



WE ARE PART OF THE CHANGE

ANNUAL REPORT **2023**



01Letter from the president » 4

02Orientation to sustainability » 8

Fourth Strategic Plan » 11

Sustainable Development Goals » 13

03 Key data » 16 **04**Management » 20

The players » 24

The infrastructure » 26

Governance » 28

Adding value to the surrounding area » 38

The strategy » 42

Quality in service » 58

05 Economic value » 64

The Port's contribution to the economy » 68

Traffic data of the Port of Barcelona » 73

Economic and financial report » 90

Investment in infrastructure » 106

Other key economic figures » 110

06 Social value » 114

08 Annual accounts » 184

Human capital » 118

Security of people and goods » 134

Social and relationship capital » 142

07Environmental value » 158

Commitment to tackling climate change » 162

Climate Strategy » 164

Impact on the environment and improvement actions » 169

Ecology and biodiversity » 183

O9 Directory of the Port of Barcelona» 194

Letter from the president



"In 2023 we proved our resilience in various crisis situations and kept all our services running thanks to the firm commitment to digitalisation and process innovation"

Lluís Salvadó President, Port of Barcelona



023 confirmed that uncertainty is an important added factor when it comes to guaranteeing the reliability of logistics chains. In addition to the stalemate of Russia's invasion of Ukraine, we are facing the conflict in Gaza, which threatens to destabilise the Middle East and directly impacts maritime traffic between Europe and Asia through the Suez Canal. One factor of a wholly different origin, the drought severely affecting Catalonia, is also limiting shipping traffic in places as far afield as the Panama Canal. We see how a local conflict ends up affecting global maritime traffic and tests the strength of logistics chains and the ability of ports to successfully adapt to new scenarios.

At the Port of Barcelona we have proved our resilience in various crisis situations and kept all our services running thanks to the firm commitment to digitalisation and process innovation that Barcelona Port Community took on 25 years ago, and to our capacity to work in coordination to tackle any challenges that emerge.

Resilience, our ability to react quickly and be able to adapt - more frequently and powerfully to a constantly changing maritime transport sector encountering disruptions, is precisely one of the attributes that enhances the Fourth Strategic Plan, which establishes innovation and sustainability as the main axes on which we must develop the Port of Barcelona of the future.

During 2023, we took significant strides in these two areas. The climate emergency, which this year can be seen more clearly than ever, has meant that environmental sustainability, which already determined all our projects, has now become a priority. The Port of Barcelona's Energy Transition Plan is being rolled out with specific infrastructures which will allow us to drastically reduce our environmental footprint in a way that is both effective and measurable.

Moreover, the Nexigen wharf electrification project is advancing at a good pace in terms of both ship-to-wharf electrical connections (onshore power supply, OPS) in operation at the terminals and the network and substations that will provide us with renewably sourced energy. The first electrical connections will come onstream in 2024

In the area of energy generation, we have set out to achieve maximum self-sufficiency. We want the Port to be able to generate a substantial part of its energy consumption needs and for this to be renewable and zero-emission. Late 2023 saw the start of construction of a photovoltaic installation on the roof of the Decathlon company's warehouse in the ZAL which will produce 9,800 megawatt hours per year. It is the first step in a project to make Europe's largest rooftop photovoltaic park a reality. Within the port area, we are working on various projects to install up to 100 MW of rooftop photovoltaic energy in the next two years.

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"The Port of Barcelona continues to bet on the cleanest fuels, particularly liquefied natural gas (LNG), which eliminates emissions substantially".

New zero-emission fuels are our third open front. Ports, ship owners, and all actors in the global logistics chain are working to test and launch alternatives to traditional fuels. Methanol, ammonia, and hydrogen — emission-eliminating fuels — power all kinds of ships already. And we are working on the project for a future plant to generate these new fuels which will position us as one of southern Europe's green energy hubs and a node of what are known as green shipping corridors — routes that will transport goods by using green fuels.

While the maritime sector advances in this transformation, the Port of Barcelona continues to bet on the cleanest fuels, particularly liquefied natural gas (LNG), which eliminates emissions substantially. One example of this commitment is the entry into service of the Haugesund Knutsen LNG bunkering barge, which has allowed us to increasingly attract the most modern LNG-powered ships, including cruise ships, ferries, container ships and car carriers. During 2023, 7% of port calls in Barcelona were made by LNG-powered ships.

Many of the vessels running on LNG are cruise ships, an important traffic segment on which we are focusing particular attention. As agreed with Barcelona City Council in 2018, this year we closed the Barcelona Nord wharf to cruise operations and next year will open this space to the city. Under this agreement, we are making progress concentrating cruise activity at the Adossat wharf to move ships away from the urban area.

To improve the impact that cruise tourism has on the city, during 2023 we also launched the Council for Sustainable Cruises, promoted by the Port of Barcelona and comprising the various administrations, entities, and organisations related to this sector. The Council's three working groups – environmental quality, mobility and economic-social – propose specific actions to minimise this sector's impact on the daily functioning of Barcelona and maximise the opportunities generated by it in areas such as employment.

During this year, another important milestone was the approval of the Train Port Barcelona company, a joint venture comprising the Port and the Adif rail operator, which will develop and manage the railway logistics node in Barcelona's metropolitan area. Its scope of action includes the Can Tunis railway complex, La Llagosta Intermodal and Logistics Terminal, Port of Barcelona Intermodal Terminal, and Rail Motorway Intermodal Terminal (ferroutage). This cooperation between administrations will make it possible for us to boost the rail transport of goods very significantly on the Mediterranean axis and in our area of influence and increasingly foster international transport.

Significant progress was also made on the other major axis on which our growth is based: innovation. After setting up the BCN Port Innovation Foundation, which closed the year with 22 partners from the maritime, port, and technological sectors, phase zero of the BlueTechPort project was launched at Pier 01 to host start-ups, scaleups, and projects by established companies focused on innovation in all sectors related to the blue economy. Moreover, we started warming up for the next phase of the BlueTechPort, which will expand in the form of an ambitious project at the historical buildings of the Sant Bertran wharf.

This innovative blue economy ecosystem generated in the Port of Barcelona functions as a pole of attraction for similar initiatives such as the Norrsken Foundation, which opened a 10,000m² centre in the Port Vell. This Swedish foundation brings together local and international talent to develop social and environmental impact projects aligned with the UN's Sustainable Development Goals

Thanks to our innovative port model, which is particularly mindful of environmental, economic and social sustainability, we are a resilient port. Despite the cooling world economy and the drop in total traffic caused by the decline in exports to our main markets (Europe and Asia), we closed the year with record turnover and generated new jobs. We have a robust foundation to speed up the Port's transformation and continue to generate wealth and well-being in society while our activity becomes increasingly efficient and sustainable

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"Thanks to our innovative port model, which is particularly mindful of environmental, economic and social sustainability, we are a resilient port".

I want to conclude by mentioning the great challenge that we face in 2024: the America's Cup. Hosting the world's premier sailing event has made us speed up many of the actions that we were undertaking to improve the Port Vell. We have launched 21 projects, involving an investment of EUR 120 million, which will allow us to incorporate new spaces and activities for citizens and the blue economy. Moreover, we will have completed many of these works in time for hosting the America's Cup.

We hope that Barcelona will be remembered for hosting the most open, cross-cutting, and inclusive America's Cup, as demonstrated by the teams of young people and women participating in this edition. This is a unique opportunity to consolidate our leading role as a global sailing capital, to project the best image of our city and Catalonia once again while simultaneously delivering a fresh boost to Barcelona's nautical and seafaring culture. It is an exciting milestone that we wish to share with the city.





The PORT OF BARCELONA 2023 ANNUAL REPORT discloses the key data concerning port activity and the results of the year, and responds to the demand for information from stakeholders. The data come mainly from **Barcelona Port Authority** (APB), the entity that manages the infrastructure and guarantees its basic services

As the central axis of the Port of Barcelona's activity, **sustainability** determines the structure of this report. Today, to address global change that improves living conditions overall, much of society and the industry is orienting itself towards this value, towards more respectful ways of doing things. And the Port is an active part of this change.

This position is defined in the **Port of Barcelona Fourth Strategic Plan** (2021-2025), with lines of action and objectives oriented towards sustainability in every field: economic, social and environmental. In addition to coordinating the activity of the infrastructure, sustainability is a central aim of the approach of all Port companies and entities integrated in the **Port of Barcelona's Sectoral Sustainability Plan**, created in 2015 and a pioneer in the port sector.

The approach taken in this report has taken into account the standards of the **Global Reporting Initiative** (GRI), an international benchmark organisation for preparing sustainability reports, and the United Nations **Sustainable Development Goals**.





Fourth Strategic Plan

The Port of Barcelona Fourth Strategic Plan is the document that sets the Port's mission, or raison d'être; the vision, or what it wants to become in future; the three-dimensional strategic objective (SO) of sustainability, as the main attribute of Barcelona's logistics hub, and the operational strategic objectives of each of the SOs, for the period from 2021 to 2025.

Mission

» Generate prosperity in our community while increasing our customers' competitiveness by providing efficient and sustainable logistics and transport services.

Vision

SMART LOGISTICS HUB

The SMARTest logistic hub in the MED











Sustainable

Multimodal

Agile

Resilient

Transparent

Three-dimensional strategic objective



Economic sustainability

billion worth of foreign trade



Environmental sustainability

50% of container and ro-ro



Social sustainability

40,000 people employed at the Port

Operational objectives

Each of the three axes or strategic objectives (SO) is rolled out in four operational strategic objectives. These make for a total of 12 operational objectives, which in turn are specified in more than 50 projects and operational actions.

OE1 Economic sustainability

- » Diversify the port business
- » Differentiate the offer of services
- » Attract logistics activity
- » Develop the necessary infrastructures

OE2 Environmental sustainability

- » Develop a new energy model
- » Decarbonise maritime-port activity
- » Reduce pollution
- » Increase intermodality

OE3 Social sustainability

- » Foster training, employment, entrepreneurship and talent attraction
- » Promote equal opportunities
- » Integrate the Port into the urban and metropolitan environment
- » Ensure the health, safety and security of people and facilities



IV Strategic





More than a port: a better future





Sustainable Development Goals

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





































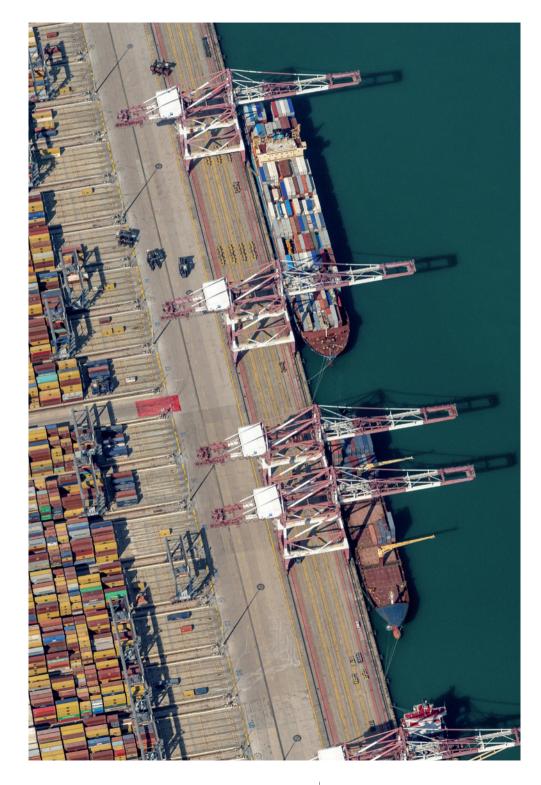
the SDGs. The main SDGs that are addressed are indicated at the beginning of each chapter along with details of some of the relevant indicators that show this.

This report refers throughout to the attainment of

As shown in the table below, due to its characteristics and activity, the Port of Barcelona is concerned by **13 of the 17 SDGs of the United Nations**, six of which are priority objectives on which it has a differentiated and direct impact (goals 6, 8, 9, 11, 14 and 17).

SDG	Goal	Location in the report
3 DOES HEALTH AND WELL BEING	Ensure healthy lives and promote well-being at all ages	Social value
4 county	Ensure inclusive and equitable quality education and promote lifelong learning	Social value
5 GRACE SQUALITY	Achieve gender equality and empower women and girls	Social value
6 CLISH RATER	Ensure availability of water and sanitation for all	Environmental value
7 STORMAND AND	Ensure access to affordable, reliable, sustainable and modern energy for all	Environmental value
8 ======	Promote sustained, inclusive and sustainable economic growth and decent work for all	Economic value Social value
9 NORTH MINISTER	Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation	Management Economic value Environmental value
11 SECTION OF THE SEC	Making cities inclusive, safe, resilient and sustainable	Social value Environmental value
12 HUPOGRI GROWTON AND PRODUCTOR	Guarantee sustainable consumption and production models	Economic value Environmental value
13 CHART	Take urgent action to combat climate change and its impacts	Environmental value
14 UF NEON NATIO	Conserve and sustainably use the oceans, seas and marine resources	Environmental value
16 PAIC ASSESS	Promote fair, peaceful and inclusive societies	Management
17 AFRICAGES	Revitalise the Global Alliance for Sustainable Development	Management Social value
	<u> </u>	

^(*) Highlighted in blue, the SDGs that affect directly and as a priority the contribution of the Port of Barcelona.



03 Key data





» Economic value

» Contribution to the economy

Value of goods passing through the Port:

€113.118 billion

(leading port in Spain)

71% of Catalonia's maritime trade

24% of Spain's maritime trade

» Traffic data

Total traffic:

64 million tonnes

(41.9 million tonnes of hinterland traffic)

Containers:

3.3

million TEU

Liquid bulk:

13

million tonnes

Dry bulk:

4.8

million tonnes

Vehicles:

790,319 units

Motorways of the Sea:

154,449 m

(intermodal transport units)

Passengers

Cruise:

3.6

million people

Regular line:

1.7

million people

» Economic data

Net profit:

€50.1 million

Turnover:

€189.1 million

Cash flow:

€101 million

Investments:

€42.7 million



» Social value

» Environmental value

» Port security

23 drills of the Self-Protection Plan (PAU)

» Barcelona Port Authority

Presence and role of women:

33% of the workforce

30% of the Executive Committee

TITL

95%

of the workforce received internal training in 238 actions

Nearly **50,000** followers/subscribers on social media

» Port Vell

More than 20 actions to improve the public spaces of the Port.

Intermodal strategy: **€924 million**saved in negative externalities

Nexigen Project:

€110 million

invested by 2030 to electrify wharves

311,311.21 m³ of liquefied natural gas supplied to ships from 2019 to 2023

Management





Beyond its role as a port infrastructure, the Port of Barcelona is understood as the sum of activities performed out by a series of public and private organisations managed independently, but coordinated and led by Barcelona Port Authority following a shared overall strategy.

Orientation to the SDGs



Barcelona Port and Port Community work to create effective, accountable and transparent institutions at all levels. Also, they ensure public access to information, and protect fundamental freedoms in accordance with national laws and international agreements.

- » APB data protection officer, as required by law, apart from other tools
- » Code of ethics of the Port of Barcelona, approved in 2015



Port activity involves a relationship with a variety of companies and entities. Above and beyond the strict contractual relationship, the Port looks for ways to take part in organisations seeking to build a stable and universal trade framework.

- » The Port has been a signatory to the United Nations Global Compact since 2015
- » Active participation in the principal international maritime transport associations
- » Steering Council for the promotion of Barcelona Port Community and development of the Strategic Plan, involving 80 organisations



The Networked Port strategy seeks to bring the services of the Port of Barcelona closer to users through more sustainable infrastructures and services than traditional alternatives. Port organisations prioritise the search for quality standards.

- » New rail services to consolidate intermodality
- » Port activity contributes more than €4 billion in gross added value (GVA), according to the Economic Impact Study updated in 2021 using 2018 data
- » 111 port activities certified with the Efficiency Network Quality Label

About the data

This chapter lists and explains the principal data and actions of the Port of Barcelona during the financial year from a management and organisational point of view: the main features of its governance and operation, stakeholders and strategic lines and its concept of business development.



Barcelona Port Authority

Barcelona Port Authority (APB) is a public body with a legal personality and its own assets, which is responsible for the administration, control, management and operation of the Port of Barcelona. It leads the Port as a whole, lays the foundations for its operation and the search for a common goal, and represents it.

As public state bodies, port authorities depend on the Spanish Ministry of Public Works through the public body *Puertos del Estado*. From a legal point of view, they are governed by specific legislation; essentially Royal Legislative Decree 2/2011 of 5 September 2011, known as the Ports Law.

Functions and powers of the APB under the Ports Law

- » Managing and overseeing port and commercial services.
- » Providing Port general services.
- » Organising the Port's service area and port uses.
- » Planning, designing, building, conserving and operating the works and services of the Port.
- » Managing the port public domain and maritime signals.
- » Optimising the economic management and profitability of assets and resources.
- » Fostering industrial and commercial activities related to maritime or port traffic.
- » Coordinating the operations of the various modes of transport inside the port area.
- » Organising and coordinating port traffic (sea and land).



Stakeholders

The Port of Barcelona has identified a total of **8 stakeholder groups and 26 subgroups**; that is to say, the groups, activities and organisations whose expectations and demands we want to and must meet. From Barcelona Port Authority's perspective, it is also necessary to consider a priority and specific interest group: the **concessionary companies**, which manage terminals and facilities in port areas.

Stakeholder groups and subgroups of the Port of Barcelona

Group 1	Customers
1.1	Importers/exporters
1.2	Ship owners
1.3	Passengers
1.4	Nearby industry
Group 2	Administrations
2.1	European Union
2.2	Central government (Spain)
2.3	Generalitat de Catalunya (regional government)
2.4	City halls and metropolitan area
Group 3	Workers
3.1	Employees of the Administration
3.2	Employees of companies in the port logistics community
3.3	Dockers
3.4	Crew members

Group 4	Suppliers
4.1	General services
4.2	Specific services of the port sector
Group 5	Society
5.1	Citizens
5.2	Social entities
5.3	Users of Port Vell areas
Group 6	Media
6.1	General media
6.2	Specfic national and international media
6.3	Social media
Group 7	Institutions
7.1	Educational community (universities, schools, museums)
7.2	Research institutions / technology centres
7.3	Foundations
7.4	Port associations
7.5	Professional associations
Group 8	Investors
	Private investors



The infrastructure

With specialised spaces, equipment and services for each sector and the largest logistics area of its geographical area, the Port of Barcelona is the main transport and services infrastructure in Catalonia and a benchmark port in the Euro-Mediterranean region. It is also a powerful driver of social and economic development, in which more than 500 companies interact and more than 37,000 people work every day.

The 106 shipping lines, managed by 48 shipowners, which connect Barcelona with 198 ports around the globe on a regular schedule, mostly weekly, make it Spain's top port for international traffic.

The Port has three large business units occupying different spaces: the commercial port, which brings together activities dedicated to specific traffic; the logistics port complements the commercial activity and is the basis for consolidating the networked port model; and the Port Vell, or Old Port, which comprises the public spaces recovered for urban nautical and sports uses.

General technical characteristics of the Port of Barcelona

Location	
Latitude	41° 21′ N
Longitude	2° 10′ E

Tides	
Width	125 cm

Entrance

South Entrance mouth

Position	160°
Width	450 m
Draught	16 m

North Entrance mouth

Position	205
Width	230 n
Draught	11.5 n



Land area

1,140.37 ha

Wharves and berths

23.183 km

Ro-ro ramps

30

Tugs

8 (between 4,000 HP and 6,866 HP)

Warehousing

Covered	203,304 m ²
Uncovered	5,023,964 m ²

Dry dock

Length	220 m
Width	39 m
Draught	12 m
Capacity	90,000 t
	displacement

Dock cranes

27 (for containers)

Specialised terminals

Container and multipurpose terminals: 3

Car terminals: 2

Coffee and cocoa terminal: 1

Liquid bulk terminals: 9

Dry bulk terminals: 5

Ferry terminals: 3

Cruise terminals: 6



Governing bodies

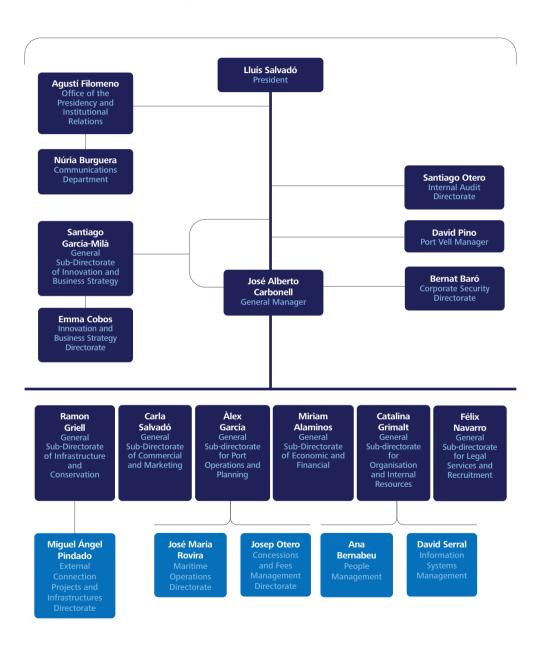
» Administration Board of Barcelona Port Authority

As of 31 December 2023, the composition of the Management Board of the Port Authority, the highest governing body of the Port of Barcelona, is as follows:

President	
Lluís Salvadó Tenesa	President of the Port of Barcelona
Ex officio member	
Francisco Javier Valencia Alonso	Harbourmaster
General manager (not member)	
José Alberto Carbonell Camallonga	
Members representing the General	al State Administration
Carlos Prieto Gómez	Spanish Government delegate in Catalonia
José Antonio Lago Alba	Director of Operations of the public body Puertos del Estado
Cristina Ozores Jack	Chief State Attorney in Catalonia
Members representing the Admin	istration of the Generalitat de Catalunya
Antoni Llobet de Pablo	President of the Official Association of Customs Agents of Barcelona
Salvador Richart Gómez	President of the Association of Shipping Agents of Barcelona
Emili Sanz Martínez	President of the Association of Freight Forwarders and International Shippers and similar (ATEIA-OLTRA Barcelona)
Xavier Tàrraga Martínez	Coordinator of the Catalan-Balearic area of the State Coordinator of Dockers
Members representing the munici	palities holding the Port of Barcelona's service area
Laia Bonet Rull	First deputy mayor and director of the Urban Planning, Ecological Transition, Urban Services and Housing Area of Barcelona City Council
Lluís Mijoler Martínez	Mayor of El Prat de Llobregat City Council
Members representing chambers and relevant sectors in the port a	of commerce, business organisations and trade unions rea
Xavier Sunyer i Deu	Member of the Plenum of Barcelona Chamber of Commerce
Xabier Maria Vidal Niebla	President of the Association of Port Stevedoring Companies of Barcelona
Soraya Díaz Soldán	Comissions Obreres (CCOO) - Sea Sector of the Federation of Citizen Services
Carles Boy Rodríguez	Unió General de Treballadors de Catalunya (UGT)
Secretary (not member)	During fire and in larger 2022, the fall of the disasters have regions of from the investigation
Ignacio Toda Jiménez	During financial year 2023, the following directors have resigned from their positions as members: Maria Eugenia Gay Rosell, Janet P. Sanz Cid and Jordi Trius Traserra.

» Barcelona Port Authority Executive Committee

The Executive Committee brings together the various functional areas of Barcelona Port Authority. The infrastructure in general is managed and the common strategy of the entire Port of Barcelona and its Port Community is managed from these areas.



» Steering Council for the promotion of Barcelona Port Community and development of the Strategic Plan

The Steering Council (abbreviated name) is the collegiate body that represents the desire for cooperation between Barcelona Port Authority public and private institutions performing their activity in the port area of Barcelona. Its **goal** is to promote actions to reinforce and enhance the Port of Barcelona brand as a business community and foster the process of national and international expansion of the Port, increasing and establishing loyalty in goods traffic and passenger movement.

The **Port Community of the Port of Barce-lona** (PC) currently brings together around 500 administrations, entities and companies, located in the port area or its surroundings, which participate in the activity of the Port of Barcelona and share a common idea of service and quality, joining them together in cooperation. The PC does not have its own legal personality, but is governed by various legal regimes, comprising limited companies, joint-stock companies, common joint ownerships, foundations, associations and administrations, each governed by their individual rights and laws.

The Port of Barcelona constituted its service port community in 1993 with the signing of the **Agreed Quality Charter**. The aim was to bring on board public and private operators with responsibilities and interests within the territorial scope of the port to provide a more efficient and high-quality response to the needs and expectations of customers. The plenary body by which it was governed was the Steering Council of the Quality Plan. The name, structure and statutes of this body have been adapted to the development of the Port's strategy, embodied in successive strategic plans.

Evolution of the name Steering Council

Steering Council of the Quality Plan the Strate and the



Steering Council for the promotion of Barcelona Port Community and development of the Strategic Plan

ORGANISATIONAL STRUCTURE

The Steering Council comprises representatives of entities, bodies and associations that make up the Port Community of Barcelona and others related to international trade, ensuring that all players are involved. It acts as a body for facilitating proposals that are submitted to the Port Authority for their potential application.

Executive committee

President	The president of the Port of Barcelona
First Vice-president	The president of the Association of Port Stevedore Companies of Barcelona and vice-president of the Management Board of the Port of Barcelona
Second Vice-president	Manager of the Port of Barcelona
Director	Head of External Relations and Promotion of the Port of Barcelona
Representatives	 President of Official Association of Customs Agents and Commissioners of Barcelona (COACAB) President of the Association of Port Stevedore Companies of Barcelona President of the Association of Shipping Agents of Barcelona President of Association of International Freight Forwarders of Barcelona (ATEIA) Representative of the State Tax Administration Agency
Secretary	Attorney of the Legal Services of the Port of Barcelona

Plenary of the Steering Council

The Steering Council comprises **80 representatives** of around fifty organisations of the Port Community of Barcelona, with the Port Authority of Barcelona at the head.

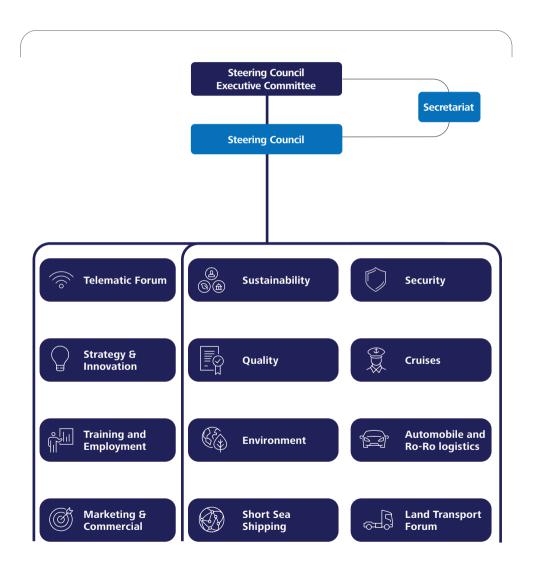
Organisations participating in the Steering Council, 2023

ADIF - Gerència Terminals de Mercaderies Nord-est	Customs of Barcelona
Aduanas Pujol y Rubio	ERGRANSA S.A.
Barcelona Airport, AENA	European School - Intermodal Transport
State Agency for Tax Administration in Barcelona	ESTIBARNA-SAGEP
Alfil Logistics	Faculty of Nautical Studies of Barcelona
AMETRACI - Mediterranean Association of Container and Intermodal Transporters	Federation of Communication and Transport - CCOO
APM Terminals	National Federation of Transports, Communications and Sea - UGT
Apostolate of the Sea - Stella Maris	Ferrocarrils de la Generalitat de Catalunya
BIP AREA - Port of Barcelona	BCN Port Innovation Foundation
Association of Shippers of Spain	Gerència Urbanística Port Vell
Association of Container Carrier Businesses (ATEC)	Government of Spain – Government Delegation in Catalonia
Association of Shipping Agents of Barcelona	
Association of Port Stevedoring Companies of Barcelona	Grimaldi Logística España, S.L.
ATEIA-OLTRA – Association of International Freight Forwarders of Barcelona	ICEX Masiques, Logistics and Customs Services
Barcelona Catalunya Centre Logístic	MB92
Barcelona Nautical Cluster	Mercabarna
Barcelona Chamber of Commerce	Miquel Torres, S.A. / TRANSPRIME
Barcelona Harbourmaster's Office	MSC Cruises
CILSA - Intermodal Logistics Centre	PIMEC
Official Association of Customs Agents	Port of Barcelona
and Commissioners of Barcelona	Portcemen, S.A.
Barcelona Fishermen's Guild	Ports de la Generalitat
Council of Users of the Maritime Transport of Catalonia	RENFE-Gerència de Producció Nord-est de Mercaderies
Consortium of the Free Trade Zone of Barcelona	i Logística
State Coordinator of Sea Workers	Sintraport
Port of Barcelona Pilots' Corporation	TRANSPRIME
Government Delegation in Catalonia - Ministry of Agriculture and Fisheries	TEPSA

Government Delegation in Catalonia -Ministry of Health and Consumer Affairs

Working Groups

The Steering Council currently has 13 working groups, which draft action proposals to improve operation in these specific areas of Barcelona Port Community. Each of the groups is chaired by a business member of the Port Community of Barcelona and is coordinated by an APB manager. The actions of each working group during this 2023 are set out in the "Promotion of the Port Community" section of this chapter.





Telematic Forum group

Mission: to define, optimise and harmonise the documentary procedures associated with the passage of goods and means of transport through the Port of Barcelona.



Strategy and Innovation group

Mission: to generate prosperity in the Port Community, by providing efficient and sustainable logistics and transport services to increase our customers' competitiveness. To promote generation of new concepts, businesses, services, facilities, etc. to ensure constant and sustainable development of the Port Community.



Training and Employment group

Mission: to have enough well-trained professionals from a European and global perspective. To enable students to balance training in educational institutions with real-life on-the-job training.



Marketing and Commercial group

Mission: to generate commercial strategy for the Port Community, the hinterland and the foreland.



Sustainability group

Mission: to help the Port of Barcelona to become more socially responsible by enhancing criteria of social responsibility and prevention of occupational and environmental risks in the companies of the Port Community.



Quality group

Mission: to provide concrete proposals for improving the processes of the Port Community and for these to represent a significant benefit in the Port's service offering.



Environmental group

Mission: to organise a forum for exchanging good practices and best techniques for excellence in the environmental management of the Port's concessions and services; To foster debate on environmental aspects that affect overall port activity.



Short Sea Shipping group

Mission: to foster and facilitate mechanisms for developing and improving short sea shipping (SSS) in the Port of Barcelona.



Security group

Mission: to share information, knowledge and experiences on security at the Port of Barcelona.



Cruise group

Mission: to align strategies and design a local action plan for the sustainable development of cruise tourism. The actions agreed will be framed in a communication plan highlighting the benefits and truths of the cruise industry.



Land Transport Forum group

Mission: to foster the use of rail transport in the port and organise the joint road transport actions of the entire Logistics Community linked to maritime and inland terminals. To achieve the integration and regulation of the sector.



Automobile and Ro-Ro Logistics group

Mission: to optimise the finished vehicles distribution logistics chain, especially as they pass through the Port of Barcelona.



Bulk Goods group

Mission: to publicise the activities specific to the traffic of dry and liquid bulk and involve the entire Port Community of Barcelona.

OPERATION

Regulations:

» The Steering Council for the promotion of Barcelona Port Community and development of the Strategic Plan is governed by **statutes** approved in 2020.

Work process

» The working groups meet periodically according to their individual needs, to work on **proposals for improvement and action** in the area they represent. » The proposals of the working groups are **sent to the plenary session of the Steering Council for approval**. The plenary meets at least once a year ordinarily, although two meetings are usually held a year (in January and July). Extraordinary meetings can also be held at the request of the president of the Steering Council.

Approval of proposals

» Agreements in the plenary session are taken by an absolute majority of votes of members present and by proxy. In the event of a tie, the president has the deciding vote.

