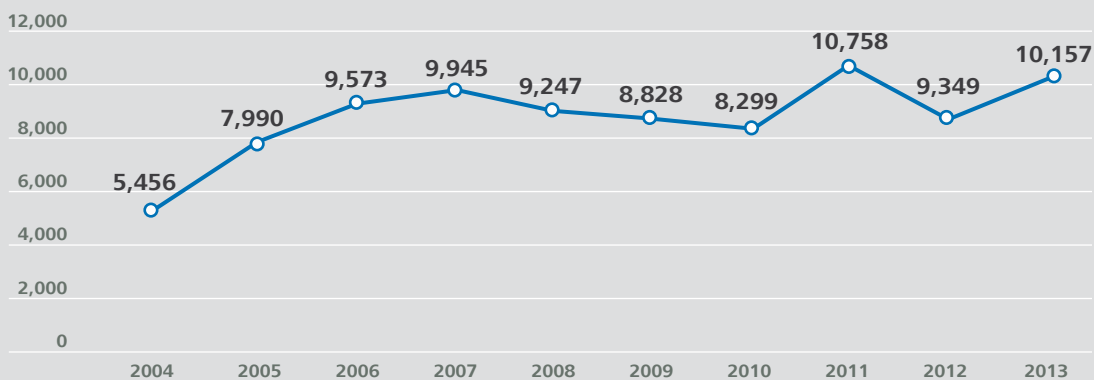
## PROGRESSION OF THE MAIN ECONOMIC INDICATORS (thousand EUR)



## RATIOS OF THE MAIN ECONOMIC INDICATORS



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



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

**BALANCE SHEET** (thousand EUR)

	2013	2012		2013	2012
<b>NON-CURRENT ASSETS</b>	<b>1,870,002</b>	<b>1,835,833</b>	<b>NET CAPITAL</b>	<b>1,428,268</b>	<b>1,361,141</b>
<b>I. Intangible assets</b>	<b>30,385</b>	<b>29,373</b>	<b>A1. Equity</b>	<b>1,152,142</b>	<b>1,077,311</b>
1. Industrial property and other intangible assets	19,220	20,229	I. Capital	512,743	512,743
2. IT applications	11,165	9,144	III. Reserves	564,568	521,329
			VII. Profit for the year	74,831	43,239
<b>II. Tangible fixed assets</b>	<b>1,489,966</b>	<b>1,439,978</b>	<b>A2. Adjustments for changes in value</b>	<b>-</b>	<b>-</b>
1. Land and natural assets	257,060	228,318			
2. Buildings	1,109,884	1,065,254	<b>A3. Subsidies, donations and legacies received</b>	<b>276,126</b>	<b>283,830</b>
3. Technical equipment and facilities	1,436	1,531	1. Official capital subsidies	262,287	269,043
4. Tangible fixed assets and advance payments	112,624	135,394	2. Capital donations and legacies	20	20
5. Other fixed assets	8,962	9,481	3. Other subsidies, donations and legacies	13,819	14,767
<b>III. Real estate investments</b>	<b>248,994</b>	<b>265,548</b>	<b>NON-CURRENT LIABILITIES</b>	<b>634,099</b>	<b>626,619</b>
1. Land	227,811	242,187	<b>I. Long-term provisions</b>	<b>2,382</b>	<b>1,708</b>
2. Buildings	21,183	23,361	1. Long-term staff benefit obligations	277	277
<b>IV. L/t debt with group and associated companies</b>	<b>93,210</b>	<b>92,689</b>	2. Provisions for legal liabilities	2,105	1,431
1. Equity instruments	80,654	81,256	3. Other provisions	-	-
2. Loans to companies	12,556	11,433			
<b>V. Long-term financial investments</b>	<b>4,898</b>	<b>5,098</b>	<b>II. Long-term debts</b>	<b>448,361</b>	<b>470,889</b>
1. Equity instruments	1,761	1,761	1. Debt with credit institutions	440,833	460,000
2. Loans to third parties	2,790	2,990	2. Long-term suppliers of fixed assets	-	-
3. Public admin, official subsidies receivable	-	-	3. Other	7,528	10,889
4. Other financial assets	347	347			
<b>VI. Deferred tax assets</b>	<b>-</b>	<b>-</b>	<b>III. L/t debt with group and associated companies</b>	<b>-</b>	<b>-</b>
<b>VII. Non-current trade debtors</b>	<b>2,549</b>	<b>3,147</b>	<b>IV. Deferred tax liabilities</b>	<b>-</b>	<b>-</b>
			<b>V. Long-term accruals and deferrals</b>	<b>183,356</b>	<b>154,022</b>
<b>CURRENT ASSETS</b>	<b>254,963</b>	<b>211,083</b>	<b>CURRENT LIABILITIES</b>	<b>62,598</b>	<b>59,156</b>
<b>I. Non-current assets held for sale</b>	<b>-</b>	<b>-</b>	<b>II. Short-term provisions</b>	<b>-</b>	<b>-</b>
<b>II. Stocks</b>	<b>206</b>	<b>234</b>	<b>III. Short-term debts</b>	<b>31,779</b>	<b>35,465</b>
<b>III. Trade debtors and other receivables</b>	<b>60,166</b>	<b>42,903</b>	1. Debt with credit institutions	19,802	13,669
1. Customers for sales and services provided	34,449	29,240	2. Short-term suppliers of fixed assets	8,975	20,253
2. Customers and debtors, group and associated companies	9,335	2,595	3. Other financial liabilities	3,002	1,543
3. Miscellaneous receivable accounts	2,393	764	<b>IV. S/t debt with group and associated companies</b>	<b>305</b>	<b>191</b>
4. Public admin, official subsidies receivable	-	-	1. Debt with companies of the group	143	65
5. Other credits with public administrations	13,989	10,304	2. Debt with associated companies	162	126
<b>IV. S/t debt with group and associated companies</b>	<b>-</b>	<b>-</b>	<b>V. Trade creditors and other receivables</b>	<b>30,514</b>	<b>23,498</b>
<b>V. Short-term financial investments</b>	<b>155,122</b>	<b>133,124</b>	1. Creditors and other receivables	14,429	14,158
1. Equity instruments	-	-	2. Advance payments of public subsidies	-	-
2. Loans to companies	122	124	3. Other debts with public administrations	16,085	9,340
3. Other financial assets	155,000	133,000	<b>VI. Accruals and deferrals</b>	<b>-</b>	<b>2</b>
<b>VI. Accruals and deferrals</b>	<b>1,193</b>	<b>1,425</b>			
<b>VII. Cash and other cash equivalent assets</b>	<b>38,276</b>	<b>33,397</b>			
1. Cash and banks	38,276	15,397			
2. Other cash equivalents	-	18,000			
<b>TOTAL ASSETS</b>	<b>2,124,965</b>	<b>2,046,916</b>	<b>TOTAL LIABILITIES</b>	<b>2,124,965</b>	<b>2,046,916</b>



## PROFIT AND LOSS ACCOUNT (thousand EUR)

	2013	2012	Variation	%Var.
<b>1. Net turnover</b>	<b>158,901</b>	<b>160,777</b>	<b>(1,876)</b>	<b>-1%</b>
<b>A. Port fees</b>	<b>147,860</b>	<b>149,559</b>	<b>(1,699)</b>	<b>-1%</b>
a) Occupation fee	58,279	57,007	1,272	2%
b) Fees for the special use of port facilities	71,841	73,965	(2,124)	-3%
1. Vessel fees	25,080	27,435	(2,355)	-9%
2. Fees for pleasure craft	384	406	(22)	-5%
3. Passenger fees	8,795	8,180	615	8%
4. Goods fees	37,299	37,677	(378)	-1%
5. Fresh fish fees	163	184	(21)	-11%
6. Fee for special use of the transit area	120	83	37	45%
c) Activity fee	16,488	17,511	(1,023)	-6%
d) Navigation aids fee	1,252	1,076	176	16%
<b>B. Other business income</b>	<b>11,041</b>	<b>11,218</b>	<b>(177)</b>	<b>-2%</b>
a) Amounts in addition to fees	4,165	3,131	1,034	33%
b) Fees and other	6,876	8,087	(1,211)	-15%
<b>5. Other operating income</b>	<b>4,982</b>	<b>3,487</b>	<b>1,495</b>	<b>43%</b>
a) Accessory and other current management income	3,428	2,020	1,408	70%
b) Operating subsidies incorporated into the the result of the financial year	351	63	288	457%
c) Income from return of concessions	941	1,092	(151)	-14%
d) Interport Fund compensation received	262	312	(50)	-16%
<b>6. Staff costs</b>	<b>(29,622)</b>	<b>(31,239)</b>	<b>1,617</b>	<b>-5%</b>
a) Wages, salaries and similar expenses	(20,588)	(20,172)	(416)	2%
b) Indemnities	(509)	(2,355)	1,846	-78%
c) Social charges	(8,525)	(8,712)	187	-2%
d) Provisions	-	-	-	-
<b>7. Other operating expenses</b>	<b>(41,484)</b>	<b>(42,197)</b>	<b>713</b>	<b>-2%</b>
a) External services	(26,886)	(29,013)	2,127	-7%
1. Repairs and upkeep	(11,932)	(14,205)	2,273	-16%
2. Services from independent professionals	(4,535)	(4,638)	103	-2%
3. Supplies and consumption	(2,089)	(2,027)	(62)	3%
4. Other external services	(8,330)	(8,143)	(187)	2%
b) Taxes	(1,591)	(1,651)	60	-4%
c) Losses, impairment and variation of provisions for commercial operations	(1,220)	(416)	(804)	193%
d) Other current management expenses	(1,368)	(1,456)	88	-6%
e) Contribution to Puertos del Estado	(5,982)	(5,870)	(112)	2%
f) Interport Fund contribution	(4,437)	(3,791)	(646)	17%
<b>8. Depreciation of tangible assets</b>	<b>(48,888)</b>	<b>(40,881)</b>	<b>(8,007)</b>	<b>20%</b>
<b>9. Allocation of subsidies and other non-financial assets</b>	<b>6,764</b>	<b>6,959</b>	<b>(195)</b>	<b>-3%</b>
<b>10. Surplus provisions</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>11. Impairment and gains on disposals of assets</b>	<b>1,637</b>	<b>(992)</b>	<b>2,629</b>	<b>-</b>
a) Impairment and losses	247	251	(4)	-2%
b) Gains on disposals and others	1,390	(1,243)	2,633	-
<b>Other results</b>	<b>4,442</b>	<b>(1,305)</b>	<b>5,747</b>	<b>-440%</b>
a) Exceptional income	4,442	-	4,442	-
b) Exceptional expenses	-	(1,305)	1,305	-100%
<b>OPERATING RESULT</b>	<b>56,732</b>	<b>54,609</b>	<b>2,123</b>	<b>4%</b>
<b>12. Financial income</b>	<b>10,127</b>	<b>6,840</b>	<b>3,287</b>	<b>48%</b>
a) Stakes in financial instruments	1,269	1,318	(49)	-4%
b) Of negotiable securities and other financial instruments	8,675	4,465	4,210	94%
c) Incorporation of financial expenses to assets	183	1,057	(874)	-83%
<b>13. Financial expenses</b>	<b>(9,353)</b>	<b>(13,879)</b>	<b>4,526</b>	<b>-33%</b>
a) For third party debts	(9,122)	(12,729)	3,607	-28%
b) For updating of provisions	(231)	(1,150)	919	-80%
<b>14. Change in fair value of financial instruments</b>	<b>3,361</b>	<b>(3,942)</b>	<b>7,303</b>	<b>-</b>
a) Portfolio for negotiation and other	3,361	(3,942)	7,303	-
<b>16. Impairment and gains on disposals of financial instruments</b>	<b>13,964</b>	<b>(389)</b>	<b>14,353</b>	<b>-</b>
a) Impairment and losses	-	(389)	389	-100%
b) Gains on disposals and others	13,964	-	13,964	-
<b>FINANCIAL RESULT</b>	<b>18,099</b>	<b>(11,370)</b>	<b>29,469</b>	<b>-</b>
<b>PRE-TAX RESULT</b>	<b>74,831</b>	<b>43,239</b>	<b>31,592</b>	<b>73%</b>
<b>17. Tax on profits</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>BALANCE OF THE FINANCIAL YEAR</b>	<b>74,831</b>	<b>43,239</b>	<b>31,592</b>	<b>73%</b>

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

	2013	2012
<b>APPLICATIONS</b>	<b>116,691</b>	<b>128,047</b>
<b>Non-current assets added</b>	<b>85,104</b>	<b>88,974</b>
Acquisition of intangible and material fixed assets	83,705	84,735
Financial assets purchased	1,399	995
Fixed assets from returned concessions	-	3,244
<b>Reductions in equity</b>	<b>-</b>	<b>-</b>
<b>Interport Fund contribution</b>	<b>4,437</b>	<b>3,791</b>
<b>Non-current liabilities removed</b>	<b>27,150</b>	<b>34,502</b>
Cancellation/Transfer of debt to credit institutions	19,167	26,000
Cancellation/Transfer of debts with suppliers of fixed assets	-	-
Cancellation/Transfer of loans with group and associated companies	7,983	4,116
Application of long-term provisions	-	4,386
<b>Other</b>	<b>-</b>	<b>780</b>
<b>SOURCES</b>	<b>157,129</b>	<b>97,153</b>
<b>Resources from operations</b>	<b>91,445</b>	<b>84,159</b>
<b>Interport Fund compensation received</b>	<b>262</b>	<b>312</b>
<b>Subsidies and income from return of concessions</b>	<b>-</b>	<b>3,938</b>
Deferred capital subsidies	-	694
Income from return of concessions	-	3,244
<b>Non-current liabilities added</b>	<b>40,866</b>	<b>6,599</b>
Long-term debt with credit institutions	-	-
Long-term debt with suppliers of fixed assets	-	-
Long-term debt with group and associated companies and others	-	-
Advances received for sales or services rendered	40,866	6,599
<b>Non-current assets added</b>	<b>17,736</b>	<b>2,145</b>
Disposal of tangible and intangible fixed assets	2,097	-
Disposal of financial instruments	14,565	-
Other L/t financial investments cancelled/transferred to S/t	1,074	2,145
L/t subsidies receivable cancelled/transferred to S/t	-	-
Commercial non-current and other debtors cancelled/transferred	-	-
<b>Other</b>	<b>6,820</b>	<b>-</b>
<b>Excess of sources over applications</b>	<b>40,438</b>	<b>-</b>
<b>Excess of applications over sources</b>	<b>-</b>	<b>30,894</b>

**RESOURCES FROM OPERATIONS** (thousand EUR)

	2013	2012	Variation	% Var.
<b>Result of the period</b>	<b>74,831</b>	<b>43,239</b>	<b>31,592</b>	<b>73%</b>
<b>More</b>	<b>16,614</b>	<b>40,920</b>	<b>(24,306)</b>	<b>-59%</b>
Interport Fund compensation received (-)	(262)	(312)	50	-16%
Interport Fund contribution (+)	4,437	3,791	646	17%
Depreciation of fixed assets (+)	48,888	40,881	8,007	20%
Valuation adjustments for impairment of non-current assets (+/-)	(247)	138	(385)	-279%
Provisions for liabilities and expenses (+/-)	674	831	(157)	-19%
Results from fixed assets (+/-)	(15,354)	1,243	(16,597)	-
Reclassification from fixed assets to expenses (+/-)	95	-	95	-
Entering subsidies, donations and legacies in results (-)	(7,704)	(8,051)	347	-4%
Entering advances received for services rendered in results (-)	(3,542)	(3,131)	(411)	13%
Financial expenses included in assets (-)	(183)	(1,057)	874	-83%
Change in fair value of financial instruments (+/-)	(3,361)	3,942	(7,303)	-
Income and expenses from financial revisions (+/-)	(7)	1,865	(1,872)	-
Other (+/-)	(6,820)	780	(7,600)	-
<b>Total</b>	<b>91,445</b>	<b>84,159</b>	<b>7,286</b>	<b>9%</b>



**CASH FLOW** (thousand EUR)

	2013	2012
<b>A) CASH FLOWS FROM OPERATING ACTIVITIES</b>	<b>73,686</b>	<b>74,584</b>
Profit before tax	74,831	43,239
Adjustments to the result	14,329	44,217
Depreciation of fixed assets (+)	48,888	40,881
Valuation adjustments for impairment	(247)	138
Variation of provisions	650	831
Entering subsidies (-)	(6,764)	(6,959)
Results of fixed assets removed or disposed of	(1,389)	1,243
Results of financial instruments removed or disposed of	(13,964)	-
Financial income (-)	(10,127)	(6,840)
Financial expenses (+)	9,353	13,879
Change in fair value of financial instruments	(3,361)	3,942
Income from return of concessions (-)	(941)	(1,092)
Entering advances received for sales in results	(3,542)	(3,131)
Other income and expenses	(4,227)	1,325
<b>Changes in working capital</b>	<b>(6,330)</b>	<b>(1,636)</b>
Stocks	28	(14)
Trade debtors and other receivables	(14,584)	4,177
Other current assets	(76)	310
Creditors and other receivables	6,982	(606)
Other current liabilities	1,464	(2,245)
Other non-current assets and liabilities	(144)	(3,258)
<b>Cash flows from operating activities</b>	<b>(9,144)</b>	<b>(11,236)</b>
Interest payments (-)	(9,150)	(10,704)
Dividends received ()	1,269	1,318
Interest received (+)	6,007	3,457
Late payment interest due to fee disputes (-)	(98)	(17,026)
Late payment interest received due to fee disputes (+)	-	17,326
Tax on profits received/paid	(7,172)	(5,607)
Other payments received/made	-	-
<b>B) CASH FLOWS FROM INVESTMENT ACTIVITIES</b>	<b>(59,704)</b>	<b>(211,118)</b>
<b>Payments for investments (-)</b>	<b>(81,919)</b>	<b>(223,077)</b>
Group and associated companies	(626)	-
Intangible assets	(3,844)	(14,164)
Tangible fixed assets	(55,449)	(75,808)
Real estate investments	-	-
Other financial assets	(22,000)	(133,105)
Non-current assets held for sale	-	-
Other assets	-	-
<b>Proceeds from divestitures (+)</b>	<b>22,215</b>	<b>11,959</b>
Group and associated companies	14,565	-
Intangible assets	-	-
Tangible fixed assets	2,118	2
Real estate investments	-	-
Other financial assets	-	-
Non-current assets held for sale	-	-
Other assets	5,532	11,957
<b>C) CASH FLOWS FROM FINANCING ACTIVITIES</b>	<b>(9,103)</b>	<b>40,743</b>
<b>Equity instruments received and paid</b>	<b>-</b>	<b>56,135</b>
Subsidies, donations and legacies received	-	56,135
<b>Financial liability instruments received and paid</b>	<b>(9,103)</b>	<b>(15,392)</b>
Issue	3,897	9,724
Debt with credit institutions (+)	-	-
Debt with group and associated companies (+)	-	-
Other payables ()	3,897	9,724
Repayment and depreciation of:	(13,000)	(25,116)
Debt with credit institutions (-)	(13,000)	(21,000)
Debt with group and associated companies (-)	-	-
Other payables (-)	-	(4,116)
<b>NET INCREASE/DECREASE IN CASH AND CASH EQUIVALENTS (A+B+C)</b>	<b>4,879</b>	<b>(95,791)</b>
<b>Cash and cash equivalents at beginning of FY</b>	<b>33,397</b>	<b>129,188</b>
<b>Cash and cash equivalents at end of FY</b>	<b>38,276</b>	<b>33,397</b>









3

**DEVELOPMENT  
OF TRAFFIC**



# DEVELOPMENT OF TRAFFIC

The good performance of exports in general, particularly containers, and the positive development of other value added traffic, such as new vehicles or passengers, point to a certain economic recovery made it possible to keep traffic volume stable





The volume of traffic at the Port of Barcelona remained unchanged during 2013, with a slight year-on-year decrease of 0.3%, and stood at 41.4 million tonnes. Exports did well (+2.9%), as did goods in transit (+23.9%), largely offsetting the effects of sluggish domestic consumption seen in the 9.5% decrease in imports.

