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OPINION | INNOVATION AND SUSTAINABILITY

RENEWED PORTS

ÁLVARO RODRÍGUEZ DAPENA
President of Puertos del Estado

The preliminary figures for the 2022 financial year show the resilience and responsiveness of the state-owned port system in the face of adverse situations such as those experienced in recent years.

Our privileged position in the global transport network, the high capacity of port infrastructures and a good quality/price ratio of port services have been the factors that have allowed us to maintain an upward trend in port traffic in a context of uncertainty on a global and European scale.

Ports are key elements for, among other functions, providing an outlet for the upturns in goods export activity, which fortunately have been verified during the processes of recovery from the different crises; upturns attributable in Spain not only to the international presence of our large companies, but also to the effort to open up to the outside world deployed from that economic substratum made up of thousands and thousands of SMEs based in our territory.

WE HAVE THE OPPORTUNITY TO LEAD, FROM OUR RENEWED PORTS, THE CURRENT PROCESSES OF SOCIO-ECONOMIC TRANSFORMATION AND TO SUCCESSFULLY FACE THE PROFOUND CHANGES THAT THE NEAR FUTURE WILL BRING US

With regard to the movement of goods in the 46 ports of general interest, the 563.4 million tonnes registered in 2022 represented an increase of 3.5 percent over the previous year, and have placed us practically in the parameters prior to the pandemic. And although general cargo, with 271.2 million tonnes, continues to be the largest, it has been the sum of liquid and solid bulk, with an average increase of 8 percent, which has made possible the growth experienced last year.

Similarly, passenger traffic has shown a significant increase of more than 57 per cent in the case of scheduled lines and 267 per cent in the case of cruise ships, totalling close to 33 million passengers. Although still below the all-time high achieved in 2019, the good short-term outlook leads us to presage that we may soon reach a new all-time high.

The good performance of port traffic and the activities provided in the service area of the ports has led to a net turnover of 1,190 million euros, 11.5 per cent higher than the figures for 2021, and to a year-end profit of 319 million euros, 39 per cent higher, with an EBITDA of 647.6 million euros.

These figures reflect the value that the Spanish ports contribute to the current logistics chains, increasingly tense, in a context of rapid global transformation and subject to strong fluctuations.

The marriage between public and private initiative in the ports is best reflected in the chapter on investments. Thus, for the present financial year, the public investment budget amounts to 1,073 million euros, an investment which will be complemented by a further 1,506 million euros planned by private initiative. This increase in private investment, which in previous years was on a par with public investment, is largely due to the development of the port terminals operated by the concessionaires themselves, who, like the port authorities, have opted for innovation and sustainability, adapting their facilities to make them more efficient.

With regard to public investments, and in line with the objectives we have set ourselves in the Strategic Framework approved in October 2022, the main items will be allocated, in addition to the development of port terminals in sheltered water basins, to environmental sustainability and energy (electrification of docks, generation and provision of alternative fuels...), port-city integration, security, and digitalisation and innovation. In addition, approximately one third of the investments will go towards improving land accessibility to the ports, particularly to revitalise maritime-rail transport.

I have mentioned the Strategic Framework because it provides the main lines of action for Spanish ports for the coming years, and we have the opportunity to lead, from our renewed port system, the current processes of socio-economic transformation and to successfully face the profound changes that the near future will bring us. I know that we have the support and collaboration of the port community and the confidence of the ports' direct and end customers, and with them we will share our course.

From a perspective of inter-institutional and public-private collaboration, we are in a position to optimise the positioning of each port in its own market, as well as that of the port system as a whole in a European and global context, both from an economic and socio-environmental point of view.

SPANISH PORTS | CONECTIVITY

TOP SEA CONNECTIONS

THE SPANISH PORT SYSTEM RISES TO SIXTH PLACE IN THE WORLD IN TERMS OF ACCESS TO TRANSPORT NETWORKS

The Spanish port system is once again among the world's elite in terms of connectivity. The Spanish ports have consolidated their access to global transport networks of maximum relevance, climbing to sixth place in the world ranking, and first in Europe. These are data taken from the 'Liner Shipping Connectivity Index' (LSCI), which is drawn up by the United Nations Conference on Trade and Development (Unctad).

The LSCI index takes into account the maritime connections available to each country. In the last year, Spain has advanced two positions in this ranking, and five in two years. The countries that Spain has overtaken in the last two years are not small economies: the Netherlands, Hong Kong, Belgium, the United Kingdom and Japan. In the last year, our country has managed to increase its connectivity by one percent, according to the aforementioned global index.

Since 2006, the growth in connectivity of the Spanish port system has shot up to 30 percent, according to the Unctad ranking. In fact, Spain has become the European leader in maritime connectivity.

The Unctad index also considers the positions occupied by the different ports of the world in relation to their degree of maritime connectivity. In this sense, three Spanish docks are in the top 25 on a global scale. These are the port of Valencia, which is 20th in the ranking; Algeciras, in 23rd position; and Barcelona, in 24th position.

SPAIN RISES FIVE POSITIONS IN JUST TWO YEARS IN THE WORLD RANKING

PREDOMINANCE OF ASIAN COUNTRIES

The top four positions in the 'Regular Shipping Connectivity Index' compiled by Unctad are occupied by Asian countries. China leads this ranking by a wide margin over the second and third positions: South Korea and Singapore. Fourth place goes to Malaysia, which has overtaken the United States. China's dominance is also reflected in the number of ports it has placed in the Top 30 worldwide in this field of global maritime connections. The port of Shanghai remains for yet another year at the top of a ranking which also includes Ningbo, Quingdao, Hong Kong, Shekou, Xiamen, Yantian, Nansha, Xingang and Dalian.

LEADERS IN GLOBAL TRANSPORT NETWORKS

UNCTAD's 'Liner Shipping Connectivity Index' (LSCI) for 2022 places Spain among the countries with the most competitive maritime connectivity.

TOP COUNTRIES

	COUNTRY	2022	% 22/21	% 22/06	2021	2020	2019	2018	2006
1	China	177	+3%	+77%	171	162	152	152	100
2	South Korea	112	+1%	+64%	111	108	105	102	68
3	Singapur	112	+2%	+40%	110	113	108	111	80
4	Malasia	100	+2%	+53%	98	99	94	94	65
5	United States	99	-3%	+19%	102	103	90	91	83
6	**Spain**	**91**	**+1%**	**+30%**	**90**	**89**	**84**	**86**	**70**
7	Netherlands	90	0%	+23%	90	90	88	89	73
8	United Kingdom	90	+1%	+14%	89	90	85	89	79
9	Belgium	86	0%	+13%	86	87	88	88	76
10	Taiwan	82	-2%	+38%	84	84	80	68	59

TOP PORTS

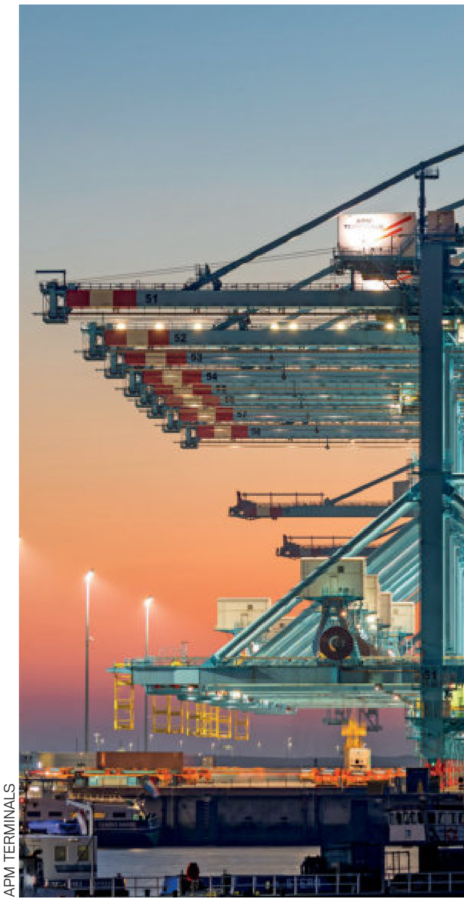
	PORT	COUNTRY	2022	% 22/21	% 22/06	2021	2020	2019	2006
1	Shanghai	China	147	+0%	+79%	147	140	134	82
2	Ningbo	China	133	+4%	+137%	128	122	114	56
3	Singapur	Singapur	127	+2%	+33%	125	129	125	95
4	Busan	South Korea	124	+3%	+61%	121	118	114	77
5	Quingdao	China	104	+5%	+116%	99	96	93	48
6	Roterdam	Netherlands	94	0%	+22%	94	94	93	77
7	Hong Kong	China	92	-10%	-8%	102	106	103	100
8	Port Klang	Malasia	92	+2%	+48%	90	92	86	62
9	Amberes	Belgium	90	-2%	+9%	92	92	94	82
10	Shekou	China	90	+4%	+157%	86	84	77	35
11	Kaohsing	Taiwan	85	-2%	+44%	87	87	84	59
12	Xiamen	China	85	+1%	+97%	84	84	79	43
13	Yantian	China	84	0%	+78%	84	82	73	47
14	Nansha	China	84	+5%	+342%	80	76	67	19
15	Hamburg	Germany	78	-5%	+7%	82	79	77	73
16	Jebel Ali	Emirates	77	+2%	+102%	75	78	75	38
17	Laem Chabang	Thailand	76	+7%	+117%	71	66	55	35
18	Tajunj Pelepas	Malasia	72	+1%	+111%	71	70	67	34
19	Xingang	China	70	-3%	+75%	72	75	78	40
20	**Valencia**	**Spain**	**70**	**0%**	**+66%**	**70**	**70**	**62**	**42**
21	Tanger Med	Morocco	69	+2%	-	67	65	59	-
22	Yokohama	Japan	69	+15%	+13%	60	77	62	61
23	**Algeciras**	**Spain**	**68**	**-1%**	**+106%**	**69**	**66**	**60**	**33**
24	**Barcelona**	**Spain**	**66**	**0%**	**+60%**	**66**	**64**	**60**	**41**
25	Le Havre	France	64	0%	+42%	64	67	61	45
26	Dalian	China	63	+1%	+61%	62	63	63	39
27	El Pireo	Greece	61	-1%	+90%	62	63	63	32
28	Gwangyang	South Korea	61	0%	+84%	61	60	68	33
29	Bremerhaven	Germany	60	-8%	+20%	65	65	62	50
30	Port Said	Egypt	59	0%	+51%	59	53	53	39

Index that scores accessibility through regular maritime transport lines.
Base index 100 = China 2006/ Hong Kong 2066. Source: UNCTAD.

EU PORTS TRAFFICS IN 2022 | GENERAL OVERVIEW

MORE CHALLENGES

PORTS STRUGGLE IN 2022 WITH “ZERO COVID” POLITICS IN CHINA AND WAR IN UCRAINE



APM TERMINALS

SPAIN SHOWS STRENGTH

Three Spanish ports are among the nine ports which grew the most last year. Cartagena and Barcelona also appear, together with the port entity of Las Palmas, among the nine which gained most traffic with regard to 2019, the last financial year prior to the health crisis.

FURTHER GROWTH 2022 / 2021

RK	PORT	2022	%22/21	2021
1	Nantes Saint-Nazaire	29.7	+57%	18.9
2	Gdansk	68.2	+28%	53.2
3	**Cartagena**	**36.6**	**+17%**	**31.2**
4	GotHeNburg (*)	41.2	+12%	36.8
5	Constanza	75.6	+12%	67.5
6	North Sea Port	73.6	+7%	68.9
7	**Barcelona**	**70.9**	**+7%**	**66.4**
8	**Bilbao**	**32.9**	**+5%**	**31.3**
9	DublIn	36.7	+5%	34.9

FURTHER GROWTH 2022 / 2019

RK	PUERTO	2022	%22/19	2019
1	Gdansk	68.2	+31%	52.2
2	Constanza	75.6	+13%	66.6
3	Rostock	29.0	+13%	25.7
4	**Las Palmas**	**28.8**	**+8%**	**26.7**
5	**Cartagena**	**36.6**	**+7%**	**34.3**
6	Gothenburg (*)	41.2	+6%	38.9
7	**Barcelona**	**70.9**	**+4%**	**67.9**
8	North Sea Port	73.6	+3%	71.4
9	Amberes + Zeebrugge	286.9	+1%	284.0

Million tonnes. Note (*): Estimates.
Source: Port Authorities. Elaboration: Transporte XXI.

After the pandemic tsunami in 2020, the past year was another challenging one for ports, shipping companies and transport operators.

The ‘zero tolerance’ policy against the coronavirus in China, and the war in Ukraine, which pushed up energy costs and caused changes in import and export flows, took their toll on port traffic.

The performance of the top 30 ports in the European Union, which handle nearly 20 per cent of global traffic, leaves no room for doubt.

This ‘select club’, led by the three giants of Northern Europe, Rotterdam, Antwerp+Zeebrugge and Hamburg, recorded a decrease of 6 per cent on the previous year. This is stated in the report that Transport XXI prepares every year on the basis of statistics provided by Puertos del Estado and the main European port entities. This fall in traffic in 2022 rises to 10 percent compared to 2019.

6%

THE DECREASE IN TRAFFIC IN THE TOP 30 EU PORTS

The ranking once again highlights the prominence of Spain, with eight Spanish ports (Algeciras, Valencia, Barcelona, Cartagena, Bilbao, Huelva, Tarragona and Las Palmas) in the Top 30. And four of them are among the ten with the highest growth last year: Cartagena (+17%), Barcelona (+7%), Bilbao (+5%) and Huelva (+5%).

At the top of the ranking is the port of Rotterdam, which is still light years ahead of its closest pursuers. The Dutch port closed last year with a throughput of 467.4 million tonnes, which is practically the same as a year earlier (-0.3 per cent), in spite of the war and the weakening of the economy.

By type of shipment, solid bulks increased by 1.7 per cent to more than 80.1 million tonnes. Liquid bulk, on the other hand, increased by 4 per cent to 212.8 million tonnes, more than 45 per cent of total traffic. Container throughput fell by 5.5 per cent in TEUs and 9.6 per cent in tonnes.

The Antwerp-Zeebrugge link

In second position in the ranking are the ports of Antwerp and Zeebrugge, which already announced in 2021 the start of the unification process. In 2022, the traffic was close to 287 million tonnes, a slight decrease of 1 per cent compared to the previous year. “Geopolitical tensions, the energy crisis and ongoing disruptions in supply chains left their mark and, in addition to changes within the various commodity flows, exerted sustained pressure on the container segment,“ the port agency said. Solid bulk traffic increased by 13.8 per cent in 2022, with coal rising by 210 per cent as a result of the sharp increase in demand. Liquid bulks grew by 10 per cent, mainly due to a 61.3 per cent increase in demand for LNG as an alternative to natural gas from Russian pipelines. Finally, conventional cargoes progressed by 1.1 per cent, after record figures in 2021.

Rounding out the podium is the German port of Hamburg, with throughput close to 120 million tonnes, 7 per cent below the previous year’s records and down 12 per cent from pre-Pandemic levels. The trend for conventional general cargo was positive, up 11.2 per cent to 1.4 million tonnes. However, general cargo decreased by 5.8

APM Terminals facilities in the port of Rotterdam

per cent to 83.7 million tonnes. In addition, dry bulk traffic, with a throughput of 36.2 million tonnes, fell by almost 9 per cent. "The war in Ukraine, plus sanctions against Russia, together with supply chain problems caused by the coronavirus pandemic affected traffic in the port of Hamburg during the year," the organisation said in a statement.

ROTTERDAM, FIRST EUROPEAN PORT IN TERMS OF TOTAL TRAFFIC

The three giants of Northern Europe together moved 874 million tonnes, which represents 41 per cent of the total of the Top 30 EU ports.

The first Spanish port on the list is Algeciras, which consolidates its position as the fourth port in the EU in terms of total traffic. The Spanish port closed 2022 with nearly 108.3 million tonnes, which represents a growth of 3 per cent on the previous year. A very different behaviour to that followed by the top three in Europe, "which indicates that we are on the right track",

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(from page 07)

stressed Gerardo Landaluce, president of the port entity. This is "the second best year in our history and the seventh consecutive year above 100 million tonnes", he added. A statistic which allows the port of Algeciras to continue to lead the total traffic of goods in the Mediterranean. All the containers, liquid bulk, solid bulk and general merchandise, closed in positive and the provisioning shot up to 4 million tonnes, of which 3.8 million corresponded to fuel supplied to ships at berth and anchorage, "which makes us co-leaders in bunkering in the Straits and the Mediterranean", Landaluce recalled.

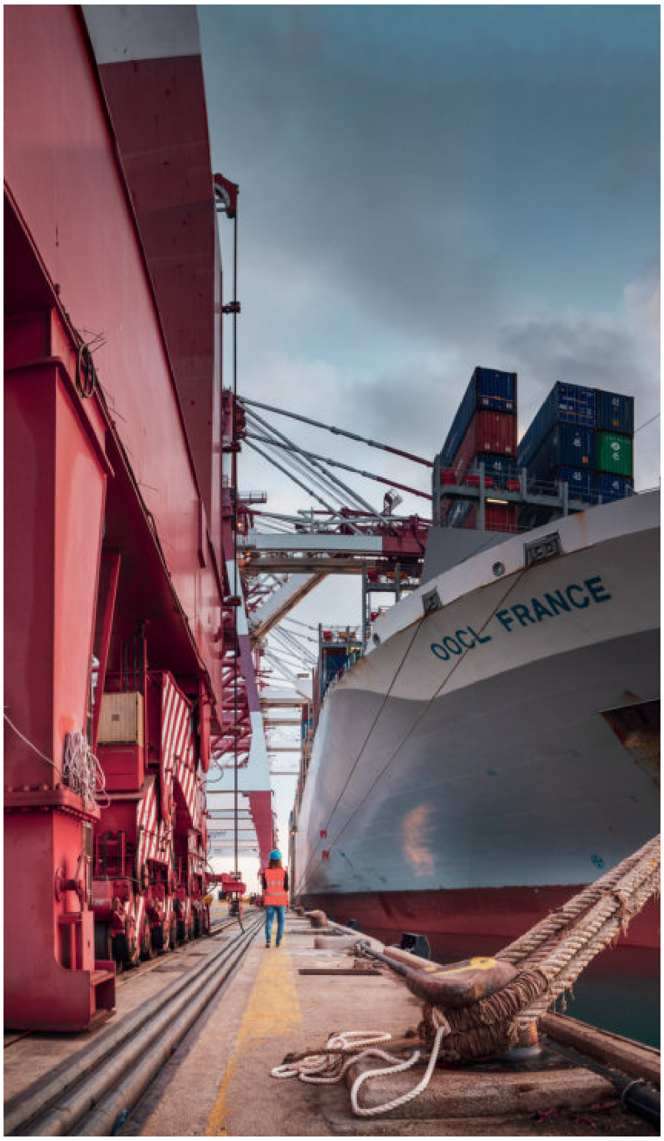
PORT OF ALGECIRAS TAKES FOURTH PLACE IN THE EU RANKING

CLOSE TO 20% OF WORLD MARITIME TRADE

The first 30 ports of the EU by total traffic recorded a fall of 6% last year, to over 2.1 billion tonnes, but still below the pre-pandemic levels (-10%).

RK	PORT	COUNTRY	2022	%22/21	%22/19	2021	2020	2019
1	Roterdam	Netherlands	467.4	-0%	-0%	468.7	436.8	469.4
2	Amberes + Zeebrugge	Belgium	286.9	-1%	+1%	288.9	277.8	284.0
3	Hamburg	Germany	119.9	-7%	-12%	128.7	126.3	136.6
4	Algeciras	Spain	108.3	+3%	-1%	105.1	107.3	109.4
5	Haropa	France	85.1	+2%	-5%	83.6	75.0	90.0
6	Valencia	Spain	79.6	-7%	-2%	85.3	80.9	81.1
7	Marseille	France	77.0	+3%	-2%	75.0	68.9	78.8
8	Constanza	Romania	75.6	+12%	+13%	67.5	60.4	66.6
9	Amsterdam	Netherlands	n.d.	-	-	74.3	91.0	105.0
10	North Sea Port	Belgium	73.6	+7%	+3%	68.9	63.5	71.4
11	Barcelona	Spain	70.9	+7%	+4%	66.4	59.5	67.9
12	Gdansk	Poland	68.2	+28%	+31%	53.2	48.5	52.2
13	Bremen/Bremerhaven	Germany	64.0	-7%	-8%	68.8	66.5	69.4
14	Duisburg	Germany	n.d.	-	-	58.2	59.0	61.1
15	Trieste	Italy	57.6	+4%	-7%	55.4	54.2	62.0
16	Genova	Italy	50.6	+4%	-4%	48.8	44.1	52.8
17	Dunkirk	France	49.0	+1%	-8%	48.6	45.2	53.0
18	Sines	Portugal	n.d.	-	-	46.6	42.2	41.8
19	Gothenburg (*)	Sweden	41.2	+12%	+6%	36.8	37.5	38.9
20	Dublin	Ireland	36.7	+5%	-4%	34.9	36.9	38.1
21	Cartagena	Spain	36.6	+17%	+7%	31.2	33.0	34.3
22	Klaipeda	Lithuania	36.1	-21%	-22%	45.6	47.7	46.3
23	Bilbao	Spain	32.9	+5%	-8%	31.3	29.6	35.6
24	Huelva	Spain	32.1	+5%	-5%	30.7	29.9	33.8
25	Livorno	Italy	32.0	-7%	-13%	34.3	31.8	36.7
26	Cagliari (*)	Italy	31.0	-1%	-11%	31.2	27.4	34.7
27	Nantes Saint-Nazaire	France	29.7	+57%	-3%	18.9	28.0	30.7
28	Tarragona	Spain	29.7	-5%	-9%	31.3	26.5	32.8
29	Rostock	France	29.0	+1%	+13%	28.7	25.1	25.7
30	Las Palmas	Spain	28.8	+2%	+8%	28.2	25.7	26.7
	TOTAL TOP 30		**2,129**	**-6%**	**-10%**	**2,275**	**2,186**	**2,367**

Million tonnes. Note (*) Estimates. Source: Port Authorities. Elaboration: Transporte XXI.



HUTCHISON BEST

Image of the Hutchison container terminal in the Port of Barcelona.

UP TO EIGHT SPANISH PORTS IN THE 'TOP 30'

The Spanish ports, which last year practically brushed the historical records of 2019, can continue to boast, with up to eight docks in the Top 30 of the EU. And two of them, Algeciras and Valencia, in the 'select club' of the top ten. Barcelona also stands out in the list, on the verge of entering the Top 10, after closing 2022 with almost 71 million tonnes, which represents a growth of 7 percent. The list of the top thirty also includes the ports of Cartagena, Bilbao, Huelva, Tarragona and Las Palmas.

At the same time, Spain has two ports in the top five with the highest growth compared to 2019, the year prior to the world health crisis. These are Las Palmas, with a throughput of 28.8 million tonnes in 2022, 8 per cent more than in 2019, and Cartagena, with 36.6 million tonnes, 7 per cent more.

EU PORTS TRAFFICS IN 2022 | CONTAINERS

TWO MORE REALITY BITES FOR CONTAINERS

THE COMPLICATED SITUATION AT THE GLOBAL LEVEL HIT ON EU TOP 30 FOR CONTAINERS, WHICH RECORDED A DECREASE IN TRAFFIC OF 2% IN 2022 (93 MILLION TEUS)

KLAIPEDA EXCEEDS ONE MILLION TEUS

The Lithuanian port, with a growth of 57.2 per cent in 2022, was the European port which made the most progress last year, after being included in ocean shipping routes, which contributed to the increase in containers, especially transhipment. Among the ten ports that grew the most with respect to 2019, Spain managed to place one port, Las Palmas, sixth, with an increase of 15%.

FURTHER GROWTH 2022 / 2021

RK	PORT	2022	%22/21	2021
1	Klaipeda	1,048	+57%	667
2	Constanza	772	+22%	632
3	Trieste	878	+16%	757
4	Gioia Tauro (*)	3,600	+14%	3,147
5	Dunkirk	745	+14%	652
6	Gothenburg	885	+7%	828
7	HaminaKotka	629	+6%	594
8	Aarhus	759	+6%	718
9	Napoli	687	+5%	653
10	Koper	1,018	+2%	998

FURTHER GROWTH 2022 / 2019

RK	PORT	2022	%22/19	2019
1	Dunkirk	745	+64%	454
2	Klaipeda	1,048	+49%	703
3	Gioia Tauro (*)	3,600	+43%	2,523
4	Aarhus	759	+32%	574
5	Constanza	772	+16%	666
6	**Las Palmas**	**1,162**	**+15%**	**1,007**
7	Gothenburg	885	+15%	772
8	Trieste	878	+11%	790
9	Haropa	3,100	+9%	2,840
10	Marsaxlokk	2,900	+7%	2,720

Thousands of TEUs. Note (*) Estimates. Source: Port Authorities. Elaboration: Transporte XXI.

The war in Ukraine, which increased energy costs and caused a diversion of flows, together with the Chinese policy of 'zero covid', with closed ports and collapsed docks, ended up taking its toll on container traffic.

The top 30 ports of the European Union, a list which includes up to four Spanish enclaves, Valencia, Algeciras, Barcelona and Las Palmas, last year passed 93 million TEUs (Duisburg and Sines not included). This traffic figure, taking into account the indicated exceptions, represents a decrease of 2 percent, equalling the pre-pandemic records. This is reflected in the report that Transporte XXI produces every year based on the statistics provided by the port authorities themselves (see attached tables).

Rotterdam, top of the class

The ranking presents no novelties at the top of the table. At the top of the class is Rotterdam, which

LITTLE JOY IN CONTAINER TRAFFIC

The Italian port of Gioia Tauro is the only enclave of the top ten in the ranking which managed to close last year in positive, with an estimated traffic of 3.6 million TEUs, in the absence of official data from the close of the financial year, which represents an increase of 14%.

RK	PORT	COUNTRY	2022	%22/21	%22/19	2021	2020	2019
1	Roterdam	Netherlands	14,455	-6%	-2%	15,300	14,349	14,811
2	Amberes + Zeebrugge	Belgium	13,500	-5%	-0%	14,226	13,836	13,540
3	Hamburg	Germany	8,300	-5%	-10%	8,720	8,523	9,258
4	**Valencia**	**Spain**	**5,076**	**-9%**	**-7%**	**5,604**	**5,428**	**5,440**
5	**Algeciras**	**Spain**	**4,763**	**-1%**	**-7%**	**4,799**	**5,108**	**5,125**
6	Bremen/Bremerhaven	Germany	4,600	-8%	-5%	5,019	4,771	4,857
7	El Pireo	Greece	4,352	-7%	-23%	4,696	5,437	5,648
8	Duisburg	Germany	n.d.	-	-	4,300	4,200	4,000
9	Gioia Tauro (*)	Italy	3,600	+14%	+43%	3,147	3,193	2,523
10	**Barcelona**	**Spain**	**3,522**	**-0%**	**+6%**	**3,531**	**2,958**	**3,325**
11	Haropa	France	3,100	+0%	+9%	3,100	2,445	2,840
12	Marsaxlokk	Malta	2,900	-3%	+7%	2,990	2,440	2,720
13	Genova	Italy	2,533	-1%	-3%	2,558	2,353	2,615
14	Gdansk	Poland	2,072	-2%	-0%	2,118	1,924	2,073
15	Sines	Portugal	n.d.	-	-	1,824	1,612	1,423
16	Marseille	France	1,530	+2%	+5%	1,500	1,318	1,455
17	La Spezia	Italy	1,262	-8%	-10%	1,376	1,174	1,409
18	**Las Palmas**	**Spain**	**1,162**	**-1%**	**+15%**	**1,177**	**1,033**	**1,007**
19	Klaipeda	Lithuania	1,048	+57%	+49%	667	640	703
20	Koper	Slovenia	1,018	+2%	+6%	998	945	959
21	Gothenburg	Sweden	885	+7%	+15%	828	776	772
22	Trieste	Italy	878	+16%	+11%	757	776	790
23	Dublin	Ireland	823	-2%	+6%	843	758	774
24	Constanza	Romania	772	+22%	+16%	632	644	666
25	Livorno	Italy	752	-5%	-5%	791	716	790
	TOTAL 30		**92,561**	**-2%**	**-0%**	**94,834**	**90,418**	**92,589**

Thousands of TEUs. Note (*) Estimates. Source: : Port Authorities. Elaboration: Transporte XXI.

handled nearly 14.5 million TEUs last year, a fall of 5.5 per cent.

According to the port agency, the container sector was still affected by disruptions in the logistics chain due to strong demand for transport coupled with difficulties associated with pandemic-related stoppages and capacity problems. However, the main explanation for the drop in container traffic was Russia's invasion of Ukraine. Before the war, more than 8 per cent of Rotterdam's container traffic was Russian-related. The port had a market share of 40 per cent.

Next come the merged ports of Antwerp and Zeebrugge, which continue to close the gap. In 2022, the two ports moved 13.5 million TEUs, a decrease of 5.1 per cent.

The podium is completed by Hamburg. The German port closed last year with a throughput of 8.3 million TEUs, 4.8 per cent less than a year earlier.

The three giants of Northern Europe channel nearly 40 per cent of the traffic of the Top 30 European ports.

After the first three, the Spanish ports of Valencia and Algeciras close the Top 5.

The strong progress of container traffic in Klaipeda stands out in the ranking. The Lithuanian port, which exceeded one million TEUs last year, with a growth of 57.2 per cent, was included throughout last year in ocean shipping routes, which contributed to the increase in containers, especially transhipment. Compared to other ports on the east coast of the Baltic Sea, it grew the most. Among the fastest growing ports, the Romanian port of Constanta also stands out, with a 22.2 per cent increase and 772,000 TEUs in 2022.

EU PORT TRAFFICS IN 2022 | CONTAINERS

VALENCIA AND ALGECIRAS: TOP 5 EU

TWO SPANISH PORTS ARE CONSISTENTLY LOCATED AMONG THE EUROPEAN CONTANIER ELITE, AND TWO MORE (BARCELONA AND LAS PALMAS) ARE IN THE TOP 20

Spain can continue to boast in the container business with its two leading ports, Valencia and Algeciras, situated in the 'select club' of the top five in the European Union.

This is one of the main conclusions of the report drawn up by Transport XXI on the basis of the traffic of the main European ports. The TOP 20 container ports also include two more Spanish ports: Barcelona and Las Palmas (see graph on previous pages).

The first Spanish port in the ranking is Valencia. Despite the sharp fall in traffic last year (-9.4 per cent), it remains at the head of the national port system and occupies fourth position in the European ranking, with a throughput of more than 5 million TEUs.

The decline was mainly in transit traffic, with a drop of 416,137 units, 16.8 percent in relative terms with respect to 2021. These traffics have been diverted to other Mediterranean ports, mainly due to congestion problems in the Valencian terminals. Regarding full cargo containers (export), which reached almost one million, there was a drop of 7.6 percent, while full containers unloaded at the Valencian docks (import) increased by 1.6 percent, to 850,589 units. Empties fell by 5.6 per cent.

THE FIRST PORT IN THE SPANISH RANKING IS VALENCIA, FOURTH IN THE EU

The port management points out that "the drop in export traffic is a symptom of the economic health of the port's hinterland and reflects the fact that we are in a crisis where the main markets to which Spain exports are having a hard time". At the same time, they explain that "the low growth in imports is linked to the production of the companies and to internal consumption". On a positive note, they point out that the weight of the port in Spain's import/export remains at 40 percent, the same as in previous years.

5%

THE FALL IN TRAFFIC OF THE TOP 5 EU PORTS

Following Valencia is Algeciras, fifth in the European Union, after overtaking the German port of Bremen/Bremerhaven. The port's two container terminals, managed by APM Terminals Algeciras and TTI Algeciras, handled almost 4.8 million TEUs, a slight decrease of 0.8 per cent, counterbalanced by a 7 per cent increase in full import and export containers. The president of the port, Gerardo Landaluce, explained that "there has been a fall in international transhipment, but growth in national transhipment and in import/export traffic", with a flow of 450,271 TEUs in full containers. Landaluce, in this sense, valued the entry of 1,014 megaships into the port in 2022, which are the "fundamental lifeblood of the traffic in the port".

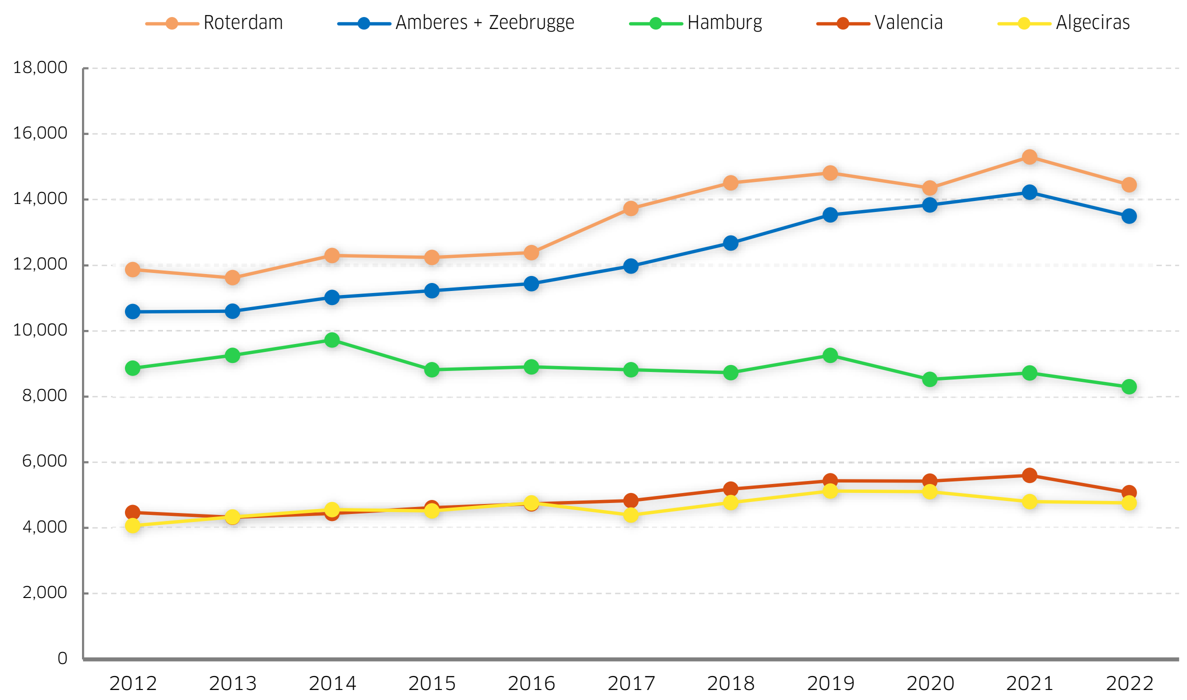
Barcelona, in the Top 10

The position of the port of Barcelona among the leading ports of Europe also stands out, closing the TOP 10. The port entity closed last year with a movement of 3.5 million TEUs, repeating practically the same records as in 2021 (-0.3 per cent). Full container traffic, which is a good reflection of the health of the economy, suffered from the slowdown in international maritime traffic, although to a lesser extent than in other ports in the region. Import containers (+3.4 per cent) and transit containers (+4.5 per cent) maintained positive figures and reached an all-time high, while export containers showed negative figures (-5.9 per cent).

Las Palmas also appears in the Top 20, in eighteenth place. The Port Authority closed 2022 with a traffic of 1.16 million TEUs (-1.3 per cent).

THE GAP REMAINS

The two giants of Northern Europe, Rotterdam and the merged Antwerp and Zeebrugge, are still light years ahead of the other EU ports in the container business.



Thousands of TEUs. Source: Port Authorities. Prepared by: Transporte XXI.

SPANISH PORTS TRAFFICS IN 2022 | GENERAL OVERVIEW

THE 2019 RECORD IS WITHIN REACH

PORT TRAFFIC REACHED 563.4 MILLION TONNES IN 2022, AN INCREASE OF 3.5%

The Spanish port system, made up of 46 ports of general interest, continues to take firm steps to recover the 49 million tonnes lost in 2020, marked by the pandemic confinement.

The 28 port authorities came close in 2022 to the historical maximum reached in 2019, which closed with a total traffic of 564.5 million tonnes. Specifically, Spanish ports last year moved 563.4 million tonnes through their docks, a growth of 3.5 per cent over the previous year, according to Puertos del Estado. According to the form of presentation, not including inland traffic, fishing and bunkering, the growth registered in 2022 is reduced to 3 per cent, with a movement of 548 million tonnes, almost four million less than in 2019 (see attached table).

By cargo type, dry bulk led the growth over the previous year, up 10.8 per cent, with more than 94 million tonnes, exceeding 2019 data by 3.6 per cent. Among the reasons for this progress, Puertos del Estado highlights the energy situation and the war in Ukraine, which has led to an increase in coal and petroleum coke traffic (+72 per cent) and also in cereals and their flours (+39.5 per cent).

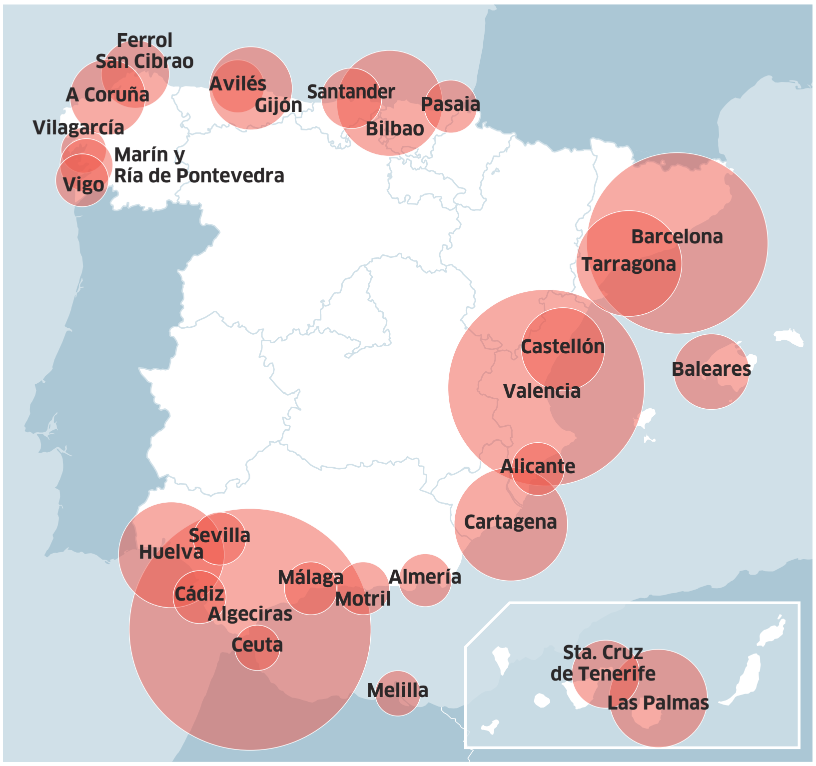
Liquid bulk, on the other hand, grew by 6.9 percent in 2022, to 182.6 million tonnes. In this section, the increase in products such as natural gas (+39.7 percent), petrol (+18.1 percent) and crude oil (+12.3 percent) stand out.

Container traffic falls

Finally, general cargo, the largest group with 271.2 million tonnes, almost half of port traffic, experienced a decrease of 1.8 percent. Within this chapter, the different performance of containerised general cargo stands out, with a drop of 5.4 percent, compared to conventional cargo, which soared by 7.3 percent. Container traffic, in this sense, once again surpassed the 17 million TEU barrier, but recorded a 3.2 percent drop, weighed down by the fall in containers in transit. This is a worrying figure in a scenario of strong competition, as transhipment means connectivity, and connectivity is competitiveness. On a positive note, the 2019 record in import-export traffic was surpassed, with more than 8.3 million tonnes.

HIGH CONCENTRATION OF TRAFFIC

The six leading ports in Spain in terms of freight traffic (Algeciras, Valencia, Barcelona, Cartagena, Bilbao and Huelva), concentrate 64% of the cargo handled by the port system as a whole, with a movement of more than 350 million tonnes, not including inland cargo, provisioning and fishing.



Million tonnes. 2022, preliminary. Source: Puertos del Estado

ALGECIRAS, THE FIRST OF THE CLASS

The Andalusian port again surpassed the barrier of 100 million tonnes in 2022.