The guiding principles



» Transparency

As a public entity, Barcelona Port Authority (APB) is subject to the regulations set out in Law 19/2013 of 9 December 2013 on transparency, access to public information and good governance. Except in specific cases, this law does not affect organisations governed by private law.

Apart from the publication of this annual report, the APB makes information of various types (institutional, organisational and planning, legal, economic, budgetary and statistical) available to the public, using general consultation on the website of the Port of Barcelona, and on specific request for information through the **Opendata** portal.



» Ethics and integrity

The **Code of ethics of the Port of Barcelona**, approved in May 2015, establishes the values and guidelines of conduct that should mark the behaviour of everyone working there, both in terms of daily operations and in relations with stakeholders.

Having a code of ethics or good governance, a specific internal regulation, or internal compliance processes that include the aforementioned aspects is one way of making explicit the commitment to ethics and integrity as an essential aspect of the governance of any organisation.



» Environmental

The Port of Barcelona was one of the original signatories, in 2015, of the **United Nations Global Compact** and its Sustainable Development Goals (SDGs), towards which its action is oriented, as reflected in this document, the 2023 Annual Report of the Port of Barcelona.

In addition, the **Port of Barcelona Fourth Strategic Plan 2021-2025** decisively sets out the short, medium and long-term action of the Port of Barcelona around sustainability.



» Data Protection

As the data controller of the activities it performs, the APB guarantees an adequate and consistent level of protection of natural persons with respect to their personal data, subjected to processing for the performance of its competences, pursuant to the **General Data Protection Regulation (2016/679)** (RDGP) and **Organic Law 3/2018 of 5 December 2018 on data protection and guarantee of digital rights** (LOPDGDD).

In compliance with this legislation, the APB guarantees that it processes personal data **responsibly and loyally.** It prepares and publishes a **register of processing activities** and adopts technical and organisational security measures appropriate to the assessed and objectively identified risks for the rights and freedoms of the persons concerned.

The APB also applies the **transparency principle** in personal data processing and provides interested parties with the information required by the RGDP and the LOPDGDD in a concise, accessible, complete and easily understandable manner. Information can be accessed through the website or in person at the offices of the SAU General Register. You can consult the privacy policy and the Register of processing activities on the Port of Barcelona website.

The APB employs the following persons to guarantee correct compliance with the regulations:

- » A **data protection officer**, pursuant to Articles 37.1.a of the RDGP and 34 and 36 of the LOPDGDD, on protection of personal data and guarantee of digital rights;
- » A data protection officer: protecciodades@portdebarcelona.cat,
- » A **Personal Data Protection Committee**, which meets twice a year.



Adding value to the surrounding area

Generating wealth and competitiveness

The Port of Barcelona plays a key role in the internationalisation drives of companies, acts as a physical link between them and their markets and represents one of the main competitiveness factors for company location. The activities it performs to **sustainably promote port activity and logistics chains** highlights the importance that these have for the territory. It can therefore be said that it participates actively and decisively in the economic development of Catalonia and of Spain as a whole.

The **importance of a port as a generator of wealth and competitiveness** in its surrounding area can be determined by more than the figures registered concerning traffic volume and passenger movements. A more complete indicator is **gross added value** (GVA), which measures the economic income from the services provided by companies, organisations and insti-

tutions along the entire logistics chain of maritime transport.

The latest version of the **Port of Barcelona Economic Impact Study**, published in 2021 and drawn up with data from 2018, concludes that the Port of Barcelona's activity contributes a total of **€4.213 billion** to the economy in terms of wealth or gross added value (GVA), accounting for 2% of Catalonia's GVA and 0.4% of Spain's. Furthermore, its activity generates **46,469 direct and indirect jobs**, representing 1.4% of total employment in Catalonia.

When these results are compared with those of the previous impact study from 2006, we can see the notable cumulative growth of 84% in the Port's contribution to the GVA of Catalonia, which rose from 1.4% to 2%, as well as in employment, which went from 0.9% to 1.4% of the total in Catalonia. The fact that the increase in GVA was greater than that of employment indicates the improvement in the Port's productivity.

Economic impact of the Port of Barcelona

€4.213 billion

46,469
direct and indirect jobs
= 1.4% of total employment
in Catalonia

The effects of digitalisation

The digitalisation implemented by the Port of Barcelona in processes and operations is one of the key aspects that explain the development of traffic and especially the qualitative improvement in recent years. The study on "Economic impact of the commercial activity and digitalisation of the Port of Barcelona", prepared with the consultancy Ecoathenea and the collaboration of 126 companies from the Port Community with 2006-2018 data, concludes that digitalisation has made Barcelona a port that is more competitive, with less environmental impact and more productive capacity, all of which have a positive impact on the surrounding area as a whole.



» Economic impact

The main benefit of the digitalisation of the Port was a notable improvement in pro**ductivity**, allowing it to gain **growth** capacity and increased **competitiveness**. The short and long-term effects of this are different.

Economic impact of digitalisation in the Port, in the short term Cost reduction of: **€450** million per year 15% of the Port's operating expenses

More than 2,700 jobs less COSTS less JOBS more PRODUCTIVITY

Economic impact of digitalisation in the port, in the long term Sales increase of: €427.4 M 39% of the total 2006-2018

Generation of 2,564 jobs = 16% of the direct employment of the Port in 2018 more PRODUCTIVITY more ACTIVITY more SALES more JOBS, that are more QUALIFIED



» Environmental impact of digitalisation

Improved productivity also results in reduced fuel consumption and therefore in pollutant emissions, in accordance with the optimisation of port operations and movements. The saving of CO_2 eq is very significant overall and is equivalent to 234,117 trees planted or 316 ha of new forest.

Environmental impact of digitalisation at the Port

- » Reduction of 781.7 tonnes of pollutant emissions (NOx and PM) = 13% of the total emitted by the Port
- » Direct reduction of the carbon footprint by 38,629 tonnes of CO₂ eq = 12% of the total CO₂eq emitted by the Port

Innovation

Innovation is a key factor for the development of the Port's sustainability-based strategy. This year, the major initiatives included in the Innovation Plan were carried out according to the planned deadlines

» BCN Port Innovation



This was the first year of operation of **BCN Port Innovation**, a private foundation created by the Port of Barcelona, unveiled officially during the holding of SIL Barcelona 2023. Its purpose is to bring the realities of emerging companies and

the Port Community closer together. To achieve this, the Foundation performs concept tests and pilots to validate new technologies useful for the Port Community.

Milestones 2023

- » We now have 22 associates.
- » A technical manager was hired to manage the foundation's day-to-day operations.
- » The first three collaboration projects were successfully completed between startups and companies of the Logistics-Port Community:
 - 1) a volumetric analysis of loads using Lidar technology, with the participation of Grimaldi and GoClever
- 2) an automatic seal reading system, with the participation of Hutchison BEST and AllRead
- 3) an ecosystem mapping driven by the European Intermodal Transport School within the framework of the TECHLOG project.

Looking ahead, six new projects are planned to start in the first half of 2024, including technologies such as 5G, the use of drones, image recognition and the circular economy, among others.

» BlueTechPort



This year, the project to create a large innovation space called **BlueTechPort** has continued and should be operational during 2027. Located in the nearly 24,000 square metres of the old port warehouses in the Sant Bertran area, and spread over three floors, this space will host startups and scale-ups, research centres, technology centres, schools, corporations and all the actors that allow the creation of a true innovation ecosystem focused on the blue economy.

In the meantime and given the need to offer a space for innovation to emerging companies, a space was enabled in **co-working mode at the** Tech Barcelona facilities at Pier 01. This space, covering around 300 square metres, was adapted in July 2023 and at the end of the year it boasted 80% occupation, with by a dozen new companies related to the blue economy.

» PierNext



Once again this year there was clear growth in PierNext, the innovation block created by the Port of Barcelona to publicise innovative aspects related to ports, maritime transport and the blue economy.

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Data 2023
» 110,000 users — ≈ 68%
                               » 27 videos
» 47 articles
                               » 8 infographics
» 11 newsletters
                               » 1 e-book
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» Other notable initiatives and actions

- » We raised the **visibility** of collaborative startups through participation in various fairs and events such as the Mobile World Congress, 4YfN, Smart City Expo World Congress, BNEW or the Barcelona International Logistics Show.
- » We maintained innovation collaboration with other ports within the framework of the chainPort and Smart Ports:Piers of the Future groupings.
- » We collaborated closely in the development of the **B-Blue incubator**, created by Barcelona Activa and promoted by the Port of Barcelona.

» Work continued on financing port innovation through the calls under the Ports 4.0 programme.

It is also worth pointing to the fact that the Norrsken Foundation this year opened Norrsken House Barcelona, a 10,000 square metre space dedicated to accelerating impact companies in the port service area. This centre comes on top of the other international benchmark innovation hub. Tech Barcelona's Pier 01.

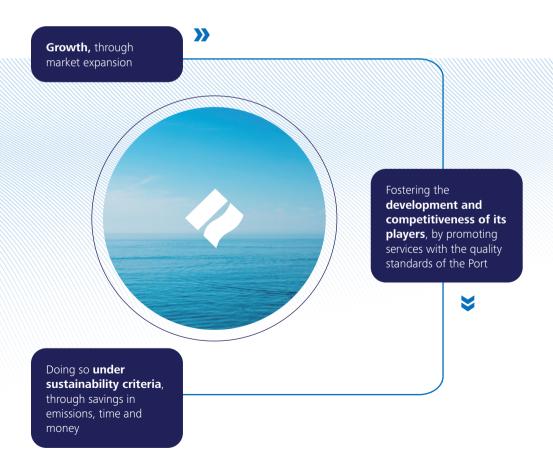


The strategy

The networked port

For years, the Port has been developing a network of services and infrastructures at strategic points in nearby markets (hinterland) to facilitate the routing of cargo between these areas and the Catalan capital. The so-called **Networked port** strategy is based on promoting intermodal

services, rail and short sea shipping with the support of inland maritime terminals to enable the Port of Barcelona to achieve the following milestones:





» Inland maritime terminals

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

Some companies in the Port Community that are aware of the strategic importance of intermodal transport also hold stakes in inland and/or rail terminals.

Terminals in which the APB holds a stake and their rail traffic, 2023

	Terminal	Location	Rail traffic
> tmZ	Zaragoza Maritime Terminal (tmZ)	Zaragoza	145,846 TEU (1)
AZUQUEÇA	Terminal Intermodal Centro – Puerto Seco de Azuqueca	Azuqueca de Henares (Guadalajara)	45,588 ITU (2)
Puerto Seco de Madrid	Puerto Seco de Madrid	Coslada (Madrid)	65,399 ITU
PERPIGNAN SAINT-CHARLES CONTENEUR TERMINAL	Saint-Charles Container Terminal Perpignan	Perpignan (France)	35,471 ITU
TIE Terminal Intermodes de l'Empordà St.	L'Empordà Intermodal Terminal	Vilamalla and el Far d'Empordà (Girona)	In the planning stage
TERMINAL INTERMODAL MONZON	Monzón Intermodal Terminal (TIM)	Monzón (Huesca)	16,150 ITU
agroTIM	AgroTIM	Monzón (Huesca)	48,613 tonnes
literaTIM	Intermodal Terminal Litera TIM	Tamarite de Llitera (Huesca)	Started activity in October 2023

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

Terminals in which companies from Barcelona Port Community hold a stake, 2023

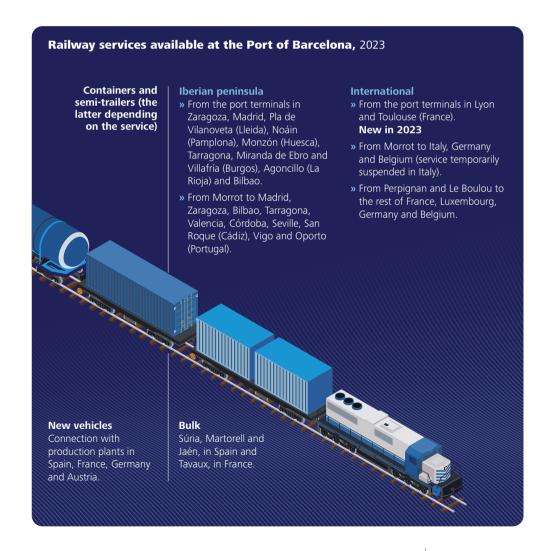
Terminals	BPC companies
Terminal Marítima de Zaragoza	Stake held by APM Terminals and Hutchison Ports
Pla de Vilanoveta (Lleida)	Stake held by APM Terminals
Tarragona Mercaderies	Stake held by APM Terminals and Transportes Portuarios
Noáin Terminal (Pamplona)	Stake held by Synergy (Hutchison's rail operator)

⁽²⁾ ITU (Intermodal Transport Unit) is any means, self-propelled or not, used directly or indirectly as a means of land transport.

» Rail services

The **Networked Port strategy** involves developing, promoting and consolidating regular and frequent rail services, both peninsular and international. In addition to the connections with inland maritime terminals in which the APB or the companies of the Port Community hold stakes, some rail logistics operators offer rail services through other terminals: the PLAZA and LTA terminals in Zaragoza; the terminals of Miranda de Ebro and Villafría, in Burgos, and the terminal of Agoncillo, in La Rioja.

New in 2023 on the international level. a new intermittent rail vehicle transport service was launched with Sochaux (France) as well as standard-gauge container services between the Port and the French terminals of Toulouse-Fenouillet and Lyon Loire-sur-Rhône.



Railway services available at the Port of Barcelona, 2023

Type of service	Description and current situation	Operators	Frequency
Containers service with the Zaragoza maritime terminal, TMZ	Consolidation of services for containers (conventional and refrigerated) with TMZ, Spain's top rail freight terminal	APMT Railway / SICSA	Between 5 and 6 daily services
Service for refrigerated and conventional containers with Monzón (Huesca)	Increase in container services (conventional and refrigerated) with the Monzón terminal (Huesca)	APMT Railway And Medlog	Between 8 and 13 weekly services
Service for containers with Tarragona	Service for containers between Barcelona and the Tarragona Mercaderies terminal	TP Nova	10 services a week
Container service with Lleida	Consolidation of the service for containers (conventional and refrigerated) between Barcelona and the Pla de Vilanoveta terminal (Lleida)	APMT Railway (conventional and refrigerated)	4 services a week
Container service with the Noáin terminal (Pamplona)	Consolidation of the service for containers between Barcelona and Noáin (Pamplona)	Synergy	Between 5 and 6 services
Service for containers in Burgos at the Miranda de Ebro terminal (Burgos)	Increase of services for containers with the terminal of Miranda de Ebro (Burgos)	Synergy	4 weekly services
Service for containers with Agoncillo (La Rioja)	Increase in the service for containers between Barcelona and Agoncillo (La Rioja)	Synergy	2 weekly services
Service for standard gauge containers in Toulouse (France)	Start of new direct service for containers between Barcelona and the Toulouse Fenouillet terminal (France). At 750 m, they are the longest container trains in standard gauge and the first without a change of locomotive at the border	Maersk/ Synergy / Naviland Cargo	3 weekly services

Continues »

Continued» Railwa	v services	available at	the Port o	f Barcelona.	2023

Type of service	Description and current situation	Operators	Frequency
Service for standard gauge containers in Lyon (France)	Start of new direct service for containers between Barcelona and the Lyon Loire- sur-Rhône terminal (France). Like those in Toulouse, they are the longest container trains in standard gauge, at 750 m, and the first without a locomotive change at the border	Maersk	1 weekly service
Vehicle service with Germany	Consolidation of the first direct transport service for vehicles manufactured in Germany to distribute them in Spain, in standard gauge	DB Cargo	4 weekly services
Vehicle service with Austria	Consolidation of the direct transport service of standard-gauge vehicles in Schwertberg (Austria)	Rail Cargo	1 weekly service
Vehicle service with Sochaux (France)	Start of a new direct standard-gauge vehicle transport service to Sochaux (France)	Pecovasa	Intermittent service

PARTICIPATION IN SECTORAL ORGANISATIONS

To enhance its railway strategy, the Port of Barcelona continued to participate during 2023 in various bodies, working groups and clusters linked to the development and promotion of railway services and the Mediterranean corridor, with special mention of:

- » FERRMED
- » Mediterranean Rail Freight Corridor 6 UE
- » Railgrup

» Short sea shipping services

The Motorways of the (MoS) are Short Sea Shipping (SSS) services that are an alternative to road transport and meet the minimum frequency criteria of three weekly departures and three stopovers in different ports at most. The Port of Barcelona currently offers short sea shipping services with Italian and North African ports, that are fully integrated into the **Port Network** strategy.

In 2023 these services registered a total of **146,751 intermodal transport units (ITU)**, down nearly 5.7% on the previous year. Despite the decline, this traffic led to an identical number of lorries diverted from the roads to the maritime mode, which is more economically and environmentally efficient. The Port thus contributes significantly to promoting sustainable logistics chains in the Mediterranean area.

SSS, Ro-Ro and Multipurpose Services, 2023





Rome (Ro-Pax)	20 h
Porto Torres (Ro-Pax)	12 h
Savona (Ro-Ro)	18 h
Leghorn (Ro-Ro)	24 h



Genoa (Ro-Pax)	19 h
Tangier (Ro-Pax)	29 h
Nador (Ro-Pax)	24 h



Las Palmas & Tenerife (Ro-Ro) 3 days



Rades-Tunis (Ro-Ro)	30 h



DALLAKIA

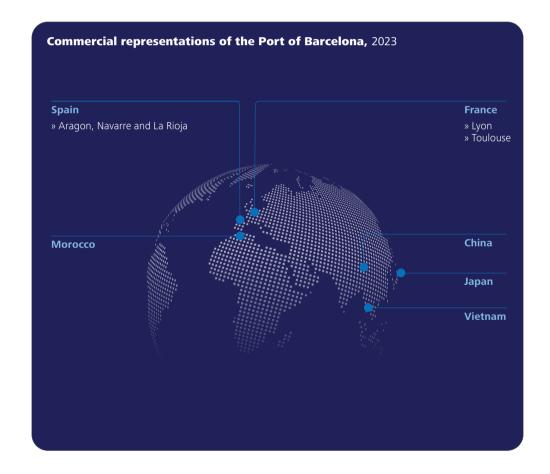
Balearic Islands (Ro-Pax)

8 h

» Port representations

The Port of Barcelona has **six commercial representations**, which aim to consolidate and to monitor the **networked port strategy** in nearby markets and to strengthen and establish new relationships in distant markets.

The staff that run them answer to the Port Authority and cover both the hinterland (area of the northern peninsular area of Spain, from Zaragoza, and the south of France, from Lyon and Toulouse) as the foreland (North African market from Morocco; Southeast Asian (ASEAN) area from Vietnam and Chinese market from Hong Kong. In the "Directory" chapter of this report you can find the contact details of each of the delegations and representations.



» BARCELOC programme

As part of the **BARCELOC** initiative, Barcelona Port Authority, Barcelona City Council and ACCIÓ (the public agency for the competitiveness of Catalan companies, attached to the Department of Business and Labour of the Generalitat de Catalunya) continued to promote Catalonia as a southern European distribution centre and to work to attract foreign companies looking for a location for distributing into southern Europe.

This year **twenty companies** of different nationalities, but mainly Chinese and Korean, were advised to install a logistics hub in Barcelona. These companies work in sectors such as chemical, food and automotive and from the fields of electric batteries, LED screens and solar panels.

BARCELOC also participated in several working groups with various Catalan organisations to analyse the measures to be taken to develop logistics land in Catalonia, especially in the first and second belt. Large international companies have shown interest in setting up their distribution centres for southern Europe in this territory, near an international port and airport and with good rail connectivity.

» Participation in fairs and congresses

The Port of Barcelona actively participates in commercial events focused on different products and areas of action, with the following objectives:

To promote, consolidate and position its strategic traffic.



To study market trends and the needs of users and operators first-hand.



To act as an umbrella for the Port Community by teaming up with companies to create synergies and add value and competitiveness to businesses in the sector.

Main commercial promotion initiatives of the Port of Barcelona, 2023

Event name	Place held	Month held
Transport and Logistics Innovation Week (SITL)	Paris (France)	March
Intermodal South America	Sao Paulo, (Brazil)	March
Transport Logistic Munich	Munich (Germany)	May
Barcelona International Logistics Fair (SIL)	Barcelona (Spain)	June
China International Logistics Fair (CILF)	Shenzhen (China)	October
Breakbulk Europe	Rotterdam (Netherlands)	June
	Transport and Logistics Innovation Week (SITL) Intermodal South America Transport Logistic Munich Barcelona International Logistics Fair (SIL) China International Logistics Fair (CILF)	Transport and Logistics Innovation Week (SITL) Paris (France) Intermodal South America Sao Paulo, (Brazil) Transport Logistic Munich Munich (Germany) Barcelona International Logistics Fair (SIL) Barcelona (Spain) China International Logistics Fair (CILF) Shenzhen (China)

Continues »

Continued» Main commercial promotion initiatives of the Port of Barcelona, 2023

	Event name	Place held	Month held	
Presence at specialised fruit and vegetable and/	Fruit Logistica	Berlin (Germany)	February	
	Medfel	Perpignan (France)	April	
or perishable goods	Fruit Attraction	Madrid (Spain)	October	
(fresh produce) fairs)	Agrivac	Bayonne (France)	September	
•	Seafood	Barcelona (Spain)	April	
Presence at	Seatrade Cruise Global	Miami (EUA)	March	
specialised cruise traffic fairs	Seatrade Mediterranean	Hamburg (Alemanya)	September	
Presence at fairs	Asia			
that stand out due to the relevance of	WCA Worldwide Conference*	Singapore (Singapore)	February	
the geographical	WCA*	Miami (USA)	June	
area or market	SINO International Conference	Hong Kong (China)	September	
	Automotive Logistics International	Yantai (China)	July	
	* Organised by WCA (World Cargo Alliance) under the agreement between WCA and China International Freight Forwarders Association, CIFA, ATEIA and Port of Barcelona.			
	North Africa			
	Logismed	Casablanca (Morocco)	June	
	French market			
	Transport Logistics meetings	Cannes (France)	November	
Participation in	LetExpo - Logistics Eco Transport (ALIS)	Verona (Italy)	March	
other key fairs, congresses and	Logistech Izmir	Istanbul (Turkey)	November	
conferences	Petrochemicals Global Logistics Convention (PGLC)	Marseille (France)	June	
	Mediterranean Ports and Shipping	Athens (Greece)	March	
	Cool Logistics International	Genoa (Italy)	October	
	Automotive Logistics Europe	Bonn (Germany)	March	
	Logitrans	Istanbul (Turkey)	November	
Participation	The Association of European Vehicle Logisti	ics (EGC), on vehicle traffic		
in conferences organised by	ECG Conference	Copenhagen (Denmark)	October	
associations in	General Assembly & Spring Congress 2023	Thessaloniki (Greece)	May	
which the Port of Barcelona is a member	AECOC			
member	Transport Forum	Madrid (Spain)	December	

» Trade mission by the Port of Barcelona

The 25th edition of the trade mission led by the Port of Barcelona took place in 2023. Again the destination was a country in the Asia-Pacific area, in this case India, to respond to the interests of Barcelona Port Community and the business fabric it serves. The objective of the mission was to help enter the Indian market, to promote new business opportunities, and to facilitate the establishment of business and institutional contacts.

GENERAL PROGRAMME

Date and place held

From 16 to 18 October in Mumbai.

Delegation

Comprising 49 professionals and company managers, mostly from the port logistics sector, mainly logistics operators. The mission was led by the president of the Port of Barcelona, Lluís Salvadó, and the Regional Minister for Territory of the Government of Catalonia, Ester Capella, and was also attended by the president of the Port of Tarragona, Saül Garreta.

Programme of activities

WORK SESSIONS

- » Business day "India-Spain/Catalonia: New business opportunities": This was the central event, to present the maritime and logistics offer of the Port of Barcelona to the business and associative fabric and public institutions and entities of India and to explore business and investment opportunities in both countries and cities.
- » Participation in the Global Maritime India Summit 2023 (GMIS2023): significant presence of the Port in the conference programme and in the exhibition area. As the only port in the Mediterranean and southern Europe with its own stand, it was able to reinforce its strenqths as a reference international logistics hub.

SPECIFIC PRESENTATIONS AND MEETINGS OF THE PORT OF BARCELONA

- » Press conference with general and specialised media.
- » Private meeting and presentation of the automotive sector: the Deputy General Manager of Commercial and Marketing of the Port of Barcelona, Carla Salvadó, and the General Manager of Setram, Miquel Tarragona, explained the importance of the automotive sector in the Port of Barcelona, in Catalonia and in Spain, the second largest producer of cars in Europe.
- » Private meeting and presentation of the automotive sector for the port logistics sector associations: Eduard Rodés, director of the European School Intermodal Transport, led this meeting, in which he presented the Virtual Lab platform, a leader in logistics training through simulation to manage the operations of the logistics chain as a whole.
- » Specific interventions in the GMIS2023 programme:
 - "Global Economic Corridor" (Eduard Rodés)
 - "Developing Ports for the future" (Lluís Salvadó)
 - Special Session with Maharashtra (Carla Salvadó)
 - Global CEO's Forum
 (L. Salvadó, S. Garreta, E. Rodés)

INSTITUTIONAL AND COMMERCIAL **MEETINGS**

- » Logistics committee of the Bombay Chamber of Commerce and Industry (president)
- » Directorate General of Shipping of the Ministry of Ports, Shipping and Waterways of the Government of India
- » Mumbai Port Trust
- » Adani Ports
- » Indian Institute of Technology Bombay (IITB)
- » Mahindra
- » Mediterranean Shipping Company (MSC)
- » Samsara Group Corporation
- » The Shipping Corporation of India
- » Customs officials and representatives of the customs area of both port communities

VISIT TO PORT FACILITY

» Mumbai Port Trust

SIGNING AGREEMENTS

BETWEEN CATALAN AND INDIAN ASSOCIATIONS

- » Association of Freight Forwarders of Barcelona (ATEIA-OLTRA) - Emili Sanz, president
 - Federation of Freight Forwarders Associations in India (FFAI) - Mr. Dushyant Mulani, President
- » College of Customs Agents of Barcelona (COACAB) - Antonio Llobet, president Brihanmumbai Custom Brokers Association (BCBA)
- » European School Intermodal Transport -Eduard Rodés, director Federation of Freight Forwarders Associations

in India

BETWEEN PORTS

» Port of Barcelona - president of the Port of Barcelona, Lluís Salvadó Mumbai Port Trust - Chairman, Shri Raiiv Jalota

At the end of the year the letter of intent was awaiting approval and validation of the Memorandum of Understanding (MOU).

Global Maritime India Summit 2023

This is the industry's largest event in India and is an annual gathering of the Indian and international maritime community to address key industry issues and exchange ideas to move the industry forward. It is promoted by the Ministry of Ports, Shipping and Waterways, and organised jointly with the Federation of Indian Chambers of Commerce and Industry (FICCI) and the Ports Association of India. The GMIS2023 congress brought together global maritime stakeholders, public and regulatory bodies, and industry and industry opinion leaders.

The members of the Port delegation participated as speakers in various conferences and played a leading role in several meetings with companies and institutions in the Indian logistics sector. The location of the Port of Barcelona stand, in front of the port of Nhava Sheva (one of India's main ports) and next to the Directorate General of Shipping, generated a significant influx of professionals from the Indian sector interested in learning about facilities and services of the Port of Barcelona. The stand had a large and active presence of the Catalan Port Community.

Promotion of the Port Community

A new **Bulk goods** group was launched in 2023 within the Steering Council for the promotion of the Port Community and the development of the Strategic Plan. The 13 active working groups made progress in proposals for action and improvement in their specific areas.

Main actions and proposals of the working groups of the Steering Council, 2023



Telematic forum

- » Analysis and presentation of the changes involved in the amendments to the EMSWe, eFTI and Union Customs Code G3/G4 Regulations (22/11/2023).
- » Customs aspects: control of goods of regular maritime services; Export LSP and document list per container; control of transfers to scanner; management of containers that must pass through the scanner, and PCF and treatment of abandoned goods.
- » Land transport: improvements in goods entry and exit procedures; Documentary exchanges in rail transport, and information about flexitanks.
- » Maritime Transport: ship clearance and waste declaration.
- » Other topics: contingency plans; PORTIC DRS tests; change of the APMT TOS and moving of Port Nou.
- » Collaboration with Quality (railway) and Automobile (land entry and exit documentation) groups.



Training and Employment

- » Promotion and development of the "Come to the Port" programme (Let's learn Together, Train at the Port, Discover the Port, Talent, Talent Recruitment Portal, Welcome to the Port) and closure of the YEP MED project.
- » Participation in events such as Blue Economy Day, International Logistics Fair, Employment Fair.
- » Dual FP course, with the Logistics Institute of Barcelona (ILB) and the Barcelona Institute of Nautical studies (INB).
- » Work subgroups: Skills accreditation (to improve the competitiveness of human capital); Ports & Passengers (to create synergies between cruise lines and the Port, for recruitment) and Human Resources with Al.

NB: further details on the work of this working group can be found in the corresponding section of the Social Value chapter of this report.



Strategy and Innovation

Progress was made in rolling out the following initiatives: Port Vell strategic plan, BCN Port Innovation Foundation, Blue Tech Port and Ports 4.0 programme.



Quality

- » Consensus on the definition of the Import Reliability Commitment (stage 1).
- » Consensus on the Transparency and Information Commitment.
- » The group showed its willingness to share information from the entire chain and for this to be 100% telematic
- » Working group members: ADIF, RENFE, BEST, APMT, TPNova, SINERGY, APMT Railways, GO TRANSPORT, CAPTRAIN, SICSA RAIL, MSC, CMA-CGM, APB.
- » Planned actions: present the indicator report model for each activity; pilot tests with companies; develop the Export Reliability Commitment; include rail information in the Container Tracking Application (CTA).



Sustainability

- » Sustainability Observatory and Commitments: 116 affiliated companies; new more complete survey adapted to regulation and trends in ESG, and incorporation of the Positive Impact Commitments.
- » Positive Club: Christmas toasts with 38 attendees; forecast activities 2024; advantages for associated companies.
- » 2nd Conference Let's talk about Sustainability, with 67 attendees.
- » Solidarity Container Campaign, with 5,066 kg collected.
- » Support for the Training and Employment working group: administrative and in talks, meetings and activities.



Marketing and Commercial

- » Benchmarking with other port communities.
- » Locating emerging markets/ opportunities.
- » Coordination of participation in fairs as the Port Community.
- » Coordination of participation in other organisations (Government, Chamber...).
- » Improvement of commercial communication within the Port Community.





Environment

- » Holding five follow-up meetings (23 February, 27 April, 28 June, 27 September and 30 November).
- » Organisation of four technical days: "The decarbonisation of maritime transport", with the Association of Shipping agents of Barcelona, "The decarbonisation of Ports and terminals", "Electric trucks powered by hydrogen or batteries", with PIMEC and the Logistic Cluster and "Trends in environmental management of port activity".
- » Participation in events: Round table SIL 23; Welcome to the Port Conference, organised by GT Training; 20 years since the reintroduction of the falcon in Barcelona, and 2nd Sustainability Day (6 November).
- » Celebrating Environment Day, with a voluntary biodiversity and conservation action at Barceloneta beach.



Cruises

Work was carried out in the following areas and topics: America's Cup; analysis of the season and forecast 2024; setting up Council for the Sustainability of Cruises, and instruction of slots.

Short Sea Shipping

- » North Africa Analysis: complicated relations with Tunisia; hope for improvement with the opening of tourism and cruises; promotional events in Casablanca and Tangier; approaching the TangerMed Port Authority.
- » Analysis of Turkey: positioning of competing ports; need for competitive port and rail infrastructure; opportunities to relocate Port Nou to Princep d'Espanya wharf.
- » Entry and exit priority: concentration of operations at specific times; importance of operational speed for Ro-ro vessels, even if they do not carry passengers.
- » ETS European emissions system and sustainability: possible loss of competitiveness with respect to the road; need for consistency in regulations and modes of transport.
- » Ferroutage and rail connectivity: problems on the rolling road from Barcelona to Zaragoza and Madrid; approval of New Accesses; need for improvements in railway infrastructure and terminals.
- » Conclusion: focus on objectives to improve competitiveness; drive trade actions and connectivity with North Africa; look for solutions to improve efficiency in ferroutage and rail connectivity.



