



ANNUAL REPORT 2020



Port de Barcelona

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Letter from the President's Office

The Port of Barcelona 2020 annual report is without a doubt a reflection of a year that has upended the world order. Few of us could have imagined that we could experience a pandemic like the one that continues to mark our daily lives today. 2020 has been a particularly difficult year, both for international trade and for the economy and society as a whole. The Port of Barcelona has been no less affected by these difficulties and has mirrored the economic situation generated by the COVID-19 pandemic.

Since the beginning of the pandemic, we have stood by our Port Community, taking decisive measures to soften the blow. Two days before the start of the official lockdown, we announced the first financial aid measures—not penalising the terminals if they were unable to meet minimum committed traffic levels and introducing flexibility in the payment of the occupation fee—, prioritising companies' ability to keep running.

Then we brought in further economic measures, and by the end of the year we had lent clear support to the industrial sectors, both to our concessionaires and to our customers and the companies that operate every day in the Port of Barcelona. The economic emergency plan that we launched a few days after the start of the lockdown meant, on the one hand, releasing €84 million in liquidity through deferred payments of port fees and in advance p €7.5 million in terms of occupation and ship's fees, spelling a direct saving for companies in the Port Community. In addition, we developed a recovery plan to boost the economy of the Port and our hinterland involving recouping traffic, detecting new opportunities and innovation.

All of us at the Port of Barcelona are aware that we are an essential economic driver. Our mission is to generate prosperity in our community, while increasing the competitiveness of our customers by providing efficient and sustainable logistics and transport services. That is why we help the business community and, ultimately, society as a whole with our contribution to economic recovery to help us all out of the current situation as quickly as possible.

Despite our efforts to keep activity at acceptable levels, port traffic in 2020 was severely impacted by the slowdown in the economy during the first months of the pandemic. Nevertheless, from July onwards, we began to see a continuous recovery, especially in exports. Over all these months, the Port has evolved in parallel with the country's industrial sector, which has shown great resilience. This allowed us to end 2020 with a notable recovery in container traffic, which shows that international trade continues apace, and markets keep on functioning.

While it is true that the pandemic has made us focus most of our efforts on finding imaginative solutions to help the economy, it is no less true that throughout 2020 we have been very aware of the difficulties faced by the general population in this current crisis environment. That is why the staff of the Port of Barcelona worked during the year to continue with our social sustainability and environmental sustainability projects, because at the Port of Barcelona we are fully aligned with the United Nations Sustainable Development Goals (SDGs) with a series of actions underway, as you can see in this 2020 Report, and because progress in the energy transition and innovation is one of the levers that will help us maintain our leadership in the international port sector and set ourselves apart from our competitors. Digitalisation and innovation are the two main tools we use in the Port of Barcelona to increase

our competitiveness, improve our services and maintain sustainable growth, while fostering the emergence of a more egalitarian and inclusive economy and way of life.

One of the most important milestones of 2020 was the provisional approval of the Port of Barcelona Fourth Strategic Plan, a document that sets out the lines of work which, once developed, will facilitate a port model that guarantees social, environmental and social sustainability of the port's activity and that of its area of influence.

To make this port model a reality, we have embarked on a path that will lead us to differentiate the services offered by the port and its activity to strengthen our resistance to global and sectoral crises; we will prioritise projects with high economic profitability; we will continue to work on cooperation agreements with powerful global operators and on establishing agreements at the local level; we will improve our customer orientation; we will bet on the autonomous and dynamic management of the critical elements for the competitiveness of the Port; we will make greater efforts to increase the safety, security and vigilance of people, goods and facilities, and will be very attentive to the environment as we lead the decarbonisation of transport and logistics.

The approval of this Plan was one piece of good news in 2020, but we have had others. One of them, which had been a long time coming, was the long-awaited announcement that we have finally unblocked the building of the new road and rail accesses to the Port of Barcelona. On 7 October 2020, the Spanish Ministry of Public Works, the Generalitat de Catalunya, ADIF, Puertos del Estado and the Port of Barcelona signed the cooperation protocol to promote the construction of the new southern road and rail accesses, and now work is under way on the prior studies and the basic project required before signing the legal instruments or

agreements necessary for their development. We have also managed to unlock another very important project to provide even greater impetus to our commitment to intermodality: the construction of the 750-metre sidings in the Madrid-Zaragoza-Barcelona Corridor.

At international level, at the end of September we announced an agreement with Busan Port Authority to jointly build a logistics centre in Barcelona, which will provide a stable logistics platform for companies doing business between Northeast Asia and southern Europe. In the midst of the global Covid-19 pandemic, the ports of Busan and Barcelona have announced a project that is unique in the world, because it is the first time that two ports will make such a platform a reality.

And in terms of our synergies with the city, in July we announced our intention to bring the European Green Deal to the most public area of the Port of Barcelona, while maintaining its uniqueness and its key role for the sustainable growth of the Catalan capital. We will create a larger and greener Port Vell, or Old Port, in which we will open new public spaces to the public and we will sketch out a port-city that develops in a sustainable way, that is culturally attractive and is a benchmark in innovation. In short, it will become a focus of knowledge and talent in the nautical and maritime sector.

All these projects show that the Port of Barcelona does not stop. Not even in the midst of a pandemic. And it is a message that must serve us all for the future: we are unstoppable. In the most difficult times, we must move forward to meet our challenge and our commitment to society.

02 Orientation to sustainability

About this report: scope and content

The Port of Barcelona 2020 Annual Report aims to provide a snapshot of port activity during this year; activity that was coordinated according to the lines of action set out in the **Third Strategic Plan of the Port of Barcelona (2015-2020)** and from the perspective of its **commitment to sustainability**. In fact, the Fourth Strategic Plan was approved during 2020 with a particular focuses on this perspective, around which the action of the Port during the period 2021-2025 will revolve.

The document reports on general and specific data on the activity of the Port of Barcelona provided mainly by **Barcelona Port Authority (APB)**, as the infrastructure management body that guarantees its basic services. It also aims to respond to the demand for information from stakeholders in the Port of Barcelona and explain how their expectations are met.

A separate section **at the end of each chapter includes the related data extracted from the annual questionnaire on general, economic, social and environmental aspects performed in the organisations of the Port Community that are affiliated to the Sectorial Sustainability Plan for the Port of Barcelona** (see appendix). This Plan is an innovative and pioneering initiative in the port sector, which has been following the progress of the main indicators that measure the response to the needs and expectations of the Port’s stakeholders since 2015. The data are presented as a sample of best practices by a group of bodies and companies (known in this document as “organisations”), which have aligned to the strategic objectives of the Port and have integrated sustainability as a basic aspect of their management. The 100 organisations participating in the Plan, including the APB, represent almost 16% of the Port Community.

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

Incorporation of the sustainable development goals

The Port of Barcelona is a party to the United Nations Global Compact 2015-2030 and is therefore committed to integrating the **Sustainable Development Goals (SDGs)** consciously and gradually within its strategy. In this regard, this report refers throughout to the attainment of the SDGs.



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

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

CONTRIBUTION BY THE PORT OF BARCELONA TO THE SDGS* AND WHERE THEY ARE DISCLOSED IN THE REPORT

SDGs	Goal	Location in the report
	Ensure healthy lives and promoting well-being at all ages	Developing social value
	Ensure inclusive and equitable quality education and promote lifelong learning	Developing social value
	Achieve gender equality and empower all women and girls	Developing social value
	Ensure availability of water and sanitation for all	Developing environmental value
	Ensure access to affordable, reliable, sustainable and modern energy for all	Developing environmental value
	Promote sustained, inclusive and sustainable economic growth and decent work for all	Developing economic value Developing social value
	Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation	Management and business area Developing economic value Developing environmental value
	Make cities inclusive, safe, resilient and sustainable	Developing social value Developing environmental value
	Ensure sustainable consumption and production patterns	Developing economic value Developing environmental value
	Take urgent action to combat climate change and its impacts	Developing environmental value
	Conserve and sustainably use the oceans, seas and marine resources	Developing environmental value
	Promote just, peaceful and inclusive societies	Management and business area
	Revitalise the Global Alliance for Sustainable Development	Management and business area Developing social value

*framed in green the SDGs that affect it directly and as a matter of priority.

The IV Strategic Plan, the sustainable scenario

One of the highlights of the Port of Barcelona in 2020 was the completion of the Fourth **Strategic Plan (2021-2025)**, the document on which the Port will base its development over the next five years and which also incorporates a vision of the Port of 2040. The Plan revolves around sustainability in its three dimensions (economic, social and environmental).

The Fourth Strategic Plan of the Port of Barcelona (2021-2025) emerged from the need to face the changing of scenario caused by the 2008 crisis and accelerated by the COVID-19 crisis, among other factors. In recent years, there have been rapid, intense and disruptive transformations that directly affect logistics and the Port of Barcelona (digitalisation, the huge dimensions of the maritime world, climate change, e-commerce, globalisation, etc.) that determine the focus of the Plan.

Methodological approach

The process of defining the new Plan lasted two years and involved more than 200 national and international experts related to the Logistics-Port Community of Barcelona. Led by the Strategy Department of the Barcelona Port Authority, the Plan was drafted using essentially internal resources, with the collaboration of the Centre for Innovation in Transport (CENIT) and the blueFocus and PLA consultants, and used Delphi Methodology to identify and quantify impact trends in the Port.

The Plan contemplates two different time horizons:

- A short-term horizon, with around fifty specific actions for the closest period of 2021-2025, structured into operational objectives and reference projects.
- A long-term vision, up to 2040, which sketches out the most plausible scenarios for the future and sets the lines of action necessary to guide the action of the Logistics-Port Community and ensure its competitive positioning in the most desired scenarios.

This double strategic vision in the short and long term is essential for a port, both because of the large investments and possible unprofitability of certain actions, and because of the need to reserve and develop large spaces and for the long time horizon of many projects.

Mission, vision and strategic objective

During financial year 2020, the actions of the Port of Barcelona continued to revolve around the principles set out in the **Third Strategic Plan (2015-2020)**. The strategic evolution in the Fourth Plan is expressed in the redefining of the mission (its *raison d'être*), the vision (what we want to be) and the strategic objective of the Port (main milestone defined for the period).

MISSION

III STRATEGIC PLAN (2015-2020)

// To contribute to the competitiveness of customers by providing efficient services responding to their needs for maritime transport, land transport and logistics services

Give precedence to creating well-being for the community and sustainability in its three aspects

IV STRATEGIC PLAN (2021-2025)

// To generate prosperity in our community, increasing the competitiveness of our customers by providing efficient and sustainable logistics and transport services

VISION

III STRATEGIC PLAN (2015-2020)

// Barcelona: the European port solution in the Mediterranean

Go beyond the function of a merely maritime port to grow and consolidate itself as a multidisciplinary and multimodal space

IV STRATEGIC PLAN (2021-2025)

// Hub logistic SMART*. The SMARTest logistic hub in the Med

* SMART: Sustainable, Multimodal, Agile, Resilient, Transparent

STRATEGIC OBJECTIVE

III STRATEGIC PLAN (2015-2020)

// To become the first Euroregional distribution centre in the Mediterranean in competition with the ports of Northern Europe

To set a three-pronged goal to be achieved simultaneously

IV STRATEGIC PLAN (2021-2025)

OE1/Economic sustainability: reach €70 billion worth of foreign trade by 2025, with more logistics activity.

OE2/Environmental sustainability: electrification of 50% of container and Ro-Ro docks; consolidated and ongoing OPS network and connections.

OE3/Social sustainability: 40,000 people employed at the Port, through more diversification.

OPERATIONAL OBJECTIVES

Each of the three axes or strategic objectives (SO) is rolled out in four strategic operational objectives, making a total of twelve, which in turn are specified in more than fifty projects or operational actions. More information on these and on the Plan.

OE1/Economic sustainability

- **Diversify the port business**, promoting diverse and quality employment, incorporating new logistical and nautical activity and that of emerging sectors on port land.
- **Differentiate the offer of services**, with constant innovation in all areas of logistics and port activity and leading implementation to avoid the “commoditisation” of port offers and set the logistics-port offer in Barcelona apart from the competition.
- **Attract logistics activity**, with value proposals differentiated by market segment according to the main production areas. Leverage the conditions of Barcelona to act as a multi-country distribution platform. Activate logistics land in the first metropolitan belt.
- **Develop the necessary infrastructures** to be able to operate and guarantee the necessary conditions of safety, efficiency and sustainability. The pending actions involve the Energy wharf, container terminals, Port dredging, the old Llobregat riverbed and the Adossat wharf.

OE2/Environmental sustainability

- **Develop a new energy model** that will revolve around electrifying the wharves, progressively developing clean fuels, generating renewable energy within the port and setting up a smart electricity grid.
- **Decarbonise maritime-port activity** with innovative initiatives to achieve a substantial reduction in GHG emissions from port activity. The most important action in this area is the electrification of the wharves.
- **Reduce pollution**, meaning the pollutants generated by port activity, in particular emissions of N_{ox} , $PM_{2.5}$, PM_{10} and S_{ox} .
- **Increase intermodality**, developing the infrastructure and rail services required for increasing volumes of port rail traffic with new continental, short-range, international and agri-food traffic; and promoting motorways of the sea with Italy, the Maghreb and the Eastern Mediterranean.

OE3/Social sustainability

- **Foster training, employment, entrepreneurship and talent attraction** in our immediate surroundings by developing an innovation ecosystem in the logistics and transport field to offset automation and digitalisation processes that involve a net destruction of jobs.
- **Promote equal opportunities:** to promote and lead gender equality and ensure the socio-occupational integration of people with disabilities and those at risk of social exclusion.
- **Integrate the Port into the urban and metropolitan environment** through actions to inform the public of the port's knowledge and transparency and better integrate port facilities into the urban fabric.
- **Ensure the health, safety and security of people and facilities** of the Port, as a critical infrastructure for society via actions and projects leveraging the new technological means available.

About this section: scope and content

In parallel with the corporate data, this section of the Port of Barcelona Annual Report 2020 presents the sustainability data of the organisations under the **Sectoral Sustainability Plan**, grouped and consolidated and in a differentiated way.

The Sectoral Sustainability Plan (SSP) is a project by the Port of Barcelona that aims to collect, systematise and promote sustainable practices among the organisations comprising the Port Community. About a hundred organisations are currently signed up.

Using an exhaustive survey, the SSP has been collecting data on the status of member organisations since 2015, through the main indicators that respond to the needs and expectations of the stakeholders of the Port of Barcelona and show how they are progressing. The mere fact that data are collected is an effort that shows to what extent economic, social and environmental sustainability is becoming a strategic aspect for companies working in the Port.

Profile of the participating organisations

The 89 organisations under the Plan that have participated in data collection (see annex), including the APB, group together **more than 6,700 workers** and represent almost **18%** of all organisations in the Port Community. To provide a more accurate and representative picture of their impact, most of the data in this section of the report are presented in percentages rather than in absolute values.

PLAN ORGANISATIONS PARTICIPATING IN DATA COLLECTION, 2015-2020

	2015	2016	2017	2018	2019	2020
Organisations participating	43	54	63	75	78	89
% Port Community*	8.6%	10.8%	12.6%	15%	15.6%	17.8%
TOTAL WORKERS	-	3,892	4,624	6,446	6,532	6,721

Annual turnover reported by the organisations themselves is more than **€2.7 trillion** in total. These data were requested for the first time this year, so no comparison can be made.

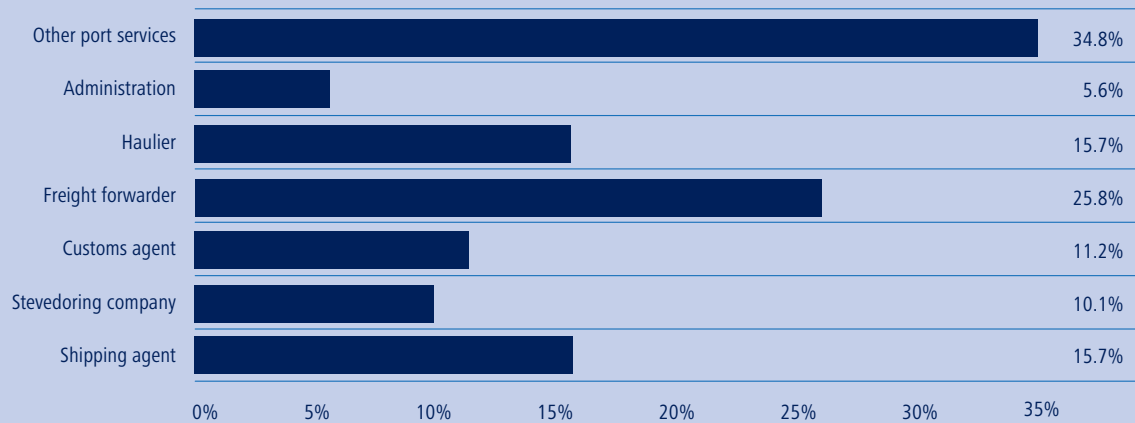
By **sector of activity**, more than a quarter of all organisations under the Plan perform some kind of freight forwarding activity.

*estimated out of 500 organisations

NUMBER OF PLAN ORGANISATIONS, BY SECTOR OF ACTIVITY*, 2020

	Shipping agent	Stevedoring company	Customs agent	Freight forwarder	Haulier	Administration	Other port services
	14	9	10	23	14	5	31
	15.7%	10.1%	11.2%	25.8%	15.7%	5.6%	34.8%

GOODS TRANSPORTED BY SECTOR (in tonnes), 2020



By **staff numbers**, the sector most represented under the Plan - apart from “other services” - is also the one dedicated to freight forwarding activity (21%).

STAFF NUMBERS OF THE PLAN ORGANISATIONS, BY SECTOR OF ACTIVITY (% of total), 2020



*Some organisations may work in more than one sector, which is why the total percentage is more than 100%.

Depending on their employment rate, 81.6% of participating organisations employ fewer than 100 people and represent 33.8% of the total; the vast majority (93%) have a staff of under 250 people and employ 58% of the total; and one single organisation accounts for 15% of total employment within the SSP.

ORGANISATIONS ANSWERING THE SURVEY, BY STAFF VOLUME (people and %), 2020

	Total companies	% companies	Total jobs	% of jobs
1-50 people	56	64.4%	1,122	16.7%
51-100 people	15	17.2%	1,148	17.1%
101-150 people	5	5.7%	586	8.7%
151-250 people	2	2.3%	345	5.1%
201-250 people	3	3.4%	665	9.9%
251-300 people	2	2.3%	523	7.8%
301-350 people	1	1.1%	309	4.6%
451-500 people	1	1.1%	494	7.4%
501-550 people	1	1.1%	521	7.8%
1,001-1,050 people	1	1.1%	1,008	15%
	87	100%	6,721	100%

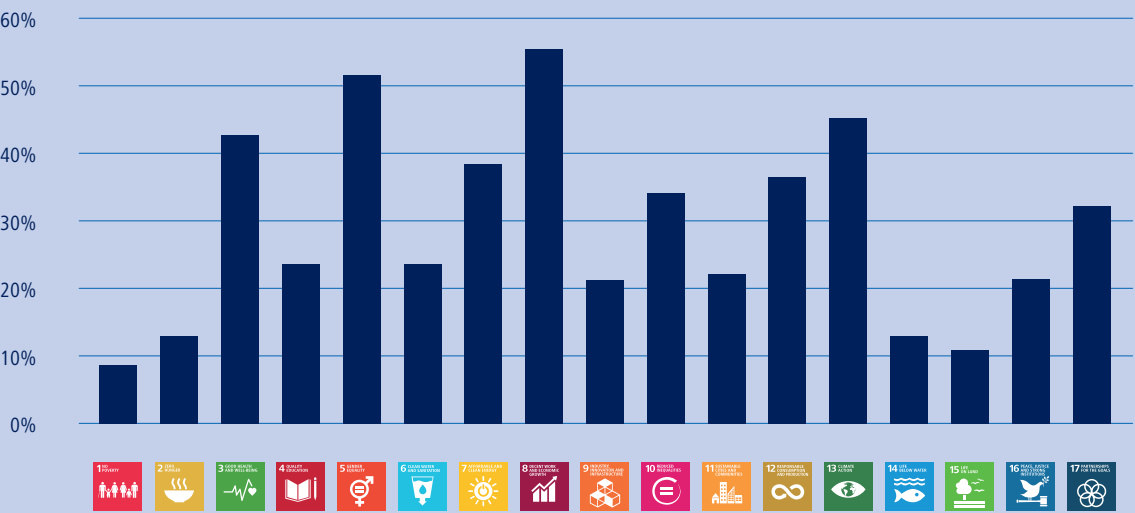
Note: two companies did not provide the number of staff members.

Commitment to sustainable development goals

For the first time, this year the survey of Plan organisations included specific questions on the Sustainable Development Goals (SDGs) and the 2030 Agenda for Sustainable Development. **52.8% of organisations have incorporated some of the SDGs into their business strategy**, with the largest contribution in the following:

- SDG 8 (decent work and economic growth): 55.3%
- SDG 5 (gender equality): 51%
- SDG 13 (climate action): 44.7%
- SDG 3 (good health and well-being): 42.5%

CONTRIBUTION OF THE PLAN ORGANISATIONS TO THE SDGS, 2020



Here we specify the type of actions and the action by the organisations of the Plan during 2020 that respond to the various SDGs.

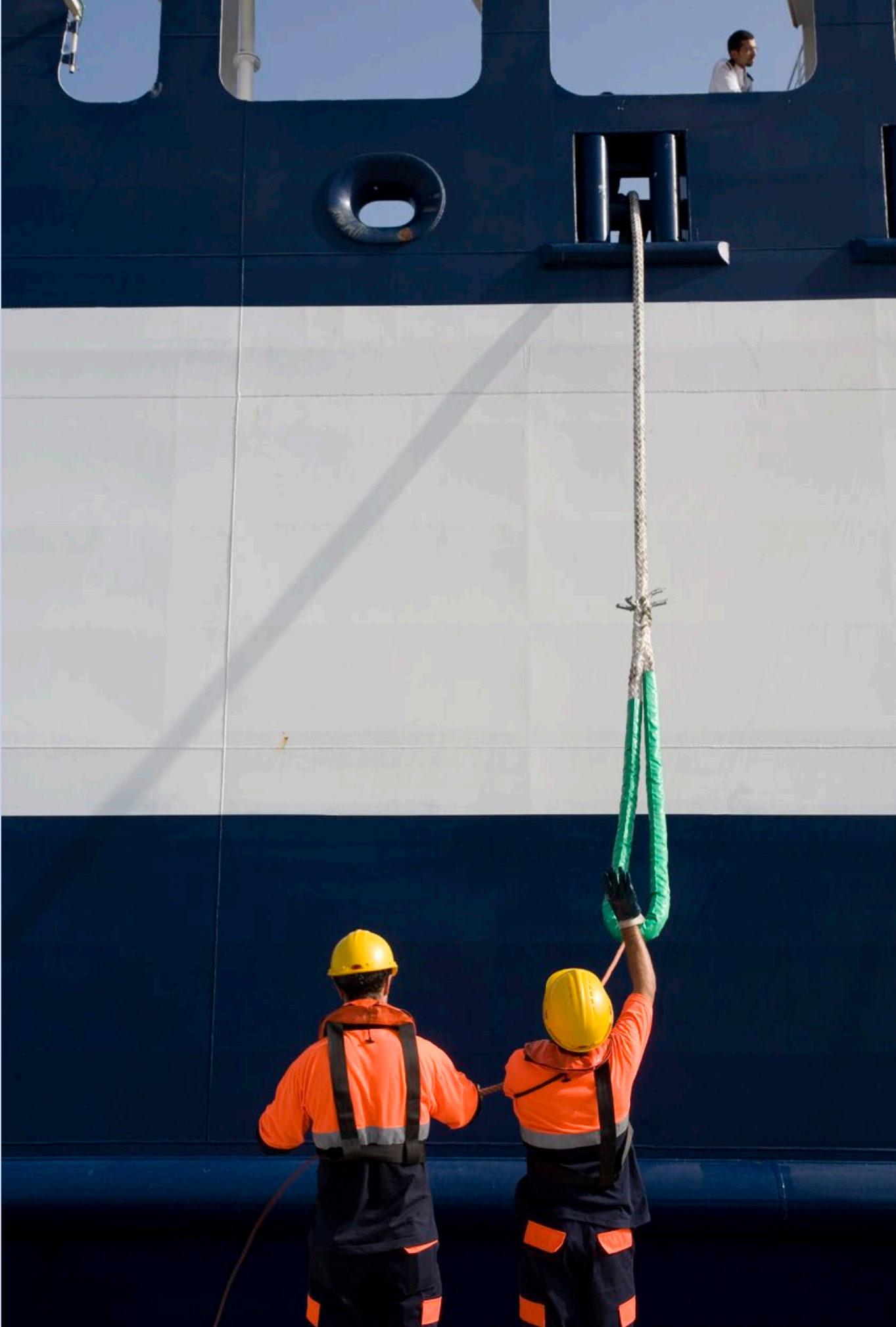
ACTIONS OF THE SSP ORGANISATIONS RESPONDING TO THE SDGS, 2020

SDGs	Goal	Actions carried out
1 NO POVERTY	End poverty in all its forms everywhere	Participation in the EU-funded 'YEP MED' project which aims to promote social inclusion and fight poverty by training young people in a vulnerable situation, and women, in professional skills needed within the port logistics community and generate employment by hiring trained students.
2 ZERO HUNGER	End hunger, achieve food security and improved nutrition and promote sustainable agriculture	Collaboration with the Spanish Federation of Food Banks (FESBAL). Participation in collection campaigns of food and other commodities. Collaboration with the Spanish Red Cross in the campaign to support vulnerable families.
3 GOOD HEALTH AND WELL-BEING	Ensure healthy lives and promote well-being for all at all ages	Training courses on healthy living habits. Specific programmes to improve back problems, stop smoking, cancer prevention talks, cardioprotected spaces. Psychological support for workers and their families. Sponsoring health promotion and cancer prevention events, with the AECC. Promoting sport and cultural activities through a specific sports club for workers. Reducing accidents using a protocol implementation form. Reducció d'accidents a partir d'implantació de protocols. Health insurance for the entire staff. Improving work-life balance.

SDGs	Goal	Actions carried out
	Ensure inclusive and equitable quality education and promote lifelong learning	In-house training. Participation in the <i>Forma't al Port</i> programme. Alliances and collaborations in Dual VET programs. Students from Europe, Latin America, the USA, Africa and Asia in the courses of the European School, where they worked on a Course Quality Check system of the training activities. Collaboration agreements with vocational training schools and universities.
	Achieve gender equality and empower all women and girls	Gender equality plan. Internal equality policies. Creation of the Women's Council. Equality Committee to promote and defend women's rights, comprising workers.
	Ensure availability of water and sanitation for all	Barriers to contain and purify water from our activity. Actions to clean up the Port's waters. Good hygiene practices. Defending groundwater quality. Filters for drinking water. Reducing water consumption from the car wash with water recirculation and filtration system. Filtered water fountains for company staff. Efficient use of water resources.
	Ensure access to affordable, reliable, sustainable and modern energy for all	New energy solutions to move towards a low-carbon economy, such as renewable gases (biomethane and hydrogen). Fostering use of natural gas in transport. Certification of renewable origin of the energy supplied. Change to a 100% renewable energy supplier. Affordable, safe, sustainable and modern energy by bringing in liquefied natural gas (LNG) as a mobility fuel. Efficient energy management to minimise CO ₂ emissions. Photovoltaic installation in the terminal.
	Promote sustained, inclusive and sustainable economic growth and decent work for all	Wages above those set in the agreement. Hiring young people. Incorporating students who have been in internships into the staff. Recruiting people with disabilities. Recruiting people at risk of social exclusion. Ongoing training for staff. Incorporating aspects related to employment into the code of ethics.
	Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation	Investing in more efficient and environmentally-friendly equipment. Electrifying wharves. Redesigning products and services taking into account sustainability criteria. Changing from traditional fuel to LNG. Participating in fora for generating ideas to promote innovation.

SDGs	Goal	Actions carried out
	Reduce inequality within and between countries	Developing the Equality Plan. Committing to having a diverse workforce. Training young Moroccans for recruitment. Specific training for young people at risk and/or socially vulnerable. Training people with disabilities or at risk of exclusion by enhancing relational and professional skills.
	Make cities inclusive, safe, resilient and sustainable	Internal noise pollution regulation policy. Commitment to the cities where we are present through donations and volunteering activities. Insertion activities with the collaboration of local organisations that work for socio-occupational integration into the world of work where the corporate offices are located. Promoting the use of public transport. Reducing emissions while ships are moored at port.
	Ensure sustainable consumption and production patterns	Waste recovery. Purchasing sustainable products. Consumables of biodegradable material. Checks on suppliers, promoting sustainable consumption and production methods. Reducing waste generation through prevention, reduction, recycling and reuse. Reviewing the entire process of managing chemicals and all waste throughout their life cycle, to minimise negative impacts. ISCC International Sustainability and Carbon Certification for the process of recycling hydrocarbon waste collected from ships. Reusing resources, such as furniture or computer equipment, for reuse. Reducing wastewater. Reducing paper and plastic consumption. Performing energy efficiency studies. Reducing electricity consumption by switching to LED technology. Using personalised reusable bottles and installing water fountains.
	Take urgent action to combat climate change and its impacts	Adaptation and incorporation of ships with new technologies that reduce CO ₂ and NO _x emissions. Refurbishing facilities to optimise water and energy consumption; acquiring a hybrid truck; and optimising transport routes and scheduling vehicle maintenance. Performing a carbon footprint study. New training proposal related to climate change and the circular economy in logistics warehouses and port terminals. Implementing a management system. Membership of global organisations. Environmental certifications. Using electric vehicles: installing chargers with free charge for company staff. Specific internal projects to increase energy efficiency and reduce consumption. Reducing emissions by switching to LNG.

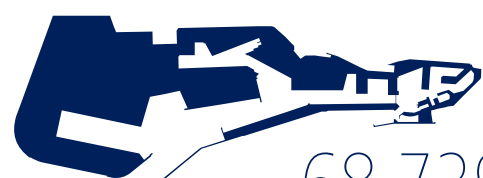
SDGs	Goal	Actions carried out
	Conserve and sustainably use the oceans, seas and marine resources	Fin whale conservation project. Collaborating with universities and environmental organisations for the observation of cetaceans and protection of Posidonia. Collecting waste from ships. Fostering visits to maritime centres that guarantee animal welfare.
	Promote sustainable use of terrestrial ecosystems, combat desertification, and halt and reverse land degradation and halt biodiversity loss	Purchasing products that are respectful of people and the environment, such as fair trade coffee. Specific project for the naturalisation of the Zona Franca. Reducing general ordinary waste. Reducing consumption of products packaged in plastic.
	Promote just, peaceful and inclusive societies	Code of ethics and code of conduct. Anti-bribery and anti-corruption policies.
	Revitalise the Global Alliance for Sustainable Development	Working with international organisations that promote responsible and sustainable behaviour. Joining the United Nations Global Compact. Agreements and collaborations with specific programmes run by public administrations and providing support to their public and social policies. Active participation in projects promoted by the Port to strengthen and develop the SDGs. Promotion and participation in working groups. Membership of specific CSR organisations, such as Respon.cat and Forética. Taking part in conferences and workshops to share good practices. Conducting and checking sustainability reports.



03 Key data 2020

Developing economic value

Contribution to the economy

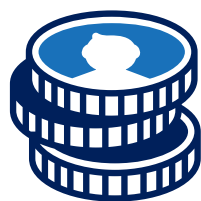


€68.739 Bn
in goods value.
Top port in Spain in this aspect



Maritime trade of Catalonia 75%
Maritime trade of Spain 25%

Economic data



17.6 M€
Net profit

138.9 M€
Turnover

66.3 M€
Cash flow

26.5 M€
Investments

12.1 M€
Contribution to the Spanish port system



Traffic data

59.5
Total traffic
million tonnes

Hinterland traffic 31.2
million tonnes

3,000,000 TEU
(containers)

12.8
Liquid bulk
million tonnes

4
Dry bulk
million tonnes



480,337
Vehicle units



149,608 IUT
Motorways of the sea



198,842
Cruise passengers

659,124
Regular line passengers

Developing social value

Port of Barcelona

500 companies

37,300
workers



Barcelona Port Authority
Presence and role of women

31% of the workforce 30% hold managerial positions

TRAINING
21,397
hours



Developing environmental value

Intermodal strategy

- 131,000 trucks
of the road



= - 51,000 tonnes of



39,158 m³
supplied to ships

5% improvement APB
energy efficiency



89 Organisations involved

€2.7 trillion total turnover

36% participate in external sustainability initiatives

6,700 workers

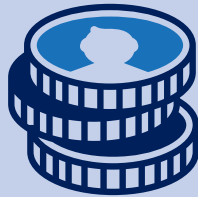
27% prepare sustainability reports

Developing economic value

R&D+I investment 8.4% of all organisations under the Plan

Financial aid received from the State or the European Union

22.5% of organisations



Developing environmental value

Environmental management systems

47% of organisations

Investments in the environment

50% of companies

R&D+I in the environment

72 projects

Carbon footprint calculation

18.3% of companies



Developing social value



Presence and role of women

29.2% of the workforce

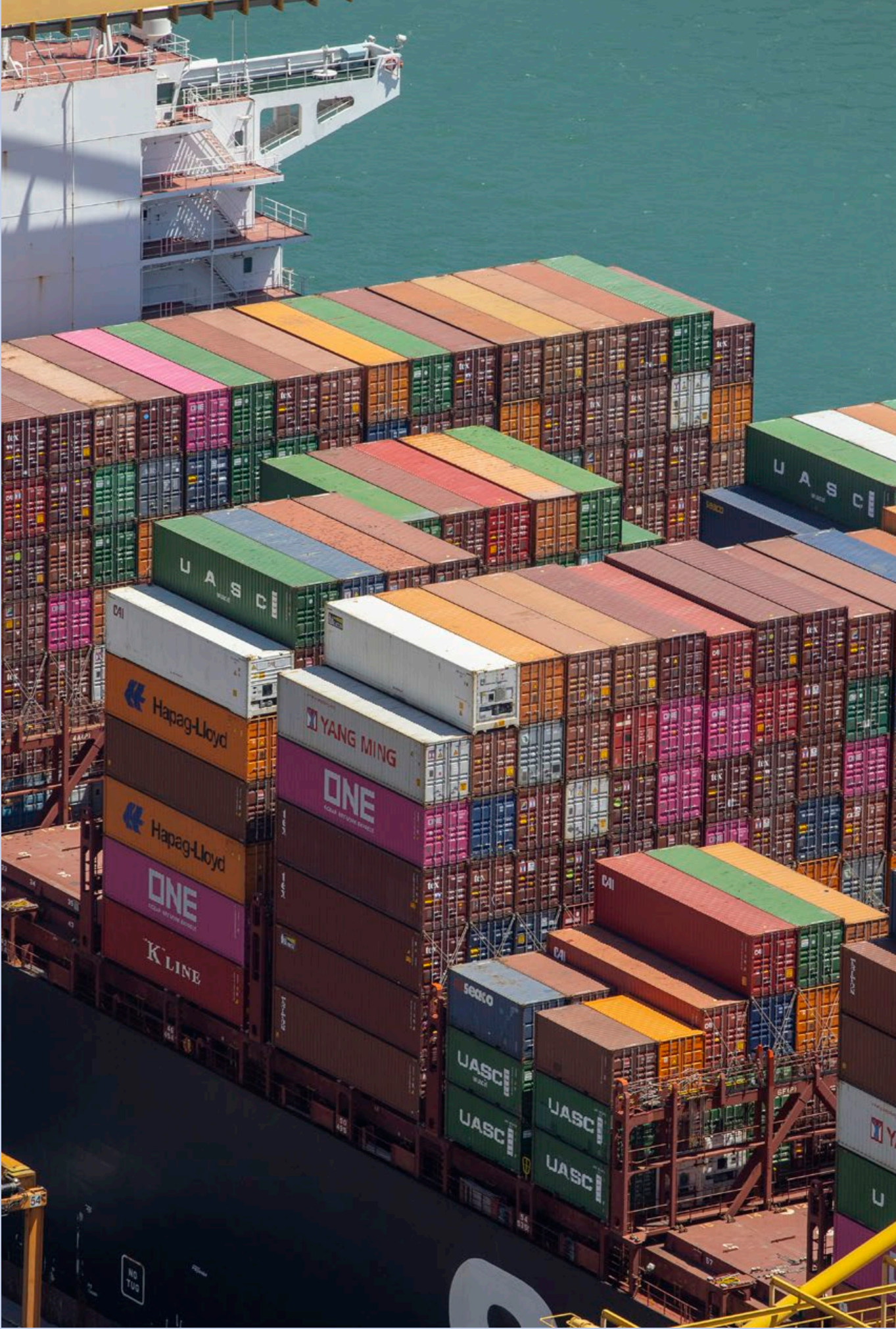
21.2% hold managerial positions

48.8% have equality plans

TRAINING
85,742.73 hours

Occupational risk prevention service

92.8% of organisations



04 Management and business area

The Port of Barcelona is understood as the sum of activities performed within the port infrastructure by a series of public and private organisations that are managed independently but are coordinated and led by the Barcelona Port Authority with a shared overall strategy.

ORIENTATION TO THE SDGS



Promote just, peaceful and inclusive societies

The Port and Port Community work to create effective, accountable and transparent institutions at all levels. At the same time, they ensure public access to information, while protecting fundamental freedoms in accordance with national laws and international agreements.

- Code of ethics of the Port of Barcelona, approved in 2015



Revitalise the Global Alliance for Sustainable Development

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

- The Port has been a signatory to the United Nations Global Compact since 2015



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

The “networked port” strategy seeks to bring the Port’s services closer to users through more sustainable infrastructures and services than traditional alternatives. Port organisations are committed to pursuing quality standards.

- 149,608 ITU trucks removed from the road by short sea shipping services
- €3.531 billion in GVA contributed by port activity
- 96 port activities certified with the Quality Label

ABOUT THE DATA

This section is a snapshot of the current situation of the Port of Barcelona from the point of view of its management and organisation. It describes the main features of its governance and operation, defines its stakeholders and explains the strategic lines that determine the action of the Port of Barcelona and its concept of business development.

The actors of the Port of Barcelona

Leadership: Barcelona Port Authority

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

As public bodies, port authorities depend on the Spanish Ministry of Public Works through the Public Body *Puertos del Estado* [State Ports]. From a legal point of view, they are governed by specific legislation; essentially Royal Legislative Decree 2/2011 of 5 September 2011, adopting the Recast Law on State Ports and the Merchant Navy (‘the Ports Law’). Port authorities provide port land and infrastructure and regulate the operations performed within the port.

The main functions and powers of the Barcelona Port Authority are:

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

The Port Community

The Port of Barcelona is a concept of shared service and quality that serves as a cooperative link among all the agents, organisations and administrations that participate in port activity. All these agents are grouped under the name of Port of Barcelona Port Community (PC), comprising more than 450 administrations, bodies and companies located in the port area or its surroundings, and which in this document are called “organisations”.

The Port Community does not have its own legal personality, but is governed by various legal regimes, comprising limited companies, joint-stock companies, common joint ownerships, foundations, associations and administrations, each governed by their specific rights and laws (See annex).

Stakeholders

To respond to requests for information and the expectations of stakeholders, it is essential that such groups be clearly defined.

The Port of Barcelona has identified a total of **eight stakeholder groups and 26 subgroups**. From the Port Authority’s perspective, furthermore, one specific and high-priority stakeholder group is the **concessionaire companies**, which manage terminals and facilities on port land.

Group 1	Customers
1.1	Importers/exporters
1.2	Ship owners
1.3	Passengers
1.4	Nearby industry
Group 2	Administrations
2.1	European Union
2.2	Central government
2.3	Generalitat (regional government)
2.4	City halls and metropolitan area
Group 3	Workers
3.1	Employees of the administration
3.2	Employees of companies in the port logistics community
3.3	Dockers
3.4	Crew members
Group 4	Suppliers
4.1	General services
4.2	Specific services of the port sector

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

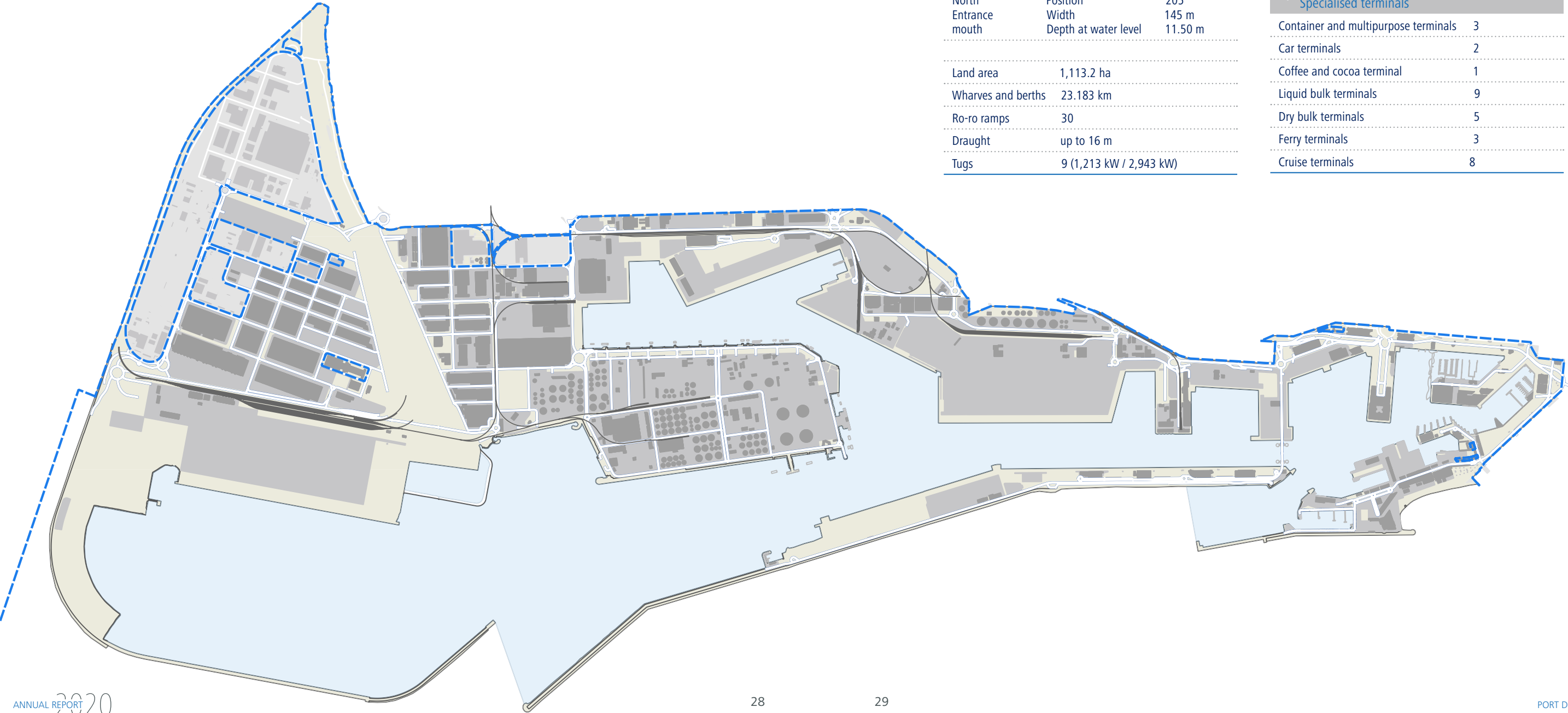


The infrastructure

The Port of Barcelona is the main transport and services infrastructure in Catalonia and a benchmark port in the Euromediterranean region, in which more than 450 organisations work. It has 91 regular lines that connect the Catalan capital directly with 198 ports on five continents and is a port specialising in general cargo and high value-added goods. Located at the foot of Montjuïc mountain, it occupies the stretch of coast between La Barceloneta and the mouth of the river Llobregat.

