

14

ANNUAL REPORT 2014



Port de Barcelona





24/7

The **Port of Barcelona**, serving its users





Port de Barcelona





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The image is a composite of two photographs. The top half shows a blue metal container, possibly a fuel tank or a large bin, with a chain hanging from its side. The bottom half shows a rusty metal structure, likely a ship's hull or a large industrial component, with a horizontal pipe or rod attached to it. The text '1' and 'INTRODUCTION' is overlaid on the top half of the image.

1

INTRODUCTION

MESSAGE FROM THE PRESIDENT



SIXTE CAMBRA
President

The economic revival of 2014 was visible in the good performance of the leading cargo indicators at the Port of Barcelona. The gains recorded in exports and imports reveal greater dynamism in both productive activity and domestic consumption, and the overall increase in activity underscores the Port of Barcelona's strong position in international trade and in its work to provide service to the surrounding economy.

Good traffic results allowed us to maintain turnover at a level very similar to the previous year, with a net figure of nearly € 155 million, even though reduced fees meant a 5% drop in revenue from usage charges and up to 8% in those for occupation.

Year-end profits were € 37.4 million, practically half the figure for the previous financial year. Apart from the reduction in income, another factor influencing the balance sheet was the increase in amortisation expense and the fact that this year there were no positive exceptional results. For all these reasons, we are positive about the profits earned, despite this reduction.



“ The capacity to generate resources, together with the reduction in long-term indebtedness, provides us with a degree of solvency to perform future investments and has allowed us to continue applying reductions in fees ”

The Port of Barcelona continues to generate the most revenue and cash flow in the Spanish port system, to which it is also the greatest contributor, through its transfers to the public body Puertos del Estado and the net contribution to the Interport Contribution Fund.

The capacity to generate resources, together with the reduction in long-term indebtedness with the European Investment Bank, which stood at € 419 million, also provides us with a degree of solvency to perform future investments and has allowed us to continue applying the fee discounts that we have been applying for the last two years.

In terms of representation, I would like to point to the holding of Seatrade Med in Barcelona in 2014, which gave our city the chance to show its credentials as a European cruise capital in terms other than passenger numbers (we continue to lead in this area and there are good prospects for the future). Moreover, the fact that our city has hosted an event of the calibre of the European Supply Chain & Logistics Summit highlights the importance of logistics activities in and around the Port.

The same can be said for the start of the Barcelona World Race at the year's end, which establishes the Port as a scenario and a centre of nautical activity.

Our annual summary cannot fail to mention the improved competitiveness resulting from the good work performed within the Port Community of Barcelona. For example, the prize awarded by the Journal of Commerce, acknowledging Barcelona as the third European port in terms of productivity in the first half of the year - the first time a southern port has occupied this position - which reflects the good performance of our port's container terminals. We must also mention the spread of the Efficiency Network quality label which, with 70 member companies now represents almost 75% of all container traffic passing through the Port, and the plans to extend the label and include commitments for vessel services.

Neither should we forget the actions aimed at achieving increasingly sustainable port activity. The environmental challenges facing port infrastructures were discussed during the Ninth Green Port Congress

held in October. The interest that the Port of Barcelona shows in these issues is reflected in the certification obtained this year for our emissions calculation methodology. Also along these lines are the development of our intermodal strategy and the implementation of increasingly strict measures to protect the environment and individuals.

Some of the principal milestones of 2014 were the start of the refurbishment of the fishing facilities in September; the laying of the first stone of the Marina Vela, and the start of the Port access road, which responds to one of the key demands for improving port connectivity.

From the Port of Barcelona we will continue working to bring some flexibility to the current Port Law, which establishes a very rigid model with little room for trade policy and management autonomy. All the actions aimed at increasing port activity and the efforts to improve the positioning of the port have enjoyed the active involvement and support of the Port Community. These factors remain fundamental as we show a clear commitment towards growth.

MESSAGE FROM THE DIRECTOR



JOSÉ ALBERTO CARBONELL
General Manager

The Port of Barcelona closed 2014 with a 9% increase in total traffic, which stood at 46.3 million tonnes, and a similarly positive increase in container traffic, which rose 10% to 1.9 million TEUs. Growth was not limited to the main indicators; certain specific traffic sectors also achieved record highs.

The 12.9 million tonnes of liquid bulk exceeded the peak of 2005 and, at 21%, represented the sharpest increase. These figures confirm the Port's role as a hub for oil and biofuels and indicate the commitment of the companies that have chosen Barcelona as a base for storing and distributing these products. They were also helped by increased trade in chemicals, a strategic traffic for the Catalan chemicals industry, which transforms and then exports the finished products. At 4.8 million tonnes, solid bulk traffic also reached record-breaking levels, helped by the good performance of freight such as cement and clinker, and cereals.

The positive development in container traffic, which is one of the Port's strategic sectors, was driven largely by strong foreign trade - import and export of full containers - which exceeded one million TEU at the



“ The positive development in container traffic was driven largely by strong foreign trade, which topped one million TEU at the Port of Barcelona for the first time ”

Port of Barcelona for the first time. In addition, close to 622,000 full export TEUs were handled by the Port, representing a new high for this type of traffic that confirms the efforts of the Catalan and Spanish productive sector in opening up to foreign markets. Indeed, exports of containers have grown more than 40% since 2008. The United Arab Emirates tops the list of recipient countries of full containers, accounting for more than 10% of the total, while the remainder is shared out in smaller numbers. We would also point to the 12% increase in full import containers, related to a recovery in domestic consumption and industrial activity. China remains the first country of origin of the goods arriving at the Port of Barcelona, accounting for almost 40% of the total, and there has been significant growth in traffic from Turkey, Vietnam and South Korea, which experienced a 154% increase in automotive parts.

The other record of the year involved 431,440 export vehicles (up 13.5%). Vehicle traffic continued the gradual recovery that began after the lows in 2009 and this year stood at more than 748,000 units. Barcelona is the top Mediterranean port for this traffic and has established itself as a logistics hub for distribution to North Africa

and Southern Europe for various automotive companies.

The economic recovery in the hinterland could be seen partly in the consolidation of the motorways of the sea with Italy and North Africa - short sea shipping services which are an alternative to road haulage - in the 11% year-on-year increase in intermodal transport units (ITU) concerned.

Also in the intermodal area, we note that containerised rail traffic increased by 23% last year, bringing total rail share to 12%. Meanwhile, nearly 200,000 cars entered or left the port on trains in 2014, which is a share of 30%. The growing use of this mode is the result of the efforts of the Port to adapt infrastructures; of the terminals and rail operators to develop them and introduce them into the supply chain; and the commitment by the markets and end customers to use them.

As regards the 3.5 million passengers using the port, the good results in regular ferry services (with the Balearic Islands, Italy and North Africa), while they increased by 6.5%, were not sufficient to offset the 8.5% decline in cruise traffic, caused by the current economic situation and decisions by

shipping companies to position fewer cruise ships in the Mediterranean in 2014. However, Barcelona is still the leading port in Europe and the Mediterranean and the fourth worldwide for this traffic segment and has potential for further growth.

The Port of Barcelona does not see growth in traffic as an end in itself but a source of wealth creation for its surrounding area and a way to improve the competitiveness of its customers. Therefore its role goes beyond merely channelling cargo and passengers and includes setting the conditions to make these increases possible, and not only in the area of infrastructures. We will continue to work to be key partners for operators and customers in generating port business and activity.





MANAGEMENT BOARD OF BARCELONA PORT AUTHORITY

At 31 December 2014

President

Sixte Cambra

Ex officio member

Francisco J. Valencia Alonso

General Manager (not member)

José A. Carbonell Camallonga

On behalf of the Spanish Government

Emilio Ablanedo Reyes

Rolando Lago Cuervo

Jorge Sánchez Vicente

On behalf of the Government of Catalonia

Joan Amorós i Pla

Jordi Aragunde Miguens

Antoni Llobet de Pablo

Ángel Montesinos García

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

Lluís Tejedor Ballesteros (Ajuntament del Prat de Llobregat)

Antoni Vives Tomàs (Ajuntament de Barcelona)

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

Josep Manuel Basáñez Villaluenga

Joan Moreno i Cabello

José Pérez Domínguez

Xavier María Vidal Niebla

Secretary (not member)

Román Eguinoa de San Román

Terminations occurring during the year 2014**On behalf of the Government of Catalonia**

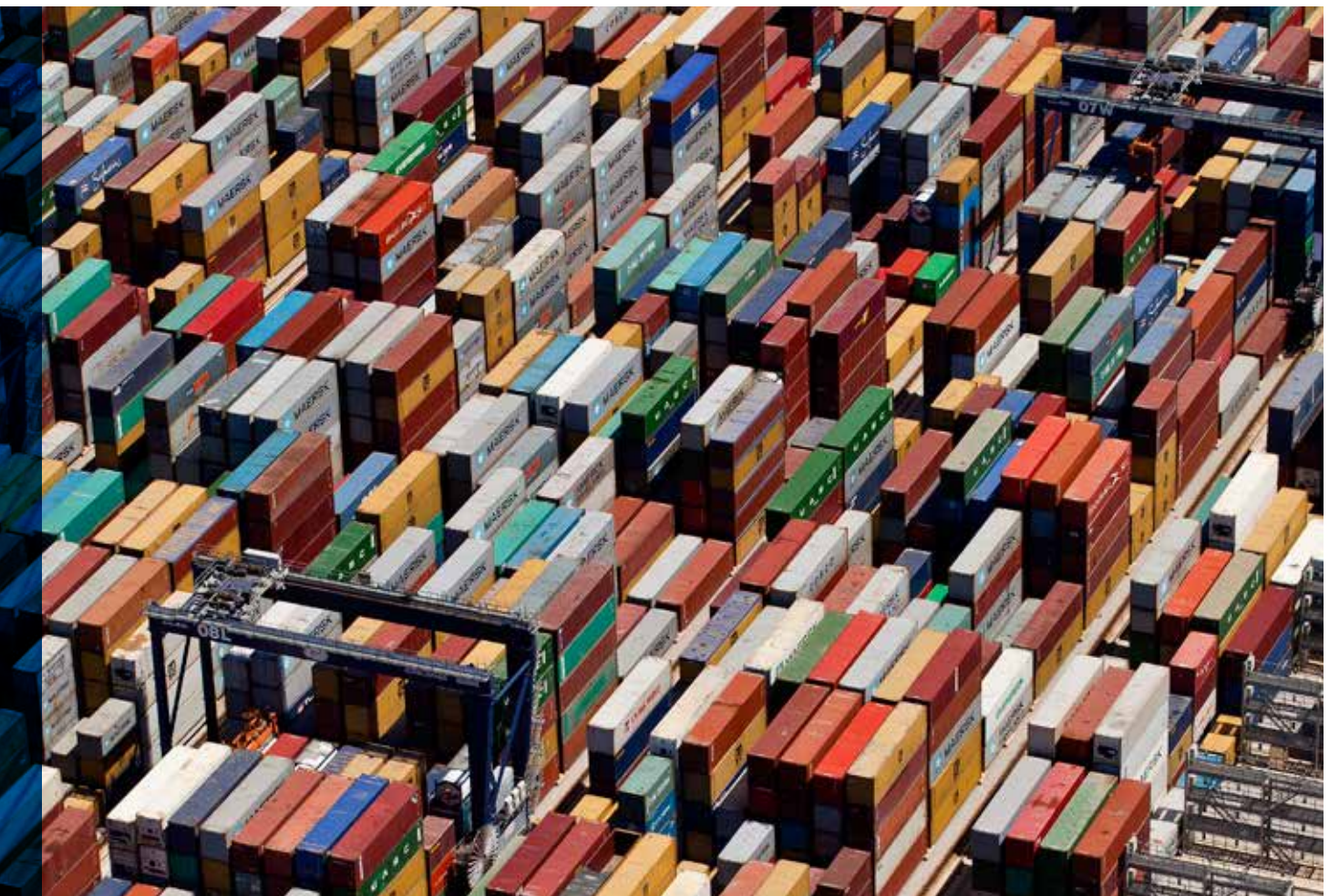
Mariano Fernández Fernández (16.01.2014)

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ECONOMIC AND FINANCIAL REPORT



ECONOMIC AND FINANCIAL REPORT



According to figures pending an auditor's report, the Port of Barcelona closed the 2014 financial year with a net profit of € 37.4 million, a figure that represents a year-on-year fall of 50%

**PROFIT FOR THE YEAR** (million €)

	2014	2013	Variation	% Var.
Operating profit	45.1	56.7	(11.6)	-20%
Financial result	(7.7)	18.1	(25.8)	-
Tax on profits	-	-	-	-
Total	37.4	74.8	(37.4)	-50%

This very significant fall in the result of the financial year was caused primarily by several exceptional economic events during 2013 which

led to a contribution of € 24 million in profit the previous year, plus an additional financial expense of 5.2 million.

EXCEPTIONAL EVENTS 2013 (million €)

	Effects on OPERATING INCOME	Effects on FINANCIAL INCOME	Total
Sale of Creuers del Port de Barcelona S.A.	-	14.0	14.0
T3 extraordinary credit	4.4	2.4	6.8
Fair value payment for Water treatment plant	2.0	1.2	3.2
	6.4	17.6	24.0

EXCEPTIONAL EVENTS 2014 (million €)

	Effects on OPERATING INCOME	Effects on FINANCIAL INCOME	Total
Loss of stake (CPL and BSUS)	-	(5.2)	(5.2)
	-	(5.2)	(5.2)

Without the effects of the exceptional events of the last financial year, the

final result would total € 42.6 million, a year-on-year decrease of 16%.

WITHOUT THE EFFECTS OF THE EXCEPTIONAL T3 FEE DISPUTES

	2014	2013	Variation	% Var.
Operating profit	45.1	50.3	(5.2)	-10%
Financial result	(2.5)	0.5	(3.0)	-
Profit for the year	42.6	50.8	(8.2)	-16%



Net turnover totalled
€ 154.8 million
and fell 3% due to
reductions in fees

Net turnover was € 154,8 million and had fallen 3% year on year despite the good performance of traffic and port activity indicators in 2014.

A number of legislative changes came into force on 1 January 2014 aimed at reducing the basic amounts of the ship's, passengers and goods fees, as

well as the rate of the occupation fees and the coefficient of the full rail freight rate. In accordance with these amendments, approved in the General Budget Law for 2014, there was an average annual reduction of 5% in the basic amounts of the fees for ships, passengers and goods and of 8.5% with respect to the occupation fee was expected.

NET TURNOVER (ACCORDING TO INCOME STATEMENT) (thousand €)

	2014	2013	Variation	% Var.
Port fees	142,882	147,860	(4,977)	-3%
Occupation rate	54,868	58,279	(3,411)	-6%
Utilisation fees	70,401	71,841	(1,440)	-2%
<i>Vessel fee</i>	26,320	25,080	1,240	5%
<i>Fee for pleasure craft</i>	250	384	(134)	-35%
<i>Passenger fee</i>	8,558	8,795	(237)	-3%
<i>Goods fee</i>	34,844	37,299	(2,455)	-7%
<i>Fresh fish fee</i>	174	163	11	7%
<i>Fee for special use of the transit area</i>	255	120	135	113%
Activity fee	16,421	16,488	(67)	0%
Navigation aids fee	1,192	1,252	(60)	-5%
Other business income	11,950	11,041	909	8%
Amounts in addition to fees	5,236	4,165	1,071	26%
Fees and other	6,714	6,876	(162)	-2%
	154,832	158,901	(4,069)	-3%

The total volume of port traffic increased 9% to 45.3 million tonnes (not including fees for fresh fish and supplies). Container traffic totalled 1,893,299 TEU, recording a year-on-year increase of 10%. This positive change was distributed evenly between origin and destination containers (10%) and transits (11%). Car traffic increased 6% once again to a total of 748,394 units, thanks to the 15% increase in exports.

However, passenger figures fell by 5% overall, caused by the 9% drop in the number of cruise passengers, partly offset by the 7% increase in regular ferry passengers.

The revenue generated by concessions in the public domain fell 3% year on year when taking into consideration the occupation rate (-6%) and the activity rate, which stood at the same level of revenue as in 2013.



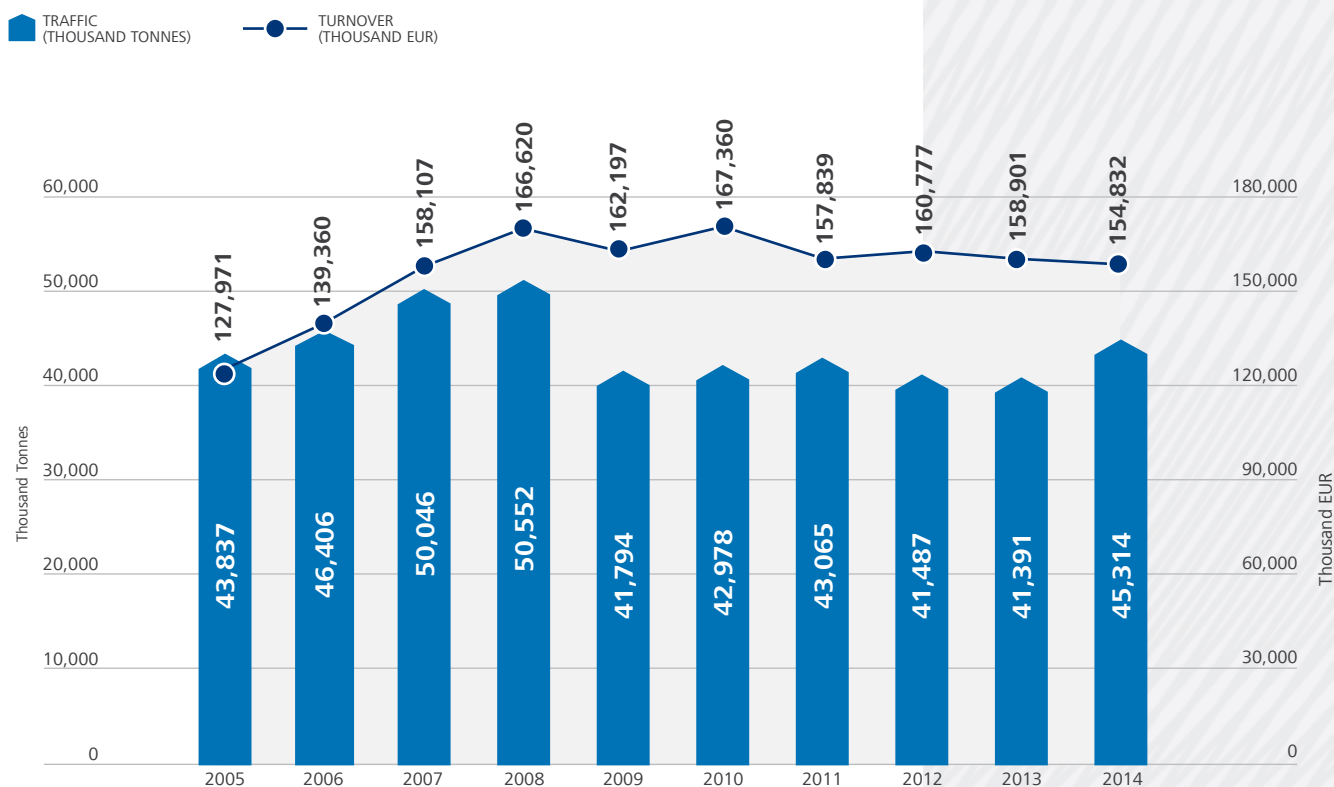
NET TURNOVER (BY BUSINESS LINES) (thousand €)

	2014	2013	Variation	% Var.
Port fees and additional amounts	148,118	152,025	(3,907)	-3%
Vessels and navigation aids	27,512	26,332	1,180	4%
Goods	34,844	37,299	(2,455)	-7%
Passengers	8,558	8,795	(237)	-3%
Fresh fish	174	163	11	7%
Pleasure craft	250	384	(134)	-35%
Public domain concessions	76,432	78,825	(2,393)	-3%
Other fees for use of the public domain	93	107	(14)	-13%
Fee for special use of the transit area	255	120	135	113%
Fees for commercial services	6,714	6,876	(162)	-2%
	154,832	158,901	(4,069)	-3%

NET REVENUES 2013 (BY BUSINESS LINES)

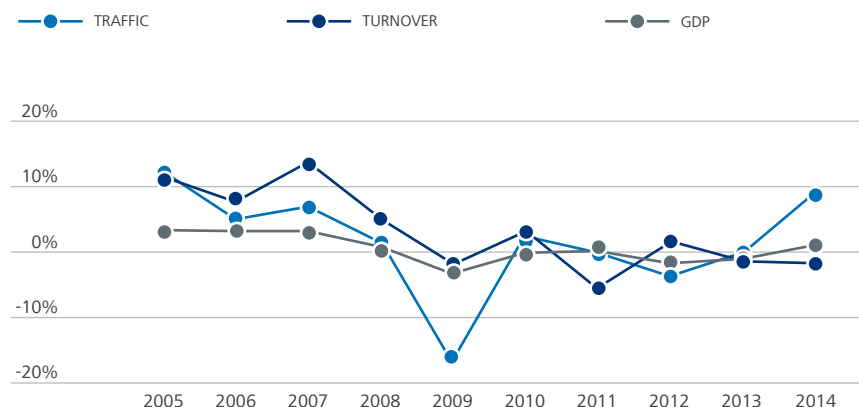


PROGRESSION OF TURNOVER AND VOLUME OF TRAFFIC



PROGRESSION IN ANNUAL TRAFFIC VARIATIONS AND INCOME COMPARED TO GDP

■ TRAFFIC
■ TURNOVER
■ GDP



Operating profit totalled € 45.1 million and would have fallen 10% without the effect of exceptional events

Operating income fell 20% year on year, but would have fallen 10% without the effects of the extraordinary € 4.4 million loan to deal with T3 disputes (Other results) or the € 2 million fair value payment relating to the expropriation of land affected by the Baix Llobregat Wastewater treatment plant

construction project (in the results under disposals of fixed assets).