				2022		
	2022	%22/21	%22/19	GENERAL C.	LIQUID BULK	DRY BULK
Bahía de Algeciras	100,739	+1%	-4%	70%	28%	1%
Valencia	79,189	-7%	-2%	90%	7%	3%
Barcelona	69,067	+6%	+5%	71%	22%	7%
Cartagena	36,448	+17%	+7%	3%	77%	20%
Bilbao	32,766	+5%	-8%	26%	62%	11%
Huelva	31,852	+5%	-5%	4%	78%	18%
Tarragona	29,386	-6%	-10%	8%	60%	32%
Las Palmas	26,310	+1%	+9%	69%	30%	1%
Castellón	20,907	-1%	+1%	7%	49%	44%
Gijón	19,043	+15%	+10%	7%	4%	89%
Baleares	15,399	+12%	-7%	88%	10%	2%
A Coruña	14,800	+26%	+10%	6%	58%	36%
Ferrol - San Cibrao	11,772	+18%	+5%	8%	33%	58%
S.C. Tenerife	11,666	+9%	-6%	65%	32%	4%
Santander	6,415	-5%	-2%	43%	4%	53%
Bahía de Cádiz	5,555	+15%	+28%	39%	27%	34%
Almería	5,501	-5%	-1%	27%	2%	71%
Vigo	4,552	-2%	+9%	93%	1%	7%
Avilés	4,444	-4%	-13%	22%	15%	63%
Málaga	4,341	-2%	+25%	66%	3%	32%
Sevilla	3,780	-10%	-13%	42%	11%	47%
Pasaia	3,268	-6%	+2%	72%	0%	28%
Alicante	3,213	+22%	+11%	47%	1%	52%
Motril	2152	-14%	-21%	7%	62%	32%
Marín - Pontevedra	2,077	-3%	-15%	50%	0%	50%
Vilagarcía	1,490	-1%	+13%	53%	20%	27%
Ceuta	1,258	+15%	-27%	45%	54%	0%
Melilla	565	-5%	-34%	84%	11%	5%
TOTAL	**547,954**	**+3%**	**+8%**	**49%**	**33%**	**17%**

Million tonnes. 2022, preliminary. Ship supply, fresh fish and local traffic not included. Source: Puertos del Estado

THE SPANISH PORTS REMAIN 1.13 MILLION TONNES FROM THE TRAFFIC RECORD

BACK TO NORMALITY

The Spanish ports hope to exceed their pre-pandemic traffic levels in 2023, in spite of the current difficult situation, marked by the war in the Ukraine and, above all, the exorbitant increase in energy costs, one of the main concerns of the maritime-port sector. "It is affecting the competitiveness of companies and putting future investments at risk". This is the warning of Anesco's secretary general, José Luis Romero, who believes that the government "should somehow subsidise the cost of these excessive energy increases, as it is doing with other sectors of the chain". The secretary general of the stevedoring employers' association also emphasises the future challenges facing the sector, such as new environmental legislation (Fit for 55 package), as well as the digitalisation and automation of port terminals.

SPANISH PORTS TRAFFICS IN 2022 | HISTORIC EVOLUTION

PORT AUTHORITIES BY TOTAL CARGO 2022

	2022	2021	2020	2019	2018	2015	2010	2007	2000	1990	1980	1970
BAHÍA DE ALGECIRAS												
Total Cargo (thousand tonnes)	100,739	99,378	103,596	104,882	102,544	91,950	65,435	69,462	44,016	24,538	21,813	8,118
General Cargo	71,000	70,587	74,731	73,331	69,062	62,475	40,321	47,193	22,984	6,932	2,980	257
Liquid Bulk	28,362	28,126	28,312	30,577	31,763	27,344	23,638	19,589	18,205	16,061	18,704	7,858
Dry Bulk	1,376	664	553	974	1,718	2,131	1,476	2,680	2,828	1,545	129	3
Port Throughput * (th tonnes)	108,253	105,076	107,323	109,415	107,361	98,224	70,276	74,697	47,560	26,347	22,954	8,274
Containers (TEUs)	4,762,808	4,799,497	5,107,873	5,125,385	4,773,158	4,515,768	2,806,884	3,420,533	2,009,122	552,555	240,488	-
VALENCIA												
Total Cargo (thousand tonnes)	79,189	84,851	80,545	80,728	76,426	69,601	63,741	53,255	25,218	11,976	7,821	4,025
General Cargo	71,014	78,824	76,012	75,418	71,972	63,102	55,979	40,389	18,839	6,527	2,834	1,165
Liquid Bulk	5,846	3,868	2,673	3,120	1,910	3,814	5,171	5,543	1,741	2,113	2,074	1,419
Dry Bulk	2,329	2,159	1,859	2,190	2,544	2,685	2,591	7,323	4,638	3,336	2,913	1,441
Port Throughput * (th tonnes)	79,586	85,270	80,882	81,064	76,621	70,084	64,029	53,594	25,394	12,172	8,004	4,103
Containers (TEUs)	5,076,206	5,604,478	5,428,307	5,439,827	5,182,665	4,615,196	4,206,937	3,042,665	1,308,010	387,162	117,916	-
BARCELONA												
Total Cargo (thousand tonnes)	69,067	64,973	58,471	65,958	65,895	45,921	42,758	50,046	29,805	18,030	16,364	9,811
General Cargo	49,013	48,169	41,596	45,754	46,340	29,440	27,647	35,185	17,585	6,444	4,312	2,920
Liquid Bulk	15,505	12,345	12,862	16,132	15,298	12,055	11,575	10,991	8,966	7,438	6,135	3,224
Dry Bulk	4,549	4,460	4,013	4,071	4,257	4,426	3,535	3,870	3,254	4,148	5,918	3,667
Port Throughput * (th tonnes)	70,893	66,411	59,497	67,693	67,756	47,050	43,679	51,389	30,160	18,421	16,839	10,087
Containers (TEUs)	3,522,280	3,531,324	2,958,040	3,324,651	3,422,978	1,965,241	1,931,033	2,610,100	1,387,570	447,920	186,470	-
CARTAGENA												
Total Cargo (thousand tonnes)	36,448	31,036	32,708	34,099	33,733	32,579	19,173	23,940	17,232	13,684	13,461	15,705
General Cargo	989	967	1,078	1,255	1,460	1,284	937	1,036	481	1,150	406	319
Liquid Bulk	27,988	24,047	25,161	26,008	25,676	25,741	15,122	17,532	13,751	11,245	11,673	14,941
Dry Bulk	7,470	6,021	6,469	6,836	6,597	5,554	3,114	5,371	3,000	1,289	1,382	446
Port Throughput * (th tonnes)	36,641	31,213	32,895	34,282	33,942	32,670	19,230	24,047	17,349	13,794	13,767	16,039
Containers (TEUs)	50,032	50,579	57,072	67,606	84,156	91,726	64,489	47,036	39,501	21,446	8,912	-
BILBAO												
Total Cargo (thousand tonnes)	32,766	31,183	29,544	35,446	35,583	32,400	33,662	38,423	27,519	25,205	21,812	9,565
General Cargo	8,561	8,767	7,719	9,944	10,335	9,672	9,446	9,908	8,302	4,376	3,604	3,317
Liquid Bulk	20,453	17,765	18,157	20,822	20,491	18,200	19,763	22,682	14,764	14,413	13,124	2,225
Dry Bulk	3,753	4,651	3,668	4,681	4,758	4,528	4,452	5,832	4,453	6,416	5,084	4,024
Port Throughput * (th tonnes)	32,890	31,299	29,645	35,561	35,695	32,875	34,666	40,014	28,639	30,066	24,234	11,026
Containers (TEUs)	496,624	538,917	485,777	628,426	638,447	627,302	531,457	554,558	434,362	189,005	89,999	-

PORT AUTHORITIES BY TOTAL CARGO 2022

	2022	2021	2020	2019	2018	2015	2010	2007	2000	1990	1980	1970
HUELVA												
Total Cargo (thousand tonnes)	**31,852**	**30,402**	**29,673**	**33,577**	**32,767**	**27,216**	**22,121**	**21,783**	**17,806**	**10,009**	**9,885**	**8,595**
General Cargo	1,326	1,190	1,300	1,145	985	480	283	716	934	379	391	168
Liquid Bulk	24,803	24,182	23,486	26,676	25,120	21,599	16,505	13,463	11,665	6,263	5,245	5,464
Dry Bulk	5,722	5,030	4,887	5,756	6,662	5,137	5,333	7,604	5,207	3,366	4,250	2,964
Port Throughput * (th tonnes)	**32,078**	**30,686**	**29,919**	**33,814**	**32,967**	**27,375**	**22,431**	**21,898**	**17,871**	**10,138**	**10,078**	**8,867**
Containers (TEUs)	80,442	80,589	83,802	73,978	69,016	7,834	0	0	0	2	751	-
TARRAGONA												
Total Cargo (thousand tonnes)	**29,386**	**31,168**	**26,341**	**32,708**	**32,001**	**32,935**	**32,600**	**35,920**	**27,357**	**24,244**	**19,458**	**4,391**
General Cargo	2,392	2,283	1,541	1,779	2,168	2,237	3,655	1,699	932	616	859	581
Liquid Bulk	17,671	21,141	18,320	21,211	19,844	22,306	19,494	20,595	17,190	17,067	14,076	2,192
Dry Bulk	9,323	7,744	6,481	9,719	9,988	8,391	9,452	13,626	9,235	6,561	4,523	1,618
Port Throughput * (th tonnes)	**29,694**	**31,276**	**26,509**	**32,802**	**32,084**	**33,035**	**32,773**	**36,140**	**27,573**	**24,826**	**19,832**	**4,447**
Containers (TEUs)	83,333	54,759	43,788	47,985	58,106	89,862	255,407	47,136	44,855	18,327	5,021	-
LAS PALMAS												
Total Cargo (thousand tonnes)	**26,310**	**25,929**	**23,437**	**24,169**	**24,343**	**20,981**	**20,444**	**24,507**	**14,300**	**7,507**	**4,121**	**4,715**
General Cargo	18,159	17,249	15,223	15,646	16,720	14,112	15,175	18,217	8,737	4,021	2,330	1,493
Liquid Bulk	7,788	8,257	7,818	8,070	7,148	6,386	4,520	4,674	4,129	2,779	1,415	3,036
Dry Bulk	363	424	397	453	474	484	750	1,616	1,434	707	377	186
Port Throughput * (th tonnes)	**28,836**	**28,209**	**25,768**	**26,690**	**26,974**	**23,580**	**22,615**	**26,695**	**16,206**	**9,715**	**5,993**	**8,501**
Containers (TEUs)	1,161,737	1,176,501	1,033,486	1,006,853	1,140,545	901,101	1,113,262	1,317,320	621,104	216,724	64,224	-
CASTELLÓN												
Total Cargo (thousand tonnes)	**20,907**	**21,202**	**18,507**	**20,697**	**21,108**	**16,445**	**12,447**	**13,087**	**9,845**	**7,845**	**5,443**	**5,877**
General Cargo	1,487	1,904	1,978	2,998	3,289	3,154	1,838	1,829	612	477	663	233
Liquid Bulk	10,264	9,913	9,802	10,602	10,394	8,654	7,667	7,354	7,670	6,933	4,579	5,325
Dry Bulk	9,156	9,385	6,727	7,097	7,425	4,637	2,941	3,903	1,563	435	202	319
Port Throughput * (th tonnes)	**20,942**	**21,237**	**18,542**	**20,721**	**21,138**	**16,474**	**12,484**	**13,148**	**9,889**	**7,895**	**5,509**	**5,990**
Containers (TEUs)	103,254	129,877	130,972	202,828	229,093	214,663	103,956	101,929	19,783	3,835	12,648	-
GIJÓN												
Total Cargo (thousand tonnes)	**19,043**	**16,619**	**16,103**	**17,371**	**19,654**	**21,179**	**15,590**	**20,531**	**19,485**	**11,570**	**12,388**	**6,145**
General Cargo	1,317	1,653	1,846	1,887	1,691	1,359	958	756	616	247	758	591
Liquid Bulk	829	756	641	895	769	915	1,237	1,470	1,451	1,244	1,966	780
Dry Bulk	16,897	14,210	13,616	14,589	17,193	18,905	13,394	18,305	17,418	10,079	9,664	4,775
Port Throughput * (th tonnes)	**19,072**	**16,668**	**16,131**	**17,392**	**19,699**	**21,278**	**15,719**	**20,782**	**19,807**	**11,801**	**12,558**	**6,291**
Containers (TEUs)	46,042	57,559	84,735	75,857	79,294	61,922	35,570	13,849	19,204	6,507	491	-

Transporte XXI
2023, April

SPANISH PORTS TRAFFICS IN 2022 | HISTORIC EVOLUTION

PORT AUTHORITIES BY TOTAL CARGO 2022

	2022	2021	2020	2019	2018	2015	2010	2007	2000	1990	1980	1970
BALEARES												
Total Cargo (thousand tonnes)	15,399	13,727	12,327	16,524	16,207	13,318	11,576	14,416	10,230	6,122	2,664	1,745
General Cargo	13,494	12,256	10,823	13,757	13,096	10,577	7,953	9,894	6,726	3,784	1,616	789
Liquid Bulk	1,523	1,115	979	1,544	1,696	1,525	1,763	2,207	1,622	1,099	846	521
Dry Bulk	382	357	525	1,224	1,415	1,216	1,860	2,315	1,882	1,239	202	436
Port Throughput * (th tonnes)	15,487	13,773	12,367	16,812	16,454	13,526	11,722	14,662	10,574	6,389	3,094	2,029
Containers (TEUs)	97,222	106,942	91,883	120,400	121,437	89,640	78,425	194,271	282,451	171,486	93,965	-
A CORUÑA												
Total Cargo (thousand tonnes)	14,800	11,783	10,505	13,451	15,292	13,764	11,876	13,877	11,655	11,380	8,715	6,722
General Cargo	897	853	840	1,006	1,102	938	1,099	1,375	296	181	910	85
Liquid Bulk	8,514	7,997	7,116	8,970	9,337	7,914	7,586	8,361	7,632	9,078	6,551	5,972
Dry Bulk	5,388	2,934	2,548	3,475	4,853	4,912	3,192	4,141	3,727	2,121	1,254	664
Port Throughput * (th tonnes)	14,897	11,878	10,599	13,697	15,704	14,153	12,265	14,347	12,614	12,590	9,298	7,184
Containers (TEUs)	10	3	3	6	27	152	5,623	8,476	2	193	1,177	-
FERROL - SAN CIBRAO												
Total Cargo (thousand tonnes)	11,772	9,943	10,021	11,170	13,675	12,760	10,681	11,039	8,456	1,243	806	609
General Cargo	978	777	713	763	762	725	629	834	588	223	224	205
Liquid Bulk	3,938	3,172	2,936	2,312	2,156	2,194	2,617	1,478	823	46	130	73
Dry Bulk	6,856	5,994	6,371	8,095	10,757	9,840	7,435	8,727	7,045	974	451	330
Port Throughput * (th tonnes)	11,787	9,964	10,035	11,183	13,708	12,777	10,709	11,060	8,499	1,278	864	766
Containers (TEUs)	37,101	16,844	12,473	8,278	4,532	958	440	8,244	63	0	0	-
SANTA CRUZ DE TENERIFE												
Total Cargo (thousand tonnes)	11,666	10,681	10,447	12,441	12,360	12,041	14,823	18,751	15,881	12,026	12,903	14,344
General Cargo	7,568	7,196	6,671	7,208	7,411	5,902	5,781	7,449	5,851	3,411	1,779	1,354
Liquid Bulk	3,689	3,035	3,397	4,811	4,502	5,733	8,223	9,586	8,529	7,650	10,590	12,863
Dry Bulk	409	449	378	422	447	407	819	1,716	1,502	965	535	127
Port Throughput * (th tonnes)	12,273	11,130	10,950	13,094	13,052	12,618	15,968	19,874	16,974	13,198	14,580	15,965
Containers (TEUs)	479,699	435,909	376,762	410,968	508,891	345,457	357,472	486,697	393,371	150,306	80,426	-
SANTANDER												
Total Cargo (thousand tonnes)	6,415	6,737	5,838	6,557	5,957	5,560	4,947	6,187	5,262	4,082	4,300	3,163
General Cargo	2,762	2,991	2,598	2,587	2,304	1,770	1,657	1,387	1,240	773	755	711
Liquid Bulk	242	208	214	324	340	271	411	424	379	690	1,631	1,342
Dry Bulk	3,410	3,538	3,026	3,647	3,314	3,519	2,880	4,375	3,643	2,619	1,915	1,110
Port Throughput * (th tonnes)	6,455	6,768	5,867	6,586	5,984	5,641	5,014	6,261	5,349	4,141	4,410	3,340
Containers (TEUs)	29,557	37,758	26,149	14,316	10,539	1,165	1,520	330	3,358	380	2,665	-
BAHÍA DE CÁDIZ												
Total Cargo (thousand tonnes)	5.555	4.827	4.361	4.342	3.839	3.248	3.834	7.143	4.490	2.820	1.052	2.233
General Cargo	2.190	2.438	1.646	1.151	1.415	1.328	2.042	2.659	2.499	1.783	743	474
Liquid Bulk	1.472	1.081	1.271	1.332	687	296	105	78	217	250	101	0
Dry Bulk	1.893	1.308	1.444	1.859	1.736	1.624	1.687	4.406	1.775	786	208	1.758
Port Throughput * (th tonnes)	5.715	4.943	4.449	4.443	3.956	3.411	4.006	7.254	4.653	3.145	1.285	2.423
Containers (TEUs)	217.641	214.868	108.914	57.839	68.544	67.312	109.187	143.662	76.361	79.095	44.631	-
**ALMERÍA ** **												
Total Cargo (thousand tonnes)	5.501	5.780	4.782	5.558	6.965	6.391	3.774	6.733	8.875	6.721	4.530	1.451
General Cargo	1.483	1.451	1.214	1.089	585	605	557	660	547	305	142	92
Liquid Bulk	104	141	107	57	44	23	4	8	991	232	418	359
Dry Bulk	3.914	4.189	3.461	4.412	6.337	5.763	3.213	6.065	7.337	6.183	3.970	1.000
Port Throughput * (th tonnes)	5.584	5.829	4.827	5.640	7.061	6.465	3.863	6.887	8.964	6.803	4.590	1.500
Containers (TEUs)	22.068	25.270	23.924	23.476	9.361	6.102	2.763	65	255	828	0	-
VIGO												
Total Cargo (thousand tonnes)	4.552	4.643	4.337	4.165	4.136	4.027	3.977	5.030	3.511	2.695	1.866	1.783
General Cargo	4.216	4.254	3.978	3.820	3.770	3.680	3.423	4.316	2.962	1.382	658	260
Liquid Bulk	32	52	58	47	94	60	95	82	45	888	789	523
Dry Bulk	304	337	301	298	272	288	459	632	504	424	418	1.000
Port Throughput * (th tonnes)	4.715	4.809	4.496	4.387	4.362	4.293	4.352	5.526	3.877	3.225	2.545	2.428
Containers (TEUs)	226.121	239.302	228.728	216.500	220.466	223.699	213.123	244.065	145.460	67.348	19.299	-
AVILÉS												
Total Cargo (thousand tonnes)	4.444	4.620	4.051	5.088	4.968	5.109	4.541	5.547	4.074	3.749	5.061	5.845
General Cargo	997	1.138	856	1.572	1.174	1.218	1.170	1.486	1.095	1.846	1.419	1.960
Liquid Bulk	651	602	675	718	620	631	623	609	650	554	355	81
Dry Bulk	2.795	2.880	2.519	2.797	3.174	3.260	2.747	3.451	2.329	1.349	3.286	3.804
Port Throughput * (th tonnes)	4.513	4.705	4.122	5.146	5.025	5.174	4.590	5.606	4.138	3.823	5.142	5.976
Containers (TEUs)	0	22	0	4	5	0	0	8.590	12	0	0	-
MÁLAGA												
Total Cargo (thousand tonnes)	4.341	4.429	2.701	3.486	3.222	2.270	2.262	6.251	3.646	9.141	8.019	3.888
General Cargo	2.849	2.691	1.062	1.938	1.438	794	1.435	4.538	395	568	717	265
Liquid Bulk	115	237	212	84	81	106	55	109	1.998	7.639	6.589	3.305
Dry Bulk	1.377	1.501	1.428	1.465	1.702	1.370	773	1.604	1.253	934	713	318
Port Throughput * (th tonnes)	4.414	4.493	2.764	3.590	3.320	2.335	2.354	6.375	3.765	9.242	8.171	4.017
Containers (TEUs)	227.873	236.811	123.871	209.226	125.035	43.369	298.401	542.405	4.062	3.051	4.018	-

PORT AUTHORITIES BY TOTAL CARGO 2022

	2022	2021	2020	2019	2018	2015	2010	2007	2000	1990	1980	1970
SEVILLA												
Total Cargo (thousand tonnes)	3,780	4,179	4,202	4,356	4,413	4,657	4,366	4,718	4,480	3,036	3,329	2,495
General Cargo	1,574	1,659	1,638	1,769	1,973	2,309	1,999	2,049	1,522	737	881	607
Liquid Bulk	421	360	347	293	269	274	233	325	262	176	1,034	1,190
Dry Bulk	1,785	2,160	2,217	2,294	2,171	2,074	2,133	2,344	2,695	2,123	1,414	697
Port Throughput * (th tonnes)	3,815	4,205	4,229	4,394	4,436	4,689	4,366	4,765	4,492	3,070	3,414	2,582
Containers (TEUs)	141,074	135,742	126,163	136,627	138,130	161,671	152,612	135,040	91,095	30,811	22,505	-
PASAIA												
Total Cargo (thousand tonnes)	3,268	3,494	2,993	3,198	3,089	3,739	3,840	5,024	4,605	3,737	4,945	3,236
General Cargo	2,364	2,390	1,984	2,167	2,086	2,044	2,183	2,246	1,630	2,329	2,537	1,014
Liquid Bulk	0	0	0	0	0	0	0	0	160	583	1,393	996
Dry Bulk	904	1,104	1,009	1,031	1,003	1,694	1,657	2,778	2,816	824	1,016	1,225
Port Throughput * (th tonnes)	3,312	3,537	3,037	3,245	3,138	3,793	3,898	5,074	4,671	3,824	5,233	3,566
Containers (TEUs)	0	0	4,366	0	15	3,266	0	0	0	19,379	4,065	-
ALICANTE												
Total Cargo (thousand tonnes)	3,213	2,634	2,715	2,896	3,161	2,587	2,189	3,598	2,981	2,500	2,513	1,367
General Cargo	1,523	1,292	1,284	1,424	1,508	1,286	1,335	1,852	1,305	711	1,450	660
Liquid Bulk	30	42	34	32	61	57	128	176	161	1,079	889	443
Dry Bulk	1,659	1,300	1,397	1,441	1,593	1,244	727	1,570	1,514	710	174	263
Port Throughput * (th tonnes)	3,235	2,647	2,731	2,919	3,191	2,617	2,203	3,652	3,047	2,556	2,552	1,405
Containers (TEUs)	210,340	173,058	158,031	171,270	162,571	133,880	147,308	179,259	113,110	39,883	58,222	-
MOTRIL **												
Total Cargo (thousand tonnes)	2,152	2,512	2,194	2,737	2,820	1,956	1,926	2,733	-	-	-	-
General Cargo	147	172	256	794	920	341	170	216	-	-	-	-
Liquid Bulk	1,327	1,598	1,399	1,324	1,341	1,162	1,283	1,544	-	-	-	-
Dry Bulk	678	742	539	618	558	452	473	973	-	-	-	-
Port Throughput * (th tonnes)	2,171	2,530	2,215	2,776	2,853	1,987	1,941	2,753	-	-	-	-
Containers (TEUs)	12	0	67	613	343	183	2,965	2	-	-	-	-
MARÍN - PONTEVEDRA												
Total Cargo (thousand tonnes)	2,077	2,146	2,057	2,438	2,514	2,114	1,938	1,908	1,567	533	409	295
General Cargo	1,038	1,188	1,192	1,550	1,584	1,115	978	970	863	192	211	126
Liquid Bulk	0	0	0	0	0	0	0	0	0	19	2	26
Dry Bulk	1,040	958	865	889	930	999	961	938	704	322	197	144
Port Throughput * (th tonnes)	2,118	2,178	2,088	2,472	2,542	2,142	1,979	1,965	1,684	659	511	631
Containers (TEUs)	45,988	41,099	44,288	76,645	87,405	42,654	48,685	46,548	29,147	401	0	-
VILAGARCÍA												
Total Cargo (thousand tonnes)	1,490	1,504	1,205	1,315	1,208	1,025	729	1,191	990	415	504	185
General Cargo	789	804	657	653	592	527	131	205	289	79	166	105
Liquid Bulk	300	274	233	183	168	95	189	416	279	115	42	22
Dry Bulk	401	426	314	480	448	403	409	570	421	220	295	58
Port Throughput * (th tonnes)	1,498	1,511	1,210	1,321	1,211	1,030	738	1,199	1,002	511	1,253	347
Containers (TEUs)	33,135	33,937	35,890	41,257	35,039	30,573	589	9	0	0	0	-
CEUTA												
Total Cargo (thousand tonnes)	1,258	1,094	1,296	1,729	1,711	1,649	1,955	2,079	2,266	2,825	1,834	809
General Cargo	569	599	560	833	845	997	872	958	723	888	537	188
Liquid Bulk	684	479	715	872	834	627	944	1,045	1,479	1,898	1,258	612
Dry Bulk	6	16	21	25	32	26	139	76	64	39	39	9
Port Throughput * (th tonnes)	1,931	1,573	1,852	2,502	2,448	2,110	2,625	2,643	2,896	3,596	2,504	1,519
Containers (TEUs)	5,365	5,874	6,020	10,798	11,129	18,191	9,546	13,942	11,480	4,042	840	-
MELILLA												
Total Cargo (thousand tonnes)	565	595	621	859	868	1,009	818	803	783	458	324	1,042
General Cargo	473	491	518	776	787	935	703	683	633	408	208	175
Liquid Bulk	64	65	65	76	76	70	72	68	86	35	41	39
Dry Bulk	28	39	38	7	5	3	43	52	63	14	75	828
Port Throughput * (th tonnes)	566	602	625	864	874	1,032	835	829	802	470	359	1,101
Containers (TEUs)	5,712	7,919	11,276	17,955	22,206	34,356	22,389	22,148	18,049	6,134	856	-
SPANISH PORTS TOTAL												
Total Cargo (thousand tonnes)	547,954	532,069	505,577	551,946	550,458	488,428	418,023	467,979	326,335	232,400	212,494	133,080
General Cargo	271,169	276,231	261,514	274,012	267,373	224,405	190,355	200,707	109,186	51,105	38,725	22,093
Containerished	187,568	198,283	193,783	195,290	191,028	159,276	137,813	139,350	66,860	22,913	10,357	-
Non containerished	83,601	77,948	67,732	78,723	76,344	65,129	52,542	61,357	42,327	28,192	28,367	-
Liquid Bulk	182,615	170,857	166,991	187,090	180,719	168,051	149,023	150,411	124,845	118,330	114,374	75,340
Dry Bulk	94,169	84,981	77,071	90,844	102,366	95,972	78,644	116,861	92,304	62,965	59,395	35,648
Other (th tonnes)	15,420	12,351	9,997	12,558	13,099	14,010	13,305	15,158	12,114	15,635	14,494	13,007
Fresh fish	147	163	163	205	224	220	235	230	282	947	1,325	1,219
Ship supply	11,488	9,506	7,899	10,047	10,295	10,182	9,715	10,953	8,444	7,788	9,492	9,656
Local traffic	3,785	2,682	1,935	2,306	2,579	3,607	3,355	3,975	3,388	6,900	3,677	2,131
Port Throughput * (th tonnes)	563,374	544,420	515,574	564,504	563,557	502,438	431,327	483,137	338,449	248,035	226,988	146,087
Containers (TEUs)	17,161,676	17,735,438	16,792,659	17,509,574	17,203,134	14,293,243	12,500,043	13,188,879	7,051,787	2,416,820	1,157,370	-
Vessels	157,020	138,889	117,829	170,944	167,119	146,732	122,695	130,211	119,790	98,530	107,482	104,469

Provisional 2022 data. (*): Includes fresh fish, ship supply and local traffic. (**): Motril was part of Almería Port Authority until 2005. Source: Puertos del Estado.

Transporte XXI
2023, April

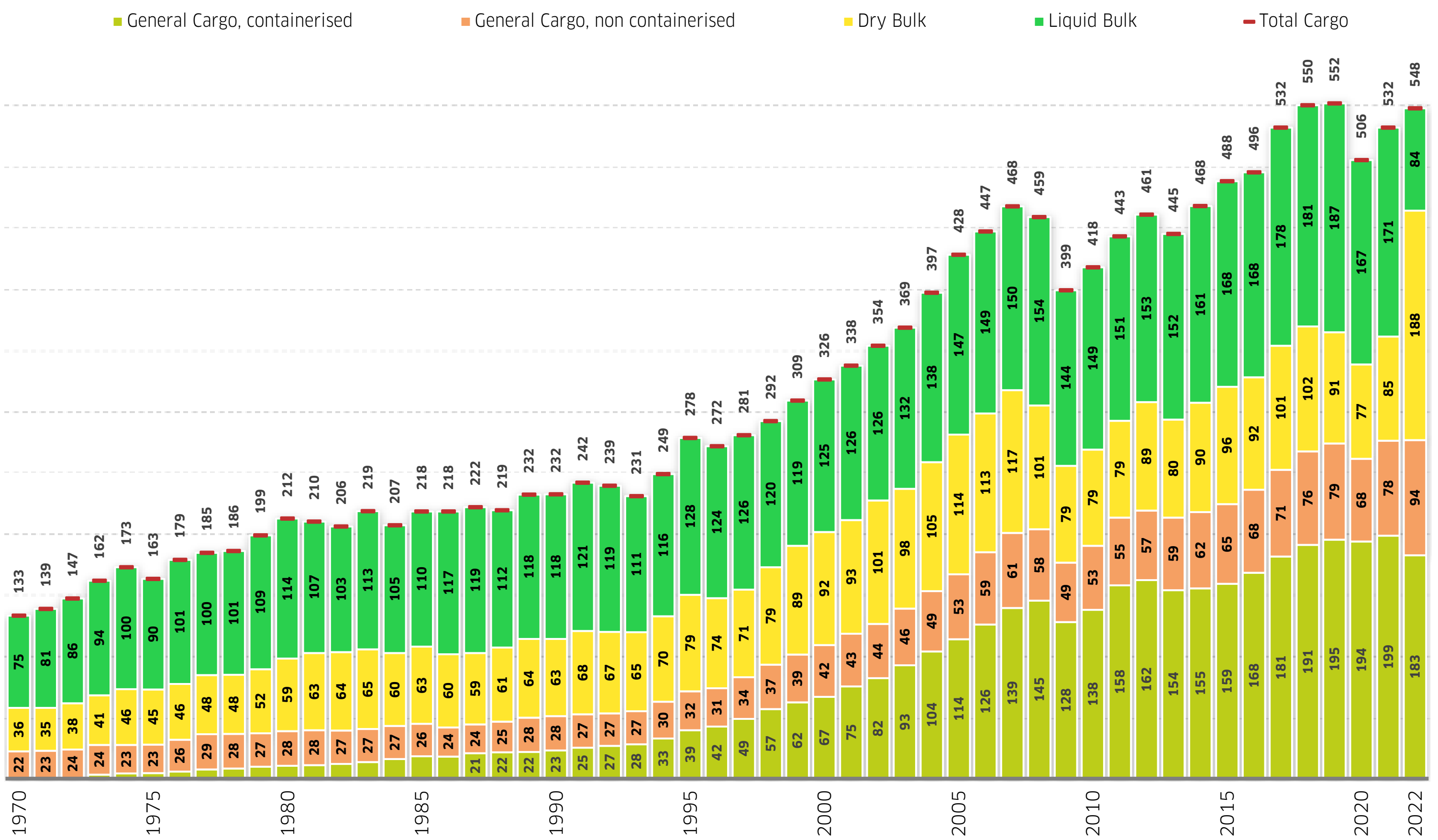
SPANISH PORTS TRAFFICS 2022 | **HISTORIC EVOLUTION**

HISTORICAL SUMMARY OF TRAFFIC IN SPANISH PORTS

	TOTAL	TOTAL	BULK		GENERAL CARGO			TEUS				SHIP		LOCAL		VESSELS		CRUISE
	TRAFFIC	THROUGHPUT	LIQUID	DRY	TOTAL	CONTAIN.	NON CONT.	TOTAL	TRANSIT	IMP-EXP	CABOTAGE	SUPPLY	BUNKERING	TRAFFIC	RO-RO	MERCHANT	CRUISES	PASSENGERS
1970	146.09	133.08	75.34	35.65	22.09	-	-	-	-	-	-	9.66	-	2.13	-	104,469	-	-
1975	176.12	163.32	90.44	45.21	27.67	4.36	23.31	435	-	-	-	8.72	-	2.88	-	109,779	-	-
1980	226.99	212.49	114.37	59.40	38.72	10.36	28.37	1,157	-	-	-	9.49	-	3.68	-	107,482	-	-
1985	231.55	218.42	110.50	63.14	44.78	18.29	26.48	1,859	-	-	-	8.51	-	3.51	-	83,490	-	-
1990	248.03	232.40	118.33	62.97	51.10	22.91	28.19	2,417	-	-	-	7.79	-	6.90	-	98,530	-	-
1995	290.70	278.43	128.21	78.91	71.30	39.36	31.94	3,949	-	-	-	7.39	-	4.24	-	95,005	-	-
2000	338.45	326.34	124.85	92.30	109.19	66.86	42.33	7,052	-	-	-	8.44	5.53	3.39	-	119,790	-	-
2005	442.00	428.20	146.99	114.10	167.11	113.84	53.27	11,049	5,199	-	-	10.45	7.15	3.12	38.68	117,149	3,112	3,994
2006	462.16	447.28	148.81	113.45	185.03	125.78	59.24	12,044	5,839	-	-	10.65	7.40	3.99	43.02	119,819	3,111	4,089
2007	483.14	467.98	150.41	116.86	200.71	139.35	61.36	13,189	6,771	4,340	2,217	10.95	7.66	3.98	44.61	130,211	3,547	5,034
2008	473.82	459.05	153.96	101.35	203.74	145.40	58.33	13,335	7,014	4,343	1,976	10.83	7.59	3.73	42.75	121,713	3,612	5,884
2009	413.04	399.24	143.53	79.13	176.58	127.93	48.65	11,749	6,367	3,725	1,652	10.48	7.62	3.08	38.12	113,717	3,367	6,063
2010	431.33	418.02	149.02	78.64	190.36	137.81	52.54	12,500	6,587	3,729	1,616	9.71	7.34	3.36	39.84	122,695	3,616	7,132
2011	457.97	443.26	150.75	79.25	213.26	157.97	55.29	13,920	7,689	4,615	1,585	10.94	8.14	3.53	41.53	140,383	3,896	8,020
2012	475.20	461.06	153.38	88.58	219.10	162.14	56.96	14,085	7,689	4,892	1,496	10.43	8.31	3.48	41.68	133,582	3,722	7,597
2013	458.53	445.37	151.82	80.23	213.32	153.96	59.36	13,897	7,344	5,028	1,524	9.83	7.73	3.10	44.43	131,127	3,846	7,671
2014	482.08	468.10	160.71	89.56	217.83	155.49	62.34	14,206	7,612	4,950	1,644	10.10	8.04	3.64	48.01	138,705	3,703	7,711
2015	502.44	488.43	168.05	95.97	224.41	159.28	65.13	14,293	7,427	5,106	1,729	10.18	8.08	3.61	51.15	146,732	3,857	8,647
2016	509.50	495.61	167.58	91.99	236.03	168.29	67.74	15,154	7,923	5,272	1,927	10.32	8.20	3.34	53.45	151,564	3,920	8,694
2017	545.22	532.14	178.24	101.43	252.47	181.45	71.01	15,952	8,501	5,478	1,972	10.12	7.99	2.72	58.07	155,631	4,238	9,282
2018	563.56	550.46	180.72	102.37	267.37	191.03	76.34	17,203	9,268	5,900	2,029	10.30	8.14	2.58	62.68	167,119	4,361	10,170
2019	564.50	551.95	187.09	90.84	274.01	195.29	78.72	17,510	9,406	6,058	2,010	10.05	7.99	2.31	62.78	170,944	4,236	10,665
2020	515.57	505.58	166.99	77.07	261.51	193.78	67.73	16,793	9,382	5,606	1,804	7.90	6.54	1.93	57.08	117,829	744	1,369
2021	544.42	532.06	170.85	84.98	276.23	198.28	77.94	17,735	9,414	6,311	2,010	9.50	8.13	2.68	65.29	138,889	2,104	2,219
2022	563.74	547.95	182.61	94.16	271.16	187.56	83.60	17,161	8,823	6,244	2,094	11.48	9.78	3.78	70.89	157,020	4,525	8,151

Data in millions of tonnes, except containers (thousands of TEUs), passengers (thousands) and vessels (units). Source: Puertos del Estado. **Increase** / **Drop** (Compared to previous year) **Records**

EVOLUTION OF FREIGHT CARGO IN SPANISH PORTS



Million tonnes. 2022, preliminary. Source: Puertos del Estado.

In a year, ships arriving at the Port of Barcelona will be able to connect to the electricity grid and stop their engines once moored

The energy transition will transform the Port of Barcelona into a renewable energy hub

The mobility of the future will be sustainable or it will not happen at all. Sales of electric cars are increasing year after year in the automotive market and, at industrial level, hydrogen produced using electricity from renewable sources is emerging as the best option for powering trucks and buses.

Maritime transport is no stranger to this transformation and the major shipping companies are rolling out plans to run their fleets on 100% environmentally-friendly fuels such as ammonia or biomethane.

The objective is to eliminate the emissions generated by maritime trade, be it from ships as they ply the oceans or from port operations on land. It is here that the Port of Barcelona helps to decarbonise port activity, using electricity as the driver. There is no consensus as yet on the best fuel for powering ships on their long ocean voyages, but it is clear that once they reach port, emissions must be reduced by turning off their engines and running them on renewable green energy while they are docked.

The Port of Barcelona will connect the first ships to the electricity grid at the end of the year

The global fleet already has ships equipped with dock connection systems and the Port of Barcelona has been working for years to build the infrastructure to supply this energy. Through the €110 million Nexigen project, the Port will roll out a medium-voltage network throughout the port area and equip the main terminals with OPS (Onshore Power Supply) systems, which comprise the connections required to supply electricity to ships.

This April, work will begin on the first OPS, a pilot test that will be installed in the Port of Barcelona's BEST terminal which, together with a second OPS in the ferry terminal, will be operational by the end of the year. In parallel, however, the Port of Barcelona has also taken a fundamental step forward by opening the tender for the electrical substation that will be at the heart of this entire network to decarbonise port activity.

Once permission has been obtained to connect to the future substation that Red Eléctrica will build next to the Ronda Litoral ringroad, the Port substation will come onstream in 2025 and will be the cornerstone of the wharf electrification project. In fact, the network will be rolled out in parallel with the construction of the substation, including significant engineering works such as underwater drilling to create a service gallery below the main channel of the Port, connecting the Energy wharf with the Adossat wharf.

The aim is to execute the different parts of the project at the same time in order to connect the ships as soon as possible. The first cruise ships will be connected in 2026. Four years later, in 2030, all cruise ship berthing points, the Prat container wharf and the ferry terminals of the Sant Bertran wharf and the Costa wharf will be electrified, removing 66,000 tonnes of CO2 and 1,234 tonnes of NOx emissions from port activity and thereby improving air quality around the Port.

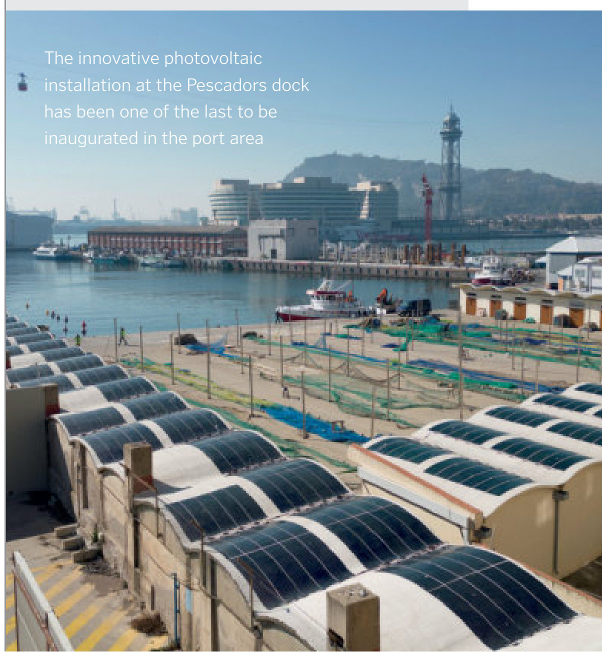
The Catalan Port will become a hub that produces and supplies renewable energy while simultaneously decarbonising port activity

Locally-sourced energy

Nexigen, however, is so much more than a power grid. It is an energy paradigm shift with which the Port of Barcelona not only aspires to supply clean energy but also aims to produce it. The more than 1,100 hectares occupied by the port area have a photovoltaic potential of between 92 and 100 MW and about 120 GWh/year if photovoltaic panels were installed on all the roofs and surfaces currently available, covering 50% of the Port's estimated electricity consumption.

The entire Port Community is already moving in this direction, with a constant trickle of new photovoltaic installations in the many warehouses and facilities in the port area. One of the latest installations to be opened was that of the houses on the Fishermen's wharf, the first of an innovative energy community that will allow the ice factory and other facilities of the Fishermen's Guild of Barcelona to run on renewable energy.

However, photovoltaic energy is not the only source of renewable energy that the Port of Barcelona will have. Harnessing the circular economy, and with biomethane emerging as one of the fuels of the future for maritime transport, the Port of Barcelona will build a plant to generate this fuel in the port area, taking advantage of the organic waste from ships; from Mercabarna; from the restaurants located in the Port and from the gardening activities carried out in the port area. According to the initial studies, it will be possible to produce about 15,900 cubic metres of biomethane, representing 25% of the fuel supplied annually to the ships that bunker in Barcelona.