The Port is structured around three large business units:

- **The commercial port**, which brings together activities dedicated to specific traffic.
- **The logistics port**, linked to the commercial port and the basis for consolidating the networked port model.
- **The city port**, the part of the port recovered for urban, nautical and sports uses.



GENERAL TECHNICAL CHARACTERISTICS OF THE PORT OF BARCELONA

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

Tides	
Width	125 cm

Entrance		
South	Position	191.8°
Entrance	Width	370 m
mouth	Depth at water level	16 m
North	Position	205°
Entrance	Width	145 m
mouth	Depth at water level	11.50 m

Land area	1,113.2 ha
Wharves and berths	23.183 km
Ro-ro ramps	30
Draught	up to 16 m
Tugs	9 (1,213 kW / 2,943 kW)

Warehousing	
Covered	203,304 m²
Uncovered	5,023,964 m²

Dry dock	
Length	215 m
Beam	35 m
Capacity	up to 50 000 Tn of dead-weight
Wharf cranes	27 (for containers)

Specialised terminals	
Container and multipurpose terminals	3
Car terminals	2
Coffee and cocoa terminal	1
Liquid bulk terminals	9
Dry bulk terminals	5
Ferry terminals	3
Cruise terminals	8

Governance and operation

Governing bodies

The composition of the main governing bodies of the Port of Barcelona at the end of 2020 from a general, corporate and sectoral perspective is set out below.

ADMINISTRATION BOARD OF BARCELONA PORT AUTHORITY

This is the highest governing body of the Port of Barcelona and represents the main public administrations with interests in the Port, as well as the social partners and key sectors in the port area. During this year marked by the global pandemic there has been no change in the Board.

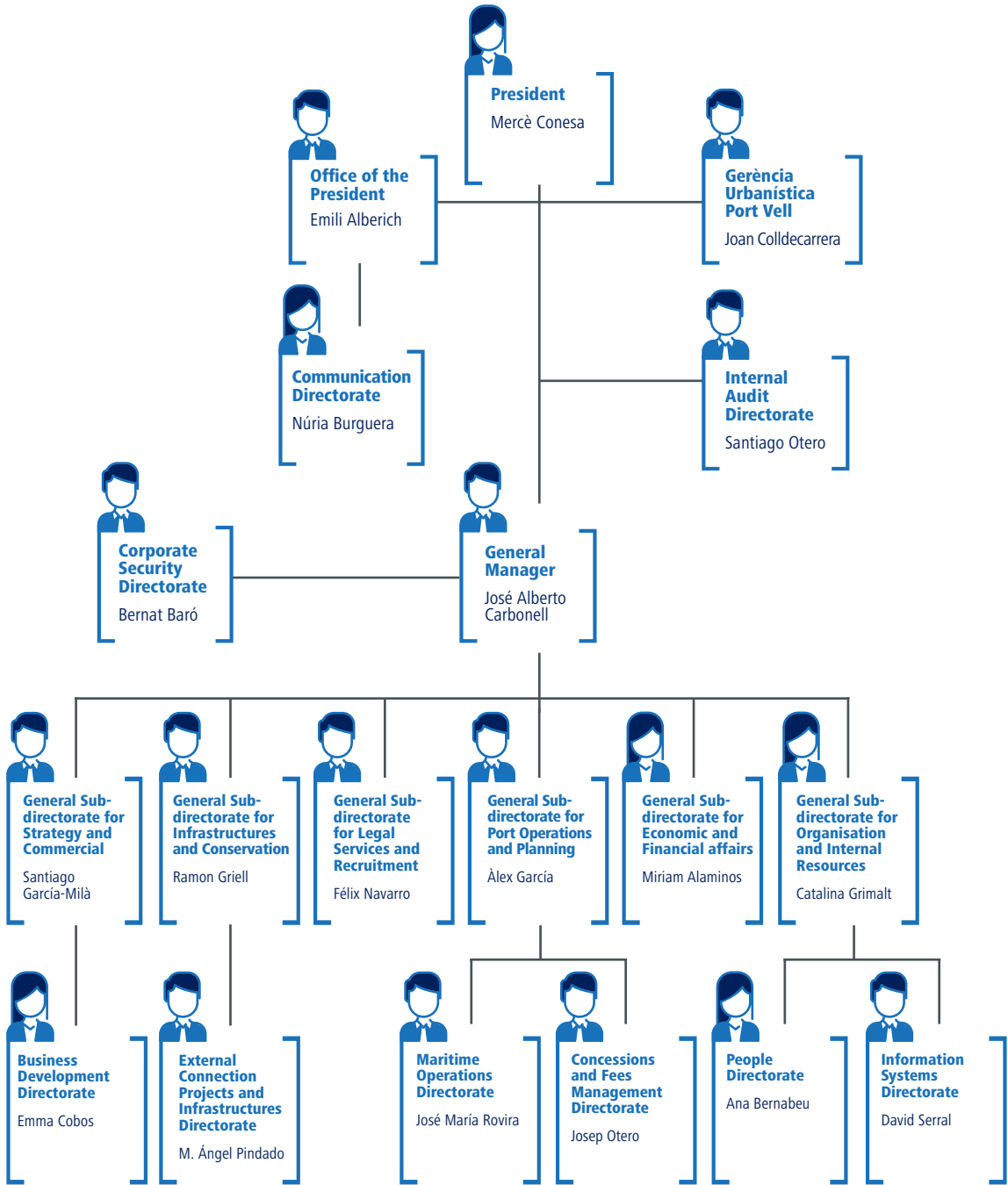
President Mercè Conesa i Pagès
Ex officio member Francisco J. Valencia Alonso, harbourmaster
General Manager José Alberto Carbonell Camallonga
Members representing the General State Administration Teresa Cunillera i Mestres, Government Delegate in Catalonia Álvaro Sánchez Manzanares, Secretary General of Puertos del Estado Cristina Ozores Jack, State's Attorney
Members representing the Administration of the Generalitat de Catalunya Antoni Llobet de Pablo, president of the Official Association of Customs Agents of Barcelona Xavier Tàrraga Martínez, coordinator of the Catalan-Balearic area of the State Coordinator of Dockers Jordi Trius Traserra, President of the Association of Shipping Agents of Barcelona Emili Sanz Martínez, President of the Association of Freight Forwarders and International Shippers and similar (ATEIA-OLTRA Barcelona)
Members representing the municipalities in which the service area of the Port of Barcelona is located Janet Sanz Cid, second deputy mayor of Barcelona City Council Lluís Mijoler Martínez, Mayor of El Prat de Llobregat City Council
Members representing the chambers of commerce, business and trade union organisations and key sectors in the port area Xavier Sunyer i Déu, Barcelona Chamber of Commerce Xabier María Vidal Niebla, President of the Association of Port Stevedoring Companies of Barcelona José Pérez Domínguez, CCOO Carlos González Quirós, UGT

Composition of the Administration Board of Barcelona Port Authority at 31 December 2020

MANAGEMENT COMMITTEE OF BARCELONA PORT AUTHORITY

This management body brings together the various functional areas of Barcelona Port Authority. It comprises, *inter alia*, the deputy general managers and the managers of the various areas making up the organisation.

The infrastructure in general is managed and the common strategy of the entire Port of Barcelona and its Port Community is conceived and led from the areas and departments of the APB.



Composition of the APB Management Committee, 2020

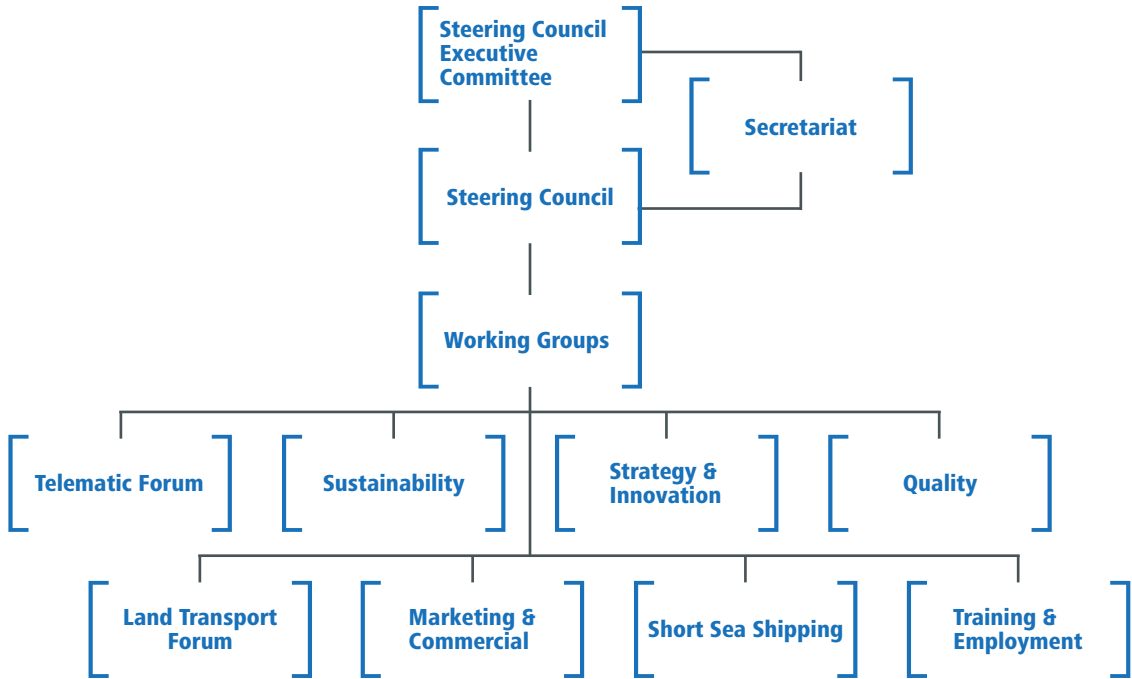
STEERING COUNCIL FOR THE PROMOTION OF BARCELONA PORT COMMUNITY

This body represents the desire for cooperation between the public and private institutions performing their activity in the port area of Barcelona and others related to international trade, therefore all the players in the port business are involved as well as representing the Port Community.

It aims to promote actions to reinforce the Port of Barcelona brand as a business community and foster its process of national and international expansion to increase and reinforce customer loyalty of freight traffic and enhance its image.

ADIF-Management Northeast Goods Terminals	Port of Barcelona Pilots’ Corporation
Aduanas Pujol y Rubio	Government Delegation in Catalonia -Ministry of Agriculture and Fisheries
Barcelona Airport, AENA	Government Delegation in Catalonia -Ministry of Health and Consumer Affairs
State Tax Administration Agency in Barcelona	
ALFIL LOGISTICS	ICEX
AMETRACI - Mediterranean Association of Container and Intermodal Hauliers	Customs of Barcelona
APM TERMINALS	European School - Intermodal Transport
Apostolate of the Sea - Stella Maris	ESTIBARNA-SAGEP
BIP AREA - Port of Barcelona	Faculty of Nautical Studies of Barcelona
Container Entrepreneurs Association	Federation of Communication and Transport - CCOO
Catalan Assoc of Concessionaire Companies	National Federation of Transports, Communications and Sea - UGT
Association of Shipping Agents of Barcelona	Ferrocarrils de la Generalitat de Catalunya
Association of Port Stevedoring Companies of Barcelona	Gerència Urbanística Port Vell
ATEIA-OLTRA Barcelona	Government of Spain - Delegation in Catalonia
Barcelona Catalunya Centre Logistic	Grimaldi Logística España, S.L.
Barcelona Nautical Cluster	Masiques, Logistics and Customs Services
Barcelona Chamber of Commerce	Miquel Torres, S.A. / TRANSPRIME
Barcelona Harbourmaster’s Office	PIMEC
CILSA	Port of Barcelona
Official Association of Customs Agents and Commissioners of Barcelona	Portcemen, S.A.
Barcelona Fishermen’s Guild	Ports de la Generalitat
Council of Users of the Maritime Transport of Catalonia	RENFE-Gerència de Producció Nord-est de Mercaderies i Logística
Consortium of the Free Trade Zone of Barcelona	SINTRAPORT
State Coordinator of Sea Workers	TRANSPRIME
	Catalan Union of Insurance and Reinsurance Entities (UCEAC-UNESPA)

The Steering Council comprises **68 professionals** from the participating companies and is structured into one **Executive Committee and eight Working Groups**. These are organised by strategic scenarios and comprise representatives of the Port’s actors and players, all of whom are technical experts from the Port Community.



The guiding principles

TRANSPARENCY

Administrations and public entities are subject to legislation on transparency issues, set out in **Law 19/2013 of 9 December 2013** on transparency, access to public information and good governance. Except in specific cases, this law does not affect organisations governed by private law.

In addition to this report, **Barcelona Port Authority** provides various types of information (institutional, organisational and planning; of legal relevance; and economic, budgetary and statistical), both through the website and the specific request for information through the **Opendata** portal.

ETHICS AND INTEGRITY

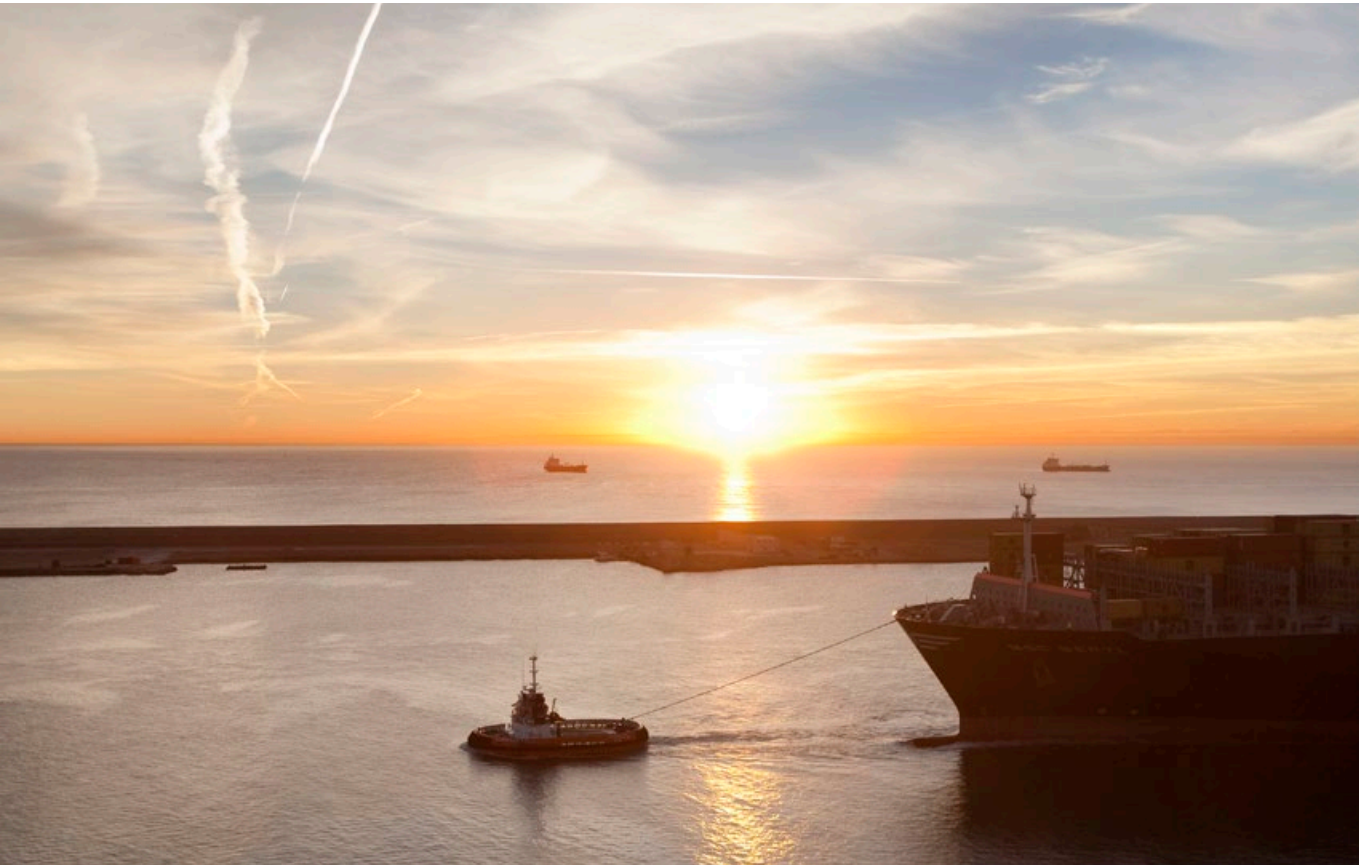
One way in which any organisation can show clearly its commitment to ethics and integrity, as an essential aspect of governance, is by providing a code of ethics or good governance, specific internal regulations, or internal compliance processes that include the aspects mentioned.

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

SUSTAINABILITY

The Port of Barcelona has been a party to the **United Nations Global Compact** and its Sustainable Development Goals (SDGs) since the start in 2015, orienting its actions to these goals, as reflected in this Port of Barcelona 2020 Annual Report.

Also, the new **Fourth Strategic Plan of the Port of Barcelona (2021-2025)**, the drafting of which ended in 2020, coordinates the short, medium and long-term action of the Port around sustainability, as explained in the chapter on “Orientation to sustainability” of this same report.



Value contribution

The Port of Barcelona is one of the main drivers of economic development in Catalonia. It plays a key role in the internationalisation drives of companies, acting as a physical link between them and their markets, and is also one of the key competitiveness factors for companies deciding where to locate. In addition to this, however, the Port of Barcelona’s priority objective is **to promote the sustainability of port activity and of the logistics chains** that use the Port.

In this regard, we would point out that the Port of Barcelona is a global benchmark thanks to its Sectoral Sustainability Plan that brings together organisations from the entire Port Community.

Contribution to GVA

Because of the Port’s importance within its area, a calculation of the added value of port activity needs to consider more than just the recorded figures for traffic volume and passenger movements. In this regard, the gross value added (GVA) generated by port activity —measured as economic income generated by the services of companies, organisations and institutions provided throughout the maritime transport logistics chain— determines **a port’s importance as a generator of wealth and competitiveness** in its surrounding area.

Pending a new update, scheduled for 2022, the latest available version of the **economic impact study of the Port of Barcelona**, using figures from 2017, indicates that activity of the Port of Barcelona contributes **€3.531 billion** to the Catalan economy in terms of wealth volume or GVA (**1.7% of the GVA of Catalonia** at that time) and generates **41,200 direct and indirect jobs (1.1% of total employment in Catalonia)**.

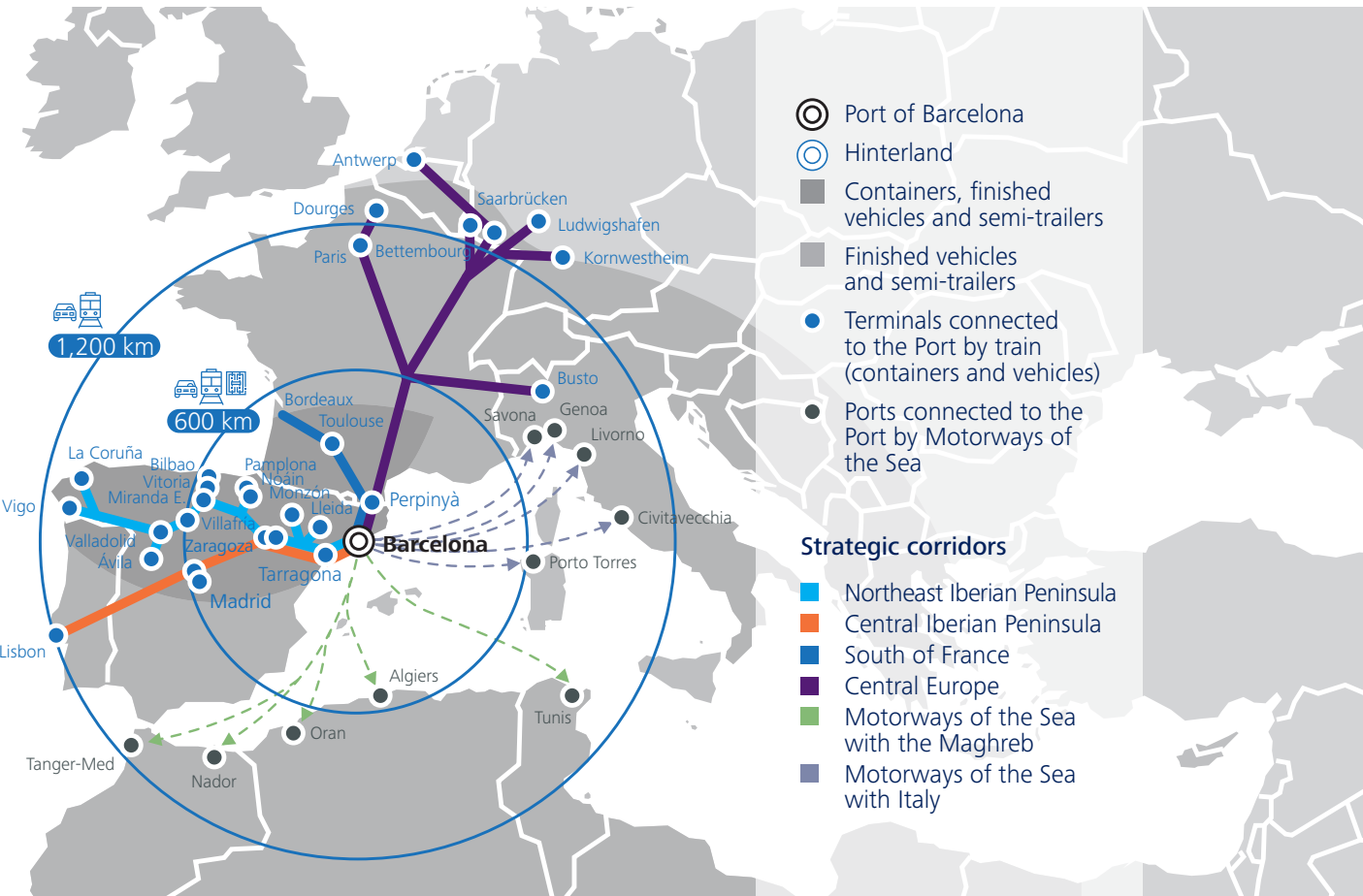


Strategy and promotion

The networked port

For years, the Port has been developing a network of services and infrastructures at strategic points in nearby markets to facilitate the routing of cargo between these areas and the Catalan capital: what is known as the “networked port”. Promoting intermodality, through railway and short sea shipping services, with the support of the so-called Inland maritime terminals, allows the Port to be fully oriented towards its strategic objectives. These are: expanding its market and therefore growing; promoting services with the Port’s quality standards and thus fostering the development and competitiveness of its actors; and doing so under sustainability criteria, through savings in emissions, time and money.

CONNECTIONS OF THE PORT OF BARCELONA WITH THE HINTERLAND



INLAND MARITIME TERMINALS

The Port of The Port Authority participates directly in five inland maritime terminals, or dry ports, which bring port services closer to maritime logistics operators and import-export customers from the territories it serves: Terminal Marítima de Zaragoza (tmZ), Puerto Seco de Madrid - Coslada, Terminal Intermodal Empordà, Terminal Intermodal Centro - Puerto Seco de Azuqueca de Henares, Madrid, Saint-Charles Container Terminal, Perpignan.



Apart from the APB, some Logistics Community companies also participate in the management of intermodal terminals connected to the Port:

- APM Terminals and Hutchison Ports participate in Zaragoza Maritime Terminal.
- APMT Terminals participate in Pla de Vilanoveta (Lleida).
- APMT Terminals and Transportes Portuarios participate in Tarragona Mercaderies
- Synergy, the rail operator from Hutchison, participate in Terminal de Noáin (Pamplona).

There are also **railway logistics operators** that provide rail services with the Port through inland terminals, such as with the Intermodal Terminal of Monzón (TIM), in Huesca, the PLAZA and LTA terminals in Zaragoza and the terminals of Miranda del Ebro and Villafra in Burgos.

Inland maritime terminal	Traffic
tmZ (Zaragoza)	164,433 TEU (+0.3%)
Saint-Charles Container Terminal (Perpignan)	39,212 TEU (+9%)
Monzón Intermodal Terminal (Huesca)	containers: 67,705 TEU (8%) dry bulk: 34,729 t

RAIL SERVICES

The networked port strategy also involves increasing the number of regular, frequent railway services and of different types of products with the Port, and developing them.

RAILWAY SERVICES AVAILABLE AT THE PORT OF BARCELONA

- **Peninsular for containers:** Zaragoza, Madrid, Pla de Vilanoveta (Lleida), Noáin (Pamplona), Monzón (Huesca), Tarragona, Burgos, Vigo and Vitoria; plus the services of the Morrot terminal to the rest of Spain and Portugal
- **International for containers:** from Perpignan and Le Boulou to the rest of France, Luxembourg and Germany; from Morrot to Belgium, Germany and Italy
- **For cars:** connection with most production plants in Spain and Germany
- **For bulk:** Súria, Martorell and Tarragona

CONSOLIDATION AND EXPANSION OF PORT RAIL SERVICES

Service / Connection	Description	Operator	Milestone 2020
Vehicle service with Germany	First direct service transporting vehicles manufactured in Germany and distributing them around Spain. The only service that does not require transshipment or changing bogies on the French border. Longest international gauge train ever to enter the peninsula (685 m)	DB Cargo	Consolidated offer of 4 weekly services
Container service with Lleida	New service for containers between Barcelona and the Pla de Vilanoveta terminal (Lleida). Service started in June 2020	APMT Railway	3 weekly services
Service for refrigerated and conventional containers with Monzón (Huesca)	New service for reefers with the terminal of Monzón (Huesca). Started in May 2020. In addition to the existing one for conventional containers	MSC (reefer) and APMT Railway (conventional)	4 weekly services (reefer) and 6 weekly services (conventional)
Service for reefers and conventional containers with Villafria (Burgos)	Extension of the existing service for containers between Barcelona and Villafria with the transport of reefers	APMT Railway	2 weekly services
Service for containers with Tarragona	Service for containers between Barcelona and the Tarragona Mercaderies terminal	Transportes Portuarios	Consolidated with an eighth weekly frequency

To build on its rail strategy, the Port of Barcelona participates in various organisations linked to developing and promoting rail services and the Mediterranean corridor such as Ferrmed, Rail Freight Corridor 6 UE, Railgrup, etc.

SHORT SEA SHIPPING SERVICES

The Motorways of the Sea (MoS) or short sea shipping (SSS) services represent an alternative to road haulage and meet the criteria of minimum frequency of three weekly departures and a maximum of three stopovers in different ports and are fully integrated into the networked port strategy. The Port of Barcelona currently has short sea shipping services with Italian and North African ports.

The **149,608 intermodal transport units (ITUs)** recorded in 2020 translate into an identical number of trucks diverted from the road to the maritime mode, which is more efficient economically and environmentally. It therefore contributes significantly to promoting sustainable logistics chains in the Mediterranean.

Commercial promotion

PORT REPRESENTATIONS

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

The staff running them answer to the Port Authority and are based in the following areas (see chapter “Directory” for contacts):

- hinterland: Zaragoza, centre-north of the Iberian Peninsula, Madrid, Lyon and Toulouse (France)
- foreland: Argentina, China and Japan

PARTICIPATION IN FAIRS AND CONGRESSES

The goals of the Port’s participation at commercial events focused on various areas of action are:

- 1) to promote, consolidate and position its strategic traffic;
- 2) to study market trends and the needs of users and operators first-hand;
- 3) to act as an umbrella for the Port Community by teaming up with companies to create synergies and add value and competitiveness to businesses in the sector.

The global pandemic has meant that many schedules have been altered and some of the participations planned by the Port have been postponed or cancelled or changed to virtual format, as detailed in the attached table.

Taking part with its own stand at international logistics and transport fairs	Transport and Logistics Innovation Week (SITL)	Paris (FR)	March	cancelled
	Intermodal South America	Sao Paulo, (BR)	March	cancelled
	Transport Logistic China	Shanghai (CN)	June	cancelled
	Barcelona International Logistics Fair (SIL)	Barcelona (ES)	June	cancelled
	China International Logistics Fair (CILF)	Shenzhen (CN)	October	virtual and face-to-face
Presence at specialised fruit and vegetable (fresh produce) fairs	Black Sea Ports and Shipping	Istanbul (TR)	December	cancelled
	Fruit Logistica	Berlin (DE)	February	face-to-face
	Medfel	Perpignan (FR)	April	cancelled
	Fruit Attraction	Madrid (ES)	April	virtual
Presence at specialised cruise traffic fairs	Agrivac	Bayonne (FR)	September	cancelled
	Cruise Shipping Miami	Miami (US)	April	virtual
Presence at fairs that stand out due to the relevance of the geographical area or market	Seatrade Mediterranean	Malaga (ES)	September	cancelled
	ASIA			
	12th WCA Worldwide Conference*	Macau (MO)	February	virtual, December
	17th SINO European Freight Forwarders Conference*	Hong Kong (HK)	November	Virtual, postponed to 2021
	China International Import Expo (CIIE)	Shanghai (CN)	November	Chinese audience only
	*Organised by WCA (World Cargo Alliance) under the agreement between WCA and China International Freight Forwarders Association, CIFA, ATEIA and Port of Barcelona			
	NORTH AFRICA			
FRENCH MARKET	8th Hispano-Moroccan Meeting	Tangier (MA)	November	cancelled
	Top Transport	Marseille (FR)	October	cancelled
	World Class Logistics	Paris (FR)	November	cancelled

Participation in other key fairs, congresses and conferences	LetExpo - Logistics Eco Transport (ALIS)	Verona (IT)	March	cancelled
	Breakbulk Europe	Bremen (DE)	May	cancelled
	Petrochemicals Global Logistics Convention (PGLC)	Barcelona (ES)	June	cancelled
	Automotive Logistics Europe	Munich (DE)	July	virtual
	Mediterranean Ports and Shipping	Koper (SI)	September	cancelled
	Latin American Ports Congress (AAPA)	Cartagena de Indias (CO)	October	postponed to 2021
	Cool Logistics International	Rotterdam (NL)	October	virtual
	Shipping Summit	Amsterdam (NL)	October	cancelled
	Smart Port Piers of the future	Barcelona (ES)	November	virtual
	Global Liner Shipping	virtual	November	virtual
Participation in conferences organised by associations in which the Port of Barcelona is a member	The Association of European Vehicle Logistics (EGC), on vehicle traffic			
	EGC General Assembly & Spring Congress			virtual
	ECG Conference	Brussels (BE)	October	cancelled
	Shortsea Promotion Center (SPC), on short sea shipping			
	Annual conference			virtual
	Specialised conferences			virtual
	European Coffee Federation (ECF), on coffee transport			
	Specialised conferences			cancelled

The following events in which the Port planned to participate were also cancelled:

- 29th Spanish Coffee Congress (Valladolid)
- Port of Barcelona Conference (Madrid)
- AECOC Transport Forum (Madrid)

TRADE MISSION BY THE PORT OF BARCELONA

Trade missions aim to promote and showcase the Port of Barcelona and its Logistics Community in different markets to generate and consolidate business and institutional links to help companies in Catalonia in their internationalisation drives.

Because of the pandemic, the 22nd Port of Barcelona trade mission had to change its initial destination, which was Thailand, and adapt to an online format. Thus, the first completely virtual mission organised by a port of the Spanish port system took place under the **Port Summit Trade Mission Colombia 2020** brand.

Participants:

The online mission was held on 4 and 5 November and was a great success in terms of participation, with 600 participants from the port logistics sector, international trade and institutional representatives, 250 of which were Colombians, 250 from Catalonia and Spain, and the rest from other countries, mainly from Latin America. These figures far exceeded those of previous face-to-face missions and there was a very high participation in the presentations held on both days.

Programme:

The first day was dedicated to the logistics offer of the Port of Barcelona and the ports of Colombia, and to discussing the implementation of their respective quality plans. The various technological projects being developed in Colombia to digitalise processes and facilitate the passage of import and export goods were also announced.

The second day was organised around two panel sessions. The first aimed to publicise the improvements being made by the Spanish and Colombian customs administrations to adapt to the constant changes occurring in international trade. The second was a presentation of the event Smart Ports. Piers of the Future 2020, and was an opportunity to reflect on the role that ports and logistics operators can play in the development of a sustainable and digitalised port model.

Format:

Port Summit Trade Mission Colombia 2020 was accessible through its proprietary technological platform which, in parallel with the presentations, allowed the participating companies to do online networking for 15 days.

This new virtual format once again highlighted the efforts currently being made in all areas of the Port of Barcelona, through the implementation of innovative and digital solutions, to generate value for the economy and the society it serves.

Promotion of the port community

The eight working groups of the Steering Council for the Promotion of the Port Community worked on several projects in 2019 that are described in the attached table.

Working group	Mission	Actions and achievements
Telematics Forum	Define, optimise and harmonise the documentary procedures associated with the passage of goods and means of transport through the Port of Barcelona	- Customs pre-clearance Prior to the arrival of the ship, the Complete Pre-Declaration can already be marked as cleared, and when the Summary Declaration for Temporary Storage is activated, the Customs Release is automatically issued and activated a few minutes before docking. This will allow advance clearance and processing of goods - Best practices during the COVID-19 crisis Running a project to see what measures can be improved and maintained in the future Other - Temporary storage warehouses - G5 - Railway freight lists and reports - Maritime Health Declarations - BREXIT - Monitoring the implementation of the EMSWe
Strategy and Innovation	Generating prosperity in our community, while increasing the competitiveness of our customers by providing efficient and sustainable logistics and transport services	During this period, the group has focused on: - Fourth Strategic Plan 2021 -2025 - Port Vision 2040
	Promoting generation of new concepts, businesses, services, facilities, etc. to ensure constant and sustainable development of the Port Community	
Quality – Efficiency Network	Through analysis and debate, providing concrete proposals for improvement in the Port Community processes that can be a significant benefit in the offer of services at the Port	- Claims management in the field of ship services Other - Activation of Quality Label claims in the field of ship services - Presentation of the Quality Label at the Port of Buenos Aires - Presentation of the improved customer experience in the Port of Barcelona as part of the trade mission to Colombia 2020 - Event to thank all certified companies (Christmas 2020) - Certification renewals, including AECOC best practices

Working group	Mission	Actions and achievements
Land Transport Forum	Promoting the use of rail transport in the Port and organising the joint actions of the entire Logistics Community linked to the road transport of the maritime and inland terminals of the Port of Barcelona, from the maximum safety, quality and environmental protection point of view. Achieving the integration and regulation of the sector	• Container rail traffic at the Port of Barcelona Despite the pandemic, during 2020 we moved about 270,000 TEU, with a rail share of 15.1% • Rail vehicle traffic at the Port of Barcelona During 2020 the Port of Barcelona registered railway traffic of 187,466 cars, with a rail share of 41.6%
Marketing and Commercial	Generating commercial strategy for the Port Community, both in the hinterland and the foreland	• Benchmarking • Defining the 2020 and 2021 trade mission (Port Summit) Other • Activities proposed by the group and carried out in 2020 • Conferences and webinars with speakers from the Port of Barcelona in 2020 • Smart Ports 2020 • Contingency plan and recovery plan, economic measures
Short Sea Shipping (SSS)	Fostering and facilitating mechanisms for developing and improving SSS in the Port of Barcelona	• Follow-up to Blank Sailings SSS 2020 • New Barcelona - Tangier service by Suardiaz Two sailings a week with all types of cargo, especially textile, fruit and vegetables, distribution, retail and spare parts for the automotive industry Other • New strategy 2021 - 2022 • New ECO ships from Grimaldi
Training and Employment	Having enough well-trained professionals from a European and global perspective, encouraging students to reconcile training in educational centres with training in real work environments	• Proposal to sign a sectoral agreement • Proposal for <i>Get trained at the Port</i> for teachers Other • Survey at training centres • Presentation of the Logistics Sector Study (AMB) BCN FP Foundation • Other activities 2021
Sustainability and Environment	Helping the Port of Barcelona to become more socially responsible by enhancing criteria of social responsibility and prevention of occupational and environmental risks in the companies of the Port Community according to established objectives. Inform, train, promote	• The transition to a new energy model • The Port is designing its Decarbonisation Plan Other • Commitment to monitor the electricity purchasing group • Water Quality Technical Conference at the Port of Barcelona

Quality as a tool for competitiveness

The Port of Barcelona is focusing its efforts and objectives to achieve a level of efficiency and quality to allow it to stand out from competing ports while helping to make its customers more competitive.

The quality system

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

The main actions performed by the DOMQ in 2020 were:

- Cooperation with the certified Port terminals or those in the process of certification in **Reference Service Levels**, through:
 - 1) quarterly follow-up meetings;
 - 2) periodic visits to the terminals to review the corresponding requirements;
 - 3) conducting prior audits at the terminals;
 - 4) attendance, as observers, at the certification audits in the Reference Service Levels.
- Coordinating the Port’s **Quality team (QT)** to monitor and establish actions to improve service provision at the terminals (vehicles, containers and Ro-Pax) and at the BIP.
- Monitoring and supervising the service provided by the QT for checking waste under the **MARPOL convention** handed over by vessels operating in the Port of Barcelona.
- Analysing data for improving the processes of the container terminals in the field of the Port of Barcelona’s Specific Reference Service Levels.

REFERENCE SERVICE LEVELS

The Reference Service Levels allow the organisations that hold them to stand out from their competitors by their higher quality service provision while simultaneously showing their customers that they are making efforts to improve.

Terminals certified	Date certified	Shipping companies certified	Date certified
DECAL	20.03.2020	BALEARIA	04.03.2020
CLH	27.05.2020	TRASMEDITERRANEA	29.10.2020
AUTOTERMINAL	03.07.2020	MSC	22.11.2020
SETRAM	22.07.2020	MAERSK	27.12.2020
TEPSA	05.10.2020		
ERGRANSA	23.10.2020		
BEST	08.11.2020		

The quality label: efficiency network

Along with the References, another tool used to achieve high levels of efficiency and quality of service is the Port of Barcelona’s Efficiency Network Quality Label, which closed 2020 with **96 activities certified** out of a total of 91 companies.

Activity sectors	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Shipping agents	14	14	13	13	14	12	12	11	11	11
Hauliers	12	18	20	23	23	23	23	28	31	32
Customs / Forwarding agents	19	23	30	32	34	36	36	40	44	44
Terminals	2	2	2	2	2	2	2	2	2	2
Ship services	0	0	0	0	0	0	0	8	7	7
TOTAL	47	57	65	70	73	73	73	89	95	96

2020 was exceptionally marked by the COVID-19 pandemic, which has changed certain ways of doing things. Actions around the Quality Label in 2020 consisted of:

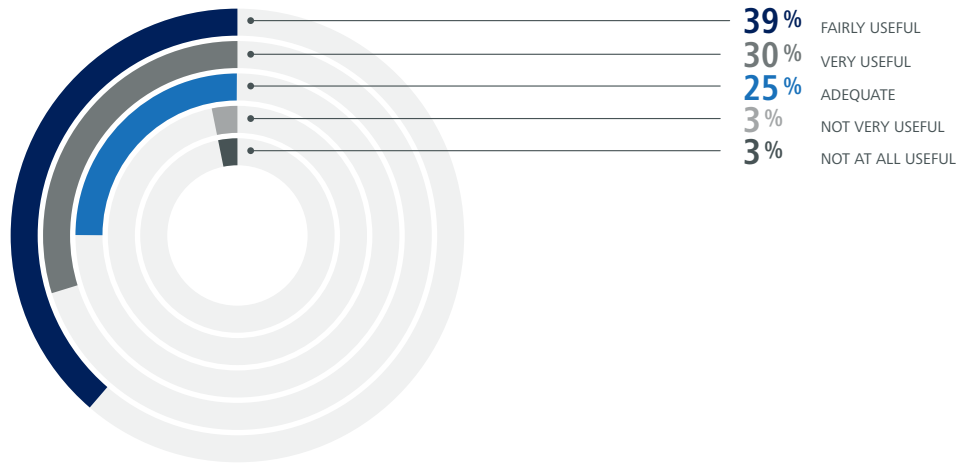
- Holding non-contact events
- Postponing invoicing of the certification cost
- Conducting surveys to improve the promotion of certified organisations
- Launching a new Customer Service channel on Telegram

APPLICATION OF THE NEW EFFICIENCY DASHBOARD REPORT

The Quality Label has achieved the goal of providing data to certified companies in a more summarised and flexible format. The new Efficiency Dashboard report is much more visual and its design allows more information to be incorporated and for organisations to easily disseminate it, giving them the chance to promote themselves directly. The most innovative part involves including information on the progression of the entire process of the chain in which the company operates, as well as a summary of indicators organised by six-month periods, which can group together data from two years of certification.

Certified container activity organisations received this Efficiency Dashboard report every six months during 2020 via the Brand Centre.

EFFICIENCY DASHBOARD RATING, SURVEY IN THE FIRST MONTHS OF THE PANDEMIC (MARCH-JUNE)



TECHNICAL AND INFORMATION CONFERENCES

Despite the pandemic, 2020 was a very active year in terms of conferences.

Two **face-to-face** sessions could be held:

- in January, to present and communicate the possibilities of analysis and dissemination of the new **Efficiency Dashboard** report;
- and in February, to officially present the **Values of the Label**, defined during two previous years of work by certified companies and organisations and which serve to differentiate the practices of the companies comprising the Efficiency Network as a support tool for improving the efficiency of port logistics.

