

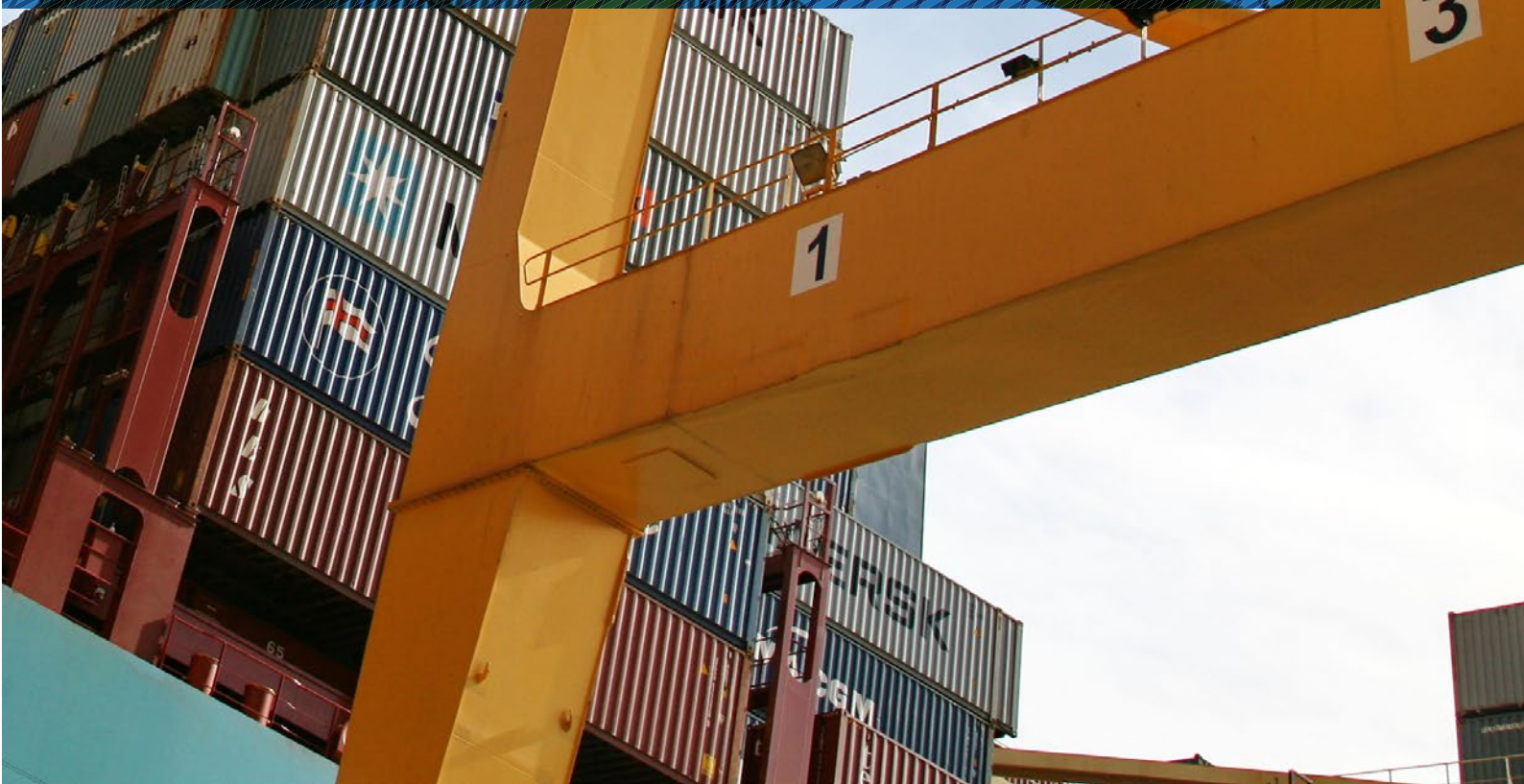
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ANNUAL REPORT 2016

MEMÒRIA ANUAL | MEMORIA ANUAL | RAPPORT ANNUEL



Port de Barcelona



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INTRODUCTION

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Message from the President



This year was characterised by the solid progress made by the Port of Barcelona around the three areas of activity that realise the objectives of the Third Strategic Plan 2015 - 2020: growth, competitiveness and sustainability.

The traffic and financial results of 2016 show how we are moving forward decisively in the first of these areas, growth. The expansion to a larger and increasingly consolidated hinterland, the increasing exchanges with the foreland through intense commercial activity, and the efficiency and competitiveness of port services have led to a general increase in freight traffic at the Port and the largest increase in container movements in a decade. We should underline the record results in three strategic traffic segments: containerised cargo in foreign trade, which exceeded 1.2 million TEU; vehicles, approaching one million units; and almost 4 million passengers.

On the economic front, the lower profit recorded during the year is not a reflection of activity in the Port (in fact, total traffic grew by 3.4%), but rather due to the fact that 2015 was an exceptionally positive one thanks to extraordinary gains from the sale of financial assets. So, in spite of the reduction in fees for concessions resulting from land revaluation, dynamic activity at the Port caused net turnover to remain stable. Much more important is the significant ability to generate resources that we showed once again. The € 86.3 million in cash flow, apart from representing a 17% increase year on year, allowed us to substantially reduce long-term bank debt, which now stands at € 303.9 million, and to perform investments worth more than € 26 million.

These investments are essential for enlarging and improving infrastructure and thereby achieving a more efficient and competitive port. Among this year's investments, contracts were awarded for road and rail access works to the future ICL Iberia terminal, and the Adossat wharf enlargement was put out to tender to expand the multipurpose installation at the Port Nou terminal and free up space for the future cruise terminal E.

Two agreements were signed with the relevant bodies entities involved to promote the development of the rail accesses: one to regulate the necessary financial contributions, which will amount to € 77.2 million by Adif and € 72.6 million by the Port, and will be aided by the European Commission through the Connecting Europe Facility (CEF); and another to agree to the transfer of certain infrastructures from the Government of Catalonia to Adif and their inclusion in the railway network of general interest. However, by the end of the year Adif had filed to tender out the main project of the accesses that had been announced for quite some time.

2016 was the year in which a number of high-level competitiveness initiatives being either bolstered or set in train. Thus, the Efficiency Network quality label, now consolidated after five years' existence and 75 member companies, began the process of renewing the label's commitments. Also aimed at increasing the efficiency and excellence in service of the Port Community and linked to innovation, several initiatives representing a valuable differentiating factor of our port were launched. One such initiative is Port Challenge Barcelona, a business acceleration programme led by the Port in cooperation with the Founder Institute, which aims to promote the creation of innovative technology-based businesses to boost competitiveness in the port environment. Another is Port Links, a pioneering tool in Europe which, based on other own previous experiences, such as the Ecocalculator, can build and compare online transport chains via Barcelona and offers exhaustive information on various economic and environmental indicators.

As in the Port Links initiative, the Port of Barcelona has played a pioneering role over the last few decades with regard to sustainability; and it will continue to do so in the coming years, as it is one of the pillars of its Strategic Plan. In 2016 we took an important step with the Air Quality Improvement Plan, which makes a firm commitment for liquefied natural gas (LNG) as an alternative mobility fuel for ships, trucks and land-based machinery. Future scenarios pose the need to substantially reduce emissions and the maritime industry is not exempt from the growing social and business demand to reduce its environmental externalities. Indeed, the Port of Barcelona is facing this challenge decisively, as we have done in other areas.

In recent years, as we have repeatedly said, we are aware that the maritime business is immersed in a process of rapid change, marked by increased competition, changes in vessel size, lower profit margins and demands for sustainability of our activity. In this environment we understand that our role should not be limited to adapting to the circumstances, but rather we are in a position to strengthen our leadership. The data and the facts clearly show this. The strategy is defined; so are the objectives and lines of action to achieve them; our motor, the joint and qualified work of the entire Port Community, is primed and running. We continue to look to the future and to consolidate our leadership.

Investments are an essential factor for expanding and improving the infrastructure and achieving a more efficient and competitive port

Sixte Cambra
President
of the Port of Barcelona



Message from the general manager



Activity at the Port of Barcelona was extremely dynamic during 2016, as reflected in the total 48.7 million tonnes of goods handled (freight plus fishing and victualling), up 3.4% on the previous year. New records were also established in strategic traffics such as containerised cargo in foreign trade, vehicles and passengers, showing that we are well positioned to achieve the goals that we set in the Third Strategic Plan 2015 - 2020.

Particularly noteworthy was the behaviour of container traffic, which is a good indicator of the progression of the local economy. This year we recorded the largest increase in the last decade - 14.5% - which made it possible to exceed 2.2 million TEU (20-foot container equivalent unit) and to bring us closer to the levels prior to the onset of the 2008 economic crisis.

This positive performance could be seen in all sections of containerised traffic. Regarding foreign trade, export container numbers increased by 3.8% (to 683,527 TEU), clearly revealing the efforts made by the productive sector to internationalise their operations, while import traffic rose by 8.7% (a total of 518,480 TEU), clearly reflecting the recovery in domestic consumption. Coastal traffic with the Islands also performed well, with a year-on-year increase of 10%; and the 47% increase in transshipment, at 431,750 TEU, indicates a recovery in traffic that was hit hard during the crisis.

As for the Port's main markets, more than two thirds of imports - 77% - come from the Asian continent, which also receives 43% of the exports leaving our port facilities. By country, China remains the largest trading partner, since it is the origin or destination of 23% of the containers passing through the Port. Moreover, the American continent accounts for 25% of exports and 9% of imports, with Brazil, Mexico and the United States the countries that increased their trade with the Port of Barcelona the most.

Trade in vehicles, another of our strategic traffics, grew 4% in 2016, hitting a record high of 916,834 units. Once again, the majority of this total also relates to foreign trade: exports grew 3%, with 465,000 units, while imports advanced at a rate of 20% to 206,000 units.

Passenger numbers also renewed their record highs, reaching a total of almost 4 million passengers (up 6.7%). Ferry traffic with the Balearic Islands, Italy and North Africa grew 9%, ending the year with 1.27 million passengers; there were a total of 2.68 million cruise passengers, an increase of 5.6% year on year. Particular mention should be made of the fact that passengers in turnaround (starting and ending their cruise in Barcelona, who therefore make a greater contribution to the local economy) represent more than half of all the Port's cruise passengers (58%), marking a year-on-year increase of 14%.

This year the Port of Barcelona channelled more than 370,500 ITU (intermodal transport units, goods on a truck, trailer or platform), which was 2.9% more than the previous year. This business segment includes exchanges with the Islands (235,400 ITU), which increased 7.4%, as did Short Sea Shipping (SSS), which channelled more than 135,000 ITU to various destinations in Italy and North Africa. This represented diverting a similar number of trucks off the roads and onto the maritime mode, which is more economically and environmentally efficient, since it reduces emissions.

The Port of Barcelona's commitment to intermodality and better environmental behaviour is also moving forward thanks to the increased use of the railways: the rail share rose from 3.2% of total traffic in 2006 to 13% in 2016. As regards container traffic by rail, which grew by 6%, a new service was launched at the end of the year operating refrigerated trains with Zaragoza. It is worth mentioning that more than a third of the vehicles that entered or left the Port of Barcelona did so using the rail mode.

Moreover, we find that bulk traffics are especially affected by market conditions and operations. This year the Port shipped 11.4 million tonnes of liquid bulk, down 5% year on year, while diesel fuel (the main hydrocarbon passing through the Port) increased 16.4 % to 2.7 million tonnes. The volume of dry bulk handled remained practically stable compared to the previous year, at 4.4 million tonnes. However, some of the main commodity groups recorded notable increases, such as cement and clinker and cereals and flour (up 9%).

Apart from reflecting the dynamism of the productive sector and the consumer market, this growth in traffic revealed how the Port of Barcelona is adapting to the needs of both of them in infrastructure and services. Our task as a Port must be to work constantly to maintain this balance. That is why our challenge year after year, with the involvement of all the players involved, is to achieve the continuous improvement of the conditions for maritime transport and trade.

We recorded the largest increase in container traffic of the last decade - 14.5% - making it possible to exceed 2.2 million TEU

José Alberto Carbonell
General Manager
of the Port of Barcelona



MANAGEMENT BOARD OF BARCELONA PORT AUTHORITY

President

Sixte Cambra

Ex officio member

Francisco J. Valencia Alonso

Director General (not member)

José A. Carbonell Camallonga

On behalf of the Spanish Government

Emilio Ablanado Reyes
Severo Bueno de Sitjar de Togores
Rolando Lago Cuervo

On behalf of the Government of Catalonia

Jordi Aragunde Miguens
Antoni Llobet de Pablo
Emili Sanz Martínez
Jordi Trius Traserra

On behalf of the municipalities in which the Port of Barcelona service area lies

Janet Sanz Cid (Ajuntament de Barcelona)
Lluís Tejedor Ballesteros (Ajuntament del Prat de Llobregat)

On behalf of the Chambers of Commerce, business organisations and trade unions and relevant sectors in the port area

Josep M. Basáñez Villaluenga
Carles Boy Rodríguez
José Pérez Domínguez
Xabier M. Vidal Niebla

Secretary (not member)

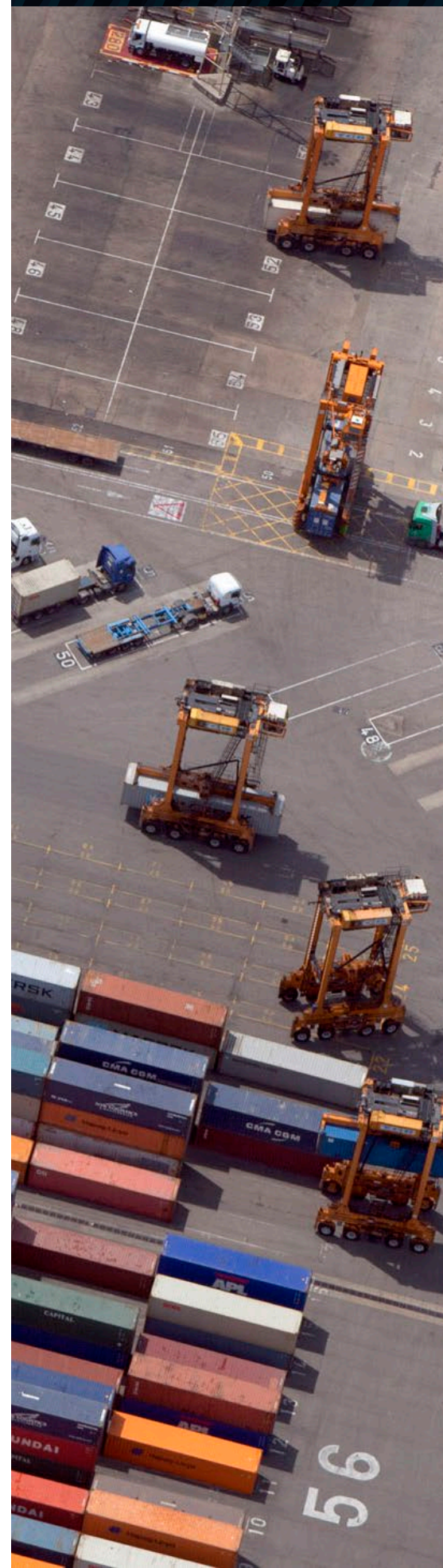
Román Eguinoa de San Román

Terminations occurring during the year 2016

Lluís Mellado Fontanet
Àngel Montesinos García

At 31 December 2016





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CASH FLOW



ECONOMIC AND FINANCIAL REPORT

Net turnover in 2016 totalled
€ 155.5 million and was the same
as the previous year

PROFIT FOR THE YEAR (million EUR)

	2016	2015	Variation	% Var.
Operating profit	33.9	36.9	(3.0)	-8%
Financial results	(0.5)	2.5	(3.0)	-
Tax on profits	-	-	-	-
Total	33.4	39.4	(6.0)	-15%

We closed financial year 2016 with net profits of € 33.4 million, 15% lower than the previous year. The decrease in profit was driven mainly by the extraordinary gains obtained in 2015 on the divestment of financial assets.

Total income from port fees decreased slightly due to lower revenues in the occupation fee, driven by the new valuation of Port of Barcelona land. However, the increase in revenue from vessel and cargo fees offset this fall in revenue from concessions in the public domain.

Total freight traffic increased by 3.4% year on year to 47.5 million tonnes. The most strategic traffics again recorded significant annual growth: containers, which totalled 2.2 million TEU, increased by 14.5%; cars, up 4%, and total passengers, up 7%.

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

	2016	2015	Variation	% Var.
Port fees	142,498	143,593	(1,095)	-1%
Occupation fees	52,439	55,445	(3,006)	-5%
Fees for use	74,520	72,427	2,093	3%
Vessel fees	27,269	26,780	489	2%
Fees for pleasure craft	441	390	51	13%
Passenger fees	9,856	9,728	128	1%
Cargo fees	36,565	35,180	1,385	4%
Fresh fish fees	180	190	(10)	-5%
Fees for special use of the transit area	209	159	50	31 %
Activity fees	14,214	14,311	(97)	-1%
Navigation aids fees	1,325	1,410	(85)	-6%
Other business income	12,976	12,024	952	8 %
Income from additional items	5,683	5,043	640	13%
Fees and other	7,293	6,981	312	4%
	155,474	155,617	(143)	0%

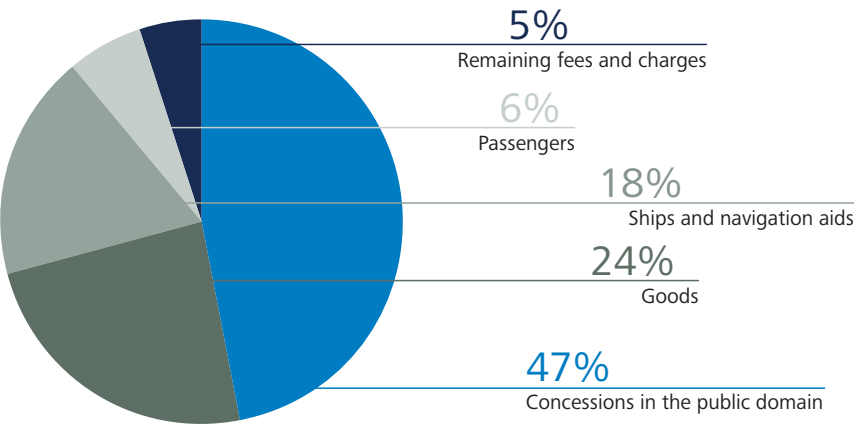
¹Approved by the Board in November 2014 and signed by the Ministry of Public Works in the Ministerial Order of December 2015.



NET TURNOVER (BY BUSINESS LINES) (Thousand EUR)

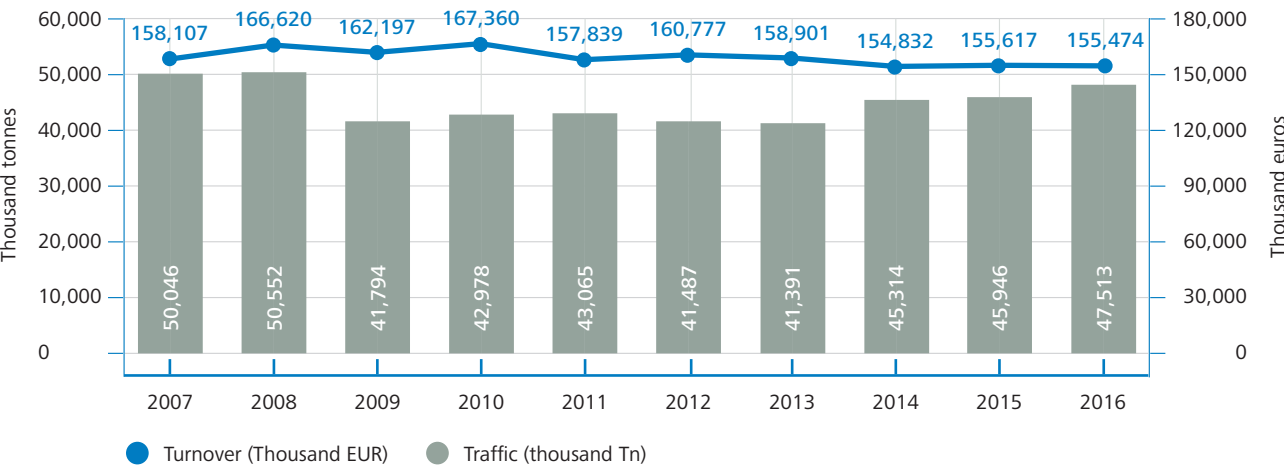
	2016	2015	Var.	% Var.
Port fees and additional items	148,181	148,636	(455)	0%
Vessels and navigation aids	28,594	28,190	404	1%
Cargo	36,565	35,180	1,385	4%
Passengers	9,856	9,728	128	1%
Fresh fish	180	190	(10)	-5%
Pleasure craft	441	390	51	13%
Concessions in the public domain	72,265	74,715	(2,450)	-3%
Other fees for use of the public domain	71	84	(13)	-15%
Fees for special use of the transit area	209	159	50	31 %
Charges for commercial services	7,293	6,981	312	4%
	155,474	155,617	(143)	0%

NET TURNOVER - 2016



€155,474 thousand EUR

PROGRESSION OF TURNOVER AND TRAFFIC VOLUME



PROGRESSION OF INTERANNUAL TRAFFIC VARIATIONS AND INCOME VS GDP



Operating income stood at € 33.9 million, down 8% year on year. This decrease occurred as a result of the considerable increase in other operating expenses due on the one hand to allocations to provisions for taxes and disputes and on the other to actions performed within the scope of the agreement with the Fishermen's Guild to build the new ice factory.

Losses, caused by tangible assets removed, increased 48% year on year, mainly due to removal of the paint warehouse that was returned to the small vessels repair area.

However, under current expenditure, the volume of personnel costs was the same as in 2015.

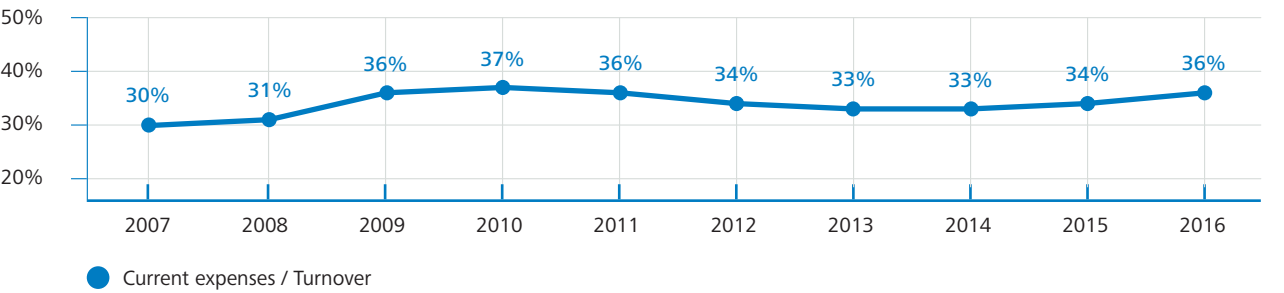
The gain recorded under other operating income was due to two new lease contracts and the transfer to results of deferred income from the concessions returned.

OPERATING PROFIT (Thousand EUR)

	2016	2015	Variation	% Var.
Net turnover	155,474	155,616	(142)	0%
Other operating income	5,389	3,545	1,844	52%
Staff costs	(30,890)	(31,000)	110	0%
Other operating expenses	(43,923)	(39,828)	(4,095)	10%
Depreciations of fixed assets	(55,720)	(53,919)	(1,801)	3%
Allocation of subsidies and other non-financial assets	6,900	6,891	9	0%
Surplus provisions	-	818	(818)	-
Impairment and gains on disposals of assets	(3,344)	(2,256)	(1,088)	48%
Other results	-	(2,938)	2,938	
Total	33,886	36,929	(3,043)	-8%

The increase in other current operating expenses pushed up the income absorption ratio by two points compared to the previous year.

