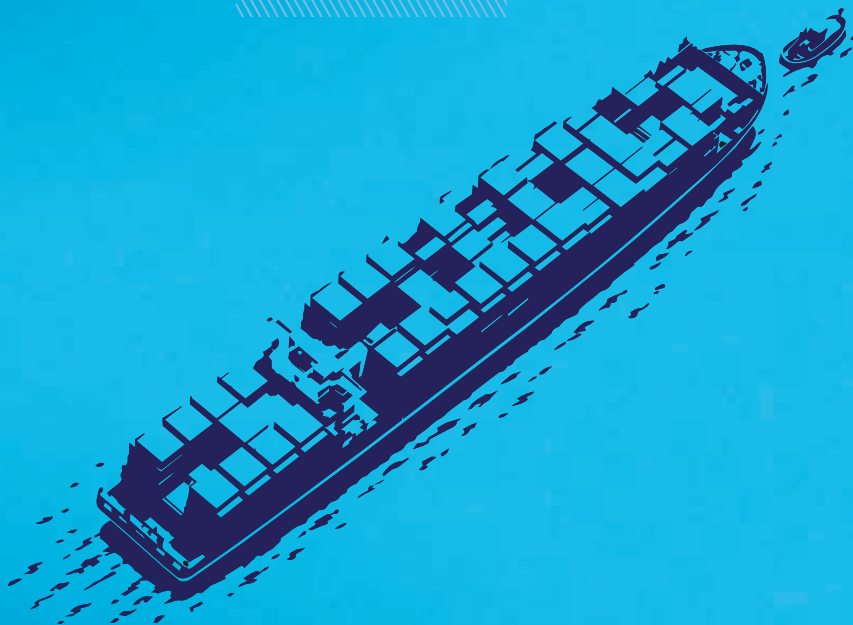


WE ARE PART OF THE CHANGE

ANNUAL REPORT **2025**



WE ARE PART OF THE CHANGE

ANNUAL REPORT **2025**



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Letter from the president

“In 2025, the Port of Barcelona began a new investment cycle that will turn it into the large competitive, sustainable and innovative infrastructure required by the companies and citizens of our hinterland.”

José Alberto Carbonell

President

In 2025, the Port of Barcelona began a new investment cycle that will turn it into the large competitive, sustainable and innovative infrastructure required by the companies and citizens of our hinterland.

This investment cycle is comparable only to the one started in 2001, which facilitated the great expansion of the Port as we know it today.

During 2025 we began the tendering process for seven major infrastructure projects with a total value of €332.5 million. Five of these projects were awarded before year-end and the remaining two are expected to be awarded in the coming months. These are extremely important actions that explain how we are building the Port of Barcelona of the future.

Phase one will begin for the sites of the future Catalunya wharf, the major expansion that will make it possible to concentrate all container traffic in the southern area and thus gain efficiency and competitiveness. At the Energy wharf, the project for new mooring points for liquid bulk is launching as well and will facilitate the arrival of ships with alternative fuels, among other things, while helping us consolidate our role as a regional hub. Phase four of Adossat wharf has been awarded. This is the site of the future ferry terminal, which will provide a much more competitive service for passengers and goods. Cruise terminal G has been awarded too and represents a further step toward our goal of concentrating all this activity on Adossat wharf and freeing up new spaces at the Port Vell for citizens. Also underway are two actions –the Adossat wharf electrical supply network and the supply

of electricity to ships at Adossat wharf terminals– which, in the short term, are the basis for the supply of electricity to cruise ships, and finally, phase one of the Nou Llobregat railway access and terminal.

This last action is one of a group of rail infrastructures that will constitute the Port of Barcelona's Intermodal Logistics Terminal, the large southern rail node that will help speed up the transfer of goods from road to train. The November 2025 approval of its Urban Master Plan gives the green light to the construction of this large rail hub which, with an investment of roughly €265 million, will be the basis for a leap forward in scaling up our intermodality and in the services we offer the hinterland in both Spain and Europe. We are aware that our growth will require a much more regular and competitive offer of rail services than to date.

The actions we are undertaking to supply electricity to ships when docked are also significant. Having started operations with container ships and ferries, the Nexigen Project will soon be rolled out to cruise ships. Our commitment to decarbonisation took a further step forward with the approval of the Energy Transition Plan, the document that will mark out the Port's energy policy until 2040 and sets the path to becoming an emissions-neutral port by 2050.

The Energy Transition Plan goes beyond setting emission reduction targets and is developed into an action plan with more than 150 actions grouped into four main areas: decarbonising port activity; sustainable energy consumption; guaranteeing energy supply

“2025 also entailed progress in various projects focused on innovation, the other major axis on which we want to grow the Port of Barcelona.”

through resilience, and facilitating new business models and the adoption of emerging technologies through innovation. With this Plan, the Port is beginning to treat energy as a strategic factor that helps it consolidate its leadership both in the maritime and port sector and in the entire logistics chain, promoting the energy transition beyond the port itself. This explains the importance of projects like the new liquid bulk docking points at the Energy wharf and the project to generate zero-emission fuels on this very wharf.

2025 also entailed progress in various projects focused on innovation, the other major axis on which we want to grow the Port of Barcelona. The BCN Port Innovation Foundation continues to incorporate new partners from the maritime, port and technology sectors and we have begun the works for BlueTechPort, the ambitious project that will convert the Sant Bertran sheds into a new space for blue economy innovation, unique in Europe. With an investment of €60 million, the 25,000m² complex will be much more than a mere building - it will be the epicentre of an innovative ecosystem extending beyond the Sant Bertran wharf to convert the entire port area into a giant sandbox where innovations

linked to the port sector and the blue economy become a reality.

In the Port Vell area, during 2025 we opened the Fisherman's wharf up to the city. This 2,500m² completely renovated space will bring Barcelona residents closer to the Port and familiarise them with the city's fishing fleet and tradition. We have also made 13,565m² of the Barcelona wharf accessible to citizens, an action giving sea access to the World Trade Center Barcelona complex and offering 600 new metres of wharf line. In May, with the same goal of bringing the Port closer to the public, the second Open Days brought together more than 15,000 people, between sea and land visits, at the container terminals.

Finally, this year, cognisant of the role of ports as drivers of the economy and the essential role we play in opening it up, the Port of Barcelona strengthened its commitment to the companies, citizens and society it serves. This is a leading role, which we must represent on the map of world trade being drawn in the wake of the European Union's agreements with Mercosur and India, for example. We are preparing to face the challenges that will arise in the coming years, and we do so with innovative, sustainable projects that make us more accessible and bring us closer; increase



our resilience in the face of situations of uncertainty and, ultimately, make it possible to offer the most competitive services to our clients and users.

“This year the Port of Barcelona strengthened its commitment to the companies, citizens and society it serves”.



02

The Port of Barcelona

Infrastructure

Barcelona Port Authority

Governing bodies

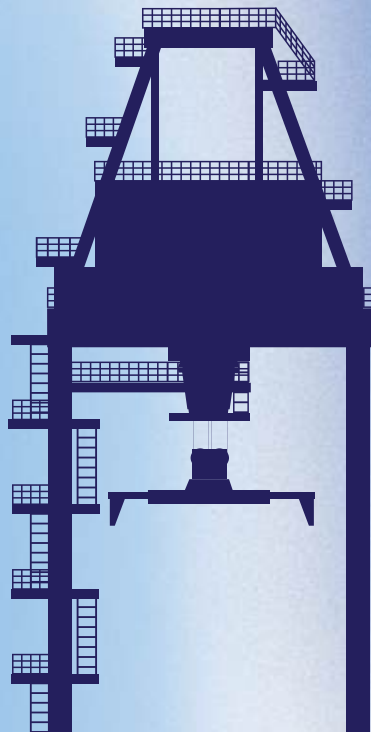
Guiding principles

Sustainable approach

Adding value to the surrounding area



The Port of Barcelona is a **key infrastructure** for its surroundings, but it is also understood as the **sum of activities** performed by a series of public and private organisations that are managed independently but coordinated and led by Barcelona Port Authority with a shared overall strategy.



INFRASTRUCTURE

The Port of Barcelona is the main transport and services infrastructure in Catalonia, a benchmark in the Euromediterranean region and a powerful tool for social and economic development.

More than

500

companies participate

Generates

40,000

direct and **238,000 indirect jobs**

94

regular lines operate there (43 ship owners)

Connects to

193

ports around the world

It has the largest logistics area in its geographical area

Its spaces, equipment and specialised services are structured into three business units:



The commercial port, with activities dedicated to specific traffic and goods.



The logistics port, strategic for commercial activity and the basis for the Networked Port model.



And **the Port Vell**, or Old Port, with public spaces recovered for urban, nautical and sports uses.

General technical characteristics of the Port of Barcelona

2025

Location

Latitude	41° 21' N
Longitude	2° 10' E

Tides

Width	125 cm
-------	--------

Entrance

South Entrance mouth

Position	160°
Width	450 m
Depth at water level	16 m

North Entrance mouth

Position	205°
Width	230 m
Depth at water level	11.5 m

Land area

1,142 ha

Concession area

623.78 ha

Linear length of wharf

23,704 m

Ro-ro ramps

23

Tugs**8**

(between 4,000 and 7,000 HP)

WarehousingCovered 203,304 m²Uncovered 5,023,964 m²**Wharf cranes****30**

(for containers)

Dry dock

Length 220 m

Beam 39 m

Depth at water level 12 m

Capacity 90,000 t displacement

Specialised terminals

Container and multipurpose terminals

4

Car terminals

3

Coffee and cocoa terminal

1

Liquid bulk terminals

9

Dry bulk terminals

7

Ferry terminals

3

Cruise terminals

7

BARCELONA PORT AUTHORITY

Barcelona Port Authority (APB) is a public body with a legal personality and its own assets which is responsible for administering, controlling, managing and operating the Port of Barcelona. It leads the Port as a whole, lays the foundations for its operation and for the quest for a common goal, and represents it.

The APB depends on the Spanish Ministry of Public Works through the public body *Puertos del Estado* [State Ports] and is legally governed by Royal Legislative Decree 2/2011 of 5 September 2011.

GOVERNING BODIES

Barcelona Port Authority Management Board

The Port of Barcelona’s highest governing body involves the various levels of public administration –state, regional and municipal– as well as the associations of the Port Community and the main business and trade union organisations in its surroundings.

As of 31 December 2025, its composition was as follows:

President	José Alberto Carbonell Camallonga
General Manager	Àlex Garcia Formatjé (not member)
Ex Officio Member	Francisco Javier Valencia Alonso (harbourmaster)

Members representing the General State Administration

Carlos Prieto Gómez	Government Delegate in Catalonia
Pedro García Navarro	Manager of Operations of the public body Puertos del Estado
Cristina Ozores Jack	Chief State’s Attorney in Catalonia

Members representing
the Administration of the Generalitat
of Catalunya

Antonio Llobet de Pablo	President of the Official Association of Customs Agents of Barcelona
Salvador Richart Gómez	President of the Association of Shipping Agents of Barcelona
Emili Sanz Martínez	President of the Association of Freight Forwarders and International Shippers and similar (ATEIA-OLTRA Barcelona)
Javier Tárraga Martínez	Coordinator of the Catalan-Balearic area of the State Coordinator of Dockers

Members representing
municipalities in the Port
of Barcelona service area

Laia Bonet Rull	First Deputy Mayor and Director of the Urban Planning, Ecological Transition, Urban Services and Housing Office of the Barcelona City Council
Alba Bou Jordà	Mayor of El Prat de Llobregat City Council

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

Ignasi Sayol i Santamaria	Member of the Plenum of the Barcelona Chamber of Commerce (group 13)
Xabier Maria Vidal Niebla	President of the Association of Port Stevedoring Companies of Barcelona
Soraya Díaz Soldán	CCOO – Sea Sector of the Federation of Citizen Services
Óscar López Chamosa	UGT – General Union of Workers of Catalonia

Secretary	Ignacio Toda Jiménez (non-member)
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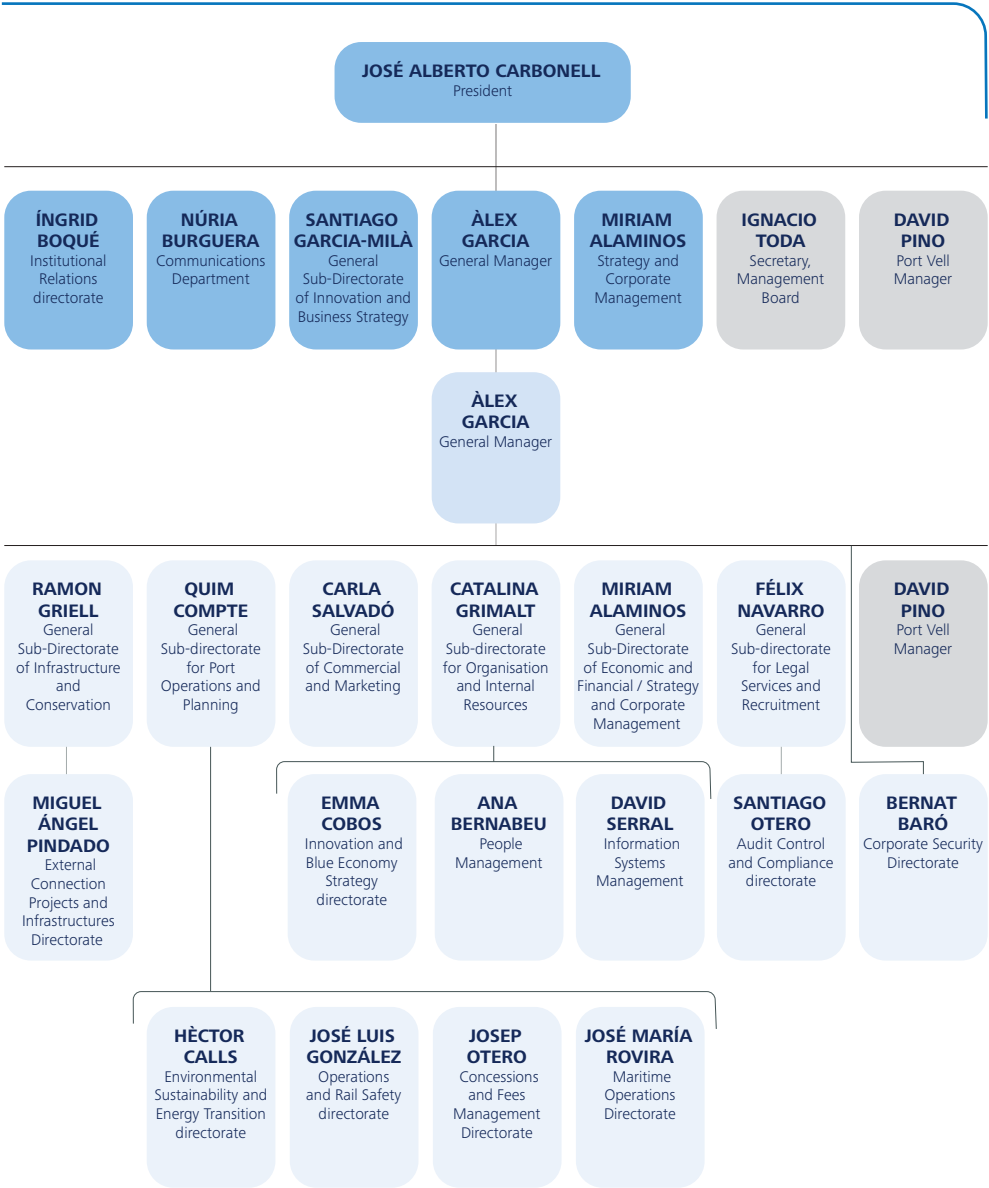
Changes in the composition
of the Board during 2025

- Lluís Mijoler Martínez was replaced by Alba Bou Jordà.
- Carles Boy Rodríguez was replaced by Óscar López Chamosa.

APB Executive Committee

The **Executive Committee** brings together the various functional areas of Barcelona Port Authority. These generally manage the infrastructure of the entire Port of Barcelona and its Port Community and conceive and lead their common strategy.

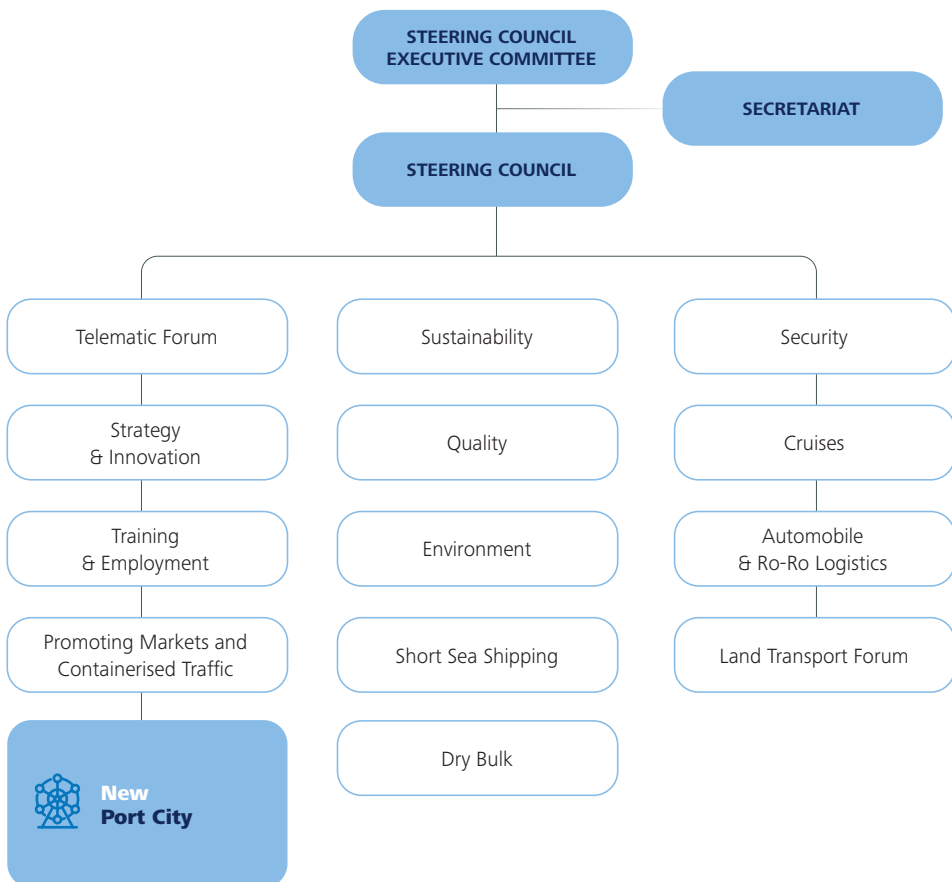
Its composition as of 31 December 2025:



Steering Council of the Barcelona Port Community

The **Steering Council of the Barcelona Port Community** is the collegial body in which Barcelona Port Authority (APB) and the public and private organisations that make up the Barcelona Port Community (BPC) cooperate. Since forming in 1993, this body has had several names; the current one was set in 2025.

The Steering Council acts as a facilitating body for joint projects that help to position the Port as the main logistics hub in the Mediterranean, proposals which are submitted to APB for their potential application. During **2025, the statutes governing it were reviewed and updated** to strengthen the governance functions, regulation of plenary sessions, definition of roles –such as the coordination of working groups– and the institutional representation of the BPC.



Executive Committee

The Executive Committee is made up of the highest representatives of APB and the main associations of the BPC. Its President and Second Vice President are, respectively, the current President and General Manager of the APB. The First Vice President is a representative of the BPC.

Plenary of the Steering Council

The Plenary comprises **80 representatives** of some 50 organisations of the BPC and is responsible for approving the proposals that will be submitted to the APB.

Two plenary sessions were held in 2025 (January and July). **Changes in dynamics** were introduced following interviews in the working groups and planning sessions as a space to share challenges and new developments. This approach has allowed for more active participation and made it possible to present ongoing strategic projects.

Working Groups

During 2025 the **new Port City working group** was created with a mission – to promote homogeneous integration between the Port and the city of Barcelona, in other words, guaranteeing a productive and respectful coexistence between the urban, commercial, industrial, sport and fishing uses of the Port Vell, with the preservation of the cultural and architectural heritage of the area.

A total of **13 working groups** have therefore developed proposals and initiatives to improve the functioning and competitiveness of the various areas of the BPC. The mission and activities of each can be consulted in the corresponding section of the Port of Barcelona website.



GUIDING PRINCIPLES

Barcelona Port Authority (APB) has a firm commitment to the principle of business ethics in management and processes. For this reason, it has created and applies the following rules:

- **APB Code of ethics and conduct**, approved May 2015 and updated 2024.

- **Anti-corruption policy**, approved 2024.

- **Compliance policy**, updated 2024.

- **Internal Information System**, approved 2024 and for which the Information Management Procedure was approved in 2025.

- **APB Anti-fraud measures plan**, approved 2022 and updated 2024.

In addition, APB is subject to the **transparency regulations** set out in Law 19/2013 of 9 December 2013 and guarantees **responsible and fair treatment of personal data**, according to the GDPR Regulation (2016/679) and Organic Law LOPDGDD 3/2018 of 5 December 2018.

SUSTAINABLE APPROACH

The Port of Barcelona is firmly determined to address and be an active part of a global change that improves living conditions in general. For this reason, the **Port of Barcelona Fourth Strategic Plan (2021-2025)** set the orientation towards sustainability as the central axis of port activity, in the same way as the Port of Barcelona organisations integrated into the **Port of Barcelona Sectoral sustainability plan**, created in 2015 and a pioneer in the port sector.

Fourth Strategic Plan of the Port of Barcelona, 2021-2025

The Fourth Strategic Plan of the Port of Barcelona established a strategic objective divided into the **three fundamental axes of sustainability**: the economic, the environmental and the social. The evaluation of the 2020–2025 period shows positive development in all three areas.

Economic sustainability	Environmental sustainability	Social sustainability
 The value of external trade has grown significantly: since 2022 it has exceeded €80 billion and was above the planned target (€70 billion) for the end of the period.	 • 90% of the goal of electrifying 50% of container and ro-ro docks has been achieved. • The provisional networks and pilot onshore power supply (OPS) connections are consolidated in one container terminal and one ferry terminal. • In 2025, connections exceeded 200, with an estimated reduction of CO₂ equivalent to 3,200 tonnes, making it possible to consider the objective nearly achieved.	 The number of workers linked to the Port of Barcelona grew from 27,680 in 2020 to more than 40,000 workers in 2025. This exceeds pre-pandemic levels and achieves the strategic objective set.
STRATEGIC OBJECTIVES		
70 billion euros worth of foreign trade	50% of container and ro-ro docks are electrified	40,000 people work at the port
• Foreign trade plus cabotage (excluding transshipment) that is carried out through the port	• Provisional network and OPS pilot connections consolidated or with electrification projects underway	• Employees who work physically, daily or regularly
EVOLUTION		
2020		
52,044	12.90%	27,680
2025		
86,354	90%	40,427
ACHIEVEMENTS IN 2020-2025		
100%	90%	100%

As the current Strategic Plan is valid until 2025, work was done throughout the year to prepare the **Fifth Strategic Plan**, which will be approved in early 2026 and will become the roadmap for the next four years.

Sustainable Development Goals

The Port of Barcelona has been a party to the United Nations Global Compact 2015-2030 right from the start and is therefore committed to integrating the **Sustainable Development Goals (SDGs)** consciously and gradually within its strategy.

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



The relevant SDGs are indicated at the start of each chapter of the report.



ADDING VALUE TO THE SURROUNDING AREA

Generating wealth and competitiveness

The Port of Barcelona participates actively and decisively in the **economic development of Catalonia and Spain**, as it promotes port and logistics activity in its surroundings and plays a key role in the **internationalisation** drives of the companies located there.

Beyond the volume of freight traffic and passenger movement, **gross value added (GVA)** can be used to measure the **importance of a port as a generator of wealth and competitiveness** in its surrounding area. GVA is an indicator measuring the economic income from the services provided by companies, organisations and institutions throughout the entire maritime transport logistics chain.

ECONOMIC IMPACT OF THE PORT OF BARCELONA

(2018 data)

INDICATOR	ABSOLUTE VALUE	% CATALONIA	% SPAIN	OVERALL IMPACT
 GVA (gross value added)	€4.213 billion	2%	0.4%	Every €100 of GVA generated at the Port generates €127 of additional income in the economy
 Employment	46,469 jobs (direct and indirect)	1.4%	0.23%	Every 100 port jobs generate 181 additional jobs in the economy
 Tax revenue	€849 million	2%	0.4%	Every €100 of tax revenue contributed in the Port's surrounding area generates €128 of additional tax revenue

Effects of digitalisation

Digitalisation has made the Port of Barcelona **more competitive, with less environmental impact and with more productive capacity**, all of which has a positive impact on the surrounding area as a whole. This conclusion is reached by the "Economic impact of commercial activity and the digitalisation of the Port of Barcelona" study, prepared with the **Ecoathena** consultancy and the collaboration of 126 companies of the Port Community with data from the 2006-2018 period.

Economic impact of digitalisation at the Port, short term

Cost reduction of
€450 million annually
 = 15% of the Port's operating expenses

Reduction of
2,700 jobs

Economic impact of digitalisation at the Port, long term

€427.4
 million increase in sales
 = 39% of the 2006-2018 total

Creation of
2,564 jobs
 = 16% of the Port's direct employment in 2018



Environmental impact of digitalisation at the Port

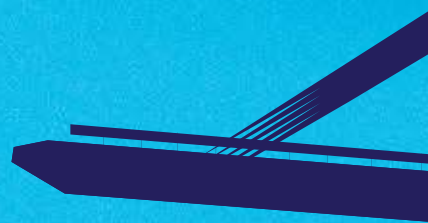
Reduction of
781.7 tonnes
 in pollutant emissions
 (NO_x and PM)
 = 13% of the Port's total emissions

Direct carbon footprint
 reduction of
38,629
 tonnes of CO₂e = 12%
 of the Port's total CO₂ emissions



03

2025 in figures





ECONOMIC VALUE

Contribution to the economy

Value of goods passing through the Port
€111.700
billion (leading port in Spain)

70%
of Catalonia's maritime trade

24%
of Spain's maritime trade



Traffic data

Total traffic
69.5
million tonnes (43.8 million tonnes of hinterland traffic)

Containers
3.7
million TEU

Liquid bulk
16.6
million tonnes

Dry bulk
4.1
million tonnes

Vehicles
716,657
units

Motorways of the Sea
149,794
ITU (intermodal transport units)

Passengers

CRUISE
4
million passenger movements, of whom

2.3
million visited the city

REGULAR LINE (FERRYS)
1.8
million people

SOCIAL VALUE

APB economic data

Net profit

€59
million

Turnover

€206.3
million

Business cash flow

€113.8
million

Investments

€84.4
million

Port security

23

drills under the
Self-Protection Plan (PAU)

Port Vell

€1.2
million invested in public
space improvement actions

Barcelona

Port Authority

Presence and role of women

33%
of the workforce and
32%
of the Executive Committee

Workforce

97%
of the workforce received
internal training in

254
actions

Social media

More than

65,000
followers/subscribers

ENVIRONMENTAL VALUE

Intermodal strategy

€855
million saved in negative
externalities

Nexigen project

- OPS in operation at the Hutchison Ports BEST terminal and Grimaldi ferry terminal and construction of the first OPS for cruise ships at the MSC terminal.
- Construction of the Port Substation (SE Port) to supply 80 MW to several wharves.

Fuels with zero or near-zero emissions

Discounts and support for initiatives that promote the use of hydrogen, ammonia, methanol, synthetic hydrocarbons, biofuels and biomethane both in vehicles and in machinery and facilities.



04

Strategy

Innovation

The Networked Port

Quality in service



The **Port of Barcelona's** business development idea has been based on sustainability since before this strategic objective was specifically set in the Fourth Strategic Plan (2021-2025). The Networked Port model, innovation and quality are key factors in this approach.



INNOVATION

The Port of Barcelona has a grand tradition of innovation, which has made it a pioneer and global benchmark. It has exported its knowledge to ports around the world and to other economic and social areas and continued to work on this aspect in multiple initiatives and programmes during 2025.

BlueTechPort



In 2025 the provisional hub –at World Trade Center Barcelona and Pier 01– continued to grow and strengthened its role as an active ecosystem, with **23 companies** linked to the blue economy and **702 m²** of spaces.

As for the **definitive architectural project**, this year was key to getting the project ready ahead of construction and work was performed on the following aspects:

- The **final design** of the future BlueTechPort building in the Sant Bertran sheds.
- **Planning** the concession and future management.
- Defining **uses and distributing** spaces (start-ups, scale-ups, research, training and corporations).

Based on the official timeline, works are scheduled to start by January 2026 and the final building, with 25,000 m², is expected to be **operational by late 2027**.

PierNext



PierNext is a **digital knowledge hub** promoted by the Port of Barcelona to spread the innovation that is transforming logistics and international trade, with special emphasis on the port and maritime field. The contents are available in Catalan, Spanish and English.

PIERNEXT DATA 2025

41

articles

12

newsletters

1

document

120,684

visits

75,348

users

(**71,860** new)

BCN Port Innovation



During 2025, the BCN Port Innovation foundation consolidated its role as the **Port's public-private innovation platform**. On 20 June 2025, it celebrated its second year at CaixaForum as part of the Barcelona International Logistics Fair, an event in which it also took stock of its ongoing programmes.

RegenPorts

The first call for applications was launched to fund, in eight lots, 400 marine regeneration structures ("Life Boosting Units") to rewild non-productive spaces; with monitoring and communication aligned with European directives (CSRD/EU ETS/EINF).

Circular economy (plastics)

The programme to annually reuse ≥ 150 tonnes of plastics within the port area was presented, promoted with MB92 and with the participation of TMA and the CARES Foundation.

Cyber resilience (CCRP)

The pilot test continues to strengthen the Port Community's response to cyber threats, in line with the cybersecurity priorities of the port sector.

5G Open Sandbox

An open space for experimentation on the Port's private 5G SA network (operational since 2024, coverage on the water sheet as well) to accelerate its use in operations, security and sensors.

BCN Sotamar

This natural marine capital project, which began in 2024, continues in the development phase. A demonstration was held at the Aquarium and actions are planned at Sant Sebastià beach.

Sandbox (testing space)

Throughout 2025, work was undertaken to create a bylaw to regulate and manage the future spaces of the sandbox: testing spaces for companies with innovation projects that need to test the viability of their prototype.



Ports 4.0

The Ports 4.0 capital fund is the corporate open innovation model promoted by all Spanish port authorities and managed by Puertos del Estado [State Ports] to attract, support and apply talent and entrepreneurship in the public and private logistics-port sector. A **call for proposals of ideas and commercial projects** was launched in December 2025.

The Port of Barcelona acts as a facilitating agent within the Spanish port innovation ecosystem. As a benchmark port, it provides innovative teams with technical knowledge, access to real infrastructures for pilot testing, and connections with companies and operators that can adopt or validate new technologies.

Other significant initiatives and actions

- Participation in **various fairs and technology events** such as MWC, 4YfN, Smart City Expo World Congress, BNEW and SIL
- **Innovation-related collaboration with other ports** as part of the chainPORT and Smart Ports, Piers for the Future groups.
- Close **collaboration** developing the **B-Blue incubator**, created by Barcelona Activa and promoted by the Port of Barcelona.

THE NETWORKED PORT

The Port of Barcelona's **Networked Port** strategy is based on developing a solid network of intermodal, rail and road and short sea shipping services and of inland maritime and rail

terminals at strategic points in its hinterland, to facilitate the routing of cargo between these areas and the Catalan capital.

GOALS OF THE NETWORKED PORT STRATEGY

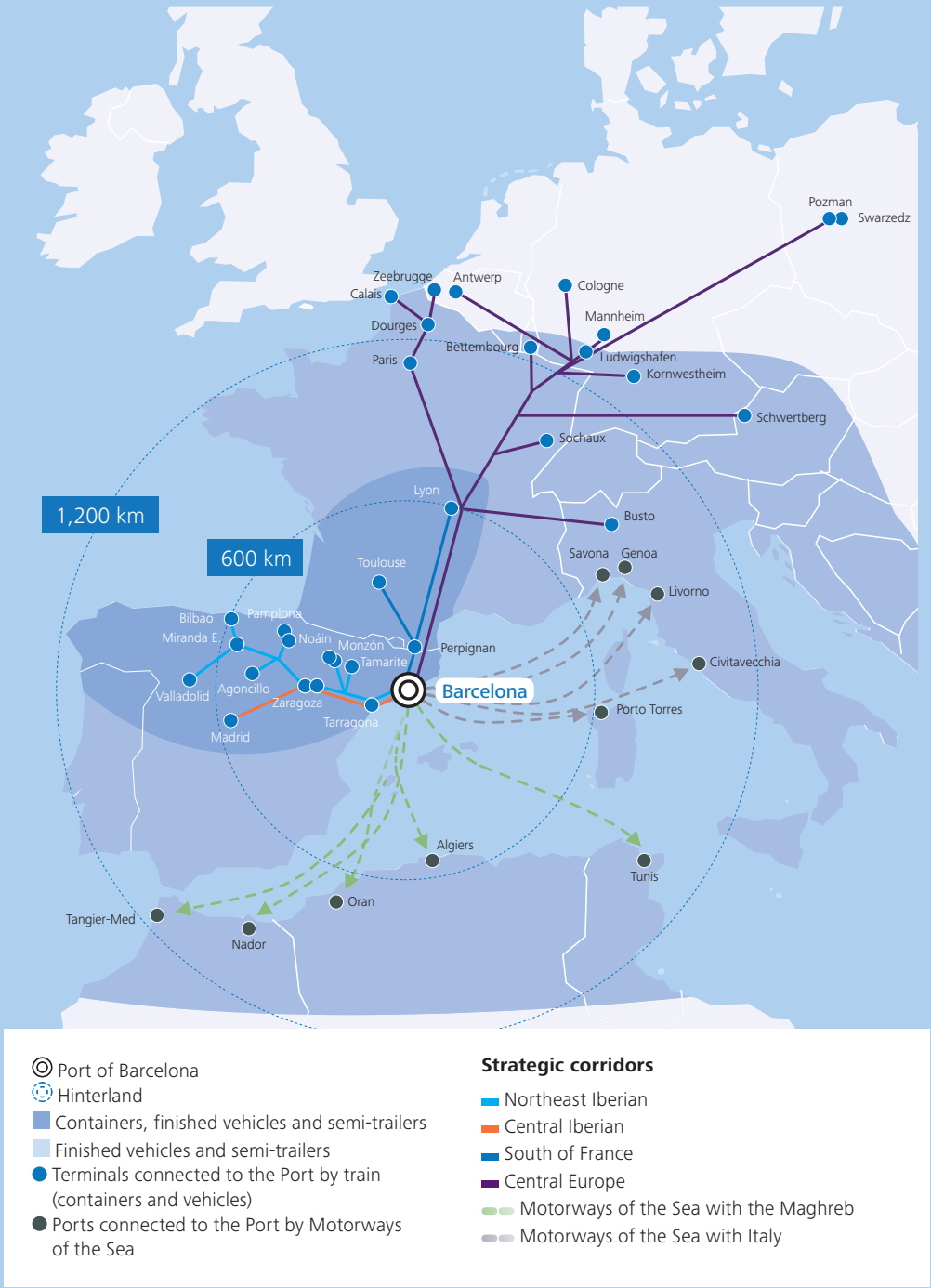
Grow, through market expansion.

Help the territories it serves, and the actors involved, to **develop and be more competitive** by promoting efficient and competitive services aligned with the Port's quality standards.

Operate under **sustainability criteria**, through savings in emissions, time and money.

MAIN CONNECTIONS BETWEEN THE PORT OF BARCELONA AND THE HINTERLAND

2025



Inland maritime terminals

Barcelona Port Authority (APB) participates directly in **nine inland maritime terminals or dry** ports to bring port services (with the well-known standards of quality and reliability) closer to maritime logistics operators and to import-export customers in the territories it serves. Most of these facilities have regular rail services with the Port of Barcelona.