EFFICIENCY NETWORK LABEL VALUES



From March onwards, the sessions planned for the other companies certified in the container transport activity had to be transformed into **online training sessions** to make progress during lockdown, and were well received.

ATTENDANCE AT QUALITY LABEL CONFERENCES

	Values seminar (in-person)	Efficiency Dashboard seminar In-person	(on-line)	Thanks seminar (on-line)
Companies convened	89	38	77	90
Companies attended	30	31	55	50

EVALUATION OF REMOTE TRAINING SESSIONS



In November, in front of more than sixty shipping agents and a total of 22 companies, the Port of Barcelona and the Spanish Government Delegation in Catalonia presented the new version of the **Maritime Health Declaration (DMS)** tool and the activation of claims management in the field of vessel services under the Efficiency Network Quality Plan, effective from 1 January 2021.

The traditional **Annual Conference of the Quality Label of the Port of Barcelona** was held at the end of December, this year in online format

RENEWAL OF THE QUALICERT CERTIFICATION OF THE LABEL

Performing audits on companies in the Port Community is one of the key aspects in the management of the Label and Barcelona Port Authority (APB) has to guarantee maximum transparency and equanimity towards certified companies in its auditing activity.

SGS, the company specialised in inspecting and verifying services, is in charge of periodically evaluating the management and performance system of Efficiency Network audits through Qualicert certification. Although the certification is valid for three years, SGS monitors the quality of service, therefore this year the APB received the corresponding renewal certificate that validates the management system for the performance of audits.



INTERNATIONALISATION OF THE LABEL

The Quality Label reinforced its international status during 2020 by attending various missions and fairs around the world, such as the presentation of the Quality Label at the Port of Buenos Aires, the presentation of the Improvement of the Customer Experience at the Port of Barcelona as part of the virtual trade mission to Colombia, or the presence at the third China International Import Expo (CIIE).

The international activity of the Efficiency Network affords visibility to all certified organisations through the presence of logos on the stands and the information provided.

ORIENTATION TO THE SDGS



Promote just, peaceful and inclusive societies

- 64% of organisations under the Plan have a code of ethics or good governance
- 65.2% of organisations under the Plan have channels for whistle blowing sorted by ethical subjects



Revitalise the Global Alliance for Sustainable Development

- 36% of organisations under the Plan adhere to global initiatives that promote sustainability
- 36% of organisations under the Plan participate in sustainable initiatives
- 27% of organisations under the Plan prepare sustainability reports

The guiding principles

Transparency

Administrations and public entities are subject to legislation on transparency issues, set out in Law 19/2013 of 9 December 2013 on transparency, access to public information and good governance. This law does not affect organisations governed by private law. Although it is not mandatory, many companies are moving towards publishing integrated sustainability reports setting out economic, organisational and information on the various actions they perform. **Participation in the survey** by the companies under the Plan is an example of the voluntary exercise of transparency.

Ethics and integrity

64% of organisations under the Sectoral Sustainability Plan **have a code of ethics or good governance**, lower than in 2018.

56.2% have formal channels for consultation on ethical issues; 65.2% have internal channels for processing inquiries or complaints on ethical issues and 69.8% have policies and/or procedures for combating corruption.

Sustainability initiatives

36% of the organisations under the Sectoral Sustainability Plan (SSP) are involved in external sustainability initiatives and most of them in more than one. Joining the Global Compact is the initiative that most companies have undertaken.

It should be underlined that all the companies that respond to the survey are covered by the Sectoral Sustainability Plan, which is an indication of their commitment and effort on sustainability issues.

INVOLVEMENT OF SSP ORGANISATIONS IN SUSTAINABILITY INITIATIVES, 2016-2020

	2016	2017	2018	2019	2020
Global Compact	45.8%	58.7%	41.9%	32%	40.6%
SGE 21	8.3%	38.0%	18.6%	13.2%	6.2%
Other initiatives	62.5%	65.7%	72.0%	75.5%	69.0%

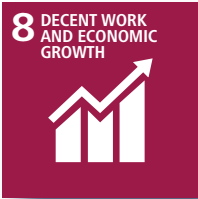
Just like the Port of Barcelona, whose annual report is structured around sustainability criteria, **27%** of organisations under the Plan **prepare sustainability reports** (33.3% in 2019). 61% of companies that prepare a sustainability report do so according to the standards of the Global Reporting Initiative.

It should be noted that, while they do not prepare other reports related to sustainability, **the survey itself, on which the Plan’s data are based, is a sign of commitment to responsibility and sustainability.**

05 Developing economic value

The Port of Barcelona’s core activity is goods traffic, passenger transport and the logistics that they generate. The growth and development of the organisations that are part of it depend on its dynamism; but, as explained in the previous chapter, it also has a considerable influence on the wealth creation of its hinterland. The Port of Barcelona considers that an environment of sustainable growth over time can be guaranteed only if the economic externalities of port activity are reduced; in other words, if it seeks to ensure that economic, social and environmental aspects move forward in lockstep and reach everyone.

ORIENTATION TO THE SDGS



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

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

- A 25% share of maritime foreign trade in Spain
- Top port in Spain in cargo value
- 31.2 million tonnes of hinterland traffic, i.e., real trade



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

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

- Building new road and rail accesses to the Port



Ensure sustainable consumption and production patterns

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

- 102,264 m³ of MARPOL waste managed in the Port

ABOUT THE DATA

Traffic data are aggregated for all the organisations of the Port of Barcelona, are drawn from the data control systems of Barcelona Port Authority (APB) and are reported monthly on the Port of Barcelona website.

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

The Port’s contribution to the economy

Market share in terms of goods value

The Port of Barcelona is one of the main drivers of economic development in Catalonia and Spain and specialises in high-value goods. In value terms, the Port channelled 75% of the maritime external trade of Catalonia and 25% of the total for Spain in 2020.

The approximate aggregate value of the goods that passed through the Port in 2020 was **€68.739 billion**, down 20% on 2019, as a result of the 11% decrease in total tonnage handled and mainly of the tonnes in containers (-6%) and cars (-38%), which have the most value and therefore count most in the indicator. Despite this setback, the Port of Barcelona remains the number one port in Spain in terms of the value of the goods that pass through it.

VALUE OF GOODS PASSING THROUGH THE PORT (in million EUR), 2017-2020

	2017	2018	2019	2020
	78,260	86,633	86,080	68,739 (-20%)

MARKET SHARE OF MARITIME EXTERNAL TRADE OF CATALONIA

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

In **value terms**, total foreign trade in **bulk and general cargo** carried by the Port of Barcelona in 2020 represented **75% of total maritime foreign trade of Catalonia** for these products, which represents an increase of one percentage point compared to 2019, and accounts for **87% of the total maritime foreign trade of containers in Catalonia**, as in the previous year

MARKET SHARE OF MARITIME EXTERNAL TRADE OF CATALONIA - BULK AND GENERAL CARGO, 2015-2020

	2015	2016	2017	2018	2019	2020
	73%	74%	73%	73%	74%	75%

MARKET SHARE OF MARITIME EXTERNAL TRADE OF CATALONIA - CONTAINERS (TEU), 2015-2020

	2015	2016	2017	2018	2019	2020
	85%	84%	85%	86%	87%	87%

MARKET SHARE OF SPANISH MARITIME FOREIGN TRADE

In addition, total maritime external trade in bulk and general cargo channelled by the Port of Barcelona in 2020, in value terms, represented **25% of total maritime external trade** of these products for Spain. Furthermore, the value of maritime external trade of containers (TEU) channelled by the Port of Barcelona in 2020 was **32% of the total value of maritime external trade of containers of the State**.

MARKET SHARE OF MARITIME EXTERNAL TRADE OF SPAIN - BULK AND GENERAL CARGO, 2015-2020

	2015	2016	2017	2018	2019	2020
	24%	25%	24%	24%	25%	25%

MARKET SHARE OF MARITIME EXTERNAL TRADE OF SPAIN - CONTAINERS (TEU), 2015-2020

	2015	2016	2017	2018	2019	2020
	31%	31%	32%	32%	32%	32%

Sectors with which the port works

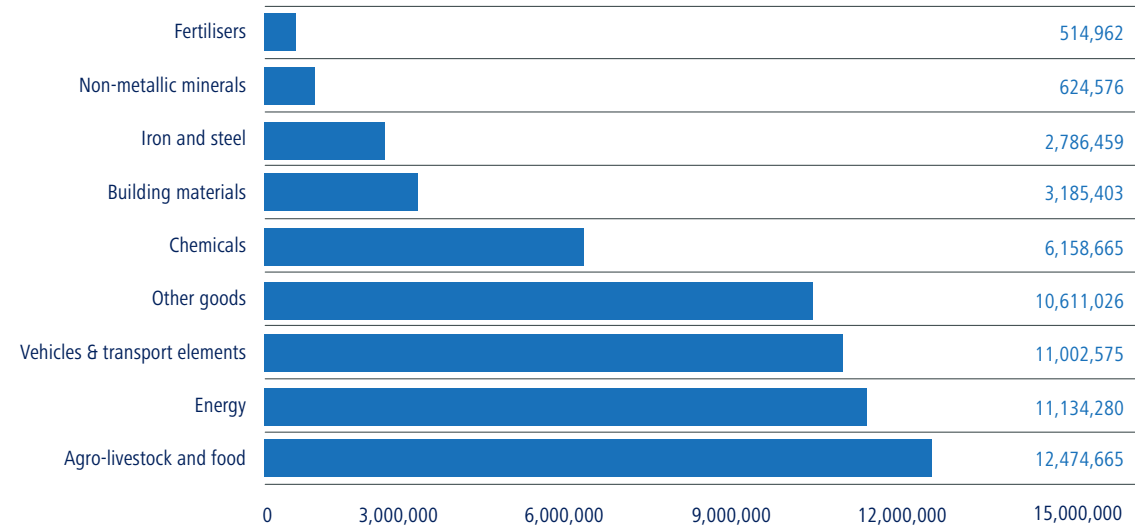
As the main import and export region of Spain, one of the characteristics of the Catalan external trade sector is its high degree of diversification, which covers a wide range of productive sectors. The main economic sectors comprising Catalan external maritime trade and their business and industrial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

The progression in this pandemic year was generally negative except for building materials and non-metallic minerals.

MARKET SHARE OF MARITIME EXTERNAL TRADE OF CATALONIA - BULK AND GENERAL CARGO, 2016-2020

	2016	2017	2018	2019	2020	%
Energy	10,083,533	12,724,469	13,874,011	14,469,913	11,134,280	-23.1%
Vehicles & transport elements	10,386,425	12,299,616	13,757,357	13,291,063	11,002,575	-17.2%
Agro-livestock and food	8,248,351	11,476,244	12,992,796	13,553,103	12,474,665	-8.0%
Other goods	7,971,058	10,454,914	11,580,213	11,266,297	10,611,026	-5.8%
Chemicals	4,817,431	5,791,910	6,350,393	6,329,514	6,158,665	-2.7%
Iron and steel	2,182,656	3,067,800	3,242,672	3,163,141	2,786,459	-11.9%
Building materials	2,640,574	2,954,709	2,830,889	2,577,110	3,185,403	23.6%
Fertilisers	717,586	764,933	793,715	749,827	514,962	-31.3%
Non-metallic minerals	465,348	535,538	581,713	558,116	624,576	11.9%

GOODS TRANSPORTED BY SECTOR (in tonnes), 2020



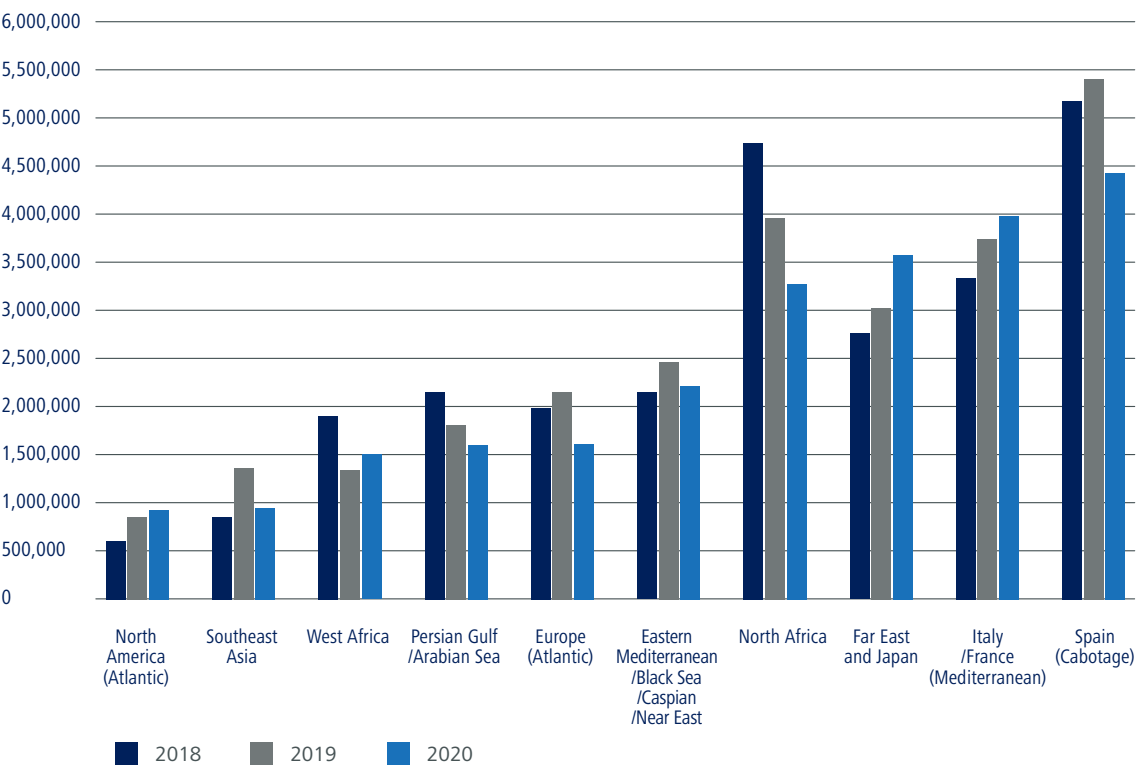
Countries with which the port works

The behaviour of traffic in the geographic areas with a greater specific weight was very variable during this year: while trade with the Mediterranean Italy and France (+4.1%), the Far East and Japan (+4.5%) and the Eastern Mediterranean, the Black Sea and the Caspian Sea and the Middle East (+2.7%) increased slightly, there were notable decreases in cabotage in Spain (-19.3%) and trade with North Africa (-19.6%).

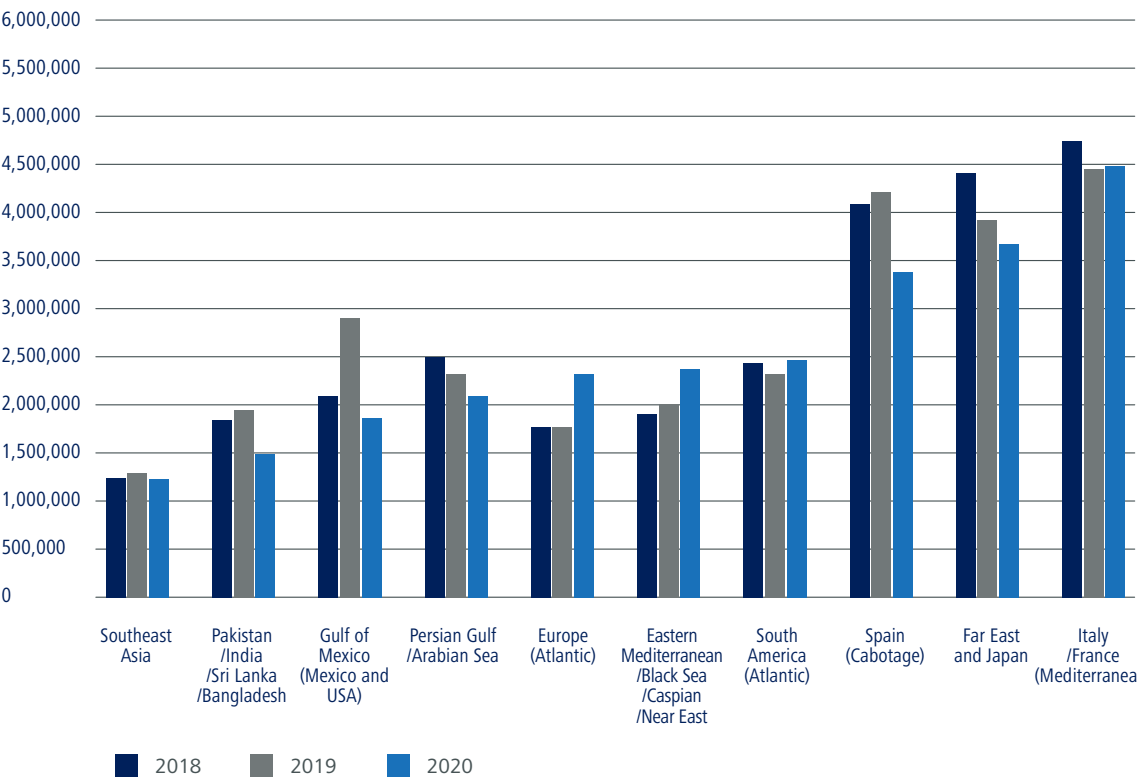
TRAFFIC BY GEOGRAPHICAL AREAS (in tonnes), 2020

Geographical areas	2019	Acumulated monthly 2020	Diff 20-19	%	% of total 2020
Italy/France (Mediterranean)	8,072,840	8,405,309	332,469	4.1%	14.4%
Spain (Cabotage)	9,582,028	7,731,059	-1,850,968	-19.3%	13.2%
Far East and Japan	6,907,358	7,216,068	308,710	4.5%	12.3%
E. Med./Black Sea/Caspian/ Near East	4,396,307	4,515,199	118,891	2.7%	7.7%
North Africa	5,435,758	4,368,248	-1,067,510	-19.6%	7.5%
Europe (Atlantic)	3,860,431	3,906,508	46,078	1.2%	6.7%
Persian Gulf/Arabian Sea	4,040,103	3,659,626	-380,477	-9.4%	6.3%
South America (Atlantic)	2,846,504	2,910,371	63,867	2.2%	5.0%
Gulf of Mexico (Mexico and USA)	3,479,704	2,478,711	-1,000,993	-28.8%	4.2%
Pakistan/India/Sri Lanka/Bangladesh	2,993,146	2,217,127	-776,019	-25.9%	3.8%
West Africa	2,588,895	2,186,514	-402,381	-15.5%	3.7%
South-East Asia	2,582,762	2,085,007	-497,755	-19.3%	3.6%
Red Sea	1,465,858	1,300,873	-164,985	-11.3%	2.2%
Central America and Caribbean	1,652,736	1,174,067	-478,669	-29.0%	2.0%
North America (Atlantic)	1,361,777	1,140,008	-221,769	-16.3%	1.9%
Canada (Atlantic) and Great Lakes	1,734,956	1,063,148	-671,808	-38.7%	1.8%
South and East Africa/Indian Ocean	484,391	544,380	59,989	12.4%	0.9%
South America (Pacific)	854,594	523,053	-331,542	-38.8%	0.9%
North America (Pacific)	934,099	472,247	-461,852	-49.4%	0.8%
Unknown	408,784	384,121	-24,663	-6.0%	0.7%
Australia and New Zealand/Pacific islands	163,297	210,964	47,667	29.2%	0.4%
TONNES	65,846,328	58,492,611	-7,353,717	-11.2%	100%

MAIN DESTINATION AREAS (in tonnes), 2018-2020



MAIN AREAS OF ORIGIN (in tonnes), 2018-2020



Traffic data of the Port of Barcelona

During 2020, the behaviour of traffic at the Port of Barcelona was not at all uniform, varying according to type and time of year. Goods traffic suffered especially in April and May, but gradually recovered, even achieving double-digit monthly increases by the end of the year. Total traffic for the year was therefore **59.5 million tonnes (-11.9%)**, including provisioning and fishing, and almost **3 million TEU (-11%)**. Hinterland traffic fell by the same proportion and totalled 31.2 million tonnes (-1.1%). The most positive note was exports, which managed to close 2020 at the same levels as in the previous year.

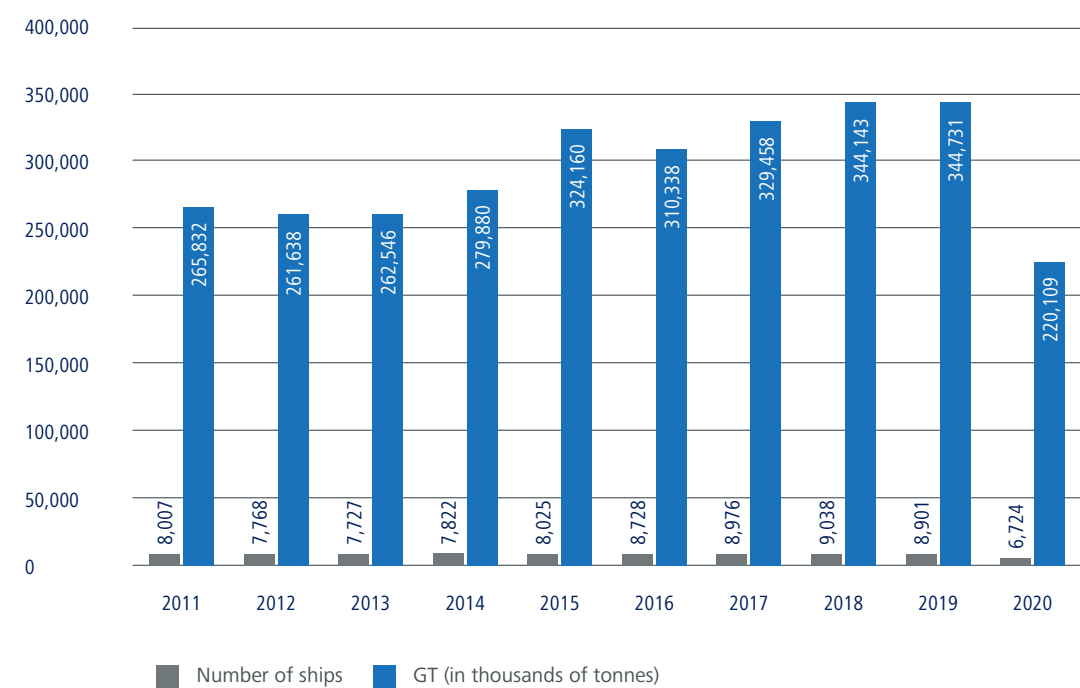
Passenger movements were even more severely affected by the situation: the practical stoppage of tourist travel since March led to a 94% decrease in cruise passengers and 56% fewer ferry passengers.

Stopovers

All in all, there were **6,724 stopovers** in the Port of Barcelona (-24.5%), with an average tonnage of 32,735 tonnes (-15.5%).

In 2020, for the very first time the Port received the largest container vessels in the world, with a capacity of more than 23,000 TEU. A total of 22 stopovers were made, therefore average TEU handled per port call of these vessels was 11,100 TEU per stopover, well above the 7,300 TEU per stopover registered on average last year. These results point to the Port’s high levels of productivity.

DEVELOPMENT OF SHIP TRAFFIC 2011-2020



Goods by type of packaging and shipping

By type of packaging, 55% of cargo freight was in containerised and general cargo accounted for almost 70% of the total.

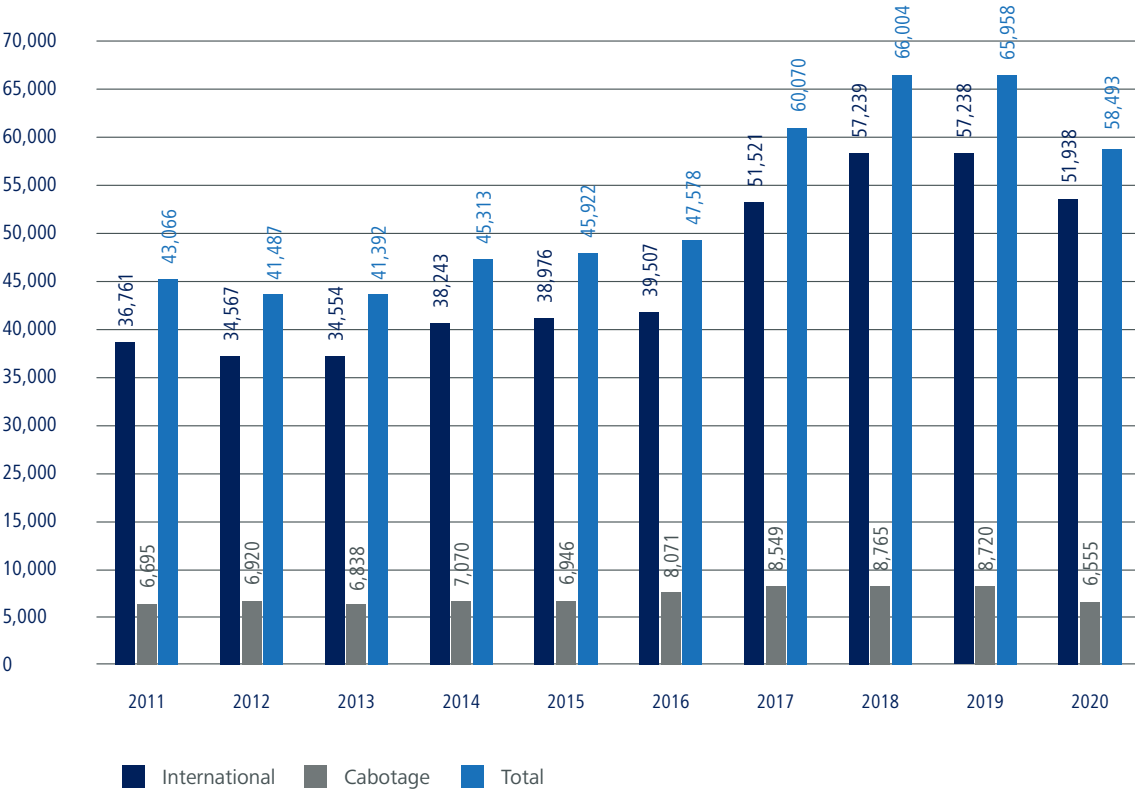
STRUCTURE OF GOODS TRAFFIC, 2011-2020 (in thousands of tonnes)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Container load	19,857	17,401	16,982	17,807	18,717	20,992	29,911	34,914	34,183	31,976
Conventional charge	8,903	8,969	9,426	9,793	10,723	10,737	11,210	11,552	11,572	9,621
Liquid bulk	10,761	10,431	10,610	12,949	12,055	11,413	14,484	15,314	16,132	12,883
Dry bulk	3,544	4,685	4,374	4,764	4,426	4,436	4,466	4,225	4,071	4,013
TOTAL	43,065	41,486	41,392	45,313	45,921	47,578	60,071	66,005	65,958	58,493

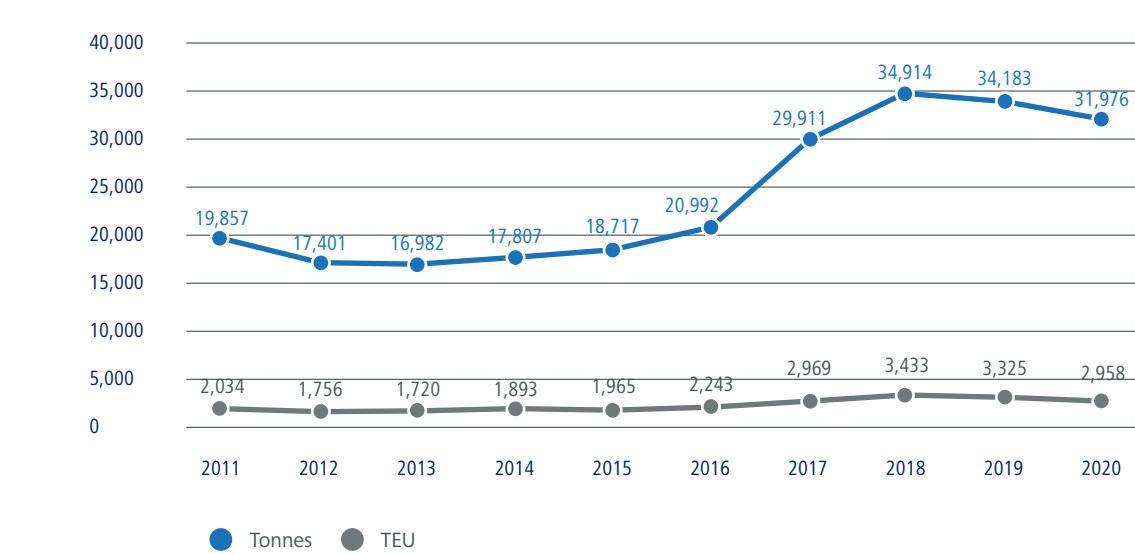
SHARE OF GENERAL CARGO IN TOTAL TRAFFIC, 2020



DEVELOPMENT OF CARGO TRAFFIC BY TYPES OF SHIPPING, 2011-2020



DEVELOPMENT OF CONTAINERISED GENERAL CARGO TRAFFIC, 2011-2020



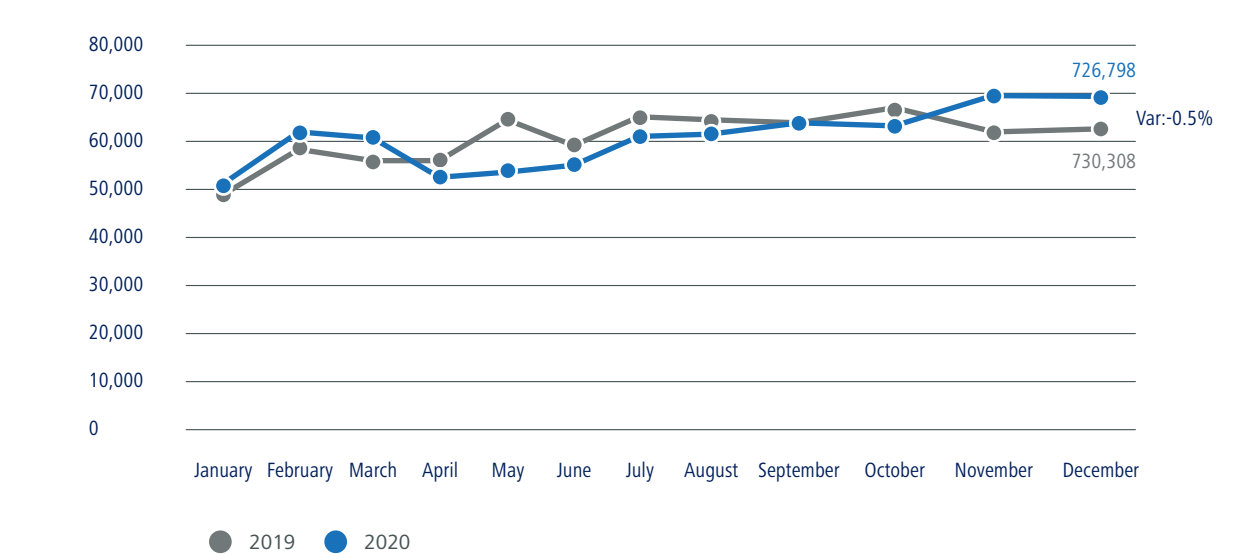
Containers

As a reflection of the global situation, container traffic registered a total of **2,958,040 TEU**, closing the period 11% down on the previous year. This decline was significantly moderated by the fact that traffic in transit, which closed 10% down, recovered significantly in the last three months of the year.

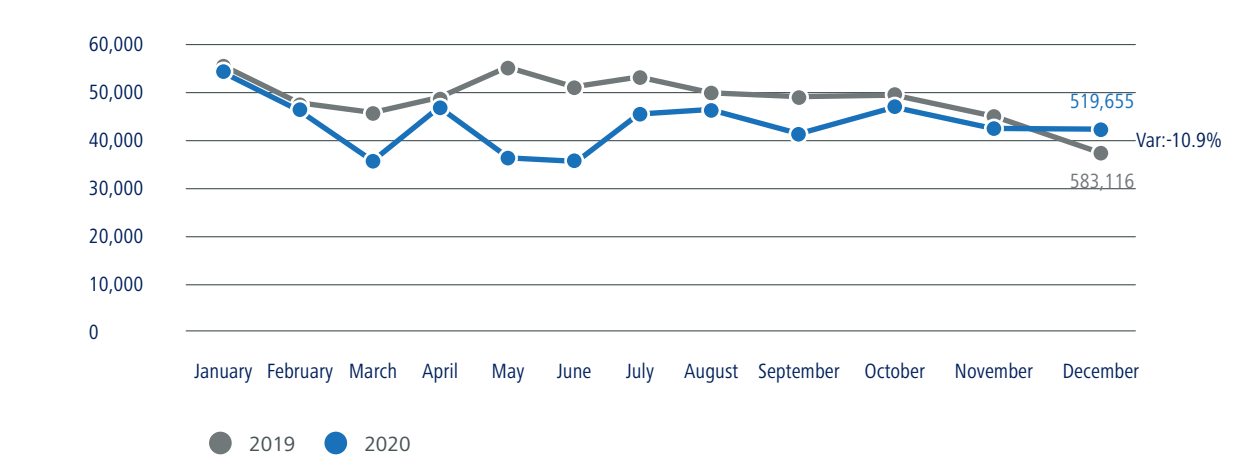
BEHAVIOUR BY MARKETS AND OPERATION

Also **traffic to the hinterland** —which includes full foreign trade containers– managed to contribute in recent months to moderating the decrease in total traffic, registering a 7% decrease at the end of the year. Thus, exports, which were positive before lockdown, rose significantly again in November and December (by 12% and 11% respectively) to end the year with the same volume of traffic as in 2019. Imports registered the first positive result of the year in December (+12%) and the annual fall was limited to 11%.

FULL EXPORT CONTAINER TRAFFIC (TEU), 2020



FULL IMPORT CONTAINER TRAFFIC (TEU), 2020



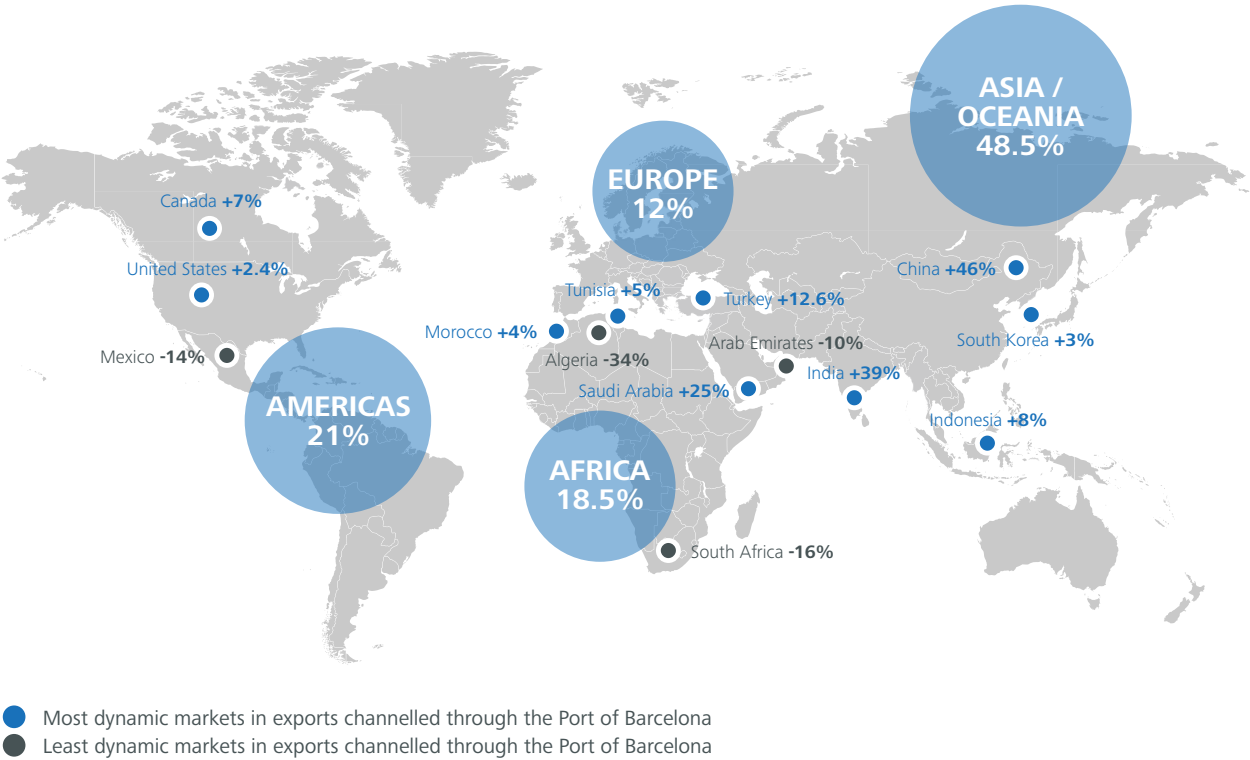
EXPORT

In 2020, we recorded a total of **726,798 full export containers**, only 3,240 TEU less than the previous year.

Asia continues to account for almost 50% of the market share in the export of full containers and has played a key role in this pandemic year. Container exports to Asian markets grew by 13%, led by China (46%; +42,687 TEU). Although at lower volumes, there were also important increases to India (+39%; +5,730 TEU) and Saudi Arabia (+25%; +5,700 TEU) and Turkey (+13%; 4,000 TEU).

Outside of Asia, the evolution of West Africa is also important (+2,930 TEU); but, although there are other markets with modest growth, in general the rest of the foreland was very sluggish.

MARKET SHARE OF EXPORT CONTAINERS BY GEOGRAPHICAL AREAS (%), 2020

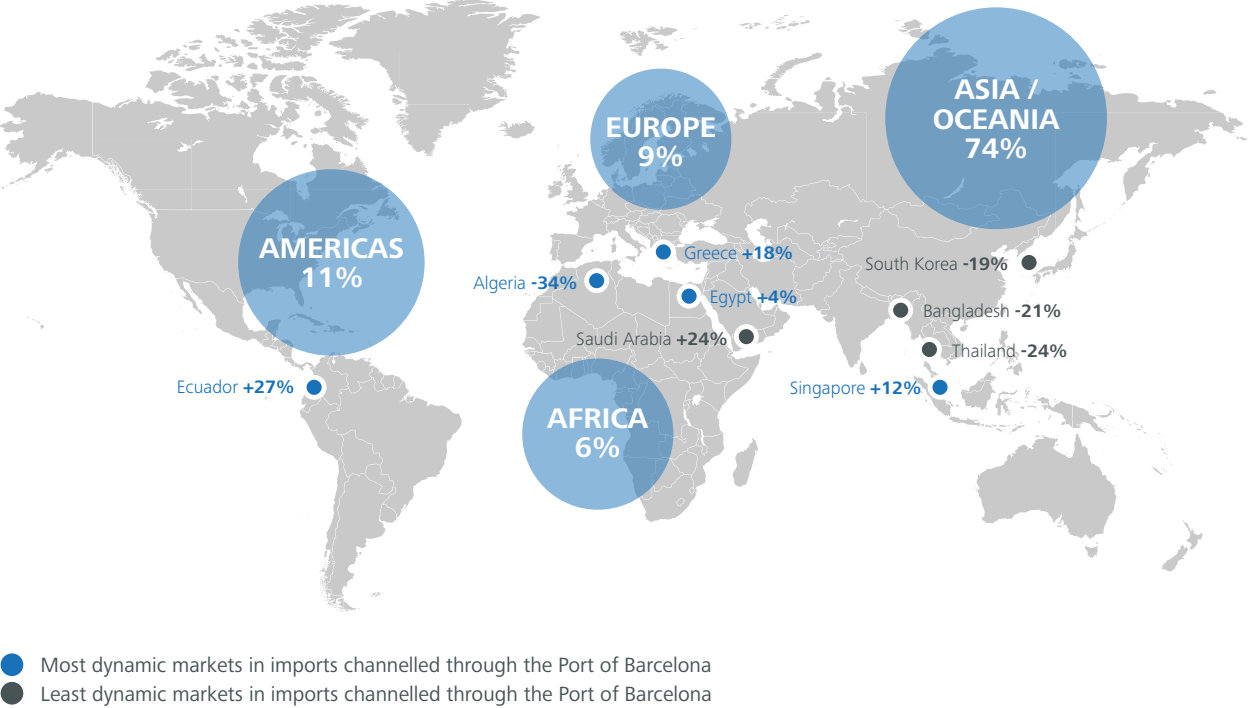


With a notable growth of almost 100,000 TEUS and a 55% uninterrupted increase throughout the year, exports of pig meat —currently the most important segment of the basket of products exported from the Port— contributed significantly to closing the year with 0% variation in the external traffic chapter.

IMPORT

Turning to the markets where this cargo originates, the decline in recorded imports - **63,461 TEU (-11%)** - focuses mainly on the markets with the highest specific weight, those of Asia, which have a market share of 74%. In this case therefore Asia represents most of the fall (52,076 TEU) and focuses particularly on China, which is the Port's main import market (-9%; -22,240 TEU), where the decline affects a wide range of products.

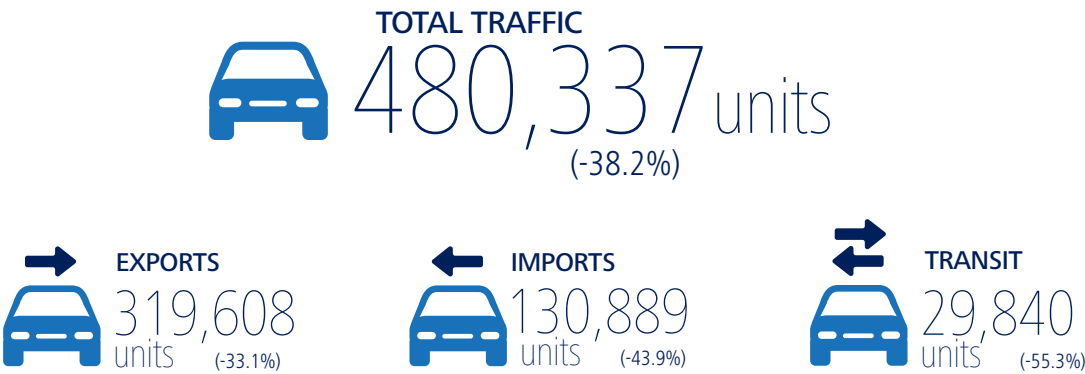
MARKET SHARE OF EXPORT CONTAINERS BY GEOGRAPHICAL AREAS (%), 2020



Vehicles

Within the chapter on goods traffic, new vehicles suffered the highest impact of COVID-19, although there were some initial signs of recovery during the third quarter, especially in exports.