### INCREASED EXPORTS

Once again, exports were the catalyst of activity at the Port of Barcelona and have returned to pre-crisis levels. The considerable boost in foreign trade reflects the effort made by Catalan

companies to compete internationally and to position their products on the market.

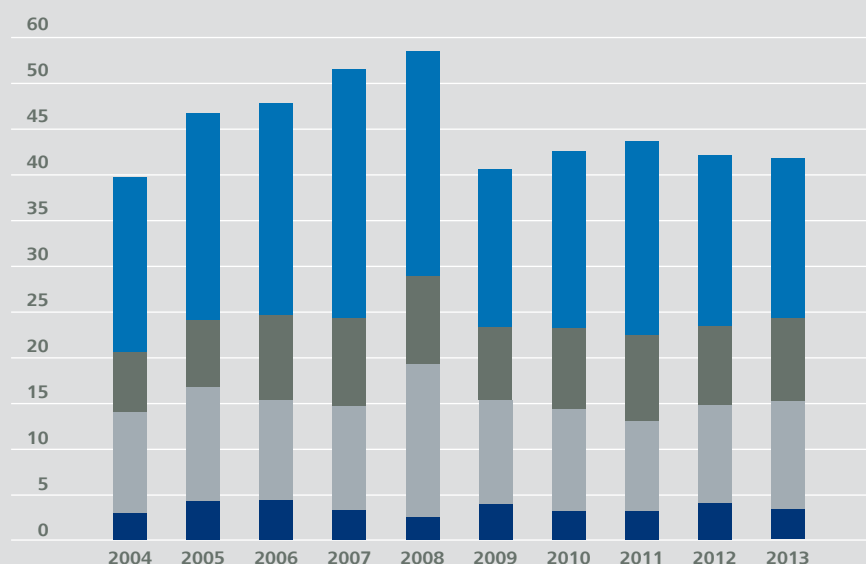
The main origin and destination markets for goods are China, the United Arab Emirates and Turkey; other significant destinations for the goods channelled through the Port of Barcelona are Algeria, United States, Brazil, Saudi Arabia, Morocco, Singapore, Mexico, South Korea and India. This was made possible by the large number of regular lines connecting the port with foreign markets, enabling Spanish companies to diversify their exports as much as possible.

### STOPOVERS

This year, there were a total of 7,727 stopovers by merchant and passenger ships. The largest number corresponded to ferries (28.2%) and container ships (25.6%). The ships that dock at the Port of Barcelona are getting larger: average tonnage, - the commercial cargo capacity of vessels - increased by 0.8% year on year.

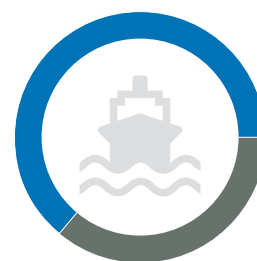
The Port of Barcelona connects with 200 ports worldwide through 86 regular services offered by 62 ship owners.

DEVELOPMENT IN SHIP TRAFFIC, 2004-2013 (thousand tonnes)



CONTAINERISED CARGO    CONVENTIONAL CARGO    LIQUID BULK    SOLID BULK    TOTAL

SHARE OF GENERAL CARGO IN TOTAL TRAFIC 2013



GENERAL CARGO  
26,408  
Thousand tonnes

REMAINING TRAFFIC  
14,984  
Thousand tonnes

**64%**    **36%**

2011	2012	2013
19,857	17,401	16,982
8,903	8,969	9,426
10,761	10,431	10,610
3,544	4,685	4,374
43,065	41,486	41,392

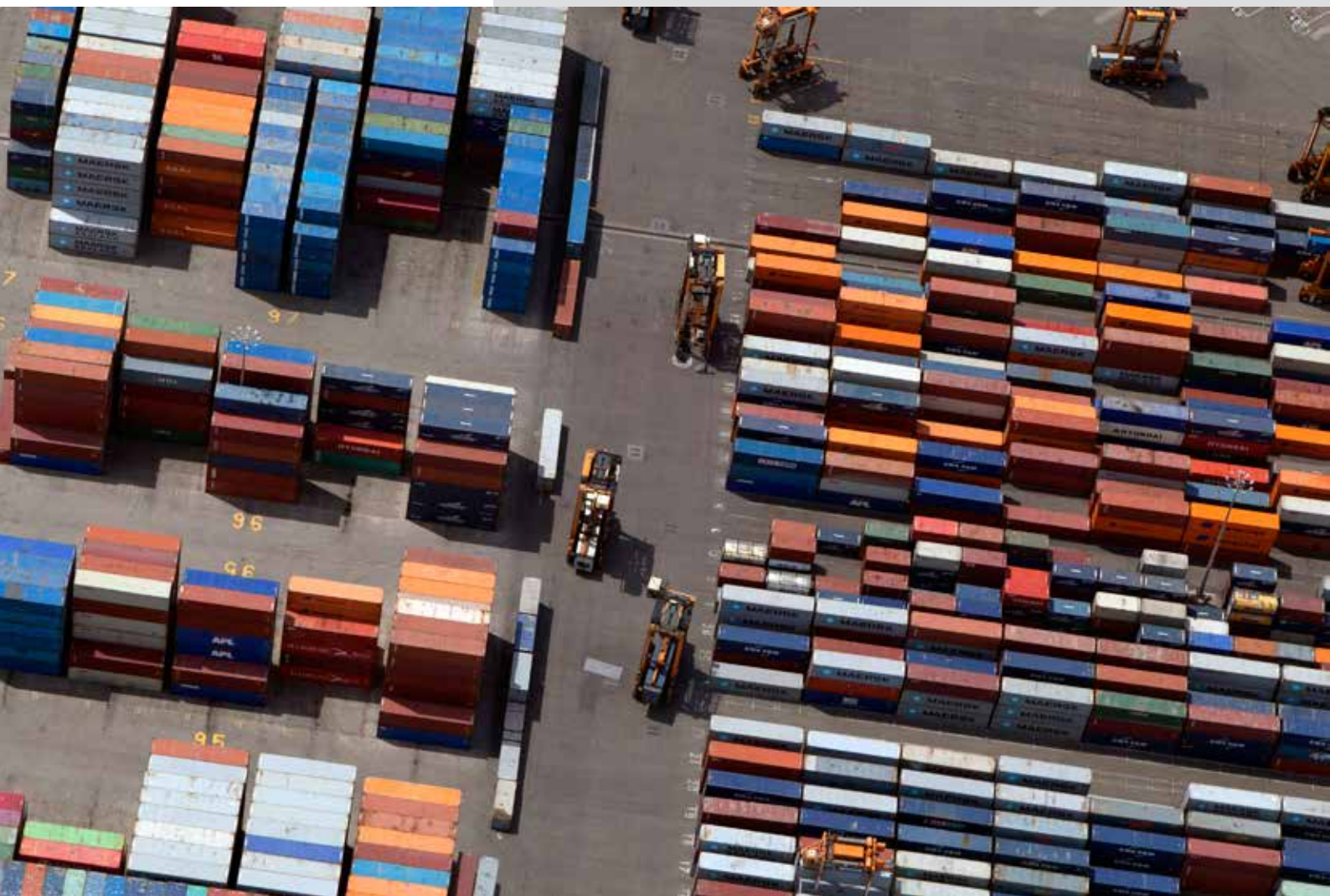
## CONTAINERS

According to accumulated data up to December 2012, the Port of Barcelona's container terminals handled a total of 1,720,383 TEUs. The export and import of full containers grew by 4.3% and 1.6% respectively.

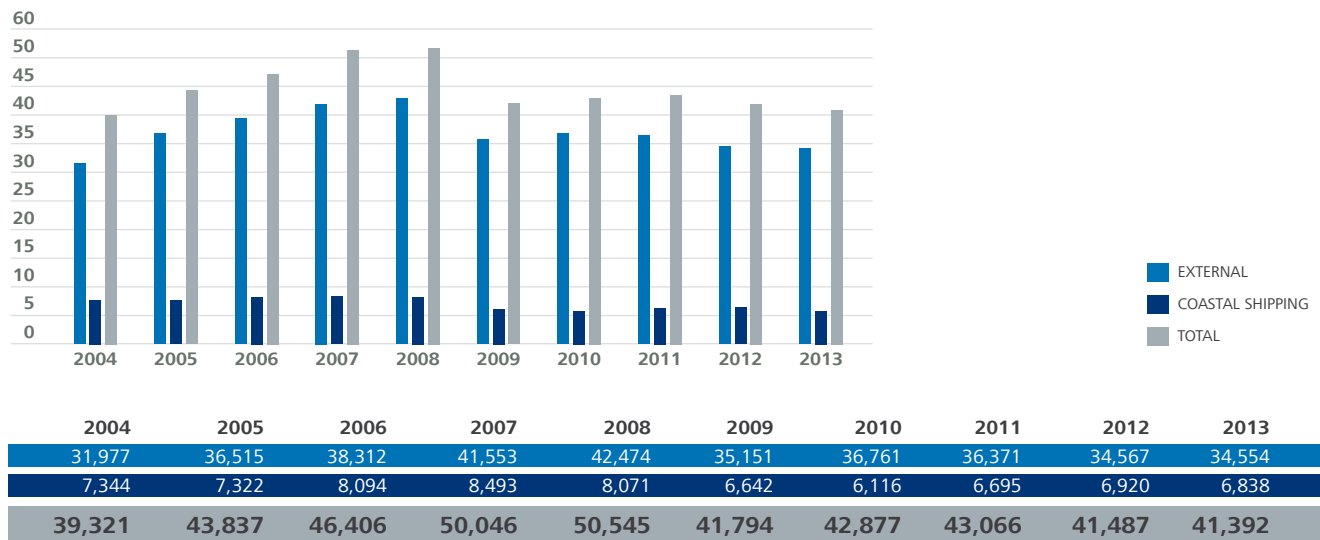
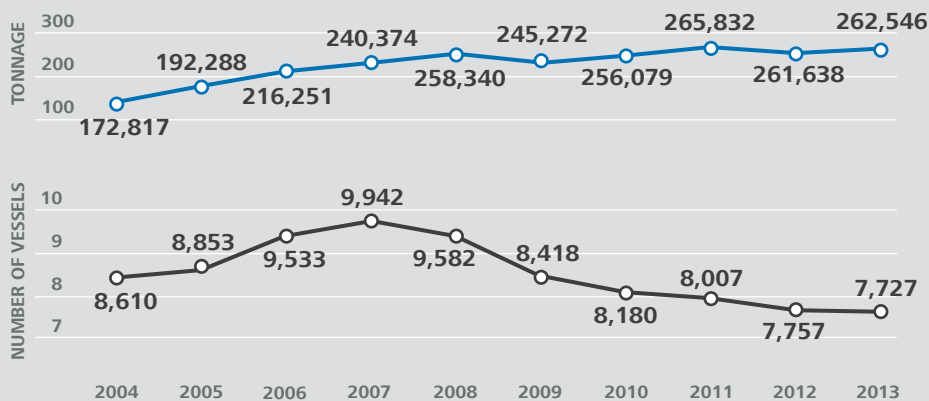
Increased exports of full containers allowed us to close the year with a figure of 652,530 TEU, comfortably

exceeding the maximum achieved in the period before the crisis began in 2008. In terms of absolute cargo volume, China was once again the Port of Barcelona's main trading partner, with a 17% share of the container market. It is followed by Algeria and the UAE. The fastest-growing areas include North Africa, Central and South America and Russia.

.....  
THE NUMBER OF FULL EXPORT  
CONTAINERS WAS WELL OVER THE PEAK  
ACHIEVED BEFORE THE CRISIS  
.....



## DEVELOPMENT OF GOODS TRAFFIC BY TYPE OF SHIPPING (thousand tonnes)

DEVELOPMENT OF CONTAINERISED GENERAL CARGO TRAFFIC 2004-2013  
(thousand TEU and thousand tonnes)PROGRESSION OF VESSEL TRAFFIC 2004-2013  
(thousand tonnes)

SHIPS' CARGO  
CAPACITY  
INCREASED 0.8%  
OVER 2012





## SOLID AND LIQUID BULKS

### SOLID BULK

Overall, solid bulk shipments fell by 300 tonnes (-6.7%). Although trade in cement continued on a stable course, and certain other products like potash continued to grow (+30.8%), good local harvests of wheat and other cereals meant fewer imports of these products, leading to a 43% drop in cereals and flour and a 31% reduction in feed and fodder. This is a common situation that is linked to fluctuations in weather conditions. Also, it should not be forgotten that more and more of these goods are now transferred to containers and are therefore not counted in this section.

### LIQUID BULK

All in all, liquid bulk handled in the Port's specialised terminals accounted for 10.6 million tonnes, marking a year-on-year increase of 1.7%. The main hydrocarbons behaved in quite a different way, with an overall drop of 2.8%, whereas other liquids increased by 17.4%.

Liquefied natural gas (LNG) imports fell (-34%), essentially for three reasons: firstly, the entry into service of the Medgas pipeline in 2013 meant that for the first time Spain received more LNG by pipeline than by ship; secondly, the preference for generating electricity using other energy sources; and finally, the economic downturn, which has brought down industrial consumption. Only domestic consumption increased slightly, thanks to an enlarged distribution network, which connects to more households every day.

The behaviour of the other hydrocarbons was quite varied: the dramatic increases in gasoline (+88.3%) and fuel oil (+107.7%), which now have new transshipment facilities at the Port, and the significant rise in biofuels (+16.3%) contrast with the 30.8% decline experienced in the diesel oil traffic, explained by increased production by Spanish refineries and reduced consumption in the car industry.

Traffic in chemicals grew by more than 200,000 tonnes to over 885,000 (+29.7%) and that of oils and fats increased by 9%. These are good indicators of the vitality of the local processing industry, which generates products with high added value, most of which are for export.

THE NEW  
TRANSHIPMENT  
FACILITIES HAVE LED  
TO A SIGNIFICANT  
INCREASE IN  
GASOLINE AND FUEL  
TRAFFIC



## VEHICLES



THE PORT IS  
CONTRIBUTING  
ACTIVELY TO THE  
SUCCESS OF THE  
AUTOMOTIVE CLUSTER  
IN SPAIN

Vehicle traffic increased 6.1% up to 705,374 units. The main increase was in transshipment activity, which grew by more than 20%. This shows how more shipping companies and brands are choosing to use the Port as a hub for their activities, creating synergies that help provide more options for local cargo and thus become more competitive.

Despite exports improving to reach pre-crisis levels, 2013 should be considered a year of transition, during which new areas have been opened up for this traffic, to meet the large forecast increases in production announced by local manufacturers for 2014. The Port of Barcelona has undertaken a firm commitment to contribute to the success of the production cluster of the sector in Spain, helping to establish supply chains that are as economical and efficient as possible, to optimise the competitiveness of manufacturers and

shipping companies that choose to operate in Barcelona.

There were also significant increases in exports and imports, and a diversification in terms of the origin and destination of this traffic. The increasing number of developing countries creates new markets and new centres of production that supply new vehicles. This activity reflects increasing globalisation, with new areas of trade in Africa and some parts of Asia joining the more traditional centres in Europe and the Far East.



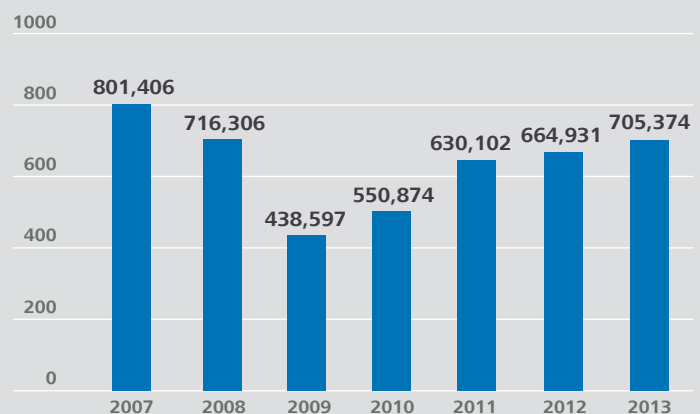
### CAR TRAFFIC BY TYPE OF SHIPPING

	2011	2012	2013
Coastal shipping	70,259	70,722	80,623
International	559,843	594,209	624,751

### INTERNATIONAL CAR TRAFFIC

	2011	2012	2013
Import	134,720	103,501	130,922
Export	348,332	378,642	437,991
Transit	76,791	112,066	134,461

### VEHICLES 2007-2013 (units)





## RAIL

## TRANSPORT

Rail container traffic arriving or leaving the Port rose 3.6% to 154,522 TEUs in the past year.

The Port of Barcelona's firm commitment to multimodality has seen the rail share grow from 2.6% of total traffic in 2007 up to 10.7% in 2012.

The best results were experienced by rail services with the Northeast

of the Iberian Peninsula, Zaragoza Inland Goods Terminal (TMZ), Noaín and Jundiz (Vitoria), from where it serves the inland regions of the north-east and part of the centre of the peninsula.

Moreover, 175,362 cars were transported by rail in or out of the Port. This meant a rail share of 30.82% in car traffic.

