

2005

Port of Barcelona Annual report



Port de Barcelona

Autoritat Portuària de Barcelona

2005

Port of Barcelona Annual report



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BOARD BARCELONA PORT
AUTHORITY**

31 December 2005

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(harbourmaster)

Mr. Josep Oriol Carreras
(general manager)

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Mr. Emilio Rodríguez González
(UGT Catalunya)

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Mr. Pere Caralps Riera

Departures:

Mr. Juan B. Aguilar Ponce de León Romero
(harbourmaster and vicepresident)
Mr. José M^a Rovira Martí (harbourmaster e.f.)

PRESENTATION

Joaquim Coello Brufau, President



At the end of 2005, the Port of Barcelona had recorded growth of 12% in total traffic and more than 8% in containers. As in 2004, we have grown more than our competitors in the Mediterranean and at the same rate as the big European ports.

The financial results of Barcelona Port Authority (APB) also showed a positive trend. The decided spending containment policy, which helped to bring down operating expenses by around 3%, and the 11% growth in operating income, now standing at 129.7 million EUR, brought a net result of 56 million EUR for the financial year, more than double the figure achieved in 2004, which then was 27 million EUR. Cash flow (profit plus depreciation) was 82 million EUR (up 29%) in 2005. These figures clearly show the organisation's capacity to face up to the considerable investments required by enlargement.

The APB invested a total of 213.5 million EUR in 2005, 41% more than in 2004. The reorientation of the enlargement works is already showing positive results in the shape of the first container terminal on the Prat wharf. The terminal will cover 93 hectares, 1,500 metres of wharfside and will have an annual capacity of more than 2,500,000 TEU, and will be operational in January 2008. The Management Board meeting in December approved the official announcement of a public call for bids for the operation of this new terminal, which will be put out to tender and awarded in the first half of 2006.

By the end of the enlargement process, the Port of Barcelona will have a capacity of 130 million tonnes and 10 million TEU per year. It is therefore a top priority to have the necessary infrastructures to move this large volume of traffic without causing bottlenecks or gridlock in the system. The

accesses to the future Port of Barcelona will be built on the old Llobregat river bed. The delay in filling the old watercourse and the start of building works on the new road and rail accesses made us realise that urgent action had to be taken. In December, after lengthy negotiations, an agreement was signed with the Spanish Environment Ministry and the Catalan Regional Department of the Environment allowing the APB to manage the filling work of the former course of the river Llobregat. This agreement made it possible to restart work on the future land accesses of the Port of Barcelona, which is the main handicap facing us at this time.

We must now work to achieve appropriate and efficient rail infrastructures in the medium term. The Port of Barcelona is pursuing the strategic aim of consolidating its position as the gateway to southern Europe and this means extending the port's influence in the Iberian peninsula and Europe through better land penetration, especially by rail, beyond the Pyrenees.

The port's connection to the European railway network with the mixed use of passenger and cargo trains on the high-speed line being built between Barcelona and Perpignan is already taking shape and is due for completion in 2009. This infrastructure will include 750-metre sidings, to cater for the length of European goods trains. We also need the rail network connecting us to Madrid and the centre of Spain to have sidings of this length in order to berth such trains.

Nonetheless, this solution will be insufficient in the medium term if the port meets its expected growth targets. We should now consider building a new dedicated cargo line between Barcelona

and France to channel the large amount of traffic that will be generated by the Port of Barcelona and the surrounding logistics area.

The new limited company set up between Acciona Logística, Renfe Operadora and the APB is a first step in this direction. The company will operate the new logistics areas of the Zaragoza Goods Terminal (tmZ) and the cargo rail corridor between Zaragoza and the Port of Barcelona. The tmZ is also a key instrument for bringing about the port's expansion and consolidation into the peninsular hinterland, implementing port services in the Barcelona-Madrid and Ebro corridors.

Along the same lines, CILSA has signed a contract in Toulouse to purchase 13 Ha in the Eurocentre logistics area, where the Port of Barcelona's Toulouse Goods Terminal (tmT) will be set up. The tmT will facilitate international maritime trade to importers and exporters in the Midi-Pyrenees region and will herald the entry of Spanish operators into this area of the French market.

The plan for developing new intermodal centres in the area (Madrid, Perpignan, Montpellier, Lyon, Metz ...) interconnected by rail, will make it possible to improve the service to the territory and extend and intensify the port's presence in the hinterland.

Short Sea Shipping traffic has grown by approximately 50% in terms of lorry traffic and 36% in passenger numbers. Agreements have been signed to foster these traffics between Barcelona and the ports of Civitavecchia (Rome) and Genoa, and training courses onboard ships on these routes has now become a regular feature. This was the origin of the future European Short Sea Shipping School.

Barcelona is working to achieve its goal of becoming one of the touchstone Mediterranean ports in terms of Short Sea Shipping. The lines currently in service, which effectively took more than 130,000 lorries off European roads in 2005, bring about considerable environmental benefits and are a real solution to the increasing saturation of major European land communications networks. That is why we are working to bring new lines into service, especially with North Africa, and why we are currently designing the future SSS terminal in the enlargement area.

Work has continued apace to improve port activity on several different fronts in 2005. Making it compulsory for the operators of the terminals, container depots shipping agents to use electronic documentary exchange procedures has meant that the goals set by the Telematics Forum are gradually being met. We are advancing inexorably towards a "Paperless port".

We have also continued to work to regulate and improve container transport to the Port by road. The approval of the Port of Barcelona's Charter for Competitiveness and Quality in Container Transport by participants in the Proatrans Restructuring and Organisation Plan for Transport Access laid the foundations for a new working framework in this sector. The charter set the timetable for Proatrans Phase 2, which started in September and is implementing 40 improvement measures to be applied in the different fields concerned (operation and rules of the sector, infrastructures and facilities, new technologies, safety, prevention and occupational risks, training, corporate structure, image of the sector, social and labour actions and environmental improvements). In addition to this, the Land Transport Forum was set up, in which all the stakeholders can discuss problems facing the sector and create initiatives for improvement.

Progress has been achieved in implementing the EFQM European Quality Management Model in the APB in order to reorganise the internal management structure and transmit a stronger corporate image within our organisation and greater staff involvement to improve efficiency.

The 1.23 million cruise passengers passing through the port in 2005, 20% more than the previous year, were a clear sign of the investment Barcelona is making in this sector. The port is gearing up for changes, such as the imminent commissioning of vessels holding more than 4,000 passengers, with major investments made both by the APB and private companies to develop the Adossat Wharf and new terminals.

The new cruiser terminals B and C came into operation in 2005, involving an investment of 9 and 3 million EUR respectively by the concession holder. This year also saw the start of work on the new Terminal D, covering 10,000 m² and totalling an investment of 11 million EUR. Work is underway to refurbish the Adossat Wharf, involving an investment of 7.8 million EUR, which will totally renew the services of this wharf, and provide a unified, consistent and functional urban planning throughout all the facilities. The aim pursued here is to guarantee the growth of this traffic, which is so beneficial for Barcelona and Catalonia both in the medium and the long term.

2005 was most certainly a very positive year for the Port, both in terms of financial results and traffic and for the aims that we achieved. This growth will be difficult to beat in 2006 and 2007 due to the predictable congestion of the different areas. The first results of the enlargement are already visible and the Port of Barcelona of the 21st century is taking shape. The enlargement and all that it involves — more space and more traffic, better connections, extension of the hinterland and the foreland — is repositioning our Port both in Europe and Asia.

Barcelona enjoys an excellent geographical position for sea traffic between the Far East and Europe and has already consolidated its position as the leading Spanish port for traffic with China. Maritime trade between Spain and China, which will soon be the top world economy, is experiencing growth rates of more than 30%, both in total volume (Tonnes), and in the number of containers (TEU). Goods beginning or ending in China that went through the Port of Barcelona, which has 30 regular weekly lines with Chinese ports, totalled 2,813 million EUR in value, a market share of 40%.

The Port of Barcelona can't miss this golden opportunity to consolidate its position as the first logistics hub of southern Europe and the Mediterranean, attracting new interoceanic traffics and playing the role of regional distribution centre, efficiently reaching European markets. We must work to make Barcelona the powerful, competitive and efficient port that our productive sector, our society and our country need to keep growing.

With the enlargement already underway, the new accesses freed up and a growing presence in nearby and far-flung markets,

we have new fronts on which to work: increasing the efficiency of our facilities; improving and extending the services offered by the port community, especially with a view to our position in Europe and aspiring to excellence in all fields of port management and services, which will help to make us more competitive. The Port currently enjoys a good reputation which sets us apart from our competitors in the Mediterranean and southern Europe. However, only with excellence, which means achieving a more efficient, productive and profitable operation for our customers, will we overcome the challenge of becoming one of the top five European ports.

"The Port of Barcelona can't miss this golden opportunity to consolidate its position as the first logistics hub of southern Europe and the Mediterranean, attracting new interoceanic traffics and playing the role of regional distribution centre, efficiently reaching European markets".

INTRODUCTION

Josep Oriol Carreras, General manager



2005 was a milestone for the Port of Barcelona in the major development of new port infrastructures, which are advancing according to schedule. These infrastructures are indispensable for the Port to push forward its expansion as it gears up for a period in which it is expecting a growth in port activity, following the rising trend of the last few years.

As far as port activity is concerned, in 2005 the Port of Barcelona experienced growth in overall traffic figures of more than 12%, reaching a total of 45 million tonnes, an increase of more than 8% in container traffic (2,071,109 TEU). In car traffic we maintained our good strategic positioning in the Mediterranean area, with an increase of nearly 22% in vehicles in transit and more than 690,000 new vehicles moved.

Passenger traffic increased by 12% overall, bolstered by the more than 20% increase in cruise passengers.

The trust that the Port of Barcelona inspires in cruise operators was clearly shown this year by the private investment made by Costa Cruceros, which is building a new cruise terminal on the Adossat wharf. We should point out that Creuers del Port, S.A., which manages the existing terminals, is also undertaking considerable investments to improve its facilities and quality of service.

Short Sea Shipping is also expanding rapidly. The incorporation of a new vessel, the *Eurostar Barcelona*, meant that weekly connections between Barcelona and Civitavecchia (Rome) doubled from 3 to 6, which, added to the 6 weekly connections with Genoa contributed to taking approximately 135,000 lorries off the roads, equivalent to 2.2 million tonnes of goods.

With regard to the financial situation, in 2005 the policy of financial restraint, coupled with the increase in traffic and other factors, allowed the Port Authority (APB) to close the financial year with net profits of 55.9 million EUR, an increase of 56% over the previous year.

In 2005 approval was given for the APB to participate in the new public limited trading company which is to be set up in order to run the operational unit comprising the Zaragoza goods terminal (tmZ), depot, logistics premises and the future rail terminal of the tmZ.

This new limited company, in which Acciona Logística, Renfe Operadora and the APB will all hold a stake, will principally be responsible for operating the rail terminal to be built shortly on lands owned by Mercazaragoza. This operation will give an enormous boost to the tmZ, which is a key instrument for the Port's expansion and consolidation into the peninsula hinterland

through the implantation of port services in the Barcelona-Madrid corridor and the Ebro corridor.

In November there was a company mission to Brazil, where the Port of Barcelona made presentations in Sao Paulo and Rio de Janeiro. The aim of this mission was to establish links between Spanish and Brazilian businessmen and to allow the members of Barcelona Port Logistics Community to sign agreements with companies in their sector to increase commercial flows between these two points.

In addition to this, the AlexPortIC project was completed to speed up electronic communications between different networked ports in Egypt. This year, in close cooperation with the Egyptian port authorities, a cooperation agreement was signed to set up these services with the Port of Alexandria, a leader in a project that is expected to grow and expand over the coming years.

The Proatrans project for improving container transport by road that was developed along with the Port Logistics Community continues to cooperate with different working groups to set the necessary strategy to achieve competitive and stable transport.

During 2005, the companies and institutions comprising the Port Logistics Community continued to work hard on a number of issues, including the implantation of IT systems for electronic data exchange, to create a "Paperless port".

Finally, I should just like to add that we would not have been able to achieve all of these aims without attaching the importance that we do to the people who are part of this structure. Without these individuals we would not have been able to have come so far along this path that is leading the Port of Barcelona towards a bright new future.

“The policy of financial restraint, coupled with the increase in traffic and other factors, allowed the Port Authority (APB) to close the financial year with net profits of 55.9 million EUR, an increase of 56% over the previous year”.





MANAGEMENT

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MISSION, VISION AND VALUES AND STRATEGIC PERFORMANCE OF THE ORGANISATION

The mission, vision and values of Barcelona Port Authority (APB) were set out in February 2005, and revised in November by the top management and a representative group of people from the organisation.

MISSION

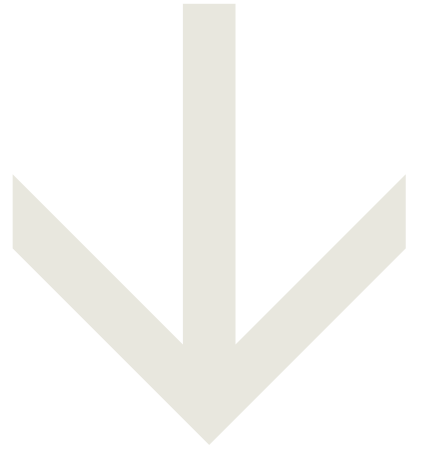
The mission is the declaration that describes what an organisation actually is. The APB has defined its mission as follows:

To lead the development of the Port of Barcelona, to generate and manage infrastructures, and guarantee the reliability of its services in order to contribute to the competitiveness of its customers and create value for society

VISION

The vision is a declaration describing what the APB wishes to be in the future.

Barcelona: Europe's Mediterranean port solution



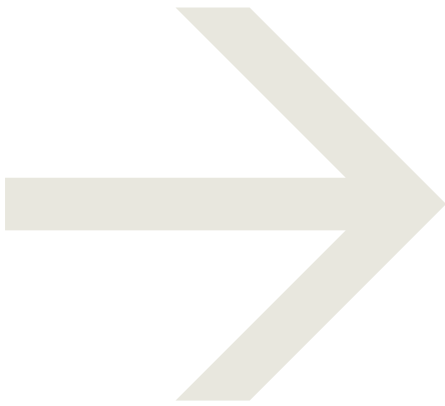
Port of Barcelona organisation chart

President's office

- Quality systems
- Internal audit
- General secretariat
- Institutional relations and communication

Directorate general

- Information systems
- Marketing and commercial promotion
- Human resources
- Infrastructure
- Estrategia y Desarrollo
- Economical and financial
- Operations and planning
- Companies in wich we have a stake
- Estibarna, CILSA, Port 2000, WTC Barcelona



VALUES

The values are the basic principles that describe the behaviour of the people in the organisation and determine their relationships with each other. The priority values that must govern the APB were as follows:

Value and commitment of people

The company values people, who must commit; transmission must work both ways (from the company to the workers and viceversa).

Management professional ethics

Individual attitudes are promoted so that the entire management can deserve these epithets.

Positioning vis a vis the customer

The end customer, either internal or external, is the focus of attention in the work of the organisation.

Social responsibility

The members of the organisation must be aware that the specific nature of the organisation demands constant monitoring of the impact upon society.

Innovation

We should generate a constant concern to improve what we do and how we do it.

As the specific manifestation of the mission, vision and values defined by the organisation, the APB started a performance process in which it defined its strategic lines of action, strategic and operative objectives, and the initiatives necessary to achieve them.

The **strategic lines of action** are the main topics around which the APB's strategic efforts must revolve over the coming years. The following were defined to achieve this:

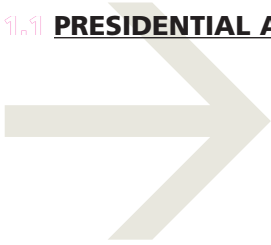
1. Improving accessibility
2. Orientation to European port
3. Speeding up the enlargement works
4. New management model with cost containment

Strategic performance can be summarised in the strategic map, which shows the interrelations among the different elements making it up.

In order to monitor this strategic performance, in tandem with the other port authorities and with the support of Puertos del Estado, a Balanced Scorecard was implemented that makes it possible to monitor the progression of the Port of Barcelona's main management indicators. Compiling these data and analysing the entire state port system will make it

possible in future to develop benchmarking initiatives among the ports of the system.

This project, rolled out in the entire Spanish ports system, was recognised by the prestigious Balanced Scorecard Hall of Fame for Executing Strategy awarded by the Balanced Scorecard Collaborative for the excellent strategic management provided.



DOCUMENTATION CENTRE

In 2005 Barcelona Port Authority's Documentation Centre performed a revision, assessment and improvement plan of the tools and procedures for users, and prepared a Services Guide.

Split up into functional areas, the main activities carried out by the Documentation Centre were as follows:

The **central archive**, or administrative archive, of the Port of Barcelona grew by more than 105 linear metres of documentation, provided by the different departments of the APB, and received more than a thousand queries.

The **historical archive** moved forward in its project to analyse and index the port's collection of historical documents, for which it received financial aid.

The APB's photography collection incorporated more than five hundred recent digitalised images, which are used for preparing all kinds of promotional material and information on the organisation itself.

The **document centre**, which manages the distribution of press clippings within the organisation, received more than 150,000 queries, twice as many as in the previous year, due to the increase in the number of internal users. The number of news articles selected by theme and published stood at 28,000. These are

stored in a news database that is easy to search and makes it possible to prepare specific information dossiers for users on their request.

The **Maritime Documentation Centre**, specialised in historical enquiries on the Port, attended to 526 requests for information, mainly from the academic sector and researchers. The enquiries processed by the Maritime Documentation Centre and the Drassanes Consortium make it possible to bring the city's maritime and port heritage to the general public.

2005 was a very fruitful year for port archivists and the APB played an active role through a number of activities. It took part in the 2nd Technical Seminar of Port Archivists, held in the Spanish city of Tarragona, and participated in the working groups preparing the classification framework and assessment tables as well as in publicising the event itself.



QUALITY MANAGEMENT

In 2005, quality actions focused on coordinating and developing a new management model for Barcelona Port Authority and on keeping up the continued improvement of the Port of Barcelona's Quality System.

EFQM MODEL OF EXCELLENCE

The APB is immersed in a process of internal change that reflects our organisation's commitment to excellent management. The way that we have chosen to achieve this is the EFQM Model of excellence. This is a benchmark that allows the organisation to gain an in-depth knowledge of the state of affairs, and to detect and prioritise areas of improvement, through self-assessment, planning and the application of best practices in management.

A series of actions were undertaken during the year to pursue this goal:

1. Informing the entire organisation of the APB's strategic planning and the strategic lines of action flowing from that; the 2004 company results; the mission, vision and values of the organisation; the strategic aims for 2005; the departmental aims and initiatives in each area. This communication exercise took place during the second quarter, and involved fifteen sessions led by the president, the general manager and the respective area managers.

2. The carrying out of both external and internal training actions based on the Model, which are part of a plan to support the process of change. These actions involved the members of the Management Committee and the people who initially assessed the APB on its model of excellence, as well as anyone



else who has voluntarily shown an interest in the Model.

3. Self-assessment of Criterion 5 (Processes) of the EFQM model, which led to the identification of the APB Processes Map and the defining of ten priority action areas.

4. Carrying out an initial self-assessment using an abbreviated profile of the EFQM, involving area managers and partners. The results of the self-assessment led to the setting up of 58 improvement initiatives, monitored through efficiency indicators. The results were analysed in the Working Session entitled "Strategic Review and EFQM Criteria" held in November. The initiatives proposed were all followed up in the course of the seminar – revision of the strategic objectives; self-assessment of the organisation with regard to criteria 1 (Leadership), 2 (Policy and Strategy) and 3 (People) of the EFQM model; presentation of the results of the self-assessment of criterion 5 (Processes).

