



ANNUAL REPORT 2019

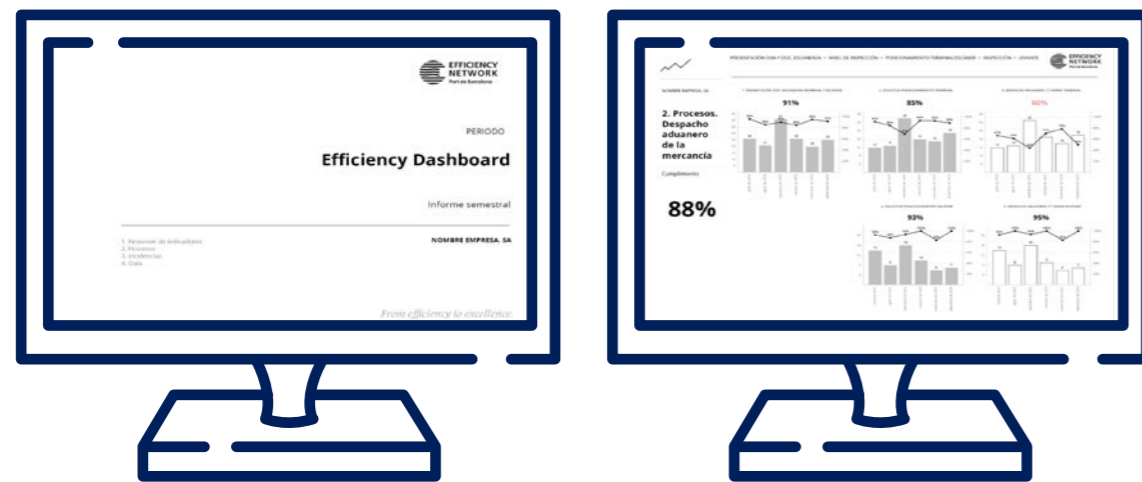


Port de Barcelona

New audit report: Efficiency Dashboard

During this financial year, the audit report on certified companies was completely reformed to provide more information regarding compliance with the Efficiency Network commitments. This reform involved reviewing the indicators, to have a closer view of all the cases related to container management, and developing a new, more visual and graphic report, using the Business Intelligence Microstrategy tool.

New evaluation criteria were also introduced, such as compliance with the good logistics practices proposed by the AECOC association and measuring the percentage of process performance from an overall perspective. This measure provides a more business-focused view of the audited companies, as it allows them to see the outcome of the activities of all components of a supply chain.



The label technical conference

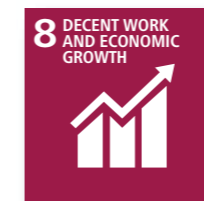
The Quality Label organises technical days for certified companies and participating administrations each year to consolidate forums for debate that help to improve cooperation between companies, fostering debate and consolidating the aim of efficiency and service to the final customer.

This year's conference was held at the Port of Barcelona's headquarters at the World Trade Centre and was attended by **135 professionals** from the various companies under the Label. It focused on getting to know the various features of the new platform of the Brand (Brandcentre) and acquiring a more extensive knowledge of the definition of the values of the brand and familiarity with the new audit models.

05 Developing economic value

The Port of Barcelona's core activity is goods traffic, passenger transport and the logistics that this generates. The growth and development of the organisations that are part of it depend on its dynamism. The Port of Barcelona works from the conviction that an environment of sustainable growth over time can be guaranteed only if it is able to reduce the economic externalities of port activity; in other words, if it seeks to ensure that economic, social and environmental aspects move forward in lockstep and reach everyone.

Orientation to the SDGs



Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all

The growth of freight traffic and passenger movement goes hand in hand with job creation and the concern that this growth should not harm the surrounding area or the environment. Furthermore, the description of jobs carried out by Barcelona City Council in the "blue economy sector", i.e. work in the maritime sector, underlines these jobs as quality employment.

- > 25% share of maritime external trade in Spain
- > Top port in Spain in cargo value
- > 35 million tonnes of hinterland traffic, i.e., real trade



Develop resilient infrastructures, promote inclusive and sustainable industrialisation and encourage innovation

The growth of the Port was made possible by consolidating infrastructures and increasing investments year after year. In addition, the Port's companies have promoted research, investigation and innovation.

- > Building new road and rail accesses to the Port
- > 9.5% investment in R&D+I across all the organisations in the Plan
- > €4.4 million in aid received for projects of the organisations in the Plan



Ensure sustainable consumption and production patterns

The Port of Barcelona is working to ensure that all of its component organisations become actors concerned with sustainability and promote practices that respect society and the environment, working to achieve sustainable consumption and production methods. The Port is encouraging more organisations from its Port Community to adhere to the Sectoral Sustainability Plan and establishes and monitors sustainability indicators.

- > 197,812 m³ of MARPOL waste managed in the Port
- > 78 organisations signed up to the Port of Barcelona Sectoral Sustainability Plan
- > 97.3% purchases of products or services from the organisations in the Plan made within the European Union

About the data

The dynamism of port activity is directly reflected in goods traffic and passenger movements. This is partly the result of commercial actions, the offer of logistics and infrastructure and the human factor applied, where the social and environmental positions chosen also have an influence. Furthermore, the behaviour of traffic has an influence on the economic development of the Port, its Port Community and its hinterland. **Traffic data** are aggregated for all the organisations of the Port of Barcelona; they are drawn from the data control systems of Barcelona Port Authority (APB) and are reported monthly on the Port of Barcelona website.

Data on the financial year in this report refer to the results of the APB as the organisation responsible for the management of the Port of Barcelona. They are significant and have an impact on the whole Port in two ways: because the APB's revenue comes from aggregated general port activity (traffic and land concessions); and because the resources generated serve to fund the port infrastructure works, to support the Port of Barcelona's commercial promotion and strategy actions and to cover the necessary management and general administration tasks of the installation, inter alia.

Data referring to **aid received, investments in research, development and innovation (R&D+I), and the volume of purchases** from companies in the European Union come from sectoral data, i.e. from all the organisations under the Sectoral Sustainability Plan that responded to the questionnaire.

The Port's contribution to the economy

Market share in terms of goods value

The Port of Barcelona is one of the main drivers of economic development in Catalonia and Spain and specialises in high-value goods. In 2019 the Port channelled **74% of the maritime external trade of Catalonia and 25% of the total for Spain**.

The approximate aggregate value of the goods that passed through the Port in 2019 was **€86.080 billion**, down 0.6% on 2018, as a result of the 0.3% decrease in total tonnage handled and the 3.2% reduction in tonnes of containers, which have the most value and therefore count most in the indicator. Despite this small setback, the Port of Barcelona remains the number one port in Spain in terms of the value of the goods that pass through it.

2017	2018	2019	%
78,260	86,633	86,080	-0.6

Value of goods passing through the Port (in million eur), 2017-2019

Market share of maritime external trade of Catalonia

The Port of Barcelona's market share in the hinterland is the percentage of trade flows of a region routed through the Port. These data show the positioning of the Port of Barcelona within Spain.

In value terms, total maritime external trade in **bulk and general cargo** handled by the Port of Barcelona represented **74% of total external trade for Catalonia** in 2019, a one percent increase year on year.

2015	2016	2017	2018	2019
73%	74%	73%	73%	74%

Market share of maritime external trade of Catalonia - bulk and general cargo, 2015-2019

Also in value terms, the Port of Barcelona channelled **87% of total maritime external trade of containers in Catalonia**.

2015	2016	2017	2018	2019
85%	84%	85%	86%	87%

Market share of maritime external trade of Catalonia - containers (TEU), 2015-2019

Market share of maritime external trade of Spain

In addition, total maritime external trade in **bulk and general cargo** channelled by the Port of Barcelona in 2019, in value terms, represented 25% of the total maritime external trade of these products of Spain.

2015	2016	2017	2018	2019
24%	25%	24%	24%	25%

Market share of maritime external trade of Spain - bulk and general cargo, 2015-2019

The value of maritime external trade of containers (TEU) channelled by the Port of Barcelona in 2019 was 32% of the total value of maritime external trade of **containers** of Spain.

2015	2016	2017	2018	2019
31%	31%	32%	32%	32%

Market share of maritime external trade of Spain - containers (TEU), 2015-2019

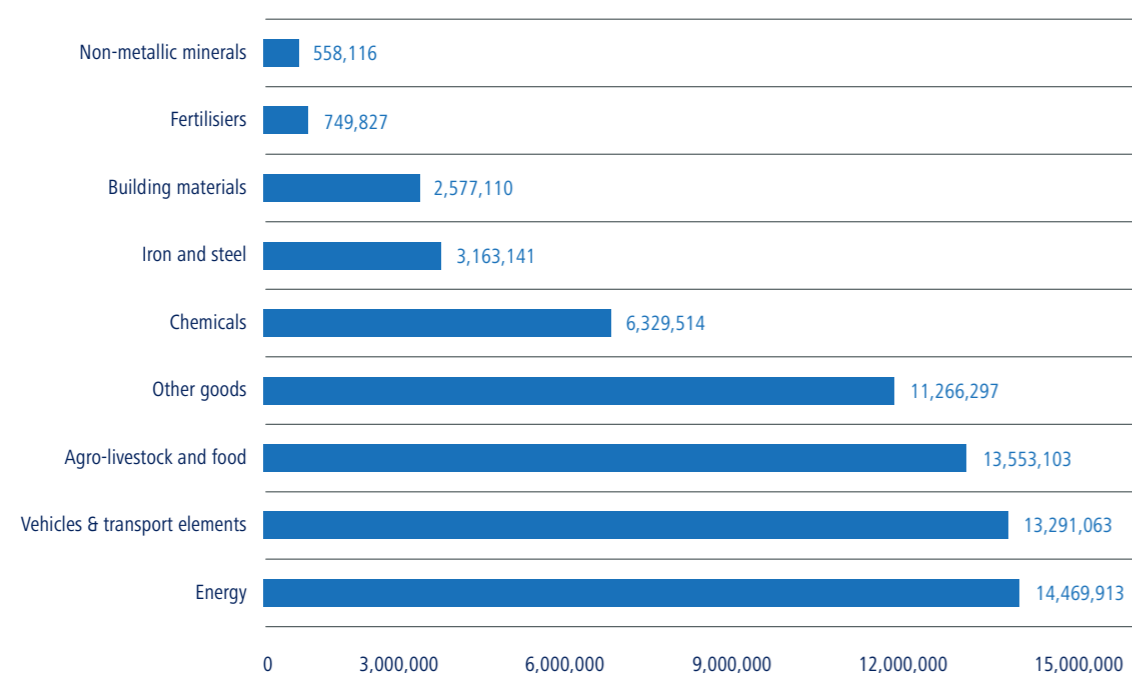
Sectors with which it works

As the main import and export region of Spain, one of the characteristics of the Catalan external trade sector is its high degree of diversification, which covers a wide range of productive sectors. The main economic sectors comprising Catalan external maritime trade and their business and industrial fabric use the Port of Barcelona principally to channel their trade flows, which helps to improve their competitiveness as they pass through an infrastructure adapted to the needs and the provision of efficient services.

The following table and graph indicate the key sectors in local economic development that rely on the Port's support for their growth:

	2015	2016	2017	2018	2019	%
Energy	10,568,342	10,083,533	12,724,469	13,874,011	14,469,913	4.3%
Vehicles & transport elements	9,546,940	10,386,425	12,299,616	13,757,357	13,291,063	-3.4%
Agro-livestock and food	7,684,093	8,248,351	11,476,244	12,992,796	13,553,103	4.3%
Other goods	7,784,132	7,971,058	10,454,914	11,580,213	11,266,297	-2.7%
Chemicals	4,679,970	4,817,431	5,791,910	6,350,393	6,329,514	-0.3%
Iron and steel	2,142,439	2,182,656	3,067,800	3,242,672	3,163,141	-2.5%
Building materials	2,391,566	2,640,574	2,954,709	2,830,889	2,577,110	-9.0%
Fertilisers	791,835	717,586	764,933	793,715	749,827	-5.5%
Non-metallic minerals	331,936	465,348	535,538	581,713	558,116	-4.1%

Main types of goods transported at the Port of Barcelona (t), 2015-2019



Goods transported by sector (in tonnes), 2019

The progression was negative, except in the energy and agro-livestock and food sectors. However, this varied considerably by product:

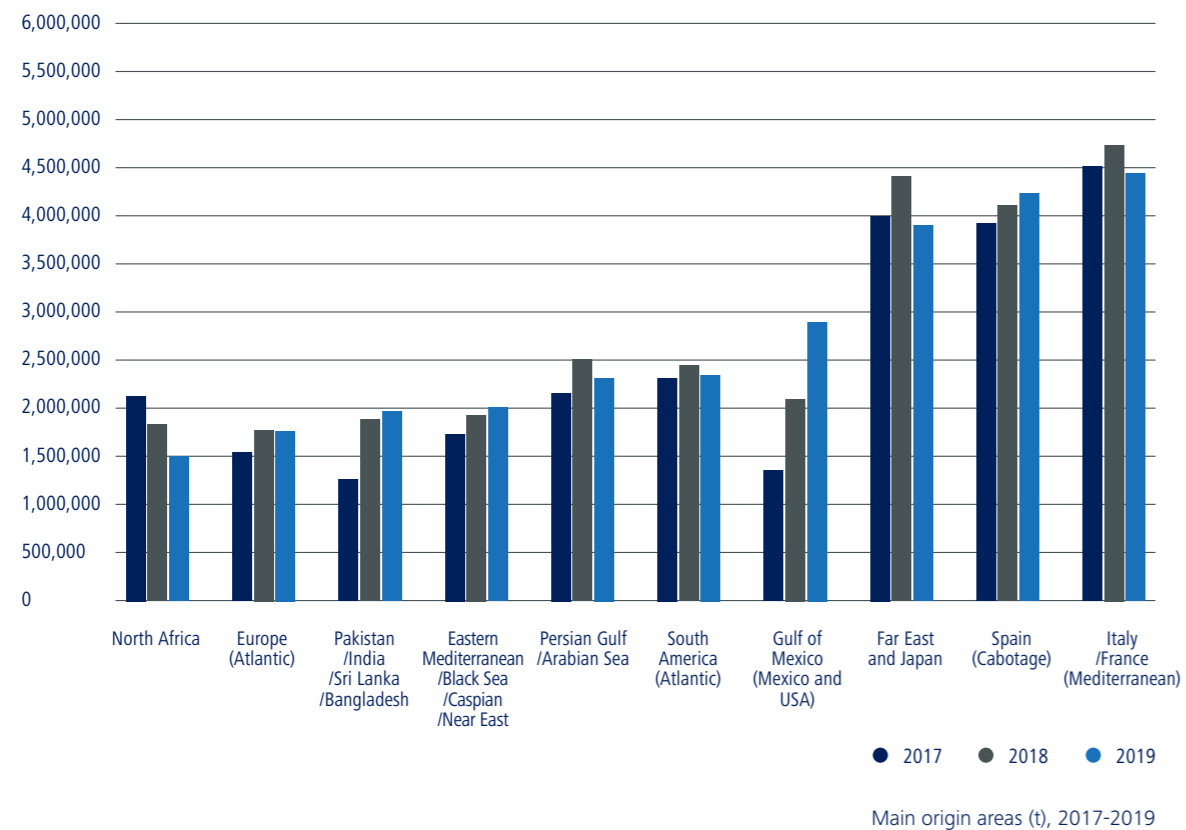
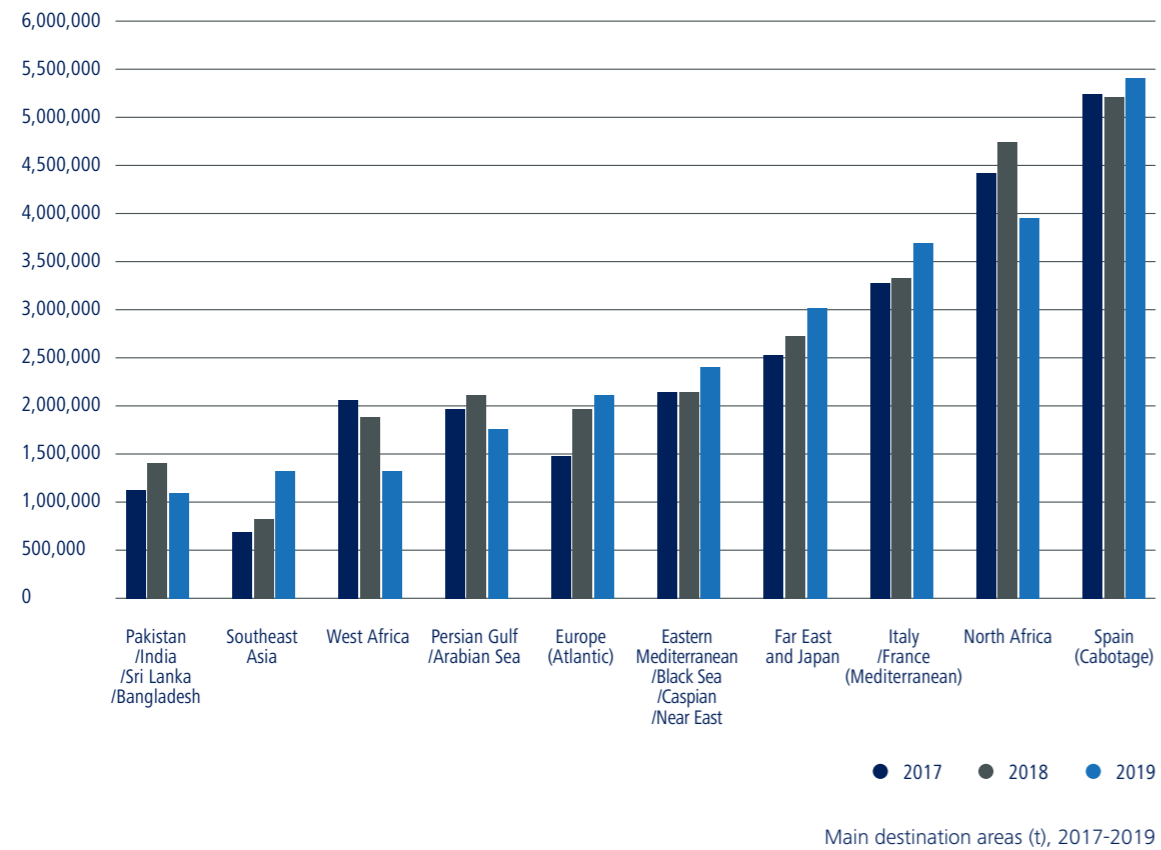
- > Energy: natural gas (-3%), gasoline (-1%), diesel (26%), biofuels (78%) and fuel oil (-29%).
- > Vehicles and transport elements: vehicles and parts (-12%).
- > Agro-livestock and food: fruits, vegetables and legumes (12%), soybeans (13%), feed and fodder (13%) and wines, beverages, alcohols and derivatives (-10%).
- > Others: pulp and paper (-1%), machinery and spare parts (-3%), and wood (-3%).
- > Chemicals: chemical products (-0.3%).
- > Iron and steel: steel products (-3%).
- > Building materials: other materials (-7%) and cement and clinker (-12%).

Countries with which it works

The following table shows the progression of the traffic of the Port of Barcelona in tonnes, by geographical areas, between 2015 and 2019. The areas with the highest growth this year, also in relation to absolute values, were West Africa, Canada and the Great Lakes and the Caribbean.

Geographical areas	Accumulated monthly				
	2018	2019	Diff 19-18	%	% of total 2019
Tonnes	66,003,759	65,958,084	-45,675	-0.1%	100%
Spain (Cabotage)	9,235,529	9,588,804	353,275	3.8%	14.5%
Italy/France (Mediterranean)	8,009,868	8,076,294	66,425	0.8%	12.2%
Far East and Japan	7,100,284	6,910,267	-190,017	2.7%	10.5%
North Africa	6,527,968	5,434,891	1,093,077	16.7%	8.2%
E. Med./Black Sea/Caspian/ Near East	4,013,725	4,396,691	382,966	9.5%	6.7%
Persian Gulf/Arabian Sea	4,597,417	4,052,281	-545,137	-11.9%	6.1%
Europe (Atlantic)	3,689,023	3,863,925	174,902	4.7%	5.9%
Gulf of Mexico (Mexico and USA)	2,875,944	3,480,660	604,715	21.0%	5.3%
Pakistan/India/Sri Lanka/ Bangladesh	3,230,329	3,023,491	-206,838	-6.4%	4.6%
South America (Atlantic)	3,140,082	2,880,631	-259,451	-8.3%	4.4%
West Africa	2,822,132	2,594,513	-227,619	-8.1%	3.9%
South-East Asia	1,982,715	2,582,987	600,272	30.3%	3.9%
Canada (Atlantic) and Great Lakes	1,404,550	1,734,721	330,171	23.5%	2.6%
Central America and Caribbean	1,429,517	1,652,627	223,110	15.6%	2.5%
Red Sea	1,871,559	1,470,932	-400,627	-21.4%	2.2%
North America (Atlantic)	1,032,087	1,360,310	328,223	31.8%	2.1%
North America (Pacific)	685,024	934,108	249,084	36.4%	1.4%
South America (Pacific)	1,166,804	864,034	-302,770	-25.9%	1.3%
South and East Africa/ Indian Ocean	587,123	484,344	-102,779	-17.5%	0.7%
Unknown	382,241	408,300	26,058	6.8%	0.6%
Australia and New Zealand/ Pacific islands	219,838	163,274	-56,564	25.7%	0.2%

Traffic by geographical areas (in tonnes)

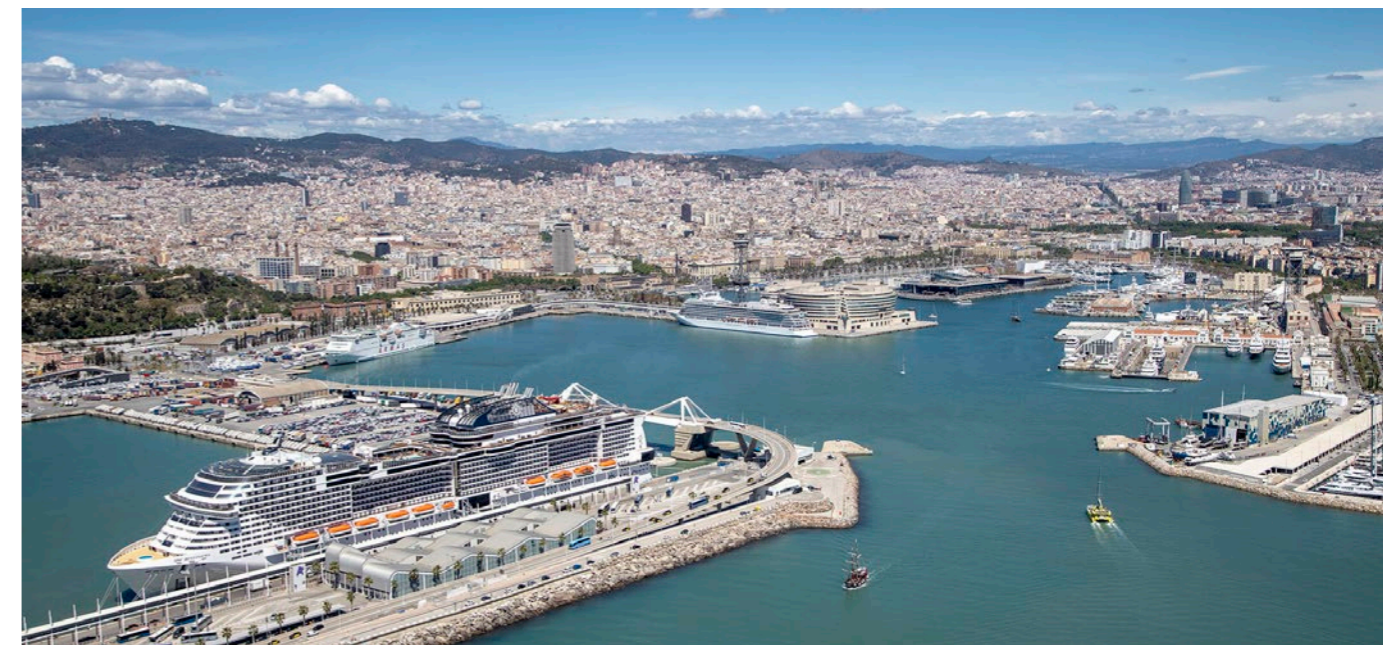
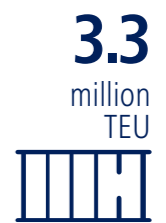
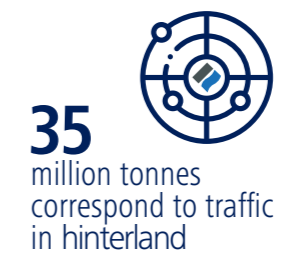
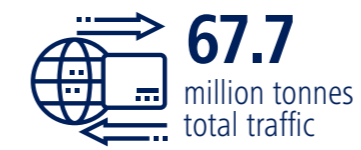


Traffic data of the Port of Barcelona

2019 was a year of consolidation for the Port of Barcelona, despite a series of uncertainties and disruptions that led overall to the slowdown in international trade.

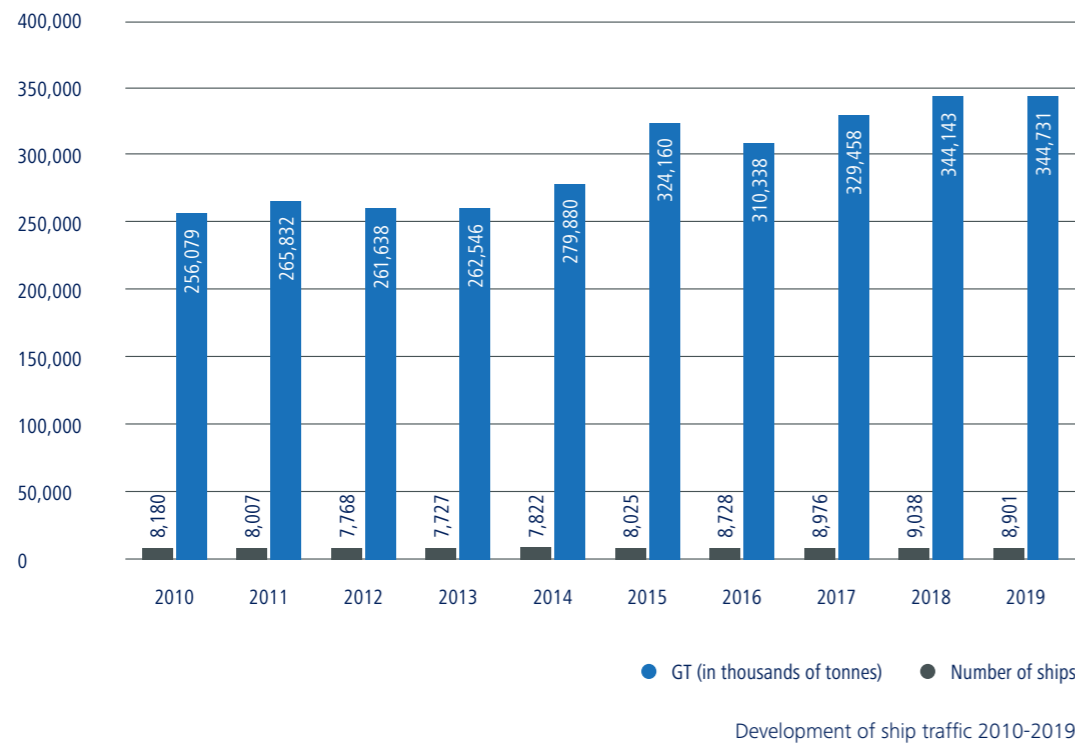
Total recorded **traffic was 67.7 million tonnes**, a figure that includes all cargo types in addition to victualling and fishing, very similar to the results of the previous year (67.8 million). It is worth noting that over half of this total traffic, more than **35 million tonnes**, correspond to traffic in the hinterland, i.e., actual trade in goods, without accounting for transshipments or tare weights. Despite the stagnation in certain segments, in 2019 hinterland traffic maintained the record figure achieved in 2018.

Although container traffic closed the year down 3.2%, the **3.3 million TEU** registered make 2019 the second best in the history of the Port of Barcelona in this traffic sector. There was also a negative figure in dry bulk and vehicles, products often affected by the current situation, while **liquid bulk hit a new record high**.