The innovative photovoltaic installation at the Pescadors dock has been one of the last to be inaugurated in the port area

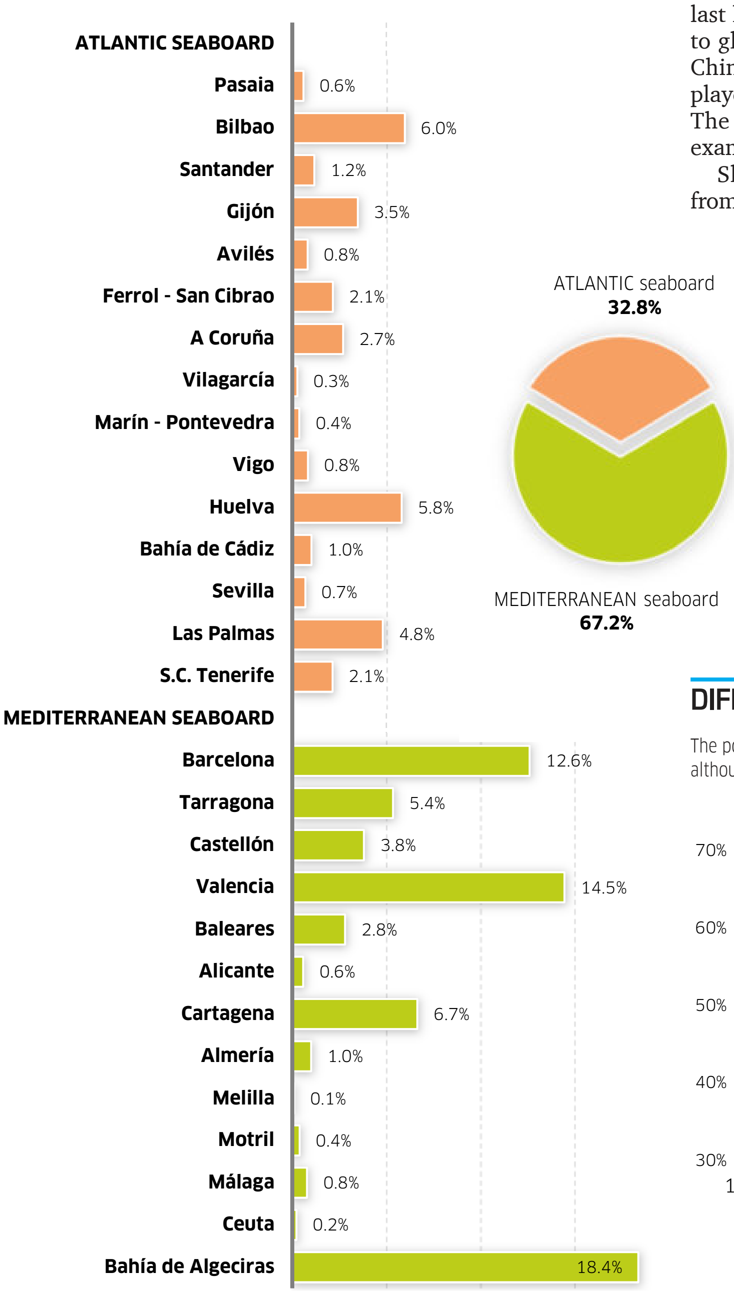
SPANISH PORTS | MARITIME FRONTS

BETWEEN TWO SEAS

LATER RESTRICTIONS IN CHINA TO CURB THE NEW COVID WAVES ARE TAKING THEIR TOLL ON THE PORTS OF THE MEDITERRANEAN FAÇADE, WHICH ARE SLOWING DOWN THEIR GROWTH

THE ATLANTIC STEPS ON THE ACCELERATOR

The ports located on this façade gained a bit of prominence by increasing their traffic by 6.6% last year, compared with a growth of 1.3% for the quays bordering the Mediterranean.



Share of total cargo in the Spanish port system. Source: Puertos del Estado

Spain has two maritime facades: the Atlantic and the Mediterranean. The strategic location of the Iberian Peninsula, on the axis of one of the main international maritime routes, explains the evolution of port traffic over the last half century. A path closely linked to globalisation and the emergence of China as one of the most important players in world production and trade. The results of 2022 are a clear example.

Shipping was starting to recover from the health crisis, but port congestion and delays returned due to the new confinements in China over the past, which wreaked havoc in Shanghai, the world's largest container port. A new 'perfect storm', which, in Spain, affected above all the docks bordering the Mediterranean, those most closely linked to the Asia-Europe routes. After overtaking the Atlantic in 1979, coinciding with the prominence of the Asian giant on the international scene, this façade continues to dominate traffic, with a weight of 67.2 percent. But in 2022, new tensions in the supply chain slowed its growth. The ports located on the Mediterranean façade closed last year with a throughput of 368 million tonnes, 1.3 per cent more than a year earlier, but still below pre-pandemic levels. On the other hand, the ports of the Atlantic façade, with a traffic of 180 million tonnes, shot up their growth by 6.6 percent, doubling the national average, and surpassing the results of 2019. They thus raised their market share from 31.7 to 32.8 per cent.

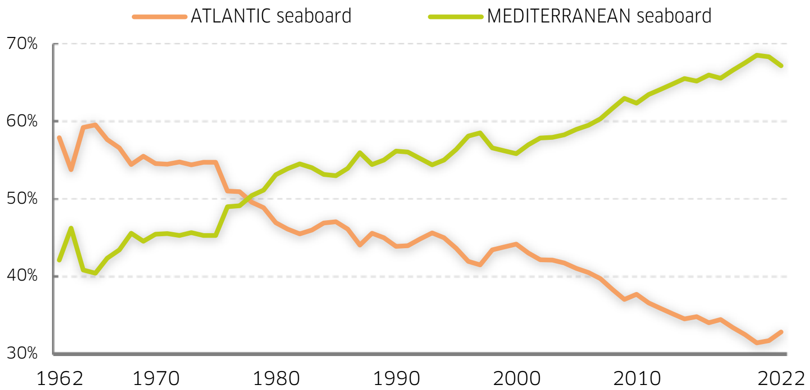
Trio of aces

On the Mediterranean coast, the ports of Algeciras, Valencia and Barcelona stand out, with a total of 249 million tonnes, which represents 45.4 per cent of the traffic of the Spanish port system, without including inland traffic, fishing and bunkering.

The first in the ranking, at a considerable distance, is Algeciras, which once again exceeded 100 million tonnes, with a growth of 1.4 percent com-

DIFFERENT PATHS

The ports of the Mediterranean and Atlantic façade have followed a different route since the 1960s. And although the gap has narrowed a little in 2022, they are still separated by almost 190 million tonnes.



pared to the previous year.

Next is Valencia, with 79 million tonnes, 6.7 per cent less than in 2021, weighed down by the problems arising from port congestion, which caused the loss of more than half a million TEUs.

Completing the podium is Barcelona, which saw its traffic soar by 6.3 per cent in 2022, to over 69 million tonnes.

Bilbao, leader in the Atlantic

In the Atlantic, the port of Bilbao stands out, fifth in the Spanish port system and leader on this façade. In 2022, the dock handled 32.8 million tonnes, with a growth of 5.1% on the previous year, although it is still far from the pre-pandemic levels (-7.6%).

In second place among the ports bordering the Atlantic is Huelva, in southern Spain, with a throughput of almost 32 million tonnes and a growth of 4.8 per cent. A figure that still is not enough to surpass the records of 2019 (-5.1 percent).

The ports of A Coruña (+25.6 per cent), Ferrol-San Cibrao (+18.4 per cent) and Gijón (+14.6 per cent), all of them in the north of Spain, and with figures well above pre-pandemic levels, also stand out on this front.

SPANISH PORTS | INVESTMENTS

PUBLIC-PRIVATE COMMITMENT

THE SPANISH PORTS WILL ACTIVATE PROJECTS WORTH 11.8 BILLION EUROS UNTIL 2026, TO BRING MORE TERMINALS INTO SERVICE AND MODERNISE THE NETWORK WITH DIGITALISATION AND SUSTAINABILITY

The investment plans foreseen by the 28 port authorities, which manage 46 ports of general interest in Spain, total 1,067 million euros by 2023, within a programme for the next four years which will involve a disbursement of 4,594 million euros.

Together with last year's investment forecast, the investment item totals 5,250 million euros, to which private projects worth more than 6,400 million euros will be added, according to the figures presented by Puertos del Estado in the Spanish Parliament. This will mean activating 11.8 billion euros in the network in the period 2022-2026, "which is very good, because attracting private investment means that there are many companies that trust in the ports to develop their lines of business", explains the president of Puertos del Estado, Álvaro Rodríguez Dapena.

Within the investments, Dapena indicates that "we are deploying a very important range, swinging from the sea side to the land side. That is to say, we have built most of the sheltered water docks, except for a few exceptions that are still pending, and we are shifting investment towards the development of sheltered water terminals. Hence the need to promote maritime-rail intermodality on the freight side".

A.P. DE BILBAO

Spain will have new terminals in the coming years in shelters already built.

INVESTMENT PLANNING

The port authorities are planning to execute projects worth 4,595 million euros in the period between 2023 and 2026.

	2023	2024	2025	2026	TOTAL
Barcelona	139	195	205	173	712
Valencia	119	185	167	157	627
Baleares	60	100	110	167	436
Bahía de Algeciras	67	78	78	57	281
Cartagena	52	74	78	72	276
Bilbao	44	54	86	54	238
Las Palmas	56	59	66	53	234
A Coruña	71	64	65	16	217
Huelva	65	68	43	14	190
Tarragona	43	53	42	46	185
S.C. Tenerife	53	43	39	44	179
Castellón	30	55	47	19	150
Santander	45	33	17	18	113
Bahía de Cádiz	19	29	32	26	106
Vigo	27	33	31	13	104
Málaga	19	28	18	11	76
Ferrol - San Cibrao	35	23	9	3	69
Gijón	20	12	12	11	53
Pasaia	18	19	9	6	52
Sevilla	14	10	16	11	51
Ceuta	14	8	8	10	40
Avilés	17	11	7	4	38
Marín - Pontevedra	9	10	10	9	38
Almería	9	5	11	12	37
Motril	9	13	8	3	32
Melilla	5	9	10	7	32
Alicante	5	2	4	5	18
Vilagarcía	3	1	4	4	12
TOTAL	**1,067**	**1,273**	**1,230**	**1,025**	**4,595**

Millions of euros. Source: Port Authorities Business plans

ÁLVARO RDGZ. DAPENA

President of Puertos del Estado

"WE ARE LOOKING FOR COMPETITIVE PORTS AS WELL AS CONTRIBUTORS OF VALUE TO SOCIETY"

Accesibility

To this end, Puertos del Estado emphasises that more than 800 million euros are being invested by the ports, through the port land connectivity fund, in 62 actions to improve land access to the ports, both road and rail.

On the other hand, together with the problems of land connectivity, Dapena pointed out that in the coming years "the issues related to environmental sustainability will also increase", advancing that in the period 2022-2026, 558 million euros will be allocated to this type of actions, while 286 million euros will be invested in port-city actions.

Finally, the 220 million euros earmarked for greater digitalisation and innovation, under the impulse of the Ports 4.0 programme, "not only a national but also an international reference", should be highlighted.

Competitive ports

Dapena explained that the budgets and investments for 2023 are aligned with the new Strategic Framework of the port system of general interest, which "equates the environmental and social dimension of the ports with the traditional economic one".

The president of Puertos del Estado concludes that "we are looking for ports that are absolutely competitive in the trade, transport and logistics markets, while at the same time contributing value to society".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SPANISH PORTS TRAFFICS IN 2022 | LIQUID BULK

APPROACHING THE PRECOVID VOLUME

LNG'S PUSH, STRONG BUT NOT ENOUGH TO RECOVER 2019'S TROUGHPUT

7% INCREASE

The port system as a whole moved 182.6 million tonnes of liquid bulk in 2022, i.e. 11.7 million more than in 2021.

	2022	%22/21	%22/19	2021	2020
Bahía de Algeciras	28.4	+1%	-7%	28.1	28.3
Cartagena	28.0	+16%	+8%	24.0	25.2
Huelva	24.8	+3%	-7%	24.2	23.5
Bilbao	20.5	+15%	-2%	17.8	18.2
Tarragona	17.7	-16%	-17%	21.1	18.3
Barcelona	15.5	+26%	-4%	12.3	12.9
Castellón	10.3	+4%	-3%	9.9	9.8
A Coruña	8.5	+6%	-5%	8.0	7.1
Las Palmas	7.8	-6%	-3%	8.3	7.8
Valencia	5.8	+51%	+87%	3.9	2.7
Ferrol - San Cibrao	3.9	+24%	+70%	3.2	2.9
S.C. Tenerife	3.7	+22%	-23%	3.0	3.4
Baleares	1.5	+37%	-1%	1.1	1.0
Bahía de Cádiz	1.5	+36%	+11%	1.1	1.3
Motril	1.3	-17%	+0%	1.6	1.4
Gijón	0.8	+10%	-7%	0.8	0.6
Ceuta	0.7	+43%	-22%	0.5	0.7
Avilés	0.7	+8%	-9%	0.6	0.7
Sevilla	0.4	+17%	+43%	0.4	0.3
Vilagarcía	0.3	+10%	+64%	0.3	0.2
Santander	0.2	+16%	-25%	0.2	0.2
Málaga	0.1	-52%	+37%	0.2	0.2
Almería	0.1	-26%	+84%	0.1	0.1
Melilla	0.1	-1%	-15%	0.1	0.1
Vigo	0.0	-38%	-32%	0.1	0.1
Alicante	0.0	-28%	-4%	0.0	0.0
TOTAL	**182.6**	**+7%**	**-2%**	**170.9**	**167.0**

Million tonnes. 2022, preliminary. Source: Puertos del Estado

LIQUID BULKS GREW BY 7% IN 2022

CARTAGENA JUMPS TO SECOND PLACE

For yet another year, bulk liquids have still not reached pre-pandemic traffic. However, by a small margin. The evolution of products such as natural gas, which grew by 39.7 per cent, petrol, by 18.1 per cent, or crude oil, by 12.3 per cent, was not enough to reach the 2019 results.

The Spanish port system as a whole channelled a total of 182.61 million tonnes of liquid bulk in 2022, 6.88 per cent more than in 2021, but 2.4 per cent less than in 2019, when it reached 187.10 million tonnes. Although with a modest growth (+0.84 per cent) compared to 2021, the port of Algeciras continued to lead these flows by attracting 28.36 million tonnes.

Huelva and Cartagena exchanged places last year, and not for the first time. The port of Cartagena jumped from third to second position by registering a double-digit increase, 16.39 percent more than in 2021, adding 27.98 million tonnes. And this growth was largely due to the import of natural gas, which increased by 47.78 per cent, reaching 16.2 million tonnes. The port of Huelva, for its part, fell back to third position with 24.80 million tonnes handled and a growth of 2.57 per cent. In this sense, the Andalusian port is planning to gain capacity with the planned new terminal for liquid bulk. The Ministry of Sustainability of the Andalusian Regional Government gave the environmental green light, last January, to the project, which will occupy a surface area of 46,000 square metres. Terminal Puerto Tartessos, a company created by Exolum (formerly CLH) and Cepsa, has been awarded the concession to develop the project. The new terminal will initially allow the berthing of vessels from 5,000 to 80,000 DWT. In a second phase, it will receive vessels of up to 110,000 DWT, as long as the navigability of the channel allows it, and two vessels berthed simultaneously of up to 20,000 DWT and 110,000 DWT.

There were also relays in fourth and fifth place. The port of Bilbao jumped from fourth to third place to the detriment of the port of Tarragona.

The Basque dock added 20.45 million tonnes and a growth of 15.13 percent, while the Catalan port fell by almost the same proportion (-16.42 percent) to

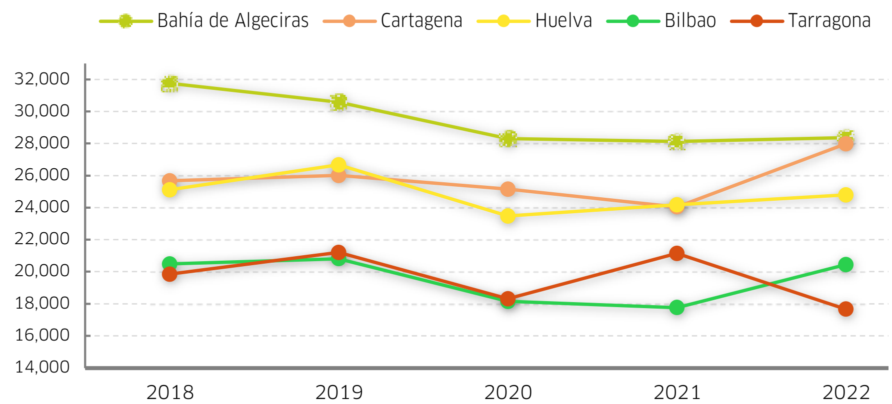
17.67 million tonnes. The port of Bilbao has recently gained capacity for this type of traffic with the extension of the terminal operated by Depósitos Portuarios (Deposa), specialised in the storage of liquid bulk agri-foodstuffs. The project consisted of the construction of six tanks, each with a capacity of 2,000 cubic metres. The facility currently has 32,000 cubic metres. In addition, the expansion of the dock will continue this year. The company will build four more tanks, with a total capacity of around 8,500 cubic metres, bringing the total to over 40,000 cubic metres.

Also in Bilbao, DBA Bilbao Port, a subsidiary of Grupo Hafesa, will invest 3.95 million euros in the construction of four new tanks at its port terminal to store petrol, diesel and biodiesel.

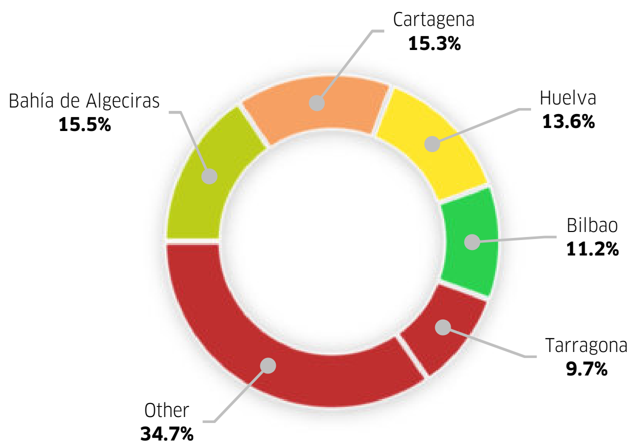
BILBAO WILL CONTINUE TO GAIN CAPACITY

ALMOST TWO MILLION MORE

Cartagena is the only major bulk port to have comfortably exceeded pre-pandemic traffic. The port increased flows by 27.98% compared to 2019.



YEAR 2022



Million tonnes. 2022, preliminary. Source: Puertos del Estado

TWO PROJECTS IN TARRAGONA

Two terminals operating liquid bulk at the port of Tarragona, Tepsa and Vopak Terquimsa, are in the growth phase at the Catalan dock. Last November, the board of directors of the Port of Tarragona awarded a new concession of 10,616 square metres, for a period of 42 years, to Tepsa. The liquid bulk terminal, owned by Rubis Terminal, will be the fourth expansion in the Catalan dock, where it already had 43,530 square metres of surface area spread over three concessions. For its part, Vopak Terquimsa will build two new pipelines in one of its concessions to flexibilise operations and is planning new extensions to gain capacity.

Transporte XXI
2023, April

SPANISH PORTS TRAFFICS IN 2022 | DRY BULK

A GOOD (SAD) HARVEST

LEADING GROWTH ON THE SAILS OF ENERGY CRISIS

9.2 MILLION TONNES MORE

Dry bulks totalled 94.2 million tonnes in 2022. This represents a growth of 11% compared to 2021.

	2022	%22/21	%22/19	2021	2020
Gijón	16.9	+19%	+16%	14.2	13.6
Tarragona	9.3	+20%	-4%	7.7	6.5
Castellón	9.2	-2%	+29%	9.4	6.7
Cartagena	7.5	+24%	+9%	6.0	6.5
Ferrol - San Cibrao	6.9	+14%	-15%	6.0	6.4
Huelva	5.7	+14%	-1%	5.0	4.9
A Coruña	5.4	+84%	+55%	2.9	2.5
Barcelona	4.5	+2%	+12%	4.5	4.0
Almería	3.9	-7%	-11%	4.2	3.5
Bilbao	3.8	-19%	-20%	4.7	3.7
Santander	3.4	-4%	-6%	3.5	3.0
Avilés	2.8	-3%	-0%	2.9	2.5
Valencia	2.3	+8%	+6%	2.2	1.9
Bahía de Cádiz	1.9	+45%	+2%	1.3	1.4
Sevilla	1.8	-17%	-22%	2.2	2.2
Alicante	1.7	+28%	+15%	1.3	1.4
Málaga	1.4	-8%	-6%	1.5	1.4
Bahía de Algeciras	1.4	+107%	+41%	0.7	0.6
Marín - Pontevedra	1.0	+9%	+17%	1.0	0.9
Pasaia	0.9	-18%	-12%	1.1	1.0
Motril	0.7	-9%	+10%	0.7	0.5
S.C. Tenerife	0.4	-9%	-3%	0.4	0.4
Vilagarcía	0.4	-6%	-16%	0.4	0.3
Baleares	0.4	+7%	-69%	0.4	0.5
Las Palmas	0.4	-14%	-20%	0.4	0.4
Vigo	0.3	-10%	+2%	0.3	0.3
Melilla	0.0	-30%	+288%	0.0	0.0
Ceuta	0.0	-63%	-76%	0.0	0.0
TOTAL	**94.2**	**+11%**	**+4%**	**85.0**	**77.1**

Million tonnes. 2022, preliminary. Source: Puertos del Estado

Dry bulk traffics have clearly benefited from the energy crisis resulting from the war in Ukraine. It is the flow that has grown the most, by 10.81 per cent to 94.16 million tonnes, compared to 2021. It has even exceeded the pre-pandemic volumes of 90.81 million tonnes recorded in 2019 by 3.6 per cent.

The new geopolitical context is an opportunity for some of Spain's main bulk ports to increase their coal and petroleum coke traffics, with double-digit increases, after the free fall that the European decarbonisation policy has caused in the last four years. Coal and petroleum coke traffic recorded an unprecedented 72 per cent increase.

Another traffic which has benefited from the situation, but less so, has been that of cereals and their flours, with a growth of 39.5 per cent.

The port of Gijón continues to lead in dry bulk traffic with a total of 16.89 million tonnes handled last year, 18.91 per cent more than in 2021. Its European Bulk Handling Installation (Ebhi) bulk terminal moved 3.2 million tonnes of thermal coal in 2022, 106 per cent more than in 2021. This growth has by far offset the decline in steelmaking coal and iron ore, as a result of the shutdown of an Arcelor Mittal steel blast furnace. The bulk terminal moved 902,922 tonnes more than in 2021, up to 10.14 million tonnes.

The Port Authority of Gijón put out to tender, at the end of the year, the asphalting of an area of 23,853 square metres to respond to the "large increase in the demand for land for the storage of dry bulk, especially coal, as a strategic energy reserve".

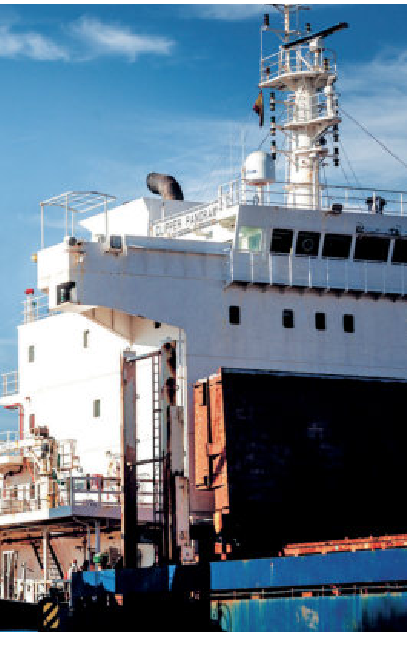
The port of Tarragona jumped from third to second position, overtaking Castellón, by registering an increase of 20.39% in dry bulk traffic, up to 9.32 million tonnes. This growth was due to the favourable evolution of both coal and cereal, and animal feed traffic.

Cereals and their meals have also favoured the evolution of dry bulks.

Castellón, which slipped from second to third place, was the only one of the main ports to end the year with negative figures (-2.44%), up to 9.15 million tonnes.

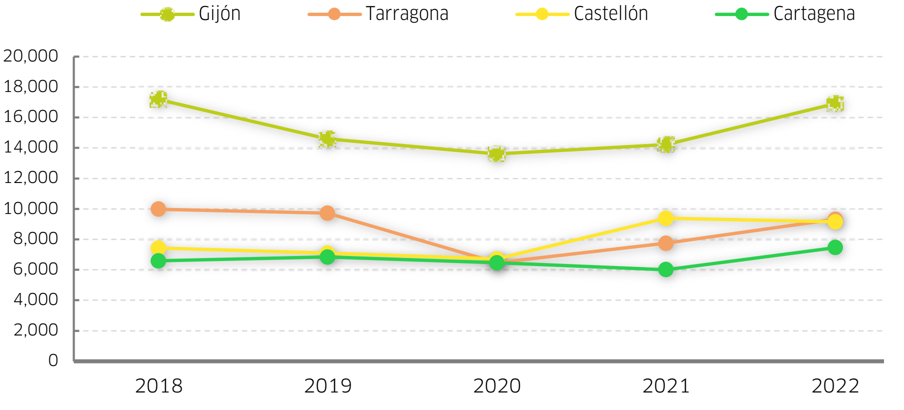
MORE CAPACITY FOR SOLID BULKS

Erhip Grupo has opened a new warehouse for bulk cargoes in the port of Cartagena, which represents an increase of 21,000 square metres of storage space. The new facility is in addition to two warehouses, each with a surface area of 10,000 square metres and a total capacity of 160,000 tonnes, which it already had. Terminal Marítima de Cartagena (TMC) also gained capacity with a 24,000 square metre warehouse at the Escombreras dock last year. On the other hand, the port of Huelva is going to reinforce its bulk offer by making new spaces available to operators on the Minerals quay, located on the left bank of the estuary of the dock.

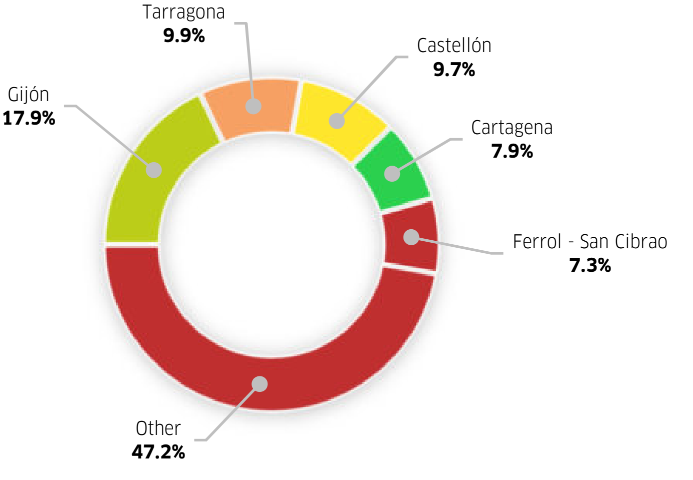


PRE-PANDEMIC TRAFFIC

The port of Castellón comfortably exceeded its pre-pandemic traffic (+28.8%). As did the port of Cartagena (+9.8%), whilst Gijón, Tarragona and Ferrol-San-Cibrao have not yet done so



YEAR 2022

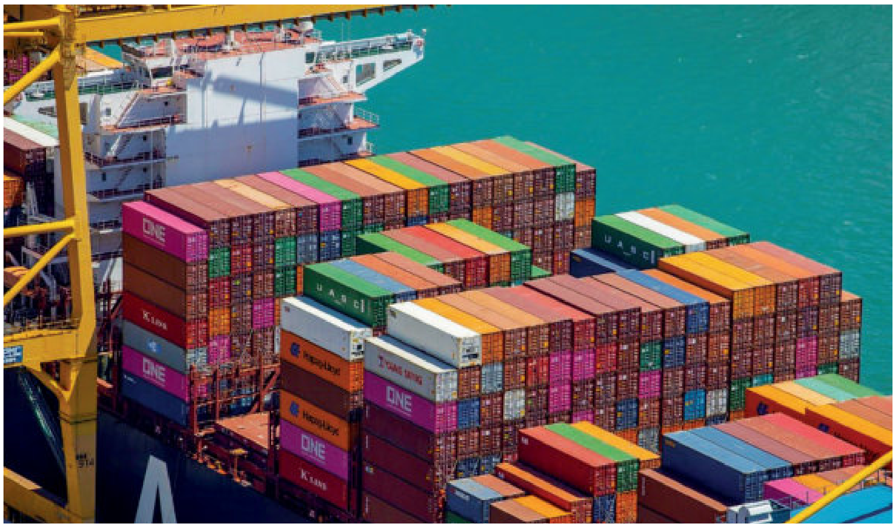


Million tonnes. 2022, preliminary. Source: Puertos del Estado

SPANISH PORTS TRAFFICS IN 2022 | GENERAL CARGO

FAT BOY GENERAL CARGO

FIRST IN VOLUMEN, LAST IN GROWTH


General containerised cargo accounts for almost 70% of container total troughput.

General cargo did not follow the same direction as liquid and solid bulk traffic. Economic uncertainty took its toll on the main type of cargo, which accounts for almost half of the total flows of the Spanish port system.

At 271.16 million tonnes in 2022, general cargo did not exceed the all-time record of 276.23 million tonnes reached in the previous year. And this meant a drop in traffic of 1.83 percent, with Spanish docks losing around five million tonnes.

A negative result due to the performance of general cargo moved in containers. It accounts for almost 70 percent of the total general cargo, totalling 187.56 mi-

FAR FROM THE RECORD

The port system, with 271.2 million tonnes in 2022, fell five million tonnes short of the all-time record of 2021.

	2022	%22/21	%22/19	2021	2020
Valencia	71.0	-10%	-6%	78.8	76.0
Bahía de Algeciras	71.0	+1%	-3%	70.6	74.7
Barcelona	49.0	+2%	+7%	48.2	41.6
Las Palmas	18.2	+5%	+16%	17.2	15.2
Baleares	13.5	+10%	-2%	12.3	10.8
Bilbao	8.6	-2%	-14%	8.8	7.7
S.C. Tenerife	7.6	+5%	+5%	7.2	6.7
Vigo	4.2	-1%	+10%	4.3	4.0
Málaga	2.8	+6%	+47%	2.7	1.1
Santander	2.8	-8%	+7%	3.0	2.6
Tarragona	2.4	+5%	+34%	2.3	1.5
Pasaia	2.4	-1%	+9%	2.4	2.0
Bahía de Cádiz	2.2	-10%	+90%	2.4	1.6
Sevilla	1.6	-5%	-11%	1.7	1.6
Alicante	1.5	+18%	+7%	1.3	1.3
Castellón	1.5	-22%	-50%	1.9	2.0
Almería	1.5	+2%	+36%	1.5	1.2
Huelva	1.3	+11%	+16%	1.2	1.3
Gijón	1.3	-20%	-30%	1.7	1.8
Marín - Pontevedra	1.0	-13%	-33%	1.2	1.2
Avilés	1.0	-12%	-37%	1.1	0.9
Cartagena	1.0	+2%	-21%	1.0	1.1
Ferrol - San Cibrao	1.0	+26%	+28%	0.8	0.7
A Coruña	0.9	+5%	-11%	0.9	0.8
Vilagarcía	0.8	-2%	+21%	0.8	0.7
Ceuta	0.6	-5%	-32%	0.6	0.6
Melilla	0.5	-4%	-39%	0.5	0.5
Motril	0.1	-14%	-82%	0.2	0.3
TOTAL	**271.2**	**-2%**	**-1%**	**276.2**	**261.5**

Million tonnes. 2022, preliminary. Source: Puertos del Estado

llion tonnes, registering a decline of 5.4 percent, i.e. almost 11 million tonnes less than in 2021. The other side of the coin, conventional general cargo, experienced an increase of 7.25 percent to 83.60 million tonnes moved.

Valencia maintained its leadership in this type of flow despite experiencing a fall of almost 10 per cent (-9.91 per cent) to 71.01 million tonnes handled, 7.8 million less than in 2021. The Valencian port was doubly affected by the economic situation, and by the congestion of its quays in particular. The latter led to the diversion of traffic to other docks.

The port of Algeciras, second, maintained volumes, moving slightly less than Valencia, with 71 million tonnes handled, 0.59 per cent more than in 2021.

For its part, the port of Barcelona, third, recorded a modest increase of 1.75 per cent to 49.01 million tonnes. A small advance, but sufficient to exceed the pre-pandemic flows by 7 per cent and thus set a new record for this type of traffic.

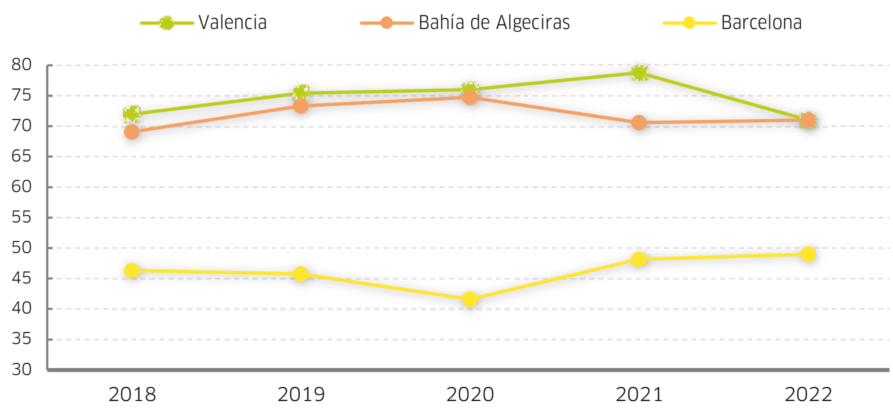
Among the leading ports, the double-digit growth of the Balearic Islands stands out, in fifth place, with 13.49 million tonnes handled, 10.10 percent more than in the previous year. Thanks largely to the recovery of tourism, as is the case in another island port, Las Palmas, fourth, which recorded a growth of 5.28 per cent, with 18.15 million tonnes of general cargo.

VALENCIA MAINTAINED ITS LEADERSHIP

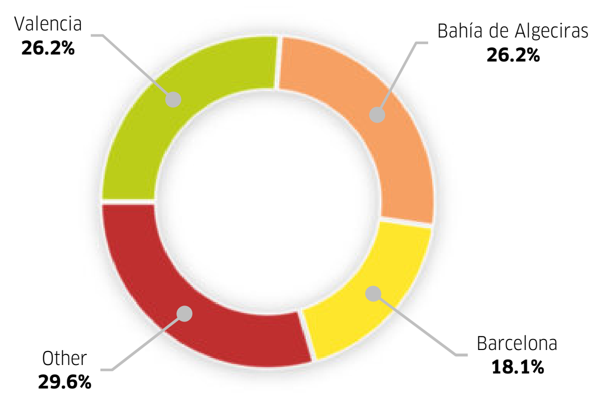
BARCELONA SET A NEW RECORD FOR GENERAL CARGO

CONCENTRATION OF TRAFFIC

The three main ports, Valencia, Algeciras and Barcelona, accounted for more than 191 million tonnes of general cargo handled, representing a share of almost 71% of the total of these flows.



YEAR 2022



Million tonnes. 2022, preliminary. Source: Puertos del Estado

SPANISH PORTS TRAFFICS IN 2022 | CONTAINERS

PORT CONGESTION MAKES IT MORE DIFFICULT

IMPORT-EXPORT' HOLDS ITS GROUND IN THE FACE OF FALLING TRAFFIC

Bad year for containers in Spain. The ports moved a total of 17.2 million TEUs, a figure that represents a decrease of 3 percent compared to the historical record set in 2021.

The global trade crisis, aggravated by energy prices, together with the rise in prices of raw materials and freights, led to a "whirlwind effect". Transits from and to third countries throughout the year were affected, as well as the 'import-export' flows, whose behaviour was more resilient within a scenario of economic slowdown.

"We have lost containers due to port congestion," complained a freight forwarder with a national footprint. "We have to resolve certain operations in ports such as Valencia, Algeciras or Barcelona, because the ships do not wait and divert calls as soon as they see the slightest problem", he added.

The case that illustrates the congestion is Valencia, "guilty" of the sharp decline in container traffic in the network, starring in more than 95 percent of the flows lost by Spanish ports throughout 2022.

The transfer of calls, mostly from the MSC shipping line, to ports such as Gioia Tauro, Tangier Med and Barcelona, is the explanation for the fall, as Aurelio Martinez, president of the port of Valencia, underlined. Moreover, it should not be forgotten that the slowdown in exports in sectors such as ceramics and agri-foodstuffs, has taken its toll on port traffic. And this, in a year marked by "a complex situation due to the war in Ukraine, greater neo-protectionism, high inflation and the rise in fuel and raw materials", explained Martínez.

Stagnation

In contrast to the 'slump' in flows in Valencia, the ports of Algeciras and Barcelona were less affected, as their total container volumes remained stable.

The management of both ports are concerned

VALENCIA MAINTAINS ITS LEADING POSITION

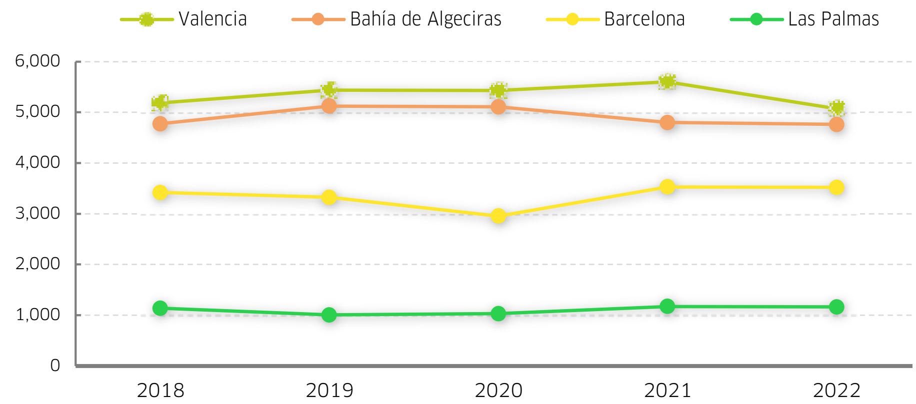
The port consolidates its position as the leading port in container traffic, despite its fall, whilst Algeciras and Barcelona clone their 2021 results.

	2022	%22/21	%22/19	2021	2020
Valencia	5,076	-9%	-7%	5,604	5,428
Bahía de Algeciras	4,763	-1%	-7%	4,799	5,108
Barcelona	3,522	-0%	+6%	3,531	2,958
Las Palmas	1,162	-1%	+15%	1,177	1,033
Bilbao	497	-8%	-21%	539	486
S.C.Tenerife	480	+10%	+17%	436	377
Málaga	228	-4%	+9%	237	124
Vigo	226	-6%	+4%	239	229
Bahía de Cádiz	218	+1%	+276%	215	109
Alicante	210	+22%	+23%	173	158
Sevilla	141	+4%	+3%	136	126
Castellón	103	-20%	-49%	130	131
Baleares	97	-9%	-19%	107	92
Tarragona	83	+52%	+74%	55	44
Huelva	80	-0%	+9%	81	84
Cartagena	50	-1%	-26%	51	57
Gijón	46	-20%	-39%	58	85
Marín - Pontevedra	46	+12%	-40%	41	44
Ferrol - San Cibrao	37	+120%	+348%	17	12
Vilagarcía	33	-2%	-20%	34	36
Santander	30	-22%	+106%	38	26
Almería	22	-13%	-6%	25	24
Melilla	6	-28%	-68%	8	11
Ceuta	5	-9%	-50%	6	6
Motril	0	-	-98%	0	0
A Coruña	0	+233%	+67%	0	0
Avilés	0	-100%	-100%	0	0
Pasaia	0	-	-	0	4
TOTAL	**17,162**	**-3%**	**-2%**	**17,735**	**16,793**

Thousands of TEUs. 2022, preliminary. Source: Puertos del Estado

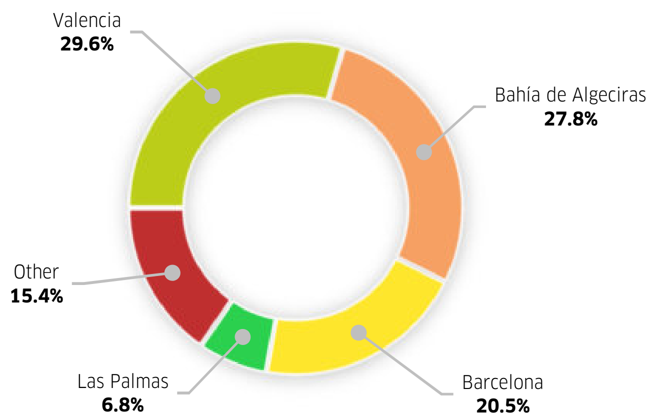
FLOWS GROUPED IN FOUR INTEROCEANIC PORTS

Valencia, Algeciras, Barcelona and Las Palmas handled 85 out of every 100 containers passing through Spain in 2022.



Thousands of TEUs. 2022, preliminary. Source: Puertos del Estado

YEAR 2022



about this aforementioned stagnation and its continuation downwards in 2023, “a year of turbulence, with a situation in China which is not clarified”, acknowledged Gerardo Landaluce, president of the port of Algeciras.