## SHORT SEA

## SHIPPING

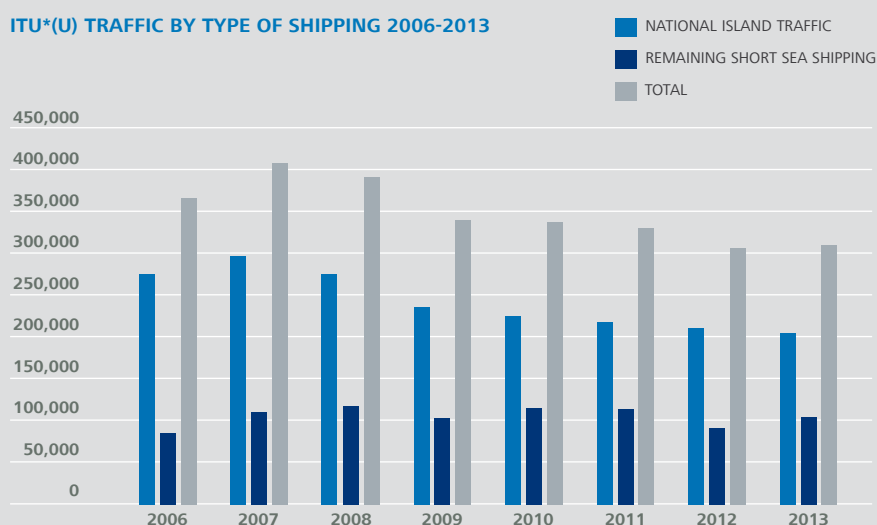
Short Sea Shipping accounted for 57.4% of total freight traffic at the Port of Barcelona. Specifically, Ro-Ro, or roll-on/roll-off, traffic increased in terms of the tonnes handled, by 3.3%, liquid bulk (+16.3%), conventional cargo (+26.2%) and cars (+8%).

Cargo on Ro-Ro or Ro-Pax vessels stood at 304,402 UTI (Intermodal Transport Units), marking a year-on-year fall of 0.9%. In particular, the motorways of the sea connecting with Barcelona registered positive growth of 9.7% for EU and 10.5% for non-EU traffic. The main

destinations with increased UTI were Morocco (+4.3%), Italy (+8.8%) and Tunisia (+22.8%). These values indicate a trend suggesting a certain improvement after the economic crisis, which has been the leitmotif of recent times.

Barcelona continues to be the leading port in this type of traffic and the best positioned for the development of the motorways of the sea in the Mediterranean, with current connections to Genoa, Savona, Livorno, Civitavecchia, Porto Torres, Tanger Med, Algiers and Tunisia.

ITU\*(U) TRAFFIC BY TYPE OF SHIPPING 2006-2013



2006	2007	2008	2009	2010	2011	2012	2013
277,291	299,566	272,673	239,807	226,783	218,173	210,283	202,980
86,510	109,332	117,769	101,471	113,631	112,009	92,594	101,422
363,801	408,898	390,442	341,278	340,414	330,182	302,877	304,402

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



## PASSENGERS



WE REMAIN THE LEADERS IN THE EUROPEAN AND MEDITERRANEAN CRUISE SECTOR

3.6 million passengers came through the Port of Barcelona in 2013, a 6% increase year on year, thanks to increased traffic on regular ferry lines and on cruisers.

### FERRIES

A total of 1,028,897 passengers embarked or disembarked with regular ferry lines in Barcelona (+1.6%). Of these, 645,376 were national cabotage (+3.5%) and the remaining 295,438 passengers (+3.2%), were EU cabotage.

### CRUIERS

The nearly 2.6 million cruise passengers, 8% more than the previous year, point to a consolidation of this type of traffic at the Port of Barcelona and indicate the trust that ship owners are placing in the Mediterranean, despite difficult economic times in Europe.

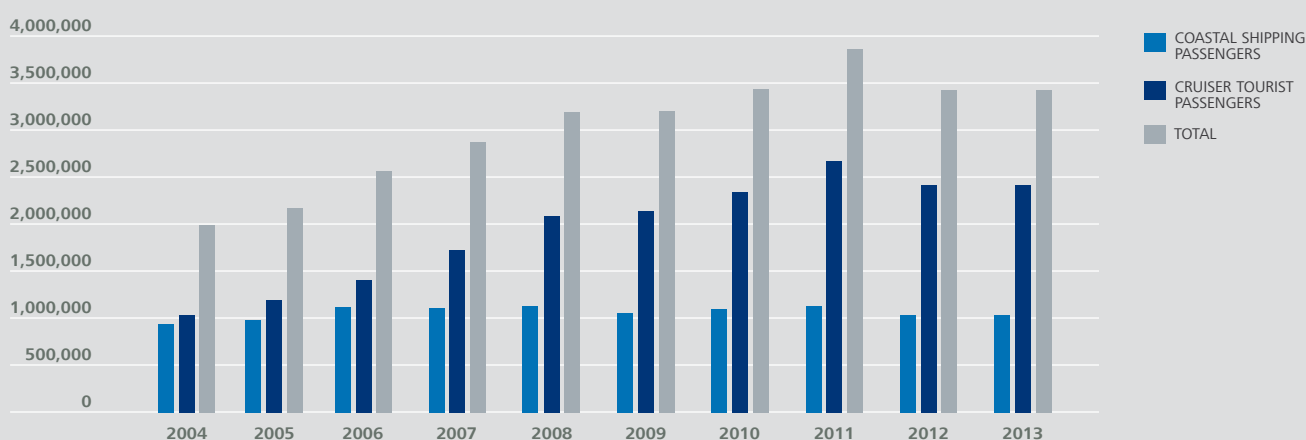
Around 60% of passengers started and finished their cruise in Barcelona, which continues to consolidate our role as an important turnaround port. Barcelona continues to lead the

European market in this sector, and ranks fourth worldwide.

One factor that is contributing to the development of the city as a cruise destination is Terminal 1 at Barcelona Airport, which is allowing new direct international routes and increasing frequencies to major cities in America, Asia and the Middle East, which is increasing the Port's capacity to attract passengers from far-flung countries.

In this connection, the construction of a new terminal on the Adossat wharf (Terminal E) and the extension of 'Palacruceros' (Terminal D) were agreed in 2013. At present the Port has six specialised terminals, which boast the highest security standards and adhere strictly to the rules of the International Ship and Port Security (ISPS) Code, which is another significant factor regarding this traffic segment. It also passed the inspection under the new EU Regulation (EC) No 2005/65, which systematised the measures which the ISPS considered merely to be recommendations for European ports.

### DEVELOPMENT OF PASSENGER TRAFFIC 2004-2013



2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
946,788	983,755	1,136,108	1,114,026	1,162,422	1,050,231	1,096,515	1,169,818	1,013,885	1,028,897
1,021,405	1,224,575	1,402,643	1,765,838	2,074,554	2,151,465	2,347,976	2,657,244	2,408,634	2,599,232
1,968,193	2,208,330	2,538,751	2,879,864	3,236,976	3,201,696	3,444,491	3,827,062	3,422,519	3,628,129



## PORT

## PROTECTION

The most important events related to port security legislation in 2013, to ensure the safety of people and goods in the facilities of the Port of Barcelona, were:

- **Port of Barcelona Protection Plan** approved by the Ministry of the Interior, with suggestions and amendments made for the new facilities including the ISPS (International Ship and Port Facility Security) Code; the timing and planning of security measures and procedures; and observations on critical infrastructures, informed by the Secretary of State for Security.
- Approval by the APB's Management Board of the **assessments** (9) and **protection plans** (13) of various port facilities affected by Regulation (EC) 725/2004, mainly reviews of the cruise and container terminals and the risk analysis of the new facilities.
- The **annual safety drill**, which simulated a case of illegal immigration (stowaways aboard a ship from a third country) at the TCB container terminal. The responsiveness of the various police forces - National Police (organising the actions), Civil Guard, Provincial Maritime Service and Port Police - was put to the test, as was that of the emergency groups that

.....

SECURITY MEASURES FOR LAND  
AND SEA OPERATIONS ARE EVALUATED  
AND UPDATED CONSTANTLY

.....



provided support in health care with a significant deployment of staff and resources, as well as the communication and coordination procedures and the activities involving the Control Centre and the container terminal. In general, they have checked the security measures included in the Port of Barcelona's Protection Plan.

The following protective measures were implemented during the year:

- Developing the **Automatic licence plate identification system** installed at the perimeter accesses to the Port using LPR cameras to control the entry and exit of vehicles. Once the agreement is signed in early 2014, the Port system will be connected to the databases of the Directorate-General of the Civil Guard. The system will provide relevant alerts of vehicles that subject to police or judicial investigation.
- Preparation of the **study on perimeter security** at the Port of Barcelona.
- Establishment of the commitments and new procedures of the various **security subcommittees** (Cruises and Energia wharf).

#### ACTIONS IN 2013

##### PORT SECURITY OFFICE

<b>Audits and inspections</b> of port facilities (whether or not affected by the ISPS Code)	13
<b>Inspections</b> of port facilities (whether or not affected by the ISPS Code)	38
<b>Security meetings</b> (Police forces, authorities, security and technological companies, shipping companies, shipping agents and consulates) for coordination and agreements	28
<b>Supervision</b> of security practical exercises (drills) at facilities	20

##### PASSES AND PERMITS

<b>Accreditations</b> for Port of Barcelona users	8,539
<b>Complaints</b> under the Services and Police Regulations	3,700
<b>Permits to access</b> the Port (events, coverage ...)	268



NEARLY 9,000 PORT  
ACCREDITATIONS  
AND ACCESS  
PERMITS HAVE BEEN  
ISSUED









4

**INFRASTRUCTURES**



# MAIN WORKS PERFORMED



- 1 New accesses project
- 2 Movement of pre-loaded materials (action 6) Prat terminal
- 3 UIC gauge rail access to the Energia wharf
- 4 Development of the Energia wharf

The Port of Barcelona made a total investment of over 85 million EUR, more than 77 million of which, or 90% of the total, were in infrastructure. The most important works in the year are described below



- 5 Improving the Est seawall Phase 4
- 6 Enlarging the manoeuvring area on the Sud wharf terminal
- 7 Enlargement of the Sud wharf rail terminal. Phase II B
- 8 Organisation of the roads in Area III (development of the Costa wharf)



## NEW ACCESSES PROJECT



## UIC GAUGE RAIL ACCESS TO THE ENERGIA WHARF



MOVEMENT OF PRE-LOADED MATERIALS (ACTION 6)  
PRAT TERMINAL



DEVELOPMENT OF THE ENERGIA WHARF

ENLARGEMENT OF THE SUD WHARF RAIL TERMINAL.  
PHASE II B



ORGANISATION OF THE ROADS IN AREA III  
(DEVELOPMENT OF THE COSTA WHARF)



IMPROVING THE EST SEAWALL PHASE 4



ENLARGING THE MANOEUVRING AREA ON THE SUD  
WHARF TERMINAL





1

## NEW ACCESSES PROJECT

AWARDED TO

MISCELLANEOUS

EXECUTION TIME

2 to 3 years (underway)

BUDGET

300,000 (Three hundred thousand EUR)



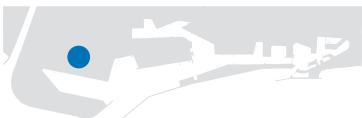
Now the first phase of the southern enlargement of the Port of Barcelona has come into service, the appropriate road and especially rail connections (with mixed gauge) need to be built to link it to the main freight routes. A temporary access is currently operating to ensure international freight transport using European standard gauge, but the Port will not be able to operate at the expected rate until definitive accesses are built.

There are three separate projects:

- **Road access:** this begins just before the junction of the C-245, with a widening of lanes on the Ronda Litoral ring road, which continue parallel to the Llobregat

river to Mercabarna, where they continue along the left bank of the old river Llobregat until they end in the new port access.

- **Rail access:** the rail branch line will come out of the junction with Can Tunis and continue along the current left bank of the river to the new wharves with a section running parallel to the sea, before going back up the bank of the old river Llobregat to the area of the future station.
- **Rail terminals:** the Port intends to set up two rail terminals, which can be run by two separate operators, with a capacity for 200 to 240 trains a day, measuring up to 1,500 metres in length.



2

## MOVEMENT OF PRE-LOADED MATERIALS (ACTION 6) PRAT TERMINAL

AWARDED TO

COMSA

EXECUTION TIME

14 months (completed)

INVESTMENT

5.145 M€



This operation involved the works to form the terrace behind the berthing line, corresponding to Phase I of the Prat wharf, specifically behind caissons 6 and 12, and the corresponding manoeuvring area

behind caissons 13 and 24. The project also included the reinforcement of the embankment north of the Prat terminal to ensure adequate stability owing to stressing induced by the new pre-load.



3

### UIC GAUGE RAIL ACCESS TO THE ENERGIA WHARF

#### AWARDED TO

UTE ACCESO MUELLE ENERGIA

#### EXECUTION TIME

6 months (completed)

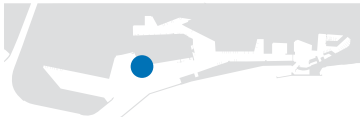
#### INVESTMENT

2.072 M€



Adapting the Port's railway facilities to allow trains in international (UIC) gauge to run on them is a priority action for the APB. The terminal on the Energia wharf already had a third rail on the main stretches, which had been fitted in anticipation of a future adaptation. This works project aims to adapt the access stretch to connect with the alignment on "4" Street and to replace

all the points and crossings to make them compatible with dual traffic (conventional and UIC gauges). It also covers the direct connection with the Prat wharf, which will make a railway triangle between "4" Street and the terminals on Energia and Prat wharves. The works are part of another European project financed by EU funds under the TEN-T programme.



4

### DEVELOPMENT OF THE ENERGIA WHARF

#### AWARDED TO

CRC OBRAS Y SERVICIOS, S.L.

#### EXECUTION TIME

3 months (completed)

#### INVESTMENT

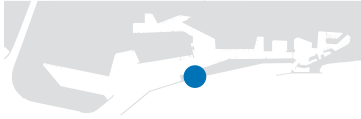
5.255 M€



The work involved redeveloping the west area of the Energia wharf. The traffic lanes and pedestrian pavements of the following streets have been reorganised: Av. Moll de l'Energia and Port de Gènova, Port de Rotterdam, Port d'Alexandria streets and Ronda del Port ringroad. A new area has also been created for vehicles to park

along the road on the sea side of the Energia wharf and actions performed on the sewerage and drainage networks. In addition, the urban furniture and a new illuminating prism were replaced and new more efficient lights with LED technology were installed.





5

## IMPROVING THE EST SEAWALL PHASE 4

### AWARDED TO

UTE MILLORA FASE IV

### EXECUTION TIME

3 months (completed)

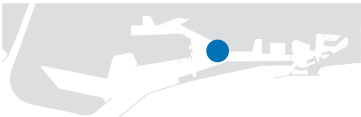
### INVESTMENT

25.983 M€



The Est seawall, which runs parallel to the coast, shelters the port against major storms. A series of improvement works have been planned in four phases, to repair the damage caused by the passing of time and the elements; this action corresponds to Phase IV. The slope of the main mantle

of the seawall was been reinforced and a berm built to protect the foot of the slope along section 4. The slope of the main mantle of the seawall has also been reinforced in section 5, from -4.50 metres to the crest of the slope at a height of 8 metres.



6

## ENLARGING THE MANOEUVRING AREA ON THE SUD WHARF TERMINAL

### AWARDED TO

COPIA CONSTRUCT PIRENAICA S.A.

### EXECUTION TIME

7.5 months (underway)

### AWARD BUDGET

1.582 M€



The project includes the work required to complete the enlargement of the Sud wharf of the Barcelona Container Terminal (TCB) for use by this company. To achieve this, a rail has been built on the land side, and work is still outstanding on building the tie-downs and the anchor-pins, which are elements that protect the

cable of the cranes. The works project involves extending the support lane for the land leg of the dock crane, with deep, large-diameter foundation piles and an upper beam/tie brace and rail support. Final surfacing work is also underway, corresponding to the manoeuvring area.



7

## ENLARGEMENT OF THE SUD WHARF RAIL TERMINAL. PHASE II B

AWARDED TO

COMSA

EXECUTION TIME

8.5 months (underway)

AWARD BUDGET

4.291 M€



Designed to complete the Barcelona Container Terminal (TCB) rail terminal, this project includes all the work required for the complete conversion of lines 1, 2, 3 and 4 to mixed gauge, complete the mixed gauge conversion of line 5 (which is operating provisionally as a shunting line) and the construction of the new link roads for the north and south end. This will

complete the adaptation of all the lines of the TCB terminal to mixed gauge and will allow a smooth and efficient flow of traffic in Iberian and UIC gauges. It includes 6 tracks 750 m long and the extension of the raceway of the RMG current gantry crane 207 metres to the south side and about 92 metres north.



8

## ORGANISATION OF THE ROADS IN AREA III (DEVELOPMENT OF THE COSTA WHARF)

AWARDED TO

UTE URB. MOLL COSTA Z. III

EXECUTION TIME

6 months (underway)

AWARD BUDGET

2.854 M€



The reorganisation of uses of the Costa wharf is in response to the adaptation of this area for Short Sea Shipping and the specific concession of the entire alignment to Grimaldi, an operator in this sector. With this project, the adjacent service road area will become a public access zone and therefore needs to be redeveloped in accordance with standards of the public

port, just like the Sant Bertran wharf, where this activity is also being performed. At the same time, this road system must be adapted to make it accessible, both in terms of incoming and outgoing traffic, to the needs of the concession. Works began this year and are part of another European project financed with EU funds under the TEN-T programme.









5

**BUSINESS**

**AREA**





## STRATEGY AND PROMOTION

Beyond the daily management of the infrastructure, the Port of Barcelona's mission is to contribute to the competitiveness of customers with efficient services adapted to their needs

## THE NETWORKED PORT

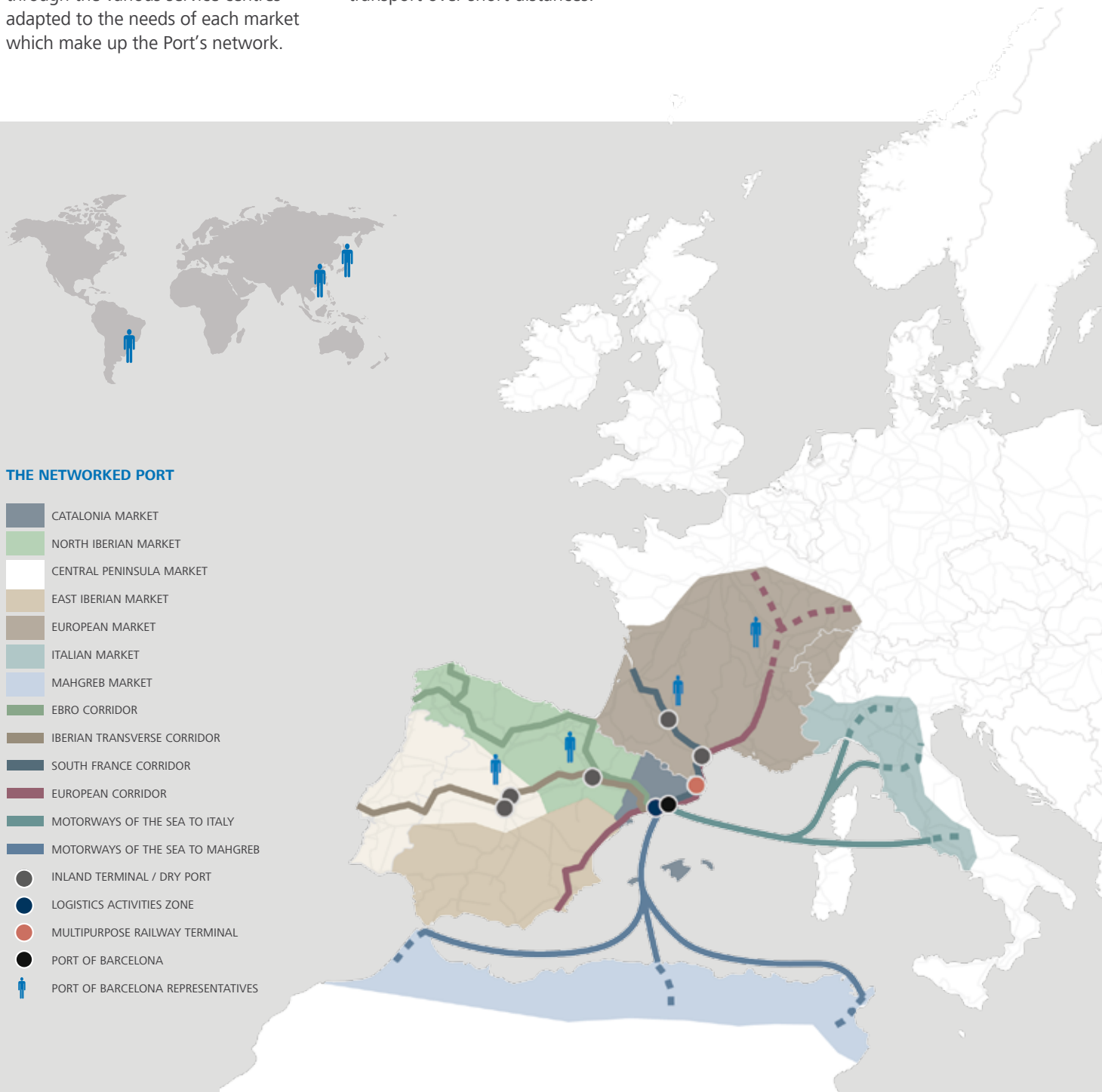
In 2013, the Port of Barcelona continued to develop market services in the framework of the **networked port**. This means bringing the services offered by Barcelona's maritime operators and local operators closer to the customers in the hinterland through the various service centres adapted to the needs of each market which make up the Port's network.