Cognizant of the strategic importance of intermodal transport, some companies in the Port Community also hold stakes in inland and/or rail terminals.

TERMINALS IN WHICH THE APB HOLDS A STAKE AND THEIR RAIL TRAFFIC 2025

TERMINAL	LOCATION	RAIL TRAFFIC
Zaragoza Maritime Terminal (tmZ)	Zaragoza	150,473 TEU ¹
Terminal Intermodal Centro - Puerto Seco de Azuqueca	Azuqueca de Henares (Guadalajara)	82,625 TEU
Puerto Seco de Madrid	Coslada (Madrid)	62,413 ITU ²
Perpignan Saint-Charles Container Terminal	Perpignan (France)	52,914 UTI
Terminal Intermodal del Empordà	Vilamallà i el Far d'Empordà (Girona)	Underway
Intermodal Terminal of Monzón (TIM)	Monzón (Huesca)	15,395 TEU
AgroTIM	Monzón (Huesca)	35,518 tonnes
Terminal Intermodal Litera TIM	Tamarit de Llitera (Huesca)	3,896 UTI
Terminal de La Llagosta	La Llagosta (Barcelona)	Start of operations 2026

1 TEU (ten equivalent unit): unit used to define a 20-foot container.

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

TERMINALS IN WHICH COMPANIES OF BARCELONA PORT COMMUNITY (BPC) HOLD A STAKE 2025

TERMINALS	COMPANIES OF BPC WITH SHAREHOLDINGS
Zaragoza Maritime Terminal – TMZ	APM Terminals and Hutchison Ports
Tarragona Mercaderies	APM Terminals and Transportes Portuarios
Intermodal Terminal of Noáin (Pamplona) – TIN	Synergy (Hutchison rail operator)
Puerto Seco de Azuqueca (Guadalajara) – PSA	CMA CGM
Puerto Seco de Madrid – PSA	CMA CGM and Cosco

Rail services

In addition to the connections with inland maritime terminals in which the APB or companies of the Port Community hold a stake, there are rail logistics operators offering rail services with the Port through other terminals.

PORT RAIL OFFER BY GOODS AND ROUTES

2025*

Containers and, depending on the service, **semi-trailers**

IBERIAN PENINSULA

- From the port terminals of Barcelona to Zaragoza, Noáin (Pamplona), Monzón and Tamarit de Llitera (Huesca), Tarragona, Miranda de Ebro (Burgos), Agoncillo (La Rioja) and Bilbao.
- From Morrot (Barcelona) to Madrid, Zaragoza, Bilbao, Tarragona, Córdoba, Seville, San Roque (Cádiz) and Vigo.

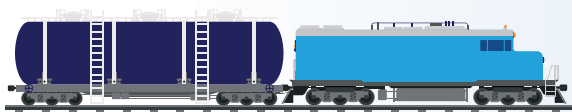
INTERNATIONAL

- From the port terminals to Lyon and Toulouse (France).
- From Morrot to Italy**, Germany and Belgium (service temporarily suspended in Italy).
- From Can Tunis to Poland.
- From Perpignan and Le Boulou to the rest of France, Luxembourg, Belgium and Poland.



Bulk

National services to Súria, Martorell (Barcelona) and Jaén. International service to Tavaux (France).



New vehicles

Connection with production plants in Spain, France, Germany and Austria.



* See also the previous map of connections with the hinterland.

** Service temporarily suspended in Italy.

MAIN RAIL SERVICES WITH THE PORT

2025

SERVICE TYPE	RAIL TERMINAL	FREQUENCY	OPERATORS	DESCRIPTION AND CURRENT SITUATION
Containers (conventional and refrigerated)	Zaragoza Maritime Terminal (TMZ)	5 to 6 daily services	APMT Railway and SICSA	Highly frequent services with Spain's leading inland rail port terminal continue.
Containers (refrigerated and conventional)	Monzón (Huesca)	7 weekly services	APMT Railway and MEDLOG	Consolidation.
Containers	Tarragona Mercaderies-Entrevies	10 weekly services	TP Nova	Consolidation.
Containers	Noáin (Pamplona)	4 weekly services	Synergy	Consolidation.
Containers	Miranda de Ebro (Burgos)	4 weekly services	Synergy	Consolidation.
Containers	Agoncillo (La Rioja)	2 weekly services	Synergy	Consolidation.
Standard-gauge containers	Toulouse Fenouillet (France)	3 weekly services	APMT Railway	Consolidation of direct service launched in 2023. Longer standard-gauge container trains (750 m). First trains without change of locomotive at border.
Standard-gauge containers	Lyon Loire-sur-Rhône (France)	1 weekly service	APMT Railway	Service consolidation. Longer standard-gauge container train (750 m). First trains without change of locomotive at border.
Standard-gauge vehicles	Mannheim and Kornwestheim (Germany)	4 weekly services	DB Cargo	Consolidation. First direct service transporting vehicles manufactured in Germany for distribution in Spain. Longer standard-gauge vehicle train (685 m).
Standard-gauge vehicles	Schwertberg (Austria)	2 weekly services	Hödlmayr	Service increase.
Standard-gauge vehicles	Sochaux (France) Production centre	1 weekly service	Pecovasa	Consolidation of direct service launched in 2023.
Iberian-gauge vehicles	Martorell (Barcelona) Production plant	15 weekly trains	Autometro (FGC and Captrain)	Consolidation of the 3 daily trains between factory and port for maritime export of vehicles.
Iberian-gauge vehicles	Landaben (Pamplona) Production plant	5 weekly trains	Pecovasa and Transfesa	Consolidation of daily train. Direct service from factory for vehicle export via port.

Participation in sectoral organisations

To enhance its rail strategy, the Port of Barcelona participates in various organisations, working groups and clusters linked to developing and promoting rail and Mediterranean corridor services. In 2025 it participated in the following:

FERRMED

MEDITERRANEAN RAIL FREIGHT CORRIDOR 6 UE

RAILGRUP

Short sea shipping services

Motorways of the Sea (MoS) are short sea shipping (SSS) services representing alternatives to the road. They meet the criteria of three weekly departures minimum and three port stopovers maximum.

Currently the Port of Barcelona has services of this type with Italian and North African ports and in 2025 they recorded a total of **149,794 intermodal transport units (ITU)**, 5.3% fewer than the previous year. This traffic translates into an identical number of trucks diverted from roads to the maritime mode, which is more efficient economically and environmentally, so it can be said that the Port contributes significantly to promoting sustainable logistics chains in the Mediterranean area.

SSS, RO-RO AND MULTIPURPOSE SERVICES

2025

 GRIMALDI LINES	
Rome (RoPax)	20 h
Porto Torres (RoPax)	12 h
Savona (RoRo)	18 h
Leghorn (RoRo)	24 h

 GNV	
Genoa (RoPax)	19 h
Tangier (RoPax)	29 h
Nador (RoPax)	24 h

BALEARIA	
Algiers (RoPax)	19 h



 CTN	
Rades-Tunis (RoRo)	30 h

 Suardiaz Group	
Las Palmas & Tenerife (RoRo)	3 days

 BALEARIA GNV Trasméd	
Balearic Islands (RoPax)	8 h

Commercial promotion

Port representations

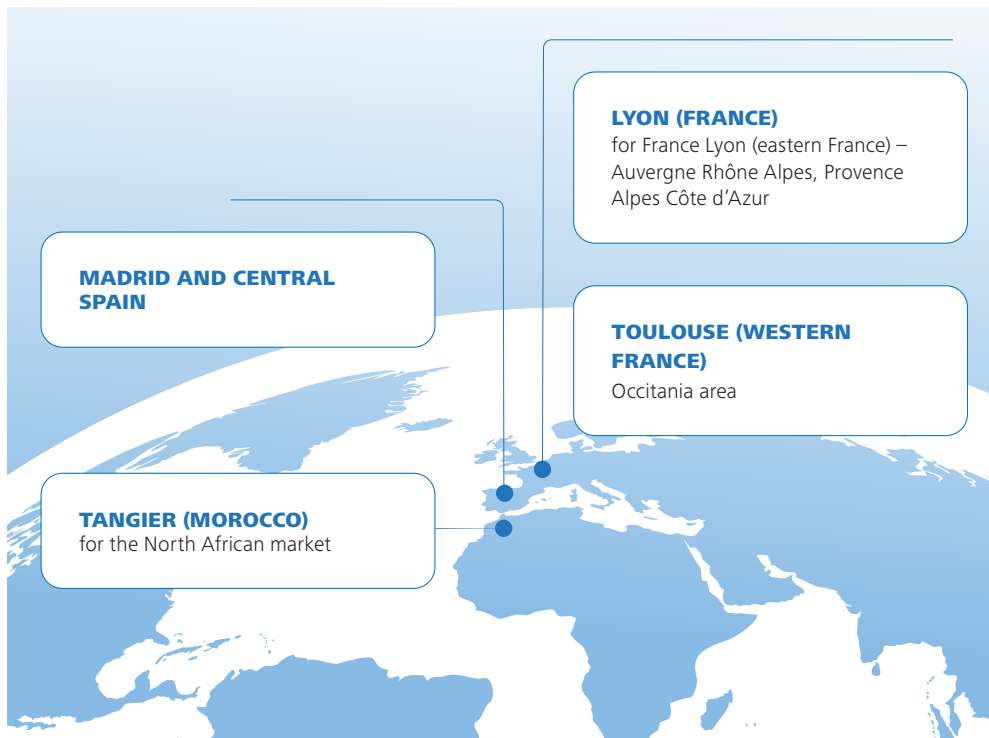
The Port of Barcelona has **four commercial representations** which consolidate and monitor the Networked Port strategy and establish new relationships in hinterland markets and other markets in its area of influence.

The accompanying map indicates the location of the professionals who lead these Port representations and are employed by the Barcelona Port Authority (contact details can be found in the Directory of this report).

Participating in fairs and congresses

In the Port of Barcelona strategy, active participation in commercial events which are focused on various products and areas of action meets the following objectives:

- Promote, consolidate and position its strategic traffic.
- Study market trends and user and operator needs first-hand.
- Act as an umbrella for the Port Community by teaming up with companies to create synergies and add value and competitiveness to businesses in the sector.



COMMERCIAL PROMOTION INITIATIVES OF THE PORT OF BARCELONA
2025

	EVENT/FAIR NAME	VENUE	MONTH
Participation with own stand in international logistics and transport fairs	Transport and Logistics Innovation Week (SITL)	Paris (France)	April
	Intermodal South America*	São Paulo (Brazil)	April
	Breakbulk Europe	Rotterdam (Netherlands)	May
	Transport Logistic	Munich (Germany)	June
	Barcelona International Logistics Fair (SIL)	Barcelona (Spain)	June
	China International Logistics Fair (CILF)	Shenzhen (China)	September
	Logitrans	Istanbul (Turkey)	November
Presence at specialised fruit and vegetable and/or perishable product (fresh produce) fairs	Fruit Logistica	Berlin (Germany)	February
	Medfel	Perpignan (France)	April
	Fruit Attraction	Madrid (Spain)	September/October
Presence at specialised cruise traffic fairs	Seatrade Cruise Global	Miami (USA)	April
	Seatrade Cruise Med	Málaga (Spain)	September
Participation in other key fairs, congresses and conferences	LetExpo - Logistics Eco Transport (ALIS)	Verona (Italy)	March
	Logismed	Casablanca (Morocco)	May

* Co-exhibitor at the Icex stand.



QUALITY IN SERVICE

Quality System

The Port of Barcelona Quality System is managed by the Port Authority's **Department of Goods and Quality Operations (DOMQ)**, which ensures the quality of port activities and operations.

FUNCTIONS OF THE DOQM

- Collaborates with Port terminals certified or undergoing certification in Reference Service Levels (periodic meetings and audits before certification).
- Coordinates the Quality Team (QT) to monitor the service at the Border Inspection Point (BIP) and port terminals.
- Through the QT, controls and checks the Marpol Convention waste of ships in the Port.
- Analyses the data to improve processes at the Port of Barcelona.



Reference Service Levels

The Reference Service Levels are certifications that make it possible for the organisations holding them to stand out from their competitors through service quality while simultaneously showing their customers that they are making efforts to improve.

CERTIFIED
TERMINALS

2025

- **DECAL**
10.02.2025
- **TERQUIMSA**
31.03.2025
- **CREUERS DEL PORT**
04.04.2025
- **AUTOTERMINAL**
05.08.2025
- **SETRAM**
24.09.2025
- **ERGRANSA**
11.10.2025
- **ENAGAS**
20.10.2025
- **BEST**
21.10.2025



CERTIFIED SHIPPING
COMPANIES

2025

- **ROYAL CARIBBEAN**
07.01.2025
- **CELEBRITY CRUISES**
07.01.2025
- **MAERSK**
06.02.2025
- **BALEARIA**
10.02.2025
- **TRASMED GLE**
20.10.2025
- **MSC**
11.11.2025
- **GRIMALDI EUROMED**
12.12.2025



Customer Experience

The Port of Barcelona's Customer Experience service, integrated within the General Sub-directorate of Commercial and Marketing, reinforces marketing activities and promotes initiatives that help constantly improve the services for the Port's final shippers and end users.

Service action has focused on **four main areas**:

- Transparent and quality information about the port's services and operations.
- Agile and effective management of inquiries and incidents.
- Guaranteeing high and homogeneous standards by evaluating service quality continuously.
- Generating and spreading knowledge about port operations, logistics, maritime transport and international trade.

This comprehensive service offered by Customer Experience is provided by **specialised teams** working in coordination: the **Efficiency Network Quality Label**, **SAC (Customer Care Service)**, and **Customer Training (ForMar)**.

Efficiency Network Quality Label

Efficiency Network is the Port of Barcelona's Quality Label, which brings the Port closer to shippers through clear and verified efficiency indicators, thus offering a more transparent, reliable and predictable service experience. Through its own benchmark and a system of auditing and continuous improvement, the Label certifies companies and administrations operating in the Port and guarantees service standards in areas such as customs clearance, inspection, delivery and export.

A COMMUNITY IN CONSTANT EVOLUTION

The Efficiency Network Community closed 2025 with **100 certified activities** among **96 companies** (some certified in more than one activity) and **three administrations**. Notwithstanding the system's maturity, this year **four new companies** joined, confirming the sector's continued interest in service quality and process improvement. Also, the programme has made decisive progress in extending the benchmark to rail transport, a key step in consolidating intermodality.

EVOLUTION OF ACTIVITIES CERTIFIED WITH THE EFFICIENCY NETWORK LABEL

2011-2025*

SECTORS OF ACTIVITY	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Shipping agents	14	14	13	13	14	12	12	11	11	11	11	9	9	10	10
Hauliers	12	18	20	23	23	23	23	28	31	32	32	30	36	35	31
Customs/ forwarding agents	19	23	30	32	34	36	36	40	44	44	46	51	57	54	51
Terminals	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1
Ship services	0	0	0	0	0	0	0	8	7	7	7	6	7	7	7
TOTAL	47	57	65	70	73	73	73	89	95	96	98	98	111	108	100

* Data since start of Efficiency Network certification.

PROVEN STRENGTH AND EFFICIENCY

In October 2025, an external audit by the SGS company validated the system’s robustness, as it **met all standards and received zero comments**. The audits of the companies that comprise the Label are managed with clarity, objectivity and reserve.

The department responsible for the Port of Barcelona’s Quality Label holds the **ServiCert** certification of the **SGS** group, an independent entity of recognised prestige.

The report prepared by SGS highlights the following aspects of the projects promoted in 2025:

- The **conducting** of the study of the Label values projected by certified companies towards the other actors in the logistics chain – extremely well received by all stakeholders.
- The **active support** of certified companies to facilitate tangible improvements in operations.
- The collaboration with the **rail sector** to define new commitments and digitalise the processes linked to this means of transport.
- The **Quality Label presentations to end customers**, which helped strengthen its visibility and recognition.

Four of the main projects, achievements and strengths detected this year:



1. **The annual conference**, dedicated to the “**Label Values**”, created a space to reflect on and react to the results obtained on the new Values Platform —the only one of its kind in port activity in Spain— with a response rate of 93%. This was the first time that all organisations assessed the daily behaviours of their services comprehensively.



2. **Towards Intermodality: extending the Label to rail**. The general regulations were reviewed and specific indicators defined to integrate rail activity into the reports. The working group that evaluated this extension of the Label comprises the following organisations: the ADIF administration; BEST and APMT port terminals; RENFE, TP NOVA, MEDWAY, SICSA RAIL CAPTRAIN and GO TRANSPORT rail companies; APM RAILWAYS, SINERGY and TRANSPORTUARIOS rail logistics operators; MSC, CMA CGM and COSCO shipping companies, and data manager PORTIC.



3. **Promoting the Label**. Customer information about the benefits of working with Efficiency Network-certified companies and services is increasingly digital. This year, a total of 21 publications were submitted to the Brand Center.



4. **Digital projects – innovation. An increasingly data-driven system**. In 2025 the **MISA Projects (MicroStrategy)** developed with the APB’s Information Systems Department made progress possible digitalising and automating key processes, and improved data integration, indicator visibility and the availability of strategic information.

SYSTEM PERFORMANCE
AND SATISFACTION

In 2025, the team managed a total of **130 certification processes**, 71 of which were renovations. These highlight certified companies' sustained commitment through improvements and by rigorously maintaining quality standards.

This year **the certification process** achieved an **overall satisfaction** score of 8.8 out of 10, with a particularly outstanding assessment –9.3 out of 10– of communication. These results reinforce the perception of proximity, support and transparency throughout the entire process, key elements to guaranteeing a valuable experience for the customer.

CLAIMS MANAGEMENT

The Efficiency Network technical office also manages and analyses the complaints received from the SAC and highlights the Port Quality Label's commitment to operational excellence and customer satisfaction.

Customer Care Service
of the Port of Barcelona

In operation for more than 25 years, the Port of Barcelona Customer Care Service (SAC) makes it possible for shippers to make inquiries and claims about the logistics services offered and to have a permanent information channel to assist them with their daily operational needs and planning.

The day dedicated to **users of the Container Tracking Application (CTA)** was the most important event of the year. It was created to recognise and reward the leading CTA users with an immersive experience, beyond just using computers, that presented the Port's operational reality. It made it possible to strengthen the relationship with users and detect needs and areas for improvement, as well as obtain valuable and constructive feedback.

ACTIVITY OF THE EFFICIENCY
NETWORK TECHNICAL OFFICE
2025

107 complaints

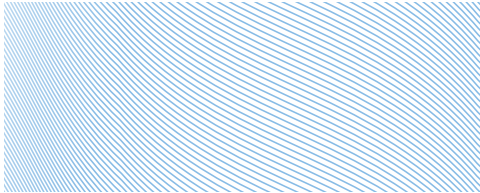
76 of which **received compensation** for breach of Label commitments

SAC ACTIVITY
2025

725
inquiries handled

715
claims handled
(76 with financial compensation for breach of the Efficiency Network Quality Commitments)

63
communications issued



SAC INFORMATION CHANNELS

2025

CHANNEL	DESCRIPTION	USAGE DATA
Container Tracking Application (CTA)	Application offering individualised information on the traceability of any container passing through the Port since 2020	81,552 inquiries 122 new users from more than 107 companies
WhatsApp channel	Channel reporting changes or incidents in the usual operations of the Port	653 followers
SAC website	Specific page including access to traceability tools at the service of Port customers	13,142 views

Training and knowledge for the end customer (ForMar)

The ForMar programme has continued to work to provide shippers with the information and knowledge necessary to manage their international transport operations.

The growth, diversification and new learning in 2025 will make it possible to review and better match the ForMar programme’s areas of focus to increasingly align its training with the needs of the sector. This year’s **90 first-time participant companies** are encouragement to continue expanding dissemination and improving programme accessibility.

ForMar DATA

2025





05

Economic value

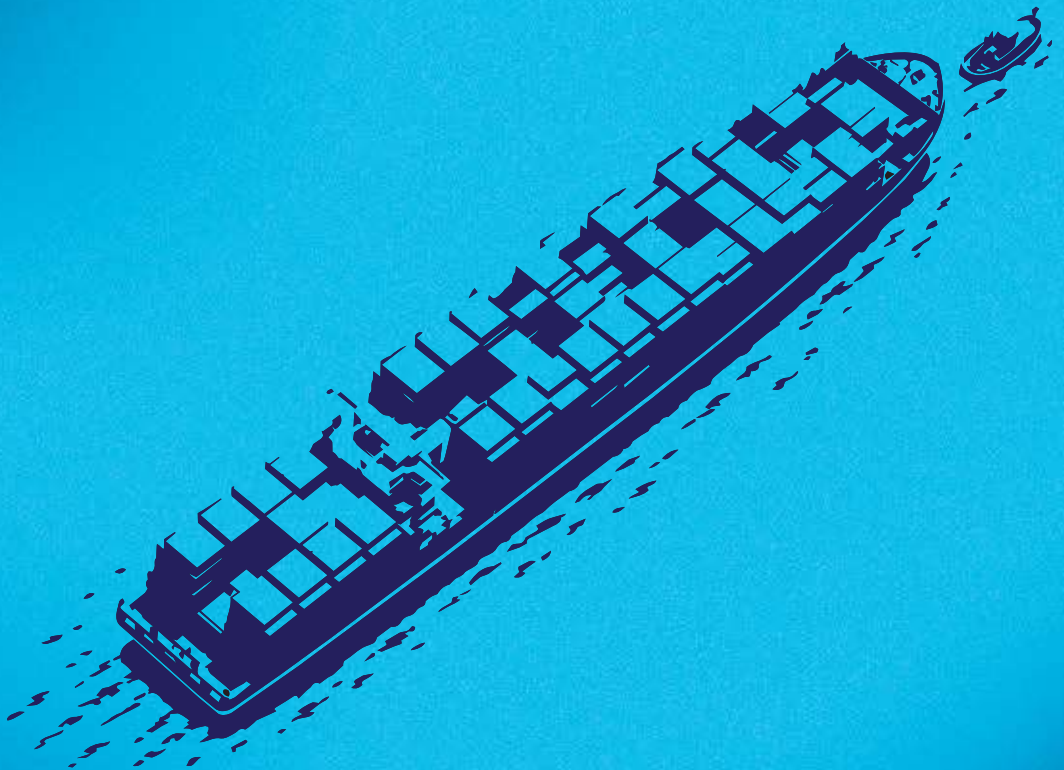
The Port's contribution to the economy

Traffic data of the Port of Barcelona

Economic and financial report

Investment in infrastructure

Other key economic figures



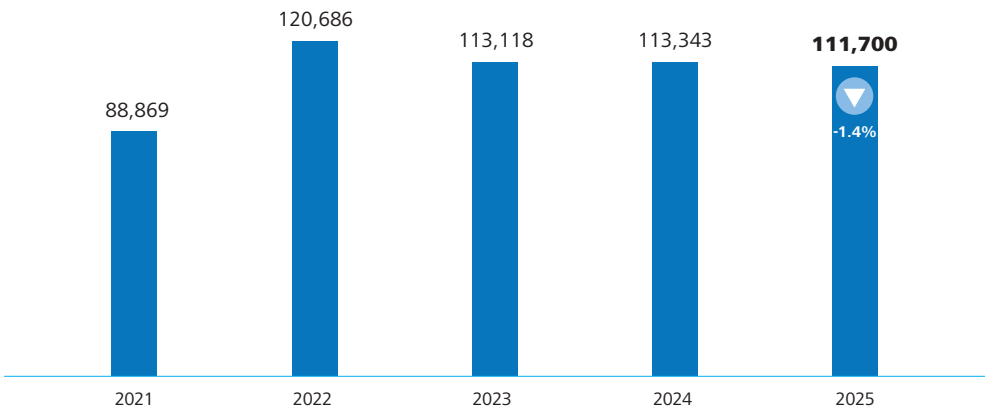
THE PORT'S CONTRIBUTION TO THE ECONOMY

The Port of Barcelona specialises in high-value goods and is one of the main drivers of economic development in Catalonia and Spain, as the data on involvement in maritime external trade show.

In 2025 the total value of goods that passed through the Port was approximately **€111.7 billion**, a slight drop (-1.4%) compared to 2024, but which maintains Barcelona as **the number one port in Spain in terms of the value of external import and export trade** passing through it.

VALUE OF GOODS PASSING THROUGH THE PORT OF BARCELONA

(million EUR), 2021-2025



Share of external trade

The Port of Barcelona's market share in the hinterland –the percentage of trade flows of a region routed through it– makes it possible to understand its positioning within Spain.

In terms of **Catalonia's external trade in value** terms, in 2025, the Port of Barcelona:

- Carried **70% of total maritime imports and exports**.
- Channelled 85% of maritime external trade in containers.

In **value** terms of **Spain's external trade**, in 2015, the Port of Barcelona:

- Channelled **24% of imports and maritime imports**.
- Channelled 33% of maritime external trade in containers.

MARKET SHARE MARITIME EXTERNAL TRADE

(%), 2021-2025



BULK AND GENERAL CARGO Catalonia



CONTAINERS Catalonia



BULK AND GENERAL CARGO Spain



CONTAINERS Spain



Sectors involved in port traffic

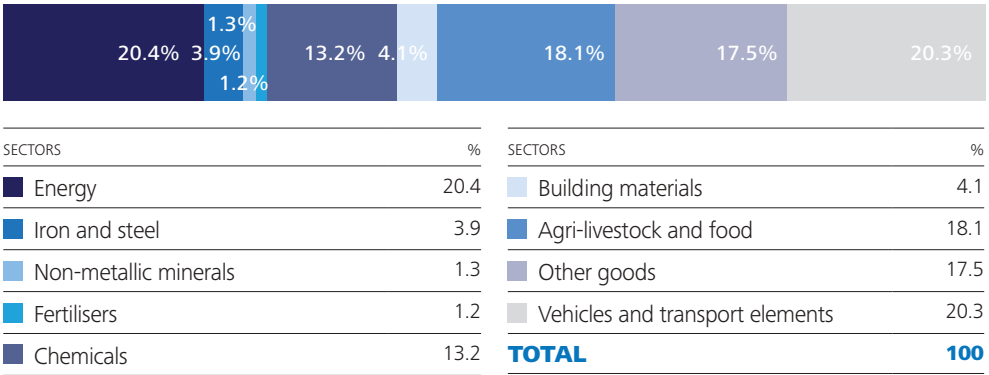
Catalonia is the leading import and export region in Spain and has a widely diversified external trade sector. The main economic sectors of Catalan maritime external trade and the business and industrial ecosystem channel trade flows primarily through the Port of Barcelona. The Port’s infrastructure and services thus help make the economy more competitive.

In 2025, traffic volume shrank in practically all sectors except chemicals, which remained stable (+0.1%), and energy (+28.3%). With the significant growth experienced during 2025, the energy sector became the most important sector in Port traffic, marginally surpassing the vehicle and transport element sector.

VOLUME OF GOODS TRANSPORTED AT THE PORT BY SECTOR OF ACTIVITY (t), 2023-2025

SECTORS	2023	2024	2025	VARIATION % 2024/2025
Energy	11,193,361	10,764,019	13,806,299	▲ 28.3%
Iron and steel	2,780,668	2,881,897	2,629,464	▼ 8.8%
Non-metallic minerals	1,036,695	1,103,100	901,646	▼ 18.3%
Fertilisers	707,231	881,331	787,115	▼ 10.7%
Chemicals	6,198,218	8,904,603	8,905,216	▲ 0.0%
Building materials	2,619,560	3,155,231	2,780,228	▼ 11.9%
Agri-livestock and food	13,148,173	12,950,205	12,272,987	▼ 5.2%
Other goods	11,774,050	13,008,792	11,873,764	▼ 8.7%
Vehicles and transport elements	13,003,194	14,176,642	13,756,388	▼ 3.0%
TOTAL	62,461,149	67,825,821	67,713,106	▼ 0.2%

SHARE OF THE MAIN SECTORS OF ACTIVITY IN PORT TRAFFIC (%), 2025



Geographical areas of origin and destination

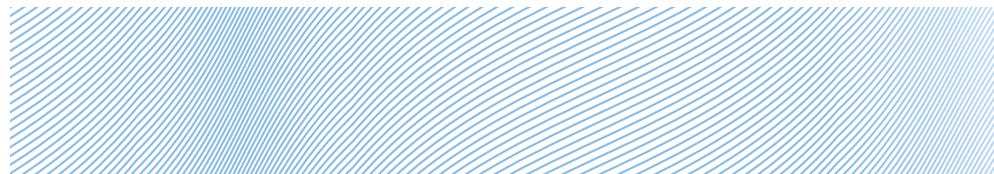
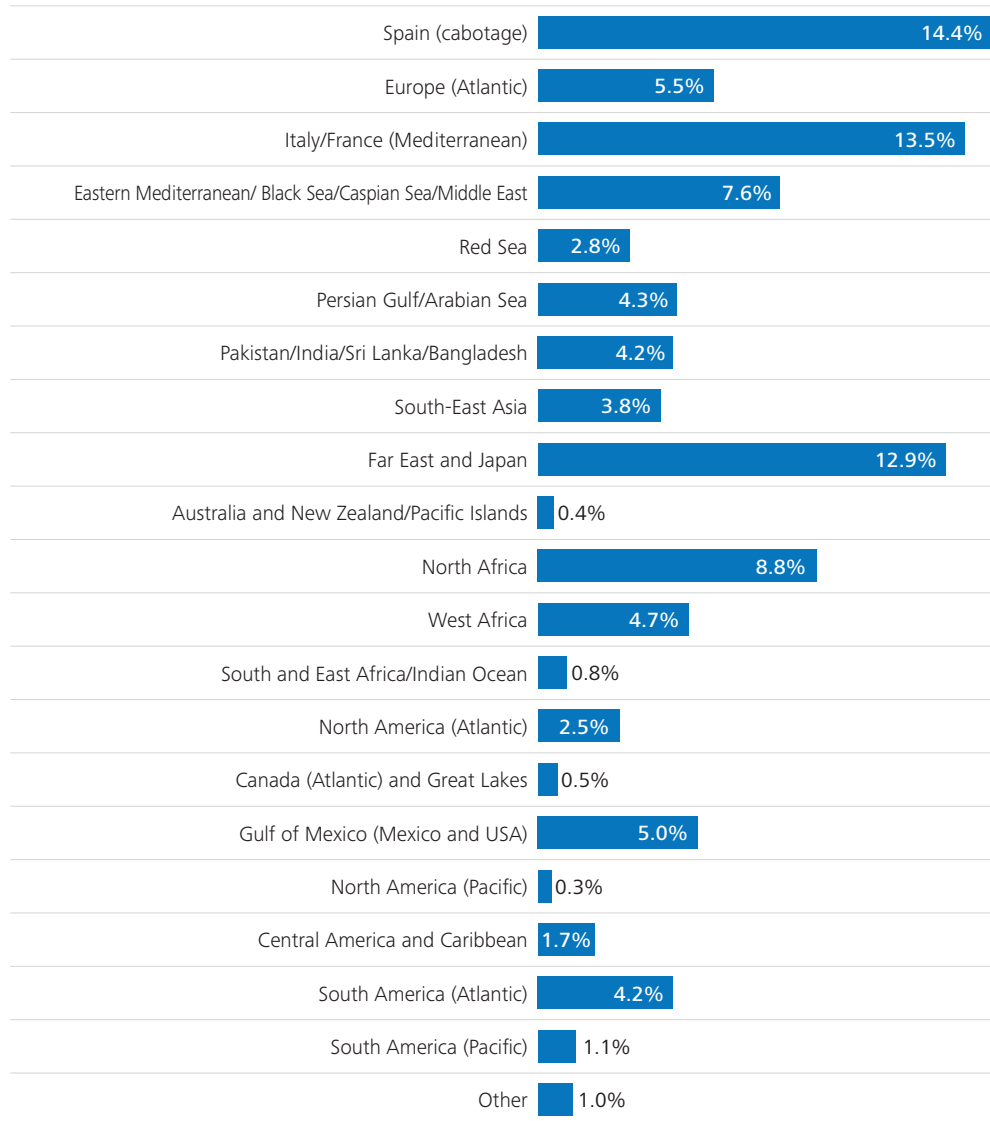
TRAFFIC BY GEOGRAPHIC AREA

(t), 2024-2025

GEOGRAPHIC AREA	2024	2025	DIFFERENCE 2025/2024	VARIATION % 2024/2025	2025 SHARE % OF TOTAL
Spain (cabotage)	9,280,099	9,743,387	463,287 ▲	5.0%	14.4%
Europe (Atlantic)	2,909,939	3,698,716	793,577 ▲	27.3%	5.5%
Italy/France (Mediterranean)	9,968,652	9,174,121	-794,531 ▼	8.0%	13.5%
Eastern Mediterranean/ Black Sea/ Caspian Sea/Middle East	6,246,520	5,169,965	-1,076,556 ▼	17.2%	7.6%
Red Sea	1,560,424	1,920,142	359,718 ▲	23.1%	2.8%
Persian Gulf/Arabian Sea	2,737,707	2,877,858	140,152 ▲	5.1%	4.3%
Pakistan/India/Sri Lanka/Bangladesh	2,773,009	2,825,259	52,250 ▲	1.9%	4.2%
South-East Asia	2,691,112	2,606,606	-84,506 ▼	3.1%	3.8%
Far East and Japan	9,520,592	8,718,311	-802,282 ▼	8.4%	12.9%
Australia and New Zealand/Pacific Islands	247,180	245,429	-1,751 ▼	0.7%	0.4%
North Africa	5,617,728	5,930,753	313,025 ▲	5.6%	8.8%
West Africa	2,650,883	3,211,958	561,075 ▲	21.2%	4.7%
South and East Africa/Indian Ocean	573,014	559,077	-13,937 ▼	2.4%	0.8%
North America (Atlantic)	1,668,106	1,688,350	20,244 ▲	1.2%	2.5%
Canada (Atlantic) and Great Lakes	432,370	318,203	-114,167 ▼	26.4%	0.5%
Gulf of Mexico (Mexico and USA)	2,858,894	3,382,909	524,015 ▲	18.3%	5.0%
North America (Pacific)	208,586	232,964	24,377 ▲	11.7%	0.3%
Central America and Caribbean	1,100,832	1,155,775	54,942 ▲	5.0%	1.7%
South America (Atlantic)	3,482,010	2,873,029	-608,980 ▼	17.5%	4.2%
South America (Pacific)	591,838	715,863	124,024 ▲	21.0%	1.1%
Other	711,125	664,433	-46,692 ▼	6.6%	1.0%
TOTAL	67,830,621	67,713,106	-112,715 ▼	0.2%	100.0%

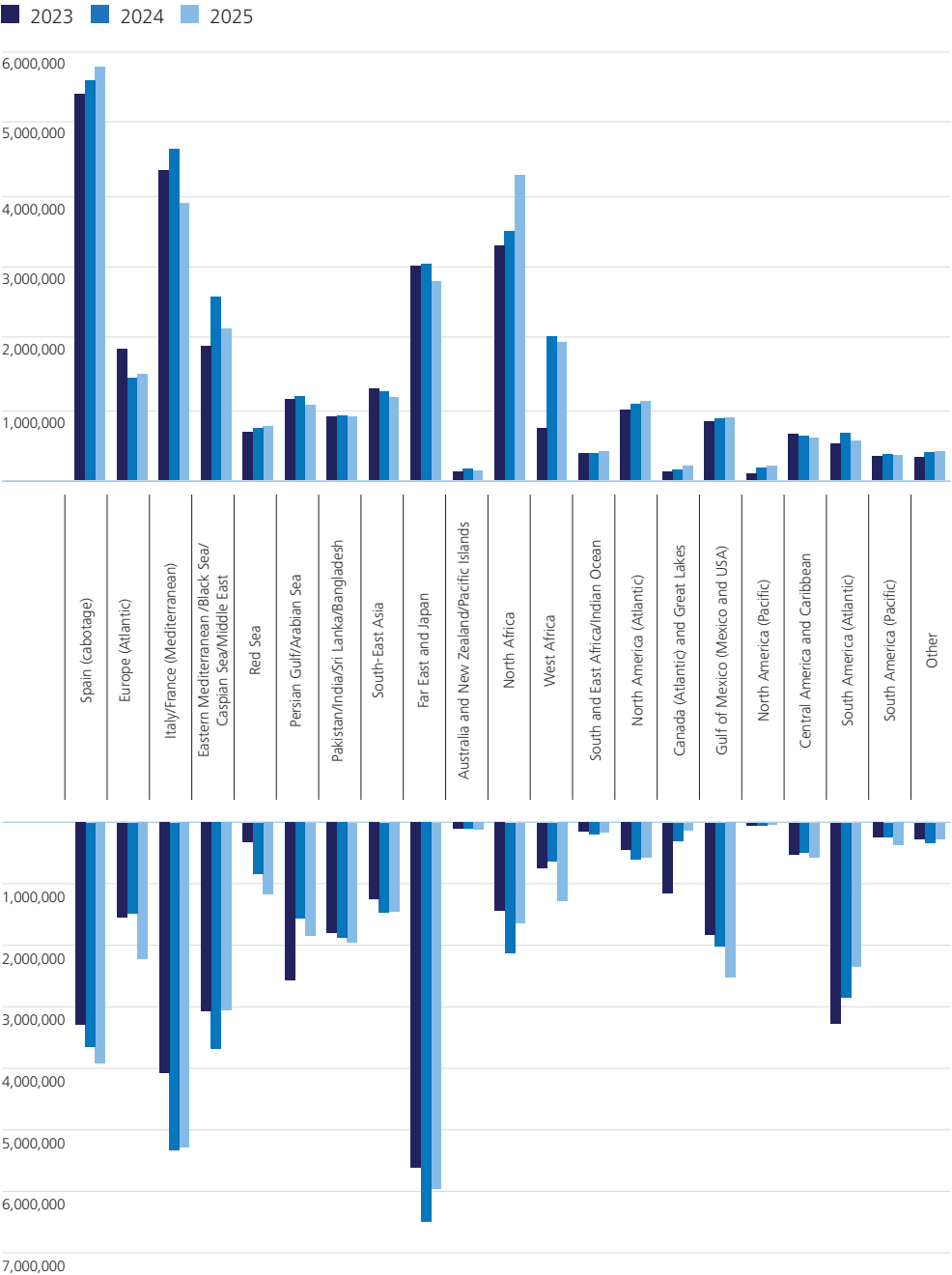
SHARE

(% of total), 2025



TRAFFIC BY DESTINATION AREA

(t), 2023-2025



TRAFFIC BY ORIGIN AREA

(t), 2023-2025

TRAFFIC DATA OF THE PORT OF BARCELONA

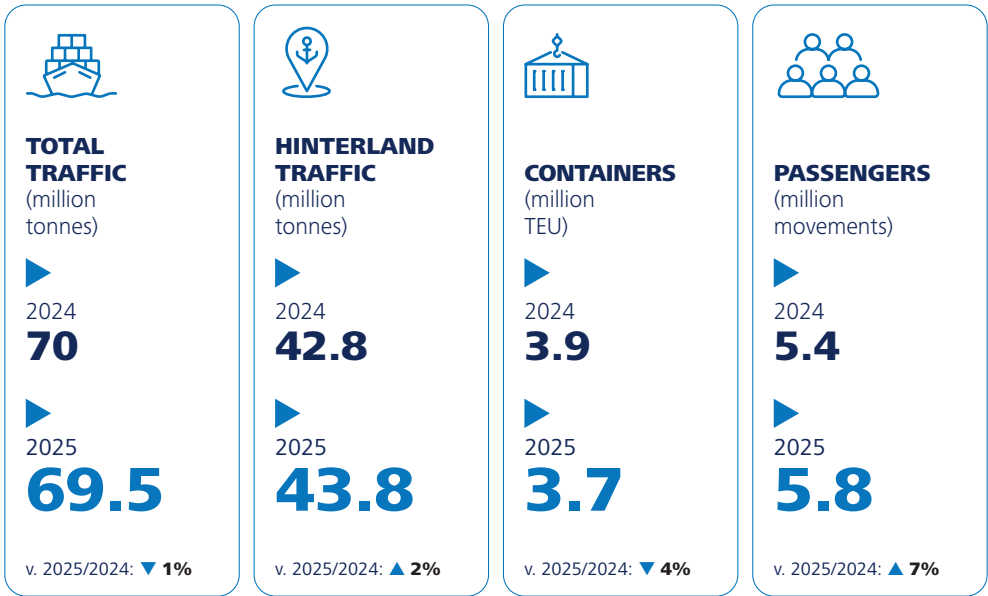
The Port of Barcelona closed the year with a total traffic of **69.5 million tonnes (-0.3%)** and was able to limit the impact of trade tensions in the international context.

