



2004 Port of Barcelona

Annual report 2004



Port de Barcelona

Autoritat Portuària de Barcelona





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Members of the Administration
Board of Barcelona Port Authority

31st December 2004

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(General manager)

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Presentation

Joaquim Coello Brufau, President

2004 was a positive year for the Port of Barcelona. First of all, from a strictly economic point of view, I should like to point out that Barcelona Port Authority closed the financial year with a net profit close to 36 million euros, a 33% increase over the previous year. The higher income derived from very dynamic port activity, coupled with a concerted effort to contain internal spending, allowed us to exceed the level of growth in resources from operations of recent years.

We are currently expanding our infrastructures and it is essential for us to put our financial resources to the best possible use. The volume of investment this year, marking a new record at 151 million euros, will be far exceeded over the coming years with the culmination of the main projects of the Master Plan.

With regard to traffic, the Port of Barcelona closed 2004 with an increase of almost 14% in total traffic, standing at 40.2 million tonnes. This rate of growth is double that of other Spanish ports and that of neighbouring ports in the region such as Marseilles and Genoa.

These are positive results which, along with the consolidation of our Port as European leader in the number of cruise passengers and vehicle traffic, clearly show the quality of the work done by the operators, companies and professionals within the Port of Barcelona's Logistics Community.

The Port of Barcelona is starting to be perceived on the international stage as a reliable, safe and customer-oriented port, where quality and the new technologies clearly set it apart from the competition. We must continue to work with resolve and determination if we wish to improve this position, especially if we are to achieve our goal of becoming the top Mediterranean port, and one of the most promising in Europe.

The current increase in traffic coupled with forecasts for the growth of world maritime trade clearly show the urgent need for new and modern port areas. In 2004, the priority strategic aims for the immediate future will continue to be a faster pace of the enlargement works, and an improvement in accesses and connectivity of the port, to be achieved in co-operation with the public administrations.

The project to enlarge the Port of Barcelona, due for completion in 2015, will more than double the current land area up to 1,265 hectares, and will

treble the area set aside for logistics operations. We will move from our current capacity of 55 million tonnes and 2.4 million TEUs to achieve a capacity of 85 million tonnes and 4.5 million TEUs. By 2008, the first terminals in the enlargement area to the south will be available for use. Granting the future concessions to the right operators with the capacity to bring in new traffics will be decisive in materialising the growth forecasts of the organisation.

Fostering the highest level of intermodal connectivity through the correct application of the Road and Rail Access Plan should be the second major line of activity in the most immediate future. As this is not only a key factor for the projection of the Port of Barcelona, but for Catalonia's options in the demanding European market, I hope that our administrations will pay the necessary attention to this. The delays building up can be made up for, but are nonetheless worrying, since they still denote a trend that should be corrected. If this is not done, it would have devastating effects for the Port of Barcelona.

This ambitious operation will make it possible to improve significantly the internal rail and road networks and their connections with the outside world. The firm decision to invest heavily in the railway, which envisages a UIC gauge connection with the French border, will make it possible to enlarge the hinterland towards the centre and north of the continent. In addition to this, the *Proatrans* project will improve and optimise road transport of containers originating and/or finishing in the Port of Barcelona.

Secondly, from the operative point of view, the Port of Barcelona is strengthening its capacities and leveraging its good geographical position to become the European gate for the growing Asian traffic. Currently, only 24% of the volume of maritime traffic between Europe and the Far East through the Suez Canal is handled by ports of the south of the continent. The enlargement of the canal will significantly boost the Mediterranean route and will increase our chances of becoming the great European port for trade with Asia. In 2004, maritime trade with the Persian Gulf, the Arabian Sea, the Indian Ocean countries and the Far East (China and Japan) already grew by approximately 25%.

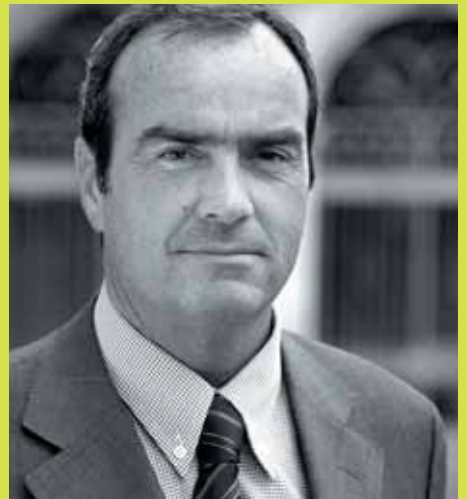
Boosting Short Sea Shipping will be

another major priority over the coming years.

Thirdly and finally, we have been working from within Barcelona Port Authority to set up a more corporate-oriented management model and to foster an internal working procedure to facilitate a more active involvement of the team in achieving our strategic business objectives. The application of EFQM, the European Model of Excellence in Management, will bring about a more satisfied workforce and a better and more efficient provision of service for our customers and partners.

The consolidation of telematic management through the PortIC platform –which will facilitate the “paperless port”– is a model that has been declared mandatory by the Management Board, and the introduction of other internal initiatives will bring about a substantial improvement in service among all the operators.

In sum, the Port of Barcelona is most certainly immersed in a decisive phase that will determine its future in the 21st century. The positive development of this phase is something that concerns us all and will transform us from a national and regional player, as we now are, into a European port. However, it will also turn us into an efficient and competitive port, helping to contribute to the internationalisation of our companies and, indeed, of the entire national economy. This is a major challenge that could help more quickly to achieve a more flexible legal framework allowing more efficient, productive and profitable operations. This is one element that we are studying with special and active interest from the Port of Barcelona.



Introduction

Josep Oriol Carreras, General manager

Last year was a turning point for the Port of Barcelona, marking a significant change with regard to previous years. The Port is immersed in a new infrastructure development programme and is facing a period of expansion with major perspectives for growth in port activity.

The effects of the application of Law 48/2003, along with the growth in activity and the development of the infrastructures are the fundamental features that have characterised this financial year. The application of the law substantially changed the system of invoicing port services and has caused a certain amount of disconcert and ill-feeling among operators, since they have been obliged to take on the new criteria to the detriment of their business profitability. Furthermore, the changing of public prices into charges has forced ports to act as tax-collectors and thus they are no longer free to adjust prices to the needs of the market.

As for port activity, during the course of 2004, the Port of Barcelona experienced nearly 14% growth, taking it up to 40.2 million tonnes, an increase of practically 16% in containers (1,916,493 TEUs) that is also due to the growth in transits. In addition, we maintained our leading position in the Mediterranean for car traffic, as well as maintaining our ranking as one of the top ports of Europe, after Zeebrugge, Bremen and Antwerp, with more than 785,000 new vehicles transported.

Passenger traffic increased 5.25%, although there was a slight fall of 2.5 points in cruiser traffic, owing to the withdrawal of Festival, Sun cruises/Mytravel and Royal Olimpia, companies that had been operating in the port of Barcelona and have readjusted their operations.

From the financial point of view, the growth in port traffics in 2004 was three times higher than the interannual growth recorded during the period 2000-2003. These good results, along with the improvement in management, were reflected in the financial results. Income from the increased traffic and the containment of expenditure, to name but a few factors, increased operating income by 14%. This meant an operating profit of 46,900,000 euros, up 32% year on year. The Port of Barcelona closed the 2004 financial year with a net balance of 36 million euros, an increase of 34%.

Among the building works projects begun or carried out in 2004, considerable importance should be attached to the work on the Adossat

wharf, which is being adapted to receive cruisers, with the enlargement of one terminal and the building of a new one as well as the development of shared areas.

The enlargement of the port achieved its first milestone with the diversion of the river Llobregat, which has now been running along the new river bed since September, and the building of the South and East seawalls is moving forward at a very satisfactory pace. The urban development works of phase 2 of the Logistics Activities Area is well underway, and some companies will be able to set up there during 2005.

The Port of Barcelona aspires to be a port of the European area, both in terms of the extension of its hinterland, and in terms of volume of traffic. This objective necessarily involves an in-depth rethink of intermodal transport, involving not only lorries and cars, but also railways. Good rail accesses to the port precinct are needed. The aim is to be able to absorb the growing volume of traffic which the enlarged port expects to receive in the coming years in a smooth-running way and without bottlenecks. This also involves internal infrastructures that can respond to the flow of goods generated.

In order to implement the action lines set by the Port of Barcelona's most recent strategic plan, in 2004 all the companies and institutions making up the Logistics Community Port worked very hard on a number of issues, including the implantation of IT systems for electronic data transfer, to achieve a "paperless port". Another aspect to which we have dedicated efforts was the increase in the competitiveness of our companies, in order to make the Port of Barcelona a Mediterranean hub and enlarge its markets.

In 2004 we decided to stake our all on EFQM-based excellence model in management and work. This model, which is already implemented in large organisations, will help us to conduct a self-assessment exercise and can improve our company results and our offer of services, and thus provide an excellent service to passengers and in all the companies involved in the movement of goods through our port.

In sum, the Port of Barcelona, the main territorial and economic infrastructure of Catalonia, comprises a group of companies and people who are involved in activities related to providing services to passengers and goods.

Finally, we should add the

importance of the people that are part of this ensemble, without whom it would not be possible to perform this complex mission and achieve all of its aims.

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Infrastructure Works

The investment made by the Port Authority in 2004 was approximately 150 million euros, up around 29% from the 117 million spent in 2003, and is a new record in accordance with the historic moment in the development of the Port of Barcelona. In this connection, we should point

with prefabricated concrete caissons. To sum up the state of advancement of the works, it is sufficient to mention that 100% of the prior dredging has already been done, 56% of the rockpile, 51% of the concrete blocks, 84% of the quarry ballast and, finally, the length of the emerging seawall is already 26% of the planned total.

Work on stretch III of the same seawall has already begun, and concerns a 1,100 m long sloping design. In this case, the main mantle is made of 40 tn parallelepiped concrete blocks. To date, 100% of the prior dredging work is complete, along with 11% of the rockpile and 10% of the quarry ballast. The emerging seawall has still not gained any length. As regards the East seawall, which is 2,000 m long, and is to be built over 82 months, this is a sloping seawall, the main mantle of which is made of 50 tn parallelepiped concrete blocks. To date, 98% of the prior dredging

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out that a large part of this investment has gone to speeding up the port enlargement works, which include the Delta Plan, as laid down in the Master Plan.

The most noteworthy works are those already started in previous years, such as the extension of the South and East seawalls. These works have received a new boost which will most probably be decisive in achieving wharves and terraces that will make it possible to meet the growing demand for space, now practically depleted, in order for the port to run properly.

As for stretches 1 and 2 of the South seawall, these are a total of 3,700 m long, and must be built within 69 months.

Specifically, stretch I represents 2,000 m of sloping seawall with a main mantle made of parallelepiped blocks of concrete of up to 60 tn. Stretch II is a vertical seawall built



work is complete, with 28% of the rockpile and 61% of the quarry ballast. The emerging seawall has still not gained any length.

To have an idea of the scale of the costs, these two building projects have already consumed more than 75% of the total annual investment. Furthermore, the current pace of work is set to continue, which is a necessary condition for meeting the established deadlines, which envisage that the project will be completed by 2008, when the port will have a new container terminal.

This large volume of work has involved a series of specific environmental measures. These measures guarantee that the legislation in force will be respected and are covered in the Environmental Impact Declaration, which lists the actions that must be undertaken to compensate for and correct the impacts of each of the works.

One example of these actions is the creation of a beach next to the right bank of the new mouth of the river Llobregat. Approximately one million cubic metres of sand have already been placed there this year in order to form this beach.

Another strategic project that we have begun building is the Prat wharf. The first planned phase of this infrastructure involves a 1,000 m berthing line, a minimum draught of 16 m and will cover an area of 81 has. When commissioned, it will help to solve the shortage of space caused by the huge growth in container traffic.

Significant investments were also made to continue fostering cruise and container traffic. We could point specifically to the completion of most of phase two of the enlargement of

high tower and an annex. This centre is a decided response by the Port Authority in the face of the new demands caused by the growing complexity of interior ship traffic resulting from the increase in the number of stopovers, the new north entrance mouth and the enlargement works to the south. It is also a response to the need for continuous improvement in the safety and efficiency of services offered to ships.



The enlargement works of the Port of Barcelona are cofinanced by the European Union Cohesion Fund



the Adossat Wharf, 325 m long and 12 m deep.

As far as the actions taken to bring the port closer to the city are concerned, mention should be made of the completion of the work to remodel the Bosch i Alsina wharf, which covers some 15,000 m² of public space lying between the Portal de la Pau square and that of Antonio López, and between the Ronda Litoral ring road and the Passeig Colom. Furthermore, this work included the restructuring of a car park covering 7,300 m² under this area, and the construction of two smaller buildings.

A more unusual project carried out this year, from an architectural and functional point of view, was the remodelling of the Montjuïc lighthouse to give it over to complementary port activities. Another such project involved building the port control tower, a two-part building comprising a 45 m



Commercial promotion

Corporate missions conducted by the Port of Barcelona have become an important means of promoting the services of the Port Logistics Community in the emerging and strategic external markets.

The corporate mission to Mumbai was the seventh mission of the Port of Barcelona and was supported by

Spanish and Indian bodies and institutions such as the *Generalitat*, the Catalan Consortium for Commercial Promotion (Copca), the Chamber of Commerce of Barcelona, Casa Asia, the Spanish embassy in New Delhi and the Bombay Chamber of Commerce and Industry.

The delegation that travelled to India comprised 74 people: 36 businessmen, including importers and exporters and companies from the Logistics Community, specialised press, members of the institutions and the organisation.

The opening seminar in Mumbai took place at the Taj Mahal hotel and was attended by 250 Indian businessmen. The Copca office in New Delhi and the Bombay Chamber office prepared the working programmes for the participating companies, leading to a total of 249 company contacts, which have led to export operations, correspondence agreements and the intensification of relations with current partners.

make a Presentation in Barcelona to promote coffee from India in the south of Europe.

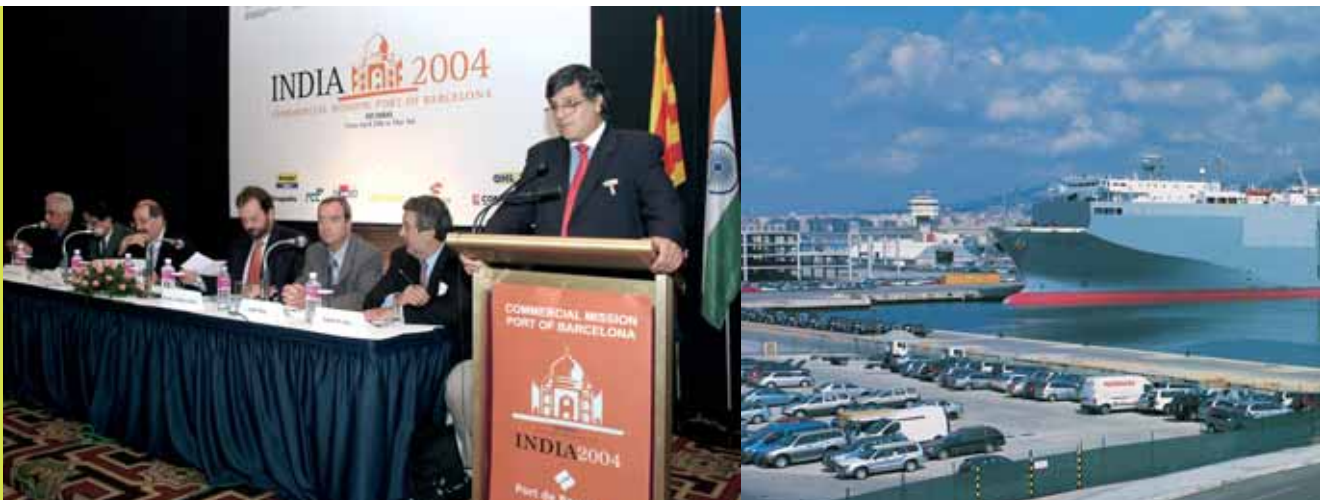
In order to maintain and foster trade between the two countries, the Chamber of Commerce of Barcelona has signed a cooperation agreement with the Bombay Chamber of Commerce and Industry to carry out a return mission of Indian companies to Barcelona in 2005.

The Port also participated in trade missions organised by other organisations, which was the case of the visits to Morocco and Algeria. The Port thus participated in the trade missions to Alger (22nd to 24th March) and Casablanca (21st to 23rd June) organised by FETEIA (the Spanish Federation of Freight Forwarders, International Shippers and Associated operators) in cooperation with the Spanish Foreign Trade Institute (ICEX). The main aims were to offer the freight forwarders belonging to Feteia the possibility to become much more

be missed was Global Automotive Logistics (GAL) held in Bremen, Germany, which focuses on the car sector.

The Port of Barcelona participates in different international cruiser events to promote its facilities and services. In this connection, in 2004 the Port took part as an exhibitor in the International Miami Seatrade Cruise and Ferry Convention and Seatrade Mediterranean, which took place in Genoa. Within Medcruise, the Mediterranean Ports association, the Port attended the General Meetings in Alicante and Genoa.

From the 7th to the 10th of November, Barcelona hosted the 22nd ALACAT Congress and Exhibition (Federation of National Associations of Freight Agents and International Logistics Operators of Latin America and the Caribbean). At the WTC Barcelona, the participants discussed the situation of transport and reflected upon the implications of the integration of new



Parallel to this, there were visits to important ship owners and freight agents such as the Mediterranean Shipping Company, the Shipping Corporation of India and Natvar Parikh Industries Ltd, in order to maintain the privileged situation of the Port and strengthen the close links existing with Indian ports. 27 regular shipping lines link Barcelona to these ports and we should add that Barcelona is the only port of call for all the lines connecting India with the Western Mediterranean and, furthermore, enjoys the only direct connection belonging to the Shipping Corporation of India.

In addition to this, Barcelona is the top port for coffee distribution in the Western Mediterranean and the sixth in the world, and this is why the mission included a trip to Bangalore, the coffee centre of India and a major customer of our Port. An agreement was reached with the Coffee Board to

familiar with a potential market, meet with local companies, establish correspondence between companies in both countries and maintain institutional relations with the Algerian and Moroccan Federation of Freight Forwarders.

These activities were completed by the Port's presence at international trade fairs, including the International Week of Transport and Logistics (SITL) held in Paris. This fair received more than 23,000 visitors from more than 56 countries seeking logistics solutions from the approximately 800 exhibitors covering all the sectors of transport, storage, logistics information systems, services and infrastructures. The Port took part with a joint stand shared with Puertos del Estado and the ICEX, at which we received many visits from freight agents and operators, and held interviews with regional authorities and entities of the French administration. Another event not to

countries into the European Union. This meeting was attended by more than 500 businessmen from Mexico, Argentina, Uruguay, the Dominican Republic and Colombia, among others.



Development of the Hinterland

The Zaragoza Maritime Terminal 2004 was the fourth year of operation of the Zaragoza maritime terminal (tmZ), since the Port of Barcelona began this initiative on March 31st 2001. The tmZ was set up to extend and consolidate the influence of the Port of Barcelona in the market of

services; contracting the transport of containers to tmZ that have been unloaded in the port and thence onwards through capillary distribution; checking the location of the container or the goods both in the port and inland, exchanging the necessary documents with other operators (shipping agents, hauliers...). All of this is performed under standards of service that are applied in the port and last right up to the final destination.

The best indicator of tmZ's activity is movements from the container depot. In 2004 the terminal recorded total movements of 23,613 TEUs. This movement of TEUs is itself representative of the share that tmZ has in maritime trade between the regions of the north east of the Iberian peninsula and the port of Barcelona, and how it contributes to efficiency in the organisation of container transport by road with the port, since the coordination provided between



the north east of the Iberian peninsula (Aragon, Ebro Valley and adjacent areas). Using the tmZ, the Port of Barcelona provides the professional users from this area (shipping agents, freight forwarders, logistics operators...) and therefore importers and exporters, with an offer of logistics and transport services tailored to their needs and provides help in resolving the problems of supply and distribution of the products which they import or export. The aim is for the operators of this area to choose the Port of Barcelona to channel their external maritime trade operations in order to achieve a competitive edge.

The terminal works as a neutral operator through which any freight agent or port professional can plan, organise and monitor any import and export passing through the Port of Barcelona. This could include consulting regular land transport

entries and exits of containers reduces empty journeys, with the subsequent knock-on effect in cost reduction.

The terminal currently occupies 1.6 hectares in the Mercazaragoza logistics area and plans for phase two envisage a total area of 4.5 hectares. The tmZ terminal will also have its own rail terminal own, the building plans for which have already been drawn up and approved by the Ministry of Public Works. This rail terminal will be connected to the main rail network and will provide the tmZ logistics platform with greater accessibility and flexibility in the entry and exit of goods.

The Toulouse Maritime Terminal 2004 marked the signing of the agreement with the new operator of the Toulouse maritime terminal (tmT), after the APB had to cancel the contract with the previous operator in January 2003. The Port of Barcelona set up this initiative to provide service to the southern France market. Using tmT, the Port of Barcelona provides professional users, and therefore importers and exporters, with a specific offer of transport and logistics services for imported and exported goods that stands out from its competitors. The Port of Barcelona aims for operators in this area to choose it to channel their external maritime trade operations and achieve a competitive edge.

Managed by a neutral operator, the terminal makes it easier for any freight agent or any professionals that use maritime transport to plan, organise and track imports and exports passing through the port

representative of the participation of tmT in the maritime trade between the regions of the south of France and the Port of Barcelona.

The terminal has now begun activities in Saint Jory, and will soon set up in Eurocentre.



of Barcelona. For example, they can consult regular land transport services, contract the transport of containers unloaded in the port to the tmT and thence onwards through capillary distribution, check on the location of the container or the goods both in the port and inland, exchanging the necessary documents with other operators (shipping agents, hauliers...). All of this takes place within standards of service that begin in the port and last right up to the final destination.

The best indicator of tmT's activity is movements from the container depot. Movement of containers within the terminal contributes to efficiency in the organisation of container transport by road with the Port, since co-ordination between entries and exits of containers means a reduction in empty journeys, with the subsequent knock-on effect in cost reduction. At the same time it is



Development of the Foreland

For years now the Port of Barcelona has been pursuing an active policy of cooperation with other ports and port administrations of the Mediterranean, Latin America and the Far East, which have led to the holding of training activities and the implementation of projects related to new technologies, quality, safety, etc.

As in previous years, we have performed training activities provided by upper and middle managers of the Port of Barcelona. These actions involved the seminar on port management for postgraduate students from the Arab Academy of Science and Technology (Alexandria, Egypt), from different countries in Africa, the Middle East and South East Asia. The other activity was the seminar for Latin American port managers, specifically from Argentina and

surrounding logistics and transport.

Another project worthy of mention is Alexportic – the e-commerce platform at the Port of Alexandria (Egypt), which is in its final implementation phase. The documentary reengineering procedures performed by the Telematics Forum of the Port of Alexandria have been performed digitally to be applied by the users of this platform, which will make it possible to parameterise port processes, as well as the setting up of

It should be mentioned that considerable financial support has been provided by the Spanish Agency for International Co-operation (AECI), a body dependent upon the Spanish Foreign Ministry, thanks to which we have been able to undertake certain of these cooperation projects, specifically those signed with the Merchant Navy Office of Tunis and the Port Authority of Alexandria.