### THE CATALAN MARKET

Rail services in Catalonia represented 10,331 TEUs in 2013, marking an increase of over 200% year on year (due to increased traffic with Tarragona). 104,206 cars were also transported between the SEAT factory in Martorell and the Port, and 385,000 tonnes of bulk cargo (salt and potash) from the mines in Suria and Sallent. These figures show that rail services are also suitable for transport over short distances.

#### THE NETWORKED PORT

- CATALONIA MARKET
- NORTH IBERIAN MARKET
- CENTRAL PENINSULA MARKET
- EAST IBERIAN MARKET
- EUROPEAN MARKET
- ITALIAN MARKET
- MAHGREB MARKET
- EBRO CORRIDOR
- IBERIAN TRANSVERSE CORRIDOR
- SOUTH FRANCE CORRIDOR
- EUROPEAN CORRIDOR
- MOTORWAYS OF THE SEA TO ITALY
- MOTORWAYS OF THE SEA TO MAHGREB
- INLAND TERMINAL / DRY PORT
- LOGISTICS ACTIVITIES ZONE
- MULTIPURPOSE RAILWAY TERMINAL
- PORT OF BARCELONA
- PORT OF BARCELONA REPRESENTATIVES







The main infrastructure investment made by the Port of Barcelona in the Catalonia market, apart from investments made within port areas, was in the company **Terminal Intermodal d'Empordà** (TIE, SL), in which it holds a 49% stake. This group comprises the future large Far de l'Empordà intermodal terminal and the current Vilamalla terminal, both of which are located next to the Logística de l'Empordà storage and distribution centre east of Figueras.

### THE MARKET OF NORTHEAST INLAND SPAIN

The main node of the Port of Barcelona network in the Northeast inland area is the **Terminal Marítima Zaragoza** (Zaragoza Maritime Terminal - TmZ), operational since 2001, which mainly serves the imports and exports of Aragon, Navarre and Rioja. This facility provides professional users with a complete range of cargo logistics or container logistics services with a difference.

The tmZ rail terminal, covering 50,000 m<sup>2</sup>, is connected to the main network and provides a regular, competitive and high-quality service to rail operators and therefore to the freight agents of Aragon and the neighbouring regions. The strategic location of Zaragoza along

the Barcelona – Madrid – Lisbon rail axis and the nerve centre of the communications network of the north of the Iberian Peninsula means that the tmZ rail terminal can act as a hub for traffics from the Port of Barcelona with the rest of Spain and Portugal.

This year total activity at the rail terminal grew by 22%, with 92,284 TEUs handled in the Port of Barcelona.

Other inland locations in Northeast Spain with intermodal traffic to the Port of Barcelona, with significant growth compared to the previous year are: Villafraía (Burgos), with 10,779 TEUs (+216%); Jundiz (Vitoria), with 5,476 TEUs (+112%) and Noaín (Pamplona), with 6,479 TEUs achieved thanks to the rail service from the new BEST terminal in the Port of Barcelona, which opened in September 2012. Other destinations are Selgua (Huesca), with 13,900 TEUs, and Valladolid, with 6,784 TEUs.

### THE CENTRAL IBERIAN PENINSULA MARKET

The implementation and positioning of the Madrid-Zaragoza-Barcelona Port corridor in the Madrid region should make it possible to develop the port's offer of services to the centre of the peninsula and increase the competitiveness of rail services in this market.



The Port of Barcelona's presence in this area has focused in recent years on the investments in the two dry ports of Madrid, in the municipalities of Coslada and Azuqueca de Henares.

The Azuqueca terminal is the multimodal terminal of the river Henares corridor in Guadalajara. It is part of the Gran Europa ZAL at Azuqueca de Henares and occupies an area of 60,000 m<sup>2</sup>. The terminal has two 500-metre loading/unloading tracks and a 1,500 metre electrified reception track, a 6,000 m<sup>2</sup> warehouse area, a container depot for 610 full and 2,090 empty TEUs, plus services and facilities allowing it to function as a Customs precinct (temporary storage warehouse and bonded warehouse). 2,467 TEUs of the Port of Barcelona's rail traffic were handled at this facility in 2013.

#### THE FRENCH MARKET

France is one of the Port of Barcelona's strategic markets and has followed the same network development policy as in other areas by creating inland terminals.

The purpose of the **Toulouse Maritime Terminal** (TmT), in service since 2002, is to facilitate operations for shippers from north of the Pyrenees and ultimately to

acquire new traffic to and/or from the Midi-Pyrénées and Aquitaine regions. This terminal has a 17-hectare logistics activities area available for logistics operators and freight agents linked to international maritime commerce.

The Port of Barcelona also holds 5% of the shares in the **Saint Charles Container Terminal** in Perpignan, which is one of the major logistics nodes of Southern Europe for the distribution of fruit and fresh produce. It is also a key communications centre, owing to its location in two of the strategic land transport corridors to the Port of Barcelona: Toulouse–Bordeaux and Montpellier–Lyon–Southern Germany–Northern Italy.

In addition, in the French market, the Port of Barcelona has participated directly in the development of rail services, so far through the **BarceLyon Express**. Begun in 2009, and subsidised by the Marco Polo EU programme, this service handled a total of 4,142 TEUs in 2013, up 55% compared to the previous year.

In addition, in December 2013, the first **pilot train ran between Barcelona and Perpignan**, a hub from which we aim to offer frequent connections with the main cities of France, including Toulouse, Bordeaux, Lyon, Paris and Lille from 2014.



**BARCELYON**  **express**





## PARTICIPATION IN PROJECTS AND ORGANISATIONS

The Port of Barcelona is a member of various national and international organisations related to its activity, participating in and supporting projects related to its business area.

### INTERNATIONAL ORGANISATIONS

In 2013 the Port of Barcelona continued to participate in and lead international port organisations, foster dialogue and exchange knowledge with other ports. The underlying idea is to align the Port's strategy with trends in the transport sector and follow closely all developments in new legislation, in particular EU transport policy.

This year the **Port took up the first vice presidency of IAPH**, the International Association of Ports and Harbours, and is expected to accede to the presidency in 2015. The appointment took place during the 28th biennial conference held in Los Angeles, attended by 700 delegates from the industry, international organisations and authorities. IAPH member ports represent 85% of global container traffic and 60% in tonnes.

It is also noteworthy that the Port of Barcelona holds the presidency of the **ESPO, the European Sea Ports Organisation**, a fact that has allowed it to participate in the final phase of establishing the new European TEN-T transport network adopted by the European Parliament on 19 November, and to closely follow the legislative process for proposing a revision of European ports policy.

Equally important is the Port of Barcelona's role in promoting the Northwestern Mediterranean ports from within the **Intermed** association, of which it is a member along with the ports of Genoa and Marseilles. During the assembly in October, Jean-Claude Terrier, head of the Port of Marseilles, was appointed as the new President.

Other organisations in which the Port plays an active role are: Association Internationale Villes et Ports (AIVP), Association of European Vehicle Logistics, Association of the Mediterranean Chambers of Commerce and Industry (ASCAME), European Intermodal Association, FERRMED, Interferry, MEDCRUISE and the World Association for Waterborne Transport Infrastructure (PIANC).

OUR LEADERSHIP  
AND ACTIVE  
PARTICIPATION IN  
INTERNATIONAL  
ORGANISATIONS  
ALLOWS US TO  
FOLLOW TRANSPORT  
POLICY CLOSELY



## RELATIONS WITH ORGANISATIONS LINKED TO THE CHINESE MARKET

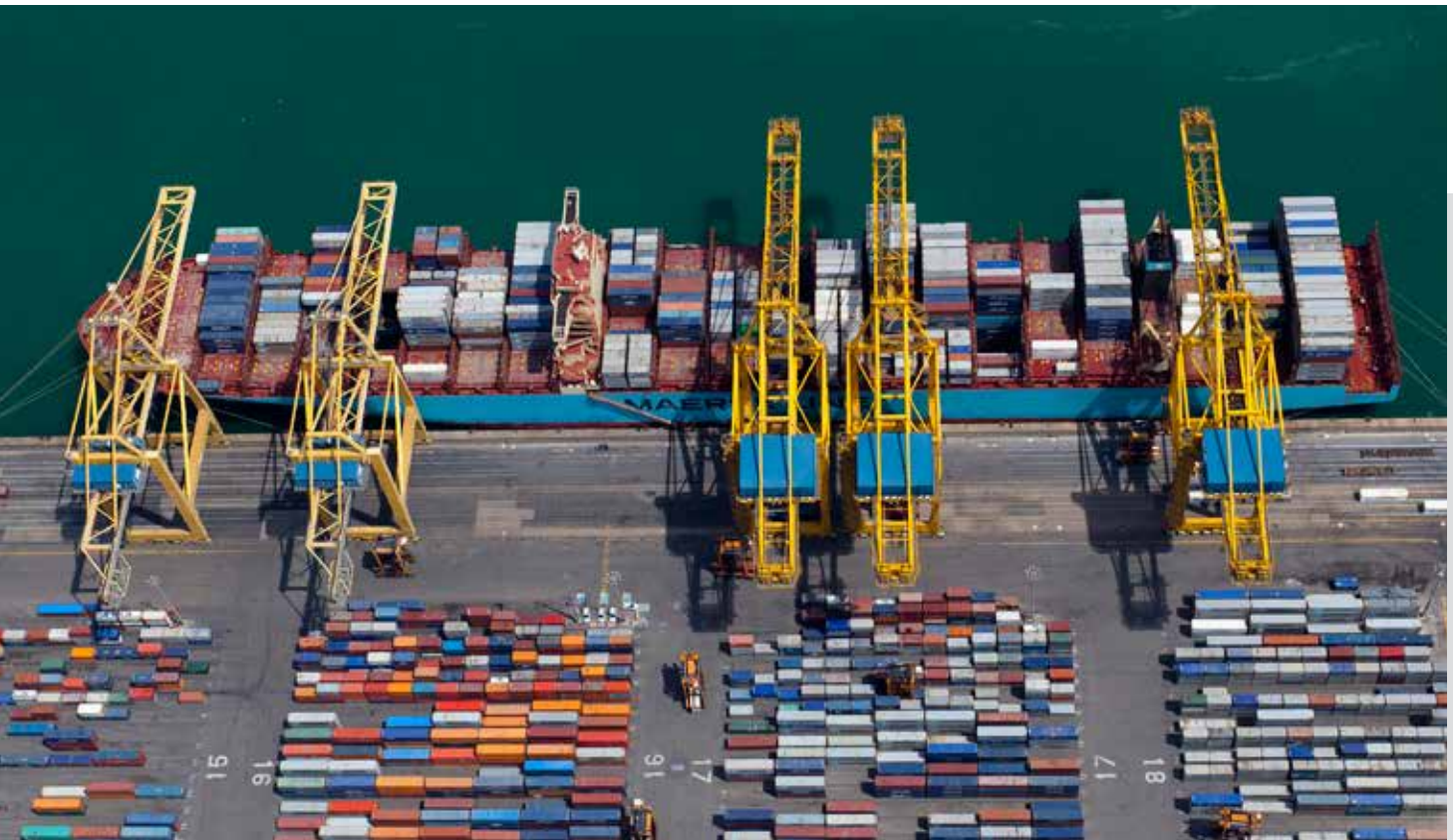
The importance of world maritime trade and commercial exchanges between Europe and Asia have turned the Mediterranean area and ports (including Barcelona) into strategic enclaves from which to configure new efficient and competitive logistics chains to Europe and North Africa.

The Port's close cooperation with **Casa Asia** has allowed it to tap into the institutional and company knowledge and contacts of this body and cooperate in promoting and performing activities to increase knowledge and build closer relations between both continents.

The Port of Barcelona has continued to sponsor the Logistics Chair of the **Shanghai-based China Europe International Business School (CEIBS)** considered in 2013 to be the best business school in China and the 17th in the world, according to the Financial Times.

To acquire a deeper knowledge of China and promote dialogue among the various players involved in the supply chain, the most significant actions performed from the Logistics Chair in 2013 were:

- Organising the conference on "Challenges of exporting to China," at the IESE business school in Barcelona, involving the participation of top level companies and organisations.
- Research into processes and technological platforms to reduce time and costs in international trade between Europe and Asia. Fostering the signing of a cooperation agreement between the telematics platforms ports of Barcelona and Shanghai, PortIC and Shanghai E&P International.
- The book *The Chinese Automotive Industry in 2012*, which is the result of the Chair's cooperation with the CEIBS Research Centre for the Chinese Car Industry, an in-depth analysis of the sector in China, which is the global leader in car manufacture.





## NATIONAL ORGANISATIONS

Within Spain, the Port is a member of the **Asociación Española de Promoción del TMCD** (Short Sea Shipping), **Federación Española del Café** (FEC-ANCAFE), **Barcelona Centre Financer Europeu** and the **Asociación Española del Gas Natural para la Movilidad** (GASNAM).

It also participates in the **UPC's Agri-Food Cluster** and the following innovative business groups:

**Barcelona-Catalunya Centre Logístic** (BCCL), **Fòrum Marítim Català** and **Madrid Plataforma Logística**.






## INTERNATIONAL PROJECTS

The Port of Barcelona plays a direct or indirect role in several projects within the framework of the Trans-European Transport Network (TEN-T) and supports certain projects included in the MED and ENPI CBCMED European Mediterranean cooperation programmes.

### Projects involving the Port of Barcelona

PERIOD	PROJECT	ACTION	PROGRAMME
2013 – 2015		Applying the concept of a green belt to a section of the TEN-T Mediterranean corridor: Lyon-Madrid axis.	
2013 – 2015		Simplifying administrative procedures for SSS and reducing barriers to intra-Community trade.	
2013 – 2014	<i>Reinforcement of Short Sea Shipping in the Port of Barcelona through the development of a maritime station</i>	Adapting the Costa wharf, including the new Short Sea Shipping terminal, new accesses and development of the area.	

### Projects supported by the Port of Barcelona

PERIOD	PROJECT	ACTION	PROGRAMME
2013 – 2014		Optimising rail infrastructure for freight by creating cargo service development committees.	
2013 – 2015		Applying the concept of a green belt to a section of the TEN-T Mediterranean corridor: Lyon-Madrid axis.	
2013 – 2015		Continuing the MonaLisa project to improve the safety, environmental performance and efficiency of maritime transport.	
2013 – 2014	<i>Flexible LNG bunkering value chain on the Spanish Mediterranean coast</i>	Identifying the requirements for overcoming barriers to the development of Bunkering of LNG vessels in the Mediterranean.	
2013 – 2015	OPTIMED	Creating an innovative virtual logistics platform oriented to Ro-Ro traffic in the Tyrrhenian arc and the Southeast Mediterranean.	

THE CEIBS LOGISTICS CHAIR HELPS TO PROVIDE A DEEPER UNDERSTANDING OF THE PORT'S PRINCIPAL MARKET

## COMMERCIAL PROMOTION

The strategy of promoting the port's main products using instruments such as trade fairs, conferences and events specific to the maritime and port sector has shown to be very positive for the Port of Barcelona's development.

By specialising in different strategic port products, such as containers, cars, Short Sea Shipping, solid and liquid bulk and project cargo, the Commercial Department has continued to support its customers in the same vein as last year. Knowing the needs of ship owners, shipping agents and end users makes it possible to roll out commercial and operational activities to increase the efficiency of user companies and operators at the Port of Barcelona and help them to develop their commercial activities under optimal conditions.