INCOME ABSORPTION RATIO



Current expenses = staff costs + external services + other current running costs
Income and expenditure from the ships' rubbish and waste collection service are excluded from 2011 onwards

In the field of **investments**, the most significant transaction of the year was the reduction in the share - totalling € 1.6 million - in the capital of several stakeholder companies.

At the close of the financial year, the percentage of the share capital of stakeholder companies was unchanged compared to the previous year.

STAKEHOLDER COMPANIES (at 31/12/2016)

	% of share capital
Group companies	
Gerència Urbanística Port 2000	100.00%
Centre Intermodal de Logística, SA	63.00%
World Trade Center Barcelona, SA	52.27%
Associated companies	
Catalana d'Infraestructures Portuàries, SL	49.00%
Terminal Intermodal Marítima Centro, SL	49.00%
Terminal Intermodal de l'Empordà, SL	47.32%
Puerto Seco de Azuqueca de Henares, SA	36.73%
Portic Barcelona, SA	40.69%
Terminal Marítima de Zaragoza, SL	21.55%
Other stakeholdings	
Barcelona Regional Agència Metropolitana de Desenvolupament Urbanístic i d'Infraestructures, SA	11.76%
Puerto Seco de Madrid, SA	10.20%
Perpignan Saint Charles Conteneur Terminal, SAEML	5.00%

The **financial result** for the year showed a loss of € 0.5 million and a net decline of € 2.9 million compared with profit of € 2.4 million the previous year. This change was the result of the combined effect of:

- The organisation withdrawing from the capital structure of the company Consorci de Parcs Logístics and the sale of the stake in Marina Barcelona 92 represented a joint profit of € 10.7 million in 2015. Adding this year's impairment of € 1.6 million, the net slide in the result in this chapter stood at € 12.3 million.
- On the positive side, we would point to the significant year-on-year reduction in the volume of financial expenses, caused by:
 - Early repayment of the loan with the European Investment Bank (EIB Tranche III A) amounting to € 47.5 million, at the end of last year, for which the company was paying a fixed interest rate of 3.748%.
 - The progressive reduction in variable interest rates applied to the EIB loans, which from were 0% the second quarter of 2016.
 - Early repayment of the loan with the European Investment Bank (EIB Tranche II B) amounting to € 20.8 million at the end of financial year 2016, which involved no additional financial expense in respect of the € 6.6 million paid in 2015 as future interest in the early cancellation performed last year.
 - Entering the € 1.5 million due in interest for disputes concerning T3 as financial expenses for FY 2015, which represented a net decrease.

FINANCIAL RESULTS (Thousand EUR)

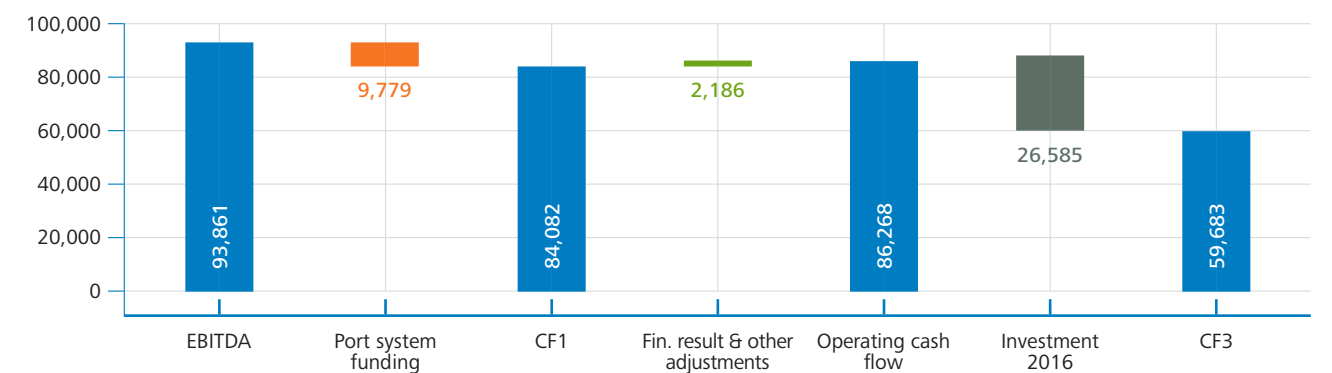
	2016	2015	Variation	%Var.
Financial income	5,112	5,303	(191)	-4%
Financial expenses	(5,326)	(15,410)	10,084	-65%
Change in fair value of financial instruments	1,276	1,819	(543)	-30%
Impairment and gains on disposals of financial instruments	(1,559)	10,719	(12,278)	-
Total	(497)	2,431	(2,928)	-

Earnings before interest, taxes, depreciation and amortisation (EBITDA) totalled € 93.9 million and funds from operations generated operating cash flow of € 86.3 million, an increase of 17.1% compared to the € 73.7 million the previous year.

EBITDA (Thousand EUR)

	2016	2015	Variation	% Var.
Operating profit	73,553	66,101	7,452	
Plus	33,886	36,929	(3,043)	-8%
Funding Puertos del Estado	5,744	5,715	29	
Net contribution to the Interport Compensation Fund	4,035	3,978	57	
Depreciation of fixed assets	55,720	53,919	1,801	
Reserves for liabilities and expenses	3,920	-	3,920	
Losses from fixed assets	4,109	2,467	1,642	
Other	25	22	3	
Minus	13,578	13,183	395	
Profits accruing from fixed assets	576	3	573	
Valuation adjustments for impairment of non-current assets	190	208	(18)	
Surplus provisions for liabilities and expenses	-	818	(818)	
Capital grants and others transferred to profit	6,900	6,891	9	
Income from return of concessions	1,608	995	613	
Entering advances received for services rendered in results	4,304	4,268	36	
Total	93,861	89,847	4,014	4%

FUNDS GENERATED AND FINANCING CAPACITY (Thousand EUR)



Port system financing = contribution to the public body Puertos del Estado + net payment to the Interport Contribution Fund

CF1: Cash flow before financial result and adjustments

CF2: Operating cash flow = funds from operations

CF3: Surplus in generation of funds in respect of investment needs for the FY



Total investments performed stood at € 26.6 million, down 60% year on year, resulting in a surplus of € 59.7 million in relation to resources generated by operations.

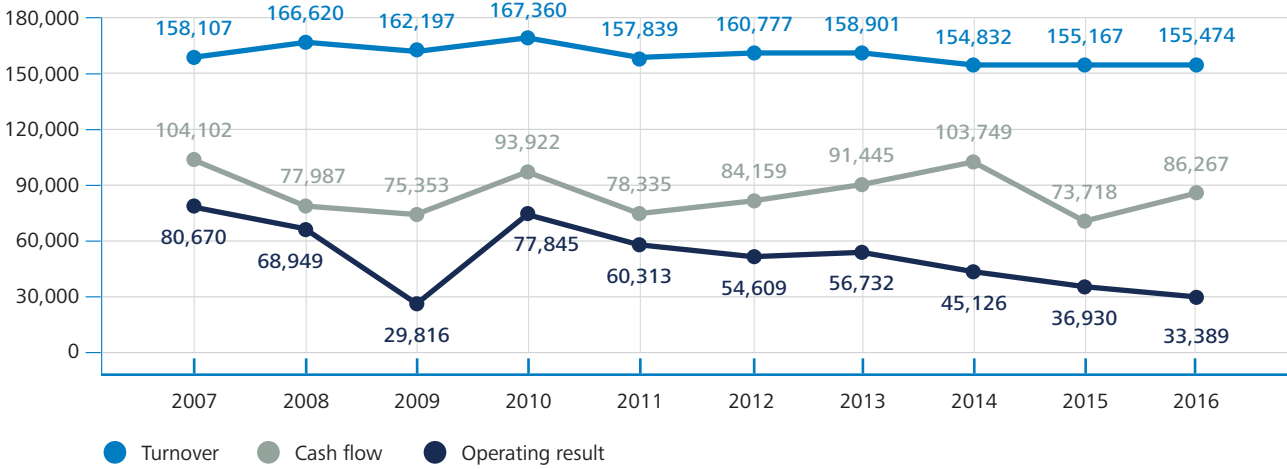
Without affecting the investment budget, the organisation's equity and assets increased € 26.7 million as a result of approving a substantial change in the Delimitation of Port Areas and Uses (DEUP). In line with this plan, the Port of Barcelona has extended its land by taking on ownership of the former Llobregat riverbed.

For the second year in a row, a loan that the company took out with the European Investment Bank was paid back early. This year the total concerned was € 20.8 million; last year it was € 47.5 million.

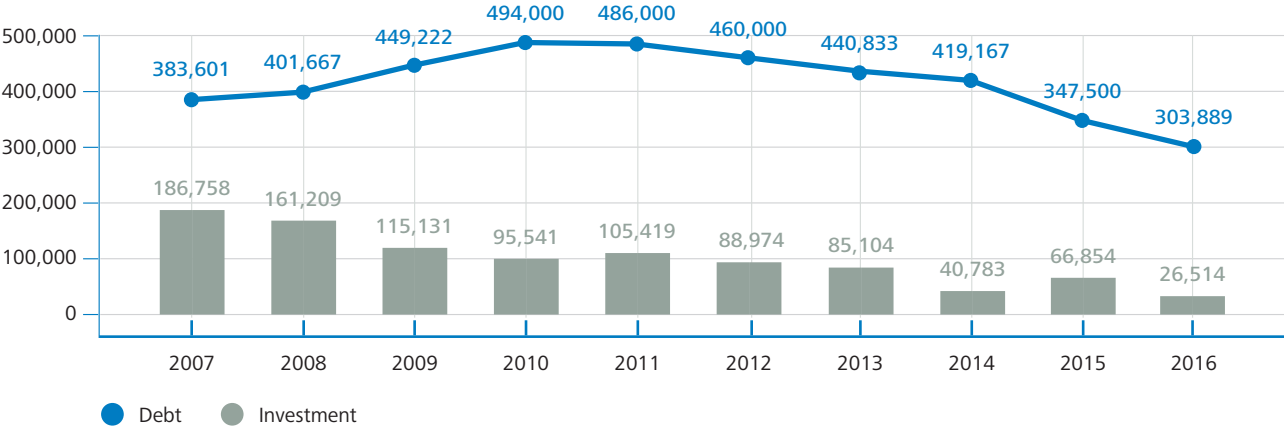
In addition to the loan repayment, account should be taken of the transfer of € 22.8 million to short-term debt, therefore **long-term bank debt** stood at € 303.9 million at the close of the financial year, the lowest figure for the last ten years.

² Amendment published by Order FOM/1684/2016 of 20 October 2016 (BOE. 257 of 24 October 2016)

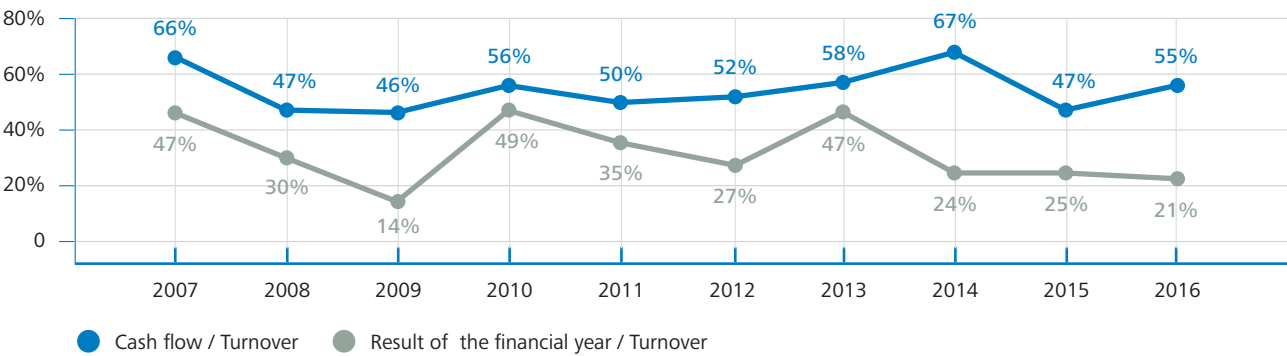
PROGRESSION OF MAIN ECONOMIC INDICATORS (Thousand EUR)



PROGRESSION OF ANNUAL INVESTMENT AND LONG-TERM BANK DEBT (Thousand EUR)

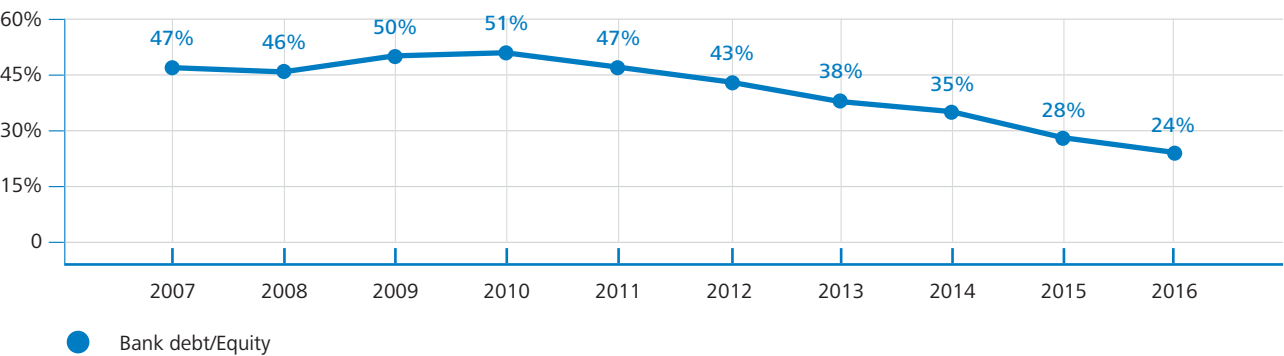


RATIOS OF MAIN ECONOMIC INDICATORS

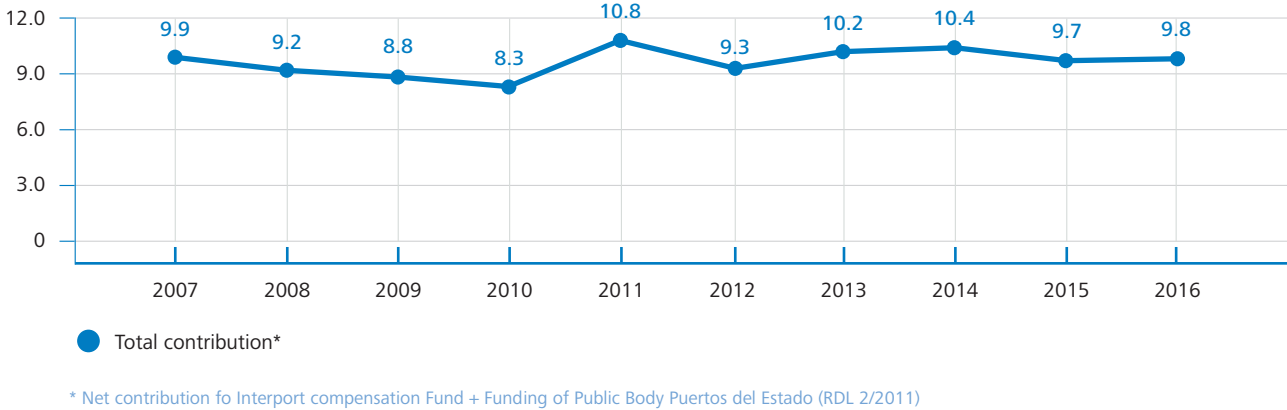


The progressive reduction in the volume of debt, combined with the inclusion of the financial results in equity, placed the debt ratio at 24%.

PROGRESSION OF THE DEBT RATE



BARCELONA PORT AUTHORITY CONTRIBUTIONS TO STATE PORT SYSTEM (Million EUR)



BALANCE SHEET (Thousand EUR)

	2016	2015
NON-CURRENT ASSETS	1,833,981	1,843,506
I. Intangible assets	19,692	21,297
1. Industrial property and other intangible assets	8,105	9,048
2. IT applications	11,587	12,249
II. Tangible fixed assets	1,443,335	1,453,603
1. Land and natural assets	288,958	269,493
2. Buildings	1,084,804	1,113,021
3. Technical equipment and facilities	2,194	2,361
4. Tangible fixed assets and advance payments	56,812	58,234
5. Other fixed assets	10,567	10,494
III. Real estate investments	268,733	264,030
1. Land	250,200	242,922
2. Buildings	18,533	21,108
IV. L/t debt with group and associated companies	90,963	92,039
1. Equity instruments	74,840	76,352
2. Loans to companies	16,123	15,687
V. Long-term financial investments	3,206	3,469
1. Equity instruments	588	693
2. Loans to third parties	1,933	2,140
3. Public admin, official subsidies receivable	-	-
4. Other financial assets	685	636
VI. Deferred tax assets	-	-
VII. Non-current trade debtors	8,052	9,068
CURRENT ASSETS	235,868	247,730
I. Non-current assets held for sale	-	-
II. Stocks	226	221
III. Trade debtors and other receivables	28,963	34,400
1. Customers for sales and services provided	17,935	23,196
2. Customers and debtors, group and associated companies	3,300	3,324
3. Miscellaneous receivable accounts	4,106	4,177
4. Public admin, official subsidies receivable	-	-
5. Other credits with public administrations	3,622	3,703
IV. S/t debt with group and associated companies	17,933	17,790
V. Short-term financial investments	146,368	163,122
1. Equity instruments	-	-
2. Loans to companies	1,368	122
3. Other financial assets	145,000	163,000
VI. Accruals and deferrals	621	751
VII. Cash and other cash equivalent assets	41,757	31,446
1. Cash and banks	41,757	31,446
2. Other cash equivalents	-	-
TOTAL ASSETS	2,069,849	2,091,236

(Thousand EUR)	2016	2015
NET CAPITAL	1,546,745	1,491,657
A1. Equity	1,289,061	1,228,929
I. Capital	539,486	512,743
III. Reserves	716,186	676,826
VII. Profit for the year	33,389	39,360
A2. Adjustments for changes in value	-	-
A3. Subsidies, donations and legacies received	257,684	262,728
1. Official capital subsidies	242,432	249,247
2. Capital donations and legacies	34	34
3. Other subsidies, donations and legacies	15,218	13,447
NON-CURRENT LIABILITIES	469,667	542,264
I. Long-term provisions	4,116	16,873
1. Long-term staff benefit obligations	-	-
2. Provisions for legal liabilities	1,441	16,873
3. Other provisions	2,675	-
II. Long-term debts	312,452	356,781
1. Debt with credit institutions	303,889	347,500
2. Long-term suppliers of fixed assets	-	-
3. Other	8,563	9,281
III. L/t debt with group and associated companies	-	-
IV. Deferred tax liabilities	-	-
V. Long-term accruals and deferrals	153,099	168,610
CURRENT LIABILITIES	53,437	57,315
II. Short-term provisions	-	-
III. Short-term debts	34,569	37,795
1. Debt with credit institutions	22,949	24,569
2. Short-term suppliers of fixed assets	8,828	6,773
3. Other financial liabilities	2,792	6,453
IV. S/t debt with group and associated companies	194	200
1. Debt with companies of the group	145	74
2. Debt with associated companies	49	126
V. Trade creditors and other receivables	18,674	19,320
1. Creditors and other receivables	10,387	10,168
2. Advance payments of public subsidies	-	-
3. Other debts with public administrations	8,287	9,152
VI. Accruals and deferrals	-	-
TOTAL LIABILITIES	2,069,849	2,091,236

PROFIT AND LOSS STATEMENT (Thousand EUR)

	2016	2015	Variació	%Var.
1. Net turnover	155,474	155,617	(143)	-0%
A. Port fees	142,498	143,593	(1,095)	-1%
a) Occupation fee	52,439	55,445	(3,006)	-5%
b) Fees for the special use of port facilities	74,520	72,427	2,093	3%
1. Vessel fees	27,269	26,780	489	2%
2. Fees for pleasure craft	441	390	51	13%
3. Passenger fees	9,856	9,728	128	1%
4. Goods fees	36,565	35,180	1,385	4%
5. Fresh fish fees	180	190	(10)	-5%
6. Fee for special use of the transit area	209	159	50	31%
c) Activity fee	14,214	14,311	(97)	-1%
d) Navigation aids fee	1,325	1,410	(85)	-6%
B. Other business income	12,976	12,024	952	8%
a) Amounts in addition to fees	5,683	5,043	640	13%
b) Fees and other	7,293	6,981	312	4%
5. Other operating income	5,389	3,545	1,844	52%
a) Accessory and other current management income	3,146	2,194	952	43%
b) Operating subsidies incorporated into the the result of the financial year	317	49	268	547%
c) Income from return of concessions	1,608	995	613	62%
d) Interport Fund compensation received	318	307	11	4%
6. Staff costs	(30,890)	(31,000)	110	-0%
a) Wages, salaries and similar expenses	(21,284)	(21,782)	498	-2%
b) Indemnities	-	(10)	10	-100%
c) Social charges	(9,606)	(9,208)	(398)	4%
d) Provisions	-	-	-	-
7. Other operating expenses	(43,923)	(39,828)	(4,095)	10%
a) External services	(26,500)	(26,109)	(391)	1%
1. Repairs and upkeep	(11,806)	(11,970)	164	-1%
2. Services from independent professionals	(4,325)	(3,941)	(384)	10%
3. Supplies and consumption	(1,834)	(1,906)	72	-4%
4. Other external services	(8,535)	(8,292)	(243)	3%
b) Taxes	(3,973)	(2,209)	(1,764)	80%
c) Losses, impairment and variation of provisions for commercial operations	(179)	(758)	579	-76%
d) Other current management expenses	(3,174)	(752)	(2,422)	322%
e) Contribution to Puertos del Estado	(5,744)	(5,715)	(29)	1%
f) Interport Fund contribution	(4,353)	(4,285)	(68)	2%
8. Depreciation of tangible assets	(55,720)	(53,919)	(1,801)	3%
9. Allocation of subsidies and other non-financial assets	6,900	6,891	9	0%
10. Surplus provisions	-	818	(818)	-100%
11. Impairment and gains on disposals of assets	(3,344)	(2,256)	(1,088)	48%
a) Impairment and losses	190	208	(18)	-9%
b) Gains on disposals and others	(3,534)	(2,464)	(1,070)	43%
Other results	-	(2,938)	2,938	-100%
a) Exceptional income	-	-	-	-
b) Exceptional expenses	-	(2,938)	2,938	-100%
OPERATING RESULT	33,886	36,930	(3,044)	-8%
12. Financial income	5,112	5,303	(191)	-4%
a) Stakes in financial instruments	1,384	1,750	(366)	-21%
b) Of negotiable securities and other financial instruments	3,728	3,553	175	5%
c) Incorporation of financial expenses to assets	-	-	-	-
13. Financial expenses	(5,326)	(15,411)	10,085	-65%
a) For third party debts	(5,326)	(13,641)	8,315	-61%
b) For updating of provisions	-	(1,770)	1,770	-100%
14. Change in fair value of financial instruments	1,276	1,819	(543)	-30%
a) Portfolio for negotiation and other	1,276	1,819	(543)	-30%
16. Impairment and gains on disposals of financial instruments	(1,559)	10,719	(12,278)	-115%
a) Impairment and losses	(1,512)	-	(1,512)	-
b) Gains on disposals and others	(47)	10,719	(10,766)	-100%
FINANCIAL RESULT	(497)	2,430	(2,927)	-120%
PRE-TAX RESULT	33,389	39,360	(5,971)	-15%
17. Tax on profits	-	-	-	-
BALANCE OF THE FINANCIAL YEAR	33,389	39,360	(5,971)	-15%



SOURCE AND APPLICATION OF FUNDS (Thousand EUR)