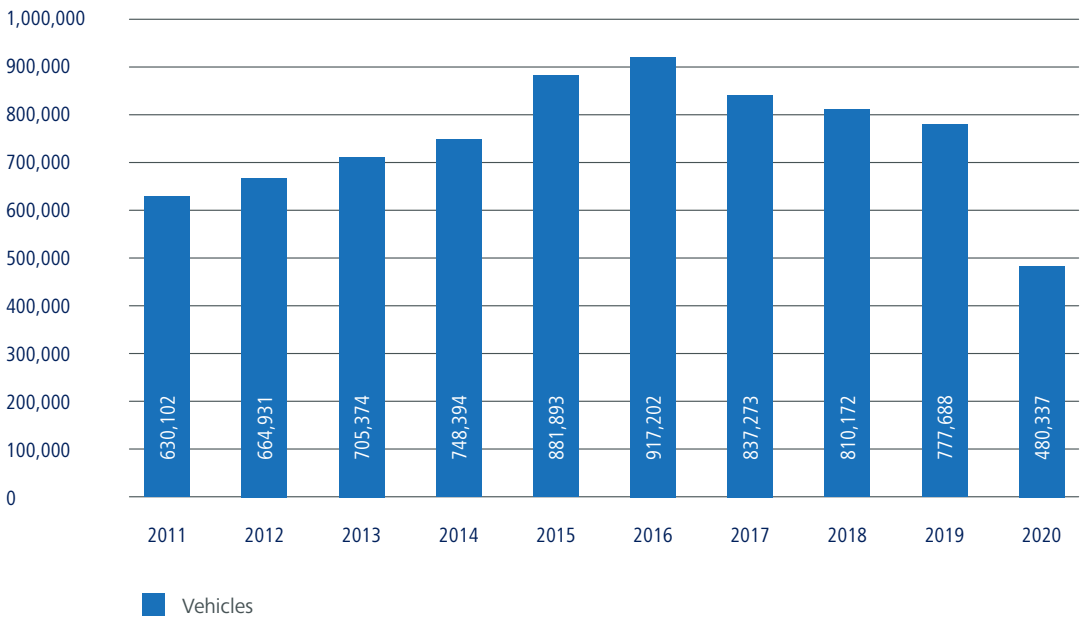
In a year like 2020, in which forecast new vehicle registrations in Spain were already low, the stoppage in vehicle production has had consequences for exports, especially critical in April and May, and experienced a fall of 33.1% at the end of the year. In terms of imports, the general cessation of economic activity, including vehicle dealers, has caused an overall impact of 43.9%, especially intense from April to August. In sum, total recorded traffic was **480,337 units (-38.2%)**, of which 319,608 were export, 130,889 import and 29,840 in transit.



Another important factor to consider in this traffic is Nissan’s planed closure of its Barcelona plant in 2021, which already spelt a significant decrease in production during 2020, due to social problems and the premature termination of production of the pickup vehicle, which the Nissan plant was producing for Mercedes. Within the same group of manufacturers, Mitsubishi’s decision to stop marketing vehicles in Europe also resulted in a substantial decrease in imports.

The Port has continued to explore new business areas for vehicle traffic, an extremely competitive sector currently immersed in a process of structural change. Port infrastructures and operators are very important for guaranteeing a transition, both in terms of energy and the model of use, which is both smooth and beneficial for all.

DEVELOPMENT OF CAR TRAFFIC, 2011-2020



CAR TRAFFIC BY TYPE OF SHIPPING (in units), 2020

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Cabotage	70,259	70,722	80,623	97,533	120,205	138,726	136,561	138,769	132,062	84,418
International	559,843	594,209	624,751	650,861	761,688	778,476	700,712	671,403	645,626	395,919

INTERNATIONAL VEHICLE TRAFFIC (units), 2020

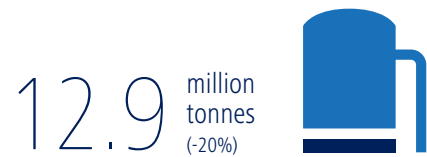
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Import	134,720	103,501	130,922	123,242	172,143	206,181	212,439	201,000	201,197	103,546
Export	348,332	378,642	437,991	431,440	453,357	465,802	401,178	390,158	377,777	262,535
Transit	76,791	112,066	136,461	96,179	136,188	106,493	87,095	80,245	66,652	29,838

Dry and liquid bulk

LIQUID BULK

Liquid bulk traffic experienced a 20% fall in 2020 to **12,883,480 tonnes** (compared to more than sixteen million recorded the previous year), caused by the break in economic activity during lockdown and the sharp fall in oil prices during the months of March to May. This led the market into *contango*, a situation in which the futures price of oil is above the expected future spot price, making it more profitable to store it until prices rise for futures contracts. This situation led to tanks being filled and remaining full because of low demand for these products caused by mobility restrictions and reduced refining capacity.

During the year, gasoline traffic volumes fell 35.5% compared to 2019 and natural gas (usually the main product in this category in terms of volume) fell by 25.9%, with a total of 3 million tonnes handled. The only products in this chapter that increased 2020 were chemicals, at 1.1 million tonnes (+2.6%), largely due to the fall in oil prices, which pushed up the margins of derived products. In addition, volumes of biofuels, which experienced the greatest increase in 2019 (+92%), fell 40% this year to 855,700 tonnes.



DRY BULK

We handled a total of **4,012,867 tonnes** of dry bulk, the only traffic segment that held its own during 2020, with only a slight fall of 0.6%. This stability was made possible by the 11.6% increase in cement and clinker exports, totalling 1.2 million tonnes.

Also worthy of note were the increases in imports of scrap metal, at 308,375 tonnes (+45.8%) and soya bean (+2%), totalling 1.36 million tonnes; and 17% in exports of common salt, at 173,200 tonnes. Potash exports in 2020 amounted to 299,000 tonnes, down 45% year on year due to the stoppage of production and strikes in the mines of Bages due to two fatal incidents.

Agricultural products fell by 18.8% overall to 443,720 tonnes. The only increase in cereal volumes was wheat (+7%), while maize fell by 56% and oats by 100%.



Short sea shipping

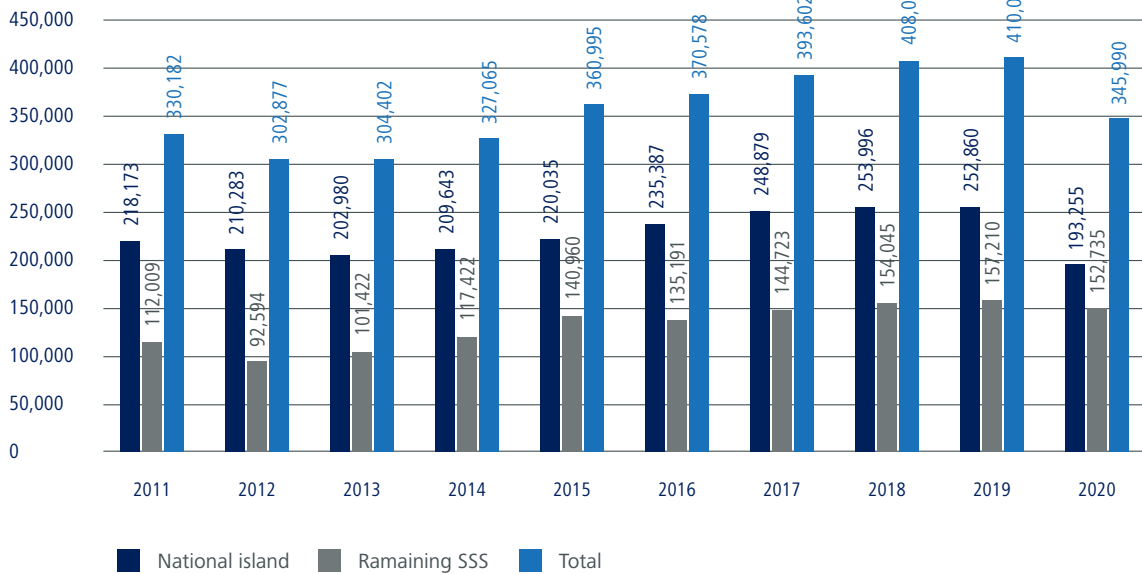
According to the definition of the European Shortsea Network, short sea shipping (SSS) means maritime traffic of goods and passengers between ports located in European territory or between these ports and those located in non-European countries with a coastline in the seas surrounding Europe.

The 2020 figure for general cargo traffic shipped by truck, platform or trailer was **345,990 intermodal transport units (ITU)**, down 15.6% on 2019, due principally to the decline in commercial and industrial activity during the months leading up to the pandemic. Total SSS cargo was 29 million tonnes (-8.2%) and the number of new vehicles fell by 34.2% to **416,840 units**.

This section includes goods transported to the Balearic and Canary Islands (cabotage), but also freight travelling on the Motorways of the Sea (regular services between Barcelona and various destinations in Italy and North Africa).

Total traffic of cabotage goods was 193,255 ITU (-23.58%) and passenger movements with the Balearic Islands fell 39.8% to 512,810.

INTERMODAL TRANSPORT (ITU), 2011-2020



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

MOTORWAYS OF THE SEA

In 2020 Barcelona shipped a total of **149,608 ITU** on the Motorways of the Sea or **short sea shipping (SSS)** services, down **2.7%** on the previous year. This figure translates into an identical number of trucks diverted from the roads to the maritime mode, which is economically and environmentally more efficient. Total cargo was **4.5 million tonnes** (-1.7%).

While traffic with Civitavecchia increased by 1.8% due to increased capacity of the vessels *Barcelona and Rome*, as a result of changes made last year, the other Italian destinations fell considerably: Porto Torres (-13.36%), Savona (-19.8%) and Livorno (-15.46%). Traffic began to recover from August onwards, however.

On the other hand, ITU traffic with Morocco increased 18.41% to 804 ITU, thanks to the new service of the Suardiaz company between Barcelona and Tangier that come on stream on 11 November.

Passenger traffic with SSS destinations fell 80% in 2020 to a total of 37,870 passengers (compared to 187,286 in 2019).

Rail traffic

The Port of Barcelona’s long-standing commitment to intermodality and environmental sustainability resulted in a significant increase in the rail share of container and car transport.

2020 closed with 269,304 containers entering or leaving the port precinct by rail, which represents a year-on-year increase of 7.8% and pushes up the **rail share of containers to a new record of 15%**.

187,466 vehicles were shipped (-25.7%) by train, with a record-breaking 42% rail share of vehicles.

This transport represents an annual saving of 31,000 tonnes of CO2*, by removing 170,000 trucks from the roads.



*Calculated according to methodology validated and certified by TÜV Rheinland and updated during 2020.

Passengers

Passenger movements in the Port of Barcelona were also severely affected by the global health crisis. The total of **passengers transported was 857,966 (-81.5%)**, of which 659,124 travelled on regular line ferries, up 55.8% year on year, and the rest corresponded to cruises, more severely impacted.

EVOLUTION OF PASSENGER TRAFFIC, 2011-2020

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Cabotaje pgrs.	1,169,818	1,013,885	1,028,897	1,095,503	1,167,493	1,274,230	1,424,752	1,451,979	1,490,644	659,124
Tourist cruise pgrs.	2,657,244	2,408,634	2,599,232	2,364,292	2,540,302	2,683,499	2,712,247	3,042,217	3,137,918	198,842
TOTAL	3,827,062	3,422,519	3,628,129	3,459,795	3,707,795	3,957,729	4,136,999	4,494,196	4,628,562	857,966

CRUISE SHIPS

In the wake of the COVID-19 pandemic and the consequent declaration of the state of alarm in Spain, the government issued Order PCM/216/2020 of 12 March 2020 ordering the closure of Spanish ports to cruises. At that time the Port had 18 stopovers scheduled up to the end of March, and the sector was left with numerous ships sailing at the start of the season in the Mediterranean.

During 2020, cruise ships could operate at the Port of Barcelona only up until 14 March and, exceptionally, in a landing in April of the ship *Costa Deliziosa*, which was able to disembark passengers of Spanish nationality who were travelling around the world. There were only **198,842 passengers** in total **(-93.7%)** and 53 cruise stopovers with passengers.



Economic and financial report

Summary outturn for the year

Barcelona Port Authority closed FY 2020 with a net profit of €17.6 million, down 60% year on year. The operating result fell by 65% on 2019, while the financial result fell 36%.

OUTTURN FOR THE FINANCIAL YEAR (million EUR), 2019-2020

	2020	2019	Variation	%Var.
Operating profit	14.0	40.2	(26.2)	-65%
Financial results	2.5	4.0	(1.4)	-36%
Tax on profits	1.1	-	-	-
TOTAL	17.6	44.2	(26.6)	-60%

This unprecedented drop in outturn for the year was caused by the COVID-19 pandemic, due to the contraction of traffic and as a result of the application of cuts in concession rates to reduce the economic impact of coronavirus in the port community.

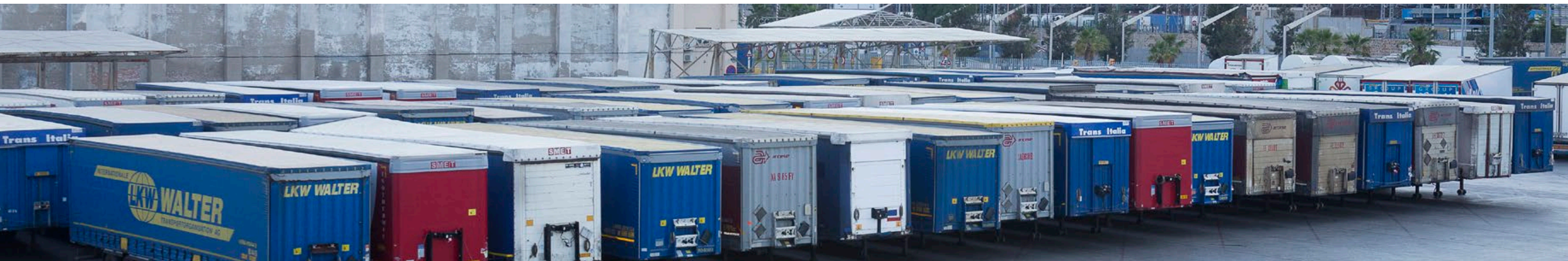
On the other hand, all the port authorities of general interest in Spain were subject from 2020 to the General Regime in Corporation Tax (previously they were partially exempt from taxation), as established in RDL 26/2020 of 7 July 2020, with effect from 1 January 2020. Although the result of the gross tax bill for the year is zero, there is a negative expense entry of €1.1 million as a result of the recognition of deferred tax assets, which in this case are added to net income.

TURNOVER

Net turnover for 2020 was **€138.9 million**, down 19% year on year, with a double-digit percentage drop in almost all rates and fees.

TURNOVER (million EUR), 2019 - 2020

	2020	2019	Variació	%Var.
Port fees	127,665	157,722	(30,057)	-19%
Occupation fee	51,782	57,311	(5,529)	-10%
Fees for use	62,838	83,527	(20,689)	-25%
Vessel fees	25,511	33,362	(7,851)	-24%
Pleasure craft fees	451	438	13	3%
Passenger fees	2,547	11,570	(9,023)	-78%
Cargo fees	34,048	37,762	(3,714)	-10%
Fresh fish fees	135	194	(59)	-31%
Fees for special use of the transit area	146	201	(55)	-27%
Activity fees	11,845	15,272	(3,427)	-22%
Navigation aids fee	1,200	1,613	(413)	-26%
Other business income	11,271	14,711	(3,440)	-23%
Amounts in addition to fees	5,776	6,437	(661)	-10%
Fees and other	5,495	8,274	(2,779)	-34%
	138,936	172,433	(33,497)	-19%



The impact of COVID-19 on the 2020 result

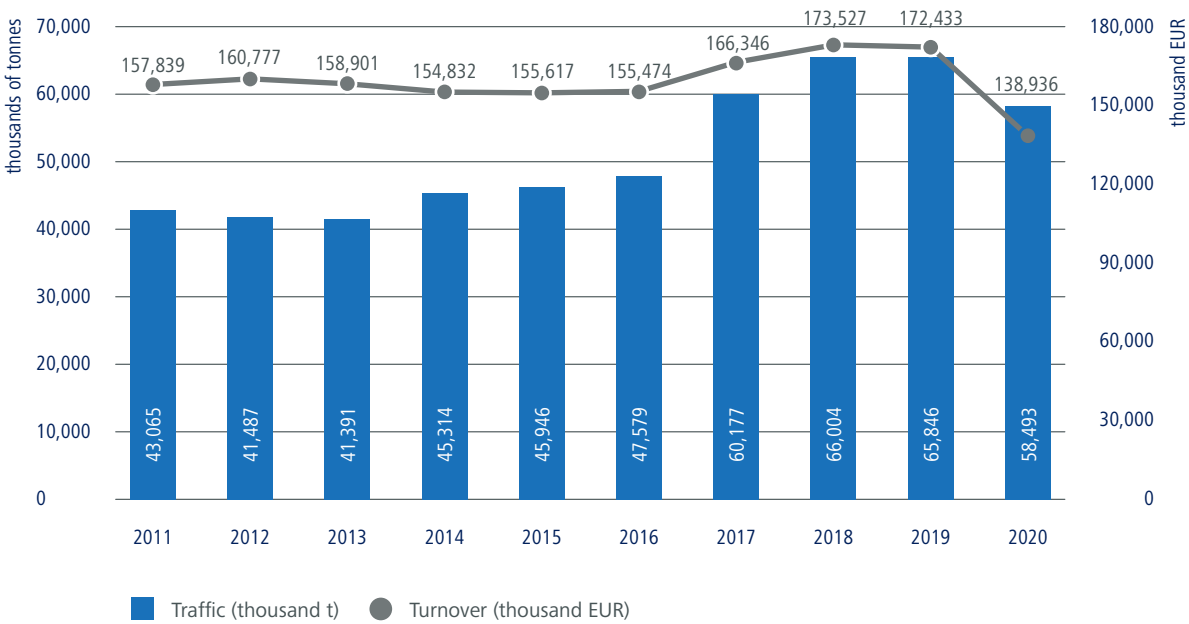
The operational stoppage in all economic sectors at the local and global level —particularly in the transport of passengers, trade and leisure— has directly impacted the traffic of the Port of Barcelona since March 2020, when the state of alarm was declared. All operating indicators suffered the direct consequences from the outset and, in the case of cruises, passenger movements were completely stopped until the end of the year. The remaining business lines only gradually recovered their activity well into the third quarter, but the accumulated general slowdown made it impossible to match the levels reached in 2019.

TREND IN THE MAIN OPERATING INDICATORS, 2019 - 2020

	2019	2020	Var. 20/19 (%)
MILLIONS OF TONNES			
Liquid bulk	16.1	12.9	-20%
Dry bulk	4.0	4.0	-
General goods	45.7	41.6	-9%
containerised	34.2	32.0	-6%
non-containerised	11.6	9.6	-17%
TOTAL GOODS	65.8	58.5	-11%
UNITS			
TEUS	3,323,739	2,958,040	-11%
O/D	1,926,039	1,782,811	-7%
transit	1,397,700	1,175,229	-16%
ITU	410,546	347,081	-15%
Passengers	4,628,622	857,966	-81%
ferries	1,490,644	659,124	-56%
cruise ships	3,137,978	198,842	-94%
Vehicles	777,690	480,337	-38%
Ships	8,901	6,724	-24%
GT	344,730,742	220,109,528	-36%

As can be seen in the table, the most significant drop in activity concerned passengers, a fall of 81% compared to 2019, especially due to the stoppage of cruises since March. In second place is the decrease in vehicle traffic, 38% year on year. We must also consider the drop in the number of stopovers: the number of ships berthed decreased by 24%. Goods in tonnes and in TEU experienced a decline of 11%.

TREND IN TURNOVER (in thousand EUR) AND OF VOLUME OF TRAFFIC (in thousands of tonnes), 2011 – 2020



Along with the decline in port operations, income from fees was reduced following the implementation of a number of state measures aimed at addressing the economic and social impact of COVID-19. These measures, included in the so-called **2020 Emergency Plan** were:

- Royal Decree-Law 8/2020 of 17 March 2020 setting out a series of measures in the area of public procurement, which allows, *inter alia*, the right of concessionaires to restore the economic balance of contracts by **amending clauses with an economic content**.
- Royal Decree-Law 15/2020 of 21 April 2020, which provides that:
 - the **occupation fee** can be reduced when the negative impact on the activity is proven (the reduction cannot exceed 60% of the full fee at the passenger terminals and 20% at the rest);
 - in the **activity fee** the lower limit of the full annual fee may be cancelled;
 - exemptions may be applied in **vessel fees** for inability to operate during the state of alarm: a 10% reduction on short sea shipping and a 50% reduction on regular passenger or Ro-Ro cargo services.
- Royal Decree-Law 26/2020 of 7 July 2020, which includes more economic recovery measures, and includes a retroactive **reduction of fees and minimum traffic**.

FALL IN INCOME FROM FEES (in million EUR), 2020

Item	Fee affected	Amount
RDL 26/2020	Occupation fee	5,5
	Activity fee	1,1
	T1 and T2 on cruise ships	11,0
Descens de tràfics	T1 and T2 on other ships	6,5
	T3 (goods)	3,7
	Activity fee	2,2
DECREASE IN REVENUE FROM FEES		30,0

In quantitative terms, the application of these measures to mitigate the impact of COVID-19 has led to a decrease of €30 million in revenue for the Port of Barcelona compared to 2019, as can be seen in the corresponding table.

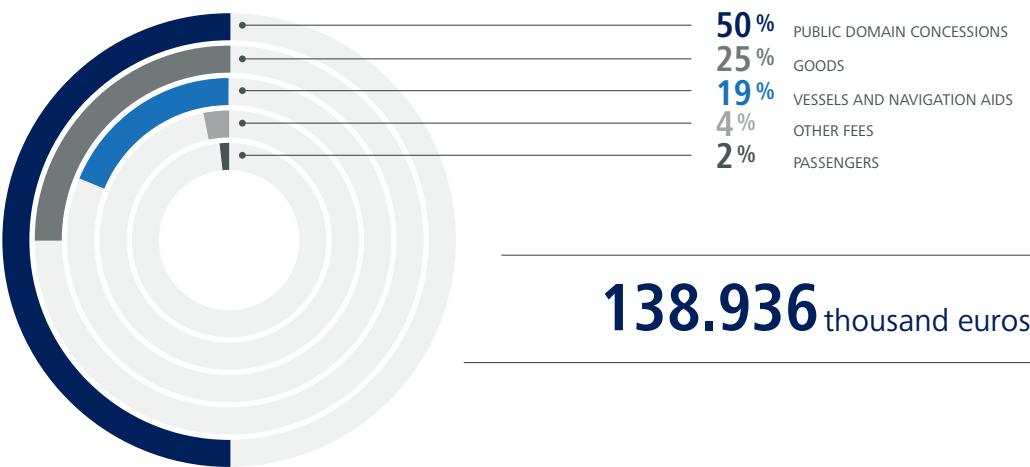
These “emergency” measures were in force throughout 2020. However, to alleviate the effects of coronavirus for the coming years, the Port of Barcelona has established a **recovery plan**, which consists of subsidising occupation fees throughout 2021 and 2022 and applying weightings to vessel, passenger and goods use fees, which suggests that we will not return to the turnover we achieved in 2019 until 2023.

Income by type

The coronavirus effect on the distribution of revenue by business line was slightly different from other years. Despite the decrease in turnover, public domain concession fees gained relative weight in relation to use fees and represent 50% of revenue (46% in 2019) because they absorbed the reduction in the passenger fee, which closed with a residual contribution of only 2% of revenue (it was 7% in 2019). As explained above, planned cruise ship stopovers were cancelled in March and ferries considerably decreased their activity following the declaration of the state of alarm.

As regards the percentage composition of other income, in 2020 goods represented 25% of turnover while in the previous year it was 22%. This increase is due to a smaller decline in this fee compared to the others which fared less well.

COMPOSITION OF NET TURNOVER (%), 2020



OPERATING INCOME

Operating income stood at **€14 million**, down 65% year on year.

OPERATING INCOME (thousands of EUR), 2019-2020

	2020	2019	Variation	%Var.
Net turnover	138,936	172,433	(33,497)	-19%
Other operating income	6,395	6,750	(355)	-5%
Staff costs	(34,519)	(33,421)	(1,098)	3%
Other operating expenses	(45,378)	(55,262)	9,884	-18%
Depreciation of tangible assets	(57,002)	(56,940)	(62)	0%
Allocation of grants and other non-financial assets	6,785	6,835	(50)	-1%
Impairment and gains on disposals of assets	(1,249)	(184)	(1,065)	-
TOTAL	13,968	40,211	(26,243)	-65%

While the change in revenue was 33.5 million, operating income varied by 26 million compared to the previous year. The main reason for this difference was expenditure almost €8 million lower.

EXPENDITURE

Expenditure items were responsible for reducing part of the effect of the fall in revenue this year.

DISTRIBUTION OF EXPENDITURE (in million EUR), 2019 - 2020

	2020	2019	Var. (M€)	Var. (%)
Staff costs	34.4	33.4	1.0	3%
External service expenses	26.5	31.0	-4.6	-15%
Conservation	6.5	8.7	-2.3	-26%
Independent professionals	5.7	5.1	0.6	11%
Supplies	1.6	1.9	-0.3	-15%
Other external services	8.6	8.9	-0.3	-3%
Marpol	4.2	6.5	-2.3	-35%
Other current management expenses	2.3	7.5	-5.3	-70%
Contribution to *OPPE and FCI	12.4	12.9	-0.4	-3%
Depreciation	57.0	56.9	0.0	0%
Other expenses	5.5	4.0	1.5	38%
Allocation grants	-6.8	-6.8	0.0	0%
TOTAL	131.3	139.0	-7.7	-6%

*Public body Puertos del Estado (OPPE) and Interport Compensation Fund (FCI)

There was a general fall in expenditure, with the exception of two items:

- Staff costs, which increased by 3% as a result of the compensation for early retirements.
- Expenditure of €1.4 million was generated for capital losses as a result of Storm Gloria (January 2020).

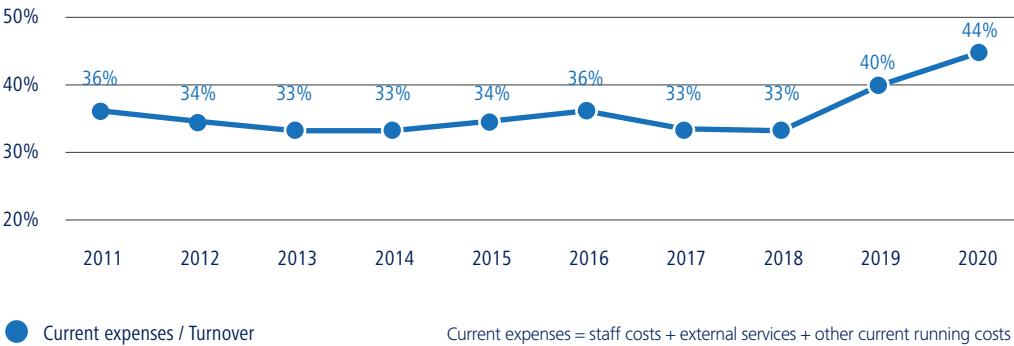
Thus, the decrease in expenditure is not related to the reduction in current expenditure, but to specific events, including:

- Conservation costs were €2.3 million lower than in 2019 because no dredging actions were conducted during 2020.
- Current management expenses, which are non-linear provisions over time, were lower than in 2019 due to less being assigned for litigation. During 2020, €1.4 million were entered as provision for litigation and €0.4 million for compensation.

The decline in Marpol spending (-2.3 million compared to 2019) was offset by lower revenue due to the impact of this cost. In the wake of the significant reduction in passenger vessel traffic, the cost of waste collection fell in the same proportion as revenue, therefore the effect is virtually neutral.

However, the ratio that measures the absorption of expenses in overall turnover rose four points to 44% (it does not take into account the Marpol effect).

EXPENDITURE ABSORPTION RATIOS (%), 2011 - 2020



STAKEHOLDER COMPANIES

The percentages on stakeholder companies’ share capital have not changed with respect to the previous year.

STAKEHOLDER COMPANIES ON 31/12/2020 (% of share capital)

	Participation
Group companies	
Gerència Urbanística Port Vell	100.00%
Centro Intermodal de Logística, SA, S.M.E.	51.50%
World Trade Center Barcelona, S.A. S.M.E.	75.99%
Associated companies	
Catalana d'Infraestructures Portuàries, SL	49.00%
Terminal Intermodal Marítima Centro, SL	49.00%
Terminal Intermodal de l'Empordà, SL	47.32%
Puerto Seco de Azuqueca de Henares, SA	36.73%
Portic Barcelona, SA	40.69%
Terminal Marítima de Zaragoza, SL	21.55%
Other stakeholdings	
Barcelona Regional Agencia Metropolitana de Desenvolupament Urbanístic i d'Infraestructures, SA	11.76%
Puerto Seco de Madrid, SA S.M.E	10.20%
Perpignan Saint Charles Conteneur Terminal, SAEML	3.89%

FINANCIAL RESULTS

Financial results were close to €2.5 million, a year-on-year worsening of €1.4 million (-36%).

FINANCIAL RESULT (in thousand EUR), 2019 – 2020

	2020	2019	Variation	%Var.
Financial income	2,830	4,415	(1,585)	-36%
Financial expenses	(644)	(1,955)	1,311	-67%
Change in fair value of financial instruments	352	1,485	(1,133)	-76%
Impairment and gains on disposals of financial instruments	-	8	(8)	-
TOTAL	2,538	3,953	(1,415)	-36%

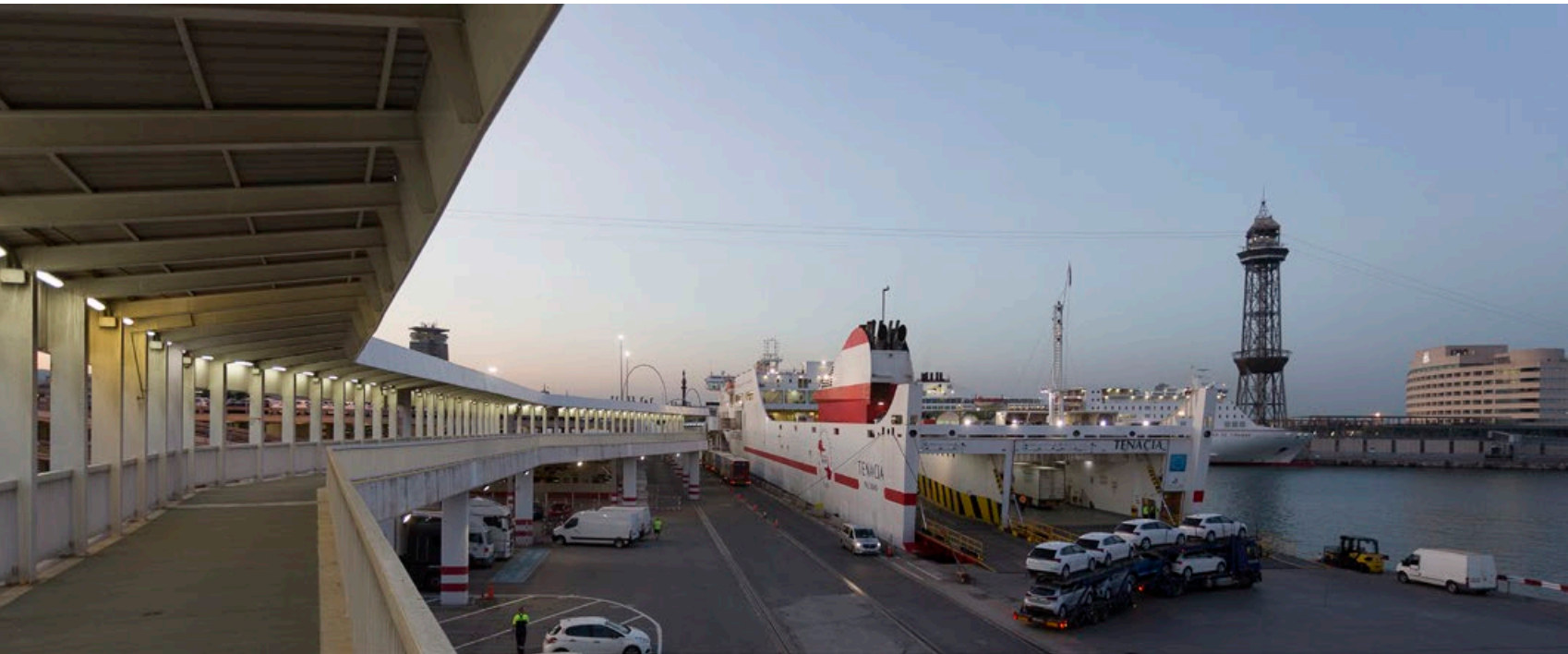
The factors that contributed to this variation were:

- a) **Financial income**
 - i. **Stakes in equity instruments.** The fundamental difference with respect to 2019 lies in the fact that in 2020, World Trade Center decided not to distribute dividends. Despite this, income from the other two stakeholdings was higher:

INCOME FROM STAKEHOLDINGS (in thousand EUR), 2019 – 2020

	2020	2019	Variation	%Var.
World Trade Center Barcelona	0	1,791	-1,791	-100%
Centro Intermodal de Logística, S.A.	1,353	937	416	44%
CIP, S.A.	686	539	147	27%
TOTAL	2,039	3,267	-1,227	-38%

- ii. **Other financial instruments.** These decreased by €300,000, due mainly to the lower interest received from TCB as a result of the decrease in the cash rate applied to the debt as a result of refinancing the concessionaire company.
- b) **Financial expenses.** The financial burden from debt contracted with the European Investment Bank was lower in 2020 due to the progressive reduction in the volume of indebtedness, together with the effect of the maturity of the *swap* on 15 March.
- c) **Change in fair value of financial instruments.** This heading shows the change in the value of the interest rate swap agreement, which generated a difference of €1.1 million, compensated in the previous heading.



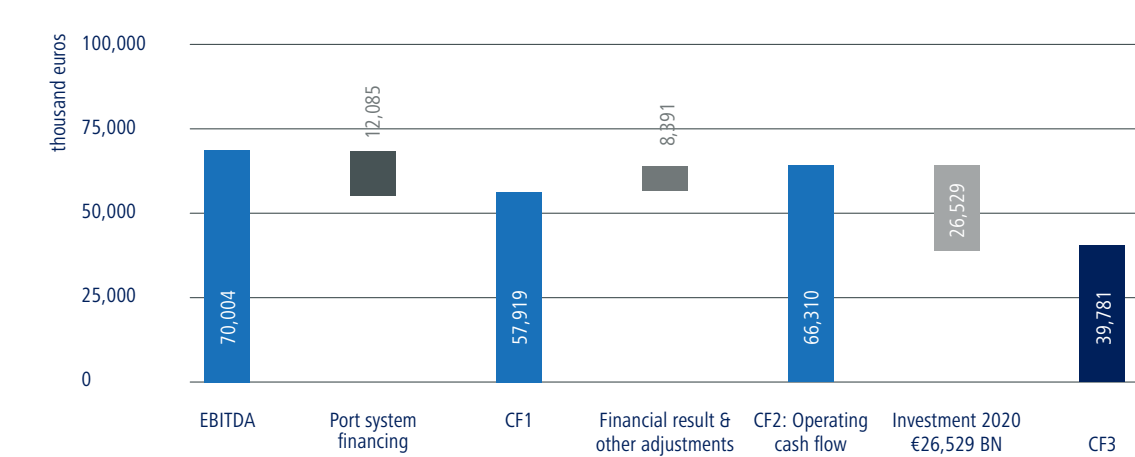
EBITDA AND CASH FLOW

Earnings Before Interest, Taxes, Depreciation, and Amortisation (**EBITDA**) totalled **€70 million** and funds from operations generated operational cash flow of **€66.3 million**. Both of these figures fell year on year, by 31% and 32% respectively, dragged down by the result of this year.

EBITDA (in thousand EUR), 2019 – 2020

(thousand EUR)	2020	2019	Variation	%Var.
Operating profit	13,968	40,211	(26,243)	-65%
Plus	71,833	76,546	(4,713)	
Funding <i>Puertos del Estado</i>	6,309	6,354	(46)	
Net contribution to the Interport Compensation Fund	5,776	6,188	(412)	
Depreciation of fixed assets	57,002	56,940	62	
Reserves for liabilities and expenses	1,353	6,732	(5,379)	
Losses from fixed assets	1,393	331	1,062	
Minus	15,797	15,706	91	
Profits accruing from fixed assets			-	
Valuation adjustments for impairment of non-current assets	144	145	(1)	
Capital grants and others transferred to profit	6,785	6,835	(50)	
Income from return of concessions	3,460	3,663	(203)	
Entering advances received for services rendered in results	5,408	5,053	355	
Other	-	10	(10)	
TOTAL	70,004	101,051	(31,047)	-31%

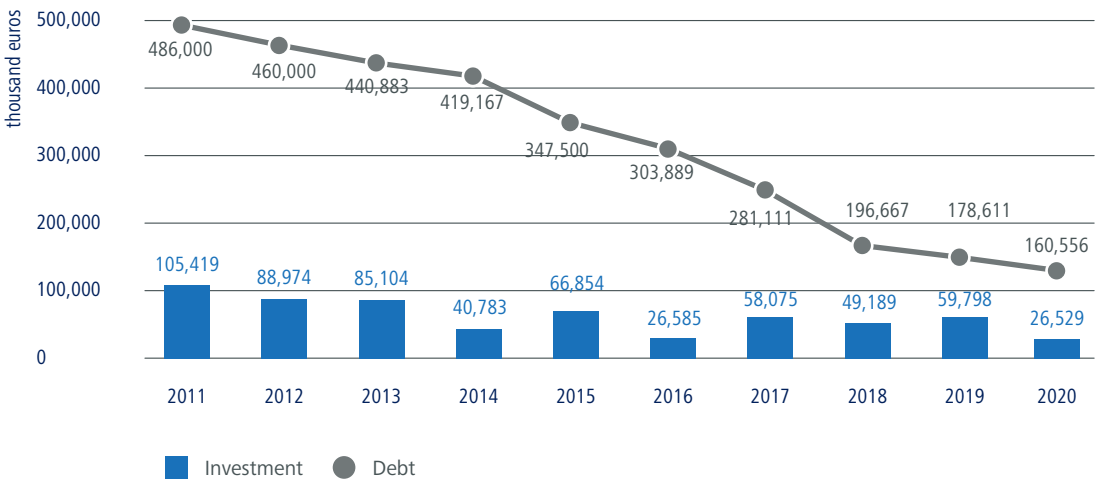
CASH FLOW (in thousand EUR), 2019 – 2020



INVESTMENT AND BORROWING

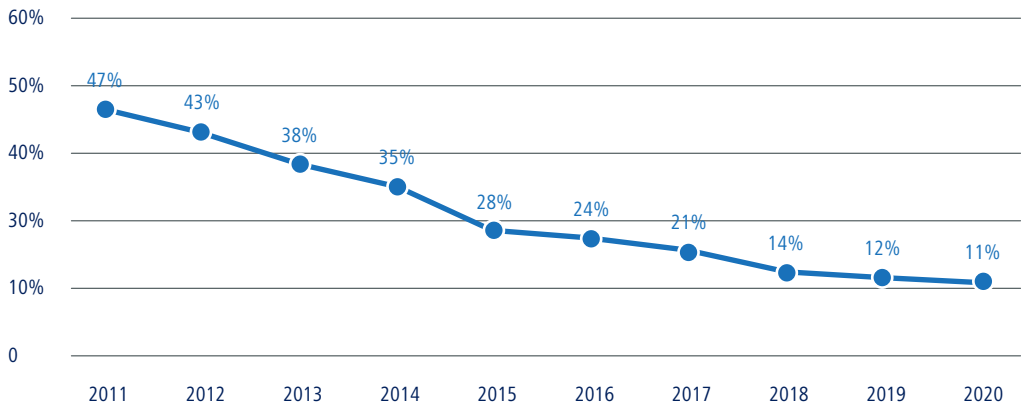
Barcelona Port Authority performed **investments to the tune of €26.5 million**, providing a surplus of €39.8 million in relation to the funds generated by operations. Once again this year, the entity had no recourse to additional funding and also reduced long-term bank debt by €18 million (natural amortisation of existing loans) and reduced the outstanding balance from €178.6 to €160.6 million.

TREND IN ANNUAL INVESTMENT AND LONG-TERM DEBT (thousand EUR), 2011 - 2020



Since the completion of the Port’s highly financially leveraged expansion project (about €500 million in 2010), the debt ratio has decreased significantly due to the progressive effect of debt repayment through early returns, as well as the application of profits to assets. This year we reached a debt-to-equity ratio of 11%, which is the lowest percentage this century.

TREND IN DEBT RATIO (%), 2011 - 2020



Bank debt	486,000	460,000	440,833	419,167	347,500	303,889	281,111	196,667	178,611	160,556
Equity	1,034,073	1,077,311	1,152,142	1,189,569	1,228,929	1,289,061	1,338,524	1,392,199	1,436,362	1,465,172

● Bank debt / Equity

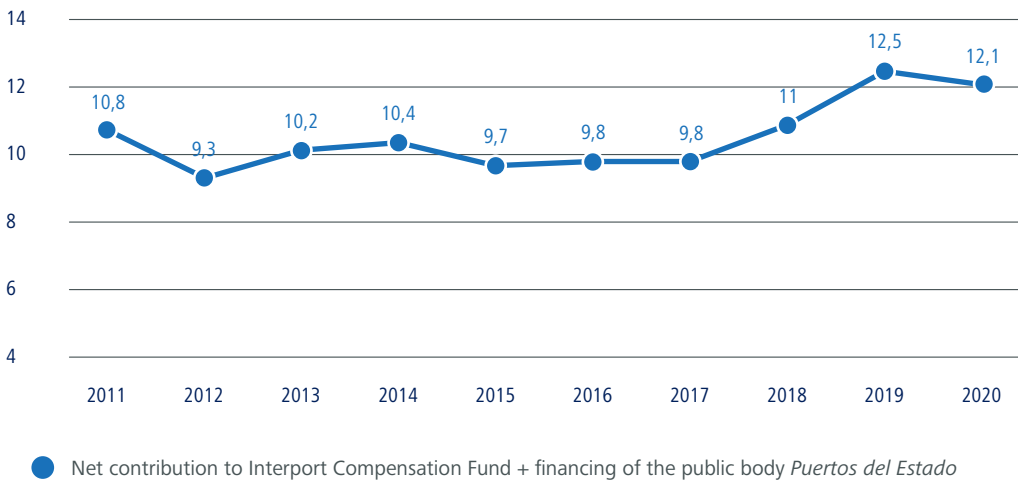
CONTRIBUTION TO THE PORT SYSTEM

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

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

The 2019 contribution was higher than this year due to the additional contribution resulting from the creation of the new “Ports 4.0” capital fund set up to promote and incorporate incremental innovation as an element of competitiveness and efficiency in the logistics and port sector.