Stopovers

During 2019 there were a total 8,901 stopovers registered at the Port of Barcelona (-1.5%). Despite the decline, the size of ships calling at Barcelona remains the same, with a total gross tonnage of 344,730,742 tonnes (+0.2%).

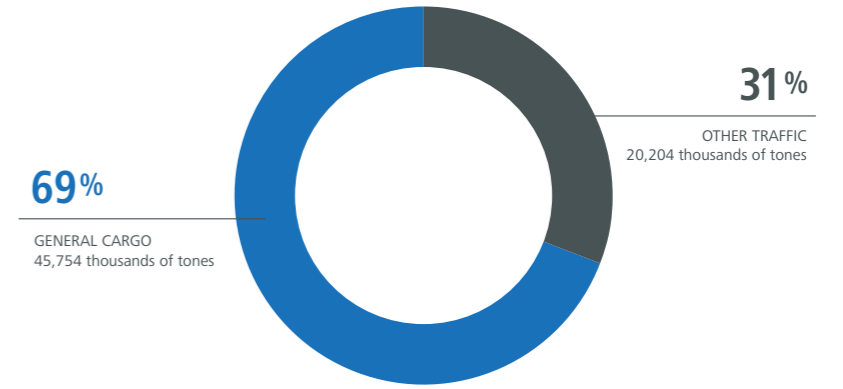


Goods by type of packaging and shipping

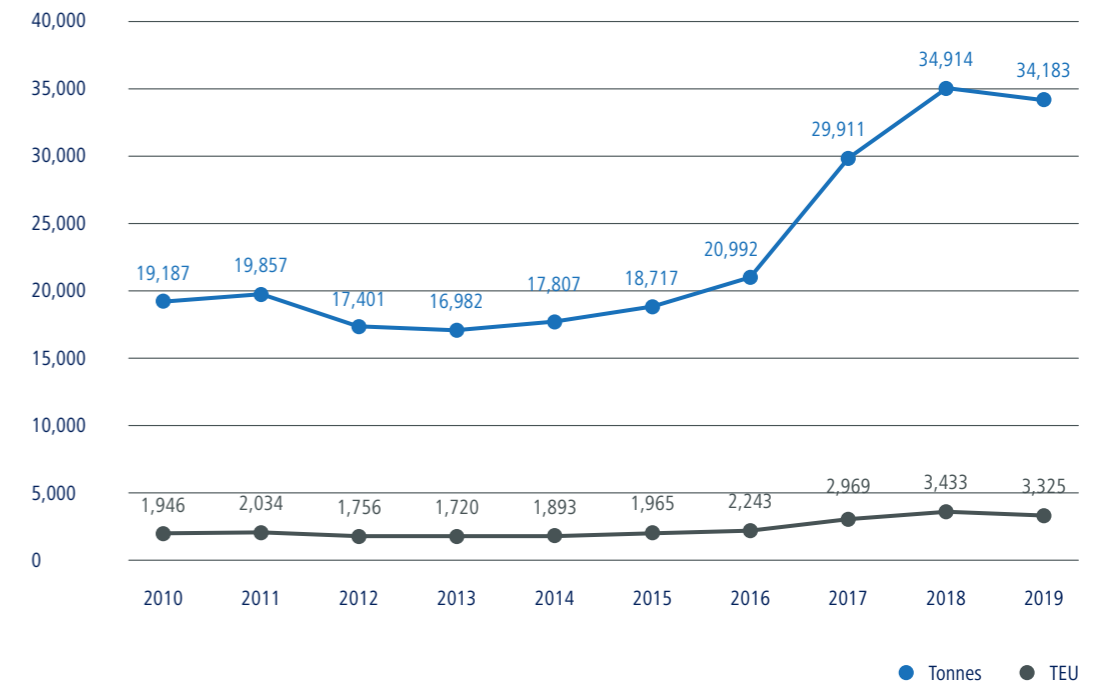
By type of packaging, more than half of goods cargo was containerised, although this experienced a slight decrease year on year. General cargo accounted for almost 70% of the total.

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Container load	19,187	19,857	17,401	16,982	17,807	18,717	20,992	29,911	34,914	34,183
Conventional charge	8,589	8,903	8,969	9,426	9,793	10,723	10,737	11,210	11,552	11,572
Liquid bulk	11,558	10,761	10,431	10,610	12,949	12,055	11,413	14,484	15,314	16,132
Dry bulk	3,542	3,544	4,685	4,374	4,764	4,426	4,436	4,466	4,225	4,071
Total	42,877	43,065	41,486	41,392	45,313	45,921	47,578	60,071	66,005	65,958

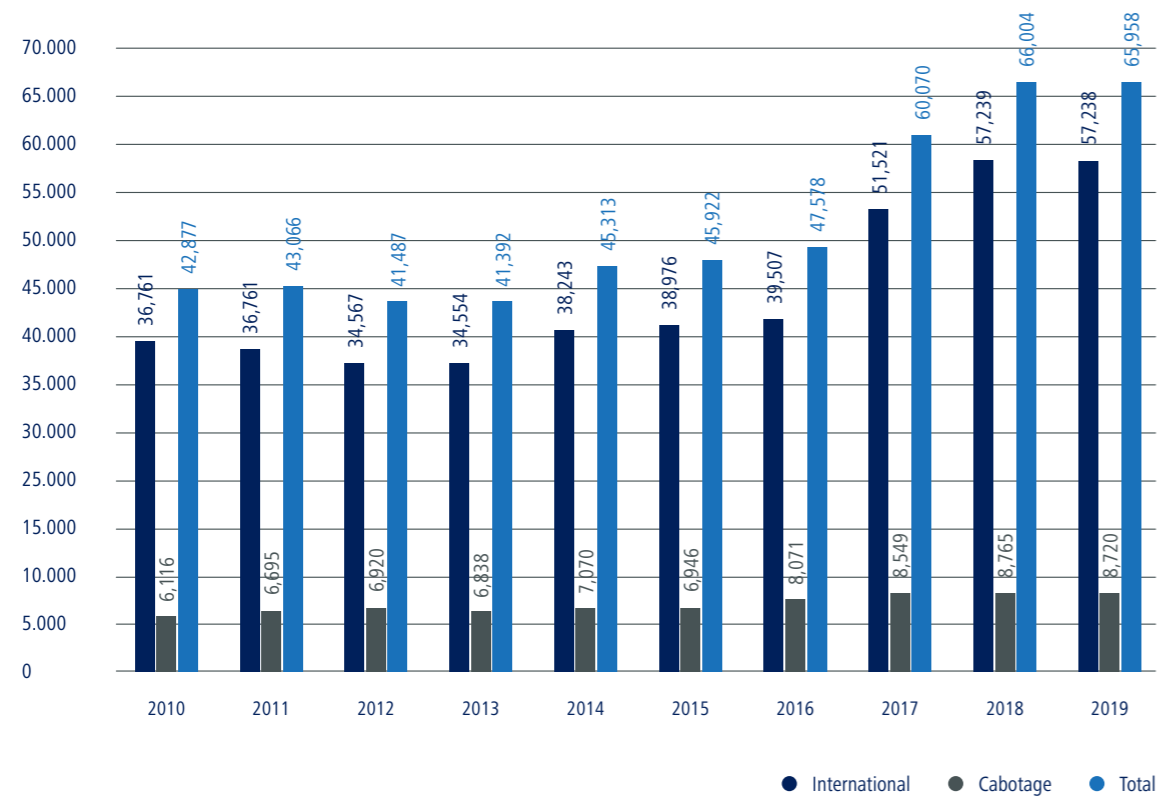
Structure of goods traffic, 2010-2019 (in thousands of tonnes)



Share of general cargo in total traffic, 2019 (in thousands of tonnes)



Development of containerised general cargo traffic 2010-2019

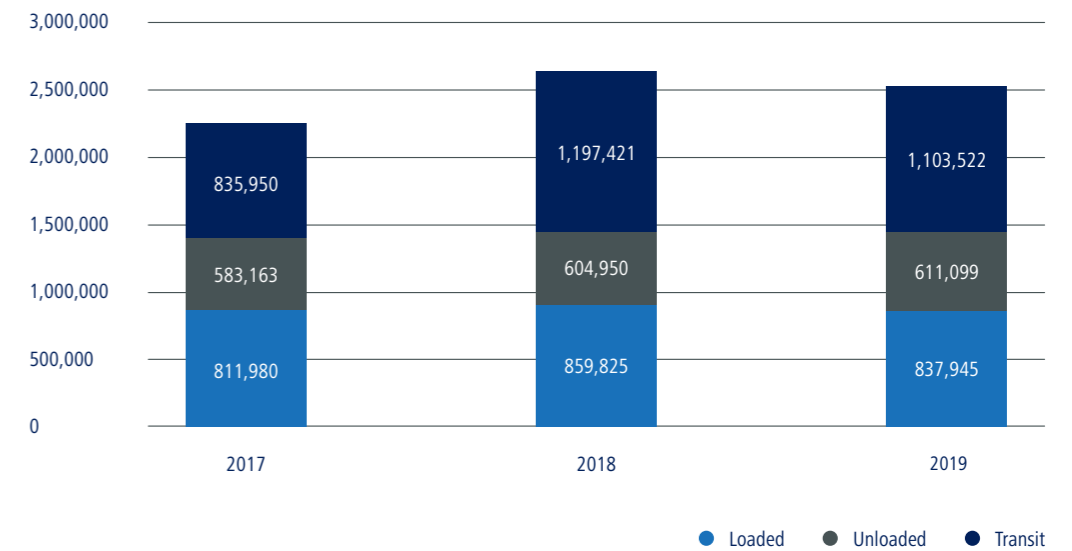


Development of cargo traffic by types of navigation (in thousands of tonnes), 2010-2019

Containers

The 3.2% decrease in this type of traffic, which totalled 3.3 million TEU, was due mainly to the behaviour of full containers, which closed the year with a decline of 4%, and which especially affects transits (-8%) and exports (-3%), while imports virtually stagnated (+1%).

On the other hand, the data show that the Port of Barcelona continues to bolster its role as an external trade facilitator, since full export and import containers continue to be the largest group.



Full container traffic, according to operation (TEU), 2017-2019

Behaviour by markets and operation

Asia is the main continent of origin and destination of the containers channelled by the Port, with 42% of exports and 75% of imports. This year China again consolidated its position as our leading trading partner, receiving 11% of export containers and sending 42% of our import units.

However, the Port of Barcelona works with a wide variety of markets and some of the countries that registered greater dynamism in their exchanges with the Port during 2019 were Egypt (+11.1%), Turkey (+10.5%) and Saudi Arabia (+9.6%).



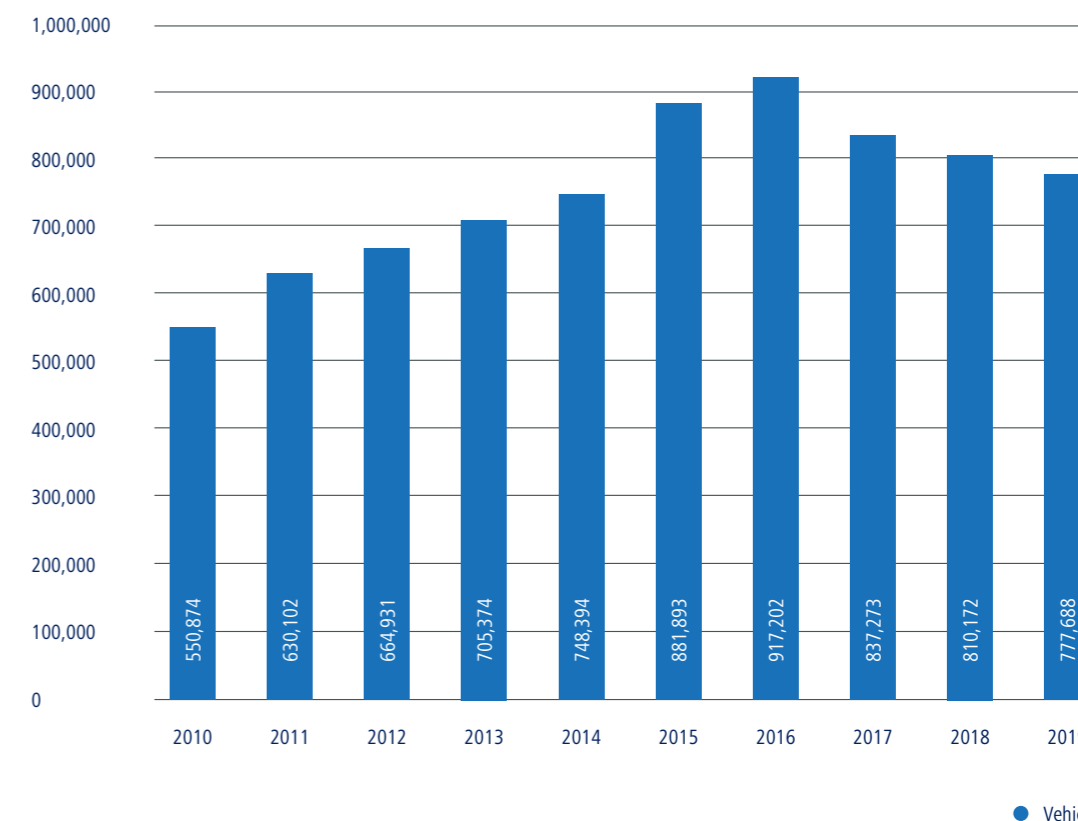
Exports

Containerised exports were down, but there were noteworthy results from China (+15%) linked to the rise in pig meat products (+94%). As for the rest of the foreland, the most negative note was North Africa (-11%), with a loss of 14,214 TEU concentrated in Algeria and, to a lesser extent, Morocco. The Americas also closed the year in negative territory (-6%), with declines in both South America (-12%), focused on Argentina and Brazil, and in the north of the continent (-4%), especially for goods destined for Mexico (-5%) and the United States (-3%).

Imports

Purchases from abroad remained stagnant (+0.4%), heavily influenced by the stagnation of the Asian market, which accounts for 75% of imports. Within Asia, while the Indian subcontinent and the Far East closed on a negative note, Southeast Asia bucked that trend and China recorded a moderate increase of 1%.

Apart from Asia, markets in the rest of the world grew on average by a moderate 3%, but the situation was very different from one country to another. Of note were the growth registered in Central America, led by Colombia and Costa Rica; in the Eastern Mediterranean, with Turkey as the fastest-growing country, both in relative (+15%) and absolute terms (+4,100 TEU, and the U.S. (+12%). In contrast, there were declines in the African continent (-5%) and in Mexico and Canada, among others.



Development of car traffic (in units), 2010-2019

Vehicles

During 2019 the Port of Barcelona registered **777,688 units** of vehicle traffic, **down 4%** year on year, due mainly to the decline in exports (-20,789 units) and goods in transit (-13,541 units).

This decline was caused by circumstances inherent to activity within Spain: firstly, the general drop in exports caused by increased competition from emerging countries in this industry (such as the Czech Republic, Slovakia, Poland, Turkey, and Morocco); secondly, rail installations, which are one of the main elements of competitiveness of the Port of Barcelona, are becoming more common in other ports, therefore they can also offer factory rail access to regular customers of the Port of Barcelona.

However, 2019 saw the consolidation of some Central European land traffic, which stabilised in significant volumes and already represents more than 50,000 ground-to-ground units. An intermodal traffic segment that will contribute to making Barcelona a Central European export hub.

	2011	2012	2013	2014	2015	2016	2017	2018	2019
Cabotage	70,259	70,722	80,623	97,533	120,205	138,726	136,561	138,769	132,062
International	559,843	594,209	624,751	650,861	761,688	778,476	700,712	671,403	645,626

Car traffic by type of shipping (in units), 2011-2019

	2011	2012	2013	2014	2015	2016	2017	2018	2019
Import	134,720	103,501	130,922	123,242	172,143	206,181	212,439	201,000	201,197
Export	348,332	378,642	437,991	431,440	453,357	465,802	401,178	390,158	377,777
Transit	76,791	112,066	136,461	96,179	136,188	106,493	87,095	80,245	66,652

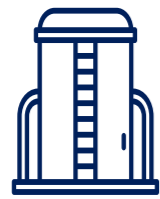
International car traffic (in units), 2011-2019

Dry and liquid bulk

Liquid bulk

2019 saw a new record set for liquid bulk: **16.1 million tonnes** (especially hydrocarbons), marking an increase of 5.3%. By volume, the most significant product was natural gas (-2.9%), followed by gasoline (-1.3%), although both fall slightly. Diesel, on the other hand, with 3 million tonnes, increased by 26% year on year and biofuels, at 1.4 million tonnes, are the liquid bulk that increased most (+92.2%).

Among the chemical products, EDC recorded the largest increase (+12%), at 205,000 tonnes, while caustic soda, at 195,900 tonnes, fell 7%.



16.1
million tonnes
of liquids in bulk (historical record)

Dry bulk

With a traffic of **4.07 million tonnes**, dry bulk fell by 3.6% overall and suffered a sharp drop of 1.01 million tonnes of cement and clinker and 546,572 tonnes of potash, both experiencing a decline of 11.4% compared to 2018. This fall was prompted mainly by short-term causes, such as the unfavourable international environment for cement export traffic, and the expectation of the start of operations of the new potash terminal, which will allow a very considerable increase already in 2020. Soybeans (1.34 million tonnes) also suffered a slight decline of 3.7%.

Traffic in agricultural products increased by 8.4% overall, with a total 549,554 tonnes. The cereal with the largest increase (+64%) was maize, with 411,670 tonnes unloaded, while wheat, with 117,392 tonnes unloaded, fell 51%.

4.1 million tones
(-3.6%)



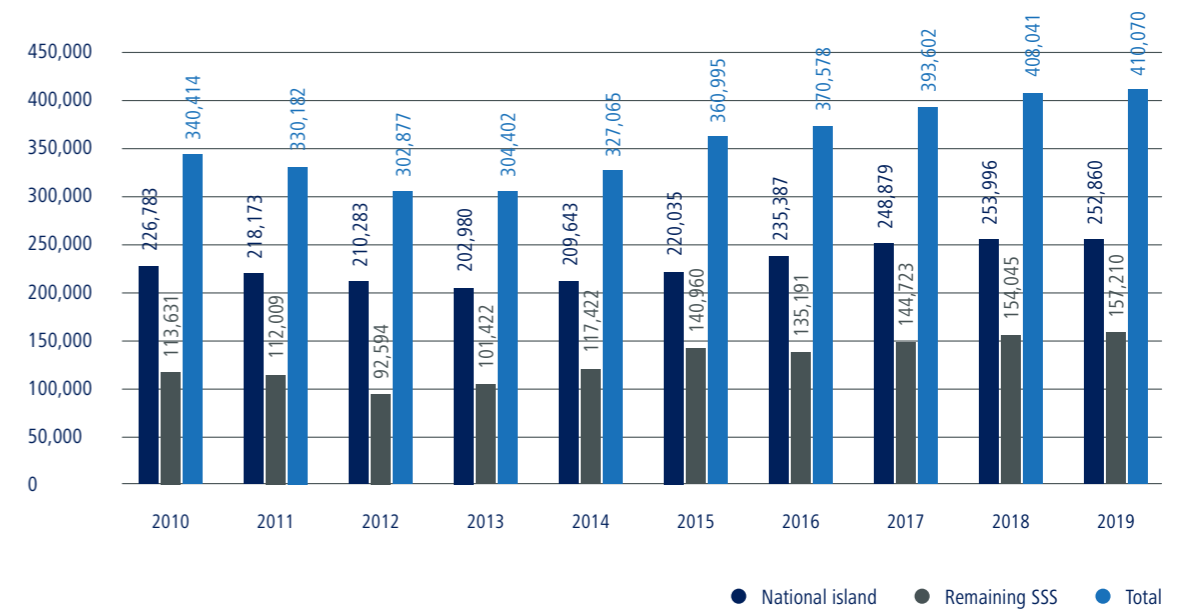
Short Sea Shipping

Short sea shipping (SSS) is maritime traffic of goods and passengers between ports located in European territory or between these ports and those located in non-European countries with a coastline in the seas surrounding Europe. The criterion applied is for goods coming from or going to ports in these countries, as established by the European Shortsea Network.

Goods are divided into containerised cargo segments (excluding containerised cargo on Ro-Ro equipment), Ro-Ro (general cargo transported in ITU, not including vehicles), conventional cargo (general non-containerised cargo other than Ro-Ro, not including vehicles) and vehicles.

The Port channelled **410,070 intermodal transport units (ITU)** of Ro-Ro traffic (embarked by truck, platform or trailer)¹, marking a slight year-on-year increase of 0.5%.

This section includes goods transported to the Balearic and Canary Islands, amounting to 252,874 ITUs, and represents a decrease of 0.4% year on year, but also cargo shipped on the Motorways of the Sea or regular short sea shipping services between Barcelona and various destinations in Italy and North Africa.



ITU traffic¹ (u) for navigation, 2010-2019

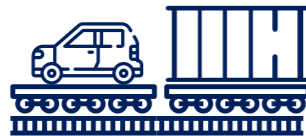
¹IUT = a unit, self-propelled or otherwise, used directly or indirectly as a means of land transport (trailers, platforms, trucks, refrigerated vans...).

Short sea shipping

Under this heading, so-called Motorways of the Sea (MoS) or Short Sea Shipping (SSS) services accounted for **153,692 ITUs (+3.0%), a new record for the Port**. The busiest line was Civitavecchia, with 77,889 ITUs (2.31%). This route increased its capacity this year, as a result of the 29-metre extension of the Rome and Barcelona vessels.

Significant in **new vehicles** traffic under SSS is the line with Savona, which experienced an increase of 51% for a total 61,117 units handled. In total, the Motorways of the Sea handled 158,313 cars (+16%).

In general, the upward trend in traffic with Italian ports (community), with more specific weight, helped all types of cargo to end the year on a positive note despite the falls in traffic of non-EU services (with North Africa).



Rail traffic

Despite the declines in traffic, the **share of rail transport** remained at 2018 levels: 13% for containers (249,751 TEUs handled in this mode) and 35.5% in vehicles (252,200 units).

Passengers

During 2019, a **total of 4,628,572 passengers** passed through the Port of Barcelona (**+3%**), of which 1,490,644 travelled on regular ferry lines, 2.7% more than the previous year. Community cabotage grew especially, while movements with the Balearic Islands - which represent 57% of the total - remained stable and other ferries decreased. The remaining passenger movements corresponded to cruise ships.

	2011	2012	2013	2014	2015	2016	2017	2018	2019
Cabotaje pgrs.	1,169,818	1,013,885	1,028,897	1,095,503	1,167,493	1,274,230	1,424,752	1,451,979	1,490,644
Tourist cruise pgrs.	2,657,244	2,408,634	2,599,232	2,364,292	2,540,302	2,683,499	2,712,247	3,042,217	3,137,918
Total	3,827,062	3,422,519	3,628,129	3,459,795	3,707,795	3,957,729	4,136,999	4,494,196	4,628,562

Evolution of passenger traffic, 2011-2019

Cruise ships

3,137,918 cruise passengers (+3.1%) and 800 cruise ship calls were registered in 2019. The main new developments of 2019 include the first call by an LNG-powered cruise ship and those of the Costa Smeralda, the latest ship from Costa Crociere, which also runs 100% on LNG.

This type of traffic has been adapted to the strategic axes of the Port of Barcelona - growth, development and sustainability - for years. The investments committed in recent years, both in infrastructure and in the quality of services, have led to an increase in passenger movements. Furthermore, the Port has been working for years to increase boarding and landing operations, which provide the most economic benefits to the city. While in 2019 these grew only a modest 1%, over the last three years there were average increases of 3%. In addition, this traffic segment's orientation towards sustainability involves the Port promoting the arrival of the newest ships in cruise fleets and which are therefore the most environmentally efficient and is working on measures such as electrification of wharves.

Economic and financial report

Summary economic results

The Port of Barcelona closed FY 2019 with a **net profit of €44.2 million**, up 18% year on year. The operating result fell 22% on the previous year, but the effect of the financial results helped to soften this fall to 18%.

	2019	2018	Variation	% Var
Operating profit	40.2	51.4	(11.2)	-22%
Financial results	4.0	2.3	1.7	72%
Total	44.2	53.7	(9.5)	-18%

Outturn for the fy (million EUR), 2019

The fall in the outturn for the financial year is due mainly to the increase in the volume of expenditure and less to the decrease in income which, despite economic instability, varied little with respect to FY 2018.

Turnover

Net turnover for 2019 was **€172.4 million**, down 1% year on year. Income from port fees fell by the same proportion, while other business revenues are in line with the previous year.

(thousand EUR)	2019	2018	Variation	% Var
Port fees	157,722	158,862	(1,140)	-1%
Occupation fee	57,311	55,825	1,486	3%
Fees for use	83,527	85,837	(2,310)	-3%
Vessel fees	33,362	33,175	187	1%
Fees for pleasure craft	438	388	50	13%
Passenger fees	11,570	11,235	335	3%
Cargo fees	37,762	40,392	(2,630)	-7%
Fresh fish fees	194	165	29	18%
Fee for special use of the transit area	201	482	(281)	-58%
Activity fees	15,272	15,661	(389)	-2%
Navigation aids fee	1,613	1,539	74	5%
Other business income	14,711	14,665	46	0%
Amounts in addition to fees	6,437	6,287	150	2%
Fees and other	8,274	8,378	(104)	-1%
Total	172,433	173,527	(1,094)	-1%

Net turnover, 2018-2019

The most significant variations with respect to the previous year were:

- > On a positive note, the increase in turnover of 3% for the occupancy fee (concession activity), related to the new port spaces granted to CILSA for marketing to end customers such as Owin GmbH and Damm, inter alia), for the new authorisations for storage operations (Autoterminal and Setram) and for the completion of the discounts for works on some concessions (Tramer).
- > On the negative side, we would point to the 7% drop in income from the goods fee due to the 10% reduction in the basic amount of the fee (General State Budget Act of 2018, with effect from 1 July 2018) and to traffic stagnation.

Link between activity and income

The progression of the key operating indicators is given below.

Indicators	2019	2018	% Var
Traffic	65,958,084	66,003,759	-0.1%
TEU	3,324,650	3,433,088	-3%
O/D	1,927,108	1,972,036	-2%
Transit	1,397,542	1,461,052	-4%
Stopovers	8,901	9,038	-2%
GT	344,730,742	344,143,018	0.2%
Passengers	4,628,562	4,494,196	3%
Cruise	3,137,918	3,042,217	3%
Ferries	1,490,644	1,451,979	3%

Port of Barcelona operational indicators, 2018-2019



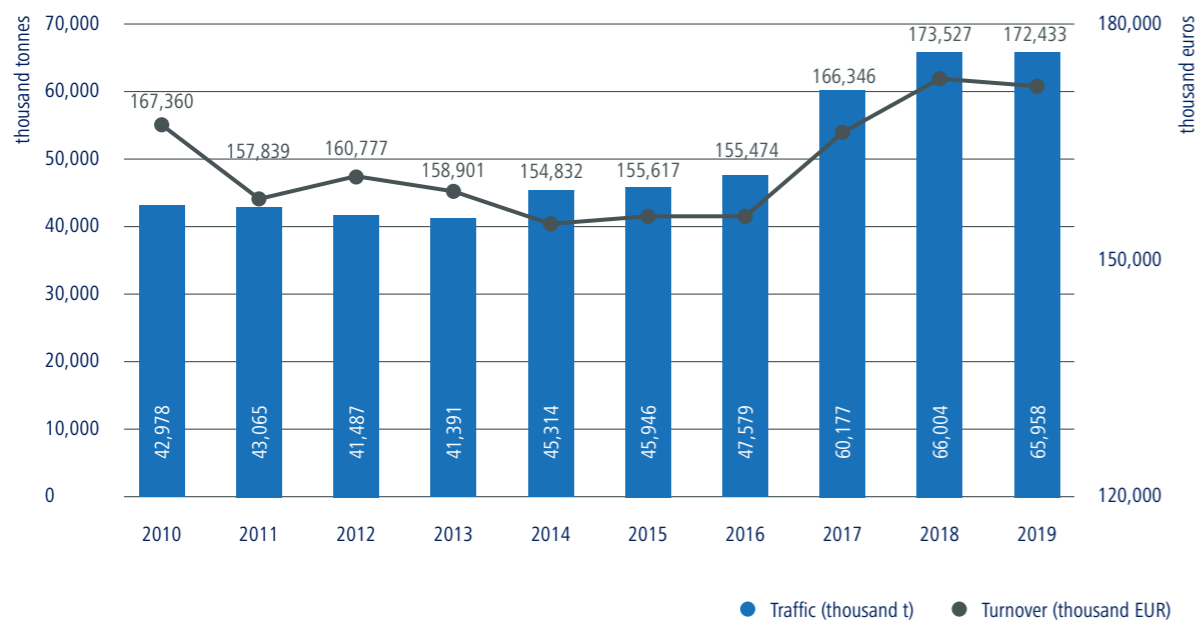
Our activity in 2019 was marked by the economic uncertainty caused by events such as the trade war between China and the United States, the global economic slowdown, the Brexit negotiations and the crisis in the automotive sector, which all contributed to a dip in indicators such as total traffic in tonnes (-0.1%) and the cumulative Gross Tonnage of ships (+0.2%) and the number of stopovers (-0.1%). On the positive side we saw particularly the upward trend in passenger figures (+3% in cruises and ferries), which increased revenue by 3% year on year.