Security

- » Consolidation with representatives of 30 companies, who held two meetings and one technical conference.
- » Agreement between the APB, ESTIBARNA and CILSA for the provision of an ambulance service at the Port: Commission for monitoring the activities provided for in the Agreement; Ambulances Subgroup with operational and coordination function between action groups in emergencies.
- » Agreement between the Port and Barcelona City Council regarding civil protection, prevention, firefighting and rescue: tender to acquire three large fire engines.
- » Specific mobility issues: traffic, accident/incident review, coordination, etc.
- » Technical conference "Technological risks: electric vehicles and solar farms"



Automobile and Ro-Ro logistics

- » Analysis of the impact of the transfer of Port Nou and the berths available.
- » Vessel entry preferences.
- » New road and rail accesses.
- » Energy transition: OPS, alternative fuels.
- » Attendance at Breakbulk (Rotterdam) and Automotive Logistics Global (Yantai) fairs.
- » Lack of capacity from the Far East: appearance of container-transported vehicles
- » New scenario: diversion of ships from the Suez Canal.



Land Transport Forum

Statistical information was provided on this type of operation.





Bulk goods

- » Start of a study to better put into context the importance and better expresses the economic, environmental and social parameters of bulk traffic in the Port, as it represents 33% of the T-1 fee, 26% of the T-3 and 15% of port calls.
- » The proposal is for the discounts and conditions applied by the APB to this traffic to be proportional to the economic effort to be made by the bulk terminals at the Port
- » The need was detected for an alignment with European competitors in operational and administrative conditions; improvement in the procedures of the railway connections with the terminals; participation in the development of the new Railway Control Centre of the APB and taking advantage of the synergies with ADIF, and extension of manoeuvring schedules.
- » Take a deeper look at the facilitation and flexibility of documents in inspections and customs procedures to speed up traffic, both in entry and exit: look for effective solutions for holiday periods; consider solutions involve taking samples before docking (when the ship is at anchor); solve bottlenecks that still exist with inspections, and offer a 24/7 service.



Quality of service

The Port of Barcelona understands quality as a tool for competitiveness, which is why it is working to achieve a level of efficiency and quality in all its actions allowing it to set itself apart from its port competitors while benefiting the improvement of competitiveness of its customers.

The Quality System

The Port of Barcelona's Quality system, managed by the Port Authority's Department of Goods and Quality Operations (DOMQ) has renewed its ISO 9001 certification for a further year through appropriate follow-up audit.

The DOMQ ensures the quality of port actions and operations as follows:

- » It collaborates with certified Port terminals or in the process of certification in the Reference service levels, with regular meetings and visits and with audits prior to certification.
- » It coordinates the **Quality Team (EQ)** to monitor the service at the Border Inspection Point (BIP) and port terminals.
- » It checks and verifies the waste of the ships operating in the port under the Marpol Agreement through the EQ.
- » It analyses the data for improving the processes taking place in the Port of Barcelona.

» Reference Service Levels

The Reference Service Levels allow certified organisations to stand out from their competitors by their quality service provision while simultaneously showing their customers that they are working toward excellence.

Reference Service Levels - certified terminals, 2023

Terminals certified	Certificate date
DECAL	07.03.2023
CREUERS DEL PORT	07.03.2023
AUTOTERMINAL	30.05.2023
APMT	12.08.2023
SETRAM	20.09.2023
TEPSA	23.10.2023
TERQUIMSA	03.10.2023
ERGRANSA	16.10.2023
BEST	08.11.2023

Reference Service Levels - certified shipping companies, 2023

Shipping companies certified	Certificate date
ROYAL CARIBBEAN	17.02.2023
CELEBRITY CRUISES	17.02.2023
BALEARIA	04.03.2023
MSC	22.11.2023

Analysing and improving the Customer Experience is one of the objectives of the APB's General Sub-Directorate of Commercial and Marketing. This work area focuses on supporting the marketing activity and analysing and proposing actions to improve the service offered to the final shipper of the Port of Barcelona. These are the **main lines of action**:

Improving transparency and information to the final customer.

Managing customer inquiries and complaints.

Measuring the quality of the service offered by the port community as a whole.

And increasing knowledge about port operations and other aspects related to maritime transport or international trade.

Customer Experience is organised in the teams of the **Efficiency Network Quality Label**, the Customer Service (SAC), and Customer training (FORMAR).

» The Efficiency Network Quality Labelork

The Quality Label is available to the organisations of Barcelona Port Community that voluntarily work to continuously improve efficiency towards the rest of the community and the experience they offer as a whole to the end customer of the Port. The active participation of more than 300 professionals fosters the interrelation of organisations and creates links and knowledge exchanges that strengthen the entire Port Community.

Efficiency Network closed 2023 with **111 certifications**, 13 more than the previous year, and 3 collaborating administrations (including SIF, SOIVRE, Customs, Harbourmaster's Office and APB).

Progression of activities certified with the Efficiency Network label, 2011-2023

Sectors of activity	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Shipping agents	14	14	13	13	14	12	12	11	11	11	11	9	9
Hauliers	12	18	20	23	23	23	23	28	31	32	32	30	36
Customs agencies/freight forwarders	19	23	30	32	34	36	36	40	44	44	46	51	57
Terminals	2	2	2	2	2	2	2	2	2	2	2	2	2
Vessel services	0	0	0	0	0	0	0	8	7	7	7	6	7
Total	47	57	65	70	73	73	73	89	95	96	98	98	111

EXTENSION TO THE LOGISTICS COMMUNITIES OF ARAGON AND THE EBRO VALLEY

Extending the possibility to join the Label to the logistics communities of Aragon and the Ebro Valley is part of the Port of Barcelona's strategy to strengthen the links and synergies with the hinterland by providing more efficient service to shippers wherever their production and/or distribution centres are located. The certification also aims to benefit logistics operators by improving their commercial visibility and helping them to join the list of companies accredited by the Port of Barcelona.

The companies **BESTWay Zaragoza Forwarding** and **JCV Shipping & Solutions** became the first companies in Aragon to receive the Efficiency Network label. In addition, in 2023 two conferences were also held in collaboration with ATEIA Aragon and the Zaragoza Chamber of Commerce.

QUALITY COMMITMENTS IN THE RAIL SECTOR

To apply familiarity with the Label to achieve more sustainable logistics, in 2023 the first draft of the text of service efficiency commitments with all the companies involved in rail transport was validated. This initial version aims to respond to the current needs of shippers and encourage the exchange of transport modes.

The needs expressed by the Port's final customers are mainly:



- » Improved reliability in train entry and exit operations.
- » Improved transparency and information of operations.

THE LABEL MONITORING COMMITTEE

The Monitoring Committee of the Quality Label is a consultative working group acting under the umbrella of the Steering Council of the Port of Barcelona to validate the general operating regulations of the Quality Label and supervise its development.

This Committee held two meetings in 2023, in which the work of the Efficiency Network team was presented in relation to the evolution and improvement of processes, the growth of the Label and the promotion of the companies adhering to it, as well as the differential value they present within the Logistics-Port Community towards the final customer

CLAIMS MANAGEMENT

The technical office of the Quality Label performs a technical analysis of complaints received via the SAC that could imply a breach of any of the service quality commitments established by the Label. **110 claims** were analysed in the course of 2023, mainly for breach of reliability commitments in the delivery and/or collection of goods, customs clearance, and from the BIS office. These resulted in a total of **63 compensation payments**, **21% less** than the previous year, thanks to the continuous improvement work done by the companies and administrations involved.

110 claims

63 compensation payments ≥ 21%

» The Customer Care Service

The Customer Service (SAC) of Barcelona Port Authority (APB), with a track record of more than 25 years, is fully consolidated as a vital link with the Port's end users. Shippers can make inguiries or claims via the SAC concerning the logistics service offered at the Port, and also have a permanent channel of information to help them with their daily operational needs or when planning/improving new shipments of goods through the Port.

The main issues that were the subject of inquiries or complaints this year were physical inspections of goods, fee items and aspects related to the traceability of goods passing through the Port of Barcelona. In accordance with the principles of information and transparency of the organisation, the communications issued in 2023 sought, among others, to publicise changes in the applications of regulations and activities of the Port of Barcelona (conferences, fairs, etc.).

Activity of the SAC, 2023

queries answered

complaints dealt, 63 with financial compensation for breach of Efficiency Network **Quality Commitments**

communications

INFORMATION CHANNELS

- » The Container Tracking Application (CTA), which provides individualised information on the traceability of any container passing through the Port. It was launched in late 2020 and is establishing its role as a useful consultation tool for importers. There were almost 13,000 queries registered in 2023 and 72 people from more than 57 companies registered in the application.
- » The specific Telegram channel for the SAC (https://t.me/SAC), through which changes or incidents in the regular operations of the Port are reported.
- » The **SAC website** (https://sac.portdebarcelona.cat/), where you can find the traceability tools available to the Port's customers, which received more a total of 9,248 views in 2023.

Training and knowledge for the end customer (FORMAR)

Another vital part of improving the customer experience involves managing the shipper's needs for information and knowledge when carrying out their international transport logistics. With the name FORMAR, the APB's Customer Training area focuses on responding to these needs, both at international level (macro) and in port operations (micro), using technical conferences, maritime visits included in the technical conferences, collaborative conferences and local days, which were a new feature that began in the 2023 financial year.

The new communication campaign for the actions made it possible to increase the number of attendees from outside Catalonia by 3%, specifically from the autonomous communities of Madrid, Aragon, Galicia and Valencia.

» Collaborative and local days

Organising these days made it possible to incorporate 26% of new companies into the Port database

The **collaborative days** are actions organised with other entities, such as chambers of commerce or shippers' associations, with the aim of sharing synergies and attracting market players to the Port of Barcelona.

The **local days** are actions carried out in other cities of the Port of Barcelona's hinterland and aim to publicise their services and tools to shippers and operators.

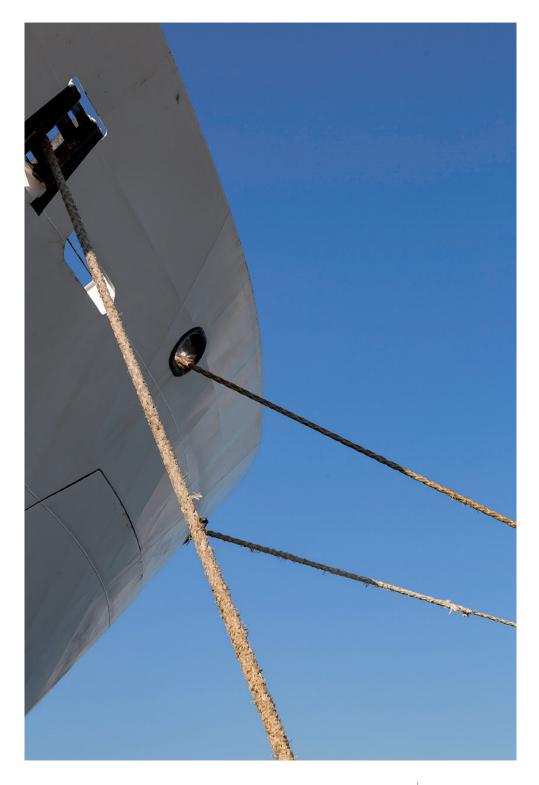
» Technical days

The nine technical conferences held in 2023 were as follows:

- » Origin and customs process
- » Importance of the origin of goods
- » Dissecting a customs declaration
- » The ABC of foreign trade, for commercial staff only!
- » Cost management (2 days)
- » Incoterms 2020: operational vision
- » Customs-exempt areas and their link to para-customs services
- » Incoterms 2020: Strategic vision and decision-making
- » Incoterms 2020: Excellence in international sales

As a result of a new marketing campaign and incorporating new content, the number of attendees at the technical conferences increased by 32% in 2023. This year the following entities took part in the organisation: ATEIA Aragó, Chamber of Commerce of Zaragoza, Asociación de Cargadores de España (ACE), Lean&Green Committee of AECOC, Transprime — Spanish Shipper's Council and the Council of Transport Users of Catalonia.

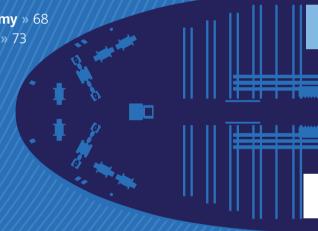
The activity sectors most represented at these conferences are chemicals and plastics (21%), food and beverages (14%) and retail (11%).

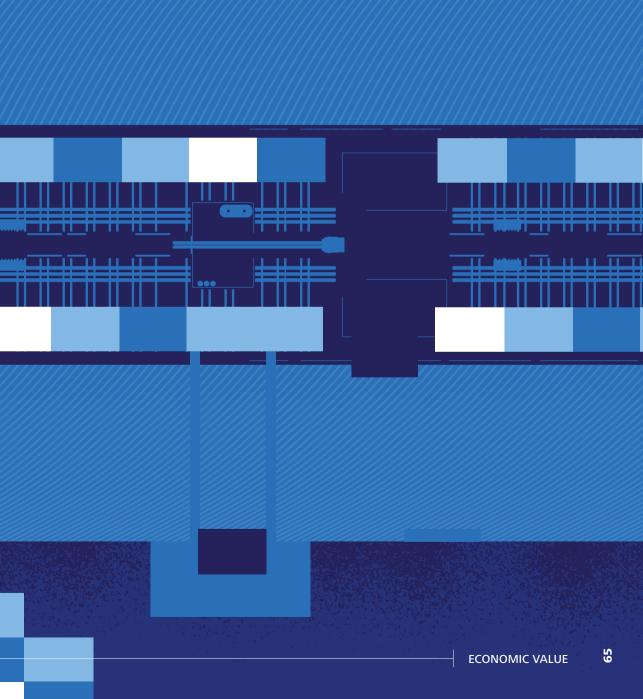


05

Economic value

The Port's contribution to the economy » 68
Traffic data of the Port of Barcelona » 73
Economic and financial report » 90
Investment in infrastructure » 106
Other key economic figures » 110





The growth and development of the Port of Barcelona and its Port Community depend on the dynamism of its goods traffic and passenger traffic and on the logistics and collaboration of all kinds generated by them. But the behaviour of Port activity not only impacts the Port area per se; it also has a notable influence on the creation of wealth in the hinterland.

The Port of Barcelona operates on the assumption that an environment of growth that is sustainable over time can be guaranteed only if the economic externalities of port activity are reduced and it seeks to ensure that economic, social and environmental aspects move forward in lockstep and reach everyone.

Orientation to the SDGs



The growth in goods traffic and passenger movement in the Port must be respectful of the surrounding area and the environment and go hand in hand with job creation.

- » 24% share of maritime foreign trade in Spain
- » Top port in Spain in cargo value
- » Vehicle traffic up 34% and already exceeding the pre-pandemic figure



The Port has been able to grow thanks to a consolidation of the infrastructure and to the expansion of investments year after year. In addition, the companies of the Port have promoted research, investigation and innovation.

- » Refurbished fishing area, with new fish market and facilities and spaces accessible to the public
- » More than €26.2 billion in infrastructure investments



The Port of Barcelona is working to achieve sustainable consumption and production methods by ensuring that all its component organisations become actors concerned with sustainability and promote policies that respect society and the environment. One way is for organisations of the Port Community to join the Sectoral Sustainability Plan, as well as establishing and monitoring sustainability indicators.

» Purchasing group to secure joint, competitively priced energy supplies

About the data

The information on traffic presented in this chapter reflects the activity of the organisations that manage the traffic of goods and passengers at the Port of Barcelona. The data are drawn from the data control systems of Barcelona Port Authority (APB) and reported monthly on the corporate website in the "Port of Barcelona Traffic Statistics" document.

Data on the financial year in this report refer to the results of the APB as the organisation responsible for managing 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 are invested in the improvement and development of port infrastructure works, in support of the Port's commercial promotion and strategy actions, and in the general management and administration tasks of the facility, inter alia.



The Port's contribution to the economy

The Port of Barcelona is one of the main drivers of economic development in Catalonia and Spain and specialises in high-value goods. In value terms, the Port channelled **71% of the maritime external trade of Catalonia and 24% of the total for Spain in 2023**.

In 2023 the approximate value of the total goods that passed through the Port was €113.118 billion, down 6% over 2022 in line with the 10% drop in traffic at the Port of Barcelona. The Port of Barcelona remains the number one port in Spain in terms of the value of the goods that pass through it.

Value of goods passing through the Port	2019	2020	2021	2022	2023 ≥ 6 %
(million EUR), 2019-2023	86,080	68,739	88,869	120,686	113,118

Share of external trade

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

In value terms, the Port of Barcelona is the main port in Catalonia, given that it carried 71% of Catalonia's total maritime external trade in 2023, down 3% over 2022.

The Port of Barcelona's importance to Catalonia's external trade is even greater in terms of containerised cargo, as it channelled 86% of Catalonia's maritime external trade in containers, a decrease of one percentage point compared to 2022.

The Port of Barcelona's influence extends beyond Catalonia to the extent that other regions of Spain use the Port of Barcelona to channel their imports and exports. In this regard, 24% of the total value of Spain's maritime external trade was carried out through the Port of Barcelona in 2023.

Again, the Port of Barcelona's importance in the Spanish market is greater if we look at containerised cargo, and this year, in value terms, it shipped 34% of Spain's maritime external trade of containers.

Market share of Catalonia's maritime external trade - bulk and general cargo (%), 2019-2023	²⁰¹⁹	²⁰²⁰	²⁰²¹ 74%	74%	²⁰²³ 71%
Market share of Catalonia's maritime external trade - containers (%), 2019-2023	2019 87%	2020 87%	2021 85.5%	2022 87%	2023
Market share of Spain's maritime external trade - bulk and general cargo (%), 2019-2023	²⁰¹⁹	²⁰²⁰	2021 23%	2022 23%	2023
Market share of Spain's maritime external trade - containers (%), 2019-2023	²⁰¹⁹	²⁰²⁰	33.5%	²⁰²²	2023 32%

» Sectors involved in port traffic

Catalonia is the **leading importing and ex- porting region in Spain** and one characteristic of its external trade sector is its high degree of diversification. The main economic sectors comprising Catalan maritime external trade and their business and industrial fabric use the Port of Barcelona principally to channel their trade flows. The Port helps to make the economy more competitive by providing an infrastructure

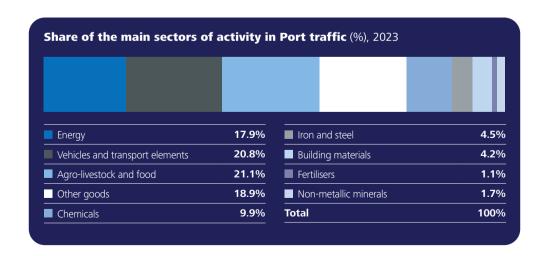
tailored to needs, and by providing efficient and specialised services.

In 2023 all sectors of activity recorded declines in port traffic. As for the relative weight of the sectors in total traffic, this year agro-livestock and food displaced energy as the sector representing the largest share.

Variation 06

Volume of goods transported at the port, by sector of activity (t), 2019-2023

Total	65,958,084	58,492,611	64,896,014	69,145,480	62,461,149 🕏	9.7%
Non-metallic minerals	558,116	624,576	1,228,231	1,156,071	1,036,695 🕏	10.3%
Fertilisers	749,827	514,962	624,890	881,199	707,231 ¥	19.7%
Building materials	2,577,110	3,185,403	3,081,275	3,170,668	2,619,560 🕏	17.4%
Iron and steel	3,163,141	2,786,459	3,109,251	2,984,478	2,780,668 🕏	6.8%
Chemicals	6,329,514	6,158,665	6,599,982	6,775,077	6,198,218 🕏	8.5%
Other goods	11,266,297	10,611,026	12,733,386	12,911,197	11,774,050 🕏	8.8%
Agro-livestock and food	13,553,103	12,474,665	14,121,246	13,775,887	13,148,173 🕏	4.6%
Vehicles and transport elements	13,291,063	11,002,575	12,803,453	13,392,295	13,003,194 🕏	2.9%
Energy	14,469,913	11,134,280	10,591,889	14,098,609	11,193,361 🕏	20.6%
Sectors	2019	2020	2021	2022	2023 202	23/2022



» Geographical areas of origin and destination

Total

Traffic by geographic area (t), 2022-2023 Difference Variation % 2023 share Geographical area 2022 2023 2023/2022 2023/2022 % of total Spain (cabotage) 9,078,870 8,732,753 -346,117≥ 3.8% 14.0% Far East and Japan 8,894,324 8,613,612 -280,712≥ 3.2% 13.8% Italy/France (Mediterranean) 9,961,836 8,427,842 -1,533,994**≥** 15.4% 13.5% Eastern Mediterranean/Black **¥** 12.6% 7.9% Sea/Caspian/Near East 5,659,442 4,946,150 -713,292North Africa 5,788,399 4,749,143 -1,039,255≥ 18.0% 7.6% South America (Atlantic) -274,384≥ 6.8% 6.0% 4,024,086 3,749,703 Persian Gulf/Arabian Sea 3,633,939 3,696,655 62,716 **1.7%** 5.9% Europe (Atlantic) 4,737,108 3,386,137 -1,350,971≥ 28.5% 5.4% Pakistan/India/Sri Lanka/Bangladesh 2,818,400 2,681,360 -137,040≥ 4.9% 4.3% Gulf of Mexico (Mexico and USA) 2,955,477 -316,905 ≥ 10.7% 4.2% 2,638,572 South-East Asia 2,411,983 2,524,263 112,280 **4.7%** 4.0% West Africa 1,858,917 1,463,142 -395,775**¥** 21.3% 2.3% North America (Atlantic) 1,641,826 1,436,891 -204,935**¥** 12.5% 2.3% Canada (Atlantic) and Great Lakes 2.0% 1,446,807 1,257,519 -189,288**¥** 13.1% Central America and Caribbean 1,291,858 1,159,145 -132,713≥ 10.3% 1.9% Red Sea 38.784 1.6% 950.851 989,635 **4.1%** Other 429,249 580,076 150,827 **35.1%** 0.9% South America (Pacific) 589,240 570,401 -18,839≥ 3.2% 0.9% South and East Africa/Indian Ocean 576,690 511,271 -65,419 ≥ 11.3% 0.8% Australia and New Zealand/Pacific Islands 238,895 217,323 -21,572≥ 9.0% 0.3% North America (Pacific) 157,284 129,556 -27,728**¥** 17.6% 0.2%

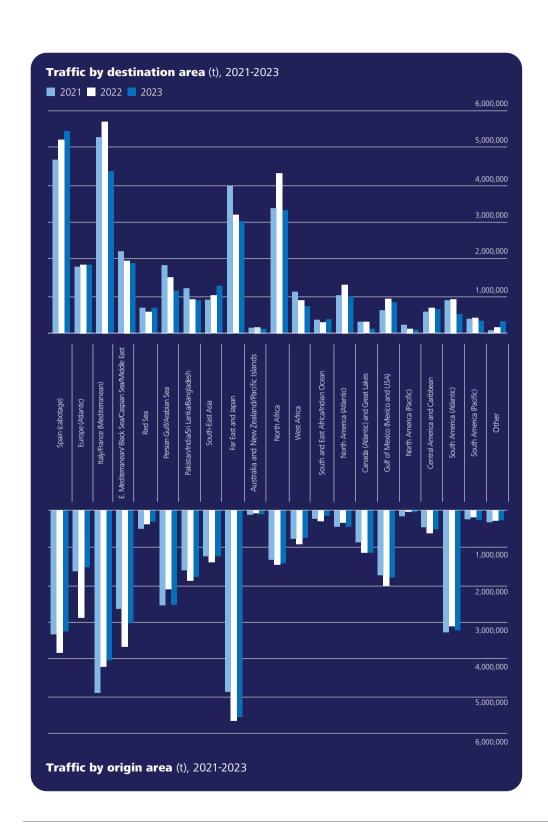
69,145,480

62,461,149

-6,684,331

≥ 9.7%

100%





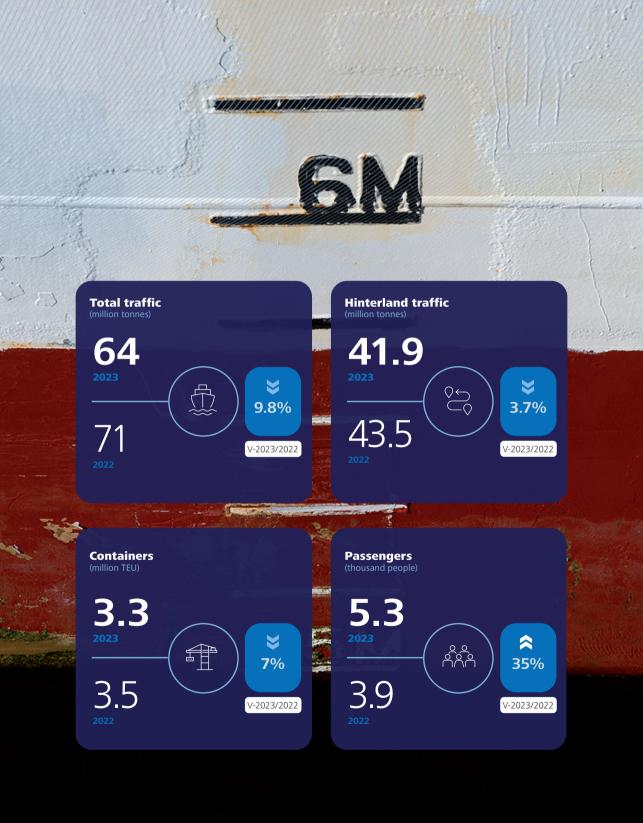
Traffic data of the Port of Barcelona

2023 was characterised by the impact of the slowdown in international trade and the general decline in port cargo handled. The Port of Barcelona closed the financial year with total traffic at **64 million tonnes**, down 9.8% over 2022, when a record figure was recorded.

Driven by the overall behaviour of cargo, **hinterland traffic** fell slightly: the total of **41.9 million tonnes** represents 4% less than the record logged in 2022.

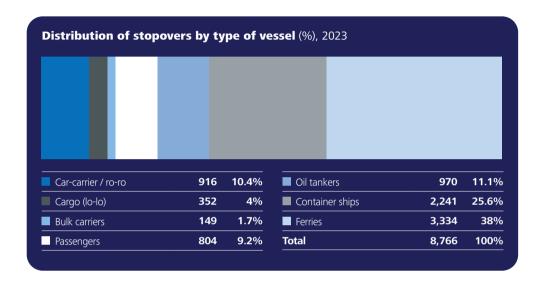
Among the Port's main traffic segments, only two closed 2023 in positive territory: automobiles marked a notable uptick of 34%, and dry bulk, interannual growth of 6%. However, the main drops in traffic occurred in liquid bulk (–17%), containerised cargo (–7%) and general cargo (–5%).

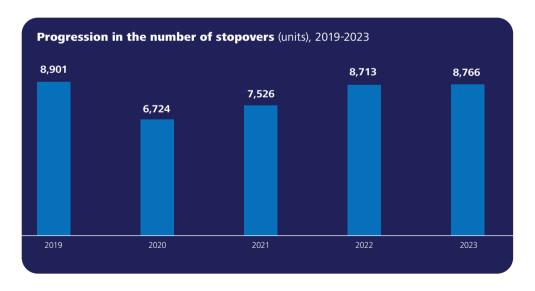
Passenger traffic grew 35%, totalling 5.3 million people, an all-time high up 15% over figures from 2019. Cruise traffic developed at a very good pace, registering a total of 3.5 million passengers (14% above pre-pandemic levels). Growth in this area is extremely significant considering the substantial declines that preceded it, since the pandemic all but paralysed the movement of passengers for months.



Stopovers

The Port of Barcelona logged a total of **8,766 stopovers** during this financial year. The ships calling there had an average tonnage of 42,699 tonnes (a year-on-year increase of 6%).





Structure of traffic

The main characteristics of the Port's traffic structure this year:

By **type of packaging** for goods,
containerised cargo
accounted for 54% of
total traffic in tonnes.

By type of shipping:

87% of external traffic (–11%), i.e. with origin or destination in foreign markets

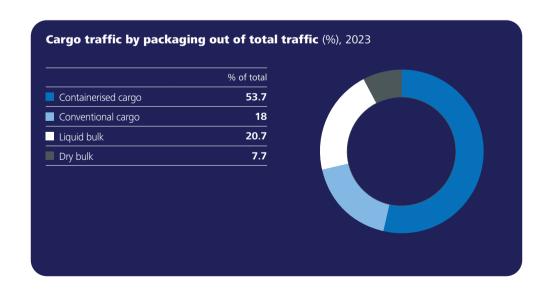
13% cabotage traffic (-13%)

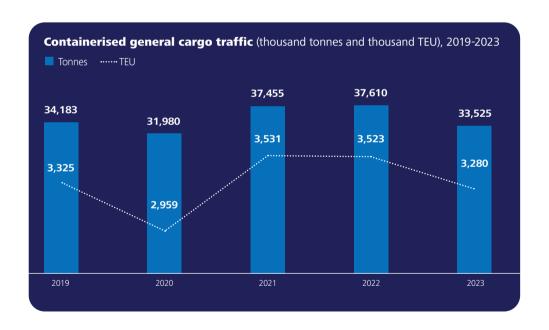
General cargo represented 71.6% of total traffic, more than 49 million tonnes, 37.6 million of which were containerised.

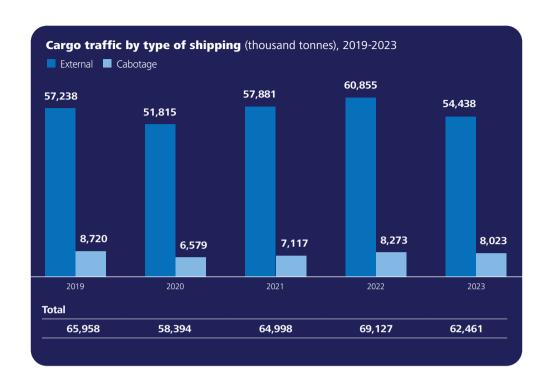
Development of cargo traffic(*) by type of packaging (thousand tonnes), 2019-2023

Total	65,958	58,393	64,997	69,127	62,461
Dry bulk	4,071	4,059	4,459	4,549	4,795
Liquid bulk	16,132	12,799	12,370	15,553	12,919
Conventional cargo	11,572	9,555	10,713	11,415	11,222
Containerised cargo	34,183	31,980	37,455	37,610	33,525
	2019	2020	2021	2022	2023

^(*) Excludes fishing and provisioning, tare weight, etc.





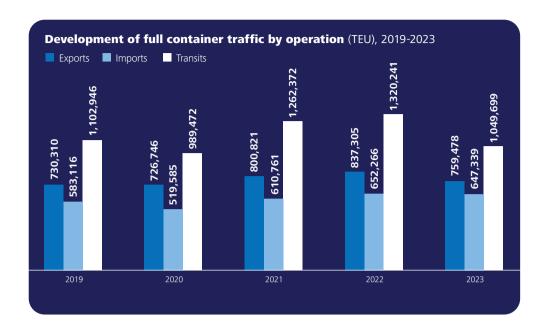


Containers

After two years of historic highs for containers, by the close of 2023 volumes were down slightly – **3.2 million TEU (–7%)** – due mainly to transhipment TEU.

Despite the effects of the current situation, productive terminals and high-quality stowage – linked to the strong network of services – mean that the Port of Barcelona remains one of the leading alternatives for shipping companies. And transhipment traffic makes it possible to diversify customers and maritime connections.