A significant reduction in other operating income caused by several items of extraordinary income recorded in 2013 must be added to the decrease in sales volume.

OPERATING PROFIT (thousand €)

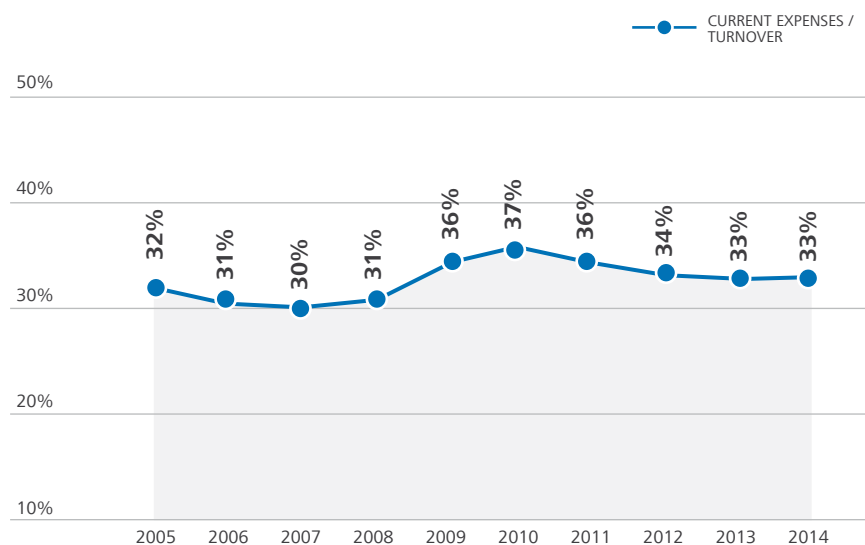
	2014	2013	Variation	% Var.
Net turnover	154,832	158,901	(4,069)	-3%
Other operating income	3,346	4,982	(1,636)	-33%
Staff costs	(29,837)	(29,622)	(215)	1%
Other operating expenses	(38,261)	(41,484)	3,223	-8%
Depreciation of tangible assets	(51,699)	(48,888)	(2,811)	6%
Allocation of grants and other non-financial assets	6,781	6,764	17	0%
Surplus provisions	526	-	526	-
Impairment and gains on disposals of assets	(562)	1,637	(2,199)	-
Other results	-	4,442	(4,442)	-
Total	45,126	56,732	(11,606)	-20%

For expenses, the only significant increase stems from provisions for depreciation of fixed assets, since current expenses fell by 2% overall.

Despite the reduction in turnover in the last two years, cost containment measures have stabilised the income absorption rate by 33%.



INCOME ABSORPTION RATIOS



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

The financial result recorded a loss of € 7.7 million and a net fall of 25.8 million, compared with profit in the previous year:

- The sale of the stake that the organisation held in the company Creuers del Port de Barcelona S.A. meant a gain of € 14 million in 2013.
- During the year, the company recorded a loss of € 5.1 million for impairment of the share it holds in Consorci de Parcs Logístics (CPL). In September, the Management Board approved the operation by the Port withdrew its capital from CPL, which at year-end was still being processed by Puertos del Estado.
- The decline in financial income was caused by the entering into the 2013 accounts of the € 2.4 million corresponding to the part of the outstanding loan to deal with disputes over T3 applying to interest, as well as € 1.2 million of interest arising from the legal ruling on the expropriation of land affected by the proposed construction of the Baix Llobregat Wastewater treatment plant.
- The appreciation of swap contracts through which the Port pays fixed but receives variable amounts, meant a loss of € 0.7 million at the end of the financial year and a year-on-year decline of € 4 million in net profit.

FINANCIAL RESULTS (thousand €)

	2014	2013	Variation	% Var.
Financial income	6,721	10,127	(3,406)	-34%
Financial expenses	(8,513)	(9,353)	840	-9%
Change in fair value of financial instruments	(684)	3,361	(4,045)	
Impairment and gains on disposals of financial instruments	(5,224)	13,964	(19,188)	
Total	(7,700)	18,099	(25,799)	



The company generated an EBITDA of € 111.8 million and operating cash flow of 103.7 million €

The Port investment
€ 40.8 million

The organisation's EBITDA was € 111.8 million and resources from operations generated an operating

cash flow of € 103.7 million, up 13% from the 91.4 million the previous year.

(Thousand €)

Operating profit	45,126
Adjustments	66,712
OPPE funding	5,914
Net contribution Interport Fund	4,453
Collection of Prat Wharf compensation	16,668
Provisions for liabilities and expenses	-526
Depreciation of fixed assets	51,699
Valuation adjustments for impairment of non-current assets	-217
Impairment and gains on disposals of assets	779
Reclassification from fixed assets to expenses	7
Allocation of subsidies and other non-financial assets	-6,781
Income from return of concessions	-960
Entering advances received for serv, rendered in results	-4,324
EBITDA	111,838

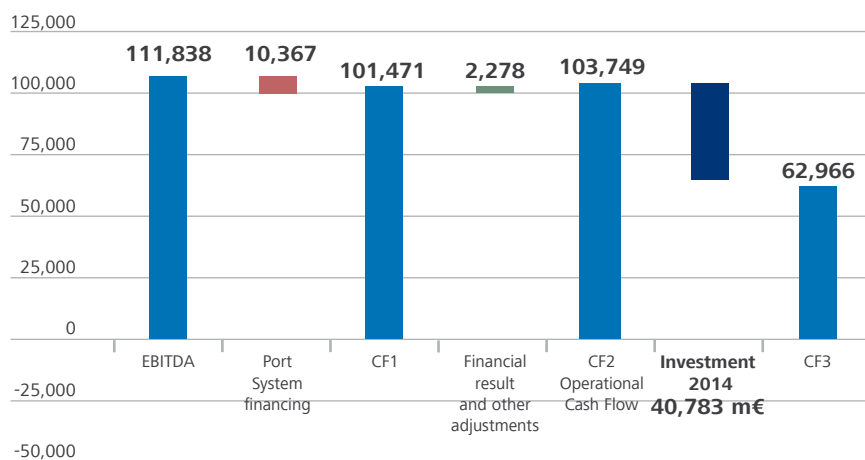
(Million €)

	2014
Intangible assets purchased	3.1
Fixed assets purchased	29.1
Prat wharf	5.4
East Seawall	0.3
Accesses to the southern enlargement	6.8
Railways	9.0
Sud wharf	0.5
Quality control on small-budget works	1.8
Hardware	1.4
Cultural heritage	0.7
Other	3.2
Financial investments	8.6
	40.8





NEED FOR EXTERNAL FINANCING (thousand €)



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

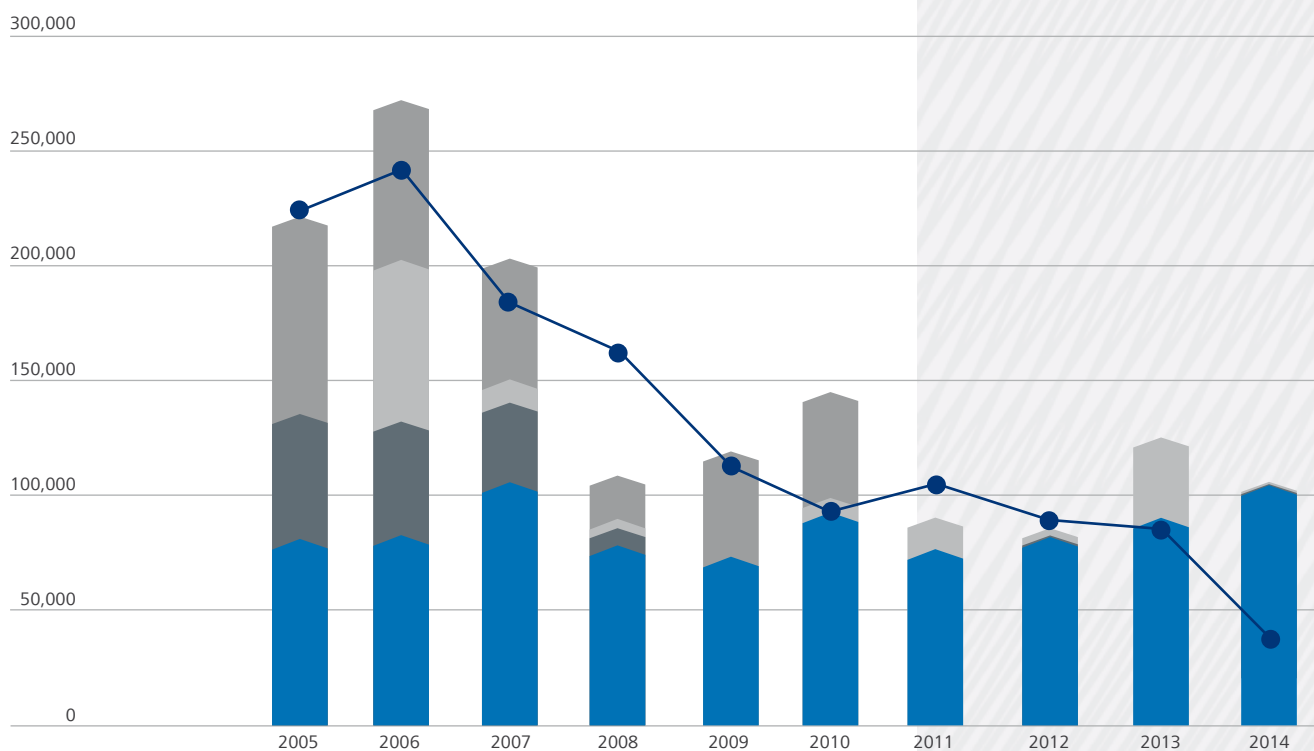
CF1: Cash Flow before financial result and adjustments

CF2: Operating Cash Flow = resources from operations

CF3: Surplus in the generation of resources in respect of investment needs for the year

INVESTMENT FINANCING (thousand €)

CASH FLOW CAPITAL GRANTS PRIVATE DEBT FOR FUNDING CAPITAL DEBT INVESTMENT

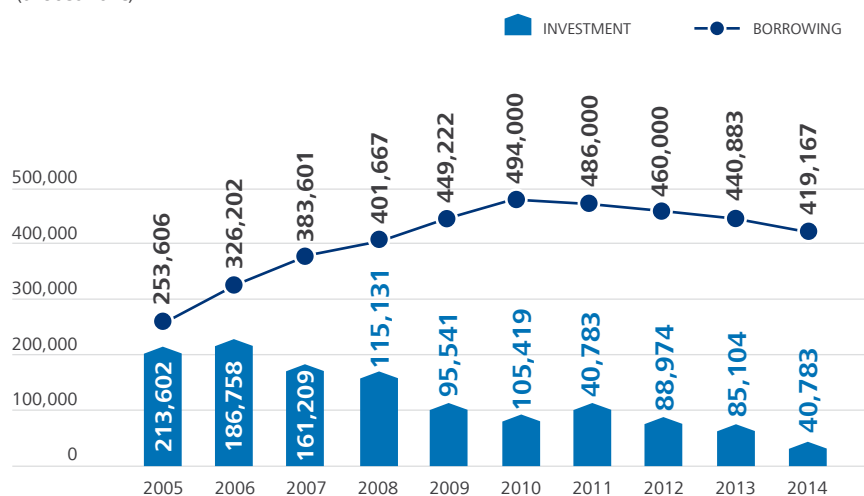


	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Investment	213,602	245,214	186,758	161,209	115,131	95,541	105,419	88,975	85,104	40,783
Debt	90,000	75,000	58,000	20,000	50,000	50,000	0	0	0	0
Private debt for funding capital	0	74,000	13,350	4,000	0	9,722	16,258	6,599	40,866	1,411
Capital grants	61,848	56,448	38,744	10,012	0	0	1	694	0	619
Cash Flow	82,000	83,868	104,103	77,987	75,353	93,922	78,335	84,159	91,445	103,749

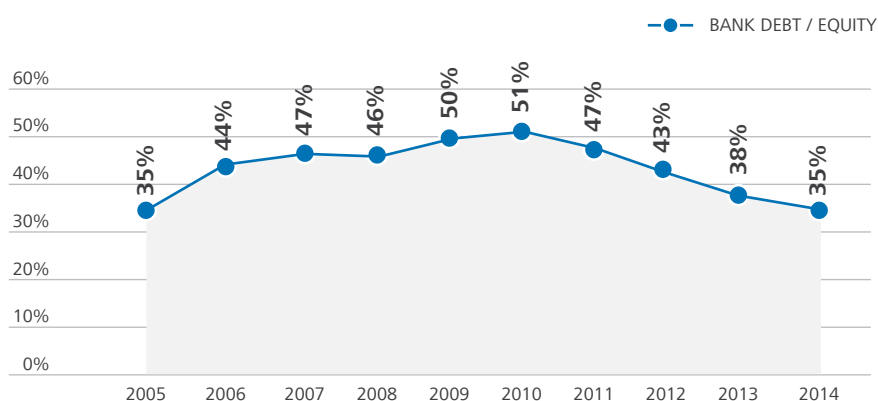


PROGRESSION OF ANUAL INVESTMENT AND LONG-TERM BANK DEBT

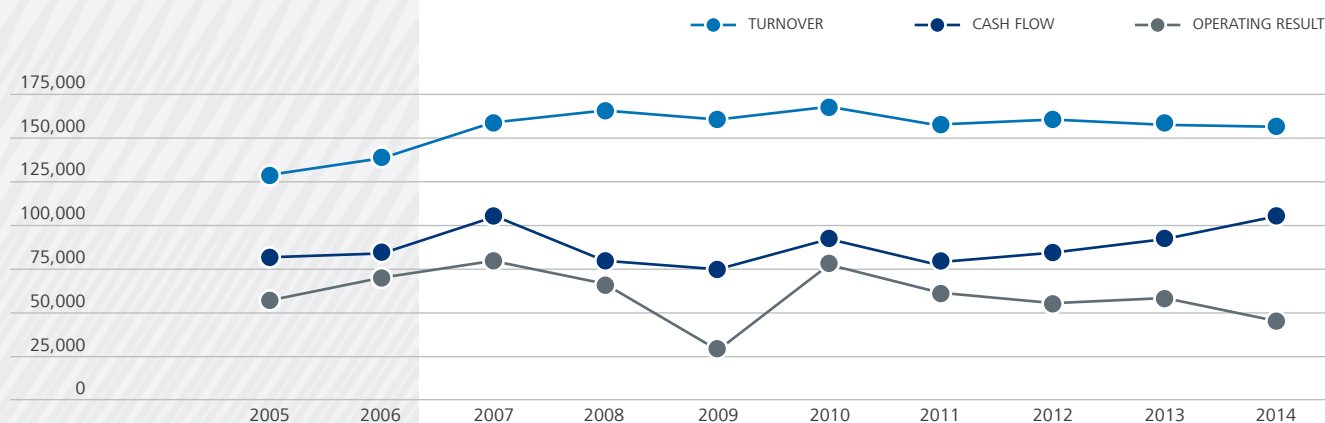
(thousand €)



PROGRESSION OF THE DEBT RATIO (thousand €)



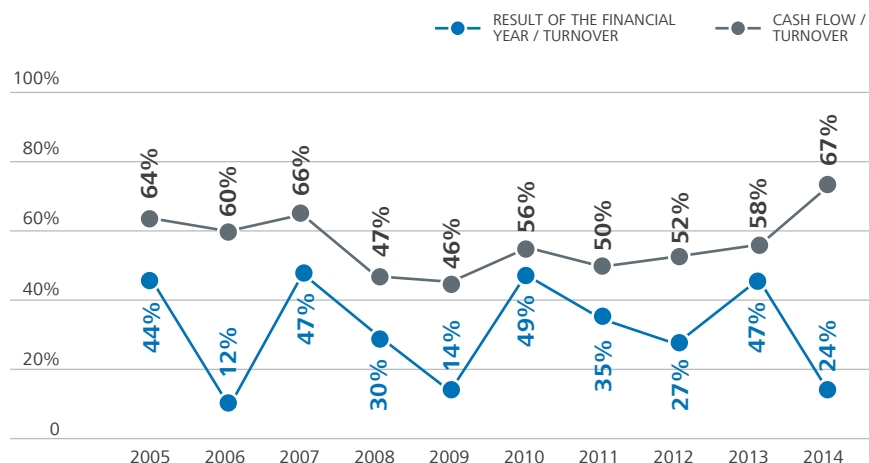
PROGRESSION OF THE MAIN ECONOMIC INDICATORS (thousand €)



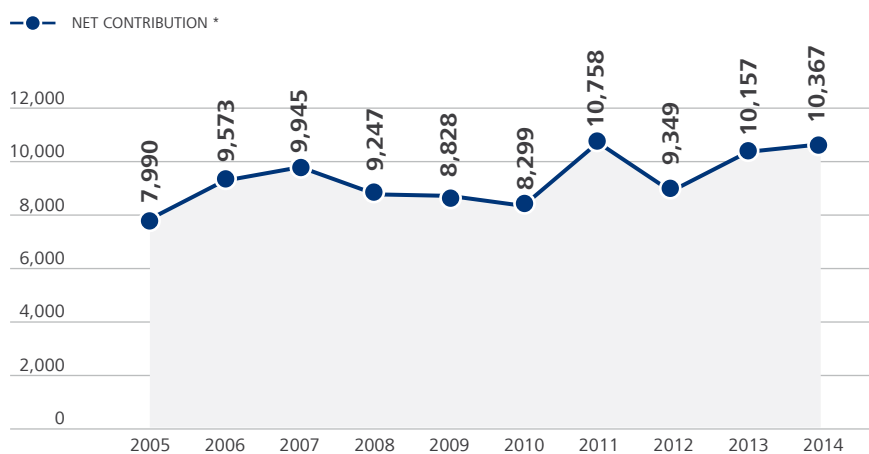
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Turnover	127,971	139,360	158,107	166,620	162,197	167,360	157,839	160,777	158,901	154,832
Cash Flow	82,000	83,868	104,102	77,987	75,353	93,922	78,335	84,159	91,445	103,749
Operating income	58,033	69,562	80,670	68,949	29,816	77,845	60,313	54,609	56,732	45,126



RATIOS OF THE MAIN ECONOMIC INDICATORS



APB CONTRIBUTION TO THE STATE PORTS SYSTEM (thousand €)



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





BALANCE SHEET (thousand €)

	2014	2013		2014	2013
NON-CURRENT ASSETS	1,851,998	1,870,002	NET CAPITAL	1,458,843	1,428,268
I. Intangible assets	21,265	30,385	A1. Equity	1,189,568	1,152,142
1. Industrial property and other intangible assets	9,316	19,220	I. Capital	512,743	512,743
2. IT applications	11,949	11,165	III. Reserves	639,399	564,568
			VII. Profit for the year	37,426	74,831
II. Tangible fixed assets	1,477,061	1,489,966	A2. Adjustments for changes in value	-	-
1. Land and natural assets	279,647	257,060	A3. Subsidies, donations and legacies received	269,275	276,126
2. Buildings	1,129,182	1,109,884	1. Official capital subsidies	256,131	262,287
3. Technical equipment and facilities	1,579	1,436	2. Capital donations and legacies	20	20
4. Tangible fixed assets and advance payments	58,029	112,624	3. Other subsidies, donations and legacies	13,124	13,819
5. Other fixed assets	8,624	8,962			
III. Real estate investments	251,402	248,994	NON-CURRENT LIABILITIES	618,579	634,099
1. Land	227,811	227,811	I. Long-term provisions	17,815	2,382
2. Buildings	23,591	21,183	1. Long-term staff benefit obligations	277	277
			2. Provisions for legal liabilities	17,538	2,105
IV. Long-term debt with group and associated companies	88,566	93,210	3. Other provisions	-	-
1. Equity instruments	75,430	80,654			
2. Loans to companies	13,136	12,556	II. Long-term debts	427,378	448,361
			1. Debt with credit institutions	419,167	440,833
V. Long-term financial investments	4,433	4,898	2. Long-term suppliers of fixed assets	-	-
1. Equity instruments	1,761	1,761	3. Other	8,211	7,528
2. Loans to third parties	2,325	2,790			
3. Public admin, official subsidies receivable	-	-	III. Long-term debt with group and associated companies	-	-
4. Other financial assets	347	347			
VI. Deferred tax assets	-	-	IV. Deferred tax liabilities	-	-
VII. Non-current trade debtors	9,271	2,549			
			V. Long-term accruals and deferrals	173,386	183,356
CURRENT ASSETS	280,268	254,963	CURRENT LIABILITIES	54,844	62,598
I. Non-current assets held for sale	-	-	II. Short-term provisions	-	-
II. Stocks	205	206	III. Short-term debts	37,348	31,779
III. Trade debtors and other receivables	38,413	60,166	1. Debt with credit institutions	22,271	19,802
1. Customers for sales and services provided	22,022	34,449	2. Short-term suppliers of fixed assets	8,173	8,975
2. Customers and debtors, group and associated companies	2,777	9,335	3. Other financial liabilities	6,904	3,002
3. Miscellaneous receivable accounts	3,892	2,393			
4. Public admin., official subsidies receivable	-	-	IV. Short-term debt with group and associated companies	269	305
5. Other credits with public administrations	9,722	13,989	1. Debt with companies of the group	112	143
			2. Debt with associated companies	157	162
IV. Short-term debt with group and associated companies	22,500	-	V. Trade creditors and other receivables	17,227	30,514
V. Short-term financial investments	207,122	155,122	1. Creditors and other receivables	8,153	14,429
1. Equity instruments	-	-	2. Advance payments of public subsidies	-	-
2. Loans to companies	122	122	3. Other debts with public administrations	9,074	16,085
3. Other financial assets	207,000	155,000			
VI. Accruals and deferrals	1,926	1,193	VI. Accruals and deferrals	-	-
VII. Cash and other cash equivalent assets	10,102	38,276			
1. Cash and banks	10,102	38,276			
2. Other cash equivalents	-	-			
TOTAL ASSETS	2,132,266	2,124,965	TOTAL LIABILITIES	2,132,266	2,124,965