To put the analysis of these variations into context, it is worth remembering that traffic volume and fees charges broke new records in 2018.

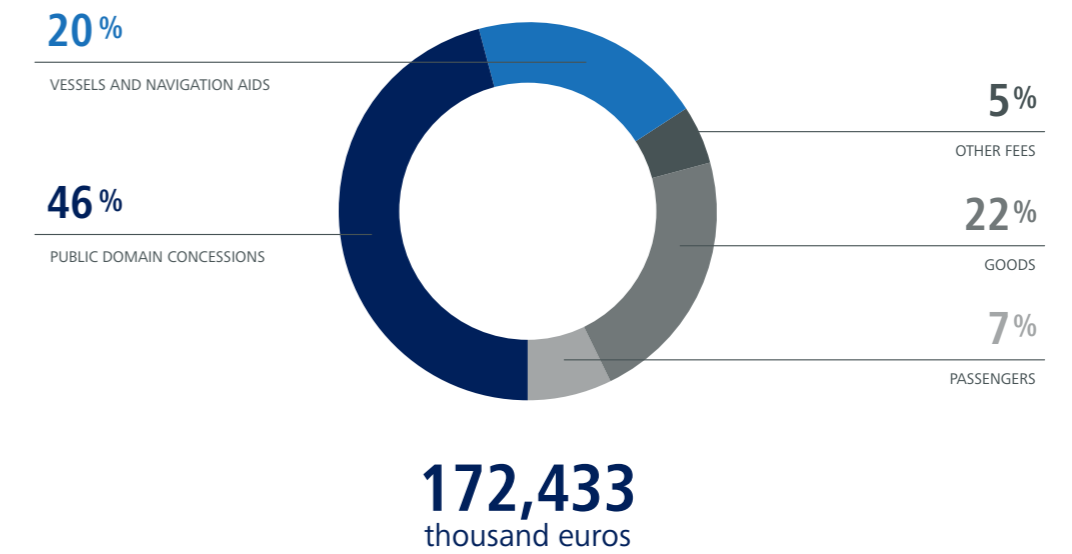
Income by type

46% of 2019 revenues came from public domain concessions and are therefore not related directly to traffic fluctuations, which brings stability to the APB's revenue structure.

These revenues were higher than the cumulation of the two main fees for use, goods and vessels and navigation aids, which together represent 42% of revenues. The percentage distribution of income by type has not changed significantly in recent years.



Trend in turnover and traffic volume, 2010-2019



Net turnover, 2019



Operating income

The operating result came to **€40.2 million**, 22% less than the previous year.

	2019	2018	Variation	% Var
Net turnover	172,433	173,527	(1,094)	-1%
Other operating income	6,750	6,799	(49)	-1%
Staff costs	(33,421)	(32,341)	(1,080)	3%
Other operating expenses	(55,262)	(45,588)	(9,674)	21%
Depreciation of tangible assets	(56,940)	(57,706)	766	-1%
Allocation of non-financial asset subsidies and others	6,835	6,529	306	5%
Impairment and gains on disposals of assets	(184)	157	(341)	-
Total	40,211	51,377	(11,166)	-22%

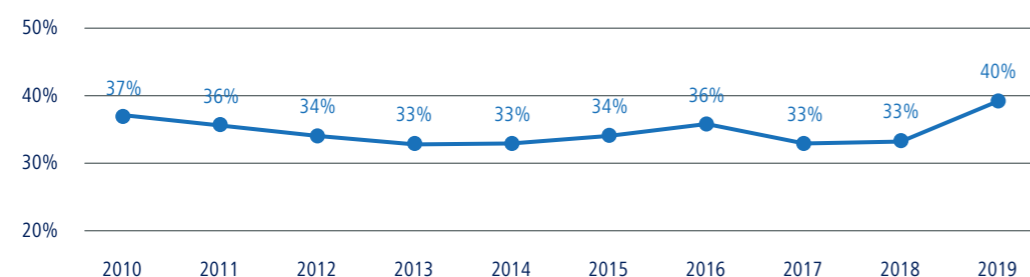
Operating result (thousand EUR), 2018-2019

Expenditure

Expenditure items are responsible for the decrease in annual income. On the one hand, staff costs increased by 3% as a result of compensation, Social Security regularisations and an increase in salaries and wages. On the other hand, operating expenses increased almost €10 million (21%), due mainly to the following effects:

- > Provision for disputes and claims (Prat and Imax wharf): +5.6 million.
- > General dredging operation: +2.1 million.
- > Contribution to *Puertos del Estado*: +1.3 million.
- > Exceptional events 2019 (Smart Ports fair, 150th anniversary...): 0.9 million.

The stable level of income and the increase in expenses significantly affected the absorption ratio, which stood at 40%, the highest percentage in the last ten years. However, if non-recurring events (disputes and exceptional events) were isolated, the ratio would be under 36%.



Current expenses = staff costs + external services + other current running costs

● Current expenses / Turnover

Expenditure absorption ratios (%), 2010-2019

Stakeholder companies

The percentages on the share capital of the companies in which the APB has a stake were unchanged with respect to the previous year:

Group companies	% of share capital
Gerència Urbanística Port Vell	100.00%
Centro Intermodal de Logística, SA, SME.	51.50%
World Trade Centre Barcelona, S.A. SME.	75.99%
Associated companies	
Catalana d'Infraestructures Portuàries, SL	49.00%
Terminal Intermodal Marítima Centro, SL	49.00%
Terminal Intermodal de l'Empordà, SL	47.32%
Puerto Seco de Azuqueca de Henares, SA	36.73%
Portic Barcelona, SA	40.69%
Terminal Marítima de Zaragoza, SL	21.55%
Other stakeholdings	
Barcelona Regional Agencia Metropolitana de Desenvolupament Urbanístic i d'Infraestructures, S.A.	49.00%
Puerto Seco de Madrid, SA S.M.E	10.20%
Perpignan Saint Charles Conteneur Terminal, SAEML	3.89%

Companies in which the APB holds a stake, at 31/12/2019



Financial results

The financial result of around €4 million improved the figure of the previous year by 1.7 million (+72%).

(thousand EUR)	2019	2018	Variation	% Var
Financial income	4,415	3,657	758	21%
Financial expenses	(1,955)	(2,904)	949	-33%
Change in fair value of financial instruments	1,485	1,544	(59)	-4%
Impairment and gains on disposals of financial instruments	8	-	8	-
Total	3,953	2,297	1,656	72%

Financial results (thousand EUR), 2018-2019

The following factors contributed to this variation:

a) Financial income:

- > Stakes in equity instruments. Dividends were received worth 3.3 million. Of note are the World Trade Centre, up by 0.7 million (in 2018 the APB held a 52.27% stake; following the capital reduction, the percentage is 75.99%) and CILSA, with 0.3 million more than in 2018.
- > Other financial instruments. No income was recorded for T3 disputes, while in 2018, income was €0.3 million.

b) Financial expenses. The financial burden of borrowing from the European Investment Bank was lower in 2019 due to the progressive reduction in the volume of debt, together with the fact that it cancelled two tranches of debt at the end of 2018 to the tune of €66.3 million.

c) Change in fair value of financial instruments. This heading shows the change in the value of the interest rate swap agreement, which generated a positive difference of €1.5 million, similar to 2018.

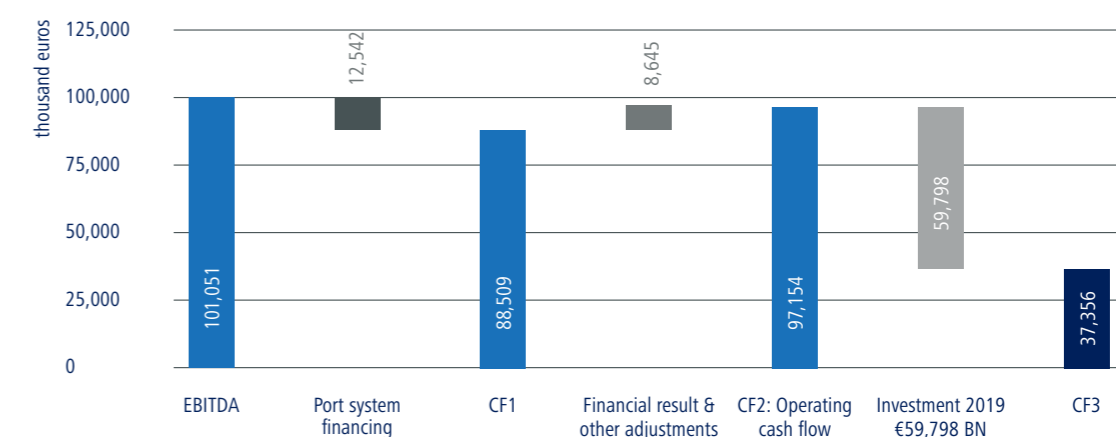
Resources, investment and borrowing

EBITDA and cash flow

Earnings before interest, tax, depreciation and amortisation (EBITDA) totalled €101 million (-7%) and resources from operations generated operational cash flow of €97.2 million (-5%).

(thousand EUR)	2019	2018	Variation	% Var
Operating profit	40,211	51,377	(11,166)	-22%
Plus	76,546	72,361	4,185	
Funding <i>Puertos del Estado</i>	6,354	6,098	256	
Net contribution to the Interport Compensation Fund	6,188	4,858	1,330	
Depreciation of fixed assets	56,940	57,706	(766)	
Reserves for liabilities and expenses	6,732	3,669	3,063	
Losses from fixed assets	331	30	301	
Minus	15,706	15,528	178	
Profits accruing from fixed assets		4	(4)	
Valuation adjustments for impairment of non-current assets	145	187	(42)	
Capital grants and others transferred to profit	6,835	6,529	306	
Income from return of concessions	3,663	3,725	(62)	
Entering advances received for services rendered in results	5,053	5,083	(30)	
Other	10	10		
Total	101,051	108,210	(7,159)	-7%

Net amount of turnover, 2018-2019

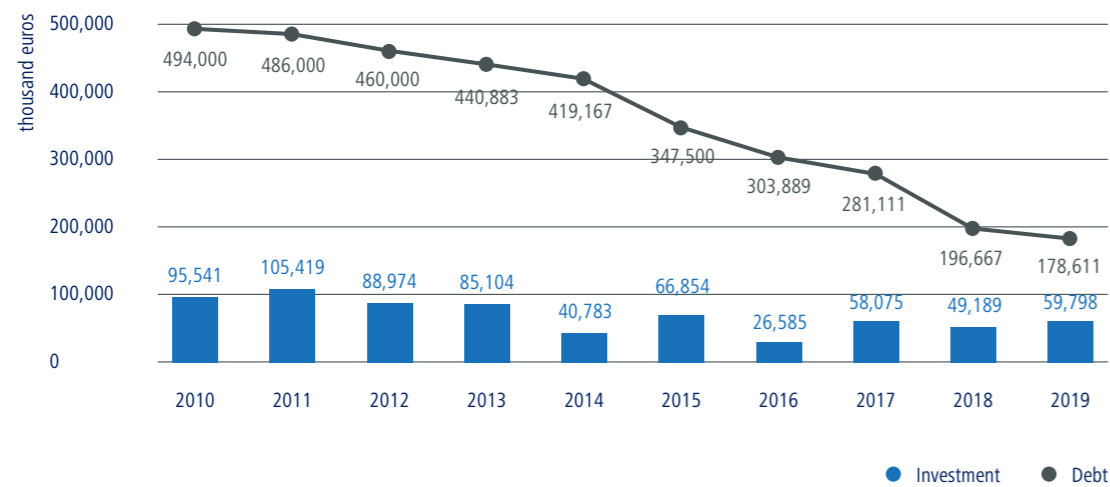


Port System Financing = Contribution to the public body *Puertos del Estado* + Net payment to the Interport Contribution Fund
 CF1: Cash Flow before financial result and adjustments
 CF2: Operating Cash Flow = Funds from operations
 CF3: Surplus in generation of funds in respect of investment needs for the FY

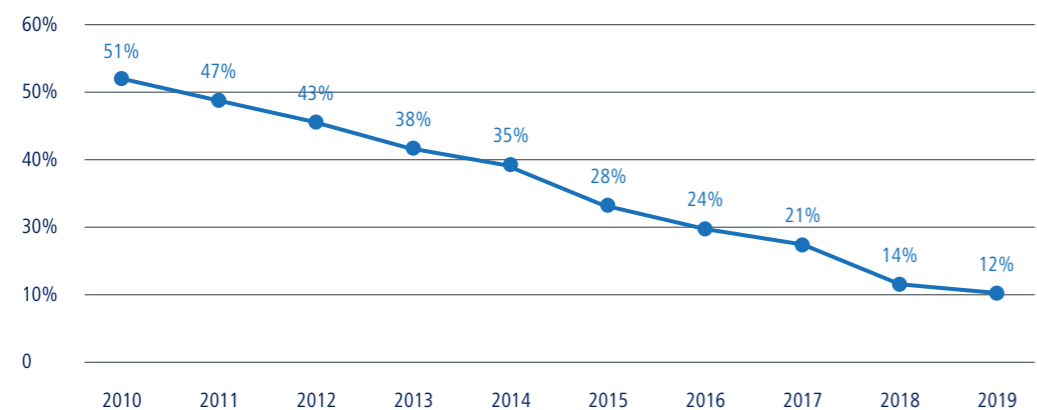
Investment and borrowing

The Port Authority performed investments to the tune of €59.8 million, providing a surplus of €37.4 million in relation to the funds generated by operations. Once again, the entity had no recourse to additional funding and also reduced long-term bank debt by €18 million (natural amortisation of existing loans) and reduced the outstanding balance from €196.7 to €178.6 million.

Since the completion of the Port's highly financially leveraged expansion project, the debt ratio has decreased considerably due to the progressive effect of debt repayment, early cancellations, as well as the application of profits to assets. In 2019 there was a debt-to-equity ratio of 12%, the lowest percentage in the last 15 years.



Trend in annual investment and long-term bank debt (thousand EUR), 2010-2019



Bank debt / Equity

Trend in the debt ratio (%), 2010-2019

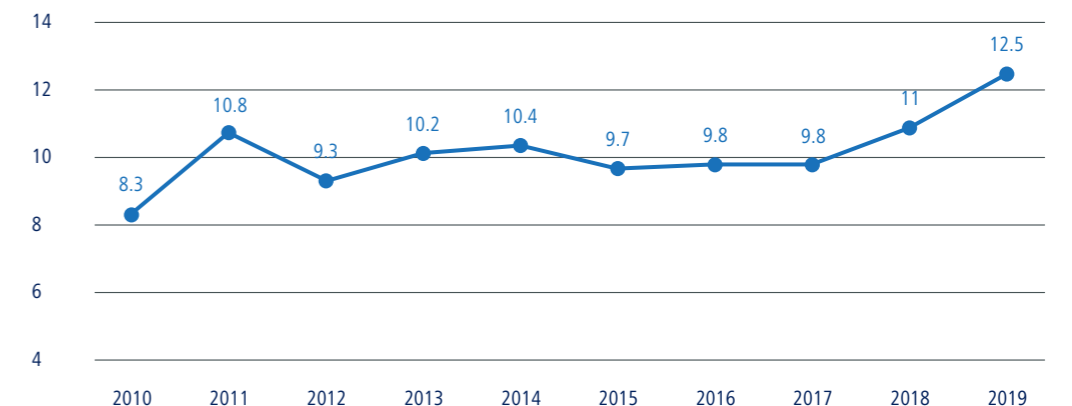
Bank debt	494,000	486,000	460,000	440,833	419,167	347,500	303,889	281,111	196,667	178,611
Equity	978,043	1,034,073	1,077,311	1,152,142	1,189,569	1,228,929	1,289,061	1,338,524	1,392,199	1,436,362

Contribution to the Port System

Article 19 of Royal Legislative Decree 2/2011 approving the Recast Law on State Ports and the Merchant Navy, sets down that the economic resources of the Public Body Puertos del Estado (OPPE) shall comprise, inter alia, 4% of the revenue accrued by the port authorities from port fees over the previous financial year. The resulting amount is considered an operating expense.

In addition to funding the OPPE, port authorities must also make contributions to the Interport Compensation Fund (FCI), set up as an instrument for redistributing the resources of the state port system and regulated pursuant to Article 159 of the same law.

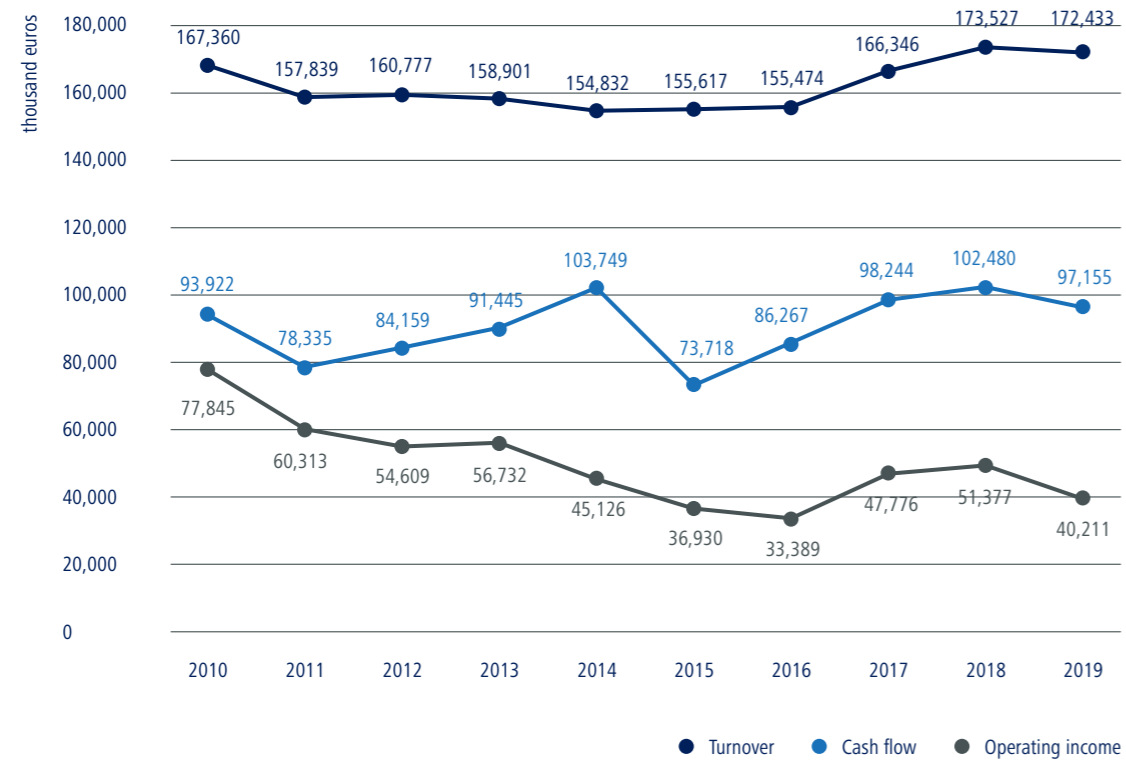
Furthermore, this year the increase in the contribution to Puertos del Estado (from €11 million in 2018 to €12.5 million this year) is the result of creating the new "Ports 4.0" capital fund. This programme aims to promote and incorporate incremental innovation as an element of competitiveness and efficiency in the Spanish logistics and port sector to facilitate its transition to the Economy 4.0.



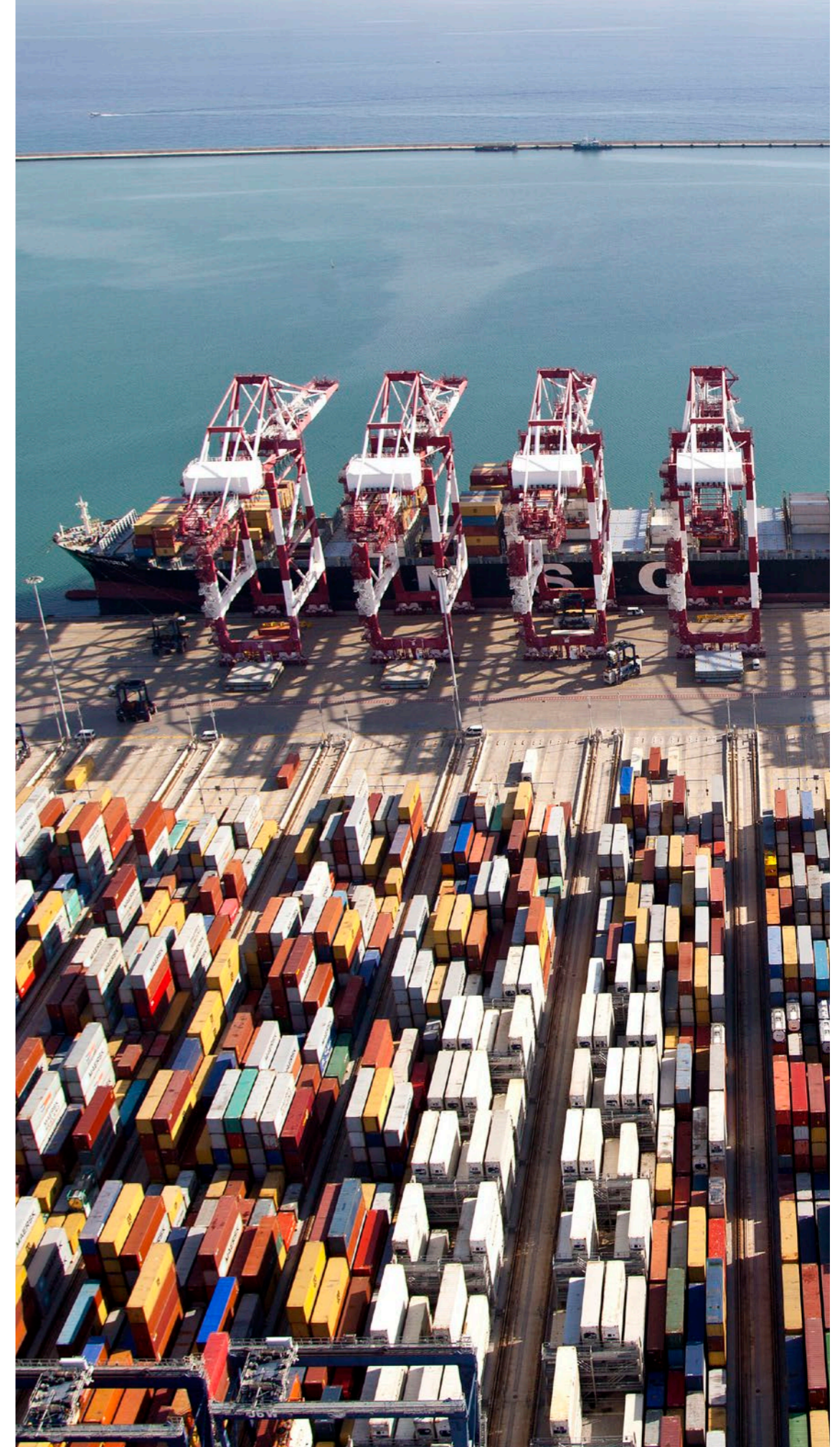
Net contribution to Interport Compensation Fund + financing of the public body *Puertos del Estado*

Contributions by Barcelona Port Authority to the state port system (million EUR), 2010-2019

Trend in the main economic indicators of the APB



Trend in economic indicators (thousand EUR), 2010-2019



Annual accounts

Balane sheet

(Thousand EUR)	2019	2018
NON-CURRENT ASSETS	1,843,683	1,841,371
I. Intangible assets	17,689	18,695
1. Industrial property	7,431	7,656
2. IT applications	10,258	11,039
3. Other intangible assets		
II. Tangible fixed assets	1,431,414	1,435,932
1. Land and natural assets	288,958	288,958
2. Buildings	1,032,816	1,042,548
3. Technical equipment and facilities	1,440	1,621
4. Tangible fixed assets and advance payments	99,556	93,312
5. Other fixed assets	8,644	9,493
III. Real estate investments	303,107	295,277
1. Land	261,725	250,200
2. Buildings	41,382	45,077
IV. L/t debt with group and associated companies	78,910	78,089
1. Equity instruments	76,469	76,469
2. Loans to companies	2,441	1,620
V. Long-term financial investments	2,688	2,624
1. Equity instruments	588	588
2. Loans to third parties	1,362	1,524
3. Public admin, official subsidies receivable	284	
4. Other financial assets	454	512
VII. Non-current trade debtors	9,875	10,754

(Thousand EUR)	2019	2018
CURRENT ASSETS	226,151	215,160
II. Stocks	314	316
III. Trade debtors and other receivables	314	316
1. Customers for sales and services provided	31,231	31,435
2. Customers and debtors, group and associated companies	23,435	24,417
3. Other debtors	2,559	2,614
4. Public admin, official subsidies receivable	2,953	2,639
5. Other credits with public administrations		-
IV. S/t debt with group and associated companies	155	781
V. Short-term financial investments	20,122	2,660
1. Equity instruments		
2. Loans to companies	122	2,660
3. Other financial assets	20,000	-
VI. Accruals and deferrals	1,004	804
VII. Cash and other cash equivalent assets	173,325	179,164
1. Cash and banks	173,325	179,164
2. Other cash equivalents	-	-
Total assets	2,069,834	2,056,531

(Thousand EUR)	2019	2018
NET CAPITAL	1,700,894	1,665,162
A1. Equity	1,436,363	1,392,198
I. Capital	539,486	539,486
III. Reserves	852,713	799,038
VII. Profit for the year	44,164	53,674
A2. Adjustments for changes in value	-	-
A3. Subsidies, donations and legacies received	264,531	272,963
1. Official capital subsidies	228,991	234,669
2. Capital donations and legacies	34	34
3. Other subsidies, donations and legacies	35,506	38,260

(Thousand EUR)	2019	2018
NON-CURRENT LIABILITIES	319,504	342,575
I. Long-term provisions	11,488	4,756
1. Long-term staff benefit obligations		-
2. Provisions for legal liabilities	8,129	2,549
3. Other provisions	3,359	2,207
II. Long-term debts	185,181	198,532
1. Debt with credit institutions	178,611	196,667
2. Long-term suppliers of fixed assets		-
3. Other	6,570	1,865
III. L/t debt with group and associated companies	-	-
V. Long-term accruals and deferrals	122,835	139,287
CURRENT LIABILITIES	49,436	48,794
III. Short-term debts	31,270	31,300
1. Debt with credit institutions	18,136	18,138
2. Short-term suppliers of fixed assets	9,330	9,618
3. Other financial liabilities	3,804	3,544
IV. S/t debt with group and associated companies	321	275
1. Debt with companies of the group	228	147
2. Debt with associated companies	93	128
V. Trade creditors and other receivables	17,845	17,219
1. Creditors and other receivables	9,385	8,789
2. Advance payments of public subsidies		-
3. Other debts with public administrations	8,460	8,430
VI. Accruals and deferrals	-	-