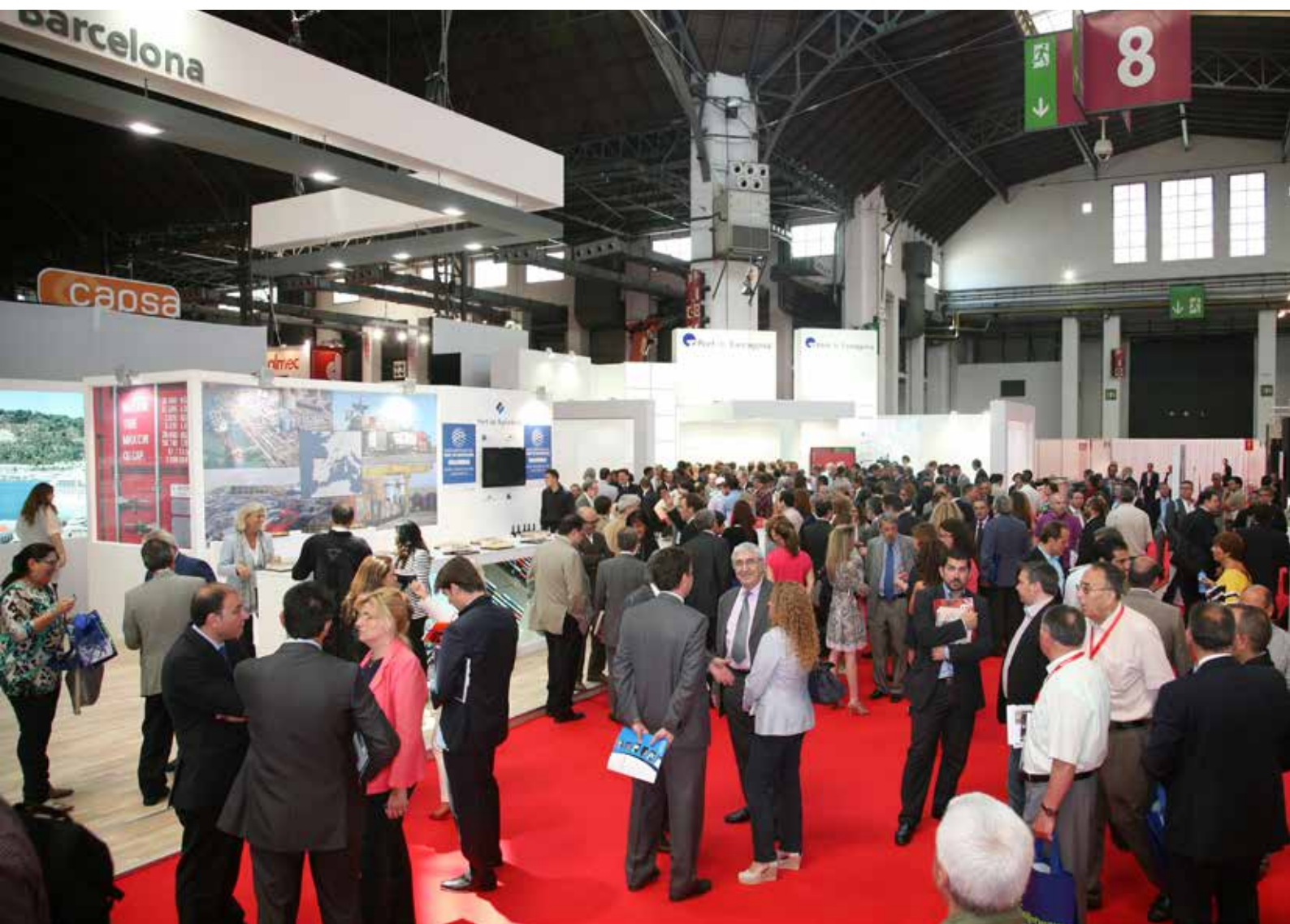
The structure of commercial activities in 2013 remained virtually unchanged with regard to previous years. On the

one hand, the commercial rebates permitted by law were applied, and had a direct impact on customers. On the other, the Port was more present at trade fairs and congresses and more active in specialised conferences and forums.

### PRESENCE AT FAIRS AND CONGRESSES

The Port's presence at the fairs on the circuit is taken after carefully evaluating the various events on offer. Areas most closely related to the Port Community are taken into account for the final selection, as are the more generic areas such as logistics and land and maritime transport.

The main European logistics event was **Transport Logistic**, held every two years in Munich. The other product promoted at the event was Short Sea Shipping, which is growing





continually and is endorsed by the Port of Barcelona's capacity to provide a reliable service to the countries of the Mediterranean basin, providing the punctuality and quality required. The Port also publicised rail services, especially in European gauge, and rail connections between the Port and France as its hinterland.

In the Americas, the Port again took part in the **Intermodal** fair in Sao Paulo, this time in conjunction with freight forwarders from ATEIA. In an emerging market like Brazil, this event served to consolidate contacts with ship owners, logistics operators and ports. The meetings that were held pointed to continued growth prospects for the years to come, coupled with events of special importance such as the 2014 World Cup and the 2016 Rio Olympics. Cooperation agreements were also proposed with major Brazilian ports to develop strategic traffic flows.

For some years, the Chinese market has been a priority for the Port of Barcelona, as it represents the largest volume of business. In 2013 the action strategy in this market was rolled out further with the implementation of the cooperation agreement with the **WCA Family** and China International Freightforwarders Association (CIFA). The Port was therefore present at the WCA network meeting event held in Xiamen and Bangkok and participated in conferences devoted to heavy lift (project cargo). Moreover, with the holding of the international freight forwarders' meeting in Barcelona, the Port helped to bring the Asian logistics community closer to the city.

In the Mediterranean area, the **2nd Hispano-Moroccan Meeting of the Transport and Logistics Sector** in Tangier brought together the key operators and freight forwarders operating between both countries, especially with the port of Tanger Med. The delegation of the Port of Barcelona,



along with representatives of Barcelona Customs and local ship owners, were able to showcase their services to the Moroccan logistics community, as they aim to boost traffic between the two regions.

As usual, Barcelona hosted the **SIL, International Logistics Fair** in June. Once again the Port organised a stand shared between the Port Community of Barcelona - represented by the freight forwarders associations (ATEIA), stevedoring companies and shipping agents as well as the Association of Customs Agents - and led the participation in the various meetings and conferences held as part of the event, especially at the Mediterranean Forum.

In terms of specific products, the Port of Barcelona was again present this year at the cruise industry's main event: the **Seatrade Cruise Convention** in Miami, and at **Seatrade Europe**, held in Hamburg.

In June it was announced that the Port had been chosen to organise **Seatrade Med 2014**, the leading Mediterranean cruise fair, to be held in Barcelona from 16 to 18 September.

Another key event for the Port of Barcelona is **Fruit Logistica** in Berlin: the largest fair in the fruit sector, which this year involved sharing a stand with the Grimaldi Group.

Among the numerous conferences and meetings in which the Port took part this year, we would highlight **TOC Europe**, the conference for container transport and its supply chains, which is a meeting place for the main European ports.

Meanwhile, the annual meeting of the coffee sector was held around **Coffee Day in Madrid**. This time, the theme revolved around the economic crisis and how it has affected coffee companies. In addition, we were present at the meeting of the European

Coffee Federation, held in Geneva at the headquarters of MSC.

In the car sector, which is strategically important both for the Port and for the whole economy, the Port Authority took part in various meetings as an active member of the ECG - European Car Transport Group, within the Maritime Commission.

The Port of Barcelona was also present at the SSS Conference and at events organised by Casa Asia, IESE and the Cereals Exchange.

## CUSTOMER ORIENTATION DEFINES THE PORT'S PARTICIPATION IN FAIRS AND CONFERENCES





## PROMOTION OF THE PORT COMMUNITY

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

Two meetings of the Executive Committee were held during 2013 to present the progress and work achieved by each of the working groups:

### PORT COMMUNITY STEERING COUNCIL WORKING GROUPS

#### The Telematics Forum

Completed projects related to improving processes associated with the passage of goods through the Port of Barcelona.

- New procedure for requesting the water supply service.
- Extension of the procedure for the exchange of data between terminals and the APB.
- Extension of the paperless export release order procedure (cars).
- Improved procedure for non-intrusive inspection (using the container scanner).
- New procedure for consulting Customs data at the new automatic gates at the exit to the container terminals.

- Updated procedures for submitting summary declarations and cargo manifests at the Port's one-stop shop.
- Updated integrated stopovers procedure.
- Updated dangerous goods declaration procedure.

Work underway:

- Improved procedure for requesting dockers.
- New procedure for the entry and exit of containers by land.
- Updating and disseminating the Port of Barcelona process map.

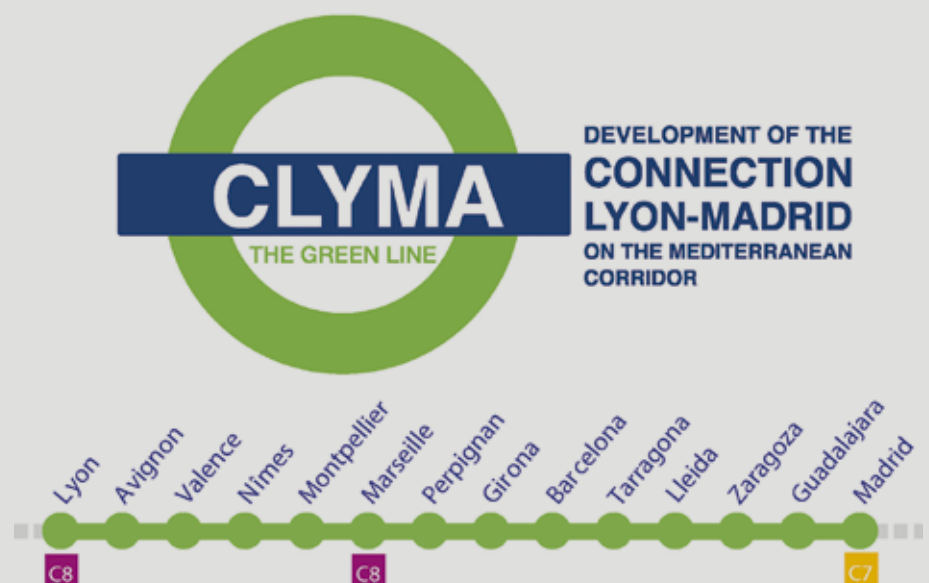
#### Innovation

The Seventh Framework Programme and Marco Polo and the Trans-European Network for Transport (TEN-T) will continue, in cooperation with the companies in the Port Community.

New projects within the TEN-T framework (specified in the chapter on "Participation in international bodies and projects"):

- CLYMA (2013-2015)
- B2mos (2013-2015)
- Fostering Short Sea Shipping in the Port of Barcelona by developing a passenger terminal (2013-2014)

REPRESENTATIVES  
FROM DIFFERENT  
AREAS OF PORT  
ACTIVITY WORK  
TOGETHER IN THE  
STEERING COUNCIL



Co-financed by the European Union  
Trans-European Transport Network (TEN-T)

In addition, the Port has acted as promoter, observer and user of the Widermos, Monalisa 2.0 and Optimedi and i-freightMed programmes.

### Corporate Social Responsibility

- Environmental Quality Subgroup: monitoring the integrated collection of waste at the Port concessions and the electrical energy purchasing group, and holding information seminars.
- Risk Prevention Subgroup: participation in a drill at the TCB terminal, involving monitoring of the emergency health care operations; course of action in case of an accident; 1st Works Seminar for the Port Community; and 11th Risk Prevention and Corporate Social Responsibility seminar for the Port Community.
- Corporate Social Responsibility Subgroup: cooperation with 3rd Port Solidarity Lunch and implementation of the Port's "Nadal Solidari" [Solidarity at Christmas time] campaign.

### Land transport

The Management Board of the APB has approved the amendments to the special conditions and specifications of generic authorisations (GA) and sporadic authorisations (SA) for the

performance of land transport of containers activity at the Port of Barcelona.

In the rail sector, work was completed in 2013 to change the tracks in the Port to UIC gauge and a cooperation agreement was signed to promote and build a new rail access.

### Marketing and Commercial

Some of the most important commercial and promotion activities performed by this group during the year were Mercabarna's contribution to promoting regular maritime services and the group's participation in trade fairs, presentations and conferences.

Reports were prepared on the commercial results of the trade mission to Colombia and on the content of the presentations to customers, and destinations were proposed for future missions. A benchmarking project for European ports was also set in train.

### Short Sea Shipping (SSS)

Topics covered within this working group:

- Benchmarking with other Spanish Customs offices.
- Analysis of the results of the *ferroutage* committee.
- Debate on the current state of road transport.

## NEW CONDITIONS HAVE BEEN SET FOR CONTAINER LAND TRANSPORT AUTHORISATIONS





THE MISSION IN  
BOGOTÁ AND  
CARTAGENA WAS  
RATED BEST OUT OF  
ALL 15 HELD SO FAR

- Update on the information available on the new areas of the Port of Barcelona.
- Advance figures from the study on Ro-Ro traffic, commissioned by the Barcelona Organisation of Port Dockers.
- Resumption of monitoring the onset of damage to the SSS terminals, of which there was a clear reduction.

Furthermore, information has been forthcoming during the year on the activities of the Short Sea Promotion Center (SSPC) and the commercial activities related to SSS, including: participation in fairs such as Fruit Logistica in Berlin; MedFel in Perpignan, Transport Logistic in Munich; the 2nd Hispano-Moroccan Meeting; presentation of the Port's SSS services at Tanger Med; Logistics on Africa seminar, organised by the Professional Association of Industrial Engineers of Catalonia, and the 2nd Annual Conference of the SSPC Association in Gijón.

#### Quality

The actions performed by this group in relation to the Efficiency Network Quality Label are specified in the chapter on "Efficiency and port quality".

#### Border Inspection Service

- Evaluation of the external terraces of the loading wharves to facilitate opening containers and prevent goods from falling.
- Web connection to check the status of inspections ([www.portdebarcelona.cat/PIF](http://www.portdebarcelona.cat/PIF)).
- Installing kiosk-type computer equipment in the Customs Agents Hall to speed up customs clearance.
- Successful audit on the Animal Health Inspection Service and BIP Area Facilities.
- Energy optimisation of the facilities, with a 33% reduction in consumption.

#### TRADE MISSION TO COLOMBIA

Fifteenth trade mission led by the Port of Barcelona, from 19 to 26 October 2013, visiting the cities of **Bogotá** and **Cartagena** to improve the position of Port customers in Colombia. This multisectorial mission was attended by more than 53 executives from 36 companies and organisations: 15 from the Port Community (logistics operators, Customs agents and freight forwarders) and 10 import/export firms, 5 media, 4 port associations and 2 institutional bodies. The delegation was headed by Santi Vila, the Regional Minister of Territory and Sustainability of the Catalan Government, who was



accompanied by Port of Barcelona president Sixte Cambra and Pere Padrosa, Director-General of Transport of the Catalan Government.

The programme included an extensive agenda of business and institutional contacts, which resulted in 250 meetings in Bogotá and 84 in Cartagena and an average of 11 business meetings in one site and 6 at the other. Two information sessions were also held to present the Port's services and the business opportunities between both countries, with 250 Colombian employers attending in Bogotá and 120 in Cartagena, plus a Colombian institutional delegation headed by the Deputy Minister for Business Development, Maria del Mar Palau.

A **technical Customs seminar** was held in parallel, with 70 operators and institutional representatives from Barcelona and Colombia, to facilitate an exchange of information and improve operations and procedures between both countries.

In terms of **institutional** matters, key meetings were held with representatives of the Colombian Ministries of Commerce, Industry and Tourism and Housing, as well as meetings with the municipalities of Bogotá and Cartagena, and with

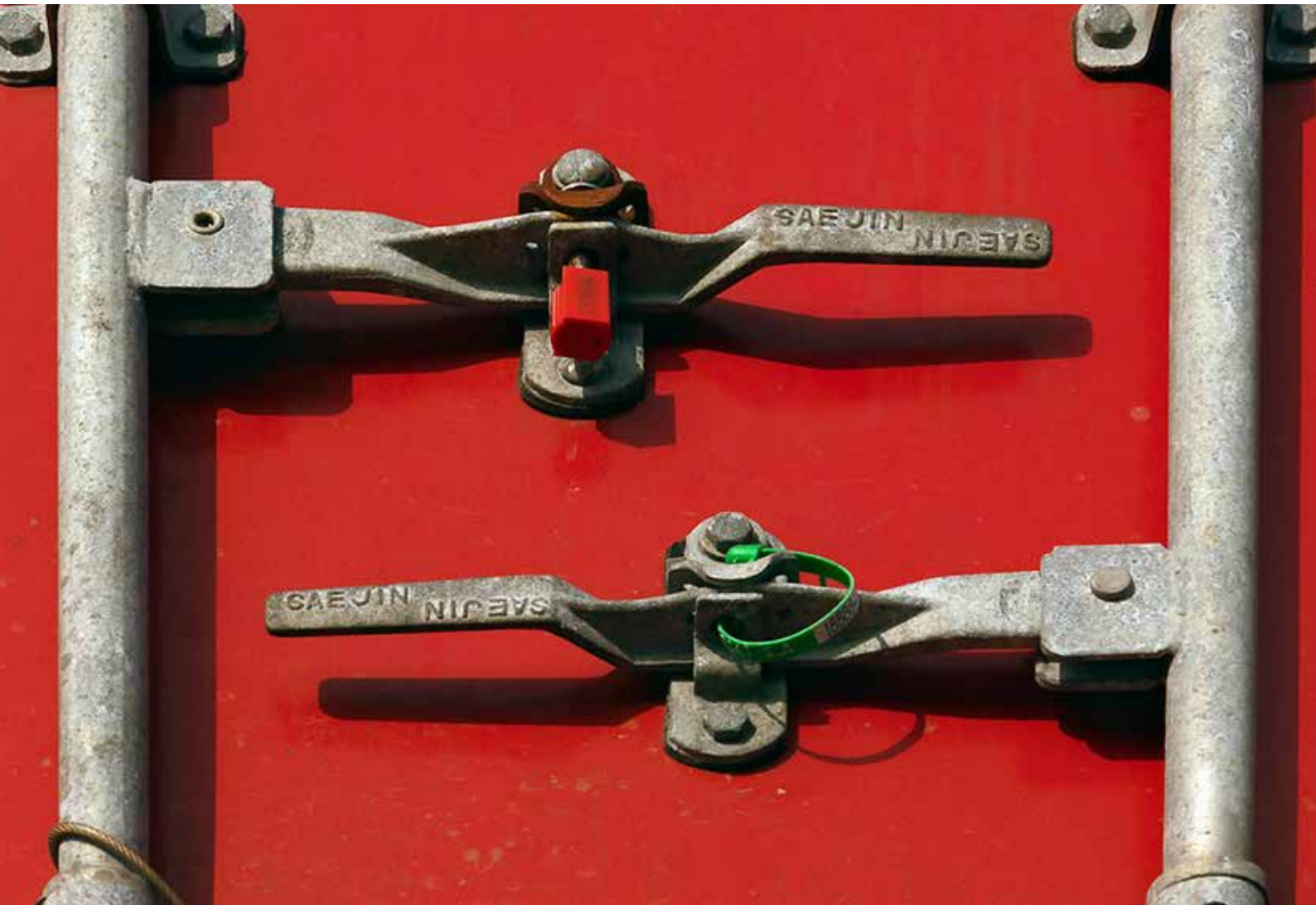
benchmark logistics companies in the country. Three cooperation agreements were signed:

- An agreement between the Barcelona Freight Forwarders' Association (ATEIA-OLTRA) and Barcelona Professional Association of Customs Agents with the Colombian Federation of Logistics Agents (FITAC).
- Bases of the cooperation agreement between the Catalan Government and Financiera de Desarrollo, S.A. (Findeter) of Colombia, for consulting in the plan to improve mobility in medium-sized Colombian cities and urban planning projects.
- Cooperation agreement between the Port of Barcelona and Sociedad Portuaria Regional de Cartagena de Indias.

Moreover, in Bogotá the Port of Barcelona delegation shared its agenda with another commercial and institutional mission, organised by ACC10 and led by Felip Puig, the Regional Minister for Enterprise and Employment of the Catalan government. The members represented companies in the fashion, textile design, smart cities and tourism sectors. The coincidence of these missions shows the international drive of these companies and the cooperation between public and private sectors to promote foreign trade.







## QUALITY

Continuous improvement to ensure the quality and efficiency of port services is one of the basic objectives of the Port of Barcelona, pursued by all the companies and organisations in the Port Community

## PORT EFFICIENCY AND QUALITY

Barcelona Port Authority (APB) and the group of companies and organisations making up the Port Community are continually striving to achieve continuous improvement to ensure the quality and efficiency of port services, which represents a key aim at the Port of Barcelona.