PROFIT AND LOSS ACCOUNT (thousand €)

	2014	2013	Variation	% Var.
1. Net turnover	154,832	158,901	(4,069)	-3%
A. Port fees	142,882	147,860	(4,978)	-3%
a) Occupation fee	54,868	58,279	(3,411)	-6%
b) Fees for the special use of port facilities	70,401	71,841	(1,440)	-2%
1. Vessel fees	26,320	25,080	1,240	5%
2. Fees for pleasure craft	250	384	(134)	-35%
3. Passenger fees	8,558	8,795	(237)	-3%
4. Goods fees	34,844	37,299	(2,455)	-7%
5. Fresh fish fees	174	163	11	7%
6. Fee for special use of the transit area	255	120	135	113%
c) Activity fee	16,421	16,488	(67)	-0%
d) Navigation aids fee	1,192	1,252	(60)	-5%
B. Other business income	11,950	11,041	909	8%
a) Amounts in addition to fees	5,236	4,165	1,071	26%
b) Fees and other	6,714	6,876	(162)	-2%
5. Other operating income	3,346	4,982	(1,636)	-33%
a) Accessory and other current management income	2,054	3,428	(1,374)	-40%
b) Operating subsidies incorporated into the the result of the financial year	44	351	(307)	-87%
c) Income from return of concessions	960	941	19	2%
d) Interport Fund compensation received	288	262	26	10%
6. Staff costs	(29,837)	(29,622)	(215)	1%
a) Wages, salaries and similar expenses	(20,776)	(20,588)	(188)	1%
b) Indemnities	-	(509)	509	-100%
c) Social charges	(9,061)	(8,525)	(536)	6%
d) Provisions	-	-	-	-
7. Other operating expenses	(38,261)	(41,484)	3,223	-8%
a) External services	(25,117)	(26,886)	1,769	-7%
1. Repairs and upkeep	(10,835)	(11,932)	1,097	-9%
2. Services from independent professionals	(3,742)	(4,535)	793	-17%
3. Supplies and consumption	(1,941)	(2,089)	148	-7%
4. Other external services	(8,599)	(8,330)	(269)	3%
b) Taxes	(1,653)	(1,591)	(62)	4%
c) Losses, impairment and variation of provisions for commercial operations	(150)	(1,220)	1,070	-88%
d) Other current management expenses	(686)	(1,368)	682	-50%
e) Contribution to Puertos del Estado	(5,914)	(5,982)	68	-1%
f) Interport Fund contribution	(4,741)	(4,437)	(304)	7%
8. Depreciation of tangible assets	(51,699)	(48,888)	(2,811)	6%
9. Allocation of subsidies and other non-financial assets	6,781	6,764	17	0%
10. Surplus provisions	526	-	526	-
11. Impairment and gains on disposals of assets	(562)	1,637	(2,199)	-
a) Impairment and losses	217	247	(30)	-12%
b) Gains on disposals and others	(779)	1,390	(2,169)	-
Other results	-	4,442	(4,442)	-100%
a) Exceptional income	-	4,442	(4,442)	-100%
b) Exceptional expenses	-	-	-	-
OPERATING RESULT	45,126	56,732	(11,606)	-20%
12. Financial income	6,721	10,127	(3,406)	-34%
a) Stakes in financial instruments	1,415	1,269	146	12%
b) Of negotiable securities and other financial instruments	5,105	8,675	(3,570)	-41%
c) Incorporation of financial expenses to assets	201	183	18	10%
13. Financial expenses	(8,513)	(9,353)	840	-9%
a) For third party debts	(8,513)	(9,122)	609	-7%
b) For updating of provisions	-	(231)	231	-100%
14. Change in fair value of financial instruments	(684)	3,361	(4,045)	-
a) Portfolio for negotiation and other	(684)	3,361	(4,045)	-
16. Impairment and gains on disposals of financial instruments	(5,224)	13,964	(19,188)	-
a) Impairment and losses	(5,224)	-	(5,224)	-
b) Gains on disposals and others	-	13,964	(13,964)	-
FINANCIAL RESULT	(7,700)	18,099	(25,799)	-
PRE-TAX RESULT	37,426	74,831	(37,405)	-50%
17. Tax on profits	-	-	-	-
BALANCE OF THE FINANCIAL YEAR	37,426	74,831	(37,405)	-50%



SOURCE AND APPLICATION OF FUNDS (thousand €)

	2014	2013
APPLICATIONS	75,229	116,691
Non-current assets added	41,055	85,104
Acquisition of intangible and material fixed assets	32,182	83,705
Financial assets purchased	8,601	1,399
Fixed assets from returned concessions	272	-
Reductions in equity	-	-
Interport Fund contribution	4,741	4,437
Non-current liabilities removed	29,433	27,150
Cancellation/Transfer of debt to credit institutions	21,667	19,167
Cancellation/Transfer of debts with suppliers of fixed assets	-	-
Cancellation/Transfer of loans with group and associated companies	7,058	7,983
Application of long-term provisions	708	-
SOURCES	108,288	157,129
Resources from operations	103,749	91,445
Interport Fund compensation received	288	262
Subsidies and income from return of concessions	891	-
Deferred capital subsidies	619	-
Income from return of concessions	272	-
Non-current liabilities added	1,411	40,866
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	1,411	40,866
Non-current assets added	1,766	17,736
Disposal of tangible and intangible fixed assets	1	2,097
Disposal of financial instruments	-	14,565
Other L/t financial investments cancelled/transferred to S/t	1,765	1,074
L/t subsidies receivable cancelled/transferred to S/t	-	-
Commercial non-current and other debtors cancelled/transferred	-	-
Other	183	6,820
Excess of sources over applications	33,059	40,438
Excess of applications over sources	-	-

RESOURCES FROM OPERATIONS (thousand €)

	2014	2013	Variation	Var.
Result of the period	37,426	74,831	(37,405)	-50%
Adjustments	66,323	16,614	49,709	
Interport Fund compensation received (-)	(288)	(262)	(26)	
Interport Fund contribution (+)	4,741	4,437	304	
Depreciation of fixed assets (+)	51,699	48,888	2,811	
Valuation adjustments for impairment of non-current assets (+/-)	5,007	(247)	5,254	
Provisions for liabilities and expenses (+/-)	16,142	674	15,468	
Results from fixed assets (+/-)	779	(15,354)	16,133	
Reclassification from fixed assets to expenses (+/-)	7	95	(88)	
Entering subsidies, donations and legacies in results (-)	(7,741)	(7,704)	(37)	
Entering advances received for services rendered in results (-)	(4,324)	(3,542)	(782)	
Financial expenses included in assets (-)	(200)	(183)	(17)	
Change in fair value of financial instruments (+/-)	684	(3,361)	4,045	
Income and expenses from financial revisions (+/-)	-	(7)	7	
OPPE income payment of principles and interest on T3 fee disputes (+/-)	(183)	(6,820)	6,637	
Total	103,749	91,445	12,304	13%

**CASH FLOW** (thousand €)

	2014	2013
A) CASH FLOWS FROM OPERATING ACTIVITIES	94,517	73,686
Profit before tax	37,426	74,831
Adjustments to the result	64,165	14,329
Depreciation of fixed assets (+)	51,699	48,888
Valuation adjustments for impairment	5,007	(247)
Variation of provisions	16,142	650
Entering subsidies (-)	(6,781)	(6,764)
Results of fixed assets removed or disposed of	779	(1,389)
Results of financial instruments removed or disposed of	-	(13,964)
Financial income (-)	(6,721)	(10,127)
Financial expenses (+)	8,513	9,353
Change in fair value of financial instruments	684	(3,361)
Income from return of concessions (-)	(960)	(941)
Entering advances received for sales in results	(4,324)	(3,542)
Other income and expenses	127	(4,227)
Changes in working capital	(5,780)	(6,330)
Stocks	1	28
Trade debtors and other receivables	12,348	(14,584)
Other current assets	(732)	(76)
Creditors and other receivables	(5,772)	6,982
Other current liabilities	2,612	1,464
Other non-current assets and liabilities	(14,237)	(144)
Cash flows from operating activities	(1,294)	(9,144)
Interest payments (-)	(8,603)	(9,150)
Dividends received ()	1,415	1,269
Interest received (+)	2,391	6,007
Late payment interest due to fee disputes (-)	(6,740)	(98)
Late payment interest received due to fee disputes (+)	5,266	-
Tax on profits received/paid	5,077	(7,172)
Other payments received/made	(100)	-
B) CASH FLOWS FROM INVESTMENT ACTIVITIES	(107,268)	(59,704)
Payments for investments (-)	(110,046)	(81,919)
Group and associated companies	(22,500)	(626)
Intangible assets	(5,612)	(3,844)
Tangible fixed assets	(29,873)	(55,449)
Real estate investments	-	-
Other financial assets	(52,061)	(22,000)
Proceeds from divestitures (+)	2,778	22,215
Group and associated companies	-	14,565
Tangible fixed assets	2	2,118
Other assets	2,776	5,532
C) CASH FLOWS FROM FINANCING ACTIVITIES	(15,423)	(9,103)
Equity instruments received and paid	619	-
Subsidies, donations and legacies received	619	-
Financial liability instruments received and paid	(16,042)	(9,103)
Issue	3,125	3,897
Other payables (+)	3,125	3,897
Repayment and depreciation of:	(19,167)	(13,000)
Debt with credit institutions (-)	(19,167)	(13,000)
NET INCREASE/DECREASE IN CASH AND CASH EQUIVALENTS (A+B+C)	(28,174)	4,879
Cash and cash equivalents at beginning of FY	38,276	33,397
Cash and cash equivalents at end of FY	10,102	38,276



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NOTION

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A photograph of several stacked shipping containers in various colors (blue, orange, green, white) in an outdoor setting. The containers are arranged in rows, with some stacked on top of others. The background shows a clear sky and a paved ground.

3

DEVELOPMENT OF TRAFFIC



DEVELOPMENT OF TRAFFIC



The Port of Barcelona's main cargo indicators performed well in 2014, in parallel to the recovery in economic activity, with total traffic at the Port of Barcelona increasing 9% to 46.3 million tonnes



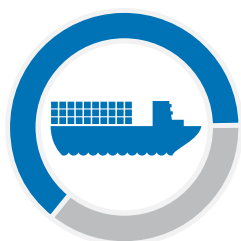
STOPOVERS

The number of stopovers remained stable compared to the previous year, with a total of 7,822 (86 more than 2013, a year-on-year increase of 1%).

The ships that dock at the Port of Barcelona are getting much larger: average tonnage increased by 5.5% year on year from 33,928 to 35,781.

SHARE OF GENERAL CARGO IN TOTAL TRAFFIC 2014

(thousand tonnes)



GENERAL CARGO
27,600

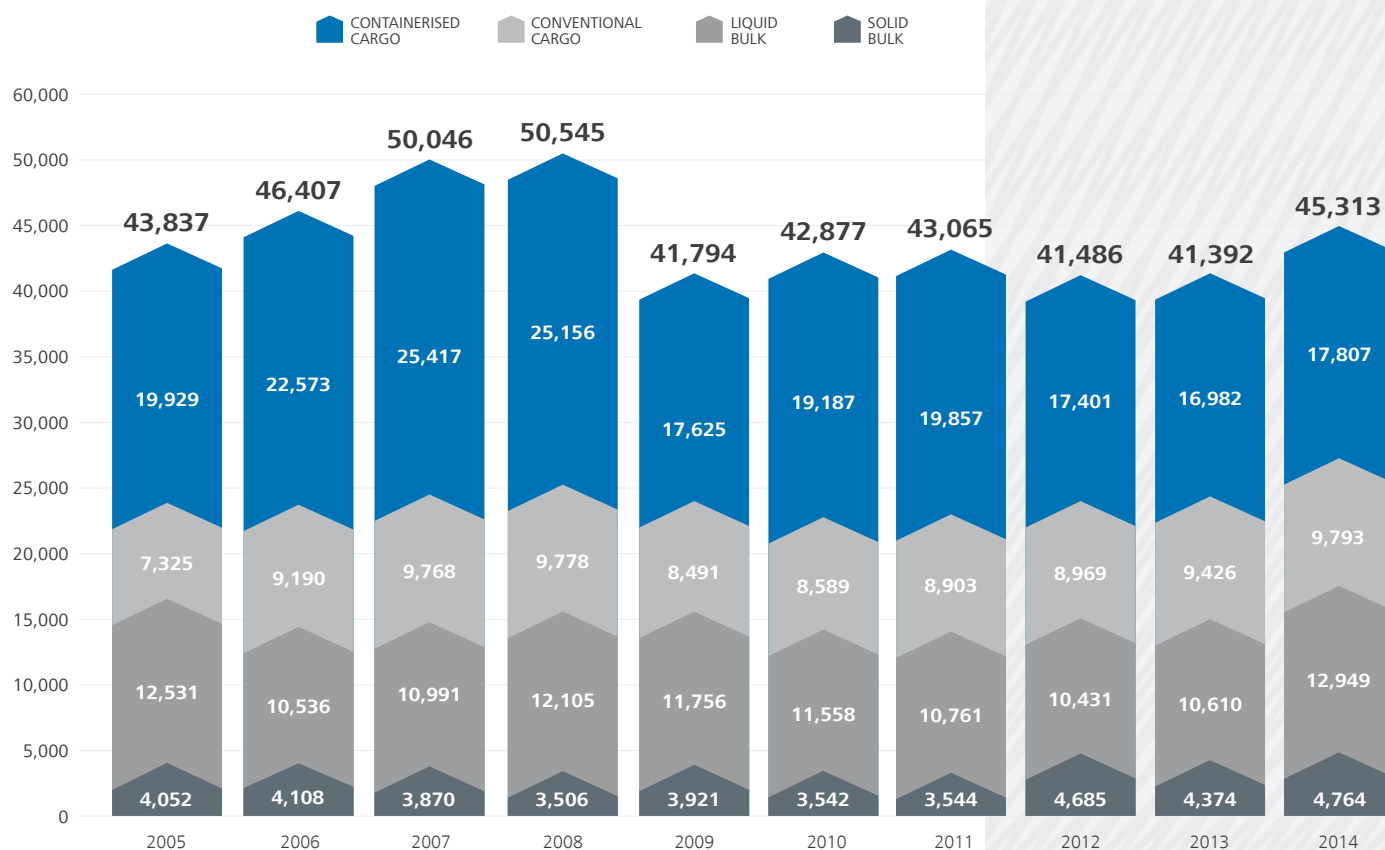
61%

REMAINING TRAFFIC
17,713

39%

DEVELOPMENT IN SHIP TRAFFIC, 2005-2014

(thousand tonnes)



CONTAINERS

Container traffic, one of the port's strategic sectors, followed the same trend and grew 10% to 1.9 million TEU (one TEU is equivalent to one 20-foot container). This development was driven largely by strong foreign trade - import and export of full containers - which exceeded one million TEU at the Port of Barcelona for the first time.

Full container exports rose 7%, marking a year-on-year increase of 4.5%. The Port transported 621,870 full export TEU, marking a new record for this type of traffic and confirming the efforts of our productive sector to open up to international markets. Among the main countries receiving these full containers, led by the United Arab Emirates (accounting for more than 10% of the total) the main growth was in exports to China (+33%), South Korea (+35%), the USA (+17%), Mexico (+15%) and South Africa (+14.5%).

One highlight of 2014 was the 12% increase in full import containers, which totalled 437,435 TEU, and was linked to a revival in domestic consumption and industrial activity. While export cargo is divided between several countries of destination, China remains the first country of origin of imported goods arriving at the Port of Barcelona, with a share of almost 40%. More than 180,000 TEU came from China last year, up 16% year on year, along with significant growth in imports from Turkey (+19%) and Vietnam (+15%). In fact, Barcelona is Spain's main port for trade in coffee, most of which comes from Vietnam. South Korean imports increased 154%, particularly in car parts.

Another factor contributing to the positive trend in container traffic is cabotage (shipping to other destinations in Spain, especially the Canary Islands), which represented 187,358 TEU, and transhipment.

Foreign trade exceeded one million TEU at for the first time

FULL IMPORT CONTAINERS 2014

+7%

FULL EXPORT CONTAINERS 2014

+12%

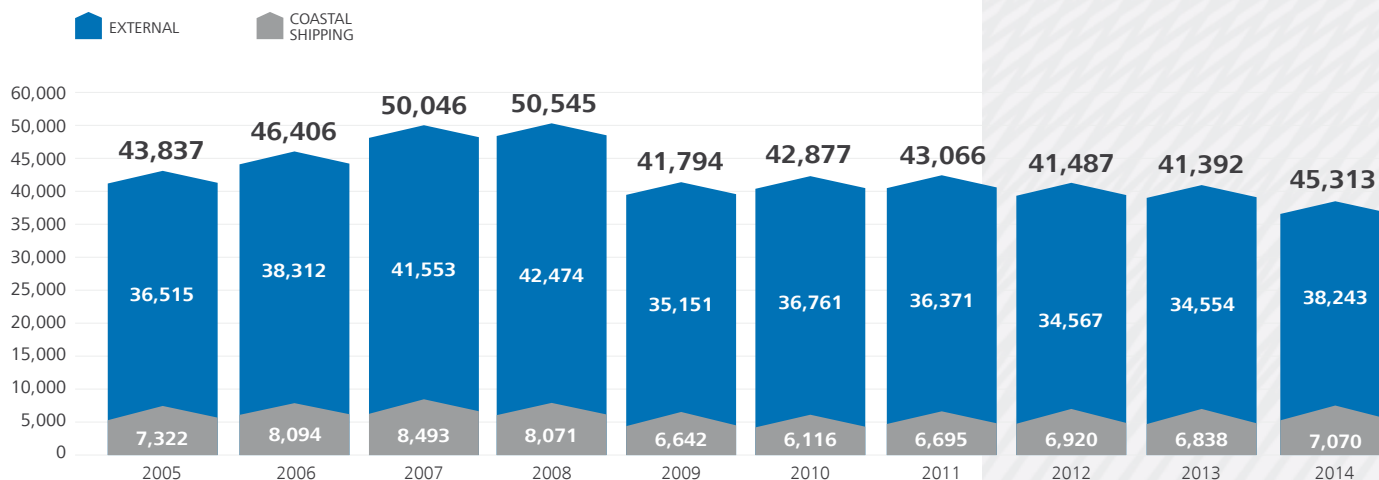
Despite falling figures in recent years, container transhipment increased by 11% in 2014 and stood at 312,000 TEU. This is not the Port's priority traffic, because it has no direct involvement with the local economy, but it does generate synergies that improve stopover priorities and bring down associated costs.





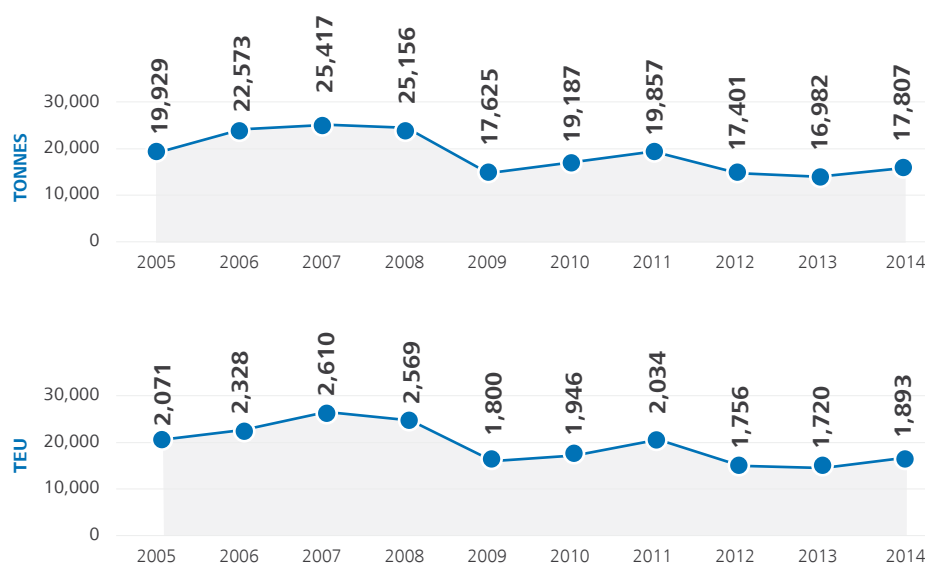
DEVELOPMENT OF GOODS TRAFFIC BY TYPE OF SHIPPING 2005-2014

(thousand tonnes)



DEVELOPMENT OF CONTAINERISED GENERAL CARGO TRAFFIC 2005-2014

(thousand TEU and thousand tonnes)

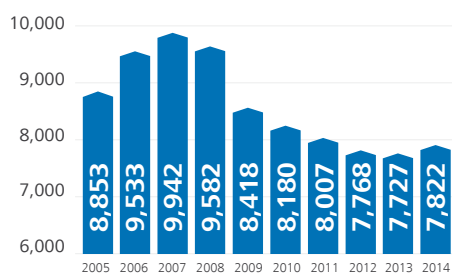


One highlight of 2014 was the 12% increase in full import containers, which was linked to a revival in domestic consumption and industrial activity

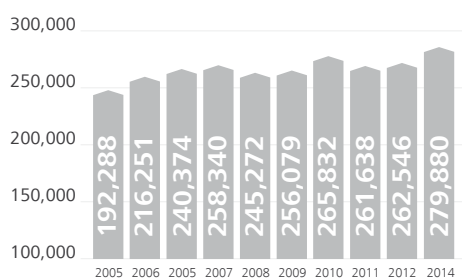


PROGRESSION OF VESSEL TRAFFIC 2005-2014

NUMBER OF VESSELS



TONNAGE





RAIL TRAFFIC

The Port of Barcelona's firm commitment to multimodality led to growth in the rail share from 2.6% of total traffic in 2007 up to 12% in 2014.