	2016	2015
APPLICATIONS	133,038	151,593
Non-current assets added	56,713	68,193
Acquisition of intangible and material fixed assets	25,692	44,064
Incorporation of land	26,743	-
Financial assets purchased	893	22,790
Fixed assets from returned concessions	3,385	1,339
Reductions in equity	-	-
Interport Fund contribution	4,353	4,285
Non-current liabilities removed	71,972	79,115
Cancellation/Transfer of debt to credit institutions	43,611	71,667
Cancellation/Transfer of debts with suppliers of fixed assets	-	-
Cancellation/Transfer of loans with group and associated companies	11,684	7,324
Application of long-term provisions	16,677	124
SOURCES	125,054	116,584
Resources from operations	86,268	73,718
Equity increases	26,743	-
Interport Fund compensation received	318	307
Subsidies and income from return of concessions	3,464	1,339
Deferred capital subsidies	-	-
Other subsidies, donations and legacies	79	14
Income from return of concessions	3,385	1,325
Non-current liabilities added	1,035	9,705
Long-term debt with credit institutions	-	-
Long-term debt with suppliers of fixed assets	-	-
Long-term debt with group and associated companies and others	558	2,889
Advances received for sales or services rendered	477	6,816
Non-current assets added	5,590	31,208
Disposal of tangible and intangible fixed assets	3,902	4
Disposal of financial instruments	57	29,811
Other L/t financial investments cancelled/transferred to S/t	615	1,393
L/t subsidies receivable cancelled/transferred to S/t	-	-
Commercial non-current and other debtors cancelled/transferred	1,016	-
Other	1,636	307
Excess of sources over applications	-	-
Excess of applications over sources	7,984	35,009

RESOURCES FROM OPERATIONS - OPERATING CASH FLOW (Thousand EUR)

	2016	2015	Variation	%Var.
Period results	33,389	39,360	(5,971)	-15%
Plus	69,369	60,386	8,983	
Net contribution to the Interport Compensation Fund	4,035	3,978	57	
Depreciation of fixed assets	55,720	53,919	1,801	
Reserves for liabilities and expenses	3,920	-	3,920	
Losses from fixed assets	4,109	2,467	1,642	
Impairment and losses on financial investments	1,560	-	1,560	
Other	25	22	3	
Minus	16,490	26,028	(9,538)	
Profits accruing from fixed assets	576	3	573	
Valuation adjustments for impairment of non-current assets	190	208	(18)	
Surplus provisions for liabilities and expenses	-	818	(818)	
Capital grants and others transferred to profit	6,900	6,891	9	
Income from return of concessions	1,608	995	613	
Entering advances received for services rendered in results	4,304	4,268	36	
Financial expenses included in assets	-	-	-	
Gain on disposal of financial instruments	-	10,719	(10,719)	
Change in fair value of financial instruments	1,276	1,819	(543)	
Income from OPPE payment principal & interest T3 disputes	1,636	307	1,329	
Total	86,268	73,718	12,550	17%

CASH FLOW (Thousand EUR)

	2016	2015
A) CASH FLOWS FROM OPERATING ACTIVITIES	58,318	73,455
Profit before tax	33,389	39,360
Adjustments to the result	50,814	43,853
Depreciation of fixed assets (+)	55,720	53,919
Valuation adjustments for impairment	1,322	(208)
Variation of provisions	3,920	(818)
Entering subsidies (-)	(6,900)	(6,891)
Results of fixed assets removed or disposed of	3,533	2,463
Results of financial instruments removed or disposed of	47	(10,719)
Financial income (-)	(5,112)	(5,303)
Financial expenses (+)	5,326	15,411
Change in fair value of financial instruments	(1,276)	(1,819)
Income from return of concessions (-)	(1,608)	(995)
Entering advances received for sales in results	(4,304)	(4,268)
Other income and expenses	145	3,081
Changes in working capital	(7,928)	(3,244)
Stocks	(5)	(15)
Trade debtors and other receivables	7,184	(1,254)
Other current assets	131	339
Creditors and other receivables	(984)	(5,013)
Other current liabilities	(2,351)	1,549
Other non-current assets and liabilities	(11,904)	1,150
Cash flows from operating activities	(17,956)	(6,514)
Interest payments (-)	(5,544)	(13,844)
Dividends received (+)	1,384	1,750
Interest received (+)	1,288	2,955
Late payment interest due to fee disputes (-)	(110)	(4,387)
Late payment interest received due to fee disputes (+)	1,636	245
Tax on profits received/paid	66	6,785
Other payments received/made	(16,677)	(18)
B) CASH FLOWS FROM INVESTMENT ACTIVITIES	(4,269)	18,531
Payments for investments (-)	(25,995)	(44,354)
Group and associated companies	-	(2,000)
Intangible assets	(2,934)	(3,130)
Tangible fixed assets	(23,062)	(39,043)
Real estate investments	-	-
Other financial assets	-	(181)
Non-current assets held for sale	-	-
Other assets	-	-
Proceeds from divestitures (+)	21,726	62,885
Group and associated companies	57	15,468
Intangible assets	1,531	-
Tangible fixed assets	-	5
Real estate investments	-	-
Other financial assets	18,000	44,000
Non-current assets held for sale	-	-
Other assets	2,139	3,412
C) CASH FLOWS FROM FINANCING ACTIVITIES	(43,738)	(70,642)
Equity instruments received and paid	79	-
Subsidies, donations and legacies received	79	-
Financial liability instruments received and paid	(43,817)	(70,642)
Issue	1,183	525
Debt with credit institutions (+)	-	-
Debt with group and associated companies (+)	-	-
Other payables (+)	1,183	525
Repayment and depreciation of:	(45,000)	(71,167)
Debt with credit institutions (-)	(45,000)	(71,167)
Debt with group and associated companies (-)	-	-
Other payables (-)	-	-
NET INCREASE/DECREASE IN CASH AND CASH EQUIVALENTS (A+B+C)	10,311	21,344
Cash and cash equivalents at beginning of FY	31,446	10,102
Cash and cash equivalents at end of FY	41,757	31,446





3

TRAFFIC DEVELOPMENT

31	STOPOVERS
33	CONTAINERS
35	RAIL TRAFFIC
37	VEHICLES
39	DRY AND LIQUID BULKS
41	SHORT SEA SHIPPING
43	PASSENGERS



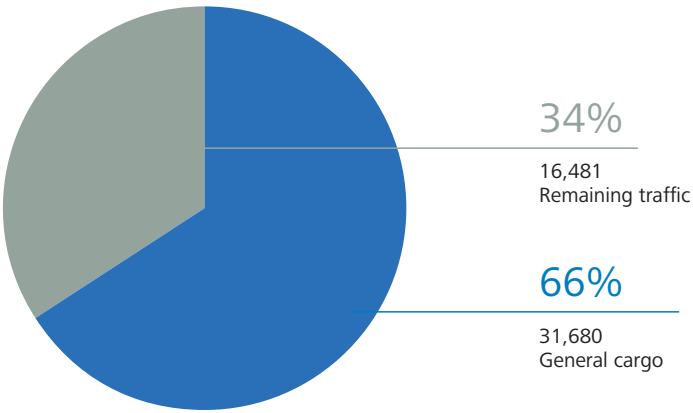
TRAFFIC DEVELOPMENT

The Port of Barcelona recorded a total traffic of 48.7 million tonnes (including supplies and fishing) in 2016, an increase of 3.4% year on year. The financial year closed with positive results in the main traffic indicators and once again with record numbers in foreign trade and in strategic cargo segments such as vehicles and motorways of the sea

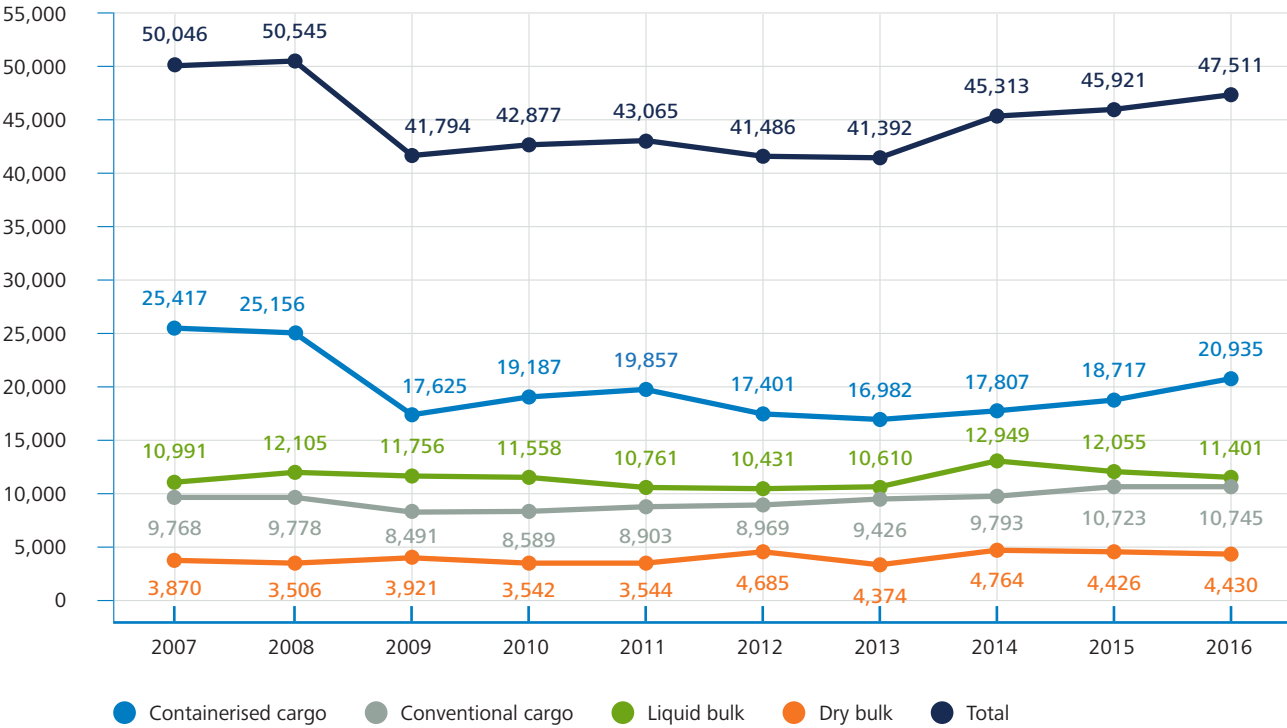
PORT DE BARCELONA ANNUAL REPORT 2016



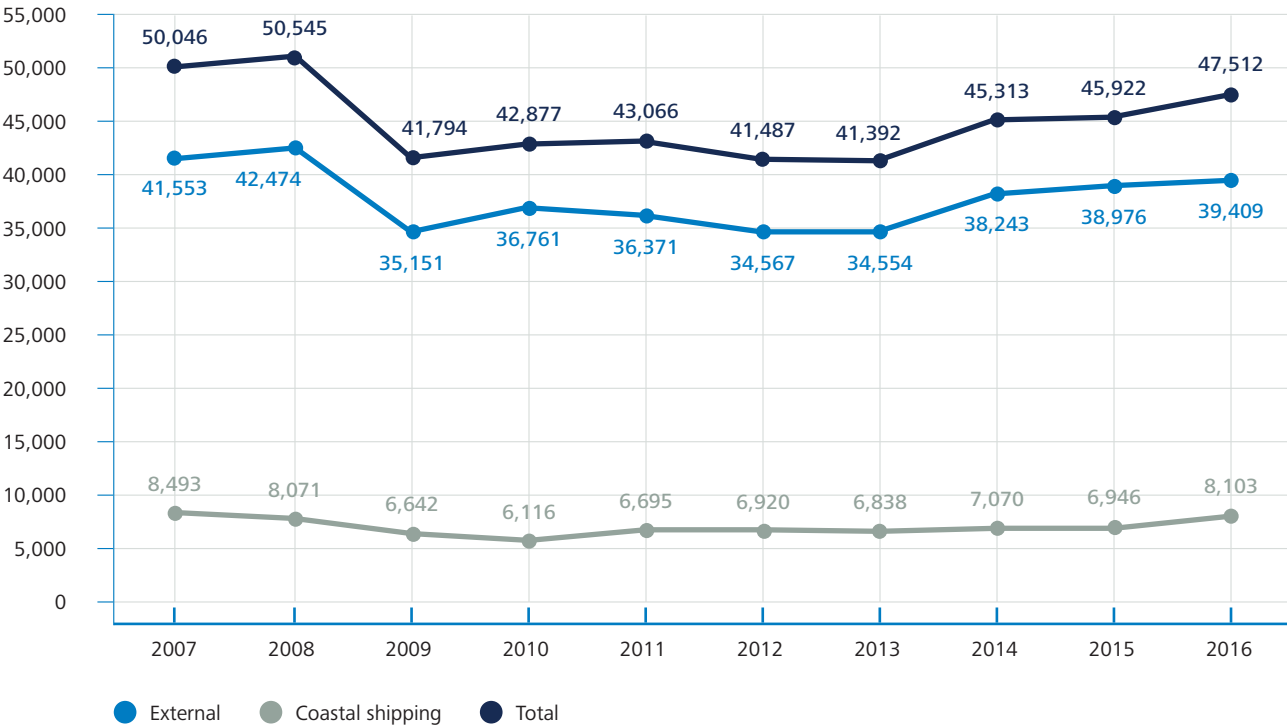
SHARE OF GENERAL CARGO IN TOTAL TRAFFIC 2016 (Thousands tonnes)



STRUCTURE OF FREIGHT TRAFFIC, 2007-2016 (Thousands tonnes)



DEVELOPMENT OF GOODS TRAFFIC BY TYPE OF SHIPPING 2007-2016 (Thousands tonnes)



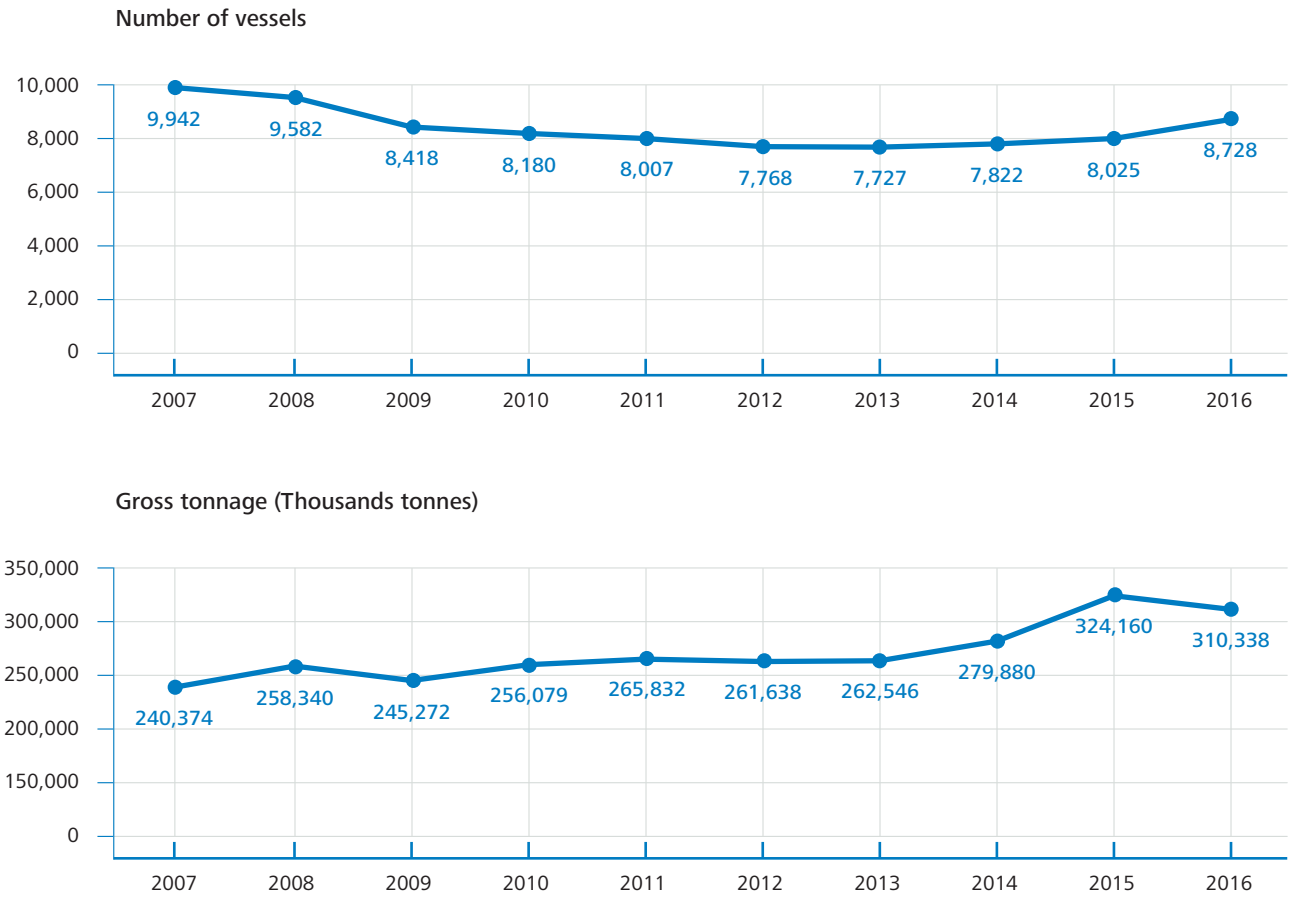
PORT DE BARCELONA ANNUAL REPORT 2016



STOPOVERS

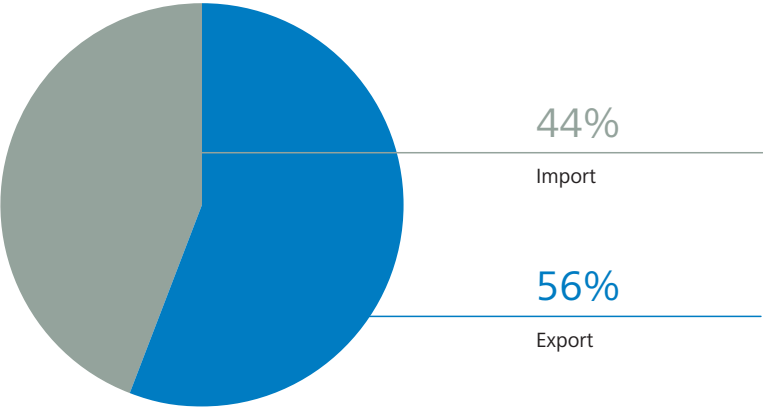
There were 8,728 stopovers recorded at the Port of Barcelona in 2016, up 682 year on year (+8.5%). In addition, there was a large increase in the size of the vessels calling in at Barcelona, with total tonnage at 310,338,799 tonnes (+7.9%).

PROGRESSION OF VESSEL TRAFFIC 2007-2016



CONTAINERS

MAKEUP OF FOREIGN CONTAINER TRADE 2016



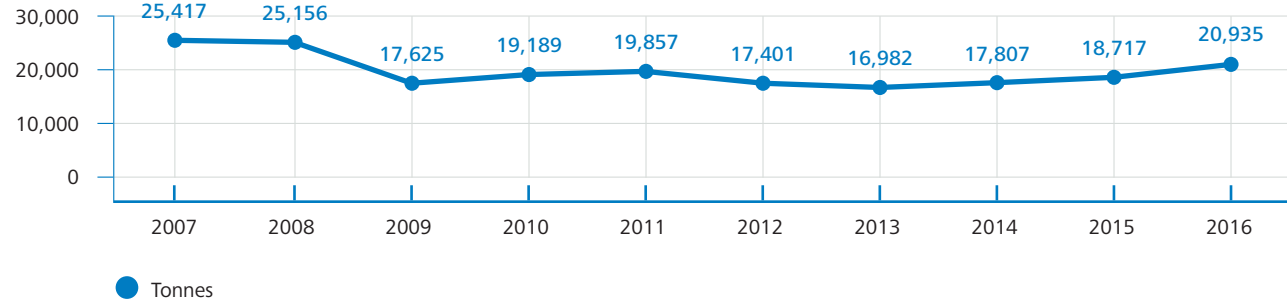
The Port recorded a 14.5% increase in container traffic up to 2.2 million TEU (20-foot container equivalent units), thanks to good performance in all areas of this traffic.

Regarding foreign trade, export container numbers increased by 3.8% to 683,527 TEU, clearly revealing the efforts made the productive sector to internationalise their operations, while full import container numbers rose by 8.7% to a total 518,480 TEU, confirming the recovery in domestic consumption. Meanwhile, trade with the Islands increased 10%, with a notable 47% increase in container traffic.

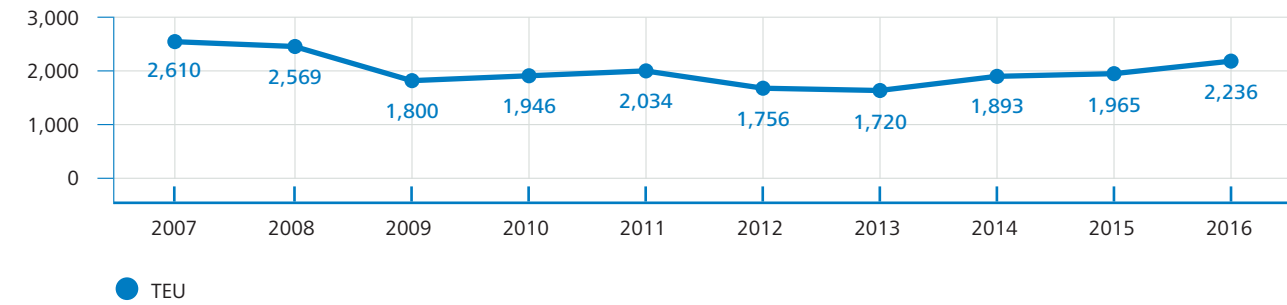
These data also reveal a change in the composition of the foreign trade handled by Barcelona's facilities. In 2008, imports accounted for 54% of foreign trade and exports 46%, while today the figure is the other way around: 56% of containers are export and 44% are import.

By markets, trade with China grew by 23.2%, consolidating the country as the Port of Barcelona's main trading partner, with a containerised cargo market share of more than 31.7%. There was also a positive trend in foreign trade (imports and exports) with Brazil (+17%), Morocco (+10.6%), Mexico (+9.3%), Japan (+8.8%) and India (+8.6%). Moreover, similar figures underlay the sharp increase last year in the exchange of car components for the Aragon automotive cluster.

DEVELOPMENT OF CONTAINERISED GENERAL CARGO TRAFFIC 2007-2016 (Thousands tonnes)



DEVELOPMENT OF CONTAINERISED GENERAL CARGO TRAFFIC 2007-2016 (TEU)



RAIL TRAFFIC

The rail share was 13% of total traffic in 2016

33.54% of all vehicles that entered or left the Port were transported by rail

The Port of Barcelona's firm commitment to multimodality has seen the rail share grow from 3.2% of total traffic in 2006 to 13% in 2016.

The number of containers that entered or left the port by rail amounted to 225,996 TEU, representing an increase of 6% over 2015.

Rail traffic vehicle also performed very well, with a total of 271,669 units transported (+2.86%). 33.54% of all vehicles that entered or left the Port of Barcelona used the rail mode.

Most of the vehicle rail traffic was for unloading, with 254,716 units (+5.55%) for export by sea. Rail traffic of export vehicles for loading, destined for the hinterland, involved 16,953 units transported. Most of these vehicles loaded - 14,624 units in all - were travelling to destinations using UIC-gauge tracks. Barcelona is the first port in Spain to be connected to the European continent using international gauge track.

Another highlight of the year was the launch in December 2016 of a new rail service connecting the Port of Barcelona and Zaragoza, able to operate trains specialised in refrigerated traffic.

