

AIXÒ ÉS TEU  
TWENTY-FOOT EQUIVALENT UNIT  
5.000.000



valenciaport  
Autoridad Portuaria de Valencia

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# 1. Institutional Dimension



## Port Authority's introduction and sustainability strategy

### Introduction

2018 has been a significant year for the Port Authority of Valencia (PAV). Thanks to the hard work of the whole port community, we reached 5 million TEUs this year. We commemorated this event with the "5.000.000 Això és Teu" exhibition, which also commemorated each million previously reached. We celebrated with the presidents who represented the port at each of these milestones, and with Perfecto Palacio, the first entrepreneur who invested and took a risk on Valencia for container traffic, making him the creator and originator of the important port that we are today.

The metal shipping container designed by Malcolm McLean in 1956, which we used to our advantage in the early 70s, paved the way for our Port's dominance. In this way, on 31st December we ended the financial year with historical records for container and vehicle traffic, Valenciaport's two specialities. In 2018, 5,182,665 TEUs were transported, representing an increase of 7.25% compared to 2017. This milestone makes us the first port in Spain and the Mediterranean to reach this figure. According to these data, full containers grew by 5.21% thanks to the good performance of imports (+11.22%) and transit (5.28%). Meanwhile, global exports of full containers increased by 0.64% while that of empty containers increased by 14.51%.

This financial year, vehicle traffic grew by 3.18% to a total of 820,221 units. These figures make Valenciaport the 2018 leader for this type of traffic in the Spanish port system.

Regarding the economic results, we should highlight our continuing efforts to reduce long-term debt. Over the last three years we have reduced the debt by 124 million, which will allow us to undertake new investments. These are essential for the improvement of the terrestrial connectivity between Valencia and Sagunto, and for other activities in the hinterland.

In relation to improving terrestrial connectivity, we should also mention the Zaragoza-Teruel-Sagunto (Valencia) and Valencia-Madrid railway lines as priorities of the Mediterranean Corridor in the Trans-European Network (TEN-T network). I would like to once again thank the work of civil society, businesses and central and regional governments for this achievement. In parallel, as part of improving logistic service supply, we should also mention the Generalitat's adoption of the Special Plan of Valencia's Logistical Activity Zone (ZAL).

We must not forget that one of the great challenges that faces ports at the moment is the fight against climate change. At Valenciaport, we want to be ahead of the European timeframes and reach energy self-sufficiency as soon as possible. We also aim to take measures to decarbonise. To this end, during this financial year we have worked on:

1. An application for installing an electric substation to enhance the electric supply to vessels in port.
2. Renewal of the vehicle fleet, replacing these with hybrid and electric models (these currently make up 40% of the fleet).
3. A project for installing a photovoltaic plant, as well as preliminary studies for the installation of wind turbines in the Port of Valencia (three installed power systems of 12 MW).
4. The use of alternative fuels such as hydrogen and LNG developed through European projects and the current supply of LNG to vessels.

In 2018, significant increases in traffic in the ports of Sagunto and Gandia were recorded. In particular, users of the Safor dock noted that the connection with the Balearic Islands did indeed "come to stay," as was announced at the connection's launch. In the Port of Sagunto, the project and work to construct the PIF (Border Inspection Post) was awarded, and its launch is planned for 2020.

Finally, it should be noted that during this financial year, specifications for the international competition for the new northern container terminal in Valencia were approved. This terminal will meet the highest demands of environmental sustainability and will double the port's current capacity in its final stage.

**Aurelio Martínez Estévez**  
Chairman of the Port Authority of Valencia

## Strategy

### The port's mission, vision and values.

The Port Authority of Valencia's (PAV) "2020 Strategic Plan" establishes a model of the future for 2020. This Plan is intended to enhance the development of the 3 ports managed by the PAV (Valencia, Sagunto and Gandia) for the benefit of the maritime trade of companies in its area of influence, as an instrument for improving society's level and quality of life.

The 2020 Strategic Plan was formulated in 2009-2010 after an in-depth analysis of the strategic scenario and with the participation of the Port Community, constituting a paradigm shift in the sector originated by the 2008 crisis. The key in this new cycle of strategic planning is the PAV's increased focus on commercial and financial management, on the improvement of infrastructure and service competitiveness and on innovation, all based on the Port Authority's regulatory/coordinating role.

The PAV revises and adapts its Plan periodically due to the constantly changing environment of both the economy and the sector. The 2030 Plan is currently being reformulated, based on the following mission, values and strategic lines of action:

### Mission

"To sustainably boost the mobility of people and goods, as well as to boost the overseas competitiveness of business within its area of influence through a competitive offer in the quality and price of port, maritime, intermodal and logistic services and infrastructure".

- **Economic sustainability:** optimisation of revenue, costs, and investments to ensure the PAV's ability to self-fund in the long- and short-term.
- **Social sustainability:** boosting territorial integration and coexistence with the different members of the society it serves.
- **Environmental sustainability:** making efficient use of resources, minimising and balancing the negative impacts on the territory and the environment.
- **Alignment with European transport policies:** promoting intermodality, digitalisation, decarbonisation, innovation, security and employment.

### Values

- Leadership
- Ethical commitment to transparency, honesty and integrity.
- Reliability of customer services.
- Sustainability.
- Innovation.
- Commitment to people's well-being.

### Strategic lines of action

- Improving the efficiency of the services provided.
- Contributing to environmental sustainability, the fight against climate change and security in the port supply chain.
- Sustainably developing infrastructure.
- Promoting intermodal integration.
- Ensuring economic sustainability.
- Improving internal management.

## Functions and legal status

**General description of the Port Authority's legal status, detailing aspects such as its ownership, competency framework, public port land management system and financing mechanisms (in line with the consolidated text of the Spanish Law on Ports).**

The Port Authority of Valencia, under the commercial name of Valenciaport, is the Public Body responsible for the running, management and operation of three ports of general interest and state ownership (Valencia, Sagunto and Gandia) according to the Consolidated Text on State Ports and the Merchant Marine Law, approved by Royal Legislative Decree 2/2011, of 5th September (hereinafter TRLPEMM, by its Spanish initials).

The nature, competencies and functions of the Port Authorities are governed by the aforementioned TRLPEMM, which establishes in article 24.1 that "Port Authorities are public bodies among those envisaged in letter g) of section 1, article 2 of the Spanish General State Budget Law, with their own legal status and equity, and full capacity to act", which "are dependent on the Spanish Ministry of Development, through the State-owned Ports Body, and are governed by specific legislation, by the applicable provisions of the Spanish General State Budget Law, and additionally by Spanish Law 6/1997, of 14th April, on the Organisation and Functioning of the Spanish Central Government."

The Port Authorities deserve separate treatment, in Law 40/2015, of 1st October, on the Legal Regime of the Public Sector. Specifically, the Twelfth Additional Provision of the aforementioned law indicates the following on the legal regime of the Port Authorities and the State Ports:

"The Port Authorities and State Ports will be governed separately by the provisions of Law 47/2003, of 26th November, that are applicable to them and, additionally, by what is established under this Law".

The Port Authorities are public bodies linked or dependent on the Spanish Central Government with their own personality and assets, which are responsible for managing their interests under the general principle of functional and management autonomy.

The TRLPEMM establishes:

- The regulatory framework of both public and private law, which governs the Port Authorities.
- Their organisational structure
- Their functions.
- Their economic resources..

Regarding this last point, article 27 of the TRLPEMM regulates the Port Authorities' funding mechanisms. In accordance with this article, the economic resources of the Port Authorities include:

- a. Products and income from their equity, as well as the income from the disposal of their assets.
- b. Port charges, without prejudice to the provisions of article 19.1.b) and 241 bis of the TRLPEMM.
- c. Income from private law resources obtained in the exercise of its functions.
- d. Contributions received from the Inter-Port Compensation Fund.
- e. Economic resources that may be assigned within the General State Budgets or those of other Public Administrations.
- f. Grants and subsidies, irrespective of their origin.
- g. Proceeds from debt claims, loans and other financial transactions that may be arranged.
- h. Products of the application of the sanctioning regime.
- i. Donations, bequests and other contributions from individuals and private entities.
- j. Any other resource that may be attributed to them by the legal system.

To properly develop its public port domain management activity, the Port of Valencia also has a series of planning instruments that are provided for in the TRLPEMM, namely:

- **Strategic Plan:** through this, the Port Authority of Valencia establishes its development model and its strategic position. In other words, it sets its mission and the strategic objectives to be achieved in the coming years.
- **Infrastructure Master Plan:** through this, the Port Authority describes the long-term (20 years or more) potential development of the ports under its management from the point of view of infrastructures and in perfect harmony with its Strategic Plan.
- **Business Plan:** in this Plan, the Port Authority of Valencia collects, among other aspects, a diagnosis of the situation, forecasts of port traffic, economic-financial forecasts, management objectives, objectives and indicators of the port's environmental sustainability, the structure of personnel and employment offers, the evolution of management ratios, financial programming, the programming of public investments, the estimation of private investments, the annual profitability objective, correction coefficients of the corresponding rates and rebates on charges.

## Government and management quality.

The functions and manner in which the Port Authority's governing bodies are elected, such as the Presidency, Management and the Board of Directors.

Article 29 of the TRLPEMM lists the Port Authorities' bodies, stating that:

"The Port Authorities' bodies are as follows:

- a) *Governing Body: Board of Directors and Chairman.*
- b) *Management Body: General Manager.*
- c) *Advisory Body: Shipping and Port Council".*

The functions and manner in which the Port Authorities' governing bodies are elected are regulated in the TRLPEMM. Specifically, Article 31 refers to the appointment and functions of the Chairman, Article 32 to the appointment and functions of the Vice Chairman and Article 33 to the General Manager. Meanwhile, Article 30 includes the composition and functions of the Board of Directors.

## Structure of the Port Authority's Board of Directors, with detail on the groups and associations represented within this.

In 2018, the composition of the Board of Directors was as follows:

<b>Mr. Aurelio Martínez Estévez</b> PAV Chairman	<i>Ex-officio member</i>	
<b>Mr. D. Felipe Cano Navarro</b> Harbour Master of Valencia	<i>Ex-officio member</i>	
<b>Mrs. Patricia López Ruiz de Salazar<sup>1</sup></b> State Counsel	<i>Spanish Central Government representative (Consejeros).</i>	<i>Spanish Central Government representative (Consejeros).</i>
<b>Mr. José Antonio Morillo-Velarde del Peso<sup>2</sup></b> Head of the Legal Advice Department of the Spanish State-owned Ports Body	<i>Spanish Central Government representative (Consejeros).</i>	<i>Spanish Central Government representative (Consejeros).</i>
		<b>Mr. Lorenzo Tejedor Barber<sup>3</sup></b> <i>Spanish Central Government representative (Consejeros).</i>
		<b>Mr. Salvador Antonio Navarro Pradas</b> President of the Valencian Business Confederation (CEV) <i>In representation of the Valencian Regional Government.</i>
		<b>Mr. Josep Vicent Boira Maiques</b> <i>In representation of the Valencian Regional Government.</i>
		<b>Mr. Vicente Boluda Fos</b> President of the Valencian Association of Entrepreneurs (AVE) <i>In representation of the Valencian Regional Government.</i>
		<b>Mrs. Inmaculada Rodríguez-Piñero Fernández</b> MEP, Socialists and Democrats Group <i>In representation of the Valencian Regional Government.</i>
		<b>HE. Mr. Joan Ribó i Canut</b> Mayor of Valencia <i>In representation of the city of Valencia.</i>
		<b>HE. Mr. Josep Francesc Fernández y Carrasco</b> Mayor of Sagunto <i>In representation of the town of Sagunto.</i>
		<b>Mr. Pedro Suárez Benavente</b> President of the PAV Workers' Committee <i>Representing the trade unions.</i>
		<b>Mr. Gustavo Ferrer Soriano</b> Managing Director of the Noatum Container Terminal Valencia (NCTV) <i>Representing the economic sectors that are relevant to the Ports<sup>4</sup></i>
		<b>Mr. Francesc Josep Sánchez</b> Director General of the PAV <i>Member with voice but without vote.</i>
		<b>Mr. Luís Felipe Martínez<sup>5</sup></b> General Secretary of the PAV <i>Secretary of the Board of Directors.</i>

1 Until 1 April 2018, Mrs. María Durá Rivas, State Counsel - Head in the Valencian Region held this position, with Mrs. Patricia Lopez Ruiz de Salazar being appointed on 16 October 2018.

2 Until 8 November 2018, Mr. Ignacio Arrondo Peral held this position, with Mr. José Antonio Morillo-Velarde del Peso being appointed on 10 November 2018.

3 Until 21 December 2018, Mr. José Vicente Herrera Arrando held this position, with Mr. Lorenzo Tejedor Barber being appointed on 22 December 2018.

4 The mandate of member Mr. Francisco José Corell Grau as Advisor to the Board of Directors of the Port Authority of Valencia representing the Official Chamber of Commerce, Industry and Navigation of Valencia, finished on 12 December 2018, as the period of time legally established for its duration expired, with it being renewed on 5 March 2019.

The mandate of member Mr. José Vicente González Pérez as Advisor to the Board of Directors of the Port Authority of Valencia representing business organisations, finished on 12 December 2018, as the period of time legally established for its duration expired, with Mr. Juan Pablo Lázaro Montero de Espinosa being appointed on 16 February 2019.

5 At a meeting held on 20 December 2018, the PAV's Governing Body removed, at her own request, Mrs. Maria del Carmen de Puig de Olano from her post as Secretary of the Port Authority of Valencia's Board of Directors and its Delegated Committees, with Mr. Luis Felipe Martínez Martínez being appointed as Secretary of the Port Authority of Valencia's Board of Directors and its delegated Committees on the same day.

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During 2018, 7 sessions of the Port Authority of Valencia's Board of Directors were held.

The following is a non-exhaustive list of the most relevant Council agreements adopted in 2018:

- Modification of the Regulatory Norms of the Ports of Valencia, Sagunto and Gandía's Navigation and Port Councils. Appointment of the Secretary and Deputy Secretary of these.
- Composition of the Board of Directors' Delegated Committees and appointment of the Board of Directors' Deputy Secretary.
- Approval of the Agreement between the Honourable Valencia City Council and the Port Authority of Valencia, for its use of the port public domain located in the eastern area of the neighbourhood of Nazareth (Southern Area of the Valencia Port Service Area).
- Resolution of the request for substantial modification of the concession that TERMINALES PORTUARIAS, S.L. holds in the Port of Valencia, by extending the initial concession term.
- Approval of the budgets corresponding to the Memorandum of Understanding signed with UNCTAD and State Ports for 2018.
- Resolution of DESARROLLO HORTOFRUTÍCOLA DE LA SAFOR, S.A.'s request regarding a license to provide port services for the loading, unloading, stevedoring, unstowing and transshipment of goods in the Port of Gandia.
- Resolution of EXTRACCIONES LEVANTE, S.L.'s request regarding authorisation for the commercial service of collecting and transporting waste not regulated by MARPOL 73/78 in the ports of Valencia and Sagunto.
- Resolution of MAGMA TRATAMIENTOS S.L.U.'s request regarding authorisation for the commercial service of collecting waste regulated by MARPOL 73/78, not included in the port service of receiving waste from vessels, and residues and spills of cargo carried by vessels in the ports of Valencia, Sagunto and Gandia.
- Approval of the Agreement with the Public State Ports Body for the Port Authority of Valencia's participation in the "Port Authority's Meteorological and Oceanographic Support System - SAMOA 2" project.
- Approval of the Specific Terms and Conditions for the provision of the commercial service of vessel chandler.
- Resolution of VALENCIA TERMINAL EUROPA, S.A.'s request for a licence to provide port services for the loading, unloading, stevedoring, unstowing and transshipment of goods through Ro-Ro operations in the Port of Valencia.
- Resolution of PRISMA SAFOR, S.L.'s request for authorisation to provide commercial services for the collection and transport of waste not regulated by MARPOL 73/78 in the ports of Valencia, Sagunto and Gandia.
- Resolution of ACCIONA RAIL, S.A.'s request for authorisations to provide commercial services for railway works for the Ports of Valencia, Sagunto and Gandia.
- Resolution of RENFE MERCANCIAS, S.A.'s request for authorisations to provide commercial services for railway works for the Ports of Valencia, Sagunto and Gandia.
- Resolution of LOGITREN FERROVIARIA, S.A.'s request for authorisation to provide commercial services for railway works for the Port of Valencia.
- Resolution of LOW COST RAIL, S.A.'s request for authorisation to provide commercial services for railway works for the Port of Valencia.
- Resolution of TRACCION RAIL, S.A.'s request for authorisation to provide commercial services for railway works for the Port of Valencia.
- Resolution of MOLGAS ENERGÍA, S.A.'s request for the administrative concession of the occupation of port public domain assets in the Coastal Zone of the Port of Valencia, destined for the installation of a supply of liquefied natural gas.
- Extension of the authorisation for support service management for the Border Facility control tasks for Sanitary Control of Goods (IFCSM) in the Port of Valencia, to LOGITERS LOGÍSTICA S.A. company.
- Resolution on the request for substantial modification of the concession, held by NOATUM CONTAINER TERMINAL VALENCIA S.A.I., in the Port of Valencia, by extending the initial period.
- Declaration of the need to rescue the areas occupied by the concessions held by UNIÓN NAVAL DE VALENCIA, S.A., in the interests of the port.
- Resolution on REAL CLUB NÁUTICO DE GANDIA's request for the administrative concession of the occupation of port public domain assets in the Port of Gandia, destined for the Nautical Club's activity.
- Resolution on the financial support and new 2018 participation loan for the Noatum Rail Terminal Zaragoza S.L. society.
- Approval of the Convention on Legal Assistance with the State Attorney General.



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- Approval of the Agreement between the Polytechnic University of Valencia and the Port Authority of Valencia for the realisation of a Masters in Port Management and Intermodal Transport.
- Resolution on the request for substantial modification of the concession that is held by NOATUM CONTAINER TERMINAL VALENCIA, S.A.U. in the Port of Valencia, to expand the surface of the Costa quay.
- Resolution on the request for substantial modification of granting ownership of COFRADÍA DE PESCADORES DE GANDÍA to expand the space by taking over old fruit sheds No. 1, 2 and 3, located in the Port of Gandia's Pesquero Quay, and waiver the enlargement of the Fish Market.
- Approval of the Agreement between the Valencian Region's Fundación Premios Rey Jaime I and the Port Authority of Valencia to grant the Economy Award (Premio de Economía) at the 30th edition of the Premios Rey Jaime I.
- Review of the concession conditions granted to VALENCIA CONTAINER DEPOT SPAIN, S.L. in the Port of Valencia's Northern Expansion, destined for the installation of a deposit of empty, dry and cold containers.
- Approval of the recovery assessment of concessions owned by UNIÓN NAVAL DE VALENCIA, S.A. in the Port of Valencia and of its method of payment.
- Resolution of BOLUDA CONTAINER INDUSTRY, S.L.'s request granting administrative authorisation for the occupation of public port domain assets on the Port of Valencia's Xitá quay, destined for the maintenance and repair of containers.
- Approval of an Agreement between the City of Sagunto and the Port Authority of Valencia.
- Approval of the Port Authority of Valencia's 2019 Business Plan.
- Approval of the Terms and Conditions of the contest for the construction and operation of the new container terminal in the Port of Valencia's Northern Expansion. Contest call to tender.
- Resolution on the request of INTRANSPORT SERVICES XXI, S.L. for the granting of administrative concession for the occupation of public port domain assets in the Port of Valencia, destined for the installation of a service station.
- Appointment of the Secretary of the Council, the Delegated Committees and Navigation and Port Councils for the Ports of Valencia, Sagunto and Gandia.
- Opening of the regular renewal process for the Navigation and Port Councils of the ports of Valencia, Sagunto and Gandia.
- Approval of the Port Authority of Valencia's Information Security Policy review (Version 01).
- Granting SERTEGO SERVICIOS AMBIENTALES, S.L.U. administrative concession for the occupation of public port domain assets in the Xitá area, destined for the construction and operation of a facility for the final treatment of liquid waste generated by vessels (Annex I of MARPOL 73/78) and other assimilable liquid waste authorised by the Valencia Port Authority.
- Resolution of the recovery of the concessions owned by UNIÓN NAVAL DE VALENCIA, S.A. in the Port of Valencia. Proposal for granting BOLUDA CORPORACION MARITIMA, S.L. administrative concession for the occupation of public port domain assets in the western area of the Port of Valencia, destined for two office buildings and a parking area.
- Resolution concerning the request for the substantial modification of the concession held by TERMINALES PORTUARIAS, S.L. in the Port of Valencia, for the expansion of space.
- Approval of the direct concession in favour of the FUNDACIÓN DE LA COMUNIDAD VALENCIANA PARA LA INVESTIGACIÓN, PROMOCIÓN Y ESTUDIOS COMERCIALES DE VALENCIAPORT for a maximum subsidy for the 2019 financial year and in favour of its Agreement for materialisation.
- Commissioned the PORT AUTHORITY OF VALENCIA to VALENCIA PLATAFORMA INTERMODAL Y LOGÍSTICA, S.A., S.M.E, M.P. for the "promotion and marketing of ports and logistics activities areas dependent on the Valencia Port Authority during 2019".
- Acceptance by the Port Authority of Valencia of the office of the presidency of EUROPHAR EEIG, A.E.I.E.
- Designation of Port Authority of Valencia representatives in the board of trustees of the FUNDACIÓN DE LA COMUNIDAD VALENCIANA PARA LA INVESTIGACIÓN, PROMOCIÓN Y ESTUDIOS COMERCIALES DE VALENCIAPORT.

**Description of management systems and support for decision making used by the Port Authority, such as quality management systems, balanced scorecards, market characterisation campaigns, etc.**

## **Quality Management System based on the ISO 9001:2015 standard**

The PAV has a Quality Management System to certify, according to European quality standard ISO 9001:2015, internal key processes, such as Maritime Traffic Management, which covers the Berth Management process in the ports of Valencia, Sagunto and Gandia.

This system was certified in 1999 according to the ISO 9002:1994 standard, and was updated in 2003 to meet the new ISO 9001:2000. In 2009, it was updated once again to the ISO 9001:2008 standard. In July 2018, the PAV successfully passed the maintenance audit for the Quality Management System Certification and the adaptation of the System is scheduled to comply with the specifications of the new ISO 9001:2015 standard.

## **International environmental management system**

As part of its strategy of continuous improvement and to respond to and comply with the commitments in its environmental policy, the PAV maintains the certification of its environmental management system in compliance with the requirements established by the UNE ISO 14001:2015 standard, as well as the highest existing recognition in terms of environmental management at the European level; registration in compliance with the EMAS III Regulation in the Community System for Environmental Management and Auditing.

In the same way, the PAV has maintained the PERS (Port Environmental Review System) certificate in force since 2003. This, supported by the European Association of Maritime Ports (ESPO), is the only environmental certification aimed exclusively at the port sector.

In addition, and in line with the strategic guidelines established by the PAV, the PAV's carbon footprints for the years 2008, 2010, 2012, 2014 and 2016 have been registered in the Carbon Footprint, Compensation and Projects of CO2 Uptake Register, obtaining the "calculation" seal.

## **Occupational Health and Safety Management System based on OHSAS standard 18001**

Beyond mandatory legal compliance, the PAV's Department for the Occupational Health and Safety Surveillance chose OHSAS 18001 as a management model within the process of continuous improvement in the control of occupational risks for its staff. In June 2007, the Port Authority of Valencia obtained the OHSAS 18001 certification, with registration number 0101/OHS/01/2007, at its offices in Valencia, Sagunto and Gandia, as it complies with the demands and requirements established in the standard referring to the Port Facilities Management, proceeding to its renovation and maintenance throughout all these years.

## **Security Management System for the Supply Chain based on ISO 28000**

As part of its strategy of continuous improvement in all activities that make up its management model, in 2011 the Port Authority of Valencia introduced a protection system based on ISO 28000, a system that has been renewed annually. This standard ensures that the organisation is committed to the protection of both the staff working there as well as its facilities, goods and information that is exchanged. This initiative reinforces the importance for the PAV of the development of measures aimed at improving the safety and protection of goods and the people who work in the ports it manages, incorporating best practices and existing instruments into its ordinary management so as to meet the most demanding standards.

## **International energy management system**

Additionally, in 2016 the PAV implemented and certified an Energy Management System based on ISO 50001: 2011, a system that has been renewed annually. The objective of this certification is the continuous improvement of the PAV's energy performance by establishing a systematic action in the evaluation, control and management of energy uses related to the PAV's activities or services. This standard allows organisations to improve efficiency, energy-related costs and reduce the emission of greenhouse gases.

In order to integrate both the environmental and energy policy, on 11 November 2016 the Board of Directors of the PAV approved the text of the "Environmental and Energy Policy" of the PAV currently in force.

## **Existence of a management committee and its structure.**

The Port Authority of Valencia has an Executive Committee and a Management Committee.

The Executive Committee consists of:

- Chairman
- General Manager
- General Secretary
- Deputy General Manager
- Operations Manager
- Environment, Security and Facilities Manager
- Commercial and Business Generation Manager
- Head of the Chairman's Office

In 2018 the Executive Committee met 37 times.

For its part, the Steering Committee is composed of the following members:

- General Manager
- Head of the General Manager's Office
- Attached to the General Manager's Office
- Operations Manager
- Head of Information Technology
- Economic-Financial Manager
- Deputy General Manager
- General Secretary
- Territory Management Manager
- Head of Human Resources and Organisation
- Head of Business Intelligence
- Head of Planning and Control
- Security, Environment and Facilities Manager
- Head of Infrastructure Planning
- Head of Public Domain
- Commercial and Business Generation Manager
- Head of the Chairman's Office

In 2018 the Management Committee met 26 times.

## Description of sectoral technical committees to support the Board of Directors, in addition to the Navigation and Port Council, the Port Services Committee, the Security Advisory Committee.