Self-assessment of criteria 1, 2 and 3 led to proposals and prioritising of improvement actions, which will be put into practice during 2006.

Another result of the Working Seminar held in November that the APB coordinated a working structure involving Progress

Committees and Interdepartmental Improvement Groups that depend upon the different Committees, which will be responsible for executing the APB Plan. This Plan is the overall result of the different action plans that respond to the improvement actions defined and prioritised.

There are plans for the first quarter of 2006 to perform a self-assessment of the organisation with regard to the remaining criteria defined in the EFQM Model of Excellence.



MANAGEMENT BY PROCESSES

One result of the adoption of the EFQM model for the self-assessment of the APB was the analysis carried out from the process-management perspective. The first step involved defining a map of the organisation's processes.

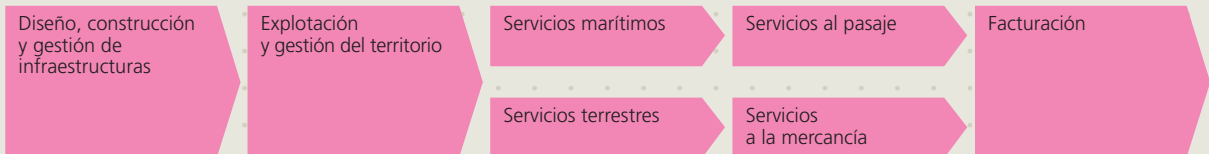
Here, the APB's processes were divided into four broad groups: strategic, governing and organisational processes; operative business or key processes, which provide value to customers; operative support or business processes, and general support processes, in other words those that provide support to the whole organisation.



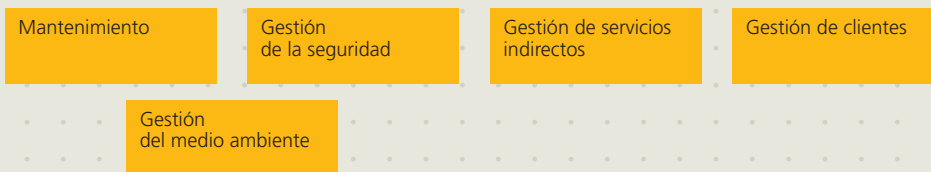
● Procesos estratégicos



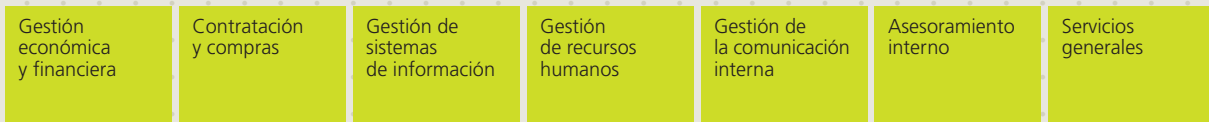
● Procesos operativos de negocio



● Procesos de soporte operativo



● Procesos de soporte general



THE PORT OF BARCELONA'S QUALITY SYSTEM

The Port of Barcelona's Quality System is the sum of all the Quality Plans designed, implanted, assessed and improved in the Port. At present it covers the following facilities: Terminal de Contenidors de Barcelona SL, Terminal Catalunya SA, Estibadora de Ponent SA, and the Border Inspection Point (BIP).

Process Control involves gathering and continually assessing data on processes, and improving them. The most important results this year were:

Volume of activity

Containers unloaded (full)	282,898	+4.3%
Consignments emptied at the warehouse	17,175	-7.0%
Packages handled/emptied	3,276,014	+2.2%
Packages affected per incidence	169	-12.4%

Volume of inspections

Export	1,012	-56.3%
Import	13,832	+6.8%
Total	14,844	+2.9%
% of inspection out of the total volume of activity	2.89%	-3.3%

Detail of the inspections

Inspections on the wharfside	10,209	-6.7%
Inspections with corridor	4,299	+12.5%
Inspections in the warehouse	336	-36.2%
BIP inspections (no corridor)	4,833	-3.6%
BIP inspections (with corriidor)	1,255	+6.3%

Actions involving the Quality Team

Container/seal	40	-21.6%
Goods	2,313	+4.6%
Total	2,353	+4.0%

Internal incidences

Container/seal	9	-43.7%
Goods	68	+3.0%
Inspection	4	-81.8%
Total	81	-22.0%

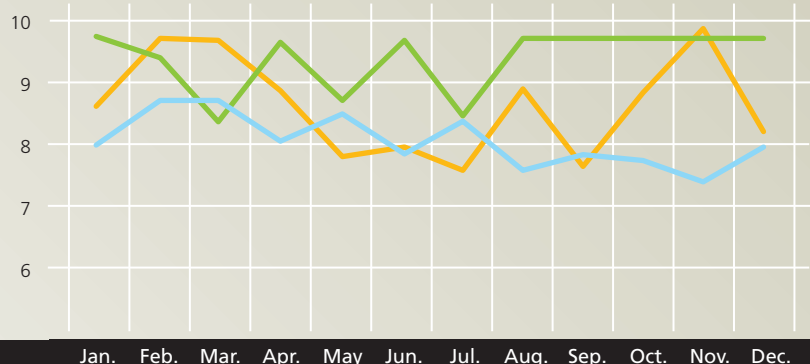
The process control provides the quality indices, which are an adimensional value from 0 to 10 and aim to assess the trends in the main quality of service aims at the port of Barcelona.

Index A reflects the speed of goods passing through the port of Barcelona, taking account of the 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 coordination of the different operators involved in the physical inspections of the goods.



QUALITY INDEXES EVOLUTION

Average	Index A	Index S	Index I
2004	8.1	8.9	8.8
2005	8.0	8.6	9.3



GUARANTEES PROGRAMME

As part of the quality system, the Port of Barcelona runs 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 EUR per internal incidence reported.

The programme includes the following commitments in the terminals covered by the quality system:

1. Guarantee of the total safety of the goods.

The APB guarantees that no incidences will occur (damaged or missing goods, and those caused at the point of origin and not detected when the container was opened) during handling and passage through the quality system.

2. Immediate transit.

The APB guarantees that documentary clearance of containerised goods in transit will take place on the same day as the transit document is presented, whenever this document is submitted during customs

hours and all the requirements are met for validation and clearance.

3. **FCL import clearance.** The APB guarantees that goods imported in FCL containers will be given documentary clearance as the customs declaration is presented, or on the next working day.

4. **Guarantee of coordinated physical inspection.** The APB guarantees that the physical inspection of FCL and LCL goods within the specified area will take place on the day foreseen. However, this requires that the goods be placed in the inspection area, readied for physical inspection, and that the inspection be requested by any of the competent inspection organisations.

These are the results of applying this programme:



Type of incident	Guarantees activated	
	2005	2004
Damage to goods (by handling)	13	17
No detection of damages/missing goods	5	8
Double positioning of containers for inspection	-	-
Non-positioning of containers for inspection	2	12
Total	20	37
Total (€)	5,418	10,772

Breakdown of the guarantees paid

Total safety	18	24
Coordinated physical inspection	2	13

PROCESS ANALYSIS

Following requests from some of our customers, in 2005 we performed a follow-up of the operations to which their goods are subject in the port area. These analyses showed the working and different handling operations and/or movements to which the goods of the customer in question are subject, in order to check whether there were undetected incidences or to identify possible areas of improvement which make it possible for customers to improve their trade flows.

ANNUAL AUDIT PLAN

Three company audits were made on the Port Logistics Community. Two took place in terminals that are part of the quality system, and involve a periodic revision of the system implemented in each one. The third was made in November by the quality team (QT), a service provided by the joint venture comprising SGS Española de Control and SGS Tecnos. This is a supplier follow-up 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.

INFORMATION IN THE PORT LOGISTICS COMMUNITY

One of the objectives of the port of Barcelona's quality system is to improve the level of information and transparency of operations and the movement of goods through the Port.

One result of the monitoring of the process and actions of the Quality Team is that the DSQ processed information on inspections and incidences detected in goods, and sent it to the operators of the Port Logistics Community who requested it.

To extend this activity to all the operators during the first quarter of this year, and as a result of the application of new technologies, from July onwards we established the preparation of a newsletter sent automatically by e-mail. On average, between 90 and 100 daily inspection reports are issued and sent, mainly to shipping agents, freight forwarders and customs agents, and reports on incidences detected by the quality team are sent to shipping agents.



EXTENDING THE SCOPE OF THE QUALITY SYSTEM

LLEVANT TERMINAL QUALITY PLAN

The detailed quality plan for the Llevant terminal was signed in the month of July, and sets out the characteristics and requirements of service to be met by the terminal. In the second quarter, the different measures and actions were implanted in order to become part of the port of Barcelona's quality system. This system should become operative during the first quarter of 2006, once it has passed the corresponding audit.

SANTA CRUZ DE TENERIFE

In 2005 a number of working sessions were held to discuss the issues contained in the cooperation agreement signed between the ports of Barcelona and Tenerife at the end of 2004.

This joint effort between the two ports led to a series of aims and indicators concerning dangerous goods, customs clearance, the safety seal, team management, berthing and channels for exchanging information.

APPLICATION OF QUALITY OF SERVICE PLANS

PLAN FOR THE CAR SERVICE OF THE PORT OF BARCELONA

As a continuation of the process implementing the service plan for new car traffic in the Port of Barcelona, which started in 2004, last March a specific plan was approved for this service, which was then audited in June. The result was satisfactory, and therefore, several months after the necessary actions were implemented in order to adapt fully to the requirements of the plan, external certification audits were performed on 1 and 2 December in the two terminals of the Port of Barcelona that are specialised in vehicle traffic. Prior to this, in October, the Spanish Association of Car and Lorry Manufacturers (ANFAC) and Puertos del Estado had approved the final text of the plan of the Port of Barcelona.

It is expected that the two terminals will receive certification in the first quarter of 2006 as companies that excel in vehicle traffic.

PLAN FOR THE PORT OF BARCELONA PILOTS' SERVICE

The Pilots took the strategic decision to certify their services by applying a quality of service plan. In tandem with the quality systems department, they drew up the

specific plan for the piloting service of the port of Barcelona and approval was granted in June last with the signatures of the president of the Pilots' Corporations of the Port of Barcelona, Barcelona Port Authority and Puertos del Estado.

Then, on 28 and 29 November, the Pilots' Corporation of the Port of Barcelona passed the external audit to obtain certification for the quality of its services.

DESIGNING AND DEFINING GENERIC PLANS

In parallel to designing and implementing specific quality plans for different traffics in the port, the APB's quality systems department works with the public port body Puertos del Estado in preparing quality plans for generic services for containerised goods 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.





HUMAN RESOURCES

Holding true to the organisation's aim of orienting its management towards a model of excellence, the human resources area worked in a number of areas alongside the management team to foster the individual and group talents of the people in the organisation and to create an atmosphere conducive to greater staff commitment.

The first step towards implanting a model of skills management was to identify the knowledge and skills of the team and bring it in line with the needs and strategy of Barcelona Port Authority.

In the area of collective bargaining, two joint committees were set up with representatives from the trade unions and the company: the Local Skill Management Committee, to monitor development and application of the new model, and the Local Committee for Negotiating Company Agreements.

In order to adapt the Maintenance Department to the new needs, and in line with the organisation's strategy, an agreement was negotiated that involved reshaping this service, making its activities more technically-based and applying new technologies.

Another aspect to which great efforts have been dedicated was internal communication, seen as one of the keys for people-motivation. This concern led to the launching of a new communication tool, the employee's portal, providing individual information to workers, publicising the organisation's aims and the successes achieved by the company, and promoting communication at all levels.

On the social side, notable improvements have been made to the APB gym, renewing the exercise machines and changing facilities to foster sport among employees.

OCCUPATIONAL RISK PREVENTION

In line with the 2005 Prevention plan, risk assessments were updated on 150 administrative workers and specific prevention training provided to 180 employees.

On 10 November, evacuation simulations were held at the Portal de la Pau and Technical Administrative Services Area buildings, with the cooperation of the

workers involved in the Early Intervention Teams, Port Police, Barcelona Fire Brigade and FREMAP, the APB's occupational accidents insurer.

A major awareness-raising campaign was held in tandem with the passing of the no-smoking law, which will make it illegal to smoke at the workplace. This campaign was led by the "No Et Cremis" (Don't Get Burnt) Committee, representing the Management Committee and workers, with the support of the Prevention Service.

Preventive work has also been recognised as a way of stimulating the culture of prevention among company staff, with a prize awarded during the company's Christmas lunch.

TRAINING AND PEOPLE DEVELOPMENT

In the face of the process of change started in 2005, training and people development has emerged as a key success factor. The human resources area has begun to orient training towards achieving the strategy, and organised a series of training actions related to the European Foundation for Quality Management model (EFQM) model, processes and skills management.

In relation to retraining and updating worker skills, the Port Police Force training and occupational risk prevention plans continued, and special emphasis was placed on the new information technologies. In total, 91 joint and 90 individual training actions were organised.

Finally, we have what are known as Individual Development Plans, which involve identifying young people with potential and helping them to obtain a university qualification or professional training necessary to the APB.

CATALAN LANGUAGE SERVICE

The Catalan Language Service continued to organise Catalan courses for the workers at the Port Authority and the companies of the Port Logistics Community, adapting the contents to their specific needs. An important element of these is the monitoring and participation of long-distance courses, due to the considerable effort that this involves for the students performing individual work and for the teachers who have to adapt teaching materials for them. We should also mention the large number of foreign workers in the beginners' classes.

As for foreign language teaching for APB staff, Italian classes have been introduced in addition to the general English classes, in response to the needs of a very specific group of workers, and the French

courses now have an extra level.

Among the principal work of the Language Service we should also mention language support and advice to the workers at the Port of Barcelona, and the organisation in May of the sixth *Jocs Florals* literary competition of the Port and the Logistics Community, part of the activities to celebrate Books and Reading Year, attended by a large number of participants.

INFORMATION SYSTEMS

The Information Systems Department carries out a number of different actions and projects to provide support to the remaining areas of the organisation and to the entire Port of Barcelona. An instrument was created in 2005 to improve the information and decision-making capacity of the workers at Barcelona Port Authority, providing a single access to the information on the different applications of the APB (the EIS application), as well as an application providing an analysis of the hinterland based on a geographical information system.

However, in 2005 most efforts were channelled into improving the efficiency of the different processes of the APB. Here, new applications were developed to cover such matters as budgetary control, management of concessions, management of the Cohesion Fund, and cruisers. In addition, systems of analytical accounting and analysis of tangible assets were implemented.

PortIC, which is the information and documentary exchange platform for companies in the Port Logistics Community, brought its services in line with the new legal requirements of the procedures that it uses. The new services offered include one for freight forwarders, which allows

single access to the information and contracting of loads offered by groups of ship owners.

DOCUMENTARY EXCHANGES

One task of the Information Systems Department is to take part in defining the Port of Barcelona's documentary procedures without the need for paper. This is the job of the *Telematics Forum*, the group that works to simplify documentary processing and involves the participation of most of the groups operating in the Port. For example, in 2005 the documentary procedures associated to rail transport and the car terminals were revised and defined.

The APB is also working actively to promote Electronic Documentary Exchange (EDI) in the port field. In this connection, the Management Board, in its 25 May meeting, agreed that the operators of the terminals, container depots and shipping agents must use the procedures previously approved and defined in the Telematics Forum as from 31 July 2005. The measure has proved to be very effective, since no paper manifests were received at all in December 2005. This also coincided with the tenth anniversary of the first EDI transmission of a summary declaration in Barcelona, and in fact in the whole of Spain.

SYSTEMS

An instrument was implemented in 2005 that makes it possible to perform centralised monitoring of most of the systems connected to the APB's data networks. This tool also makes it possible to send out alarms to the mobile phones



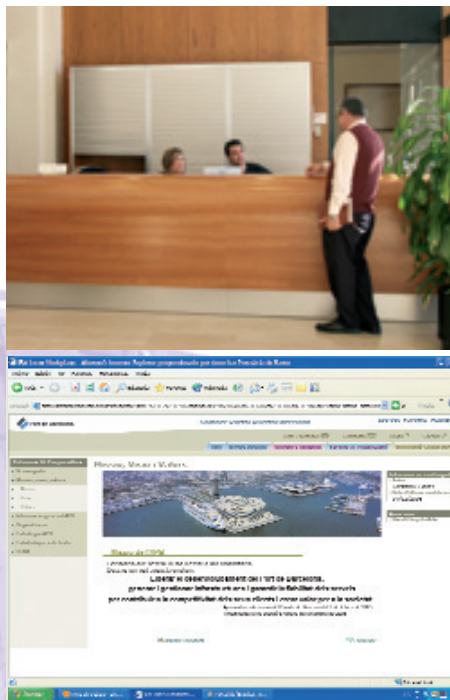
or computers of technical staff when pre-established safety thresholds are exceeded.

As regards security systems, changes have been made to the technology in the closed circuit TV system (CCTV), which will allow the inclusion of new cameras, continuous recording of all images, and allow recordings to be viewed from any computer connected to the APB network.

A great effort has been made to rationalise the storage of information and data from the different systems. The disks have been replicated in different sites and the necessary measures taken to ensure that they are totally available. It should be pointed out that both the IT systems and the corrective measures taken as a result of this action have been assessed by the corresponding security audit.

CROSS-CUTTING ACTIONS

In addition to this, a whole series of actions have been brought to bear involving a multidisciplinary team from Information systems. They played an active role in defining the IT requirements and those for documentary exchanges of container transport companies at the Port of Barcelona that are part of the Proatrans project, and in addressing the needs of the future Prat wharf terminal.



UNIFIED ACCESS SERVICE (SAU)

The Unified Access Service (SAU) is part of the strategy for competitive and qualitative improvement set by the Strategic Plan of the Port of Barcelona, and continued to make a decisive contribution throughout 2005 to making all the procedures and services of the Port Authority of Barcelona clearer and more accessible to its customers and users.

As the APB's one-stop shop, the SAU is the place to register documents, present and issue invoices, manage bulk mailing, process authorisations and receive suggestions and requests about the service. It also attends to requests for information about the Port and follows up issues or procedures until a solution is reached.

Since the beginning of 2005 it has been mandatory for documentary procedures to be performed electronically, a decision taken by the APB's Management Board. This has led to a significant reduction in the number of procedures performed in person. Nonetheless, this switch to electronic processing has led to an increase in telephone support and queries on the state of dossiers. The SAU was able to cope with this change in the way that procedures are followed thanks to the necessary IT tools to support this activity.

These circumstances caused a fall in the number of processes begun in the SAU, which dropped from 242,836 to 222,149, 8.5% down on the total recorded in 2004.

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 and an excellent meeting place for exchanging experiences and knowledge, as well as a chance to identify business opportunities.

MISSION TO BRAZIL

The eighth mission organised by the Port of Barcelona set off for Brazil in November 2005 to establish a network of contacts between Spanish and Brazilian businessmen from the logistics and cargo transport sectors and thus establish and consolidate commercial exchanges and traffic flows between Brazil and Southern Europe and the Mediterranean. The Spanish delegation was made up of 18 companies, 16 from the Port Logistics Community representing the main associations and 2 import-export companies.

The specific aims of the Port on this mission were as follows:

1. Familiarising Brazilian companies with the Port of Barcelona and the services offered by its Port Logistics Community.
2. Seeking avenues for cooperation between ports, Customs and/or associations of the Port Logistics Community in quality, telematics or transfer of know-how, to name but a few.
3. Visiting the main ship owners to improve maritime transport services between both regions.
4. Fostering contacts between freight forwarders and logistics operators in both countries to guarantee a good service to the importer-exporter.