Overall, the share of **full containers** was down 13%, but behaviour varied significantly according to the type of operation: transits (–20%) were the most important factor in the decline; exports slipped 9%, and imports registered a slight 1% dip.



» Exports

Full export containers totalled 661,830 TEU (-12%) at the close of the year. This decline spread across virtually all representative sectors: chemicals, capital goods, food, feed and various manufactured products. The most significant drops were recorded in alfalfa and pork trade. Trade with Algeria also took a deep hit due to the commercial blockade by the government of that country owing to the Spanish government's position on Western Sahara.

In **pork exports** the decline was concentrated in the main target market, Asia, and particularly China, which brings together 46% of exports and received 9,590 fewer TEU, down 23%. This drop was due first to the recovery of the Chinese pork market and second to the price of Spanish pork, which is higher than that of competitors and undermines sales to markets outside the European Union, particularly in Asia. Other markets such as Japan, South Korea and the Philippines also experienced declines in this export.

A weak marketing of alfalfa drove a decline in exports of that product, since demand is low and other countries with large production surpluses presented highly competitive prices. The behaviour of the two main target markets, the United Arab Emirates and China, with respective drops of 61% and 80%, was a determining factor in the decline in exports.

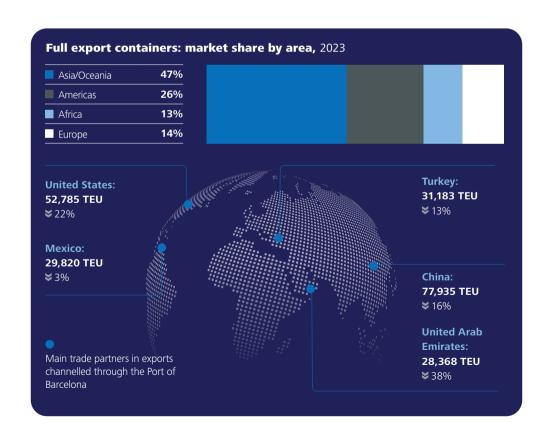
TARGET MARKETS

Trade with **Asia/Oceania** accounted for 47% of all export containers channelled by the Port of Barcelona and this year it was 12% lower than last, owing to trade with Asia in particular, which represents the lion's share. China receives 25% of export containers and in 2023 this fell sharply (–16%) due to decreased demand for pork, the main trade with this market.

The second major area of reference is **the Americas**, which receive 26% of the Port's exports. This area registered an overall drop of 14% due to weakening demand throughout the year.

In **Africa**, which represents 13% of the market share in Port exports, the North African market's decline in recent years played a particularly significant role. Moreover, traffic with Algeria in 2022 plunged 48% due to the diplomatic conflict between the two countries. The 24% drop in demand (–26,000 TEU) in the African market was affected by the loss of traffic to Algeria (–20,570 TEU).

The attached map shows the export market shares by area, as well as 2023 data for the five leading trading partners in terms of exports received from the Port of Barcelona: China, the United States, Turkey, Mexico and the United Arab Emirates.



» Imports

The closing figure for **full import containers** was 623,600 TEU, down 1% over the record year 2022. As usual, given Asia's heavyweight status (it is the source of two-thirds of total imports), its behaviour (-1%) set the trend throughout the year.

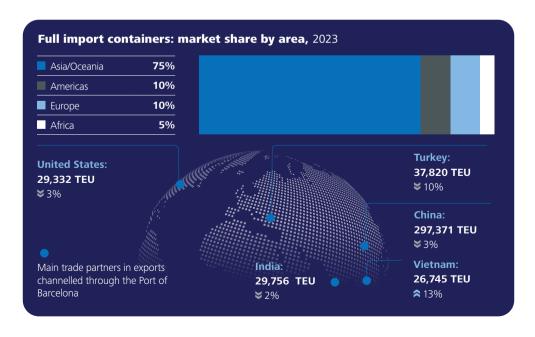
MARKETS OF ORIGIN

In 2023, 75% of the import containers arriving at the Port came from Asia. China (48% market share) was the main trading partner in this import traffic despite a 3% drop that was caused mainly by the decline in key traffic such as capital goods, textiles and footwear. This behaviour also spread to countries such as India, Saudi Arabia and Bangladesh. However, strong increases came in imports from Vietnam (+13%) and particularly South Korea (+46%).

The Americas remains the second market by origin of traffic (10% of total imports), with the United States in the lead, followed by Brazil,

which displaced Mexico with 17% growth this year. Particularly noteworthy in the **Eastern** Mediterranean was the development of import traffic from Turkey (-9%) and Greece (+1%). On the other hand, the North African markets registered significant decreases (-16%) driven especially by the evaporation of trade with Algeria due to the commercial blockade and diplomatic conflict with the Spanish government. The decline in Africa was partially offset thanks to the increase in trade from origins such as Egypt (+8%), Ivory Coast (+11%) and South Africa (+9%).

The attached map details the import market shares by continental areas as well as the behaviour of the Port of Barcelona's five main trading partners in terms of imports: China, Turkey, India, the United States and Vietnam, in that order.



Vehicles

During this financial year, vehicle traffic increased to **790,319 units**, up 34% over 2022 and 2% above pre-pandemic traffic in 2019. After various complex scenarios arising from COVID-19 and the war in Ukraine, with this volume of traffic, recovery can almost be considered complete; only exports are below 2019 volumes (by 14%), as the structure of traffic is slightly different today.

Of total traffic, 106,555 units were cabotage and 683,764 vehicles were international or external trade.



Exports made very positive year-on-year progress, with a total of **325,298 vehicles (+26%)** thanks to the recovery from the recent component shortage crisis. As the year progressed, stability and the improved pace of parts supply allowed vehicle production and exports to grow.



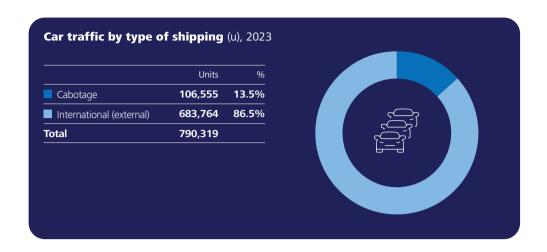
Imports: the total figure of **246,615 vehicles (54%)** - double that of 2022 - marks a new milestone in this type of operation. China has become the main source market, with volumes climbing from 1,778 vehicles in 2021 to 52,018 in 2022 and 90,340 in 2023. This extraordinary increase was due to the transition from internal combustion to electric vehicles in China causing new manufacturers to expand in Europe. In addition, congestion in northern European ports encouraged entry to southern ports. We must add to the total the approximately 24,000 vehicles that arrived in containers and made up for the lack of capacity of car-carriers.

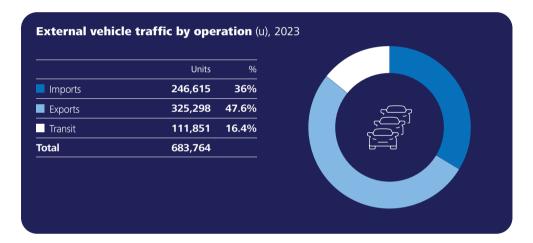


Transhipments or transit: a 32% increase was observed in the use of the Port of Barcelona for this type of operation, mainly related to ships arriving from the Far East and linking to closer countries such as Italy and Belgium and to the Balearic Islands.

Car traffic by type of shipping and operation (u), 2019-2023

	2019	2020	2021	2022	2023
Cabotage	132,062	84,418	85,524	87,731	106,555
International	645,626	395,922	413,487	503,284	683,764
Imports	201,197	103,546	98,103	159,927	246,615
Exports	377,777	262,532	280,958	258,788	325,298
Transit	66,652	29,884	34,426	84,569	111,851
Total	777,688	480,340	499,011	591,015	790,319





To consolidate the Port of Barcelona's position as a hub of distribution through the Mediterranean and northern Europe, in 2023 efforts were again dedicated to developing Europe-wide rail services to transfer goods from ship to train and thus reduce the use of trucks in the final mile.

In addition, it is worth mentioning the milestone achieved regarding supplying alternative fuels: the first bunkering of LNG to a car-carrier became a reality in December 2023.

This year the Automobile and Ro-Ro Working Group was created within the Steering Council, made up of Barcelona Port Authority and the Port Community companies related to these traffic segments, to open a direct communication channel and adapt the Port of Barcelona to the needs of the market.

Liquid and dry bulk

» Liquid bulk

In 2023 bulk liquid traffic accounted for a **total of 12,918,904 tonnes (–17%)**, a decrease owing especially to the behaviour of gasoline traffic and natural gas inflows.

All products in the **hydrocarbon** category endured declines and the result was an overall total of 9,425,924 tonnes (–41%). The most affected product in this category was gasoline, which experienced a **very significant drop of 55% in transit traffic** after registering a dramatic overall increase in 2022.

Natural gas, the leading product in this category in terms of volume, closed north of 3 million tonnes, down 20% over the previous year's figures. First, the increased use of renewables in electricity generation drove up demand in the energy sector, which kept domestic demand quite low. This meant that the main regasification plants were in the negative, including in Barcelona. Second, the Single Virtual Tanker policy and Russia-Ukraine war favoured other regasification

plants in the west, such as in Huelva, since traders preferred freights which were made cheaper by the shorter distances to the Gulf Coast of the United States or to the North Sea. In addition, during 2022, liquefied natural gas reserves were prioritised to cover the possible shortage of gas stemming from the war in Ukraine and supply cuts on European gas pipelines.

The other liquids, meanwhile, behaved very differently. **Chemical products** traffic grew by 13.6% to 1.15 million tonnes. **Biofuels** fell by 12% to 1.4 million tonnes. **Oils and fats** – fairly stable traffic given that demand is mainly industrial – registered 867,992 tonnes (+3%).



» Dry bulk

Dry bulk traffic totalled **4,795,301 tonnes** (+5.6%), a volume which exceeds the previous record from 2014. This result was due to imports, which grew remarkably by 15%, while exports, which had double-digit growth until September, ultimately closed the year down 3%.

The increase in traffic was driven mainly by **imports of cereals and meal** (+34%), with 944,892 tonnes, and by those of the leading dry bulk product, **soya beans** (+13%), with a total of 1,521,518 tonnes. The increase in imports was due to the drop in domestic production stemming from the prolonged drought.

However, **potash** and **common salt** traffic fell by 18% and 1% respectively, or nearly 1 million tonnes.

Cement traffic recovered slightly (+10%) after accumulating decreases in recent years due to high energy costs and CO₂ emission rights, which make them less competitive than manufacturers in Algeria, Egypt and Turkey.



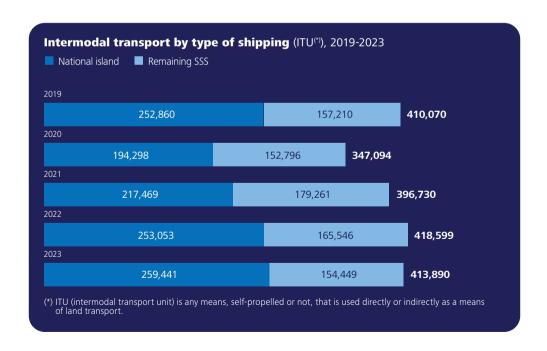
Short sea shipping

According to the definition of the European Shortsea Network, short sea shipping (SSS) means 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. In the Port of Barcelona's case, this section includes goods transported to the Balearic and Canary Islands (cabotage), but also freight travelling on the Motorways of the Sea (regular services between Barcelona and various destinations in Italy and North Africa).

In 2023, **413,890** intermodal transport units (ITU), i.e. general cargo that is shipped by truck, platform, trailer, etc., were loaded. This represents a slight drop (–1.3%) compared to last year, when an all-time high was reached. The dip was due to the decrease in external traffic and traffic on the Motorways of the Sea,

while cabotage accounted for a total of 259,441 ITU (+2.3%), mainly with the Balearic Islands and driven by an increase or stabilisation of tourism at pre-pandemic levels.

Cabotage goods with the Balearic Islands totalled 256,240 ITU (+2.7%) and passenger transport with the Balearic Islands rose 2% to 1,168,397 passengers registered. Island traffic recovered 2019 levels from before the COVID-19 pandemic: ITU traffic is 1% higher and passenger movement is up 34%. This sharp increase was due to the boost in mainly domestic tourism experienced by the Balearic Islands and an increase in the offer by operators.



» Motorways of the Sea

In 2023 Barcelona shipped a total of **154,449 ITU** (–6.7%) to Italy and Morocco on the Motorways of the Sea or short sea shipping (SSS) services. Notwithstanding this decrease, that means that 154,449 trucks were diverted from roads to the more economically and environmentally efficient maritime mode. Cargo totalled more than **4.5 million tonnes** (–6%), a figure that reflects the drop in production and consumption caused by the high inflation affecting Europe and which impacted the productive capacity of industries and the purchasing power of citizens.

In 2023 passenger movement on the Motorways of the Sea **climbed 25%** to **566,846 passengers** but remains 20% below the pre-pandemic record from 2019.



Rail traffic

In recent years container rail traffic has made steady progress and therefore helps to make the logistics chains passing through the Port more sustainable. In 2023 a total of **255,818 containers** entered or left the port area by train (–14.5%), putting the **rail share of containers at 13**%, three points below the figure from 2022. This traffic was hurt by the drop in pork and alfalfa traffic, two products with considerable importance in rail transport.

However, this year **309,410 vehicles** (+38.6%) were registered in rail traffic. The rail share of vehicles – **45.6**% – was one point higher than in 2023.

In 2023 Port of Barcelona rail services logged an **annual savings of 51,202 tonnes of CO₂**, since they removed a total of **344,096 trucks** from the road with rail and short sea shipping (SSS). In the previous decade 3.3 million trucks have been removed. These calculations are based on rail transport of containers and vehicles. For SSS, transport of semi-trailers with goods and transport of sales vehicles are taken into account.



Passenger movements

This year a clear global recovery was observed, with total movement close of **5.3 million passengers** (+35%), up 15% over 2019, before the COVID-19 pandemic.

For **ferries**, recovery from the COVID-19 effect was consolidated: the **1,735,243 passengers (+9%)** registered marked a new record in this area and surpassed pre-pandemic figures by 16%.









» Cruise ships

2023 was a year spent recovering traffic that had been lost as a result of the pandemic-driven shutdown. While the number of **stopovers** remained virtually unchanged (803, just two fewer than in 2022), the Port logged a total of 3,568,901 cruise passengers, a remarkable year-on-year increase of 53%. Pre-pandemic figures from 2019 were exceeded for cruise ships as well, in this case, by 14%.

The data indicate that cruise ships ran at virtually 100% capacity. Turnaround operations, i.e. routes starting or ending in Barcelona, represented 53% of the movements registered in 2023.



Economic and financial report

Below is a summary of the outturn for the year, with the main indicators and relevant explanations of their progression. Later, in the "Annual Accounts" chapter of this ANNUAL REPORT, detail is provided on the profit and loss account, financing table, resources from operations and statement of cash flows.

Barcelona Port Authority (APB) closed the 2023 financial year with a **net profit of €50.1 million (–21%)**, a year-on-year drop of nearly €13 million which was driven mainly by two factors:

- » The increase in operating expenses, which drove down operating income by €10.3 million (–19%).
- » Entry into books of Corporate Tax expenditure, which, at €8.6 million in 2023, represented a year-on-year increase of €9.3 million.

On the other hand, year-on-year financial results improved by €6.5 million (+80%) and helped to partially mitigate the decrease in operating income and the increase in the expenditure for Corporate Tax.

Outturn for the FY (thousand EUR and %), 2023-2022

	2023	2022	Variation	% variation
Operating income	43,961	54,212	(10,251)	(19%)
Financial results	14,694	8,160	6,534	80%
Tax on profits	(8,583)	696	(9,279)	(1,333%)
Total	50,072	63,068	(12,996)	(21%)

Turnover

In 2023 net turnover totalled €189.1 million (+4%) and broke the entity's all-time record for the second year running.

Composition of	turnover	(thousand	FLIR an	d %)	2023-2022
CONTROL OF	turnover	ttiiousaiiu	LUIN ai	IU 707.	. 2023-2022

	2023	2022	Variation	% variation
Port fees	172,170	162,504	9,666	6%
Occupancy fees	64,719	59,189	5,530	9%
Fees for use	88,073	83,010	5,063	6%
Vessel fees	37,205	37,949	(744)	(2%)
Pleasure craft fees	385	408	(23)	(6%)
Passenger fees	12,791	8,356	4,435	53%
Cargo fees	37,603	36,201	1,402	4%
Fresh fish fees	79	62	17	27%
Fees for special use of the transit area	10	34	(24)	(71%)
Activity rate	17,510	17,089	421	2%
Navigation aids fee	1,868	3,216	(1,348)	(42%)
Other business income	16,961	18,729	(1,768)	(9%)
Amounts in addition to fees	7,922	9,953	(2,031)	(20%)
Fees (not including Marpol)	1,607	1,535	72	5%
Fees for the waste collection service (Marpol)	7,432	7,241	191	3%
	189,131	181,233	7,898	4%

The $\[\in \]$ 7.9 million **increase in turnover** comes amid drops in some of the main port traffic indicators such as general goods (–10%), TEU (–7%) and liquid bulk (–17 %), and is due mainly to the following:

EFFECT OF THE RECOVERY PLAN

Eliminating correction coefficients and reducing special discounts established in the Recovery Plan, which was launched in 2021, has led to an increase in turnover from most fees.

In particular, the discounts on freight and passenger fees applied in 2022 meant a €3.5 million reduction in turnover. In 2023, applying these coefficients had a neutral effect on turnover because the economic situation caused by the pandemic has normalised.

Similarly, the special discounts applied to occupancy fees during 2023 resulted in a €1.3 million interannual reduction.

Overall, in 2022, the implementation of Recovery Plan measures reduced turnover by €7.2 million, while in 2023 this effect was €2.6 million. Therefore, of the €7.9 million year-on-year increase in turnover, €4.6 million correspond to a reduced impact of the Recovery Plan.

Economic impact of the Recover	y Plan	(million EUR), 2023-2022
---------------------------------------	--------	--------------	--------------

	2023	2022
Fees for use	(1.6)	(4.9)
Correction coefficients T1, T2, T3	_	(3.5)
Island bonuses Ropax T1, T2, T3	(1.6)	(1.4)
Concession fees	(1.0)	(2.3)
Special discounts Occupancy fees	(1.0)	(2.3)
	(2.6)	(7.2)

INCREASE IN THE CONCESSION AREA

Occupancy fees increased €5.5 million over 2022 (+9%), due mainly to the addition of new concession area as a result of the modification of the Delimitation of Spaces and Port Uses (DEUP) and incorporation of the ZAL roads within the concession title of the stakeholder company Centro Intermodal de Logística, S.A., S.M.E., which translated into an additional €2.7 million in turnover.

STRONG PERFORMANCE OF PASSENGER FEES

Fees for use increased mainly as a result of the uptick in turnover from passenger fees, which, thanks to the rise in the number of ferry and cruise passengers (+9% and +53% respectively), amounted to €3 million more than in 2022 (+28%), independent of the reduction of the correction coefficients.

ELIMINATION OF THE TRADE DISCOUNT ON CARGO FEES

In 2022 a discount was applied to cargo fees on truck traffic entering and exiting the Port and on chemical traffic. In 2022 this resulted in a €1.6 million reduction of turnover, which had no effect in 2023.

» Key operating indicators

Indicators with impact on turnover (million tonnes and units), 2023-2022

	2023	2022	Var. 23/22 (%)			
	М	Million tonnes				
Liquid bulk	12.9	15.6	(17%)			
Dry bulk	4.8	4.5	7%			
General goods	44.7	49.0	(9%)			
containerised	33.5	37.6	(11%)			
non-containerised	11.2	11.4	(2%)			
Total goods	62.5	69.1	(10%)			
		Units				
TEUs	3,280,035	3,525,043	(7%)			
O/D	1,961,666	1,972,755	(1%)			
Transit	1,318,369	1,552,288	(15%)			
ITU	413,890	419,191	(1%)			
Passengers	5,304,144	3,930,572	35%			
ferries	1,735,243	1,596,267	9%			
cruise ships	3,568,901	2,334,305	53%			
Cars	790,319	591,158	34%			
Ships	8,766	8,713	1%			
GT	374,300,716	350,874,748	7%			

The Port closed 2023 with the maritime freight traffic down 10% due to a significant drop in containerised cargo (–11%). Additionally, liquid bulk traffic fell by 17%, owing mainly to the drop in hydrocarbons such as gasoline (–23%) and natural gas (–20%).

On the other hand, a positive sign was the recovery in passengers, particularly of cruises; these topped 3.5 million (+53%), greatly exceeding the pre-pandemic figure of 3.1 million passengers in 2019. Also noteworthy was the strong performance of car traffic, which, with a total of 790,319 units (+34%) during 2023, benefited particularly from the import of Chinese-made electric cars.

The graph below shows a change in trend in the correlation existing in previous years between freight traffic (in tonnes) and turnover (in EUR), largely as a result of the Recovery Plan.



» Analysing income

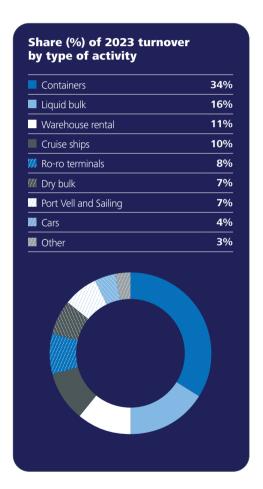
BY TYPF

In 2023 public domain concessions contributed nearly half of the Port's income, followed by vessel fees and navigation aids and cargo fees, which account for 21% and 20% respectively (similar percentages to those in 2022). Today, passenger fees have climbed to 7% from 2% in 2022, due mainly to the increase in passenger movement.

Share (%) of 2023 turnover by type of income Public Domain Concessions 48% 21% Vessel fees and navigation aids Other fees and charges 5% 20% Goods fees **7**% Passenger fees

BY TYPE OF ACTIVITY

The percentage distribution of revenue from occupancy and use fees by port activity shows that the largest share of revenue comes from containers (34%), followed by liquid bulks (16%).



Operating income

In 2023 operating income reached **€44 million**, down 19% over 2022. This was due mainly to increases in other operating expenses, followed by staff costs and declines in other results.

The negative sign of the main expenditure items was partially offset by the rise in net turnover, which grew by €7.9 million compared to 2022.

Operating income (thousand EUR and %), 2023-2022

	2023	2022	Variation ^o	% variation
Net turnover	189,131	181,233	7,898	4%
Other operating income	6,622	5,844	778	13%
Staff costs	(36,797)	(33,053)	(3,744)	11%
Other operating expenses	(66,635)	(56,103)	(10,532)	19%
Depreciation of tangible assets	(55,917)	(54,646)	(1,271)	2%
Allocation of grants of other non-financial assets	6,611	6,613	(2)	0%
Surplus provisions	_	1,656	(1,656)	(100%)
Impairment and gains on disposals of assets	946	(926)	1,872	_
Other results	_	3,594	(3,594)	(100%)
Total	43,961	54,212	(10,251)	(19%)



In 2023 spending totalled **€151.8 million**, an interannual uptick of €18.9 million (+14%) due mainly to the rise in staff costs and other current management expenses.

Distribution of expenditure (thousand EUR and %), 2023-2022

	2023	2022	Variation	% variation
Staff costs	36,797	33,053	3,744	11%
External service expenses	38,994	38,663	331	1%
Conservation (without Marpol)	10,148	9,574	574	6%
Waste collection service (Marpol)	7,575	8,578	(1,003)	(12%)
Independent professionals	7,360	7,554	(194)	(3%)
Supplies	2,560	2,653	(93)	(4%)
Other external services	11,351	10,304	1,047	10%
Other current management expenses	10,514	2,651	7,863	297%
Contribution to <i>Puertos del Estado</i> and FCI	13,000	10,670	2,330	22%
Depreciation	55,917	54,646	1,271	2%
Other exceptional expenses and income	3,181	(205)	3,386	(1.652%)
Allocation grants	(6,611)	(6,613)	2	0%
Total	151,792	132,865	18,927	14%

» Staff costs

Spending on staff costs rose by 11% to reach **€36.8 million** due to the following factors:

- » The entry into accounts of arrears of the bonuses agreed in the Local Agreement for 2019-2021, as well as the 3.5% salary increase affecting the entire civil service.
- » The incorporation of the intergenerational equity mechanism (IEM), which consists of an additional contribution to preserve the balance between generations and strengthen the long-term sustainability of the Social Security system. Since January 2023 an additional 0.1% is contributed on the basis of common contingencies, charged to each working person registered in the Social Security system and required to con-

tribute for the coverage of the retirement pension; the APB assumes an additional 0.5% contribution on common contingencies.

- » The increase in the maximum contribution base provided for in the General State Budget Law in 2023, which went from €4,139.40/month (2022) to €4,495.50/month (2023).
- » During 2023, €233,000 was specially regularised corresponding to an incident related to the Social Security contributions of staff in partial retirement that occurred during 2020, 2021 and 2022

» Other current management expenses

The substantial interannual increase of €7.9 million (+297%) of these expenses is a consequence of the following effects:

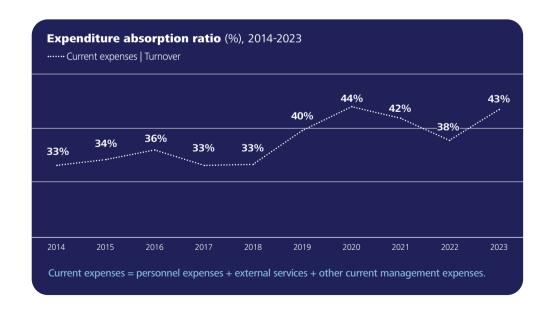
- » During 2023, the actions envisaged in the agreement with Barcelona City Council to locate cruise ships at the Adossat wharf were undertaken, which is why the Port Nou Terminal was moved. This operation involved an expenditure of €5.4 million.
- » €3.4 million were provisioned for various administrative litigation appeals to claim the price of El Prat estates affected by the Modification of the Delimitation of Spaces and Port Uses (DEUP).

This increase was partially offset because the previous year €1.6 million were entered into the accounts to extend the Sant Sebastià breakwater.

Other exceptional expenses and income increased by €3.4 million because the funds received by Puertos del Estado were entered into the accounts during 2022 to cover payment of principal and interest derived from final judgments annulling port tariff settlements made by the various port authorities.

» Expenditure absorption ratio

The ratio measuring the absorption of expenses in overall turnover grew by 5% year on year and exceeded the average in previous years (except 2020, the year of the pandemic).



Stakeholder companies

During 2023, the portfolio of companies in which Barcelona Port Authority holds a stake remained unchanged compared to 2022, with a total of **16 stakeholder companies** dedicated to one of these three main branches of business: managing spaces; technological improvement, innovation and services, and railway terminals.

Stakeholder companies (%) on 31.12.2023	
	of share capital
Group companies	
Gerència Urbanística Port Vell	100,00%
Centro Intermodal de Logística, SA SME	51,50%
World Trade Center Barcelona, SA SME	75,99%
Associated companies	
Catalana d'Infraestructures Portuàries, SL	49,00%
Terminal Intermodal Marítima Centro, SL	49,00%
B2B Logistics (Busan Barcelona Hub), 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 Agència Metropolitana de Desenvolupament Urbanístic i d'Infraestructures, SA	11,76%
Puerto Seco de Madrid, SA S.M.E	10,20%
Terminal Intermodal Monzón, SL	10,00%
Perpignan Saint Charles Conteneur Terminal, SAEML	3,89%
Escola Europea Intermodal Transport	50,00%
Fundació BCN Port Innovation	40,00%

During 2023, the APB set up a new company owned jointly by rail operator ADIF and Barcelona Port Authority, which will be called Train Port Barcelona, S.A., S.M.E. The main objective of this new company will be to integrate rail services within the port area and improve connectivity and efficiency in freight transport. Train Port will manage the Barcelona Railway Management Centre in the short term.

Financial results

Financial results were positive and amounted to **€14.7 million**, up 80% year on year from €8.1 million. The most significant factors influencing the upturn in financial results are detailed below.

Financial results (thousand EUR), 2023-2022

	2023	2022	Variation %	6 variation
Financial income	19,522	9,258	10,264	111%
Financial expenses	(2,880)	(1,098)	(1,782)	162%
Impairment and gains on disposals of financial instruments	(1,948)	_	(1,948)	
Total	14,694	8,160	6,534	80%

» Financial income

STAKES IN EQUITY INSTRUMENTS

Income from dividends reached €11.4 million, an interannual increase of 37%. Although CIP reduced the dividend distributed year on year by €2.5 million, CILSA increased it by €5.6 million.

Income from stakeholdings (million EUR and %), 2023-2022

	2023	2022	Variation % variation	
Centro Intermodal de Logística, S.A.	8.3	2.7	5.6	44%
CIP, S.A.	3.1	5.6	(2.5)	(27%)
Total	11.4	8.3	3.1	37%

MANAGEMENT OF CASH SURPLUSES

During 2023, €6.8 million in income was generated mainly as a result of short-term investments, which made it possible to more than offset the financial expenditure due to the effect of higher interest rates. At the close of 2023 the average rate of these investments was 2.722%.

» Financial expenses

The recent economic situation has driven up the interest rates of the loans that the APB holds with the European Investment Bank. This rise in interest rates, reaching an average of 1.978%, has meant an increase in **financial expenses**, from €1.1 million in 2022 to €2.6 million this year.

» Impairment and gains on disposals of financial instruments

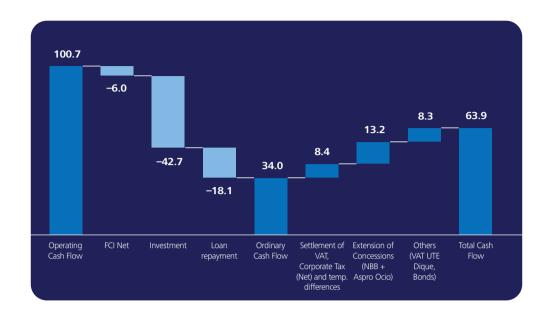
At the close of 2023, APB's stake in the investee company Terminal Intermodal Marítima Centro, S.L. deteriorated to the tune of €2.12 million, given that the recoverable value of the stake was below the registered net accounting value of the same.

However, part of the impairment accounted for in Sociedad Puerto Seco de Madrid, S.A., S.M.E. $- \in 175,000$ – was paid out following a new assessment by the company's partners.

EBITDA and cash flow

In line with last year and within the Port of Barcelona's customary range, **Earnings** Before Interest, Taxes, Depreciation, and Amortisation (EBITDA) totalled **€90 million** and funds from operations generated **operational cash flow of €101 million**. The decline in EBITDA is due mainly to the €10 million year-on-year drop in operating income.

EBITDA (thousand EUR and %), 2023-2022				
	2023	2022	Variation ^o	% variation
Operating profit	43,961	54,212	(10,251)	(19%)
Plus	55,959	55,881	78	
Depreciation of fixed assets	55,917	54,646	1,271	
Losses from fixed assets	42	1,235	(1,193)	
Minus	10,364	15,103	(4,739)	
Valuation adjustments for impairments of non-current assets	988	309	679	
Surplus provisions for liabilities and expenses	_	1,656	(1,656)	
Capital grants and others transferred to profit	6,611	6,613	(2)	
Income from return of concessions	2,842	2,866	(24)	
Provision for traffic insolvencies	(77)	65	(142)	
Other	_	3,594	(3,594)	
Total	89,556	94,990	(5,434)	(6%)



Investment and borrowing

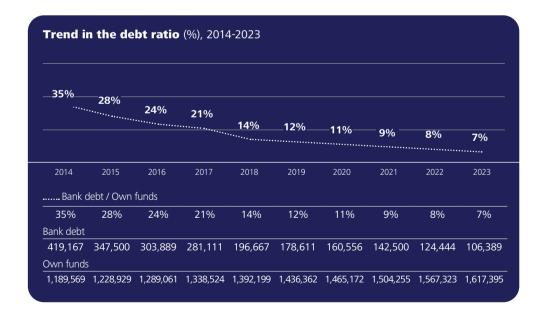
In 2023 the Barcelona Port Authority (APB) performed **investments to the tune of €42.7 million**. Among the most significant projects are the redesign of the fish market area, for €5.6 million; development of computer applications (€5.2 million); acquisition of equipment for information processes (€4.8 million); remodelling of the ASTA building (€3.4 million); refurbishment of the warehouses of the Eastern wharf (€3.4 million), and the cost of expropriating the land in the Nou Llobregat at the future site of the Port of Barcelona Intermodal Terminal (€3.6 million).