By type of traffic, the slight drop is explained primarily by the decrease in **containerised cargo (-6%)** corresponding to transshipment operations and **dry bulk (-15%)**, while **liquid bulk (+22%)** grew considerably year on year. **New vehicle** traffic also logged growth **(+5%)**.

Hinterland traffic rose slightly to reach **43.8 million tonnes (+2%)**. Export and import goods alone represent a total of 35.1 million tonnes (+3%). The increase was driven by the strong performance of liquid bulk, followed by

containerised cargo and, to a lesser extent, cars, which managed to offset the sharp drop in dry bulk.

Moreover, **passenger movements** gained a total of **5.8 million people (+9.4%)**, a record figure up 17% from 2019 before the Covid-19 pandemic, which affected passenger numbers significantly. Of the total, **4 million were cruise passengers** and **1.8 million, ferry passengers**.

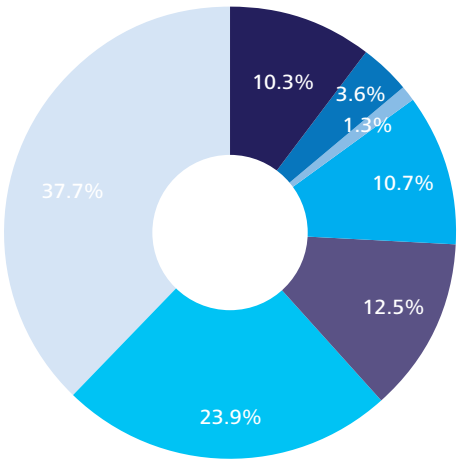


Stopovers

During this year, the Port of Barcelona registered a total of **8,374** stopovers, with an average tonnage of 45,007 t (+3.5%).

STOPOVERS BY TYPE OF VESSEL

(number and %), 2025



NUMBER OF STOPOVERS	
Car carrier/Ro-Ro	858
Cargo (Lo-Lo)	302
Bulk carriers	112
Passenger	894
Oil tankers	1,049
Container ships	2,003
Ferries	3,156
TOTAL	8,374

PROGRESSION IN THE NUMBER OF STOPOVERS

(units), 2021-2025



Structure of traffic

TRAFFIC CHARACTERISTICS

2025

By **type of packaging** for goods:

52.1%

of traffic was containerised cargo.

By **type of shipping**:

86.8%

external traffic and

13.2%

cabotage

General cargo represented

69.4%

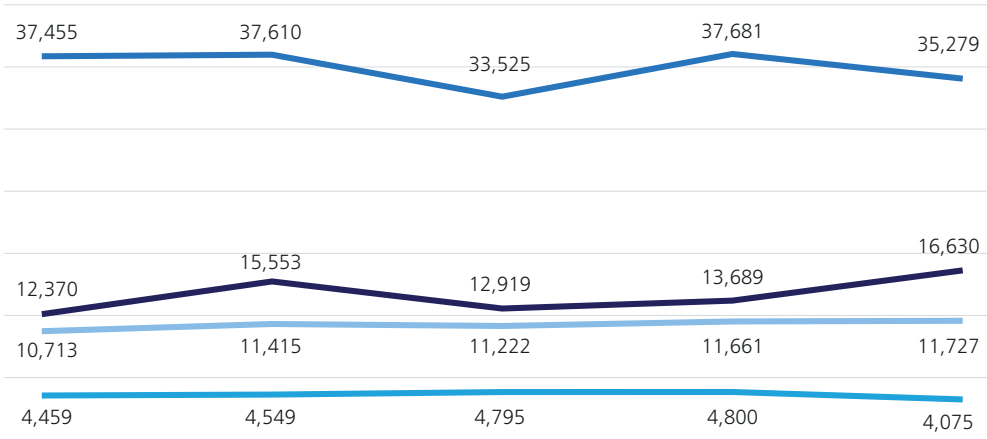
of total traffic

Over 47 million tonnes, 35.2 million of them containerised.

DEVELOPMENT OF CARGO TRAFFIC* BY TYPE OF PACKAGING

(thousand t), 2021-2025

— Containerised cargo — Conventional cargo — Liquid bulk — Dry bulk



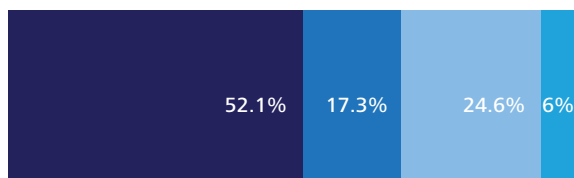
TOTAL

64,997	69,127	62,461	67,831	67,711
2021	2022	2023	2024	2025

*Excludes fishing and provisioning, tare weight, etc.

CARGO TRAFFIC BY PACKAGING OUT OF TOTAL TRAFFIC

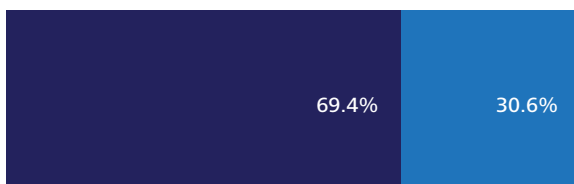
(thousand t and %), 2025



	THOUSAND TONNES
Containerised cargo	35,279
Conventional cargo	11,727
Liquid bulk	16,630
Dry bulk	4,075
TOTAL	67,711

SHARE OF GENERAL CARGO IN TOTAL TRAFFIC

(thousand t and %), 2025

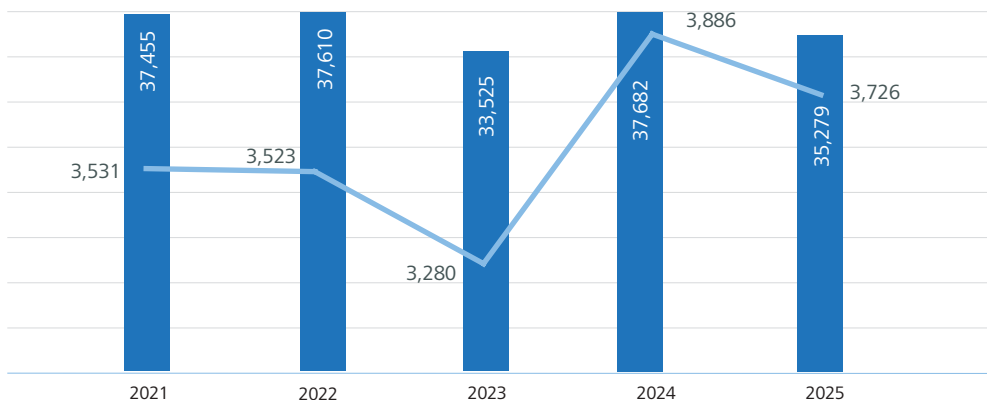


	THOUSAND TONNES
General cargo	47,006
Other traffic	20,705

CONTAINERISED GENERAL CARGO TRAFFIC

(thousand t and thousand TEU), 2021-2025

■ Tonnes — TEU



CARGO TRAFFIC BY TYPES OF SHIPPING

(thousand t), 2021-2025

	2021	2022	2023	2024	2025
External	57,881	60,855	54,438	59,290	58,778
Cabotage	7,117	8,273	8,023	8,541	8,934
TOTAL	64,998	69,127	62,461	67,891	67,713

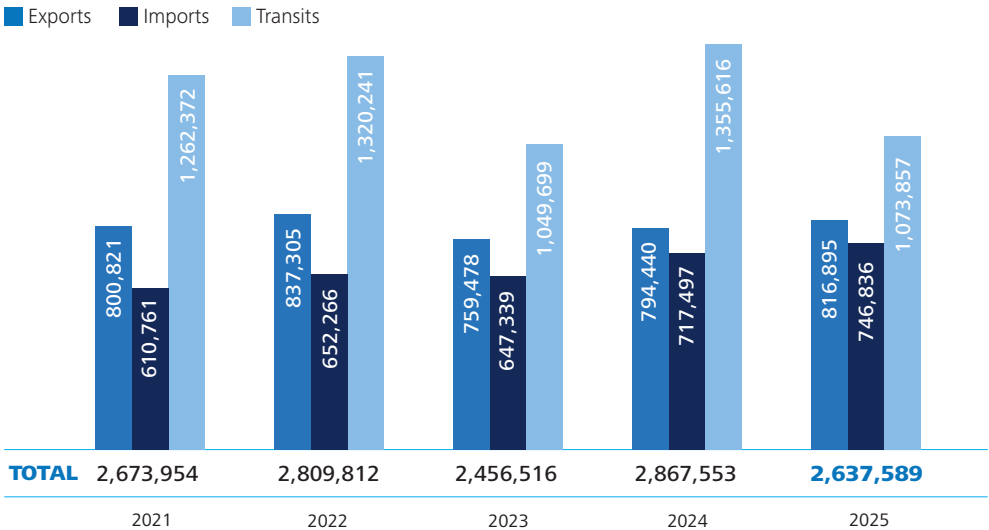
Containers

2025 closed with a volume of container traffic below the previous year's record high: **3.7 million TEU (-4.2%)**. This behaviour was mainly driven by the drop in transshipment TEU – a result of the stabilisation of diversions through the Cape of Good Hope in the wake of the Red Sea crisis. To understand this drop we must also remember that in 2024, traffic of full

containers saw exceptional growth of 32% due to the Red Sea crisis, distorting the year-on-year comparison. The increase in full local container traffic in both exports and imports was also positive.

DEVELOPMENT OF FULL CONTAINER TRAFFIC BY OPERATION

(TEU), 2021-2025



Export

In 2025 **full export containers** totalled **816,895 TEU (+2.8%)**, thanks primarily to alfalfa traffic and the Algerian market, without which, exports would have marked a negative trend practically throughout the year and the overall result would have been a decrease of 2%.

Pork exports, 68,244 TEU (-1%), fell slightly once again. Although overall exports for the year were unaffected, the outbreak of African swine fever detected in the province of Barcelona in November drove various Asian countries to ban

Spanish food products wholesale, and the decline was felt in the final month.

In addition, **alfalfa exports** increased considerably once again, rising to **50,970 TEU (+46%)**. This confirmed the product's recovery following a period affected by weak demand and a drought that did not favour production.

TARGET MARKETS

Asia/Oceania

Received 45% of all export containers channelled by the Port of Barcelona in 2025. This year a decrease in China (-10%) was driven by traffic of alfalfa, polymers and pork. However, significant growth was recorded in various markets: United Arab Emirates (+37%), Saudi Arabia (+12%), India (+17%) and South Korea (+21%).

Africa

An area with a 16% share of the Port's export market, this year it has confirmed the change in trend after suffering a decline in the North African market in recent years, thanks to the end of Spain's trade restrictions with Algeria (+909%). This was one of the main reasons for the positive overall result and it offset the general trend in exports: Morocco (-4%), Egypt (-19%) and South Africa (-25%).

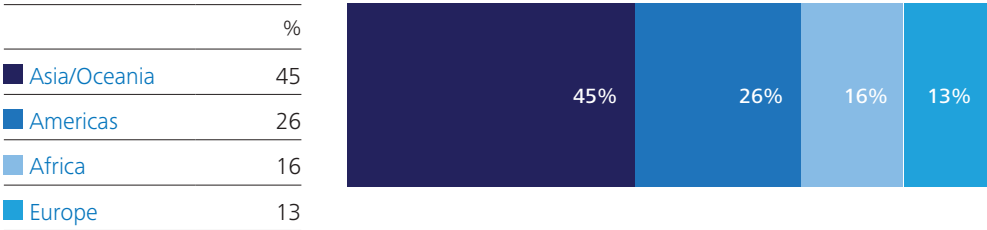
Americas

Received 26% of the Port's exports, stabilised in the two main markets: United States and Mexico. Dominican Republic (+22%) registered the most significant increase over 2024.

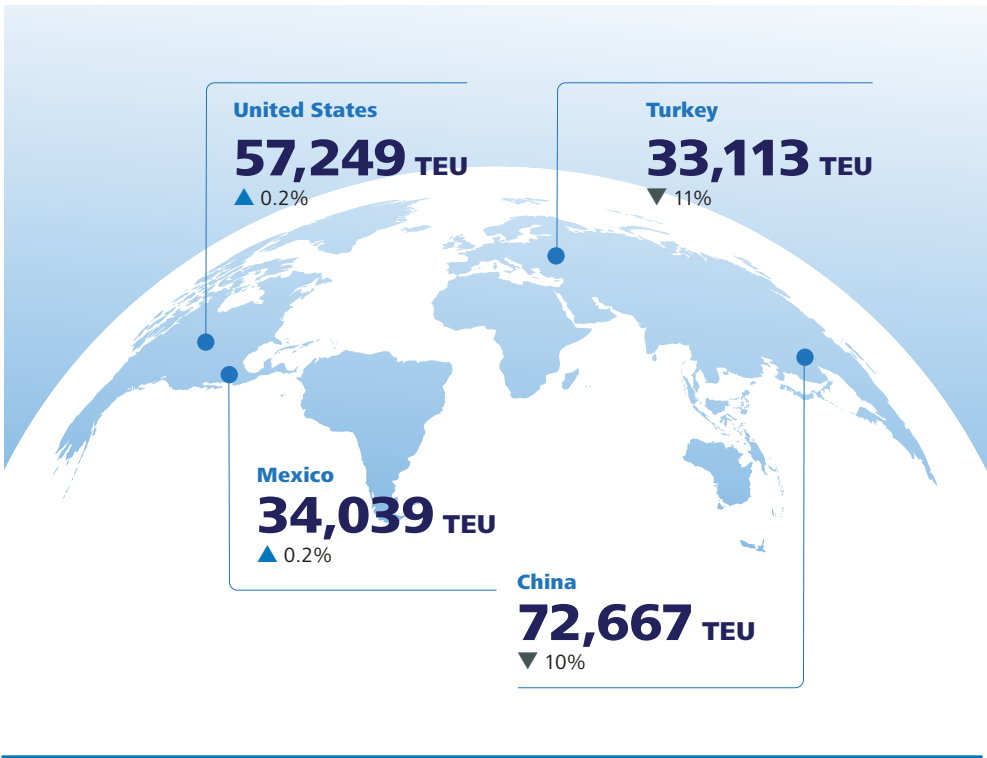
The attached map shows the export market shares by area, as well as the 2025 data for the four main trading partners in exports received

from the Port of Barcelona: China, United States, Mexico and Turkey.

FULL EXPORT CONTAINERS: MARKET SHARE BY AREA
(%), 2025



Traffic with the main destination countries
(TEU and %)



Imports

Following the trend of recent years, during 2025 the Port of Barcelona logged **746,836 TEU of full import containers (+4%), a new record.**

As usual, Asia's heavyweight status (it is the source of 75% of the Port's imports) meant that

that market's behaviour (+4%) marked the trend throughout the year.

MARKETS OF ORIGIN

Asia

Origin of 76% of the import containers arriving at the Port in 2025. China, the leading trading partner in this import traffic, grew by 5% thanks to diversification, and made up for the fall in vehicle traffic. Driven by textiles, traffic from Bangladesh grew as well (+30%), while the most notable drop occurred in Saudi Arabia (-27%) due to the decline in polymers.

Americas

Second source region of imports at the Port of Barcelona (10% of the total), led by United States. Brazil, with growth of 20%, was confirmed in second place and the increase of Ecuador (+49%) is noteworthy.

Eastern Mediterranean

Origin of 9% of the total imports arriving at the Port of Barcelona. In 2025, the development of traffic from Turkey (+13%) and exponential growth of Belgium (+276%) were noteworthy.

North Africa

Market representing 5% of imports, with Egypt (+4%) and Ivory Coast (+5%) at the forefront. Traffic of primary chemicals stands out (+363%), although food remains the leading segment unloaded at the Port of Barcelona.

The attached map details the import market shares by continental areas as well as the performance of the five main trading partners

–China, Turkey, the United States, India and Vietnam, in that order– in terms of imports at the Port of Barcelona.

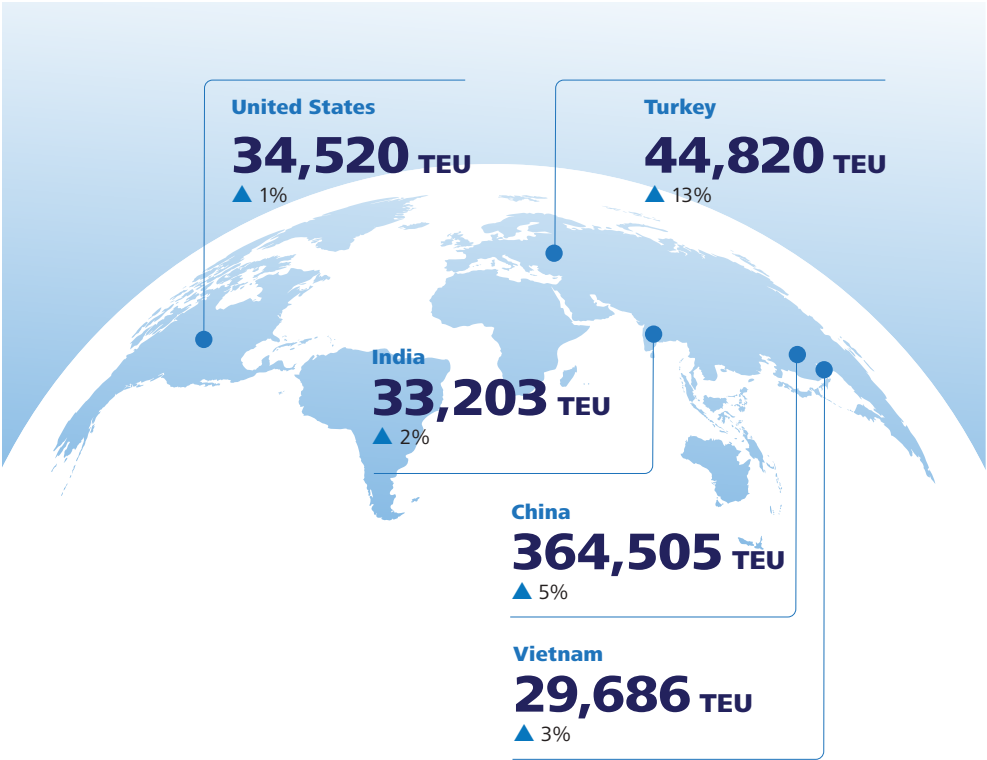
FULL IMPORT CONTAINERS: MARKET SHARE BY AREA

(%), 2025

	%
Asia/Oceania	76
Americas	10
Africa	9
Europe	5



Traffic with the main countries of origin (TEU and %)



Vehicles

Traffic of **new vehicles** reached **716,657 units (+5.07%)**, an increase largely conditioned by the recovery of imports and the stabilisation of exports and transits. Of total traffic, 111,331 units correspond to cabotage in Spain, which maintained volumes similar to those of 2024, while 605,326 units correspond to international traffic.

Traffic by type of operation

EXPORTS

Exports represented 58% of total vehicle traffic, with **416,461 units exported (-3%)**. The reason for this slight drop, with the component shortages crisis now behind them, is that automobile companies are immersed in profound industrial shifts to optimise processes and adapt to electric vehicle production.

IMPORTS

Imports accounted for 28.6% of total vehicle traffic and reached **204,913 vehicles (+31.4%)**, up nearly 50,000 units over the previous year. This was mainly due to the uptick in import traffic from China –from 34,864 vehicles in 2024 to 69,626 in 2025– driven by increased capacity in car-carrier-type vessels and

the arrival of new brands. The impact of the situation in the Suez Canal was ongoing, making Barcelona less competitive in terms of reducing emissions and transit times. 2025 also saw the incorporation of new vehicle brands that use the Port of Barcelona as a gateway to southern Europe.

To these data we must add approximately **34,000 vehicles** arriving in **containers**, which complemented occasionally insufficient capacity in car-carriers. As with vehicles arriving in ro-ro mode, these are deconsolidated in the car terminals for subsequent management. Namely, the units undergo pre-delivery inspections and are distributed by truck, train or ship.

Transshipments or transit

A slight decrease was registered in the use of the Port of Barcelona for **transshipment** operations **(-1.9%)**, which represented 13.3% of new vehicle traffic. This mainly involved connecting ships arriving from the Far East with those bound for destinations like Italy, Belgium and the Balearic Islands.

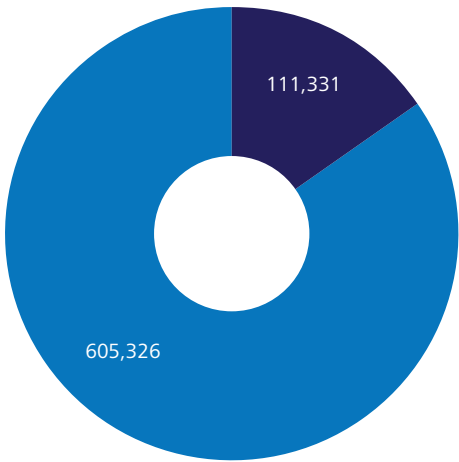
CAR TRAFFIC BY TYPE OF SHIPPING AND OPERATION

(u), 2021-2025

	2021	2022	2023	2024	2025
Cabotage	85,524	87,731	106,555	111,900	111,331
International	413,487	503,284	683,764	570,182	605,326
Imports	98,103	159,927	246,615	129,505	186,116
Exports	280,958	258,788	325,298	343,627	323,951
Transit	34,426	84,569	111,851	97,050	95,259
TOTAL	499,011	591,015	790,319	682,082	716,657

CAR TRAFFIC BY TYPE OF SHIPPING

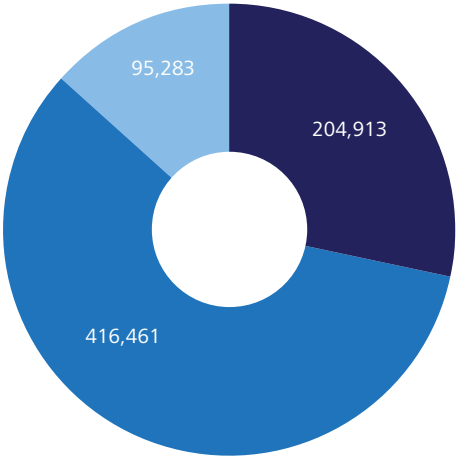
(u), 2025



	2025
Cabotage	111,331
International (external)	605,326
TOTAL	716,657

EXTERNAL VEHICLE TRAFFIC BY OPERATION

(u), 2025



	2025
Imports	204,913
Exports	416,461
Transit	95,283
TOTAL	716,657

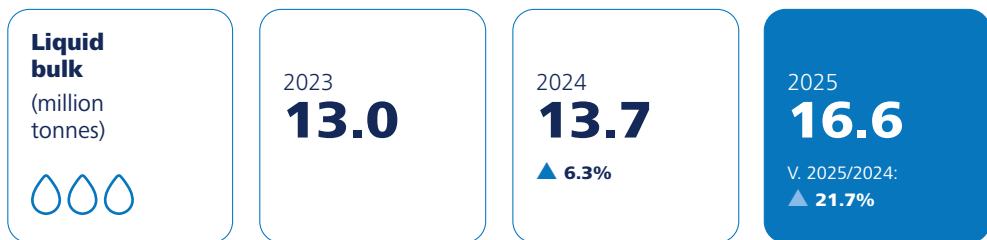
Characteristics and achievements, 2025

- **Electric vehicles now represent nearly 12% of the total of new vehicles** passing through the Port of Barcelona and registered an increase of 75.7% over the previous year.
- **Seven car-carrier vessels received a supply of liquefied natural gas (LNG)** in a total of 11 supply operations by barge. Overall, these represented a total of 23,402 cubic metres of LNG, a new milestone in the decarbonisation of the logistics chain for new vehicles, a key sector for Barcelona's port activity.
- The Port of Barcelona Management Board awarded **Nippon Yusen Kabushiki Kaisha (NYK) the concession of the third public vehicle terminal** at Príncipe d'Espanya wharf for a term of 27 years.
- **Hydrocarbons** registered a significant upturn, with **12,489,279 tonnes (+33.7%)** handled. Gasoline has experienced a strong recovery in the last two years, and in 2025 the **transit** traffic of this product **grew by 53%** year on year.
- **Natural gas** closed just shy of **three million tonnes (+43%)**, with strong growth driven mainly by the 33% increase in demand for electrical cogeneration, which skyrocketed following the blackout of late April. Additionally, the tariff agreement between United States and Europe, including the massive purchase of US gas and, to a lesser extent, the diversification of countries of origin, has led to the growth of seaborne imports (+20%).
- **Chemical products** traffic maintained similar values to 2024 **(+0.2%)**.
- **Biofuels fell by 7%** to just south of one million tonnes.
- **Oils and fats** followed the downward trend as well and fell to **731,610 tonnes (-12%)** this year.

Liquid and dry bulk

Liquid bulk

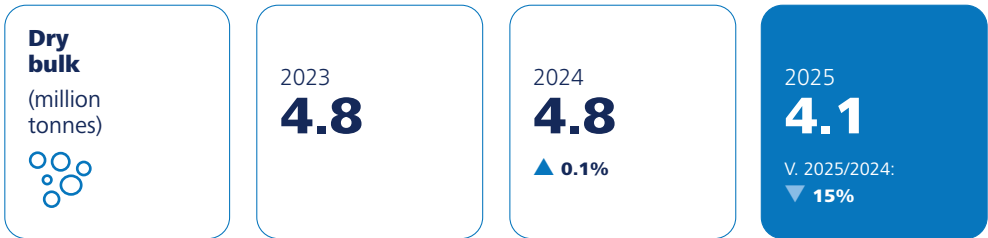
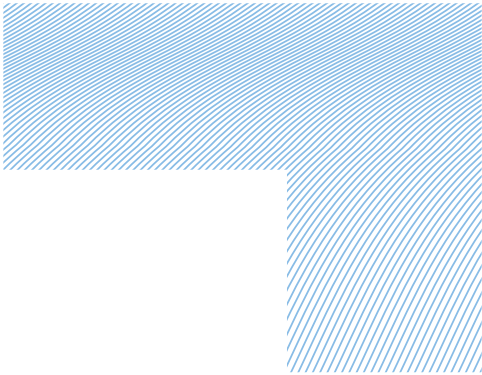
During 2025, liquid bulk registered **16,630,435 tonnes (+21.7%)** of total traffic, an increase driven mainly by the behaviour of gasoline traffic and inflows of natural gas.



Dry bulk

Dry bulk traffic maintained a negative trend throughout 2025 and closed the year at **4,075,495 tonnes (-15%)**, a notable drop resulting from the fall in both exports (-25%) and imports (-12%).

The notable decline in exports was seen mainly in cement (-34%), followed by salt (-28%) and potash (-12%). In imports, the decline was mainly due to soya beans (-14%) and, to a lesser extent, scrap metal.



Short sea shipping

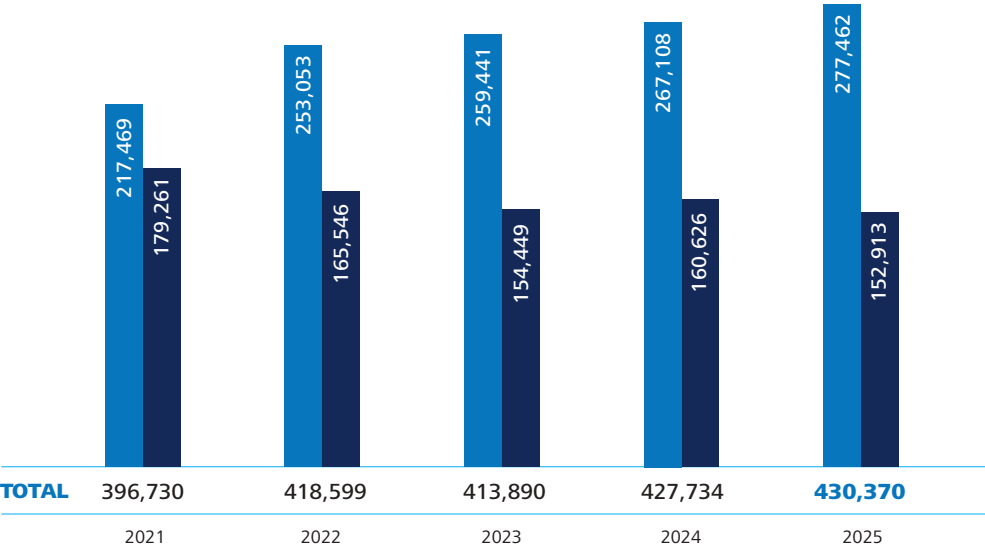
According to the definition of the European Shortsea Network, short sea shipping (SSS) is the maritime traffic of goods and passengers between ports located in European territory or between these ports and those in non-European countries with a coastline in the seas surrounding Europe. In the Port of Barcelona’s case, SSS includes traffic with the Balearic and Canary Islands (cabotage) and freight travelling on the Motorways of the Sea (regular services between Barcelona and various destinations in Italy and North Africa).

In 2025, SSS –general cargo shipped by truck, platform or trailer– registered a **new record of 430,370 intermodal transport units (ITU)**. The 0.6% growth was due to the boost of cabotage (+4%), while external and Motorways of the Sea traffic fell by 5%. Passenger transport between the Port of Barcelona and Balearic Islands was 1.244 million passengers (+2%).

INTERMODAL TRANSPORT BY TYPE OF SHIPPING

(UTI*), 2021-2025

National island Remaining SSS



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

Ro-Ro traffic
(thousand ITU)



2023

414

2024

428

▲ 2.9%

2025

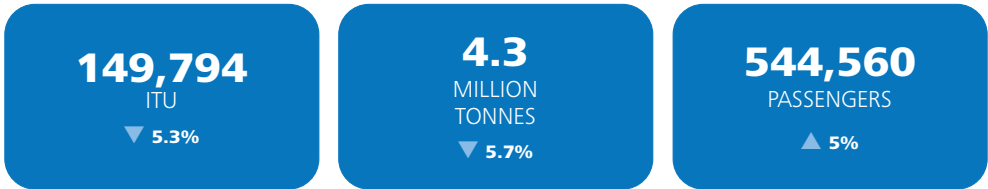
430

V. 2025/2024:
▲ 0.61%

Motorways of the Sea

In 2025 Barcelona shipped a total of **149,794 ITU (-5.3%)** to Italy and Morocco on the Motorways of the Sea or short sea shipping (SSS) services. This volume of traffic is equal to the number of trucks that were diverted from roads to the more economically and environmentally efficient maritime mode. Cargo totalled more than **4.3 million tonnes (-5.7%)**.

In addition, this type of service logged **544,000 passengers (+5%)** –with passenger travel to and from Italy down (-7%) and to/from North Africa up significantly (+63%)– but is still 20% below the pre-pandemic record of 2019.



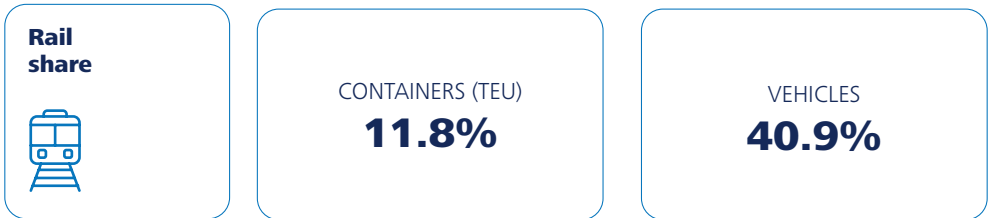
Rail traffic

In recent years rail traffic has made steady progress and has therefore helped to make the logistics chains passing through the Port more sustainable. In 2025 this traffic showed diverse behaviour: for containers and dry and liquid bulk it grew, but for new vehicles it shrank.