The activities on the mission programme took place in Sao Paulo and Rio de Janeiro, the two Brazilian cities with the highest volume of port traffic. Seminars were given in both cities to the Port Logistics Communities of the ports in the area to publicise the services offered by the Port of Barcelona. A technical seminar on Customs was also organised to provide information to freight forwarders on both sides of the Atlantic concerning their respective Customs procedures.

Due to the markedly corporate nature of the mission, Barcelona Port Authority placed special emphasis on the preparation of the agendas for bilateral contacts held in Sao Paulo between Spanish businessmen and their South American counterparts. These contacts were organised and managed by the Spanish Commercial Office in Rio de Janeiro, which made a very precise selection to allow 216 quality interviews to take place in just 4 sessions.

During this mission the Spanish delegation also made a technical visit to the ports of Sepetiba (Rio de Janeiro state) and Santos (the main port of Sao Paulo state); and APB representatives signed cooperation agreements with the Brazilian ports of Companhia Docas do Estado de Rio,

Companhia Docas do Estado de Sao Paulo and the port of Salvador de Bahia.

Another plank in the 2005 marketing strategy concerned the contacts maintained with the main global ship owners to inform them of the call for tenders for the third container terminal in the enlargement area of the port. So many of them were interested in the characteristics of the future terminal that we had to set a timetable of visits to all our main customers, both in Asia and Europe. In addition to the building of the new terminal, the development of the new ZAL Prat Logistics Activities Area was another point of interest for ship owners.

PRESENCE AT FAIRS AND CONGRESSES

Thanks to the work of the Port of Barcelona's Management and Marketing Department the Port was represented at the two most important logistics fairs in Europe. At the SITL in Paris, with the cooperation of the ICEX, the Port of Barcelona presented its services to the international community and unveiled our expansion plan, which includes the enlargement of the Port and the ZAL.



The SITL, attended by more than 700 exhibitors and more than 25,000 professional visitors, and the SIL in Barcelona, are becoming the two most important events in the international logistics sector. The Port of Barcelona has also taken part in the SIL right from the early days. This event, attended by 30,000 visitors, offers a unique opportunity to make contacts with the operators and customers of the port, and to participate in the seminars and symposia that take place.

As a positioning strategy in the different markets, the Port of Barcelona has established segmentation for products and continuously takes part in the most important fairs and congresses in the different sectors, such as:

1. Fruit Logistic in Berlin is the main international fair of the fruit sector and the best place for making contacts with producers and importers, finding out how the market is progressing, and offering port services to attract the largest amount of traffic possible. The Port of Barcelona takes part in that event through the specialised BFT terminal.
2. Global Automotive Logistics is another customary annual destination for the Port of Barcelona, a place to meet with the main manufacturers and logistics operators of the car sector.
3. The Port of Barcelona's presence at the maritime fairs throughout 2005 involved visits to the Maritime Traffic and Handling Congress held in Wolfsburg-Hannover, the Transport and Logistics fair in Munich, and the TOC Europe held in Antwerp.

In addition to this, and sometimes as a result of its presence at fairs, the Port of Barcelona receives different visits from its main customers, such as ship owners, shipping agents, logistics operators and final customers, which it shows around the port and logistics facilities and offers existing services. Some of the main visits received by the Marketing and Commercial department were from international associations such as the London Metal Exchange and Malaysian Palm Oil Promotion Council, or the economic promotion delegation from Hong Kong, led by its infrastructures minister.

One of the long-standing traffics at the Port of Barcelona is coffee. This continues to be true, and the cooperation of the three main coffee storers has led to the consolidation of Barcelona as the main port for coffee distribution in the Mediterranean.

The Port of Barcelona is a member of the National Coffee Association and works in cooperation with the Spanish Coffee Federation. More than two years ago, with

the support of the European Coffee Federation and the national associations, the Port of Barcelona presented its candidacy as a port type-approved by the New York Board of Trade (NYBOT), the New York exchange in which "washed Arabica" coffee prices are traded, and the acceptance was communicated in late 2005. The Port of Barcelona has thus become the first Mediterranean port with the two certifications from the world coffee exchanges, the LIFFE in London and the NYBOT in New York.

REPRESENTATIVES IN THE FORELAND

2005 was also a year of intense activity by the Port of Barcelona's representatives in its countries of origin and areas of influence. The Port's representative in Japan maintained and strengthened contacts with the main Japanese ship owners and companies and later followed this up with visits by Spanish and other European delegations, helped by the heads of the Commercial department.

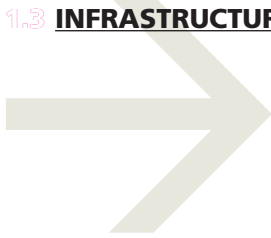
The representative in Hong Kong took part in the organisation of the annual visit that the Port's general manager makes to the main Asian ship owners, a trip that serves to plan the following season and to facilitate contacts and information-gathering in prior interviews. This representative also works to organise trips by Chinese companies, port organisations and public administrations to the Port of Barcelona.

The Port of Barcelona chose Mexico as the most strategic port for the establishment of traffics with Central America. Customs co-operation with the Port of Veracruz and the work being carried out by the

representative of the Port of Barcelona with the principal Mexican companies, especially in the food sector, is helping to consolidate commercial traffic flows between the two countries.

The Port of Barcelona's representative in Argentina was working throughout 2005 on a whole raft of commercial issues, including the setting up of a commercial representation agency for Argentinean products in Barcelona. Joint prospecting with the Argentinean authorities has begun in the fruit sector with the aim of gradually incorporating other fresh products such as vegetables or meat at a later stage.





INFRASTRUCTURE WORKS



Barcelona Port Authority invested a total of 213.5 million EUR in 2005, 208.5 million of which correspond to infrastructures. In relative terms, this is an increase of approximately 44% with respect to the previous year, and an all-time record.

The key factor driving the timetable for the works was the need to press on with the enlargement process and the preparation of new areas to guarantee the future growth in all traffics. This is why, as in previous years, the actions included in the Master Plan and laid down in the Delta Plan accounted for most of the funds invested. However, other major works have been carried out that are related to the preparation and/or adaptation of existing areas, rebuilding wharves, improving citizens' areas or improving road and rail accessibility, to name but a few.

THE ENLARGEMENT TOWARDS THE SOUTH

The first major group of works, which correspond to the Port's southward enlargement, includes the south and east seawalls and the Prat wharf. Below is a summary description of the state of completion of each of these in December 2005.

Stretches I and II of the south seawall, due for completion in 2007, will be 3,700 m long. Specifically, stretch I represents 2,000 m of sloping seawall with a main mantle made of parallelepiped concrete blocks of up to 60 Tn and stretch II is made up of a vertical seawall made of prefabricated concrete blocks. We can summarise progress as follows: 100% of prior dredging is now complete, 95% of quarry ballast, 98% of classified rockpile, 58% of the concrete of blocks, 16% of the concrete for the caissons, 13% of the reinforcement for the caissons and 56% of the length of the planned seawall is already out of the water.

In parallel to this, progress has been made building stretch III of the same seawall, which will be 1,100 m long, will be sloping, and the main mantle made of 40-Tn parallelepiped concrete blocks. 100% of prior dredging has been completed, and 73% of the quarry ballast, 17% of

classified rockpile and 5% of concrete for the blocks provided. The emerging seawall has still not gained any length.

The East seawall is a sloping seawall with a main mantle made of 50-Tn parallelepiped concrete blocks. It will be 2,000 m long all told and the work is planned to take 82 months, ending in 2008. To date, 98% of the prior dredging work is complete, with 82% of the rockpile, 41% of the concrete for blocks and 81% of the quarry ballast. The length of the emerging seawall is already 25% of the planned total. Once the allocated work (Phases I and II) is finished, the Prat wharf will cover a total area of 93 Ha, with a berthing line 1,500 m long and a minimum draught of 16.5 m. Phase I is practically finished and approximately 40% of the dredging corresponding to the works of Phase II are complete.

ACTIONS IN THE CURRENT AREA

A second group of works covers specific actions to alleviate the short-term lack of space due to the strong growth of certain traffics, especially cruisers and containers. With regard to cruiser traffic, we should point to the completion of the second phase of the "Preparation of the enlargement of the Adossat wharf", basically consisting of the development of 34,000 m² of terrace to allow operations linked to a new cruiser terminal (public transport, cruise ship supplies and passengers).

The project called "Urban development of the cruiser terminal" has also begun, and consists of developing 1,300 m of the Adossat Wharf to provide this area with better services, and also to offer users certain new facilities such as covered waiting areas, palm trees, green areas and parking zones.

In addition, the increase in container traffic has required the execution of phase two of the "Preparation of the multipurpose terminal on the Adossat wharf", involving the preparation of an area of 28,000 m² reclaimed from the sea, and the adjacent road network.

Along the same lines, actions have also been taken to rebuild existing wharves, such as the refurbishing of the Costa wharf along a 460 m stretch, which is currently underway.

The port-city actions include the project called "Replacing the anchorage system of the wooden platform on the Rambla de Mar", currently underway. This project will adapt the anchorage of the walkway to improve the safety and image of this public area.

Two projects involving road and rail



accesses have already been completed. One is the redevelopment of Gate 28, consisting of the building of two roundabouts linked with a four lane road to provide access to the Cinturó Litoral ringroad. The other is the rail access to MEPSA Delta 1, laying 800 m of mixed gauge track (Iberian and UIC) on concrete sleepers to provide rail services in the different companies located in the area.

Finally, we should mention two unusual projects currently underway: the redevelopment of the Montjuïc lighthouse and the port control tower. The first project involves enlarging and restructuring the Montjuïc lighthouse building, which includes reinforcing the foundations of the building, improving the structure and adapting new areas and services to cater for planned future uses. The other project,

the port control tower, is a 45 m-high metal structure, flanked by a concrete annex, which will certainly be a milestone in the future enlarged port and will be used for controlling port traffic and coordinating services to vessels.

In sum, the infrastructure works carried out in 2005 were a true reflection of the expansion which the Port of Barcelona is currently undergoing. The correct planning and performance of this project in terms of quality and meeting completion deadlines, is a fundamental guarantee that the strategic objectives of the Port Authority will be met.





INDUSTRIAL SAFETY AND ENVIRONMENT



INDUSTRIAL SAFETY

Following the trend of recent years, in 2005 containerised dangerous goods traffic increased by 9% year on year, reaching a total volume of 776,919 Tn. The increase in dangerous bulks was 17%, with a total of 12,123,212 Tn handled.

As a result of this increase, Barcelona Port Authority's Industrial Safety and Environment Department processed 75,089 authorisations for the entry of dangerous goods, 11% more than the previous year, of which 69,783 were processed via EDI, making an increase of 17%.



Among the actions undertaken as part of the Cooperation Agreement on prevention, fire extinction and rescue signed between the Port of Barcelona and Barcelona City Council, several training courses were organised: *Flash Over*; fire fighting on ships, basic life support and administration of oxygen; terminal wharf operator, and *Flash Over* and positive ventilation. In total 149 people, including squads and firemen, took part in the courses provided in centres such as the Jovellanos Integrated Maritime Safety Centre in Gijón and the CEGALIA in Vigo. In addition, exercises and drills were carried out within the port area that involved tug operators, and the Port played a direct role in different internal simulations, the most significant of which were held in the ENAGAS, CLH, DECAL and KOALAGAS terminals.

Throughout 2005, the foundations were laid for the new cooperation agreement between Barcelona City Council and the APB in the field of prevention, fire extinction and rescue, which will bring about significant improvements in funding.

The annual simulation took place in November, with the company Terminales Portuarias, S.A. This simulation involved a leak of acetic anhydride (ONU 1715) caused by the partial breakage of an extraction hose of a tank located in a containment area. Due to the reaction time, a column of vapour would be created that would affect a certain area depending upon the weather conditions at the time.

The simulation set different goals to test the working and coordination between the Internal Emergency Plan, or PEI, of the

terminal and that of the Port, using warning plans with the different response times of each of the actors, and the coordination of the different agents involved (the company concerned, medical emergencies, firemen and police, to name but a few). The Mutual Assistance Agreement (PAM) of the specialised terminals was also implemented in tandem with this.

With regard to emergency management, the APB Control Centre set up the GISPEM Emergency Management Computer Application, which, apart from the procedures of the PEI itself, contains the databases of concession-holding companies of the Port with the basic self-protection files, intervention files for dangerous goods and the database of shippers and freight agents.

WATER AND SEDIMENT QUALITY AND MOVES TO COMBAT SEA POLLUTION

Within the scope of the programmes for monitoring the marine environment, 38 routine checks were carried out in 2005 on water and sediments in the Port, as well as different specific studies on such issues as internal turbulence, Benthon bio-indicators, organic pollutants and characterisation of pelagic species.

52 incidences of pollution of port waters occurred, of which 30 correspond to the presence of floating waste and 10 to oil spills. As a result of these cases of pollution, the Industrial Safety and Environment Department opened 10 information files.

As regards waste collection, in 2005 the service that gathers ships' waste collected by the Port's MARPOL operators received 954 lots of oily wastes and hydrocarbons totalling more than 23,000 m³, 30 lots of waste waters, totalling 750 m³, and 7,104 lots of solid waste from vessels, a total of 30,000 m³.

AIR QUALITY

As in recent years, the data collected in 2005 by the Port of Barcelona's Air Quality Monitoring and Weather Network indicate that the air contains an acceptable amount of different pollutants, although they have occasionally recorded high levels of PM10 particles in suspension. This year, the network's equipment was extended with the acquisition of an automatic GRIMM particle suspension device.

It is worth pointing out that Annex 6 of the MARPOL agreement on atmospheric emissions from vessels came into force in May.



WASTE MANAGEMENT

The APB continues to encourage the selective collection of recoverable waste in its offices and in the bars and restaurants of the port area. In the offices and workshops there is specific collection of paper and cardboard, tins, toner, computer waste, small batteries, fluorescent tubes, rubble from small building work and sea defences, scrap metal, car batteries and other special waste materials. In the bars and restaurants collection mainly concerned glass, cardboard and light containers, including aluminium and iron cans, plastic containers and cartons.

This meant managing a total of 65,709 kg of urban waste, 125,170 kg of workplace and maintenance waste and 2,950 kg of special waste products, most of which are sent to recovery centres for recycling.

EXTERNAL PROJECTION

The Port of Barcelona continued to take part in different projects co-financed by European programmes, both through European ECOports network and in specific projects such as HADA, LHEON, PEARL, ROSES and TBT-clean, linking the environment to research and development and the new technologies.

OPERATIONAL SAFETY

PORT POLICE

The Port Police redoubled their efforts in 2005 to achieve and guarantee the security of both vessels and port facilities in line with the International Ship and Port Facility Security Code, or ISPS. To this end, a number of security audits were applied in the Port of Barcelona by different governments and cruise and general cargo companies.

This year the Port Protection Committee, comprising security guards operating in the port area (National Police, Civil Guard, Catalan Police and Port police), public bodies (different departments of the Port Authority) and private bodies (shipping agents, freight forwarders, etc.), designed and set up a series of measures and procedures to update and extend the protection plans of the port facilities. Furthermore, this committee held periodical meetings to coordinate all the security forces and organisations' activities involving checking tourist cruise traffic and implementing the new safety measures for the coastal and short sea shipping lines.

TRAINING

As part of the ongoing training drive for Port police officers, courses were provided on the following subjects: self-defence and intervention techniques; new transport legislation, given by the Directorate General for Transport of the Catalan Regional Government; changes in the Penal Code, by Fiscalia; application of the ISPS; maritime pollution and dangerous goods, and prevention and occupational risks.

Following guidelines from the Catalan Traffic Service, the appropriate campaigns were also conducted on prevention of accidents, with vehicle checks and breath-testing.





DEVELOPMENT OF THE HINTERLAND



In 2005 the Port of Barcelona continued to develop its growth strategy based on the networked distribution of port and logistics services. The aim is to make the Port of Barcelona the centre of a network of logistics and intermodal transport services comprising platforms of services offered in its strategic hinterland — the Iberian Peninsula, the south of France, the rest of Europe and North Africa—, linked to the Port and connected to each other using multimodal transport corridors. Inside these platforms, freight agents have access to a broad offer of logistics and transport services, which facilitates the integrated management of their import and export logistics.

The Zaragoza Goods Terminal (tmZ) in the northeast of the Iberian peninsula, and the Toulouse terminal (tmT) in the south of France are the first working service centres that have emerged as a result of this strategy. Nonetheless, the Port of Barcelona is continuing to work on the development of new services within a radius of 600 km, towards the Peninsula, where it is already present in the Coslada and Azuqueca de Henares dry docks, and continental Europe, to consolidate and strengthen its presence in these markets.



THE ZARAGOZA GOODS TERMINAL

After four years in operation, 2005 was a year of transition for the tmZ, in which changes in the organisational and management structure will cause a quantum leap in terms of the physical growth and activity of the terminal.

An increase in the capital of the promoter – tmZ, SL – will make it possible to speed up the building of the new rail terminal and provide new logistics areas. The stakeholders in this company are Barcelona Port Authority, Mercazaragoza, industrial and financial operators of the region, and the Provincial Government of Aragon. Its job is to promote and run the goods terminal and manage the services of commercial promotion and customer service, among other aspects.

The different stakeholders are all contributing to this capital increase in tmZ in their own way. The APB is financing the new rail terminal to be built shortly with an investment of 4.5 million EUR.

Mercazaragoza is providing more than 75,000 m² of land to build the rail terminal and the logistics premises. The Provincial Government of Aragon plans to provide 4 million EUR to acquire 8 Ha of adjacent logistics plots. In parallel to this, a new public limited trading company is being set up to run the two facilities mentioned and a 21,000 m² container depot.

The new company that will operate the new tmZ facilities will be set up with a capital of 2 million EUR and will comprise Acciona Logística, with a 51% holding, Renfe Operadora, with 34%, and the APB with the remaining 15%. The company may be allowed to work in the container terminals of the Port of Barcelona. In 2005, the current operator continued to provide its transport and logistics services in the terminal facilities and will do so until the new operator starts working.

THE TOULOUSE GOODS TERMINAL

Land was acquired in 2005 for setting up the facilities of the Toulouse goods terminal (tmT) at the Eurocentre logistics platform 20 km outside Toulouse. The tmT has been working from provisional premises in Saint Jory, 1.5 km from the Eurocentre, since 2002 and will later move to the new location.

CILSA, the body that manages the Logistics Activities Area (ZAL) of the Port of Barcelona, will be responsible for running the tmT project in the Eurocentre, following the same model as the Port of Barcelona ZAL. This is why the APB has ceded CILSA the purchase option which it held on the 13 Ha plot that the tmT will initially occupy.

The terminal will have a 10 Ha logistics activities area in which local operators, and others from the Port of Barcelona linked to the international maritime trade, will set up, plus a container freight station in the remaining 3 Ha. The total investment of the project is 40 million EUR, which could rise to 60 million when the logistics facilities are enlarged by an extra 7 Ha.

DEVELOPMENT OF THE FORELAND

For some years now, Barcelona Port Authority has been pushing forward and coordinating international projects and strategic alliances with ports in preferential markets of the foreland, essentially the Atlantic coast of Latin America, the Mediterranean basin, and the Far East and South-East Asia. The aim is to build a network of ports to facilitate the exchange of experiences and provide a competitive advantage for cargoes.