225,996
TEU



254,716
units

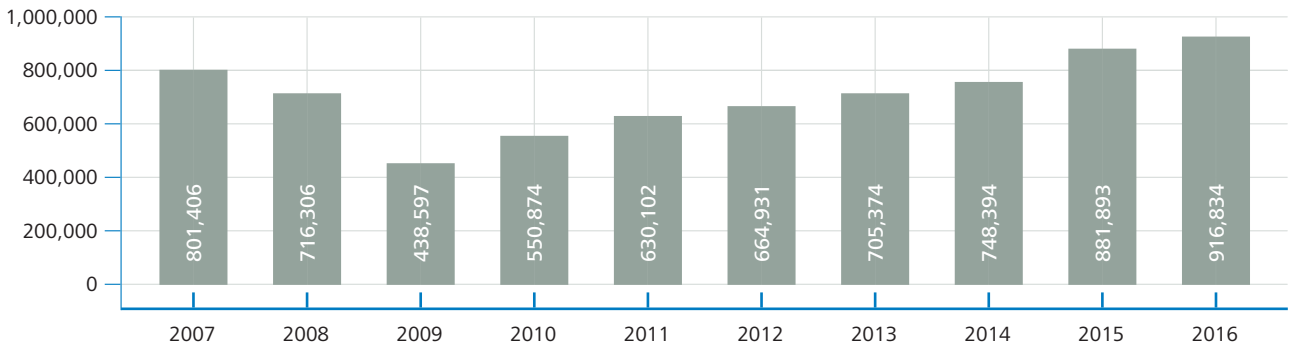


VEHICLES

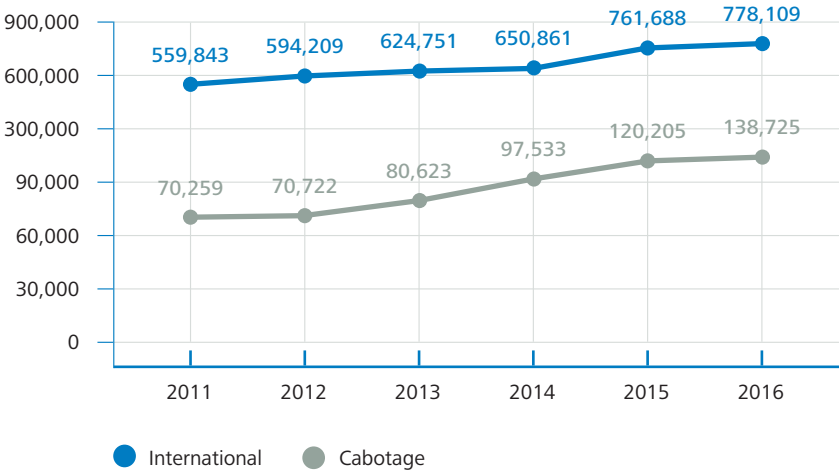
This year marked a record for the Port in terms of vehicles moved, standing at 916,834 units (+4%). Exports, which account for most of the total units transported, increased by 3% and came to a total of 641,215 cars loaded. Furthermore, imports increased by 20%, although their share is somewhat less in absolute terms (275,661 units).

These figures consolidate the Port of Barcelona as the main vehicle distribution hub in the Mediterranean and Southern Europe. The destinations of exported vehicles are becoming more diversified and include far-flung markets, the most dynamic of which are South Korea and Mexico, along with Turkey and Israel. The sector is showing signs of recovery in Europe, with significant growth in exports of cars to Italy, the UK, Germany, Netherlands and Norway.

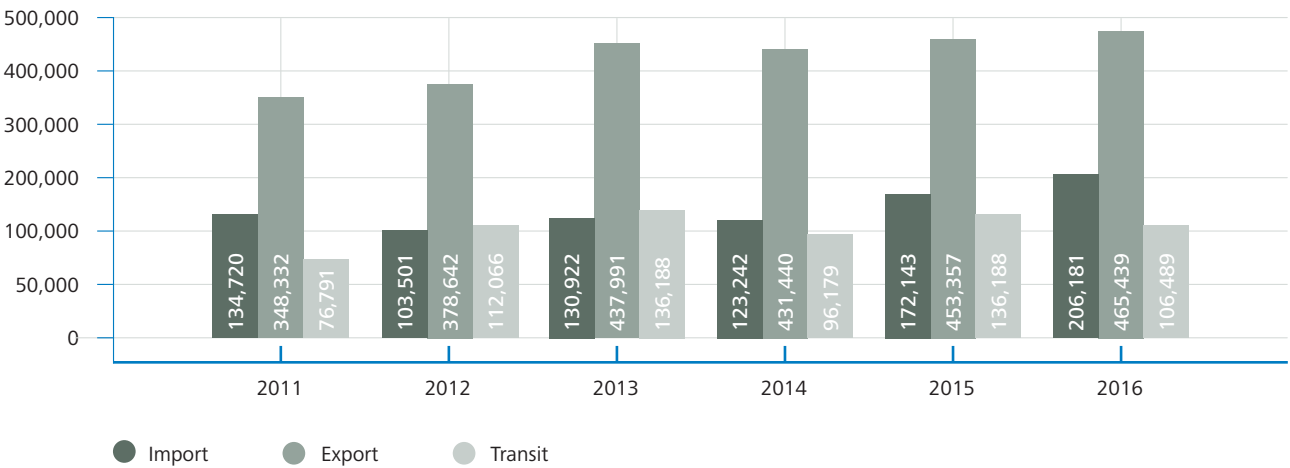
DEVELOPMENT OF CAR TRAFFIC 2007-2016 (units)



CAR TRAFFIC BY TYPE OF SHIPPING (units)



INTERNATIONAL CAR TRAFFIC (units)



DRY AND LIQUID BULKS

DRY BULK

The volume of dry bulk handled by the Port remained practically stable compared to the previous year, at 4.4 million tonnes (-0.8%).

Although the amount of some high-volume products such as cement and clinker and cereals and meal remained stable or recorded slight increases, feed and fodder increased a full 50.3% year on year. However, soya bean and potash fell 18.1% and 10.9% respectively, caused mainly by particular circumstances involving the market and operations.

LIQUID BULK

11.4 million tonnes of liquid bulk were handled by the Port's specialised terminals, down 5% year on year. There were great differences among the performance of the main hydrocarbons, with an overall decrease of 2%, while other liquids decreased by 16%. We would point to the 16.4% increase in diesel fuel, standing at 2.7 million tonnes. Nevertheless, this product was unable to generate sufficient synergies with biofuels, which continued to fall, recording a year-on-year decline of 32%.

Traffic in bulk chemicals fell 11% as a result of recent regulatory changes to industrial rules, which are expected to bring about a degree of stabilisation. The situation was also influenced the increase in containerised traffic, making it possible to offer solutions for transporting bulk chemicals without increasing stocks. Thus, there was a 7% increase in operations involving containerised chemicals which was twice the absolute decline in bulks.

The dry bulk that increased most was feed and fodder (up 50.3%) and diesel fuel in the liquid bulk segment, up 16.4%

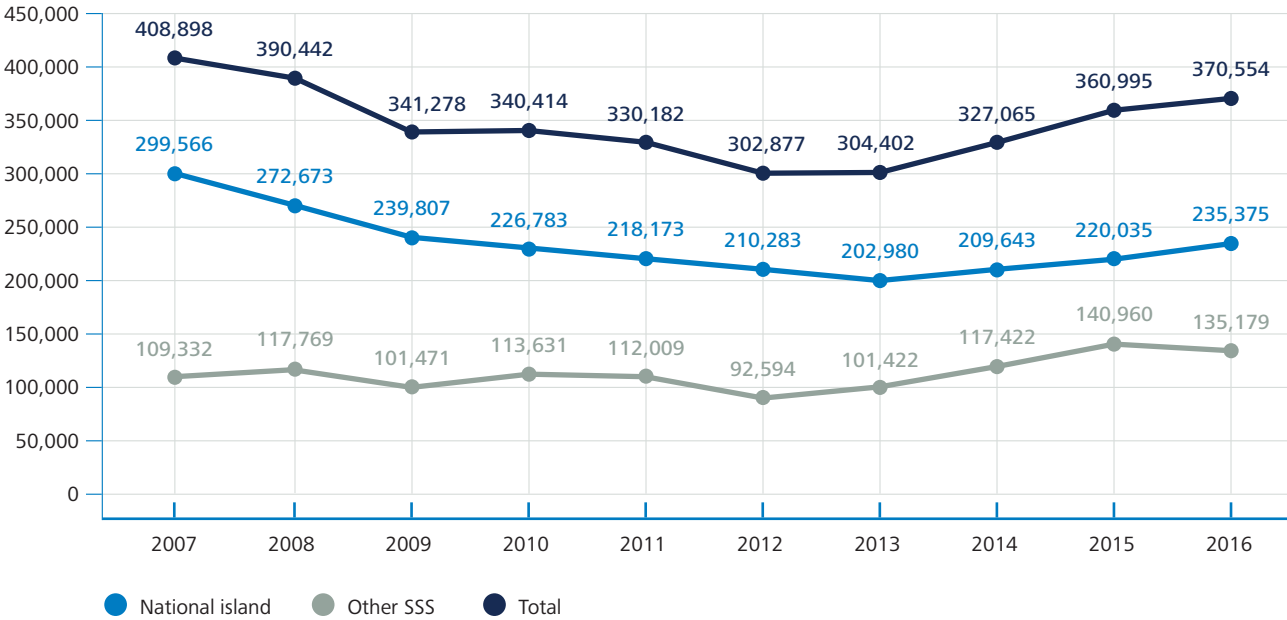


SHORT SEA SHIPPING

The Port of Barcelona handled more than 370,500 ITU of ro-ro traffic (cargo loaded onto a ship on a truck, platform or trailer), up 2.9% year on year. This business segment includes the 235,400 ITU (+7.4%) recorded in ro-ro exchanges with the Balearic Islands, and short sea shipping (SSS) which channelled more than 135,000 ICU to destinations in Italy and North Africa. This represented diverting more than 135,000 trucks off the roads and onto the maritime mode, which is more economically and environmentally efficient.

With services to Civitavecchia, Livorno, Genoa, Savona, Porto Torres, Tangiers and Tunis, the Port of Barcelona confirms its leading position in SSS traffic in the Iberian Peninsula. In recent years the development of motorways of the sea - high-frequency and highly reliable SSS lines - has been very positive and has bolstered the Port's role as a model for this type of traffic: not only do they offer a more competitive alternative in terms of cost and time, but in 2016 they led to savings of 191,089 tonnes of CO₂.

ITU*(u) TRAFFIC BY TYPE OF SHIPPING



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



Passengers

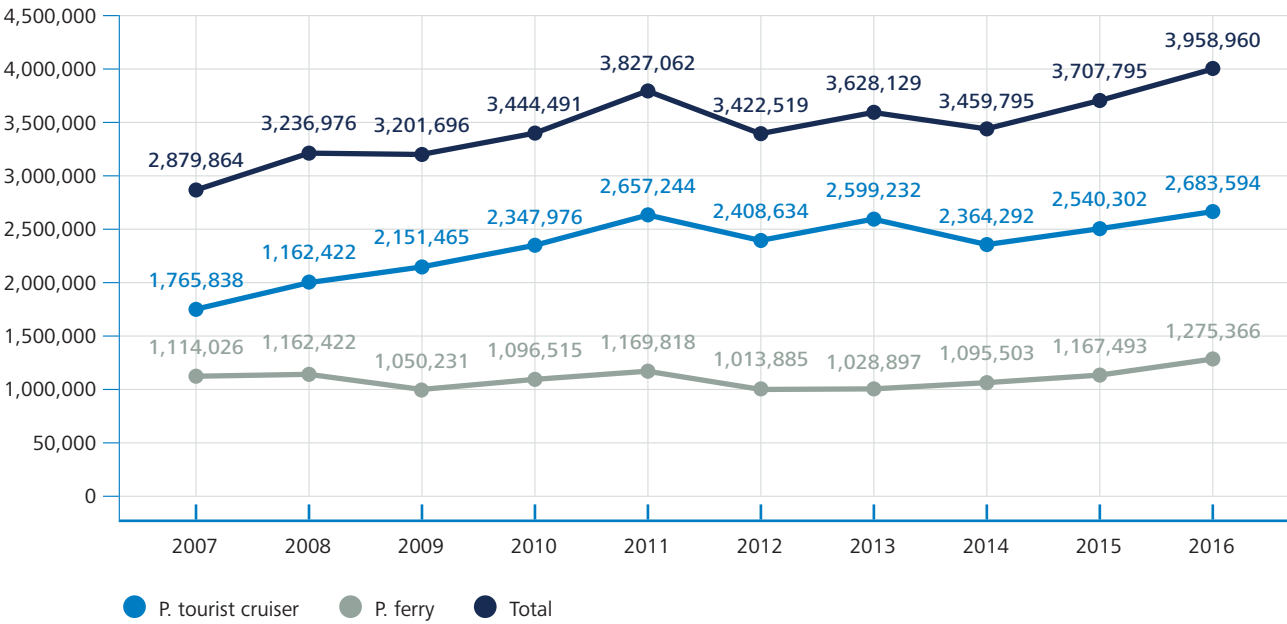
About 4 million passengers came through the Port of Barcelona in 2016, a year-on-year increase of 6.4%

Passenger movements also recorded new highs. In 2016 almost four million passengers (+6.4%) passed through the Port of Barcelona, of which 1.27 million (+9%) were users of the regular ferries connecting the city with the Balearic Islands, Italy and North Africa, and more than 2.68 million were cruise passengers (+5.8%).

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

Cruise passengers in turnaround (starting and/or ending their cruise in the Catalan capital and therefore spending more in the local economy) experienced the largest growth: 12%. Between January and December 2016 the Port of Barcelona received a total of 758 cruiser stopovers.

DEVELOPMENT OF PASSENGER TRAFFIC 2007-2016





4

WORKS AND INFRASTRUCTURES

46

MAIN WORKS PERFORMED





MAIN WORKS PERFORMED

The Port of Barcelona committed a total investment of over € 26.6 million in 2016, of which € 23.2 million were in infrastructure



REFURBISHING OF THE LEPANT WHARF



ADAPTING RAIL INTERSECTIONS



DEVELOPMENT OF THE PORT RINGROAD, SECTION IV (BUNGE). PHASE 1



NEW RAIL ACCESS, ACCESS AND LOADING/ UNLOADING SIDINGS



NEW ROAD-RAIL ACCESS TO ALVAREZ DE LA CAMPA WHARF



PASSENGER TERMINAL F WHARF. FILLING



EXTENSION OF THE TRACKS OF THE RAIL TERMINAL ON SOUTH DOCK



RESTORING THE SUBSOIL ON CONTRADIC WHARF (PHASE 2)



REFURBISHING OF THE LEPANT WHARF

AWARDED TO:
SATO S.A. DE TRABAJOS Y OBRAS

PERFORMANCE TIME:
7 months (completed)

INVESTMENT:
€ 862,026.25



Routine inspections conducted using a multibeam probe detected widespread undermining and destabilisation of most of the alignments on Lepant Wharf. A series of movements were also detected on the surface where Lepant and Álvarez de la Campa wharves meet.

The Port is developing a dry bulk export terminal on the terrace defined by both wharves, which is why it has refurbished and redeveloped these wharves and improved the draught.

The works consisted of adapting and protecting the foot of Lepant Wharf, repairing the joints between damaged caissons and the base of the wharves by injecting concrete, levelling the bottom affected by erosion, installing a protection against future erosion using a geotextile blanket on the perimeter and finishing the concrete level on the perimeter.



ADAPTING RAIL INTERSECTIONS

AWARDED TO:
TECSA
EMPRESA CONSTRUCTORA, S.A.

PERFORMANCE TIME:
5 months (completed)

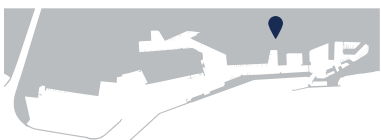
INVESTMENT:
€ 881,024.80



Rail traffic at the Port of Barcelona has increased significantly in recent years. Furthermore, many activities are underway to adapt trains to UIC gauge, in anticipation of growth. All the intersections between the road and rail network within the Port of Barcelona have been resolved.

As well as the increase in possible effects on road traffic at these points, there is an inherent risk due to the coexistence of both traffics on the same level. Therefore an audit has been considered to determine the status of all the intersections of the port area and to establish a plan for improving operations and safety.

This work aims to improve safety levels at railway intersections 1, 4, 8, 26, 28 and 36.



DEVELOPMENT OF THE PORT RINGROAD. SECTION IV (BUNGE). PHASE 1

AWARDED TO:
JOSÉ ANTONIO ROMERO POLO, S.A.U.

PERFORMANCE TIME:
8 months (completed)

INVESTMENT:
€ 1,176,147.40



As a result of changes in the north area of the Port of Barcelona, various activities have been undertaken to prepare this space for new activities and facilitate access for pedestrians and vehicles, which is the case of the Sant Bertran and Costa wharves. This area has changed from being an industrial and commercial space to an urban area, hosting passenger terminals that serve routes to the Balearic Islands and other parts of the Mediterranean.

The project of the Costa Wharf ends in a roundabout opposite the Contradic Wharf, which distributes incoming and outgoing port traffic to the Port ringroad in the direction of the ZAL, the area of the Morrot dock and the facilities on Contradic Wharf. All of these are within the port precinct beyond the access control point. This roundabout also includes the outgoing Grimaldi loading platforms and the future vehicle access to the terminal.

This work has integrated the roundabout into the urban space of Costa Wharf, has relocated the access control point and has rearranged the surrounding road system. Work was also performed to remodel and pave the perimeter pavement of the roundabout; to relocate the control point for checking access to the Port ringroad; and to separate internal road traffic towards the Bunge Iberica facilities and Contradic Wharf. The project covers an area of approximately 10,462 m².



NEW RAIL ACCESS. ACCESS AND LOADING/ UNLOADING SIDINGS

AWARDED TO:
UTE FERROVIARIO APB

PERFORMANCE TIME:
11 months (in progress)

INVESTMENT:
€ 11,996,420.62



The work involves building the new rail accesses to the Port of Barcelona, which will absorb all the traffic in the new enlargement area and the logistic areas, and will receive trains arriving from the Energy Wharf, the vehicles terminals and Príncipe d'Espanya Wharf. It will make it possible to connect the Port railway infrastructure with the railway access currently under construction by the Ministry of Public Works.

The terminal will comprise six tracks 750 m in length, two of which will be main lines, while the other four will be loading/unloading sidings.

This new railway access, scheduled for completion by July 2017, is one of the actions included in the project for new rail accesses at the Port of Barcelona, co-financed by the European Union through the Connecting Europe Facility (CEF) programme.

 Co-financed by the European Union
Trans-European Transport Network (TEN-T)





NEW ROAD-RAIL ACCESS TO ALVAREZ DE LA CAMPA WHARF

AWARDED TO:
UTE MUELLE ÁLVAREZ DE LA CAMPA

PERFORMANCE TIME:
10 months (in progress)

INVESTMENT:
€ 2,974,309.62



This work will create a road connection for the future Iberpotash terminal on Alvarez de la Campa Wharf with sufficient capacity and an appropriate layout for forecast traffic. The current rail infrastructure is also being adapted to connect to the future terminal using mixed metric-UIC gauge. The project will be completed with a new drainage network, urban elements and road lighting system.

Work is scheduled for completion in May 2017.



PASSENGER TERMINAL F WHARF. FILLING

AWARDED TO:
DRAGADOS, S.A.

PERFORMANCE TIME:
13 months (in progress)

INVESTMENT:
€ 2,163,364.64



The Adossat Wharf, on the Port's East Seawall, is the site of several concessions, predominantly the four cruise terminals: Terminal A, Terminal B, Terminal C and Terminal D (from north to south). A fifth cruise terminal, Terminal E, is currently in the advanced planning stage and a new Terminal F is being considered at the southernmost end of the wharf. The purpose of this project is to fill the space that to be occupied by the sixth cruise terminal.

The work involves partially filling the area and consolidating it in the terraces adjacent to the East Seawall, where the terminal is expected to be located. The filling work is independent from the construction of the wharf in order to anticipate deadlines and, if necessary, to allow construction of the terminal building running parallel to the wharf.

Work is expected to finish in August 2017.



EXTENSION OF THE TRACKS OF THE RAIL TERMINAL ON SOUTH DOCK

AWARDED TO:
COPCISA

PERFORMANCE TIME:
4.5 months (completed)

INVESTMENT:
€ 485,682.80



To improve vehicle unloading operations at the terminals located on the South dock and Interior dock, it was considered necessary to extend the tracks of the stop at the railway terminal on South dock.

The work consisted mainly of extending all the tracks of this terminal by about 45 m, closing the perimeter and reorganising the development to make it compatible with the operations of vehicle movements at the dock.



RESTORING THE SUBSOIL ON CONTRADIC WHARF (PHASE 2)

AWARDED TO:
UTE SUELOS MUELLE APB

PERFORMANCE TIME:
15 and a half months (in progress)

PRESSUPOST:
€ 1,445,527.53



Following the recent expiry of several concessions located on Contradic Wharf, a verification process was carried out, which detected soil pollution, mainly involving hydrocarbons. This pollution does not correspond to the activities performed recently, rather to a much earlier time when the regulations and standards for the declaration of contaminated soils required no safeguards.

In the light of this situation and to recover the affected areas, it was necessary to perform some necessary actions before the areas are put out for operation, concession or redevelopment.

This phase completes the decontamination of the remaining land not covered in the initial phase.

This action is expected to be completed in August 2017.



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BUSINESS AREA

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STRATEGY AND PROMOTION

The Port of Barcelona serves a broad hinterland that includes the entire Iberian Peninsula, especially the northeast and centre of the peninsula, and other European and Mediterranean countries



The networked port

The Port has set up a network of services and infrastructure at strategic points, which have taken the form of inland goods terminals to bring port services closer to maritime logistics operators and import-export customers in the areas that it serves. These local infrastructures help to build more efficient supply chains and make it easier to route goods through the Catalan capital.



INLAND MARITIME TERMINALS

Name	Purpose and scope	Traffic in 2016	Rail services
Zaragoza Maritime Terminal (tmZ)	Service platform for operators, importers and exporters of Aragon, Navarre and La Rioja, and intermediate logistics node towards the centre and north-east of the Peninsula.	130,000 TEU, second inland intermodal terminal within Spain.	Between 5 and 7 daily services with the Port and daily connections with other Spanish logistics nodes.
	New in 2016: daily service of refrigerated containers for the export of frozen meat to China.		
	The Port also has traffic to other terminals in the area: PLAZA and LTA.		
Dry ports of Coslada (Madrid), Azuqueca de Henares and Yunquera de Henares (Guadalajara)	The Port owns a stake in these infrastructures, which aim to bring maritime transport closer and foster the competitiveness of the logistics and consumption hub of the Community of Madrid and the centre of the Peninsula, as well as connecting with other markets in the Iberian Peninsula.	55,000 TEU at Azuqueca, with the ports of Barcelona Valencia, Algeciras, Seville and Bilbao.	One daily service between the Port of Barcelona and the terminal of the Puerto Seco Azuqueca de Henares (Guadalajara)
	To extend the activity of the Henares corridor, the Port of Barcelona is working with local partners to promote the development of the Terminal Intermodal Marítima Centro, in the municipality of Yunquera de Henares (Guadalajara)		
Navarre Intermodal Terminal	Rail terminal located in the town of Noáin, near Pamplona.	15,000 TEU	Three weekly services with the Port, operated by Hutchison Logistics.
Saint-Charles Container Terminal (Perpignan)	The Port holds 5% of the capital of the terminal, located in one of southern Europe's main logistics and distribution centres for fresh produce. It hosts logistics operations of all types of goods starting/ ending in Europe and passing through the Mediterranean.	22,250 ITU	Regular connections to the northwest and southeast of France.
Empordà Intermodal Terminal	The Port and the Public Company Cimalsa have formed a company to develop the intermodal logistics hub comprising the future intermodal terminal of Far de l'Empordà and the current Vilamallà terminal. Both are located next to the Logis Empordà storage and distribution centre to the east of Figueres.		
Toulouse Goods Terminal (tmT)	Integrated into the Eurocentre Logistics Activities Area in Toulouse (France), this terminal brings the Port's services closer to importers and exporters in the north of the Pyrenees (Midi-Pyrenees and Aquitaine) to facilitate their international maritime trade through Barcelona.		
Lyon Goods Terminal (tmL)	The Port's representation in Lyon brings port services to international maritime trade operators in the Rhône-Alpes area and its area of influence.		