Once again, APB had no recourse to additional funding and also reduced long-term bank debt by €18 million (natural amortisation of existing loans), which allowed it to close the year with an outstanding balance of €124 million.



Since the completion of the Port's highly financially leveraged expansion project (roughly €500 million in 2010), the debt ratio has decreased considerably due to the progressive effect of

debt repayment through early returns, as well as the application of profits to assets. This year a debt-to-equity ratio of 6.6% was reached, the lowest percentage in recent decades.



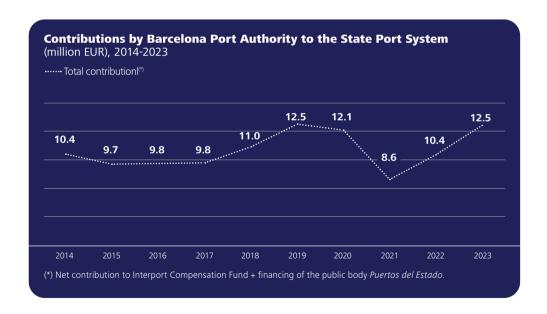
Contribution to the port system

Article 19 of Royal Legislative Decree 2/2011 approving the Recast Law on State Ports and the Merchant Navy, states 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.

In addition to funding the OPPE, port authorities must also contribute 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. Since 2019 more is contributed due to the creation of the new "Ports 4.0" capital fund to promote and incorporate incremental innovation

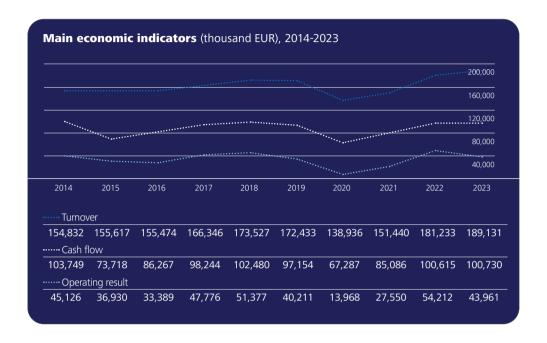
as an element of competitiveness and efficiency in the logistics and port sector.

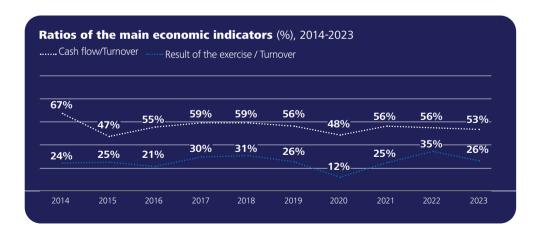
During 2023, Barcelona Port Authority (APB) contributed €6.5 million to *Puertos del Estado*, a year-on-year uptick of 18% that was mainly driven by the increase in the Port's income due to fees. In addition, the net contribution to the **Interport Compensation** Fund was €5.96 million euros (+22%). APB's contribution to the State Port System therefore meant a total expenditure of nearly €12.5 million.



Additionally, port authorities contribute to the Port System via remunerated loans to the Financial Fund for Land-Port Accessibility (FFATP), a solidarity mechanism provided by law and intended to finance external access to ports. During this year no contributions were made by common agreement between the Ports System, but APB contributed €6.1 million in 2022.

Trend in the main economic indicators of the APB





The main indicators behave correlatively over the years, although the rise in operating expenses in 2023 meant that the increase in turnover did not translate into an increase in operating profit or in cash flow.



During 2023, the Port of Barcelona performed investments totalling €42.680 billion, of which €26.229 billion were allocated to infrastructure. The most relevant actions undertaken this year are described below.

1. NEW RENOVATION OF THE PORTAL DE LA PAU BUILDING (OB-GP-P-0862/2020)

Awarded to:

UTE NOVA REHABILITACIÓ PORTAL DE LA PAU

Performance time: 18 months (underway)

Budget: **€15,629,051.73**

This work will renovate the Portal de la Pau building, for many years the official head-quarters of the Barcelona Port Authority, in accordance with a new functional programme for the building, since most of its former uses are currently carried out on the World Trade Center premises. The refurbished building will house a centre for the dissemination of port activity and become a meeting point between the port and citizens of Barcelona.

The action includes the reinforcement of the structure, consolidation and repair of the exterior and interior of the complex, and the installation of facilities to bring the building into line with current energy, environmental and safety requirements.



3. REDESIGN OF THE FISHING AREA. FISH MARKET

(OB-GP-P-0670/2010)

Awarded to: FCC CONSTRUCCIÓN, S.A.

Performance time: **18 months (underway)**

Budget: **€7,563,000**

2. REDESIGN OF THE ASTA BUILDING FACILITIES

(OB-GP-P-0828/2018)

Awarded to:
UTE REMODELACIÓN
INSTALACIONES EDIFICIO ASTA

Performance time: **42 months (underway)**

Budget: **€17,274,689.06**

The work will improve the functional conditions of the ASTA complex, which consists of a main building and an annex building of the Port Police. The current departments (Conservation, Archives and Port Police) will be maintained and an area of the main building will be used as a rental for Port Authority concessionary companies.

To this end, a comprehensive refurbishment of both buildings is proposed, both at a functional level, as a new layout is planned for all floors, and at a structural level, as the façade will be completely replaced, together with the roof and the roof reinforcement. However, the existing floor slabs will be maintained almost in their entirety, although reinforcement of the foundations is necessary.

The new Fish Market is part of a project to comprehensively remodel the fishing facilities of Barcelona. The objective is twofold: firstly to guarantee the future development of fishing activity in Barcelona under criteria of sustainability and competitiveness; secondly to open this area of the Port Vell to the city.

The future market will house the first energy community of the Port of Barcelona. These are systems capable of producing renewably sourced energy that is managed and consumed in its own facilities. The Fishermen's wharf energy community will make use of the existing and future roof surfaces (warehouses, car parks and fish market) to install a system of solar panels, which will make it possible to power the various facilities of the wharf (ice factory, market, etc.).

The existing ice factory, built in 2016, will be integrated into the new fish market building. The Fisherman's wharf will be vacated and become a public access area connected to Carrer Escar in La Barceloneta. From this promenade it will be possible to access the *Torre del Rellotge* [Clock Tower] and, via an outdoor walkway, the new fish market, without interfering with fishing activity.

4. RESTORATION OF THE SUPPORTING WALL OF THE NORTH ENTRANCE MOUTH

(OB-GP-P-0758/2014)

Awarded to:

ACSA, OBRAS E INFRAESTRUCTURAS, S.A.U.

Performance time: **6 months (underway)**

Budget: **€1,958,081**



Construction of the North Entrance seawall was completed in December 2003; its surface was later repaired in September 2009, and reinforcement work was performed in December of the same year. A new action is currently necessary, so the Port Authority has promoted the drafting of an appraisal report with a more far-reaching refurbishment solution that will restore the structure to its original state.

Restoration of the concrete surfaces on the port and sea sides to a depth, beyond the planes of steel reinforcement, of sound concrete. Once the concrete has been restored, new GRP (glass reinforced polymers) reinforcements will be installed. The scope of action corresponds to the entire length of the back of the vertical seawall, roughly 526 m long.

5. EXTENSION OF THE ADOSSAT WHARF, PHASE 3. ROAD

(OB-GP-P-0887/2021)

Awarded to:

COSPLAAN OBRAS SERVICIOS LAANTIT, S.L.

Performance time: **8 months (underway)**

Budget: **€2.435.807.35**



The plans to expand and develop cruise activity in the Port of Barcelona envisage consolidating cruise activity at the Adossat wharf and siting Terminal H, concessioned to the MSC company.

Extension of the road that runs parallel to the back of the Port of Barcelona's East seawall, to serve the new cruise terminal to be built to the south of the Port Nou multi-purpose terminal, as well as to serve, in future, the Ro-Pax terminal, to be developed further south, also adjacent to the East seawall. The characteristics of this road are similar to those in front of the cruise terminals already operating at the Adossat wharf.

The scope of the project starts at the southern end of the multi-purpose terminal and extends slightly further south of the new cruise terminal H, with an approximate length of 557 m of roadway. It coincides with the exit area of the service pipes that will connect the service networks of the Adossat wharf with those of the Energy pier.

6. NEW RAILWAY ACCESS. ACCESS **ROADS AND DISPATCH/RECEPTION** TO NOU LLOBREGAT. AFFECTED **SERVICES AND LAND** CONSOLIDATION

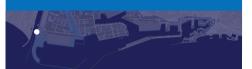
(OB-GP-P-0788/2016)

Awarded to:

UTE NUEVO ACCESO FERROVIARIO

Performance time: 24 months (underway)

Budaet: €24,947,507.84



The railway infrastructure is located on the left bank of the new course of the river Llobregat, on the land between the river's canalisation mote and the Pratenc industrial estate, Baix Llobregat wastewater treatment plant (EDAR) and Conca del Llobregat desalination plant (ITAM) in the municipality of El Baix Llobregat (Barcelona). The new rail access has a total length of roughly 2,720 m and consists of two general tracks and two dispatch/reception terminals, running parallel to the double access track.

The work, which is being performed by the Port Authority, comprises the inland track superstructure in the port, specifically on the general track access branch, plus a bundle of tracks for dispatch and reception adjacent to the TERCAT terminal. The work also includes the construction of the access roads and the dispatch and reception tracks in the Nou Llobregat area (following modification of the Delimitation of Port Areas and Uses, DEUP), the corresponding electrification, including the traction substation, and the proportional part of the overall signage project.

The action includes the performance of the works related to the replacement of affect-

ed services; land consolidation and geometrical definition of the railway terminals; the service road, and the site for the construction of the access and dispatch-receiving tracks to connect the Port of Barcelona's railway infrastructure with the new southern railway access, which is being developed by the Ministry of Public Works and Transport.

The works are part of the Recovery, Transformation and Resilience Plan (RRTP) and are financed by European funds from the Recovery and Resilience Mechanism (RRM).

7. REFURBISHMENT OF THE WAREHOUSES OF THE EASTERN WHARF (OB-GP-P-0900/2022)

Awarded to:

UTE TINGLADO MUELLE ORIENTAL

Performance time: 13 months (underway)

Budget: €5,792,000



Between the Eastern and Llevant wharves and Passeig Joan de Borbó there is a group of warehouses with outstanding architectural value, built in the early 20th century. All have been in disuse for years and gradually deteriorated, so the need has arisen to refurbish them and restore them to their original state.

The purpose of the action is to jointly contract the drafting of the building project and subsequent performance of the work.



Other key economic figures

Financial aid received

During 2023 the Port of Barcelona participated in several projects with European funding.

Participation in international projects with EU funding, 2023

Period	Project	Action	Programme
2023-2025	GREEN MARINE MED	This NEW project brings together in a global network the representatives of the entire value chain of "green" maritime transport in the Mediterranean. It supports startups, SMEs, and entrepreneurs to revolutionise ports and maritime transport industries and accelerate innovation in "green" maritime transport. APB participates with bodies and organisations from Spain, Italy, Turkey, Israel, and the Netherlands.	
2018-2024	Bolink was not be follows	Fostering the Motorway of the Sea between Barcelona and Civitavecchia by improving infrastructures: adapting the Contradic wharf to MoS traffic by strengthening the Contradic north alignment, extending the ro-ro ramp, and adapting the Contradic rail terminal.	Co-funded by the European Union
2020-2024	♥ CREATORS	CREATORS enables local initiators to create and operate advanced Community Energy Systems (CES) while supporting technical, financial, and social processes at every stage of the CES lifecycle. In this way, the aim is that models of smart energy communities cease to be experimental (they now represent only 0.01% of the current energy market).	Funded by the European Union
2020-2023	EAUN (5	Study proposing a common harmonised and interoperable EU framework for the transition to electrification and acceleration of the effective deployment of ship-to-wharf (OPS) electrical connection solutions. 16 ports in various EU sea basins — Mediterranean, Black Sea and Atlantic Ocean — are pilot sites to define the technical, legal, and regulatory framework to accelerate the implementation of OPS solutions.	Co-funded by the European Union

Continued» Participation in international projects with EU funding, 2023							
Period	Project	Action	Programme				
2020-2023	LNG hive ₂	Build a barge to supply LNG as marine fuel to the Port of Barcelona and adjacent areas. The barge will have an LNG storage capacity of 5,000 m³ using C-type storage tanks, which will give it a boiling generation of between 0.15% and 0.25% per day. It will be equipped with multiple supply pumps.	Co-funded by the European Union				
2021-2024		Implementing cross-border cooperation activities in the context of the European Neighbourhood Policy, while complementing the efforts made within the framework of the Euro-Mediterranean Association, with the ultimate goal of developing an area of peace, stability, prosperity and neighbourliness. Participation of EU Mediterranean Partner Countries (MPC).	(II)				
2021-2026	PIONEERS	PIONEERS addresses the challenges facing EU ports in reducing their environmental impact while staying competitive and responding to the sector's continued growth.	Funded by the European Union				
		Five objectives have been defined:					
		 Reduce the Port's total environmental footprint by introducing clean energy. 					
		Deploy sustainable port infrastructure beyond energy supply and demand.					
		3. Introduce ecological improvements based on digitalisation and new methods of operation.					
		4. Co-define and transfer PIONEERS demos to other ports during the project lifecycle.					
		5. Develop a port master plan to transition to GHG neutral freight and broader multimodal mobility by 2050.					
2020-2023	ZB/750	Extend sidings up to a useful length of 750 m in the Zarago- za — Barcelona section of the Mediterranean corridor. In- cludes actions at the Zaragoza Maritime Terminal and Port of Barcelona.	Co-funded by the European Union				
2022-2024	⊜PS 4B&B	Project in cooperation with the Balearic Islands Port Authority to develop on-shore power supply (OPS) pilot projects for electrical connections to container ships and ferries at the dock. The ultimate goal is to reduce greenhouse gas emissions and other pollutants.	Plan de Recuperación, Transformación y Resiliencia				
2022-2024	PortDigiRail Fort de Barcelona	Develop a Centralised Traffic Centre (CTC) to digitalise the Port of Barcelona rail network.	Plan de Recuperación, Transformación y Resiliencia				
2023-2025	SU-PORT 3	Capture and recover CO ₂ from ship waste to produce clean synthetic marine fuels for ships. The APB, CENIT (CIMNE), Aigües de Barcelona and CETAQUA participate.	Lineas Estratégicas				

Procurement and service purchase practices

To contract the supply of energy jointly in a purchasing group, 16 February 2023 on the Public Sector Procurement Platform and 17 February 2023 in the Official Journal of the European Union (OJEU), Barcelona Port Authority (APB) announced an open tender, by lots, for the best cost-effectiveness ratio based on price and ordinary processing, to award the following tender:

"Contract to supply electrical energy during 2023/2024 for the Barcelona Port Authority, entities in which it holds a stake and private companies that wish to join the Port of Barcelona purchasing group."

File key: 2022I070025.

Ref. Recruitment Service: 2023-00007 with an estimated contract value of €3,982,960.05, excluding VAT.

Validity period of electricity supply contracts: one (1) year.

In accordance with the coefficients Mv and B offered, applicable to the formula Energy price(i) (€/MWh) = Mv(i) * OMIE + B(i), on 17 May 2023, **APB awarded the contract** as follows:

Lots 1, 2, 4, 5 and 6 were awarded to Total Energies Electricidad y Gas España, S.A. (CIF A-87803862):

		Peri	od 1	Perio	od 2	Peri	od 3	Per	iod 4	Perio	d 5	Peri	od 6
Lot	Winning company	Mv	В	Mv	В	Mv	В	Mv	В	Mv	В	Mv	В
1	TOTAL ENERGIES SA	1.088	59.556	1.088	52.007	1.078	38.518	1.077	34.074	1.063	29.132	1.099	30.101
2	TOTAL ENERGIES SA	1.198	77.665	1.204	66.523	1.178	47.748	1.172	40.741	1.170	35.032	1.211	35.496
4	TOTAL ENERGIES SA	1.088	60.100	1.088	52.551	1.078	39.057	1.077	34.613	1.063	29.663	1.099	30.650
5	TOTAL ENERGIES SA	1.198	78.264	1.204	67.125	1.178	48.337	1.172	41.327	1.170	35.617	1.211	36.101
6	TOTAL ENERGIES SA	1.189	116.531	1.187	70.370	1.211	46.759						

		Perio	d 1	Period	2	Period 3		Period	4	Period 5	j	Period 6	5
Lot	Winning company	Mv	В	Mv	В	Mv	В	Mv	В	Mv	В	Mv	В
3	ENDESA ENERGIA SAU	1.313	99.699	1.263 54	1.028	1.141 34.	843						

In accordance with the energy price formula established in the terms and conditions and the coefficients offered by the awarded sellers, applying the Iberian Energy Market Operator (OMIE) value used in preparing this tender (the futures price of energy for 2023 the dates the specification was drafted), a **budget reserve of €2,175,000.00** for chapter B10070.161400, Consumption of APB electrical and climate supplies (2023), was requested.



06

Social value

Human capital » 118

Security of people and goods » 134

Social and relationship capital » 142







Human capital is a strategic factor in the Port of Barcelona's development. That is why it is essential to guarantee the well-being, health and development of skills and abilities of the people who work there.

The Port also works to guarantee application of the precautionary principle to all the activity carried out in the port facility and its surroundings, the goods and the people for whom they are intended.

Orientation to the SDGs

The diverse services for goods and passenger transport provide a very wide scope of port activity which meets various SDGs. The following include those that have the greatest impact and relevance in day-to-day Port affairs.



The Port envisages ensuring workplace safety and hygiene as an essential aspect. Rapid access to medical services is a priority to ensure the well-being of Port users.

- » 23 drills within the Port Self-Protection Plan
- » 11,589 visits attended by APB Medical Services
- » 629 ambulance services managed in port territory



The Port is involved in designing quality training not only for working people, but also to promote employment and match labour supply and demand in the port sector. The European School – Intermodal Transport, promoted by the Port, is a benchmark European centre for training in logistics and intermodal transport.

- » 69 direct training activities of the European School Intermodal Transport
- » 569 students from higher training courses in Transport and Logistics and International Trade have participated in the Forma't al Port [Train at the Port] programme



The Port works to ensure gender equality. This is a responsibility especially important in the port sector, in which women remain under-represented, particularly in positions of responsibility.

- » 30% of women on the APB Executive Committee and 19% on the Management Board
- » Registering the Fourth Equality Plan at REGCON and semi-annual follow-up meetings



The Port extends the challenge of creating quality employment to people with disabilities or at risk of social exclusion, and to young people. In addition, we undertake initiatives to improve the qualification of working people and potentially working people.

- » 94.7% of the workforce participated in the Internal Training Plan
- » 30 APB interns from various areas of specialisation
- » 26 people with some kind of disability



Safety within the port area is an aspect on which we work constantly. Furthermore, actions are developed to make the environment inclusive and supportive of people and the city, and to protect cultural heritage.

- » 242 free integrated transport cards for APB staff
- » Subsidised bike parking, a sustainable transport alternative
- » Guided tours to enhance and promote Port of Barcelona heritage



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

» Active participation and voice in the main national and international bodies of the sector

About the data

This chapter presents occupational data that refer exclusively to Barcelona Port Authority (APB), an organisation subject to the principle of transparency and which hopes to extend its strategy model for people oriented towards sustainability throughout the port environment.

In addition, data are provided on Reference Service Levels, safety and qualitative information concerning actions related to the public; these data are provided by the APB but refer to the entire Port Community.

Human capital

In 2023 the **23 actions prioritised in the Barcelona Port Authority (APB) People Plan 2021-2024** were carried out. APB's people policy is oriented towards consolidating an organisational culture that is increasingly open and trust-based; but also committed to effort and delivering results, particularly in a context of continuous change like the current one.

One highlight of this year was the negotiation of the Local Agreement, leading to improved conditions of the group to which the Third Agreement applies, and underscoring the understanding and constant collaboration between the parties. In addition, the wage study was conducted, and the new job assessment tool was implemented, with the principal objective of making processes involving remuneration policy more transparent and promoting greater understanding among all APB staff.

Developing activities related to emotional health and preventing vascular pathologies, as well as managing health and safety in works, were also a key focus in 2023. Likewise, many actions were undertaken to digitalise and modernise processes related to people.

Furthermore, this year the first *Naveguem Junts* [Let's Sail Together] Award was granted, valuing ideas presented by APB workers and entailing a commitment to implement the winning idea.

The Barcelona Port Authority workplace

» Workforce profile

The Barcelona Port Authority (APB) workforce has the following characteristics as of 31 December 2023:



Progression of APB staff (number of people), 2018-2023

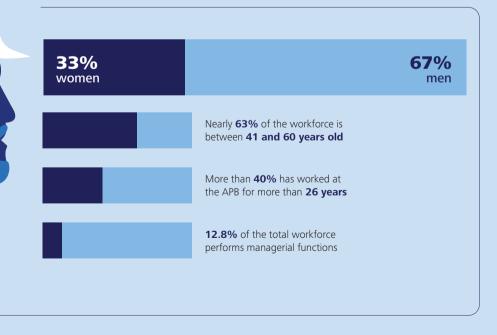
	2018	2019	2020	2021	2022	2023
Covered by the agreement	458	456	451	461	468	491
Not covered by the agreement (managers)	69	68	70	70	69	72
Total	527	524	521	531	537	563

APB workforce by age range (number of people), 2023

	16-30 years	31-40 years	41-50 years	51-60 years	61-70 years	Total
Men	34	55	112	127	50	378
Women	19	29	61	53	23	185
Total	53	84	173	180	73	563

APB workforce by seniority (number of people), 2023

	0-5 years	6-10 years	11-15 years	16-20 years	21-25 years	26-30 years	>30 years	Total
Men	66	37	34	44	35	78	84	378
Women	42	24	14	24	14	44	23	185
Total	108	61	48	68	49	122	107	563



» Diversity and equal opportunities

GENDER EQUALITY

The proportion of women in the chief governing bodies of the Port of Barcelona and APB is slightly lower than the proportion of women in the overall workforce.



Fourth Equality Plan

Once the new APB Equality Plan (2022-2026) was published in the REGCON register, meetings to follow up the 23 actions it includes were held regularly every six months. These are scheduled throughout the validity of the Equality Plan and cover the following areas: Communication and Organisational Culture; Job Classification; Female Under-representation; Selection and Recruitment; Professional Training; Working Conditions; Reconciliation and Co-responsibility of Personal Life, Family and Work; Sexual and Gender-based Harassment, and Salary and Remuneration Audits.

The APB Equality Monitoring Commission, made up of ten people (five from the business side and five from the company side) and operative throughout the Plan's development, monitors the state of development of each action and the degree of achievement of the objectives of each measure.

PREVENTING DISCRIMINATION

Barcelona Port Authority applies the current collective agreement (Third Collective Agreement of *Puertos del Estado* and Port Authorities) on the qualifications required for each post, follows open competition procedures to select staff, and recruits according to current labour regulations.

In 2023 the APB directly contracted a total of **26 people with some kind of disability**.

» Working conditions

LABOUR PROTOCOLS

During this year the APB was governed by these four labour protocols:

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

The content of these protocols, as well as explanatory infographics for each, are available on the APB intranet to all staff, so they can consult them quickly and easily at any time.

In addition, the working group of APB's internal policy on digital disconnection received no incidences and therefore did not have to meet during 2023.

FLEXIWORK

On 1 April 2022, APB implemented a combination of remote and on-site work, known as Flexi-Work (FW). The main mode consists of two days a week working from home and the rest in the office (40% FlexiWork). When this is not possible, a mode of one day of FW can be considered, but the position in question must allow 20% of tasks to be performed from home, concentrated on one day.

As of 31 December 2023, 221 people perform FlexiWork (113 women and 109 men). This figure represents 41% of the APB workforce and 89% of all APB positions that may be performed as FW.

In total, 249 APB positions can perform some days of FlexiWork. Most of the positions incompatible with FW correspond to Port Police, General Maintenance Unit (UMG). Maritime Stations (EM), Management assistants, Control Tower operators, Industrial Safety, Berths, Sailing Assis-Warehouse. Conservation. General tance. Services, Medical Services and Communication.

The FlexiWork Monitoring Committee, comprising representatives of the Works Council and a business representation, monitors incidents and questions that may arise, and observes the entire implementation of the new system. It received no incident warnings during 2023.

SOCIAL BENEFITS

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

Furthermore, promoter contributions to the employee pension plan were suspended throughout the 2023 financial year.

» People-centred organisation

SUCCESSION PLAN

The APB is committed to internal talent and has consequently worked on the Succession Plan project since 2019. This identifies the organisation's key positions and ensures that, when occupants conclude their period of employment at the APB, other people from within the organisation continue to fill them. The Plan therefore entails knowing the abilities and potential of the workers who may occupy key positions in future and moreover requires a more in-depth analysis of positions.

During 2023, six job changes and promotions took place in implementation of the Succession Plan. There have been 26 changes made within the framework of this Plan since 2019.

» Promoting youth work

During 2023, APB maintained six internship **contracts** regulated under the Workers' Statute. This type of contract aims to facilitate the incorporation into the labour market of recent graduates (in the last three years, or five years in the case of people with disabilities) who may not necessarily have enough professional experience for their activity to be fully productive. This increases their chances of entering the labour market once their placement is over and APB contributes to the

general mission of generating prosperity for the community.

EDUCATIONAL COOPERATION AGREEMENTS

In 2023 the APB hosted **30 interns** from various areas of specialisation such as Business Administration and Management, International Business, Civil Engineering, Biology, Environmental Sciences, Public Relations, Audiovisual Communication, Logistics and more.

In addition to extending the agreement with **the University of Barcelona** to host interns until 2027, the APB participated in several job fairs at universities to promote the APB among students there, both for internships and so that, in future, these consider the Port as a good job opportunity to develop their professional career.

Internal communication

The APB hopes to consolidate internal communication as one of the pillars of human resource management and business development. This stems from a belief in the importance of transparent, open and participative communication through collaborative channels that foster **cohesion and commitment**.

The **corporate intranet**, highly rated among workers, remains the main internal communication channel with the daily publication of news, operational information and communications to disseminate the organisation's strategic axes and enhance people's satisfaction and well-being.

896,888
visits
1,467
new contents published
8,612
positive reactions
448
interactions
88
audiovisual contents published

» Internal Communication Plan

During this year one of the actions developed in the 2021-2024 People Plan sought to improve the impact of internal communication within the organisation, to optimise associated resources, have a combination of suitable channels, more effective audience segmentation and, ultimately, communication that can align with and better engage people working with the organisation.

In 2023 an **initial diagnosis** was conducted to determine the current position of internal communication in the organisation. This consisted of interviews with key users, a group survey and several focus groups with people from all organisational areas and hierarchical levels to deepen the quantitative results of the survey qualitatively. At year-end it was possible to have a first **action plan proposal**, linking and conveying communicative themes, audiences and tools, to focus on the most interesting and relevant areas for the APB.

PEOPLE AS AMBASSADORS OF THE ORGANISATION

APB workers' active participation as spokespersons and ambassadors for the key issues of the organisation is of paramount importance for various reasons.

First, they are the true representatives of the company's culture and values and offer an internal perspective that can generate trust and credibility both internally and externally. Their active participation can contribute significantly to building a positive reputation and promoting the brand, because, if they are well informed and committed, they can transmit coherent messages aligned with the strategic objectives. Second, they can also positively influence their personal and professional environment by amplifying the impact of the organisation's communication and strengthening relationships with customers, collaborators, and other interested parties.

In 2023, one of the main projects carried out in this connection involved creating a specific section on cruise activity on the corporate **intranet** to provide detailed information on the key aspects of this strategic traffic segment. Furthermore, to improve internal and cross-cutting knowledge of the organisation, a new chapter of the "Inside the APB" series was dedicated to another of the strategic axes: rail activity and traffic.

IMPROVING THE EMPLOYEE EXPERIENCE

During 2023, the APB continued to work on improving the experience of working people as one of the fundamental pillars to build a healthy working environment. It analysed and redesigned the onboarding process to make it more effective and ensure that the people who join the APB can guickly integrate into the culture and work environment of the organisation and, thus, promote their commitment and satisfaction with the organisation from the start.

In addition, a well-structured welcome provides people with clear information about site responsibilities and internal procedures, facilitating adaptation and reducing the time needed to achieve full productivity.

INTERNAL RECOGNITION

In 2023, in the context of the Let's Sail Together employer branding, the **Let's Sail Together Distinction** was launched to boost the organisation's internal talent and encourage new ways of doing and thinking and commitment to the APB. This award encourages APB workers to present entrepreneurial ideas that contribute innovative and/or sustainable solutions applicable to any area of the organisation's internal activity. The APB commits to implement the winning initiative.

In the first edition of this distinction, a total of 19 people participated and presented 11 candidatures. After analysis by an expert committee, the three finalist proposals were submitted to an open vote among all the people in the organisation. The verdict was announced during the Annual Let's Sail Together Day 2023 with more than 400 people in attendance.

This edition's winning proposal was "Descobrim el Port" [Let's Discover the Port], a programme to give everyone in the organisation the chance to learn what the various departments of the APB do and how they do it. In short, the programme seeks to deepen understanding of the specific areas in which people work, how they work and, above all, how each person contributes to the Port of Barcelona's development.

These types of internal talent recognition initiatives are essential for:

- » Creating an environment in which workers feel valued by the organisation and, consequently, improving motivation and commitment to it;
- » Strengthening the culture of collaboration and stimulating creativity within the organisation;
- » Increasing talent retention by making people feel valued and recognised for their contributions; and
- » Discovering new solutions, improving processes and fostering innovation in the organisation sustainably.

OTHER COMMUNICATION CAMPAIGNS

During this year, in line with previous years, work continued on the design and production of various campaigns to disseminate specific areas such as:

- » Campaign on **cardiovascular health** within the "La Mar de bé" [Feeling Great] healthy company programme.
- "At the Port, We Eliminate Occupational Risks" series, with two new pieces on coordinating business activities.
- » Videos about the importance of protecting personal data in the business environment, included in the online course available on the internal learning platform.

Training and upskilling

Having well-prepared people is key to successfully and sustainably developing the Port of Barcelona, Barcelona Port Community and our surroundings. Aware of this, Barcelona Port Authority trains its workers and promotes and collaborates with top-level training initiatives like the European School – Intermodal Transport.

Moreover, with the aim of adapting to user needs and focusing on the objectives of the Port of Barcelona as a whole, the APB also offers specific training activities for the Port's final customers. For more information see the "Customer Experience" section of the Management chapter.

The training plan includes all the training needs identified in the various internal work committees, such as the Safety and Equality Committee. One of this Plan's added values is that it is a living, flexible roadmap adapted throughout the year if there are new strategic projects or new learning needs that require addressing.

With the 238 actions taken in 2023, 94.73% of the workforce was trained. Hence, throughout the year, practically everyone in the organisation did some kind of training and satisfaction with the actions is between noteworthy and excellent.

» APB staff development

As every year, a needs detection process is undertaken with meetings with each APB area. The main axes of the APB's annual Internal Training Plan are extracted from this process, including cross-cutting and specific development and learning actions of varying areas and departments.



It should also be noted that, once again, team building activities were conducted to improve cohesion, communication and teamwork, and the well-being of people at the APB.