COOPERATION AGREEMENT WITH OTHER PORTS

The Department for Promotion and Projects in the Foreland worked actively throughout 2005 alongside different Latin American ports, especially those of the Mercosur bloc. Continued guidance was provided in creating a Telematics Forum in the Port Community of Valparaíso in Chile as part of the agreement signed in 2004. Furthermore, the necessary contacts were made for signing the cooperation agreement with the AGP-SE-Port of Buenos Aires, the principal port in Argentina and the gateway into Mercosur, to develop an e-commerce platform in Buenos Aires' Logistics Community. This initiative will serve as a model for the future

implementation in other Argentinian ports and in the Mercosur area.

During the trade mission carried out by the Port of Barcelona to Brazil, cooperation agreements were signed with the ports of Santos, Salvador de Bahia and Rio de Janeiro to develop an e-commerce platform and provide guidance in other port domains.

In the Mediterranean region, 1 May 2005 saw the official presentation of AlexPortIC, the Port of Alexandria's e-commerce platform, developed with advice from the APB, in an official event presided by the Egyptian transport minister and attended by Alexandria Port Authority, the Spanish Embassy in Egypt and a delegation from the APB led by the manager.

This platform will allow the Port of Alexandria to manage information and documentation on its Port Community faster and more efficiently, and improve intermodal transport operations in addition to guaranteeing the transparency of data exchanges between port operators. This project was funded by the Spanish Agency for International Cooperation (AECI), a body depending upon the Spanish Foreign Affairs Ministry.

TRAINING IN PORT MANAGEMENT

Each year special attention is dedicated to training in port management. The aim is to pass on the Port of Barcelona's experience in management, strengthen links with participating ports and seek possible new avenues for cooperation.

This year, two training events were organised involving managers and experts from the APB. The first, in May 2005, was aimed at students of international trade



and transport from the Arab Academy of Science and Technology, from Arab and African countries, and was financed with the aid of the Spanish Agency for International Cooperation (AECI). The second event, in November 2005, was the 7th Latin American Seminar on Port Management, involving 20 managers and technical staff from the port sector of Argentina, Colombia, Brazil and Mexico.

PRESENCE IN INTERNATIONAL ORGANISATIONS

In parallel, the Port continues to play an active role in the most important world organisations dedicated to promoting measures and projects for speeding up the exchange of goods using more flexible international trade, and making the best use of the new technologies.

The Port of Barcelona chairs the Trade Facilitation Committee of the International Association of Ports and Harbours (IAPH) and also participates, on the IAPH's behalf, in the World Customs Organisation, the WCO. In addition to this, the Port is active in the United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT) and in the European Sea ports Organisation (ESPO).



BUSINESS DEVELOPMENT

The Port of Barcelona's relationship with shippers, freight receivers and passengers is channelled through the Business Development Department (DDN), which is part of the Customer Service Department (SAC). The various initiatives and programmes carried out by this Department aim to provide users and customers with a series of tools to make complex port operations more transparent and easier to understand.

INFORMATION POINT

In 2004 the CCLink electronic newsletter published the Guide to Regular Groupage Services, which in 2005 was extended to become the Maritime Groupage User's Guide. During its first year of existence, the Guide received 6,011 hits, which shows that users have welcomed it as a useful search tool for information on companies providing regular transport services. Certain sections of the Barcelona Port Authority website have been renewed and offer new information and new services to visitors at www.apb.es.

31

IMPROVEMENT PROCESSES

The Customer Service Department, the channel connecting the different agents of the Barcelona Port Logistics Community, manages complaints, claims, suggestions and requests for information from customers and users following incidences affecting their goods. 257 cases were filed in 2005 —124 complaints and 133 queries— an increase of 7.5% over the previous year.

PROMOTION

More promotion and publicity actions were carried out this year to market the Port of Barcelona as a top European facility. Different events were held, including the dissemination seminars held in Girona and Zaragoza, in cooperation with their respective Chambers of Commerce; participation in the COPCA Internationalisation Week, which included a workshop; presence at the International Logistics Fair and visits of the Port facilities



provided by request for different official bodies, private companies and education and training centres.

TRAINING

The SAC's Training and Dissemination Plan entered its tenth edition in 2005, when 19 courses were given to a total of 883 participants from 580 companies. These figures bear witness to the increasing popularity of this training course, designed by the Port Logistics Community. The course now also involves the Avtoritas course on short-range maritime transport which is aimed at university logistics students, as well as those studying internationalisation and new technologies.

The results of the general evaluation made by the participants on the speakers and content of the courses shows how well accepted they are. The organisation of the courses and the overall evaluation of the seminars provided scored 4.4 points out of 5.

CCLINK

2005 was the year that saw the full consolidation of the CCLink electronic newsletter which, with its brief format and easy-to-understand content, is principally aimed at goods receivers and shippers and people and/or companies that do business with the Port of Barcelona.

The on-line newsletter received a total of 119,188 hits during this period, with the following distribution of language pages visited: 70% Spanish, 12% Catalan, 10% English and 8% French.

The content of this newsletter in 2005 mainly focused on trade with South-East

Asia and the Maghreb, controlled temperature logistics chains, the Port of Barcelona's trade mission to Brazil and the Proatrans project.

PROATRANS

The Proatrans (Restructuring and Organisation Plan for Transport Access) linked to the Port of Barcelona, managed by the Business Development Department with the cooperation of other departments of the APB and members of the Port Logistics Community, was set up to devise a specialised plan to build the framework in which goods transport services will be provided.

This legal framework will regulate adaptation and modernisation process of haulage companies and sole traders carrying out their activity in the Port of Barcelona.

One of the most significant achievements of 2005 was the creation of the Land Transport Forum and the group planning the development of the future Services Centre, the signing of the Competitiveness and Quality Charter in container transport by the APB, the Association of Container Transporters (ALTC), the Association of Independent Container Transporters (Transcont), Barcelona Shipping Agents' Association, Barcelona customs agents, Freight forwarders Association, International Shippers and Similar (ATEIA), Catalan Board of Maritime Transport Users, Port of Barcelona Association of Stevedoring Companies, Port Stevedores Organisation, and the container depots.

Also defined within the framework of Proatrans were the 40 measures or actions necessary for the modernisation of the

companies and the independent operators currently working in the Port, as well as the infrastructures and services that will be required by this sector in the Port of Barcelona once it is enlarged.

The progress achieved with Proatrans will make it possible to meet the necessary changes with sufficient guarantees to achieve genuine complete competitiveness in the provision of containerised goods transport services.

1.6 COMPANIES IN WHICH WE HAVE A STAKE



INTERMODAL LOGISTICS CENTRE (CILSA)

In 2005 CILSA, the company that manages the Port of Barcelona's Logistics Activities Area (ZAL), concentrated its efforts into consolidating the supply of property and services offered by the *Service Center* and in pushing forward the development of phase two of the ZAL.

SERVICE CENTER

The Service Center consolidated its position as a business centre and completed the occupation of its office areas, which house some forty companies, more than half of operate work in the haulage sector.

The Training and Meeting Centre's facilities were used increasingly in 2005 for holding all kinds of events and for providing a wide variety of language classes and similar subjects related to logistics and foreign trade.

The additional services offered by the Service Center were also a great success: three restaurants, a temp agency, travel agency, copy shop and print shop, a cash dispenser and various different shops. Users also enjoy the garden and leisure areas offered, and the Simphonie childcare centre, for children from four months to three years old, which is located in an adjacent building.

ZAL PRAT

The ZAL is expanding, with the 65 hectares of phase one, known as ZAL Barcelona, now fully occupied and consolidated, and the 143-hectare second phase, called ZAL Prat, currently being developed.

In parallel to the urban development works in the ZAL Prat area, new companies have gradually moved into these areas. Geodis, the Spanish subsidiary of the French group specialised in logistics and distribution services, set up its new logistics platform on a 25,000 m² site; NYK has facilities comprising 10,455 m² of warehouses and 1,097 m² of offices; Schenker currently occupies 7,000 m² of warehouse and 532 m² of office space; The Basque company Sparber, working in the international intermodal transport sector, has 4,363 m² of storage space and 790 m² of offices; Universal Forwarding, SL, a freight forwarding company of the Grup Marmesda (Dragados group), occupies areas covering more than 4,500 m².

The strategic location of the ZAL makes it very attractive for companies wishing to set up in this area in search of good transport and logistics connections. For example, the Damm group has chosen the ZAL Prat as a distribution centre for its brewery products in Catalonia, the Balearics, Canary Islands, southern Europe, the Mediterranean and other intercontinental destinations. This new logistics centre will contain offices, different industrial storage units and the corresponding rail terminal for palletised cargo with the aim of fostering maritime traffic through the Port and backing this up with intermodal rail connections.



ILI - INTERNATIONAL LOGISTICS

In 2005, CILSA also played a direct role in the actions brought to bear by the ILI, International Logistics, of which the Port of Barcelona and CILSA are founding companies.

TRAINING

The ILI continues to teach the masters course in logistics and international trade, which count as a university qualification thanks to the agreement signed in September 2004 with the FUAO (Abat Oliba University Foundation). The post-graduate course in logistics and international trade was set up this year and subsidised courses have also continued.

This on-site training is provided at the Training and Meetings Centre at the Service Center. This year the ILI organised the 3rd edition of the Masters and the 5th edition of the diploma course in logistics and international trade at the Anahuac del Sur University in Mexico City.

CONSULTANCY

In 2005 the ILI conducted a market study and an economic and financial viability plan for the ZAL of Sines in Portugal, as well as technical viability and economic studies for a cold storage facility. Phase one of the study to implement a land port in Santo Domingo de los Colorados, Ecuador, was performed, and has extended into other projects in Quito. Among other actions in 2005, we could point to the start of a Master plan to set up of an industrial and logistics activities area in Buenaventura, Colombia.

CARES FOUNDATION

The Cares Foundation consolidated 200 workplaces in 2005, most of which were for disabled people, which is up 20% year on year, due to the new logistics support activities carried out since 2004.

The new organisation, called E.I.CODEC, set up in 2003 to generate work and social insertion of socially excluded groups, began new activities to help employ these groups. These include taking part in the promotion of a building as part of a project called ACCÉS (Social Housing Promotion and Services), which helps to build homes for mobility impaired persons. Work was also carried out to develop new projects, such as Logística Justa (Fair Logistics), and activities to promote sport for people with physical disabilities.



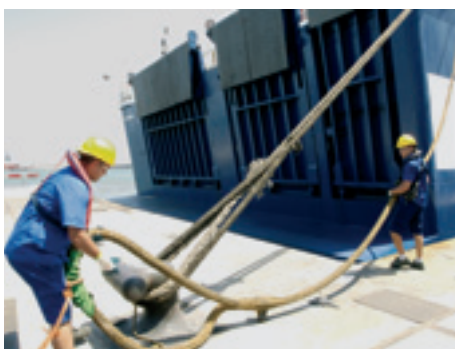
The Stevedoring company of the Port of Barcelona, Estibarna, SA, provided 212,189 days' work in 2005, an increase of 4.42% over the previous year.

The monthly progression was similar to that of recent years, however the most significant increases over 2004 were not linear, but accumulated during the first few months of the year and in December.

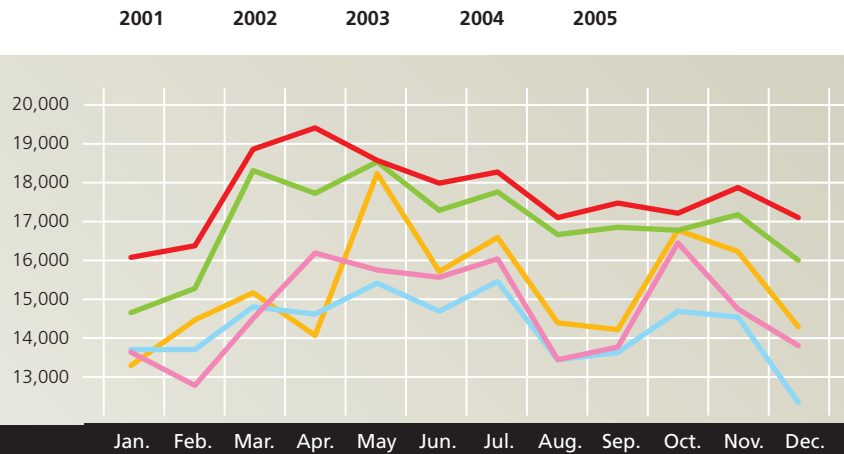
As regards staff movements, groups I and IV continued to shrink, whilst the others increased. On 31 December, the total staff numbered 955, including group 0.

Estibarna's training plan involved a total of 301 courses and 88,420 hours of study. Of these, 12.6% (10,324 hours) correspond to basic training provided to new arrivals, and the majority of the hours to retraining courses.

Throughout the year, special efforts were dedicated to covering the service. A total of 31,670 work teams were served, representing 99,3% of all the working teams requested during the year. The monthly progression in percentages of service coverage shows that this never fell below 98.7%.

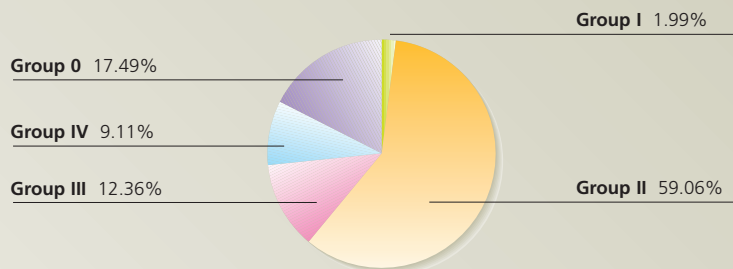


PROGRESSION IN DAYS WORKED (in euros)

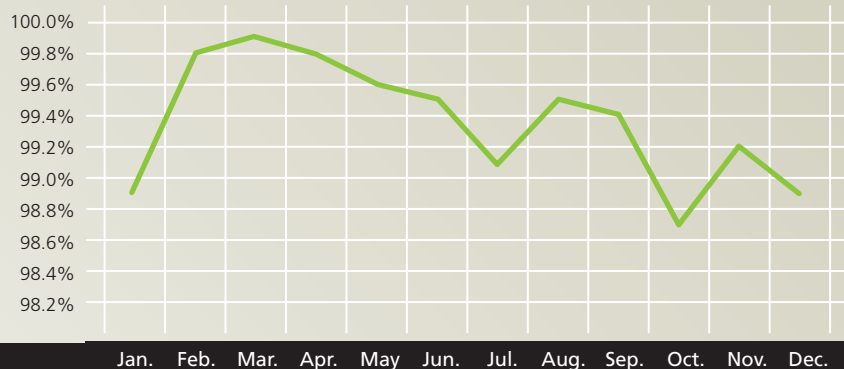


STAFF ON 31 DECEMBER 2005

Plantilla	Group I	Group II	Group III	Group IV	Total	Group 0	Total
1 Enero	29	527	127	94	777	152	929
Altas	0	53	1	2	56	68	124
Bajas	10	16	10	9	45	53	98
31 Diciembre	19	564	118	87	788	167	955



HANDS SERVED (percentage)



WHERE THE CITY MEETS THE SEA

Gerència Urbanística Port 2000 is the company that manages the areas of the Port of Barcelona open to the public, Known as the *Port Vell*.

Through the years, the *Port Vell*, which was "reborn" in 1982 with the refurbishing of the Bosch i Alsina wharf, has progressively integrated new areas, facilities and activities. The "Old Port" goes back to 1860, in which this same Port Vell was a modern and efficient commercial port. Almost a century and half later, the area has been rejuvenated, offering a whole new appearance, and has changed its principal activity.

The inexorable march southwards of port activities freed up 55.6 hectares, which were no longer useful for the traditional industrial uses to which they had been put hitherto. The Port of Barcelona's need to adapt to the requirements of modernisation was the first step in the Port Vell's transformation into a centre providing quite a different type of activity.

This new Port Vell, which came into full operation exactly ten years ago, today combines leisure activities, culture, business, water sports, professional fishing and vessel repair. The wharves, which a few

years ago were a hive of industrial activity, have been turned into areas that are open to the city and in which all kinds of activities take place.

At weekends the Bosch i Alsina and Barceloneta wharves are packed with people seeking an enjoyable walk along the seafront. Offering a wide variety of temporary events throughout the year, these areas have attracted the interest of private and public companies seeking to promote their activities and products.

The Espanya wharf offers a series of attractions concentrated in the Maremagnum shopping centre, which has recently been overhauled, and includes multi-screen cinemas, the Aquàrium sealife centre and the Imax cinema, as well as an ample selection of restaurants. Together, these attractions offer a wide range of activities ranging over the area stretching from the Palau de Mar up to La Barceloneta.

The sailing and water sports and ships repair facilities include the Club Marítim and Club Nàutic sailing clubs and the Port Vell Marina, which together offer more than 700 berths of different characteristics and all kinds of additional services and facilities. Marina 92 provides a technical area for the repair, upkeep and painting of sporting and fishing vessels, and a modern Sincrolift making it possible to repair large sports craft out of the water. The Port Vell docks are the setting for all kinds of nautical and sports activities and are the starting point of important regattas throughout the year.

Two important cultural sites deserve a special mention here: the Maritime Museum and the Catalan History Museum. Along the same lines, the Port of Barcelona, the Drassanes Consortium and

the El Far Consortium have joined forces around a series of projects linked to sea-related activities and teaching plans. These projects aim principally to spread and publicise the preservation of the values of the present and past of seafaring culture and to foster a new way of looking at relations between civil society and the maritime world.

The World Trade Center Barcelona has become the favourite area for the new companies that have decided to set up in the city of Barcelona. Its congress centre, which is running flat out, hosts many events related to the economic and financial life of the city. The cruiser terminals, located at the base of the complex, are visited by thousands of cruise passengers during the course of the year. The entry into service of the hotel was the culmination of this ambitious project.

The Pescadors and Rellotge wharves are where the fishing fleet, one of the largest in Catalonia, lands its catches, and these areas are a hive of activity of which the city itself is often unaware, since much of the fish sold at the exchange comes from the daily auction of the fish brought in by this fleet. This area is also being considered for an overhaul to adapt it to future needs, opening up to the city for business and cultural activities. This overhaul aims to generate new activity and create a new point of attraction for citizens and visitors, and to breathe new life into an area, which will benefit and modernise the fishing sector and therefore the Barceloneta district.

In a decisive projection towards the future, the area generated by opening the North Entrance Mouth will host new activities, including a hotel, business centre and new public spaces. This new initiative



calls into question the Port Vell concept since, with the activities described above, it will generate synergies and additional expectations.

This combination of activities has so far enabled the Port Vell to attract 14 million visitors each year. Looking to the future, the Port Vell has decided on a new direction, in consultation with the concessionary companies that provide their ideas and new concepts. One of the future aims is to manage to change the profile of visitors.

The Port Vell is a unique area and the best scenario for a port to meet up with its city. Especially in the case of a growing port like Barcelona, it needs the support, stimulus and enthusiasm of society as a whole. It needs to involve civil society in this progression. The Port Vell, where the city meets the sea, provides this opportunity.

WORLD TRADE CENTER BARCELONA

In 2005, 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 carry out business. Proof of this fact in this period was the arrival at the centre of such prestigious companies as VF Jeanswear, Polymerlatex Verwaltungs GmbH, American Appraisal, GNT Colores Naturales Iberia S.L. and Leaders Factory.

More than 84,000 people used the facilities at the congress centre and participated in 587 events of different types, including the 47th International Classic Car Rally, the 11th Edition of the Manager Business Forum, the Scientific Podology Seminars, the Galician Night of Excellence, the Cardiology Congress, Africa Energy Forum, the Congress on Factors and Environments of Progress, the course on Angle-Closure Glaucoma (Barraquer), the Seminar on the Strategic Plan, and meetings organised by IBM, the European Socialist Party (ESP), Casa Asia, Oracle or the Spanish Society of Pharmaceuticals and Primary Health Care (SEFAP). In addition to this, in 2005 the WTCB auditorium improved its services by purchasing a state-of-the-art 10,000 lumen-capacity projector.

