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ANNUAL REPORT 2015

MEMÒRIA ANUAL | MEMORIA ANUAL | RAPPORT ANNUEL



Port de Barcelona



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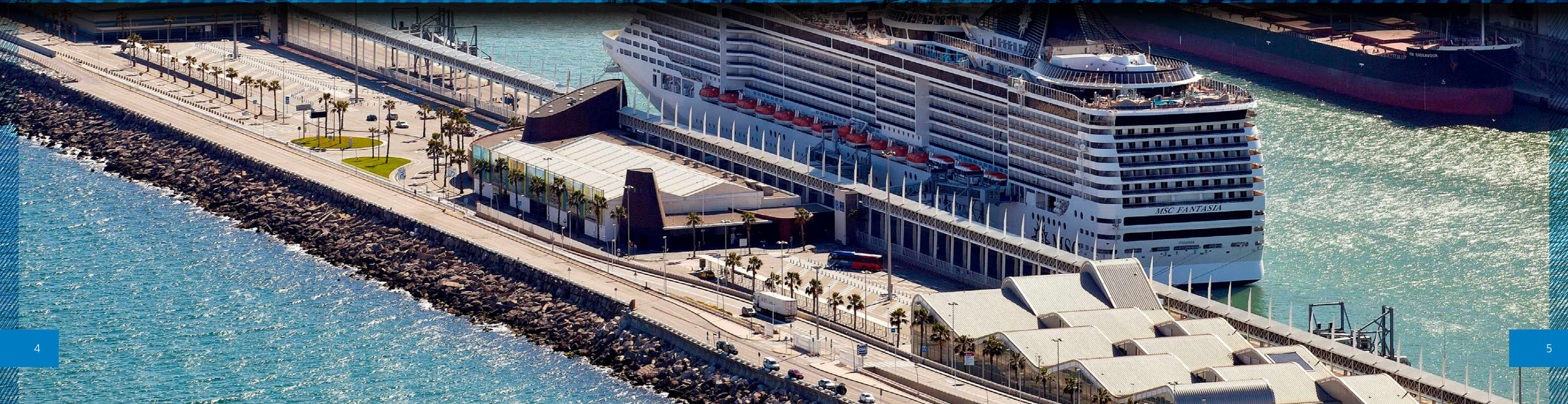
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1 Introduction



Message from the president

A number of milestones made 2015 an important year for the Port's development. In terms of traffic, we achieved significant highs (foreign trade containers, vehicles and motorways of the sea) and some indicators confirm that we have begun a new phase of growth. Perhaps the most important figure is that containerised exports were 52% higher than the best results achieved before the onset of the crisis. This result shows clearly the efforts undertaken by the producers in our immediate area to compete in foreign markets and the role the Port of Barcelona is playing in this internationalisation process.

As regards financial results, the Port of Barcelona closed 2015 with net revenues of € 155.6 million, an increase of 1%, matching the progression recorded in total traffic (+1.5%). This is a good result, particularly since we are growing while maintaining an ambitious discount policy, allowing significant savings for our customers and operators.

Annual profits stood at € 39.3 million (+5%), while operating cash flow was € 73.7 million. With this result, our port continues to be the highest generator of resources in the port system, for three main reasons: we have a larger surface area than the rest; we generate more activity, which is also more diversified; and we specialise in high-value goods and foreign trade operations.

We should also underline the high degree of stability we have achieved in resource generation over the years and our ability to self-finance investments with own resources. In 2015 our cash flow was higher than the volume of investment performed, for the third consecutive year. Another important aspect in economic terms refers to the significant decline in the Port's volume of debt (€ 71.6 million in absolute terms). Long-term debt with the European Investment Bank (EIB) thus decreased by 17% to € 347.5 million.

The 2015 financial year will be remembered as that of the Third Strategic Plan, the document that sets out the strategic lines and objectives that will guide the Port of Barcelona's activities for the next five years. It is an ambitious plan, which makes a meticulous diagnosis of the maritime industry and international trade, which are currently undergoing rapid transformation, and defines very specific objectives for the Port's main segments of activity.

In addition, the content of the Plan was widely shared by the entire Port Community through various actions bringing together members of all the professional groupings operating in the Port, as well as the administrations involved in the movement of goods by the enclave. In short, the aim is for all of us involved in port activities to act in pursuit of common goals, guided by the same strategy and a shared horizon. This unity is more necessary now than ever, before as we face the significant changes affecting the maritime business, many of which appeared during 2015.

The concentration of shipping companies (seen in the various maritime alliances and company mergers), the trend towards increasingly larger vessels (with container ships of up to 18,000 TEU, soon to be surpassed by those with a 21,000 TEU capacity), and the volatility of freight rates have led to a reduction in ports of call. This fact is increasing competition between ports, which are examined in terms of their infrastructure, performance and the critical mass of cargo that they can provide. Furthermore, new trends in logistics, with the hegemony of the key global operators, the onward march of e-commerce and 24-hour delivery, are all generating new competition to attract comprehensive logistics chains.

The enlargement of the Port, the productivity levels achieved (we rank third in Europe and first in the Mediterranean, with 35 movements per hour) and our strong presence in the hinterland, all allow us to face future challenges with a certain optimism.

However, one very significant fact became very clear in 2015: we have become a global port. A few years ago the operators in our port were local companies. Today they are multinationals with sufficient weight and capacity to influence the world. HPH and APM in the container field; Global Ports, Carnival and Royal Caribbean in the cruise sector; ICL in potash; Lukoil-Meroil in hydrocarbons; Salamanca Group and Dogus Group (Marina Barcelona 92) at the Port Vell; and Merlin in the field of logistics are the most significant examples.

The drafting of the Third Strategic Plan, thanks to the effort and dedication of many professionals at the Port, was the most important collective achievement this year, but there were also other very notable aspects that helped our infrastructure to move forward.

The study on the impact of cruise activity at the Port of Barcelona by the University of Barcelona in collaboration with the Barcelona Tourism office is the first report of its kind, in Europe at least, and has set out figures that clearly show the effect of this important tourism segment on the city and on Catalonia. The study concludes that the cruise ships operating in our port generate an annual turnover of € 800 million, contributing € 413 million to Catalan GDP and maintaining around 7,000 full-time jobs. These are just three figures from a document that details a great many aspects of the essential contribution that cruise activity makes on our surrounding area.

Other facts that reveal the Port's intense activity this year are the culmination of the CLYMA project (Lyon-Madrid connection of the Mediterranean corridor); the 25 departures from our port of the world's largest cruise ship, Royal Caribbean's Allure of the Seas; the presentation of projects such as the rolling highway (to enhance our connectivity with Europe) and Barceloc (to attract Chinese investment to our surrounding area); the trade mission to Chile, which provided very satisfactory results, and the start of the tender procedure for refurbishing the Portal de la Pau building, which will become a port centre, an information centre to explain the past, present and future of our port to members of the public.

Big challenges lie ahead, but there are also issues still to be resolved. We will continue working to achieve greater autonomy in setting port fees, an essential step towards having our own commercial policy and to competing on an equal footing with the ports of northern Europe. Similarly, we will do all we can to bring rail accesses to the Port, which are so decisive for our future, as soon as possible.

The Port of Barcelona, with its strong corporate culture, must face the immediate challenges before us, maintaining the management criteria that define us as a public entity. We hold firm to our commitment: providing the highest possible competitiveness for companies, helping them to internationalise and creating value for the economy and the society around us.



Sixte Cambra
President
of the Port of Barcelona

The financial year 2015 will be remembered as the year of the Third Strategic Plan, a document setting out the strategic guidelines and objectives that will guide the Port of Barcelona's activity in the coming years

Message from the director

Various traffic segments at the Port of Barcelona reached record-breaking levels in 2015. The main indicators experienced growth and record results were achieved in strategic traffics like containers for foreign trade, vehicles, and motorways of the sea. These figures mark a clean break with those of the toughest years of the recession and allow us to consolidate our leadership on several fronts.

Total traffic at the Port of Barcelona exceeded 47 million tonnes in 2015 (including provisioning and fishing), increasing 1.5% year on year. Container traffic, always a clear reflection of the surrounding economic environment, increased by 4% to almost 2 million TEUs. The trend is even more positive if we look only at containerised cargo in foreign trade: export containers increased by 7% and import containers by 9%. A significant fact is that container trade exceeded one million TEUs for the second year running.

Our reference markets are increasingly diversified and more distant. China continues to be our main trading partner both for imports (it is the origin of 41% of foreign trade containers unloaded at the Port) and exports (the Asian giant now receives 10% of all containerised cargo). Despite the slowdown in the Chinese economy, our exchanges with the country have continued to grow (+14%) while trade has also increased with other strategic partners such as the USA (+14%), South Korea (+40%), Saudi Arabia (+8%), India (+11%) and Morocco (+16.5%).

In 2015 the Port of Barcelona transported almost 882,000 new vehicles, the best result in its history, with a year-on-year surge of 18%. Foreign trade was the main catalyst for this business segment. More than half of this export traffic comprised vehicles, highlighting the fundamental role the Port plays in helping the automotive industry to access international markets competitively. In addition, this year saw a sharp rise in imports (+41%), in line with the revival of the domestic market. In addition, vehicles transported by coastal shipping (to the Balearics and the Canary Islands) totalled 120,205 units, marking an increase of 23%.

Motorways of the sea also marked another record for our port. In 2015 the services linking us with Italy and North Africa transported nearly 140,960 UTIs (Intermodal Transport Units, equivalent to one lorry or platform), which means that the same number of lorries was diverted from road to maritime mode. These results, depicting a growth of 20%, demonstrate the success of our commitment to a mode of traffic that not only brings significant savings but above all helps to reduce congestion and emissions in the Mediterranean area, among other benefits.

Rail intermodality also made significant progress this year. A total of 213,000 TEUs arrived or departed the port by rail (+12.5%), bringing the rail share of the Port's container traffic segment to 13%. Rail use was even more intense in the case of vehicles, which enjoyed an increase of 32% year on year. 35% of all the cars entering and leaving the port were transported by rail. The positive performance of the rail sector within the Port area is the result of several factors, such as investments to adapt rail infrastructures, private operators extending their services with an ever-wider range of destinations and more services, plus the commitment to rail transport by logistics companies and transport operators.

2015 was also a very positive year with regard to passenger movements, since more than 3.7 million people (+7%) used the Port of Barcelona to travel to different places, mainly in the Mediterranean. More than 1.1 million of these passengers travelled on regular ferry services, which increased in all their forms (coastal traffic to the Balearic Islands, motorways of the sea to Italy and services with North Africa). The number of cruise passengers who passed through our port again grew substantially (+7%) and exceeded 2.5 million. It is important to stress that the most significant increase (+11.5%) occurred in passengers in turnaround mode, starting and ending their trip in Barcelona, and therefore spending more in our city.

There can be no doubt that the results for 2015 are positive for an organisation managing the country's main transport infrastructure. However, above and beyond the good statistical results, it is important to contextualise the data and be aware of what they represent: we are an infrastructure serving the economy around us and our mission is to facilitate flows of goods and people, while providing maximum competitiveness and efficiency in our productive fabric and our society.



José Alberto Carbonell
Director

The main indicators recorded positive developments in 2015 and record results were achieved in some strategic traffic segments



Administration Board of Barcelona Port Authority



President

Sixte Cambra

Ex officio member

Francisco J. Valencia Alonso

Director general (not member):

José A. Carbonell Camallonga

Representing the General State Administration

Emilio Ablanedo Reyes

Severo Bueno de Togores

Rolando Lago Cuervo

Representing the Government of Catalonia

Jordi Aragunde Miguens

Antoni Llobet de Pablo

Lluís Mellado i Fontanet

Àngel Montesinos García

Representing the municipalities in which the Port of Barcelona service area is located

Janet Sanz Cid (Barcelona City Council)

Lluís Tejedor Ballesteros (El Prat de Llobregat City Council)

Representing the Chambers of Commerce, business and trade union organisations and relevant sectors in the port sphere

Josep M. Basáñez Villaluenga

Carles Boy Rodríguez

José Pérez Domínguez

Xabier M. Vidal Niebla

Secretary (not member)

Román Eguinoa de San Román

Withdrawals throughout 2015:

Joan Amorós i Pla

Joan Moreno i Cabello

Jorge Sánchez Vicente

Antoni Vives i Tomàs

31 December 2015



2 Economic and financial report



Economic and financial report

The Port of Barcelona closed financial year 2015 with a net profit of € 39.3 million, representing an increase of 5% year on year



PROFIT (million EUR)

	2015	2014	Variation	%Var
Operating profit	36.9	45.1	(8.2)	-18%
Financial results	2.4	(7.7)	10.1	-
Tax on profits	-	-	-	-
Total	39.3	37.4	1.9	5%

The increase in profit was due to a significant improvement in the financial result, offsetting the decline in operating income. The transfer of the capital stake the Port held in Consorci de Parcs Logístics SL and Marina BCN 92 together provided an extraordinary profit of € 10.7 in the financial result.

EFFECTS OF EXCEPTIONAL EVENTS IN 2015 (million EUR)

	T3 disputes	Profits from sale of stake in CPL	Profits from sale of stake in Marina BCN 92	Total
On operating profit	(2.9)	-	-	(2.9)
On financial result	(1.8)	5.8	4.9	8.9
On the result of the FY	(4.7)	5.8	4.9	6.0

Net turnover for 2015 totalled € 155.6 million, a slight 1% increase year on year. Total traffic volume increased by 1.3% to 45.9 million tonnes and revenues from port fees were the same as in the previous year.

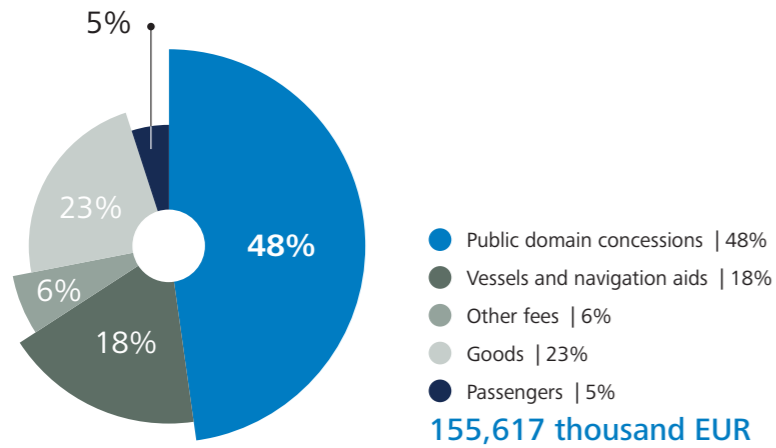
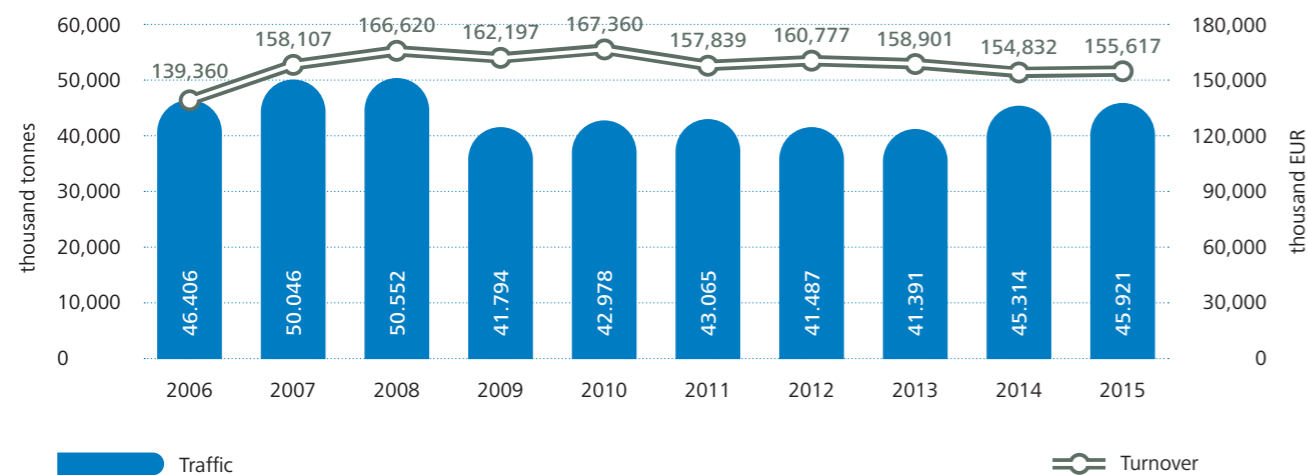
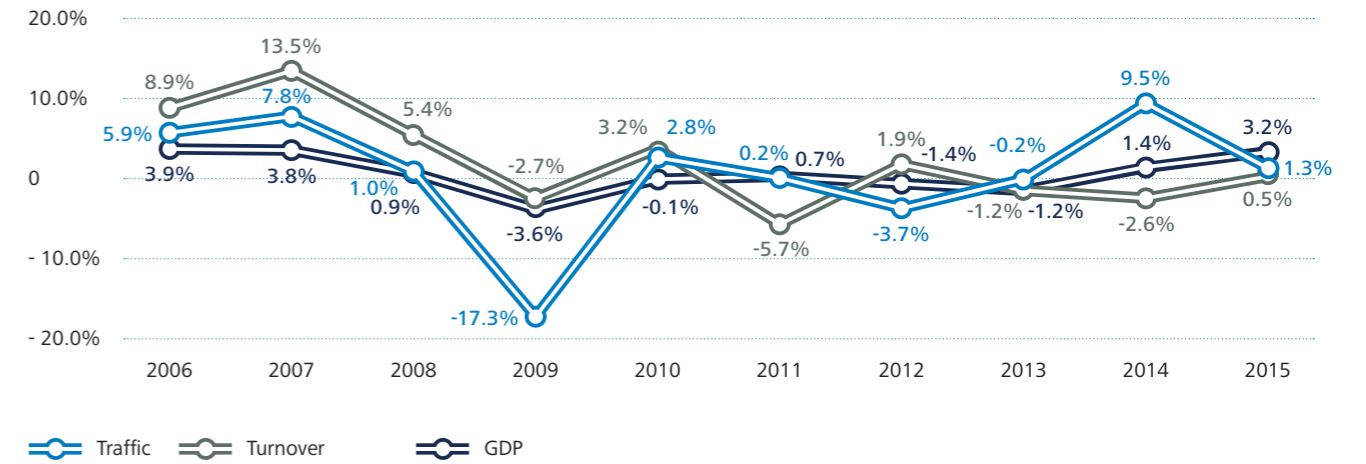
The good performance of strategic traffic segments - particularly the 4% increase in total container traffic (up 7% in exports and 9% in imports), the 18% rise in vehicle traffic and the 7% hike in passenger numbers - was offset by a 2% fall in revenues for concessions in the public domain.

NET TURNOVER (ACCORDING TO INCOME STATEMENT) (thousand EUR)

	2015	2014	Variation	% Var.
Port fees	143,593	142,882	711	0%
Occupation fees	55,445	54,868	577	1%
Fees for use	72,427	70,401	2,026	3%
<i>Vessel fees</i>	26,780	26,320	460	2%
<i>Pleasure craft fees</i>	390	250	140	56%
<i>Passenger fees</i>	9,728	8,558	1,170	14%
<i>Goods fees</i>	35,180	34,844	336	1%
<i>Fresh fish fees</i>	190	174	16	9%
<i>Fees for special use of the transit area</i>	159	255	(96)	-38%
Activity fees	14,311	16,421	(2,110)	-13%
Navigation aids fees	1,410	1,192	218	18%
Other business income	12,024	11,950	74	1%
Income from additional items	5,043	5,236	(193)	-4%
Rates and others	6,981	6,714	267	4%
	155,617	154,832	785	1%

NET TURNOVER (BY BUSINESS LINES) (thousand EUR)

	2015	2014	Variation	% Var.
Port fees and additional items	148,636	148,118	518	0%
Vessels and navigation aids	28,190	27,512	678	2%
Goods	35,180	34,844	336	1%
Passengers	9,728	8,558	1,170	14%
Fresh fish	190	174	16	9%
Pleasure craft	390	250	140	56%
Concessions in the public domain	74,715	76,432	(1,717)	-2%
Other fees for use of the public domain	84	93	(9)	-10%
Fees for special use of the transit area	159	255	(96)	-38%
Charges for commercial services	6,981	6,714	267	4%
Total	155,617	154,832	785	1%

NET REVENUES 2015 (BY BUSINESS LINES)

PROGRESSION OF TURNOVER AND VOLUME OF TRAFFIC

PROGRESSION IN ANNUAL TRAFFIC VARIATIONS AND INCOME COMPARED TO GDP


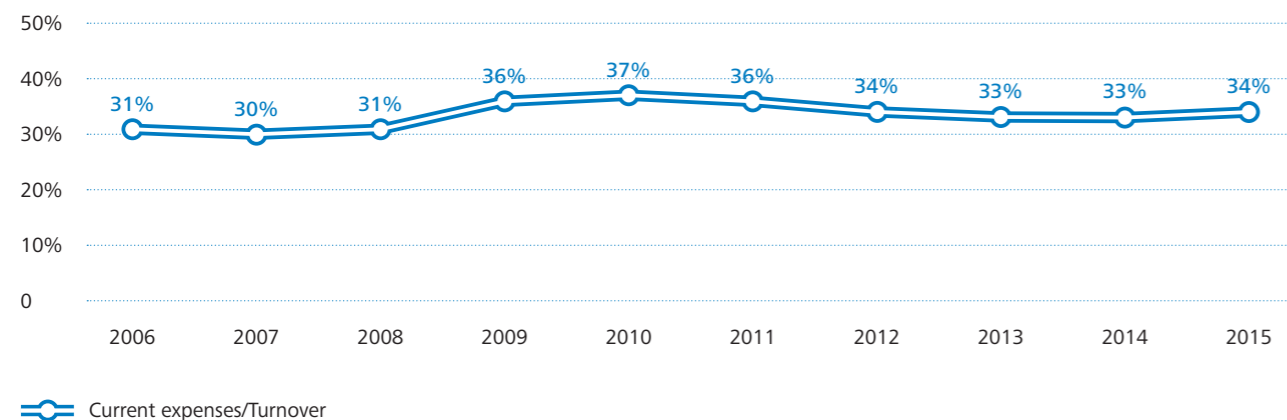
The effect of the increase in the main expenses, although moderate (+4%), was higher than income growth, coupled with the extraordinary expense of 2.9 million arising from T3 disputes and 2.2 million in losses due to disposal of tangible assets, led to a fall in operating profit of 18%.

OPERATING PROFIT (thousand EUR)

	2015	2014	Variation	% Var.
Net turnover	155,617	154,832	785	1%
Other operating income	3,545	3,346	199	6%
Staff costs	(31,000)	(29,837)	(1,163)	4%
Other operating expenses	(39,828)	(38,261)	(1,567)	4%
Depreciations of fixed assets	(53,919)	(51,699)	(2,220)	4%
Allocation of non-financial asset subsidies and others	6,891	6,781	110	2%
Overprovisions	818	526	292	-
Impairment and gains on disposals of assets	(2,256)	(562)	(1,694)	-
Other results	(2,938)	-	(2,938)	-
Total	36,930	45,126	(8,196)	-18%

Turnover totalled € 155.6 million, a slight increase of 1% over the previous year

Despite this, the share of current expenses over turnover grew only one point compared to the previous year.

INCOME ABSORPTION RATIOS


Current expenses = Staff costs + External services + Other current management expenses
 From 2011, income and expenditure related to the rubbish and waste collection service from ships are no longer included

In terms of shareholder companies, the most important operations for the year were the transfer of the Port's 20% stake in the capital of Consorci de Parcs Logístics SL (CLP) and the 8.07% share of Marina Barcelona 92 SA.

The divestment of CPL was worth € 17.8 million in return for a consideration of € 18.8 million, corresponding to 12% of the shares of Centre Intermodal de Logística SA (CILSA), plus € 4.9 million in cash. Consequently, the transaction generated a capital gain of € 5.9 million and a reversal of impairment of € 5.1 million, for which a reserve had been established in the previous financial year. The stake that Port maintains in the capital of CILSA has grown from 51% in 2104 to 63% at the close of FY 2015.

The transaction to sell the 8.07% stake in Marina Barcelona 92 SA generated a capital gain of € 4.9 million, which was also entered under "Impairment and result of disposal of financial instruments" in the income statement.

Furthermore during the financial year, a € 2 million loan was granted to the Societat Terminal Marítima de Zaragoza (tmZ) to finance part of the enlargement of the rail terminal owned by tmZ.

SHAREHOLDER COMPANIES 31/12/2015

	% of share capital
Group companies	
Gerència Urbanística Port 2000 de l'APB	100.00%
Centre Intermodal de Logística, SA	63.00%
World Trade Center Barcelona, SA	52.27%
Associated companies	
Catalana d'Infraestructures Portuàries, SL	49.00%
Terminal Intermodal Marítima Centro, SL	49.00%
Terminal Intermodal de l'Empordà, SL	47.32%
Puerto Seco de Azuqueca de Henares, SA	36.73%
Portic Barcelona, SA	40.69%
Terminal Marítima de Zaragoza, SL	21.55%
Other stakeholdings	
Barcelona Regional Agencia Metropolitana de Desenvolupament Urbanístic i d'Infraestructures, SA	11.77%
Puerto Seco de Madrid, SA	10.20%
Perpignan Saint Charles Conteneur Terminal, SAEML	5.00%

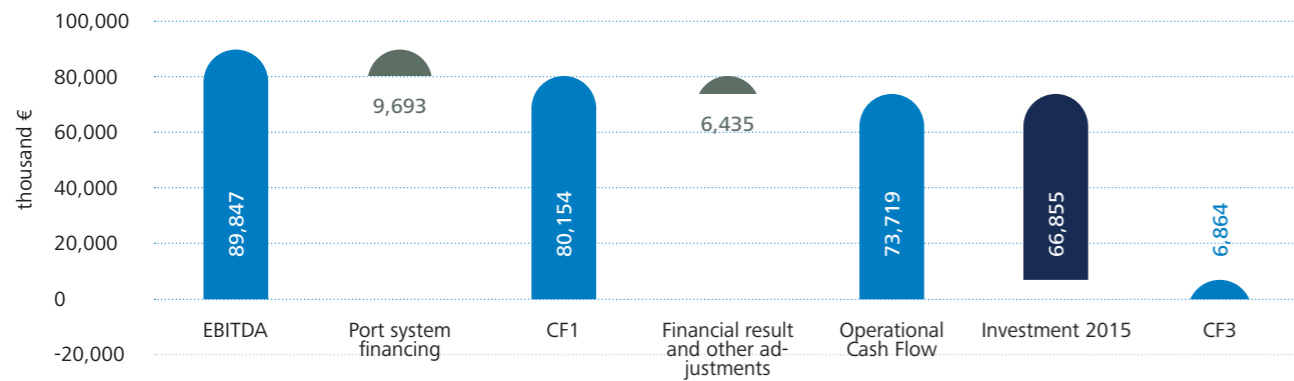
FINANCIAL RESULTS (thousand EUR)

	2015	2014	Variation	% Var.
Financial income	5,303	6,721	(1,418)	-21%
Financial expenses	(15,411)	(8,513)	(6,898)	81%
Change in fair value of financial instruments	1,819	(684)	2,503	
Impairment and gains on disposals of financial instruments	10,719	(5,224)	15,943	
Total	2,430	(7,700)	10,130	

Pre-tax profits, interest, depreciation and amortisation totalled € 89.8 million and funds from operations generated operating cash flow of € 73.7 million, a fall of 29% compared to the € 103.7 million the previous year.