SPAIN ENDURES THE GLOBAL CRISIS

The fall in world maritime trade, estimated at 10 per cent, has slowed down the growth of container traffic in Spanish ports. Port officials and operators explain that the end of the war in Ukraine and the improvement in production in China should clarify the situation over the course of 2023, “a year which looks set to be complicated, with a slight slowdown in the first months” within the trend of the last six months. In 2022, the ports handled a daily flow of 47,000 TEUs, of which 82 percent in Valencia, Barcelona and Algeciras.

SPANISH PORTS TRAFFICS IN 2022 | CONTAINERS

STAGNATION

IMPORT-EXPORT' SLOWS DOWN WITH OVERSTOCKING

THE PORT OF ALGECIRAS GROWS BY 14%, WHILE FLOWS IN VALENCIA AND BARCELONA STAGNATE

The ports of Valencia and Barcelona are the leading ports in import and export flows in Spain. Both have endeavoured to maintain their traffics in 2022, after a previous year in which their terminals grew in double digits thanks to a strong evolution of export activity.

Last year, in both ports, “a sluggishness was glimpsed, overshadowed by the drop in volumes in the second half of the year”, agree in explaining freight forwarders operating in both ports. “The drop in export traffic is a symptom of the economic health of the hinterland and reflects the fact that we are in a crisis in which Spain's main client markets are having a hard time, “indicate the Port of Valencia, which halted its growth in 2022, with a drop of 1 per cent.

Both in Valencia and Barcelona, whose traffic fell by 3 percent, the ‘import-export’ stopped due to an increase in stocks. Companies “stocked up more during the first half of the year” in the face of uncertainty over the price of raw materials or finished products in a scenario marked by the war in Ukraine, autarchic policies, inflation and the rise in fuel prices, all of this together with maritime tariffs above the freight rates of the last few years of economic prosperity.

Positive year

Despite the slowdown in traffic in 2022, the year represents a new “positive year” in the path traced by the port system to convert the Spanish docks into facilitators of international trade, consolidating between continents a total traffic of 6.24 million TEUs, in the competitive scenario of southern Europe, as explained by the operators consulted. The sector comes from a growth in

A BRAKE ON THE BONANZA OF 2021

The container terminals in the Spanish ports have slowed down their rate of growth and remain in expectation of the economic evolution.

	2022	%22/21	%22/19	2021	2020
Valencia	2,482	-1%	+8%	2,502	2,164
Barcelona	1,776	-3%	+5%	1,829	1,568
Bahía de Algeciras	816	+14%	+15%	715	677
Bilbao	447	-9%	-19%	492	441
Vigo	194	-9%	+23%	214	203
Castellón	96	-18%	-50%	118	124
Las Palmas	70	+7%	-17%	65	73
Tarragona	47	+3%	+18%	45	33
Marín - Pontevedra	41	+13%	-37%	37	38
S.C. Tenerife	41	+18%	+3%	35	33
Gijón	37	-25%	-34%	50	65
Cartagena	36	-7%	-33%	39	48
Bahía de Cádiz	30	-21%	+205%	38	20
Santander	30	-22%	+106%	38	26
Alicante	28	+7%	+42%	26	21
Ferrol - San Cibrao	22	+41%	+174%	16	12
Almería	19	-14%	-10%	22	20
Málaga	18	+16%	-29%	15	15
Huelva	11	-19%	-23%	14	18
Vilagarcía	2	+22%	+26%	2	2
Sevilla	1	-5%	-65%	1	1
Ceuta	0	-13%	-96%	0	0
Melilla	0	-18%	-99%	0	1
Baleares	0	-20%	-68%	0	0
Motril	0	-	-98%	0	0
A Coruña	0	+233%	+67%	0	0
Avilés	0	-100%	-100%	0	0
Pasaia	0	-	-	0	4
TOTAL	**6,244**	**-1%**	**+3%**	**6,311**	**5,606**

Thousands of TEUs. 2022, preliminary. Source: Puertos del Estado

flows, obtained in the financial year 2021, where the port system set a record of 6.31 million TEUs.

Stand up and fill your containers, Algeciras

The same interlocutors are keen to point out the 'success story' of the port of Algeciras for the development of exports and imports.

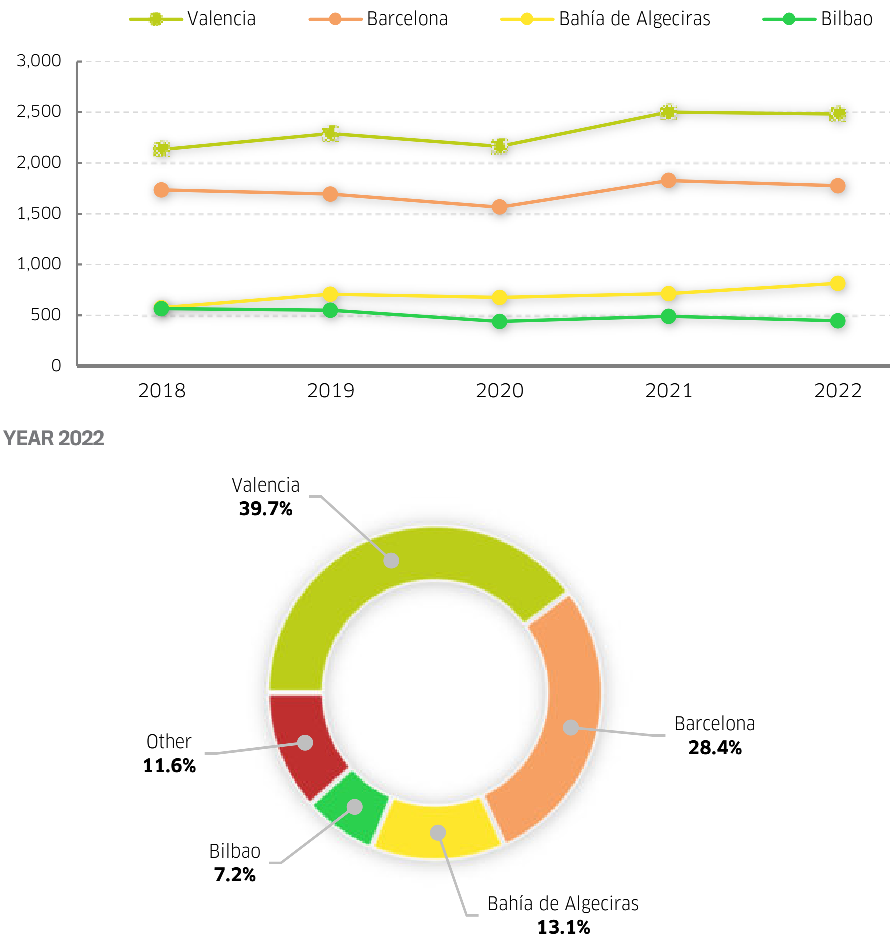
It is "a new alternative gateway in the South of Spain which benefits from a high maritime connectivity" thanks to its traditional flow in international container transit. And the fact is that the 'import-export' flows advanced by 14 percent in 2022 in Algeciras, growing by 0.81 million TEUs, an unprecedented figure for its terminals.

The export-import progresses every year in Algeciras, with the novelty of "the opening of intermodal services" for perishable products or just-in-time goods, local operators explain.

The port entity of Algeciras bets on promoting the railway with the aim of gaining market in the peninsular hinterland thanks to the potential of its maritime lines.

SPAIN HAS FOUR GATEWAYS FOR FOREIGN TRADE

The ports of Valencia, Barcelona and Algeciras on the Mediterranean and Bilbao on the Atlantic keep their strengths.



Thousands of TEUs. 2022, preliminary. Source: Puertos del Estado

PORTS WITH ADDED VALUE

The Spanish ports have an ample capacity to provide a solid response to the logistical needs of importers and exporters. The port terminal network has been investing not only in the renovation or extension of infrastructures and services, but also in the implementation of the most modern technologies in information systems to attend to a daily volume of more than 17,000 lorries carrying or bringing containers. A distribution chain in which rail is set to be a cornerstone in the next decade, as a result of the decarbonisation strategy promoted by the EC. Alongside this, the ports must work on eliminating 'problems' such as slow and cumbersome inspection controls, with greater use of digitalisation and process automation to eliminate bottlenecks on the docks.

SPANISH PORTS TRAFFICS IN 2022 | CONTAINERS

UPS AND DOWNS

LACK OF SPACE AND BERTHS LEADS TO DIVERSION OF CALLS AND LOSS OF TRAFFIC IN SPANISH PORTS

SLOWDOWN IN VOLUMES

The terminals of Algeciras, Valencia, Las Palmas and Malaga recorded decreases in 2022, while Barcelona and Tenerife grew in traffic.

	2022	%22/21	%22/19	2021	2020
Bahía de Algeciras	3,947	-3%	-11%	4,084	4,431
Valencia	2,394	-17%	-18%	2,888	3,061
Barcelona	1,551	+5%	+11%	1,477	1,175
Las Palmas	575	-10%	+29%	642	536
Málaga	202	-5%	+18%	211	97
S.C. Tenerife	66	+59%	+427%	41	25
Bahía de Cádiz	32	-30%	>999%	45	31
Tarragona	27	>999%	>999%	0	1
Vigo	13	+24%	+44%	11	10
Ferrol - San Cibrao	4	-	-	0	0
Bilbao	4	+74%	+122%	2	2
Castellón	3	-48%	-61%	6	3
Gijón	2	+888%	>999%	0	0
Alicante	2	-25%	+192%	2	4
Cartagena	1	>999%	+575%	0	0
Marín - Pontevedra	0	-89%	-93%	3	4
Vilagarcía	0	+138%	+714%	0	0
Other	0	+75%	+80%	0	0
TOTAL	**8,823**	**-6%**	**-6%**	**9,414**	**9,382**

Thousands of TEUs in transit. 2022, preliminary. Source: Puertos del Estado

The year 2022 was a negative year for container transit performance in Spanish ports. Figures show a 6 per cent impact on volumes operated, with several ports receiving fewer transit calls from the major interoceanic shipping lines.

The reduction in volumes affected Bahia de Algeciras, to a lesser extent, while Valencia and Las Palmas suffered double- digit volume declines. For its part, the evolution that the port of Malaga had seen in 2021 stagnated in 2022, with a 5 per cent reduction in maritime traffic.

The main cause of the global effect on the transits of the Spanish ports “lies in the economic crisis” which has affected many countries which transport their volumes through Spain, “with a reduction in purchases from distant markets and an increase in internal supply”, explain the freight forwarders surveyed. It should be noted that the reduction in transits affects raw materials and processed products, affected by nearshoring decisions. Moreover, there are additional situations with negative effects, such as those produced by the Russian invasion of the Ukraine or the diplomatic crisis between Spain and Algeria, they add.

Relocation

In this sense, the president of Puertos del Estado, Álvaro Rodríguez Dapena, pointed out that in the markets “there is beginning to be a pattern of relocation, with closer logistics. Hence the growth in countries such as India, Pakistan and Turkey”. Dapena commented that “there is a shift towards the East from the Far East, with an increase in traffic towards the Mediterranean with respect to the Atlantic, a clear gap”. And to all this he adds the rise of e-commerce, “an irruption that is stressing logistics”.

Despite the ups and downs of the economy in 2022, part of the downward trend in traffic was due to congestion, the result of the priority in ports such as Valencia to facilitate import-export traffic. The congestion led the shipping lines to modify their routes. An escape, which Aurelio Martínez, president of the Port of Valencia, identifies: “Gioia Tauro, Tangier Med and Barcelona” benefited from the congestion suffered by the dock in 2022, an aspect which “has been key” for a swing of flows to other ports which benefited from having a berthing line or available spaces to operate transits to third countries.

“These are operations that the shipping lines take care of so that there is no considerable diversion of cargoes, opening up alternatives of maritime feeders or intermodal services that can compensate for the displacement”, clarifies a logistics company. “Transit volatility is huge, but it is not a problem. The question of concern is whether these diversions harm local cargo”.

THE PORTS LOST 591,000 TEUS OF TRANSIT DURING 2022

CABOTAGE CONSOLIDATES ITS GROWTH PATH

A GOOD YEAR FOR TRAFFIC BETWEEN THE MAINLAND AND THE CANARY ISLANDS

The best news of the year for the majority of Spanish ports was the maintenance of a positive performance in cabotage flows, inter-port containerised traffics, which represent 12% of the global volume operated.

The ports once again consolidated a volume of more than 2 million TEUs, with a major participation of the Canary ports, which handled a flow of 0.89 million TEUs, a figure which represents 42% of the cabotage.

The operators surveyed affirmed that Spanish shipping lines such as Boluda, Nisa and JSV Logistic "had a good year within a different freight situation compared to other types of traffic, with growth in volumes as a result of a better performance of local industry and tourism, which increased the consumption of products in the Canary Islands".

Likewise, shipping lines continue to compete to attract peninsula-island cargoes, within their regular international lines.

THE CANARY ISLANDS ACCOUNT FOR 42% OF CABOTAGE TRAFFIC

Redistribution

Traffic between Spanish ports represents nearly 5,600 TEUs, within a distribution chain that continues to grow, together with ro-ro traffic, where the flow of containers is beginning to play a leading role, with direct bets from domestic shipowners.

On the Peninsula-Canary Islands traffic map, there is a redistribution of flows towards the Andalusian market with respect to Catalonia and the Valencian Community, where the only outstanding growth in 2022 is in Alicante.

For their part, the Andalusian ports increase their prominence, as in the cases of Cadiz, Seville and Huelva. On the Atlantic side, the increase in national flows through Vigo stands out.

INTER-PORT TRAFFIC, POSITIVE

Maritime flows between Spanish ports grew by 4% in 2022 thanks to the good temperature of the traffic between the mainland and the Canary Islands, consolidating an upward trend.

	2022	%22/21	%22/19	2021	2020
Las Palmas	517	+10%	+9%	469	425
S.C. Tenerife	373	+4%	+4%	360	319
Valencia	200	-7%	-6%	214	203
Barcelona	195	-13%	-16%	225	215
Alicante	181	+25%	+20%	145	133
Bahía de Cádiz	156	+18%	+230%	132	58
Sevilla	140	+4%	+5%	134	125
Baleares	97	-9%	-19%	107	92
Huelva	69	+4%	+16%	67	66
Bilbao	45	+1%	-39%	45	44
Vilagarcía	31	-4%	-22%	32	34
Vigo	18	+25%	+26%	15	16
Cartagena	13	+9%	-4%	12	9
Ferrol - San Cibrao	11	+775%	>999%	1	0
Tarragona	9	+3%	+11%	9	9
Málaga	8	-17%	-40%	10	12
Gijón	7	-4%	-63%	8	19
Melilla	6	-28%	-60%	8	10
Ceuta	5	-9%	-36%	6	6
Marín - Pontevedra	4	+217%	-26%	1	3
Castellón	4	-41%	+22%	7	4
Almería	3	-7%	+25%	3	3
Bahía de Algeciras	0	-13%	-44%	0	0
TOTAL	**2,094**	**+4%**	**+4%**	**2,010**	**1,804**

Thousands of TEUs. 2022, preliminary. Source: Puertos del Estado

SPANISH PORTS TRAFFICS IN 2022 | CONTAINERS

ECONOMIC BAROMETERS

TRAFFIC TRENDS REFLECT A YEAR MARKED BY ERRATIC FOREIGN TRADE

"An irregular year, with complications in terms of planning, given the turbulence of energy prices". This was made clear by an executive of a Spanish freight forwarder with a strong focus on traffic with Asia, at the time of assessing the 2022 financial year.

"The biggest growth came with imports from the Far East, although it is true that we are beginning to see a relocation of logistics chains to places closer to Europe, such as India and North Africa, as well as Turkey, which had been growing before the terrible earthquake a few weeks ago, "he explains.

Along with this, a logistics operator points out that "we have seen a reduction in exports as a result of the economic slowdown and diplomatic conflicts such as the one in Algeria, which has broken the dynamic that we had with this country from Spain".

In this sense, the President of Puertos del Estado, Álvaro Rodríguez Dapena, points out that "the Spanish ports, in relation to other latitudes, have shown great robustness in the face of traffic fluctuations, not only during the pandemic, but also in the post-pandemic, when foreign trade was destabilised".

Dapena explains that "the regular container lines became irregular and, compared to ship waiting times of more than a month on the American west coast or in the Hanseatic region, in our case the maximum was ten or twelve days thanks to very solid infrastructures".

Thus, the monthly average of total traffic in the 2022 financial year exceeded 1.43 million TEUs. Every day, a flow of more than 47,600 TEUs passed through the port network. The performance of traffic during the month of May stands out, a period in which more than 1.6 million TEUs were handled, the best figure of the year and a record that was not reached in 2021, when the monthly maximum was 1.5 million TEUs. On the other hand, November obtained the lowest record, with a flow of 1.23 million TEUs.

In fact, the first eight months of the year were the most dynamic, although without reaching the 2021 figures. The strength of transit must be taken into account in the performance of the container flow, as it accounts for 51 percent of the overall flow, with a daily movement of more than 24,500 TEUs. In transit, the best month was May, with a movement of 0.82 million TEUs, while November, with 0.61 million TEUs, obtained the lowest figure of the year.

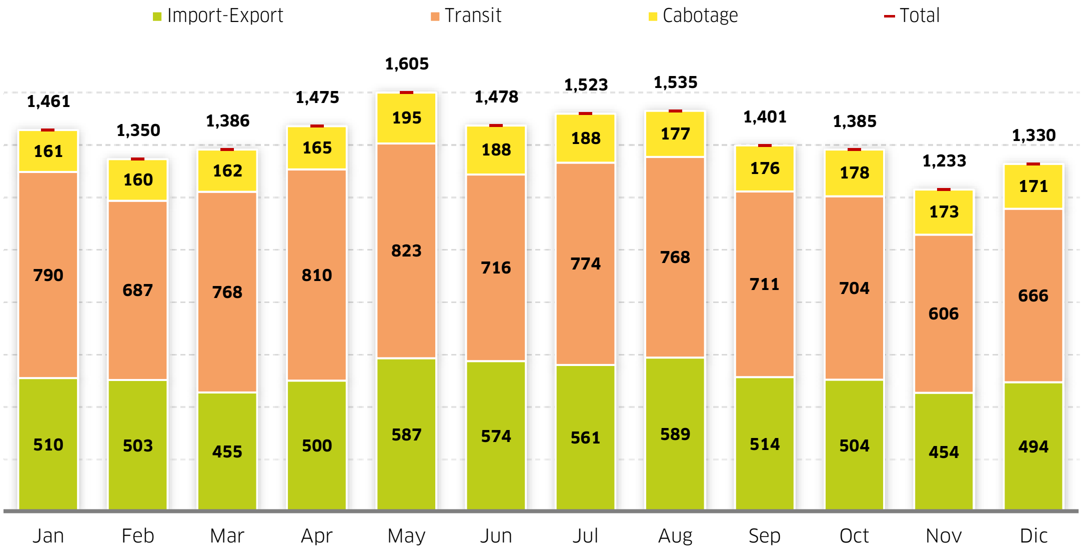
On the other hand, in the overall data for 2021, the positive performance of cabotage traffic stands out, which accounts for 12 percent of the contai-

Every day, a flow of 47,600 TEUs passes through the Spanish terminal network.

BOLUDA

MAY WAS THE MONTH WITH THE HIGHEST FLOW OF CONTAINERS IN 2022

The irregularity of traffic, except for the acceptable behaviour of cabotage, shows a strong deceleration of traffic in Spanish ports, which generated a monthly average of 1.43 million TEUs.



Thousands of TEUs. 2022, preliminary. Source: Puertos del Estado. Elaboración: Transporte XXI

ner volumes managed in Spanish ports. The monthly average was 174,500 TEUs, with the strongest flows in the months of May, June and July. The annual maximum was reached in May, with a traffic of 195,012 TEUs. Every day, more than 5,800 TEUs are transported between the Spanish ports.

Stability in import-export

As regards import-export flows, the behaviour was very stable in comparison with 2021. Import-export accounted for 36 percent of the total traffic, with a monthly average of more than 0.52 million TEUs. Traffic was very volatile, with continuous falls and rises throughout the year. The annual maximum was reached in August, with 0.59 million TEUs in a year in which the flow obtained in May also stood out. In the last third of the year, the figures regressed somewhat and in November the worst record of the year was obtained, with 0.45 million TEUs. During 2022, more than 17,300 TEUs were handled daily in the different Spanish terminals.

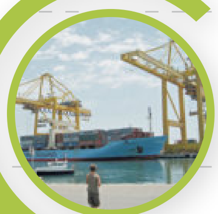
THE MONTHLY AVERAGE OF TOTAL TRAFFIC IN 2022 EXCEEDED 1.43 MILLION TEUS

SPANISH PORTS TRAFFICS IN 2022 | MAJOR MILESTONES ON THE CONTAINER SECTOR IN SPAIN

THE WEIGHT OF HISTORY

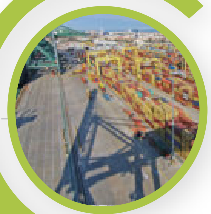
1956
In April, the first container transport in history took place, which is now the basis of maritime traffic. The first container was loaded on board an old tanker, renamed "Ideal X". PHOTO: MAERSK LINE

1972
First container terminal concessions in Spain. Marítima Valenciana in Valencia and Marítima Layetana in Barcelona

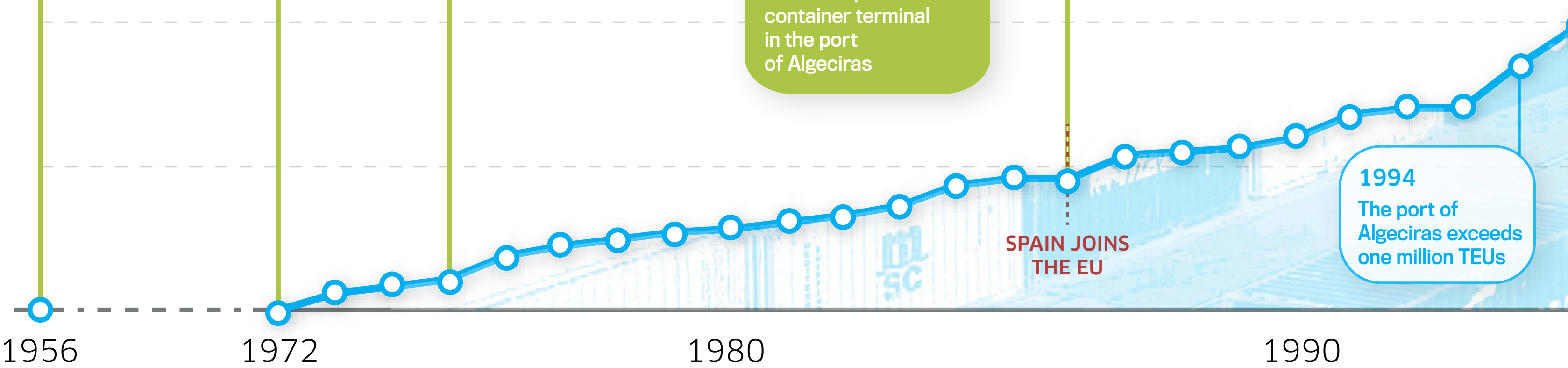


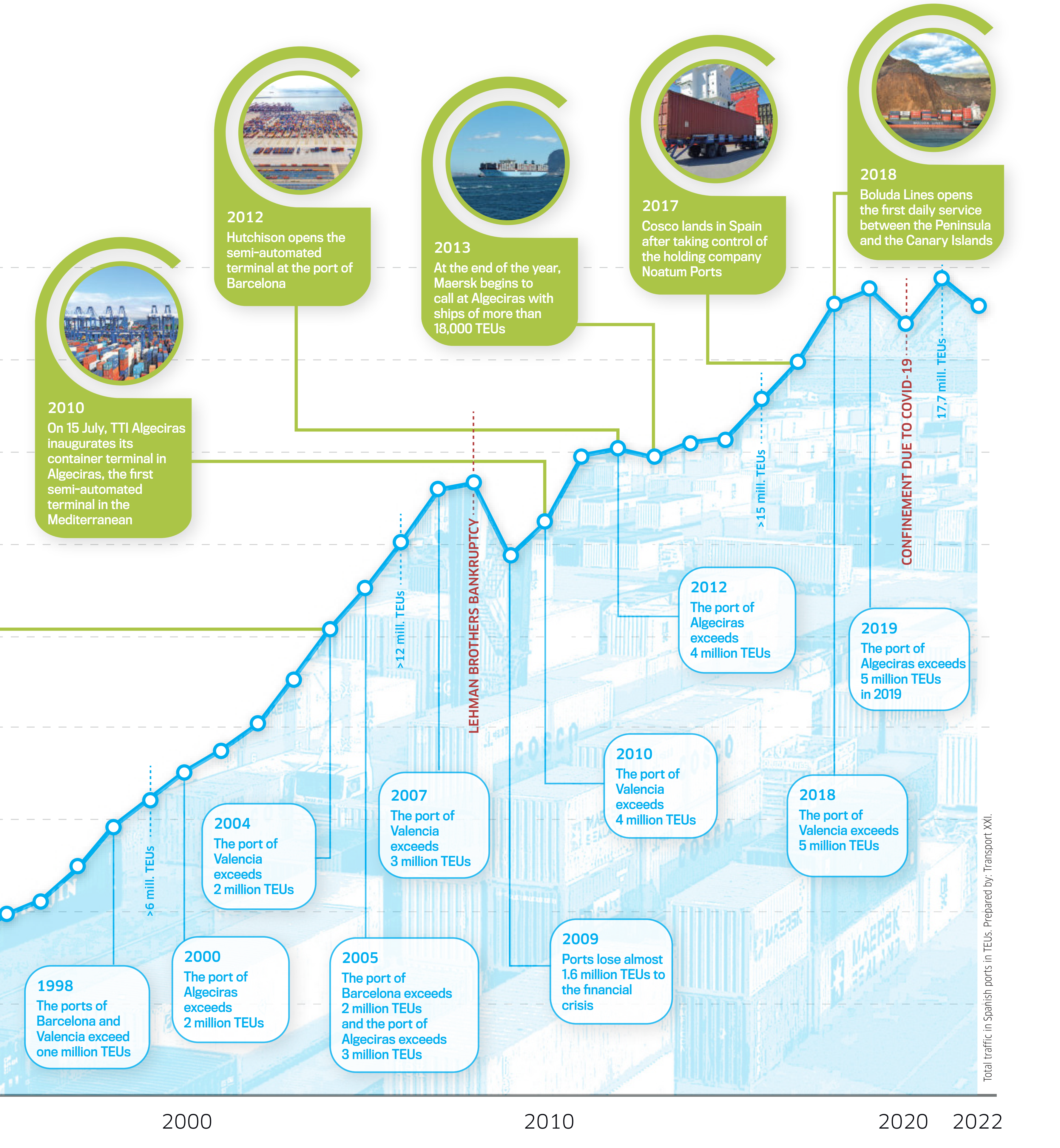
1975
Sealand opens its container terminal in the port of Algeciras

1986
Maersk lands in Algeciras. The APM Terminals terminal is inaugurated



2004
The MSC shipping company concentrates its Mediterranean operations in Valencia





Total traffic in Spanish ports in TEUs. Prepared by: Transport XXI.

Transporte XXI
2023, April

FIRMS | REGULATORY CHALLENGES

AUTOMATED PORTS

IRANTZU SEDANO
Lawyer
AIYON Abogados

Continuous technological advances are having a major influence on the automation of ships, as well as on the automation of the ports in which they call. In fact, autonomous navigation brings as a direct and main consequence the need for autonomous berths and moorings in ports, thus forcing ports to focus their efforts on this new reality that is getting closer and closer to us, and which undoubtedly cannot be ignored.

This is why most Spanish ports are already automated in many of their functions; that is to say, they use advanced technologies to improve efficiency and productivity in their operations, be these loading and unloading, transport and storage of goods, access to the port, etc. Automation reduces operating costs, optimises space, improves the safety of operations, as well as allowing the handling of large volumes of cargo and the reduction of waiting times for ships and trucks in the port.

However, this scenario also poses many regulatory challenges, which will have to be tackled prudently and tenaciously to ensure the safe and sustainable development of this new maritime reality. This is because

a) A large part of the pre-existing regulation is not adequate to deal with issues related to port automation, and must be updated, or even develop new specific regulations. We are talking about: (i) the pre-existing and traditional security regulations such as ISPS (International Ship and Port Facility Security Code), which have been updated to take into account the risks of such automation of ports and ships, cyber security and data protection, etc. (ii) IMO recommendations; (iii) ISO standards establishing a framework for information security management; (iv) SAE J3016 standards relating to vehicle automation levels, which have been adapted for use on ships; (v) SNAME (Society for Marine Engineering International) guidelines.

b) The development of a legal framework should define the liability regime in case of accidents or damages in the context of autonomous systems.

c) Privacy and data protection regulation is required, in terms of respecting privacy rights and protection of shared personal data.

d) Modernisation and adaptation of existing workplaces must take place. Automation will undoubtedly reduce the need for human intervention and it will be necessary to regulate the retraining and relocation of workers whose functions have been automated. Therefore, automation and robotisation will have to coexist with the human factor, provided that adequate measures are put in place to ensure safety, redistribution of tasks and adaptation of the workforce.

e) Cybersecurity of operations will have to be guaranteed by establishing regulations to ensure the security of autonomous systems and data protection at all times. It is a reality that malware attacks on automated maritime infrastructures have increased due to this new way of working that has been implemented.

Not only will it be necessary for all operators and competent authorities to implement state-of-the-art security protocols and systems, but the cyber insurance phenomenon will have to coexist with this new reality, since at the end of the day this will be the only way to transfer the risk of possible cyber security incidents to a third party that will cover us for this eventuality.

In conclusion, regulatory authorities from national to international level, the maritime and port industry, and the rest of the actors in the sector, must collaborate even more in the development of a legal and regulatory framework, updated and adapted to the new realities of the port sector and maritime navigation.

IT WILL BE IMPORTANT TO WORK TOGETHER TO DEVELOP AN UPDATED LEGAL AND REGULATORY FRAMEWORK ADAPTED TO THE NEW REALITIES OF THE SECTOR

ACCESS WORLD IS A LEADING SERVICE PROVIDER FOR THE FERROUS AND NON-FERROUS METALS, FERROALLOYS AND OTHER COMMODITIES MARKETS, WHICH FEED OUR PRODUCTION NETWORK ON A DAILY BASIS. IN RECENT YEARS WE HAVE SUCCESSFULLY ENTERED OTHER MARKETS, SUCH AS TIMBER, RENEWABLE ENERGIES, CHEMICALS, AGRI-FOOD AND PROJECT CARGO.

This diversification has consolidated **Access World** position as one of the main suppliers to the commodity markets. We provide our services to producers, traders, financial institutions and consumers. One of the fastest growing segments in our company is the food industry, in particular cocoa, green coffee and preserves. We have in-depth knowledge of the storage and handling of these types of goods.

Being aware of the importance of working with foodstuffs, **Access World** always strive to adapt to different operations and tailor solutions to specific customers and the market in general.

We are thus constantly committed to providing and improving innovative services, such as packaging, quality batching, pest control management, sampling and moisture control. The services we offer range from feasibility and route studies, pre-shipment inspections, customs clearance and documentation, inspection of cargo and vessel registration, unloading reports, cargo planning, route authorisation and modification, specialised transport, crane hire and unloading, to on-site project logistics management.

In order to manage different markets and such a wide variety of commodities, **Access World** is equipped to handle large quantities of products with more than 300 warehouses. We operate in more than 25 countries and employ more than 1,000 people worldwide. The company handles approximately 20 million tonnes of products per year and an average of 3 million tonnes of various raw materials are stored in our facilities.

In Spain, we have various logistics centres around the peninsula in order to guarantee our customers the best possible connections. In Bilbao, we have our own warehouse in the port area, just 500 metres from the container terminal. The warehouse has bonded and non-bonded sections and an open-plan area covering 8,700 square metres.

CONTINUAL IMPROVEMENT

We aim to keep improving the quality of our services and offer new value-added services. So we have acquired new machinery that can handle large-volume products and strengthened our forwarding activity to offer door-to-door import and export services.

With this desire to expand, we needed to create a new logistics platform in the south of Spain, in Algeciras. This warehouse will have 9,000 square metres of space and will be on the Isla Verde quay.

In addition to warehousing, unloading and loading services for containers, conventional ships and trucks, **Access World** offers customs services, chartering, and rail and air transport. Globally, we have NVOCC licences in the United States and China, among other countries. Furthermore, Access World is a logistics provider recognised by all major international financial institutions. This makes it easier to finance goods while they are in our custody. As a global company, we can offer and guarantee that your goods will be in the same hands as they travel around the world.

Access World is also an AEO and is ISO 9001 certified. It has a workplace safety programme known called SafeAcess, which is among the most developed and stringent in the world.

Access World has a longstanding commitment to being a key player in the renewable energy supply chain. As the world moves towards a greener future, finding the right logistics provider is essential in successfully planning and executing renewable energy projects, so our company provides services for solar panel projects, wind projects and power generation equipment.

In addition, as part of our commitment to the energy transition, we not only have our own decarbonisation programme, but also help our customers measure and reduce their footprint with tools such as carbon neutral services.

Access World is a quality brand in the renewable energy sector. It can offer excellent comprehensive solutions to its customers, covering the entire logistical process from the factory to the final project site.

Transporte XXI
2023, April

A.P. DE ALGECIRAS

Algeciras remains on top of agrifood traffics.

SPANISH PORTS TRAFFICS IN 2022 | PERISHABLE GOODS

FRUIT AND VEGETABLES, DOWN IN 2022

SPANISH PORTS DECREASED THE RATE OF FRUIT AND VEGETABLE CARGO, AFFECTED BY ROCKETING FREIGHT RATES

ALGECIRAS AND VALENCIA ACCOUNT FOR 71% OF FRUIT AND VEGETABLE TRAFFIC BY SEA

The year 2022 was not a year of joy for agri-food flows. Port statistics show a 15 percent drop in traffic, including transits to third countries, as a result of "a scenario where there was a significant increase in shipping costs and a shortage of containers", explain operators surveyed by Transporte XXI.

With 7.4 million tonnes handled in 2022, exporters and importers had to overcome a market situation in which, in many cases, "maritime logistics costs rocketed by up to 200 percent", according to the media consulted. As a result, exports were slowed down due to "a truly unsustainable price increase". The sources consulted explain that "at the beginning of the year, the cost per kilo of a load of fruit and vegetables destined for the North American market could be around 0.20 euros, but then logistics costs have risen to over 0.50 euros per kilo". And this, if nothing else, leads to exports not being transported or being avoided because "the price of transport exceeds the price per kilogramme of the product to be sent, which makes it unsustainable for anyone to pay for our merchandise", points out a freight forwarder specialising in these perishable loads.

Concentration

In this scenario, the ports of Algeciras Bay and Valencia remain, for yet another year, at the head of the ports with a sig-

DECREASE IN VOLUMES

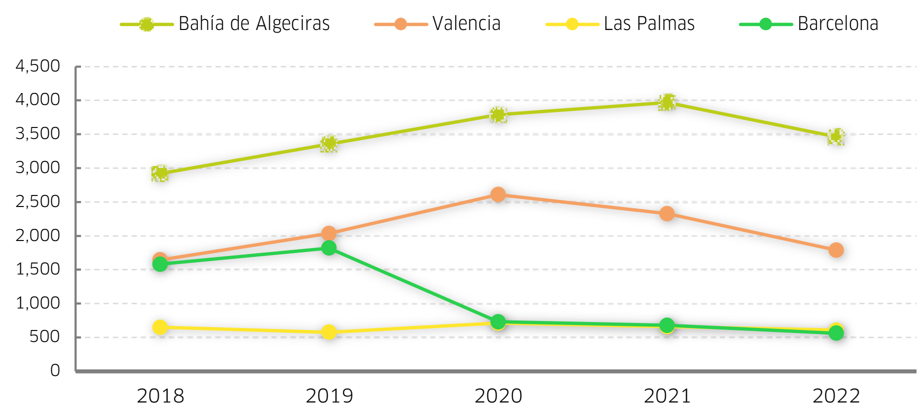
Containerised agri-foodstuffs traffic recorded a flow of 7.4 million tonnes per year, including transits to third countries.

	2022	%22/21	%22/19	2021	2020
Bahía de Algeciras	3,463	-13%	+3%	3,972	3,790
Valencia	1,789	-23%	-12%	2,330	2,612
Las Palmas	608	-8%	+5%	661	714
Barcelona	564	-17%	-69%	678	732
S.C. Tenerife	189	-14%	-8%	219	190
Vigo	175	-1%	>999%	177	153
Alicante	106	+8%	-23%	98	113
Málaga	94	-9%	+252%	104	43
Bahía de Cádiz	90	-13%	>999%	103	45
Gijón	65	-8%	-27%	71	101
Tarragona	62	+18%	+18%	52	44
Bilbao	46	-35%	-66%	71	82
Cartagena	36	+154%	+31%	14	24
Sevilla	17	+25%	+11%	14	11
Castellón	14	+21%	-5%	11	15
Huelva	10	-28%	-53%	14	21
Santander	7	-39%	>999%	12	2
Vilagarcía	4	-65%	-77%	12	17
Almería	2	+3%	+70%	2	1
Ferrol - San Cibrao	1	-	-	0	0
Baleares	1	-82%	-59%	4	1
Melilla	1	+90%	-92%	0	1
Marín - Pontevedra	0	-33%	-100%	0	6
Ceuta	0	-52%	-99%	0	0
TOTAL	**7,346**	**-15%**	**-16%**	**8,620**	**8,718**

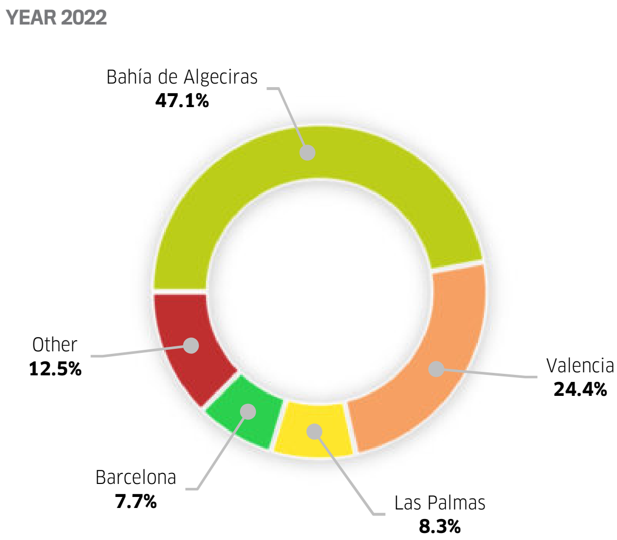
Thousands of tonnes. 2022, preliminary. Source: Puertos del Estado

ALGECIRAS IS THE LEADING SPANISH PORT IN AGRI-FOODSTUFFS TRAFFIC, WITH 47% OF THE TOTAL VOLUME

The port reduced its movements by 13% in this niche of container traffic, with a flow of 3.46 million tonnes.



Thousands of tonnes. 2022, preliminary. Source: Puertos del Estado



nificant volume of agri-foodstuffs flows. Between the two, they concentrate 71% of the port traffic for this merchandise, which brings added value to the ports and for which it is necessary to have adequate facilities for refrigerated cargo. Both ports maintained their leadership, despite the fact that they also recorded double digit falls, particularly in the case of Valencia. Together with the downward trend in exports, there was a notable decrease in the flow of goods transits to third countries.

PORTS OF THE FUTURE | SMART PORTS

SETTING THE TECH COURSE

SPANISH PORTS ARE MAKING THE MOST OF THE INNOVATION PROGRAMME OF PUERTOS DEL ESTADO, WHICH IS BEGINNING TO EQUIP THE COMPANIES WITH MODERN TOOLS

VODAFONE

Proof of the importance of innovation is that one of the central events of the 30th anniversary of the Spanish port system last year was the monographic conference "Ports 4.0. The ports of the future". More than 500 people between attendees and online connections took part in the event, which demonstrated the great interest that innovation awakens among the port community.

It was an event where Administration, entrepreneurs and innovation companies shared interests and debated on the most relevant issues. The projects underway and the possibilities of new developments took up part of the day.

JOSÉ LLORCA
Puertos del Estado

"THE PORTS WILL BE AUTOMATED AND ROBOTISED"

The Spanish ports are heading towards their future with disruptive strategies aimed at sustainability. This was emphasised by the President of Puertos del Estado, Álvaro Rodríguez Dapena, at the conference.

Rodríguez Dapena indicated that the Ports 4.0 programme "is a success story" and "a source of pride" in sharing the future technological seeds in Spanish port logistics, with a firm commitment to robotics, technology, circular economy, energy and sustainability, among others.

José Llorca, Head of Innovation at Puertos del Estado, emphasised that the programme shows that "the commitment of the ports has paid off and it is clear that there is a lot of talent in Spain". It remains to be seen, he added, "if any of the projects can end up being a unicorn".

In this sense, Llorca anticipated that "the ports will be automated and robotised and will have to offer compatibility with au-

Image of an application of 5G technology in the port of Algeciras.

tonomous vehicles and vessels, something which will not take long to become a reality and which will change the model of port services".