Profit and loss statement

(Thousand EUR)	2019	2018	Variation	% Var
1. Net turnover	172,433	173,527	(1,094)	-1%
A. Port fees	157,722	158,862	(1,140)	-1%
a) Occupation fee	57,311	55,825	1,486	3%
b) Fees for the special use of port facilities	83,526	85,837	(2,311)	-3%
1. Vessel fees	33,362	33,175	187	1%
2. Fees for pleasure craft	438	388	50	13%
3. Passenger fees	11,569	11,235	334	3%
4. Goods fees	37,762	40,392	(2,630)	-7%
5. Fresh fish fees	194	165	29	18%
6. Fee for special use of the transit area	201	482	(281)	-58%
c) Activity fee	15,272	15,661	(389)	-2%
d) Navigation aids fee	1,613	1,539	74	5%
B. Other business income	14,711	14,665	46	0%
a) Amounts in addition to fees	6,437	6,287	150	2%
b) Fees and other	8,274	8,378	(104)	-1%
5. Other operating income	6,750	6,799	(49)	-1%
a) Accessory and other current management income	2,694	2,674	20	1%
b) Operating subsidies incorporated into the the result of the financial year	78	91	(13)	-14%
c) Income from return of concessions	3,663	3,725	(62)	-2%
d) Interport Fund compensation received	315	309	6	2%
6. Staff costs	(33,421)	(32,341)	(1,080)	3%
a) Wages, salaries and similar expenses	(22,637)	(22,258)	(379)	2%
b) Indemnities	(301)	(88)	(213)	242%
c) Social charges	(10,483)	(9,995)	(488)	5%
7. Other operating expenses	(55,262)	(45,588)	(9,674)	21%
a) External services	(31,043)	(27,140)	(3,903)	14%
1. Repairs and upkeep	(15,227)	(13,382)	(1,845)	14%
2. Services from independent professionals	(5,083)	(4,161)	(922)	22%
3. Supplies and consumption	(1,855)	(1,710)	(145)	8%
4. Other external services	(8,878)	(7,887)	(991)	13%
b) Taxes	(3,842)	(3,758)	(84)	2%
c) Losses, impairment and variation of provisions for commercial operations	24	(123)	147	-120%
d) Other current management expenses	(7,544)	(3,302)	(4,242)	128%
e) Contribution to <i>Puertos del Estado</i>	(6,354)	(6,098)	(256)	4%
f) Interport Fund contribution	(6,503)	(5,167)	(1,336)	26%
8. Depreciation of tangible assets	(56,940)	(57,706)	766	-1%
9. Allocation of subsidies and other non-financial assets	6,835	6,529	306	5%
10. Surplus provisions	-	-	-	-

(Thousand EUR)	2019	2018	Variation	% Var
11. Impairment and gains on disposals of assets	(184)	157	(341)	-
a) Impairment and losses	144	187	(43)	-23%
b) Gains on disposals and others	(328)	(30)	(298)	993%
Other results	-	-	-	-
a) Exceptional income	-	-	-	-
b) Exceptional expenses	-	-	-	-
OPERATING RESULT	40,211	51,377	(11,166)	-22%
12. Financial income	4,415	3,657	758	21%
a) Stakes in financial instruments	3,267	2,328	939	40%
b) Of negotiable securities and other financial instruments	1,148	1,329	(181)	-14%
c) Incorporation of financial expenses to assets	-	-	-	-
13. Financial expenses	(1,955)	(2,904)	949	-33%
a) For third party debts	(1,955)	(2,904)	949	-33%
b) For updating of provisions	-	-	-	-
14. Change in fair value of financial instruments	1,485	1,544	(59)	-4%
a) Trading portfolio and others	1,485	1,544	(59)	-4%
16. Impairment and gains on disposals of financial instruments	8	-	8	-
a) Impairment and losses	-	-	-	-
b) Gains on disposals and others	8	-	8	-
FINANCIAL RESULT	3,953	2,297	1,656	72%
PRE-TAX RESULT	44,164	53,674	(9,510)	-18%
17. Tax on profits	-	-	-	-
BALANCE OF THE FINANCIAL YEAR	44,164	53,674	(9,510)	-18%

Source and application of funds

(Thousand EUR)	2019	2018
APPLICATIONS	97,548	165,114
Non-current assets added	60,784	54,974
Acquisition of intangible and material fixed assets	59,584	49,189
Long-term receivable subsidies	284	
Incorporation of land		
Financial assets purchased		96
Fixed assets from returned concessions	916	5,689
Reductions in equity	-	-
Interport Fund contribution	6,503	5,167
Non-current liabilities removed	30,261	104,973
Cancellation/Transfer of debt to credit institutions	18,056	84,445
Cancellation/Transfer of debts with suppliers of fixed assets		
Cancellation/Transfer of loans with group and associated companies		3,418
Cancellation/Transfer of long-term periodifications	12,205	11,672
Application of long-term provisions		5,438
SOURCES	107,897	123,735
Resources from operations	97,154	102,480
Equity increases		
Interport Fund compensation received	315	309
Subsidies and income from return of concessions	2,066	11,089
Deferred capital subsidies	1,080	
Other subsidies, donations and legacies	986	5,400
Income from return of concessions	-	5,689
Non-current liabilities added	6,995	3,551
Long-term debt with credit institutions	-	-
Long-term debt with suppliers of fixed assets	-	-
Long-term debt with group and associated companies and others	6,570	
Advances received for sales or services rendered	425	3,551
Non-current assets added	1,357	5,921
Disposal of tangible and intangible fixed assets		
Disposal of financial instruments and other	12	2
Other L/t financial investments cancelled/transferred to S/t	465	5,919
L/t subsidies receivable cancelled/transferred to S/t		
Commercial non-current and other debtors cancelled/transferred	880	
Other	10	385
Excess of sources over applications	10,349	-
Excess of applications over sources	-	41,379

Resources from operations - Operating cash flow

(Thousand EUR)	2019	2018	Variation	% Var
Period results	44,164	53,674	(9,510)	-18%
Plus	70,191	66,264	3,927	
Net contribution to the Interport Compensation Fund	6,188	4,858	1,330	
Depreciation of fixed assets	56,940	57,706	(766)	
Reserves for liabilities and expenses	6,732	3,670	3,062	
Losses from fixed assets	331	30	301	
Minus	17,201	17,458	(257)	
Profits accruing from fixed assets	11		11	
Valuation adjustments for impairment of non-current assets	1,629	1,731	(102)	
Capital grants and others transferred to profit	6,835	6,529	306	
Income from return of concessions	3,663	3,725	(62)	
Entering advances received for services rendered in results	5,053	5,083	(30)	
Income from OPPE payment principal & interest T3 disputes		386	(386)	
Other	10	4	6	
Total	97,154	102,480	(5,326)	-5%

Cash flow

(Thousand EUR)	2019	2018
A) CASH FLOWS FROM OPERATING ACTIVITIES	86,234	83,853
Profit before tax	44,164	53,674
Adjustments to the result	44,472	43,700
Depreciation of fixed assets (+)	56,940	57,706
Valuation adjustments for impairment	(145)	(187)
Variation of provisions	6,732	3,670
Entering subsidies (-)	(6,835)	(6,529)
Results of fixed assets removed or disposed of	328	30
Results of financial instruments removed or disposed of	(8)	-
Financial income (-)	(4,415)	(3,657)
Financial expenses (+)	1,955	2,904
Change in fair value of financial instruments	(1,484)	(1,544)
Income from return of concessions (-)	(3,663)	(3,725)
Entering advances received for sales in results	(5,053)	(5,083)
Other income and expenses	120	115
Changes in working capital	(4,782)	(9,266)
Stocks	2	(53)
Trade debtors and other receivables	(11,349)	(9,600)
Other current assets	(328)	64
Creditors and other receivables	756	324
Other current liabilities	6,170	155
Other non-current assets and liabilities	(33)	(96)
Cash flows from operating activities	2,380	(4,255)
Interest payments (-)	(1,956)	(3,035)
Dividends received (+)	3,267	2,328
Interest received (+)	1,238	840
Late payment interest due to fee disputes (-)	-	(20)
Late payment interest received due to fee disputes (+)	9	386
Tax on profits received/paid	(178)	684
Other payments received/made	-	(5,438)

(Thousand EUR)	2019	2018
B) CASH FLOWS FROM INVESTMENT ACTIVITIES	(76,466)	20,376
Payments for investments (-)	(79,797)	(49,827)
Group and associated companies	(976)	-
Intangible assets	(2,775)	(3,043)
Tangible fixed assets	(56,034)	(46,784)
Property investments	(12)	-
Other financial assets	(20,000)	-
Non-current assets held for sale	-	-
Other assets	-	-
Proceeds from divestitures (+)	3,331	70,143
Group and associated companies	789	143
Intangible assets	-	-
Tangible fixed assets	5	-
Property investments	-	-
Other financial assets	2,537	70,000
Non-current assets held for sale	-	-
Other assets	-	-
C) CASH FLOWS FROM FINANCING ACTIVITIES	(15,607)	(78,259)
Equity instruments received and paid	737	-
Subsidies, donations and legacies received	737	-
Financial liability instruments received and paid	(16,344)	(78,259)
Issue	1,879	10,908
Debt with credit institutions (+)	-	-
Debt with group and associated companies (+)	-	-
Other payables (+)	1,879	10,908
Repayment and depreciation of:	(18,223)	(89,167)
Debt with credit institutions (-)	(18,056)	(89,167)
Debt with group and associated companies (-)	-	-
Other payables (+)	(167)	-
NET INCREASE/DECREASE IN CASH AND CASH EQUIVALENTS (A+B+C)	(5,839)	25,970
Cash and cash equivalents at beginning of FY	179,164	153,194
Cash and cash equivalents at end of FY	173,325	179,164

Statement of changes in equity in 2019 and 2018, (thousand EUR)

Statement of recognised income and expenses (thousand EUR)	2019	2018
A) Result of the profit and loss account	44,164	53,674
B) Total income and expenses charged directly to net equity	2,066	11,089
For valuation of financial instruments	-	-
To cover cash flows	-	-
Subsidies, donations and legacies received	2,066	11,089
For actuarial gains and losses and other adjustments	-	-
Tax effects	-	-
C) Total transfers to the income statement	(10,498)	(10,254)
For valuation of financial instruments	-	-
To cover cash flows	-	-
Subsidies, donations and legacies received	(10,498)	(10,254)
Tax effects	-	-
Total recognised income and expenses (A+B+C)	35,732	54,509

Statement of changes in equity in 2019, (thousand EUR)

Total status of changes in equity (thousand EUR)	Capital	Accumulated result	Outturn for the financial year	Subsidies, donations and legacies	Total
Final balance for the 2018 financial year	539,486	799,038	53,674	272,964	1,665,162
Total recognised income and expenses	-	-	44,164	(8,432)	35,732
Distribution of the result for the 2018 financial year	-	53,674	(53,674)	-	-
Final balance for the 2019 financial year	539,486	896,876	44,164	264,532	1,700,894

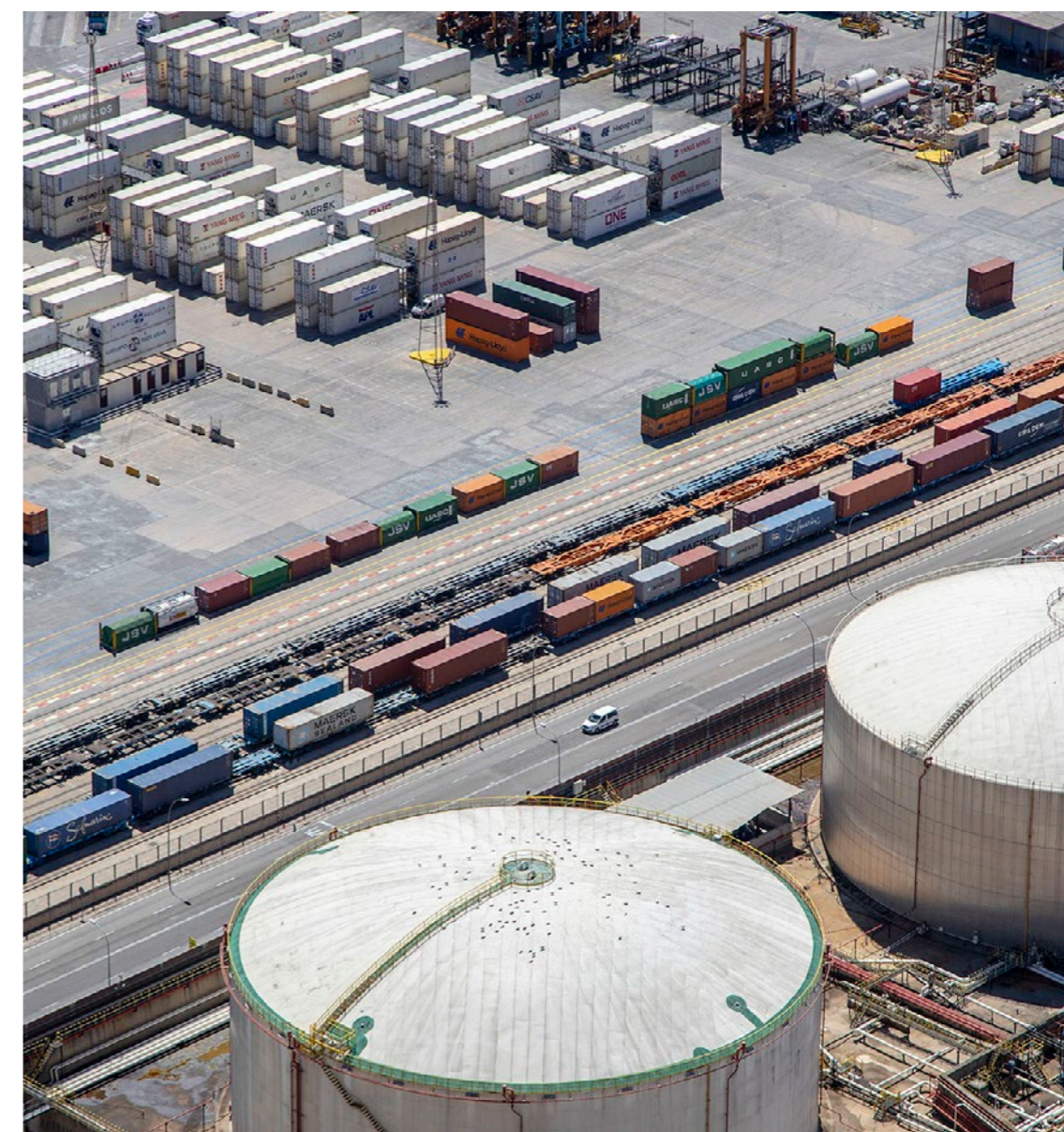
Other key economic figures

Port infrastructure investment



As the manager of the port area, one of the responsibilities of Barcelona Port Authority is to promote and participate in the development and maintenance of public and private land and infrastructure. Public investment consolidates and improves the competitiveness of the organisations working in the Port while encouraging private investment. The commitment to the Port of Barcelona by private companies indicates their confidence in attracting future traffic.

The Port of Barcelona committed a total investment of over €59.8 million in 2019, of which **€54 million** were in infrastructure. Below are the most relevant works during this financial year.



1 INCREASING THE DRAUGHT OF ÁLVAREZ DE LA CAMPA WHARF (IBERPOTASH-TRAMER)

AWARDED TO: COMSA
PERFORMANCE TIME: 16 months (completed)
BUDGET: €5,556,910.17

The works involved increasing the draught of Álvarez de la Campa Wharf up to the -14 metre line and that of the access channel to -14.50 m, in addition to building a new beam lane for the front leg of the new cranes, supported by micro-props. It also included providing the new nautical equipment in the area of action, protection against subsidence and other facilities and services.



2 CIVIL ENGINEERING WORKS NEW SYNCROLIFT ON CATALUNYA WHARF

AWARDED TO: UTE SYNCROLIFT (DRAGADOS, SA.; CRC OBRAS Y SERVICIOS; CIOMAR, SL)
PERFORMANCE TIME: 32 months (completed)
BUDGET: €26,384,384.59

This involved implementing a syncrolift between Catalunya wharf and Marina del Port de Barcelona wharf, as well as building a terrace on land reclaimed from the sea in which ships will be placed for various repair and maintenance operations. The project also included the civil works associated with the *syncrolift*, as the facilities and equipment are run by the concession-holder Marina Barcelona 92.

A platform about 80m long and 20m wide was created and is hoisted up to pick up vessels and lift them up to terrace level. On both sides of the platform there is a structure able to withstand the strain of lifting the vessels, while a system of tracks will allow vessels to move to different working positions on the terrace area generated.



3 MOVEMENT OF PRE-LOADED MATERIALS (ACTION 7) PRAT TERMINAL

AWARDED TO: UTE CCV Terminal Prat (CONSTRUCTORA DE CALAF, S.A.U.; COYNESA 2000, S.L.; VOLTES, S.L.U.)
PERFORMANCE TIME: 10 months (completed)
BUDGET: €4,178,591.85

The works involved partially removing the pre-loaded earth from the area located northwest of Prat wharf and forming the corresponding terrace (up to the level of the storage terrace requested by the concessionaire), to complete the penultimate delivery to the concessionaire of the geotechnically consolidated storage area. This action has provided land for seven more automated cranes (ASC), with the area corresponding to the last six ASC cranes, located further west, still pending, to be built and delivered at a later stage.

4 PORT SERVICE MOORING WHARF (35A)

AWARDED TO: COPISA CONSTRUCTORA PIRENAICA, S.A.
PERFORMANCE TIME: 7 months (ongoing)
BUDGET: €1,811,359.82

As part of the actions to improve the Port environment, a plot of land has been awarded under concession for the management of waste from the vessels using the Port. Waste is brought by sea from the ships to this plot, creating the need for a wharf to unload the waste in safe conditions.

The works will involve the actions necessary for fitting out a wharf suitable for operations involving unloading waste removed from port vessels, on the sloping breakwater slope at the southern end of the Energy wharf. The work is expected to be completed on 15 May 2020.



5 IMPROVING THE MOORING SYSTEM ON ADOSSAT WHARF. INSERTION BOLARDS ON WHARFSIDE. TERMINALS C & D

AWARDED TO: UTE MUELLE ADOSSADO (ACSA OBRAS E INFRAESTRUCTURAS, S.A.U.; JOCA INGENIERÍA Y CONSTRUCCIONES, S.A.)
PERFORMANCE TIME: 5.5 months (ongoing)
BUDGET: €2,220,598.24

The purpose of this action is to improve the mooring system in the area of the Adossat wharf, which is dedicated exclusively to cruise ship traffic following a review that uncovered the need to update and improve the piles and sea defences to adapt them to the maximum size of the type vessel currently operating there. Piles will be inserted into the current dock line to provide more operability, versatility and safety to the cruise ship berth. Also, since we are acting generally on the superstructure of the wharf, we are considering renewing the tracks of the passenger boarding and disembarking bridges.



6 EXTENSION OF THE ADOSSAT WHARF, PHASE 3

AWARDED TO: UTE MUELLE ADOSSADO 3ª FASE (COPCISA CONSTRUCTORA PIRENAICA, S.A.; FCC CONSTRUCCIÓN, S.A.; SATO, S.A.)
PERFORMANCE TIME: 19 months (ongoing)
BUDGET: €26,140,754.92

The reorganisation of the Port's container terminals and the building of a new terminal for cruise-type ships make it necessary to extend the Adossat Wharf southwards, following on from a previous phase of expansion (2B), now completed. We are therefore building a berthing line 476m long with a 12m draught, which will include a Ro-Ro ramp (infrastructure for freight loading and unloading operations) 60m long. The size of this ro-ro ramp will allow two vessels to load and unload simultaneously in the future. Completion is scheduled for March 2020.



7 DEVELOPMENT OF THE PORT RINGROAD. SECTION IV (BUNGE). PHASE 2

AWARDED TO: CRC OBRAS Y SERVICIOS, S.L.
PERFORMANCE TIME: 13 months (ongoing)
BUDGET: €2,226,462.37

This action involves redeveloping the Port Ringroad, section IV, around the West wharf. The new roundabout aims to improve traffic distribution inside the Port in general and to the West and Contradic wharves, increasing the capacity and safety of the section up to currently required levels. It also includes improving pedestrian accessibility, required by the proximity to the urban area and to help improve public transport. The work is expected to be completed by the end of March 2020.

8 ENCLOSURE EMBANKMENT PRAT WHARF PHASE 3

AWARDED TO: UTE MUELLE PRAT FASE III (ACSA OBRAS E INFRAESTRUCTURAS, S.A.U.; JOCA INGENIERÍA Y CONSTRUCCIONES, S.A.)
PERFORMANCE TIME: 8 months (ongoing)
BUDGET: €2,979,085.79

To cover future needs for space in the Prat wharf area or to manage earthworks, preloads and backfilling in the port area, we are considering the option of putting up terrace delimitation enclosures to reclaim land independently of the wharf construction.

This action involves building the delimitation enclosure of the terrace area associated with Prat wharf Phase 3. This will involve filling this terrace and consolidating the plots. Expected date for the completion of the work is February 2020.



Investments in R&D+i



In 2019, R&D+i investments in the organisations of the Sectoral Sustainability Plan amounted to an average of **9.5% of total investment**. After a significant drop in 2018, this percentage is recovering but has not yet reached 2017 levels of 12.5%.

Financial aid received

The Port of Barcelona continued to participate in various international projects that receive financial assistance from the European Union:

Period	Project	Action	Programme
2018-2020		Fostering the Motorway of the Sea between Barcelona and Civitavecchia by improving infrastructures: adapting the Contradic wharf to MoS traffic, strengthening the Contradic north alignment and extending the RO-Ro ramp, and adapting the Contradic rail terminal.	
2016-2019		Reducing pollutant emissions caused by lorry transport to the Port and improving existing technology in dual fuel engines to help consolidate liquefied natural gas.	
2016-2019		Adapting the Princep d'Espanya terminal and building a new rail link to improve the service and increase the transport of electric cars using the Motorways of the Sea.	
2019- 2023	MiRO 2 – Multimodal Route connecting Barcelona to Paris	Buiding a railway motorway connection between Barcelona and Paris suitable for transporting semi-trailers between both cities. Includes the development of two terminals, one in the Port of Barcelona (former Llobregat riverbed) and the other in Rungis.	
2015 - 2019		Developing maritime traffic management services and the coordination processes between the control tower and technical-nautical services using information technology.	
2014 - 2020		Rolling out use of liquefied natural gas (LNG) in maritime transport through a series of pilot actions, e.g.: adapting a barge to supply LNG to ships, adapting port machinery, and designing a tug powered by this fuel.	
2014 - 2019		Adapting a ship from the Balearia company to use LNG as fuel in its auxiliary engines and connecting the vessel berth to the Port with the LNG supply.	

Participation in international projects

15.4% of organisations have received financial aid from the State or the European Union under the Sectoral Sustainability Plan. Total aid received was **€4.4 million**, much higher than the previous year, which was €2.7 million.

Type of aid	Amount
For R&D+i	85.17
For infrastructures	1,045
For other types of projects	3,200
Total	4,400

Public aid received for organisations under the Sustainability Plan (in thousand eur), 2019

Procurement and service purchase practices

An **electric power purchasing group** has been set up in the Port of Barcelona since 2010 for the exclusive use of the private companies in the port area that wish to join voluntarily; around twenty organisations usually join.

The auction is held annually alongside the one in which the Port Authority participates to award its electricity supply contract. However, the companies in the purchasing group have access to the auction in batches different to that of the APB and, once the best price has been auctioned, they may or may not contract with the winning company.

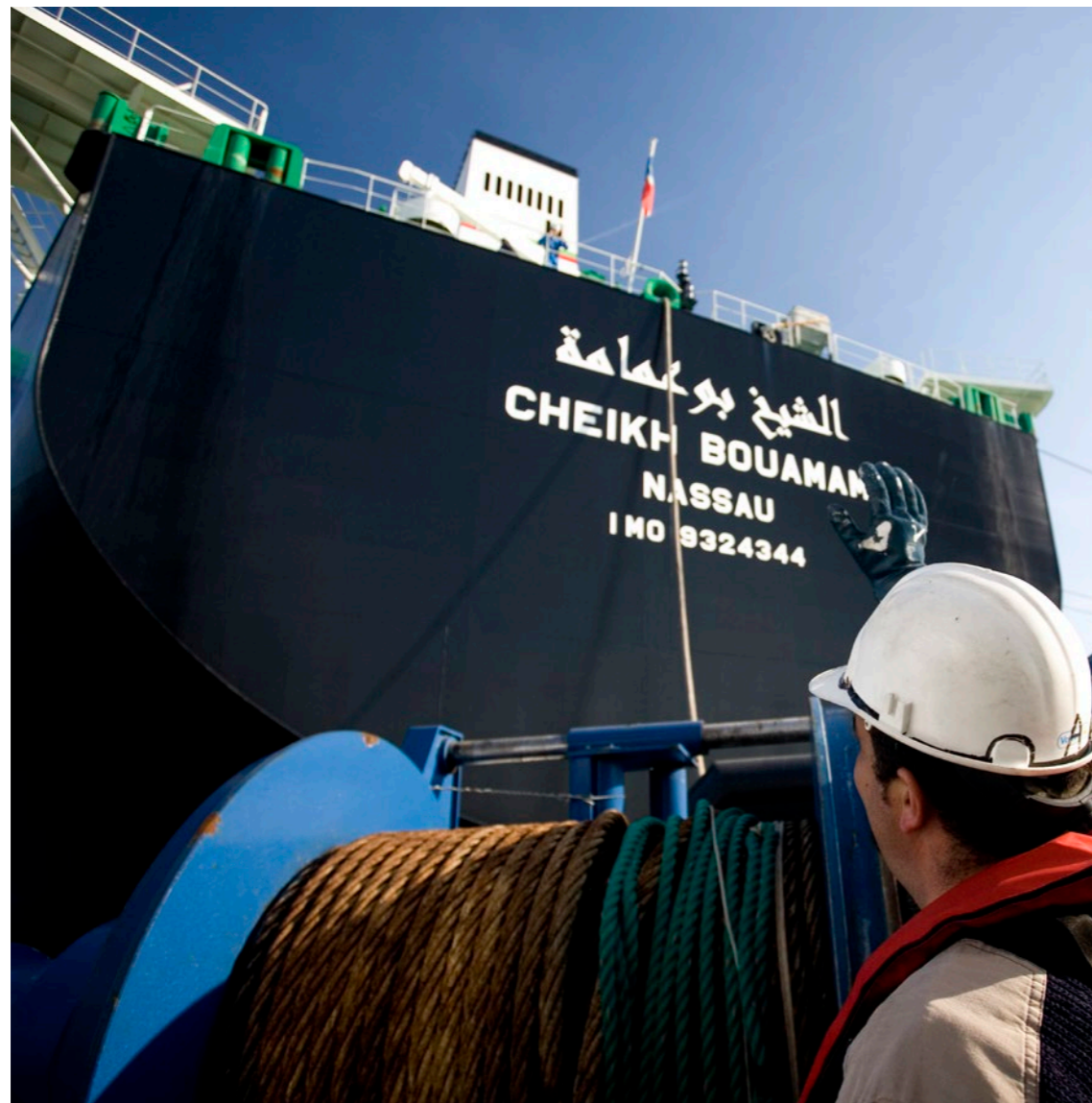
Furthermore, the percentage of local purchases of companies within the EU is a key factor for boosting the economy of an area and preserve community relations. **97.3%** of purchases of goods or contracts made by **the organisations under the Plan are for services from companies in the European Union**.

06 Developing social value

The human capital of the Port of Barcelona - all the people who work there - is a strategic factor for its development in all areas. That is why it is essential to guarantee their well-being, health and the development of their skills and abilities.

Furthermore, however, all the activities carried out in the port area are important for organisations and users relying on the services of the Port of Barcelona and for the surrounding metropolitan area. The Port's social and relationship capital is therefore also a value that has an impact on the fulfilment of its objectives.

In this context, safety is an essential factor for the people from the organisations and the surrounding area, and the goods, and by extension the people to whom they are sent, through the application of the precautionary principle for all the activities that take place in the port facility.



Orientation to the SDGs

The many different services for goods and passenger transport provides a very wide scope of port activity which responds to different SDGs. Of note are those considered to have the greatest impact and presence in the day-to-day life of the Port.



Ensure healthy lives and promote well-being for all at all ages

Health and safety at work are essential aspects addressed by organisations. Rapid access to medical services is a priority to ensure the well-being of Port users.

- > Recognition by the APB of Good Business Practices in Promoting Health in the Workplace
- > 27 drills within the Port Self-Protection Plan
- > 94,9% of organisations in the Plan have an ORP system
- > 42,3% of organisations in the Plan conduct satisfaction and work climate surveys



Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all

Training is important, and not only for working people. Efforts are also being made to design quality training to foster employment and match supply and demand for jobs necessary in the port sector. The Port promotes the European School of Intermodal Transport, which is the benchmark European centre for training in logistics and intermodal transport.

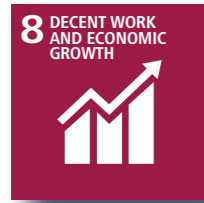
- > 100 training activities of the European School of Intermodal Transport
- > 608 students from the higher degree training cycles participated in the *Forma't al Port* training programme
- > 16,6 hours on average per year in training per worker under the Plan
- > 13% of organisations in the Plan have a training committee



Achieve gender equality and empower all women and girls

Working towards gender equality is a responsibility taken on by companies. In a sector with a small presence of women, it is a sensitive issue that we try to address.