In 2004, the Port Authority of Valencia's Board of Directors agreed to establish the Council's Delegate Committees for Economic-Financial Affairs and for Monitoring the Strategic Plan. The creation of these two Committees intends to promote and materialise, within the scope of the Port Authority of Valencia, good corporate governance as well as the principle of transparency in its procedures, involving those sectors represented in the Board of Directors more directly related to the purpose of said Committees.

As a result of the new structure of the Port Authority of Valencia's Board of Directors, motivated by the entry into force of Law 33/2010, the composition of the Board's two Delegate Committees was adjusted at the 4th November meeting of the aforementioned Board. Since then it has undergone various changes due to the appointments of new Council members.

## Council's Delegate Committee for Economic-Financial Affairs

The Council's Delegate Committee for Economic-Financial Affairs aims, in general, to advise the Port Authority's governing bodies in all matters that may have a direct or indirect relationship with the Body's economic and financial aspects.

The matters that may be submitted to the consideration of this Committee are as follows:

- Issues related to the Port Authority's operating and capital budgets as well as its multi-year action programme.
- The balance sheet, profit and loss account and explanatory report on the Body's annual management.
- Aspects related to the Body's investments and financial operations, including incorporation and participation in mercantile companies, as well as those regarding the credits for financing current assets.
- And, in general, any issues that may be considered to be within the Committee's scope of action due to their nature and connection to economic-financial matters.

The members of this Committee as of 31st December 2018 are:

- Mr. Aurelio Martínez Estévez - PAV Chairman (ex officio member).
- Mr. José Vicente González Pérez - Representing business organisations<sup>6</sup>.
- Mr. Ignacio Arrondo Peral - Spanish Central Government representative (Consejeros) - OPPE<sup>7</sup>.
- Mrs. Inmaculada Rodríguez-Piñero Fernández - In representation of the Valencian Regional Government.
- Mr. Salvador Navarro Pradas - In representation of the Valencian Regional Government.
- Mr. Francesc Josep Sánchez - PAV General Manager.
- Mr. Luis Felipe Martínez - Secretary of the Committee<sup>8</sup>.

During 2018, this Delegate Committee met three times, one of them jointly with the Council's Delegate Committee for Monitoring the Strategic Plan.

## Council's Delegate Committee for Monitoring the Strategic Plan

The Council's Delegate Committee for Monitoring the Strategic Plan generally aims to counsel the entity's governing bodies in all those matters that may have a direct or indirect relationship with the Port Authority's Strategic Plan.

The Committee will be able to take advantage of the methodology and management control instruments inherent to the implementation and monitoring of the Strategic Plan, such as the Integral Scorecard and the Port Authority of Valencia's Business Plan.

<sup>6</sup> Until 15 February 2019, Mr. José Vicente González Pérez held this position, with Mr. Juan Pablo Lázaro Montero de Espinosa being appointed on 15 February 2019.

<sup>7</sup> Until 15 February 2019, Mr. Ignacio Arrondo Peral held this position, with Mr. Pedro Suárez Benavente being appointed on 15 February 2019.

<sup>8</sup> Until 20 December 2018 Mrs. Maria del Carmen de Puig de Olano was the Secretary of the Committee, with Mr. Luis Felipe Martínez Martínez being appointed on the same date.

The aforementioned Committee's functions include analysing, deliberating, informing and proposing whatever measures it deems appropriate to the Board of Directors and its Chairman, aimed at better implementing and developing the Strategic Plan.

In particular, the matters that may be submitted to the consideration of this Committee will deal with the different strategic axes on which the Port Authority's Strategic Plan is structured and based, and particularly on the following matters:

- Port services' efficiency and effectiveness.
- Port infrastructures' growth model.
- Intermodality and logistics.
- Port-city integration policy.
- Marketing and communication.

And generally any issues that may be considered to be part of its scope of action due to their nature and connection to the Strategic Plan.

The members of this Committee as of 31st December 2018 are:

- Mr. Aurelio Martínez Estévez - PAV Chairman (ex officio member).
- Mr. Francisco José Corell Grau - Representing the Chamber of Commerce.
- Mr. Josep Vicent Boira Maiques - In representation of the Valencian Regional Government.
- Mr. Salvador Navarro Pradas - In representation of the Valencian Regional Government.
- Mr. Vicente Boluda Fos - In representation of the Valencian Regional Government.
- Mr. Francesc Josep Sánchez - PAV General Manager.
- Mr. Luis Felipe Martínez - Secretary of the Committee.<sup>9</sup>

In 2018, this Committee met once, in a joint meeting, with the Council's Delegate Committee for Economic-Financial Affairs.

## Council's Delegate Committee for the Promotion of Territorial Integration

At the meeting of the Board of Directors held on 2nd October 2015, at the proposal of the Chairman's Office, it was agreed that a Council's Delegate Committee should be created under the name of "Delegate Committee for the Promotion of Territorial Integration", with its Operating Standards being approved simultaneously.

This Committee aims to analyse, deliberate, inform, and propose any initiatives and measures deemed appropriate to the Board of Directors and its Chairman, aimed at the sustainable and competitive development of ports that are dependent on the Port Authority.

The members of this Committee as of 31st December 2018 are:

- Mr. Aurelio Martínez Estévez - PAV Chairman (ex-officio member).
- Mr. Josep Vicent Boira Maiques - In representation of the Valencian Regional Government.
- Mr. José Vicente Herrera Arrando - Spanish Central Government representative (Consejeros)<sup>10</sup>.
- Mr. Joan Ribó Canut - Representing the City Council of Valencia.
- Mr. Josep Francesc Fernández i Carrasco - Representing the City Council of Sagunto.
- Mr. Francesc Josep Sánchez - PAV General Manager.
- Mr. Luis Felipe Martínez - Secretary of the Committee

In 2018 this Committee met once.

Within the said Committee, and as provided for by its Operating Standards, an Advisory Committee was created for each of the ports dependent on the Port Authority of Valencia.

These Committees were formed with the aim of boosting the operation of the "Delegate Committee for the Promotion of Territorial Integration", as well as ensuring greater success and quality in the possible diagnoses, initiatives and measures that result from the work that is entrusted to the aforementioned Delegate Committee. In this sense, in 2016 the Advisory Committees of the ports of Valencia, Sagunto and Gandia were created on a permanent basis to deal with issues related to the management of the seafront adjacent to the service areas of the 3 ports managed by the PAV.

## Port of Valencia's Advisory Committee

The members of the Port of Valencia's Advisory Committee as of 31st December 2017 are:

- HE. Mr. Joan Ribó Canut, Chairman of the Committee, Mayor of Valencia (ex-officio member) - Representing the Valencia City Council.
- Mr. Vicent Sarriá i Morell, Deputy Member, Town Planning Councillor - Representing the Valencia City Council.
- Mr. Alejandro Pons i Romani, Member, Town Planning Advisor - Representing the Valencia City Council.
- Mrs Florentina Pedrero Gil, Deputy Member, General Director of Urban Planning - Representing the Valencia City Council.
- Mr. Josep Vicent Boira Maiques, Member - In representation of the Valencian Regional Government.
- Mr. Lluís Ferrando Calatayud, Member - In representation of the Valencian Regional Government.
- Mr. Enrique Martí Selva, Deputy Member - In representation of the Valencian Regional Government.
- Mr. Francesc Josep Sánchez, Member, General Manager (ex-officio member) - Representing the Port Authority of Valencia.
- Mr. Manuel Guerra Vázquez, Member, General Deputy Manager - Representing the Port Authority of Valencia.
- Mr. Luis Felipe Martínez - Secretary of the Committee.

In 2018 the Port of Valencia's Advisory Committee met twice.

<sup>9</sup> Until 20 December 2018, Ms. M<sup>ª</sup> del Carmen de Puig de Olano was the Secretary of the Commission, being appointed Mr. Luis Felipe Martínez Martínez on the same date.

<sup>10</sup> Until 15 February 2019, Mr. José Vicente Herrera Arrando held this position, with Mr. José Antonio Morillo-Velarde del Peso being appointed on 15 February 2019

## Port of Sagunto's Advisory Committee

The members of the Port of Sagunto's Advisory Committee as of 31st December 2017 are:

- HE. Mr. Josep Francesc Fernández i Carrasco, Committee Chairman, Mayor of Sagunto - Representing the City Council of Sagunto.
- Mr. Pablo Enrique Abelleira Barreiro, Member, Councillor for Land and Sustainability - Representing the City Council of Sagunto.
- Mr. Guillermo Sampedro Ruiz, Deputy Member, Councillor of the Special Delegations for Youth, Cooperation and Communication Cabinet - Representing the City Council of Sagunto.
- Mr. Lluís Ferrando Calatayud, Member - In representation of the Valencian Regional Government.
- Mr. Enrique Martí Selva, Deputy Member - In representation of the Valencian Regional Government.
- Mrs Maria Pilar Álvarez Montero, Member - In representation of the Valencian Regional Government.
- Mr. Francesc Josep Sánchez, Member, General Manager (ex-officio member) - Representing the Port Authority of Valencia.
- Mr. Manuel Guerra Vázquez, Member, General Deputy Manager - Representing the Port Authority of Valencia.
- Mr. Luis Felipe Martínez - Secretary of the Committee.

In 2018, the Port of Sagunto's Advisory Committee met once.

## Port of Gandia's Advisory Committee

The members of the Port of Gandia's Advisory Committee as of 31st December 2018 are:

- Mrs Diana Morant Ripoll, President of the Committee, Mayor of Gandia - Representing Gandia City Council.
- Mr. Miguel Picornell Canut, Member, Councillor for the Area of Basic Services to Citizens and Urban Quality - Representing Gandia City Council.
- Mr. Vicente Mascarell Tarrazona, Deputy Member, General Coordinator of Town Planning and Housing - Representing Gandia City Council
- Mr. Josep Vicent Boira Maiques, Member - In representation of the Valencian Regional Government.
- Mr. Lluís Ferrando Calatayud, Deputy Member - In representation of the Valencian Regional Government.

- Mrs Maria Pilar Álvarez Montero, Member - In representation of the Valencian Regional Government
- Mr. Enrique Martí Selva, Deputy Member - In representation of the Valencian Regional Government.
- Mr. Francesc Josep Sánchez, Member, General Manager (ex-officio member) - Representing the Port Authority of Valencia.
- Mr. Manuel Guerra Vázquez, Member, Director of Management and Infrastructure Planning - Representing the Port Authority of Valencia.
- Mr. Luis Felipe Martínez - Secretary of the Committee..

In 2018, the Port of Gandia's Advisory Committee did not hold any meetings.

## Navigation and Port Councils

The Navigation and Port Council is a collegiate body created in accordance with the provisions of Article 34 of the TRLPEMM, whose purpose is to assist and inform the Maritime Captaincy and the Chairman of each Port Authority in all aspects related to port activity and navigation that fall within their respective competences and that contribute to the good operation of the port and its maritime trade.

After the Port Authority of Valencia's Board of Directors approved the Regulatory Standards for each of the Ports of Valencia, Sagunto and Gandia's Navigation and Port Councils, which include the composition and functioning of these assistance bodies, these bodies were formed, to be renewed every four years.

It should be noted that the Navigation and Port Councils consist of an internal structure that includes at least a Permanent Committee, with a composition and powers of a general nature that are established in its regulations and without prejudice to the Working Groups that could also be created. It must also include a Port Services Committee as well as a Security Committee with the character of special bodies, with the specific attributions that are also included in both the TRLPEMM and the Regulatory Standards.

In 2018, no meetings of the Navigation and Port Councils of the Ports of Valencia, Sagunto and Gandia nor their Committees were held..

## Infrastructure and capacity

**Description of the Port Authority's role as infrastructure provider and reference to the "landlord" model. List of the port's general technical characteristics, such as land surface area, sheltered water surface area, concessional land area, quays and their functions, and road access.**

The Port Authority of Valencia is responsible for managing the ports of Valencia, Sagunto and Gandia by following the model implemented in the port system of Spanish state ownership, in which the Port Authority provides the spaces and part of the infrastructure that support all port activity, while the private initiative is responsible for developing operations and the provision of services in the ports using that same infrastructure. Within this framework, and in accordance with the applicable regulations, the Port Authority also becomes the regulator of private activities carried out within its area of responsibility.

In the case of the PAV, this model could be considered as having developing into an "advanced landlord" model in which the Port Authority assumes leadership of the Port Community beyond the functions established within the legislation, in order to contribute to its structuring as well as to improving the services offered to the supply chains that are used by the ports managed by the Port Authority of Valencia.

The following are the main technical characteristics of the ports managed by the PAV:

	Port of Valencia	Port of Sagunto	Port of Gandia	Total
<b>Land surface area</b>	5,626,534 m <sup>2</sup>	2,397,800 m <sup>2</sup>	245,000 m <sup>2</sup>	8,269,334 m <sup>2</sup>
<b>Surface area available for concessions</b>	4,225,718 m <sup>2</sup>	2,060,440 m <sup>2</sup>	182,571 m <sup>2</sup>	6,468,729 m <sup>2</sup>
<b>Sheltered water surface area</b>	5,950,582 m <sup>2</sup>	2,206,000 m <sup>2</sup>	284,000 m <sup>2</sup>	8,236,000 m <sup>2</sup>

## Infrastructures being implemented and draft infrastructures and the purposes these serve.

Below are the major investments carried out in 2018 and those planned for 2019.

### Major investments executed in 2018:

#### QUAY DEPTH INCREASE AT THE PORT OF VALENCIA'S LEVANTE QUAY

Authorisation of a berth for vessels of 18,000 TEU in the last 600 m of the Levante quay. This includes the creation of a piled foundation block for vehicles on the landward foot of the 100-foot cranes, the improvement of the quay's foundation ground by means of Jet-Grouting, the substitution of a section of the concrete cope beam in mass by another one of reinforced concrete, the replacement of the seaward lane of container cranes, the installation of new bollards and defences, and the replacement of all affected services.

Allocated amount: €5,032,461.16

Duration: 8.5 months

#### QUAY DEPTH INCREASE AT THE CENTRAL SECTION OF THE PRÍNCIPE FELIPE QUAY IN THE PORT OF VALENCIA

Authorisation of a berth for vessels with a quay depth of 16 m at the central 500 m of the Prince Felipe quay. This includes the improvement of the foundation soil by means of Jet-Grouting, the substitution of the seaward and landward lanes, the installation of new bollards and the placement of new defences.

Allocated amount: €3,159,288.77

Duration: 9 months

#### QUAY DEPTH INCREASE OF THE TRANSVERSAL DE COSTA QUAY IN THE PORT OF VALENCIA

Reinforcement of the foundation soil of the Transversal de Costa quay, 780 m in length, and a stretch of about 100 m from the Costa quay, to achieve a quay depth of 18 m at the foot of the quays, through the formation of jet grouting columns, withdrawal of the rockfill bank and the installation of new bollards.

Allocated amount: €3,016,525.32

Duration: 8.7 months.

## **PAVING AND INFRASTRUCTURE OF THE ESPLANADE OF THE PORT OF VALENCIA'S NORTHERN QUAY (XITÁ)**

Adaptation of slopes and paving of an esplanade of about 124,000 m<sup>2</sup> with flexible pavement, in order for it to be used for the handling of import or export vehicles. This includes the enclosure of the plot, the lighting and drainage networks, as well as the civil works of a future communications network and road signs.

Allocated amount: €3,159,329.63

Duration: 7 months

## **TRANSFER OF PORT TERMINAL DOORS IN NOATUM C.T.V WITHIN THE PORT OF VALENCIA**

This investment consists of the transfer of the Public Container Terminal's current access doors, both entrance and exit, to a new location compatible with the extension of the Príncipe Felipe quay rail tracks to 750 m. It includes: civil works; mechanical, electrical and electronic control installations; and software.

Allocated amount: €1,991,607.59

Duration: 10 months

## **CONSTRUCTION OF A NEW ACCESS TO THE PORT OF VALENCIA'S PUBLIC CONTAINER TERMINAL**

Construction of new vehicle access to the Port of Valencia's Public Container Terminal. Includes the construction of a new road with two lanes in each direction, a roundabout to facilitate the change in direction, prolongation of the terminal enclosure, drainage network and street lighting.

Allocated amount: €1,717,639.00

Duration: 7 months

## **DREDGING FOR THE IMPROVEMENT OF ACCESS TO THE PORT OF VALENCIA'S LEVANTE QUAY AND SUR DOCK**

Improving the quay depth of several interior areas of the Port of Valencia (Sur dock, the dock in front of the Este breakwater quay and in front of the Levante and Sur quays) to ensure maritime access and the movement of the most modern vessels, thus completing the actions of increasing the quay depths of the Levante, Príncipe Felipe and Transversal de Costa quays.

The 676,629.730 cubic meters to be dredged will be used, as infill material, in an area of the northern enlargement that will form part of the future esplanade. All this is complemented with an environmental monitoring campaign to ensure minimum impact on the natural environment.

Allocated amount: €3,199,564.00

Duration: 7 months

## **REMODELLING OF MULTIPURPOSE TERMINAL OF SAGUNTO'S ACCESS POINTS**

Adaptation of the access to the Terminal where Noatum Terminal Polivalente de Sagunto S.L. operates, in order to shorten the journeys occurring within the Port, as well as to reorder the circulations within the Terminal's facilities, avoiding interferences with the storage areas.

Allocated amount: €204,306.84

Duration: 4 months

## **PAVING OF THE SOUTH-WEST PLOT OF THE PORT OF SAGUNTO'S CENTRO 2 QUAY**

Paving of the south-west plot (40,000 m<sup>2</sup> surface area) on the Port of Sagunto's Centro 2 Quay in order to relocate the traffic affected by the development of facilities for new traffic in already occupied areas of the Port of Valencia.

Allocated amount: €446,217.00

Duration: 3 months

## **NEW BORDER INSPECTION CENTRE (C.I.F.) FOR THE PORT OF SAGUNTO**

Development of the project, execution of the works and conservation and maintenance during the warranty period of the new Border Inspection Centre Building in the Port of Sagunto.

The Building is organised into two large areas; an area for administrative use and an area for the inspection of goods, linked to a car park for heavy vehicles.

The programme runs over a single floor with a total built area of 3,783.24 m<sup>2</sup>.

Allocated amount: €4,016,905.09

Duration: 58 months

## **ADAPTATION OF THE PORT OF GANDIA'S Nº 3 OPEN SHED'S FIRE PROTECCION INSTALLATION.**

Works required for the installation of fire protection in Shed No.3 of the Port of Gandia, in accordance with what is established in RD 2267/2004, regulation of fire safety in industrial establishments, and in Royal Decree 1942/1993 Regulation of Fire Protection Installations.

Allocated amount: €276,334.52

Duration: 3 months

## Major investments to be executed in 2019:

### CONSTRUCTION OF THE NEW ROAD ACCESS FOR THE PORT OF GANDIA

Construction will aim to equip the Port of Gandia with new controlled access, through the southern side, in order to avoid port traffic going through the town of Gandia. This new access will give continuity to the works corresponding to the South Access to the Port of Gandia from the N-332, P.K. 220,800 motorway currently being executed by the Ministry of Development, which include the construction of a new pass work over the river Serpis and end in a roundabout that will give access to the port area and the district of Venecia.

Allocated amount: €1,853,490.09

Duration: 9 months

### RENOVATION OF THE SERPIS DOCK'S QUAY DEPTH, ENTRANCE CHANNEL AND INLET OF THE PORT OF GANDIA

The Port of Gandia was built taking advantage of the natural protection of the mouth of the river Serpis. This ensures a higher rate of renewal of the port's waters but, on the other hand, its sedimentary deposits are slowly but steadily filling the port's dock.

The recent bathymetries carried out by the Port Authority of Valencia in the Port of Gandia reflect the volume of materials that rough weather has transported and deposited in the estuary, inlet channel and Serpis dock, causing a decrease in quay depths. This necessitates the implementation of renewed dredging, with the objective of restoring the following quay depths:

- In the Interior dock, the quay depth must be restored to -10.50 m.
- In the port's estuary and inlet channel, the quay depth must be restored to -11.00 m.
- In the decanting basin, the quay depth must be restored to -11.50 m.

The materials from the part closest to the estuary, consisting mainly of fine sands, will be used to regenerate the beaches located to the south of the port.

Allocated amount: €1,146,300.00

Duration: 3.90 months

### IMPROVEMENT OF THE CONTAINER CRANE RAIL IN THE PORT OF VALENCIA'S LLOVERA QUAY.

The increased use of the Llovera quay by heavy-duty container cranes and the highly aggressive marine environment has led to a loss in operability of their rail elements. The lane closest to the ledge has been the most significantly affected as it has been the most affected by the sea water, in addition to being the lane that receives the greatest load stresses during the operation of the cranes.

For this reason, it is necessary to improve the tread to recover its operational conditions, diminished by time and use.

This investment involves replacing the container crane rail carts in the Port of Valencia's Llovera Quay, as well as the fixing elements and fixing the lanes' drainage.

Contract amount: € 596,129.51

Duration: 12 months.

### ACTIONS TO BE CARRIED OUT ON THE SEPARATION WALL BETWEEN THE PORT SERVICE AREA AND THE CASTELL DE POP AND JESÚS NAZARENO STREETS FOR THE PROVISIONAL URBANISATION OF THE FUTURE ESTUARY PARK - NAZARET NEIGHBOURHOOD, VALENCIA.

In compliance with the Collaboration Agreement Terms for a Specific Agreement between the Town Hall of Valencia and the Port Authority of Valencia on the management of the Special East Nazaret Plan, concerning the area south of the Valencia Port Service Area, the PAV plans to carry out the necessary work to adapt the Service Area's current wall in a manner that creates a suitable enclosure for the future park, as well as to create new access to the plot and other complementary actions.

Allocated amount: €147,000.00

Duration: 3 months.

### ADAPTATION OF PAVING IN THE MANOEUVRE ZONE OF THE PORT OF VALENCIA'S PRÍNCIPE FELIPE QUAY

Currently, the concrete paving of the roads in the Príncipe Felipe quay area of operations, in the stretch between mooring bollards No. 11 to 64, is damaged due to intense heavy-vehicle traffic. To adapt the infrastructure to the use of the terminal, it is necessary to change the deteriorated concrete paving, which has a surface area of 7,631.80 m<sup>2</sup>.

The object of the work is the adaptation and the strengthening of the concrete paving. The actions to be carried out are the demolition of the existing pavement, levelling and compacting the necessary aggregate and replenishing the concrete paving.

Contract amount: €352,427.21

Duration: 4 months.



## **CAMPAIGN FOR THE GEOTECHNICAL AND ARCHAEOLOGICAL SUBAQUATIC RECOGNITION FOR THE DEVELOPMENT OF THE CONTENEDORES QUAY CONSTRUCTION PROJECT FOR THE PORT OF VALENCIA'S NORTHERN EXPANSION**

Within the previous studies for the construction of a new Public Container Terminal in the Port of Valencia and following the recommendations of the ROM 0.5-05, Geotechnical Recommendations for Marine and Port Works, a geotechnical and geophysical recognition of the foundation is required for the proper design of structures included in the works. On the other hand, faced with the need to comply with the protection requirements for archaeological heritage marked by the competent authority on the matter and to prevent the possible appearance of archaeological remains during the dredging, an initial archaeological reconnaissance is required.

Contract amount: €1,285,537.10

Duration: 7 months.

## **GEOTECHNICAL INVESTIGATION FOR THE "CONDITIONING AND EXPANDING THE PORT OF VALENCIA'S SUR QUAY" PROJECT**

After 44 years of service and the approach of more demanding traffic due to the possible use of more modern and capable equipment, the Port of Valencia's Sur quay presents the need to construct a new quay structure that offers adequate levels of service and security for decades to come. For this reason it is necessary to carry out a corresponding geotechnical investigation that serves as the basis of the corresponding construction project.

Contract amount: €75,079.24

Duration: 2 months.

This consists of the preparation, as required by legislation, of the following documents: Report and Annexes, Plans, Specific Technical Specifications, Budget and Health and Safety Study. These are needed to define in detail the works to be carried out and the way these will be carried out, specifying the characteristics of the materials to be used, as well as their origin, and the specifications of the various work units to execute, in order to achieve optimum results, from both a technical and economical view, both in the construction phase of the works as well as in their conservation and exploitation.

The action consists of the adaptation and expansion of the Sur quay for a total length of about 540 metres.

Contract amount: €198,166.22

Duration: 6 months.

## **SERVICE OF DRAFTING THE CONSTRUCTION PROJECT OF THE CONTENEDORES QUAY OF THE PORT OF VALENCIA'S NORTHERN EXPANSION**

As a first step for the construction of a new public container terminal in the Port of Valencia and in compliance with legislation in the field of the recruitment of Public Administrations, specific technical regulations and Recommendations for marine works, a draft construction project is required in which all constructive units necessary for the invitation to tender for the "Contentedores Quay of the Port of Valencia's Northern Expansion" project works are defined, justified and evaluated.

Contract amount: €243,083.16

Duration 8 months.

## **IMPROVEMENT OF THE PERMANENCE OF THE PORT OF SAGUNTO'S PRÁCTICOS QUAY**

The Port of Sagunto's Prácticos jetty is located in the port's Sur quay in an area that is particularly beaten by the waves (groundswell), which enters through the mouth. This swell causes large fluctuations both in the jetty itself and on the boats moored there.

To avoid this effect, agitation studies made in a numerical model have shown that a small breakwater would improve conditions. It has therefore been considered to be appropriate to proceed with the construction of the breakwater.

The works consist of the construction of a linear structure of approximately 39.50 m crest that serves the dual function of a breakwater, protecting the Prácticos quay and jetty from the swell, and of allowing the berth of up to two vessels of up to 15.00 m in length to the structure's internal face.