PERMANENT REPRESENTATIVES

The Port also has an active presence in various markets, both in the European and Mediterranean hinterland and foreland, through permanent representations.

There are permanent offices in nearby markets in Spain (Zaragoza, Madrid and North area) and in France (Lyon and Toulouse). Their function is to bring the services of the Port of Barcelona closer to international maritime trade operators located in the inland markets and to help create new logistics chains.

The Port also has permanent representations in Argentina, Japan and China to strengthen bonds and increase trade with these key markets from the strategic foreland and its neighbouring countries.

Participation in organisations and projects

INTERNATIONAL ORGANISATIONS

European Sea Ports Organisation (ESPO)
2016 marked the end of the Port of Barcelona's second term holding the chairmanship of the organisation, although it continues to be a member of the Executive Committee and chairs the Port Governance Committee. These responsibilities allow it to follow closely the European Commission's actions in the transport area, such as the proposed revision of the European ports policy.

International Association of Ports and Harbours (IAPH)
The Port has continued to hold the presidency of the International Association of Ports and Harbours and the vice presidency of its Trade Facilitation Committee and PCS. The IAPH is the only forum recognised as a global spokesperson for the port sector, with its ports bringing together around 80% of global container traffic and more than 60% by weight.

Intermed
In collaboration with the Secretariat of the Union for the Mediterranean, this association comprising the ports of Barcelona, Genoa and Marseilles organised the first Medports Forum in Marseilles, involving 80 professionals from 25 Mediterranean ports, experts and other stakeholders.

Medcruise
This year the Port continued as a member of the Board of the Association of Mediterranean Cruise Ports.

Other organisations in which the Port plays an active role are: Association Internationale Villes et Ports (AIVP), Association of European Vehicle Logistics, Association of the Mediterranean Chambers of Commerce and Industry (ASCAME), Coffee Federation, European Intermodal Association, FERRMED, Interferry and the World Association for Waterborne Transport Infrastructure (PIANC).

RELATIONS WITH ORGANISATIONS LINKED TO THE CHINESE MARKET

It is essential for the Port of Barcelona to maintain a close relationship with the Chinese market, which is its principal trading partner in container traffic, with a share of 22%.

This is the reasoning behind the **China Barcelona's European Logistics Centre (BARCELOC)** project developed by the Port of Barcelona and Catalonia Trade & Investment which this year was joined by Barcelona City Council as a partner. In 2016 the Port was visited by several Chinese delegations and has worked to identify internationalised Chinese companies, that is ones that already export and/or already have investments in the European market. It also performed promotional activities, especially in China, taking part in fairs such as the Transport Logistics (Shanghai), China International Logistics & Transportation Fair (Shenzhen) and the Canton Fair.

As part of the work of the **Logistics Chair of the China Europe International Business School (CEIBS)** in Shanghai, sponsored by the Port of Barcelona, and as a result of the cooperation agreement between the telematic platforms of the ports of Barcelona and Shanghai, PortIC and Shanghai E&P International, this year we continued with the pilot project to develop the Track & Trace container information exchange service to make the transport chain visible to its respective importers and exporters









Taking part in national and international organisations and projects fosters knowledge exchange

NATIONAL ORGANISATIONS

Within Spain, the Port is a member of the Spanish Association for the Promotion of Short Sea Shipping, the Spanish Coffee Federation (FEC-ANCAFE), Barcelona European Finance Centre and the Spanish Association of Natural Gas for Mobility (GASNAM). It also participates in the UPC Agri-Food Cluster and innovative business groupings (AEI) of Barcelona-Catalonia Logistics Centre (BCCL) and the Catalan Maritime Forum.

INTERNATIONAL PROJECTS

Among the projects listed below, in which the Port of Barcelona takes part and which received EU financial assistance, we would highlight to new ones that kicked off in 2016: RePort and CarEsmatic. We were also awarded a subsidy by the European Commission, through the INEA agency, for the projected new rail access to the Port of Barcelona (New Southern Rail and Road Access to the Port of Barcelona. Phase 2. Connection Works), representing a contribution of up to € 36.1 million, which is 30% of the eligible costs of the project, of which € 21.5 million correspond to the APB and € 14.6 million to ADIF (the other project partner).

Period	Project	Action	Programme
2016-2018	 RePort MOBILITAT ECO	Reducing pollutant emissions caused by lorry transport to the Port and improving existing technology in dual fuel engines to help consolidate liquefied natural gas.	 RIS3CAT
2016-2018	 CarEsmatic	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.	
2015 - 2018	New Southern Rail and Road Access to the Port of Barcelona. Phase 2. Connection Works	Building the new rail access to the Port of Barcelona, which will absorb the rail traffic generated by the enlargement of the Port and its logistics areas. It involves creating approximately 10.8 km of new roads.	 CEF programme
2015 - 2018	 STM SEA TRAFFIC MANAGEMENT	Developing maritime traffic management services and the coordination processes between the control tower and technical-nautical services using information technology.	
2014 - 2020	 CORE LNGas hive Sustainable energy powering Europe	Rolling out the use of liquefied natural gas (LNG) in shipping through a series of pilot actions such as adapting a barge to supply LNG to vessels and adapting port machinery and designing a tug powered by this fuel.	
2014 - 2017	CLEANPORT	Adapting a ship from the Balearia company to use LNG as fuel in its auxiliary engines and connecting the vessel berth to the Port with the LNG supply.	

Commercial promotion

During 2016 the Port participated in over 21 national and international fairs and conferences as a visitor or an exhibitor, to promote, consolidate and position itself with respect to its strategic traffic and study the market trends and the needs of users and operators at first hand.

PRESENCE AT FAIRS AND CONGRESSES

Europe
The Port took part once again in the **Fruit Logistica** fair in Berlin, which is dedicated to logistics in international fruit and vegetables trade. The Port has been present at 14 of the 23 editions of the fair, and in recent years has participated together with Grimaldi Group and Mercabarna to foster import traffic from Central and South America and short sea traffic while recovering Barcelona's position as a logistics and distribution hub for these types of products.

Another important fair in Europe in 2016 was the **SITL Europe** held in Paris. This biennial fair, which this year featured more than 500 exhibitors from 80 countries, brings together the main players represented in industry, trade and distribution in France and neighbouring countries.

An essential annual event for the Port of Barcelona is the **Barcelona International Logistics Fair (SIL)**. As in recent years, the Port opted for a proactive presence, organising a programme of lectures, presentations and networking at the same stand. It also took part in the 33rd edition of the ALACAT Congress, the Federation of National Associations of Freight Forwarders and International Logistics Operators in Latin America and the Caribbean, which was held as part of the fair.

Americas
The Port was present at the **Intermodal** fair in São Paulo (Brazil), where it sought to consolidate contacts with ship owners, logistics operators and ports and establish new business ties in a strategic market in which it has been working for some time.

Asian market
Activities have been stepped up in recent years to bring the Port of Barcelona closer to Asian countries, particularly China. In application of the cooperation agreement signed with the WCA Family and the China International Freightforwarders Association (CIFA), the Port took part in several fairs and events such as the **8th WCA Worldwide Conference** in Dubai and the **13th WCA Sino-International Freight Forwarders Conference** in Shanghai.

Maghreb
In this market, which is also increasingly prominent, the Port took part, as every year, in the **4th Hispano-Moroccan Transport and Logistics Sector Meeting** which brings together in Tangier (Morocco) the key players operating between both countries, especially with the port of Tanger Med. In Casablanca, the Port attended the Med Port for the first time. This is the annual fair for container ports and terminal operations in the Mediterranean, which this year held its third edition.

Specific products
Once again this year the Port of Barcelona was present at the Seatrade Global Cruise 2016 in Miami, which is the most important worldwide meeting for the cruise sector, and at Seatrade Med 2016, the main cruise fair in the Mediterranean, which this year was held in Tenerife.

In the **automotive** area, a strategically important sector both for the Port and for the entire Catalan economy, we took part in various conferences and congresses, such as ECG Conference 2016 in Hamburg, and several working groups of sectorial associations such as the Catalonia Automotive Industry Cluster (CIAC) and the European Car Transport Group (ECG).

As regards **short sea shipping (SSS)**, we should point to the organisation of and participation in the annual European Short Sea Shipping Conference (SSPC), which this year was held in Barcelona and was a chance to update and share developments and trends of this type of transport and to make contact with other ports and sectorial players.

2016 marked the eighteenth **trade mission** led by the Port of Barcelona, to Panama City (Panama) and Havana (Cuba). This commercial activity is set out in detail in the following section.

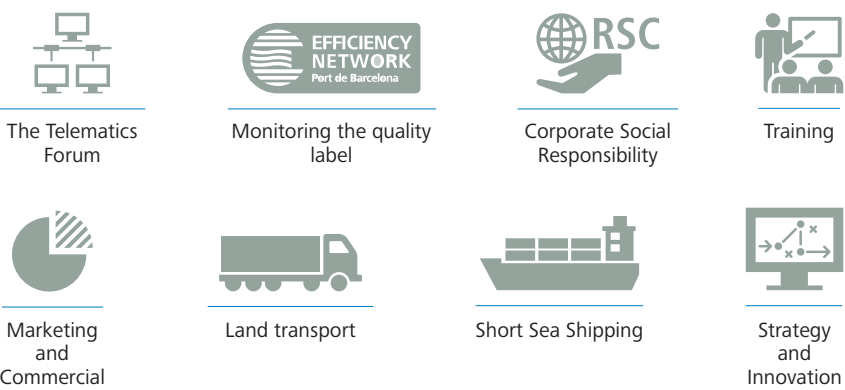


Promoting the Port Community

STEERING COUNCIL AND WORKING GROUPS

Through specific working groups, the Port Community Steering Council channels and materialises the interests of all the public and private bodies that are active in the port area into specific initiatives.

In 2016 there were two meetings of the Steering Council, to present the progress and work achieved by each of the working groups and the high degree of compliance with their objectives. The **Working Groups (WG)** comprise:



At the request of the Steering Council, three groups more specifically presented their initiatives and their work:

- The Road Transport WG has been focusing this year on rail infrastructures and connections to the Port's hinterland. It took on a leading role to coordinate and improve rail management, drafting an ordinance and using IT tools for sustainable development of trains.
- The Short Sea Shipping WG updated the assessment of the Italy, Morocco, Tunisia and Algeria markets, organised the ShortSea 2016 Conference and coordinated the Port Community's participation in various events and conferences both nationally and internationally.
- The Strategy and Innovation WG is new and aims to identify the future scenario of the Port of Barcelona as a generator of wealth for the surrounding area and to promote new ideas to ensure steady and sustainable development of its Port Community. A survey was launched as part of this objective, which is pending analysis.

TRADE MISSION TO PANAMA AND CUBA

The Port of Barcelona's 2016 trade mission to Panama and Cuba aimed to foster trade between Catalonia and the Caribbean, to promote new business opportunities and establish or consolidate business ties in the region.

Delegation

This multisectorial business and institutional delegation comprised more than 60 executives, mainly in the sector of port logistics and consultancy, software, timber infrastructure and services. This eighteenth mission was led by Josep Rull, Regional Minister for Territory and Sustainability of the Generalitat of Catalonia, and Sixte Cambra, Port of Barcelona president. As on the previous mission, the list of contacts was shared with another business mission organised by ACCIÓ and chaired by Jordi Baiget, regional minister for Business and Knowledge.

Business seminars

In Panama, before an audience of 250 people, the Port set out its position as the gateway to the Iberian Peninsula, Southern Europe and North Africa for goods from the Caribbean area as well as a more competitive port of origin for Catalan and European exports. The technical customs seminar included a hundred professionals and was the largest representation so far.

In Cuba, as well as presenting the business infrastructure and logistics services to the 200 attendees, the president stressed the position of the Port of Barcelona as a base for cruise ships and its integration into the city through the Port Vell project.

Bilateral contacts

During the mission, there were over 200 bilateral contacts between companies and Catalan institutions and those of the destination countries. The ACCIÓ office in Panama was responsible for preparing lists of contacts there, while in Cuba this fell to the Spanish Embassy's Trade and Economic Office (ICEX). Some companies also prepared their own contacts and others participated in the institutional meetings.

Institutional agenda

As part of the mission, meetings were held with the heads of Panama's Ministry of the Presidency; Panama and Cuba's Tourism ministers; the Minister of Maritime Affairs and Administrator of the Panama Maritime Authority and the Minister for Canal Affairs. Working sessions were also held with executives from Panamá-Pacífico, the L2 Panama metro project, Havana's Office of the Historian and MAERSK and MELFI shipping companies.

The delegation also had the opportunity to visit the new Panama Canal and see live one of the locks at Cocolí and the control tower. It was also able to learn about the port and Mariel Special Development Area (ZEDM), which is expected to be the largest logistics centre in Cuba.

Agreements

At the institutional level, the presidents of the associations of the Port Community signed cooperation agreements with their Panamanian counterparts to promote the exchange of experiences and knowledge. Moreover, the Ministry of the Presidency of the Republic of Panama and the Port of Barcelona defined the signing of a memorandum of cooperation for training, organising multidisciplinary structures and teams, and a trade facilitation platform.

Some companies closed trade agreements while others began to define lines for immediate future collaboration.



Two meetings of the Steering Council were held, with a high degree of compliance of the objectives of the eight Working Groups



QUALITY

Port efficiency and quality

SPECIFIC PORT REFERENCE SERVICE LEVELS

A total of nine terminals and four shipping companies were certified in 2016 according to the Port of Barcelona's Specific Reference Service Levels.

Cargo	Terminals certified	Date certified
	AUTOTERMINAL	27/05/2016
	SETRAM	23/02/2016
	BEST	08/11/2016
	CREUERS DEL PORT	17/05/2016
	ERGRANSA	31/10/2016
	DECAL	04/05/2016
	TEPSA	21/11/2016
	CLH	08/08/2016
	TERQUIMSA	18/10/2016
Traffic	Shipping companies certified	Date certified
	MSC	22/11/2016
	RCCL	21/03/2016
	TRASMEDITERRANEA	13/10/2016
	MAERKS	04/07/2016

CERTIFICATION OF THE QUALITY MANAGEMENT SYSTEM

The Port's Goods and Quality Operations Department successfully passed the audit in September monitoring its certification according to UNE-EN ISO 9001:2008.

THE QUALITY LABEL: EFFICIENCY NETWORK

	2015	2016	Variation
Integrity and security			
Full containers loaded and unloaded under the Quality System	890,252	987,546	10.93%
Actions by the Quality Team (QT) in the incidents within the Quality System	942	693	-26.43%
Internal incidents that could trigger the compensation programme	56	37	-33.93%
Physical inspections			
Total physical inspections	25,634	26,670	4.04%
% out of the total inspectable containers (import+export)	2.88%	2.70%	-6.20%
BIP Area - total operations	5,674	6,508	14.70%
% compared to the total containers subject to inspection at BIP	3.73%	3.52%	-5.68%
Claims /compensation			
Complaints received by the department *	64	67	4.68%
Compensation paid:	57	59	3.50%
Total security in goods	37	34	
Reliability in customs clearance	18	21	
Reliability in BIS and clearance process	2	4	
Compensation under the Efficiency Network commitments programme (Euros)	11,215.30	10,242.56	

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

The Quality Label: Efficiency Network

To achieve an increasing high level of efficiency and quality of service, the Port of Barcelona and its Port Community roll out actions and objectives to improve their competitiveness towards their customers. One of the tools used to this end is the Port of Barcelona Efficiency Network Quality Label, a certification obtained by three new companies in 2016. At present 73 companies enjoy this distinction, 12 of which were awarded the label for the fifth year in a row.

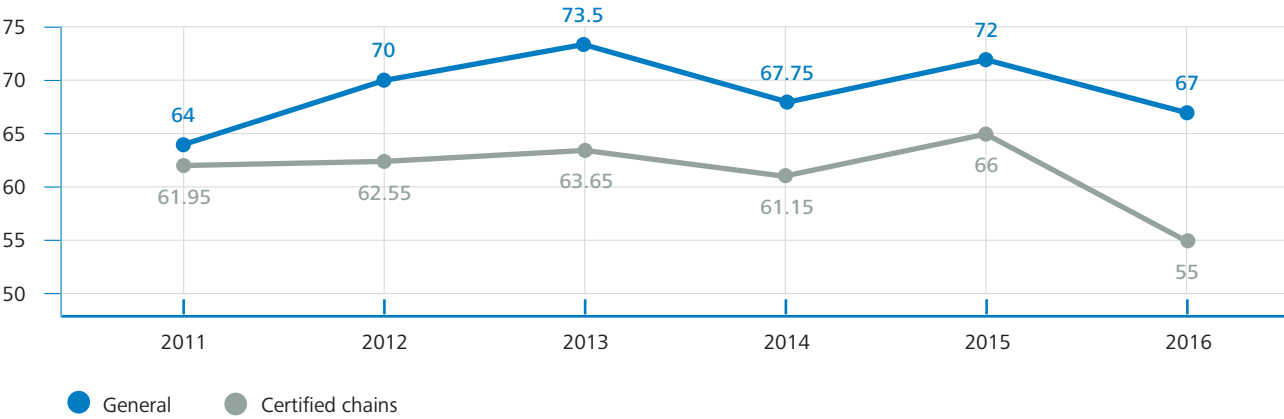
CERTIFIED COMPANIES BY ACTIVITY

	2012	2013	2014	2015	2016
Shipping agents	14	13	13	14	12
Transport companies	18	20	23	23	23
Customs agencies/freight forwarders	23	30	32	34	36
Terminals	2	2	2	2	2

All of these companies and the cooperating administrations were subject to the corresponding audits (an average of two per company per year), to assess whether they meet its quality standards. A total of 233 reports were submitted, which meant analysing more than 700,000 data items, with an average compliance level of 92%. The results provided the entire Port Community with information to identify areas for improvement, which are then discussed in working groups comprising all members of the logistics chain.

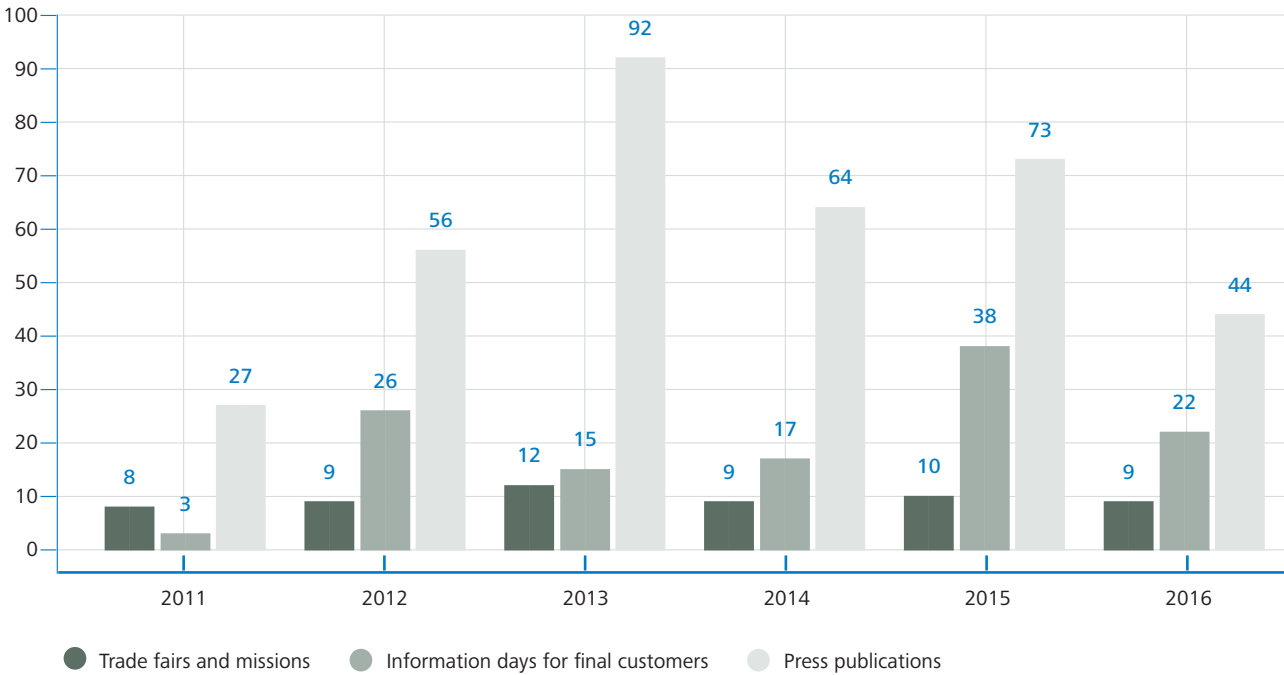
In general the efficiency of processes guaranteed under the Label remained stable this year, especially those of certified logistics chains, as did the trend observed since the label was launched, thus the efficiency of these chains is around 12 points above average for the Port.

COMPLIANCE WITH COMMITMENTS



The Quality Label actively promotes and disseminates its own quality commitments and those of the companies and governments that work with it. In this connection, the Port's quality label was present at nine international fairs and in the trade mission to Panama and Cuba, as well as the 22 Port training courses aimed at customers.

PROMOTION AND DISSEMINATION ACTIONS



This year a simple and informative promotional video of the label was also released in English, Catalan and Spanish, showing the whole process of goods through the Port and the commitments that can benefit customers working with a certified company. The video can be seen on the Port's website and helps to get the message across to importers and exporters interested in learning about Efficiency Network companies.

REVIEW OF COMMITMENTS

Various activities were carried out during 2016 to strengthen and improve the contents to coincide with the fifth anniversary of the Efficiency Network label.

These included the first edition of the Excellence Awards, in four categories: people, a key factor for the consolidation of the Quality Label; guidance for common objectives: cooperation between Efficiency Network companies; the Label as a tool to support continuous improvement of the company, and transferring the commitments to the end customer.

The Port of Barcelona also awarded a special prize to the first sixteen certified organisations for their commitment to the Quality Label, since the label would not have developed without their involvement.

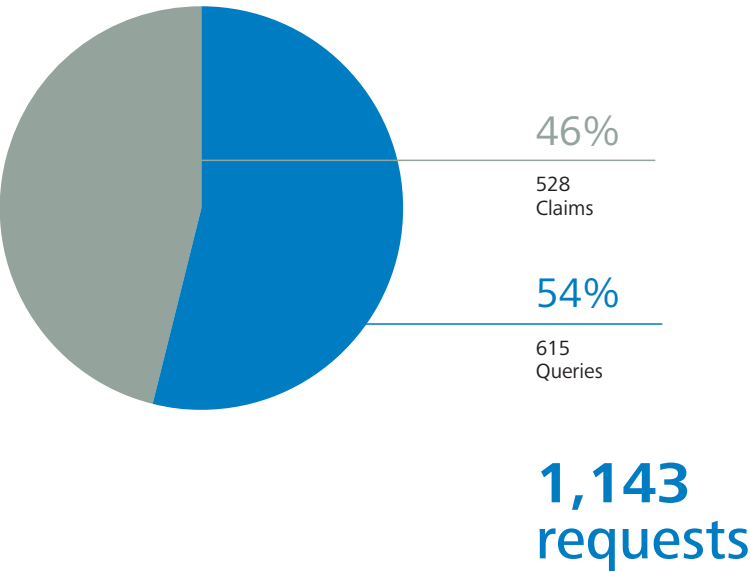
Moreover, this year saw the start of a process to review and improve the commitments of the label in cooperation with the certified companies. This involved technical workshops involving about 90 professionals from companies and public administrations from the Port, divided into 8 working groups, in which the levels of quality and efficiency achieved so far were analysed and improvements were proposed.