The complex took bold steps forward technologically by incorporating the *Meeting Matrix System*, which is a software application developed for configuring rooms electronically, and allows a simple and flexible versatility in the different room layouts required by customers. This programme generates highly detailed plans that help to reduce customer uncertainty by providing images of the different areas.

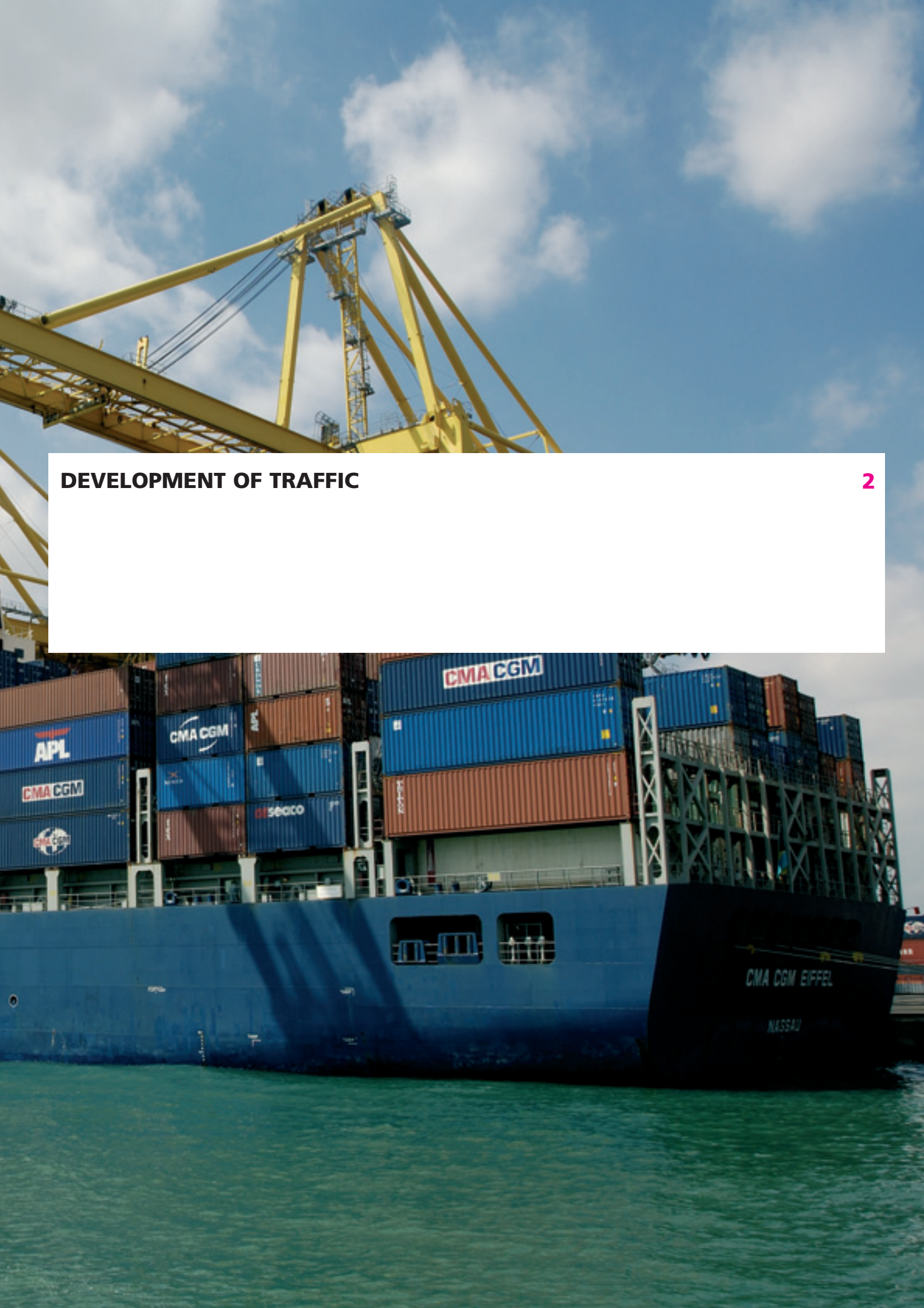
As part of the implementation of the ISO 14001 Environment certification for



the work done by the WTCB, we should point to the putting up of signs on good environmental practices which recommend actions aimed at saving water, energy, paper, and encouraging proper waste management. They have simultaneously published a brochure describing the environmental quality policy of the business centre to publicise the added value of both certifications and, most of all, to make all the users and customers of the centre fully conversant with the policy governing the WTCB's activities. 37







DEVELOPMENT OF TRAFFIC

DEVELOPMENT OF TRAFFIC

2005 was the second year in a row that the Port of Barcelona recorded a double-figure increase in total traffic (which includes goods plus traffic and victualling). The rising trend of the last 10 years has continued, and in 2005 total traffic increased 12%, by more than 45 million tonnes, well above the 7.5% average growth rate for traffic in Spanish ports.

Goods traffic, at close to 44 million tonnes (+11.5%), is a further indication of the continued consolidation this year of traffic such as cars and liquid bulk, but there was also a sharp increase of 15.5% in hydrocarbon traffic; 16.83% in solid bulk; 12.2% in passenger traffic and 8.1% in containers.

It is therefore clear that the efforts made again this year by the Port Logistics Community, from quality and service to commercial promotion, continue to pay positive dividends and the Port of Barcelona has thus become the only large Spanish port with an overall increase in traffic of more than 10%.

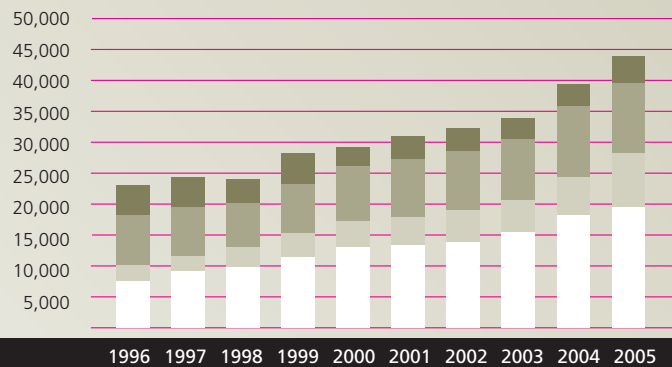
If we apply the analysis criteria that we used in previous years, we can see that the behaviour of traffic in 2005 has been outstanding, bearing in mind that it is more than three times the growth of Spanish GDP (3.4%) and that of Catalonia (3.3%). The expansive, dynamic nature of the Spanish economy has certainly helped in general terms to fuel port growth, although we cannot ignore the continuing boom in the construction sector and the flourishing services and tourism sectors, the signs of which were clear in Barcelona in a 19.89% increase in tourist cruise passengers.

A significant trend this year was the growth in exports to Catalonia, which rose from 4.4% in 2004 to 7.1% in 2005.

We should also highlight the efforts being made to fund the enlargement works whilst maintaining continuous rates of growth. Until the new container terminal comes into service at the start of 2008, and in spite of the lack of space, the Port of Barcelona's principal aim is to maintain a positive progression in traffic flows. The progress achieved in the works is helping the large ship owners and shipping companies to take decisions on the basis of the increased capacity that the port will

STRUCTURE OF GOODS TRAFFIC, 1996-2005 (in thousands of tonnes)

	Bulk solids		Bulk liquids			Conventional cargo			Containerised cargo		
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	
Containerised cargo	7,628	9,071	10,002	11,532	12,989	13,430	13,842	15,344	18,344	19,929	
Conventional cargo	2,466	2,694	3,078	3,792	4,596	4,706	5,453	5,574	6,437	7,325	
Bulk liquids	8,347	8,045	7,238	8,500	8,966	9,515	9,930	10,159	11,071	12,531	
Bulk solids	5,130	5,077	4,407	4,053	3,254	3,818	3,383	3,698	3,468	4,052	
Total	23,571	24,887	24,725	27,877	29,805	31,469	32,608	34,775	39,320	43,837	



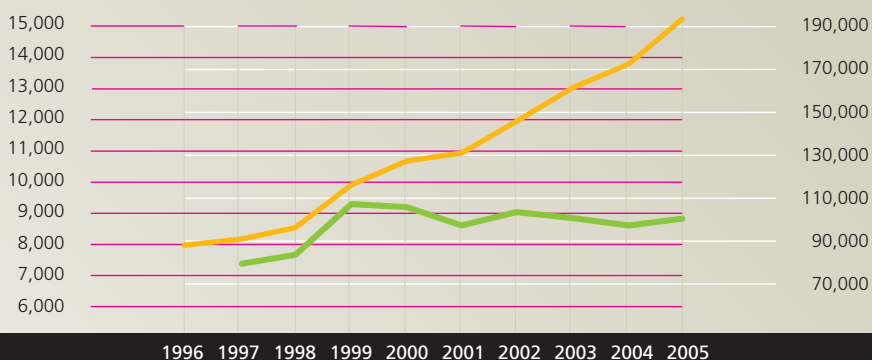
soon provide, which will allow it to be their Mediterranean hub.

Finally, it should not be forgotten that the difficulties posed by the application of the new Ports Law in the commercial field put the 2005 results in an even better light, most of all because of the small commercial margin it has left us in our dealings with our customers.



DEVELOPMENT OF SHIPPING TRAFFIC, 1996-2005 (in number and thousands of tonnes)

	Number of vessels		Tonnage							
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Number of vessels	7,200	7,385	7,712	9,204	9,138	8,651	8,993	8,865	8,610	8,853
Tonnage	91,022	93,684	101,713	118,697	129,158	132,121	146,992	161,820	172,817	191,800



ANALYSIS BY TYPES OF SHIPPING

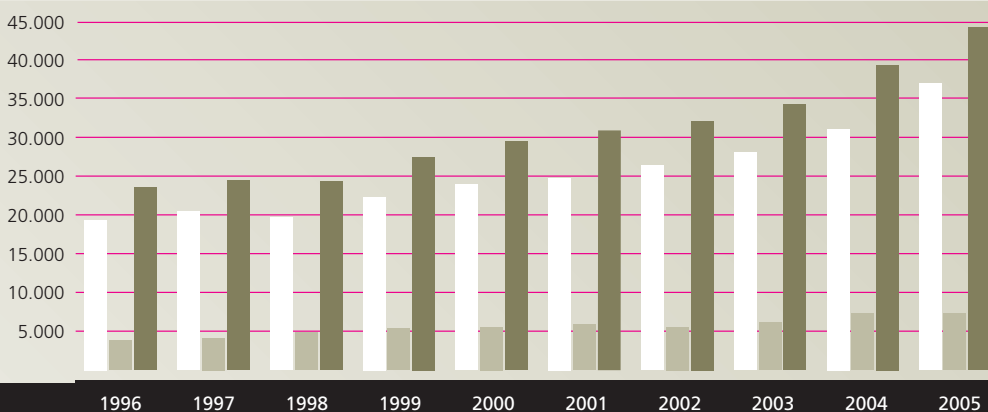
Total external traffic in 2005 was 36,515,097 Tn, an increase of 14.2%, which is especially significant bearing in mind that this is the second year in which there has been an increase of more than 14%. Continuing good relations with the main ship owners and shipping companies, especially in the Asian region, is allowing the Port of Barcelona to consolidate its position as the leading port in international traffic and the main reference point for the redistribution of goods throughout the entire Mediterranean area.

Coastal shipping figures remained stable from 2004 to 2005, maintaining a total volume of 7,321,748 Tn.

The ratio of cargo embarked and disembarked rose 7 points to 82% in favour of imports. The total volume of cargo disembarked in 2005 was 28,325,974 Tn, 13% more than in 2004. Embarked cargo amounted to 15,510,871 Tn, an increase of 8.8% year on year.

DEVELOPMENT IN GOODS TRAFFIC BY TYPES OF NAVIGATION, 1996-2005 (in thousands of tonnes)

	Exterior		Cabotaje		Total					
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Exterior	19,297	20,390	19,780	22,432	24,264	25,289	26,651	28,027	31,977	36,515
Cabotaje	4,274	4,497	4,945	5,445	5,541	6,180	5,957	6,748	7,344	7,322
Total	23,571	24,887	24,725	27,877	29,805	31,469	32,608	34,775	39,321	43,837



GENERAL CARGO

The ratio of general cargo to other goods remained fairly stable from one year to the next, although bulks did increase by 6 points in 2005.

General cargo traffic increased by 2,472,610 Tn (9.98%) to reach a total of 27,253,997 Tn. This figure represents 62.2% of all traffic, while bulks represent the remaining 37.8%.

The degree of containerisation with respect to total cargo has remained very stable from last year to this, at 73.12%.

CONTAINERS

Container traffic amounted to 2,071,480 TEU in 2005, an increase of 8.09% year on year. The Port of Barcelona is thus consolidating its position as one of the ports with the largest amount of container traffic in Spain.

The balance between goods embarked and disembarked over the last few years was maintained in 2005, with 1,027,692 TEU embarked and 1,043,789 TEU disembarked, both increasing by 8.1%.

As far as the total distribution of container traffic per type of operations is concerned, transits are the most common type of operations, accounting for 34% of total operations, followed by disembarking (33.7%) and embarking (32.3%).

After Spain, the main destinations of container cargo were China, the United States, Turkey, Morocco and Algeria. North African destinations continue their steady consolidation with yearly increases once again.

As far as goods unloaded are concerned, China is the main country of origin, followed by Spain, India, the United States and Saudi Arabia.

LIQUID BULK

12,530,921 Tn of liquid bulk were handled in 2005, 15.5% more than in 2004, with hydrocarbons making up the lion's share at 88% of the total. The main products were natural gas, (5,970,791 Tn), and gas-oil, (3,080,992 Tn).

International liquid bulk traffic was up 18.6% to reach a total of 11,343,055 Tn. Coastal Shipping represented 1,187,866 Tn.

SOLID BULK

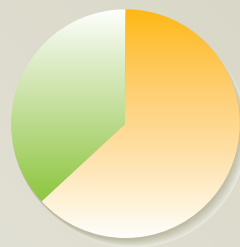
Solid bulk traffic rose 16.8% this year to 4,051,927 Tn. The products that experienced the greatest increase in this sector were cereals and meals (41.9%), steel products (25.8%), fruit, vegetables and pulses (18.7%), and chemical products (5.3%).

SHARE OF GENERAL CARGO IN TOTAL TRAFFIC, 2005

(in thousands of tonnes)

General cargo: 27,254 (62%)

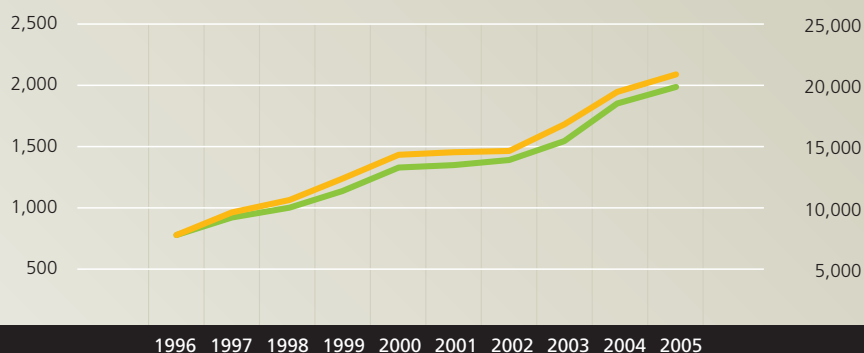
Rest of traffic: 16,583 (38%)



DEVELOPMENT IN CONTAINERISED GENERAL CARGO TRAFFIC, 1996-2005

(in thousands of TEU and thousands of tonnes)

	TEU	Tonnes									
		1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Tonnes		7,628	9,071	10,002	11,532	12,989	13,430	13,842	15,344	18,344	19,929
TEU		767	972	1,095	1,235	1,388	1,411	1,461	1,652	1,916	2,071



CARS

771,109 new cars were handled in 2005, 87% in the foreign traffic sector (671,976 units). Since 2003, the share of this foreign traffic occupied by vehicles in transit has increased by 27.7%.

The largest number of vehicles handled, and the most spectacular increase in this traffic, occurred in December, with nearly 80,000 units shifted, an increase of 27.7% over the same month in 2004.

SHORT SEA SHIPPING

Short Sea Shipping (SSS) deserves a chapter all of its own, as it represents an increasingly important activity offered by the Port of Barcelona. It is one area in which the Logistics Community is investing

for the future and is also 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.

PASSENGERS

Over 2.2 million passengers used the Port of Barcelona in 2005, 12% more than the previous year.

Once again the Port of Barcelona has consolidated its leading position in Europe for cruise traffic, with more than 1.2 million passengers and an increase of 20%.

Although the number of stopovers did not increase at the same rate (there were 691, 9% more than in 2004), operations involving bigger cruise ships and the opening of new lines in the Mediterranean were decisive factors in driving the growth in passenger numbers for this type of traffic.

The new Terminal B came onstream at the beginning of the season, and is fully equipped to attend to the needs of the world's largest cruise vessels. At the same time, the Costa Crociere company began work on the new terminal, which will be finished in October 2006.

While the regular ferry services with the Balearic Islands are continuing the trend of the previous season, the biggest increases are to be seen in EU traffic, especially in the Genoa to Barcelona line, which has managed an increase in total traffic of almost 37%.

The Barcelona-Civitavecchia line, which came into service in 2004 with a total of 50,000 passengers, has consolidated its position with more than 564,000 passengers making the journey in 2005.

We should especially mention the traffic with the countries of North Africa, since the regular ferry lines with Oran, Alger and Tangier exceeded 2004 total traffic figures by 50,000 passengers, with a total

DEVELOPMENT OF CAR TRAFFIC, 1996-2005 (in number of vehicles)

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Vehicles	491,303	533,402	622,162	564,806	644,253	613,073	603,900	649,441	785,446	771,109

Car traffic by ship

	2004	2005	% variation
Short Sea Shipping	106,692	99,133	-7.08
International	678,754	671,976	-1.00

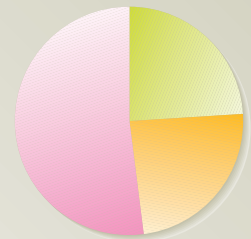
International car traffic

	2004	2005	% variation
Import	182,351	147,321	-19.2
Export	345,176	331,531	-4.0
Transit	151,227	193,124	27.7

of 983,755 passengers, an increase of 4% over the previous year.