He also explained that technology will make intermediation processes disappear with the generation of marketplaces, "which will change commercial relations and public and private governance models".

Llorca then described a range of the main projects being promoted by the Ports 4.0 programme, which is becoming a fundamental and innovative tool for staging the technological course of the Spanish ports in the future.

In addition, the conference included a round table in which several representatives of the port and logistics community discussed the different bottlenecks for the effective introduction of innovation in the sector. Guillermo Belcastro, CEO of Hutchison Ports BEST, focused his intervention on "the rigidities in the chain between the different actors", indicating that, at present, "the only innovation is the container". In addition, Belcastro explained that the generation of "new alliances will serve to increase the seed of innovation". He also expressed his concern that "the energy change is going to produce innovation, but it is the result of regulations that must be complied with".

Enric Ticó, president of the freight forwarding employers' association Feteia-OLTRA, added that the sector has witnessed "a tremendous change, going from a man with his truck to the blockchain in a scenario in which we provide intelligence". Ticó indicated that "we must take the opportunity to talk about values and, today, intelligence is ahead of improvements", pointing out that "cooperation and competition must go hand in hand because otherwise the ship will sink".

From the shipping companies, Ignacio Ballester, general manager of MSC Spain, stated that "competition is what generates innovation and, today, there are as many problems as there are elements in the chain". He argued that "technology has to be at the service of people, but we have to be standardised. Nobody controls everything".

NOTABLE GROWTH IN ACTIVITY

The ports of Algeciras Bay, Las Palmas and Barcelona progress in double digits and manage to group 72% of the national provisioning.

	2022	%22/21	%22/19	2021	2020
Bahía de Algeciras	3,975	+28%	+66%	3,109	1,982
Las Palmas	2,526	+11%	+0%	2,278	2,330
Barcelona	1,823	+27%	+5%	1,435	1,024
Ceuta	673	+40%	-13%	479	556
S.C. Tenerife	603	+36%	-7%	445	498
Valencia	396	-5%	+18%	418	336
Cartagena	193	+9%	+6%	177	186
Huelva	177	-16%	-18%	211	157
Bahía de Cádiz	147	+44%	+72%	102	75
Vigo	129	-1%	-10%	130	122
Bilbao	123	+5%	+7%	116	101
Tarragona	114	+11%	+48%	102	66
Baleares	86	+98%	-70%	43	38
Almería	79	+77%	+2%	45	41
Málaga	73	+13%	-30%	64	62
A Coruña	70	+6%	-9%	66	61
Avilés	56	-2%	+22%	57	53
Marín - Pontevedra	37	+27%	+19%	29	29
Santander	35	+39%	+36%	25	24
Castellón	32	+1%	+62%	32	32
Sevilla	32	+26%	-13%	26	27
Pasaia	26	+8%	+3%	24	23
Alicante	22	+78%	+1%	12	15
Gijón	21	-40%	+29%	35	19
Motril	18	+2%	-53%	17	19
Ferrol - San Cibrao	14	-5%	+30%	15	14
Vilagarcía	8	-1%	+46%	8	5
Melilla	1	-78%	-70%	6	5
TOTAL	**11,488**	**+21%**	**+14%**	**9,506**	**7,899**

Thousands of tonnes. 2022, preliminary. Source: Puertos del Estado

SPANISH PORTS TRAFFICS IN 2022 | SHIP SUPPLIES

MOVING AHEAD AT FULL SPEED

SHIPPING LINES INCREASE THEIR SUPPLIES IN SPAIN BY 21%

The business of supplying merchant and passenger ships in Spanish ports, which is a strategic activity to ensure the good performance of shipping lines' operations in ports, experienced an excellent year in 2022.

With a consolidated traffic of 11.49 million tonnes, the Spanish port network achieved a growth of 21 per cent in this activity which has been "very discontinuous", not only because of fuel prices, but also because of the duration of the ships' calls in the ports, explain service operators with long experience.

Key to the strong increase in ship services has been the progression in the number of vessel calls in the port system, with a growth of 13 percent and an overall movement of 157,020 ships.

Specifically, 18,000+ ships handled in 2021 have generated an 'extra' activity for ship services, not only in the supply of bunkers, but also in the acquisition of provisions on board to feed sailors and passengers, as well as accessories and spare parts for proper navigation at sea.

11,5

MILLION TONNES CHANNELLED BY THE PORTS

In this regard, it should be noted that during 2022, the part of the business that grew the most was the supply of provisions, stores and consumables on ships, which grew by 24 percent, with 1.7 million tonnes, while the supply of fuels generated an increase of 20 percent, with 9.8 million tonnes. This figure represents 85% of the ship bunkering business in the port network.

Strategic position

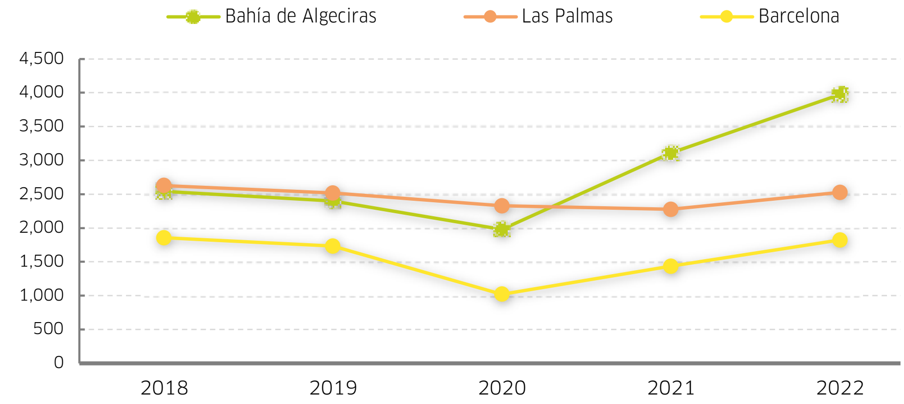
The ship fuelling business in Spain has historically been carried out in five ports which share highly traditional specialist companies. These ports enjoy a strategic position which gives them an added value over other enclaves where the activity is only marginal.

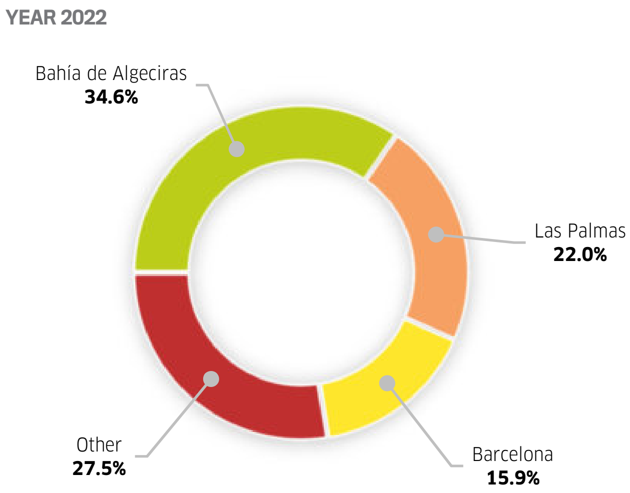
In this sense, the figures highlight the power of the Bay of Algeciras, a port which has achieved an extraordinary growth in activity in the last two years, as a result of the important increase in the fuel supply business. The port has managed to double its ship services in only two years, repositioning itself in the market as the first peninsular alternative for these tasks, and managing 35% of the activity of the port system. The bunkering business now represents a total volume of almost 4 million tonnes.

In second position, the performance of Las Palmas stands out, which, with 2.5 million tonnes, has grown by 11% with respect to last year. For its part, the other Canary Islands port, Santa Cruz de Tenerife, increased by 36% to 0.63 million tonnes last year.

ALGECIRAS MOVES 35 OUT OF EVERY ONE HUNDRED TONNES OF BUNKERING

The Andalusian dock is configured as the main supply centre in Spain, with almost 4 million tonnes per year.





Thousands of tonnes. 2022, preliminary. Source: Puertos del Estado

In third place, the progress being made in the port of Barcelona stands out. In only two years, the Catalan port has increased its position in this business by 78%, with a flow of 1.8 million tonnes.

Likewise, among the top five ports in the classification of those with the greatest traffic of services to the ship, the growth of the business in Ceuta stands out, with an increase of 40 percent and 0.67 million tonnes.

Finally, other docks such as Cadiz, Cartagena, Tarragona and the Balearic Islands recorded increases in bunkering activity last year, as a result of the increase in ship calls.

SPANISH PORTS TRAFFICS IN 2022 | BUNKERING

BUNKERING SPEEDS UP

THE INCREASE IN SHIP CALLS BOOSTS FUEL BUNKERING FLOWS IN SPAIN BY 20%

The growth in the movement of ships through Spanish ports gave a notable boost to bunkering activity in 2022.

The figures show a business growth of 20 percent, on the border of 10 million tonnes, a situation that has reactivated the sector since 2021, when 8.1 million tonnes were handled.

In this way, 2022 reconfirms the revival that has taken place in a sector that had a very difficult time during the period of restrictions during the pandemic.

The key to the recovery of flows has been the increase in port calls of merchant ships and passengers, but this process “could slow down in 2023, given that the first indicators in the first quarter suggest a decrease in port calls”, explain the operators of the port of Algeciras.

The port closed the 2022 financial year with excellent records, with an increase of 30 per cent in bunkering, which meant reaching a flow of 3.8 million tonnes.

Of particular note was the provisioning at anchorage, with a registered movement of 2.6 million tonnes and a growth of 48%.

BUNKERING INCREASED BY 30% IN 2022 IN ALGECIRAS TO REACH A TOTAL FLOW OF 3.8 MILLION TONNES

50% INCREASE IN TWO YEARS

In the Spanish port network, the growth of bunkering in the Bay of Algeciras stands out, with an increase of 30 per cent in 2022 and 3.8 million tonnes. The Andalusian port has gained 2 million tonnes in two years.

	2022	%22/21	%22/19	2021	2020
Bahía de Algeciras	3,814	+30%	+74%	2,943	1,808
Las Palmas	2,294	+10%	+1%	2,078	2,114
Barcelona	1,559	+22%	+10%	1,279	905
Ceuta	657	+42%	-13%	464	541
S.C. Tenerife	476	+28%	-9%	373	383
Valencia	341	-8%	+35%	371	283
Huelva	157	-18%	-16%	190	136
Vigo	68	+7%	-3%	64	61
Bilbao	65	+7%	+3%	61	54
Tarragona	55	+2%	+247%	54	20
Cartagena	43	+164%	+252%	16	20
Almería	41	+67%	-5%	25	24
A Coruña	30	+11%	-2%	27	27
Bahía de Cádiz	30	-10%	+127%	33	22
Málaga	25	+10%	-34%	23	28
Gijón	21	-39%	+29%	34	19
Marín - Pontevedra	21	+17%	+16%	18	17
Avilés	17	-6%	+50%	18	18
Santander	15	+19%	+55%	13	12
Sevilla	14	-4%	+20%	15	15
Motril	11	+24%	-43%	9	9
Pasaia	11	+19%	+23%	9	9
Ferrol - San Cibrao	9	+20%	+80%	7	6
Alicante	2	-15%	-30%	3	2
Vilagarcía	2	+12%	+113%	2	2
Baleares	2	-47%	-71%	4	5
TOTAL	**9,781**	**+20%**	**+22%**	**8,132**	**6,540**

Thousands of tonnes. 2022, preliminary. Source: Puertos del Estado

Meanwhile, bunkering at berth only increased by 0.18 percent, with a volume of 1.13 million tonnes.

Operators confirm that the strength of Algeciras for this bunkering activity, together with that of other ports such as Las Palmas or Barcelona "generates alternative businesses such as the supply of parts and spare parts, crew changes and ship repairs"; a whole series of added value services which is allowing more business to be generated for the port companies.

Double digit progress

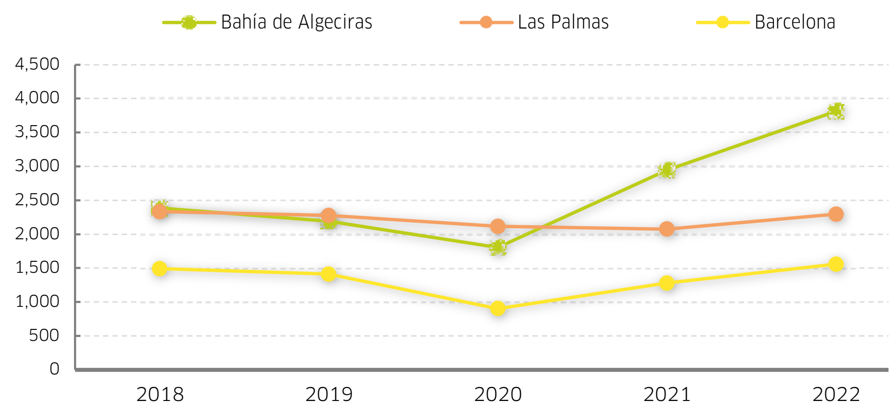
The figures for 2022 show a progression of 10 per cent in the bunkering of the port of Las Palmas, registering a flow of 2.3 million tonnes, a quantum leap compared with the financial year 2021.

For its part, the strong evolution of traffic in three other ports, Barcelona, Ceuta and Tenerife, is also noteworthy.

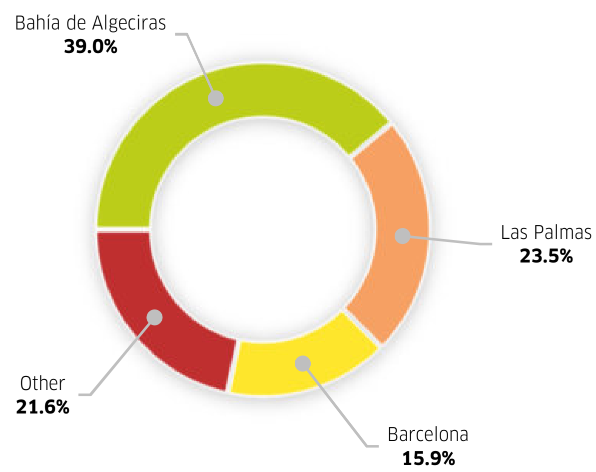
In the case of Barcelona, activity increased by 22 percent, with 1.6 million tonnes. The port of Ceuta gained positions, with an increase of 42%, and 0.66 million tonnes, while Santa Cruz de Tenerife grew by 28%, with 0.48 million tonnes.

BUNKERING IS A HIGHLY CONCENTRATED STRATEGIC BUSINESS

The ports of Algeciras, Las Palmas and Barcelona manage 78% of the bunkering of fuels in Spain.



YEAR 2022



Thousands of tonnes. 2022, preliminary. Source: Puertos del Estado

A MODEL IN TRANSITION

Ports all over the world are in the midst of a transition in the ship bunkering business. In just a few years, and following the implementation of infrastructures and new energy vectors, ships will be environmentally friendly during their calls, consuming electricity while loading and unloading, and will sail with carbon neutral fuels, within the IMO objective of achieving complete decarbonisation before 2050. To this end, the main Spanish ports are already preparing projects in energies such as green hydrogen, methanol or natural gas, which will lead the sector towards a green energy policy.

FUTURE CHALLENGES | LIQUID NATURAL GAS

LNG EXPANDS UNDER PRESSURE

THE SHIPPING COMPANIES OPERATING WITH GAS MAINTAIN THEIR COMMITMENT TO THIS FUEL, IN SPITE OF ITS RISING COST

The sharp rise in the price of liquefied natural gas, which accelerated following the Russian invasion of Ukraine, has led shipping companies operating dual-engine LNG-powered vessels in Spain to take measures to protect the profitability of their activities. However, the gas fleet maintains its development plans. In this area, Baleària began construction last October of a second passenger and cargo fast ferry with dual natural gas engines at the Armon shipyard in Gijón. The new vessel, which is scheduled to begin operating in 2024 under the name "Margarita Salas", will be an improved version of its sister ship "Eleanor Roosevelt", which has been in operation since 2021. "It will become the tenth Baleària ship with dual natural gas engines, a versatile technology that can also fully consume biomethane, as well as green hydrogen blends of up to 25 percent," said the Spanish shipping company chaired by Adolfo Utor.

Brittany Ferries has recently incorporated the vessel "Santoña" in the port of Santander to connect, twice a week, with the British dock of Portsmouth. This new ro-pax, of the E-Flexer class, has a dual LNG engine, and offers 2,700 linear metres of cargo, with the capacity to transport more than a hundred trailers, just like its sister ship "Salamanca", which started operating last year in the port of Bilbao on its weekly connections with Portsmouth.

THE FLEET WITH LNG ENGINES OPERATING IN SPAIN IS GROWING

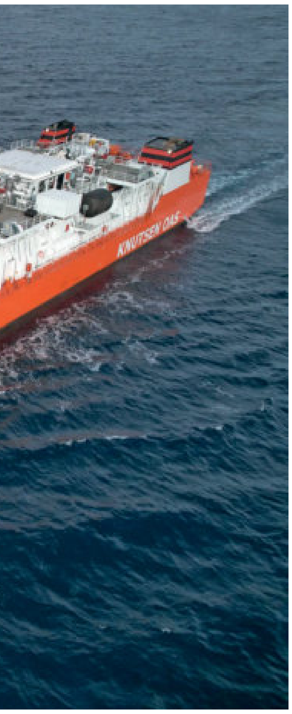
Likewise, in recent months, UECC has also incorporated its third multi-fuel LNG battery hybrid PCTC "Auto Aspire", which, like its sister ships "Auto Advance" and "Auto Achieve", as well as the vessels "Auto Eco" and "Auto Energy", are equipped with LNG engines to develop routes with regular calls at the ports of Vigo, Santander and Pasaia.

Another major milestone in the development of LNG has been the incorporation, earlier this year, of the vessel "Haugesund Knutsen". Chartered by Shell Spain, it offers bunkering services from the Enagás terminal in Barcelona, the benchmark dock of the 13 ports in the Spanish port system that supplied this fuel to ships in 2022.

"Haegesund Knutsen" developing bunkering works at Barcelona Port.

The "Haegesund Knutsen", with a storage capacity of 5,000 cubic metres of liquefied natural gas, is already operational in the port of Barcelona, after being built by Astilleros Armon in Gijón. This vessel is part of the 'LNGhive2 Barcelona' initiative, coordinated by Enagás and whose partners are its subsidiary Scale Gas, the shipping company Knutsen, and the Port of Barcelona.

The LNG-powered vessel has a length of 92.75 metres, a beam of 16.90 metres and a draught of 4.25 metres. "Haegesund Knutsen" joins the LNG bunkering opera-



tion offered since 2018 by the "Oizmendi". This vessel, part of the "CORE LNGas Hive" project, has a capacity of 600 cubic metres, and is chartered by Cepsa to operate from the port of Huelva.

Also within the 'LNGhive2' project, Enagás, through Scale Gas, and Peninsula, will receive a new LNG bunkering vessel this year, with a capacity of 12,500 cubic metres. This ship, called "Levante LNG" and built at the Hyundai Mipo Dockyard in South Korea, will operate in the Strait of Gibraltar and will have Algeciras as its home port.

Progress of bunkering

The advance of bunkering in Spain is part of a global growth of the fleet with LNG engines. The classification society DNV revealed last December that 339 LNG-powered ships are already in operation, while a further 518 are on order, of which 203 were ordered in 2022.

339
SHIPS
GNL FLEET INCREASE

Container and car carriers account for almost two thirds of the newbuildings ordered last year.

On the other hand, despite the new environment of high volatility in international energy markets, derived from the Russian invasion of Ukraine, "LNG ship reloads from Spanish terminals increased by 40 percent in 2022 compared to the previous year. Many of them have been destined for other EU countries, such as Italy and Germany", according to an Enagás statement.

The energy company stressed that "Spain has contributed to the security of supply of the rest of Europe by sending gas, both through interconnections and by reloading LNG tankers". To this end, he pointed out that "the Spanish gas system has enjoyed a high level of supply diversification, with 19 different supply sources in 2022, thanks to the regasification plants, which position Spain as a strategic entry point for LNG from Europe".

Along these lines, and as part of the More Energy Security Plan to deal with the crisis caused by the Russian invasion of Ukraine, the Ministry for Energy Transition (Miteco) has taken the necessary steps to put the regasification plant located in the port of Gijón into operation during the current financial year.

ENAGÁS FINALISES ITS LNG TERMINAL IN GIJÓN

The process for the start-up of the Enagás facilities in the port of Gijón, which have been in hibernation since 2012 following an investment of 360 million euros, has been designed in two phases. In its initial development, the first tank, with a capacity of 150,000 cubic metres of liquefied natural gas, is expected to be operational in early 2023. The second tank, with identical characteristics, will also open during the first half of this year.

Last summer, Enagás began a process of selecting professionals for the regasification plant in Asturias, after receiving administrative authorisation from the Government in July for its use as a logistics plant. "The logistical use of the regasification plant in the port of Gijón could provide up to eight million cubic metres of LNG capacity per year, with the operation of up to 100 ships, which can berth at docks designed for the world's largest LNG carriers, the QMAX, with a capacity of up to 266,000 cubic metres", according to Enagás.

The Asturian regasification plant will be added to the six operational plants, located in the ports of Ferrol, Bilbao, Barcelona, Sagunto and Cartagena, which together have an LNG storage capacity of more than 3.3 million cubic metres, 44 percent of the existing capacity in Europe.

Transporte XXI
2023, April

PORTS OF THE FUTURE | NEW VECTORS

WIND IN THEIR BLADES

THE NEW OFFSHORE DEVELOPMENTS CONSOLIDATE WIND ENERGY INDUSTRY INFLUENCE ON SPANISH PORTS

Offshore wind power development in the port of Cadiz.

“Spain has a strong competitive position in port infrastructures to meet the new demand for renewable energies and other initiatives linked to the blue economy”. This was stated by Manuel Arana, Director of Planning and Development of Puertos del Estado and President of the Technical Association of Ports and Coasts, during the Offshore Wind Congress, organised by the Spanish Wind Energy Association (AEE).

Offshore wind energy is an opportunity that more and more ports are incorporating in their docks, as it is an industry with a high growth potential, and aligned with the main energy and environmental policy objectives of the EU.

Ferrol, Avilés and Bilbao, followed by Seville and Cádiz, are among the ports with the greatest advantage as industrial and logistical hubs for offshore wind energy.

NEW PORTS SEEK TO POSITION THEMSELVES AS INDUSTRIAL AND LOGISTICAL HUBS IN OFFSHORE WIND ENERGY

Navantia Seanergies plans to invest more than 50 million until 2030 in its Fene shipyard (Ferrol), to build offshore wind foundations. The largest amount, with 36 million in alliance with Windar Renovables, will be spent on the construction of the monopiles factory. The remaining 14 million will be destined to adapt the shipyard’s slipways to floating wind turbines and make them compatible with the jackets projects. Navantia will also build the headquarters of its green energy centre of excellence in Fene.

Last year, the Ferrol Port Authority granted the Amper Group a concession for 69,385 square metres of land in the outer harbour for a period of 30 years for its Nervión Naval Offshore division. The investment in this project, aimed at the construction of complete structures for offshore wind energy, will exceed 25 million euros. The facilities, located between the Endesa complex and the Yilport Ferrol container

terminal, should begin operations in the last quarter of 2024.

For its part, the Port Authority of Avilés, which dedicates an area of 185,000 square metres on the Valliniello quay to wind power and project cargo logistics, is also working to expand these activities, incorporating more than 240,000 square metres over the next five years. The president of the Port of Avilés, Santiago Rodríguez Vega, detailed its importance with the annual movement of "some 1,300 wind turbine sections, with 100,000 tonnes loaded on some 90 vessels". Likewise, Windar Renovables, the benchmark company for wind energy in Avilés, is analysing the possibilities of setting up in the former port installations of the Alcoa group.

Bilbao, wind hub

In the port of Bilbao, Haizea Bilbao announced last year an investment of more than 100 million euros in the Basque dock to build a new plant to double its production capacity and convert up to 160,000 tonnes of steel per year into offshore towers and XXL monopiles. In addition, Siemens Gamesa, with more than 100,000 square metres in the AZ3 dock for wind energy logistics, is also among wind energy leaders operating on the dock, along with Lointek and Navacel. Another milestone of 2022 in Bilbao was the assembly and launching of the first floating wind turbine on a concrete structure. The DemoSath pilot project, driven by Saitec Offshore Technologies and RWE Renewables, is testing a 2MW floating turbine connected to the grid in the Bay of Biscay.

In the port of Seville, Gri Towers and Tecade are two locomotive companies in offshore wind energy. Last year, the Gonvarri Group company sent 6 wind towers to Finland and another 26 to the North Sea. In turn, Tecade won two electrical substations for the Coastal Virginia Offshore Wind project in the United States.

The port of Cadiz also has offshore wind energy among its strategic businesses through Navantia and Dragados Offshore in Puerto Real. Ocean Winds, a company created by EDP Renewables (EDPR) and Engie, signed an agreement with Navantia Seanergies last year to build two jacket foundation and associated piles for the substations of two offshore wind farms in France.

In addition, the ports of A Coruña, Cartagena, Gijón, Las Palmas, and Tenerife are processing numerous projects to position themselves in this segment of renewable energies.

MARTÍN FERNÁNDEZ PRADO

"THE OFFSHORE INDUSTRY IS AMONG THE AXES OF THE STRATEGIC PLAN OF THE PORT OF A CORUÑA"

The new strategic plan of the port of A Coruña places the offshore industry at the heart of its main axes, "with the objective of converting the outer port into a hub for the construction of offshore wind components for export", according to its president, Martín Fernández Prado. In his opinion, "there is an important demand for the manufacture and transport of large parts for the construction of offshore wind farms in Scotland and France, a context in which the outer port of A Coruña is well positioned due to its logistical surface area, large drafts and strategic location". The development of this renewable energy forms part of the "A Coruña Green Port" initiative, together with green hydrogen, biofuels and the electrification of the terminals.

For its part, the Port Authority of Gijón gave the green light last year to the modification of the Delimitation of Areas for Port Use (DEUP), following the application presented by Zima Equity Investments, for the granting of an administrative concession of 128,005 square metres on the north quay of the extension of the port. Zima will allocate 75 million euros to an industrial logistics centre for offshore wind structures.

The entity chaired by Laureano Lourido also has Duro Felguera's application in process, with investments of 115 million euros, in a port area of 380,000 square metres. In addition, Moncobra is also planning to manufacture wind turbine parts, in a port area of some 200,000 square metres, with an outlay of 28 million euros.

Meanwhile, the Port Authority of Las Palmas commissioned the engineering firm Ineco to draw up the specifications to govern the granting of a concession for the public port domain of 111,440 square metres, with the possibility of a second plot of 7,380 square metres, to be used as a repair centre for offshore renewable energy elements.

The Port Authority of Santa Cruz de Tenerife is also contemplating the development of offshore wind energy in the Granadilla dock with Capital Energy and BlueFloat Energy.

Finally, the Port Authority of Cartagena, which has the Navantia shipyards, is also aiming to position itself as a reference for the offshore industry in the Mediterranean.

H2PORTS

PORTS OF THE FUTURE | HYDROGEN

H2 TAKES SHAPE IN SPAIN

SPANISH PORTS CONTINUE TO TAKE STEPS TO MEET THE CHALLENGE OF DECARBONISATION

In the current scenario of evolution towards new carbon-neutral fuels, the Port Authority of Valencia has positioned itself as a pioneer in the sector in the use of hydrogen. The H2Ports initiative has entered its operational phase to start up a reach stacker at a container terminal and a tractor unit for ro-ro cargo.

The two port vehicles are powered by a mobile hydrogen supply station, which provides the necessary supply to ensure the continuous duty cycles of the two pieces of equipment.

The H2Ports demonstration project is being developed with the participation of the Valenciaport Foundation, the Valencia Port Authority, the research centres Centro Nacional del Hidrógeno and Atena Distretto Alta Tecnologia Energia Ambiente and the private companies MSC Terminal Valencia, Grimaldi Group, Hyster-Yale, Ballard Power Systems Europe, Carburos Metálicos and Enagás.

€ 10

BILLION
MAERSK TO INVEST IN METHANOL IN SPAIN

On the other hand, the port of Gijón has also achieved another milestone by testing the tug "Hydrotug", pioneer in having two hydrogen and diesel propulsion engines. This vessel, built by Astilleros Armon, carried out sea trials in the Asturian dock before being delivered to CMB Tech, a subsidiary of Compagnie Maritime Belge (CMB), for operation in the port of Antwerp-Zeebrugge.

The development of port hydrogen is also reflected in industrial actions. Thus, Petronor, part of the Repsol Group, began work last year on its decarbonisation hub. This project, which forms part of the Basque Hydrogen Corridor, is being developed in collaboration with Enagás, the Basque Energy Agency (EVE) and Aramco.

These facilities, which will involve an investment of 103 million euros, will include a plant for the production of synthetic fuels, suitable for use in lorries, ships and aeroplanes. Its manufacturing process will be powered by renewable hydrogen produced through a 10 MW electrolyser.

In the port of Cartagena, Repsol is also making progress with the construction of an advanced biofuels plant. This is a 200 million euro investment aimed at manufacturing 250,000 tonnes of renewable fuels per year, using green hydrogen.

Hydrogen corridors

Enagás and the Port of Barcelona have signed a Memorandum of Understanding (MoU) to jointly promote renewable hydrogen projects. The agreement is in line with the H2MED project, one of the objectives of which is to develop a hydrogen corridor linking the Catalan dock with Marseilles.

Another of the initiatives underway is the memorandum of understanding (MoU) agreed between Cepsa and the Port of Rotterdam to establish the first green hydrogen corridor between the Dutch dock and Algeciras. The Spanish energy group plans to export, from 2027, the hydrogen produced at the San Roque Energy Park, located near the Bay of Algeciras, through energy carriers such as ammonia or methanol, to Rotterdam. Cepsa also intends to develop a similar supply chain from the La Rábida Energy Park in Huelva.

Maersk has also set its sights on Andalusia and Galicia to supply its fleet of container ships with a production of up to 2 million tonnes of methanol, generated from green hydrogen. To this end, the Danish shipping company signed a general collaboration protocol last November to explore opportunities for large-scale production of green fuels in Spain, with an estimated investment of around 10,000 million euros.

Filling operation at the hydrogen plant in the port of Valencia.

Maersk estimates the need for approximately 6 million tonnes of green methanol per year to meet its 2030 fleet emissions target and an even higher volume by 2040 to bring its fleet to net zero.

Projects in Galicia

The ports of A Coruña, Ferrol and Vigo have several green hydrogen initiatives underway. Enerfín, a subsidiary of Elecnor; Fisterra Energía, linked to the Blackstone fund; and Armonía Green Galicia, backed by the Ignis group, have presented projects to build and operate green hydrogen and green ammonia production plants in the outer harbour of A Coruña.

In the port of Ferrol, Forestal del Atlántico is moving forward with the Triskelion project. An investment of 176 million euros focused on the production of green methanol from carbon dioxide captured at its facilities in Mugardos. Reganosa, based at the same port terminal in Ferrol, is also promoting the "H2Pole" initiative with EDP, aimed at producing 14,400 tonnes of green hydrogen in As Pontes (A Coruña), after an outlay of 165 million euros.

CMB TECH

"Hidrotug" is the hydrogen tug built by Astilleros Armón in Gijón.

For its part, the port of Vigo is leading the "Jules Verne" project which envisages the installation of a hydrogen plant to supply a fleet of between 35 and 45 heavy vehicles, to which one or two port service vessels will be added.

THROUGHPUT IN SPANISH PORTS IN 2022 | VEHICLES

OEMS PUSH THE RECOVERY

THE SPANISH PORTS CLOSED 2022 WITH A TRAFFIC OF 2.7 MILLION VEHICLES AND A GROWTH OF 13%

FAR FROM PRE-PANDEMIC LEVELS

Spanish ports increased vehicle traffic in 2022, but are still light years away from the more than 3.4 million units handled in 2019.

	2022	%22/21	%21/19	2021	2020	2019
Valencia	600	+23%	-17%	489	529	721
Barcelona	589	+18%	-24%	497	478	777
Vigo	475	-6%	-2%	503	513	483
Santander	323	+16%	-31%	278	324	466
Pasaia	240	+15%	-12%	209	236	273
Tarragona	172	+27%	-18%	136	128	211
Other	338	+11%	-29%	304	265	474
TOTAL	**2,736**	**+13%**	**-20%**	**2,416**	**2,473**	**3,405**

Thousands of vehicles in goods regime. 2022, preliminary. Source: Puertos del Estado.

Spanish vehicle production remains on the path to recovery, after registering growth of 5.8 percent in 2022. Specifically, 2.2 million units were manufactured, thanks to the improvement in the flow of raw materials and an increase in the availability of microchips in the last months of the year, according to the manufacturers' association Anfac. A positive evolution that has been reflected in the statistics of the Spanish ports. In 2022, the ports handled 2.7 million vehicles, which is 13 per cent more than a year earlier. However, traffic is still 20 per cent below the levels of 2019, when 3.4 million units were moved through the Spanish docks, which gives an idea of the strong impact of the pandemic.

Leading the ranking is the Port Authority of Valencia. During the past year, the docks of Valencia and Sagunto handled more than 600,000 units, nearly 23 percent more than a year earlier. In absolute figures, 109,869 more vehicles were moved than in 2021. This vehicle traffic is mainly with Italy, Belgium and Turkey, which account for 50 percent of the operations.

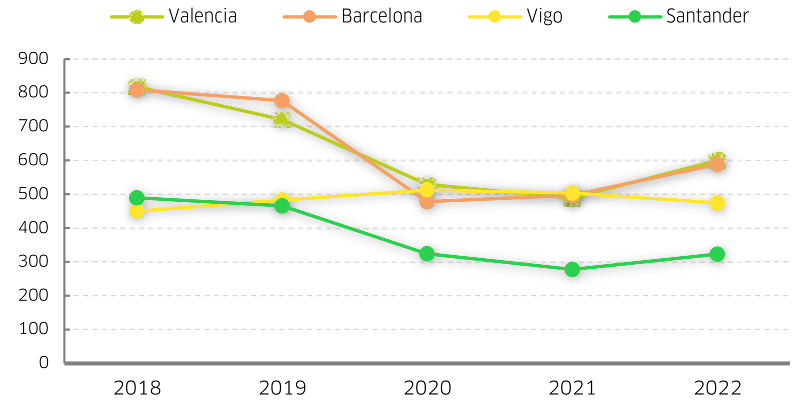
The Port of Barcelona, the

Last year, the Port Authority of Valencia handled more than 600,000 vehicles, nearly 23% more than in 2021.


A.P. DE VALENCIA

CHANGE AT THE TOP OF THE RANKING

The Port of Valencia, which climbs to the top of the ranking of the port system in vehicle traffic, exchanges positions with Vigo, which moves up to third place. Barcelona maintains second place.



Thousands of vehicles in goods regime. 2022, preliminary. Source: Puertos del Estado.

second largest port for vehicles, has positioned itself as a European hub for the distribution of electric vehicles from various manufacturers that produce in China. This has led to the growth of new vehicle traffic through the dock, although it is still far from the volumes of 2017 or 2018, years in which it exceeded 800,000 units per year. Last year closed with more than 589,000 new vehicles, 18 percent more than in 2021. Exports fell by 7.9 per cent to 258,788 units, mainly due to the lack of microchips. On the other hand, imports increased by 63%, due to new Chinese brands or manufacturers producing in the Asian country "who are betting on the port of Barcelona to distribute in Spain and Europe", explained José Alberto Carbonell, general manager of the port.

Vigo completes the podium. Although the Galician port came to lead the Spanish port traffic of automobiles in 2021, it closed 2022 with a fall of 6 per cent. The entity blames this decline on the "major logistics crisis that is affecting European ports, saturated with vehicles due to the difficulty in their final distribution as a result of the shortage of drivers and the reduced supply of ships on European routes".

THE PORT AUTHORITY OF VALENCIA ONCE AGAIN LEADS IN VEHICLE TRAFFIC

SPANISH PORTS TRAFFICS IN 2022 | VEHICLES

CUSTOMERS GIVE GOOD GRADES TO THE PORTS

CAR MANUFACTURERS IMPROVE THEIR OVERALL ASSESSMENT AND FOCUS ON IMPROVING ACCESS, RAIL CONNECTIONS AND DIGITISATION

A.P. DE TARRAGONA

The Port of Tarragona leads the valuation ranking, a position it shares with the Port of Pasaia.

The vehicle manufacturers give good marks to the Spanish ports. The score has improved by one tenth, to 4 out of five, approaching the qualification of "satisfactory". What is more, the services which were most affected in 2020 have improved, which reveals "the capacity of the Spanish ports to adapt to the new realities, which demand a greater degree of flexibility".

This is stated in the latest sectoral report on "Assessment of maritime-port logistics", drawn up by the Spanish Association of Automobile and Truck Manufacturers (Anfac) for the year 2021.

The indicators are based on a survey of 19 companies from the association, half of them with industrial production in Spain. The report focuses its analysis on the eight ports of relevance for the import and export of vehicles - Barcelona, Malaga, Pasaia, Vigo, Santander, Sagunto, Valencia and Tarragona - which account for 93.8 percent of the vehicles transported by sea, with more than 2 million units.

Even so, the results continue to be affected by the situation resulting from the pandemic and the effects of the microchip crisis and economic uncertainty, both domestic and international. In fact, traffic fell by 5.3 percent.

Pasaia and Tarragona, at the top

In the 2021 edition, the ports of Pasaia and Tarragona share and repeat the first position in the ranking with a score of 4.4 out of 5. Together with the ports of Barcelona and Malaga, they are the only ones to improve on the previous edition. For its part, the port of Santander, with a rating of 4.2 out of 5, remains the second best port valued by the brands consulted.

Despite the context and the decrease in the volume of vehicles transported, most of the indicators achieved an improvement compared with the 2020 edition. The brands underlined the proactivity of the ports in responding to the needs in a scenario of instability, as well as the agility of the customs clearance process.

On the other hand, the brands consulted underlined an improvement in the training of workers in the loading and unloading of vehicles. The manufacturers also pointed again to rail connections, "which can be particularly

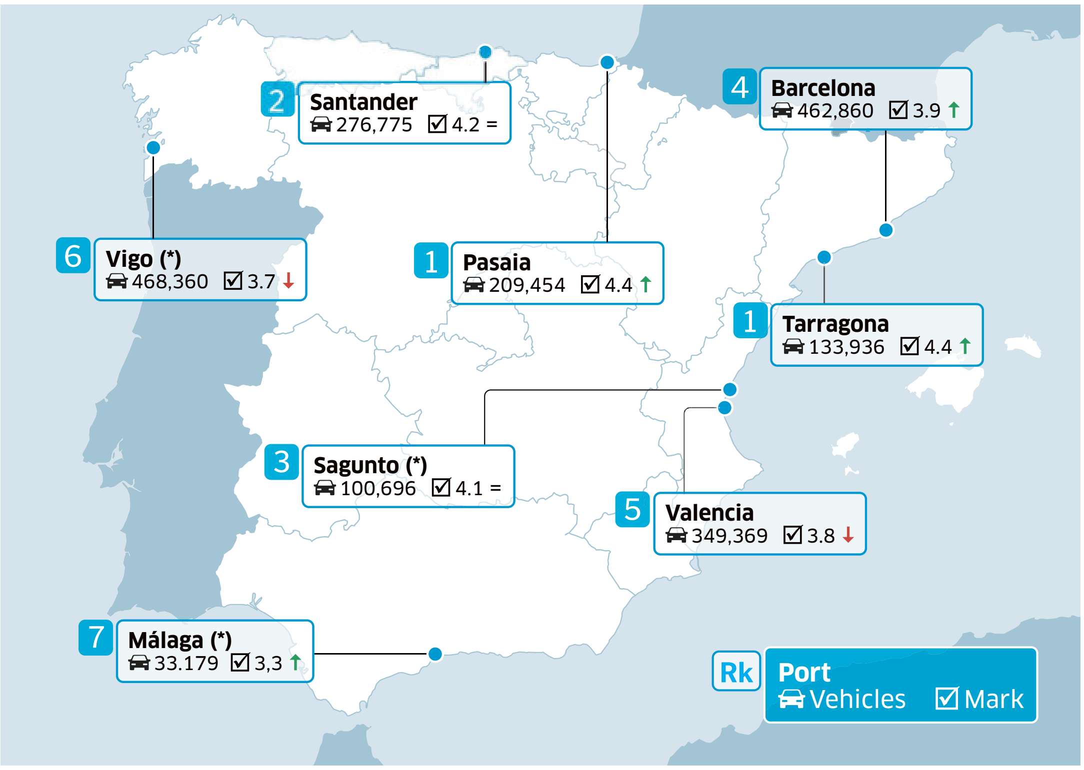
4

4 POINTS OUT OF 5, THE **AVERAGE RATING** OF MANUFACTURERS FOR THE PORTS

improved", access to the ports, and the digitalisation of freight management. "Ports and their terminals must continue to make progress in the implementation of digital solutions to control the flow of incoming and outgoing vehicles, the loading and unloading process and the allocation in depot areas", the Anfac report highlights. Manufacturers are also calling for infrastructures for new vehicle types. "It is necessary for port terminals and their associated services to be prepared for the new forms of vehicle propulsion (whether electric, gas or hydrogen)", insist Anfac. In 2021, the share of electrified vehicles was 7.8 percent of the market and 11.1 percent of production in Spain, with an accelerated increase expected in the coming years.