The standard cross-section is formed along its entire length by a submerged concrete structure, prior dredging the Prácticos quay's bank material. In the exterior wall, the bank is protected using a 300 kg rockfill, while inside, the protection will consist of a 100 kg rockfill. On the structure's crest, a finishing floating treatment will be applied.

Contract amount: € 594,891.69

Duration: 6.5 months.

## REFURBISHMENT AND EXPANSION OF THE PAV OFFICES' CAFETERIA FOR DINING

Refurbishment of the Port Authority of Valencia offices' cafeteria to provide cafeteria and dining services, and the construction of a new annex building for a dining room.

The refurbishment will provide the cafeteria with a larger kitchen, in addition to expanding the room, creating a staff dining room with a capacity for 150 diners. This expansion will be carried out through constructing a lightweight building in the courtyard area closest to the current cafeteria. The works will also include the development of the courtyard between the buildings, which will consist of paving the courtyard area not occupied by the dining room extension building; the generation of small garden areas; the renewal of the stormwater and wastewater drainage; the installation of irrigation; and the provision of some furniture. In addition, it includes temporary works to the dining room in the workshop space, to convert it into its future use as a cafeteria.

Contract amount: €857,343.57

Start date: 02/10/2019

End date: 02/03/2020

Duration: 5 months.

## Industrial or logistics promotion initiatives, such as participation in a Logistics Activities Zone (ZAL), dry port, etc. and the purposes it serves.

In 2018, the Port Authority of Valencia continued working on the project for the creation of the Port of Valencia's Logistics Activities Zones and the commercialisation of the Port of Sagunto's ZAL, through the Valencia Plataforma Intermodal y Logística SA (VPI Logística). This company's main objective is to promote, manage and utilise logistics areas that favour the development of logistics activities linked to maritime goods that transit through the port docks managed by the Port Authority of Valencia.

The Port of Valencia's ZAL consists of over 300,000 m<sup>2</sup> exclusively dedicated to logistics and strategically located near the Port of Valencia and major transport hubs.



VPI Logística owns seven of the nine blocks destined for logistics (A1, B1, A3, A2, B2, F2 and G2) within the Port of Valencia's ZAL, with an area of approximately 239,000 m<sup>2</sup>. These are made available to companies specialised in the logistics of maritime goods. The Port Authority of Valencia, through VPI Logística, directs the Port of Valencia ZAL's Marketing Plan, establishing various commercial actions for exporters, importers, freight forwarders and logistics operators, with the objective that interested companies can establish themselves in the ZAL.

During the first half of 2018, the VPI company finished drafting the consolidated text of the new Special Plan for the Development of the Logistics Activities Zone (ZAL) in the Port of Valencia, which includes a number of improvements in the field of landscape integration. In the second half of the year, the Port of Valencia's ZAL Special Plan was finally adopted by the Department of Housing, Public Works and Structure of the Territory (BOPV n.249, 28 December 2018).

The Port of Valencia's ZAL is designed to be an area of high interest for companies engaged in logistics related to maritime traffic.

The ZAL will have an area of tertiary services: security services, supplies, gardening, green areas and cleaning, office rental services, bank, hotel, restaurants, public transport, service station, rest areas and other auxiliary services.

On the other hand, VPI Logística has been awarded an urbanised 279,380 m<sup>2</sup> plot in Parc Sagunt, whose acquisition was completed in 2011. During 2018, VPI Logística developed and published the specifications for the transfer of plot Z1, giving the option to those interested in implementing their activity in this block to submit their best offer before the end of 2018.

The location of plot Z1 in Parc Sagunt, adjacent to the Port of Sagunto, makes it an intermodal logistics centre for import and export maritime traffic, which aims to adapt to the needs of freight forwarders, logistics operators, importers and exporters.

# 1. Institutional Dimension

## Markets served

Evolution of traffic over at least the last three years, represented by total of tonnes moved, total tonnes by generic groups of goods and as a percentage of each of the said groups over the total.

During 2018, a total of 76,621,101 tonnes were handled (including fish catches and supplies), which represents an increase of 4.16% compared to 2017. In terms of TEUs, 5,182,665 were moved, representing an increase of 7.25%. Passenger traffic increased by 0.88% to 1,071,963 passengers, with a passenger growth of regular lines of 0.03% and a tourist cruise growth of 2.23%. The traffic of vehicles in goods regimes increased significantly, reaching 820.221 units, which represents a growth of 3.18% mainly due to imports.

Regarding type of goods, liquid bulk traffic amounted to 1,909,692 tonnes, which represents a setback of -40.39%, solid bulk amounted to 2,544,075 tonnes, representing an increase of 11.64%, non-containerised conventional general cargo increased by 19.49%, with a total movement of 14,085,935 tonnes, and, finally, containerised traffic increased by 3.41% to 57,885,808 tonnes.

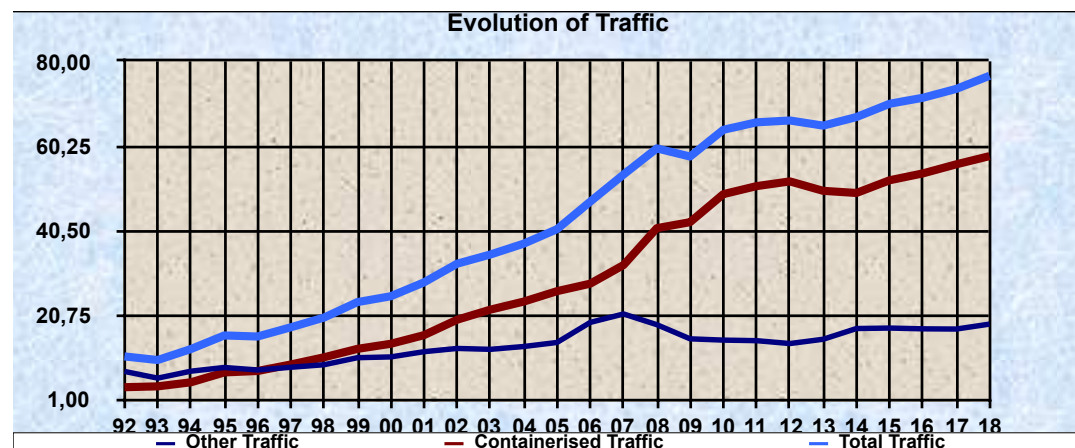
We can see the separate evolution of the three ports that make up the PAV in the following table:

Thousands of tonnes (including fish catches and supplies)	2016	2017	2018	Difference 18/17	%
Port of Valencia	64,524	67,489	<b>70,778</b>	3,289	4.87%
Port of Gandia	353	354	<b>384</b>	30	8.37%
Port of Sagunto	6,593	5,716	<b>5,459</b>	-257	-4.50%
<b>PAV TOTAL</b>	<b>71,470</b>	<b>73,560</b>	<b>76,621</b>	<b>3,062</b>	<b>4.16%</b>

The following table shows the distribution of goods by type, also including fish catches and supplies.

Thousands of tonnes (including tare weight)	2016	2017	2018	Difference 18/17	%
Conventional General Cargo	64,661	67,767	<b>71,972</b>	4,205	6.20%
Containerised Cargo	53,872	55,979	<b>57,886</b>	1,907	3.41%
Conventional Cargo	10,788	11,789	<b>14,086</b>	2297.422	19.49%
Liquid Bulk	3,803	3,203	<b>1,910</b>	-1293.795	-40.39%

Thousands of tonnes (including tare weight)	2016	2017	2018	Difference 18/17	%
Solid Bulk	2,685	2,279	<b>2,544</b>	265	11.64%
Total	71,149	73,249	<b>76,425</b>	3,176	4.34%
Fish catches and Supplies	474	310	<b>196</b>	-115	-36.99%
<b>TOTAL</b>	<b>71,623</b>	<b>73,560</b>	<b>76,621</b>	<b>3,061</b>	<b>4.16%</b>
<b>TEU (Units)</b>	<b>4,732,136</b>	<b>4,832,156</b>	<b>5,182,665</b>	<b>350,509</b>	<b>7.25%</b>



## Goods

The Port Authority of Valencia manages the ports of Valencia, Sagunto and Gandia. However, for the purposes of this analysis, the PAV will be considered as a single business unit and, therefore, traffic for the three ports as a whole will be accumulated, indicating which port the manipulated goods belong to if necessary.

## Liquid Bulk

During 2018, a total of 1,909,692 tonnes were handled, which represents a decrease of -40.39% compared to the previous year. Liquid bulk represents 2.49% of total port traffic, including fish catches and supplies.

# 1. Institutional Dimension

The main goods are:

(tonnes)	2016	2017	2018	Difference 18/17	%
Gasoil	480,855	853,359	<b>785,821</b>	-67,538	-7.91%
Chemical products	336,481	343,117	<b>346,611</b>	3,494	1.02%
Natural gas	2,303,508	1,388,750	<b>216,584</b>	-1,172,166	-84.40%
Wines, drinks, alcohols and derivatives	186,226	182,105	<b>154,320</b>	-27,785	-15.26%
Fuel oil	280,624	193,079	<b>153,921</b>	-39,158	-20.28%
Other goods in Liquid Bulk	215,374	243,077	<b>252,435</b>	9,358	3.85%
<b>TOTAL</b>	<b>3,803,068</b>	<b>3,203,487</b>	<b>1,909,692</b>	<b>-1,293,795</b>	<b>-40.39%</b>

## Solid bulk

The solid bulk, which represents 3.32% of total port traffic, increased by 11.64% in 2018 to 2,544,075 tonnes, with the main goods being as follows:

(tonnes)	2016	2017	2018	Difference 18/17	%
Cereals and their flour	925,935	1,081,588	<b>1,387,243</b>	305,655	28.26%
Natural and artificial fertilisers	492,438	563,321	<b>515,350</b>	-47,971	-8.52%
Cement and Clinker	486,844	235,345	<b>145,703</b>	-89,642	-38.09%
Chemical products	103,121	135,957	<b>128,083</b>	-7,874	-5.79%
Other non-metallic minerals	166,078	126,235	<b>108,399</b>	-17,836	-14.13%
Other goods in Solid Bulk	357,161	136,411	<b>259,297</b>	122,886	90.09%
<b>TOTAL</b>	<b>2,531,577</b>	<b>2,278,857</b>	<b>2,544,075</b>	<b>265,218</b>	<b>11.64%</b>

## Non-containerised Conventional General Cargo (MGNC)

Non-containerised conventional general cargo, which represents 18.38% of total port traffic, increased by 19.49% in 2018 to 14,085,935 tonnes.

The main goods within this section were:

(tonnes)	2016	2017	2018	Difference 18/17	%
Steel products	1,862,151	2,296,328	<b>2,571,578</b>	275,250	11.99%
Vehicles and their parts	1,690,529	1,801,895	<b>1,883,946</b>	82,051	4.55%
Other goods	558,500	684,519	<b>1,019,174</b>	334,655	48.89%
Other food products	621,228	711,641	<b>966,657</b>	255,016	35.83%
Machinery, tools and spare parts	691,435	638,208	<b>656,595</b>	18,387	2.88%
Finished construction materials	299,459	306,558	<b>504,932</b>	198,374	64.71%
Chemical products	309,057	345,506	<b>473,482</b>	127,976	37.04%
Wines, drinks, alcohols and derivatives	202,695	317,622	<b>453,094</b>	135,472	42.65%
Oils and fats	465,955	486,973	<b>403,307</b>	-83,666	-17.18%
Paper and pulp	358,753	316,634	<b>372,664</b>	56,030	17.70%
Wood and cork	176,080	185,618	<b>210,442</b>	24,824	13.37%
Cement and Clinker	140,438	128,507	<b>179,732</b>	51,225	39.86%
Other MGNC goods (including tares)	3,412,157	3,568,504	<b>4,390,332</b>	821,828	23.03%
<b>TOTAL</b>	<b>10,788,437</b>	<b>11,788,513</b>	<b>14,085,935</b>	<b>2,297,422</b>	<b>19.49%</b>

## Containerised Conventional General Cargo (MGC)

Containerised conventional general cargo, which represents 75.55% of total port traffic, grew by 3.41% in 2018 to 57,885,808 tonnes.

The main goods within this section were:

(tonnes)	2016	2017	2018	Difference 18/17	%
Finished construction materials	9,212,950	9,558,029	<b>9,358,919</b>	-199,110	-2.08%
Chemical products	7,163,417	7,658,570	<b>8,269,005</b>	610,435	7.97%
Other goods	7,097,417	7,291,057	<b>7,526,458</b>	235,401	3.23%
Machinery, tools and spare parts	3,193,669	3,379,433	<b>3,719,044</b>	339,611	10.05%
Other food products	5,257,379	4,530,356	<b>3,669,254</b>	-861,102	-19.01%

# 1. Institutional Dimension

(tonnes)	2016	2017	2018	Difference 18/17	%
Paper and pulp	2,938,066	3,284,944	<b>3,215,179</b>	-69,765	-2.12%
Container tare weight	2,338,630	2,208,127	<b>2,513,694</b>	305,567	13.84%
Steel products	2,088,487	2,103,008	<b>2,292,283</b>	189,275	9.00%
Wines, drinks, alcohols and derivatives	1,833,008	1,971,890	<b>2,215,427</b>	243,537	12.35%
Fruits, vegetables and legumes	1,717,867	1,879,897	<b>1,913,241</b>	33,344	1.77%
Vehicles and their parts	1,241,184	1,364,173	<b>1,632,814</b>	268,641	19.69%
Other metallurgical products	844,792	1,024,549	<b>1,394,063</b>	369,514	36.07%
Tobacco, cocoa, coffee and spices	1,132,299	1,225,776	<b>1,054,583</b>	-171,193	-13.97%
Cereals and their flour	1,028,641	1,028,319	<b>1,131,576</b>	103,257	10.04%
Other MGC goods (including tares)	6,582,885	7,470,488	<b>7,980,268</b>	509,780	6.82%
<b>TOTAL</b>	<b>53,872,459</b>	<b>55,978,616</b>	<b>57,885,808</b>	<b>1,907,192</b>	<b>3.41%</b>

## Containers (TEU)

The number of TEUs increased to 5,182,665 in 2018, an increase of 7.25% compared to the previous year. Of these TEUs, 1,190,080 were loaded, 1,166,363 TEUs unloaded and 2,826,222 in transit traffic.

### CONTAINER TRAFFIC STRUCTURE

	2016	2017	2018	Difference 18/17	%
Domestic	204,362	201,209	<b>222,075</b>	20,866	10.37%
Full	115,123	110,347	<b>119,030</b>	8,683	7.87%
Empty	89,239	90,862	<b>103,045</b>	12,183	13.41%
Foreign	2,013,522	1,999,199	<b>2,134,368</b>	135,169	6.76%
Loaded	1,012,960	1,036,048	<b>1,069,950</b>	33,902	3.27%
Full	769,840	824,571	<b>821,121</b>	-3,450	-0.42%

	2016	2017	2018	Difference 18/17	%
Empty	243,120	211,477	<b>248,829</b>	37,352	17.66%
Unloaded	1,000,562	963,151	<b>1,064,418</b>	101,267	10.51%
Full	587,928	628,885	<b>703,485</b>	74,600	11.86%
Empty	412,634	334,266	<b>360,933</b>	26,667	7.98%
Transit	2,514,252	2,631,748	<b>2,826,222</b>	194,474	7.39%
<b>TOTAL (TEU)</b>	<b>4,732,136</b>	<b>4,832,156</b>	<b>5,182,665</b>	<b>350,509</b>	<b>7.25%</b>

### Historic Container Traffic Series (TEU)

Thousands of TEUs	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
DOMESTIC	153	202	177	178	153	136	151	144	144	162	160	204	201	<b>222</b>
FOREIGN	1,554	1,602	1,831	1,842	1,676	1,916	1,950	2,045	2,025	1,823	1,946	2,014	1,999	<b>2,134</b>
TRANSIT	703	808	1,034	1,582	1,824	2,156	2,226	2,281	2,158	2,457	2,509	2,514	2,632	<b>2,826</b>
<b>TOTAL</b>	<b>2,410</b>	<b>2,612</b>	<b>3,043</b>	<b>3,602</b>	<b>3,654</b>	<b>4,207</b>	<b>4,327</b>	<b>4,470</b>	<b>4,328</b>	<b>4,442</b>	<b>4,615</b>	<b>4,732</b>	<b>4,832</b>	<b>5,182</b>

## Transit Traffic

The traffic of goods in transit (including equipment tare weight) in the Port Authority increased by 3.38% compared to the previous year, standing at 35,313,050 tonnes. The number of TEUs in transit traffic was 2,826,222 representing an increase of 7.39%.

## Passengers and tourist cruises

### Transportation

During 2018, regular line services were offered from the Port of Valencia to the Balearic Islands by companies Trasmediterránea (Ibiza, Mahón, Palma de Mallorca, San Antonio) and Eurolíneas Marítimas (Palma de Mallorca, Ibiza). Passenger services to Algeria (Mostaganem) continued with Eurolíneas Marítimas.

# 1. Institutional Dimension

Passenger traffic in regular lines amounted to 650,445 passengers, representing an increase of 0.03% compared to the previous year.

Passengers	2016	2017	2018	Difference 18/17	%
Balearic Islands	430,730	498,941	<b>509,606</b>	10,665	2.14%
Algeria	76,059	150,636	<b>140,031</b>	-10,605	-7.04%
Other	147	675	<b>808</b>	133	19.70%
<b>TOTAL</b>	<b>506,936</b>	<b>650,252</b>	<b>650,445</b>	<b>193</b>	<b>0.03%</b>

## Tourist cruises

The number of passengers on tourist cruises amounted to 421,518, representing an increase of 2.23% compared to 2017. Of these passengers, 81,756 were based in the Port of Valencia and 339,762 were passengers in transit.

Passengers	2016	2017	2018	Difference 18/17	%
Based in Port	59,999	69,509	<b>81,756</b>	12,247	17.62%
Transit	343,265	342,819	<b>339,762</b>	-3,057	-0.89%
<b>TOTAL</b>	<b>403,264</b>	<b>412,328</b>	<b>421,518</b>	<b>9,190</b>	<b>2.23%</b>

## Passenger vehicles

The number of passenger vehicles was 158,475, representing an increase of 0.35%.

## Vessel traffic

In 2018, a total of 7,722 vessels called at ports managed by the PAV, representing an increase of 7 vessels compared to the previous year, or an increase of 0.09%. The GT was 262.9 million, representing an increase of 2.63% compared to last year.

Vessels (number)	2016	2017	2018	Difference 18/17	%
Vessels	7,702	7,715	<b>7,722</b>	7	0.09%
GT (thousands)	255,888	256,175	<b>262,922</b>	6,747	2.63%

In the following table we find the total broken down into the most significant types of vessels:

Type of Vessel (number)	2017	2018	Difference 18/17	%
Container ships	3,153	<b>3,059</b>	-94	-2.98%
Ro-Ro	1,196	<b>1,222</b>	26	2.17%
Tanks	258	<b>226</b>	-32	-12.40%
Bulk carriers	114	<b>90</b>	-24	-21.05%
Others	63	<b>51</b>	-12	-19.05%
RoPax and Cruise ships	1,815	<b>1,808</b>	-7	-0.39%
General Cargo	1,116	<b>1,266</b>	150	13.44%
<b>TOTAL</b>	<b>7,715</b>	<b>7,722</b>	<b>7</b>	<b>0.09%</b>

Vessel traffic by port can be seen in the following table:

	2016	2017	2018	Difference 18/17	%
Valencia. - Number:	6,232	6,180	<b>6,048</b>	-132	-2.14%
GT (thousand):	230,808	231,287	<b>236,832</b>	5,545	2.40%
Gandia. - Number:	150	247	<b>278</b>	31	12.55%
GT (thousand):	876	1,277	<b>2,162</b>	885	69.31%
Sagunto. - Number:	1,320	1,288	<b>1,396</b>	108	8.39%
GT (thousand):	24,205	23,611	<b>23,927</b>	316	1.34%

Of the 7,722 vessels that called at the ports managed by the Port Authority of Valencia during 2018, 1,249 did so under the flag of Italy, 852 under the flag of Malta and 714 under the flag of Panama. 769 vessels docked under the Spanish flag.

# 1. Institutional Dimension

**Hinterland and foreland. Main origins and destinations of goods, understood as those that account for 70% of port traffic.**

## Foreign trade

Foreign trade goods traffic only includes exports and imports. The following statistical tables do not take the weight of the equipment transporting these goods, transit traffic, domestic traffic and bulks into account.

## Exports

In 2018, export traffic decreased by -1.66%, with the main goods being as follows:

(tonnes)	2016	2017	2018	Difference 18/17	%
Finished construction materials	5,206,982	5,195,942	<b>4,923,012</b>	-272,930	-5.25%
Chemical products	1,359,882	1,507,432	<b>1,575,745</b>	68,313	4.53%
Vehicles and their parts	1,129,596	1,228,831	<b>1,181,309</b>	-47,522	-3.87%
Wines, drinks, alcohols and derivatives	1,041,258	1,199,481	<b>1,172,740</b>	-26,741	-2.23%
Machinery, tools and spare parts	815,802	875,915	<b>818,868</b>	-57,047	-6.51%
Other goods	625,628	737,462	<b>886,940</b>	149,478	20.27%
Steel products	704,289	775,968	<b>732,024</b>	-43,944	-5.66%
Paper and pulp	734,649	772,736	<b>670,941</b>	-101,795	-13.17%
Other food products	487,930	469,521	<b>505,276</b>	35,755	7.62%
Miscellaneous goods*	2,809,329	3,028,378	<b>3,062,790</b>	34,412	1.14%
<b>TOTAL</b>	<b>15,101,076</b>	<b>15,791,666</b>	<b>15,529,645</b>	<b>-262,021</b>	<b>-1.66%</b>

\*Other food products; Fruits, vegetables and legumes; Oils and fats; Wood and cork; Conserves; Feed and fodder, etc.

The main destinations for exports by country were:

(tonnes)	2016	2017	2018	Difference 18/17	%
Italy	1,674,403	1,989,919	<b>2,250,724</b>	260,805	13.11%
USA	1,115,522	1,232,348	<b>1,441,746</b>	209,398	16.99%
China	1,434,665	1,349,579	<b>900,690</b>	-448,889	-33.26%
Morocco	797,937	817,836	<b>620,183</b>	-197,653	-24.17%
Saudi Arabia	915,952	784,949	<b>653,007</b>	-131,942	-16.81%
Algeria	893,660	494,304	<b>561,251</b>	66,947	13.54%
Arab Emirates	520,303	524,915	<b>382,159</b>	-142,756	-27.20%
Mexico	397,352	443,710	<b>435,737</b>	-7,973	-1.80%
UK	380,210	364,980	<b>350,186</b>	-14,794	-4.05%
Brasil	193,976	307,319	<b>237,764</b>	-69,555	-22.63%
India	212,397	254,190	<b>276,587</b>	22,397	8.81%
Canada	361,476	266,682	<b>258,898</b>	-7,784	-2.92%
Libano	230,887	255,098	<b>252,512</b>	-2,586	-1.01%
Colombia	216,908	241,697	<b>252,767</b>	11,070	4.58%
Belgium	284,325	230,374	<b>262,112</b>	31,738	13.78%
Rest of countries	5,271,719	6,233,766	<b>6,393,322</b>	159,556	2.56%
<b>TOTAL</b>	<b>15,101,076</b>	<b>15,791,666</b>	<b>15,529,645</b>	<b>-262,021</b>	<b>-1.66%</b>

# 1. Institutional Dimension

## Imports

Imports grew by 17.22% to a total of 9,901,311 tonnes. The main import goods were as follows:

(tonnes)	2016	2017	2018	Diferencia 18/17	%
Steel products	1,468,123	1,854,820	<b>2,112,705</b>	257,885	13.90%
Other goods	1,525,923	1,586,454	<b>1,820,783</b>	234,329	14.77%
Cereales y su harina	1,000,225	1,160,233	<b>1,440,293</b>	280,060	24.14%
Chemical products	1,051,936	1,064,580	<b>1,250,850</b>	186,270	17.50%
Vehicles and their parts	690,879	760,158	<b>918,544</b>	158,386	20.84%
Gas natural	2,303,531	1,388,789	<b>216,597</b>	-1,172,192	-84.40%
Machinery, tools and spare parts	626,026	658,893	<b>834,112</b>	175,219	26.59%
Paper and pulp	535,888	534,852	<b>563,925</b>	29,073	5.44%
Finished construction materials	330,385	377,535	<b>457,979</b>	80,444	21.31%
Miscellaneous goods*	2,735,012	2,764,768	<b>3,030,195</b>	265,427	9.60%
<b>TOTAL</b>	<b>12,316,756</b>	<b>12,151,082</b>	<b>12,645,983</b>	<b>494,901</b>	<b>4.07%</b>

\* Otros productos alimenticios, Vinos, bebida, alcoholes y derivados, Tabaco, cacao, café y especias, Pescados congelados y refrigerados, ...

Los principales países de procedencia de las mercancías importadas fueron los siguientes:

(toneladas)	2016	2017	2018	Diferencia 18/17	%
China	1,649,750	1,886,698	<b>2,102,516</b>	215,818	11.44%
Italy	1,481,699	1,280,441	<b>1,872,065</b>	591,624	46.20%
Ucrania	544,510	711,412	<b>928,194</b>	216,782	30.47%
France	783,483	727,989	<b>739,103</b>	11,114	1.53%
Turkey	477,493	587,326	<b>778,482</b>	191,156	32.55%
USA	535,173	790,024	<b>575,331</b>	-214,693	-27.18%
India	412,045	471,804	<b>436,885</b>	-34,919	-7.40%
Argelia	1,373,083	460,690	<b>286,724</b>	-173,966	-37.76%
Holland	164,115	340,874	<b>247,014</b>	-93,860	-27.54%

(toneladas)	2016	2017	2018	Diferencia 18/17	%
Peru	290,069	441,516	<b>134,833</b>	-306,683	-69.46%
Egypt	82,597	276,662	<b>285,826</b>	9,164	3.31%
South Korea	218,423	187,341	<b>254,140</b>	66,799	35.66%
Brazil	150,985	206,331	<b>223,943</b>	17,612	8.54%
Nigeria	632,044	389,700	<b>11,010</b>	-378,690	-97.17%
Bulgaria	160,772	202,633	<b>118,665</b>	-83,968	-41.44%
Rest of countries	3,254,507	3,189,641	<b>3,651,252</b>	461,611	14.47%
<b>TOTAL</b>	<b>12,316,756</b>	<b>12,151,082</b>	<b>12,645,983</b>	<b>494,901</b>	<b>4.07%</b>

In 2018, solid bulk cargo decreased by -4.94%, notably including “Cement and Clinker” and “Natural and artificial fertilisers”, while discharges increased by 14.45%, notably including “Cereals and their respective flours” and “Natural and Artificial Fertilisers”.