Rail traffic of containers increased 22.67% in 2014, representing a total of 189,553 TEU that arrived or left using this mode of transport. Therefore 2014 was the best year for

the Port in terms of containers handled by rail, helped partly by the significant contribution of traffic to or from Zaragoza, which represented 69% of the total.

Moreover, the number of cars transported by rail to or from the Port stood at 199,409 units, representing a 30.64% rail share for car handling.

INCREASE IN RAIL TRAFFIC 2014



+22.67%





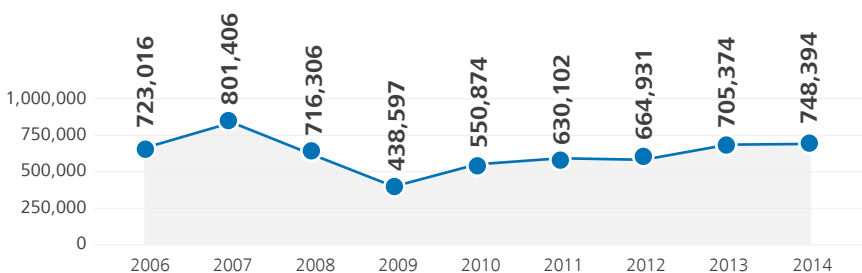
VEHICLES

Vehicle traffic continued the gradual recovery that began after the lows of 2009, with 748,394 new vehicles handled last year at the Port (+6%). Exports were the main driver of this positive trend, growing 13.5% to establish a new record of 431,440 units.

The Port of Barcelona remains committed to consolidating its position as a hub for this type of traffic while contributing to the success of the cluster for production of this sector within Spain. To this end, it is working to optimise the competitiveness of manufacturers and shipping companies by helping them to establish efficient logistics chains.

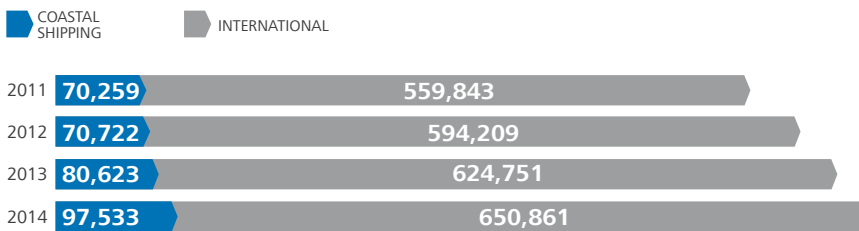


VEHICLES 2006-2014 (units)



Exports were the main reason for this positive trend in vehicle traffic, growing 13.5% to establish a new record of 431,440 units

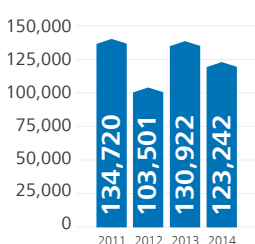
CAR TRAFFIC BY TYPE OF SHIPPING (units)



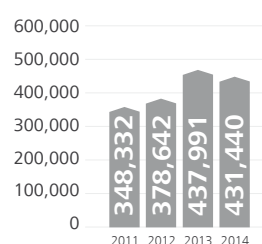
INTERNATIONAL CAR TRAFFIC

(units)

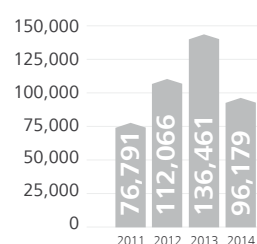
IMPORT



EXPORT

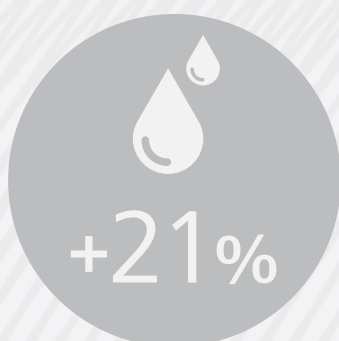


TRANSIT



SOLID AND LIQUID BULKS

The liquid bulk segment increased by 21%



Solid bulk

A record high of 4.8 million tonnes of solid bulk was achieved, marking a year-on-year increase of 9%, supported mainly by 26% increases in cement and clinker and a 23% rise in cereals and meal.

Liquid bulk

Liquid bulk was the traffic segment that increased the most (+21%). The 12.9 million tonnes recorded exceed the peak of 12.5 million tonnes in 2005.

These figures confirm the Port's role as a hub for oil and biofuels and indicate the commitment of companies that have chosen Barcelona as a base for storing and distributing these products. The overall increase in this traffic was caused mainly by diesel fuel, which rose 94% to over 3 million tonnes; biofuels (+120%), standing at 2 million tonnes; and chemicals, up 13% to over one million tonnes. This traffic is strategic for the Catalan chemicals industry, which processes and then exports the final product.





SHORT SEA SHIPPING

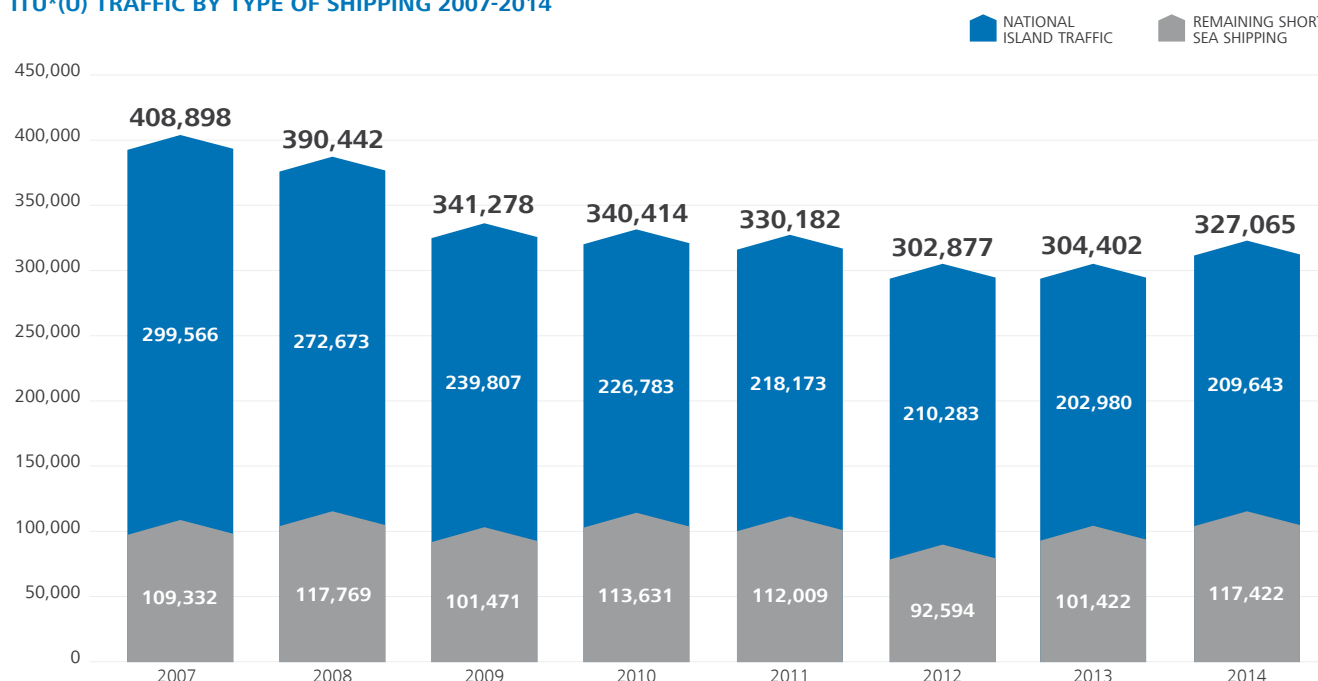
Short Sea Shipping accounted for 58.4% of total freight traffic at the Port of Barcelona. The most notable increases for 2014 occurred in liquid bulk (+31%) and automobile (+11.9%) traffic.

The Port's continued work and its firm commitment to this type of traffic helped to consolidate the motorways of the sea with Italy and North Africa, namely short sea shipping services that are an alternative to road transport.

This translated into an increase of 11%, making a total of 112,507 intermodal transport units (ITU). Barcelona remains the leading port and is well positioned for the development of motorways of the sea in the Mediterranean.



ITU*(U) TRAFFIC BY TYPE OF SHIPPING 2007-2014



*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

The Port of Barcelona received 3.5 million passengers, down 5% on the previous year. Despite this, **regular ferry services** to the Balearic Islands, Italy and North Africa performed well, with a 6.5% increase amounting to 1.1 million passengers. Of this total, 662,181 were national cabotage (up 2.6% year on year) and 346,832 were EU cabotage (+17.4%).

In 2014, the Port of Barcelona received **2,4 millions of cruise passengers**, a figure that positions it as the turnaround port par excellence in the Mediterranean and fourth in the world for this type of traffic. In 2014 Carnival group announced it would build a new terminal on Adossat wharf, which will complete the passenger service that the company currently offers on Passenger Terminal D (Palacruceros).

Moreover, Creuers del Port de Barcelona SA, the private concession-holder that manages the public cruise terminals, has renovated its facilities and has announced that it is to invest

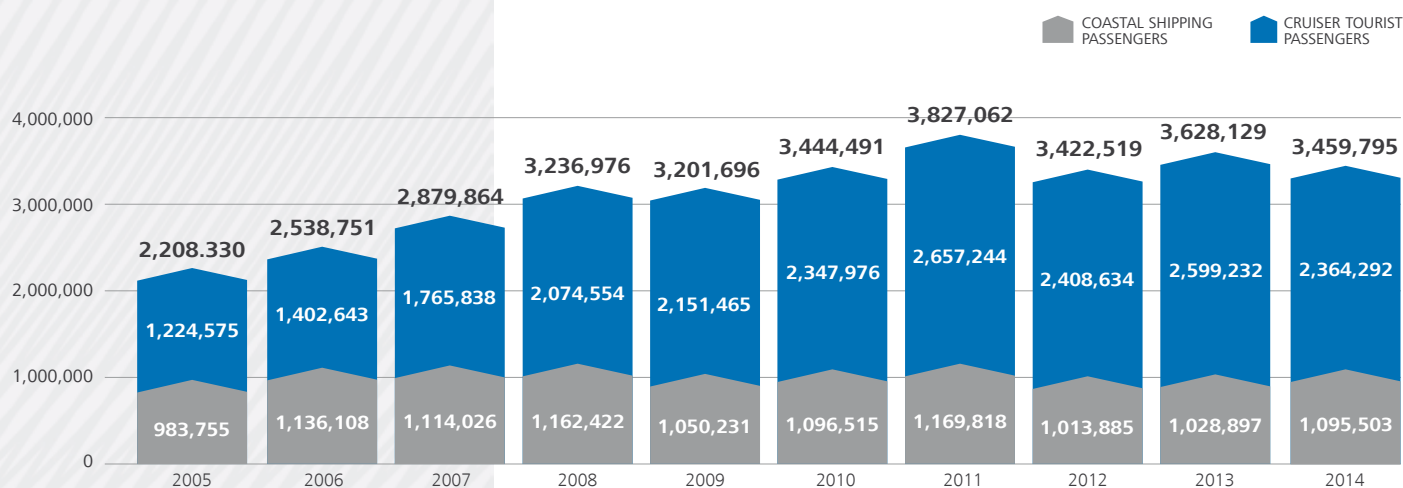
in new walkways in the coming years. One of the factors that contributes to the development of cruises in the city is the cooperation with the international and local stakeholders of the industry, of which three of the most valuable are Barcelona Tourism, Catalonia Tourism and Barcelona Airport, with which the Port has marked two historic milestones:

- In September we were the home port for three stopovers of the Oasis of the Seas, the largest cruise ship in the world, owned by Royal Caribbean.
- The city hosted the main Mediterranean cruise fair, the 2014 Seatrade Med Convention.

In line with its aim of strengthening our region while never forgetting the importance of a high-quality itinerary, the Port of Barcelona is a co-founder of Medcruise, the Mediterranean Cruise Association, by which it was chosen to preside over the Association for three years.

Regular ferry services increased by 6.5%, an outstanding result

DEVELOPMENT OF PASSENGER TRAFFIC 2005-2014





PORT PROTECTION

The most important protection measures were: the measures for cruise ships concerning stopovers by the Oasis of the Seas; measures applied on the Energy wharf; the specific module of the Sostrat system for managing temporary authorisations at gate 31; and on the container terminals, improving the system of own cameras and access control measures.

As every year, we approved and renewed the **video surveillance system** of the Port Authority Control Centre, via the Catalan Steering Committee for Surveillance Devices. In addition, a physical enclosure was built around the public berthing spaces on the Energy wharf (32A to 32G) shared by several users and terminals.

The **Annual safety drill** took place on the GRIMALDI terminal and involved a bomb threat situation that tested the responsiveness of the police forces and the supporting emergency services. Actions were taken during the year to check the communication, coordination and action procedures performed between the control centre and the terminal, and to examine the security measures included in the **Port of Barcelona Protection Plan**.

Throughout the year, the Port signed several co-operation agreements on port and public security:

- With the Civil Guard, ceding the use of the future naval base to be built on the Adossat wharf in exchange

for maintaining an ongoing 24/7 service to patrol inland port waters. To assess the capabilities of sniffer dogs used to detect explosives and owned by private security companies working in the restricted area of the port. Also, the cooperation agreement of the SIAM (Automatic licence plate identification system) installed at the perimeter accesses of the port and the various port terminals.

- With Barcelona City Council, for public mobility and conviviality, administrative police and public security in the Port of Barcelona open area, to ensure coordination and cooperation of all the levels needed in this area.







INDUSTRIAL SAFETY

Work began in 2014 to review the **Port of Barcelona Self-Protection Plan (PAU)** to adapt it to the requirements of Decree 82/2010 approving and setting the content of the catalogue of activities and centres obliged to take protective action. The aim was to include the study of maritime security of the vessels in the area under the responsibility of the Port of Barcelona, update the information on new infrastructures and adapt it to the various annexes required, prior to consensus with the Catalan Government's Directorate General for Civil Protection.

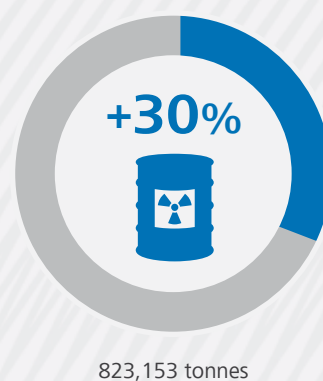
Exercises and drills planned in the port area were organised with the coordination of the Port of Barcelona's PAU for all companies subject to the legislation on major accidents, as part of the PLASEQCAT (Catalan External Chemical Emergency Plan).

Furthermore, joint exercises were conducted with tug companies at the Port during two quarters, with the participation of all the shifts of fire fighters and tugs; and the companies belonging to the Port of Barcelona Mutual Assistance Agreement updated the document governing this agreement.

This year's **general drill** tested the operation of an intervention on a vessel in maritime area II, made possible thanks to the cooperation of the SUARDIAZ with its vessel the GALICIA.

There were 823,153 tonnes of containerised dangerous goods, which is 30% more than in 2013, involving a total of 93,988 authorisations. In the same vein, there were 10,688,402 tonnes of dangerous goods in bulk, a year-on-year increase of 22%.

There were 823,153 tonnes of containerised dangerous goods, which is 30% more than in 2013, involving a total of 93,988 authorisations



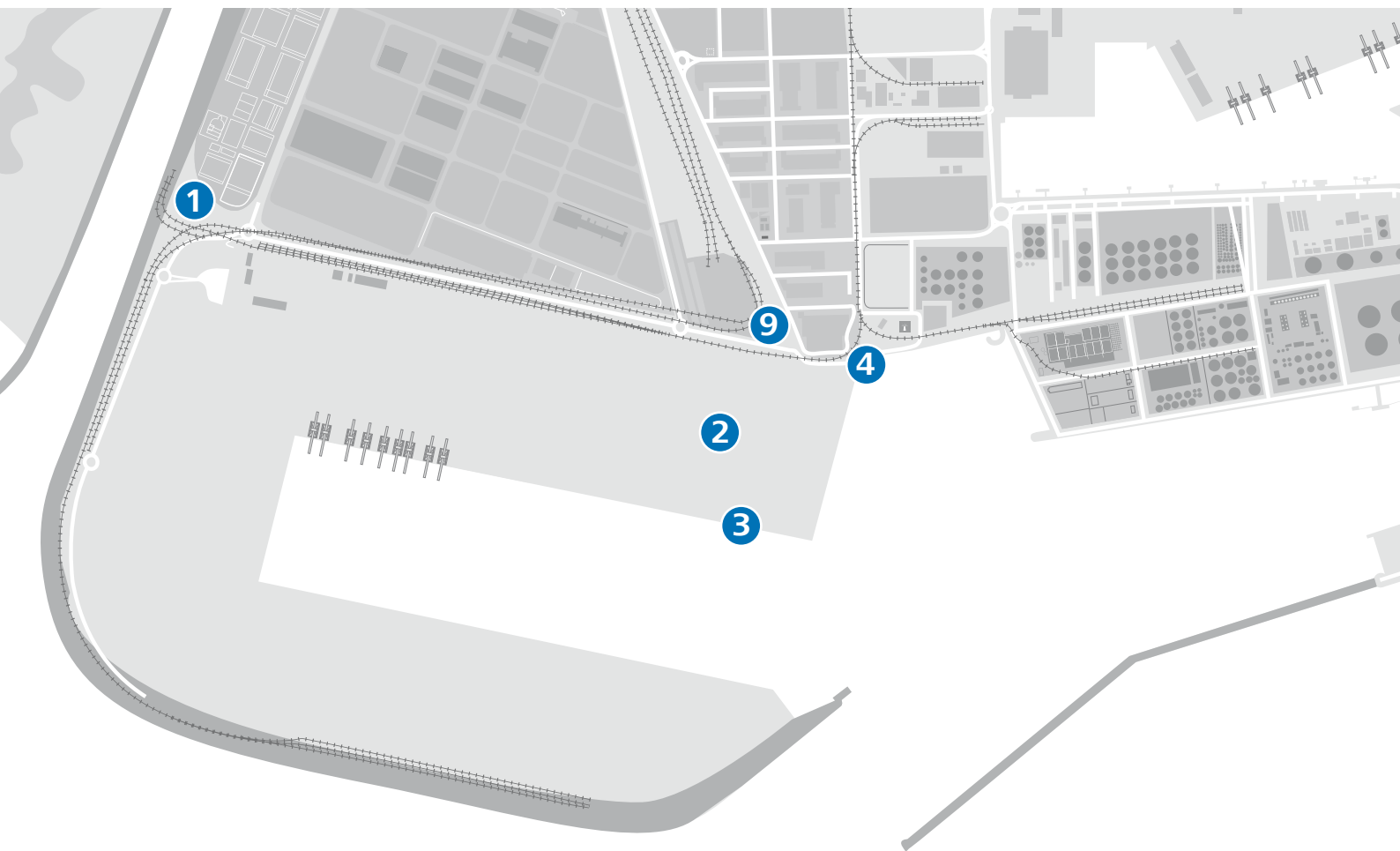


4

WORKS AND INFRASTRUCTURES



MAIN WORKS PERFORMED



1 NEW ACCESSES TO THE SOUTH ENLARGEMENT. PHASE 1B



2 PRAT WHARF CONTAINER TERMINAL (PHASE 2) NON-CONCESSION AREA. MANOEUVRING AREA



3 BRINGING THE PRAT WHARF (NORTH AREA) BERTHING LINE INTO SERVICE

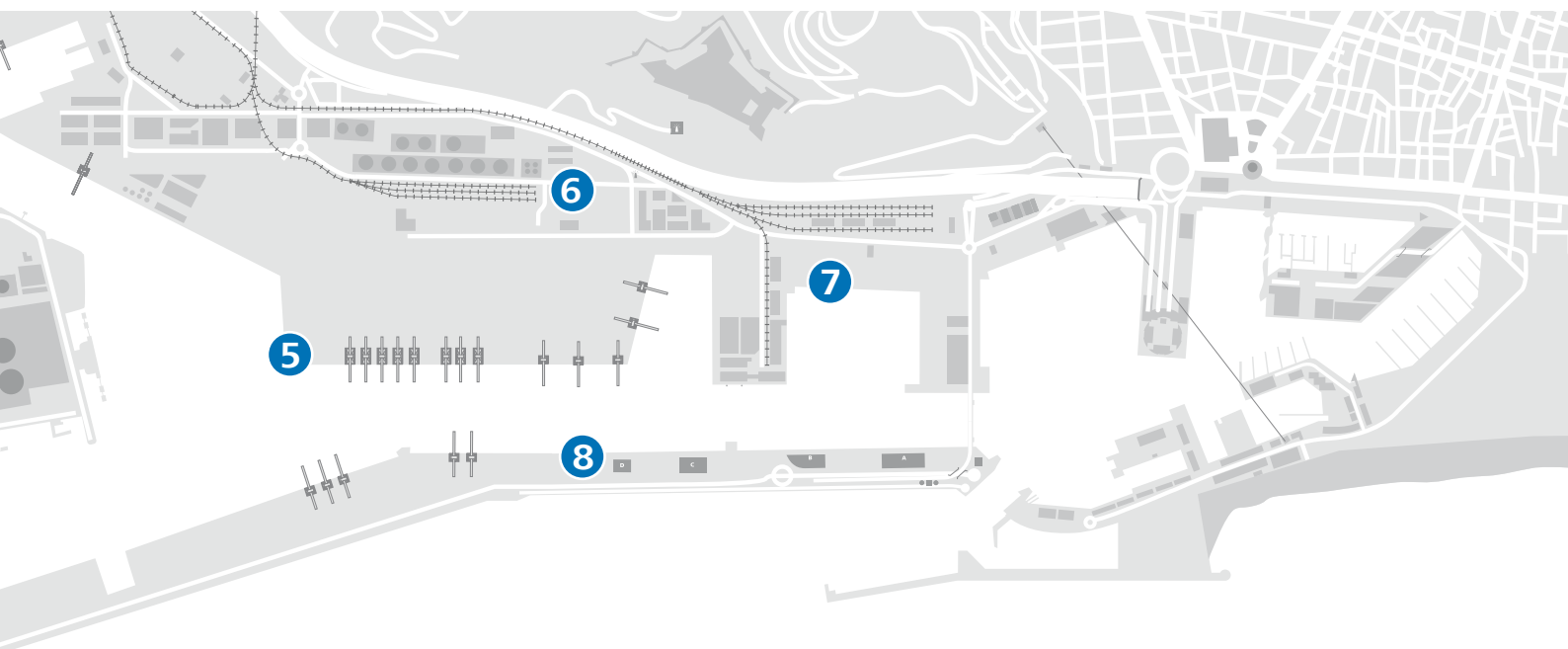


4 IMPROVED ROAD ACCESS TO THE ENLARGEMENT AREAS OF THE PRAT AND ENERGY WHARVES

2014



In 2014 the Port of Barcelona made a total investment of € 40.8 million, of which more than € 29 million, or 71%, were in infrastructure. The most important works in the year are described below