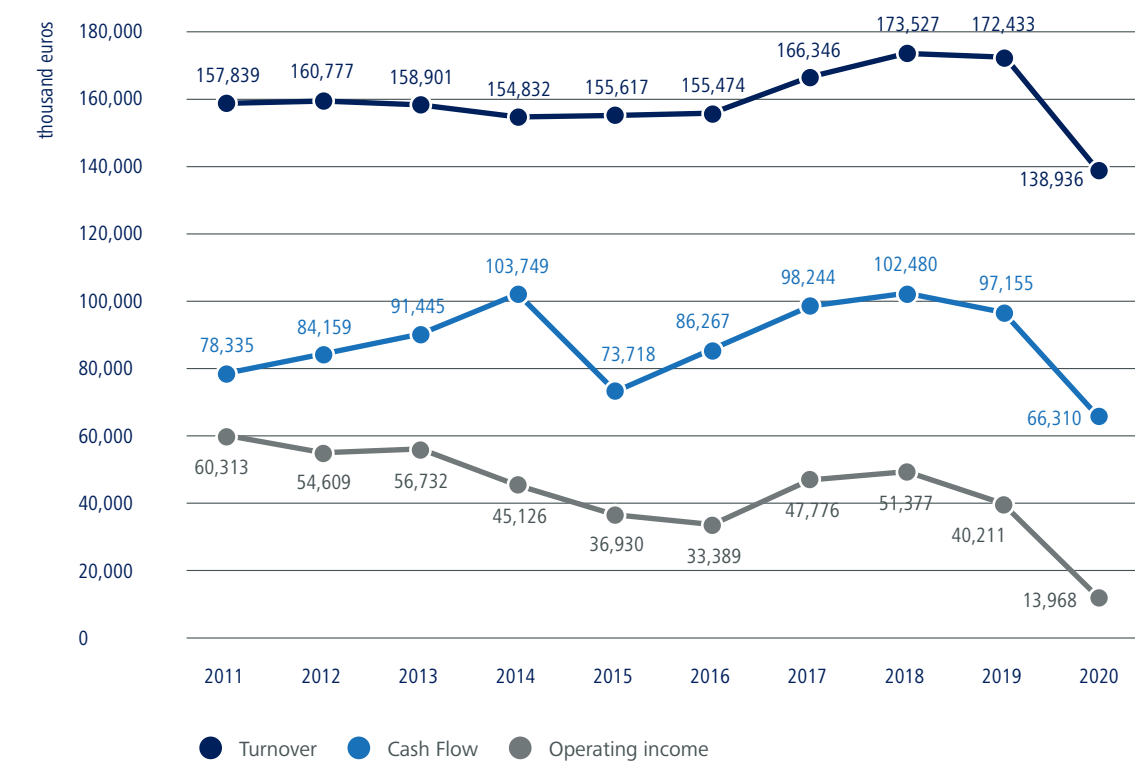
APB CONTRIBUTIONS TO THE STATE PORT SYSTEM (in million EUR), 2011 - 2020



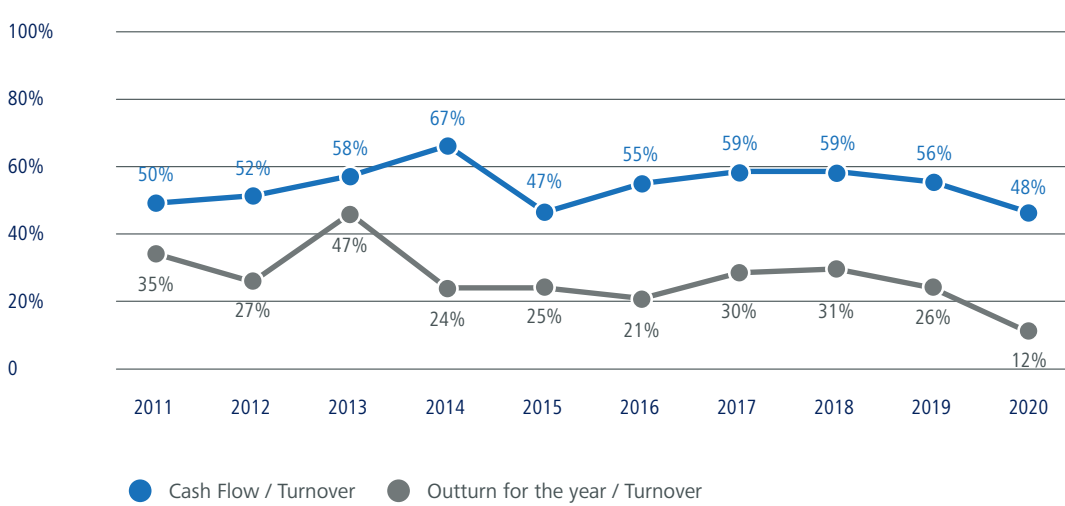
TREND IN THE MAIN ECONOMIC INDICATORS

The effect of the pandemic brought about a fall in turnover and cash flow to levels equivalent to those of 2006 (14 years ago).

TREND IN THE MAIN ECONOMIC INDICATORS (in million EUR), 2011 - 2020



TREND IN THE RATIOS OF THE MAIN ECONOMIC INDICATORS (%), 2011 - 2020



Annual accounts

BALANCE SHEET

(Thousand EUR)	2020	2019
ACTIU NO CORRENT	1,828,120	1,843,683
I. Intangible assets	17,079	17,689
1. Industrial property	7,207	7,431
2. IT applications	9,872	10,258
3. Other intangible assets		
II. Tangible fixed assets	1,403,756	1,431,414
1. Land and natural assets	305,034	288,958
2. Buildings	1,025,835	1,032,816
3. Technical equipment and facilities	1,332	1,440
4. Tangible fixed assets and advance payments	61,441	99,556
5. Other fixed assets	10,114	8,644
III. Real estate investments	302,517	303,107
1. Land	261,725	261,725
2. Buildings	40,792	41,382
IV. L/t debt with group and associated companies	79,731	78,910
1. Equity instruments	76,469	76,469
2. Loans to companies	3,262	2,441
V. Long-term financial investments	2,575	2,688
1. Equity instruments	588	588
2. Loans to third parties	1,249	1,362
3. Public admin, official subsidies receivable	284	284
4. Other financial assets	454	454
VI. Deferred tax assets	13,505	-
VII. Non-current trade debtors	8,957	9,875

(Thousand EUR)	2020	2019
CURRENT ASSETS	235,240	226,151
II. Stocks	332	314
III. Trade debtors and other receivables	54,947	314
1. Customers for sales and services provided	43,998	31,231
2. Customers and debtors, group and associated companies	2,756	23,435
3. Other debtors	3,217	2,559
4. Public admin, official subsidies receivable		
5. Other credits with public administrations	4,976	2,284
IV. S/t debt with group and associated companies	155	155
V. Short-term financial investments	40,131	20,122
1. Equity instruments		
2. Loans to companies	122	122
3. Other financial assets	40,009	20,000
VI. Accruals and deferrals	1,106	1,004
VII. Cash and other cash equivalent assets	138,569	173,325
1. Cash and banks	138,569	173,325
2. Other cash equivalents	-	-
TOTAL ASSETS	2,063,360	2,069,834

(Thousand EUR)	2020	2019
NET CAPITAL	1,668,950	1,700,894
A1. Equity	1,466,373	1,436,363
I. Capital	539,486	539,486
III. Reserves	909,327	852,713
VII. Profit for the year	17,560	44,164
A2. Adjustments for changes in value	-	-
A3. Subsidies, donations and legacies received	202,577	264,531
1. Official capital subsidies	166,659	228,991
2. Capital donations and legacies	34	34
3. Other subsidies, donations and legacies	35,884	35,506

(Thousand EUR)	2020	2019
NON-CURRENT LIABILITIES	349,529	319,504
I. Long-term provisions	9,289	11,488
1. Long-term staff benefit obligations		
2. Provisions for legal liabilities	7,082	8,129
3. Other provisions	2,207	3,359
II. Long-term debts	167,126	185,181
1. Debt with credit institutions	160,556	178,611
2. Long-term suppliers of fixed assets		
3. Other	6,570	6,570
III. L/t debt with group and associated companies	-	-
IV. Deferred tax liabilities	55,635	-
V. Long-term accruals and deferrals	117,479	122,835
CURRENT LIABILITIES	28,122	49,436
III. Short-term debts	18,110	31,270
1. Debt with credit institutions	5,984	18,136
2. Short-term suppliers of fixed assets	4,028	9,330
3. Other financial liabilities	3,804	3,804
IV. S/t debt with group and associated companies	733	321
1. Debt with companies of the group	590	228
2. Debt with associated companies	143	93
V. Trade creditors and other receivables	16,026	17,845
1. Creditors and other receivables	7,702	9,385
2. Advance payments of public subsidies		
3. Other debts with public administrations	8,324	8,460
VI. Accruals and deferrals	-	-
TOTAL LIABILITIES	2,063,360	2,069,834

PROFIT AND LOSS STATEMENT

(Thousand EUR)	2020	2019	Variation	% Var.
1. Net turnover	138,936	172,433	(33,497)	-19%
A. Port fees	127,665	157,722	(30,057)	-19%
a) Occupation fee	51,782	57,311	(5,529)	-10%
b) Fees for the special use of port facilities	62,838	83,526	(20,688)	-25%
1. Vessel fees	25,511	33,362	(7,851)	-24%
2. Fees for pleasure craft	451	438	13	3%
3. Passenger fees	2,547	11,569	(9,022)	-78%
4. Goods fees	34,048	37,762	(3,714)	-10%
5. Fresh fish fees	135	194	(59)	-30%
6. Fee for special use of the transit area	146	201	(55)	-27%
c) Activity fee	11,845	15,272	(3,427)	-22%
d) Navigation aids fee	1,200	1,613	(413)	-26%
B. Other business income	11,271	14,711	(3,440)	-23%
a) Amounts in addition to fees	5,776	6,437	(661)	-10%
b) Fees and other	5,495	8,274	(2,779)	-34%
5. Other operating income	6,395	6,750	(355)	-5%
a) Accessory and other current management income	2,201	2,694	(493)	-18%
b) Operating subsidies incorporated into the the result of the financial year	409	78	331	424%
c) Income from return of concessions	3,460	3,663	(203)	-6%
d) Interport Fund compensation received	325	315	10	3%
6. Staff costs	(34,519)	(33,421)	(1,098)	3%
a) Wages, salaries and similar expenses	(22,474)	(22,637)	163	-1%
b) Indemnities	(2,219)	(301)	(1,918)	637%
c) Social charges	(9,826)	(10,483)	657	-6%
7. Other operating expenses	(45,378)	(55,262)	9,884	-18%
a) External services	(26,286)	(31,043)	4,757	-15%
1. Repairs and upkeep	(10,721)	(15,227)	4,506	-30%
2. Services from independent professionals	(5,667)	(5,083)	(584)	11%
3. Supplies and consumption	(1,452)	(1,855)	403	-22%
4. Other external services	(8,446)	(8,878)	432	-5%
b) Taxes	(3,975)	(3,842)	(133)	3%
c) Losses, impairment and variation of provisions for commercial operations	(244)	24	(268)	-1117%
d) Other current management expenses	(2,463)	(7,544)	5,081	-67%
e) Contribution to Puertos del Estado	(6,309)	(6,354)	45	-1%
f) Interport Fund contribution	(6,101)	(6,503)	402	-6%
8. Depreciation of tangible assets	(57,002)	(56,940)	(62)	0%
9. Allocation of subsidies and other non-financial assets	6,785	6,835	(50)	-1%
10. Surplus provisions	-	-	-	-

(Thousand EUR)	2020	2019	Variation	% Var.
11. Impairment and gains on disposals of assets	(1,249)	(184)	(1,065)	-
a) Impairment and losses	144	144	-	-
b) Gains on disposals and others	(1,393)	(328)	(1,065)	325%
Other results	-	-	-	-
a) Exceptional income	-	-	-	-
b) Exceptional expenses	-	-	-	-
OPERATING RESULT	13,968	40,211	(26,243)	-65%
12. Financial income	2,830	4,415	(1,585)	-36%
a) Stakes in financial instruments	2,039	3,267	(1,228)	-38%
b) Of negotiable securities and other financial instruments	791	1,148	(357)	-31%
c) Incorporation of financial expenses to assets	-	-	-	-
13. Financial expenses	(644)	(1,955)	1,311	-67%
a) For third party debts	(644)	(1,955)	1,311	-67%
b) For updating of provisions	-	-	-	-
14. Change in fair value of financial instruments	352	1,485	(1,133)	-76%
a) Trading portfolio and others	352	1,485	(1,133)	-76%
16. Impairment and gains on disposals of financial instruments	-	8	(8)	-100%
a) Impairment and losses	-	-	-	-
b) Gains on disposals and others	-	8	(8)	-100%
FINANCIAL RESULT	2,538	3,953	(1,415)	-36%
PRE-TAX RESULT	16,506	44,164	(27,658)	-63%
17. Tax on profits	1,054	-	1,054	-
BALANCE OF THE FINANCIAL YEAR	17,560	44,164	(26,604)	-60%

SOURCE AND APPLICATION OF FUNDS

(Thousand EUR)	2020	2019
APPLICATIONS	69,135	97,548
Non-current assets added	33,451	60,784
Acquisition of intangible and material fixed assets	26,529	59,584
Long-term receivable subsidies	-	284
Non-current commercial debtors		
Deferred tax assets	2,997	
Fixed assets from returned concessions	3,925	916
Reductions in equity	-	-
Interport Fund contribution	6,101	6,503
Non-current liabilities removed	29,583	30,261
Cancellation/Transfer of debt to credit institutions	18,056	18,056
Cancellation/Transfer of debts with suppliers of fixed assets		
Cancellation/Transfer of other debts	7,975	
Cancellation/Transfer of long-term periodifications		12,205
Application of long-term provisions	3,552	
SOURCES	82,777	80,239
Resources from operations	67,287	69,496
Equity increases	-	
Interport Fund compensation received	325	315
Subsidies and income from return of concessions	3,925	2,066
Deferred capital subsidies	3,925	1,080
Other subsidies, donations and legacies	-	986
Income from return of concessions	-	-
Non-current liabilities added	8,028	6,995
Long-term debt with credit institutions	-	-
Long-term debt with suppliers of fixed assets	-	-
Long-term debt with group and associated companies and others	-	6,570
Advances received for sales or services rendered	8,028	425
Non-current assets added	3,212	1,357
Disposal of equity and other instruments	-	12
Cancellation/Transfer to s/t of other l/t financial investments	353	465
Cancellation/Transfer to s/t of l/t subsidies receivable		
Commercial non-current and other debtors cancelled/transferred	917	880
Deferred tax assets	1,942	
Other	-	10
Excess of sources over applications	13,642	-
Excess of applications over sources	-	17,309

RESOURCES FROM OPERATIONS - OPERATING CASH FLOW

(Thousand EUR)	2020	2019	Variation	% Var.
Period results	17,560	44,164	(26,604)	-60%
Plus	65,524	70,191	(4,667)	
Net contribution to the Interport Compensation Fund	5,776	6,188	(412)	
Depreciation of fixed assets	57,002	56,940	62	
Reserves for liabilities and expenses	1,353	6,732	(5,379)	
Losses from fixed assets	1,393	331	1,062	
Minus	15,797	17,201	(1,404)	
Profits accruing from fixed assets		3	(3)	
Valuation adjustments for impairment of non-current assets	144	1,629	(1,485)	
Capital grants and others transferred to profit	6,785	6,835	(50)	
Income from return of concessions	3,460	3,663	(203)	
Entering advances received for services rendered in results	5,408	5,053	355	
Income from OPPE payment principal & interest T3 disputes			-	
Other	-	10	10	
TOTAL	67,287	97,154	(29,867)	-31%

CASH FLOW

(Thousand EUR)	2020	2019
A) CASH FLOWS FROM OPERATING ACTIVITIES	27,062	86,234
Profit before tax	16,506	44,164
Adjustments to the result	41,533	44,472
Depreciation of fixed assets (+)	57,002	56,940
Valuation adjustments for impairment	(144)	(145)
Variation of provisions	1,353	6,732
Entering subsidies (-)	(6,785)	(6,835)
Results of fixed assets removed or disposed of	1,393	328
Results of financial instruments removed or disposed of	-	(8)
Financial income (-)	(2,830)	(4,415)
Financial expenses (+)	644	1,955
Change in fair value of financial instruments	(352)	(1,484)
Income from return of concessions (-)	(3,460)	(3,663)
Entering advances received for sales in results	(5,408)	(5,053)
Other income and expenses	120	120
Changes in working capital	(25,766)	(4,782)
Stocks	(18)	2
Trade debtors and other receivables	(24,812)	(11,349)
Other current assets	428	(328)
Creditors and other receivables	(1,856)	756
Other current liabilities	577	6,170
Other non-current assets and liabilities	(85)	(33)
Cash flows from operating activities	(5,211)	2,380
Interest payments (-)	(670)	(1,956)
Dividends received (+)	2,039	3,267
Interest received (+)	322	1,238
Late payment interest due to fee disputes (-)	-	-
Late payment interest received due to fee disputes (+)	-	9
Tax on profits received/paid	(3,351)	(178)
Other payments received/made	(3,551)	-

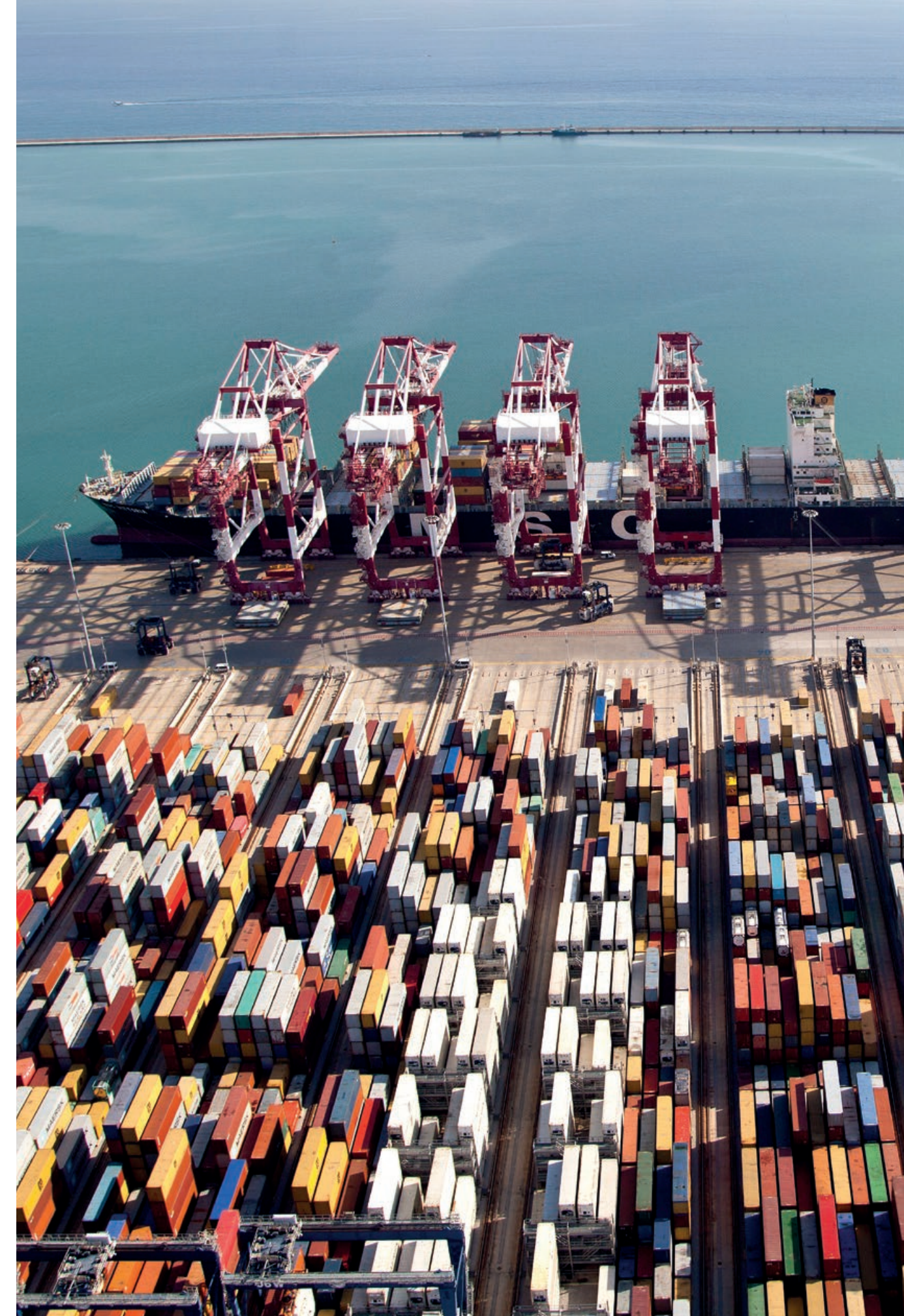
(Thousand EUR)	2020	2019
B) CASH FLOWS FROM INVESTMENT ACTIVITIES	(49,186)	(76,466)
Payments for investments (-)	(49,341)	(79,797)
Group and associated companies	(976)	(976)
Intangible assets	(2,847)	(2,775)
Tangible fixed assets	(25,518)	(56,034)
Property investments	-	(12)
Other financial assets	(20,000)	(20,000)
Non-current assets held for sale	-	-
Other assets	-	-
Proceeds from divestitures (+)	155	3,331
Group and associated companies	155	789
Intangible assets	-	-
Tangible fixed assets	-	5
Property investments	-	-
Other financial assets	-	2,537
Non-current assets held for sale	-	-
Other assets	-	-
C) CASH FLOWS FROM FINANCING ACTIVITIES	(12,632)	(15,607)
Equity instruments received and paid	-	737
Subsidies, donations and legacies received	-	737
Financial liability instruments received and paid	(12,632)	(16,344)
Issue	5,424	1,879
Debt with credit institutions (+)	-	-
Debt with group and associated companies (+)	-	-
Other payables (+)	5,424	1,879
Repayment and depreciation of:	(18,056)	(18,223)
Debt with credit institutions (-)	(18,056)	(18,056)
Debt with group and associated companies (-)	-	-
Other payables (-)	-	(167)
NET INCREASE/DECREASE IN CASH AND CASH EQUIVALENTS (A+B+C)	(34,756)	(5,839)
Cash and cash equivalents at beginning of FY	173,325	179,164
Cash and cash equivalents at end of FY	138,569	173,325

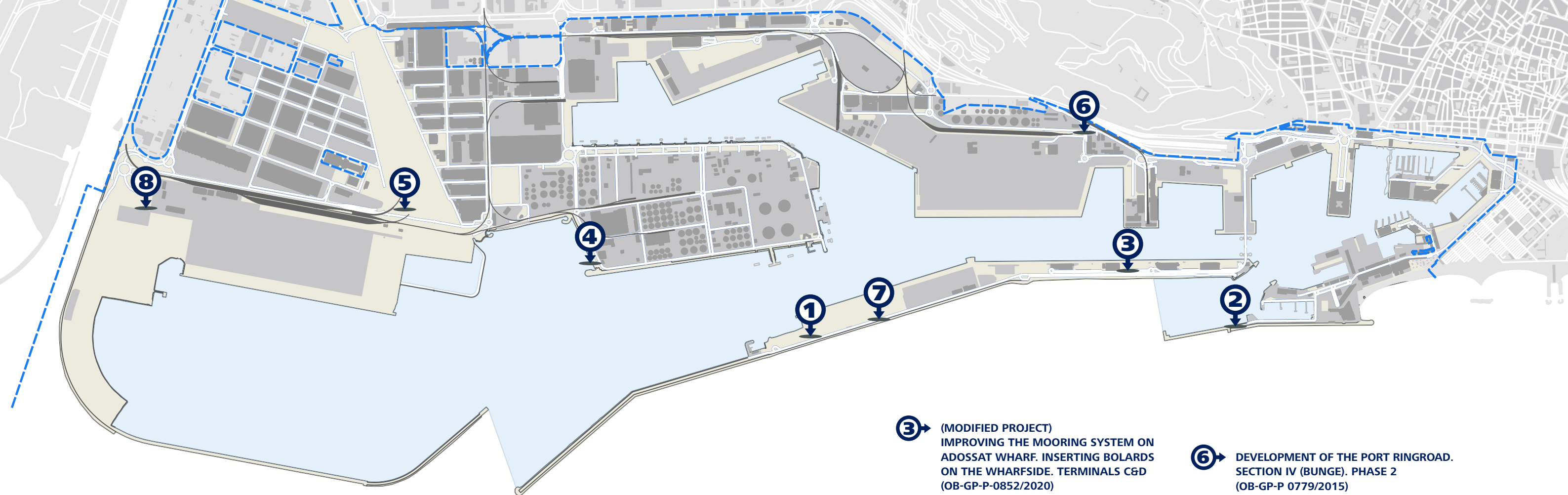
STATEMENT OF CHANGES IN EQUITY IN 2020 AND 2019

Statement of recognised income and expenses (Thousand EUR)	2020	2019
A) Result of the profit and loss account	17,560	44,164
B) Total income and expenses charged directly to net equity	3,925	2,066
For valuation of financial instruments	-	-
To cover cash flows	-	-
Subsidies, donations and legacies received	3,925	2,066
For actuarial gains and losses and other adjustments	-	-
Tax effects	-	-
C) Total transfers to the income statement	(8,549)	(10,498)
For valuation of financial instruments	-	-
To cover cash flows	-	-
Subsidies, donations and legacies received	(10,245)	(10,498)
Tax effects	1,696	-
TOTAL RECOGNISED INCOME AND EXPENSES (A+B+C)	12,936	35,732

STATEMENT OF CHANGES IN EQUITY IN 2020

Total status of changes in equity (Thousand EUR)	Capital	Accumulated result	Outturn for the financial year	Subsidies, donations and legacies	Total
Final balance for the 2019 financial year	539,486	852,713	44,164	264,531	1,700,894
Total recognised income and expenses	-	-	17,560	(4,623)	12,937
Distribution of the result for the 2019 financial year	-	44,164	(44,164)	-	-
Tax effect	-	12,451	-	(57,331)	(44,880)
FINAL BALANCE FOR THE 2020 FINANCIAL YEAR	539,486	909,328	17,560	202,577	1,668,951





Other key economic figures

Port infrastructure investment

Throughout 2020 the Port of Barcelona made total investments of €26.5 million, **more than 18 million** of which were allocated to **infrastructure**. The most significant actions of this year are described below.

- ➔ **1** EXTENSION OF THE ADOSSAT WHARF, PHASE 3. CONSOLIDATION (OB-GP-P-761/2014)



- ➔ **2** REPAIRING DAMAGE TO SEAWALLS AND ADJACENT AREAS CAUSED BY STORM GLORIA (OB-GP-P-852/2020)



- ➔ **3** (MODIFIED PROJECT) IMPROVING THE MOORING SYSTEM ON ADOSSAT WHARF. INSERTING BOLARDS ON THE WHARFSIDE. TERMINALS C&D (OB-GP-P-0852/2020)



- ➔ **4** (MODIFIED PROJECT) PORT SERVICE MOORING WHARF (35A) (OB-GP-P-723/2012)



- ➔ **5** PORT OF BARCELONA INTERMODAL TERMINAL. MOVEMENT OF PRE-LOADED MATERIALS (ACTION 1) (OB-GP-P-785/2015)



- ➔ **6** DEVELOPMENT OF THE PORT RINGROAD. SECTION IV (BUNGE). PHASE 2 (OB-GP-P 0779/2015)



- ➔ **7** (MODIFIED PROJECT) EXTENSION OF THE ADOSSAT WHARF, PHASE 2B CONSOLIDATION (OB-GP-M-0829/2018)



- ➔ **8** REFITTING THE NEW WAREHOUSE IN THE SOUTH ENLARGEMENT (OB-GP-P-0795/2016)



EXTENSION OF THE ADOSSAT WHARF, PHASE 3. CONSOLIDATION (OB-GP-P-761/2014)



AWARDED TO: ROGASA
CONSTRUCCIONES
Y CONTRATAS, S.A.U.

PERFORMANCE TIME:
14 months (underway)

BUDGET: €2,558,069



Plans to expand and develop the cruise activity at the Port of Barcelona involve the consolidation of passenger activity at Adossat wharf, including the location of a future cruise terminal on the last alignment of the wharf, in the space occupied by Port Nou Terminal.

The action consists of placing preloaded earth on a part of the backfill and caissons to build the new wharf line corresponding to the extension of Adossat Wharf phase 3.

REPAIRING DAMAGE TO SEAWALLS AND ADJACENT AREAS CAUSED BY STORM GLORIA (OB-GP-P-852/2020)



AWARDED TO:
COPIA CONSTRUCTORA
PIRENAICA, S.A.

PERFORMANCE TIME:
7 months (work completed)

BUDGET: €1,641,145



A powerful depression named Gloria at the end of January 2020 caused a storm of heavy rain, wind and giant waves to the coast of Catalonia, Valencia and the Balearic Islands leading to significant damage to infrastructures located on the coastline of these autonomous communities.

A drone inspection of the outer part of the sheltering seawalls of the Port of Barcelona was conducted after the storm, revealing various breakages and significant damage. This action aimed to repair the damage urgently.

(MODIFIED PROJECT) IMPROVING THE MOORING SYSTEM ON ADOSSAT WHARF. INSERTING BOLARDS ON THE WHARFSIDE. TERMINALS C&D (OB-GP-P-0852/2020)



AWARDED TO:
UTE AMARRE
MUELLE ADOSADO

PERFORMANCE TIME:
10 months (work completed)

BUDGET: €2,509,901



The arrival of increasing numbers of large cruise ships and similar vessels led to a review of the mooring system of the Adossat wharf and showed the need for upgrading and improvements.

The works project adapted the mooring system of this wharf to the largest type of cruise ship currently operating there, with the following actions:

- Building 25 new mooring points by building new bollards, which occupy the space available between the previously existing units.
- Replacing new lanes for the operation of the passenger boarding bridges.

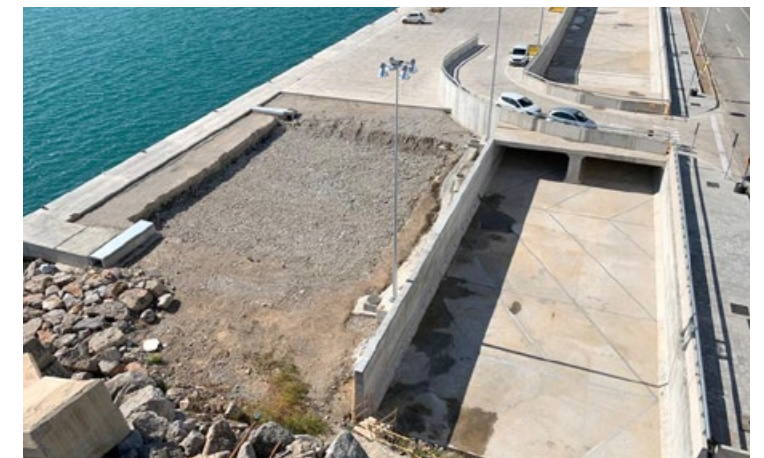
(MODIFIED PROJECT) PORT SERVICE MOORING WHARF (35A) (OB-GP-P-723/2012)



AWARDED TO:
COPIA CONSTRUCTORA
PIRENAICA, S.A.

PERFORMANCE TIME:
10 months (work completed)

BUDGET: €1,891,503



Among the actions undertaken to improve the Port's environmental situation, the Port Authority awarded a plot of land under concession for the management of waste from the vessels using the Port. Waste is transferred from ships to this area by sea, for which an adjacent wharf has been prepared, enabling waste to be unloaded in safe conditions.

This action included the necessary work to prepare a wharf for the uses mentioned on the sloping breakwater at the southern end of the Energy Pier.

PORT OF BARCELONA INTERMODAL TERMINAL. MOVEMENT OF PRE-LOADED MATERIALS (ACTION 1) (OB-GP-P-785/2015)



AWARDED TO:
UTE ECSA-IRANZO -GOMILA

PERFORMANCE TIME:
19 months (underway)

BUDGET: €2,007,893



The informative study of the project for the new South rail and road accesses assigned the Port of Barcelona a fundamental role in this area for the development of the new road and rail accesses that will guarantee suitable connectivity with the general transport networks of the new maritime terminals in the enlargement area. The railway complex (dispatch/reception and loading/unloading) will be called the Port de Barcelona Intermodal Terminal.

The geotechnical characteristics of the filling of the former riverbed and the delta lands must be improved prior to execution of the planned road and rail infrastructures. The usual method involves pre-loaded materials.

This works project has defined the pre-loading required in the section of the old riverbed, located between the Ronda del Port, section 12, and the existing service corridor near the section of connection between Street A of the Zona Franca and Street 114 in the Polígon Pratenc Industrial Estate.

DEVELOPMENT OF THE PORT RINGROAD. SECTION IV (BUNGE). PHASE 2 (OB-GP-P 0779/2015)



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

PERFORMANCE TIME:
17 months (work completed)

BUDGET: €2,392,419



New urban development criteria have responded to the various mobility needs in this area with follow-up to the actions already performed.

This action involved the urban development of Ronda del Port ringroad in its section IV, around the West wharf. A new roundabout has improved traffic distribution inside the Port in general and to the West and Contradic wharves, which has increased the capacity and safety of the section up to currently required levels. Likewise, pedestrian accessibility has been improved and shortcomings—detected as a result of more pedestrians in the area due to the proximity to the urban area and the improvement of public transport—have been corrected.

(MODIFIED PROJECT) EXTENSION OF THE ADOSSAT WHARF, PHASE 2B CONSOLIDATION (OB-GP-M-0829/2018)



AWARDED TO:
ROGASA CONSTRUCCIONES Y CONTRATAS, S.A.U

PERFORMANCE TIME:
14 months (work completed)

BUDGET: €1,502,743



The Port of Barcelona's Master Plan already provided for the construction or extension of the Adossat wharf adjacent to the East Seawall. The reorganisation of the Port's container terminals and the concession agreements reached with the Port Nou terminal have involved the building of a new section of the 290-metre long stretch of the Adossat wharf.

This work involved using preloaded materials to consolidate the terraces associated to the extension of the Adossat wharf.

REFITTING THE NEW WAREHOUSE IN THE SOUTH ENLARGEMENT (OB-GP-P-0795/2016)



AWARDED TO:
S.A. TRABAJOS Y OBRAS (SATO)

PERFORMANCE TIME:
7 months (work completed)

BUDGET: €524,346



As the manager of the port area, one of Barcelona Port Authority's responsibilities is to promote and participate in the development and maintenance of public and private land and infrastructure. Public investment consolidates and improves the competitiveness of the organisations working in the Port while it fosters private investment, which is an indicator of private sector trust in attracting future traffic. In this connection, the growth of activity of the BEST terminal in the southern enlargement area highlighted the need for a warehouse for empty container management.

The project comprised a refit of areas and accessibility for the location of a new warehouse adjacent to the BEST terminal, which included removing preloaded materials associated with land consolidation, levelling, commissioning and conditioning of services, in addition to providing accessibility.

Financial aid received

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

PARTICIPATION IN INTERNATIONAL PROJECTS, 2020

Period	Project	Action	Programme
2018-2021		Fostering the Motorway of the Sea between Barcelona and Civitavecchia by improving infrastructures: adapting the Contradic wharf to MoS traffic, strengthening the Contradic north alignment and extending the RO-Ro ramp, and adapting the Contradic rail terminal.	
2016-2020		Reducing pollutant emissions caused by lorry transport in the Port and improving existing technology in dual fuel engines to help consolidate liquefied natural gas (LNG) use.	RIS3CAT
2016-2020		Adapting the Príncep d'Espanya terminal and building a new rail link to improve the service and increase the transport of electric cars using the Motorways of the Sea.	
2019- 2023	MiRO 2 – Multimodal Route connecting Barcelona to Paris	Building a railway motorway connection between Barcelona and Paris suitable for transporting semi-trailers between both cities. Includes the development of two terminals, one in the Port of Barcelona (former Llobregat riverbed) and the other in Rungis.	
2020 - 2023	FEDER – IDAE – Solar panels	Implementation of improvements in the energy efficiency of the BIP Area building: generating power using a photovoltaic installation, implementing an overall monitoring control system for the building, and replacing current lighting technology with LEDs.	
2014 - 2020		Rolling out use of liquefied natural gas (LNG) in maritime transport through a series of pilot actions, e.g: adapting a barge to supply LNG to ships, adapting port machinery, and designing a tug powered by this fuel.	
2019 - 2023		Creators allows local initiators to create and operate advanced community energy systems (CES) by supporting technical, financial and social processes in each phase of the CES life cycle. EThe Port of Barcelona's participation involves contributing a pilot involving the creation of an energy island (simultaneous production, storage and consumption of energy) on the Fishermen's wharf and possible extrapolation to other areas of the port.	
2020-2023		This project brings together ports from nine different EU countries that want to make the transition to alternative fuels. The project includes preparatory actions for the construction of Onshore Power Supply (OPS) infrastructures for ships. The aim is to create a pre-construction state, meaning that participating ports can develop infrastructure quickly once the project is completed because all previous studies will be completed.	

Period	Project	Action	Programme
2020-2023	LNGasHIVE2	Build a barge to supply liquefied natural gas (LNG) as marine fuel in the Port of Barcelona and adjacent areas. The barge will have an LNG storage capacity of 5,000 m3 using type-C storage tanks, which will give it a boiling generation of between 0.15-0.25% per day. It will be equipped with several supply pumps.	
2020-2023		This project aims to implement cross-border cooperation activities in the context of the European Neighbourhood Policy, complementing the efforts made within the Euro-Mediterranean Association, the ultimate goal of which is to develop an area of peace, stability, prosperity and good neighbourliness with the participation of European Union Mediterranean Partner Countries (MPC).	

Procurement and service purchase practices

In 2010, the Port of Barcelona created the electric power purchasing group for the facilities of Barcelona Port Authority and the organisations in which it holds a stake - World Trade Center Barcelona, SA., Centre Intermodal de Logística S.A. and Port Vell. Among them, these four entities own approximately 150 supply points with an overall consumption of more than 15 GWh per year.

The tender, the award criterion for which is the lowest price, aims to contract the electricity supplies of the four companies for a two-year period and is divided into lots corresponding to the various free market rates. It also provides that sellers of electricity should offer rates aimed at the potential market of private companies with a concession of port public domain or with an authorisation to use facilities located in the service area of the Port of Barcelona, although they are under no obligation to contract.

Barcelona Port Authority establishes in the tender that participating sellers must undertake to guarantee the renewable origin of the power supplied under the contracts which they may be awarded.

On 31 October 2019, Barcelona Port Authority formalised the contract with the company AURA ENERGIA, S.L. corresponding to marketing the supplies under lots 1 and 2, and to the company NATURGY for lots 3 and 4. **Energy consumption by the Port Authority in 2020 was 6.75 GWh and the amount billed was €850,000.**

ORIENTATION TO THE SDGS



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

- 8,4% investment in R&D+I across all the organisations under the Plan
- 4,4 million in aid received for projects of the organisations under the Plan



Ensure sustainable consumption and production patterns

- 89 organisations signed up to the Port of Barcelona Sectoral Sustainability Plan
- 96,7% of the organisations under the Plan purchase products or services made in the European Union

Other key economic figures

Investments in R&D+I

In 2020, R&D+I investments in the organisations of the Sectoral Sustainability Plan amounted to an average of **8.4% of total investment**. The previous year this figure was 9.5%. Despite the slight decline, it remains a significant percentage that shows the commitment of organisations to remain competitive.

Financial aid received

22.5% of organisations have received financial aid from the State or the European Union under the Sectoral Sustainability Plan.

Total aid received was **€20 million**, much higher than the previous year, which was €4.4 million. It should be borne in mind that one of the companies that answered the survey has received a grant of €11.8 million, which increases the total considerably.

PUBLIC AID RECEIVED BY PLAN ORGANISATIONS (in EUR), 2020

Type of aid	Amount (in EUR)
For R&D+I	1,698,359
For infrastructures	2,315,000
For other types of projects	16,064,966
TOTAL	20,078,325

Procurement and service purchase practices

The percentage of local purchases of companies within the EU is a key factor for boosting the economy of an area and preserving community relations.