THE PORTS ARE MAKING GOOD PROGRESS

Of the eight ports analysed by the vehicle manufacturers, four have improved their ratings, Pasaia, Tarragona, Barcelona and Malaga, with only two, Valencia and Vigo, worsening their scores.



Source: Anfac Logistics Assessment Questionnaire. Each aspect was rated with a score between 1 and 5 points. Prepared by: TRANSPORTE XXI.
(*) Ports conditioned in their assessment due to the lack of rail access to vehicle terminals.

SPANISH PORTS TRAFFICS IN 2022 | SHORT SEA SHIPPING

SPANISH PORTS, RULING THE 'SHORT SEA'

INTERNATIONAL RO-RO SHORT SEA SHIPPING EXCEEDS PRE-PANDEMIC FLOWS BY ALMOST FOUR MILLION TONNES N FIRST HALF OF THE YEAR

International ro-ro short sea shipping (SSS) is sailing with the wind at its back and registered an all-time record in Spanish ports in 2021. This traffic will set a new record with a total of 15.2 million tonnes transported (not including goods vehicles) in the first half of 2022, according to the latest Observatory published by the Spanish Association for the Promotion of Short Sea Shipping (SPC-Spain).

This means 19.7 percent more than in the same period of 2021 and exceeding pre-pandemic flows by almost four million tonnes an increase of 32.9 percent.

The ports of the Mediterranean façade continue to monopolise this activity by channelling more than 88 per cent of the traffics (13.5 million tonnes) and are the protagonists of this evolution by tripling (+21.6 per cent) the growth of the ports of the Atlantic (+6.8 per cent).

The French and Belgian markets are the best performers for the ports of the Atlantic seaboard with growth of 32.2% and 13.7% respectively.

In the Mediterranean ports, the performance of the North African countries, especially Morocco (+39.8 per cent), stands out, thanks to the reactivation of the ro-pax lines, which were suppressed during the pandemic.

The other side of the coin is the international short sea shipping of goods vehicles. The ports on both sides moved 550,000 vehicles, 5.6 per cent less than in the first half of 2021.

The overall short sea shipping in the Spanish port system, including both international and cabotage and all types of traffic (ro-ro, bulk and containers), ended the first half of 2022 with a total of 140 million tonnes moved. This represents a 6.6 percent increase compared to the same period in the previous year. And which is more than the pre-pandemic record (134.7 million tonnes).

ITALY AND GREAT BRITAIN, THE MAIN PARTNERS

The Italian and British markets are the main destinations for the motorways of the sea departing from the Mediterranean ports, with 13 or 14 weekly connections, and from the Atlantic ports, with 9 respectively.

Sea Motorways: minimum frequency of three departures per week. Source: SPC-Spain.

FIVE SHIPPING LINES WITH MOTORWAYS OF THE SEA

Two shipping lines on the Mediterranean coast, Grimaldi and Trasmediterránea, and three on the Atlantic coast, Flota Suardiaz, Brittany Ferries and CLdN, have motorways.

ORIGIN/DESTINATION	SHIPOWNER	WEEKLY FREQUENCY
ATLANTIC SEABOARD		
Vigo-St. Nazaire	Flota Suardiaz	3
Santander-Portsmouth/Plymouth	Brittany Ferries	3
Bilbao-Portsmouth/Poole	Brittany Ferries	3
Santander-Zeebrugge	CLdN	3
Santander-London	CLdN	3
MEDITERRANEAN SEABOARD		
Barcelona-P.Torres-Civitavecchia	Grimaldi	6
Valencia-Barcelona-Livorno-Savona	Grimaldi	4/5
Sagunto-Cagliari-Salerno	Grimaldi	3
Almería - Nador	Trasmediterránea	5

Source: SPC-Spain.

Short sea shipping in the European Union (EU) felt the effects of the first year of the pandemic. However, less than maritime traffic as a whole. Short sea shipping totalled 1.68 billion tonnes in 2020, about 7 per cent less than in 2019, when it reached a new all-time high, according to Eurostat data. Short sea shipping accounted for 60.4 per cent of the total maritime transport of goods to and from European ports.

SHORT SEA SHIPPING IN THE EUROPEAN UNION NOTED THE FIRST YEAR OF THE PANDEMIC

SHORT SEA SHIPPING | PUBLIC AIDS

‘ECO-INCENTIVES’ FOR 16 SHORT SEA LINES

THE CARRIER RECEIVES A SUBSIDY PER TRIP FOR LOADING THE TRAILER ONTO THE SHIP DEPENDING ON THE PORT OF BOARDING

Short sea shipping has celebrated the first call for aid under the 20 million ‘eco-incentives’ programme published by the Ministry of Transport, Mobility and Urban Agenda (Mitma). A total of 16 maritime services operated by five shipowners departing from six Spanish ports on the Mediterranean and Atlantic coasts and connecting with 11 EU member states are eligible for subsidies. In other words, the transporter or logistics operator receives aid for loading the vehicle or trailer onto the vessel from 21 September and until 31 March 2023 in this first call for applications.

Grimaldi is the shipowner with the most services, five lines departing from Barcelona, Valencia and Sagunto with Italy. To these it adds another five from Finnlines, a subsidiary of the Italian group, linking Bilbao with northern Europe. Suardiaz has three services from Vigo (with France and Belgium), CLdN has two from Santander (with Belgium and Ireland) and Brittany Ferries has one (Bilbao-Ireland).

As the aid is based on the distance saved in kilometres travelled by road between the port of origin and the border, the ‘eco-incentive’ covers a range per journey from 5.6 euros on Finnlines lines departing from the port of Bilbao to 154.2 euros for Suardiaz from Vigo.

SIX SPANISH PORTS CONNECTED WITH 11 IN THE EU

Second call

At the beginning of January, the Ministry activated the second cycle for the selection of the collaborating entities that will participate in the management of the aids of the maritime ‘eco-incentives’ programme corresponding to this year’s call.

The second call also has a budget of 20 million euros and is a continuation of the 2022 call, which is currently underway, and for which the deadline to apply for aid begins on 1 April 2023. As in the first call, the potential beneficiaries of the ‘eco-incentives’ are companies or self-employed loaders, hauliers or transport operators who pay the freight to load a rigid lorry, trailer or semi-trailer instead of using the road for part of their journey, where this alternative exists.

In total, the maritime ‘eco-incentives’ have an initial budget of 60 million euros, distributed equally over three years, “although this amount may increase depending on demand”, according to the Ministry of Transport, Mobility and the Urban Agenda.

SPANISH PORTS TRAFFICS IN 2022 | RO-RO CARGO

A GOOD YEAR FOR RO-RO CARGO

THE PORT SYSTEM IS CLOSE TO 71 MILLION TONNES, 8.5% MORE THAN THE VOLUMES OF 2021 AND MORE THAN 5 MILLION MORE THAN THE PRE-PANDEMIC TRAFFICS

ABOVE AVERAGE GROWTH

The port of Algeciras, with a growth of almost 24% compared with 2021, tripled the average increase of the port system as a whole.

	2022	%22/21	%22/19	2021	2020
Bahía de Algeciras	14,501	+24%	+60%	11,696	9,141
Baleares	13,383	+10%	-2%	12,155	10,712
Valencia	12,949	+1%	+3%	12,863	11,224
Barcelona	11,617	+5%	+1%	11,092	9,668
Las Palmas	4,726	+17%	+6%	4,038	3,686
S.C. Tenerife	3,982	+6%	-2%	3,773	3,736
Santander	2,310	-5%	+6%	2,430	2,152
Bilbao	1,043	+16%	+24%	896	717
Vigo	985	-8%	-13%	1,072	1,018
Almería	831	-3%	+28%	856	655
Bahía de Cádiz	774	+3%	-10%	748	765
Huelva	594	+30%	+37%	459	509
Pasaia	588	+5%	-12%	559	579
Ceuta	565	-5%	-32%	595	558
Tarragona	505	+11%	+66%	457	186
Melilla	473	-4%	-34%	491	505
Málaga	467	-0%	-18%	469	472
Castellón	326	-21%	-7%	411	431
Sevilla	135	-2%	-16%	138	133
Alicante	55	+435%	+94%	10	50
Motril	45	+16%	-93%	39	135
Other	36	-22%	-29%	46	47
TOTAL	**70,889**	**+9%**	**+8%**	**65,293**	**57,080**

Thousands of tonnes. 2022, preliminary. Source: Puertos del Estado

ALGECIRAS NOW LEADS THE RO-RO TRAFFIC THANKS TO THE RECORD IN THE STRAIT

Last year was a good year for ro-ro cargo in Spanish ports. Ro-Ro traffic reached 70.88 million tonnes, 8.57 per cent more than in 2021. What is more, it exceeded the records of 2019 by 7.76 per cent, gaining 5.11 million tonnes over the pre-pandemic ro-ro volumes.

The port of Algeciras is the new ro-ro leader in the Spanish port system, jumping from third to first position. The Andalusian dock reached 14.50 million tonnes of ro-ro flows, being by far the fastest growing of the main enclaves. The Andalusian port tripled the average increase of the port system as a whole by advancing 23.98 percent compared to 2021.

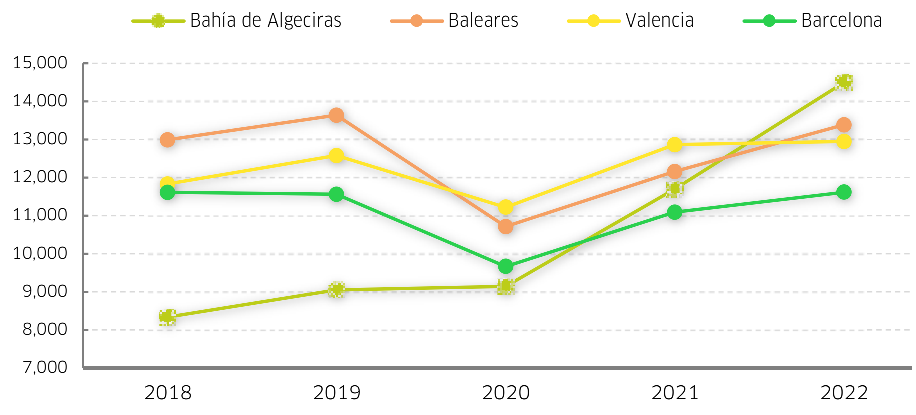
Algeciras bases its ro-ro growth on the traffic of the Strait, which set a new record by exceeding 450,000 total heavy vehicles (loading and unloading).

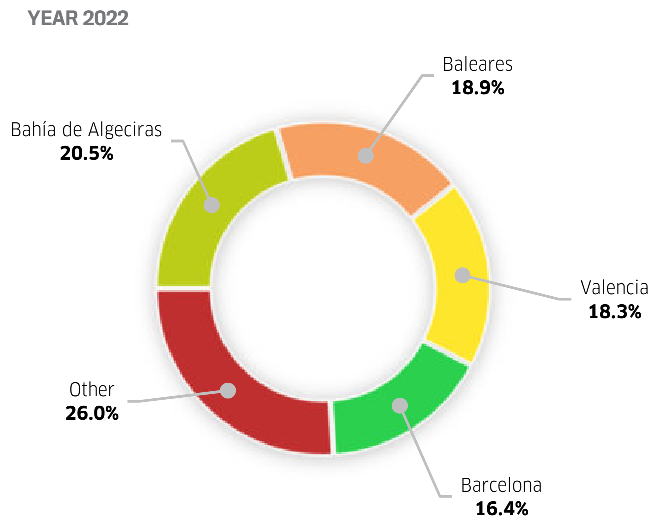
The ferries that cover the route between Algeciras and Tangier Med transported 432,206 trucks, 9.79 percent more than in 2021. The route between Algeciras and Ceuta added 30,212 heavy vehicles (-4.25 percent). The flows between Algeciras and the Moroccan port "justify the set of seven initiatives of the Hercules Plan", Gerardo Landaluce, president of the Port Authority of the Bay of Algeciras, recently pointed out. In fact, several measures have already been implemented, such as "the second phase of the heavy traffic terminal", which has increased the capacity of the car park by 50 percent.

The Andalusian dock will continue to boost its ro-pax facilities in 2023 in

SHARE OF ALMOST 74%

The first four ports in ro-ro traffic, Algeciras, the Balearic Islands, Valencia and Barcelona, have a total volume of 52.43 million tonnes handled. This represents a share of 73.70% of the total port system. The first two, Algeciras and the Balearic Islands, account for almost 40%.





Thousands of tonnes. 2022, preliminary. Source: Puertos del Estado

VALENCIA DROPS TO THIRD POSITION BY HANDLING ALMOST THE SAME TRAFFIC AS IN 2021

view of the sustained growth in passenger traffic, passenger vehicles and ro-ro cargo. To this end, the entity plans to undertake an investment of 19.3 milion euros in the works corresponding to the project to extend the quay and esplanade in the La Galera dock, next to the current area where ro-pax flows have been operating. With these works, the enclave seeks to generate new pre-boarding areas and new heels for ro-ro ramps to make the shipping companies' operations more flexible.

After Algeciras, the Balearic Islands maintained the second position in ro-ro traffic with 13.38 million tonnes and a growth of 10.10 percent compared to 2021. In terms of pre-pandemic flows, it almost equalled ro-ro activity (-1.84 per cent).

Valencia slipped from first to third place. It moved practically the same volume (+0.66 per cent) as in 2021, channelling a total of 12.94 million tonnes.

Transporte XXI
2023, April

SPANISH PORTS TRAFFICS IN 2022 | RO-RO CARGO

DOUBLE-DIGIT GROWTH OVER PRE-COVID

THIS TRAFFIC GREW BY MORE THAN 30% COMPARED TO 2021 AND EXCEEDED 2019 VOLUMES BY ALMOST 20%

380,000 MORE UNITS

The ports moved a total of 1.56 million trailers and platforms in 2022, compared with 1.18 million the previous year.

	2022	%22/21	%22/19	2021	2020
Valencia	349	+3%	+10%	340	267
Baleares	325	+767%	+920%	37	45
Barcelona	231	+5%	+12%	219	182
Las Palmas	182	+19%	+10%	153	139
S.C. Tenerife	128	+10%	-4%	117	119
Bahía de Algeciras	113	+4%	-53%	109	104
Santander	53	+30%	+64%	40	47
Bilbao	29	+31%	+64%	22	21
Huelva	28	+25%	+38%	23	24
Bahía de Cádiz	22	+10%	-6%	20	22
Melilla	22	+1%	-19%	22	21
Málaga	21	+2%	-3%	20	19
Almería	20	+18%	+17%	17	12
Ceuta	14	-7%	-42%	15	14
Tarragona	11	-1%	-	11	0
Vigo	10	-20%	-44%	12	13
Sevilla	6	+7%	-14%	6	6
Pasaia	4	-20%	-35%	4	4
Alicante	2	+447%	+895%	0	2
Motril	2	+19%	-94%	2	6
Ferrol - San Cibrao	0	-	-	0	0
Castellón	0	>999%	-	0	0
TOTAL	**1,570**	**+32**	**+18**	**1,189**	**1,067**

Thousands of unnacompanied mobile units. 2022, preliminary.
Source: Puertos del Estado

TORO Y BETOLAZA

Once again, it was a good year for ro-ro traffic of trailers and platforms in Spanish ports.

These traffic flows recorded a double-digit increase both in comparison with the previous year and with 2019. The shortage of professional drivers was certainly not unrelated to the good balance.

The ports moved 1.56 million units in 2022. This represents a growth of 32% compared with 2021 and some 500,000 units more than in 2019, an increase of 17.5 per cent.

Valencia leads unaccompanied vehicle traffic with 348,928 units and an increase of 2.6 percent compared to 2021, also exceeding pre-pandemic flows (318,000 units).

The Balearic Islands, in second place, recorded spectacular growth, with a tenfold increase over the previous year's flows to 324,776 units. The recovery of tourism was undoubtedly to blame for this evolution, which logically also had an impact on traffic with the islands in the ports of Valencia and Barcelona, the latter third in the ranking.

Ro-Ro services between the Iberian Peninsula and the Balearic Islands are gaining momentum with Trasmed, the Spanish shipping company of the Grimaldi Group, which closed last year with 3.1 million linear metres of cargo transported.

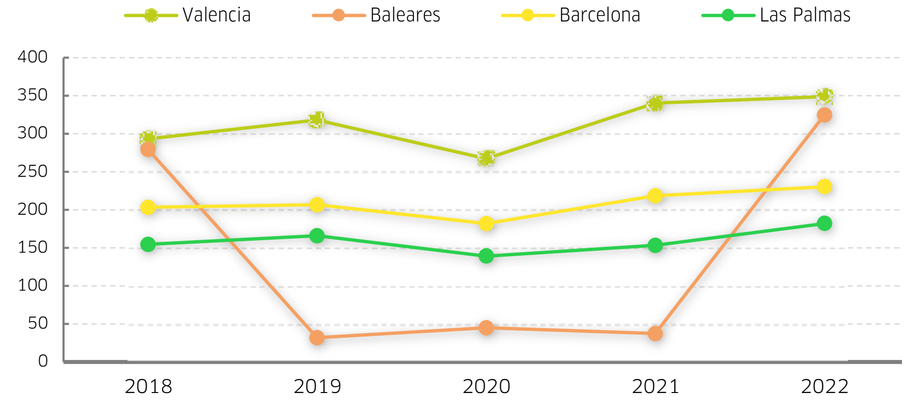
THE RETURN OF TOURISM MULTIPLIES BALEARIC ISLANDS TRAFFIC TENFOLD

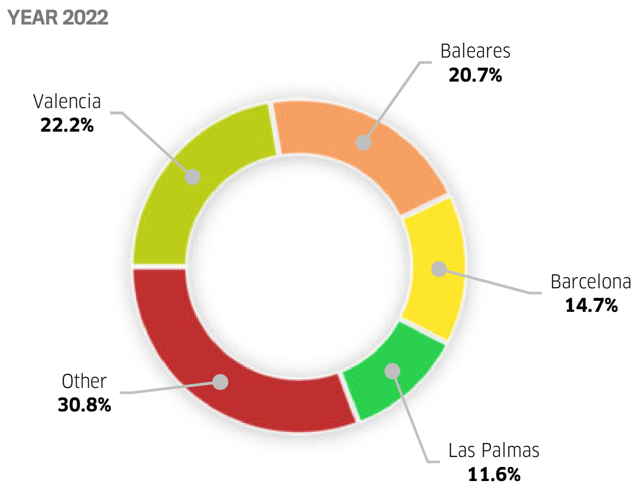
On the other hand, single trailers are increasingly joining the short sea shipping services of shipowners such as Grimaldi, on the Barcelona and Valencia connections with Italy. Or Flota Suardiaz, from Vigo to France and Belgium.

In the Atlantic, CLdN has started the year by strengthening its connections from Santander to Dublin. Brittany Ferries has also increased its capacity by adding the "Salamanca"

TWO OUT OF EVERY 10 UNITS

The port of Valencia leads the ranking in trailers, semi-trailers and flatbeds by channelling 348,928 units out of the total of 1.56 million, representing a share of 22%.





Thousands of unnacompanied mobile units. 2022, preliminary. Source: Puertos del Estado

to its connections between Spain and Ireland. Precisely, this shipping line, together with Finnlines, of the Grimaldi Group, are the main protagonists in the port of Bilbao, which has increased its ro-ro traffic by 31 percent.

RAPID CONSOLIDATION

The shipping company Baleària has not taken long to consolidate the daily service for the transport of roll-on/roll-off cargo between the port of Motril and Tangier Med, which it launched last autumn. Baleària's initiative has had a wide commercial response from fleet and logistics operators who have historically worked in the port of Motril, such as Mazo, Nieves, XPO, Paublete, Fercam and SJL, among others. The new service is part of the shipping company's strategy to reinforce services to North Africa from the south of the Iberian Peninsula.

SPANISH PORTS TRAFFICS IN 2022| CRUISE TRAFFIC

CRUISE SHIPS CAST OFF AGAIN

THE RECOVERY OF CRUISE MOVEMENT HAS GONE HAND IN HAND WITH THE RETURN TO NORMALITY AND IS APPROACHING THE ALL-TIME RECORD IT REACHED IN 2019

In 2022, Spanish ports received a total of 8.2 million cruise passengers.

MORE STOPOVERS

Cruise traffic totalled 4,525 calls last year in the Spanish ports. This means doubling the stopovers registered in 2021 and even surpassing those of 2019, the year before the pandemic

	2022		%22/21		%22/19		2021		2020	
	SHIPS	PASSENG.	SHIPS	PASSENG.	SHIPS	PASSENG.	SHIPS	PASSENG.	SHIPS	PASSENG.
Barcelona	807	2,329	+197%	+347%	+1%	-26%	272	521	71	199
Baleares	715	1,727	+215%	+401%	-13%	-35%	227	345	39	157
Las Palmas	673	1,014	+50%	+125%	+20%	-32%	450	450	234	517
S.C. Tenerife	623	760	+23%	+150%	+22%	-29%	506	304	277	345
Bahía de Cádiz	315	394	+94%	+195%	+0%	-17%	162	134	32	41
Valencia	298	623	+214%	+376%	+47%	+43%	95	131	10	26
Málaga	285	342	+139%	+189%	-1%	-28%	119	118	41	40
Cartagena	185	173	+134%	+146%	+11%	-31%	79	70	10	19
A Coruña	137	222	+342%	+636%	+27%	+39%	31	30	5	7
Vigo	91	173	+225%	+400%	+28%	+22%	28	35	7	9
Bilbao	78	109	+457%	+736%	+56%	+97%	14	13	0	0
Sevilla	76	18	+217%	+296%	-20%	-10%	24	5	5	1
Alicante	60	117	+94%	+170%	+40%	+86%	31	43	1	2
Tarragona	36	63	+350%	>999%	-43%	-51%	8	1	1	1
Gijón	28	24	+460%	+575%	+56%	+56%	5	4	0	0
Other	118	61	+123%	+314%	-5%	-28%	53	15	11	5
TOTAL	**4,525**	**8,152**	**+115%**	**+267%**	**+7%**	**-24%**	**2,104**	**2,219**	**744**	**1,369**

Number of ships and thousands of passengers. 2022, preliminary. Source: Puertos del Estado.

The traffic that suffered most from the two years of the pandemic was cruise traffic, which only saw the light at the end of the tunnel at the end of last year. The recovery in the flow of passengers has gone hand in hand with the lifting of restrictions, especially on international mobility.

The port system closed last year with 8.2 million cruise passengers. And this means approaching the historic record of 10.7 million tourists who called at Spanish ports in 2019 to rank Spain as the second cruise destination in Europe, behind Italy. The public body Puertos del Estado forecasts that this will be the year of matching the pre-pandemic mark.

The port of Barcelona continued to be the undisputed leader with a total of 2.32 million cruise passengers received, which means a fourfold increase on the records for 2021, although some 800,000 fewer tourists arrived than in 2019.

The Catalan dock has not stopped doing its homework in the cruise business. Recently, the Port Authority has put out to public tender the construction and operation of the future cruise terminal G on the Adosado quay, where all cruise activity will be concentrated.

Royal Caribbean Group applied last year for a concession to build and operate this terminal, to serve the group's cruise ships.

Subsequently, during the project competition process, the shipping companies Norwegian Cruise Line, Vikingo Ocean Cruises and Virgin Cruises presented a joint proposal to opt for the construction and operation of the same ter-

minal. And that is why the Port Authority has put out to tender the award of the future G cruise terminal.

The installation will have to comply with various environmental improvements, such as incorporating OPS (Onshore Power Supply) systems to connect the ships to the general electricity grid once they are berthed.

In addition, the Port Authority will assess whether the terminal project is sustainable, with an architectural design that respects its surroundings and minimises energy consumption. It will also assess whether the winning bidder offers shared mobility solutions capable of responding to the increase in the number of passengers generated by the latest generation of cruise ships, and whether the ships operating in the future terminal use transition fuels or fuels of green origin that minimise their emissions.

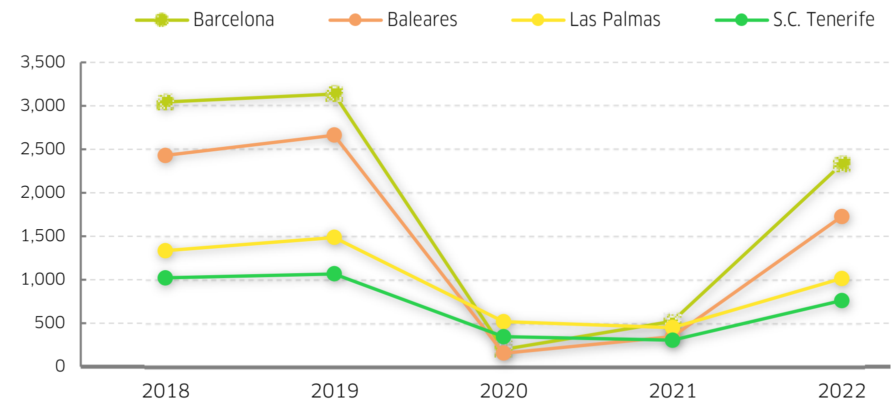
The Balearic Islands has regained the second position, which it has traditionally occupied and which it lost during the pandemic, with 1.72 million cruise passengers in 2021, 940,000 fewer than in 2019. In 2022, the agreement between the Spanish central and Balearic regional administrations and the main shipping companies came into force. This agreement regulates the arrival of cruise ships in Palma. Specifically, it establishes that the Balearic capital can only receive a total of three cruise ships per day and only one can have a capacity of more than 5,000 cruise passengers.

THIS WILL BE THE YEAR OF EQUALLING THE PRE-PANDEMIC RECORD

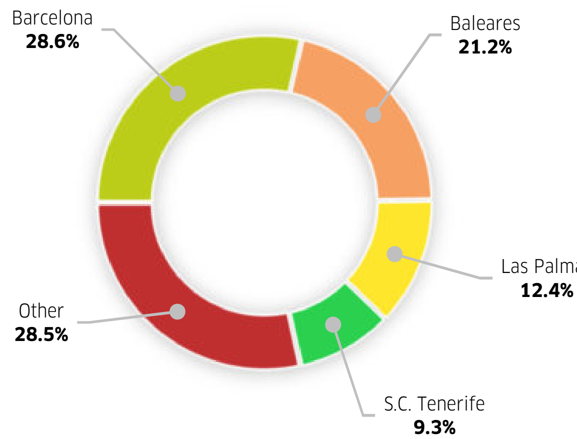
Las Palmas slipped from second to third place, which is the position it has traditionally occupied, by registering 1.01 million cruise passengers, nearly 470,000 fewer than in 2019. To further boost these flows, the port of La Luz will have a new cruise terminal, which is being built by Global Ports Canary Islands, winner of the tender for the construction and operation of the public cruise passenger terminals in the ports of Las Palmas, Arrecife and Puerto del Rosario.

ALMOST HALF

The three leading ports in cruise traffic, Barcelona, the Balearic Islands and Las Palmas, account for 2.19 million cruise passengers, that is to say 48.5% of the total of the port system. The first two alone have a share of 33.6%.



YEAR 2022



Thousands of passengers. 2022, preliminary. Source: Puertos del Estado

PROJECT CARGO | SPANISH MARKET

SLOWDOWN IN PROJECTS

PROJECT CARGO SECTOR REMAINS OPTIMISTIC FOR THE COMING MONTHS AS IT LOOKS TO EXPAND ITS INTERNATIONAL DEVELOPMENT

The project cargo market remained positive in 2022, although it more than halved the growth rate achieved in the previous year.

The maritime foreign trade of capital goods in Spanish ports achieved an increase of 8 per cent in 2022, with 5.2 million tonnes, according to data provided by Datacomex, processed by Transporte XXI. This percentage is 10 points less than the 18 per cent reached in 2021.

China continues to strengthen its leading role in the volume of imported capital goods, with 1.84 million tonnes, accounting for 65.3 per cent of the total. Adding Spanish exports to the Asian giant, it reaches 1.87 million tonnes, 23 per cent more than in 2021.

On the other hand, various operators have shown their growth based on foreign development. Alejandro Cañas, managing director of Erhardt Projects, stated that "we are in the midst of an internationalisation process. We are backing our clients in their strategic projects and we want to be present where the decision-making centres are located".


LAMAIGNERE

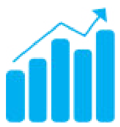
Rail loading project in the port of Bilbao.

The head of Erhardt Projects pointed out that this commitment "is reflected in the opening in 2022 in Abu Dhabi (UAE) and this year in Saudi Arabia. We are committed to positioning ourselves in one of the regions with the largest investments in developing sectors such as oil & gas, refineries, renewables and civil infrastructure, and with the highest growth expectations on a global scale. In addition, we are determined to accelerate the internationalisation of our business and improve our operations to take advantage of the opportunities that arise".

According to Alejandro Cañas, "2023 will be a year to continue advancing in our digitalisation and thus offer a better service to our customers. Integrated logistics requires data, it brings visibility to the business and visibility allows us to make better decisions faster".

For its part, Lamaignere plans to "introduce technological innovations and developments based on automation so that the customer perceives a reliable, secure service and with real-time analytics, being more efficient in our operational work". In addition, they assured that "we will soon announce the opening of new markets in the Americas, which will lead to increased traffic and interaction between the countries where we are already present". For 2023, Lamaignere plans to "continue to grow in terms of staff and turnover, with a special focus on project cargo through projects such as Portren or the Maya train. In addition, once the photovoltaic sector recovers again, we will reinforce our commitment to this activity".

Gabriel Ibarra, Head of Industrial Projects at Intermodal Forwarding, a VASCO Group company, listed "Qatar, Saudi Arabia and the United Arab Emirates (UAE), the United States and Australia" among the areas with great expectations. He also predicted "a large order book in Europe, with its race to achieve decarbonisation and climate neutrality planned for 2050, as well as the acceleration of projects underway to achieve independence from Russian gas as soon as possible". According to him, "renewables, green hydrogen, wind, gas exploration and LNG plants are the biggest opportunities".



8%

MORE CAPITAL GOODS
EXPORT/IMPORT
TRAFFIC

THE RISE IN TRADE IN CAPITAL GOODS SLOWS DOWN

Last year, the Spanish sector increased its maritime traffic of this industrial equipment by 8%, 10 points less than the previous year.

	2022			TOTAL						
	TOTAL	EXPORT	IMPORT	%22/21	%22/19	2021	2020	2019	2018
China	1,879	38	1,840	+23%	+46%	1,529	1,153	1,288	1,037
U.S.A.	406	376	30	-6%	+22%	434	396	332	323
Morocco	379	243	137	-2%	+3%	387	359	369	344
United Kingdom	249	205	44	-3%	+104%	257	90	122	122
Türkiye	217	73	144	+14%	+32%	191	161	164	158
India	137	28	109	+31%	+45%	104	74	94	89
Mexico	109	99	10	+9%	-41%	100	106	184	214
France	98	79	19	+15%	+275%	85	36	26	30
Brazil	78	68	10	+11%	+1%	70	64	77	56
Malta	78	77	0	>999%	>999%	1	3	1	2
Chile	76	73	3	-21%	-33%	96	94	113	106
Denmark	67	28	39	+64%	+175%	41	65	24	16
Saudi Arabia	67	60	6	+9%	-8%	61	55	73	67
Germany	65	8	57	+18%	+17%	55	55	56	62
South Africa	60	32	29	+2%	-22%	59	60	77	47
Taiwan	59	4	54	+1%	+11%	58	47	53	56
Egypt	56	51	5	-1%	-13%	56	53	64	116
South Korea	55	13	42	-18%	-45%	67	61	100	83
U.A.E.	54	46	9	-35%	-47%	84	94	102	65
TOTAL	**5,262**	**2.446**	**2,816**	**+8%**	**+13%**	**4,875**	**4,142**	**4,671**	**4,585**

Foreign trade in capital goods in thousands of tonnes. Source: Datacomex.

PROJECT CARGO | GLOBAL OVERVIEW

FREIGHTS RATES PLUNGE

ALTHOUGH SHIPPING REFERENCE RATE STILL 52% ABOVE JANUARY 2021

ERHARDT

The Drewry Multipurpose Time Charter Index is the price benchmark in the multipurpose shipping sector, and stood last January at $9,896 per day, which represents a drop of around 10 per cent on the same month in 2022, but still remains 52 per cent above January 2021.

Analysts at the London-based maritime consultancy expect the decline in day rates for multipurpose vessels to be less sharp than in competing sectors such as container ships and small bulk carriers.

Looking ahead, Drewry analysts believe that "the decline in rates will be gradual, as project cargo activity for the shipping of wind turbine components will continue to remain buoyant".

In this line, Gabriel Ibarra, Head of Industrial Projects at Intermodal Forwarding, a VASCO Group company, corroborates that "the growth of renewable energies means an increase in demand and a great challenge for project cargo". To give an example, "the nacelles of wind turbines are getting heavier and the blades are getting bigger", he adds.

Thus, Ibarra warns that "logistics and transport companies must be prepared to be able to provide service to this increase in demand and specialisation in project cargo, with increasingly bulky and heavy loads". The head of Intermodal Forwarding cites the example of the shipowner AAL, "which has already made a large investment in the construction of six multipurpose ships of 33,000 deadweight tonnes and three 350-tonne cranes".

However, he says, "there are other negative signs such as the average age of the current multipurpose fleet, which is 16 years old, with only 1,000 vessels and an order book that represents just a three per cent of the total".

According to his analysis, "the lack of investment in new shipbuilding is mainly due to the current global recession. This factor, together with the falling freight market and rising interest rates and inflation, makes it extremely difficult to obtain financing for this type of project".

Gabriel Ibarra also points out that "current environmental regulations require greater investment to be able to build ships that meet these objectives. We are at a turning point where it is necessary to take economic measures quickly to promote the construction of a fleet that can take on the challenges that the near future poses".

For his part, Alejandro Cañas, managing director of Erhardt Projects, predicts that "after a 2022 of high intensity, with a high demand for services in the project cargo sector, this year starts with the same momentum, with a growing production activity on a global scale that will materialise in a good first half of activity".

The Erhardt Projects executive affirms that "despite forecasts of recession for some time in 2023, during the first months of this year new projects continue to be contracted, which augurs a prosperous year for our sector, although surely with bumps and uncertainties along the way".

In his opinion, "the national market may be weighed down by the economic uncertainty and the lack of legal certainty that are penalising the domestic market.

However, Spanish companies, production and logistics services companies, are

THE DREWRY INDEX REMAINS UNCHANGED COMPARED TO 2021

working in an international environment that will surely help to mitigate the worst omens in Spain”. Thus, Alejandro Cañas remarks that “we are facing a new energy frontier, which is committed to clean energies and decarbonisation in production processes. There are many projects and business initiatives that have a positive impact on the demand for project cargo logistics services”. At Lamaignere, another leading operator, they state that “a state similar to that of pre-pandemic is beginning to recover, with greater availability of equipment and with freight rates approaching more reasonable levels”. However, they conclude that “the new price levels are higher than they were in 2019, and that there are still some very saturated routes such as those for exports to South America”.

Drewry expects the gradual decline in rates to continue.

SPANISH PORTS TRAFFICS IN 2022 | RAILWAY

TRAIN IS CALLING

THE PORTS OF BARCELONA, VALENCIA, BILBAO AND ALGECIRAS CONCENTRATED A VOLUME OF 690,000 TEUS BY RAIL IN 2022, BUT THE MOMENTUM IS NOT OVER YET, PUSHED BY INTERNATIONAL SHIPPING LINES

A.P. DE ALGECIRAS

The year 2022 was one of stagation in the intermodal volumes of Spanish ports. According to the overall figures for the first four peninsular ports, Valencia, Barcelona, Algeciras and Bilbao, rail-port traffic remained stable, “in line with import and export container traffic”, explains the manager of an international shipping company that has been committed to the creation of carbon-free corridors in recent years.

2022 was not a ‘positive year’ for container flows by rail in Barcelona, the first intermodal port of the Iberian Peninsula, although it was outstanding in terms of new developments in future infrastructures and growth in value-added services.

While the terminals recorded a 16.7 percent decrease, with 265,560 TEUs, the green light was given to the Train Port Barcelona joint venture between Adif and the Port Authority of Barcelona, which will be responsible for the development and management of the rail logistics node.

This company will operate the intermodal terminal, with an investment of 22 million euros, and the facilities of La Llagosta, and plans its landing at the ferroutage terminal to be built on the old Llobregat riverbed.

Rail traffic in Algeciras grew by 66% in 2022.

The Catalan port also supported the announcement by Terminal Marítima Zaragoza (TMZ) to double its capacity, with an investment of 10.5 million euros. At the same time, the operators were active in the generation of reefer cargo services with Navarre and dry cargo with La Rioja, operated by Synergy.

On the other hand, the flows operated by FGC in metric gauge in the port of Barcelona grew by double digits, together with that of automobiles from Seat in Martorell and that of potash for ICL Iberia from the mines to its terminal in the port, exceeding pre-pandemic traffic.

DIFFERENCES IN THE PROGRESSION OF INTERMODAL

Rail traffic in the ports of Valencia, Bilbao and Algeciras progressed during 2022, while Barcelona suffered a slowdown in its flows.

PORT	2022	% 22/21	%22/19	2021	2020	2019	2018
Barcelona	265,560	-17%	+6%	318,971	269,304	249,751	262,379
Valencia	233,771	+10%	+11%	213,216	200,098	209,990	196,725
Bilbao	134,088	+8%	-8%	123,951	106,871	146,322	146,583
Algeciras	57,345	+66%	+267%	34,479	21,064	15,630	8,375
TOTAL*	**690,764**	**+0%**	**11%**	**690,617**	**597,337**	**621,693**	**614,062**

(*) Traffic of the first four ports in rail-port traffic. Data in TEUs.
Source: Port Authorities with available railway data 28/02/23.

Valencia continues to grow

On the other hand, in 2022, the growth in Algeciras stands out, with an increase of 60 per cent and 57,345 TEUs, "which indicates the imperative need to undertake the works on the Algeciras-Madrid line", according to the president of the Port Authority, Gerardo Landaluce.

The port was very active in 2022 in the diversification of the cargo transported with new reefer trains with Marín, as well as swap bodies, "the embryo of what is going to be the future Railway Motorway with Zaragoza", explains Landaluce. Azuqueca and Zaragoza are actually the main destinations of Algeciras.

IN 2022, THE EVOLUTION OF NTERMODAL IN THE PORT OF ALGECIRAS WAS OUTSTANDING

As for the future, the port will become a shareholder in the Vicálvaro terminal and will invest in an intermodal support installation in Guadarranque (San Roque), as well as in the new T2 rail-port terminal, which will be operated by the Rail Truck company, without forgetting the projects of Azuqueca and Coslada, in the central zone.

On the other hand, in Andalusia, the intermodal progression of the ports of Huelva, Seville and Cadiz stands out. In the case of Huelva, the port activated two projects in 2022 to increase the rail business with the decision to extend the Majarabique facilities (Seville) and the South Quay of the enclave, with a commitment to the development of a future Railway Motorway.

For its part, the port of Seville is working to extend its railway network to the facilities located in the Dársena del Cuarto and to the companies with installations in its Free Trade Zone.

Finally, in Cadiz, work is progressing on its new rail access to the Dársena de La Cabezuela, while the services provided by Boluda and Trasmediterránea are maintained at the Jerez terminal, a facility that functions as an intermodal hub for logistics with the Canary Islands.

INTERMODAL | RAIL TERMINALS

INLAND DOCK BREAKS

360 MILLION EUROS IS THE INVESTMENT AMOUNT PLANNED BY THE MINISTRY OF TRANSPORT 'MERCANCÍAS 30' INITIATIVE TO DEVELOP EIGHT STRATEGIC INTERMODAL HUBS


Adif is committed to integrating the management of the Vicálvaro and Coslada dry port terminals

Inland intermodal terminals or 'dry ports' play an important role in the framework of the 'Mercancías 30' initiative, promoted by the Ministry of Transport, Mobility and Urban Agenda (MITMA), which aims to promote rail freight transport as the backbone of multimodal logistics chains.

One of the actions included in this initiative focuses on making investments in railway infrastructures that contribute to increasing the competitiveness of freight traffic to and from ports.

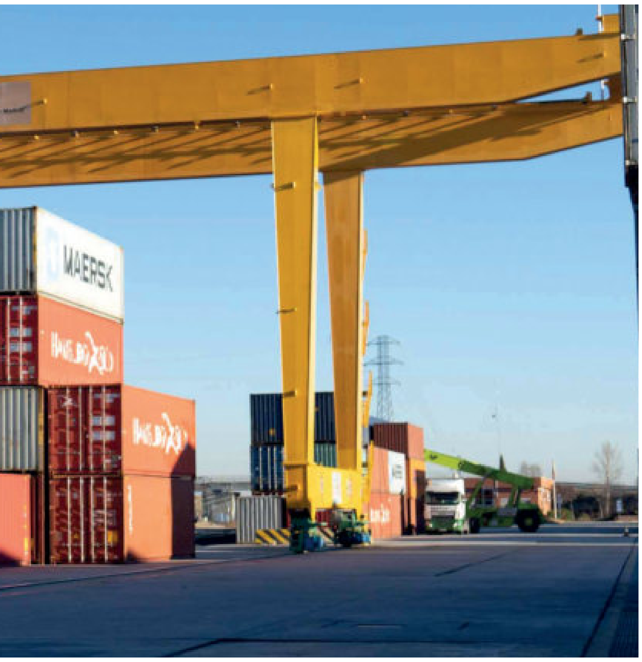
These investments focus on direct connections to the ports, on sidings that allow trains of up to 740 metres to be built and on the remodelling of tracks and technical installations to support the ports. The estimated cost of these initiatives comes to 1.6 billion euros.