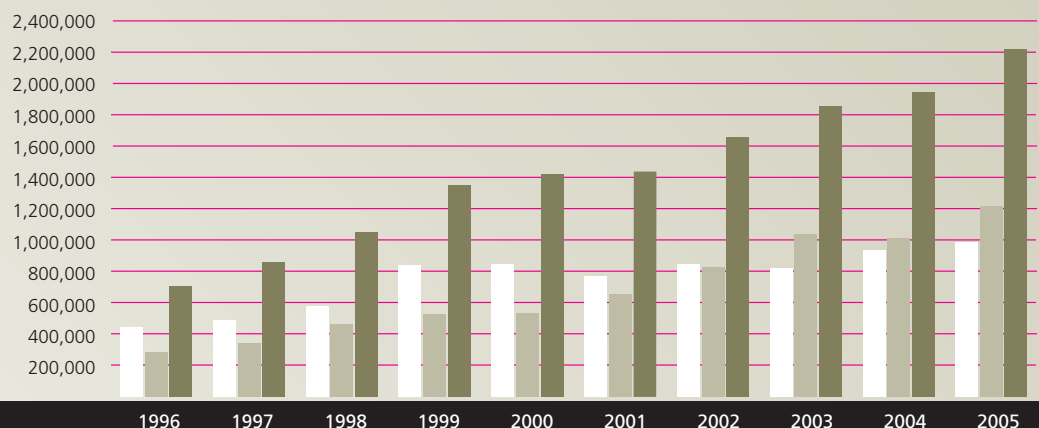
DISTRIBUTION OF CRUISE PASSENGER TRAFFIC, 2005

Embarking: 293,386 (24%)
Disembarking: 297,671 (24%)
Transit: 633,518 (52%)



DEVELOPMENT OF PASSENGER TRAFFIC, 1996-2005 (in number of passengers)

	SSS passengers		Tourist cruiser traffic				Total			
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
SSS passengers	453,126	509,944	588,946	836,656	847,973	790,260	855,865	820,737	946,788	983,755
Tourist cruiser traf.	277,324	358,990	476,476	541,596	576,648	652,800	834,659	1,049,230	1,021,405	1,224,575
Total	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	2,208,330





COSTA FORTUNA

NO SMOKING

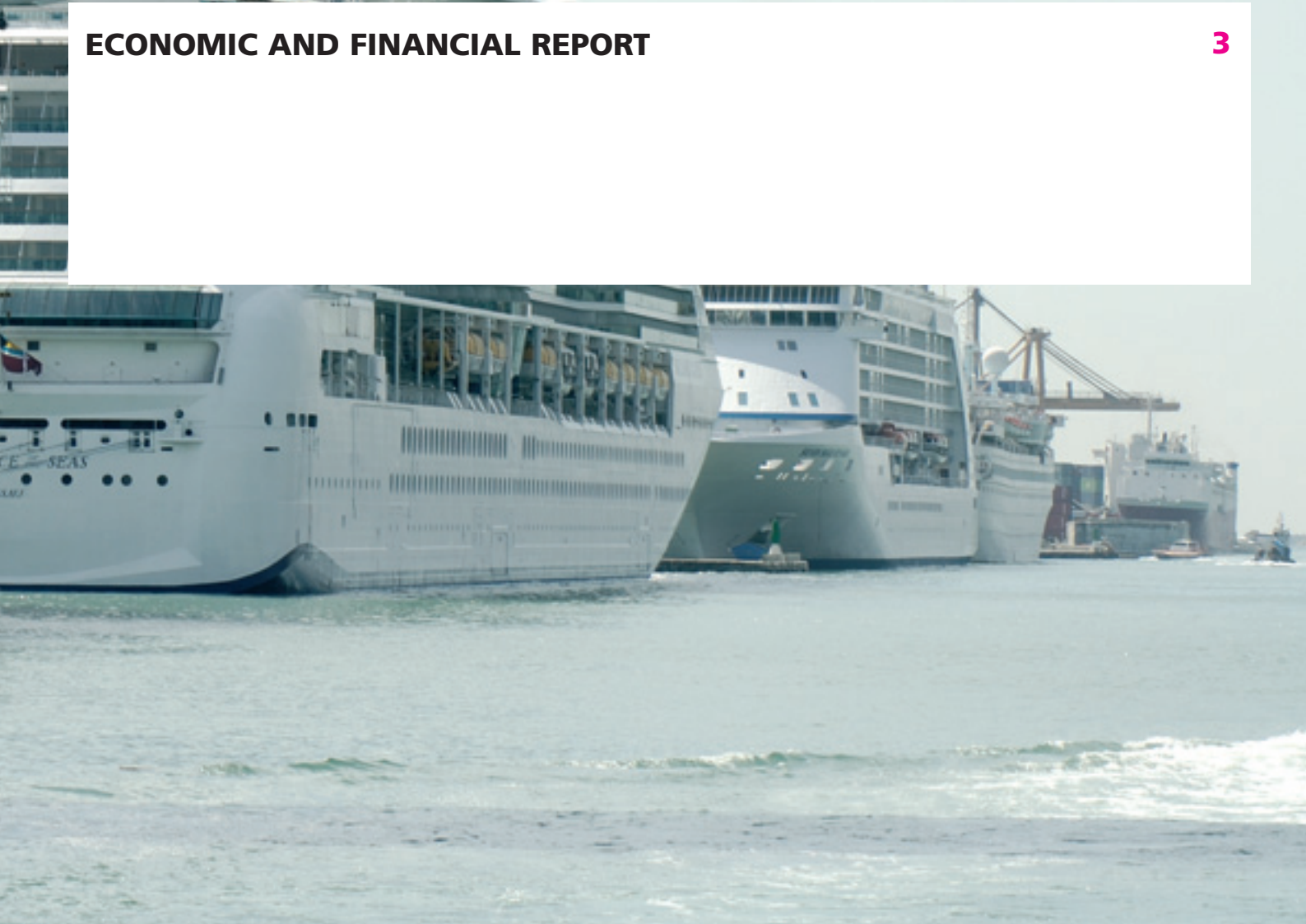
V.S. VERÓNICA

V.S. VERÓNICA



ECONOMIC AND FINANCIAL REPORT

3



ECONOMIC AND FINANCIAL REPORT

Barcelona Port Authority closed 2005 with a net profit of 55.9 million EUR, 56% higher than the previous year, according to figures that are still being audited.

This means that the Port has now overcome the effects of the entry into force of Law 48/2003 on the economic regime and the provision of services of ports of general interest, now in its second year. The improvements in economic results focused on the management of buoyant commercial activity:

1. Total traffic volume grew 12% to 45 million tonnes.
2. Container traffic rose 8% to pass the 2 million TEU mark.
3. Passenger traffic also rose 8% year on year, to reach 2.2 million.
4. Income from concessions of the public port domain increased 18% over 2004.

Operating income was 129.7 million EUR, an annual growth of 11%. Taking into account the effects of the cost containment policy, which led to a 3% reduction in total operating expenses, operating income was up 34% over the previous year.

Cashflow rose to 82 million EUR, an increase of 29% over 2004. This is a truly significant increase in the Port's capacity for self-finance to meet its needs for heavy

investments for the enlargement project.

Throughout 2005, the APB made material investments worth 210.7 million EUR, 90% of which were channelled into the enlargement works. The interest shown by the main international operators in setting up in Barcelona has entailed an increase in the speed of the enlargement works and led to a rescheduling of the whole project. This will make it possible to have the new Prat wharf container terminal working by the beginning of 2008. The wharf will cover an area of 93 hectares and a handling capacity of two and a half million TEU a year.

The Management Board meeting in December approved the official announcement of a public call for bids for the operation of this new terminal, which will be put out to tender in the first half of 2006. Over the next three years the Port Authority will invest 332 million EUR in completing the breakwaters, projects co-financed by the European Cohesion Fund, and the building of the Prat wharf in two phases.

OPERATING BALANCE

OPERATING INCOME

In 2005 fees and port services generated a turnover of nearly 128 million EUR, 11% higher than in 2004.¹

Apart from the positive traffic indicators, we should also point to the rise in income from the public port domain concessions, which provided as much income as that obtained directly from goods. These were 35% of total turnover, up three points on the previous year.

In the second year of validity of the new law on the economic regime, the income

from fees and cargo services increased by 8% year on year, three points lower than the variation in traffic volume, leaving the unit income per tonne at 1.02 EUR.

Income from fees and ship services increased by 11%, after the number of stopovers bucked the falling trend of the last few years. Income from fees and services in the public port domain concessions were double what they were just five years ago.



¹ The income items in the table include the 20% TSG General Services Tax.

OPERATING RESULTS (in thousands of euros)

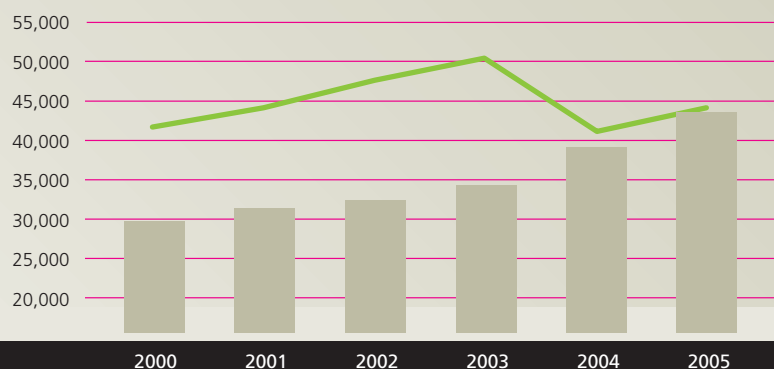
	2005	2004	Var.	% Var.
Operating income	129,671	117,315	12,356	11%
Net turnover	127,971	114,829	13,142	11%
Other operating income	1,700	2,486	(786)	-32%
Operating expenses	71,638	73,853	(2,215)	-3%
Staff costs	26,377	27,429	(1,052)	-4%
Provisions for depreciation of fixed assets	25,347	25,231	116	0%
Change in trade provisions	(39)	4	(43)	
Other operating expenses	19,953	21,189	(1,236)	-6%
	58,033	43,462	14,571	34%

NET TURNOVER (in thousands of euros)

	2005	2004	Var.	% Var.
Ships fees and services	30,873	27,768	3,105	11%
Goods fees and services	44,510	41,183	3,327	8%
Passenger fees and services	4,629	4,295	334	8%
Tasas y servicios a pesca fresca	267	283	(16)	-6%
Pleasure craft fees and services	672	988	(316)	-32%
Concessions - fees and services	44,426	37,575	6,851	18%
Other fees for use of the public domain	87	123	(36)	-29%
Specific services	2,507	2,614	(107)	-4%
	127,971	114,829	13,142	11%

DEVELOPMENT IN INCOME FROM CARGO SERVICES (in thousands of euros) AND VOLUME OF TRAFFIC (in thousands of tonnes)

	Income					
	2000	2001	2002	2003	2004	2005
Traffic	29,805	31,469	32,608	34,775	39,321	43,830
Income	42,396	44,158	47,495	50,068	41,183	44,510



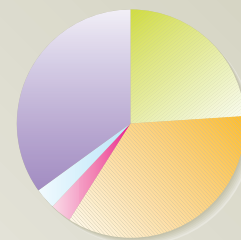
DEVELOPMENT IN INCOME FROM SHIPS SERVICES (in thousands of euros) AND NUMBER OF STOPOVERS

	Income					
	2000	2001	2002	2003	2004	2005
Stopovers	9,139	8,651	8,993	8,861	8,610	8,851
Income	15,199	16,214	16,832	17,956	27,768	30,873



DISTRIBUTION OF NET TURNOVER, 2005 (127,971 thousands of euros)

Ships fees and services	24%
Goods fees and services	35%
Passenger fees and services	3%
Other fees and services	3%
Concessions - fees and services	35%



OPERATING EXPENSES

Total operating expenses fell 3% as a result of the effects of the cost containment policy that began the year before. This reduction of the total current expenses for the second year in a row meant a year on year drop of five points in the absorption ratio of operating income, which fell from 37% in 2004 to 32% in 2005.

ORIGIN AND APPLICATION OF FUNDS

APPLICATIONS OF FUNDS

This year, the Port Authority concentrated its financial resources on the port enlargement works.

After three consecutive years at record levels, investments in tangible fixed assets represented 95% of the total applications of funds for the year, showing an increase of 40% over 2004.

In addition to the increase in the speed of the sheltering works, work also began this year on phase one of the Prat wharf building project. Investments in the port enlargement project thus rose 44% year over the previous year.

SOURCES OF FUNDS

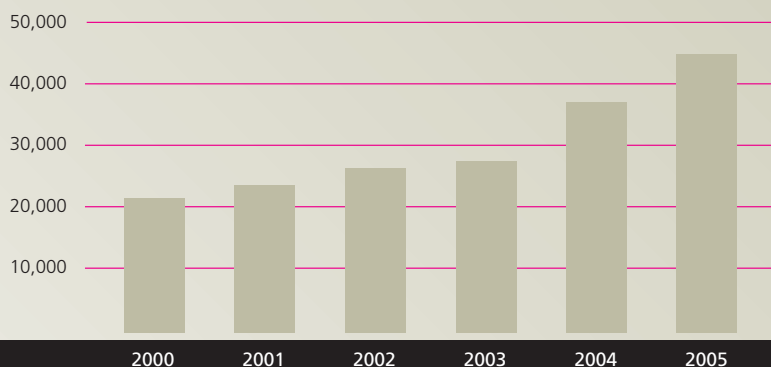
Financing the investments pushed up the total sources of funding of the financial year by 16%.

The most noteworthy of these figures are the resources from operations, which rose 29% over the previous year to 82 million EUR. Notwithstanding this, external debt is now the main source of financing, with the taking out of a new loan from the European Investment Bank to the tune of 90 million EUR.

The capital subsidy of the European Cohesion Fund for financing the building of the new seawalls was 61.8 million euros in 2005. This amount is the result of applying the co-financing index of 53% to the economic cost of the volume of work built during the year.

DEVELOPMENT OF INCOME FROM PUBLIC DOMAIN CONCESSIONS (in thousands of euros)

	2000	2001	2002	2003	2004	2005
Income	21,352	23,914	26,265	27,754	37,575	44,514

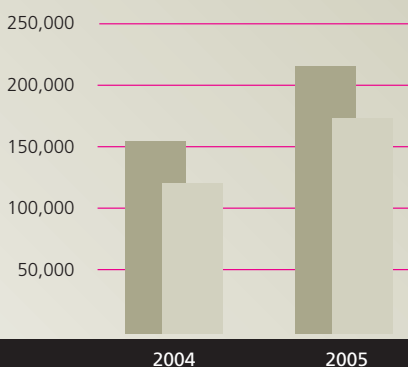


OPERATING EXPENSES (in thousands of euros)

	2005	2004	Var.	% Var.
Current expenses	41,019	43,362	(2,343)	-5%
Staff costs	26,377	27,429	(1,052)	-4%
External services	13,875	14,961	(1,086)	-7%
Other current management expenses	767	972	(205)	-21%
Remaining operating expenses	30,619	30,491	128	0%
Provision for depreciation of fixed assets	25,347	25,231	116	0%
Change in trade provisions	(39)	4	(43)	-
Taxes	822	767	55	7%
Puertos del Estado funding	4,489	4,489	-	-
	73,853	73,853	7,443	-3%

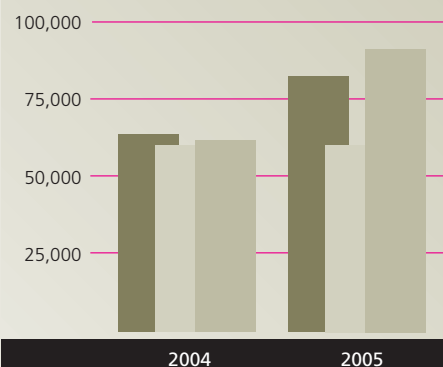
VOLUME OF INVESTMENT (in thousands of euros)

	2004	2005
Tangible fixed assets purchased	150,437	210,655
Enlargement works	120,037	189,066



SOURCES OF FUNDS (in thousands of euros)

	2004	2005
Cash flow	63,716	82,000
Capital subsidies	61,196	61,848
Long-term debt with		
Credit institutions	63,000	90,000
Other income deferred	26,555	430
Other sources of funds	1,381	16,591
Total sources of funds	215,848	250,869



SOURCE AND APPLICATION OF FUNDS (in thousands of euros)

APPLICATION OF FUNDS	2005	2004	SOURCE OF FUNDS	2005	2004
Fixed assets purchased	213,602	151,433	Resources from operations	82,000	63,716
Intangible	2,853	870	Result of the operations	59,380	36,879
Tangible	210,655	150,437	Reserves for depreciation of fixed assets	25,347	25,231
Financial	94	126	Addition to reserves of fixed assets	29	261
Compensation Fund contribution	4,109	1,467	Depreciation of deferred expenses	419	429
Long-term to short-term financial debts transferred	4,006	5,808	Reserves for liabilities and expenses	1,431	3,856
Debts with credit institutions	2,404	2,404	Losses from fixed assets	984	2,591
Other	1,602	1,604	Other	56	274
Debt with group and associated companies	-	1,800	Reserves for fixed assets	(927)	(162)
Provisions for liabilities and expenses	324	3,373	Reserves for liabilities and expenses	(53)	(227)
Long-term trade debts	195	10,144	Profits accruing from fixed assets	(116)	(17)
Deferred expense	640	36	Capital subsidies transferred to results	(1,714)	(1,931)
			Deferred income transferred to results from reverted leases	(758)	(682)
			Other income deferred	(1,925)	(2,778)
			Other	(153)	(8)
			Deferred income	62,278	87,751
			Capital grants	61,848	61,196
			Other income deferred	430	26,555
			Compensation Fund received	608	500
			Long-term debt with credit institutions	90,000	63,000
			Disposal of fixed assets	2,864	64
			Other sources	4,358	817
			Short-term cancellation or transfer of financial fixed assets	855	627
			Short-term cancellation or transfer of trade creditors	3,503	190
			Adjustment following VAT subsidies ruling	8,761	-
TOTAL APPLICATIONS	222,876	172,261	TOTAL SOURCES	250,869	215,848
EXCESS OF SOURCES OVER APPLICATIONS	27,993	43,587	EXCESS OF APPLICATIONS OVER SOURCES	-	-



PROFIT AND LOSS ACCOUNT (in thousands of euros)

	2005	2004	%Var		2005	2004	%Var
EXPENSES				INCOME			
Staff costs	26,377	27,429	-4%	Net turnover	127,971	114,829	11%
Wages and salaries	17,130	17,923	-4%	Vessel fees	25,214	22,688	11%
Indemnities	2,154	2,031	6%	Goods fees	37,091	34,319	8%
Company Social Security payments	4,722	4,963	-5%	Fees for the occupation and use of port facilities	37,372	31,667	18%
Other management expenses	2,371	2,512	-6%	Other fees for special use of port facilities	4,639	4,638	0%
Provision for depreciation of fixed assets	25,347	25,231	0%	Fees for non-commercial services	21,148	18,903	12%
Change in trade provisions	(39)	4		Other income	2,507	2,614	-4%
Other operating expenses	19,953	21,189	-6%	Other operating income	1,700	2,486	-32%
External services	13,875	14,961	-7%	Accessory and other current management income	1,497	2,094	-29%
Repairs and upkeep	2,705	2,692	0%	Subsidies	150	165	-9%
Services from independent professionals	3,234	2,766	17%	Provisions for liabilities and expenses	53	227	
Supplies	1,110	1,112	0%				
Other external services	6,826	8,391	-19%				
Taxes	822	767	7%				
Other current management expenses	767	972	-21%				
Puertos del Estado funding	4,489	4,489					
TOTAL OPERATING EXPENSES	71,638	73,853	-3%	TOTAL OPERATING INCOME	129,671	117,315	11%
OPERATING PROFIT	58,033	43,462	34%				
Long-term debt interest payments	4,741	3,666	29%	Income from capital holdings	244	21	
Other financial expenses and similar	19	142	-87%	Income from other neg. stocks and loan on intang. assets	518	218	138%
				Other assimilated and financial income	1,309	1,131	16%
TOTAL FINANCIAL EXPENSES	4,760	3,808	25%	TOTAL FINANCIAL INCOME	2,071	1,370	51%
PROFIT FROM ORDINARY ACTIVITIES	55,344	41,024	35%	NEGATIVE FINANCIAL RESULTS	2,689	2,438	-10%
Change in provisions for tang. & int. fixed assets & ctl portfolio	(898)	99		Profits on disposal of tangible intangible fixed assets	116	17	
Losses from fixed assets	984	2,591		Capital grant transferred to results	1,714	1,931	
Extraordinary expenses	1,867	4,772		Extraordinary income	3,650	1,959	
Expenses and losses from previous tax years	368	701		Income and profit from previous tax years	877	111	
TOTAL EXTRAORDINARY EXPENSES	2,321	8,163	-72%	TOTAL EXTRAORDINARY INCOME	6,357	4,018	58%
PROFIT FROM OPERATIONS	59,380	36,879	61%	EXTRAORDINARY NEGATIVE RESULTS	(4,036)	4,145	197%
Interport Fund contribution	4,109	1,467		Interport Fund compensation received	608	500	
PRE-TAX PROFITS	55,879	35,912	56%				
Corporation tax	-	-					
PERIOD RESULTS (PROFIT)	55,879	35,912	56%				