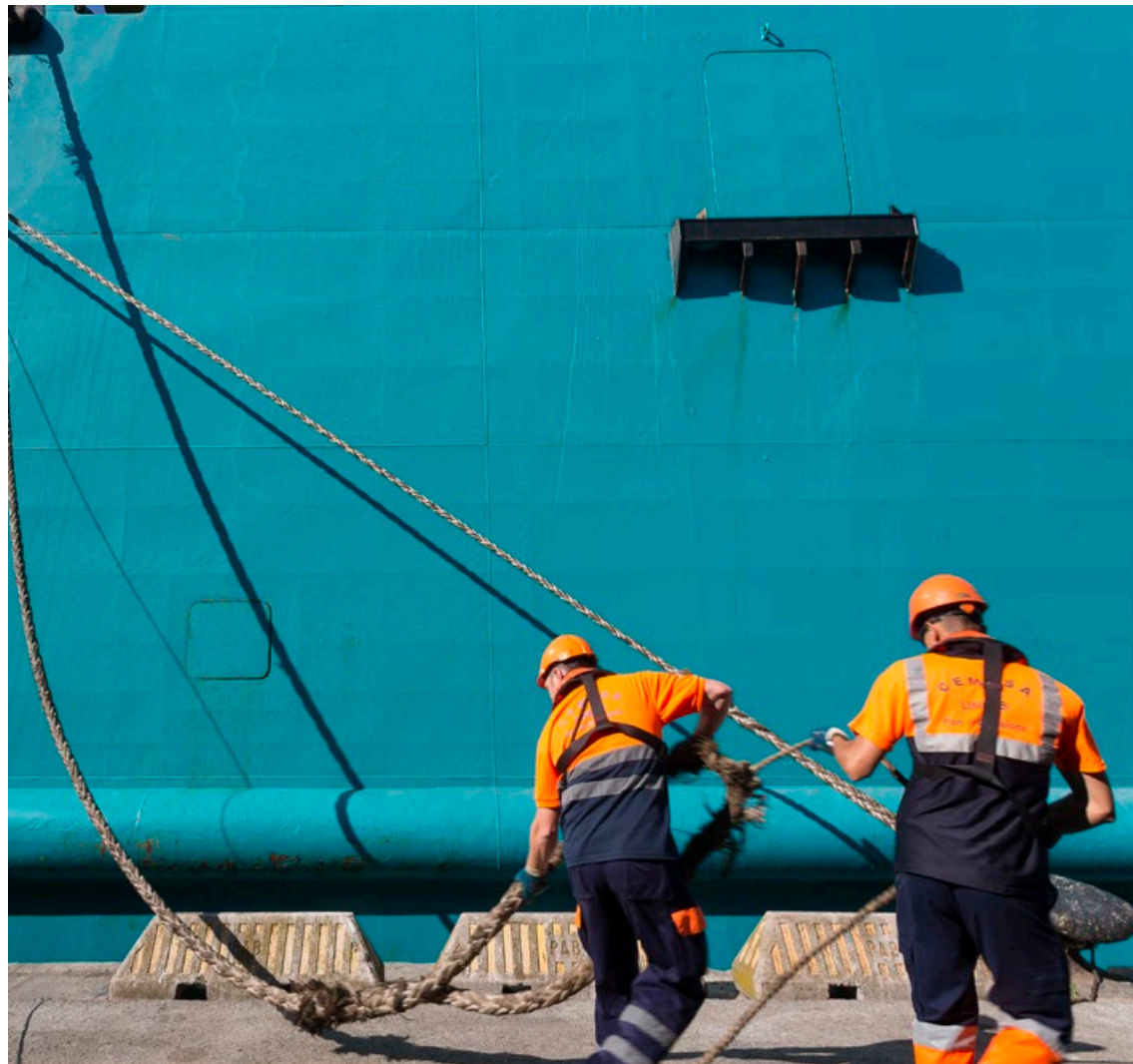
96.7% of purchases of goods or contracts made by the organisations under the Plan are for services from companies in the European Union. This figure, while very similar to the previous year, has dropped 0.6 points compared to 2019.

06 Developing social value

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

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

In this situation, it is essential to guarantee the application of the precautionary principle to the activities performed in the port facility and its surroundings, goods, and therefore the people to whom they are addressed. Both the Port Authority and the organisations operating there must therefore apply the corresponding measures.



ORIENTATION TO THE SDGs

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



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

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

- 21 drills within the Port Self-Protection Plan
- 10,435 healthcare services provided by the APB Medical Services, face-to-face and virtual, during the pandemic with all safety measures



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

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

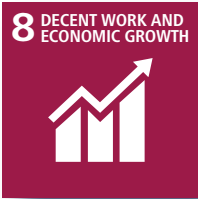
- 33 training activities of the European School of Intermodal Transport
- 454 students from the higher degree training cycles participated in the Formati al Port training programme



Achieve gender equality and empower all women and girls

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

- 30% of women on the APB Executive Committee
- Approval of the new Equality Plan 2020-2022



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

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

- Objectives of the APB 's 2017-2020 People Plan achieved



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

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

- Specific bus service for the port area: Line 88
- 43% fewer traffic accidents in the Port



Revitalise the Global Alliance for Sustainable Development

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

- 332 complaints and 891 inquiries handled by the Customer Service

ABOUT THE DATA INCLUDED

These data are related to the type of recruitment, training, equality, diversity and inclusion, action protocols and other aspects linked to labour, social and environmental issues. We present the data of Barcelona Port Authority (APB), as the company that manages the Port and a model strategy for people, oriented to sustainability that we wish to extend to the entire port environment.

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

Human capital: our staff strategy

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

Employment in the Port of Barcelona

As detailed in the tables below, as of 31 December 2020, the APB staff has the following characteristics:

- It is made up of 30.9% women and 69.10% of men (unchanged with respect to 2019).
- The majority age range among workers is 41 to 50, followed very closely by the 51 to 60 age range. They account jointly for more than two-thirds of the workforce.
- The range of people that have worked in the APB for 21 to 25 years covers the most people.
- Managerial staff represent 13% of the total.

PROGRESSION OF STAFF ⁽¹⁾ APB, 2015 – 2020

	2016	2017	2018	2019	2019	2020
Covered by the agreement	453	457	463	458	456	451
Not covered by the agreement (managers)	69	69	70	69	68	70
TOTAL	522	526	533	527	524	521

APB WORKFORCE ⁽¹⁾ BY AGE RANGES, 2020

	16-30 years	31-40 years	41-50 years	51-60 years	61-70 years	Total
Men	18	62	112	122	46	360
Women	8	33	58	45	17	161
TOTAL	26	95	170	167	63	521

APB WORKFORCE ⁽¹⁾ BY SENIORITY, 2020

	0-5 years	6-10 years	11-15 years	16-20 years	21-25 years	26-30 years	>30 years
Men	43	22	67	37	72	27	92
Women	35	9	26	19	43	15	14
TOTAL	78	31	93	56	115	42	106

⁽¹⁾AT 31.12.2020

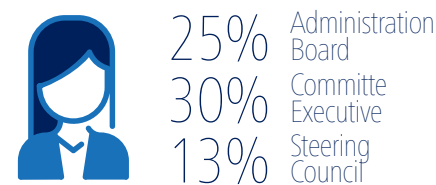
Diversity and equal opportunities

PRESENCE OF WOMEN IN GOVERNING BODIES

The proportion of women in the main governing bodies of the Port of Barcelona, according to their composition at 30 December 2020, was:

- Barcelona Port Authority Administration Board: 25% (4 out of 16 members)
- Barcelona Port Authority Executive Committee: 30% (6 out of 20 members)

In the highest governing body of the sector, the Steering Council for the Promotion of the Port Community, women account for 13% of members (9 women and 59 men).



EQUALITY PLAN

Companies with more than two hundred and fifty workers are subject to Article 45 of Organic Law 3/2007 of 22 March 2007, which stipulates that they are obliged to respect equal treatment and opportunities in the workplace.

During this year, the Port of Barcelona approved the **2020-2022 Equality Plan**, a document that aims to reinforce the values that govern the behaviour of the organisation: commitment to people, ethical and professional management, customer orientation, social responsibility and innovation. The Port thus assumes the responsibility of moving ahead in terms of rights, duties and responding to what society demands and as expected from a public entity.

There will be a six-monthly follow-up of the actions carried out within the Plan followed by an evaluation once it enters into force. The main actions proposed for implementation in the medium and long term in this edition of the Equality Plan are:

- promoting the **Conciliation Plan**, a specialist support and advice service that covers various aspects of family, social and dependency care among employees;
- increasing knowledge of the actions of the Standing Committee on Equality and the existence of the Harassment Protocol;
- promoting awareness of the entire workforce through labour protocols;
- and detecting any shortcomings within the organisation through the Great Place to Work internal survey in order to improve them.

The make-up of the company’s side of the **Standing Committee on Equality** as a result of the union elections held in October. During 2020, this committee registered **no incidents** related to equality and/or harassment.

INCORPORATION OF YOUNG PEOPLE INTO THE LABOUR MARKET

This year, the Port Authority brought six new young people into the workforce through an internship contract regulated under the Workers’ Statute. The aim of this type of contract is to facilitate the incorporation of recent graduates into the labour market (graduated in the last 5 years, or 7 years in the case of people with disabilities), but who may not have necessarily enough professional experience for their activity to be fully productive. This increases their chances of entering the labour market once their placement at the Port Authority is over.

PREVENTING DISCRIMINATION

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

In 2020, the Port Authority directly recruited a total of **25 people with a disability** and none at risk of social exclusion.

Working climate

In 2020, the Port Authority was audited by the well-known company Great Place to Work, essentially to diagnose the situation in terms of what it has and what it needs to be included among the list of organisations considered as great places to work. This audit measured whether the actions taken under the 2017-2020 People’s Plan have achieved the desired results and, above all, what more needs to be done. Participation in the survey was 69% (the highest ever achieved in a survey of workers’ perceptions) and the results obtained will serve as a basis for future actions to improve the organisation.

It should be noted that internal communication and training were the two areas best rated. The results also showed how the actions performed under the 2017-2020 People Plan have had a real positive impact and that the Port of Barcelona’s *Naveguem Junts* [Let’s sail together] brand has become consolidated as a way of improving trust between the organisation and its staff.

Social benefits

In compliance with the instructions from Puertos del Estado, and by indication of the Executive Commission of the Interministerial Remunerations Commission (CECIR), contributions to the social fund have fallen by 75% for more than three years, therefore use of this fund was extremely limited.

Furthermore, in accordance with Law 6/2018 of 3 July 2018 on the General State Budget for 2020, the contributions by the promoter of the pension plan for employees was suspended for the entire financial year.

Internal communication

Internal communication is an essential tool to allow Barcelona Port Authority to coordinate to achieve a common goal, generate motivation and commitment, foster and evolve corporate culture, generate innovation and change, and create a good work environment and healthy relationships. It allows working people to know first-hand what is expected of them, what priority goals the organisation has and what role each must play to help achieve them.

Managing the COVID-19 crisis

The COVID-19 crisis and the implicit uncertain and changing environment has posed a challenge at every level and has required mechanisms and instruments to facilitate adaptation and change. In cooperation with other departments of the organisation, Internal Communication designed and developed a specific communication strategy during the months of lockdown to communicate operational, service and protocol information to staff. This strategy included information in audiovisual format focused on the health and well-being of people, under the motto “**Closer than ever**”, with a participatory final chapter with videos and photos provided by Port Authority staff.

After the first lockdown, another series of visual and audiovisual materials (infographics and videos) was developed to **inform staff of return protocols and all protection measures** implemented to ensure that staff also felt safe and well accompanied during this period.

Naveguem Junts [Let’s sail together] internal brand

Above and beyond the situation caused by the pandemic, the internal communication area continued at pace during 2020 with numerous actions and initiatives aimed at spreading behaviours defined by the internal **Let’s Sail Together** brand implemented in 2018, which aims to build a good reputation for the company to attract new and retain existing talent.

In this connection, several initiatives were carried out during 2020 to enhance the feeling and pride of belonging, through lines of action such as:

- **Fostering internal knowledge**, with **videos** on the new training policies and from the departments of Public Relations and Protocol and of Cultural Heritage within the series “Inside the APB”; and **infographics** of the activity reports from Public Relations and Protocol, Conservation and Navigation Aids and on the subject of the healthy company.
- **Customised Let’s Sail Together masks**. 2,000 reusable masks with the brand image were designed and acquired in cooperation with the Medical Services and General Purchasing and were distributed among APB staff to replace the single use surgical ones.
- **Audiovisual communication**: production of a total of **55 multimedia contents** (videos and infographics) using own resources to increase the impact of communications and increase the visibility to staff, for example:
 - “Letters on High Performance and Welfare”, an animated format audiovisual series explaining the key concepts that emerged from the High Performance and Wellness Workshops.
 - Corporate video Christmas carol, conceived as a Christmas story, which explains how the Port of Barcelona helps to make Christmas magic possible and starring APB staff.
 - Internal *Lipdub*, starring workers of the organisation and their families.

Training and upskilling

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

In 2020 the People Directorate unveiled the **new training and learning policies** to the organisation. These policies attempt to adapt as much as possible to the new context of constant change and new ways of doing things that modify the way we work. To put these policies into action, all areas worked together to start a new process for detecting training and learning needs, jointly planning and agreeing on which knowledge and skills are most needed, sharing the future visions of the departments, and facilitating access to the development that people need in order to grow in the workplace and within the organisation.

The Port Authority organised **197 training actions** in 2020 with a total of **421 training groups**, aimed at groups and individuals to ensure training for its staff and adapt to the needs of the Port Community and the surrounding area.

TRAINING PLANS FOR APB STAFF, 2020

Training Plan (TP)	Training actions ⁽¹⁾	Training groups	Students ⁽²⁾	Training hours ⁽³⁾	Satisfaction with the actions
Skills TP	63	106	106	3,236	7.99
Management TP	3	3	3	391	8.33
Specific TP	43	54	161	4,712	8.46
Digital Skills and Innovation TP	5	15	125	548	8.70
Languages TP	51	173	288	6,831	9.21
Port police TP	14	35	348	3,353	8.86
Sustainability TP	8	16	226	2,227	7.72
Conferences and seminars	10	19	19	99	6.96
TOTAL	197	421	1.276	21,397	8.60

Despite the state of alarm, it should be noted that training activity continued uninterrupted throughout 2020. Many of the planned actions had to be cancelled in face-to-face format and there was an increase in other methodologies, such as online or face-to-face/virtual training.

⁽¹⁾Training actions managed in 2020. Some are from previous years that remain open; others started in 2020 and were not completed during the year. This report differentiates between the training action itself and the number of groups within each one. In previous reports, training groups were called training actions.

⁽²⁾Total number of students who completed training activities (> 75% attendance).

⁽³⁾Number of hours of actions completed in 2020 by students who completed them (> 75% attendance).

Language training involved the highest number of training hours among people in the organisation. This responds to the fact that language learning, specifically of English, is a key cross-cutting need for the Port Authority. The next, in terms of time spent, continued to be **specific training**, which responds to the specific needs of jobs, departments, projects and work groups.

Training in digital skills saw a significant increase in the number of participants because of the sessions dedicated to using Microsoft Teams organised and conducted during the lockdown. This tool, which had just been implemented on corporate level, has meant a breakthrough and a very positive change in the way we communicate within the organisation and work collaboratively.

The **Port Police training plan**, which went online for the first time in 2020, included a training action for child care carried out through the networked Catalan Public Safety Institute (ISPC), which was very much appreciated by participants. Training in safe driving was also carried out at the RACC (for car drivers) and the Honda Institute (for motorcyclists) all complemented with specific training in cybersecurity, dealing with sleep in shift work, responding to traffic accidents, and the protocols of the Port Police force.

The **Sustainability training plan** –which includes actions on the environment, occupational risk prevention (ORP) and equality— also saw a considerable increase in participation compared to previous years, with over 200 people receiving online ORP training in offices, included among the actions proposed to the Occupational Safety and Health Committee. Likewise, five members of the Port Authority Equality Commission, both from the company and business side, attended the First National Equality Congress.

The **Great Place to Work audit** showed that training is a clear lever for change that improves confidence in the Port Authority and projects such as the Succession plan reveal a clear commitment to internal development with a leading role played by training and learning.

Cooperation agreements

The three cooperation agreements formalised in previous years remained in force this year:

One with the **ESADE** Centre for Public Governance and two with the **Polytechnic Foundation of Catalonia**, which include training benefits for Port Authority and Port Logistics Community staff.

Also, the framework agreement was formalised with the **Abat Oliba University** to receive interns for the next four years.

TRAINING FOR THE PORT COMMUNITY

The health situation has also affected the training actions organised by the Department of Business Development for import-export companies. The sessions, which changed in July from face-to-face to webinar format, were attended by a total of **625 people from 411 companies**.

TRAINING FOR THE PORT COMMUNITY, 2020

Types of training	Number of participants	Number of companies
FACE-TO-FACE (January - March 2020)		
4 Conferences for import-export companies	139	107
Internal conference on VAT	14	4
Session on Incoterms for the Aldahra company	8	1
Business Breakfast Bport	20	18
ONLINE (July - December 2020)		
8 webinars also aimed at final customers throughout Spain	444	281
TOTAL	625	411

EUROPEAN SCHOOL - INTERMODAL TRANSPORT

The European School - Intermodal Transport, a training centre in which the Port of Barcelona holds a stake that specialises in intermodal transport, directly received a total of **1,020 people** from more than 30 different countries: 661 participants in specialised training courses and 359 participants in technical visits to the Port.



33 training activities were carried in three thematic areas: maritime intermodality and Motorways of the Sea; rail intermodality and Port Community. From March onwards, the training sessions were adapted to the situation and were delivered in hybrid and online formats, complying in all cases with health indications and requirements.

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

1) YEP MED, a project led by the European School and co-financed by the European Neighbourhood Instrument within the Cross-Border Cooperation (CBC) Mediterranean Sea Basin Programme, in which eight Mediterranean ports and port communities participate: along with the Port of Barcelona are the ports of Valencia (Spain), Marseille (France), Civitavecchia (Italy), Rades - La Goulette (Tunisia), Damietta (Egypt), Beirut (Lebanon) and Aqaba (Jordan).

The aim is to find a better match between qualification needs and the offer of dual vocational training in the labour market of the Mediterranean port communities sector, to contribute to job creation and facilitate productive economic growth, particularly for the unemployed young people and women. Courses have been given on international trade and operations focused on digitalisation, the environment and sustainability in the sector.

2) Forma't al Port [Train at the Port], led by the Working Group of the Steering Council for the Promotion of the Port Community, has received **454 students** from higher training courses in Transport and Logistics and International Trade from secondary schools in the metropolitan area of Barcelona and from the bachelor's and master's degree in Logistics and Maritime Business from the Tecnocampus.

3) Formati al Porto, the Italian version of *Forma't al Port* held at the School's headquarters in Civitavecchia, incorporated three training centres in 2020 and has tripled the number of participants to **76 students**.

4) Higher Technical Diploma in Integrated Logistics and Shipping Processes, promoted and jointly managed by the European School with its headquarters in Civitavecchia, the port authorities of Rome and Lazio and the Fondazione G. Caboto.

The European School has also been responsible for **coordinating the sessions of the Training and Employment Working Group** of the Steering Council for the Promotion of Barcelona Port Community, as well as its corresponding project groups.

Occupational safety and health

BARCELONA PORT AUTHORITY MEDICAL SERVICES

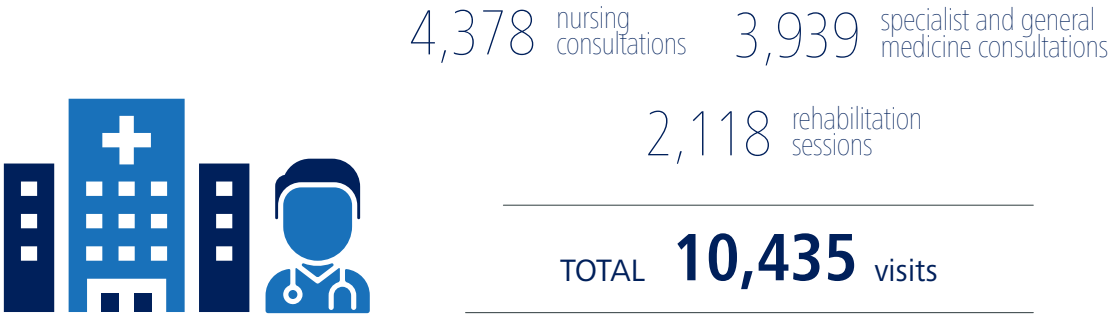
The Medical Services of Barcelona Port Authority (APB) attend to **1,488 people** that include the entity's active and retired workers, and their relatives. The situation throughout this year forced some changes in these services, always in compliance with the recommendations of the Spanish and the Catalan Ministry of Health. Using pre-arranged face-to-face visits and especially the implementation of virtual visits, it has been possible to maintain the maximum medical care for users and/or give appropriate recommendations for each case.

POTENTIAL USERS OF APB MEDICAL SERVICES, 2020



In 2020 the medical centres on the Bosch i Alsina wharf and the WTC Barcelona building attended to **10,435 consults**, 42% of which were dealt with by **the nursing team (4,378 visits)**. The **remaining consultations**, bot by GPs and specialists, totalled **3,939 visits** - either face-to-face or virtual - down 65% year on year, but still an outstanding figure in light of the circumstances, evidencing the excellent work of the healthcare team. There were also **2,118 rehabilitation sessions** with all safety measures in place.

HEALTHCARE WORK OF APB MEDICAL SERVICES, 2020



HEALTH PROMOTION

These are the information and training activities on healthy habits carried out in 2020:

- Consolidating the healthy company, with the slogan “*La mar de bé*” [feeling great], which aims to provide necessary and adequate information on healthy habits.
- An annual campaign to promote healthy sleeping habits, with workshops and talks by specialists.
- Publication of material related to COVID prevention resources, both in the company and for all the relatives of the workers.
- Issuing personalised information on doubts arising from the pandemic.
- Distribution of necessary material to comply with health protocols: surgical masks, latex gloves, hand sanitiser, etc.

OCCUPATIONAL RISK PREVENTION

Occupational Risk Prevention activity in 2020 focused strongly on the global health emergency and the need to quickly take measures to adapt to the situation of all those working at the Barcelona Port Authority at every point during the pandemic.

During the **first lockdown**, prevention actions focused on assessing the risk of essential services against SARS-CoV-2, in order to adopt the necessary prevention measures at all times. It was also considered that a large proportion of people were facing new working conditions that needed to be assessed, i.e. telework.

In a subsequent phase, work was undertaken to take the necessary measures to allow a **return to work after the full lockdown was lifted**. This included physical measures such as signalling in buildings, workplaces, common areas, minimum distances, maximum capacities, new itineraries, measures relating to improved ventilation in buildings, etc.; and others, such as necessary information for people to come back into work. As part of the **return protocol**, prevention information was prepared concerning how to get to work, new working conditions in the workplace and, mainly, knowing how to recognise and react to the symptoms of COVID or what to do in the event of close contact with a positive. It was also necessary to produce new information on how to use masks, types of masks and when they should be used.

The **third stage**, up to the end of the year, had **telework** as the most important organisational measure. Despite that, protocols were developed with departments to ensure safety in performing any work or activity that requires physical presence, especially those that require a large number of attendees, such as meetings or visits.

These new working conditions, in addition to the general conditions, made it necessary to assess the psychosocial risks of jobs. During the last quarter, the FPsico 4.0 method questionnaire from the Institute of Safety and Health at Work was sent to staff in order to assess this type of risk and be able to adopt the corresponding preventive measures.

Monitoring workers' health

Health monitoring of Port Authority staff entailed performing **22 medical examinations**, which are mandatory when coming back to work or changing posts, in compliance with Article 22 of Law 31/1995 of 8 November 1995.

Additionally, given the current situation, **269 ELISA tests** and **66 PCR studies** on working people were carried out. Exhaustive checks on the risk of contagion and protection measures allow us to affirm that there have been no outbreaks among workers of the Port Authority throughout the year.

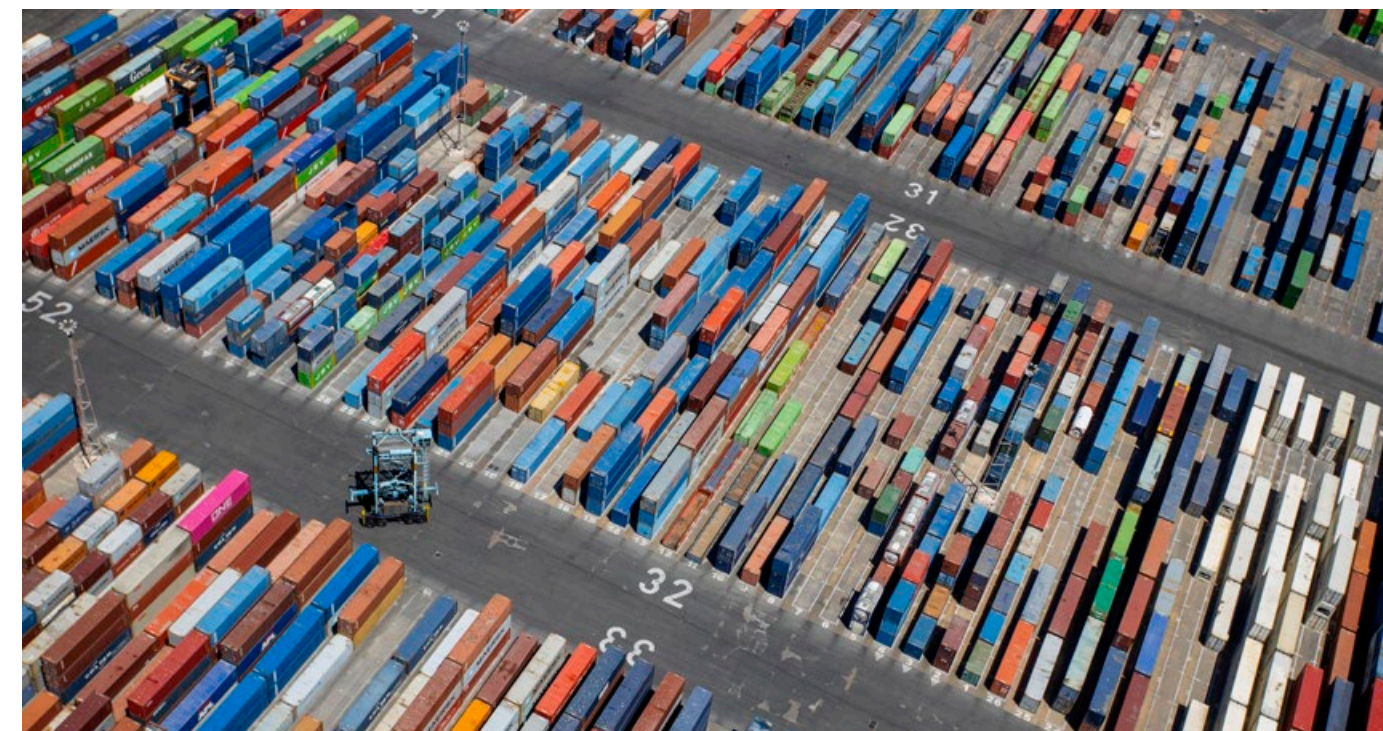
Accidents at work

Turning from the health situation to the annual indicators of occupational accidents of workers at Barcelona Port Authority, all in all, staff suffered a total of 19 accidents, all of them minor, **14 of which led to sick leave**. The year-on-year incident index therefore increased (10 cases of sick leave caused by accidents).

Mobility plans

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

To foster the use of public transport, it also provides a 3-month travel card to workers who choose to go to work using public transport. In 2020 a total of **224 members** of staff of the Port Authority benefited from this initiative.



Ensuring the security of people and goods

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

Port Police

Below are some data regarding the exercise of their functions in the various areas of action during 2020. (They can be consulted in more detail in the “Annual Report of the Port Police 2020”).

Almost all indicators fell as a result of the restrictions linked to the COVID-19 pandemic, declining vehicles and people traffic, especially tourists.

TRAFFIC CIRCULATION AREA

The number of traffic accidents (84) fell 43%, as well as that of seriously injured (-43%) and minor injuries (-15%), though the downside is that there was one fatality.

Furthermore, the 1,510 breathalyser tests and 22 drug tests showed an increase in administrative positives (27% and 71% respectively) and an increase in criminal offences (40%).

While the number of reports filed for traffic violations was virtually the same (4,196, down 4%), administrative reports filed (695) increased by 53% due to the drastic reduction in street vending activities and personal mobility vehicles caused by the drop in tourism.

The 342 complaints processed with the Catalan Traffic Service for not taking the vehicle for its annual inspection are relevant here.

HEALTHCARE AREA

The Police provided assistance in a total of 84 work-related accidents in the Port of Barcelona, with 12 seriously injured and one fatality. In addition, there were 356 ambulance services (SEM Medical Emergencies System or FREMAP Prevention Service plus private mutual societies) (-47%) and various types of assistance were given to 229 citizens (-57%).

PUBLIC SAFETY AREA

During 2020 the Port Police launched 6% fewer criminal proceedings (510 in all) and recorded 23% more criminal acts.

There was also a 41% decline in the number of individuals arrested (23 in total), as well as a 24% decline in the number of individuals charged but not detained (35).

New this year due to the different regulations arising from the pandemic, and despite the work performed to inform the public, 212 reports were filed for failing to comply with the various rules and restrictions decreed to deal with the COVID-19 pandemic. These reports were delivered to the Ciutat Vella Mossos d'Esquadra police station for processing.

ADMINISTRATIVE AREA

Of the 455 administrative acts (-68%) 40% were for confiscation of products peddled on the street, down 78% on 2019.

Continued efforts to curb illegal street vending, which began at the end of 2019 with the joint action of the Guardia Urbana and the Port Police, led to a decrease in the number of vendors in the Port's public spaces. With the onset of restrictions due to the pandemic and declining tourism, this phenomenon has been scarcely visible since March, although it has not completely disappeared.

46 inspection reports were made for illegal occupation of the old Llobregat riverbed.

PORT AREA

During access checks into the Port, 293 expired accreditations were detected and withdrawn and 20 people were penalised for improper use of Barcelona Port Authority personal accreditation, which they had lent to third parties, despite it being non-transferable.

Of the 104 reports of cases of breakages registered this year, 12 were due to smashing barriers at special railway intersections (-67%).

Port Security

COMPLIANCE WITH REGULATIONS

Ten **risk assessments and security plans for port facilities** affected by Regulation 725/2004/EC were validated and approved in compliance with port security regulations in 2020. These involved four assessments of public wharves, the renewal of those of five facilities under concession and a new registration, the relocation of Tràfic de Mercaderies, S.A. (Tramer) as a new dry bulk facility on Álvarez de la Campa wharf.

MEASURES IMPLEMENTED

As a designated operator and critical infrastructure, the Port of Barcelona has had to apply **exceptional measures** as a result of the declaration of the state of state alarm caused by the COVID-19 pandemic and the measures established for lockdown and strict mobility restrictions:

- On the one hand, this required ongoing coordination with the Secretary of State for Security of the Interior Ministry, in particular with the **National Centre for Critical Infrastructure Protection (CNPIC)**, to collect data, validate and issue the corresponding **national accreditations of staff considered essential** of all companies in the Port Community.
- On the other hand, Barcelona Port Authority issued the **corresponding own accreditations** to justify the mobility of its staff and external subcontractors and also agreed with the Mossos d'Esquadra and Barcelona Urban Police on the validity of port accreditations to justify travel between home and work.

In total **6,607 accreditations** were issued for critical personnel of port activities.

In addition, the following **Port security measures** were implemented in 2020:

- **Annual approval of the CCTV video surveillance system** of the Port Authority Control Centre for the extension and renovation of the public cameras managed by the Port Police, as well as those located in the Port's accesses and terminals as part of the SIAM automatic licence plate identification system.
- **In compliance with Regulation (EU) 2017/2226** of the European Parliament and of the Council, of 30 November 2017, meetings and talks were held with officials of the General Commissariat of Foreigners and Borders of the National Port Police to establish the strategy and measures for implementation at international passenger terminals (cabotage, short sea shipping and cruises) of an entry and exit system (SES) of third-country nationals crossing the external borders of EU Member States.
- Pilot test for the **implementation of access controls with local detectors** on the pavements of restricted areas in public wharves of the Port, starting in the area of the Adossat wharf.
- Supervision of the services contracted by Barcelona Port Authority for **surveillance and provision of private security services**, which includes access controls to truck parking areas and security enclosures of certain public wharves and other port areas, plus the extension of new services, such as the surveillance of the Truck Center, checks at Gate 5 to the Fishermen's wharf, launching services to detect illegal street vending in the Port Vell area and various extraordinary services for various circumstances (storm Gloria, fire at the Imax, Christmas in the Port, etc.).

PORT SECURITY MEASURES, 2018-2020

Private Security Service Hours - Public port installations:	2018	2019	2020
Cruise services, access control, enclosures, other services, etc.	8,444	6,941	19,464
Car park services	17,520	17,520	17,568
CCTV - Police and judicial recordings	33	40	57
K-9 binomial certifications	104 (42)	88 (40)	cancelled tests

PORT SECURITY OFFICE

Almost all **security meetings** were held online; however, the inspections at the various terminals were done in person and coordinated with the port facility security officers (PFSO). Meetings continued to take place with police forces, authorities and private security companies and technological measures to consolidate agreements and commitments with cruise ship companies, their shipping agents and various foreign consulates.

The **general drill** at DECAL involved a joint simulation covering both the industrial safety aspect and compliance with ISPS regulations.

ACTIONS OF THE PORT SECURITY OFFICE, 2018-2020

	2018	2019	2020
ISPS drills (practical and theoretical)	12	16	13
Facilities inspections/audits	49	27	36
Internal	47	26	34
External	2	1	2
Security meetings	12	37	18
Security incidents - ISPS (intrusions, stowaways...)	18 (3)	25 (8)	14 (15)

ACCREDITATIONS AND PERMITS

Apart from managing **accreditations for habitual access to the Port of Barcelona** (10,357 renewals and 2,875 new users) 132 **permits were authorised for acts**, events and filming and there were **4,926 complaints processed** under the Services and Police regulations.

ISSUING OF PORT ACCESS ACCREDITATIONS, 2018 – 2020

	2018	2019	2020
New users	4,988	4,301	2,875
Renewals	11,527	11,538	10,357
TOTAL ACCREDITATIONS ISSUED	16,515	15,839	13,232

Industrial safety

During 2020, under the **Collaboration agreement with Barcelona City Council** in matters of civil protection, fire prevention and extinction and rescue

- the Monitoring Committee met five times;
- a contract was signed for the supply of a **lifeboat (BS-3)**;
- procedures began to supply a new **J-25 multilift container vehicle** for Barcelona Fire Brigade;.

Furthermore, the following **training actions for the fire brigade** were carried out:

- Two Fire Training practice sessions for Sergeants and Corporals, at the headquarters of the École Nationale Supérieure des Officiers de Sapeurs-Pompiers (ENSOSP).
- One session of the Chemical Risks course for commanders and technical staff, taught by ENSOSP teaching staff in Barcelona which included practical manoeuvres in the Port.

This year, under the **Self-protection plan (PAU) of the Port of Barcelona**, which aims to establish the means of coordination and availability of resources of the member companies during an emergency, the following activities took place:

- the general drill for the PAU of the Port of Barcelona;
- 21 drills in and with concessions, including companies affected by the Special External Emergency Plan for the Chemical Sector (PLASEQCAT);
- 3 communications drills (“office drills”), without mobilising resources;
- one drill-exercise of the Estibarna Emergency Brigade and Barcelona Fire Brigade,
- and 9 joint fire-fighting exercises between Barcelona Fire Brigade and Remolcadores del Port (tug operators).

Regarding **management of dangerous goods**, in accordance with the handling requirements set by Royal Decree 145/89, this year there were **146,317 authorisations**, with a total of 685,115 tonnes (-21%) of containerised dangerous goods managed and 11,752,893 tonnes of bulk (-18%).

Social and relationship capital

INTERNATIONAL ORGANISATIONS

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

	European Sea Ports Organisation (ESPO) Member of the Executive Committee. Chair of the Port Governance Committee. Member of the following committees: Sustainable development; Intermodality, logistics and Industry; Trade Facilitation, Customs and Security; Economic and Statistical Analysis, and participation in the network on port ferry and cruise ship policy. Within the ESPO, the Port is following closely the actions of the European Commission regarding transport and sustainable development of ports.
	International Association of Ports and Harbours (IAPH) Santiago Garcia-Milan, Deputy General Manager for Strategy and Commercial of the Port of Barcelona, continued his third term as president of the IAPH. The IAPH is the only forum recognised as a global spokesperson for the port sector, and its ports bring together around 80% of global container traffic and more than 60% by weight.
	World Ports Climate Action Program Promoted the initiative along with ports of Hamburg, Antwerp, Los Angeles, Long Beach, Vancouver and Rotterdam. They promote projects to combat global warming, focusing on the efficiency of supply chains with digital tools; common regulatory approaches; supplying renewable energy to ships while at port; developing low-carbon fuels, and the full decarbonisation of cargo handling facilities in ports. The Port of Barcelona chairs Working Group 3, which focuses on the onshore power supply (OPS) of renewable energy to ships while at port. In 2020, the Port conducted a comparative study of the various OPS solutions currently implemented in the world's ports and presented its conclusions through a Google Earth-based application.
	Intermed A founding member of the association, comprising the ports of Barcelona, Genoa and Marseilles.
	MEDports Association Vice-presidency of the association Presidency of the Port Training and Knowledge Committee Comprises twenty ports and port organisations from both shores of the Mediterranean. Aims: to foster cooperation among Mediterranean ports; to address the new challenges of international trade and logistics; and to highlight the central place of the Mediterranean in the new international trade flows. In 2020, the Port held two online meetings of the committee it chairs and helped to make progress in the projects that the committee is developing, including the study on the professional profiles that will be most in demand in the future by the Mediterranean port authorities.
	Medcruise Active member of the association. It has taken part in all the assemblies and working groups organised by the Association of Mediterranean Cruise Ports.
Other organisations in which the Port participates	> Association Internationale Villes et Ports (AIVP) > Association of European Vehicle Logistics > Association of the Mediterranean Chambers of Commerce and Industry (ASCAME) > Coffee Federation, European Intermodal Association > FERRMED > Interferry > World Association for Waterborne Transport Infrastructure (PIANC).

ORGANISATIONS LINKED TO THE CHINESE MARKET

It is vital for the Port of Barcelona to maintain a close relationship with the strategic markets of the foreland and, specifically, with the main players (ports, shipowners, logistics operators and import-export companies) in Asian markets such as China, Korea and Japan. The idea is to promote and encourage loyalty in efficient logistics chains and also to attract key investments (multi-country distribution centres) for southern Europe.



Together with Catalonia Trade & Investment (ACCIO) and Barcelona City Council, the Port of Barcelona is promoting the BARCELOC–Barcelona European Logistics Center initiative, aimed at promoting Barcelona for attracting multi-country distribution centres from companies in sectors such as automotive, fashion, chemical industry, e-commerce, but also more emerging sectors such as renewable energy and electric mobility.

The following actions were carried out in 2020 as part of this initiative:

- Signing and approving a two-year **cooperation agreement** between the three promoters.
- Attending to and monitoring **twelve inquiries from foreign companies** interested in Barcelona as a logistics and distribution platform for the agri-food, automotive, electric mobility, e-commerce, retail and fashion sectors.
- Holding a **session on VAT on imports into Spain** and its competitive positioning with respect to other European countries such as the Netherlands and France.

NATIONAL ORGANISATIONS

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

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

Corporate relations field

CORPORATE COMMUNICATION

The outbreak of the COVID-19 pandemic during the first quarter of 2020 and the consequent health, economic and social crisis have affected the normal running of the Port of Barcelona. The Communication Department quickly adapted to the new situation, providing companies and society with the necessary information to be able to maintain their usual activity as normally as possible. Meanwhile, the various Management departments made a considerable effort to change the way they work, implementing telematic solutions both for internal interaction and to connect with the media and the various external groups.

The pandemic sped up the consolidation of a new scenario, allowing the organisation of face-to-face and online events and thereby promoting the broader participation and publicising of the Port of Barcelona. All events held from March onwards —such as press conferences, seminars and courses, dissemination days, etc.— moved to an online format. The rapid incorporation of **streaming technological solutions** made it possible to follow the broadcast of events organised by the Port of Barcelona, like the Trade Mission and SmartPorts.

By adopting an online format for its public events, the Port achieved two aims at once: on the one hand, maintaining direct contact between the people in charge of the Port and journalists; on the other hand, opening the door to some media professionals who were now able to participate in events that they would not have been able to attend physically.

The Port of Barcelona has fully taken on its **responsibility as a necessary critical infrastructure** for ensuring the proper functioning of logistics chains and providing essential services to the industrial sector and the public. Initially, it ensured the proper distribution of essential goods and services from production centres as well as goods from priority sectors in the fight against COVID-19. It later proved to be a key player in the smooth operation of the economy and one of the main drivers of the recovery. The Communication Department continued its exhaustive and tireless communication with the media and social networks to **communicate what the Port of Barcelona has done at any given time** to help overcome the impact of COVID-19.

One example of a tool used was the video series **“Jo treballo per a tu” [I work for you]** (#QuedataCasa #TreballemXaTu), through which various port workers sent out simple and direct messages during the most critical days of the lockdown to ask members of the public to stay at home, while reminding them of the work they do at the Port to ensure that they have everything they need. These videos were seen by a record number of people and helped to communicate the important work performed at the Port of Barcelona.

The **major port projects** also continued to progress during this difficult year and the Communication Department duly announced the milestones achieved in different areas. For example, in the telecommunications field, they explained the various digital tools aimed at logistics operators and shippers as well as the 5G network pilot project; in infrastructures, they reported on the signing of protocols to promote new road and rail accesses and to build railway sections that increase the competitiveness of the Barcelona-Zaragoza-Madrid and Zaragoza-Pamplona lines; and in international cooperation, they announced the signing of the agreement with the Korean port of Busan to develop a logistics centre in Barcelona.

The Port of Barcelona also continued to support **social initiatives**, more important than ever in a pandemic year, and to write about them. In this way, it worked alongside entities such as Stella Maris, with the Crew Safe programme to ensure safe crew changes, or the Barcelona Food Bank and Solidarity Container initiatives.

PRESENCE OF THE PORT ON SOCIAL NETWORKS

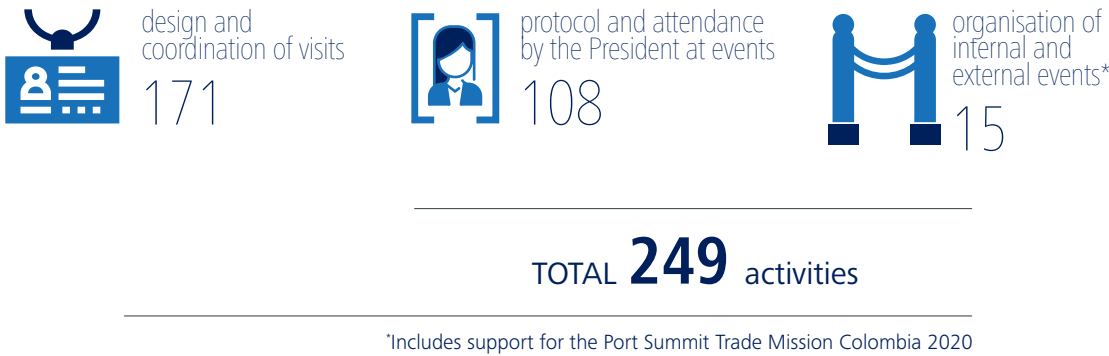


INSTITUTIONAL RELATIONS

The Public Relations and Protocol department of Barcelona Port Authority coordinates efforts to receive business and institutional visits and provides protocol advice to other departments in activities such as meetings, conferences, forums, congresses, fairs and trade missions. As in all areas, the COVID-19 health crisis reduced the number of regular activities this year and efforts were made to ensure that all those considered to be essential could go ahead. Furthermore, there was **increased use of the premises in the Sala Barcelona area**, managed by the department, since the physical characteristics of the rooms allow internal departmental meetings to be held.

In this connection, the Department has established new working procedures to ensure compliance with the safety measures established in the activities performed there and ensured protection of the health of all participants and attendees at all times.