€ 160 MILLION OF INVESTMENT PLANNED FOR THE FIRST PHASE FOR THE VICÁLVARO HUB

On the other hand, 'Mercancías 30' also aims to complete the commissioning of a network of strategic intermodal nodes. These nodes are those that form the backbone of the network of intermodal and logistics terminals in Spain, and have been selected according to parameters such as their location with respect to the priority European freight network corridors, their proximity to the centres of production and consumption, their connection with other transport networks, or their relationship with the main seaports, among other factors.

The strategic intermodal nodes included in the initiative are Vicálvaro (Madrid), La Llagosta and Can Tunis (Barcelona), Fuente San Luis (Valencia), Valladolid, Majarabique (Seville), Júndiz (Vitoria) and Plaza Zaragoza. The aim is for all these terminals to become high-capacity nodes, with more than 200,000 ILUs per year. It is worth noting that, in the best of cases, the current intermodal terminals in Spain are moving today barely 50 percent of the objective set by the MITMA.

At present, work is underway on the first phase of the Vicálvaro, Fuente San Luis, Júndiz, La Llagosta and Vallado-



lid nodes. The estimated investment for these actions is 240 million euros until their entry into service. For the rest of the planned actions, a budget of 120 million euros is estimated. Moreover, the plan also envisages an additional investment of 110 million Euro in other main intermodal terminals that stand out for their adaptation to the industrial sectors with the highest demand for rail freight transport, such as the automotive, iron and steel and chemical industries.

As for the management model, the plan aims to boost the public-private relationship in the operation. The Adif, which until now was committed to the risk management model, is now opting for a landlor model, which has proven to work well in the Spanish port network.

Alongside the public facilities that depend on Adif, a series of dry ports or inland terminals have grown considerably in their service to and from the ports. This is the case of the Zaragoza Maritime Terminal (TMZ), the dry port of Coslada in Madrid, the dry port of Azuqueca de Henares in Guadalajara, the dry port of Burgos, the Intermodal Terminal of Monzón (TIM) in the province of Huesca or the Miranda Container Terminal (TCM), among others.

VICÁLVARO, SMELLING OF A STAR PROJECT

The future railway logistics node of Vicálvaro in Madrid is the jewel in the crown of the plan to reactivate intermodal traffic in Spain. Adif's objective is that the first phase of the future node, currently under construction and representing an investment of 160 million euros, will be fully operational by 2024.

The execution of the first phase is divided into four sub-phases, corresponding to the extension of four new 750-metre tracks in the South Technical Facility and new interlocking, the grouping of general tracks, improvement of physical ramps and incorporation into the interlocking, as well as the construction of the intermodal terminal itself. The project contemplates two more phases of action, which will raise the investment figure to 300 million euros. These phases will involve the construction of a second terminal and an area for logistical activities.

As for the development strategy of this large logistics hub, the public company is committed to the integration of the management of the Coslada and Vicálvaro railway terminals, as well as the promotion of a strategic alliance with Puertos del Estado and port authorities.

To this end, Adif has acquired the 13.08 percent stake held in Puerto Seco de Madrid by the Entidad Pública Empresarial de Suelo (SEPES), also dependent on the Ministry of Transport.

In Puerto Seco de Madrid, Adif will share the shareholding with Puertos del Estado and the Port Authorities of Bahía de Algeciras, Barcelona, Bilbao and Valencia.

VIIA

VIIA, the rail operator of the French railways SNCF, is a success story in the promotion of rail motorways on European soil.

INTERMODAL | RAIL MOTORWAYS

INTERMODAL IS COOL IN SPAIN (AT LAST!)

THE 'ONE-STOP SHOP' TO BOOST RAIL MOTORWAYS ALREADY HAS MORE THAN A DOZEN PROJECTS ON THE TABLE

The 'Mercancías 30' initiative of the Ministry of Transport, Mobility and Urban Agenda (Mitma) has highlighted the promotion of the implementation of rail motorways, both Iberian gauge and UIC gauge, in Spanish territory. Railway motorways will be implemented in those corridors that, due to their interest for the logistics and transport sector, are economically and environmentally sustainable, according to the initiative.

"Rail motorways are a transport service, not an infrastructure", summarises the Secretary General for Transport and Mobility, María José Rallo. For the ministerial official, we are at a key moment to promote intermodality because it combines "the interest of shippers, the strength of public governance, investments and a line of aid very focused on the needs of the sector in the short term, as well as the interest of railway companies and logistics operators to get closer to the reality of their customers".

In this context, rail motorways allow "lorries or semi-trailers to board the train, which are mounted on wagons specifically designed for this transport as a shuttle", says Rallo. "We are very interested in promoting rail motorways because they are a very effective measure", she concludes.

Mitma created at the beginning of last year and within the 'Mercancías 30' initiative, a Support and Advice Office on rail motorways, led by Adif. This office focuses on providing support to railway companies interested in setting up these services by means of advice on technical and economic feasibility, train path management, wagon availability and financial aid, among other issues.

The reality is that rail motorways are arousing significant interest in the sector, according to the Director of Logistics Services at Adif, Luis Vicente Moreno. At the beginning of the year, this sort of 'one-stop shop' for rail motorways was studying more than a dozen projects. Specifically, the office was analysing ten itinerary projects on the Iberian gauge network and three more on standard gauge or UIC.

COMPLETE TRUCKS AND P400 'SEMIS' GET ON THE TRAIN

One-stop shop

This 'one-stop shop' assesses, among other issues, the gauge infrastructure or the quality of the line, for example. The aim is to establish the viability of the different projects. In the case of the rail motorway between Madrid and Valencia, the service has full viability of the infrastructure and is only awaiting the delivery of the specific wagons. The delivery of these units to the project promoters is scheduled for the last quarter of 2023. "From the last quarter of the year, the wagons for the rail motorways will start to arrive and operations can begin on those that allow it," confirms Carlos Omaña, secretary of the Spanish Association of Wagon Owners and Operators (Faprove).

The railway motorway between Valencia and Madrid is a project promoted by the operator Tramesa. The project aims to take advantage of the synergy between maritime and rail transport in order to favour competitiveness and contribute to the reduction of CO2 emissions, according to its promoters.

Within the framework of the project, the port of Valencia will set up an area in the Dique del Este, next to the terminal of the Grimaldi shipping company, which will be able to receive semi-trailer trains for its maritime services. Tramesa will be responsible for providing the wagons and the origin of the service will be at the Abroñigal terminal or at the future Vicálvaro logistics hub.

On the other hand, the railway motorway between Al-

geciras and Zaragoza, which will cover a distance of 1,070 kilometres, “has a more complicated scenario, because it is necessary to carry out works on 46 tunnels and 60 overpasses, for which a budget of nearly 100 million Euro has been allocated”, Moreno pointed out. In this case, “all the construction projects have already been finalised and it is hoped that in the second half of 2023 the works will be put out to tender,“ he said.

Projects

The Algeciras-Zaragoza rail motorway project is led by the operator Rail & Truck Strait Union, a business consortium formed by Ecorail, founded by the Andalusian group Magtel, and CMA CGM group and the road transport company Marcotran. For the management of traffic in Algeciras, the operator will operate a rail terminal in the Isla Verde dock, on a plot of 16,995 square metres. This terminal will be linked to the Zaragoza-Plaza Adif terminal, which is managed by CSP Iberian Zaragoza Rail Terminal, part of the Cosco group.

The project intends to start with a daily train movement, which will mean 15 lorries per direction. Subsequently, the aim is to increase the frequencies until reaching three daily trains in the medium term. The line allows compositions of about 550 metres in length and the foreseen investment to start up the railway motorway amounts to 150 million Euro. Of this, 100 million euros will be earmarked for the adaptation of the infrastructure, as mentioned above, and another 50 million euros for the purchase of locomotives and special wagons.

KÖGEL

Marcotran acquires 25 P400 palletisers from Kögel.

Marcotran, one of the promoters of the project, has started up a weekly train between Algeciras and Zaragoza, operated by Transfesa Logistics, which will take 32 lorries off the road in each direction and avoid 3.5 million kilometres by road. In this same context, the road transport company maintains its commitment with the recent acquisition of 25 new P400 semi-trailers, from the manufacturer Kögel, to be loaded onto the rail motorways.

MARCOTRAN, FIRM COMMITMENT TO INTERMODAL

Another of the projects is led by the port of Huelva, which has among its main medium-term objectives the establishment of a rail motorway linking the South Quay of the enclave with Madrid and Zaragoza. This rail motorway would enable the transport companies operating regular services with the Canary Islands, as well as future traffic with North Africa, to establish a carbon-free corridor.

In Spain, some sections of international rail motorways are already in operation, connecting Barcelona with destinations such as Bettembourg (Luxembourg) or Antwerp (Belgium). These rail motorways are managed by VIIA, the rail operator of the French railways SNCF, and by the intermodal operator Hupac.

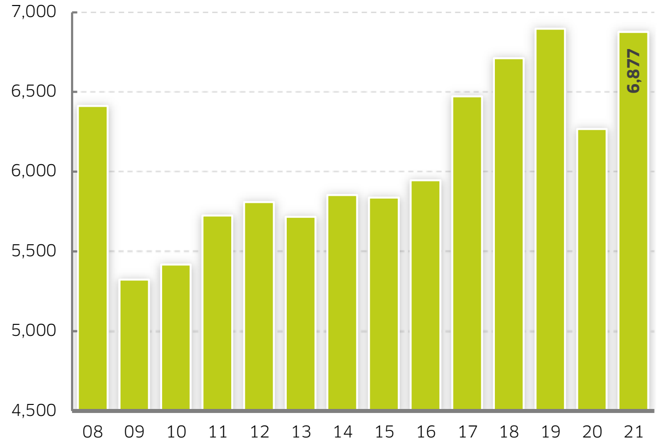
MARITIME-PORT INDUSTRY IN SPAIN | GENERAL OVERVIEW

STEERING IN THE RIGHT COURSE

THE MARITIME SECTOR MANAGES TO NAVIGATE IN CALMER WATERS AND IS TARGETING A 10% GROWTH IN SALES BY 2021, ALMOST REACHING PRE-COVID LEVELS

ON THE ROAD TO RECOVERY

The maritime-port sector has put the health crisis to one side and is back on the path to growth in the heat of the recovery of international trade



Data in millions of euros. Source: Trade Register.

Once the tsunami of the global health crisis, which wreaked havoc on international trade throughout the difficult 2020s, has passed, the maritime-port sector managed to navigate in calmer waters during 2021.

The recovery of traffic in Spanish ports, which closed the year with an increase of 5.6 per cent - still below the historical record of 2019 - showed up in the accounts of the companies of this powerful industry.

The projection made by Transporte XXI, after compiling the first balance sheets of a range of companies made up of shipping companies, shipping lines, terminal operators and mooring and towing service companies, leaves no room for doubt. The sector aims to close the year one after the pandemic with sales of around 6,900 million euros, which would represent an increase of 10 percent, almost reaching the figures from before the health crisis.

The data are calculated using the accounts recorded in the corresponding commercial registers (a legal obligation for all companies operating in Spain), which at the time of going to press represented 74 per cent of the companies in the sample, equivalent to 73 per cent of sales in 2020.

By turnover range, the report shows that the greatest progress has been made by large companies with a turnover of more than 50 million, which have grown by 14 per cent. SMEs, meanwhile, point to a growth of 6 per cent in 2021, thanks to the push from operators with sales of between 10 and 50 million (+11 per cent), as companies with a turnover of less than 10 million have not managed to change the pace.

FOR BETTER AND FOR WORSE

If large companies, with sales of more than 50 million, were the ones that suffered the most from the health crisis, now, once the storm has passed, they are the ones leading growth, with an increase of 14%. However, it is still below 2019, while SMEs would have managed to exceed pre-covid turnover in 2021

	2021			2020			DIFF. 2021-2020			2019			DIFF. 2021-2019		
	COMPANIES	SALES	SHARE	COMP.	SALES	SHARE	COMP.	SALES	%	COMP.	SALES	SHARE	COMP.	SALES	%
> 50 million	29	3,501	51%	24	3,082	49%	+5	+419	+14%	27	3,587	55%	+2	-86	-2%
SME (< 50 mill.)	**510**	**3,376**	**49%**	**514**	**3,186**	**51%**	**-4**	**+190**	**+6%**	**515**	**3,309**	**51%**	**-5**	**+67**	**+2%**
49,9 - 10 mill.	107	2,217	32%	96	2,000	32%	+11	+218	+11%	103	2,120	33%	+4	+97	+5%
9,9 - 2 mill.	203	1,007	15%	210	1,027	16%	-7	-20	-2%	209	1,028	16%	-6	-22	-2%
< 2 million	200	152	2%	208	159	3%	-8	-7	-5%	203	160	2%	-3	-8	-5%
No activity	32	0	-	33	0	-	-1	-	-	29	0	-	+3	-	-
TOTAL	**571**	**6,877**		**571**	**6,268**			**+610**	**+10%**	**571**	**6,895**			**-18**	**-0%**

Data in millions of euros. Source: Trade Register.
2021 sales are a projection based on data available at the time of going to press: 74% of companies equivalent to 73% of 2020 sales.

MARITIME AND PORT INDUSTRY IN SPAIN. RANKING BY SALES 2021

RK	COMPANY	SECTOR	YEAR OF BUILD	SALES 2021	%21/20	%21/19	2020	2019	2018	2017	Results	Net Worth	Workforce
1	Balearia Eurolíneas Marítimas SA	Shipping line	1998	384.69	+15%	-12%	333.37	434.83	365.77	339.32	45.40	157.43	866
2	Compañía Trasmediterránea SA	Shipping line	1916	n.a.	-	-	244.44	389.70	367.82	346.96	-96.25	168.46	453
3	APM Terminals Algeciras SA	Terminal operator	1984	230.24	-2%	-1%	235.63	232.61	222.36	232.95	2.57	50.09	271
4	CSP Iberian Valencia Terminal SA	Terminal operator	1988	210.78	+12%	+13%	187.37	187.29	188.12	168.30	22.69	133.75	237
5	Fred Olsen SA	Shipping line	1975	174.92	+22%	-11%	142.81	195.82	165.14	153.80	23.94	171.23	939
6	Naviera Armas SA	Shipping line	1966	n.a.	-	-	164.55	207.57	198.27	172.07	-102.53	-60.70	468
7	Boluda Lines SA	Shipping line	1940	n.a.	-	-	161.68	162.39	141.81	n.a.	-1.64	45.03	123
8	Empresa Naviera Elcano SA	Shipping line	1943	155.22	+5%	-4%	147.22	162.08	134.67	120.46	-7.03	154.81	64
9	Terminal Catalunya SA	Terminal operator	1990	n.a.	-	-	143.79	152.57	143.46	123.82	21.11	127.55	195
10	Ership SA	Shipping line	1927	127.45	+3%	-3%	123.77	130.75	108.88	101.69	6.70	231.34	328
11	M. S. C. Terminal Valencia SA	Terminal operator	2005	123.00	+1%	+14%	122.15	108.15	90.32	102.17	20.80	33.26	96
12	Marítima del Mediterráneo SA	Towage	1963	112.69	+7%	-13%	105.50	130.00	110.51	109.52	4.24	17.76	250
13	Forde Reederei Seetouristik Iberia SL	Shipping line	1999	n.a.	-	-	n.a.	99.75	94.37	74.79	5.69	40.83	214
14	Bergé Marítima SL	Towage	2007	95.93	-12%	-23%	109.17	124.28	134.96	137.21	-2.09	22.40	447
15	E. Erhardt y Compañía SA	Towage	1921	89.44	+80%	+45%	49.61	61.58	67.89	63.42	5.25	29.08	64
16	TCV Stevedoring Company SA	Terminal operator	1998	n.a.	-	-	n.a.	83.42	81.60	76.23	2.79	39.61	140
17	Green Ibérica SL	Towage	1984	81.68	+135%	+157%	34.78	31.82	28.56	17.04	4.81	24.81	44
18	Total Terminal International Algeciras SA	Terminal operator	2008	n.a.	-	-	77.73	74.11	70.84	68.81	3.61	72.06	93
19	Kaleido Logistics SL	Towage	2008	76.30	-21%	+9%	95.99	69.71	33.86	38.41	2.33	11.72	45
20	APM Terminals Barcelona SL	Terminal operator	1999	n.a.	-	-	n.a.	75.28	80.53	91.66	-5.94	50.73	148
21	International Forwarding SL	Towage	1985	74.65	+127%	+131%	32.85	32.25	31.63	29.09	5.70	5.07	196
22	Flota Suardíaz SL	Shipping line	1993	73.70	+3%	-11%	71.85	82.66	89.99	89.12	-4.60	8.28	70
23	Pérez Torres Marítima SL	Terminal operator	1990	73.19	+24%	+1%	58.81	72.78	83.77	81.67	1.50	24.86	296
24	Yang Ming (Spain) SL	Towage	2016	n.a.	-	-	73.07	67.36	50.06	7.34	2.32	6.05	52
25	Transglory SA	Towage	1995	62.22	+121%	+142%	28.15	25.71	25.27	22.07	3.08	8.31	98

Data in millions of euros. Source: Trade Register

MARITIME-PORT INDUSTRY IN SPAIN | SHIPBROKING COMPANIES

FULL STEAM AHEAD

SHIPBROKERS AIM FOR 23% SALES GROWTH BY 2021, AFTER A TWO YEARS DRIFTING

Shipbrokers, who had already set sail in 2020 while bailing water from their bilges, have finally managed to start their engines and catch the good wave after several years of drifting.

The companies in this speciality point to a growth in sales of 23 percent in 2021, with a turnover of more than 2.1 billion euros. In other words, the consignees would manage to recover, practically, from the heavy blow of the financial crisis of 2008, the year in which they reached their revenue ceiling. An advance that has been driven largely by the exorbitant rise in shipping rates in the period analysed.

This is the projection made by Transporte XXI after compiling the first balance sheets filed with the Mercantile Register. This activity, moreover, is the one that leads the growth of the maritime sector in 2021, with an estimated growth of 10 percent.

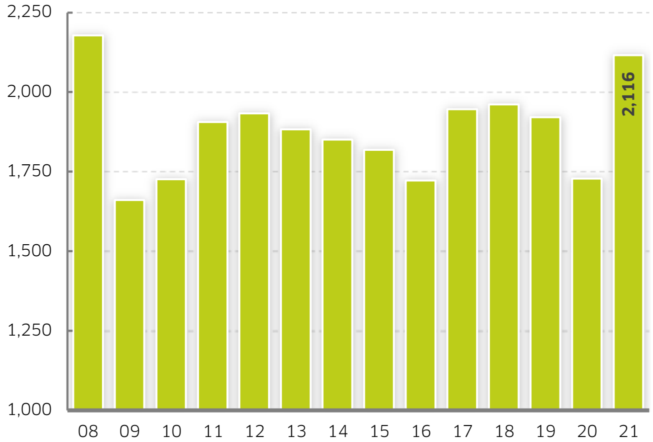
The ranking is headed by Marítima del Mediterráneo, the only shipping company with sales above the 100 million euro mark. The company, which is part of the Noatum group (controlled by Abu Dhabi's sovereign wealth fund), closed 2021 with revenues of 112.69 million euros and a growth of 7 per cent; a figure still below 2019 records (-13 per cent). Next is Bergé Marítima, which recorded a decline in sales of 12 per cent, missing the 100 million beacon with revenues of 95.93 million. Completing the line-up is the company E. Erhardt y Compañía, with a turnover of 89.44 million and an increase of 89 percent.

In the top 10, Green Ibérica (+135 per cent), International Forwarding (+127 per cent) and Transglory (+121 per cent) also recorded strong growth.

The ship consignment business represents almost 31 per cent of the global turnover of the maritime-port sector in Spain, which points to sales of 6.9 billion.

ON THE VERGE OF SURPASSING ITS CEILING

Consignees have not yet managed to make sails after the heavy blow of the 2008 financial crisis, but in 2021 they are close to a full recovery of the business.



Data in millions of euros. Source: Trade Register.

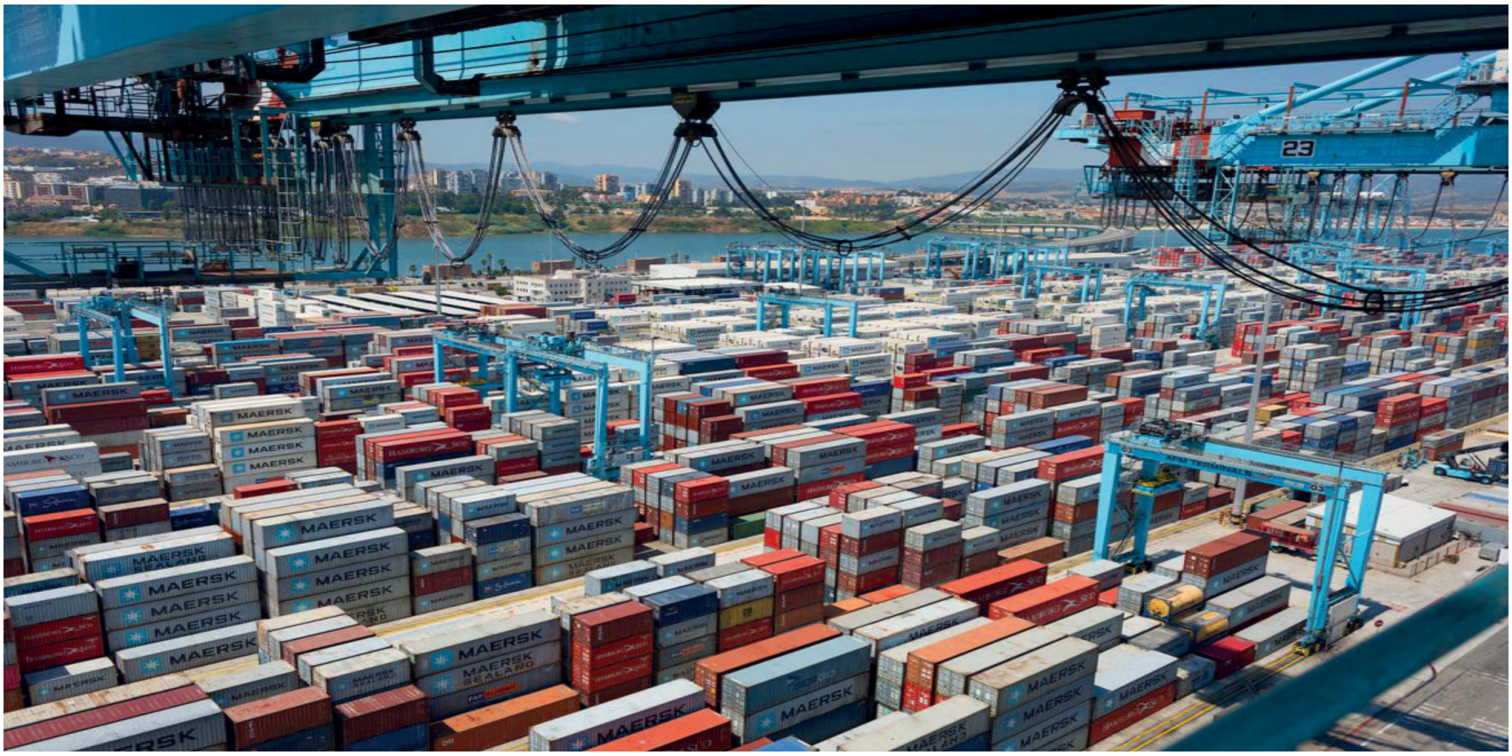
31%

MARKET SHARE
WITHIN THE INDUSTRY,
SECOND ONLY
TO SHIPPING LINES

SHIP AGENCY IN SPAIN. RANKING BY SALES 2021

RK	COMPANY	PROVINCE	YEAR OF BUILD	SALES 2021	%21/20	%21/19	2020	2019	2018	2017	Results	Net Worth	Workforce
1	**Marítima del Mediterráneo SA**	Barcelona	1963	**112.69**	**+7%**	-13%	105.50	130.00	110.51	109.52	4.24	17.76	250
2	**Bergé Marítima SL**	Bizkaia	2007	**95.93**	**-12%**	-23%	109.17	124.28	134.96	137.21	-2.09	22.40	447
3	**E. Erhardt y Compañía SA**	Bizkaia	1921	**89.44**	**+80%**	+45%	49.61	61.58	67.89	63.42	5.25	29.08	64
4	**Green Ibérica SL**	Valencia	1984	**81.68**	**+135%**	+157%	34.78	31.82	28.56	17.04	4.81	24.81	44
5	**Kaleido Logistics SL**	Pontevedra	2008	**76.30**	**-21%**	+9%	95.99	69.71	33.86	38.41	2.33	11.72	45
6	**International Forwarding SL**	Valencia	1985	**74.65**	**+127%**	+131%	32.85	32.25	31.63	29.09	5.70	5.07	196
7	**Yang Ming (Spain) SL**	Barcelona	2016	**n.a.**	**-**	-	73.07	67.36	50.06	7.34	2.32	6.05	52
8	**Transglory SA**	Barcelona	1995	**62.22**	**+121%**	+142%	28.15	25.71	25.27	22.07	3.08	8.31	98
9	**A. Pérez y Cía SL**	Cantabria	1966	**56.22**	**+41%**	+32%	39.80	42.69	43.12	37.37	5.05	109.28	258
10	**Arkas Spain SA**	Valencia	2005	**47.51**	**+35%**	+22%	35.07	39.01	50.07	46.42	4.57	20.01	79
11	**WEC Lines España SL**	Barcelona	2007	**46.95**	**+18%**	+22%	39.88	38.52	40.54	39.23	2.38	7.43	93
12	**Mediterranean Shipping Company España SL**	Valencia	2010	**44.96**	**+10%**	-35%	40.84	68.76	175.02	171.91	1.16	29.94	605
13	**Maersk Spain SL**	Madrid	2007	**35.25**	**+14%**	+10%	30.81	32.01	26.52	26.72	79.76	19.23	461
14	**Consignaciones Toro y Betolaza SA**	Bizkaia	1966	**34.34**	**+18%**	-2%	29.11	35.11	33.02	32.33	0.94	15.15	84
15	**Cosco Shipping Lines Spain SA**	Barcelona	1997	**31.88**	**+42%**	+51%	22.46	21.13	27.48	32.24	1.98	4.62	108
16	**Soluciones Integrales Marítimas SL**	Valencia	2009	**31.38**	**+20%**	+7%	26.23	29.33	31.04	35.83	0.10	0.35	14
17	**Transportes y Consignaciones Marítimas SA**	Barcelona	1962	**30.20**	**+37%**	+6%	22.10	28.52	48.91	68.23	0.42	1.19	46
18	**Consignaciones Europeas Marítimas SA**	Bizkaia	1998	**29.05**	**+101%**	+48%	14.48	19.67	13.19	9.05	0.15	1.01	12
19	**Alvargonzález SA**	Asturias	1981	**28.83**	**+11%**	+6%	25.95	27.12	29.88	34.29	2.57	112.32	24
20	**Marítima Consiflet SA**	Coruña	1989	**28.68**	**+63%**	+48%	17.63	19.37	17.05	15.88	2.08	1.66	27
21	**Romeu y Compañía SA**	Valencia	1975	**n.a.**	**-**	-	27.98	30.51	24.62	11.44	-0.01	6.99	77
22	**CMA-CGM Ibérica SA**	Barcelona	2003	**27.51**	**+77%**	+98%	15.58	13.92	13.40	12.06	0.50	0.55	389
23	**European Supply Chain Services SL**	Barcelona	1981	**n.a.**	**-**	-	25.74	32.35	26.43	24.74	0.03	7.52	62
24	**J. Ronco y Compañía SL**	Almería	1970	**n.a.**	**-**	-	25.30	29.95	31.25	27.73	1.20	8.20	106
25	**Evergreen Shipping Spain SL**	Valencia	2006	**25.10**	**+71%**	+60%	14.70	15.71	16.47	13.97	10.07	8.38	65
26	**Globelink Uniexco SL**	Madrid	1966	**n.a.**	**-**	-	23.80	24.37	24.42	22.34	1.15	3.44	59
27	**Containerships-CMA CGM SA**	Bizkaia	1993	**22.84**	**+43%**	+34%	15.99	17.09	16.24	51.52	0.97	7.65	158
28	**Hamilton y Compañía SA**	Las Palmas	1977	**n.a.**	**-**	-	22.59	45.67	34.54	35.41	0.05	7.40	28
29	**Sobrinos de Manuel Cámara SA**	Gipuzkoa	1981	**22.25**	**+16%**	+23%	19.18	18.14	16.85	17.79	0.66	8.59	53
30	**Agunsa Europa SA**	Madrid	2005	**21.29**	**+69%**	+10%	12.63	19.37	17.58	19.25	1.31	4.88	27

Data in millions of euros. Source: Trade Register.



MARITIME-PORT INDUSTRY IN SPAIN | TERMINAL OPERATORS

YEAR ONE AFTER COVID, THE BEST SO FAR

STEVEDORING COMPANIES AIM FOR 6% REVENUE GROWTH IN 2021

The recovery of traffic in Spanish ports in 2021, driven mainly by the 2.3 percent increase in containerised cargo, has had its impact inland. Terminal operators could achieve a 6 per cent growth in sales, putting an end to two consecutive years of decline.

The projection made by Transport XXI estimates that stevedoring companies will exceed 2.1 billion euros in revenue, setting a new ceiling and disputing the second place in the speciality with ship consignees, and cloning the market shares (31 percent).

The figures are calculated on the basis of the last year´s balance sheets submitted to the Spanish Commercial Registry at the time of going to press.

The ranking is headed by APM Terminals Algeciras, despite a 2 percent drop in sales in 2021. The stevedoring company closed the year with sales of 230.24 million euros. CSP Iberian Valencia Terminal is next, with revenues of 210.78 million euros and a growth of 12 percent.

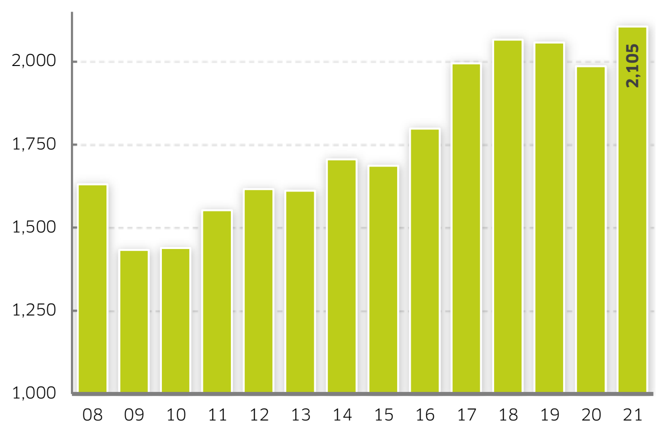
For 2022, in line with the evolution of traffic, which was close to the 2019 record, the sector also expects a "good result", according to statements to Transporte XXI by the secretary general of the employers' association Anesco, José Luis Romero, who at the same time draws attention to the "exorbitant increase in energy costs", one of the sector's main challenges, without losing sight of the new environmental legislation, digitalisation and automation of the terminals.

2%

GROWTH COMPARED TO 2019

NEW RECORD

Terminal operators are back on the path to growth and are on track to exceed 2.1 billion euros in 2021, setting a new all-time high.



Data in millions of euros. Source: Trade Register.

TERMINAL OPERATOR COMPANIES IN SPAIN. RANKING BY SALES 2021

RK	COMPANY	PROVINCE	YEAR OF BUILD	SALES 2021	%21/20	%21/19	2020	2019	2018	2017	Results	Net Worth	Workforce
1	APM Terminals Algeciras SA	Cádiz	1984	230.24	-2%	-1%	235.63	232.61	222.36	232.95	2.57	50.09	271
2	CSP Iberian Valencia Terminal SA	Valencia	1988	210.78	+12%	+13%	187.37	187.29	188.12	168.30	22.69	133.75	237
3	Terminal Catalunya SA	Barcelona	1990	n.a.	-	-	143.79	152.57	143.46	123.82	21.11	127.55	195
4	M. S. C. Terminal Valencia SA	Valencia	2005	123.00	+1%	+14%	122.15	108.15	90.32	102.17	20.80	33.26	96
5	TCV Stevedoring Company SA	Valencia	1998	n.a.	-	-	n.a.	83.42	81.60	76.23	2.79	39.61	140
6	Total Terminal International Algeciras SA	Cádiz	2008	n.a.	-	-	77.73	74.11	70.84	68.81	3.61	72.06	93
7	APM Terminals Barcelona SL	Barcelona	1999	n.a.	-	-	n.a.	75.28	80.53	91.66	-5.94	50.73	148
8	Pérez Torres Marítima SL	Pontevedra	1990	73.19	+24%	+1%	58.81	72.78	83.77	81.67	1.50	24.86	296
9	Terminales Portuarias SL	Barcelona	2000	58.62	+6%	+13%	55.36	51.91	46.06	48.24	10.14	20.57	165
10	CSP Iberian Bilbao Terminal SL	Bizkaia	2000	47.83	+7%	-18%	44.75	57.99	58.02	53.44	2.77	37.80	56
11	Operaciones Portuarias Canarias SA	Las Palmas	1977	n.a.	-	-	37.98	32.35	40.67	48.59	-0.64	32.56	96
12	Euroports Ibérica TPS SL	Tarragona	1993	31.84	+48%	+15%	21.54	27.73	30.78	30.01	-0.44	11.95	48
13	Terminales Químicos SA	Tarragona	1970	n.a.	-	-	31.36	28.94	27.73	27.15	5.29	31.56	115
14	Galigrain SA	Pontevedra	1993	28.39	+13%	-10%	25.23	31.62	40.75	35.88	1.07	78.61	104
15	Portsur Castellón SA	Castellón	2005	26.86	+30%	+57%	20.73	17.06	17.45	15.56	3.10	31.54	29
16	Estibadora Algeposa SA	Gipuzkoa	1995	26.37	+32%	+33%	20.02	19.77	20.62	20.30	0.55	7.62	34
17	Noatum Terminal Málaga SA	Málaga	2017	25.69	+45%	+15%	17.75	22.28	17.01	1.82	4.57	29.00	20
18	Bergé Marítima Bilbao SL	Bizkaia	1972	24.31	+1%	-26%	24.17	32.71	33.93	33.74	2.74	9.96	32
19	Evos Algeciras SA	Cádiz	2005	23.53	-3%	+11%	24.32	21.13	19.23	21.81	2.05	42.19	54
20	E.B.H.I. SA	Asturias	1991	23.26	+25%	-13%	18.58	26.71	31.21	36.33	-2.07	7.27	112
21	Terminales Marítimas de Vigo SL	Pontevedra	1993	19.31	+13%	+24%	17.04	15.52	16.52	17.98	1.20	7.92	43
22	Tradabe Port Services SL	Barcelona	2010	n.a.	-	-	18.63	15.15	13.67	19.25	3.24	-6.87	37
23	Noatum Terminal Sagunto SL	Valencia	2017	17.72	+19%	+2%	14.86	17.41	20.21	3.05	0.86	5.47	19
24	Autoterminal SA	Barcelona	1990	17.35	-16%	-37%	20.66	27.51	28.64	26.95	-0.04	13.19	61
25	La Luz Terminal de Contenedores SA	Las Palmas	1966	n.a.	-	-	16.73	20.24	19.84	19.81	-0.16	-11.80	46

Data in millions of euros. Source: Trade Register.

Transporte XXI
2023, April

MARITIME-PORT INDUSTRY IN SPAIN | SHIPPING COMPANIES

SHIPOWNERS TAKE THE HELM OF RECOVERY

SHIPPING LINES, AFTER A DIFFICULT JOURNEY IN TIMES OF PANDEMIC, ON TRACK TO INCREASE SALES BY 8% IN 2021

Shipping companies, the branch of the maritime-port sector that suffered the most from the health crisis due to confinements and mobility restrictions, have set a course for business recovery. Shipowners point to a growth in revenue of 8 per cent in 2021, to over 2.1 billion, still far from the 2019 figures.

This is the projection made by Transporte XXI after compiling the balance sheets available in the commercial registers at the time of going to press.

Despite the fact that the recovery has not been completed, this sector continues to be the number one in the maritime-port industry, with a weight of 31.3 percent, closely followed by shipping agents and terminal operators.

The good performance of the shipping sector has had a lot to do with the evolution of ro-ro traffic in Spanish ports, which recorded a growth of 14.4 per cent in 2021, with a movement of 65.3 million tonnes. Almost 1.2 million trailers, semi-trailers and platforms were loaded (+13.8 per cent).

The ranking is headed by Baleària, a shipping company that recently celebrated its 25th anniversary. Chaired by Adolfo Utor, Baleària closed 2021 with sales of almost 385 million euros, representing growth of 15 percent. The company sails with a fleet of more than 30 ships in the waters of six countries (Spain, Morocco, Algeria, France, the United States and the Bahamas). In these 25 years, the company has transported 80 million linear metres of cargo. However, the figures for 2021 are still a long way from pre-Covid levels, which gives an idea of how hard the pandemic has hit the shipping lines.

This ranking also highlights the growth of Fred Olsen, in third place, with sales of 175 million and a growth of 22 percent compared to previous year.

HALFWAY UP

Shipping companies have recovered almost half of the sales lost in 2020 as a result of the pandemic, with a projection of closing 2021 with revenues of more than 2.1 billion euros.

Data in millions of euros. Source: Trade Register

SHIPPING LINES IN SPAIN. RANKING BY SALES 2021

RK	COMPANY	PROVINCE	YEAR OF BUILD	SALES 2021	%21/20	%21/19	2020	2019	2018	2017	Results	Net Worth	Workforce
1	Balearia Eurolíneas Marítimas SA	Alicante	1998	384.69	+15%	-12%	333.37	434.83	365.77	339.32	45.40	157.43	866
2	Compañía Trasmediterránea SA	Madrid	1916	n.a.	-	-	244.44	389.70	367.82	346.96	-96.25	168.46	453
3	Fred Olsen SA	S.C. Tenerife	1975	174.92	+22%	-11%	142.81	195.82	165.14	153.80	23.94	171.23	939
4	Naviera Armas SA	Las Palmas	1966	n.a.	-	-	164.55	207.57	198.27	172.07	-102.53	-60.70	468
5	Boluda Lines SA	Las Palmas	1940	n.a.	-	-	161.68	162.39	141.81	n.a.	-1.64	45.03	123
6	Empresa Naviera Elcano SA	Madrid	1943	155.22	+5%	-4%	147.22	162.08	134.67	120.46	-7.03	154.81	64
7	Erships SA	Madrid	1927	127.45	+3%	-3%	123.77	130.75	108.88	101.69	6.70	231.34	328
8	Forde Reederei Seetouristik Iberia SL	Cádiz	1999	n.a.	-	-	n.a.	99.75	94.37	74.79	5.69	40.83	214
9	Flota Suardíaz SL	Madrid	1993	73.70	+3%	-11%	71.85	82.66	89.99	89.12	-4.60	8.28	70
10	Marguisa Shipping Lines SL	Madrid	2014	60.64	+23%	+20%	49.17	50.72	48.05	50.24	0.14	2.05	15
11	Murueta Atlántico Alcudia Shipping AIE	Bizkaia	2012	47.05	+57%	+57%	29.91	30.01	30.73	31.13	-	-	-
12	Nisa Marítima SA	Valencia	1999	25.75	+23%	+20%	20.93	21.51	22.89	27.46	1.47	4.14	5
13	Verenigde Tankrederu Spain SA	Cádiz	1988	n.a.	-	-	n.a.	24.84	23.61	26.42	-4.28	-11.60	107
14	Distribuidora Marítima Petrogas SL	S.C. Tenerife	1999	23.83	-4%	-8%	24.80	25.77	26.78	31.56	-0.52	65.48	193
15	Naviera Seapeak Maritime Gas III SL	Madrid	2000	n.a.	-	-	22.86	22.73	20.66	22.55	-17.21	26.84	-
16	Elcano Gas Transport SA	Las Palmas	1999	22.80	-0%	+0%	22.86	22.74	21.42	22.55	1.86	16.11	-
17	Naviera Seapeak Maritime Gas IV SL	Madrid	2001	22.24	+8%	+28%	20.58	17.34	21.07	22.20	11.38	24.48	-
18	Naviera Seapeak Maritime Gas II SL	Madrid	2000	n.a.	-	-	21.41	19.22	20.71	21.32	10.96	84.90	-
19	Naviera Seapeak Maritime Gas SL	Madrid	1989	20.72	-5%	-6%	21.84	21.94	20.73	19.98	12.39	64.64	-
20	Knutsen OAS España SL	Madrid	2005	n.a.	-	-	n.a.	19.24	17.10	16.18	0.16	2.23	225
21	Alisios Shipping Lines SA	Las Palmas	2012	n.a.	-	-	n.a.	18.84	18.69	16.65	-0.14	0.20	9
22	Flotanor SL	Bizkaia	2009	15.58	-4%	-7%	16.23	16.77	16.73	13.15	7.43	16.92	12
23	Naviera Direct Africa Line SA	Madrid	2012	14.88	-5%	+11%	15.65	13.35	11.41	9.62	1.88	3.99	9
24	Naviera Tamarán SA	Las Palmas	2011	14.50	+7%	-11%	13.56	16.36	17.65	15.27	0.02	0.09	4
25	Servicios y Concesiones Maritimas Ibicencas SA	Islas Baleares	1979	14.40	+51%	-22%	9.51	18.58	19.77	19.42	1.42	44.72	125

Data in millions of euros. Source: Trade Register

Transporte XXI
2023, April

BOLUDA

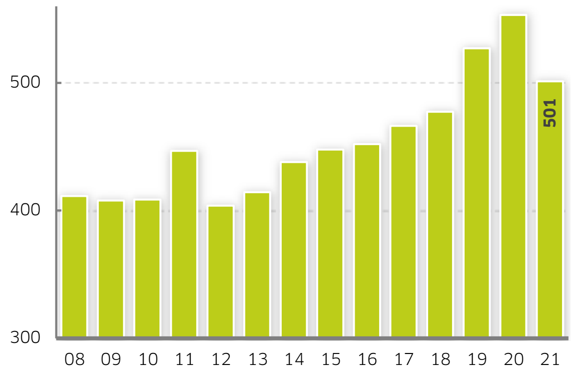
MARITIME-PORT INDUSTRY IN SPAIN | TOWAGE AND MOORING

TROUBLED WATERS

TOWAGE AND MOORING COMPANIES POINT TO A 9.4% DECLINE IN SALES IN 2021, ENDING EIGHT CONSECUTIVE YEARS OF GROWTH

TURNING POINT

The towing and mooring sector puts an end to eight consecutive years of growth, with positive values, even in the year of the global health crisis.