LET'S SAIL TOGETHER LEARNING

In 2022, among options for development, the **Let's Sail Together Learning** online training programme was launched, with a very positive reception among workers. In 2023 the training offer available was increased, and important new features for the APB – such as training in **Organic data protection law (LOPD)** and **Compliance and anti-fraud measures** – were included. This year the most important innovation was unquestionably the launch of the training offer in **Wellness and Health**, focused mainly on **emotional health**.



PROFESSIONALISING INTERNAL TALENT

140 specific individual training actions were managed in various training centres, foundations, business schools and universities in 2023.

Among these were the professionalisation activities of the **Port Police** which, in addition to training in cross-cutting knowledge for the whole force, included:

- » A segmented training plan tailored to specialise various groups of agents.
- » The 12th Basic Course of the Port Police at the Institute of Public Security of Catalonia (ISPC) meant that 24 people were trained and later appointed as officers of the force. Once the course was over, new agents received specialised technical training on working tools to perform their duties.
- » Representation of the APB at ISPC course training, with the attendance of the new inspector in the Port Police Inspector Course.

» European School – Intermodal Transport

The European School – Intermodal Transport, a training centre in which the Port of Barcelona holds a stake and which specialises in intermodal transport, presents a training offer with a wide social and professional scope. During 2023, the activities organised by this centre directly served more than **7,100 people** from more than **80** countries.

During this year, **specialised training courses** – completely in-person or hybrid (part online) – were held on maritime intermodality and Motorways of the Sea; rail intermodality; temperature-controlled chains; port operations and operations to digitalise international trade, and the Port Community.

Executive trainings for professionals from various countries – port managers in Indonesia and countries in the Caucasus, for example – were held as well.

As part of these trainings, the School continues to consolidate a new training tool called **Port Virtu**al Lab which recreates international trade operations across a platform of simulated companies. In 2023 trainings were held with the University of Barcelona, the Universitat Autònoma de Barcelona Foundation, the Caboto Foundation (Italy) and STC Group (Port of Rotterdam training centre).

Additionally, the School managed more than 4,500 **technical visits** at the Port of Barcelona, making it possible to publicise the Port Community and our business, social and environmental activities

Activity of the European School -**Intermodal Transport, 2023** Training activities: Technical visits: Training activity Technical visit participants: participants: 2,589 4.574

This year, the European School also consolidated its presence in the Mediterranean with the incorporation of a new partner, the Port Authority of Palermo.

In parallel with training activity, the School has played the role of Port of Barcelona's Technical Office of Sustainability to manage Barce-Iona Port Community issues of social sustainability and good governance. In this function it has supported the Organisation and Sustainability Team in developing the Sectoral Sustainability Plan and organised other events linked to this theme

PARTICIPATION AND PROJECT **LEADERSHIP**

Beyond the directly organised actions, the European School promotes and is the fundamental axis of various programmes, projects and training days, on which work continued in 2023.

TECHLOG

Co-financed by: the European Neighbourhood Instrument, within the Cross-Border Cooperation (CBC) Mediterranean Sea Basin Programme, on developing simulators in the field of ports and transport.

Goal: strengthen relations between academia and the transport industry in port areas of the Mediterranean.

Achievements and activities 2023:

- » Launch of the Barcelona Living Lab. dedicated to identifying the needs of the sector and promoting innovation.
- » Organisation of two trainings in innovation for port sector professionals in Italy and Egypt.
- » Contribution to validating simulators implemented in Italy.

Descobreix el Port [Discover the Port]

Conference to familiarise teachers and guidance counsellors of compulsory education training centres in Barcelona with the professional profiles of the Port of Barcelona. Organised by the Steering Council's Training and Employment Working Group.

YEP MED

Led by: European School

Co-financed by: European Neighbourhood Instrument within the Cross-Border Cooperation (CBC) Mediterranean Sea Basin Programme

Participants: Ports of Barcelona, Valencia, Marseille, Civitavecchia, Radès -La Goulette, Damietta, Beirut, Aqaba and, as a quest country, Morocco.

Goal: create jobs and facilitate productive economic growth, particularly for unemployed young people and women, by finding a better match between qualification needs and the offer of dual vocational training in the labour market of the Mediterranean port communities.

Achievements and activities 2023:

- » More than 150 trainings given; roughly 40 in Barcelona on trade and international operations with a focus on digitalisation, environment and sustainability.
- » Over 4,800 students across the Mediterranean, more than 760 of whom (356 women) subsequently found internships or jobs.
- » Ranked among Top Three Community Building Projects at the annual awards of the International Association of Ports and Harbours (IAPH).

GREEN MARINE MED

Led by: Centro Tecnológico Naval y del Mar (CTN) and the World Ocean Council (WOC).

Co-financed by: European Maritime, Fisheries and Aquaculture Fund (EMFAF).

Goal: create a community of stakeholders in Mediterranean green shipping to promote innovation and sustainability in the sector

Achievements and activities 2023:

- » Launch of a case study on green shipping and energy transition in the Port of Barcelona intended to simulate the decision-making processes involved in developing energy transition plans at ports.
- » Contribution to organising trainings for entrepreneurs in the sector.

Aprenem Junts [Let's Learn Together]

Day in which short interviews are held between teachers and companies to promote the teachers' stays in companies in the sector. Organised by the Steering Council's Training and Employment Working Group.

Forma't al Port [Train at the Port]

Led by: European School

Directed by: Training and Employment Working Group of the Steering Council to Promote the Port Community.

Achievements and activities 2023:

- » 569 students from higher education courses in Transport and Logistics and International Trade from institutes in the metropolitan area of Barcelona.
- » Second edition of the TALENT programme allowing the top students from each school to access training for high performance teams in logistics.
- » Launch of a talent recruitment portal where companies participating in this programme can publish their job opportunities.

Benvingut al Port [Welcome to the Port]

As part of the policy to attract and retain talent, the Port's onboarding programme welcomes and positively integrates individuals joining companies of the Port Community.

Formati al Porto [Train at the Port]

The Italian version of Forma't al Port held at the School's headquarters in Civitavecchia has incorporated two new centres. Five institutes now participate in this programme. In 2023 a total of 262 participants joined the various trainings carried out in the Italian port.

Higher Technical Diploma in **Integrated Logistics and Shipping** Processes

Promoted and jointly managed by the European School's headquarters in Civitavecchia, port authorities of Rome and Lazio and G. Caboto Foundation. This is the fourth edition of the programme. which has trained more than 80 participants in three editions, 90% of whom have entered the labour market.

Training and Employment Working Group

The European School chairs and coordinates the sessions of this Steering Council working group and its subgroups:

- » Recruiting talent for bulk terminals.
- » Accrediting skills for Port Community workers
- » Participating in the Employment Fair.
- » Recruiting talent for the cruise and ferry sector.
- » Conference to promote dual vocational training.

Occupational safety and health

» APB Medical Services

During 2023, Barcelona Port Authority (APB) Medical Services attended to 1,338 people (33 fewer than in 2022) including active and retired workers of the entity and their relatives. Healthcare activity was offered both on site and with methods adopted or strengthened during the pandemic, i.e. online contact via Zoom or other platforms, and telephone support. This also made it possible to conduct hybrid consultations (physical and virtual) which allow, for example, for follow-up visits without travel. This activity is very well received and is therefore expected to continue to grow.

The medical centres of the Bosch i Alsina wharf and WTC Barcelona building attended to **11,589** visits, a year-on-year increase of 558 visits (5.1%) corresponding to the activity of specialists, family medicine, rehabilitation sessions and nursing consultations.

Potential users of APB Medical Services, 2023

537 active Port Authority staff

414

family members of active staff

220

retired workers

68

relatives of retired staff

99

temporary workers, widows, orphans and others

Total: 1,338 users

Healthcare work of APB Medical Services, 2023

4,252

nursing consultations **9.54%**

4.403

specialist and family medicine consultations

≥ 1.47%

2,998

rehabilitation sessions

≈ 7.76%

TOTAL: 11,589 visits ≈ 5.2%

» Promoting health

Apart from the usual health promotion initiatives – fundamental pillars to guarantee health in the port area - other information and training activities were undertaken in 2023:

- » Work as a healthy company to strengthen the slogan "La Mar de bé" [Feeling Great], which aims to provide necessary and appropriate information on healthy habits (exercise, food, smoking, sleep, etc.).
- » Yearly campaign on colon, prostate, breast and cervical cancer.
- » Programme to reduce overweight and coronary risks II: based on a medical examination and appropriate to their weight, individuals are advised to visit a dietician, adopt a healthy diet and/or exercise.
- » All workers received fruit to commemorate Food Week in October.

- » Study of emotional well-being in the organisation with publication on the Naveguem Junts Learning platform of videos on emotional self-control, emotional intelligence, burnout syndrome, and resilience in the face of change.
- » Full study to detect venous vascular risk among workers. The goal is to promote the study that will be conducted with the Activa'TT per la Salut Association, of Hospital de Sant Pau, during 2024, to contribute to research to tackle these diseases and the associated comorbidities and complications.
- » Personalised study of the retina by a specialised company. Ophthalmology specialists obtain and assess fundus photographs and give recommendations in the event of problems.



» Occupational risk prevention

In March 2023 we obtained **certification of the Occupational Health and Safety Management System** according to **ISO 45001:2018**, which validates work undertaken in the following aspects:

- » Implementing control measures to minimise and/or eliminate incidents or accidents.
- » Reduce absenteeism and health problems.
- » Improve legal security based on compliance with legislation.
- » Make workers aware of the importance of managing and minimising risks proactively.
- » Improve relations with interested parties.
- » Improve reputation with the external and independent recognition of a certifying body.

This management system also involves monitoring the safety of personnel of the companies that the APB contracts to maintain and build port facilities. By coordinating business activities, we perform a two-pronged monitoring exercise: documentary surveillance of the necessary preventive activities of contracted companies, and on-site monitoring through workplace safety visits. During 2023, data from more than 600 companies and 3,000 workers were processed.

SAFETY AND HEALTH INDICATORS AT WORK

Occupational accidents at the APB

The rate of incidence of accidents with sick leave among APB workers has fallen compared to previous years and stands at **1,073 points**. There have been **10 accidents with leave** – four *in itinere* and four during actions of the Port Police.

Monitoring health

In application of the Puertos del Estado and Port Authorities agreement, this work entailed **339 medical examinations**, both periodic and involving new entries, changes of post and/or after prolonged leave.

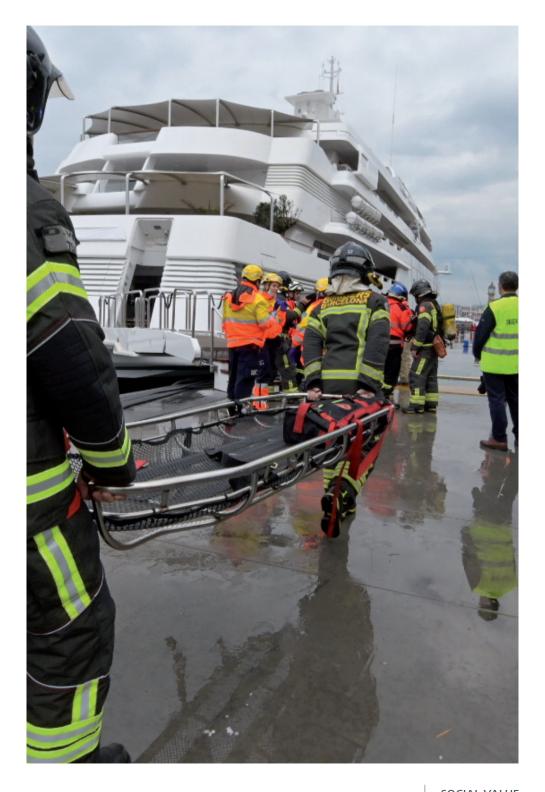
Drills

Drills have been carried out in the buildings and spaces where APB staff work in the World Trade Center Barcelona (central offices of the Port Authority) and in other facilities in the port area.

TRAVEL PLAN

To foster the use of public transport, the APB provides three-month travel cards to workers who choose to go to work using public transport. In 2023 a total of **242 people** benefited from this initiative – 16 more than in 2022.

As a new mobility option, the **bicycle parking** area was incorporated in the World Trade Center Barcelona building. To encourage this healthy and sustainable option, the APB subsidises the cost of parking and gives workers who choose this option four 10-journey cards a year for the days that they cannot bike to work due to the weather.





Security of people and goods

Port Police

As all the data show, In 2023 post-pandemic activity settled into a steady pattern, with an impact on the daily work of the Port Police.

» Safety

Action of the Port Police in safety, 2023

Туре	Number of interventions
Participating in Self-Protection Plan (PAU) drills as an Order Group ⁽¹⁾	61
Monitoring and supervising operations with firefighters	
Direct loading or unloading between ship and truck of hazardous goods	374
Of TTS or MTTS bunkerings of liquefied natural gas (LNG)	120
Controlling access to the restricted area of the Port	
Seizure of expired accreditations	667
Reports filed for using third-party accreditation or transferring accreditation	28
Proceedings referred to other police forces ⁽²⁾	
Criminal acts (arrests)	372 (50)
Violations of the Public Safety Protection Law LO-4/2015	78
Thefts	166(3)

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

⁽²⁾ Mossos d'Esquadra, Civil Guard, National Police, etc.

^{(3) 144} for theft with forced entry to a vehicle.

This year the number of accidents rose slightly, probably due to normalising mobility. Of **137 traffic accidents** in the port service area, the vast majority (122) resulted in material damage only. Unfortunately, in two different accidents, but at the same point, **two motorcyclists lost their lives** when they drove off the road due to excessive speed.

In addition to participating in 13 campaigns planned by the Catalan Traffic Service (SCT), the Port Police conducted a total of 223 controls for alcohol and narcotics, which meant a total of 1,955 people tested. The controls also made it possible to detect 14 other traffic safety offences, such as driving without a licence, driving with a suspended licence, or driving despite having lost all the points on a licence.

Of the reports filed under the Port of Barcelona's catalogue of administrative infractions, the vast majority were for traffic violations, notably in car parks and at stops. As for the **1,726** complaints processed with a ticket from the SCT, 35% were for having failed to present vehicles to a technical inspection.

Forty-seven transport controls were conducted and **172 complaints** processed related to land transport legislation, 68 of which related to passenger transport (VTC).

Action by the Port Police in traffic, 2022-2023

Indicator	2022	2023	١	/ariation
Number of accidents within the port area	125	137	^	9%
Minor injuries	58	52	¥	10%
Serious injuries	6	2	¥	66%
Fatalities	0	2	*	200%
Breathalyser tests	1,829	1,915	\$	5%
With penalty for administrative positive	66	57	¥	14%
With penalty for criminal positive	24	14	¥	42%
Drug tests	21	40	*	90%
With penalty for administrative positive	11	22	*	100%
With penalty for criminal positive	1	1		=
Complaints processed				
For traffic violation	7,333	5,263	¥	28%
For administrative violation	1,274	298	¥	76%
Transport control	21(1)	47	*	124%
Land transport legislation complaint	47	172	*	266%

⁽¹⁾ One of these in collaboration with staff of Transports de la Generalitat and two with the Waste Agency of Catalonia and Mossos d'Esquadra traffic police.

» Healthcare

- » Assistance in a total of **84 occupational** accidents that took place in the Port of Barcelona, with 15 serious injuries and 1 fatality.
- » There were a total of 629 ambulance services by the SEM Medical Emergencies System, Port ambulance and private mutual societies.
- » Six hundred sixty-three citizens received assistance of various types (+10%).

» Administrative

968 administrative acts were opened (+60%), 45% of which were for confiscation of products from street vendors, representing an increase of 140%, resulting from the recovery of tourism.

» Port

- » 189 cases of breakages were registered, of which 50 correspond to broken barriers at special railway intersections, and 53 to broken barriers at access controls in the restricted area.
- » 358 environmental procedures were activated, basically for solid waste in docks, liquid spills and solid waste on roads, or episodes of atmospheric pollution by NO₂ / PM₁₀.
- » 104 files were initiated for vehicles abandoned in the Port's service area.

Port security

Also this year, the Port of Barcelona has met the demands of state and European port protection regulations by applying specific measures and providing the necessary tools to carry them out.

» Actions in compliance with regulations

Regulation 725/2004 EC, regarding improved protection of ships and port facilities:

- » Validation and approval of risk assessments and protection plans for Helix Palacruceros Cruise Center, Sammer, TMA, TPS, APMT, Best, MPV and the new Port Nou Terminal.
- » Leaves due to various modifications: unaffected port services (Cemesa, Mooring, Pràctics and SPRA); the Port Nou Terminal of the Adossat wharf, which has been moved to the Prince of Spain wharf; the cruise terminals of the Carnival group (D and E), which have been grouped together in the new Helix Palacruceros Cruise Center.
- » There are currently 41 facilities affected by the International Ship and Port Facility Security (ISPS) in the Port of Barcelona.

Regulation (EU) 2017/2226 of the European Parliament and the Council, of 30 November 2017, to establish an entry and exit system (EES) recording these and refusal of entry data related to third-country nationals crossing the external borders of the Member States:

» Agreed measures and equipment necessary for system implementation – foreseeably in late 2024 – in the various international passenger terminals of the Port (cabotage, short sea shipping and cruises). These are specified in conversations and meetings with officials of the National Police of the Port and, specifically, of the General Commissariat of Foreign Affairs and Borders

» Security measures implemented

- » Seventh round of 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. A total of **25 of the 51 participants** in this year's test, held in February, passed and were included in the annual register that Barcelona Port Authority makes available to shipping companies, freight forwarders and terminal operators.
- » Annual endorsement made through the Video Surveillance Devices Control Commission of Catalonia under the Department of the Interior of the Generalitat de Catalunya – of the approval, renovation and extension of the Port Authority Control Centre CCTV video surveillance system (248 cameras) and renovation of the cameras in Port of Barcelona accesses and terminals (129 cameras in 21 points) of the SIAM automatic licence plate identification system. The approval resolutions are dated 13 June 2023.
- » Supervision of the services contracted by the APB for surveillance and provision of private security services at access controls to truck parking areas and security enclosures at public wharves and other port areas, and extraordinary services depending on circumstances: military vessels, Drassanes Passenger Terminal, Ágora APB as part of the Boat Show, etc.
- » Among the Security Commissions procedures stemming from the Consultative Committee, it bears highlighting the meetings of the Operational Working Group in coordination with the Tax Agency and Civil Guard within the Container Terminals Security Commission, on the measures to establish to **combat illicit drug trafficking**.

- » Supervision of the services contracted by the APB and third parties regarding the use of drones in the Port of Barcelona to obtain authorisation from ENAIRE and coordination with the Adossat wharf heliport to authorise flight plans of unmanned aerial systems (UAS) over the port territory.
 - Stemming from the agreements in 2021 with AESA, ENAIRE, SENASA and, on the operational side, with the Mossos d'Esquadra and Civil Guard (Pegaso group), 40 third-party drone use authorisations and 44 flight information coordinations were issued during 2023.
 - On 2 July, the documentation for the APB's qualification as a drone operator was processed, which includes the UAS operations manual and activity analysis.
- » For the organisation of the upcoming **America's** Cup 2024 (AC37) at the Port of Barcelona, an Extraordinary Advisory Committee was convened, as were various meetings with the police forces to establish guidelines to distribute competences and the necessary resources to quarantee the safety of the event. The Coordination and Communications Centre for the maritime and land areas will be located at the Drassanes Passenger Terminal and headed by the Emergency Operational Coordination Centre of Barcelona (CECOR). The Port has also participated in the meetings of the Specific Maritime Port Technical Committee for the AC37. which coordinates the organisation of the event and comprises all the parties involved.

Main port security measures, 2019-2023

Indicators	2019	2020	2021	2022	2023
Mobile X-ray services and safety arcs for FCS cabotage and cruise traffic	433	82	68	259	244
CCTV (police and judicial recordings)	40	57	46	48	109
Private security service hours in public port facilities	24,461	37,032	27,589	33,919	28,910
Cruise services, access control, enclosures, etc.	6,941	19,464	10,069	16,399	6,261
Parking services	17,520	17,568	17,520	17,520	22,649
K-9 pair certifications (submitted/eligible)	88 (40)	0	0	78 (35)	51 (25)
Sostrat authorisations(*) - QR code passes	0	0	13,775	17,360	18,370
Public area (no gates)			33	393	223
Restricted area (other gates)			260	804	2,147
Energy Pier (Gate 31)			12,851	14,510	14,695
Semi-restricted Adossat wharf (Gate 2)			631	1,653	1,305

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

PASSES AND PERMITS

This department issues authorisations to access restricted areas of the Port and to develop non-port activities in its spaces.

Managing accreditations and permits, 2019-2023

Туре	2019	2020	2021	2022	2023
Port access credentials managed	15,839	13,232	13,009	14,665	16,834
New users	4,301	2,875	3,494	4,447	4,760
Renewals	11,538	10,357	9,515	10,218	12,074
Passes withdrawn – by Port Police at access control and by Passes and Permits	1,169	998	1,012	1,354	1,415
Complaints from the APB (GESPOL-GESCITY Port Police administration)	5,764	4,947	7,688	8,819	6,927
Permits for non-port activities	149	132	282	265	353
Authorisations to use drones	0	0	28	46	40
Flight authorisations and coordination	0	0	53	53	44
Other payment permits(*)	37	17	68	82	61
Revenue from payment permits	48,267.00€	29,311.18€	78,850.92 €	133,550.27 €	55,856.29 €

^(*) Access and use of spaces for activities, events and filming, for example.

THE PORT SECURITY OFFICE

The Port Security Office manages actions related to drills, audits, inspections, meetings, incidents, and more, and records and documents all such activity.

Don't Security Office 2010 2022					
Port Security Office, 2019-2023					
Actions	2019	202	0 2021	2022	2 2023
ISPS drills ⁽¹⁾ (practical and theoretical)	16	5 1	3 8	3 13	37
Inspections/Audits	27	7 3	6 46	5 43	3 44
Internal	1		2 2	! 3	3 5
External	26	5 3	4 44	40	39
Security meetings documented with minutes	37	7 1	8 29) 48	39
Security incidents in ISPS area / (related to intrusions, stowaways, etc.)	25 / (13)) 15/(14	1) 38 / (11)	96 / (44	96 / (67)
Document registry and control Port facility approvals by APB Management Board/ Presidency					
Evaluations (new + revisions)	3	10	22	5	8
Protection plans (new + revisions)	3	10	13	7	8
ISPS notices					
Supplying ship safety information	17,758	14,496	16,404	18,313	17,221
Special vessel stopovers (military – oceanographic – school)	17 (13-2-2)	5 (3-2-0)	14 (9-2-3) 2	5 (15-3-7)	23 (13-7-3)
Pre-arrival information (PAI) – public port facilities	78	0	0	0	1
Security declarations – public port facilities	4	2	6	0	O
Protection level changes 2-3 / (errors)	4 (4)	0	3 (3)	2 (2)	3 (3)
Hard of hearing alerts	0	0	0	0	C

⁽¹⁾ The International Ship and Port Facility Security Code (ISPS Code) is a document that includes a comprehensive set of preventive measures and rules for action to enhance the security of passengers, ships and port facilities.

Industrial safety

» Agreement with Barcelona City Council

The Monitoring Committee of the collaboration agreement between Barcelona City Council and Barcelona Port Authority met a total of seven times during 2023.

INVESTMENTS

A contract was signed to acquire three new large fire-fighting vehicles specifically designed to fight fires in the Port of Barcelona. In other words, these vehicles are suitable for situations requiring large flows of water and/or foam and in extinctions in hydrocarbon or chemical storage tanks.

SOLIDARITY

In June, the Presidential Resolution of the APB was signed regarding the **transfer of the Barcelona fire brigade vehicle**, **B-208**, a self-propelled vehicle purchased within the framework of the Agreement, **to the State Emergency Service of Ukraine**. The vehicle was transported to

Ukraine in a convoy organised and led by the Barcelona Fire Department and handed over to the Ukrainian emergency services on 25 September 2023.

TRAINING

This year the following courses were held as part of the agreement:

- » Two fire commanders' ship-board intervention courses, taught at Jovellanos Integrated Maritime Safety Centre in Gijón, Asturias.
- » Fire commanders' column chief induction training on strategic command in emergency interventions, taught by the École Nationale Supérieure des Officiers de Sapeurs-Pompiers (ENSOP).
- » Various sessions of the rescue boat handling course for firefighters and corporals whose duties include water and underwater rescue, taught by the Escola Port – Maritime Professional Training S.L. in Barcelona.



» Implementing the PAU

During 2023, mandatory drills, exercises and practices were conducted with the intervention of personnel from the Barcelona Fire Department and Port Police as part of the Port of Barcelona's Self-Protection Plan (PAU). These guarantee that the necessary means of coordination are established, and resources are available among affiliated companies and acting groups in the event of an emergency.

Preventive actions (PAU), 2023

Port of Barcelona PAU general drill

drills in concessions, including companies affected by the Special External Emergency Plan for the Chemical Sector (PLASEQCAT).

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

» Managing hazardous goods

Compliance regulations for handling hazardous goods in the port area are included in Royal Decree 145/89.

Indicators of hazardous goods management in the Port, 2023

201,588

hazardous goods notifications

- » 171,904 authorisations
- » 29,684 changes or denials

303

inspections at terminals

- » 283 at container terminals
- » 20 at bulk terminals





Social and relationship capital

Participation in organisations

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

International organisations with Port participation, 2023



European Sea Ports Organisation (ESPO)

Member of the Executive Committee.

Member of the following specific committees:

- » Port Governance
- » Economic and Statistical Analysis
- » Sustainable Development
- » Intermodality, logistics and Industry
- » Trade Facilitation, Customs and Security
- » 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



International Association of Ports and Harbours (IAPH)

As former IAPH President, the Deputy General Manager of Innovation and Business Strategy of the Port of Barcelona is an honorary member.

The IAPH is the only forum recognised as a global spokesperson for the port sector, and its ports bring together nearly 80% of global container traffic and more than 60% by weight.

Continued» International organisations with Port participation, 2023



World Ports Climate Action Program

One of the drivers of this initiative – along with ports of Hamburg, Antwerp, Los Angeles, Long Beach, Vancouver and Rotterdam – promoting port projects to combat global warming.

Active participant in the following working groups:

- » Supplying renewable energy to ships while at port (OPS).
- » Developing low-carbon fuel ships.



Intermed

Founding member of the association, which comprises the ports of Barcelona, Genoa and Marseille.



MEDports Association

General secretary of the association since February 2022.

Made up of 24 ports and port organisations on both shores of the Mediterranean. The objective is to encourage collaboration between these ports, address the new challenges of international trade and logistics, and highlight the centrality of the Mediterranean in the new international trade flows.

Participates in the Cooperation and Partnership Committee.



Medcruise

Active member of the association.

The Port has taken part in all the assemblies and working groups organised by the Association of Mediterranean Cruise Ports.

Other international organisations

- » Association Internationale Villes et Ports (AIVP)
- » Association of European Vehicle Logistics
- » Association of the Mediterranean Chambers of Commerce and Industry (ASCAMF)
- » European Coffee Federation
- » European Intermodal Association
- » FERRMED
- » Interferry
- » Mediterranean Rail Freight Corridor (RFC6)
- » World Association for Waterborne Transport Infrastructure (PIANC)

Spanish organisations with the Port's participation, 2023

- » Spanish Association for the Promotion of Short Sea Shipping).
- » Spanish Coffee Association (AECafé).
- » Association of Port Stevedoring Companies of Barcelona.
- » Spanish Association of Natural Gas for Mobility (GASNAM).
- » Barcelona-Catalunya Centre Logístic (BCL).
- » Railgroup.

Corporate relations

» Corporate communication

During 2023, Barcelona Port Authority's Communications Department focused its efforts on raising awareness about the Port of Barcelona's importance for the economic fabric and the society it serves, explaining and making visible the various ongoing projects. The Port's communication policy seeks to ensure that Port Community members as well as shippers, users and citizens are familiar with the infrastructure and its operations, and, in this way, facilitate their involvement in the goal of consolidating it as the main logistics hub in the Euromediterranean.

Presence on social media, in the media and at public and professional events has made it possible to maintain this contact with citizens and companies, both in the Barcelona Port Community and across the country. The combination of more immediate and synthesised communication on social media with articles and publications with more detailed content and in the media means that messages can be segmented by media and audience type and makes the Port's communication policy more efficient. This year, it has worked with the digital transformation office on a new strategy for the Port's social networks to better reach and connect with the public by continuing to align the Port of Barcelona brand with what is set out in the Fourth Strategic Plan.

104 press releases issued

95 info sheets for the president

32 audiovisual contents

75 branded contents

MAIN TOPICS COMMUNICATED

As in previous years, innovation and sustainability, the main axes on which the port of the future is built, were at the centre of communication action. Special attention was given to environmental issues, which, one way or another, determine all the projects developed in the Port and figure among citizens' main concerns today. Hence, special coverage was afforded to projects such as Nexigen, which will make it possible for ships to start connecting to electricity when at port in 2024; the energy transition, with the launch of the first large rooftop photovoltaic plant; and the growing use of liquefied natural gas as a transition fuel. The initiatives to reduce water consumption in the Port and on ships that dock there, particularly cruise ships - among the Port's responses to the drought that Catalonia faces today – were also explained.

Also in the cruise sector, the Council for Sustainable Cruises was set up, promoted by the Port of Barcelona and comprising the various administrations, entities and bodies related to this activity whose work to improve the impact of cruise tourism on the Catalan capital.

As for the Port of Barcelona's innovative ecosystem, which is growing at a good pace, the launch of the BCN Port Innovation Foundation and phase one of the BlueTechPort project, which welcome emerging companies and innovative projects related to the blue economy, were explained. The Communications Department also continued to publicise technological applications for the mobility of ships, goods and people made possible by roll-out of the high-capacity 5G network, among others.

Another key issue this year has been extending the European Union Emissions Trading System (ETS) to ships, from 1 January 2024, which may affect the configuration of maritime lines and ports of call of vessels operating in the European Union. The Port of Barcelona has explained its position in various forums and conferences, and warned of the effects that this application may entail.

The hosting of the 2024 America's Cup was also front and centre of the Port's communication drive, because of the impact of this event on the city during regatta days as well as its international reach. Aware that for two months Barcelona will be the epicentre of sailing the world over, the Communications Department has worked in coordination with America's Cup organisers to involve Barcelona's residents and visitors in this great milestone.



» Institutional relations

During 2023, Barcelona Port Authority's Public Relations and Protocol Department worked and intervened directly in 876 activities. This year the total number of activities remained practically the same – only 30 fewer – with respect to 2022, but visits increased and internal and external events were organised and assessed.

Among the events organised and assessed during this year:

- » Launch of the BCN Port Innovation Foundation, within the framework of the SIL, on 9 June.
- » Celebration of the 30th anniversary of the Steering Council to Promote the Barcelona Port Community, on 5 October.
- » Launch and management of invitations and institutional assistants of the Port of Barcelona at the Vilanova America's Cup preliminary regatta, from 14 to 17 September.
- » European Union Transport Ministers' visit to the America's Cup Experience and maritime visit on 21 September.
- » Inauguration of the new Rambla del Trencaones and Mirador building, on 2 November
- » Conference on the Emissions Trading System (ETS), 10 November.

Activities involving public relations and protocol, 2023

Scope of action	Number of activities
Designing and coordinating Port visits	457
Protocol and attendance by the Port President at events	387
Organising internal and external events ^(*)	31
Total activities	876

(*) Includes business mission support to India 2023.

» Spreading Cultural Heritage

The Department of Cultural Heritage has continued to apply the action lines of its operational plan, which seek to disseminate and safeguard maritime heritage; transmit the Port's values through the historical legacy and establish synergies with other entities with which we share values and goals. Some key actions from 2023:

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

Exhibition organised by the Port of Barcelona and Agrupació Fotogràfica de Catalunya (AFC) to conclude the centennial celebration of this grouping. The exhibition opened 1 December 2023 and ended 10 January 2024, with plans to take it on the road to respond to the interest generated among the public.