ACTIVITIES DEP. PUBLIC RELATIONS AND PROTOCOL, 2020



The organisation of visits and events by Public Relations and Protocol had a direct impact on **about 3,400 people**. However, we should also consider the indirect impact due to the repercussions in the media and social networks, which have brought these activities closer to the port sector and to the public.

The health crisis has helped to establish an online format in many of the activities performed. The department worked very thoroughly to redesign typically face-to-face activities to **hybrid format**, with some attendees on-site and the rest on-line. Developing such important events as the Port Community Christmas event in this format was a real challenge, and the successful outcome opened up a new door to virtual activities.

A special mention in 2020 goes to the role of the Department in organising and performing the event for the **signature of railway accesses**, with the participation of the Ministry of Transport, Mobility and Urban Agenda; the Department of Territory and Sustainability; ADIF; Ferrocarrils de la Generalitat de Catalunya; Puertos del Estado and the Port of Barcelona to promote the construction of new road and rail accesses to the enclave.

SPREADING CULTURAL HERITAGE

The great interest that the Port of Barcelona has shown in culture over time has allowed it to compile a valuable heritage that includes pictorial and graphic work, sculptures, model ships, nautical objects, photographs by authors, architectural models and historical objects.

The Port of Barcelona is promoting a wide-ranging and inclusive cultural project, which aims to strengthen the relationship between the Port and the city, playing a key role in disseminating its heritage and performing cultural activities, many with the support and cooperation of other cultural and social entities. Two relevant actions by the Department of Cultural Heritage in 2020 were: the virtual exhibition “FOTOFars. A look at lighthouses through contemporary photography” and the Mural for the Rights of the Child:

“FOTOFars. A look at lighthouses through contemporary photography”

This is a virtual exhibition with a series of thirteen photographs by different contemporary artists showing thirteen of the fifteen lighthouses and beacons managed by the Port of Barcelona.



Mural for the Rights of the Child

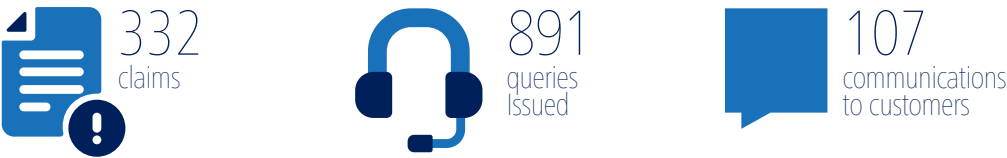
An activity promoted by the Port of Barcelona and involving the cooperation of the artist Carme Soler Vendrell, creator of the Why? project, the Maritime Museum of Barcelona and the participation of boys and girls aged 3 to 12. It is a joint creative project to commemorate Universal Children’s Day, celebrated on 20 November 2020.

Other relations with stakeholders

THE CUSTOMER CARE SERVICE

In 2020 the Customer Care Service (SAC) provided a customised response to **1,223 enquiries and claims** concerning inspections, fees and traceability concerning the passage of goods. Of the 332 claims handled, 44 were analysed by the Efficiency Network Quality Label and 17 cases led to financial compensation being awarded. 891 queries were made.

In addition, there were **107 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.).



During this period, the **CTA Container Tracking Application** was made available to importers and exporters for consulting the traceability of their containers in real time as they pass through the Port of Barcelona. A total of **61 companies** registered during this period. <http://www.portdebarcelona.cat/cta/>

A new communication channel was also made available to **Telegram** users to inform them of changes or incidences in the usual operation of the Port. <https://t.me/SAC>

Work took place during the year on the SAC website, which is scheduled to go live in 2021. www.sac.portdebarcelona.cat

Social action

As part of its social sustainability policies, the Port of Barcelona promotes actions aimed at society at large and at the Port Community, or certain groups. These are some of the most important actions in 2020:

INITIATIVES AIMED AT THE PUBLIC AND THE PORT COMMUNITY

- The fifteenth edition of the **Port of Barcelona Solidarity Container** closed with the record figure of 11,375 kilos of food collected and with the contribution made to the **IREs Foundation**, which has helped seventy vulnerable families with basic hygiene products, also for babies. Using a proprietary virtual space enabled on the websites of the Port of Barcelona and of **Barcelona Food Bank**, the entities were able to acquire food and basic necessities in a different way, to work with fresh and better quality products, and to manage stocks and distribution more efficiently to the people receiving them.



- The second edition of **Christmas at the Port** was held from 2 December to 6 January. The opening ceremony consisted of **turning on lights** in sequence, starting from the historic ships of the Maritime Museum and the palm trees, turning them into a boulevard of light, to the water sheet - with the representation of the birth and then the arrival of the Three Kings from the Orient - and the largest Christmas tree in Catalonia, standing 31 metres high.

- To minimise the risk of infection, in this year's edition of the **Christmas toy collection campaign** promoted by the Port of Barcelona Dance Section, only unbranded and preferably non-sexist or warlike toys were collected. A total of **2,442 toys** were collected and distributed to various associations and foundations such as Cottolengo del Pare Alegre, Fundació Pare Manel, Fundació Adra and Escola Eduard Marquina, among others.
- Barcelona Port Authority **sponsored twenty-five racing bibs** for workers who want to participate in the **sixth Nordic walking Marina Walktrain**, organised by the Friends of the Hospital de la Mar Foundation, the La Mar de Saludable programme of the Parc Salut Mar and the Hospital de la Mar itself. The initiative joined forces with TV3 dial-in fundraiser to raise money to beat and research into COVID-19 and improve the quality and life expectancy of those affected. This edition was virtual and took place over ten days so everyone could decide when and how far they wanted to walk.
- The Business Development Department launched the **Transform 4.0** project to recover the training days but in a virtual format. Using its **Virtual Classroom** it continued to offer courses, seminars and conferences to import-export companies.
- The Training and Employment Committee (EMTE) of the **MedPorts** association, chaired by the Port of Barcelona, unveiled a **study that identifies the most requested professional profiles** in the future in Mediterranean ports, concentrated in three main areas: digitisation, multimodality and energy transition.
- **On International Labour Day** on 1 May, the Port of Barcelona asked the captains of ships moored at the dock to sound their **ships' sirens** at 12 o'clock. This was a way of joining in the initiative by the International Chamber of Shipping (ICS) and the International Transport Workers' Federation (ITF) as a gesture of solidarity and recognition for seafarers, who have worked tirelessly to provide essential food, fuel and supplies to the entire population.
- At eight o'clock every evening during the lockdown, ships berthed in the Port of Barcelona **sounded their sirens** together with those of the Port Police to **pay tribute to the work of the health sector** in the fight against COVID-19.



- The Port also joined the events organised around **International Women's Day** on 8 March with a gathering of workers in the inner square of the World Trade Center Barcelona. This symbolic event aimed to reinforce the values promoted by the Port of Barcelona entity: commitment to people, ethical and professional management, customer orientation, social responsibility and innovation.

- The Training and Employment working group of the Steering Council of the Port Community of Barcelona held **the Second Day to Promote Dual Vocational Training (VT) itineraries in the port-logistics field** to make it easier for teachers at secondary schools and universities teaching subjects related to activities of the sector to organise placements of one to two weeks in the companies. This experience helps companies to influence the knowledge that is passed on to students and while attracting talent to the logistics-port sector, thereby adding value to the Port Community of Barcelona.
- Apart from the people hired directly by Barcelona Port Authority, **31 workers** with some kind of **physical or mental disability** also contributed to port activity through the cooperation with two foundations.

SERVICES TO SEAFARERS

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

Apostolate of the Sea - Stella Maris

The Stella Maris Barcelona Apostolate of the Sea Centre - which provides assistance to seafarers arriving in Barcelona - continued to offer its services of assistance and legal and employment advice to crews calling at the Catalan capital. Its centre in the Port of Barcelona had to close its doors under the state of alarm declared due to the pandemic and the crews were able to go ashore. However, in order to maintain a certain degree of normality in the services offered to seafarers, the Apostolate of the Sea of Barcelona, integrated into the Port Welfare Committee, asked the members of the Port Community to facilitate the contact details of the crews that arrived at the Port through the following channels:



stellamaris@stellamarisbarcelona.org,
cruceros@stellamarisbarcelona.org



https://www.facebook.com/stellamarisbcn



www.stellamarisbarcelona.org



https://twitter.com/stellamarisbcn



629 271 391
phone and Whatsapp

Many of these crews are already familiar with these channels thanks to Stella Maris' continued activity over the past ninety years and got in contact for information and advice. Despite current limitations, the Apostolate of the Sea has helped these seafarers as much as possible, through the altruistic work of thirty-six volunteers at this centre, which opened in 1927.

The Port of Barcelona's Welfare Committee

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

The activities held in 2020 included:

- The Welfare Committee of the Port of Barcelona organised the **33rd Seafarers' Day** online. A round table was held entitled "How the pandemic has affected and continues to affect seafarers" to explain the impact that the COVID-19 pandemic has had on workers linked to the maritime world. This year it was not possible to hold face-to-face activities.
- The Port of Barcelona collaborates with the **Singapore Shipping Tripartite Alliance Resilience Fund** (SG-STAR), an international initiative involving the International Federation of Transport Workers (ITF), the International Maritime Employers' Council (IMEC) and the International Chamber of Shipping (ICS), among other organisations and port authorities. This alliance runs the **CrewSafe** programme, based on Singapore's crew change model, to establish safe corridors for crew changes, help ensure quality controls in facilities for seafarers to quarantine, medical services and the corresponding tests in the countries of origin of the crew members.

The Port Vell

The spaces of the Port of Barcelona known as the citizen port are managed by the Gerència Urbanística Port Vell. The main responsibilities of this urban management body set up by the Port of Barcelona in 1988 are:

- Commercially operating the Port Vell and Nova Bocana public areas and ensuring the conservation and maintenance of these spaces.
- Providing support and services to companies and sports, cultural, training and fishing entities, and to commercial, nautical and industrial operators performing their activities in the area.
- Enhancing cultural and architectural heritage in the area and monitoring urban and infrastructure projects.
- Ensuring cohesion and full integration between the port area and the public space, especially the part closest to the Old Port, applying economic, social and environmental sustainability criteria.
- Maintaining the maritime identity of the area it manages and promoting knowledge of the maritime, nautical and fishing world among the general public.

Given the special situation produced by the pandemic, in 2020 these areas had an unusually low occupancy. The events, with monitoring of the safety measures imposed, included:

- The festivities of Saint Mercè
 - The Copa Nadal
- The festivities of Saint Eulàlia
 - The Raluy Legacy Circus
- Christmas at the Port

ORIENTATION TO THE SDGS



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

- 92.8% of organisations under the Plan have an Occupational Risk Prevention system
- 46.3% of organisations under the Plan conduct satisfaction and work climate surveys



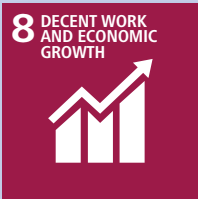
Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all

- 12.8 hours on average per year in training per worker under the Plan
- 30% of organisations under the Plan have a training committee



Achieve gender equality and empower all women and girls

- 29.2% of women in the workforce in the organisations under the Plan
- 48.2% of organisations under the Plan have equality plans
- 61.2% of organisations under the Plan have anti-harassment protocols



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

- 92.1% of the contracts of the organisations under the Plan are fixed-term
- 91.2% of full-time contracts
- 1.3% of people in the organisations under the Plan have some type of disability and 0.9% are at risk of social exclusion



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

- 16.7% of organisations under the Plan have mobility plans



Revitalise the Global Alliance for Sustainable Development

- 67.4% of organisations under the Plan belong to sectoral associations
- 64% of organisations under the Plan participate in stakeholder activities
- 80.5% of organisations under the Plan evaluate customer satisfaction

Human capital: staff strategy

Type-employment under the sustainability plan

Within the Port Community, the organisations under the Sectoral Sustainability Plan (SSP) —6,721 people in all— are also enhancing their human capital and look to orient their personnel policies towards sustainability. These are some of the characteristics of the typical workforce of these organisations:

- **92.1% of staff have a fixed-term employment contract**, which shows the commitment to stable employment, reinforced by the fact that **91.2% of contracts are full-time**.
- **84% of people are covered by collective agreements**. Many fewer were hired externally, as the average external recruitment of staff over the total workforce was 2.4%, compared to 8.8% in 2019.
- With regard to the type of function performed within the organisation, **almost half of staff are assigned to operational functions (45.6%)**, 13.3% in middle management and **6.2% of the total are managers**.

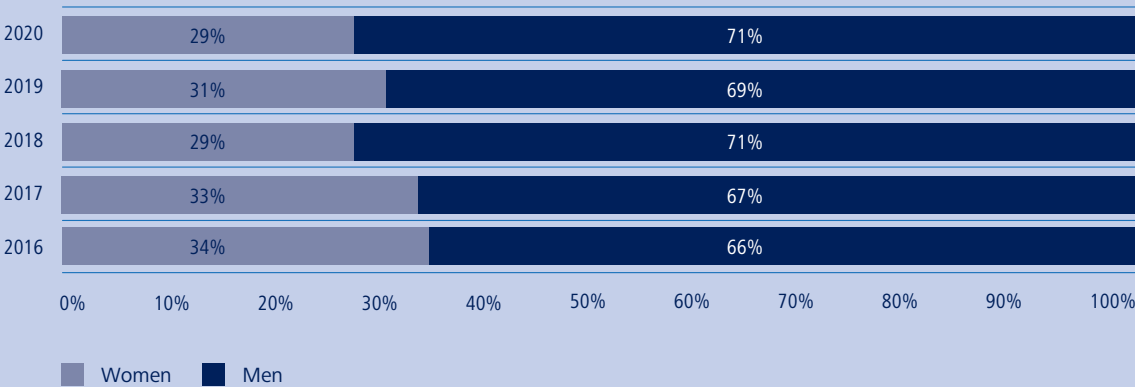
The number of workers fell by 5.9% year on year. Given the complexity of the health crisis and its impact on employment, it is a logical consequence of the exceptional moment experienced.

TYPES OF CONTRACT IN SSP ORGANISATIONS, 2017-2020

	2017	2018	2019	2020
Fixed employment contract	85.1%	80.3%	90.6%	92.1%
Full-time employment contract	87.7%	76.9%	93.2%	91.2%
Staff covered by collective agreement	93.6%	91.4%	86.9%	84%

In terms of gender, in most organisations there is a clear predominance of men: **women represent 29.2% of the workforce**, a proportion similar to previous years.

DISTRIBUTION OF STAFF UNDER THE SSP, BY GENDER, 2016-2020



The largest proportion of female workers is to be found in administrative positions. 21.1% of management positions are occupied by women. Gender percentages remain approximately in the same proportions by type of work.

SSP ORGANISATIONS STAFF, BY FUNCTION AND GENDER, 2016-2020

Post	2016		2017		2018		2019		2020	
	% Men	% Women	% Men	% Women	% Men	% Women	% Men	% Women	% Men	% Women
Top management	72.0%	28.0%	76.2%	23.8%	74.3%	25.7%	73.4%	26.6%	78.9%	21.1%
Middle management	65.0%	35.0%	71.4%	28.6%	66.4%	33.6%	66.5%	33.5%	66.4%	33.6%
Administration	47.0%	53.0%	44.8%	55.2%	46.6%	53.4%	51.1%	48.9%	45.0%	55.0%
Operations	67.0%	33.0%	82.8%	17.2%	79.1%	20.9%	84.9%	15.1%	84.4%	15.6%
Other	75.0%	25.0%	53.5%	47.5%	79.5%	20.5%	57.6%	42.4%	58.8%	41.2%

Diversity and equal opportunities

PRESENCE OF WOMEN IN GOVERNING BODIES

The proportion of women in the main governing bodies of the Port of Barcelona, according to their composition at 31 December 2020, was:

AVERAGE OF WOMEN IN THE GOVERNING BODIES OF THE ORGANISATIONS UNDER THE SSP, 2020

Management board	35.0%
Executive Committee	21.1%

EQUALITY PLANS

Companies with more than two hundred and fifty workers are subject to Article 45 of Organic Law 3/2007 of 22 March 2007, which stipulates that they are obliged to respect equal treatment and opportunities in the workplace.

48.2% of the organisations that are part of the Plan also have and apply equality plans, compared to 41% in 2019. It should be noted that only 6.7% of the organisations under the Plan have a workforce of more than 250 people and are therefore required to do this by law. Many of them therefore take on and implement this challenge voluntarily.

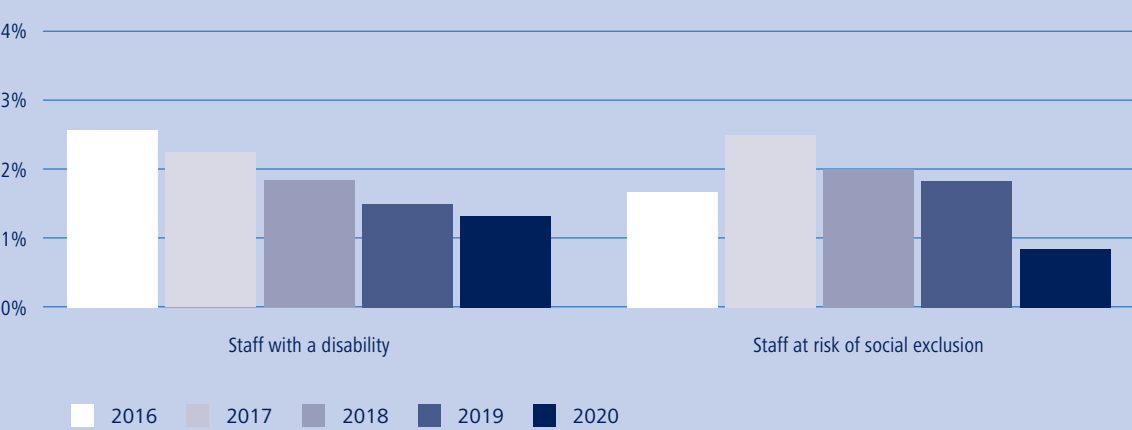
In addition, **61.2% of participating organisations have a sexual and/or gender harassment protocol.** At 62.8%, this figure remains the same as the previous year.

PREVENTING DISCRIMINATION

On average, **1.3% of the staff of the Plan’s organisations** have some kind of disability. It should be noted that this ratio includes 51.7% of companies with under 50 workers (those which must have a minimum of staff with disabilities, by law). At the same time, it also includes some organisations working in the Port Community that are denominated special work centres, in which a large part of the professionals are people with disabilities.

The organisations under the Plan also registered on average **0.9% people at risk of social exclusion** in their workforces.

STAFF OF THE ORGANISATIONS UNDER THE PLAN WITH DISABILITIES AND IN A RISK SITUATION (%), 2016-2020



Working climate

46.3% of the organisations under the Plan **have conducted job satisfaction and working climate surveys** (42.3% the previous year).

Also, **64.3% of the organisations under the Plan have established channels for making complaints about breaches of labour regulations.** Depending on the organisation, this channel can be the works council, the staff or union delegate, the Human Resources department or a specific space on the corporate Intranet. Organisations received a total of nine complaints through these formal mechanisms, three of which could be resolved through them.

Training and upskilling

30% of the organisations under the Plan have a training committee involving the company and the workers to cover their own training needs, with a total 85,742.73 hours of training completed, making an **annual average of 12.8 hours per worker**. Training was aimed mainly at professional skills (53.9%) and occupational risk prevention (14%).

Occupational safety and health

OCCUPATIONAL RISK PREVENTION

Virtually all of the organisations under the Plan (92.8%) have an **Occupational Risk Prevention Service**, which could be internal, external or joint, and **54.1% of organisations have their service certified**.

Accidents at work

During the year 2020, 55% of the organisations of the Port of Barcelona that under the Sectoral Sustainability Plan had no accidents, a figure similar to 2019 (56%). The number of accidents has decreased significantly, with **222 cases** compared to 358 the previous year.

45% of organisations registered accidents, which occurred mainly within the company (58.1%), with 19.4% *in itinere* and the remaining 22.5%, within the port area.

ACCIDENTS BY PLACE OF OCCURRENCE (%), 2020



Mobility plans

16.7% of organisations under the Plan have mobility plans for their staff, an initiative that minimises accidents at work, facilitates access to the workplace and helps to protect the environment.

Social and relationship capital

67.4% of the organisations under the Sectoral Sustainability Plan **belong to sectoral associations**. These are the most common organisations:

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

Relations with stakeholders

CUSTOMER SERVICE

80.5% of the organisations under the Sectoral Sustainability Plan evaluated the satisfaction of their customers during 2020. This figure has decreased slightly compared to 2019, although it remains high. The main mechanisms for gauging the degree of customer satisfaction were surveys, followed by personal visits and/or meetings.

The organisations under the Plan have received only **5 complaints related to economic issues** and all were resolved with formal mechanisms.

During this year no organisation under the Sectoral Sustainability Plan received any complaints related to the privacy of its customers’ personal data.

DIALOGUE AND PARTICIPATION WITH STAKEHOLDERS

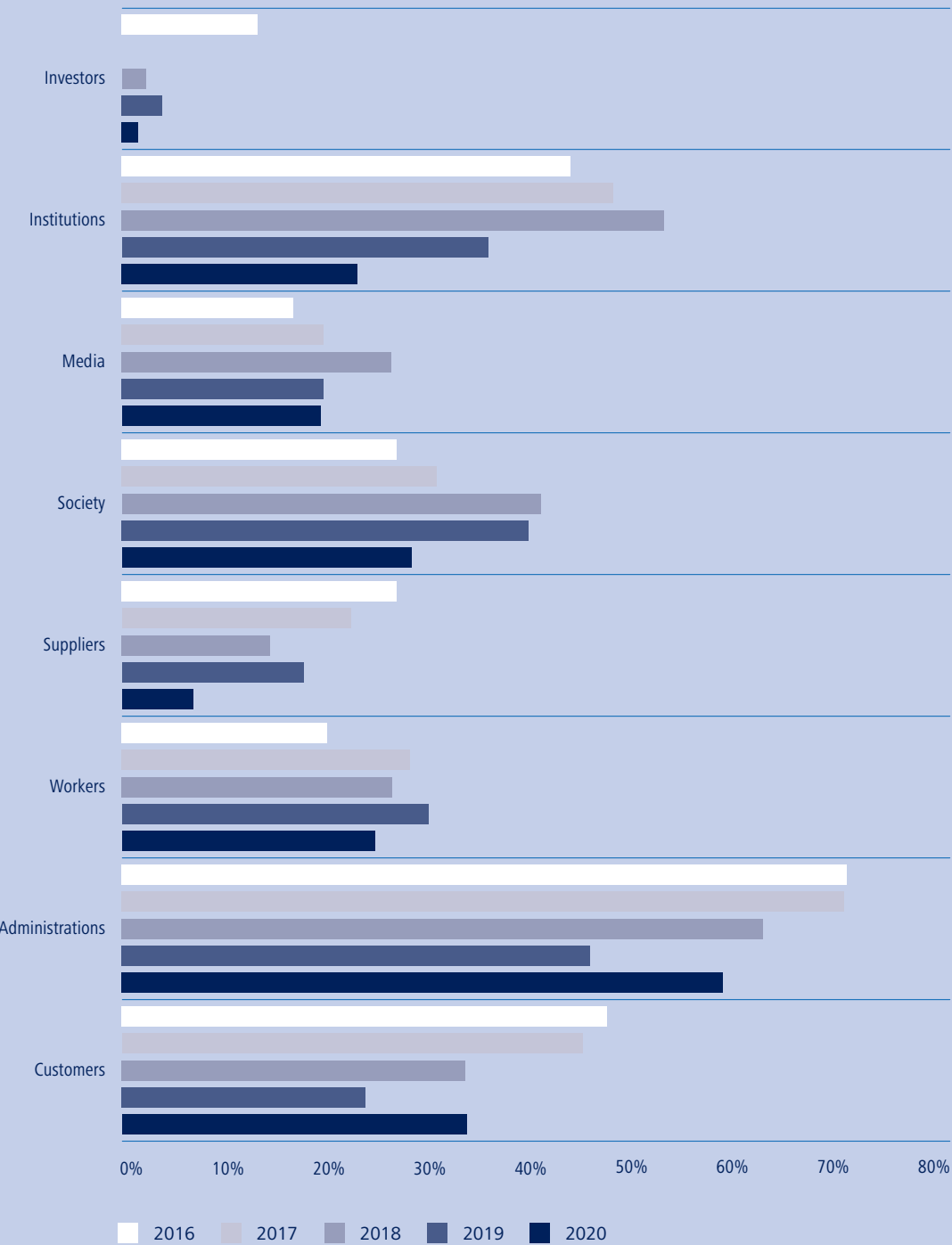
62.9% of organisations under the Sectoral Sustainability Plan have communication channels with their stakeholders. This figure remains in line with the previous year, which was 62%.

COMMUNICATION CHANNELS OF SSP ORGANISATIONS WITH STAKEHOLDERS

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

In addition, 64% of SSP organisations took part in activities organised by their stakeholders during 2020, a similar figure to 2019, when it was 65.4%. The main interaction group was the Administration, followed by institutions, customers and society at large.

PARTICIPATION OF SSP ORGANISATIONS IN STAKEHOLDER ACTIVITIES, 2016-2020



Social action

SPONSORSHIPS AND DONATIONS

In 2020, **38.8% of the organisations under the Plan** reported that they had performed **sponsorships and/or donations in the social and/or educational field**. This figure is lower than in 2019, when it was 48.7%. Despite the fact that fewer organisations are making solidarity contributions and/or sponsorships, were €4,672,142 were contributed, compared to €2,488,206 the previous year. It is important to underscore the significant contribution of one of the companies under the SSP, which made a considerable extraordinary economic contribution due to the sanitary crisis.

Also noteworthy are donations in kind, such as those of food and other basic necessities to the Food Bank.

INITIATIVES AIMED AT THE PUBLIC AND THE PORT COMMUNITY

Below are some of the social actions undertaken by organisations under the Sectoral Sustainability Plan or by other entities in which they collaborated during 2020.

Breakfasts in the Raval district

- Aim:** social and food inclusion
- Recipients:** homeless people and other vulnerable groups
- Description:** providing a healthy breakfast and sharing some time with people without resources. More than 3,000 breakfasts have been served each year.

Collaboration with the “Red Cross responds” campaign

- Aim:** distribution of basic items to families in need
- Recipients:** vulnerable groups, aggravated by the Covid-19 health crisis
- Description:** online financial contribution from the workers, matched by the company. Contribution of basic food kits for 22 people (6 families) and 3 baby hygiene kits.

Dual VET project

(extension of the project begun in 2019)

- Aim:** to improve the training and employment of young people in the field of logistics
- Recipients:** Vocational Training students in the specialities of logistics and socio-occupational integration
- Description:** > The Dual Vocational Training project was launched in July 2019 with the signing of a collaboration agreement with the Department of Education of the Generalitat and Salvador Seguí secondary school to take on a student from a socio-occupational integration programme for a placement. In 2020 the project was expanded to the logistics area.
- > A new collaboration agreement was also signed with the Les Salines secondary school in el Prat de Llobregat to take a student from the Logistics Training Cycle on a placement.

Rescuing people at sea

- Aim:** to offer support and get involved in emergency situations
- Recipients:** collaboration with social NGOs helping migrants fleeing war and conflict to seek new opportunities.

Implementation of telework

- Aim:** to reduce travel to the office, while ensuring quality of service
- Recipients:** port staff
- Description:** implementing rotating telework shifts to protect people from the health crisis.



07 Developing environmental value

The Port of Barcelona is aware of the impacts that port activity has on its surrounding area and the need to prevent or minimise these conditions as much as possible. To this end, it works with the entire Port Community to make sure to reduce its environmental footprint.

The Port of Barcelona’s environmental commitment is reflected in many actions and attitudes, and is evident in its adherence to the United Nations Global Compact and the European Green Deal and the milestones aligned with them. In this connection, to move further towards decarbonisation, the Port has set itself the goal of halving greenhouse gas emissions by 2030 and almost completely eliminating them by 2050. It is also committed to the energy transition with the launch of an ambitious photovoltaic generation project, which should produce 120 GWh of clean energy per year.

ORIENTATION TO THE SDGS



Actions to clean up the Port’s waters

While this goal is focused on accessibility to drinking water and water sanitation in developing countries, it is worth mentioning the efforts made to prevent spills and clean up port waters.

- 54 tonnes of floating waste collected and removed from the water table.
- Control and monitoring of water and sediment quality.



Affordable, safe, sustainable and modern energy

We are committed to energy efficiency and the generation of renewables, as well as advanced and less polluting fossil fuel technologies, while promoting investment in sustainable infrastructure and non-polluting energy technologies.

- Pilot tests of photovoltaic energy consumption communities.
- 78,000 m³ of liquefied natural gas supplied to ships from 2017 to 2020.



Urgent measures to combat climate change and its effects

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

- Wharf electrification projects underway.
- An intermodality promotion strategy which meant a saving of €778 million in the cost of negative externalities in 2020 .
- The Port joined the World Ports Climate Action Plan (WPCAP) programme aiming to lead decarbonisation.
- Barcelona Port Authority has signed up to the Voluntary Agreements to reduce emissions of greenhouse gases (GHG).



Conserve and sustainably use the oceans, seas and marine resources

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

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

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



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



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



Ensure sustainable consumption and production patterns

ABOUT THE DATA

The data included in this section come from the control systems of Barcelona Port Authority (APB) and are periodically reported on the Port of Barcelona website. They can also be consulted in the document “**Environmental Declaration - European EMAS Regulation Port of Barcelona 2020**”.

Strategic model

This year, the drafting work was completed of the **Fourth Strategic plan** (2021-2025), which identifies sustainability as the main driver of development for the Port and which in the next five years will also determine the Port of Barcelona’s environmental model. The Plan establishes that the Port must be a benchmark in Barcelona, the Mediterranean and the Iberian Peninsula in terms of **energy transition** and that it must base its strategy in this area, on the **decarbonisation** of port activity by electrifying wharves, fostering the use of alternative clean fuels, increasing energy efficiency and managing and producing renewable energies.

Environmental management system

The Port of Barcelona’s Environmental Management System (EMS) includes the areas and activities controlled and developed by Barcelona Port Authority (APB) in accordance with its functions.

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

ENVIRONMENTAL ACTION

Under the Environmental Management System, the Port of Barcelona has planned its environmental action with the **2020 Environmental Programme**, which sets goals and milestones for the significant aspects and for relevant issues detected in the context and risk and opportunity analysis. **The Environment Committee** monitors its progress and degree of performance. In addition, it has also monitored the parameters of specific plans and programmes.

SPECIFIC ENVIRONMENTAL PLANS AND PROGRAMMES

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

Environmental milestones 2020

- Initial experiences for setting up energy communities for shared consumption with photovoltaic generation.
- Approval by the Generalitat de Catalunya of its own methodology for inventorying ship emissions.
- Creation of the database of polluting soils in the port area.

Environmental objectives and degree of performance in 2020

1. THE PATH TOWARDS THE ENERGY TRANSITION
Improve energy efficiency—in relation to 2008—in the APB by 30% by 2030 and have 50 MWp of photovoltaic energy installed in the port.
 - Improve energy efficiency by 5% by 2020 **(100%)**.
 - Complete the remaining 10% of the Project for replacing lighting with LED technology in the offices of the APB-WTC. Reduce overall consumption of electricity by 30% for PC power (plugs) and for lighting **(100%)**.
 - Improved lighting next to the truck parking area and the Llobregat lighthouse (P43). Reduce P43 lighting consumption by 10% this first year **(0%)**.
 - Improvements in electrical efficiency and installation of photovoltaic panels in the PIF building. Reduce electricity consumption by 25% **(postponed)**.
 - Shared consumption model in the port area in 2020.
2. CLIMATE EMERGENCY RESPONSE
Reduce GHG emissions by more than 50% by 2030 compared to 2008.
 - Inventory of GHG emissions from port activity **(partially)**.
3. IMPROVING THE AIR QUALITY OF THE PORT ENVIRONMENT
Reduce NOx emissions by more than 50% by 2030 compared to 2008.
 - Update the Port’s Air Quality Improvement Plan in 2020 **(75%)**.
 - Foster use of LNG as a mobility fuel **(partially)**.
Complete projects. Pilot of a natural gas-powered *straddle carrier* **(80%)**.
4. IMPROVING THE RESPONSE TO ACCIDENTAL DISCHARGES AT SEA
 - Incorporate new means of response on the Prat wharf and external waters **(30%)**.
 - Improve operational response **(50%)**.
 - Update the Inland maritime spill containment plan (PIM) **(75%)**.
5. COMMUNICATE MORE
 - New initiatives to encourage internal participation in 2020 **(postponed)**.
Update materials and contents for external communication **(25%)**.

Environmental expenditure and investment

In 2020, the Port Authority earmarked €4.7 million for environmental actions, not including staff headings. This is the cost of performing the functions and activities for which it is responsible in its role managing port areas and strategy. Most of this amount —4.3 million—, corresponds to the ship waste collection (MARPOL) service.

Commitment to tackling climate change: decarbonising



According to APB calculations, total activity in the spaces of the Port of Barcelona emits about 315,000 tonnes of CO₂ each year, about 70% of which comes from ships (anchoring, manoeuvring and stay in port); around 25% correspond to the electricity consumption of the facilities of the precinct, and the rest comes from emissions from vehicles, terminal machinery and industry.

The Port of Barcelona is aware of its leading role in **decarbonising maritime transport and port activity**. Therefore, in line with the objectives of the European Union (EU) and the International Maritime Organisation (IMO), it took on the **commitment to halve CO₂ emissions by 2030** in relation to 2017.

To achieve this reduction in greenhouse gas emissions, the Port has launched strategies and actions in three areas: the Port as a whole, the APB, and the concessions and operators of the Port Community. Progress in the most important of these in 2020 is set out below.

ENERGY TRANSITION

The Port is immersed in the process of moving towards a new energy model: renewable energies, energy storage and a smart electricity grid making it possible to respond to new consumption patterns with optimal management.

This vision was put into practice in 2020 with **pilot testing of energy communities** with consumption shared between various concessionaire facilities. This way, surplus photovoltaic energy from certain facilities can be reused in others, in addition to storing energy in batteries and having a smart grid that distributes where needed. An initial small-scale test was carried out at the Fishermen's wharf in 2019.

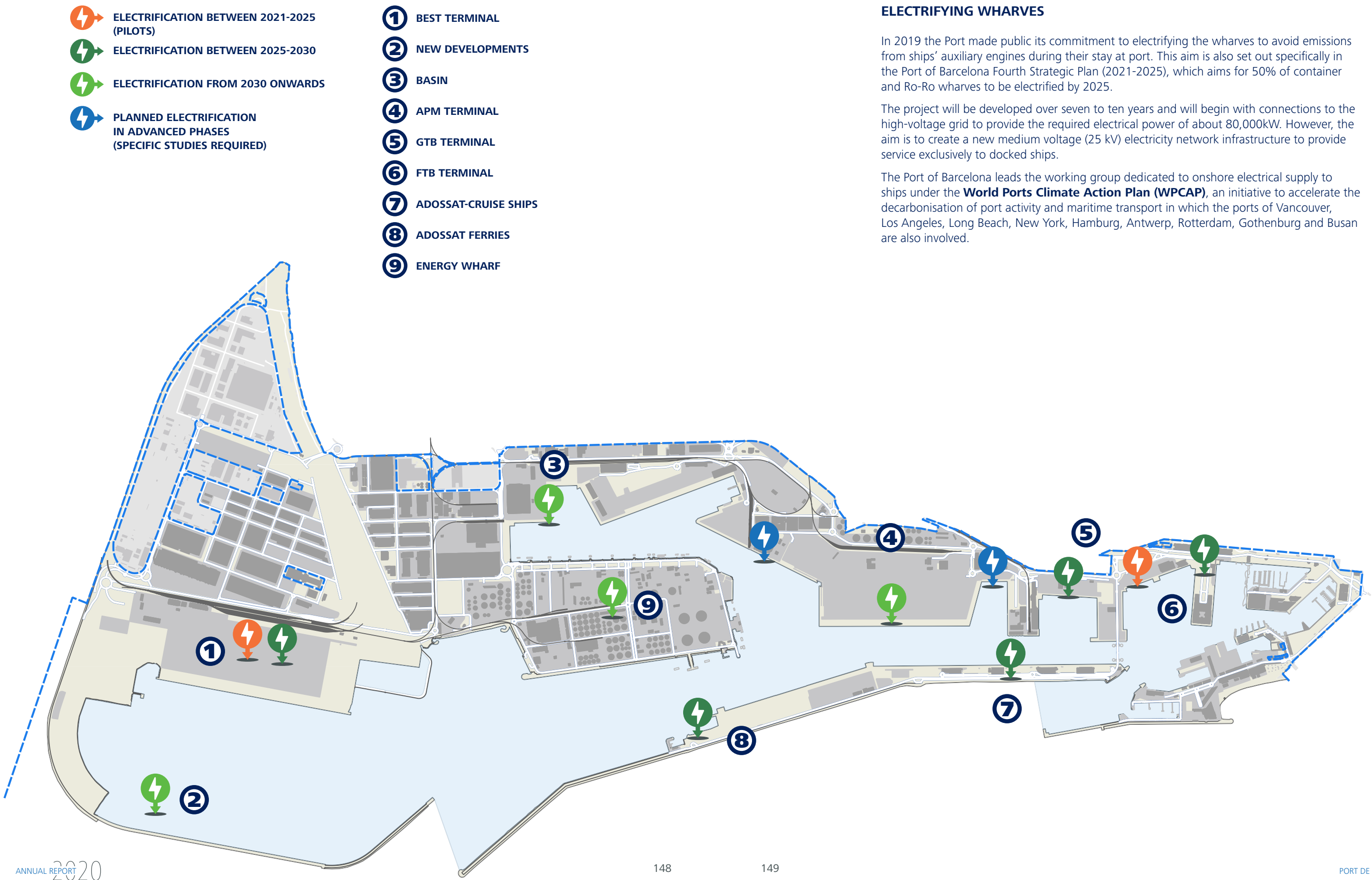
The APB achieves **energy saving and efficiency** by applying measures such as using LEDs and sectorising switching on and off in its facilities; introducing the use of renewables at the Fishermen's wharf and the BIP; and incorporating LEDs and improving management of public lighting. Renewable and efficient energy initiatives are also promoted by companies in the Port Community, with environmental bonuses provided for by law and in new concession contracts.

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

Discountable investments

The Law on State Ports and the Merchant Navy and the new concession contracts provide for a discount to be applied to facilities and buildings that develop energy efficiency and that generate renewable energy on roofs and plant surfaces.

During 2020, the fourteen terminals of the Port of Barcelona eligible for environmental subsidies invested more than €1.7 million in projects aimed at decarbonising port operations, reducing emissions, generating renewable energy, and initiating the energy transition. In response to these sustainable initiatives, the Port of Barcelona subsidised these terminals with nearly €900,000 in discounts in 2020.



REDUCING VEHICLE AND MACHINERY EMISSIONS

Following its accession in 2012 to the **Voluntary Greenhouse Gas (GHG) Reduction Agreements** promoted by the Catalan Government Office of Climate Change (OCCC), the Port is committed to gradually reducing the emissions generated by its fleet.

The APB currently has **41 electric vehicles** out of a fleet of around 100 units and 44 recharging points for own use. They have also installed **three new recharging points for public use**; we expect to have 27 points distributed throughout the port area by 2022.

In the Port Community area, concession clauses currently encourage the installation of electric recharging points and subsidise the renewal of machinery for vehicles running on clean fuels. Furthermore, licences to provide services within the Port include the use of best environmental practices and efficient equipment in terms of emissions.

THE IMPACT OF THE INTERMODAL STRATEGY



The Port of Barcelona is keen to be part of environmentally efficient logistics chains. To this end, it has developed tools such as the Ecocalculator (which calculates CO₂ emissions from transport routes through the Port and alternative ports) and fosters intermodal transport as part of these chains due to their lower environmental impact.

The Port 's intermodal strategy in favour of rail transport and short sea shipping represented **savings in 2020 of €778 million in the cost of negative externalities** (air pollution, global warming, noise, accidents, congestion and infrastructure cost), which would have been generated by the same volume of cargo transported by road

Environmental performance and monitoring

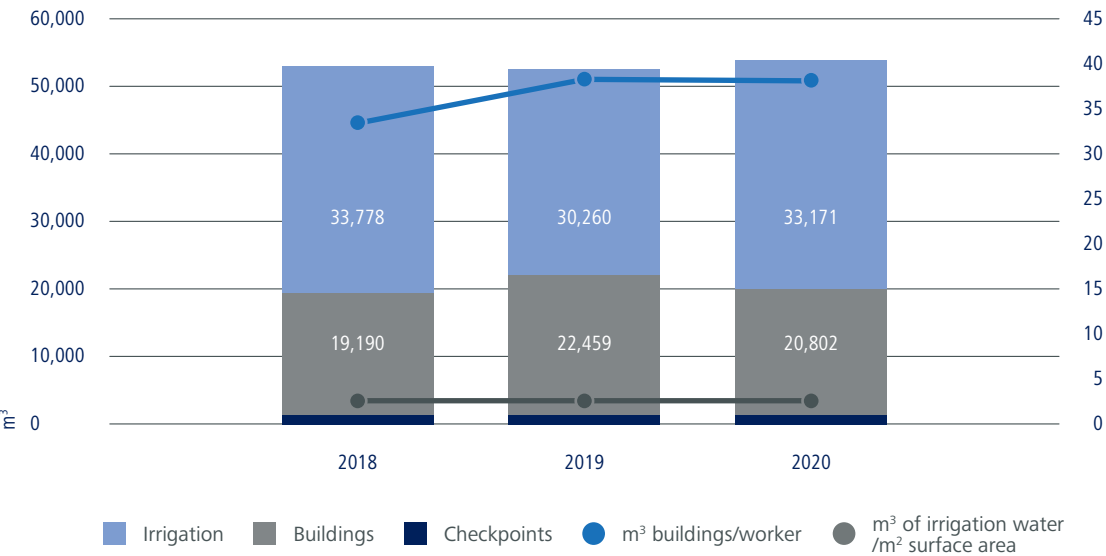
The basic data and indicators relating to the most significant direct and indirect environmental aspects are specified below

Consumption of natural resources

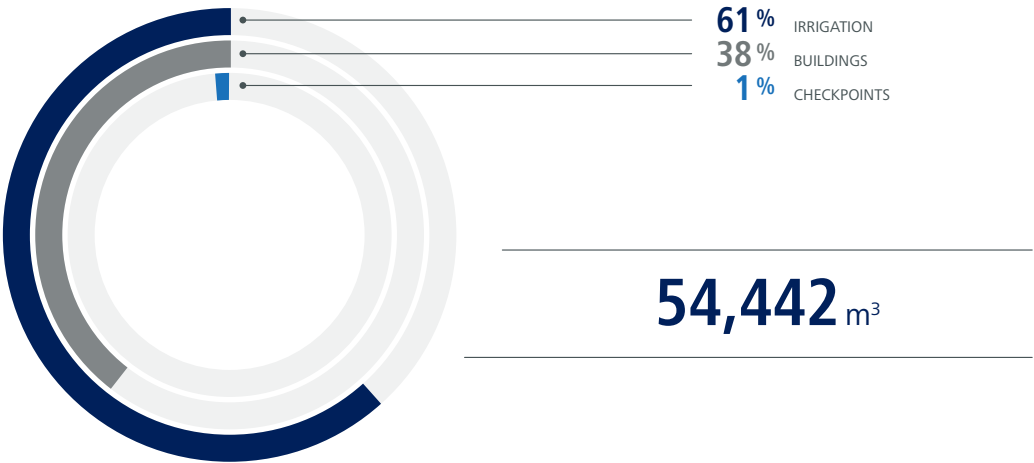
WATER CONSUMPTION

Water is supplied water from the public companies Aigües de Barcelona and Aigües del Prat. In 2020, consumption for irrigating green areas and gardening increased slightly, to 33,171m³ representing 61% of the total. This value often depends on the weather and rainfall. Furthermore, consumption for buildings fell, presumably due to the increase in teleworking during the pandemic.