- > 30% of women on the APB Executive Committee
- > APB membership in the Talent Girl programme
- > 31,2% of women in the workforce in the organisations in the Plan
- > 41% of organisations in the Plan have equality plans
- > 62,8% of organisations in the Plan have anti-harassment protocols



Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all

Creating quality employment is a challenge that extends to people with disabilities or at risk of social exclusion. At the same time, initiatives are under way to improve the qualifications of working and potentially working people.

- > Objectives of the 2017-2020 People Plan of the APB achieved
- > 90,6% of the contracts of the organisations in the Plan are fixed-term
- > 93,2% of contracts of the organisations in the Plan are full-time
- > 1,5% of people in the organisations in the Plan have some type of disability and 2% are at risk of social exclusion



Make cities and human settlements inclusive, safe, resilient and sustainable

Safety in the port area is an aspect on which we are working constantly. Furthermore, actions are under way to ensure an inclusive environment and solidarity with people and the city.

- > Specific bus service for the port area: Line 88
- > Celebrations of the 150th anniversary of the Port, with events for the public and the Port Community
- > 17% fewer traffic accidents in the Port
- > 25,6% of organisations in the Plan have mobility plans



Revitalise the Global Alliance for Sustainable Development

Port work involves relating and interrelating with a diversity of companies. Beyond the strict contractual relationship, we promote participation in organisations seeking to build a stable and universal trade framework.

- > 300 claims handled by the Customer Service
- > 85,9% of organisations in the Plan belong to sectoral associations
- > 65,4% of organisations in the Plan participate in stakeholder activities
- > 85,9% of organisations in the Plan evaluate customer satisfaction

About the data included

These data relate to the type of recruitment, training, equality, diversity and inclusion, action protocols and other aspects linked to labour, social and environmental issues. We present the data of Barcelona Port Authority, as the company that manages the Port and a model strategy for people, oriented to sustainability that we wish to extend to the entire port environment. These data are completed with others from the organisations under the Sectoral Sustainability Plan.

The data on Reference Service Levels, Customer Service (SAC), safety and qualitative information on actions related to citizenship refer to the entire Port Community.

Human capital: our staff strategy

All of the annual objectives set in the **Staff plan 2017-2020** were achieved during 2019 by Barcelona Port Authority (APB). The organisation's staff policy is based, inter alia, on selecting high-potential and high-performance personnel; differential performance as a basis for professional development; the momentum of more horizontal structures that allow talent to emerge; promoting the healthy company, and improving the key processes that define the relationship between people and the organisation in the long term.

Employment in the Port of Barcelona



The Port Community is made up of very diverse public and private organisations with highly differentiated structures. As mentioned in the chapter on economic value, Barcelona City Council has made a **description of jobs in the "blue economy sector"**, i.e. work in the maritime sector, underlining that these jobs are quality employment.

APB staff

As detailed in the tables below, as of 31 December 2019, the APB staff has the following characteristics:

- > 29% women.
- > More than half of workers are between 41 and 60 years old.
- > Practically two-thirds of the staff have been working there for more than 20 years and the over-30 age bracket includes the most people. Therefore, it is a very stable workforce.
- > The proportion of staff covered or not covered by the agreement remains virtually the same; managerial staff represent 13% of the total.

	2014	2015	2016	2017	2018	2019
People covered by the agreement	444	453	457	463	458	456
People not covered by the agreement (managers)	70	69	69	70	69	68
Total	514	522	526	533	527	524

Progression of staff APB, 2014-2019 (at 31.12.2019)

	16-30 years	31-40 years	41-50 years	51-60 years	61-70 years	Total
Men	16	60	117	122	57	372
Women	2	31	58	47	14	152
Total	18	91	175	169	71	524

APB workforce by age ranges, 2019 (at 31.12.2019)

	0-5 years	6-10 years	11-15 years	16-20 years	21-25 years	26-30 years	> 30 years
Men	35	33	48	37	77	28	114
Women	22	12	21	14	49	13	21
Total	57	45	69	51	126	41	135

APB workforce by seniority, 2019 (at 31.12.2019)

Type-employment under the Sustainability Plan

Within the Port Community, the organisations under the Sectoral Sustainability Plan (SSP) - 6,532 people in all - are also enhancing their human capital and look to orient their personnel policies towards sustainability. These are some of the characteristics of the typical workforce of these organisations:

- > **90.6% of staff have a fixed-term employment contract**, a figure well above the 80.3% recorded in 2018, which shows the commitment to stable employment, reinforced by the fact that **93.2% of contracts are full-time**.
- > **86.9% of people are covered by collective agreements** and there has been less external recruitment, as the average external recruitment of staff over the total workforce was 8.8%, compared to 13% in 2018.
- > With regard to the type of function performed within the organisation, **more than half of staff are assigned to operational functions**, 12.5% in middle management and **4.7% of the total are managers**. 27% of management positions are occupied by women.
- > In gender terms, most companies have a clear predominance of men: **women represent 31.2% of the workforce**. The largest female portion of the workforce is to be found in administrative positions, with the most women working in customs and in transit and freight agencies.

	2017	2018	2019
Fixed employment contract	85.1%	80.3%	90.6%
Full-time employment contract	87.7%	76.9%	93.2%
Staff covered by collective agreement	93.6%	91.4%	86.9%

Types of contract in SSP organisations, 2017-2019

Post	2016		2017		2018		2019	
	% Men	% Women	% Men	% Women	% Men	% Women	% Men	% Women
Management	72.0%	28.0%	76.2%	23.8%	74.3%	25.7%	73.4%	26.6%
Middle management	65.0%	35.0%	71.4%	28.6%	66.4%	33.6%	66.5%	33.5%
Administration	47.0%	53.0%	44.8%	55.2%	46.6%	53.4%	51.1%	48.9%
Operations	67.0%	33.0%	82.8%	17.2%	79.1%	20.9%	84.9%	15.1%
Other	75.0%	25.0%	53.5%	47.5%	79.5%	20.5%	57.6%	42.4%

Workforce of organisations, by functions and gender, 2016-2019

Diversity and equal opportunities



Presence of women in governing

The proportion of women in the main governing bodies of the Port of Barcelona, according to their composition at 31 December 2019, was:

	APB	Organisations in the Plan (average)
Management board	25%	12.3%
Executive Committee	30%	17.5%

Women in governing bodies, 2019

In the highest governing body of the sector, the Steering Council for the Promotion of the Port Community, women account for 17% of members (11 women and 54 men).

Equality plans

Companies with more than two hundred and fifty workers are subject to Article 45 of Organic Law 3/2007 of 22 March 2007, which stipulates that they are obliged to respect equal treatment and opportunities in the workplace. During this year, the APB continued to roll out the actions of the **APB Equality Plan 2017-2019** and has publicised it on the Port's website. Its **Standing Committee on Equality** recorded no incidents related to equality and/or harassment.

The Port took part in a series of talks after joining the **Talent Girl** project, which seeks to promote the development of STEM (Science, Technology, Engineering & Mathematics) talent and promote scientific and technological vocations among young women and girls of the next generation, to help close the gap between men and women in this type of work in the near future.

41% of the organisations that are part of the Plan also have and apply **equality plans**, compared to 36% in 2018. It should be noted that only 8% of the organisations in the Plan have a workforce of more than 250 people and are therefore required by law. Many of them therefore take on and implement this challenge voluntarily.

In addition, **62.8% of participating organisations have a sexual and/or gender harassment protocol**. This figure is gradually increasing, which points to a growing commitment by organisations to tackle this issue.

Preventing discrimination

The APB applies the current collective agreement (Third Collective Agreement of *Puertos del Estado* and Port Authorities) regarding the qualifications required for each post, follows open competition procedures to select staff and recruits according to current labour regulations. In 2019, the APB recruited **23 people with disabilities** and none at risk of social exclusion.

In addition, an average **1.5% of the staff of the Plan's organisations** have some kind of disability. It should be noted that this ratio includes 56.4% of companies with under 50 workers (those which must have a minimum of staff with disabilities, by law). At the same time, it also includes some organisations working in the Port Community that are denominated special work centres, in which a large part of the professionals are people with disabilities. The organisations in the Plan also registered on average **1.9% people at risk of social exclusion** in their workforces.

Working climate

Job satisfaction and working climate surveys facilitate individual or group actions to improve the perception of the people in the organisation, while being useful tools for measuring the well-being of people hired within organisations and proposing the necessary improvements.

Under the Succession Plan project, in 2019 the APB conducted **135 individual interviews** with all organisational profiles to gauge their impressions of the organisation and their expectations and work concerns.

Breaches of labour regulations within the APB are referenced to the Code of Ethics and labour protocols: the Equality Plan, the Harassment Protocol and the Regulations for the use of e-mail, internet and computer tools and electronic communication.

42.3% of the organisations in the Plan have conducted job satisfaction and working climate surveys, compared to 37.3% the previous year.

64.1% of the organisations in the Plan have established channels for making complaints about breaches of labour regulations. Depending on the organisation, these are the works council, the staff or union delegate, the human resources or labour relations department or via a specific page on the corporate intranet. Organisations received a total 5 complaints through these formal mechanisms, two of which could be resolved through them.

Benefits

Some organisations in the port environment implement social benefit programmes for the well-being of their workers. The way these are applied, however, may be affected by the economic or social situation or the condition of the organisation itself. This is the case of the APB: in compliance with the instructions from *Puertos del Estado*, and by indication of the Executive Commission of the Interministerial Commission of Remunerations (CECIR), the contribution to the social fund has been reduced by 75% for more than three years, therefore use of it has been very limited.

Furthermore, in accordance with Law 6/2018 of 3 July 2019 on the General State Budget for 2019, the contributions by the promoter of the pension plan for employees was suspended for the entire financial year.

Internal communication

Internal communication is a strategic tool for strengthening existing commitment and encouraging bonding among workers within each organisation. The APB uses this tool consciously to unite its staff and contribute to spreading behaviours such as transparency, honesty, respect and innovation, fundamental ideas behind the *Naveguem Junts* [Let's sail together] brand.

In 2019, it set up several actions and face-to-face meeting and participation spaces to help to spread these behaviours:

- > **Annual Let's Sail Together Day 2019**, with over 300 participants, focused on the theme of teamwork and was held in the Petit Palau of the Palau de la Música. It included the screening of the video-documentary *La resposta* [The answer], starring APB staff, on how they dealt with the cyberattack suffered by the Port in September 2018; and a music workshop by the Vallès Symphony Orchestra.
- > **Brand/selection portal:** creation of a portal to publicise the Port of Barcelona as a place of employment and to make it more attractive to potential candidates. The portal will include all the processes of selection, information on the job market, the internship programme, and information on "life in the company".
- > **Internal documentary on the 150th anniversary of the Port of Barcelona, *Els fils de la memòria*** [The threads of memory], projected during the celebration event for staff. The documentary, made especially for this occasion, reviews the most important moments in the history of the Port told by the people who were part of it. More than 80 people took part.
- > **New-look Intranet:** a new design was released in March to offer a service that is better, more transparent, useful and, above all, reliable.
- > **Graphic and audiovisual media in communication:** creation of physical supports to enhance certain communications *in situ* made on the intranet. Implementation included information posters on recycling in offices or explanatory stickers on new switches to raise awareness of energy efficiency; or audiovisuals and infographics to reinforce the messages of the healthy sleep habits programme.
- > **Audiovisual communication:** encouraging the use of multimedia formats to increase the impact of communications and give visibility to staff. In 2019, a total of 25 videos were produced with our own media.

Training and upskilling



Training and education are becoming key strategic aspects for better development of the specific functions of workers. Providing training is therefore essential for the continuous improvement and greater well-being of workers.

Training actions for APB staff

Port Authority staff manage very diverse general aspects of the Port of Barcelona. To ensure training for its staff and to adapt to the needs of the Port Community and the surrounding area, the APB carried out a total of **411 training actions** in 2019 aimed at groups and individual workers.

	Training ¹	Students ²	Satisfaction	Training hours ³
Digital Skills and Innovation TP	18	202	7.57	333.50
Sustainability TP	16	62	8.49	585.00
Port police TP	45	368	8.56	4,739.00
Languages TP	170	275	9.30	6,338.50
Specific TP	51	291	8.66	4,198.50
Skills TP	105	142	8.47	4,242.00
Managers TP	6	6	9.57	152.00
Total	411	1,346	8.66	20,588.50

Training plans for APB staff, 2019

¹ Data correspond to training activities started and finished in 2019. It is worth pointing out that 24 training activities that started in 2018 were completed in 2019 and that 30 training activities that were started remain open and are scheduled for completion in 2020.

² Total number of students who completed training activities (attended more than 75%).

³ Number of hours for each activity per number of students who completed activities.

In general, during this year the number **of total training hours and actions increased (20,588.50)** and the level of satisfaction rose slightly, 8.7 points out of 10.

Language training occupied the greatest number of hours of people in the organisation, followed by training in technical skills, related to the adaptation to the current collective agreement. There was a similar figure for specific training, addressing the concrete needs of various departments, projects, working groups and individuals. Of note is the substantial increase in the Sustainability Training Plan, which includes actions to address ethics, equality and the environment, given the firm commitment to these matters.

For the Port Police, once the four-year training plan with the ISPC was completed, training was provided concerning personal protection and the port area, involving a total of 4,739 hours and 368 students.

Three cooperation agreements were formalised in 2019, which include training benefits for APB staff: one with the ESADE Public Governance Centre and two more with the *Fundació Politècnica de Catalunya*.

Training in the Port Community

18 days of training sessions were organised by the Department of Business Development for import/export companies this year, with the participation of **619 professionals from over 453 companies**.

Two extra study days were offered for end customers of the Port and organisations of the Port Community this year, entitled "Study of the EU customs code for companies with domiciliation", provided by the Council of Transport Users of Catalonia, and "Exports are increasing in China", via the China International Import EXPO fair (CIIE) fair. A total of **103 professionals from more than 23 companies** took part.

Furthermore, **13% of the organisations in the Plan have a training committee involving the company and the workers** to cover their own training needs, with a total 108,354.25 hours of training completed, making an **annual average of 16.6 hours per worker**. Training was aimed mainly at professional skills (68.4%) and occupational risk prevention (14.5%).

Other entities within the Port Community also organise training courses that are open to the sector in general. This is the case of the modules of the online training programme dedicated to Regular Line Maritime Transport the Association of Shipping agents teaches in English for an international audience. More than 450 students have participated since its inception.

European School - Intermodal Transport

This training centre, in which the Port of Barcelona holds a stake, received 3,587 people from 54 different countries this year: 1,568 people participated in training courses and 2,019 went on a technical visit to the Port of Barcelona.

A total of 100 training activities were carried out, on the following topics:

- > maritime intermodality and Motorways of the Sea
- > rail intermodality
- > port operations
- > temperature-controlled transport
- > port management

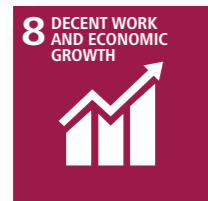
Furthermore, the European School was the fundamental axis of two training projects:

- > **TranslogMed**, training in developing door-to-door logistics chains based on the Motorways of the Sea between Mediterranean ports. Conferences were held in Morocco, Tunisia and Algeria along with a course featuring participants from Algeria.
- > **Forma't a l'Port**, [Get trained at the Port], run from the Working Group of the Steering Council of the Port Community, received 680 students from training cycles of the course on Transport and Logistics and International Trade from secondary schools of the metropolitan area of Barcelona; the degree in Logistics and Business of the Tecnocampus; and the degrees in Nautical and Maritime Transport, Marine Technologies and Systems Engineering and Naval Technology of the Faculty of Nautical Studies of Barcelona of the Polytechnic University of Barcelona (UPC).
- > **Formati al Porto**, the Italian version of Forma't al Port, held its first edition in 2019 with the participation of 30 Italian students. amb una participació de 30 estudiants italians.



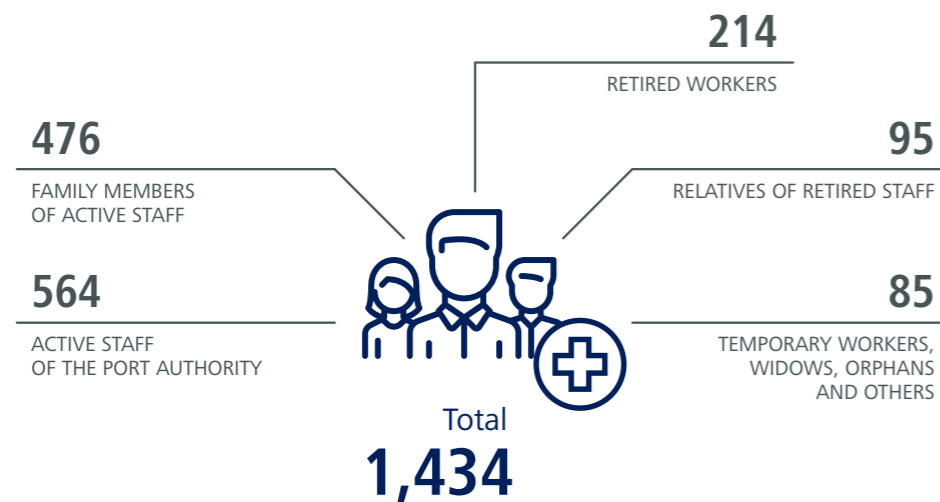
Healthcare for APB staff, 2019

Occupational safety and health



APB medical services

In 2019 **Barcelona Port Authority (APB) Medical Services** attended a total of 18,609 medical visits, including 3,815 rehabilitation sessions, for the APB workers - both active and retired - as well as the Bosch and Alsina care centres and the WTC Barcelona building for their family members. According to the census update, this entire group numbers 1,434 people.



Potential users of APB medical services, 2019

The procedures and protocols for unifying guidelines for the organisation's healthcare and professional medicine practitioners are based on the Catalan Health Plan and the new health monitoring guidelines agreed by the workers' representatives. The protocol on the new Data Protection Law: The Spanish Organic Law on Data Protection and the guarantor of digital rights, adapted to medical services provides an important boost, as it ensures that all highly sensitive data concerning health are safeguarded.

Health promotion

Action in this area led to the APB receiving the **recognition of Good Business Practices in Health Promotion in the Workplace** in 2019, awarded by the National Institute for Safety and Health at Work (INSST)

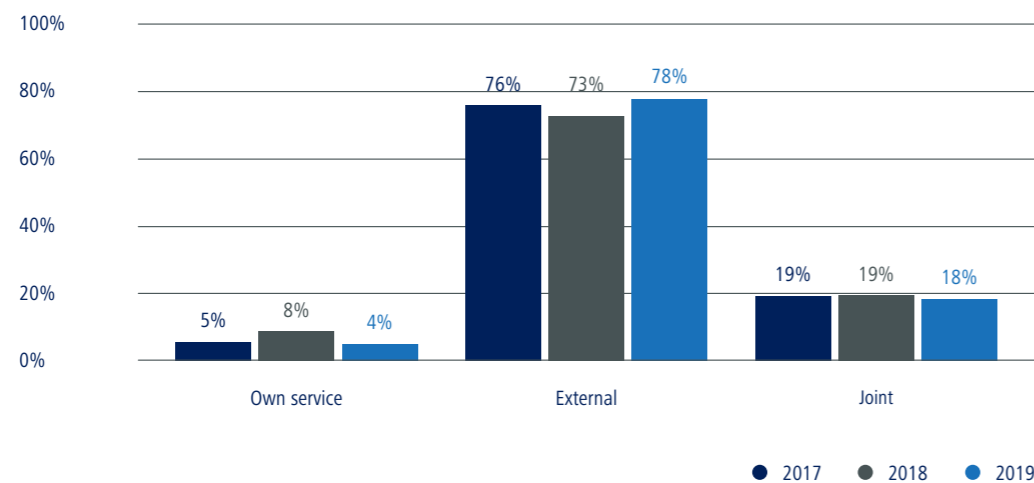
These activities on healthy habits were performed during the year:

- > Campaign to **give up smoking** using pharmacological means, and with the Atlantida health care plan. A study among people taking their health check-up showed that smoking among workers is 4.12% lower than the average for Catalonia as a whole.
- > Promoting the **healthy company**, with the slogan "La mar de bé" [feeling great], which aims to provide necessary and adequate information on healthy habits.
- > **Healthy sleeping habits** campaign, with workshops and talks by specialists.
- > Campaign for the **early detection of breast and cervical cancer** in women and of **prostate diseases** in men.
- > Start of the REGICOR study (Girona Heart Registry) **on coronary risk** of people over 35, which showed a low risk in 95% of men and 98% of women.
- > Drawing up protocols for the **prevention of osteoarticular impacts** of the back through tailored advice from rehabilitation specialists, which this year led to a decrease of 14.7% in sessions.

Occupational risk prevention

During 2019 the **APB prevention management system** successfully passed the periodic follow-up audit of the OHSAS 18001 occupational risk prevention certification and is preparing for the new ISO 45001 certification.

Virtually all of the organisations in the Plan (94.9%) have an **Occupational Risk Prevention Service**, which could be internal, external or joint, and **50% of organisations have their service certified**, a figure that is significantly higher than the 42.7% in 2018. 54% of the independent certificates correspond to the OHSAS 18001 Occupational Health and Safety Management System. All of the organisations that have their own prevention service perform the corresponding regulatory or legal audits.



Occupational risk prevention services between SSP organisations, 2017-2019

Seminar on prevention of occupational risks and sustainability

The Port of Barcelona holds this Conference once a year as a forum for debate and a meeting point for the Port Community in which to share knowledge about prevention and sustainability. It is promoted by the Prevention Working Group at the Steering Council for Promotion of the Port Community and Quiron Prevención and is organised by the Prevention Service of the APB in collaboration with the Sustainability Service.

The seventeenth edition bore the title "Occupational health and sustainability in the port sector". The programme addressed the fact that occupational risk prevention is a cross-cutting international issue and analysed the sustainable development of the Port Community, particularly in relation to water use.

Monitoring workers' health

Health monitoring of APB staff entailed performing **373 medical examinations** on members of an average annual workforce of 582 workers: 353 on permanent employees (representing 60.6% of the total workforce) and 20 on temporary workers (3.4% of the average annual workforce). This is a 5.5% increase in examinations year on year.

Accidents at work

This year Barcelona Port Authority staff suffered a total of 29 accidents, all of them minor, 10 of which led to sick leave. The accident index referred to, according to the definition of *Puertos del Estado* in relation to the number of accidents involving sick leave, discounting *in itinere* accidents, was down 59% year on year.

During 2019, 56% of the organisations in the Port of Barcelona under the Sectoral Sustainability Plan had no accidents, slightly higher than the 54.7% recorded in 2018, which indicates a good performance in this regard. The number of accidents increased significantly, with 358 cases compared to 92 the previous year, due to the high accident rate of a single organisation, although all cases were minor. **44% of organisations registered accidents**, which occurred mainly within the company (41.1%), with 20.9% *in itinere* and the remaining 35.5%, within the port area.

Mobility plans

The APB runs a **bus service** within the port precinct for staff of the companies located in the Port's service area: Line 88 of the Barcelona public transport network.

It also provides a 3-month **travel card** to workers who choose to go to work using public transport. In 2019 231 people from the APB staff benefited from this initiative.

25.6% of the Plan's organisations have mobility plans for their staff, an initiative that minimises accidents at work, facilitates access to the workplace and helps to protect the environment.

Ensuring the security of people and goods

The Port of Barcelona must guarantee the security of the people, goods, areas and facilities in its physical environment. The **APB's Corporate Security** area coordinates the forces, services and units responsible for this security at all levels.

Port Police

The Port Police is a professional security force that depends on Barcelona Port Authority and performs its functions within the port area, checking and monitoring the service area and the maritime and land operations related to port traffic. Below are some data regarding the exercise of their functions in the various areas of action during 2019. They can be consulted in more detail in the "Annual Report of the Port Police 2019".

Traffic circulation area

The **number of traffic accidents** (148) fell 17%, but the downside is that the number of injured persons increased and there was one fatality.

Furthermore, the **1,112 breathalyser tests** performed led to an increase in positives (+43%) but a decrease in criminal offences (-37.5%).

While the number of **reports filed for traffic violations** was virtually the same (up by 2% to 4,395), administrative reports filed increased by 79% to 1,463, with the vast majority due to the **phenomenon of personal mobility vehicles**. In addition, vehicle sharing led to a much higher number of reports of leaving scooters, bicycles and motorcycles in unauthorised spaces (254).

Healthcare area

The Police provided assistance in a total of 108 work-related accidents in the Port of Barcelona. In addition, there were **679 ambulance services** (SEM Medical Emergencies System or FREMAP Prevention Service plus private mutual societies) and various types of assistance were provided to **532 citizens**.

Cooperation with FREMAP, which has a medical ambulance, allowed emergency medical assistance to be provided within five minutes in the Port commercial area and the Z.A.L. With regard to emergency care, it is worth mentioning that the Port of Barcelona guarantees an environment with public access to cardio protection using the DEAS defibrillators distributed throughout the port area and in Port Police squad cars.

Public safety area

During 2019 the Port Police launched 3% fewer **criminal proceedings** (542 in all) but recorded 6% more **criminal acts**, essentially caused by more forced entries to vehicles (61).

In addition, there was a 50% decline in the number of **arrests** (39 in total), as well as in people indicted but not arrested (46).

Administrative area

60% of administrative acts, 851 in all, were **for confiscation of products peddled on the street**, down 17% on 2018, with fewer goods concerned and the destruction of a total of 4,000 kg of products (-62%).

Efforts to stop **illegal street vending** involved more than 900 sellers in the first months of the year. During the summer, a joint action by almost one hundred agents of the Guardia Urbana (USP, Beaches and UT-1) Mossos d'Esquadra (ARRO) and Port Police led to a real overall decline in the number of vendors in the public spaces of the Port.

There were **39 inspection reports filed**, mainly as a result of the start of the first phase of inspections for illegal occupations of the former Llobregat riverbed.

Port area

Port access controls detected and withdrew **1,169 expired accreditations** and 31 people were sanctioned for misuse of personal, non-transferable accreditation. Of the **154 reports of cases of breakages** registered this year, 36 were due to smashing barriers at special railway intersections

Port security

Compliance with regulations

The most significant events that occurred during 2019 in compliance with port security regulations were:

- > **Visit to Miami (USA) by a security delegation** from the APB, the Civil Guard and maritime operators to inform the main American shipping companies about the security model and the measures put in place at the international cruise terminals of the Port of Barcelona.
- > **Fifth validation tests of sniffer dog units** to detect explosives by the private security companies that provide supply services to ships at the international cruise terminals. 40 participants out of 88 passed.
- > Validation of the **Port Security Assessment** by the Secretary of State for Security of the Spanish Ministry of the Interior, in compliance with the Royal Decree on port and maritime protection.
- > Approval by the Management Board of the **security plans for three port facilities** affected by Regulation 725/2004 EC on risk assessment and security measures.

Measures implemented

- > **Measures to combat illicit drug trafficking** and the consequent reassessment of terminals as an AEO, through meetings with Maritime Customs and within the framework of the Container Terminal Security Commission.
- > **Annual approval of the CCTV video surveillance system** and renewal of the cameras of the accesses and terminals belonging to the SIAM automatic licence plate identification system.
- > Supervision of the services contracted by the APB for **the surveillance and provision of private security services**, which meant not only access controls to the truck parking areas and security enclosures of certain public docks and other port areas, but also the establishment of new services such as the surveillance of the Truck Centre and checks on Gate 5 of the Fishermen's wharf.
- > **Implementation of automatic lanes and technical resources** necessary for access controls for authorised users to the perimeter accesses of Gates 25 and 30.

	2018	2019
Mobile X-ray services + arcs - FCS cabotage + cruises	421	433
CCTV - Police and judicial recordings	33	40
Private Security Service Hours - Public IPs:		
Cruise services, access control, precincts, etc.	8,444	6,941
Car park services	17,520	17,520
K-9 binomial certifications	104 (42)	88 (40)

Port security measures, 2018-2019

Port security office

	2018	2019
ISPS drills (practical and theoretical)	12	16
Facilities inspections/audits	49	27
Internal	47	26
External	2	1
Security meetings ¹	12	37
Security incidents - ISPS (intrusions, stowaways...)	18 (3)	25 (5-8)

Actions of the Port Security Office, 2018-2019

¹With police forces, authorities and private security companies and technological measures, to consolidate agreements and commitments with cruise ship companies, their shipping agents and various foreign consulates.