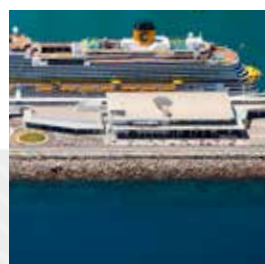
5 ENLARGING THE MANOEUVRING AREA ON THE SOUTH WHARF TERMINAL



6 ENLARGEMENT OF THE SOUTH WHARF RAIL TERMINAL. PHASE II B



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



8 DEVELOPMENT OF THE ENLARGEMENT TO PASSENGER TERMINAL D



9 NEW ACCESSES TO THE SOUTH ENLARGEMENT. PHASE 1C



1

NEW ACCESSES TO THE SOUTH ENLARGEMENT. PHASE 1B

AWARDED TO
UTE ACCESOS FASE 1B

EXECUTION TIME
9.5 months (underway)

BUDGET AWARD
€ 10,644 million



The purpose of this works project is to create new accesses to the Port of Barcelona's southern enlargement. Specifically, it concerns the road network of the south junction providing access to the southern enlargement. In 2012, Phase 1A already completed preloading and levelling much of this junction in order to kick off the

preliminary geotechnical consolidation phase. Phase 1B involves building all structures compatible with the railway line running through it and the road junction.

This action is scheduled to finish in summer 2015.



2

PRAT WHARF CONTAINER TERMINAL (PHASE 2) NON-CONCESSION AREA. MANOEUVRING AREA

AWARDED TO
UTE ZONA MANIOBRA

EXECUTION TIME
9 months (underway)

BUDGET AWARD
€ 7,072 million



This action extends the manoeuvring area of the container terminal on Prat wharf Phase 1. The works project consists of completing all the actions planned for the BEST terminal in the non-concession manoeuvring area, except for the surfacing of two streets adjacent to the non-concession limit. This will increase the wharf's manoeuvring area by 511 metres, in addition to the 970 metres of berthing line implemented during Phase 1.

The most significant actions are the earthworks and paving, rainwater drains, channelling the electrical system, building the back beam of the wharfside crane and its pile foundations, plus laying the rails for the wharfside cranes and their fixing and anchorage systems, the ships' drinking water supply network and the lighting system corresponding to the manoeuvring area.

The works are scheduled to finish in summer 2015.


3

BRINGING THE PRAT WHARF (NORTH AREA) BERTHING LINE INTO SERVICE

AWARDED TO
COPCISA

EXECUTION TIME
8.5 months (completed)

INVESTMENT
€ 2,007 million



This works project began at the end of 2013 and ended in August 2014. The purpose is to build the superstructure of the Prat wharf on the constituent caissons of the wharf wall, which consists of the reinforced concrete

capping beam and the facilities located there. The project also includes bringing the berthing line located 500 metres further north into service.



4

IMPROVED ROAD ACCESS TO THE ENLARGEMENT AREAS OF THE PRAT AND ENERGY WHARVES

AWARDED TO
UTE CONEXION VIARIA M.PRAT.ENE

EXECUTION TIME
4 months (completed)

INVESTMENT
€ 971 million



This action has enabled safe access both to the north of the Prat wharf and to the future enlargement of the Energy wharf, which is

also compatible with the rail intersection at this point involving the junction of the rail access to the Prat wharf.



5

ENLARGING THE MANOEUVRING AREA ON THE SOUTH WHARF TERMINAL

AWARDED TO
COPISA CONSTRUCT PIRENAICA S.A

EXECUTION TIME
7.5 months (completed)

INVESTMENT
€ 1,692 million



This involved the work required to complete the enlargement of the Sud wharf of the Barcelona Container Terminal (TCB) for use by this company. The works project involved 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. It also included surfacing the area corresponding to the manoeuvring area.



6

ENLARGEMENT OF THE SOUTH WHARF RAIL TERMINAL. PHASE II B

AWARDED TO
COMSA

EXECUTION TIME
8.5 months (completed)

INVESTMENT
€ 4,47 million



This is the last of all the works planned for the TCB (Barcelona Container Terminal) rail terminal. The project involved all the necessary work for completely converting rail track 1, 2, 3 and 4 to mixed gauge, transforming track 5 (operating temporarily as a manoeuvring track) to mixed gauge and

building new linking lines for the north and the south end. This has now completed the adaptation of all the tracks on the TCB terminal to mixed gauge, allowing trains to run smoothly and efficiently on these tracks in IB and UIC gauges.



7

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

AWARDED TO
UTE URB. MOLL COSTA Z. III

EXECUTION TIME
6 months (completed)

INVESTMENT
€ 3,137 million



The reorganisation of uses of the Costa wharf responds 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 developed in accordance with standards of the public port, just like the Sant Bertran wharf, where this activity is also being performed.

The works relating to this action, which ended this year, are part of another European project receiving EU funding under the TEN-T programme.

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



8

DEVELOPMENT OF THE ENLARGEMENT TO PASSENGER TERMINAL D

AWARDED TO
CRC OBRAS Y SERVICIOS, S.L.

EXECUTION TIME
3.75 months (completed)

INVESTMENT
€ 366 million



Increased traffic from large cruise ships requires improvements to the infrastructure and spatial conditions and urban quality of the areas linked to this activity. It was therefore decided to demolish passenger terminals which had become obsolete, and to rebuild them.

The work essentially consisted of adapting the development to the change caused by the enlargement of Terminal D, the reorganisation of the accesses and, generally speaking, to managing the traffic involved

in the enlargement. The main activities focused on:

- Adapting the development to the surrounding area, in topographical terms, as a result of the enlargement of Terminal D.
- Reorganising accesses and improving traffic management.
- Improving the management of the taxi queues and waiting conditions.
- Improving the existing drainage conditions.
- Building a security fence.



9

NEW ACCESSES TO THE SOUTH ENLARGEMENT. PHASE 1C

AWARDED TO
UTE AMPLIACIO SUD FASE 1C

EXECUTION TIME
9.5 months (underway)

AWARD BUDGET
€ 5,914 million



This work will complete the port ring road (between the ZAL II and "4" Street), the railway structures promoted by the Ministry of Public Works and the rail exit from the terminal on Prat wharf. There are plans to build an overpass on the Prat road between the ZAL II access and the old Llobregat riverbed to make it possible to pass through

the area and ensure compatibility with the rail loops of the rail accesses. In addition, the meshes will be closed over the drinking water and telecommunications networks for the Port ringroad and additional works will be performed in relation to the telecommunications and supply system for the BEST terminal.







5

BUSINESS
AREA



STRATEGY AND PROMOTION



The Port is the gateway to a vast hinterland stretching throughout the Iberian Peninsula and beyond state borders to reach Continental Europe and North Africa



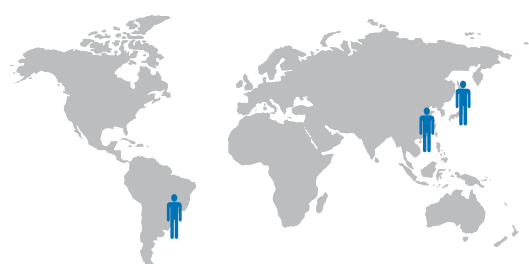
THE NETWORKED PORT

The Port of Barcelona provides services to customers located throughout the Iberian Peninsula, mainly in the northeast and centre, and customers from other European countries (France and Italy in particular) and the Mediterranean (especially Morocco, Algeria and Tunisia).

The Port's activity and its services are therefore not restricted to the port precinct and do not end at the borders marked by the wharves and the city. To bring port services closer to maritime logistics operators and importing and exporting customers of this wide region, the Port of Barcelona has promoted a network of services and infrastructure at strategic points

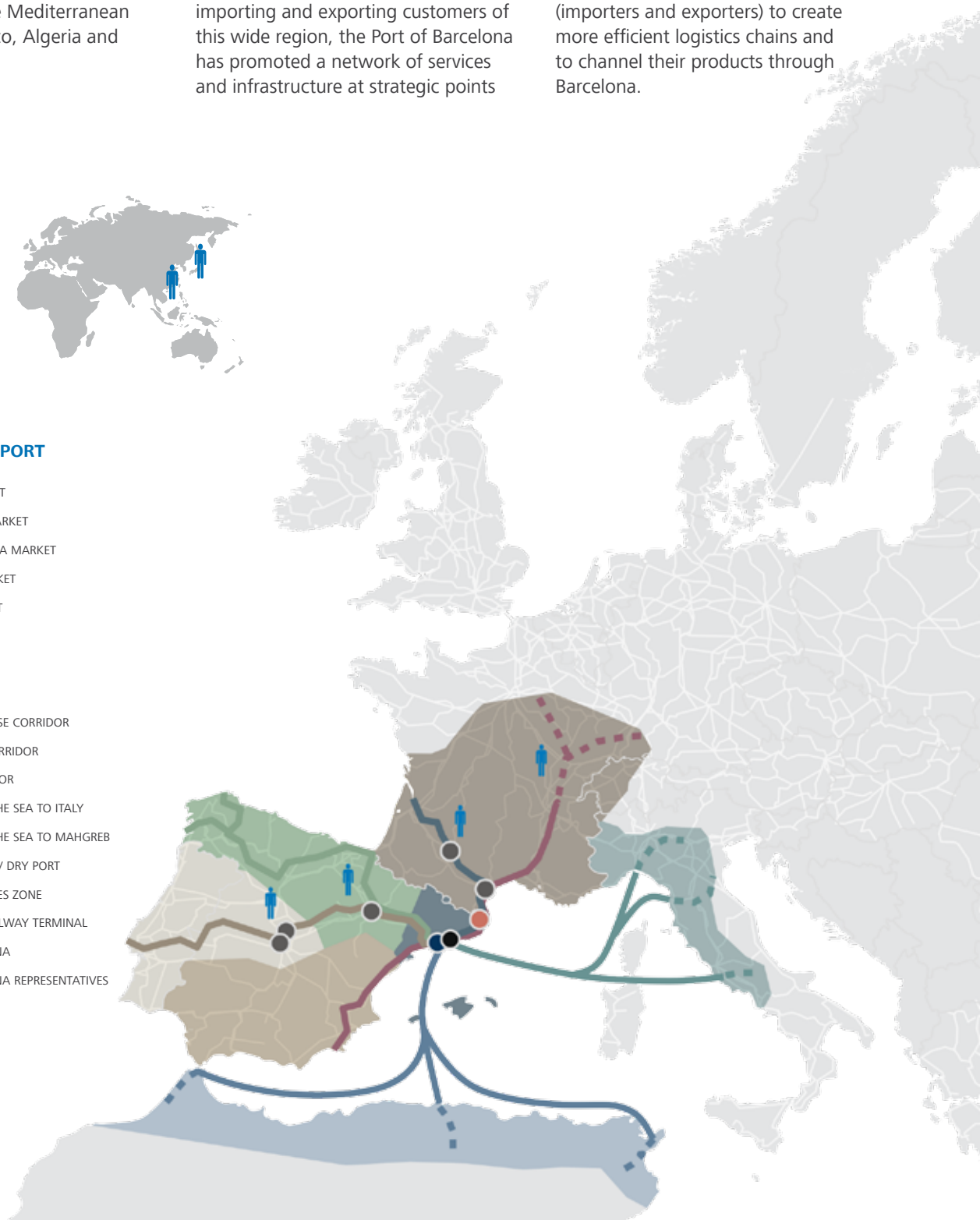
of the territory in the shape of inland goods terminals.

Conceived as a form of local infrastructure, the **inland terminals** help operators and freight companies (importers and exporters) to create more efficient logistics chains and to channel their products through Barcelona.



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





Zaragoza Maritime Terminal (tmZ)

Created in 2001 as a service platform for operators and importers and exporters of Aragon, Navarre and La Rioja, today it is one of Spain's principal intermodal terminals with traffic well above 100,000 TEUs and has become a logistics node that serves not only the areas mentioned but is also a stage on the way to the centre of the Peninsula. The terminal is connected with the Port of Barcelona by various daily rail services and to other Spanish logistics nodes, also on a daily basis.



Dry ports of Coslada (Madrid), Azuqueca de Henares and Yunquera de Henares (Guadalajara) - Terminal Marítima Centro (tmC)

The dry ports of Coslada and Azuqueca de Henares are the base for bringing maritime transport closer and facilitating the competitiveness of the major logistics and consumer area comprising the Community of

Madrid, the centre of the Peninsula and the connection with the Iberian Peninsula and other markets.

To help to develop services adapted to the needs of operators and shippers and increase the competitiveness of the supply of maritime-port services in the area, the Port has a stake in the **dry ports of Coslada and Azuqueca de Henares**, and has recently increased its stake in the company **Puerto Seco de Azuqueca de Henares**.

Furthermore, to ensure the expansion of the activities necessary for logistics operators and shippers of the Henares Corridor, the Port has joined forces with other local partners to develop **Terminal Intermodal Marítima Centro, SL**, a new company (in which the Port holds a 49% stake), which will be responsible for developing a new infrastructure offering multimodal services in the municipality of Yunquera de Henares (Guadalajara).





These actions help to enhance the Port of Barcelona's role in channelling flows of goods from/to the centre of the Peninsula, an area with great development potential.

Navarre Intermodal Terminal

Rail terminal located in the town of Noain, near Pamplona. The new terminal was opened in February 2013 and has regular rail services operated by BEST, connecting it to the Port of Barcelona.

Toulouse Maritime Terminal (tmT)

This brings the services of the Port of Barcelona closer to customers located north of the Pyrenees (Aquitaine and Midi-Pyrénées). Since 2010 it has included a Logistics Activities Area (ZAL Toulouse), which serves as a logistics and services platform to facilitate international maritime trade to importers and exporters in the region through the Port of Barcelona.

Saint-Charles Container Terminal (Perpignan)

Located in Perpignan, one of the main logistics and fresh produce distribution centres in southern Europe, its facilities also serve logistics operations for all kinds of goods starting/ending in Europe that need to use the Mediterranean route. The Port has a 5% stake in the company that manages the Saint-Charles Container Terminal, which offers regular rail connections to the north, east and south-east of France.

In addition to these facilities, the Port has an active presence in other European and Mediterranean markets in its hinterland thanks to its permanent representation (such as in Lyon) or via regular specific missions, such as those to Morocco or the northern peninsular market.

The inland goods terminals help to enhance the Port of Barcelona's role in channelling flows of goods from/to the centre of the Peninsula, which is an area with great development potential



PARTICIPATION IN PROJECTS AND ORGANISATIONS

The Port of Barcelona is a member of various national and international organisations that are related to its activity and participates in and supports projects related to its business area

INTERNATIONAL ORGANISATIONS

In 2014, the Port of Barcelona continued to lead the main international port organisations, to foster dialogue and exchange knowledge with other ports. The idea is to align the Port's strategy with trends in the transport sector and closely follow developments in new legislation, in particular EU transport policy.

This year, the Port maintained the first vice presidency of **IAPH, the International Association of Ports and Harbors**, a role it took on last year, and is expected to take on the presidency in June 2015. In this area, we should highlight the participation in April at the annual conference of this organisation in Sydney, Australia,

which was attended by 200 delegates from 35 countries from the maritime and port industry, international organisations and national 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 **ESPO, the European Sea Ports Organisation**, which this year extended the mandate by two years, allowing it to follow closely the actions by the European Commission in the transport area, notably the legislative process for proposing the revision of European ports policy and final approval of the new TEN-T European transport network.

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 Marseilles and Genoa. This year, Intermed sponsored the annual Global Liner Shipping conference in Singapore, in addition to several actions to promote the Mediterranean alternative to achieve a more efficient and sustainable European transport network.

Furthermore, the Port of Barcelona holds the presidency of **Medcruise**, the Association of Mediterranean Cruise Ports from September 2014 until 2017. Founded in Rome in 1996, this association currently has 73 members representing more than 100 ports. The association's aim is to promote the cruise industry in the Mediterranean and its adjacent seas (Black Sea, Red Sea and nearby Atlantic coast).

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, and the World Association for Waterborne Transport Infrastructure (PIANC).

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 of Barcelona's close cooperation with **Casa Àsia** has allowed it to tap into this entity's institutional and company knowledge and contacts to cooperate in promoting and performing activities



to increase knowledge and build closer relations between both continents.

This year, the Port of Barcelona continued to sponsor the Logistics **Chair of the Shanghai-based China Europe International Business School (CEIBS)** considered the best business school in China and ranked 17th in the world by the Financial Times. As part of the work with this Chair, and as a result of the cooperation agreement signed in 2014 between PortIC and E&P International, the telematic platforms of Barcelona and Shanghai ports, a pilot project was launched to improve the traceability of goods between Shanghai and Barcelona.

In this connection, and to encourage Chinese companies to set up in Barcelona for multicountry distribution in southern Europe and the Mediterranean, the Port worked

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

together with Invest in Catalonia to launch the **BARCELOC China Barcelona's European Logistics Center** project to attract investment in distribution and logistics by Chinese companies from various productive sectors such as fashion and footwear, the automotive, electronics and chemicals industries, e-commerce and other industrial products. **The project highlights the distinctive elements offered by Barcelona** - industrial and logistics specialisation, port and airport, distribution and marketing networks that include all European and Mediterranean markets, etc., all of which make it an ideal location to set up multicountry distribution centres for Europe and the Mediterranean. In 2014, the Port worked mainly on the communication elements of the project (image, presentation and website), presenting the project at the various institutions and organisations linked to the Chinese market established in Barcelona, such as Casa Àsia, ESADE

China Europe Club, the ZAL, the Zona Franca Consortium, ATEIA, inter alia, and has worked on specific projects of Asian and Chinese companies that are considering Barcelona as a possible location for developing new distribution centres.

NATIONAL ORGANISATIONS

Within Spain, the Port is a member of **Asociación Española de Promoción del TMCD** (short sea shipping), **Federación Española del Café** (FEC-ANCAFE), **Barcelona Centre Financer Europeu** and **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 Trans-European Transport Network (TEN-T) framework 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	 CLYMA DEVELOPMENT OF THE CONNECTION LYON-MADRID ON THE MEDITERRANEAN CORRIDOR	Applying the concept of a green belt to a section of the TEN-T Mediterranean corridor: Lyon Madrid-axis.	
2013 – 2015	 b2mos business to motorways of the sea	Simplifying administrative procedures for SSS and reducing barriers to intra-Community trade.	
2013 – 2014	Reinforcement of Short Sea Shipping in the Port of Barcelona through the development of a maritime station	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 – 2015	 IFREIGHT MED International Freight Services Development Committee	Optimising rail infrastructure for freight by creating cargo service development committees.	
2013 – 2015	 WiderMoS	Helping to promote the motorways of the sea (MoS) by improving interoperability, effective connection with the corridors of the core Trans-European network and improving governance.	
2013 – 2015	 MONA LISA 2.0 improving the safety and efficiency of maritime transport	Continuing the MonaLisa project to improve the safety, environmental performance and efficiency of maritime transport.	
2013 – 2014	Flexible LNG bunkering value chain on the Spanish Mediterranean Coast	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.	