The Customer Service Department

In 2016 the Customer Service Department (SAC) provided a customised response to 1,143 queries and claims concerning inspections, fees and traceability concerning the passage of goods. Of the 528 claims handled, 176 were analysed by the Efficiency Network Quality Label and 126 cases led to financial compensation being awarded. 615 queries were made.

In addition, there were 88 communications to customers to provide them with information on such things as changes in the application of regulations and activities of the Port of Barcelona (conferences, fairs, etc.).

The communication channels most used were the phone and email.





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PORT POLICE

In 2016 there was intense police activity in the Port of Barcelona, as summarised below.

Public security

Criminal proceedings for illicit acts (459 in total) increased almost 60%. The main cause was the greater and better police activity by officers in this area, resulting in 330 identifications of people (+300%), 220 of which led to proceedings for arrest warrants, house enquiries or serving of pending summons. In addition, proceedings involving minors have halved

Traffic area

Actions were stepped up. In 2016 there were 48% more traffic accidents, 130 in total, mainly due to the number of accidents resulting in material damage. Of the 5,886 complaints for violations of the Port Infringements Catalog, 93% were for traffic violations, especially in parking lots and stops. 14% of the total correspond to cases of access to the Port in the opposite direction, captured by automatic systems.

Healthcare sector

The most negative figure appears in the healthcare sector, with regard to occupational accidents: the total number of accidents decreased by 17%, however there were four deaths recorded. There were 610 ambulance services (Fremap, SEM and 061) and assistance was provided to 460 citizens.

Administrative area

It was a very complicated year in the efforts to combat and prevent illegal hawking. The launch of a new operation on 15 July jointly with the Catalan police made it possible to recover the occupied spaces with the presence and distribution of uniformed police units. The Port Police spent a total of 19,181.50 hours of overtime to bring this exceptional situation under control.

Port area

Operations in the port area showed a notable increase (+25%) in checks on cabotage operations. The **Support Office** had more work to do in virtually every activity (billing, requests for reports, registering documents, sending reports to Headquarters and dealing with effects found).

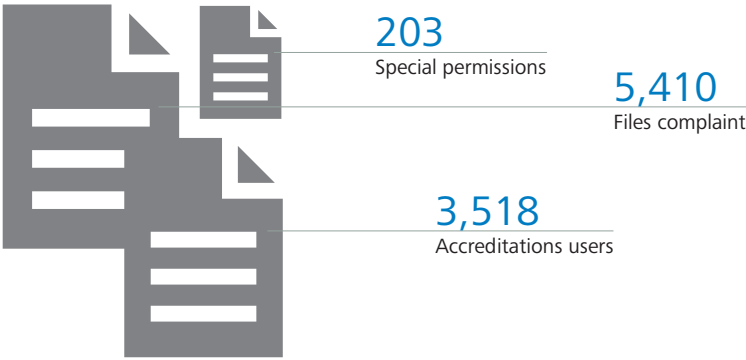


PORT SECURITY

- In compliance with **Port security regulations**, the most significant actions recorded during the year were:
- The development and approval of the operator security plan, resulting from the Port of Barcelona's designation as a critical operator, which includes the comprehensive policy on physical and logical security at the port.
 - The second validation testing of canine units to detect explosives in the services on the ships' provisions, at the international cruise terminals; 23 of the 72 participants passed the tests.
 - The commissioning of the new maritime base on Adossat Wharf by Barcelona Provincial Maritime Service (Directorate General of the Civil Guard).
 - The approval by the Port's Management Board of 22 assessments and 16 security plans of various port facilities affected by EC Regulation 725/2004 on risk analysis and security measures.
 - The performance of the annual ISPS security drill - Platja de San Sebastià, consisting of an alleged jihadist threat involving the placing of an explosive device on the beach, in coordination with the special units of the Catalan police force (*Mossos d'Esquadra*). Among the **security measures implemented** we could mention the renewal and extension of the video surveillance system of the Port Control Centre; the installation of Automatic Licence plate Identification System cameras at the accesses and terminals; the awarding of private security services in port areas, and the establishment by the Advisory Committee Security Commissions of new procedures for cruise operations, to identify the access to the restricted area of the Energy Wharf and for accreditation and access to terminals.

- The main tasks carried out by the Port Security Office involved:
- Conducting 47 inspections and audits/inspections at port facilities, whether or not affected by the ISPS code.
 - Holding six meetings of security services and forces to consolidate the agreements and commitments with cruise shipping companies, shipping agents and consulates.
 - Supervising security practices and exercises (15 drills with the participation and external support of police forces) in various facilities.
 - Coordination the training centres approved by *Puertos del Estado* and conducting three courses to train Port Facility Security Officers in Barcelona.

This year the **Passes and Permits** section issued 3,518 credentials to Port users, processed 5,410 complaints under the Services and Police regulations and processed 203 special permits to attend events within the port areas.



INDUSTRIAL SECURITY

The Port of Barcelona's Management Board approved the **Port of Barcelona's Self-Protection Plan (PAU) 2016** this year in accordance with the requirements of Decree 30/2015 and the Law on State Ports. At the end of the year, final approval of the plan was pending the arrival of information from the competent authorities in order to apply for approval to the Generalitat's Directorate-General for Civil Protection. The new PAU includes the Port Interior Maritime Plan regulating the response to marine pollution, and takes into account coordination with the Port Security Plan.

As for **training for firemen**, various courses were held, both within the Cooperation Agreement with Barcelona City Hall and at the following specialised centres: the *École Nationale Supérieure des Officiers de Sapeurs-Pompiers*, in France, and the *Institut de Seguretat Pública de Catalunya* (ISPC); the *Centro de Seguridad Marítima Integral Jovellanos*, in Gijón; the Seganosa training centre in Pontevedra, and the Tunnel Safety Testing centre in Siero (Asturias).

Drills

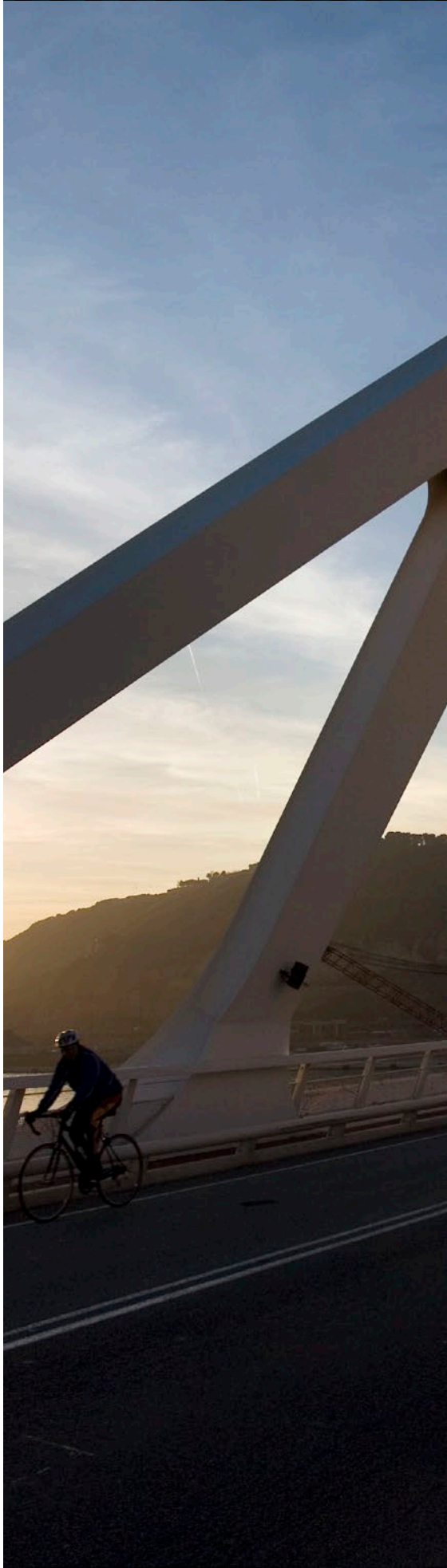
This year we once again rolled out the **annual calendar of drills set out in the Mutual Assistance Agreement (PAM)** signed in 2003 between the companies affected by the legislation on major accidents, and implemented measures related to mobility and access controls in the high security area. Companies performed a total of 23 internal drills, exercises and practices throughout 2016 to implement the Self-Protection Plan (PAU) involving the activation of the Port of Barcelona's PAU. This figure includes drills by companies affected by the Catalonia Chemical Security Plan (PLASEQCAT).

This year the **Port of Barcelona general drill** involved a chemical risk scenario originating at the TEPESA plant and involved the participation of the remaining plants and companies on the Energy Wharf. The exercise had a radius of intervention and preventive action of around 600 metres and required activating the Port PAU at level 2. As this plant is affected by the major accidents legislation, the following external plans were also activated: Barcelona City Council's PAEM for serious accidents at chemical risk companies and the Catalan Government's PLASEQCAT.

Regarding management of **dangerous goods**, in accordance with the handling requirements set by Royal Decree 145/89, in 2016 a total of 122,924 authorisations were granted (+19%) and a volume of 710,436 tonnes of containerised cargo moved (+11%). We would underline the nearly 800 high-risk dangerous goods operations (MPAR), performed in the presence of Barcelona Fire Brigade, following the cooperation agreement signed in 1995. Under this agreement, Barcelona Fire Brigade was given a new latest generation 42-metre self-extending ladder vehicle, involving an investment of € 850,000.

A total of 122,924 hazardous goods authorisations were granted (+19%) and a volume of 710,436 tonnes of containerised cargo were moved (+11%)





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STAFF STRATEGY

2016 was the first year in which there was visible progress in the various essential axes of the Port of Barcelona Strategic Plan 2015 - 2020.

All the actions and projects developed and promoted by the Port Authority's People Management area aim to consolidate a new business paradigm in which everyone in the organisation can share a set of values, attitudes and behaviours to promote internal cohesion.

This view is based firstly on the need to anticipate changes in the structure of the workforce. Restrictions on stable hiring make it more necessary than ever to have a policy ensuring business continuity in the near future while simultaneously recruiting staff with a high level of potential and performance.

In addition the organisation is considering differential compliance as a basis for professional development and is working to promote a more horizontal organisation, where internal talent can emerge and be recognised.

Greater emphasis is also placed on improving the key processes of Human Resources: firstly by systematising operational staff, and secondly by designing the key processes that define the long-term relationship between people and the company.

The actions and projects developed and promoted by the People Management Directorate aim to consolidate a new business paradigm



STRUCTURE, EQUALITY AND DIVERSITY

EQUALITY AND DIVERSITY

The Standing Committee on Equality recorded no incidents related to equality and/or harassment in 2016.

The influx of new members joining the Standing Committee for Equality led to the organisation of a training effort on general equality issues addressed to all staff.

Furthermore, the three-year Equality Plan, which ended this year, has been extended. This was an opportunity to review all actions undertaken and implemented in recent years.

BENEFITS

Given the economic context, and in compliance with the instructions of the Executive Committee of the Interministerial Commission on Remuneration (CECIR) and the relevant legislation, the APB had to cut the budget allocated to social benefits for all workers, the social fund.

Also in accordance with the regulations, the pension plan for APB employees was suspended throughout the year, without the company being able to make any contributions

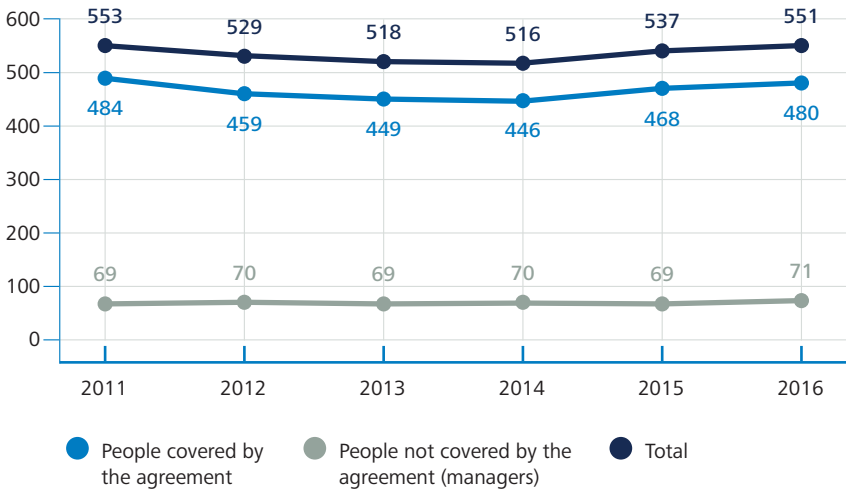
CHARACTERISTICS OF THE STAFF

In 2016 staff numbers increased year on year, due mainly to the recruitment of temporary staff under the agreement, while the number of staff not covered by the agreement increased slightly.

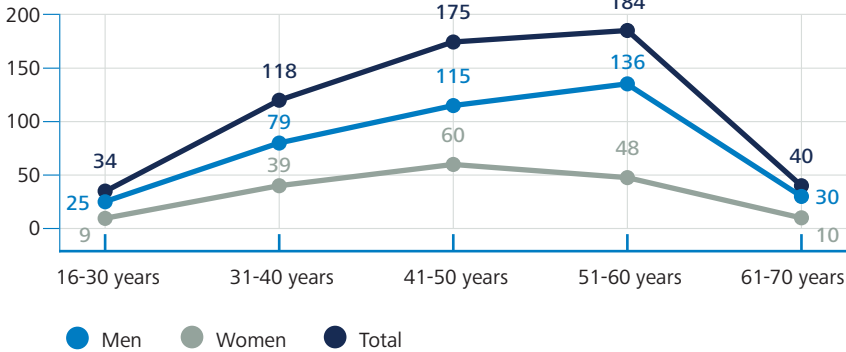
Some of the main features of the workforce at the end of the year are:

- The gender split of 70% male and 30% female.
- The age range of most workers in the group is 51 to 60.
- Workers with more than 30 years' service at the APB are the most numerous.

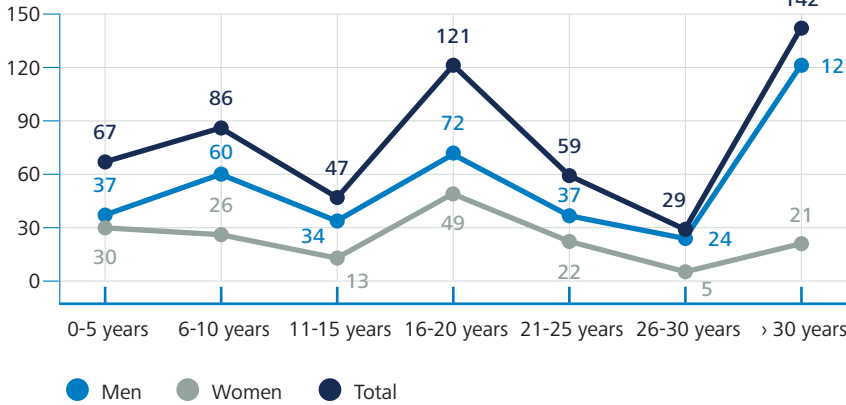
PROGRESSION OF STAFF COVERED AND NOT COVERED BY THE AGREEMENT



BREAKDOWN OF STAFF BY AGE GROUPS



BREAKDOWN OF STAFF BY YEARS OF SERVICE



SOCIAL ACTION

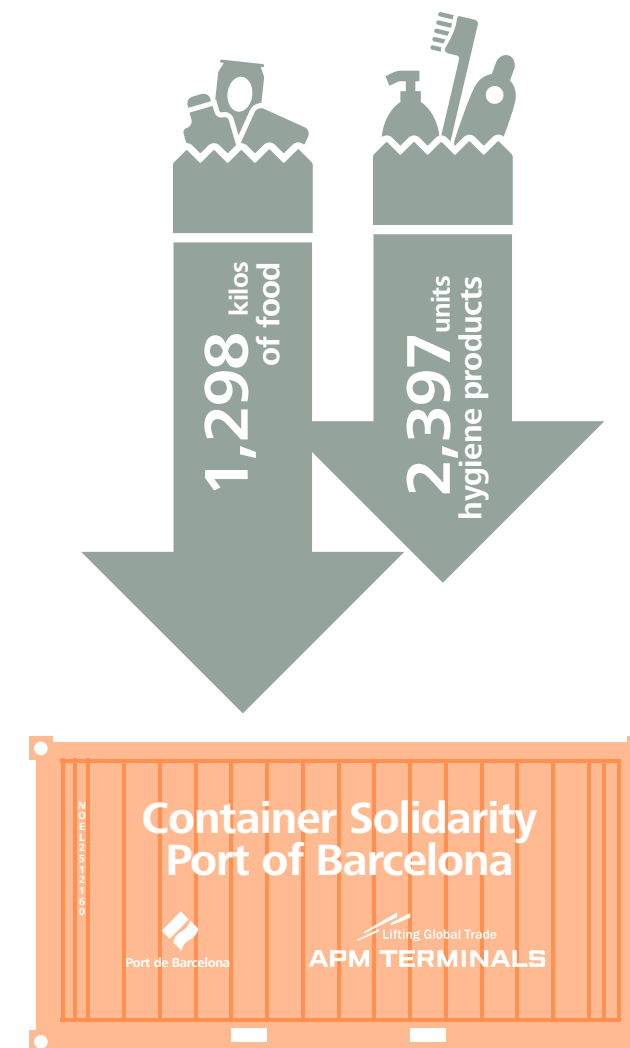
This year we launched the Sector Sustainability Plan to address the sustainability goals of the Port of Barcelona's Third Strategic Plan. This plan specifies that sustainable growth must take account of the expectations of the various stakeholders, be aware of the level of response provided them by the Port Community and plan the necessary actions for improvement. Ensuring sustainable growth from the economic, social and environmental point of view is essential for the Port of Barcelona.

Eight stakeholder groups and 26 stakeholder subgroups (customers, governments, employees, suppliers, social organisations, media, institutions and investors, etc.) were identified while developing the plan, analysing the impact of port activity on each of them and their expectations with regard to the Port. This was used to define a set of indicators based on the Global Reporting Initiative (GRI) to measure the level of response given by the Port Community to meet the expectations of each group.

Overall, 53 organisations have joined the Sectorial Sustainability Plan and the information gathered was used to draw up the corresponding Sustainability Report for 2015, on a pilot basis.

Furthermore, the following wide-ranging actions have been promoted in the context of the organisation's corporate social responsibility policies:

- 0.2% of the money spent on issuing luncheon vouchers for 2015 (€ 2,115.37) was given to the Raval Children's Home.
- 750 copies of the quarterly magazine of the CARES Foundation, Orange and Blue were printed using the Port's own resources. The Foundation's mission is to ensure decent work for persons with disabilities and/or at risk of social exclusion by helping them develop relational and professional skills, particularly in logistics.
- The 14th Conference on Prevention of Occupational Risks and Corporate Social Responsibility was organised for the Port Community under the slogan "Active and #eHealthy Organisations". The space dedicated to CSR involved speakers from the Mental Health Catalonia organisation; Stella Maris Apostolate of the Sea, the organisation that won the Seafarers' Centre of the Year 2016 for the best centre of this type; Proactiva Open Arms, an NGO dedicated to rescuing refugees at sea; and Port 2000, representing Port-city intangibles.
- As part of the "Nadal Solidari" [Solidarity at Christmas time] campaign from 13 to 16 December, 1,298 kg of food was collected and delivered to the Barcelona Food Bank along with 2,397 units of personal hygiene products, which were delivered to the IReS Foundation. The campaign was made possible thanks to collaboration with APM Terminals, WTC Barcelona CILSA, ESTIBARNA-SAGEP, the CARES Foundation, the associations of the Logistics Community and Port companies and administrations.
- 10,000 promotional leaflets were printed for the "Barcelona Magic Line" solidarity march in favour of vulnerable people, organised by the Sant Joan de Deu Hospital.
- Support was provided to various actions within the Port's geographical area, such as the celebration of the Day of Our Lady of Mount Carmel (16 July), with different activities, or the 19th Conference of People of the Sea, organised by the Port Welfare Committee.



DEVELOPMENT AND INTERNAL COMMUNICATION

INTERNAL COMMUNICATION

The digitisation of processes and communication tools over recent years has allowed progress in achieving the goal of closer, more accessible and collaborative communication between the people who make up the organisation.

This backbone of the activity of the Development and Internal Communications department since 2016 has yielded very positive results, particularly in the field of participation in the corporate Intranet. Between 2014 (the last year of validity of the previous Intranet) and 2016, the number of sessions started has risen from 90,856 to 213,099.

Two key projects have enabled us to achieve these results. On the one hand, the implementation of the Social Analytics tool, which made it possible to foster the types of content that are most valued by the organisation, and to improve others. On the other hand, creating a mobile application, available for iOS and Android, addressed a need typical of the current situation.

In spite of advances in the new technologies, this year we continued working to ensure that face-to-face communication remains the basis for consolidating interpersonal relations. In this regard, we performed specific actions targeting internal audiences, as well as other, more general ones, to consolidate interpersonal relations and improve their knowledge of port business.

Good examples of both these actions were the visits to port facilities aimed at new staff or the open days for the deployment of the third Strategic Plan aimed at various sub-directorates of the company.

TRAINING

A total of 330 training activities carried out in 2016, aimed at worker groups and individual employees.

Training Plan (TP)	Training ⁽¹⁾	Students ⁽²⁾	Satisfaction	Training hours ⁽³⁾
Public Management TP	3	18	8.65	159.50
Digital Skills and Innovation TP	6	32	8.73	442.00
Sustainability TP	7	64	8.84	277.00
Port police TP	38	213	8.05	4,363.50
Languages TP	139	237	9.15	4,554.50
Specific TP	40	171	8.36	1,198.50
Skills TP	88	141	7.73	3,933.00
Managers TP	9	57	9.10	974.00
TOTAL	330	933	8.58	15,902.00

⁽¹⁾ total number of students who completed training activities
⁽²⁾ number of hours for each activity per number of students who completed activities
⁽³⁾ these data correspond to training activities started and completed in 2016. However it is worth pointing out that 12 training activities that were started in 2015 were completed in 2016 and that 38 training activities that were started remain open and are scheduled for completion in 2017 and 2018.

At the start of this year, the plans comprising the organisation's training strategy were redefined and have been extended to eight. Three new lines of work were begun. Although they were already generally worked on, it was considered that they had sufficient personality to be able to frame the actions within a plan.

Public administration Training Plan

Responds to the common goal of responsible and efficient public management. Thus, work has been undertaken to provide training in law and transparency in staff recruitment at port authorities.

Training Plan in digital skills and innovation

Created in accordance with all the digital transformation projects on which work is ongoing, which involves actions related to new digital trends and tools.

Sustainability Training plan

Directly related to the organisation's strategic objective of growing sustainably, which includes fostering actions on the environment, equality, ethics and risk prevention.

Port Police training,

Work has continued in conjunction with the Institute of Public Safety of Catalonia with the ongoing training plan and the stopover training. Corporal and subinspector courses were also held.

Language training

We have maintained the strategy of small group sizes with a similar level of language skills and common work themes and areas. This is one of the most highly-valued ongoing training activities.

Management Development Training Plan

Work has continued change management and personal effectiveness both collective and individual actions.

Others

As every year, we have also addressed needs for **functional training**, particularly aimed at updating knowledge or awareness of new tools such as training on the new recruitment application, the library/archive and *Portafirmas*, etc.



MEDICAL SERVICES AND PREVENTION OF OCCUPATIONAL RISKS

The medical personnel attended to a total of 21,611 health visits including nursing consultation, various specialist areas, general medicine and rehabilitation

MEDICAL SERVICES

The medical centres on the Bosch i Alsina wharf and the WTC Barcelona building offer a wide range of healthcare and social options to 1,431 people, according to the latest census, including active staff from Barcelona Port Authority (552) and their families (459 beneficiaries); retired workers (214) and their families (102) and 104 users of the group consisting of temporary workers, widows, orphans and others.