Overall, in 2025, **rail movements** at the Port of Barcelona reached **11,083 (+1%)**.

Containers

In 2025 a total of **261,931 containers (+19.6%)** entered or left the port area by train, putting the **rail share of containers at 11.8%** – a point and a half higher than in 2024. This traffic continues to be harmed by the numerous track closures for rail network improvements, making it difficult to establish or maintain intermodal supply chains. However, in the future, these investments will mean a boost for the proportion of rail used for freight transport.



Vehicles

Operational difficulties in the construction works to adapt the Castellbisbal head to the standard gauge led to a decline in rail vehicle traffic, which amounted to **254,322 units** (–13.8%). The **rail share of vehicles** made up **40.9%** of total vehicle traffic and fell by 10 points over 2024.

Finished automobile logistics at the Port also involves receiving and shipping vehicles by road. These operations are conducted primarily with international UIC gauge trains, which account for roughly 75,000 more vehicle units managed entirely at the Port terminals, making it a key piece in the European distribution of many brands, both inbound and outbound.

Sustainability

During 2025, the use of Port of Barcelona rail services led to **annual savings of 49,950 tonnes of CO₂**. The commitment to using rail means emissions savings of between 70% and 80% for each tonne transported compared to road transport.

Annual savings of
49,950 tonnes of CO₂

Passenger movements

This year saw a consolidation of the overall recovery of passenger traffic: the **5.8 million passengers (+7.3%)** passing through the Port marked an increase of 25% relative to 2019, before the COVID-19 pandemic.

In **ferry** transport, the **1,788,258 passengers (+2.8%)** registered represented a slight year-on-year uptick and made it possible to achieve a new record in this regard.

PROGRESSION OF PASSENGER MOVEMENTS

(number of people), 2021-2025

TYPE OF PASSENGER	2021	2022	2023	2024	2025
Ferries	977,963	1,596,267	1,735,243	1,739,467	1,788,258
Cruise ships	520,854	2,334,305	3,568,901	3,655,981	3,999,258
TOTAL	1,498,817	3,930,572	5,304,144	5,395,448	5,787,516

Total passengers
(million people)

2024 2025
5.4 5.7

V. 2024/2025: ▲ 7.3%

Ferry passengers
(million people)

2024 2025
1.739 1.788

V. 2024/2025: ▲ 2.8%

Cruise passengers
movements
(million people)

2024 2025
3.656 3.999

V. 2024/2025: ▲ 9.4%

Cruise ships

In 2025 the Port of Barcelona logged a total of **3,999,258 cruise passengers movements (+9.4%)** arriving in **895 stopovers**, with an **average occupancy of 86%**.

That growth was concentrated exclusively in turnaround, that is, the passengers starting and/or ending their trip in Barcelona, is particularly significant. These made up **58% of movements**, up two percentage points over the previous year.

During 2025, **cruise ship visitors to the city of Barcelona** totalled **2,351,002**, a figure that reflects the direct impact of cruise activity on the city and its economic surroundings, particularly in terms of tourist, commercial and service activity.

The opening in late **February 2025** of **the new MSC terminal** is also worth noting.

ECONOMIC AND FINANCIAL REPORT

Barcelona Port Authority closed 2025 with a **net profit of €59 million, down 6%** year on year, driven by the following reasons:

- **Turnover** reached a new all-time high of **€206 million**, but was insufficient to counteract the **exceptional spending increase**, which caused operating profit to fall to €3.1 million (–6%).
- Although **the financial result** remains extremely positive, **the reduction** of €1.1 million (–6%) in this regard also influenced outturn for the year.
- The **corporate tax** expenditure was **€5.9 million**, down €701,000 over 2024 due to the application of an effective rate of 9% –significantly below the nominal rate of 25%– thanks to the deductions applicable for investments in public infrastructure. This **lower tax impact** helped to partially mitigate the

negative effect of the increased expenses and slightly reduced financial results, thus moderating the decline in net profit.

Turnover

Net turnover stood at **€206.3 million (+3%)**, up €6 million from 2024, for two main reasons:

1. The increase of €3.4 million in **income from port fees** (+2%), both those linked to activity and those linked to concessions.
2. The **increase in other business income** –up €2.7 million year on year (+15%)– driven by the turnover from supplying electricity (OPS) and water to ships.

PROGRESSION OF APB TURNOVER

(thousand EUR), 2025-2024

	2025	2024	VARIATION	% VAR.
Port fees	186,189	182,821	3,368	2%
Occupation fees	68,221	67,108	1,113	2%
Fees for use	96,703	94,820	1,883	2%
Vessel fees	41,000	41,337	(336)	(1%)
Pleasure craft fees	392	422	(30)	(7%)
Passenger fees	14,153	12,966	1,187	9%
Cargo fees	40,884	39,900	984	2%
Fresh fish fees	130	159	(29)	(18%)
Fees for special use of the transit area	144	36	108	303%
Activity fees	19,145	18,990	155	1%
Navigation aids fee	2,120	1,903	217	11%
Other business income	20,137	17,482	2,655	15%
Amounts in addition to fees	9,072	8,066	1,007	12%
Fees (not including MARPOL)	3,681	2,097	1,585	76%
Fees for the waste collection service (MARPOL)	7,383	7,320	63	1%
TOTAL TURNOVER	206,326	200,303	6,023	3%

The progression of income can be better understood if we observe the behaviour of port activity, where the main maritime traffic indicators progressed unevenly throughout 2025. The details of this activity are described in the previous section: "Traffic data of the Port of Barcelona".

MAIN TRAFFIC INDICATORS OF THE PORT OF BARCELONA

(million t and units), 2025-2024

	2025	2024	VAR. 25/24 (%)
MILLION TONNES			
Liquid bulk	16.6	13.7	21%
Dry bulk	4.1	4.8	(15%)
General goods	47.0	49.4	(5%)
Containerised	35.3	37.7	(6%)
Non-containerised	11.7	11.7	1%
TOTAL GOODS	67.7	67.8	(0%)
UNITS			
TEU	3,726,624	3,889,089	(4%)
O/D	2,213,976	2,148,539	3%
Transit	1,512,648	1,740,551	(13%)
ITU	430,406	427,849	1%
Passengers	5,787,516	5,395,153	7%
Cars	716,657	682,082	5%
Ships	8,374	8,383	0%
GT	376,890,037	364,241,247	3%

Relationship between traffic indicators and turnover

FEES FOR USE

Despite the uneven progression of the various traffic, the activity as a whole had a positive impact on fees for use, which increased by €1.9 million (+2%) due to the combination of the following factors:

- **Vessel fees** (−0.8%): despite the increase in GT (gross tonnage), these decreased due to the application of environmental bonuses associated with the use of the OPS system.
- **Passenger fees** increased by €1.2 million (+9%) as a direct consequence of the uptick in passengers, especially of cruise ships, relative to 2024.
- **Cargo fees** increased by €1 million (+3%), despite traffic by volume stabilising (0%) thanks to the strong performance of liquid bulk (+21%) and the positive evolution of traffic with origin/destination at the Port of Barcelona (+3%).

CONCESSION FEES

Concession fees registered an increase of €1.3 million (+1%), which is explained by the following effects:

- **Occupation fees** increased by €1.1 million interannually (+2%), driven mainly by:
 - The increased turnover corresponding to the Catalonia Terminal (BEST), resulting from the end of the discount associated with the blocks delivered in 2022, which no longer reduces the amount settled in 2025.
 - The impact of the temporary authorisation of the plots located on the Energy pier, which have been recovered from the MEPSA concession.
 - The incorporation of two new concessions –in favour of World Trade Center Barcelona (Blue Tech Port) and CILSA– which, despite being discounted since the assets are under construction, have become part of the Port’s concession map.

On the other hand, in 2025 there was not the one-off income registered the previous year from Aigües de Barcelona, to use water pipes in port territory during the years 2021 to 2023.

- **Activity fees** remained unchanged, with €0.2 million in additional turnover (+1%).

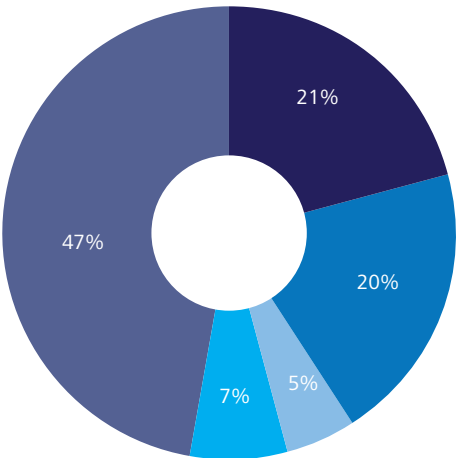
Analysing income

By type, the distribution of revenue remained virtually unchanged from the previous year: public domain concessions contributed nearly half of the Port’s revenue (47%), followed by vessel fees and navigation aids (21%) and cargo fees (20%).

By type of activity, also in line with previous years, revenue related to containers, and liquid bulk accounted for more than half of the total turnover (52%).

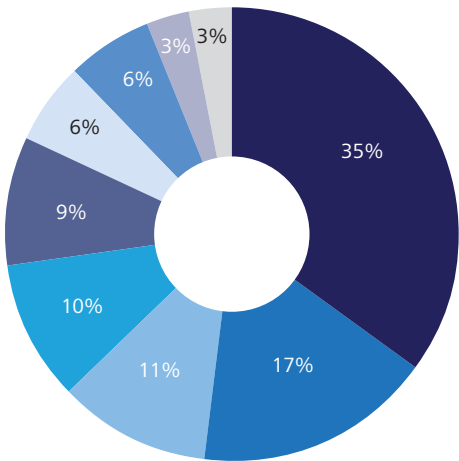
TURNOVER BY TYPE OF REVENUE

(%), 2025



	%
Vessel fees and navigation aids	21
Goods	20
Other fees and charges	5
Passenger	7
Public domain concessions	47

TURNOVER BY TYPE OF ACTIVITY
(%), 2025



	%
Containers	35
Liquid bulk	17
Warehouse rental	11
Cruise ships	10
Ro-ro terminals	9
Dry bulk	6
Port Vell and Sailing	6
Cars	3
Other	3

Expenditure

In analysing the spending of Barcelona Port Authority (APB), operating expenditure must be differentiated from the rest of operating expenses. This allows for a more precise reading of the evolution of costs directly linked to the Port’s ordinary activity, while also making it easier, in the comparison between years, to clearly distinguish recurring and flexible expenses from those that respond to strategic decisions, accounting criteria or structural charges not related to the level of activity.

Operating expenditure

In 2025, operating expenditure was **€52.6 million (+13%)**, up €6 million relative to 2024, as a result of two opposing dynamics:

1) The €750,000 **reduction (–2%) in external service expenses**, due to the combination of the following factors:

- €764,000 reduction in Conservation spending, mainly due to exceptional expenses related to the America’s Cup, entered into accounts in 2024.
- Savings of €300,000 in the waste collection service (MARPOL), attributable to the fact that part of the turnover corresponding to the 2025 financial year was entered into accounts in January 2026, a temporary discrepancy that will be made up for in the 2026 financial year.
- On the other hand, supplies, particularly electricity, experienced an increase of €518,000 due to the consolidation of electricity supply to ships (OPS) as well as the variability of market prices.

2) **The significant increase in other current management expenses**, by €6.8 million (+130%), driven mainly by the one-off provision of €10 million to relocate and finance Barcelona International

Terminal (BIT), the new coffee terminal. The Port of Barcelona is assuming a third of the total investment of €30 million in the construction of this terminal, which positions Barcelona as a key logistics hub in the European agri-food industry. Without this one-off impact, operating profit would have been €57 million.

This impact, however, was partially offset by the fact that in 2024 various non-recurring expenses were registered in connection with the Nova Bocana and Drassanes wharf developments (€1.2 million and €2 million, respectively), driven, in part, by the preparations for the 2024 America's Cup, and which did not continue in 2025. The disappearance of these one-time costs partially moderated the rise in this line item, although ultimately the provision of €10 million clearly determines the annual variation.

Other operating expenses

Other operating expenses amounted to **€113.4 million (+3%)**, that is, €3.5 million more than the previous year. The details of this increase are explained below:

- **Staff costs** remained virtually unchanged at €39.1 million, in line with the previous year.
- **Contribution to Puertos del Estado and the Interport Compensation Fund (FCI)** increased by €1 million to €14.6 million (+8%) due to the increased calculation base, which is based on the 2024 result. The Port of Barcelona remains the main contributor to the state port system and contributes 45% more than the second contributing port.
- **Depreciation** rose by €2.6 million (+5%) as a result of new fixed assets activated during 2025 with a reduced useful life (APB communications networks, transport elements, etc.), causing a notable jump in annual depreciation.

EVOLUTION OF APB'S OPERATING EXPENDITURE

(thousand EUR), 2025-2024

	2025	2024	VARIATION	% VAR.
External service expenses	40,535	41,285	(750)	(2%)
Conservation (not including MARPOL)	11,033	11,797	(764)	(6%)
Waste collection service (MARPOL)	6,422	6,722	(300)	(4%)
Independent professionals	7,491	7,709	(218)	(3%)
Supplies	2,843	2,326	518	22%
Other external services	12,745	12,731	14	0%
Other current management expenses	12,039	5,241	6,798	130%
TOTAL	52,573	46,525	6,048	13%

- **Taxes** increased markedly by €4.7 million (+135%) due to two effects:
 - Barcelona City Council approved a gradual increase in the property tax rate (IBI), from 0.80% in force in 2024 to 1.30% in 2027, which will lead to a gradual increase in the tax burden associated with the Port's assets located in the city. For fiscal year 2025 the tax rate was 1.06%.
 - El Prat City Council announced an increase in the taxable base of the property tax (IBI) on surfaces linked to rail uses on the Prat wharf and the old Llobregat riverbed, charged retroactively between 2021 and 2024. APB filed an appeal for the settlements resulting from this, which is pending a decision.
- **Excess provisions** include provisions which, once the underlying risk circumstances have disappeared, can be partially or totally reversed as a positive adjustment to the result. In 2024, a notable amount of reversals of provisions was recorded, mainly related to the resolution of various administrative dispute appeals

arising from the claim regarding the price of the El Prat properties affected by the modified DEUP. In 2025, however, the amount recorded under this heading was substantially lower, which explains the variation of €3.3 million (–74%).

- In **other exceptional expenses and income**, the accounting impairment recorded the previous year for the sheds, or tinglados, of the Eastern wharf –€8.8 million– was extremely significant.

During 2025, **APB absorbed total spending of €166 million** (+6%), up €9.6 million over the previous year.

In 2025 the ratio measuring **the absorption of expenses in overall turnover** stood at **41%**, up two points from 2024. Although this increase reflects the impact of one-off expenses incurred during the year, the ratio remains within the usual ranges observed over the last decade.

EVOLUTION OF OTHER OPERATING EXPENSES OF APB

(thousand EUR), 2025-2024

	2025	2024	VARIATION	% VAR.
Staff costs	39,081	39,060	21	0%
Contribution to <i>Puertos del Estado</i> and FCI	14,637	13,597	1,040	8%
Depreciation	58,543	55,983	2,560	5%
Taxes	8,230	3,500	4,731	135%
Surplus provisions	(1,177)	(4,441)	3,264	–74%
Other exceptional expenses and income	663	8,715	(8,052)	(92%)
Allocation grants	(6,627)	(6,582)	(45)	1%
TOTAL	113,350	109,832	3,518	3%

TREND IN THE ABSORPTION OF TOTAL APB SPENDING

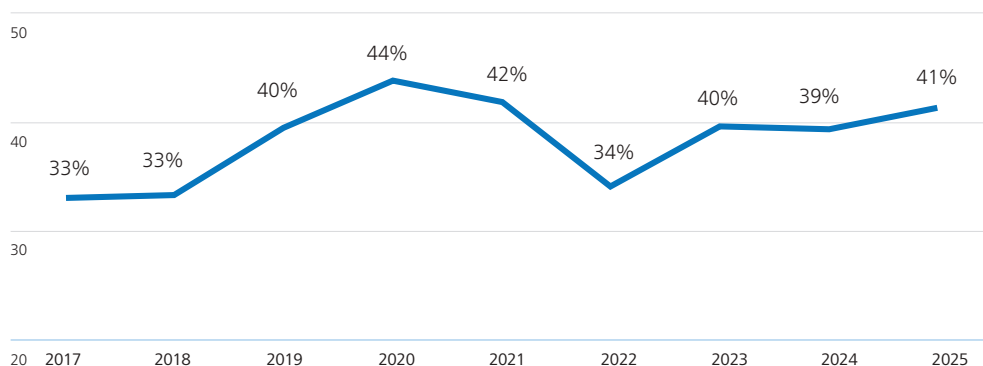
(thousand EUR), 2025-2024

TOTAL SPENDING	2025	2024	VARIATION	% VAR.
Operating expenditure	52,573	46,525	6,048	13%
Other operating expenses	113,350	109,832	3,518	3%
TOTAL	165,924	156,357	9,566	6%

EXPENDITURE ABSORPTION RATIO OF APB

(%), 2017-2025

— Current expenses / Turnover



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

NB: Excludes income and expenditure for ships' rubbish and waste collection.

Operating income

Operating income for 2025 was **€47 million (-6%)**, down €3.1 million from the previous year. This performance was not the result of a deterioration in activity – on the contrary, turnover grew again and reached a new record high. Rather, it reflected the combined effect of various factors which increased expenditure for the year:

- The inclusion of exceptional operations and charges, such as those linked to the financing of the new coffee terminal (BIT), which is explained in the “Expenditure” section.
- Increased depreciation – a result of the commissioning of new assets with a shorter useful life and taxes.

- In 2024, non-recurring positive impacts had been recorded, such as a reversal of provisions of €4.4 million, which did not recur in 2025. This effect is offset by the accounting impairment of the Eastern wharf sheds (*tinglados*) for €8.8 million.
- The favourable effect on tax expenditure: the corporate tax charge was reduced to €5.9 million (–11%), down €701,000 from 2024.

It should be noted that neither depreciation, nor provisions, nor accounting impairments represent a real cash outflow during the year: They are accounting charges that reflect valuation criteria and accrued obligations, but without any impact on cash flow.

Overall, therefore, the decline in operating income was not due to a loss of operational capacity at the Port, but to the combination of higher revenue, higher expenses arising from extraordinary items and accounting charges, and tax savings that act as a palliative but are insufficient to offset the other elements.

Stakeholder companies

The companies in which Barcelona Port Authority (APB) holds a stake are a recurring source of financial income –through dividends, capital returns and value adjustments– and also a strategic instrument strengthening the Port of Barcelona’s position in various operational and development areas. Understanding the movements within the portfolio of stakeholder companies therefore makes it possible to properly contextualise a significant part of the financial result’s performance for the year.

Primary changes regarding the stakeholder companies during 2025:

- **Barcelona Regional** –a public urban development agency specialising in strategic planning, urban planning, infrastructure and environmental projects– ceased to be part of the Port’s portfolio after the sale of the stake during the year.

APB OPERATING INCOME

(thousand EUR), 2024-2025

	2024	2025	VARIATION	% VAR.
Net turnover	206,326	200,303	6,023	3%
Other operating income	6,624	6,211	413	7%
Staff costs	(39,081)	(39,060)	(21)	0%
Other operating expenses	(76,368)	(63,551)	(12,818)	20%
Depreciation of tangible assets	(58,543)	(55,983)	(2,560)	5%
Allocation of grants of other non-financial assets	6,627	6,582	45	1%
Surplus provisions	1,177	4,441	(3,264)	(74%)
Impairment and gains on disposals of assets	265	(8,786)	9,051	(103%)
TOTAL	47,026	50,157	(3,131)	(6%)

- The stake in the French rail terminal **Perpignan Saint Charles Container Terminal (PSCCT)** increased from 3.89% to 4.22% as a result of a capital increase.
- Two contributions occurred which did not entail any changes to the APB's stake:
 - The disbursement of €1.3 million for the capital increase of **Zaragoza Maritime Terminal (TMZ)**, corresponding to its 21.55% stake.
 - The payment of €225,000 corresponding to the outstanding portion of the initial contribution for the formation of **Train Port Barcelona, SA, SME**.

Following these adjustments, the Port of Barcelona's portfolio now comprises **16 companies** linked to some branch of Port of Barcelona activity: space management, rail terminals and innovation and technological transformation services. Overall, these companies brought together a combined turnover of **€139 million** during 2025.

APB STAKEHOLDER COMPANIES

(%), 2025

	% OF SHARE CAPITAL
Group companies	
Gerència Urbanística Port Vell	100,00%
Centro Intermodal de Logística, SA SME	51,50%
World Trade Center Barcelona, SA SME	75,99%
Train Port Barcelona, SA SME	50,00%
Associated companies	
Catalana d'Infraestructures Portuàries, SL	
Terminal Intermodal Marítima Centro, SL	49,00%
B2B Logistics (Busan Barcelona Hub), SL	49,00%
Terminal Intermodal de l'Empordà	47,32%
Puerto Seco de Azuqueca de Henares, SA	36,73%
Portic Barcelona, SA	40,69%
Terminal Marítima de Zaragoza, SL	21,55%
Other stakeholdings	
Puerto Seco de Madrid, SA SME	10,20%
Terminal Intermodal Monzón, SL	10,00%
Perpignan Saint Charles Conteneur Terminal, SA EML	4,22%
European School – Intermodal Transport	50,00%
BCN Port Innovation Foundation	40,00%

The movements produced during 2025 generated various **accounting effects** which are reflected in the financial result and give context to its figures:

- **Dividends received** from stakeholder companies contributed **more than €11 million**, remaining a stable and significant source of income and strengthening the structural contribution of the stakes to the financial result.
- The **impairment of the carrying amount** of the Port's investment in the **Empordà Intermodal Terminal** company has a one-off negative impact on the result.
- The **sale of Barcelona Regional's stake** had a positive effect on the financial year.
- The impact of the financial investments made, arising from **the capital increase of Perpignan Saint Charles Conteneur Terminal (PSCCT)**, increases the APB's stake and reinforces the strategic commitment to cross-border rail and logistics development.

Financial results

Barcelona Port Authority (APB) closed 2025 with **financial results of €17.9 million** (–6%), down €1.1 million from the previous year, due mainly to moderated financial returns in an environment of lower interest rates. Even so, the result is clearly positive and particularly noteworthy considering that, in most companies, this item is usually negative due to the cost of debt. In the case of the Port, however, reduced debt, together with a highly competitive interest rate and the active management of cash surpluses and contribution of dividends from stakeholder companies, made it possible to maintain the favourable financial result.

APB FINANCIAL RESULT

(thousand EUR), 2025-2024

	2025	2024	VARIATION	% VAR.
Financial income	19,642	21,812	(2,170)	(10%)
Financial expenses	(1,643)	(2,857)	1,214	(43%)
Impairment and gains on disposals of financial instruments	(133)	–	(133)	–
TOTAL	17,866	18,955	(1,089)	(6%)

Financial income

During 2025 the main components of financial income behaved as follows:

MANAGEMENT OF CASH SURPLUSES

Barcelona Port Authority has continued to actively manage its cash surpluses through various temporary financial investments (TFIs) despite a context of more moderate interest rates than the previous year. The placements made throughout the year achieved an average rate of 2.41% and made it possible to generate **€7.9 million** in revenue. This contribution, together with the remuneration of current accounts, contributed significantly to the year's financial result, although it is below the exceptional levels achieved in 2024.

STAKES IN EQUITY INSTRUMENTS

Dividends received from stakeholder companies exceeded **€11 million**, an extremely positive figure up €1.3 million over the previous year.

Financial expenses

The European Central Bank's decision to keep interest rates low through 2025 to boost economic activity in the eurozone had a positive impact on the cost of financing. Specifically, the financial expenses linked to the variable-rate loans held by the APB amounted to €1.6 million; in other words, **savings of €1.2 million** (–43%) were generated relative to the previous year.

Impairment and gains on disposals of financial instruments

During the year, an impairment of the APB's stake in the stakeholder company Terminal Intermodal de l'Empordà was recognised in the amount of €210,000, corresponding to the difference between the recoverable value of the investment and its book value. This is a strictly accounting adjustment that does not entail any cash outflow.

INCOME FROM APB STAKEHOLDINGS

(million EUR), 2025-2024

	2025	2024	VARIATION	% VAR.
Centro Intermodal de Logística, SA	7.3	6.3	1.0	16%
CIP, SA	2.2	2.7	(0.5)	–18%
World Trade Center Barcelona, SA	1.5	0.8	0.8	100%
TOTAL	11.1	9.8	1.3	13%

EBITDA

Earnings Before Interest, Taxes, Depreciation and Amortisation (EBITDA) reached a total of **€95.7 million (-6%)**. This reduction is mainly explained by the €3.1 million drop in operating income, to which is added the non-recurrence of certain positive accounting adjustments, such as the accounting impairment recorded the previous year. Despite this decrease, EBITDA, at a level close to €100 million, reflects the Port of Barcelona's capacity to generate resources from its ordinary activity.

Investment and borrowing

In 2025, Barcelona Port Authority performed **investments to the tune of €84.4 million**, including infrastructure, equipment and application projects and others.

Moreover, once again, Port Authority had no recourse to additional financing and also **reduced** long-term **bank debt** by **€18.1 million** (ordinary amortisation of existing loans). The year closed with an outstanding balance of €70.3 million.

Since the completion of the Port's highly financially leveraged expansion project (roughly

EBITDA

(thousand EUR), 2025-2024

	2025	2024	VARIATION	% VAR.
Operating income	47,026	50,157	(3,131)	(6%)
Plus	59,885	66,114	(6,230)	(9%)
Depreciation of fixed assets	58,543	55,983	2,560	
Reserves for liabilities and expenses		1,345	(1,345)	
Losses from fixed assets	68	249	(181)	
Losses from impairment of non-current assets	91	8,537	(8,446)	
Impairment and result of financial instruments	255		255	
Provision for traffic insolvencies (-)	927		927	
Minus	11,210	13,829	(2,619)	(19%)
Valuation adjustments for impairment of non-current assets	424	–	424	
Surplus provisions for liabilities and expenses	1,177	4,441	(3,264)	
Capital grants and others transferred to profit	9,609	9,317	292	
Provisions for traffic insolvencies		71	(71)	
TOTAL	95,701	102,442	(6,741)	(7%)

€500 million in 2010), the debt ratio has decreased considerably due to the progressive effect of debt repayment through early returns, as well as the application of profits to assets.

This year a **debt-to-equity ratio of 4%** was reached, the lowest percentage in recent decades.

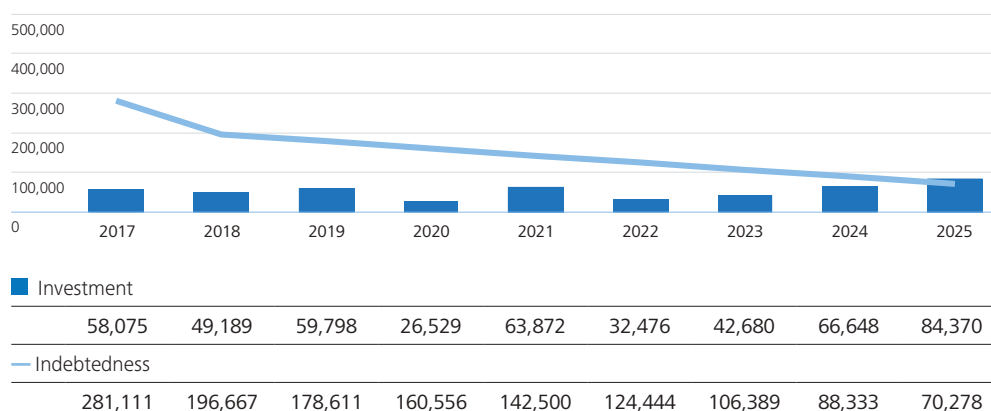
MAIN APB INVESTMENTS

(million EUR), 2025

	MILLION EUR
New rail accesses (railways)	15.2
Adossat wharf extension	14.2
Remodelling of the Asta Building	9.4
Works at the Catalunya wharf	9.0
Rehabilitation of the Portal de la Pau building	7.7
Development of computer applications	6.7
Wharf electrification	4.8
Computer equipment	4.3
Electrical networks in the service area	3.6
Construction of the Prat wharf	2.2
Other investments	7.3
TOTAL	84.4

TREND IN ANNUAL INVESTMENT AND LONG-TERM DEBT

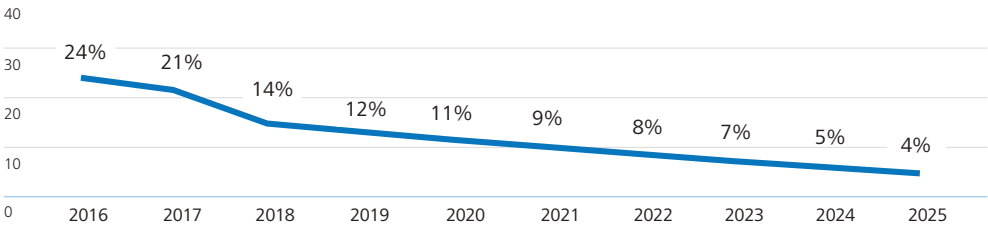
(thousand EUR), 2017-2025



TREND IN THE DEBT RATIO

(%), 2016-2025

— Bank debt / Own funds



Bank debt

303,889	281,111	196,667	178,611	160,556	142,500	124,444	106,389	88,333	70,278
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Own funds

1,289,061	1,338,524	1,392,199	1,436,362	1,465,172	1,504,255	1,567,323	1,617,395	1,679,893	1,738,426
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Business cash flow

This year, business cash flow is presented as the primary indicator of resource generation, replacing the traditional operating cash flow. This change responds to the need to offer a more precise and functional view of the Port’s capacity to generate cash on a recurring basis from its own activity. Business cash flow adjusts for non-recurring items or those with no real treasury effect, eliminates one-off distortions, and improves year-on-year comparability. This approach allows for a more rigorous assessment of the Port’s financial sustainability, its self-financing capacity and the structural evolution of the business, placing the Port of Barcelona in line with best reporting practices for infrastructure and public services.

APB’s business cash flow for 2025 remained extremely stable at **€113.8 million (+1%)**. This made it possible to sustain activity in a year

marked by a significant increase in investment payments, which rose to €82.2 million (+19%). Despite this investment pressure, cash absorption was offset by various factors:

- **Proceeds from divestments** of up to €3 million (+704%).
- A notable increase in **grants received**, from €5 million to €13.6 million (+173%).
- A **substantial recovery in working capital**, which shifted from a €26.3 million absorption in 2024 to a near-neutral impact in 2025.

The combination of these factors made it possible to generate a free cash flow of €30.8 million. As a direct result, the **year-end cash position** stood at **€365.3 million (+9%)**.

APB BUSINESS CASH FLOW

(thousand EUR), 2025-2024

	2025	2024	VARIATION	% VAR.
Business cash flow	113,825	112,953	872	1%
Investment	(79,236)	(68,583)	-10,653	16%
Investment payments	(82,241)	(68,956)	-13,284	19%
Proceeds from divestments	3,004	374	2,631	704%
Financing	(3,841)	(8,587)	4,746	-55%
Grants	13,560	4,960	8,601	173%
Debt repayments (EIB)	(18,056)	(18,056)	0	0%
Other	654	4,509	-3,855	-85%
Changes in working capital	24	(26,253)	26,277	-100%
Free cash flow generation	30,772	9,531	21,241	223%
Opening cash position	334,574	325,043	9,531	3%
Closing cash position	365,347	334,574	30,772	9%

Contribution to the port system

Article 19 of Royal Legislative Decree 2/2011 (known as the Ports Law) states that the economic resources of the public body *Puertos del Estado* shall comprise, inter alia, 4% of the revenue accrued by the port authorities from port fees over the previous financial year.

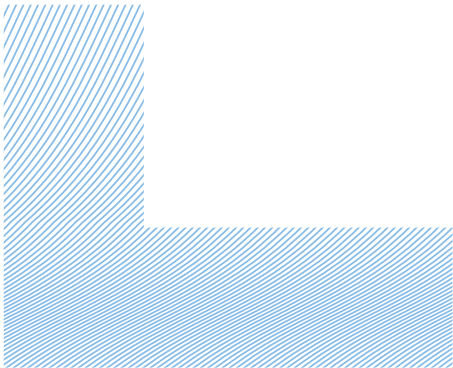
The Ports Law also states that port authorities must make contributions to the Interport Compensation Fund (FCI), an instrument for redistributing resources from the state port system and regulated pursuant to article 159. The contribution has been higher since 2019 as a result of the creation of the new "Ports 4.0" capital fund, which promotes and incorporates incremental innovation as an element of competitiveness and efficiency in the logistics and port sector.

In 2025 the disbursement for **contributions to the Spanish Port System** entailed an expense for the Barcelona Port Authority of **€14.2 million**, 45% more than the second contributing port:

- **€6.93 million** to the Interport Compensation Fund (FCI).
- **€7.3 million** to Puertos del Estado, in line with the increase in Port revenues linked to fees.

If we add the €9 million in corporate tax payments in 2025, **the Port's total contribution to the Spanish state exceeds €23 million**, equivalent to 11% of turnover.

Additionally, port authorities contribute to the Port System via remunerated loans to the Financial Fund for Land-Port Accessibility (FFATP), a solidarity mechanism provided by law and intended to finance external access to ports. This year and last, no contributions were made by common agreement in the Port System. However, significant movements occurred during 2025: Full repayment of the loans corresponding to 2019 and 2020 was agreed, as well as partial repayment of the 2021 loan, for a combined amount of nearly €2 million. At the same time, interest accrued during 2025 associated with these loans amounted to €245,000, which was recorded as financial income for the year.



Trend in ratios of the main economic indicators

The trend in the Port of Barcelona’s main economic indicators between 2017 and 2025 makes it possible to contextualise the overall performance of the business in a period characterised by variations in activity and high inflation in recent years.

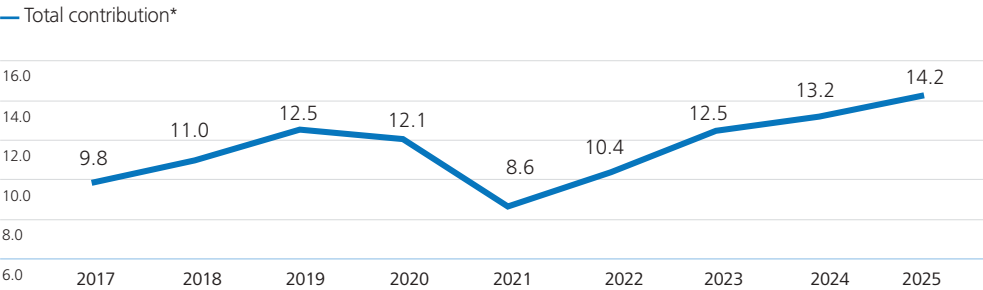
In recent years –except for 2020– turnover has always evolved positively, with notable sustained growth following Covid-19, although port fees have remained stable, without any updates during the period. In contrast, traffic has shown higher volatility, indicating a partial disconnect between the evolution of port activity and economic results.

This decoupling is largely attributable to the stability of concession income, a counterweight that helps maintain the Port’s income at stable levels even in periods of significant traffic variations.

While turnover followed an upward trend for most of the period, business cash flow remained stagnant at around €93 million, except in the last two years.