The exhibition provides the privileged testimony of ten photographs from AFC archives and ten from renowned photographers that are part of the Port of Barcelona's heritage collection.

Conservation-restoration of two large anchors located at the Sant Bertran wharf

Two large anchors from the first half of the 19th century, located in the public space of the Sant Bertran wharf, were conserved and restored.

This intervention is part of the Port of Barcelona's preventive conservation plan, which establishes that external heritage assets require periodic treatment as they are exposed to inclement weather in a marine environment.

Activities in collaboration with other entities

To strengthen the relationship between the Port and city of Barcelona, various activities were organised in collaboration with other entities in the port environment:

- » Port of Barcelona workers and their families were able to enjoy guided visits of unique exhibitions and buildings, such as the permanent exhibition of the Museum of the History of Catalonia; Montjuïc Castle, designated a cultural asset of national interest, and the Centre for Contemporary Culture of Barcelona's (CCCB) "AI: Artificial Intelligence" exhibition.
- » The Port organised maritime tours of heritage content for cultural entities and, on occasion, opened the doors of the *Torre del Rellotge* [Clock Tower] to show this significant building and highlight its history.

Social action

As part of the social sustainability policies of the Port's Fourth Strategic Plan, actions for society in general, the Port Community and specific groups have continued to be promoted this year.

» Initiatives aimed at the APB, Port Community and public

Description	As part of the Christmas in the Port programme, activities were developed in the Port Vell, or Old Port, for children between 4 and 12 years old: puzzle with the areas of the Port of Barcelona; puzzle of Port Community professions; photocall; "Be a Pretend Stevedore" in the stevedores' tent.
Goal	Introduce the Port to children and attract new vocations in the logistics and port sector.
Result	Between 5 December and 5 January, a total of 22,271 children participated.

Description	Fundraising at companies of the Port Community, with equivalency made between
	one euro and one kilogramme of food.
Goal	Help communities with limited resources.
Result	5,356.63 kg of food amassed, equivalent to €5,356.63 .

Description	Toy collection promoted by the Port of Barcelona Dance Section and in which the entire Port Community participates.
Goal	Ensuring that children from low-income families have gifts for Christmas.
Result	A total of 316 toys collected at the APB and delivered to the Drassanes Children's Centre.

Description	Various activities for TV3's 2023 dial-in fundraiser. On 17 December, the Port of Barcelona was one of the strong points of the connections; with intervention at the lighthouses of Tossa de Mar and Sant Cristòfol managed by the APB. A Kings-Queens League charity match was also held at the APB sports area pavilion. In addition, the Port of Barcelona's Sports Dance Section organised various performances as part of Christmas at the Port.
Goal	Raise funds for this year's TV3 dial-in fundraiser dedicated to sexual reproductive health.
Result	A record €1,570 was raised.

Goal	Contribute to an NGO. The money obtained was given to the Raval Children's
Description	This year the APB contributed 0.2% of the value of the social luncheon vouchers tha its workers receive.

Description	Collaboration with the AECC, on 19 October, World Breast Cancer Day: dissemination, awareness and prevention campaign.
Goal	General support for the fight against cancer.
Result	Communication.

Description	Collaboration with the campaign to eradicate gender violence.
Goal	General support for the struggle to end violence against women.
Result	Communication.

Description	APB Medical Services collaborated in the organisation and dissemination of the Blood Donation Day at the World Trade Center Barcelona.
Goal	Promote blood donation in the port environment.
Result	Communication and organisational support.

Description	Creating the council as a strategy to promote parity.
Goal	Promote equal opportunities.
Result	Among the activities of the Women's Council, the "Feel the FZ Power" project brings the companies of the Free Zone and the Port of Barcelona closer to the students of public schools in Barcelona. Completed two student visits to the Port facilities and approval of the Equality Plan.

Kings Leagu	Kings League T-shirt campaign	
Description	Raffle of T-shirts signed by the presidents of each Kings League team. Joint action by the APB, Kings League and Barcelona Food Bank.	
Goal	Collect funds for milk for the Food Bank.	
Result	Total of 4,631 litres of milk collected.	

Open Port	
Description	The Port of Barcelona periodically meets with associations of merchants and residents to inform them of port activities. Initiative promoted by the APB Presidency.
Goal	Getting closer to citizens.
Result	Three or four yearly meetings and more mutual understanding.

Visit to the Llobregat lighthouse	
Description	Organisation of an open day on 1 July, World Aids to Navigation Day.
Goal	Get closer to citizens, especially residents of La Marina neighbourhood
Result	Total of 352 visitors .

Description	Improving public transport connections	
Description	Campaign to improve public transport connections between the city, Port and ZAL.	
Goal	Increase environmental sustainability with hybrid buses.	
Result	More comfortable and accessible mobility for citizens and businesses in the area, with regular frequency and rider accessibility.	

Description	Replacing existing osmosis fountains at APB facilities with new fountains that are more efficient, safer and more sustainable in terms of energy and water consumption.
Goal	Continue to make the Port more environmentally sustainable.
Result	Installation of more efficient, safe, and sustainable machines in the facilities of the APB.

Description	Healthy habits campaign.
Goal	Encourage healthy habits with fresh fruit for APB workers.
Result	Celebration of World Food Day.

WITHIN THE SUSTAINABILITY WORKING GROUP

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

Description	Managing the project that, through annual data collection, acts as an observatory of sustainability among the companies in the Port of Barcelona Port Community.
Goal	Promote sustainable growth that takes into account the various stakeholders.
Result	On 31 December 2023 there were 116 affiliated companies .

Description	Publishing the document bringing together the actions and sustainability indices of the organisations that have joined the Positive Impact Sustainability Plan during the last year.
Goal	Inform stakeholders and society at large, considering the main indicators extracted from the result of the materiality analysis.
Result	Publication on the Port's website of the Positive Impact Report in Catalan, Spanish and English. Each of the companies adhering to the Plan receives a Positive Impact Report and an executive report, as well as documentation summarising the aggregate data obtained from the survey of the organisations involved.

Description	Organising the second Conference on Sustainability, 6 November, with talks on the environment, Positive Impact, leadership, crews' emotional health and noteworthy initiatives.
Goal	Share noteworthy sustainability-related initiatives of companies in the Barcelona Port Community.
Result	A total of 67 attendees and wide dissemination in social and traditional media.

AS PART OF THE TRAINING AND EMPLOYMENT WORKING GROUP

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

Description	Day to give secondary-school teachers of subjects related to the sector's activities the opportunity to visit Port of Barcelona companies.
Goal	Improve the relationship between the company and training centre, with the ultimate idea of being able to capture talent and agree teacher visits in companies to see how to focus classroom content.
Result	62 registrations – 36 companies and 26 teachers. Roughly 60 personal interviews were held between professionals and teachers.

Description	Day for young people aged 16-18 who have left school and are in situations of socia vulnerability.
Goal	Promote these young people's access to learning various trades to motivate them to continue training. Simultaneously, an ideal context is provided to work on topics related to acquiring social habits and relational skills.
Result	Contact between young people and a network of social and educational actors, which will introduce them to a more normalised context and help them feel more connected to the surrounding area.

Description	Organising a day to familiarise teachers and guidance counsellors of compulsory education training centres in Barcelona with the professional profiles of the Port or Barcelona.
Goal	Publicise job opportunities at the Port.
Result	A total of 30 people registered for the day.

Description	Exploring lines of collaboration between human resources managers of shipping companies, Cruise Line International Association (CLIA), Training and Employment Working Group, Faculty of Nautical Studies, Intermèdia Foundation and Barcelona Education Consortium; evaluating recruitment opportunities among the shared profiles.
Goal	Promote recruitment by creating synergies between cruise lines and the Port of Barcelona.
Result	Royal Caribbean shows great interest; organisation of activities by the shipping company and training centres is pending.

Description	Day to raise awareness among port workers about, and facilitate their connection with, commercial activities, promotion and national and international network, Quality Plan – Efficiency Network, Positive Impact (PI) Sustainability Plan, Forma't al Port [Train at the Port], Telematics Forum – Portic, infrastructures and facilities, and the rest of the working groups of the Steering Committee.
Goal	As part of the talent attraction and retention policy, respond to the need to positively integrate people who join the sector and companies of the Port Community.
Result	Total of 32 registered for the day , of 18 different companies .

Description	Showing the job opportunities that the sector can offer; answering questions about job opportunities; giving visibility to Port Community companies seeking workers an publicising the sector's specialised training for students.					
Goal	Promote quality employment for all. Facilitate support for people in processes of improving employment, job searches and continuous adaptation to technological and labour market changes.					
Result	A total of 283 people who requested information received attention: 77% presented job search enquiries and 3% offered their services.					

Description	Putting the bulk terminals in contact with centres that teach higher degree training courses for chemical plant operators and in the areas of electricity, electromechanics, electronics and maintenance, to create collaborations and respond to companies' talent recruitment needs.
Goal	Boost talent retention in companies in the chemical sector by creating and signing an agreement between them, the Education Consortium and the Department of Education to facilitate student internships in these companies.
Result	One company has signed the agreement.

Description	Pilot accreditation programme making it possible to apply and implement the meta- model in various areas of the port logistics sector and facilitate the accreditation of professional skills and qualifications.					
Goal	Promote the process of accrediting professional skills among people who work in the Port Community.					
Result	The various phases of the project are currently being planned.					

Description	Part-explanatory and part-networking seminar to which companies from the Port Community are invited.					
Goal	Present Port Community communities with the possibility of hosting dual vocational trainees and present the profiles that are taught.					
Result	18 attendees (25 registered).					

» Services for seafarers

The Port of Barcelona takes special care to respond to the needs of this group, whose working conditions and characteristics require them to spend long periods away from home and who often lack appropriate services or occupational, financial, and emotional support. 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. During 2023, the return to normal after the Covid pandemic was consolidated. The Stella Maris residence had an occupancy of 75% and more crew members are transported to the entity's facilities or to the city than the previous year. Also, more sailors visited the Stella Maris Club and passenger terminal office, although the numbers remain low.

Main	services o	of Stall	a Maris	2023
IVICILI	SELVICES C	,ı Jieli	a iviai is	. 2023

Service	Description	Data 2023
Residential	Possibility for seafarers to overnight, with special conditions.	8,042 overnight stays 731 users: 60% merchant sailors; 9% fishermen; and remainder, others (relatives of sailors, nautical students, divers, etc.)
Visits to the ships	To welcome the crews and explain the services offered.	2,151 visits to ships Roughly 40,000 crew members received information: mainly Filipinos (25.6%), Ukrainians (14.7%), Indians (9%), Russians (6.4%), Poles (4.1%), and Turks (4.1%), etc.
Transport for sailors	Provided using the two 9-seater vans currently available, donated by the ITF.	4,058 sailors using the transport service
The Club	In this space, sailors have access to a bar, games, internet connection, telephone, currency exchange, chapel, library and shop. General assistance and advice are also offered.	3,105 sailors of various countries have made use of the Club: Filipinos (39%), Indians (21%), Ukrainians (10%), Spanish (10%), Russians (3%), Turks (3%), Chinese (3%), etc.
Passenger Terminal Office - Cruise Ship Assistance	Located at International Passenger Terminal "C", it has two telephone lines, four computers with internet connection and Wi-Fi and is especially intended for the crews of cruise ships.	951 crew members from the following places have received attention: Philippines (42%), India (31%), Indonesia (19%), Latin America (4%), Europe (4%). 8 football and 14 basketball games were organised, with 350 participants, and a visit to the Sagrada Família, with 25 attendees.
Other services	Supplying SIM cards so that crew members may communicate with their families and receiving crew members' packages of online orders and subsequently delivering them aboard.	2,350 SIM cards supplied. Reception and delivery of 280 packages.
Social assistance	Various types of assistance to sailors and fishermen (free overnight stays, financial aid, etc.).	€3,050 in aid.
Sailor's Rights Centre	Staffed by two lawyers, the Centre provides sailors calling at the Port with answers in possible situations of conflict. The Centre also promotes knowledge and application of the laws – particularly of the ILO – that protect them.	Inquiries come primarily from foreign sailors on contracts and in cases of disembarkation due to illness. Collaboration with ITF.

PORT OF BARCELONA WELFARE COMMITTEE

The Port of Barcelona Welfare Committee comprises representatives of the following entities: Port Authority (which chairs 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, International Transport Workers' Federation, Faculty of Nautical Studies, Fishermen's Guild and Stella Maris (which holds the secretariat).

The Committee met three times in 2023 (on 7 February, 4 May and 21 September) to propose and monitor the various activities

Important activities 2023

» Sant Jordi/Stella Maris video to promote Catalan culture and traditions. On 23 April, Stella Maris delivered a rose and a book to ships docked at the Port of Barcelona. https:// voutu.be/5PNCSVS1XOs



» International Maritime Organisation Seafarers' Day (25 June). Greeting sheets were distributed to the crews; the Porta d'Europa bridge was lit up at night and admission to the Maritime Museum was free all day.

- » The 36th Seafarers' Conference, held the second week of November, with the following programme:
 - Five-a-side football championship between teams from the maritime port area.
 - "Emotional Health of On-board Crews" session
 - "Presentation of Good Practices and Outstanding Initiatives in Sustainability" session.
- Interreligious meeting for inner peace.
- » Meeting with security forces, held 12 June, to deal with the issue of visas for crew members disembarking at the Port of Barcelona.

National Committee for the Welfare of Seafarers

Established in 2022, this statewide Committee comprises Puertos del Estado, Directorate General of the Merchant Navy, Social Marine Institute, National Association of Freight Forwarding Companies (ASECOB), National Association of Shipping Companies of Spain (ANAVE), International Transport Federation (ITF) and Stella Maris.

During this year, three meetings were held (23 February, 16 June and 25 October) to discuss, among others, the following topics:

- » Promoting welfare committees in the various ports of Spain.
- » Funding welfare services.
- » Processing visas for foreign sailors arriving to embark at ports.

Port Vell

To consolidate itself as an area of economic and social development in the city and backbone of the coastal area, the Port Vell is in continuous development.

The hosting of the **37th America's Cup**, which will take place in Barcelona between August and October 2024, has meant the launch of up to **20 significant urban developments in the Port Vell area** this year. All these interventions represent a very important transformation of this port area and leave new public spaces configured and open to the city and the possibility of expanding and diversifying the existing offer with new uses.

To host the world's premier sailing regatta, **the six naval bases** that will host competing teams **have been planned and built**: INEOS Britannia, Alinghi Red Bull Racing, Luna Rossa Prada Pirelli, NYYC American Magic, Emirates Team New Zealand, and the Orient Express Racing Team.

» Actions to improve spaces

The public spaces of the Port Vell are continuously undergoing improvement and conditioning works. The following are the main actions undertaken in 2023:

- » Completion of Rambla del Trencaones.
- » Construction of Mirador building.
- » Start of the rehabilitation of the historic buildings of the Eastern wharf.
- » Continued work to redesign the fishing area.
- » Construction of the new fish market.
- » Equipping the former Imax to host the America's Cup House.
- » Renovation of the Jaume I Tower

» Headquarters of activities and events

This year up to 73 events directly related to entities and associations of the city were held in the public spaces of the Port Vell.

Main events of entities and associations, 2023

- » Feast day celebrations of Santa Eulàlia and La Mercè.
- » Christmas Cup Club Natació Barcelona (CNB).
- » Crossing the Port of Barcelona Club Natació Atlètic Barceloneta (CNAB).
- » Arrival of the Three Wise Men.
- » 10th anniversary celebration of the Magic Line: Sant Joan de Déu Solidarity Walk.
- » La Barceloneta History Fair La Barceloneta Neighbourhood Association.

- » La Barceloneta Trade Day La Barceloneta Traders Association.
- » Gathering of Gegants, Grallers and Bestiari of La Barceloneta.
- » 37th Gran Trobada d'Havaneres "Barcelona Cara al Mar".
- » First Swim of the Year CNAB.
- » Women's Sports Day.
- » Motocross Circuit of Ciutat Vella.
- » Various rowing and sailing regattas.
- » La Barceloneta neighbourhood festival.

In addition, in the spaces of the Port Vell, 563 actions and activities related to culture and sport were organised, the International Boat Show of Barcelona among them.

Various actions to promote and disseminate commercial products; advertising and film shoots; photo shoots; concerts; circuses; children's fairs: markets, and fairs, have taken place as well. Highlights include Harry Potter, The **Exhibition**, an immersive and interactive exhibition delving into the magical world of this character. The exhibition opened in November, at the Barceloneta pier, and it is scheduled to remain there until April 2024.

CHRISTMAS AT THE PORT

Once again, the Port Vell hosted the "Nadal al Port" [Christmas at the Port] festival which, with an extensive and varied programme of art and activities, incorporated the citizens' port into the city of Barcelona's calendar of cultural and sports programming.

This year, the area lit with Christmas decorations was extended to more areas of the Port Vell and lights were installed on Jaume I Tower for the first time. In addition, new children's attractions were added, and a new gastronomic market complemented the offer from other years. Eighty-five stage performances were scheduled, with the notable participation of musical associations and organisations from the port's surrounding neighbourhoods.

Christmas at the Port 2023 in figures

days of programming

85

musical performances

84

participating entities and companies from the blue economy

children's activities with over 54.000 children in total

Environmental value

Commitment to tackling climate change >> 162 Climate Strategy >> 164

Impact on the environment and improvement actions » 169

Ecology and biodiversity » 183





The Port of Barcelona monitors and works with the entire Port Community to reduce its environmental footprint, through prevention and taking measures to minimise as much as possible the impacts that port activity has on the environment.

In addition, the Port firmly assumes the leading role as an agent of change that falls to it in the **decarbonisation** of maritime transport and

port activity. That is why the **Port of Barcelona Fourth Strategic Plan (2021-2025)** is fully oriented towards the objectives set by both the Paris Agreements by the European Union and the International Maritime Organization (IMO), which envisage that port activities will be approaching carbon zero by 2050.

Orientation to the SDGs



Although this goal is focused on accessibility to drinking water and water sanitation in developing countries, it is worth mentioning the efforts the Port is making to reduce waste, prevent spills and improve the state of port waters.

» 29 tonnes of floating waste collected and removed from the water table



The Port is committed to energy saving and energy efficiency, power generation from renewables, and fostering new fuels that are less polluting and free of greenhouse gas emissions, while promoting investment in sustainable infrastructure and non-polluting energy technologies.

- » Launching the Fishermen's Wharf Energy Community, within the CREATORS project
- » Drawing up the Energy Transition Plan for the Port of Barcelona
- » Start of the renewables implementation programme in all the buildings of the APB and in the concessions
- » A permanent barge in the Port to supply liquefied natural gas to ships, as a less polluting fuel
- » Over 143,000 m³ of liquefied natural gas supplied to ships (tanker and barge) in 2023



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

- » Investment of €110 million for wharf electrification projects up to 2030 and preparation of the first connection points for container ships and ferries
- » The Port's intermodal strategy has resulted in savings of €924 million in the cost of negative externalities by 2023



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

- » Checking operations that put water quality at risk
- » Monitoring water and sediment quality via periodical control campaigns
- » Promoting marine biodiversity with the installation of carbonate panels to allow the benthic communities to increase

The data in this section also respond to the following SDGs:







About the data included

The data included in this section come from the control systems of Barcelona Port Authority (APB) and are periodically reported on the Port of Barcelona website.

Commitment to tackling climate change

The Port of Barcelona's strategic environmental model focuses on seeking excellence in sustainability, based mainly on contributing to decarbonise activity, but also on improving the quality of water and air, of port soils and the proper management of waste and biodiversity.

In 2023 the Port of Barcelona once again ratified its commitment to its **environmental policy**.

Commitment
of the Port of
Barcelona regarding
environmental
sustainability

01

Having an appropriate environmental management programme that guides and improves our environmental performance; advances towards decarbonisation to tackle climate change; the energy transition; the circular economy and the protection of biodiversity.

02

Keeping ourselves informed and complying with current environmental legislation and other environmental requirements to which we subscribe.

03

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



04

Using resources in the most efficient way possible, while seeking to reduce the consumption of non-renewables, energy consumption, CO₂ emissions and other pollutant emissions such as particulate matter.

05

Influencing, receiving requests and cooperating with customers, suppliers, authorities and other participants to comply with our environmental policy and communicate effectively with the local community and the key organisations in their environmental programmes.

06

Buying products and services the production, use and destruction of which reduce their negative environmental effect to a minimum.

Providing all employees with training on environmental issues so that they can be considered as active agents in the face of environmental protection and sustainability in their daily work.

08

Ensuring that the resources needed to meet these objectives are implemented, maintaining our environmental management system and its certification.

09

Making available validated information to interested parties in these areas and publishing an environmental statement annually.

10

Ensuring that all our action is performed within the framework of the Port's Fourth Strategic Plan and the Sustainable Development Goals under the 2030 Agenda.

BARCELONA PORT AUTHORITY

José Alberto Carbonell

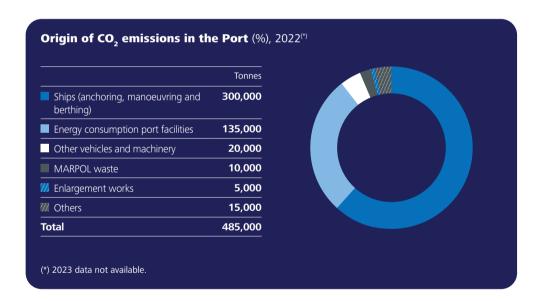
Commitment signed in 2021 by José Alberto Carbonell, General Manager of Barcelona Port Authority, and ratified in 2023.



Climate Strategy

According to the preliminary calculations performed by Barcelona Port Authority to quantify the carbon footprint of all the activity that takes place in the port area, in 2022 about 485,000 tonnes of CO₂ were emitted in total: around 300,000 come from ships (either at anchor, in manoeuvres or during their stay at port); around 135,000 tonnes correspond to energy consumption, both fossil fuels and electricity of non-re-

newable origin, in all the installations of the port enclosure; 20,000 tonnes of CO_2 come from emissions from vehicles transporting people and goods and machinery; 10,000 tonnes are due to MARPOL waste; 5,000 tonnes of CO_2 correspond to the Port expansion works, and the rest (15,000) are from other sources.



The Port of Barcelona is determined and committed to meeting the objectives set by the European Union and the International Maritime Organization (IMO). Thus, the Port of Barcelona Fourth Strategic Plan 2021-2025 includes the decarbonisation strategy of port activity which aims to halve greenhouse gas emissions by 2030 and become a climate neutral port by 2050. To

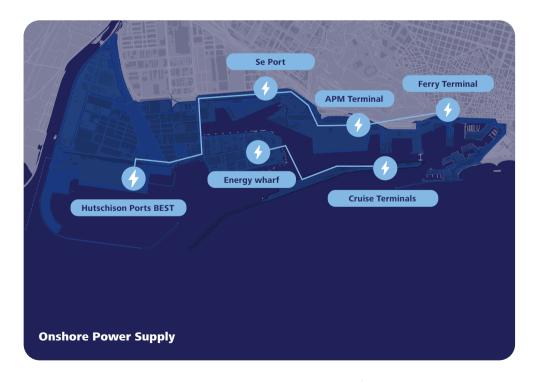
achieve this, the Port is preparing an Energy Transition Plan that will minimise emissions on three levels: in the scope of all port activity; in the scope of the Port Authority; and in the scope of concessions and operators of the Port Community.

In the overall scope of port activity

Nexigen, the Port of Barcelona's wharf electrification Plan, is the key instrument of the Port's energy transition as it moves towards decarbonisation. Its main objective is to improve air quality at the port and the city of Barcelona by implementing OPS (onshore power supply) technology, which allows ships to be supplied with electricity during their stay at Port. It is mainly aimed at cruise ships, car-carriers, container ships, ferries and liquid bulk carriers, which can turn off the auxiliary engine when docked and use clean energy generated in the Port itself or with 100% renewable origin certification. It is estimated that the impact of Nexigen will lead to a reduction of nearly 40% in CO₂ and NO₂ emissions in the port environment and will therefore definitely come close to the decarbonisation objectives. (See the "Atmospheric environment" section of this chapter).

The Port of Barcelona is fully rolling out the Energy transition plan to achieve an 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.

On the one hand, the Port is working to harness the photovoltaic generation potential on roofs and surfaces of the port area, which is about 92 MW of peak power with an annual production of about 120 GWh. In this connection, pilot projects of energy communities of shared consumption and the reuse of surpluses were initiated in 2021



Furthermore, **fostering new fuels with zero carbon emissions** for ships, heavy vehicles and terminal machinery will be key to progressing in the decarbonisation process and meeting the emission reduction targets set by the European Union and the International Maritime Organization for 2030 and 2050. For example, by studying the use of renewable hydrogen, the purchase of green electricity, the production of photovoltaic energy, the promotion of liquefied natural gas (LNG) and bioLNG, and the promotion of methanol green as marine fuel.

Another initiative to move ahead in the climate strategy is the participation since 2018, along with nine other international ports, in the **World Ports Climate Action Programme (WPCAP)**.

In the scope of the Port Authority

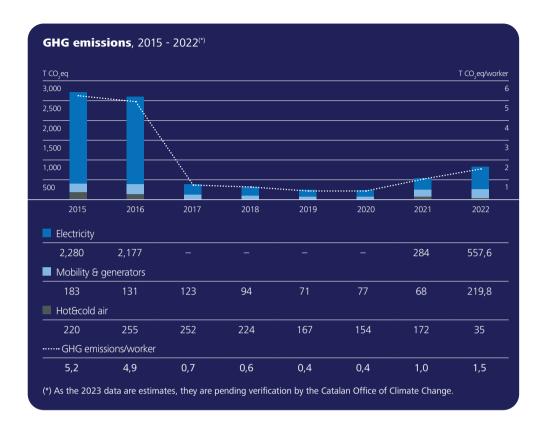
In addition to generating renewable energy, Barcelona Port Authority (APB) has adopted several additional actions to guarantee savings and maximum energy efficiency of its buildings and facilities, with particular focus on:

- » Installing renewables in the new buildings of the fish market and service warehouses of the Fishermen's wharf.
- » Installing renewables in the BIP building.
- » Calls for tender and projects to install renewables in all the APB's buildings.

Additionally, the Port of Barcelona signed up to the **Voluntary Agreements to Reduce Greenhouse Gas Emissions (GHG)** promoted by the Catalan Government's Climate Change Agency Office (OCCC), through which it undertook to gradually reduce electricity consumption, as well as direct and indirect emissions (Scope II) due to the fuel consumption of its fleet of official vehicles, boats and some auxiliary generators, as well as reducing electricity consumption in general and consuming electricity of renewable origin.

Therefore, out of the 94 units in the APB's own fleet of vehicles, in 2023 a total of 37 are electric, 15 are plug-in hybrid vehicles and the rest will gradually be replaced by new electric vehicles. (See the "More sustainable transport and mobility" section of this chapter).

Furthermore, 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 (GHG) emissions. Electricity was purchased without a renewable generation guarantee certificate only in the period from the end of 2021 to May 2022, since the distribution company unilaterally terminated the contract and a new tender had to be organised.



In the scope of the Port Community

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

- » The roll-out of the electric vehicle charging point plan to concession facilities.
- » The promotion among the concessionary companies of the Voluntary Agreements of the Generalitat's Catalan Office of Climate Change to reduce greenhouse gas (GHG) emissions).
- » The promotion of clean fuels for terminal machinery, through environmental discounts and concession clauses.
- » The adoption of more environmentally efficient equipment and resources in the license conditions for the provision of port services.
- » The promotion of energy efficiency and renewable generation in concession buildings and facilities.

Environmental Management System

The Port of Barcelona Environmental Management System (EMS), implemented since 2014, covers all the facilities and activities performed by Barcelona Port Authority (APB) to carry out its basic functions to facilitate the passage of goods by sea, rail or road through its facilities.

The Port of Barcelona's Environmental Management also complies with current legislation, and its management system is certified according to **ISO standard 14.001: 2015** and recognised by the **EMAS regulation** (Eco-Management and Audit System), and according to the sector standard **Port Environmental Review System** (**PERS**) promoted by the European Sea Ports Organisation (ESPO).

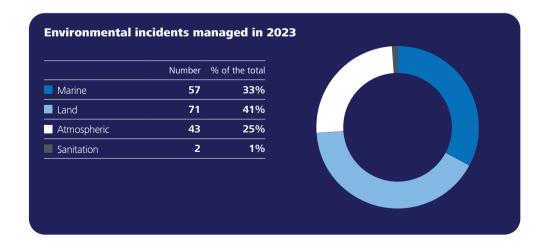
Under the SGA, the Port of Barcelona has planned its environmental action with the **2023 Environmental Objectives** Programme, which sets goals and milestones for the significant aspects and for relevant issues detected in the context and risk and opportunity analysis. The Environment Committee is responsible for monitoring its progress and level of performance.

The Port also has specific plans and programmes for the prevention, execution and control of environmental improvement measures.

Specific environmental plans and programmes for the Port of Barcelona

- » Water quality monitoring programme
- » Air quality improvement plan
- » Interior marine spill containment plan
- » Emergency and self-protection plans
- » Ship waste reception plan
- » Environmental communication plan

During 2023, the Port of Barcelona managed a total of 173 environmental incidents of varying magnitude, 41% of which were on land.





Impact on the environment and improvement actions

Below are a series of data and indicators related to the direct and indirect environmental impact of the Port's most significant port activity. Also the improvement and control actions performed to guarantee impacts are minimised.

The marine environment



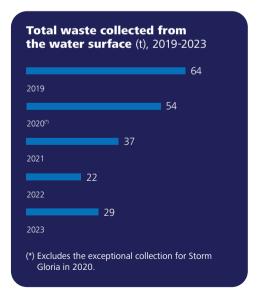
» Sanitation network

The Port's sanitation network, with its more than 30 km of collectors and 16 pumping stations, collects the waste water from port activity and uses 14 connections with the metropolitan network to take it to the Llobregat and Besòs treatment stations.

The actions undertaken to contain and mitigate urban runoff and the connection between urban catchments have made it possible to limit the amount and the volume of discharges into Barcelona's sanitation network during rainy weather. This has helped to substantially improve the quality of port waters: since 1995 it has represented a 75% reduction in the introduction of organic matter into the Port's docks.

» Port water cleaning

The Port provides a service for collecting and removing floating waste from the water surface every day of the year during the day. This year 29 tonnes were collected.



» Monitoring the quality of the marine environment

The Port of Barcelona checks and monitors the quality of the marine environment through periodic water and sediment sampling campaigns and measuring bioindicators. This monitoring task is performed in collaboration with the Catalan Water Agency, in compliance with the Water Framework Directive and within the Monitoring Plan for Catalonia's coastal water bodies. In general, and despite the increase in port activity, figures have stabilised or improved in recent years.

Regarding **water quality**, the main pollutants are derived from nautical-port activity and urban human-made pressure, with some factors outside the scope of port management.

Offshare waters Zone II Internal waters(*)

The seabed is also affected by the past and present activities around the Port. In its efforts to improve the **quality of marine sediments**, and in accordance with the guidelines of the Ministry of Public Works, the Port carefully characterises the sand removed by the dredging works and decides to deposit it in a suitable destination.

One indicator of the state of health and environmental quality of the sediments of the seabed is the **benthic communities** or all the living organisms that live there. Since monitoring began in 1998, the main bioindicators that define these benthic communities have evolved positively.

Physical-chemical parameters of port waters, 2019-2023

Offshore water	rs-Zone II	Interr	nal waters	5(-)						
	201	19	202	20	202	21	202	22	202	3
Temperature (°C)	17.88	17.86	18.22	18.53	17.94	17.96	15.46	15.27	18.78	19.04
Salinity (PSU)	38.076	38.040	37.743	37.619	38.045	37.822	38.24	38.19	38.176	38.187
Turbidity (FTU)	0.65	2.74	1.30	4.02	1.06	3.79	2.51	10.25	1.87	4.11
Density (kg/m³)	1,027.76	1,027.76	1,027.24	1,027.09	1,027.53	1,028.35	1,028.41	1,028.42	1,027.491	1,027.38
Chlorophyll (µg/l)	1.00	2.13	1.21	2.01	0.87	1.51	0.51	1.07	0.54	2.12
MIS (mg/l)	2.08	7.12	0.83	3.96	0.83	3.39	1.42	7.26	1.68	4.58
Average dissolved oxygen (mg/l)	5.6	5.6	4.8	4.6	6.18	5.68	8.19	7.73	7.48	7.18
Average oxygen saturation (% saturation)	80.4	78.5	82.4	80.9	81.21	74.34	103.65	97.47	100.07	96.20

^(*) Average of Surveillance Network + Operations + VA.