Liquid Bulk cargo operations increased by 1.69%, notably including “Wine, drink, alcohols and derivatives”, “Gas-Oil” and “Fuel-Oil”, while Liquid Bulk unloading operations decreased by -55.01%, notably including “Natural Gas”, “Gas Oil”, “Chemical Products” and “Fuel-Oil”.

## Domestic Traffic

During 2018, domestic traffic (excluding transit traffic and including bulk) increased by 22.54%. In total, 4,189,915 tonnes were moved (without equipment tare weight) in loading and unloading operations. Traffic with the Balearic Islands represents 70.73% of the domestic traffic while traffic with the Canary Islands only represents 15.87%.

## Description of the main sectors or activities relating to local economic development that rely on the port for their development.

The ports managed by the PAV meet the needs of different productive sectors, which find the necessary conditions for the best management of their imports and exports in the ports of Valencia, Sagunto and Gandia.

Valenciaport's mission is to sustainably boost the external competitiveness of its area of influence's business network through a competitive offer in the quality and price of port, maritime, intermodal and logistic services and infrastructure aligned with European transport policies.

Improving the competitive offer of infrastructure and services comes through strengthening market orientation and through the Port Community's regulator/coordinator role.



This global strategic focus is aligned with the specialisation and complementarity of traffic in the ports managed by the PAV.

The main sectors served by the Ports managed by the Port Authority of Valencia, differentiated by ports of entry or exit and constituting a non-exhaustive list, are listed below.

## Port of Valencia:

- Construction materials. Ceramic, marble and carved stone products are included in this section.
- Perishable products sectors.
- Furniture, footwear, toys and textiles sectors.
- Consumer goods sector (food, home and hygiene).
- Chemical sector. Frits, pigments and waste/plastic waste, among others.
- Wine and fruit juices sector.
- Paper and pulp.
- Automotive sector and its components.
- Food sector. Oil and cereals and their respective flours (corn and wheat), among others.
- Tourism sector. Cruise traffic.

## Port of Sagunto:

- Energy sector. Natural gas.
- Steel sector. In relation to the construction, automotive and household appliances sectors.
- Cement sector.
- Fertiliser sector.
- Automotive sector.
- Agri-food sector.

## Port of Gandia:

- Paper and pulp.
- Chemical sector.
- Wood boards.
- Food sector (fruits and vegetables).

## Services

**Description of private initiative roles within the provision of the port's services and operation. Types of services, describing the Port Authority and private initiative's role for each. Description of the role of the Port Authority in regulating and controlling the activity, referring to the mechanisms available to it.**

From a services point of view, the latest legislative reforms have strengthened the role of private initiative, giving it a greater role within the framework of free and fair competition. It is the Port Authority's responsibility to establish the conditions under which the services must be provided and to define the necessary requirements for a company to be able to offer these services in the ports it manages.

In the case of port services, the Port Authority, following the State Ports' binding report, regulates the provision of these services through the approval of the corresponding Particular Requirements. The fulfilment of these requirements, which include the minimum human and material resources with which the provider must fulfil their function, enables the granting of a license for providing the service in question. From a commercial services point of view, the same philosophy is applied, with the only difference being that instead of the Particular Requirement Terms and Conditions, the Port Authority approves the Contract Specifications for the provision of said services, which include the set of requirements that the provider must comply with.

Once the corresponding licence or authorisation has been granted, the service provider begins their activity, seeking to provide universal coverage, adapting their resources to the needs of the demand.

The Port Authority is responsible for monitoring compliance with the Terms and Conditions corresponding to each service. In the case of port services, this monitoring is mainly carried out through the Annual Plan and through the information that the service provider must provide to the Port Authority periodically, and, in the case of commercial services, through the information that the service provider must also supply the Port Authority periodically.

On the other hand, from the perspective of the activity associated with the occupation licences, the rate estimates established in the new licences are made according to the criteria and limits legally established for each rate, carrying out the monitoring and control of the fulfilment of these limits and of the volume of minimum traffic committed to in the concession and authorisation licences.

# 1. Institutional Dimension

Number of companies that operate in the port under a concession or authorisation, or under a licence.

Below are tables with the number of companies that operated in ports managed by the PAV under a concession or authorisation, or under a license in 2018:

Companies providing commercial services that operated in the Port Authority of Valencia's ports in 2018	
Type of service	Number of companies
Water supply to vessels	3
Fuel and oil supply to vessels	12
Technical assistance to vessels	12
Shuttle boat service for vessels	3
Withdrawal of MARPOL unregulated waste	21
Withdrawal of other MARPOL waste	1
Sale and maintenance of fire extinguishers	1
Loading and unloading vehicles onto rail	2
Chandlers	12
Ship operation passenger transfer	2
Fumigation	1
Railway manoeuvres	7
Collection of cruise passengers' railway vehicles	1
Container repair	1
Sales on commercial premises	2
PIF Support	1

Companies that operated in the port under a concession or authorisation in 2018				
	PORT OF VALENCIA	PORT OF SAGUNTO	PORT OF GANDIA	TOTAL
No. of companies under an authorisation	66	22	28	116
No. of companies under a concession	45	21	7	73
<b>TOTAL BY PORT</b>	<b>111</b>	<b>43</b>	<b>35</b>	<b>189</b>

## Percentage of real land surface qualified for commercial use

Surface area available for concessions (m <sup>2</sup> )	6,468,729.00
Land area in concession (m <sup>2</sup> )	4,416,199.38
RATIO (%)	68.27%

## Percentage of total tonnes transported in the port that correspond to maritime terminals of concessioned or authorised goods, over total goods traffic.

In 2018, the percentage of tonnes transported corresponding to maritime terminals of concessioned or authorised goods in relation to total goods traffic was 99.76%.

## Quality of service

**Information mechanisms arranged by the Port Authority that guarantee that any operator wishing to provide services in the port or to apply for a concession can clearly find the conditions needed to operate in the port and the administrative mechanisms that regulate this process, such as, for example, availability of service regulatory conditions online, sectoral information days, etc.**

Anyone interested in providing any service in the ports managed by the Port Authority of Valencia can contact the PAV's Operations Department, either by visiting their offices or by telephone or email. They will be provided with a copy of the Particular Requirements and/or Contract Specifications for the provision of the service in question and they will be informed of the procedures to be carried out in order to obtain the licence or authorisation.

It is also possible to directly download the Specifications of the Particular Requirements and the Contract Specifications of those services that are of interest from the Port Authority's Promotional Website ([www.valenciaport.com](http://www.valenciaport.com)), where the requirements that potential applicants must meet are specified, as well as the documentation that they must submit and the processing of said application, and where the legislative references and applicable regulations can be consulted.

Likewise, a database of companies registered to provide port services in the ports managed by the PAV and a database of companies providing commercial services can be found on the Port Authority of Valencia's website ([www.valenciaport.com](http://www.valenciaport.com)).

In addition, to address any query related to port and commercial services, you can email [sportuarios@valenciaport.com](mailto:sportuarios@valenciaport.com) to obtain any information you need in relation to these services.

## **Initiatives promoted by the Port Authority aimed at improving the efficiency, service quality and performance of the services provided for goods.**

Among the initiatives launched by the PAV to increase the competitiveness of the Port Community's companies through tools that enable the efficiency, service quality and performance of the services provided to the goods and to the vessel to be improved, the following are worth mentioning:

## **Guarantee Mark: External Quality**

This external quality aspect refers to the management of quality within the Port Community, where the different groups that make it up (Port Authority, Freight Forwarders, Shipping agents, Stevedores, Hauliers, Customs, Official Inspection Services, etc.) are part of a same process, which provides a certain service to the final customer, that is, to the shipowner, importer or exporter.

The customer therefore has a unique perception of the quality of the service provided as an indicator of the efficiency of the port as a whole.

Taking this perception into account and in order to meet our customers' needs, the Port Authority created a Guarantee Mark (MG), which aims to bring together all of the Port Community's companies willing to offer a quality service guaranteed through compliance with partial standards that result in a pre-established level of quality for each of the processes that make up the services provided.

At present, the Guarantee Mark is established in the ports of Valencia and Sagunto. In these ports there are two Quality Councils whose members represent each port's Port Community.

In these Quality Councils, the key services requested by the clients are identified, as listed below, as well as the commitments to be assumed by the members of the Port Communities that participate in the Guarantee Mark, which make up the Service Guarantees included in the Procedures Manual. These define the basic rules of the Mark System, along with the Regulations of Use.

The set of Mark Guarantees, at the Ports of Valencia and Sagunto, is as follows:

- Berthing of vessels as scheduled (Valencia and Sagunto).
- Vessel supplies without delays (Valencia and Sagunto).
- Streamlining of the Bill of Lading (Valencia and Sagunto).
- Goods' security to the client's destination (Valencia).
- Delivery of the container at the agreed time (Valencia).
- Containers shipped in the agreed vessel (Valencia).
- Inspection of goods in the IFCSM in under 45 minutes (Valencia)
- Result Unload/Outturn Report after 2 days of finishing the operations (Sagunto).

In addition to the commitments associated with these Guarantees, the members of the Mark must assume some General Commitments also defined by the Quality Councils and included in the Procedures Manual.

In the event of a breach of the Guarantees, the Guarantee Mark, through claims filed by the clients, analyses the causes of the breach, informs on the reasons for it and on the action correcting the reported event within a week.

Likewise, and in order to improve port services, the members of the Quality Council approve the creation of specific Working Groups that allow improvement opportunities detected to be concretely analysed. Each Working Group is made up of the different players in the process being studied.

On this basis, in 2018 the different Working Groups implemented concrete measures for the various challenges posed. Among others, it is worth highlighting the following measures:

- Updating the 2019 work calendar of the Port Community's different groups with holidays and dates with different working hours.
- Expansion of the operating hours of the Port of Valencia's transport care area.
- Establishing the requirements for the automation of the delivery of seals in the port area.
- Creating a guide for dealing with revisions to the Port of Valencia's Border Installation for the Sanitary Control of Goods (I.F.C.S.M.).
- Addition of empty container registration codes by terminals when confirming their loading onto the train to the ValenciaportPCS website.
- Enabling, through ValenciaportPCS, Rail Operators to modify the mode of transport in the orders assigned to them and enabling terminals to include fees for empty containers when confirming their loading onto the train.
- Operational audit of the discharging of new railway vehicles in Valencia Terminal Europa facilities.
- Complementary road signs in the outdoor area (Xitá quay) that remind drivers to maintain appropriate safety distances during the circulation of the traffic of new vehicles.
- Addition of a barcode to identify new seals of the Guarantee Mark.
- Provision of computer equipment for the streamlining of processes of reviewing goods at the Border Facility for the Sanitary Control of Goods (I.F.C.S.M.) of the Port of Valencia.
- Incorporation of containers to inspect in Valencia Terminal Europa facilities to the daily list of containers positioned for inspection at the terminals.
- Dissemination of press releases, matters dealt with in the Working Groups and other useful information for the Port Community through the Guarantee Mark.
- Implementation of improvements in ValenciaportPCS's Land Transport app including a new design, allocation of tractor registration numbers, detailed information on delivery/admission, query/management of detected incidents, scanning transport orders' barcodes or QR codes.

The companies integrated within the Guarantee Mark are audited by an independent certifying entity, this allows the PAV to prove that the System complies with specific standards and Guarantees of an arranged Quality of Service.

There are currently 152 companies adhering to the Guarantee Mark, 126 in the Port of Valencia and 26 in the Port of Sagunto.

## Quality Referentials

On the other hand, in order to adapt to the existing conditions on international markets and the evolution of these, the Port Authority of Valencia has developed and approved the following specific quality service referentials to increase the quality of the provision of services related to:

- Container traffic.
- Vehicle traffic in the Port of Valencia.
- Vehicle traffic in the Port of Sagunto.
- Cruise traffic.
- Multipurpose goods handling.

And, at the same time, it has recognised the following generic quality of service referentials:

- Shipping companies.
- Port pilot service.
- Tug boat service.
- Mooring and unmooring service.
- Service for the reception of waste generated by vessels.
- Traffic of solid and liquid bulk cargoes.
- Traffic of conventional general cargo.
- Rolled goods traffic Ro-Ro.

These are complemented by the demands placed on port service providers to commit to the levels of quality and performance stipulated in the Specific Terms and Conditions, or the terms they offer (if these are more stringent), and which must at least include ISO 9001 certification.

## ValenciaportPCS

As part of its policy to improve information exchange processes in the maritime sector, the Port Authority of Valencia has its own Port Community System (ValenciaportPCS). This is a technological platform that enables the electronic exchange of data and electronic commerce with its customers.

This platform, which is completely internet-based and built in compliance with high availability requirements, offers SOA services to user companies to facilitate their interconnection.

ValenciaportPCS includes processing services with the Port Authority, access to the single points of contact, customs facilitation and services among the Port Community's members.

The use of ValenciaportPCS brings important advantages to the Port Community, including:

- Transparency in information and savings in terms of administrative and management costs.
- Easy access to integrated logistics and customs information: maritime, port and land, allowing monitoring information and operations' backdata to be obtained. It can also authorise access to other agents involved in the process.
- Greater modernisation of management, streamlining documentation generation and management.
- Greater efficiency in transactions, allowing up to 50% savings in costs due to easier management and better response times.
- Unification of access and communication with shipping companies, integrating and unifying communication with them through the INTTRA and GT Nexus platforms, operating as a single point of access.
- Reduction of errors by eliminating the errors inherent in manual systems by not having to enter data several times in different systems (telephone, fax, etc.).
- Greater ease of system use, allowing for the integration of business systems and direct operation through the ValenciaportPCS application and the web.

For these reasons, ValenciaportPCS has become a fundamental tool in the modernisation of the logistics management of companies belonging to the Port Community.

Through ValenciaportPCS, a user can carry out information, commercial and operational transactions associated with the transport of goods, which allows the user to obtain easy access to integrated logistics information, speed up the contracting of logistics services and achieve greater efficiency in operational management.

Currently, over 700 of the Port Community's companies use ValenciaportPCS daily. An Land Transport app has also been designed that has been well received and continuous work on improving and integrating new telematic processes on the platform is taking place.

The Port Authority of Valencia also publishes the required fees, along with the corrective indices that it applies, on its website ([www.valenciaport.com](http://www.valenciaport.com)) in the Business/Port Charges section.

**Number of concessionary or authorised companies and providers of port services under rebates to encourage improvements in the quality of their service. Volume of traffic that these companies represent.**

In 2018, a total of 7 companies accepted the rebate to encourage improvements in the quality of their service. These companies represent 80.9% of the PAV's total traffic.

**Description of the initiatives promoted by the Port Authority to receive and manage complaints or suggestions from the port's end customers, as well as to evaluate the degree of their satisfaction with the services provided by the port.**

The Port Authority created a Guarantee Mark (GM) in order to meet the needs of our customers. The Guarantee Mark brings together all of the Port Community's companies that are willing to offer a guaranteed quality service through compliance with partial standards that result in a pre-established level of quality for each of the processes included in the provided services.

In the case of a breach of the Service Guarantees included in the Usage Procedures and Regulations, the Guarantee Mark, through the claims filed by the clients, analyses the causes of the breach, reports the reason and the corrective action for the reported case in writing within a week.

The following is the contact information for filing claims relating to a breach of the Service Guarantees included in the Usage Procedures and Regulations:

Guarantee Mark

Contact person: José Luis Aznar

Phone: (34) 96 393 95 42

E-Mail: [marcadegarantia@valenciaport.com](mailto:marcadegarantia@valenciaport.com)

# 1. Institutional Dimension

During 2018, 5 complaints were received related to Transparency in Billing, Container Flows and the Inspection of the Goods in the IFCSM.

Complaints were also made for services unrelated to the Guarantee Mark. In any case, the Guarantee Mark Department endorses all claims and complaints received, gathering the necessary information to resolve the situation, agreeing on improvements that will ensure that the error with the service provided does not repeat with the different agents involved and informing the end customer of the measures implemented.

The functioning of the Guarantee Mark System involves the convening of meetings with port service providers in order to analyse and coordinate the functioning of different processes in which the different groups intervene, as well as to evaluate the quality of the service provided and to reach agreements that allow for the resolution of any problems and complaints raised by private agents and public bodies with powers within the port area.

Through the commitments assumed by the port operators that adhere to the MG System, the Guarantee Mark requires that they maintain a register of incidents linked to each Guarantee. In relation to this, the total incidents registered in 2018 regarding the monitoring of seals in the terminals amounted to 1,416.

On the other hand, a total of 28 incidents related to the entrances and exits of containers through the port terminals doors have been communicated to the Guarantee Mark by shipping agents and hauliers.

ValenciaportPCS also has a Customer Service Centre to resolve any technical problems that may arise when using this platform, as well as to study any suggestion that may arise for the improvement of the service operation offered by ValenciaportPCS. CSC's contact details, which appear on the ValenciaportPCS website, are:

CSC (Customer Support Centre)

E-mail: [cau@valenciaportpcs.net](mailto:cau@valenciaportpcs.net)

Phone: 902 88 44 24 or 10001 if you call from the Corporate Network

In the Contact CSC section on [www.valenciaportpcs.com](http://www.valenciaportpcs.com) there is a form for sending technical incidents or queries about the use of the ValenciaportPCS platform. Likewise, the CSC oversees the Customer

Service to deal with specific claims of the Logistics-Port Community arising from possible incidents during the process of receiving and delivering containers in terminals (terrestrial closing-time).

Additionally, there is a suggestion box on the [www.valenciaportpcs.com](http://www.valenciaportpcs.com) website for users who wish to submit their proposals and comments.

The PAV periodically carries out a "Customer Satisfaction Survey for the Port Community on the services provided in the ports managed by the Valencia Port Authority and Citizen Perception Survey". In May 2019, work will begin on a new Satisfaction Survey in order to obtain an up-to-date evaluation and make a comparison with the data obtained in previous years, the results of which will constitute a reference for the review of the lines of work and the establishment of priority action points to improve satisfaction, including those in the action policy of the Port Authority of Valencia and its Port Community.

The target groups of this survey, differentiated by the 3 ports managed by the PAV (Valencia, Sagunto and Gandia) are the following: (1) Port Community: Shipping Agents/Shipping Companies, Freight Forwarders/Customs, Hauliers, Concessionaires/Stevedoring Companies, Loaders and Industry Associations. (2) Captains of Vessels and (3) Citizens.

Below are the available results from the latest survey:

• Port Community's Assessment: 2016 satisfaction index (scale from 1 to 10)

- Port of Valencia: .....	7.1
- Port of Sagunto: .....	6.8
- Port of Gandia: .....	5.3

• Citizen's Assessment: 2016 satisfaction index (scale from 1 to 5)

- Port of Valencia: .....	3.49
- Port of Sagunto: .....	3.48
- Port of Gandia: .....	3.53



# 1. Institutional Dimension

## PORT OF GANDIA

The Port of Gandia connects to the N-332 via the N-337. Through this road it connects to the rest of the Highway Network, linking to the:

- AP-7/E-15 via Xeraco to the North and Oliva to the South.
- West of the Iberian Peninsula through the CV-60, which joins the A7, which in turn joins the A-35 motorway at Llanera de Ranes in the direction of Almansa and the inland areas of the Peninsula.
- In terms of planned actions to improve road accessibility to the Port of Gandia, in 2018 “Road N-337, South Access to the Port of Gandia via road N-332, kilometre 200+800, province of Valencia” was built. This project is critical because it will allow the Port of Gandia to be accessed from the N-332, facilitating port communications and avoiding urban crossings through a direct connection with the surrounding road network via the N-332, which belongs to the State’s Network of General Interest. The work is expected to be completed in 2019.

The Port Authority of Valencia is developing the CONNECT Valenciaport project, which mainly aims to improve the Port of Valencia’s intermodal connectivity and increase the use of the railways for transporting goods that gives continuity to maritime transport. As part of this objective, the project aims to improve existing rail transport infrastructure by adapting to a standard-gauge railway through the addition of a third lane, enabling the Port of Valencia and its terminals to connect to the Mediterranean Corridor railway network. In addition, the Port of Valencia’s railway infrastructure will be improved in order to serve trains up to 750 m long on the Levante and Prince Felipe quays. The improvements made by the CONNECT Valenciaport project will greatly increase the Port of Valencia’s capacity to operate trains and also improve the safety and efficiency of rail transport and operations. The project is aligned with the objectives of the Mediterranean Corridor and fits perfectly within the Port Authority of Valencia’s strategic plan that seeks to integrate the Port of Valencia into the national and European infrastructure networks in order to improve the competitiveness of industries in the cluster.

Meanwhile, the Port Authority plans to invest 53.6 million euros, financed by the Port Terrestrial Accessibility Fund, to improve the Sagunto-Teruel-Zaragoza line, which is essential for the connection with the hinterland. The first action to be taken is to improve seven sidings along the line between Sagunto and Zaragoza in order to increase the line’s capacity.

It also plans to invest 20 million euros in the New Rail Access to the Port of Sagunto, in which ADIF will participate by providing 11 million euros from the European Regional Development Fund (ERDF). The draft of the project was completed in 2018. Currently, the Port of Sagunto is not connected to the State’s Network of General Interest.

In addition, this will support the development of the Mediterranean Corridor; currently the distribution of goods once they reach Mediterranean ports is limited by the difference in width between Spanish railways and those of the rest of Europe.

After it passed through the European Parliament and the Council, both institutions agreed to Spain’s proposal for the additional inclusion of the Madrid-Valencia and Sagunto-Zaragoza routes, thus showing the importance of these at the European level as a connection between the Mediterranean and the Atlantic.

The Port Authority of Valencia maintains permanent representation in the Mediterranean Corridor Forum as well as in the Terminal Advisory Group of Rail Freight Corridor No. 6 - Mediterranean Corridor.





# 1. Institutional Dimension

The development of railway connections is fundamental for the Port Authority of Valencia to increase its participation percentage of traffic located in different areas of the Iberian Peninsula.

In this sense, the PAV has promoted concrete actions, including:

- Commercial rebate of 40% on the rate of goods for those containers, platforms and new vehicles that enter or leave the port area by rail.
- Participation in the Management Boards of Puerto Seco de Coslada and Noatum Rail Terminal Zaragoza to enhance rail connections with the Port of Valencia.
- Approval of investments for the construction of Railway Access to the Port of Sagunto.
- Approval of investments for the improvement of the Sagunto-Teruel-Zaragoza line (Cantabrian-Mediterranean Corridor)
- Recruitment of technical assistance for the localisation of other intermodal inland areas of interest for encouraging new traffic.

## Description of the strategies adopted by the Port Authority to boost traffic handled by roll-on/roll-off (Ro-Ro) operations.

During 2018, Ro-Ro traffic continued its sustained growth, with Valenciaport being the biggest port in Spain for this type of traffic. Our excellent maritime and land connectivity, along with our clear support for sea motorways and our policy of trade rebates for this type of traffic, is creating results. We must not forget that Valencia is excellently located as a platform for national distribution and for imports from North Africa.

The Port Authority of Valencia actively participates in the Shortsea Promotion Centre Association (SPC Spain) and in the ECG (Association of European Vehicle Logistics). It also maintains constant contact with the Spanish Association of Automobile and Truck Manufacturers (ANFAC), Ro-Ro shipowners and logistics operators.

## Evolution in the last three years of the percentage of goods entering and leaving the port by rail, in relation to the traffic served by road and rail; as well as the three-year evolution of the percentage of maritime goods that enters and leaves the port through Ro-Ro operations, in relation to the total maritime conventional general import-export cargo.

The PAV has a railway connection that ensures access to any productive area of the Iberian Peninsula and Europe. Inside the port area, a double railway line branches off to the different quays.

In terms of rail traffic, it should be noted that, during 2018, 2,874,794 tonnes were transported by rail, of which 1,381,647 tonnes were loaded onto vessels and 1,493,147 tonnes unloaded from vessels. If we take into account that the total land traffic amounted to 40,721,085 tonnes (excluding maritime transits and goods that are transported by pipes), the land traffic transported by rail accounted for 7.05% of total traffic. In terms of the number of TEUs, a total of 196,194 TEU were transported, representing 8.33% of the total container traffic transported by land, which amounted to 2,356,443 TEU in 2018.

Regarding Ro-Ro loading and unloading traffic (transit excluded), during 2018, 11,758,891 tonnes were transported, accounting for 31.61% of the total transported conventional general cargo for loading and unloading.