It is a cross-cutting objective within the APB, led by the Business Organisation and Consultancy Department, created specifically to pursue this goal, and is rolled out by the Port Authority's Goods and Quality Operations Department (DOMQ) and the Port Quality and Process Improvement Committee, involving the participation of various departments within the organisation. Improving port processes is also driven by the working groups of the Port Community Steering Council, particularly the Telematics Forum and Quality WG (the progress made during the year is set out in the appropriate section of this report).

Below are the most important actions in various fields in 2013.

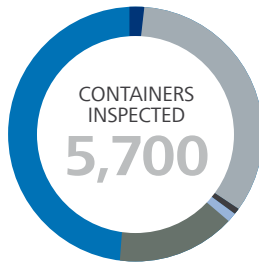
### PORT OF BARCELONA SPECIFIC REFERENCE SERVICE LEVELS

Updates and audits were performed on the Reference Service Levels in 2013. These instruments allow the organisations that apply them to stand out from their competitors by providing higher quality services and can then pass on the intended improvement to their customers. The references must be validated by the public body Puertos del Estado (State Ports), which is the organisation behind the Generic Reference Service Levels, which certain ports such as Barcelona have adapted to their own situation with Specific Reference Service Levels.

The DOMQ has participated as an observer in certification audits of the various Specific Reference Service Levels at the Port of Barcelona, performed this year at the following terminals: **TCB** (April), **Decal** and **Terquimsa** (May), **BEST-TerCat** (July), **Ergransa** and **TEPSA** (October), **Creuers del Port** and **CLH** (November) and **Setram** and **Autoterminal** (December).





INSPECTIONS AT THE BIP AREA  
2013

CUSTOMS

**2.4%**

EXTERNAL HEALTH

**49.4%**

ANIMAL HEALTH

**33.6%**

PLANT HEALTH

**13.4%**

SOIVRE

**0.7%**

OTHER

**0.5%****Specific Reference Service Level for Ro-Pax Terminals**

The new version (revision 1) of the goods and passenger ferries Service Reference Level was validated.

**Specific Reference Service Level for Cruisers**

The new version was validated and an audit been performed on Creuers del Port de Barcelona to allow it to qualify for certification.

**Specific Reference Service Level for Bulk Terminals**

The new version (revision 2) was validated and certifications terminals were renewed for Decal, Terquimsa, Ergransa, TEPESA and CLH.

**Specific Reference Service Level for Vehicle terminals**

Following validation of the third revision of the reference service level on vehicle traffic in goods regime, both terminals concerned (Autoterminal and Setram) were audited to renew their certification. The bimonthly follow-up meetings between the APB, the terminals and Estibarna, based on the information obtained by the Quality Team (QT), led to a remarkable improvement in areas considered critical for the Port and its customers.

**Specific Reference Service Level for Container Terminals**

The new version (revision 2) was validated, on the basis of which the TCB terminal renewed its certification; the BEST terminal obtained its first certification.

**Reference Service Level for Shipping Companies**

The shipping companies MAERSK, MSC, Royal Caribbean Cruises and Celebrity Cruises were certified.

**CERTIFICATION OF THE QUALITY MANAGEMENT SYSTEM**

The APB's Goods and Quality Operations Department passed the audit monitoring its certification in October 2013, according to UNE-EN ISO 9001:2008, which includes the Quality Management System.

**QUALITY SYSTEM REPORT**

A report on the Port of Barcelona's Quality System (QS) is prepared on a monthly, quarterly and annual basis and is intended to provide a snapshot of the management of the movement of goods through the port, to detect weaknesses and implement ongoing improvements.



The report provides data on process control and the various quality indices and refers to terminals, facilities and organisations committed to the Port of Barcelona Quality System, as follows: *Terminal de Contenidors de Barcelona, SL* (TCB); *Terminal Catalunya, SA* (TerCat); BIP area; Customs and Inspection Services.

In the new **BIP (Border Inspection Post)** facilities located in the ZAL Prat, statutory inspections are performed to ensure the quality of goods of animal and plant origin. This service handled **7,530 tonnes** of goods, 33% of which was not palletised.

The most important activities of this service are specified in the chapter on the Port of Barcelona Steering Council, in the section on the Border Inspection Services Working Group.

## THE EFFICIENCY NETWORK QUALITY LABEL

The Efficiency Network quality label continued to work to measure and provide information, but also to ensure the certification of all the companies striving to meet the standards of service that are a cross-cutting element of their

organisation and affect the passage of goods through the Port of Barcelona.

In this respect, 2013 was a year of **consolidation for the Quality Label**. Altogether there are 65 certified companies and it is clear that the processes managed through the chains of these companies have efficiency standards that are higher than the overall average of the Port. These service chains include more than 65% of full containers moving through the Port of Barcelona.

Furthermore, an innovative product called the **Brand Center** has been developed and launched for the logistics field. This is a portal where companies interact with the brand's managers and can access all the information required to allow them to better communicate their certification and manage the audits they have received. This centre has been set up to establish the brand as a tool for cultural change.

During the year there were a series of seminars aimed at managers and technical experts from certified companies and the various administrations involved in order to improve services further. In all,

more than 200 people took part in the seminars, which were very well received.

Another project started by the Quality Label concerns **defining new processes for the efficiency commitments relating to vessel services**. Five lines of work were defined, which by mid-2014 should have resulted in a new range of quality commitments and the resulting extension of the scope of the brand to all businesses and administrations related to these services.

## QUALITY SYSTEM REPORT

		2012	2013	Variation
<b>INTEGRITY AND SECURITY</b>	Full containers unloaded and loaded within the QS	631,434	657,730	3.9%
	Packages handled within the QS	1,859,819	2,714,724	46%
	Actions by the Quality Team (QT) in the incidents within the QS	649	922	41.2%
	Internal incidents that can trigger guarantees	9	41	355%
<b>PHYSICAL INSPECTIONS</b>	Total physical inspections	20,335	22,099	8.6%
	% out of the total inspectable containers (Import+Export)	3.2%	3.3%	4.6%
<b>COMPLAINTS/GUARANTEES</b>	Complaints received by the department*	46	75	63%
	Guarantees paid:	11	75	254.5%
	Total security in goods	7	39	
	Reliability of Customs clearance	2	24	
	Reliability in RIS and clearance process	1	15	
	Commitment toward information and transparency	1	0	
	<b>Compensations under the guarantees programme (EURO)</b>	<b>2,472.03</b>	<b>9,986.30</b>	

\* Refers to breaches of the obligations of the Quality Label, analysed by the Goods and Quality Operations Department.









6

**SOCIAL**

**AREA**





## SOCIAL AREA

Human capital is key to the smooth running of the Port. That is why the company pays special attention to its staff's development and to their health and safety at work. The Port's social responsibility goes further, with the organisation of and participation in initiatives to support the more disadvantaged groups around it

Barcelona Port Authority (APB) is in a complex position as far as its **staff strategy** is concerned. On the one hand, the Port enlargement has created a need for new staff, while on the other there is a public labour supply shortage coupled with progressive cuts in staff levels.

Despite the current context of change and uncertainty, the staff area continued working to manage the

individual and general performances of the workers, promote professional development and address potential conflicts. In 2013 the APB decided upon a collective leadership model that makes it possible to build and strengthen a feeling of shared empowerment and to set out common goals that are fundamental for realising the organisation's vision and mission.

## STAFF

### STRUCTURE

#### CHARACTERISTICS OF THE STAFF

Staff numbers fell year on year, particularly caused by the ending of temporary staff contracts under the agreement, while the number of workers not covered by the agreement remained virtually stable.

Other noteworthy features of the APB's staff structure at the end of 2013 are:

- 71% male and 29% female.
- The majority of workers in the group are aged from 41 to 50 years.
- Most workers have been at the APB for 11 to 15 years.

#### EQUALITY AND DIVERSITY

Five new members joined the Standing Committee on Equality in 2013, and a new composition of the Ethics Committee was defined, involving some specific training actions: one on general aspects, directed at the former, and another on harassment, aimed at the latter. Also, the equality plan was updated and new actions were incorporated into the new plan.

#### BENEFICIOS SOCIALES

Given the economic situation, and in accordance with the instructions of the Executive Committee of the Interministerial Commission on Remuneration (CECIR) and the applicable legislation, the APB had to cut the budget allocated to all social benefits for its workers, the social fund.

Furthermore, in accordance with the regulations, the pension plan for APB employees was suspended throughout 2013 therefore the company was unable to make any contributions to participants.

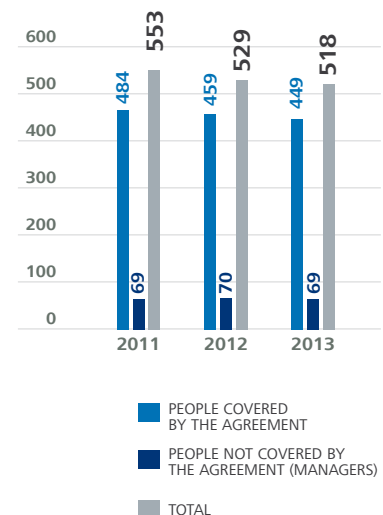
#### BREAKDOWN OF STAFF BY AGE GROUPS 31.12.2013

Years	16-30	31-40	41-50	51-60	61-70
	35	85	129	117	4
	12	48	49	39	0
	<b>47</b>	<b>133</b>	<b>178</b>	<b>156</b>	<b>4</b>

#### BREAKDOWN OF STAFF BY YEARS OF SERVICE 31.12.2013

Years	0-5	6-10	11-15	16-20	21-25	26-30	>30
	55	50	71	51	23	43	77
	30	23	43	28	6	10	8
	<b>85</b>	<b>73</b>	<b>114</b>	<b>79</b>	<b>29</b>	<b>53</b>	<b>85</b>

#### PROGRESSION OF STAFF COVERED AND NOT COVERED BY THE AGREEMENT 2011-2013 31.12.2013



■ MEN ■ WOMEN



## DEVELOPMENT AND INTERNAL COMMUNICATION

Knowledge management is a fundamental aim of staff management at the APB, as evidenced by the investment made every year in training and in the various internal communication projects and activities implemented. In 2013, strategies shifted in these areas and in selection, after the significant impact on the ordinary functioning of these areas last year.

In view of the lack of a fixed public labour supply and the shortage of authorised temporary employment, the State Budget Law opened up the possibility of staff mobility among the various agencies of the General State Administration to cover pressing and urgent vacancies. The main focus in terms of **recruitment** this year has been to study this new approach. Moreover, limited recruitment significantly reduced mobility among departments and meant that there was a need to foster internal reorganisations. However, ordinary selection continued to be used to cover absences of employees with a reserved post.

Slightly more **training** was provided in 2013 than in the previous year. Furthermore, the Port of Barcelona remains firmly committed to the university sector. Beyond employee participation in various educational programmes, **cooperation between universities and industry** shifted to the APB's departments and this year a total of thirty-two students received on-the-job training at the organisation, providing them with valuable experience in the business world.

In a shared commitment to the new information and communication technologies, there was intense **cooperation with the Information Systems area**: efforts revolved around designing an internal communications strategy associated with new corporate tools, to be introduced during 2014, including the launch of a new corporate intranet, which should change the way we work.

### TRAINING

The long-term strategic training action (to prepare teams for the future) that was valued most by students was

#### COLLECTIVE TRAINING PLAN 2013

Collective training	Training actions	Students	Average student satisfaction	Hours of student training
Technicals skills TP	27	205	7.38	3,423
Skills (generic) TP	3	33	8.94	814
Port Police TP	15	308	7.14	3,108
Prev. Occup. Risks TP	7	74	8.65	416
General TP	66	364	8.32	2,350
Languages TP	97	226	8.96	6,644
<b>Totals</b>	<b>215</b>	<b>1,210</b>	<b>8.23</b>	<b>16,755</b>



language training. The new model, involving small groups with a similar level of the language and common thematic and work areas, improved the user experience and helped to achieve learning goals. An Arabic course was taught for the first time this year, to try to improve communications with Arabic-speaking ports.

2013 was a year of consolidation of the training in generic skills project, begun last year, and made it possible to work on new knowledge, skills and attitudes from a methodology not seen before at the Port, which was well received and scored highly. The project is based on personal experiences and group situations and involves very little theoretical classroom content.

This was also the approach used to design a management development programme based on the collective leadership model, emphasised in the holding of four workshops to define the Port's future profile as a leader.

More functional training was also provided, designed to respond to and support processes in the short or medium term. For example, specific

training activities on developments around the new microcomputer environment, to support the migration performed; welding, for staff of the General Maintenance Unit, or early interventions to preserve facts and update knowledge on transport for the Port Police, taught by the Public Security Institute of Catalonia.

In addition, individual training plans that the APB already offered to its staff were extended, making a total of 39 actions overall.

### INTERNAL COMMUNICATION

The main project in 2013 concerned the new intranet, due to become operational in 2014. This is a commitment to move towards a more social and flexible tool.

Meanwhile, the current intranet again received more hits, with almost 270,000 visits and 700,000 page views. That is a record high since the intranet was set up in 2006 and shows how it is a well-established medium within the organisation.

As far as content is concerned, efforts were made to explain internal and external changes to staff at the Port of Barcelona, to reduce uncertainty, and also to provide more in-depth information concerning the business plan. The most important channels for information were the internal newsletter *Fem Port* and the Port of Barcelona Annual Seminar. Cooperation with other departments was also instrumental in publicising programs for migrating the computing environment or the use of new technologies to foster productivity, among others.

Participatory initiatives included PORTafotos, which aims to implement new 2.0 strategies in the future. This is a kind of home-grown Instagram used by the workers to post nearly 300 high-quality photographs of the Port of Barcelona, which were then used internally.



TRAINING AND  
INTERNAL  
COMMUNICATION  
ARE ESSENTIAL  
TOOLS FOR SOCIAL  
CHANGE AT THE APB



## SOCIAL ACTION

As part of the organisation's corporate social responsibility policies, the APB and its staff are promoting broad-based actions in 2013, among which the following are worthy of note:

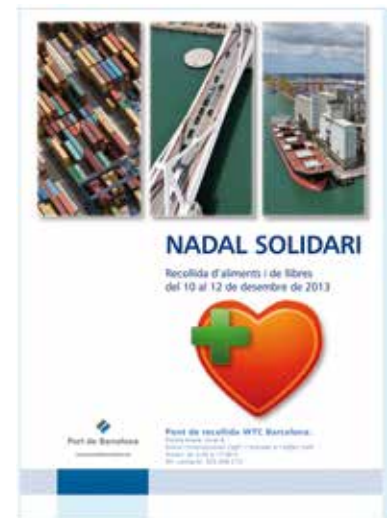
- Making copies of the ADAMA Volunteer Handbook (dedicated to poor people at risk of social exclusion) via the APB's Reprographics Service.
- Working with the "Donate your mobile" campaign, a joint initiative of the Catalan Red Cross and Entreculturas foundations, with the terminals replaced in 2013 being recycled by EurekaMovil. The money from this project is put towards environmental and education projects and developing both foundations.
- The third Port of Barcelona - Stop Alzheimer Solidarity Lunch, held on 4 May at the Port of Barcelona Sports Centre to raise funds for research into Alzheimer's and neurodegenerative diseases. The proceeds were given to the Pasqual Maragall Foundation and to fund the medical treatment of the son of an APB employee.
- Making a map of the Port of Barcelona for the Apostolat del Mar de Barcelona-Stella Maris organisation, which works to help meet sailors' needs when at Port.
- Taking part in the fourth SpinDiR Solidarity 'Pedalling for UNICEF' event, with the donation of 10 bicycles for employees participating in the corporate volunteering session.
- Workers voted to contribute 0.2% of the annual turnover for issuing luncheon vouchers in 2012 to the Arrels [Roots] Foundation, which takes care of homeless people in the city of Barcelona who are at risk of social exclusion.
- The APB's Reprographics Service prepared fifty cheque books to support the "Baskets against Hunger" fund-raiser project organised by Global Humanitària.



- Eighth edition of the “Nadal Solidari” [Solidarity at Christmas time] campaign, which collected 192 kg of food delivered to Barcelona Food Bank and 653 books, delivered to the Quatre Camins Prison. It also involved WTC Barcelona, the Cares Foundation, Fair Logistics Foundation and the Seur Foundation, which donated space to store donations and provided transport logistics.

Moreover, throughout the year the APB supported several actions and activities held in the area of the Port of Barcelona, such as:

- A project called “*La nit de l'aigua*” [Water Night], in cooperation with UNICEF, to combat and raise awareness of the lack of drinking water in the world.
- 16 July – Day dedicated to Our Lady of Carmen, protector of seafarers, around which various activities were organised at the Port.
- 26th Seafarers’ Seminar, an interfaith celebration, a round table on healthcare for the crew of ships at the Port and a football championship between teams of sailors and the Port of Barcelona.
- A campaign called “Kids saving lives. Learning cardiopulmonary resuscitation in schools”, in cooperation with the Catalan Resuscitation Board.
- Fund-raising by the Apostolat del Mar de Barcelona-Stella Maris to mitigate the effects of Typhoon Haiyan on seafarers from the Philippines.
- Thanks to the initiatives of the APB’s social groups, particularly the Sports Club Dance Section, recreational activities were held to raise funds to provide treatment the son of an APB worker and for several non-profit organisations such as the Food Bank and the Raval Childhood project (toy collection).



THE PORT  
PROMOTES AND  
PARTICIPATES IN  
MANY SOCIAL  
SUPPORT  
INITIATIVES IN THE  
SURROUNDING AREA



## MEDICAL SERVICES AND PREVENTION OF OCCUPATIONAL RISKS

### MEDICAL SERVICES

The medical centres on the Bosch i Alsina wharf and the WTC Barcelona building offer a wide range of healthcare and social options to around 3,000 people, including active staff, their families and retired workers. In 2013, APB medical staff attended a total of **14,318 medical visits**, a year-on-year increase of 28%.

The **procedures and guidelines** needed to unify the action of the APB's healthcare and industrial medicine professionals are based on the Catalan Health Plan and the specific guidelines set by the Interterritorial Board of the National Health System. The incorporation of the protocol from the Spanish Organic Law on Data Protection adapted to medical services provided an important boost to medical staff for the benefit of patients, making it possible to safeguard all highly sensitive data concerning health.

Work continued in 2013 to **provide information** concerning healthy lifestyles, raising awareness on heart disease risk factors and minimising the dangers of drug abuse, to improve the working conditions of the staff and the surrounding area. This is the framework of the new campaign to help people stop smoking using medicines, through funding obtained through the Atlantida medical insurer. There was also a screening programme for early detection of colon cancer and the continued use of pharmaceutical administration, with the appropriate dose for each patient, to improve health monitoring and control expenses in the consumption of medicines.

**Health monitoring** activities involved performing 347 health examinations, covering 66.2% of the workforce, an increase of 22.3% over 2012.