In parallel, the Port maintains an active position in the most important world organisations dedicated to promoting measures and projects aimed at speeding up the exchange of goods through more flexible international trade, and making the best use of the new technologies.

Here we could point to the chairmanship of the Port of Barcelona in the Trade Facilitation Committee of the IAPH – the International Association of Ports and Harbours – and its participation, on behalf of the IAPH, in the World Customs



Colombia, and we also received the special assistance of a manager from the Port of Sines (Portugal).

In addition to this, another seminar was held for managers from the port of Tianjin (China), with a specific programme on maritime and land transport, logistics and operational and functional safety.

Two seminars were held in the framework of a co-operation agreement with the Tunis Office of the Merchant Navy, one on Industrial and Operational Safety and another on Quality, which were attended by upper and middle managers, in which they analysed specific experience affecting the dynamics of the working of the ports of Rades and Tunis.

All the training seminars took place in an excellent spirit of communication, in which experiences were exchanged, professional relations strengthened and a deeper knowledge gained of the different activities

a website (www.alexportic.net) with information on basic services, such as a company directory, stopovers, regular lines, automation of the processes of entry of hazardous goods and request for stopovers and berthing. We predict that it will be working efficiently in stand-alone mode in the new headquarters of the Port Authority of Alexandria by the second quarter of 2005.

An international cooperation agreement was signed last December between the APB and the Government of Magdalena (Colombia) to carry out a series of training programmes and at the same time study possible alliances for the implantation of an e-commerce platform. We are also looking at the possibility to analyse the application of modern transport and logistics systems in order to develop the river Magdalena area, which gives its name to the region located in the north of Colombia.

Organisation. Furthermore, the Port maintains an active presence in the UN/CEFACT (the United Nations Centre for Trade Facilitation and Electronic Business) on behalf of the Port of Barcelona and the IAPH. Internacional de Ports (IAPH).



Customer Service Department (SAC)

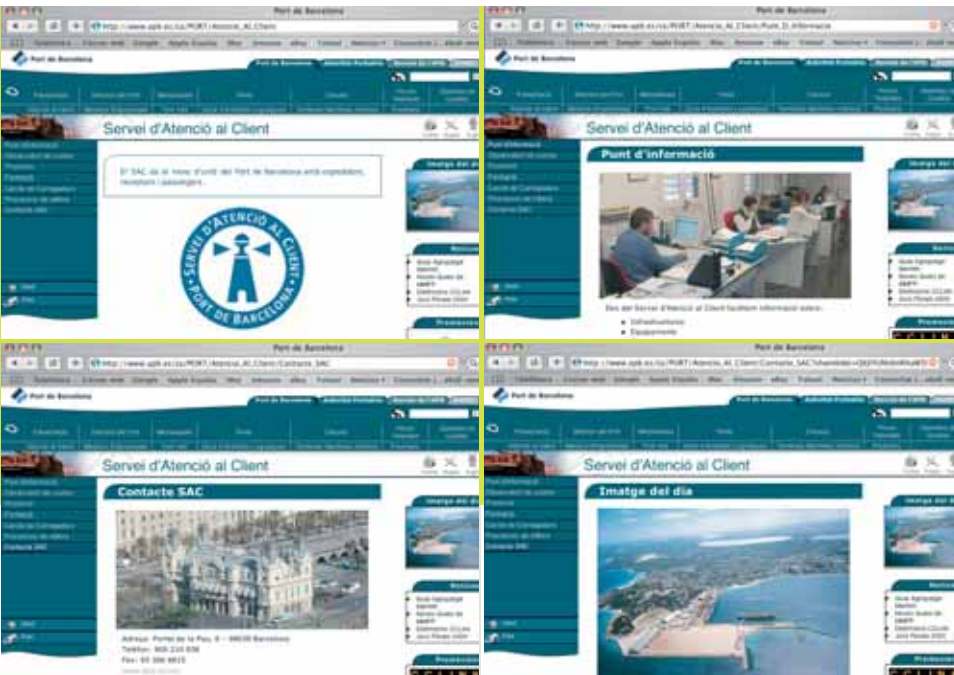
The SAC is a department depending upon the Port of Barcelona's Department for Business Development since its creation more than 10 years ago. The main aims of the SAC are to identify and transmit market needs to the Port of Barcelona's Logistics Community, offer as much

importing their goods through the Port of Barcelona.

The guide includes cargo consolidating companies: freight forwarders and NVOCC (Non-Vessel Operating Common Carriers), with information on representatives in the countries of origin and destination, quality certifications, insurance, services, periodicity and transit times or information systems and other additional services. It also contains information on the facilities of the logistics operator, its offer of added value services and the contact persons.

In the first quarter of 2005, we will incorporate contents for describing items concerning infrastructures, costs, quality, insurance, risk management, e-commerce, finance, customs and operators. This guide can be consulted on the Port of Barcelona's website: www.apb.es.

In order to reach out to our customers and provide them with more information, the Port of



Barcelona's Department for Business Development is currently overhauling the Port's website.

Processes of improvement

The service manages requests, suggestions and complaints concerning passengers and goods travelling through the port.

In 2004 there were a total of 146 incidences and 93 queries. The SAC offers 2 levels of processing of information: immediate action (analysis of each case, minimisation of damage and immediate solutions proposed) and long-term action: joint analysis of the services received by the users and, if necessary, the results of the analyses are sent to the corresponding forums (Telematics Forum, Steering Council of the Strategic Plan of the Port of Barcelona, Operating Processes Improvement Group).

The SAC analyses the incidences

information as possible on available services and infrastructures, and promote their use.

Below are a series of tools available to our users and customers.

Information Point

The SAC provides information on infrastructures, facilities, services, operators, administrations, documentary circuits and physical processes in import / export operations, and the workings of logistics in goods and passenger transport. (sac@apb.es).

Working along these lines, the SAC has drawn up a Guide to Regular Maritime Groupage Services especially aimed at customers exporting and

received, manages the application of the guarantees programme of the Quality Plan, and if necessary processes the payment of any appropriate financial compensation. This year, thirty-five payments were made.

Promotion

The SAC organises and participates in different activities aimed at publicising and promoting the Port - commercial visits to the customer's premises and receiving visitors at the Port of Barcelona. This year we were visited by Montesa Honda, DIA, Haribó and Barcelonesa de Drogas, to name but a few. In addition, seminars were held with the Chambers of Commerce of Manresa and Sabadell to put our message across.

The SAC provided technical backing to the organisation of the corporate mission to India last April, which was organised by the Economic Promotion and Development Department.

cost, time and safety. The course is aimed at any professionals and hauliers that may be interested in this type of service and takes place on board a regular SSS line. The course was organised by Barcelona Port Authority with the co-operation of Grimaldi Group, Porti di Roma e del Lazio and the Spanish and Italian Associations for the Promotion of Short Sea Shipping.

Circle of Freight Agents

The SAC offers a tailor-made service for senders and receivers of goods, which aims to bring about greater transparency and optimise commercial operations performed through the Port of Barcelona, as well as acting as a catalyst to the interests of our customers.

We offer a wide range of services such as personal advice, cargo tracking (documentary circuit and physical process), intervention reports of Port quality services, guarantee

directly through the newsletter website (www.apb.es/cclink). This year the website received a total of 59,288 hits.



We also increased our participation in fairs and congresses such as the SIL (Barcelona), SITL (Paris), Global Automotive Logistics, ALACAT, Internationalisation Week (COPCA) where a workshop was organised in which the Port of Barcelona's Logistics Community presented its services to exporting companies.

Training

As the department in charge of carrying out the Training and Dissemination Plan of the Port of Barcelona, the SAC continued with its information and training activities for shippers, receiving both companies and operators. This year, 16 courses were held involving 713 people from 524 companies. A new element in 2004 was the GLOSS (Global Logistics Operations for Short Sea Shipping) course, set up to publicise this type of shipping as a complementary activity to road transport effective in terms of

management, partnerships between customers, companies and institutions, competitiveness and maritime costs observatory, personalised analysis, exchange of know-how between users and the SAC, information and up-to-date information on port and customs operations, and participation in user satisfaction surveys.

CCLINK Newsletter

Now in its second year, *CCLINK*, the first European newsletter of maritime logistics published by a port and devised for receivers and shippers of goods, focused on the following subjects – the trade mission to India, the south of France as a strategic enclave for the Port of Barcelona and Short Sea Shipping, opportunities and finally, an article on maritime groupage.

This year we sent our information to 4,397 e-mail accounts, increased thanks to the possibility to subscribe



Quality Management

In 2004 the Quality Systems Department pursued three strategic lines of action in order to comply with the strategic objectives of the APB and the Port of Barcelona:

- Managing the Port of Barcelona's Quality System.
- Coordinating a new management model in the APB.
- Cooperating in the field of quality.

The Port of Barcelona's Quality System

This comprises all the Quality Plans designed and implanted in the Port of Barcelona which are then assessed and improved. The scope of the system covers the Terminal de Contenidors de Barcelona SL, Terminal Catalunya SA, Estibadora de Ponent SA, and the Border Inspection Point (BIP).

Process Control covers the collection and continual assessment and improvement of data on processes. The most important results of these are:

Volume of activity

Containers unloaded (full)	271,032	(+14.8%)
Consignments emptied at the warehouse	18,460	(+8.1%)
Packages handled/emptied	3,205,248	(+20.4%)
Packages handled/emptied	193	(-25.2%)

Breakdown of inspections

Inspections on the terrace	7,106	(+22.4%)
Inspections with corridor	2,642	(+28.2%)
Inspections in the warehouse	527	(+31.4%)
BIP Inspections (without corridor)	3,833	(+13.9%)
BIP inspections (with corridor)	1,181	(-10.8%)

Volume of inspections

Export.	2,317	(+10.2%)
Amount.	12,972	(+19.7%)
Total	15,289	(+18.0%)
% of inspection by total volume of activity	2.99%	(+12.8%)

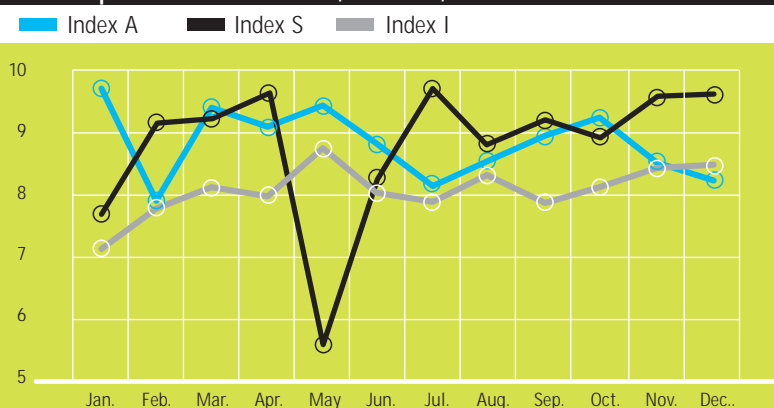
Interventions of the QT

Container/seal	51	(+30.7%)
Goods	2,211	(-6.1%)
Total	2,262	(-5.5%)

Internal incidences

Container/seal	16	(+700%)
Goods	66	(+22.2%)
Inspection	22	(+69.2%)
Total	104	(+50.7%)

Development of indexes A, S and I, 2004



Average	Index A	Index S	Index I
2003	6.7	8.5	8.7
2004	8.1	8.9	8.8

The data from Process Control provide the Quality Indices, which are an "adimensional value" from 0 to 10, with the aim of evaluating the tendency of the main aims of the quality of service in the Port of Barcelona.

Index A reflects the degree of speed of the goods through the Port of Barcelona, taking into account physical and documentary processes. Index S measures the degree of integrity and safety of the goods as they pass through the Port. Index I measures the degree of co-ordination of the different operators involved in the physical inspections of the goods.

transit will occur the same day as submission of the transit document, whenever this document is submitted within customs hours and all the requirements are met for validation and clearance.

– FCL import clearance. The APB guarantees that documentary clearance of the goods imported in FCL containers will take place on the same day as submission of the customs declaration or the next working day after this.

– Guarantee of Coordinated Physical Inspection. The APB guarantees that physical inspection of FCL and LCL goods will take place on the planned date. Thus, goods left in the inspection area must be ready for physical inspection, and the inspection must have been requested from any of the competent inspection bodies.

Here are the results of applying this programme:



the department maintains under the scope of Quality System Management of the Port of Barcelona.

The result of the audit was absence of non-conformities, and room for improvement was indicated in the following areas: assessment of customers' needs, implantation of new services, review and improvement of established quality plans and the extension of the Quality System.

New projects underway

– Llevant Terminal Quality Plan
With the commissioning of this

Guarantees Programme

As part of the Quality System, the Port of Barcelona has a guarantees programme that covers the commitments of the Port Logistics Community with regard to the speed of customs clearance, safety and integrity in handling goods, coordination in physical checks and cost optimisation. The programme provides financial compensation to the



end customer of up to 400 €, per internal incidence reported.

The programme includes the following commitments in the terminals that are part of the Quality System:

- Guarantee of the total safety of the goods. The APB guarantees that no incidences will occur (damage or faults affecting the goods, and non-identification of such incidences when a container is opened) whilst being handled and kept at the port.
- Immediate transit. The APB guarantees that documentary clearance of containerised goods in

Guarantees activated

Type of incident	2004	2003
Damage to the goods (by handling)	17	18
Absence of detection of damage/faults	8	5
Double positioning of containers for inspection	–	–
Non-positioning of containers for inspection	12	2
Total	37	25
Total (€)	10,772	5,617

Breakdown of the guarantees paid

	2004	2003
Total Safety	24	23
Coordinated Physical Inspection	13*	2

*One corresponds to 2003

Annual Audit Plan

Four company audits have been carried out in the Port Logistics Community, three of which took place in the terminals covered by the Port of Barcelona's Quality System, which involve a periodical revision of the System implemented in each one. The fourth was made by the Quality Team (QT), a service provided by the UTE SGS Española de Control and SGS Tecnos. This is a supplier audit in which work and contract procedures are assessed.

The result of all the audits was positive, and the only aspects to be improved concerned the service provided to the customer/user of the Port of Barcelona.

ISO certification

A follow-up audit was conducted on the 18th and 19th of November to assess the efficiency of the ISO Quality 9001:2000 Management System which

terminal on the Adossat wharf, the general documents of the Quality Plan were approved and signed in November 2004. By signing these deeds, the terminal committed itself to the Port of Barcelona's Quality aims, which will bring it under the Quality System during the course of 2005.

– Service Reference for new car traffic
This year, the Quality Committee set up for car traffic approved the specific Service Reference of the Port of Barcelona. This document was sent to the Follow-up Committee made up of Puertos del Estado and ANFAC (Spanish Car and Lorry Manufacturers' Association), for definitive approval.

– Barcelona - Santa Cruz de Tenerife Quality Plan

On October 5th, the presidents of both port authorities signed a cooperation agreement to carry out a series of actions allowing the establishment of

joint quality indicators and objectives, and a common security seal. The agreement will also make it possible to develop an equipment management model (availability of loads), and a more direct flow of information between both port communities.

Prior to this, the Port of Barcelona's Logistics Community had already approved the detailed plan of actions of this Joint Quality Plan.

The coordination of the EFQM model in the management of the APB

A number of different actions have been undertaken within the strategy to achieve excellence in management begun by the APB, among which we could point to an awareness-raising and training seminar aimed at the APB management team, and the

Cooperation in quality

Co-operation with the Merchant Navy and Ports Office (OMMP) of Tunisia. The APB's Quality Systems Department and the OMMP of Tunisia have worked together in the field of quality, as part of a cooperation agreement financed by the Spanish Agency for International Co-operation (AECI) and coordinated by the APB's Department of International Co-operation.

- The work consisted of:
- A conference aimed at managers of the OMMP, based on the experience and methodology followed by the Port of Barcelona in Quality System management.
 - Assessing the needs for awareness-raising in the field of quality, aimed mainly at the ports of La Goulette and Radès.
 - Preparing and putting into practice a technical assistance project to forecast the planning, preparation,



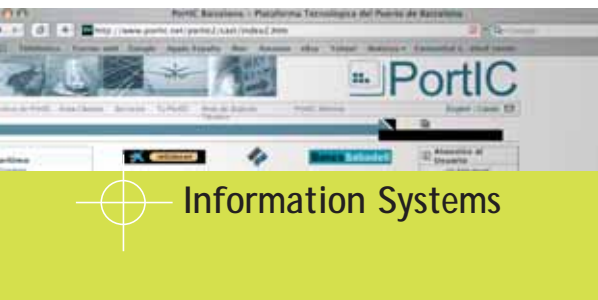
carrying out of the strategic path of the APB, including: a SWOT analysis (Strengths, Weaknesses, Opportunities, Threats), definition and rolling out of strategic objectives, operative aims and initiatives to be undertaken.

This process obeys the methodology of the EFQM (European Foundation for Quality Management).

development and assessment of actions for the raising awareness about quality.

Co-operation with the public Puertos del Estado body (EPPE) In order to increase quality in the provision of services, the Department has worked alongside the EPPE in drawing up Generic Quality of Service Guidelines for Containerised Goods Traffic and Tourist Cruisers. These specify the quality commitments of port services, which will serve as the basis of a type-approval (certification and continual improvement), after which an external entity will check compliance.





Information Systems

The Information Systems Department is responsible for implementing voice and data communications systems, and computer, control and security systems. It also takes care of all the IT developments, management applications of the Port Authority and management of the Port of Barcelona's

container parks leased under concession and the new shipping agents to be authorised should all use the procedures defined in the so-called *Telematics Forum*, the group that works to simplify documentary processes, and involves most of the groups operating in the port. It also approved a study to consider extending this system to all the companies working in the port ambit. This measure will no doubt be very positive as a move towards universalising the electronic exchange of documents.

In addition to this, and following the same model applied by the Inland Revenue department for sending customs declarations and other documents, the Internet was chosen as the means for sending all electronic documents. The documents are sent electronically signed with digital signatures recognised by the Inland Revenue.

Initially, the value-added networks

the year to export this model to documentary exchanges with shipping agents and cargo terminals.

Developments

Many Port Authority management applications have had to be adapted to the entry into force of the new ports law at the start of the year. In this connection, changes were made to the applications used for concessions, invoicing and berthings and new data also had to be included in the summary declarations and manifests.

New information services have been defined in the PortIC platform, which has been offering information and documentary exchange services to companies making up the Port Logistics Community since 1999. A series of services have been created by which the user can ask to be informed when certain events occur. Thus, for example, s/he can ask for an e-mail to be sent to a customer when a container he is expecting leaves the port.

e-Commerce platform. It represents the Port Authority in all the forums in which exchanges and documentary circuits among companies involved in the Port of Barcelona are defined, and plays an active role in improving processes and implementing quality in the APB and the Port Logistics Community.

Documentary exchanges

As regards Electronic Data Interchange (EDI), the Port Authority has been prepared to send and receive documents via EDI since 1995, but it was in 2004 when the foundations were laid for generalising this practice, reducing transmission cost and extending them right across the organisation.

Once the benefits of this system had been clearly shown, the Port Authority's Management Board, meeting in on the 14th of October, decided that the new terminals or the



that were used to send summary declarations and cargo manifests to Customs were replaced by Internet transmission. These are communications with other administrations. The first result of this change was a considerable reduction in the time taken to send documents, increased reliability, due to the smaller number of parties involved in the process, and a considerable reduction in communications costs.

In light of the benefits achieved, developments were made at the end of

Systems

Here, let us mention the start of the unified user management project in 2004, which is aimed at simplifying the administration of the different systems used by the Port Authority, as well as efforts to integrate the data from the different management tools.

The fitting out of all the meeting rooms with the latest technology and videoconference systems provides greater support both for presentations and for teamwork.

whose customers are in the ZAL or are working in the foreign trade sector and look to the ZAL for suppliers of logistics services. In addition to this, the Service Center has also received many services companies that generate synergies and co-operation between each other.

The Service Center currently offers a wide variety of services. There are three restaurants: one specialised in grilled meats and daily menus called Boviscum, one specialised in Mediterranean diet and daily menus (Julians), and one specialised in gourmet cooking (Boix de la Cerdanya). There is a bank – the Banc de Sabadell, a Manpower temp agency; the Viajes Cosmos travel agency, and a copy-print shop called Copygold, as well as Servired and 4B cash dispensers and a kiosk that dispenses magazines and newspapers. October 2004 also marked the opening of the Simphonie childcare centre, which receives children from four



The Intermodal Logistics Centre (CILSA)

In 2004 CILSA, the company that manages the Logistics Activities Area, or ZAL, took a series of steps to consolidate its offer of property and services from the Service Center and move forward in developing the second phase of the ZAL.

Service Center

The Service Center has consolidated its position as a business centre, hosting some forty companies that occupy all the office area. More than half of these companies are transport agencies

months to three years of age. This entire offer of services aims to make life easier for the companies and people established in the Service Center building and in the ZAL.

The Service Center also has a Training and Meetings Centre, through which it offers a wide range of training in languages and logistics and foreign trade-related issues, which are imparted in the different lecture rooms. In addition to this, it provides areas for the holding of all sorts of events, such as the auditorium, meeting rooms and the Business Centre. These areas are being used more and more by the companies in the area to hold meetings and company training sessions.

Some large company events were held there this year, and a number of television advertisements filmed in the spacious green areas around the building, such as the terraces and gardens. These areas have benches for

resting and ping-pong tables to enjoy some leisure time during the working day.

All of this has helped the Service Center to consolidate itself as a business and services centre, and to become the only corporate centre with services not usually found in an industrial area.

ZAL Prat

This year, processes were started and concluded in the ZAL-Prat that led to the improvement and development of the platform. All the building works for development of the first new plots are now complete and these plots are being marketed. Work has also finished on the fire extinction system, set up in early 2005.

The demolition works begun in 2004 of the Majosa and Singenta companies, two industrial enclaves that lie within the logistics platform, were also finished. In 2004, the first industrial premises of this second

main road network will be completed during the first quarter of 2006. As regards accesses, the new link road between the ZAL Prat has come into service as an extension of A street.

In 2004, CILSA also played a direct role in the actions brought to bear by the ILI, International Logistics Institute, of which the Port of Barcelona and CILSA are founding companies.

ILI - International Logistics Institute

ILI, the International Logistics Institute, works in two fields: Training and Consultancy. In training, the ILI continues to impart the masters in logistics and international trade that count as a university qualification, in line with the agreement signed in September 2004 with the FUAO (Abat Oliba University Foundation). These masters courses have been supported by Copca - Department of Trade, which has provided student grants.

Diploma in Mexico, at the Anahuac de Sur University, in Mexico City.