COMMERCIAL PROMOTION



The strategy of promoting the main port 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

The strategy of promoting the main port products using instruments such as trade fairs, conferences and events specific to the maritime and port sector has proved very positive for the Port of Barcelona's development. In 2014 the Port's Commercial Department took part in over 20 national and international fairs as either a visitor or an exhibitor, helping to promote the Port's image in different areas and maintaining a direct contact with customers. The department presented the various strategic products the port offers: containers, automobiles, short sea shipping, solid and liquid bulk and project cargoes, continuing with its approach of recent years. By getting to know firsthand the needs of shipowners, shipping agents, freight

forwarders and end users, and seeing current and future market trends, it can develop commercial activities and operations aimed at increasing the efficiency of the Port of Barcelona's business users and operators.

PRESENCE AT FAIRS AND CONGRESSES

The sales team worked to promote the Port's presence at trade fairs and conferences and its participation in forums and specialised conferences. By reviewing and analysing the events planned for the year, the team makes a careful selection of those considered most relevant within the context of the objectives set by the Port of Barcelona.



In **Europe**, this year's big event was the **SITL** logistics fair, held every two years in Paris, which the Port of Barcelona attended with several operators and customers. The Port's action focused on presenting its strong points to the main players in Europe's maritime sector, especially end users, multimodal carriers and freight forwarders. The Port's presence at the fair enabled it to share its experiences not only with customers, logistics operators and shipping companies but also with all the other ports and potential French customers present, which, thanks to the work done in recent years, is positioning the Port of Barcelona as a good option for the French market.

It is also worth mentioning the very important **Fruit Logistica** in Berlin, the leading trade fair for the fruit sector, at which the Port of Barcelona shared a stand with Grimaldi Group.

In the European context, the Port also took part in other important events such as **TOC Europe** (the benchmark conference for transport in containers and their logistics chains, which brings together the main European ports), the **Spanish Coffee Congress** held in May, and the meeting of the **European Coffee Federation**.

The Port of Barcelona participated once again in the **SIL Barcelona International Logistics Fair**, an annual event that is not to be missed. This time around we decided to have a proactive presence at the event, promoting networking and publicising services and projects with a new-concept stand designed as a meeting point where companies could enjoy ideal conditions to acquire information, work and close

business deals. This multidisciplinary space was the site for a range of activities reflecting the Port's customer orientation strategy.

One of the most important events which the Port has attended for many years in the **Americas** is the **Intermodal** fair in Sao Paulo, where we returned this year to continue working on our relations with an emerging market like Brazil. The fair is an opportunity to promote the consolidation of contacts with ship owners, logistics operators and ports to establish new business ties with one of the Port of Barcelona's potentially strategic areas.

The sales team worked to promote the Port's presence at trade fairs and conferences and its participation in forums and specialised conferences



Asia, and particularly China, has become a primary focus for the Port of Barcelona, since it is the country that generates the most turnover, which is why the Port has increased its presence in this market in recent years. In this regard, the cooperation agreement with the **WCA Family and China International Association Freightforwarders** (CIFA) remain in force. As part of this, the Port has participated in several fairs and events such as the 6th WCA Worldwide Conference, the Sino-International Freight Forwarders Conference (WCA) and the Transport Logistic China, in which the Port took part for the first time. All of these actions help to bring the Asian logistics community closer to the city and the Port of Barcelona.

Another market that is becoming increasingly important is the **Maghreb**. This year marked the holding of the **Third Hispano-Moroccan Transport and Logistics Sector Meeting** in which the Port has taken part from the very first edition. This event, held in Tangier, brings together the leading operators and freight forwarders that operate between both countries, especially with the port of Tanger Med, and is an exceptional opportunity for presenting services and working to strengthen traffic between both regions.

As regards specific products, the Port of Barcelona was again present at the Miami Seatrade Cruise Convention, the most important fair in the cruise sector.

In the automobile sector, which is of strategic importance both for the Port and for the entire economy of the country, we would point to the Port's participation in various meetings as active members of the Maritime Commission of the **European Car Transport Group** (ECG), of which the Port has been a member since 2013.

The Port of Barcelona was also present at the SSS Conference and in events organised by Casa Àsia, IESE and the Cereals Exchange, as well as in various forums and debates related to the logistics, maritime and port sectors.





PROMOTION OF THE PORT COMMUNITY

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

The Executive Committee met twice in 2014 to present the progress and work achieved by each of the working groups:

THE TELEMATICS FORUM

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

- Improving the procedure for incoming and outgoing containers by land (ESCT);
- Procedure for requesting the water supply service from the Port;
- Updating the dangerous goods declaration procedure;
- Updating guides for users of the border inspection services.

Work underway:

- Maritime one-stop shop;
- Customs one-stop shop;
- Improving operations in and out of the car terminals;
- Expanding the scope of the Customs Control System (SICAD);
- Paperless Customs export release order (LSP-E) for Ro-Ro freight;
- Paperless Customs import release order (LSP-I) for rail transport;
- Simplifying international traffic by rail;
- Contingency plan in the dangerous goods declaration procedure.

INNOVATION

Completed projects:

- Adapting the Port of Barcelona rail network to standard (UIC) gauge;
- Fostering Short Sea Shipping in the Port of Barcelona by developing a passenger terminal.

Ongoing projects within the TEN-T framework and involving the Port of Barcelona (see the chapter on "Participation in international bodies and projects").

Ongoing projects with the support but not the involvement of the Port of Barcelona (see the chapter on "Participation in international bodies and projects").

In addition, the Port of Barcelona acted as a promoter, observer and/or user of:

- Building road and rail accesses to the Port;
- Developing LNG as an element of mobility at the Port;
- Projects for developing the Port's inland terminals;
- The STM Validation Project.

CORPORATE SOCIAL RESPONSIBILITY

- Environmental Quality Subgroup: monitoring the integrated collection of waste at the Port concessions and the electrical energy purchasing group, and holding a technical seminar on energy efficiency in the port and terminals.
- Risk Prevention Subgroup: working together with FREMAP and its equipped ambulance helped to provide initial emergency medical care in the Port and ZAL in just five minutes;





The Port Community Steering Council aims to enable cooperation between the Port of Barcelona and the public and private institutions performing their activity in the port area

- 12th Port Seminar on Prevention of Occupational Risks and Corporate Social Responsibility for the Port Community;
- Procedures regarding Ebola.

- Corporate Social Responsibility Subgroup: "Nadal Solidari" [Solidarity at Christmas time] campaign, with a new challenge: filling a container.

LAND TRANSPORT

On 28 May the APB's Management Board agreed on extending the functions of the Department of Land Operations, which will take on additional functions relating to railway safety management. This will help to boost the Railway Operations and Safety System and optimise the related processes.

MARKETING AND COMMERCIAL

Of particular interest this year are the improved promotion of the extension of guarantees under the Efficiency Network to services to shipping companies and the award for productivity as third best port in Europe.

Also important are the changes in the system for international shipping in 2015 with new alliances such as the Ocean Three (O3) and 2M services, with three stopovers a week.

Reports have been drawn up on the conclusions of the trade mission to Mexico and the content of the presentations for customers, and destinations proposed for future missions (Chile 2015).

SHORT SEA SHIPPING (SSS)

The topics covered in this workshop are:

- Presenting Viia: company developing international projects.
- Promoting and facilitating

mechanisms for developing and improving SSS.

Furthermore, the group reports on the activities of the Short Sea Promotion Center (SSPC) association, which held a conference in Alicante, and on commercial activities related to Short Sea Shipping, including: participation in trade fairs such as Fruit Attraction in Madrid and Mid-Term Conference in Valencia (B2MOS); topical issues on LNG affecting Short Sea Shipping were also discussed.

QUALITY

The Efficiency Network Quality Label continued its work measuring and providing information, as well as certifying companies that apply cross-cutting service standards relating to the movement of goods through the port.

In this regard, 70 companies were certified in 2014, including freight forwarders, shipowners, hauliers and terminals.

Work was performed to define new commitments relating to the efficiency of processes concerning vessel services under the quality label. There are five commitments:

- Publishing the berthing wharf and terminal for cruise ships.
- Reliability in the entry and exit process.
- Reliability in the provision of vessel services once docked.
- Reliability in Ship Clearance.
- Speed and flexibility in obtaining the waste collection fee discount.

BORDER INSPECTION SERVICE (BIS)

Information concerning container operations in the BIP is specified in the chapter on "Port Efficiency and Quality".



TRADE MISSION TO MEXICO

The Port of Barcelona trade mission to **Mexico City** and **Veracruz** took place from 4 to 11 October.

This multisectorial mission was attended by more than 51 executives from 35 companies and organisations. Once again, the delegation was led by Santi Vila, Regional Minister of Planning and Sustainability of the Catalan Government, accompanied by Sixte Cambra, President of the Port of Barcelona and Pere Padrosa, Director-General of Transport of the Catalan Government.

On this occasion, the Port was assisted by the Chamber of Commerce, ACCIÓ, Foment and various institutions in Mexico (mainly the Port of Veracruz and COMCE), and sponsored by: Leoproex, CESCE, Freixenet, IDOM, QL-logistics, Masiques, BEST, Meeting y Salones (SIL2015), FGC, Garrigues, COACAB, and IBERIA.

The programme included a broad **agenda of business contacts** which resulted in 300 meetings, with an average of 21 meetings per company.

Business days were held in Mexico City and Veracruz and were widely covered by the media. Each seminar presented the strategic positioning of the Port of Barcelona as the gateway for Mexican goods, both into the Iberian Peninsula and into southern Europe and North Africa, as well as being the most competitive port of origin for Mexican imports from the European continent.

A **technical seminar customs** was organised in Mexico City to discuss the customs processes of both countries, and in Veracruz there was a conference on port-city integration in which Veracruz expressed its interest in the experience of the Port Vell.

The trade mission was attended by more than 51 executives from 35 companies and organisations



In the commercial field, a meeting was held with Ecom Trading, the world's second largest coffee trader and one of the main customers of the Port of Barcelona and Barcelona International Terminal (BIT)

On the **institutional side**, the delegation and several representatives of the business mission met with the **Director General of Development and Port Administration of Mexico**, the director of Economic Analysis and managers of the ports of Manzanillo and Veracruz to explore opportunities for cooperation and business through various projects that the Mexican government is preparing, mainly in the infrastructure sector.

An important meeting was held between representatives of the cement company **CEMEX**, which covered issues related to the industrial operation of the factory located in Catalonia.

Another meeting was held with executives of the airline AeroMexico to establish direct air connections between Barcelona and Mexico City and to position El Prat as a hub for the company to connect Asia, Europe and the Americas. Meanwhile, the Port will assess the possibility of offering joint flight/cruise packages to promote the arrival in Europe of cruise-goers, a very important target group for Barcelona.

Meetings were held with **main shipping companies Hapag and MSC** to promote new ways to foster their maritime routes and enhance the transport of refrigerated goods and to inform them about the Port's rail services to France and the Iberian Peninsula.

As part of the mission, the Barcelona Association of Customs Brokers and Representatives (COACAB) and the Barcelona Association of Shipping Agents signed their respective **cooperation agreements** with the Mexican Association of Cargo Agents and the Mexican Association of Shipping Agents, respectively. These agreements aim to strengthen cooperation between the organisations to promote and facilitate trade relations between Catalonia and Mexico.

The members of the delegation visited the **Port of Veracruz**, which has held up the Port of Barcelona as a benchmark in three key areas for development: boosting its quality plan and certification of the label, the port-city integration process and the development, management and marketing of its Logistics Activities Area.

Moreover, in Mexico City, the delegation of the Port **shared its agenda with another trade and institutional mission** from the automotive and fashion sectors, organised by ACCIÓ and chaired by Felip Puig, Regional Minister for Enterprise and Employment. Later they moved to Queretaro and León (Guanajuato) to visit Catalan companies established in Mexico and to hold various institutional meetings.







QUALITY



Continuous improvement to ensure the quality and efficiency of port services is one of the basic objectives of the Port of Barcelona and the entire Port Community



PORT EFFICIENCY AND QUALITY

The quality and efficiency of port services represent a highly cross-cutting objective within the Port of Barcelona, led by the Business Organisation and Consultancy Department, which was created specifically to monitor these aspects, and is rolled out by the 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.

PORT OF BARCELONA SPECIFIC REFERENCE SERVICE LEVELS

Updates and audits were performed on the **Reference Service Levels** in 2014. 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 Goods and Quality Operations Department (DOMQ) participates as an observer in certification audits of the various **specific reference service levels at the Port of Barcelona**.

In 2014 these were as follows:

Specific Reference Service Level for Ro-Pax Traffic

On 15 December 2014, Puertos del Estado validated the new version of the Specific Reference Service Level for the Port of Barcelona's freight and passenger traffic (Ro-Pax) (Rev. 2).

Specific Reference Service Level for Cruise traffic

On 3 June 2014 Creuers del Port was certified for the first time in accordance with the Specific Reference Service Level for Cruise traffic (Rev. 1).

Specific Reference Service Level for Bulk traffic

The DECAL, TERQUIMSA, ERGRANSA, TEPSA and CLH terminals renewed their certifications regarding the Specific Reference Service Level for Bulk traffic.

Specific Reference Service for Traffic of Vehicles under the goods regime

During 2014, bimonthly monitoring meetings were held involving the Port, the vehicles terminals, the Quality Team (EQ) and Estibarna to analyse the information obtained by the Quality Team in detecting and tracking incidents; these meetings covered aspects that are considered critical for the Port of Barcelona and its customers. In late 2014, both the Port of Barcelona's vehicle terminals - AUTOTERMINAL and SETRAM - were audited to renew their certification.

Specific Reference Service Level for Container traffic

The TCB terminal renewed its certification on 21 May 2014 in accordance with the Specific Reference Service Level for Container traffic (Rev.



The Goods and Quality Operations Department prepares reports on the Port of Barcelona's Quality System (QS) on a monthly, quarterly and annual basis

2).

The BEST terminal also renewed its certification on 8 November 2014 under the same reference service level.

• Reference Service Level for Shipping companies

Two shipping companies, BOLUDA TANKERS and ACCIONA TRASMEDITERRANEA, obtained the certificate under the Generic Reference Service Level for the first time in July and October 2014 respectively.

Other shipping companies that renewed their certification were: MAERSK (June) and MSC, ROYAL CARIBBEAN CRUISES and CELEBRITY CRUISES (November).

CERTIFICATION OF THE QUALITY MANAGEMENT SYSTEM

In October 2014, the Goods and Quality Operations Department (DOMQ) successfully passed the audit for monitoring its certification under the UNE-EN ISO 9001: 2008, which focuses on the department's Quality Management System.

In addition, the DOMQ participated

as an observer in certification audits of the various specific reference service levels at TCB, DECAL, TERQUIMSA, BEST, ERGRANSA, TEPSA, CLH, SETRAM and AUTOTERMINAL.

QUALITY SYSTEM REPORT

The Goods and Quality Operations Department prepares reports on the Port of Barcelona's Quality System (QS) on a monthly, quarterly and annual basis 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 (BEST); BIP area; Customs and Inspection Services.

INTEGRITY AND SECURITY	2013	2014	Variation
Full containers unloaded and loaded within the QS	657,730	704,694	7.14%
Actions by the Quality Team (QT) in the incidents within the QS	924	1,449	56.82%
Internal incidents that can trigger guarantees	41	60	46.34%
PHYSICAL INSPECTIONS			
Total physical inspections	22,099	25,373	14.82%
% out of the total containers liable to inspection (import + export)	3.36%	3.60%	7.16%
BIP area - total operations	5,070	5,874	15.86%
% compared to total containers liable to inspection at the BIP	32.23%	37.17%	15.33%
COMPLAINTS/GUARANTEES			
Complaints received by the department *	75	87	16%
Guarantees paid:	39	69	77%
Total security in goods	24	33	
Reliability of Customs clearance	15	32	
Reliability in RIS and clearance process	0	4	
Compensations under the guarantees programme (EUR)	9,986.30	13,084.80	

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



EFFICIENCY NETWORK

The Port of Barcelona and its Port Community are working to achieve a certain level of efficiency and quality of the services offered, focusing efforts and objectives to improve the competitiveness of their customers.

In this respect, work continued to develop tools such as the **Port of Barcelona's Efficiency Network Quality Label**, which continues to enjoy a positive response from the companies of the Port Community.

Five new companies obtained quality certification in 2014, taking the number of certified companies to 70.

The level of efficiency of the processes guaranteed under the Label was maintained in 2014, especially for

certified logistics chains; the positive trend maintained over the past four years (since the launch of Brand) was consolidated, as was the positive gap between these chains and the overall average of the port, which is around 7 points.

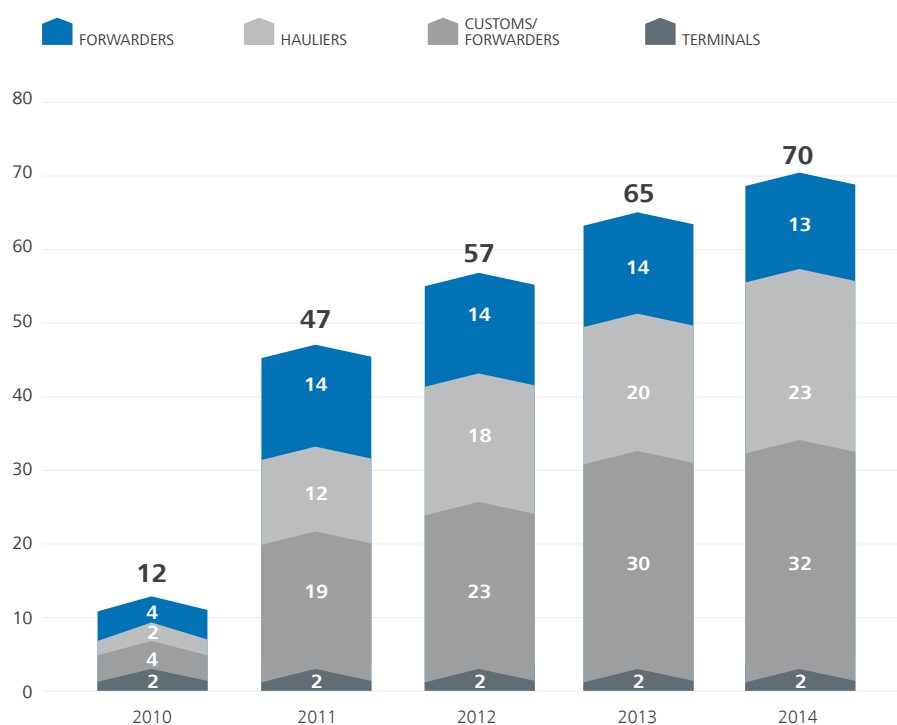
By measuring these processes each year, we were able to ascertain that a 20% improvement had been achieved since 2011 thanks to the Commitments under the Label.

In addition to this, work has continued to periodically audit certified companies to assess their compliance with quality standards. All in all, 208 reports were produced, making an average of two per company per year. In addition to this,

a total of 12 analyses were performed on the commitments made by the participating administrations. The results of these audits and analyses have enabled the entire Port Community to have access to information for identifying areas for improvement, which are discussed in working groups comprising all the players in the supply chain.

This year the quality label was presented at eight international trade fairs and during the mission led by the Port of Barcelona in Mexico. It was also on show at the Port of Barcelona stand at the SIL International Logistics Fair, where a programme of activities was rolled out to publicise the label among the logistics sector.

QUALITY CERTIFICATION

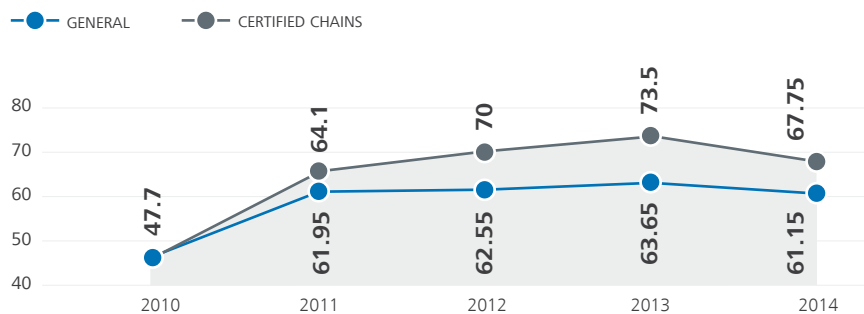


**EFFICIENCY
NETWORK**
Port de Barcelona



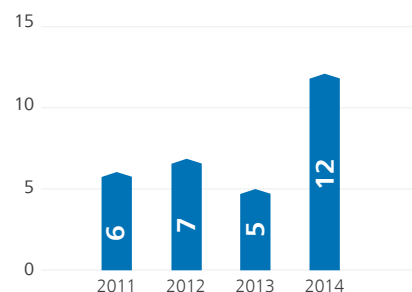
Quality and service commitments were defined during the year for vessel services

COMPARISON OF COMMITMENTS MET

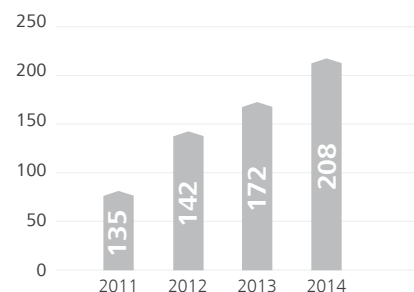


AUDITS PERFORMED

WITH ADMINISTRATIONS



WITH OPERATORS



International Cooperation around the Quality Label

During the **trade mission to Mexico**, the Port of Barcelona renewed its quality cooperation agreement with the port of Veracruz and resumed work with the Port of Manzanillo, which had received the Port of Barcelona Quality Label in July 2012. Another port with which Barcelona strengthened its working relationship was Cartagena de Indias in Colombia. Various exchanges of information have been conducted, which allowed for enhanced cooperation within a stable framework on issues of quality and improving port and customs processes.