## PREVENTION OF OCCUPATIONAL RISKS

The Prevention Service also organised and took part in the **11th Port Seminar on Prevention of Occupational Risks**, promoted by the Working Group on Prevention under the Steering Council for Promotion of the Port Community and the FREMAP prevention company, which was held in cooperation with the APB's Corporate Social Responsibility service. The deputy Director-General for Occupational Health and Safety from the Enterprise and Employment Department, Mr Jaume de Montserrat Nonó, was responsible for closing the event.

Meetings of the Steering Council's Sub-Working Group on Health Emergencies - with the SEM (Medical Emergencies System), CILSA, the FREMAP Prevention Service, Port Police and TEPESA - helped to improve response times: the number of cases

of emergency health assistance resolved in around five minutes in the Port and the ZAL and those of assistance by the SEM-061 service arriving in under 15 minutes increased from 47% in 2007 to 76% in 2013. Furthermore, the percentage of attendance in less than 30 minutes now stands at 95.3%.

This year there were a total of thirty-three accidents, all of them minor, of which twenty led to sick leave. Out of an average workforce of 518 people, the total incidence rate (total number of accidents compared to the number of workers) stood at 6.4%.

In this period, training in occupational risks involved a total of 92 participants and 852 hours of specific group courses in introduction to risk prevention, introduction to first aid and basic fire-fighting techniques, among others.



## THE ORGANISATION'S STRATEGY INCLUDES PROTECTING ITS WORKERS' HEALTH AND WELFARE









7

**ENVIRONMENTAL**

**AREA**





# ENVIRONMENTAL AREA

The Port of Barcelona manages the environmental aspects of its activities to minimise its impact on the environment and simultaneously to reduce environmental risk

## ENVIRONMENTAL MANAGEMENT PRINCIPLES

Since 2003, Barcelona Port Authority (APB) has an environmental policy declaration, which states that environmental considerations must occupy a significant place in the adoption of strategies, policies and actions by the Port.

The scope of this declaration goes further than mere compliance with applicable environmental regulations by placing special emphasis on the rational use of natural resources, factoring in environmental issues to the tendering process for works, services and supplies, and encouraging members of the Port Community to engage in actions that represent an improvement or an advantage from the environmental point of view.

In this area, the APB has moved forward in implementing an environmental management system under ISO 14001 and in accordance with the EU's European Eco-Management and Audit Scheme Regulation (EMAS III). We expect to obtain ISO certification and enter the EMAS III register in 2014.

In its efforts to achieve environmental excellence, in 2013 the Port focused its efforts on three areas of activity:

- Ensuring that the activities performed in the Port have only a minimal impact on the environment and on energy and material resources.
- Fostering environmentally-friendly transport systems, thereby indirectly guaranteeing a more general improvement of environmental impacts beyond the Port itself.
- Promoting medium and long-term alternatives to hydrocarbon fuels.



## PAYING SPECIAL ATTENTION TO THE PORT'S IMPACT ON ITS SURROUNDINGS AND ON THE ENVIRONMENT

The Port of Barcelona measures the environmental impact of port activities and develops management tools for waste, air, water and soil. It also coordinates and facilitates the actions of the organisation and the initiatives generated by the activity of the port facilities.

### MONITORING INCIDENTS

One of the main management tools for monitoring environmental incidents involves activating specific procedures from the Port Police Control Centre when an incident is detected or communicated.

288 such procedures were activated in 2013: 70 in relation to the marine environment, 103 concerning the terrestrial environment, 20 relating to the atmosphere and 3 dangerous goods authorisations.

### ACTIONS TO COMBAT OIL POLLUTION IN PORT WATERS

The Port of Barcelona continues to apply an active policy for preventing incidents and accidents involving oil spills in port waters. The instrument that is used to respond to oil spills is known as the P.I.M. (Internal Marine Plan), includes organisational instructions for responding to the incident and describes the resources to be used. Unlike the previous plan, the current P.I.M. has been extended to include spills of any chemicals at sea, not only hydrocarbons.

37 hydrocarbon spills in port waters were notified in 2013, of which only five episodes required specific cleaning and collection actions. Most alerts concerned the Port Vell area.

Overall, 8,560 kg of hydrocarbons or other oils were collected in port waters, but almost all (97%)

## DETECTION IS ONE OF THE MAIN TOOLS FOR ENVIRONMENTAL CONTROL



correspond to a vegetable oil spill from a single unloading incident involving a vessel at the terminal.

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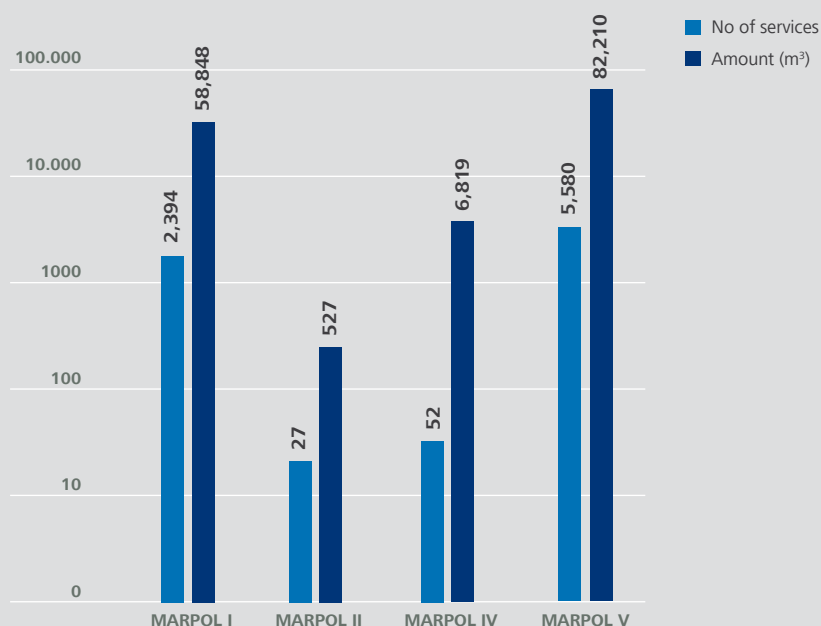
### PORT WATER CLEANING

The Port water cleaning service works all year round and uses specialised vessels and staff. This year there were 168 observations and interventions, 64% of which were caused by floating debris and 12.5% by incidents related to the water treatment system.

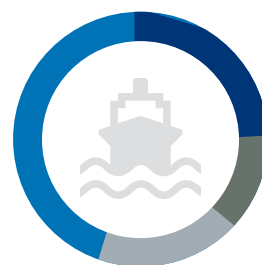
98.8 tonnes of floating debris were collected from the water, with a total volume of 588.42 m<sup>3</sup>. The type of debris varies during the year and depends upon factors like the number of people at the Port, the holding of one-off events or specific meteorological and oceanographic conditions.

#### MARPOL WASTE COLLECTED, OVER TIME (m<sup>3</sup>)

Types	2010	2011	2012	2013
MARPOL I (liquid hydrocarbon waste)	49,993	53,813	55,969	58,848
MARPOL II (liquid chemical waste)	430	537	431	527
MARPOL IV (waste and sanitary waters)	4,474	445	1,405	6,819
MARPOL V (solid waste)	50,319	76,718	81,081	82,210



#### TYPES OF FLOATING WASTE COLLECTED 2013



PLASTIC

44%

WOOD

24%

OTHER MATERIALS

18%

ORGANIC MATTER

14%



## PORT WATER QUALITY

In 2012 the Port continued to monitor water quality as part of its Plan for monitoring coastal waters, as agreed with the government in its day. The monitoring activities in 2013 consisted

of monthly sampling campaigns, leading to analyses of 240 water samples and 16 sediment samples; 80 profiles of the water column and 26 analyses of benthic community living in the sediments.

## MONITORING WATER QUALITY

Parameters	2012		2013	
	offshore waters	internal waters	offshore waters	internal waters
Temperature (°C)	16,13	17,05	15,27	16,76
Salinity (mg/l)	38,11	38,04	38,06	38,03
Turbidity (FTU) <sup>1</sup>	1,18	4,89	0,94	4,12
Density (kg/m <sup>3</sup> )	1.028,17	1.027,81	1.028,32	1.027,85
Chlorophyll (µg/l) <sup>2</sup>	0,9	1,7	1,47	1,94
MIS (mg/l) <sup>3</sup>	5,6	7,3	4,48	6,02

1 FTU: Formazin Turbidity Unit

2 µg/l: microgram/litre

3 MES (mg/l): Materials in suspension, milligram/litre

## THE QUALITY OF INTERNAL PORT WATER IS SIMILAR TO THAT OF THE SURROUNDING SEA

One indicator of water quality is the nutrients it contains, such as the concentration of inorganic compounds of nitrogen, phosphorus and silicon. As shown in the table below, the

values obtained at the interior docks are similar to those found in open water and therefore indicate that the port water quality is good.

## NUTRIENT CONCENTRATIONS IN WATER (µmol/litre)\*

Nutrient	2012		2013	
	offshore waters	internal waters	offshore waters	internal waters
Inorganic nitrogen µmol/litre	3.47	4.45	3.2	3.37
Inorganic phosphorus µmol/litre	0.29	0.34	0.17	0.24
Inorganic silicon µmol/litre	0.52	0.71	0.18	0.20

\* µmol/litre: micromol/litre

The fauna fixed in the sediments (benthos) are also a good indicator of water and sediment quality. To characterise the benthic communities of port sediments requires an

examination of the number of species, the density of individuals and the specific diversity (a parameter combining the number of species and their abundance).

## AVERAGE RESULTS OF BENTHIC COMMUNITIES

Parameters	2012		2013	
	offshore waters	internal waters	offshore waters	internal waters
Species name	39.0	27.45	35.7	20.4
Number of individuals/m <sup>2</sup>	3,671.1	4,658.8	2,133.7	4,658.8
Specific diversity S-W*	4.23	3.37	4.5	3.0

\* S-W: Shannon-Weaver index

## ROAD CLEANING AND WASTE COLLECTION

This year the cleaning service responded to a total of 104 incidents outside the planned service, many of which (85) could be covered by the ordinary service, with only 19 requiring the activation of an extraordinary service. The actions taken, which include reinforcements scheduled in the enlargement areas as well as planned services, responded to:

- warnings concerning solids on the ground, spilt loads or debris from traffic accidents (46)
- warnings concerning liquids on the ground (30)
- occasional reinforcements for sweeping and/or waste collection (28).

## WASTE COLLECTION 2009-2013 (t)

Types of waste		2009	2010	2011	2012	2013
Selective	Non-hazardous	289	261	358	359	352.7
	Hazardous	9	17	35	55	59.01
<b>Total selective collection</b>		<b>298</b>	<b>278</b>	<b>393</b>	<b>414</b>	<b>411.7</b>
<b>Total non-selective collection (ordinary)</b>		<b>687</b>	<b>227</b>	<b>289</b>	<b>299</b>	<b>311.74</b>
<b>TOTAL</b>		<b>985</b>	<b>505</b>	<b>682</b>	<b>713</b>	<b>723.4</b>

This year the APB directly managed a total of **723.4 tonnes of waste**, with an increase in those classified as ordinary or similar to the municipal waste fraction and a slight decrease in waste collected and managed selectively, both hazardous (batteries, toner cartridges, tyres ...) and non-hazardous (paper/cardboard, light packaging, glass, garden waste, rubble ... ).

Furthermore, 38 companies from the Port Community take part in **the circuits for integrated collection of the waste**, set up in 2004 as an initiative of the Environmental Quality

Working Group to achieve economies of scale for common services to obtain the best possible prices for waste management.

## PORT COMMUNITY COLLECTION CIRCUITS (t)

Type circuit/product	2009	2010	2011	2012	2013
Ordinary	874.42	712.25	693.41	635.72	608.3
Cardboard	103.93	113.95	117.68	93.71	93.23
Scrap metal	261.38	145.48	188.66	214.33	233.22
Wood	19.58	14.96	31.03	18.94	20.02
<b>TOTAL</b>	<b>1,259.31</b>	<b>986.64</b>	<b>1,030.78</b>	<b>962.7</b>	<b>954.77</b>





## MANAGING PORT AIR QUALITY

The Port of Barcelona has its own network of equipment for measuring air pollution and meteorological variables. The APB's Weather and Air Quality Surveillance Network (XMQVA in its Catalan initials) includes High Volume Samplers (HVS) for measuring particulate matter and several automated stations equipped with meteorological sensors and analysers for measuring air pollution, one of which is mounted on a mobile unit. The network provides information on the quality of the air in the Port and weather information to support the various activities undertaken there, such as ship navigation or handling of goods in the terminals.

The pollutants measured are:

- dust as particulate matter less than 10µm in diameter (PM10) and 2.5 µm (PM2.5),
- sulphur dioxide (SO<sub>2</sub>) combustion gases and nitrogen dioxide (NO<sub>2</sub>),
- evaporative fuel gases such as benzene (C<sub>6</sub>H<sub>6</sub>)

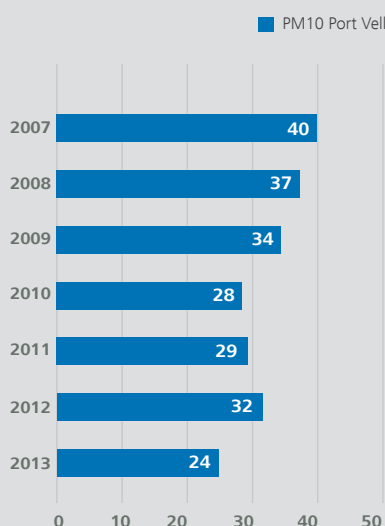
The Port Vell station on the Fishermen's wharf has a high-volume PM10 particle sensor, data from which are not only of interest to the port, but are also considered as representative of air quality in urban areas close to the Barceloneta and Ciutat Vella districts. This station has the official approval of the Catalan Government's Atmospheric Pollution Monitoring and Forecasting Network.

As regards meteorological variables, data are obtained on wind speed and direction, but interest also focuses on rainfall, temperature and relative humidity of the air, atmospheric pressure and solar radiation.

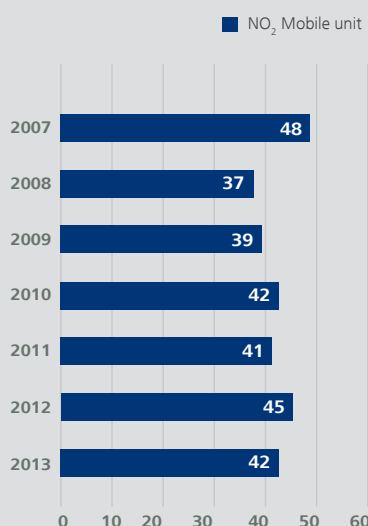
In 2013 the Port of Barcelona launched a programme to upgrade its network of stations, which will involve adding a new station in the El Prat de Llobregat area and renewing and relocating high-volume analysers and sensors from other stations. It will also mean better coverage and representativeness in the area around the Port and will optimise resources for measuring air quality.

## MEAN ANNUAL CONCENTRATIONS 2007-2013

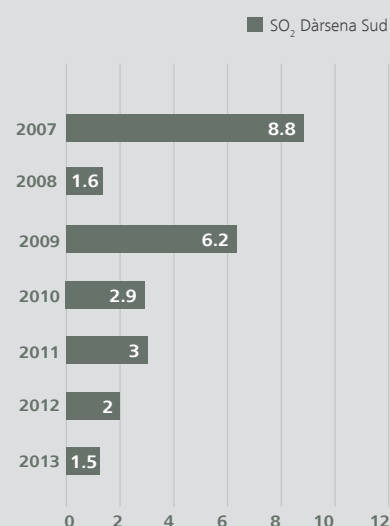
### PARTICULATES (microgram/m<sup>3</sup>)



### NITROGEN DIOXIDE (microgram/m<sup>3</sup>)



### SULPHUR DIOXIDE (microgram/m<sup>3</sup>)



## PARTICIPATION IN THE PLAN TO IMPROVE AIR QUALITY IN THE METROPOLITAN AREA

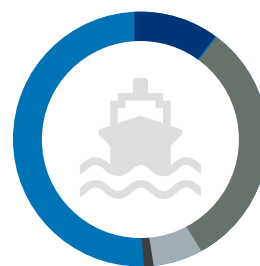
The Port works to improve air quality in the city and its surrounding area by applying measures to reduce port emissions included in the quality improvement plan for NO<sub>2</sub> and PM10 in the metropolitan area of Barcelona, led by the Catalan Government's Department of Territory and Sustainability. To do this, it monitors the emission-producing activities in the port: lorries transporting containers, tugs, emissions from berthed vessels, handling dusty materials, and emissions from machinery on the terminals. It also promotes rail freight transport and applies instruments such as environmental discounts in port fees.

## ELECTRICITY CONSUMPTION

Electricity consumption in the Port of Barcelona fell in 2013 compared to the previous year, explained mainly by the BIP building in Section IV being disconnected from the network, the commissioning of the new public lighting system on the Energia wharf, which uses LED technology, the decreased activity in several buildings (particularly Portal de la Pau), and refurbishing the public lighting system to adjust the power of the lamps.

Grouped by type, the highest consumption relates to administrative activity (lighting and air conditioning of buildings) and street lighting.

## TYPES OF CONSUMPTION % of total



PUBLIC LIGHTING ON ROADS AND TERRACES

**34%**

OFFICES  
(LIGHTING, HVAC, ETC.).

**51%**

WATER PUMPING STATIONS

**4%**

LIGHTHOUSES AND MARITIME  
SIGNALLING

**1%**

OTHER\*

**10%**

## ELECTRICITY CONSUMPTION 2009-2013 (kWh)\*

	2010	2011	2012	2013
Port of Barcelona (Including the Port Vell)	8,254,576	9,055,600	9,460,200	9,125,171

\*kilowatt/hour



\* Rail network, telecomm huts, weather stations, CCTV cameras, etc.



## GAS AND FUEL CONSUMPTION

Consumption of **natural gas for central heating** (only the ASTA building) was 884,877 kWh, higher than the previous year owing to weather conditions. Consumption of **propane** for the production of heating and air

conditioning also increased in the Sports Area, and stood at 4,975 litres.

However, less fuel for generators was required as a result of replacing electrical connections.

### FUEL CONSUMPTION (l)

Type	2010	2011	2012	2013
Gasoline (vehicles)	9,528	8,777	9,572.79	9,019.64
Type A diesel (vehicles)	87,675	89,329	88,001.25	86,851.39
Type B diesel (ships)	6,751	15,095	6,537	11,164
Type B diesel (generators)	103,080	41,043	30,470	25,920
<b>TOTAL</b>	<b>207,034</b>	<b>154,244</b>	<b>134,581.04</b>	<b>132,955.03</b>

## MOBILITY

The APB runs a bus service within the Port area, which is part of the Barcelona public transport network. The organisation provides workers that choose a more sustainable

alternative to private transport with a three-month travel card each quarter, and this figure has grown gradually since 2009.