As regards consultancy, in 2004 the ILI conducted a market study and an economic and financial viability plan for the ZAL of Sines (Portugal), as well as technical viability and economic studies of a cold storage facility. Furthermore, phase one of the study for the implementation of a land port in Santo Domingo de los Colorados (Ecuador) has been carried out, and will continue into other projects in Quito next year. Among other actions in 2004, we could mention the start of a master plan to set up of an industrial and logistics activities area in Buenaventura (Colombia).

In 2004, the ILI was granted ISO 9002 certification in online, on-site and subsidised training and has achieved a partnership with the centre of the Catalan Job-placement Service, where it provides training in logistics, subsidised by the Catalan Regional



phase were allotted to the Germany logistics firm Schenker, which set up in August that year in a site occupying 7,000 m². Work also started on building the premises of Geodis-Teisa, covering an area of 14,000 m² and NYK logistics, with 20,000 m², as well as the construction of two multi-customer industrial premises, which will add a further 30,000 m² in logistics warehousing to the ZAL. One company that will be set up in this multi-customer site is the Sparber freight forwarding company. Construction of these industrial premises will be completed during the last quarter of 2005.

This year also marked the start of work to build industrial premises in the former enclave site, which will be dedicated to the Seur, Barnatrans and Transnatur logistics companies.

This year, the general development works of the ZAL Prat have advanced at a good pace and it is hoped that the

This year a post graduate course in logistics and international trade was also set up, and the subsidised courses have continued, along with online courses in logistics and trade, aimed mainly at people who cannot attend on-site classes. In addition, the degree course in integrated logistics has been released in online format.

This on-site training is provided at the Training and Meetings Centre at the Service Center. In addition to this, the ILI continues to impart the 2nd edition Masters and the 4th edition

Government's Department of Territorial Policy and Public Works.

Also, last year the ILI started to publish the newsletter info@ilionline for all its associates.

Cares Foundation

In 2004 the Cares Foundation consolidated 119 workplaces, most which were for disabled people, which is up 18% year on year, due to the new logistics support activities carried out. The new organisation called EICODEC, set up in 2003 to generate





International relations and co-operation

work and social insertion of socially excluded groups, has begun new activities to help employ these groups. Participation in the ACCÉS project (Promotion and Social Housing Services) to build houses for people that find it hard to enter the property market, promoted one building. Work has been done to develop new projects such as LOGÍSTICA JUSTA (FAIR LOGISTICS) to promote fair trade. Cares has also carried out activities to promote sport for disabled people in the organisation.

The organisational shake-up in the APB in 2004 meant that the International Relations and Co-operation unit became part of the Department of Institutional Relations and Communication in operative terms. The main aim of this department is to provide support to the image of the Port and its Logistics Community in order to increase its external projection and strengthen links with international organisations.

In 2004, the operations of this unit spread both into the hinterland and the foreland, through instruments such as the International Logistics Institute

viability study on the logistics area of this port, currently being built.

- Free Zone of Mariel (Cuba): preparation of a viability study for a new container terminal.
- Mexican Ports coordinator: preparation of a study on planning the Mexican port system.

Other events included the presence and accompaniment of the institutions on the official visit of the president of the Catalan Regional Government, or *Generalitat*, to Morocco and Algeria or the participation in the 6th Pan-African Ports Conference, Security & Development of Ports, in Alexandria (Egypt).

In parallel to this, and in order to coordinate efforts in the field of international relations and co-operation, various contacts, joint projects and other actions have been established with the Ministry of Foreign Affairs, the Spanish Agency for International Co-operation, the



(ILI), which contributes to positioning Barcelona's Logistics Community at each end of the logistics corridors between the Iberian Peninsula and the markets of Central and South America. The APB received visits from delegations from all round the world which have often led to the conclusion of more or less formal agreements to share know-how in different areas of port activity and consultancy contracts have been signed.

Along with the International Logistics Institute (ILI), the International Relations and Co-operation unit of the APB took part in a number projects, including:

- Buenaventura (Colombia): a

Secretariat for Co-operation of Heads of State and Government for Latin America, the Secretariat of International Relations and the Department of International Co-operation of the Catalan Regional Government, and the Casa Asia.





Unified Access Service (SAU)

The SAU is a leading department at Barcelona Port Authority and its very existence is another success in the strategy of competitive and qualitative improvement determined by the Strategic Plan of the Port of Barcelona. In 2004, the SAU made a decisive contribution to making all the procedures and services of the Port Authority clearer and more accessible.

Over the last few years, this service has become consolidated as the one-stop shop of Barcelona Port Authority. Thus, the SAU is the place where documents are registered, invoices are

vessels to the port of Barcelona under one service. The shipping agent requests a stopover number from Barcelona Port Authority so that the vessel can call in, and if everything is formally correct, the Port Authority assigns a berth number, and this is the start of the documentary process associated to the movement of goods through the Port of Barcelona.

The SAU provides better and better quality service as time goes by, and this is due to the specialised and multi-skilled staff working there, as well as the information systems used, which are continually adapted to the needs identified. Customers or citizens approaching the SAU are without a doubt the first beneficiaries of this strategy of continued improvement.

Along with PortIC and the Telematics Forum, the SAU facilitates the use and implantation of the new technologies in the port area. Last year there was an increase in the volume of summary declarations and entry authorisations



presented and issued, bulk mail is sent, authorisations are processed, and suggestions and requests are received. In addition, the service answers requests for information on the Port, and a careful follow-up is made of the procedures from the outset up to their solution.

The SAU is involved in speeding up all the processes and procedures, and is directly responsible for the communication established on a daily basis between the stakeholders of the Port Logistics Community and the Port.

In 2004 the number of processes set in train in the SAU fell slightly, - 195,000 processes, which was 5% lower than the previous year's total.

A new service incorporated into the SAU this year was the Integrated Stopovers Procedure (PIDE), which brings together the overall management of procedures for requesting the entry and exit of

for hazardous goods managed directly via EDI.

In 2004, the SAU showed once again that it is a service able to evolve and adapt to the major changes taking place in the world of maritime transport, logistics and port management. Recognising the needs of our customers and identifying new opportunities to provide services have become not only a future objective, but also the main *raison d'être* of the SAU.



Stevedoring sector

In 2004 the Stevedoring company provided 203,212 days' work, an increase of 10.68% over the previous year. This increase in the number of days does not correspond to a real increase in movements of goods starting or finishing in Barcelona, rather much of it is due to the

although this last year shows more gentle variations than the past three years.

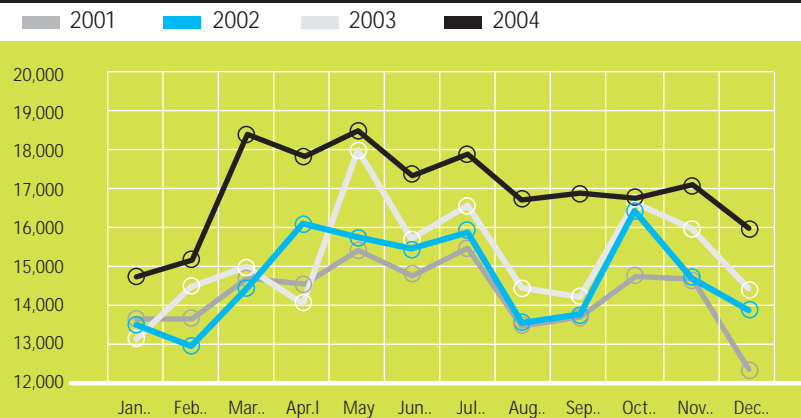
Staff

Under this chapter, fundamental for the main task of the Stevedoring company, Group I has continued to shrink, with the same number of foremen, but better qualified and especially, an increase in machine operators and goods checkers, which has made it possible to notably reduce "hands not used".

Training

Training in 2004 was marked by an improvement in quality, resulting from the extension of training activities to all the companies, providing the student with a complete overview of all the machinery available in the port. In addition, alternative lists have been reduced, enabling newly hired workers to consolidate their first speciality for one year.

Monthly development in days worked (in euros)



increase in transshipments which provide significantly less added value compared to the average of goods handled.

Discounting the months of January and February which, although they were up on previous years, involved around 15,000 days worked, the rest of the year was very constant, with no major fluctuations, always above 17,000 days, although in the January this fell to 16,000.

A glance at the graph confirms that seasonality is still the watchword,

The training plan applied provided the respectable number of 88,420 hours, distributed into 301 courses, of which 71% were dedicated to training specialists of Groups II and III.

As students attending training for groups II and III come from Group 0, new staff replacing them were given a total of 12,648 hours of basic training, representing 14% of the plan.

Notwithstanding this, the amount in terms of number of specialisation courses and students trained was slightly lower than the previous year

Annual staff movements

Staff	Group I	Group II	Group III	Group IV	Total population	Group 0	Total company
1 January	42	464	92	89	687	172	859
New Recruits		94	45	12	151	113	264
Departures	8	29	8	16	61	133	194
31 December	34	529	129	85	777	152	929

with 23% fewer students trained, and 11% fewer courses given, although we should point to an increase of 24% in the number of hours taught.

EDI, a significant increase of 63%, and indicates that there has been a greater response and that these procedures have sped up, which is an increasing trend.

This growth is linked to the increase in the movement of containerised hazardous goods. The 567,000 tonnes handled in 2003 rose to 733,352 tonnes in 2004, representing an increase of 29%.

There was an increase of 16% in bulk cargo over the previous year, with 11,435,000 tonnes handled.

With regard to safety, the Civil Protection Commission of the Catalan Regional Government, the *Generalitat* type-approved the Port's Internal Emergency Plan (IEP), which was already approved by the Management Board of the APB.

In addition to this, pursuant to the cooperation agreement on prevention, fire extinction and rescue signed between the Port and Barcelona City Council, a vehicle with an articulated



Industrial safety and environment

Industrial safety

2004 was an important year for the Port of Barcelona in terms of movements of hazardous goods. The Department of Industrial Safety and the Environment processed 72,667 requests for the admission of hazardous goods, an increase of 51% over the number of authorisations in 2003.

Of these authorisations, 9 were processed on paper, which was just 1% more than the previous year. 63,162 requests were processed via

hydraulic arm with a 37-metre ladder was acquired for use in interventions and salvage, based at the Port - Free Zone.

Training this year involved another course in management and control of port accidents held for 39 Fire brigades from Barcelona. This course lasted two weeks and took place at the Fire Service College in Moreton-in-Marsh, in the United Kingdom.

The annual general drill took place in November and was carried out jointly with DECAL, a company located on the Inflammables Wharf, and which tested its emergency plan. The drill involved the simulation of one of the risks listed in its safety study - a gasoline spill and subsequent fire inside the plant. The terminal intervention staff played an active role and followed the guidelines of the Emergency Plan, as well as the external groups of the IEP (Barcelona Fire Brigade, 061 health service, the

Port Tug operators and Conservation logistics support group, and the law and order group, with the APB's Port Police force and the Civil Guard and national Police force). An important element of this drill was that water was supplied from berthing module 32B using the special J-15 vehicle, which unwound one of the hoses of the equipment approximately 800 metres, in order to supply a series of machines including the hydraulic arm equipped with a system for projecting water and foam by remote control onto the tank and safety walls affected.

As well as the annual drill, other drills involving Barcelona Fire Brigade were conducted internally in the ENAGAS, TEPSA and CLH terminals.

In 2004, other prevention projects included joint practice operations between tug operators and firemen, and the supervision of the hydrant network in new projects of the port area.

Finally, this year saw the completion of the emergency management programme of the APB Control Centre, which uses a simulation tool supported by the IEP databases in order to facilitate the work of the operators in the event of an emergency.

Air quality

The improvement and enlargement of the APB's Weather and Air Quality Surveillance Network continued in 2004. A new weather station was acquired to measure the presence of sulphur compounds in the air in the south area of the current port. Likewise, a BTEX (benzene, toluene, ethylbenzene and xylene) analyser was added to the equipment of the Mobile Unit as part of the European HADA project, which involves the Port.

As in the last few years, air quality in the port continues to be generally

good, although there are still occasional episodes of high values of particles in suspension.

Waste management

A plan began some time ago to collect all the recoverable waste within the port precinct. Work is currently taking place at three levels - in the official buildings of the APB (Portal de la Pau, ASTA building, dispensary and sports area), in the bars and restaurants, and in companies holding concessions within the port precinct.

The aim is to extend the service for the collection of recoverable fractions generated in the port, with the following aims in mind:

- Increasing percentages of recovery.
- Minimising the volume of waste sent to landfills.
- Fostering a recycling culture and habits among the users of the offices, bars, restaurants and companies.
- Complying with the rules in force and continuing with the guidelines

of the Catalan municipal and industrial waste management programme on reuse and recovery.

- Saving money by reducing the volume of waste sent to landfills.
- Implanting selective collection in bars and restaurants adapted to their needs to enable them to participate.
- Developing communication strategies in the field of waste recycling.

This project was set up in June 2003 with the cooperation of the Private Trinirove Foundation, which began selective collection with paper and cardboard in the offices of the APB and glass in the bars and restaurants. Later, in February 2004, they added collection of aluminium and ferrous tins.

The project began in the concessions of the port precinct in April 2004 with three itinerant collection circuits for collecting everyday waste, paper, cardboard and scrap metal.

Currently a total of 25 concessionary companies have adhered to the overall recoverable waste collection plan in the Port of Barcelona, of which 20 are involved in the collection circuit of everyday waste, 17 in the paper and cardboard circuit and 5 in the scrap metal collection programme.

It is worth pointing out that Barcelona Port Authority plans to work to improve waste management and foster recycling as one more tool in a sustainable environmental culture.

External projection

The Port of Barcelona continued to take part in ECOPORTS, the European ports network promoted from the EcoPorts foundation. The aim of this network is to exchange environmental

information between ports and to develop environmental management tools adapted to the needs of ports. The tools that have been prepared this year and are already available for use are the SDM (Self-Diagnosis Method), the database of environmental solutions and PERS (Port Environmental Review System). Likewise, the Port of Barcelona has been involved in other environmental management improvement projects such as ECONET, PEARL and TBT-CLEAN, which also brings together ports from all over Europe.

Water and sediment quality

There is a continual improvement in the quality of port waters thanks to the efforts being made in port and

urban infrastructures. Quality monitoring is carried out through different control programmes, among which we could highlight the 41 programmes for physical and chemical analyses of the waters and the characterisation of sediments, as well as the monitoring of communities of Benthonic organisms living in the sediments.

Pursuant to the cooperation agreement signed between Puertos del Estado, the Polytechnic University of Catalonia and Barcelona Port Authority to develop a programme for monitoring the quality of port waters using numerical simulations, different campaigns were carried out in 2004 to measure oceanographic parameters, and in this connection 3 current-meters and 2 tide gauges were set up in the summer and winter campaigns. With these studies, we hope to be able to set a model of turbulence and currents making it possible to determine the development of the

providing the largest amounts collected.

Fight against marine pollution and receipt of ships' waste

In the different episodes involving pollution of port waters 21% of large floating waste was collected, along with 38% of hydrocarbons, 21% of floating waste, 4% of waste waters and 16% of other waste.

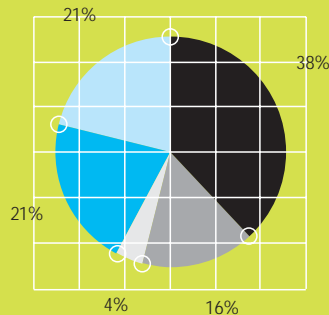
As a result of these pollution episodes, 9 reports were filed in order to find out the causes and attribute responsibilities.

In 2004, there was an increase in the amount of ships' waste handed over to the MARPOL operators in the port. In this connection we could highlight the 16% increase in the total amount of oily wastes and hydrocarbons received.

Waste in Port waters

Hydrocarbons
 Waste waters
 Floating waste

Large floating waste
 Others

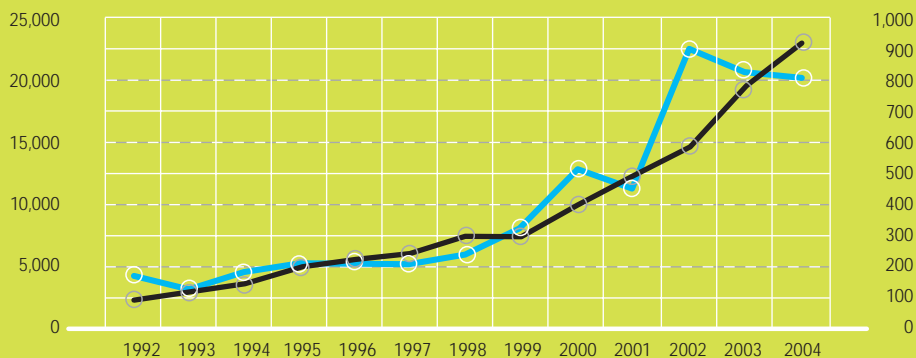


Ship's waste delivered to MARPOL operators

	MARPOL I	MARPOL V	Receipt of waste waters
No. of Services	813	6,980	40
Total m ³	23,133	32,763	-

Annual development of the MARPOL I waste collection service (number and thousands of tonnes)

Tonnes collected
 Services



quality of the port waters in the face of one-off events such as torrential rains, etc.

As regards water cleaning work, a total of 1,626 m³ of floating waste was collected, the highest amount ever recorded, with the summer months



Port Police

In 2004 the Port Police increased the level of security services that they provide to the entire Port Community.

Among the most significant lines of action in 2004 were the coordination

- Training of the Port Police OPIP (Port Facilities Protection Operator) with type-approved courses provided by the Faculty of Nautical Sciences, and the designation of their areas of action.

Cruiser traffic has provided the need for significantly increased security measures, especially:

- Separation and delimitation of the areas in the international cruiser terminals.
- Access and traffic controls.
- Exhaustive control of goods, people and baggage by X-ray.
- Increased access controls to the restricted areas for the embarking and disembarking of passengers on international cruise ships.

This year, a new group of students including members from another Port Authority from Tarragona took the



of the PPP (Port Protection Plan), operative since 2003, and the application of the International Ship and Port Facility Security Code, (ISPS), which guarantees the safety of vessels and port facilities.

The implementation of the ISPS code has meant the preparation of a range of safety measures for protecting port areas and facilities.

Among these are:

- The establishment of procedures for coordination between the different police forces operating in the port area in the event of any emergency situation, along with Firemen, Civil Protection and health services.
- Improving the computer and audiovisual equipment in the Control Centre with the installation of new CCTV cameras in the port area.
- New protection measures for international cruisers during their stay at the port (land and sea safety).

basic training course in the Catalan Police School.

Furthermore, mandatory ongoing training continued for the agents of the Port Police, with courses in self-defence and police intervention techniques, traffic and transport applications, courses provided by teaching staff of the traffic section of the Catalan Regional Police Force (Mossos d'Esquadra), a sea rescue course and Catalan and English courses for official diplomas.

In order to continue with the programmes organised by the Catalan Traffic Department of the Catalan Regional Government for all the security forces, specific campaigns for the prevention of accidents were organised in line with the established guidelines and programmes, such as traffic controls and drinking and driving controls in the most conflictive areas of the port precinct.

All of this will make it possible to recognise the contributions and the commitment of our people in an objective way, which is a step forward in the modernisation of the management systems which, along with the EFQM (European Foundation for Quality Management), the reengineering of processes and the Balanced Scorecard will make it possible to align our organisational structure with the aims of the Port Authority to the benefit of our customers.

Another important aspect on which we worked in 2004 was internal communication, with the implementation of the employee portal as a tool for guaranteeing the flow of information, simplifying processes and improving communication. This tool will be implanted over the coming year.

On the social side, we updated the specifications of the Pensions Scheme for the workers of the Port Authority



Human Resources



2004 was marked by major changes in the organisational structure and management of the staff.

In July, the Management Board approved the new organisational structure of the Port Authority of Barcelona.

With regard to collective bargaining, 2004 was the most important year of the negotiation of the new Collective Wage Agreement between Puertos del Estado and Port Authorities. This new agreement, valid for 6 years from 2004, includes new elements such as the Skills Management model as an overall instrument of professional classification, training and promotion of the workers. Another point worth mentioning in this new arrangement is the possibility to negotiate company agreements in certain areas such as supplementary wage payments, distribution of working hours, holidays, etc.

of Barcelona, pursuant to the new law on Pension Schemes and Funds. A Pension scheme was set up in 1997 for the Workers of the APB and was the first workers' pension scheme of all the port authorities in Spain and has today become a model to follow for all the other Spanish port authorities.

Finally, this year we brought in some new activities at the APB sports facilities such as aerobics and tai-chi, which were widely acclaimed by our female workers, and have helped to foster the practice of sports among a group that is not normally present in our facilities. As for the more traditional activities, the five-a-side football, tennis and *frontenis* tournaments continued to run smoothly, as in previous years.

Prevention of Work-related risks
In 2004, the Prevention of Work-Related Risks Service came under the

organisational responsibility of the Department of Human Resources, which reflects the progressive involvement of management issues related to health and safety at work.

As an extension of its Prevention Plan drawn up in 2004, the APB's Prevention Service began to reassess the working risks of the company's workers. Likewise, the following training activities were carried out in co-operation with the Training Service: prevention of muscular and skeletal disorders for computer

monitor users aimed at administrative staff, road safety for all staff, and a basic course in prevention of work-related risks for the new prevention staff.

involved refreshing their knowledge of the legal framework, a technical course on sea rescue, and the training of five port facility protection officials.

Administrative staff received training in management skills and techniques, as well as special attention to updating computer skills and knowledge. We focused especially on the new web technologies and the digital writing course, which is a new way of communicating that requires a new form of expression.

Special mention should be made of the Official course for ships masters provided by the Directorate General of Fishing and Maritime Affairs in the APB facilities and certified by the School of Sailing and Fishing Skills of the *Generalitat*.

In order to respond to more individual needs, such as professional development and the updating of technical knowledge, we could point to the participation in 11 Masters



Training

If we understand knowledge as a value of increasing importance in our current society, one of the most important issues for human resource management is the development of the capacities and skills of our co-workers and the continual updating of their knowledge.

In this connection, we focused training on different groups of workers in response to the needs of the APB.

Taking into account the importance of safety, we organised a training plan for the Port Police force, which mainly

and Postgraduate courses and the attendance of our co-workers in 93 seminars.

Finally, one of the most important actions in 2004 was the start of the Seminars on the dissemination of Port Management, aimed at getting to know the activities and projects carried out by the different departments of the Port Authority of Barcelona, which were widely acclaimed by the workers and showed the will of the Management to get involved in knowledge management.

Catalan Language Service

Over the 2003/04 period, the Catalan Language Service (SLC) continued to organise courses in Catalan and English for the workers of the APB. Workers from the companies of the Port Logistics Community can all have free access to the Catalan courses.

In specific terms, new general courses in Catalan have been

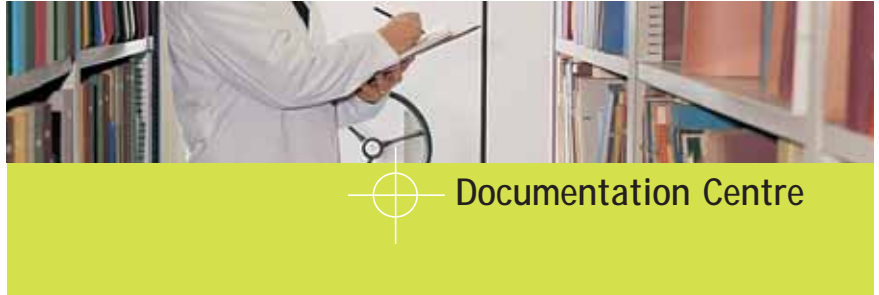
prepared, and a novelty this year is the implementation of a website to follow the courses from home.