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

This year we continued to roll out **informative and educational activities about healthy habits** using the following tools:

- the campaign to give up smoking with pharmacological means, in collaboration with the Atlantida health care plan. The study conducted throughout the year confirms that smoking among workers is 3.42% lower than the average for Catalonia as a whole;
- work also continued to detect and prevent colon cancer and analytical control for the prevention of prostate cancer among high-risk individuals;
- publications on the corporate Intranet providing basic first aid tips;
- and prevention of musculoskeletal problems of the back, with a publication entitled "Back School" on the Intranet and workshops to demonstrate live the most suitable positions and stretching.

Health monitoring entailed performing 342 medical examinations on staff members: 292 on permanent employees (representing 55.20% of the total workforce) and 50 on temporary workers (9.45% of the average annual workforce).

PREVENTION OF OCCUPATIONAL RISKS

The Prevention Service organised and participated in the **14th Port Seminar on Prevention of Occupational Risks**, promoted by the Working Group on Prevention under the Steering Council for Promotion of the Port Community and FREMAP Health and Safety, held in cooperation with the APB's Corporate Social Responsibility service. At the closing ceremony of the event, Josep Ginesta, secretary general for Labour, Social Affairs and Family of the Catalan Government encouraged the social partners and professional risk prevention experts to work together to design specific actions to decisively address the correlation between increased activity and more work accidents.

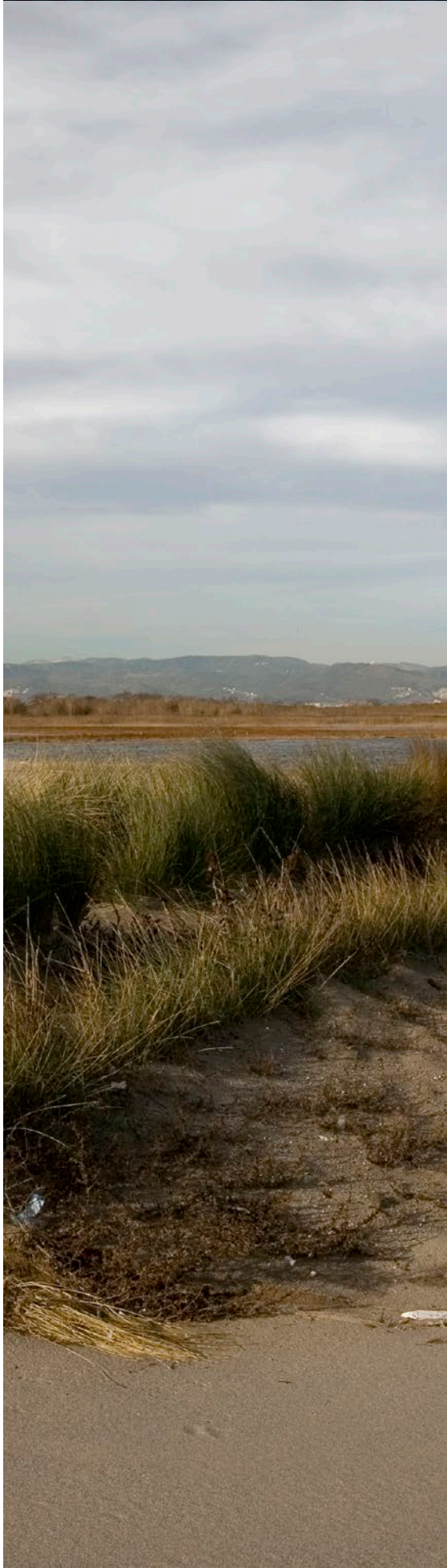
The work of the Steering Council's Sub-Working Group on Health Emergencies - involving the SEM (Medical Emergencies System), CILSA, the FREMAP Prevention Service, Port Police and TEPSA - and the good joint work and coordination of their services meant that almost all emergency health assistance cases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

This year the corporate website published the map with the location of the automated external defibrillators located in the port area, both those in private companies and those installed by the Port. With this action, we can now say that the **Port of Barcelona is a cardio-protected site**.

This year Port staff suffered a total of 42 accidents, all of them minor, 18 of which led to sick leave. The total incidence rate, i.e. the total number of accidents with and without sick leave in relation to the number of employees stood at 7.8%.

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





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SUSTAINABLE OBJECTIVES

For a long time now, the Port of Barcelona has been taking action to reduce the impact of its activities on the environment, particularly with regard to air and water quality. It also aims to make its daily activity compatible with non-port uses and to promote greater sustainability in the logistics chain.

Achieving these general objectives revolves around four axes:



Ensuring that the activities performed in the Port have only a minimal impact on the environment and on energy and material resources.



Fostering the most environment-friendly transport systems, thereby indirectly guaranteeing a reduction in induced impacts beyond the Port itself.



Promoting medium and long-term alternatives to hydrocarbon fuels.



Having a clear idea of the atmospheric emissions resulting from port activities in order to reduce them as much as possible in the medium and the long term.

From the environmental point of view, the most noteworthy event for the Port in 2016 involved developing European projects to enable pilot tests using natural gas in various segments of land and sea mobility. Furthermore, these also mean that Barcelona will be the first Mediterranean port with the capacity to supply liquefied natural gas (LNG) to any ship that requests it.

The Port of Barcelona performs actions to reduce the impact of its activities on the environment, particularly with regard to air and water quality

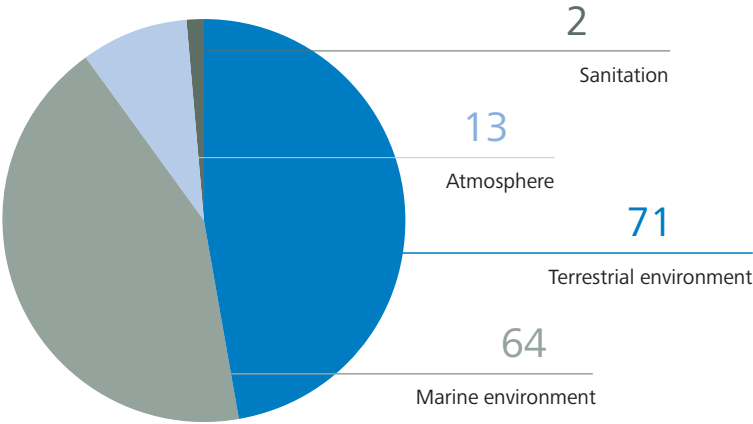


THE PORT'S IMPACT ON ITS SURROUNDINGS AND ON THE ENVIRONMENT

The Port of Barcelona's desire to take care of the environment has led it to monitor the impact of port activities and to develop tools for waste, air, water and soil management. It also coordinates and facilitates the organisation's own actions and the initiatives generated by port terminals.

One of the main management tools for **monitoring environmental incidents** involves activating specific procedures from the Port Police Control Centre when an incident is detected or notified. 150 were registered this year.

ENVIRONMENTAL INCIDENTS IN 2016



150
PROCEDURES
ACTIVATED

MANAGING THE MARINE ENVIRONMENT

Contamination by oil spills

The Port applies an active policy for preventing incidents and accidents involving oil spills in port waters; however, if these do occur, then the instrument used to respond is the P.I.M. (Internal Marine Plan), which includes instructions for responding to the incident and the resources to be used. The scope of the current P.I.M. has been extended to include spills of any chemicals at sea, not only hydrocarbons.

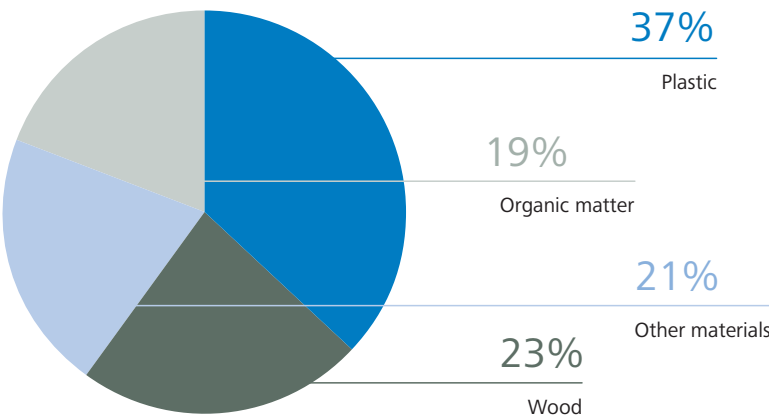
In 2016 there were 48 alerts concerning pollution of port waters, but only six cases required specific response action and collection of the product. Most alerts concerned the Port Vell area.

Port water cleaning

The Port has a water surface cleaning service that works 24/7 using specialised vessels and staff. This year a total of 74.5 tonnes of waste were collected with a total volume of 427 m³.

The type of floating waste varies during the year depending upon factors like the number of people at the Port, the holding of one-off events or specific meteorological and oceanographic conditions.

TYPES OF FLOATING WASTE COLLECTED IN 2016



Monitoring water quality

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

	2013		2014 (summer)		2015 (summer)		2016 (summer)	
Parameters	offshore waters	internal waters	offshore waters	internal waters	offshore waters	internal waters	offshore waters	internal waters
Temperature (°C)	15.27	16.76	22.75	23.62	16.92	19.46	23.18	23.63
Salinity (mg/l)	38.06	38.03	37.92	38.05	37.77	37.80	37.73	37.79
Turbidity (FTU)*	0.94	4.12	0.56	4.01	--	--	--	--
Density (kg/m3)	1,028.32	1,027.85	1,026.27	1,026.08	1,027.64	1,027.02	1025.93	1025.86
Chlorophyll (µg/l)**	1.47	1.94	<1	1.2	3.04	2.57	0.6	2.3
MIS (mg/l)	4.48	6.02	5	6.5	1.305	1.343	167	175

*FTU: Formazin Turbidity Unit
**µg/l: microgram/litre
*** MIS (mg/l): Materials in suspension, milligram/litre

Receiving ships’ waste

According to the International Convention for the Prevention of Pollution from Ships (the MARPOL 73/78 Convention), all ports must have appropriate facilities and specific services for the effective receipt of ships’ waste. The following table indicates and compares the amounts collected in the last five years.

MARPOL WASTE COLLECTED 2012 - 2016 (m³)

Type	2012	2013	2014	2015	2016
MARPOL I (liquid hydrocarbon waste, including sub-types Ib & Ic)	55,969	58,848	60,289 (2,860 services)	69,358 (3,001 services)	74,131 (3,258 services)
MARPOL II (liquid chemical waste)	431	527	393 (21 services)	589 (29 services)	741 (34 services)
MARPOL IV (waste and sanitary waters)	1,405	6,819	3,755 (77 services)	3,494 (191 services)	2,283 (122 services)
MARPOL V (solid waste)	81,081	82,210	79,956 (5,561 services)	86,689 (5,909 services)	81,709 (6,266 services)
MARPOL VI (exhaust gas cleaning residues)	-	-	100 (3 services)	257 (8 services)	800 (35 services)

The Port of Barcelona coordinates and facilitates the organisation's own actions and the initiatives generated by the terminals

MANAGEMENT ON LAND

Street cleaning

The cleaning service responded to a total of 196 incidents outside the planned service: 71 were covered by the ordinary service, 63 correspond to back-up actions over the weekend and holidays to service ferry and cruise traffic, 25 for cleaning the Energy Wharf pit, and the rest (37) were extraordinary actions requiring the intervention of personnel and/or equipment outside of the ordinary service.

Waste from land-based activity

In total, the Port handled more than 800 tonnes of waste from activities such as street cleaning, water cleaning, gardening and managing the waste generated by its own activity, from incidents or abandoned cargoes. There was an increase of waste classified as ordinary (LER 200301); an amount similar to 2015 in terms of waste collected and managed selectively; a decrease in hazardous types (batteries, toners tyres...) and a certain increase in non-hazardous types (paper/ cardboard, lightweight packaging, glass, garden waste, rubble...).

WASTE COLLECTION 2012 - 2016 (tonnes)

Types of waste	2012	2013	2014	2015	2016
Non-hazardous (selective)	359	352.7	321.8	299.7	320.1
Hazardous (selective)	55	59.01	49.2	69.1	45.6
Total selective collection	414	411.7	371	368.9	365.7
Total non-selective collection (ordinary)	299	311.74	404.4	431.2	435
TOTAL	713	723.4	775.5	800.1	800.7

MANAGING THE ATMOSPHERIC AREA

Air quality

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

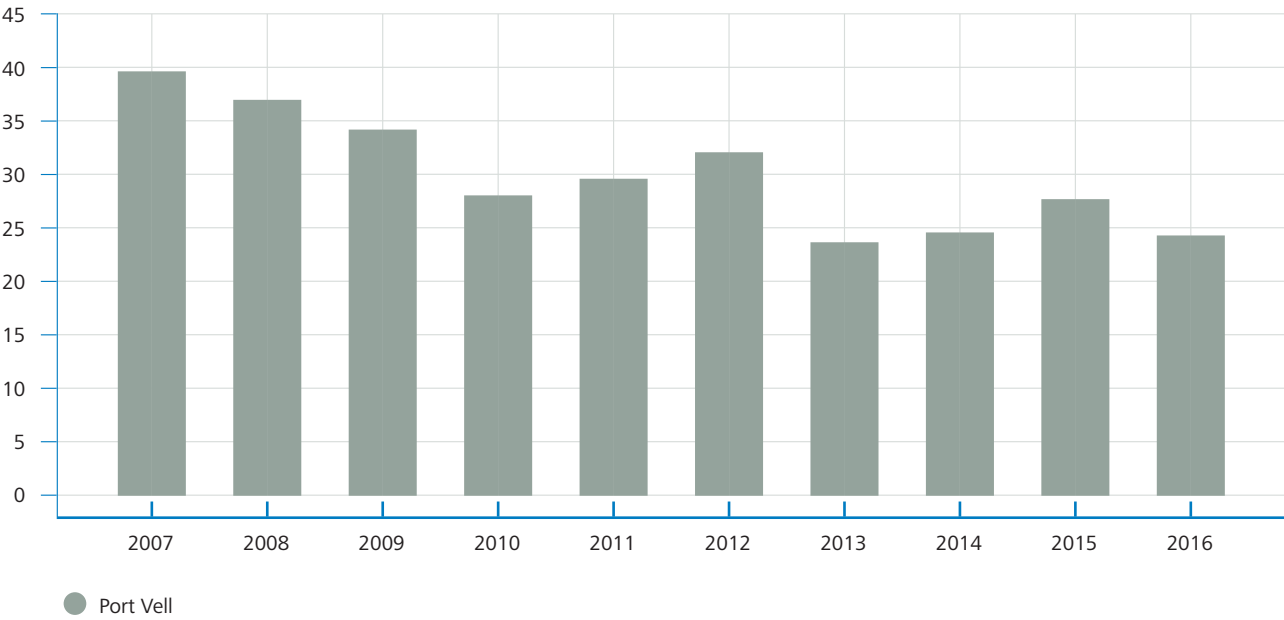
The pollutants measured by the XMVQA are:

- dust, determined as particulate matter less than 10µm in diameter (PM10) and 2.5 µm (PM2.5);
- combustion gases such as sulphur dioxide (SO₂), nitrogen dioxide (NO₃);
- the secondary pollutant ozone gas (O₃);
- and evaporative fuel gases, such as benzene (C₆H₆).

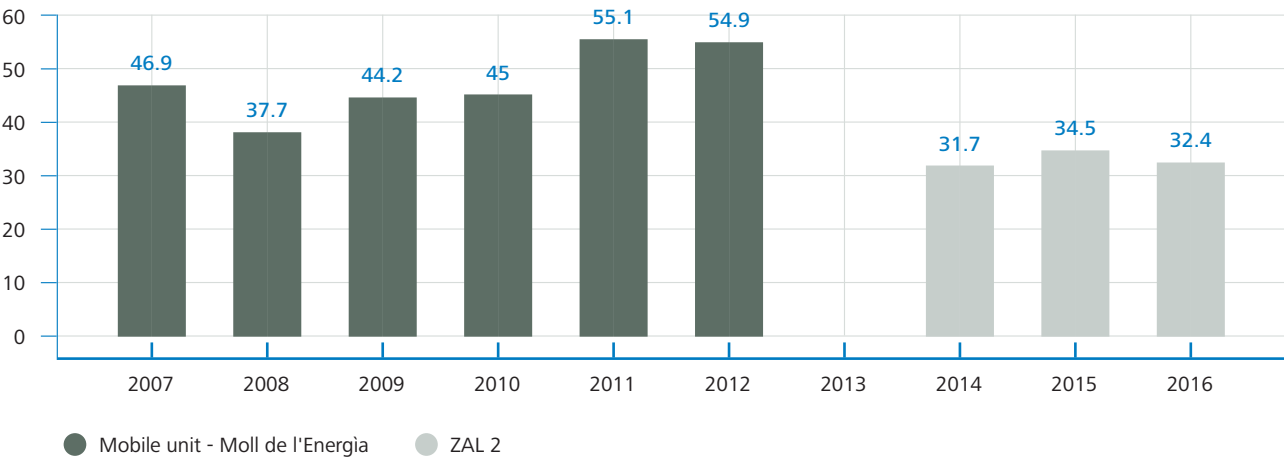


The graphs show the average annual concentrations (in µg/m3) obtained of the main pollutants in the last ten years (from 2007-2016):

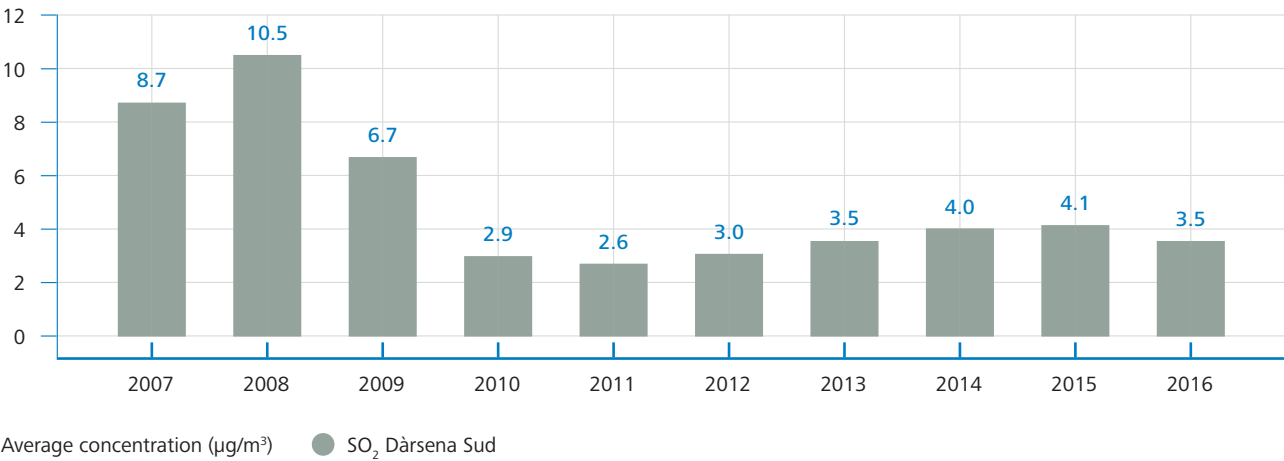
PARTICULATE MATTER (PM10)



NITROGEN DIOXIDE (NO2)



SULPHUR DIOXIDE (SO2)



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

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

Participation in improving air quality in the metropolitan area and the city

The Port of Barcelona has developed and approved the **Air Quality Improvement Plan**, which involves 53 actions to reduce emissions, grouped into the following nine areas: ships, trucks, terminal machinery, handling dusty bulks, port works, promoting the transfer of goods from road to rail and Short Sea Shipping (SSS), completion of the new rail access and the road accesses to the south. In essence, the actions aim to:

- Provide infrastructures for supplying and developing pilot projects to promote rapid implementation of alternative fuels - particularly natural gas - to transport goods via ship and heavy vehicles.
- Study the feasibility of providing a wharfside electrical connection for vessels moored at certain wharves.
- Implement a new system of discounts for vessels to promote improved environmental performance and attract "cleaner" ships.
- Progressively electrify the Port's fleet of vehicles and promote the electrification of private fleets and vehicles within the Port Community.
- Promote the electrification or gasification, as appropriate, of port terminal machinery (remove vehicles from the road).
- Continue to promote the transfer of freight from trucks to rail and short sea shipping (SSS) by building and improving infrastructure, attracting new operators, consolidating and constantly improving services.
- Promote the adoption of sustainable mobility criteria in the port area and among the companies located in the Port.
- In the event of an environmental episode being declared by the Catalan Government, enable the agreed actions to reduce emissions from port activities

The Port of Barcelona considers the implementation of **Liquefied Natural Gas (LNG)** as a competitive and sustainable alternative to hydrocarbon fuels used until now in freight transport by sea and land as a strategic move. It is sustainable because it eliminates emissions of sulphur dioxide and particulate matter; furthermore its emissions of NOx (nitrogen oxides) are 85% lower than those of diesel and fuel oil; it is competitive because it is the cheapest energy source with the most stable prices.

In 2016 the Port of Barcelona, along with other partners, continued to participate in two projects financed using European funds from the CEF programme:

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

The **CORE LNGas hive** project is very broad in scope (led by Enagás and Puertos del Estado) and is being rolled out in various Iberian Peninsula ports, with several actions under way in each one. In Barcelona it involves: adapting a bunkering barge to supply LNG apart from other conventional fuels; modifying a loading arm on the ENAGAS LNG terminal to supply LNG to the barge; converting two handling machines to natural gas in two port container terminals; designing a natural gas-powered tug and building a portable natural gas-powered generator to supply electricity from the dock to a ro-ro vessel.



ELECTRICITY CONSUMPTION

Electricity consumption at the organisation's facilities decreased by 6.4%, explained mainly by the work to improve lighting systems on Adossat Wharf, transferring lighting facilities from Citizens' Port to Port 2000, and reduced supplies in areas such as the Portal de la Pau building or the *Punta Mayor* Salvage ship. Actual total electricity consumption was 7.07 GWh.

To this we must add the consumption of thermal energy corresponding to the air conditioning of Port offices in the World Trade Center Barcelona building, which, at 727,570 kWh, remained virtually unchanged year on year.

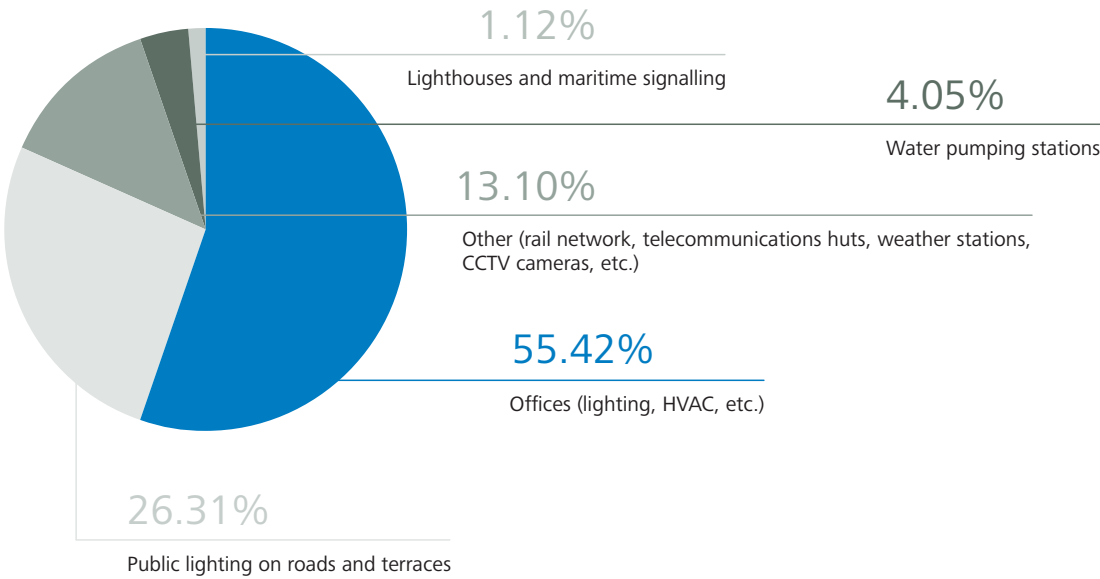
ELECTRICITY CONSUMPTION 2012-2016 (in kWh)

	2012*	2013*	2014*	2015*	2016
Port of Barcelona	9,460,200	9,125,171	9,086,416	8,276,038	7,794,150

* This included the consumption at the Port Vell up to 2015

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

TYPES OF CONSUMPTION



FUEL CONSUMPTION

Consumption of natural gas for heating and hot water for the ASTA building decreased by approximately 30% year on year to stand at 680,683 kWh.