Type of traffic	2016	2017	2018	Difference 18/17	%
Railway (t)	2,520,539	2,754,712	2,872,752	118,040	4.29%
Road (t)	66,003,198	68,923,080	73,161,383	4,238,302	6.15%
Total land traffic (t)	68,523,737	71,677,792	76,034,134	4,356,342	6.08%
% Railway/Total land traffic	3.68%	3.84%	3.78%		
Railway (TEU)	151,346	177,724	196,194	18,470	10.39%
Road (TEU)	4,580,790	4,654,432	4,986,471	332,039	7.13%
Total land traffic (TEU)	4,732,136	4,832,156	5,182,665	350,509	7.25%
% Railway/Total land traffic	3.20%	3.68%	3.79%		
Ro-Ro (t) (excluding transit)	8,780,392	9,339,228	11,758,891	2,419,663	25.91%
Conventional General Cargo Loading/Unloading (t)	32,082,672	34,140,053	37,198,653	3,058,600	8.96%
%Ro-Ro/C.G. Cargo Loading/Unloading	27.37%	27.36%	31.61%		

## Institutional communication

### List of interest groups identified by the Port Authority.

The interest groups identified by the PAV as priorities are grouped into three larger groups:

**Internal workforce:** the people who work in the PAV are key to the organisation, as our competitiveness in terms of the functions within the Business Plan framework depends on them; a good working environment, professional involvement and constant improvement in training are essential to ensure the best results in the services provided.

**National and international Logistic-Port Community:** this group includes customers, represented by shippers, shipping agents, railway operators, freight forwarders and customs agents, business and industry associations, and hauliers, together with the companies providing port services (technical-nautical tug boat services, mooring service and port pilot services, as well as the vessel waste collection service, passenger service and goods handling services: loading/unloading, stevedoring/unstowing and transit), other administrations linked through port activity (Customs, Foreign Health, Plant Health, among others), and generally any agents that take part in the maritime transport chain.

**Citizenship:** society as a whole, represented by public institutions, media, educational institutions, as well as other civil society and neighbourhood groups, especially in the surrounding neighbourhoods and those closest to the three ports.

### Diagram of communications with interest groups and their participation model.

Below is a list of the authorised communication channels for the different interest groups. These are instruments used to stimulate dialogue and interaction with the groups to encourage their participation:

#### Internal collective:

- Works Committee
- Standing Equality Committee
- Local Competency-based Management Committee
- Occupational Health and Safety Committee
- Pension Plan Control Committee
- Loans and Advances Committee

- Quadrant Committee
- Clothing Committee
- Social Purposes Committee
- Sports Committee
- Culture Committee
- Executive Committee
- Steering Committee
- Business Plan Committee
- Strategic Monitoring Committee (CMI)
- Budgets Committee
- Quality Committee
- Vertical committees (by Area/Department)
- Resource Allocation Committee
- Formal and informal intra- and interdepartmental meetings
- Working on shared projects

#### Port Community

- Quality Advice of the Ports of Valencia and Sagunto
- Navigation and Port Council of the Ports of Valencia, Sagunto and Gandia
- Associations meetings in which the PAV participates
- Actions and projects at APOSTEM-Puerto Solidario Valencia
- Specific professional meetings
- Commercial missions
- Training and informative seminars
- Workshops
- Own published works
- Valenciaport website ([www.valenciaport.com](http://www.valenciaport.com))
- ValenciaportPCS
- Shared European and international projects

## Citizenship

- Periodic work meetings with their main representatives
- Participation in citizen events and meetings as well as economic and academic forums
- Information sessions and press communications through the media
- Press conferences systematised after the Management Board's meetings
- Guided visits to the port facilities
- Valenciaport website (www.valenciaport.com)

## Interest groups' main questions or concerns.

The main concerns of the internal group continue to focus on aspects related to stability and working conditions, as well as the development of professional careers.

The Port Community has transformed its concern and promoted actions aimed at improving land connectivity, the intermodality of the three ports (which will allow for better and more efficient penetration into the territory) and the speed of inspection services. All of this aims to retain customers, improve our services and efficiency in order to increase the competitiveness of all the three ports as well as to attract new traffic.

Local citizens' concerns focus on issues related to the transitional areas, the impact of the activity on port environments and the connections. In addition, there is continued interest in reordering the spaces intended for cruise traffic.

## Coordination and collaboration projects with other administrations.

The agreements, protocols and accords that the Port Authority of Valencia has signed with other entities, organisations or institutions that were in force during the year 2018 are listed below:

NAME	CO-SIGNING ENTITIES	SIGNATURE YEAR
Cooperation Framework Agreement between the University of Valencia (General Study) and the Autonomous Port of Valencia	University of Valencia General Study Port Authority of Valencia	1991
Collaboration Agreement for the Development of the Educational Cooperation Program	University of Valencia General Study Port Authority of Valencia	1991
Collaboration Agreement 1/94 between the General Directorate of the Interior of the Regional Ministry of Public Administration and the PAV for Action in Emergency Situations and Catastrophes in the Ports of Valencia, Gandia and Sagunto	Regional Ministry of Public Administration - Directorate-General of Internal Affairs Port Authority of Valencia	1994
Cooperation Framework Agreement between the University of Valencia (General Study), the PAV and the University-Business Foundation of Valencia, for the Realisation of Training Internships by University Students	Fundación Universidad Empresa - Adeit University of Valencia General Study Port Authority of Valencia	1997
Collaboration Framework Agreement between the PAV and the Universities of Valencia (General Study), Alicante, Jaime I and Miguel Hernández	University of Valencia General Study University of Alicante Jaime I University Miguel Hernández University Port Authority of Valencia	1997
Collaboration Agreement between the PAV and the State Company of Maritime Rescue and Safety for the Coordination and Management of Maritime and Port Traffic of the Ports of Valencia, Sagunto and Gandia	State Society of Maritime Rescue and Safety Port Authority of Valencia	1997
Cooperation Agreement between the Ministry of Public Works, the Generalitat Valenciana, the City Council of Valencia and the PAV for the Modernisation of the Port of Valencia's Infrastructures.	Ministry of Public Works Valencia City Council Generalitat Valenciana Port Authority of Valencia	1997

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NAME	CO-SIGNING ENTITIES	SIGNATURE YEAR
Ford Convention - EUF-Enterprise Accord for the Realisation of Training Internships in Work Centres	Ford España, SA Port Authority of Valencia	1997
Agreement on the Implementation of the DGPS Area Network-Northern Mediterranean Network	Port Authority of Castellón Port Authority of Tarragona Port Authority of Barcelona Port Authority of the Balearic Islands Port Authority of Valencia	1999
Collaboration Framework Agreement between the PAV and Cardenal Herrera University-CEU	Cardenal Herrera University-CEU Port Authority of Valencia	2001
Framework Agreement for Collaboration between Turismo Valencia Convention Bureau, City of Arts and Sciences, SA, the PAV and the Hotel Management Federation of Valencia and Province	City of Arts and Sciences, S.A. Hotel Management Federation of Valencia and its Province Turismo Valencia Convention Bureau Foundation Port Authority of Valencia	2002
Collaboration Agreement between the Maritime Safety and Rescue Agency Public Business Entity and the PAV	Public Entity Maritime Safety and Rescue Agency (SASEMAR) Port Authority of Valencia	2003
Collaboration Framework Agreement between the Polytechnic University of Valencia and the Company/ Institution PAV to Establish their Participation in both Education and Employment through an Educational Cooperation Programme.	Polytechnic University of Valencia Port Authority of Valencia	2004
Collaboration Agreement between the Valencian Region-European Region Foundation and the PAV.	Comunitat Valenciana European Foundation Port Authority of Valencia	2004
Collaboration Framework Agreement with the Polytechnic University of Valencia	Polytechnic University of Valencia Port Authority of Valencia	2005
Agreement between the PAV, the Government Delegation in the Valencian Region and the Consorcio Valencia 2007 on the Transfer of the Phytosanitary Inspection Service	Consorcio Valencia 2007 The Government Delegation in the Valencian Region Port Authority of Valencia	2005

NAME	CO-SIGNING ENTITIES	SIGNATURE YEAR
Adhesion to the "Business Partnership Agreement"	Valencian Region Foundation for the Research, Promotion and Commercial Studies of Valenciaport (Valenciaport Foundation) Infoport, SA Transcoma Travima Port Authority of Valencia	2007
Collaboration Agreement between the City of Sagunto and the Port Authority of Valencia	City Council of Sagunto Port Authority of Valencia	2009
Agreement between the State Tax Administration Agency and the Port Authority of Valencia for the enforced collection of the Port Authority's resources of a public nature.	State Tax Administration Agency Port Authority of Valencia	2009
Agreement between the Railway Infrastructure Administrator (ADIF) and the PAV for the Railway Network Management Operations within the Port of Valencia (Management Entrustment)	Railway Infrastructure Administrator (ADIF) Port Authority of Valencia	2009
General Protocol of Collaboration between the Regional Ministry of Environment, Water, Town Planning and Housing and the PAV, on the occasion of the Expansion of the Port of Sagunto	Regional Ministry of Environment, Water, Town Planning and Housing Port Authority of Valencia	2010
Connection Agreement between the Administrator of Railway Infrastructures (ADIF), Puertos del Estado and the PAV of Connection of the Railway Infrastructures of the Port of General Interest of Valencia with the Railway Network of General Interest, in Application of Law 39/2003, of November 17, of the Railway Sector	Puertos del Estado Public Body Railway Infrastructure Administrator (ADIF) Port Authority of Valencia	2011
Educational Cooperation Agreement between the Port Authority of Valencia and the Comillas Pontifical University.	Comillas Pontifical University of Madrid Port Authority of Valencia	2012

# 1. Institutional Dimension

NAME	CO-SIGNING ENTITIES	SIGNATURE YEAR
Collaboration Agreement between the City of Gandia and the Port Authority of Valencia	City Council of Gandia Port Authority of Valencia	2012
Agreement of Free Assignment of certain Goods of the Port Authority in favour of the City Council of Valencia	City Council of Valencia Port Authority of Valencia	2013
Interadministrative Agreement for the provision of the Valencia 2007 Consortium of certain assets of the Juan Carlos I Royal Navy	Consortio Valencia 2007 Port Authority of Valencia	2013
Memorandum of Understanding between the Public Organism Puertos de Estado, the Port Authority of Valencia and the United Nations Conference on Trade and Development (UNCTAD)	Puertos del Estado UNCTAD Port Authority of Valencia	2016
Collaboration Agreement between the City Council of Valencia and the Port Authority of Valencia in matters of preventing and extinguishing fires in the port area.	City Council of Valencia Port Authority of Valencia	2016
Action Protocol between the Port Authorities of Bilbao and Valencia for the Cooperation in their Intermodal and Logistic Development, the Occupational Health and Safety and the Improvement of the Health of their Employees (Healthy Company)	Port Authority of Bilbao Port Authority of Valencia	2017
Regulatory Agreement for the Financial Contributions of the Port Authority of Valencia charged to the Port Terrestrial Accessibility Financial Fund in relation to its Contribution to Improvement Actions on the Sagunto-Teruel-Zaragoza Line.	Ministry of Public Works Puertos del Estado ADIF Port Authority of Valencia	2017
Regulatory Agreement for the Financial Contributions of the Port Authority of Valencia charged to the Port Terrestrial Accessibility Financial Fund in relation to Railway Access to the Port of Sagunto	Ministry of Public Works Puertos del Estado ADIF Port Authority of Valencia	2017
Memorandum of Understanding between the Port Services Office of the Tianjin Municipal Government of the People's Republic of China and the Port Authority of Valencia of the Kingdom of Spain on the Establishment of Exchange Relationships and Port Cooperation	Port Services of the Tianjin Municipal Government (People's Republic of China) Port Authority of Valencia	2017

NAME	CO-SIGNING ENTITIES	SIGNATURE YEAR
VIII Additional Protocol signed with the Port Authority of Valencia for the Management of Operations on the Port of Valencia's Internal Railway Network	ADIF Port Authority of Valencia	2017
Agreement on the Port Authority of Valencia making certain Border Control Facilities of Goods necessary for the Development of the Inspection Service it is responsible for available to the Ministry of Economy, Industry and Competitiveness	Ministry of Economy, Industry and Competitiveness Port Authority of Valencia	2017
Agreement between the Port Authority of Valencia and the Valencian Region Foundation for Research, Promotion and Commercial Studies of Valenciaport to Grant a Concession for a Subsidy for the Implementation of Activities for 2018	Port Authority of Valencia Valencian Region Foundation for the Research, Promotion and Commercial Studies of Valenciaport (Valenciaport Foundation)	2018
Agreement between the State's Public Ports Body and the Port Authority of Valencia for the Execution of Works associated with the SAMOA 2 Project	State Ports Port Authority of Valencia	2018
Legal Assistance Agreement between the Spanish Central Government (Ministry of Justice, General State Attorney-Directorate of the State Legal Service) and the Port Authority of Valencia	Ministry of Justice - Direction of the State's Legal Service - General State Attorney Port Authority of Valencia	2018

**Technical or business associations to which the Port Authority belongs or in which it actively participates.**

One of the ways that the Port Authority manifests its commitment to its environment is its participation in:

#### International or European organisations:

- International Association of Ports and Harbours (IAPH).
- European Sea Ports Organisation (ESPO)
- Association of Mediterranean Cruise Ports (MEDCRUISE).
- Association for the Promotion of the Great Mediterranean Freight Rail Axis (FERRMED).
- Worldwide Network of Port Cities (AIVP).
- EUROPHAR European group (dedicated to promoting the environment and security in ports).

- World Association for Waterborne Transport Infrastructure (PIANC).
- Association for the Collaboration between Ports and Cities (RETE).
- SMDG Foundation (User Group For Shipping Lines and Container Terminals).
- International Harbour Masters' Association (IHMA).
- International Association of Port Law.
- International Port Community Systems Association (IPCSA).
- Cruise Lines International Association (CLIA).
- Association of European Vehicle Logistics (ECG).
- The European Petrochemical Association (EPCA)
- MEDports Association

## National, regional or local entities:

- Association for Management Progress (APD).
- Valencian Business Confederation (CEV).
- Valencian Business Association (AVE).
- Camp del Morvedre Association of Entrepreneurs (ASECAM).
- Valencia Propeller Club.
- Spanish Association of Accounting and Business Administration (AECA).
- ITI (Technological Institute of Computing).
- Association of Communication Managers (DIRCOM).
- Institute of Internal Auditors of Spain.
- APORTEM-Puerto Solidario Valencia.
- Spanish Association for the Promotion of Short Sea Shipping.

## Commercial promotion

**Description of the initiatives promoted by the Port Authority for the commercial promotion of the port. Reference to the objective sectors and possible field work carried out for market research.**

In order to increase the visibility of the Port Authority of Valencia, promote its competitive position and increase the Valenciaport brand's network of contacts and knowledge, in 2018 the PAV participated in various sectorial events including CEVISAMA, SEATRADE, INTERMODAL SOUTH AMERICA, BREAKBULK, TRANSPORT LOGISTICS SHANGHAI, FRUIT ATTRACTION and LOGISMED.

In addition, the Port Authority organised various visits for associations and operators to Valenciaport in order to get closer to the end customer and present the services offered in the three ports it manages.

**I\_31 Amount of expenses for the commercial promotion of the port, expressed as total expenses and as a percentage in relation to operating expenses.**

Port's commercial promotion expenses	
Amount of expenses	1,413,438.45
Operating expenses	102,648,483.93
% of expenses in commercial promotion	1.38 %

## Institutional commitment

**I\_32 Description of communication projects and provision of services over the internet or other telematic means aimed at optimising port management, providing information to interest groups, or allowing the administrative management of clients or suppliers.**

With the aim of improving the service and attention to both clients and the general public, and in order to comply with Law 39/2015 of 1 October, on the Common Administrative Procedure of Public Administrations (LPAC) and Law 40/2015 of 1 October, on the Legal Regime of the Public Sector (hereinafter referred to as LRJSP), the Port Authority has an Electronic Main Site, a Web Portal and an Office for Records.

The following services are currently operational on the Electronic Main Site:

- Registration of new users.
- User access (with credentials and digital certificate).
- User management:
  - Profile
  - My files
  - My records
- Bulletin board
- Electronic register
- Suggestions and complaints
- Code Security Verification (CSV)
- Authorisations and representations of third parties
- Notifications
- Communications
- Resolutions
- Verifications
- Register of companies providing port services

On the other hand, the PAV develops its electronic data exchange and electronic commerce services through its Port Community System (ValenciaportPCS).

This platform includes Port Authority processing services, access services to the single points of contact, customs facilitation services and services for members of the Port Community to improve the efficiency of the maritime-port business.

The following services are provided through ValenciaportPCS:

- **Port call request:** Enables access to the single point of contact with the PAV, the Merchant Navy and other authorities. Using this service, port call requests, management of the vessel's technical file, head of summary declaration and manifest, receipt of the vessel's dispatch and reception of berthing and anchoring authorisations can be carried out.
- **Dangerous Goods (DGs):** Enables access to the single point of contact with the PAV and Merchant Navy, as well as connectivity with the National Centre of DGs for the processing of entry notifications of DGs into the premises, as well as the reception of the corresponding authorisation. In relation to the vessel, DG declarations can also be managed.

- **Summary Declarations:** Enables access to the single point of contact with the PAV and Customs. Summary declarations of temporary storage and cargo manifests can be sent, and responses from Customs and the PAV can be received.
- **Loading and unloading lists:** Through this service, operators give orders for loading and unloading vessels and receive confirmations from the terminals through ValenciaportPCS, for both container and vehicle traffic.
- **Paperless export clearance:** The shipping agents inform the Guard of the cargo that will be taken onto the vessels. In ValenciaportPCS, the Guard monitors whether goods have the appropriate authorisation or not.
- **Automated paperless import clearance:** This service manages the exit of goods with automated customs controls through smart doors. The APG door system connects to ValenciaportPCS, which manages the goods' operational and customs data, as well as connectivity with Customs to be able to make the exit automatically and in real time. This service works for all types of goods.
- **Land transport:** 99% of container land transport in Valenciaport is managed through ValenciaportPCS. This equates to around 2.5 million independent electronic documents per year. The electronic issuance of orders has allowed several of Valenciaport's container terminals to begin automating their door systems.
- **Railway transport:** ValenciaportPCS also allows the management of rail freight of containerised cargo, implementing the management of the loading and unloading of trains, as well as the exchange of information between the shipping company and the port terminal.
- **Customs Traceability:** Customs traceability data are received and managed. These are then communicated to users through the goods trackers and are overlapped with the rest of the services.
- **Track and trace:** Through ValenciaportPCS, users can check the status of their goods or container in an integrated way. This includes operational data, customs traceability, port procedures, etc.
- **Port Call queries:** The planned, authorised, in progress and completed port calls can be consulted online and free of charge.
- **VGM Service (Verified Gross Mass):** With ValenciaportPCS's VGM Service, Exporters, Freight Forwarders, Shipping Agents, Shipping Companies and Terminals can quickly and efficiently notify, receive and consult the Verified Gross Mass (mandatory requirement from 1 July 2016).

# 1. Institutional Dimension

There is a user assistance area on ValenciaportPCS where service quality indicators of information technologies are registered.

In terms of Smart Ports, Valenciaport has supported this since the beginning of the Ports 4.0 initiative. In addition, multiple Valenciaport Foundation European projects are within the field of intelligent ports, including: iRail, INTER-IoT, Corealis, STM, GESTPORT 4.0, GREEN-C Ports or Heritdata.

In order to continue achieving an adequate level of protection in terms of information security and satisfaction in compliance with the existing regulatory framework for this purpose, several initiatives have been developed by the PAV, among which the following should be highlighted:

- Implementation of actions related to the Security Improvement Plan aimed at adapting the PAV controls to the security measures derived from the application of the current normative framework regarding information security: National Security Scheme, National Interoperability Scheme, Regulation of Critical Infrastructure Protection, NIS Directive and General Regulation of Personal Data Protection.
- Implementation of a continuous improvement cycle (PDCA) regarding capabilities to detect cybersecurity incidents, the management mechanisms and response to such incidents, as well as the tools and procedures required for the exchange of information needed to comply with the requirements demanded by the regulations that apply to the PAV in cybersecurity matters. All this is based on a System of Management and Operation of Information (Security Operations Centre, SOC).

On the other hand, to guarantee quality in the provision of Information and Communication Technology Services, the Port Authority uses a particular adaptation based on the PRINCE2 methodology when managing ICT Projects and, therefore, applies the ITIL v3 good practices regarding the strategy, design, operation and continuous improvement of its ICT services.

**R+D+i projects promoted by the Port Authority or in which it actively participates, the objectives and achievements of these and the institutions with which it collaborates in said projects. Total economic resources allocated to this concept: expenses and investments, expressed as totals in euros and as respective percentages of the Port Authority's total expenses and investments.**

The Port Authority of Valencia directly or indirectly participates in the following R+D+i projects, organised according to their sphere of activity and theme:

## 1. STRENGTHENING MARITIME-RAILWAY INTERMODALITY IN THE PORT OF VALENCIA:



### CONNECT VALENCIAPORT - IMPROVEMENT OF THE HINTERLAND RAIL CONNECTION AND THE MARITIME ACCESSIBILITY TO THE PORT OF VALENCIA

(CEF Programme, 2015 - 2020)

This project's main objective is to improve the Port of Valencia's connectivity and railway accessibility. The project includes a set of actions for the renovation of the Port of Valencia's railway infrastructure through constructing standard-gauge railways connected to the Mediterranean Corridor, as well as increasing the capacity to operate trains of up to 750 metres long in the Container terminals. In addition to infrastructure actions, the project includes improving the information systems used in the management of railway operations (improving ValenciaportPCS's rail transport service and improving the TOS rail module of the Public Container Terminal - Noatum Container Terminal Valencia).

## 2. IMPROVEMENT OF PROCEDURES AND SYSTEMS IN MARITIME-PORT OPERATIONS:



### STM VALIDATION PROJECT

(CEF Programme, January 2015 - December 2018)

This project aims to validate the concept of Maritime Traffic Management, defined in the Monalisa 2.0 project (TEN-T Program). This validation was carried out through a series of tests in the Baltic Sea and the Mediterranean Sea, in which the management of the journey, flow of traffic and arrivals at port was tested and validated by large-scale pilots. This project has allowed to refine and develop existing analyses of charter parties, the legal aspects of commercial responsibility, as well as provide a cost-benefit analysis with convincing commercial arguments for the affected parties.



### 3. SUSTAINABILITY IN THE VALENCIAPORT CLUSTER:



#### **GAINN4SHIP INNOVATION - LNG TECHNOLOGIES AND INNOVATION FOR MARITIME TRANSPORT FOR THE PROMOTION OF SUSTAINABILITY, MULTIMODALITY AND THE EFFICIENCY OF THE NETWORK**

(CEF Programme, January 2015 - December 2018)

The main objective of the GAINN4SHIP INNOVATION project is to carry out the world's first adaptation of a high-speed Ropax vessel, the Bencomo Express, to operate using natural gas (LNG) starting in 2018.

The technical solution that has been applied to this vessel has proven the feasibility of using LNG to comply with the regulations established by the International Maritime Organisation on the limit of sulphur content in marine fuels after 2020.



#### **GAINN4MOS - SUSTAINABLE LNG OPERATIONS FOR PORTS AND SHIPPING - INNOVATIVE PILOT ACTIONS**

(CEF Programme, January 2015 - September 2019)

The GAINN4MOS project is an integrated initiative within the GAINN Global Project. The GAINN Global Project aims to provide support to policy makers in EU Member States, ports and shipowners operating in the Atlantic zone of the EU and Mediterranean countries to efficiently comply with the MARPOL Annex VI Directive and 2012/33/EU, promoting the use of Liquefied Natural Gas (LNG) as fuel in the maritime and logistic-port industry.

The GAINN4MOS project, in particular, aims to improve the Motorways of the Sea network in six Member States (Spain, Portugal, France, Italy, Slovenia and Croatia) through the development of engineering studies and pilot testing of supply stations and vessels powered by Liquefied Natural Gas (LNG).

The project includes the development of engineering studies corresponding to the design of supply stations and stations for converting vessels to LNG propulsion, as well as a set of pilots that include LNG

supply stations in two Italian ports selected by the country's Ministry of Transport, as well as two stations in the ports of Nantes-Saint Nazaire and Fos-Marseille.



#### **CORE LNGas HIVE - CORE NETWORK CORRIDORS AND LIQUEFIED NATURAL GAS**

The CORE LNGas hive project, co-funded by the European Commission through the CEF programme, aims to support the implementation of Directive 2014/94 for the development of LNG infrastructure for port maritime operations along the Atlantic Core and Spanish and Portuguese Mediterranean Corridors.

To do this, the project envisages the development of the National Policy Framework for the use of LNG as marine fuel in Spain, as well as 16 studies and 11 pilots to analyse the technical and economic feasibility of different innovative solutions for the supply and consumption of LNG in the maritime port industry. Furthermore, it contributes to the decarbonisation of European corridors in the Mediterranean and the Atlantic and is another step in the race to reduce emissions, promote clean energy for transport and care for the environment promoted by the European Union.



#### **LOOP-PORTS - CIRCULAR ECONOMY NETWORK OF PORTS**

The LOOP-Ports project is funded by the European Institute of Innovation and Technology (EIT) through EIT Climate-KIC. Its main objective is to facilitate the transition towards a more circular economy in the port sector, where products, materials and resources will not be considered to be waste, but can become sustainable business models, replicable in ports with similar characteristics.

## CRISI-ADAPT

CRISI-ADAPT aims to monitor and improve the planning of adaptation actions through the collection of real-time information and validation and contrast in accordance with the short-term and seasonal prognosis of natural risks related to the climate.

In particular, the LNGHIVE2 INFRASTRUCTURE AND LOGISTICS SOLUTIONS project aims to enable the Iberian Peninsula to offer comprehensive solutions to the new needs of the maritime and rail sector, adapting the LNG regasification plants in Huelva and Sagunto to offer LNG and small-scale supply services, the construction of a new barge for loading LNG to provide LNG cargo services and the introduction of LNG fuel in a green maritime-rail corridor between the nucleus of the seaport of Huelva and the dry port of Seville, including LNG supply services.



## ELECTROTOUR

ELECTROTOUR aims to promote the use of electric vehicles in different environments that respond to the heterogeneity of the tourism sector in the Mediterranean. In particular, the project will analyse the feasibility of using electric vehicles for the mobility of tourists who arrive at airports, train stations and from cruises. It will also consider the need for recharge points and the feasibility of creating tourist corridors in which tourists can travel using electric vehicles.