EBITDA (thousand EUR)				
	2015	2014	Variation	% Var.
Operating profit	36,929	45,126	(8,197)	-18%
Plus	66,101	79,520	(13,419)	
Funding Puertos del Estado	5,715	5,914	(199)	
Net contribution to the Interport Compensation Fund	3,978	4,453	(475)	
Depreciation of fixed assets	53,919	51,699	2,220	
Reserves for liabilities and expenses	-	16,668	(16,668)	
Losses from fixed assets	2,467	779	1,688	
Reclassification of fixed expenses	3	7	(4)	
Other	19	-	19	
Minus	13,183	12,808	375	
Profits accruing from fixed assets	3	-	3	
Valuation adjustments for impairment of non-current assets	208	217	(9)	
Provisions for liabilities and expenses	818	526	292	
Capital grants and others transferred to profit	6,891	6,781	110	
Income from return of concessions	995	960	35	
Allocation to the results of advances received for services rendered	4,268	4,324	(56)	
Total	89,847	111,838	(21,991)	-20%

NEED FOR EXTERNAL FINANCING



Port System Funding = Contribution to the Public Body Puertos del Estado + Net Contribution to the Interport Contribution Fund
 CF1: Cash Flow before financial result and adjustments
 CF2: Operating Cash Flow = resources from operations
 CF3: Surplus in the generation of resources in respect of investment needs for the year

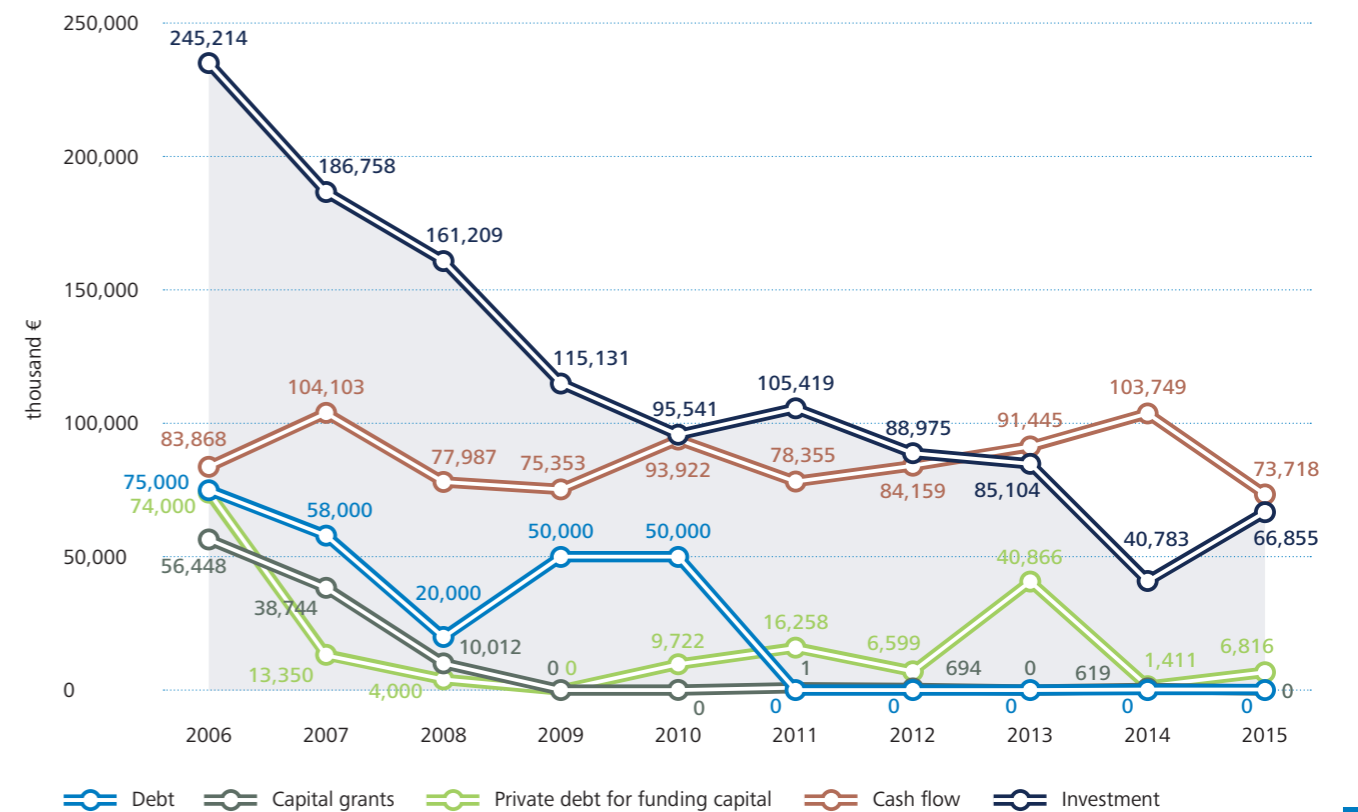
An operating cash flow of € 73.7 million was generated

The Port Authority performed investments to the tune of € 66.8 million, up 64% year on year.

KEY INVESTMENTS (million EUR)

	2015
Intangible assets purchased	2.5
Fixed assets purchased	41.5
Southern enlargement area accesses	10.1
Prat wharf	7.3
Acquisition of land	4.7
Quality control of small budget works	2.2
Cultural heritage	2.1
Civil Guard berth	1.8
Railways	1.5
Adossat wharf	1.5
Fisherman's wharf	1.4
Electricity networks	1.3
Hardware	1.0
East seawall	0.1
Energy and Contradic wharves	0.1
Portal de la Pau building	0.1
Rest	6.3
Financial investments	22.8
Equity instruments	18.9
Other financial investments	3.9
Total	66.8

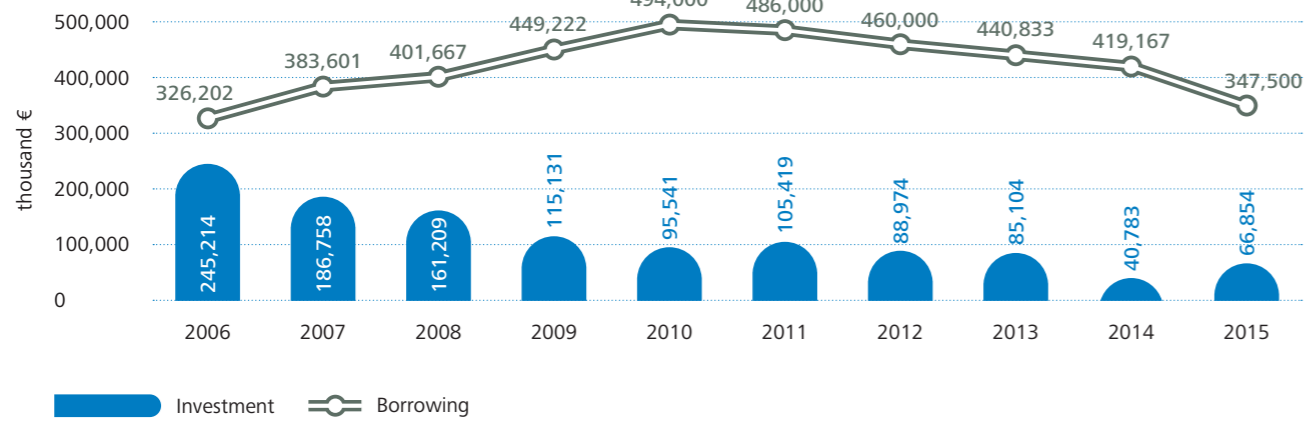
INVESTMENT FINANCING



This year, the Port paid off one of the loans that it had taken out with the European Investment Bank, for a total of € 47.5 million, and did so ahead of time.

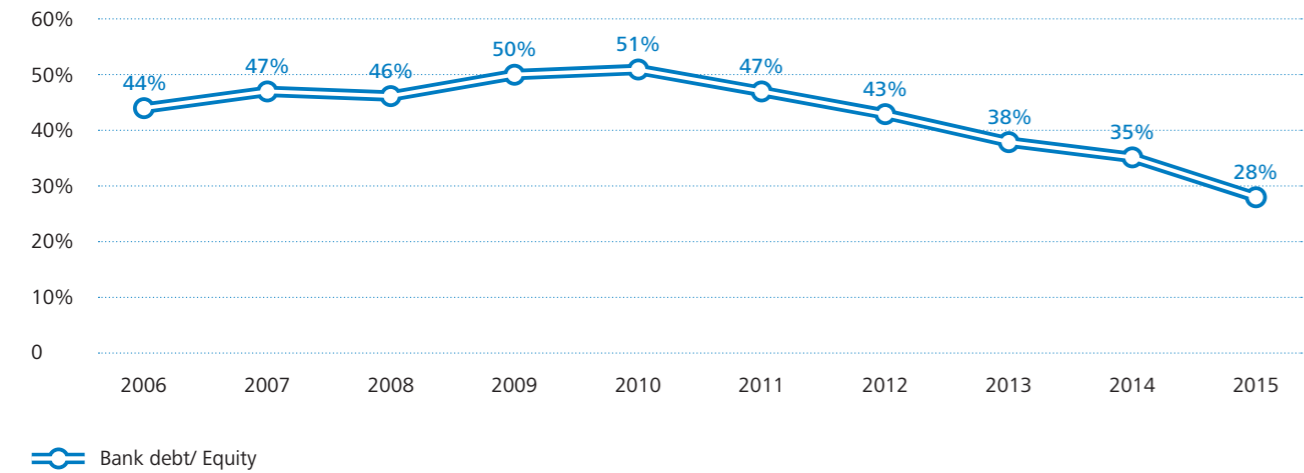
In addition to the cancellation of the loan, account should be taken of the transfer of € 24.2 million to short-term, therefore long-term bank debt stood at € 347.5 million at the close of the financial year, which is close to the figure ten years ago.

PROGRESSION OF ANNUAL INVESTMENT AND LONG-TERM BANK DEBT

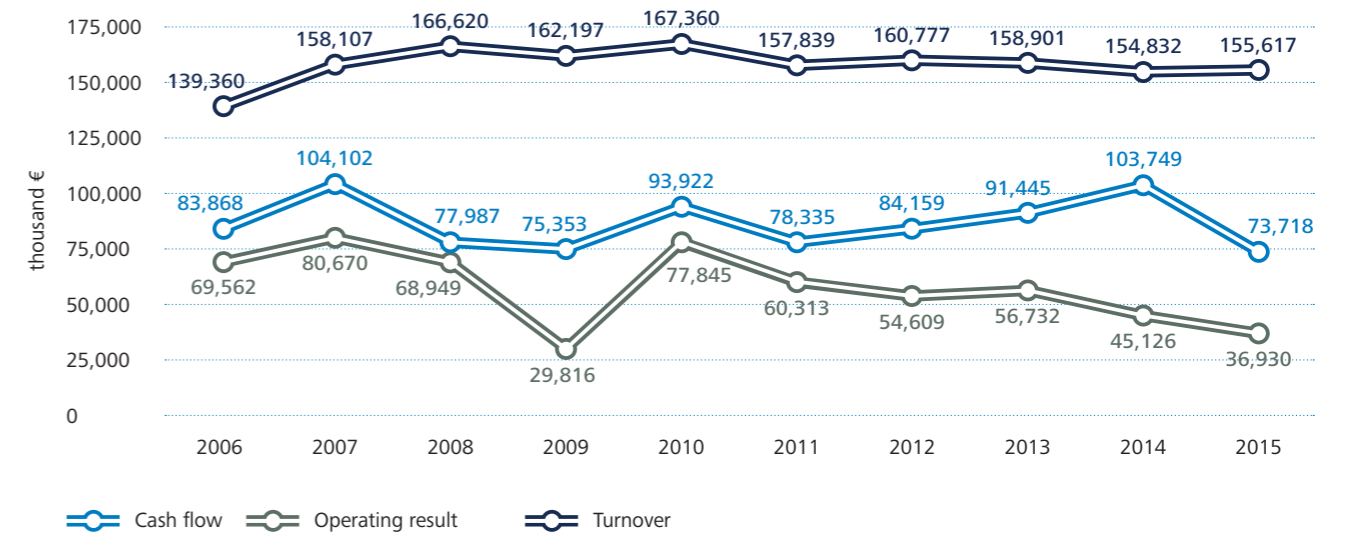


The gradual reduction in the volume of debt, combined with the inclusion of the financial results with equity, placed the debt ratio at 28%.

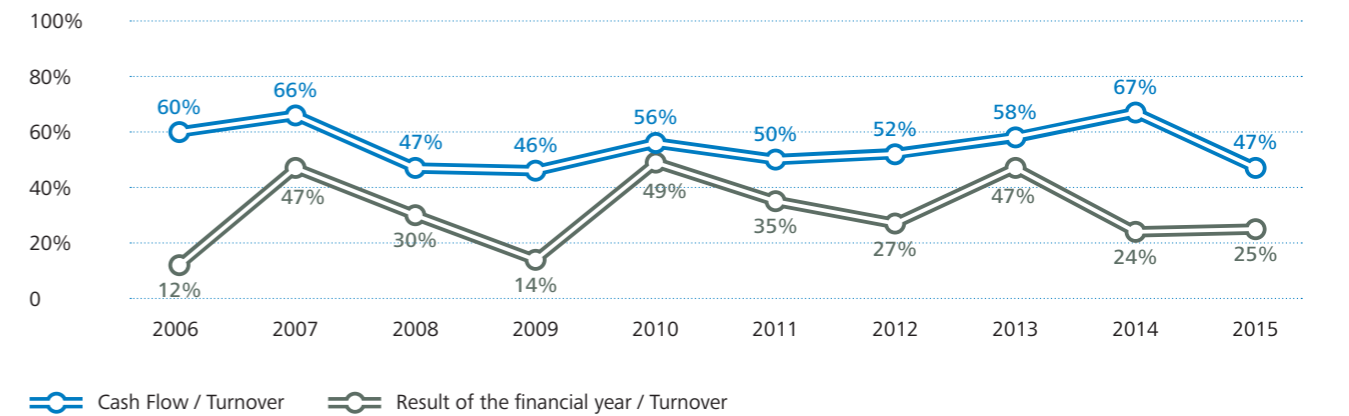
PROGRESSION OF THE DEBT RATIO



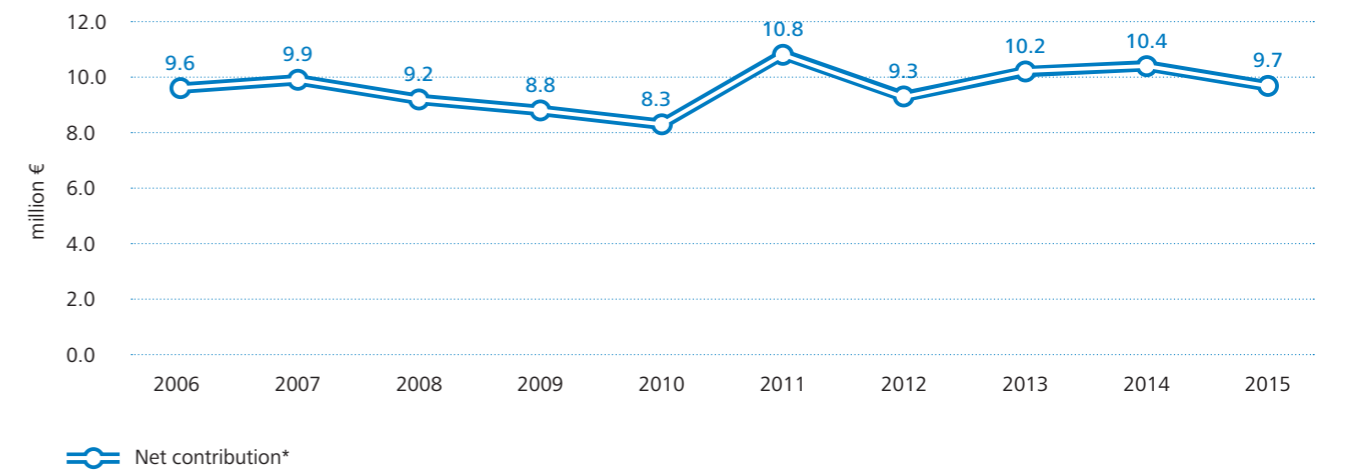
PROGRESSION OF THE MAIN ECONOMIC INDICATORS



RATIOS OF THE MAIN ECONOMIC INDICATORS



APB CONTRIBUTION TO THE STATE PORTS



Net contribution to the Interport Compensation Fund + OPE Financing (RDL 2/211)

BALANCE SHEET (Thousand EUR)					
	2015	2014		2015	2014
NON-CURRENT ASSETS	1,843,506	1,851,998	NET CAPITAL	1,491,657	1,458,844
I. Intangible assets	21,297	21,265	A1. Equity	1,228,929	1,189,569
1. Industrial property and other intangible assets	9,048	9,316	I. Capital	512,743	512,743
2. IT applications	12,249	11,949	III. Reserves	676,826	639,400
II. Tangible fixed assets	1,453,603	1,477,061	VII. Profit for the year	39,360	37,426
1. Land and natural assets	269,493	279,647	A2. Adjustments for changes in value	-	-
2. Buildings	1,113,021	1,129,182	A3. Subsidies, donations and legacies received	262,728	269,275
3. Technical equipment and facilities	2,361	1,579	1. Official capital subsidies	249,247	256,131
4. Tangible fixed assets and advance payments	58,234	58,029	2. Capital donations and legacies	34	20
5. Other fixed assets	10,494	8,624	3. Other subsidies, donations and legacies	13,447	13,124
III. Real estate investments	264,030	251,402	NON-CURRENT LIABILITIES	542,264	618,578
1. Land	242,922	227,811	I. Long-term provisions	16,873	17,815
2. Buildings	21,108	23,591	1. Long-term staff benefit obligations	-	277
IV. L/t debt with group and associated companies	92,039	88,566	2. Provisions for legal liabilities	16,873	17,538
1. Equity instruments	76,352	75,430	3. Other provisions	-	-
2. Loans to companies	15,687	13,136	II. Long-term debts	356,781	427,378
V. Long-term financial investments	3,469	4,433	1. Debt with credit institutions	347,500	419,167
1. Equity instruments	693	1,761	2. Long-term suppliers of fixed assets	-	-
2. Loans to third parties	2,140	2,325	3. Other	9,281	8,211
3. Public admin, official subsidies receivable	-	-	III. L/t debt with group and associated companies	-	-
4. Other financial assets	636	347	IV. Deferred tax liabilities	-	-
VI. Deferred tax assets	-	-	V. Long-term accruals and deferrals	168,610	173,385
VII. Non-current trade debtors	9,068	9,271	CURRENT LIABILITIES	57,315	54,844
CURRENT ASSETS	247,730	280,268	II. Short-term provisions	-	-
I. Non-current assets held for sale	-	-	III. Short-term debts	37,795	37,348
II. Stocks	221	205	1. Debt with credit institutions	24,569	22,271
III. Trade debtors and other receivables	34,400	38,413	2. Short-term suppliers of fixed assets	6,773	8,173
1. Customers for sales and services provided	23,196	22,022	3. Other financial liabilities	6,453	6,904
2. Customers and debtors, group and associated companies	3,324	2,777	IV. S/t debt with group and associated companies	200	269
3. Miscellaneous receivable accounts	4,177	3,892	1. Debt with companies of the group	74	112
4. Public admin, official subsidies receivable	-	-	2. Debt with associated companies	126	157
5. Other credits with public administrations	3,703	9,722	V. Trade creditors and other receivables	19,320	17,227
IV. S/t debt with group and associated companies	17,790	22,500	1. Creditors and other receivables	10,168	8,153
V. Short-term financial investments	163,122	207,122	2. Advance payments of public subsidies	-	-
1. Equity instruments	-	-	3. Other debts with public administrations	9,152	9,074
2. Loans to companies	122	122	VI. Accruals and deferrals	-	-
3. Other financial assets	163,000	207,000	CURRENT LIABILITIES	57,315	54,844
VI. Accruals and deferrals	751	1,926	II. Short-term provisions	-	-
VII. Cash and other cash equivalent assets	31,446	10,102	III. Short-term debts	37,795	37,348
1. Cash and banks	31,446	10,102	1. Debt with credit institutions	24,569	22,271
2. Other cash equivalents	-	-	2. Short-term suppliers of fixed assets	6,773	8,173
TOTAL ASSETS	2,091,236	2,132,266	3. Other financial liabilities	6,453	6,904
			IV. S/t debt with group and associated companies	200	269
			1. Debt with companies of the group	74	112
			2. Debt with associated companies	126	157
			V. Trade creditors and other receivables	19,320	17,227
			1. Creditors and other receivables	10,168	8,153
			2. Advance payments of public subsidies	-	-
			3. Other debts with public administrations	9,152	9,074
			VI. Accruals and deferrals	-	-
			TOTAL LIABILITIES	2,091,236	2,132,266

PROFIT AND LOSS STATEMENT (Thousand EUR)				
	2015	2014	Variation	% Var.
1. Net turnover	155,617	154,832	785	1%
A. Port fees	143,593	142,882	711	0%
a) Occupation fee	55,445	54,868	577	1%
b) Fees for the special use of port facilities	72,427	70,401	2,026	3%
1. Vessel fees	26,780	26,320	460	2%
2. Fees for pleasure craft	390	250	140	56%
3. Passenger fees	9,728	8,558	1,170	14%
4. Goods fees	35,180	34,844	336	1%
5. Fresh fish fees	190	174	16	9%
6. Fee for special use of the transit area	159	255	(96)	-38%
c) Activity fee	14,311	16,421	(2,110)	-13%
d) Navigation aids fee	1,410	1,192	218	18%
B. Other business income	12,024	11,950	74	1%
a) Amounts in addition to fees	5,043	5,236	(193)	-4%
b) Fees and other	6,981	6,714	267	4%
5. Other operating income	3,545	3,346	199	6%
a) Accessory and other current management income	2,194	2,054	140	7%
b) Operating subsidies incorporated into the the result of the financial year	49	44	5	11%
c) Income from return of concessions	995	960	35	4%
d) Interport Fund compensation received	307	288	19	7%
6. Staff costs	(31,000)	(29,837)	(1,163)	4%
a) Wages, salaries and similar expenses	(21,782)	(20,776)	(1,006)	5%
b) Indemnities	(10)	-	(10)	-
c) Social charges	(9,208)	(9,061)	(147)	2%
d) Provisions	-	-	-	-
7. Other operating expenses	(39,828)	(38,261)	(1,567)	4%
a) External services	(26,109)	(25,117)	(992)	4%
1. Repairs and upkeep	(11,970)	(10,835)	(1,135)	10%
2. Services from independent professionals	(3,941)	(3,742)	(199)	5%
3. Supplies and consumption	(1,906)	(1,941)	35	-2%
4. Other external services	(8,292)	(8,599)	307	-4%
b) Taxes	(2,209)	(1,653)	(556)	34%
c) Losses, impairment and variation of provisions for commercial operations	(758)	(150)	(608)	405%
d) Other current management expenses	(752)	(686)	(66)	10%
e) Contribution to Puertos del Estado	(5,715)	(5,914)	199	-3%
f) Interport Fund contribution	(4,285)	(4,741)	456	-10%
8. Depreciation of tangible assets	(53,919)	(51,699)	(2,220)	4%
9. Allocation of subsidies and other non-financial assets	6,891	6,781	110	2%
10. Surplus provisions	818	526	292	56%
11. Impairment and gains on disposals of assets	(2,256)	(562)	(1,694)	-
a) Impairment and losses	208	217	(9)	-4%
b) Gains on disposals and others	(2,464)	(779)	(1,685)	-
Other results	(2,938)	-	(2,938)	-
a) Exceptional income	-	-	-	-
b) Exceptional expenses	(2,938)	-	(2,938)	-
OPERATING RESULT	36,930	45,126	(8,196)	-18%
12. Financial income	5,303	6,721	(1,418)	-21%
a) Stakes in financial instruments	1,750	1,415	335	24%
b) Of negotiable securities and other financial instruments	3,553	5,105	(1,552)	-30%
c) Incorporation of financial expenses to assets	-	201	(201)	-100%
13. Financial expenses	(15,411)	(8,513)	(6,898)	81%
a) For third party debts	(13,641)	(8,513)	(5,128)	60%
b) For updating of provisions	(1,770)	-	(1,770)	-
14. Change in fair value of financial instruments	1,819	(684)	2,503	-
a) Portfolio for negotiation and other	1,819	(684)	2,503	-
16. Impairment and gains on disposals of financial instruments	10,719	(5,224)	15,943	-
a) Impairment and losses	-	(5,224)	5,224	-100%
b) Gains on disposals and others	10,719	-	10,719	-
FINANCIAL RESULT	2,430	(7,700)	10,130	-
PRE-TAX RESULT	39,360	37,426	1,934	5%
17. Tax on profits	-	-	-	-
BALANCE OF THE FINANCIAL YEAR	39,360	37,426	1,934	5%

SOURCE AND APPLICATION OF FUNDS (Thousand EUR)

	2015	2014
APPLICATIONS	151,593	75,229
Non-current assets added	68,193	41,055
Acquisition of intangible and material fixed assets	44,064	32,182
Financial assets purchased	22,790	8,601
Fixed assets from returned concessions	1,339	272
Reductions in equity	-	-
Interport Fund contribution	4,285	4,741
Non-current liabilities removed	79,115	29,433
Cancellation/Transfer of debt to credit institutions	71,667	21,667
Cancellation/Transfer of debts with suppliers of fixed assets	-	-
Cancellation/Transfer of loans with group and associated companies	7,324	7,058
Application of long-term provisions	124	708
SOURCES	116,584	108,288
Resources from operations	73,718	103,749
Interport Fund compensation received	307	288
Subsidies and income from return of concessions	1,339	891
Deferred capital subsidies	-	619
Other subsidies, donations and legacies	14	-
Income from return of concessions	1,325	272
Non-current liabilities added	9,705	1,411
Long-term debt with credit institutions	-	-
Long-term debt with suppliers of fixed assets	-	-
Long-term debt with group and associated companies and others	2,889	-
Advances received for sales or services rendered	6,816	1,411
Non-current assets added	31,208	1,766
Disposal of tangible and intangible fixed assets	4	1
Disposal of financial instruments	29,811	-
Other L/t financial investments cancelled/transferred to S/t	1,393	1,765
L/t subsidies receivable cancelled/transferred to S/t	-	-
Commercial non-current and other debtors cancelled/transferred	-	-
Other	307	183
Excess of sources over applications	-	33,059
Excess of applications over sources	35,009	-

RESOURCES FROM OPERATIONS - OPERATING CASH FLOW (Thousand EUR)

	2015	2014	Variation	% Var.
Period results	39,360	37,426	1,934	5%
Plus	60,386	79,514	(19,128)	
Net contribution to the Interport Compensation Fund	3,978	4,453	(475)	
Depreciation of fixed assets	53,919	51,699	2,220	
Reserves for liabilities and expenses	-	16,668	(16,668)	
Losses from fixed assets	2,467	779	1,688	
Change in fair value of financial instruments	-	684	(684)	
Impairment and losses on financial investments	-	5,224	(5,224)	
Reclassification of fixed assets to expenses	3	7	(4)	
Other	19	-	19	
Minus	26,028	13,191	12,837	
Profits accruing from fixed assets	3	-	3	
Valuation adjustments for impairment of non-current assets	208	217	(9)	
Surplus provisions for liabilities and expenses	818	526	292	
Capital grants and others transferred to profit	6,891	6,781	110	
Income from return of concessions	995	960	35	
Entering advances received for services rendered in results	4,268	4,324	(56)	
Financial expenses included in assets	-	200	(200)	
Gain on disposal of financial instruments	10,719	-	10,719	
Change in fair value of financial instruments	1,819	-	1,819	
Income from OPPE payment principal & interest T3 disputes	307	183	124	
Total	73,718	103,749	(30,031)	-29%

CASH FLOW (Thousand EUR)

	2015	2014
A) CASH FLOWS FROM OPERATING ACTIVITIES	73,455	94,517
Profit before tax	39,360	37,426
Adjustments to the result	43,853	64,165
Depreciation of fixed assets (+)	53,919	51,699
Valuation adjustments for impairment	(208)	5,007
Variation of provisions	(818)	16,142
Entering subsidies (-)	(6,891)	(6,781)
Results of fixed assets removed or disposed of	2,463	779
Results of financial instruments removed or disposed of	(10,719)	-
Financial income (-)	(5,303)	(6,721)
Financial expenses (+)	15,411	8,513
Change in fair value of financial instruments	(1,819)	684
Income from return of concessions (-)	(995)	(960)
Entering advances received for sales in results	(4,268)	(4,324)
Other income and expenses	3,081	127
Changes in working capital	(3,244)	(5,780)
Stocks	(15)	1
Trade debtors and other receivables	(1,254)	12,348
Other current assets	339	(732)
Creditors and other receivables	(5,013)	(5,772)
Other current liabilities	1,549	2,612
Other non-current assets and liabilities	1,150	(14,237)
Cash flows from operating activities	(6,514)	(1,294)
Interest payments (-)	(13,844)	(8,603)
Dividends received (+)	1,750	1,415
Interest received (+)	2,955	2,391
Late payment interest due to fee disputes (-)	(4,387)	(6,740)
Late payment interest received due to fee disputes (+)	245	5,266
Tax on profits received/paid	6,785	5,077
Other payments received/made	(18)	(100)
B) CASH FLOWS FROM INVESTMENT ACTIVITIES	18,531	(107,268)
Payments for investments (-)	(44,354)	(110,046)
Group and associated companies	(2,000)	(22,500)
Intangible assets	(3,130)	(5,612)
Tangible fixed assets	(39,043)	(29,873)
Real estate investments	-	-
Other financial assets	(181)	(52,061)
Non-current assets held for sale	-	-
Other assets	-	-
Proceeds from divestitures (+)	62,885	2,778
Group and associated companies	15,468	-
Intangible assets	-	-
Tangible fixed assets	5	2
Real estate investments	-	-
Other financial assets	44,000	-
Non-current assets held for sale	-	-
Other assets	3,412	2,776
C) CASH FLOWS FROM FINANCING ACTIVITIES	(70,642)	(15,423)
Equity instruments received and paid	-	619
Subsidies, donations and legacies received	-	619
Financial liability instruments received and paid	(70,642)	(16,042)
Issue	525	3,125
Debt with credit institutions (+)	-	-
Debt with group and associated companies (+)	-	-
Other payables (+)	525	3,125
Repayment and depreciation of:	(71,167)	(19,167)
Debt with credit institutions (-)	(71,167)	(19,167)
Debt with group and associated companies (-)	-	-
Other payables (-)	-	-
NET INCREASE/DECREASE IN CASH AND CASH EQUIVALENTS (A+B+C)	21,344	(28,174)
Cash and cash equivalents at beginning of FY	10,102	38,276
Cash and cash equivalents at end of FY	31,446	10,102