CONTRIBUTIONS BY APB TO THE STATE PORT SYSTEM

(million EUR), 2017-2025



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

This decoupling is explained by the fact that turnover reflects only accrued income, whereas business cash flow reflects actual cash generation, which may be affected by the impacts of operating expenditure and structural expenses, changes in working capital, and the effect of financial income received. For this

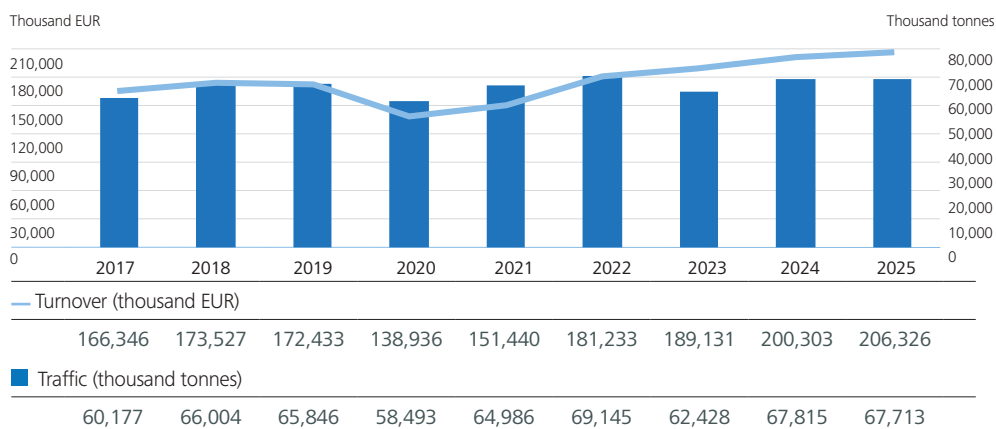
reason, had it not been for the dividends received and the management of cash surpluses, the business cash flow for 2024 and 2025 would have shown much more moderate growth, further highlighting this divergence.

CORRELATION OF TURNOVER

(thousand EUR), 2017-2025

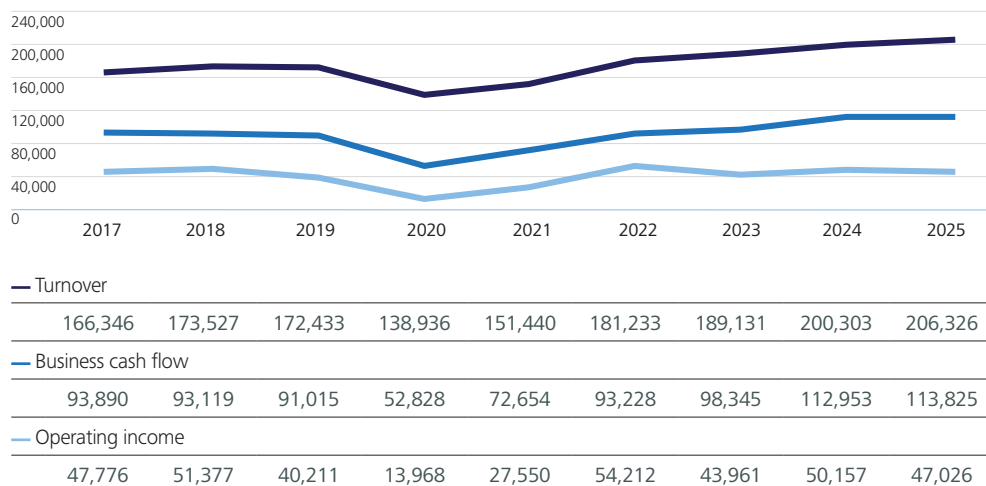
TRAFFIC VOLUME

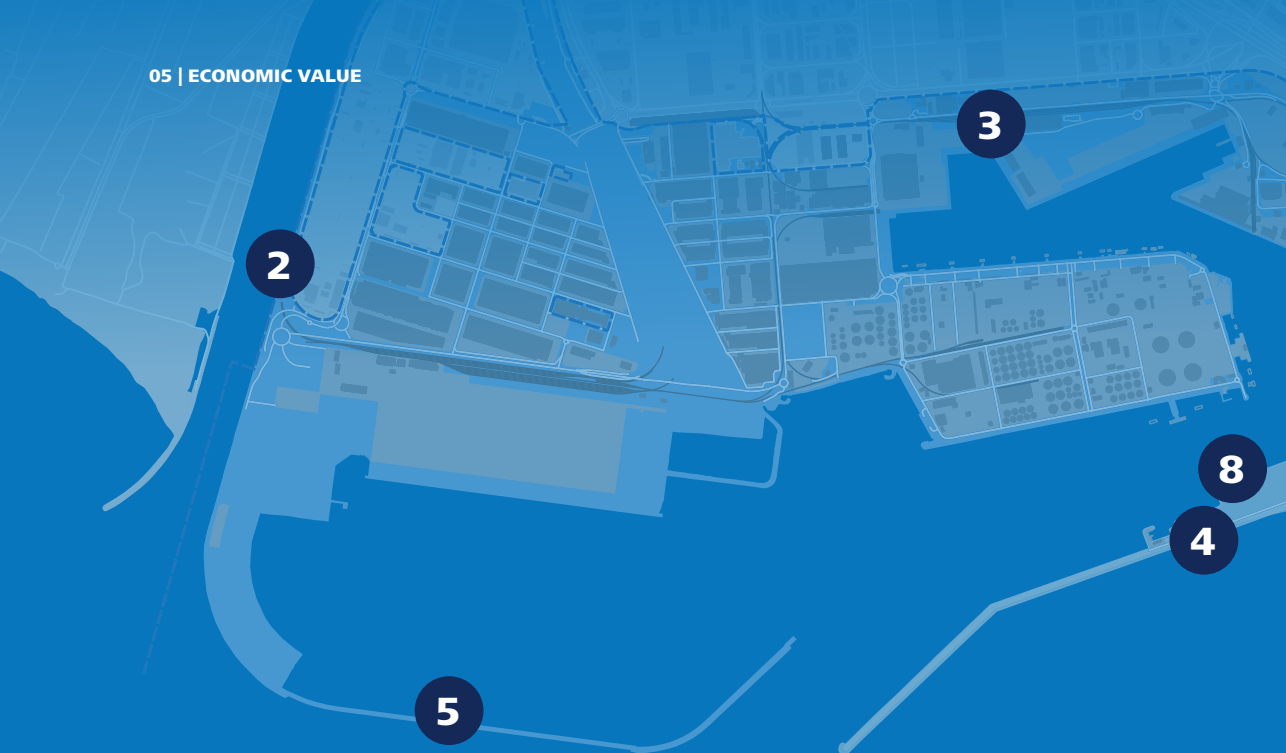
(thousand tonnes), 2017-2025



TREND IN THE MAIN ECONOMIC INDICATORS

(thousand EUR), 2017-2025





Investment in infrastructure

Of the Port of Barcelona's total investment of €85.9 million during 2025, **€79.2 million were for infrastructure**. The most important actions carried out are described below.

1

MODIFIED.
"NEW REFURBISHING
OF THE PORTAL DE LA PAU BUILDING"
 (OB-GP-M-0862/2020)

AWARDED TO:
UTE NOVA REHABILITACIÓ PORTAL
DE LA PAU

PERFORMANCE TIME:
31 months (underway)

BUDGET:
€15,629,051.73

MODIFIED BUDGET:
€16,967,156.23

The project involves refurbishing the Portal de la Pau building, the headquarters of Barcelona Port Authority, to adapt it to its new use as a centre for disseminating port activity. The works include structural reinforcement, interior and exterior restoration, and adaptation to current energy efficiency, environmental and safety requirements.

Phase one, completed in summer 2024, restored the main façade and consolidated the structure. The works were temporarily halted between 1 August and 31 October 2024 to avoid interfering with the 2024 America's Cup. Phase two centres on restoring the interior and recovering the original structure.

The project has received public funding from the 2% Cultural programme to conserve sites of architectural, historical and artistic interest.



2

**MODIFIED.
"NEW RAIL ACCESS. ACCESS ROADS
AND DISPATCH/RECEPTION TO NOU
LLOBREGAT. AFFECTED SERVICES AND
LAND CONSOLIDATION"**

(OB-GP-P-0788/2016)

AWARDED TO:

UTE NUEVO ACCESO FERROVIARIO

PERFORMANCE TIME:

32 months (underway)

BUDGET:

€24,947,507.84

MODIFIED BUDGET:

€24,972,309.70

In September 2013, the Port of Barcelona and other administrations (Ministry of Transport, State Ports, ADIF, FGC and Generalitat) signed the Collaboration Protocol for the promotion and realisation of the new rail access to the Port of Barcelona, part of the Recovery, Transformation and Resilience Plan (PRTR), with funding from the Recovery and Resilience Facility (RRF) of the European Union.

The work, performed by Barcelona Port Authority, includes the construction of the rail superstructure within the port, including an access branch line and a set of tracks at the TERCAT terminal; the access roads and dispatch-reception lines in the Nou Llobregat area, including the electrification and traction substation, and the proportional part of the overall signalling project.

Plans also include the reinstatement of affected services, consolidation of the land, and geometric definition of the rail terminals; construction of the service road and embankment to connect with the new southern rail access developed by the Ministry, and realisation of all structures associated with the future rail terminal.



3

MODIFIED.
"REDESIGN OF ASTA FACILITIES"
 (OB-GP-M-0828/2018)

AWARDED TO:
**UTE REMODELACIÓN INSTALACIONES
 ED. ASTA**

PERFORMANCE TIME:
53 months (underway)

BUDGET:
€15.819.845

MODIFIED BUDGET:
€17,274,689.06

The planned work involves improving the functional conditions of the ASTA complex of Barcelona Port Authority, which consists of a main building and an annex building of the Port Police. Plans involve maintaining the current departments (Conservation, Archives and Port Police) and using an area of the main building as a rental for Port Authority concession companies.

A comprehensive refurbishment of both buildings is proposed, both at a functional level, as a new layout is planned for all floors, and at a structural level, as the façade, roof and roof reinforcements will be completely replaced. However, the existing floor slabs will be maintained almost entirely, with reinforcements to the foundations.

4

**"EXTENSION OF THE ADOSSAT WHARF,
 PHASE 4"** (OB-GP-P-0798/2016)

AWARDED TO:
UTE 4ª FASE AMPLIACIÓN ADOSSAT

PERFORMANCE TIME:
51 months (underway)

BUDGET:
€54,673,180.00

The project comprises the necessary wharf works, backfilling, and berthing works associated with the creation of a short sea shipping (SSS) terminal at the southern end of the Adossat wharf, to complete the space available up to the current berth and the Maritime Civil Guard base. It also includes consolidation, construction of the superstructure and access road services.

5

**"CATALUNYA WHARF. ENCLOSURE
 EMBANKMENT, PHASE 1"**
 (OB-GP-P-0835/2019)

AWARDED TO:
UTE MOTA DE RECINTOS FASE 1

PERFORMANCE TIME:
27 months (underway)

BUDGET:
€ 72,359,045.87

The project involves building a first phase of embankments to delimit the terrace area associated with the Catalunya wharf, allowing backfilling of this terraced to move ahead, and consolidating the land, independently from construction of the wharf. It also includes building the rockfill embankment on the outer side of the vertical section of the South Breakwater.



6

"BASIC INFRASTRUCTURE TO CONNECT SERVICE NETWORKS BETWEEN THE ENERGY PIER AND ADOSSAT WHARF"

(OB-GP-P-0846/2019)

AWARDED TO:

UTE MUELLE ENERGIA

PERFORMANCE TIME:

28 months (underway)

BUDGET:

€14,955,143.82

The project involves providing the necessary infrastructure to facilitate the comprehensive interconnection of all public services between the area of the Adossat wharf and the Energy pier. It is structured with the creation of two large junction chambers located at strategic points on the wharf and pier, connected by a series of sleeves driven into the ground, into the terrace fills, or into the natural terrain, allowing connection between the chambers and the passage of services under the canal of the South Entrance.

7

"ESPLANADE TO SUPPORT OPERATIONS AT THE ADOSSAT WHARF, NO. 2"

(OB-GP-P-0910/2023)

AWARDED TO:

COSPLAAN OBRAS Y SERVICIOS LAANTIT S.L.U.

PERFORMANCE TIME:

7 months (work completed)

BUDGET:

€2,356,686.85

The action consisted of preparing the reserved space outside the terminal, including accessibility from the road to the wharf, paving, services and delimitation or fencing.

8

"ESPLANADE TO SUPPORT OPERATIONS AT THE ADOSSAT WHARF, NO.3"

(OB-GP-P-0911/2023)

AWARDED TO:

COSPLAAN OBRAS Y SERVICIOS LAANTIT S.L.U.

PERFORMANCE TIME:

6 months (work completed)

BUDGET:

€1,868,097.80

This work consisted of preparing the reserved space outside the terminal, including accessibility from the road to the wharf, paving, services and delimitation.

OTHER KEY ECONOMIC FIGURES

Financial aid received

PARTICIPATION IN INTERNATIONAL RESEARCH AND INNOVATION PROJECTS WITH EUROPEAN FUNDING

2025

PERIOD	PROJECT	ACTION AND OBJECTIVES	PROGRAMME
2024-2028	Nexigen	Plan to electrify wharves and supply renewable energy to ships during their stay in port. NEXIGEN 1+2 promotes collaboration between stakeholders, facilitates integration with the regional network and shares knowledge to foster more sustainable ports in the Mediterranean region and beyond.	 Connecting Europe Facility Programme Call: CEF-T-2023-COREGEN Project proposal: 101175939
2023-2025	Green Marine Med	Project to analyse the state of green transport in the Mediterranean and generate a community of actors involved in promoting sustainable transport. APB participates with bodies and organisations from Spain, Italy, Turkey, Israel and the Netherlands.	 EMFAF Programme Call: EMFAF-2023-PIA-FLAGSHIP Project proposal: 101124818
2021-2026	Pioneers	Project uniting the ports of Antwerp, Barcelona, Constanța and Venlo, to respond to the challenges of reducing their environmental impact while staying competitive and addressing the continuous growth of the maritime sector.	 Horizon 2020 Framework Programme Call: H2020-LC-GD-2020-1 Project proposal: 101037564
2022-2025	OPS	Project in cooperation with the Balearic Islands Port Authority to develop on-shore power supply (OPS) pilot projects for electrical connections to container ships and ferries at the dock. The ultimate goal is to reduce greenhouse gas emissions and other pollutants.	Programa de Apoyo al Transporte Sostenible y Digital en concurrencia competitiva / Línea de actuación 5. Sostenibilidad del transporte marítimo y aéreo / M11: Apoyo al despliegue de combustibles alternativos en puertos y aeropuertos / PATSYD/22/00061. 
2022-2025	PortDigiRail	Develop a centralised traffic centre (CTC) to digitalise the Port of Barcelona rail network.	Programa de Apoyo al Transporte Sostenible y Digital en concurrencia competitiva / Línea de actuación 6. Digitalización del transporte / M13: Proyectos para los servicios de transporte de viajeros y mercancías de ámbito nacional / PATSYD/22/00139. 
2023-2025	Suport	Capture and recover CO2 from ship waste to produce clean synthetic marine fuels. APB, CENIT (CIMNE), Aigües de Barcelona and CETAQUA participate.	

PERIOD	PROJECT	ACTION AND OBJECTIVES	PROGRAMME
2024-2029	Entry Exit System - Acquisition and installation	The goal is to acquire and install the automated equipment required for border control at the Port of Barcelona within the framework of the EES (Entry/Exit System) and ETIAS (European Travel Information and Authorisation System) in accordance with Regulation (EU) 2017/2226.	 Cofinanciado por la Unión Europea   Fondos Europeos 
2024-2029	Entry Exit System - Maintenance and staff	The goal is to acquire and maintain the equipment and contract auxiliary information services for border control at the Port of Barcelona within the framework of the EES and ETIAS.	 Cofinanciado por la Unión Europea   Fondos Europeos 
2021-2025	Redesign of ASTA building facilities	Comprehensive refurbishment of the ASTA complex to improve its functionality and maintain the Conservation, Archive and Port Police services, enable spaces for rental and incorporate façades, installations and renewable air conditioning.	 Cofinanciado por la Unión Europea   Fondos Europeos  
2021-2026	New rail access. Access tracks and dispatch/reception tracks at Nou Llobregat	The works include the internal rail superstructure of the Port, access roads and dispatch-reception yards at Nou Llobregat, as well as the electrification, the traction substation and the proportionate portion of the signalling.	   Financiado por la Unión Europea   Plan de Recuperación, Transformación y Resiliencia
2021-2025	100KW photovoltaic installation for collective consumption at the Fisherman's wharf of the Port of Barcelona	The project modernises the fish market (<i>l'lotja</i>) at the Fisherman's wharf with a new photovoltaic structure for self-supply of electricity, creating a renewable microgrid in the Port of Barcelona's utility yard.	 Cofinanciado por la Unión Europea    Puertos del Estado



06

Social value



Human capital

Occupational safety and health

Security of people and goods

Social and relationship capital



HUMAN CAPITAL

Barcelona Port Authority (APB) understands human capital as a strategic factor for its development and strives to ensure the well-being, health and development of skills and capabilities of people. To this end, during the year it began a new phase with the launch of the **Staff Plan 2025-2028**, oriented towards modernising, digitalising and consolidating a more transparent, agile and data-based organisational culture.

Overall, the actions carried out in 2025 reflect the APB's commitment to this continuous transformation in step with the times and a professionalisation of people management.

MAIN AXES OF ACTION OF THE STAFF PLAN

2025

INTERNAL MANAGEMENT

- Tendering process for the new comprehensive Human Resources Software, for technological renewal.
- Developing the human resources indicator dashboard.
- Increasingly transparent remuneration in line with Directive 2023/970.

SEARCHING FOR AND PROMOTING TALENT

- Strengthening the Succession Plan.
- Increasing APB's presence at fairs and conferences to position it as an attractive employer.
- Actions to modernise external recruitment calls and improve the candidate experience.

HEALTH AND PREVENTION

- Reactivating the health block.
- Updating internal procedures.
- Assessing critical risks (working at height, workshop machinery).
- Developing the new Health Surveillance and Occupational Risk Prevention Software.
- Implementing first aid courses.
- Catalogue of specific job training, offered internally with own resources.

CROSS-CUTTING

- Consolidating internal communication with the redesign of the intranet.
- Advances in the use of corporate artificial intelligence (IngenIA programme) for administrative staff.
- Advances in equality and diversity with the actions planned in the new LGBTI regulatory framework.

The Barcelona Port Authority workplace

Workforce profile

At year-end 2025, the Barcelona Port Authority (APB) workforce had 11 more people than the previous year and maintained characteristics highly similar to previous years:

33%

women

67%

men

Over **62%** of the workforce is **between 41 and 60 years old**

36%

have worked at APB **more than 26 years**

15.5% of the workforce holds **managerial positions**

PROGRESSION OF APB STAFF

(number of people), 2020-2025

	2020	2021	2022	2023	2024	2025
Covered by the agreement	451	461	468	491	479	490
Not covered by the agreement (managers)	70	70	69	72	76	76
TOTAL	521	531	537	563	555	566

APB WORKFORCE BY AGE RANGE

(number of people), 2025

	16-30 YEARS OLD	31-40 YEARS OLD	41-50 YEARS OLD	51-60 YEARS OLD	61-70 YEARS OLD	>70 YEARS OLD	TOTAL
Men	30	67	106	124	48	1	376
Women	17	32	55	66	20	0	190
TOTAL	47	99	161	190	68	1	566

APB WORKFORCE BY SENIORITY

(number of people), 2025

	0-5 YEARS	6-10 YEARS	11-15 YEARS	16-20 YEARS	21-25 YEARS	26-30 YEARS	>30 YEARS	TOTAL
Men	88	39	24	52	30	71	72	376
Women	53	24	17	24	11	38	23	190
TOTAL	141	63	41	76	41	109	95	566

Diversity and equal opportunities

GENDER EQUALITY

The proportion of women in the chief governing bodies of the Port of Barcelona and APB is slightly lower than that in the total workforce (33%), although on the APB Management Board it has increased by one person over the previous year.

PRESENCE OF WOMEN IN GOVERNING BODIES OF THE PORT OF BARCELONA AND APB 2025

GOVERNING BODY	NUMBER OF WOMEN (OUT OF TOTAL MEMBERS)	% WOMEN (OUT OF TOTAL MEMBERS)
Barcelona Port Authority Management Board	4 (of 16)	25%
Barcelona Port Authority Executive Committee	7 (of 22)	32%

FOURTH EQUALITY PLAN

During the year, the **APB Equality Monitoring Committee**, the body monitoring the development of each action and the degree to which the objectives of each measure are achieved, monitored the 23 actions contained in the current Equality Plan. The aim of monitoring, apart from checking the degree of achievement of the objectives, is to evaluate the introduction of other measures and correct possible deviations as necessary.

PREVENTING DISCRIMINATION

APB follows the following measures to avoid cases of workplace discrimination:

- Applies the current collective agreement (Third Collective Agreement of Puertos del Estado and Port Authorities) on the qualifications required for each post.
- Follows open competition procedures to select staff.
- Hires according to current labour regulations.

In 2025, APB directly contracted a total of **21 people with some kind of disability**.

Working conditions

LABOUR PROTOCOLS

The protocols that govern the APB work environment are available to all staff on the intranet:

- Equality Plan.
- Harassment protocol (pending approval).
- APB internal policy on digital disconnection.
- Regulations for the use of e-mail, internet and computer and electronic communication tools.

During 2025, **the update of the APB Harassment Protocol** was negotiated, pending year-end approval.

In addition, the working group of APB’s internal policy on digital disconnection **received no incidents during 2025** and therefore did not have to meet.

FLEXIWORK

Since 2022, APB has offered its staff the possibility of FlexiWork (FW) or of **combining remote and on-site work**. The **FlexiWork Monitoring Committee**, made up of representatives of the Works Council and a business representation, received no incidents during 2025.

FLEXIWORK AT APB

2025

Jobs eligible for FW:

269

86% of total jobs eligible for FW

People performing FW:

231

(118 women and 113 men)

41% of total APB staff

SOCIAL BENEFITS

In compliance with instructions from *Puertos del Estado* and by indication of the Executive Commission of the Interministerial Remunerations Commission (CECIR), the contribution to the social fund has been reduced by 75% for years; its use has therefore been limited significantly..

TRAVEL PLAN

APB provides 3-month travel cards (T-usuals) to employees who choose this sustainable option to go to work. In 2025 a total of **238 people** benefited from this initiative. In addition, two people use the mobility option of the bicycle parking space at the World Trade Center Barcelona, which is subsidised by APB.

People as the axis of the organisation

SUCCESSION PLAN

APB works to promote internal talent with the **Succession Plan** project, which identifies the organisation's key positions so that their continuity can be guaranteed by another person from within the organisation. The Plan involves understanding workers' capabilities and potential and conducting a more in-depth analysis of positions.

During 2025, **14 job changes and promotions** took place in implementation of the Succession Plan. The Plan has promoted 60 changes since it began in 2019.

CALLS FOR APPLICATIONS AND TEMPORARY JOB BANK

During 2025 a total of **59 job openings** were announced:

- 17 external selection processes for administrative, technical and specialised positions.
- An internal call for applications to fill the position of Port Officer for the Port Police.
- 38 selection processes to fill temporary substitutions (leave, maternity leave, paternity leave, contingencies, etc.).
- 3 selection processes to fill jobs with training contracts to obtain work practice.

INTERNS

Barcelona Port Authority (APB) has welcomed a total of **26 interns** from various areas of university specialisation. APB's continuous search for talent is also reflected in the following:

- **Agreement signed** with the Barcelona Education Consortium, Department of Education of the Generalitat de Catalunya and APB to incorporate **students of training courses**.

- **Extension** until 2029 **of the agreement with the Blanquerna Foundation** to host students.
- **Participation in various university job fairs** to promote the APB among students: Futur Civil (Faculty of Civil Engineering, UPC), Mota i Fusta (Faculty of Nautical Science, UPC) and Blue Careers Day (Chair of Blue Economy, UB).

Internal communication

During 2025, internal communication strengthened its role as a lever of influence, cohesion and organisational alignment, with significant advances in the way APB informs, connects and supports people. The focus is therefore on a more structured communication model, more business-oriented and closer to teams, with **a cross-cutting view** which strengthens the shared culture and makes it easier to understand the challenges and opportunities faced by the Port of Barcelona.

A model aligned to real needs

APB's Internal Communication Office is oriented to guaranteeing clear, coherent, transparent communication aligned with the real needs of people and corporate projects.



MAIN ACHIEVEMENTS OF APB INTERNAL COMMUNICATION

2025

Systematised the **content publishing and management process**: clear criteria to position news on the intranet, with coherence between corporate priorities and visibility.

Applied **new mechanisms for collecting and recording indicators**, to analyse and improve the impact of publications as well as the quality and traceability of internal communication actions.

Consolidated a **model of internal campaigns**, with new channels and formats to ensure effective communication. Campaigns of psychosocial risk assessment, cybersecurity and occupational risk prevention are all coordinated with the driving teams.

Completed implementation of **new intranet design** throughout APB: more homogeneous, clear and coherent user experience with the corporate identity; better accessibility and navigability.

Specific training in effective presentations, to equip APB staff **with communication tools and skills**.

Internal knowledge of the organisation

Internal communication has also worked to **bring knowledge of business, management and strategy closer** to all members of the organisation. This aims to reinforce the sense of shared purpose and facilitate understanding of the context in which decisions are made.

To achieve this, the department has adopted a **proactive attitude**: identify information, find sources and prioritise the publicising of business content and strategic projects. This approach has made it possible to make APB's activity more visible, contextualise corporate decisions and take an overarching look at future challenges. This has taken the form of an advisory role within APB which has also contributed to strengthening message coherence.

Employee experience

The experience of people in the day-to-day running of the organisation is a key pillar of the internal communication model. In 2025, greater focus was given to actions to strengthen the well-being, information and sense of belonging of the people who make up the APB.

JOINING APB

The new focus of **Welcome to the APB**, the annual welcome session for new hires and interns, was consolidated, with a more dynamic and experiential format combining strategic storytelling, cross-disciplinary knowledge and informal spaces. This model makes it easier for new hires to understand APB's purpose and the role they play in it, and at the same time promotes connection with management and other colleagues.

COMMITMENT TO HEALTH

The dissemination of actions linked to health and well-being was reinforced through multiple channels as part of **"La mar de bé!"** [Feeling Good!]. The goal is to give visibility to the work in this area and highlight APB's commitment to the physical and emotional health of its professionals.

THE VOICE OF THE PEOPLE

Active contributions were made to the **psychosocial risk assessment campaign 2025**, making understanding the process easier, reinforcing participation and ensuring a clear narrative about the objectives and benefits of the evaluation. This task helped to generate trust and give visibility to people as essential agents in the continuous improvement of the organisation.

SENSE OF COMMUNITY

Another area of transformation was the new approach to the **Annual Corporate Day and Christmas Lunch, towards a single event model**, with varied objectives, and more aligned with strategic reflection, cohesion and recognition. A single narrative based on experience has been consolidated, with new audiovisual formats, a reinforced story and a more carefully crafted setting. The change in approach has helped strengthen the recognition of people, generate a more cross-cutting and inclusive sense of belonging for everyone and strengthen shared identity.

Training and talent

Training and development

Barcelona Port Authority (APB) is firmly committed to the continuous training of its staff. Renewing knowledge, incorporating new ways of working and evolving with the environment is essential both for people's development and to guarantee that the organisation remains an international benchmark, thanks to the commitment and professionalism of its staff.

LEARNING AS A DRIVER OF TRANSFORMATION

The Port of Barcelona approaches training and internal learning processes with a dual perspective: provide value to people and, at the same time, strengthen the capabilities of the organisation. Hence, every year, to develop the **Training and Development Plan**, internal needs are identified and analysed to design and update the training offer based on this diagnosis.

APB's comprehensive training catalogue includes:

- Regulatory training for all staff.
- Cross-cutting training for groups that share areas of activity.
- Specialised training for specific jobs.
- Quadrant training oriented to the operational needs of each group.

GENERAL TRAINING INDICATORS AT APB

2025

Training actions:

254

Number of people trained:

548

Training groups:

539

Percentage with respect to the average workforce:

96.80%

Total training hours received:

29,659

Degree of satisfaction:

9 out of 10

LET'S SAIL TOGETHER LEARNING

Since its launch in 2022, the *Naveguem Junts* [Let's Sail Together] Learning online training platform, has been an accessible and flexible resource in APB's training offer, which combines catalogue courses with proposals tailor-made to fit the organisation's specific needs.

Boosting internal talent

APB conducts a specific individual training programme which allows staff to access a wide variety of **specialised courses** taught at renowned training centres, foundations, universities and business schools. This personalised approach enhances skills and competencies while fostering a culture of continuous learning and professional excellence.

LET'S SAIL TOGETHER LEARNING 2025

38 courses available

182 people trained

Satisfaction rating of
8.73 out of 10

TAILOR-MADE TRAINING PROGRAMMES 2025

- **Compliance training days**, to guarantee action aligned with the principles of good governance and the constant improvement of internal practices.
- **Training in administrative procedures with the Electronic Administration Platform (PAE)**: provides training in managing files, understanding regulated procedures and using electronic procedures appropriately. 82 people took part.
- **Articulated hydraulic crane training for the General Maintenance Unit (UMG)**: part of the progressive professionalisation of the organisation's various groups, for a safer, more efficient and responsible use of equipment and material resources.
- **13th Port Police course at the Institute of Public Safety of Catalonia (ISPC)**: facilitates new careers, promotes merit and continuous training, and strengthens succession and internal talent.
- **Effective Presentations Programme**: adapted to various workplace types, to reinforce quality, coherence and impact. Eight editions and 71 participants.

European School – Intermodal Transport

The European School – Intermodal Transport, a training centre in which the Port of Barcelona holds a stake and which specialises in intermodal transport and sustainable logistics, offers a wide range of social and professional services. In 2025 it served more than **7,400 people from over 75 countries**:

- **139 technical visits to the Port of Barcelona** to raise awareness of the Port Community and its business, social and environmental activities, with **4,300 participants**.
- **Specialised training courses** on maritime and Motorways of the Sea intermodality; rail intermodality; artificial intelligence applied to companies in the logistics-port sector; temperature-controlled logistics chains; energy transition in ports; port operations; port management, and digitalising international trade.

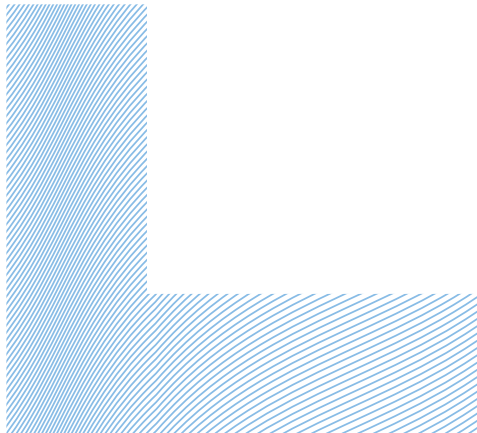
VIRTUAL LAB PORT

The School has continued to consolidate its **Virtual Lab Port** tool, which recreates international trade operations through a simulated business platform, and had the following impact in 2025:

- More than **800 people** professionalised skills related to international trade.
- **Nine new centres** joined the programme, for a current total of **31 training centres**.
- International teacher training courses were held as part of the **Chiron programme**, focused on improving the educational system in the specialties of trade and international transport.
- In-person and online training was conducted in **collaboration with 15 university and vocational training centres** in Spain, the Netherlands, Italy, France, Belgium, Peru, Panama, Egypt, Mexico, Saudi Arabia, Romania, Portugal, Morocco, South Africa and Senegal.

TECHNICAL OFFICE OF SUSTAINABILITY OF THE PORT OF BARCELONA

In its role as the Port of Barcelona's Technical Office of Sustainability for **managing issues of social sustainability and good governance in the Port Community**, the School supported the organisation and sustainability team in developing the Sectoral Sustainability Plan and organised events linked to this topic, some of which are described in the following sections.



PARTICIPATION AND LEADERSHIP IN OTHER PROJECTS

In addition to the actions it organises directly, the European School promotes and is the fundamental axis of various programmes, projects and training days, on which it also worked in 2025.

The European School coordinates the sessions and projects of the **Steering Council's Training and Employment Working Group** and, in this way, leads the strategy to promote young people's orientation towards the logistics-port sector, the training of teachers and future professionals, and Port Community worker loyalty.

Orientation

Descobreix el Port [Discover the Port] programme, the **Professional Life Project** and the **Employment Fair**, initiatives detailed later in the "Social Action" section of this chapter of the report ("Social Value").

Training

In addition to being part of the **Aprenem Junts [Let's Learn Together]** programme, also described in the "Social Action" section, the School leads the **Forma't al Port** [Train at the Port] programme.

Loyalty

The School has been an active part of the **Benvingut/da al Port [Welcome to the Port]** onboarding programme, also described in the "Social Action" section, and **Treballem Junts** [Let's Work Together].

TREBALLEM JUNTS [LET'S WORK TOGETHER]

Programme to improve the skills and knowledge of the people who form part of the companies of the Port Community.

► Achievements in 2025

Four

courses in artificial intelligence for the various functional departments of companies in the Community

43

participants in total

FORMA'T AL PORT

In collaboration with the Training and Employment Working Group and 35 entities from the Port Community.

► Achievements in 2025

636

students from higher education courses in **Transport and Logistics and International Trade** from secondary schools in the Barcelona metropolitan area

30

students from the higher education course in **Industrial Chemistry**

Fourth

edition of the **TALENT** programme to access training for high-performance teams in logistics

International

The School has participated, with varying degrees of responsibility, in important international programmes and projects.

GREEN MARINE MED

Led by:

Centro Tecnológico Naval y del Mar (CTN) and World Ocean Council (WOC).

Co-financed by:

European Maritime, Fisheries and Aquaculture Fund (EMFAF).

Goal:

Create a community of stakeholders in Mediterranean green shipping to promote innovation and sustainability in the sector.

► Achievements in 2025

- Development of a **simulator of energy transition plans** for ports.
- Speakers at the **international GREEN MARINE MED** – South Mediterranean Sustainable Shipping conference: Innovation, Collaboration, and Excellence, held in Tangier.
- Speakers at the **project's closing** in Barcelona, with the holding of Innovation Summit and Finance Summit.

PORT ACADEMIES

(Civitavecchia – Genoa – Palermo)

Led by:

European School and ports of Civitavecchia, Genoa and Palermo.

Goal:

Italian version of the *Forma't al Port* programme in the three Italian ports where the European School has a presence.

► Achievements in 2025

- Incorporation of a **new centre**. In total, six secondary schools and universities participate.
- Various **trainings** in Italian ports, with a total of **131 participants**.

HIGHER NATIONAL DIPLOMA IN INTEGRATED LOGISTICS AND SHIPPING PROCESSES AND HIGHER NATIONAL DIPLOMA IN LOGISTICS AND SUPPLY CHAIN MANAGEMENT

Promoted and managed by:

European School in Civitavecchia, ports of Rome and Lazio and Fondazione G. Caboto.

► Achievements in 2025

Fifth

edition of the programme.

- **150 participants** reached across all editions, 90% of whom have entered the workforce.

OCCUPATIONAL SAFETY AND HEALTH

APB Medical Services

In 2025, Barcelona Port Authority (APB) Medical Services had **more than 1,300 potential users**, including active and retired employees of the entity and their families.

Healthcare services were provided at the centres of Bosch and Alsina and the WTC Barcelona building, totalling **12,592 visits (+7%)**, including specialists, family medicine, rehabilitation sessions and nursing consultation. The care was offered in person, online (via Teams and other platforms) and by telephone, which made it possible, for example, to conduct follow-up visits without the need for travel.

POTENTIAL USERS OF APB MEDICAL SERVICES 2025

567	active Port Authority staff
400	family members of active staff
238	retired workers
67	relatives of retired staff
71	widowers/widows, orphans and others
TOTAL: 1,343 potential users	

CARE ACTIVITY OF APB MEDICAL SERVICES 2025

5,185	nursing consultations
4,991	specialist and family medicine consultations
2,416	rehabilitation sessions
TOTAL: 12,592 visits (▲7%)	

Promoting health

During 2025, healthcare and medical examinations and other regular initiatives to guarantee health in the Port area were reinforced with information, prevention and training activities:

- Healthy and Sustainable Company certification granted by the National Social Security Institute (INSS).
- “La mar de bé!” [Feeling Good!] programme: various campaigns to raise awareness and promote healthy habits. Two videos (on yoga and mindfulness) posted to promote physical activity and emotional well-being.
- Hosting of Fruit Day, in which fresh fruit is offered to all workers.
- Monitoring health: 378 medical exams (+12.25%)
- Specific campaigns for early detection of colon, prostate, breast and cervical cancer.
- First aid training: in a first this year, course was run by own staff and geared toward both members of the Port Police and other interested personnel.