Data in millions of euros. Source: Trade Register

The towage and mooring sector is on the way to breaking a positive streak of eight consecutive years of growth, including the difficult 2020 (Spanish ports lost the call of more than 50,000 merchant ships in that year).

The companies in this speciality point to a drop in sales of 9.4 per cent in 2021, with little more than 500 million euros. This is the projection made by Transporte XXI after compiling the first balance sheets deposited in the corresponding mercantile registers at the close of this edition (*discretion is advised as many companies have not yet registered financial results).

A sample in which there are large absences, as can be seen in the ranking that accompanies this information, where ten companies from the Top 30 appear without data, which could change the estimates made in this report.

This speciality is the least important in terms of turnover in the maritime-port industry, with a share of 7.3 percent. As for the evolution of revenues, in the last decade it has moved in a range between 400 and 550 million euros, a record year, coinciding with the health crisis.

A more detailed analysis reveals the strong concentration of the business, in the hands of Boluda Corporación Marítima, with six companies in the Top 10, including the top four in the ranking by turnover.

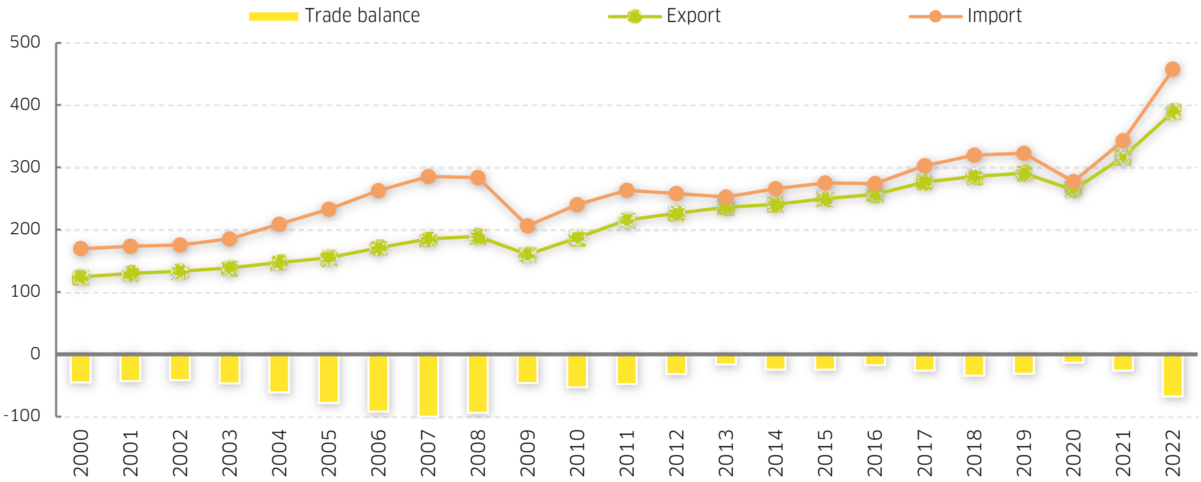
TOWAGE AND MOORING COMPANIES IN SPAIN. RANKING BY SALES 2021

RK	COMPANY	PROVINCE	YEAR OF BUILD	SALES 2021	%21/20	%21/19	2020	2019	2018	2017	Results	Net Worth	Workforce
1	**Boluda Towage SL**	Madrid	2019	**n.a.**	**-**	-	55.95	27.99	0	0	7.83	49.89	7
2	**Boluda Towage Spain SL**	Valencia	2007	**42.44**	**-63%**	-19%	113.23	52.69	48.66	48.05	13.57	136.55	10
3	**Remolcadores Boluda SAU**	Valencia	1981	**35.08**	**+10%**	+2%	31.85	34.50	32.66	35.10	3.43	207.12	84
4	**Servicios Auxiliares de Puertos SA**	Ceuta	1947	**32.76**	**+11%**	+5%	29.62	31.29	32.07	30.75	1.20	21.54	106
5	**Compañía de Remolcadores Ibaizabal SA**	Bizkaia	1906	**24.34**	**-2%**	-13%	24.88	28.00	26.26	25.69	8.35	21.52	73
6	**Remolcadores de Puerto y Altura SA**	Tarragona	1978	**n.a.**	**-**	-	n.a.	23.45	22.00	22.51	1.70	8.65	73
7	**Remolques del Mediterráneo SA**	Castellón	1976	**21.34**	**-2%**	-23%	21.72	27.68	26.27	24.78	4.48	32.93	51
8	**Compañía Ibérica de Remolcadores del Estrecho SA**	Cádiz	1969	**n.a.**	**-**	-	18.52	19.29	20.24	18.91	17.06	16.36	43
9	**Cía. Aux. de Remolcadores y Buques Especiales SA**	Madrid	1996	**17.36**	**+14%**	-7%	15.18	18.63	18.42	18.02	3.85	13.93	-
10	**Remolcadores Nosa Terra SA**	Pontevedra	1974	**16.35**	**+7%**	-26%	15.30	22.24	19.30	20.62	3.16	53.30	138
11	**Remolcadores de Cartagena SA**	Valencia	1973	**15.34**	**+2%**	-1%	15.05	15.57	15.18	15.36	2.57	19.06	61
12	**Auxiliar Marítima del Sur SA**	Huelva	1966	**15.13**	**+4%**	-3%	14.50	15.52	14.46	13.21	3.07	21.13	40
13	**Sertosa Norte SL**	Coruña	1998	**14.74**	**+6%**	-1%	13.92	14.83	15.08	13.69	1.54	4.21	66
14	**Remolcadores de Barcelona SA**	Barcelona	1924	**n.a.**	**-**	-	11.57	14.56	14.25	14.16	1.07	17.88	58
15	**Remolcadores y Barcazas de Las Palmas SA**	Las Palmas	2003	**n.a.**	**-**	-	9.02	13.35	12.20	9.85	-1.48	17.94	48
16	**SAR Remolcadores SL**	Barcelona	1998	**n.a.**	**-**	-	7.66	9.70	9.48	9.43	0.80	11.07	35
17	**Remolques y Navegación SA**	Tarragona	1964	**n.a.**	**-**	-	7.37	8.15	n.a.	8.40	1.76	4.15	29
18	**Remolques Gijoneses SA**	Asturias	1987	**6.83**	**+16%**	+2%	5.91	6.67	6.88	9.23	1.83	24.56	29
19	**Repasa Tarragona SL**	Madrid	2007	**n.a.**	**-**	-	6.54	9.66	6.71	7.24	2.41	15.48	17
20	**Servicios Marítimos Algeciras SA**	Cádiz	1989	**6.09**	**+3%**	+1%	5.93	6.04	5.99	4.90	0.24	5.19	28
21	**Amarradores Puerto de Bilbao SA**	Bizkaia	1990	**6.07**	**+2%**	-15%	5.95	7.13	7.17	7.03	0.82	9.84	76
22	**Boteros Amarradores de Tarragona SL**	Tarragona	1992	**5.05**	**+10%**	-27%	4.61	6.89	5.92	6.48	0.40	3.52	62
23	**Servicios Portuarios Canarios SL**	Las Palmas	1998	**4.94**	**+3%**	-18%	4.79	6.01	5.74	5.54	0.18	1.53	80
24	**Remolques Unidos SL**	Cantabria	2006	**4.93**	**+7%**	-11%	4.59	5.57	5.09	5.23	0.11	27.97	10
25	**Boat Service SA**	Cádiz	1974	**4.84**	**-2%**	-9%	4.95	5.31	5.31	5.34	-0.47	4.23	22

Data in millions of euros. Source: Trade Register

THE RISE IN ENERGY PRICES TAKES ITS TOLL

The trade deficit increased last year to 68,112 million euros, as a result of the rise in the price of products, mainly due to the increase in energy costs. In fact, the energy deficit accounted for 77.3% of the total deficit.



Thousands of millions of euros. Source: Datacomex.

SPAIN´S FOREIGN TRADE | GENERAL OVERVIEW

KICK-STARTING ENGINE

SPANISH EXPORTS SET A NEW ALL-TIME HIGH IN 2022 AFTER EXCEEDING 389.2 BILLION EUROS, UP 23% FROM A YEAR EARLIER

"Foreign trade continues to be an engine of economic growth and a generator of employment in Spain", stressed the Minister of Industry, Trade and Tourism, Reyes Maroto, at the presentation of her ministry's balance sheet for 2022. Furthermore, "Spanish export activity is more dynamic than that of the European economies as a whole", added Maroto.

Spanish exports of goods set a new annual record high, exceeding 389.2 billion euros for the first time. This represents a growth of nearly 23 per cent compared to 2021.

Imports, on the other hand, exceeded 457.3 billion euros, which is also an all-time annual high. This figure represents a growth of 33.4 per cent.

Over the past year, imports grew to a greater extent due to the effect of the rise in energy products and raw materials, as well as the consolidation in the recovery of domestic demand. However, this growth in imports has slowed sharply since August and in December the lowest rate of the year was recorded (11.1 per cent).

The trade deficit grows in 2022 to 68,112 million euros. The coverage rate stood at 85.1 per cent, 7.3 percentage points lower than in 2021. The non-energy balance showed a deficit of 15.496 billion, while the energy deficit increased to 52.617 billion.

Strong dynamism

By market, the accumulated results for Spain show higher export growth than that recorded in the European Union (20.9 per cent) and the euro area (21 per cent).

Exports to the EU in 2022 (62.8 per cent of the total) increased by 24.9 per cent over the previous year. Sales to the euro zone (55.2 per cent of the total) increased by 24.4 per cent, while those to the rest of the EU (7.6 per cent of the total) rose by 28.6 per cent.

By country, exports to Portugal (29 per cent), France (18.9 per cent), Italy (18.5 per cent) and Germany (15.6 per cent) increased in the year to December. In the rest of Europe, sales to Turkey rose by 23.4 per cent and sales to the UK increased by 13.1 per cent.

SPANISH EXPORT ACTIVITY WAS MORE DYNAMIC THAN THAT OF THE EU AS A WHOLE

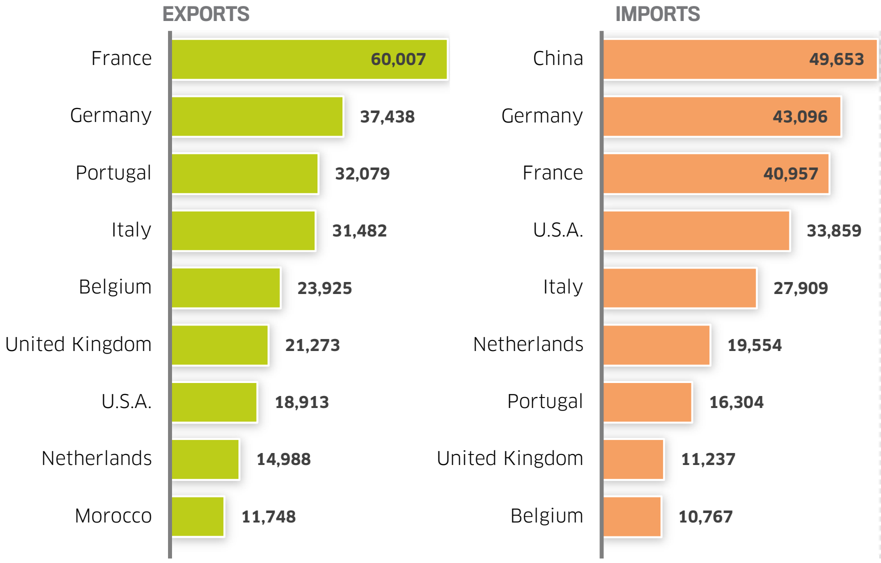
Exports to third destinations increased by 19.7 per cent in 2022 and accounted for 37.2 per cent of the total, with exports to the Middle East (28.2 per cent), Latin America (27 per cent), North America (26 per cent), Africa (14.2 per cent), Asia excluding the Middle East (7.5 per cent) and Oceania (1.8 per cent) growing particularly strongly.

The main positive contributions of Spanish exports last year came from the chemicals, energy products, capital goods and food, beverages and tobacco sectors.

As for imports, the main positive contributions in the period came from the energy products, capital goods, food, beverages and tobacco and chemicals sectors.

THE EU, THE MAIN DESTINATION FOR SPANISH EXPORTS

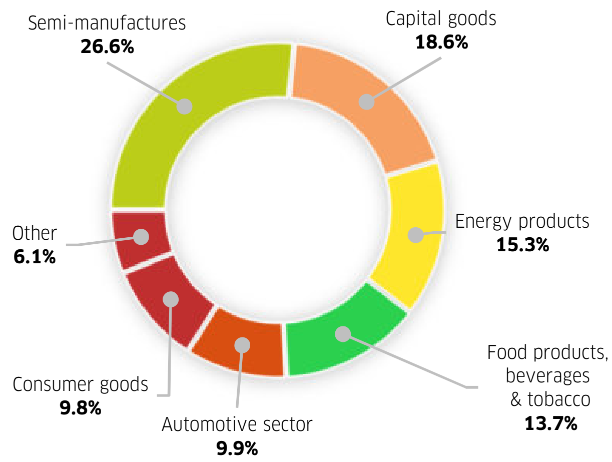
Exports to the European Union increased by 24.9% last year and their share rose to 62.8%. As for imports, China overtook Germany to become the main source of foreign purchases.



Thousands of millions of euros. Source: Datacomex.

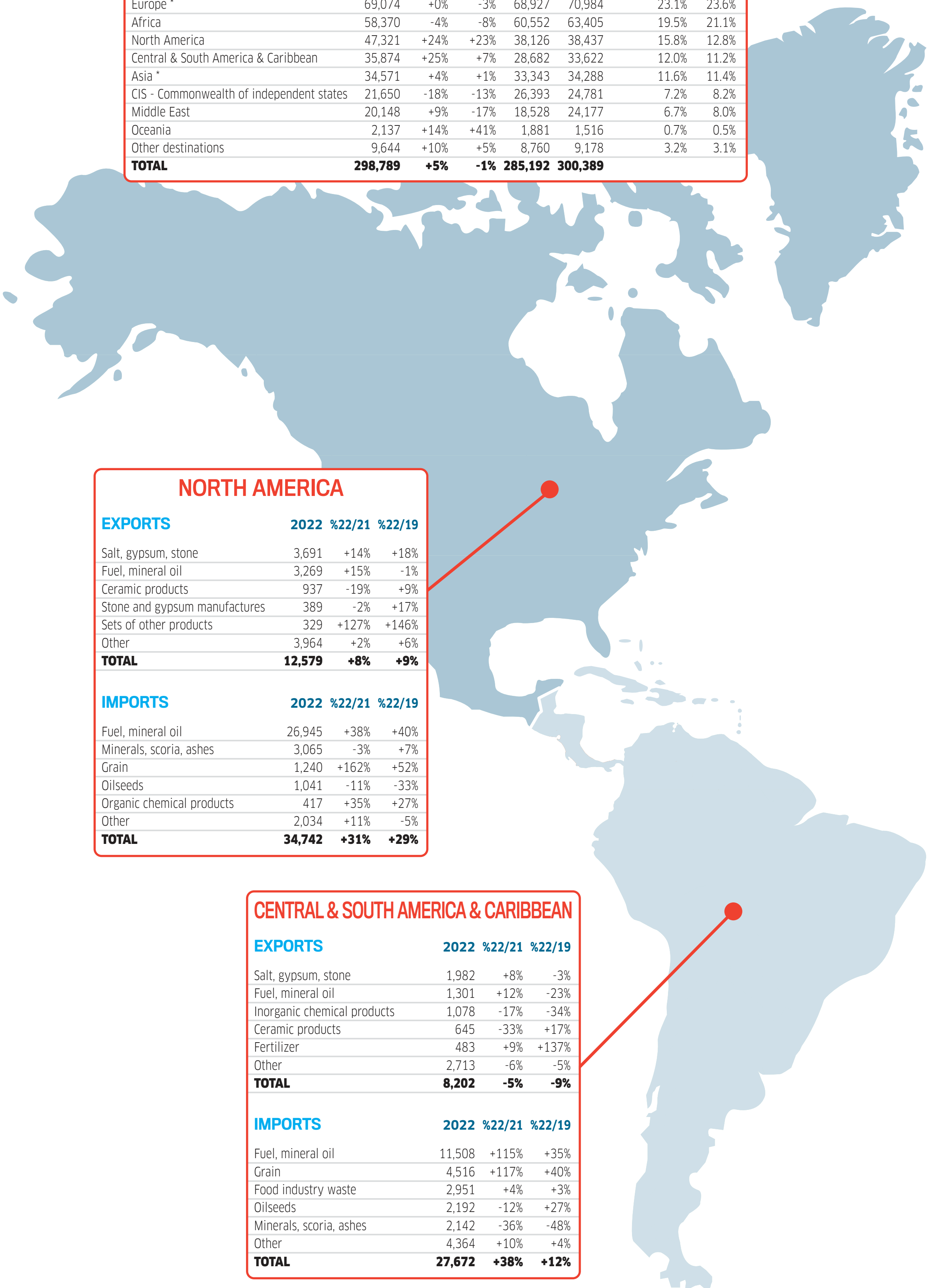
ENERGY PICKS UP THE PACE

Energy products, with a weight of 15.3% of foreign trade, are behind semi-manufactured goods and capital goods, after overtaking food, beverages and tobacco, the automotive sector and consumer manufactures.



Thousands of millions of euros. Source: Datacomex.

SPANISH FOREIGN TRADE | INTERNATIONAL MARITIME TRANSPORT BY REGIONS



SPANISH MARITIME TRADE BY REGIONS

	2022	%22/21	%22/19	2021	2019	SHARE 2022	2019
Europe *	69,074	+0%	-3%	68,927	70,984	23.1%	23.6%
Africa	58,370	-4%	-8%	60,552	63,405	19.5%	21.1%
North America	47,321	+24%	+23%	38,126	38,437	15.8%	12.8%
Central & South America & Caribbean	35,874	+25%	+7%	28,682	33,622	12.0%	11.2%
Asia *	34,571	+4%	+1%	33,343	34,288	11.6%	11.4%
CIS - Commonwealth of independent states	21,650	-18%	-13%	26,393	24,781	7.2%	8.2%
Middle East	20,148	+9%	-17%	18,528	24,177	6.7%	8.0%
Oceania	2,137	+14%	+41%	1,881	1,516	0.7%	0.5%
Other destinations	9,644	+10%	+5%	8,760	9,178	3.2%	3.1%
TOTAL	**298,789**	**+5%**	**-1%**	**285,192**	**300,389**		

EUROPE *

EXPORTS

	2022	%22/21	%22/19
Fuel, mineral oil	13,422	+2%	-29%
Salt, gypsum, stone	8,245	-8%	+40%
Sets of other products	2,091	+12%	+191%
Other chemical products	2,006	+20%	+14%
Organic chemical products	2,000	+30%	+34%
Other	11,810	-8%	+11%
TOTAL	**39,575**	**-1%**	**+1%**

IMPORTS

	2022	%22/21	%22/19
Fuel, mineral oil	12,131	+5%	-8%
Grain	4,581	-9%	-15%
Iron and steel foundry	3,620	-13%	-17%
Salt, gypsum, stone	2,256	+29%	+41%
Other chemical products	908	+63%	+58%
Other	6,003	+2%	-8%
TOTAL	**29,499**	**+2%**	**-7%**

NORTH AMERICA

EXPORTS

	2022	%22/21	%22/19
Salt, gypsum, stone	3,691	+14%	+18%
Fuel, mineral oil	3,269	+15%	-1%
Ceramic products	937	-19%	+9%
Stone and gypsum manufactures	389	-2%	+17%
Sets of other products	329	+127%	+146%
Other	3,964	+2%	+6%
TOTAL	**12,579**	**+8%**	**+9%**

IMPORTS

	2022	%22/21	%22/19
Fuel, mineral oil	26,945	+38%	+40%
Minerals, scoria, ashes	3,065	-3%	+7%
Grain	1,240	+162%	+52%
Oilseeds	1,041	-11%	-33%
Organic chemical products	417	+35%	+27%
Other	2,034	+11%	-5%
TOTAL	**34,742**	**+31%**	**+29%**

AFRICA

EXPORTS

	2022	%22/21	%22/19
Fuel, mineral oil	4,810	-16%	-23%
Salt, gypsum, stone	4,084	-14%	-14%
Ceramic products	1,222	-21%	-15%
Inorganic chemical products	771	-13%	+7%
Iron and steel foundry	613	-16%	-47%
Other	5,704	-13%	-11%
TOTAL	**17,203**	**-15%**	**-17%**

IMPORTS

	2022	%22/21	%22/19
Fuel, mineral oil	29,593	+4%	-7%
Minerals, scoria, ashes	5,202	+7%	+4%
Salt, gypsum, stone	1,613	+3%	+46%
Iron and steel foundry	644	-7%	+76%
Fertilizer	580	-29%	-36%
Other	3,537	-10%	-2%
TOTAL	**41,167**	**+2%**	**-4%**

CENTRAL & SOUTH AMERICA & CARIBBEAN

EXPORTS

	2022	%22/21	%22/19
Salt, gypsum, stone	1,982	+8%	-3%
Fuel, mineral oil	1,301	+12%	-23%
Inorganic chemical products	1,078	-17%	-34%
Ceramic products	645	-33%	+17%
Fertilizer	483	+9%	+137%
Other	2,713	-6%	-5%
TOTAL	**8,202**	**-5%**	**-9%**

IMPORTS

	2022	%22/21	%22/19
Fuel, mineral oil	11,508	+115%	+35%
Grain	4,516	+117%	+40%
Food industry waste	2,951	+4%	+3%
Oilseeds	2,192	-12%	+27%
Minerals, scoria, ashes	2,142	-36%	-48%
Other	4,364	+10%	+4%
TOTAL	**27,672**	**+38%**	**+12%**

Spanish imports and exports, with the origin/destination indicated, by sea. (*) Asia and Europe, except the countries included in the Middle East and CIS.

SPANISH MARITIME TRADE BY PRODUCTS

	2022	%22/21	%22/19	2021	2019	SHARE 2022	2019
Fuel, mineral oil	143,378	+12%	-3%	128,187	148,422	48.0%	49.4%
Salt, gypsum, stone	27,638	-5%	+16%	29,215	23,883	9.2%	8.0%
Grain	16,083	+44%	+5%	11,131	15,322	5.4%	5.1%
Minerals, scoria, ashes	14,373	-7%	-10%	15,394	15,933	4.8%	5.3%
Iron and steel foundry	11,820	-14%	-11%	13,705	13,263	4.0%	4.4%
Inorganic chemical products	6,583	-4%	-6%	6,847	7,012	2.2%	2.3%
Ceramic products	6,017	-17%	+4%	7,228	5,772	2.0%	1.9%
Sets of other products	5,908	+21%	+31%	4,893	4,495	2.0%	1.5%
Oilseeds	5,433	-9%	+9%	5,959	5,000	1.8%	1.7%
Food industry waste	5,113	+3%	-6%	4,975	5,430	1.7%	1.8%
Other chemical products	4,584	+7%	-5%	4,277	4,834	1.5%	1.6%
Fats, animal or vegetable oil	4,296	-5%	-2%	4,529	4,371	1.4%	1.5%
Organic chemical products	3,834	-5%	-7%	4,042	4,135	1.3%	1.4%
Plastic material and manufactures	3,620	+2%	+8%	3,566	3,355	1.2%	1.1%
Fertilizer	3,518	-19%	-21%	4,330	4,449	1.2%	1.5%
Motor vehicles	3,069	+5%	+8%	2,936	2,843	1.0%	0.9%
Pulp, recycled paper	2,107	-7%	+1%	2,273	2,081	0.7%	0.7%
Paper, cardboard and manufactures	1,933	+1%	+20%	1,904	1,616	0.6%	0.5%
Other	27,609	-56%	+6%	62,634	25,968	9.2%	8.6%
TOTAL	**298,789**	**+5%**	**-1%**	**285,192**	**300,389**		

COMMONWEALTH OF INDEP. STATES

EXPORTS	2022	%22/21	%22/19
Ceramic products	92	-56%	-56%
Fuel, mineral oil	61	-56%	-35%
Preserved vegetables or fruit, juices	42	-36%	-42%
Inorganic chemical products	21	-33%	-54%
Colourings	17	-75%	-73%
Other	118	-57%	-66%
TOTAL	**350**	**-55%**	**-58%**

IMPORTS	2022	%22/21	%22/19
Fuel, mineral oil	14,327	-21%	-1%
Grain	4,942	+81%	-3%
Salt, gypsum, stone	545	-69%	-60%
Iron and steel foundry	418	-55%	-41%
Fats, animal or vegetable oil	293	-29%	-39%
Other	775	-50%	-57%
TOTAL	**21,300**	**-17%**	**-11%**

OCEANIA

EXPORTS	2022	%22/21	%22/19
Ceramic products	96	-21%	+14%
Fats, animal or vegetable oil	35	+8%	+4%
Motor vehicles	33	+42%	+51%
Drinks (except juices)	17	+3%	+51%
Stone and gypsum manufactures	15	-15%	-31%
Other	194	-34%	-7%
TOTAL	**390**	**-23%**	**+2%**

IMPORTS	2022	%22/21	%22/19
Fuel, mineral oil	1,388	+37%	+68%
Minerals, scoria, ashes	208	-5%	+59%
Fruit/unpreserved fruit	45	-15%	-5%
Grain	20	>999%	>999%
Preserved meat or fish	18	+1%	+20%
Other	67	-7%	-41%
TOTAL	**1,747**	**+27%**	**+54%**

MIDDLE EAST

EXPORTS	2022	%22/21	%22/19
Ceramic products	1,339	-16%	-2%
Oilseeds	1,166	-13%	+45%
Fuel, mineral oil	581	+1%	-7%
Paper, cardboard and manuf.	148	+3%	-5%
Colourings	113	+4%	+4%
Other	1,658	-8%	-16%
TOTAL	**5,005**	**-10%**	**-1%**

IMPORTS	2022	%22/21	%22/19
Fuel, mineral oil	13,445	+22%	-23%
Organic chemical products	523	-26%	-15%
Plastic material and manuf.	439	+5%	+18%
Aluminum and manufacturing	188	-12%	+40%
Inorganic chemical products	158	+1%	-1%
Other	390	-8%	+15%
TOTAL	**15,143**	**+17%**	**-21%**

ASIA *

EXPORTS	2022	%22/21	%22/19
Meat and edible offal	1,360	-22%	+29%
Fuel, mineral oil	1,258	-39%	-27%
Minerals, scoria, ashes	1,170	+41%	+3%
Pulp, recycled paper	715	+1%	-5%
Plastic material and manuf,	685	-10%	-13%
Other	5,114	-11%	-12%
TOTAL	**10,301**	**-13%**	**-8%**

IMPORTS	2022	%22/21	%22/19
Salt, gypsum, stone	4,593	+0%	+47%
Iron and steel foundry	3,124	+6%	+15%
Fuel, mineral oil	2,303	+161%	-45%
Fats, animal or vegetable oil	1,601	-10%	-10%
Electrical goods	1,119	+48%	+78%
Other	11,530	+10%	+9%
TOTAL	**24,270**	**+13%**	**+5%**

Throughput in thousands of tonnes. Source: Tax Office. Prepared by TRANSPORTE XXI.

SPANISH FOREIGN TRADE | INTERNATIONAL MARITIME TRANSPORT

THE GATES OF TRADE

THE PORT SYSTEM CHANNELS 67% OF SPANISH FOREIGN TRADE, WITH A FLOW OF 299 MILLION TONNES IN 2022: +5% COMPARED WITH 2021 AND APPROACHING PRECOVID FIGURES

Spain, with almost 8,000 kilometres, is the largest coastline in the European Union. And, unsurprisingly, maritime transport, with ports as the main players, is a key sector in the economy.

The Spanish foreign trade statistics for 2022, with more than 445 million tonnes, leave no room for doubt. Last year, the national port system channelled 67% of Spanish foreign trade, a percentage similar to that of recent years. Specifically, 55 percent of exports and 76 percent of imports.

The figures also confirm the recovery of foreign trade. Spanish imports and exports by sea amounted to almost 299 million tonnes, which represents a growth of 5 per cent compared to the previous year, and only 1 per cent less than in 2019.

Main partners

A more detailed analysis of the statistics also reveals who Spain's main trading partners by sea are.

For yet another year, and by a considerable margin, the United States remains at the top of the ranking with a traffic of 33 million tonnes, between imports and exports, which represents an increase of 45 per cent compared to 2021 and 48 per cent compared to 2019. This growth was driven, above all, by the strong increase in the import of energy products (+81 per cent), following the EU sanctions against Russia, and the purchase of cereals, also due to the effect of the war in Ukraine. Specifically, Spain bought more than 641,000 tonnes of cereals from the United States last year, compared to around 1,150 tonnes in 2021.

Trade between Spain and the United States represents 11 per cent of Spain's total foreign trade by sea (see attached table).

The ranking also reflects the impact of the Brussels sanctions against Russia for its invasion of Ukraine,

11%

IS THE
THE WEIGHT OF THE US
IN SPAIN'S FOREIGN TRADE

ON THE ROAD TO RECOVERY

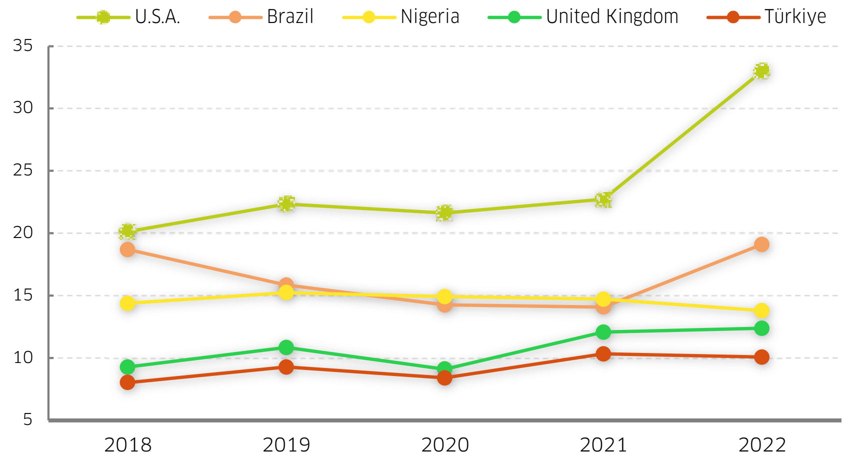
Spanish exports and imports by sea are only 1.6 million tonnes away from equalling 2019 traffic.

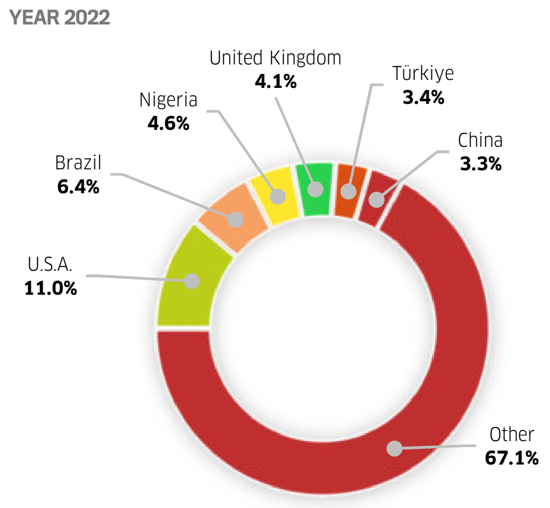
	2022	%22/21	%22/19	2021	2020	2019
U.S.A.	33.0	+45%	+48%	22.7	21.6	22.3
Brazil	19.1	+36%	+21%	14.1	14.2	15.8
Nigeria	13.8	-6%	-10%	14.7	14.9	15.3
United Kingdom	12.4	+3%	+14%	12.1	9.1	10.8
Türkiye	10.1	-2%	+9%	10.3	8.4	9.3
China	10.0	-2%	+8%	10.1	9.1	9.2
France	9.5	-3%	-8%	9.8	9.0	10.3
Russia	9.2	-40%	-21%	15.2	11.3	11.7
Morocco	9.1	-9%	-4%	10.0	10.3	9.5
Netherlands	8.9	+29%	+17%	6.9	6.4	7.6
Italy	8.3	-14%	-13%	9.6	8.3	9.6
Mexico	7.6	-17%	-30%	9.2	9.8	11.0
Saudi Arabia	7.4	+4%	-28%	7.1	8.6	10.3
Canada	6.7	+8%	+30%	6.2	4.4	5.1
Ukraine	5.9	+2%	-27%	5.8	5.9	8.1
Argelia	5.7	-29%	-24%	8.1	6.4	7.5
Libia	5.6	-19%	-39%	6.9	2.3	9.1
Irak	5.4	+40%	+8%	3.8	3.5	5.0
Colombia	4.5	+42%	+75%	3.1	2.1	2.6
Belgium	4.4	-13%	-1%	5.1	4.6	4.5
Kazajstan	4.4	+20%	+39%	3.7	4.3	3.2
Guinea	4.3	+3%	+0%	4.2	4.6	4.3
Egypt	3.5	+21%	+23%	2.9	3.0	2.8
Portugal	3.4	-14%	-9%	3.9	3.5	3.7
Argentina	3.1	-11%	-6%	3.5	2.7	3.3
Norway	3.0	-4%	-31%	3.1	3.3	4.3
India	2.8	+0%	-9%	2.8	2.3	3.1
Indonesia	2.8	+24%	-41%	2.2	2.2	4.7
TOTAL	**298.8**	**+5%**	**-1%**	**285.2**	**263.8**	**300.4**

Millions of tonnes. 2022, preliminary. Source: Datacomex

THE UNITED STATES CONSOLIDATES ITS LEADERSHIP

The strong increase in imports of energy products and cereals, mainly due to Russia's invasion of Ukraine, boosts trade flows by sea between Spain and the USA.





Millions of tonnes. 2022, preliminary. Source: Datacomex

dropping from second to eighth place. Brazil now takes its place, also overtaking Nigeria, with a traffic of 19.1 million tonnes, an increase of 36 per cent compared to 2021 and 21 per cent more than in the year prior to the pandemic.

Nigeria completes the podium, repeating its position thanks to energy products, despite the 6 percent drop in trade with Spain, with a movement of 13.8 million tonnes. This traffic is also below the figures for 2019 (-10 per cent).

In fourth place comes the United Kingdom, despite the logistical problems of Brexit. Spanish imports and exports with the British market exceeded 12.4 million tonnes in 2022, which represents a growth of 3 percent compared to the previous year and 14 per cent compared to pre-Pandemic levels.

Turkey in the Top 5

The Top 5 trading partners are completed by Turkey, which is still ahead of China, despite the fact that trade with Spain recorded a 2 per cent drop in 2022, to 10.1 million tonnes. It does, however, improve on the 2019 figures (+9 per cent). In other words, some 800,000 tonnes more than before the pandemic.

Thus, Spain's top five trading partners by sea, the United States, Brazil, Nigeria, the United Kingdom and Turkey, account for

(continued on page 96)

(from page 95)

more than a quarter of Spanish foreign trade by this mode of transport. Specifically, 29.6 per cent, with a combined traffic of 88.4 million tonnes.

France, first in the EU

Within the European Union, following the departure of the United Kingdom, which has traditionally been Spain's leading trading partner, its place is taken by France, in seventh place, after overtaking Morocco and Russia.
Trade with the Spain´s neighbouring country exceeded 9.5 million tonnes in 2022, 3 per cent less than in 2021, and also 8 per cent below pre-covid-19 figures.

The second EU partner, closing the Top 10, is the Netherlands, with 8.9 million tonnes, an increase of 29 percent compared to the previous year and 17 percent compared to 2019. In this way, it surpasses Italy in the ranking, whose trade with Spain plummeted by 14 percent in 2022, placing it, in turn, 13 percent below pre-sanitary crisis levels.

By sector, energy products once again stood out last year, with a movement of 146 million tonnes between inflows and outflows, which represents almost half of Spain's total foreign trade (49 percent). Of these, almost 114 million tonnes corresponded to import flows.

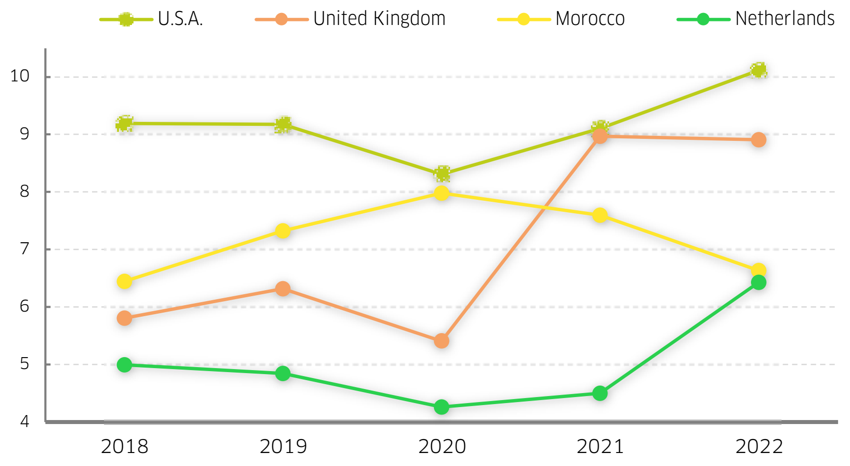
In second place, by volume of traffic, is the semi-manufacturing sector with a share of 17 percent and a flow of more than 51 million tonnes, closely followed by the raw materials sector, with 44 million tonnes and a weight of nearly 15 percent, and the food, beverages and tobacco sector with 43 million tonnes, 14 percent of Spanish foreign trade by sea.

These four sectors represent 95 percent of Spanish foreign trade by sea, with a flow of more than 283 million tonnes last year.

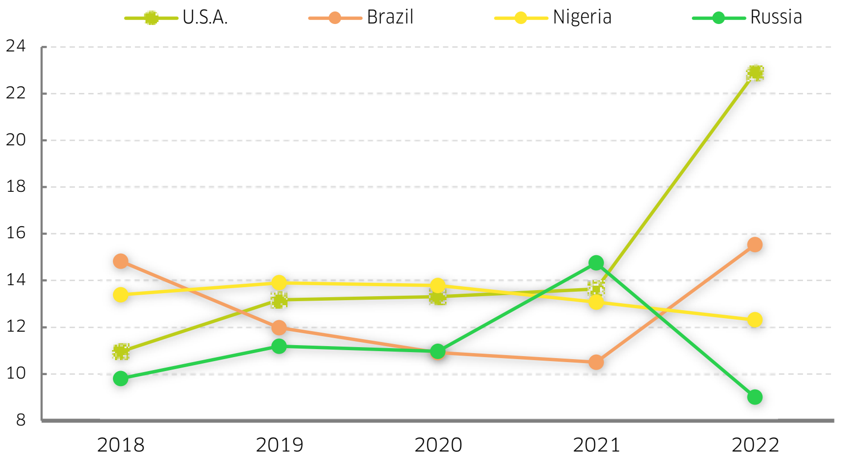
STATISTICS REFLECT THE IMPACT OF THE SANCTIONS AGAINST RUSSIA

Spanish purchases by sea from Russia have fallen sharply, causing it to drop from first place. Its place is now taken by the United States, which also leads Spanish exports. In the chapter on imports, Brazil also stands out, which is now behind the United States, while the Netherlands is gaining prominence as a destination for Spanish exports, after registering a significant increase in 2022.

SPANISH EXPORTS



SPANISH IMPORTS



Millions of tonnes. 2022, preliminary. Source: Datacomex

76%
OF
SPANISH IMPORTS
ENTER
BY SEA

5%
INCREASE
IN EXPORTS
AND IMPORTS
IN 2022

ENERGY PRODUCTS ACCOUNT FOR NEARLY HALF OF FOREIGN TRADE

PORTS OF SPAIN

SHARING THE SAME COURSE

Transforming the ports of today to face the challenges of the future

Puertos del Estado