General English courses have been offered for each of the six levels established by the Council of Europe.

Language training is provided by UAB Languages, which guarantees quality training with recognised qualifications, in the case of Catalan, by the Catalan Language Office of the Autonomous University of Barcelona (UAB) and, for foreign languages, by the Modern Language Service of the UAB.

In 2004, the Catalan Language Service continued to provide language support to the workers of the APB and the Logistics Community, through the consultancy area. Among the projects in which the Department has especially participated are the CClink quarterly electronic newsletter and the texts for the corporate website.

The Catalan Language Service continued to work with the language



The main objective of the Documentation Centre of the Port Authority of Barcelona during 2004 was to seek to offer the highest quality service. With this ambitious aim of excellence in mind, it defined and carried out a plan for revising, assessing and improving the tools and



services of the ports of Tarragona and the Balearic islands to create and maintain the shared resources website www.xlport.net, created as part of the Cooperation Agreement signed in 2001 between the three port authorities.

And finally, in April, the SLC held the fifth edition of the *Jocs Florals* Poetry Competition of the Port of Barcelona and the Logistics Community, which was attended by the writer Carme Riera, who signed copies for all the participants.

procedures aimed at users.

This management consists of automating processes, and the high degree achieved in the use of the new technologies has made it possible to attend to a greater number of queries and requests for information. The wise choice in digitalising documents, which began some years ago and continued in 2004, was one of the key elements of improvement, along with the creation of databases tailored to customer needs.

The most noteworthy events of the year, can be split up into each of the functional areas of the Documentation Centre:

Central archive

In 2004, the administrative archive of the Port of Barcelona increased by more than 120 metres of documents, corresponding to the transfer of 756 boxes from different departments of the APB. More than a thousand

queries were made of the administrative archive and the Port projects collection during the year. To shorten the time taken in replying to document-related queries, all requests are made electronically and attended to immediately, which has made this service one of the highest-rated by users.

Historical archive

Also this year, qualified staff took charge of inventoring and classifying the documentary collection of the Port's historical archive. This will facilitate access to subsidies in order to push forward a wider-ranging project concerning the analysis of historical documents on the institution's past.

Images archive

In 2004, the Documentation Centre coordinated the general reporting photographic service of the port of Barcelona, the aim of which is to

of summaries and digitalised articles of publications make it possible for specialised information dossiers to be compiled by the managers of the APB, as a documentary support for the taking of managerial decisions.

Maritime Documentation Centre

The Maritime Documentation Centre, specialised in historical queries on the Port, attended 570 requests for information, mainly from the academic sector and researchers. During 2004, the Maritime Documentation Centre and the Drassanes Consortium contributed to publicising the Port of Barcelona's maritime heritage by organising exhibitions, publishing books and magazines, preparing press articles and advice in the production of television programmes. All of these initiatives aim to bring the port and its history closer to the citizens, with the participation of other institutions and the whole of the Port Logistics Community.



“take the pulse port life” in terms of the continuous changes in the growing facilities and the wharves, as well as following events, visits and other “everyday occurrences” related to the management of the APB. These images make up the collection from which the different catalogues, the Corporate Annual Report and the press dossiers are drawn up. The digitalised images are available to the whole organisation and are part of the collection of images of the port of Barcelona.

Documentation centre

The enlargement of the Press Clipping Service with the incorporation of new internal users has meant a total of 66,000 queries, an increase of more than 100%. News items are grouped together in blocks of subjects in order to fully coincide with the information needs of each user profile. The historical databases of news, collection



Port Vell

Since the creation of the Port Vell in 1995, the Port of Barcelona has a distinctive skyline marked visually by its architecture.

The opening up of the port to the city has proved to be a continuing success year after year, and has built up an innovative view of modernity

has gone from strength to strength, and the companies involved have had to keep up to date, and now, after nearly ten years are working with surveys and data taken from studies to improve the present and the future of this emblematic and singular area.

The Maremagnum is now being totally reformed, both in physical terms and in terms of contents and management. The Aquarium is increasing its number of species and educational contents and has received 1,325,625 visitors. The Imax shows conventional cinema films, brought to the huge screen, and this year received 532,625 spectators. The Maritime museum received 428,549 visitors, and the Museum of History of Catalonia received 337,706, maintaining their leading position within the ranking of the most visited museums in Catalonia. In addition, the public areas connecting the Passeig Marítim promenade with the Plaça del Mar square, the Passeig Joan de Borbó



on the city's frontline, but has also consolidated its historical past. Buildings with personality like the World Trade Center, the Imax or the Aquarium live side by side with old recovered buildings such as the *Palau de Mar* or the building that houses the headquarters of the Port of Barcelona, and the emblematic architecture of the *Rambla de Mar* or the towers of Sant Sebastià and Jaume I make up its physique.

However, the Port Vell is much more than this, something to which 13 million visitors attest each year. It is a huge success, a genuine touchstone as a venue for leisure, culture, sport and business.

With the passing of time, the area

boulevard, the beaches and the Bosch i Alsina wharf make these public areas broad open zones for walking and relaxing in the Port Vell. It is an area for all publics. However it should not be forgotten that the Port Vell enjoys a long and varied sporting tradition thanks to its hundred-year-old clubs and associations: The Reial Club Marítim, the Reial Club Nàutic, the Club Natació Atlètic-Barceloneta and the Club Natació Barcelona sailing and swimming clubs.

In addition, the other visitors to the Port Vell – the companies, institutions or NGO's that go there to organise and present all kinds of activities, who make the most of the unique setting of the Port Vell, as well as the attending

public – turn the temporary activities in the public areas into one more indication of the Port Vell's consolidation. Many of these activities are repeated year after year: The Wine and Cava Fair, the Raluy circus, The Ludoteca (games), Firagran, the Zegna, Godó and Freixenet regattas, the Copa Nadal trophy, the Fiestas of Saint Mercè, the Barcelona – Sitges rally, or the Great Havaneres song festival. Unique events such as the Festival of the Sea, the Naumachia and the



Festival of Sirens, all of them linked to the activities of the Forum 2004 or the Barcelona/Dakar Rally, were unique experiences of organisation and cooperation between organisations of different interests, but at the end of the day, all were working for the Port and for Barcelona and its success.

And what shows clearly from the figures is that the Port Vell has authorised a total of more than 260 temporary activities including those mentioned above, and the filming of advertisements or full-length feature films, photography sessions, reports, media and others.

Thus, this was a year full of successes at the Port Vell.





World Trade Center Barcelona

In 2004, the World Trade Center Barcelona (WTCB) was a touchstone in the business world. Its facilities and services provide the corporate world with an excellent environment in which to conduct business. Prestigious companies like Carbuos Metálicos, S.A., Lanxess Holding Hispania, S.L.,

hall incorporates the latest technology and is totally partitionable, allowing the combination of three different areas within the same space and provides breathtaking sea views.

The technological level of the complex is added to every year with the incorporation of new services. In 2004, the WTC implemented electronic invoicing, through which customers receive all invoices in PDF format by e-mail. Sending of invoices is therefore sped up considerably. This is an addition to the series of On-line Services that have been in operation since 2002 and is part of a whole raft of activities making it possible to personalise customer invoices.

In terms of quality, the WTCB continues to give top priority to its policy of continuous improvement, providing new tools for the services and facilities to guarantee total user satisfaction (quality surveys both in the companies of the centre and for visitors, internal audits, suggestions



La Esfera de los Libros or Intereurope AG have joined the business centre during the course of this year. Others, such as Transcom Worldwide Spain, S.A. and Amgen S.A., have shown their trust in the complex with the enlargement of their offices there.

More than 80,000 people used the facilities at the congress centre and took part in 550 events of different types, including the seminar on local government and development by Barcelona's provincial government, the 46th International Classic Car Rally, the Festival of the Sea, the Forum TIC, the 10th Edition of the Manager Business Forum, the 1st International Esteve Symposium on Alzheimer's Disease, the 10th Scientific Podology Seminars, the Seminars on Tax Management and New Technologies, and the Annual Roca Heating Convention. This year, a new area for holding congresses: the Port Vell hall, was incorporated. The 670 m² area

and complaint forms...). Among the many actions carried out, special note should be taken of the extension of the public transport network, the installation of a post box, improvements in the postal system and the new *WTCB Services Guide*. Along these lines, one aspect most highly valued by our customers was the incorporation of new services within the commercial area of the WTC: the extension of restaurant services with the EAT – a restaurant with a capacity for 150 diners offering a Mediterranean and a contemporary diet, the *minimarket*, which offers a broad range of products and gifts, and the Prestige travel agency, specialised in business trips.

In addition, there has been a good take-up of the units of phase one of the WTC Almeda Park complex, comprising 40,000 m² of offices and services, of which WTC Barcelona is a stakeholder. Many companies have



placed their trust in the new Cornella de Llobregat business centre, including Securitas, Bausch & Lomb, Computer Associates, Transiciel and Alstom Power. The commercial area of this phase is now completely occupied and includes services offered by prestigious companies such as Manpower, AVIS, BBVA and Maxcercity. Technology and flexibility are the distinguishing hallmarks of this new quality offer of office spaces that offer a new concept on the Spanish real estate market, very much in line with the buildings offered by the WTCB. Phase two of the project will begin in early 2005, and will focus on the construction of three new office buildings with an area of 15,000 m² each, the promotion of a corporate headquarters of 10,000 m² and the development of a 27-storey tower to include an aparthotel and different commercial premises, totalling 8,000 m² in all.



Goods traffic increased over the last year, accentuating even more markedly the rising trend of previous years. Total traffic increased by 13.07%, which is almost twice the rate for 2003 and that of Spain as a whole, which increased by 7.62% and 7.44% respectively.

The most notable rises were in cars, with a large increase of 20.94%. Container traffic increased 15.98% and liquid bulk by 8.97%.

Catalonia by 2.6% in 2004, the results obtained can be considered excellent.

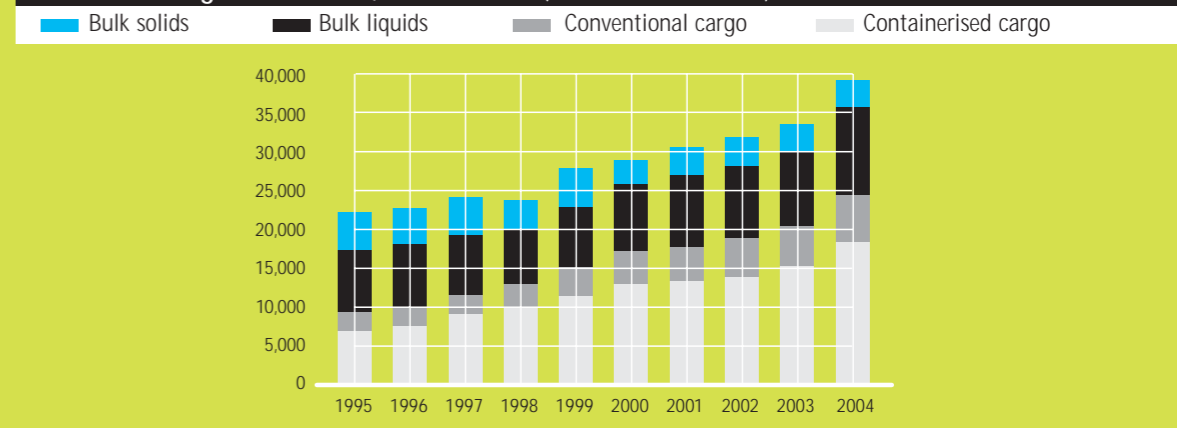
In addition to this, the Port of Barcelona's ability to grow is limited by the capacity of the port, and that of its facilities and vessels, or indeed of the share of their trade that companies decide to allocate to the Mediterranean basin as a whole or to Barcelona in particular. Another possibility for growth is offered by the appearance of new companies or lines that choose to call in at the Port or to operate within it.

Another significant event in 2004 was the entry into force of the new Port Law number 48/2003 of 26th November governing the economic regime and the provision of services of ports of general interest. This new law represents a substantial change in the model for the management of ports belonging to the national port system and in the relationships between port authorities and the

Port of Barcelona Annual report 2004

2 Development of traffic

Structure of goods traffic, 1995-2004 (in thousands of tonnes)



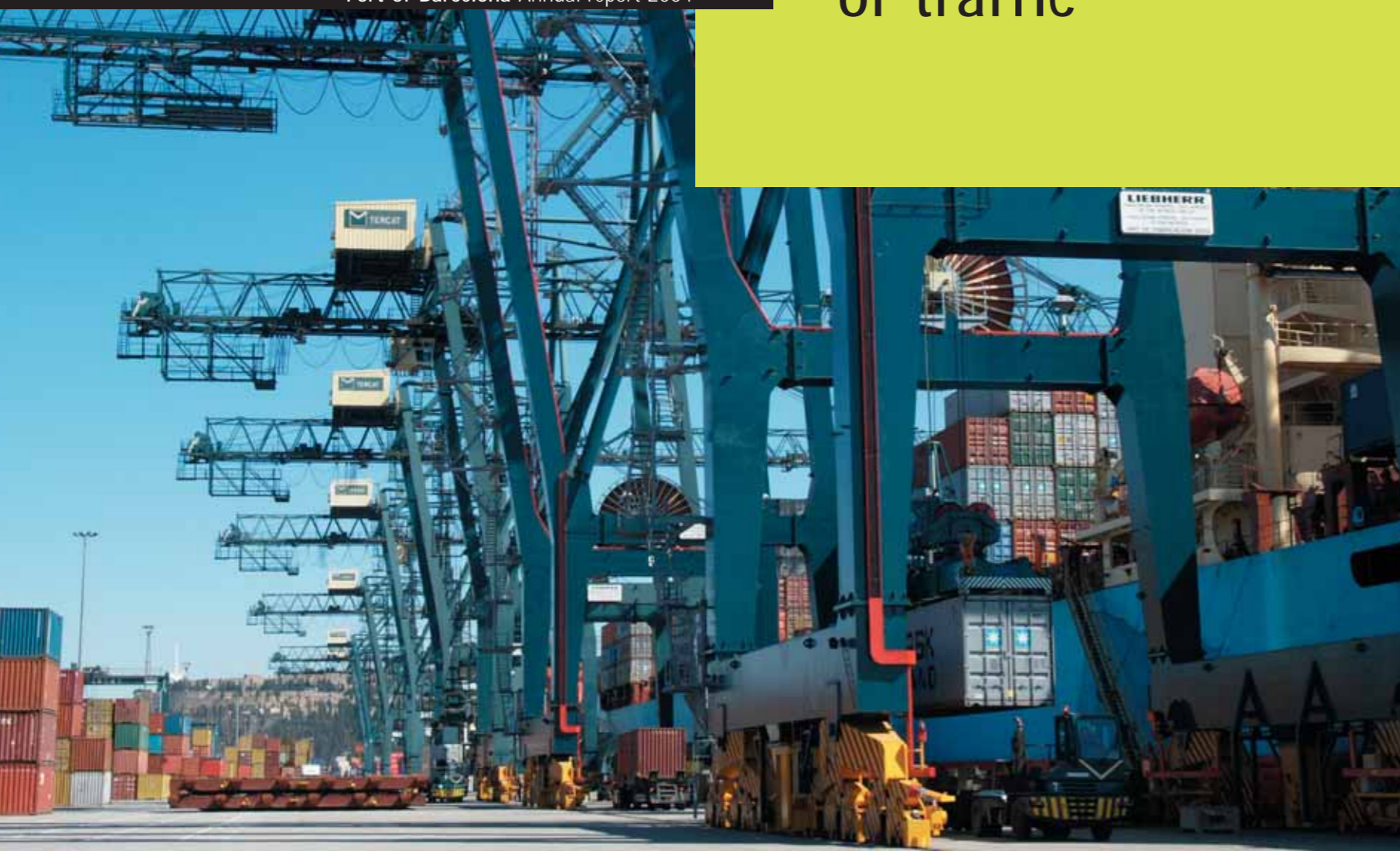
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Containerised cargo	6,981	7,628	9,071	10,002	11,532	12,989	13,430	13,842	15,344	18,344
Conventional cargo	2,420	2,466	2,694	3,078	3,792	4,596	4,706	5,453	5,574	6,437
Bulk liquids	8,215	8,347	8,045	7,238	8,500	8,966	9,515	9,930	10,159	11,071
Bulk solids	5,115	5,130	5,077	4,407	4,053	3,254	3,818	3,383	3,698	3,468
Total	22,731	23,571	24,887	24,725	27,877	29,805	31,469	32,608	34,775	39,320

Once again, the work done by Barcelona's Logistics Community provided excellent results in the shape of a much higher growth rate than the other operators, both nearby and from further afield, who compete with us for the enlarged Port hinterland.

It is generally considered that a port is performing well when its growth is between two and three times its Gross Domestic Product (GDP), since it is estimated that the maritime traffic of the first world countries grows at around twice their GDP. This occurs in optimal conditions, both in terms of capital and labour, and is the result of an overall good port management.

Bearing in mind that Spanish GDP increased by 2.7% and that of

economic agents from the transport, logistics and trade sectors.





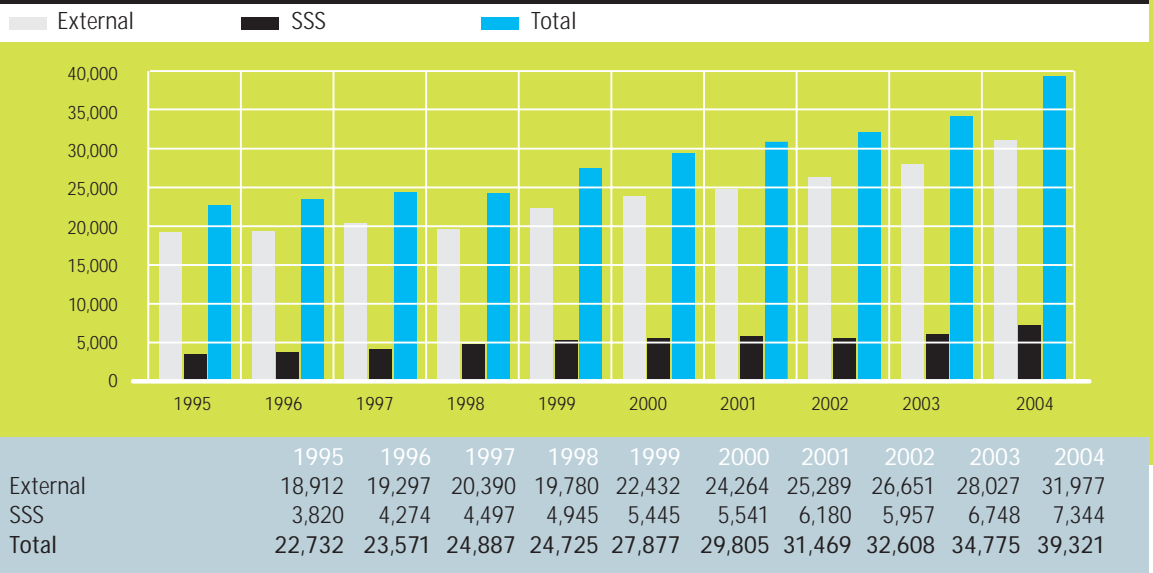
Analysis by types of shipping

This year we witnessed considerable increases of 14.09% in international and 8.84% in regional shipping. This is an indicator of the increasingly solid leading position of the Port within the international traffic sector

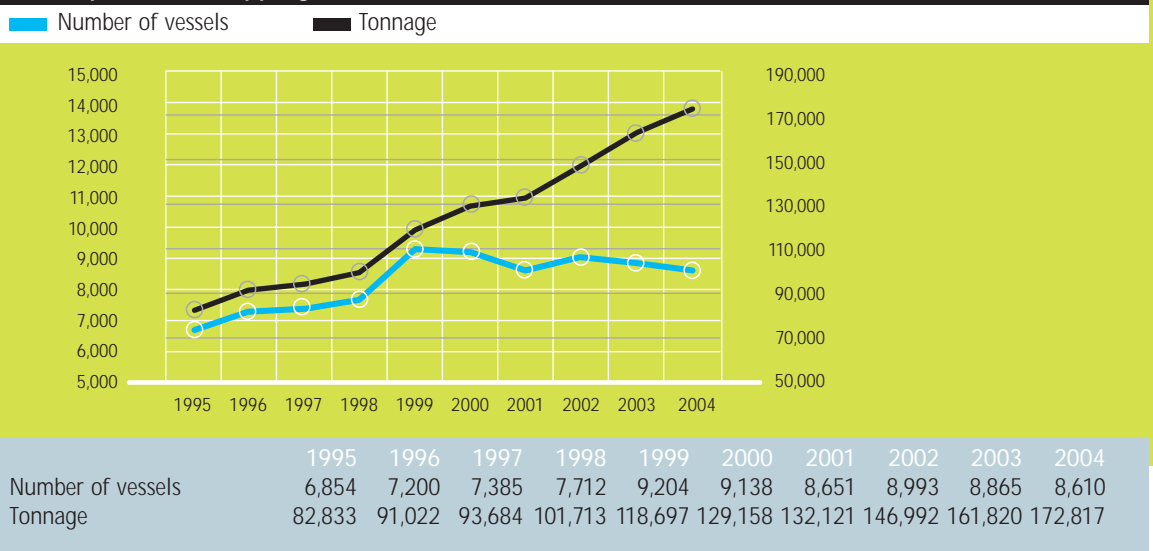
and likewise of its role as a distribution centre for the EuroMediterranean macro-region.

As far as the Port's share of cargo loaded and unloaded is concerned, the figures have tended to level out. This is due to an increase of 2.79 points in loaded goods over unloaded goods. In other words, 25,060,206 tonnes were unloaded in 2004, which represents an increase over 2003 of 2,702,951 tonnes or 12.09%. 14,260,585 tonnes of goods were loaded, up 14.84% over 2003, when 12,417,432 were handled.

Development in goods traffic by types of navigation, 1995-2004 (Thousands of tonnes)



Development of shipping traffic, 1995-2004 (in number and thousands of tonnes)



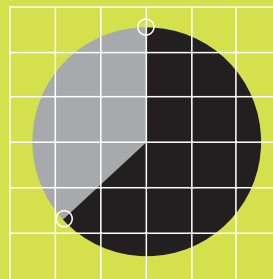
General cargo

Containerised and non-containerised general cargo continues to be the fastest-growing sector within all goods. 24,781,387 tonnes of such traffic were moved in 2004, a figure significantly higher than bulk cargoes which totalled 14,539,404 tonnes. The share of general cargo in total traffic was 63.02% against 36.98% for bulks, advancing 3.02 points in its favour.