## LNGHIVE2 VESSELS DEMAND: GREEN AND SMART LINKS - LNG solutions for Smart maritime links in Spanish Core ports - LNGHIVE2 Green and Smart Links

(CEF Blending Programme)

This forms part of the same overall LNGHIVE2 Project. More specifically, the LNGHIVE2 Green and Smart Links project includes the adaptation of five vessels to be provided with LNG (Abel Matutes, Nápoles, Sicilia, Bahama Mama and Martín i Soler), adapting the vessels' main current engines without the need to replace them with new ones. In addition, the project will contribute to the development of infrastructure in Spanish ports to ensure the supply of LNG to vessels.

## 4. SMART PORT LOGISTICS



## LNGHIVE2 INFRASTRUCTURE AND LOGISTICS SOLUTIONS - LNGHIVE2 Logistic Solutions

(CEF Blending Programme)

The LNGHIVE2 INFRASTRUCTURE AND LOGISTICS SOLUTIONS project, co-funded by the European Commission through the CEF Blending Programme, is framed within the global LNGHIVE2 project which aims to implement Directive 2014/94 for the development of infrastructure and demand for LNG for port maritime operations in Spain, within the National Action Framework for the Development of Alternative Fuels.



Projet cofinancé par le Fonds  
européen de développement régional

## MED HERIT.DATA - SUSTAINABLE HERITAGE MANAGEMENT TOWARDS MASS TOURISM IMPACT THANKS TO A HOLISTIC USE OF BIG AND OPEN DATA

Aims to improve the cooperation, integrated planning and solution of conflicts of interest to improve the management of two types of tourist destinations affected by mass tourism. The project will seek to utilise the benefits of Big Data, Open Data and the Internet of Things to deal with these challenges.



## REPRESENTATION OF THE PORT OF VALENCIA IN ALASTRIA

Promoted by companies and institutions for the establishment of a semi-public Blockchain/DLT infrastructure, which supports services with legal validity in the Spanish context and in line with European regulations..

## 5. SECURITY AND PROTECTION:



## PICASSO - PREVENTING INCIDENT AND ACCIDENT BY SAFER SHIPS ON THE OCEANS

(CEF Programme, May 2016 - November 2018)

PICASSO contributes to the global framework of European maritime transport policy by, amongst other things: improving the safety of equipment and work practices so that operations are safer, creating new tools in order to achieve more efficient evacuation procedures as well as improving the responses to these smart and efficient procedures, especially regarding accidents or incidents involving large vessels; training the workforce, promoting in this way a shared culture of maritime security.



## PROTEUS - PROMOTING SECURITY AND SAFETY BY CREATING A MED CLUSTER ON MARITIME SURVEILLANCE

(Interreg MED Programme of the European Commission, 2017-2019)

The PROTEUS project aims to create a maritime cluster to take advantage of the growth potential of maritime activities in the Mediterranean. To do this, the project will address various opportunities for improvement, promoting innovation, knowledge and technology transfer, as well as transnational co-operation between the main players involved in PROTEUS.

## EUROPHAR - EUROPEAN PROTECTION HARBOUR AREA

Within the EUROPHAR framework, an international reference point in the fields of environmental protection and port security at the European level, the PAV participates in the SAURON security project, which aims to improve the management and visualisation of risks in the physical and cyber security of port environments. The SAURON project, funded by the H2020 programme on the INFRA O1 topic, began on 1 May 2017 and ends on 30 April 2020.

## 6. STRENGTHENING OF PORT-CITY RELATIONS:



## CO-EVOLVE "PROMOTING THE CO-EVOLUTION OF HUMAN ACTIVITIES AND NATURAL SYSTEMS FOR THE DEVELOPMENT OF SUSTAINABLE COASTAL AND MARITIME TOURISM"

(MED Programme, 2014- 2020)

The objective is to analyse and promote the co-evolution of human activities and natural systems in tourist coastal zones, based on the study of a series of threats and facilitating factors identified on the MED scale, and within the framework of the principles of the integrated management of coastal areas and maritime spatial planning.



## SIROCCO “SUSTAINABLE INTERREGIONAL COASTAL @ CRUISE MARITIME TOURISM COOPERATION AND JOINT PLANNING”

(MED Programme, 2014 - 2020)

The objective is to contribute to the territorial challenge that cruise tourism is facing by highlighting its potential to produce balanced and sustainable benefits (economic, social, cultural and environmental).



## SUPPORT - SUSTAINABLE URBAN IN MED PORT CITIES

(Interreg MED Programme of the European Commission, (February 2017 - July 2019))

SUPPORT's main objective, is the improvement of sustainable mobility in the port cities of the Mediterranean, encouraging the adoption of Sustainable Urban Mobility Plans in the MED area, focusing specifically on the integration of urban and port traffic flows in planning sustainable public transport.



## TOURISMED - FISHING TOURISM IN THE MEDITERRANEAN REGION FOR SUSTAINABLE DEVELOPMENT

(Interreg MED Programme of the European Commission October 2016 - March 2019)

TOURISMED's main objective is to explore possible business models for fishing tourism activities that will guarantee sustainable coastal tourism in the Mediterranean and that will allow diversification of traditional fishing activity.



## SUCCESS - Sustainable Urban Consolidation Centres for CONstruction

(H2020 Programme, May 2015 - April 2018)

SUCCESS's main objective is to reduce the negative impact of the urban distribution of goods associated with construction in cities in order to reduce its cost by improving knowledge of goods distribution logistics in that sector, demonstrating the impact that it generates on transport and on environmental efficiency.

The following table shows the expenses on projects and activities related to Innovation in 2018:

Expenses in R+D+i	
Innovation expenses in thousands of €	976
Operating expenses in thousands of €	102,648
% of Expenditure on Innovation	0.95 %

# 1. Institutional Dimension

Foundations, cultural initiatives, courses, seminars, teaching programmes and other social programmes promoted or supported by the Port Authority and total economic resources dedicated: expenses and investments, expressed as a total in euros and as respective percentages of the Port Authority's total expenses and investments.

The Foundations in which the PAV has participated or with which it has collaborated in 2018 are the:

- Valencian Foundation for Advanced Studies.
- "Rey Jaime I" Foundation Awards.
- Port Studies and Cooperation Institute Foundation of the Valencia Region (FEPORTS)
- The Valenciaport Foundation for Research, Promotion and Commercial Studies of the Valencian region.

In relation to courses, seminars and teaching programs, the PAV maintains involvement through agreements in force in the field of training and internships with the Polytechnic University of Valencia, the University of Valencia and other universities in the Valencian Region. In addition, the PAV, along with the Comillas Pontifical University, created the 25th edition of the master's degree in Port Management and Intermodal Transport.

Meanwhile, the PAV continues to participate in the TrainForTrade Port Training Programme of the United Nations Conference on Trade and Development (UNCTAD).

In the same way, the PAV continues to participate in the training of current and future professionals, through the granting of scholarships and the development of work placements, which a total of 19 people benefited from in 2018.

In line with the foregoing, it is fundamental to continue collaborating with other public administrations and other types of professional entities and specialised institutions for the development of research and innovation projects in terms of safety, environment, energy efficiency, sustainability, port training or new technologies, among other issues.

Regarding the mechanisms of disclosing the port's activity, the PAV continues its programme of guided visits around the port facilities with different content depending on the visitor. Most guided visits are aimed at schools and specialised training centres, along with visits by citizen groups. In 2017, visits were made on Saturdays so that the general public could visit the port and learn about its role in the economy.

In 2018, 240 visits were made to the Port of Valencia's facilities by 8,853 people, distributed as follows:

Types of visits	Number of visits	Number of visitors
Education Centres (Schools + High Schools)	56	3,492
Technical	94	3,026
Institutional	60	809
CSR	18	1,030
Visits on Saturdays (citizens)	12	496
<b>TOTAL</b>	<b>240</b>	<b>8,853</b>

Most of the visitors came from Valencia, although some also came from other regions and countries, including Castellón, Alicante, Cuenca, Albacete, Ciudad Real, Madrid, Toledo, Italy, France, the Netherlands, Colombia, Brazil, China, the United States, etc.

On Maritime Day the traditional guided tour of the Port of Valencia's facilities by sea took place for both staff and their families. The PAV again invited the Port Community included in the APORTEM Association to join this informal celebration, to generate points of contact amongst the PAV's workforce, the Port Community's staff and their families. In 2018, 404 people participated.

Also, within the framework of World Environment Day an exhibition was organised in the Port of Valencia's Clock Building that enabled around 1,500 people to learn about the initiatives undertaken to promote environmental protection, with the collaboration of 20 companies in Valencia's Port Community.

In addition, within the informative actions that the PAV is carrying out to enable citizens to learn more about the Port, the following exhibitions were held in the Clock Building:

**"Port of Valencia's Historic Dock: Progress and Modernity". From 29 March to 3 May 2018.**

Taking the Port of Valencia's Inner Dock buildings as its main theme, this exhibition explained the circumstances behind the construction of the historic buildings of Varadero, the sheds, Commercial Docks, Customs Building and Clock Building, emphasising the relationship between these buildings and the transformation of Valencia in the later decades of the 19th century. This transformation made it necessary to provide the city with adequate communication channels with the port and functional port infrastructures that could cover the demand of entrepreneurs and traders in Valencia for a true commercial port that would facilitate their growth. Over 7,000 people visited this exhibition.

## **“AIXÒ ES TEU – 5.000.000. From 4 December to 9 December 2018.**

With this exhibition, the PAV wanted to commemorate the fact that it was the first Spanish or Mediterranean port to reach 5,000,000 containers. In addition, advantage was taken of this opportunity to show citizens the economic impact of the port and containers by explaining how the goods to be transported in containers relate to their daily lives. 2,913 people visited the impressive Clock Building to visit this exhibition.

## **Ortifus al Mar-Intim. From 20 December 2018 to 3 March 2019.**

The “Ortifus al Mar-íntim” exhibition showcased the extensive work of cartoonist Antonio Ortiz Fuster, paying particular attention to his commitment to Valencia’s culture and environment, where the sea has a starring role. Starting with Ortifus, a series of art exhibitions began that were based on the works of prominent Spanish comics to highlight humour as a means of communication for transmitting the social, cultural and environmental values that the PAV pursues with its policies. A total of 10,435 people visited this exhibition.

Proposals aimed at staff and family members that relate to photography and sports or celebrating holidays such as Christmas and the Virgen del Carmen Festival have become internal traditions.

On the other hand, from an institutional relationship perspective and in line with the Corporate Social Responsibility strategy, the PAV collaborates with the actions of different associations and initiatives linked to its most immediate environment. In 2018, the collaborations and sponsorships listed below are especially noteworthy:

### **With Business Associations representing the port and economic context:**

- XVII Tile of Spain Awards (Premios Cerámica) – ASCER.
- XVII Camp de Morvedre Business Gathering (Encuentro Empresarial Camp de Morvedre) – ASECAM.
- King Jaume I Awards - Economy (Premios Rey Jaime I - Modalidad de Economía)
- FETEIA 40th Anniversary.

### **With sporting and cultural events in its surrounding area:**

- 33rd Half Marathon Puerto de Sagunto.
- 30th Port of Valencia Pas Ras Race
- VI Solidarity Race “Con otra mirada” in Sagunto.
- 15 K Abierta al Mar run.
- 29th Paella World Contest for Companies in the Logistics Sector.
- Agrupación de Fallas del Marítimo.

- Hermandad Cristo del Grao - Festivities of the Cross.
- Nazaret Music and Dance Centre.
- Marinera Easter Week.
- XIX Classical Culture Workshops Sagunto.
- Virgen del Carmen Festivities.
- San Cristóbal Festivities.
- XXVII Citizen Week.
- Camp de Morvedre Mini-stories Contest.
- Port of Gandia Habanera Contest.
- Saturnalia at the Archaeological Museum within the Sagunto a Escena Festival.
- Exhibition: Construïm Drets: Mirant Cap al Futur 50 anys de Comissions Obreres del País Valencià (1966/68-2016/2018).
- 5th Edition of the Future in Spanish Congress (Congreso Futuro en Español).
- Third Week of the Festival Arts Escèniques València.
- Circ Voramar Festival of Contemporary and Social Circus of the city of Valencia.

In line with the previously mentioned actions, various social and solidarity initiatives were organised for staff and other members of the Port Community in 2018 in order to encourage relations with our immediate environment through active, personal and voluntary involvement.

### **Description of programmes or projects aimed at improving the port-city interface, and total economic resources dedicated to this: expenses and investments, expressed as a total in euros and as respective percentages of the Port Authority’s total expenses and investments.**

Integrating our port areas’ activities with the cities in which we operate has been one of the Port Authority of Valencia’s main concerns in recent years.

Since their creation, the advisory committees of Valencia, Sagunto and Gandia, each presided over by the cities’ respective mayors, have promoted dialogue and relations with the municipalities. Below, some of the notable results from this financial year are listed.

In 2018, the PAV’s Board of Directors approved an agreement with the City of Valencia for citizens’ use of the public port domain located in the Nazaret area. This is a historic agreement that will transform Valencia’s southern coastal border, creating the city’s third biggest green space of over 230,000 m<sup>2</sup>. This project will allow the partial recovery of the width of the old Turia river. It will also include a green cycle lane and pedestrian path that will link the future Parque de Desembocadura with the ZAL and the Punta and Pinedo

# 1. Institutional Dimension

areas, and link all the maritime towns. In addition, it will enable the creation of a non-residential sports area and a tertiary area that, in addition to servicing the neighbourhoods, will become an economic and employment driver for the area.

Far from being a mere best practices document, this convention has already had a material effect on the area. In this way, and with the aim of accelerating the provision of new spaces for Nazaret, in 2018 the PAV started preparatory work so that locals could enjoy the space occupied by the former Moyresa-Bunge factory as soon as possible. In particular, it started cleaning, clearing and removing rubble to make the space available to the Valencia City Council.

In the Port of Sagunto, an agreement was reached with the City Council that, amongst other things, allows the Port of Sagunto's jetty to be recovered. Meanwhile, one of the Port of Gandia's sheds, shed number 15, was opened for the "la Flota del Polit" exhibition. This is the first time in history that one of these spaces has hosted a cultural exhibition and it was made possible due to the good relations that exist between the PAV and Gandia's City Council.

More precisely, boosting maritime culture has been one of the areas in which the PAV has made the most progress over the past year, strengthening the role of the Clock Building as a cultural centre to bring citizens closer to this emblematic place for both the port and the city. To do this, in 2018, we developed an extensive exhibition in which we wanted to mainly capture issues related to port activity. This was visited by a large number of people. Over the course of this financial year, four exhibitions have taken place in the Clock Building: "Plànols, Maquetes i Mestres d'Aixà del Port de València"; "La Dàrsena Històrica del Port de València: Progrés i Modernitat"; "Això és TEU - 5.000.000"; and "Ortifus, al Mar-íntim", which was the Port of Valencia's first foray into the medium of comics. Following the success of this last exhibition, the PAV decided to continue following this art form and, in 2019, we will be hosting an exhibition on the work of Forges.

Another example of the integration between the port and the city is, without a doubt, cruise traffic. We have always worked together with Turismo Valencia in this sector to add value to our port facilities and the city and province's touristic offerings to compete with the sector's worldwide leaders. More precisely, in the field of infrastructure we have taken an important step towards creating a new passenger terminal in the Port of Valencia in 2018, with the bailout of the Union Naval's licence. This bailout will enable the construction of new infrastructure in the Port of Valencia, in an area closer to the city and, therefore, more convenient for passengers and cruise passengers.

As has been demonstrated in 2018, our dedication to fostering integration between the port and the city is clear and strong. We have a firm commitment to this and all the actions that we carry out in collaboration with the different municipalities are aimed towards this goal, boosting coexistence between the port facilities and their immediate surroundings.

**Total economic resources: expenditure and investment on protection and security, expressed as a total in euros and as respective percentages of the Port Authority's total expenditure and investment. Description of the items or initiatives that these include.**

The following table shows the expenditure and investment on Protection and Security in 2018:

Expenditure and Investment on security and protection	
Security expenditure in thousands of €	4,820
Operating expenditure in thousands of €	102,648
% of Security Expenditure	4.70%
Investments in Security in thousands of €	258
Total investments in thousands of €	19,208
% of Investments in Security	1.34 %

**Total economic resources: expenditure and investment used on environmental matters, expressed as a total in euros and as respective percentages of the Port Authority's total expenditure and investment. Description of the items or initiatives these include.**

The following table shows the expenditure and investment on environmental matters in 2018:

Environmental Expenditure and Investment	
Environmental expenditure in thousands of €	4,562
Operating expenditure in thousands of €	102,648
% of Environmental Expenditure	4.44%
Investment in the Environment in thousands of €	121
Total investment in thousands of €	19,208
% of Investment in Environment	0.63 %

## 2. Economic Dimension





## 2. Economic Dimension

### Description of the Port Authority's economic policy

Economic Sustainability is key in fulfilling the Port Authority of Valencia's mission, which is why optimising income, costs and investments is our main objective to ensure self-financing in the short and long term.

To ensure economic sustainability, the PAV has established the challenge of Improving profitability and revenue (above the growth of traffic and inflation) in its Strategic Plan, as well as the modulation of investment and costs to ensure economic self-sufficiency and the availability of infrastructure and services that make increasing income possible.

### Economic financial situation.

Annual profitability, expressed as a percentage of the financial year result compared to average non-current assets, in accordance with the definition given in the twenty-second final provision of Act 2/2012 of June 29, on General State Budgets

	2018
Financial Year Result (in thousands of €)	33,975
Average net non-current assets (in thousands of €)	1,154,208
<b>RATIO (Financial Year Result/Average net non-current asset) * 100</b>	<b>2.94%</b>

Evolution for at least the last three years of EBITDA expressed in euros, of the total tonnes moved, of the EBIDTA ratio with tonnes moved and of the percentage of EBIDTA variation expressed as a percentage compared to the previous year (closed on the 31st of December).

	2016	2017	2018
EBIDTA (in thousands of €)	83,997	85,549	81,525
% variation of EBIDTA	30.36%	1.85%	-4.70%
Tonnes moved (t)	71,469,813	73,559,877	76,621,102
<b>RATIO (€/t)</b>	<b>1.18</b>	<b>1.16</b>	<b>1.06</b>

Debt servicing, expressed as 100 x (Debt amortisation + Interest) / Cash Flow

	2018
Amortisations (in thousands of €)	28,439
Interests (in thousands of €)	8,199
Sum	36,638
Cash flow (in thousands of €)	80,387
<b>RATIO (%)</b>	<b>45.58%</b>

Assets without activity, defined as land and natural assets without activity during the year that may be economically, socially or environmentally valuable, expressed as a percentage of the net book value over the year's average net non-current assets.

	2018
Land without activity (in thousands of €)	42,996
Non-current net assets (in thousands of €)	1,154,207
<b>RATIO (%)</b>	<b>3.73%</b>

Evolution during at least the last three years of operating expenditure compared to operating income.

	2016	2017	2018
Operating Expenditure (in thousands of €)	99,460	101,107	102,648
Operating Income (in thousands of €)	141,044	144,015	142,062
<b>RATIO (%)</b>	<b>70.52%</b>	<b>70.21%</b>	<b>72.26%</b>

## 2. Economic Dimension

### Level and structure of investments

The evolution over at least the last three years of public investment by the Port Authority in relation to Cash Flow.

	2016	2017	2018
Total public investment (thousands of €)	10,345	16,514	19,208
Cash-Flow (thousands of €)	72,253	77,621	72,188
<b>RATIO (%)</b>	<b>14.32%</b>	<b>21.28%</b>	<b>26.61%</b>

Evolution over at least the last three years of the investment of others compared to public investment by the Port Authority.

	2016	2017	2018
Private investment (thousands of €)	134,876	52,865	46,466
Public investment (thousands of €)	10,345	16,514	19,208
<b>RATIO (%)</b>	<b>1303.78%</b>	<b>320.12%</b>	<b>241.91%</b>

Renewal of assets, expressed as a ratio of the annual investment volume to the average net non-current assets of the year (according to law 2/2012 of 29 June, General State Budgets).

	2018
Public investment (thousands of €)	19,208
Average net non-current assets (in thousands of €)	1,154,207
<b>RATIO (%)</b>	<b>1.86%</b>

### Business and services

Evolution over at least the last three years of income by occupation and activity rates, as well as the percentage of each of these compared to the net turnover amount.

	2016	2017	2018
Net Turnover (thousands of €)	135,131	139,298	138,048
T. Occupation (thousands of €)	26,974	26,859	28,278
<b>100x (T. Occupation / Net Turnover)</b>	<b>19.96%</b>	<b>19.28%</b>	<b>20.48%</b>
T. Activity (thousands of €)	12,954	14,302	14,720
<b>100x (T. Activity / Net Turnover)</b>	<b>9.59%</b>	<b>10.27%</b>	<b>10.66%</b>

### Generated value and productivity

Evolution over at least the last three years of the net amount of turnover per employee (average annual workforce).

	2016	2017	2018
Net Turnover (thousands of €)	135,131	139,298	138,048
Annual average workforce	428	438	435
<b>Net Turnover/number of employees</b> (thousands of € per employee)	316	318	317

Evolution over at least the last three years of EBIDTA per employee (average annual staff).

	2016	2017	2018
EBIDTA (in thousands of €)	83,997	85,549	81,525
Annual average workforce	428	438	435
<b>EBIDTA / number of employees</b> (thousands of € per employee)	196	195	187

## Economic-social impact

Estimate of the number of direct, indirect and induced jobs created by the port community, with reference to the study and methodology that has been followed to calculate this estimate / Estimate of the gross value added of the port community, making reference to the study and methodology that has been followed to calculate this estimate.

Below is the estimate of the number of direct, indirect and induced jobs generated by the Port Community according to the data that appear in the “Economic Impact of PAV ports in 2016” study, carried out by the Department of Economy and Social Sciences, through the Research Group of International Economy and Development of the Polytechnic University of Valencia, following the “Input-Output Analysis” methodology that shows us the effects of infrastructure on the productive fabric in which they are inserted:

	Inicial	Directo	Indirecto	Inducido	Total
Jobs	7,303	16,368	3,815	11,380	<b>38,866</b>
Gross Wages	401,896	452,310	99,379	289,740	<b>1,243,325</b>
Gross Benefits	293,157	410,798	94,930	277,339	<b>1,076,224</b>
Fiscal Revenue	(- 12,425)	98,601	24,579	69,618	<b>180,373</b>
VAB pm	682,626	961,709	218,889	636,698	<b>2,499,922</b>

# 3. Social Dimension



# 3. Social Dimension

## Port Authority's Human Capital

### Description of the Port Authority's human resources policy

The people that make up the Port Authority of Valencia's staff are its main competitive asset. The Port Authority of Valencia's Department of Human Resources and Organisation manages staff through different human resources policies, carrying out training plans, setting objectives, improving internal management, communication and transparency.

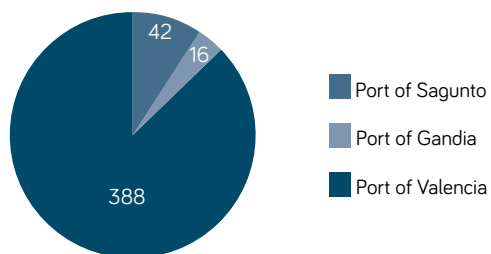
The processes of both external and internal selection and promotion also constitute fundamental elements in this area.

### Employment within the Port Authority

Total number of Port Authority employees<sup>1</sup>.

Evolution of the total number of Port Authority employees			
	2016	2017	2018
Annual Average Workforce	428	438	435

As has already been explained, the Port Authority of Valencia manages the ports of Valencia, Sagunto and Gandia. The following chart shows the distribution of the PAV's workforce by port<sup>2</sup>:



Percentage of temporary employees compared to the total number of permanent employees. To calculate this indicator, contracts conditioned to the circumstances of production are excluded from the calculation of temporary employees.

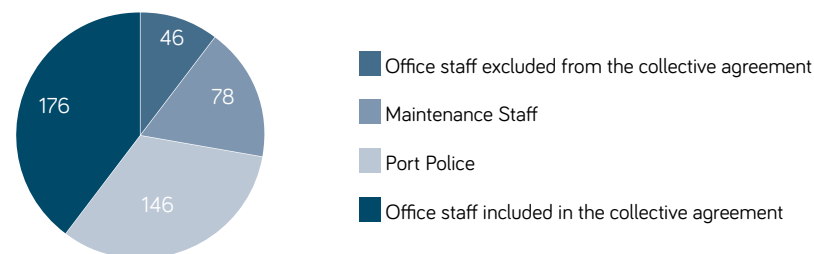
Evolution of percentage of Port Authority's temporary employees			
	2016	2017	2018
Percentage of temporary employees	22,53%	23,54%	26%

Although the PAV has a generally stable work environment, considering the fact that 79% of its total workforce corresponds to permanent staff while the remaining 21% are temporary, in recent years the percentage of temporary work has risen more than is desirable.

In addition, as established by law, 2% of the PAV's staff have some form of disability.

Distribution of staff by activity areas. These areas are staff assigned to the police service, maintenance staff, office staff included in the collective agreement and office staff excluded from collective agreement.

In terms of distribution by activity areas, the PAV's workforce is distributed as shown in the following graph:



<sup>1</sup> The calculation criteria have been changed and the data for previous years completed; this new criterion is calculated with the average workforce figure established in the Business Plan

<sup>2</sup> In this chart and in the following, the 31 December 2018 workforce is taken as the reference point. This data may differ from the average annual workforce

# 3. Social Dimension

Workforce distribution by activity areas in 2018

Activity	Percentage of average annual workforce
Office staff excluded from the collective agreement	11%
Office staff included in the collective agreement	39%
Maintenance	17%
Port Police	33%

## Percentage of employees covered by collective agreement

The distribution of PAV staff according to whether they are included or excluded from the collective agreement is:



As can be seen, staff included in the collective agreement represent 89% while staff excluded from the collective agreement represent 11% of PAV staff.