The overall consumption of petrol and diesel fuels was generally very similar to the previous year, since there were no significant changes in the number of existing vehicles. However, there were differences in the share of consumption: petrol consumption was reduced by replacing vehicles with diesel-powered ones, while it also rose due to the increase in kilometres travelled.

Furthermore, diesel consumption for generators corresponds essentially and supply at the Guardia Civil del Mar berth on Adossat wharf.

FUEL CONSUMPTION 2012-2016 (l)

Type	2012	2013	2014	2015	2016
Petrol (vehicles)	9,572.79	9,019.64	7,784.67	6,947.40	6,525.44
Type A diesel (vehicles)	88,001.25	86,851.39	79,584.65	82,663.01	84,207.9
Type B diesel (ships)	6,537	11,164	17,298	11,831	10,891
Type B diesel (generators)	30,470	25,920	19,853	21,805	2,514.41
TOTAL	134,581.04	132,955.03	124,520.32	123,811.66	104,138.75

CONSUMPTION OF RESOURCES

Some of the 89 fire hydrants owned by Port of Barcelona are used for supplying water to vessels, irrigation facilities, buildings, pumping stations, and toilet facilities in guardhouses and port premises. The Port's internal water distribution network can also supply temporary works projects and others requesting the service. Total water consumption of the network in 2016 was 234,460 tonnes, a year-on-year increase of 7%.

PORT WATER CONSUMPTION 2012-2016 (m³)

	2012	2013	2014	2015	2016
Supply to third parties (mainly vessels)	146,386	207,152	189,908	167,458	188,476
Other consumption(*)	97,060	43,605	36,713	51,546	45,984
Port Vell(**)	35,160	28,982	40,020	31,400	
Total	278,606	279,739	266,641	219,004 (***)	234,460 (***)

(*) Including irrigation facilities, buildings and premises of the APB, consumption in police guardhouses and pumping stations.
(**) No consumption data for water supplies at Port Vell.
(***) Total m3 excluding Port Vell consumption.

Paper consumption increased year on year

PAPER CONSUMPTION (kg)

	2012	2013	2014	2015	2016
Paper consumption	16,407	15,098	12,009	8,758	10,163
% Recycled/eco out of total	27	24	55	82	80

MATERIAL USED IN BUILDING WORKS

In general, fewer materials were used in building works during 2016, except in the case of recycled ballast and riprap.

Material	2013	2014	2015	2016
Ballast + riprap (t)	0.00	19,421.40	221,664.06	187,244.57
Concrete (m³)	135,666.30	39,452.20	33,218.49	6,655.82
Steel (t)	429.62	4,962.53	2,626.92	6,849.92
Dredged material (m³)	380,696.16	5,017.62	6,761.96	4,883.96
Filling materials (m³)	532,286.59	223,441.57	228,810.28	58,478.10
Surfacing (m³)	10,031.68	8,155.07	44,729.40	250.60
Agglomerate (t)	13,810.14	22,103.24	24,727.38	3,502.99

Recycled material	2013	2014	2015	2016
Ballast + riprap (t)	5,306.27	788.00	84,133.77	179,093.56
Filling materials (m3)	39,544.93	13,805.05	99,875.22	17,909.38

Material	2013	2014	2015	2016
Dredged (m³)	380,696.16	5,017.62	6,761.96	4,883.96
Filling (m³)	593,514.42	223,441.57	228,810.28	6,177.00
Total	974,210.58	228,459.19	235,572.24	11,060.96

MOBILITY

The Port promotes public transport by funding bus line 88, which connects the Avenida Parallel in Barcelona to the Zal Prat with 30 stops. Much of the route is inside the port area in order to serve users throughout the Port Community. This bus service is attached to the metropolitan public transport system's integrated fare scheme.

USE OF BUS LINE 88

	2012	2013	2014	2015	2016
Validated journeys	231,027	220,858	221,252	252,386	276,101

In addition, the Port Authority provides a free travel card for the whole integrated public transport network to all its employees who wish to sign up to use the public transport option.

INTEGRATED PUBLIC TRANSPORT TRAVEL CARDS FOR EMPLOYEES

	2012	2013	2014	2015	2016
Number of quarterly travel card users	210	222	225	227	243

The Port of Barcelona' monitors its environmental impact and develops tools for waste, air, water and soil management



COMMITTED TO TACKLING CLIMATE CHANGE

The Port of Barcelona is leading environmental consulting initiatives to contribute to the sustainability of its business and its environment, as is the case, from 2013, of the **ecocalculator** (<http://www.portdebarcelona.cat/ecocalculadora>).

This freely accessible web-based tool makes it possible to calculate quickly, simply and graphically the environmental footprint generated by the transport of a container between a European location, the Port of Barcelona and any other port in the world, as well as comparisons with other ports.

2016 marked a step forward in providing information to promote efficient and environmentally friendly transport chains. The new tool, called Port Links (<http://www.portdebarcelona.cat/port-links>) contains the complete and updated range of maritime and land services offered by the Port of Barcelona. It provides detailed information on transit times, distances, emissions of CO₂ and other pollutants (NO_x, PM2.5, CO, NMVOC and SOX) as well as an economic assessment of the externalities generated by the transport in terms of congestion, accidents, noise, pollution, climate change, infrastructure maintenance costs and other environmental impacts.

THE ENVIRONMENTAL COMPETITIVE EDGE

The requirement for environmental sustainability in economic activities, particularly in transport, represents a competitive advantage of the Mediterranean coast compared to the Atlantic: Mediterranean ports are more environmentally efficient for traffic between Europe and Asia than those of Northern Europe, since they involve four or five days less navigation and therefore **estimated average savings of 20% in CO₂ emissions**. In other words, the Mediterranean port option helps to reduce congestion in road transport networks in the north and reduces logistics costs which favours the competitiveness of European business.

THE INTERMODAL STRATEGY

Achieving more sustainable transport requires diverting a greater proportion of traffic towards modes that generate fewer negative externalities - air pollution, global warming, noise, accidents, congestion and infrastructure costs - thereby fostering rail, river and/or sea in routes wherever possible.

Here, the Port has been able to quantify savings in externalities resulting from its intermodal strategy: in 2016, all of these services represented **an annual saving of € 139 million in the cost of the negative externalities** that would have been generated by the same volume of cargo transported by road, a saving of 78%.





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GUIDE TO THE PORT OF BARCELONA

COMMUNICATION

The Communications Directorate, comprising the Press Office and Image Area, works with the other departments of the Port of Barcelona to build a consistent, recognised and recognisable image of the Port as well as disseminating and presenting Port projects to all its target audiences.

Rolling out this strategy involves maintaining daily contact with the media (dealing with journalists, press conferences and press releases, interviews, etc.), making them the best mouthpiece for the Port. The regular mention of port issues in the country's major newspapers (*La Vanguardia*, *El Periódico*, *Ara*) and specialised publications (*Sàpiens*, *l'Econòmic*, *International Transport Journal*, etc.) have helped raise awareness of the Port both in nearby markets and internationally. Barcelona has a global port and its Communications Directorate is working to achieve global communication that meets the needs for dissemination of its Port Community.

Channels

The Port's communication policy is in line with the positioning and aim of the Third Strategic Plan 2015-2020: to become the main Euroregion distribution centre in the Mediterranean competing with the ports of Northern Europe. In this connection, it uses various channels to explain its services, its role as an economic driver and its growth potential to audiences near and far. The main strands of the Strategic Plan - growth, competitiveness and sustainability - have been set out in its communications, explaining the Port's infrastructures, services and potential, and the various activities it performs.

During 2016 the Port of Barcelona has increased its presence on the social networks and new media channels (Twitter, Youtube, LinkedIn, or the newsletter). We would particularly underline the @portdebarcelona Twitter profile, which has increased its followers from 5,600 in 2015 to 7,000 in 2016, the year in which it published 3,000 tweets in Spanish and Catalan and 720 tweets in English.

Subjects

Among the initiatives that were especially published in 2016 were: the Port Links web tool; the Barcelona Port Challenge programme; its participation in EU programmes like the CLYMA project; the Getting Contacts event, with a bespoke agenda among shippers and logistics operators; the sectoral Sustainability Plan, to develop the aims of the Strategic Plan; and the first event for the Review of Commitments under the Efficiency Network Quality label.

The Communications Directorate has actively supported the dissemination initiatives which the Port has undertaken in its catchment area and to distant markets. Thus, the Port's expansion to its hinterland was accompanied by press releases, reports and interviews in the media and tailored attention to the media of the key domestic markets: Zaragoza and Aragon, Madrid and the rest of the Iberian Peninsula, France and the rest of Europe, etc. Communication support was also provided to the commercial and dissemination activities of the various departments, enterprises and institutions of Barcelona Port Community, such as the trade mission to Panama and Cuba, participation in fairs and attendance at conferences and international sectoral meetings.

The Port was also active in explaining the various initiatives in the area of the Port Vell, especially the refurbishing of the Fisherman's Wharf and new projects such as Palau de Mar's Pier 01. In the environmental field, conventional media and social networks made particular mention of the Port of Barcelona Air Quality Improvement Plan.

The Communications Department has set out and advocated to citizens the needs of Catalonia's top transport and trade infrastructure: the importance of new road and rail accesses to ensure growth in traffic; the demand for more freedom to set rates in order to have an active trade policy, and the development of rail infrastructures and connections to help the Port of Barcelona to genuinely compete with the major European ports, among others.



PHOTO ALBUM



Annual results press conference



Regional Minister for Territory at the Cercle d'Infrastructures



Presentation of the study on the economic impact of cruise activity



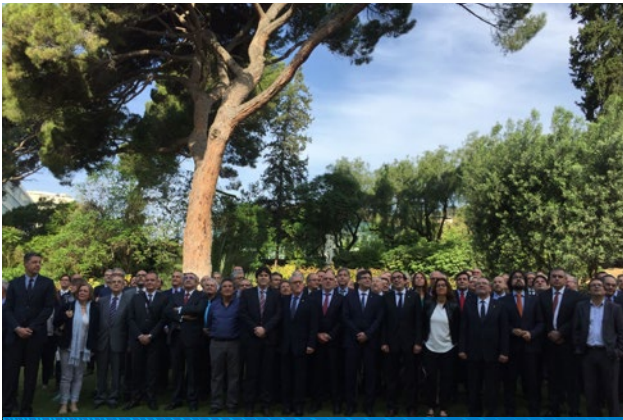
Visit by the port of Huelva



Opening of the exhibition "... And now, the Port" at the Maritime Museum



Visit of the President of Aragon



Constitution of the Mediterranean Corridor Strategic Board



Conference with Expansión on the Mediterranean Corridor



The Port president visits the Círculo Equestre



Visit by the municipal group of Convergència



Logistics Community party



Presentation of the new Balearia vessel



Visit by Regional Minister for Territory



ZAL- Fórum Merlin Properties



Signing the new agreement with Enagás



Presentation of the trade mission to Panama and Cuba





Cocktail of the International Logistics Fair



Port event at the International Logistics Fair



Visit of Regional Minister for Agriculture



Press conference of the first quarter results



TMZ management board at the Port



Signing of the agreement with the port of Messina



Presentation of Pier 01 Barcelona Tech City



Visit of the President of the Catalan Government



Signing of the new rail access agreement at the Port



Presentation of the CLIA cruise impact study



Panama-Cuba seminar



Visit of Regional Minister for Enterprise



Conference on the SOLAS agreement at the Maritime Museum



Visit to the port of Felixstowe



Visit by Dircom



Visit by the Mayor of L'Hospitalet





Signing of the TEC agreement with Monterrey



Visit by the Chamber of Commerce



Trade mission, meeting with Panama Tourism Minister



Trade mission, visit to the Panama Canal



Dinner to celebrate the 10th anniversary of the European School of SSS



Visit by the Vice President of the Catalan Government



Trade mission, presentation in Cuba



Trade mission, closing dinner



Introducing Port Challenge Barcelona



Opening the exhibition on the Panama Canal



European Shipper's Council



Presentation of the TMZ cold channel rail service



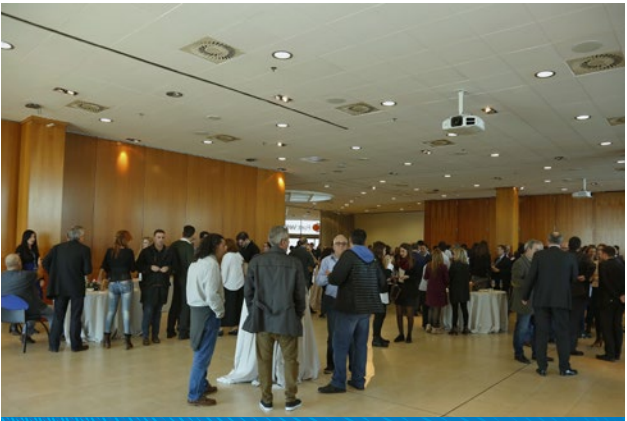
Presentation of the Air Quality Improvement Plan



Business mission, business day in Panama



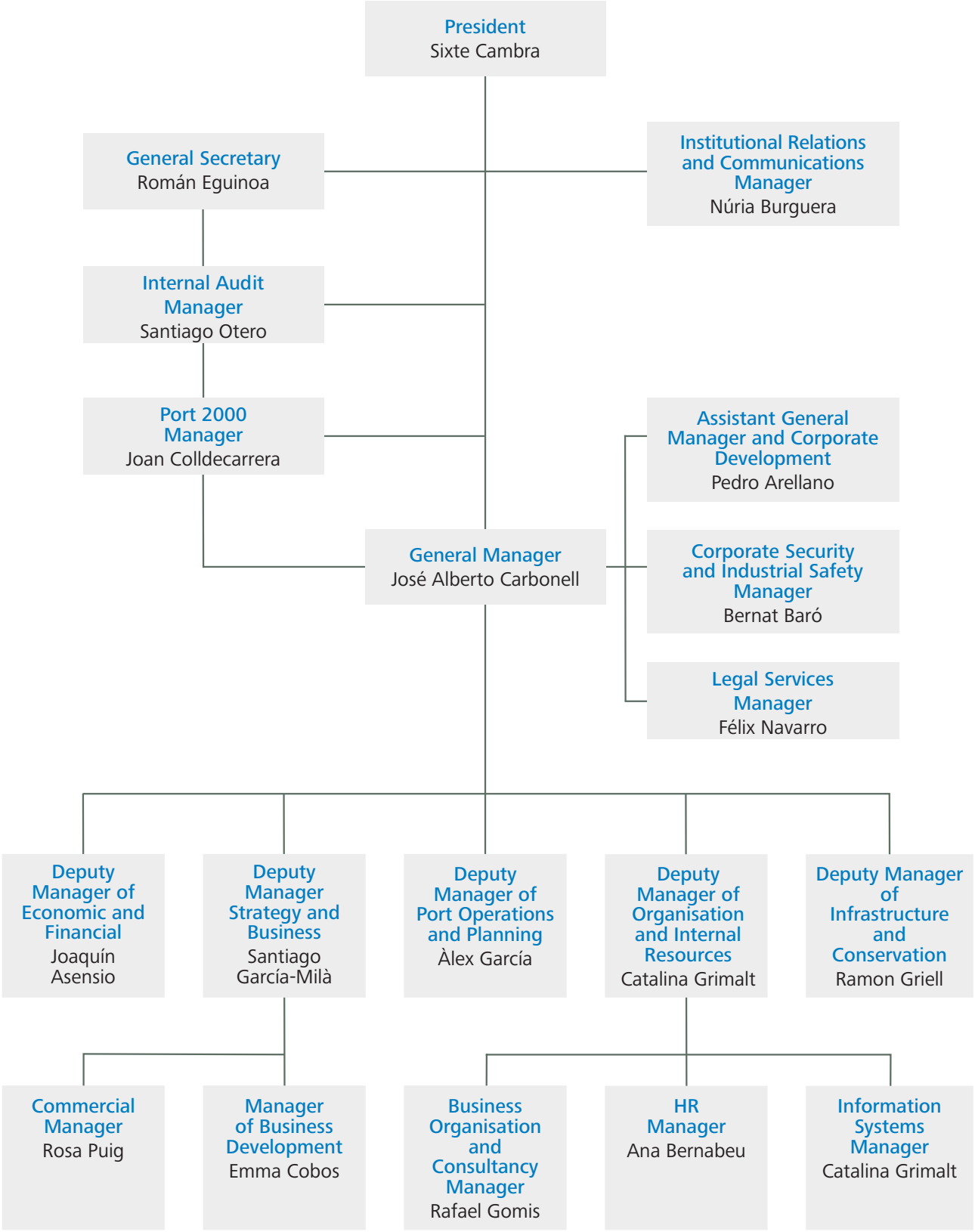
Port Community Christmas cocktail



Christmas cocktail for Port workers



ORGANISATION CHART



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GUIDE TO THE PORT OF BARCELONA

TECHNICAL DETAILS

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

Tides: Amplitude 125 cm

Entrance:

South Entrance mouth: orientation: 191.8° Width: 370 m Draught: 16 m

North Entrance mouth: orientation: 205°

Width: 145 m Draught: 11.5 m

Land area: 1,082.15 ha

Wharves and berths: 22.216 km

RO-RO ramps: 30

Draughts: up to 16 m

Tugs: 9 (1 213 kW / 2 943kW)

Warehousing: Covered: 203,304 035 m2 Open: 5,040,000 m2

Dock cranes: 31 (All containers)

Dry dock: Length: 215 m Beam: 35 m Capacity: up to 50 000 Tn of deadweight



CONTAINER AND MULTIPURPOSE TERMINALS

- 1 APM Terminals Barcelona
- 2 Terminal BEST
- 3 Manipuladora de Mercancías, SL
- 4 Terminal Port Nou, SA

PASSENGER AND FREIGHT TERMINALS

- 5 Terminal Ferry de Barcelona, SRLU
- 6 Grimaldi Terminal Barcelona, S.L.

CAR TERMINALS

- 7 Autoterminal, SA
- 8 Setram, SA

LIQUID BULK TERMINALS

- 9 Enagás, SA (natural gas)
- 10 Relisa (oils)
- 11 Tepsa (chemical and refined petroleum)
- 12 Terquimsa (chemical and refined petroleum)
- 13 Decal (refined petroleum)
- 14 Koalagás, SA
- 15 Meroil
- 16 Tradebe Port Services, SL
- 17 CLH, SA (refined petroleum)

TERMINAL DE CAFÉ I CACAU BIT, S.A.

- 18 Terminal de café i cacau BIT, SA

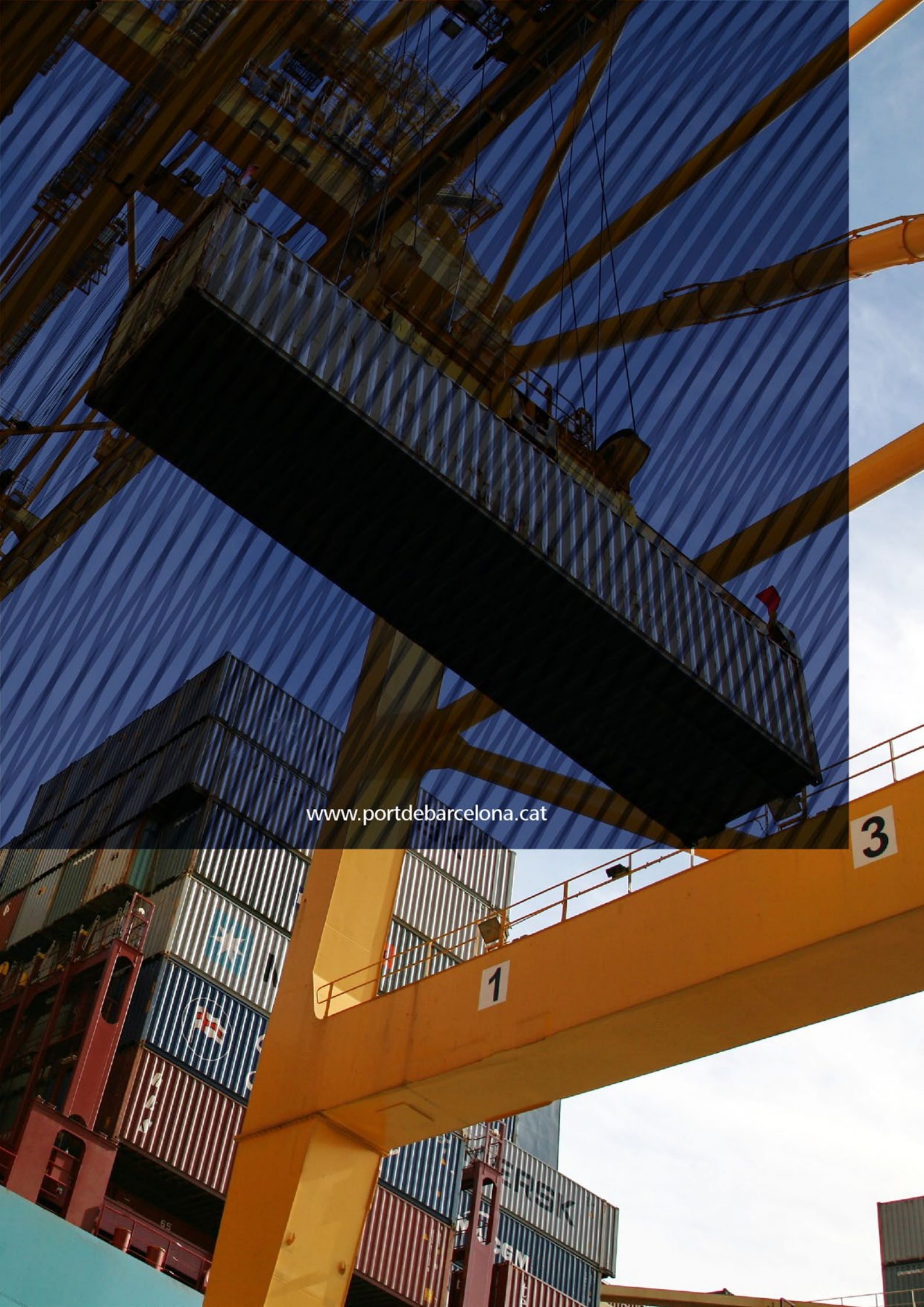
DRY BULK TERMINALS

- 19 Portcemen, SA (cement)
- 20 Cargill SLU (soybean)
- 21 Bunge Ibérica, SA (soybean)
- 22 Ergransa (grain)
- 23 Tramer, SA (potash)

PASSENGER TERMINALS

- 24 Passenger terminal A
- 25 Passenger Terminal B
- 26 Passenger Terminal C
- 27 Passenger Terminal D
- 28 North Passenger Terminal (World Trade Center)
- 29 South Passenger Terminal (World Trade Center)
- 5 Terminal Ferry de Barcelona, SRLU
- 30 Drassanes Passenger Terminal
- 31 Maremagnum Passenger Terminal
- 6 Grimaldi Terminal Barcelona, SL





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