The degree of containerisation remains high at 74.02%, with a slight growth of the order of 0.91%.

Share of general cargo in total traffic, 2004 (Thousands of tonnes)

■ General cargo: 24,781 (63%)
 ■ Rest of traffic: 14,540 (37%)



Development in containerised general cargo traffic, 1995-2004 (Thousands of TEUs and thousands of tonnes)



	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
TEU	689	767	972	1,095	1,235	1,388	1,411	1,461	1,652	1,916
Tonnes	6,981	7,628	9,071	10,002	11,532	12,989	13,430	13,842	15,344	18,344

Containers



1,916,493 TEUs were handled in 2004, up by a significant 15.98% and making Barcelona the fastest-growing port in its geo-economic area. Here we can observe the customary balance between goods loaded (950,993 TEUs, up 16.98%) and those unloaded (965,500 TEUs, up 15.02%), both for international and regional traffic.

In terms of the distribution of total container traffic per type of operation, loaded units led the way with 35.82%, followed by 34.24% for unloaded goods and 29.94% for transits.

Outside of Spain the main destinations of containerised cargo were Turkey, the United States and China. The countries of the Mediterranean, North Africa and the Near East are increasingly important destinations as well. For containers unloaded, the top country of origin is China, followed by Spain, the United States, India, Brazil and a series of countries from the Asian and American continents.

Cars

Despite increasingly harsh competition in the geographical and economic area around the Port of Barcelona, car traffic increased 20.94% over 2003 to a new high of 785,446 units.

The record number of cars handled is mainly due to international traffic that increased 23.70% to 678,754 units as well as transits that were up 46.95% to 151,227 cars, and to regional shipping that increased 5.94% to 106,692 units.

Liquid bulk

11,071,097 tonnes of liquid bulk were handled in 2004, 8.97% more than in 2003. Hydrocarbons occupy 86.33% of the total, with a significant part of this total occupied by natural gas which represented 5,346,229 tonnes.

International traffic was up by 5.97% at 9,561,878 tonnes and regional shipping grew by a massive 32.82% to 1,509,220 tonnes.

Development of car traffic, 1995-2004 (number of vehicles)

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Number of vehicles	420,120	491,303	533,402	622,162	564,806	644,253	613,073	603,900	649,441	785,446

Car traffic by ship	2003		2004		% variation
	Short Sea Shipping	International	2003	2004	
			100,713	106,692	5.94
			548,728	678,754	23.70

International car traffic	Import		Export		% variation
	2003		2004		
	2003	2004	2003	2004	
	145,926	182,351	299,894	345,176	25.00
	102,908	151,227			46.95



Solid bulk

Solid bulk traffic fell 6.21% this year to reach 3,468,306 tonnes. The goods most affected by this decrease were Soya bean, cereals and meals.

Passengers

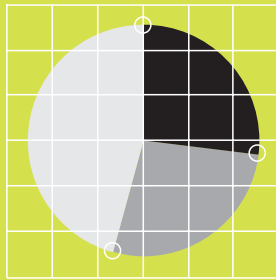
More than a million cruise passengers now consolidate the Port of Barcelona as the top European port in this sector of traffic. The loss of three operators during the season brought down the figure achieved in 2003 by 2.65%, but it nonetheless exceeded all growth forecasts. A significant feature is the percentage of passengers embarking and disembarking, already representing more than 55% of total cruise passengers and justifying the large investments in specific facilities currently being made by some private operators.

Community ferry traffic rose, while the regular services with the Balearic Islands continued the previous year's trend. The new line linking Barcelona and Civitavecchia in Italy carried more than 50,000 passengers in the space of 9 months and traffic with North African countries and Oran, Algiers and Tangiers increased by 30,000 passengers to a total of 946,788. This is 15.36% up over 2003.



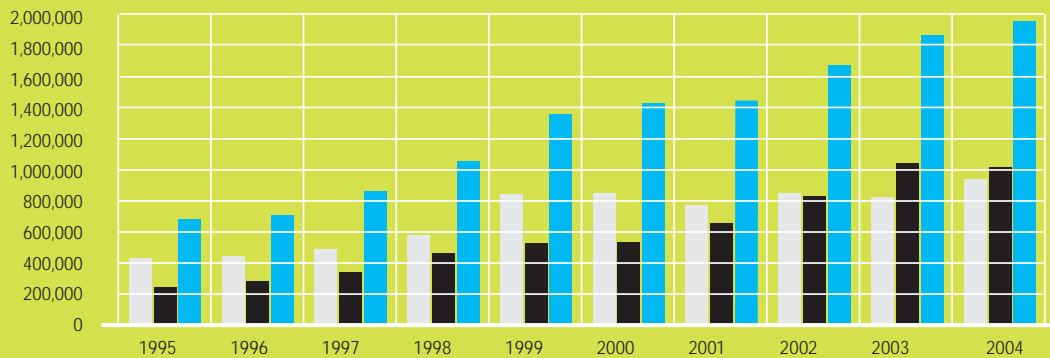
Distribution of cruise passenger traffic, 2004

- Embarking: 280,294 (27%)
- Disembarking: 278,914 (27%)
- Transit: 462,197 (46%)



Development of passenger traffic, 1995-2004

- SSS passengers
- Tourist cruiser traffic
- Total



	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
SSS passengers	448,170	453,126	509,944	588,946	836,656	847,973	790,260	855,865	820,737	946,788
Tourist cruiser traffic	233,389	277,324	358,990	476,476	541,596	576,648	652,800	834,659	1,049,230	1,021,405
Total	681,559	730,450	868,934	1,065,422	1,378,252	1,424,621	1,443,060	1,690,524	1,869,967	1,968,193

Short Sea Shipping

Short Sea Shipping (SSS) deserves a special mention, as it is an increasingly important element within the services offered by the port of Barcelona. At the same time, it is one particular area in which the Logistics Community is investing for the future as well as being a key element of the Port's Strategic Plan. The reason is that this mode can be seen as a viable alternative to road transport and a means of attracting non-maritime customers.

The number of units transported in SSS over the last five years grew on average 4.48% year on year. This represents 9.40% tonnes of goods and 19.76% of passengers.

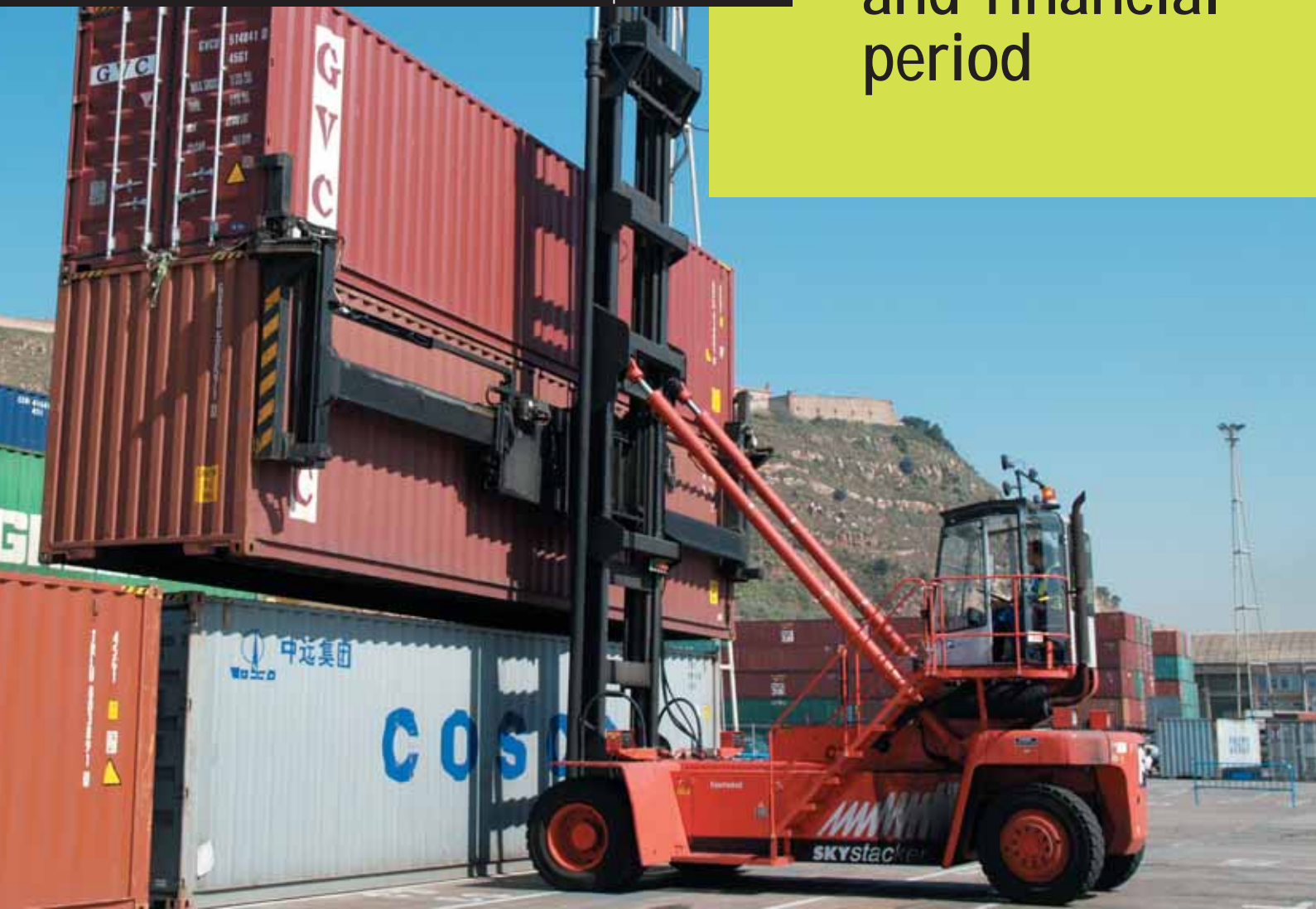
2004 was a year of major growth. Passenger traffic increased 51.97% to 163,538, cargo grew 25.62% to 1,449,888 tonnes and the 41,961 units of lorries and semi-trailers exceeded the previous year's figures by 9.51%. The share was 7.52% of full units, and 42.80% for empties.



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3 Economic and financial period





Law 48/2003, on the economic regime and the provision of services of ports of general interest came into force on the 1st of January 2004. The main objective of this new legal framework is to adapt the financial regime, the provision of services and the management of the public domain to a new model of port management, in which the port authorities are responsible for providing and managing the public domain and the

levies from concessions, but brought down income from goods traffic.

Net turnover grew 15% with regard to 2003 and made it possible to obtain an operating profit of 46.462 million euros, 22% more than the previous year.

If we exclude the new expense corresponding to the financing of Puertos del Estado, which the new law established as an operating expense as from 2004, the increase in operating profit is 35% over 2003.

The level of debt taken on to finance the investments pushed up financial expenditure by 45% with regard to 2003. Subsequently, the financial balance was once again negative, increasing losses by 29%. At the closure of the financial year, long-term bank debt stood at a total of 166.010 million euros, 90% of which come from loans granted by the European Investment Bank.



provision of services is placed at a subsidiary level.

The Port Authority closed the 2004 financial year with a net profit of 35.912 million euros, up 33% on the previous year.

The improvement in profit was largely due to increased turnover. The main factors were:

- The 13% growth in annual traffic, taking the total volume to more than 40 million tonnes. Container traffic rose 16% and nearly reached the figure of 2 million TEUs.
- The cost containment policy, which made it possible to reduce entire current spending by 1% over the previous year.
- The transformation of the main port fees or tariffs into charges through the enactment of Law 48/2003. This transformation brought about a substantial change in prices, which has pushed up income for services to ships and

The Extraordinary results showed losses of 4.145 million euros which in absolute terms meant a net reduction of 1.902 million euros with respect to the profits of 2.243 million Euros recorded in 2003. Thus, the result of the operations was 18% over those of the previous year.

The net contribution of 967 million euros which the Port Authority made to the Interport Fund contribution left the final result of the financial year at 35.912 million euros.

Cash flow resources rose to 63.716 million euros, and spelt an increase of 18% compared to the funds generated in 2003. This increase was especially significant bearing in mind that over the last four years the Port Authority's capacity to generate resources to finance the investments has increased at a rate of 10%.

In a similar way to the operating profit, cash flow for the financial year stood at 68.205 million euros not

counting the Puertos del Estado financing expense. Therefore, in equal terms, the increase in resources was 27% over the previous year.

During the financial year, the Port Authority invested a total of 150.437 million euros in tangible fixed assets, which is a new historic record, with an increase of 17% over the 128.746 million euros of 2003.

The most outstanding actions of 2004 in terms of the financing of the Master Plan were:

- The receipt of 49.946 million euros from the European Cohesion Fund.
- The securing of a fourth loan from the European Investment Bank of 50 million Euros.
- The capital provision of 13 million euros from the syndicated loan taken out with the Santander Central Hispano bank.

Operating results

Operating results (Thousand euros)				
	2004	2003	Var	% Var
Operating income	117,315	101,895	15,420	15%
Net turnover	114,829	100,202	14,627	15%
Other operating income	2,486	1,693	793	47%
Operating expenses	73,853	66,410	7,443	11%
Staff costs	27,429	26,080	1,349	5%
Provisions for depreciation of fixed assets	25,231	21,845	3,386	16%
Change in trade provisions	4	(67)	71	-106%
Other operating expenses	21,189	18,552	2,637	14%
	43,462	35,485	7,977	22%

Net turnover (Thousand euros)				
	2004	2003	Var	% Var
Ships services	27,768	17,956	9,812	55%
Passengers	4,295	1,160	3,135	270%
Goods services	41,183	50,068	(8,885)	-18%
Other services	4,008	3,264	744	23%
Levies for concessions	37,575	27,754	9,821	35%
	114,829	100,202	14,627	15%

Operating income

The income obtained from port services and levies of the concessions of the port public domain pushed up the turnover by 15% with respect to the previous year.¹

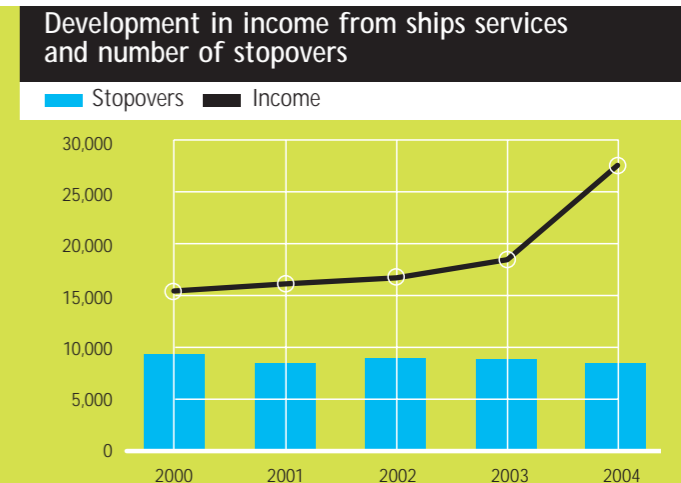
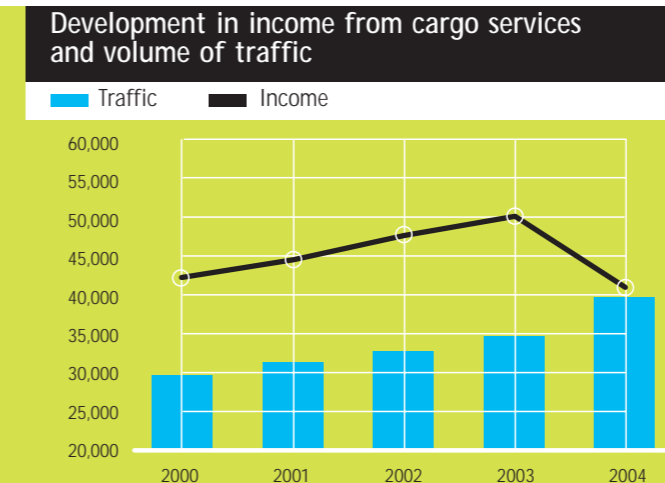
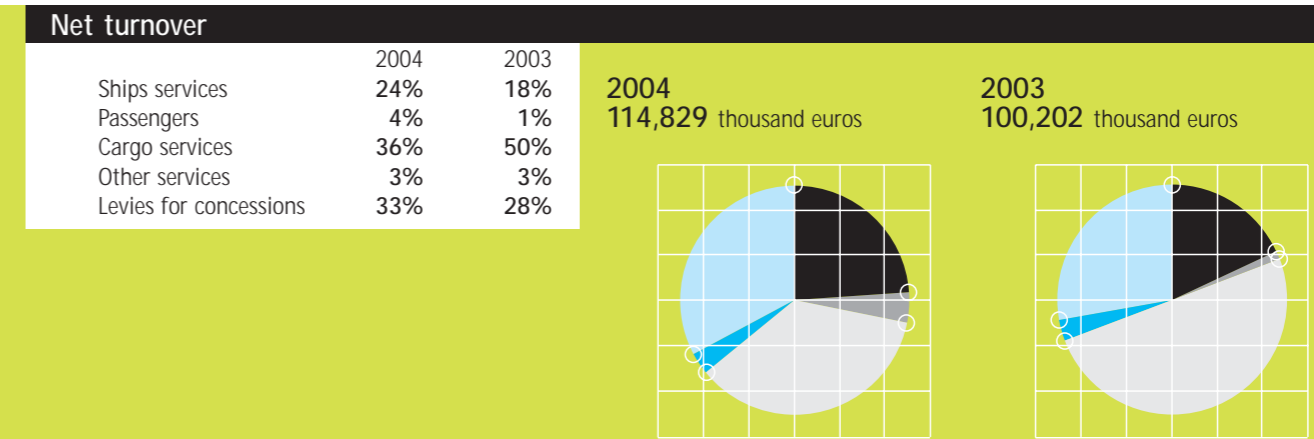


The effects of the implementation of the new law can be seen on the distribution of the main sources of income in the Port Authority's turnover. Whilst in 2003, income obtained directly from goods traffic was 50% of turnover, in 2004 its share

had fallen to 36%. For its part, the share of income represented by services to ships and concessions in the public domain rose to 24% and 33% of the total, respectively. All in all, turnover increased 15% over the previous year, thanks also to the

good results of the Port's commercial activity.

¹ The amounts of the income headings of 2004 listed in the table include the 20% of the General Services Tax (TSG), to allow a more even comparison with the previous year.



Operating expenses

All in all, operating expenses increased by 11% compared to 2003. More than half this increase corresponds to a total of 4.489 million euros for the financing of the public body Puertos del Estado². The other factor that caused the increase in operating expenses was the 16% increase in provisions for depreciation of fixed assets during the financial year.

Notwithstanding this, the cost containment policy left the total of current expenses lower than the previous year's level. Here, staff costs were the only item that rose, pushed by the effects of staff adjustments.

Early retirement payments increased 51%, 690 thousand euros in absolute terms, and were the main reason for the overall increase in staff costs being three points higher than the 2% variation of the wages and salaries heading.

The ratio of absorption of current expenses on the previous turnover fell from 44% in 2003, to 38% in 2004.

² The new law has included this item under operating expenses and is equivalent to 4% of the total income obtained from port fees.

Operating expenses (Thousand euros)

	2004	2003	Var	% Var
Current expenses	43,362	43,847	(485)	-1%
Staff costs	27,429	26,080	1,349	5%
External services	14,961	16,475	(1,514)	-9%
Other current management expenses	972	1,292	(320)	-25%
Remaining operating expenses	30,491	22,563	7,928	35%
Provision for depreciation of fixed assets	25,231	21,845	3,386	16%
Change in trade provisions	4	(67)	71	
Taxes	767	785	(18)	-2%
Puertos del Estado funding	4,489	-	4,489	
	73,853	66,410	7,443	11%



Origin and application of the fund

represented 70% of the total of the applications of the year. In 2003, they represented 43%.

The remaining investments in fixed assets were dedicated to the preparation of the new phases of the enlargement of the Adossat wharf.

Applications of funds

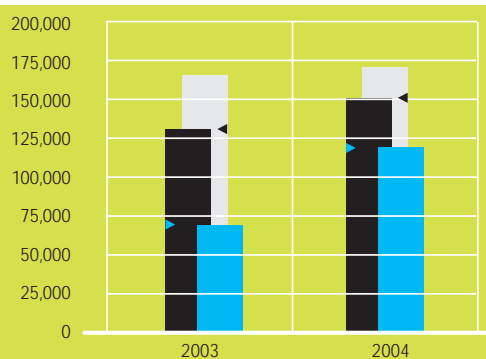
In 2004, the Port Authority concentrated its financial resources to the port enlargement works.

On the one hand, investments in tangible fixed assets represented 87% of the total of the applications



Applications of funds (Thousands euros)

	2003	2004
Total applications of funds	167,614	172,261
Fixed assets purchased	128,746	150,437
Port enlargement	71,348	120,037



of funds for the financial year, a share that rose ten points with regard to the previous year's share of 77%.

On the other hand, the 120.037 million euros destined to the building works of the new seawalls and the coastal corrective measures

Sources of funds

The financing of the port enlargement works pushed up sources of funds 33%.

Resources from operations rose 18% over the previous year, and still continued to be the principal source of funds. Making a homogeneous comparison with 2003, without taking into account the new expense of the financing of Puertos del Estado within the operating result, the increase in cash flow would have been 27% and would have totalled 68.205 million euros.

The capital subsidy of the European

Cohesion Fund, destined to financing the building of the new seawalls, has stood at a total of 61.186 million euros in 2004. This sum is the result of applying the co-financing index of 53% to the economic cost of the volume of work built during the year.

As for external debt, the Port Authority secured a new loan from the European Investment Bank of 50 million euros, and has used a total of 13 million euros from its syndicated loan.

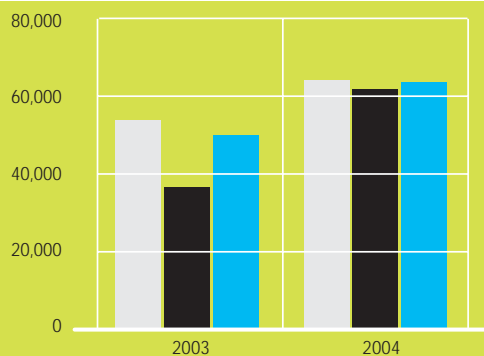
Within the other deferred income chapter, we should point out the inflow of 25.1 million euros in private

funds, as an advance levy for the concessionary rights derived from the Special Plan of the New entrance mouth.

Finally, there was a surplus of origins of funds over the total of applications to the tune of 43.587 million euros.