## Internal communication and participation

### Employees' mechanisms of representation and communication with management.

As set out in Article 30 of the Spanish Legislative Royal Decree 2/2011 of 5th September under which the recast text of the Spanish Law on State-owned Ports and the Merchant Navy was passed, PAV employees are represented by a union representative at the PAV's Board of Directors. This representative belongs to the Comisiones Obreras (CC. OO.) worker's union.

### Employees' mechanisms of technical participation in the improvement of the Port Authority's productive processes (suggestion systems, periodic coordination meetings of activity, quality groups, etc.).

The Department of Human Resources and Organisation meet with the Works Committee monthly, as established in Article 8 of the II Collective Agreement on Ports and Port Authorities, to report on any new developments in human resources and work organisation as well as to resolve doubts and issues that may arise on a day-to-day basis.

In 2008, the Permanent Equality Committee, which was jointly appointed by the Employees' Legal Representation and the PAV's Management, was created under LO 3/2007 to create a space for dialogue and fluent communication, which aims to support the analysis, monitoring and evaluation of the Equality Plan and the promotion of information and awareness amongst the entire workforce.

The PAV also has a set of committees designed to improve the company's operation that are formed by members of the company's Management and of the Employees' Legal Representation:

- **Local Competency-based Management Committee:** aims to monitor the fulfilment of the II Collective Agreement regarding training and competency.
- **Occupational Health and Safety Committee:** aims to monitor compliance with the rules on hazard prevention and occupational health.
- **Pension Plan Control Committee:** aims to monitor and enforce the rules established in the regulation that regulates the Pension Plan.
- **Loans and Advances Committee.**
- **Clothing Committee.**

# 3. Social Dimension

In the PAV there are also a series of Delegate Committees belonging to the Works Committee that are composed only of workers:

- **The Social Purposes Committee:** aims to manage the economic resources contributed by the company for the social purposes included in the II Agreement.
- **The Sports Committee:** aims to organise sports activities and events for workers and family members.
- **The Cultural Committee:** aims to promote and organise cultural events for workers, mainly through the Festival of the Virgen del Carmen.

In addition, the PAV's staff has a suggestion box on the Employee Portal as a communication mechanism. All employees' suggestions are managed and answered. Likewise, there is a Customer Service Department that takes on all information technology problems that PAV workers may have.

Meanwhile, the PAV has a series of communication mechanisms that were designed to aid in:

- Boosting the relationships and communication between the departments and boosting communication between these and the Management.
- Avoiding function duplicity and/or vacuums between departments.
- Operating with an internal customer-supplier philosophy

## Committees

Where coordination is based on work meetings or pooling actions for group decision-making. The following have been defined:

- **Executive Committee:** defines PAV strategies and the necessary processes for their development, this definition will then be submitted to the Board of Directors for approval.
- **Steering Committee:** establishes the organisation's most operational guidelines, as well as the coordination of the first level organisational units with the General Management and the Presidency.
- **Business Plan Committee:** establishes guidelines for the preparation of the Business Plan and validation of the elements included within this.
- **Strategic Monitoring Committee (CMI):** monitors the strategy and Business Plan through the CMI indicators.
- **Committee of Budgets:** approves and monitors expenditure budgets and consolidated investments and focuses on the PAV's responsibility, as well as the modifications that it requires.
- **Infrastructure Committee:** coordinates infrastructure matters, as well as preparing, monitoring and updating the Investment Plan.

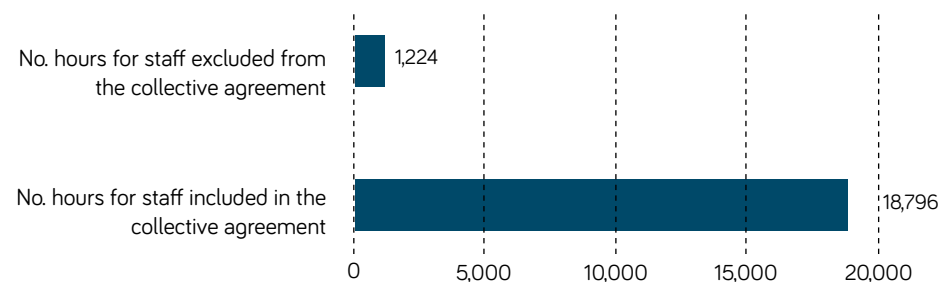
- **Quality Committee:** approves and monitors Quality Management Systems.
- **Vertical Committees (by Area / Department):** coordinates and keeps the different organisational units that make up an area or department informed.

## Training.

### Percentage of employees who undertake training programmes, differentiating between employees inside and outside of the agreement.

Investment in training in 2018 was lower than in 2017, with a total investment of 126,829 euros in total and an average investment of 283.10 euros per person.

The following graph shows the hours of training, differentiating between staff who are inside or outside of the Agreement. The total training hours in 2018 was 20,020, which were distributed as follows:



### Evolution of the average hours of training per employee, differentiating between employees inside and outside of the agreement.

In 2018, the average hours of training, divided into staff inside and outside of the agreement, were:

	Percentage of employees who participate in training programmes		
	Total hours	Number of employees	Percentage
Included from the collective agreement	18,796	396	47.22%
Excluded from the collective agreement	1,224	50	24.48%

# 3. Social Dimension

## Number of training programmes in progress in relation to the competence management system (in accordance with the collective agreement currently in force).

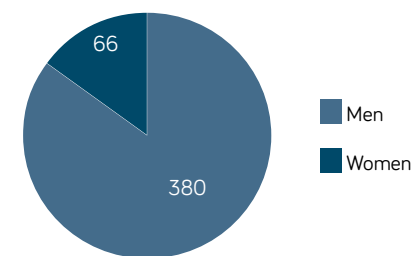
In 2018, a total of 45 training actions were offered within E-Learning training. Below are the details of the E-Learning courses attended, indicating the number of people who completed each one:

Description	Level 1	Level 2
Quality	17 people	5 people
Commercial & Marketing	9 people	4 people
Accounting and Auditing	6 people	
Management of Fishing Activities	26 people	13 people
Goods Management	11 people	9 people
Economic-Financial and Budgetary Management	13 people	5 people
Logistics and Intermodality	6 people	13 people
Environment	13 people	1 person
Nautical Port	2 people	2 people
Port Regulations	11 people	26 people
Port Operations and Services	4 people	8 people
Occupational Health and Safety	6 people	4 people
Labour Relations	5 people	2 people
Sector and Port Strategy	4 people	7 people
Systems to Aid Navigation	13 people	2 people
Industrial Safety	8 people	13 people
Passenger Traffic	10 people	8 people
Use and Operation of Systems: Database		
Use and Operation of Systems: Spreadsheet	4 people	1 person
Use and Operation of Systems: Internet		1 person
Use and Operation of Systems: Present Digital		1 person
Use and Operation of Systems: Text Processing	1 person	1 person
Use and Operation of Systems: Operating Systems	1 person	

## Workforce structure and gender equality.

### Percentage of women compared to the total number of employees.

The distribution of the PAV's staff by gender is reflected in the following graph:



Consequently, the percentage of women compared to the total of number of employees is 15%.

### Percentage of women excluded from collective agreement compared to the total number of employees and compared to the total number of employees included in the collective agreement.

If we distribute the data by gender, differentiating staff included or excluded from the collective agreement of the agreement, we obtain the following results:



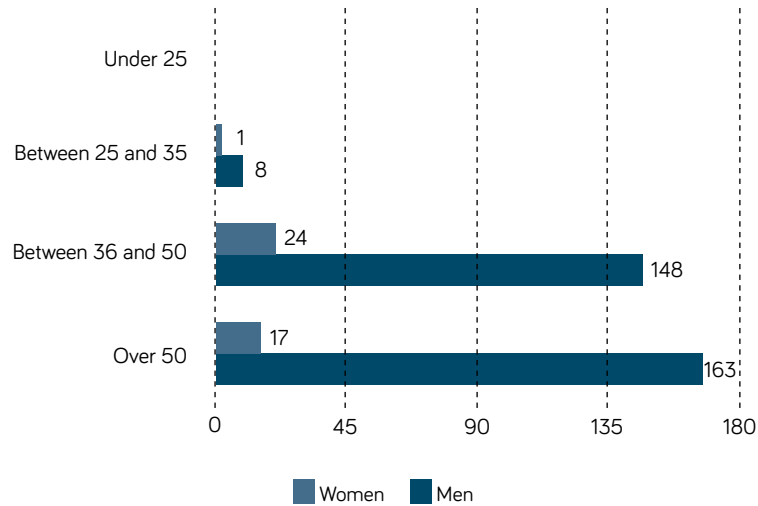
% of women excluded from the collective agreement	20%
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# 3. Social Dimension

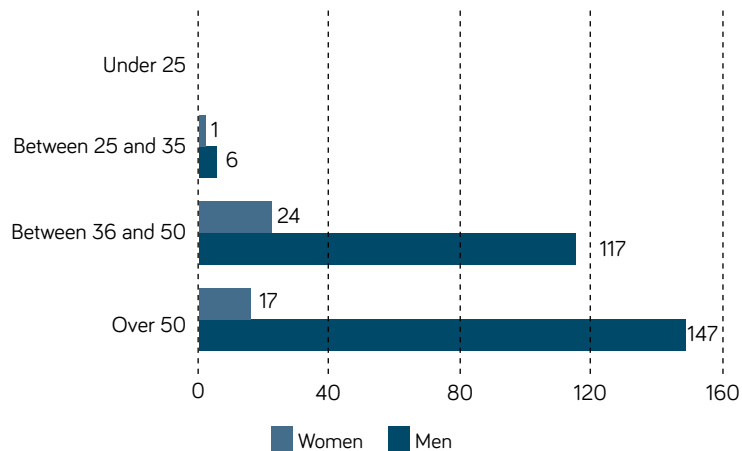
## Percentage of permanent workers over 50 years old.

The following graph shows the distribution of the PAV's permanent workforce by age and gender:

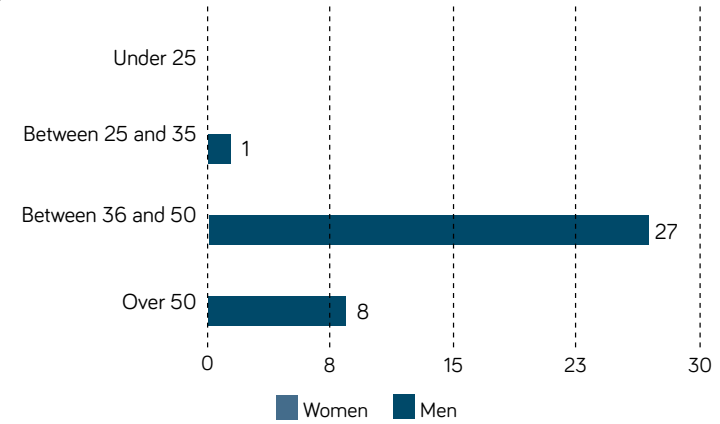


The same information appears in the following graphs, organised by port:

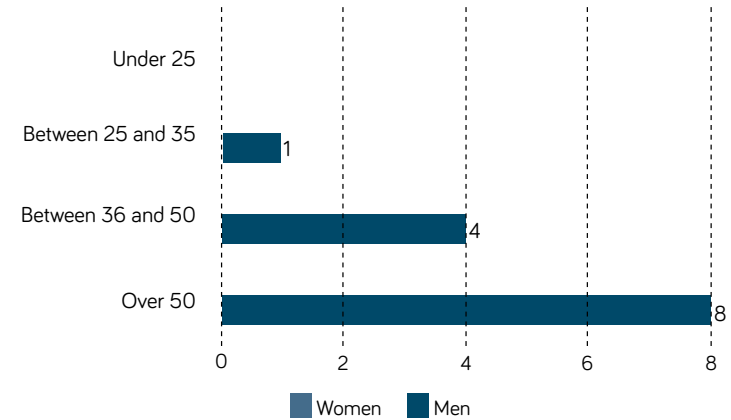
### Port of Valencia



### Port of Sagunto



### Port of Gandia



Consequently, the percentage of permanent employees over 50 years old would be:

% Permanent employee > 50 years	99%
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### Percentage of permanent employees under 30 years old.

Meanwhile, the percentage of permanent employees under 30 years old would be:

% Permanent worker < 30 years	1%
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# 3. Social Dimension

## Occupational health and safety



The Port Authority of Valencia has an Occupational Health and Safety Policy. Throughout 2015, the Occupational Health and Safety Department was evaluated by different inspections and audits, both legal and voluntary, within the actions carried out for the continuous improvement of our management system. Aside of the obligatory legal compliance, the PAV's Occupational Health and Safety Department has chosen OHSAS 18001 as a management model in order to continuously improve the control of occupational risks for its staff, showing the PAV's commitment to occupational health and safety management and its policy of corporate social responsibility. In June 2007, the Port Authority of Valencia obtained the OHSAS 18001 certification, with registration number 0101/OHS/01/2007, at its offices in Valencia, Sagunto and Gandia, as a result of its compliance with the demands and requirements established in the standard, referring to the Management of Port Facilities. In 2008 and 2009, the OHSAS 18001 maintenance certification was obtained. In 2010, the Certification was renewed, then it was maintained in 2011 and 2012, renewed again in 2013 and maintained in 2014 and 2015, renewed again in November 2016 and maintained again in November 2017 and December 2018, these being the eleventh and twelfth years of being certified in accordance with OHSAS 18001.

Evolution of the annual accident frequency index (FI), expressed as the ratio of the number of accidents with leave registered in a year compared to the total number of hours worked in that year, calculated as:

Evolution of the annual accident frequency (FI) index			
	2016	2017	2018
Number of accidents with leave for every million hours worked	7.82	15.56	20.93

Art. 115 of the General Law of Social Security defines an accident at work as: "Any bodily injury suffered by the employee on the occasion of or as a result of work carried out while employed by someone else." This definition includes both injuries that occur in the workplace and those occurring on an employee's usual commute to and from work, with the latter accidents being "in itinere".

### Action taken when an accident occurs at work:

- Accident during the workday:

Here are the steps to follow if an accident occurs during a workday:

1. The Emergency Control Centre (ECC) will be notified so that they can send an ambulance to the scene of the accident.
2. The ECC will notify the Medical Services of the incident, transferring the injured person to the Medical Service's facilities through the PAV's own means or via the ambulance if the situation so requires.
3. When the PAV's Medical Service receives the injured person, first aid will be provided, the injuries will be assessed, and the necessary diagnostic tests will be carried out in our own facilities.
4. If necessary, the patient will be sent to the Hospital 9 de Octubre, to better obtain the diagnosis and make inter-consultations with other specialists.

After the diagnosis has been made, the appropriate treatment will be established by monitoring the evolution of the injuries and their corresponding controls in the PAV's Medical Services.

The official documents for leave for accidents will be issued by the PAV's Medical Service, being sent to the Human Resources and Organisation Department for its later processing.

# 3. Social Dimension

• **Accident outside the PAV Medical Service's working hours:**

In the event of an accident outside of the PAV Medical Service's working hours, the following steps will be taken:

1. The ECC will be notified so that they can send an ambulance to the scene of the accident.
2. The injured person will be transferred to the Hospital 9 de Octubre, where they will be treated immediately and where it will be decided if they must spend the night at hospital or can be sent home.
3. The accident will be coordinated and supervised by the PAV medical team.
4. The PAV's Medical Service will monitor the evolution of the injured person.

**Evolution of the annual accident severity index (SI), expressed as the ratio of the number of days lost (number of working days lost) through accidents in a year compared to the total number of hours worked in that year, calculated as:**

$$IG = (\text{number of working days lost through accidents} / \text{Number of hours worked}) \times 10^3$$

Evolution of the annual accident severity index (SI)			
	2016	2017	2018
Number of days lost per thousand hours worked	0,11	4,06	<b>0,39</b>

**Accident Control**

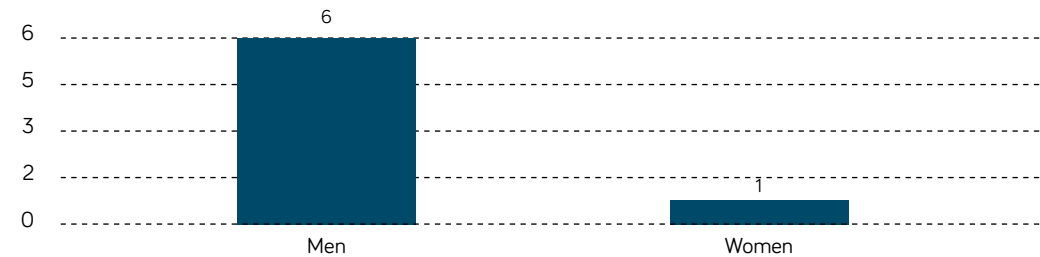
In addition to carrying out corresponding investigations, statistical analyses are carried out quarterly and annually for Occupational Accidents, thus allowing us to study the evolution of the accident rate over the years. The methods of calculating the frequency and severity indices of the accidents occurred are established in Technical Note of Prevention No. 236 of the INSHT.

Art. 12.7 of Royal Decree 1993/1995 establishes the obligation on the part of the PAV as AUTOMUTUA: Centralised Accident Service, to provide the data and statistics required by the Social Security's Health Service, being also subject to the inspection and control of these Sanitary Services.

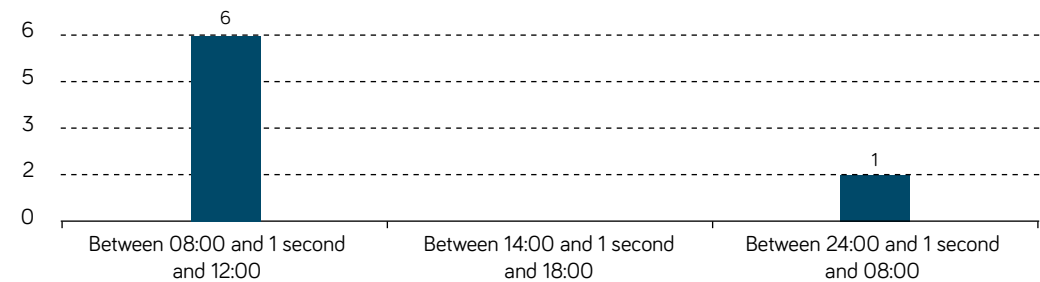
During 2018, 15 work accidents took place in the PAV, of which 7 resulted in leave.

**Statistical Study of Accidents:**

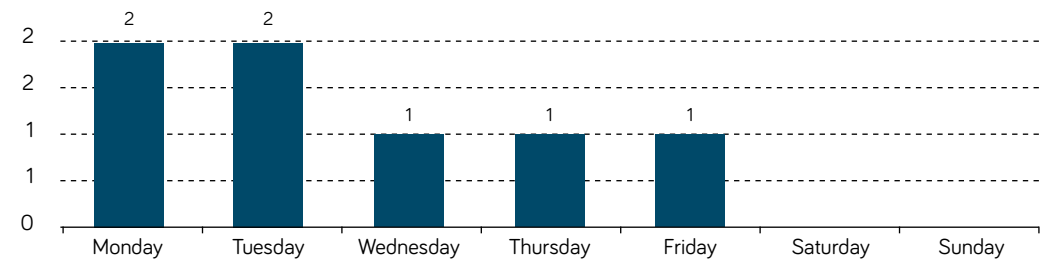
**Accidents at work with sick leave (by gender):**



**Accidents at work with sick leave (by hours)**

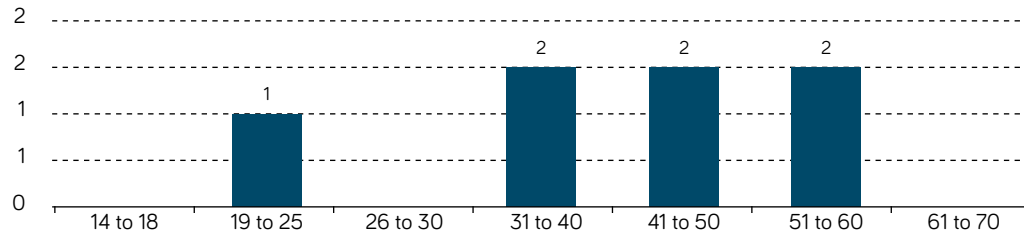


**Accidents at work with sick leave (by days of the week)**

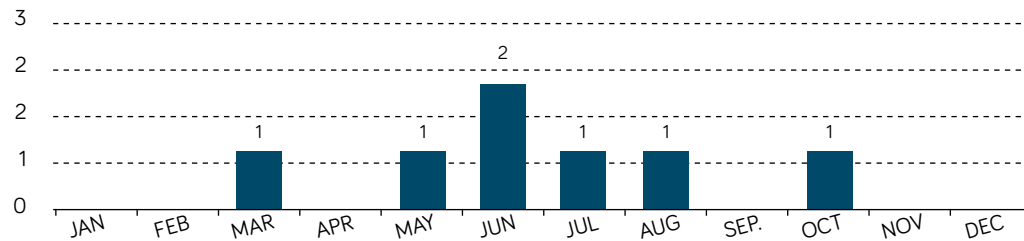


# 3. Social Dimension

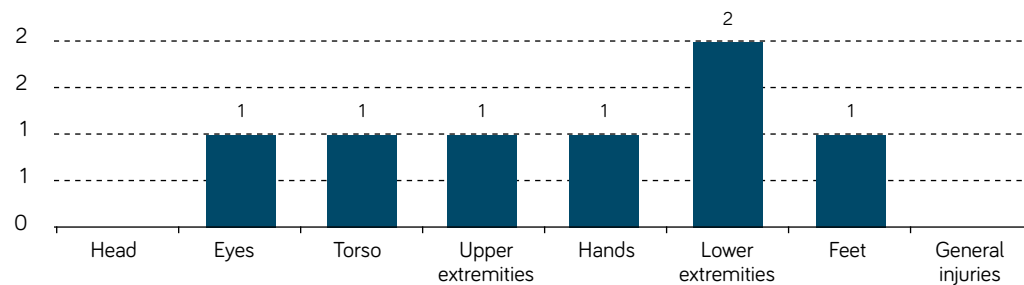
Accidents at work with sick leave (by age)



Accidents at work with sick leave (by month)



Accidents at work with sick leave (by anatomical location)



## Work-related illnesses

Art. 116 of the LGSS establishes the necessary conditions for considering an illness to be occupational; the illness must have been contracted as a result of the work performed whilst in the employment of others in the activities provided for in the table of the Annex of Royal Decree 1299/2006 of 10 November, and it must have been caused by elements and substances that are indicated in this table for each illness.

In 2018, no occupational illnesses were detected among PAV staff.

Evolution of the annual absenteeism index, expressed as the ratio of the number of calendar days lost through sick leave compared to the number of employees, calculated as:

Evolution of the annual absenteeism index (AI)			
	2016	2017	2018
Percentage of days lost due to sick leave.	1.61%	1.51%	1.93%

Training in occupational risk prevention, expressed as the total hours of training divided by the total number of workers.

Occupational health and safety training in 2018		
Total number of training hours	Total number of workers (average annual workforce)	Average number of hours per worker
770	435	1.77

Training is essential to create a preventive culture in professional activities.

The courses, planned by the Occupational Health and Safety Department, cover concepts related to operational safety management and prevention techniques, enabling the student to understand both the material and human factors. They include both general and specific knowledge of all preventative specialties: Safety at Work, Ergonomics and Psychosociology, Industrial Hygiene and Occupational Medicine.

# 3. Social Dimension

In 2018, the following training was given:

- Self-protection plan - 7 workers.
- Exposure to noise - 4 workers.
- Risks in Offices and PVD - 4 workers.
- Port Police First Aid Course - 117 workers.
- Risks in Port Police and Road Safety Course - 127 workers.

In addition, the Occupational Health and Safety Department encourages members of this department to update and expand their knowledge.

In this way, in 2018 the PAV's Occupational Health and Safety Department participated in:

- "Occupational Health and Safety Management" Course (27th February, 1st, 6th, 8th and 13th March 2018) - 1 attendee
- SVMST Scientific Meeting. Depression and Functionality. What can we do in the working environment? 1st March - 1 attendee
- Age Management Day. INSSBT. Madrid 21st March - 3 attendees
- Ergonomics course: Identification and Evaluation of Ergonomic Risks. Manual Handling of Loads Case Study. INVASSAT. 24th and 25th April - 1 attendee
- XVIII Inter Congress of the Spanish Society of Medicine and Occupational Safety. Healthy Company: Challenges and Controversies. Cordoba 8th and 9th June - 4 attendees
- INVASSAT "Occupational Road Safety" Day 13th June - 1 attendee
- Forum of Healthy Organisations Day. (Meeting of Healthy Organisations) organised by INSSBT. Madrid 19th September - 2 attendees.

## Cooperation with CIERVAL's Occupational Health and Safety Monitoring Project:

Through its own Occupational Health and Safety Service, the Port Authority of Valencia participates in the Valencian Region's Occupational Health and Safety Monitoring Project as a collaborating company.

The Monitor is a tool aimed at establishing a continuous diagnosis of the results of the Valencian Region's occupational health and safety model.

On the one hand, a descriptive and comparative analysis is made on the main evolutionary indicators of the official public statistics on occupational accidents in the Valencian Region.

On the other hand, a diagnosis is obtained on the evolution of the accident rate and the current issues from the company's point of view, based on surveys of a panel of companies.

It aims to:

- Analyse and evaluate the evolution of occupational accidents in the Valencian Region.
- Validate the goodness of the policies and actions put in place to control and reduce work-related accidents amongst companies in the Valencian Region.
- Detect company needs in terms of occupational health and safety.
- Create a tool for transmitting the vision of businesses, in terms of occupational health and safety.