3

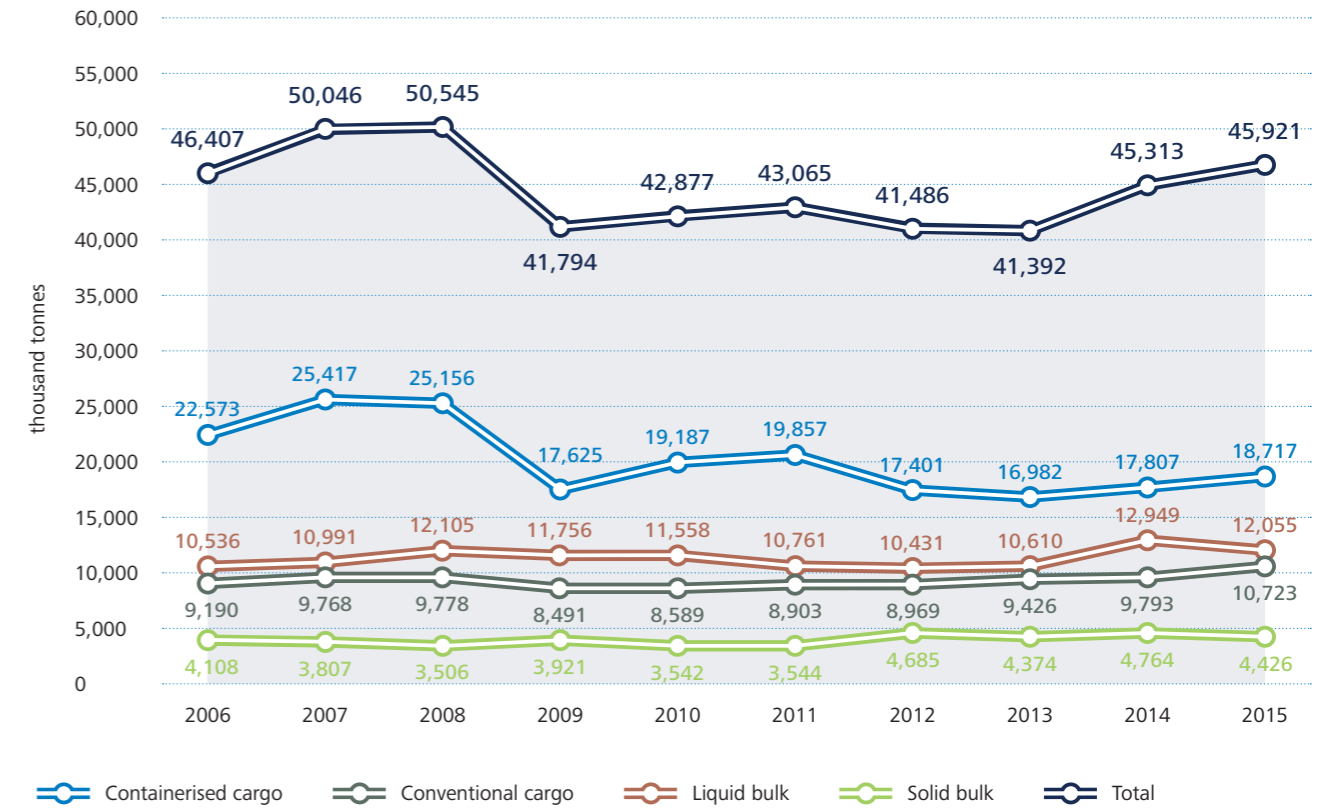
Traffic development

Traffic development

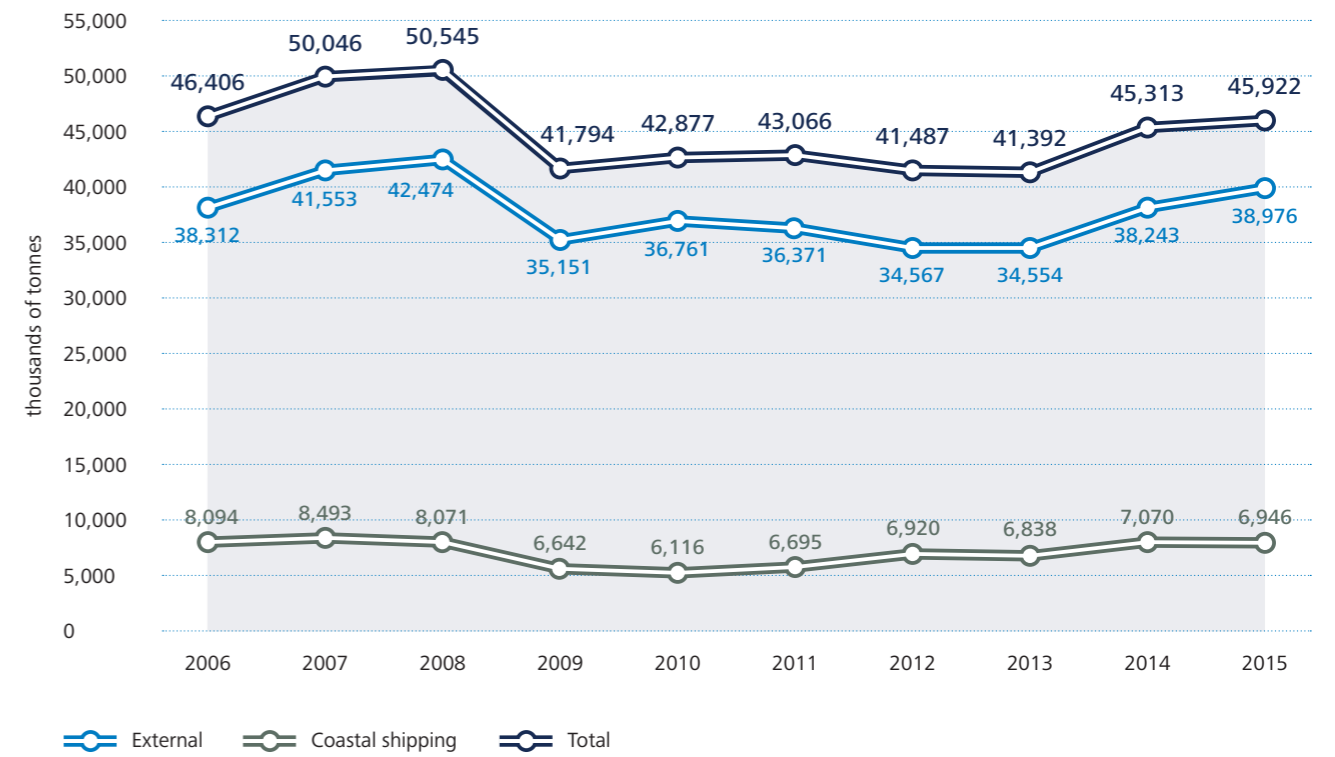
The Port of Barcelona recorded total traffic of 47 million tonnes in 2015 (including provisioning and fish), up 1.5% year on year. It closed the year with positive results in the main traffic indicators and record figures both in foreign trade containers and in strategic cargo segments such as vehicles or motorways of the sea



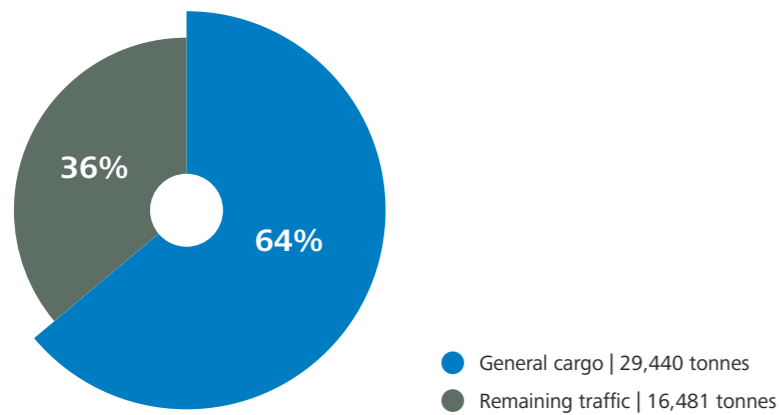
STRUCTURE OF FREIGHT TRAFFIC, 2006-2015



DEVELOPMENT OF GOODS TRAFFIC BY TYPE OF SHIPPING 2006-2015



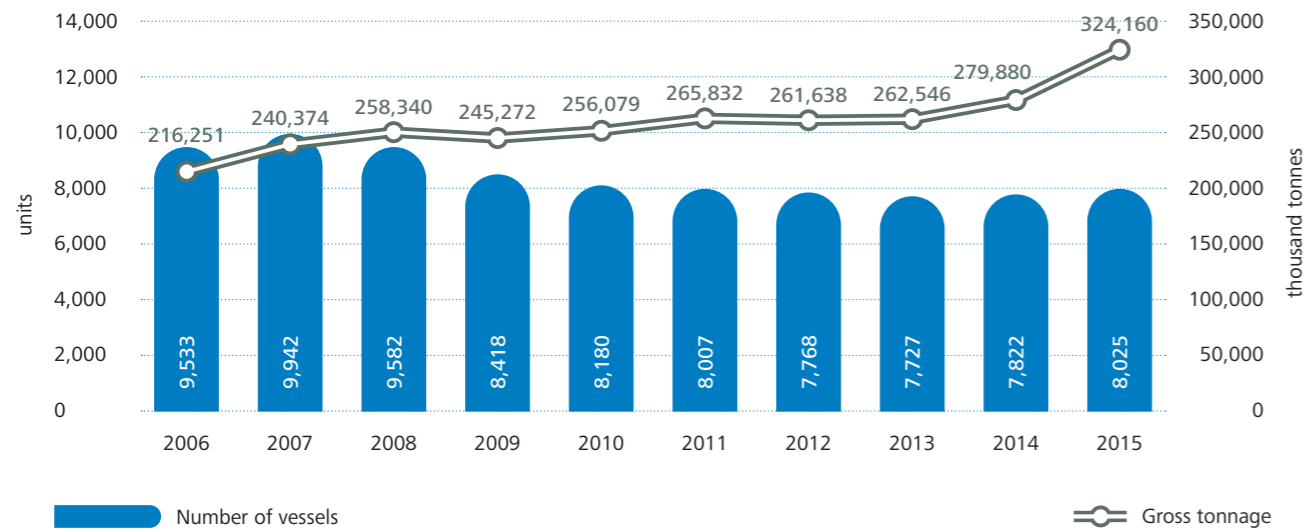
SHARE OF GENERAL CARGO IN TOTAL TRAFFIC 2015



Stopovers

There were 8,025 stopovers at the Port of Barcelona in 2015, up 199 year on year (+2.5%). Furthermore, the size of vessels calling at the Port of Barcelona was considerably larger, with average gross tonnage increasing from 35,724 to 40,394 tonnes, or 13.1%.

PROGRESSION OF VESSEL TRAFFIC 2006-2015



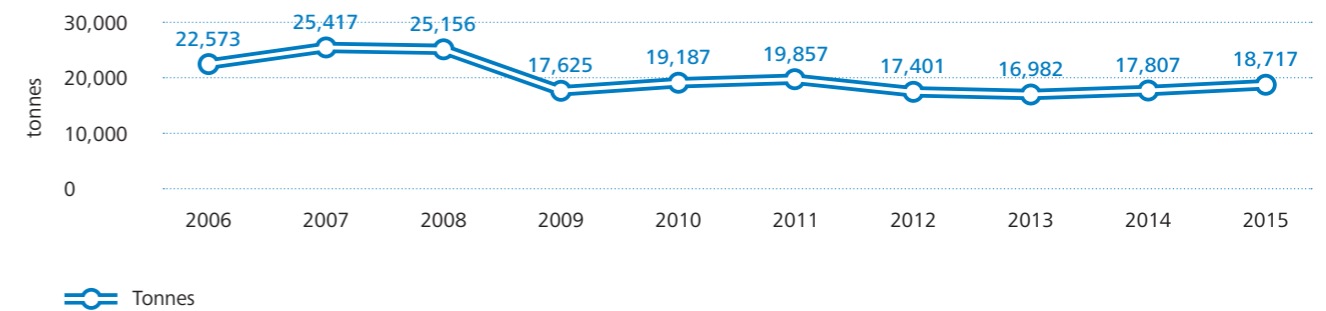
Containers

The Port of Barcelona handled 2 million TEUs (20-foot container equivalent units), up 4% over 2014. Foreign trade container traffic grew much more strongly. The Port channelled 662,149 export TEUs during 2015 (+7.2%), while it received 476,787 import TEUs (+9%).

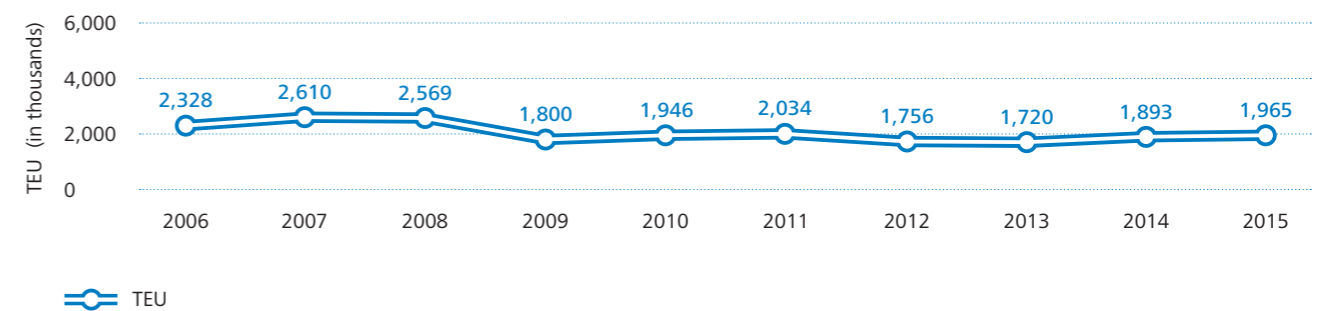
These data also point to a change in the composition of the foreign trade handled by Barcelona's facilities. In 2008, imports accounted for 54% of foreign trade and exports 46%, while today the figure has inverted: 58% of containers are export and 42% are import. Furthermore, in 2015 the number of export containers was 52% higher than the peak achieved during the pre-crisis years (2008).

By markets, trade with China grew by 14%, consolidating the country as the Port of Barcelona's main trading partner, with a containerised cargo market share of 22%. There was also a positive trend in foreign trade (imports and exports) with South Korea (+40%), Morocco (+16%), the USA (+14%), India (+11%) and Saudi Arabia (+8%). The strong momentum in trade with South Korea is due mainly to imports of car components for the Aragon automotive cluster.

DEVELOPMENT OF CONTAINERISED GENERAL CARGO TRAFFIC (TONNES) 2006-2015

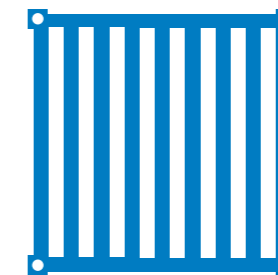


DEVELOPMENT OF CONTAINERISED GENERAL CARGO TRAFFIC (TEU) 2006 - 2015



2 million
TEUs

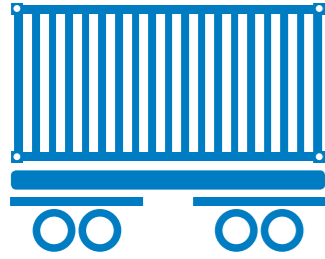
+
4%



In 2015 export container traffic was 52% higher than the record achieved during the pre-crisis period



Rail traffic



13%
of total traffic

The Port of Barcelona's firm commitment to multimodality has seen the rail share grow from 2.6% of total traffic in 2006 to 13% in 2015.

The number of containers that entered or exited the port by rail comprised 213,229 TEUs, representing an increase of 12% over 2014 and a 400% leap over nine years.

Rail traffic of vehicles also performed very well, with a total of 264,110 units transported, up 32.4% year on year. 35.4% of all vehicles entering or leaving the Port of Barcelona used the rail mode (a year-on-year increase of four percentage points).

Most of the vehicle rail traffic was for unloading, with 241,330 units (+25%) to be exported by sea.

However, we would also point to the new rail traffic of export vehicles for loading, destined for the hinterland, involving 22,780 units, an increase of 287% compared to 2014. Most of these vehicles loaded - 17,925 units in all - were travelling to destinations using UIC-gauge tracks. Barcelona is the first port in Spain to be connected to the European continent using international gauge track.

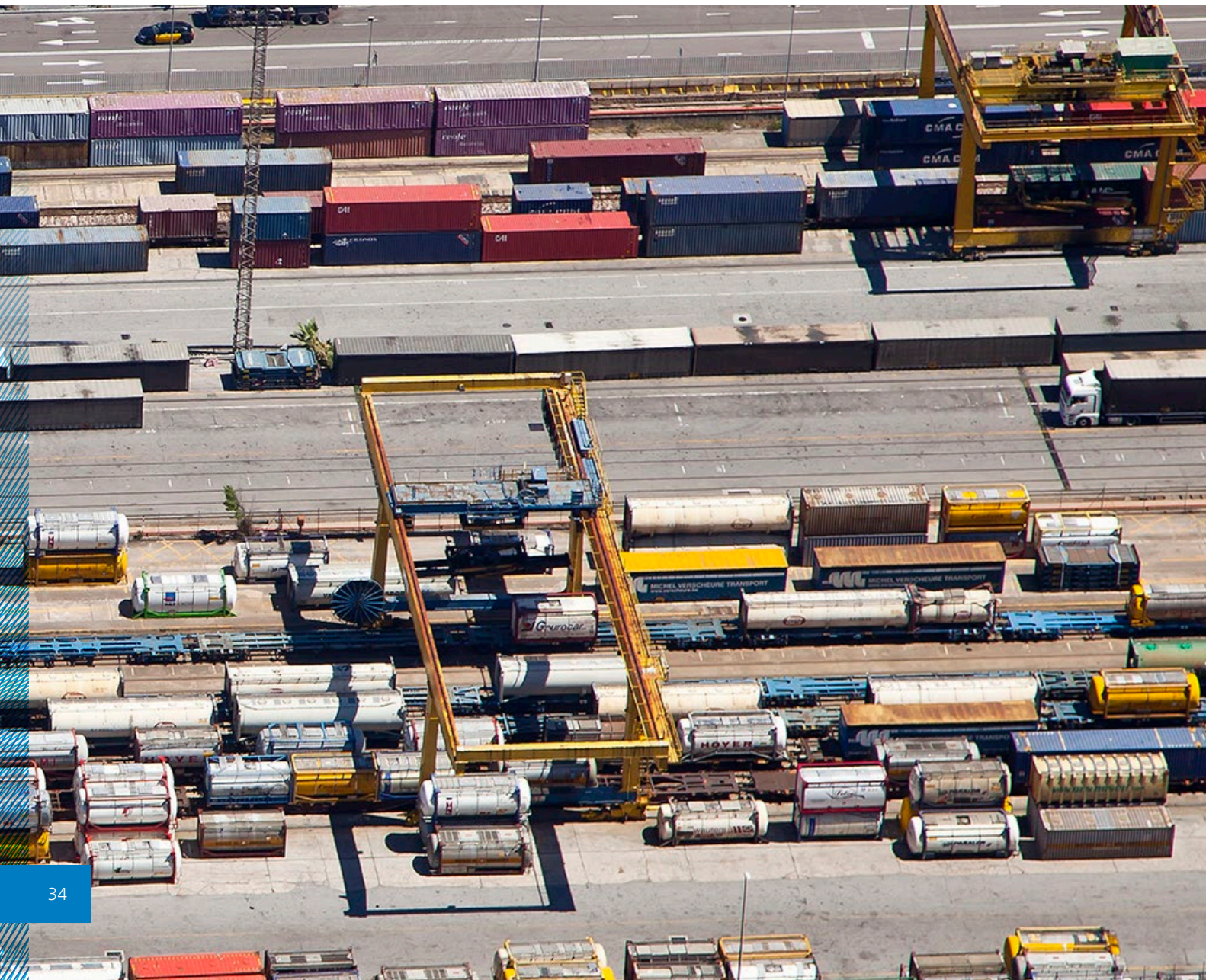


Vehicles

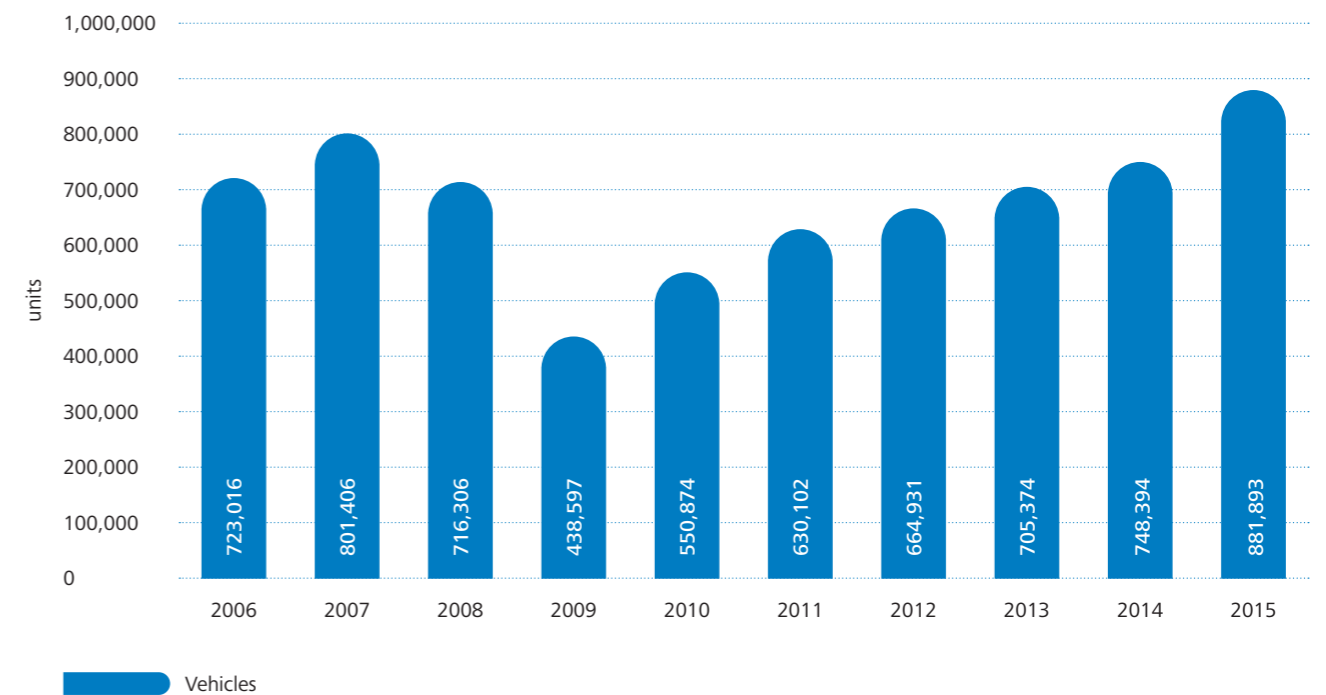
One in four vehicles transported under the State port system passes through the Port of Barcelona

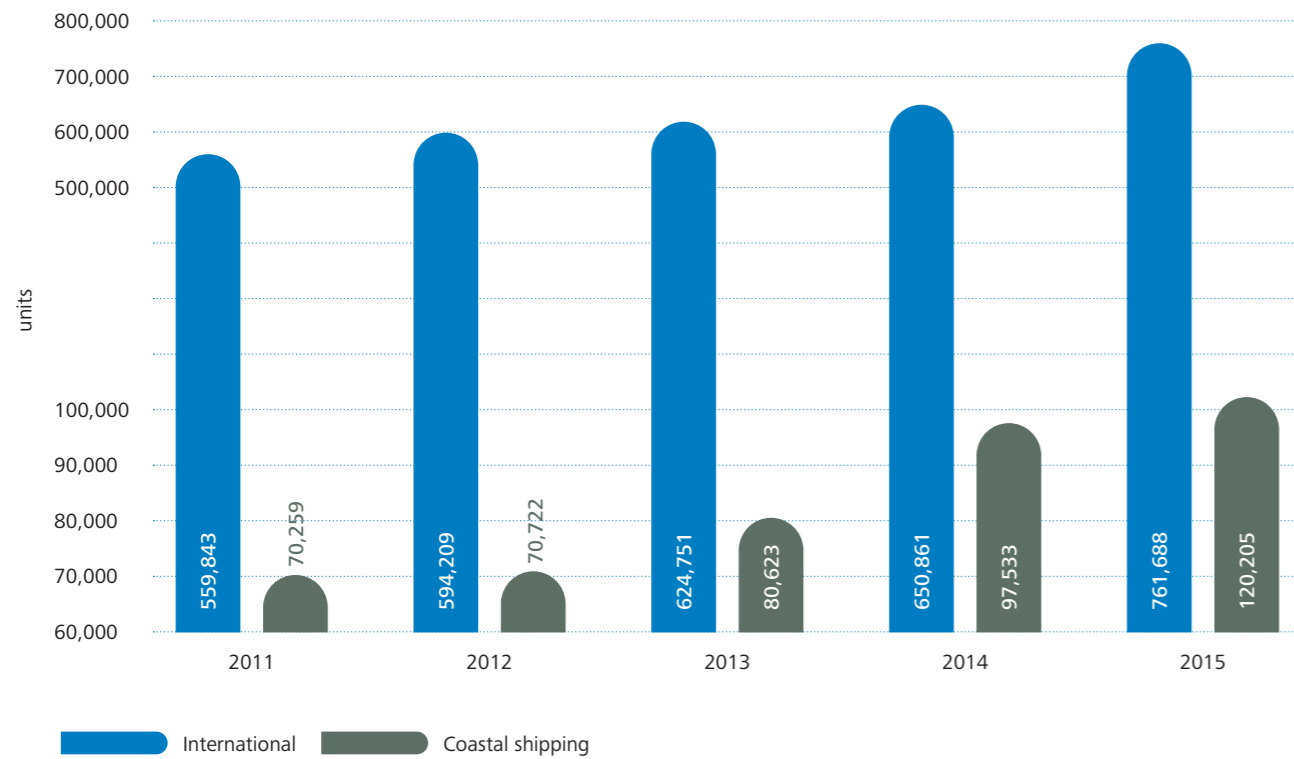
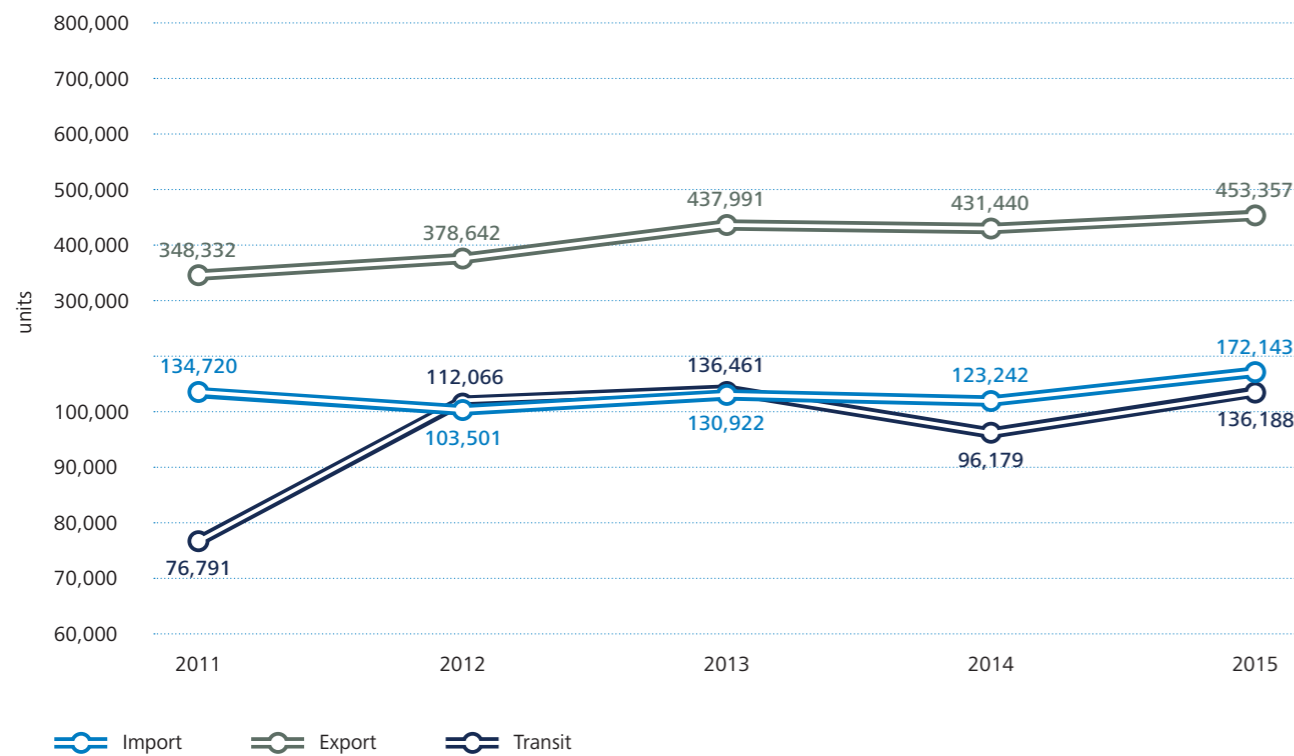
Traffic in new vehicles transported by sea reached record figures at the Port of Barcelona, with 881,893 units transported and an increase of 18%. The largest volume of cars corresponded to loading operations (mainly exports and traffic with the Balearics and Canary Islands), totalling 616,409 units, up 12% year on year. Furthermore, 265,501 vehicles were unloaded at the port facilities (particularly import cars), marking a year-on-year increase of 37%. Foreign trade accounts for the lion's share of these operations, showing the fundamental role the Port plays in helping the automotive industry in the hinterland to access international markets. The total of vehicles loaded was 453,357 units exported to various destinations around the world. Furthermore, 172,143 of the cars unloaded at the port facilities were imports from various different producer countries, a traffic segment that has grown significantly (+41%).