The Port of Barcelona works closely with Brazil in the ports of Inbituba, Vitoria and Sao Paulo in order to implement a working model to analyse and identify areas for improvement in container traffic as well as working together with Brazil's Special Secretariat of Ports on several studies.

Extending the scope of the Label to vessel services

As part of the move to extend the **Quality Label** to other Port of Barcelona business processes, **quality and service commitments** have been defined for vessel services, deriving from the five lines of work that were started in 2013. Unlike those in force for container traffic, these new commitments will include all types of commercial traffic. There are five commitments:

- Publishing the berthing wharf and terminal for cruise ships
- Reliability in the entry and exit process
- Reliability in the provision of vessel services once docked
- Reliability in Ship Clearance
- Speed and flexibility in obtaining the waste collection fee discount



CUSTOMER CARE SERVICE

The Customer Care Service (SAC) attends to users through an information point for dealing with shortcomings in the workings of logistics, goods transport, infrastructures, documentary circuits and physical processes as goods move through the Port of Barcelona. This service also seeks to detect any weaknesses in each process and port service, providing feedback and becoming involved in continuous improvement processes of the Port Logistics Community.

This year, the SAC attended **897 inquiries and complaints** in a fully personalised way (482 inquiries and 415 complaints) related to inspections, fees and traceability in the passage of goods. Of the 415 complaints heard, 78 cases led to financial compensation under the **Efficiency Network** quality label.

The communication channels used most frequently are the telephone (902 22 28 58) and email (sac@portdebarcelona.cat).



46%
COMPLAINTS

54%
INQUIRIES







6

SOCIAL
AREA



SOCIAL AREA



Human capital is key to the smooth running of the Port. That is why the organisation pays special attention to its staff's development and to their health and safety at work



STAFF STRATEGY

In 2014 there was a strategic rethink as part of the preparation of the Port of Barcelona's Third Strategic Plan.

Recruitment difficulties arising from Spanish Government policy, changes in the surrounding area and the market, and future challenges all require a far-reaching approach making it possible to combine the Port of Barcelona's enlargement while containing current workforce numbers.

This situation will require strengthening or developing new organisational, personal and management skills; prioritising existing resources to the strategic needs of the Port, and placing a special emphasis on achieving personal performance targets.

All these elements oblige us to strike a balance between the various functions of the Port of Barcelona and to move towards an internal structure allowing us to develop the advanced landlord management model.

STRUCTURE, EQUALITY AND DIVERSITY

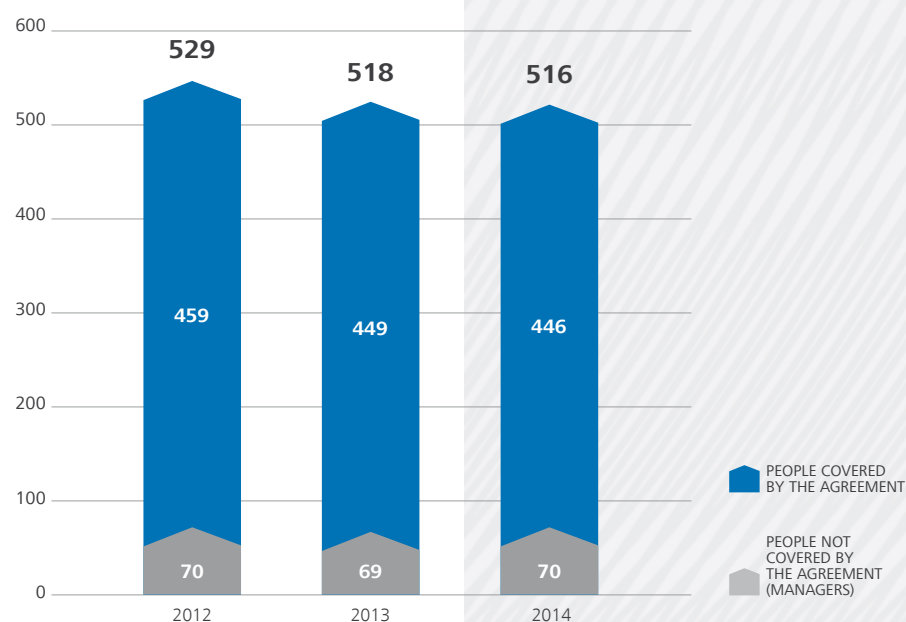
In 2014, staff numbers fell year on year, caused particularly by the expiry of temporary staff contracts under the agreement, while the number of workers not covered by the agreement remained virtually the same.

Other noteworthy features of the Port's staff structure at the end of 2014 are:

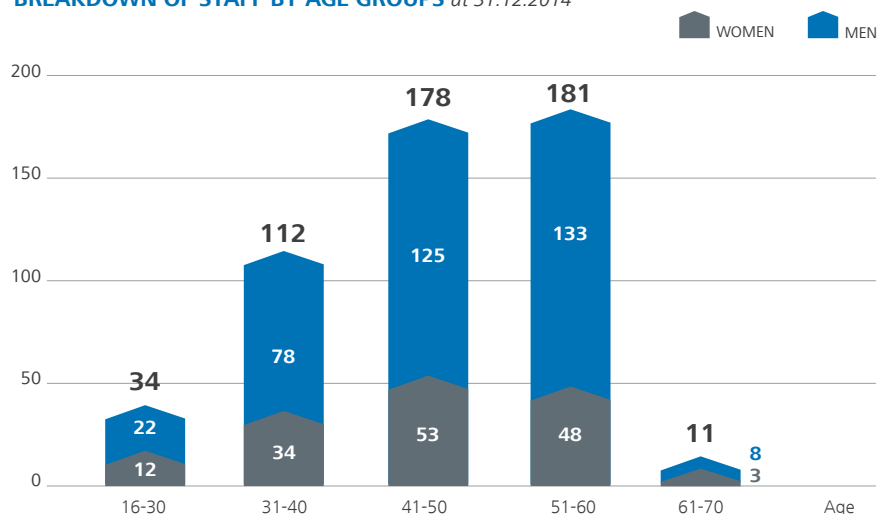
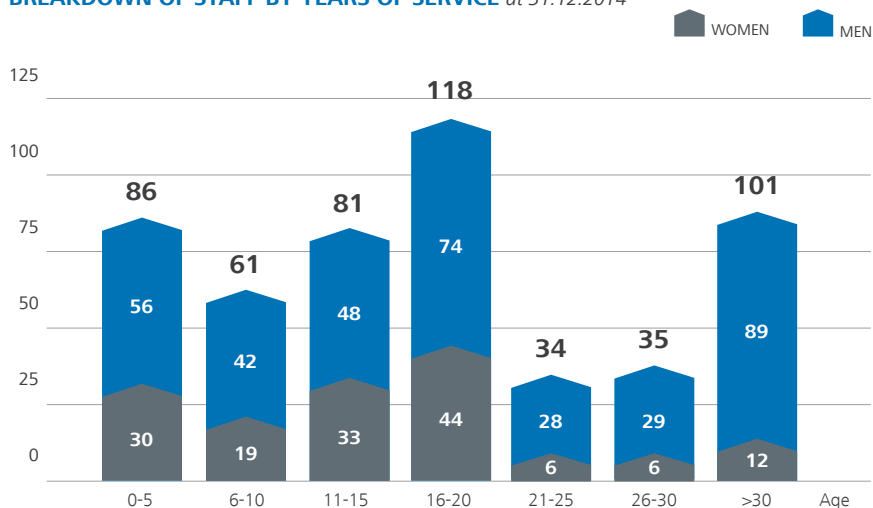
- 71% male and 29% female staff.
- The age range of the majority of workers in the group is 51 to 60 years.
- Most workers have been at the Port from 16 to 20 years.

PROGRESSION OF STAFF COVERED AND NOT COVERED BY THE AGREEMENT 2012 – 2014

at 31.12.2014



The Port's social responsibility goes further, with the organisation of, and participation in, initiatives to support the more disadvantaged groups around it

BREAKDOWN OF STAFF BY AGE GROUPS at 31.12.2014

BREAKDOWN OF STAFF BY YEARS OF SERVICE at 31.12.2014


EQUALITY AND DIVERSITY

During 2014, the Standing Committee on Equality reviewed and defined new actions to be included in the new **Equality Plan**, which will be valid for three years from 2014 until 2016. These new actions, to be implemented in the medium and long term, are related principally to selection and access to the workplace, and reconciliation and communication.

Also during 2014, the Standing Committee on Equality recorded no incidents related to equality and/or harassment.

BENEFITS

Within the current economic crisis, and in accordance with the instructions of the Executive Committee of the Interministerial Commission on Remuneration (CECIR) and the applicable legislation, the Port continued to cut the budget allocated to the social fund, which includes all social benefits for its workers.

Furthermore, in accordance with the regulations, the pension plan for the Port's employees was suspended throughout 2014 and the company was unable to make any contributions to the participants.



SOCIAL ACTION

The Port of Barcelona and its staff promote wide-ranging actions as part of the corporate social responsibility policies. Here are some outstanding actions from 2014:

- In June, the Port's workers voted to allocate **0.2% of annual turnover from 2013 for the issuance of Luncheon Vouchers** to the *Casal dels Infants del Raval*, a district NGO helping to provide opportunities for children.
- In June **we donated 39 technologically obsolete computers** to non-profit organisations. This donation was made to the Paideia School and the Marianao Foundation.
- The **12th Port Community Seminar on Prevention of Occupational Risks** was held on 6 November. It was organised by the Port of Barcelona and the FREMAP prevention company, on the initiative of the respective working group of the Steering Council for Promotion of the Port Community. The sessions dealt with issues related to preventive actions on employing people with disabilities and on road safety and prevention.
- Thanks to the initiatives of the Port's social groups, particularly the **Sports Club Dance Section**, recreational activities were held to raise funds for the TV3 Fundraiser and for various non-profit organisations such as Barcelona Food Bank.
- The **"Nadal Solidari 2014"** [Solidarity at Christmas time 2014] campaign from 9 to 12 December, which promoted the donation

of food and hygiene products to help them reach local people in greatest need. 1,884 kg of food was collected and delivered to Barcelona Food Bank, and 2,658 hygiene items were given to the IRES Foundation. The campaign was made possible thanks to the collaboration of the TCB group, Cares Foundation, WTC Barcelona, CILSA and ESTIBARNA-SAGEP, associations of the Port Community, and the Port of Barcelona.

- Work performed using Port resources to meet the needs of non-profit organisations in our field of action: printing 3,000 brochures for the ParaOlympic Initiatives Association; 500 leaflets with information on the CODEC job insertion company associated to the Cares group, and designing and printing the bus routes 88 and T3 on the Port of Barcelona map for Stella Maris.

Furthermore, the Port has supported several actions that took place within its sector, such as:

- The **Ecumenical celebration at Stella Maris** attended by representatives of various Christian denominations.
- Ceding the Port sports area to the Cares Foundation to raise funds to participate in the **Oxfam Intermon Trailwalker** event.
- **Our Lady of Carmen** day (16 July), around which various activities were organised at the Port.
- Communication actions for **Organic vegetables** and fruit basket for the organic farming project of the *La Tavella* social project.
- 27th Seafarers' Seminar, an interfaith celebration, a round table on needs of the crews of cruise ships at the Port and an indoor football championship between teams of sailors and Barcelona port workers.



Training and internal communication are essential tools for social change at the Port of Barcelona

DEVELOPMENT AND INTERNAL COMMUNICATION

In addition to our continued work on knowledge management, one of the main challenges is to create the conditions for the growth and transformation of individuals and of the organisation. The most important projects in this area in 2014 were the implementation of the Management Development Programme and the launch of the new Intranet.

The programme for managers is intended to develop the Port's collective leadership model and has involved two important activities aimed at strengthening organisational skills, which is key for leading the future of the Port of Barcelona. The first was the seminar on Building High-Impact Relationships, which was about how to identify and properly treat stakeholders. The second was a Course on people management, which aimed to increase professional resources for managing personal performance and development.

The amount of training activity in 2014 was similar to 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 has been

moved to the Port's departments and this year a total of thirty-three 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 close cooperation with the Information Systems area; efforts revolved around designing an internal communications strategy associated with new corporate tools, particularly the new corporate intranet, which should change the way we work.

TRAINING

In 2014 there were **211 collective training exercises**, divided into various plans.

A new project this year **involved training related to the new intranet**, which went live in October 2014. Various training courses have been organised for all stakeholders (administrators, managers and users).

Furthermore, to give continuity to the **technical skills training**, a new approach was applied by providing

COLLECTIVE TRAINING PLAN 2014

	Training actions	Students	Satisfaction	Hours of training
Technical skills tp	21	39	7.92	1,235.00
Skills tp	3	35	9.28	1,225.00
Port police tp	21	254	7.39	3,517.00
Prevention of occupational risks tp	9	102	8.16	533.00
General tp	52	476	8.12	1,811.50
Languages tp	99	238	9.12	7,904.75
Management training	6	108	7.85	876.00
Collective	211	1,252	8.26	17,102.25



the teaching associated with this training plan using the **Virtual Classroom platform**, which contains tailor-made e-learning courses on the port sector.

As regards **language training**, we continued to apply the same strategy as the previous year, involving small groups with a similar level of the language and common thematic and work areas. As in previous years, this training is one of the most highly appreciated.

Generic skills training for technical administrative staff continued this year, with open free places offered for anybody interested in participating. The most important new element was a tailor-made skills course for maintenance personnel and those working in the passenger terminals. This training was extremely well-received, and is the most highly valued.

In addition to this, there were **more functional training courses**, such as those associated with the EMAS III certificate for maintenance staff and members of the Navigation Aids team, or training for new Personal Protection Equipment (PPE).

39 individual training actions were imparted.

INTERNAL COMMUNICATION

2014 saw the start of a new means of internal communication at the Port, with the **launch of our new corporate social intranet**.

This tool is based on a new **communication 2.0 model** in which people within the organisation become active players in communication within the company and participate actively in the production and dissemination of contents from the intranet.

Although these are facilitated by the new 2.0 tools like **microblogging**,

blogs or wikis, several promotion and training actions have been rolled out to create the conditions to facilitate the internal adoption of this model. By using a very participatory launch campaign and organising sessions to teach people how to get the most from intranet, we have laid the foundations of the Port's new internal communication model.

The data collected since the intranet went live on 1 October endorse this new proposal, with the number of hits increasing by 20% year on year. Similarly, 87% of workers believe that this new intranet is a great improvement on the previous one.

Finally, although we focused our efforts on digital communication in 2014, we did not neglect other participative initiatives such as the **Annual Seminar**, in which the Port President and Director-General spoke to and with everyone else in the organisation concerning the milestones achieved and the main present and future challenges.



2014 saw the launch of our new corporate social intranet, based on a new communication 2.0 model





MEDICAL SERVICES AND PREVENTION OF OCCUPATIONAL RISKS

The Port of Barcelona received OHSAS certification for prevention of occupational hazards, the international quality standard in company prevention management

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 1,495 people (according to the latest updated census), including active staff, their families and retired workers. In 2014, Port medical staff attended a total of **14,426 medical visits**, a year-on-year increase of 0.74%.

The procedures and protocols used to unify the performance of healthcare and medical professionals working at the Port is based on the Catalan Health Plan and the new Health Monitoring protocols, which have been agreed by the workers'

representatives. Also, the protocol from the Spanish Organic Law on Data Protection adapted to medical services provides an important boost to medical staff for the benefit of patients, as it makes it possible to safeguard all highly sensitive data concerning health.

In 2014 we continued to provide information on healthy habits in order to improve the working conditions of staff and the surrounding area. Here, we continued with the campaign using medicines to help people stop smoking, through funding obtained through the Atlantida medical insurer. A study conducted throughout the year indicates that tobacco consumption by our workers is 3.38% less overall





than the population of Catalonia. There were also analyses for early detection of colon cancer for all people at risk, and everyone aged over 50. The result was very encouraging and helped three of the people studied from possibly developing a malignant process in the future.

Health monitoring. There were 360 medical examinations performed on workers. This figure includes 69.5% of the workforce and represents a year-on-year increase of 3.3%.

PREVENTION OF OCCUPATIONAL RISKS

The Prevention Service also organised and took part in the **12th 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 Port's Corporate Social Responsibility service. Jaume de Montserrat i Nonó, deputy director-general for Occupational Health and Safety from the Enterprise and Employment Department, took part in 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 - led to nearly all cases of emergency health assistance being resolved in around five minutes thanks to the excellent cooperation between the FREMAP and SEM services in the commercial port area and the ZAL.

Moreover, assistance by the SEM-061 service has improved. The number of cases in which they arrived in under 15 minutes increased from 47% in 2007 to 79% in 2014. Furthermore, the percentage of attendance in under 30 minutes now stands at 98%.

This year there were a total of **thirty-three accidents, all of them minor**, of which sixteen led to sick leave. Out of an estimated average workforce of 516, the total incidence rate (total number of accidents with or without sick leave compared to the number of workers) stood at 6.4%.

In this period, **training in occupational hazards** involved a total of 90 participants and 533 hours of specific group courses in introduction to risk prevention, introduction to first aid and basic fire fighting techniques, among others.

It is worth pointing out that in 2014 **the Port received OHSAS certification** for prevention of occupational hazards, the international quality standard in company prevention management.







7

ENVIRONMENTAL AREA



ENVIRONMENTAL AREA



Taking care of the Port's environment helps to reduce the environmental impact of port activities on the surrounding area, especially air and water quality



SUSTAINABLE GOALS

During the year, the Port focused its efforts on these objectives in three action areas:

- 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 in environmental impacts beyond the Port itself.
- Promoting medium and long-term alternatives to hydrocarbon fuels for mobility.

In this regard, the most notable environmental events for the Port in 2014 were the successful implementation of the ISO 14001-certified **environmental management system** registered in the Community Eco-Management and Audit Scheme (EMAS) with registration number ES-CAT-000 430 and our port holding the ninth annual **Green Port Congress** between 15 and 17 October, which brought together over 200 delegates from around the world to discuss the environmental challenges facing ports today and the various lines of action performed. The second edition of the Green Port Cruise 2014 was held on the previous day, also at the port, and was dedicated exclusively to cruises and the environment.

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



THE PORT'S IMPACT ON ITS SURROUNDING AREA AND ON THE ENVIRONMENT

TYPES OF FLOATING WASTE COLLECTED IN 2014



45.6%
PLASTIC

19.3%
WOOD

19.7%
OTHER MATERIALS

15.4%
ORGANIC MATTER

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.

160 such procedures were activated in 2014: 40 in relation to the marine environment; 55 concerning the terrestrial environment; 9 relating to the atmosphere; 2 concerning sanitation and 54 relating to dangerous goods authorisations.

the current P.I.M. has been extended to include not only spills of hydrocarbons, but of any chemicals at sea.

There were 27 oil spills in port waters in 2014, of which only 8 required specific cleaning and collection actions. Most alerts concerned the Port Vell area.

Overall, 10,435 kg of hydrocarbons or other oils were collected in port waters.

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 used for responding to oil spills is known as the P.I.M. (Internal Marine Plan) and includes organisational instructions for responding to the incident and describes the resources to be used. Unlike the previous plan,

PORT WATER CLEANING

The Port of Barcelona water cleaning service works all year round using specialised vessels and staff. 112.9 tonnes of floating debris, with a total volume of 616.9 m³, were collected from the water.

The type of debris varies during the year and depends upon factors such as the number of people at the Port, the holding of one-off events or specific meteorological and oceanographic conditions.



RECEPTION OF SHIP-GENERATED WASTE

According to the International Convention for the Prevention of Pollution from Ships (MARPOL 1973/78), all ports must have adequate facilities for the effective reception of ships' waste using port services.

PORT WATER QUALITY

As part of its Plan for monitoring coastal waters, as agreed with the Catalan Water Agency in its day, the Port of Barcelona performed a summer water quality campaign that consisted of analysing 12 water samples, 6 sediment samples and 6 profiles from the water column.

ROAD CLEANING AND WASTE COLLECTION

This year the cleaning service responded to a total of **138 incidents outside the planned service**, many of which (120) could be covered by the ordinary service, with only 18 requiring the activation of an extraordinary service. These actions responded to:

- warnings concerning solids on the ground, spilt loads or debris from traffic accidents (61)
- warnings concerning liquids on the ground (27)
- occasional reinforcements for sweeping and/or waste collection (50)

The Port directly managed **775.5 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, etc.) and non-hazardous (paper/ cardboard, light packaging, glass, garden waste, rubble, etc.).

Type	2010	2011	2012	2013	2014
MARPOL I (liquid hydrocarbon waste)	49,993	53,813	55,969	58,848	60,289 m ³ (2,860 services)
MARPOL II (liquid chemical waste)	430	537	431	527	393 (21 services)
MARPOL IV (waste and sanitary waters)	4,474	445	1,405	6,819	3,755 (77 services)
MARPOL V (solid waste)	50,319	76,718	81,081	82,210	79,956 (5,561 services)
MARPOL VI (pollution by air)	-	-	-	-	100 (3 services)

MARPOL waste collected, over time (m³)

MONITORING WATER QUALITY

Parameters	2013		2014 (summer)	
	offshore waters	internal waters	offshore waters	internal waters
Temperature (°C)	15.27	16.76	22.75	23.62
Salinity (mg/l)	38.06	38.03	37.92	38.05
Turbidity (FTU)	0.94	4.12	0.56	4.01
Density (kg/m ³) *	1,028.32	1,027.85	1,026.27	1,026.08
Chlorophyll (µg/l) **	1.47	1.94	<1	1.2
MIS (mg/l) ***	4.48	6.02	5	6.5

*FTU: Formazin Turbidity Unit

**µg/l: microgram/litre

*** MIS (mg/l): Materials in suspension, milligram/litre

Furthermore, 38 companies from the Port Community take part in **the integrated waste collection circuits**, 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.