It aims to achieve greater institutional coordination and integrate and determine future actions and strategies.

## Number of safety emergency drills and number of security emergency drills.

Occupational health and safety is the set of techniques and procedures that aim to identify and eliminate or reduce the risks that may cause work accidents or health problems.

In accordance with current legislation and our internal policy, the Occupational Health and Safety Department uses a series of techniques to eliminate or reduce the risks inherent in jobs, classifying these as:

**Active techniques:** Those that establish prevention before the accident/incident occurs. To this end, existing risks at work are identified and eliminated, and, if this is not possible, subsequently evaluated and controlled by means of technical and organisational adjustments.

# 3. Social Dimension

Types:

## • Risk evaluation

Art. 16 of Law 31/1995 on the Occupational Health and Safety establishes that preventative actions in companies will be planned based on an initial assessment of the health and safety risks for its staff, which will be carried out in general, considering the nature of the activity and in relation to those who are exposed to particular risks.

The Risk Assessment constitutes the basic pillar of the Occupational Health and Safety.

The Occupational Health and Safety Department reviewed the Risk Assessments for all PAV jobs during 2018.

## • Safety Inspections

The Safety Inspection is an analysis performed by directly and systematically observing facilities and production processes to detect possible accident risks that may be present. This type of Inspection, which is carried out using specific checklists for each job, helps keep the workplace safe by identifying and correcting possible risks.

The frequency of inspections depends on the job's level of danger, and is performed monthly, quarterly or annually.

The observations made in the inspection, the dangers identified and the applicable correction measures are documented, periodically checking the effectiveness of the measures implemented with new inspections.

4 safety inspections of work station conditions were carried out in 2018, verifying the use of Epi's by workers and implementing appropriate measures.

**Reactive techniques:** Actions taken once an accident has occurred, trying to determine its causes and proposing and implementing preventative measures to stop it happening again.

At the PAV, the Safety Technician of the Occupational Health and Safety Department, complying with current legislation, investigates the accident. To do this, they carry out a causal analysis of each accident/incident that occurred, so that it is possible to implement the appropriate corrective measures for it to not happen again, verifying the effectiveness of the implemented preventative measures.

In 2018, 18 accident analyses were carried out, with the measures required in each specific case being implemented.

Continuing with the implementation of the Self-Protection Plan initiated in previous years, 6 drills were carried out in order to achieve a continuous improvement that allows the Occupational Health and Safety of the PAV's workers to be preserved in the following dependencies of the Ports of Valencia, Sagunto and Gandia:

- Activation of the Self-Protection Plan for the Management Building Drill in the Port of Sagunto, table-top exercise with the components of the Port of Sagunto Self-Protection Plan.
- Activation of the Self-Protection Plan Drill, table-top exercise with the components of the Port of Gandia Self-Protection Plan.
- Activation of the Self-Protection Plan of the Management Complex Drills (Phase I, Phase II, Phase III and Phase IV) exercise of fire emergency in Phase II of the subterranean gallery of the Port of Valencia.
- Activation of the Self-Protection Plan in Prevention and Occupational Health Building Drill, table-top exercise with the components of the Self-Protection Plan.
- Activation of the Self-Protection Plan Drill, table-top exercise with the components of the Self-Protection Plan in the Workshop Building of the Port of Valencia.
- Activation of the Self-Protection Plan Drill, table-top exercise with the components of the Self-Protection Plan in the Clock Building.

These exercises have served to correct the minor deficiencies found, for which subsequent meetings were held to study and analyse the results of these drills and to establish the appropriate improvements.

In addition, another series of security drills was carried out in 2018 in collaboration with companies from the Port Community, including the following:

- Hydrochloric acid leak from a container in the APM Terminals Valencia courtyard
- Radiological incident in Noatum CT Valencia, involving the 112-CV, activating the Territorial Plan against radiological hazards and deploying the teams assigned by the Valencian Regional Government, as well as those of the PAV itself.

Regarding protection, twelve exercises (one per quarter in each port) and three practices (one per port) were carried out.

In 2018, the exercises were based on the following tasks:

- Checking the activation of Code Red (process through which reinforcements are sent to help a Port Police agent in danger after pressing the panic button).
- Checking the contact data of the port facility security officers by making a call from the Emergency Control Centre.
- Evacuation of the Emergency Control Centre due to a bomb warning and transfer to the Backup Control Centre, with the activation of the systems of this alternative centre.

# 3. Social Dimension

- Intrusion detection systems in the controlled and/or restricted area.
- Use of police defence spray.

The practices focused on:

- Radiological Protection System, in collaboration with the Maritime Customs of Valencia, Customs Surveillance Service and Civil Guard, in the Port of Valencia.
- Activation of the “Cage” Protocol for the detention of a suspicious person, preventing their escape from the controlled area in the port, in the Port of Sagunto, in collaboration with the Civil Guard.
- Activation of the communications protocol with the Civil Guard for the detention of an intruder in the restricted area of the Port of Gandia.

Below is a summary with the number of exercises and drills in safety and protection:

Number of protection exercises or drills	15
Number of exercises or drills on safety	8

## Ergonomics and Psychosociology applied to work

Ergonomics is the science of well-being and comfort and is based on adapting a job to a person.

Applied Psychosociology deals with those organisational factors of work that can affect both the worker's well-being and health (physical, mental and social), as well as the implementation of the work.

The work of the Occupational Health and Safety Department is to advise and indicate changes at a global level, in those aspects that may contribute to improving working conditions and reducing psychosocial risk factors.

During 2018, the following ergonomic evaluations were carried out:

- A study of the lighting levels and thermo-hygrometric conditions of the Cullera lighthouse.
- A study of the lighting levels and thermo-hygrometric conditions of the Port of Gandia.
- A study of the lighting levels and thermo-hygrometric conditions at Puerto de Sagunto Stations.
- Ergonomic Complex Management study for changes of position - new organisation chart.
- Ergonomic study of the Port of Sagunto Station.

The development of the relevant studies in ergonomics does not end with the provision of corrective actions; instead, the PAV's Occupational Health and Safety Department, once these have been implemented, verifies the effectiveness of the measures adopted for the correction and elimination of risks.

Within the field of Psychosociology Applied to Work, 7 psychiatric-psychological reports were carried out by the specialist in this field to carry out the adaptation of the work positions.

## Industrial hygiene

Industrial Hygiene is the set of actions dedicated to identifying, evaluating and controlling those chemical, physical and biological agents present in the workplace that may cause diseases, deteriorate health and well-being or create significant discomfort among workers.

During 2018, the Workplace Health and Safety Department developed numerous actions in the field of Industrial Hygiene:

### Port of Valencia:

- Quarterly microbiological and air quality controls of the sanitary facilities, changing rooms and different dependencies of the PAV buildings (Valencia, Valencia and Cullera lighthouse). In addition to quarterly checks, controls were carried out in July and August in the Sports Centre for the opening of the pool.
- Regular checks for the detection of Legionella, and beginning, if necessary, the appropriate corrective measures (Valencia, Valencia and Cullera lighthouse) in the months of June and December.
- The control and prevention of Legionella, the cleaning and disinfection of the cold and hot water system in May, according to Royal Decree 865/2003.
- The control and prevention of legionella, analytics in buildings owned by the PAV, and treatment in the buildings that need it.
- Regular controls of Stations 1 and 2.
- Hygienic assessment of the sound pressure in the pump rooms.
- Hygienic assessment of the sound pressure in the air conditioning room.
- Hygienic assessment of sound pressure in Mechanical Installations Workshop.
- Hygienic assessment of dust in Stations A1 and A2.
- Hygienic assessment of gases in Stations A1 and A2.
- Hygienic assessment of the sound pressure in Stations A1 and A2.
- Hygienic assessment of the sound pressure in Cullera's Lighthouse.
- Hygienic assessment of the sound pressure in Valencia's lighthouse.
- Measurement of electromagnetic fields in the Port of Valencia.

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## Port of Sagunto:

- Hygienic measurement of sound pressure in hydrant pump rooms.
- Hygienic measurement of sound pressure in the Canet Lighthouse.
- Hygienic measurement of sound pressure in the Port Police Station.
- Hygienic measurement of gases in the Port Police Station.
- Hygienic measurement of dust in the Port Police Station.
- Periodic inspections of Port Police station work conditions.

## Port of Gandia:

- Hygienic assessment of sound pressure in hydrant pump rooms.

## Health Surveillance

Health Surveillance is one of the instruments used by Occupational Health to control and monitor the impact of working conditions on the health of the working population. Health Surveillance is integrated into the company's Global Prevention Plan.

## Health Screening

Medical examinations are aimed at discovering the repercussions that the risks inherent in each job can have on workers' health, detecting any problem as soon as possible, in which case the work conditions are analysed and evaluated.

In no case may health problems be a point of discrimination for the worker. The types of health exams, stipulated by law and guaranteed by art. 22 of the Law of Prevention of Labour Risks and art. 37 of the Regulation of Prevention Services, carried out by the Occupational Health and Safety Department throughout the year are:

- Initial recognition: every person that begins working at the PAV with a fixed or temporary contract must pass this.
- Specific periodic medical examination.
- Examination after a prolonged absence.
- Examination due to change of job or role.

In addition, the PAV's Medical Services offer a series of health examinations, even where the current legislation does not require this, in order to preserve workers' health:

- Examination at the request of the worker.
- Examination proposed by the Medical Service.
- Orthopaedic Examination.

During 2018, the following Medical Examinations were carried out:

- Annual periodic examinations: 379, 87.13% of the PAV's total staff.
- Initial examination: 101
- Examination after a prolonged absence: 34
- Examination due to a change of job: 2
- Examination at the proposal of the Medical Service: 0

In 2018, a total of 516 surveys were carried out, with specific protocols of health surveillance applying to each of these according to the risks inherent to their job position.

## Public Health campaigns

The objective is to promote workers' health by encouraging improvements in their different lifestyles.

## Adhesion to the Health Generating Companies Programme:

In 2005, the Ministry of Health launched a programme promoted by the Directorate-General of Public Health that aims to boost the prevention and promotion of health in companies through the Prevention Services.

The PAV's Occupational Health and Safety Department joined the Health Generating Companies Programme, complying with the requirements and receiving technical advice and support material for the development of health promotion activities in companies, training on related topics, as well as systematic information on specific health promotion campaigns.



# 3. Social Dimension

The objectives were to:

- Bring workers closer, optimising the health promotion activities that are being promoted and carried out in the Medical Service.
- Establish action guidelines on vaccinations, both for vaccinations against risks arising from occupational exposures and vaccinations of interest for the general population or in specific groups of adults.
- Develop action protocols and make them known to the PAV staff who may be involved in specific issues or actions in certain pathologies.
- Establish formal methods of collaboration between the staff of the PAV's Health and Safety Department and the Public Health Care System, both Primary and Specialised assistance.

The voluntary nature of this adhesion underlines the involvement of the PAV's Occupational Health and Safety Department in the search for continuous improvement of the working conditions of all members.

## Campaigns:

The Occupational Health and Safety Department periodically carries out informative health campaigns, which consist of training-information talks on hygienic-sanitary preventive measures, carrying out, in turn, the control, medical advice and appropriate preventative treatment in each campaign.

The health campaigns that have been developed in the period under consideration are:

- Prevention and Reduction of Tobacco Consumption.
- Preventative Detection of Melanoma for Management and Administration.
- Prevention of Insect Stings.
- Prevention of Mycosis in lower limbs.
- Study and Prevention of Osteoporosis.
- Prevention of Solar Exposure.
- Campaign for the Prevention of Colorectal Cancer.

- Prevention of Asymptomatic Lung Cancer.
- Seasonal Influenza Prevention and Vaccination Campaign.
- Dermatological Protection Campaign.
- Vaccination campaigns for Diphtheria-Tetanus, Hepatitis A and B and Pneumococcal.
- Prevention and Correction of Visual Acuity.
- Informative Health Campaigns.
- Campaign on Prevention of Seasonal Asthenias.
- 2018 Blood Donation Campaign.
- Helicobacter Pylori Campaign.

## Epidemiological studies:

A study of the results of the 2018 Campaign to Prevent Skin Cancer and an analysis of it from the start, from 2008-2018, were carried out.

## Cardio-protected Space:

The PAV has been certified by the Spanish Occupational Medicine, Health and Safety Association, as being a cardio protected area, complying with current safety legislation in autonomous regions and in accordance with official recommendations.

The Port Authority of Valencia's Department for the Occupational Health and Safety Surveillance passed the audit, with the Certification of Cardio-protected Space since 2012 with annual renewal. The PAV is a pioneer in this issue that represents another step in its policy of increasing occupational health and safety in the company.

## Employment and safety at work in the Port Community

**A simplified description of the type of conditions or requirements established, on aspects such as security and training, in the Specific Requirements of port services, in the granting conditions and in the concession or authorisation certificates.**

The Port Authority requires applicants for a provision of service licence or authorisation, to present, among others, the following documentation:

- Affidavit of being up to date with the applicable legislation on the occupational health and safety, and for the purpose of coordinating activities established in article 24 of Law 31/1995, of 8 November, on the Occupational Health and Safety and Royal Decree 171/2004 on the coordination of business activities by which these are developed.
- Affidavit that the applicant is aware of the Port Authority of Valencia's Labour Safety Regulations and their commitment to inform both their staff and the companies and third parties that are hired by the service provider to authorise about this.

In the specific case of port services licenses, the Specific Requirements include, among others, the following conditions regarding the training and qualification of the staff assigned to the service:

- Must possess the necessary technical suitability.
- Must receive training and experience according to their duties.
- Must be in possession of the degrees and certificates imposed by the regulations in force.
- Must know the means available to the company, its location and be trained in their use.

Regarding the conditions or requirements that in security matters are established in the granting conditions or in the concession or authorisation titles, in general and without prejudice to the additional conditions established in the Bidding Conditions according to the type of activity to develop in the public domain. Specifically, the General Terms and Conditions establish the following:

### Concurrence of other titles:

“In addition, the concessionaire will be obliged to comply with the provisions in force that affect the public domain granted and the works and activities carried out therein, especially those corresponding to urban planning licenses and requirements, as well as those relating to the areas and facilities of interest for national defence, without the works executed being an obstacle to the exercise of the powers that correspond to the Administration in matters of security, surveillance, fight against pollution or others.”

### Health and safety measures

The concessionaire must comply with the occupational health and safety obligations set out in Spanish Law 31/1995, of 8th November, on Occupational Health and Safety and the corresponding development regulations, and especially with what is set out in terms of the coordination of business activities, as the titleholder of the workplace, in Spanish Royal Decree 171/2004, of 30th January, which is developed in Article 24 of the aforementioned Law relating to the coordination of business activities.

According to what is set out in current safety and emergency control legislation, the concessionaire shall provide the port authority with a safety report which shall be taken into account by the aforementioned authority when drawing up the port's internal emergency plan. The concessionaire shall also comply with all its other relevant obligations in this area.

### Protection of personal data

For this purpose, the delivery by the interested party to the PAV of any documentation containing personal data must guarantee the adoption of the relevant security measures in accordance with Law 3/2018 of 5 December on the Protection of Personal Data and Digital Rights.

## Description of the coordination mechanisms of existing business activities in the port community in terms of occupational health and safety within the port.

The PAV has its own Occupational Health and Safety Service, for which it has a Coordination Office for Business Activities.

Prior to the start of the activity by the companies contracted by the PAV and once all the documentation has been collected, in accordance with art. 24 of the Law on the Occupational Health and Safety and its RD 171/2004, this is analysed by the Occupational Health and Safety Service, which will agree or disagree according to the Prevention Management Procedure (PGP 08 "Contract Actions") described schematically below:

- Delivery of the Occupational Health and Safety Regulations to the companies that work within the PAV.
- Delivery of the requirements in terms of the Occupational Health and Safety for the hiring of external companies and adaptation to the Organic Data Protection Law.
- Request to external companies for their Occupational Health and Safety Plans.
- Request and control of the contracted companies' POH documentation.
- Inform the different departments of the fulfilment of the contracts with respect to the previous documentation.
- Appointment with different managers of different companies for clarification and explanation of the PAV's Safety Regulations, with the Occupational Health and Safety Department being available to all companies to answer any questions.
- Control of security measures in contracted companies' work.

## Relationship with the Environment

### Description of the Port Authority's policy on its relationship with the social environment

The PAV considers Business or Corporate Social Responsibility (hereinafter BSR or CSR) to be a strategy that strengthens its contribution to sustainable economic, social and environmental development as well as a tool that reinforces the cohesion of the Port Community through actions that benefit its environment.

In this way, the PAV facilitates discussion through a specific CSR promotion forum, channelled through the APORTEM - PUERTO SOLIDARIO VALENCIA association ([www.aportem.com](http://www.aportem.com)), registered in the Valencian Region's Register of Associations with number CV - 01-057702-V, considered a benchmark for interaction with its members' common interest groups, including local professional associations, terminals, as well as other institutions and enterprises of a different profile and dimension that directly or indirectly represent the actors involved in port activity.

In this context, the PAV consolidates a line of work that is based on voluntary actions for the benefit of its surroundings. APORTEM has channelled personal resources and materials from the Port Community to different non-profit entities of recognised rigour in their day-to-day behaviour, serving particularly vulnerable groups in local neighbourhoods daily.

At the end of the year, APORTEM had the following members: Port Authority of Valencia, Valenciaport Foundation, Propeller Club de Valencia, TIBA, S.L.U., Grupo Diario Editorial, S.L., Colegio Oficial de Agentes de Aduanas y Representantes Aduaneros, Asociación Naviera Valenciana, Infoport Valencia, S.A., Noatum Container Terminal Valencia S.A.U., Asociación de Transitarios, Expedidores Internacionales y Asimilados - Org. para la Logística y el Transporte. Representantes Aduaneros -Valencia, Boluda Corporación Marítima, S.L., Docks Logistics Spain S.A., Amarradores del Puerto de Valencia S.A., VPI Logística S.A., Fundació Balearia Quatre-Illes, Centro Portuario de Empleo - Valencia, ELTC- Asociación de Empresas de Logística y Transporte de Contenedores, MA Abogados - Salinas Legal y Tributario S.L. Profesional, Caixa Popular, Intermodal Global Logistics, VIMAR Brothers, Chema Ballester, S.A. Salvador Navarro, Sertego - Servicios Medioambientales, S.L.U. y MSC Terminal Valencia, SAU.

During 2018, the APORTEM Board of Directors was renewed and extended to formally manage the association in a more involved way. In this same year, different systematic collaboration agreements of companies that want to support APORTEM's work were finalised.

# 3. Social Dimension

In 2018, thanks to donations from entities and individuals, we collaborated with the following organisations:

- **6 centres of Unique Educational Action (CAES)** that take care of minors of over 20 nationalities belonging to the gypsy ethnic group who find themselves in a situation of social disadvantage, at risk of abandoning basic education and living in situations of extreme precariousness. The schools' faculties organise activities of all kinds that reinforce the children's integration and help create positive and healthy habits with the support of volunteers.
- **“Santa Ana” Children’s Day Care Centre**, maintained by the Congregation of the Sisters of Charity of Santa Ana in Nazaret. They offer support to young children and their families, through day care and a programme of prevention and early psycho-educational intervention and monitoring of children at risk.
- **The Noah’s Ark Association of Nazareth** (<http://elarcanaazaret.org>), a non-profit association declared from public utility, deeply rooted and involved in the neighbourhood of Nazareth, develops important socio-educational, integrative and supportive work for children and adolescents in situations of inequality in their personal and social development.
- **Alana Association and Foundation** (<http://www.alanna.org.es>) are non-profit entities that complement each other in the development of socio-educational programmes aimed at the social and labour inclusion of female refugees from war, victims of gender violence and those living in slums, in other words, women in situations of extreme precariousness in the port’s surrounding area and rest of the city.
- **Amigos de la Calle Association** (<http://www.amigosdelacalle.es>), which helps people living on the street.
- The **Athletics Club dels Poblaters Maritims**, is a reference point as a promoter of sport in the Maritime District. Its annual PAS RAS AL PORT race involves the port community in a special way.
- The **Novaterra Foundation**, whose “More than a flower” (“Más que una Flor”) project raises funds to facilitate the social and labour integration of those with fewer opportunities for this.
- **Brufol Association**, whose support for the education of immigrant women makes it easier for them to get a job.

In addition, specific collaborations with entities such as Casa de la Caridad, Cáritas, el Puchero Portuario and others have been added and new channels have been opened with entities with similar profiles to those previously mentioned and the positive impact of APOSTEM increased.

During 2018, the following actions that supported over 800 people in need were carried out:

**Basic food:** purchase and delivery of basic and healthy foods for breakfast and/or snacks, food in general for children - through the Centres for Singular Educational Action, associations of support and childcare, welfare flats for immigrants and women at risk and their families (support foundation) in the port environment. All of this promotes proper, healthy nutrition, simulating balanced eating habits and reinforcing the power of people living in need.

**Hygiene:** Delivery of personal hygiene products, underwear and showers to minors in schools and to other entities that distribute these amongst these groups to ensure a healthier life for people with special difficulties in the reinforcement of personal hygiene and cleaning habits, and an environment that facilitates adequate health care. In addition, cleaning products are provided to adults living under vulnerable conditions for the daily maintenance of their home.

**Education and culture:** with the aim of stimulating learning, creativity and personal improvement, resources for training and the regular practice of reading, music, etc. are provided, along with school materials, books, musical instruments and collective games being bought for schools and support associations in the local neighbourhoods.

**Clothing:** purchase of footwear and sportswear for all students in several schools that usually collaborate with the aim of providing clothing for school children with scarce resources, to facilitate their integration at school.

**Sports:** empowerment of individual and group sport in view of the importance of its practice to achieve a healthy life, to integrate values and good habits, as well as a context in which to facilitate healthy relationships and greater social integration. Support associations invite certain Schools to participate in sports activities and purchase equipment in the neighbourhoods and staff of associated entities for free time.

**Health:** The surveillance and protection of the health of the most vulnerable groups is reinforced with the purchase of products for oral hygiene, sun protection, etc. as well as with the promotion of eye check-ups for minors of the various CAES in the area, thanks to the Visió Sense Fronteres NGO.

# 3. Social Dimension

**Solidarity campaigns:** The Port Community's participation is promoted through financial contributions, purchase of products, clothing, food, toys, basic necessities and general equipment for the aforementioned groups, as a way to channel staff's social involvement and commitment. Substantial work is carried out to include the option of solidarity contributions in events including races such as the PAS RAS al PORT, celebrations such as Propeller Valencia's Charity Dinner and other events such as the Paella Contest organised by Falla JJ Dómine and Diario del Puerto. The contributions received through these events are entirely allocated to some of the organisations with which APOSTEM collaborates.

**Donations of equipment:** mediation between companies and non-profit organisations' demands, managing specific donations in kind from companies to organisations in an environment that can take advantage of these: computers, furniture, office equipment, perishable foods, products in disuse, amortised or withdrawn products, etc.

## **Blood Donation.**

In all cases, the social projects that have the support of APOSTEM are constantly monitored through meetings, visits, telephone contact and by mail, with the results reflected on the [aportem.com](http://aportem.com) website.

On another note, a WISTA Spain Association (Women's International Shipping & Trading Association) delegation, composed of 45 professionals in the sector, visited the Port of Valencia on International Women's Day.

Finally, during 2017 the Action group of public companies was restarted, coordinated by FORETICA, which fosters the best CSR in these companies. As a result of the project a "Practical Guide to the contribution of public companies to the 2030 Agenda" was published. In that sense, the PAV has been working on the identification of the way in which it contributes to the achievement of the sustainable development goals, which succeed the Millennium Development Goals, which the PAV agreed to in 2010 through adhering to the 10 principles of the Global Compact. The current 17 objectives, to which contributions are invited, are as follows:

SDG 1: End poverty in all its forms everywhere.

SDG 2: End hunger, achieve food security and improved nutrition and promote sustainable agriculture.

SDG 3: Ensure healthy lives and promote well-being for all at all ages.

SDG 4: Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all.

SDG 5: Achieve gender equality and empower all women and girls.

SDG 6: Ensure availability and sustainable management of water and sanitation for all.

SDG 7: Ensure access to affordable, reliable, sustainable and modern energy for all.

SDG 8: Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all.

SDG 9: Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation.

SDG 10: Reduce inequality within and among countries.

SDG 11: Make cities and human settlements inclusive, safe, resilient and sustainable.

SDG 12: Ensure sustainable consumption and production patterns.

SDG 13: Take urgent action to combat climate change and its impacts.

SDG 14: Conserve and sustainably use the oceans, sea and marine resources for sustainable development.

SDG 15: Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss.

SDG 16: Promote just, peaceful and inclusive societies.

SDG 17: Revitalise the global partnership for sustainable development.

In view of the above, the PAV will come from different angles to enhance sustainable development in the environment surrounding it, as a management principle on which to establish its activity.

# 3. Social Dimension

**Actions of the Port Authority to meet the accessibility needs of disabled people (Including: conditions on passenger service licences, and in concessions and authorisations associated with maritime stations, specific actions in common areas).**

Regarding the actions carried out by the PAV to meet the accessibility needs of disabled people in common areas (public roads and buildings), it is worth mentioning that:

- The pavement curb was lowered on public roads and pedestrian routes
- Parking spots were reserved for disabled people in car parks.
- In buildings there are:
  - Alternative accesses for disabled people through ramps adapted to regulations.
  - Toilets with adequate dimensions for PRMs (Passengers with Reduced Mobility).

As for concessions and authorisations, the owners themselves are responsible for compliance with current regulations regarding the removal of architectural barriers. In this case, the Infrastructure Management Area requires compliance with the current regulations in this area in projects submitted for authorisation.

Currently in the bidding phase of a Plan of Universal Accessibility for the ports of Valencia, Sagunto and Gandia.