These figures make the Port of Barcelona the main vehicle distribution hub in the Mediterranean and Southern Europe. The destinations of exported vehicles are becoming more diversified and include far-flung markets, the most dynamic of which are South Korea and China, along with Turkey, Japan, Israel, Mexico and Brazil. The sector is showing signs of recovery in Europe, with significant growth in exports of cars to Italy, Germany, Netherlands and Norway. In Spain, Barcelona leads the way in shipping vehicles, with a market share of 25%. In other words, one in four vehicles shipped by the State port system passes through the port of the Catalan capital.



DEVELOPMENT OF CAR TRAFFIC 2006-2015



CAR TRAFFIC BY TYPE OF SHIPPING

INTERNATIONAL CAR TRAFFIC


Bulks

SOLID BULK

Transport of solid bulk at the Port of Barcelona fell by more than 300,000 tonnes overall (-7%). Although some high-volume products, such as potassium and soyabean, remained stable or increased slightly, good local harvests of wheat and other cereals meant that imports of these commodities fell significantly, by 50% in feed and fodder and 4% in cereals and meal. This is a normal circumstance and is linked to fluctuations in the weather. When considering the development of this traffic, account must also be taken of the growing trend towards shipping these cargoes in containers, which are therefore excluded from this chapter.

LIQUID BULK

12 million tonnes of liquid bulk were handled by the Port's specialised terminals, down 7% year on year. The principal hydrocarbons behaved very differently, with an overall increase of 2%, while other liquids decreased by 28%.

Imports of liquefied natural gas (LNG) increased 4%, while the remaining hydrocarbons fared otherwise: the dramatic increases in gasoline traffic (+59%) contrast with the 59% fall in biofuels.

Diesel and biofuel traffic was necessarily linked, since the modern facilities at Barcelona are used for mixing both products to make commercial biodiesel. Low petroleum product prices makes this mixture uneconomic, therefore traffic was minimal. This obviously affects both products, but especially biofuels.

However, traffic in chemicals grew by 6%, with oils and fats rising 3%. Both serve as indicators of the vitality of the local processing industry, which generates products with high added value, part of which are sent for export.

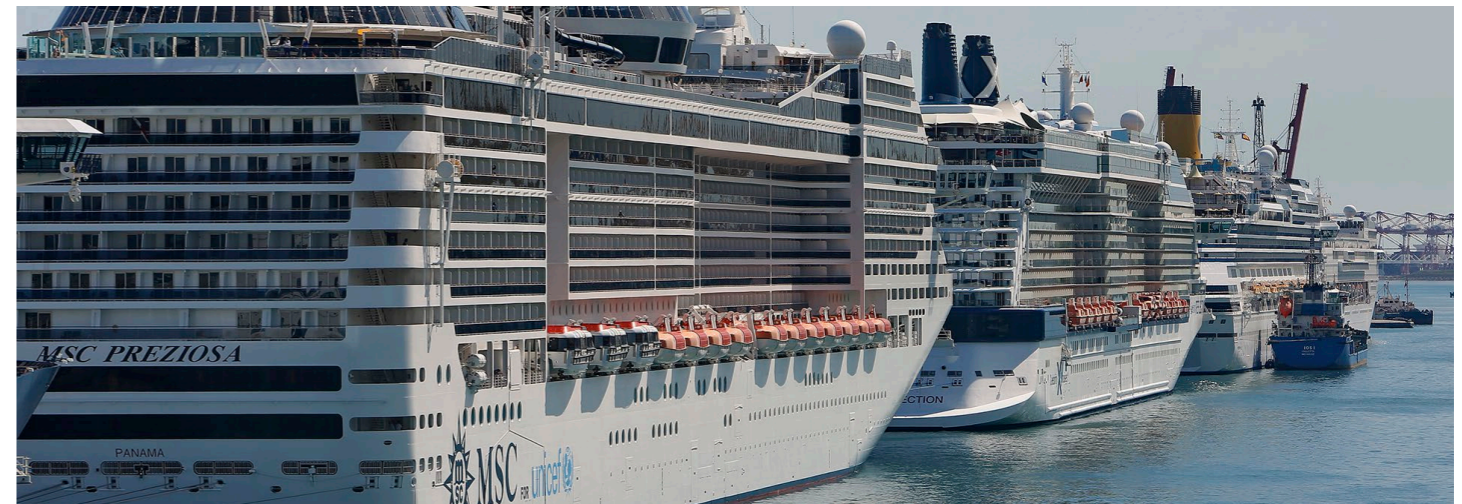


It is worth pointing to the spectacular rise in gasoline traffic (+59%)

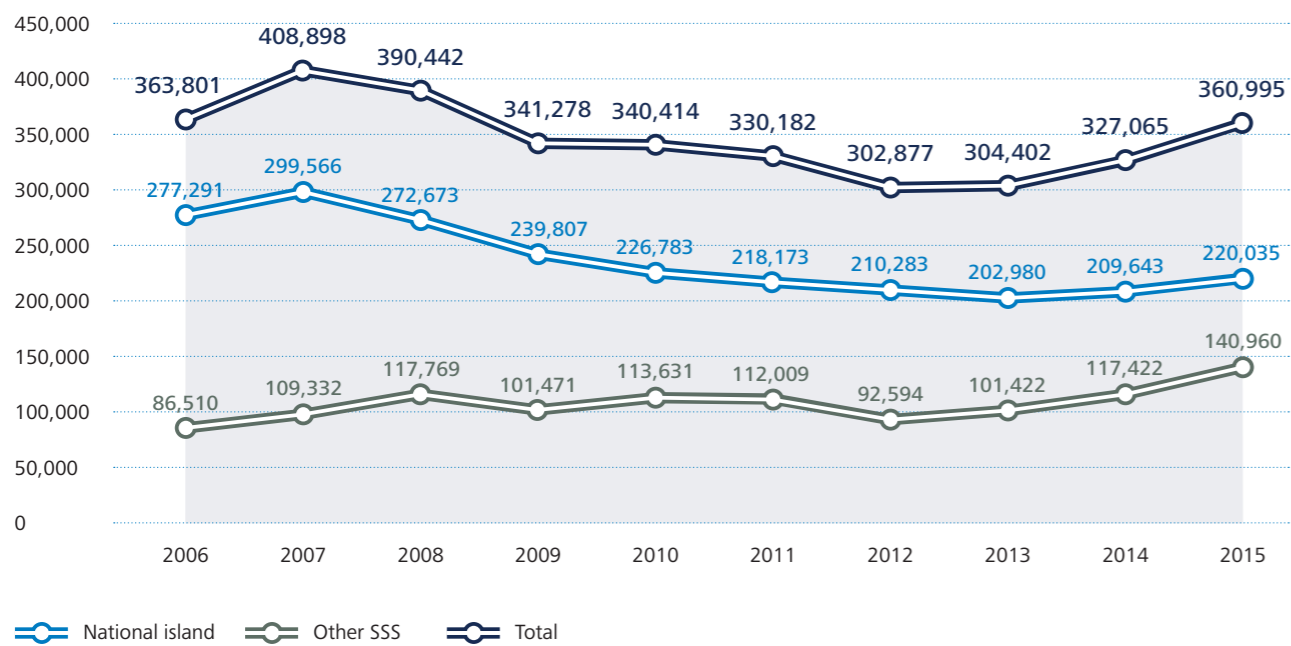
Short sea shipping

Motorways of the sea also marked new highs in Barcelona. The Short Sea Shipping lines connecting the Catalan capital to various destinations in Italy and North Africa this year channelled a total of 140,960 UTI (Intermodal Transport Units, equivalent to one lorry, trailer or platform). This figure represents an increase of 20% year on year, helping to take nearly 141,000 lorries off the roads of the Mediterranean area and divert them to the maritime mode, saving 197,032 tonnes of CO2, 14% more than in 2014.

With services to Civitavecchia, Livorno, Genoa, Savona, Porto Torres, Tangiers and Tunis, the Port of Barcelona confirms its leading position within the Iberian Peninsula in Short Sea Shipping traffic, which is a more efficient alternative to road transport in economic and environmental terms.



ITU*(U) TRAFFIC BY TYPE OF SHIPPING



*ITU (intermodal transport units): An ITU is any means, whether self-propelled or not, which is used directly or indirectly, as a means of land transport (e.g. trailers, platforms, trucks, refrigerated vans, etc) It does not include containers.

Barcelona strengthens its role as the top port in the Iberian Peninsula for short sea shipping traffic



Passengers

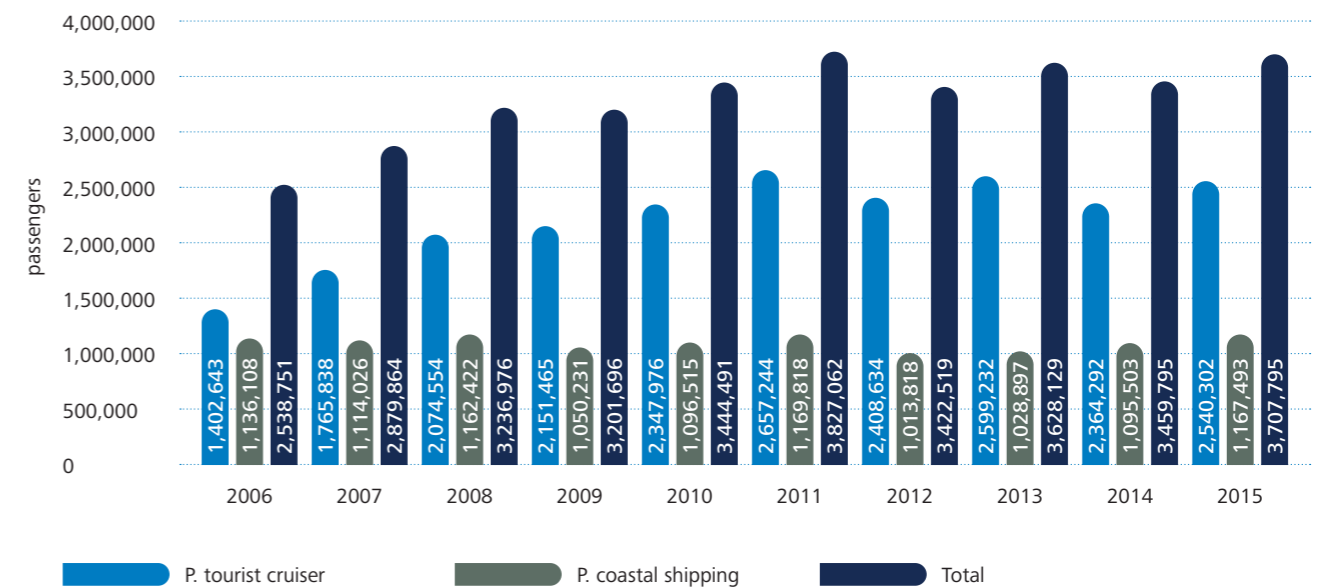
There were more than 2.5 million cruise passengers

More than 3.7 million passengers (+7%) passed through the Port of Barcelona in 2015, of which 1.1 million were regular ferry users (+6.6%) and 2.5 million were cruise passengers (+7.4%).

The increase in cruises was helped by the sector's trust in the Port of Barcelona and by the commitment of the major shipping companies to base more and bigger ships operating in the Mediterranean there.

Cruise passengers in turnaround (starting and/or ending their cruise in the Catalan capital and therefore spending more in the local economy) experienced the largest growth, with an increase of 11%. Moreover, the number of passengers stopping over in Barcelona grew by 3%. Between January and December 2015 the Port of Barcelona received a total of 749 cruiser stopovers.

DEVELOPMENT OF PASSENGER TRAFFIC 2006-2015



Port security

The following actions were performed in compliance of port security regulations in 2015:

- » The first **validation tests of canine units to detect explosives** by the private security companies that provide supply services to ships at the international cruise terminals. Tests linked to the agreement between Port and the Directorate General of the Civil Guard.
- » The **approval** by the Port Board of **assessments** (10) and **security plans** (11) of a series of port facilities affected by Regulation (EC) No 725/2004; in particular, risk analysis and security measures both on public wharves and facilities under concession, mainly liquid bulk terminals.
- » The **Port's designation as a "critical operator"** by the **Secretary of State for Security of the Ministry of Interior** pursuant to Law 8/2011 and Royal Decree 704/2011 on the Security of Critical infrastructures. This designation means that the operator has to prepare a security plan and the appropriate specific security plans for infrastructures identified as critical and/or essential to the continuity of port activities.
- » The **approval, renewal and extension of the surveillance system** of the Port's Control Centre by the Catalan Committee for the monitoring of Video Surveillance Devices and **approval of the cameras used in the automatic licence plate identification system** installed at the entrances to the terminals at the Port of Barcelona.

- » The establishment of **new procedures** on the basis of the assessments by the **Consultative Committee's Security Committees**: as regards cruise ships, the measures implemented on operations, safety and logistics during the stopover of the Allure of the Seas, the world's largest cruise ship; on the Energy wharf, the specific module of the Port's Sostrat application for managing temporary access permits through Gate 31 to the restricted area, and to the container terminals, improving the system of own cameras and future identification measures at the access control.

In addition, the **Port Security Office** performed:

- » **Inspections and audits/checks** (18) on port facilities affected and not affected by the ISPS code.
- » **Security meetings** (34), mainly with police forces and authorities, private security companies and technological measures. Agreements and commitments were consolidated with the most important international cruise ship owners, their shipping agents and various foreign consulates.
- » **Supervising security drills and exercises** (18 drills with the participation and support of foreign police forces) in several facilities, with particular emphasis on the container terminals and Energy wharf facilities. Coordinating the training centres approved by Puertos del Estado [State Ports] and conducting three courses to train Port Facility Security Officers at the Port of Barcelona.

The Port's **Accreditations and Permits** section made and issued 8,986 accreditations (renewals and new passes) for port users, processed 5,652 cases of complaints through the Services and Police Regulations bulletin and managed about 300 permits for activities and events, more than 70 of which were paid.



The designation of the Port as a "critical operator" by the State Security Secretariat of the Interior Ministry means developing new specific plans

Industrial safety

The review of the **Port of Barcelona's Self-Protection Plan (PAU)** was carried out in 2015 according to the requirements of Decree 30/2015. The review led to updating the safety studies on both the land and sea sides of the Port, and incorporating the enlargement and new infrastructures. Once the administrative process is completed, the Plan must be approved by the Directorate-General of Civil Protection of the Catalan Government, the Generalitat.

According to the cooperation agreement between the City Council and the Port of Barcelona **courses** were offered on emergency strategy and control, in addition to technical drills with dangerous goods at the École Nationale Supérieure des Officiers des Sapeurs-Pompiers in France. There were also technical courses in Flashover at the SEGANOSA training centre in Pontevedra and the Public Safety Institute of Catalonia.

As regards **investments**, we should point to the commissioning of a new K-9 container for emergency interventions with chemical risk. The previous equipment, the K-1, has been sent to the Firemen Training and Practice Centre at the Port - Free Zone fire station.

In addition, the Port of Barcelona **Mutual Assistance Agreement (PAM)** has consolidated its position with a total of **sixteen companies now involved**: twelve are affected by the legislation on major accidents and four were present for their work and/or involvement in its area of influence. Nine of these companies are located in Sector 8, i.e. in the Energy wharf.

All the companies affected by the major accidents legislation under the PLASEQCAT and the PAM performed their **respective annual drills** in coordination with the Port of Barcelona Self-protection Plan.

The exercise performed in the general area of the Port involved the **annual MARSEC 15** (Emergency, safety and health) drill, which this year revolved around the arrival of a ship with stowaways suspected of carrying the Ebola virus. The objective was to test the responsiveness of the External Health services within the RSI-2005. This exercise allowed us to assess the degree of coordination among the various agencies involved in health alert situations, to strengthen the cooperation with the Barcelona Harbourmaster's Office, Barcelona Port Authority and the health services of the Catalan Government, the Generalitat, and to bolster cooperation with the Catalan Red Cross and the law enforcement agencies. It also allowed the Port of Barcelona to check the response to the operation of the PAU.

A total of 103,568 dangerous goods permits were processed in 2015, representing a new record and a year-on-year increase of 10%. Dangerous bulk goods traffic (including liquid and gaseous hydrocarbons and chemicals) totalled 11,334,158 tonnes, recording an increase of 6% over 2014.





4 Works and infrastructures





Main works performed

In 2015 Port of Barcelona made a total investment of over € 66.8 million, more than 34 million of which were in infrastructure. The most important works in the year are described below



1 New accesses to the southern enlargement. Phase 1B



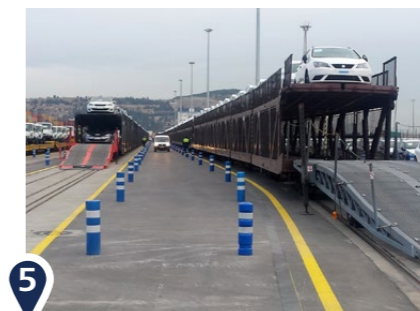
2 New berthing wharf and Civil Guard facilities



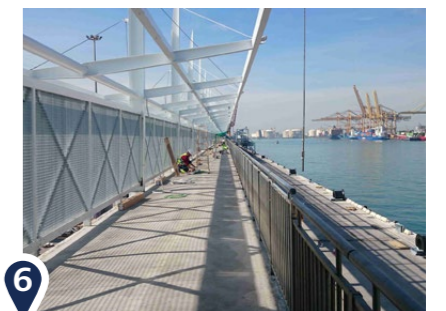
3 Prat Wharf Container Terminal (Phase 2) - area not under concession. Manoeuvring area



4 Remodelling the fishing area (ice factory)



5 Enlargement of the Príncipe d'Espanya rail terminal. Phase 1



6 Connecting the boarding walkway between terminals B and C



7 New accesses to the southern enlargement. Phase 1C



8 Adaptation and protection of wharves (stabilisation of Morrot and Sant Bertran docks)



9 Improvement of the sewerage network around the new entrance mouth



1 **New accesses to the southern enlargement. Phase 1B**

AWARDED TO:
UTE ACCESOS FASE 1B

EXECUTION TIME:
10.5 months (completed)

INVESTMENT:
€ 11,703,056.30



The purpose of this works project was to implement the road junction to access the Port of Barcelona's southern enlargement area. Phase 1A in 2012 involved filling and pre-loading most of this junction, after which the prior geotechnical consolidation phase was begun. Under Phase 1B, all the structures have been built to allow the passage of the railway line to be adapted

safely and efficiently to the definitive road services in the area once the rail accesses financed by the Port of Barcelona and ADIF come into operation.

Among other actions, the works involved the construction of a ramp connecting the roundabout of the southern link road and Av Estany del Port with a road underpass, building

two underpasses for railway lines and creating of a branch connection between the roundabout and the access to the South seawall.

This road junction coming on stream therefore represents a step towards achieving the definitive land accesses to the Port of Barcelona, which will improve connectivity of the Port and its hinterland.



2 **New berthing wharf and Civil Guard facilities**

AWARDED TO:
COMSA, S.A.U.

EXECUTION TIME:
14.5 months (completed)

AWARD BUDGET:
€ 2,501,531.82



The necessary facilities have been fitted out to accommodate the services of the Maritime Civil Guard, which previously occupied temporary barracks located on the same plot.

The work included construction of a berthing wharf 100 m long and 3.5 m deep for the exclusive use of the boats

of the Civil Guard, and a building to house the functions of the control storage and services centre of the Civil Guard and the Special Underwater Activities Group (GEAS) of the Catalonia area.

This project, due to end in March 2016, complies with the mutual

agreement signed between the Port of Barcelona and the Civil Guard. In exchange for the naval base and the berth for the Provincial Maritime Service of the Civil Guard built by the Port, this police force has agreed to maintain a permanent service to patrol inland waters in response to ongoing needs.

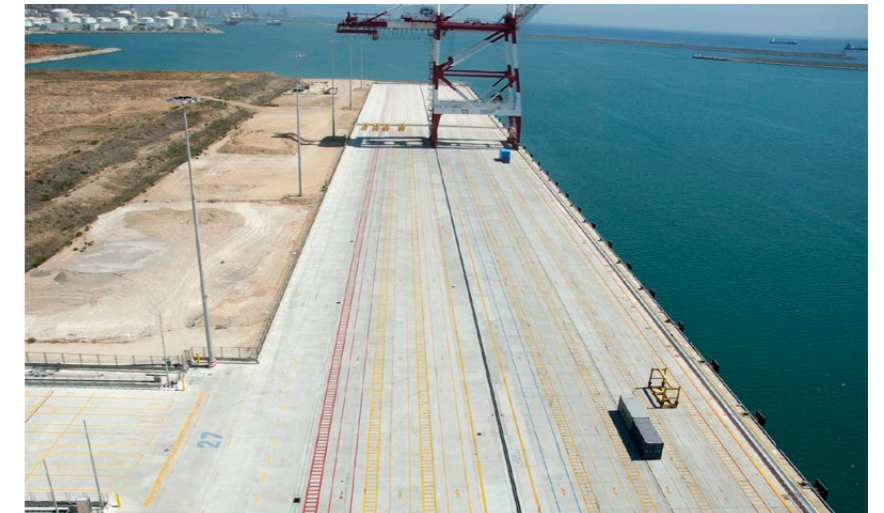


3 **Prat Wharf Container Terminal (Phase 2) - area not under concession. Manoeuvring area**

AWARDED TO:
UTE ZONA MANIOBRA

EXECUTION TIME:
11.5 months (completed)

INVESTMENT:
€ 6,827,561.45



This action has extended the manoeuvring area of the Prat Wharf Container Terminal Phase 1. The works involved completing all the actions planned for the BEST terminal in the non-concession manoeuvring area, except for the paving of two streets adjacent to the limit of the non-concession area. The manoeuvring area of the wharf has thus increased by

511 m, which are in addition to the 970 m of existing berthing front, built during the first phase.

The most significant actions were: earthworks and surfacing; rainwater drainage; channelling the electrical system; building the back beam of the wharf crane and its foundation using piles; implementing the rails of

the wharf cranes and the fixing and anchoring system; the drinking water supply network for ships, and the lighting system corresponding to the manoeuvring area.

The works were completed in August 2015.



4 **Remodelling the fishing area (ice factory)**

AWARDED TO:
CRC OBRAS Y SERVICIOS, S.L.

EXECUTION TIME:
7 months (completed)

INVESTMENT:
€ 455,402.76



The construction of a building to house the new ice factory for fishing activities at the Port has been made compatible with the assembly and installation of its machinery, an action sufficiently unique to have required a separate contract.

This building is included in the overall project for remodelling the fishing area in order to tidy up these areas and provide them with modern and efficient facilities (including a new fish market and new spaces for the fishermen's guild), as well as incorporating other activities open to the public. The fishing area is thus now open to the general public, who will find new services and access, for example, to the fish market.

Since the work had to go on at the same time as fishing activities, the actions were executed in several phases.

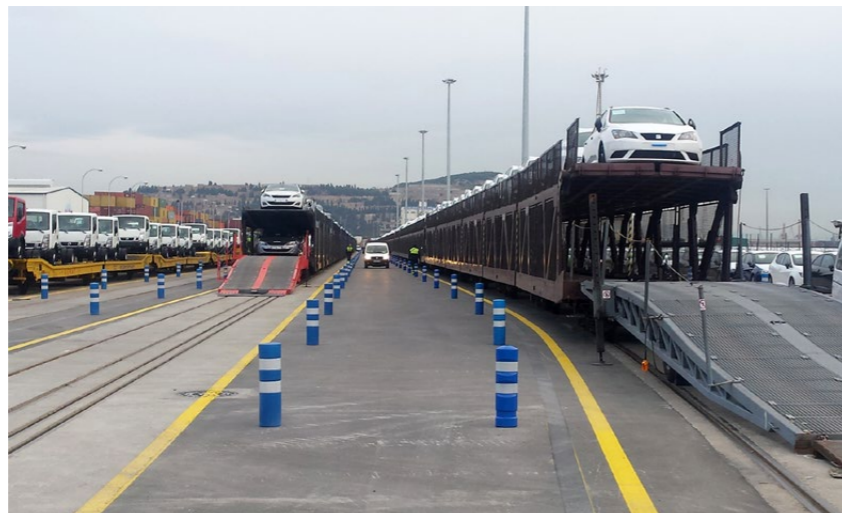


5 **Enlargement of the Príncipe d'Espanya rail terminal. Phase 1**

AWARDED TO:
UTE TERMINAL FERROVIARIA APB

EXECUTION TIME:
8 months (completed)

AWARD BUDGET:
€ 710,810.04



The work involves adapting the rail terminal on Príncipe d'Espanya wharf to the intended new use of the terminal for vehicle transport trains, since container terminal services formerly on this wharf have been moved elsewhere.

The project will require former track 2 to be moved to a position equidistant between tracks 1 and 3. It also includes the process to adapt the Port of Barcelona's railway infrastructures for the circulation of standard gauge trains, which means adapting track 3 and designing the new track 2 for all three gauges (Iberian, UIC and metric).

As there are plans to extend the length of the trains that can be operated on the general line, the siding and parallels have been lengthened on this section to allow the movement of workers performing vehicle loading and unloading operations.

The work was completed in early 2016.



7 **New accesses to the southern enlargement. Phase 1C**

AWARDED TO:
UTE AMPLIACIO SUD FASE 1C

EXECUTION TIME:
11 months (completed)

INVESTMENT:
€ 6,496,044.58



The work on the Port ring road between the ZAL II and "4" street, the railway structures for future connections and the rail exit from the Prat wharf terminal are now finished. In addition, a roadway overpass has been built on the Vial Prat between the ZAL II and the former Llobregat riverbed to allow the railway line to come through and to be adapted to the rail accesses loop.

Additionally, we have closed the meshes on the Port Authority of Barcelona's drinking water and telecommunications networks in the area round the port and performed additional works related to the telecommunications and supply system at the BEST terminal. The work included earthmoving, laying roads and surfacing, sanitation and drainage, facilities, irrigation, gardening and fences, etc.

Works were completed in July 2015.