WASTE COLLECTION 2010-2014 (tonnes)

Types of waste	2010	2011	2012	2013	2014
Non-hazardous (selective)	261	358	359	352.7	321.8
Hazardous (selective)	17	35	55	59.01	49.2
Total selective collection	278	393	414	411.7	371
Total non-selective collection (ordinary)	227	289	299	311.74	404.4
TOTAL	505	682	713	723.4	775.5



MANAGING PORT AIR QUALITY

The Port of Barcelona has its own network of equipment for measuring air pollution and meteorological variables. The **Port's Weather and Air Quality Surveillance Network** (XMVQA 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 $10\mu\text{m}$ in diameter (PM10) and $2.5\mu\text{m}$ (PM2.5).
- sulphur dioxide (SO_2) combustion gases and nitrogen dioxide (NO_2),
- and evaporative fuel gases such as benzene (C_6H_6).

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.

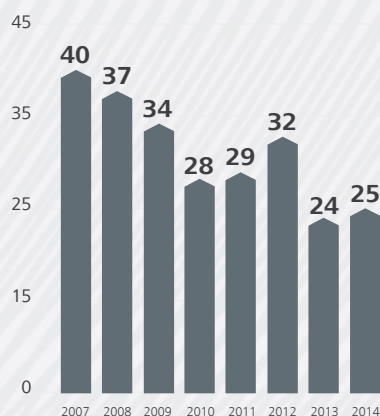
In 2014 the Port of Barcelona launched a **programme to upgrade its network of stations**, which will involve adding a new station in the El Prat de Llobregat area and renewing and relocating high-volume analysers and sensors from other stations. This upgrade will mean better coverage and representativeness in the area around the Port and will optimise resources for measuring air quality.

MEAN ANNUAL CONCENTRATIONS 2007-2014

($\mu\text{g}/\text{m}^3$)

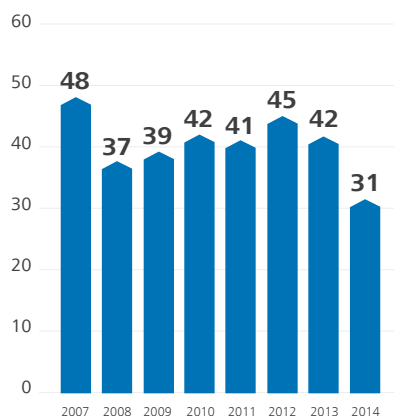
PARTICULATE MATTER

PM10 Port Vell



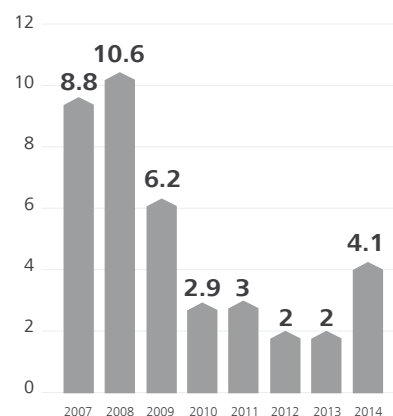
NITROGEN DIOXIDE*

NO_2 Mobile unit



SULPHUR DIOXIDE

SO_2 dàrsena Sud



* From 2014, data correspond to the station located in the ZAL-Prat



THE PORT'S PARTICIPATION IN THE PLAN TO IMPROVE AIR QUALITY IN THE METROPOLITAN REGION AND THE CITY

The Port of Barcelona is working 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 NO₂ 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 carrying containers; tugs; emissions from ships berthed in the harbour; handling of powdery material and emissions from the machinery in the terminals. It also promotes rail freight transport and applies instruments such as environmental discounts in port fees.

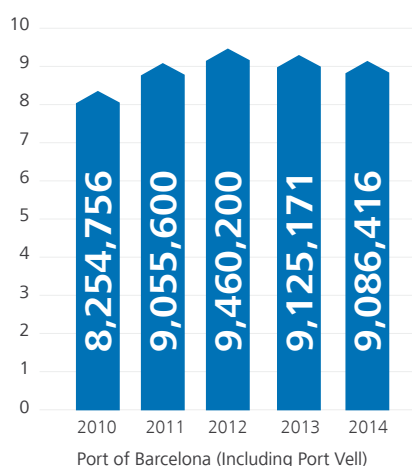
The Port worked in 2014 to draw up a **port air quality improvement plan**, which covers these measures, many of which are cross-cutting, and ensures that it is effectively implemented.

ELECTRICITY CONSUMPTION

Electricity consumption in the Port of Barcelona during 2014 fell year on year, due essentially to improvements in street lighting. The main actions affected the light installation on the Morrot roundabout, which was replaced by LED lights, a reduction in the power supplied to the Contradic wharf and installation of a system that turns off 50% of the floodlights of the railway terminal at both the entrance to the ZAL and the TIR terrace - section V, when no operations are underway.

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

ELECTRICITY CONSUMPTION 2010-2014 (kWh)



GAS AND FUEL CONSUMPTION

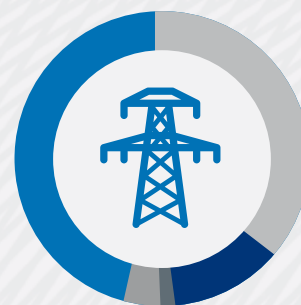
During 2014, consumption of **natural gas for heating** (only in the ASTA building) was 860,565 kWh, slightly lower than last year, owing to weather conditions. Consumption of **propane** for the production of heating and air conditioning also increased in the Sports Area, and stood at 6,603 litres.

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

FUEL CONSUMPTION (l)

Type	2010	2011	2012	2013	2014
Gasoline (vehicles)	9,528	8,777	9,572.79	9,019.64	7,784.67
Type A diesel (vehicles)	87,675	89,329	88,001.25	86,851.39	79,584.65
Type B diesel (ships)	6,751	15,095	6,537	11,164	17,298
Type B diesel (generators)	103,080	41,043	30,470	25,920	19,853
TOTAL	207,034	154,244	134,581.04	132,955.03	124,520.32

TYPES OF CONSUMPTION



36.46%

STREET LIGHTING ON ROADS AND TERRACES

46.47%

OFFICES (LIGHTING, HVAC, ETC).

4.30%

WATER PUMPING STATIONS

1.01%

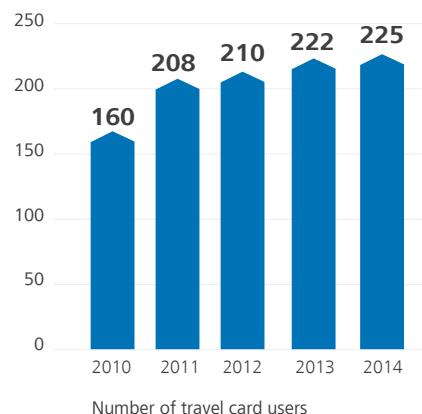
LIGHTHOUSES AND MARITIME SIGNALLING

11.76%

OTHERS (RAIL NETWORK, TELECOMMUNICATIONS HUTS, WEATHER STATIONS, CCTV CAMERAS, ETC).

MOBILITY

The port offers 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.



CONSUMPTION OF RESOURCES

The Port's water supply comes from the public mains operated by Aigües de Barcelona and Aigües del Prat.

PORT WATER CONSUMPTION (m³)

	2010	2011	2012	2013	2014
Vessel supplies	183,980	162,215	146,386	207,152	189,908
Other consumption *	51,816	178,480	97,060	43,605	36,713
Port Vell	22,300	41,000	35,160	28,982	40,020
TOTAL	258,096	381,695	278,606	279,739	266,641

* 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 (kg)

	2010	2011	2012	2013	2014
Paper consumption	17,083	18,974	16,407	15,098	12,009
% Recycled/eco out of total	23	19	27	24	55



55%

RECYCLED/ECO OUT OF TOTAL

MATERIALS USED IN WORKS

INDICATOR EN1*

Material	Unit	Weight or volume
Quarry ballast + riprap	t	19,421.40
Concrete	m³	39,452.20
Steel	t	4,962.53
Dredged material	m³	5,017.62
Filling materials	m³	223,441.57
Surfacing materials	m³	8,155.07
Tarmac	t	22,103.24

* EN1 represents total materials used in 2014, including recycled materials

DREDGING AND FILLING MATERIALS

Material	Unit	Weight or volume
Dredging	m³	5,017.62
Filling	m³	223,441.57
Total	m³	228,459.19

INDICATOR EN2 **

Material	Unitat	Weight or volume
Quarry ballast + riprap	t	788.00
Filling materials	m³	13,805.05

** EN2 represents the part of recycled materials



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, lorries 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. The growing number of international regulations on polluting emissions and air quality, and the fact that it is a cheaper source of energy than fuels used so far, which often have unstable prices,

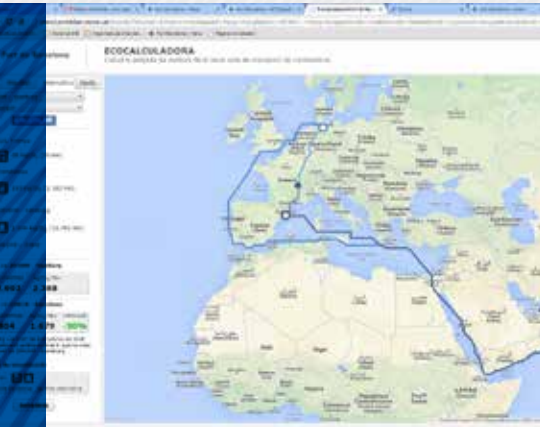
means that LNG is increasingly valued as an alternative fuel for freight transport.

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, work continued during 2014 to install a station in the port area to supply Liquefied Natural Gas (LNG) and Compressed Natural Gas (CNG) for land vehicles. At the same time, contacts are ongoing with shipping companies and bunkering operators to try to achieve a barge-based LNG supply system to ships.

The Port of Barcelona is promoting the use of liquefied natural gas to offer a more efficient fuel for ships, trucks and port machinery in the short term



COMMITTED TO CLIMATE CHANGE



In 2013 the Port of Barcelona launched the **ecocalculator**, a freely accessible web tool for measuring the CO₂ emissions of transport chains. (<http://planol.portdebarcelona.cat/ecocalc/>).

With the Port of Barcelona's ecocalculator it is possible to calculate quickly, simply and graphically the amount of CO₂ 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 of Barcelona has been offering for several years. Throughout the year, this service has conducted several in-depth studies for Port customers (shippers and transport operators), which have involved complex transport chains to evaluate and explore solutions for reducing emissions.

To quantify the environmental impact of transport chains, the Port of Barcelona has developed a dedicated emissions calculation methodology, validated by the **Universitat Politècnica de Catalunya (UPC)** which was **certified by the independent certifying body TÜV Rheinland** in 2014. This makes it possible to offer shippers and operators a duly certified carbon footprint of their transport, which they can then include 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 CO₂ emissions to help take decisions on routing their goods.

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 regarding CO₂ emissions of 20% compared to the northern port option: they represent sailing times that are four or five 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, the Port of Barcelona, along with other partners, has been taking part since 2013 in the EU-funded **CLYMA project**. 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 CO₂ and other pollutants. In this regard, 2014 saw the development of a web-based calculator for emissions of CO₂ and other pollutants (NO_x, PM₁₀, 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 of Barcelona has been able to quantify the savings in externalities resulting from its intermodal strategy in favour of rail traffic and Short Sea Shipping services.

In 2014, all of these services together represented an annual saving of € 177 million 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 18% over 2013 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 CO₂

The Port of Barcelona has been taking part since 2012 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 CO₂ emissions produced by the Port's buildings, its fleet of vehicles and the public lighting of its roads and terraces.

By signing this agreement, the organisation is committing to gradually reduce its direct and indirect emissions (Scope 2) associated with the fuel consumption of its fleet of 120 vehicles, two boats and some generators, as well as cutting electricity consumption.

BCN ZERO CARBON PROJECT

Greenhouse gas (GHG) emissions play an important role in climate change. The effects of GHG emissions are global, regardless of where they are emitted. Furthermore, almost all industrial and service activity sectors have associated GHG emissions caused by energy consumption, waste generation and mobility.

Adopting strategies to reduce GHG emissions is becoming increasingly necessary for ports because they represent nodes of the freight transport logistics chain and contribute to the carbon footprint of products passing through them. Customers of these goods are increasingly concerned about the carbon footprint of their products' lifecycle and are demanding distribution modes and routes for

their products or materials that are low in greenhouse gas emissions. Considering how important ports consider the fight against climate change, the Port of Barcelona has implemented a strategy to **reduce GHG emissions**, based on three pillars or levels: organisation of the Port; goods moved by the port; logistics chains that choose the port of Barcelona as a node.

From a logistics chain perspective, the Port of Barcelona has worked together with terminals and service operators since 2014 to roll out the **BCN Zero Carbon project**, consisting of drawing up an inventory of GHG emissions from activities closely related to the passage of goods through the port, minimising such emissions and offsetting those which cannot be minimised. In a few years, the project will allow the Port of Barcelona to become GHG emission-neutral for its goods.

The project initially focuses on goods shipped in containers, and in subsequent years the project will be extended to other goods.







8

COMMUNICATION



COMMUNICATION



One of the communication goals of the Port of Barcelona is to publicise its importance as an economic driving force and generator of wealth. Communication by this key infrastructure is as varied and extensive as its fields of activity (5 ports in 1) and its target publics



The Port has to communicate the most important information on its day-to-day running to the general public, which has only a very general understanding of its workings, and to the Port Community on the other end of the spectrum, as well 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. In spite of 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 (press conferences, attending to phone calls, interviews, visits, etc.) or in written communications (the more than 110 press releases in 2014, its web presence, brochures, etc.), the Port of Barcelona 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) and the social networks (Twitter, with over 4,700 followers, Youtube, LinkedIn, etc).

This communication task is complemented by the work of the Image and Language Service areas, which help to convey a consistent, accurate, recognised and recognisable image of the Port.

2014 was a year with a full agenda of events at the Port of Barcelona. In the cruises area in September, the city hosted the tenth edition of the **Seatrade Med fair**, the main cruise sector congress in the Mediterranean. That same month, the Port received the first stopover

as the **home port of the cruise ship *Oasis of the Seas***, owned by Royal Caribbean, which has entrusted the Port of Barcelona to position the world's largest cruise ship. In line with its ongoing policy of renewing cruise ship infrastructures, 2014 witnessed **works to enlarge Terminal D** (Palacruceros) owned by the Carnival Group.

Still within the public port sphere, the Port of Barcelona launched one of the most eagerly awaited works in the Port Vell: the **refurbishment of the fishing facilities**, with an investment of € 10 million. Also in the Port Vell, November saw the laying of the **first stone of the new Marina Vela**, with a capacity for up to 350 boats.

There were also developments in the commercial port. At the end of 2014 there was a ceremony to mark the arrival of the **new gantry cranes for the BEST container terminal**, attended by Santi Vila, Regional Minister of Planning and Sustainability, and Ana Pastor, the Minister for Public Works.

Furthermore, to improve air quality in and around the port and consolidate Barcelona as a logistics hub, the Port de Barcelona and Gas Natural Fenosa signed an agreement in 2014 to **promote the use of natural gas as fuel within the port**.

As usual, the Port was visited by representatives from Catalonia, Spain and other countries, as well as trade missions, companies and ports interested in seeing the latest developments at the Port. Similarly, the Port of Barcelona organised several business trips, notably the trade mission to Mexico and to the most important international fairs in which it took part.

Whether it is in direct contact with the media or in written communications, the Port of Barcelona communicates in an honest, clear and open way





PHOTO ALBUM OF THE YEAR



CLYMA conference



Signing of the agreement between the Port and Gas Natural Fenosa



Executive Forum



Barcelona Tribune



Presenting the annual results



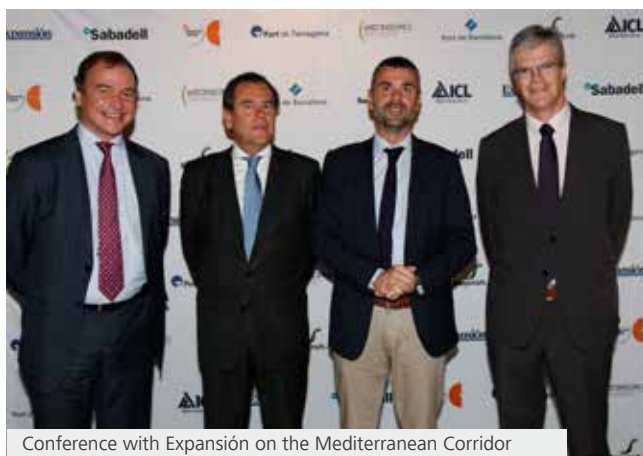
Seatrade Miami



Celebrating the 30th anniversary of Leo Proex



Visiting the Port of Hamburg



Conference with Expansión on the Mediterranean Corridor



16th European Supply Chain



Opening of the International Logistics Fair



Opening the enlargement of the BEST terminal



Professional Association of Industrial Engineers



Maritime Forwarders' Club



Anniversary lunch at the Parquing Mar



Laying the first stone of the refurbishment of the Port fishing area



Presentation of Seatrade Med



Enlargement of the Zaragoza Maritime Terminal



Press conference of the first semester results



Signing of the agreement on Port Vell security between the Port and the City Council



Green Port Congress



Price Waterhouse



Trade mission to Mexico, visiting the port of Veracruz



Trade mission to Mexico, business day in Mexico city



Celebrating the arrival of three gantry cranes at BEST



Laying the first stone of the Port's Marina Vela



Laying the first stone of the Port road accesses



Efficiency Network seminar



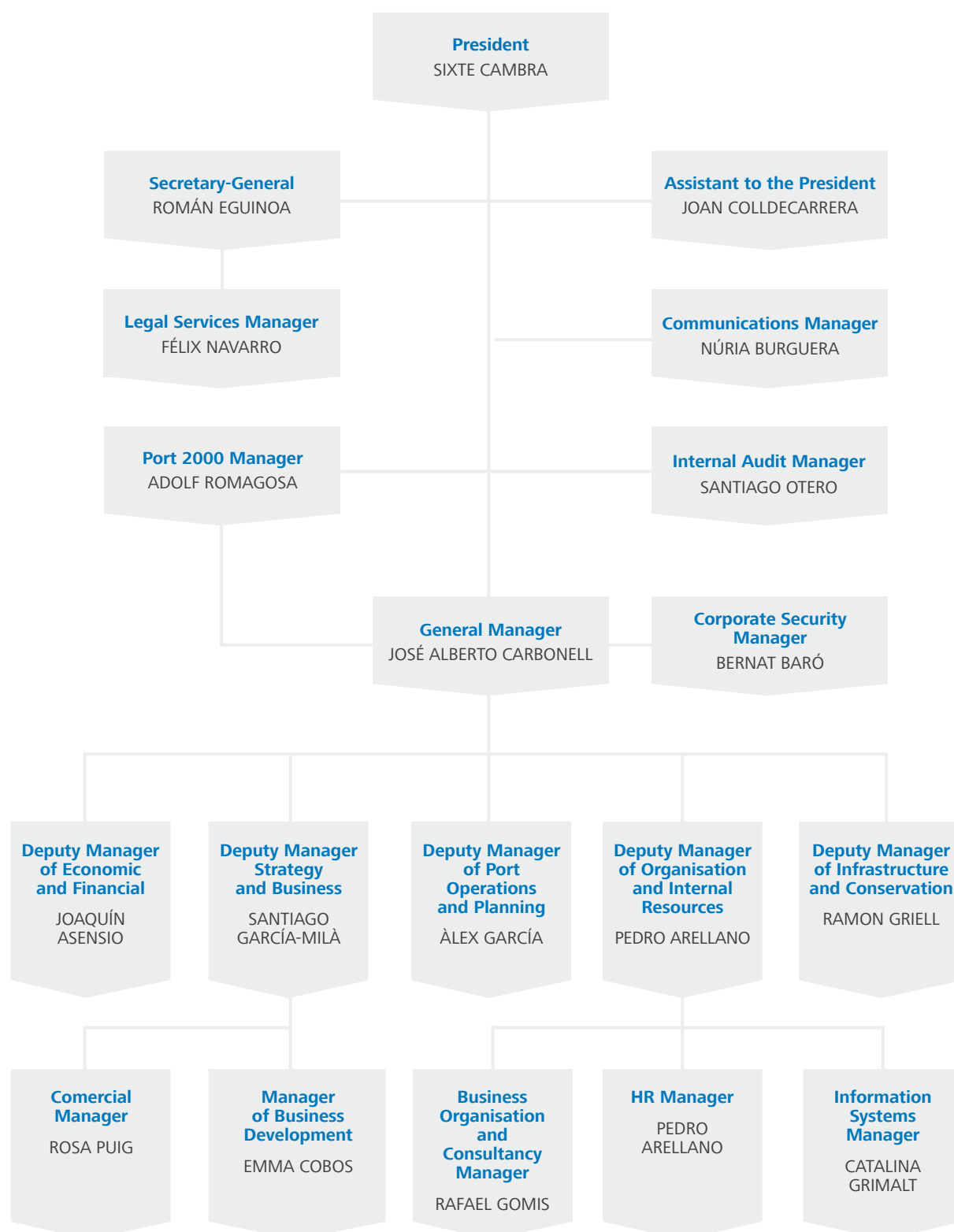
Christmas cocktail for Port workers





ORGANISATION CHART

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