Occupational risk prevention

The second follow-up audit of the Occupational Health and Safety Management System was conducted during 2025 and has been certified under the ISO 45001:2018 standard since 2023. APB has its own Prevention Service with three technical specialties and Occupational Medicine.

SAFETY AND HEALTH INDICATORS AT WORK

2025

OCCUPATIONAL ACCIDENTS AT APB

Accident incidence rate involving worker leave:

1,408.45 points (▼38%)

Ten accidents involving leave - five during police actions, two during journeys during working hours and one on a mission.

MONITORING HEALTH

336 medical examinations

under the *Puertos del Estado* and Port Authorities agreement: periodic, involving new entries, changes of post and/or after prolonged leave.

DRILLS

Conducted in the buildings and spaces where APB staff work at the World Trade Center Barcelona (central offices of the Port Authority) and in other facilities of the Port area.

SECURITY OF PEOPLE AND GOODS

Port Police

2025 was clearly marked by the problems arising from the **occupations of the old Llobregat riverbed**, detailed in the section on administrative affairs. The following also explains and quantifies the actions of the Port Police in carrying out their other tasks –controlling land traffic; monitoring the safety of people and facilities; assistance, coverage and support, and managing files and procedures in the port field– in spaces of the Port of Barcelona.

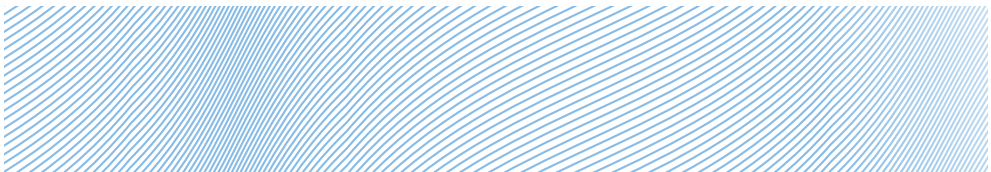
Traffic circulation

In 2025, the number and severity of traffic accidents decreased. Of the **133** known **accidents**, 67 were in the public area of the Port Vell. In total they involved **202 vehicles** and **212 people** and only **41 minor injuries**.

In the 133 controls as part of the various campaigns planned by **Catalan Traffic Service (SCT)**, a total of **1,402 breathalyser and drug tests** were performed – fewer than in 2024, but with more individuals sanctioned. In addition, 20 other traffic safety offences were detected, resulting in the arrest of six drivers and their appearance in court for negligence.

The vast majority of **reports filed under the Port of Barcelona's Catalogue of Administrative Infractions** were for traffic violations, particularly parking infractions and unauthorised stops. Of the **1,905 complaints processed with a ticket from the SCT**, nearly 26% were for failing to present the vehicle to the Technical Vehicle Inspection (ITV).

Traffic controls increased by 46% and **237 complaints** related to land transport legislation, 77 of which related to passenger transport (VTC), particularly in urban areas.



ACTION BY THE PORT POLICE IN TRAFFIC

2024-2025

INDICATOR	2024	2025	VARIATION
Number of accidents within the port area	146	133	−9%
Minor injuries	55	41	−25%
Serious injuries	9	0	−100%
Fatalities	1	0	−100%
Breath tests	1,508	1,368	−9%
With sanction for administrative positive	29	37	+27%
With sanction for criminal positive	22	23	+4%
Drug tests	18	34	+89%
With sanction for administrative positive	15	24	+60%
Complaints processed			
For traffic violation	8,188	6,607	−19%
For administrative offence	251	388	+54%
Transport controls	58	85	+46%
Land transport legislation complaint	217	237	+9%

Safety

The Port Police ensured that the operations of the Port and all other types were conducted safely and securely for people, facilities and goods.



ACTION OF THE PORT POLICE IN SAFETY
2025

TYPE	NUMBER OF INTERVENTIONS
Participating in PAU drills as an Order Group ¹	60
Monitoring and supervising operations with firefighters	
Direct loading or unloading between ship and truck of hazardous goods ²	434
Of TTS or MTTS bunkering of liquefied natural gas (LNG)	660
Controlling access to the restricted area of the Port	
Seizure of expired accreditations	622
Reports filed for using third-party accreditation or transferring accreditation	50
Proceedings referred to other police forces ³	
Criminal acts (detained persons)	456 (57)
Violations of the Public Safety Protection Law LO-4/2015	54
Thefts	84 ⁴

1 As heads of the Order Group and in both own drills and those of area companies and terminals.

2 According to Regulation RD 145/1989.

3 Mossos d'Esquadra, Civil Guard, National Police, etc.

4 **49** for theft with forced entry to a vehicle.

Healthcare

Below are the main data describing healthcare work by the Port Police in 2025:

Assistance in **89 occupational accidents**, with eight serious injuries and one fatality.

Managed and supported **634 ambulance services**, by SEM Medical Emergencies Service, Port Ambulance and private mutual societies.

Assistance provided to **773 citizens** (+5%) in various types of situations.

Administrative

Of a total of **1,407 administrative acts** (+28%) opened during the year, 38% were for products confiscated from street vendors.

However, actions at the administrative level were marked notably by the problem arising from the **occupations in the old Llobregat riverbed**. Following the brush fire of 30 June, intensive work was done to identify plots and uses and conduct a census of people, with the following result:

- **251 administrative** acts issued.
- **204 individuals** identified.
- **147 occupied** plots identified, 51 inhabited by a total of 108 people.

On 18 September, the information was shared with the city councils of Barcelona and El Prat de Llobregat and collaboration with the Municipal Institute of Social Services was agreed.

Port

These were the most notable actions in the Port area itself:

- **190 breakages reported** 71 involving barriers smashed at special railway intersections, and 40 involving barriers to access controls in the restricted area.
- **434 environmental procedures** activated, involving solid waste on the wharves, liquid spills and solid waste on roads, or NO₂/PM₁₀ air pollution.

- **56 abandoned vehicles registered** in the Port service area.
- **Support** for the 1,403 **special transport** authorisations registered.

Port security

In 2025 the Port of Barcelona also responded to the requirements of state and European Port Security regulations, with specific measures implemented and the necessary tools provided to carry these out.

MAIN PORT SECURITY MEASURES

2020-2025

INDICATORS	2020	2021	2022	2023	2024	2025
Mobile X-ray services and security arcs for FCS cabotage and cruise traffic	82	68	259	244	49	15
CCTV (police and judicial recordings)	57	46	48	109	149	219
Private security service hours in public port facilities	37,032	27,589	33,919	28,910	35,348	37,852
Cruise services, access control, enclosures, etc.	19,464	10,069	16,399	6,261	8,999	11,572
Parking services	17,568	17,520	17,520	22,649	26,348	26,280
K-9 pair certifications (submitted/eligible)	0	0	78 (35)	51 (25)	38 (15)	46 (25)
Sostrat authorisations* - QR code passes	0	13,775	17,360	18,370	10,336	33,383
Public area (no gates)		33	393	223	0	599
Restricted area (other gates)		260	804	2,147	2,809	9,693
Energy pier (Gate 31)		12,851	14,510	14,695	7,494	22,498
Semi-restricted Adossat wharf (Gate 2)		631	1,653	1,305	33	593

* Sostrat is the electronic platform managing authorisations and other digital operations.

Actions in compliance with regulations



Regulation 725/2004 EC on enhancing ship and port facility security

- Validation, processing and approval (pending) **of the Port Security Plan (PPP)**. Processed at *Puertos del Estado* and Secretary of State for Security (SEES) in December 2025.
- Validation and approval of Assessments and **Security Plans/ Equivalent Security Provisions** of 13 port facilities (PPIP) affected by the regulations (nine private and four public).



Law 8/2011 – Royal Decree 704/2011 on Critical Infrastructure Security and Security Regulations for critical infrastructures

- Validation and approval **of the Operator Safety Plan (PSO)** by the National Centre for the Security of Critical Infrastructures (CNPIC) and Secretary of State for Security (SES) in January 2025.
- Validation, processing and approval (pending) **of the Specific Security Plan (PPE)**. Processed at the National Centre for the Protection of Critical Infrastructures (CNPIC) and Secretary of State for Security (SES) in October 2025.



The progressive implementation of Regulation (EU) 2017/2226 of the European Parliament and the Council

- To establish an **entry and exit system (EES)** for third-country nationals crossing the external borders of the Member States.
- Began 12 October 2025.
- The tender process for the definitive implementation has been completed.

Security measures implemented

PORT SECURITY ADVISORY COMMITTEE (CCPP)

- Holding the two biannual meetings of the CCPP, in addition to a one-off session to process the Port Security Plan (PPP).
- Among the procedures of the Container Security Commission were the meetings and inspections of the Operational Working Group (GTO) in coordination with the Tax Agency and Civil Guard on the measures to establish to combat illicit drug trafficking.

VIDEO SURVEILLANCE SYSTEM - CCTV

- Approval, renovation and extension of closed-circuit television (CCTV).
- Renovation of the video surveillance system of the APB Control Centre (464 cameras) and of the 129 cameras of the SIAM automatic license plate identification system at Port of Barcelona accesses and terminals.

EVALUATION TESTS FOR PRIVATE SECURITY K-9 TEAMS

- Signing of the sixth extension of the agreement between APB and the Directorate General of the Civil Guard to evaluate the capabilities of the K9 explosives detection teams of private security companies.
- Holding of the ninth round of tests of private security companies that provide services to international cruise terminals, with a total of **25 qualified out of 46 participants**.

SURVEILLANCE AND CONTROL SERVICES IN APB PORT AREAS

Audit of private surveillance services, including those contracted by APB and port area operators.

CIVIL USE OF UNMANNED AERIAL SYSTEMS (UAS) IN APPLICATION OF ROYAL DECREE 517/2024

- Implementation at ENAIRE of the entire area of influence of the Port of Barcelona as a "UAS - ZGUAS General Geographical Zone" and processing of registration of Zone 2 of offshore port waters and the two river mouths as a "UAS Particular Geographical Zone". Pending approval.
- Availability of the following means to operate and provide support in emergencies and to the APB departments requiring it:
 - DJI Matrice 4T (EU) SP Plus drone as the main UAS platform for Port of Barcelona operations.
 - Agreement for the temporary transfer of "DJI DOCK 3" equipment (drone-in-a-box system).
 - Integration with corporate platforms and the Port of Barcelona's private 5G network (GSA).
- Supervision of air operations and coordination with the heliport to authorise over the territory and area of influence of the Port:
 - Processing 73 applications, resulting in 54 authorisations for third parties to use drones and in 121 flight information coordination actions.
 - Processing five authorisations for helicopter flights within the APB airspace of influence.
 - Processing four Air Safety complaints (for lacking the corresponding authorisation or failure to comply with the specific established requirements).
 - Cross-cutting support for other APB departments: Communication, Port Planning, Aids to Maritime Navigation, Territory and Planning, as well as in Infrastructure projects.

TRAINING COURSES BY APB PORT SECURITY STAFF

- RPAS Instructor and Examiner Training Course.
- UAS Accident Investigation Course.
- Risk Assessment Course for UAS Operations – SORA.
- Course on developing Emergency Response Plans (ERP).
- Private Security Director Course.

DISSEMINATION OF THE PORT OF BARCELONA MODEL

The Port Security Department has participated actively in various events to disseminate the Port of Barcelona model. The most important of these are mentioned below.

Security

- PIREC Congress on Infrastructure Security and Resilience of Critical Entities, held at the CNPIC in Madrid.
- Seventh Sectoral Conference on Port Security, held at the *Puertos del Estado* headquarters in Madrid.
- Inspection action of the Port of Cartagena Security Plan, as members of the Port Security Inspection team.

Aviation Safety and Management

- Working Group on the use of drones in ports, formed by *Puertos del Estado*.
- Conference on the use of drones in the port area, held at the Port of Tarragona.
- EUROCONTROL - European Network of U-Space (ENUS) conference, held in Brussels.
- Pilot tests on the management –centralised and directed from the APB Control Centre– of aerial and maritime drones for emergency situations, and on “submersible ROV” (aquatic drone) use.
- NEPTUNE Project (N3) – SESAR 3 Joint Undertaking, on validating Phases U3 and U4 of the U-Space concept in port and maritime environments.

Port Security Office

The Port Security Office manages actions related to drills, audits, inspections, meetings, incidents and more, and records and documents all such activities. The following table shows its activity during this year.

MANAGEMENT OF THE PORT SECURITY OFFICE

2020-2025

ACTIONS	2020	2021	2022	2023	2024	2025
ISPS drills (practical and theoretical)	13	8	13	37	17	14
Inspections/Audits	36	46	43	44	19	48
Internal	2	2	3	5	3	13
External	34	44	40	39	16	35
Security meetings with minutes	18	29	48	39	80	121
Security incidents in ISPS area (intrusions, stowaways, etc.)*	15/(14)	38/(11)	96/(44)	96/(67)	100/(70)	204 (141)

In parentheses, number of incidents with an impact on the facilities included in the regulation.

DOCUMENT AND REGISTRY CONTROL OF THE PORT SECURITY OFFICE

2020-2025

	2020	2021	2022	2023	2024	2025
Port facilities approvals by APB Management Board/President						
Evaluations (new + revisions)	10	22	5	8	3	13
Equivalent Security Provisions						3
Security plans (new + revisions)	10	13	7	8	3	11
ISPS notices						
Supplying ship safety information	14,496	16,404	18,313	17,221	17,885	17,959
Special ship stopovers (military - oceanographic - school)	5 (3-2-0)	14 (9-2-3)	25 (15-3-7)	23 (13-7-3)	21 (14-1-6)	20 (11-7-2)
PAI (pre-arrival information) – public port facilities	0	0	0	1	0	0
Security declarations – public port facilities	2	6	0	0	0	5
Protection level changes 2-3 / (errors)	0	3 (3)	2 (2)	3 (3)	6 (6)	0
Hard of hearing alerts	0	0	0	0	0	0

Air Safety Office

The Air Safety Office manages actions related to drones, audits, inspections, meetings and incidents, among others, and records and documents all such activities.

MANAGEMENT OF THE AIR SAFETY OFFICE

2020-2025

	2020	2021	2022	2023	2024	2025
Permits for aerial activities	132	282	265	353	298	175
Authorisations to use drones	0	28	46	40	84	54
APB Heliport Coordinations	0	53	53	44	130	121
Authorisations with exemption from port fees	–	–	–	17	48	24
Authorisations with application of port fees	–	–	–	27	36	30
Revenue from port fees for permits	–	–	€31,830	€20,410	€43,410	€25,724

Office of Accreditations, Permits and Complaint Management

This office is responsible for issuing authorisations to access restricted areas of the Port and to develop non-port activities in its spaces.

MANAGING ACCREDITATIONS, PERMITS AND COMPLAINT MANAGEMENT

2020-2025

TYPE	2020	2021	2022	2023	2024	2025
Port access accreditations managed	13,232	13,009	14,665	16,834	13,586	14,635
New users	2,875	3,494	4,447	4,760	3,841	3,911
Renewals	10,357	9,515	10,218	12,074	9,745	10,724
Passes withdrawn	998	1,012	1,354	1,415	1,159	1,301
APB complaints (managed by GESPOL-GESCITY Port Police)	4,947	7,688	8,819	6,927	8,507	7,032
Permitted non-port activities	132	282	265	353	298	521
Other payment permits*	17	68	82	61	46	30
Revenue from payment permits	€29,311	€78,851	€133,550	€55,856	€52,580	€38,849

* Access and use of spaces for activities, events and film shoots, for example.

Industrial safety

Agreement with Barcelona City Council

During 2025, **the proceedings began for the renewal of the collaboration agreement** between the Port Authority and Barcelona City Council concerning the exercise of the respective competences in civil protection and fire prevention and extinction. The current agreement, signed in 2022, has a term of four years and can be extended four more.

The **Monitoring Committee** of the agreement on collaboration between Barcelona City Council and Barcelona Port Authority met a total of seven times during 2025.

INVESTMENTS

Signatures were secured for the contract to acquire two new “body-mounted” vehicles with a crane, container-loading and -unloading mechanism and 8,500-litre water tank.

In addition, the following fire-fighting equipment was acquired and received:

- A fire-fighting robot for interventions by the Barcelona Fire Brigade.
- A rapid decontamination station for emergencies involving chemical risk.
- Two electric generators.

- Two remote-controlled lifebuoys for rescue and salvage interventions by the aquatic and underwater unit of the Barcelona Fire Brigade.

TRAINING

- Two rounds of the Crew and Group Chiefs' Technical Training Course on Strategic Command in Emergency Fire-Fighting Interventions, taught at École nationale supérieure des officiers de sapeurs-pompiers (ENSOP) in France.
- Two rounds of the Training Course on Firefighter Interventions in Ships, for fire brigade command staff and taught at Centro Jovellanos - Sociedad de Salvamento y Seguridad Marítima in Gijón.

Implementing the Self-Protection Plan

One of the main objectives of the Port of Barcelona's Self-Protection Plan (PAU) is to establish the necessary means of coordination and availability of resources for both member companies and groups acting in emergencies. To accomplish it, several drills, exercises and practices were conducted with the intervention of Barcelona Fire Brigade and Port Police personnel during 2025.

Managing hazardous goods

During this year, under Royal Decree 145/89 on the handling of hazardous goods, the number of consignments notified and managed was practically unchanged (-1%) from 2024.

Moreover, 12 of the inspections at container terminals were conducted with drones, which entailed incorporating new technologies into the service, in coordination with the UAS - DRONES Operations Unit.

MANAGEMENT OF HAZARDOUS GOODS AT THE PORT

2025

229,500 hazardous goods shipments notified and managed

192,526 authorisations
36,974 changes or rejections

359 inspections at terminals

320 at container terminals
39 at bulk terminals

PREVENTIVE ACTIONS (PAU)

2025

Port of Barcelona PAU
GENERAL DRILL.

22 concession drills including companies affected by the Special External Emergency Plan for the Chemical Sector (PLASEQCAT).

10 joint-practice exercises in firefighting between Barcelona Fire Brigade and Remolcadores del Port (tug operators).

SOCIAL AND RELATIONSHIP CAPITAL

Participation in organisations

The Port of Barcelona seeks to have a say in the main international and state port sector organisations to closely monitor the sector's progress and be able to take decisions to influence it.

PARTICIPATION OF THE PORT IN INTERNATIONAL ORGANISATIONS

2025

	European Sea Ports Organisation (ESPO)	• Member of the Executive Committee. • Member of the following committees: Port Governance; Trade and Maritime Affairs; Ferry and Cruise Policy Network; Economic and Statistical Analysis; Sustainable Development; Intermodality, Logistics and Industry, and Network of Blue Energy and Growth. • The Port closely follows the actions of the European Commission regarding transport and sustainable development of ports.
	International Association of Ports and Harbours (IAPH)	• Chair of the Data Collaboration Committee. • Member of the following committees: Climate and Energy, and Risk and Resilience. • As former IAPH President, the Deputy General Manager of Innovation and Business Strategy of the Port of Barcelona is an honorary member. • The IAPH is the only forum recognised as a global spokesperson for the port sector, and its ports bring together roughly 80% of global container traffic and more than 60% by weight.
	Intermed	• Founding member of the association, which comprises the ports of Barcelona, Genoa and Marseille.
	MEDports Association	• General Secretariat. • Member of the following committees: Promotion; Training, Employment and Cooperation; Sustainable Business Development, and Gender Equality. • MEDports represents more than 200 ports on both sides of the Mediterranean. • Aims: promote collaboration between Mediterranean ports; face the new challenges of international trade and logistics, and highlight the centrality of the Mediterranean in the new flows of international trade.
	Medcruise	• Active member of the association. • The Port has taken part in all the assemblies and working groups organised by the Association of Mediterranean Cruise Ports.
	Mediterranean Rail Freight Corridor (RFC6)	• Spokesperson for the Terminal Advisory Group, which includes 13 ports and more than 100 intermodal terminals. • RFC6 is the official European body for the promotion of the Mediterranean rail freight corridor crossing Spain, France, Italy, Slovenia, Croatia and Hungary. • It guarantees international coordination between rail infrastructure managers and capacity allocation bodies.
Other organisations		• Association Internationale Villes et Ports (AIVP) • Association of European Vehicle Logistics • Association of the Mediterranean Chambers of Commerce and Industry (ASCAME) • European Coffee Federation (ECF) • European Intermodal Association • FERRMED • Interferry • UNCEFACT • World Association for Waterborne Transport Infrastructure (PIANC)

Corporate relations

Corporate communication

During 2025 the Port of Barcelona embarked on a considerable investment cycle and continued to promote the major projects underway to transform itself into a large, efficient and competitive infrastructure serving the companies of Catalonia and its hinterland. The Port's Communications Department focused its efforts on explaining dynamically and clearly all facets –infrastructural, economic, environmental and social– of this transformation and of port action.

Publicising how the Port of Barcelona works is essential so that heads of institutions and citizens value the role it plays in the proper functioning of the economy and the well-being of the citizens it serves.

PRESENCE ON SOCIAL MEDIA

During 2025, the strategy of promoting high-value content and brand humanisation was consolidated, following the editorial line of proximity and institutional rigour. The results were highly satisfactory and the engagement rate was maintained well above the sector average, which confirms the digital community's interest in the projects of the Port. In this connection, LinkedIn further established itself as the leading channel in corporate communication, where the commitment to giving visibility to human teams, new appointments and institutional visits generated unprecedented professional interaction.

IMPACT OF CIVIC EVENTS

This year another highlight was the success of civic events with a high digital impact, such as the second Open Days, held 17 and 18 May, which brought together more than 150,000 people in total. This initiative makes it possible to open up the operations of the terminals and maritime infrastructure to the public, and has been consolidated as a strategic annual event.

In the area of sports, and coinciding with the 25th anniversary of the RAC1 radio station, the tenth RAC1 Race brought more than 5,000 runners to the Port Vell and generated a large volume of organic, positive content on social media.

This pulling power reached its peak with the seventh Christmas at the Port, which closed with a record-setting 1.2 million visitors. The event's expansion to 24,000 m² and the addition of brand-new proposals have cemented the Port Vell as the leading maritime Christmas space in Barcelona.

All these actions, as well as the opening of the new public space on the Barcelona wharf waterfront and strategic collaborations with projects like Recapturant, have made it possible to reach new audiences and strengthen the emotional bond with the public.

MAIN TOPICS OF DISSEMINATION

Innovation and sustainability are the main axes on which the Port of Barcelona is growing and, consequently, these were the focus of a large part of the communication actions in 2025.

The approval of the Energy Transition Plan, the document that will mark out the Port's energy policy until 2040 and sets the path to becoming an emissions-neutral port by 2050, was one of the year's milestones. This Plan is a powerful tool that will help the Communications Department explain and contextualise the major projects already underway.

In the field of innovation, the start of works for the giant BlueTechPort project was central. These will turn the Sant Bertran sheds, or *tinglados*, into a new space for blue economy innovation, with 25,000 m² and an investment of €60 million.

The dissemination of the following actions also stands out among the year's communication actions: the approval of the Urban Master Plan, which gives the green light to the construction of the large rail node south of the Port; the agreement for the reorganisation of cruise activity, signed by the City Council and Port;

the developments of the new vehicle, coffee and soybean terminals, and the opening up of the Fisherman's wharf and Barcelona North wharf to citizens.

ACTIONS WITH THE MEDIA

2025

Press releases:

118

Press releases in French:

4

Press releases in English:

18

Press calls:

32

Press conferences:

15

SOCIAL MEDIA OF THE PORT OF BARCELONA

2025

X in Spanish and Catalan:

14,279 followers

X in English:

4,108 followers

LinkedIn:

36,190 followers

Instagram:

9,638 followers

YouTube:

1,396 subscribers

Institutional relations

In 2025, the Department of Institutional Relations consolidated its cross-functional support aimed at strengthening the relationship with the area and the Port of Barcelona's institutional projection both locally and internationally. Actions in various spheres –at times in collaboration with other entities of the city and of the Port Community– are described below.

OPENING UP THE PORT TO THE PUBLIC

- Push **to reopen the Portal de la Pau building**, expected in 2026, a symbol of the institutional identity and the history of the Port, but also of the maritime and port history of the city.
- **Conceptualisation of the Port Center**, a space for interaction and dissemination located in the Portal de la Pau building, to publicise the Port's activities, history, trades and future projects through visits and activities, and promote understanding of the economic and social impact.
- **Progress on the Open Port project** to structure a space for continuous relationship and dialogue between the Port and associations of residents, merchants and entities in nearby neighbourhoods.
- **Consolidation of the Open Day**, an annual event offering citizens the possibility to participate in maritime, land and walking tours of various areas of the Port typically restricted to the public.

ACTIONS OF THE BARCELONA PORT COMMUNITY

- Managing and coordinating meetings of the **Steering Council of the Barcelona Port Community**.
- Organising the **Annual Gathering of the Port Community** to strengthen relationships and promote networking.

- Participating actively in **SIL** (Barcelona Logistics Fair) and **seven sectoral events** in the field of customs, shipping agents, freight forwarders, logistics and new economy.
- **238 actions to evaluate and assist with event protocol**. Institutional dissemination and permanent updating of the institutional database.

PORT PARTICIPATION IN EXTERNAL EVENTS

- Collaborating in various business recognitions and debate forums on matters of infrastructure and economics.
- Participating actively in **11 international conferences** related to associations, networks and international organisations.

MANAGING VISITS, EVENTS AND PROTOCOL

- **Managing 433** technical, commercial and institutional visits (69 of the latter).
- **Organising 50 events** related to projects of the APB and companies of the Port Community.

Spreading Cultural Heritage

The Department of Cultural Heritage has continued to develop the lines of action defined in its operational plan, to:

- safeguard and spread maritime and port heritage,
- transmit Port of Barcelona values through its historical legacy and
- establish synergies with other institutions with shared cultural objectives and values.

EXHIBITIONS

"Picasso and the Port. 1895–1904"

The Port Vell, Picasso Museum, Barcelona City Council and BWA Yachting promoted this urban exhibition, on view 30 September 2024 to 28 February 2025. It illustrated Pablo Picasso's connection to the Barcelona waterfront through a tour of the Port signposted with large explanatory panels.

"Port and photography. The photographic image of the Port of Barcelona" travelling exhibition

Organised by the Port of Barcelona and Agrupació fotogràfica de Catalunya to mark the close of the latter's centenary, it continued its tour and was presented at Pati Llimona Civic Centre. It brings together 40 photographs documenting port spaces over time.

"Lighthouse keepers. The light that guides us"

In collaboration with the Maritime Museum of Barcelona, the Port promoted this exhibition dedicated to giving visibility to the trajectories of the 26 women who have worked as lighthouse keepers in Spain. It was on view in the lobby of the Maritime Museum of Barcelona from 30 June to 1 October 2025.

RESTORATION AND PREVENTIVE CONSERVATION INTERVENTIONS

Throughout the year, tasks to guarantee the preventive, long-term conservation of heritage collections continued, with periodic inspections, systematic recording of data in the MuseumPlus Ria management software and direct intervention on those pieces requiring it.

MOST SIGNIFICANT ACTIONS IN 2025

- Restoration of artist Alfredo Lanz Rodríguez's **sculpture Nereid**.
- Intervention on a large **cast-iron anchor** dated to the early 19th century.

ACTIVITIES IN COLLABORATION WITH OTHER ENTITIES

To strengthen the relationship with the city of Barcelona, the Port of Barcelona organised several activities in collaboration with cultural entities in the vicinity of the Port and the wider city:

- **Guided tours of exhibitions and unique facilities** for Port workers and their families: "The Ocean Speaks. New Ecologies and New Economies of the Sea" from the Design Museum of Barcelona; the permanent exhibitions of the Ethnological and World Cultures Museum, and "Like a Dance of Starlings. MACBA Collection" from the Museum of Contemporary Art of Barcelona.
- **Maritime heritage tours** for cultural entities, with occasional public openings of emblematic spaces like the *Torre de Rellotge* [Clock Tower] and Llobregat Lighthouse.

Social action

As part of its social sustainability policies, the Port of Barcelona fosters actions for society at large, the Port Community and certain groups.

Initiatives aimed at the APB, Port Community and public

CHRISTMAS AT THE PORT

► Description

74 children's activities on the Christmas programme, including a crane game to be a pretend stevedore; learning about the professions of the Port; a photocall of professions; identifying the boats, and more.

► Goal

Bring the Port closer to children and attract new vocations in the logistics and port fields.

► Result

Roughly **42,000 participants** in total.

SOLIDARITY CONTAINER

► Description

Fundraising among the companies of the Port Community, with €1 equivalent to one kilogramme of food.

► Goal

Help communities with limited resources.

► Result

2,720 kg of food amassed, equivalent to **€2,720**.

TOY COLLECTION**► Description**

Toy collection promoted by the Port of Barcelona **Dance Section** in which the Port Community participates.

► Goal

Ensure that children from low-income families have gifts for Christmas.

► Result

607 toys collected for the children of the **Drassanes Children's Centre**.

CAMPAIGN TO MULTIPLY BLOOD DONORS**► Description**

Disseminating the Blood and Tissue Bank campaign to recruit donors.

► Goal

Increase blood and tissue donations.

► Result

Communication campaign.

3CAT DIAL-IN FUNDRAISER 2025**► Description**

Fundraising for the TV3 dial-in fundraiser, dedicated to **cancer**, organised by the **Dance Section** of the Port of Barcelona.

► Goal

Support this year's central theme to promote research and dissemination.

► Result

€2,900 collected.

INTERNATIONAL DAY FOR THE ELIMINATION OF VIOLENCE AGAINST WOMEN**► Description**

Collaborating with the campaign to eradicate gender violence and activate an online gender awareness course on the APB intranet. 25 November.

► Goal

General support in the struggle to combat violence against women.

► Result

Communication.

XEC GOURMET (SOCIAL LUNCHEON VOUCHERS)**► Description**

APB contributes **0.2% of the value** of luncheon vouchers that workers receive.

► Goal

Make a monetary contribution to an NGO.

► Result

€1,801.44 collected for the **Barcelona Food Bank**.

WOMEN'S COUNCIL**► Description**

Body for promoting parity.

► Goal

Promote equal opportunities.

► Result

Two visits to the Port facilities as part of the "Feel the ZF Power" project to bring companies of the Free Trade Zone and the Port closer to the students of Barcelona public schools.

INTERNATIONAL WOMEN'S DAY (8 MARCH)

► Description

Encouraging reflection on the importance of a gender perspective in daily life and the workplace.

► Goal

Advocate recognising and valuing diverse perspectives and experiences of gender in the workplace and society.

► Result

Communication.

GET INTO THE PORT DAY

► Description

Second Open Day of the Port of Barcelona (17 and 18 May).

► Goal

Raise awareness of port infrastructure and its value through activities for citizens.

Hold the tenth RAC1 Race through the Port, with a 6K circuit.

► Result

More than **15,000 visitors**; **3,000 participants in guided tours** and **5,072 runners** in the RAC1 Race.

OPEN PORT

► Description

Periodic meetings of the Port of Barcelona with associations of merchants and residents of nearby neighbourhoods to inform them of Port activities. Initiative promoted by the APB President.

► Goal

Engagement with the public.

► Result

Quarterly or four-monthly meetings and more mutual knowledge.

WITHIN THE SUSTAINABILITY WORKING GROUP

The Sustainability Working Group coordinates the various needs and initiatives of the Port Community by holding recurring meetings during which it monitors the projects.

POSITIVE IMPACT (PI) SUSTAINABILITY PLAN

► Description

Managing the project for an annual sustainability observatory for companies in the Barcelona Port Community.

► Goal

Promote sustainable growth that considers the various stakeholders.

► Result

148 member companies on 31 December 2025.

ANTI-SMOKING CAMPAIGN: STOP SMOKING

► Description

Internal APB campaign to help people quit smoking, promoted by Medical Services.

► Goal

Provide information and resources to support smoking cessation.

► Result

Communication.

POSITIVE IMPACT REPORT 2024

► Description

Publishing the document that brings together the actions and sustainability indices of member organisations of the Positive Impact Sustainability Plan during the previous year.

► Goal

Inform stakeholders and society at large considering the main indicators extracted from the result of the materiality analysis.

► Result

Publication on the Port website of the Positive Impact Report in three languages. Delivery of a Positive Report and executive report to the companies under the Plan, as well as the summarised documentation of aggregate data obtained from a survey of the organisations involved.

TEN YEARS OF POSITIVE IMPACT

► Description

“Celebrating the path, building the future. Ten years of Positive Impact”: event celebrating the ten-year anniversary of the Positive Impact initiative.

► Goal

Highlight the ten-year anniversary of a pioneering initiative and the participating organisations. Reward the best sustainability initiatives.

► Result

73 attendees and wide dissemination on social and conventional media.

38TH SEAFARERS’ WEEK

► Description

Activities including a webinar on the ILO Maritime Labour Convention, a presentation by Stella Maris on interreligious dialogue, and a seven-a-side football tournament between workers from the Port Community.

► Goal

Advocate for the role, reality and needs of seafarers.

► Result

12 participants in the webinar and **5 teams** in the football tournament.

THIRD PORT INSTITUTES CUP

► Description

Hosting at the Port of Barcelona pavilion of a new edition of the seven-a-side football tournament, with male and female teams comprising high school students from the Port area of Barcelona.

► Goal

Create community, create talent and retain it, and publicise the job profiles of the Port Community.

► Result

150 participants.

WITHIN THE TRAINING AND EMPLOYMENT WORKING GROUP

Two meetings were held to monitor projects and initiatives of the Training and Employment Working Group and various actions were carried out for the Port Community and society at large.

LET'S LEARN TOGETHER PROJECT

► Description

Day event to promote company placements in the Port of Barcelona for teachers from vocational training secondary schools who teach subjects related to the activities of the logistics and port sector.

► Goal

Foster talent recruitment and advance the Port of Barcelona's goal of creating quality employment, through a better relationship between companies and training centres.

► Result

41 attendees: 10 business professionals and 31 teachers, who held personal interviews with each other.

WELCOME TO THE APB

► Description

Conference for new hires and interns joining the APB.

► Goal

Learn more about the work of the APB's sub-directorates, the territory where each activity takes place and the projects underway, as well as understand the APB's organisational culture.

► Result

Connect with other colleagues who are not regular collaborators.

DISCOVER THE PORT PROJECT

► Description

Hosting a day event for teachers and counsellors from compulsory education training centres in Barcelona to get to know the professional profiles of the Port of Barcelona.

► Goal

Publicise the job opportunities at the Port.

► Result

30 participants.

WELCOME TO THE PORT

► Description

Hosting two annual conferences (10 April and 21 November) to provide new professionals in the Barcelona Port Community with an overall and cross-cutting vision of port infrastructure.

► Goal

As part of the strategy of attracting and retaining talent at the Port, positively integrate people joining the Port Community.

► Result

56 attendees total over the two days.

TRAIN AT THE PORT - CHEMICAL TERMINALS. RECRUITING TALENT FOR BULK TERMINALS

► Description

Putting bulk terminals in contact with the Escola del Treball and Narcís Monturiol secondary school, schools teaching higher training courses (CFGs) for Chemical Plant Operators.

► Goal

Create collaborations and respond to the needs of companies in the chemical sector to recruit and retain talent.

► Result

30 student participants.

JOB FAIR PROJECT

► Description

Showcasing job opportunities in the sector, answering related questions, giving visibility to companies in the Community that seek workers and disseminating the specialised training available to students.

► Goal

Foster quality employment for all and facilitate support for people in the processes of professional improvement, job search and continuous adaptation to technological and labour market changes.

► Result

Presence with a stand, participation in round tables, and activities to explain the professional profiles of the Port Community.

PROFESSIONAL LIFE PROJECT – BARCELONA ACTIVA

► Description

Barcelona Activa activity about the various sectors of the blue economy.

► Goal

Raise awareness among students of various educational levels about jobs in the blue economy and associated training pathways.