DEVELOPMENT OF APB'S WATER CONSUMPTION BY USES (in m³), 2018-2020



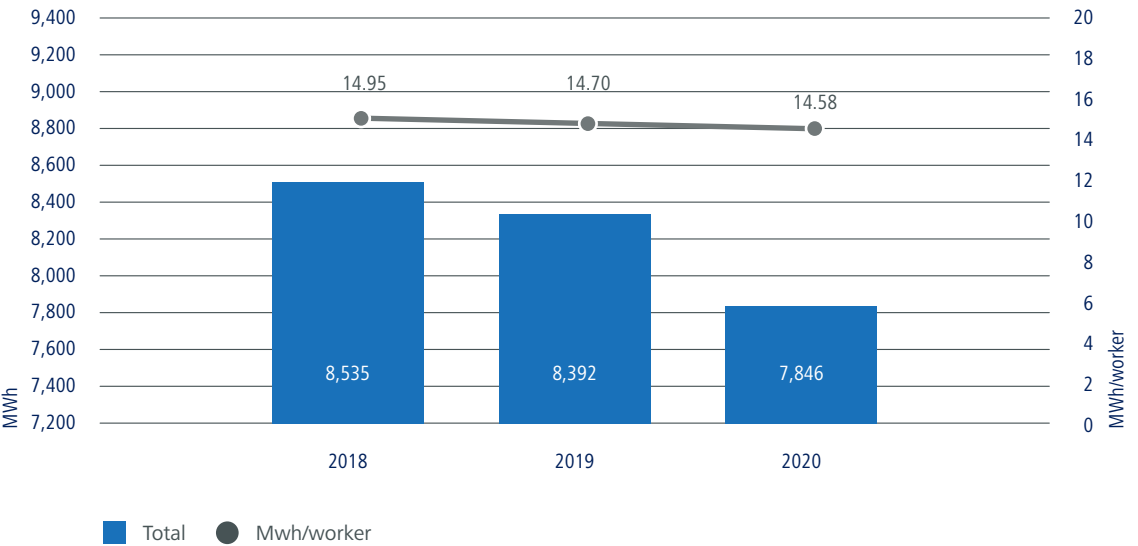
DISTRIBUTION OF OF APB'S WATER CONSUMPTION BY USES (in m³), 2020



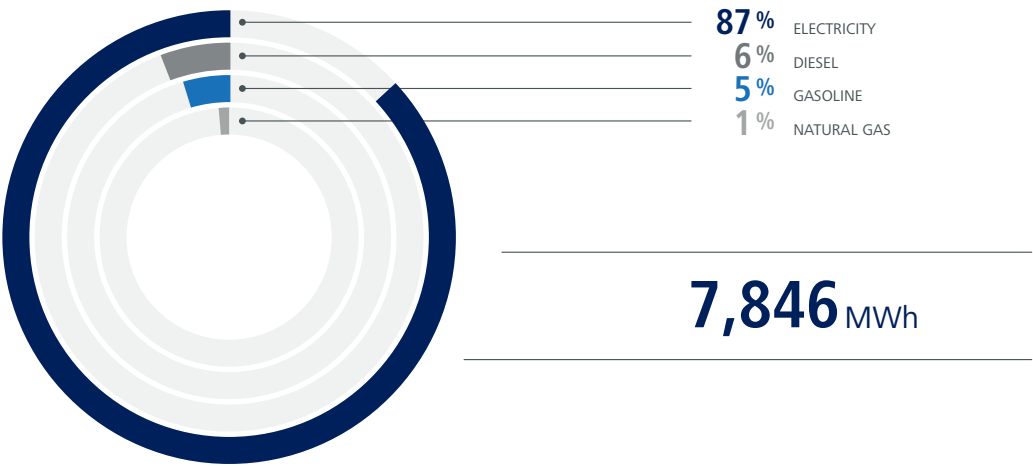
ENERGY CONSUMPTION

Total energy consumption at the APB in 2020 was 7,864 MWh. **The main consumption was electricity (87%)** and corresponded mainly to the electrical supply of the buildings.

DEVELOPMENT OF ENERGY CONSUMPTION (in MWh), 2018-2020



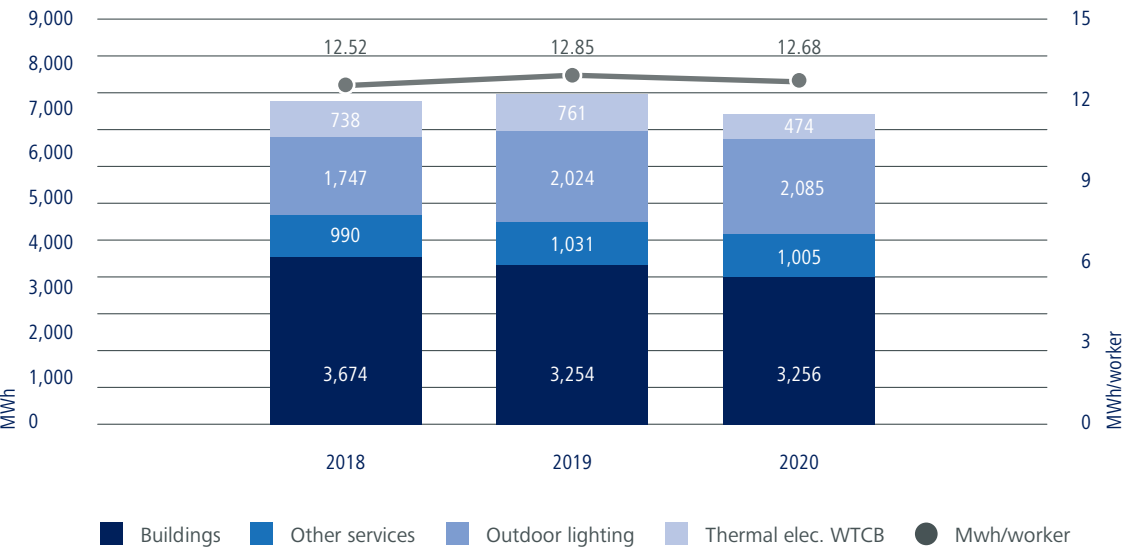
DISTRIBUTION OF APB ENERGY CONSUMPTION BY TYPE (in MWh), 2020



Electricity consumption

Total electricity consumption fell 7% in 2020 due to the decline in activity resulting from the lockdown under the COVID-19 pandemic. However, consumption for outdoor lighting increased slightly due to the opening of new lit areas. The APB applies energy efficiency measures to reduce these consumptions.

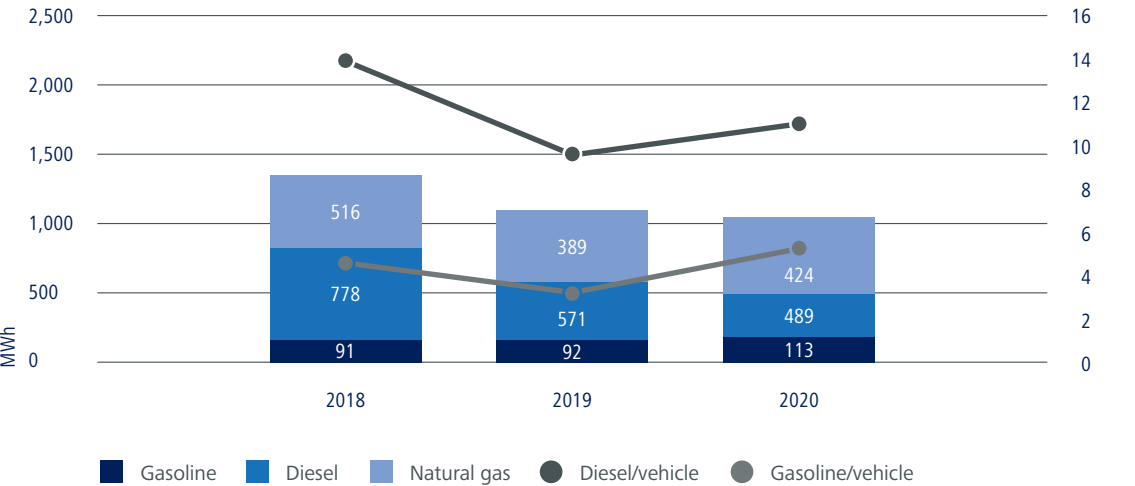
TREND IN APB ELECTRICITY CONSUMPTION BY USES (in MWh), 2018-2020



Fuel consumption

The only consumption of natural gas is for heating and domestic hot water (DHW) in the ASTA building and this year it increased by 9%, predictably due to increased use of DHW. Diesel consumption however fell by 14%, due to the increased number of electric vehicles.

TREND IN APB FUEL CONSUMPTION BY USES (in MWh), 2018-2020



Impact on the surrounding area and the environment

Below are the main indicators of the impact port activity has on its surrounding area and the tools the Port of Barcelona has to monitor and minimise it.

THE MARINE ENVIRONMENT

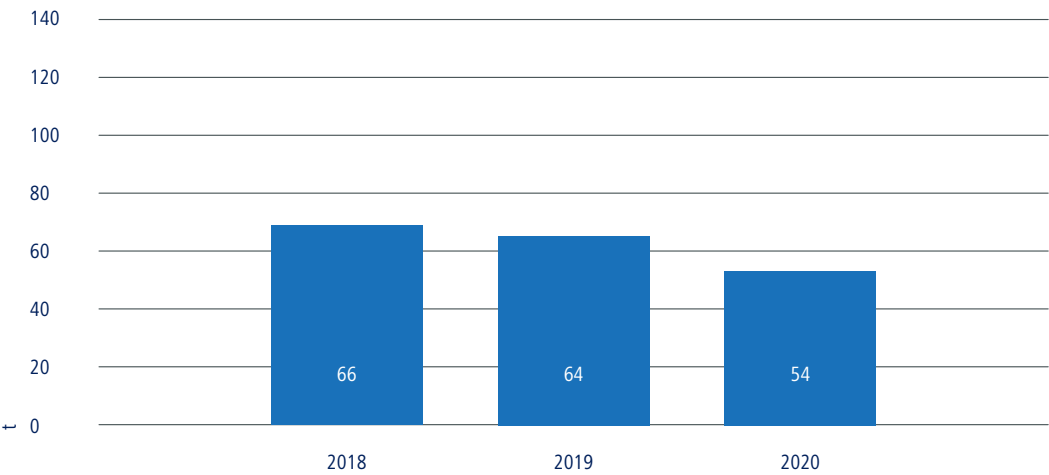


The Port has services and procedures for improving water quality and the marine environment.

Port water cleaning service

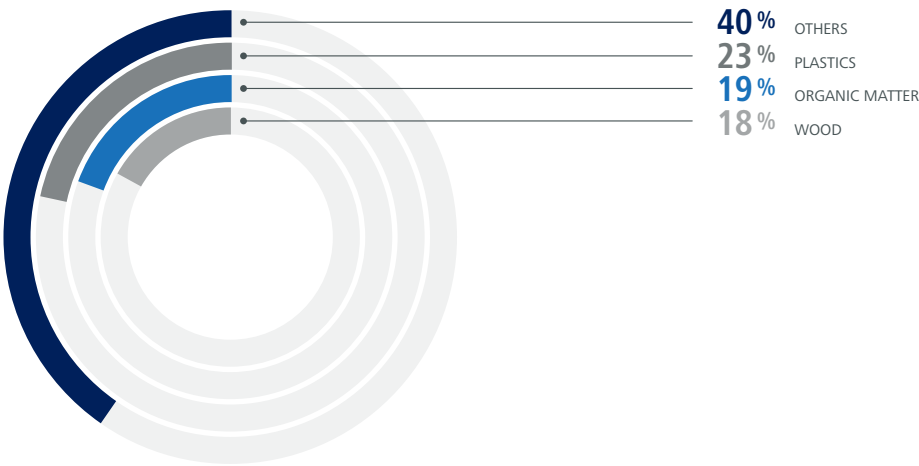
The Port provides a service for collecting and removing floating waste from the water sheet every day of the year and during the day. Without the effect of storm Gloria, which involved an extraordinary collection of ninety-six tonnes of waste, the regular volume collected in 2020 decreased significantly compared to 2019 and came to fifty-four tonnes.

WASTE COLLECTED FROM THE WATER SHEET (t), 2018-2020*



*Excluding collection during storm Gloria .

TYPE OF WASTE COLLECTED FROM WATER, 2020



Quality of the marine environment

During 2020, the Port of Barcelona monitored the quality of port waters in collaboration with the Catalan Water Agency in compliance with the Water Framework Directive and under the Coastal Water Surveillance Plan for Catalonia.

The main pollutants are derived from nautical-port activity and urban anthropogenic pressure, with some factors outside the scope of port management. Despite this, and the increase in port and ship operations in recent years, data have stabilised or improved.

Quality of sediments and benthic communities

In general, the environmental conditions of sediments remained the same or improved in recent years. When dredging the port seabed, the Port classifies the sediments removed and sends them to the appropriate destination in accordance with the guidelines of the Ministry of Public Works. In addition, all works involving dredging are subject to strict and independent environmental monitoring that ensures that dredged sediments are properly managed according to their degree of contamination.

One indicator of the state of health and environmental quality of the sediments of the seabed is the benthic communities or group of living organisms that live there. An analysis of the main parameters point to a positive development since monitoring started in 1998.

DEVELOPMENT OF BENTHIC COMMUNITIES, 2018-2020

	2018		2019		2020	
	External waters Zone II	Internal waters	External waters Zone II	Internal waters	External waters Zone II	Internal waters
Benthic communities						
RCompositio (taxons/800cm²)	58	49	43	46	59	39
Abundance (individuals/800cm²)	235	583	170	302	210	222
Shannon Diversity Index (H')	3.6	2.374	3.1	2.754	3.5	2.78

THE ATMOSPHERIC ENVIRONMENT



The strategy for reducing emissions of polluting gases and particulate matter is defined in the Port of Barcelona **Air Quality Improvement Plan**, adopted in 2016, which brings together a total of 53 concrete and specific actions to reduce polluting emissions and particulates.

The Plan continued to be updated in 2020, incorporating the most efficient actions to achieve the objective of decarbonising the Port, as occurred in the Plan for the electrification of wharves and other measures towards **decarbonisation**.

Monitoring air quality

In its efforts to monitor air quality, the Port has a meteorological network with seven stations; three automatic stations for measuring polluting gases, and a network of high-volume sensors for PM₁₀ particulates (suspended particles with diameters less than 10µm) and 3 for PM_{2.5}.

Promoting the move to gas

The Air Quality Improvement Plan includes actions aimed at promoting the use of liquefied natural gas (LNG) as an alternative fuel for cargo transport by sea and land.

In 2019 Barcelona was the first port in the Mediterranean to supply LNG to a ship from a barge; in 2017 it had provided truck-based gas supplies to the first ferry with a natural gas auxiliary engine and regularly to a cruise ship in 2018. However, it also plays an active and leading role in several European and own projects (see also the section on Financial aid received, under chapter 5):

PROJECTS FOR FOSTERING LNG IN PORT ACTIVITY

- CORE LNGas hive project. Subactivity EPT1:** pilot using an onshore mobile generator with a natural gas engine to supply a Ro-Ro ship (2014-2022). The Port acts as coordinator.
- CORE LNGas hive project. Subactivity EPM1:** construction of loading arm from regasification terminal (2014-2022). The Port acts as a partner.
- CORE LNGas hive project. Subactivity EPM2:** adapting a fuel supply barge to be able to supply LNG as well (2014-2022). The Port acts as coordinator.
- CORE LNGas hive project. Subactivity EV4:** designing a gas-powered tug (2014-2022). The Port acts as coordinator.
- CLEANPORT project:** incorporating a natural gas auxiliary engine on a ferry for use during its stay at port (2014-2020). The Port acts as a partner.

- Internal action:** enlarging a service station to incorporate LNG and CNG supply for trucks and vehicles (2018).
- CORE LNGas hive project. Subactivity EPM3:** adaptation of two diesel-powered *straddle carriers* to run on natural gas (2014-2022). The Port acts as coordinator.
- Projecte REPORT. Programa RIS3CAT:** transforming 25 trucks to dual (2015-2021). The Port is the leader of the project.

From 2017 to 2020, some 78,000 m³ of LNG were supplied to ships at the Port of Barcelona, 27,000 m³ from a tanker truck (TTS mode) and 51,000 m³ from a barge (STS mode).

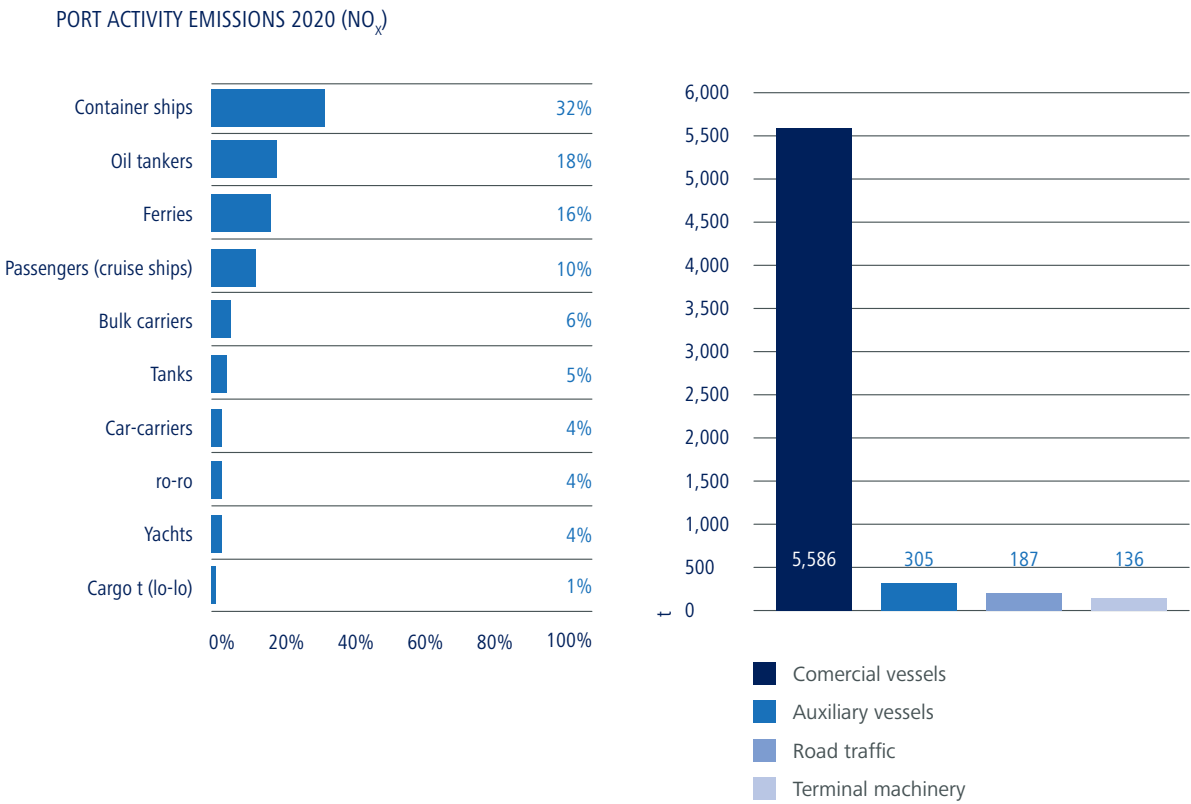
SERVICES AND VOLUME OF LNG SUPPLIED TO SHIPS (units and m³), 2017-2020

From tank	2017	2018	2019	2020	TOTAL
No. of operations	42	18	4	212	276
Tanks involved	42	18	4	596	660
Vessels	Abel Matutes, Aida Perla	Abel Matutes	Hypatia de Alejandria	Abel Matutes, Nápoles, Sicília, Bahama Mama	
Supply in m³	886.11	344.61	322.93	25,437.82	26,991.47
From barge	2017	2018	2019	2020	TOTAL
No. of operations	0	0	17	7	24
Vessels			Aida Nova, Costa Smeralda	Costa Smeralda	
Supply in m³	0	0	37,222	13,711	50,933
Total operations	2017	2018	2019	2020	TOTAL
No. of operations	42	18	21	219	24
Vessels			Aida Nova, Costa Smeralda	Costa Smeralda	
Supply in m³	886.11	344.61	37,544.93	39,148.82	50,933

AIR QUALITY INDICATORS

The largest emissions of polluting gases into the atmosphere in the Port come from ships, which represent more than 95% of the total nitrogen oxide and particulate emissions.

According to the measurement methodology agreed with Barcelona City Council and the Generalitat de Catalunya, the Port’s emissions represent 7.6% of the city’s air pollution due to NO_x and 1.5% for PM₁₀.



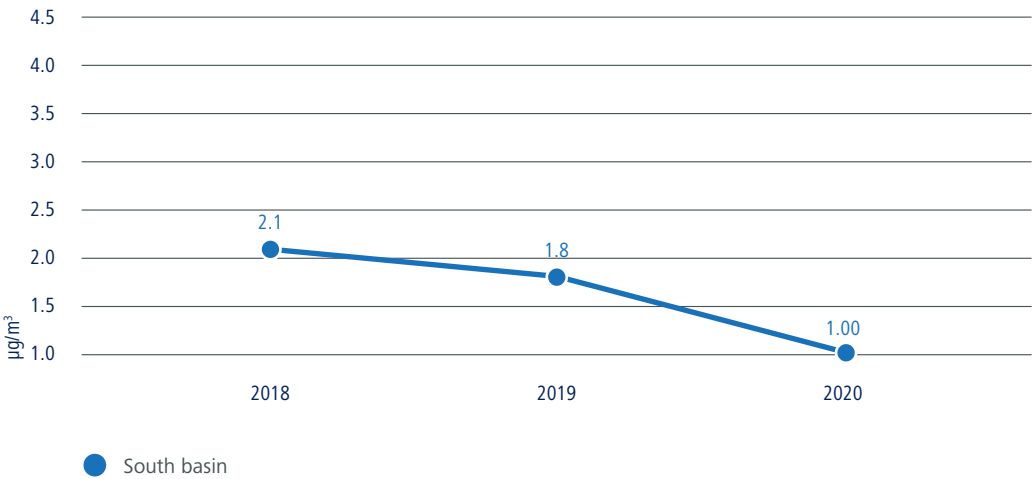
Pollutant gas emissions

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

Sulphur dioxide (SO₂) concentration levels are low. Current European regulations set a maximum daily average threshold of 125 µg/m³ that must not be exceeded more than three days a year.

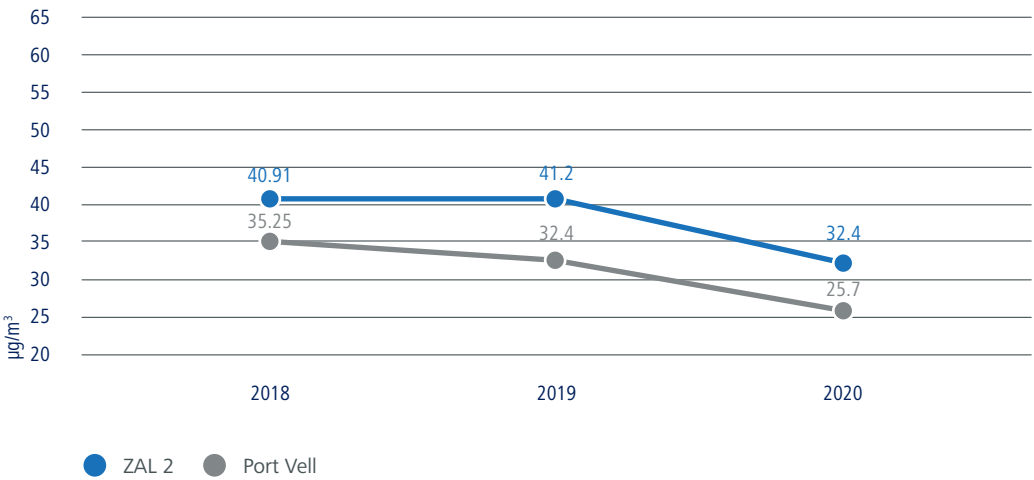
The reduction of SO₂ immission levels in the Port was the result of the reduction in ship traffic due to the pandemic and the obligation for ships to use fuels with less of this pollutant while sailing.

AVERAGE SO₂ CONCENTRATION AT THE PORT (in µg/m³), 2018-2020



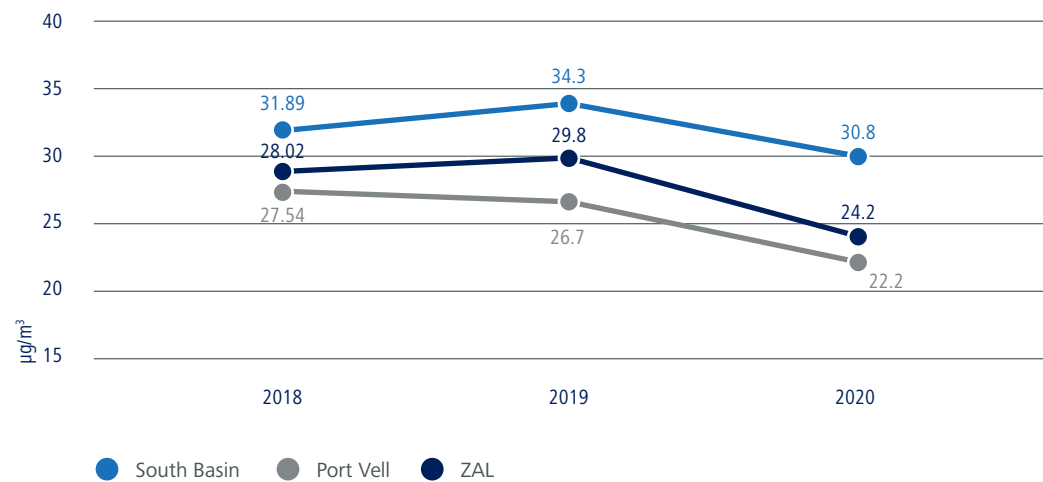
Nitrogen oxide levels were also reduced in 2020 due to lower activity in the Port.

AVERAGE CONCENTRATION OF NO_x AT THE PORT (in µg/m³), 2018-2020



Airborne PM₁₀ particulate concentrations depend a great deal on the performance of works projects or dry bulk operations. Like other pollutants, levels fell with the reduction in vehicle traffic.

AVERAGE CONCENTRATION OF PM₁₀ AT THE PORT (in µg/m³), 2018-2020



THE TERRESTRIAL ENVIRONMENT

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

Preventing soil pollution

There is ongoing monitoring of the state of the subsoil in the port area under concession by terminals and operators, as well as in non-concession areas. When necessary, remediation actions are carried out on contaminated soils.

ACTIONS REGARDING SOIL POLLUTION IN THE PORT, 2020

Remediation and monitoring actions	6
Characterisation and prior study	9
TOTAL	15

A database of contaminated soils was set up in 2020 in which soil and groundwater pollution data were introduced from more than 600 boreholes and more than 1,500 records. This will make it possible to anticipate the need to remedy or characterise a plot of land and gather information on the level of underlying contamination.

Environmental monitoring of port works

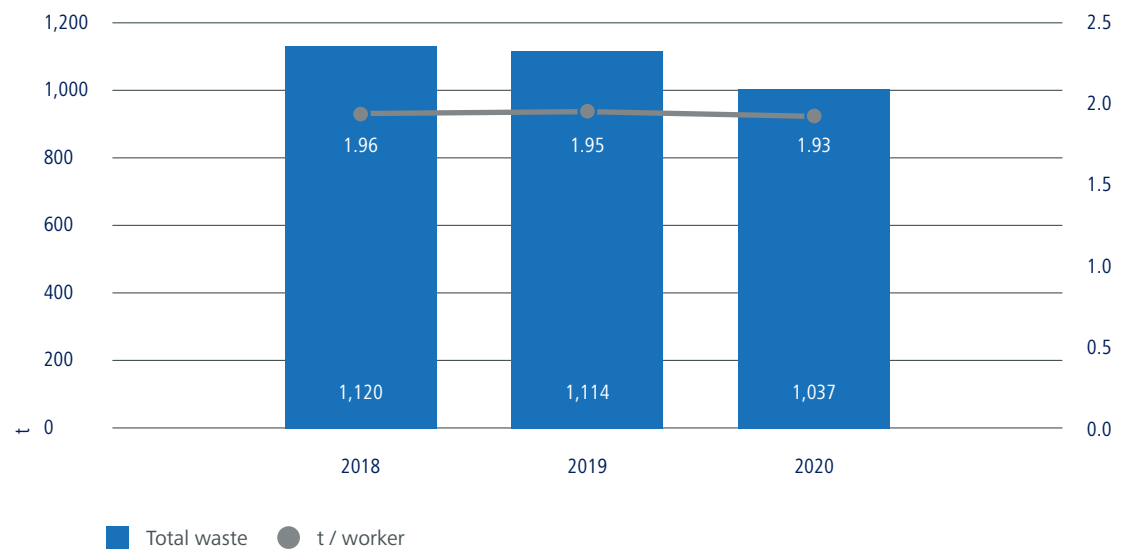
The works carried out in the Port are subject to environmental monitoring to ensure minimal environmental impact. Checks are made to ensure that works are performed following the best practices of the sector and respecting the applicable regulations. Likewise, the works often use recycled materials from demolition and deconstruction works.

WASTE MANAGEMENT

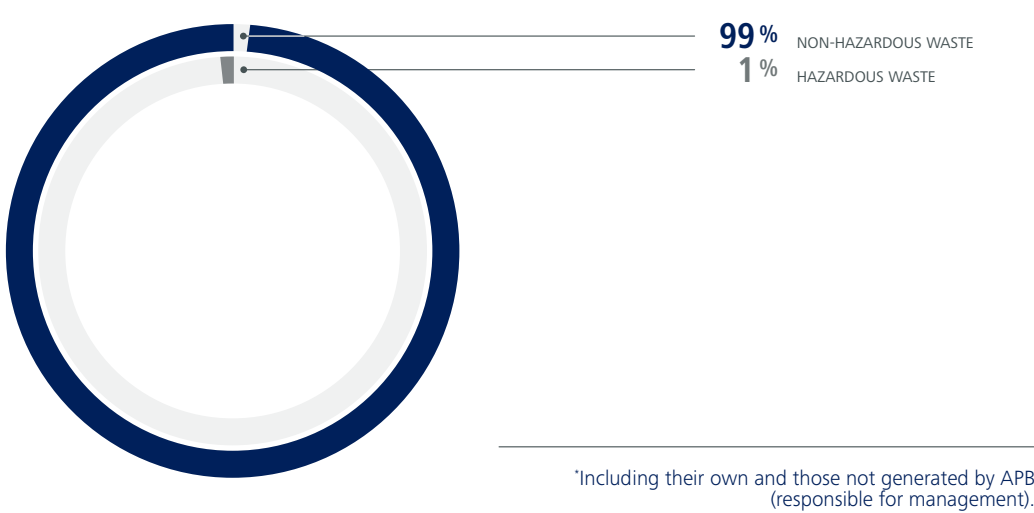
The Port Authority is responsible for removing and managing all types of waste generated in the Port of Barcelona's own and common areas - excluding the offices and spaces occupied in the East building of the WTC, but including the bars and restaurants within the port premises- and waste from road cleaning.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

The APB practices selective waste collection, and in 2020 it managed a total of **1,037 tonnes of waste**, internal or external, 99% of which were non-hazardous.

WASTE MANAGED BY THE APB (in tonnes), 2018-2020



TYPES OF WASTE MANAGED BY THE APB (%), 2020



SHIP-GENERATED WASTE MANAGEMENT - MARPOL CONVENTION



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

Waste managed by the Port in the MARPOL categories is oily liquid waste from engine oil, bilge water or sewage sludge; cargo tank washing waters that contained hydrocarbons, and solid waste.

In 2020 the Port managed a **total of 99,126 m³ of MARPOL waste**, almost half of the 197,812 m³ managed the previous year, due to lower vessel traffic as a result of the COVID-19 pandemic.

ECOLOGY AND DIVERSITY

The Port strives to ensure that its activity and works interfere as little as possible with the ecosystems and populations of birds and other species in its surrounding area; especially because it borders on the Llobregat Delta Integral Reservation.

On the other hand, there are checks and monitoring of non-native species that arrive at the Port via ships and which can become invasive species.

Bird control

In 2001 and 2002 the Port of Barcelona helped to reintroduce the peregrine falcon (*Falco peregrinus*) in the city of Barcelona, raising three chicks in an artificial nest installed in a grain silo. As a result of the initiative, the falcon population in Barcelona is becoming more consolidated, and in 2020 three pairs of the nine were raised at the Port in Barcelona.

The continued presence of falcons has a deterrent effect on the population of pigeons that descend daily from the city to feed on the Contradic wharf and other port areas.



ORIENTATION TO THE SDGS



Actions to clean up the Port’s waters

- Specific projects for cleaning up the port waters.



Affordable, safe, sustainable and modern energy

- 18.3% of companies measure their carbon footprint.



Urgent measures to combat climate change and its effects

- 47% of organisations under the Plan are certified in environmental management systems.
- 4% spending on sustainability out of total spending.



Conserve and sustainably use the oceans, seas and marine resources

- Specific projects for the recovery of marine species.

Strategic model

Environmental management system

47% of the organisations under this system have certified environmental management systems, similar to the previous year, when it was 47.4%. **85%** of certified organisations **have the ISO 14001 certificate and 25% have the EMAS certificate**, while the previous year’s figures were 91.5% and 16% respectively.

During 2020, only two organisations received complaints related to environmental issues, which were duly resolved through formal mechanisms.

Environmental expenditure and investment

56.3% of the organisations under the Sectoral Sustainability Plan have reported **average spending on sustainability as 4% of total spending**.

50% of the organisations under the Plan made **environment-related investments, representing an average of 5.9% of total investment**. These figures are lower than the previous year, but here too the number of companies increased and the percentage of investment decreased compared to the previous year, in which 29.5% of companies declared this type of expenditure with an average 11% investment.

The participating organisations under the Plan performed a total of **72 R&D+I projects on the environment**. Many companies participate in the European projects mentioned in this report while also taking part in their own projects or smaller ones that contribute to improving the environment.

These are some of the projects carried out by Plan organisations:

- Shore Power project to electrify wharves.
- Internal energy efficiency project based on contracting an energy utility with a 100% renewable energy supply, optimising the power supply under contract and progressive replacement of light fittings with LED technology.
- Analysis of all processes that generate a large consumption of paper, to cut usage.
- Hybridisation of trucks and use of gas-powered trucks.
- Calculation of the Carbon Footprint (scope 1 and 2) and also of the services provided to customers.
- Building an *ecosilence* ship.
- Incorporating a new tugboat classified as an “Oil Recovery Ship” with a 51-tonne storage capacity for collected waste and a complete oil recovery collection equipment comprising a 150-metre anti-pollution barrier and a Markleen Multiskimmer MS10 hydraulic skimmer.

Organisations under the Plan take part in the following European and cross-cutting projects also mentioned in this sustainability report: CORE LNGas hive; REPORT, RIS3CAT programme; CLEANPORT, EALING; CREATORS; LNGHIVE2 Barcelona; LNG BLUE CORRIDORS; and CarEsmatic.

Environmental performance and monitoring

Consumption of resources

WATER CONSUMPTION

The organisations participating in the Sectoral Sustainability Plan declared a **water consumption in the port precinct of 391,058 m³**.

ENERGY CONSUMPTION

Total energy consumption of the organisations of the Sectoral Sustainability Plan within the port precinct was **183,034 MWh**.

18.3% of companies measure their carbon footprint. 26.7% of companies that measure their carbon footprint measure direct emissions (gases emitted by the producer on the greenhouse effect); 20% measure indirect emissions (emitted by the producer of the energy); and 60% measure other indirect emissions produced before being acquired or contracted. These data cannot be compared with other years since they correspond to a new indicator. The SSP aims to improve data collection and better understand what Port companies do, which is why new questions are included in the data collection survey

Total emissions by respondent companies were 769,211.07 CO₂e.

Although companies are required to answer specific questions on waste, an indicator of the volume of waste generated by different companies was also introduced. The main data are indicated below.

VOLUME OF WASTE GENERATED BY SSP COMPANIES (in kg), 2020

	Units (in kg)
Paper and cardboard	6,241
Plastic	249
Glass	2,083
Hazardous waste	262,891
Other waste	13,909

Impact on the surrounding area and the environment

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

INITIATIVES RELATED TO OPTIMISING RESOURCES AND CARE FOR NATURAL RESOURCES

Setting up the Environment Commission

Aim: to raise awareness and design actions in favour of the environment
Recipients: workers
Description: a group of people representing all the work centres meets periodically to assess actions in workplaces to benefit the environment. They also help to write and disseminate articles related to sustainability issues. This helps to improve waste management

Paperless

Aim: to dispense with paper-based physical records
Recipients: all company staff
Description: Developing a complete digital file containing all the information and documentation related to operational control
Achieving a very significant reduction in spending on paper and toner
Digitalisation of operations

Protection against soil pollution in the port area

Aim: for organisations with a licence to occupy the public domain to comply with the obligation to ensure that these areas avoid soil pollution or damage to groundwater at the end of their concession period
Recipients: port concessions
Description: During the validity period of the concession they must prevent any incident or accident that could potentially lead to contamination. At the end of the validity period, land must be re-characterised. Should contamination be detected, the concessionaire must clean the land and decontaminate the water
Maintaining subsoil pollution levels below risk thresholds for people and ecosystems

Incorporating a tug equipped with more efficient engines

Aim: reducing the level of CO₂ emissions
Description: tugs equipped with engines that consume less diesel and oil, decreasing air pollution

Replacing the blowing systems of capture filters of the unloaders of Torre Marina I and Torre Marina II

Aim: to reduce the electrical consumption of the blowing systems generating only the necessary air for the capture filters of the unloaders

Description: Replacing the currently existing blowing system (blower + motor) with a new blower box system that has no associated power consumption, although there is an increase in power consumption of the main compressor

Reducing the level of CO₂ emissions by 9.29 t/year

Improved waste segregation

Aim: Promoting the recycling of different types of waste

Recycling metal structures of certain containers

Description: Selecting returnable packaging to reduce the amount of waste, while avoiding disposable items

Disassembly of additives to re-use certain types of containers for import and export

INITIATIVES RELATING TO ENERGY EFFICIENCY

Changes in lighting

Aim: to reduce electricity consumption and cut indirect emissions

Description: replacing the lighting of streets in the plant with LED lamps

100% renewable energies

Aim: conversion to 100% renewable energy

Recipients: plants throughout the company

Description: biogas plants that produce electricity, which is sold on the market without intermediaries to be subsequently consumed at the plants themselves

Acquiring a mobile transformer to connect large yachts to the electrical grid

Aim: to decrease the use of diesel generators

Description: in conjunction with the certification of renewable origin for all the energy supplied to the shipyard, the level of emissions derived from the stay of this type of yacht that were not previously suitable for grid connection has been considerably reduced

Building reefer racks in the storage blocks

Aim: to reduce the connection of the *reefers* to diesel generators by switching to electrical connections

Recipients: BEST terminal

Description: to increase the number of containers that can be connected to electricity, reducing diesel consumption

INITIATIVES RELATED TO SUSTAINABLE MOBILITY

Fostering the use of electric vehicles among staff

Aim: to reduce the indirect CO₂ footprint

Recipients: staff of the company

Description: installing a free double charging point for workers, achieving a reduction in indirect CO₂ emissions of approximately 10 t CO₂e

LNG as fuel

Aim: to reduce costs and emissions

Conversion to 100% renewable energy

Description: purchase of two new LNG vessels and re-motorisation of five vessels

Ecological transport providers

Aim: to offer a quality, sustainable and environmentally-friendly service

Description: use of ecological transport (hybrid or electric) to reduce emissions and comply with specific regulations, while still offering a quality service to the customer



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FERCAM TRANSPORTES, S.A.	
FUNDACIÓ CARES	
GALINDO SCCL	
GRIMALDI LOGISTICA ESPAÑA, S.L.	
HEMISPHERE COATING SERVICES, S.L.	
HIJO JOSE MARÍA MASQUES, S.A.	
HUTCHISON PORTS BEST	
IBERCONDOR, S.A.	
IFS INTERNACIONAL FORWARDING, S.L.	
INFE PROYECTOS S.L.	
INTERCRUISES	

LEOPROEX	
LIBERTY CARGO, S.L.	
LOGISBER FORWARDING, S.L.	
MARINA PORT VELL, S.A.U.	
MARÍTIMA DEL MEDITERRÁNEO, S.A.U.	
MASQUES SERVICIOS LOGÍSTICOS Y ADUANEROS, S.L.	
MB92	
MEROIL, S.A.	
MOSE SERVEIS D'ENGINYERIA, S.L.P.U.	
MPG TRANSITOS, S.A.U.	
NAUTIEL SERVICE, S.L.	
NOATUM LOGISTICS SPAIN, S.A.U.	
OCEAN NETWORK EXPRESS (SPAIN) S.A.	

OCIDENAVE ESPAÑA, S.L.	
OPERINTER BARCELONA, S.A.	
PORTCEMEN, S.A.	
RECEPTORA DE LIQUIDOS S.A. (RELISA)	
REMOLCADORES DE BARCELONA, S.A.	
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TERMINAL PORTNOU	
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Data collection and consolidation of information

Barcelona Port Authority

SdeSostenible

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