There were two general drills conducted: one on maritime security, involving the provincial maritime service of the Civil Guard on the dock and southern entrance channel and of the Energy wharf; and one on land, simulating drug trafficking in the luggage of cruise passengers at the Adossat wharf, involving Barcelona Cruise Terminal.

Accreditations and permits

Apart from the management of **accreditations to access the Port of Barcelona, 149 permits were authorised for acts**, events and filming and there were **5,764 complaints processed** under the Services and Police regulations.

	2018	2019
Total accreditations issued	16,515	14,920
New users	4,988	4,301
Renewals	11,527	11,538
Withdrawn Passes - Port Police Access Control	1,211	1,169

Accreditations and permits, 2018-2019

Industrial safety

During 2019, under the **collaboration agreement with Barcelona City Council** in matters of civil protection, fire prevention and extinction and rescue, Barcelona Fire Brigade received a **fire truck (BUP-410)** designed for extinguishing fires in the Port, which require large flows of water and/or foam (for extinguishing fires in hydrocarbon or chemical storage tanks). Practice drills were held at the Prat wharf in conjunction with Tugs and at the Energy wharf with direct seawater extraction.

The following courses were held for this group:

- > one Practical Fire Training session in the Technical Field for Sergeants and Corporals, taught in France by the Ecole Nationale Supérieure des Officiers de Sapeurs-Pompiers (ENSOSP);
- > one Chemical Risk session for New Fire chiefs, also provided by the ENSOSP, in Barcelona;
- > two firefighting and rescue by boat courses, in the SEGANOSA training centre in Pontevedra;
- > and a boat rescue course at the Spanish Red Cross Centre in Getaria, Gipuzkoa (Basque Country).

This year work was also undertaken on a **new edition of the Mutual Assistance Agreement (MAP)**, to establish the means of coordination and availability of resources of the member companies during an emergency. It was agreed to expand the scope of coordination by identifying fire protection installations in maritime facilities in all modules of the Energy wharf.

These are some of the main figures on the activity of the **Port Self-protection plan (PAU)** in 2019:



This year there were a total of **182,328 authorisations** in compliance with Royal Decree 145/89 on the **management of dangerous goods**. This year a total 863,528 tonnes of containerised cargo (+1%) and 14,250,033 tonnes of bulk cargo were handled (-1%) classified as dangerous.

Social and relationship capital

Participation in organisations

International organisations

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

	<p>European Sea Ports Organisation (ESPO) Member of the Executive Committee. Chair of the Port Governance Committee. Member of the following committees: Sustainable development; Intermodality, logistics and Industry; Trade Facilitation, Customs and Security; Economic and Statistical Analysis; and the network on ferry and cruise port policy. Within the ESPO, the Port is following closely the actions of the European Commission regarding transport and sustainable development of ports.</p>
	<p>International Association of Ports and Harbours (IAPH) (Santiago Garcia-Milan), Deputy General Manager for Strategy and Commercial of the Port of Barcelona, was elected for the third time as president of the IAPH for a two-year term. The WPSA Awards were given to the most innovative port projects during the IAPH Annual Conference in Guangzhou, China. The IAPH is the only forum recognised as a global spokesperson for the port sector, and its ports bring together around 80% of global container traffic and more than 60% by weight.</p>
	<p>World Ports Climate Action Program Promoted the initiative along with ports of Hamburg, Antwerp, Los Angeles, Long Beach, Vancouver and Rotterdam. They promote projects to combat global warming, focusing on the efficiency of supply chains with digital tools; common regulatory approaches; supplying renewable energy to ships while at port; developing low-carbon fuels, and the full decarbonisation of cargo handling facilities in ports.</p>
	<p>Intermed A founding member of the association, comprising the ports of Barcelona, Genoa and Marseilles.</p>
	<p>MEDports Association Vice-presidency of the association Presidency of the Port Training and Knowledge Committee Comprises around twenty ports and port organisations on both shores of the Mediterranean. Aims: to foster collaboration among Mediterranean ports; to address the new challenges of international trade and logistics; and to highlight the centrality of the Mediterranean in the new international trade flows. The Port hosted the Executive Committee meeting in 2019. Within the Committee it chairs, the Port organised the first international seminar on Port Management in Barcelona in conjunction with the European School of Intermodal Transport (17 participants from 13 ports).</p>
	<p>Medcruise Active member of the association. It has taken part in all the assemblies and working groups organised by the Association of Mediterranean Cruise Ports.</p>
<p>Other organisations in which the Port participates</p>	<ul style="list-style-type: none"> > Association Internationale Villes et Ports (AIVP) > Association of European Vehicle Logistics > Association of the Mediterranean Chambers of Commerce and Industry (ASCAME) > Coffee Federation, European Intermodal Association > FERRMED > Interferry > World Association for Waterborne Transport Infrastructure (PIANC)

Organisations linked to the Chinese market



It is essential for the Port of Barcelona to maintain a close relationship with the Chinese market, its main trading partner in container traffic, with a share of 24%. That is why it is participating with Catalonia Trade & Investment and Barcelona City Council in a joint project called China's European Logistics Centre (BARCELOC) to attract multi-country distribution centres to Barcelona and focusing especially on the automotive, fashion, chemical industry and e-commerce sectors.

The Port participated in the following actions to promote the project in 2019:

- > Follow-up on **16 cases of companies** interested in establishing a distribution centre in Catalonia in southern Europe and/or interested in finding a logistics and commercial partner. Especially from the fashion, electronics, chemical and agri-food sectors and from markets such as China, Japan and Korea, but also from Central America and Europe.
- > Promoting the project before delegations of businessmen, mostly Asian, who have visited the Port of Barcelona.
- > Return mission of the automotive/electric vehicle sector, with 12 Chinese companies.
- > Preparing a specific brochure aimed at the automotive/electric vehicle sector.
- > Monitoring the developments of the Belt & Road Initiative promoted by the Chinese government, especially from the land side, and specifically monitoring the rail service between the city of Yiwu in China and Madrid in Spain, and the possibility for it to pass through Barcelona.
- > Joint work with BARCELOC and ACCIÓ to solve the need for the availability of logistics land with certain characteristics, close to the Port and with detected railway connectivity. 19 locations with areas of between 20,000 and 80,000 m² were identified, with various availability periods (less than 6 months and/or more than 2 years) and a coordination bureau set up with Barcelona Chamber of Commerce, Barcelona Logistics Centre, the Barcelona Metropolitan Area, CIMALSA, Port of Barcelona, Zona Franca Consortium and ACCIO, among other entities.

National organisations

In Spain, the Port of Barcelona is a member or participates in the following associations:

- > Spanish Association for the Promotion of Short Sea Shipping (TMCD)
- > Spanish Coffee Federation (FEC-ANCAFE)
- > Barcelona Logistic Center AEEPB
- > Spanish Association of Natural Gas for Mobility (GASNAM)
- > Barcelona-Catalonia Logistic Centre (BCL)

In addition, 86% of the organisations in the Sectoral Sustainability Plan belong to sectoral associations. These are the most common of the organisations:

- > National Association of Stevedoring Companies and Shipping Companies (ANESCO)
- > Catalan Association of Concessionaire Companies with Port Facilities (ASCIPORT)
- > Association of International Freight Forwarders of Barcelona (ATEIA)
- > Spanish Association of Terminals Receiving Liquid, Chemical and Gas Bulks (ATERQUIGAS)
- > European Association for Forwarding, Transport, Logistics and Customs Services (CLECAT)
- > Spanish Federation of Freight Forwarders Associations (FETEIA OLTRA)
- > International Federation of Freight Forwarders Associations (FIATA)
- > International Air Transport Association (IATA)
- > Propeller Club. Association of Logistics Managers and Entrepreneurs (Castellón, Valencia, Barcelona)
- > World Cargo Alliance (Inter Global) (WCA)

Corporate relations field

Corporate communication

Once again this year, the various areas that comprise the **Communication Department** based their work strategy on communicating the importance of the Port of Barcelona to their different audiences - media, general public, Port Community, international logistics operators and shippers, etc. – as the main logistics infrastructure in Catalonia and as a facilitator of the foreign trade of an extensive hinterland; and they did this while adhering to sustainability criteria.

The Port is present at the main logistics, maritime transport and international trade fairs, conferences and international events. All these actions were accompanied by the various areas of the Communication Department, both in the design and production of stands and/or specific materials by the Image Area, and in terms of communication monitoring each event.

The Department also brought the main technological advances for reducing the environmental impact and saving energy to the fore. This was the case with the arrival of the *Cruise Rome* and *Cruise Barcelona*, the first zero-emission ships in the Mediterranean, or the *AidaNova*, the world's first LNG-powered cruise ship. Notably, in 2019 the port area was the scenario of 60% of *ship-to-ship* LNG supply operations in Spain.

The Port of Barcelona's communication strategy is based on transparency, rigour of information and expanding its own digital media, for which it uses various channels.

Media

The Port maintains an ongoing smooth relationship with both the general and specialised media and its Communications Department acts as a bridge between the Port's various departments and areas and media journalists. In addition to providing a tailored response to such professionals, press releases and the management of interviews and reports on specific topics, the Department took great strides in spreading branded content during 2019, publishing numerous articles on topics of the greatest interest in the main Catalan, Spanish and international media. This type of contents proved very useful in transmitting Port messages to strategic markets such as Aragon, Madrid and Navarre.

Activities organised this year by the department in collaboration with other areas included various events to celebrate the 150th anniversary of the constitution of the Port of Barcelona Works Council. To mark the occasion, the Communication Department coordinated the publication of the book *The Port of Barcelona. From the creation of the Works Council to the present (1869-2019)*, by Joan Alemany, in collaboration with the Corporate Image Area and the Document and Archive Management Service.

To support the development of social value, this department played an active role in disseminating the work of various bodies and organisations of the Port Community, especially those involved in specific projects such as Stella Maris and the Food Bank.

In the environmental field, the department informed of various ongoing actions and projects and publicised the initiatives launched to comply with the United Nations Global Compact SDGs. The Press Department backed up these actions with two master videos and six microcapsules on the Air Quality Improvement Plan, disseminated through social media.

Furthermore, the Department supported and accompanied various television productions and reports featuring the Port of Barcelona. One highlight was the Spanish TV programme "Five days in..." which dedicated two 25-minute reports to explain the day-to-day activity of the Port.

Social media

The Port's presence on the social networks continued to grow throughout 2019 and was committed to enhancing content with creativity and videos across all media. Highlights include the more than 26,000 followers on the LinkedIn page and the two Twitter profiles, national (@portdebarcelona) and international (@portofbarcelona).



Various different videos were produced on Youtube during 2019 in collaboration with other departments, some of which were distributed to the general public (such as those explaining the results of the previous year or the Port Vell) and others on specific topics (such as the 150 years of the Port of Barcelona or the third edition of experiences quayside).

Institutional relations

The Public Relations and Protocol Department reinforces the Port's messages through its presence and joint work in organising various different activities (conferences, seminars, business breakfasts and lunches, etc.) organised throughout the year by the main public and private bodies and institutions in Barcelona and Catalonia: Cercle d'Infraestructures, Corredor Mediterrani, Tribuna Barcelona, DinarsCambra de la Cambra de Comerç de Barcelona, Cercle d'Economia, Nit de l'Empresari (CECOT), Premis Pimes (PIMEC), etc.

The Department provides services both to the Port organisation and to the bodies and associations comprising the Port Community of Barcelona: Association of International Freight Forwarders of Barcelona (ATEIA-OLTRA), Barcelona Association of Shipping Agents and the Association of Port Stevedore Companies of Barcelona and the Official Association of Customs Agents and Commissioners of Barcelona.

The department also promotes and organises visits to the Port by various business and social entities to glean a better knowledge of the infrastructure, services offered to companies, their importance, the contribution to the growth of the country and its future plans, based on innovation and economic, environmental and social sustainability.

We would highlight the intensive efforts made to publicise the strategic objectives of the Port of Barcelona among various different audiences (the Port Community of Barcelona, customers and users of the Port and the main economic and social actors of the city and Catalonia), which means direct intervention in **about 600 activities**, 400 in the design and coordination and about 200 in protocol and assistance to the Port President in her participation in various events.

Some events in 2019 that deserve a special mention were the holding of the first Christmas Fair in the Port Vell and the complete programme of events aimed at the Port Community and the public that was organised on the occasion of the **150th anniversary of the Port of Barcelona**, described later in the "Social action" section of this report.

Other relations with stakeholders

The customer care service

The organisations of the Port Community have their own customer care systems, some of which are more or and some less sophisticated and developed. In the general field, the **Port of Barcelona Customer Care Service (SAC)** is one of its direct links with the market. Its main objectives are: to improve the transparency and reliability to the passage of goods through the Port of Barcelona, acknowledging the figure of the final customer as one of its main assets; identifying and transferring the needs of the market to Barcelona Port Authority and its Port Community is one such objective; and how to offer importers/exporters as much information as possible on available services and infrastructures.

The specific communication channels of this service are telephone (933 068 806) and e-mail sac@portdebarcelona.cat.

In 2019 the Customer Care Service (SAC) provided a customised response to 833 enquiries and claims concerning inspections, fee items and traceability concerning the passage of goods. Of the **300 claims** handled, 75 were analysed by the Efficiency Network Quality Label and 38 cases led to financial compensation being awarded. **533 queries** were made.



In addition, there were 97 communications to customers to provide them with information on such things as changes in the application of regulations and activities of the Port of Barcelona (conferences, fairs, etc).

Measuring customer satisfaction

85.9% of the organisations in the Sectoral Sustainability Plan evaluated the satisfaction of their customers during 2019, a figure that has been increasing gradually in recent years. The main mechanisms for gauging the degree of customer satisfaction were surveys, followed by personal visits and/or meetings.

The organisations in the Plan received **51 claims related to economic issues**. These correspond to only three organisations, which resolved all claims received through formal mechanisms. During this year, however, organisations in the Sectoral Sustainability Plan received no complaints related to the privacy their its customers' personal data.

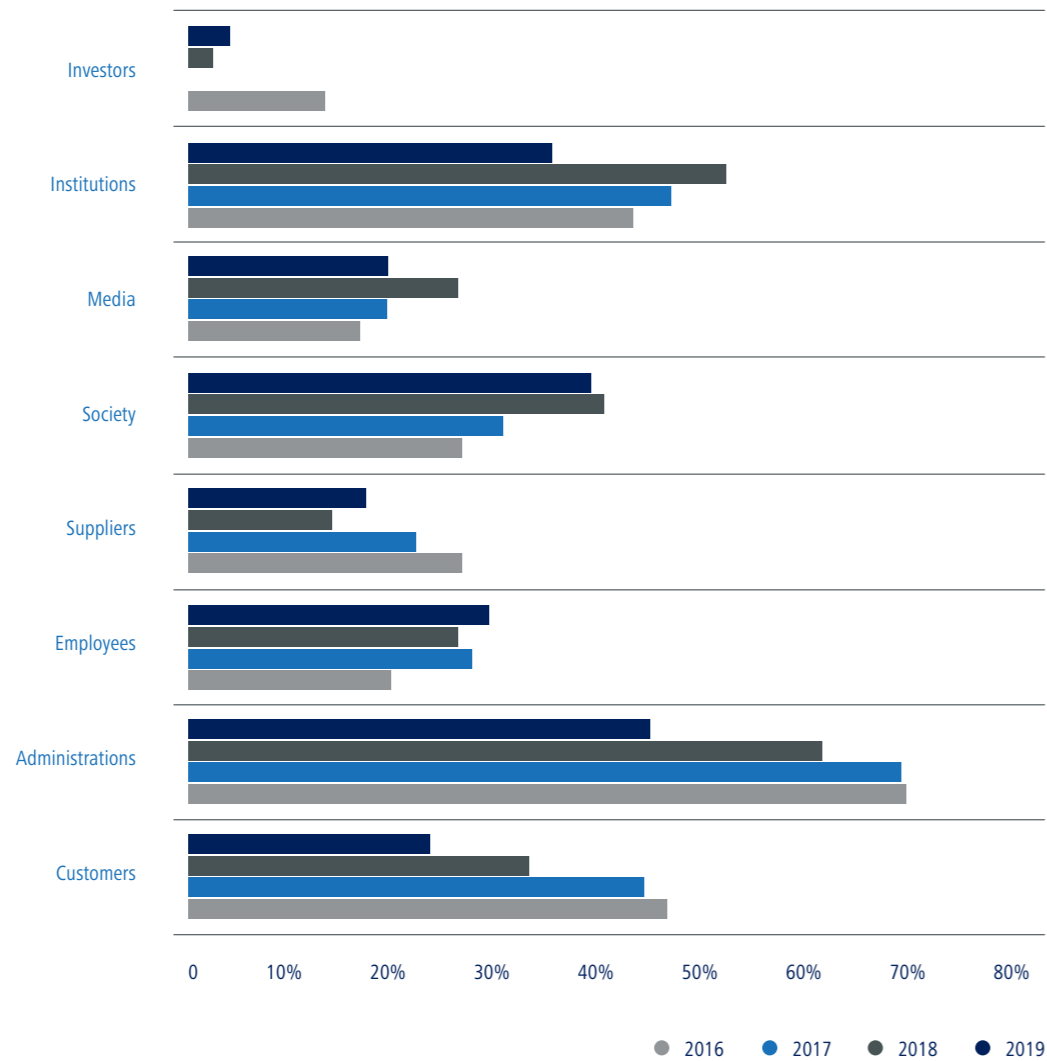
Dialogue and participation with stakeholders

62% of organisations in the Sectoral Sustainability Plan have **communication channels with their stakeholders**. This figure is very similar to the previous year, which was 57.3%.

Stakeholder groups	Communication channels
Customers	Face-to-face meetings Commercial communications SAC (Customer Care Service) Customer management (telephone, mail, web and social networks) Events of customer associations Steering Council Management board
Administrations	Face-to-face meetings Corporate website Steering Council Management board
Workers	On-site communications Telephone contact, mail and website Works council
Suppliers	Provider management Face-to-face meetings Telephone contact, mail and website
Society	Telephone contact, mail and website Media Events of associations
Media	Conferences, conferences and events Interviews Press conferences
Institutions	Collaboration agreements Attendance at events
Investors	Face-to-face meetings Telephone contact, mail and website Management board

Communications channels for organisations of the Sectoral Sustainability Plan with stakeholders

In addition, 65.4% of the organisations in the Sectoral Sustainability Plan (SSP) were involved in **activities organised by their stakeholders** during 2019. The main interaction group was the administration, followed by institutions and clients.



Participation of SSP organisations in stakeholder activities, 2016-2019

Social action

As part of its social sustainability policies, the Port of Barcelona promotes actions aimed at society at large and at the Port Community, or certain groups. These are some of the most important in 2019:

Initiatives aimed at the public and the Port Community

- > **150th anniversary of the Port of Barcelona.** Various events were held throughout the year for the general public and the Port Community, including: a public concert in the Port Vell by the Vallès Symphony Orchestra; an institutional event at the Palau de la Música for the Port Community; a commemorative publication of the 150th anniversary featuring the work of Joan Alemany; Boat trips on the Las Golondrinas for families; a mapping video and an exhibition at Barcelona History Museum with the key events of the last century and a half of Port history.
- > **Sixth the solidarity paella to fight Alzheimer's disease.** An initiative by a retired Port haulier to raise funds for research into Alzheimer's and neurodegenerative diseases among groups in the Port Community. Around **600 people** took part in 2019, raising **€20,000** for the Pascual Maragall Foundation. The Port Authority ceded the sports centre and took part in communication and security.
- > Publication of the **Sectoral Sustainability Report 2018** to inform stakeholders and society at large.
- > **Guided tour of the Llobregat Lighthouse** for a group of residents of the Marina del Prat Vermell and the Zona Franca of Barcelona. The visitors were received by the Port President and General Manager, among other directors, heard an explanation of how the lighthouse works and were able to visit the exhibitions on old elements and equipment and on photographs.
- > Participation in the conference entitled **Smart Ports: Piers of the Future** within the Smart City Expo World Congress, a privileged setting for learning about the most innovative projects in mobility, digital transformation, cybersecurity, artificial intelligence and the environment and the challenges for more sustainable and efficient cities.
- > Dedicated space at the **Ciutat dels Somnis** [City of Dreams] festival dedicated to children in the Montjuïc area. Two activities were organised for children aged 4 to 12 and focused on environmental issues: stevedores and waste collection ships.
- > Organisation of the first **Christmas Fair in the Port Vell**, featuring wooden stalls with gifts and food; gastronomic area; a stage with an entertainment programme focusing on the entities, associations and schools of Ciutat Vella; a 31-metre tall Christmas tree lit up with LEDs; a floating nativity scene located on the water sheet in front of the Rambla de Mar and attractions for little children.
- > **Collection for Barcelona Food Bank** as part of the Port's 2019 solidarity at Christmas campaign, coordinated by the APB with APM Terminals, Fundació CARES and Butransa and with the collaboration of ambassadors of 22 companies and entities of the Port. 3,111 kg of food (107%) were collected for the Food Bank and 9,998 units of hygiene products (74%) for the IReS Foundation. The money boxes located in the APB also raised €608.

- > The **Sports Dance Section of the Port of Barcelona** organised solidarity dances:
 - With Nuala Irish Dancers, the solidarity Ballad for a future without Alzheimer's, to raise funds for the Pasqual Maragall Foundation project.
 - With Forever Twisters, the "Country music at the Port special, for seafarers" day, with fundraising for the Stella Maris.
 - With Sant Andreu Line Dance Senior, a session of "Senior line dance in the Port" collecting books, films and music for the Llibre Solidari Association.
- > The APB participated in a project for **offsetting the CO₂ emissions produced by business flights** (Air France, KLM and Delta Air Lines), as a BlueBiz partner.
- > An **exhibition on sustainability issues** within the 27th Conference on Occupational Risk Prevention and Sustainability of the Port Community.
- > Start of the programme to dynamise the Sectoral Sustainability Plan consisting of the creation of the figure of **sustainability ambassadors** in Port companies, who promote and disseminate the Plan within their organisations.

Services to seafarers

The Port of Barcelona takes special care to respond to the needs of this group, whose working conditions and characteristics mean that they spend long periods away from home and do not always receive the appropriate services and support (labour, financial and emotional). Alleviating these shortcomings is the aim of the work by Stella Maris and the Port of Barcelona Welfare Committee.

Apostolate of the Sea - Stella Maris

This entity provides support and assistance to seafarers in need. In the leisure area, in 2019 almost 500 cruise ship crews took part in basketball and football matches organised in the Port sports facilities in the ZAL, and more than twenty made use of a new bike rental service. In the religious area, there were 23 Masses held on board ships, feast days were celebrated and contacts maintained with various religious communities. In addition, newsletters are prepared and distributed with news from various countries of origin of sailors.

Service	Description	Data 2019
Residential	Possibility for seafarers to stay the night, with special conditions.	822 users: 64% merchant sailors; 9%, fishermen; and rest, others (divers or cruise ship staff) 7,732 overnight stays
Visits aboard ships	To welcome the crews and explain the services offered to them.	2,642 visits 30,000 crew members received information
Sailors transport service	Provided using the two 9-seater vans currently available, donated by the ITF.	4,546 sailors used the services
The Club	Here, sailors have access to a bar, games, internet connection, telephone, currency exchange, chapel, library and bazaar. It also offers general assistance and advice.	3,015 people of 37 different nationalities used it
Passenger Terminal Office - Cruise Ship Assistance	Located at International Passenger Terminal "C", it has two telephone lines, four computers with internet connection and wifi and is especially intended for the crews of cruise ships. A new package or correspondence reception service was launched this year.	2,950 crew members served 55 packages delivered
Social assistance	Various types of assistance to sailors and fishermen (free overnight stays, financial aid, etc.).	Average of 16 free monthly tickets for public dining rooms. €3,110 in aid.
Sailor's Rights Centre	Staffed by three lawyers, it provides answers in possible conflict situations of sailors calling at the Port. It also promotes knowledge and application of the laws that protect them, especially from the ILO.	

Main services of stella maris, 2019

The Port of Barcelona's Welfare Committee

The Committee is made up of representatives of the following entities: Port Authority (chairing the committee), Pilots' Corporation, Social Marine Institute, Harbourmaster's Office, Freight Forwarders' Association, Association of Port Stevedoring Companies, Captains' Association, General Company of Engine Captains and Officers, Tugs, ITF, Faculty of Nautical Studies, Fishermen's Guild and Stella Maris (which holds the secretariat).

The Committee held three meetings in 2019 to propose and follow up on the various activities carried out, which include:

- > **IMO Seafarers' Day** (25 June), distributing greeting leaflets to crews, night lighting of the Europa Bridge and free admission to the Maritime Museum.
- > **31st Seafarers' Conference** (5 November), at the Faculty of Nautical Studies, showing of the video *Experiences quayside* and the round table "The Importance of the mental and physical health of crews".
- > **Inter-religious day** (7 November), also at the Faculty of Nautical Studies, involving people from different religions: Christians, Jews, Hindus and Baha'is.
- > **Sports day** (9 November) with the participation of 7 five-a-side football teams from the maritime port area of Barcelona.

Sponsorships and donations

In 2019, **48.7% of the organisations in the Plan** reported that they had made **sponsorships and/or donations in the social and/or educational field**, for a total amount of €2,488,206, very similar to the previous year (€2,532,280).

The Port Vell

The Port Vell (Old Port) is an extensive land and water area of the Port of Barcelona that is open to the public. This "citizen port" model is a model that has been emulated by many other ports in Spain and around the world. Each year it attracts around 16 million visitors.

The Port Vell is managed by an urban management body with its own legal personality, set up by the Port of Barcelona in 1988. Its powers also include guaranteeing territorial cohesion and achieving full and proper integration between the port area and the public environment, a coexistence that demands a fluid dialogue between both. Activities and actions of a social, recreational, cultural and sporting nature are carried out throughout the year following criteria of economic and social sustainability.

Leisure and cultural

- > Fiestas of Saint Mercè
- > Fiestas of Saint Mercè Eulàlia
- > Meeting of Gegants of Barceloneta - Port Vell
- > International Music Day
- > Habaneras in the Old Port
- > 150th Anniversary of the Port
- > Fiestas of La Barceloneta
- > 130th anniversary of Las Golondrinas pleasure boats
- > Christmas Fair in the Port (150th anniversary)
- > Arrival of the Three Kings
- > Meet Vicent Van Gogh (interactive exhibition)
- > Raluy Historical Circus

Social

- > Festeja. Party for the elderly
- > Open Arms

Sports

- > Swimming across the Port of Barcelona - Copa Nadal
- > DIR Foundation Activity
- > European Swimming Championship
- > Correbarri (race)
- > Open International Barcelona Coastal (rowing)
- > Maremagnum Regatta Port of Barcelona Trophy
- > Barcelona City International Rowing Trophy
- > The Port of Barcelona race

Commercial

- > Revela't Festival (photo exhibition)
- > Nautical fair
- > MYBA Charter Show (yachts)
- > Van Van Market (gastronomic market)
- > Lost&Found (swapping market)
- > Jazz & Food (jazz and gastronomy festival)
- > Circus of Horrors (horror show)

07 Developing environmental value

The Port of Barcelona is aware of the impacts of port activity on the air, water and soil quality of its area and the need to prevent or minimise these conditions as much as possible. To consolidate long-term sustainable development, the Port dedicates efforts and resources along with the Port Community to reduce environmental risks, start the path towards decarbonisation by using cleaner energies and properly managing waste, resources and biodiversity in the surrounding area.

The organisations of the Port of Barcelona's Sectoral Sustainability Plan also take on environmental challenges within their strategy and dedicate economic, material and human resources to them.

Orientation to the SDGs



Actions to clean up the Port's waters

- While this goal is focused on accessibility to drinking water and water sanitation in developing countries, it is worth mentioning the efforts made to reduce waste, prevent spills and clean up port waters.
- > A new port sanitation network with more than 30 km of collectors and 16 pumping stations that prevents discharges of port waste water into the sea.
 - > all year round collection of floating waste and removal from the water surface.
 - > Control and monitoring of water and sediment quality.



Affordable, safe, sustainable and modern energy

- The Port is committed to energy efficiency and the generation of renewables, as well as advanced and less polluting fossil fuel technologies, while promoting investment in sustainable infrastructure and non-polluting energy technologies.
- > Participation in five European projects for introducing natural gas as a mobility fuel.
 - > First port in the Mediterranean to supply LNG to a cruise from a barge.
 - > Project to incorporate photovoltaic energy and electrical storage on the Fishermen's wharf.
 - > Support in promoting the use of hydrogen and other clean fuels, along with the Energy Research Institute of Catalonia.