► Result

By the end of the 2024-2025 school year, 389 students from Barcelona had visited the Port and its facilities.

Services for seafarers

The Port of Barcelona takes special care to respond to the needs of this group, whose working conditions and characteristics require them to spend long periods away from home and who often lack appropriate services or occupational, financial and emotional support.

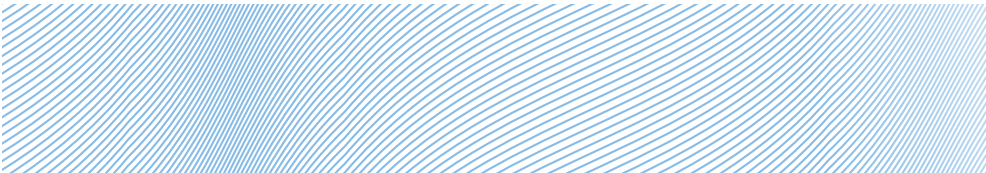
Stella Maris and the Port of Barcelona Welfare Committee try to mitigate these shortcomings through various actions.

APOSTOLATE OF THE SEA - STELLA MARIS

The Apostolate of the Sea - Stella Maris organisation offers support and guidance to seafarers in need. The following table summarises the main data of its activity during the year.

MAIN SERVICES OF STELLA MARIS
2025

SERVICE	DESCRIPTION	DATA FROM 2025
Residence	Possibility for seafarers to overnight, with special conditions	7,398 overnight stays 484
Visits aboard ships	Welcoming crews and explaining the services offered	1,355 visits aboard ships 27,000 crew members from 69 countries received information
Transport for sailors	Van service between ship and Stella Maris	3,850 users (sailors)
The Club	Space with services, assistance and advice for sailors	3,648 users (sailors) from 43 countries
Passenger Terminal Office – Cruise Crew Assistance	Located at the International Maritime Station C and equipped with telephones and computers with internet and Wi-Fi for crews of cruise ships	2,485 crew members served 350 crew member participants in sporting activities 26 crew member participants in visits to Sagrada Família
Other services	Supplying SIM cards and receiving crew-purchased packages	1,092 SIM cards supplied 1,863 packages of crew purchases received and delivered
Social assistance	Various aids to sailors and fishermen	€3,020 in aid
Sailor’s Rights Centre	Team of two lawyers offering advice on conflicts and promoting knowledge of sailors’ rights	18 inquiries



PORT OF BARCELONA WELFARE COMMITTEE

The Port of Barcelona Welfare Committee is made up of representatives of the following entities:

Barcelona Port Authority

(chairs the Committee)

Barcelona Pilots' Corporation

Social Marine Institute

Barcelona Harbourmaster's Office

Association of Shipping Agents of Barcelona

Association of Port Stevedoring Companies of Barcelona

Catalan Association of Merchant Navy Captains

General Company of Engine Captains and Officers

Remolcadores de Barcelona

(tugboat operators)

International Transport Workers' Federation

Faculty of Nautical Studies of Barcelona

Barcelona Fishermen's Guild

Stella Maris (holds the secretariat)

Main actions in 2025

- Three Committee meetings to propose and monitor the various activities.
- Celebrating International Maritime Organisation Seafarers' Day (25 June).
- Hosting the 38th Seafarers' Conference (webinar, lectures and football tournament).

NATIONAL COMMITTEE FOR THE WELFARE OF SEAFARERS

The National Committee for the Welfare of Seafarers is the state-level body established in 2022 and headed by the president of the public body *Puertos del Estado*.

Main actions in 2025

- Three Committee meetings, with topics such as the network of local committees, international contacts, fair treatment of those detained for alleged crimes and financing of welfare services.
- Barcelona hosted the World Conference of the International Christian Maritime Association (ICMA) from 6 to 9 October, in which 250 people from all over the world took part.
- Stella Maris International Conference (10 October) with 80 attendees from around the world.

Port Vell

The *Port Vell* [Old Port] is the main space where port activity and the city interact. Under the 2025-2030 Strategic Plan, this is based on an advanced model of port-city governance, geared toward creating shared value and balancing economic activity, urban quality and social return.

Projects to improve public areas

During 2025, the Port Vell rolled out several projects to improve and renew public space which were geared toward increasing the spaces’ urban quality, accessibility and functionality as well as strengthening their integration with the city. The main actions cost **€1,201,122**, and took place in coordination with concessionaires, operators and the administrations involved:

- **Renovating the Rambla de Mar pavement**, improving the safety, accessibility and landscape quality of one of the Port Vell’s most emblematic axes.
- **Asphalting the Barcelona wharf esplanade and creating new public spaces**, aiming to organise uses, improve internal mobility and generate more comfortable areas for the public.
- **Improving the access road to Fisherman’s wharf**, reinforcing the functionality, safety and urban integration of a key space for fishing activity and its relationship with the city.
- **Renovating the irrigation network in public areas**, aiming to better manage green areas by incorporating criteria of water efficiency and environmental sustainability.

Events in public areas

Events at the Port Vell are programmed and hosted under collaborative governance criteria, through close coordination with operators, organisers and local actors.

KEY PERFORMANCE INDICATORS (KPI)

2025

	UNITS	DAYS OF ACTIVITY
Economic impact	31	1,201
Social, concessionaires, without economic impact	52	786
TOTAL EVENTS	83	2,047

EVENT TYPES

As usual, the Port Vell hosted events of various types, at times not as a mere venue or lessor of spaces, but as a manager. The most significant events were:

- **Popular activities** (traditional, cultural and sporting) with the collaboration and/or involvement of the city and civic and neighbourhood organisations: Christmas at the Port; the feast days of Santa Eulàlia and La Mercè and festival of La Barceloneta; Arrival of the Three Wise Men; Gathering of Giants, Grallers and Bestiari of La Barceloneta and 39th Gran Trobada d’Habaneres, but also the Christmas Cup (Barcelona Swimming Club –CNB), Travessia al Port de Barcelona (Barceloneta Athletic Swimming Club–CNAB) and First Swim of the Year (CNAB).
- **Promotional and commercial activities** (film shoots and photo sessions to promote commercial products, concerts, markets and fairs): Barcelona International Boat Show, La Barceloneta Trade Day (Barceloneta Traders’ Association), and the presentation of the Women’s Tour of Spain.
- **Sports activities** such as Women’s Sports Day at the Ciutat Vella Motocross Circuit, the RAC1 Race at the Port of Barcelona and various rowing and sailing regattas.
- **Private cultural activities** (exhibitions, shows and similar events): “Picasso and the Port. 1895–1904” exhibition, Meat & Fire and Vermut & Soul festivals, and Raluy Circus.



07

Environmental value

Commitment to tackling climate change

Climate strategy

Environmental impact and improvement actions

Ecology and biodiversity



COMMITMENT TO TACKLING CLIMATE CHANGE

The Port of Barcelona's strategic environmental model seeks excellence in sustainability, particularly by contributing to decarbonising its activity –in which it assumes its role as a leader and an agent of change– but also by improving the quality of water, air, port soils and properly managing waste and biodiversity.

In 2021, José Alberto Carbonell, then general manager of Barcelona Port Authority (APB), signed the document that defines the **environmental policy** of the Port of Barcelona. In 2025, as in previous years, **APB Management renewed this commitment** to environmental sustainability.

PORT OF BARCELONA'S COMMITMENT TO ENVIRONMENTAL SUSTAINABILITY

1.

Have an appropriate environmental management programme that guides and improves our environmental performance and drives decarbonisation to confront climate change, the energy transition, the circular economy and the protection of biodiversity.

2.

Stay informed and comply with current environmental legislation and other environmental requirements to which we subscribe.

3.

Work to prevent environmental accidents and maintain a high level of preparedness to reduce the effects of any incident or accident that may occur.



4.

Use resources in the most efficient way possible, while trying to cut consumption of non-renewables and energy, CO₂ and other pollutant emissions like particulates.

5.

Influence, field requests and cooperate with customers, suppliers, authorities and other participants to comply with our environmental policy and communicate effectively with the local community, relevant organisations and their environmental programmes.

6.

Buy products and services whose production, use and destruction reduce the negative environmental effect to a minimum.

7.

Provide all employees with training on environmental issues so that they consider themselves to be active agents of environmental protection and sustainability in their daily work.

8.

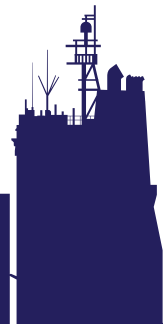
Ensure that the necessary resources are implemented to meet these objectives and maintain our environmental management system and its certification.

9.

Provide interested parties with validated information in these areas and publish an environmental statement annually.

10.

Ensure that all our action is carried out within the framework of the Port's Fourth Strategic Plan and Sustainable Development Goals of the 2030 Agenda.



CLIMATE STRATEGY

The calculations performed by Barcelona Port Authority to quantify the carbon footprint of all the activity conducted in the Port area concluded that **the equivalent of roughly 800.8 tonnes of CO₂ were emitted in 2025**. Notably, fugitive emissions from incidents in BIP equipment have risen.

EMISSIONS FROM PORT ACTIVITY IN BARCELONA (GHG, t CO₂eq) 2025

CLASSIFICATION ACCORDING TO ISO 14064-1: 2018

Fixed source combustion (including CH ₄ and N ₂ O from biomass combustion)	151.1
Mobile source combustion (transport)	131.1
Fugitive	518.5
TOTAL DIRECT	800.8

The **Port of Barcelona’s Fourth Strategic Plan (2021-2025)** is fully oriented towards the goals set by both the European Union’s Paris Agreements and the International Maritime Organization (IMO) and includes the port activity decarbonisation strategy to **halve greenhouse gas emissions by 2030** and become a climate-neutral port by 2050.

In this sense, the Port has developed an **Energy Transition Plan** to minimise emissions in all areas of action: port activity in general, the APB and the concessions and operators of the Port Community.

The details of the Port of Barcelona’s climate strategy can be consulted in the document **“2025 Environmental Declaration. European EMAS Regulation”**.

Actions for the energy transition

Overall port activity

The Port of Barcelona’s wharf electrification plan, **Nexigen**, is the key instrument of the Port’s energy transition on its path towards decarbonisation. Its main goal is to improve the air quality of the Port and the city of Barcelona by implementing onshore power supply (OPS) technology, which makes it possible to supply renewable energy to ships during their stay in port without using their auxiliary engines.

It is estimated that the impact of Nexigen will lead to a **reduction of nearly 47% in CO₂ and NO_x emissions in the port environment** and therefore move resolutely towards decarbonisation goals. Docked ships represent 47% of the total emissions in the port area, making OPS the lever with the greatest immediate impact.

The investment planned to complete the entire electrification plan is roughly €200 million. This chapter’s “Actions to improve the atmospheric environment” section details the progress of Nexigen during 2025.

The Port of Barcelona also focuses its energy model on renewable energies, energy storage and a smart electricity network that makes it possible to respond to new consumption with optimal management. For this reason, for years it has worked to harness the **photovoltaic generation potential** of rooftops and surfaces in the Port area and to **promote new zero carbon emission fuels**, like renewable hydrogen, green electricity, liquefied natural gas (LNG), bioLNG and green methanol, for ships, heavy vehicles and terminal machinery.

The Port Authority

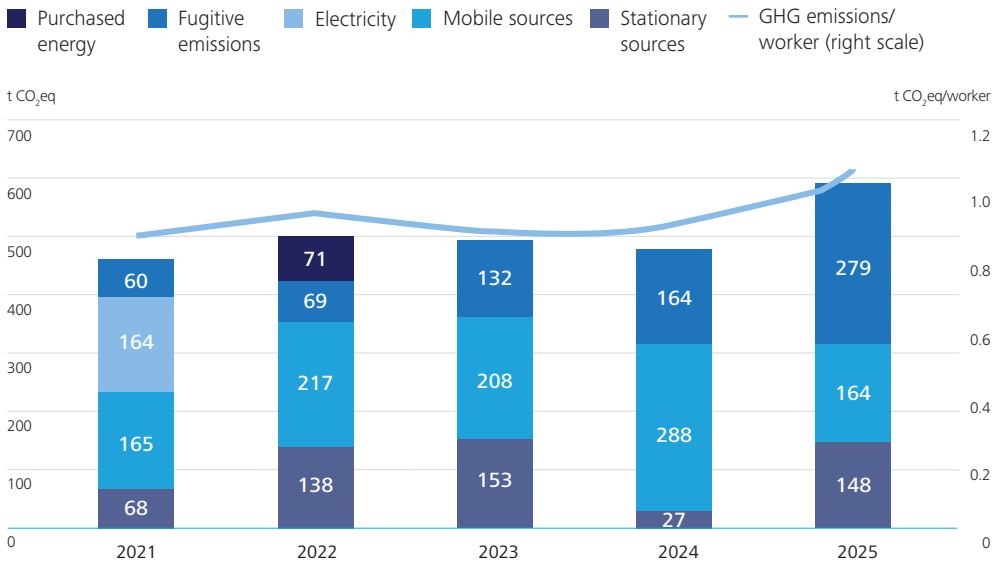
To contribute to the Port's climate strategy, for years Barcelona Port Authority (APB) has applied extra measures to guarantee the **savings and maximum energy efficiency** in its buildings and facilities and its public lighting network, using LED lamps and sectorised lighting and promoting renewable energies.

Since 2012 the Port of Barcelona has been a party to the **Voluntary Agreements to Reduce Greenhouse Gas (GHG) Emissions** promoted by the Catalan Government Office of Climate Change (OCCC), pledging to gradually reduce electricity consumption, as well as direct and indirect (scope II) emissions from the fuel consumption of its fleet of official vehicles, boats and some auxiliary generators, as well as reduce electricity consumption generally and consume electricity from renewable sources.

Since 2017, all electricity consumed by APB and companies in which it holds a stake (Port 2000, WTC Barcelona and CILSA) has carried a **renewable generation guarantee certificate**, so that the associated emissions do not count as greenhouse gas emissions. Although the contract with the supplier ended in late 2021, from 1 May 2022, renewably sourced energy has once again been contracted for supplies contracted within the free market.

TREND IN GHG EMISSIONS GENERATED BY APB

(t CO₂eq), 2021-2025



The Port Community

Below are some of the aspects and commitments of the Port's climate strategy that involve and affect the Port Community:



Extending the plan for electric vehicle charging points in concessions

- The inclusion of charging points is provided for in the concession contracts.
- Promoted among concessionary companies of the Voluntary Agreements of the Catalan Government, to reduce greenhouse gas (GHG) emissions.



Promoting clean fuels for terminal machinery

- With environmental discounts and clauses in concession contracts.
- Licenses for the provision of port services include conditions encouraging the use of more environmentally efficient equipment and means.



Promoting energy efficiency and renewable generation in concessions

- With environmental discounts and inclusion in new concession contracts.
- The Energy Transition Plan approved in 2025 sets the goal of reaching 100 MWp installed by 2030. Currently there is a capacity 10.3 MWp (APB and stakeholder companies).



Evaluating the carbon footprint of the Port Community

- Barcelona is the first port in the Mediterranean to certify its carbon footprint, through the classification and certification company DNV and under the ISO 14064 standard.

Environmental Management System

Since 2014, the Port has had an Environmental Management System (EMS) covering all the facilities and activities performed by Barcelona Port Authority (APB) as part of its basic functions. It complies with current legislation and has the following certifications:

ISO 14001 standard: 2015

EMAS Regulation
(Eco-Management and Audit System)

Port Environmental Review System (PERS), promoted by the European Sea Ports Organisation (ESPO).

The EMS framework develops the **2025 Environmental Programme** (which can be consulted in the document “2025 Environmental Declaration”), setting goals and milestones for the significant aspects and for relevant issues detected in the context and risk and opportunity analysis. The Port also has specific plans and programmes for prevention and to conduct and monitor measures for environmental improvement.

SPECIFIC ENVIRONMENTAL PLANS AND PROGRAMMES OF THE PORT OF BARCELONA

- Water quality monitoring programme
- Air quality improvement plan
- Inland maritime plan
- Emergency and self-protection plans
- Ship waste reception plan
- Environmental communication plan

During 2025, the Port of Barcelona managed a total of 224 environmental incidents of varying magnitude, 9% more than the previous year.

ENVIRONMENTAL INCIDENTS MANAGED 2025

Pollutant spills in maritime service area	44
Nurdles at wharves	40
Waste at wharves	20
Marine animals at wharves	9
Liquid spills on roadway	29
Solid spills on roadway	40
Live land animals	23
Falling tree risk	4
Dust due to operations with dry bulk	1
Dead birds	2
Black smoke from ship funnel	4
Complaints of unpleasant smells	1
Soya bean computer system failures	3
Any incident in Port sanitation network	4
TOTAL	224

ENVIRONMENTAL IMPACT AND IMPROVEMENT ACTIONS

Aware of the direct and indirect environmental impact of the activity conducted in its facilities and surroundings, the Port of Barcelona not only quantifies and monitors it but also performs improvement and control actions to minimise impacts.

The marine environment

Sanitation network

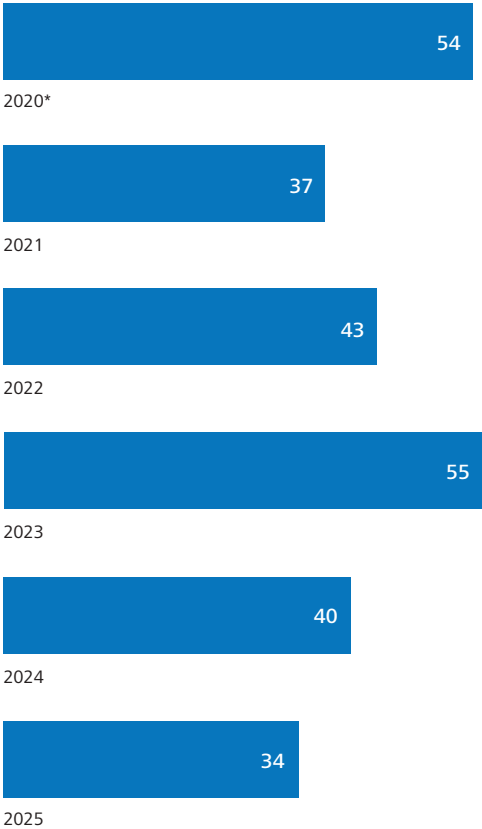
The Port of Barcelona’s sanitation network consists of **more than 30 km of collectors** and 16 pumping stations which collect wastewater from port activity and transport it to the Llobregat and Besòs treatment stations through 14 connections to the metropolitan network. This network, together with the actions taken in the sanitation system of the city of Barcelona, has made it possible to limit the number and volume of discharges during rainy weather and thus improve the quality of port waters.

Port water cleaning

The service for collecting and removing floating waste from the Port of Barcelona’s water sheet collected a total of **34 tonnes of waste** in 2025. This service operates during daytime hours every day of the year.

TOTAL WASTE COLLECTED FROM THE WATER SHEET

(t), 2020-2025



* Excludes exceptional collection for storm Gloria.

Monitoring the quality of the marine environment

The Port of Barcelona safeguards, controls and monitors the quality of the marine environment through periodic campaigns to sample water and sediments and measure bioindicators. Monitoring work is conducted in collaboration with the Catalan Water Agency in compliance with the Water Framework Directive and within the Monitoring Plan for Catalonia’s coastal water bodies. The evolution of the basic characteristics of port water and sediments in recent years is detailed below.

WATER QUALITY

Regarding water, the main pollutants derive from nautical and port activity and urban anthropogenic pressure, with some factors outside the scope of Port management.



PHYSICAL-CHEMICAL PARAMETERS OF PORT WATERS

2023-2025

AVERAGE VALUES	2023		2024		2025	
	OFFSHORE WATERS ZONE II	INTERNAL WATERS	OFFSHORE WATERS ZONE II	INTERNAL WATERS	OFFSHORE WATERS ZONE II	INTERNAL WATERS
Temperature (°C)	18.78	19.04	18.77	19.25	17.02	18.57
Salinity (PSU)	38.176	38.187	37.880	37.792	37.914	37.800
Turbidity (FTU)	1.87	4.11	6.91	7.56	0.92	3.11
Density (kg/m³)	1,027.49	1,027.38	1,027.29	1,027.04	1,027.76	1,027.23
Chlorophyll (µg/l)	0.54	2.12	0.88	4.20	1.02	2.46
Suspended solids (mg/l)	6.90	9.50	1.68	4.58	6.90	9.50
Dissolved oxygen (mg/l)	7.48	7.18	7.05	6.44	7.45	6.84
Oxygen saturation (% saturation)	100.07	96.20	95.15	87.45	96.78	91.27

SEDIMENT QUALITY

Past and present activities in the port environment also affect the seabed. To improve the quality of marine sediments, and in accordance with the guidelines of the Ministry of Public Works, the Port characterises the sands removed by dredging works and determines a suitable place to deposit them.

One indicator of the state of health and environmental quality of the sediments of the seabed is the benthic communities (group of living organisms that live there). The main bioindicators of these **benthic communities** have developed positively since monitoring began in 1998.

DEVELOPMENT OF BENTHIC COMMUNITIES AT THE PORT
2023-2025

AVERAGE VALUES	2023		2024		2025	
	OFFSHORE WATERS ZONE II	INTERNAL WATERS	OFFSHORE WATERS ZONE II	INTERNAL WATERS	OFFSHORE WATERS ZONE II	INTERNAL WATERS
Richness (taxa/800 cm²)	56	27.8	79	42	90.3	36.3
Abundance (individuals/800 cm²)	240	144	297	266.3	509.0	306.8
Margalef Diversity index	10	5.4	—	—	—	—
Shannon Diversity Index	—	—	3.8	2.725	3.74	2.55

The atmospheric environment

The **Port of Barcelona’s Air Quality Improvement Plan**, approved in 2016, defines the strategy to reduce emissions of polluting gases and particulates through **53 specific actions**. The Plan is updated regularly to align it with the action plans of the Catalan Government and Barcelona City Council for the Special Protection Zone for the Atmospheric Environment for NOx and PM10 and thus reach air quality and decarbonisation targets by 2030.

In 2025, a **new version of the Plan** was approved which, apart from aligning with the previous Plans, also aligns with the Port of Barcelona’s Energy Transition Plan.



Atmospheric monitoring stations

The Port of Barcelona has the following infrastructure to monitor and check air quality:

- **Weather network with six stations**, with wind speed and direction sensors.

Three of the stations are also equipped with sensors for rain, temperature, relative humidity, atmospheric pressure and solar radiation.

- **Manual air quality network with five stations**, with five receivers for PM₁₀ particulates (suspended particles with diameters less than 10µm) and three for PM_{2.5} particulates.

The PM₁₀ receiver located in the Port Vell is part of the Catalan Government's Atmospheric Pollution Monitoring and Forecasting Network (XVPCA) and its values are official. The rest are for reference.

- **An automatic air quality network with two stations** to measure gaseous pollutants such as nitrogen oxides and sulphur dioxide.

Work is under way to expand the network to five stations that will make it possible to also analyse particulate matter (PM₁₀ and PM_{2.5}) in compliance with **Directive (EU) 2024/2881**.



Air quality indicators

PORT ACTIVITY EMISSIONS

The latest estimates by Barcelona Port Authority (APB), from 2020, indicate that emissions of polluting gases into the atmosphere from ships represent more than 95% of the total nitrogen oxide and suspended particles and are the most substantial of port activity. In 2020 these emissions represented 7.6% of the city's air pollution due to NO_x and 1.5% of its pollution due to PM₁₀.

APB reviews and updates the data every few years with a calculation methodology agreed with the Barcelona City Council and Catalan Government. During 2024 and 2025, work was performed on a new automated calculation platform that allows for greater detail.

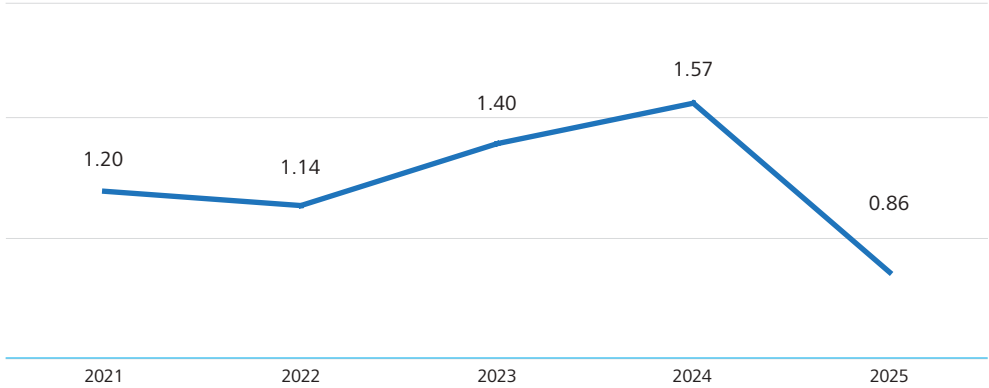
POLLUTANT GAS IMMISSIONS

Sulphur dioxide (SO₂)

A notable improvement was registered during 2025: concentration levels of SO₂ at the Port are currently low if we consider that current European regulations set a maximum daily average threshold of 125 µg/m³, which cannot be exceeded more than three days a year.

The entry into force in 2020 of ships' obligation to use fuels with a lower sulphur content by mass (from 3.5% to 0.5%) has had a positive impact in this regard.

AVERAGE SO₂ CONCENTRATION AT THE PORT
(µg/m³), 2021-2025



Nitrogen oxide (NO_x)

With the increase in port activity since the pandemic, NO_x levels have risen but remain below the regulatory limit of 40 µg/m³.

AVERAGE NO₂ CONCENTRATION
AT THE PORT
(µg/m³), 2021-2025

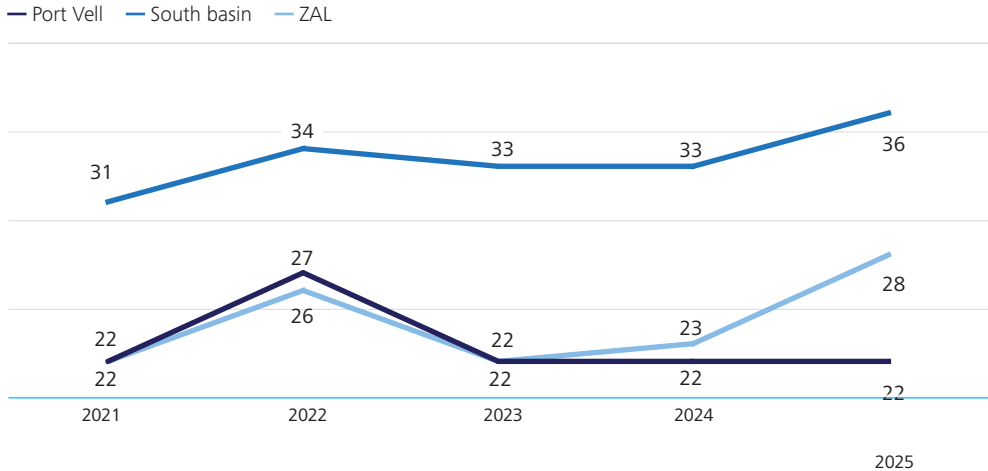
	PORT VELL	ZAL	ZAL PRAT
2021	22.10	26.50	—
2022	—	—	24.4
2023	—	—	20.9
2024	—	—	31.5
2025	—	—	28.0



PM₁₀ particulates

This year the average levels of PM₁₀ particulate in the air were calculated from three stations. Concentrations show an upward trend in the ZAL. At the South basin, due to proximity to road traffic, the daily limit value of 50 µg/m³ was exceeded 70 times (the limit may be exceeded 35 times).

AVERAGE PM₁₀ CONCENTRATION AT THE PORT (µg/m³), 2021-2025



Actions to improve the atmospheric environment

Barcelona Port Authority actively promotes various actions to help directly or indirectly improve air quality at the Port and its surroundings continuously.

IMPACT OF THE INTERMODAL STRATEGY

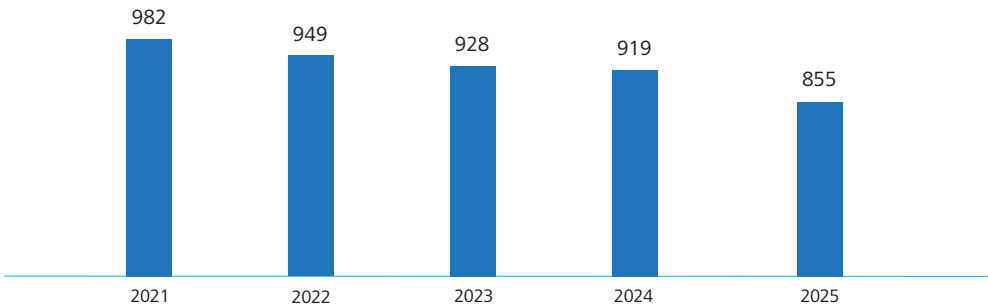
For years, intermodality has been a key element of the Port of Barcelona's global strategy. To reduce the emission of polluting gases and particulate matter and offer more sustainable logistics chains, it has encouraged the use of rail and short sea shipping (SSS), particularly the Motorways of the Sea, as an alternative to the road.

In 2025 the Port's intermodal strategy **saved it €855 million in the cost of negative externalities**. This figure derives from the application of a calculation methodology proposed by the European Commission in 2019, which makes it possible to monetise the impacts associated with pollution, climate change, noise, accidents, traffic congestion and the use of infrastructure.

The savings recorded in 2025 were lower than in recent years because rail traffic has continued to be affected by the works performed by ADIF on the connections with central Spain.

SAVINGS IN EXTERNALITIES BY USING RAIL AND SSS

(million EUR), 2021-2025*



* Due to a modification and recalculation of rail traffic data from 2021, externality levels have changed slightly compared to those published previously.

PROMOTING THE MOVE TO GAS

The Port of Barcelona has been a pioneer in the Mediterranean in promoting the use of natural gas as a transition fuel for goods mobility by sea and land. The **Air Quality Improvement Plan** includes actions and projects to achieve this goal, geared towards providing the appropriate infrastructure and equipment, applying and complying with the relevant regulations, extending use of this fuel to all port mobility and subsidising its use.

Having liquefied natural gas (LNG) at the Enagas terminal is a magnificent opportunity for the Port of Barcelona to promote this fuel and has allowed it to consolidate itself as a bunkering hub for this product in the Mediterranean.

During 2025, **231,787 m³ of LNG was supplied to ships at** the Port of Barcelona: 47,593 m³ from a tanker truck (TTS mode) and 184,194 m³, from a barge (STS mode).



SERVICES AND VOLUME OF LNG SUPPLIED TO SHIPS

(units and m³), 2021-2025

	2021	2022*	2023	2024	2025
From tanker (TTS/MTTS)	Number of operations				
	218	18	133	402	447
	Ships				
	<i>Abel Matutes, Nápoles, Eleanor Roosevelt, Sicilia, Martín i Soler</i>	<i>Sicilia, Nápoles, Abel Matutes, Martín i Soler, Hypatia de Alejandria</i>	<i>Abel Matutes, Eleanor Roosevelt, Hypatia de Alejandria, Martín i Soler, Bahama Mama, Sicilia</i>	<i>Abel Matutes, Margarita Salas, Hypatia de Alejandria, Martín i Soler, Bahama Mama,</i>	<i>Abel Matutes, Margarita Salas, Hypatia de Alejandria, Martín i Soler, Bahama Mama</i>
	Supply in m³				
	27,080	821	15,501	45,427	47,593
From barge (STS)	Number of operations				
	18	14	66	89	98
	Ships				
	<i>Mardi Gras, Iona, Costa Smeralda, Costa Toscana</i>	<i>Aida Nova, Costa Smeralda, Iona, Costa Toscana, Aida Cosma</i>	<i>Aida Cosma, Arvia, Costa Smeralda, Iona, Costa Toscana, Lake Herman</i>	<i>Aida Cosma, Arvia, Costa Smeralda, Iona, Costa Toscana, Lake Herman, Sun Princess, Lake Annecy, Cerulean Ace, Turquoise Ace, Celeste Ace</i>	<i>Aida Cosma, Arvia, Costa Smeralda, Iona, Costa Toscana, Lake Herman, Sun Princess, Lake Annecy, Cerulean Ace, Turquoise Ace</i>
	Supply in m³				
	37,971	25,576	127,668	184,324	184,194
TOTAL OPERATIONS					
Number of operations	236	32	199	491	545
Supply in m³	65,051	26,397	143,169	229,751	231,787

* The high price of LNG caused an extremely significant decline that year.

In addition, since 2018, the Port of Barcelona has had a supply station for liquefied natural gas (LNG) and compressed natural gas (CNG) for **land transport**, for trucks and light vehicles.

MORE SUSTAINABLE TRANSPORT AND MOBILITY

The Port participates in projects and pilot programmes and subsidises initiatives to foster more sustainable transport in various areas.

Reducing emissions from ships

- Support for **technological developments** like those of the Grimaldi company’s six regularly calling ferries that since 2019 have incorporated storage batteries with more than 5,000 KWh capacity for their stay in port.
- Support for initiatives involving **fuels with zero or near-zero emissions**, such as hydrogen, ammonia, methanol, synthetic hydrocarbons, biofuels and biomethane.

Electric road mobility within the Port

The Port of Barcelona is party to the **Voluntary Agreement to Reduce Greenhouse Gas (GHG) Emissions**, promoted by the Catalan Government Office of Climate Change (OCCC), under which APB undertakes to reduce emissions from its fleet of vehicles, boats and generators and encourages concessionaire companies to join it.

Of Barcelona Port Authority’s fleet of 90 vehicles, 37 are electric land vehicles and 20 more are hybrids of various types, in addition to nine MHEV vehicles.

THE PORT’S FLEET OF LAND VEHICLES 2025

TYPE	UNITS
Electric vehicles	37
Plug-in hybrid vehicles	14
Gasoline-powered vehicles	15
	6
	9
Gasoline vehicles	3
MHEV vehicles (ECO label) ¹	3
Gasoline/LPG hybrid vehicles ²	18
Diesel/CNG hybrid vehicles ³	90

1 Mild hybrid electric vehicles (MHEV) are also known as micro- or gasoline-light hybrids.
2 Liquefied petroleum gas (LPG).
3 Compressed natural gas (CNG).

To be able to supply energy to the fleet of electric vehicles, the Port has **44 charging points** for its own use in various areas of the facilities.

ELECTRICAL CHARGING POINTS AT THE PORT OF BARCELONA 2025

LOCATION	NUMBER
Car park of the World Trade Center Barcelona building	28
ASTA service building	14
Drassanes Passenger Terminal, for Port Police motorcycles	2

WHARF ELECTRIFICATION

In 2024, OPS went into operation at the Hutchison Ports BEST terminal – the first electrical supply system for container ships in a Mediterranean port. This year there were also significant advances under Nexigen, the Port of Barcelona’s wharf electrification plan.

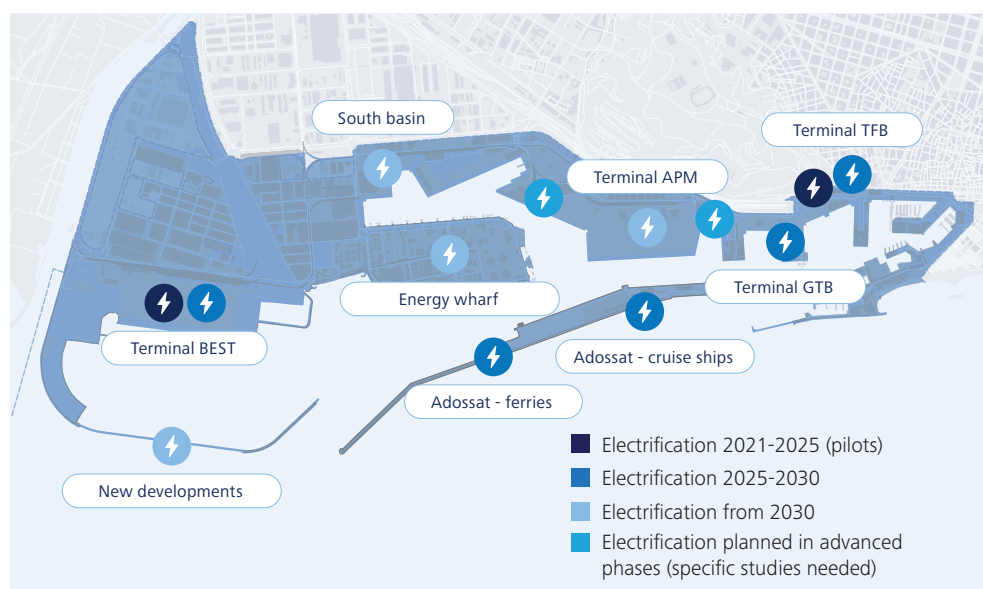
Nexigen achievements, 2025

- OPS began operating daily at **the Grimaldi ferry terminal**, consolidating wharf electrification as an operational reality.
- Start of construction of the **Port Substation** (SE Port), an 80 MW infrastructure which will distribute energy to the various wharves, and of installation of the first **OPS for cruise ships at the MSC terminal**, at the Adossat wharf.