Sources of funds (Thousands euros)

	2003	2004
Cash flow	53,807	63,716
Capital subsidies	36,776	61,196
Long-term debt with Credit institutions	50,000	63,000
Other income deferred	15,467	26,555
Other sources of funds	6,194	1,381
Total sources of funds	162,244	215,848



Balance Sheet on 31st December 2004 and 2003 (thousand euros)

Assets	2004	2003	Liabilities	2004	2003
Fixed Assets	1,024,516	894,506	Equity	677,561	644,165
Intangible	7,728	8,967	Net worth	512,743	512,743
Tangible	970,761	848,772	Fixed assets paid-up to general use	-36,337	-33,821
Financial	35,248	35,942	Reserves	165,243	138,297
Long-term trade debtors	10,779	825	Profit	35,912	26,946
Deferred Expenses	11,039	11,432	Deferred Income	205,770	123,410
Current Assets	84,825	46,137	Provisions for liabilities and expenses	10,673	10,417
Inventories	359	345	Long-term creditors	170,796	113,604
Accounts receivable	56,709	28,466	Debts with credit institutions	166,010	105,414
Short-term investments	25,591	15,151	Debt with group and associated companies	3	1,803
Cash and Banks	1,886	1,573	Other creditors	4,783	6,387
Deferred income and accruals	280	602	Short-Term Creditors	55,580	60,479
Total Assets	1,120,380	952,075	Debts with credit institutions	2,627	2,597
			Debt with group and associated companies	833	800
			Trade creditors	4,630	5,614
			Other non-trade creditors	47,490	51,468
			Total Liabilities	1,120,380	952,075


Profit and Loss Statement on 31st December 2004 and 2003 (thousand euros)

Debit	2004	2003	Credit	2004	2003
Expenses			Income		
Staff costs	27,429	26,080	Net turnover	114,829	100,202
Provision for depreciation of fixed assets	25,231	21,845	Other operating income	2,486	1,693
Change in trade provisions	4	-67			
Other operating expenses:					
External services	14,961	16,475			
Taxes	767	785			
Other	972	1,292			
Puertos del Estado financing	4,489	0			
Total operating expenses	73,853	66,410	Total operating income	117,315	101,895
Operating profit	43,462	35,485			
Assimilated and financial expenses	3,808	2,632	Income from capital holdings	21	0
			Income from other negotiable instruments and credits from fixed assets	218	277
			Other assimilated and financial income	1,131	468
Total financial expenses	3,808	2,632	Total financial income	1,370	745
Positive financial results	0	0	Negative financial results	2,438	1,887
Profit from ordinary activities	41,024	33,598			
Change in provisions for tangible and intangible fixed assets and control portfolio	99	132	Profits on disposal of tangible fixed assets and control portfolio	17	2
Losses from fixed assets	2,591	875	Capital grant transferred to results	1,931	1,548
Extraordinary expenses	4,772	4,419	Extraordinary income	1,959	1,634
Expenses and losses from previous fiscal years	701	318	Income and profit from previous fiscal years	111	317
Total extraordinary expenses	8,163	5,744	Total extraordinary income	4,018	3,501
Extraordinary positive results	0	0	Extraordinary negative results	4,145	2,243
Profit from operations	36,879	31,355			
Interport Fund contribution	1,467	8,670	Interport Fund receivable	500	3,705
Corporation tax	0	-556			
Period results (profit)	35,912	26,946			

Source and application funds statement on 31st December 2004 and 2003 (thousand euros)

Applications of funds	2004	2003	Sources of funds	2004	2003
Fixed assets purchased	151,433	132,953	Resources from operations	63,716	53,807
Intangible	870	4,066	Period results without interport fund	36,879	31,911
Tangible	150,437	128,746	Provision for depreciation of fixed assets	25,231	21,845
Financial	126	141	Addition to reserves of fixed assets	261	375
Interport Fund contribution	0	8,670	Depreciation of deferred expenses	429	442
Interport Fund compensation	1,467	0	Reserves for liabilities and expenses	3,856	2,860
Long-term financial to short-term financial debts transferred	5,808	24,014	Losses from fixed assets	2,591	875
Debts with credit institutions	2,404	22,404	Other	274	0
Other	1,604	1,610	Excess of provisions for fixed assets	-162	-243
Debt with group and associated companies	1,800		Excess of provisions for liabilities and expenses	-227	-39
Provisions for liabilities and expenses	3,373	1,152	Profits accruing from fixed assets	-17	-2
Long-term trade debts	10,144	825	Capital subsidies transferred to results	-1,931	-1,548
Deferred expense	36	0	Deferred income transferred to results from reverted leases	-682	-1,201
			Other income deferred	-2,778	-1,357
			Other	-8	-111
			Deferred income	87,751	52,243
			Capital grants	61,196	36,776
			Other income deferred	26,555	15,467
			Interport Fund receivable	0	3,705
			Interport Fund compensation	500	0
			Long-term debts	63,000	50,000
			With credit institutions	63,000	50,000
			Disposal of fixed assets	64	7
			Other sources	817	2,482
			Short-term cancellation or transfer of financial fixed assets	627	2,482
			Short-term cancellation or transfer of trade creditors	190	0
Total applications	172,261	167,614	Total sources	215,848	162,244
Excess of sources over applications	43,587		Excess of applications over sources		5,369

Variation in working capital (thousand euros)

Variation in working capital	2004		2003	
	Increases	Decreases	Increases	Decreases
Inventories	14	-	-	1
Accounts receivable	28,244	-	-	8,358
Creditors	4,899	-	23,596	-
Short-term investments	10,439	-	-	19,483
Cash and banks	313	-	-	1,084
Deferred income and accruals	-	322	-	39
Total	43,909	322	23,596	28,965
Variation in working capital	43,587	-	-	5,369





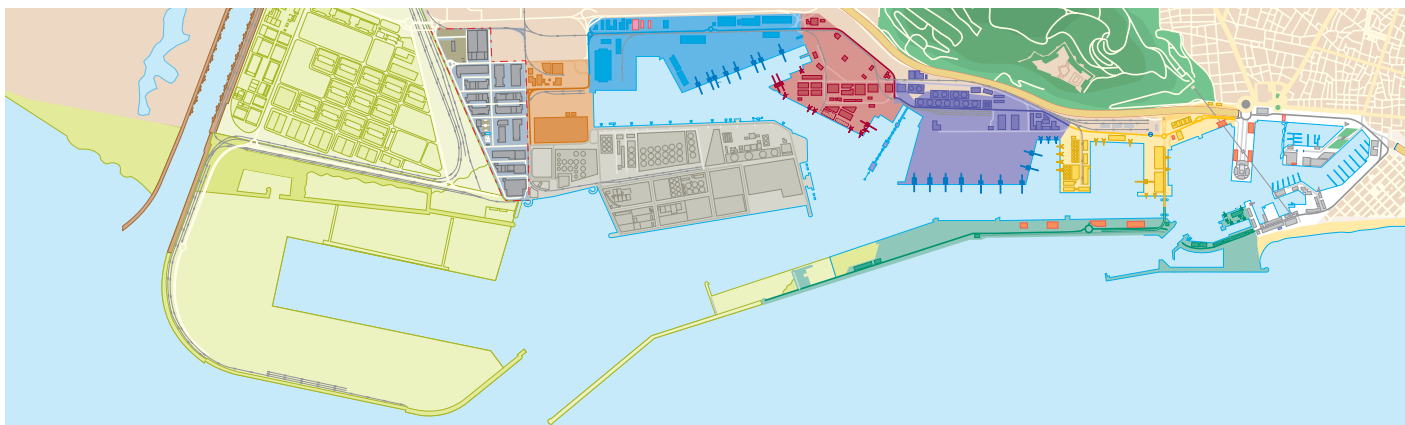
4 Guide

to the Port of Barcelona

Port of Barcelona Annual report 2004



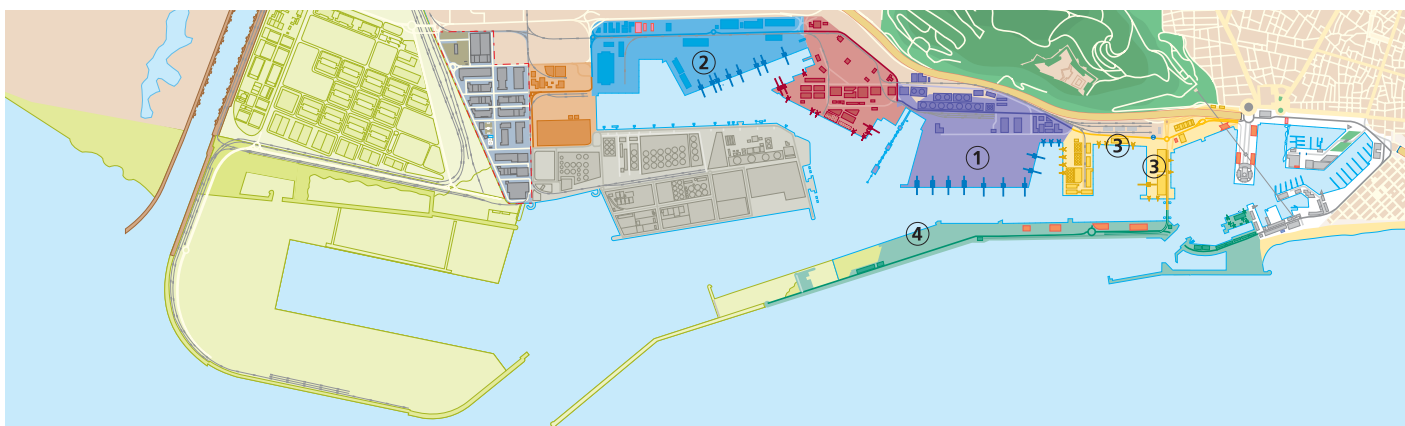
A Technical details



Location:	North Entrance Mouth	Draughts:	Dry dock:
Latitude: 41° 20' N	Orientation: 205°	Up to 16 m	Length: 215 m
Longitude: 2° 10' E	Width: 145 m	Tug operators:	Breadth: 35 m
Tides:	Draught: 11.5 m	9 (1,213 kW / 2,943 kW)	Capacity: up to 50,000 t
None	Land area:	Warehousing:	of deadweight
Entrance:	828.9 ha	Covered: 132,274 m ²	Floating dock:
South Entrance Mouth	Wharves and berths:	Open: 2,915,654 m ²	Length: 120 m
Orientation: 191.8°	20 km	Wharf cranes:	Breadth: 19 m
Width: 370 m	Ro-ro ramps:	45 (20 of containers)	Lifting capacity: up to 4,500 t
Draught: 16 m	32		

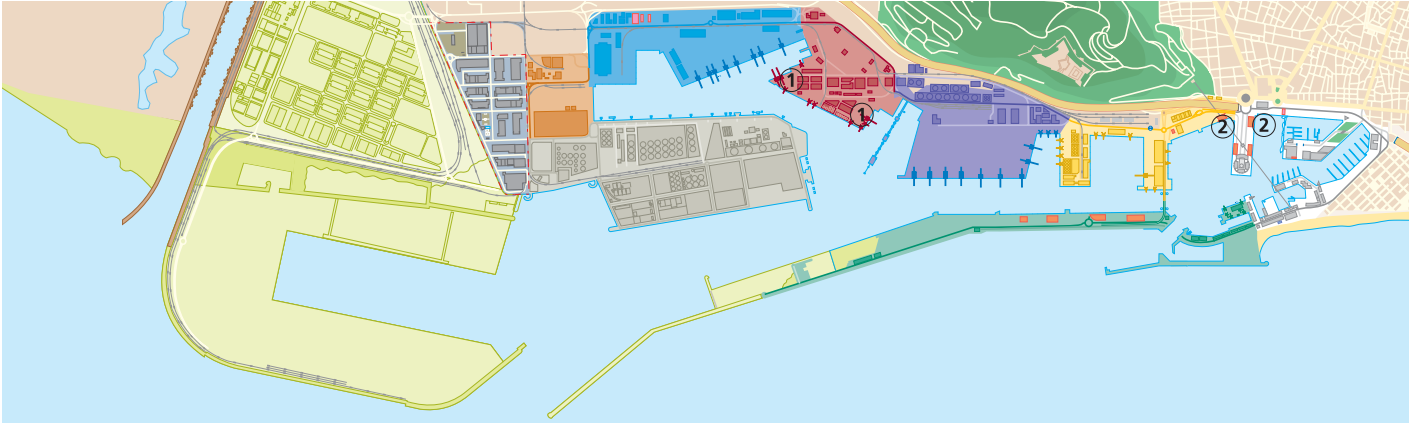
B Specialised terminals

B.1 Container and multipurpose terminals



1 TCB, SL Tel.: +34 93 441 00 66 Fax: +34 93 441 04 18 www.tcbcn.com tcb@tcbcn.com Location: Wharf 24 South Characteristics: Area: 46.0 ha Berthing line: 1,362 m Draught: up to 16 m Cranes: 9 (5 Post-panamax) Straddle-carriers: 40 Rail terminal (5 ha) Maritime customs and BIP integrated into the terminal	Refrigerated connections: 256 Container freight station: 13,800 m ² Covered warehouses: 14,400 m ²	Berthing line: 1,653 m Draught: 8.70/14 m Ro-ro ramps: 1 Cranes: 7 (7 Post-panamax) RIG (or RTG): 8; reach stacker: 21; tractors: 24 Container freight station: 3,607 m ² Covered warehouses: 26,145 m ²	Characteristics: Arrea: 6.56 ha Berthing line: 860 m Draught: up to 12 m Ro-ro ramps: 5 Covered warehouses: 19,000 m ² Cranes: 10 (1 container lifting cranes, 9 gantry) RTG: 2; reach stacker: 5; tractors: 4	Tel.: +34 93 441 00 66 Fax: +34 93 441 04 18 Alcúdia: Tel.: +34 93 223 08 22 Fax: +34 93 223 37 08 Location: 01 Adossat wharf Characteristics: Area: 9.77 ha Berthing line: 650 m Draught: up to 12 m Ro-ro ramps: 2 Cranes: 3 fixed
2 Terminal Catalunya, SA Tel.: +34 93 441 00 66 Fax: +34 93 441 04 18 www.grupmestre.es jmestre@tercat.es Location: Wharf 29 Príncep d'Espanya and dàrsena Sud wharves Characteristics: Area: 35.1 ha		3 Terminal Port-Nou, SA Tel.: +34 93 227 38 00 Fax: +34 93 441 21 05 Location: 20 Ponent and 21 Costa wharves	4 Unió Terminals Estibadors Llevant, SL-Alcúdia Unió Terminal Estibadors Llevant:	

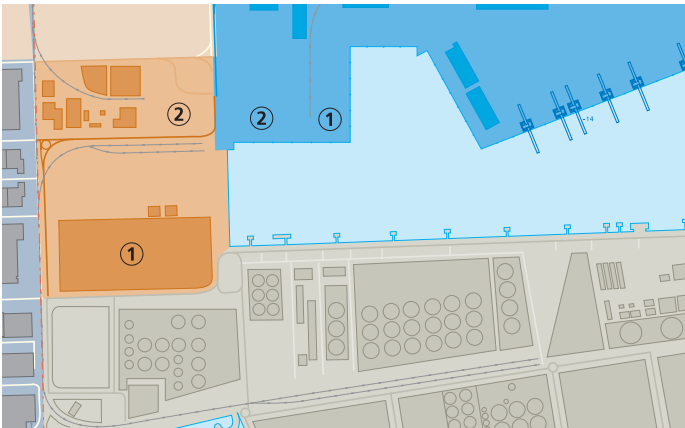
B.2 SSS terminals



1
 Estibadora de Ponent, SA
 Tel.: +34 93 223 88 00
 Fax: +34 93 223 88 53
 jgomez@ral.es

2
 Cía. Trasmediterránea, SA
 Tel.: +34 93 295 91 00
 Fax: +34 93 295 91 65
 www.trasmediterranea.es

B.3 Car terminals

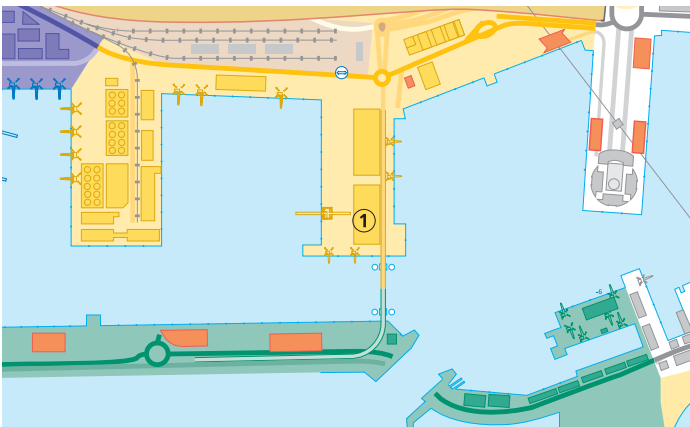


1
 Autoterminal, SA
 Tel.: +34 93 223 48 33
 Fax: +34 93 223 42 68
 correogeneral@autoterminal.es
 Location:
 30 dàrsena Sud and 31
 dàrsena Interior wharves
 Characteristics:
 Area: 29.2 ha of terrace and
 25.4 ha vertical parking
 Berthing line: 850 m
 Draught: up to 12 m
 2 vertical car parks of
 127,000 m² and 20,000
 places each.

Vehicle personalisation
 centre and a protection-
 removing tunnel.

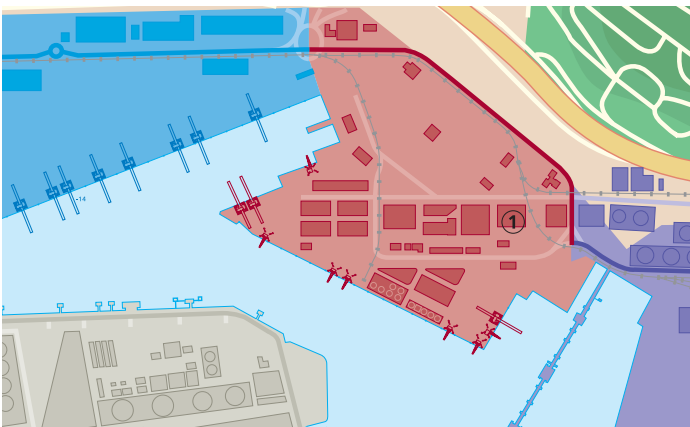
2
 Setram, SA
 Tel.: +34 93 289 57 94
 Fax: +34 93 223 45 59
 setram@setram.com
 Location:
 30 dàrsena Sud and 31
 dàrsena Interior wharves
 Characteristics:
 Area: 8.7 ha
 Berthing line: 850 m
 Draught: up to 12 m
 1 vertical car park of
 90,706,4 m²
 4 Ro-ro berths

B.4 Fruit terminal



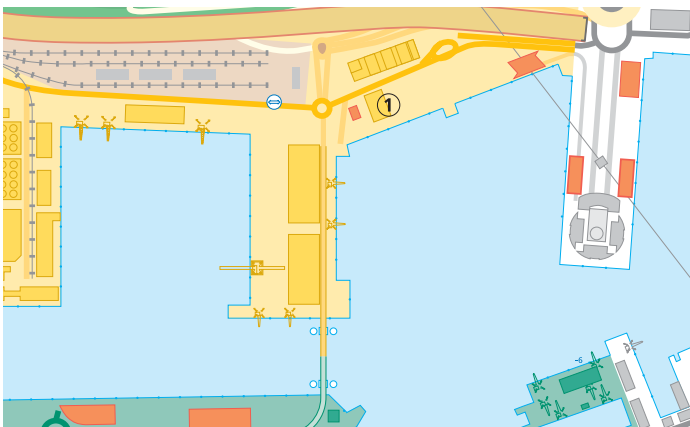
1
Barcelona Fruit Terminal, SA
 Tel.: +34 93 227 38 17
 Fax: +34 93 227 38 20
 Location:
 20 C Ponent wharf
 Characteristics:
 5,556 m² of cold storage facility, in three independent temperature chambers.
 Simultaneous storage of up to 6,000 palets.
 Computerised barcode control system.
 Cargo platform with a capacity of up to 150 lorries daily.

B.5 Coffee and cocoa terminal



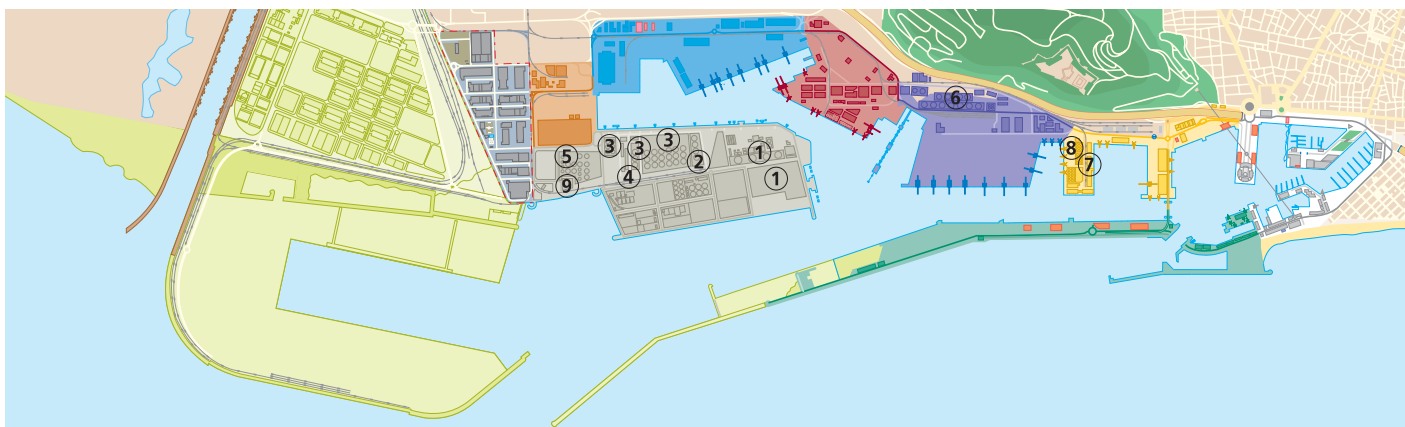
1
BIT, SA
 Tel.: +34 93 223 33 14
 Fax: +34 93 223 29 83
 Location:
 26 Álvarez de la Campa wharf
 Es_Barcelona_bit@sgrsgroup.com
 Characteristics:
 Area: 11,000 m²
 Capacity: 14,000 t
 In free zone regime.
 Only terminal in the Western Mediterranean type-approved by the LIFFE (London International Financial Future and Options Exchange).

B.6 Cold store



1
Interlogística del Frio, SA
 Tel.: +34 93 443 68 20
 Fax: +34 93 443 68 30
 Location:
 19 Sant Bertran wharf
 Characteristics:
 Capacity of the storage chambers: 75,000 m³
 Freezing tunnel.
 Type-approved for intracommunity storage.