Urgent measures to combat climate change and its effects

The Port and its Port Community are committed to reducing their greenhouse gas emissions and are aware of all the environmental risks that global warming can entail.

- > The Port has joined the World Ports Climate Action Plan (WPCAP) programme to lead the decarbonisation of ports and contribute to cutting GHG emissions from maritime transport.
- > Barcelona Port Authority has signed up to the Voluntary Agreements to reduce emissions of greenhouse gases (GHG).
- > €1.02 million in subsidised environmental investments.
- > 47.4% of organisations in the Plan certified in environmental management systems.



Conserve and sustainably use the oceans, seas and marine resources

Careful management of the sea is essential for a sustainable future. Looking after the sea means looking after port activity.

- > Controlling operations that put water quality at risk.
- > Monitoring water and sediment quality.
- > Surveillance of benthic communities.

The chapter also responds to the following SDGs:



Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation



Make cities and human settlements inclusive, safe, resilient and sustainable



Ensure sustainable consumption and production patterns

About the data included

The data on energy and water consumption, effluents and waste, gas emissions, transport and sustainable mobility and waste controls refer to indications given at any given time from Barcelona Port Authority's data control systems and are reported periodically on the Port of Barcelona website. They can also be consulted in the document Environmental Declaration - European EMAS Regulation Port of Barcelona 2019.

The data concerning certifications in environmental management systems, R&D+I projects, spending and investment in sustainability and environmental initiatives come from sectoral data, i.e. from the organisations in the Sectoral Sustainability Plan.

Strategic model

Based upon the Port of Barcelona's Strategic Plan 2016-2020 and the analysis of the Sectoral Sustainability Plan, the Port reviews the effects of its impact on environmental aspects and designs the **Environment programme** each year as part of its Environmental Management System (EMS). This sets **goals and milestones** for significant aspects and for key issues detected in the contextual analysis and the risk and opportunity analysis. The Environment Committee monitors its progress and degree of performance.

The Port's actions take shape in specific **sustainability plans and programmes**:

- > Water quality monitoring programme
- > Barcelona Air Quality Improvement Plan 2016-2020
- > Inland maritime spill containment plan
- > Emergency and self-protection plans
- > Ship waste reception plan

Environmental Management System

The Port of Barcelona's Environmental Management System (EMS) covers the spaces and activities controlled and developed by Barcelona Port Authority (APB) in the performance of its functions.

The environmental management of the Port of Barcelona complies with current legislation and its management system is certified by ISO Standard 14001:2015 and recognised by the EMAS III Regulation, as well as with the Port Environmental Review System (PERS) industry standard promoted by the European Sea Ports Organisation (ESPO).

47.4% of the organisations that are part of the Sectoral sustainability plan have certified environmental management systems, which is six percentage points lower than in 2018 (53.3%). 91.9% of certified organisations **have ISO 14001 certification and 16% have the EMAS III certificate**, lower than the previous year, when the figures were 98% and 30% respectively. These organisations received no complaints related to environmental issues in 2019.

Environmental action

Within the EMS, the Port of Barcelona has developed its own **2019 Environment programme**, which sets **goals and milestones** for significant aspects and for key issues detected in the contextual analysis and the risk and opportunity analysis.

Environmental milestones 2019

- > First supply of liquefied natural gas (LNG) from barge to the cruise ship Aida Nova in the Mediterranean, continuously every fortnight.
- > Supply of LNG from barge to the cruise ship *Costa Smeralda*.
- > APB agreement for the Port wharf electrification project. Application to the Spanish Electricity Network for an electrical connection to supply electricity to ships.
- > European EMAS Award in the category of medium-large public company.
- > First natural gas-powered ferry: the *Hypatia Alejandria* (Balearia).
- > Grimaldi's first ferries with batteries to prevent emissions during the stay in port.
- > Declaration of Climate Emergency by the Catalan Government and Barcelona City Council.
- > Savings of €173.78 million in the cost of negative externalities, representing a 75% saving, thanks to the intermodal strategy.

Environmental objectives 2019 and degree of achievement

1. 2.4% reduction in electricity consumption, based on 2018 - **NOT ACHIEVED**
Electricity consumption in facilities increased by 2.04% due to the incorporation of another area with street lighting and delays in improvements.
2. 20% reduction in diesel and gasoline consumption for vehicles - **PARTIALLY ACHIEVED**
The total reduction in fuel was 13.34%, therefore the target was 66% achieved.
3. Implementation of the Air Quality Improvement Plan - **PARTIALLY ACHIEVED**
Progress made in the consensual validation of the emissions inventory methodology. The Plan is being extended to incorporate new actions and measures.
4. Promotion of liquefied natural gas as a mobility fuel - **ACHIEVED**
All planned pilots were carried out (except for a straddle carrier, scheduled for 2020), and the provisional regulatory specification for LNG supply operations to ships was approved.
5. Improvement of the Inland Maritime Plan - **ACHIEVED**
Improved response operation in the event of a contingency and in the waiting phase to incorporate additional material to meet the contingency.
6. Application of the Environmental Communication Plan - **ACHIEVED**
Publication of new communication materials in video format.
7. Implementation of the Plastics Reduction Plan - **ACHIEVED**
Installation of 30 osmosis water fountains instead of the 118,680 plastic bottles purchased in 2018.

Environmental incidents

The Port of Barcelona has the services and procedures required to respond to and intervene in environmental incidents that take place in its territory (see also the section on "Industrial safety" of this report). The most significant environmental incidents in the Port are summarised below:

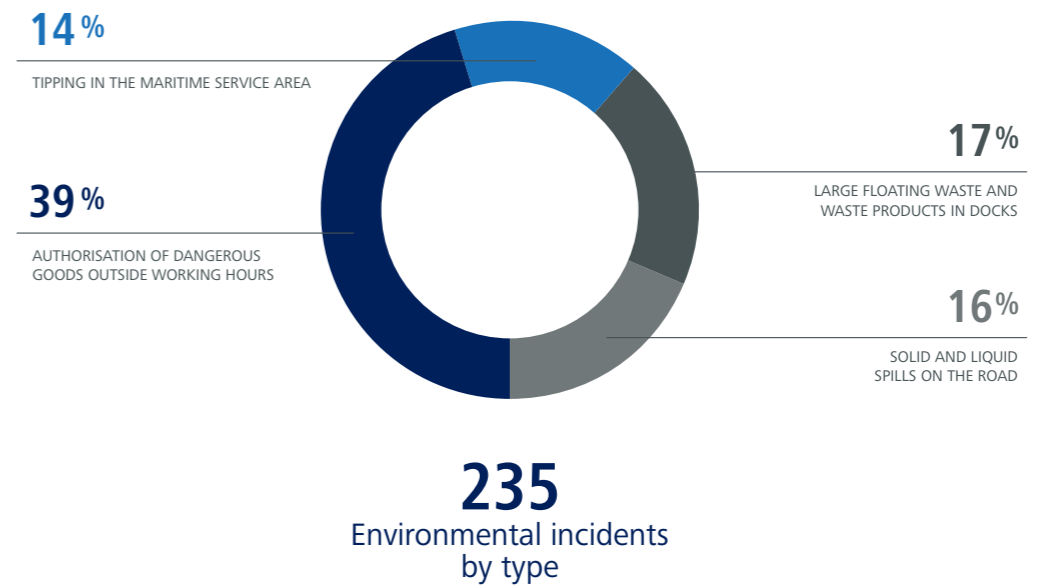
12/04/2019
Mud spill caused by MSC TORONTO. It is verified that all the spill is on barge.

23/07/2019
Oil and fuel spill in the dock due to the sinking of the boat.

09/12/2019
Fire brigade intervention to drain boat water. The PIM is activated in the alert phase.

Activation of the Inland Maritime Plan **3**





Environmental incidents by type, 2019

Environmental expenditure and investment

In 2019, the Port Authority earmarked €862,000 for environmental actions, not including staff headings. This is the cost of performing the functions and activities for which it is responsible in its role managing port areas and strategy.

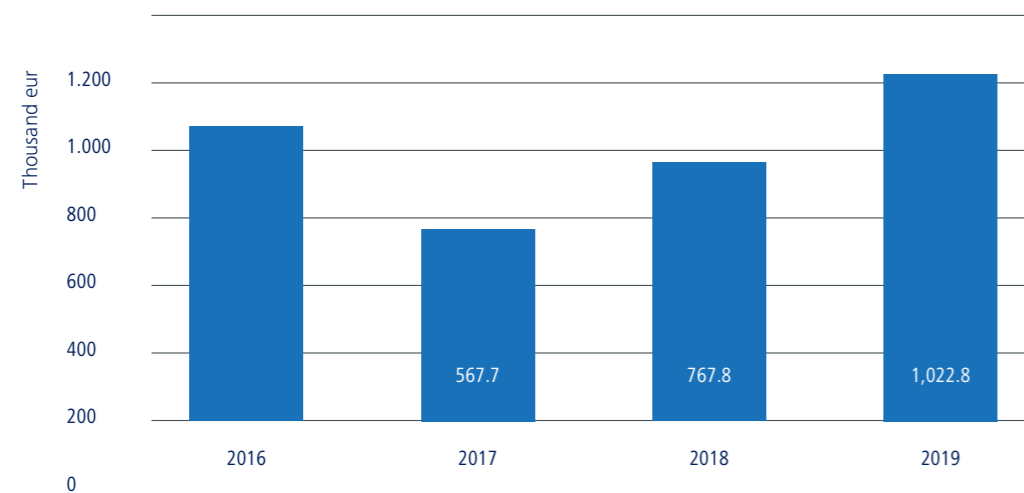
21.8% of the organisations in the Sectoral Sustainability Plan reported that on **average they spent 6% of total expenditure on sustainability**, down from 9.8% in 2018. The number of organisations engaging in environmental spending also decreased.

29.5% of the organisations in the Plan made **environment-related investments, representing an average of 11% of total investment**. These figures are very similar to the previous year. The organisations participating in the Plan performed **49 environmental R&D+I projects**.

Subsidised investments

The Law on State Ports and the Merchant Navy provides for applying a **discount on the activity fee of port facilities** that hold a concession or authorisation or license for handling goods. To be eligible for such discounts, the facility must have an environmental management system in place and sign an agreement on good environmental practices with the Port Authority based on the model Guide to Good Environmental Practices of the Port of Barcelona, in virtue of which the facilities commit to rolling out a programme of improvements involving economic investment in equipment, systems and supplies.

Throughout 2019, the companies that have signed this agreement with the APB made discountable investments totalling **€1.02 million**, which is the biggest overall contribution since 2016.



Trend in subsidised environmental investments (thousand eur), 2016-2019

Commitment to tackling climate change



According to initial calculations by the APB, total activity performed throughout the Port of Barcelona emits some 315,000 tonnes of CO₂ annually. Approximately 70% comes from ships (anchoring, manoeuvring and stay in port), about 25% from electricity consumption of all the facilities of the precinct, and the rest from emissions from vehicles, terminal machinery and industry.

The Port of Barcelona has taken on board a **commitment to halve CO₂ emissions by 2030** in relation to 2017 emissions, a target that brings it in line with the targets set by the European Union (EU) and the International Maritime Organization (IMO). These are some of the lines of the Port's climate decarbonisation strategy.

Energy transition

To reduce the greenhouse gas emissions of the Port of Barcelona and come closer to complying with the SDGs in environmental matters, the Port of Barcelona is committed to a **new energy model** based on three axes: renewable energies, energy storage and a smart electricity grid making it possible to respond to new consumption with optimal management. It is working on these through various initiatives and projects.

Renewable energy

Photovoltaic generation potential on decks and surfaces of the port area is about 92 MW of peak power, with an annual production of about 120 GWh, therefore it could respond to the electrical demand of ships and complement that of port facilities. A study was performed in 2019 on photovoltaic energy generation on the Fishermen's wharf with power storage in lithium batteries, as a small-scale example.

Since 2017, all the electricity consumed by the APB and companies in which it holds a stake (Port 2000, WTC Barcelona and CILSA) carries a renewable generation guarantee certificate, so that the associated emissions do not count as greenhouse gas emissions.

Promoting new fuels

In the innovation field, the Port has begun to study the role of **hydrogen and other derived clean fuels** as possible fuels with zero-emission pollutants and greenhouse gases, for land and sea freight transport, with the help of the Energy Research Institute of Catalonia.

Electrification of wharves

In July 2018 the Port of Barcelona joined the **World Ports Climate Action Plan (WPCAP)**, an initiative involving the world's major ports (Vancouver, Los Angeles, Long Beach, New York, Hamburg, Antwerp, Rotterdam, Gothenburg and Busan) that aims to speed up the decarbonisation of port activity and maritime transport. The Port of Barcelona leads the group dedicated to supplying electricity and zero-emission fuels to ships direct from the wharf and participates as a partner in the group of sustainable fuels for ships.

In 2019 the Port made public its commitment to **electrifying the wharves** where cruise ships, container ships, vehicle carriers and ferries call in at port, to avoid emissions from their auxiliary engines during their stay. The project will be developed over 7 to 10 years and will begin with a connection to the high voltage grid in order to provide the necessary electrical power of about 80,000kW. However, the intention is to create a new exclusive and independent medium-voltage power network (25kV) infrastructure to provide services to ships moored at the wharf, to be deployed through transformer stations and command centres.

Energy saving and efficiency

In 2012 the Port of Barcelona signed up to the **Voluntary agreements to reduce greenhouse gas (GHG) emissions** promoted by the Catalan Government's Office for Climate Change (OCCC), through which it undertakes to gradually reduce direct and indirect (scope II) emissions from the fuel consumption of its fleet of 120 vehicles, 2 boats and some generators, while also reducing their electricity consumption.

The APB fleet currently has 41 electric vehicles (motorcycles, cars and vans) and the rest will be gradually replaced. The Port area offers 44 charging points installed for the APB's own use and three new charging points for public use (two slow charging points at the Energy wharf and one at the Drassanes Passenger Terminal). There is a specific plan to roll out 22 charging points throughout the Port by 2022.

Furthermore, the APB has chosen to sectorise on and off switching in its **buildings and facilities** and to replace compact lamps with LEDs. This technology is also being progressively applied in the **street lighting network**, in which improvements are being brought in with regard to regulating the intensity of ignition according to time periods.

Promoting sustainable logistics chains

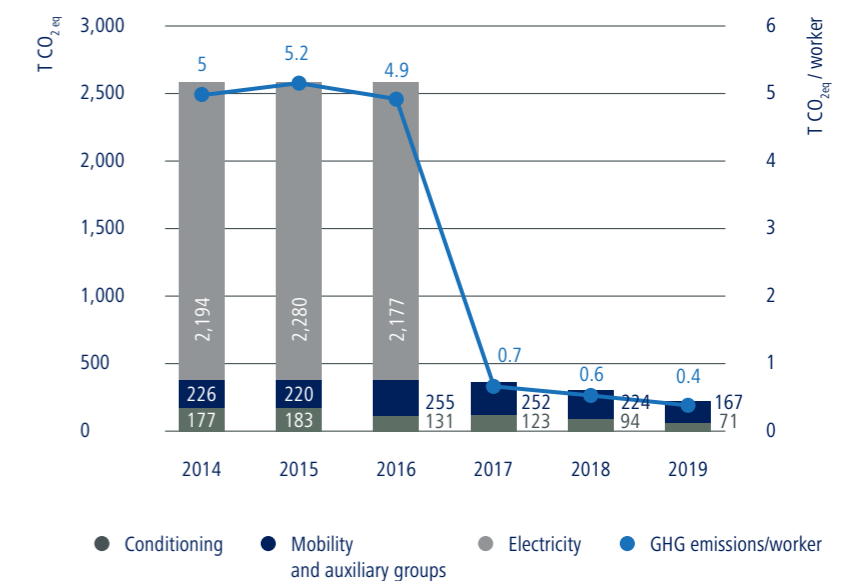
In 2014 the Port launched the **BCN Zero Carbon Project** together with terminals and logistics service operators. This involves drawing up an inventory of GHG emissions from activities closely related to the passage of goods through the Port in order to reduce them as much as possible or offset them when they cannot be minimised.

The growing interest of customers of goods and logistics chain agents in knowing the extent of their environmental externalities to integrate these into decision-making on transport routes has led the Port to offer environmental consulting services and specific web tools. Two such tools are the **ECOcalculator** (www.portdebarcelona.cat/ecocalculadora) and **Port Links** (www.portdebarcelona.cat/port-links), which not only make it possible to create transport chains through the Port of Barcelona with complete and up-to-date information on services, but also measure their environmental footprint.

The impact of the intermodal strategy



To raise the profile of the positive impact generated, the Port of Barcelona quantifies the savings in externalities each year as a consequence of its intermodal strategy in favour of rail transport and short sea shipping, and the boost given by the European School of Intermodal Transport in the training field. In 2019, all these more sustainable services **saved** the port of Barcelona **€173.78 million in the cost of negative externalities** (atmospheric pollution, global warming, noise, accidents, congestion and infrastructure cost), which would have been generated by the same volume of freight transported by road. This represents a **75% saving** in the cost of externalities.



Trend in ghg emissions in the Port of Barcelona (CO_{2eq}), 2014-2019

Environmental performance and control

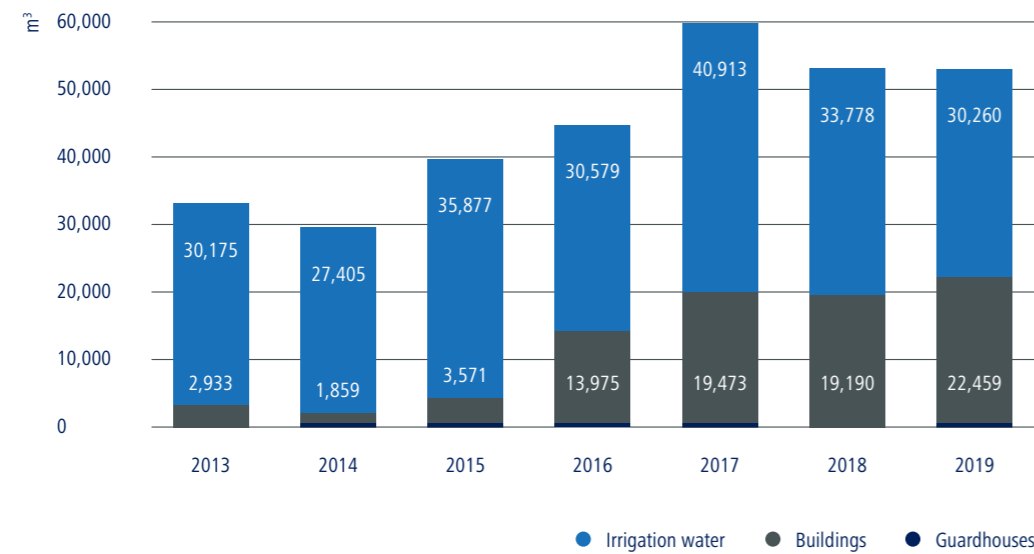
The basic data and indicators related to the most significant direct and indirect environmental aspects are specified below.

Consumption of resources

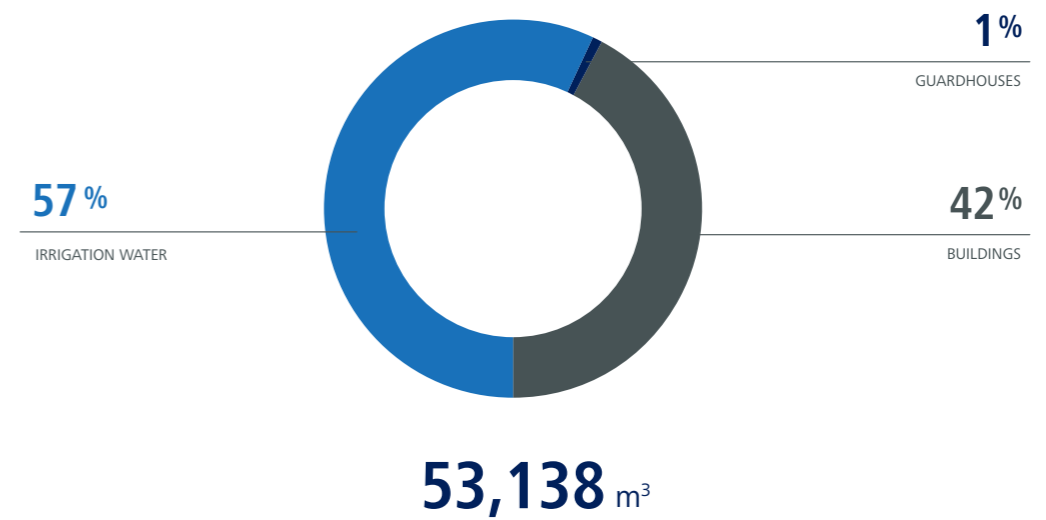
Water consumption

The Port is supplied water from the public companies Aigües de Barcelona and Aigües del Prat. 2019 saw a drop in the main consumption usually recorded - for irrigation of green areas and gardening - which at 30,260m³ represents 58% of total consumption. On the other hand, there was an increase in consumption for buildings, due to the water supplied for the preloads of the Adossat wharf.

It should be noted that these data **do not include** the extraordinary volume associated with third parties, which basically corresponds to **supplying ships with drinking water**.



Trend in apb water consumption, by uses (in m³), 2013-2019

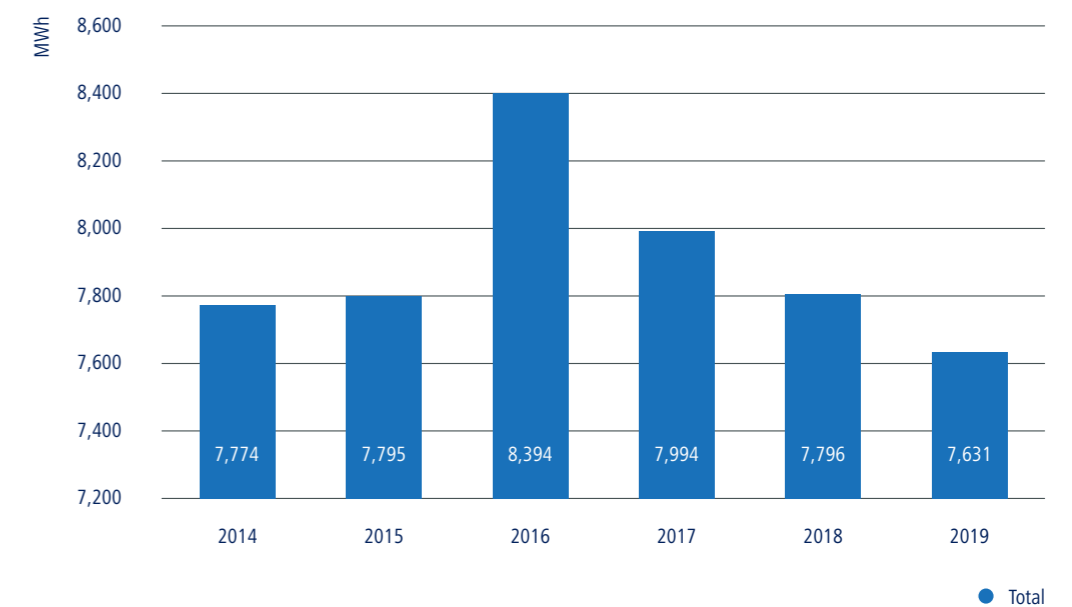


Distribution of APB water consumption, by uses (in m³), 2019

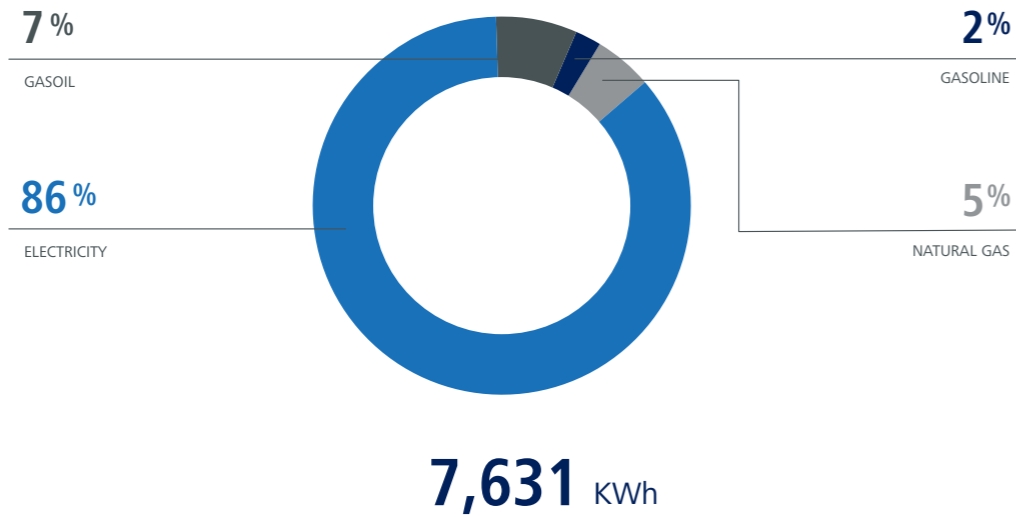
The organisations participating in the Sectoral Sustainability Plan declared a **water consumption in the port precinct of 675,933.57 m³**.

Energy consumption

In 2019 the APB recorded the lowest **total energy consumption** since 2014, **7,631 MWh (-2.12%)**, most of which corresponds to the electrical supply of the buildings.



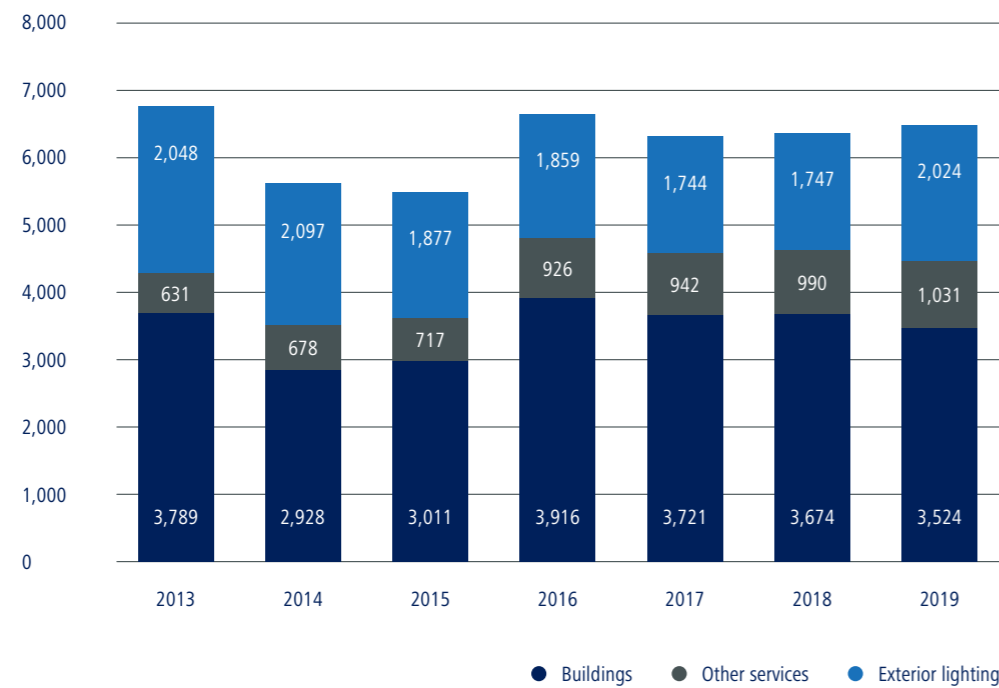
Trends in energy consumption (in MWh), 2014-2019



Distribution of APB energy consumption by type (in MWh), 2019

Electricity consumption

In 2019, the consumption corresponding to public lighting increased with the commissioning of new areas in the port. Total electricity consumption at the APB was 6,579 MWh (+4.25%).