Phases of NEXIGEN roll-out

- **Phase 0 (completed):** OPS at Hutchison Ports BEST (container ships) and Grimaldi Terminal (ferries).
- **Phase 1 (in progress):** construction of the SE Port, roll-out of the medium voltage network at the Adossat wharf and implementation of the first OPS for cruise ships at the MSC terminal.
- **Phase 2:** construction of OPS at the Royal Caribbean terminal and progressive expansion of OPS at the rest of the cruise terminals at the Adossat wharf.
- **Phase 3:** roll-out in ferry and container terminals.
- **Phase 4:** car terminals.
- **Phase 5:** bulk terminals – Energy pier and new developments.

WHARF ELECTRIFICATION



The terrestrial environment

As the owner of the port land, the Port of Barcelona is ultimately responsible for its condition, therefore it establishes control, surveillance and action measures to guarantee its quality.

Preventing soil pollution

The state of the soil in both the port area concessioned to terminals and operators and common areas is subject to continuous

monitoring and, when necessary, the Port takes remedial actions on contaminated soils.

In 2020 a database of contaminated soils was set up, with soil and groundwater pollution data from more than 1,400 registers. This makes it possible to anticipate the need to characterise a plot of land, to know whether action is required to recover it and to have information on the level of underlying contamination.

Environmental monitoring of port works

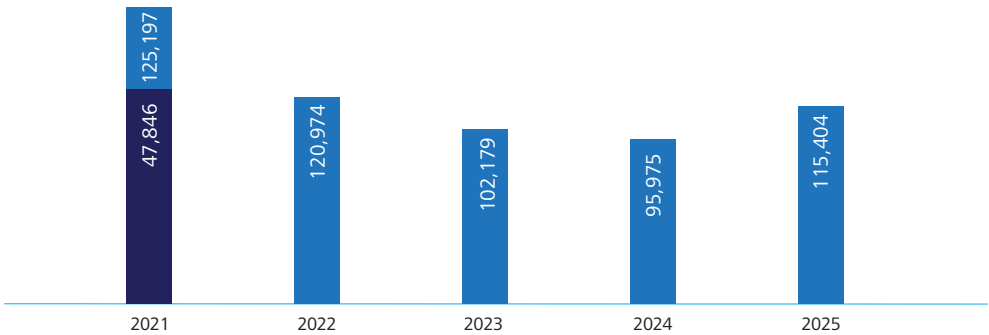
All works performed or promoted at the Port by Barcelona Port Authority are subject to **environmental monitoring** to ensure that they are conducted in line with best practices in the sector and applicable regulations and minimise the environmental impact.

The works using recycled materials from dredging and demolition and deconstruction works, analysed previously, strictly uphold the indications of the revised text of the Ports Law and the Recommendations for managing dredged material, prepared by CEDEX in 1994 and replaced by the modified version of 2017.

DREDGING VOLUMES IN WORKS

(m³), 2021-2025

Filling Dredging



MATERIALS USED IN CONSTRUCTION

(t and m³), 2021-2025

TYPE OF MATERIAL	2021	2022	2023	2024	2025
Rubble and riprap (t)	49,491	101,206	4,763	6,433	439,302
Concrete (m³)	3,450	14,226	2,083	16,460	22,705
Steel (t)	142	2,719,66	11,026	2,414	1,361,092
Dredging materials (m³)	–	–	–	–	117,370
Filling materials (m³)	316,776	476,599	12,349	30,036	128,533
Paving (m³)	962	–	142	17,042	148
Wood (m³)	–	–	–	117	6
Aggregate (t)	2,684	7,666	–	17,775	17,433

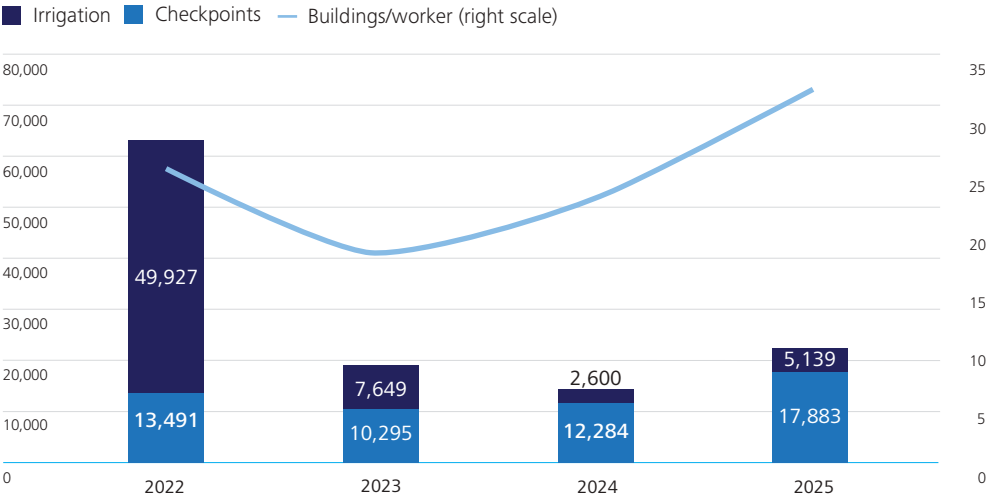
Use of natural resources

Water consumption

Water consumption by Barcelona Port Authority (APB) refers only to consumption in own facilities and common services; water supplied to third parties is not counted. Water is supplied from the public companies Aigües de Barcelona and Aigües del Prat.

In 2025, APB consumed a **total of 23,955 m³ of water**, 54% more than the previous year. This increase was mainly due to the reactivation, once the emergency situation due to the drought was overcome, of water supply for irrigation and to the full commissioning of buildings such as ASTA.

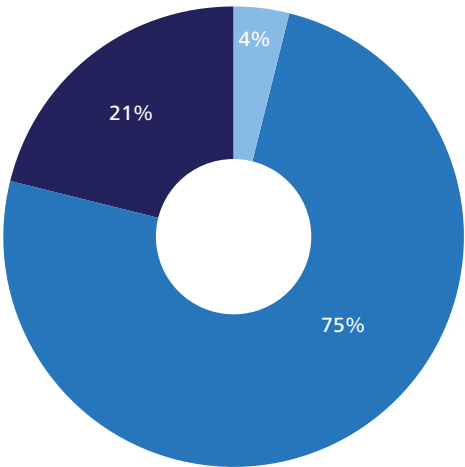
TRENDS IN APB'S WATER CONSUMPTION BY USE (m³), 2022-2025*



*2023 data have been updated.

DISTRIBUTION OF APB WATER CONSUMPTION BY USE

(%), 2025



	%
Irrigation	21
Buildings	75
Checkpoints	4

TOTAL

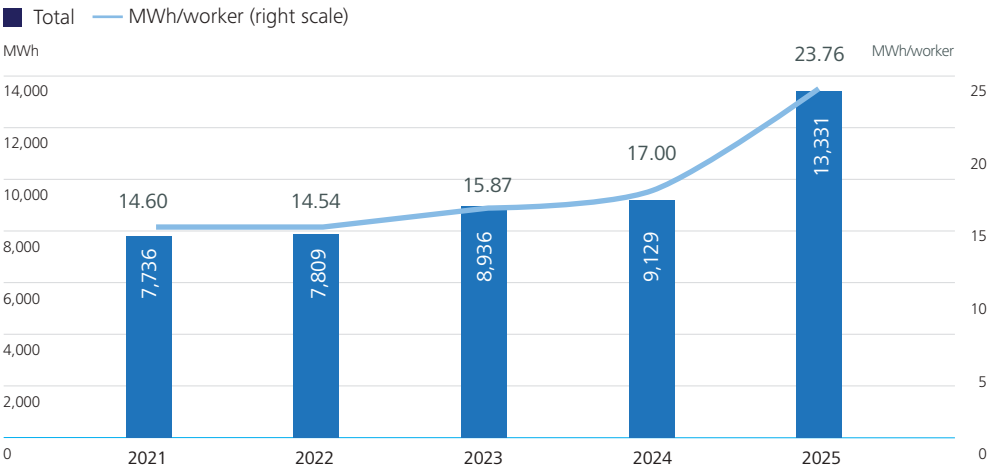
23,955 m³

Energy consumption

This year APB consumed a total of 13,331 MWh of energy, the main energy source being electricity. The notable increase relative to previous years is mainly due to the heightened activity of onshore power supply (OPS) systems at the BEST and Grimaldi terminals.

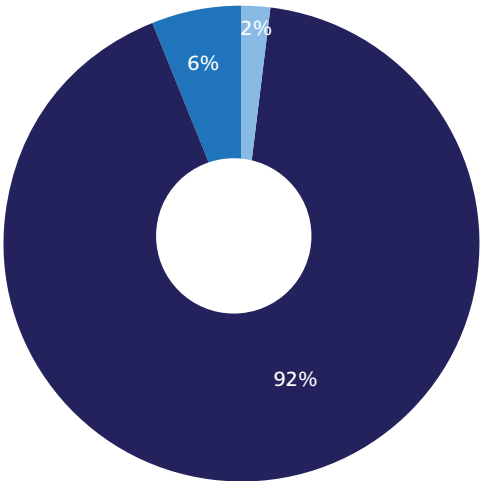
TRENDS IN ENERGY CONSUMPTION

(MWh), 2021-2025



DISTRIBUTION OF APB ENERGY CONSUMPTION BY TYPE

(%), 2025



	%
Electricity	92
Diesel fuel	6
Gasoline	2
Natural gas	–

TOTAL CONSUMPTION

13,262 MWh

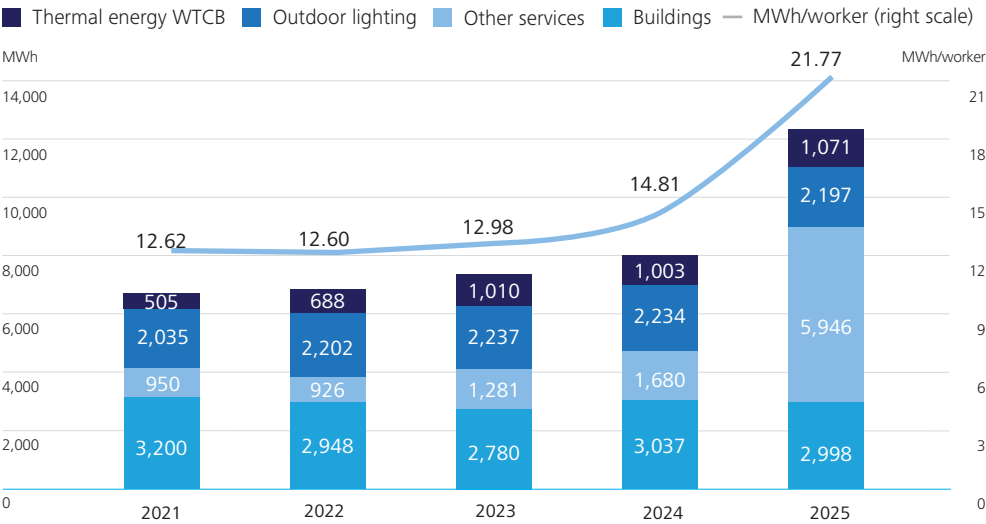
	2021	2022	2023	2024	2025
MWp	4.7	6.7	7.5	7.7	10.3

ELECTRICITY CONSUMPTION

In 2025, APB’s electricity consumption grew by 53.5%, driven mainly by the full commissioning of the OPS systems at the BEST (container ships) and Grimaldi (ferries) terminals, which have consolidated wharf electrification as an operational reality.

APB ELECTRICITY CONSUMPTION BY USE

(kWh), 2021-2025



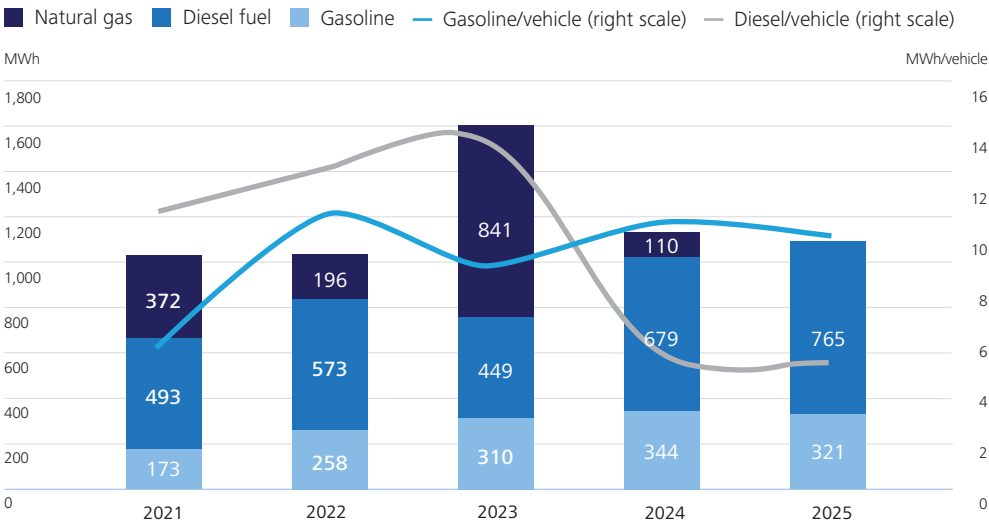
FUEL CONSUMPTION

Primary uses of fuel by APB:

- Gasoline is mainly used for the fleet of vehicles, both land and the two own vessels.
- Diesel fuel is used for temporary electrical generators that are gradually being replaced by electrical connections.
- Liquefied natural gas (LNG) is consumed in the generator sets of the ZIS building and varies based on how the building is used.
- Compressed natural gas (CNG) and liquefied petroleum gas (LPG) consumed by vans is not shown in the graph as consumption of these is minor.

APB FUEL CONSUMPTION

(MWh), 2021-2025



Waste management

Barcelona Port Authority (APB) is responsible for removing and managing all types of waste generated in:

- Own and common spaces of the Port of Barcelona –excluding the offices and spaces occupied in the WTC Barcelona’s East building– including those of the bars and restaurants within the port premises.
- Waste from road cleaning, own warehouses and workshops and periodic cleans and accidents.

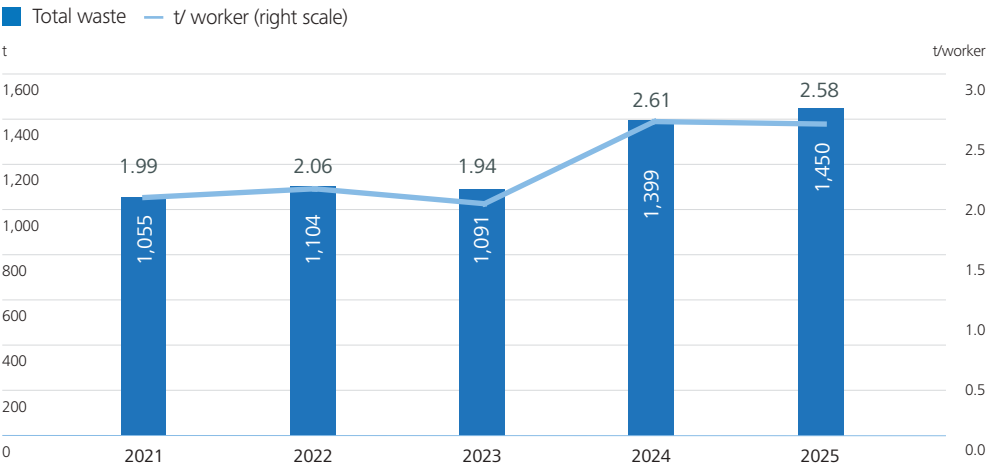
The concessions and facilities that conduct their activity in the port area manage their own waste.

APB waste management

During the year, APB managed a total of **1,450 tonnes of recyclable waste**, 3.6% more than the previous year. Hazardous waste accounted for 2.66% of this.

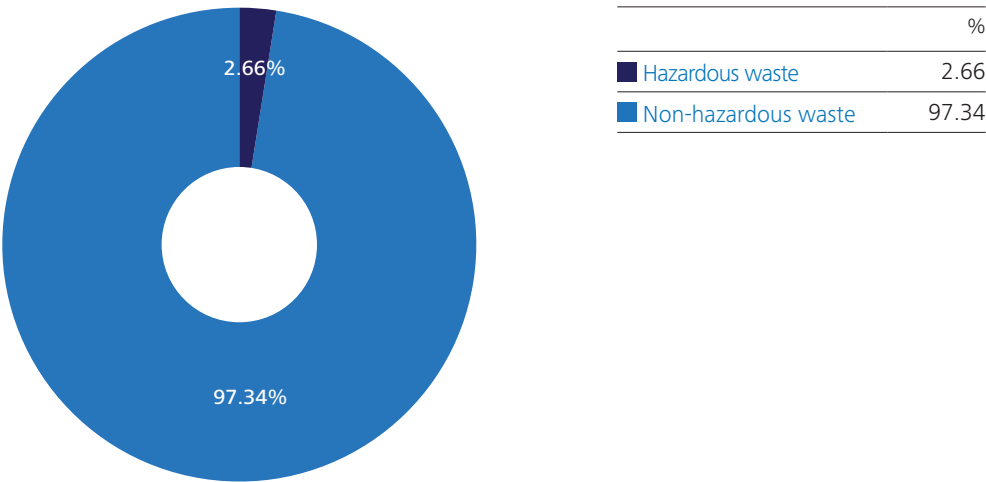
TOTAL GENERATION OF WASTE MANAGED BY APB

(t), 2021-2025



DISTRIBUTION OF APB-MANAGED WASTE BY TYPE *

(%), 2025



* Including own waste and waste not generated by APB (for which it assumed management).

Ship-generated waste management - MARPOL Convention

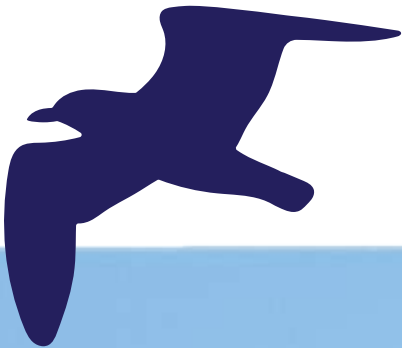
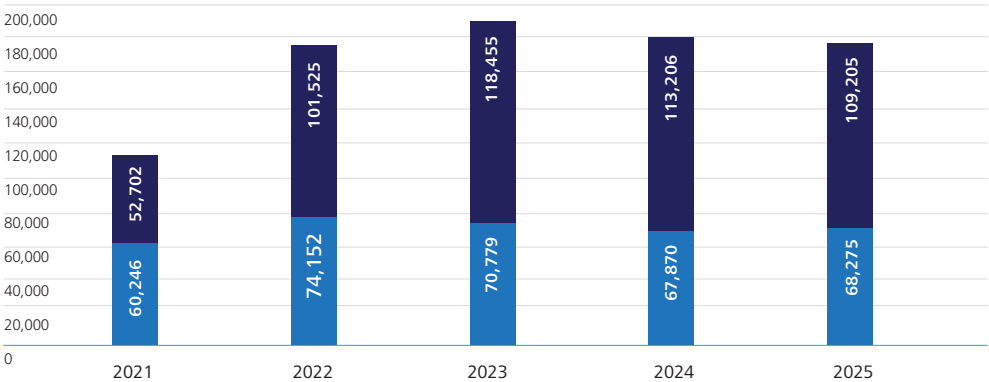
Under the International Convention for the Prevention of Pollution from Ships, 1973 (known as the Marpol Convention 1973-1978), ports must have adequate reception facilities and a dedicated port service to receive ship-generated waste.

In 2025 the Port managed a total of **177,480 m³ of MARPOL waste**, of which 62% corresponded to the MARPOL V category (solid waste) and the rest to MARPOL I, which include oily liquids from bilges and engines, oily sludge waste and oily liquids from tank washing.

MARPOL WASTE MANAGED AT THE PORT

(m³), 2021-2025

■ Solid waste (MARPOL V) ■ Waste hydrocarbons (MARPOL I)



ECOLOGY AND BIODIVERSITY

The Port of Barcelona occupies a land area of 1,057 ha and borders the Delta del Llobregat Integral Reserve. Given the proximity of the port area to this reserve, precautions must be taken so that port activity and works interfere as little as possible with the ecosystems and populations of birds and other species.

Since 2016 a large **breeding colony** of the **Corsican gull** (*Larus audouinii*) has been established on the East seawall. Since then, roughly 1,200 pairs have bred each year, making this colony one of the largest in the western Mediterranean.

Another innovative and proactive action to preserve animal species is that taken over the last ten years with the **cormorant population**, which has consisted of providing them with a new habitat.

In 2025, surfaces were reviewed and recalculated to match the most recently updated map of the Port of Barcelona. In total, 8,157 m² located within the Port facilities can be considered intended for conserving and promoting biodiversity.

TYPES OF SURFACES AT THE PORT OF BARCELONA

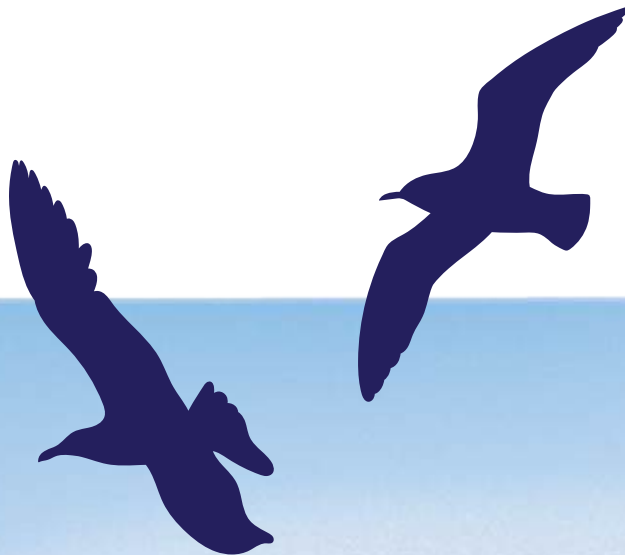
(m²), 2025

Unsealed surface
1,923,300 m²

Unsealed green surface
85,600 m²

Sealed surface
8,563,100 m²

Total nature-oriented surface area
8,157 m²





08

Annual accounts





PROFIT AND LOSS STATEMENT

(THOUSANDS EUR)	2025	2024	VARIATION	% VAR.
Net turnover	206,326	200,303	6,023	3%
Port fees	186,189	182,821	3,368	2%
Occupation fee	68,221	67,108	1,113	2%
Fees for special use of port facilities	96,703	94,820	1,883	2%
Vessel fees	41,000	41,337	(336)	(1%)
Fees for pleasure craft	392	422	(30)	(7%)
Passenger fees	14,153	12,966	1,187	9%
Goods fees	40,884	39,900	984	2%
Fresh fish fees	130	159	(29)	(18%)
Fee for special use of the transit zone	144	36	108	303%
Activity fees	19,145	18,990	155	1%
Navigation aids fee	2,120	1,903	217	11%
Other business income	20,137	17,482	2,655	15%
Amounts in addition to fees	9,072	8,066	1,007	12%
MARPOL fees	7,383	7,320	63	1%
Other fees	3,681	2,097	1,585	76%
Other operating income	6,624	6,211	413	7%
Accessory and other current management income	3,122	2,826	295	10%
Operating subsidies incorporated into the result of the financial year	123	270	(147)	(54%)
Income from return of concessions	2,982	2,735	247	9%
Interport Compensation Fund received	397	380	17	4%
Staff costs	(39,081)	(39,060)	(21)	0%
Wages, salaries and similar expenses	(27,153)	(26,722)	(431)	2%
Allowances	(115)	(256)	142	(55%)
Social charges	(11,813)	(12,082)	269	(2%)
Provisions	—	—	—	—
Other operating expenses	(76,368)	(63,551)	(12,818)	20%
External services	(40,535)	(41,285)	750	(2%)
Repairs and upkeep	(17,456)	(18,519)	1,064	(6%)
Services from independent professionals	(7,491)	(7,709)	218	(3%)
Supplies and consumption	(2,843)	(2,326)	(518)	22%
Other external services	(12,745)	(12,731)	(14)	0%
Taxes	(8,230)	(3,500)	(4,731)	135%
Losses, impairment and variation of provisions for commercial operations	(927)	71	(999)	(1,399%)
Other current management expenses	(12,039)	(5,241)	(6,798)	130%
Contribution to <i>Puertos del Estado</i>	(7,313)	(6,887)	(426)	6%
Interport Fund contribution	(7,324)	(6,710)	(614)	9%

(THOUSANDS EUR)	2025	2024	VARIATION	% VAR.
Depreciation of tangible assets	(58,543)	(55,983)	(2,560)	5%
Allocation of subsidies and other non-financial assets	6,627	6,582	45	1%
Surplus provisions	1,177	4,441	(3,264)	(74%)
Impairment and gains on disposals of assets	265	(8,786)	9,051	(103%)
Impairment and losses	333	(8,537)	8,870	(104%)
Gains on disposals and others	(68)	(249)	181	(73%)
Other results	—	—	—	—
OPERATING RESULT	47,026	50,157	(3,131)	(6%)
Financial income	19,642	21,812	(2,170)	(10%)
Stakes in financial instruments	11,072	9,797	1,275	13%
From negotiable securities and other financial instruments	8,570	12,015	(3,445)	(29%)
Incorporation of financial expenses to assets	—	—	—	—
Financial expenses	(1,643)	(2,857)	1,214	(42%)
For third-party debts	(1,643)	(2,857)	1,214	(42%)
For updating of provisions	—	—	—	—
Impairment and disposals of financial instruments	(133)	0	(133)	—
FINANCIAL RESULT	17,866	18,955	(1,089)	(6%)
PRE-TAX RESULT	64,892	69,112	(4,220)	(6%)
Tax on profits	(5,913)	(6,614)	701	(11%)
BALANCE OF THE FINANCIAL YEAR	58,979	62,498	(3,519)	(6%)

BALANCE SHEET

(THOUSAND EUR)	2025	2024
NON-CURRENT ASSETS	1,805,563	1,783,020
I. Intangible assets	24,575	22,317
1. Industrial property and other intangible assets	6,084	6,308
2. IT applications	18,491	16,009
II. Tangible fixed assets	1,343,328	1,314,307
1. Land and natural assets	315,545	315,395
2. Buildings	884,887	903,192
3. Technical equipment and facilities	10,505	1,125
4. Tangible fixed assets and advance payments	113,886	81,021
5. Other fixed assets	18,506	13,573
III. Real estate investments	331,120	328,382
1. Land	300,820	300,820
2. Buildings	30,300	27,562
IV. L/t debt with group and associated companies	83,162	84,413
1. Equity instruments	75,973	74,665
2. Loans to companies	7,189	9,747
V. Long-term financial investments	8,949	20,780
1. Equity instruments	1,093	1,273
2. Loans to third parties	834	853
3. Public admin., official subsidies receivable	–	–
4. Other financial assets	7,022	18,654
VI. Deferred tax assets	7,830	4,317
VII. Non-current trade debtors	6,599	8,504

(THOUSAND EUR)	2025	2024
CURRENT ASSETS	420,850	380,627
I. Non-current assets held for sale	–	–
II. Stocks	243	250
III. Trade debtors and other receivables	48,287	55,244
1. Customers for sales and services provided	33,741	36,465
2. Customers and debtors, group and associated companies	4,522	4,562
3. Other debtors	1,347	512
4. Public admin., official subsidies receivable	–	–
5. Other credits with public administrations	8,677	13,706
IV. Short-term investments in group and associated companies	2,116	745
V. Short-term financial investments	232,955	153,573
1. Equity instruments	–	–
2. Loans to companies	120	120
3. Other financial assets	232,835	153,453
VI. Accruals and deferrals	1,903	1,240
VII. Cash and other cash equivalent assets	135,347	169,574
1. Cash and banks	75,347	69,574
2. Other cash equivalents	60,000	100,000
TOTAL ASSETS	2,226,413	2,163,646

(THOUSAND EUR)	2025	2024
NET CAPITAL	1,928,279	1,861,105
A1. Equity	1,738,427	1,679,893
I. Capital	539,486	539,486
III. Reserves	1,139,961	1,077,909
VII. Profit for the year	58,979	62,498
A2. Adjustments for changes in value	–	–
A3. Subsidies, donations and legacies received	189,852	181,212
1. Official capital subsidies	160,080	159,879
2. Capital donations and legacies	34	34
3. Other subsidies, donations and legacies	29,738	26,299

(THOUSAND EUR)	2025	2024
NON-CURRENT LIABILITIES	233,927	257,850
I. Long-term provisions	1,675	3,770
1. Long-term staff benefit obligations	–	–
2. Provisions for legal liabilities	1,675	2,425
3. Other provisions	–	1,345
II. Long-term debts	74,073	92,129
1. Debt with credit institutions	70,278	88,333
2. Long-term suppliers of fixed assets	–	–
3. Other	3,796	3,796
IV. Deferred tax liabilities	53,360	51,626
V. Long-term accruals and deferrals	104,819	110,324

CURRENT LIABILITIES	64,206	44,691
II. Short-term provisions	13,472	–
III. Short-term debts	38,705	33,762
1. Debt with credit institutions	18,113	18,148
2. Short-term suppliers of fixed assets	11,908	7,758
3. Other financial liabilities	8,684	7,857
IV. Short-term debt with group and associated companies	399	488
1. Debt with companies of the group	398	184
2. Debt with associated companies	–	305
V. Trade creditors and other receivables	11,631	10,441
1. Creditors and other receivables	10,092	8,992
2. Advance payments of public subsidies	–	–
3. Other debts with public administrations	1,539	1,449
VI. Accruals and deferrals	–	–
TOTAL LIABILITIES	2,226,413	2,163,646

SOURCE AND APPLICATION OF FUNDS

(THOUSAND EUR)	2025
APPLICATIONS	128,202
Non-current assets added	100,943
Acquisitions of fixed assets and other investments	85,874
Investment in equity instruments	1,563
Loans granted to staff	–
Other long-term financial investments	7,084
Non-current trade debtors	–
Fixed assets from returned concessions	6,422
Interport Fund contribution	7,324
Non-current liabilities removed	19,490
Cancellation/Transfer of debt to credit institutions	18,056
Cancellation/Transfer to short-term of long-term accruals and deferrals	89
Application, and reclassification to short-term, of long-term provisions	1,345
SOURCES	148,910
Resources from operations	107,037
Interport Fund compensation received	397
Deferred capital subsidies	19,982
Non-current liabilities added	1,506
Long-term debt with credit institutions	–
Long-term debt with suppliers of fixed assets	–
Long-term debt with group/associated companies and others	–
Long-term debt for concessional contributions	–
Advances received for sales or services provided	1,506
Non-current assets added	19,989
Disposal of non-current assets	303
Cancellation/Transfer to short-term of long-term subsidies receivable	–
Cancellation/Transfer to short-term of long-term loans granted FFATP	2,416
Cancellation/Transfer to short-term of other long-term financial investments	17,270
Cancellation/Transfer to short-term of non-current trade debtors	–
Cancellation of long-term deferred tax assets	–
Cancellation/Transfer of staff loans	–
EXCESS OF SOURCES OVER APPLICATIONS	20,708
EXCESS OF APPLICATIONS OVER ORIGINS	–

RESOURCES FROM OPERATIONS

(THOUSAND EUR)	2025	2024	VARIATION	% VAR.
PERIOD RESULT	58,979	62,498	(3,519)	(6%)
Plus	66,708	72,824	(6,116)	(8%)
Depreciation of fixed assets	58,543	55,983	2,560	5%
Interport Fund contribution	7,324	6,710	614	9%
Reserves for liabilities and expenses	427	1,345	(919)	(68%)
Losses from fixed assets	68	249	(181)	(73%)
Loss from impairment of non-current assets	91	8,537	(8,446)	(99%)
Impairment and result of financial instruments	255	–	255	–
Minus	18,650	20,363	(1,712)	(8%)
Return from impairment of non-current assets	424	–	424	–
Interport Compensation Fund received	397	380	17	5%
Surplus provisions for liabilities and expenses	1,177	4,441	(3,264)	(74%)
Capital grants and returns transferred to profit	9,609	9,317	292	3%
Entering concessional contributions in results	6,922	6,225	696	11%
Other	122	–	122	–
TOTAL	107,037	114,960	(7,923)	(7%)

CASH FLOW

(THOUSAND EUR)	2025	2024
A) CASH FLOWS FROM OPERATING ACTIVITIES	113,849	86,700
Pre-tax profit	64,892	69,112
Adjustments to the result	36,723	27,360
Depreciation of fixed assets (+)	58,543	55,983
Valuation adjustments for impairment	(78)	8,537
Variation of provisions (-)	12,721	(3,095)
Entering subsidies (-)	(6,627)	(6,582)
Results of fixed assets removed or disposed of (-)	68	249
Results of financial instruments removed or disposed of (-)	(122)	-
Financial income (-)	(19,642)	(21,812)
Financial expenses (+)	1,643	2,857
Change in fair value of financial instruments	0	-
Income from return of concessions (-)	(2,982)	(2,735)
Entering advances received for sales or services provided in results (-)	(6,922)	(6,162)
Other income and expenses (+)	120	120
Changes in working capital	24	(26,253)
Stocks (+)	7	19
Trade debtors and other receivables (-)	3,417	(11,896)
Other current assets (-)	(4,031)	(3,212)
Creditors and other receivables (-)	7	(7,393)
Other current liabilities (+)	827	786
Other non-current assets and liabilities (-)	(203)	(4,556)
Cash flows from operating activities	12,210	16,481
Interest payments (-)	(1,677)	(2,890)
Dividends received (+)	9,552	9,797
Interest received (+)	9,300	11,894
Tax on profits received/paid (-)	(3,620)	(2,184)
Other payments received/made (-)	(1,345)	(134)
B) CASH FLOWS FROM INVESTMENT ACTIVITIES	(144,236)	46,418
Payments for investments (-)	(147,241)	(83,956)
Group and associated companies	(1,518)	(75)
Intangible assets	(6,805)	(5,810)
Tangible fixed assets	(73,873)	(63,071)
Other financial assets	(65,045)	(15,000)

(THOUSAND EUR)	2025	2024
Proceeds from divestitures (+)	3,004	130,374
Group and associated companies	3,004	374
Tangible fixed assets	–	–
Other financial assets	–	130,000
C) CASH FLOWS FROM FINANCING ACTIVITIES	(3,841)	(8,587)
Equity instruments received and paid	13,560	4,960
Subsidies, donations and legacies received (+)	13,560	4,960
Financial liability instruments received and paid	(17,401)	(13,547)
Issue	1,099	4,509
Other payables (+)	1,099	4,509
Return and depreciation of:	(18,501)	(18,056)
Debt with credit institutions (–)	(18,056)	(18,056)
Other debt (–)	(445)	–
NET INCREASE/DECREASE IN CASH AND CASH EQUIVALENTS (A+B+C)	(34,228)	124,531
CASH AND CASH EQUIVALENTS AT BEGINNING OF FY	169,574	45,043
CASH AND CASH EQUIVALENTS AT END OF FY	135,347	169,574

09

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