B.7 Bulk liquids terminals



1
Enagas, SA
 (natural gas)
 Tel.: +34 93 223 50 09
 Fax: +34 93 223 24 04
 www.enagas.es

2
RELISA
 (oils)
 Tel.: +34 93 223 40 02
 Fax: +34 93 223 46 10
 relisa@a1web.es

3
TEPSA
 (chemical and refined
 petroleum)
 Tel.: +34 93 289 55 40
 Fax: +34 93 223 45 79
 www.tepsa.es
 tepsa@tepsa.es

4
TERQUIMSA
 (chemical)
 Tel.: +34 93 223 48 80
 Fax: +34 93 223 45 19
 www.terquimsa.com

5
DECAL
 (refined petroleum)
 Tel.: +34 93 223 87 40
 Fax: +34 93 223 80 95
 bcn@decalesp.com

6
CLH, SA
 (refined petroleum)
 Tel.: +34 93 289 54 00
 Fax: +34 93 223 20 59

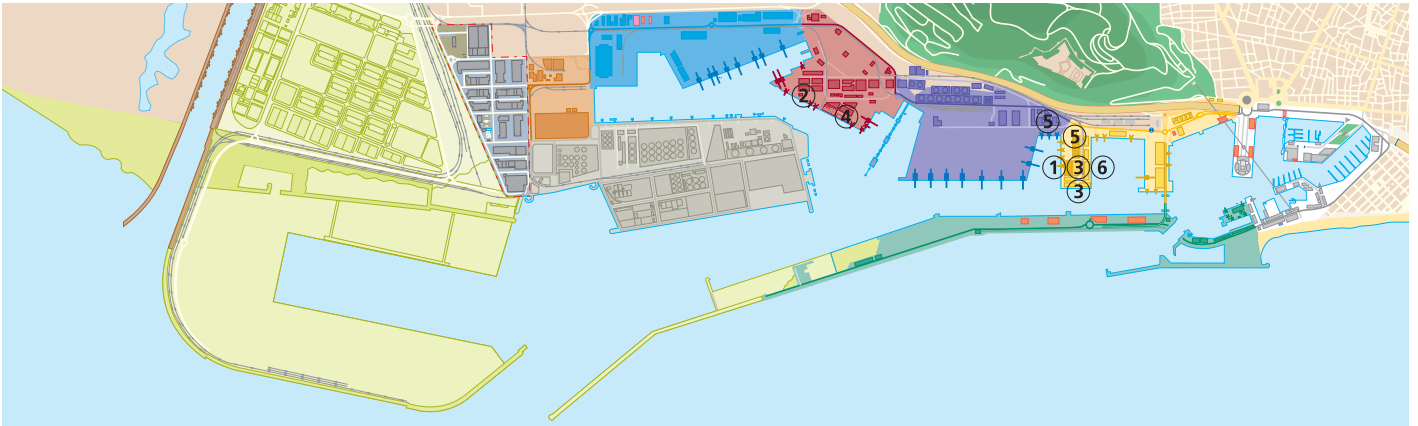
7
SADESA
 (oils)
 Tel.: +34 93 442 78 15
 Fax: +34 93 442 23 39

8
Loiret & Haëntjens
Esp., SA
 (molasses)
 Tel.: +34 93 443 10 60
 Fax: +34 93 442 27 77
 loireth@loireth.com

9
KOALAGAS, SA
 Tel.: +34 93 289 51 76
 Fax: +34 93 289 51 73
 Location:
 32 Inflamables, 22 Contradic
 wharves and Tram IV
 Characteristics:
 Area: 61 ha
 Berthing line: 2,390 m
 exclusive
 Draught: 12 m
 Number of tanks: 502
 (liquid); 6 (gases)
 Type: soft steel, stainless,
 isothermic, heated, coverings
 and food quality.

Total capacity: 1,200,478 m³
 (liquid); 244,000 m³ (gases)
 Drum-filling facilities.
 Container-filling facilities
 CIG.
 Own rail terminals.

B.8 Bulk solids terminals



Cement:

1
Portcemen, SA
Tel.: +34 93 443 05 14
Fax: +34 93 443 10 29
portcemen@entorno.es

2
CEMEX España, S.A.
Tel.: +34 977 73 70 00
Location:
01B Adossat, 22C Contradic
wharves
Characteristics:
Silos with 104,800 t capacity

Grain:

3
ERGRANSA
Tel.: +34 93 443 37 16
Fax: +34 93 443 44 39
silos@ergransa.es

Location:
22B Contradic wharf,
1 terminal
Characteristics:
Multicellular silos with
145,000 t capacity.
Pneumatic discharge
operational capacity: 900 t/h

Soybean:

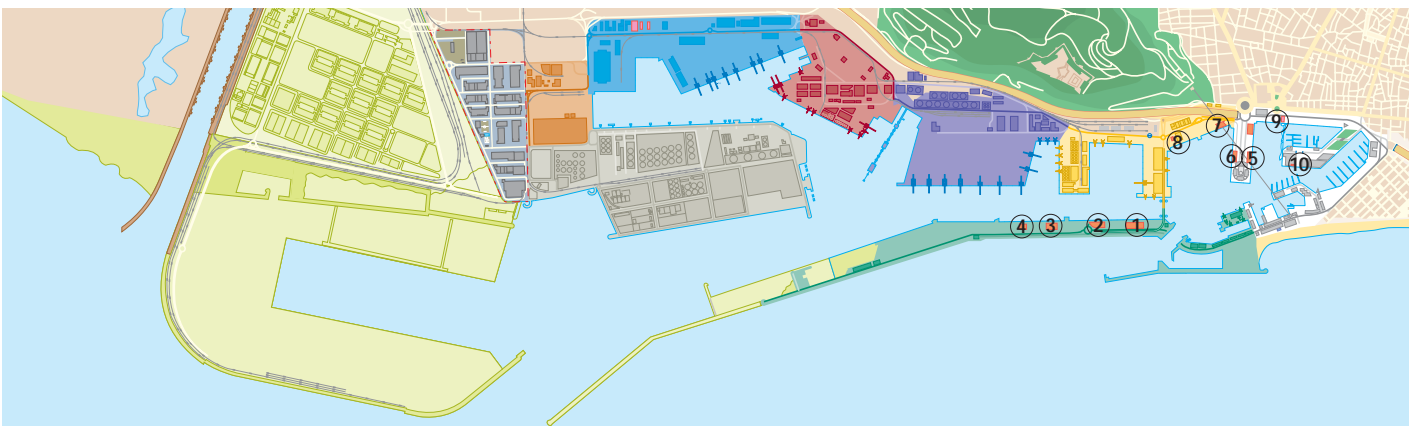
4
Cargill España, S.A.
Tel.: +34 93 223 04 54
Fax: +34 93 289 51 05

5
MOYRESA
Tel.: +34 93 230 24 00
Fax: +34 93 443 42 90
Location:
26B Álvarez de la Campa,
22B Contradic and 23A Oest
wharves. 2 terminals
Characteristics:
Flour and raw oil production
industry included.
Milling plants with a
capacity of 1,400,000 t/year

Potash:

6
TRAMER, SA
Tel.: +34 93 442 19 40
Fax: +34 93 443 20 73
Location:
22A Contradic wharf,
1 terminal
Characteristics:
Maximum storage capacity
80,000 t
Equipment: two cargo
gantry cranes (yields of 400
to 700 t/h)

B.9 Passengers terminals



1
International Passenger
Terminal A
Tel.: +34 93 412 79 14

2
International Passenger
Terminal B
Tel.: +34 93 412 79 14

3
International Passenger
Terminal C
Tel.: +34 93 412 79 14

4
International Passenger
Terminal D
Tel.: +34 93 298 21 00

5
Nord International
Passenger Terminal
(World Trade Center)
Tel.: +34 93 412 79 14

6
South International
Passenger Terminal
(World Trade Center)
Tel.: +34 93 412 79 14

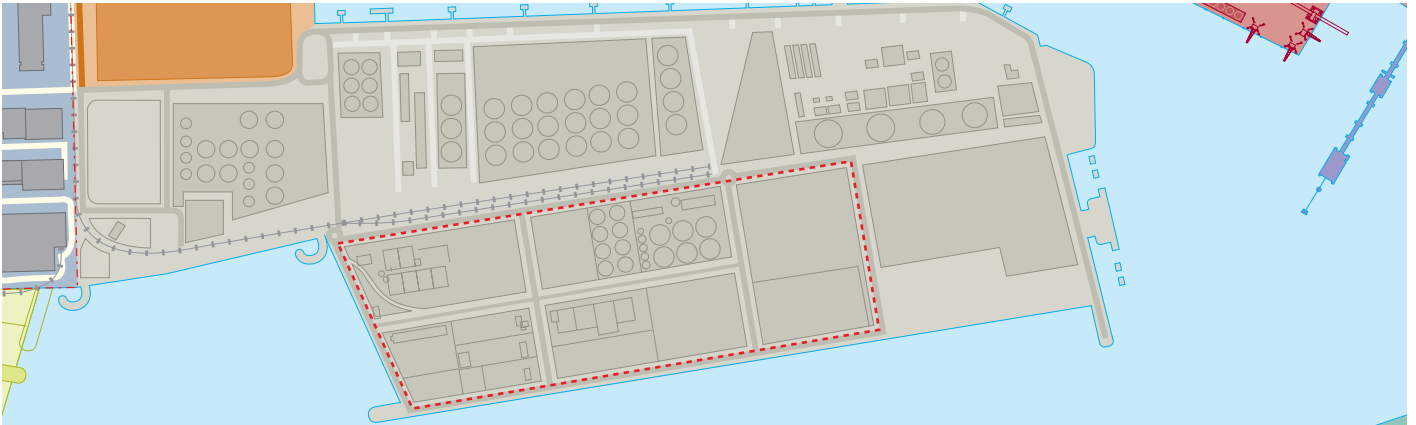
7
Trasmediterránea
International Maritime
Terminal
Tel.: +34 93 295 91 00
Fax: +34 93 295 91 65

8
International Passenger
Terminal
Italy & Algeria
Tel.: +34 93 443 98 98

9
Drassanes Passenger
Terminal
Tel.: +34 93 441 58 00
Fax: +34 93 441 30 31

10
Maremagnum
International Passenger
Terminal
Tel.: +34 93 298 21 00

C Delta 1 Port Terminals Park



Located in the extension of Sector 8 of the Port, the DELTA 1 Port Terminals Park is a project promoted by the company Muelles y Espacios Portuarios, SA (MEPSA), under a concessionary regime from Barcelona Port Authority, and was officially opened on July 4th 2003.

Infrastructure work was performed between 1997 and 1999 on the East seawall, 1,550 metres long, and the South seawall, 450 metres long. Then, more considerable

filling work took place between 2000 and 2001 (more than 5 million cubic metres) which made it possible to reclaim nearly 70 hectares of new port land from the sea.

Of this area, the new DELTA 1 Terminals park occupies the largest part, with a total of nearly 50 hectares, currently developed in the best conditions to house all types of terminals and port services.

The Park is superbly located. It is right in the middle of the extended commercial port, has

good accessibility with a direct connection to the network of dual carriageways and motorways thanks to access P-30 of the Port and benefits from its close proximity to Barcelona international airport. There is also rail access to all the plots, which offers the customers the added value of intermodal connection. The DELTA 1 Terminals Park can host all kinds of terminals without restrictions. It is possible to locate terminals

there for any kind of products, including petrochemicals, and it is equipped with the necessary infrastructure for attending efficiently to any specific needs.

Muelles y Espacios Portuarios, SA
Tel.: +34 93 496 06 50
Fax: +34 93 496 06 51
mepsa@deltauno.com
www.deltauno.com

D Logistics Activities Area (ZAL)

The Port of Barcelona has one of the most modern intermodal distribution centres in Europe.

It is a specialised quality infrastructure, which offers a series of strategic and economic advantages to the companies located there:

- a broad, high-quality offer of buildings;
- a complete intermodal connection (land, sea and air) with the Peninsula and Europe;
- a wide range of complementary and value added services,
- and a complete offer of telecommunications for internal and external communications.

The customers of the ZAL are mainly of two types:

- Producers, importers or exporters, shipping their goods through Barcelona and its port.
- Logistics services companies such as freight forwarders, hauliers, ship owners, shipping agents and logistics operators, as well as manufacturers that wish to establish their southern European distribution centre in Barcelona.

Phase one of the ZAL, covering 65 hectares, is fully consolidated, with more than 65 companies set up, 250,000 m² dedicated to warehouses and 45,000 m² to offices.

Within this large concentration of industrial logistics premises, the ZAL also has its Service Center, the



large multifunctional building of the platform.

The Service Center is the Centre for the services of the ZAL. Its 19,000 m² house a wide range of services to satisfy the needs of the companies and people who work in this area.

The Service Center currently

has restaurants both for everyday meals and special lunches, a copy shop, a temporary work agency, a travel agency, a bank and a childcare centre for infants from four months to three years old, to help reconcile work and family life for the workers in the area.

- Warehouses built by Cilsa
- Warehouses built by clients
- Planned
- ↔ Access control
- 🚌 Bus stop Port-ZAL
- 🍴 Restaurant
- 🏊 Sports area
- 📶 Telecommunications post
- 📶 Nodo Planet
- 🚗 Taxi
- 📧 Mail box
- P Parking
- 🚪 Puerta de emergencia

- 1 Condeminas
- 2 Whirlpool
- 3 Fundación Cares
- 4 Space Cargo
- 5 Lotrans
- 6 IFS/Stock Cargo
- 7 Bofill & Arnan
- 8 Uniexco
- 9 Bax Global
- 10 GV Express
- 11 Transnatur
- 12 Logipoint
- 13 José Salvat
- 14 Catalana de Grupatges
- 15 Hermes-Logistica
- 16 Andrea Merzario
- 17 Dyatrans
- 18 Kühne & Nagel
- 19 Jas Forwarding
- 20 Nippon Express
- 21 Amer Sports
- 22 UPS
- 23 J. Gibert SL
- 24 Embarmar
- 25 Geologistics
- 26 Aldeasa
- 27 Redcar
- 28 Decoexsa
- 29 DHL Freight Spain SL
- 30 Transmec de Bortoli
- 31 ABX
- 32 Exel
- 33 J. Gibert SL
- 35 Lauson
- 37 Press Cargo
- 39 Honda
- 40 Just Logistica
- 41 Totsabir
- 42 Capsa
- 43 Riso Ibérica



This crèche, called Simphonie, is a pioneer project in Catalonia since it is one of the first children's centres to be set up in a business area. October 2004 marked the start of the first term at Simphonie, a centre which, apart from being located close to the workplace of the parents, is also based on a high-quality and innovative teaching method.

The Service Center also contains training and meeting facilities with 10 well-equipped areas that can be used as training classrooms, a business centre or meeting rooms. It has an auditorium-cum-multi-purpose room with a capacity for 230 people. This centre offers a broad training curriculum that stretches from a masters course in logistics to language courses, or specialised

executive seminars. These are spaces used by companies, organisations and institutions for their specific training, for their meetings and the holding of any type of event.

The Service Center has been created to be a shared activity space where all the residents of the area can find what they need. Furthermore, it has a large green area, with terraces and open-air benches, where you can enjoy the sunshine, play table tennis or go jogging.

Furthermore, phase two of the ZAL provides 143 has, in which first company, Schenker, set up in 2004. In 2005 we shall hand over the two industrial premises currently under construction to Geoda-Teisa and NYK Logistics, as well as the first modular industrial building, to house the Sporber

company. All in all, these facilities guarantee the highest safety standards recently imposed by law and offer the highest quality in the building of the industrial premises.

In parallel to the development of phase two of the ZAL, work is also underway on the extension of the port and the airport, and the diversion of the river Llobregat, opened in September 2004, with the subsequent building of a railway station. All these infrastructures will substantially improve the ZAL's multimodal possibilities.

To belong to the ZAL is to enjoy a strategically privileged location in Southern Europe, a high level of multimodality, the most advanced technology, a wide range of added value services and a concentration of

companies of the transport and logistics sector which consolidates the region's Logistics Community.

Logistics Activities Area
CILSA (Centre Intermodal de Logística, SA)
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Service Center
08040 Barcelona (Spain)
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Fax: +34 93 552 58 01
info@zal.es
www.zal.es

E tmZ and tmT. The inland maritime terminals

The inland maritime terminals in Zaragoza (tmZ) and Toulouse (tmT) are nodes in the Port of Barcelona's network of port and logistics services set up to facilitate the international maritime trade of Aragon, the Ebro Valley and adjacent areas in the case of tmZ, and the south of France in the case of tmT. They are also a strategic initiative by the Port of Barcelona aimed at gaining a permanent foothold in these markets and offering a wide range of services backed up by guaranteed standards of quality.

These initiatives make the most of the synergy between two differentiated components:

- A neutral logistics operator responsible for the technical management and marketing of the services of the platform between the freight forwarders and the operators using the terminal.
- A promotional structure involving the Port of Barcelona which is

responsible for promoting the port's offer of services to the operators and the importers and exporters, as well as supervising the quality of the services and customer service.

The terminals are neutral partners of the freight forwarders and other international trade operators that offer features designed to make efficient use of the Port of Barcelona and provide a guaranteed level of service.

The customers of the terminals have access to the following services:

- Cargo logistics: grouping and degrouping of FCL and LCL containers with warehousing and all the complementary services (classification, palletisation, lashing, etc.); operations in customs warehouses and collection and distribution services.
- Container logistics: warehouse for empty containers, warehousing

services, handling, cleaning and repair, and handling of full containers. Likewise, the terminal incorporates a transshipment area for road transport vehicles and for loading/unloading operations on container-carrying platforms.

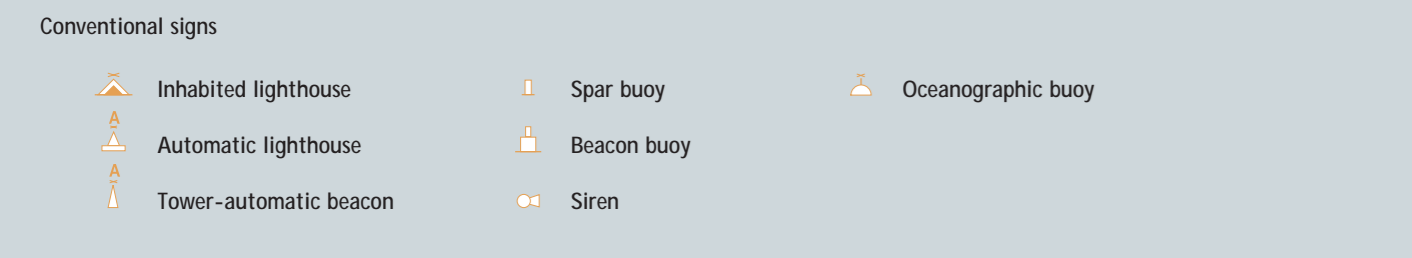
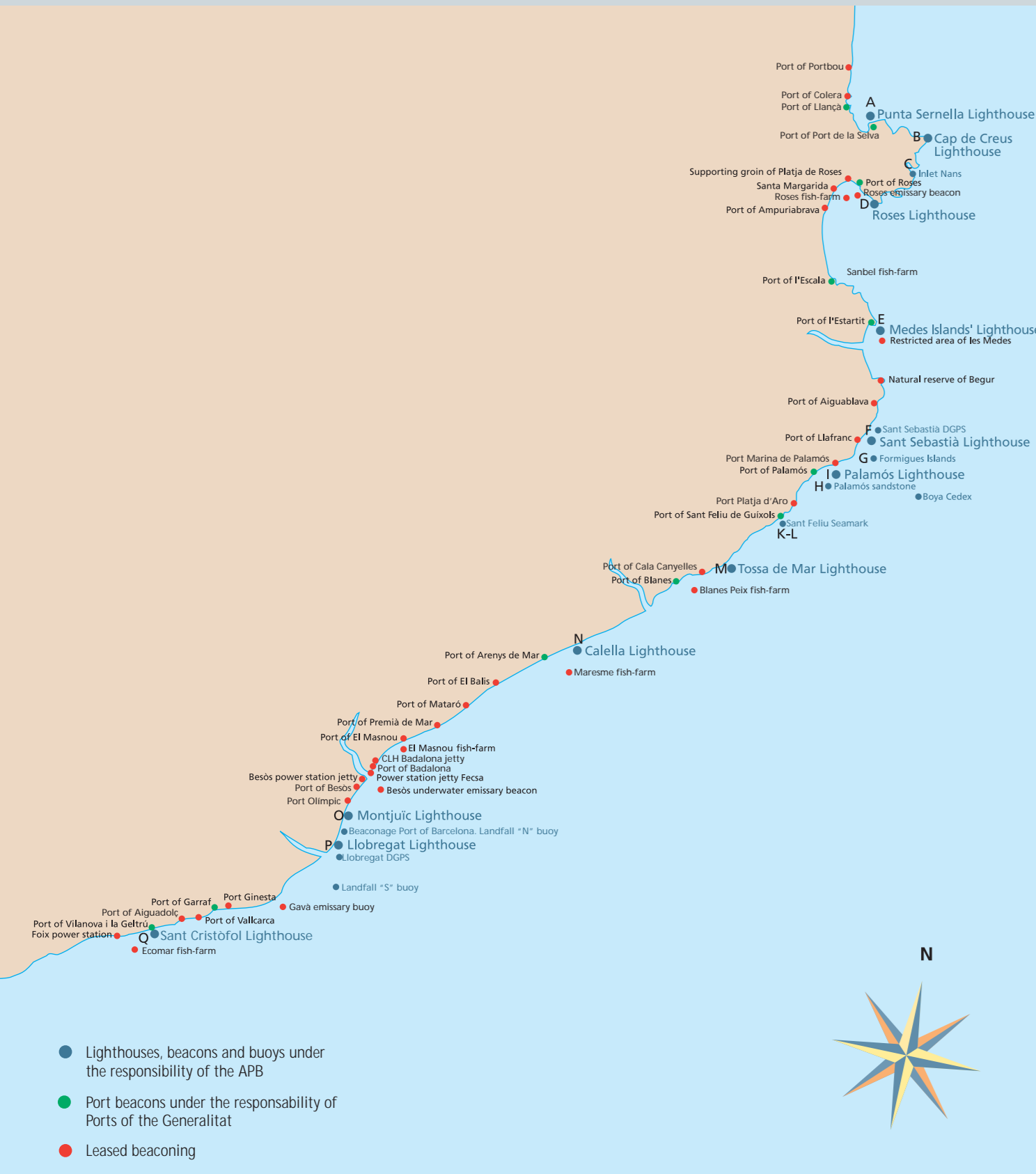
- Local collection and distribution services and transport service between the terminal and the Port of Barcelona.
- Brand services of the Port of Barcelona:
 - PortIC, the E-commerce platform of the Port of Barcelona, which allows the automatic, paperless execution of transactions involved in transport logistics. It also provides information on cargo tracking.
 - Support services to the operators.
 - Pre-established quality standards with guarantees concerning conditions of clearance, traffic and safety of goods, both in the

terminal and the port.
– Customer Service and continuous information on the traffic of the goods through the terminal and the Port.