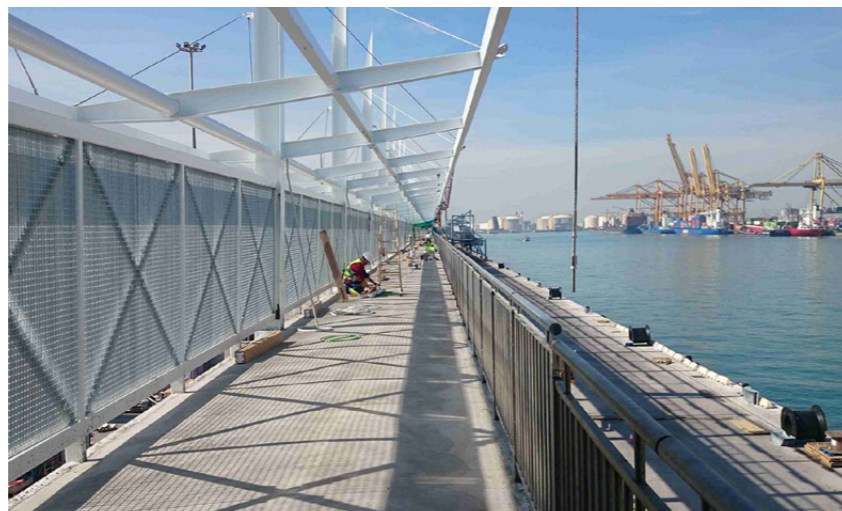


6 **Connecting the boarding walkway between terminals B and C**

AWARDED TO:
VIAS Y CONSTRUCCIONES, S.A.

EXECUTION TIME:
4 months (completed)

INVESTMENT:
€ 910,215.54



A stretch of the walkway connecting ferry terminals B and C has been built, together with the necessary extensible walkways, to facilitate disembarking of cruise passengers from the new generation cruise ships that berth along this stretch of the Adossat wharf. The new connection walkway connects the existing terminals B and C.

Now that the old ro-ro berth between these two terminals has been removed, this action provides greater flexibility and versatility to the berthing line. Boarding operations could now be shared between both terminals.

The work was completed in April 2015.



8 **Adaptation and protection of wharves (stabilisation of Morrot and Sant Bertran docks)**

AWARDED TO:
DRAGADOS S.A.

EXECUTION TIME:
3 months (completed)

INVESTMENT:
€ 1,695,407.26



The Morrot and Sant Bertran docks are the site of Grimaldi and Acciona's Short Sea Shipping operations. These shipowners perform repeated actions and operate using their own resources, without tug assistance. Visual and bathymetric inspections performed by divers found that this activity generates areas of erosion involving cracks in areas near the docks, causing scouring

that affects the stability of the dock wall. This erosion generates a stream of materials that are deposited in other areas, over the nominal depths, with the consequent limitations on port operations.

The work involved creating a materials storage area, accesses and the loader located around the South seawall.

The project includes land and maritime transport to discharge the material from recycling, while the materials themselves will be supplied by the Port Authority. This material will be stored at the plant for recycling and treating building materials located at the South seawall.

9

Improvement of the sewerage network around the new entrance mouth

AWARDED TO:
COPCISA, S.A.

EXECUTION TIME:
8 months (underway)

AWARD BUDGET:
€ 747,427.8

This action, which is expected to end in late May 2016, increases and enhances the capacity of the sewerage network around the North entrance mouth to match the increased activity in this area. There are also plans to build and extend collectors and also to extend or restructure existing pumps.



The area adjacent to the North entrance has seen an increase in activity in recent years. On the one hand, Marina Barcelona 92 has expanded its facilities by incorporating the space of the former Unión Naval de Levante concession and the planned construction of a new Syncrolift to increase the capacity and activity of its facilities. On the other hand, the tender has been awarded to build and run the marina and develop these activities in the docks of the North

entrance mouth. Various buildings planned under the North entrance mouth concession remain to be put up, and in the future new activities could be generated in the warehouse on Levante wharf that were recovered from the Unión Naval de Levante concession. All these forecasts of increased activity in the area must be accompanied by proper sizing of the associated services.





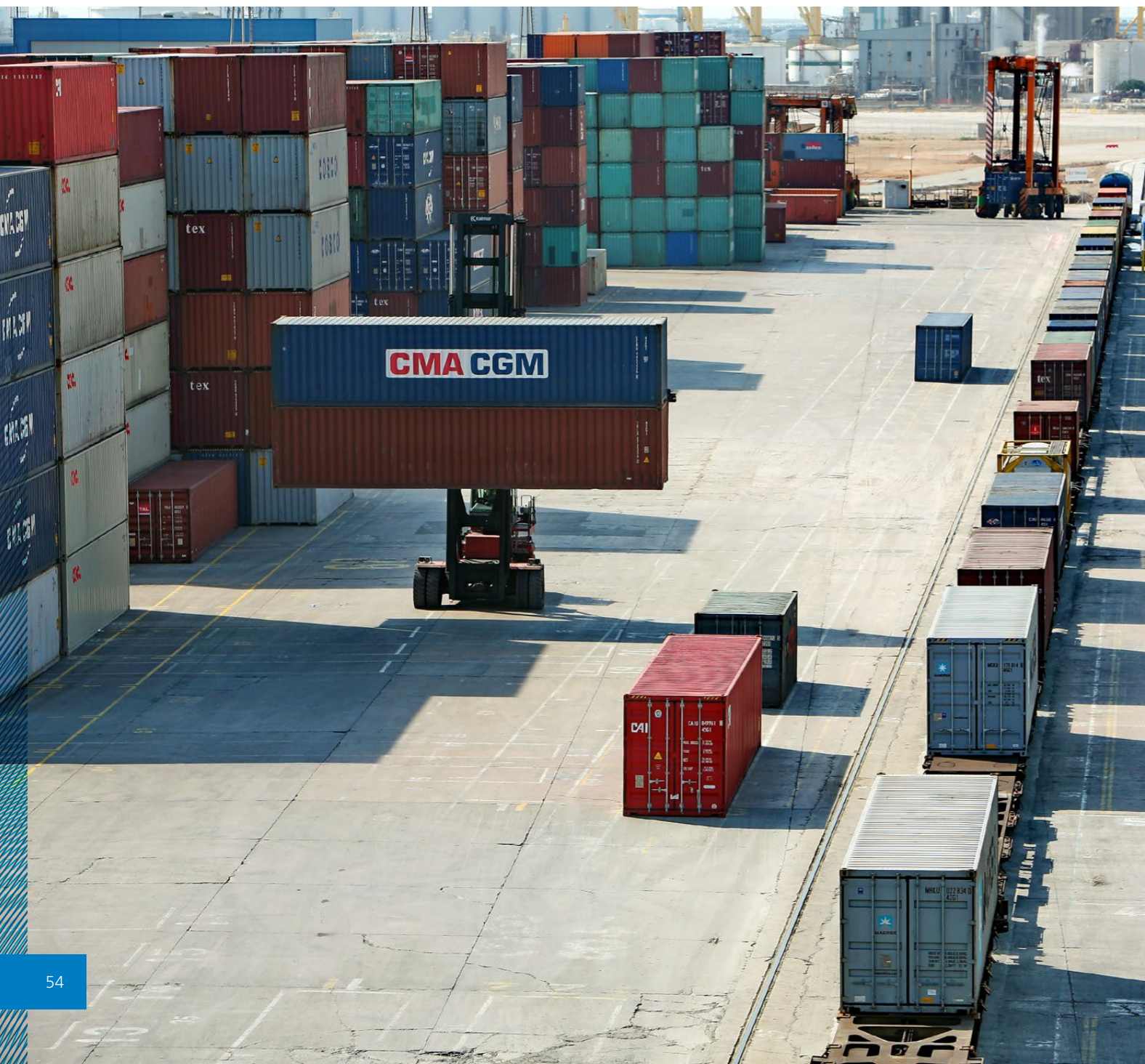
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Business area



Strategy and development

The Port's activity and services are not restricted to the port area and neither do they finish within the limits defined by the wharves and the city

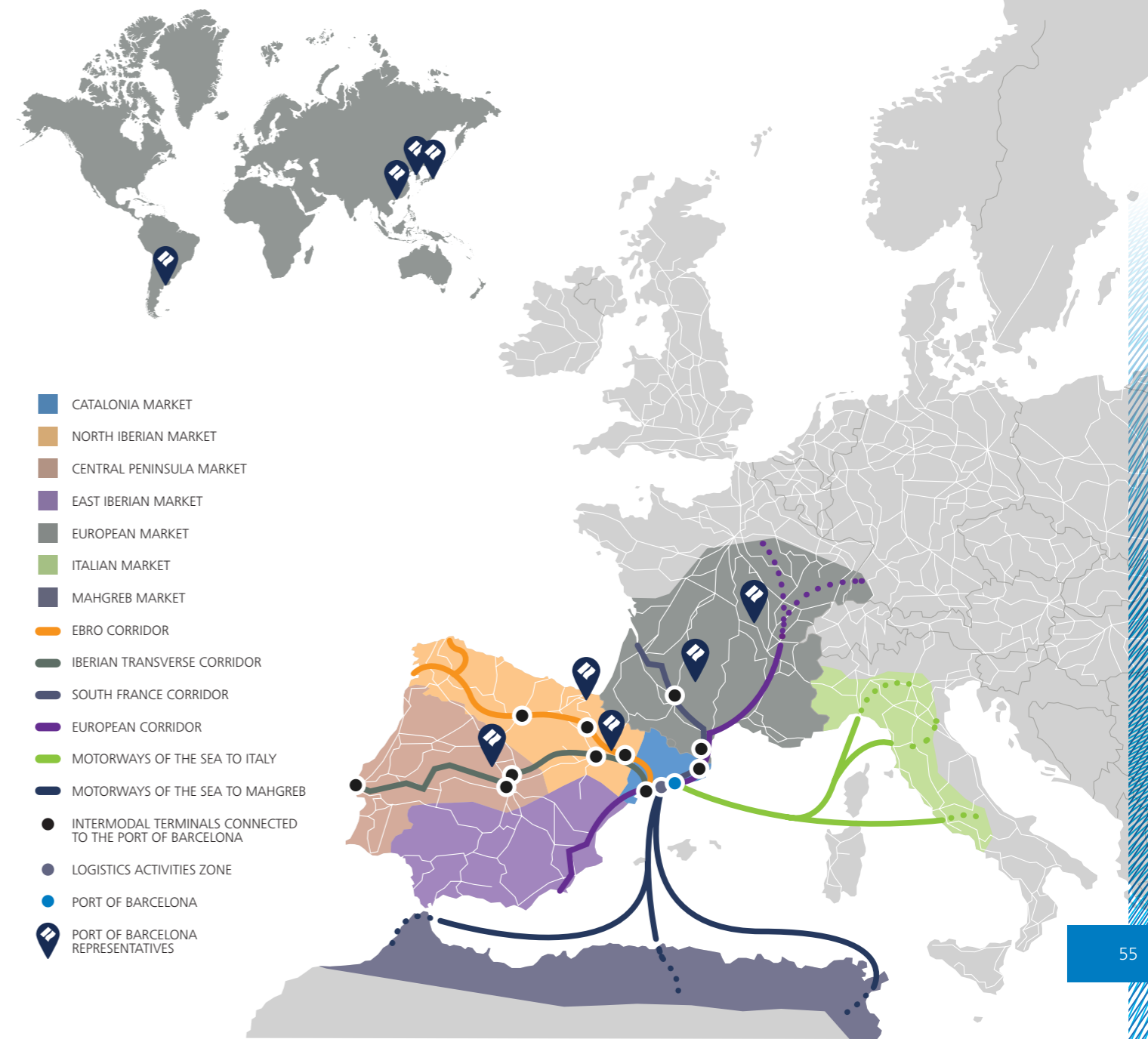


The networked port

The Port of Barcelona serves customers throughout the Iberian Peninsula, particularly in the northeastern and central areas, and customers from other countries in Europe (especially France and Italy) and the Mediterranean (particularly Morocco, Algeria and Tunisia). The Port is the gateway to an extensive hinterland stretching throughout the Peninsula and beyond state borders to reach Continental Europe and North Africa.

Therefore, the Port's activity and its services are not restricted only to the port precinct or to the limits defining the wharves and their border with the city. To bring port services closer to maritime logistics operators and import-export customers in this large region, the Port of Barcelona has therefore set up a network of services and infrastructure at strategic points of the territory, in the form of inland goods terminals.

Conceived as local infrastructure, these inland maritime terminals help operators and shippers (import and export companies) to create more efficient logistics chains and channel their products through the Catalan capital.





The key elements that make up the Port of Barcelona network are:

Zaragoza Maritime Terminal (tmZ)

Created in 2001 as a service platform for operators and importers and exporters of Aragon, Navarre and La Rioja, today it is the second inland intermodal terminal in Spain, with traffic exceeding 140,000 TEUs, and has become a logistics node that serves not only the areas mentioned above but is also a crossing point towards the centre and the northeast of the Peninsula. The terminal is connected to the Port of Barcelona using between five and seven rail services a day and with other Spanish logistics nodes, also on a daily basis.

Dry ports of Coslada (Madrid), Azuqueca de Henares and Yunquera de Henares (Guadalajara) - Centre Maritime Intermodal Terminal (tmC)

The dry ports of Azuqueca de Henares and Coslada are the base for bringing maritime transport closer to users while facilitating the competitiveness of the major logistics and consumer area comprising the Community of Madrid, the centre of the Peninsula and the connection with other markets in the Iberian peninsula.



The Port's stakeholding holds in the dry ports of Azuqueca de Henares and Coslada is part of a strategy to develop services adapted to the needs of operators and shippers and to increase the competitiveness of the maritime-port operators in the area. A daily service connects the Port of Barcelona to the Azuqueca de Henares Dry Port terminal, which handled traffic of 52,060 TEU in 2015. Part of this traffic corresponds to the Port of Barcelona and the rest to the ports of Valencia, Algeciras, Seville and Bilbao.

Furthermore, to ensure the expansion of the activities necessary for logistics operators and shippers in the Henares corridor, the Port has joined forces with other local partners to develop a company called Terminal Intermodal Marítima Centro, SL. This new enterprise, in which the Port holds a 49% stake, will develop a new infrastructure offering multimodal services in the municipality of Yunquera de Henares (Guadalajara province).

These actions help to enhance the Port of Barcelona's role in channelling flows of goods from/to the centre of the Peninsula, an area with great development potential.



Navarre Intermodal Terminal

This rail terminal is located in the town of Noáin, near Pamplona. The new terminal was inaugurated in February 2013 and offers three weekly rail services operated by Hutchison Logistics, connecting it with the Port of Barcelona.

Toulouse Goods Terminal (tmT)

This facility brings the Port of Barcelona's services closer to customers north of the Pyrenees (Aquitaine and Midi-Pyrénées). The terminal is integrated into the Eurocentre Logistics Activities Area in Toulouse, which serves as a logistics and services platform to facilitate international maritime trade for importers and exporters of the region through the Port of Barcelona.

Saint-Charles Container Terminal (Perpignan)

Located in Perpignan, one of the main logistics and distribution centres for fresh produce in southern Europe, its facilities also serve the logistics operations of all types of goods starting/ending in Europe that need to pass through the Mediterranean area.

The Port has a 5% stake in the company that manages the Saint-Charles Container Terminal, with regular rail connections to the north, east and southeast of France.

We maintain our active presence in other European and Mediterranean hinterland markets through permanent representations or regular specific missions

The Port aims to align its strategy with transport trends and to monitor new legislation in this area, especially within EU transport policy

Participation in organisations and projects

INTERNATIONAL ORGANISATIONS

In 2015 the Port of Barcelona maintained a leading role in key international port organisations to help to strengthen dialogue and exchange know-how with other ports.

The Port of Barcelona once again holds the **chairmanship** of the **European Sea Ports Organisation (ESPO)**, a responsibility that has allowed it to monitor closely the European Commission's actions in the transport field and the legislative process for the proposed revision of European ports policy.

It also obtained the **presidency** of the **International Association of Ports and Harbors (IAPH)**. The appointment took place during the 29th biennial conference of the organisation held in Hamburg in June, attended by over 500 people. The IAPH represents more than 300 ports worldwide, whose activity represents about 80% of global container traffic and more than 60% of total cargo traffic in tonnes. Access to the governing bodies of this non-governmental association is very significant for the international positioning of the Port of Barcelona, since the IAPH is the only forum recognised as a voice for the port industry worldwide.

The Port of Barcelona is also working to promote the northwest Mediterranean ports through the **Intermed** partnership involving the ports of Genoa and Marseilles. In 2015 Intermed sponsored the annual Global Liner Shipping Conference, held in Singapore, for the second year running, in addition to several actions to promote the Mediterranean alternative to achieve a more efficient and sustainable European transport network.

The Port of Barcelona holds the **presidency** of **Medcruise**, the association of cruise ports in the Mediterranean, from 2014 until 2017. Founded in Rome in 1996, the organisation currently has 73 members representing more than 100 ports and was set up to promote this sector in the Mediterranean and its adjacent seas (Black Sea, Red Sea and nearby Atlantic coast).

Other organisations in which the Port plays an **active role** are: Association Internationale Villes et Ports (AIVP), Association of European

Vehicle Logistics, Association of the Mediterranean Chambers of Commerce and Industry (ASCAME), Coffee Federation, European Intermodal Association, FERRMED, Interferry and the World Association for Waterborne Transport Infrastructure (PIANC).

RELATIONS WITH ORGANISATIONS LINKED TO THE CHINESE MARKET

The importance of world maritime trade and commercial exchanges between Europe and Asia have turned the Mediterranean area and ports (including Barcelona) into strategic enclaves from which to configure new efficient and competitive logistics chains to Europe and North Africa.

China is the Port of Barcelona's largest trading partner in container traffic, with a market share of 22% of full containers passing through Barcelona, making it fundamental to maintain a close relationship with this market.

The Port continued to promote the **BARCELOC**, China Barcelona's European Logistics Centre project

throughout 2015 along with Catalonia Trade & Investment. This organisation aims to highlight the role of Barcelona's supply logistics and attract investment in logistics and distribution by Chinese companies from various production sectors such as fashion and footwear, automotive, electronics, chemicals, e-commerce and other industrial products. **BARCELOC** highlights Barcelona's distinctive advantages - industrial and logistics specialisation, its port and airport, marketing and distribution networks, that supply all European and Mediterranean markets, etc., making it an ideal location for setting up multi-distribution centres for Europe and the Mediterranean.

In 2015 the Port of Barcelona received several **visits by Chinese delegations**, to whom the advantages of Barcelona in this regard were presented. In addition, the Port has played a proactive role in **identifying internationalised Chinese companies**, in other words those that already export and/or have investments in the European market.



This project was promoted in Barcelona, within the International Logistics (SIL) Fair, and in China, taking part in events such as the International Overseas Chinese Trade Fair and China International Logistics & Transportation Fair (CILF) held in Shenzhen in August and October respectively.

The Port of Barcelona's close cooperation with Casa Asia has allowed it to tap into this entity's institutional and company knowledge and contacts to cooperate in promoting and performing activities to increase knowledge and build closer relations between both continents. It also led to the holding of an event to present the BARCELOC project the Chinese community in Barcelona under the title "Barcelona's potential as the Euro-Mediterranean logistics platform".

The Port of Barcelona continued to sponsor the Logistics Chair of the China Europe International Business School (CEIBS) in Shanghai, considered by the *Financial Times* to be one of the world's best business schools. A pilot project developing the Track & Trace container service was completed in 2015 as part of the work of the Chair and as a result of the cooperation agreement between the telematic platforms of the ports of Barcelona and Shanghai, PortIC and Shanghai E&P International. This involved exchanging information between the two ports and is designed to make the transport chain visible to its respective importers and exporters.

NATIONAL ORGANISATIONS

In Spain, the Port of Barcelona is a member of the Spanish Association for the Promotion of Short Sea Shipping (SSS), the Spanish Coffee Federation (FEC-ANCAFE), Barcelona European Finance Centre and the Spanish Association of Natural Gas for Transport (GASNAM).

It also participates in the UPC's Agri-Food Cluster and innovative business groupings (AEI) of Barcelona-Catalonia Logistics Centre (BCCL) and the Catalan Maritime Forum.

INTERNATIONAL PROJECTS

The Port of Barcelona plays a direct or indirect role in several European projects related to European transport and research aid programmes such as the Connecting Europe Facility (CEF), Trans-European Transport Networks (TEN-T), the MED Programme, Marco Polo and European Neighbourhood and Partnership Instrument (ENPI).








Among the projects listed below, which have received EU financial assistance, we would especially highlight the project involving the new rail access to the Port of Barcelona (New Southern Rail and Road Access to the Port of Barcelona. Phase 2. Connection Works). Through its INEA agency, the European Commission granted a subsidy of up to € 36.1 million to cover 30% of the eligible costs of the project, € 21.5 million of which were for the Port and € 14.6 million to ADIF, the other partner in the project.

Participation in national and international organisations and projects promotes the exchange of knowledge

Specifically, the Port of Barcelona participated in the following funded projects in 2015:

PERIOD	PROJECT	ACTION	PROGRAMME
2015 - 2018	New Southern Rail and Road Access to the Port of Barcelona. Phase 2. Connection Works	Construction of the new rail access to the Port of Barcelona, which will absorb the rail traffic generated by the enlargement of the Port and its logistics areas, with the creation of approximately 10.8 km of new roads.	
2015 - 2018	 STM SEA TRAFFIC MANAGEMENT	Development of maritime traffic management services and the coordination processes between the control tower and technical-nautical services using information technology.	
2014 - 2020	 CORE LNGas hive	Rolling out the use of liquefied natural gas (LNG) in shipping by conducting a series of pilot projects that include adapting a barge for supply, adapting port machinery, designing a tug.	
2014 - 2017	CLEANPORT	Adapting a ship from the company Balearia to use LNG as fuel in its auxiliary engines.	
2013 - 2015	 CLYMA DEVELOPMENT OF THE CONNECTION LYON-MADRID ON THE MEDITERRANEAN CORRIDOR	Applying the green corridor concept to a section of the Mediterranean corridor of the TEN-T: Lyon-Madrid axis.	
2013 - 2015	 b2mos SOLUTIONS FOR EUROPEAN TRADE	Simplifying administrative procedures for SSS and reducing obstacles to intra-Community trade.	
2013 - 2015	 TPNOVA	Transpyreneai Rail aims to achieve modal shift from road to rail while facilitating transport between Spain and France.	

It also supported the following without direct participation:

PERIOD	PROJECT	ACTION	PROGRAMME
2013 - 2015	 IFREIGHT MED	Optimising rail infrastructures for freight by setting up committees to develop freight services.	
2013 - 2015	 WiderMoS	Improving the connection between the motorways of the sea and other modes of transport, particularly rail-ways, in Mediterranean ports through a set of pilot actions.	
2013 - 2015	 MONA LISA 20 SECURING THE SUPPLY OF CONTAINERS AT THE PORT OF BARCELONA	Continuing the Mona Lisa project to improve the safety, environmental performance and efficiency of maritime transport.	
2013 - 2015	 Optimed	Creating an innovative virtual logistics platform for ro-ro traffic in the Tyrrhenian arc and southeast Mediterranean.	

Commercial promotion

During 2015 the Port of Barcelona participated in more than 25 national and international fairs and conferences, either as a visitor or as an exhibitor, to promote its image in various fields and promote direct contact with its customers.

Through this type of actions - specific trade fairs, conferences and meetings in the port and maritime sector - the Commercial Department aims to promote, consolidate and position the Port of Barcelona regarding its strategic traffic segments.

Furthermore, with an eye on increasing the efficiency of the companies that use the Port and operate inside it, they are studying the needs of shipowners, shipping agents and end users and current and future market trends.

PRESENCE AT FAIRS AND CONGRESSES

The Commercial Department reviewed and analysed the events planned for 2015, carefully selecting the most relevant according to the Port of Barcelona's strategic objectives.

Within Europe, the Port took part once again in the **Fruit Logistica** fair in Berlin, which is dedicated to logistics in international fruit and vegetables trade. The Port has been present at 13 of the 22 editions of this fair and in recent years it has attended the event with Grimaldi Group and Mercabarna, with all three seeking to foster import traffic from Central America, South America as well as short sea traffic and to recover Barcelona's position as a logistics and distribution hub for such products.

The Port also attended two other important fairs in the fruit and vegetable sector. At **fruit Attraction** in Madrid, it worked together with the Mercabarna supermarket chain to publicise its unique offer of integrated logistics in the region, with connectivity, supply and distribution solutions. Furthermore, at the **Medfel** fair in Perpignan, the Commercial and Business Development departments presented the Port of Barcelona's Short Sea Shipping services, highlighting those with North Africa, and especially the connections to Tangier and Tunisia.

One of the important events in Europe in 2015 was **Transport Logistic** in Munich. This biennial fair, which this year featured more than 2,000 exhibitors from 62 countries, brings together key representatives from transport companies, logistics operators, service companies, etc.

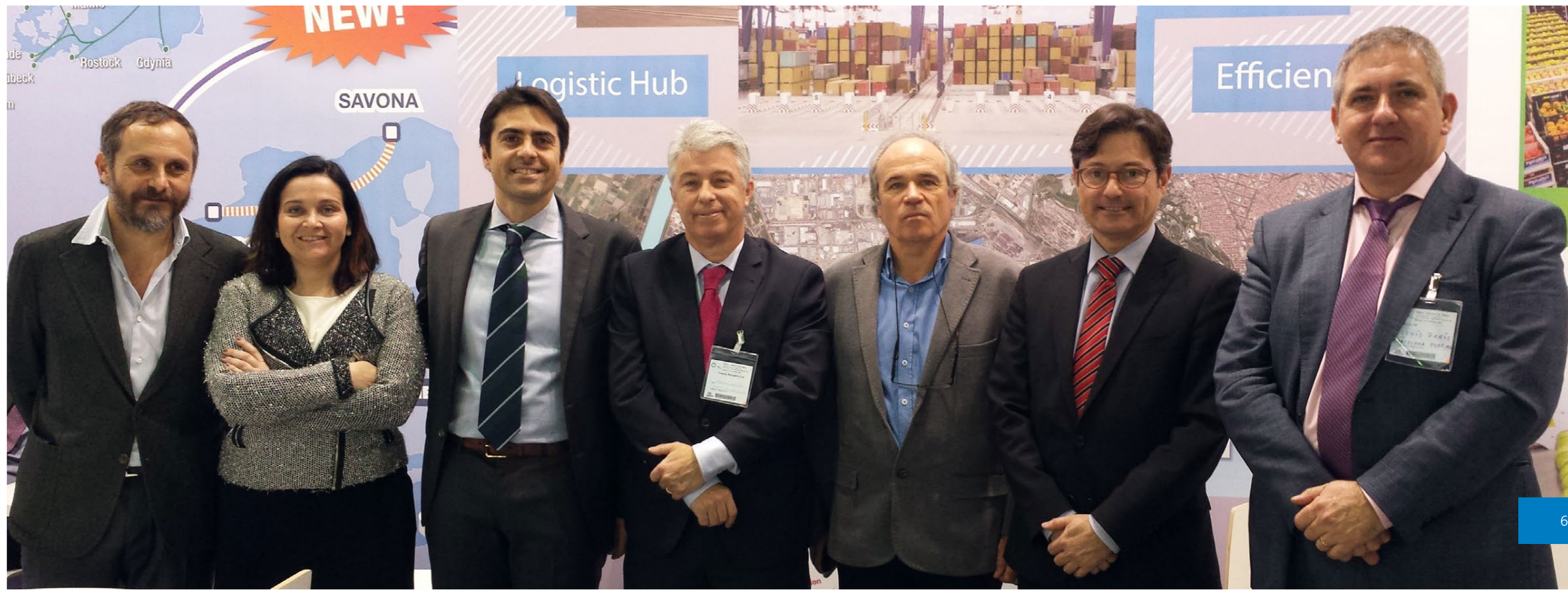
The Port of Barcelona participated once again in the **SIL Barcelona International Logistics Fair**, a not-to-be-missed annual event. As in recent years, in line with its customer orientation strategy, the Port opted to play a proactive role at the fair, offering a programme of talks, presentations and networking at its stand.

The coffee sector is important for the traffic it generates for the Port of Barcelona, which took part in the **Spanish Coffee Congress** and the meeting of the **European Coffee Federation** as well as hosting the meeting of the Governing Board of the **Spanish Coffee Federation (FEC)**.

This year the FEC and the Port of Barcelona organised a trade mission to the **East Coast of the United States**, which focused on coffee sector.