BALANCE SHEET ON 31ST DECEMBER 2005 AND 2004 (in thousands of euros)

ASSETS	2005	2004	LIABILITIES	2005	2004
TANGIBLE	1,197,110	1,024,516	EQUITY	733,440	677,561
Intangible	8,597	7,728	Net worth	512,743	512,743
IT applications	10,166	9,974	Initial capital	510,451	510,451
Other intangible assets	4,841	3,040	Capital Law 27/1992	2,195	2,195
Depreciation	(6,410)	(5,286)	Transferred assets	97	97
Tangible	1,145,752	970,761	Fixed assets paid-up to general use	(36,337)	(36,337)
Land and natural assets	362,145	363,916	Reserves	201,155	165,243
Buildings	574,369	557,612	Profit and loss	55,879	35,912
Plant and technical equipment	10,825	10,332	Results of operations minus Corporation tax	59,380	36,879
Advance payments and tangible fixed assets	433,373	255,874	Compensation Fund contribution	(3,501)	(967)
Other tangible fixed assets	26,421	25,279	DEFERRED INCOME	263,651	205,770
Provisions	(895)	(989)	Capital grants	197,463	137,329
Depreciation	(260,485)	(241,263)	Other deferred income	66,188	68,441
Financial depreciation	35,291	35,248	PROVISIONS FOR LIABILITIES AND EXPENSES	11,727	10,673
Holdings in group and associated companies	35,286	35,286	Provisions for pensions and similar	-	-
Loans to group and associated companies	1,619	2,089	Provision for tax	-	-
Holdings in associated companies	719	719	Provision for legal liabilities	7,245	6,190
Loans to associated companies	678	905	Provision for major repairs	4,483	4,483
Other permanent financial capital investments	1,666	1,666	LONG-TERM CREDITORS	256,790	170,796
Other loans	350	416	Debt with credit institutions	253,606	166,010
Long-term guarantees and securities	675	675	Debt with group and associated companies	-	3
Provisions	(5,704)	(6,508)	Other creditors	3,184	4,783
Debt for long-term traffic operations	7,470	10,779	SHORT-TERM CREDITORS	93,206	55,580
DEFERRED EXPENSE	11,260	11,039	Debt with credit institutions	2,738	2,627
CURRENT ASSETS	150,444	84,825	Debt with group and associated companies	349	833
Stocks	396	359	Debt with companies of the group	76	563
Accounts receivable	80,092	56,709	Debt with associated companies	272	270
Customers for commercial services	4,529	13,124	Trade creditors	4,768	4,630
Port fees receivable	24,130	21,107	Other non-trade debt	85,265	47,395
Companies of the group receivable	2,479	1,744	Public administrations	1,651	2,292
Associated companies receivable	94	176	Suppliers of tangible assets	82,326	43,261
Miscellaneous receivable accounts	18,449	12,807	Other debt	882	1,219
Public administrations	31,345	8,724	Outstanding payments	406	623
Provisions	(934)	(973)	Short-term investments	64,299	25,591
Short-term investments	64,299	25,591	Loans to group and associated companies	472	471
Loans to group and associated companies	472	471	Loans to associated companies	226	26
Loans to associated companies	226	26	Short-term stock portfolio	63,500	25,000
Short-term stock portfolio	63,500	25,000	Other loans	101	94
Other loans	101	94	Cash and banks	5,422	1,886
Cash and banks	5,422	1,886	Deferred income and accruals	235	280
Deferred income and accruals	235	280	Deferred income and accruals	86	95
TOTAL ASSETS	1,358,814	1,120,380	TOTAL LIABILITIES	1,358,814	1,120,380

51

VARIATION IN WORKING CAPITAL (in thousands of euros)

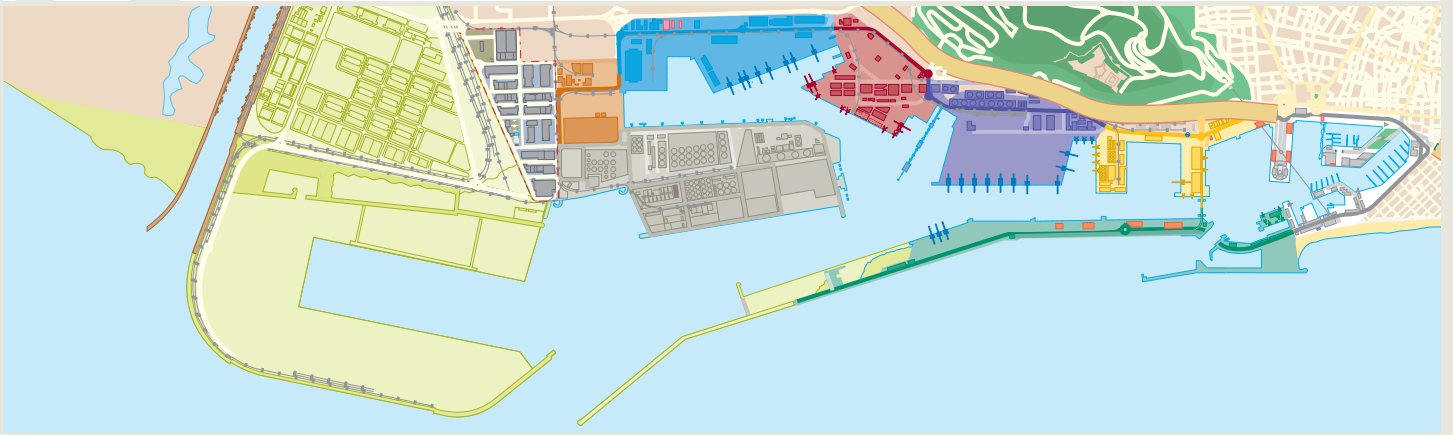
	2005		2004	
	Increases	Decreases	Increases	Decreases
Stocks	37	-	14	-
Accounts receivable	23,383	-	28,244	-
Creditors	-	37,626	4,899	-
Short-term investments	38,708	-	10,439	-
Cash and banks	3,536	-	313	-
Deferred income and accruals	-	45	-	322
	65,664	37,671	43,909	322
Variation in working capital	27,993	-	43,587	-





GUIDE TO THE PORT OF BARCELONA

4



Location:

Latitude: 41° 20' N
Longitude: 2° 10' E

Tides:

None

Entrance:

South Entrance Mouth
Orientation: 191.8°
Width: 370 m
Draught: 16 m

North Entrance Mouth

Orientation: 205°
Width: 145 m
Draught: 11.5 m

Land area:

828.9 ha

Wharves and berths:

20.300 km

Ro-ro ramps:

32

Draughts:

Up to 16 m

Tug operators:

9 (1,213 kW / 2,943 kW)

Warehousing:

Covered: 121,035 m²
Open: 2,941,339 m²

Wharf cranes:

45 (20 of containers)

Dry dock:

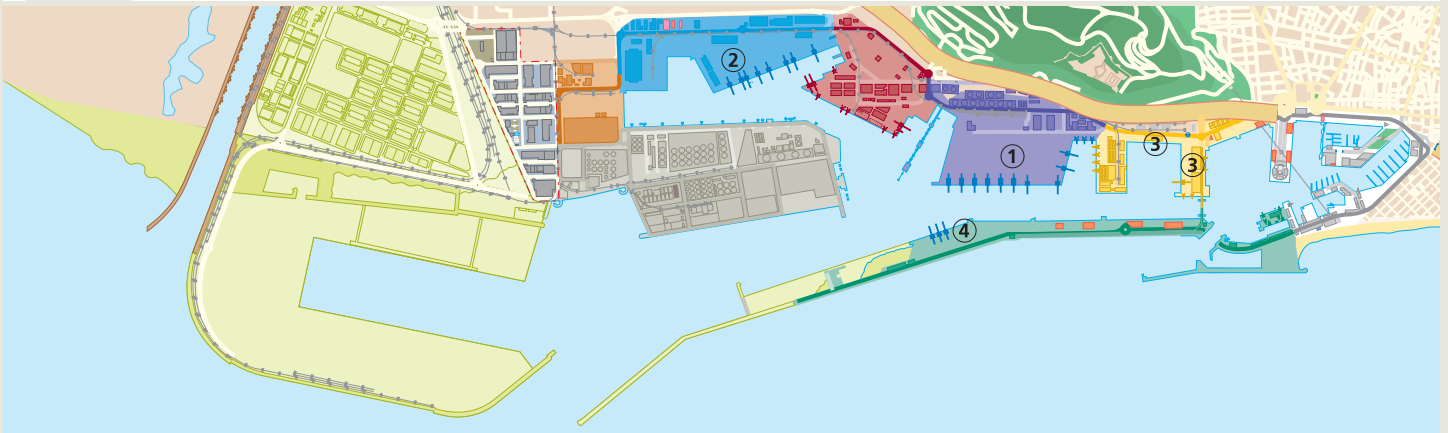
Length: 215 m
Breadth: 35 m
Capacity: up to 50,000 t
of deadweight

Floating dock:

Length: 120 m
Breadth: 19 m
Lifting capacity:
up to 4,500 t

SPECIALISED TERMINALS CONTAINER AND MULTIPURPOSE TERMINALS

B.1



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: 46.1 ha
Berthing line: 1,362 m
Draught: up to 16 m
Cranes: 9 (5 Post-panamax)
Straddle-carriers: 56
Rail terminal (5 ha)
Maritime customs and BIP integrated into the terminal
Refrigerated connections: 256

Container freight station:
13,800 m²
Covered warehouses:
14,400 m²
2
Terminal Catalunya, SA
Tel.: +34 93 298 64 00
Fax: +34 93 298 64 01
www.grupmestre.es
jmestre@tercat.es
Location:
Wharf 29 Príncep d'Espanya and dàrsena Sud wharves
Characteristics:
Area: 35.1 ha
Berthing line: 1,653 m
Draught: 8.70/14 m
Ro-ro ramps: 2

Cranes: 8 (8 Post-panamax)
RIG (or RTG): 7; **reach stacker:** 30; **tractors:** 28
Container freight station:
3,607 m²
Covered warehouses:
26,145 m²

Ro-ro ramps: 5
Covered warehouses:
19,442 m²
Cranes: 10 (1 container lifting cranes, 4 gantry) **RTG:** 1; **reach stacker:** 5; **tractors:** 4

Characteristics:
Area: 9.77 ha
Berthing line: 650 m
Draught: up to 12 m
Ro-ro ramps: 2
Cranes: 3 fixed; **reach stacker:** 6; **tractors:** 9

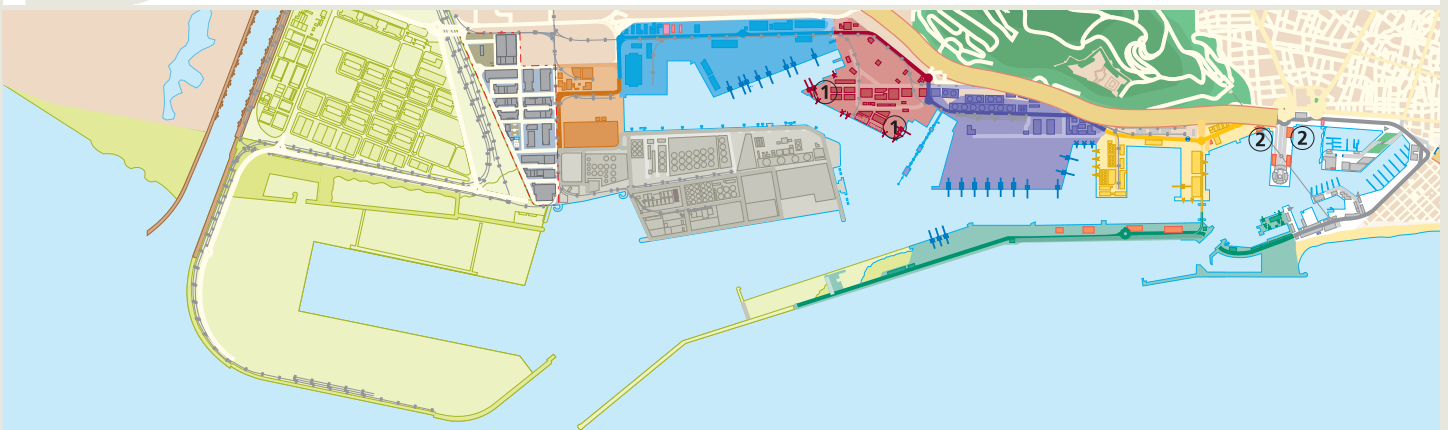
3
Terminal Port-Nou, SA
Tel.: +34 93 227 38 00
Fax: +34 93 441 21 05
Location:
20 Ponent and 21 Costa wharves
Characteristics:
Arrea: 7.5 ha
Berthing line: 1,530 m
Draught: up to 12 m

4
Unió Terminals Estibadors Llevant, SL-Alcúdia
Unió Terminal Estibadors Llevant:
Tel.: +34 93 441 00 66
Fax: +34 93 441 04 16
Alcúdia:
Tel.: +34 93 223 08 22
Fax: +34 93 223 37 08
Location:
01 Adossat wharf

55

SPECIALISED TERMINALS SSS TERMINALS

B.2

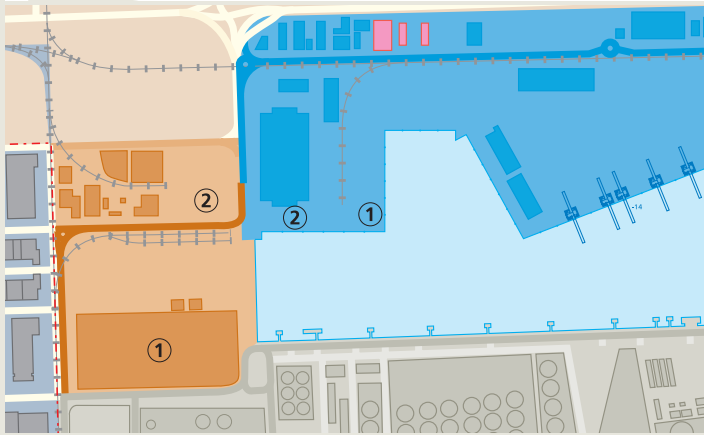


1
Estibadora de Ponent, SA
Tel.: +34 93 223 88 00
Fax: +34 93 223 88 53
jgomez@ral.es

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

SPECIALISED TERMINALS CAR TERMINALS

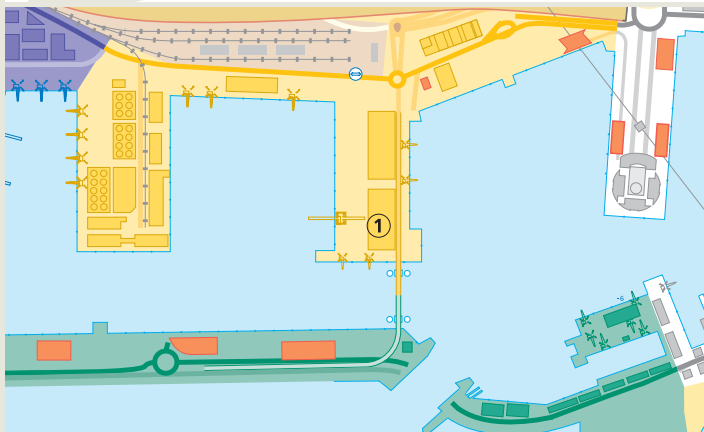
B.3



- 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 29.9 ha vertical parking
Berthing line: 850 m
Draught: up to 12 m
- 2 vertical car parks of 172,340 m² and 22,900 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 88,700 m² and 10,000 places
4 Ro-ro berths

SPECIALISED TERMINALS FRUIT TERMINAL

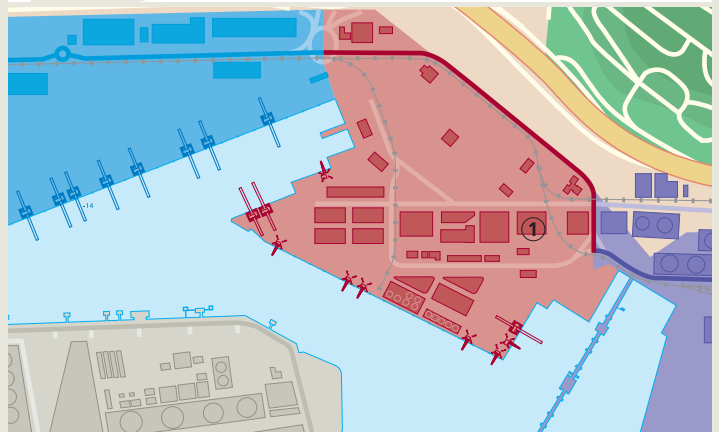
B.4



- 1 Terminal Port Nou, 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.

SPECIALISED TERMINALS COFFEE AND COCOA TERMINAL

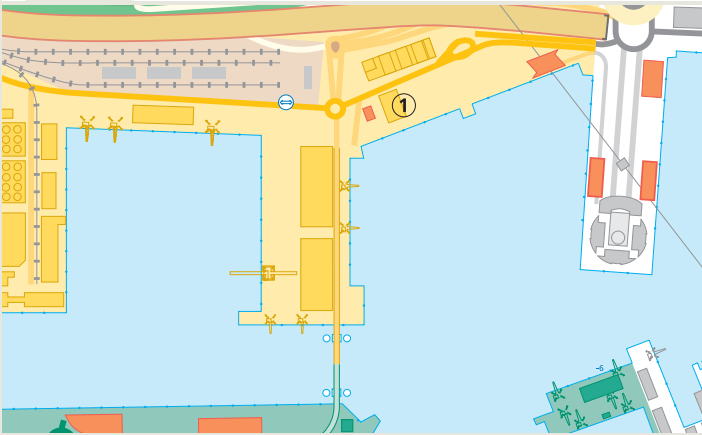
B.5



- 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@sosggroup.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).