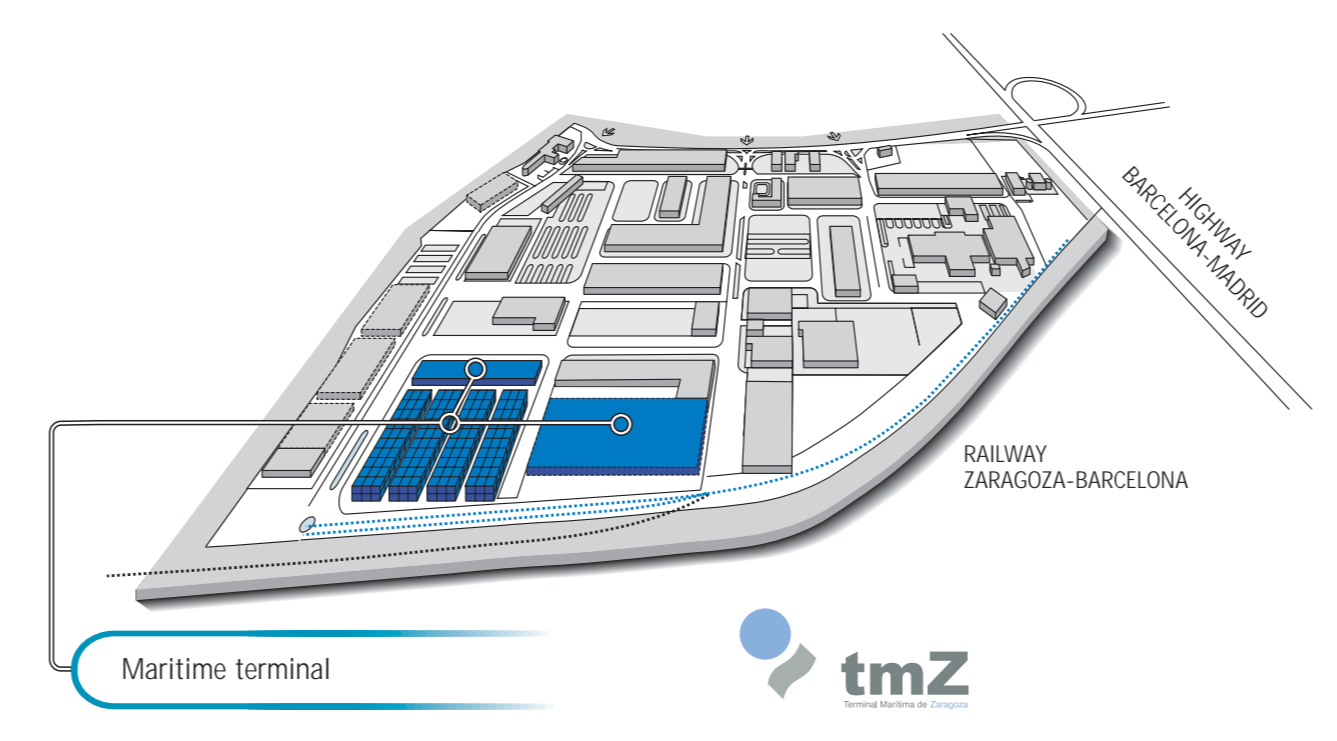
Zaragoza Goods Terminal (tmZ)
Camino de la Cogullada, s/n
Mercazaragoza, carrer P.
50014 Saragossa
Tel.: +34 976 464 439 / 38
Fax: +34 976 476 406
www.tmzaragoza.com
tmzaragoza@tmzaragoza.com

Toulouse Goods Terminal (tmT)
82, chemin de la Plaine
31790 Saint Jory
França
Tel.: +33 (0) 534 275 040
Fax: +33 (0) 534 275 764
www.tmtoulouse.com
tmtoulouse@tmtoulouse.com

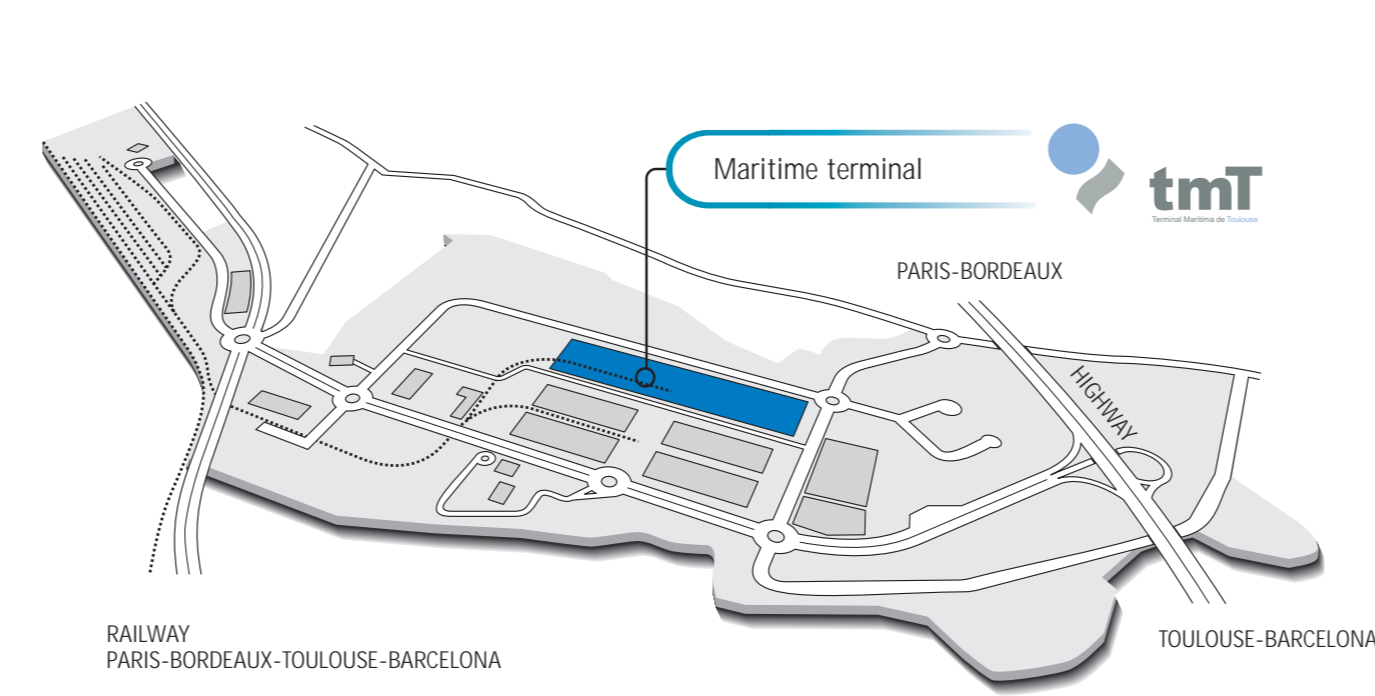
General map of lights and beacons



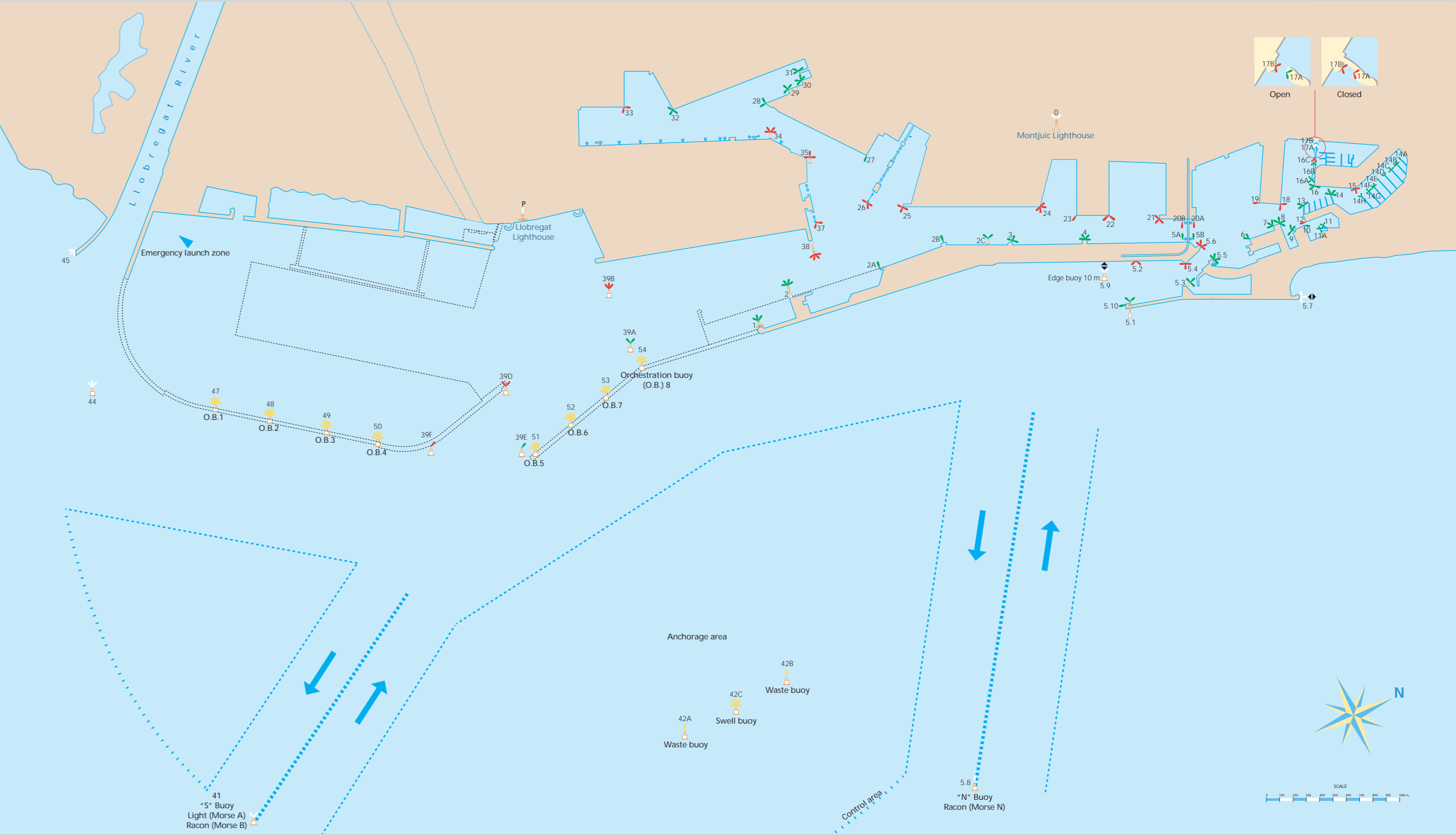
E.1 The inland maritime terminal of Zaragoza (tmZ)



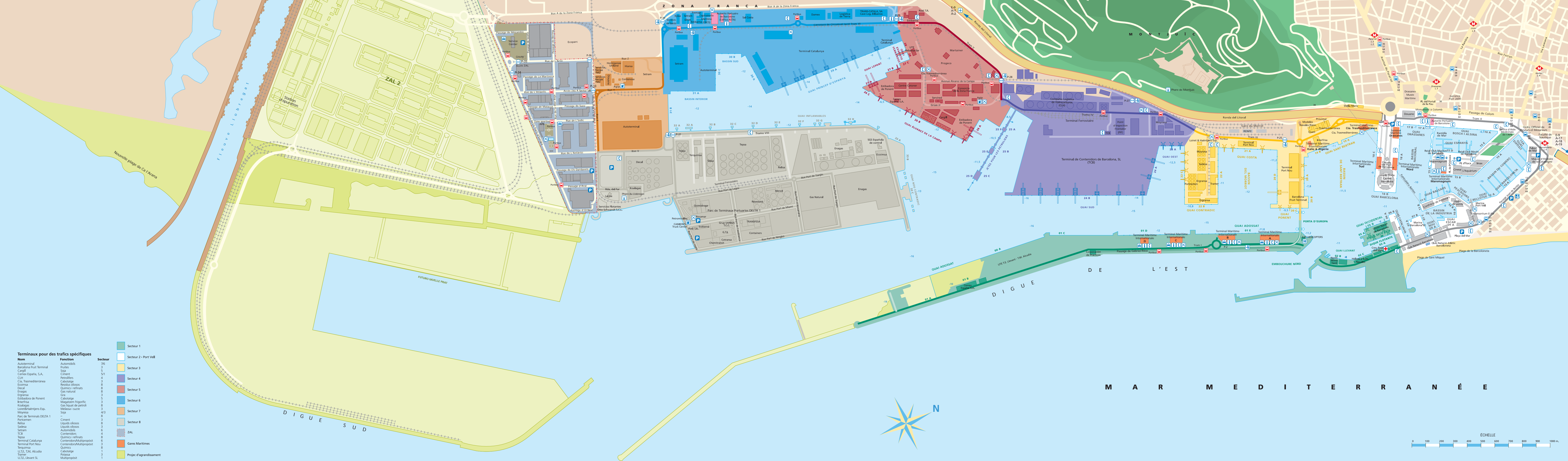
E.2 The inland maritime terminal of Toulouse (tmT)



General map of lights and beacons Access channels and anchorage areas



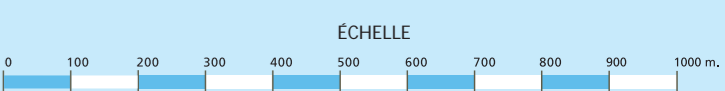
Lights	Red	Green	White	Yellow	Red	Green	White	Yellow	
Fixed									
Single occultation									
Single flash									
Set of two flashes									
Set of three flashes									
					Set of four flashes				
					Set of five flashes				
					Set of two flashes plus one				
					Set of two flashes plus two				



Terminaux pour des trafics spécifiques

Nom	Fonction	Secteur
Autoterminal	Automobilis	7/6
Barcelona Fruit Terminal	Fruites	3
Cargill	Soja	5
Cemex España, S.A.	Ciment	5/1
CLH	Petròlifers	4
Cia. Trasmediterrànea	Cabotatge	3
Ecòimsa	Residus olivosos	8
Decal	Químics i refinats	8
Enagas	Gas natural	8
Ergansa	Gra	8
Estibadora de Ponent	Cabotatge	5
Interfrinsa	Magatzem frigorífic	3
Koalagas	Gas líquid de petrol	8
Loiret & Haertjens Esp.	Melassa i sucre	3
Moyresa	Soja	4/3
Parc de Terminals DELTA 1	-	8
Portcemen	Ciment	3
Relsa	Líquids olivosos	8
Sadisa	Líquids olivosos	3
Setram	Automobilis	6
TCB	Contenedors	4
Teppsa	Químics i refinats	8
Terminal Catalunya	Contenedors/Multipropòsit	6
Terminal Port Nou	Contenedors/Multipropòsit	3
Terquinsa	Químics	8
U.T.E. T.M. Alcludia	Cabotatge	1
Traner	Potassa	3
U.T.E. Llevant SL	Multipropòsit	1

- Secteur 1
- Secteur 2 - Port Vell
- Secteur 3
- Secteur 4
- Secteur 5
- Secteur 6
- Secteur 7
- Secteur 8
- ZAL
- Gares Marítimes
- Projec d'agrandiment



M A R M E D I T E R R A N É E

DIGUE SUD

DE L'EST

DIGUE

EMBOUCHURE NORD

PORTA D'EUROPA

QUAI LLEVANT

QUAI OCCIDENTAL

QUAI ESCAR

QUAI DE LA INDUSTRIA

QUAI BALEARS

QUAI BARCELONA

QUAI CONTRADIC

QUAI COSTA

QUAI ALVAREZ DE LA CAMPA

QUAI LEVANT

QUAI PRINCEP D'ESPANYA

QUAI INFLAMABLES

QUAI SUD

QUAI OEST

QUAI ADOSSAT

QUAI SUD

QUAI SUD

QUAI SUD

QUAI SUD

F The Port Vell

The Port Vell received 14 million visitors during 2004. These more than 38,000 visitors per day, according to data from the market study, essentially came to the heart of the Port Vell, the Espanya wharf.

Year after year, the Port Vell moves forward to consolidate its offer, new public areas are opened up to the city, such as the Plaça del Mar square, or in-depth refurbishing projects are undertaken such as those in the Maremagnum leisure and commercial centre.

Thus, the Port Vell continues to consolidate itself as one of the main leisure and commercial areas of Barcelona, and has become one of the best attractions of the city and a must for all visitors, whether locals or tourists.

Espanya Wharf

Maremagnum

The Maremagnum is undergoing an in-depth refurbishment in order to adapt to modern times, ten years after it opened. It will take its place as the most attractive leisure, commercial and eating centre of Barcelona in the coming year. Located over the sea, where it is possible to purchase a perfume or the season's latest fashions, enjoy *tapas* sitting on a terrace, or eat a sandwich or shellfish.

Total area: 39,000 m²
Tel.: +34 93 225 81 00
www.maremagnum.es

The Barcelona Aquarium
The Aquarium is the world's most important Mediterranean theme-based sea life centre. It has eighty metres of transparent tunnel under an immense oceanarium and 21 gigantic theme-based fish tanks that bring the public closer to sharks, seahorses, goldfish... in total, there are 10,000 animals of more than 450 different species in the Aquarium. Furthermore, the areas known as *Planeta Aqua* and *Explora* are a complement to one the favourite attractions of the visitors and one of the most visited sites in Barcelona. However it is not only a leisure visit, but also a learning experience, which is a fundamental part of its contents.

Area: 14.290 m²
Volume of water: 5,500 m³
Number of visitors in 2004:
1,325,966
Tel.: +34 93 221 74 74
www.aquariumbcn.com

Imax Port Vell

The Imax cinema combines three systems of large format projection: Imax, with a flat screen seven storeys high; Omnimax, with a 900 m² dome, and 3-D, with the most perfect three-dimensional projection in the history of cinema. The three systems have digital sound, 27,000 W output and computer-controlled equalisation.

Number of spectators in 2004:
532,625
Information on times, prices and ticket sales: 902 10 12 12
Tel.: +34 93 225 11 11
www.imaxportvell.com

Cinemas Maremagnum

The Maremagnum cinemas comprise eight screening rooms with a total capacity for 2,100 people, and show the latest film releases using the most advanced systems of the world in image and sound.

Number of spectators in 2004:
335,845
Information on times, prices and ticket sales: 902 333 231
Tel.: +34 93 423 24 55

Barceloneta Wharf

Marina Port Vell

The Marina Port Vell is the sporting port, and comprises 410 berths for vessels of up to 70 m long and the most complete features (drinking water, electricity, telephone, fuel supply, cable television, access control, refuse collection, etc.)

Furthermore, there is a support building with commercial premises, nautical stores, a bank, laundrette, supermarket, etc., that complement the services it offers.

Tel.: +34 93 484 23 00
www.marinaportvell.com

Marina '92

Along with Marina Port Vell, Marina'92 is one of the main complexes of the Mediterranean dedicated entirely to sailing.

Marina'92 offers maintenance and repair services with a 400 t slipway, a 150 travel lift, cranes of up to 8 t, a floating seawall of up to 4,000 t, a floating paint shed of up to 75 m, and 50

covered hibernation points for motor vessels of up to 16 m long. All of this makes it possible to provide technical assistance of all types of pleasure and professional craft. With the opening of the new *Syncrolift*, the Marina'92 has become the most important maintenance and repairs facility in the Mediterranean.

Tel.: +34 93 224 02 24
www.mb92.com

Dipòsit Wharf

Palau de Mar

The Palau de Mar is a former port warehouse turned into a modern office building with shops, restaurants, bars and many other services destined for its occupants and visitors.

Among its occupants are The History Museum of Catalonia.

Number of visitors in 2004:
337,706
Tel.: +34 93 225 47 00 /
+34 93 225 47 26 /
+34 93 225 47 32
www.mhcat.net



Port of Barcelona Annual report 2004



5 Directory

of the Port of Barcelona

Port Authority of Barcelona

Edifici Portal de la Pau

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www.apb.es

Edifici ASTA

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Fax: +34 93 298 21 18
www.apb.es

SAU (Unified Access Service)

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08040 Barcelona
Tel.: +34 93 298 60 00
Fax: +34 93 298 60 01
sau@apb.es

SAC (Customer Attention Service)

Tel.: 900 210 938
sac@apb.es
www.apb.es/sac

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Fax: 52 (55) 5374 0743
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Fax: +34 93 552 58 01
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www.zal.es

PortIC Barcelona, SA

World Trade Center
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08039 Barcelona
Tel.: +34 93 508 82 82
Fax: +34 93 508 82 92
comercial@portic.net
www.portic.net

World Trade Centre

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Barcelona wharf, s/n.
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Fax: +34 93 508 80 10
comercial@wtcbarcelona.es
www.wtcbarcelona.com

ESTIBARNA (State Dockers
and Stevedoring Company)

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Fax: +34 93 223 17 33
estibarna@estibarna.es

Harbourmaster's Office

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Fax: +34 93 223 46 12

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for Coordination of Rescue
and Maritime Safety

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Fax: +34 93 223 46 13
barcelona@sasemar.es

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08004 Barcelona
Tel.: +34 93 443 30 08
Fax: +34 93 443 19 83

Border Inspection Point

Edifici PIF

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08039 Barcelona
External Health:
Tel.: +34 93 520 91 80
Fax: +34 93 443 16 32
EQ (Quality Team):
Tel.: +34 93 306 88 18

CATICE (before SOIVRE)
(Centre for technical assistance
and foreign trade inspection)

Prncep d'Espanya wharf
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Tel.: +34 93 289 66 10
Fax: +34 93 223 48 64
buzon.oficial@barcelona.catice.mcx.es

Association of Ship Agents
of Barcelona

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Fax: +34 93 442 36 68
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www.consignatarios.com

Association of port Stevedoring
Companies of Barcelona

Av. Drassanes, 23-25, 9è 1a
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Fax: +34 93 442 90 62
aeepb@aeepb.com
www.aeepb.com

Association of international
Freight Forwarders and Similar
of Barcelona (ATEIA)

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Official Association of Customs
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of Barcelona

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www.coacab.com

Chamber of Commerce, Industry
and Navigation of Barcelona

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Fax: +34 93 416 93 01
barcelona@cambrescat.es
www.cambbrbcn.es

Sea Transport User's Council
of Barcelona

Av. Diagonal, 452-454, 4a pl.
08006 Barcelona
Tel.: +34 93 416 94 84
Fax: +34 93 416 93 01
shippers@cambrescat.es

Port Pilot's Corporation

Final Pg. Gabriel Roca

Edifici Porta Coeli, 3r
08039 Barcelona
Tel.: +34 93 221 95 67
Fax: +34 93 221 38 95
pracbarn@accessnet.es

ADIF-Gerencia Terminales de

Mercancías Noreste
(previously RENFE Cargas y
Transporte Combinado)
Motors, s/n
08040 Barcelona
Tel.: +34 93 508 93 40
Fax: +34 93 508 93 66
www.infraestructuras-ferroviarias.com

Mercancías RENFE

Pl. dels Països Catalans, s/n
Estació Barcelona-Sants
08014 Barcelona
Tel.: +34 93 495 62 00
Fax: +34 93 495 62 17
cogtu07@renfe.es
www.renfe.es/mercancias/index.html

Terminal Marítima de Zaragoza (tmZ)
(Maritime Terminal of Zaragoza)

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50014 Saragossa
Tel.: +34 976 464 439/38
Fax: +34 976 476 406
tmzaragoza@tmzaragoza.com
www.tmzaragoza.com

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82, chemin de la Plaine / 31790
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Fax: +33 561 357 129
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www.tmtoulouse.com



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