We decided once again to play a proactive role at SIL Barcelona

Participation in trade fairs, conferences and specific meetings aims to promote, consolidate and position the Port vis-a-vis its strategic traffic



Along with China, the Maghreb is another market that is increasing in importance

Logistics operators, wholesalers and coffee roasters took part in an intensive programme of visits to companies and administrations related to the coffee trade in order to foster closer ties and establish new business contacts. Furthermore, as part of the annual trade mission, representatives of the Port of Barcelona also held trade-related meetings with the ports of New York and New Jersey to explore ways of cooperation beyond the coffee sector and to further strengthen the current relations between the Port of Barcelona and the Eastern Seaboard.

Also in the **Americas**, the Port took part at the **Intermodal** fair in São Paulo, Brazil, to strengthen contacts with ship owners, logistics operators and ports and establish new business relations in a strategic market in which it has been working for some time.

Asia, especially China, has become a priority focus for the Port of Barcelona, as the area that generates most business for us. To this end, in recent years the Port of Barcelona has increased its presence and its relationships with this market. As part of the cooperation agreement signed with the WCA Family association and the China International Freightforwarders Association (CIFA), the Port participated in several fairs and events such as the **7th WCA Worldwide Conference** in Hong Kong and the **12th WCA Sino-International Freight Forwarders Conference** in

Qingdao. These actions help to bring the Asian logistics community closer to local operators and to the Port of Barcelona.

Another market that is becoming increasingly important is the **Maghreb**. The **Sixth Hispano-Moroccan Transport and Logistics Sector Meeting**, which the Port of Barcelona has attended from its very first edition, brings together the leading operators and freight forwarders operating between the two countries in Tangier (Morocco), with special emphasis for the port of Tangier Med, and represents a unique opportunity to present the services offered and work to foster traffic between both regions. Also in Morocco, the Port attended **Med Port** for the first time. This annual fair of container ports and terminal operations in the Mediterranean was held in Casablanca and marked the third edition. The event was a chance to showcase and promote the infrastructure of Barcelona's terminals and highlight their advanced productivity and operational efficiency levels.

Regarding specific products, the Port of Barcelona took part once again in the **Seatrade Cruise Convention** in Miami, the world's largest gathering for the cruise industry. It was also present at **Seatrade Europe 2015**, the leading trade fair for cruises in the Mediterranean, held this year in the German city of Hamburg.

In the **car** sector, which is of strategic importance both for the port and for the whole national economy, we would point to the Port's participation in various conferences and congresses, such as the **ECG Conference 2015** held in Vienna, Austria, and the ongoing participation in various working groups of industry associations such as the Catalonia Automotive Industry Cluster in (CIAC) and the European Car Transport Group (ECG).

In the Short Sea Shipping (SSS) area, the Port attended the annual **European Short Sea Shipping Conference (SSPC)** in Denmark, where it was able to catch up with the latest trends and developments in this type of transport and to make contact with other ports and sectorial players. During the event, it was announced that the Port of Barcelona will host the 2016 conference, organised by the Spanish Association for the Promotion of Short Sea Shipping.

The sixteenth **Trade mission** led by the Port of Barcelona took place in 2015, to the Chilean cities of Santiago and Valparaiso.

Promotion of the Port Community

ACTIVITIES OF THE STEERING COUNCIL AND THE WORKING GROUPS

The Port Community's Steering Council's role is to channel the interests all the public and private players conducting their activities within the Port and to turn these into concrete initiatives. These are performed within specific working groups in which all the stakeholders are involved and cooperate.

In order to have an overview and to ensure convergence towards a single goal, the Executive Committee held two meetings in 2015 - on 2 July and 1 December - in which they pooled the actions of the seven working groups currently operating, which are detailed below.



Telematics Forum

The completed projects relating to the analysis and improvement of processes that affect the passage of goods through the Port of Barcelona were:

- » Implementing the integrated stopover procedure through the European one-stop-shop;
- » Defining the procedure for paperless import and export goods clearance for car terminals;
- » Simplifying international rail traffic;
- » Adapting to Order HAP/2485/2014, with two changes to customs procedures;
- » Drawing up guidelines for submission of summary declarations and cargo manifests of goods on the Energy wharf;

- » Implementing changes to messages regarding reefers, involving the inclusion of new parameters.

Ongoing projects:

- » Working together to implement the Customs one-stop-shop;
- » Defining the procedure for real-time communication of incoming and outgoing car traffic on the land side of the terminals;
- » Writing the Contingency Plan for the dangerous goods procedure, defining alternatives to the telematic process;
- » Extending the scope of the SICAD Integrated Customs Control System to include departures from the container terminals;

- » Implementing the SICAD Integrated Customs Control System at the gates of the Grimaldi public SSS terminal;
- » Improving the entry/exit procedure for rail freight;
- » Improving the processes of the border inspection services (BIS);
- » Improving the sending of passenger lists;
- » Applying the SOLAS requirement on container weights.

Two projects were also presented for kick-off in 2016:

- » Developing an application document for paperless goods clearance by rail;
- » Implementing the EU Customs Code.

The Executive Committee held two meetings during 2015, in which it pooled the actions of the seven operative working groups (WG)

Monitoring the quality label

Five years after it was launched, the Port of Barcelona's quality label has consolidated its role as a genuine community of companies sharing common goals. Sufficient objective data have been gathered to address changes and bring in new concepts to improve the content of the quality label and strengthen the involvement of affiliated companies and administrations.

A further two activities were certified in 2015, bringing the total to 73 activities in 72 companies and a compliance level of these standards of over 95%.

A number of advice, information and management sessions were also provided, along with nine promotional events.

A total of 44 companies already manage their certification through the Brand Center, the portal for communication and exchange of information on the quality label, thereby achieving a more streamlined management, increasing transparency and bolstering consolidation of the label's image.

Corporate Social Responsibility

One of the central tasks of the group is to develop a sectorial sustainability plan - based on the principles of the Third Strategic Plan - which has already led to a proposal aiming at sustainable growth from an economic, social and environmental point of view.

Furthermore, various initiatives have been rolled out through three specific subgroups comprising this working group.

Various companies, associations and entities of the Administration have played an active role within the subgroup on **Corporate Social Responsibility**, along with the Port Authority of Barcelona, in the "Let's fill a container" campaign by providing food (Barcelona Food Bank), personal care products (IRES Foundation) and blankets (Arrels [Roots] Foundation).

The subgroup on **Risk Prevention** organised and took part in the 13th Conference on Occupational Risk Prevention and Corporate Social Responsibility for the Port Community. It is worth mentioning that cooperation with FREMAP helped to reduce by five minutes the time it takes for an ambulance to reach anywhere in the port or the ZAL.

The following achievements were made in the subgroup on **Environmental quality**:

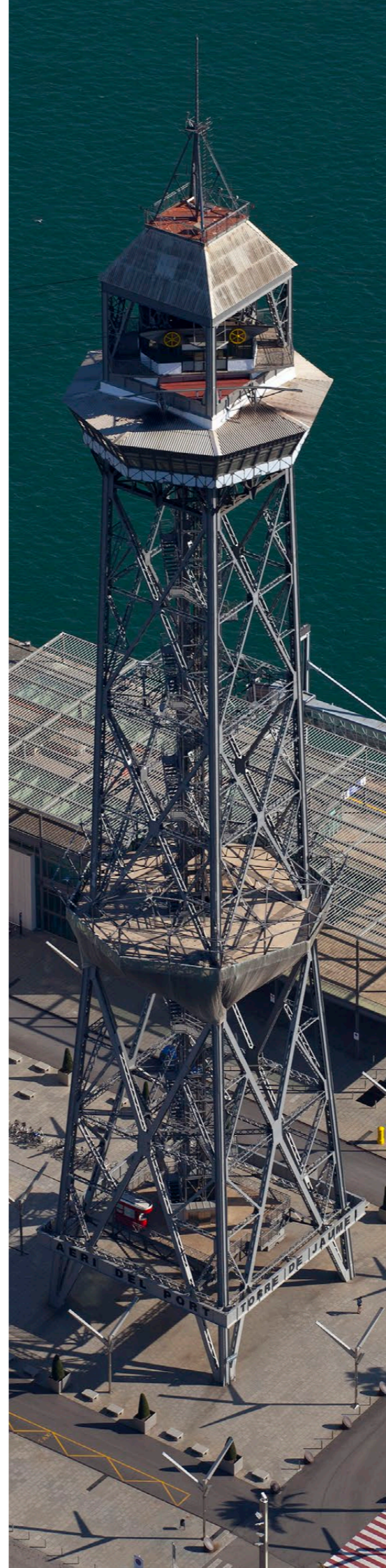
- » five new companies with ISO 14001 certification, bringing the total up to seventeen;
- » ten concession-holders now have the EMASIII Registry;
- » thirteen companies have contracted electricity tariffs through the Port of Barcelona purchase group;
- » taking part in organising and running the seminar on "The Port of Barcelona and its commitment to natural gas as a fuel for mobility" and "Sustainable Growth and carbon footprint," as well as the Greenport and Port Innova initiatives.

Short Sea Shipping

Among other issues, this Working Group deals with the impact of railways as a complement to Short Sea Shipping (SSS). It has defined a combined transport system consisting of a rail shuttle line to transport lorries, suitable for the combined development of SSS.

Furthermore, the group has responded to the following specific needs since 2015:

- » Setting up a discussion panel with representatives from Customs to review actions concerning SSS;
- » Facilitating the presence of a permanent Customs representative at the Council;
- » Continuing to study damage to equipment at the terminals;
- » Continuing to study conditions for developing the SSS business and versatility of terminals, plus an analysis of IMO cargo from the point of view of the port and the shipper;
- » Participation at various events: the "European Shortsea Conference 2015", "Barcelona SSPC Training Day", "Vigo SSPC Training Day" and the Fruit Attraction fair.



Training

Under the *Forma't al Port* [Train at the Port] programme, 130 students participated in four courses organised on Management, Introduction and Operations, making a total of 2,019 hours of training.

The training plan for 2016 includes five courses, and an agreement will be signed with the Jaume Mimó Secondary School in Cerdanyola to teach courses on transport and logistics cycles and on international trade.

Land transport

There was a proposal this year to approve the rail ordinance designed to set the rules governing occupation of rail terminals in the Port of Barcelona's service area.

Work has been ongoing to promote natural gas-powered terrestrial mobility by publicising the use of this fuel in the Port and at the refuelling facilities. The RIS3CAT research and development project - to reduce atmospheric emissions of greenhouse gases and noise pollution in the port environment and to improve air quality in Barcelona - is the framework for developing motors and vehicles that can run on advanced dual systems (diesel and gas); telematic and advanced integrated systems for monitoring the consumption and emissions of trucks and fleets, and retrofit tests were performed on 26 lorries operating in the Port of Barcelona.

Marketing and Commercial

This Working Group's objectives for 2015 focused particularly on pushing forward the benchmarking project; locating markets and emerging opportunities; identifying objectives for business missions; coordinating participation in trade fairs; coordinating the participation of other bodies (Government, Chamber of Commerce ...) and improving communication among the Port Community.

International events involving Barcelona Port Community (more details in section 5.1.3.) These were:

- » Fruit Logistica (Berlin, Germany)
- » 7th WCA WORLDWIDE CONFERENCE (Hong Kong)
- » RO-RO Shipping Conference (Suècia)
- » 4th Hispano-Moroccan Meeting (Tangier, Morocco)
- » 3rd Med ports (Casablanca, Morocco)
- » Intermodal South America (São Paulo, Brazil)
- » Medfel (Perpignan, France)
- » Alimentaria (Barcelona)
- » Transport Logistics (Munich, Germany)
- » European Short Sea Shipping Conf (Denmark)
- » 4th BLACK SEA CONFERENCE (Istanbul, Turkey)
- » Breakbulk (Antwerp, Belgium)
- » SIL - (Barcelona)
- » TOC EUROPE (Rotterdam, Netherlands)

It has also been proposed that the 2016 Trade Mission should go to Panama and Cuba.

The information sessions held during the mission were attended by 350 Chilean businessmen



2015 TRADE MISSION TO CHILE

This year's multi-sector trade mission was led by Santi Vila, Minister of Territory and Sustainability of the Catalan Government (*Generalitat*) and Sixte Cambra, President of the Port of Barcelona, and comprised 50 executives of import and export companies from Barcelona Logistics Community.

As in previous years, the delegation shared its agenda in the capital with another business mission from Catalonia: Four Motors for Europe and Associates (4MEGA), organised by ACCIÓ.

The Port of Barcelona held a business seminar in Santiago and another in Valparaiso, the target cities of the mission, which were attended by 200 and 150 Chilean businessmen respectively, and also involved high-level institutional representatives, such as Andrés Gómez-Lobo, Chilean Minister of Transport and Telecommunications. During the seminars, the Port presented its strategic position as a gateway for Chilean goods to both the Iberian Peninsula and the south of Europe and North Africa, as well as a competitive port of origin for Chilean imports from the European continent.

The mission involved over 300 bilateral contacts between Catalan companies and institutions and their Chilean counterparts, mainly from the horticulture, wine, chemical and port logistics sectors. The mission participants all underlined the high level of professionalism of the Chilean businessmen they contacted.

The mission also involved the signing of four cooperation agreements: between the Logistics Association of Chile (ALOG CHILE A.G.) and the Barcelona Freight Forwarders Association (ATEIA-OLT); another between the Chilean Chamber of Customs Brokers (CAAAC) and the Association of Customs Agents of Barcelona (COACAB); and another between the Port of Barcelona and each of the ports of Region V: Valparaiso and San Antonio. These agreements involve advice on issues related to improving the efficiency of supply chains; exchanges of experience and know-how in the area of technical training; establishing partnerships to improve information systems and e-commerce platforms, and conducting a comparative study in terms of port efficiency.

Quality

Continuous improvement to ensure the quality and efficiency of port services is a key objective of the Port of Barcelona and of the entire Port Community



Port efficiency and quality

The most important milestones in 2015 related directly to the Port of Barcelona's Quality System and management of the Quality System of the Cargo Operations and Quality Department (DOMQ) was conducted in the following areas: status of the reference service levels; certifications obtained; and preparing the Quality System report.

PORT OF BARCELONA REFERENCE SERVICE LEVELS

Reference service levels are tools that allow the organisations that are involved in developing and applying them to stand apart from competitors by providing higher quality services while transmitting the desired improvement effort to their customers.

Specific Reference Service Level for Cruise traffic

Creuers del Port de Barcelona renewed its certification on 26 May 2015 (revision 1).

Specific Bulk traffic Reference Service Level

This year the DECAL, TERQUIMSA, ERGRANSA, TEPESA and CLH terminals renewed their certification in accordance with this reference level.

Specific Reference Service Level for Vehicle traffic under the goods regime

In 2015 bimonthly follow-up meetings were held between the Port of Barcelona, the vehicle terminals, the Quality Team (QT) and Estibarna. These provided an opportunity to analyse the information obtained by the EQ on detecting and monitoring incidents and to focus on aspects considered critical by both the Port of Barcelona and its customers.

The Port of Barcelona's two vehicle terminals renewed their certification during the year: SETRAM on 13 February and AUTOTERMINAL on 27 May.

Specific Reference Service level for Container traffic

Both international container terminals at the Port of Barcelona renewed their certification: TERMINAL DE CONTENIDORS DE BARCELONA (TCB) on 20 May (revision 2) and BARCELONA EUROPE SOUTH TERMINAL (BEST) on 8 November 2015.

Reference Service Level for Shipping Companies

This year a total of six shipping companies renewed their certification under the Generic Reference Service level: MAERSK in June; ACCIONA TRASMEDITERRANEA in October, and MEDITERRANEAN SHIPPING COMPANY (MSC), MSC CROCIERE (MSC), ROYAL CARIBBEAN (RCL CRUISES) and CELEBRITY (RCL CRUISES) in November.

The Port's Cargo Operations and Quality Department participated as an observer in the certification audits for the reference service levels of the following companies (in chronological order): TCB, CREUERS DEL PORT DE BARCELONA, DECAL, AUTOTERMINAL, TERQUIMSA, CLH, BEST, ERGRANSA & TEPESA.





CERTIFICATION OF THE QUALITY MANAGEMENT SYSTEM

The Port's Cargo Operations and Quality Department passed the audit to renew its certification under UNE-EN ISO 9001:2008 in September.

The audit focuses on the control of the Quality Management System by customers of Barcelona Port Authority.

QUALITY SYSTEM REPORTS

Reports on the Port of Barcelona's Quality System (QS) are made on a monthly, quarterly and an annual basis to provide a snapshot of the management of the movement of goods through the Port, to detect weaknesses and to implement improvements on an ongoing basis.

The report presents data on monitoring processes and quality indexes and refers to the terminals, facilities and organisations committed to the Port of Barcelona's quality system: TCB, BEST, the BIP (border inspection point) area, Customs and Inspection Services.



EFFICIENCY NETWORK
Port de Barcelona

The quality label

To achieve an ever-higher level of efficiency and quality of service, the Port of Barcelona and its Port Community are orienting a series of objectives and actions to improve the competitiveness of customers.

In this framework, they have developed a series of tools, such as the **Port of Barcelona quality label** which in 2015 continued to be very well received by the Port Community: three new companies obtained quality certification, bringing to 73 the number of companies now registered in the scheme. It is worth mentioning that twelve of these have achieved certification for the fifth year in a row.

INTEGRITY AND SAFETY

	2014	2015	Variation
Full containers loaded and unloaded under the Quality System.	704,694	890,252	26.33%
Actions by the Quality Team (QT) in the incidents within the Quality System	1,449	942	-34.99%
Internal incidents that could trigger the compensation programme	60	56	-6.67%

PHYSICAL INSPECTIONS

	2014	2015	Variation
Total physical inspections	25,373	25,634	1.03%
% out of the total inspectable containers (import+export)	3.60%	2.88%	-20.00%
BIP Area - total operations	5,874	5,674	-3.40%
% out of the total inspectable containers (import+export)	3.72%	3.73%	0.35%

CLAIMS / COMPENSATION

	2014	2015	Variation
Complaints received by the department *	87	64	-26.44%
Compensation paid:	69	57	-17.39%
Total safety in goods	33	37	
Reliability in Customs clearance	32	18	
Reliability in BIS and clearance process	4	2	
Compensation under the Efficiency Network commitments programme (Euros)	13,084.80	11,215.3	

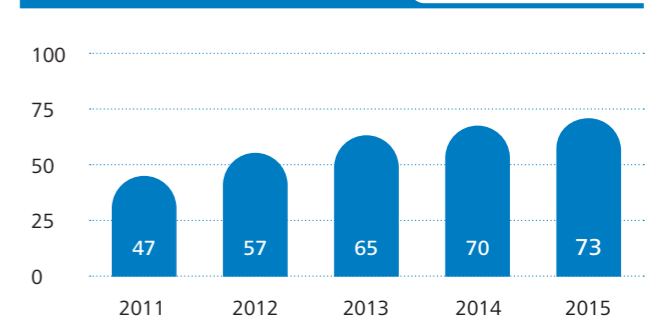
* Refers to breaches of commitments of the Quality Label analysed by the Goods and Quality Operations Department.

COMPANIES CERTIFIED, BY ACTIVITY

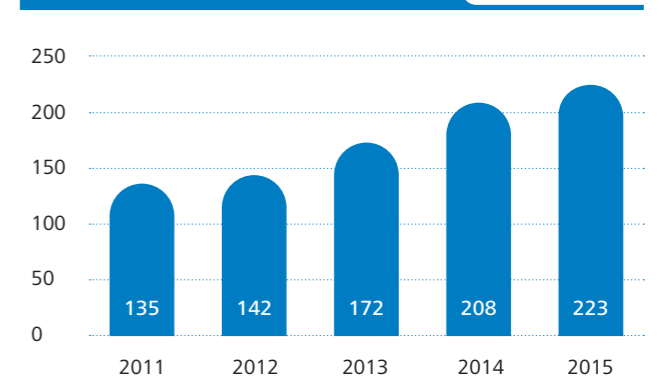
	2011	2012	2013	2014	2015
Shipping Agents	14	14	13	13	14
Transport Companies	12	18	20	23	23
Customs Agencies / Freight Forwarders	19	23	30	32	34
Terminals	2	2	2	2	2

Just like the administrations taking part, all these companies were subject to the relevant audits - an average of two per year - to assess their compliance with quality standards. A total of 223 reports were produced, involving the analysis of 678,528 of data elements, with an average audit compliance level of 90%. The results of these audits have provided the entire Port Community with information to identify areas for improvement, which are then discussed in working groups comprising all the participants in the supply chain.

NUMBER OF CERTIFIED COMPANIES



TOTAL NUMBER OF AUDITS PERFORMED



The efficiency of certified chains is 6 points above the Port average

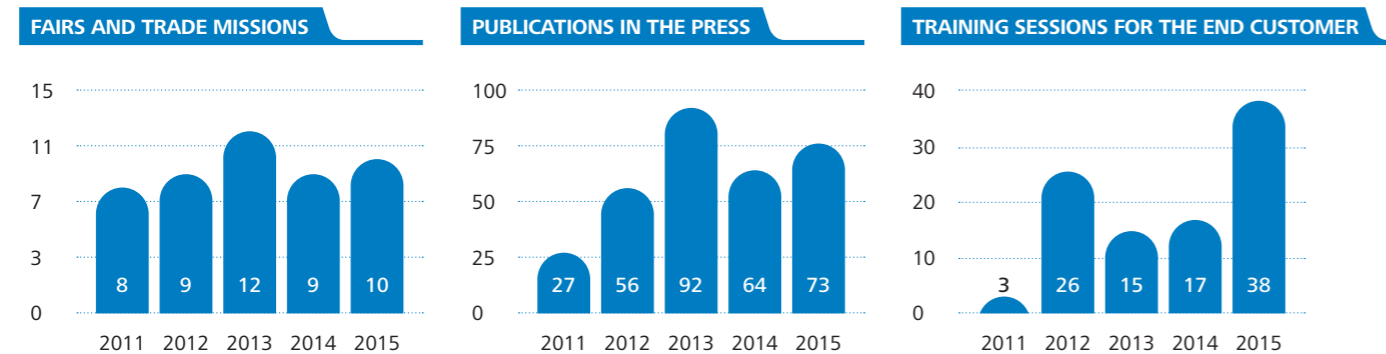
Records of the efficiency of the processes guaranteed under the label were kept during the year, especially as regards certified logistics chains, consolidating a positive trend that has been maintained since the label was launched, placing the efficiency of these chains around six points above the average for the Port. Among these processes, the clearance of goods this year reached values above 80% in terms of operating efficiency.



PROMOTION AND DISSEMINATION OF THE LABEL AND CERTIFIED COMPANIES

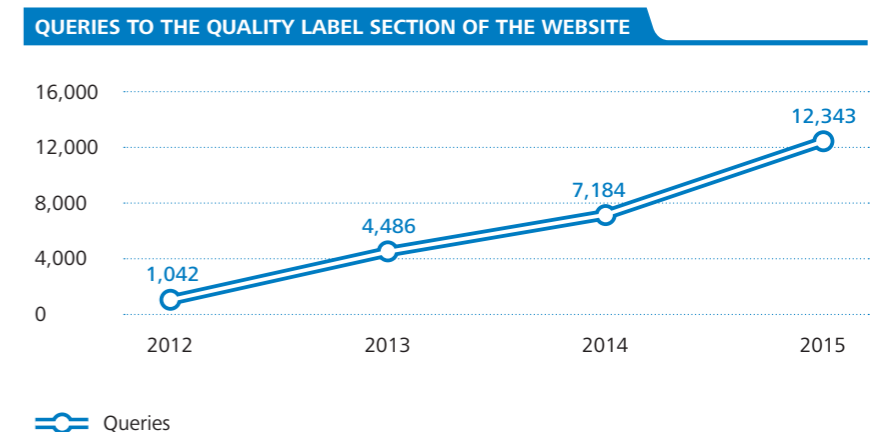
In addition to measuring the quality of processes, the quality label applies an active policy of promoting and distributing its own quality commitments and those of the companies and administrations involved. In this connection, the Port quality label was present in nine international fairs and in the trade mission to Chile, as well as 38 training activities for customers put into place by the Port of Barcelona.

Promotion and dissemination actions



A series of cooperation agreements concerning port quality and efficiency were signed within the trade mission to Chile

It is also worth pointing to the significant increase in the number of hits to the quality label section on the Port of Barcelona's website and the fact that it received 12,343 queries about this issue in 2015, up 70% year on year.



TECHNICAL WORKSHOPS OF THE LABEL ORGANISED

The fourth edition of the Technical Conference of the Label took place in 2015 and involved 79 professionals from the certified administrations and companies. The conference was held to strengthen the relationship between the members of the supply chain to foster their work together. In this connection, work is performed in cross-cutting groups in which aspects of the business processes at the Port of Barcelona are discussed. New in 2015 was the introduction of monographic workshops dedicated to unifying the criteria for conducting audits and claims management.

THE BRAND CENTER, THE EFFICIENCY NETWORK MANAGEMENT AND RELATIONS PORTAL

The Brand Center, which has been the quality label portal since 2012, consolidated its role this year as a management and communication tool within the Efficiency Network community. This portal currently manages 100% of company audits performed. Each company has a private area featuring its agenda regarding the milestones of the quality label, its certificates and audits. In addition, there is a common area where companies can consult more than 200 documents and manage training content and online surveys.

At the end of the year, the Brand Center had a community of 332 professionals belonging to the 73 certified companies and four partner administrations.

INTERNATIONAL COOPERATION OF THE QUALITY LABEL

A series of cooperation agreements concerning port quality and efficiency were signed with the ports of Valparaiso and San Antonio within the trade mission to Chile. The Port of Barcelona, together with the International Logistics Institute (ILI), signed a contract to support the definition and implementation of a system of indicators to allow the port of Valparaiso to measure its efficiency and competitiveness with respect to its regional competitors. In addition to this project, work continues apace to exchange information and experiences with other ports in Brazil, Colombia and Mexico.

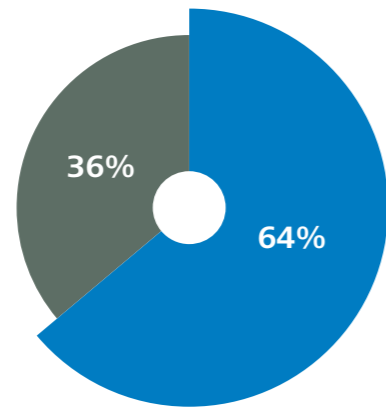


The customer service department

The Port Authority's Customer Service Department (SAC) provides users with an information service and deals with incidents relating to the working of logistics, freight transport, infrastructures, documentary circuits and logistics processes in the passage of goods through the port. This service also helps to detect any weaknesses in each port process and service and therefore provide feedback and participate in the Port Community's process of continuous improvement.

In 2015 the SAC provided a fully customised response to a total of 1,007 inquiries and complaints related to inspections and fee items and traceability in the passage of goods. Financial compensation was paid through the Efficiency Network quality label in 91 of the 362 claims handled. The number of inquiries rose to 645.

In addition, there were 58 communications to customers to provide them with information on such things as changes in the application of regulations and activities of the Port of Barcelona (conferences, fairs, etc.). The communication channels most used were the phone (line 902 22 28 58) and email (sac@portdebarcelona.cat).



- Inquiries | 64%
- Complaints | 36%

TOTAL 1,007 inquiries





6 Social area



Social area

The Port's staff strategy faces new challenges in an uncertain and volatile scenario in which the public is demanding more from administrations in areas such as transparency, sustainability and compliance with the law



Staff strategy

For that reason, the Staff Management Unit has designed a **strategic plan for the next five years**, aligned with the Third Strategic Plan 2015-2020, and committed to working in three main areas:

- » **Performance management and professional development** with a focus on internal talent and leadership.
- » **Anticipation** as a way to generate commitment towards the strategy, while seeking to implement new organisational designs to help manage changes more efficiently.
- » **Consolidating organisational processes** -both operational and strategic- to systematise operations using efficiency with sustainability criteria and maximise their contribution to business, placing emphasis on areas such as legal certainty, transparency and enforcement of the rules.