Development of benthic communities, 2021 – 2023

Offshore waters Zone II Internal waters

	2020		2021		2022		2023	
Richness (taxa/800 cm²)	75	50.2	62	36	7.48	7.18	56	27.8
Abundance of individuals/800 cm ²	749	525.2	195	196	100.07	96.20	240	144
Shannon diversity index (H)	2.54	2.864	3.54	2.76	3.54	2.76	_	_
Margalef's diversity index (d)(*)	_	_	_	_	_	_	10	5.4

^(*) Average of Surveillance Network + Operations + VA.

The Shannon diversity scale of benthic communities has been replaced by Margalef's (different scale).

The atmospheric environment



The Port of Barcelona Air quality improvement plan, approved in 2016, defines the strategy for reducing the emissions of polluting gases and particulate matter by proposing 53 specific actions to be implemented in the short, medium and long term.

Since 2019, the Port has regularly updated the Plan to align it with the action plans of the Generalitat and Barcelona City Council for the Special Protection Zone of the Atmospheric Environment for NO₂ and PM₁₀. The main action incorporated in the Plan was the electrification of the main wharves to be able to connect the ships while they call in Barcelona and thus avoid emissions from the auxiliary engines.

» Monitoring air quality

The Port of Barcelona has the following infrastructure for air quality monitoring and control:

- » One weather network with seven **stations** with wind speed and direction sensors; three of which are also equipped with sensors for rain, temperature, relative humidity, atmospheric pressure and solar radiation.
- » One network of high volume receivers (HVR) with eight units: five for particulate matter PM₁₀ (particles in suspension with diameters less than 10µm) and three collectors for PM, ...
- » Two automatic stations to measure gaseous pollutants, such as nitrogen oxides and sulphur dioxide.

» Air quality indicators

EMISSIONS FROM PORT ACTIVITY

According to the estimates that the Port Authority reviews and updates every few years, atmospheric emissions of polluting gases from ships are the most significant emissions of port activity and represent more than 95% of total nitrogen oxide and particulate matter.

An improved and automated calculation platform is currently being developed to determine the details of emissions of the main polluting gases and particulate matter from port activity. Until this tool is fully completed, the latest available data is from 2021 and indicates the following values: 6,212.91 tonnes of nitrogen oxides (NO_x); 322.74 tonnes of particulate matter with a diameter of less than 10 µm (PM_{10}), and 299.73 tonnes of particulate matter smaller than 2.5 µm (PM_{10}).

EMISSIONS OF POLLUTING GASES

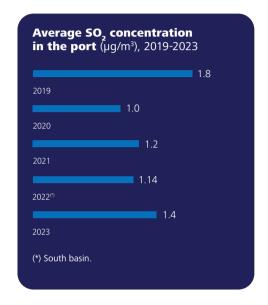
Air quality in the port environment has improved since the early 2000s, when monitoring immission levels of the main polluting gases began.

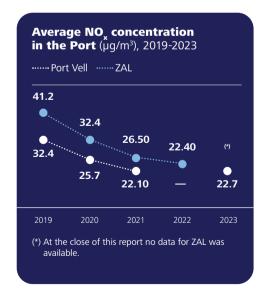
Sulphur dioxide (SO₂)

Today, SO_2 concentration levels are low if we take into account that current European regulations set a maximum threshold of $125 \,\mu g/m^3$ daily average, which cannot be exceeded more than three days a year. The entry into force of the obligation for ships to use fuels with less mass sulphur content (from 3.5% to 0.5%) while sailing since 2020 has had a positive influence on this aspect.

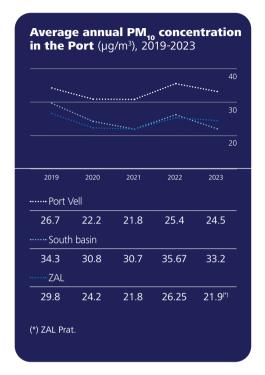
Nitrogen dioxide (NO₂)

 NO_2 values indicate a clear downward trend – except for the upturn in 2021 due to the lack of activity in 2020 – and are well below the reference value (40 μ g/m³).





PM₁₀ particles



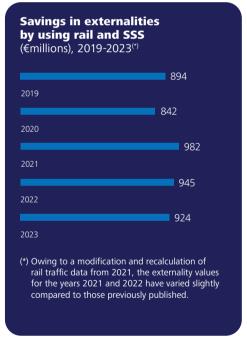
» Actions to improve the atmospheric environment

Barcelona Port Authority actively promotes various actions to contribute directly or indirectly to continually improving air quality in the Port and its surroundings.

THE IMPACT OF THE INTERMODAL **STRATEGY**

Intermodality has been a key element of the Port of Barcelona's global strategy for years. The use of rail and short sea shipping, especially the motorways of the sea, not only contributes to expanding the Port of Barcelona's hinterland, but - as an alternative to the road - makes it possible to reduce the emission of polluting gases and particulate matter and offer more sustainable logistics chains. This activity is estimated to have taken 344.096 trucks off the road in 2023. and more than 3,300,000 trucks over the last 10 vears.

The Port's intermodal strategy represented a saving of 924 million euros in the cost of negative externalities in 2023. In other words, shifting part of freight transport from road to rail and sea not only contributes to reducing air pollution and global warming, but also has an impact on issues such as noise, health costs due to accidents and respiratory diseases, and infrastructure investment and depreciation costs.



FOSTERING GASIFICATION

The Port of Barcelona has been a pioneer in the Mediterranean in promoting the use of natural gas as a transition fuel for the mobility of goods by sea and land. The **Air quality improvement** plan includes actions and projects (see section on "Economic aid received" in C5) to achieve this goal.

Having liquefied natural gas (LNG) at the Enagas terminal has allowed the Port to consolidate its role as a bunkering hub for this product in the Mediterranean.

Below are some of the milestones in recent years in fostering gasification at the Port of Barcelona:

- » In 2017, liquefied natural gas (LNG) was supplied to a ferry for the first time from a tanker (truck-to-ship, or TTS mode).
- » In 2019 it was the first port in the Mediterranean to supply a ship from a barge (ship-to-ship, or STS mode).

- » From 2020 onwards, LNG is also supplied in multitruck-to-ship mode, meaning from several tankers at the same time, which allows vessels with short layovers, such as ferries, to operate quickly.
 - » In 2023, the Port permanently allocated a new LNG supply barge to service cruise ships, ferries and other ships powered by this cleaner fuel.

Between 2019 and 2023 at the Port of Barcelona more than 311,000 m³ of LNG was supplied to ships: 69,163.16 m³ from a tanker (TTS mode) and 242,148 m³ from a barge (STS mode). In 2022, price rises for this fuel led to a significant drop in the total volume of LNG supplied, however this year the was 143,169.40 m³, more than double the maximum volume recorded so far (in 2021).

Services and volume of LNG supplied to ships (units and m³), 2019-2023

		2019	2020	2021	2022	2023	Total
	Number of operations	4	212	218	18	133	585
	Tankers involved	4	596	609	19	358	1,586
From tanker truck (TTS/MTTS)	Ships	Hypatia de Alejandría	Abel Matutes, Nápoles, Sicilia, Bahama Mama	Nápoles, Eleanor	Matutes, Martín y Soler, Hypatia de	,	
	Supply in m ³	322.93	25,437.82	27,079.59	821.42	15,501.40	69,163.16
	Number of operations	17	7	18	14	66	122
From barge (STS)	Ships	Aida Nova, Costa Smerlada	Costa Smeralda	Mardi Gras, Iona, Costa Smeralda, Costa Toscana	Smeralda,	Smeralda, Iona, Costa Toscana, Lake Herman	
	Supply in m ³	37,222	13,711	37,971	25,576	127,668	242,148
Total	Number of operations	21	219	236	32	199	707
operations	Supply in m ³	37,544.93	39,148.82	65,050.59	26,397.47	143,169.40	311,311.21

MORE SUSTAINABLE TRANSPORT AND MOBILITY

The Port encourages the use of cleaner energies in the Port, either by participating in projects and pilots or subsidising initiatives that foster more sustainable transport.

Reduction of ship emissions

The Port supports technological developments such as those of the six ferries of the Grimaldi company that regularly call here, which since 2019 incorporate storage batteries with a capacity of more than 5,000 KWh for their stay in Port. There are also initiatives involving fuels with zero or near-zero emissions, such as hydrogen, ammonia, methanol or synthetic hydrocarbons, biofuels or biomethane.

Thus, the Port has provided discounts for a total of 1,224 port calls (606 for the use of batteries and 618 for the use of liquefied natural gas in

main or auxiliary engines during the stay in Port) and 33 different ships (7 for the use of batteries and 26 for LNG).

Electric road mobility within the Port

The Port of Barcelona has signed up to the Voluntary Agreements to Reduce Greenhouse Gas Emissions (GHG) promoted by the Catalan Government's Climate Change Agency Office (OCCC). By virtue of these agreements, the APB undertakes to reduce the emissions of its fleet of vehicles, vessels and generators and encourages the concessionary companies to also incorporate them.

Barcelona Port Authority is therefore working on more sustainable land mobility and already has 37 electric land vehicles and 22 more hybrids of various types.

Land vehicle fleet of the Port, 2023

Electric vehicles37Plug-in hybrid vehicles15Petrol-powered vehicles16Petrol vehicles8MHEV vehicles (ECO label)(1)8Petrol/LPG hybrid vehicles(2)4Diesel/CNG hybrid vehicles(3)3Diesel fuel powered vehicles19Total94	Туре	Units
Petrol-powered vehicles Petrol vehicles MHEV vehicles (ECO label) ⁽¹⁾ Petrol/LPG hybrid vehicles ⁽²⁾ Diesel/CNG hybrid vehicles ⁽³⁾ Diesel fuel powered vehicles 16 8 MHEV vehicles (ECO label) ⁽¹⁾ 8 Petrol/LPG hybrid vehicles ⁽²⁾ 4 Diesel fuel powered vehicles 19	Electric vehicles	37
Petrol vehicles MHEV vehicles (ECO label) ⁽¹⁾ 8 Petrol/LPG hybrid vehicles ⁽²⁾ Diesel/CNG hybrid vehicles ⁽³⁾ Diesel fuel powered vehicles 19	Plug-in hybrid vehicles	15
MHEV vehicles (ECO label) ⁽¹⁾ Petrol/LPG hybrid vehicles ⁽²⁾ Diesel/CNG hybrid vehicles ⁽³⁾ Diesel fuel powered vehicles 19	Petrol-powered vehicles	16
Petrol/LPG hybrid vehicles ⁽²⁾ 4 Diesel/CNG hybrid vehicles ⁽³⁾ 3 Diesel fuel powered vehicles 19	Petrol vehicles	8
Diesel/CNG hybrid vehicles(3)3Diesel fuel powered vehicles19	MHEV vehicles (ECO label) ⁽¹⁾	8
Diesel fuel powered vehicles 19	Petrol/LPG hybrid vehicles ⁽²⁾	4
	Diesel/CNG hybrid vehicles ⁽³⁾	3
Total 94	Diesel fuel powered vehicles	19
	Total	94

- (1) MHEV (mild hybrid electric vehicle) also known as microhybrids or light hybrids powered by petrol and electricity.
- (2) Liquefied Petroleum Gas (LPG).
- (3) Compressed natural gas (CNG).

To supply the fleet of electric vehicles, the Port has 44 charging points for its own use and 3 slow charging points for public use. Preparation for the tender for the management of all the charging points for electric vehicles in the public area was completed during 2023.

Electric charging points in the Port of Barcelona, 2023

Uses	Location	Number
	Parking area of the World Trade Center Barcelona building	28
For the Port's fleet	ASTA service building (Ronda del Port)	14
	Drassanes Passenger terminal (Barcelona pier), for motorcycles	2
For public	Energy wharf	2
use	Drassanes Passenger terminal	1

WHARF ELECTRIFICATION

Under the **Nexigen project**, the Port of Barcelona approved an investment of more than €110 million up to 2030 to electrify wharves and avoid the use of auxiliary engines that generate emissions while ships stay at the Port.

Connecting vessels to the terrestrial electrical network while they are docked at port, known as onshore power supply (OPS), requires an estimated power of about 78 MW that will come from the 220kV high-voltage network. Implementing this system is expected to achieve a reduction of 60,000 tonnes of carbon dioxide (CO₂) and 1,264 tonnes of nitrogen oxide (NO_x); this decarbonisation accounts for 22% of the annual pollutant emissions of port activity and brings the Port closer to the goal of becoming carbon neutral by 2050.

The Fourth Strategic Plan sets the goal for half of the Port's container and ferry docks to be electrified by 2025. **Progress was made towards this goal in 2023 by rolling out the following actions**:

- » The works for the pilot OPS connection were performed at the BEST container terminal, with three connection points per vessel.
- » The Barcelona Ferry Terminal pilot project was awarded, with two ferry connections that should be ready by 2024.

The terrestrial environment

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

» Preventing soil pollution

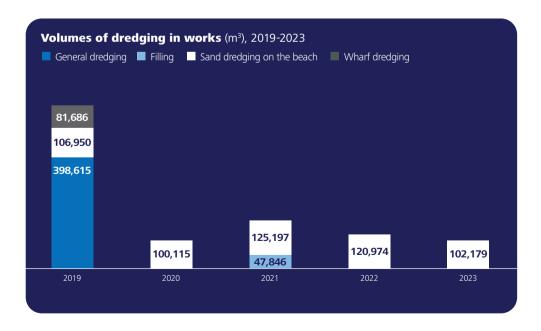
The Port performs ongoing monitoring of the state of the soil in the port area under concession to terminals and operators and, when necessary, performs remedial action of contaminated soils.

Since 2020, the Port has operated a contaminated soils database in which soil and groundwater contamination data from more than 600 sampling points and more than 1,500 registers have been entered. This should make it possible to foresee, in good time, whether it is necessary to characterise a plot, to know if action is necessary for recovery and to gather information on the level of background contamination.

» Environmental monitoring of port works

All the works performed or promoted by Barcelona Port Authority at the Port are subject to environmental monitoring to ensure that they are carried out according to good practices in the sector and respect the applicable regulations and minimise the environmental impact.

Furthermore, in many cases the works projects make use of recycled materials from dredging and demolition and deconstruction works, which must first be analysed to be used correctly. In this case, the indications of the Consolidated Text of the Ports Law and the Recommendations for the management of dredged material, drawn up by CEDEX in 1994 and replaced by the modified version of 2017, are strictly followed. No recycled materials were used in 2023.

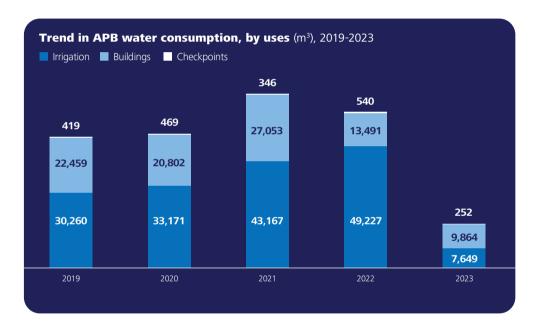


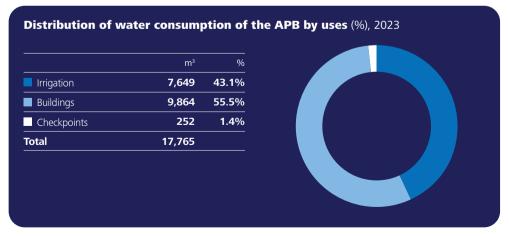
Use of natural resources

» Water consumption

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

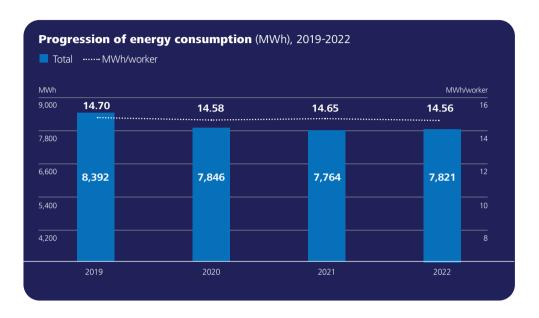
Total consumption of water by the APB in 2023 was **17,765 m**^{3.}

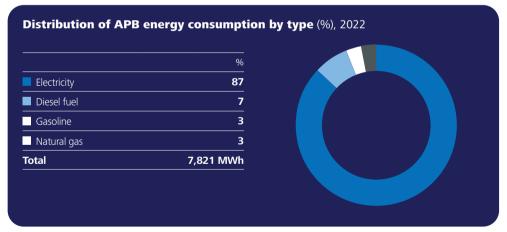




» Energy consumption

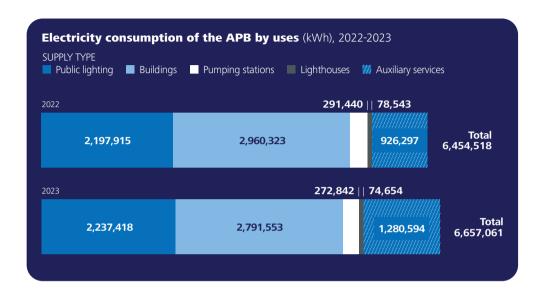
At the close of this report, no data is available for 2023.





ELECTRICITY CONSUMPTION

In 2023, the declining trend of recent years in the use of electricity in buildings continued, with buildings accounting for the bulk of consumption.



Waste management

Barcelona 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, including the bars and restaurants within the port premises — and waste from road cleaning, warehouses and own workshops and occasional cleaning operations or accidents. The concessions and facilities that conduct their activity in the port area manage their own waste.

» Barcelona Port Authority waste management

In 2023 the APB managed a total of **1,090.94 tonnes of waste in selective collection**, down slightly year on year. Less than 1% was hazardous waste.



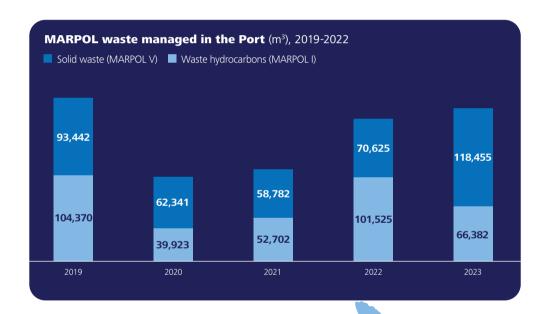


» Ship-generated waste management – MARPOL Convention



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

The waste managed by the Port in the MARPOL categories are oily liquid waste from engine oil, bilge water or sewage sludge; cargo tank washing waters that contained hydrocarbons, and solid waste. In 2023 the Port managed a total of **184,837 m³ of MARPOL** waste, of which 65% correspond to the MAPOL V category (solid waste).





Ecology and biodiversity

The Port of Barcelona occupies a land area of 1,042 ha and borders the Llobregat Delta Integral Reserve. Owing to its location, about 8,000 m² of the total port area can be considered as intended for the conservation and promotion of biodiversity.

For years, the Port has been very clear and fully assumes its responsibility to ensure that port activity and works interfere as little as possible with the ecosystems and populations of birds and other species in its territory. This task also includes checking and monitoring non-native species that have arrived at the Port via ships and may become invasive species.

The Port looks after the well-being of the breeding colony of the Corsican gull (*Larus audouinii*) installed on the East Seawall since 2016, which one of the most important in the western Mediterranean, where more than 800 pairs breed every year. In addition, the Department of the Environment has been working for ten years to guarantee a habitat for the cormorant population.

Furthermore, controls and actions have been undertaken since 2010 to deter seagulls and pigeons from approaching the facilities, thus avoiding damage and soiling. In 2001 and 2002 the Port of Barcelona helped to reintroduce the peregrine falcon (*Falco peregrinus*) in the city of Barcelona, raising three chicks in an artificial nest installed in a grain silo. As a result of the initiative, the population of falcons in Barcelona is consolidating and these birds have been seen to breed once more this year at the Port.



Annual accounts

12 M 11 M 10 M

Balance sheet

(Thousand EUR)	2023	2022
NON-CURRENT ASSETS	1,765,104	1,819,388
I. Intangible assets	20,788	19,474
Industrial property and other intangible assets	6,533	6,756
2. IT applications	14,255	12,718
II. Tangible fixed assets	1,310,191	1,320,831
1. Land and natural assets	308,109	308,091
2. Buildings	926,586	966,465
Technical equipment and facilities	1,170	1,245
4. Tangible fixed assets and advance payments	61,695	33,034
5. Other fixed assets	12,631	11,996
III. Real estate investments	332,147	335,112
1. Land	300,820	300,820
2. Buildings	31,327	34,292
IV. L/t debt with group and associated companies	85,070	87,568
1. Equity instruments	74,590	76,714
2. Loans to companies	10,480	10,854
V. Long-term financial investments	2,850	32,821
1. Equity instruments	1,273	1,098
2. Loans to third parties	867	1,013
3. Public admin., official subsidies receivable	256	256
4. Other financial assets	454	30,454
VI. Deferred tax assets	7,996	16,579
VII. Non-current trade debtors	6,062	7,003

(Thousand EUR)	2023	2022
CURRENT ASSETS	372,857	289,453
I. Non-current assets held for sale	_	-
II. Stocks	269	305
III. Trade debtors and other receivables	42,606	51,903
Customers for sales and services provided	23,786	32,360
Customers and debtors, group and associated companies	2,862	6,205
3. Other debtors	605	755
4. Public admin., official subsidies receivable	_	_
5. Other credits with public administrations	15,353	12,583
IV. S/t debt with group and associated companies	391	275
V. Short-term financial investments	283,321	74,930
2. Loans to companies	120	4,930
3. Other financial assets	283,201	70,000
VI. Accruals and deferrals	1,227	852
VII. Cash and other cash equivalent assets	45,043	161,188
1. Cash and banks	45,043	161,188
Total assets	2,137,961	2,108,841

2023	2022
1,802,751	1,757,380
1,617,395	1,567,323
539,486	539,486
1,027,837	964,769
50,072	63,068
_	_
185,356	190,057
156,288	158,147
34	34
29,034	31,876
	1,802,751 1,617,395 539,486 1,027,837 50,072 - 185,356 156,288

(Thousand EUR)	2023	2022
NON-CURRENT LIABILITIES	281,646	306,351
I. Long-term provisions	7,000	4,658
Long-term staff benefit obligations	_	_
2. Provisions for legal liabilities	7,000	4,658
3. Other provisions	_	_
II. Long-term debts	106,389	124,444
1. Debt with credit institutions	106,389	124,444
Long-term suppliers of fixed assets	_	
3. Other	_	_
IV. Deferred tax liabilities	52,096	52,716
V. Long-term accruals and deferrals	116,161	124,533

CURRENT LIABILITIES	53,564	45,110
II. Short-term debts	_	_
III. Short-term debts	35,780	28,863
Debt with credit institutions	18,181	18,302
Short-term suppliers of fixed assets	10,528	4,443
3. Other financial liabilities	7,071	6,118
IV. S/t debt with group and associated companies	151	3,957
Debt with companies of the group	51	3,957
Debt with associated companies	100	_
V. Trade creditors and other receivables	17,633	12,290
Creditors and other receivables	15,841	10,638
Advance payments of public subsidies	_	_
Other debts with public administrations	1,792	1,652
VI. Accruals and deferrals	-	_
Total liabilities	2,137,961	2,108,841

Profit and loss statement

(Thousand EUR)	2023	2022	Variation	% variation
Net turnover	189,131	181,233	7,898	4%
Port fees	172,170	162,504	9,666	6%
Occupation fee	64,719	59,189	5,530	9%
Fees for the special use of port facilities	88,073	83,010	5,063	6%
Vessel fees	37,205	37,949	(744)	(2%)
Fees for pleasure craft	385	408	(23)	(6%)
Passenger fees	12,791	8,356	4,435	53%
• Goods fees	37,603	36,201	1,402	4%
Fresh fish fees	79	62	17	27%
Fee for special use of the transit area	10	34	(24)	(71%)
Activity fees	17,510	17,089	421	2%
Navigation aids fee	1,868	3,216	(1,348)	(42%)
Other business income	16,961	18,729	(1,768)	(9%)
Amounts in addition to fees	7,922	9,953	(2,031)	(20%)
MARPOL fees	7,432	7,241	191	3%
Other fees	1,607	1,535	72	5%
Other operating income	6,622	5,844	778	13%
Accessory and other current management income	2,906	2,381	525	22%
Operating subsidies incorporated into the result of the financial year	331	309	22	7%
Income from return of concessions	2,842	2,865	(23)	(1%)
Interport Fund compensation received	543	289	254	88%
Staff costs	(36,797)	(33,053)	(3,744)	11%
Wages, salaries and similar expenses	(25,720)	(23,008)	(2,712)	12%
Allowances	(198)	(118)	(80)	68%
Social charges	(10,879)	(9,927)	(952)	10%
Other operating expenses	(66,635)	(56,103)	(10,532)	19%
External services	(38,994)	(38,663)	(331)	1%
Repairs and upkeep	(17,723)	(18,152)	429	(2%)
Services from independent professionals	(7,360)	(7,554)	194	(3%)
Supplies and consumption	(2,560)	(2,653)	93	(4%)
Other external services	(11,351)	(10,304)	(1,047)	10%
Taxes	(4,050)	(4,184)	134	(3%)
Losses, impairment and variation of provisions for commercial operations	(77)	65	(142)	(218%)
Other current management expenses	(10,514)	(2,651)	(7,863)	297%
Contribution to Puertos del Estado	(6,500)	(5,498)	(1,002)	18%
Interport Fund contribution	(6,500)	(5,172)	(1,328)	26%

(Thousand EUR)	2023	2022	Variation	% variation
Depreciation of tangible assets	(55,917)	(54,646)	(1,271)	2%
Allocation of subsidies and other non-financial assets	6,611	6,613	(2)	_
Surplus provisions	_	1,656	(1,656)	(100%)
Impairment and gains on disposals of assets	946	(926)	1,872	(202%)
Impairment and losses	988	309	679	220%
Gains on disposals and others	(42)	(1,235)	1,193	(97%)
Other results	_	3,594	(3,594)	_
OPERATING RESULT	43,961	54,212	(10,251)	(19%)
Financial income	19,522	9,258	10,263	111%
Stakes in financial instruments	11,444	8,300	3,144	38%
From negotiable securities and other financial instruments	8,078	958	7,120	743%
Financial expenses	(2,880)	(1,098)	(1,781)	162%
For third party debts	(2,880)	(1,098)	(1,782)	162%
Impairment and gains on disposals of financial instruments	(1,948)	_	(1,948)	_
FINANCIAL RESULT	14,694	8,160	6,534	80%
PRE-TAX RESULT	58,655	62,372	(3,717)	(6%)
Tax on profits	(8,583)	696	(9,279)	(1.333%)
BALANCE OF THE FINANCIAL YEAR	50,072	63,068	(12,996)	(21%)

Source and application of funds (Thousand EUR) 2023 APPLICATIONS 73,488 Non-current assets added 42,715 Acquisitions of fixed assets and other investments 42,680 Long-term receivable subsidies Loans granted to staff 35 Interport Fund contribution 6.500 Non-current liabilities removed 24,273 Cancellation/Transfer of debt to credit institutions Interim fee amounts cancellation 5.117 Application of long-term provisions 1,100 SOURCES 148,437 Resources from operations 100.730 Interport Fund compensation received 543 Deferred capital subsidies and concessions 3.099 Non-current liabilities added 3.985 1,033 Long-term debts with suppliers of fixed assets Long-term debt with group and associated companies 2,952 Non-current assets added 40,080 Cancellation/Transfer to s/t of l/t loan granted FFATP 231 S/t cancellation/transfer of other long-term financial investments 30,263 S/t cancellation/transfer of non-current trade receivables 941 8,584 Cancellation of long-term deferred tax assets Cancellation/Transfer of personal loans 61 **EXCESS OF SOURCES OVER APPLICATIONS** 74,949 **EXCESS OF APPLICATIONS OVER SOURCES**

Resources from operations				
(Thousand EUR)	2023	2022	Variation	% variation
Result period	50,072	63,068	(12,996)	(21%)
Plus	67,849	61,053	6,796	11%
Depreciation of fixed assets	55,917	54,646	1,271	2%
Interport Fund contribution	6,500	5,172	1,328	26%
Reserves for liabilities and expenses	3,442	-	3,442	-
Losses from fixed assets	42	1,235	(1,193)	(97%)
Losses from impairment of non-current assets	1,948	_	1,948	_
Minus	17,191	23,506	(6,315)	27%
Return from impairment of non-current assets	988	309	679	220%
Interport Compensation Fund received	543	289	254	88%
Surplus provisions for liabilities and expenses	-	1,656	(1,656)	(100%)
Capital grants and returns transferred to profit	9,453	9,479	(26)	0%
Entering concessional contributions in results	6,207	8,179	(1,972)	(24%)
Other	-	3,594	(3,594)	(100%)
TOTAL	100,730	100,615	115	0%

Cash flow

(Thousand EUR)	2023	2022
A) Cash flows from operating activities	99,336	86,611
Pre-tax profit	58,655	62,372
Adjustments to the result	28,179	24,624
Depreciation of fixed assets (+)	55,917	54,646
Valuation adjustments for impairment	960	(309)
Variation of provisions	3,442	(1,656)
Entering subsidies (–)	(6,611)	(6,613)
Results of fixed assets removed or disposed of	42	1,235
Financial income (–)	(19,522)	(9,258)
Financial expenses (+)	2,880	1,098
Income from return of concessions (–)	(2,842)	(2,865)
Entering advances received for sales in results	(6,207)	(8,179)
Other income and expenses	120	(3,475)
Changes in working capital	991	(6,617)
Stocks	36	(10)
Trade debtors and other receivables	(5,947)	(3,526)
Other current assets	(404)	(110)
Creditors and other receivables	5,354	(4,690)
Other current liabilities	954	2,088
Other non-current assets and liabilities	998	(369)
Cash flows from operating activities	11,511	6,232
Interest payments (–)	(3,000)	(901)
Dividend received (+)	11,444	8,300
Interest received (+)	4,997	1,219
Late payment interest received due to fee disputes (+)	_	3,594
Tax on profits received/paid	(830)	(4,158)
Other payments received/made	(1,100)	(1,822)

(Thousand EUR)	2023	2022
B) Cash flows from investment activities	(211,738)	(83,914)
Payments for investments (–)	(216,818)	(87,245)
Group and associated companies	_	(6,102)
Intangible assets	(4,814)	(4,614)
Tangible fixed assets	(32,004)	(26,529)
Other financial assets	(180,000)	(50,000)
Proceeds from divestitures (+)	5,080	3,331
Group and associated companies	270	213
Intangible assets	_	4
Non-current assets held for sale	4,810	3,114
C) Cash flows from financing activities	(3,743)	(13,398)
Equity instruments received and paid	3,099	94
Subsidies, donations and legacies received	3,099	94
Financial liability instruments received and paid	(6,842)	(13,492)
Issue	11,213	4,563
Other payables (+)	11,213	4,563
Return and depreciation of:	(18,055)	(18,055)
Debt with credit institutions (–)	(18,055)	(18,055)
NET INCREASE/DECREASE IN CASH AND CASH EQUIVALENTS (A+B+C)	(116,145)	(10,701)
CASH AND CASH EQUIVALENTS AT BEGINNING OF FY	161,188	171,889
CASH AND CASH EQUIVALENTS AT END OF FY	45,043	161,188



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