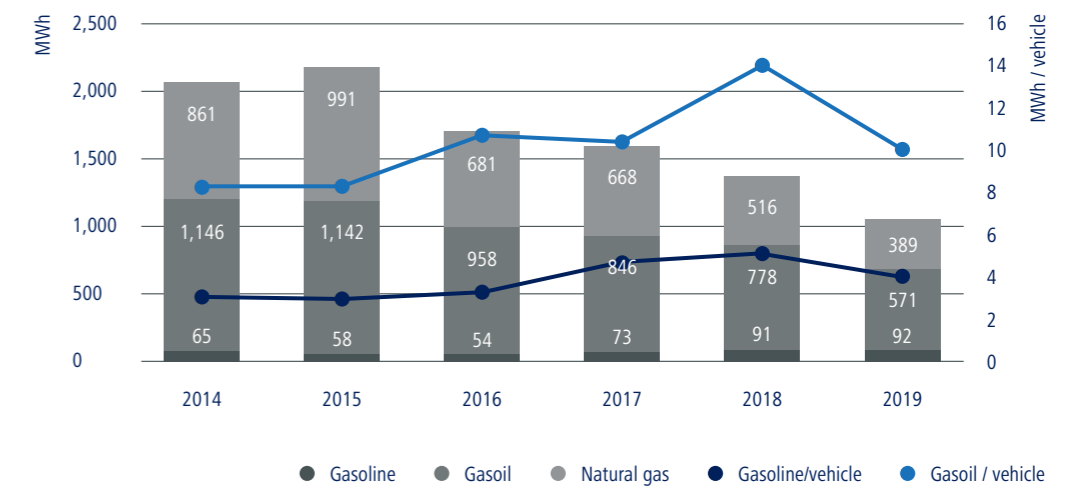


Trend in APB electricity consumption by uses (in MWh), 2013-2019

Total energy consumption of the organisations of the Sectoral Sustainability Plan within the port precinct was **177,461 MWh**.

Fuel consumption

There is a single consumption figure of natural gas - for heating in the ASTA building - which fell 24.6% during 2019. We would also point to the 8% reduction in diesel consumption, which will accentuate as the fleet of electric vehicles increases and temporary electrical generators stop working as they are replaced by power sockets.



Trend in APB fuel consumption by uses (in MWh), 2014-2019

Impact on the surrounding area and the environment

Below are the main indicators of the impact port activity has on its surrounding area and the tools the Port of Barcelona has to monitor and minimise it. In addition to the data on marine, atmospheric and terrestrial environments, it is worth noting that the Port conducts actions to preserve the biodiversity of its environment - for example through control of invasive species and birds - and manages and monitors environmental noise throughout the port area using its noise map.

The marine environment



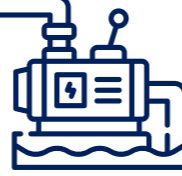
The Port has services and procedures for improving water quality.

Port sanitation network

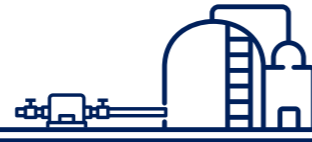
The Port has **30** km of collectors



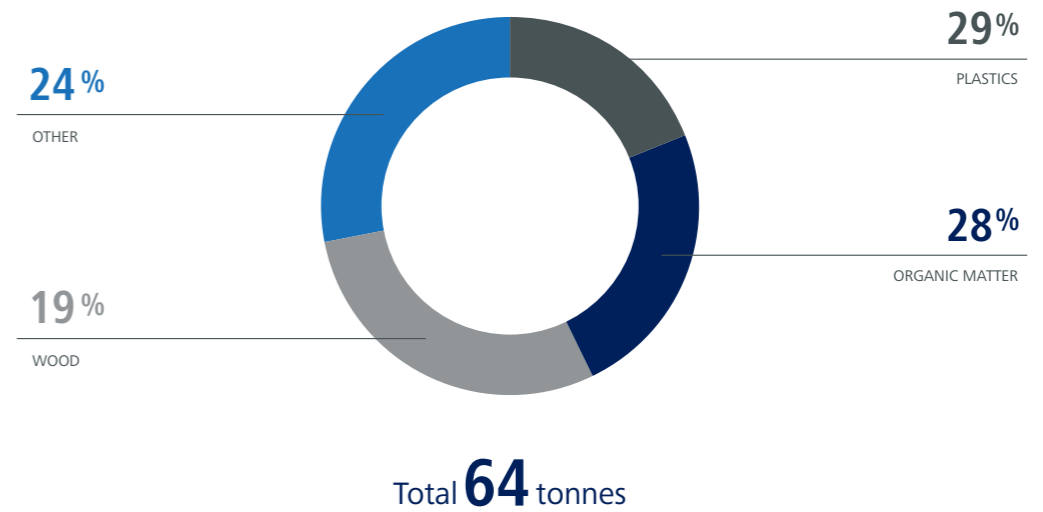
16 pumping stations



and **14** connection points with the metropolitan collector that carries wastewater to the Llobregat and Besòs treatment plants.

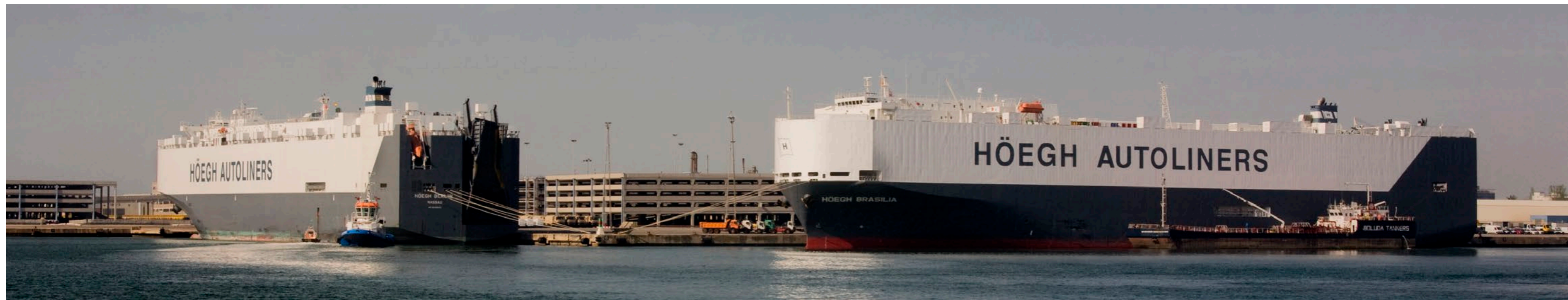


> **Port water cleaning service.** The specialised vessels that are available 24/7 this year collected 64 tonnes of floating waste from the water surface, compared to 66 collected in 2018.



Type of float ing waste collected in the port, 2019

> **Monitoring and checks on water quality**, which are part of the Coastal Water Surveillance Plan for Catalonia; **of sediment quality**, with periodic sampling campaigns; and **of benthic communities**, which are indicative of the state of health and environmental quality of the seabed.

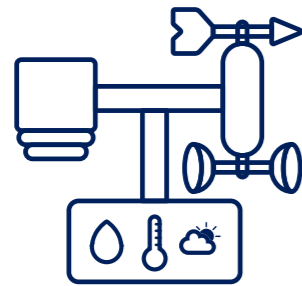


The atmospheric environment



The strategy for reducing emissions of polluting gases and particulate matter is defined in the Port of Barcelona **Air Quality Improvement Plan**, adopted in 2016, which brings together a total of 53 concrete and specific actions. Work to update the Plan began in 2019 and is expected to be finalised in 2020, with stricter measures to achieve the Port's decarbonisation objective (see the section on "Commitment to climate change" of this Report).

Air quality monitoring



> Weather network

- 7** seven stations with speed and wind direction sensors,
- 3** of which have sensors to detect rain, temperature and relative humidity, atmospheric pressure and solar radiation.

> High Volume Sensor Network (CAV):

- 8** capture units,
- 5** for PM₁₀ particulates (particulate matter with diameters under 10µm) and
- 3** for PM_{2,5}.



> Automatic pollutant measuring stations

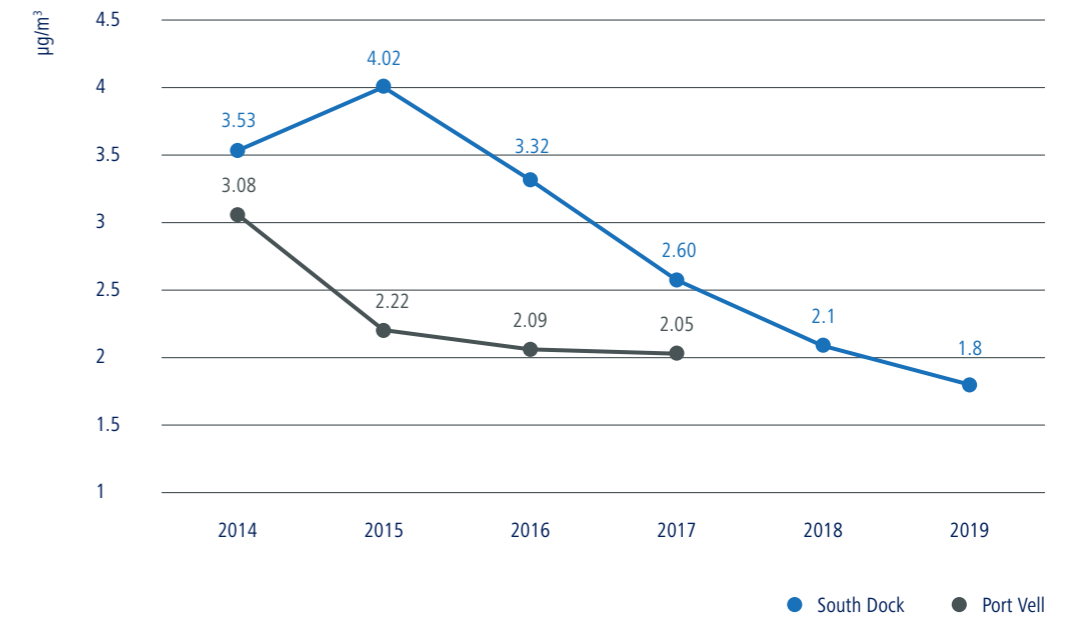
- 3** that measure the concentration of gaseous pollutants such as nitrogen oxides and sulphur dioxide. The Mobile Unit station also incorporates analysers of benzene, toluene and xylene (BTX) and ozone (O₃).

Promoting the move to gas

The Port is working to equip itself with the **right infrastructure for supplying LNG to ships and trucks (berths and barges)**, regulations guaranteeing safety and the necessary economic incentives to be support this cleaner alternative. In 2019 it became the **first port in the Mediterranean to supply LNG to a cruise ship from a barge** and supplied LNG from tanks to the first new ferries of the Baleària company, which is fully powered by this fuel. Furthermore, the Port is taking part in **five pilot tests for LNG** as a mobility fuel: the Cleanport and REPORT projects and three activities of the CORE LNGas hive project (explained in the section on "Financial aid received" in this Report).

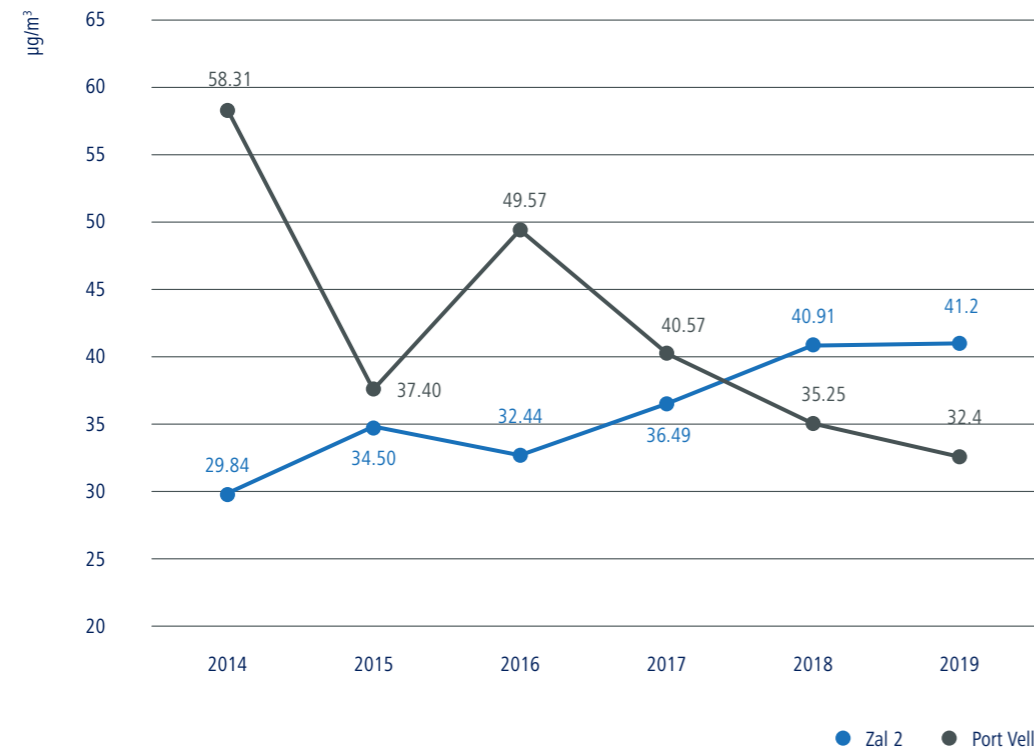
Air quality indicators

Air quality in the port environment has improved since the early 2000s, when monitoring emission levels of the main polluting gases began.



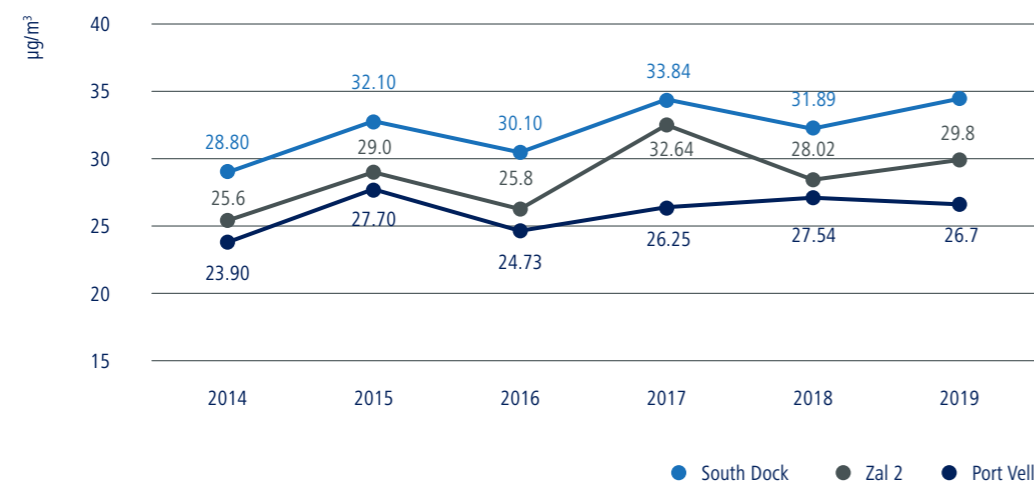
Average SO₂ concentration in the port (in µg/m³), 2014-2019

Sulphur dioxide concentration levels are low. Current EU regulations set a maximum daily average threshold of 125 µg/m³ that cannot be exceeded more than three days a year.



Average NO_x concentration in the port (in µg/m³), 2014-2019

Monthly average **Nitrogen oxide levels** are high (the reference level is 40µg/m³) especially in the Port Vell location of the Mobile Unit.



Average PM₁₀ concentration in the port (in µg/m³), 2014-2019

Airborne PM₁₀ suspended particulate matter concentration values, which are greatly influenced by works projects or dry bulk operations, can generally be considered as low. The highest levels correspond to the station on the South Dock, influenced by terrestrial traffic.

The terrestrial environment

The Port of Barcelona also has control, surveillance and action measures in place to ensure the quality of port land.

Preventing soil pollution

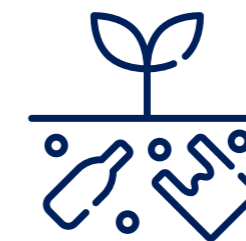
There is ongoing monitoring of the state of the subsoil in the port area under concession by terminals and operators, as well as in non-concession areas. When necessary, remedial actions on contaminated soils are taken either by the Port Authority, after the end of the concession period for occupation of port land by an activity, or by the terminals and concessions themselves.



7
Remedial and follow-up actions



7
Characterisation and prior study



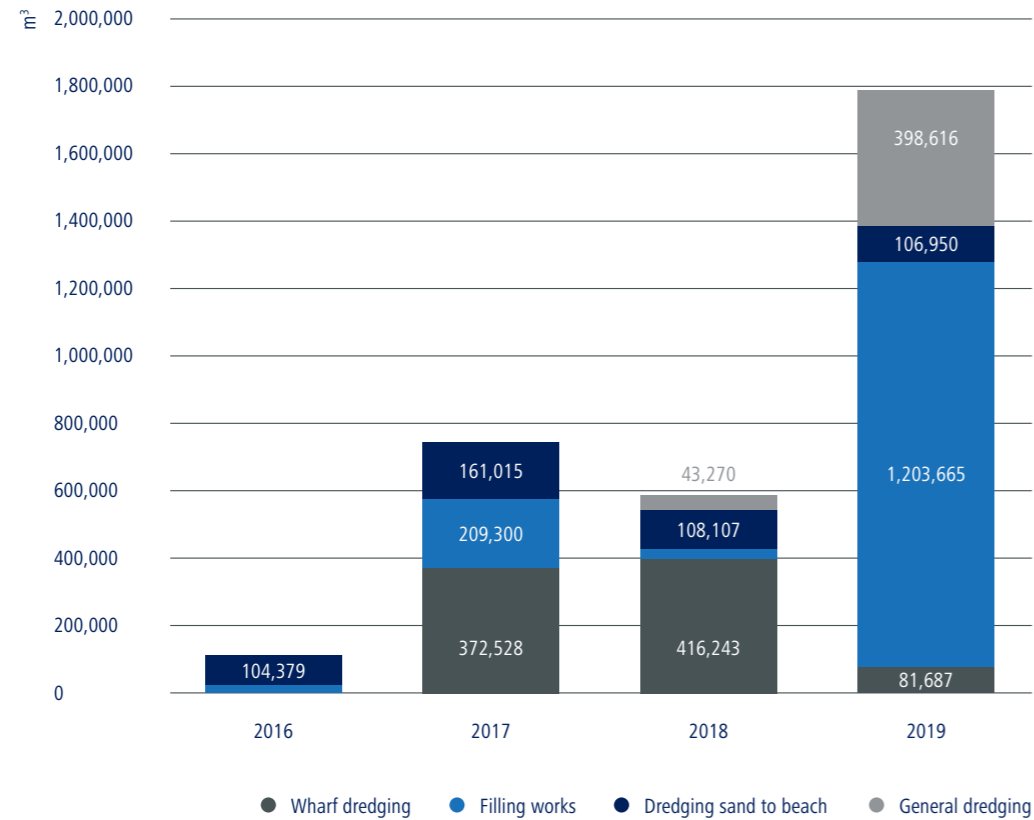
TOTAL soil pollution prevention actions **14**

The main soil remedial actions in 2019 were:

- > Costa wharf, in the section of a former collector of asphalt and hydrocarbon products
- > Various hydrocarbon storage terminals

Checks on dredging material

Characterising dredging materials and making sure they are correctly relocated in the maritime-terrestrial domain with minimal impact on the environment is one of the basic aspects of the APB's environmental monitoring of the Port's works projects.



Volumes of dredging in works (in m³), 2016-2019

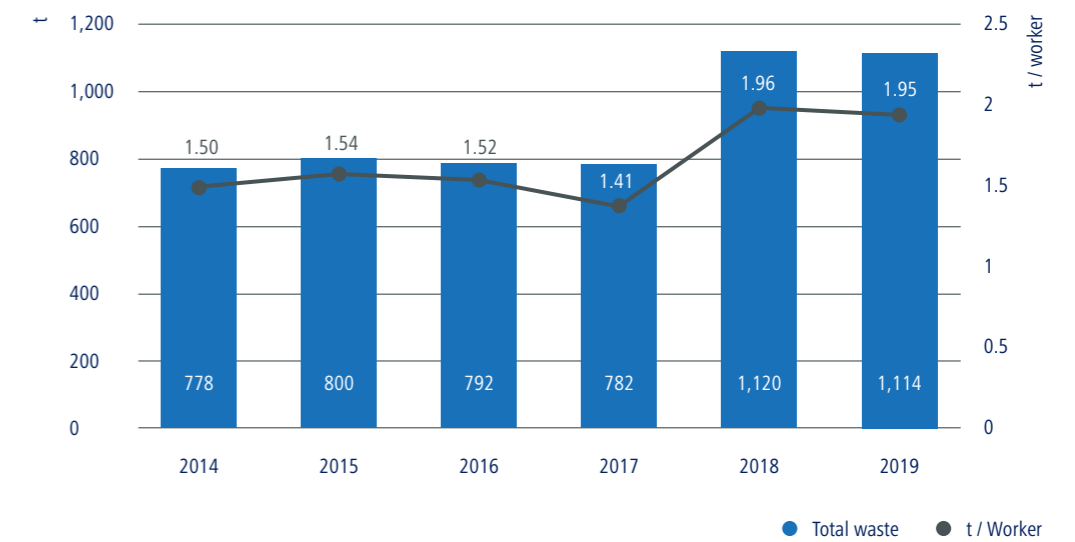
Total volumes	2016	2017	2018	2019
Dredging in m ³	109,263	533,543	567,620	587,253
Filling in m ³	6,177	209,300	14,170	1,203,665

Development of dredging and filling works (in m³), 2016-2019

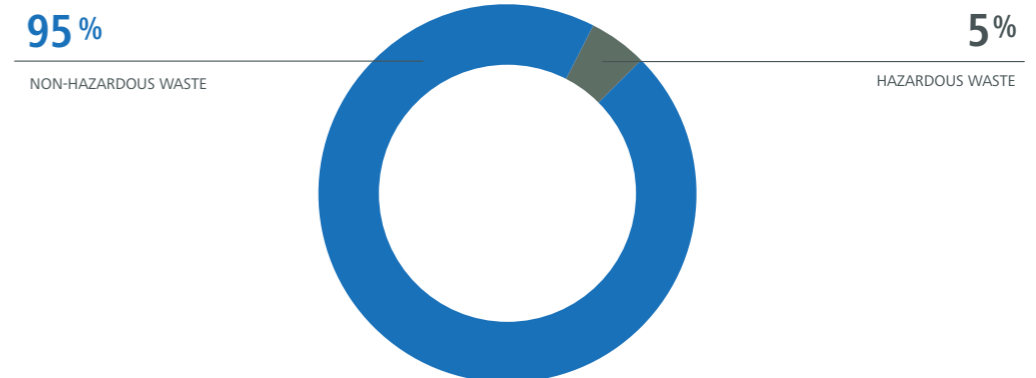
Waste management

The Port Authority is responsible for removing and managing all types of waste generated in the Port of Barcelona's own and common areas - excluding the offices and spaces occupied in the East building of the WTC, but including the bars and restaurants within the port premises - and waste from road cleaning. The concessions and facilities that conduct their activity in the port area manage their own waste.

The APB practices selective waste collection, and in 2019 it managed a total of **1,114 tonnes of waste**, internal or external, 95% of which were non-hazardous.



Waste management by the APB (in tonnes), 2014-2019



Including their own and those not generated by the APB (in charge of its management)

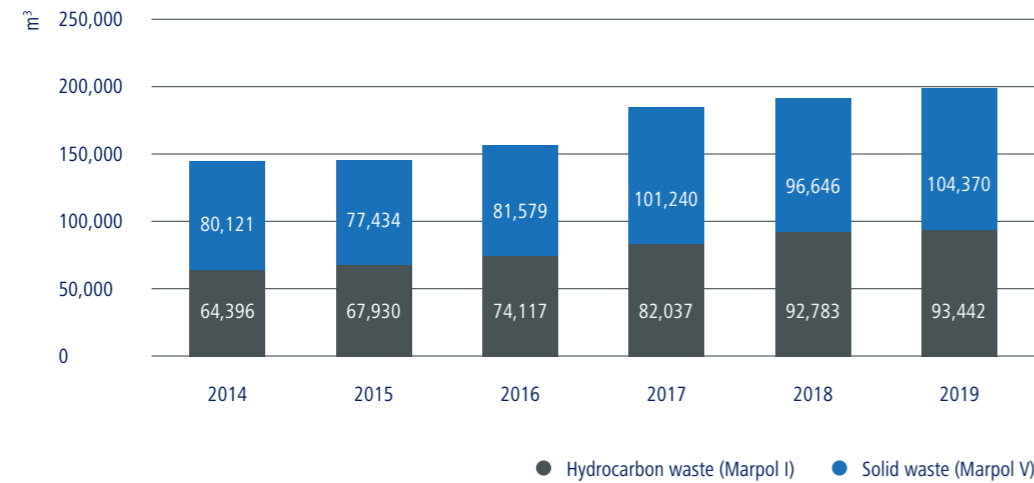
Types of waste managed by the APB (%), 2019

Ship-generated waste management - MARPOL Convention



Under the International Convention for the Prevention of Pollution from Ships, 1973, ("the Marpol Convention 1973-1978"), ports must have adequate reception facilities for ship's waste using a port service.

The following graph and table show the progression of waste managed by the Port in the following categories: MARPOL I, Annex "Ic" (oily liquid waste from engine oil, bilge water or sewage sludge) and annex "Ib" (cleaning water from cargo tanks that contained hydrocarbons) and MARPOL V (solid waste). In 2019 the Port managed **197,812 m³ of MARPOL waste**.



Trend in MARPOL waste managed (in m³), 2014-2019

Typology (m³)	2014	2015	2016	2017	2018	2019
Bilge and engine oils (Ic)	60,289	62,455	69,196	77,915	85,703	85,419
Tank cleaning oils (Ib)	4,107	5,475	4,921	4,122	7,170	8,023
Soid waste (V)	80,121	77,434	81,579	101,240	96,646	104,370
Total (m³)	144,517	145,364	155,696	183,277	189,519	197,812

MARPOL waste managed, by type (in m³), 2014-2019

Environmental initiatives within the sectoral Sustainability Plan

Apart from the general actions of the Port of Barcelona led by the APB described throughout the report, the organisations of the Sectoral Sustainability Plan also carried out or participated in initiatives to minimise their environmental impact. Here are some examples:

INITIATIVES RELATED TO SUSTAINABLE MOBILITY

AECOC Lean & Green Project. Reduction for good logistics practices in warehouse and transport for cutting greenhouse gases by 20%

Buying an electric vehicle for the company fleet and installing three double charging points (one in the staff car park). Cutting CO₂ emissions.

Providing portable printers requiring no installation, as well as export seals and mobile phones to receive and print documents throughout the fleet. This cuts vehicle trips to the dispatch centre and therefore reduces pollution.

Hybrid or electric vehicles, for auxiliary services and mooring. Reducing CO₂ emissions.

Acquiring NGV vehicles. Cutting more than 3% in CO₂ emissions.

Tugs equipped with engines that consume less diesel and oil, to reduce CO₂ emissions.

Transforming the entire fleet of vehicles to natural gas, 35% of the fleet with ECO label. Reducing pollutant emissions.

Facilitating and promoting access to the Port's Z.A.L. with environmentally sustainable means of transport.

Measures to reduce mobility, determining which trips are strictly necessary.

Upgrading the truck fleet with electric trucks.

INITIATIVES RELATING TO ENERGY EFFICIENCY

Reducing fuel consumption between 4% and 6%.

Cutting use of light, paper and plastic in the organisation's facilities by promoting good habits.

AECOC Lean & Green Project. Good logistics practices in the warehouse and transport to cut greenhouse gases by 20%.

Implementing and certifying the ISO 50001 Energy Management System to significantly improve measurement and reduction of energy consumption in the facilities. Analysing the most significant energy consumption at facility and equipment level to prioritise the energy efficiency initiatives with the greatest impact.

Reducing the mixing of different types of waste to increase recycling potential and reduce unnecessary spending on raw materials. This drives down waste management costs and reduces indirect environmental impacts such as energy consumption for waste treatment.

Progressive reduction of disposable plastic in the coffee corners and dining rooms until total elimination.

INITIATIVES RELATED TO RESOURCE OPTIMISATION

Rethinking the production processes and the tools we use to improve them, the working conditions and the profitability of the company.

Eliminating disposable plastic cups and distributing bottles made of BPA-free reusable plastic among workers.

Equipping ships with liquefied natural gas engines and scrubbers, in compliance with IMO 2020 regulations. Cutting NO and NO₂ emissions into the atmosphere.

Elastic moorings to protect the seabed and posidonia.

Certifying the environmental sustainability and the carbon footprint of the process for recycling hydrocarbon waste from ships calling at the Port of Barcelona.

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