Structure, equality and diversity

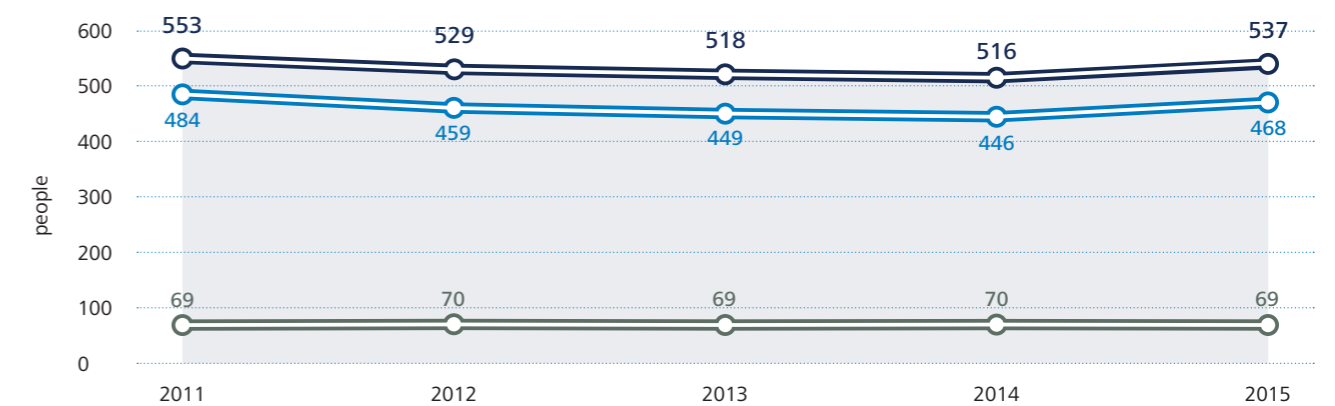
CHARACTERISTICS OF THE STAFF

Staff numbers increased year on year in 2015 through temporary recruitment of staff under the agreement, while the number of staff not covered by the agreement remained practically the same.

Other notable features of the workforce at the Port of Barcelona at the end of the financial year were:

- » The gender split of 70% male and 30% female;
- » The age range of most workers in the group is 51 to 60;
- » Most workers have been at the Port for between 0 and 5 years.

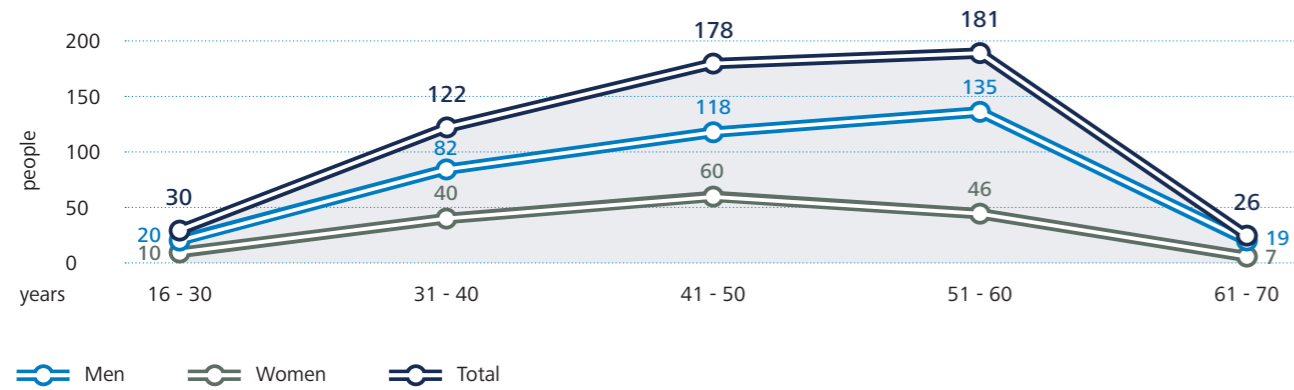
PROGRESSION OF STAFF COVERED AND NOT COVERED BY THE AGREEMENT 2011 - 2015 on 31/12/2015



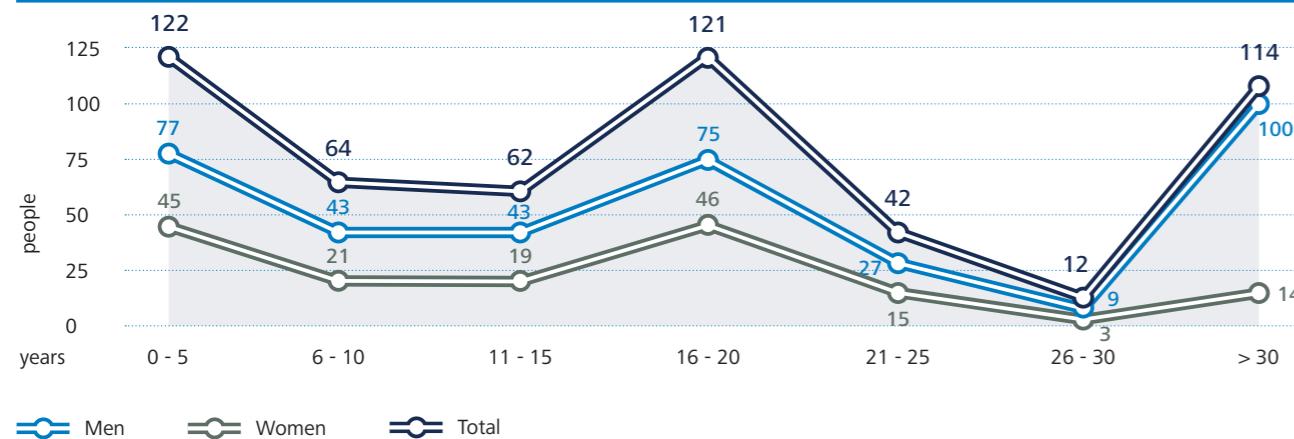
— People covered by the agreement — People not covered by the agreement (managers) — Total

BREAKDOWN OF STAFF BY AGE GROUPS IN 2015

on 31/12/2015


BREAKDOWN OF STAFF BY YEARS OF SERVICE 2015

on 31/12/2015


EQUALITY AND DIVERSITY

The Standing Committee on Equality revised and implemented actions in the area of **life-work balance** included in the new **Equality Plan**: drawing up a guide for reconciling work and family life and a useful guide of information for staff members who have recently become mothers or fathers.

The Standing Committee on Equality recorded no incidents related to equality and/or harassment in 2015.

BENEFITS

Within the context of the economic crisis, and following the instructions of the Executive Committee of the Inter-ministerial Commission on Remuneration (CECIR) and the applicable legislation, Port of Barcelona had to continue to cut the budget allocated to the social fund, covering all social benefits for its workers.

Furthermore, in accordance with the regulations, the pension plan for the Port employees was suspended throughout 2015, without the company being able to make any contributions to the participants.

Social action

The Port of Barcelona and its staff engage in a wide range of actions within the organisation's corporate social responsibility policies. Some of the most noteworthy actions in 2015 were:

- » Port workers voted to contribute **0.2% of the annual turnover for issuing luncheon vouchers** in 2014 to UNICEF to provide aid to Nepal.
- » The Port of Barcelona took part in the fourth Solidarity Lunch for Alzheimer's held on 23 May to raise funds for research into this and into other neurodegenerative diseases. The event was held at the Port of Barcelona sports centre and brought together around 600 professionals, raising € 21,000.

A number of activities were held this year to support this initiative, including a talk entitled "All you need to know about Alzheimer's" given by Dr. Jordi Camí, General Manager of Barcelona Biomedical Research Park and CEO of the Pascual Maragall Foundation; and a street dance session organised by the Port Sport dance section at the Portal de la Pau, in cooperation with the Port Vell.

- » Organising the **13th Conference on Occupational Risk Prevention and Corporate Social Responsibility for the Port Community** (further information in the section on Occupational Risk Prevention).
- » A series of **recreational fundraising activities** were carried out on an initiative from the organisation's social groups, especially the Port of Barcelona Sport dance section, for the TV3 dial-in fundraiser (dedicated this year to diabetes and obesity) and for various non-profit organisations such as the Barcelona Food Bank.
- » The "**Nadal Solidari 2015**" [Solidarity at Christmas time] campaign from 10 - 16 December, which collected 1,818 kg of food delivered to Barcelona Food Bank, 1,807 units/packages of hygiene products, 256 books (delivered to the IRES Foundation) and 89 blankets and clothes (delivered to the Arrels [Roots] Foundation). The campaign was made possible by cooperation between the TCB Group, Cares Foundation, WTC Barcelona, CILSA, ESTIBARNA-SAGEP, associations of the Port Community and the Port of Barcelona.
- » Using its own resources to perform **works to cover the needs of non-profit organisations** within the Port's field of activity. For example, printing the magazine *Naranja y Azul* [Orange and Blue] for the CARES Foundation.

The Port also provided support for a number of actions held within the precinct such as the celebration of Our Lady of Carmen day (16 July), around which various activities were organised at the Port. And the 28th Seafarers' Seminar, which included an ecumenical service at Stella Maris, attended by representatives of various Christian confessions; a panel discussion on "Is working on a cruiser an option?"; and a five-a-side football championship involving teams from the maritime and port sectors of Barcelona.

Recreational activities were organised to support the TV3 dial-in fundraiser for various non-profit organisations

Development and internal communication

The **Third Strategic Plan of the Port of Barcelona** for the period 2015-2020 was unveiled at the start of the year. This document sets out the road map for the coming years and represents a great opportunity for aligning people with the challenges ahead. To this end, we have developed a series of initiatives to get to know the new strategic plan based on the dialogue-map methodology of participatory communication.

Another key action during this period was the **Internal opinion survey**, a tool that fosters upward communication and staff participation, making it possible to focus policies and projects related to people and the working of the organisation, leadership and corporate culture.

We should also mention that the Port of Barcelona remains committed to the academic world. In addition to employee participation in various educational programmes, **cooperation between universities and industry** has been moved to the Port's departments and this year a total of fifty students received on-the-job training at the organisation, providing them with valuable experience in the business world.

TRAINING

Using the same approach as last year, we engaged in an internal process of reflection to decide on organisational learning and explore new trends to improve staff transfer, performance, development and anticipation. We also continued our work on knowledge management, development, internal communication and, above all, creating the conditions to allow the people and the organisation to grow and transform, while managing change.

In 2015 we performed a total of **238 training activities** aimed at groups and individuals at Port .

COLLECTIVE TRAINING PLAN 2015

	Training actions	Students	Satisfaction	Hours of training
Skills	54	94	8.01	3,290
Port Police	33	205	8.39	4,293
Prevention of Occupational Risks	4	19	9.08	102
General	51	146	8.14	6,934.10
Languages	80	125	9.16	4,007
Management	16	87	9.28	1,818.75
Total	238	676*	8.60	20,444.85

* Total number of students attending total training actions

The Virtual Classroom platform remained active in the wake of the good results achieved last year in training in **technical skills**. This platform contains e-learning courses tailor-made for the port sector. This year we also extended the supply of training by adding another four courses to the classroom catalogue.

The Public Safety Institute continues to provide vocation training and stopover training for the **Port police force**. In 2015 for the first time there was a course for police superintendents, attended by the superintendent of the Port Police.

In the area of **language training**, we have maintained the strategy of small groups with a similar level of language skills and common work themes and areas. This is one of the most highly-valued ongoing training activities.

As every year, we also attended to a more **functional** type of training needs aimed mainly at updating knowledge, such as the course on port fees for professionals from the Concessions and the Economic and Financial departments, in addition to training in the most commonly used management tools.

This year's **Executive Development Plan** focused on change management and personal effectiveness. This programme combines training in collective leadership with work at the individual level.

INTERNAL COMMUNICATION

In 2015 we were able to evaluate the results of the new model of digital communication, which began in October 2014 with the new company Intranet. Not only was this tool a success within the organisation, but numerous companies and institutions in the public and private sectors have also acknowledged its innovative nature.

As a result of this new model, the number of visits to the Intranet rose to a record-breaking 703,628, but above all there was a significant increase in the number of departments producing content for the site. In fact, 82.6% of departments are now actively present on this new model of social communication.

We have launched a **new area within the Intranet is aimed exclusively at managers** of the organisation, to provide leaders and managers with a shared space for private and public dialogue in a digital format.

Another area that was the focus of attention was the **process for the internal communication of the Third Strategic Plan 2015-2020** with various workshops for spreading the content of the plan among the members of the organisation. This dynamic was valued highly (7.6 points out of 10) was bolstered with the creation of a specific microsite within the new Intranet.

A new internal opinion survey was launched in 2015 and, although fewer people took part this time, the results show a clear improvement in employees' perception of internal communication, which 71% of respondents ranked between 7 and 10.



The new social corporate Intranet was acknowledged by companies and institutions for its innovation

Medical services and prevention of occupational risks

MEDICAL SERVICES

The medical centres on the Bosch i Alsina wharf and the WTC Barcelona building offer a wide range of healthcare and social options to around 1,459 people according to the latest census, including active staff from Barcelona Port Authority (517) and their families (475 beneficiaries); retired workers (214) and their families (116 beneficiaries) and 137 users of the group consisting of temporary workers, widows, orphans and others.

In 2015, Port medical staff attended a total of **21,999 medical visits** between nursing visits (8,453) consultations in various specialities (6,224 visits), general medicine (2,679 visits) and rehabilitation (4,643 sessions). These various services continued to provide a sufficient level of healthcare, which continues to rise year after year.

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

Work continued in 2015 to **provide information concerning healthy lifestyles**, to improve the working conditions of the staff and the surrounding area. This involved the continuation of the campaign to use medicines to help people stop smoking, through the Atlantida medical insurer. The study conducted throughout the year confirms that smoking among workers is 3.35% lower than the average for Catalonia as a whole. Work also continued to detect and prevent colon cancer and to apply an analytical control for the prevention of prostate cancer among high-risk individuals.

As regards training and information, the company Intranet launched a series of **publications** with advice on basic first aid and another on prevention of musculoskeletal back problems, entitled "Escola de l'esquena" [Back school].

Health monitoring activities involved medical examinations on 331 staff members. This figure refers to 278 permanent employees (representing 54% of the total workforce) and 53 temporary workers (10.3% of the average annual workforce).

Information activity continued in 2015, concerning healthy habits, to try to improve the working conditions of staff and of the surrounding area



XIII Jornada

Prevenió de Riscos Laborals i Responsabilitat Social Corporativa per a la Comunitat Portuària

5 / 11 / 2015

OCCUPATIONAL RISK PREVENTION

The Risk Prevention group organised and took part in the 13th Port Conference on Occupational Risk Prevention, promoted by the Prevention Working Group of the Steering Council for the Promotion of the Port Community and the FREMAP prevention company, held in conjunction with the Port's Corporate Social Responsibility service. These addressed accidents at work in terms of their physical health, psychosocial, labour inspection, economic and legal consequences, even as regards criminal matters. The Director of Territorial Services of the Barcelona Department of Enterprise and Employment of the Government of Catalonia, Eliseu Oriol Pagès, gave the closing address of the ceremony.

The work of the Steering Council's Sub-Working Group on Health Emergencies - involving the SEM (Medical Emergencies System), CILSA, the FREMAP Prevention Service, Port Police and TEPESA - and the good joint work and coordination of their services meant that almost all **emergency health assistance** cases could be attended to in a maximum of five minutes.

This year there were a total of **thirty-two accidents**, all of them minor, of which fifteen led to sick leave. Out of an average workforce of 537 people, the total incidence rate (total number of accidents compared to the number of workers) stood at 6%.

In this period, **training in occupational hazards** involved a total of 49 participants and 338 hours of specific group courses in introduction to risk prevention and introduction to first aid.

It also conducted a **general review of psychosocial risk assessment** (the last was in 2010), the statistical results of which were made available to the Health and Safety Committee. The Port works with prevention delegates to design preventive activities that can make up for any shortcomings identified.

Also this year we maintained our **OHSAS 18001 certification** on prevention of occupational hazards, which is the international quality standard in prevention management within companies.

Out of an estimated average Port workforce of 537 people, the overall incidence rate was slightly below 6%



7

Environment



The Port of Barcelona manages the environmental aspects of its activity to further promote the sustainability of the logistics chain

Environment

Looking after the Port environment helps to reduce the environmental impact that port activities have on the surrounding area, especially as regards air and water quality

Sustainable objectives

The Port of Barcelona's environment efforts focus on reducing the impact of its activities on the environment, especially on air and water quality. It also aims to combine its daily activity with non-port uses and promote greater sustainability in the logistics chain.

Achieving these general objectives revolves around four lines of action:

- » Ensuring that the activities performed in the Port have only a minimal impact on the environment and on energy and material resources;
- » Fostering the most environment-friendly transport systems, thereby indirectly guaranteeing a more general improvement of environmental impacts beyond the Port itself;
- » Promoting medium and long-term alternatives to hydrocarbon fuels;
- » Being aware of the air emissions resulting from port activities in order to reduce them as much as possible in the medium and the long term.

The most important event at the Port in 2015 from the environmental point of view was the awarding of two European projects that will enable pilot tests on working with natural gas as an alternative fuel in various segments of mobility, both on land and at sea. Furthermore, these pilot projects will mean that in two years' time the Port of Barcelona will be the first Mediterranean port with the capacity to supply liquefied natural gas (LNG) to any ship that requests it.

The port's impact on its surroundings and on the environment

The Port of Barcelona measures the environmental impact of port activities and develops management tools for waste, air, water and soil. It also coordinates and facilitates the actions of the organisation and the initiatives generated by port facilities.

MONITORING INCIDENTS

One of the main management tools for monitoring environmental incidents involves activating specific procedures from the Port Police Control Centre when an incident is detected or communicated.

188 such procedures were activated in 2015: 93 relating to the marine environment; 76 to the terrestrial environment; 15 in the atmosphere, and 4 in sanitation.

ACTIONS TO COMBAT OIL POLLUTION IN PORT WATERS

The Port of Barcelona continues to apply an active policy for preventing incidents and accidents involving oil spills in port waters. The instrument used to respond to oil spills is known as the P.I.M. (Internal Marine Plan), a document containing organisational instructions for responding to the incident and the resources to be used. Unlike the previous plan, the scope of the current P.I.M. has been extended to include spills of any chemicals at sea, not only hydrocarbons.

59 hydrocarbon spills were notified in port waters in 2015, of which only five episodes required specific cleaning and collection actions. Most alerts concerned the Port Vell area.



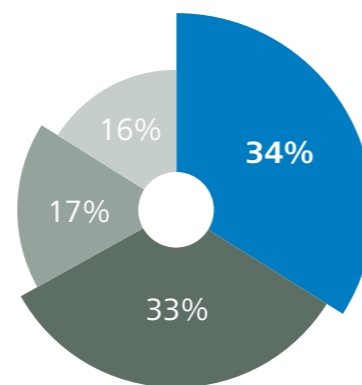
A total of 84.7 tonnes of waste was collected from the Port waters throughout 2015

PORT WATER CLEANING

The Port of Barcelona's water cleaning service works all year round using specialised vessels and staff. A total of 84.7 tonnes of waste were collected in 2015, making a total volume of 469.3 m³.

The type of debris varies during the year and depends upon factors such as the number of people at the Port, the holding of one-off events or specific meteorological and oceanographic conditions.

TYPES OF FLOATING WASTE COLLECTED IN 2015



- Plastics | 34%
- Wood | 33%
- Other materials | 17%
- Organic matter | 16%

SERVICE FOR RECEIVING SHIPS' WASTE

According to the International Convention for the Prevention of Pollution from Ships (the MARPOL 73/78 convention), all ports must have appropriate facilities for the effective receipt of ships' waste using port services.

The amounts of ships' waste collected by all the services in 2015 were:

MARPOL WASTE COLLECTED, OVER TIME (in m³)

Type	2011	2012	2013	2014	2015
MARPOL I (liquid hydrocarbon waste, including sub-types Ib and Ic)	53,813	55,969	58,848	60,289 (2,860 services)	69,358 (3,001 services)
MARPOL II (liquid chemical waste)	537	431	527	393 (21 services)	589 (29 services)
MARPOL IV (waste and sanitary waters)	445	1,405	6,819	3,755 (77 services)	3,494 (191 services)
MARPOL V (solid waste)	76,718	81,081	82,210	79,956 (5,561 services)	86,689 (5,909 services)
MARPOL VI (waste affecting the atmosphere)	-	-	-	100 (3 services)	257 (8 services)

PORT WATER QUALITY

Under the plan for monitoring bodies of coastal water, agreed with the Catalan Water Agency, the Port of Barcelona monitors port water quality with bimonthly controls on physical-chemical parameters and nutrients in the water column, and two complete campaigns to analyse for metals and organic pollutants in water and sediments.

MONITORING WATER QUALITY

Parameters	2013		2014 (summer)		2015 (summer)	
	offshore waters	internal waters	offshore waters	internal waters	offshore waters	internal waters
Temperature (°C)	15.27	16.76	22.75	23.62	16.92	19.46
Salinity (mg/l)	38.06	38.03	37.92	38.05	37.77	37.80
Turbidity (FTU)*	0.94	4.12	0.56	4.01	--	--
Density (kg/m ³)	1,028.32	1,027.85	1,026.27	1,026.08	1,027.64	1,027.02
Chlorophyll (µg/l)**	1.47	1.94	<1	1.2	3.04	2.57
MIS (mg/l)***	4.48	6.02	5	6.5	1.305	1.343

*FTU: Formazin Turbidity Unit

**µg/l: microgram/litre

*** MIS (mg/l): Materials in suspension, milligram/litre

ROAD CLEANING AND WASTE COLLECTION

The cleaning service responded to a total of 173 incidents outside the planned service; 74 of these were covered by the ordinary service, 79 corresponded to back-up actions over the weekend and holidays to service ferry and cruise traffic, and the rest (20) were extraordinary actions requiring the intervention of personnel and/or equipment outside of the ordinary service. Without taking into account the back-up services for cruise ships and ferries, the actions responded to:

- » warnings concerning solids on the ground, spilt loads or debris from traffic accidents (47)
- » warnings concerning liquids on the ground (25)
- » occasional reinforcements for sweeping and/or waste collection (22)

The Port handled a total of **800 tonnes of waste** from activities such as street cleaning, water cleaning, gardening and managing the waste generated by its own activity, from incidents or abandoning. Out of this total, there was an increase of waste classified as ordinary (LER 200301) and a similar amount to 2014 of waste collected and managed selectively, with a certain increase in hazardous types (batteries, toners tyres...) and a decrease in non-hazardous types (paper/cardboard, lightweight packaging, glass, garden waste, rubble...).

WASTE COLLECTION (in tonnes)

Types of waste	2011	2012	2013	2014	2015
Non-hazardous (selective)	358	359	352.7	321.8	299.7
Hazardous (selective)	35	55	59.01	49.2	69.1
Total selective collection	393	414	411.7	371	368.9
Total non-selective collection (ordinary)	289	299	311.74	404.4	431.2
Total	682	713	723.4	775.5	800.1

MANAGING PORT AIR QUALITY

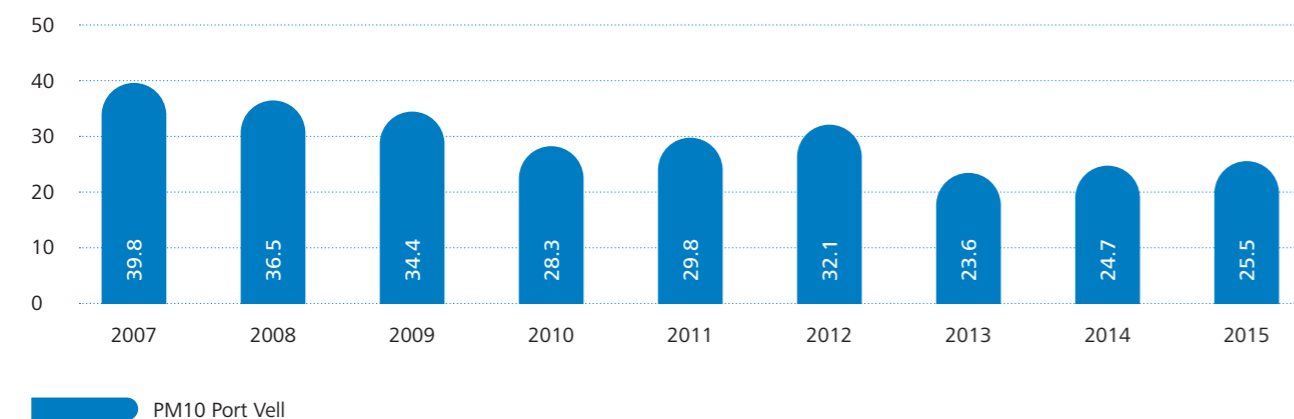
The Port of Barcelona has its own network of equipment for measuring air pollution and meteorological variables. The Port's **Weather and Air Quality Surveillance Network** (XMVQA in its Catalan initials) includes stations with various kinds of equipment, such as high-volume samplers of particulate matter and analysers for measuring the main types of air pollution. The network provides information on the quality of the air in the Port and weather information to support the various activities undertaken there, such as ship navigation or handling of goods in the terminals.

The pollutants measured by the XMVQA are:

- » dust, determined as particulate matter less than 10µm in diameter (PM10) and 2.5 µm (PM2.5);
- » combustion gases such as sulphur dioxide (SO₂), nitrogen dioxide (NO₂) and ozone (O₃);
- » and evaporative fuel gases, such as benzene (C₆H₆).

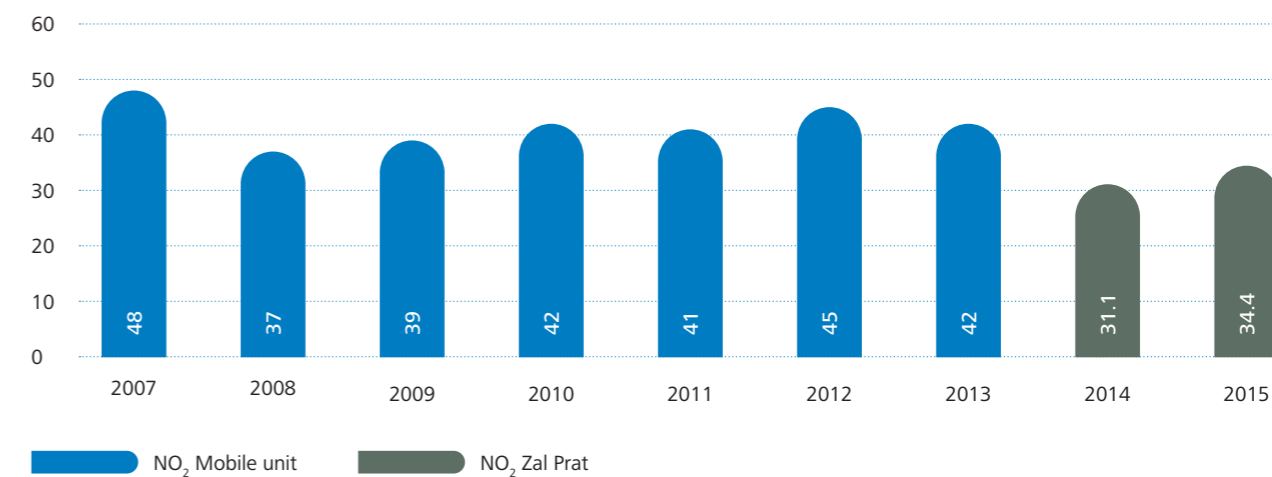
THE graphs show the average annual concentrations (in µg/m³) obtained of the main pollutants in recent years (from 2007-2015):

SUSPENDED PARTICLES PM10

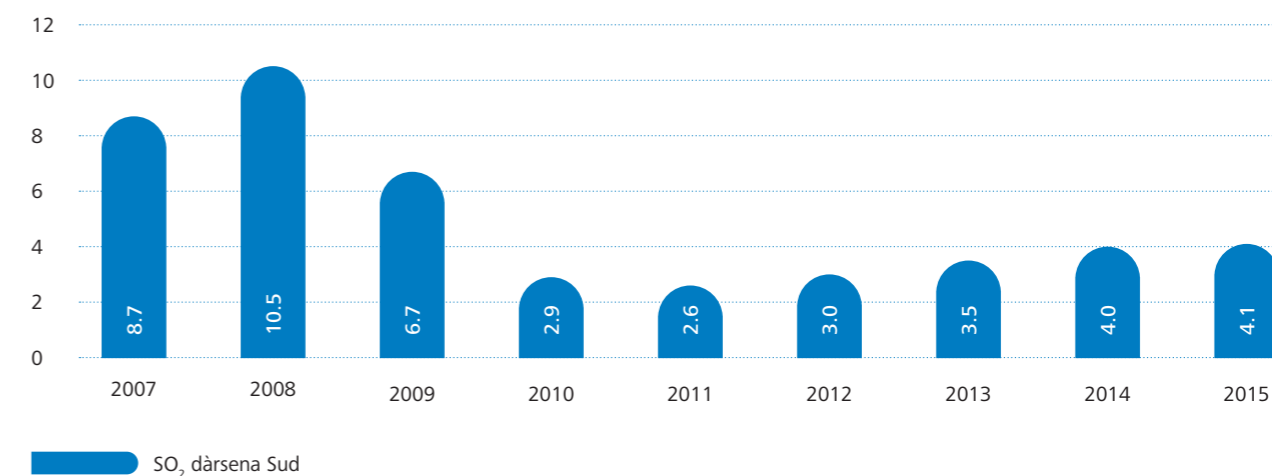


PM10 Port Vell

NITROGEN DIOXIDE NO₂



SULPHUR DIOXIDE SO₂



The Port Vell station on the Fishermen's wharf has a high-volume PM10 particle sensor, which is also part of the Catalan Government's Atmospheric Pollution Monitoring and Forecasting Network, since the data it provides are considered as representative of air quality in urban areas close to the Barceloneta and Ciutat Vella districts.