SPECIALISED TERMINALS COLD STORE

B.6



1
Interlogística del Frio, SA

Tel.: +34 93 443 68 20

Fax: +34 93 443 68 30

Location:

19 Sant Bertran wharf

Characteristics:

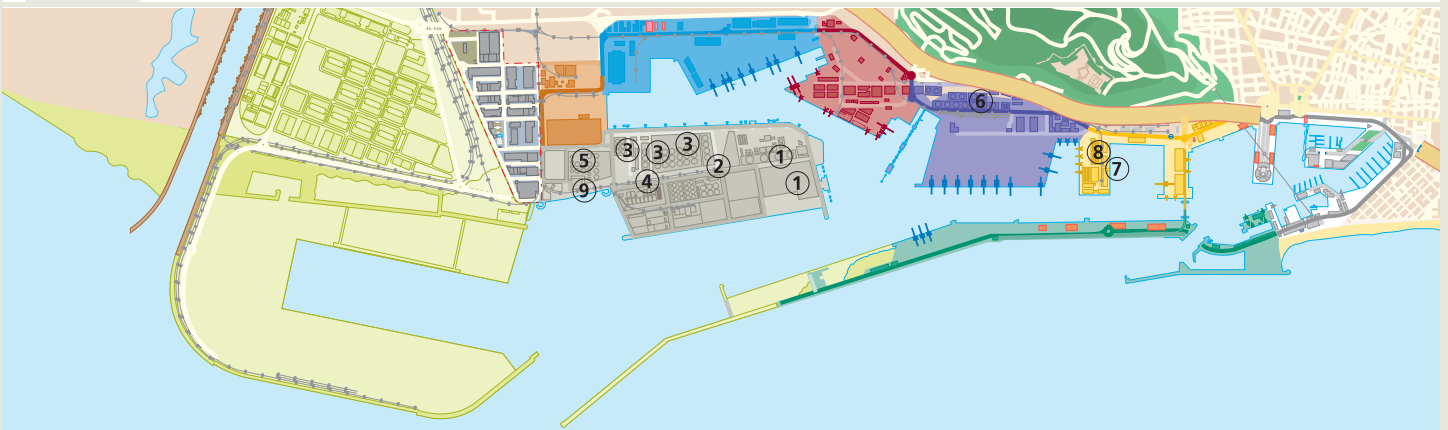
Capacity of the storage chambers: 75,000 m³

Freezing tunnel.

Type-approved for intracommunity storage.

SPECIALISED TERMINALS BULK LIQUIDS TERMINALS

B.7



57

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

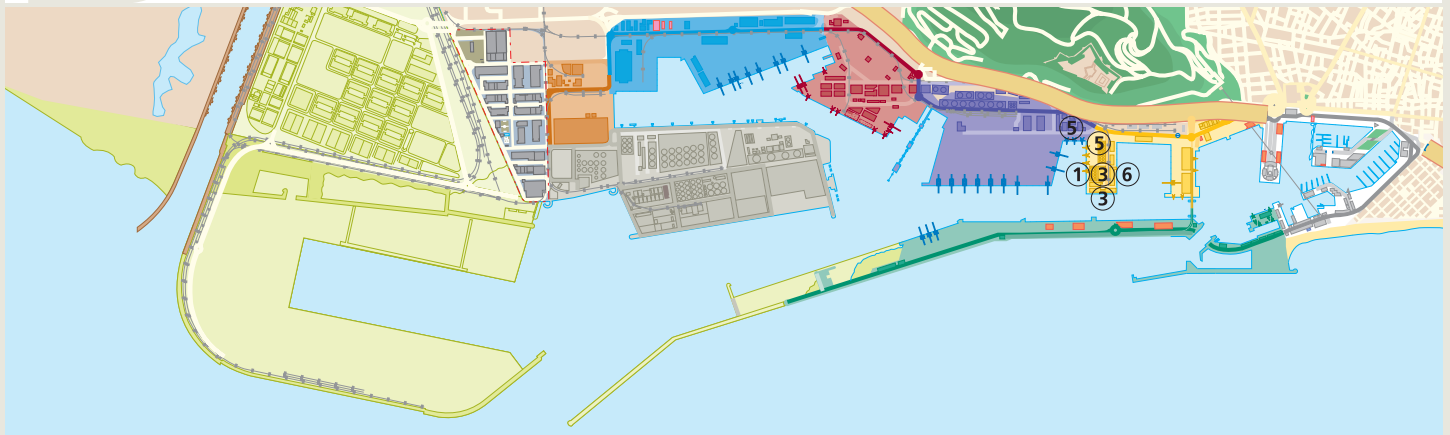
8
Loiret & Haëntjens Esp., SA
(molasses)
Tel.: +34 93 443 10 60
Fax: +34 93 442 27 77
loireth@loireth.com

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.

SPECIALISED TERMINALS

BULK SOLIDS TERMINALS

B.8

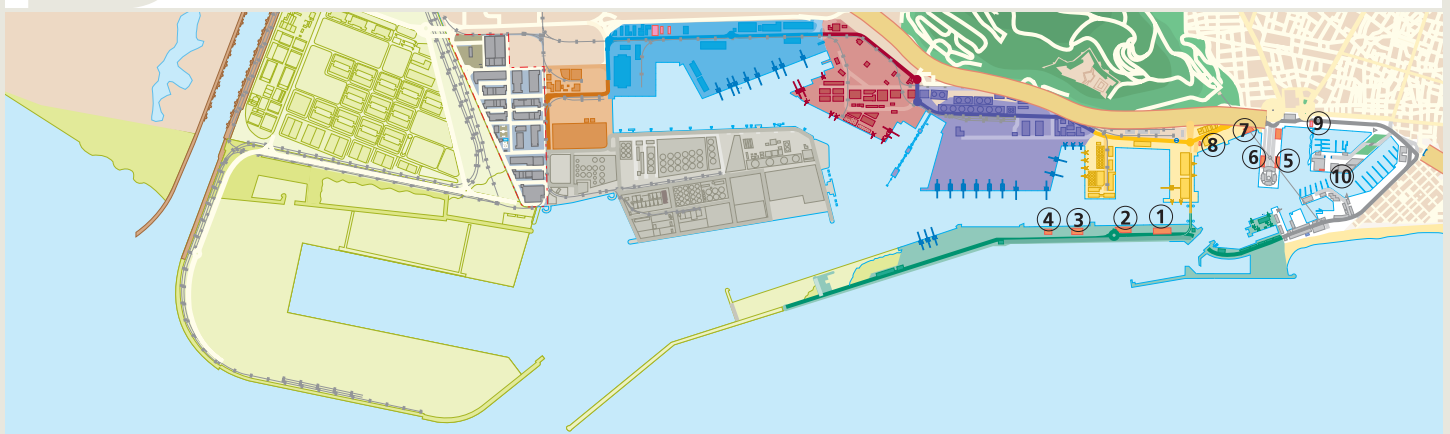


<p>Cement:</p> <p>1 Portcemen, SA Tel.: +34 93 443 05 14 Fax: +34 93 443 10 29 portcemen@entorno.es</p> <p>2 CEMEX España, S.A. Tel.: +34 977 73 70 00 Location: 01B Adossat, 22C Contradic wharves Characteristics: Silos with 104,800 t capacity</p>	<p>Grain:</p> <p>3 ERGRANSA Tel.: +34 93 443 37 16 Fax: +34 93 443 44 39 silo@ergransa.es Location: 22B Contradic wharf, 1 terminal Characteristics: Multicellular silos with 145,000 t capacity. Pneumatic discharge operational capacity: 900 t/h</p>	<p>Soybean:</p> <p>4 Cargill España, S.A. Tel.: +34 93 223 04 54 Fax: +34 93 289 51 05</p> <p>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</p>	<p>Potash:</p> <p>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)</p>
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SPECIALISED TERMINALS

PASSENGERS TERMINALS

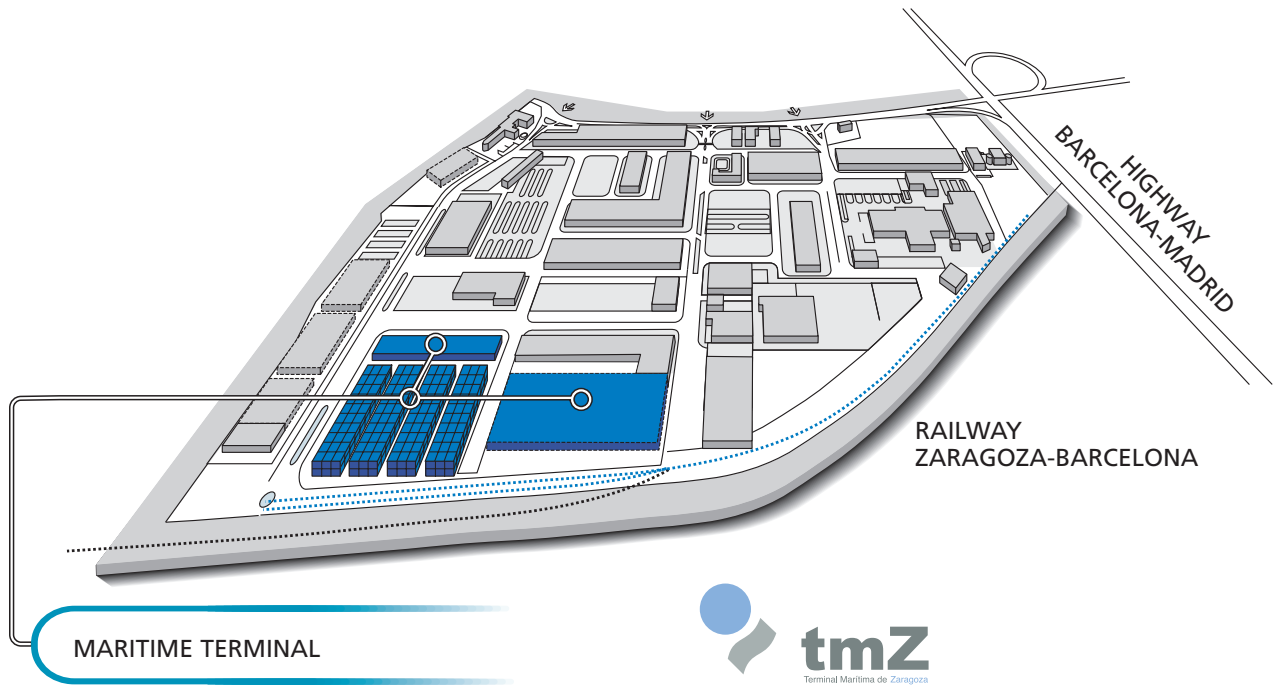
B.9



<p>1 International Passenger Terminal A Tel.: +34 93 412 79 14</p> <p>2 International Passenger Terminal B Tel.: +34 93 412 79 14</p>	<p>3 International Passenger Terminal C Tel.: +34 93 412 79 14</p> <p>4 International Passenger Terminal D Tel.: +34 93 298 21 00</p>	<p>5 Nord International Passenger Terminal (World Trade Center) Tel.: +34 93 412 79 14</p> <p>6 South International Passenger Terminal (World Trade Center) Tel.: +34 93 412 79 14</p>	<p>7 Trasmediterránea International Maritime Terminal Tel.: +34 93 295 91 00 Fax: +34 93 295 91 65</p> <p>8 International Passenger Terminal Italy & Algeria Tel.: +34 93 443 98 98</p>	<p>9 Drassanes Passenger Terminal Tel.: +34 93 441 58 00 Fax: +34 93 441 30 31</p> <p>10 Maremàgnum International Passenger Terminal Tel.: +34 93 298 21 00</p>
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THE INLAND MARITIME TERMINAL OF ZARAGOZA (tmZ)

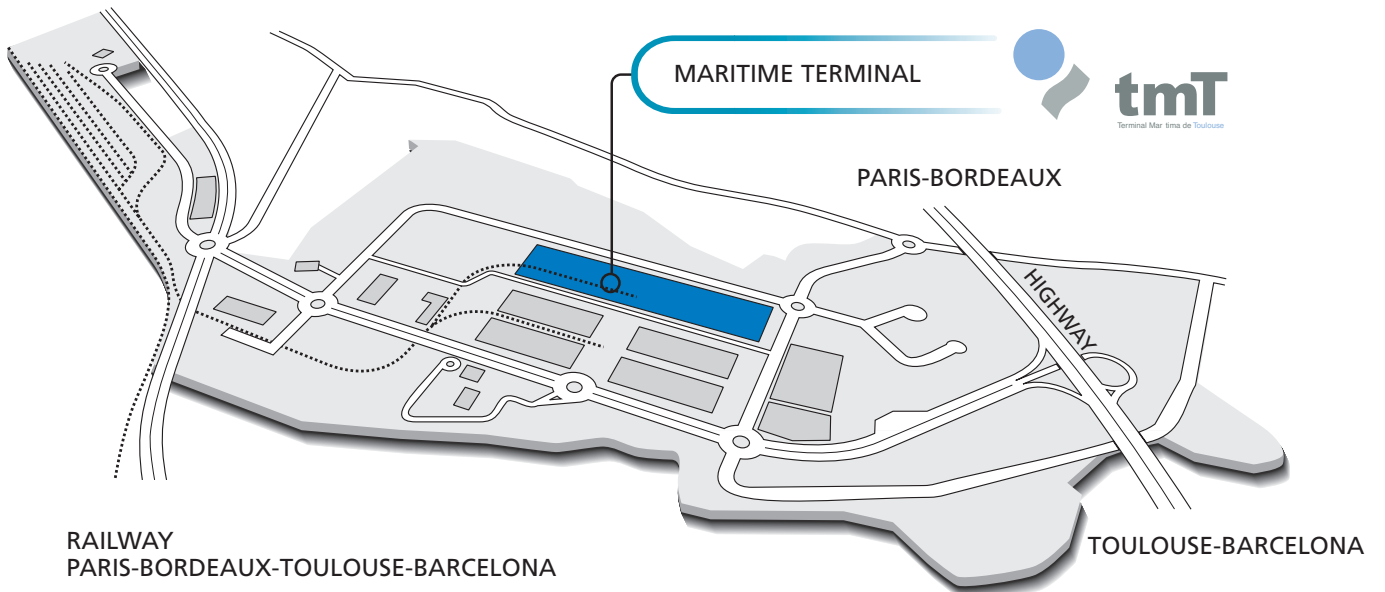
C.1













THE INLAND MARITIME TERMINAL OF TOULOUSE (tmT)

C.2

59



-  Access control
-  Bus stop Port-ZAL
-  Restaurant
-  Sports area
-  Telecommunications post
-  Nodo Planet
-  Taxi
-  Mail box
-  Parking
-  Emergency exit



ZAL BARCELONA		
1	Condeminas	
2	Whirlpool	
3	Fundación Cares	
4	Space Cargo	
5	Lotrans	
6	IFS/Stock Cargo	
7	Bofill & Arnan	
8	Uniecco	
9	Bofill & Arnan	
10	Bax Global	
11	GV Express	
12	Decoexsa	
13	Logipoint	
14	José Salvat	
15	Lotrans	
16	Catalana de Grupatges	
17	Hormas Logística	
18	Dyatrans	
19	Kühne & Nagel	
20	Riso Ibérica	
21	Just Logística	
22	Embarmar	
23	Jas Forwarding	
24	Nippon Express	
25	Amer Sports	
26	Agenmar	
27	J. Gibert	
28	Geologistics	
29	Aldeasa	
30	RedCar	
31	Catalgrup	
32	Transmec Bortoli Group España	
33	DHL Freight Spain SL	
34	ABX Logistics	
35	Cuadco	
36	J. Gibert	
37	Capsa	
38	Totsabir	
39	Mascaró Morera	
40	Lauson	
41	Press Cargo	
42	Honda	
ZAL PRAT		
43	Transnatur	
44	Celmar	
45	Barnatrans	
46	Sparber	
47	Universal Forwarding	
48	Nippon Express	
49	NYK	
50	Schenker	
51	Goedie	





Port Authority of Barcelona

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 Portal de la Pau, 6
 08039 Barcelona
 Tel.: +34 93 306 88 00
 Fax: +34 93 306 88 11
 www.apb.es

Edifici ASTA

Ctra. Circumval·lació, Tram VI
 08040 Barcelona
 Tel.: +34 93 298 21 00
 Fax: +34 93 298 21 18
 www.apb.es

SAU (Unified Access Service)

Ctra. Circumval·lació, Tram VI
 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

Representation of the Port of Barcelona in Japan

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 Mr. Takeshi Suzuki
 11-3 Akasaka
 1-Chome, Minato-ku
 Reinanzaka Annex Building
 Tokyo 107-0052, Japan
 Tel.: 813 3584 11 17
 Fax: 813 3584 11 19
 suzuki@detokltd.jp

Representation of the Port of Barcelona in China

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 Room 101, 1/F, Chung Nam Bldg.
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 Wan Chai, Hong Kong
 Tel.: 00 852 90 91 76 77
 Fax: 00 852 28 66 75 54
 jdedeu@netvigator.com

Representation of the Port of Barcelona in Argentina

Mr. Hugo Norberto Lejtman
 Charcas 2715 PB "B"
 1425 Buenos Aires, Argentina
 Telefax: 5411 4824 36 01
 h.l@abaconet.com.ar

Representation of the Port of Barcelona in Mexico

Mr. Ramón Padreras Roca
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 Local 213-E, Est 4, Col. Lomas Verdes
 Naucalpan 53120, Edo. de Mexico
 Tel.: 52 (55) 5344 7694
 Fax: 52 (55) 5374 0743
 newmon@dsi.com.mx

Port Vell**Urban Management Port 2000**

Josep Anselm Clavé, 27
 08002 Barcelona
 Tel.: +34 93 317 61 35
 Fax: +34 93 317 41 48
 port.2000@bcn.servicom.es

Logistic Activities Centre CILSA (Centre Intermodal de Logística, SA)

Av. Ports d'Europa, 100, 4a pl.
 Service Center
 08040 Barcelona
 Tel.: +34 93 552 58 00
 Fax: +34 93 552 58 01
 info@zal.es
 www.zal.es

PortIC Barcelona, SA

World Trade Center
 Moll de Barcelona
 Edifici Est, 6a pl.
 08039 Barcelona
 Tel.: +34 93 508 82 82
 Fax: +34 93 508 82 92
 comercial@portic.net
 www.portic.net

World Trade Center Barcelona, SA

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 08039 Barcelona
 Tel.: +34 93 508 80 00
 Fax: +34 93 508 80 10
 comercial@wtcbarcelona.es
 www.wtcbarcelona.com

ESTIBARNA (State Dockers and Stevedoring Company)

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 Tel.: +34 93 223 18 22
 Fax: +34 93 223 17 33
 estibarna@estibarna.es

Harbourmaster's Office

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 08040 Barcelona
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 Fax: +34 93 223 46 12

Regional Centre for Coordination of Rescue and Maritime Safety

Edifici Torre de Salvament,
 Tram VI, 9a pl.
 Ctra. Circumval·lació, Tram VI
 08040 Barcelona
 Tel.: +34 93 223 47 33
 Fax: +34 93 223 46 13
 barcelona@sasemar.es

Barcelona Customs

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

Border Inspection Point

Edifici PIF
 Ctra. Circumval·lació, Tram IV
 08039 Barcelona
 Sanitat Exterior:
 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)

Moll Príncep d'Espanya
 Edifici Tersaco, 4a pl.
 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
 acb@consignatarios.com
 www.consignatarios.com

Association of port Stevedoring Companies of Barcelona

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 08040 Barcelona
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 aeepb@aeepb.com
 www.aeepb.com

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

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 Fax: +34 93 310 62 47
 ateia@bcn.ateia.com
 www.bcn.ateia.com

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

Sea Transport User's Council of Barcelona

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 08006 Barcelona
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 Fax: +34 93 416 93 01
 shippers@cambrescat.es

Port Pilot's Corporation

Final Pg. Gabriel Roca
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 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-Sans
 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)
 Camino de la Cogullada, s/n
 Mercazaragoza, calle P.
 50014 Zaragoza
 Tel.: +34 976 464 439/38
 Fax: +34 976 476 406
 tmzaragoza@tmzaragoza.com
 www.tmzaragoza.com

Terminal Maritime de Toulouse (tmT)

(Maritime Terminal of Toulouse)
 82, chemin de la Plaine /
 31790 Saint Jory (France)
 Tel.: (0033) 561 357 389
 Fax: (0033) 561 357 129
 jl.delbes@tmtoulouse.com
 www.tmtoulouse.com



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