### PUBLIC TRANSPORT CARDS

	2010	2011	2012	2013
Number of travel card users	160	208	210	222



## CONSUMPTION OF RESOURCES

The Port's water supply comes from the public mains operated by Aigües de Barcelona and Aigües del Prat. Paper consumption at the APB's offices fell by 1,309 kg.

### PORT WATER CONSUMPTION (m<sup>3</sup>)

	2010	2011	2012	2013
Ships supplies	183,980	162,215	146,386	207,152
Other consumption*	51,816	178,480	97,060	43,605
Port Vell	22,300	41,000	35,160	28,982
<b>TOTAL</b>	<b>258,096</b>	<b>381,695</b>	<b>278,606</b>	<b>279,739</b>

\*Includes TIR, ASTA, Tersaco and Portal de la Pau buildings, lighthouses, sports area, clinic and new developments in the south of the port enlargement area.

### PAPER CONSUMPTION AT THE APB (kg)

	2010	2011	2012	2013
Paper consumption	17,083	18,974	16,407	15,098
% recycled/eco out of total	23	19	27	24

## MATERIALS USED IN WORKS

Two GRI (Global Reporting Initiative) indicators are calculated:

- EN1 (A1), which express the APB's contribution to conserving the resource base and its efforts to reduce the intensity of use of materials and increase economic efficiency.
- EN2 (A2), which expresses the APB's ability to use recycled materials to help reduce demand for virgin materials and preserve the global resource base.

PORT WORKS  
PROJECTS USE  
A SIGNIFICANT  
AMOUNT OF  
RECYCLED  
MATERIALS

### INDICATOR EN1 (A1): MATERIALS USED IN WORKS PERFORMED

Material	Unit	Weight or volume
Quarry ballast + riprap	t	0.00
Concrete	m <sup>3</sup>	135,666.30
Steel	t	429.62
Dredged material	m <sup>3</sup>	380,696.16
Filling materials	m <sup>3</sup>	532,286.59
Surfacing materials	m <sup>3</sup>	10,031.68
Tarmac	t	13,810.14

### INDICATOR EN2 (A2): RECYCLED MATERIALS (REUSED) IN THE WORKS PROJECTS CARRIED OUT

Material	Unit	Weight or volume
Quarry ballast + riprap	t	5,306.27
Granular material	m <sup>3</sup>	3,207.96
Concrete	m <sup>3</sup>	0.00
Steel	t	0.00
Dredged material	m <sup>3</sup>	0.00
Filling materials	m <sup>3</sup>	39,544.93
Surfacing materials	m <sup>3</sup>	312.68
Tarmac	t	0.00

DREDGING AND FILLING (m <sup>3</sup> )		TOTAL
Dredging		380,696.16
Filling		593,514.42
<b>Total dredging and filling</b>		<b>974,210.58</b>



## COMMITTED TO ALTERNATIVE FUELS

**Liquefied Natural Gas (LNG)** is already a competitive and sustainable alternative to hydrocarbons in freight transport by sea and land. The Port of Barcelona is pushing forward this change to offer a more efficient fuel for ships, trucks and port machinery in the short term. LNG does not produce sulphur oxide or particulate emissions and its NOx emissions are 85% lower than those of other petroleum fuels; it also occupies an area 600 times smaller than natural gas when in its gaseous state.

The European Union (EU) has set itself the target of bringing about a 60 % reduction in transport sector emissions by 2050. Among the actions undertaken are the promotion within the International Maritime Organisation (IMO) of various measures to reduce emissions from shipping, as set out in Annex VI to the MARPOL Convention, which specifies the limits for nitrogen oxide (NOx), sulphur oxide (SOx) and carbon dioxide (CO<sub>2</sub>). On 1 January 2015 the

Baltic and North Sea ECAs (emission control areas) come into force, which specify that only the least-polluting ships may operate on these shores. Similarly, the United States has also established SECA areas (sulphur oxide + ECA) on its west, east and Caribbean coasts.

The Port of Barcelona's stance is to encourage and promote the move towards alternative fuels in its service area for ships, trucks and terminal machinery. To this end, it signed a **framework cooperation agreement** in 2013 with Gas Natural Fenosa to move forward in that direction and is working to attract operators to invest in land-based LNG supply stations for trucks.



## COMMITTED TO TACKLING CLIMATE CHANGE

In 2013 the Port of Barcelona launched the **ecocalculator**, a freely accessible web tool for measuring the CO<sub>2</sub> emissions of transport chains. (<http://planol.portdebarcelona.cat/ecocalc/>)

The Port of Barcelona's *ecocalculator* makes it possible to calculate quickly, simply and graphically the CO<sub>2</sub> emissions generated by the transport of a container between a European location, the Port of Barcelona and any other port in the world. This tool measures the emissions produced by land transport (rail or road), its passage through the port, and that of maritime transport. It also allows a comparison of the emissions that would be generated through any other European port.

The ecocalculator is the final piece in the environmental consultancy services that the Port has been offering for several years. Throughout the year, this service has conducted several in-depth studies for Port customers - shippers and transport operators - and

has involved complex transport chains to evaluate and explore solutions for reducing emissions.

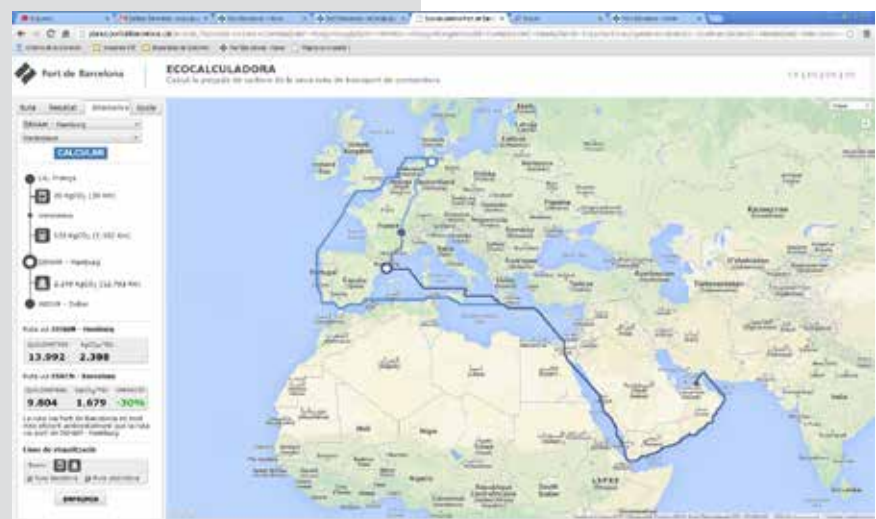
To quantify the environmental impact of transport chains, the Port has developed a **dedicated emissions calculation methodology, validated by the Universitat Politècnica de Catalunya (UPC)** which will be certified by an independent body during 2014. This certification will make it possible to offer shippers and operators a duly certified carbon footprint of their transport, which they can then included in the overall carbon footprint of their activities.

The **objectives** of the *ecocalculator* are:

to highlight the competitive advantage that the Port of Barcelona and the Mediterranean in general have towards competitors in Northern Europe;

- to provide shippers and operators with a tool for measuring CO<sub>2</sub> emissions to help take decisions on routing their goods.

## THE ECOCALCULATOR MAKES IT POSSIBLE TO CHOOSE THE MOST SUSTAINABLE TRANSPORT CHAIN







## THE ENVIRONMENTAL COMPETITIVE EDGE

The requirement for environmental sustainability in economic activities, particularly in transport, represents a competitive advantage of the Mediterranean coast compared to the Atlantic. Mediterranean ports are more environmentally efficient for traffic between Europe and Asia, with estimated average savings of 20% compared to the northern port option regarding CO<sub>2</sub> emissions: they represent sailing times that are 4 or 5 days shorter, therefore fewer ships are needed, which saves time in delivering goods to their destination in Europe, causing fewer associated emissions.

The Mediterranean port option also helps to reduce congestion in road transport networks in the north and reduces logistics costs (less investment in ships, lower fuel consumption, improved delivery times, etc.), which improves the competitiveness of European companies.

The European Commission has factored the environmental angle into actions such as the new design of the Trans-European Transport Network (TEN-T) and the inclusion of the Mediterranean Corridor into this network. Accordingly, in 2013 the Port of Barcelona, along with other partners, took part in the **CLYMA project**, financed with EU funds. This project sets out to develop and analyse the management structures and infrastructure, information technology and environmental requirements of the Madrid-Lyon axis of the Mediterranean Corridor as part of the TEN-T network. The Commission aims to extend the results of this project to the rest of the Mediterranean Corridor.

One activity under the CLYMA project involves applying the “green corridor” concept in this axis by creating systems to measure the sustainability of transport, propose measures for sustainable development and calculate emissions of CO<sub>2</sub> and other pollutants. In this regard, there are plans in 2014

THE  
COMPETITIVENESS  
OF THE  
MEDITERRANEAN  
FAÇADE ALSO  
INVOLVES AN  
ENVIRONMENTAL  
FACTOR





to develop a web-based calculator for emissions of CO<sub>2</sub> and other pollutants (NO<sub>x</sub>, PM<sub>10</sub>, etc.) specifically for the Madrid-Lyon axis.

### INTERMODAL STRATEGY

Achieving more sustainable transport also means diverting a greater proportion of traffic towards modes that generate fewer negative externalities - pollution, global warming, noise, accidents, congestion and infrastructure costs - and fostering the use of transport by rail, river and/or sea in routes where it has replaced road transport. In this connection, the Port was able to quantify the savings in externalities resulting from its intermodal strategy in favour of rail traffic and Short Sea Shipping services. In 2013, all of these services represented an annual saving of 99 million EUR in the cost of the negative externalities that would have been generated by the same volume of cargo transported by road. That

represents an additional saving of 10% over 2012 and a 79% saving on the cost of externalities.

Through these actions, the Port of Barcelona is promoting transport and information services that respect the environment and is playing an active role in European transport policy.

### VOLUNTARY AGREEMENT TO REDUCE CO<sub>2</sub>

The Port Authority continues to be a participant in the Programme of Voluntary Agreements to reduce emissions of greenhouse gases set up by the Catalan Government's Department of Territory and Sustainability, which promotes a progressive reduction in CO<sub>2</sub> emissions produced by APB buildings, its fleet of vehicles and the public lighting of its roads and terraces.











8

**COMMUNICATION**





## COMMUNICATION

One of our communication goals is to publicise the importance of the Port of Barcelona as an economic driving force and a generator of wealth. The communications issued by this key infrastructure are as varied and extensive as its fields of activity (5 ports in 1) and its target publics. The Port has to bring the most important information on its day-to-day running to the general public, which has only a very general understanding of its workings, to the Port Community, which is right on the other end of the spectrum, and to its customers and users, and to the institutions.

This information is conveyed primarily via the media, with which it has a direct daily relationship. Despite the diversity of target publics, to which it has to tailor each message, there is one fundamental value that guides the Port of Barcelona's communication strategy - **transparency**. Whether it is in direct contact with the media (via press conferences, taking phone calls, giving interviews, visits, etc.), or in written communications, such as press releases (of which it issued more than 100 in 2013), web presence, brochures, etc., the Port communicates in an honest, clear and open way.

Here, the **new technologies** help to make information more transparent and bring the Port closer to the general public. Today, information issued by the Port of Barcelona is available not only to journalists but to the general public, through its website ([www.portdebarcelona.cat](http://www.portdebarcelona.cat)) and the social networks (Twitter, with over 2,500 followers, Youtube, LinkedIn, etc).

Added to this communication is the work performed from the Image and Language Service areas, which help to convey a consistent, accurate, recognised and recognisable image of the Port.

2013 was an eventful year at the Port of Barcelona. In the public sphere, for example, the Port Vell's waters were the venue for certain events of the World Swimming Championships; and we saw the constitution of the Barcelona Nautical Cluster, a group of companies and public organisations that aims to position the city and the metropolitan area as a benchmark for the nautical sector in the Mediterranean and worldwide.

The Port of Barcelona also wanted to participate in events organised by the sector's media, such as the **15th Best Logistics Initiatives Awards by El Vigía** or the 20th anniversary of one of the leading port print media called **Diario del Puerto**.

As part of its institutional relationships, the Port has been visited by certain Regional Ministers interested in the latest infrastructure updates, as well as by politicians from all over Spain and other countries, and delegations and trade missions, companies and ports. In addition, the Port has made several business trips, notably the trade mission to Colombia, and has taken part in fairs and congresses.

The new commercial port events during the year were the opening of **Grimaldi Terminal Barcelona** to serve short sea shipping, and the commissioning of the new **Tradebe** hydrocarbons terminal, involving an investment of 65 million EUR.



## PHOTO ALBUM OF THE YEAR



Delivering Medals to the new Port retirees



Delivery of SEAT vehicles for the Port fleet



Visit to Navarre Intermodal Terminal



Awarding SGS certification to the Port's quality label



Presenting the annual results



Port receiving the innovation award from the Abu Dhabi World Ports & Trade Summit



Visit by board member Santi Vila



Visit by the Ambassador of Colombia





Assembly of the European School of Short Sea Shipping



Visit by the Government of Navarre



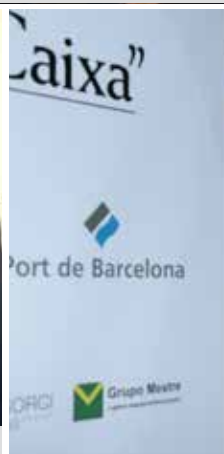
Visit by the Government of Murcia



Opening the Tradebe hydrocarbons terminal



Port Police chiefs receive the Police Medal



Seventh Freight forwarders' seminar



Cosco Anniversary: 40 years of the China - Barcelona shipping route



Buti-Buti 2013: logistics community party



Baptism of Mooring vessels





Visit by the President of the Port of Buenos Aires



Visit by a delegation from the Port of Miami



Signing to create an office to foster the Mediterranean corridor



Participation the Port the SINO European Conference



Start of the First Port Night Race



Mission to Brazil signing a cooperation agreement with the Port of Imbituba



Opening the Grimaldi Terminal Barcelona



World Swimming Championships at the Port of Barcelona





Visit by Regional Minister Ramon Espadaler



Visit by Regional Minister Felip Puig



Signing of the rail access agreement between the Catalan Government, the Spanish Ministry of Public Works and the Port of Barcelona



Meeting between Catalan Government, Barcelona City Council, Carnival Group and the Port



Attending the Annual Efficiency Network seminar



Participation at the third Mediterranean Shipping Conference



First stopover of the Dione Leader vehicle carrier at the Port of Barcelona





Mission to Colombia: signing an agreement between ATEIA-OLTRA and Fitac



Mission to Colombia: presentation by the Port of Barcelona



Mission to Colombia: meeting with Colombian Minister of Transport



Mission to Colombia: visit to the port of Cartagena



Mission to Colombia: meeting with the National Federation of Coffee Growers



Fifteenth El Vigia prizes: Port receives award for Sectorial Innovation





Award for Best Practices in Public Administration for the Port



Intermed Meeting in Barcelona



20th anniversary of the *Diario del Puerto*



Barcelona Nautical Cluster presentation event



Farewell to Mariano Fernández, President of ATEIA-OLTRA



Visit by the U.S. consul



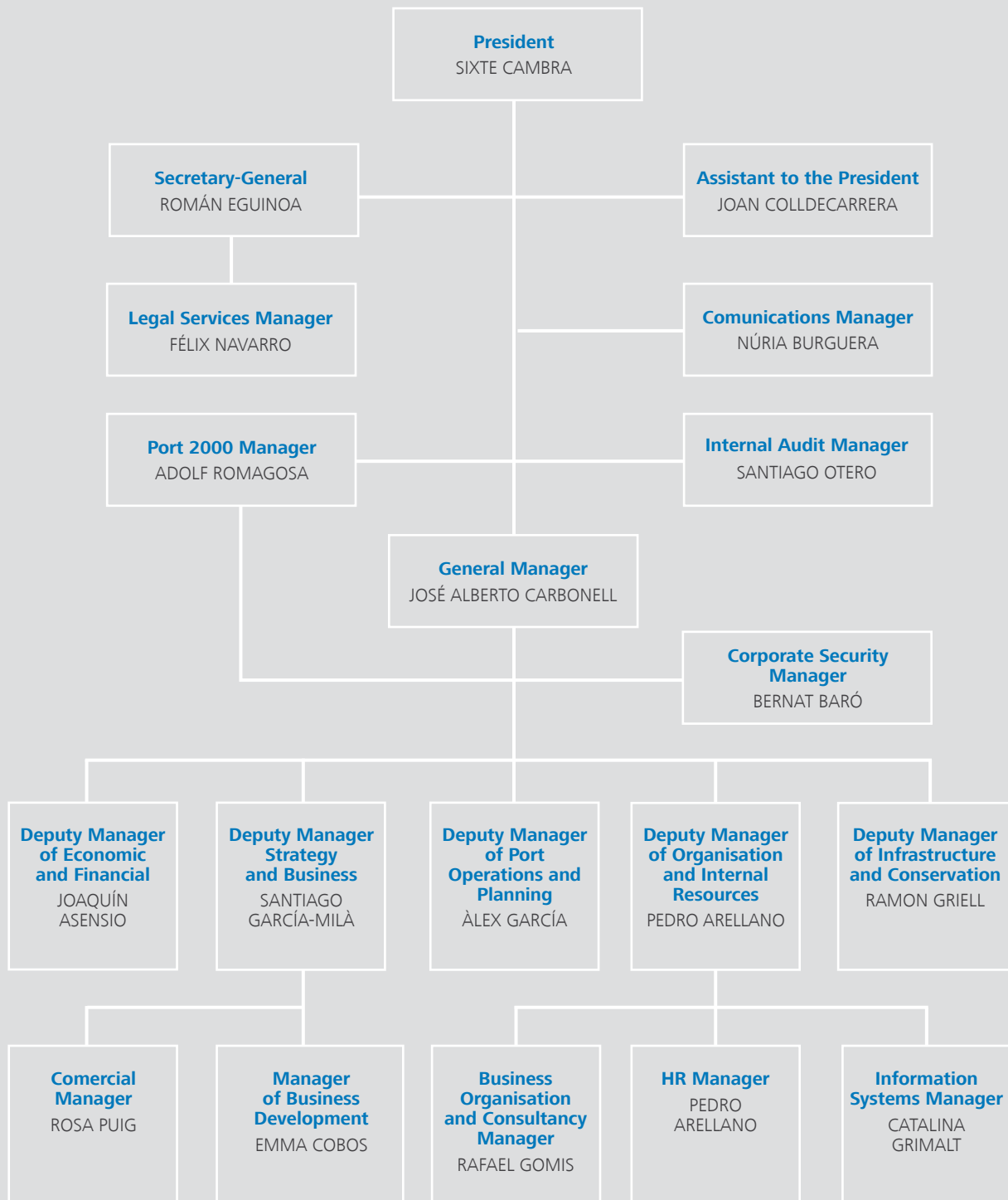
Port Community Christmas Cocktail





## ORGANISATION CHART

### BARCELONA PORT AUTHORITY





# PORT OF BARCELONA DIRECTORY

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