As far as meteorological variables are concerned, data are obtained on wind speed and direction, as this is the phenomenon that most affects port operations. However, the Port's interest also focuses on rainfall, temperature and relative humidity of the air, atmospheric pressure and solar radiation.

In 2015 the Port of Barcelona continued to roll out its **programme to upgrade its network of stations**, replacing the current single channel high-volume one-filter sensors for new sequential equipment with 15 filters with automatic filter change; and relocated some of the equipment. It also installed a new weather station at the South entrance mouth.

PORT PARTICIPATION IN IMPROVING AIR QUALITY IN THE METROPOLITAN AREA AND THE CITY

The Port cooperates to improve air quality in the city and its surrounding area by applying measures to reduce port emissions included in the quality improvement plan for NO₂ and PM₁₀ in the metropolitan area of Barcelona, led by the Catalan Government's Department of Territory and Sustainability. This involves monitoring the emission-producing activities in the port: lorries transporting containers, ships, tugs, machinery on the terminals and handling of dusty bulk products. It also promotes the transport of goods by rail and the application of instruments such as environmental discounts on port fees for ships and concessions.

During 2015 the Port also worked to develop and implement a series of often cross-cutting measures included in the port air quality improvement plan. This framework also include studies for the characterisation of actual emissions from ships; promoting LNG as a fuel for port activity in plant, trucks and ships, or introducing a new system of reductions in fees for ships based on environmental criteria used in most ports of the world.

The Port of Barcelona considers the implementation of **Liquefied Natural Gas (LNG)** as a competitive and sustainable alternative to the hydrocarbon fuels used until now in freight transport by sea and land as a strategic move.

Using LNG eliminates emissions of sulphur dioxide and particulate matter; furthermore its emissions of NO_x (nitrogen oxides) are 85% lower than those of diesel and fuel oil. Increasingly strict international regulations on polluting emissions and air quality, and the fact that it is a cheaper energy source than fuels used to date, often with unstable prices, make LNG an increasingly valued alternative option for transporting goods.

The Port of Barcelona's stance is to **encourage and promote the move towards alternative fuels within its service area** for ships, trucks and terminal machinery. That is why work has begun this year to build a supply point for liquefied natural gas (LNG) and compressed natural gas (CNG) for land vehicles.

2015 also saw the consolidation of the Cleanport and CORE LNGas hive projects, financed with European funds under the CEF programme. The Port of Barcelona takes part in these with other partners.

Cleanport involves incorporating a natural gas-fuelled auxiliary engine to a ferry plying the Barcelona-Palma route each day. During its stay at the port, the ferry can start up the auxiliary gas engine instead of the diesel engine used up to now.

The CORE LNGas hive project is very broad in scope and is being rolled out in various ports in the Iberian Peninsula, with several actions under way in each one. At the Port of Barcelona a bunkering barge will be adapted to supply LNG apart from other conventional fuels; a loading arm will be modified on the ENAGAS LNG terminal to supply LNG to the barge; two handling machines will be converted to natural gas in two port container terminals; a natural gas-powered tug will be designed and a portable natural gas-powered generator will be built to supply electricity from the dock to a ro-ro vessel.



ELECTRICITY CONSUMPTION

Electricity consumption declined at the Port of Barcelona in 2015 compared to the previous year, due mainly to the transfer of public lighting installations from the public area of the Port to PORT 2000, a company in which Barcelona Port Authority holds a stake.

In addition to this, various improvements to the lighting installations were made during the year: incorporating LED technology, adjusting the light levels of the roads and using systems that optimise the operation of the facilities according to the needs and requirements of each moment.

ELECTRICITY CONSUMPTION (kWh)

	2011	2012	2013	2014	2015
Port of Barcelona (Including the Port Vell)	9,055,600	9,460,200	9,125,171	9,086,416	8,276,038

Grouped by type, the highest consumption relates to administrative activity (lighting and air conditioning of buildings).

TYPES OF CONSUMPTION

	% of total
Public lighting on roads and terraces	28.95
Offices (lighting, HVAC, etc.)	52.48
Water pumping stations	3.66
Lighthouses and maritime signalling	1.00
Other (rail network, telecommunications huts, weather stations, CCTV cameras, etc.)	13.91

GAS AND FUEL CONSUMPTION

In 2015 natural gas consumption for heating (only in the building ASTA) amounted to 991,089 kWh, 15% more than the previous year. This is because previously closed offices have been fitted out on the second floor of the building for the Port Police Support Office.

The overall consumption of petrol and diesel fuels in general was very similar to the previous year, since there have been significant changes in the number of existing vehicles. However, there were differences in consumption rates, with a reduction in petrol and an increase in diesel consumption; the reason for the reduction in consumption is the replacement of petrol vehicles for diesel-powered ones; while the increase in diesel consumption resulted from the overall increase in kilometres driven.

Furthermore, diesel consumption for generators corresponds essentially to the power supply at the Maritime Civil Guard facilities on Adossat wharf.

FUEL CONSUMPTION (l)

Type	2011	2012	2013	2014	2015
Gasoline (vehicles)	8,777	9,572.79	9,019.64	7,784.67	6,947.40
Type A diesel (vehicles)	89,329	88,001.25	86,851.39	79,584.65	82,663.01
Type B diesel (ships)	15,095	6,537	11,164	17,298	11,831
Type B diesel (generators)	41,043	30,470	25,920	19,853	21,805
Total	154,244	134,581.04	132,955.03	124,520.32	123,811.66

MOBILITY

The Port promotes and finances bus line 88, which connects the Av. Paral·lel in Barcelona to the ZAL Prat with 30 stops. Much of the route is inside the port area in order to serve users throughout the Port Community. This bus service is attached to the metropolitan public transport system's integrated fare scheme.

	2011	2012	2013	2014	2015
Validated journeys	252,493	231,027	220,858	221,252	252,386

The Port Authority provides a free travel card for the whole integrated public transport network to all employees who wish to sign up to use the public transport option, thereby offering staff a more sustainable alternative to private transport, an option that has been taken up increasingly since 2009.

PUBLIC TRANSPORT TRAVEL CARDS

	2011	2012	2013	2014	2015
Number of quarterly travel card users	208	210	222	225	227

CONSUMPTION OF RESOURCES

Some of the 89 fire hydrants owned by the Port are used for supplying water to vessels, irrigation facilities, buildings, pumping stations, washbasins in guardhouses and port premises.

The Port also has an internal water distribution network, from where water is supplied to ships, temporary work sites and others who request the service.

Overall consumption of all recorded water supplies in 2015 was 219,004 m³. The decrease from the previous year is due mainly to smaller amounts of water supplied to third parties.

PORT WATER CONSUMPTION 2011 - 2015 (in m³)

	2011	2012	2013	2014	2015
Supply to third parties (mainly vessels)	162,215	146,386	207,152	189,908	167,458
Other consumption (*)	178,480	97,060	43,605	36,713	51,546
Port Vell (**)	41,000	35,160	28,982	40,020	31,400
Total	381,695	278,606	279,739	266,641	219,004

(*) including irrigation facilities, buildings and premises of the APB, consumption in police guardhouses and pumping stations.
 (**) no consumption data for water supplies at Port Vell.

PAPER CONSUMPTION (in kg)

	2011	2012	2013	2014	2015
Paper consumption	18,974	16,407	15,098	12,009	8,758
% Recycled/eco out of total	19	27	24	55	82

MATERIAL USED IN BUILDING WORKS
TOTAL MATERIALS USED DURING 2015, INCLUDING RECYCLED MATERIALS

Total	Unit	Weight or Volume
Material		2015
Quarry ballast and rip-rap	t	221,664.06
Concrete	m ³	33,218.49
Steel	t	2,626.92
Dredged material	m ³	6,761.96
Filling materials	m ³	228,810.28
Surfacing	m ³	44,729.40
Chipboard	t	24,727.38

VOLUME OF RECYCLED MATERIALS

Total	Unit	Weight or Volume
Recycled material		2015
Quarry ballast and rip-rap	t	84,133.77
Filling materials	m ³	99,875.22

The following volumes of dredging and backfilling material were moved:

DREDGING AND BACKFILLING (m³)

	Total
m ³	2015
Dredging	6,761.96
Backfilling	228,810.28
Total	235,572.24



Committed to tackling climate change

The Port of Barcelona is leading several initiatives to contribute to the environmental sustainability of its business and its surrounding area. As part of this activity, it brought in the **ecocalculator** in 2013. This is a freely available web tool for measuring the CO₂ of transport chains.

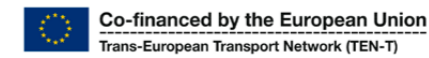
(<http://planol.portdebarcelona.cat/ecocalc/>)

On the one hand, the **ecocalculator** was brought in to highlight the competitive advantage offered by the Port of Barcelona and the Mediterranean in general, with regard to its northern European competitors. On the other hand, it provides a resource enabling shippers and carriers to measure their CO₂ emissions, which contribute to decisions about routing goods. The Port has created a proprietary methodology for calculating emissions, validated by the Polytechnic University of Catalonia (UPC) and certified by the independent verifying entity TÜV Rheinland, which measures the environmental footprint generated by transporting a container from a European location, the Port of Barcelona, to a port elsewhere in the world in a simple, rapid and graphic way, as well as making comparisons with other ports.

The **ecocalculator** is the final step in the **environmental consulting service** that the Port of Barcelona has been offering for several years. Throughout the year, the service has conducted several in-depth studies for the Port's customers - shippers and transport operators - involving the assessment of complex transport chains and exploring solutions to reduce emissions.

COMPETITIVE ENVIRONMENTAL ADVANTAGE

The requirement to ensure environmental sustainability in economic activity, particularly in transport, is a competitive advantage that the Mediterranean has over the Atlantic region. The ports of the Mediterranean are more environmentally efficient for traffic between Europe and Asia, offering estimated average savings of 20% in terms of CO₂ emissions over northern ports: they involve four or five days less sailing (therefore fewer vessels) and provide time savings in the arrival of goods to the European destination (therefore fewer associated emissions). Thus, the Mediterranean port option helps reduce congestion in the transport networks of the north and brings down logistics costs, boosting the competitiveness of European companies.



The European Commission took the environmental factor into account when it established actions such as the new design of the Trans-European Transport Network (TEN-T) and the consideration of the Mediterranean corridor as part of that network. The **CLYMA project** was finally completed on 31 December 2015 after two and a half years of work. This project is 50% funded by the European Commission's TEN-T programme.

Several studies were performed during this time on the current situation and problems of the Madrid-Lyon axis. Also analysed were the potential demand for transport, the problems of competitiveness and bottlenecks, technological shortcomings and the application of the green corridor concept. The result was the proposal of an action plan to develop the axis and a series of recommendations to manage the axis and the entire Mediterranean corridor in addition to those to be implemented by the European Commission.

Two stakeholders' forums were organised to publicise the CLYMA project and bring all stakeholders on board, each involving over two hundred participants, in addition to twenty public presentations in various cities. All information about the CLYMA project is available on the website <http://www.clyma.eu/>

INTERMODAL STRATEGY

Achieving more sustainable transport also involves diverting a greater proportion of traffic towards modes that generate fewer negative externalities - pollution, global warming, noise, accidents, congestion and infrastructure costs - and fostering the use of transport by rail, river and/or sea in routes where it has replaced road transport.

In this connection, the Port of Barcelona was able to quantify the savings in externalities resulting from its intermodal strategy in favour of **rail traffic and short sea shipping services**. In 2015, all these services together represented a saving of € 145 million in the cost of negative externalities that would have been generated by transporting the same volume of freight by road. That means 24% more savings than in 2014 and a 78% saving in the cost of externalities.

Through these actions, the Port of Barcelona is promoting transport and information services that respect the environment and is playing an active role in European transport policy.



Mediterranean ports are environmentally more efficient for Europe-Asia traffic, saving 20% compared to the northern port option in terms of CO₂ emissions



8

Communication

Communication

The Port of Barcelona's communication strategy aims to raise awareness of its importance as an economic driver; and the fundamental value that guides this strategy is transparency

Through its relations with the media, the Communications Department aims to raise public awareness of the Port's importance as an economic driver, increase its visibility and channel the information it generates.

Whether it is in direct contact with the media (press conferences, taking phone calls, interviews, visits, etc.), or in written communications (press releases, of which there were more than 2015 in 2013, web presence, brochures, etc.), the Port of Barcelona's communication strategy rests on a fundamental value: **transparency**.

The **new technologies** have facilitated this transparency of information and a closer relationship with journalists and society at large. The general public has access to the information the Port of Barcelona issues through its website (www.portdebarcelona.cat) and via the social networks (Twitter, with almost 6,000 followers; YouTube; LinkedIn, etc.), which are consolidating their role as basic tools for communication.

This outreach is completed with the work performed from the Image and Language Service areas, which help to convey a consistent, accurate, recognised and recognisable image of the Port.



The Port is constantly moving forward, and this is reflected in its communication agenda, marked this year by the Third Strategic Plan 2015-2020. The Communication Department worked together with other Port departments earlier this year to publicise this Plan, which defines the Port's specific objectives in all business areas, by organising a presentation that set out the basic thrust of the document. The event was presented by Port President Sixte Cambra and chaired by Santi Vila, Regional Minister of Territory and Sustainability, with the participation of ESADE Professor Ángel Castiñeira and José Llorca, President of Puertos del Estado, and was attended by key figures from the Port Community of Barcelona.

The Communication team worked closely with the Department of Organisation and Internal Resources throughout the year to publicise the Information days on the roll-out of the Third Strategic Plan as a way of raising awareness of this important Plan. The event was an opportunity to communicate the content of this document to people in managerial and operational roles in the companies and administrations that comprise the Port Community.

The communication agenda was marked by the presentation and dissemination of the Third Strategic Plan 2015-2020

As usual, the cruise sector also enjoyed wide-ranging coverage as part of information activities. One of the most outstanding information events in 2015 was the presentation of the study entitled "Impact of Cruise activity at the Port of Barcelona on the Catalan economy (2014)" commissioned by the Port of Barcelona and written by the Laboratory for Knowledge Transfer in Applied Economics (AQR-Lab) at the University of Barcelona (UB) in collaboration with the Barcelona Tourism office. They worked hand in hand with the Marketing & Cruises Department to define and organise the press conference to present the study. A catalogue was also designed to help disseminate the key results and data. Another landmark for the cruise sector was the first stopover of the Royal Caribbean cruise ship Allure of the Seas, which used Barcelona as its home port for the entire season.

The commercial port was visited by two of the largest ships in their class: MSC London, the largest container ship ever to visit the Port of Barcelona, with a capacity for more than 16,600 TEU, and the Höegh Target, the world's largest car and truck carrier vessel. Another newsworthy matter in 2015 was the improvement in port connectivity provided by the entry into service of new regular shipping lines, such as the MINA service (Middle East - Indian Subcontinent - North America)/MAX2 from the Ocean Three alliance (UASC, CMA CGM and China Shipping), and lines from other shipping companies that have chosen Barcelona when redesigning their services.

Moreover, there were a number of changes and improvements to the facilities and companies in the port area throughout the year, including the entry into service of the road junction to access the southern enlargement and the installation of new lighthouses in the north and south entrance mouths. Other important works approved were: the granting of the concession of the new ICL group terminal, involving an investment of € 69 million; the agreement with the Catalan Government

to promote the first rolling highway in Spain; the approval to redevelop Marina Barcelona 92 and to move the Port Nou terminal, and the start of the tender process for refurbishing the Portal de la Pau building.

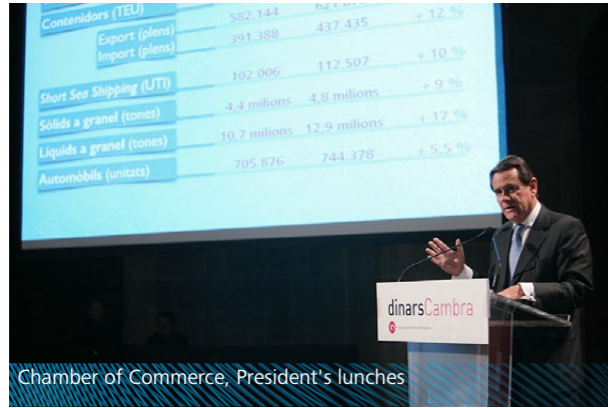
The Port is leading the way in the environmental field with innovative programmes such as BCN Zero Carbon, which aims to make Barcelona a carbon-neutral port for the passage of goods by 2020. This is a pioneering project in the port area and was widely covered in press releases and articles and interviews with various media. Other environmental initiatives publicised were the coming on stream of the first lorry running on liquefied natural gas (LNG) and the Port of Barcelona investing nearly a million euros in incentives paid to environmentally cleaner ships.

The Communications Department also provided information on the holding of several information days concerning the CLYMA Project (developing the Lyon-Madrid axis of the Mediterranean corridor), co-financed by the Trans-European Transport Network (TEN-T), which plans to foster this section of the rail axis.

It also took part in conferences organised by representatives of the Port of Barcelona throughout the year to explain the importance of the port to opinion leaders, institutions and the public. This information function was further strengthened with the publication of advertorials in various media (La Vanguardia, El Periódico, Expansion, etc.) and a monthly historical information article in the Sàpiens magazine.

As every year, the port received representatives from Catalonia, the rest of Spain and other countries, as well as trade and business missions and visits from transport stakeholders who all wanted to get to know our facilities and services. In addition, the Port of Barcelona also made several business trips, notably the trade mission to Chile, and took part in international fairs connected to our business.

Photo album



Chamber of Commerce, President's lunches



Presentation of the Third Strategic Plan



Handing over of the plaque for the 1st stopover of MSC London



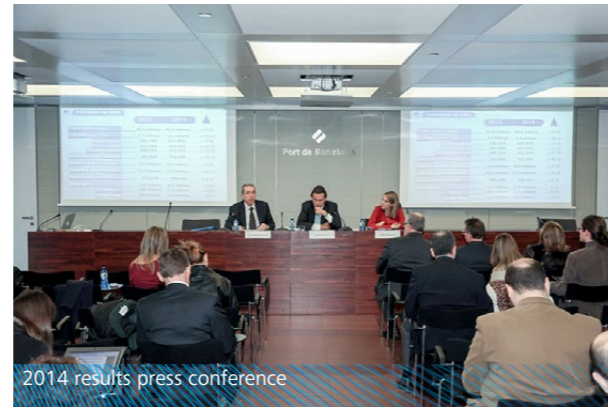
Natural Gas seminar



Signing OHSAS certificate



50th anniversary Grupo Editorial Men-Car



2014 results press conference



CLYMA conference



Freight forwarder day



Fermed tribune



Presentation of CILSA results



Efficiency Network seminar



Susan Maersk 1st direct service of the 2M alliance



Calcotada organised by Club Transitori Marítim



European School of SSS: steering committee



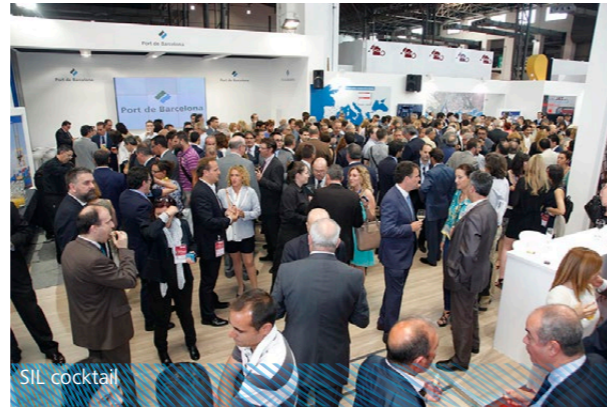
Logistics Community party



ESPO assembly



SIL opening ceremony



SIL cocktail



Presentation of Port activities at SIL



Mediterranean corridor Expansion seminar



25th anniversary Cargo Flores



Shipping agent day



IAPH prize to the Port of Barcelona



CARES Foundation press conference



Seminar on the Chile mission



Debate with the Secretary of State for Infrastructure



Air Cargo Club anniversary



1st half results press conference



VIIA project press conference



Opening of the Nautical fair



Presentation of the impact study on cruises



GASNAM congress



Visit by Chile Transport Minister



Trade mission to Chile, visit to Valparaíso City Hall



CLYMA project event in Madrid



Transpime seminar



Visit by association of former Members of Parliament



Trade mission to Chile, visit to Port of Valparaíso



Port Community Christmas cocktail



120th anniversary El Vigía



Port staff Christmas cocktail



Opening of the new KUEHNE NAGEL industrial unit



13th Customs Forum



Visit of the board of FETEIA OLTRA



Welcome of Hoegh Target car carrier



Grimaldi Euromed Convention



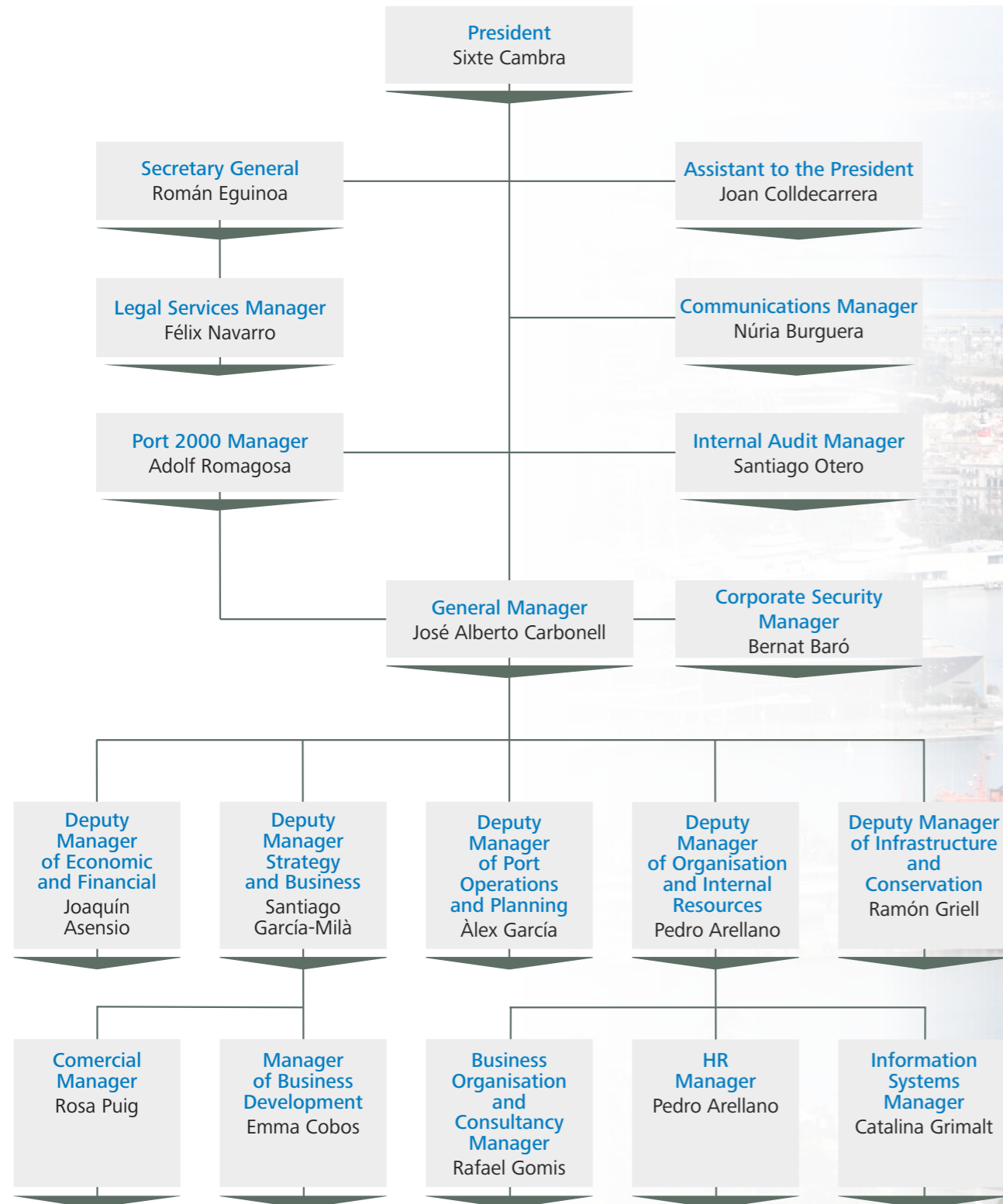
Trade mission to Chile, business conference in Santiago de Chile



Visit of the Regional Interior Minister Jordi Jané



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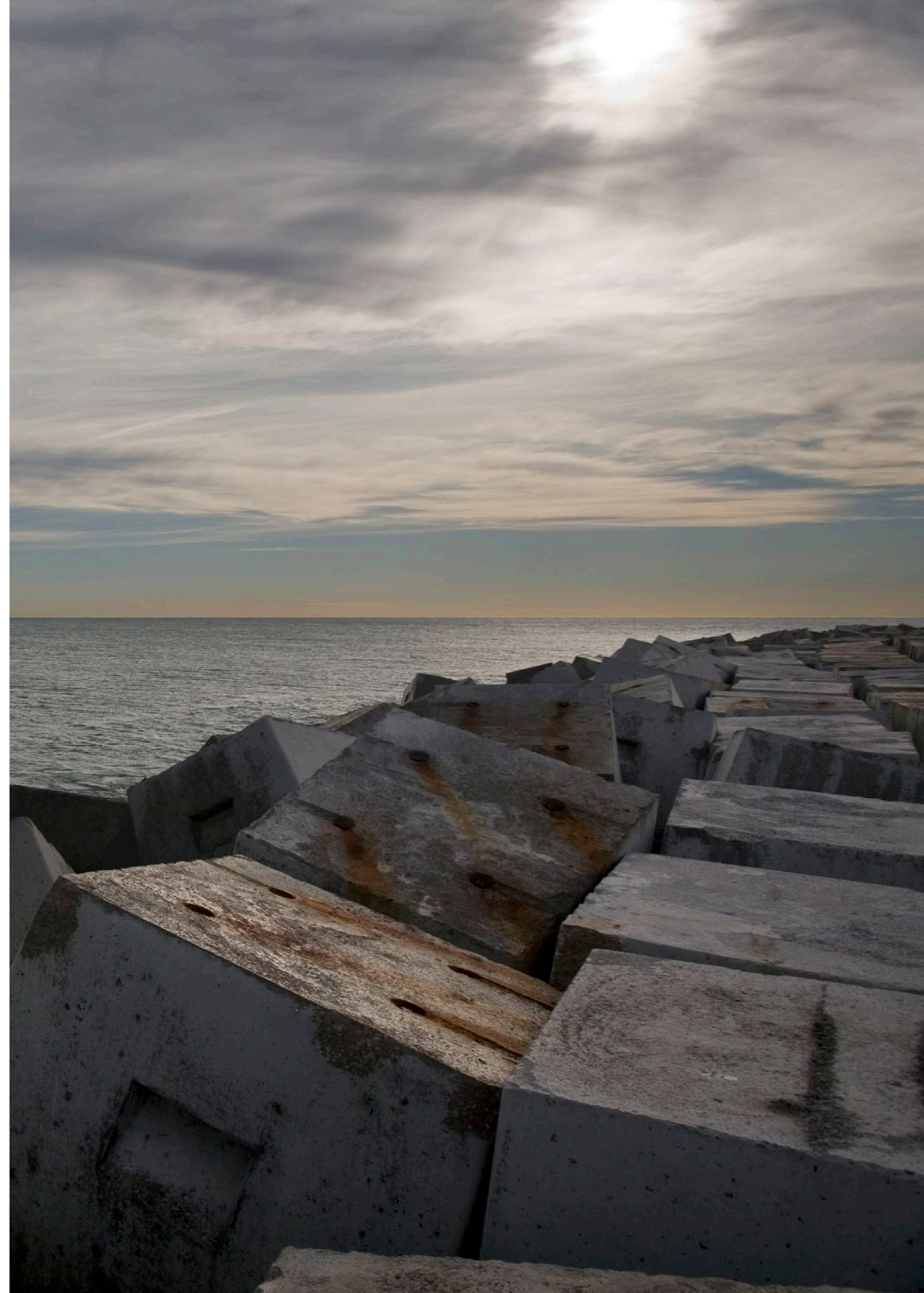
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